

Transportation

Small Group Meeting Summary

Sessions were held on October 14, 2010 and October 22, 2010, in the Council Chambers Room.

Policies are in **bold font**. Action Items are regular front. Public feedback is inserted directly under the relevant Policy or Action Item, and is in **large font, bold and italic**.

I. Public Transit Policies & Action Items

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. ***Ten people agreed with this policy***

- ***Look at transit decisions from both rider and community perspective (moving people to/through business centers)***
- ***Look at aerial connection as part of system – in connection to bus stop design, including remodel of Rubey Park***
- ***Redevelop Rubey Park***
- ***Consider a bus change hub at the unused parking near the round-about (keep the highlands and castle buses at the roundabout and use a feeder system into town.)***
- ***What is the “big idea” to change our attitude and behavior with respect to cars and transit?***
- ***Room for improvements on scheduling – increases to weekend and off season.***
- ***Already good!***
- ***More info/education about routes and schedule***
- ***Hard to carry more bikes. Can we increase capacity for bikes?***
- ***Make sure there’s bike parking at bus stations.***

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*)

- ***Add public lockers at transit areas.***

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.2. Plan for the location and development of Park and Ride areas considering ease of intermodal transition, quality of experience, effectiveness and cost. *Ten people agreed with this policy*

- ***Provide amenities that drive use (eg flush toilets and cell phone service)***
- ***Remote parking for Aspen that includes direct connection to town – reduce use of cars.***
- ***Who will pay for these?***
- ***If people use park-n-rides how will additional demand for buses be paid for?***

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. Actively promote public awareness of transit alternatives for visitors and second homeowners. *Ten people agreed with this policy*

- ***Education and information outreach***
- ***How do we actually get visitors and 2nd homeowners to use transit? This is a good idea, but is it realistic?***

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. Maintain the reliability and improve the convenience of City of Aspen transit services. *Ten people agreed with this policy*

- ***Cost versus benefit (bus location/arrival technology)***
- ***Aerial connection would be alternative if bus system has to shut down***
- ***Good already!***
- ***Timely/efficient schedules that allow me to want to use transit***
- ***Expand to the ABC!***
- ***How to improve access to Aspen Valley Hospital from Downvalley?***
- ***Shelters that protect you from the elements in the winter. Connections to different routes.***

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)

- ***Include aerial connection***

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

II. Bike and Pedestrian Policies & Action Items

II.1. Integrate bike and pedestrian trails with the public transit system. ***Thirteen people agreed with this policy statement.***

- ***Work w/RFTA to make bikes on buses easier/free***
- ***Explore a future with a car-free Aspen downtown core***
- ***Make it easier for bikes on buses***

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. Extend and improve trails that can be used for commuting purposes. ***Thirteen people agreed with this policy statement***

- ***Continue Hopkins bikeway through core to east side of town***
- ***Extend pedestrian trail from Hopkins to MAA campus***
- ***Extend trail on south side of 82 from town to ABC***
- ***Examine the creation of commuter vs recreation trails***
- ***Make sure cost to benefit ratio is in balance for new trails i.e. cemetery lane ped and bikeway***
- ***Don't pave all of Rio Grande***

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)

- **Keep equestrian safety in mind**
- **Clearly identify what trails are commuter use; which just recreation**

II.3. Expand and improve bicycle parking/storage. **Thirteen people agreed with this policy statement.**

- **Agree with “expand”**
- **Consider impacts re: location and size**
- **Parking and storage at transit stops is key and should be implemented**
- **Ensure that parking and storage areas are of high quality re: safety, size, quality, lighting, convenience**

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)

- **Work with RFTA Re: transit-related design in development**

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

II.4. Improve the convenience, safety, and quality of experience for bicyclists and pedestrians on streets and trails. **Twelve people agreed and one person disagreed with this policy statement.**

- **Encourage bikes on streets through improved safety and convenience, to reduce bikes on trails**
- **Soft shoulder for runners**
- **Finish paving Rio Grande from Stein Park to Woody Creek, and should maintain a soft shoulder**
- **Improve wayfinding and education on how to share trails re walkers and bikers**

- **More enforcement of dog waste problem, impose large penalties**
- **Police need to enforce the Hopkins bikeway more**
- **Need good hard surface trail from Centennial, Lone Pine into town on direct route**

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)

- **Move this to II.3.c**

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

- **Consider safety first**

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

- **Every bus rider is a pedestrian before/after their trip**

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)

- **Need more pedestrian crossing time at Main and Mill**
- **Take more parking away on Main Street for bike lanes**
- **Oppose. The pedestrian safety plan would limit traffic flow and snow removal**

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 & Action Items

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.

Five people agreed with this policy

- **Important for special events, need better mitigation for high usage**
- **Dis-incentivize parent pick-up at school**

- **Rewrite policy to be more positive**
- **Provide incentives to use transit**
- **Reduce idling!**
- **Bus still takes too long thru entrance in summer; moves me towards carpooling**
- **More frequent buses all year**
- **Put school traffic in action items; incentivize parents using bus**

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)

- **RFTA is working on transit-oriented design standards**
- **Looking to put transit specific review standards in development process, want to be pro-active in planning process and not just rely on fees**
- **Coordinate RFTA goals with city + county land use reviews**
- **Work with businesses to create more incentive for their workers to use public transit.**
- **If we want TDM plan, address valleywide**
- **Limit cars per construction site – encourage carpool**

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)

- **Provide info – no extra hoops for license**

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)

- **Establish IGA for funding transit services**

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 car-pool 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)*

III.2. Reduce the impacts of construction-related congestion at the Entrance to Aspen and in our neighborhoods. *Three people agreed with this policy statement.*

- ***Define “construction-related” (private construction or road construction?)***
- ***Should explore a fee for construction traffic (like NYC)***
- ***Should be integrated into III.1***
- ***Don’t like singling out one industry***
- ***Don’t think construction management needs more restrictions; is this really a problem now?***

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. Reduce the impacts of resident trips within the UGB. *One person agreed and two people disagreed with this policy statement.*

- ***Love to put groceries in my car; bus isn’t as convenient***
- ***Errands take too long with public transit***
- ***If public transit were as fast as my car, I’d use it***
- ***How will you gather data on resident impacts?***
- ***I don’t want to be regulated unless everyone is***
- ***Improve quality of non-drive options***
- ***Improve snow removal on sidewalks + trails***
- ***Mag chloride is a detriment to walking***

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

- ***Like construction management; not just congestion; it's safety and noise – one other agreed***

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

III.4. Reduce the impacts of public and private school-related congestion at the Entrance to Aspen and in our neighborhoods. ***Three people agreed and one person disagreed with this policy statement.***

- ***What is the impact of “public + private school related congestion?”***
- ***Is this really a problem?***
- ***Congestions not a problem now***
- ***Redundant; should be in III.1***

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 & Action Items

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. ***Seven people agreed and one person disagreed with this policy statement.***

- ***Built solutions are the 800-pound gorilla.***
- ***Money is spent tweaking TDM solutions***
- ***Need to consider action on built solution***
- ***An aerial solution may be partial answer, should not preclude other options/solutions***
- ***Focus on aerial solution***
- ***Solution should take cars off road, reduce greenhouse gases, pollution, congestion, improve visitor experience***
- ***TDM should be further defined on this page – what does TDM include?***

- ***We can't reduce traffic coming into Aspen but could possible direct how it is managed. However, this won't change behaviors.***
- ***Don't believe we should seek to reduce traffic numbers.***
- ***This could raise costs for people, but not change their behavior.***
- ***A toll road would change behaviors***
- ***Like the idea of exploring options other than physical.***
- ***Where does this policy refer to? Are the S-curves included?***
- ***Problems with the round-about lanes to turn off need to be longer.***
- ***Aspen could be car free***
- ***Appearance should be improved for the visitor experience (flowers, etc.)***
- ***If you got all user groups (residents, tourists, employers, employees, students, contractor, etc) valley-wide together, I believe you could establish principles of aspen environment based on quality of life and then solicit solutions based on tradeoffs.***
- ***Are we really reducing traffic or making it more efficient?***

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.

Eight people agree with this policy

- ***Development should mitigate its impacts (capacity, maintenance) on Highway 82.***
- ***Do we minimize or maximize?***
- ***Development should be done in a way that supports transit.***
- ***Development impacts on valley-wide transit should be well understood and mitigated.***

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. ***Eleven people agree with this policy***

- ***Use incentives rather than requirements***
- ***Find ways to reward not punish***
- ***Add aerial***
- ***Recognize impacts on transportation of in-town affordable housing***
- ***Developers need help in designing good transit-oriented projects (best practices guidance)***
- ***Change “require” to “incentivize.”***
- ***Should include enforcement and oversight.***

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. *Seven people agreed and three people disagreed with this policy*

- ***There are ways to encourage fewer vehicles coming into town***
- ***Why should service industry be targeted when it's a major source of local income?***
- ***Nice goal but sounds like a waste of time. Two people agreed with this statement.***
- ***Change to “better manage the impacts of auto related service needs.”***

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

VI. Parking Policies & Action Items

VI.1. Manage the supply of parking to limit the adverse impacts of the automobile. *Eight people agreed and one person disagreed with this policy*

- ***Use intercept lots and multiple modes***
- ***This is worded negatively***
- ***Change to “Manage supply to serve residents and tourists.”***
- ***Change to “Manage the supply of parking to encourage the use of alternative modes” rather than “limit adverse impacts.”***
- ***The city should explore being a car-free community.***
- ***Need to increase carpool parking areas/capacity.***

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)*

- ***Three people agreed with this action item***

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 & Public Outreach Policies & Action Items

VII.1. Ensure that public outreach regarding transportation issues includes the latest technologies for the purpose of well-informed decision-making. ***Five people agreed with this policy statement.***

- ***Are we really reducing traffic or making it more efficient?***
- ***May be additional action items to suggest how this could happen.***
- ***Engage all users of the highway in solution discussions.***

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. Ensure that users of the valley-wide transportation system are aware that every means of transportation is government-subsidized. ***Five people agreed with this policy statement.***

- ***This needs to be clarified that it includes highways and parking. The Action item is clearer.***
- ***Maybe this is not a big priority***
- ***Should be incorporated into existing advertisements***

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. Promote the use of Bus Rapid Transit as a valleywide transportation system. ***Five people agreed with this policy statement.***

- ***Useful tool***

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 & Action Items

VIII.1. Improve the efficiency and reliability, of airport services while reducing environmental impacts. ***Seven people agreed and one person disagreed with this policy.***

- ***Explore and support latest technologies to improve efficiency/reliability***
- ***Entrance to Aspen solution will help efficiency of traveling to and from airport***
- ***It's hard to reduce environmental impacts and increase reliability. I don't want reliability and efficiency to be reduced or not improved just for environmental reasons. My focus is on reliability and efficiency.***
- ***The runway should be extended.***
- ***It would be good to get some other airlines at the airport; especially if Frontier leaves.***
- ***These are always contradictions.***

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)

Should reference aerial connection

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

- ***Define community character somewhere in document***
- ***Think of immediate impression visitors get: never get a second chance for a 1st impression.***
- ***Not much needs to be done to improve the airport – the quality of experience is good (it's like Wings).***
- ***Increase the number of food options at the airport.***
- ***What is “community character?” Please define.***
- ***Keep the airport small – it's a good experience now. Though the airport is a little “blah.” It would be great if we could make it a bit more exciting.***

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. ***Eight people agreed with this policy.***

- ***Should have two policies: one for the airport committing itself to green practices; a second where airport mitigates for impacts on area***
- ***Good at noise control now (I live at the ABC and it doesn't wake me up)***
- ***Ultimately places with get quieter with changing technology.***
- ***Good action items.***

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)

- **Private planes are the biggest problem. Can we incentivize them to get better? Can we limit the number of trips they are allowed to take?**

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)

VIII.4. Improve the convenience, efficiency and environmental impacts of ground transportation options available at the Airport. *Eight people agreed with this policy.*

- **Improve options for transporting larger groups to town, coordinated with air travel schedule**
- **Plan should support runway extension**
- **As a local I don't use public transit to get to the airport. Can there be better service to encourage locals to use it?**

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)

- **This is a very important improvement**

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. ***Eight people agreed with this policy.***

- ***New policy should encourage “increase” in services to make us more competitive w/surrounding airports***
- ***Ground transit should be better integrated with terminal***
- ***Look at rental cars and hotels moving to hybrid cars.***
- ***Agree with all the action items.***

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)

- ***Aerial connection should be considered as alternative mode***
- ***This plan should be visionary not regulatory***

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)

- ***This is a good idea, but it shouldn't be at the expense of long term parking. Maybe increase the buses that come by the ABC to accommodate increases in parking and to get people to use the transit system.***

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. ***Eight people agreed with this policy***

- ***This seems like it will be easy to implement***
- ***This is important. One person agreed with this statement.***
- ***It's good that the schedules are on TV.***

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 & Action Items

IX.1. Increase funding for public transit so that service is consistent and reliable with a preference for stable and sustainable revenue sources. ***Six people agreed and one person disagreed with this policy statement.***

- ***Look at future funding sources (sales tax)***
- ***Transit is main area that needs funding***
- ***Aerial would be cheaper if operated by RFTA***
- ***Supports city bus services, loves crosstown route for skiing and groceries; people may not know how convenient it is; might try charging a small amount like a \$1 per ride to help with funding; would like to see city buses accommodate folding food carts so people use the bus more for grocery shopping, drivers could help***
- ***Facilitator had to explain that this applies to both RFTA and future BRT improvements as well as city bus service, which has funding issues***

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)*

- ***This would help RFTA but not city transit services***
- ***Service should be based on ridership and funding based on ridership***
- ***Match service to revenue***
- ***Don't want to increase costs***
- ***Should say "match funding" not "increase funding"***
- ***Comes down to what services we want to provide and what services provide benefits (we shouldn't run empty buses)***

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 & Action Items

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

- ***This is a serious need***
- ***Need proper data to get grants and funding***
- ***Should have proper data to provide services in a fiscally responsible way***
- ***Update studies from Record of Decision process of 1990s***
- ***Invest in Intelligent Transportation (IT) solution i.e. GPS etc.***
- ***Coordinate city and RFTA systems***

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. ***Five people agreed and two people disagreed with this policy statement.***

- ***Not sure what this means***
- ***Please define “network”***
- ***Coordinate with CDOT on entire 82 corridor (cameras, counters etc)***
- ***Sounds good, very difficult to get a reliable data sample***

- ***Suggest tracking traffic counts with other data sets, such as active building permits for construction traffic; when schools are open/closed; when ski resorts are open/closed etc.***

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)*

- ***Need origin and destination survey/study***

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)*