

ASE Vision – Focus Group: Summary of Combined Airport Transportation Studies (Sept. 2019)

2017 COMMUNITY FORUM TASK FORCE UPPER VALLEY MOBILITY REPORT

Observations:

- Free-flowing traffic is not a reasonable expectation unless congestion reduction measures are sufficient to reduce current traffic and mitigate future induced traffic.
- The U.S. is undergoing a transition away from a car-centric culture. Millennials are buying fewer cars than previous generations, and parking demand is expected to drop.
- Regional and local land use decisions profoundly affect mobility challenges and traffic congestion.
- A grassroots advocacy organization for an integrated mobility system is essential.
- The community should seek public/private partnerships to help implement it.
- The integrated mobility system adopted should leverage existing approvals and plans (e.g., the Entrance to Aspen Record of Decision, Aspen Area Community Plan, etc.).
- We should improve mobility incrementally and continuously.
- Specific elements of the integrated mobility system will affect different people and different geographies in varying ways. We should consider carefully which user group is affected by each element of the system and plan accordingly.
- We should engage innovators and entrepreneurs from all sectors to help create the mobility system we envision.

The Community Forum Task Force recommends that the package of mobility experiments now being planned by the City of Aspen should be used by Aspen, Pitkin County and Snowmass Village to help demonstrate and explore elements of this integrated mobility system.

What Success Will Look Like:

- If we fully implement the integrated mobility system, we will make upper valley travel substantially easier while remaining true to our most important community values. Commuters would spend more time with their families or on the job; visitors would gain a greatly improved vacation experience; and residents would enjoy an enhanced quality of life.

2017 UPPER VALLEY MOBILITY STUDY

- The primary advantage of LRT is that it reduces the number of buses in Aspen to the greatest degree.
- The number of intercepted buses (458 bus trips per day) would be replaced with 144 two-car train trips per day.
- The BRT alternative has lower capital and O&M costs than LRT and would reduce travel time via the construction of the Marolt easement crossing and dedicated bus lanes from Brush Creek to Buttermilk.
- To further improve air and noise quality, the Aspen shuttle route buses could also be replaced with electric buses.
- If capital improvements include the construction across the Marolt easement preferred alignment, it would improve traffic operations, travel times, and safety. This alignment is already cleared by the ROD... Voters have already approved the LRT alternative. This arrangement also preserves the opportunity to convert the dedicated bus lanes for future LRT.

SURFACE TRANSPORTATION BEST PRACTICE STUDY 2014 STRATEGIES TO CREATE SEAMLESS TRAVEL EXPERIENCE

Strategies	Responsibility	Status
Provide clear signage in the terminal and outside to direct passengers to the transit stops and the commercial ground transportation loop	ASE	Complete
Display signs for alternative modes to be placed as good or better than the placement of parking and rental car signs	ASE	Complete
Develop marketing materials (advertisement displays, brochures, promotional homepage displays) for alternative modes, including emphasis that transit services to Aspen and Snowmass Village are free	ACRA	Ongoing – Brochures are available for local transit services. The airport's new website will incorporate promotional displays (due to be complete 1st quarter 2020)
Have greeters/passenger assistants promote transit/shuttles when asked about getting to Aspen and/or Snowmass Village	ACRA	Ongoing – ACRA provides this service for the airport.

Strategies	Responsibility	Status
Reroute the “Parking and Transportation” link on the airport website homepage to the ground transportation page rather than the parking page, order modes with alternative modes first and parking/rental cars last, and display all transit information on ground transportation page rather than forcing users to click another page	ASE	In-progress – The airport's new website will incorporate this (due to be complete 1st quarter 2020).
Develop a smartphone application that helps guide passengers from the terminal to the bus stops (or even their final destination via transit) and commercial vehicle loop using GPS	ASE/RFTA	In-progress – The airport's new website will be mobile-friendly and incorporate information that helps guide passengers to the nearest transit stop (due to be complete 1st quarter 2020). Ongoing coordination with RFTA needed.
Continue to participate in regional planning efforts	Shared (EOTC, ASE, RFTA, County, Municipal)	Ongoing – The airport will continue to participate in regional planning efforts.
Explore the feasibility of installing bike lockers (including TSA regulations)	ASE	Not currently attainable – The airport currently has bike racks in front of the terminal that are utilized. The TSA prevents the usage of lockers in close proximity due to security concerns.
Provide free baggage trolleys that can be used between the transit stops and the terminal (dependent on facility upgrades)	ASE	Not currently attainable – The airport has explored this option and determined that it is not practical. This is in part due to the increased usage of roller bags, snow difficulties, and keeping inventory on site (potential for high theft/lost carts). Will be reassessed with the terminal development project.

Strategies	Responsibility	Status
Consider heated sidewalks between the terminal and the airport bus stops as a short-term improvement	ASE	Not currently attainable – Cost prohibitive to heat existing sidewalks but will be reassessed during the terminal development project. The sidewalks are currently maintained and cleared of snow.
Ensure that the walkway from terminal to bus stations on SH 82 is enclosed and temperature controlled for the longest distance possible, and is conveniently connected to the baggage claim in addition to the ticketing area	ASE	Not currently attainable – Due to the alignment of the walkway and how it cuts through the rental car lot, it is currently not attainable. Will be reassessed during the terminal development project.
Work with RFTA to install real-time bus information within the terminal, which could include estimated walk time to the bus stations, bus route and time display, and large map digital display with real-time bus locations and estimated arrival times	ASE/RFTA	In progress – ASE has initiated the request to install real time bus information in the baggage claim area.
Display flight information at transit centers and hotels/resorts		In progress/Completed – ASE will discuss with RFTA regarding displaying flight information at transit centers. Hotels/resorts already have access to flight information data through local TV (Channel 8).
Ensure adequate lighting and security measures at transit stops and walkway, and on commercial vehicle loop		Completed – Additional lighting was installed Summer 2019.
Continue to protect the transit corridor identified in the Entrance-to-Aspen ROD	Shared (EOTC, ASE, RFTA, County, Municipal)	Ongoing
Consider integration of transit stops (including accommodations for possible fixed-guideway transit access) into the terminal in terminal redevelopment plans	ASE/RFTA	In progress – Will consider integration during the terminal development project.

Strategies	Responsibility	Status
Improve bike connection from the grade-separated transit tunnel to the terminal	ASE	In progress – Will consider during the terminal development project.
Support RFTA in the development of a system-wide trip planner, and incorporate a website plug-in of the trip planner onto the Airport's website with the origin pre-populated with the airport's address	ASE/RFTA	In progress – The airport's new website will incorporate this (due to be complete 1st quarter 2020).
Support RFTA in the development of a system-wide map and display on the Airport's website and within the terminal	ASE/RFTA	In progress – The airport's new website will incorporate this (due to be complete 1st quarter 2020). ASE will also discuss potential system-wide map display in the terminal with RFTA.
Support RFTA in schedule modifications to better accommodate the schedules of employees at the airport	ASE/RFTA	In progress – The airport will discuss with RFTA.
Equip a few buses with luggage storage capabilities and use buses on schedules that coincide with known banks of flights	ASE/RFTA	In progress – The airport will discuss with RFTA.
Consider allowance of overnight parking at park-n-ride facilities to accommodate air travelers	RFTA	In progress – The airport will discuss with RFTA.
Consider an extension to the airport stops of Aspen city bus routes traveling downvalley on SH 82	RFTA	In progress – The airport will discuss with RFTA.
Collect available data and conduct appropriate analyses to determine the demand for baggage check-in/delivery, airport dedicated service to hotels/resorts, and for alternative modes in general	ASE/Airlines	Not currently attainable – Previously researched by an airline and plan was abandoned due to space/cost challenges and limited support from hotel/resorts.
Include questions regarding to-airport baggage handling services in the next Airport Customer Survey (planned for 2015)	ASE	TBD
Expand and improve baggage assistance services to help arriving passengers with their luggage	ASE	Ongoing – Pitkin Portage currently operates the porter stand curbside and they are having conversations with other airline partners to potentially expand service.

Strategies	Responsibility	Status
Encourage the creation of a forum that brings together the Airport , area hotels/resorts, and RFTA to discuss airline and baggage check-in capabilities on-site at hotels/resorts and the Rubey Park Transit Center (investigate partnering with BAGS or similar service to provide a more integrated airline and baggage check-in/deliver system)	ASE/ACRA/RFTA	Ongoing – Conversation with ACRA
Work with airlines to integrate at-home baggage check-in, self-serve baggage drop, and real-time baggage tracking	ASE/Airlines	Ongoing – Many security challenges with this, but airlines are starting to track baggage "real-time" and relay information to passengers.

2013 WEST OF MAROON CREEK MASTER PLAN

Strategies	Responsibility	Status
Develop the “Airline Trail” through the Pitkin County Airport property to Sky Mountain Park, and connect to trailhead parking at the Stapleton lot.	ASE/County	
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.	ASE/County	
Coordinate the location of RFTA Bus Rapid Transit stations at Buttermilk and at the Pitkin County Airport with safe pedestrian access across Highway 82.	ASE/RFTA	
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.	ASE/County	In progress – Surface Transportation Best Practices Study completed in 2014 (summarized above). Implementation is ongoing and will be considered further during ASE Vision process.
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.	ASE/Airlines/ RFTA	In progress – Improvements have been completed and are underway to encourage alternative modes of transportation (summarized above). Arline has previously researched bag delivery but plan was abandoned due to space/cost challenges and limited support from hotel/resorts.
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.	Shared (EOTC, ASE, RFTA, County, Municipal)	Ongoing
Provide/maintain a Pitkin County Airport terminal/transit interface adjacent to Highway 82 and the RFTA Bus Rapid Transit station.	ASE/RFTA	Complete – Current RFTA transit station interface is provided and maintained. Additional improvements will be considered further during ASE Vision process.

2012 ASPEN AREA COMMUNITY PLAN

Strengthen the Airport's role in the valley-wide regional transportation system. (Collaborative Initiative)

- 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)
- Determine how the Airport can best integrate with the implementation of the BRT project and other future mass transit options. (LT – A, RFTA)
- Reserve room on the Airport property for future commuter parking needs to support the mass transit system. (LT - A)
- Preserve dedicated transit rights-of-way and easements to accommodate a future dedicated mass transit system. (LT - A)

Increase the quality and availability of information on travel options. (Collaborative Initiative)

- Collaborate with ACRA, SkiCo, lodges, taxi/shuttle companies and property management companies to increase the quality and availability of information on local and regional travel options, such as transit, lodging shuttles, walking, bicycling, etc., provided to visitors and residents, including during inclement weather. (LT – A, ACRA, SkiCo)

Improve the efficiency and reliability of Airport services while reducing environmental impacts. (Work Program for Airport)

- Conduct an analysis of the overall efficiency of airport operations. (I – A)
- Work with users and airport tenants, such as commercial airlines, general aviation, food concessions and rental car companies to implement new technologies that reduce emissions and increase fuel economy. (I – A)

Improve the overall quality of the airport experience in a manner that is consistent with our community character. (Work Program for Airport)

- 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)
- Ensure modifications to the terminal are consistent with community character. (I – A, P)
- Explore the feasibility of establishing a final-destination bag delivery for airport arrivals. (I – A)

Reduce the negative impacts of Airport operations on the surrounding area. (Work Program for Airport)

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

- Continue to reduce Airport impacts on the surrounding area by soliciting feedback from area residents. (I – A)
- 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)
- Continue efforts to refine and implement the Airport's Greenhouse Gas and Climate Action Plan. (I – A)

Improve the convenience, efficiency and environmental impacts of ground transportation options available at the Airport. (Work Program for Airport)

- 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)
- Work with lodges and hotels in the Aspen/Snowmass Area on measures to improve shuttle service to reduce reliance on rental cars. (I – A)
- Provide a grade-separated, safe pedestrian crossing between the Airport and the ABC. (I – A, CDOT, RFTA, ABC Group, City Manager, County Manager)
- Improve signage and information to direct users from terminal to public transit services. (I – A, RFTA)