

DRAFT

Subtopic E10: Personal Mobility

Twenty-seven public and agency comments were received on the E10: Personal Mobility subtopic. From those 27 comments, 4 common concern statements were created. Themes associated with the E10: Personal Mobility subtopic include:

- Mass transit is not viable and would be underused. For example, skiers and recreational travelers are likely to carry recreational equipment. To be viable, compartments would need to be incorporated into transit systems. Travelers would need additional transportation from the transit station to their ultimate destination.
- The alternative selection process requires more information on how transit travelers will arrive at final destinations and assurance that people would use the transit system.
- To accommodate transit, travel behavior would have to change because the public is accustomed to having the freedom to use personal vehicles.
- Mode connectivity must be addressed, perhaps through using a shuttle system from transit stations to ski slopes, using a van service to trailheads or ski lifts, renting station cars, or using a bus service to reach every small town.

CCS No.	Transportation Common Concern Statements (CCSs)
Subtopic E10: Personal Mobility	
E 10-a	<p>Recreational Equipment Transport</p> <p>Mass transit is not viable and would be underused because skiers and recreational travelers are not likely to carry recreational equipment such as skis, bikes, kayaks, or camping gear on trains or buses. Compartments for storage of skis, mountain bikes, or other equipment would need to be incorporated into transit systems.</p>
E 10-b	<p>Barriers to Transit Use</p> <p>The following barriers would make mass transit unviable and underused:</p> <ul style="list-style-type: none"> • Skiers and recreational travelers would need additional transportation from the transit station to their ultimate destination (campgrounds, trailheads, or ski lifts). • Travelers often have a multitude of mountain destinations within one trip. • Transit alternatives are useless without planning, funding, and implementation of feeder mass transit connections to I-70 Corridor stations. • AGS will not work unless a convenient public transportation infrastructure to remote destinations from transit stations is included in plans. • The alternative selection process requires further information on how transit travelers will arrive at final destinations and assurance that people would use the transit system.
E 10-c	<p>Change in Travel Behavior</p> <p>The public is accustomed to having the freedom to use personal vehicles and will not change to mass transit unless they are forced to; therefore, Transit alternatives will not address congestion problems for the following reasons:</p> <ul style="list-style-type: none"> • Mass transit ridership would be low and does not deserve to be subsidized. • Even with increasing gas costs, it is questionable whether travelers would abandon autos, SUVs, RVs, pickups (or towing their boats or campers) to ride a train to recreation destinations. • Commercial traffic will continue to use the highway. • Skiers and other travelers require more schedule flexibility than provided by transit. • Travel behavior must change to accommodate transit.

DRAFT

CCS No.	Transportation Common Concern Statements (CCSs)
E 10-d	<p data-bbox="321 296 537 323">Mode Connectivity</p> <p data-bbox="321 329 992 357">The following Ideas were suggested for mode connectivity.</p> <ul data-bbox="375 365 1536 644" style="list-style-type: none"><li data-bbox="375 365 1536 422">• A shuttle system from transit stations to ski slopes would make Transit alternatives viable for skiers. Van service to trailheads or ski lifts could be offered from condominiums and hotels.<li data-bbox="375 428 1300 455">• A “station car” could be rented at Corridor stations to go to town for the day.<li data-bbox="375 462 1536 548">• An outfitter could transport travelers in a shuttle van from bus stations to fishing areas, ski resorts, and gaming destinations. Using transit systems to access ski resorts is effective in Europe (an example is the Belegade Station that connects to Paris).<li data-bbox="375 554 1373 581">• A bus system would have enough flexibility for travelers to reach every small town.<li data-bbox="375 588 1536 644">• In the Preferred Alternative, the PEIS should consider incorporation of bike trails that would allow travelers to use bikes to reach ultimate destinations (from transit centers or parking areas).