Background
What is the "First Last Mile" Gap?

• A barrier that discourages potential riders from using transit because a station cannot be easily accessed
• Can include geography, street network and design, or a (perceived) lack of available transportation options
• The easier it is to access the system, the more likely people are to use it

Study Goal:

To identify strategies, policies, and infrastructure to improve connectivity to ECO Transit to make transit services accessible to more people
Project Timeline and Next Steps

- Task 01: Project Management and Study Initiation
- Task 02: Data Collection and Problem Evaluation
- Task 03: Analysis and Recommendations
- Task 04: Outreach and Implementation
- Task 05: Report Document

- Public Outreach
- Kick-off Meeting
- Project Management Team (PMT) Conference Call
- Stakeholder Group In-Person
- Stakeholder Group Conference Call
- County Commissioners Meeting
- Draft/Final Report
What will this Study Explore?

- Collection and analysis of existing data
- Toolbox of potential solutions
  - Bicycle infrastructure
  - Pedestrian infrastructure
  - Transportation Demand Management
  - Ride hailing/shuttles
  - Bike share
- High priority locations for implementation
- Cost and implementation considerations
Recommended Strategies

1. Transportation Demand Management
2. Ride-hailing
3. Bike share expansion
4. Bicycle and Pedestrian infrastructure
5. Alignment with Local Transit Agencies
Transportation Demand Management Toolbox

- Parking management
- Fare structure
- Stop amenities
- Wayfinding
- Marketing and promotion
- Educational material
- Bikes on/in buses
- Trip planning apps
Ride-Hailing

1. Mountain Family Health Center ⇆ Freedom Park Bus Stop
2. First Last Mile Connections
3. Minturn: Fixed Route → On-Demand
Bike Share

Existing:
ECO funding expansion of Avon’s bike share program

Near-term:
ECO funding pilot of e-bike share
Park City, UT e-bike share

Long-term:
Potential change of vendor from Zagster
Bike Share
Top 10 Stops for Bike/Ped Infrastructure

Top 10 Stops for Bike/Ped Infrastructure Recommendations

1. Highway 6 at Eaglebend (east and west)
2. Highway 6 at Sylvan Lake Road (east and west)
3. Chambers Park and Ride
4. Beaver Creek Bear Lot (east and west)
5. Highway 6 at Rivers Edge (east and west)
6. Highway 24 at Harrison Ave (east)
7. Highway 24 at North Main Street (west)
8. Highway 6 at River Walk (west)
9. Highway 6 at Stonebridge Drive (east)
10. Eagle Valley High School
Pedestrian Infrastructure

Hwy 6 at Eagle Bend/Stonebridge

Hwy 6 at River’s Edge
Bicycle Infrastructure

EagleVail / Avon Area

- High Priority ECO Stops
- Eagle Valley Trail (Existing)
- Existing Zagster Station
- Bike Rack / New Zagster Station
- Bicycle Lane Striping and Signage
- Sharrows
- Markings to Reduce Bicycle-Vehicle Conflicts
- Wayfinding Signage
- All Other ECO Transit Stops
- Three Mile Buffer
- Existing Bike Lane

Legend:
- 1 mile
- 1 mile
Next Steps
• **Update/Community Presentations**: Present the final recommendations to each community board and share the study with them.

• **Implementation**: Begin implementing recommendations. MFHC Ride Hailing, Mobile Fare Payments, Coordinated Information Hub. Bike share expansion to Edwards and EagleVail.

• **Funding**: Identify funding opportunities to implement first last mile solutions? Work with CDOT and Town’s to improve roadways and bus stops in alignment with plan.
Questions?