

Routing Options for Bus Rapid Transit Being Considered.

WE WANT TO HEAR YOUR THOUGHTS.

Imagine Aspen to Glenwood in about an hour. Imagine sleek, quieter buses and fewer cars on Aspen's streets. We invite you to share your thoughts on a preferred route in Aspen for the next generation of transportation in the Roaring Fork Valley.

The City of Aspen and RFTA are considering one of four options for VelociRFTA's inbound route to Rubey Park, including:

- Spring Street
- Garmisch Street
- Aspen Street
- Monarch Street

When evaluating each option, the City and RFTA are considering the following questions:

Does the option provide service within reasonable walking distances of key destinations?

Does the option minimize travel times to keep the "rapid" in Bus Rapid Transit?

Does the option minimize capital and operating costs?

Does the option minimize conflicts with cars, pedestrians and cyclists?

Does the option continue to disperse bus trips among multiple streets to balance impacts to neighborhoods?

Does the option minimize impacts to parking?

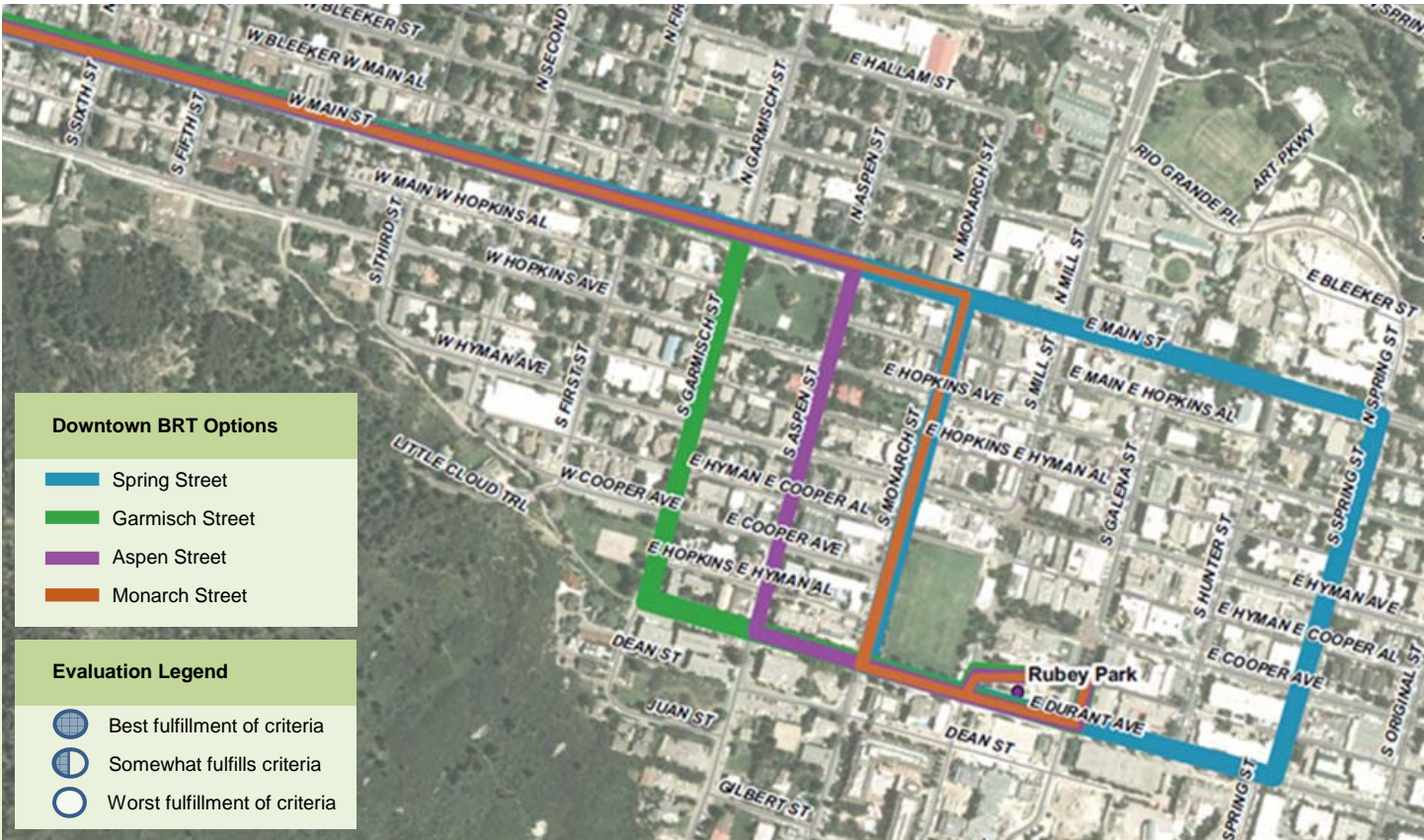
City Council will consider these routing options at an upcoming work session with RFTA on June 21st and would like to hear what you think. Please visit RFTA's VelociRFTA website—www.rftabrt.com—by June 16th to provide your comments and to learn more about this exciting new service. You can also call RFTA at 970/384-4860 or mail your comments to RFTA, 1340 Main Street, Lower Level, Carbondale, CO 81623.



THE CITY OF ASPEN



More info at www.rftabrt.com.



Downtown BRT Options

- Spring Street
- Garmisch Street
- Aspen Street
- Monarch Street

Evaluation Legend

- Best fulfillment of criteria
- Somewhat fulfills criteria
- Worst fulfillment of criteria

Evaluation Criteria	Inbound Spring	Inbound Garmisch	Inbound Aspen	Inbound Monarch
Bus Volumes	◐	◑	◐	◑
Transit Travel Times	◐	◑	◐	◑
Accessibility to Destinations	◑	◑	◑	◑
Cost	◐	◑	◑	◑
Operating Issues	◐	◑	◐	◐
Parking	◐	◑	◐	◐

Today, the majority of Rubey Park-bound buses currently turn from Main Street onto Spring Street. The Garmisch Street option is RFTA's preferred option for BRT routing because it best meets the evaluation criteria. While it increases the number of bus trips on Garmisch Street by 31 percent, it decreases trips on Spring Street by 8.5 percent by eliminating some other routes that RFTA currently operates. The number of inbound trips on Aspen and Monarch Streets will not change with this option. The BRT service is expected to increase overall bus traffic by approximately nine percent.

The Garmisch Street option also has a shorter travel time and minimizes conflicts because the route avoids Main Street traffic signals and Durant Avenue in front of Gondola Plaza. The Garmisch Street option is less costly than the routing on Spring Street because the option minimizes operating expenses and eliminates the need to add another bus to the BRT fleet.

Lastly, the Garmisch Street option minimizes the need to remove many parking spaces. A new stop on Garmisch Street near Main Street is being considered and may impact one existing parking space if added to the system.