

Appendix: Chapter 8—Transportation

Synopsis of Public Input

Participants in the Comprehensive Plan update conveyed a desire to maintain low congestion on the Town roadways. An equally important issue was the ease of access around Town, especially concerning parking for locals. To accomplish this, participants supported a significant increase in use of transit and decrease in car use. Interest lay in improving transit valleywide. Increased pedestrian access was also highly supported. Desire existed for seamless pedestrian linkages among the three commercial nodes and accessibility across the spectrum for an aging community. Alternative fuel options for public transportation relate the issue of transportation to the environmental resource goals of the Plan.

Existing Conditions and Guiding Principles

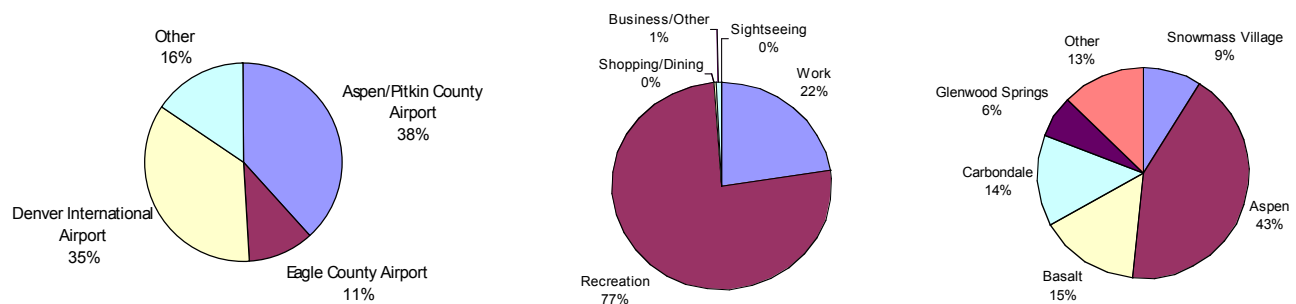
Arrival

Most winter guests (85 percent) get to Snowmass/Aspen primarily by air, as do 57 percent of summer guests. They arrive at:

- Aspen/Pitkin County Airport and take a short drive or shuttle to Snowmass Village
- Eagle County Airport and drive an hour and a half to Snowmass Village
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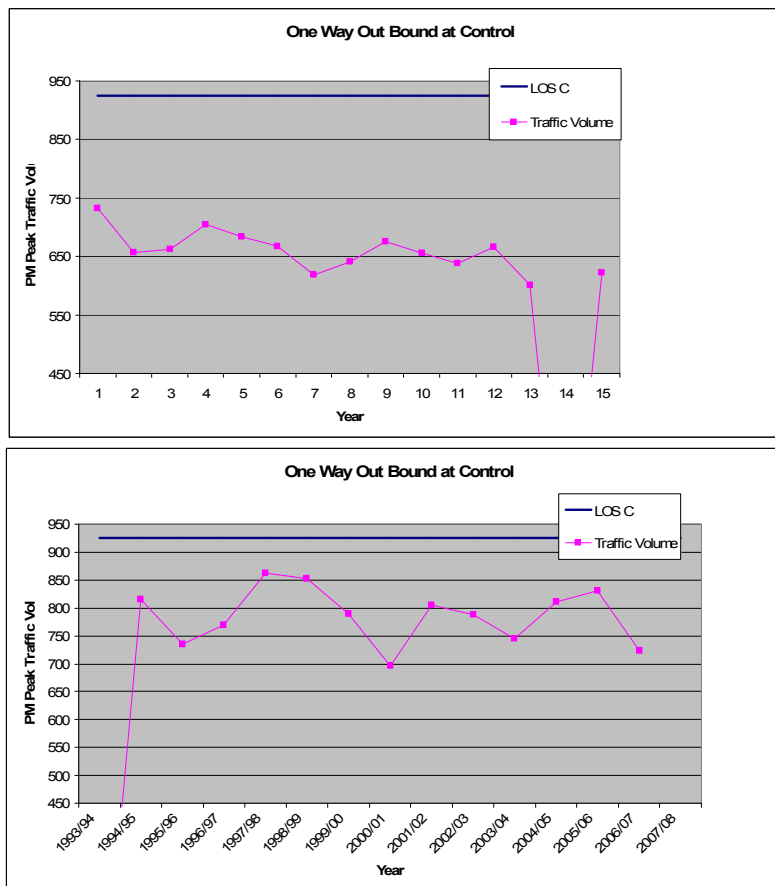
Some day visitors and most nonresident workers come to Snowmass Village from down-valley locations ranging from nearby Basalt/Carbondale to as far away as Silt, Rifle, Hotchkiss, and Delta. Regardless of the origin, guests and workers must travel on Highway 82 to reach one of two roads into Snowmass Village. Highway 82 already exceeds roadway capacity at peak periods.

Figure 8.1 Guest Arrivals (from left to right: How do people get to Snowmass/Aspen; Purpose of All Trips; Origin of All Trips)



Source: Condon, Scott. "Aspen's Main Carrier Vows Better Service," *Aspen Times*, October 13, 2007.

Figure 8.2 Traffic Volumes: Peak Season Average (upper) and on the 10 busiest Days (lower) Compared with Level of Service (LOS) C



Roadway System

The Town of Snowmass Village is primarily accessed via Brush Creek Road, a long two-lane rural cul-de-sac that extends from Highway 82 to the West Village. Owl Creek Road serves as an alternative arterial access. It is a two-lane paved road that intersects both Highline and Brush Creek Roads and connects to Highway 82 south of the airport (closer to Aspen than Brush Creek Road). A series of cul-de-sacs serving residential neighborhoods intersect with Brush Creek Road and Owl Creek Road.

Traffic volumes are greatest in the winter with pronounced inbound and outbound peaks. In the summer, the afternoon peak hour traffic volume is 40 percent lower. Winter conditions were used for this analysis because they reflect both the highest daily peak and peak hour conditions.

Under current conditions, using the busiest 10 days criterion, Brush Creek Road, in the vicinity of the Snowmass Center, approaches LOS C. The maximum one-way peak hour directional volume by level of service¹ is presented in Table 8.1. LOS C is the existing

standard for significant sections of Brush Creek Road as well as key intersections, but may not necessarily be a sustainable one.

Table 8.1 LOS Standards: Average of 10 Peak (Busiest) Days, One-Way Peak Hour

LOS	A	B	C	D	E	F
Brush Creek Road	< 500	700	925	1,175	1,400	> 1,400
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The analysis of traffic at buildout indicated that traffic will significantly increase along Brush Creek Road. This increase is primarily because of new commercial, retail, and mixed-use development associated with the Base Village (under construction at the time of this Comprehensive Plan update) as well as redevelopment of the West Village and Snowmass Center.

Table 8.2 Intersection Level of Service Standards

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A	<5.0
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Although future development will increase traffic on Brush Creek Road in peak season, in nonpeak periods there is an opportunity to smooth out traffic flow through a diversified land use mix to spread out traffic throughout the day and evening when additional roadway capacity is available rather than concentrating most traffic in peak periods. Thus, in any project assessment it may be important to take into account both the 10 busiest days and peak-season averages. The 10 busiest days standard was established as the threshold to preserve a high quality of life for the general population of the Village. The peak season averages are based on the traffic volumes at Christmas, New Year’s, Presidents’ Day weekend, and all of March. Analysis of

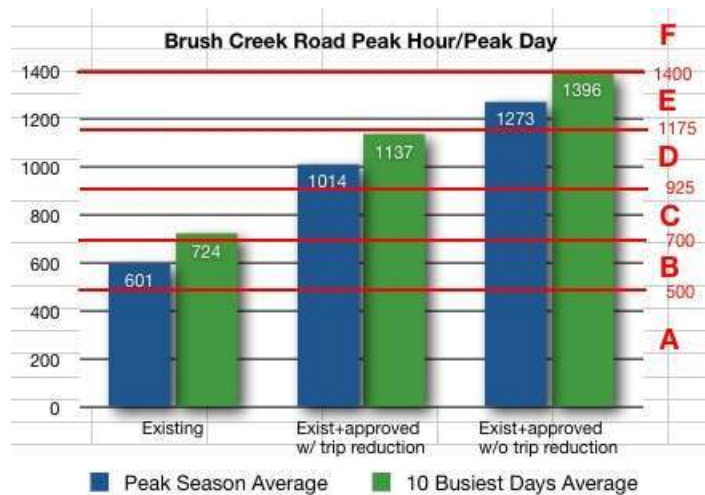
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key intersections for conformance with LOS standards shall continue to be required of future land use proposals.

The precise amount of the buildout traffic increase depends on the actual effectiveness of potential trip reduction strategies (e.g., as proposed in the Traffic Impact Assessment for the Base Village submission. Figure 8.3 shows projections of both peak-season average and the 10 busiest days with and without trip reduction assumptions. As shown, the resulting level of service could range from D to E.

With capacity constraints on Brush Creek Road (physical capacity and desire to stay as close as possible to LOS C), future traffic flow management should focus on minimizing automobile traffic increases, particularly those of single-occupant vehicles. To do this will require a shift to greater use of transit and pedestrian alternatives as well as a comprehensive assessment of parking/transit/pedestrian land use relationships in any future development or redevelopment.

Figure 8.3 Brush Creek Road Levels of Service Comparison: Peak Season Average versus 10 Busiest Days for Existing LOS Compared with Existing-Plus-Approved Traffic Generation Land Uses



The Town of Snowmass Village's transportation demand management program is effective and should be further developed and strengthened. Examples of transportation demand management strategies include:

- Flexible work schedules to allow employees to commute in the off-peak hours
- Flexible skiing options to spread day-skier trips to the off-peak traffic hours

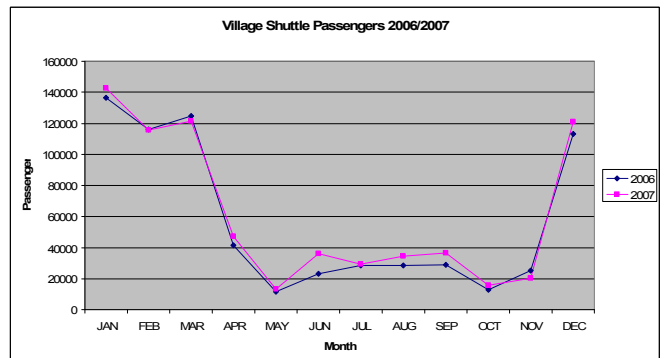
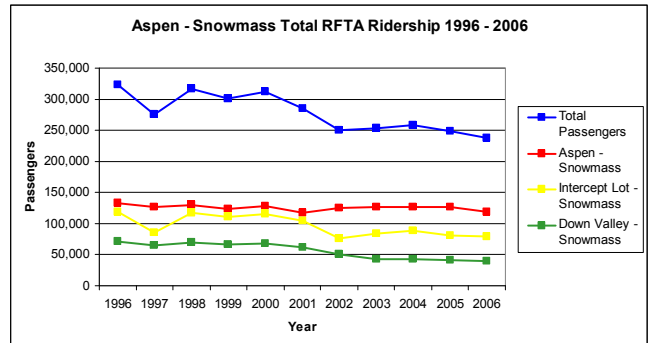
- Employee transportation allowances that encourage carpooling and transit use
- Preferential carpool and zip-car parking spaces
- Subsidized RFTA passes for employees, visitors, and residents

Transit

The Roaring Fork Transit Authority (RFTA) provides regional transit service from Snowmass Village to Aspen and down valley to Silt and Rifle.

The Snowmass Village shuttle service currently operates 20–23 buses on fixed winter routes. Dial-a-Ride service² is available to remote locations and during off hours.

Figure 8.4 RFTA Ridership 1996–2006 (top) and Shuttle Passengers 2006–2007 (bottom) {Move below figure}



Extensive private transit is available originating both within Town and elsewhere and includes charter bus, hotel shuttles/courtesy vans, and taxi/limousine services.

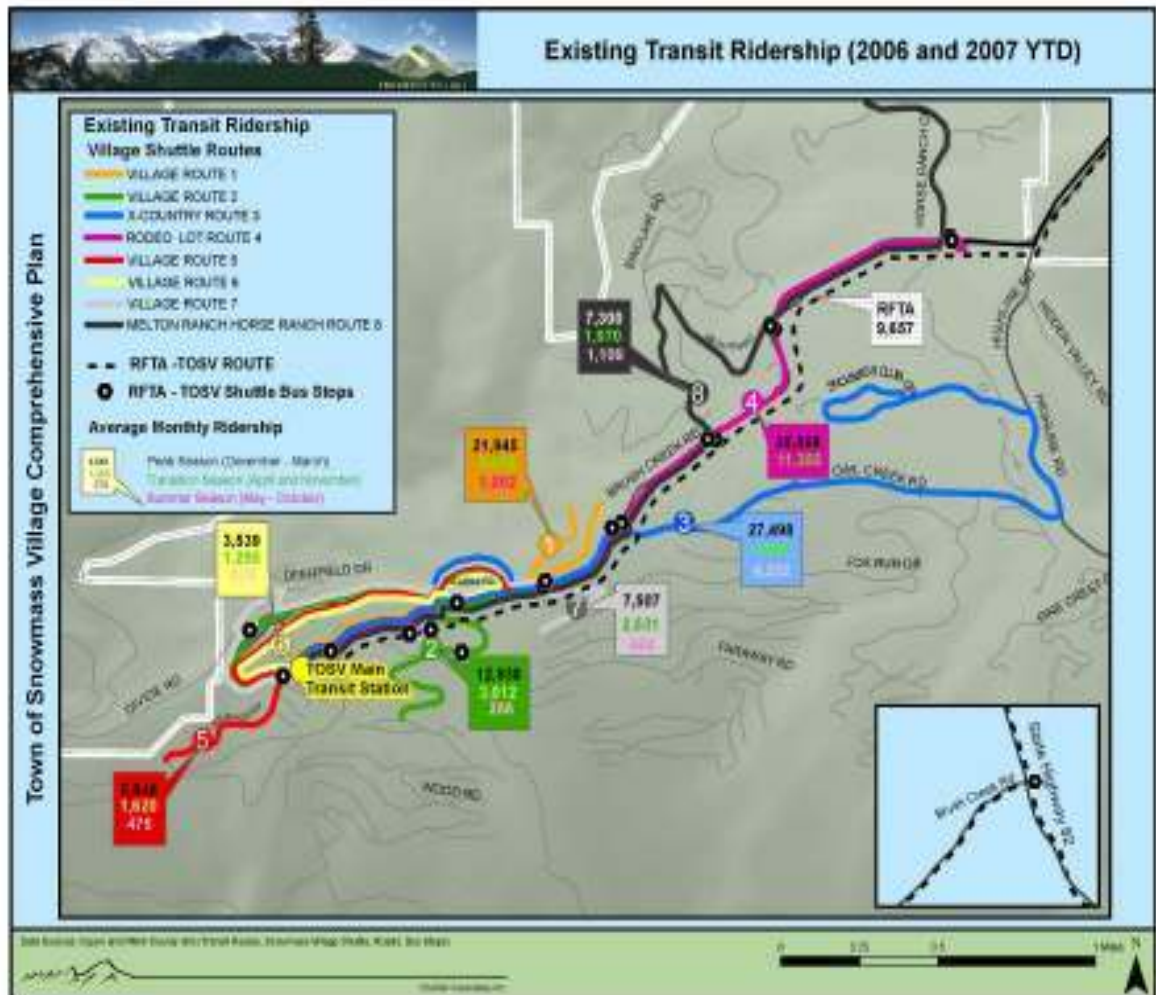
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The potential impact of future development on traffic levels on Brush Creek Road creates the necessity to reduce dependence on personal vehicles and greatly increase

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use of transit. This change will allow Snowmass Village to achieve other economic objectives (e.g., diversify the range and type of retail offerings)

Figure 8.5 Existing Transit Ridership (RFTA and Shuttle) 2006–2007 by Location



and also trigger significant cost and service implications for both the shuttle service and RFTA. In addition to requiring a larger overall transit fleet, it will require agreement between the Town and RFTA on allocation of routes, consideration of the type of vehicles that will best serve guest expectations, and substantially increased facilities for maintenance and storage of vehicles.

Most day visitors will continue to enter Snowmass Village via Brush Creek Road, park at the Rodeo Grounds, and transfer to Village shuttles. The major day-skier parking area and transit center will be at the Town Park. With increased use of Owl Creek Road for commuting to and from Aspen, Two Creeks will be more important for parking day skiers.

Transit is a primary transportation choice within Snowmass Village. Regional transit service is provided by RFTA and local service by the Town of Snowmass Village.

Private transit is available from several providers. Improved transit centers and nodes will increase the effectiveness and attractiveness of transit by capturing more day skiers, visitors, and employees.

Major RFTA and Snowmass Village transit centers include a redeveloped center at the Mall and a new facility integrated into Base Village. Buses will typically end inbound trips and begin their outbound trips from the Mall. Access to the Mall will remain inbound via Brush Creek Road and outbound via Carriage Way.

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The transit stop at the Snowmass Center should be significantly improved by locating new stops at the west end of Snowmass Center. It is important to separate the transit station and travel route from private vehicle traffic. An excessive amount of headway time is lost in the Snowmass Center to traffic congestion.

Transit center improvements at the Mall, Base Village, Snowmass Center, and Town Park should include comfortable access, egress and queuing, heated passenger waiting areas, information booths/kiosks, restrooms, and adequate space for future transit services. RFTA and Snowmass Village services have identified these needs:

- Bus bay requirements are preliminary and do not include staging for vehicles in peak periods. Need for a specific number of bus bays will be refined as precise regional and local transit service is defined for each location.

Table 8.3 Bus Bay Requirements by Transit Center

Location	Function	TOSV Requirements	RFTA Requirements	Other Needs
Mall	TOSV & RFTA Transit Service Area	8–10 bus bays	5–6 bus bays	5 cabs, limos, DAR* 4–6 private shuttles & 1 charter bus
Base Village	TOSV and RFTA Transit Service Area	4–6 bus bays	3–4 bus bays	4 cabs, limos, DAR 4 private shuttles and 1 charter bus
Snowmass Center	TOSV shuttle stop	4–6 bus bays	n/a	2 cabs, limos, DAR 2 private shuttles
Town Park	TOSV shuttle pick-up and drop-off area	3–6 bus bays	Brush Creek Road stops	No service
Two Creeks	TOSV and RFTA shuttle pick-up and drop-off area	2–4 bus bays	1–2 bus bays	2 cabs, limos, DAR 2 private shuttles

*DAR = Dial-a-Ride

As future traffic increases to where LOS D is reached, further mass-transit improvements will be needed, and the role of transit must be expanded. Snowmass Village will need to be flexible and take advantage of future transit technology opportunities. Bus Rapid Transit (BRT) improvements are being proposed for the Highway 82 corridor between Glenwood Springs and Aspen. Ideally, connecting service will be provided to Snowmass Village. It is recommended that the Village identify and acquire a right-of-way corridor/easement for accommodating future technologies between Highway 82 and the Town Core.

More immediate transit improvements to consider include the use of 45-passenger buses from Highway 82 into Snowmass Village. Improvements to the intercept lot at Highway 82 and increased service to the lot will make it an attractive park-and-ride for day skiers and employees.

Parking

Today the Town of Snowmass Village and the Aspen Skiing Company (ASC) jointly manage the use of public-access parking spaces. Vehicles using public-access parking must obtain a parking permit. At the Snowmass Center there are privately owned public parking spaces that are not managed by either Snowmass Village or ASC. There are also 400 spaces at Brush Creek Road and Highway 82 (the intercept lot) that are owned by the Colorado Department of Transportation (CDOT) and managed by the Elected Officials Transportation Committee (EOTC).

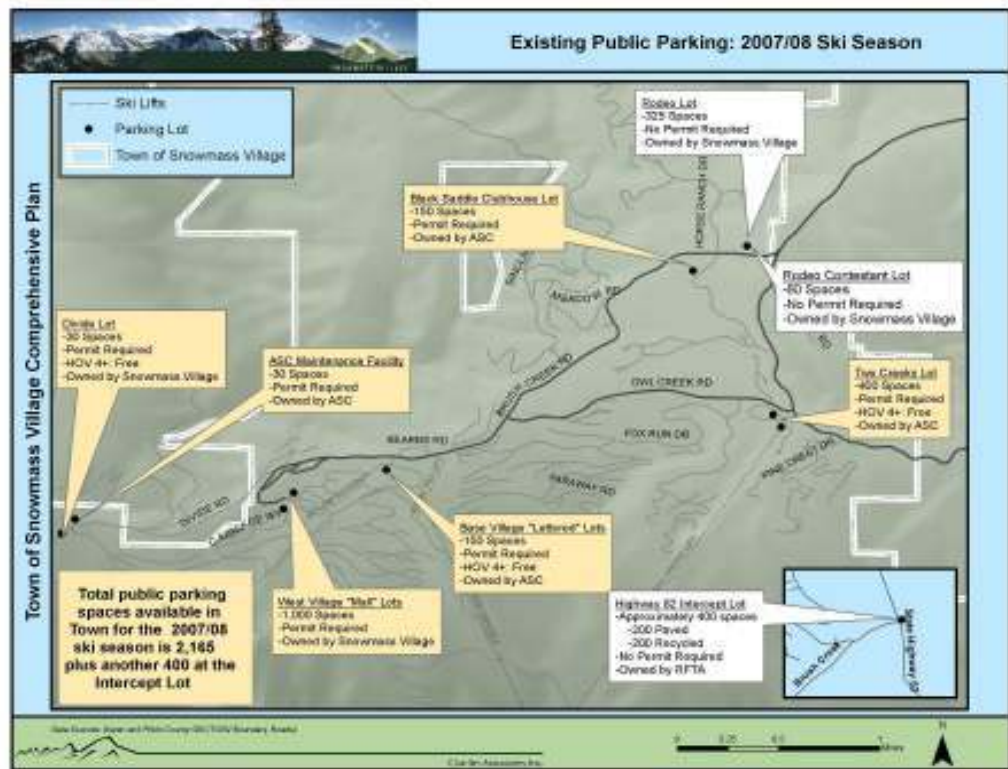
There are a total of 2,165 public-access parking spaces in Snowmass Village. The Town limits the use of public access spaces to 2,250. The numbered lots are located adjacent to the West Village area. Parking in the numbered lots that is not used by the residents and guest of the West Village properties is used for resident-public access to the commercial retail and ski area. The Base Village development is also creating 375 spaces (not including residential) of structured parking to be used by village residents, commercial patrons, and day skiers. Under a shared-use parking management plan, 200 day-skier parking spaces will be provided in the parking structure. In the Entryway planning process it was contemplated that additional parking could be added by decking over the surface parking area to achieve some 600 parking spaces. The decking over of the surface parking may not be a practical political/economic alternative for the community.

The Two Creeks Lot is located at the base of the Two Creeks ski area portal and historically has been a paid parking lot. The Town Park is at the entrance to the Village on Brush Creek Road. Parking to date has been free at Town Park, and free shuttle transportation is provided to the Town Core. There are roughly 700 spaces at the Town Park and Two Creeks Lots. These two lots intercept vehicles traveling to Base Village and the West Village, which reduces congestion in the Town. Employees of ASC have been relocated to parking in the Black Saddle Golf Course parking lot, although some provision for ASC employees (150 total) to park in the numbered lots has been provided

to date. The parking capacity map illustrates that the Town Park and Two Creeks Lots are at or exceed capacity during the ten busiest days. To successfully park more vehicles remotely, the size of these lots would need to be increased.

The previous Comprehensive Plan parking cap of 2,250 parking spaces is being reached at times during peak season, and the rate at which this occurs for the day-skier parking has become more frequent. The parking cap will be reached upon

Figure 8.6 Existing Public Parking by Location



struction of the new parking structure in 2010. Development is still required to provide new on-site parking. Conversely, providing additional parking conflicts with the objective of reducing vehicular traffic through Town. There is an opportunity now to shift the focus from parking supply to parking demand. The demand for parking is affected by many factors, such as the convenience of the pedestrian environment, availability of transit, convenience of travel from remote parking, and transportation demand management (TDM). Strengthening Snowmass Village's fee-in-lieu program could provide funding to meet the parking demand along with meeting its other objectives.

Figure 8.7 Parking Occupancy versus Capacity per Lot By Average Season (left) and by 10 Busiest Days (right)

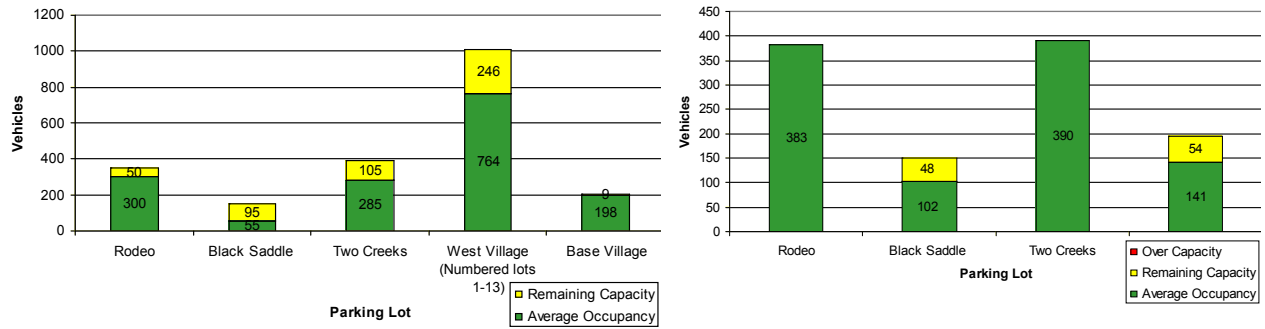


Table 8.4 Private Parking above Woodbridge Pedestrian Bridge
{Move below table.}

	Number of Spaces
Employee Housing	469
Multifamily Residences/ Lodge/Hotel	1,241
Commercial/Office	327
TOTAL	2,037

Table 8.5 Future Parking Supply

Location	Future Spaces	Day-Skier Parking
Town Core*	1,200	200
Two Creeks	400	400
Rodeo	650	650
TOTAL	2,250	1,250

Figure 8.8 Parking Space Distribution by Location

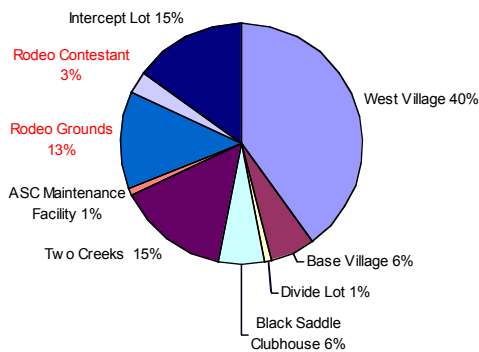
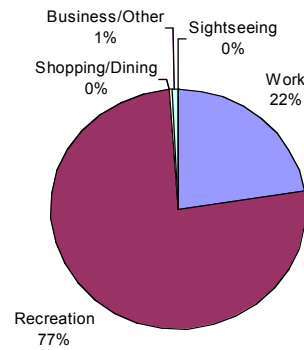


Figure 8.9 Purpose of Trip: All Lots



Service and Delivery

The ability of commercial delivery vehicles to move about and load and unload items is not meeting the needs of users. Adequate delivery facilities have not been developed, especially in the Mall/West Village area.

Mall transit and parking redevelopment plans should accompany improvements to commercial delivery functions. Commercial delivery functions should be comprehensively analyzed, including a complete assessment of delivery functions on Daly and Elbert Lanes. Base Village and other areas of new development should effectively accommodate and integrate necessary commercial delivery.

Pedestrian Linkages

Pedestrian linkages between housing, destination/activity areas, parking lots, and transit stops are essential to convenient movement and effective transportation systems. In Snowmass Village, existing pedestrian links serve mostly recreational uses and link them to residential, lodge, and parking areas. Some nonrecreational links connect other areas but are incomplete. Where there are no sidewalks or paths, pedestrians are forced to walk on narrow roadway shoulders. The linkages between employee housing, Snowmass Center, and the Mall are particularly inadequate. The significant distances and large grade changes in the Town Core make pedestrian trips difficult and increase vehicle trips. Improved pedestrian connections that include designated crosswalk between the Mall, the new Base Village, and Snowmass Center may reduce automobile trips. Enforcement of the right of way of pedestrians in a crosswalk to give them priority should be studied.

The success of the transportation plan will rely in part on the pedestrian linkages between housing, activity centers, transit stations, and stops. The Mall, Base Village, and Snowmass Center are key locations to link; however, there are extensive grades to overcome. Improved pedestrian connections may include sidewalks, bridges, and people-movers. The Town Core area should be intensively developed as a pedestrian district. In

addition, both Daly and Elbert Lanes should be modified to improve pedestrian circulation and limit automobile use.

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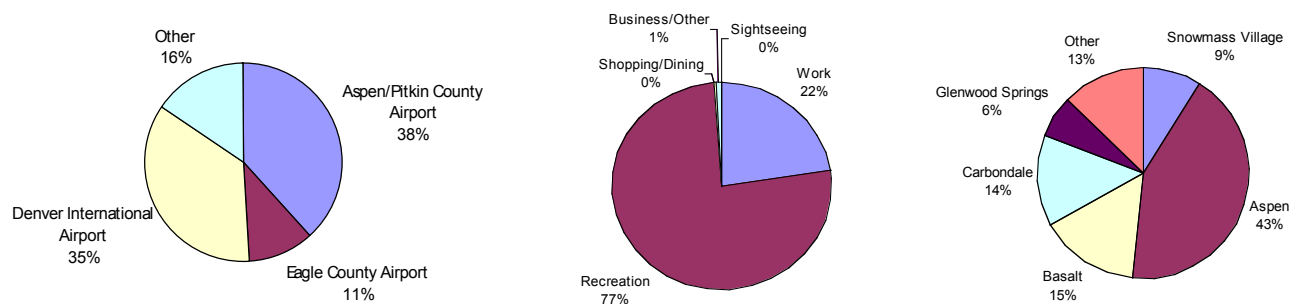
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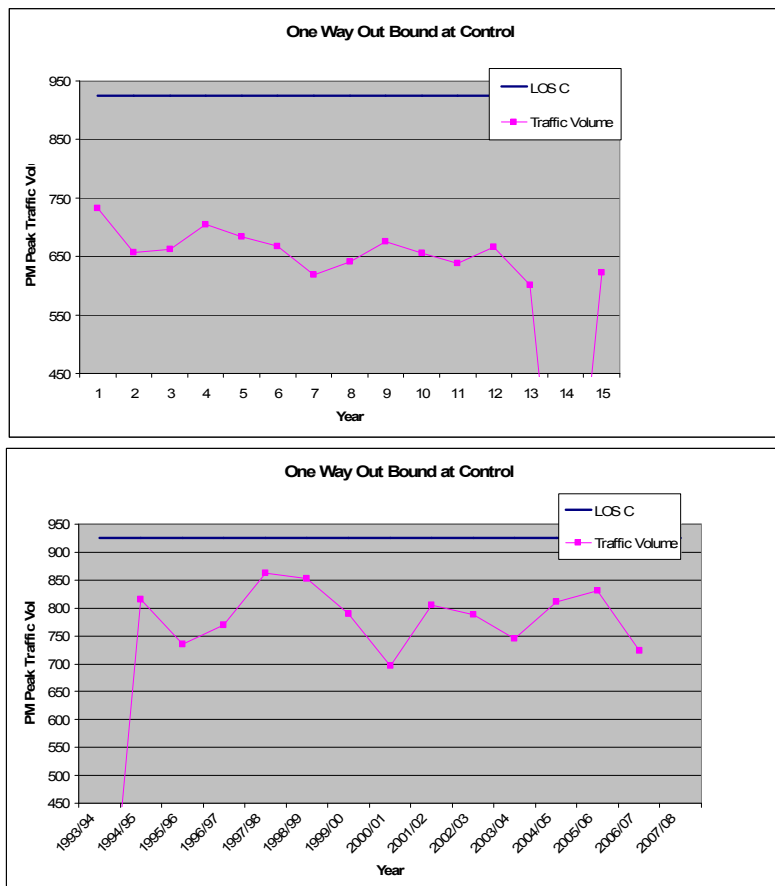
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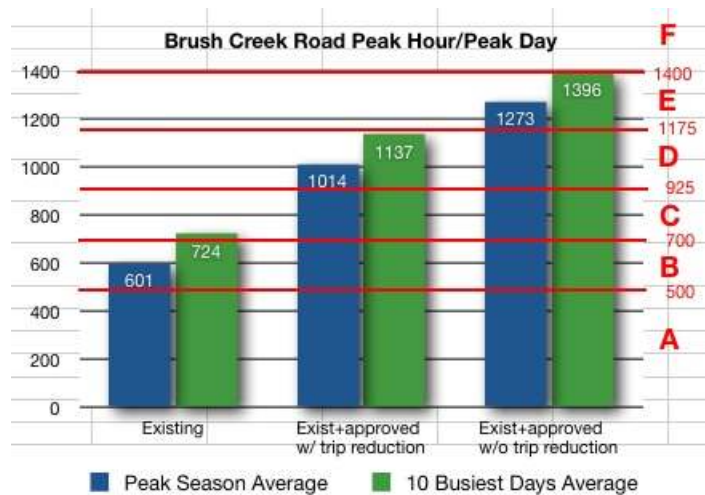
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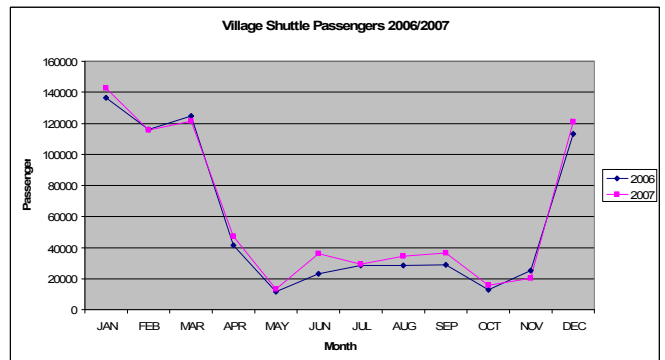
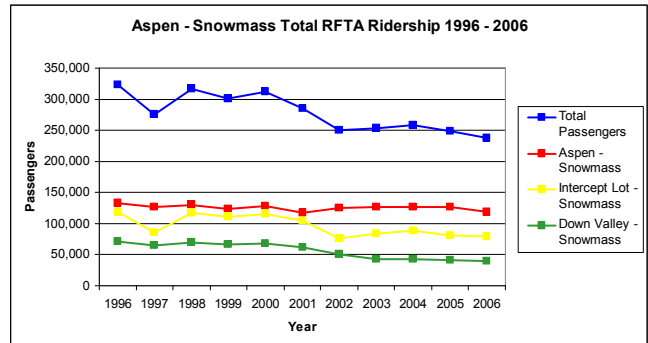
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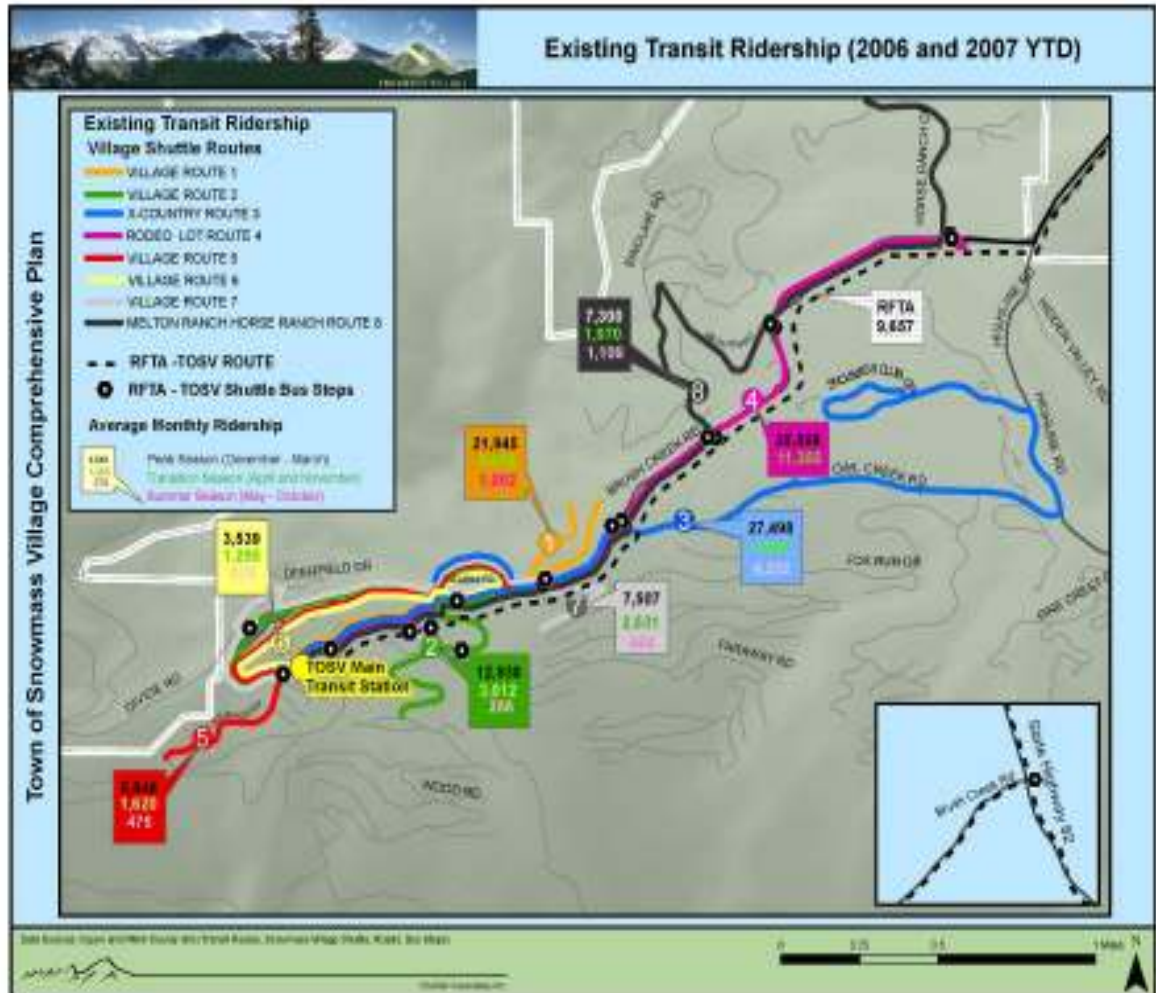
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More immediate transit improvements to consider include the use of 45-passenger buses from Highway 82 into Snowmass Village. Improvements to the intercept lot at Highway 82 and increased service to the lot will make it an attractive park-and-ride for day skiers and employees.

Parking

Today the Town of Snowmass Village and the Aspen Skiing Company (ASC) jointly manage the use of public-access parking spaces. Vehicles using public-access parking must obtain a parking permit. At the Snowmass Center there are privately owned public parking spaces that are not managed by either Snowmass Village or ASC. There are also 400 spaces at Brush Creek Road and Highway 82 (the intercept lot) that are owned by the Colorado Department of Transportation (CDOT) and managed by the Elected Officials Transportation Committee (EOTC).

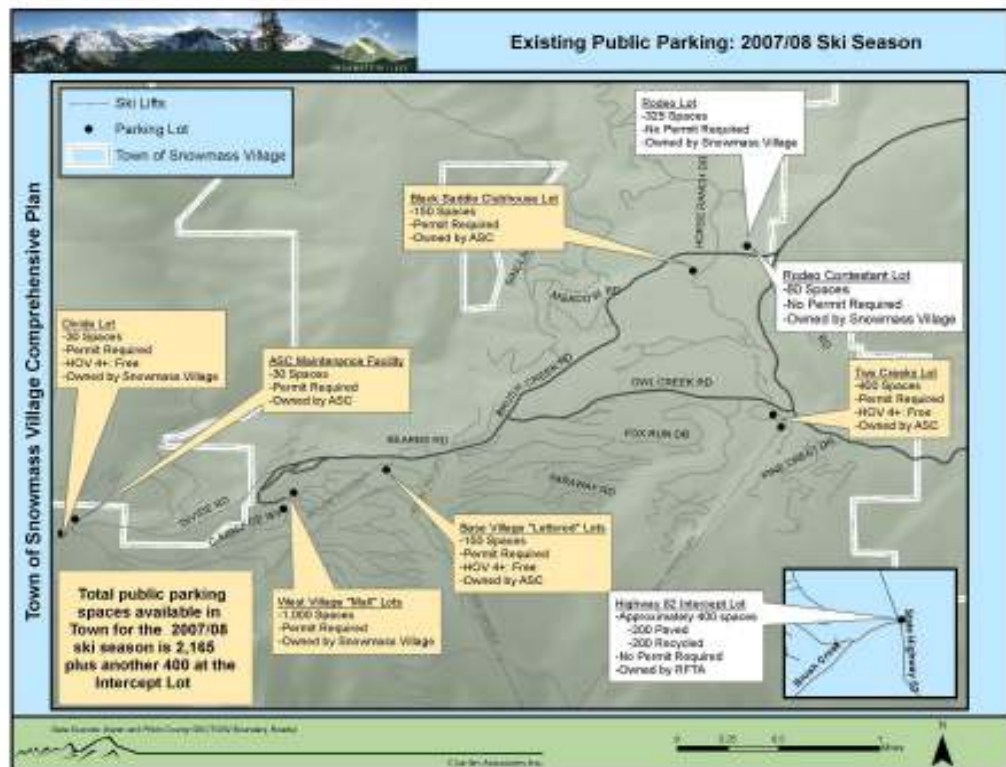
There are a total of 2,165 public-access parking spaces in Snowmass Village. The Town limits the use of public access spaces to 2,250. The numbered lots are located adjacent to the West Village area. Parking in the numbered lots that is not used by the residents and guest of the West Village properties is used for resident-public access to the commercial retail and ski area. The Base Village development is also creating 375 spaces (not including residential) of structured parking to be used by village residents, commercial patrons, and day skiers. Under a shared-use parking management plan, 200 day-skier parking spaces will be provided in the parking structure. In the Entryway planning process it was contemplated that additional parking could be added by decking over the surface parking area to achieve some 600 parking spaces. The decking over of the surface parking may not be a practical political/economic alternative for the community.

The Two Creeks Lot is located at the base of the Two Creeks ski area portal and historically has been a paid parking lot. The Town Park is at the entrance to the Village on Brush Creek Road. Parking to date has been free at Town Park, and free shuttle transportation is provided to the Town Core. There are roughly 700 spaces at the Town Park and Two Creeks Lots. These two lots intercept vehicles traveling to Base Village and the West Village, which reduces congestion in the Town. Employees of ASC have been relocated to parking in the Black Saddle Golf Course parking lot, although some provision for ASC employees (150 total) to park in the numbered lots has been provided

to date. The parking capacity map illustrates that the Town Park and Two Creeks Lots are at or exceed capacity during the ten busiest days. To successfully park more vehicles remotely, the size of these lots would need to be increased.

The previous Comprehensive Plan parking cap of 2,250 parking spaces is being reached at times during peak season, and the rate at which this occurs for the day-skier parking has become more frequent. The parking cap will be reached upon

Figure 8.6 Existing Public Parking by Location



struction of the new parking structure in 2010. Development is still required to provide new on-site parking. Conversely, providing additional parking conflicts with the objective of reducing vehicular traffic through Town. There is an opportunity now to shift the focus from parking supply to parking demand. The demand for parking is affected by many factors, such as the convenience of the pedestrian environment, availability of transit, convenience of travel from remote parking, and transportation demand management (TDM). Strengthening Snowmass Village's fee-in-lieu program could provide funding to meet the parking demand along with meeting its other objectives.

Figure 8.7 Parking Occupancy versus Capacity per Lot By Average Season (left) and by 10 Busiest Days (right)

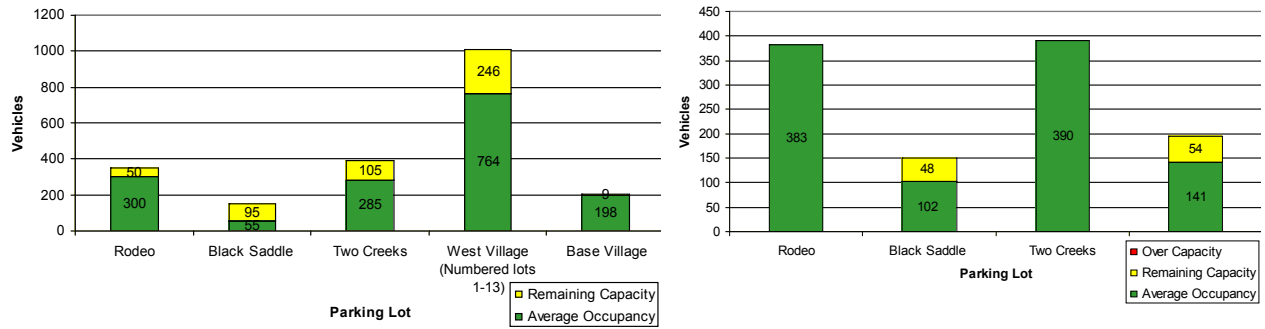


Table 8.4 Private Parking above Woodbridge Pedestrian Bridge
{Move below table.}

	Number of Spaces
Employee Housing	469
Multifamily Residences/ Lodge/Hotel	1,241
Commercial/Office	327
TOTAL	2,037

Table 8.5 Future Parking Supply

Location	Future Spaces	Day-Skier Parking
Town Core*	1,200	200
Two Creeks	400	400
Rodeo	650	650
TOTAL	2,250	1,250

Figure 8.8 Parking Space Distribution by Location

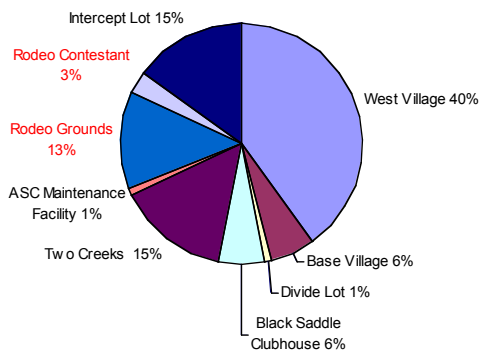
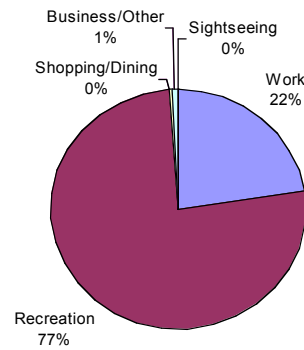


Figure 8.9 Purpose of Trip: All Lots



Service and Delivery

The ability of commercial delivery vehicles to move about and load and unload items is not meeting the needs of users. Adequate delivery facilities have not been developed, especially in the Mall/West Village area.

Mall transit and parking redevelopment plans should accompany improvements to commercial delivery functions. Commercial delivery functions should be comprehensively analyzed, including a complete assessment of delivery functions on Daly and Elbert Lanes. Base Village and other areas of new development should effectively accommodate and integrate necessary commercial delivery.

Pedestrian Linkages

Pedestrian linkages between housing, destination/activity areas, parking lots, and transit stops are essential to convenient movement and effective transportation systems. In Snowmass Village, existing pedestrian links serve mostly recreational uses and link them to residential, lodge, and parking areas. Some nonrecreational links connect other areas but are incomplete. Where there are no sidewalks or paths, pedestrians are forced to walk on narrow roadway shoulders. The linkages between employee housing, Snowmass Center, and the Mall are particularly inadequate. The significant distances and large grade changes in the Town Core make pedestrian trips difficult and increase vehicle trips. Improved pedestrian connections that include designated crosswalk between the Mall, the new Base Village, and Snowmass Center may reduce automobile trips. Enforcement of the right of way of pedestrians in a crosswalk to give them priority should be studied.

The success of the transportation plan will rely in part on the pedestrian linkages between housing, activity centers, transit stations, and stops. The Mall, Base Village, and Snowmass Center are key locations to link; however, there are extensive grades to overcome. Improved pedestrian connections may include sidewalks, bridges, and people-movers. The Town Core area should be intensively developed as a pedestrian district. In

addition, both Daly and Elbert Lanes should be modified to improve pedestrian circulation and limit automobile use.