Eagle County
First/Last Mile
Strategy Study
“I think these options are great and would like to see more public/private partnerships to connect outlying communities or uphill communities with service routes.”

-Eagle County Resident
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Summary</td>
<td>p1</td>
</tr>
<tr>
<td>Introduction</td>
<td>p5</td>
</tr>
<tr>
<td>Existing Conditions</td>
<td>p9</td>
</tr>
<tr>
<td>Case Studies</td>
<td>p19</td>
</tr>
<tr>
<td>Community Engagement</td>
<td>p25</td>
</tr>
<tr>
<td>Recommendations</td>
<td>p27</td>
</tr>
<tr>
<td>Next Steps</td>
<td>p95</td>
</tr>
<tr>
<td>Appendices</td>
<td>p101</td>
</tr>
</tbody>
</table>
Executive Summary

This report addresses recommendations to address the first/last mile gap between ECO Transit stops and users’ origins and destinations.

The following document provides an evaluation of first/last mile gaps, a set of recommended improvements that would help all users access transit more easily, and a prioritization of the proposed solutions.

THE ASSESSMENT OF FIRST/LAST MILE GAPS AND OPPORTUNITIES ARE INFORMED BY:

• EXISTING CONDITIONS: Synthesis of ECO Transit and local transit agencies’ schedules, on-motorized infrastructure, and previous planning efforts

• CASE STUDIES: Exploration of best practices and lessons learned from first/last mile solutions around the country

• COMMUNITY ENGAGEMENT: Feedback on existing barriers to accessing transit, draft recommendations, and priorities

EXISTING CONDITIONS ANALYSIS, CASE STUDIES AND LITERATURE REVIEW

DRAFT RECOMMENDATIONS

MARCH 2019: STAKEHOLDER, COUNTY COMMISSIONER, AND PUBLIC INPUT

NOVEMBER 2018: STAKEHOLDER AND PUBLIC INPUT

DRAFT REPORT

FINAL REPORT
THE CATEGORIES OF PROPOSED RECOMMENDATIONS AS A PART OF THIS STUDY ARE AS FOLLOWS:

**BICYCLE AND PEDESTRIAN INFRASTRUCTURE**

Upgrading multimodal access through infrastructure improvements will allow more users to connect with ECO Transit services through non-motorized modes. Recommendations include sidewalks, crossings, on-street bike facilities, multi-use paths, lighting, wayfinding signage, and bike racks. The following ten stop pairs were identified as the highest priority for first/last mile bicycle and pedestrian infrastructure improvements.

1. Highway 6 at Eaglebend (East and West)  
2. Highway 6 at Stonebridge Drive (East)  
3. Highway 6 at Sylvan Lake Road  
4. Chambers Park-and-Ride  
5. Beaver Creek Lot (East and West)  
6. Highway 6 at Rivers Edge (East and West)  
7. Highway 24 at Harrison Avenue (East)  
8. Highway 24 at North Main Street (West)  
9. Highway 6 at Riverwalk (West)  
10. Eagle Valley High School

**TRANSPORTATION DEMAND MANAGEMENT**

Transportation demand management (TDM) strategies are cost-effective policies and programs that aim to make more efficient use of existing transportation resources and reduce single occupancy vehicle trips by influencing travel behavior. The top three strategies recommended as a part of this study are:

1. Bikes on/in buses  
2. Marketing  
3. Integrated trip planning app, mobile ticketing, and electronic payment

**ALIGNMENT WITH LOCAL TRANSIT AGENCIES**

Service coordination between ECO Transit, Avon Transit, Beaver Creek Transit, and Vail Transit would help bridge the first/last mile gap. Coordination should address marketing and outreach, trip planning, an integrated map, integrated fare payment, alignment of schedules for timed transfers, and co-locations of bus stops.
RIDING (OR ON-DEMAND) SERVICES

Mountain Family Health Center
On March 1, 2019, this study launched a fully subsidized on-demand public private partnership pilot with Ride Taxi to address the one-mile gap between the Mountain Family Health Center and the nearest bus stop (the Freedom Park bus stop)

First/Last Mile On-Demand Service
On-demand transportation between a defined service area and a bus stop or transfer station

Minturn Route to On-Demand
Conversion of the Minturn fixed route to an on-demand/deviated route

BIKE SHARE
This study recommends that ECO Transit invest and support the growth of Avon’s existing bike share system by placing additional stations at bus stops throughout the region. This investment may include expansion to a fleet of electric bikes in the longer-term.

OTHER EMERGING MOBILITY SOLUTIONS
Dockless bikes and scooters were explored in this study but not recommended due to Eagle County’s:

- dispersed land use
- extreme winter weather
- gaps in bicycle and pedestrian infrastructure

Additionally, dockless mobility tools represent a nascent and potentially volatile industry. Bringing a potentially impermanent mobility option to the County would not be a reliable strategy for bridging first/last mile gaps. Also, dockless bike and scooters have the potential to compete with the existing and expanding docked bike share program, which would undermine public investment in the existing system.
THE NEXT STEPS FOR IMPLEMENTATION ARE:

PRIORITIZATION

Although recommendations are not mutually exclusive, there is limited funding available for transportation improvements. Therefore, prioritization between these categories of recommendations is an important consideration to inform implementation as funding and resources becomes available. Prioritization was informed based on a combination of stakeholder and public input, Board of County Commissioners feedback, and professional judgment from the project team. The Study offers the following prioritized list of strategies for improving first/last mile connections to ECO Transit service.

1. **Transportation demand management**: Low cost opportunities to form partnerships, improve user experience, and educate existing and new riders

2. **Ride-hailing**:
   - Continue to fund and evaluate the Mountain Family Health Center pilot
   - Release an RFP for a provider to run the Minturn fixed route as an on-demand service
   - Consider opportunities for a first/last mile on-demand service

3. **Bike Share**: Support expansion of existing bike share as an opportunity to address first/last mile gaps

4. **Bicycle and Pedestrian infrastructure**: Improvements to bus stops and opportunistic investment in facilities adjacent to bus stops based on development, repaving, and other capital improvement projects

FUNDING

The Study concludes with a list of federal, state and local funding sources that could fund implementation of the recommendations.