CITY OF ASPEN

SH 82-Aspen West Transportation Needs Study

Elected Officials Transportation Committee Briefing

May 15, 2025

COA: Jenn Ooton, Carly McGowan PE, Lynn Rumbaugh
Jacobs Engineering: Jim Clarke, AICP; Peter Kozey PE, PTOE

Presentation Purpose

- Seek EOTC input on key transportation needs
- Review community goals identified
- Review public input received to date
- Seek EOTC input on potential project limits

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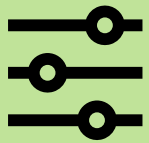
Purpose and Need

Purpose and Need – What is a “Purpose and Need” Statement?

Foundation of Project

Establishes what the agency is proposing and why the project is needed.



Basis for developing the range of reasonable alternatives required in an EIS

Alternatives are measured by their ability to address the purpose and need

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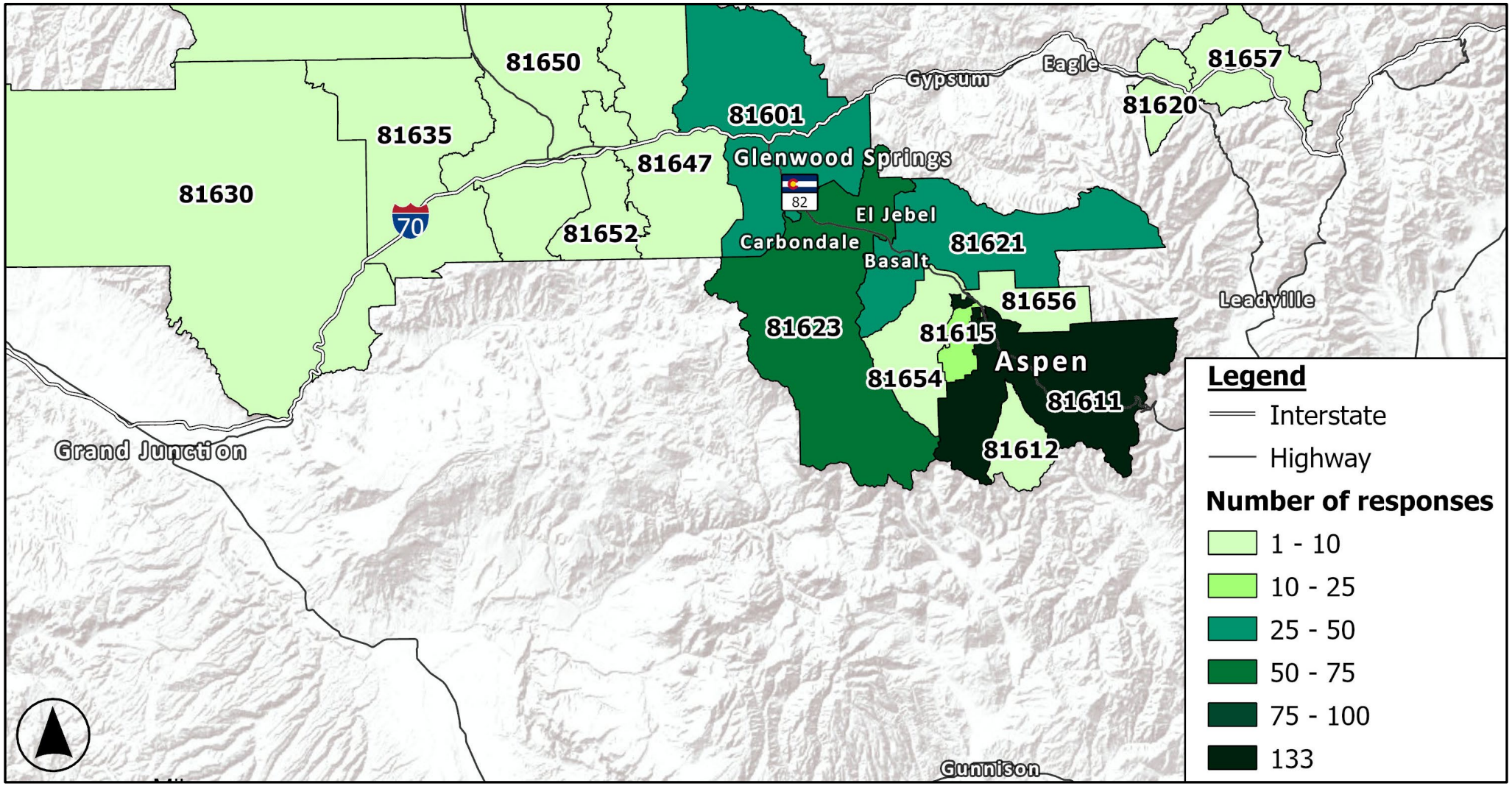
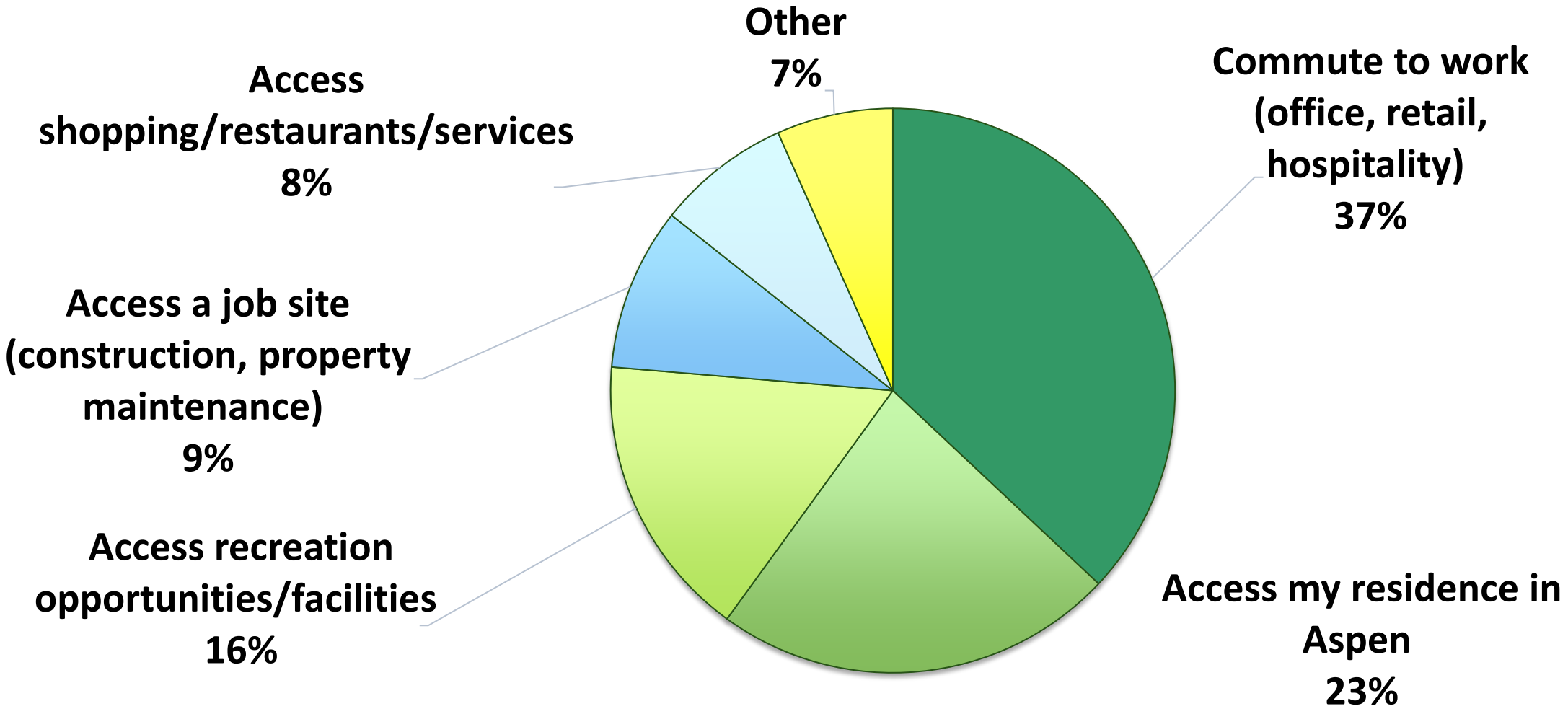
Transportation Needs

Public Input on SH 82

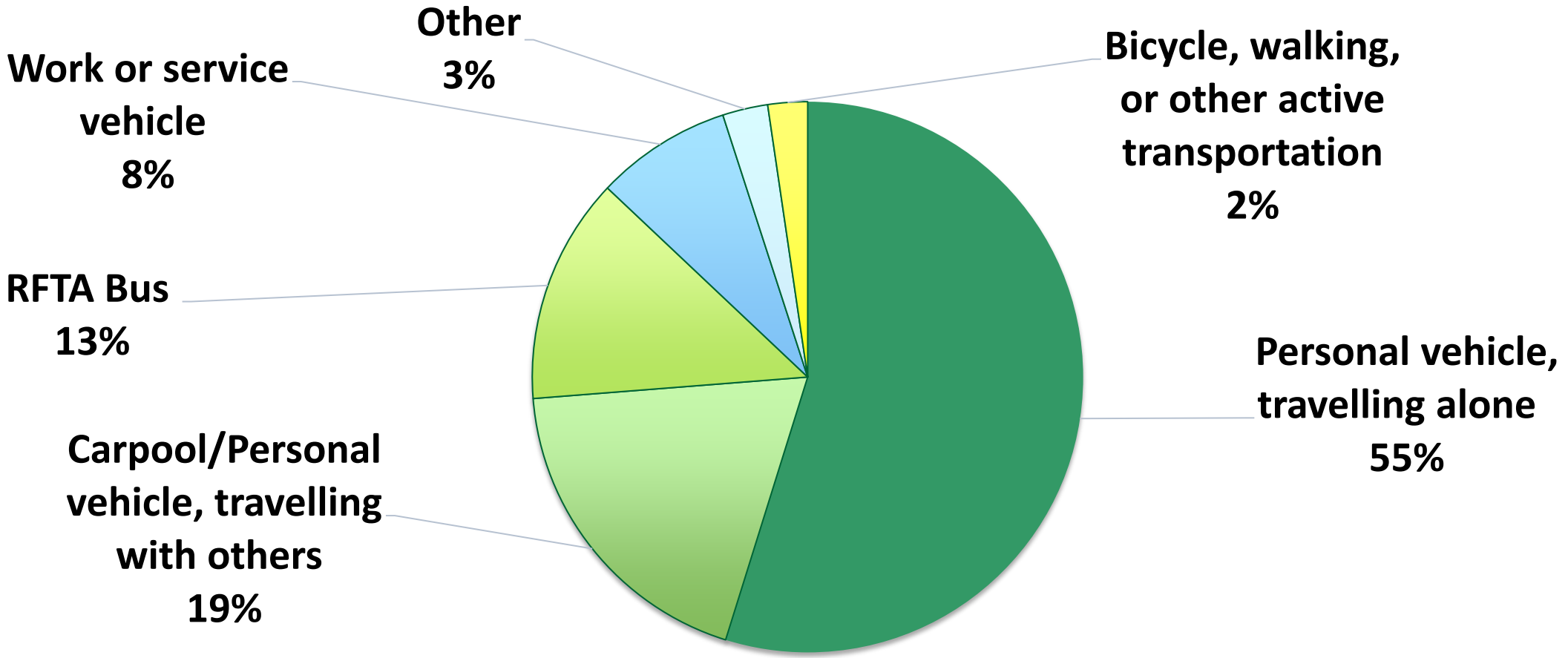
Public Input on SH 82 – Responses by ZIP Code



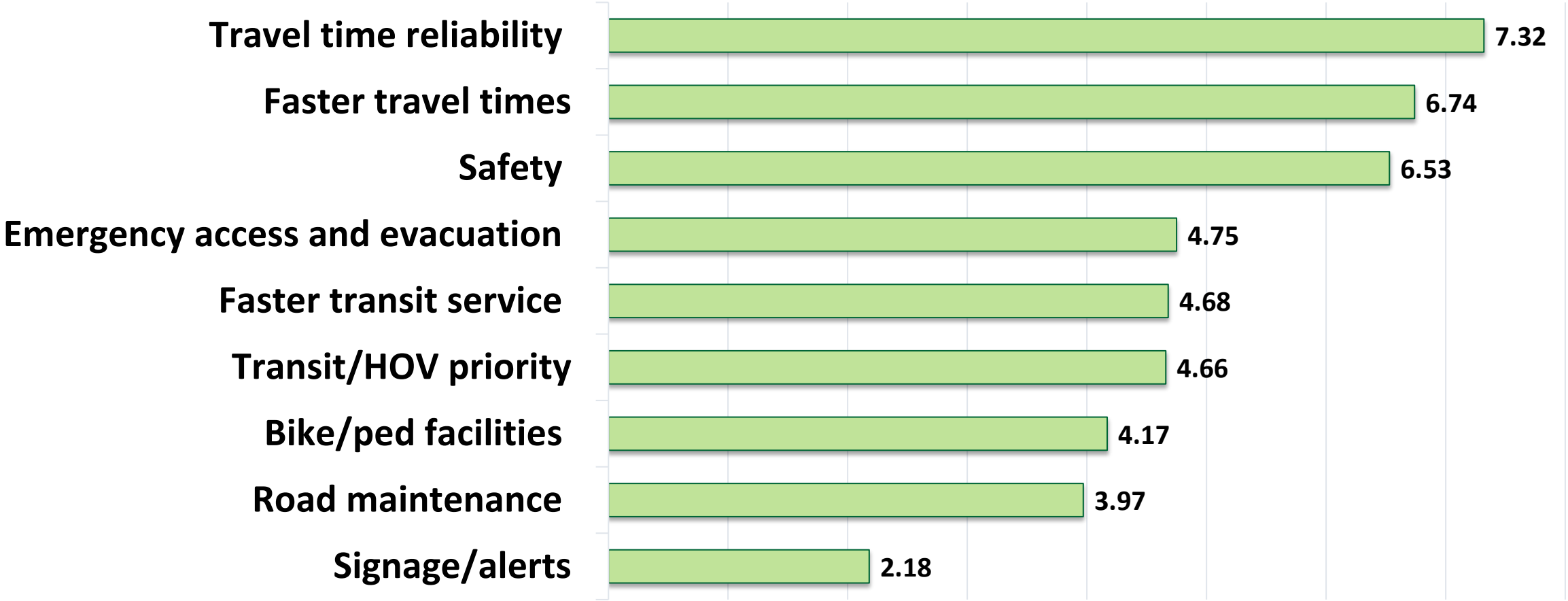
Public Input on SH 82 – Which Statement Best Describes Why You Travel to Aspen?



Public Input on SH 82 – What Mode of Travel Do You Use When for Travel to/from Aspen?



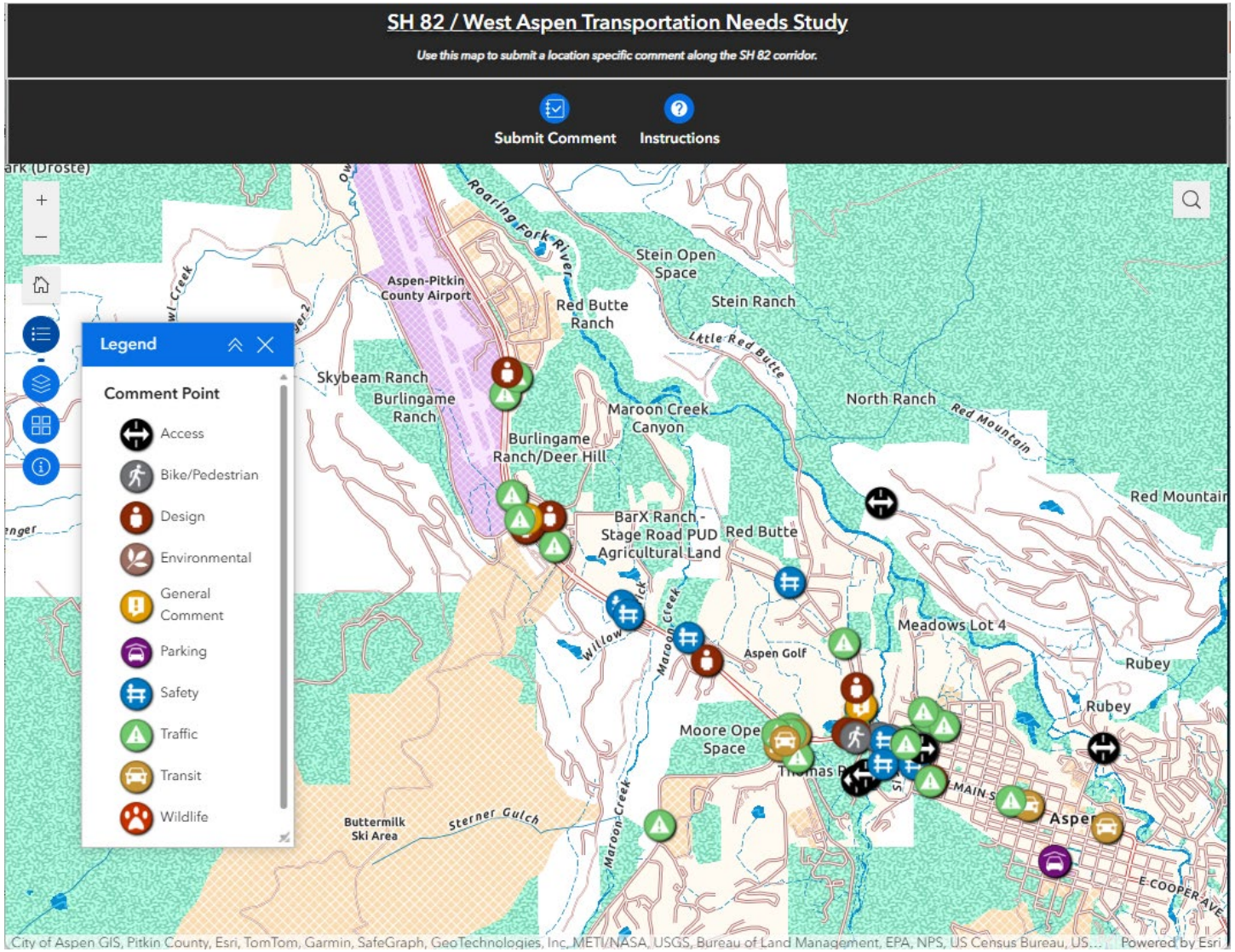
Public Input on SH 82 – What is Most Important to You When You Travel to/from Aspen?



Public Input on SH 82 – Interactive Map

Top Comment Categories

- Traffic
- Safety
- Bike/Ped

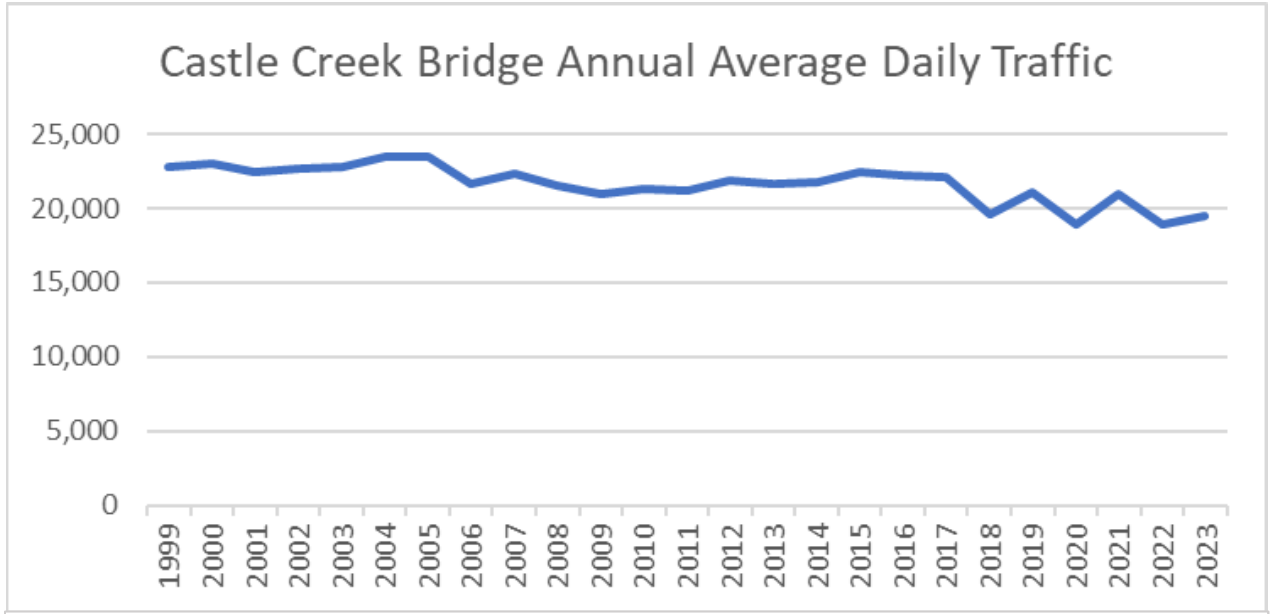


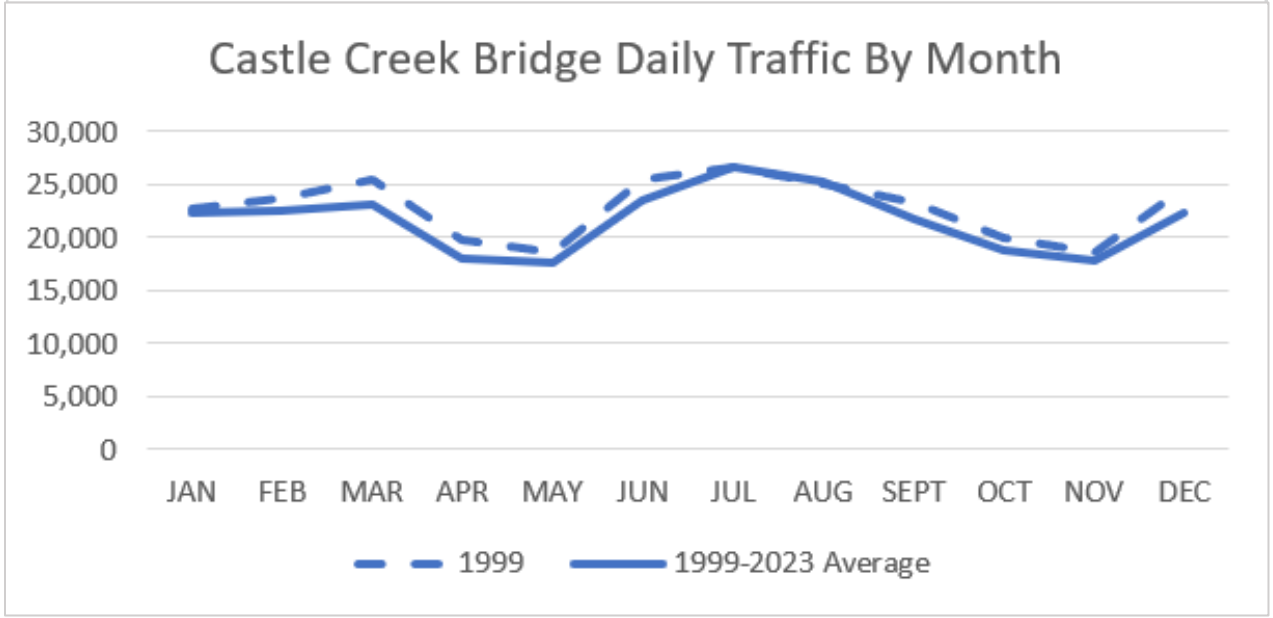
https://experience.arcgis.com/experience/fe2fb1a983d84c549128b57c0cffae30?draft=true

Traffic and Transit

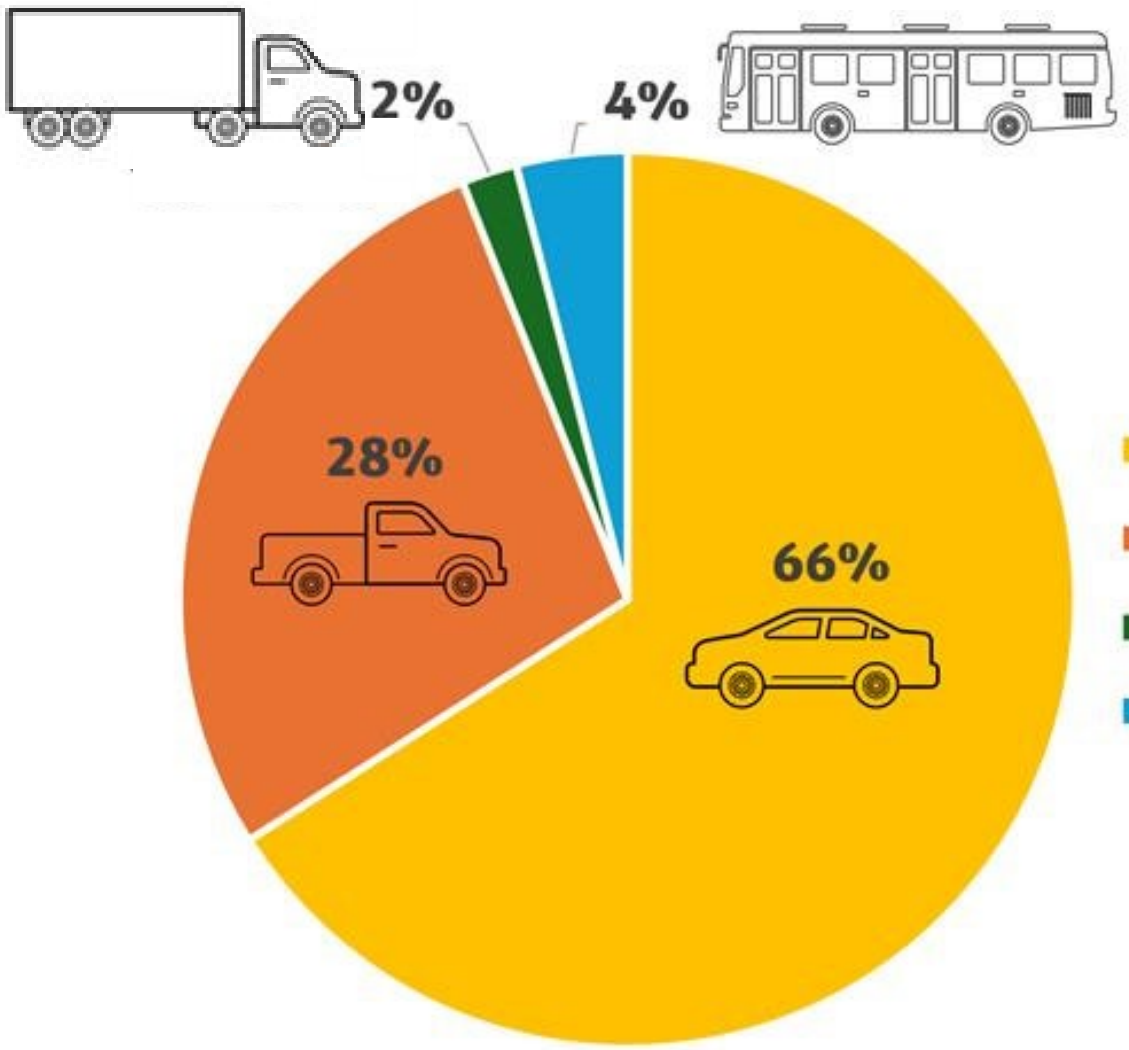
Traffic and Transit – CCB Traffic Volumes

- Key Observations
  - Annual bridge traffic has slightly decreased over the last 25 years
  - July is historically the peak traffic month, which has remained steady over the last 25 years





Traffic and Transit – Vehicle Types

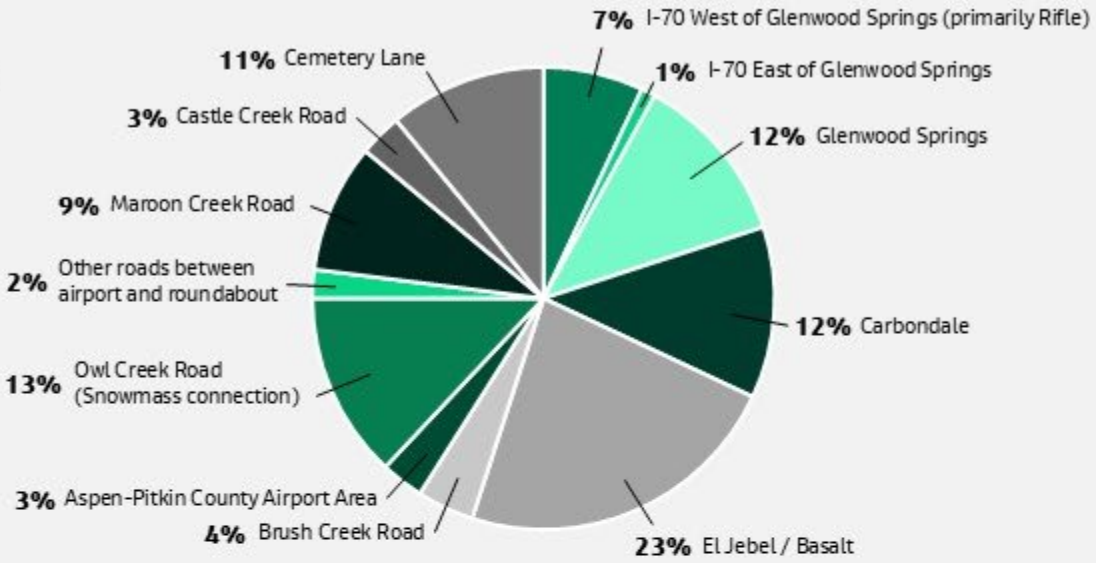


- 66% - Light (passenger cars and motorcycles)
- 28% - Medium (pick-up trucks and vans)
- 2% - Heavy (single unit trucks and trailers)
- 4% - Buses

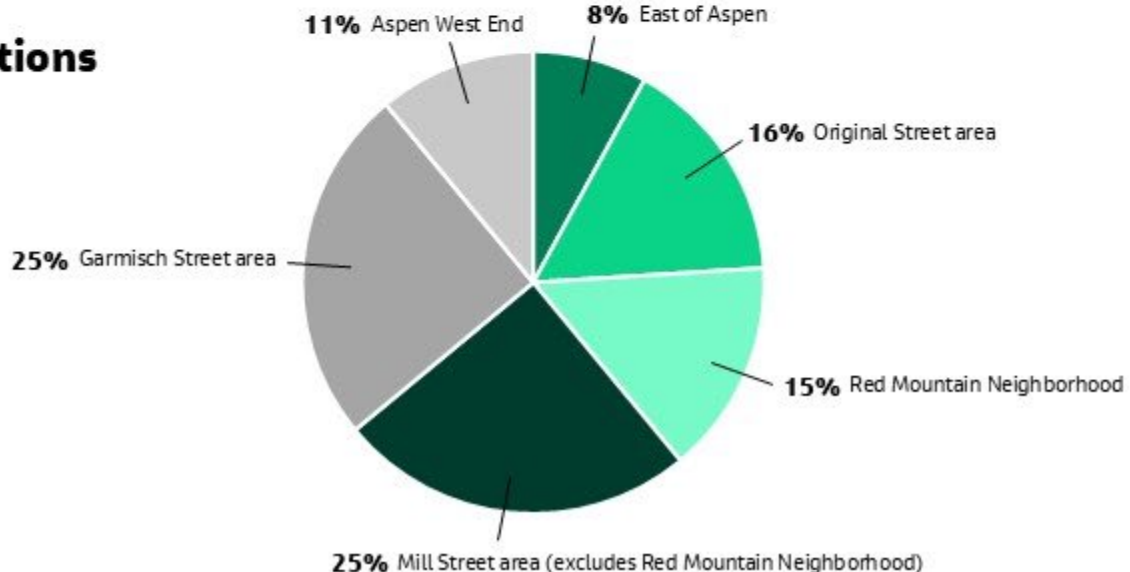
*Source: continuous counts collected December 2024 to February 2025 on SH 82 and Power Plant Road

Traffic and Transit – Origin-Destination Study (AM Inbound)

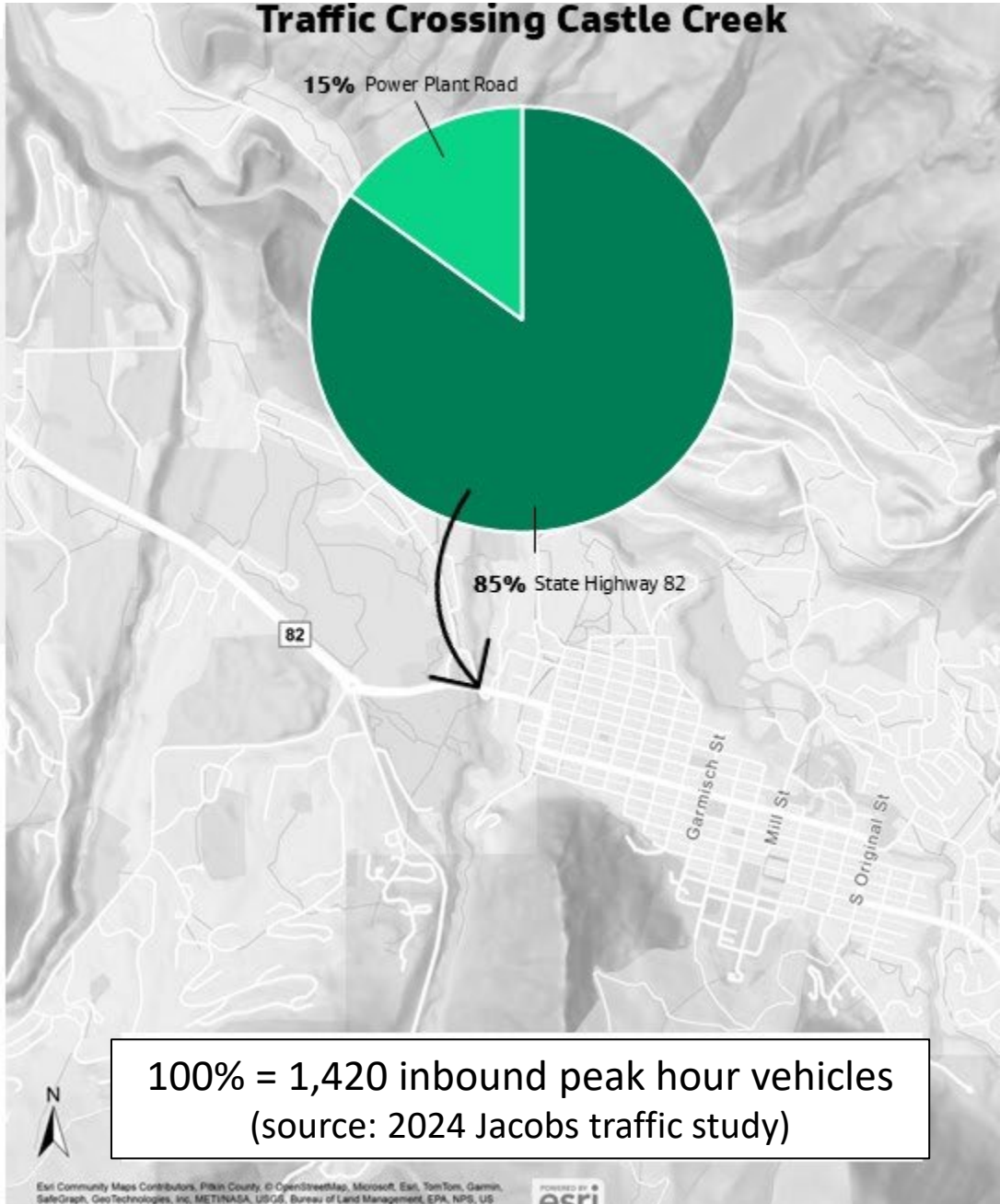
Origins



Destinations



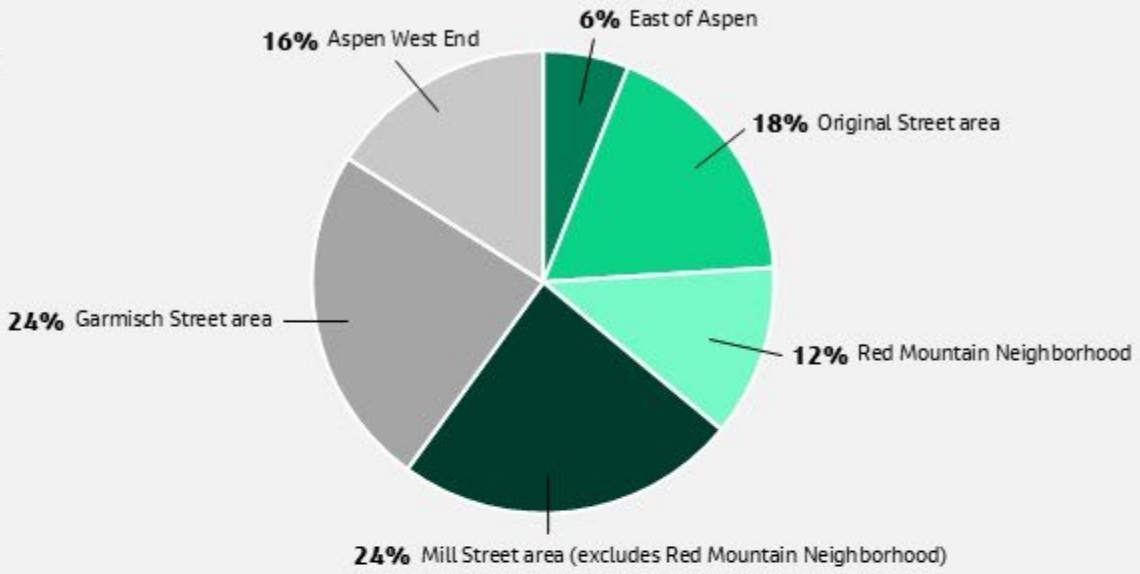
Traffic Crossing Castle Creek



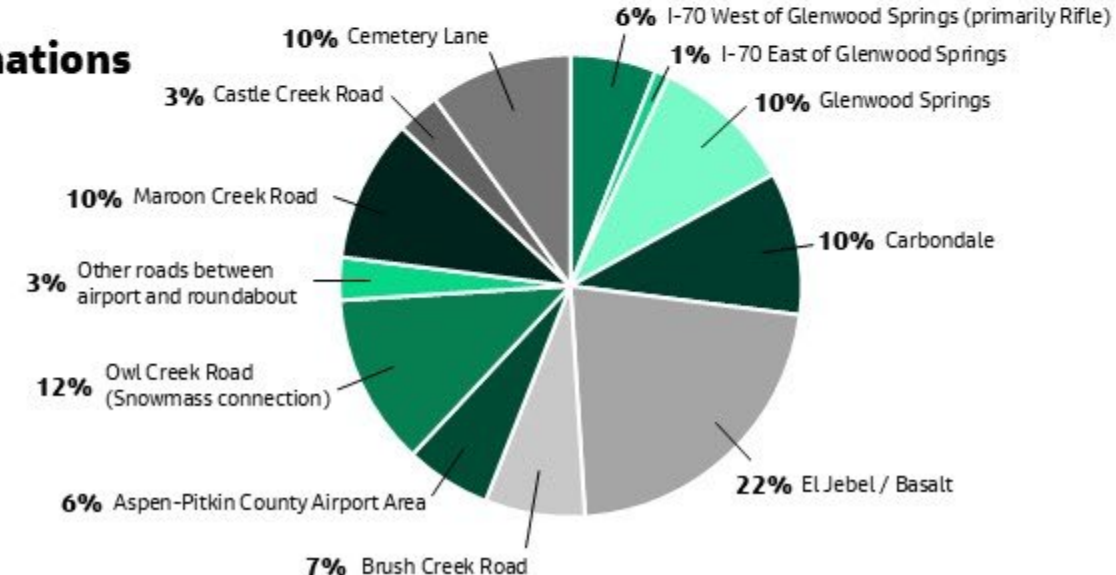
100% = 1,420 inbound peak hour vehicles
(source: 2024 Jacobs traffic study)

Traffic and Transit – Origin-Destination Study (PM Outbound)

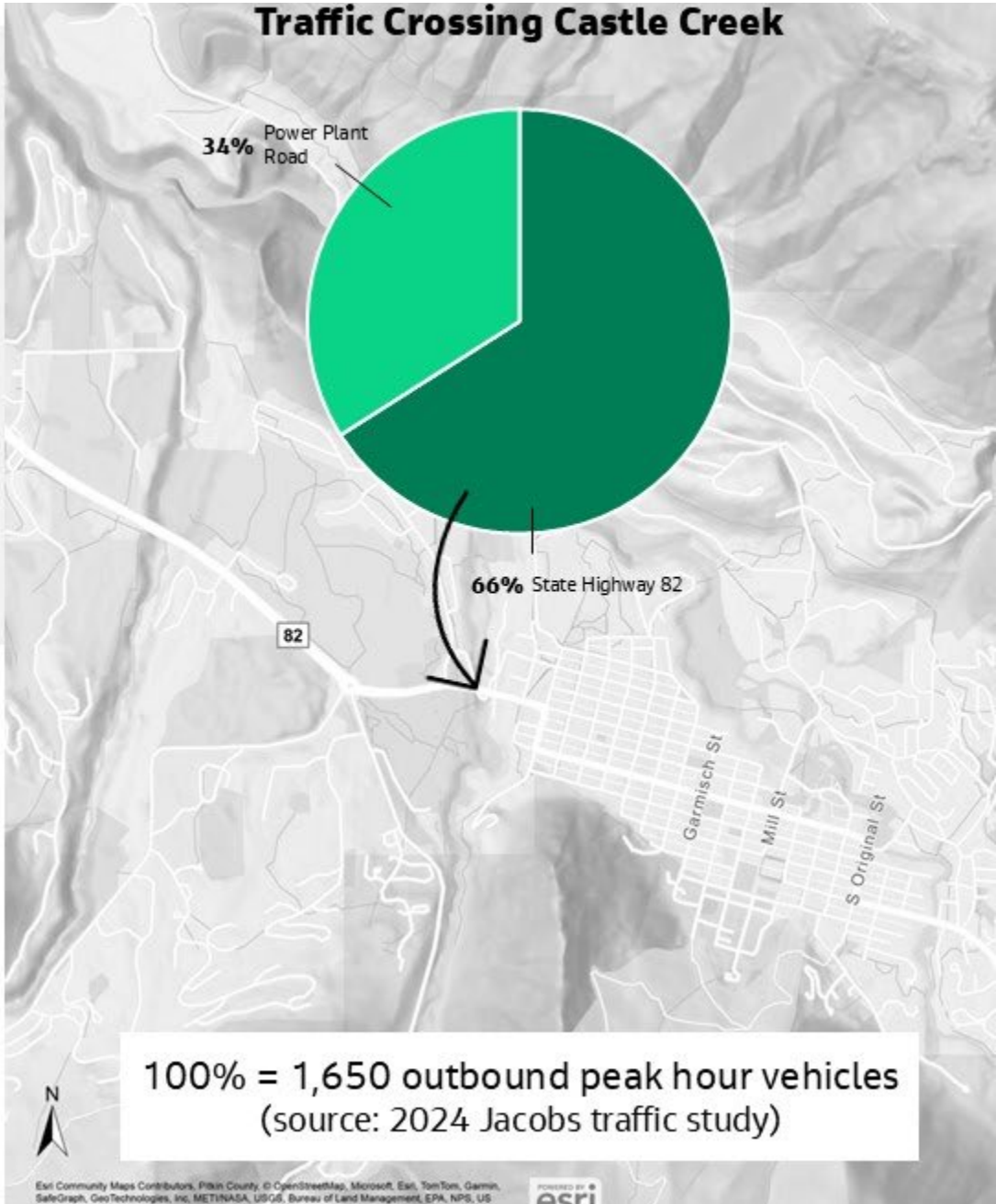
Origins



Destinations



Traffic Crossing Castle Creek

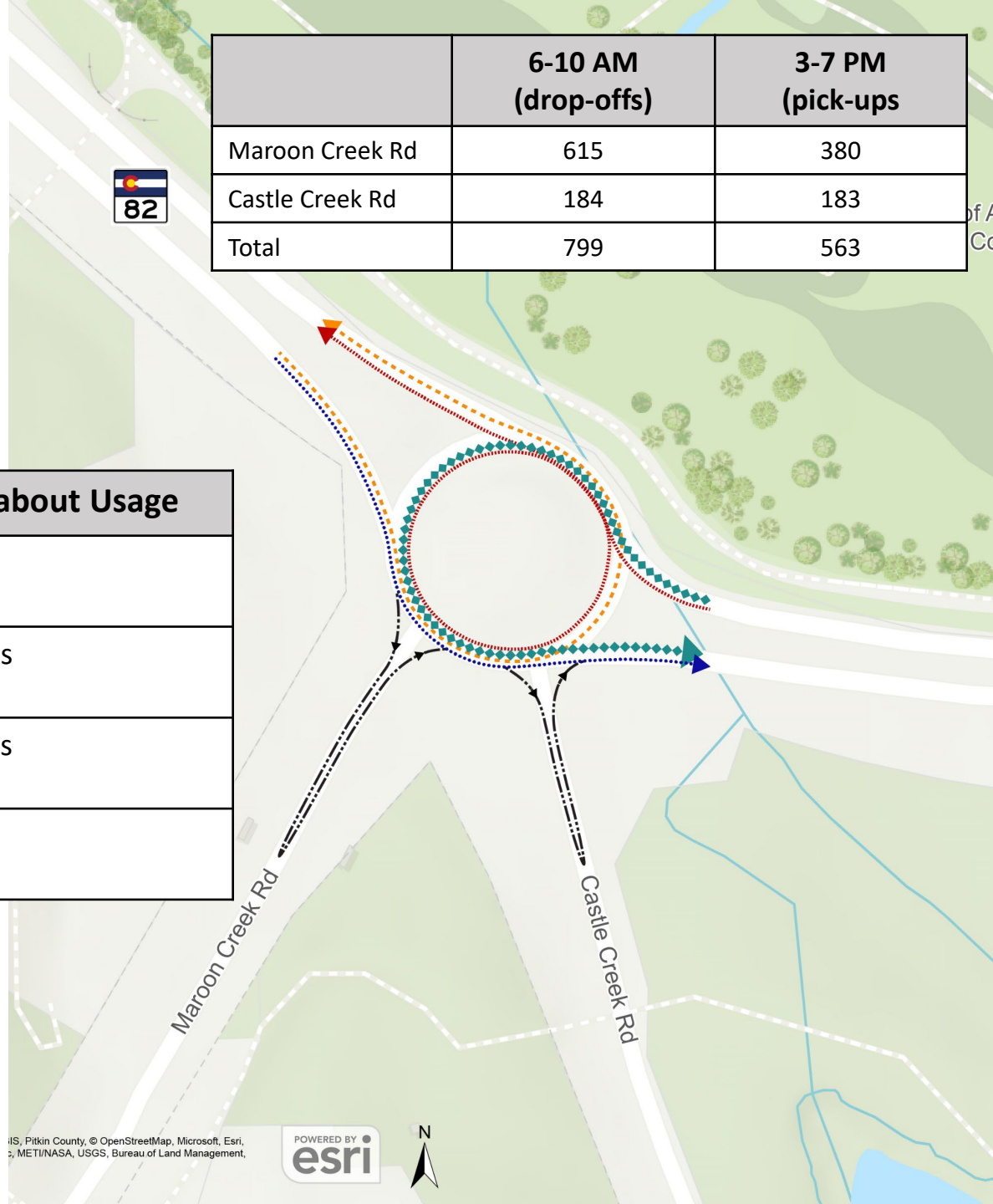


Traffic and Transit – Maroon Creek Roundabout

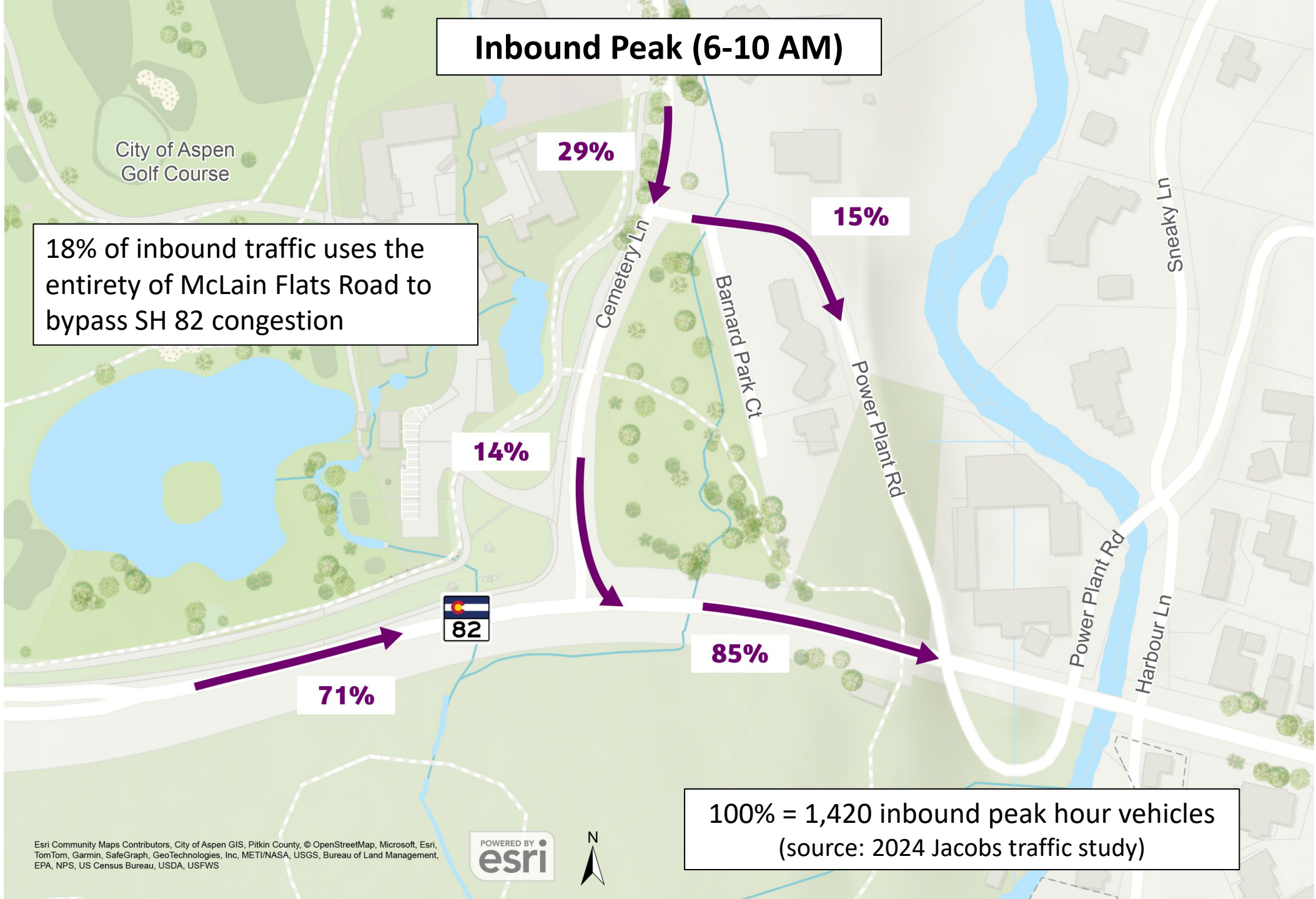
Note: All vehicle trips in this slide use Maroon Creek Road or Castle Creek Road for a pick-up or drop-off (data from February 2024)

Line Color	Primary Trip Purpose	Percent of Total	Roundabout Usage
	People who live around Downtown Aspen, returning home	43%	1 loop
	People who live around Downtown Aspen, going to work downvalley	21%	1.5 loops
	People who live downvalley, going to work around Downtown Aspen	20%	0.5 loops
	People who live downvalley, returning home	16%	1 loop

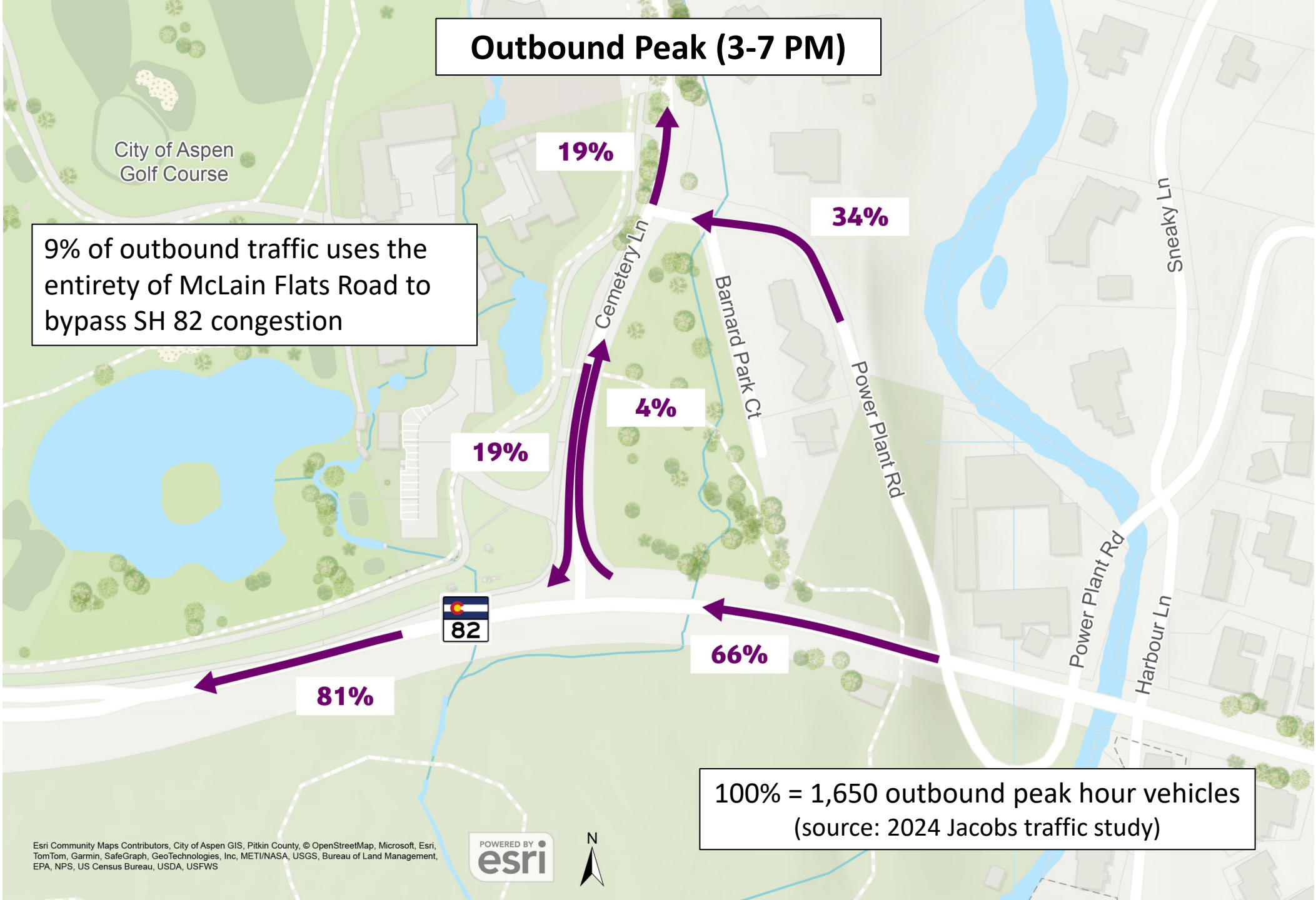
	6-10 AM (drop-offs)	3-7 PM (pick-ups
Maroon Creek Rd	615	380
Castle Creek Rd	184	183
Total	799	563



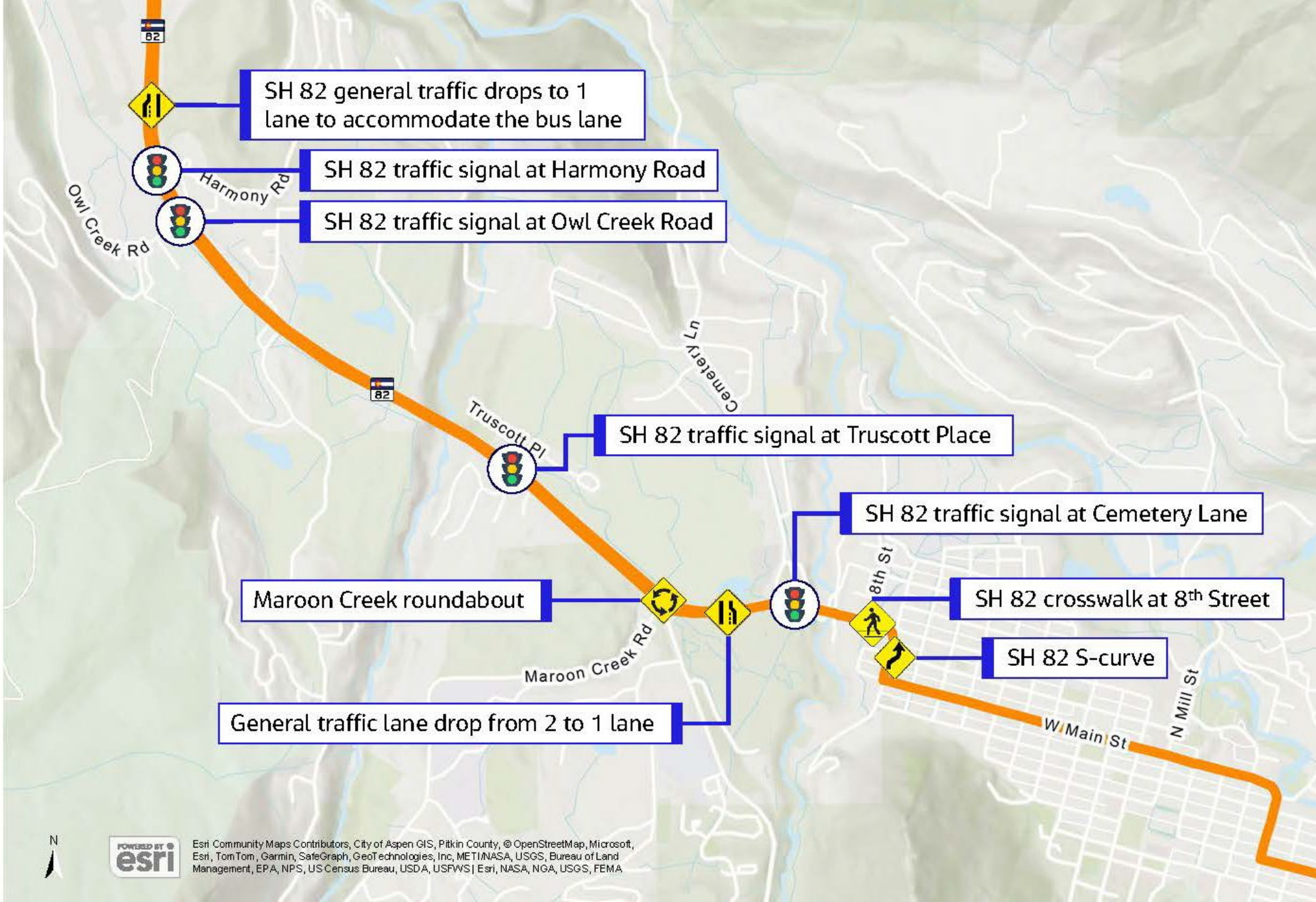
Traffic and Transit – Inbound Cemetery Lane Area



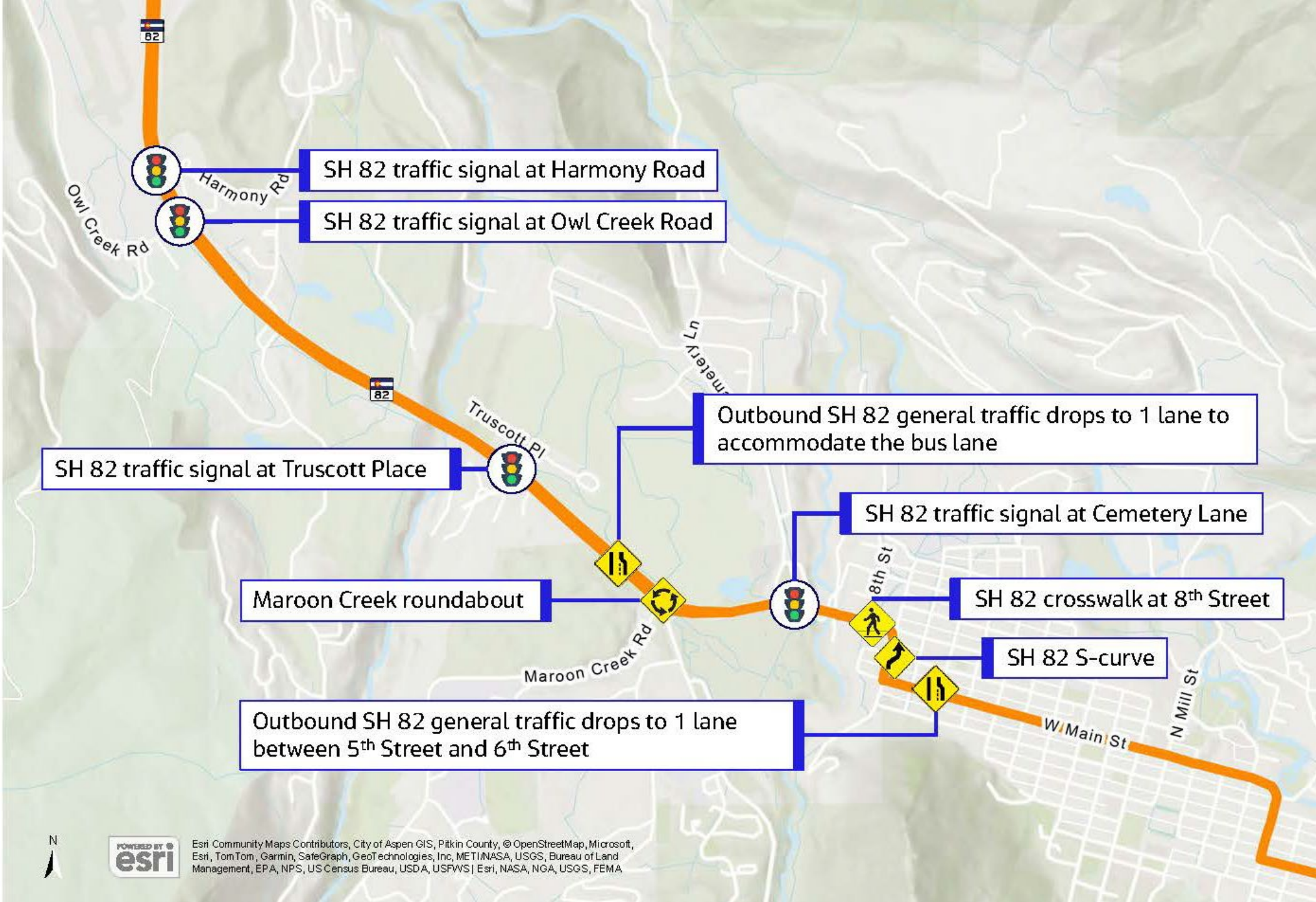
Traffic and Transit – Outbound Cemetery Lane Area



Traffic and Transit – Inbound SH 82 Bottlenecks



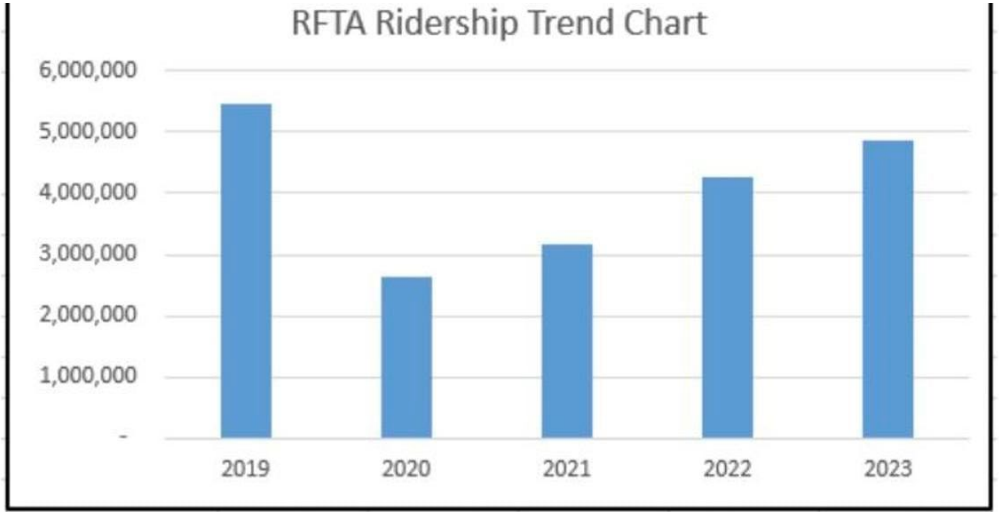
Traffic and Transit – Outbound SH 82 Bottlenecks



Traffic and Transit – RFTA 2022 Passenger Survey

Top Reasons for Riding

1. **Avoid traffic congestion**
   - Least important for Aspen–Snowmass riders
2. **Help the environment**
   - Most important for riders with both trip-ends in Aspen
3. **Convenient to allow someone else to drive**
   - Least important for Aspen–Snowmass riders
4. **Save money on parking**
   - Most important for Aspen–Downvalley, Hogback riders
5. **Save money on gas**
   - Most important for Aspen–Downvalley, Hogback riders
6. **No access to car and/or license**
   - Most important for Aspen–Snowmass riders



Year	2019	2020	2021	2022	2023
Passenger Trips	5,468,641	2,647,936	3,154,534	4,259,383	4,863,638

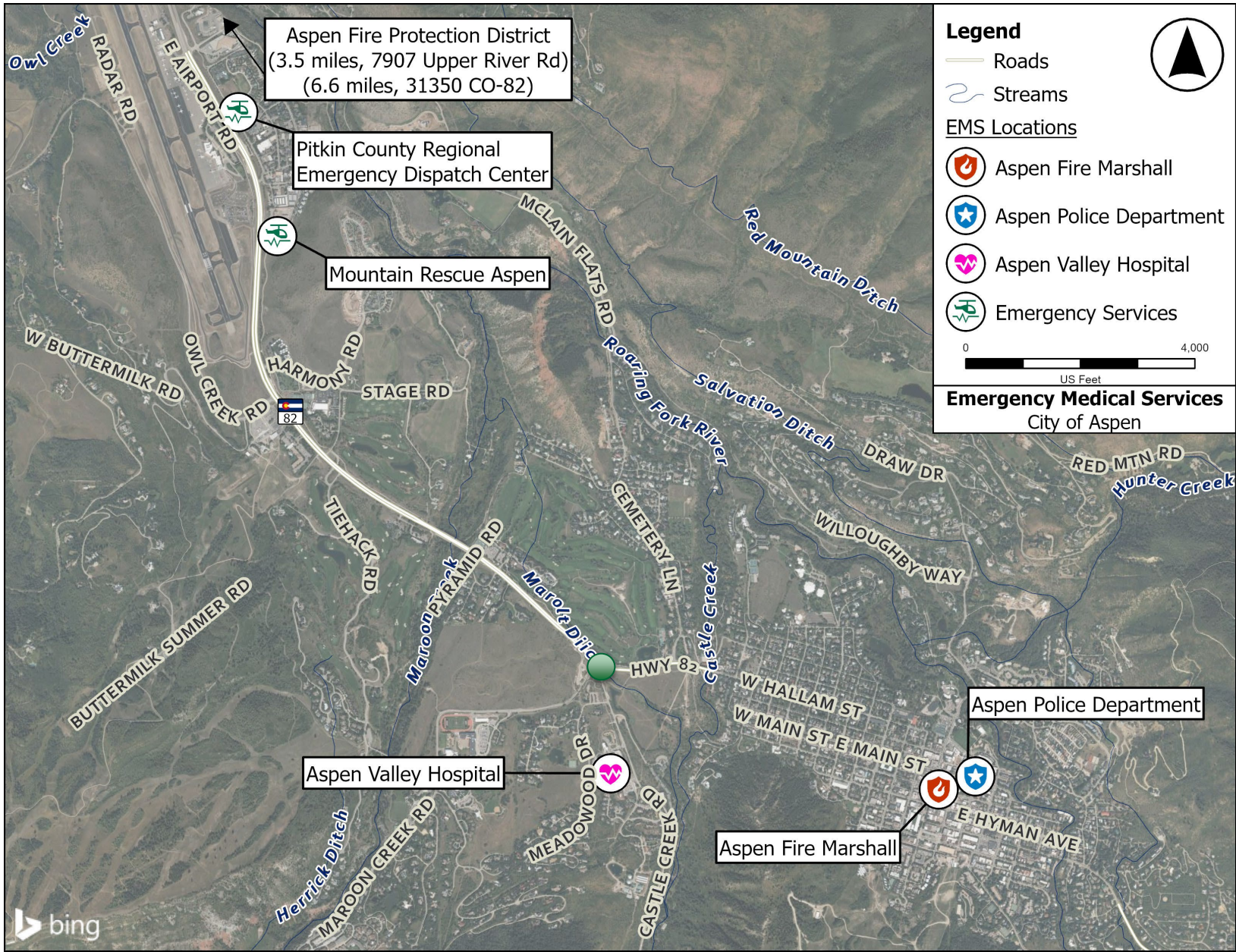
Traffic and Transit – Key Findings

- Transit:
  - Transit is heavily used to get into and out of Aspen – but not always convenient
  - Non-continuous bus lanes lead to transit delay in mixed traffic
- General Traffic:
  - Bottlenecks contribute to large queues and travel delays
  - Congestion encourages queue jumpers
    - Inbound and outbound commuters use McLain Flats Road - not intended for heavy traffic.
    - Outbound queue jumpers cause congestion in West End neighborhoods (via Power Plant Road).
  - Seasonal traffic mixes with commuter traffic at Maroon Creek roundabout:
    - School traffic (single bell schedule)
    - Winter ski traffic
    - Summer visitor/residential traffic

System Redundancy – Emergency Response and Evacuation

System Redundancy – Emergency Response Issues

- Most emergency response trips via constrained and congested entrance area.
- Slower response times.
- Sirens don't help much during peak hours
- Visitors in the roundabout are often confused



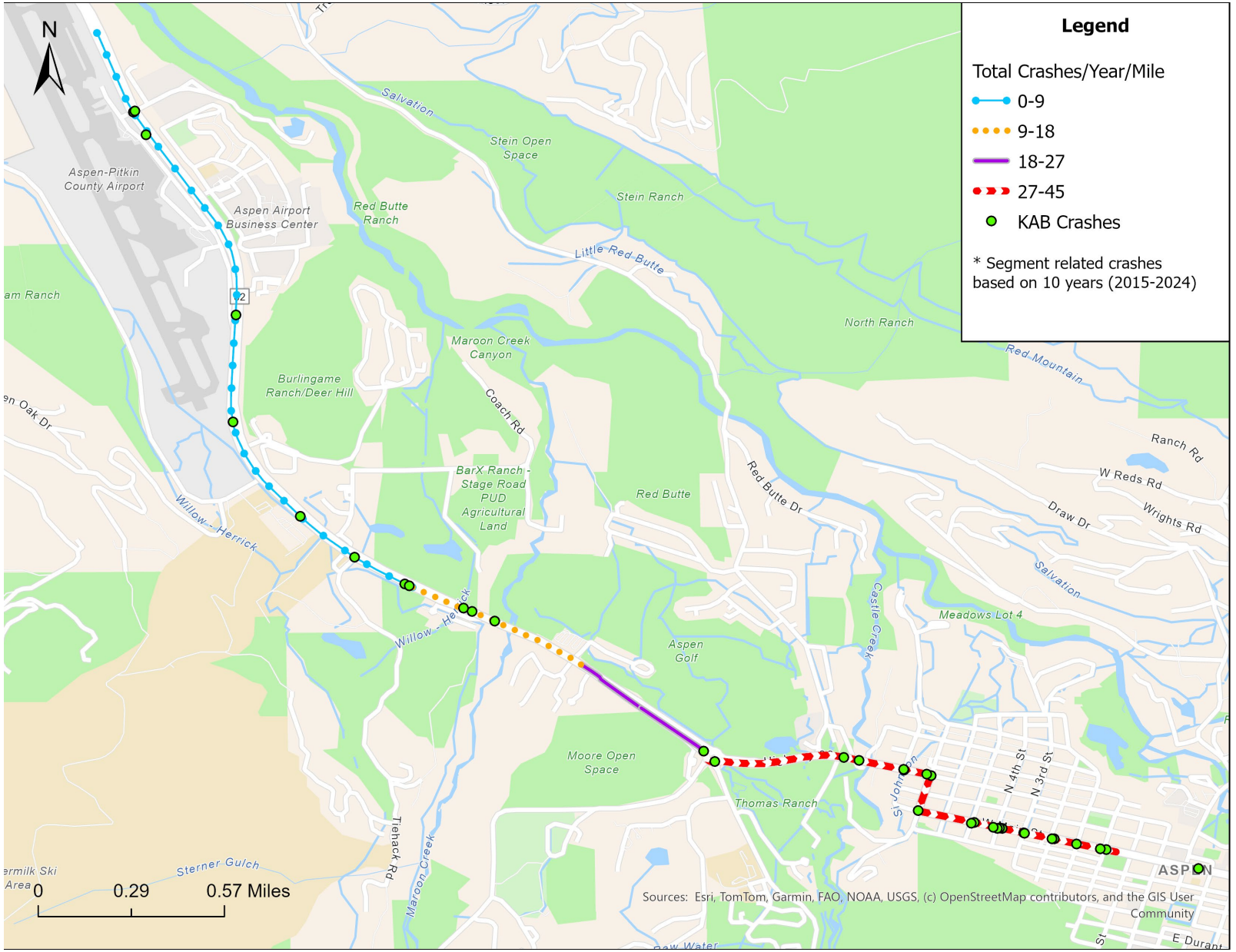
System Redundancy – Wildfire Risks

- Lack of egress routes are a primary concern for evacuation.
- Evacuation orders will be issued as early as possible and will cover large areas.
- Recent GIS based modeling indicates 13.5 hours to evacuate the city on a peak summer day

Safety

Safety – CDOT Data – SH 82 Total Crashes per Mile

- 760 Segment Crashes
  - 31 KAB (injury/fatal)
- Crash Types
  - Rear-ends
  - Sideswipes
  - VRU (ped/bikes)
- Crash Times
  - During the Day

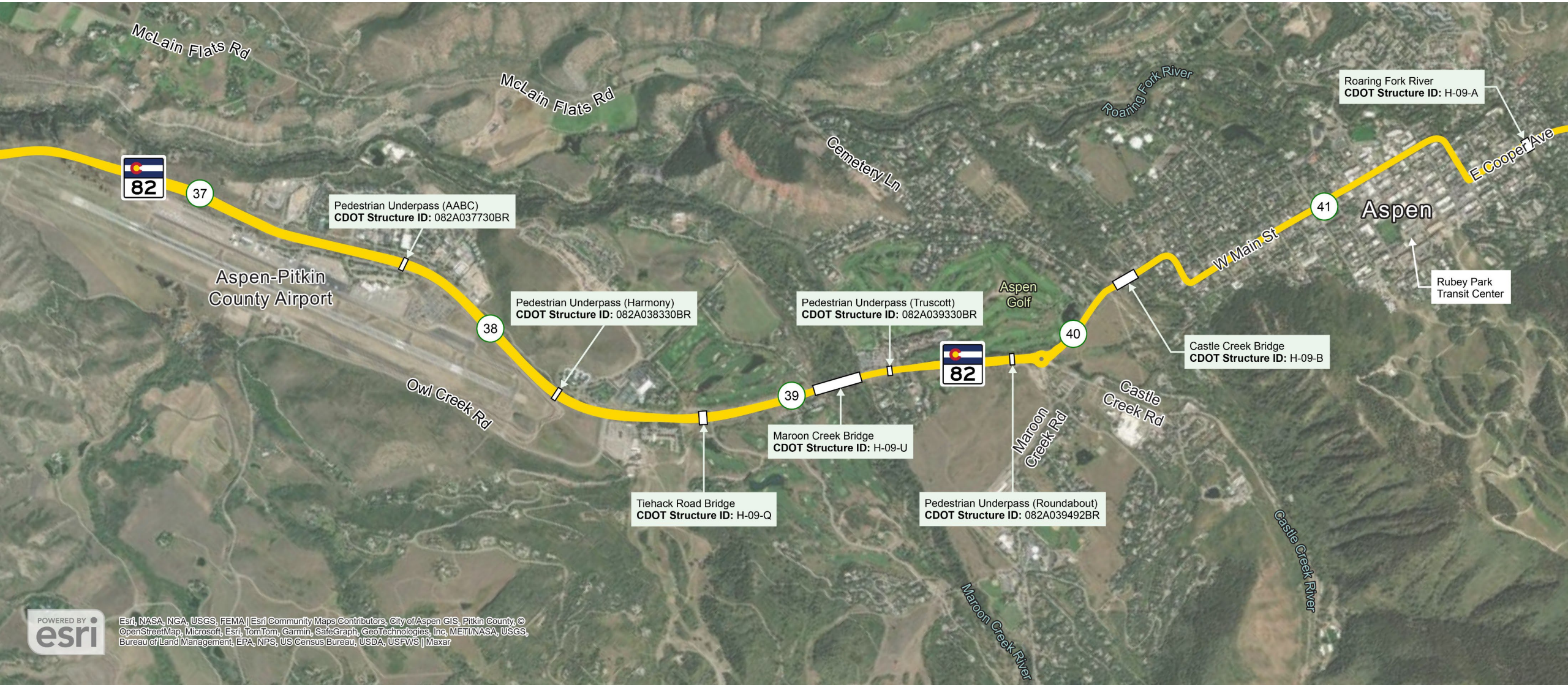


Safety – Key Findings

- SH 82
  - Traffic crashes progressively worsen as you get into Aspen
  - Crash rates higher than similar highways
  - Congestion is primary cause
- Intersections
  - High intersection crash rates in town and near Rubey Park Transit center –higher crash and injury rates with pedestrians
- McLain Flats Road Diversion
  - SH 82 congestion causing diversion—results in high number of crashes
  - Road not designed for heavy commuter traffic volumes

Infrastructure Condition

Infrastructure Condition – Study Area



Infrastructure Condition – Key Findings

- Structures/Pavements
  - Aging pavement/structures require more maintenance costs
- Shoulder Widths
  - Standardized shoulder widths needed to facilitate emergency response
- Bike/Ped Facilities
  - Safe crossings, connectivity and passage (ADA)
- Roundabout is a clog to the SH 82 system
  - Geometry is contributing to delays and conflict points
- Inefficient Transit lanes and facilities
    - Bus lane discontinuity
    - Inadequate staging space and out of direction staging

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Stakeholder Workshop

Stakeholder Workshop – Stakeholder Input on Transportation Needs

Study Team

- City of Aspen
- Jacobs Engineering

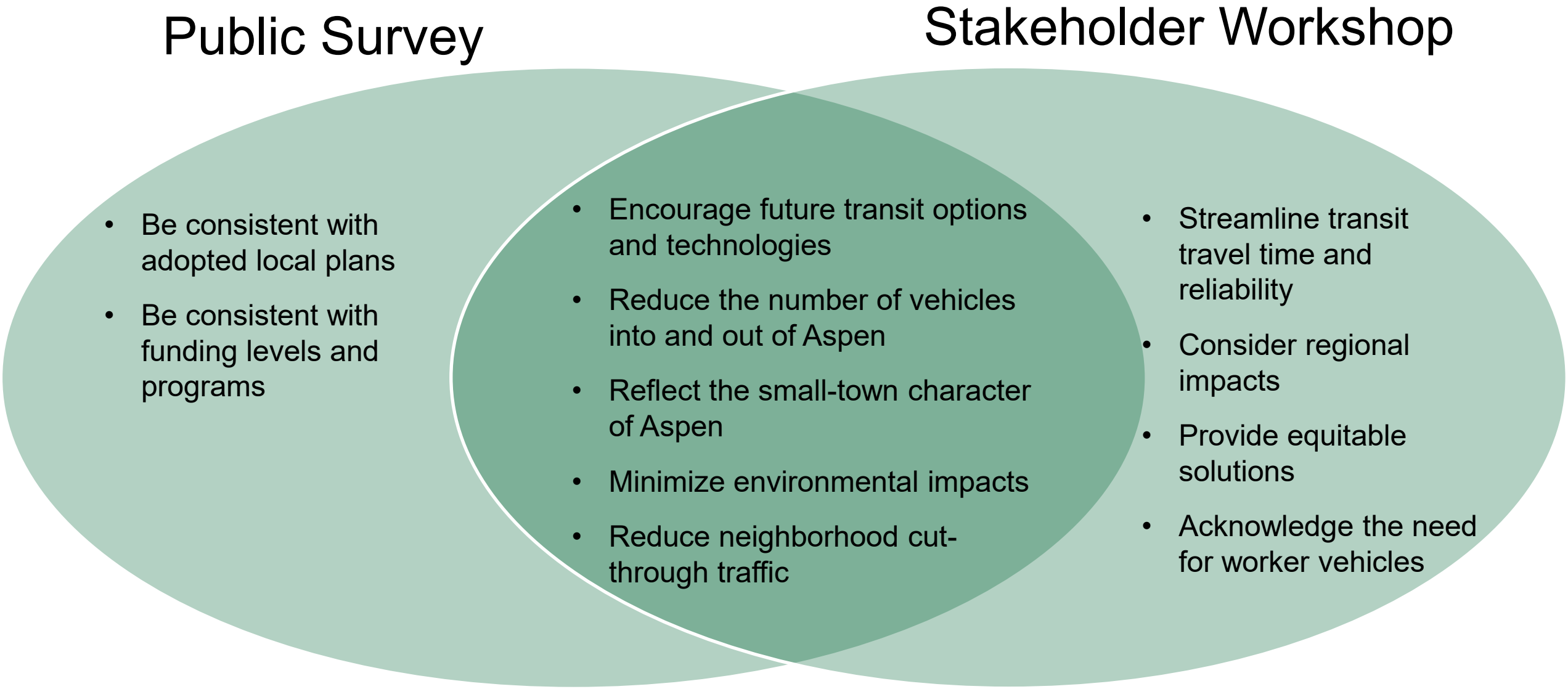
Stakeholder Organizations

- CDOT
- EOTC
- RFTA
- Aspen School District
- Aspen Country Day School
- Town of Carbondale
- Town of Basalt
- Town of Snowmass
- Pitkin County
- City of Aspen – Engineering, Transportation, Parks, Parking
- Aspen Institute
- Aspen Ski Co
- Aspen Fire
- Aspen Police
- Aspen Ambulance District
- Pitkin County Sheriff
- Colorado State Patrol
- Pitkin County Emergency Management

Stakeholder Workshop – Prioritization of Needs

Votes	Needs
13	Improve Transit Efficiency and Travel Times
11	Reduce Single Occupancy Vehicles Use/Improve Multimodal Options (Pedestrian, Bicycle, Transit)
9	Improve Emergency Access and Response Times
9	Reduce Community Evacuation Time
8	Improve Safety/Reduce Crashes
8	Improve Infrastructure Condition (Roads, Bridges)
6	Provide Faster Travel Times/Improve Bottleneck Operations
5	Provide Travel Time Reliability
2	Improve Park-n-Ride Parking Capacity (Regionally)
0	Improve Signage and Accident/Travel Delay Notifications

Stakeholder Workshop – Stakeholder Input on Community Goals



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Project Limits

Project Limits

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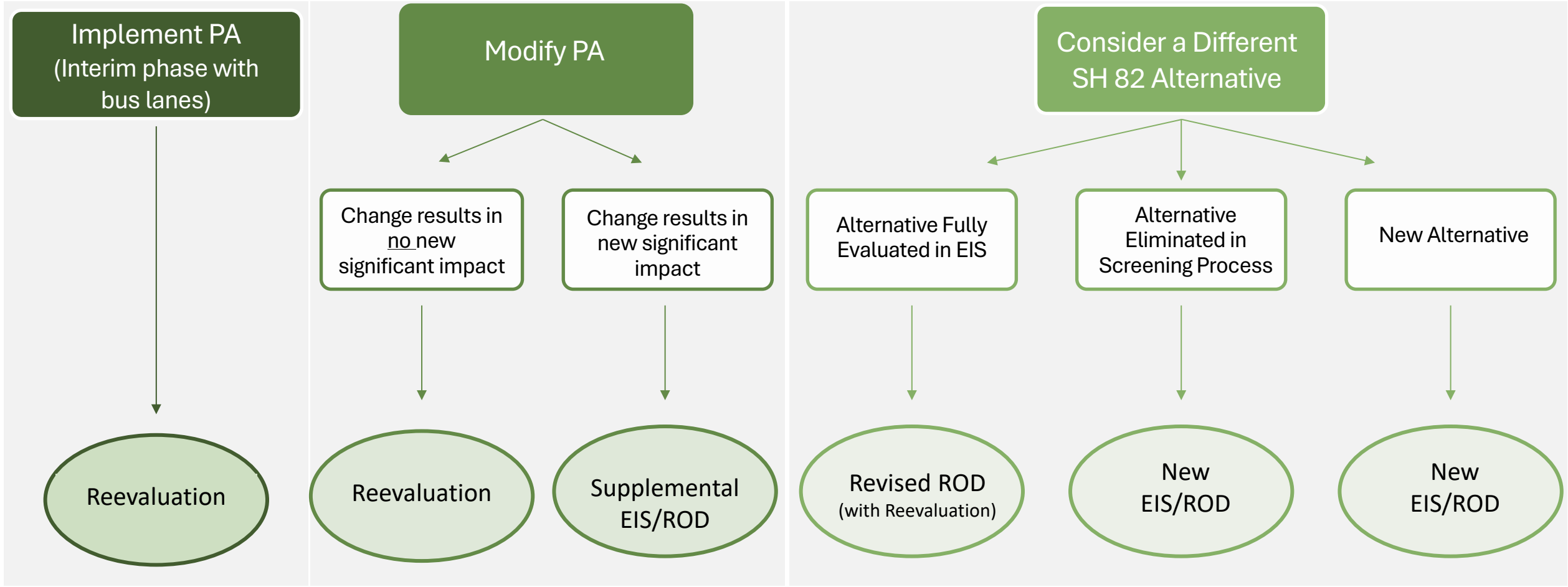
Next Steps

Next Steps – Meetings

- Transportation Coalition Meeting (5/22)
- CDOT/FHWA Coordination Meeting (TBD)
- City Council Meeting (6/23)
  - Present draft Purpose and Need Statement
  - Request Council direction on next steps

NEPA Process Options



Schedule & Cost Increase based on option