ASE VISION
INFORM. INVOLVE. COLLABORATE.

ASPEN/PITKIN COUNTY AIRPORT

Focus Group Meeting #1

Airport Connectivity/Mobility

August 28, 2019

Focus Group

Housekeeping

Involvement:

- The Focus Group will be the deliberating body. Questions will be taken from those attending as deemed appropriate and timely.

Member participation:

- Use of name tents.

Website:

- Taskforce and other working groups will have their own sites.
- Ours and other working groups meeting dates will be posted so that others and public can attend if desired.
- Data related to the task at hand will be placed under their particular headings.
- Support data (general) still remain on the web where it resides today.

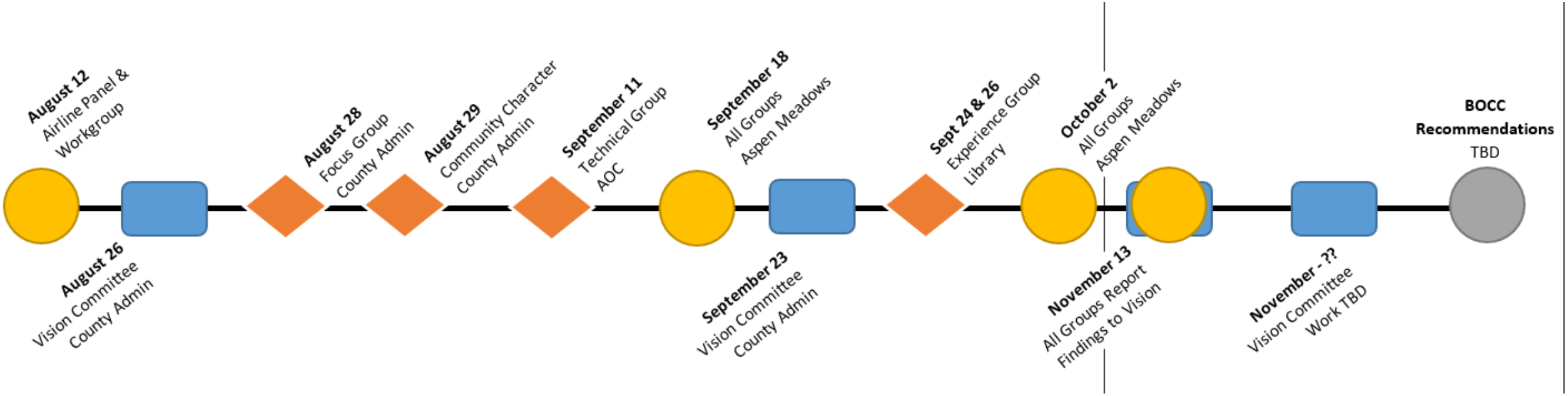
Focus Group

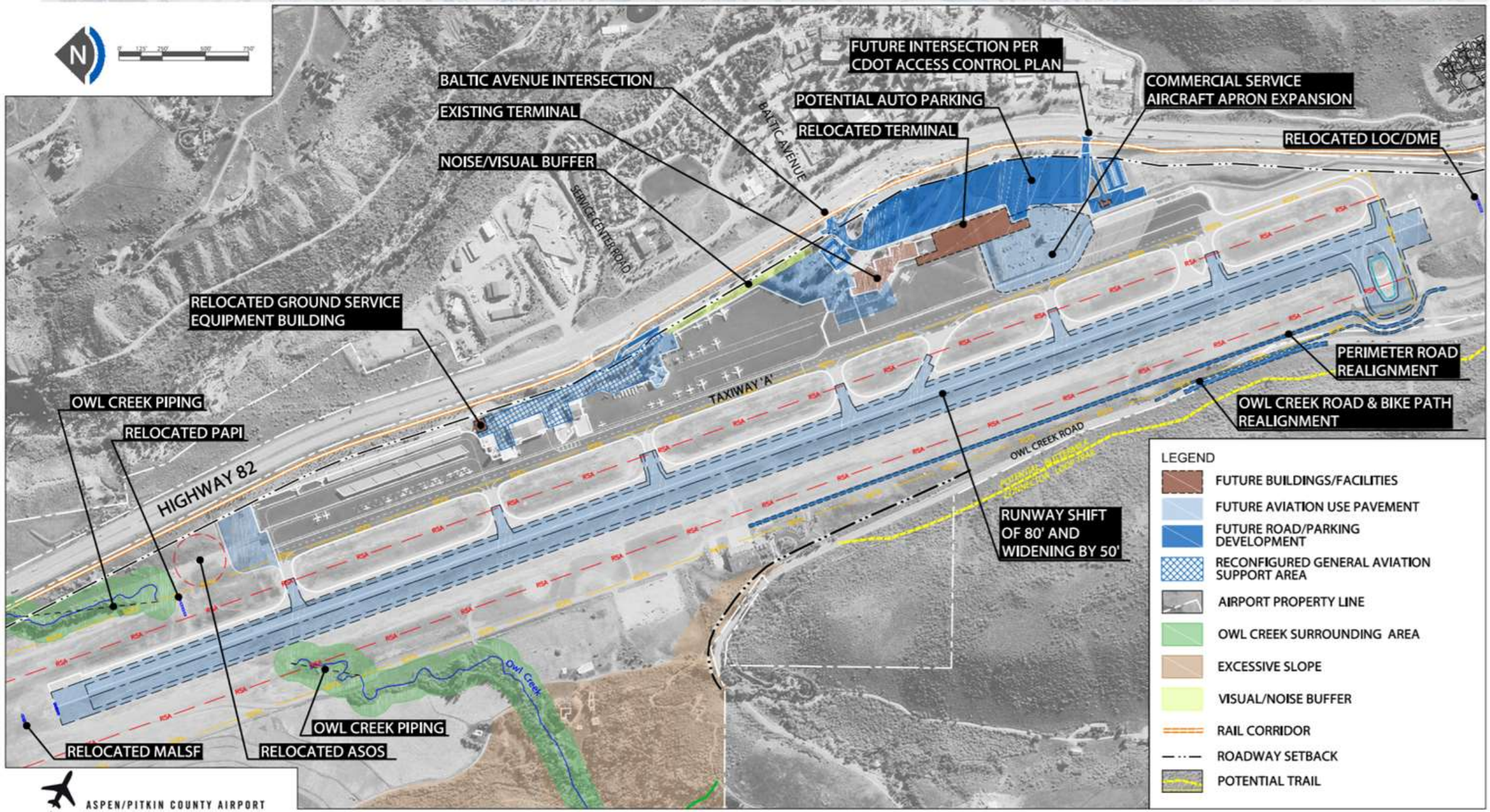
Process

Steps leading up to an October/November Recommendation:

- Meeting 1: Establish a Baseline and Goal Setting. Include panel of local transportation and mobility experts.
- Meeting 2: Exploring Airport/Transit Connectivity. Charrette style discussion based on priorities of Meeting 1. Include Airport planner to discuss their experience at other airports.
- Meeting 3: Formalize recommendations – what does success look like for airport connectivity?

Tentative Process Timeline



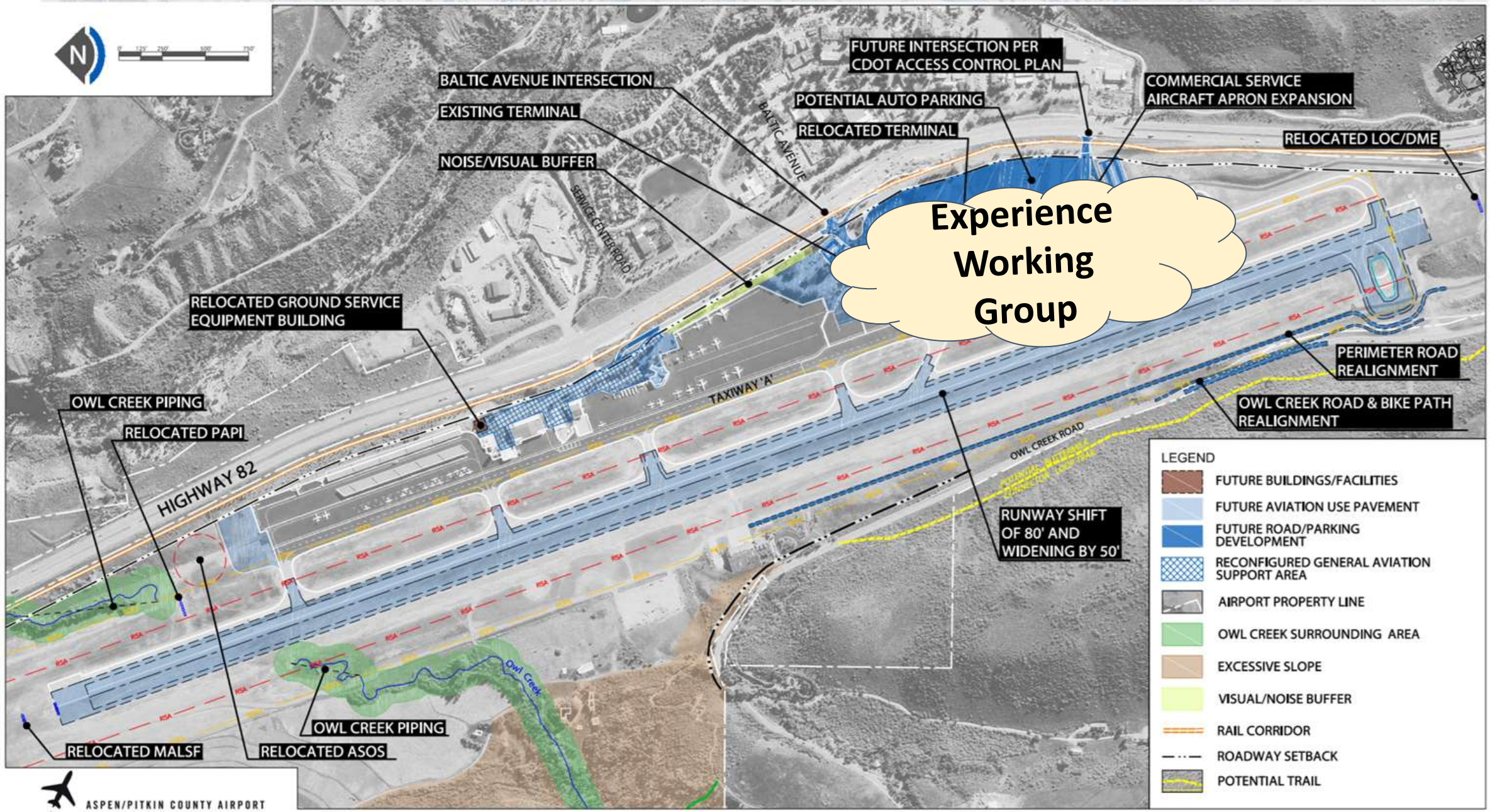


ASPEN/PITKIN COUNTY AIRPORT
IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT

EA Proposed Projects

Figure 1-1 **Proposed Projects**

1.3



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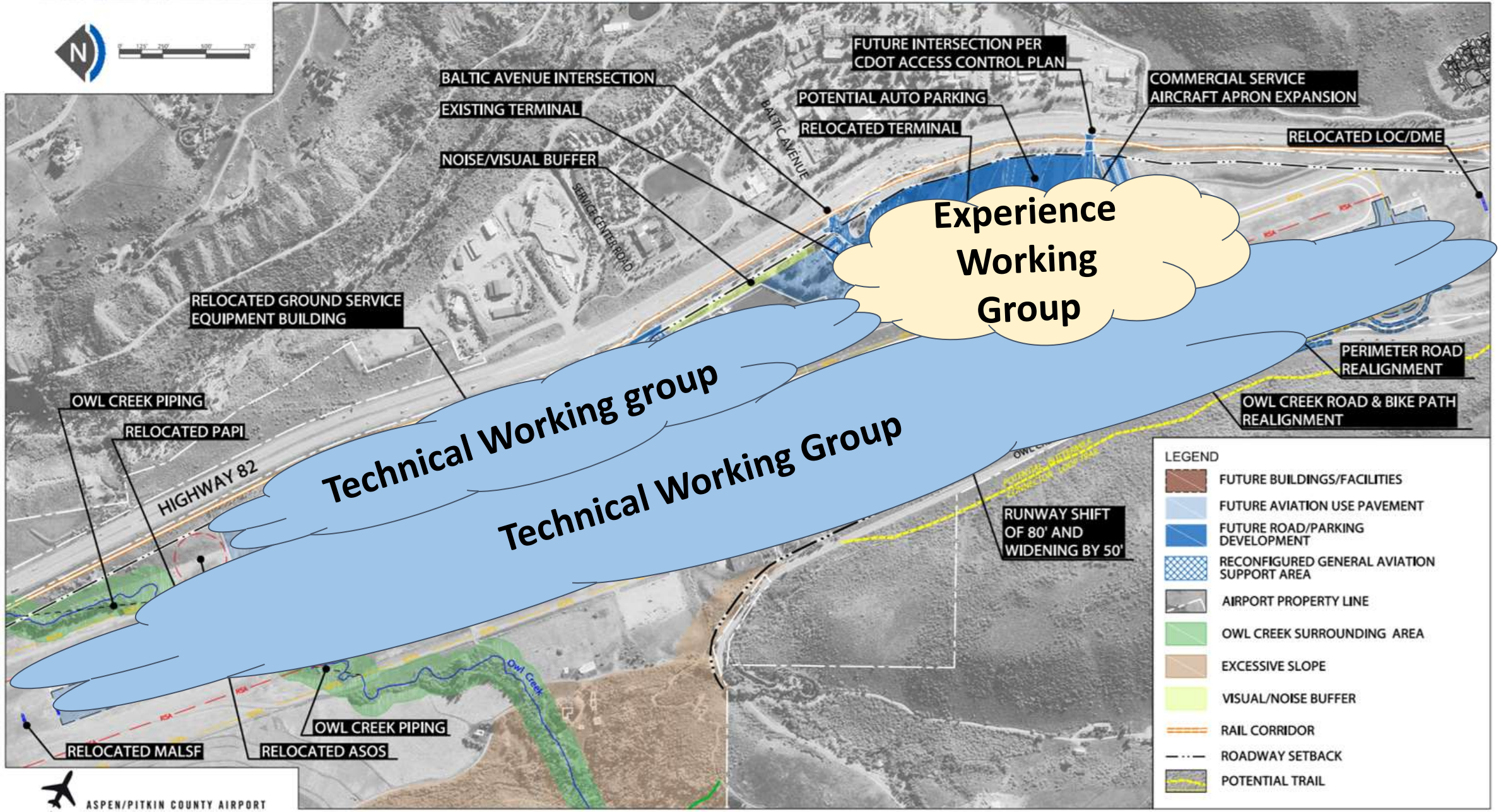

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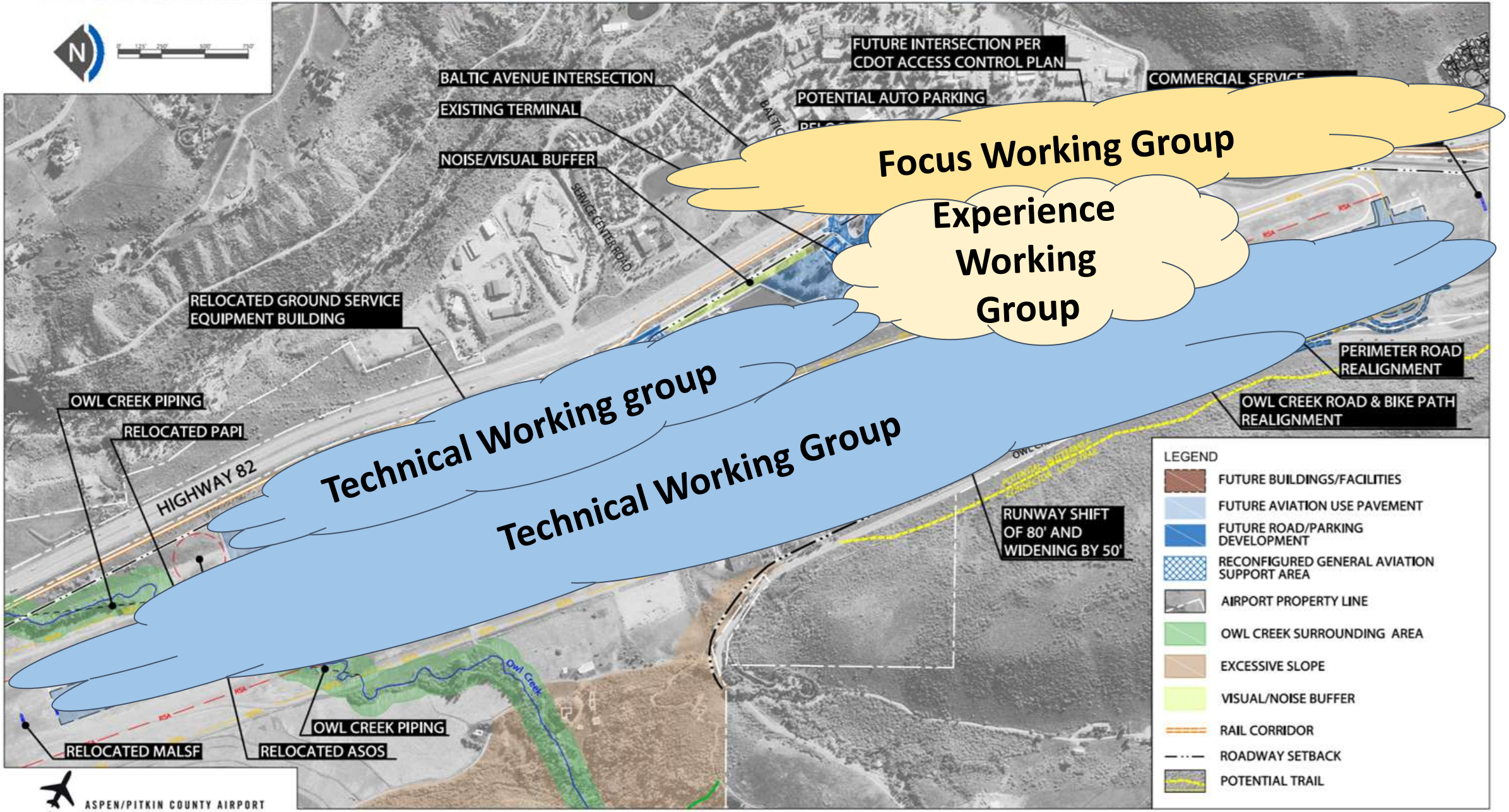

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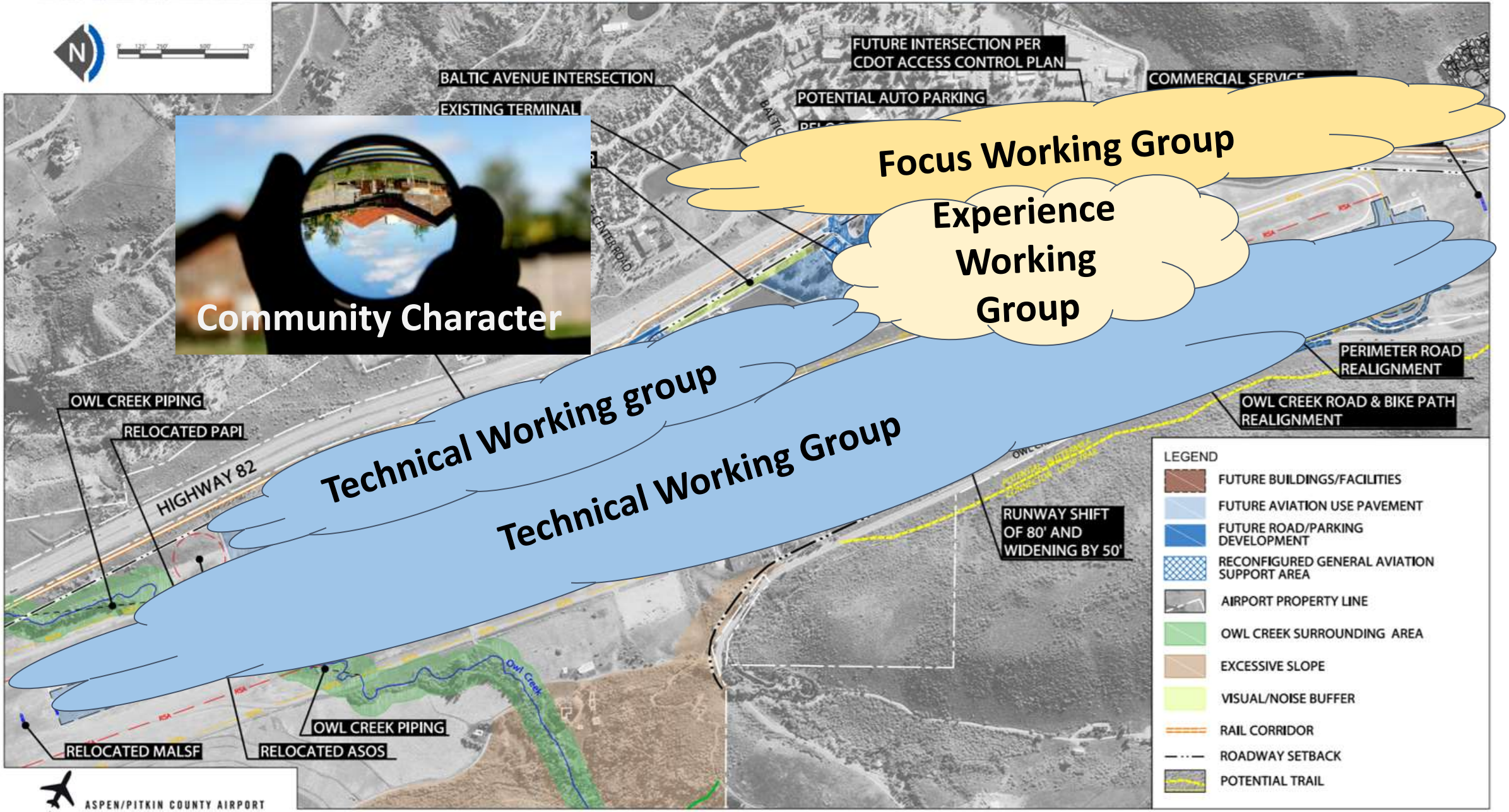

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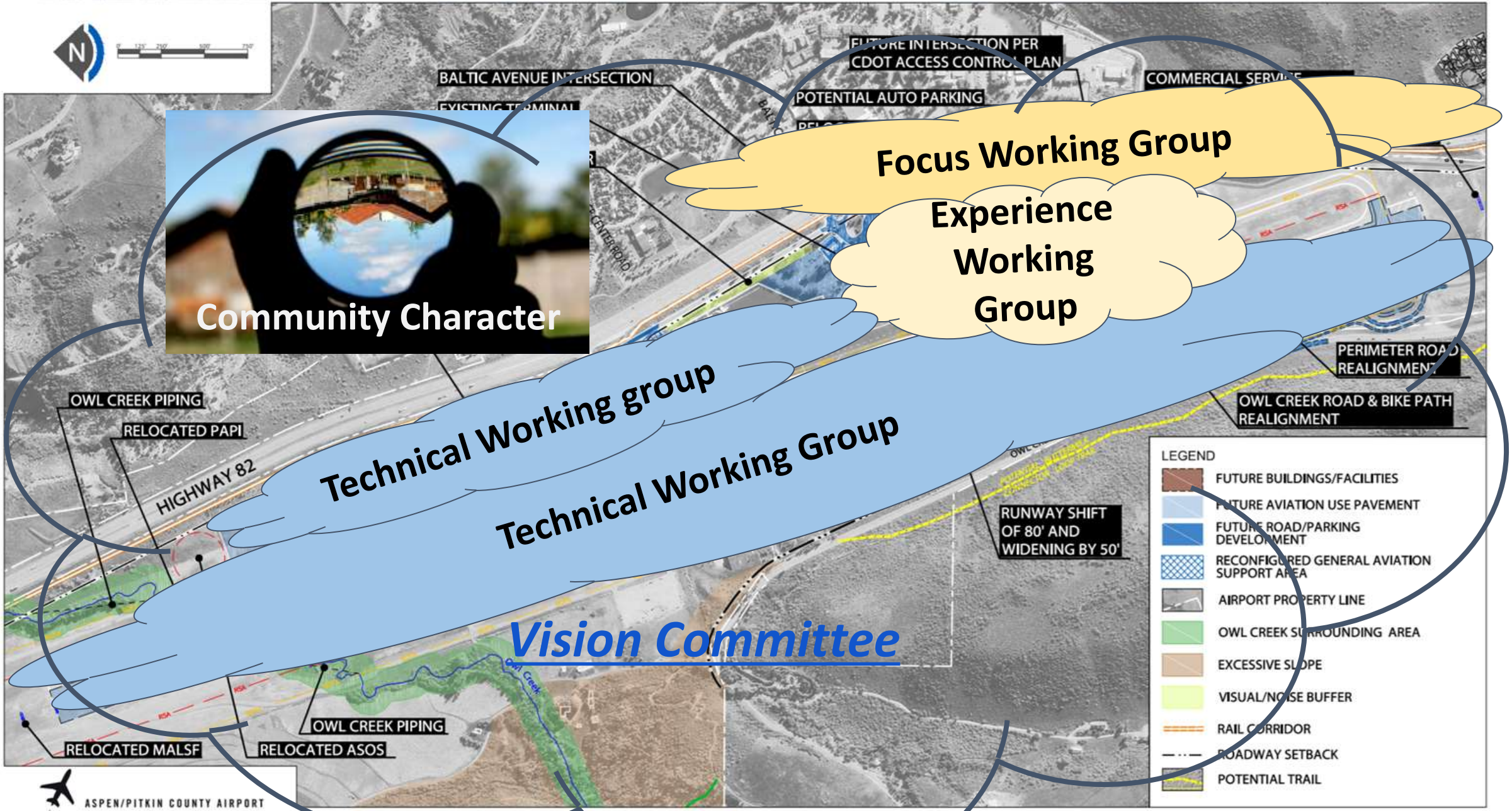

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IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT

EA Proposed Projects

Figure 1-1 Proposed Projects

1.3

Focus Group

Our Guardrails

What's **not** our Mission?

- To solve the entrance to Aspen nor the light rail debates.
- To recommend improvements that fall outside the EA clearance.
  - *Work within the constraints of the Airport property.*

What **is** Our mission?

- **How can we improve airport connectivity?**
  - *What would more convenient and easy ground transportation to and from the airport look like?*
  - *How can we enhance multi-modal transportation options and create seamless connectivity to transit?*
  - *How does the Airport fit into the broader surface transportation network of Aspen, Pitkin County and the Roaring Fork Valley?*

- Stay true to the agreed upon Quality of Life and Environment targets.
- Stay true to the shared common community values across all working groups.

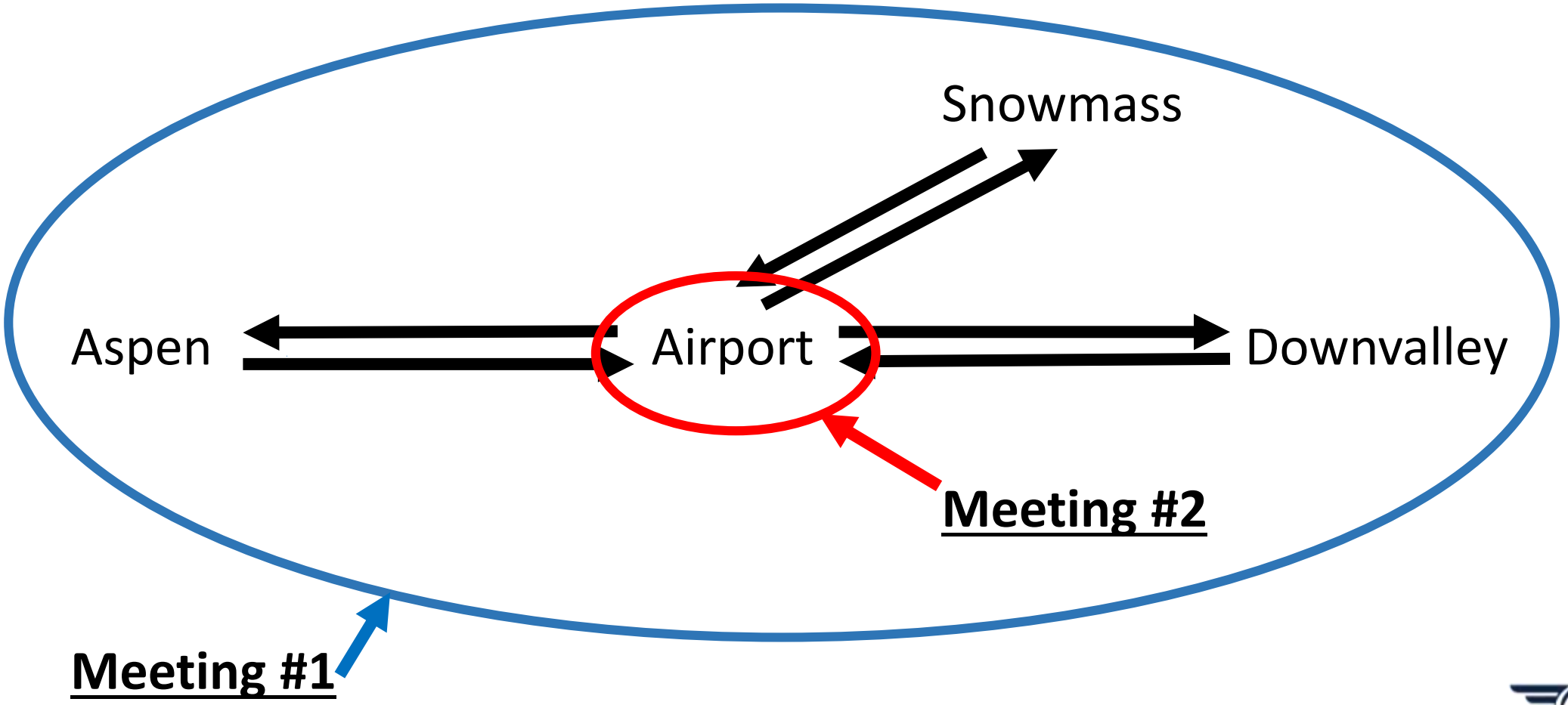
Guiding Principles

- Reduce overall airport emissions (aircraft & facilities) by 20-30% [Target for Overall Airport Emissions]
- Reduce noise levels by 20-30% [Target for Airport Noise Intensity]
- Accommodate limited growth [Airport Commercial Enplanement Target of . 8%]

ASE COMMUNITY VALUES SUMMARY

- Safety in the Air and on the Ground
- Adaptable, Flexible, Future-Proof
- Environmental Responsibility
- Community Character – Reflect local culture and values
- Economic Vitality
- Warm and Welcoming
- Design Excellence
- Efficiency – an airport that works well
- Preserve High Quality of Life
- Convenient and Easy Ground Transportation

Focus Group



Focus Group

Meeting #1 – Agenda (4-7pm)

Mission - How does the Airport fit into the broader surface transportation network of Aspen, Pitkin County and the Roaring Fork Valley?

- Panel of Experts – 90-100 minutes
  - Q and A – 30 minutes
- Break – 15 minutes
- Identify Shared Goals and Priorities – 45 minutes
  - What do we need in order to address and recommend our thoughts on:
    - *What would more convenient and easy ground transportation to and from the airport look like?*
    - *How can we enhance multi-modal transportation options and create seamless connectivity to transit?*
- Establish next meeting dates:
  - September 18th Plenary
  - **September 19th or September 25th** – Focus Group Meeting #2
  - October 2 – Plenary
  - October ???? – Focus Group Meeting #3 – Finalize recommendation

ASPEN/PITKIN COUNTY AIRPORT

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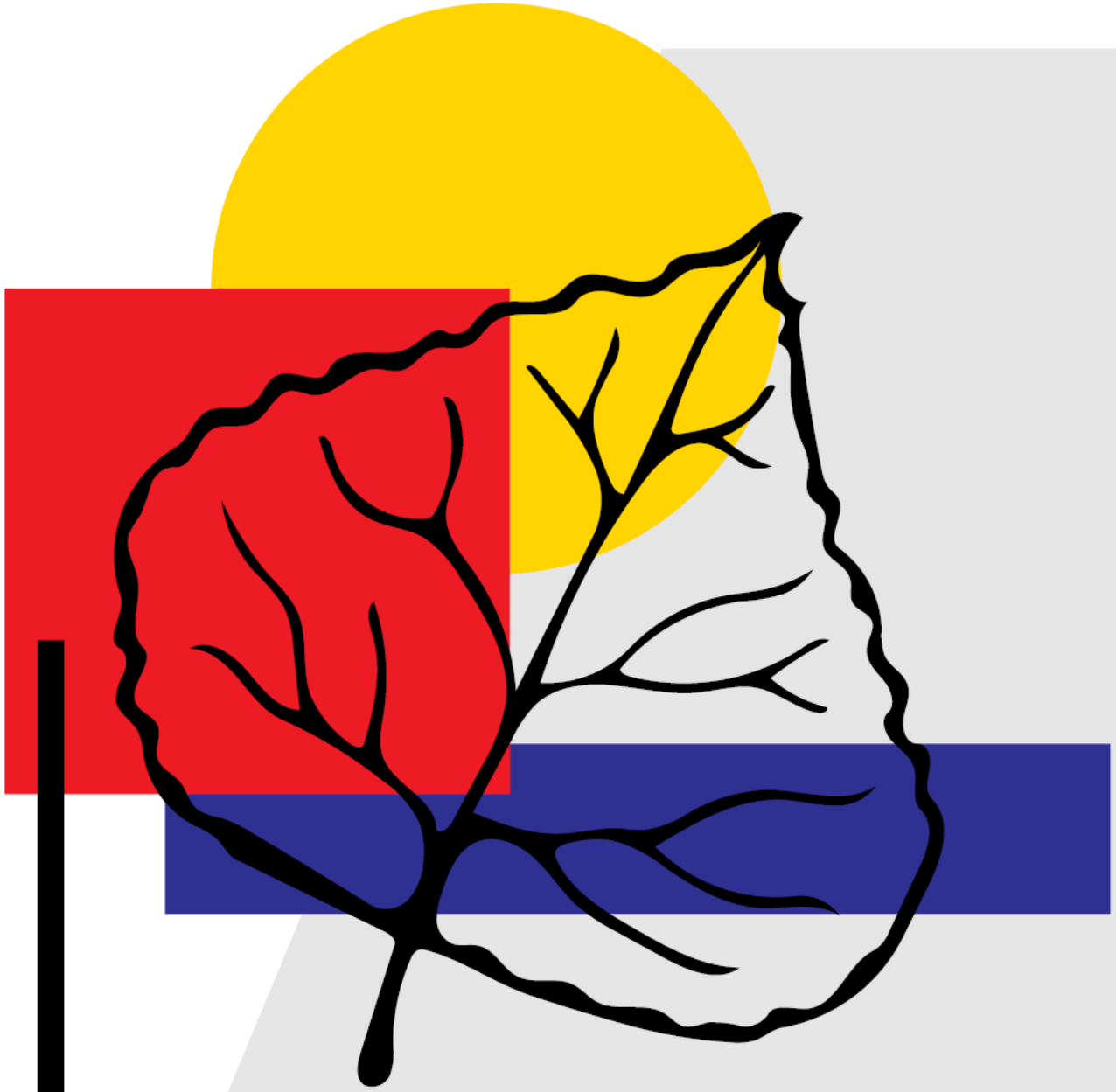
Focus Group

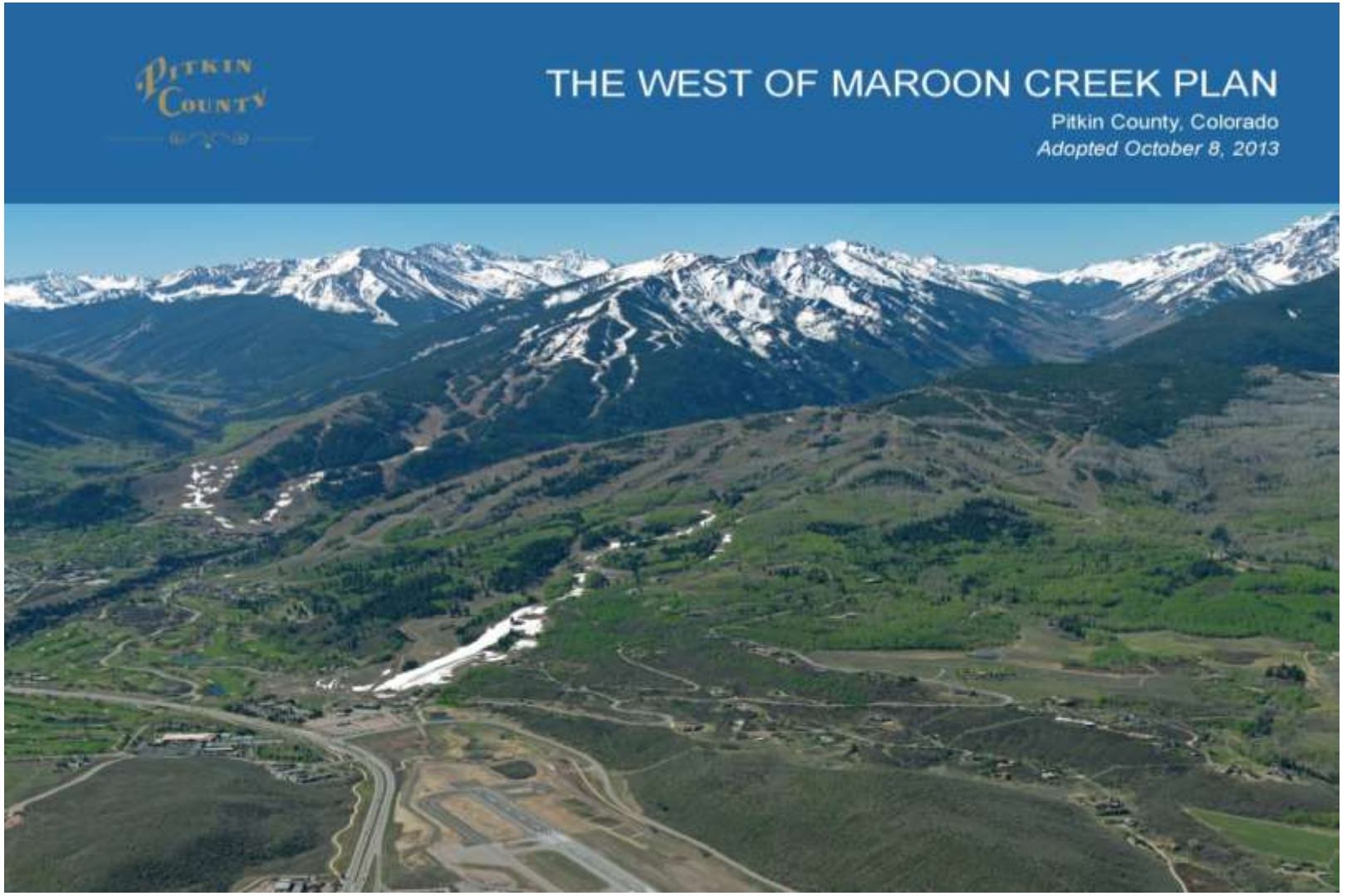
Our Panel of Experts

- **Ellen Sassano:** West of Maroon Creek Master Plan
- **David Pesnichak:** Highway 82 Record of Decisions (RODs), Comprehensive Valley Transportation Plan and role of EOTC, Upper Valley Mobility Study (UVMS)
- **Brian Pettet:** Highway 82 Access Control Plan, Current Transit Station Design
- **John Krueger:** Aspen Area Community Plan / airport transportation experience
- **David Peckler:** Snowmass / airport transportation experience
- **David Johnson:** RFTA / airport transportation experience
- **Cristal Logan:** Upper Valley Mobility Report (UVMR)



Panel Discussion

Ellen Sassano: West of Maroon Creek Master Plan



“Create a comprehensive Land Use Master Plan … for the West of [Maroon] Creek Corridor that ensures planning is coordinated and recognizes the need for improved transportation services in the corridor before significant growth is allowed to occur in the area...” - 2012 AACP

AACP/WOMP Plan Overview

AACP:

- ✓ *"Improve the convenience, reliability, comfort, affordability, safety, capacity, and quality of experience of transit services and improve efficiency and coordination between all related aspects of transportation in the West of [Maroon] Creek Corridor;" and*
- ✓ *Ensure safe and efficient pedestrian and bike connections exist within the West of [Maroon] Creek Corridor; and*
- ✓ *Connect the area to the Aspen downtown.*

WOMP: *Recognize that "The Highway functions as:*

- ✓ *The main transportation corridor into and out of Aspen*
- ✓ *Supports local residential and worker traffic*
- ✓ *Provides access for tourists arriving by car and via the Pitkin County Airport to destinations up and down the Roaring Fork Valley*
- ✓ *Is a portal for several bike and pedestrian trails that serve as both commuter trails and recreational access to surrounding Federal lands."*

Plan Boundary/HWY 82 Corridor Activity Nodes

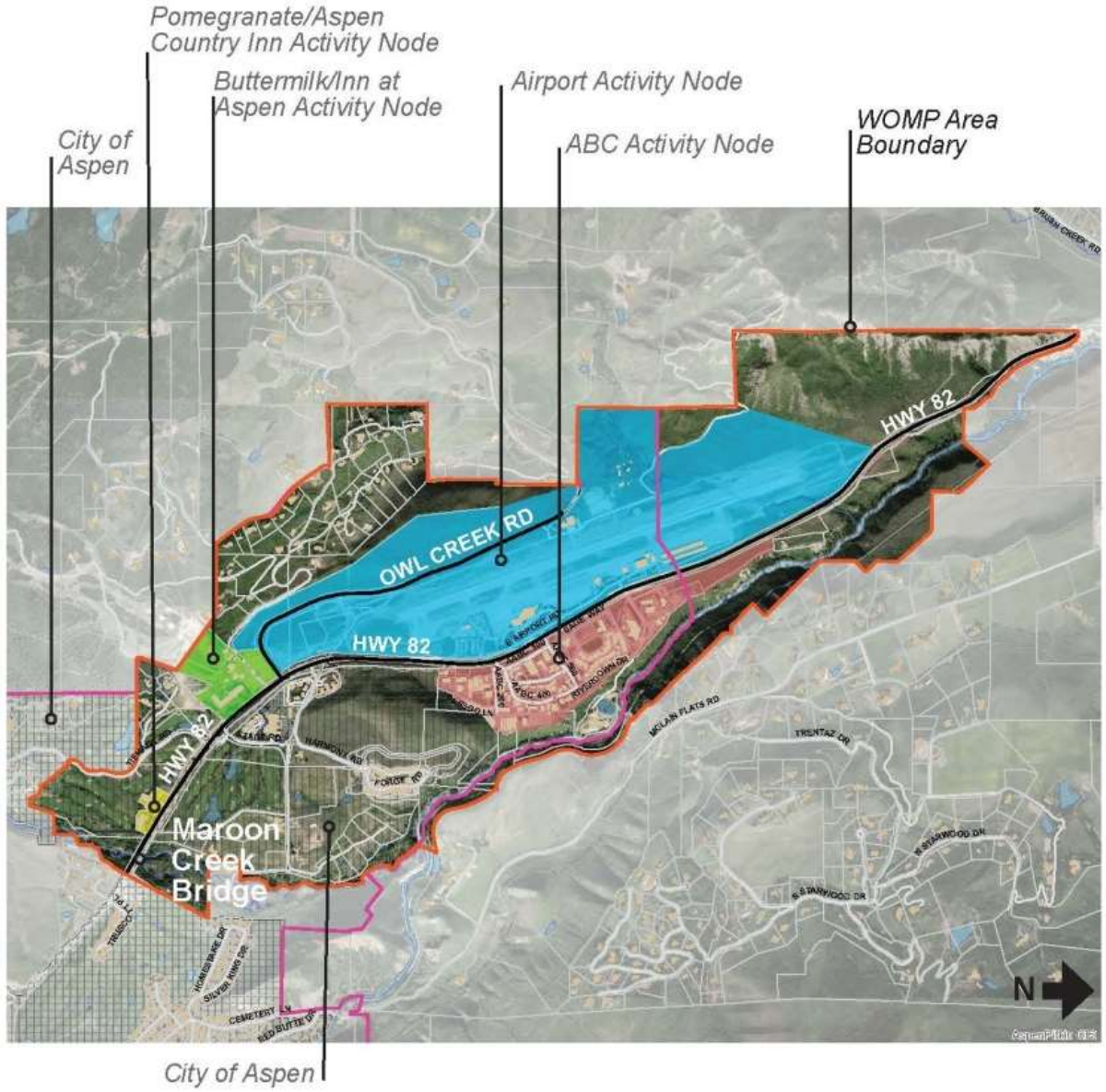


Figure 2: *Activity Nodes Map*

- West of Maroon Plan Area Boundary
- Aspen Urban Growth Boundary
- Aspen City Limits
- Airport Activity Node
- Airport Business Center Activity Node
- Buttermilk/Inn at Aspen Activity Node
- Pomegranate/Aspen Country Inn Activity Node

HWY 82 Corridor – Bicycle, Pedestrian & Nordic Trails

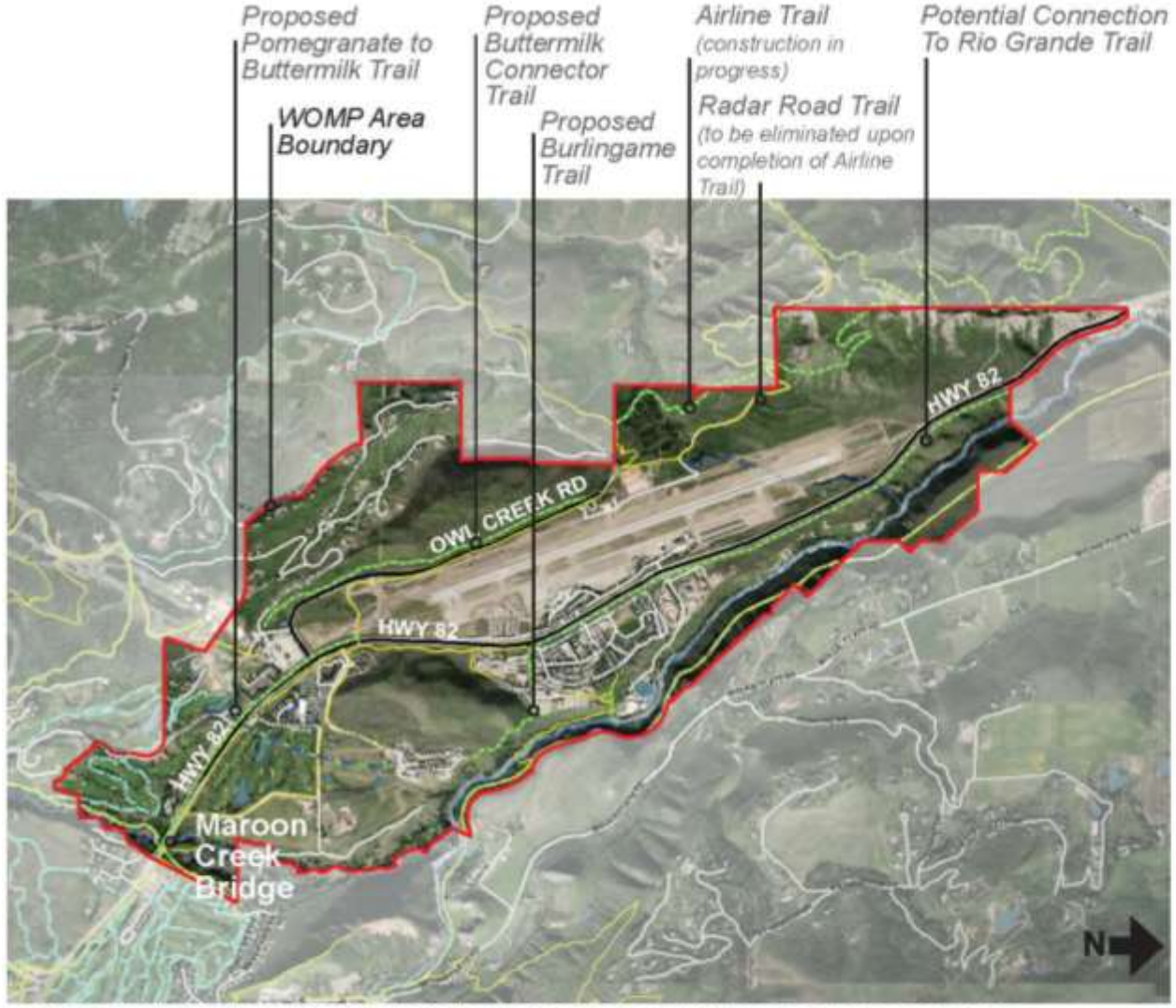


Figure 9: *Bicycle, Pedestrian & Nordic Ski Trails Map*

- West of Maroon Plan Area Boundary
- Primary Roads
- Roads
- Existing Nordic Trails
- Proposed Nordic Trails
- Existing Trails
- Proposed Trails

Note Any trail, including proposed trails as depicted on this map, which traverse Airport property (see Airport designation on Figure 21 – Future Land Use Map) must be consistent with the Airport Layout Plan, Airport Property Map, and the current version of the Airport Master Plan.

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HWY 82 Corridor Transit Map – Shuttle Concept

Figure 10: *Transit Map*

- West of Maroon Plan Area Boundary
- Primary Roads
- Roads
- Proposed Transit Shuttle
- Entrance to Aspen Transit Corridor
- Proposed Crosswalks
- Bus Stop
- Existing Full Movement No Signal Intersection
- Existing Fully Controlled Intersection
- Potential Future Fully Controlled Intersection

NOTE: The preferred alternative in the 1998 CDOT Entrance to Aspen Record of Decision delineates a Light Rail Transit (LRT) corridor that follows the Highway 82 alignment through the WOMP area.

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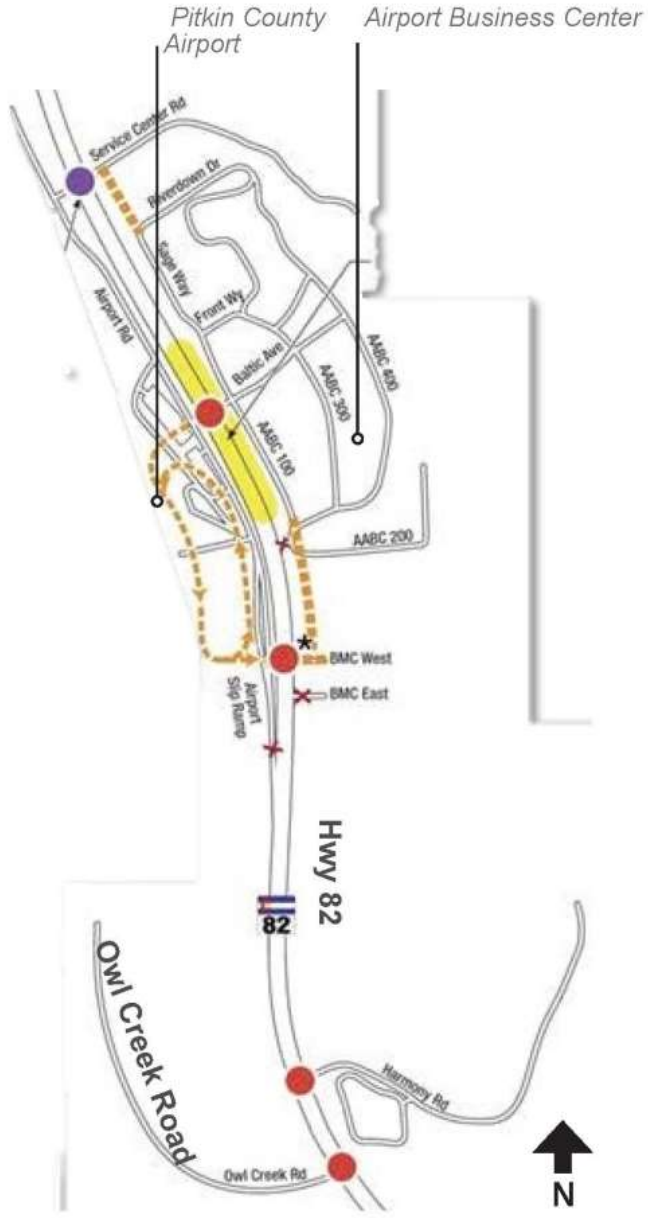
HWY 82 Access Control Plan

Figure 8: *Colorado Department of Transportation Highway 82 Access Control Plan*

Legend

- New Proposed Roadway
- Future Access Closure
- Fully Controlled Intersection
- Full Movement Unsignalized Intersection
- Location of RFTA BRT station to be identified in the future
- * Depending on future redevelopment and projected LOS, left turns at BMC West may be restricted

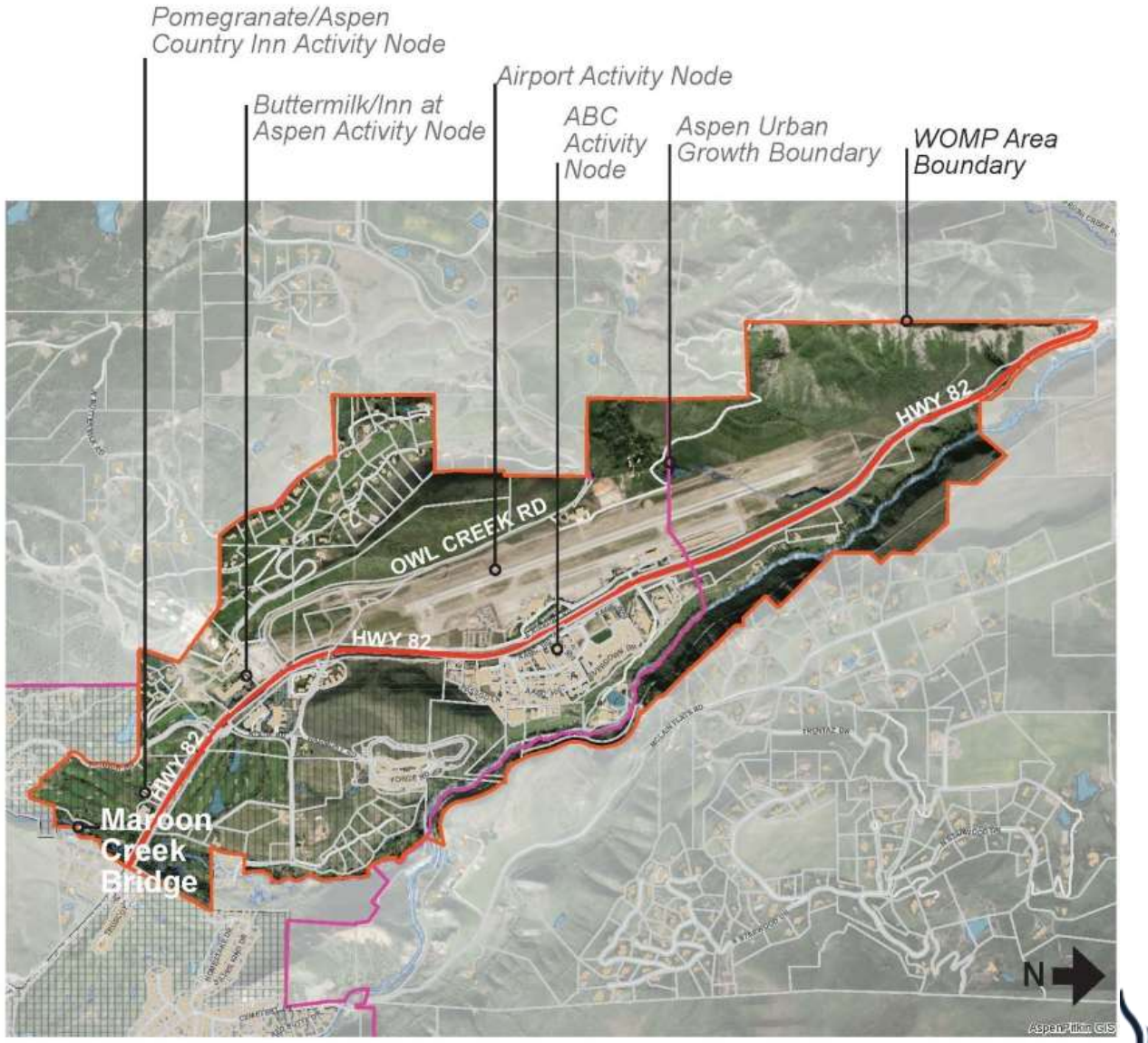
Note: BMC is also known as ProBuild



HWY 82 Corridor- Transportation Policy/Action Items

Figure 4: *Highway 82 Corridor West of Maroon Creek*

- West of Maroon Plan Area Boundary
- 2013 Aspen Urban Growth Boundary
- Aspen City Limits



HWY 82 Corridor Policies & Implementation Steps

Highway 82 Corridor West of Maroon Creek			
Policy	**Implementation Steps**	**Implementing Agency**	**Priority**
I.6 Modify the Aspen UGB line established in 2000 to include the entire Aspen Snow Dump property immediately north of the Pitkin County Public Works facility. Limit uses to accommodate Snow Dump use or other related public purpose. See Figure 7, Aspen UGB Expansion	I.6.a Take action necessary to formally revise the Aspen UGB line established in 2000 to reflect direction in Policy I.6.	Aspen & Pitkin County Community Development Departments	1
Transportation			
II.1 Facilitate a level of service on Highway 82 that is highly efficient, integrated and effective in terms of public safety and quality of life relating to vehicular travel.	II.1.a. Set a standard/level of service on Highway 82 that's acceptable in terms of safety and quality of life relating to vehicular travel. Consider the Highway 82 Access Control Plan, RFTA Bus Rapid Transit improvements, the Pitkin County Airport Master Plan and the Entrance to Aspen Record of Decision as part of an analysis to determine acceptable carrying capacity for the Highway within the WOMP area.	Pitkin County Public Works & Community Development Departments	2
	II.1.b. Develop and implement standards that require timing of new development to concur with any transportation improvements identified as necessary to maintain acceptable carrying capacity on Highway 82.	Pitkin County Public Works & Community Development Departments	2
	II.1.c. Coordinate and improve all aspects of auto, air, transit, parking and trail function in the context of planned development or redevelopment of activity nodes in the corridor.	Pitkin County Airport, Colorado Department of Transportation, Pitkin County Public Works & Community Development & Open Space Departments	Ongoing
	II.1.d. Obtain updated data regarding daily traffic levels, including volume and time of day, between the edge of the Urban Growth Boundary (Pitkin County Airport area) and the Castle Creek bridge.	Colorado Department of Transportation , Pitkin County Public Works & Community Development Departments	2
II.2 Ensure that development pays its proportional share of transportation improvements in the corridor.	II.2.a. Explore the creation of a special district to support transportation in the West of Maroon Creek corridor area. In addition to addressing the greater transportation issues, the special district should also address multi-modal transportation connectivity to pedestrian and bicycle trail systems, including safe road/highway crossings. Ensure that both new and existing development participate in the creation of this special district and the means to fairly allocate its start-up and on-going operational costs.	Colorado Department of Transportation , Pitkin County Public Works & Community Development Departments	2
II.3 Improve efficiency and coordination between all related aspects of transportation in the WOMP area.	II.3.a. Reduce entry points to Highway 82, consistent with the Highway 82 Access Control Plan (Figure 8.)	Pitkin County Public Works & Community Development Departments	1

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HWY 82 Corridor Policies & Implementation Steps

Highway 82 Corridor West of Maroon Creek			
Policy	**Implementation Steps**	**Implementing Agency**	**Priority**
	II.3.b. Coordinate transportation planning between Local, State and Federal transportation related agencies.	Colorado Department of Transportation , Pitkin County Public Works, RFTA, Elected Officials Transportation Commitee, Federal Transportation Agencies, Pitkin County Airport, FAA	Ongoing
II.4 Improve the convenience, reliability, comfort, affordability, safety, capacity, and quality of experience of transit services.	II.4.a. Find funding for and create a transit shuttle in the WOMP corridor, connecting Aspen to Burlingame, Truscott, ProBuild, the ABC and North 40, Colorado Mountain College and the Pitkin County Airport (See Figure 10, Transit Map).	Pitkin County Public Works, RFTA, Elected Officials Transportation Commitee, Aspen Transportation Department, Aspen and Pitkin County Community Development Departments	2
	II.4.b. Design street layout within the ABC and on the Pitkin County Airport to accommodate the loop transit shuttle referenced in II.4.a, above.	Pitkin County Airport & Public Works, & Community Development Departments, RFTA,	Underway
II.5 Ensure safe and efficient pedestrian and bike connections exist within the WOMP area and connect the area to downtown Aspen. Identify needs for new trails, where necessary to achieve policy.	II.5.a. Coordinate City and County trail planning and construction to readily accommodate bicycle and pedestrian access between residential and other uses in the WOMP area, to local recreation and commuter trails, and to Aspen and downvalley communities. (See Figure 9, Trails Map.)	Pitkin County & Aspen Community Development & Open Space & Trails Departments	Ongoing
II.6 Maintain and enforce Highway 82 setbacks, rights of way and easements where necessary to preserve and maintain flexibility for location of future transit and/ or trail alignment alternatives.	II.6.a Ensure that Highway 82 setbacks, rights-of-way and easements within the WOMP Highway Corridor are included on Pitkin County GIS system as reference for planners and those seeking development in the area.	Pitkin County Community Development, Open Space & Trails & GIS Departments	2
II.7 Implement the signage guidelines in the WOMP Scenic Guidelines to facilitate way-finding, user-friendly access and circulation guidance for residents and guests, pedestrian and vehicular traffic – particularly in the immediate vicinity of the ABC.	II.7a. Collaborate with the Colorado Department of Transportation and the U.S. Forest service where applicable, to determine the appropriate number and location of signs on Highway 82 necessary to improve way-finding without clutter. Investigate appropriate signage options.	Colorado Department of Transportation , Pitkin County Public Works & Community Development Departments	1
	II.7.b. Amend the Pitkin County Sign Code to reflect changes necessary to improve sign effectiveness and appearance within the WOMP area.	Pitkin County Community Development Department	1
	II.7.c. Collaborate with the City and County Open Space & Trails Departments to develop a sign plan for trails throughout the WOMP area.	Aspen & Pitkin County Community Development Department & Aspen & Pitkin County Open Space & Trails Departments	1

ASPEN/PITKIN COUNTY AIRPORT

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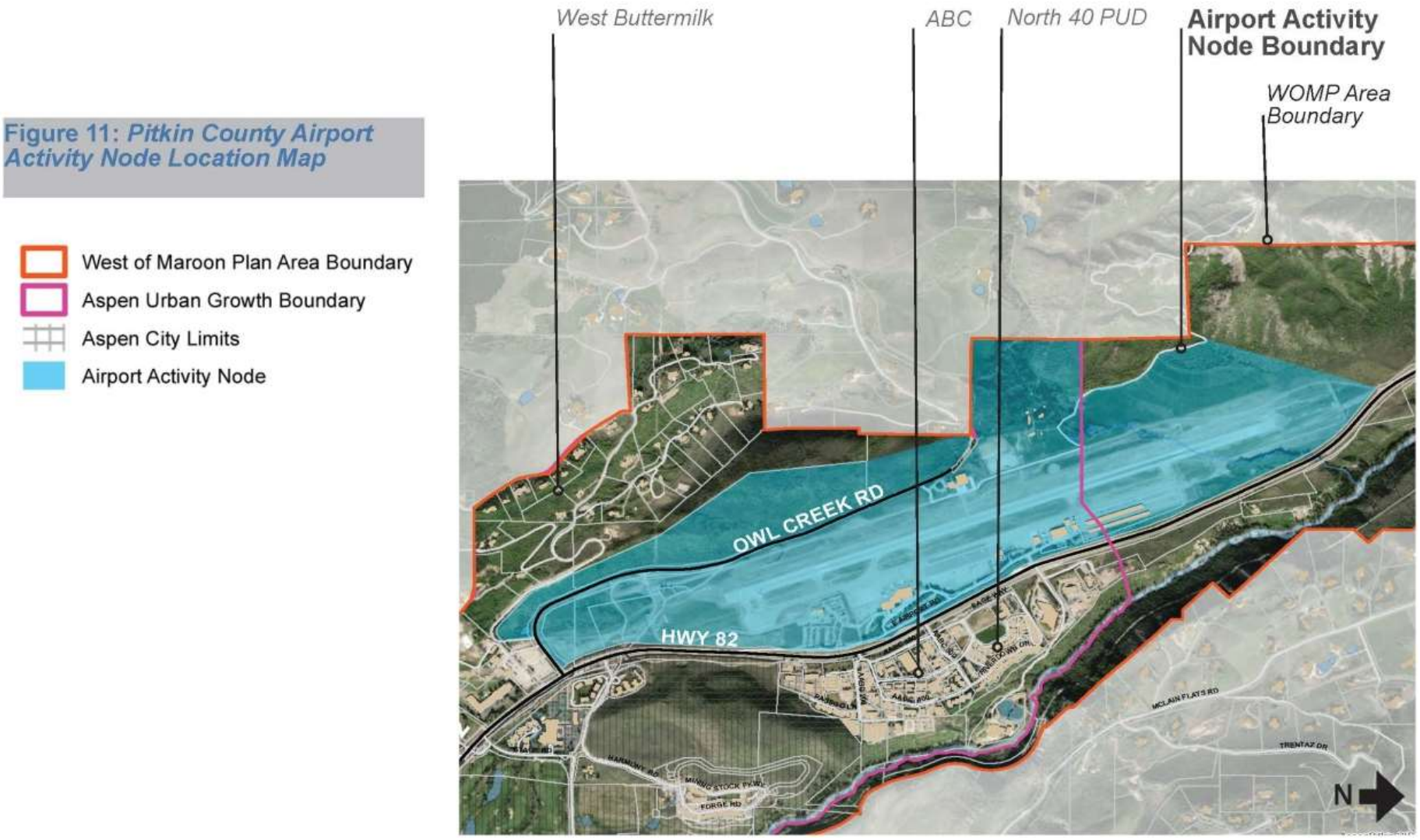
Airport Node-Transportation Policy/Action Items

Figure 11: *Pitkin County Airport Activity Node Location Map*



Policies & Implementation Steps

Pitkin County Airport Activity Node			
Policy	**Implementation Steps**	**Implementing Agency**	**Priority**
Land Use			
I.1 Limit uses on the Pitkin County Airport to those that are primary, supporting and transportation-related, customarily associated with commercial airports - excluding hotels, motels and lodging as these terms are defined in the Pitkin County Land Use Code.	I.1.a Incorporate the direction of Policy I.1 as part of any long term improvement plan for the Pitkin County Airport, and in the preparation and review of location and extent review(s) for the Pitkin County Airport.	Pitkin County Airport, Pitkin County Community Development Department, Planning & Zoning Commission, BOCC	1
Transportation			
II.1 Improve efficiency and coordination between all related aspects of transportation in the WOMP area.	II.1.a Develop the "Airline Trail" through the Pitkin County Airport property to Sky Mountain Park, and connect to trailhead parking at the Stapleton lot (See Figure 9, Trails Map).	Pitkin County Airport, Pitkin County Open Space and Trails	Underway
	II.1.b Accommodate and develop a potential future trail connection for a "Buttermilk Connector" single track trail on the west side of Owl Creek Road that would link Sky Mountain Park and Buttermilk. (See Figure 9, Trails Map).	Pitkin County Airport, Pitkin County Open Space and Trails	3
	II.1.c Coordinate the location of RFTA Bus Rapid Transit stations at Buttermilk and at the Pitkin County Airport with safe pedestrian access across Highway 82.	Pitkin County Airport, Pitkin County Engineer, RFTA, CDOT	Underway
	II.1.d Examine best practices found to be effective at other airports and implement appropriate measures to improve conditions for travel from and to the Pitkin County Airport.	Pitkin County Airport, RFTA	3
	II.1.e Encourage the use of alternative modes of transportation and diminish reliance upon rental vehicles and parking. As one option, explore the feasibility of final-destination bag delivery for Pitkin County Airport arrivals to make it more feasible for arriving airline passengers to utilize public transportation.	Pitkin County Airport, Aspen Commercial Core & Lodging Commission (CCLC)	2
	II.1.f Preserve the dedicated transit corridor that runs the length of the Pitkin County Airport property to accommodate a future mass transit system. Any future trail alignment in this vicinity should be designed to be compatible with the transportation corridor as defined in the Entrance to Aspen Record of Decision.	Pitkin County Airport, RFTA, CDOT	Ongoing
	II.1.g Provide/maintain a Pitkin County Airport terminal/ transit interface adjacent to Highway 82 and the RFTA Bus Rapid Transit station.	Pitkin County Airport, RFTA, CDOT	1

David Pesnichak: Highway 82 Record of Decisions (RODs), Comprehensive Valley Transportation Plan and role of EOTC, Upper Valley Mobility Study (UVMS)

What is the Elected Officials Transportation Committee (EOTC)?

Established: 1993

Committee Makeup:

City of Aspen – City Council

Town of Snowmass Village – Town Council

Pitkin County – Board of County Commissioners

Charge: Administering 0.5% Transit Sales and Use Tax

Purpose: Finance, Construct, Operate, or Maintain Mass Transportation in Roaring Fork Valley

Mass Transportation: "any system which transports the general public by bus, rail, or any other means of conveyance moving along prescribed routes…"

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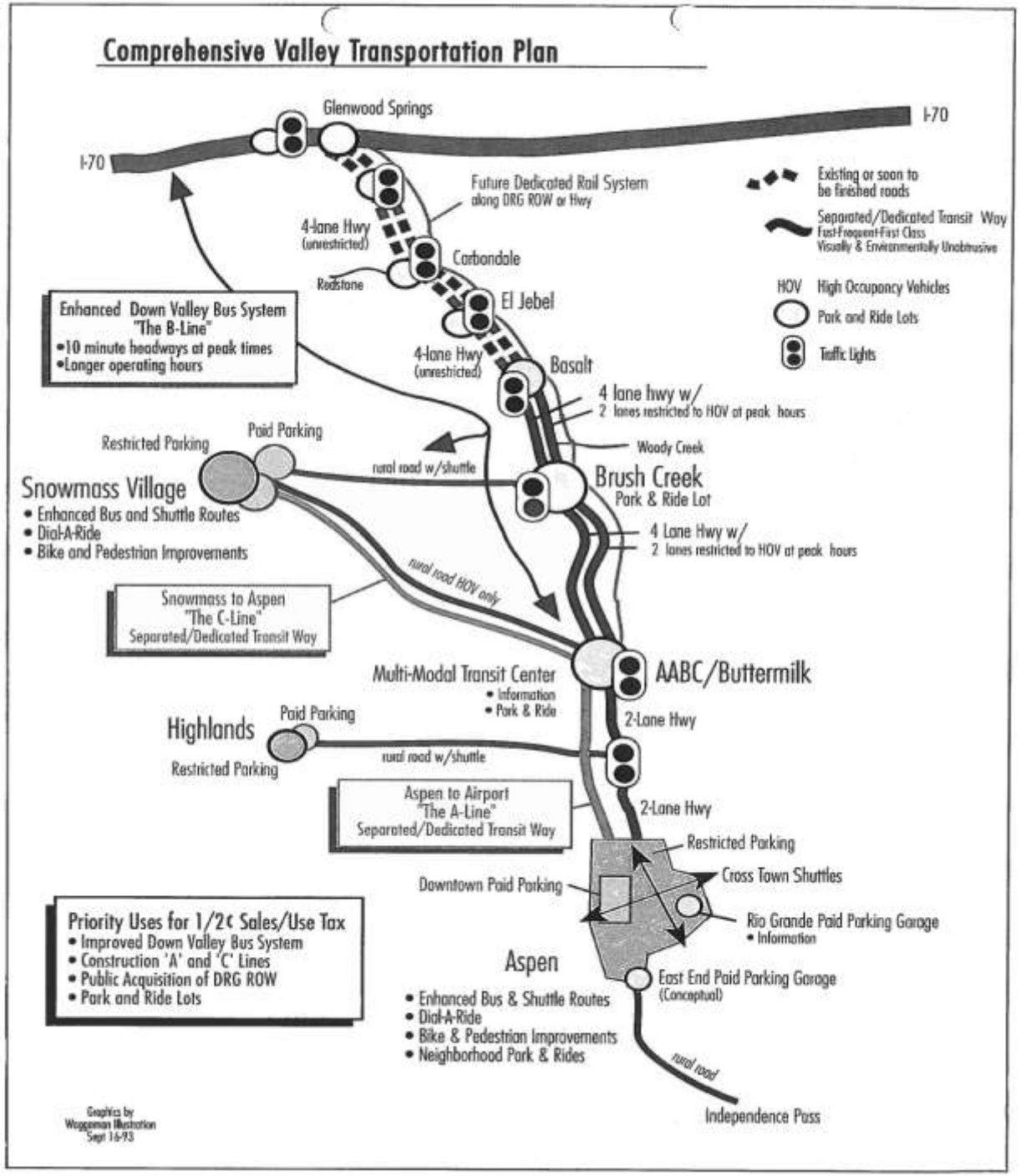
EOTC Guiding Plan (Adopted 1993)



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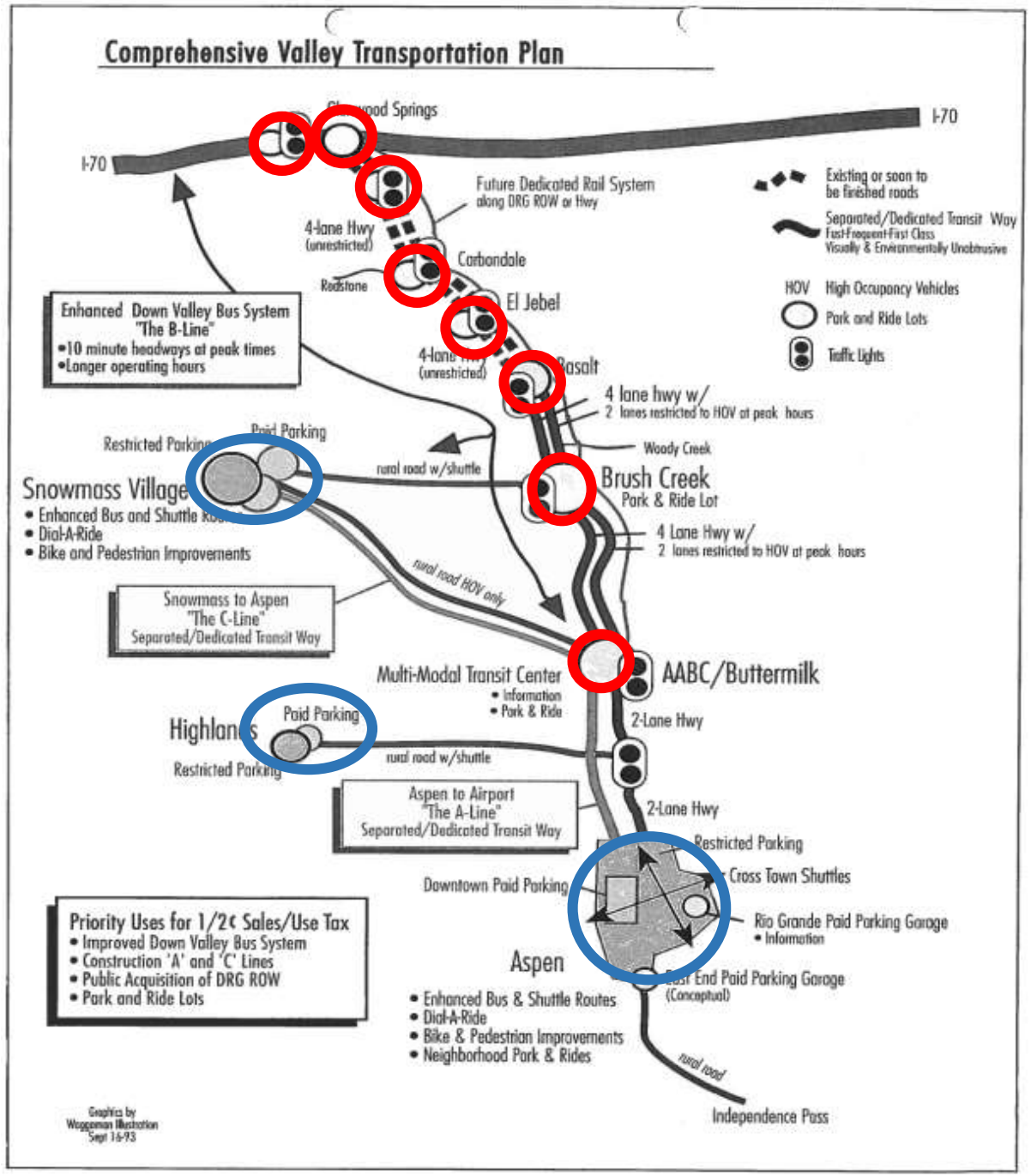
Parking



Park and Ride Lots

Restricted and Paid Parking

ASPEN/PITKIN COUNTY AIRPORT

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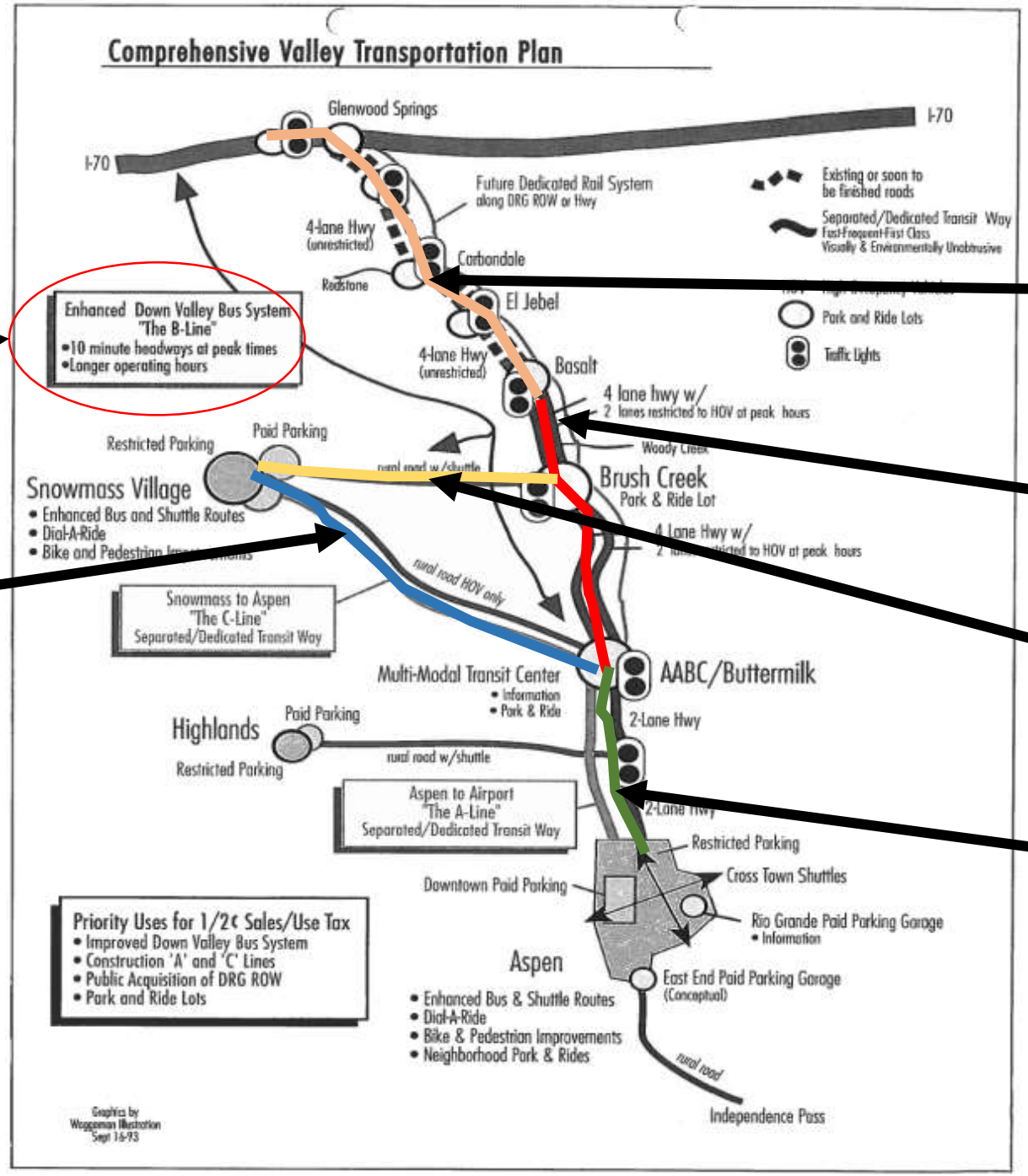
Corridors

Enhanced Down Valley Bus System (“The B-Line”)

HOV Only with Separated/Dedicated Transit Way – Owl Creek Road (“The C-Line”)



Future Dedicated Rail System – Glenwood Springs to Basalt

4-Lane Highway w/ 2-Lanes HOV – Basalt to Buttermilk

Rural Road w/ Shuttle – Brush Creek Road

2-Lane Highway w/ Separated/Dedicated Transit Way – Airport to Aspen (“The A-Line”)

ASPEN/PITKIN COUNTY AIRPORT

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Highway 82 Record of Decisions (RODs) NEPA Overview

- National Environmental Policy Act (NEPA) of 1970 – Requires Environmental Impact Statement (EIS)
- EIS Required if Project could have “Significant Impact”
- EIS Results in Final Environmental Impact Statement (FEIS) and Record of Decision (ROD)
- ROD Identifies a Preferred Alternative (PA) from EIS analysis
- Federal Highways Administration (FHWA) is Approving Entity

Highway 82 Records of Decision Pitkin County

- 2 ROD's in Pitkin County:
  - "East of Basalt to Buttermilk Ski Area" – Issued 1993
  - "Entrance to Aspen" – Issued 1998

- "East of Basalt to Buttermilk Ski Area"
  - Completed
- "Entrance to Aspen"
  - Completed from Buttermilk to Maroon Creek Roundabout
  - Incomplete from Maroon Creek Roundabout to 7th Street

- RODs do NOT have Regulatory Expiration

Highway 82 Records of Decision Buttermilk to Aspen (Entrance to Aspen)

- EIS Started in 1994 and ROD Issued in 1998
- Environmental Reevaluation in 2007 (ROD Upheld)
- EIS Considered 43 Alignment and Mode Alternatives

Highway 82 Records of Decision
Buttermilk to Aspen (Entrance to Aspen)

Components of ROD Preferred Alternative ("Modified Direct"):

- Combination of Highway and Intersection Improvements
- Phased Transit System (Bus Only System to be Converted to Light Rail)
- Incremental Transportation Management Program
  - *Set Community Threshold for Vehicle Traffic at Castle Creek Bridge to 1993 Levels*

Preferred Alternative Construction Progress:

- Complete – Buttermilk to Maroon Creek Roundabout
- Incomplete – Maroon Creek Roundabout to 7th Street
  - *CDOT has obtained ROW through Marolt-Thomas Open Space (Exchange for Mill Ranch)*
  - *City of Aspen Vote allows Light Rail through Marolt-Thomas Open Space (2007)*

Highway 82 Records of Decision
Buttermilk to Aspen (Entrance to Aspen)

Necessary Next Steps to Complete:

- City of Aspen Vote - allow Bus Transit through Marolt-Thomas Open Space
- City of Aspen Council Vote - allow construction to proceed
- Identify Funding

Cost to Complete (2017):

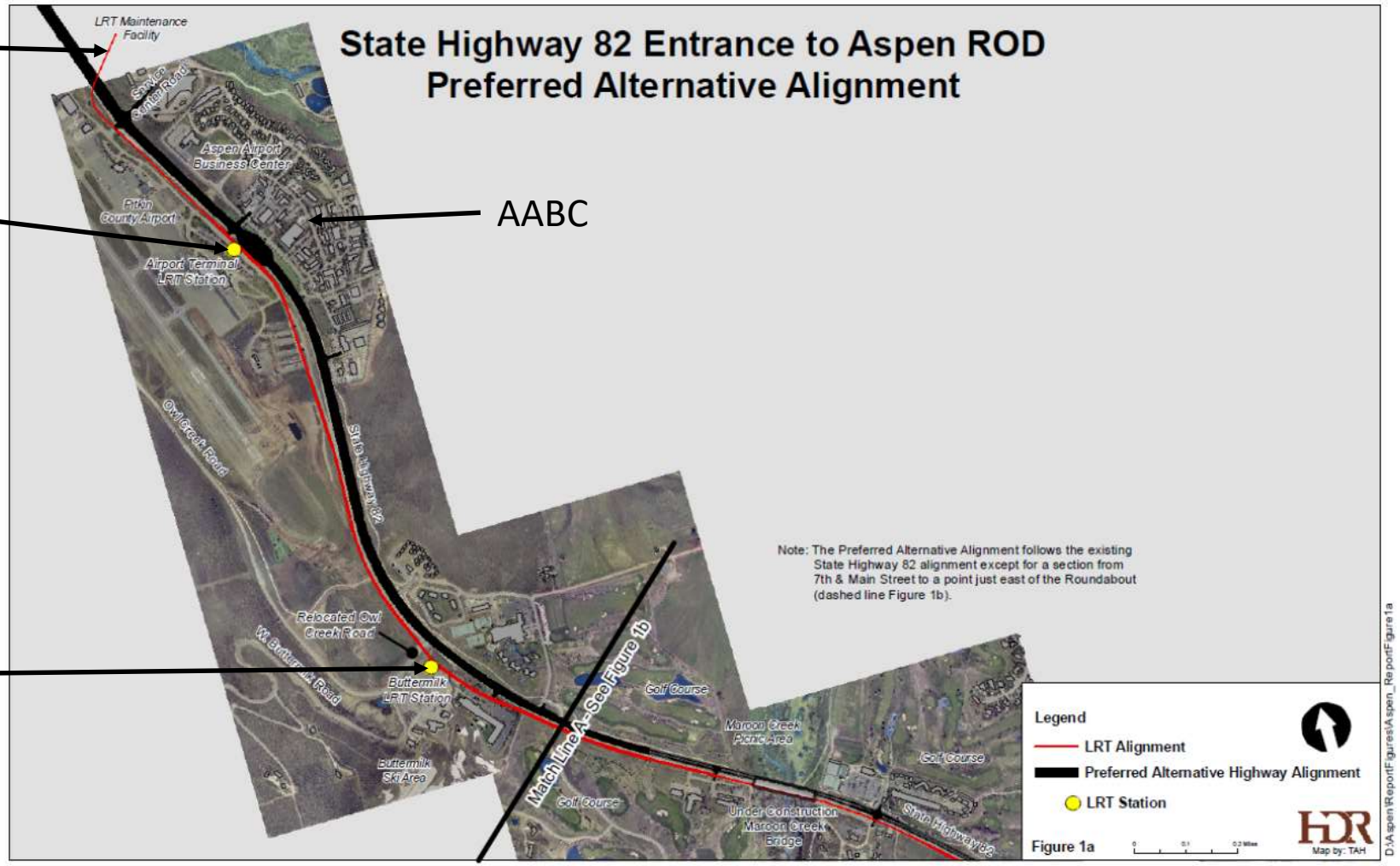
- Bus Only Option (7th St to Maroon Creek Roundabout) - $106 Million
- Light Rail Option ($70.2 – $86.5 Million / Mile)
  - *Rubey Park to Brush Creek (6.1 Miles) - $428 - $527.8 Million*
  - *Rubey Park to RFTA Aspen Maintenance Facility (3.7 Miles) - $260 - $320 Million*

Highway 82 Records of Decision
Buttermilk to Aspen (Entrance to Aspen)

RFTA Aspen Maintenance Facility

Airport Station

Buttermilk Station



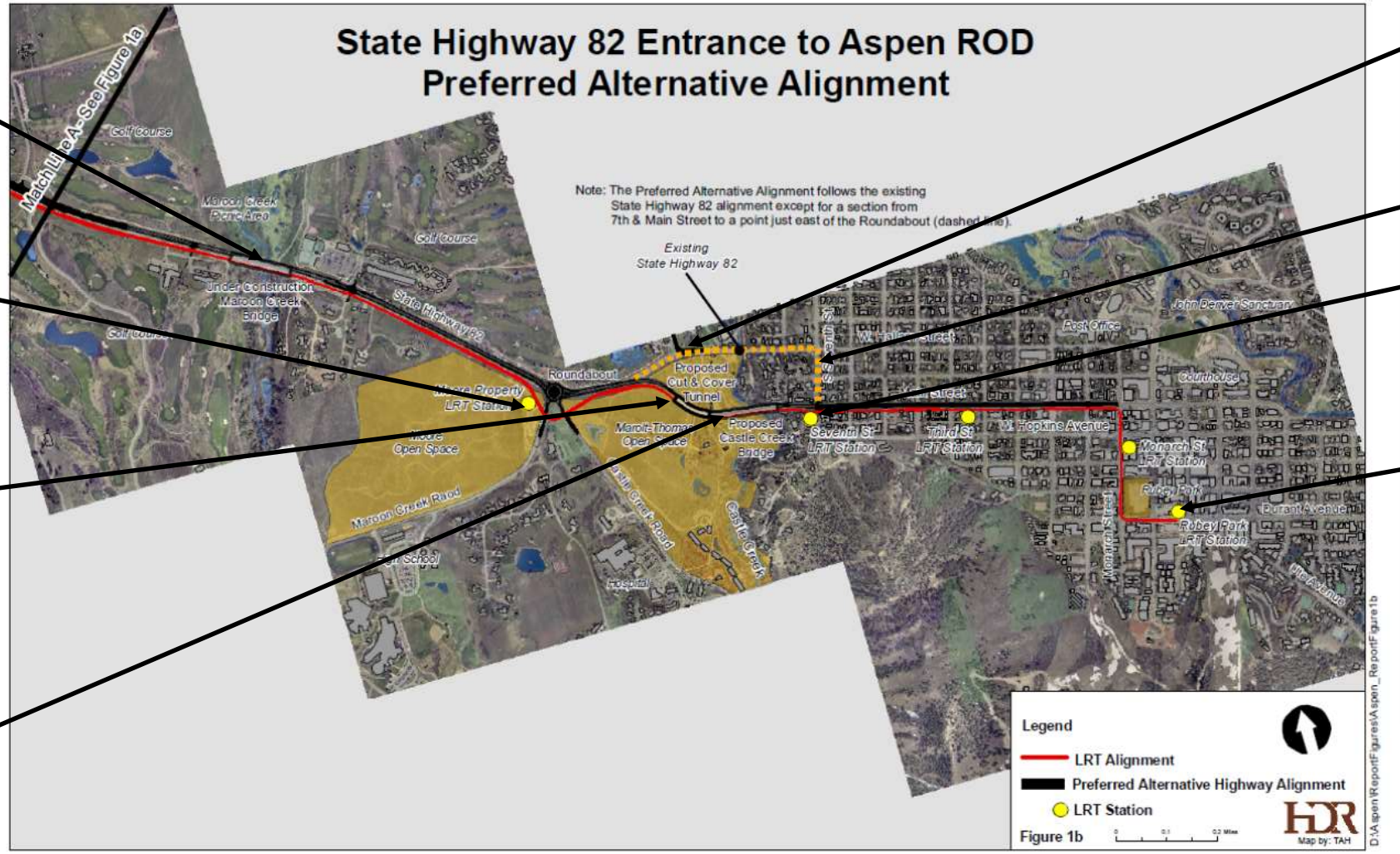
Highway 82 Records of Decision Buttermill to Aspen (Entrance to Aspen)

Maroon Creek Bridge

Moore Property Station (Current Kiss and Ride)

Realigned Highway 82 (2 Traffic Lanes, 2 Bus Lanes)

Cut and Cover Tunnel (400') and New Bridge



Abandon Portion of Hwy 82, Castle Creek Bridge to Remain

Existing S Curves

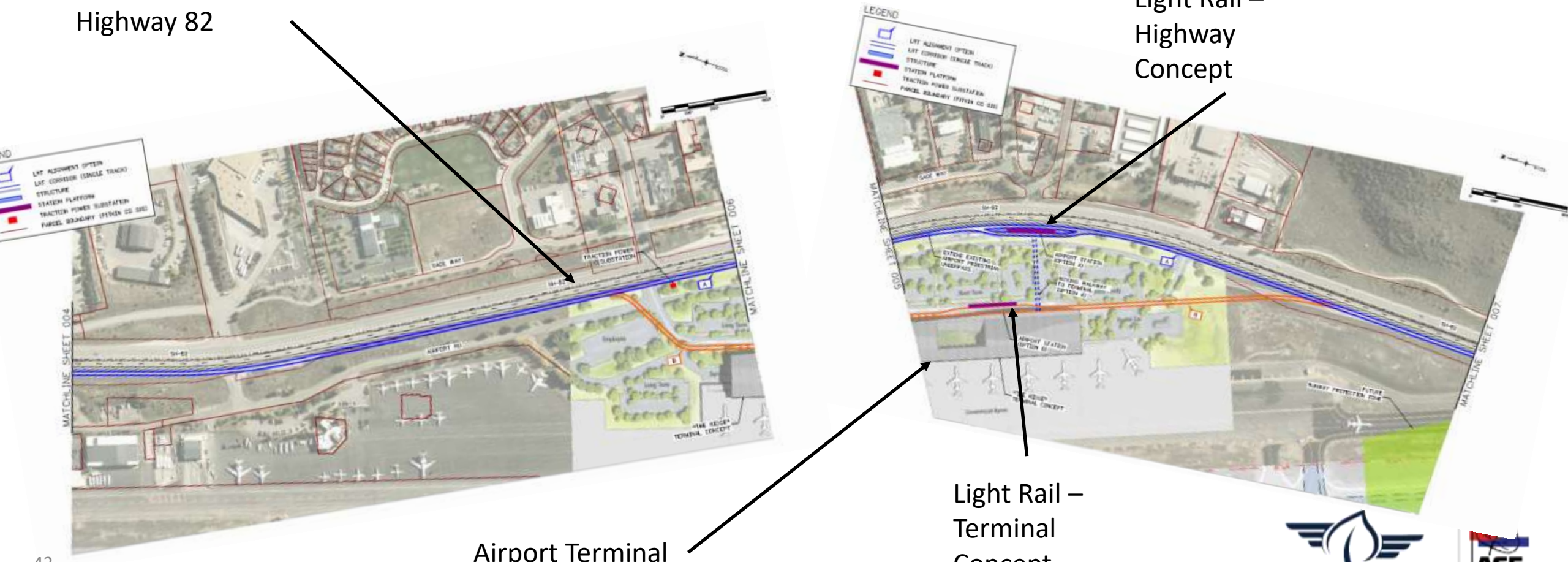
Seventh Street Station

Rubey Park and In-Town Stations

Upper Valley Mobility Study – 2017

- Study Commissioned by EOTC
- Examined Feasibility, Alignment, and Cost of Bus Rapid Transit (BRT and Light Rail Transit (LRT)
- Between Brush Creek P&R and Aspen
- Recommended Pursuing BRT, not LRT
- Recommendation for BRT Due to:
  - Cost (construction and operation – LRT Cost Double BRT)
  - Similar Ridership Predictions for BRT and LRT
- Airport BRT Station and Underpass Existing

Upper Valley Mobility Study - 2017



Brian Pettet: Highway 82 Access Control Plan,
Current Transit Station Design

Aspen/Pitkin County Airport: Underpass to Terminal

ASPEN/PITKIN COUNTY AIRPORT

ASE VISION

John Krueger: Aspen Area Community Plan / airport transportation experience

CITY OF ASPEN

Aspen Area Community Plan + Pitkin County Airport

Background

- First completed in 1993; updated in 2000 and 2012.
- "The purpose of the plan is to serve as a guide and philosophy for the future. It is a vision, a map and a plan of action for achieving community goals."

"Implementing. . . the 2012 AACP is not solely the responsibility of City and County government, but will require collaboration and cooperation among public sector agencies, businesses, private non-profits, local institutions and the general public."

CITY OF ASPEN

Planning Area | Urban Growth Boundary

Area

- Includes areas of unincorporated Pitkin County: Red Mountain, East of Aspen, the AABC, the Airport, Buttermilk, portions of the Castle / Maroon Creek valleys.

Philosophy

- The AACP supports the UGB in an effort to limit and control sprawl.

CITY OF ASPEN

Planning Area | West of Castle Creek

Area

- Gateway to Aspen and home to a variety of uses:
  - Airport
  - AABC
  - Buttermilk
  - Affordable housing

Philosophy

- The area should not become an urbanized tunnel-like corridor.

Transportation

- Improve transit services and improve efficiency and coordination between all aspects of transportation in the area.

CITY OF ASPEN

Transportation | AACP

Philosophy

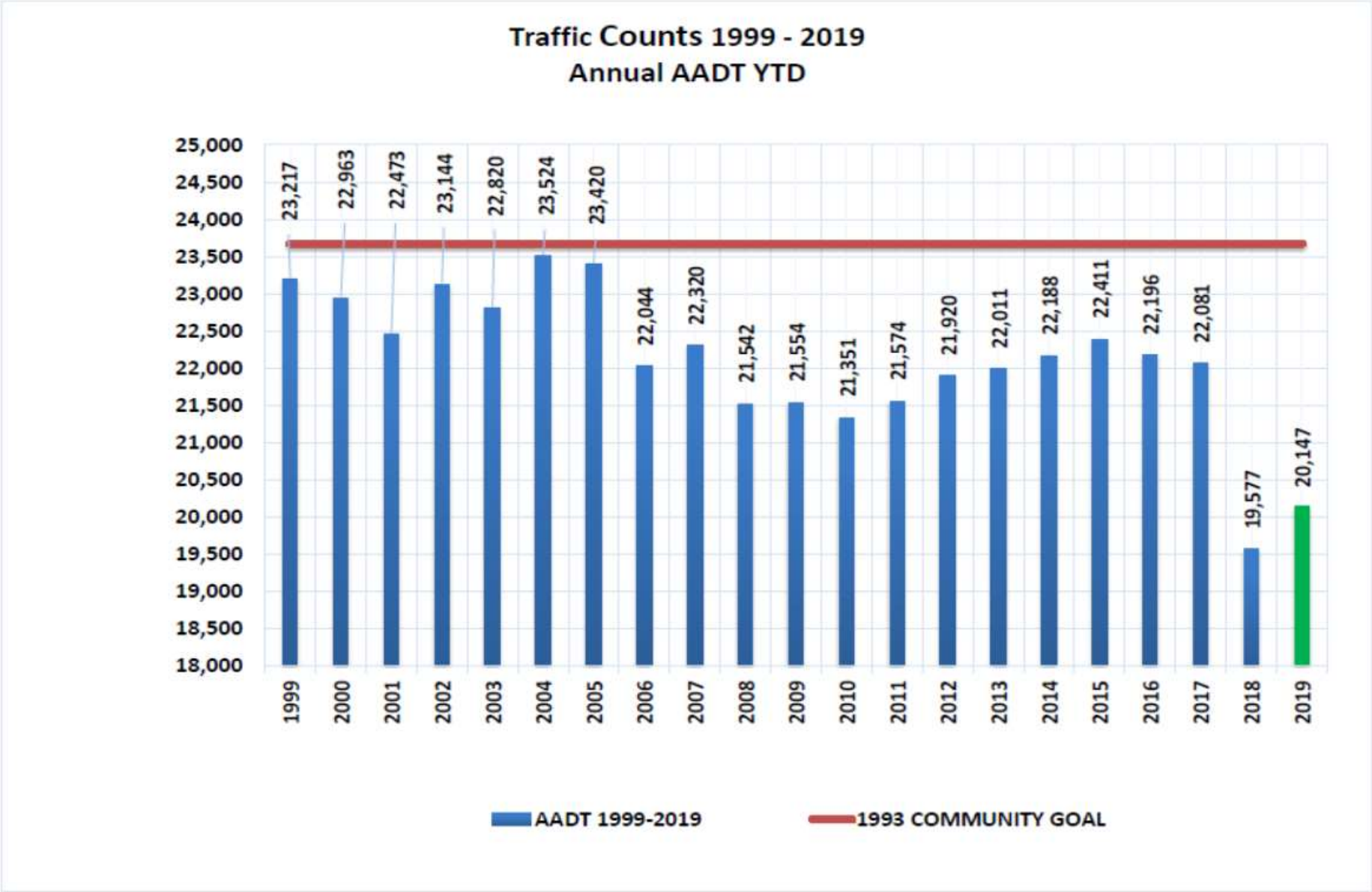
- Use TDM to accommodate additional trips.
- Continue to limit AADT to 1993 levels.
- Strive to reduce AADT to below 1993 levels.

Update

- ***26 years of AADT at or below 1993 goal due to increased transit service, TDM measures and paid parking***
- ***2019 AADT year to date -3% compared to 2017***
- ***Peak hourly period AADT has spread***

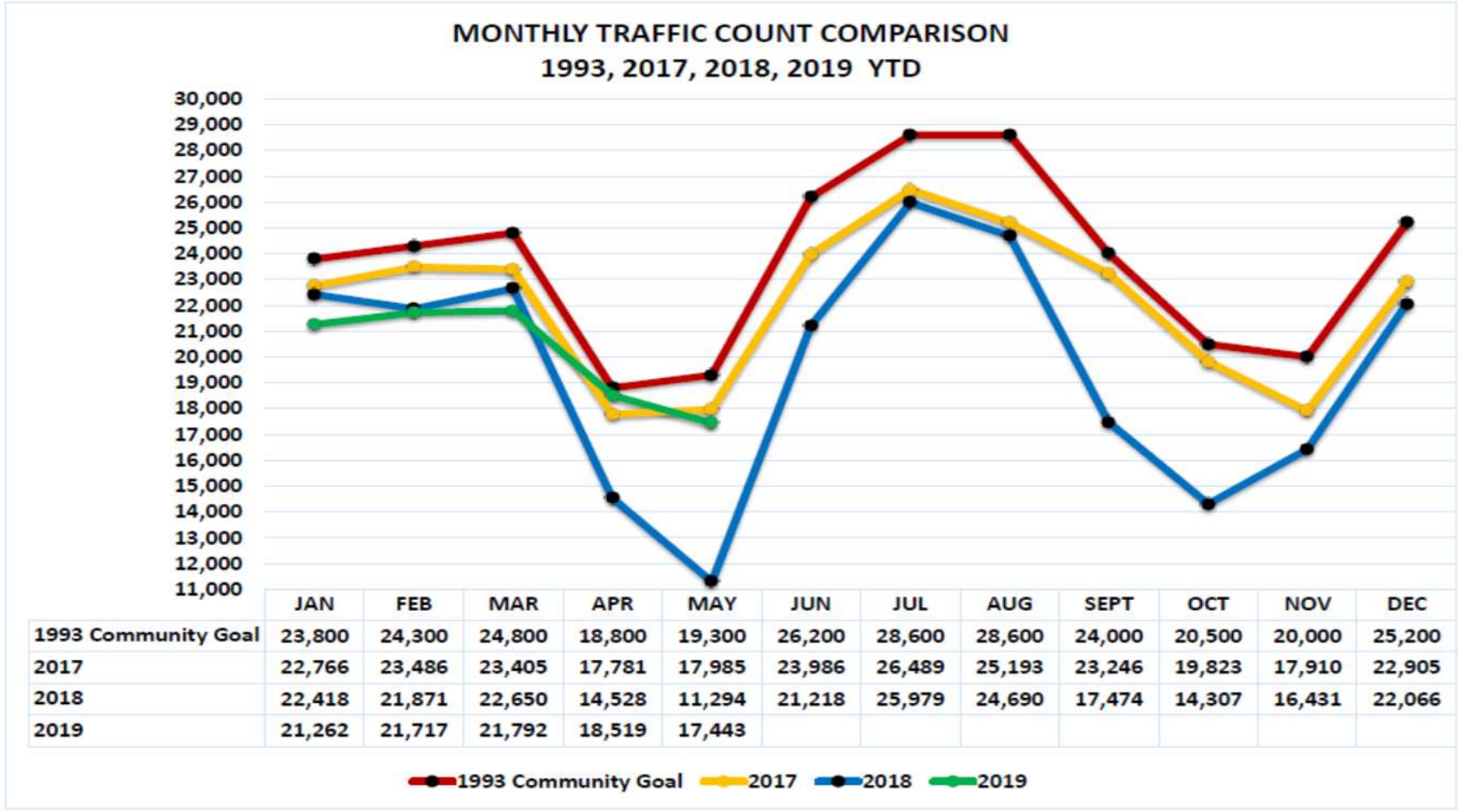
CITY OF ASPEN

Vehicle Traffic Trends



CITY OF ASPI

Vehicle Traffic Trends



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
1993 Community Goal	23,800	24,300	24,800	18,800	19,300	26,200	28,600	28,600	24,000	20,500	20,000	25,200
2017	22,766	23,486	23,405	17,781	17,985	23,986	26,489	25,193	23,246	19,823	17,910	22,905
2018	22,418	21,871	22,650	14,528	11,294	21,218	25,979	24,690	17,474	14,307	16,431	22,066
2019	21,262	21,717	21,792	18,519	17,443							

CITY OF ASPEN

Transportation | The Airport

Philosophy

- The airport is an important component of our multi-modal transportation system.
- It is essential to integrate the airport with alternative modes of transportation to diminish reliance upon rental vehicles.

CITY OF ASPEN

Transportation | The Airport (cont.)

Philosophy

- "…support a valley-wide Bus Rapid Transit (BRT) system that efficiently connects to transit hubs, the airport and trails."
- "…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."

CITY OF ASPEN

Transportation | The Airport

Policies

- Strengthen the Airport's role in the regional valley-wide transportation system.
- Increase the quality and availability of information on travel options.
- Improve the efficiency and reliability of Airport services while reducing environmental impacts.

CITY OF ASPEN

Transportation | The Airport (cont.)

Policies

- Improve the overall quality of the Airport experience in a manner consistent with community character.
- Reduce the negative impacts of operations on the surrounding area.
- Improve the convenience, efficiency and environmental impacts of ground transportation options available at the Airport.

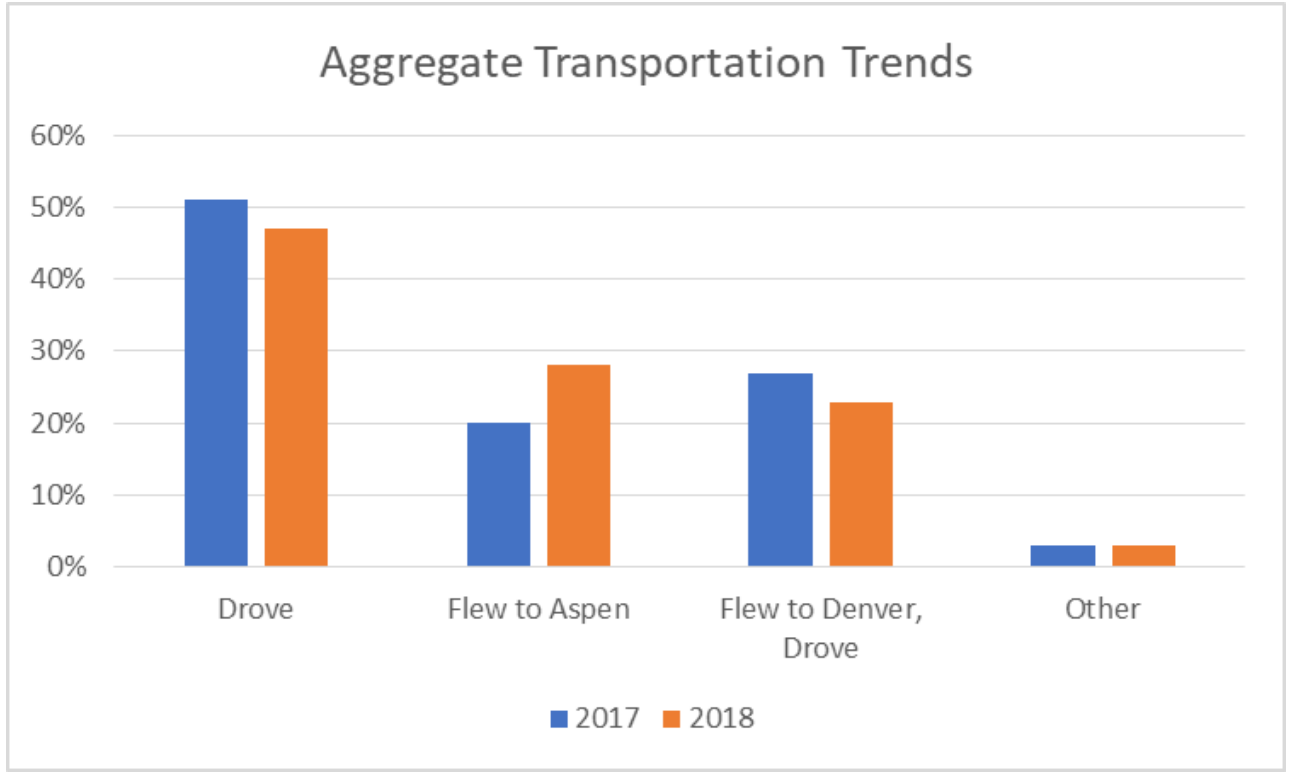
CITY OF ASPEN

David Peckler: Snowmass / airport transportation experience

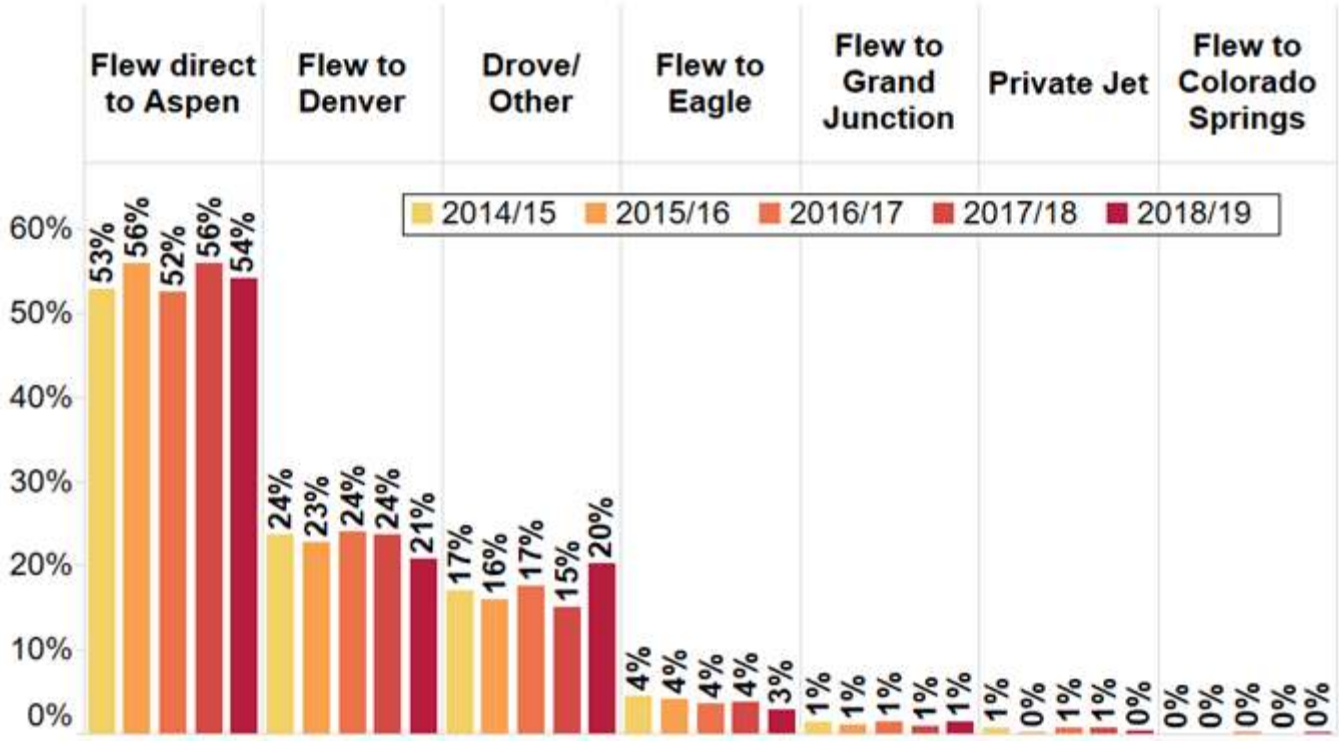
ASPEN/PITKIN COUNTY AIRPORT

ASE VISION

Transportation Mode Comparison Summer Guests 2017-2018



Winter Guest Destination Airport (2014/15 - 2018/19)



David Johnson: RFTA / airport transportation experience

RFTA/Airport Transportation Experience

ASE Vision Process

Focus Group Meeting #1

August 28, 2019

ASPEN/PITKIN COUNTY AIRPORT

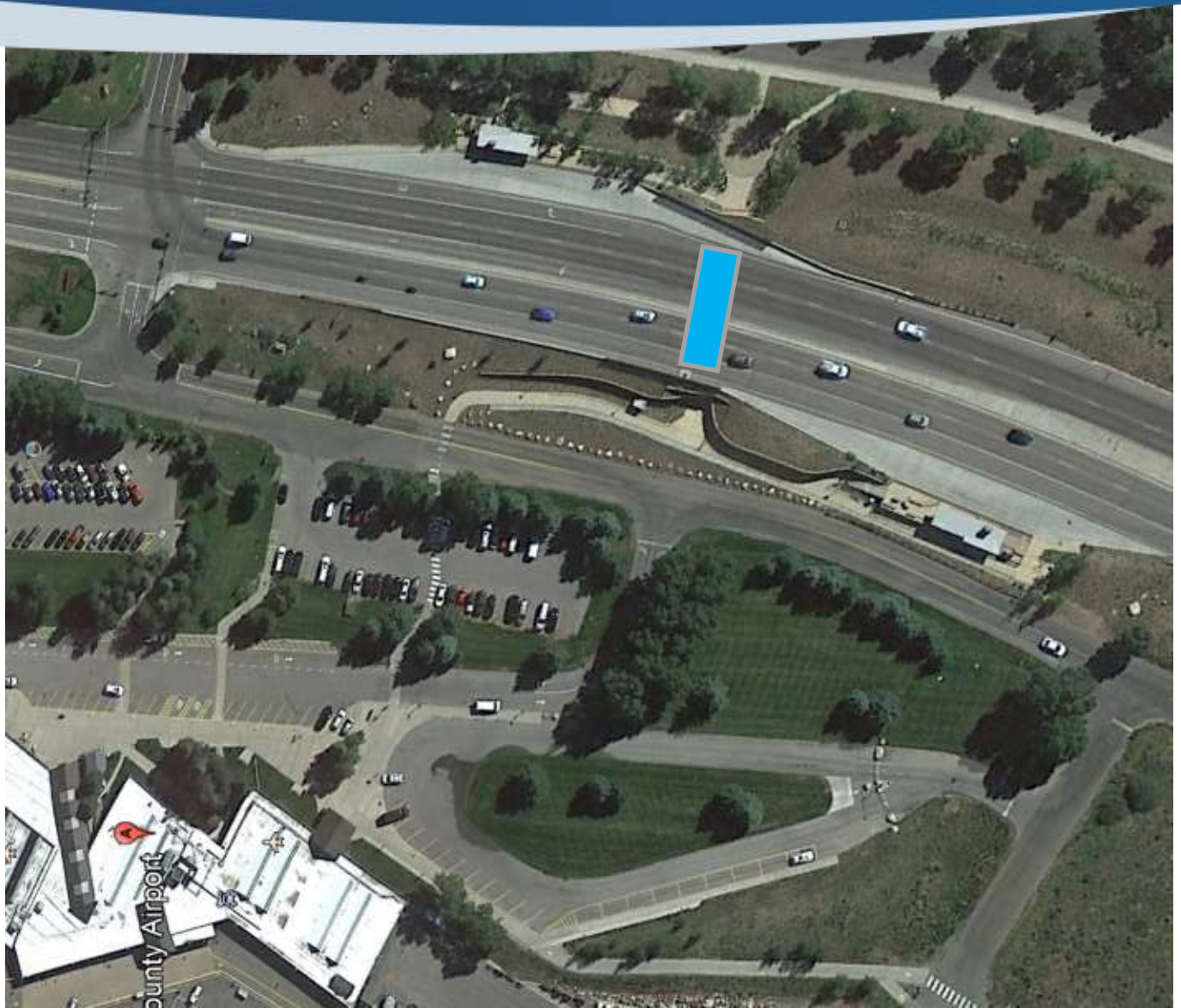
ASE VISION

RFTA
ROARING FORK TRANSPORTATION AUTHORITY

Infrastructure Basics

- In 2013, downvalley and upvalley Airport/AABC stations upgraded significantly with implementation of BRT
- New bike/ped underpass of SH82 constructed to connect the two stations
- Existing upvalley boarding area moved slightly further upvalley to align with airport and ped crossing

Existing BRT Station and Airport Layout



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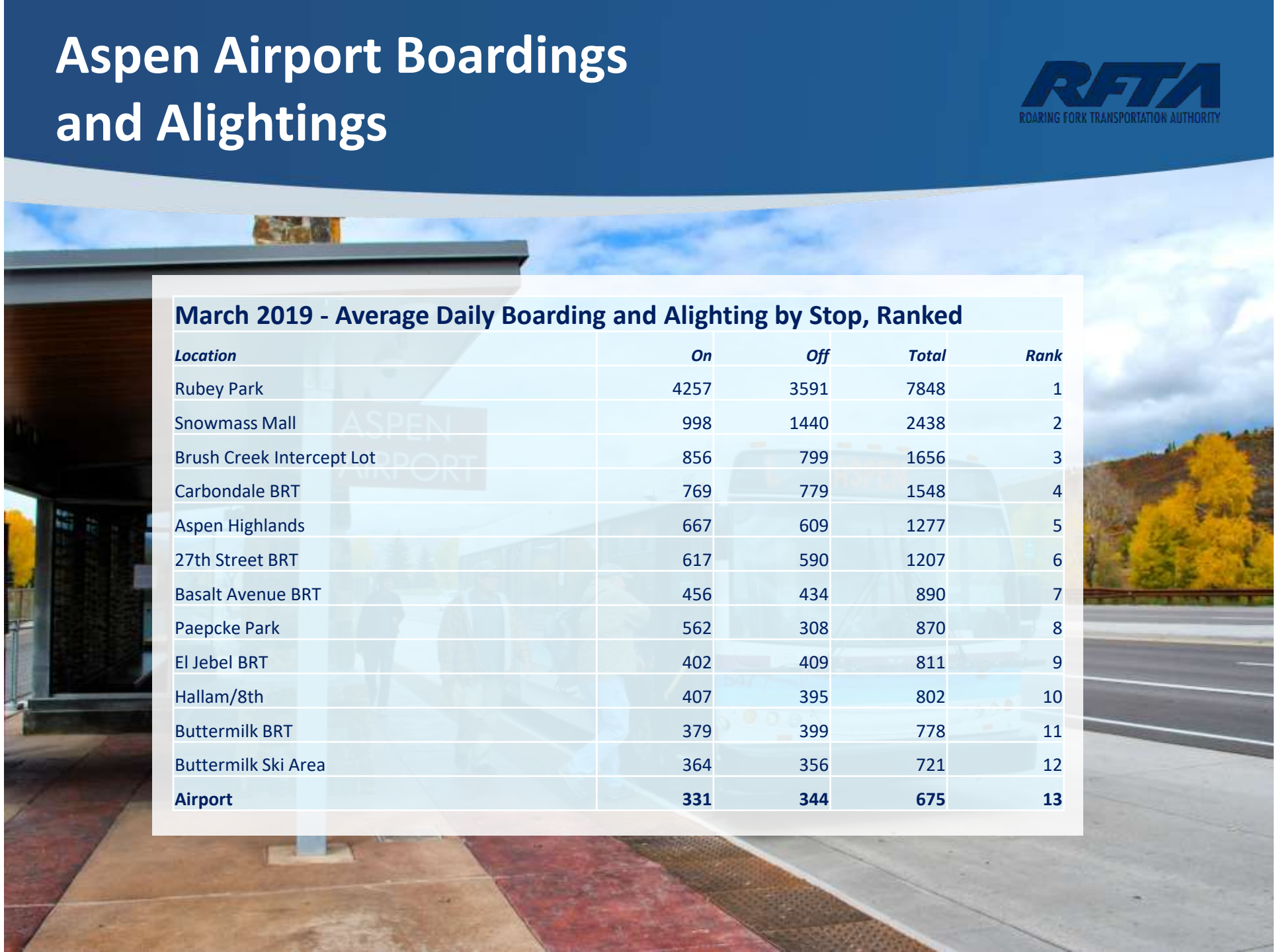
Aspen Airport Boardings and Alightings



March 2019 - Average Daily Boarding and Alighting by Stop, Ranked

Location	*On*	*Off*	*Total*	*Rank*
Rubey Park	4257	3591	7848	1
Snowmass Mall	998	1440	2438	2
Brush Creek Intercept Lot	856	799	1656	3
Carbondale BRT	769	779	1548	4
Aspen Highlands	667	609	1277	5
27th Street BRT	617	590	1207	6
Basalt Avenue BRT	456	434	890	7
Paepcke Park	562	308	870	8
El Jebel BRT	402	409	811	9
Hallam/8th	407	395	802	10
Buttermilk BRT	379	399	778	11
Buttermilk Ski Area	364	356	721	12
Airport	**331**	**344**	**675**	**13**

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Related Destination 2040 Projects

- New Buses (Replacement and Expansion)
- Electric Buses
- Greater frequency and consistency for BRT, Valley Local and Snowmass Routes
- TOSV Transit Center ($500,000)

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Airport Connection Trade-Offs

Option	Advantages	Disadvantages
Create pedestrian walkway between terminal and BRT station	Least Operating Cost Simple Option Convenient for those who are willing and able to walk	Could be capital intensive May deter people who do not wish to walk or have lots of bags
Move BRT alignment to airport	Simple, fast connection	May have significant capital and operating costs Re-routing the downvalley station particularly problematic May reduce overall BRT travel time
Site airport closer to BRT Station	Simple, fast connection	May pose challenges with overall site layout
Airport Specific Bus Route		Significant capital and operating costs

RFTA
ROARING FORK TRANSPORTATION AUTHORITY

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Cristal Logan: Upper Valley Mobility Report (UVMR)

Community Forum Task Force on Transportation and Mobility

Upper Valley Mobility Report

THE ASPEN INSTITUTE
community programs

Four Decades of Traffic Jams

Should we care anymore?

The Cost of Congestion

Millions of wasted hours in traffic jams

Aggravation for commuters, visitors, residents, businesses

Noise & pollution

The Community Forum

31 Citizens Taking a Fresh Look

Rose Abello
Pam Alexander
John Bennett, co-chair
Dan Blankenship
Bill Budinger
Markey Butler
Barry Crook
Nina Eisenstat
Brent Gardner Smith
Ward Hauenstein
Tom Heald
David Houggy
David Hyman
Bill Kane, co-chair
Michael Kinsley
John Krueger
Melony Lewis
Cristal Logan
Mirte Mallory
Tom Melberg
Michael Miracle
Maria Morrow
George Newman
Jon Peacock
David Peckler
Greg Rucks
Sheri Sanzone
John Sarpa
Steve Skadron
Ralph Trapani
Katie Viola

Task Force Process

Expert Speakers

Research

Dialogue

Our Goals

Improve Upper Valley Mobility

Reduce Traffic Congestion

Values Based Transportation System

Essential Community Values	Operating System Values	Minimum System Requirements
Community Character	Traffic/Congestion Reduction	Safety
Environmental Quality	Social Equity	Financial Viability
	Convenience/Comfort	Functionality
	Adaptable to Future	

Options Matrix & Scoring System

	ESSENTIAL COMMUNITY VALUES		OPERATING SYSTEM VALUES				MINIMUM SYSTEM REQUIREMENTS		
OPTIONS	Community Character	Environmental Quality	Traffic & Congestion Reduction	Social Equity	Convenience & Comfort	Adaptable to the Future	Safety	Financial Viability	Capacity to Move People and/or Reduce Travel Demand
Ride Sharing Systems	67	51	43	45	39	62	29	61	47
Ride Hailing Systems	62	43	37	34	52	65	45	52	40
Light Rail Transit (LRT)	37	51	58	50	50	13	63	-29	55
Enhanced Bus Rapid Transit (BRT)	53	52	51	52	42	56	61	32	56
Snowmass Connection Enhancements	49	43	31	37	44	45	53	22	35
Mountain to Mountain Connection	54	38	14	18	33	13	46	4	16
Transit-Oriented Affordable Housing	55	50	44	45	51	34	49	21	37
HOV Lane Enforcement	48	42	42	38	29	48	52	59	38
Dynamic Road Pricing (VMT fees, etc.)	17	50	57	-6	20	59	46	60	53
Parking Strategies	45	47	44	6	3	47	33	49	34
Airport/Transit Connectivity	65	53	38	39	56	50	53	38	42
Increased Highway Capacity	-35	-37	-25	18	5	-13	-7	-23	-23

OPTION/VALUE RATING SYSTEM

3 = Fully consistent with this value. Substantial progress

2 = Adequately consistent with this value

1 = Minimally consistent with this value

0 = Neutral or Not Applicable

-1 = Inconsistent with this value

-2 = Extremely inconsistent with this value. Detrimental impacts

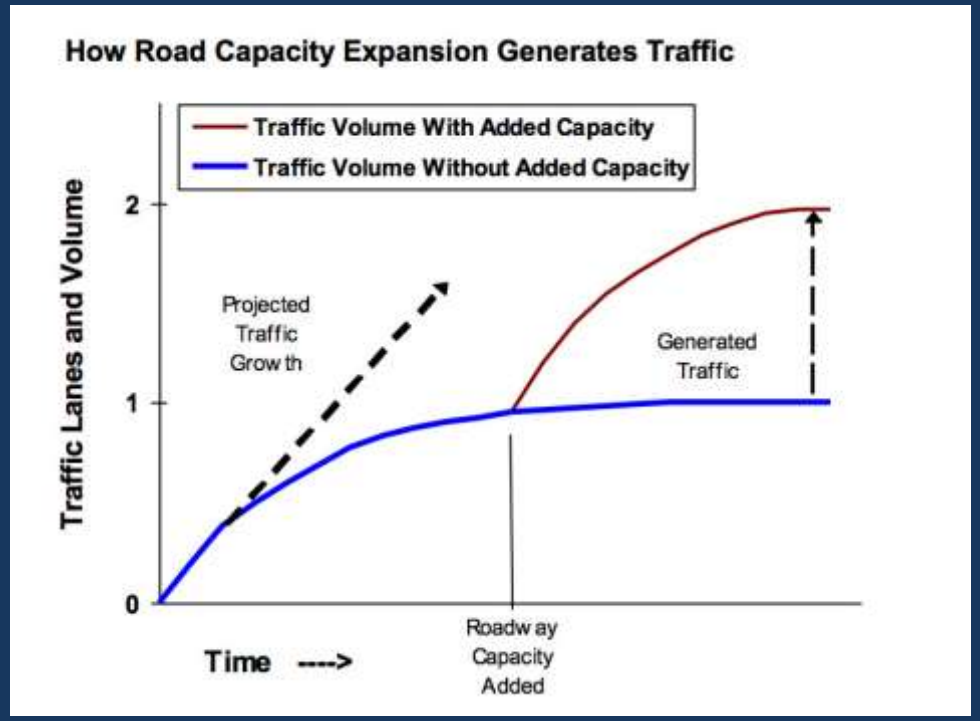
The Achilles Heel of added capacity…

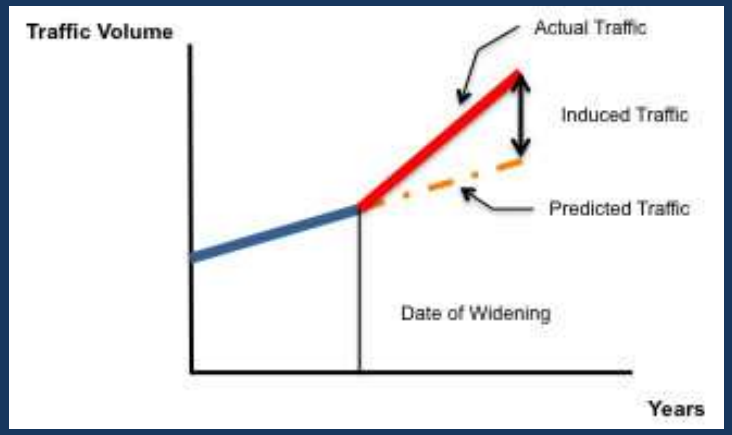
The Role of Induced Traffic

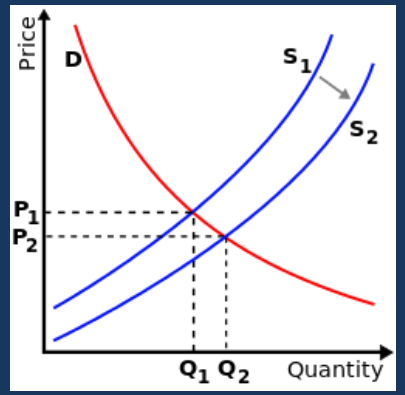
“Increased roadway capacity induces additional vehicle miles traveled (VMT) in the short-run and even more VMT in the long-run.”

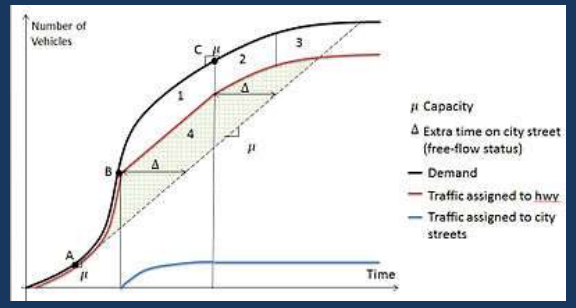
University of California, Davis 2015

A Universal Principle









“Widening roads to ease congestion is like trying to cure obesity by loosening your belt.”

– Roy Kienitz
Former Under Secretary of Transportation

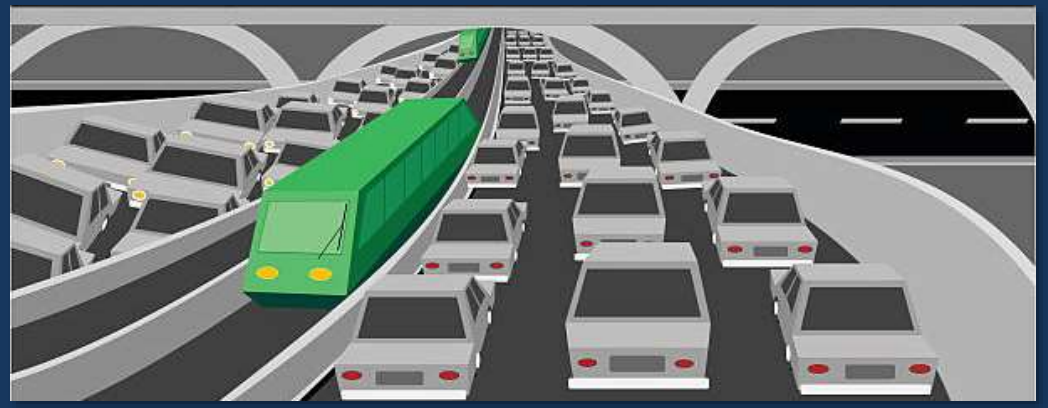
The Role of Transit: *Essential* …but Insufficient

"Public transit does not reduce traffic levels."

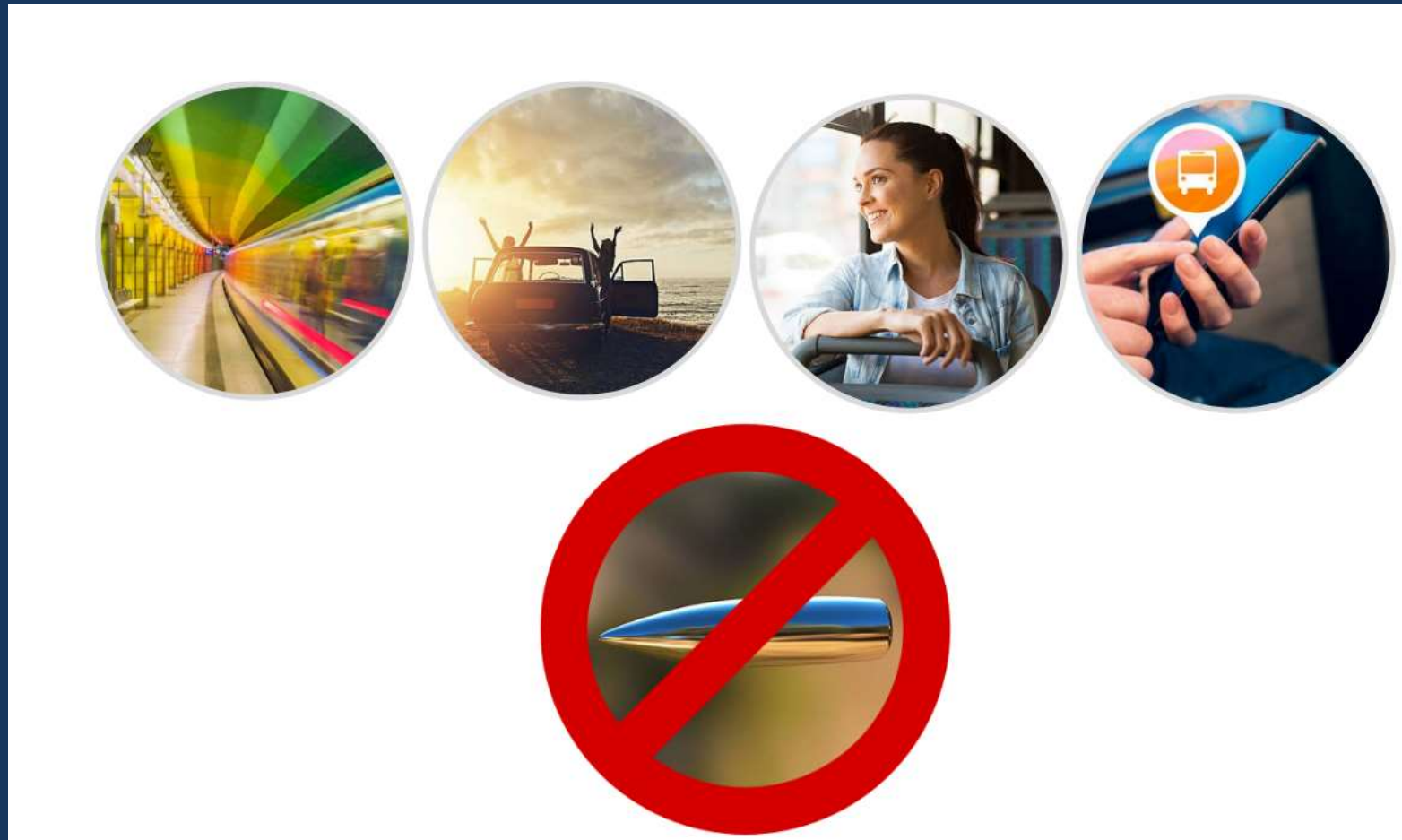
– Gilles Duranton, University of Pennsylvania
Matthew Turner, Brown University, 2011

“Add a new subway line and some drivers will switch to transit. But new drivers replace them. It’s the same effect as adding a new lane to the highway: congestion remains constant.”

– “Building Bigger Roads Actually Makes Traffic Worse,” Adam Mann, *Wired*, 2014



Systems… Not Silver Bullets!



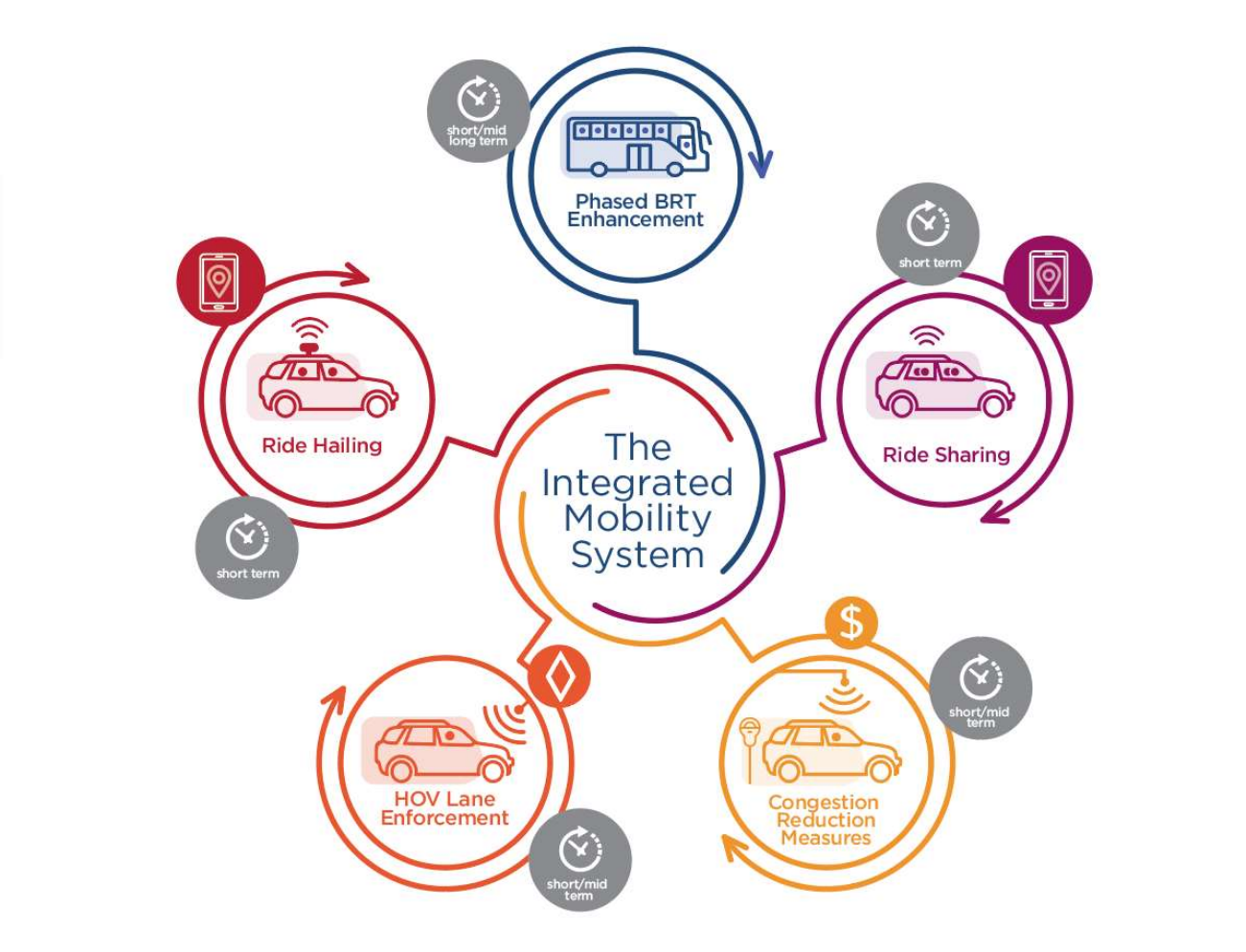
The Solution:
A Balance of Carrots and Sticks

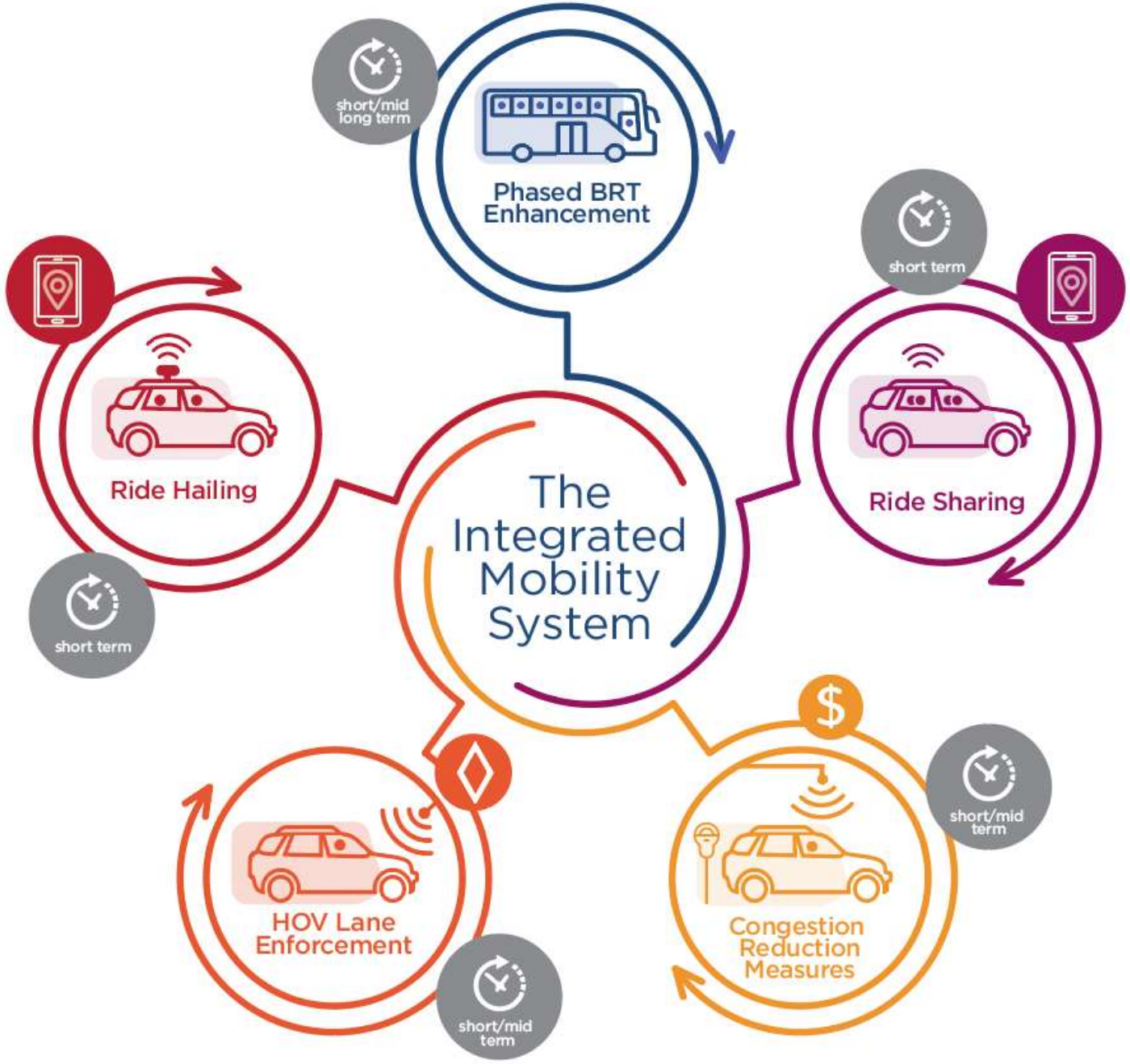
"The efficient solution to congestion is to use pricing or other incentives to test consumers' willingness to pay for road space…

"Congestion pricing can provide travelers with an incentive to reduce their peak period trips and use travel alternatives, such as ride sharing…"

– Victoria Transport Policy Institute 2017

The Integrated Mobility System




short/mid long term
Phased BRT Enhancement
short term
Ride Hailing
Ride Sharing
short term
The Integrated Mobility System
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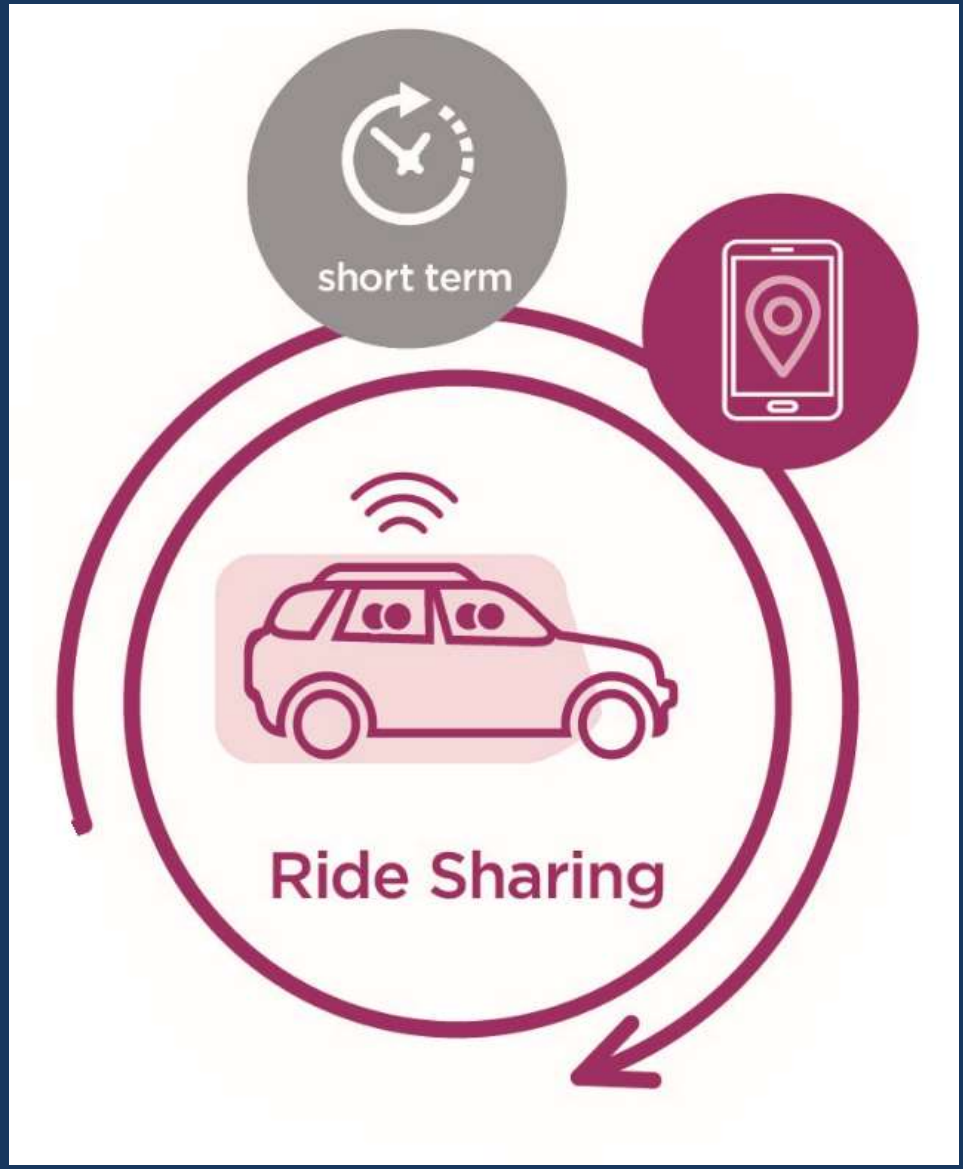
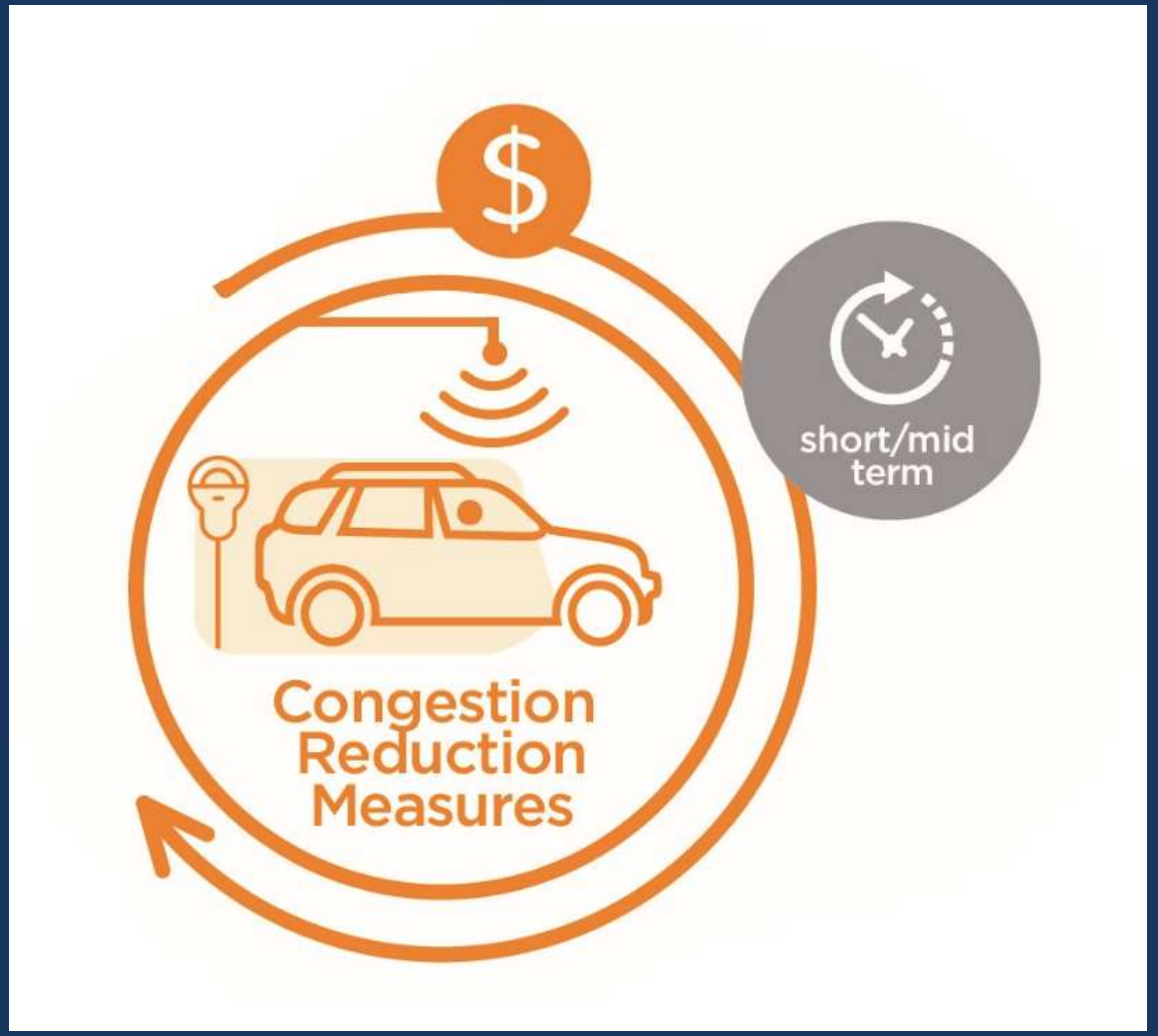
HOV Lane Enforcement
short/mid term
Congestion Reduction Measures
short/mid term

Integrated Mobility System

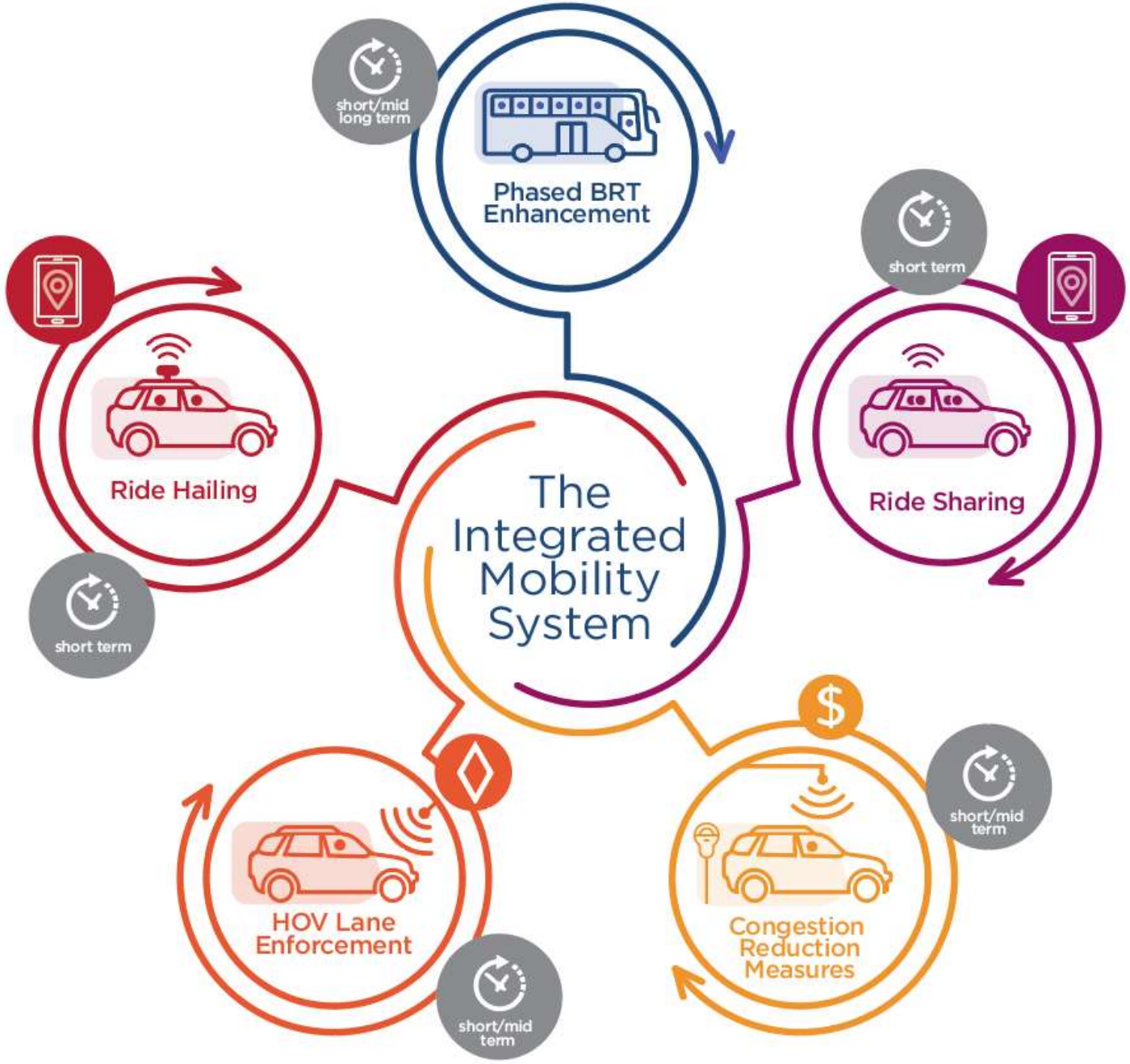


Integrated Mobility System



Integrated Mobility System

Integrated Mobility System


short/mid long term
Phased BRT Enhancement
short term
Ride Hailing
Ride Sharing
short term
The Integrated Mobility System
$
HOV Lane Enforcement
short/mid term
Congestion Reduction Measures
short/mid term

Long-Term Success

Fewer traffic jams

More mobility options

Commuters gain time for families & work

Visitors enjoy more vacation time

Less traffic, noise, pollution

Reduced carbon emissions

Integrated Mobility System

A Shift in Strategic Thinking: *Operational Innovation*

Invites Experimentation

Flexible

Reversable

Affordable

What Does Success Look Like?

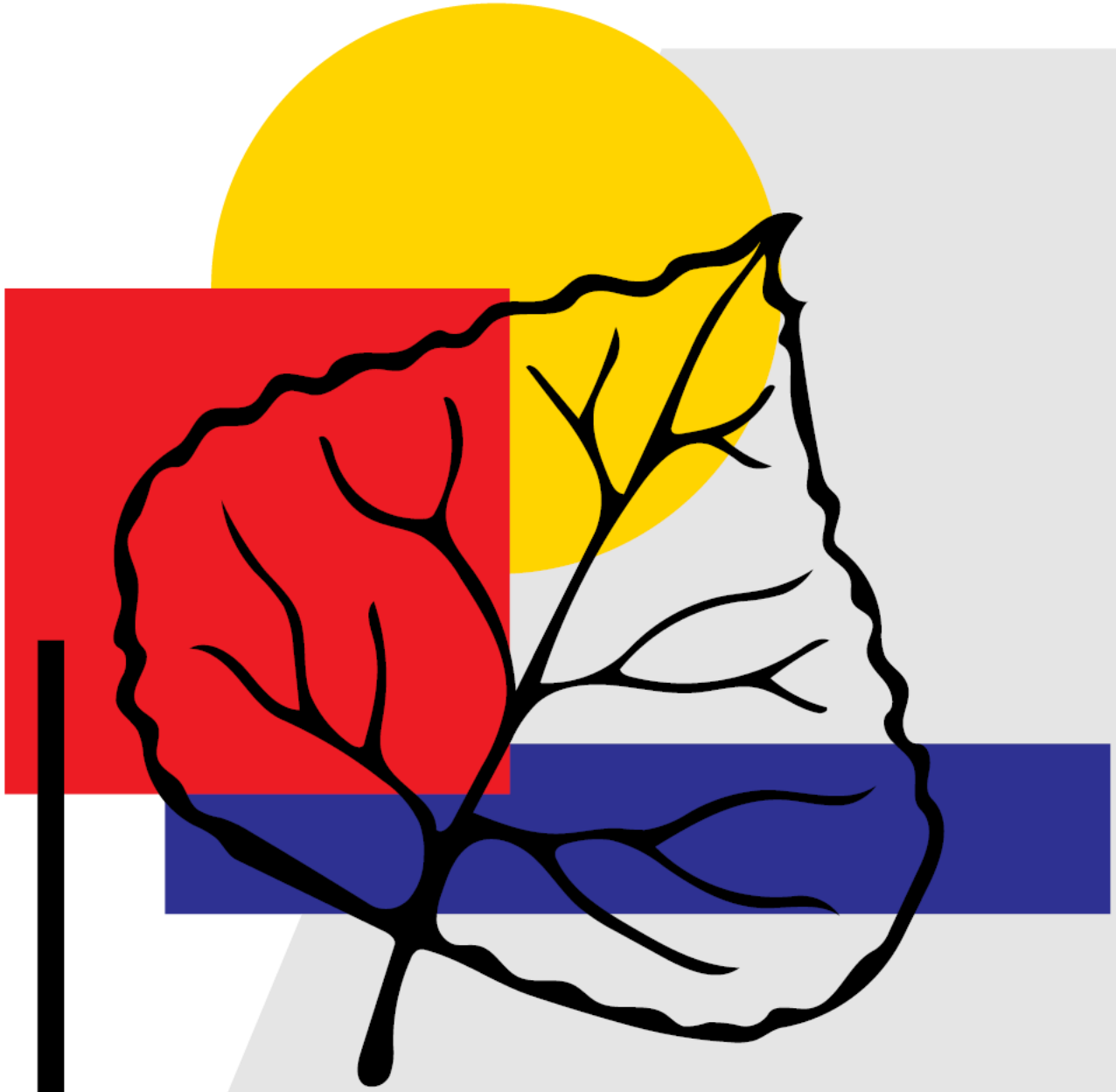
An integrated mobility *system*

Reflects community values

Innovative options

Works for residents, commuters & visitors


The Bottom Line…
Quality of Life



Q&A

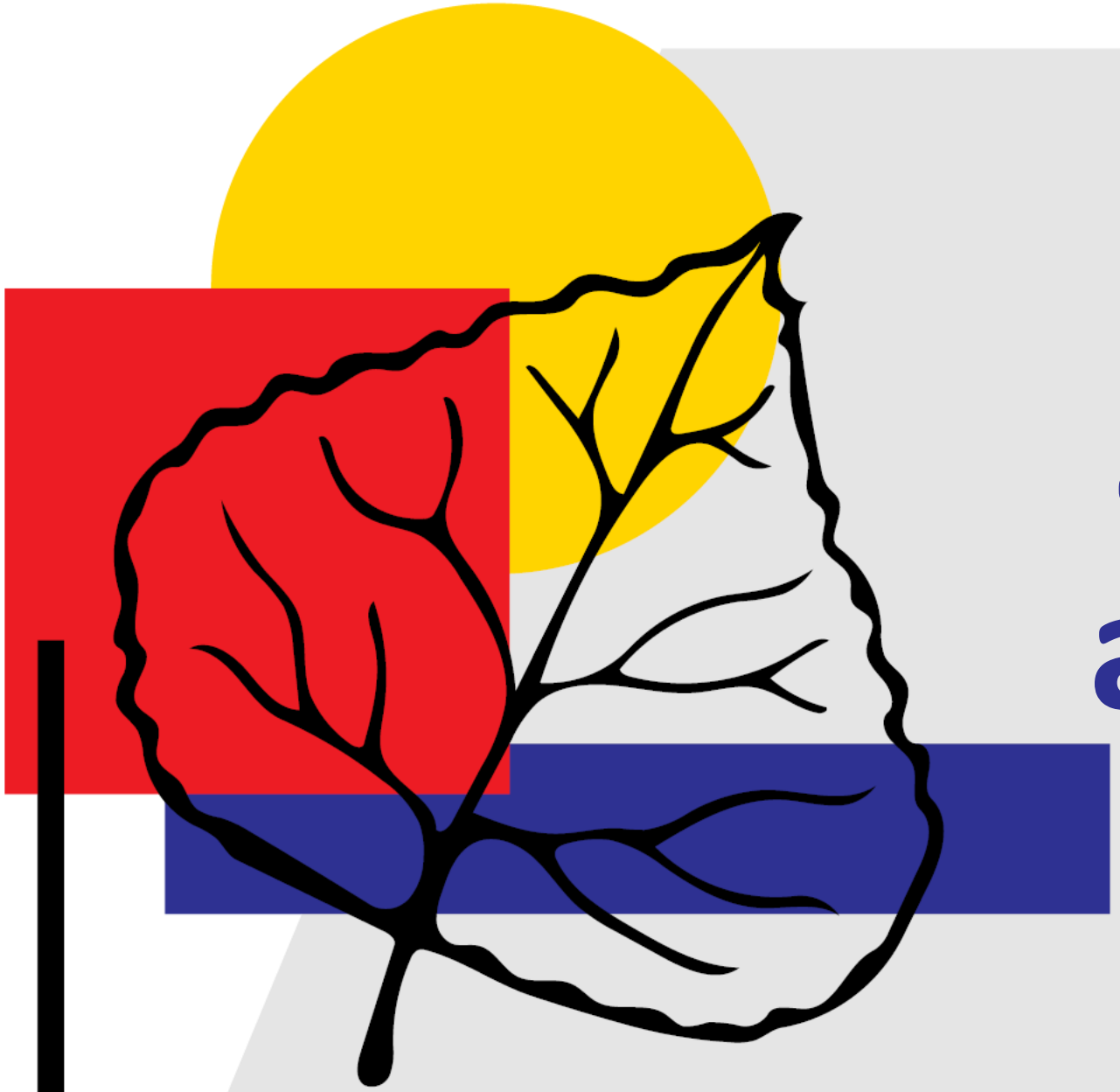
Focus Group

Our Panel of Experts

- **Ellen Sassano:** West of Maroon Creek Master Plan
- **David Pesnichak:** Highway 82 Record of Decisions (RODs), Comprehensive Valley Transportation Plan and role of EOTC, Upper Valley Mobility Study (UVMS)
- **Brian Pettet:** Highway 82 Access Control Plan, Current Transit Station Design
- **John Krueger:** Aspen Area Community Plan / airport transportation experience
- **David Peckler:** Snowmass / airport transportation experience
- **David Johnson:** RFTA / airport transportation experience
- **Cristal Logan:** Upper Valley Mobility Report (UVMR)

ASPEN/PITKIN COUNTY AIRPORT

ASE VISION



Shared Goals and Priorities

Focus Group

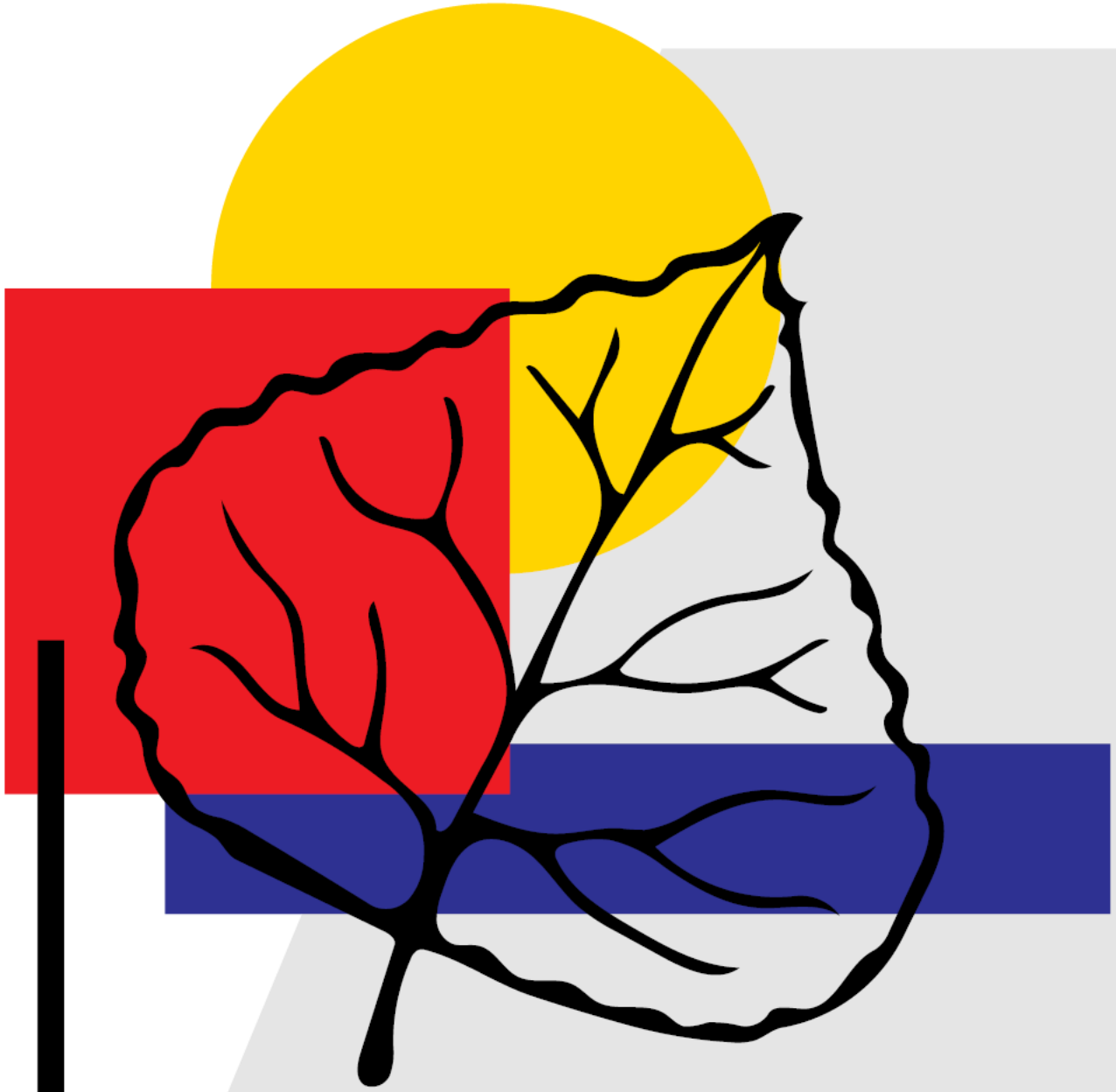
- Identify Needed Materials, Shared Goals and Priorities – 45 minutes

- Let us know what you need in order to assess and address in order to make a recommendation on connectivity:

- Meeting 2: Exploring Airport/Transit Connectivity
  - Read/review data provided, use as reference material
  - Present case studies/scenarios of innovative approaches other airports are taking
  - Facilitate planning charettes by mode/use- potential topics include:
    - *Transit/multi-modal*
    - *Vehicles and parking (private/rental)*
    - *Hotel shuttles*
    - *Ride sharing*
    - *Circulation/connectivity*
    - *Funding opportunities*

Focus Group

- **Identifying shared goals and priorities –** round robin on the first strategic question:
  - How can we improve airport connectivity? (opportunities and challenges)



Next Steps

Focus Group

- Establish next meeting dates:
  - September 18th Plenary
  - **September 19th or September 25th** – Focus Group Meeting #2
  - October 2 – Plenary
  - October ???? – Focus Group Meeting #3 – Finalize recommendation