



## Vision

We seek to provide a balanced, integrated transportation system that reduces congestion and air pollution. Mass transit use, carpooling, carsharing, vanpooling, bicycling, and walking are tools to 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, feels and functions. We must continue to limit the number of vehicles coming into town and reduce daily traffic jams and lines of idling vehicles. Our future should be one in which the automobile plays a smaller role in people's everyday lives.

We should not build additional highway lanes to accommodate more private vehicles, but should increase the percentage of trips made via alternative modes of transportation. We must continue to make our mass transit and pedestrian/bike trail system more convenient, efficient, comprehensive and enjoyable. Bus Rapid Transit should connect to transit hubs, including air, road, and trail access points, to encourage our community to use public transportation. Our commitment to alternative modes of transportation helps improve air quality, reduce greenhouse gas emissions, promote public health, and reduce our dependence on non-renewable resources. Transportation solutions begin when we each take responsibility for our individual transportation habits.

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 opportunity to help achieve some of our transportation goals by reducing the number of people coming to our community via vehicles, and from other airports. It is essential to integrate the airport with alternative modes of transportation to diminish reliance upon rental vehicles.

*Roaring Fork Transit Authority (RFTA): RFTA provides regional transit services to Aspen, Snowmass, Basalt, El Jebel, Carbondale, Glenwood Springs, Rifle, and New Castle.*

*Bus Rapid Transit (BRT): BRT is a rubber tire transit service that is intended to mimic the benefits of light rail service. It provides faster, more efficient service than a regular bus line through the use of stations, vehicles, running ways, a flexible operating plan, and technology. RFTA is implementing the first phase of a BRT system, known as VelociRFTA, that is anticipated to be in place by 2013.*

Transportation is inextricably linked to land use issues. Decisions about development have a direct impact on transportation patterns and congestion levels. While the economic downturn has reduced jobs and traffic congestion, we have to assume that congestion will continue and possibly intensify, limiting mobility and seriously damaging our small town quality of life. This community plan includes policies that pace construction activity on an annual basis, limit potential build-out by capping house sizes, and further regulate construction in environmentally sensitive areas. New development should take place only in areas that are, or can be, served by transit and should fully mitigate for its short and long-term transportation impacts. Another important factor in reducing congestion is limiting the displacement of workers through a strong Community Workforce Housing program.

This community plan does not include a specific solution for the Entrance to Aspen, however, it does provide guidance for future decision-making.



Construction of the bus lanes from the airport to the roundabout in 2008.

### *Aspen Area Transportation Improvements*

Some of the past improvements to the transportation system have included:

- the doubling of RFTA ridership in the 1990s;
- building 22 miles of pedestrian and bicycle trails in the Aspen Area;
- establishing a downtown paid parking system that has reduced vehicle trips;
- implementation of employer outreach program including employer transportation grants;
- dedicating bus lanes on Main Street in 2006;
- approving and building two miles of dedicated bus lanes from the airport to the roundabout in 2007;
- moving forward on a runway extension to increase aircraft efficiency; and
- approving funding in 2008 for the next phase of RFTA improvements, known as Bus Rapid Transit.

# Policies and Action Items

## 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.

In addition, the following policies and action items are adopted to address the following critical issues: 1) Public Transit, 2) Bike and Pedestrian, 3) User Groups and Transportation Demand Management, 4) Entrance to Aspen 5) Managing Growth, 6) Parking, 7) Education & Public Outreach, 8) Airport, 9) Funding, and 10) Data Gathering.

## I. PUBLIC TRANSIT

### Policies

**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.**

### Action Items

- I.1.a The City, County, Snowmass Village, EOTC, SkiCo and RFTA must be active partners to implement Bus Rapid Transit (BRT). *(I – T, County Manager, City Manager, Town of Snowmass Village, RFTA, SkiCo, PW, Airport)*
- I.1.b Maintain free bus service from Aspen to Snowmass *(LT – T, RFTA)*
- I.1.c Maintain existing free bus service in the Urban Growth Boundary and explore additional routes. *(LT – T, RFTA)*
- I.1.d Make using, accessing, and getting information about public transit more intuitive. *(LT – City, RFTA, A)*
- I.1.e Utilize technology to provide real-time information on transit services and road conditions. *(I – RFTA)*
- I.1.f Review RFTA’s fare system to achieve greater simplicity and clarity and to ensure affordability. *(LT - RFTA)*
- I.1.g Create bus stop shelters that incorporate safe, comfortable waiting areas, storage of bicycles, real-time information on transit schedules and road conditions. *(I – RFTA)*
- I.1.h Increase the ability of buses to carry bicycles. *(LT - RFTA)*
- I.1.i Incorporate public art at BRT stations. *(I – RFTA, T, PW, City Manager, County Manager)*
- I.1.j Identify the location and amount of space required for bus parking, maintenance, staging areas for RFTA. *(I – RFTA, T)*
- I.1.k Remodel Rubey Park to improve bus staging areas. *(LT – T, RFTA, City Manager)*

## I. PUBLIC TRANSIT, cont.

### Policies

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

**I.3. Actively promote public awareness of transit alternatives for visitors and second homeowners.**

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

### Action Items

I.2.a Conduct a study on demand patterns of commuters to help determine optimal locations of Park and Ride areas. *(I – RFTA, T, PW, Snowmass Village, SkiCo)*

I.2.b Employ Best Practices for using technology to encourage use of Park and Ride areas, such as cell phones, bus information displays, electronic highway signs. *(I – RFTA, T, PW)*

I.2.c Develop cost comparisons for different Park and Ride locations. *(I – RFTA, T, PW)*

I.2.d Explore options for enhancing the transition between modes at Park and Ride locations to improve the quality of the experience. *(I – RFTA)*

I.2.e Plan for bicycle storage/lockers at Park and Ride areas. *(I – RFTA, T, PW)*

I.3.a Collaborate with ACRA, SkiCo, lodges, and property management companies to increase the quality and availability of information provided to visitors on summer and winter travel options, such as transit schedules, lodging shuttles, walking, bicycling etc. *(I – RFTA, T, ACRA, SkiCo, Stay Aspen Snowmass etc)*

I.3.b Provide information on travel options in multiple languages and using international symbols. *(I – RFTA, T, A)*

I.4.a Improve bus stop shelters and passenger amenities. *(I – T)*

I.4.b Replace transit vehicles that have met or exceeded their service life, and add vehicles to meet demand. New vehicles should be environmentally clean and quiet. *(LT – T)*

I.4.c Support consistent operating hours for transit routes. *(I – T)*

I.4.d Ensure bus services remain free for users. *(I – T)*

I.4.e Utilize technology to provide real-time information on transit services and road conditions. *(I – T)*

I.4.f Explore the demand and funding available for extending transit services to the ABC. *(I – T, PW)*

I.4.g Explore increasing the frequency of certain transit routes, while minimizing impacts on neighborhoods. *(LT – T)*

## II. BIKE AND PEDESTRIAN

### Policies

**II.1. Integrate bike and pedestrian trails with the public transit system.**

**II.2. Extend and improve trails that can be used for commuting purposes.**

**II.3. Expand and improve bicycle parking/storage.**

**II.4. Improve the convenience, safety, and quality of experience for bicyclists and pedestrians on streets and trails.**

### Action Items

II.1.a Identify bike and pedestrian trail improvements with the greatest potential for integrating with public transit. Prioritize these improvements to assist in annual budgeting decisions. *(I – T, OS/P, RFTA, PW)*

II.2.a Identify bike and pedestrian trail links and improvements with the greatest potential for extending commuter trails. Prioritize these improvements to assist in annual budgeting decisions. *(I – T, OS/P, RFTA, PW)*

II.3.a Amend the codes to establish a “trigger point” for requiring bicycle parking/storage as part of the development review process. *(I – P)*

II.3.b Require all publicly-funded development to provide space for bicycle parking/storage in prominent locations. *(I – P, T)*

II.4.a Develop a comprehensive plan for convenient bicycle parking/storage in downtown, Explore replacing some vehicle parking with bike parking. *(LT – T, P/OS)*

II.4.b Explore adding bike lanes to existing rights-of-way. *(LT – T, Streets, P, E, City Manager)*

II.4.c Use cash-in-lieu funds (for parking or pedestrian amenities) to implement the Downtown Enhancement and Pedestrian Plan (DEPP). *(I – P)*

II.4.d Improve the safety and quality of experience of crossing Main Street in the downtown area, and Highway 82 at various locations between Castle Creek and the ABC. *(I – PW, T, P/OS, P, A)*

II.4.e Explore establishing a system of free bicycles for community users throughout the UGB. *(I – T)*

### III. USER GROUPS AND TRANSPORTATION DEMAND MANAGEMENT

#### Policies

**III.1. Reduce vehicular trips through the Entrance to Aspen and in neighborhoods that are generated by employment, special events, school, recreation or other activities.**

*TOP: The acronym for the City's Transportation Options Program, an employer outreach effort that currently serves about 36 businesses. It is separate from other outreach programs offered to tourists, commuters, etc.*

*TDM: Transportation Demand Management. 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.*

#### Action Items

III.1.a Amend the codes to require all new major development to implement a customized Transportation Demand Management (TDM) plan that sustains their commitment to alternative transportation modes. (I – P, T)

III.1.b Expand membership and participation in the City's Transportation Options Program (TOP) through outreach and incentives, with a specific emphasis on large employers and school-related impacts. (I – T)

III.1.c Ensure all businesses in the Aspen Area receive information about the City's Transportation Options Program by adding the Transportation Department as a required referral and contact before annual business licenses are issued. (I – T, Finance Department)

III.1.d Educate homeowners who employ a large number of service workers regarding the benefits of TOP programs. (I – T, Finance Department)

III.1.e Establish a City-County agreement for funding of City-provided TOP services implemented in the County portion of the Aspen Area. (I – County Manager, PW, T)

III.1.f Establish a menu of TDM requirements for special events to be implemented by the Special Events Committee. (I – T, Special Events Committee)

III.1.g Implement new TDM measures, including real-time on-line carpool matching, public and/or private vanpooling, dynamic carpooling and other measures. (I – T)

III.1.h Ensure adequate funding and staff resources exist in the City Transportation Department for the development and implementation of TDM and outreach programs. (I - City Manager, County Manager)

*Dynamic Carpooling: the facilitation of carpool formation without previous arrangement. Typically this will occur at a supported location such as a Park & Ride where potential riders/drivers meet with the incentive of using HOV lanes, receiving parking discounts, etc. New technologies exist in which participants can arrange rides instantaneously via a smart phone and even exchange pre-paid rider/driver credits.*

### III. USER GROUPS AND TRANSPORTATION DEMAND MANAGEMENT, cont.

#### Policies

**III.2. Reduce the impacts of construction-related congestion at the Entrance to Aspen and in our neighborhoods.**

**III.3. Reduce the impacts of resident trips within the UGB.**

**III.4. Reduce the impacts of public and private school-related congestion at the Entrance to Aspen and in our neighborhoods.**

#### Action Items

III.2.a Update the City and County's Construction Management Plans and related codes to address construction-related trips and impacts using principles of TDM. *(I – T, E, PW, P)*

III.2.b Ensure adequate funding and staff resources exist for enforcement of Construction Management Plans. *(I – City Manager, County Manager)*

III.3.a Gather relevant data needed to define the impacts of resident vehicle travel. *(I – T)*

III.3.b Identify and implement TDM strategies to reduce resident vehicle travel. *(I – T)*

III.4.a Expand coordination and communication between the schools and City/County/RFTA regarding regular school hours and special events to reduce transportation impacts. *(I – T)*

III.4.b Incentivize school membership and participation in TOP. *(I – T)*

### IV. ENTRANCE TO ASPEN

#### Policies

**IV.1. We are committed to reducing traffic by implementing Transportation Demand Management (TDM) solutions. When TDM measures are exhausted, physical improvements to the Entrance to Aspen should be evaluated using community objectives.**

#### Action Items

IV.1.a Fully exhaust all TDM solutions to the Entrance to Aspen before working on built solutions. *(I – City Manager, County Manager, T, EOTC)*

IV.1.b Community objectives should be used to evaluate any proposal for physical improvements to the Entrance to Aspen, such as:

- Retain small town character;
- Avoid a net loss of open space;
- Preserve historical resources;
- Maintain vehicle trips across Castle Creek at or below 1993 levels;
- Maintain Highway 82 as a two-lane facility for general purpose traffic with extra capacity reserved for mass transit use only.
- Increase the reliability and convenience of our public transit system and our pedestrian and bicycling system.
- Include reliable cost estimates regarding both capital built-out costs and long-term operational costs.
- Include a carbon-footprint analysis of the construction phase as well as annual operations.
- Use visual simulations to illustrate how improvements would impact the flow of vehicular traffic and the user experience.

*(LT – City Manager, County Manager, T, EOTC)*

V. MANAGING GROWTH

Policies

Action Items

**V.1. Minimize the impacts of development on the valley-wide transportation system.**

- V.1.a Amend City and County codes to adopt similar systems that pace the level and impacts of construction activity on an annual basis. *(I – P)*
- V.1.b Implement TDM measures to reduce adverse impacts of traffic and parking generated by development and associated new employment. *(LT – T, P)*

**V.2. Require development to enable and support travel by foot, bicycle and public transportation.**

- V.2.a Amend City and County codes to adopt this standard of review. *(I – P)*
- V.2.b Require development to implement TDM measures by amending City and County codes. *(I – P)*
- V.2.c Require development to mitigate for short and long term transportation impacts, such as impacts on streets, sidewalks, transit, etc. *(I – P)*
- V.2.d Update existing transportation mitigation fees to include all costs, including physical and long-term operational costs. *(I – P, T)*
- V.2.e Amend City and County codes to ensure development upholds its transportation mitigation commitments as approved. *(LT – P, T)*

**V.3. Reduce the long-term impacts of the service industry.**

- V.3.a Explore methods to reduce the number of service trips to homes. *(I – P, T)*

## VI. PARKING

### Policies

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

### Action Items

VI.1.a City Council should define a threshold for vehicle trips over the Castle Creek Bridge, at which time paid parking fees automatically increase. *(I – T, City Manager)*

VI.1.b Expand designated paid parking areas in town. *(I - T)*

VI.1.c Decrease maximum paid parking periods. *(I - T)*

VI.1.d Explore the benefits of separating on-site parking spaces from their respective residential and commercial units in appropriate areas; such that parking spaces could be rented or purchased separately. *(I – P, T)*

VI.1.e Amend the City code to establish a cap on the number of parking spaces associated with development to discourage automobile use. *(I – P)*

VI.1.f Phase out preferential parking for hybrid and electric vehicles to reduce the number of vehicle trips. *(I – T)*

VI.1.g Explore converting on-street vehicle parking spaces for other transit options, such as bike lanes, bike parking. *(I – T)*

VI.1.h Explore expanding the pedestrian malls. *(LT – T, P)*

## VII. EDUCATION AND PUBLIC OUTREACH

### Policies

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

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

**VII.3. Promote the use of Bus Rapid Transit as a valleywide transportation system.**

### Action Items

VII.1.a Identify and collect data necessary to build an animated traffic simulation model of the transportation system to illustrate vehicle trip levels, traffic flow, public transit elements and bike/pedestrian trail integration. *(I – T, City Manager)*

VII.1.b Explore establishing an Ambassador Program to promote the commuter and employer transit incentive programs. *(I – T)*

VII.2.a Develop a campaign to inform the public of government subsidies for transit as well as for repair and maintenance of roads, highways and parking. *(I – City Manager)*

VII.3.a Develop a campaign to provide the public with tools to compare vehicle use versus BRT, in terms of cost (gas, parking, repair and maintenance), environmental impacts, reliability and efficiency. *(I – City Manager)*

VIII. AIRPORT POLICIES

Policies

Action Items

**VIII.1. Improve the efficiency and reliability, of airport services while reducing environmental impacts.**

VIII.1.a Conduct an analysis of the overall efficiency of airport operations. (I – A)

VIII.1.b. Work with users and airport tenants, such as commercial airlines, general aviation, food concessions, rental car companies etc) to implement new technologies that reduce emissions and increase fuel economy. (I – A)

**VIII.2. Improve the overall quality of the airport experience in a manner that is consistent with our community character.**

VIII.2.a Explore improvements to enhance the current terminal’s functionality, convenience and appearance of the airport, such as information kiosks, public art, landscaping, and food availability. (I – A)

VIII.2.b Study the necessity of redeveloping the airport terminal. (I – A)

**VIII.3. Reduce the impact of Airport operations on the surrounding area.**

VIII.3.a Continue to work with the airlines on the Fly Green/Fly Clean Program to encourage pilots to operate their aircraft as quietly as possible through voluntary compliance with noise abatement measures. (I – A)

VIII.3.b Continue to work with private aircraft owners and operators to utilize the quietest aircraft possible when operating at the Airport. (I – A)

VIII.3.c Continue to reduce Airport impacts on the surrounding area by soliciting feedback from area residents. (I – A)

VIII.3.d Study all options for reducing ground noise from aircraft power up and other ways to best mitigate this noise on surrounding residential areas. (I – A)

VIII.3.e Continue efforts to refine and implement the Airport’s Greenhouse Gas and Climate Action Plan. (I – A)

*Aspen/Pitkin County Airport’s Fly Green/Fly Clean program is an initiative implemented by Pitkin County for the purpose of encouraging aircraft operators to operate as quietly as possible at the Airport. The program utilizes a voluntary participatory approach to encourage compliance with adopted noise abatement procedures and objectives. The Fly Green/Fly Clean Program covers two areas: fleet quality and high noise events, but will be expanded over time to cover other issues, both in the air and on the ground. A biannual report scorecard grades each Fly Green/Fly Clean category on a 10 point scale, awarding the best operator in each category the highest possible score, 10 points.*

## VIII. AIRPORT POLICIES, cont.

## Policies

## Action Items

**VIII.4. Improve the convenience, efficiency and environmental impacts of ground transportation options available at the Airport.**

- VIII.4.a Work with rental car companies on ways to tailor the rental car inventory to take advantage of new technologies that reduce emissions and increase fuel economy. *(I – A)*
- VIII.4.b Work with lodges and hotels in the Aspen/Snowmass Area on measures to improve shuttle service to reduce reliance on rental cars. *(I – A)*
- VIII.4.c Provide a grade-separated, safe pedestrian crossing between the Airport and the ABC. *(I – A, CDOT, RFTA, ABC Group, City Manager, County Manager)*
- VIII.4.d Improve signage and information to direct users from terminal to public transit services. *(I – A, RFTA)*

**VIII.5. Strengthen the Airport's role in the valley-wide regional transportation system.**

- VIII.5.a Explore opportunities to use the airport as a multi-modal transportation hub for a variety of users. *(LT – A, CDOT, RFTA, ABC Group, City Manager, County Manager, SkiCo)*
- VIII.5.b Determine how the Airport can best integrate with the implementation of the BRT project and other future mass transit options. *(LT – A, RFTA)*
- VIII.5.c Reserve room on the Airport property for future commuter parking needs to support the mass transit system. *(LT - A)*
- VIII.5.d Preserve dedicated transit rights-of-way and easements to accommodate a future dedicated mass transit system. *(LT - A)*

**VIII.6. Increase the quality and availability of information on travel options.**

- VIII.6.a Collaborate with ACRA, SkiCo, lodges, and property management companies to increase the quality and availability of information on travel options, such as transit, lodging shuttles, walking, bicycling, etc. provided to visitors and residents. *(LT – A, ACRA, SkiCo)*

IX. FUNDING

Policies

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

Action Items

- IX.1.a Evaluate the sustainability of existing and prospective transportation revenue streams to determine if they are sufficient to accommodate demand. *(I – City Manager, County Manager, RFTA, Transportation)*
- IX.1.b The County should strongly consider seeking voter approval to increase Construction Materials Use Tax to make the rate consistent with the City. *(I – County Manager)*
- IX.1.c Apply for federal grants available for pedestrian and bike access to public transit. *(I – P/OS, Trails)*
- IX.1.d Set a parking revenue goal that requires excess funding go to public transit operations. *(I - T, Parking)*
- IX.1.e Budgeting for transit operations should consider fluctuating revenue sources. *(LT - City, County, RFTA)*
- IX.1.f Explore and implement funding options for a grade-separated crossing at the airport. *(LT – A, CDOT, RFTA, ABC Group, City Manager, County Manager)*
- IX.1.g In addition to the TDM/Air Quality impact fee, explore implementing a fee that can be used for operational costs. *(I – T)*

X. DATA GATHERING

Policies

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

Action Items

X.1.a Establish an accurate baseline of traffic data between Brush Creek and Aspen on Highway 82, including all relevant feeders. *(I – T, PW)*

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

X.2.a Conduct a traffic study to gather information on traffic counts and vehicle occupancy information. *(I – T, PW)*

X.2.b Survey the origin and destination of transportation system users. *(I – T, PW)*

X.2.c Conduct follow-up surveys to determine the effectiveness of TDM measures, including those required by development approvals and employer-initiated programs. *(LT – T)*