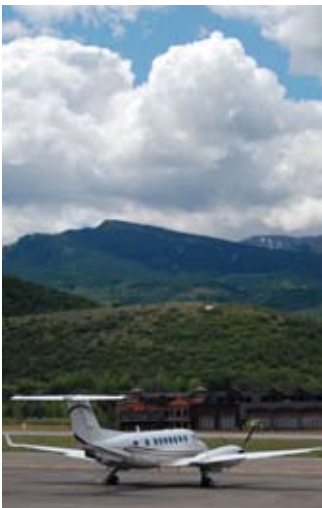


# Transportation



## Vision

We seek to provide a balanced, integrated transportation system that reduces congestion and air pollution. Mass transit use, carpooling, carsharing, bicycling, and walking are some of the tools that can help us achieve this vision.

## Philosophy

Our transportation philosophy comes largely from our desire to maintain a quality of life that reflects how a small town looks and feels, while accommodating the functioning of a resort area. While the recent economic downturn has reduced traffic congestion, we must assume that congestion will return and possibly intensify during the 10-year life of this plan.

Therefore we remain committed to limiting the number of vehicles coming into town, as we have since 1993. Rather than building additional highway lanes for vehicles, our future should be one in which the automobile plays a smaller role in our everyday lives.

We should increase the percentage of trips made using alternative modes of transportation by continuing to make mass transit and the pedestrian/bike trail system more convenient, efficient and enjoyable. We support a valleywide Bus Rapid Transit system that efficiently connects to transit hubs, the airport, and trails.

The airport is an important component of our multi-modal transportation system and we support its mission to provide safe, efficient, reliable and environmentally-responsible airport services and facilities. We recognize that the airport offers an alternative mode of travel, and an opportunity to reduce vehicle trips into the Aspen Area. Efficiently linking the airport to a reliable and convenient mass transit system, while providing information on our comprehensive trail system, can help limit the demand for rental vehicles.

Transportation is inextricably linked to land use issues. Decisions about development have a direct impact on transportation patterns and congestion levels. Significant new development should take place only in areas that are, or can be, served by transit, and should fully mitigate for its transportation impacts. Another important factor in reducing congestion is limiting the displacement of workers through a strong Community Workforce Housing program.

Because the community remains split on potential physical solutions to the Entrance to Aspen, this community plan does not include a preference for one solution versus another. Instead, this plan emphasizes further exploring Transportation Demand Management methods, while providing important guidance for future decision-making regarding a physical solution to the Entrance.

Our commitment to alternative modes of transportation helps reduce traffic congestion, improves air quality, reduces greenhouse gas emissions, promotes public health, and reduces our dependence on non-renewable resources. But we can only provide opportunities for alternative modes of transit: Transportation solutions are achieved when each of us make the personal choice to take advantage of those opportunities.

## Definitions

### **Transportation Demand Management (TDM):**

Programs or services that maximize the use of alternative transportation. Alternative transportation generally encompasses bus, carpool, vanpool, bike, walk and carshare modes as well as compressed workweeks and telework. TDM also encompasses outreach and education programs as well as built alternatives such as park and rides, High Occupancy Vehicle lanes, etc. Economic incentives and disincentives are also considered TDM programs.

### **Transportation Options Program (TOP):**

An employer outreach effort that currently serves about 36 businesses. It is separate from other outreach programs offered to tourists, commuters, etc.

## What's Changed Since 2000

While our overall transportation policies remain consistent with those outlined in the 2000 AACP, a number of projects have been implemented since that have helped further the community's transportation goals.

In 2006, the City of Aspen initiated a comprehensive public process on the Entrance to Aspen. New data showed that the number of vehicles going in and out of town remained at 1993 levels largely because of the continual improvement and expansion of mass transit service, and limiting parking in town. However, congestion had expanded farther up and down the Highway 82 corridor as well as lasting for longer periods during the day.

One outcome of the public process was a May 2007 Citywide vote that approved the addition of two dedicated bus lanes from the airport to the roundabout, with 63% in favor. This fundamental change reflected public support for improving the reliability and efficiency of the mass transit system.

In November 2008, valleywide voters approved funding to begin implementing the concept of Bus Rapid Transit (BRT) – a valleywide plan that depends partially on the success of dedicated transit lanes. At the same time, free bus service began operating from Aspen to Snowmass. In 2009, the City expanded paid parking into neighborhoods around the Commercial Core to encourage the use of mass transit.

In recent years, an Airport Master Plan process has been ongoing, focusing partly on an extended runway. This extension would not allow for larger airplanes, but would result in higher weights allowed per flight, resulting in more people allowed on each plane. The Airport Master Plan also includes a potential replacement of the aging terminal, as well as a relocated parking area, which could result in improved links to the local mass transit system.

## What's New in the 2011 AACP

While the 2000 AACP sought to limit average annual daily vehicle trips (AADT), the 2011 AACP goes further by "striving to reduce peak-hour vehicle-trips to 1993 levels." This is a response to the 2007 Entrance to Aspen Reevaluation Report,

which found that while we continue to meet the 1993 average annual daily vehicle trips, congestion had expanded farther up and down the Highway 82 corridor during peak hours.

Regarding physical solutions at the Entrance to Aspen, the 2000 AACP endorsed the 1997 Record of Decision (ROD), which called for crossing the Marolt Open Space with two vehicle lanes and a dedicated mass transit corridor. The 2011 AACP doesn't endorse any particular physical solution, largely due to the extensive 2006/07 public process, which ended with no clear public support for any of the options.

However, the 2011 AACP continues to uphold other long-held Entrance to Aspen policies: to use new highway lanes only for public transit, and to ensure no net loss of open space at the Entrance to Aspen as part of any physical solution.



*Traffic on Main Street. The Plan encourages alternative modes of transportation in an effort to alleviate congestion, improve air quality, and reduce the number of vehicle trips.*

## Linkages

This plan recognizes that community goals are often inextricably linked: sometimes they complement each other, and at times they come into conflict. Over the years, the Aspen Area has supported a transit-based transportation system, which helps to improve our air quality and reduce our carbon footprint. Our transit system is also essential to bringing a commuter workforce to the Aspen Area, helping our economy function. To the degree that our transportation system is inefficient and frustrating for users, the sustainability of our resort economy can be undermined. Future decisions regarding growth management, land use tools and affordable housing will have an impact on the function and cost of our transportation system. Major physical improvements must always be considered along with a sense of retaining community character.

# Transportation Policies

# Policy Categories

## Primary Transportation Policy:

Continue to limit Average Annual Daily Trips (AADT) to 1993 levels at the Castle Creek Bridge, and strive to reduce peak-hour vehicle-trips to 1993 levels. Additional person trips should be accommodated using alternative transportation methods.

*Community Goal,  
Collaborative Initiative*

## I. PUBLIC TRANSIT

I.1. Improve the convenience, reliability, comfort, affordability, safety, capacity, and quality of the transit service experience, while ensuring physical improvements are consistent with community character.

*Community Goal,  
Collaborative Initiative*

I.2. Plan for the location and development of Park and Ride areas considering ease of intermodal transition, quality of experience, effectiveness and cost.

*Collaborative Initiative*

I.3. Actively promote public awareness of transit alternatives for visitors and second homeowners, including bus routes and the pedestrian/bicycle trail system.

*Collaborative Initiative,  
Incentive Program, Work  
Program for Transportation*

I.4. Maintain the reliability and improve the convenience of City of Aspen transit services.

*Work Program for  
Transportation*

## II. BIKE AND PEDESTRIAN

II.1. Extend and/or improve commuter pedestrian/bike trails with the greatest potential for integration with the public transit system.

*Collaborative Initiative,  
Work Program for Parks  
& Open Space and  
Transportation*

II.2. Expand and improve bicycle parking/storage.

*Collaborative Initiative,  
Work Program for  
Transportation*

II.3. Improve the convenience, safety, and quality of experience for bicyclists and pedestrians on streets and trails.

*Collaborative Initiative,  
Incentive Program, Work  
Program for Transportation*

# Transportation Policies

## Policy Categories

### III. USER GROUPS AND TRANSPORTATION DEMAND MANAGEMENT

III.1. Reduce vehicular trips through the Entrance to Aspen and in neighborhoods that are generated by employment, special events, construction activity, schools, recreation, local residents and other activities.

*Community Goal,  
Collaborative Initiative*

V.1. Minimize the adverse impacts of development on the valley-wide transportation system that occur during economic booms and periods of intense construction activity.

*Collaborative Initiative,  
Proposed Code Amendment*

V.2. Reduce the long-term impacts of the service industry.

*Collaborative Initiative*

V.3. Require development to mitigate for its transportation impacts .

*Proposed Code Amendment*

### IV. ENTRANCE TO ASPEN

IV.1. We are committed first to reducing traffic by implementing Transportation Demand Management (TDM) solutions. Ongoing planning for physical improvements to the Entrance to Aspen should use a list of community objectives to evaluate options.

*Community Goal,  
Collaborative Initiative*

### V. PARKING

V.1. Manage the supply of parking to limit the adverse impacts of the automobile.

*Collaborative Initiative,  
Work Program for Parking  
and Transportation*

### VI. EDUCATION AND PUBLIC OUTREACH

VI.1. Ensure that public outreach regarding transportation issues includes the latest technologies for the purpose of well-informed decision-making.

*Collaborative Initiative*

VI.2. Ensure that users of the valley-wide transportation system are aware that every means of transportation is government-subsidized.

*Collaborative Initiative*

VI.3. Promote the use of Bus Rapid Transit as a valley-wide transportation system.

*Collaborative Initiative*

# Transportation Policies

# Policy Categories

## VII. AIRPORT POLICIES

VII.1. Strengthen the Airport’s role in the valley-wide regional transportation system.

*Collaborative Initiative*

VII.2. Increase the quality and availability of information on travel options.

*Collaborative Initiative*

VII.3. Improve the efficiency and reliability of airport services while reducing environmental impacts.

*Work Program for Airport*

VII.4. Improve the overall quality of the airport experience in a manner that is consistent with our community character.

*Work Program for Airport*

VII.5. Reduce the negative impacts of Airport operations on the surrounding area.

*Work Program for Airport*

VII.6. Improve the convenience, efficiency and environmental impacts of ground transportation options available at the Airport.

*Work Program for Airport*

## VIII. FUNDING

VIII.1. Increase funding for public transit so that service is consistent and reliable with a preference for stable and sustainable revenue sources.

*Collaborative Initiative*

## IX. DATA GATHERING

IX.1. Ensure that enough clear and understandable data is gathered and compiled for the purpose of well-informed public decision-making.

*Data Needs*

IX.2. Quantify user groups on the transportation network to better customize TDM strategies.

*Data Needs*