

Downtown Aspen



Existing Conditions Map

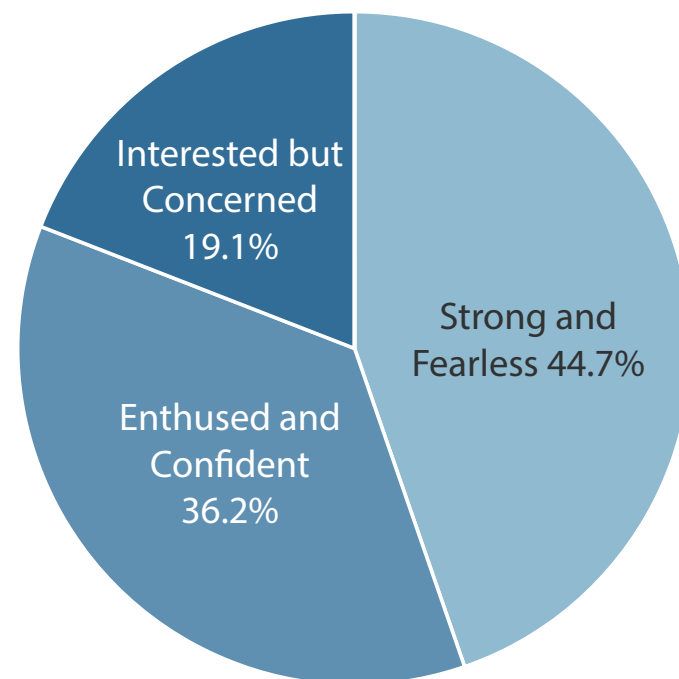
Results and findings from the Aspen survey and online community input: 49 surveys and 187 location specific comments

# Aspen Bicycle and Pedestrian Master Plan

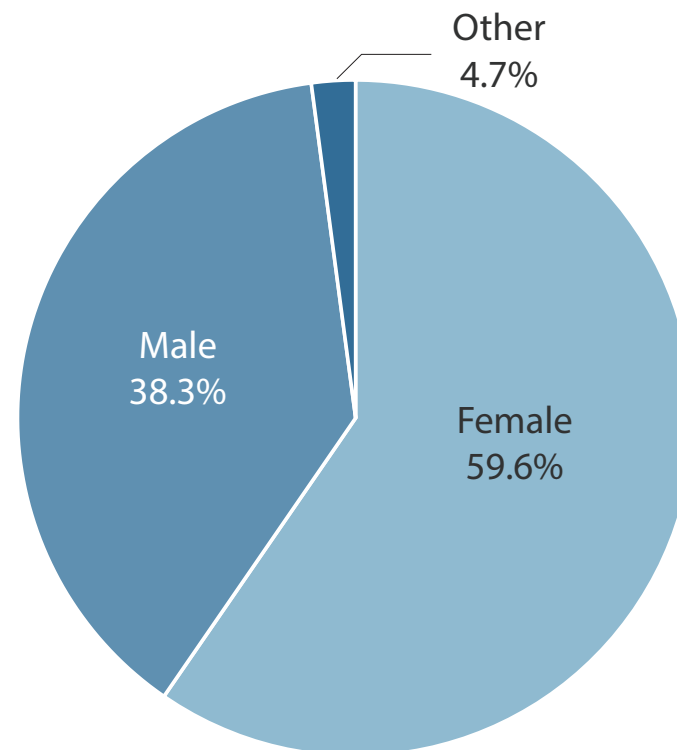
## Who We Heard From

We heard from approximately 236 residents, business owners, students, and visitors, with 49 survey respondents. Respondents covered a wide range in age with roughly 75% of respondents residing in, 85% working in and 71% recreating in Aspen.

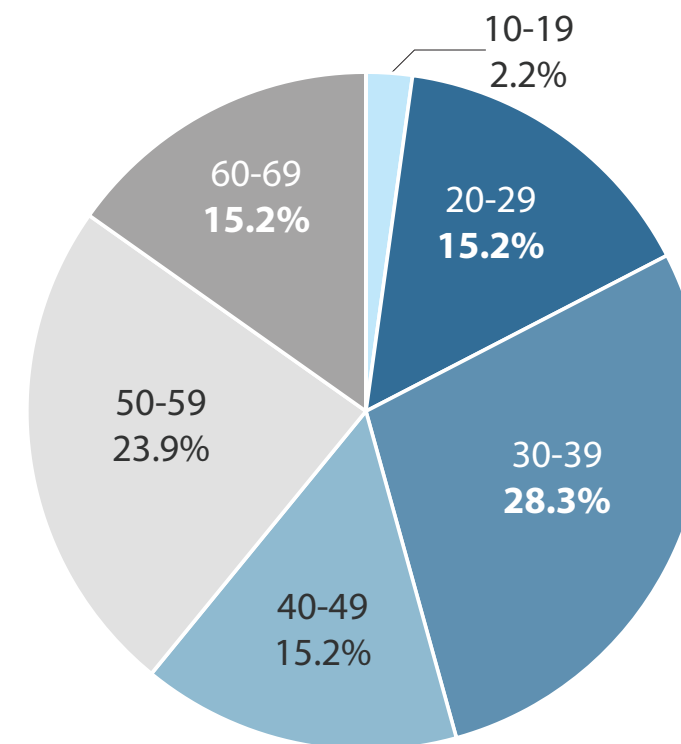
What type of bicyclist are you?



What is your gender identity?



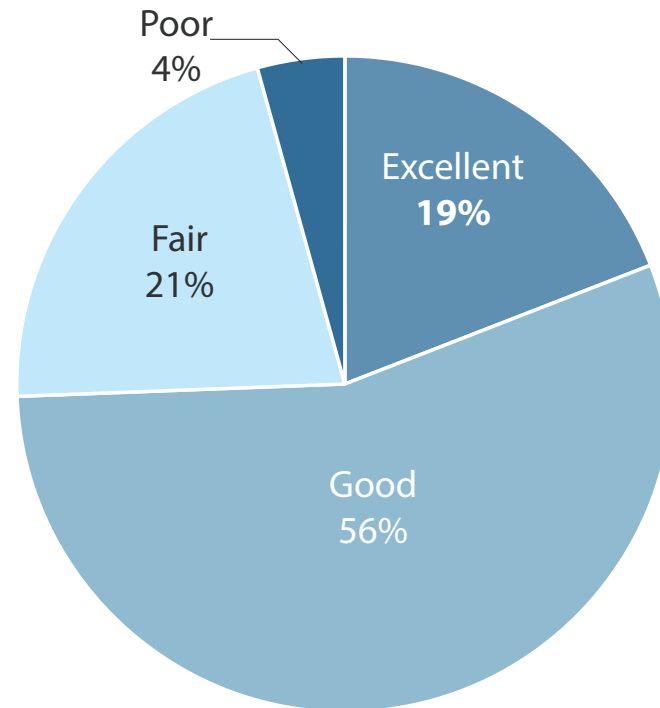
Respondent age:



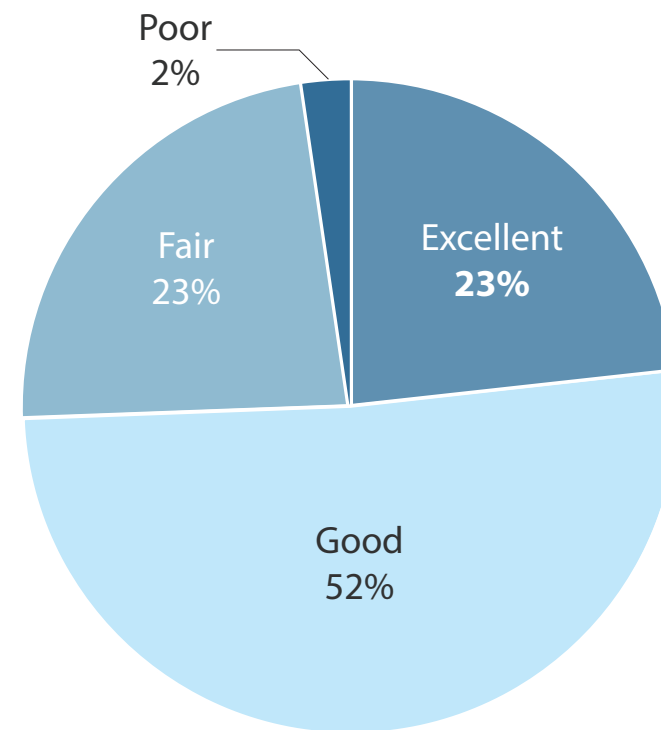


Over all people feel that the bicycling and pedestrian experiences in Aspen are good but that they can be improved. We also know that the trail system in Aspen is an important part of both the recreation and commuter networks.

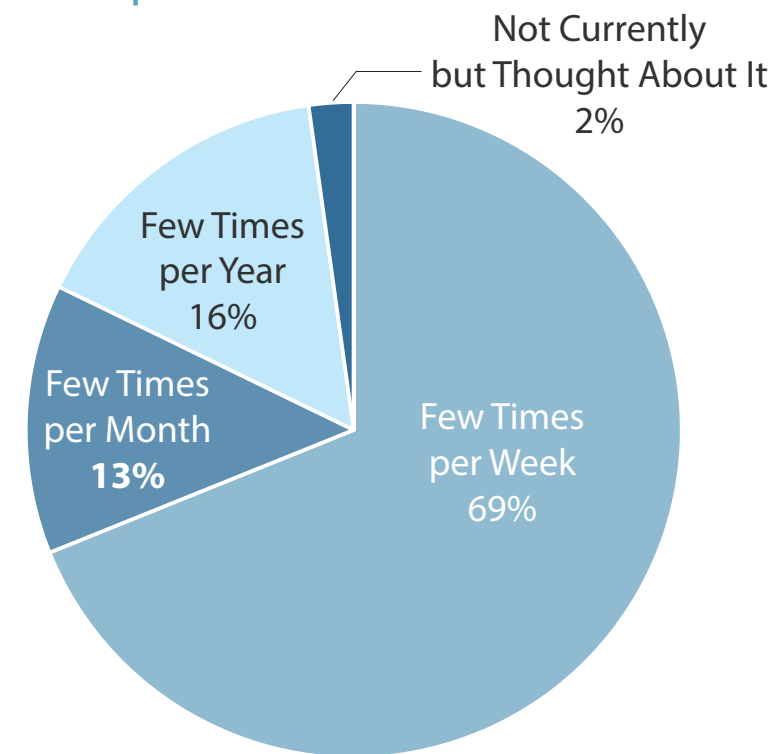
How do you rate the overall bicycling experience in Aspen?



How do you rate the overall pedestrian experience in Aspen?

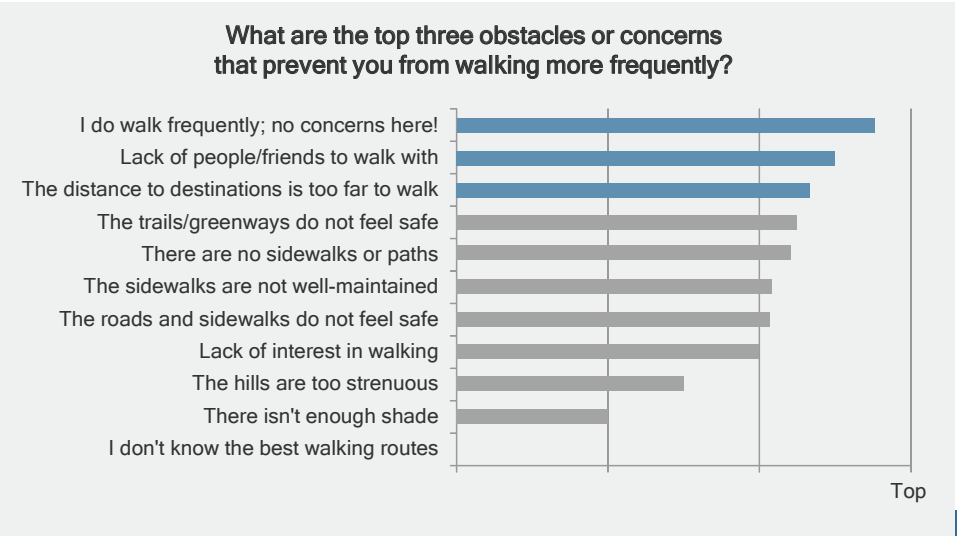
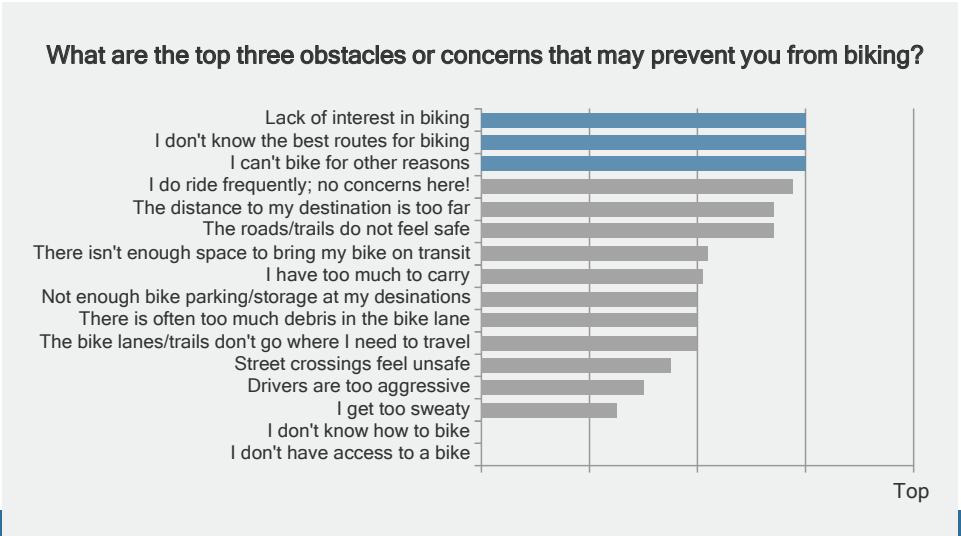
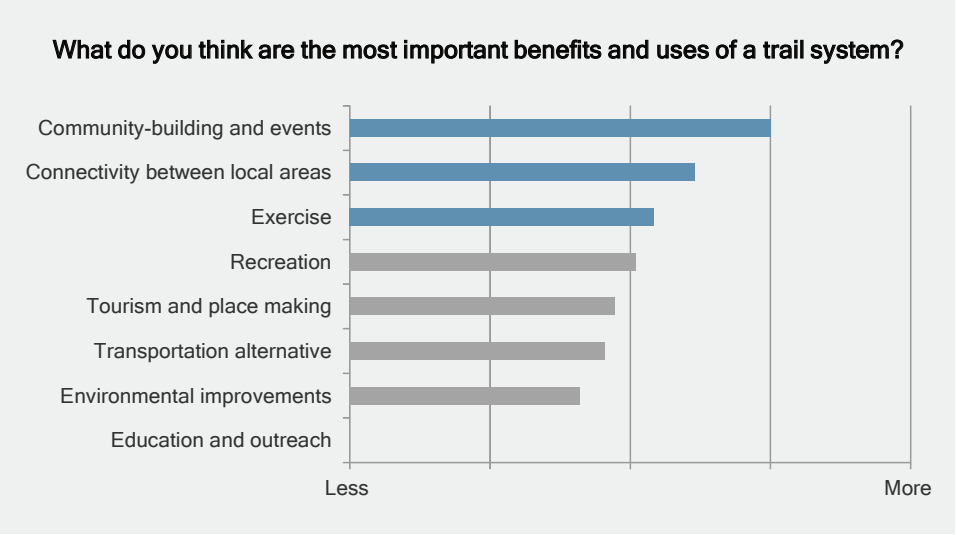
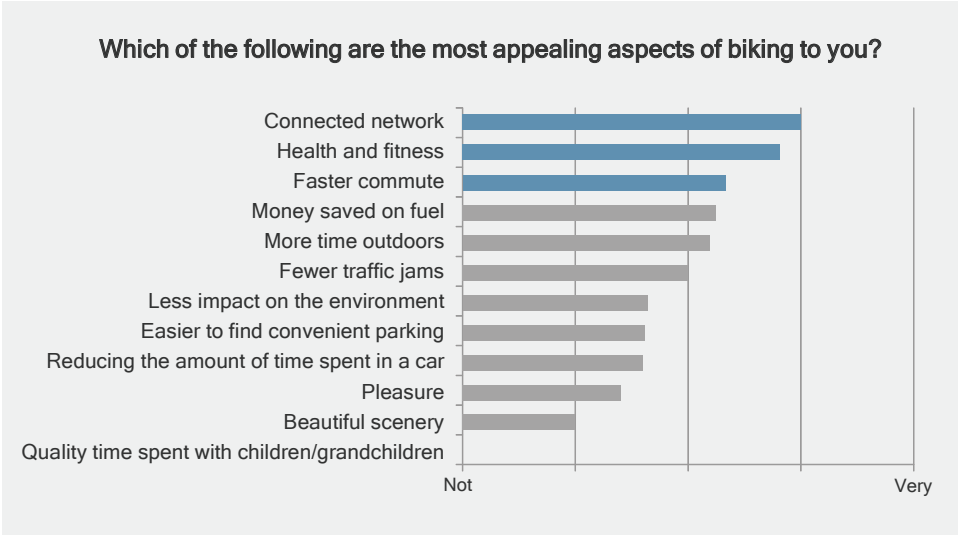


How often do you use the trail system now in Aspen?



# Why We Walk and Bike (or Don't)

Residents walk and bicycle for a variety of reasons from transportation to recreation and exercise, and voice concerns centered around perceived safety and convenience issues.



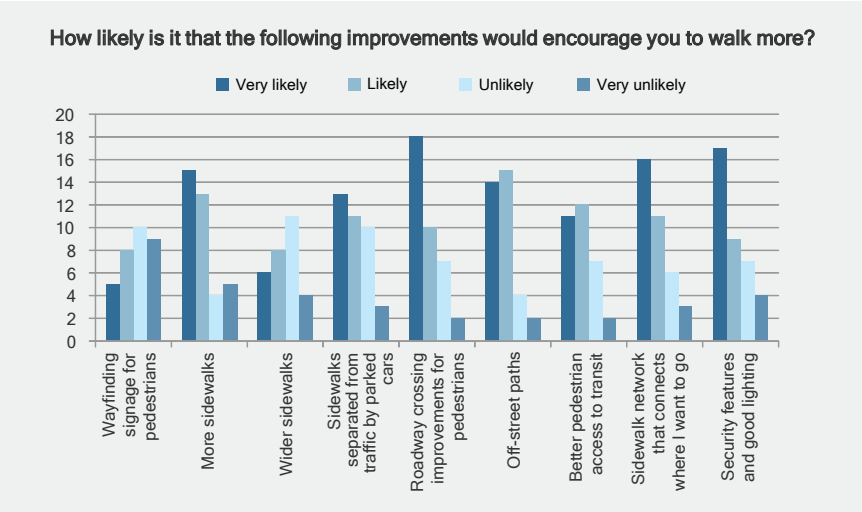
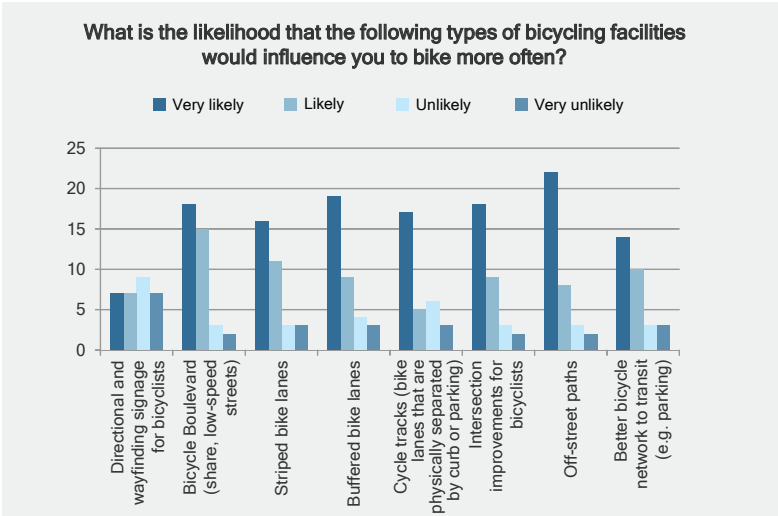
## The Takeaway:

Biking and walking are important to those who live, work and play in Aspen. They use facilities for recreation as well as to commute or for fun. With improved signage and better connectivity, people would be more willing to get out and walk or bike to their destinations.



# What Could be Better?

Bicyclists and pedestrians in Aspen primarily want to walk and ride on facilities that are separated from traffic.



# Where Could it be Better?

When surveyed, people said that they would like to see roadway corridor improvements in the following locations for bicycling and walking (the larger the word or phrase, the more often it was seen in survey responses):

Bicycling:

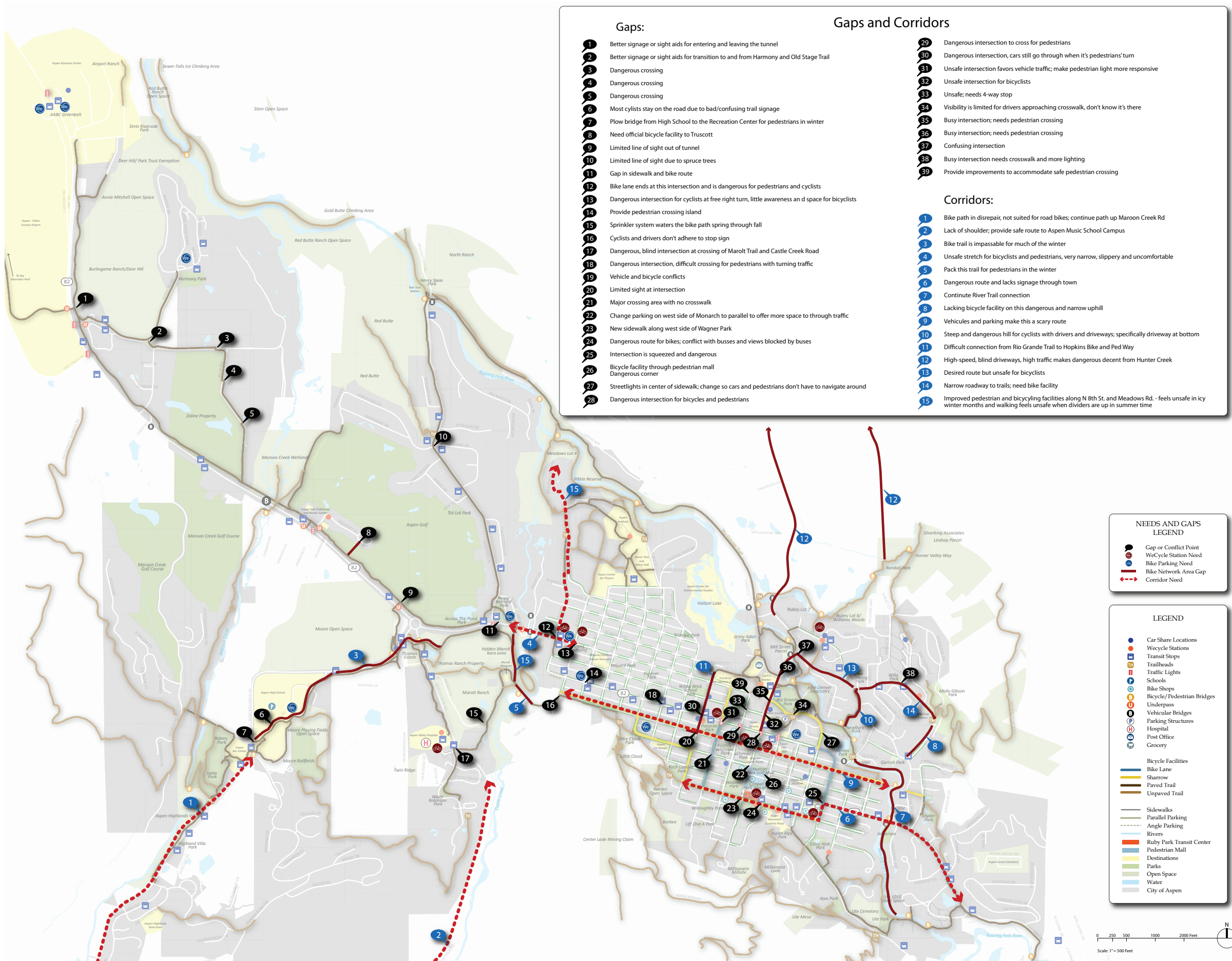


Walking:



## The Takeaway:

Improved facilities at locations that are key to the bicycle and pedestrian networks would influence more people to walk and ride.





## Colored Bike Lanes

Colored bike lanes are used in areas where automobiles and bicycles cross paths and it is not clear who has the right-of-way. Colored bike lanes and accompanying signs assign priority to the bicyclist. Studies showed that motorists yield more often to cyclists once colored lanes were installed.



## Shared Lane Marking

Shared-lane markings or “sharrows” are designed to inform motorists to expect cyclists to be in the middle of the travel lane, and to inform cyclists that they should be in the travel lane and away from parked cars. Studies have shown that shared-lane markings improve both cyclist positioning and motorist behavior.



## Bike Boxes

Bike boxes give cyclists priority on bicycle streets by allowing them to go to the head of the line at a red light. This also makes it easier and safer for bicyclists to proceed once the signal turns green.



## Signs and Pavement Markings

Destination signs can be located around a city's bikeway network to tell cyclists how to get to popular destinations, and how long it will take at a certain pace. Pavement markings can be used on bicycle boulevards, which are low-traffic bike routes without bike lanes.



## Cycle Tracks

A cycle track is a bicycle facility that combines a separated path with the on-street infrastructure of a conventional bike lane. They are intended primarily for cyclists and are separated from vehicle travel lanes, parking lanes, and sidewalks.



## On-Street Bike Parking

High-volume, on-street bicycle parking removes an auto parking spot and fills it with bike racks. These projects can be very popular with bicyclists and merchants. In places with narrow sidewalks and many bicyclists, it frees up the sidewalk for pedestrians while also accommodating parked bikes.





## Bike Left-Turn Lanes

Bike left-turn lanes help bicyclists through a dog-leg in the bike route. They are created by removing vehicle parking spaces and re-distributing that space to the center of the street.



## Bike-Only Signals

There are a variety of signal options available for cyclists. One option allows the user to press a signal actuator, so that auto traffic will stop to allow the cyclist to go. At some locations, a bicycle-only signal tells the cyclist when it is safe to cross.



## Bike-Only Entry

Intersections and neighborhood streets can be designed to allow only bicycles to pass through the entry to the street. These intersections are marked with "Do Not Enter Except Bicycles" signs.



## Buffered Bike Lane

Bicycle lane with a buffer to increase the space between the bicycle lanes and auto lane or parked cars.



## Bike Share/Hire

Bicycle sharing is gaining momentum globally, helping cities become greener, quieter and healthier places to live. It is a unique opportunity to convert non-bicyclists to cycling, and to increase visibility of bicycles. Funding for the initial capital outlay is the key planning step. Options include public funds, private sponsors and advertising.



## Automatic Counters

Utilized in places such as Copenhagen, automatic counters provide a highly visible display of the number of bicycles that have passed a given point.





## Sidewalks

Good sidewalks are continuous, accessible to everyone, provide adequate travel width and feel safe. Sidewalks can provide social spaces for people to interact and contribute to quality of place.



## ADA Curb Ramps

Curb ramps are a fundamental element of an accessible public realm. A sidewalk without a curb ramp can be useless to someone in a wheelchair, forcing them back to a driveway and out into the street for access. Truncated domes provide a cue to visually-impaired pedestrians that they are entering a street or intersection.



## Transit Stop Enhancements

Providing amenities at transit stops, such as benches, trash receptacles, shelters, and lighting can significantly increase user comfort and willingness to wait. Enhancing transit stops may increase transit usage.



## Pedestrian Refuge Islands

Refuge islands allow pedestrians to cross one segment of the street to a relatively safe location out of the travel lanes, and then continue across the next segment in a separate gap in traffic. A median refuge island allows the pedestrian to tackle each direction of traffic separately.



## Curb Extensions

Curb extensions reduce the crossing distance for pedestrians. They allow pedestrians to move safely beyond a lane of parked cars to a position where they can see and be seen as they begin their crossing. Curb extensions can also provide an area for accessible transit stops and other pedestrian amenities and street furnishings.



## Enhanced Pedestrian Signals

Enhanced pedestrian signals include features designed to make crossing easier, specifically for people with a disability (e.g., audible signals) or in areas where crossing is difficult due to limited traffic gaps or long block lengths (e.g., pedestrian only signals at mid-block crossings).





## Streetscape Improvements

Streetscape improvements are features that enhance the pedestrian experience. These include public art, pocket parks, ornamental lighting, gateway features and street furniture. Many of these improvements can easily integrate environmentally-friendly “green” elements.



## Grade Separated Crossing

Grade separated crossings physically separate the crossing of pedestrian traffic from motor vehicle flow. They may eliminate vehicular-pedestrian conflicts but are necessarily limited to selected locations where the benefits clearly balance the public investment.



## Colored/Textured Crosswalks

Colored or textured crosswalks heighten driver awareness of pedestrian crossings by providing an additional visual cue beyond traditional crosswalk markings.



## HAWK Signals

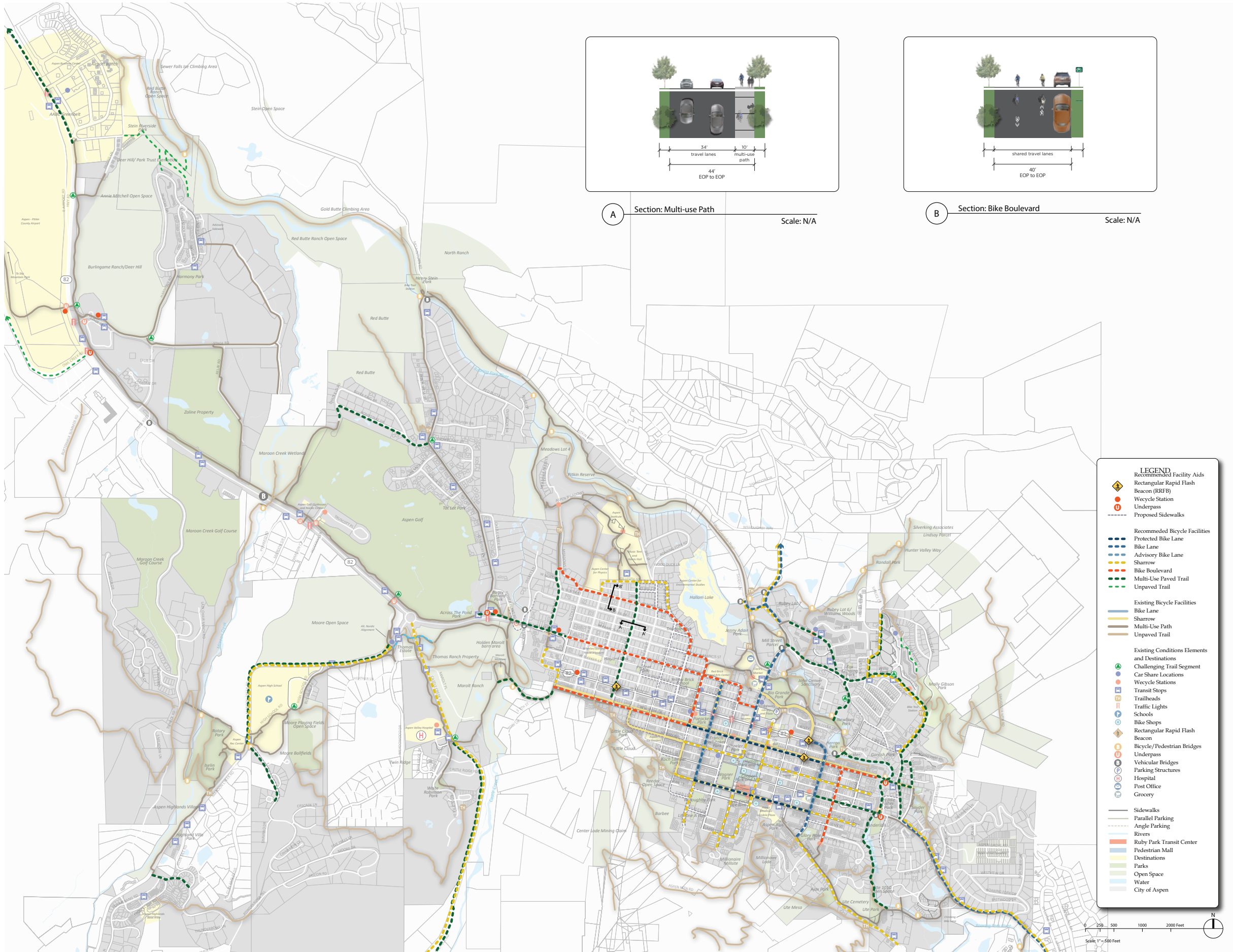
An emerging signal technique, HAWK signals stop vehicle traffic when activated by a pedestrian or bicyclist (either by a push button or in-pavement loop detector). This technique is useful at trail/roadway crossings and other intersections experiencing frequent pedestrian crossing movements.



## Driveway Consolidation

Consolidating driveways along a roadway reduces the number of conflict points between pedestrians on the sidewalk and vehicles entering or leaving driveways. This strategy may also improve vehicle traffic flow on the roadway.

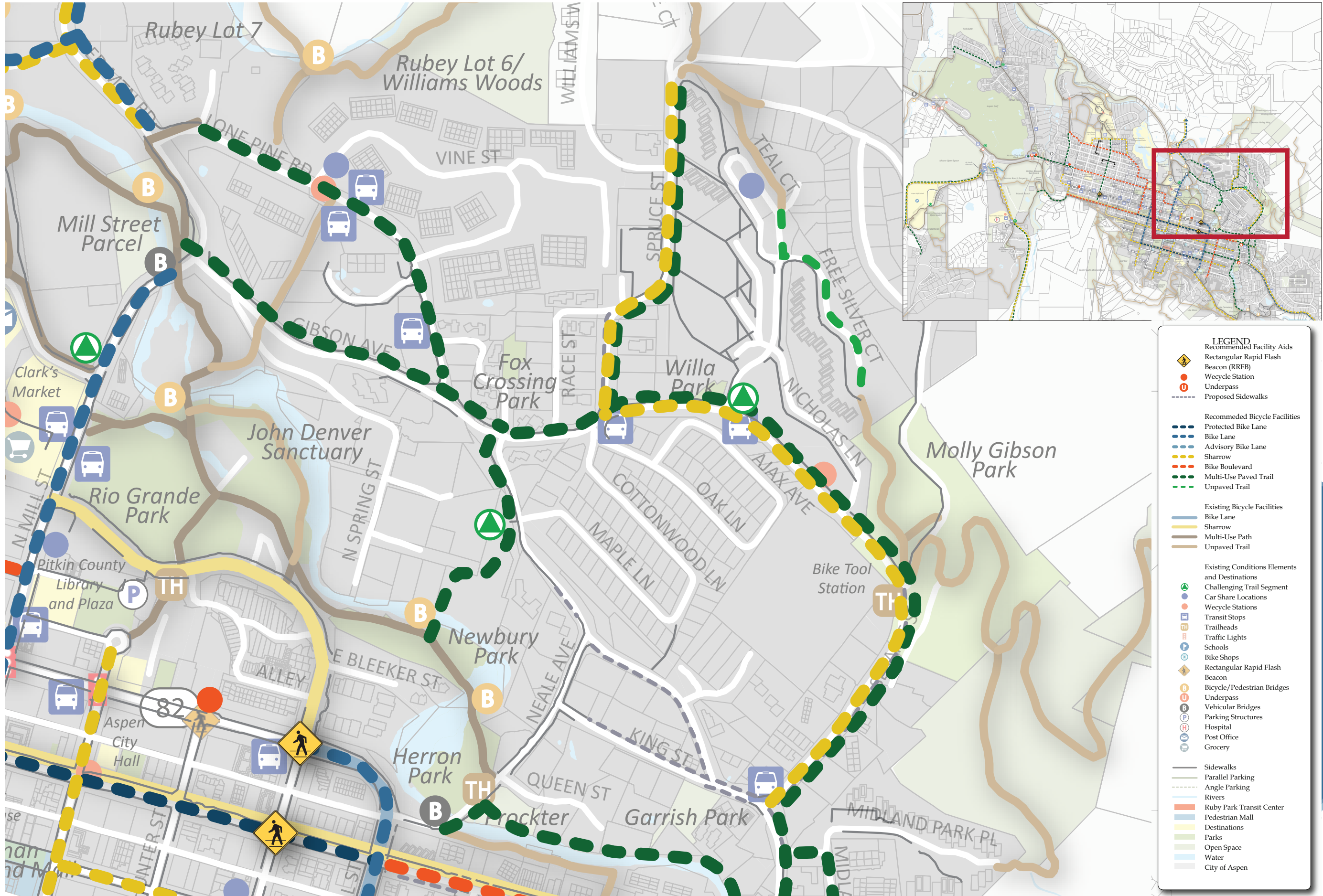




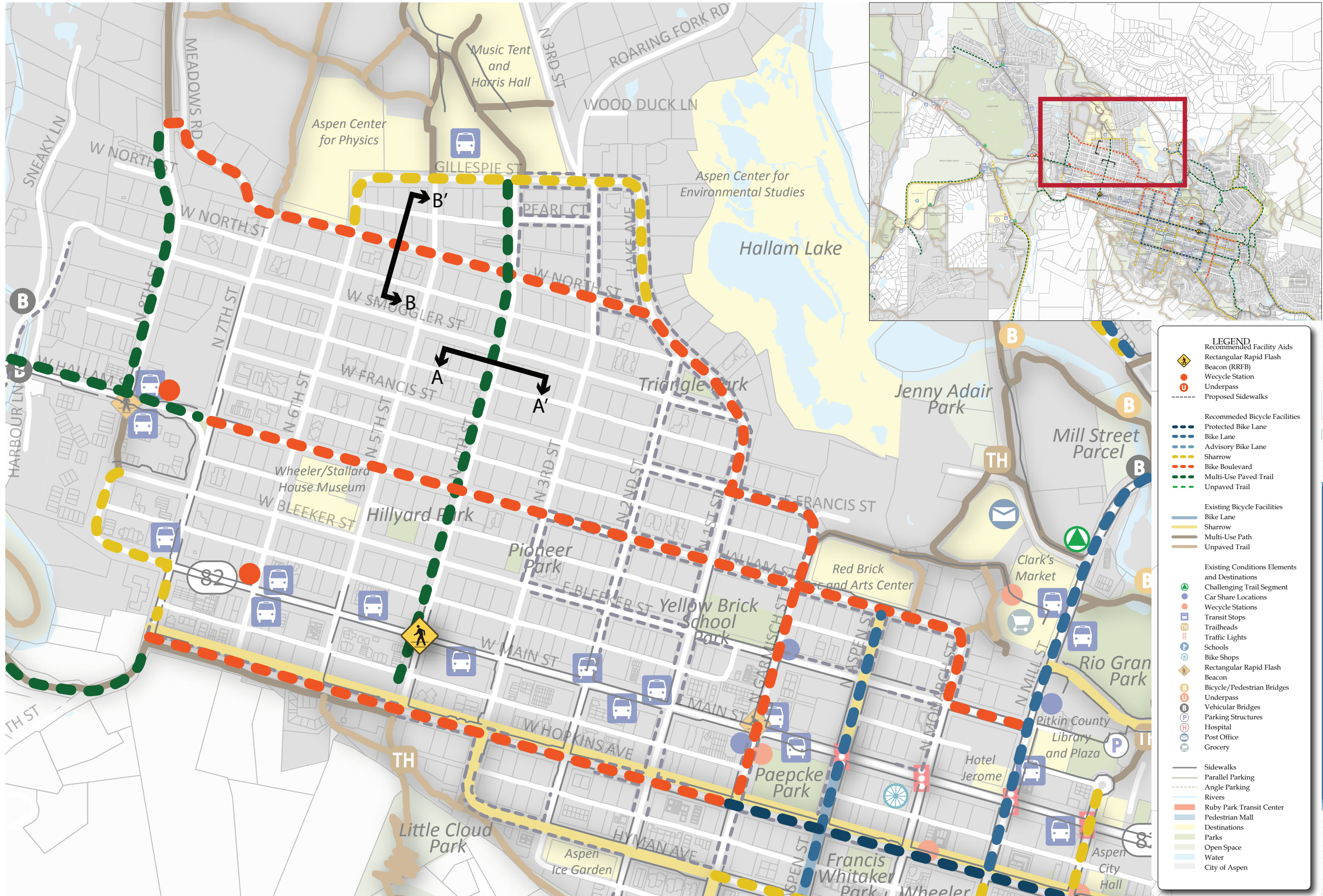
## Recommended Bicycle Facilities Map

This map outlines facilities recommended to the City of Aspen. It is based on existing conditions and the Needs Assessment.





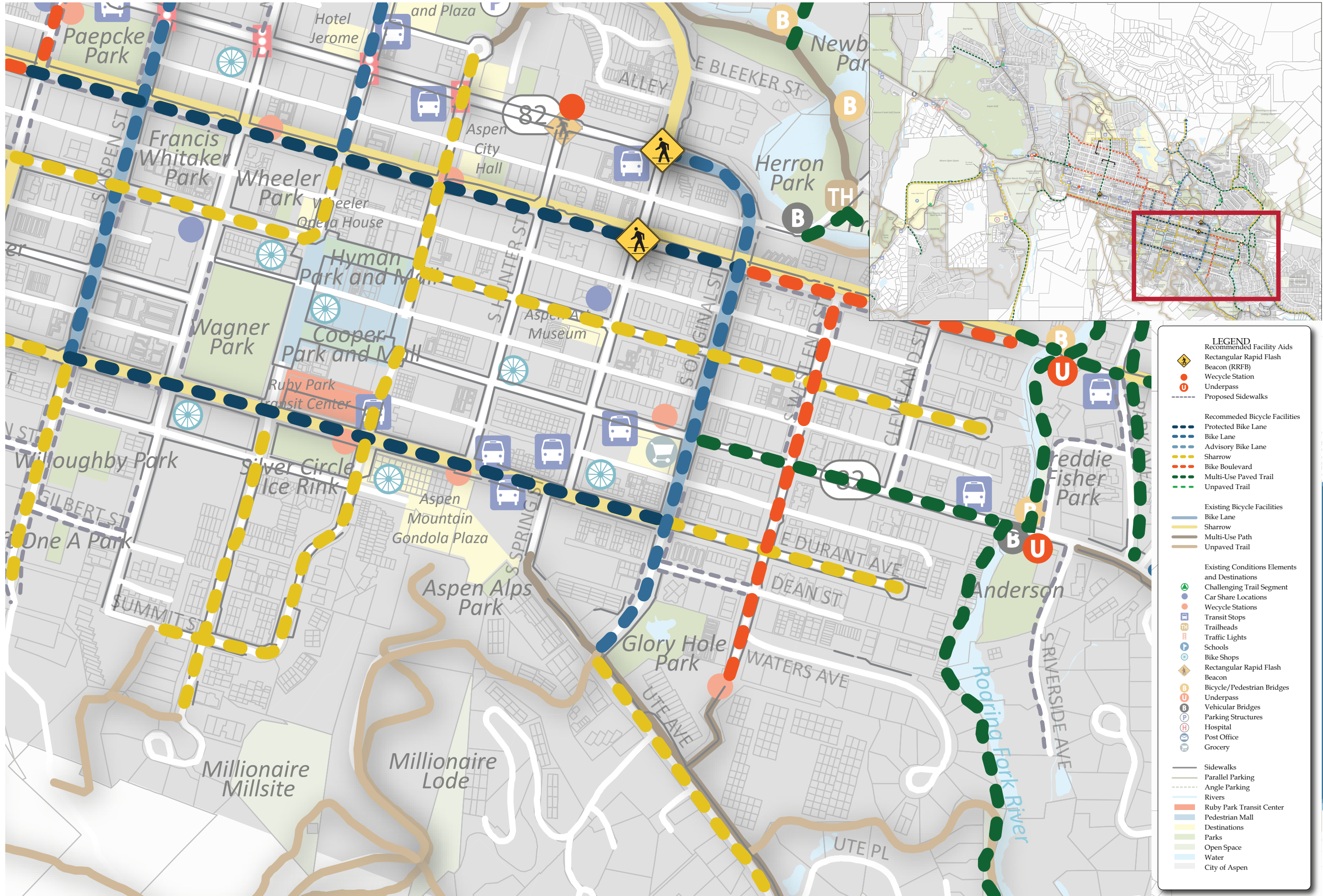




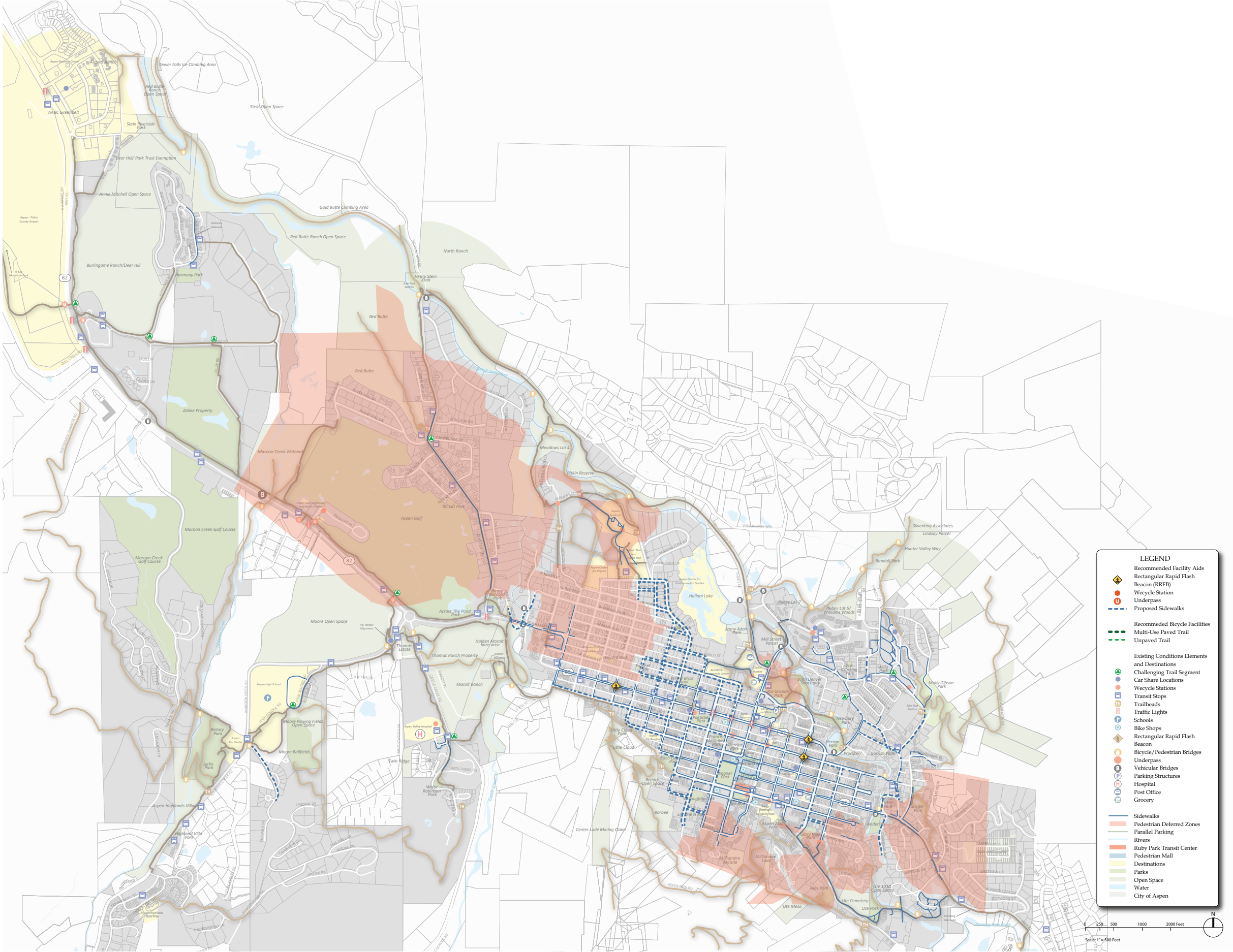
# Recommended Bicycle Facilities Map

## Enlargement 2 of 3









# Master Sidewalk Map

This map outlines facilities recommended to the City of Aspen. It is based on existing conditions and the Needs Assessment.





Aspen Bicycle and Pedestrian Plan – Tech Memo #1 – Summary of Background Documents

Date: June 2, 2015

To: Tyler Christoff, Matt Kuhn

From: Alta Planning + Design

Re: Aspen Bicycle and Pedestrian Plan: Tech Memo #1 - Plan Summary

Overview

The plans and studies reviewed for this project are listed below:

City-Wide Plans and Studies

Aspen Area Community Plan (AACP)

The 2012 AACP is intended to describe a vision for the future of the Aspen Area and an action plan for achieving community goals and upholding community values. The visions that make up the planned future for the Aspen Area are to:

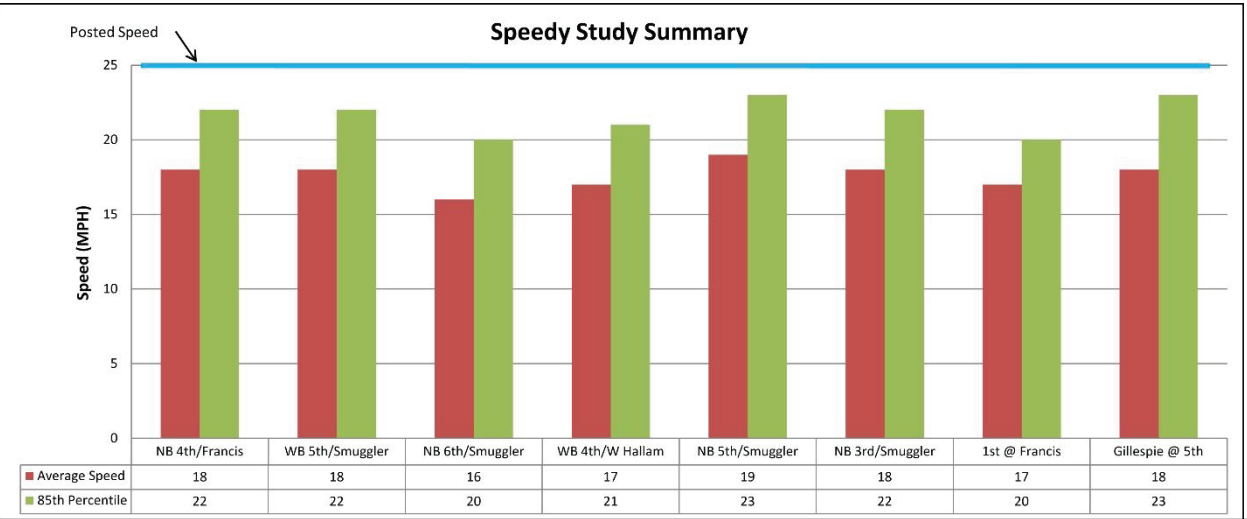
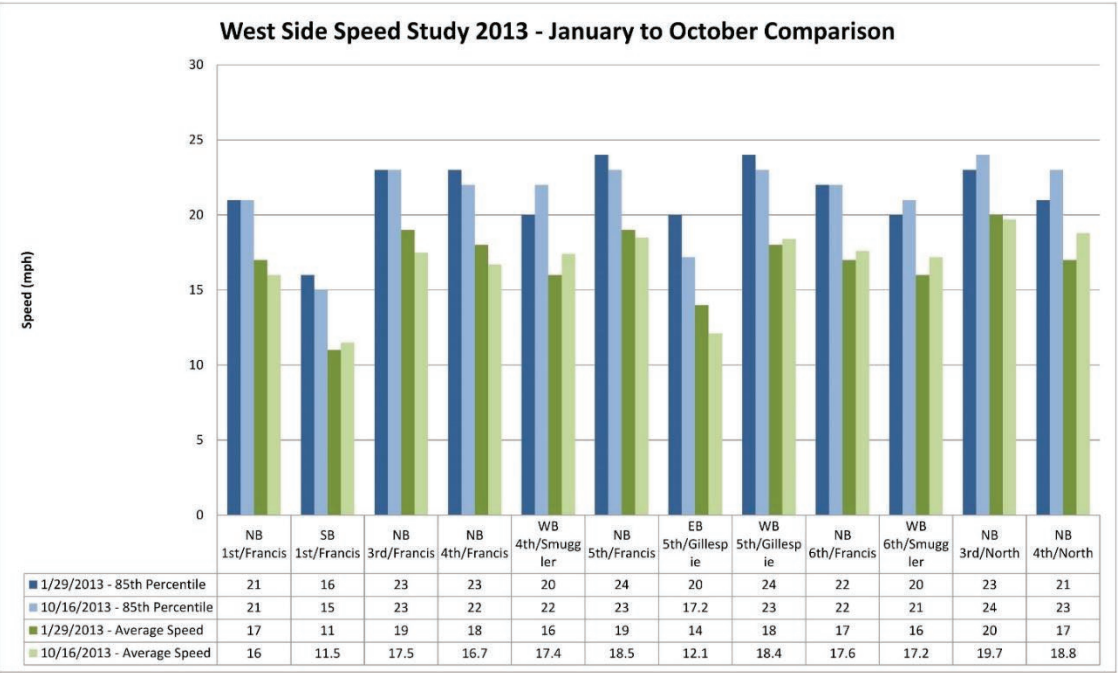
- Revitalize and sustain the Aspen Idea
- Manage growth for community and economic sustainability
- Maintain a land use pattern and scenic quality along the West of Castle Creek Corridor
- Provide an efficient, multi-modal and integrated transportation system that reduces congestion and air pollution
- Provide a strong and diverse year-round community and a viable and healthy local workforce
- Preserve and enhance our enjoyment of and access to parks, recreational opportunities, open space and trails
- Be a local, regional, state and national leader in all aspects of environmental stewardship
- Preserve historic resources
- Strengthen the quality of life and well-being for all people in our community by promoting opportunities in housing, jobs and access to services, such as education, public safety and health through all phases of life

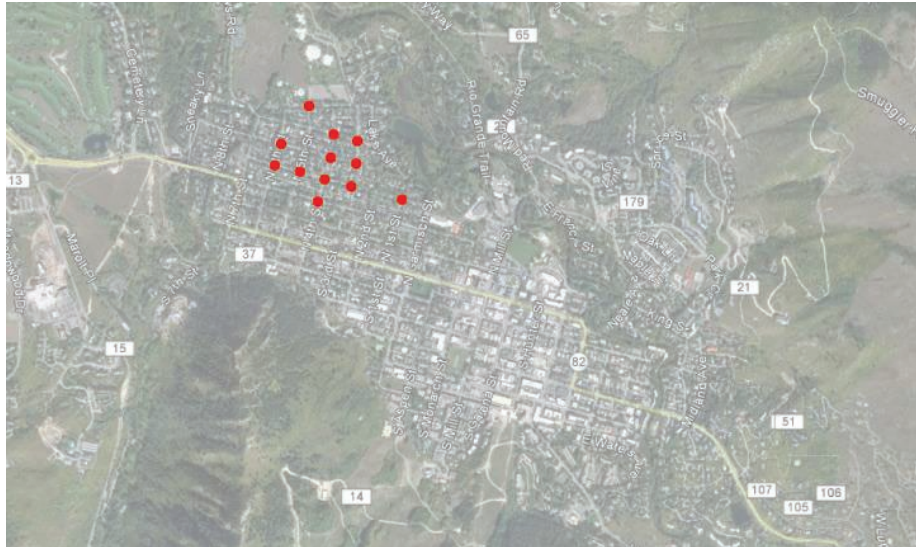
The primary effort of the AACP process was to administer the broadest public feedback effort possible in order to engage everyone who “lives, works or visits” the Aspen Area in order to gauge the whole of the community consensus. With the background of referencing five decades of citizen planning, this

document serves as a map for the whole of the Aspen Area Community as it exists within the Aspen Urban Growth Boundary. While those involved in the development of the plan recognize that that boundary is limited, efforts are made within the plan itself to recognize that the Aspen Area is part of the greater Roaring Fork community.

Traffic Count Summary Data

Traffic count summary data was collected from studies conducted by the City of Aspen in the years 2012-2013. Data gathered was used to determine existing conditions and volumes at each intersection. This information of counts and volumes is used to evaluate what facility type is most appropriate for a particular location and in turn informs a recommendations report.





*Aging Well in Pitkin County (AWCPI)*

This 2014 report, produced by the Aging Well Community Planning Initiative (AWCPI), outlines a broad approach to providing an ever increasing local senior population with an enhanced quality of life. The Pitkin County Aging Well Community Planning Initiative’ mission is to develop strategies to build resources and lead change so that, into the next decade and beyond, Pitkin County achieves its full potential as a thriving community for aging well. The Initiative will produce a viable, long-term community-wide plan, including goals, objectives, and action steps to address the needs of a growing older adult population. The vision of this plan is to ensure that Pitkin County is a thriving community for aging well.

Below are relevant goals, objectives and action steps from the Pitkin County Aging Well Community Plan.

**Goal 3:** Pitkin County will be a safe place for older adults, both in terms of the built environment, situational safety, financial exploitation, and elder abuse.

**Objective 3.1**

Identify senior friendly elements that ensure safety of the built environment and are appropriate for Pitkin County. (Examples include walkways and lighting, longer crosswalk signals, easy access to buildings, and pedestrian safety on walking/biking paths.)

**Action Steps**

- Implement improvements identified in the West of Maroon Creek Plan regarding safe access to transportation and senior friendly recreation. (Identify solutions. Create funding. Develop construction plans. Implement.)
- Inventory current recreation areas and groups, e.g., walking, cycling or hiking clubs to determine upgrades needed to the built environment, i.e., safety, comfort, attractiveness, proximity to senior population densities, accessibility, and pedestrian infrastructure such as sidewalks and lighting. Community gardens could also be updated

to include built up garden boxes and wheelchair accessibility. (Conduct surveys. Conduct inventories.)

**Goal 6:** Pitkin County older adults will have access to a range of activities and services to support their wellness. (Wellness options include nutrition, physical fitness and recreation, brain fitness, socialization, and spirituality.)

**OBJECTIVE 6.1** Enhance awareness of the importance of nutrition, exercise, brain fitness, socialization, and spirituality in the aging well process.

**OBJECTIVE 6.4** Identify needs and fill voids for older adults in the areas of recreation and fitness.

**Action Steps**

- Work with ARC and TOSV recreation departments to continue to develop and promote recreation and fitness programs for older adults.
- Identify and publish a list of senior-friendly programs and classes at Pitkin County’s public and private recreation facilities; utilize all mediums.
- Encourage local efforts in rural areas to increase activity opportunities for older adults-- such as Walk and Talk in Redstone.

**GOAL 11:** Pitkin County Senior Services will be known as a hub for information, activities, programs, and services promoting health and independence for older adults.

*City of Aspen Bicycle Master Plan - 1991*

The updated 1991 City of Aspen Bicycle Master Plan route map outlined a proposed network of primary bikeway routes, secondary bikeway routes and trails. The proposed primary bike routes follow major roadway corridors and the proposed secondary bike routes connect primary routes to neighborhoods, destinations and trails. See image for more detailed proposed corridor information.

*Aspen Area Community Plan - 2012*

The 2012 Aspen Area Community Plan (AAP) is intended to describe a vision for the future of the Aspen Area that will help guide community decision-making. The purpose of the Aspen Area Community Plan is to serve as a guide for the future. It is a vision, a map and a plan of action for achieving community goals. Many parts of the 2012 AAP focus on reaffirming the Aspen Area’s long-held community values, such as:

- Maintain community character and quality of life
- Preserve open space buffers and scenic views in the West of Castle Creek area.
- Improve and link alternative methods of transportation.
- Continue to acquire parks and open space and improve recreational opportunities.



**Transportation Vision:** “We are committed to providing an efficient, multi-modal and integrated transportation system that reduces congestion and air pollution.”

Aspen aims to provide a multimodal transportation network, committed to alternative modes of travel where the automobile plays a smaller role. Bike and pedestrian policies include the following:

- Extend and/or improve commuter pedestrian/bike trails with the greatest potential for integration with the public transit system.
- Expand and improve bicycle parking/storage in the UGB.
- Improve the convenience, safety and quality of experience for bicyclists and pedestrians on streets and trails.
- Reduce vehicular trips that are generated by employment, special events, construction activity, schools, recreation, the service industry, local residents and other activities.

**Parks, Recreation, Open Space and Trails Vision** “We believe in preserving and enhancing our enjoyment of and access to parks, recreational opportunities, open space and trails.”

Aspen has made great strides in the acquisition of open space, as well as in the improvement of the trail system and recreational facilities. Future acquisition of open space should focus on the intrinsic value of open space, wildlife habitat protection of scenic resources, recreational uses, trail connectivity and accessibility. Future trail expansion should connect existing trails to improve and maintain easy access to public lands and provide opportunities for the use of trails by commuters in both summer and winter.

Open Space and Trails polices include the following:

- Acquire, improve and develop trail connections throughout the Aspen Area.
- Encourage regional trail planning and multi-jurisdictional collaboration.
- Increase opportunities for year-round trail commuting.
- Continue to promote multi-jurisdictional collaboration for open space acquisition, acknowledging that open space and trail systems are regional assets that improve the region’s quality of life

### *City of Aspen Civic Master Plan - 2006*

The City of Aspen Civic Master Plan outlines a need to establish pedestrian routes that are both clearly visible and inviting to pedestrians. The overall focus is improving pedestrian movement between the downtown, across Main Street and down to Rio Grande Park and the Roaring Fork River corridor. In addition to addressing Main Street itself, the Civic Master Plan calls for physical improvements that would create three visible and inviting pedestrian routes across Main Street to Rio Grande Park and beyond:

- The Obermeyer Place Route
- The Galena Plaza Route
- The North Mill Street Route.

The Civic Master Plan Advisory Group (CMPAC) found that Main Street itself is “intimidating to pedestrians and has become a barrier to north-south pedestrian movement.” The CMPAC

recommended that the City of Aspen work with the Colorado Department of Transportation to explore design changes to Main Street to make it more pedestrian friendly, including but not limited to:

- Stamped/colored concrete x-walks
- Raised x-walks
- Bulb-outs
- Refuge Islands
- Wayfinding

