



**Town Council
Monday, May 12, 2025
4:00 PM
Work Session
130 Kearns Road
Town Council Chambers
Snowmass Village, CO 81615**

You can watch the meeting live online on our website at tosv.com.

Agenda

- 1. Start Time 4:00 P.M.**
- 2. Items for Discussion**
 - 2.A. Anderson Ranch **Update**
- 3. Item for Discussion**
 - 3.A. May 15, 2025 EOTC Preparation Meeting
- 4. Item for Discussion**
 - 4.A. Mall Transit Station Continued Discussion
- 5. Adjournment**

Town of Snowmass Village Agenda Item Summary

Date of Meeting:

May 12, 2025

Agenda Item:

Anderson Ranch **Update**

Presented by:

Background:

For almost 60 years, Anderson Ranch Arts Center has served as a cultural touchstone for the Snowmass Village community and its visitors. This presentation is expected to be an update on current happenings at the Ranch and an update on future planning efforts.

Financial Impact:**Applicability to Council Goals & Objectives:****Council Options:****Staff Recommendation:****Attachments:**

1. 2.1 b Anderson Ranch slide show



Anderson Ranch Arts Center

A Community Legacy & A Shared Future

May 12, 2025

Presented to: Snowmass Village Town Council
Presented by: Peter Waanders, President & CEO



Mission & Impact

For almost 60 years, Anderson Ranch Arts Center has served as a cultural touchstone for the Snowmass Village community and its visitors.

- World-renowned arts center rooted in community
- Cultivating creativity across generations and backgrounds
- Elevating Snowmass as a cultural destination

Mission: to foster transformative educational experiences and community, embracing traditional and contemporary art making on our vibrant Rocky Mountain campus.

Historical Significance

Over the years, Anderson Ranch Arts Center has opened its doors to everyone with a passion for the arts. Art requires individual thought and expression and artists can serve as powerful educators during times of great change and growth.

- Founded in 1966 on a working Snowmass ranch by artistic and cultural leaders in the arts with some of the oldest buildings in Snowmass Village
- Deeply intertwined with the cultural and civic history of Snowmass Village
- Opportunities for historic preservation and designation



1971 Tuesday night community potlucks



Photograph by Cherie Hiser, Students taking selfies during Center of the Eye workshop.

Workshops - A Core Offering

Each summer, Anderson Ranch presents over 130 workshops led by world-renowned faculty. Seven disciplines are offered in our state-of-the-art studios.

- **Levels:** Open-to-All from beginners to advanced studies and children's programming
- **Focus:** Cross-disciplinary study
- Digital fabrication collaborations
- 3-Year Advanced Mentored Studies programs
- Master Classes
- Bespoke Workshops



Empowering Future Generations

We maintain an intentional focus on ensuring inclusion in our programming and remain committed to strengthening our understanding of equity and diversity by listening to our community's needs, and researching rich and diverse artistic programming.

- Scholarships and Youth Programs
 - In 2024, 22.7% of workshop participants received scholarships
 - Expansion of community youth programs throughout the Roaring Fork Valley including After School Workshops, Field Trip Programs etc.
- High School and Youth Mentorship
 - Mentorship is provided to High School students through Artistic Mentoring Programs, Career Day, Senior Capstone Mentorship and Experiential Education Programs and Latine Educator in-school visits.



High School Mentorship Program



High School Career Day

Year-Round Artist-in-Residence & Visiting Artist and Critic Programs

- Three competitive Residencies offered annually
 - We received over 400 applications in 2024 to fill three cohorts of 16 residents, including a new Family Residency program.
 - Residents create a strong bond with the Ranch community and continue to stay in touch with return visits, and future engagement as ambassadors for the Ranch.
- Visiting Artists and Critics at the Ranch
 - A core component of Anderson Ranch, this program is over 40 years old and began in 1980 in the print shop.
 - Today, 15-20 artists and critics are invited annually to make work in the studios, engage with the creative energy of our students through studio visits and critiques, and contribute to the Ranch community with free public lectures.



2024 Artists-in-Residence



Visiting Artists gain much-needed studio time and support to experiment at the Ranch.



A Thriving Community Hub

Through the years, Anderson Ranch has served as a social community hub where students, locals and visitors gather to discuss ideas, plan for new creative experiences, reflect on shared teachings, and have meaningful experiences together.

- Public lectures, gallery exhibitions, free events
 - 120+ public events annually
- Thousands of visitors to campus each year
- A hub for locals and visitors to connect, create, and celebrate art with specialty events
 - Ranch Gala
 - Ranch Auction & Community Picnic
 - Festival del Rancho
 - Gallery Receptions & Exhibitions
 - Winter Open House & Fundraising Dinner



Free Public Programming

No longer a “hidden gem,” Anderson Ranch continues to serve as a vibrant gathering place for all community members and visitors, year-round.

- Over 140 free community gatherings are offered annually including visiting artist lectures, gallery exhibitions, and Auctionettes, to name a few
- Family-friendly and accessible events
- Welcoming spaces that invite discovery and participation all year round
- Serving the broader Latine community and Snowmass Village residents





Significant Growth

Anderson Ranch has focused on expanding our programming and public outreach offerings over the past 5 years.

- Resilience and innovation through Covid years
- 50% growth over the past 6 years
- Expanded workshops, public engagement, and digital offerings
- Investment in infrastructure and strategic planning

Committed to Inclusion

We continue to grow our programs and facilities, prioritizing innovation and inclusion. In the past 5 years, we have increased the cultural diversity of artists who make up our guest faculty, visiting artists, and speakers.

- Summer Workshop Snapshot:
 - 130 summer workshops - adult & children's programs
 - 1,200 Students / 100 + faculty visit from regional and national destinations
 - Beginners through advanced levels
 - 26% scholarship-supported enrollments
 - 70 partnerships with colleges & universities
 - 110 undergraduate / graduate partnership students
 - High School partnership programs
 - Youth Zone partnership program
 - 34 BIPOC scholarships dedicated to supporting underrepresented artists



Outdoor Sculptures & Public Art

Anderson Ranch is thrilled to be partnering with WE-cycle, Snowmass Arts Advisory Board, and several lodges and hotels throughout the upper valley to spread and encourage public art in our daily lives.

- Expanding outdoor sculpture program in partnership with SAAB and TOSV
- Art that activates public spaces and the natural landscape
- New works spark conversation, reflection, and identity
- Revolving gallery exhibitions



Our Vision for the Future

We are currently working through a 5-year strategic plan, with a focus on sustainable growth and evolution. We don't want to simply maintain current operations and programs, we want to thrive, innovate, and stay the relevant and impactful community resource that we have been for the next 50 years.

- Long-term campus use plan to grow sustainably
- Employee housing strategy to attract and retain world-class staff
- Creating a space-use audit to optimize our campus for the next 50 years





Current & Future Challenges: Housing & Local Lodging

Anderson Ranch is also feeling the strain of high cost of living, especially with the housing and lodging markets continuing to climb. We are interested in finding creative solutions to overcome these challenges.

- Local housing crisis affecting staffing and talent retention, adding difficulty to attracting and keeping skilled arts professionals
- We want our employees to live in Snowmass, not commute from far away
- We want our program participants to have the opportunity to stay on campus for an immersive experience
- High ADR's puts a added strain on participants



Strategic Partnerships

- Seeking multi-year partnerships with local organizations and leaders
- Latine community outreach: "We want to be *your* Ranch"
- Let's solve shared challenges together—from housing to transportation, to accessibility and inclusion

A Warm Invitation

Today, we invite you to keep us in your plans and strategy as Snowmass Village continues to think critically about growth, innovation and community character.

- Support sustainable planning efforts for studios, housing upgrades, and potential campus expansion
- Help amplify, support, and expand our community engagement work
- Join us in creating a cultural and civic cornerstone for the next generation

“Your Ranch. Your Community. Your Future.”





A sneak peek at what's ahead this summer!

Meet the Artistic Staff



BETSY ALWIN
Visiting Director of Ceramics
and Expanded Media



ANDREW BETANCOURT
Printmaking Studio Technician



LAURA DORTMANS
Artistic Administrative Manager



ELIZABETH FERRILL
Artistic Director of Painting,
Drawing and Printmaking



WILLIAM LANZILLO
Studio Coordinator, Sculpture



EMIL GORMAN
Studio Coordinator,
Digital Fabrication



JOANNE SEONGWEON LEE
Studio Coordinator, Ceramics



EMILY KATEBINI
Children's and Community
Engagement Program



ESTHER MACY NOONER
Workshop Program Manager;
Studio Coordinator,
Photography
& New Media



LANE PRESTON
Studio Coordinator,
Furniture Design &
Woodworking



ELSIE RANGEL
Summer Series Coordinator



BRIAN SHURE
Master Printer-in-Residence



ANDREA JENKINS WALLACE
Vice President of
Artistic Affairs: Director of
Photography & New Media



LINDSEY YEAGER
Studio Coordinator,
Painting, Drawing and
Printmaking

Meet the Administrative Staff



PETER WAANDERS
President and
Chief Executive Officer



NICOLETTE BONAGURA
Operations and Human
Resources Manager



JEFF BUCHMAN
Accounting Administrator



LINA CAGLE
Registration Assistant



HILLARY CARPENTER
Events Manager



GRETCHEN COLE
Leadership Giving
Officera



IDALIA ESPERANZA
Housekeeping Assistant



LINDSY FORTIER
Director of Marketing and
Communications



EMILIA HERNANDEZ
Café Staff and Steward



EMILY KATEBINI
Children's and
Community Engagement
Program Coordinator



ALEXEI LOCSIN
Creative Services Manager



**KAISA NICHOLS-
RUSSELL**
Development Assistant



KIMBERLY PATTERSON
Philanthropy Support
Coordinator



ELSIE RANGEL
Summer Series
Coordinator



SAMANTHA RESNER
Registrar



KENNY REYES
Facilities and Grounds
Manager



STEPHANIE RICHARDSON
President's Office
Administrative Manager



EVAN SOROKA
Digital Media Manager



ASHLEY TODEY
Vice President and
Chief Operating Officer



ZENAYDA VILLACORTA
Café Supervisor



RACHEL WOLMAN
Director of HR &
Talent Management

Art, Architecture, and Design:

Rainier and Flavin Judd in Conversation with Paola Antonelli

Wednesday, July 2 | 12:30 pm

Rainer Judd

- Rainer Judd is President of Judd Foundation and the daughter of Donald Judd.
- Oversees land stewardship initiatives for the Foundation, including the 34,000-acre conservation easement in the Chinati Mountains.

Flavin Judd

- Flavin Judd is Artistic Director of Judd Foundation and the son of Donald Judd
- Co-designer and co-editor of Donald Judd Foundation
- Curates art installations and oversees aesthetics for the Foundation.

Paola Antonelli

- Senior Curator of Architecture & Design and the founding Director of Research & Development at The Museum of Modern Art, NY.
- Explores design's impact on daily life by examining often-overlooked objects and the convergence of design, architecture, art, science, and technology.



AndersonRanch
arts center

SUMMER SERIES

FEATURED ARTISTS
& CONVERSATIONS

JUL
9 Titus Kaphar +
André Holland

JUL
17 Kelly Akashi +
Ruba Katrib

JUL
24 Cathy Opie +
Dawoud Bey

JUL
28 Issy Wood +
Johanna Fateman

AUG
7 Miles Greenberg +
Klaus Biesenbach

REGISTER AT ANDERSONRANCH.ORG

Located 15 minutes from downtown Aspen
5263 Owl Creek Road | Snowmass Village, Colorado

Presented by Melony and Adam Lewis
in honor of Toby Devan Lewis

LUGANO[®]
DIAMONDS

CULTURED pure CHRISTIE'S
INSURANCE



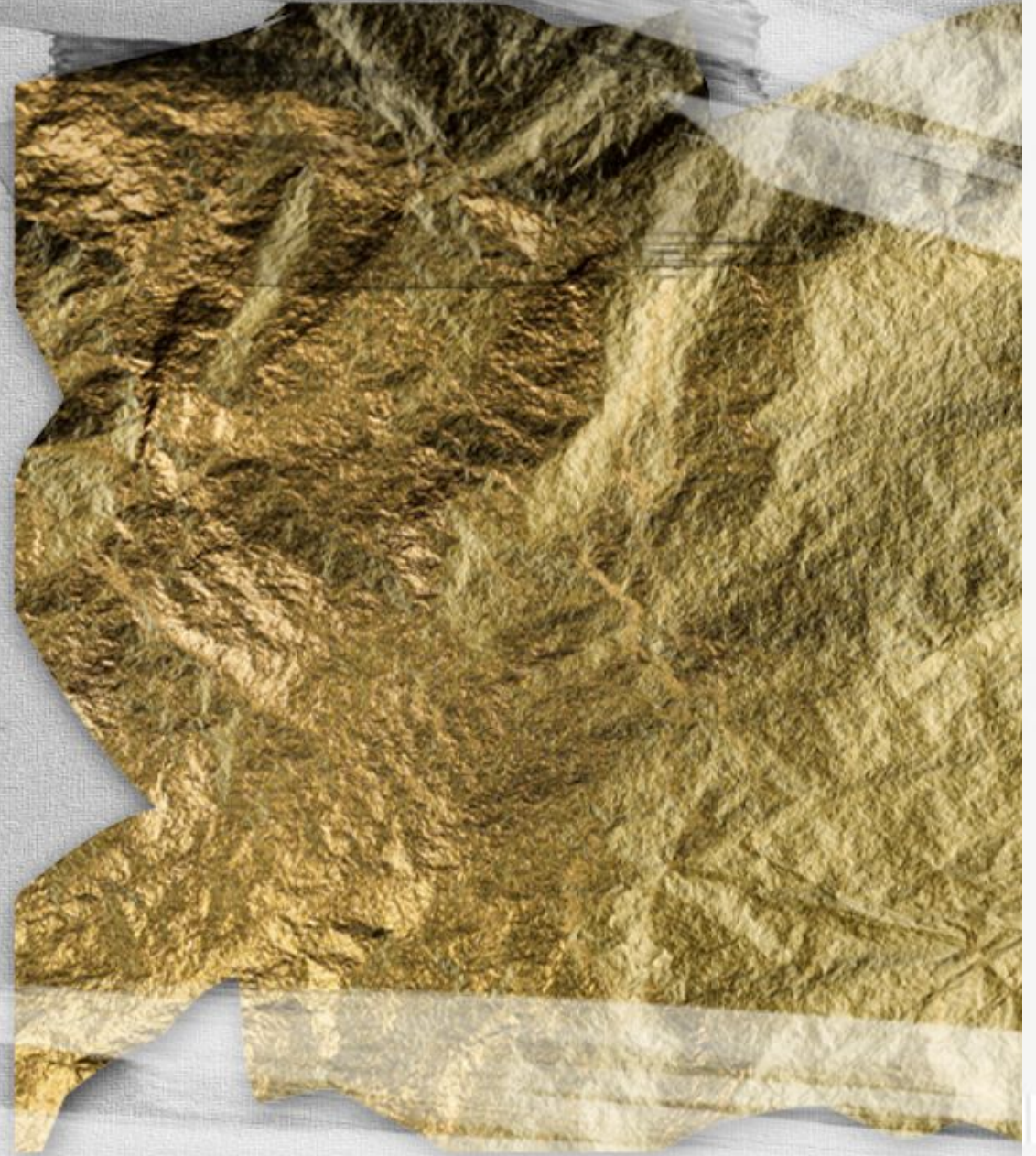
Titus Kaphar, *From Whence I Came* (detail), 2022

Ranch Gala

SAVE THE DATE

July 10, 2025

Honoring Titus Kaphar



Ranch Picnic & Auction

Saturday, July 12, 11AM - 4PM

An Anderson Ranch tradition for over 40 years, the Ranch Picnic and Auction brings people together for an afternoon of fun and excitement.

A silent auction features works of art by top contemporary artists and locals alike. Alongside the auction are engaging art-based activities for all ages, delicious picnic-style foods, and live music.

A fundraiser at heart, all proceeds from the day directly benefit Anderson Ranch educational programs.



Critical Dialogue

Censorship: The Cultural Impact of Silencing Artists

Amy Adler, Betsy Schneider, and Shahzia Sikander

August 4 | 10 am - 12 pm

Free and open to the public

- How does the meaning within an art object change when it is subjected to an act of violence?
- How does the meaning within an art object change when it is subjected to protest?
- What does it imply when a work of art is misinterpreted and responded to, based on that interpretation?



Shahzia Sikander's statue "Witness" at the University of Houston on July 9, 2024, the day after it was vandalized and beheaded.

2025 Highlighted Faculty

Jolie Ngo

*Illuminated: Introduction to Clay 3D Printing
and Digital Tools, July 14 - 25, 2025*



Jolie Ngo, *Floor Lamp in Fascination*

Linda Lopez

*Clay in Color: Handbuilding with Pigmented Porcelain
Jul 14 - 25, 2025*



Linda Lopez, *Objects for Turn, Turn, Turn* exhibition at Red Arrow Gallery

2025 Highlighted Faculty

Ruby Neri

Master Class:
New Avenues and Investigations
August 4 - 8



Ruby Neri "Domestic Multiplicity," 2024
Acrylic on canvas

Brad Kahlhamer

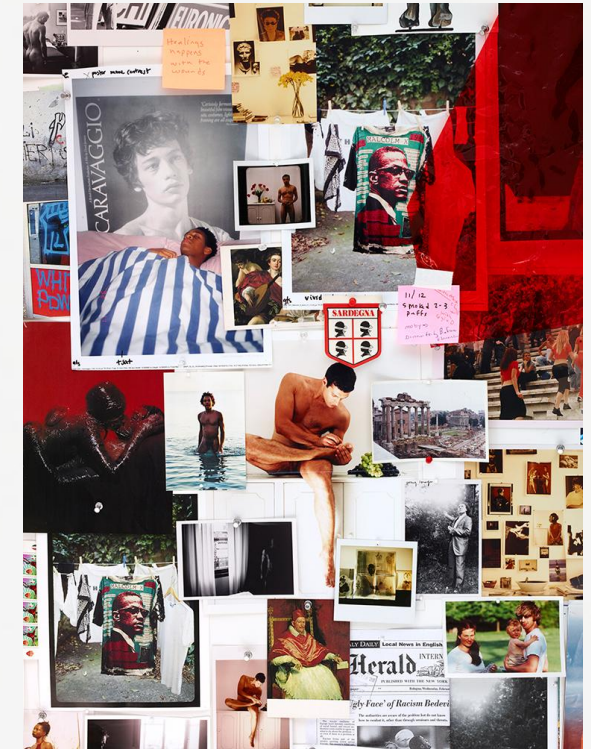
The Indifferent Landscape
July 28 - August 1



Brad Kahlhamer, *Eaglefest USA*

Lyle Ashton Harris

Master Class:
Translating the Photograph through Memory, June 30 - July 4



Lyle Ashton Harris, *Herald*, 2016

Patton-Malott Gallery Exhibitions

Outside Influence: Photography in Colorado Since 1945

Curated by Rupert Jenkins
June 2 - June 22, 2025

Tracing Colorado's history of fine art photography from the end of World War Two (WWII) to the 21st century, with works by over 30 artists, including:

- Cherie Hiser, founder of the Center of the Eye - Aspen, 1968
- David Hiser, founder of Photographers Aspen
- Mark Sink, documented visits by Andy Warhol to Aspen in the 1980s
- Photographs from the 1951 "Golden Aspen Days" conference on Photography at the Hotel Jerome



Mark Sink, *Andy Crash*
(Don Helping Smiling Andy Up, Colorado, 1982)

Patton-Malott Gallery Exhibitions

June 30 - July 18 **Ranch Gala Auction Preview**

Advanced Mentored Studies Program Exhibitions:

August 7 - 15 *The Mold & Matrix:
Ceramic Process & Narrative
Form*

August 21 - 29 *Visual Storytelling and
Documentary Photography
Projects*



Sara Gallagher, *Aspen Branches* (detail), 2024. Soda fired porcelain. 26 x 18 x 4 inches



Melissa Weber
Material Remains #1
2023
Brick fragment, roof tile, wood, glaze
5 1/2" H x 6" W x 8"D

Festival del Rancho

Saturday, September 6, 1 - 4PM

Mark your calendars for this annual celebration of art, culture, and community at the Festival del Rancho!

Come together to celebrate Latine and Hispanic culture through art, dance, music, food, and more!



Artists-in-Residency - Artists Impacted by the L.A. Fires

October 15 - November 19, 2025

- A cohort of 15 residents have been selected to participate
- Residency and application fees waived
- All residents receive meals, housing, studio space and studio support
- Acclaimed critic Helen Molesworth will serve as Visiting Critic for the cohort
- Bloomberg Foundation pledged 50k in support

AndersonRanch arts center



SUPPORTED ARTIST RESIDENCY

For Those Impacted by LA Fires

Elected Officials Transportation Committee (EOTC)

Thursday, May 15, 2025 - 4:00 to 6:00 pm

Snowmass Village Town Hall Council Chambers

130 Kearns Rd. Snowmass Village, CO 81615

Host and Chair – Town of Snowmass Village

MEETING IS VIRTUAL AND IN PERSON

You can view the livestream on Grassroots TV (Channel 11 CGTV)

Microsoft Teams Meeting:

https://www.google.com/url?q=https://teams.microsoft.com/l/meetup-join/19%253ameeting_OTIIOTU0Y2EtMml5Yi00YzdkLTg2ZmMtNGYyMmRiMGi0NTlw%2540thread.v2/0?context%3D%257b%2522Tid%2522%253a%2522d759049d-4ca0-42d7-9a39-8f055adb6a27%2522%252c%2522Oid%2522%253a%25228d1ede98-3633-4ba0-a3ea-0526526a2dbf%2522%257d&sa=D&source=calendar&ust=1746464115379957&usq=AOvVaw1cHouSdu6G7ngyiFfzn5Y6

Meeting ID: 246 363 053 468 4

Passcode: 77BF3KF6

AGENDA

- I. 4:00 – 4:05 CALL TO ORDER AND ROLL CALL**
- II. 4:05 – 4:10 APPROVAL OF OCTOBER 24, 2024 ACTION MINUTES**
- III. 4:10 - 4:20 PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**
(Comments limited to three minutes per person)
- IV. 4:20 – 4:50 BRUSH CREEK PARK & RIDE MONITORING AND MANAGEMENT PLAN**
Decision needed: Administrative direction authorizing staff recommendation
(Motion, Second, and Roll Call Vote by Jurisdiction)
- V. 4:50 – 5:10 PERMANENT AUTOMATIC VEHICLE COUNTERS**
Discussion: Spring 2025 Travel Data Report
- VI. 5:10 – 5:35 HWY 82/WEST ASPEN TRANSPORTATION NEEDS UPDATE**
Presentation and Discussion
- VII. 5:35 – 5:50 RFTA ZERO-FARE PILOT PROGRAM FUNDING SUPPORT**

Presentation and Discussion

VII. 5:50 – 6:00 TRANSPORTATION COALITION FOR THE 21st CENTURY
Discussion

VIII. 6:00 ADJOURN MEETING
Motion, Second, and Roll Call Vote by Jurisdiction

*** Next Regular EOTC meeting is August 14, 2025 – City of Aspen, Host & Chair**

EOTC Background, Documents, and Packet Materials may be found here:
<https://pitkincounty.com/1322/Elected-Officials-Transportation-Committ>

EOTC Vision: We envision the Roaring Fork Valley as the embodiment of a sustainable transportation system emphasizing mass transit and mobility that contributes to the happiness and wellbeing of residents and visitors.

EOTC Mission: Work collectively to reduce and manage the volume of vehicles on the road and parking system and continue to develop and support a comprehensive multimodal, long-range strategy that will insure a convenient, equitable and efficient transportation system for the Roaring Fork Valley.

Summary of State Statue and Ballot Requirements: The 0.5% County Transit Sales and Use Tax shall be used for the purpose and financing, constructing, operating and managing a public, fixed route mass transportation system within the Roaring Fork Valley.



MEMORANDUM

TO: Honorable Members of the Elected Officials Transportation Committee

FROM: Jenn Ooton, Senior Project Manager
Carly McGowan, PE, Senior Project Manager
Lynn Rumbaugh, Interim Transportation Director

THROUGH: Pete Strecker, Interim City Manager
Tyler Christoff, PE, Public Works Director

DATE OF MEMO: April 28, 2025

MEETING DATE: May 15, 2025

RE: Highway 82/West Aspen Transportation Needs Update

REQUEST OF THE EOTC:

The purpose of the presentation is to provide information about the timeline and progress of the West Aspen Transportation Needs study, which is being conducted in service to a pre-National Environmental Policy Act process for the Entrance to Aspen. During this meeting, staff and Jacobs will

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

SUMMARY AND BACKGROUND:

In the 1990s, Aspen was facing heavy traffic congestion issues, and deteriorating air quality. In response, the Colorado Department of Transportation (CDOT), the Federal Highway Administration (FHWA), and the City of Aspen worked together on an Environmental Impact Statement (EIS) that culminated in a Record of Decision (ROD). The ROD would drive the implementation of transportation improvements along the Highway 82 corridor between Brush Creek and Aspen. The EIS/ROD process followed the requirements of the National Environmental Policy Act, or “NEPA”. The Record of Decision is a legal document between CDOT and FHWA that governs transportation infrastructure improvements and identifies mitigation for environmental impacts. It is still valid today.



1998 ROD: Preferred Alternative

The set of improvements vetted through the NEPA process and approved in the ROD are referred to as the Preferred Alternative (“PA”). Over the past 25 years, CDOT, the city and other regional partners have increased transit connectivity, implemented transportation management measures including paid parking, constructed the Maroon Creek Bridge and the roundabout, and realigned Owl Creek Road. The major remaining pieces of the ROD that have not been implemented are the realignment of SH 82 and construction of a new Castle Creek Bridge.

The Preferred Alternative includes the following attributes, which are also depicted in Figure 1 below:

- An interim solution of one general traffic lane in each direction and one designated bus lane in each direction
- A light rail corridor adjacent to the roadway to accommodate the final solution of LRT
- A new alignment through a portion of Marolt Open Space using an existing transportation easement held by CDOT
- A cut and cover tunnel allowing for trail and wildlife connections over the transportation alignment
- Conversion of Cemetery Lane to a local road only, and removal of the traffic signal at Cemetery Lane and Highway 82
- An open space corridor connecting Marolt-Thomas Open Space to the Aspen Golf Course, created by converting the abandoned portion of the highway between Cemetery Lane and the roundabout into open space.
- Installation of a new traffic signal at 7th and Main Street

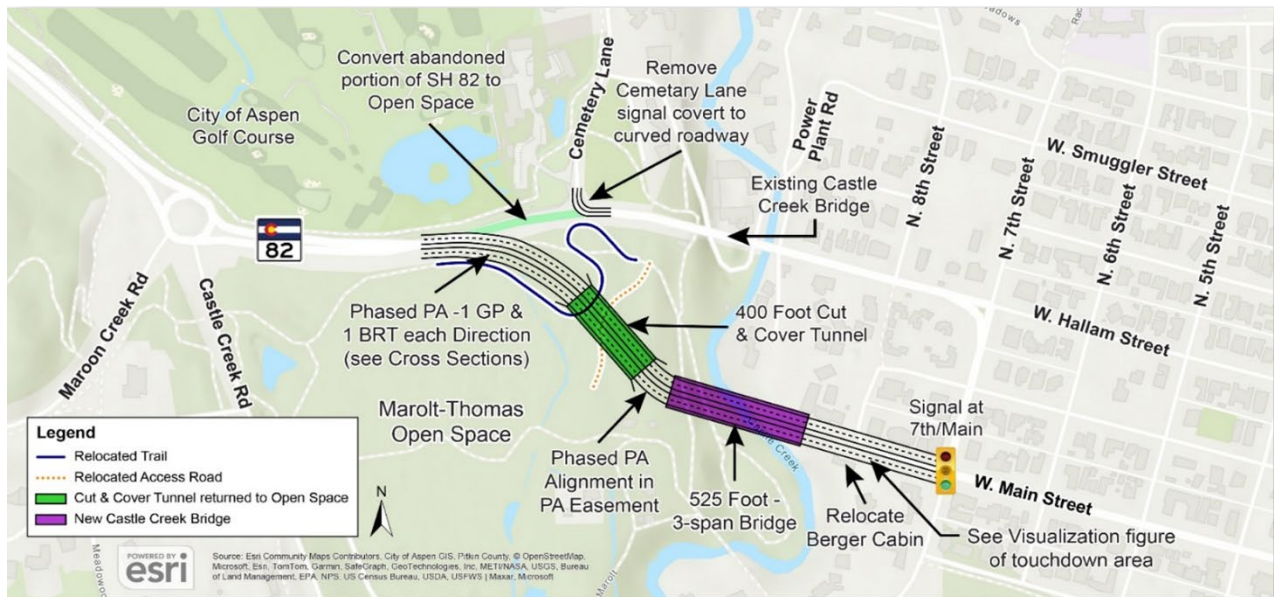


Figure 1 Preferred Alternative, aka Modified Direct

2024 Jacobs Studies

In April and August of 2024, staff from the City and Jacobs Engineering brought several studies to Council regarding the following tasks:

- Feasibility of Castle Creek bridge replacement or rehabilitation, including several 3-lane options
- Feasibility of softening the S-curves and widening to 4-lanes
- Implications of various NEPA alternatives
- Analysis of different footprints
- Assessment of funding and financials
- Modeling of traffic impacts
- Analysis of bridge sidewalk removal to improve construction phasing of a 3-lane bridge
- Analysis of construction-related economic impacts from various replacement/repair options

The Jacobs reports from April and August of 2024 can be found at the following link: <https://aspen.gov/DocumentCenter/Index/753>.

Throughout the process of studying the bridge and the options, staff corresponded with CDOT for clarification on several questions regarding the bridge. The letters from CDOT, which were prepared in coordination with FHWA, can be found here: <https://aspen.gov/1424/Castle-Creek-Bridge>.



These letters generally indicate that for the city to pursue an alternative other than the PA, the city would need to engage in a new federal NEPA process. For other alternatives that were evaluated in detail in the EIS, preparation of a Supplemental EIS could be possible. Design refinements to the PA can be handled through a process called a re-evaluation, however, more substantive changes would require a new Record of Decision. In fall of 2024, Aspen City Council directed staff to develop a scope to complete the pre-work for a whole new EIS process. The purpose of the pre-NEPA work is to take a fresh look at transportation problems and needs in the SH 82 corridor. This includes:

- Pre-NEPA On-Going Work Analysis of existing conditions including safety data, infrastructure needs, existing community plan review, emergency service/redundancy study, and a Traffic Origin and Destination Study.
- Public outreach targeted toward Aspen residents and people valley-wide who use the corridor, linked here: <https://www.aspencommunityvoice.com/highway-82-west-aspen-transportation-needs-study>
- Coordination with CDOT and FHWA on Purpose and Need elements and viability of initiating a new EIS.
- Reviewing transportation needs with stakeholders, EOTC, and City Council.

The pre-NEPA tasks listed above will inform a draft Purpose and Need statement, or P&N, which is the foundational starting point for the NEPA process. The Purpose and Need statement is an explanation to decision makers, the public and stakeholders about why the proposed project should be implemented. It is the problem statement that identifies what the project is intended to address.

The public comment tool is open to the public and will remain open until early June. The stakeholder meeting took place on April 2nd with a successful turnout of technical representatives from organizations throughout the valley.

A detailed presentation of the draft purpose and need will take place in June before the Aspen City Council.

Attached with this memo are the PowerPoint slides provided to the Aspen City Council at their April 21 work session.

March 2025 Ballot Referendum

On March 4, 2025, Aspen voters approved Referendum 2. Voter approval of Referendum 2 authorizes the use of designated portions of Marolt and Thomas properties identified in the 1998 Record of Decision for purposes of realigning Colorado Highway 82. Further, as stated in the ballot language: "Voter Approval of this measure permits the Colorado Department of Transportation (CDOT) to proceed with both planning and construction activities under the current Record of Decision (ROD)..." Thus, no additional vote is required under the current City Charter if the preferred alternative is constructed and



busways are utilized. Further, passage of Ref. 2 constitutes a vote for purposes of using these designated areas for purposes of realignment of Highway 82 under the Charter if a future preferred alternative or record of decisions were issued.

DISCUSSION:

If the Aspen City Council decides to pursue a new EIS at the June Council meeting, the process moving forward is outlined in Figure 2 below.

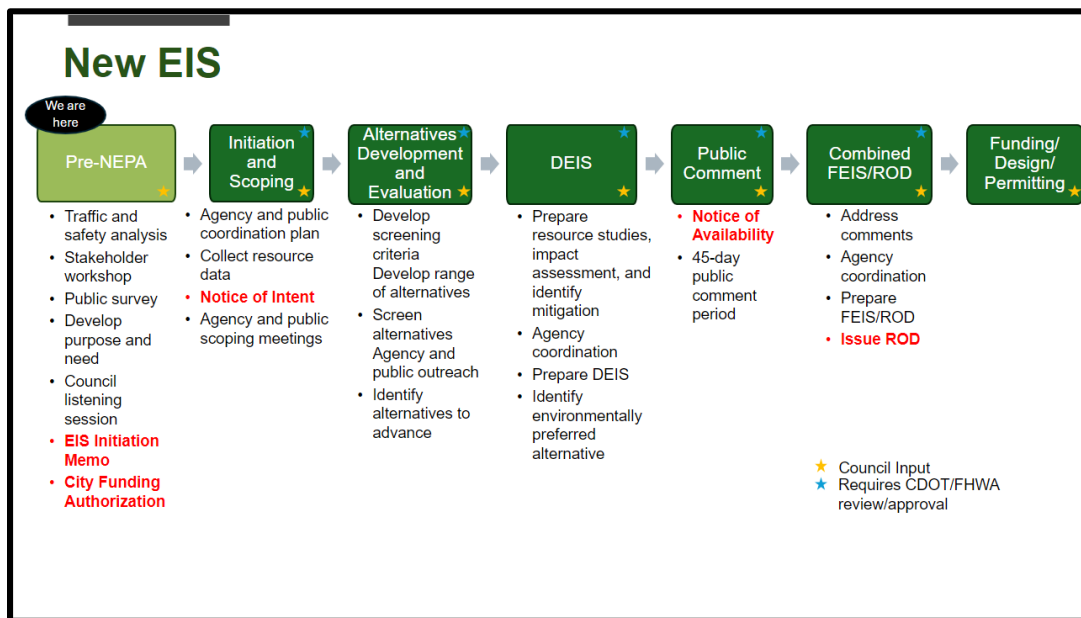


Figure 2 Procedural Pathway for NEPA Project

If a new EIS is pursued, a public and stakeholder engagement plan would be developed to guide the outreach process. An anticipated project team structure is shown below in Figure 3. This information is still in draft form and will require final approval from CDOT and FHWA.



Project Teams/Group	Roles/Responsibilities
Project Management Team (PMT)	
• Multidisciplinary team • Agency technical representatives (CDOT, FHWA, City of Aspen, Pitkin County)	• Execute process • Direct technical analyses • Document decisions and concurrence
Project Leadership Team (PLT)	
• Multidisciplinary team • Community representatives in planning, design, landscape, environment, public process, and communication.	• Champion Context Sensitive Solutions (CSS) • Identify actions and decisions to establish goals • Enable and facilitate decision-making • Implement steps needed to resolve issues
Issues Task Forces	
• Identified as needed to address specific issues (e.g. open space and business impacts, historic resources) • Multidisciplinary team(s) • Includes affected stakeholders and technical experts	• Work through elements of an identified issue • Provide recommendations
Elected Officials	
Resource Agencies	
General Public/Stakeholders	

Figure 2 Draft Project Team Structure

FINANCIAL IMPACTS:

The cost for a new EIS will be developed by Jacobs following development of the Purpose and Need and EIS scope. The current estimate is between \$2-3 million.

ENVIRONMENTAL IMPACTS:

For any construction of the Entrance to Aspen project, the project must follow National Environmental Protection Act (NEPA) requirements. The environmental impacts of the Preferred Alternative were heavily examined during the EIS process in the 1990s.

Should the Council choose to deviate from the Preferred Alternative with an alternative solution, the environmental impacts will be required to be studied during a new or supplemental EIS process. The City of Aspen must follow this federal process that involves the greater community's input in a similar fashion to the 1998 Record of Decision and cannot be fully decided by Aspen City Council alone.

If Council chooses to pursue implementation of the Preferred Alternative, a re-evaluation of the EIS/ROD would be required by the NEPA process, which would involve reassessing the PA's environmental impacts.



Zero Fare Pilot Program

Agenda

- Why and How
- Exploring Options
- Next Steps
- Questions/Discussion



The WHY

- A climate action strategy to offset regional GHG emissions by boosting ridership

The HOW

- Launch the *Zero Fare Pilot Program* during the Fall 2025 Season



Project Summary

- Zero fare on all regional routes
 - 62 days: Mon. Sep. 22nd – Sun. Nov. 23rd
- Affected routes: *VelociRFTA* BRT, Valley/Local and Hogback
 - Maroon Bells is not included
- 2025 OKR: Implement fare reductions to increase ridership
- Contingent on finding financial partners to backfill ~\$550k of lost fare revenue



Opportunities and Constraints

Pros:

- Ridership 
- Regional GHG emissions 
- Available existing bus capacity during off-season
- Information gained

Cons:

- Contingent on financial partners to backfill ~\$550k of lost fare revenues
- “Joy-riders”
- Standees during peak time/peak direction trips
- Refunds for portion of Spring/Summer/Fall Seasonal Zone Passes sold



How to Measure Success

Successes

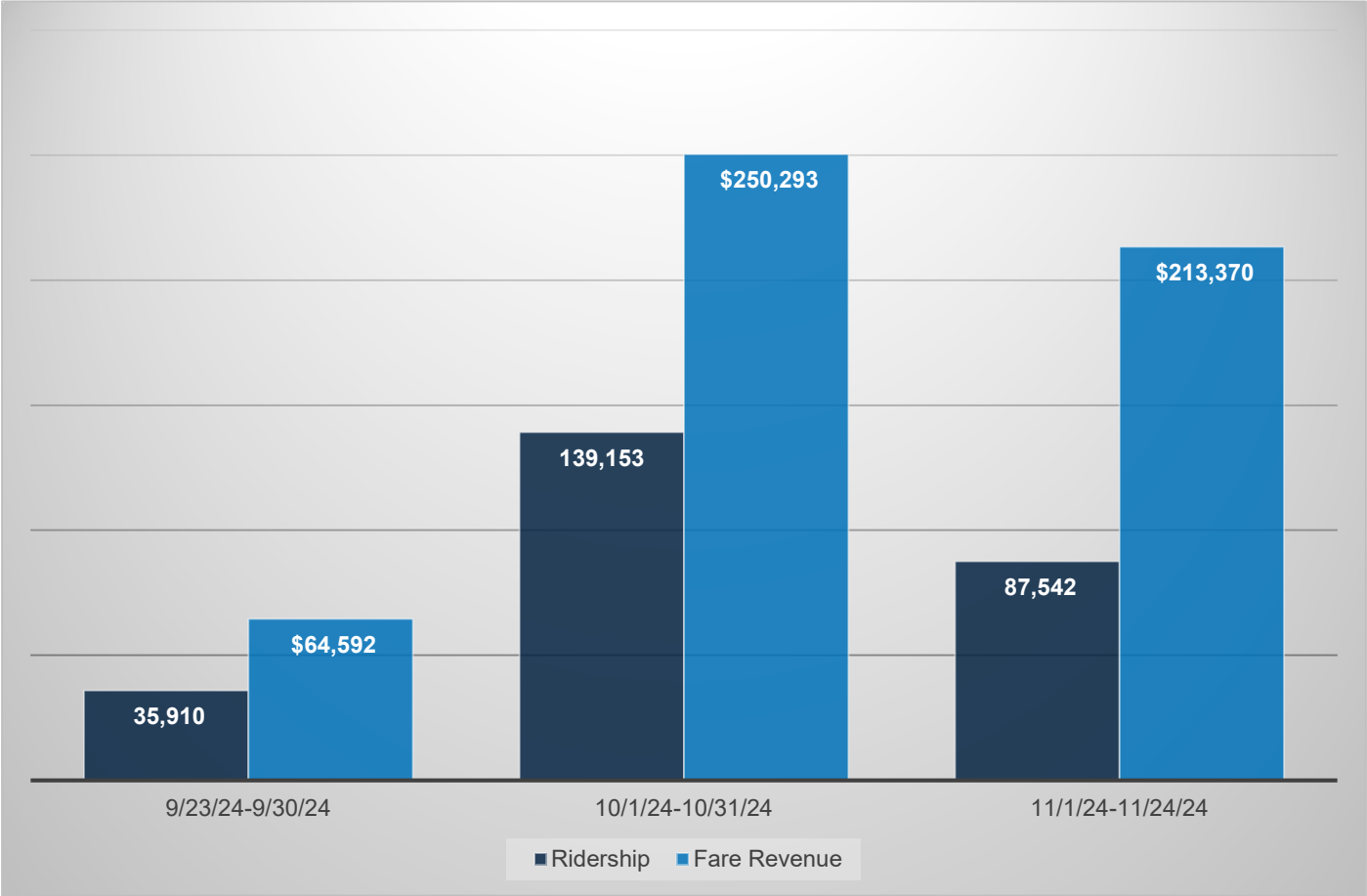
- Increased Boardings
- Minimal Impacts to Bus Capacity
- Minimal Requirements for Additional Buses
- Positive customer feedback

Measurements

- Compare Boardings
 - Fall 2024 and Fall 2025 service schedules should be nearly identical
- Estimate GHG emissions offset
- Compare bus volume/capacity ratios
- Staff and customer feedback



2024 Ridership & Fare Revenue Baseline Data VelociRFTA, Local & Hogback Routes



2023

Ozone Season Transit Grant Program **REPORT**

PREPARED BY
COLORADO ASSOCIATION
OF TRANSIT AGENCIES

📞 (303) 839 5197

✉ executivedirector@coloradotransit.com

🌐 coloradotransit.com

Average Monthly Ridership Increase During 3-Month Zero Fare Program (Peer Agencies)

Vail Transit 38%

Grand Valley Transit 31%

Mountain Metro Transit 35%

- *Victoria Transportation Policy Institute (VTPI) Source: projected 20% - 50% ridership increase based on elasticity models*

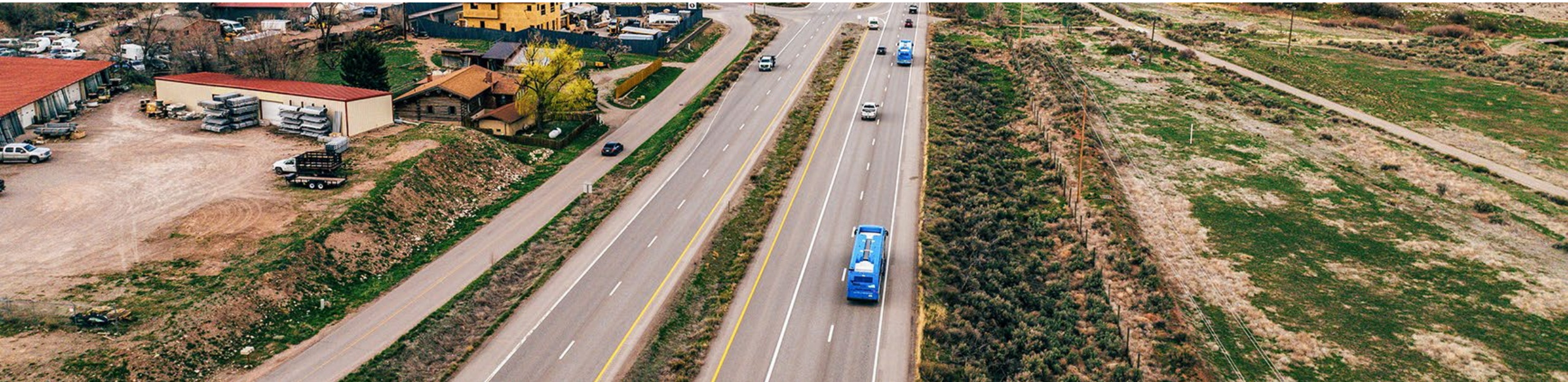


Draft Schedule

- | | |
|-----------|--|
| 3/10 | Project Kickoff Meeting |
| 4/4 | Project Management Plan (PMP) complete |
| 4/10 | Present to RFTA BOD |
| 5/9 | Operations Staff Outreach |
| 7/1 | Public Outreach |
| 8/1 | Operations Staff Training |
| 9/22 | Launch pilot program |
| 11/23 | End pilot program |
| 11/24 | Begin evaluation phase |
| Jan. 2026 | Project evaluation and final report |

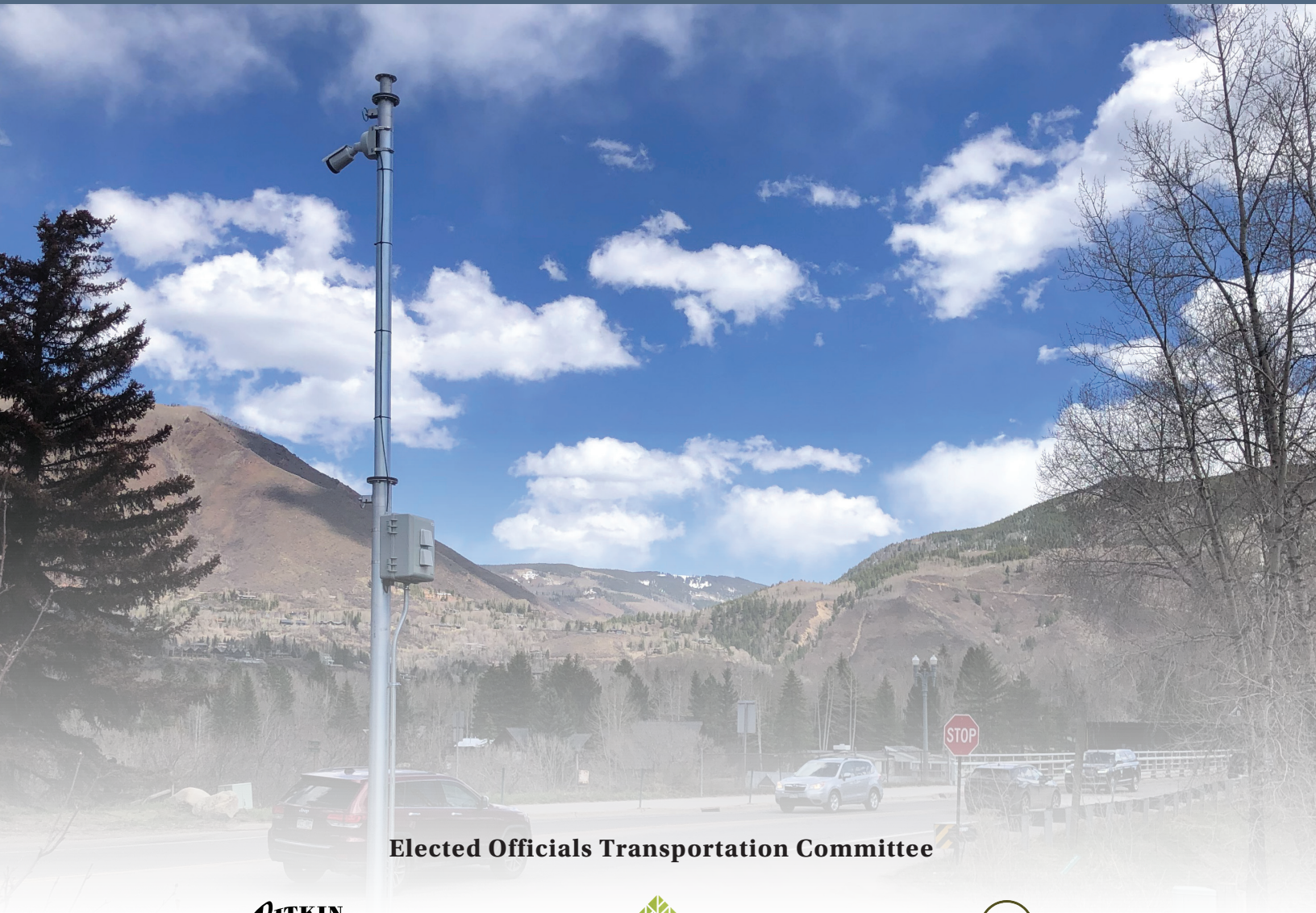
THANK YOU!

Questions/Discussion



Travel Data Report Spring 2025

Permanent Automatic Vehicle Counters Project



Elected Officials Transportation Committee



I. PROJECT BACKGROUND

In 2021, the EOTC approved funding to deploy a system of permanent automatic vehicle counters (PAVC) throughout the upper valley. This effort was one element of the Near Term Transit Improvement Program, with the goal of gaining a more complete understanding of traffic patterns and congestion hot spots by having comprehensive data from throughout the upper valley at the ready. In addition, the project seeks to better track Vehicle Miles Traveled (VMT), Greenhouse Gas (GHG) emissions, and monitor the impact of local Transportation Demand Management (TDM) programs. Prior to the PAVC project, the City of Aspen relied on one permanent vehicle counter at the Castle Creek Bridge, which utilized an in-pavement inductive loop technology. This method was moderately reliable, and prone to glitches. In addition, CDOT has a traffic counter installed in the Old Snowmass area, but there are no other locations in the upper valley with permanent automatic counters.

The goal of the PAVC project is to deploy a travel data system that includes remote access to data, real time data collection and visualization, a user-friendly data dashboard with report creation tools, redundant data storage onsite in case of power or other failure, and ability to report travel time in regular intervals.

Vehicle Counting Locations

When the project began in 2022, staff recommended the following six locations for data collection:

- Brush Creek Road just south of Hwy 82
- Hwy 82 near Airport
- Owl Creek Rd at Hwy 82 intersection
- Castle Creek Bridge
- Power Plant Rd
- McLain Flats Rd between mile markers 3 and 4

As the project got underway, the staff team decided to expand the project while staying within original budget. At the direction of Council the City of Aspen's engineering staff requested a collection point somewhere east of Aspen to capture both tourism and local traffic coming into town from Independence Pass. Planners from SkiCo also made a request for data collection near Highlands. Subsequently, two locations were added:

- Hwy 82 east of Aspen near the North Star take-out
- Maroon Creek Rd just east of High School Rd

Figure 1 shows the map of the PAVC system.



In 2022 EOTC staff issued an request for proposals (RFP) for a contractor to source the counting technology and perform the installations. There were no responses to this RFP, so staff approached Pitkin County's Telecommunications Department to gauge their interest in taking on the project. Fortunately, the department director agreed to manage the project, adding it to staff's existing workload. Had there been a contractor to pursue the project, the timeline for the project may have been shortened. However, due to the complexity of the project, including the sourcing and deploying of cutting-edge new technology, and staff's commitment to onboarding a superior technology, the project has stretched into the three-year duration.

An interagency staff team consisting of the City of Aspen Engineering Department, Pitkin County Engineering and Telecommunications staff and the EOTC director began by conducting a nationwide search for potential technology partners. Time was invested in learning the latest technology, including sending a staff member to the Transportation Research Board's annual conference and expo. As a result of that search, three tech firms submitted proposals through an informal process and interviewed for the contract. Two of the firms' technology was limited



>> Figure 1

to older and current methods such as inductive loops and radar, while a third, Rekor Technologies, was embracing AI technology that could tell a more complete picture of the types of vehicles traveling through the region, the greenhouse gas emissions associated with that travel, vehicle speeds, and other potential data sets.

Proof of Concept, 2023 – 2024

As a way to demonstrate their technology and show investment in the project, Rekor offered to provide and install free of charge a test system, to insure their brand-new technology was viable for our needs in a high-altitude, mountainous environment. This "Proof of Concept" (POC) was installed on Hwy 82 in the airport area, on the edge of the

Lumberyard property. The counter apparatus consisted of a solar panel to power the system, the infrared camera, and a computer unit housing the AI program to interpret the video. Rekor's team recommended, and the staff team concurred, that the POC remain for an extended period of time to work out the bugs, for example, studying how the mountainous terrain may affect sunlight to both power the system and provide light for the camera. In addition, it was critical to test the system through different weather conditions at 7,800 ft elevation with snowfall, extreme cold temperatures, hot and dry summer temperatures, and other conditions. The timeline for the POC lasted longer than originally expected, nearly eight months.

New AI Technology Capabilities

The goal in choosing a system was to get data beyond just the raw number of motor vehicles, including the following information:

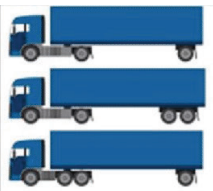
- Number of vehicles, traveling in both directions and in multiple lanes, in 15-minute increments, 24 hours per day
- Type of vehicles per Federal Highway Administration's 13 Classes
- Greenhouse gas emissions per vehicle class type
- Vehicle speeds
- Real-time traffic pattern shifts in response to crashes, weather or other roadway incidences

Briefly, the Rekor technology begins with an infrared camera to take video of passing vehicles then utilizes AI to translate video images into the data points listed above. The first two categories of data are critical to addressing congestion by showing not just how many vehicles are passing by particular points but also by showing, for example, that a significant portion of traffic is pickup trucks and other large vehicles likely used in the construction and remodel trades, plus various labor functions involved in large home management and other services. Such detail can help inform TDM strategies for different types of traffic generators. The greenhouse gas data is important as Pitkin County, the City of Aspen and RFTA have all lately focused on climate action planning and programming. Figure 2 shows the 13 classes of vehicles Rekor's camera and AI tech can detect.

After the successful POC period, staff presented a sample of the data to the EOTC, then contracted with Rekor for the installation and deployment. Rekor and the staff team worked throughout 2024 to scout the locations, process the permitting for use of the right-of-way and utility access and perform the installations. Telecommunications staff then spent several months "auditing" the system, a necessary step for such new technology being deployed in locations with varying conditions of terrain, available right-of-way next to the road, sunlight exposure, and other factors. Six of the counters are solar powered, while the counters at the Castle Creek Bridge and Power Plant Rd are hard-wired into local electricity sources.

The audits performed by Telecommunications staff involved watching the video for significant periods of times throughout the day, counting the vehicles visually, then comparing those counts to the data translated by the AI.

FHWA Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 tires	
2. Passenger Cars 2 axles, can have 1 or 2 axle trailers	
3. Pickups, Panels, Vans 2 axles, 4-tire single units can have 1 or 2 axle trailers	
4. Buses 2 or 3 axles, full length	
5. Single Unit 2-Axle Trucks 2 axles, 6 tires (dual rear tires), single unit	
6. Single Unit 3-Axle Trucks 3 axles, single unit	
7. Single Unit 4 or More Axle Trucks 4 or more axles, single unit	
8. Single Trailer 3 or 4 Axle Trucks 3 or 4 axles, single trailer	
9. Single Trailer 5 Axle Trucks 5 axles, single trailer	
10. Single Trailer 6 or more Axle Trucks 6 or more axles, single trailer	
11. Multi-Trailer 5 or Less Axle Trucks 5 or less axles, multiple trailers	
12. Multi-Trailer 6 Axle Trucks 6 axles, multiple trailers	
13. Multi-Trailer 7 or More Axle Trucks 8 or more axles, multiple trailers	

II. SAMPLE DATA COLLECTION: SINGLE DAY



To demonstrate the data capabilities of the Rekor system, single days were selected, one during winter ski season, March 20th, and several days in April after ski areas closed. At the time the March 20th data was captured, staff was still in the process of auditing four of the eight cameras for accuracy, plus one counter's solar panel had been damaged slightly

from snowplow spoils. Two counters were selected for the March 20th sample data, the Castle Creek Bridge and Maroon Creek Rd counters. Vehicle data for both morning peak, 6:00 to 9:00 and evening peak, 3:00 to 6:00, for the Castle Creek Bridge location is shown below.

Travel In and Out of Aspen Cemetery Lane/Castle Creek Bridge

Figure 3 and Figure 4 shows the total vehicles traveling over the bridge for the day, including both directions of travel, by Class.

Figure 3: Vehicle Classifications Over Time

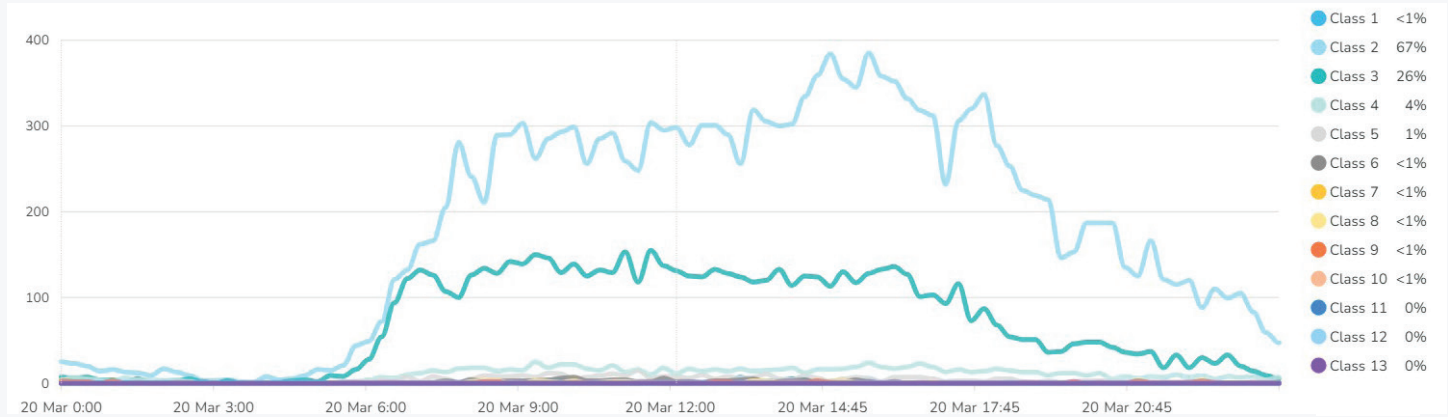


Figure 4: Vehicle Class Breakdown

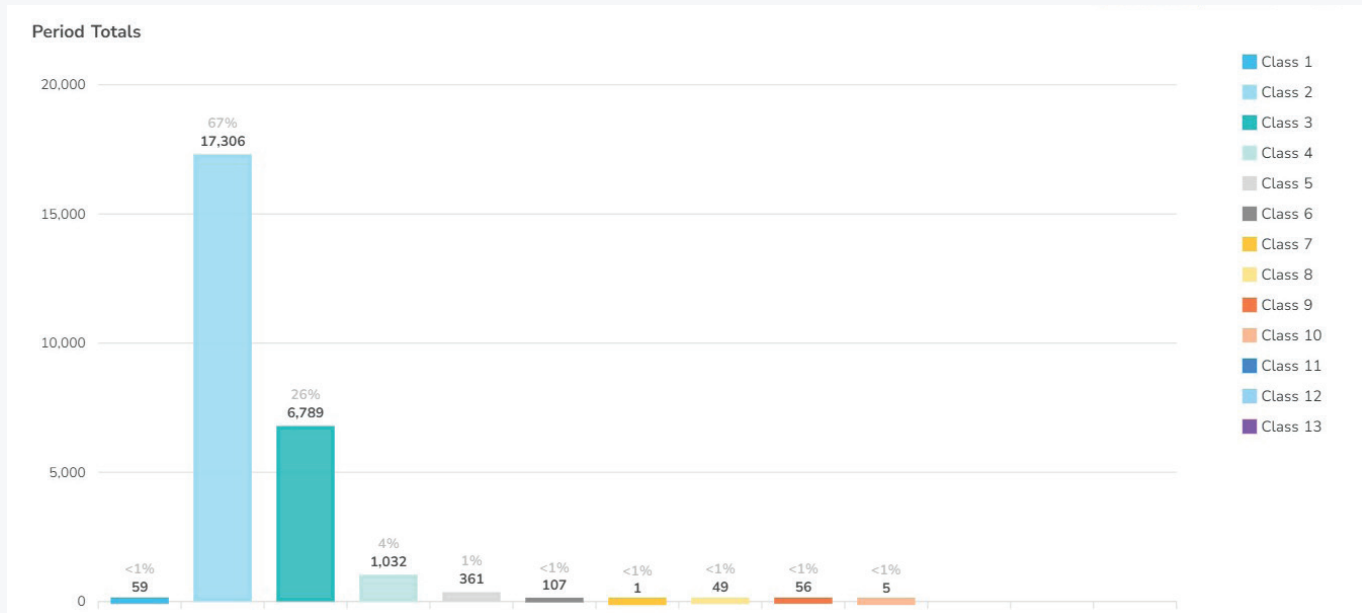


Table 1: Castle Creek Bridge Travel by Class Type, 3/20/25

Class	Description	Qty	% of Total
1	Motorcycle	59	<1%
2	Passenger cars, small trucks	17,306	67%
3 thru 10	Pickups, large SUV, service, freight	7,368	28%
4	Buses	1,302	4%
Total		26035	<100%

Table 1 lists the number of vehicles by class and total number of all vehicles.

Evening Peak Traffic Comparison

In addition to computing the total ADT, or Average Daily Traffic, the Rekor system provides detailed 15-minute breakdown of how many vehicles are traveling both in and out of town. The data for the evening peak of travel into and out of Aspen shows interesting results. While it is often assumed that much more traffic is traveling out of then coming into Aspen during selected hours of the evening peak, the data shows that the two values are much closer, i.e. the number of vehicles coming into Aspen over the Castle Creek Bridge between 3:00 pm and 6:00 pm are nearly equal to the number of vehicles going out. Figure 5 shows this, as the two lines indicating the two opposing lanes of travel nearly merge on the graph.

Figure 5: Total Vehicles By Lane

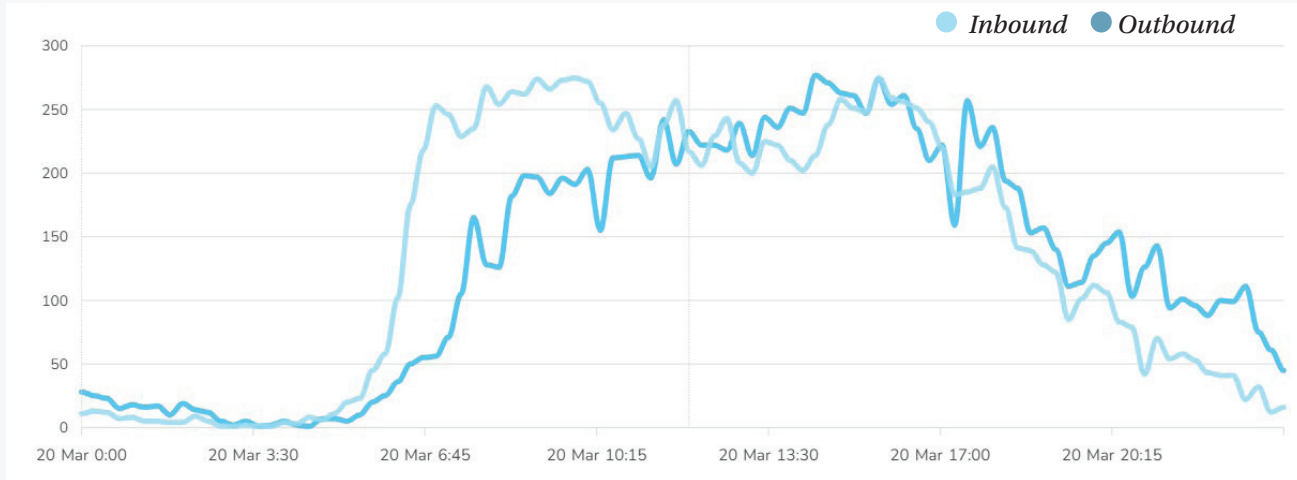


Table 2 lists the total number of vehicles traveling both in and out of Aspen over the Castle Creek Bridge during the evening peak in 15-minute intervals.

The periods in bold indicate time slots when more traffic is actually coming into Aspen than going out. The difference in vehicles leaving town vs. coming in is only 81 total, or less than 2.6%.

While it may seem counterintuitive that traffic coming into town during the evening peak would nearly equal traffic going out, there are several possible explanations. During ski season, many local skiers who live in Aspen plus visiting skiers staying in Aspen are coming back into town after skiing Snowmass, Buttermilk and Highlands. Inbound traffic may also consist of Aspen residents returning home after jobs at the AABC, Airport, ski areas and other downvalley locations, or evening shift workers. Finally, in addition to Highlands traffic, student and parent drivers are returning back into town from the school complex during the evening peak, as are users of the Aspen Rec Center, and employees and customers of the hospital and social services complex off Castle Creek Road.

Table 2: March 20 Evening Peak Travel by Direction

Time Period	Inbound	Outbound
3:00	258	263
3:15	251	261
3:30	248	247
3:45	275	274
4:00	259	254
4:15	256	261
4:30	251	235
4:45	240	210
5:00	220	222
5:15	183	159
5:30	185	257
5:45	188	221
6:00	205	236
Total	3,019	3,100

Data from the Maroon Creek Rd counter may shed some additional light. Figure 6 shows both directions travel for the 24-hour period. The large spike on the left end of the graph represents vehicles along Maroon Creek Rd between 7:15 and 8:00 am, likely representing travel to both the school complex and to Highlands. The darker blue line towards the right side of the graph shows two spikes, likely representing vehicles leaving the school complex after classes let out 3:15 and 3:25, then skiers and employees leaving Highlands after the lifts close and operations at the ski area wind down and close.

Figure 6: Maroon Creek Total Vehicles By Lane

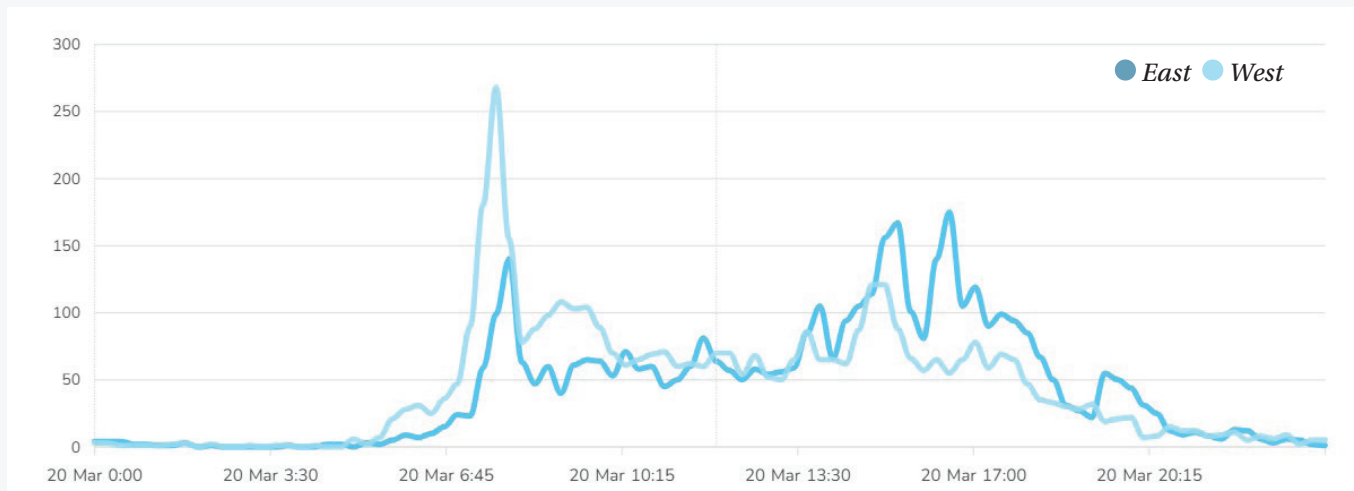


Table 3 shows traffic in 15-minute intervals for a morning and evening peak periods. Note that “inbound” means travel to destinations along Maroon Creek Rd heading west and “outbound” refers travel east, away from those destinations back toward the roundabout. Starting times for Aspen Schools are 8:00 am for all students, while ending times are 3:15 for elementary and 3:25 for middle and high school students. Highlands resort operations begin at 8:00, with lifts opening at 9:00. Resort operations close at 4:45, with lifts closing between 3:30 and 4:00.

Table 3: Maroon Creek Rd Select Counts Both Directions

Morning Peak			Evening Peak		
Time Period	Inbound	Outbound	Time Period	Outbound	Inbound
6:00	28	9	2:45	105	87
6:15	31	7	3:00	114	121
6:30	25	10	3:15	156	121
6:45	36	15	3:30	167	88
7:00	47	24	3:45	101	66
7:15	90	23	4:00	81	57
7:30	181	59	4:15	140	65
7:45	268	99	4:30	175	55
8:00	155	140	4:45	105	65
8:15	78	63	5:00	119	78
8:30	88	47	5:15	90	59
8:45	98	60	5:30	99	69
9:00	108	40	5:45	99	69
			6:00	85	47
Total	3,019	3,100	Total	1636	1047

III. SYSTEM-WIDE DATA: APRIL



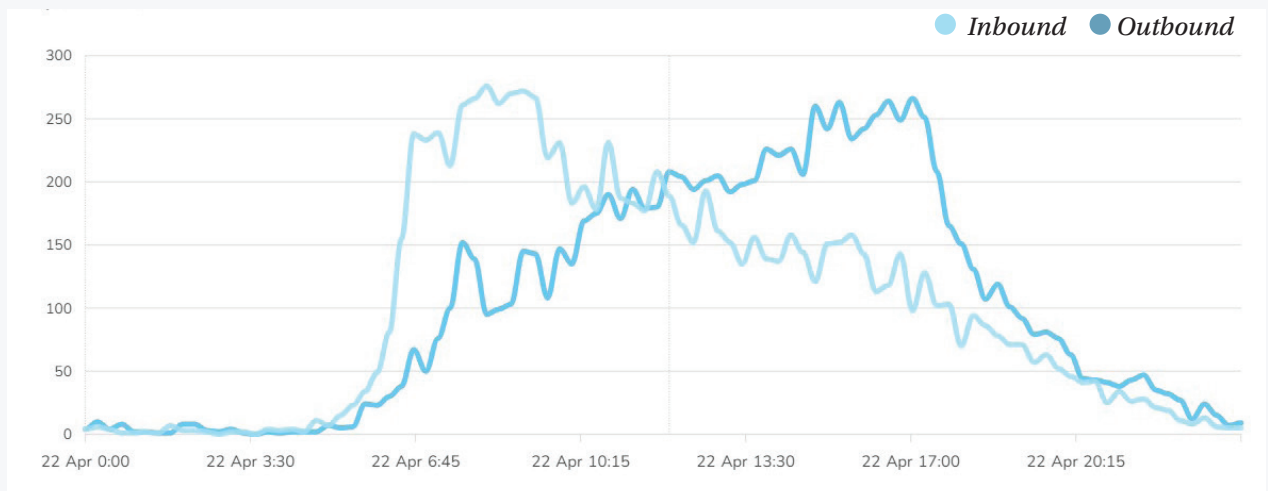
It is useful for planning purposes to understand how travel patterns change from the busier seasons in the upper valley, winter and summer, to the “off” seasons of spring and fall. April 22th and 24th were chosen for a spring snapshot, as ski areas are now closed and warmer weather has arrived.

Aspen Vehicle Travel

Data from the Castle Creek Bridge, Power Plant Rd, and East of Aspen was pulled on April 22nd. Data for McLain Flats and Maroon Creek was pulled on April 24th.

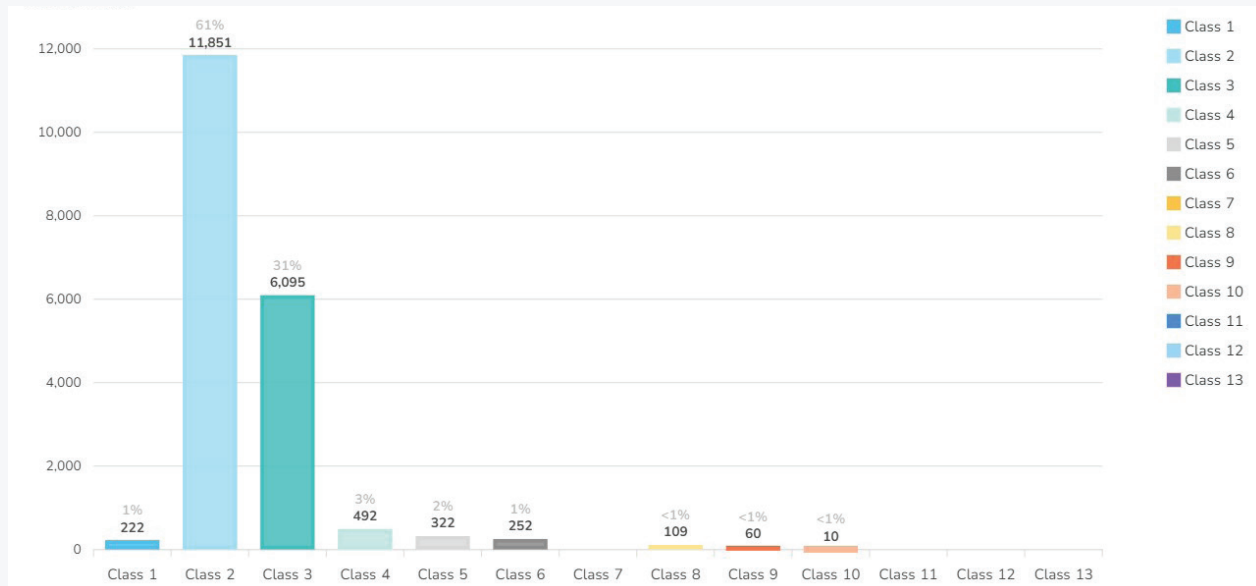
Figure 7 shows vehicle volumes in and out of Aspen over the Castle Creek Bridge. Notable differences from the data shown in Figure 5, which reflected travel in the height of the ski season is there is not as much travel into Aspen during the evening peak as there was on March 20th. Total number of vehicles passing this counter for the 24 hours was 19,413, compared to 26,035 on March 20th.

Figure 7:
Castle
Creek
Total
Vehicles



The vehicle class breakdown for travel over the Castle Creek Bridge is also different for April 22nd compared to March 20th, as shown in Figure 8.

Figure 8: Castle Creek Vehicle Class Breakdown



A greater percentage of the total vehicles coming into Aspen over the bridge on April 22nd vs March 20th are large trucks and SUVs plus service vehicles, at 35.2% of the total on April 22nd compared to March 20th at 28%. Table 4 shows the total number of vehicles over the bridge by vehicle class type.

Table 4: Castle Creek Bridge Travel by Class Type, 4/22/25

Class	Description	Qty	% of Total
1	Motorcycle	222	1%
2	Passenger cars, small trucks	11,851	61%
3 thru 10	Pickups, large SUV, service, freight	6,848	35%
4	Buses	492	3%
Total		19,413	100%

Power Plant Rd.

Travelers entering Aspen from McLain Flats and Cemetery Lane may choose to enter town along Power Plant Rd or by crossing the Castle Creek Bridge. Figure 9 shows that data, revealing 1,295 total vehicles entering and leaving Aspen via this route. Figure 10 shows the total number of vehicles traveling both in and out of town by vehicle Class type.

**Figure 9:
Power
Plant
Road
Total
Vehicles**

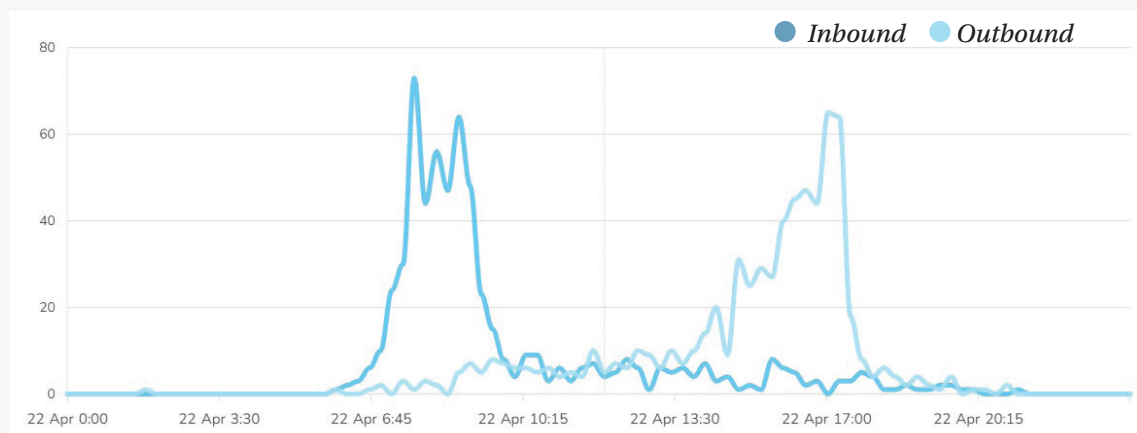
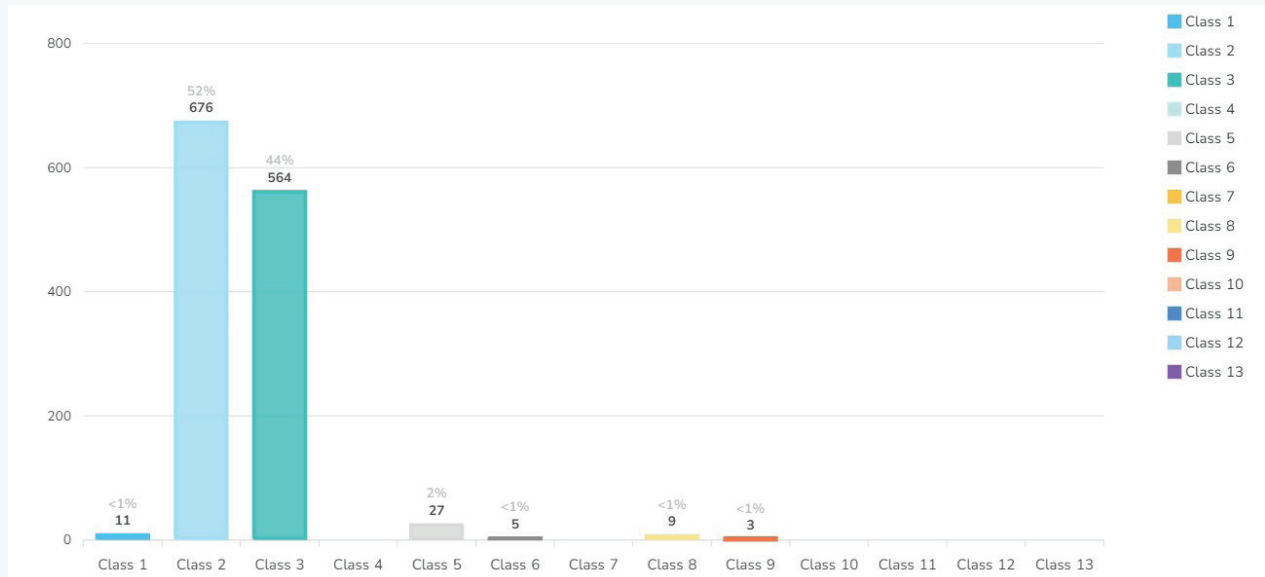


Figure 10 shows that the Class breakdown of vehicles entering and leaving Aspen via Power Plant. Note that the numbers of Class 2 passenger cars and Classes 3 thru 10 (omitting buses) are much closer percentage-wise than the traffic traveling over the Castle Creek Bridge: Class 1 and Class 2 drivers totaled 687, while Class 3 through Class 10 was 608, a difference of just 6%. This may suggest that drivers using Power Plant are taking the McLain Flats Rd “detour” from downvalley destinations and are more likely to be part of the “trade parade” from downvalley than drivers using the Castle Creek Bridge.

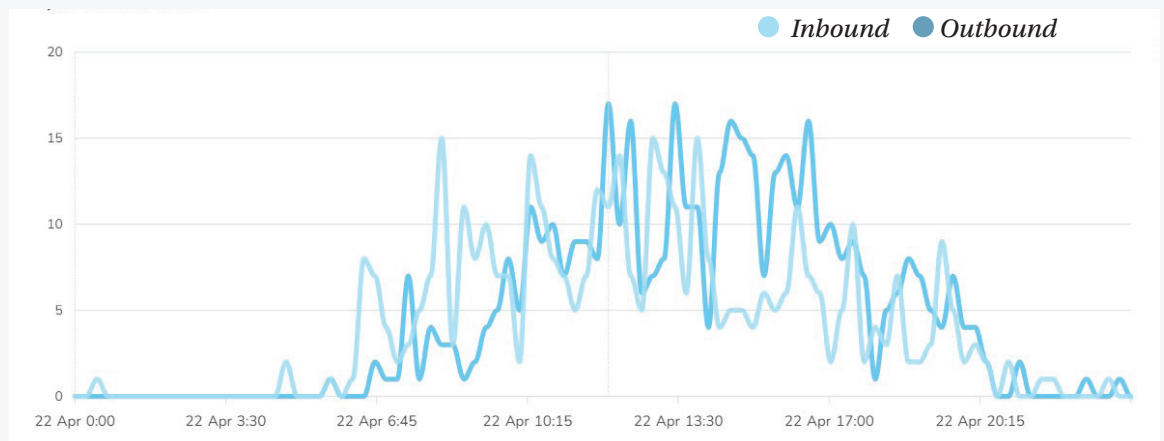
Figure 10: Power Plant Road Vehicle Class Breakdown



East of Aspen

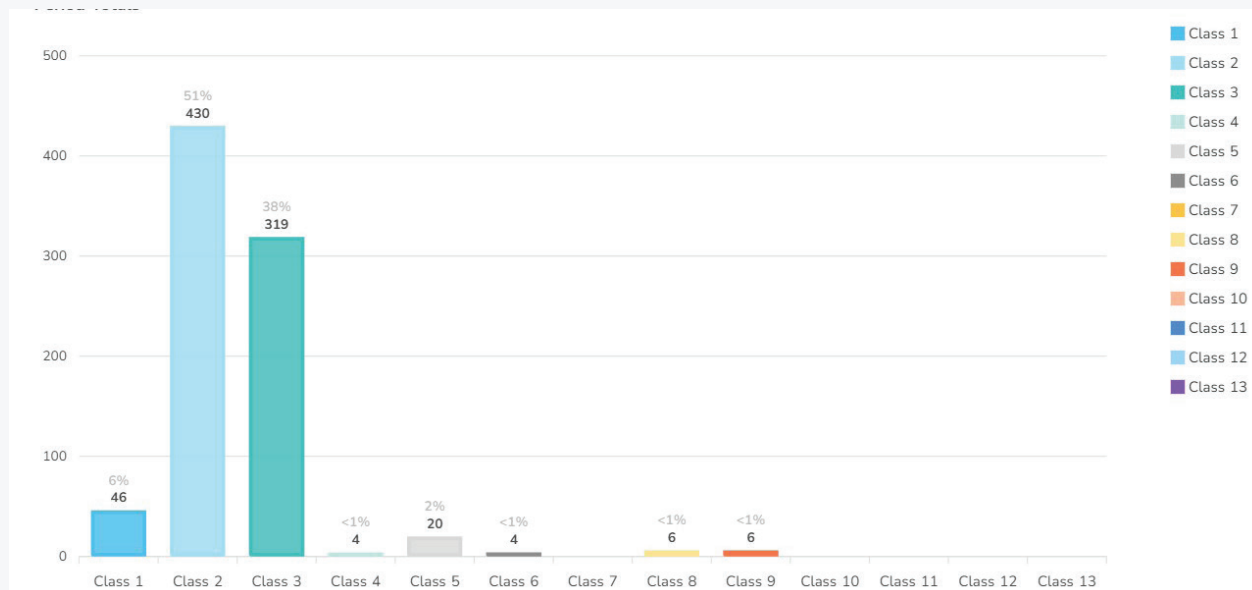
Traffic coming into Aspen from east of town is light until Independence Pass opens. Figure 11 shows traffic in both directions, with the total number of vehicles as 835, including four buses in the City of Aspen’s local transit system.

**Figure 11:
East of Aspen
Total
Vehicles**



The vehicle class breakdown of trips into town from East of Aspen are shown in Figure 12. The difference between Class 1 and 2, passenger cars and motorcycles, and large trucks, SUVs, freight and service vehicles is 14%.

Figure 12: East of Aspen - Vehicle Class Breakdown



Total Aspen In-Town Vehicles

Table 5 compiles all the vehicles traveling in and out of Aspen via Castle Creek Bridge, Power Plant Rd and Hwy 82 East of Aspen. The total is 21,543, and is divided into percentages by Class type.

Table 5: Aspen In-Town Vehicles by Class Type, 4/22/25

Class	Description	Castle Creek Bridge	Power Plant	East of Aspen	Total	% of Total (est)
1	Motorcycle	222	11	46	279	>1%
2	Passenger cars, small trucks	11,851	676	430	12,957	60%
3 thru 10	Pickups, large SUV, service, freight	6,848	608	355	7,811	36%
4	Buses	492	0	4	496	>2%
Total		19,413	1,295	835	21,543	100%

Maroon Creek Rd

Travel along Maroon Creek Rd was analyzed for the March 20th data above, to see how it might affect travel in and out of Aspen during both morning and evening peaks, and to get a baseline of data during the ski season. Data collected on April 24th shows a significant reduction in vehicle travel after the closing of Highlands, shown in Figure 13. On March 20th the total number of vehicles was 8,372; on April 24th that dropped down to 6,073, an approximately 27% reduction. Figure 14 shows the total vehicles by Class. Class 1 and 2 vehicles accounted for 69% of the total, while Classes 3 through 10 minus buses comprised 28% of vehicles.

Figure 13:
Maroon
Creek Road
Total
Vehicles

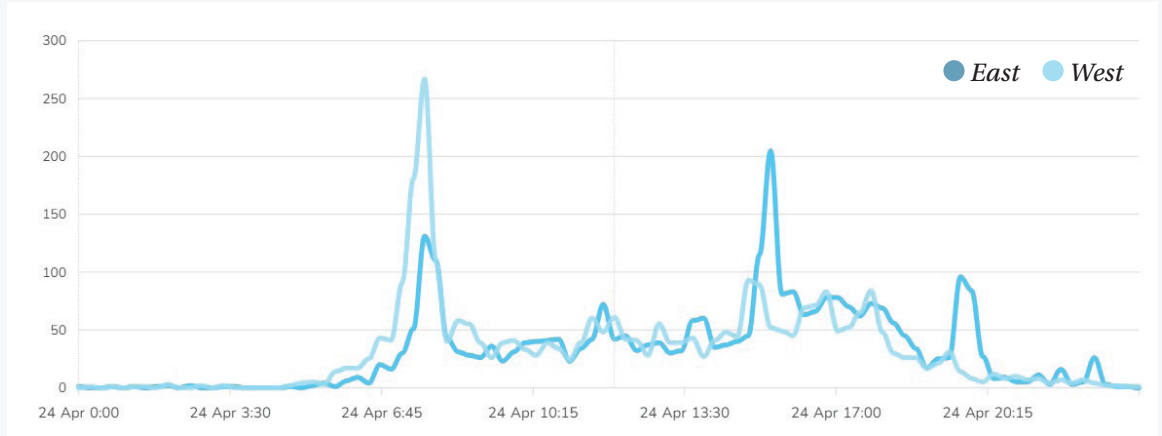
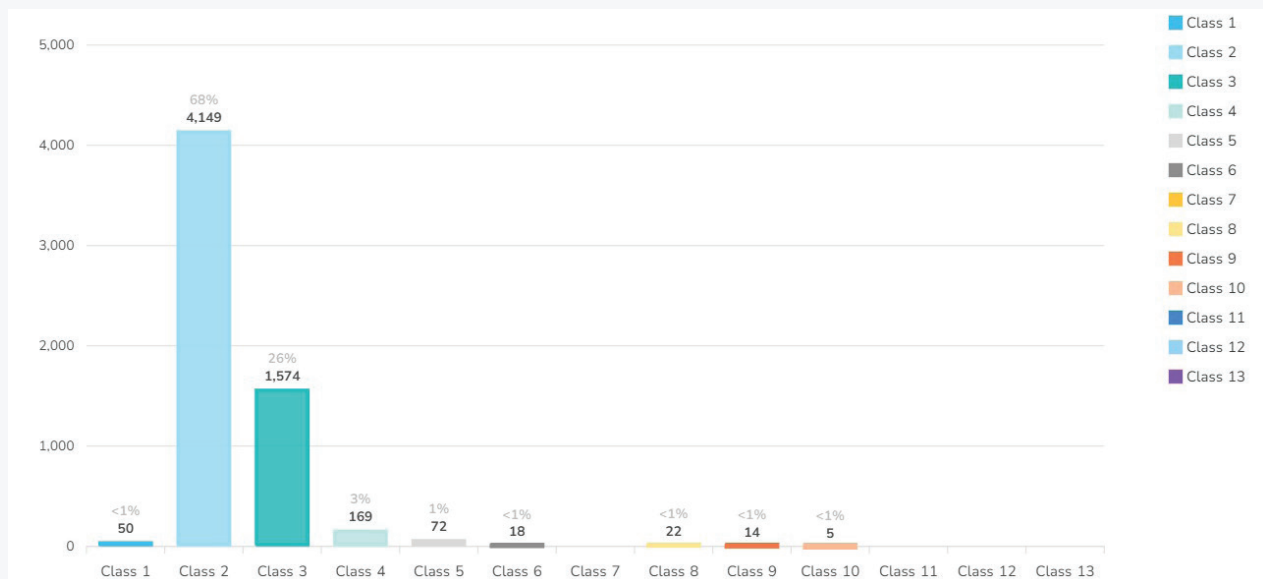


Figure 14: Maroon Creek Road Vehicle Class Breakdown



Snowmass Vehicle Travel - Brush Creek Rd

While it would have been preferable to be able to show Snowmass data during the ski season as well as for later in April, the counters at Owl Creek Rd and Brush creek Rd had not yet passed the audit process. Figure 15 shows travel for both directions on Brush Creek Rd entering Snowmass on April 24th. Total vehicles excluding buses was 6,244. Figure 16 shows the 24 hour totals by vehicle Class type. Of the total number of non-transit vehicles, 54.7% were Class 1 and 2, while 43.5% were Class 3 through 10.

The Owl Creek Rd camera has been challenging to dial in through the audit process, as explained below. Therefore, Snowmass travel data is incomplete at this time.

Figure 15:
Brush
Creek
Total
Vehicles

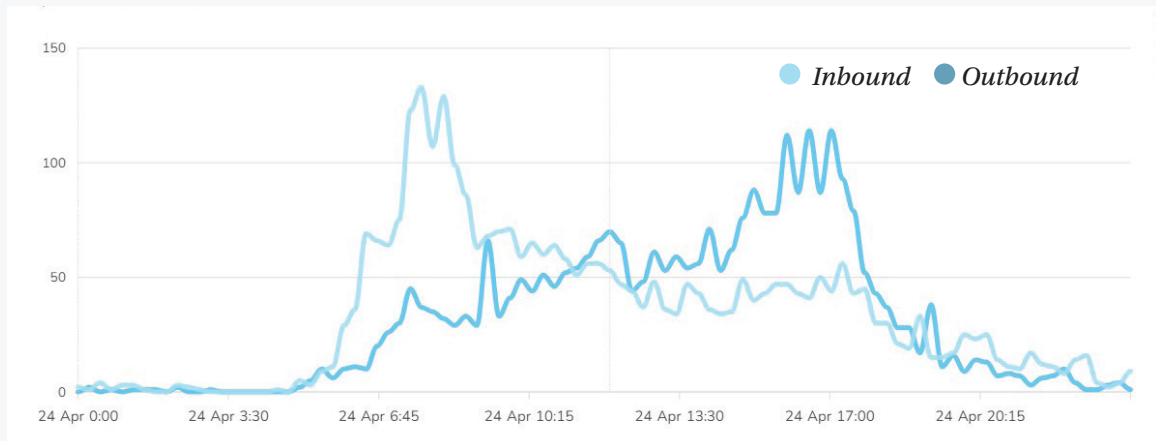
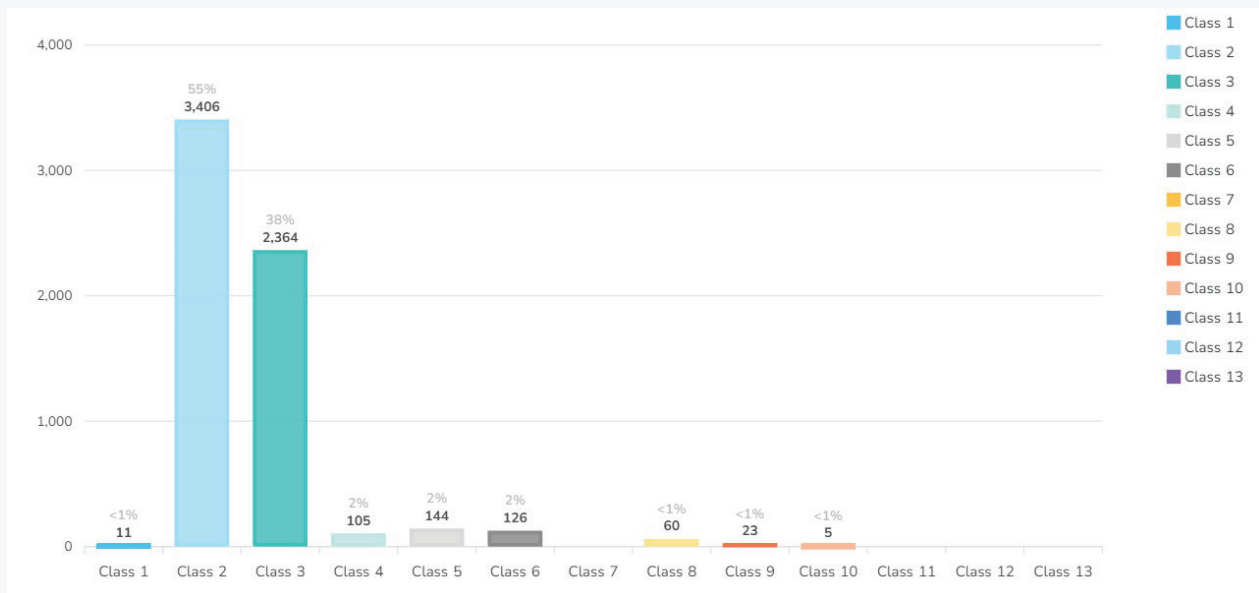


Figure 16:
Brush
Creek
Vehicle
Class
Breakdown



Counter Audits in Progress

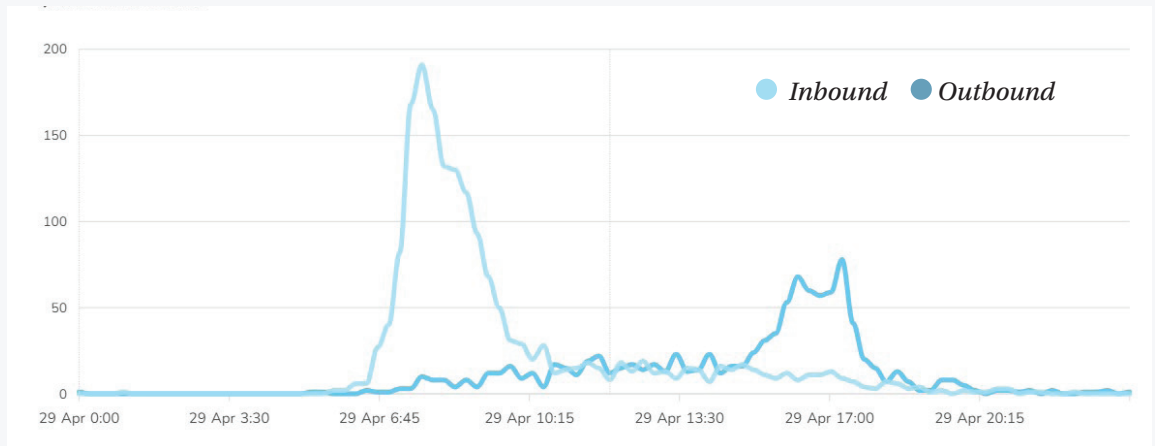
The challenges with dialing in this cutting-edge technology underscores the need for staff diligence on the part of the Pitkin County/EOTC team and a solid working relationship with vendor Rekor. The Telecommunications staff has devoted many hours so far to the audit process, all time added to the department's regular duties managing the County's vast telecommunications infrastructure. The importance of providing accurate data to inform the upper valley's transportation challenges is a strong motivator to continue the audit work. The following three counters are still in the audit process and only after staff is assured they are working properly will the Team "accept" the Rekor system and authorize payment for the tech package. Note that the package comes with a three-year warranty and tech support contract.

McLain Flats Rd

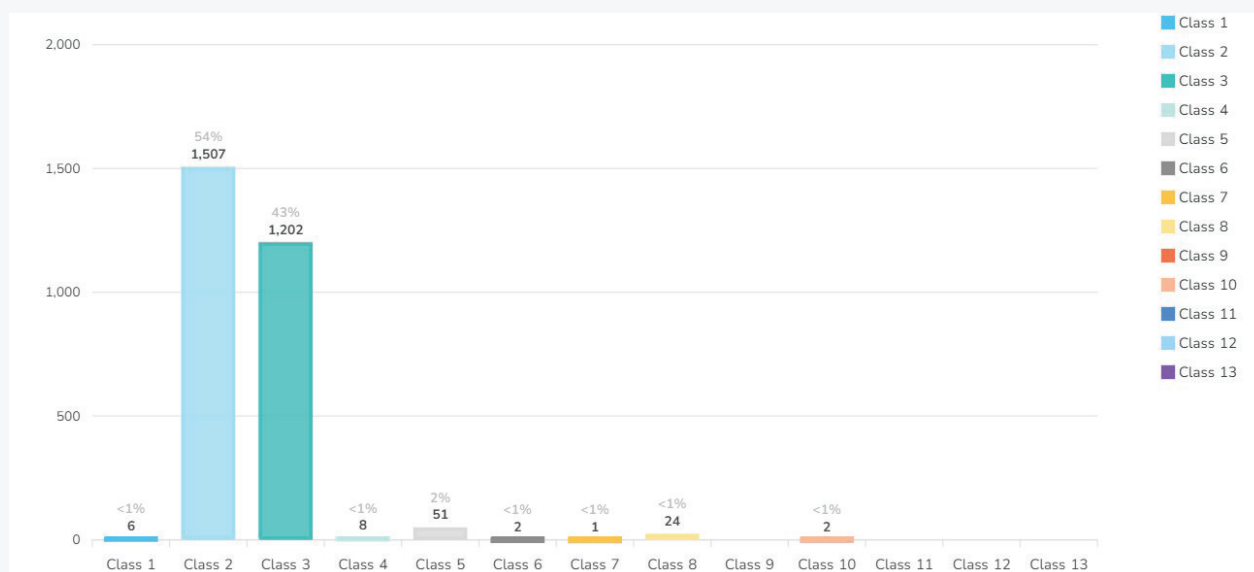
Of the three counters still being audited, the McLain Flats system is most likely to be near accurate at this point in time. This counter, along with the Hwy 82/Airport area counter was a lower priority for auditing as both capture vehicles before they pass by another counter before heading into Aspen or Snowmass. Many people enter Aspen via McLain Flats Rd coming from residences, as a detour of Hwy 82 when crashes or other incidences cause gridlock, or for a scenic drive. These drivers may enter town on Power Plant Rd or over the Castle Creek Bridge, or may not enter Aspen at all but head to other destinations beyond the intersection of Cemetery Lane and Hwy 82. Trips on this route are left out of total counts of vehicles eventually entering Aspen to avoid counting the same vehicles twice.

As McLain Flats Rd is a rural road not intended or designed for large volumes of commuter traffic, it is wise to monitor activity for future network planning purposes. Figure 17 shows traffic volumes for both directions of travel for April 29th. This date was chosen after the Rekor team made adjustments to the cameras which appears to have solved the problem. However, the Telecommunications technical staff still needs to conduct a full audit to be sure it's functioning properly. Total volumes for April 29th were 2,803, with 54% Class 1 and 2, while 46% of vehicles were Class 3 through 10, as shown in Figure 18. The difference between the two main classes is just 9 %. It is interesting to see that a much greater number of people use McLain Flats in the morning peak than in the evening peak. As a persistent issue with this counter is that it has undercounted the outbound trips in past audits, this difference may not be so pronounced in reality.

Figure 17
McLain
Flats
Total
Vehicles



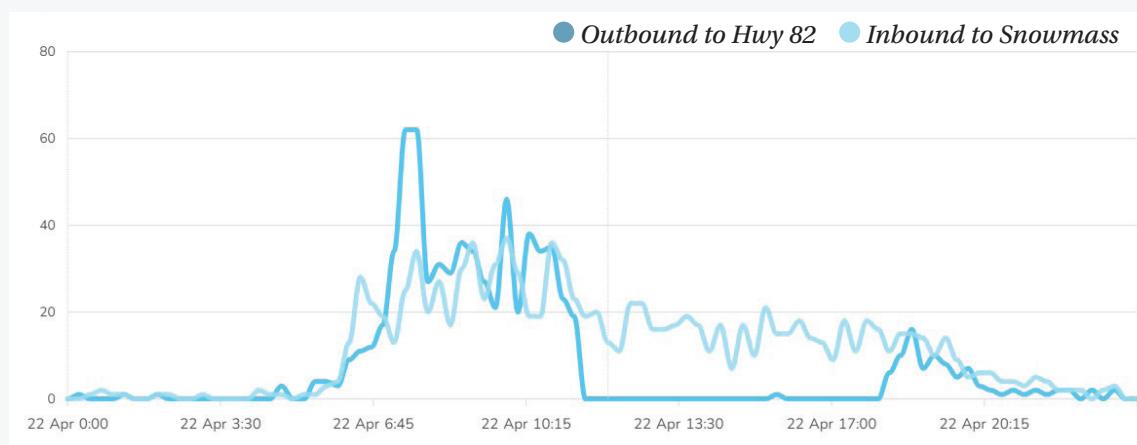
**Figure 18:
McLain
Flats
Vehicle
Class
Breakdown**



Owl Creek Rd

The Owl Creek Rd camera is located just south of the intersection of Hwy 82, on the west side across the road from Buttermilk. While vehicles passing by this counter may be headed to other destinations on Owl Creek Rd such as the Airport Operations Center as well as vehicles turning into and out of the Buttermilk parking lot, it is assumed that most of the traffic passing by this counter on April 22nd is heading into Snowmass. Figure 19 shows data collected for both lanes of travel, however, the flat line showing outbound travel between roughly 10:30 am and 5:00 pm indicates an issue with the camera, as it is unlikely that there were zero vehicles passing by for such a long length of time. The data shown also brings up questions about how many vehicles headed back into Snowmass in the evening peak, as the graph shows it is far less than the traffic heading out in the a.m. peak. The Owl Creek counter and camera demonstrate the importance of having a human being audit the system and of working with a technology partner who will be available to address issues during the process of working out the bugs.

**Figure 19
Owl Creek
Total
Vehicles**

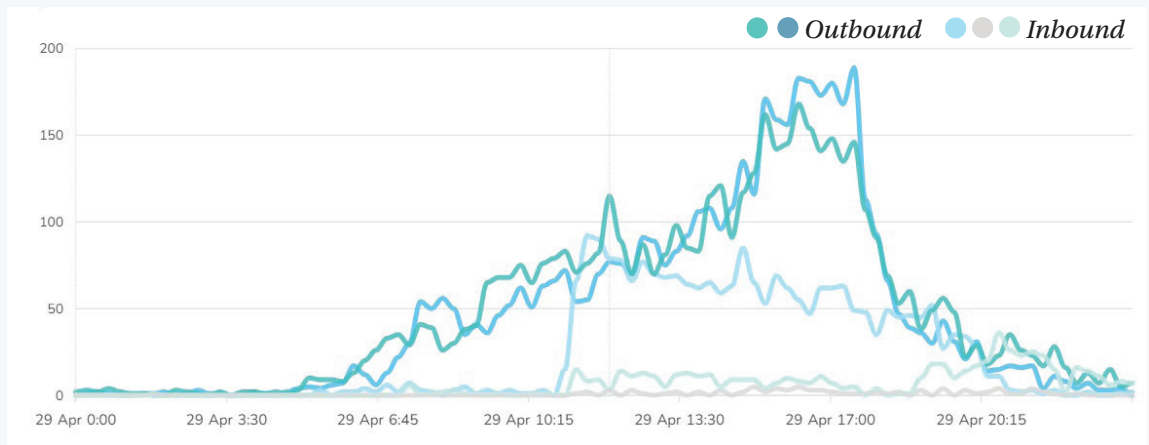


Hwy 82 Near Airport

This counter captures travel from a variety of downvalley destinations including the AABC, Airport, Brush Creek Park & Ride, from Snowmass via Brush Creek Rd then onto Hwy 82, and the general Hwy 82 corridor from the vast travel shed into Eagle and Garfield Counties and the I-70 corridor. This counter works harder than the others as it has four regular lanes of travel to count in addition to the airport slip lane. As the vehicles passing by this counter are headed to a number of destinations in the upper valley, the volumes are not included in the total vehicles counts traveling in and out of Aspen and Snowmass. However, the data is valuable as a stand-alone collection point for future transportation planning for the Airport Multimodal Center, the Lumberyard development and the Hwy 82 corridor between Brush Creek and Aspen.

Unfortunately, the location of this counter made it susceptible to being hit by plow spoils during the winter, and the solar panel was damaged slightly. Repairs in late April will ready it for counting throughout the busy summer season. As with the Owl Creek counter addressed above, it is instructive to see how data can be skewed if the cameras and AI is malfunctioning. Figure 20 shows that traffic inbound toward Aspen is obviously being undercounted, as those volumes are known to be much higher in the AM peak.

Figure 20:
Airport
Total
Vehicles



Conclusion

The advent of AI plus the entry of tech innovators into the traffic data world is an exciting development, promising a detailed picture of travel patterns in the upper valley, to inform the serious challenges traffic congestion and transportation access pose to quality of life in the region. The ease of use of the Rekor reporting dashboard will make data collection and analysis more readily available to engineers, planners and officials as they work to solve these issues.



**ELECTED OFFICIALS
TRANSPORTATION COMMITTEE**

Brush Creek Park & Ride Monitoring and Management Plan

DRAFT

MAY 2025

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Executive Summary

The Elected Officials Transportation Committee (EOTC) of Pitkin County initiated the Brush Creek Park & Ride Monitoring and Management Plan to identify strategies to enhance the operation and effectiveness of the Brush Creek Park & Ride.

The park & ride, located along Highway 82 at Brush Creek Road is a critical component of the Roaring Fork Valley's multimodal transportation network, encouraging travelers and commuters to transfer from personal vehicles to transit, shuttles, carpools, and active transportation modes into and out of the City of Aspen and Town of Snowmass Village. This Plan recommends strategies to help the EOTC improve access to high quality transit, promote multimodal travel, enhance safety, and reduce parking and traffic congestion in nearby communities.

The study included an existing conditions analysis, community engagement in the form of a survey, a peer review of similar park & ride facilities, and a best practices analysis. Based upon this framework, management, operational, and technological strategies are recommended to enhance Brush Creek Park & Ride operations. The recommendations are supplemented with next steps for implementation.

Recommendations		Next Steps
<i>Management & Operations</i>	<i>Technology</i>	
Revise Site Management Leadership and Practices	<u>Package 1:</u> Baseline Monitoring and Surveillance	1. Revise the intergovernmental agreement
Improve the Special Event Permitting Process		2. Host a visioning workshop on short and long-term goals for the park & ride
Address Overnight Parking and Public Safety Concerns	<u>Package 2:</u> Smart Parking Technology	3. Set up a recurring park & ride stakeholder meeting to advance goals & coordinate with other local law enforcement agencies
Implement Wayfinding Signage		4. Identify and pursue funding for strategy implementation
Revisit On-Site Infrastructure & Operations		5. Implement recommended strategies and/or technology packages
		6. Monitor and evaluate effectiveness of implemented strategies

1. Introduction

The Elected Officials Transportation Committee (EOTC) of Pitkin County initiated the Brush Creek Park & Ride Monitoring and Management Plan to identify strategies to enhance the operation and effectiveness of the Brush Creek Park & Ride. The park & ride is a critical component of the Roaring Fork Valley's multimodal transportation network, encouraging travelers and commuters to transfer from personal vehicles to transit, shuttles, carpools, and active transportation modes. The park & ride, situated at the intersection of Brush Creek Road and Colorado State Highway 82 (Highway 82), helps reduce traffic congestion on routes into and out of the City of Aspen and the Town of Snowmass Village and alleviate parking demand at key destinations in both communities.

The Brush Creek Park & Ride Monitoring and Management Plan evaluates the current management and operational practices for the facility and recommends strategies for improvement. This initiative focuses on improving the user experience, optimizing site operations, enhancing access, promoting public safety and security, and encouraging more sustainable transportation options, which all align with the goals outlined in recent regional planning documents.

1.1. Study Area

The Brush Creek Park & Ride serves as a transit and multimodal hub within the Roaring Fork Valley. The park & ride is situated just east of the intersection of Brush Creek Road and Highway 82 and is accessible from the existing signalized intersection of these two roadways.

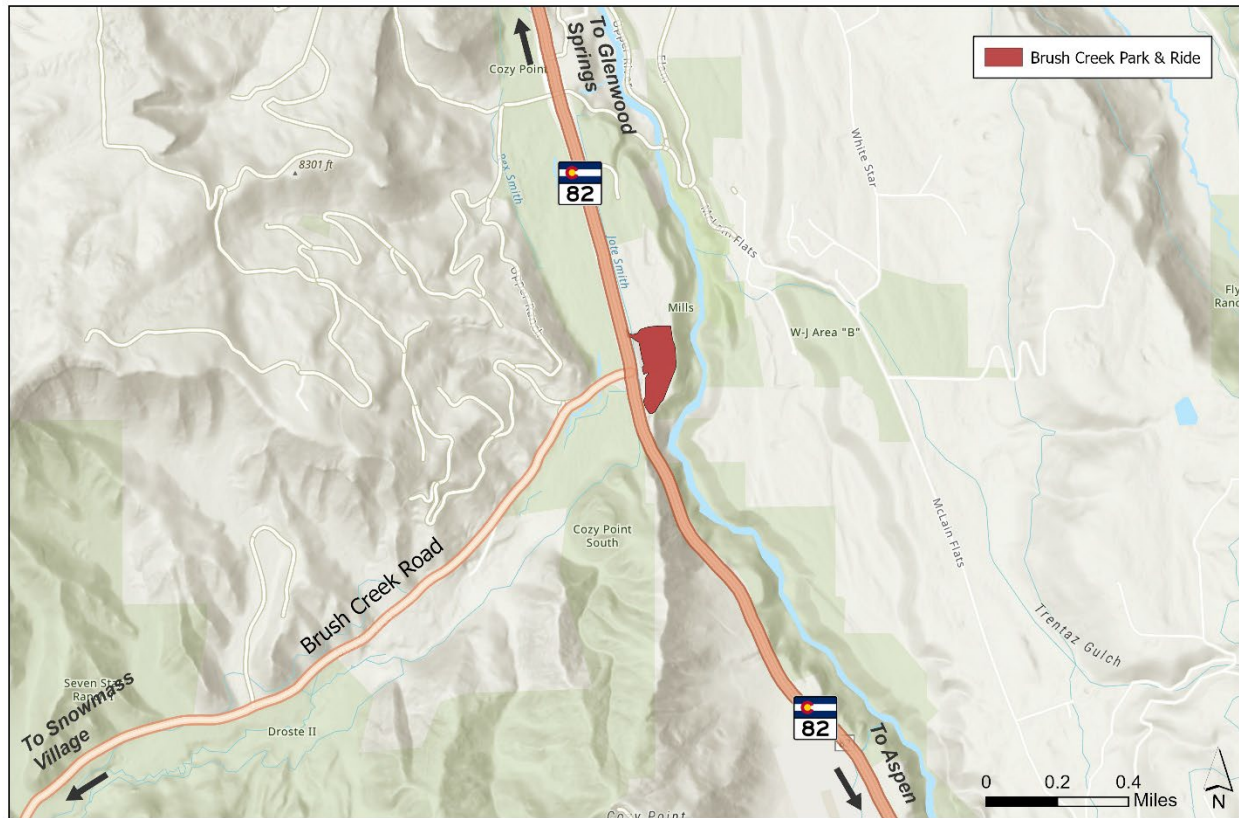
The property surrounding the park & ride is generally undeveloped, with the Roaring Fork River to the east and south, Brush Creek to the west, and vacant parcels to the north. Despite minimal development in the immediate area, the location is ideal for a park & ride, as the facility can serve both commuters and visitors traveling between the valley's major activity centers.

The Brush Creek Park & Ride currently serves transit riders and carpools heading to:

- Aspen to the south via Highway 82
- Snowmass Village to the west, via Brush Creek Road
- Lower Roaring Fork Valley communities to the north including Carbondale and Glenwood Springs, via Highway 82

Figure 1 shows the project location.

Figure 1: Brush Creek Park & Ride Project Location



1.2. Purpose and Objectives

The Brush Creek Park & Ride facilitates transfers between personal vehicles and transit, shuttles, and carpools for people traveling to and from Aspen, Snowmass Village, and surrounding areas. The park & ride fulfills an important role in reducing traffic congestion and improving accessibility to key destinations in Aspen and Snowmass Village.

Strategies presented in this report were developed through an analysis of existing conditions, feedback received from the public and through conversations with stakeholders, a best practices review, and peer agency interviews. The strategies aim to help the EOTC improve access to and use of high quality transit, encourage multimodal travel, enhance safety, and reduce parking and traffic congestion in nearby communities.

2. Existing Conditions

The Brush Creek Park & Ride is located on 27 acres of public land owned by the Colorado Department of Transportation (CDOT). The land is leased through an intergovernmental agreement between the City of Aspen, the EOTC, and the regional transit provider, the Roaring Fork Transportation Authority (RFTA). The Brush Creek Park & Ride features:

- **Bus transfer area:** serves six (6) year-round or seasonal RFTA routes and one (1) seasonal Snowmass Village Shuttle route, with bus drive aisles separated from personal vehicle traffic
- **Center-loading passenger platform:** a 280-foot-long, 30-foot-wide passenger platform complete with a partially enclosed bus shelter, a bicycle parking shelter, public art displays, newspaper kiosks, and a public restroom facility
- **Parking area:** provides approximately 400 paved parking spaces complete with landscaping and lighting throughout
- **Overflow areas:** accommodate additional parking demand during special events

2.1. Existing Operations and Enforcement

The City of Aspen oversees parking operations and enforcement at the Brush Creek Park & Ride. These responsibilities include:

- **Site Maintenance:** The City of Aspen contracts maintenance activities for trash pickup on a weekly basis, noxious weed management annually, snow removal as needed, and site cleanup after special events and as needed.
- **Carpool Permits:** The City of Aspen operates a carpool permit program from a kiosk operating at the southern end of the site. The City issues on average 180 carpool permits per day. These permits allow free parking in residential areas of the City for longer than the posted 2-hour limit. The City is interested in digitizing the current manual permit issuance process to improve efficiency and daily tracking.
- **Enforcement and Public Safety:** Vehicles may not park longer than 24 consecutive hours at the Brush Creek Park & Ride. Overnight parking is allowed within the 24-hour limit. The City of Aspen has stated that enforcement is conducted every night, Monday through Friday, for approximately 30 minutes to ensure no vehicle is parked for longer than 24 consecutive hours. Enforcement officers issue a warning via flyer in the windshield if a vehicle is identified to be parked for at least 24 hours. If the vehicle is present after an additional 24 hours, the vehicle would receive a citation. After an additional 24-hour period, the vehicle is green-tagged for tow to impound.
- **Special Events:** The Brush Creek Park & Ride is often used as a remote lot for special events in the Upper Roaring Fork Valley. Event organizers are required to obtain a special

use permit to use the Brush Creek Park & Ride for their events. However, this process is not currently detailed on the City's website. The special use permit requires a site plan, staffing plan, and traffic plan. These plans must detail truck and trailer staging, shuttle use, lighting, additional restroom facilities, security, maintenance, and cleanup. Permit holders must provide a damage deposit of \$5,000 to cover any potential damage during the event. No other fees are applied. There are no agreements or restrictions for businesses or agencies to utilize daily parking at Brush Creek Park & Ride for their operations.

- **Monitoring:** The City of Aspen conducts vehicle counts at the Brush Creek Park & Ride between 12:00pm and 1:00pm for approximately two-thirds of the days throughout the year. The early afternoon period sees the highest parking utilization throughout the day.

For more information on existing operations and enforcement, please see Appendix A.

2.2. Public Safety at Brush Creek Park & Ride

Public safety at the Brush Creek Park & Ride is a serious and ongoing concern of the Pitkin County Sheriff's Office, who responded to over 850 calls between 2022 and year-to-date 2025. While many incidents requiring law enforcement attention occur throughout the day and in different parts of the lot, the Sheriff's Office views the number of people camping overnight and even living at the Brush Creek Park & Ride for extended periods of time as greatly exacerbating the risk of crime and activities that threaten public safety. There is a concern that allowing long-term camping, particularly in the back of the lot, will lead to a "broken windows" scenario wherein the space appears to be unregulated and therefore an invitation to crime and mischief. Officers expressed a strong desire for tighter regulations, specifically that overnight stays and camping should be prohibited and strictly enforced in most situations. Officers have also called for enhanced monitoring of the lot through license plate reader (LPR) technology, gated entry, and other parking lot management technologies.

The Brush Creek Park and Ride, and to a lesser extent, the Buttermilk Parking Lot, have seen many incidences of serious crimes, including drug dealing, solicitation of minors, assault and kidnapping as well as lesser violations to public safety and security. More serious crimes are covered by local media, but there is limited broader public awareness of lesser violations to public safety and security. The following is a categorization of the most frequent calls, plus the number of each, to the Sheriff's Office between 2022 and 2025:

- | | |
|--|-----------------------------|
| • Suspicious behavior – 315 | • Disturbances – 26 |
| • Suspicious people sleeping in vehicles – 126 | • Intoxicated driver -- 20 |
| • Citizens requesting assistance – 73 | • Harassment – 10 |
| • Intoxication and liquor violations, outside of vehicles – 39 | • Extra patrol required – 9 |
| • Welfare checks – 32 | • Hit and run accidents – 7 |
| | • Assault – 7 |
| | • Criminal mischief – 4 |

The following incidents occurred five or fewer times: weapons violations, illegal fires, unattended or abandoned vehicles, vehicle theft, littering, and domestic conflicts. In addition to formal reported incidents, staff have observed such alarming behavior as vehicles sharing electricity via jumper cables with generators and gasoline cans nearby, makeshift campers with piles of garbage amassed, and people relieving themselves at the edges of the lot.

The peer review conducted for this study, summarized in Chapter 4, revealed that similar mountain/ski resort communities with commuter/ skier parking lots prohibit overnight stays and storage of unauthorized vehicles, conducting nightly sweeps of the lots and ordering any remaining vehicles to be towed. These examples were noted in Teton Village/ Jackson Hole in Wyoming, Steamboat Springs in Colorado, and at Big and Little Cottonwood Canyon lots in Utah.

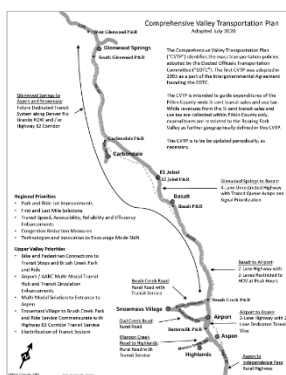
The Sheriff's Office noted that the new management plan at the Buttermilk lot, which includes charging for parking and robust monitoring and enforcement, is a solid step for enhanced public safety, and a similar effort should be conducted for the Brush Creek Park & Ride. However, under the terms of the agreement with CDOT, which owns Brush Creek Park & Ride, the lot will remain a commuter lot free of charge.

2.3. Relevant Planning Documents

Previous planning documents set the foundation for the Brush Creek Park & Ride Monitoring and Management Plan. These documents help ensure that recommendations are in line with EOTC goals, objectives, and past efforts. Relevant planning documents are summarized below:

EOTC 2020 Strategic Plan

The EOTC 2020 Strategic Plan adopted the Comprehensive Valley Transportation Plan (CVTP) to establish a framework for a new transportation strategy in the Roaring Fork Valley. The framework guides EOTC's decision-making, work planning, and budgeting processes. The Strategic Plan sets a mission, vision, guiding principles, and key strategies to ensure a convenient, equitable, and efficient transportation system.



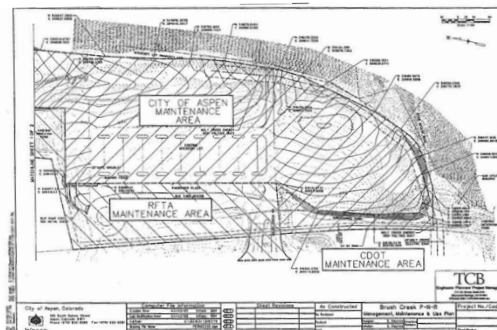
Comprehensive Valley Transportation Plan (2020)

The Comprehensive Transportation Plan (CVTP), adopted in 2020, identified a range of transportation strategies to improve mobility in the valley. The CVTP identified park & ride lot improvements, congestion reduction measures, and technologies and innovation to encourage mode

shift as regional priorities. Additional bike and pedestrian connections to the Brush Creek Park & Ride were identified as an Upper Valley-specific priority.

Brush Creek Park-N-Ride Management, Maintenance and Use Plan (2005)

This intergovernmental agreement between the City of Aspen, the Town of Snowmass Village, and the EOTC defines the management and maintenance of the Brush Creek Park & Ride. The agreement generally designates RFTA to maintain the bus bay section of the park & ride, the City of Aspen to maintain the parking lot facility, and CDOT to maintain the southernmost unpaved portion of the parcel. The use plan also designated City of Aspen to manage, repair, and provide enforcement at the park & ride lot. Maintenance includes snow removal, lot sweeping/flushing, trash removal, and maintaining a state of good repair in the parking lot. RFTA is responsible for restroom cleaning.



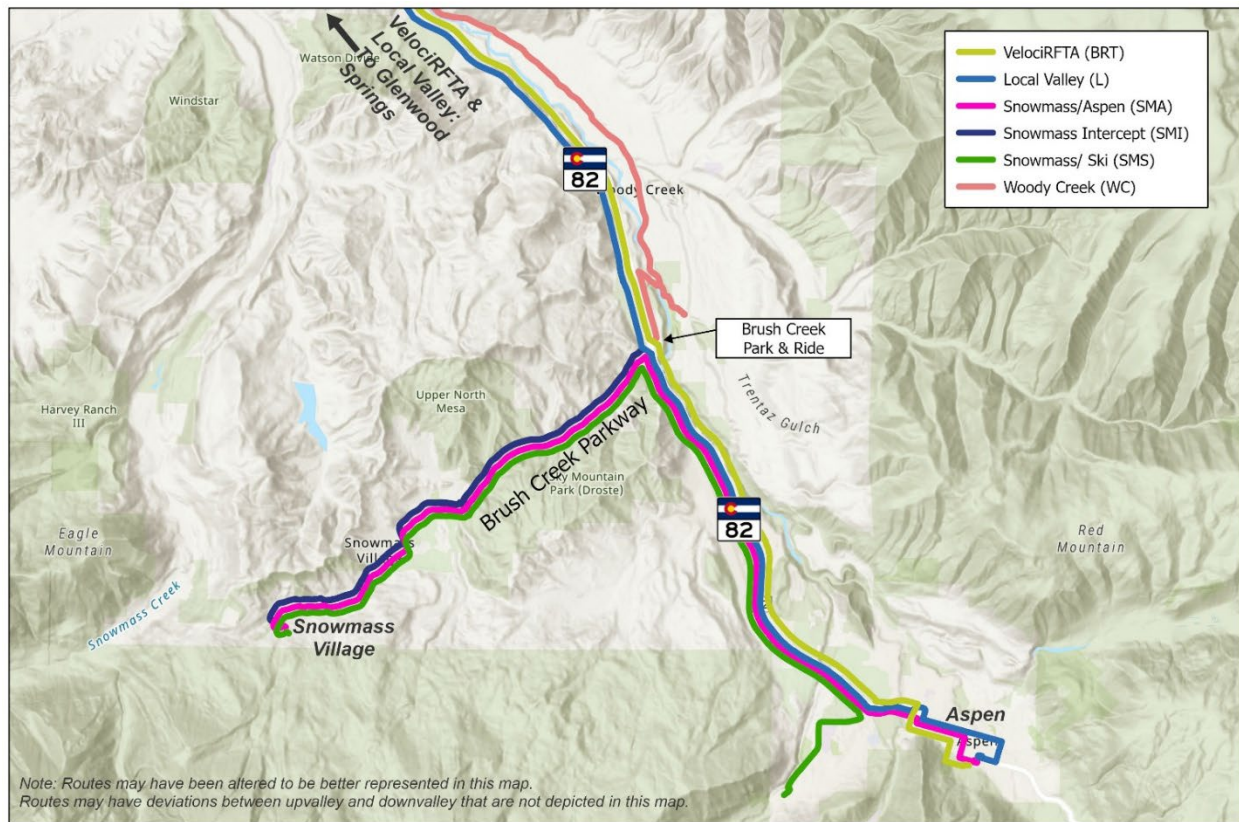
2.4. Transit Ridership

RFTA operates six transit routes at the Brush Creek Park & Ride, offering service from the City of Glenwood Springs to the City of Aspen and the Town of Snowmass Village, and providing regional transit service throughout the Roaring Fork Valley. Routes serving the park & ride include:

- **VelociRFTA (BRT):** daily service between Aspen and Glenwood Springs, operating with 10 to 30-minute headways
- **Local Valley (L):** daily service between Aspen and Glenwood Springs, operating with 30-minute headways
- **Snowmass/Aspen (SMA):** daily winter service and limited summer service between Aspen and Snowmass Village, operating with 15 to 30-minute headways
- **Snowmass Intercept (SMI):** daily service between the Brush Creek Park & Ride and Snowmass Mall, contracted out to Snowmass Village Shuttle in the spring and fall off-peak periods
- **Snowmass/Ski (SMS):** winter season service between Aspen Highlands and the Snowmass Mall
- **Woody Creek (WC):** seasonal service between the Phillips neighborhood and the Brush Creek Park & Ride, operating with one-hour headways

Figure 2 depicts transit routes that connect to the Brush Creek Park & Ride.

Figure 2: Transit at Brush Creek Park & Ride



RFTA boarding data for the Brush Creek Park & Ride was collected by route and headway direction in the AM and PM time periods between August 2023 and August 2024. RFTA boardings at the Brush Creek Park & Ride are highest in the summer months, from June to August, at approximately 1,000 to 1,500 passenger boardings per day. Boardings are also high in the winter months from December to March, at approximately 940 to 1,100 boardings per day. Boardings are significantly lower in the shoulder seasons, from October to November, and from April to May. In these months, RFTA routes averaged between 300 to 450 boardings per day.

Table 1 shows the average daily passengers by headway direction in either the AM or PM. Figure 3 shows the average daily passengers by month, by headway direction in either the AM or PM.

Table 1: RFTA Brush Creek Park & Ride Average Daily Boardings by Headway Direction in the AM and PM

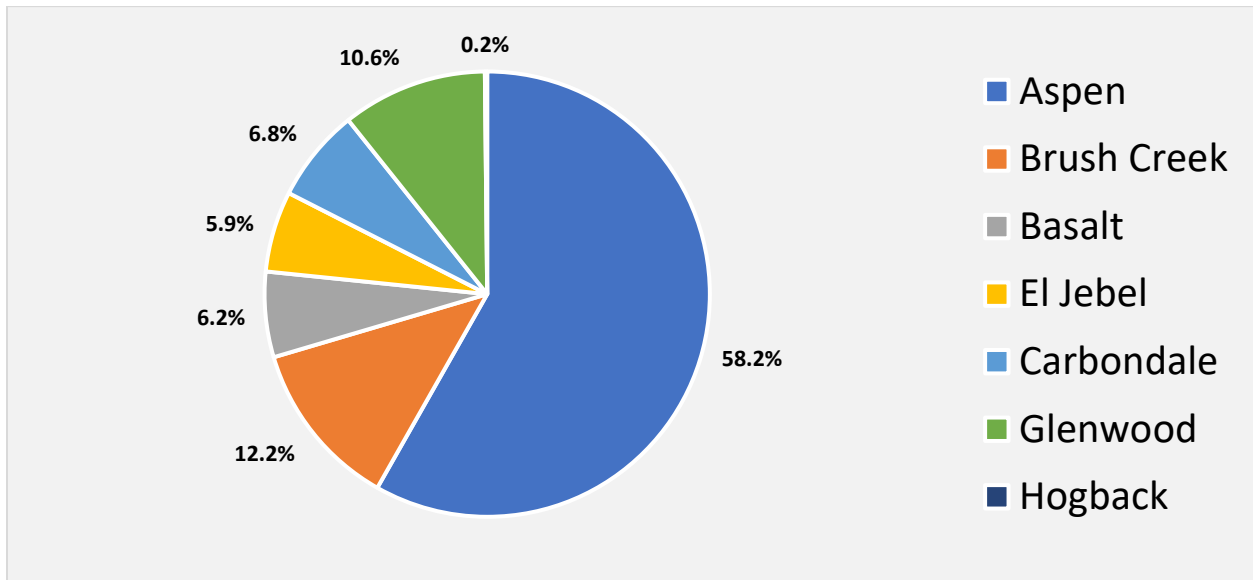
Brush Creek Park & Ride	AM	PM	Daily
To Glenwood Springs	34	181	215
To Snowmass Village	166	187	353
To Aspen	156	131	287
Total	356	499	855

Figure 3: RFTA Brush Creek Park & Ride Daily Boardings per Month by Headway Direction in the AM and PM



From April 2023 to May 2024, the Snowmass Village Shuttle recorded the ending destination of approximately 28,900 passengers who alighted at the park & ride through their contracted Snowmass Intercept (SMI) service. The passengers who alighted at the Brush Creek Park & Ride all boarded the route in the Town of Snowmass Village. Figure 4 presents the ending destination (beyond the Brush Creek Park & Ride) for those who alighted at the park & ride. Origin-destination data is not available in the up-valley direction.

Figure 4: Ending Destination of Passengers who Alight at Brush Creek Park & Ride

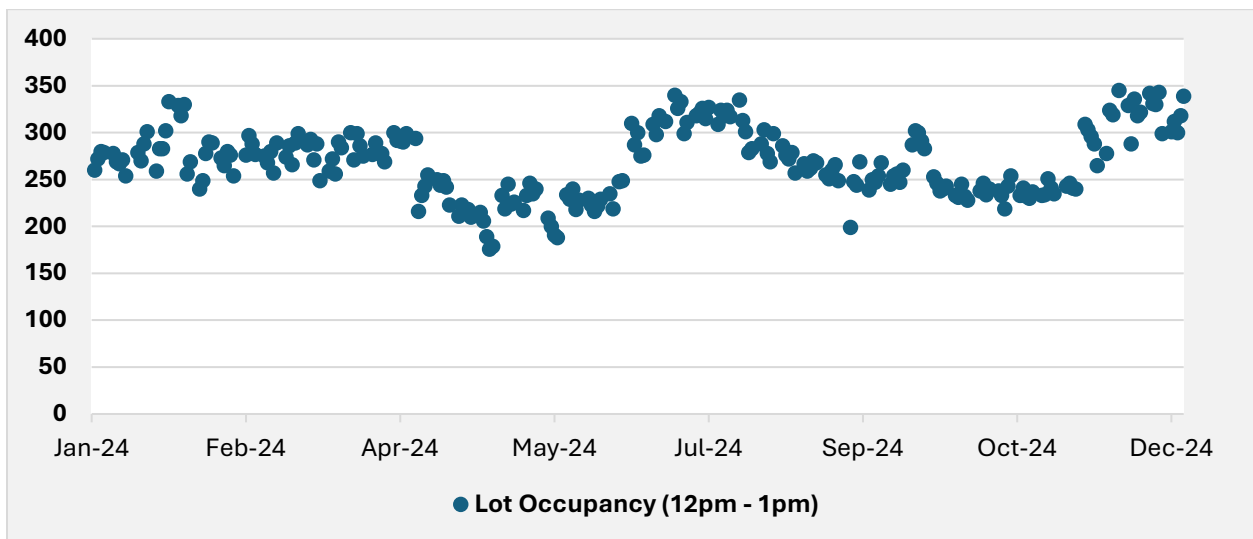


2.5. Parking

The Brush Creek Park & Ride contains approximately 400 spaces. During special events, overflow lots to the north and south of the paved parking area are made available, which can increase the parking capacity by approximately 400 additional spaces, providing a total of over 800 spaces.

In 2024, the City of Aspen counted the lot in the mid-afternoon on 245 days of the 366 days of the year (67%). Among count days, the highest utilization was in the winter (Late November-February) and summer (July-August). Figure 5 shows the midday parking occupancy throughout 2024.

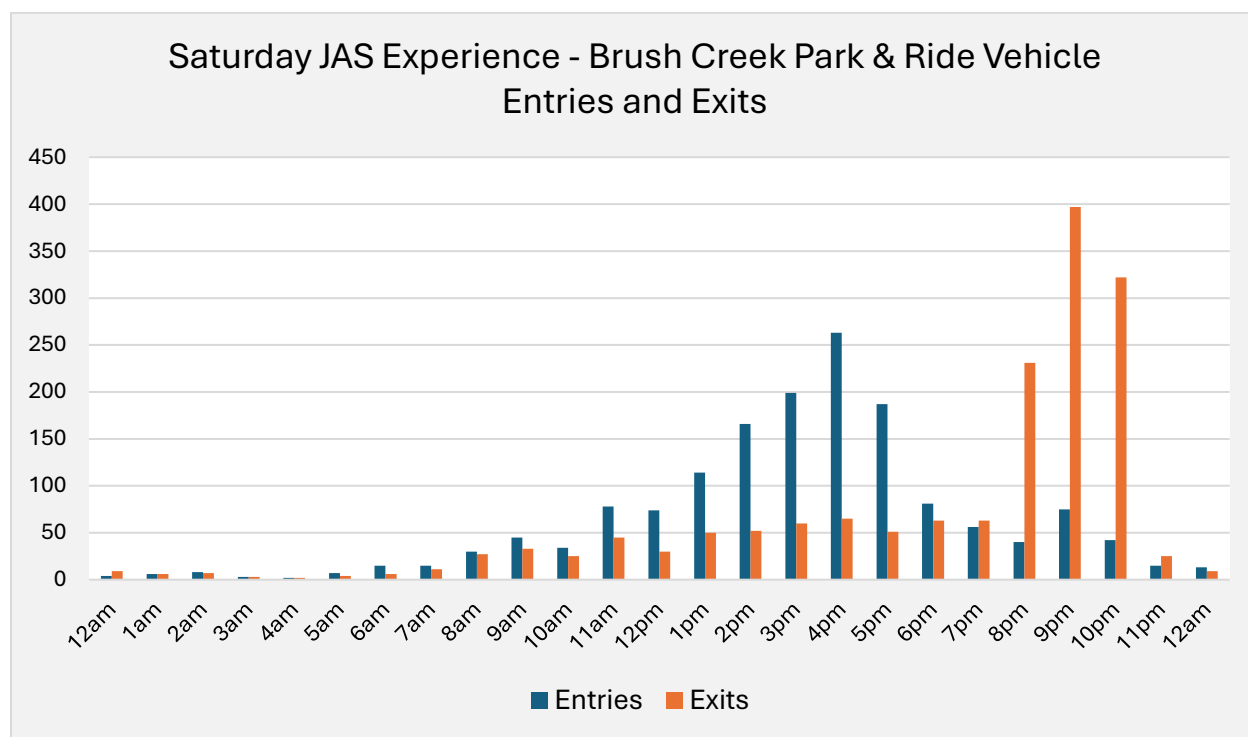
Figure 5: Brush Creek Park & Ride Parking Occupancy in 2024, Midday Counts



Additional parking utilization data was also collected by the consultant team throughout the day on one special event day (JAS Experience, Saturday, August 31, 2024) and one typical weekday. For the JAS Experience special event day, parking utilization reached up to 829 parked vehicles, taking advantage of the two overflow lot areas. The typical weekday reached as high as 145 parked vehicles at 1:00pm (Thursday, September 26, 2024).

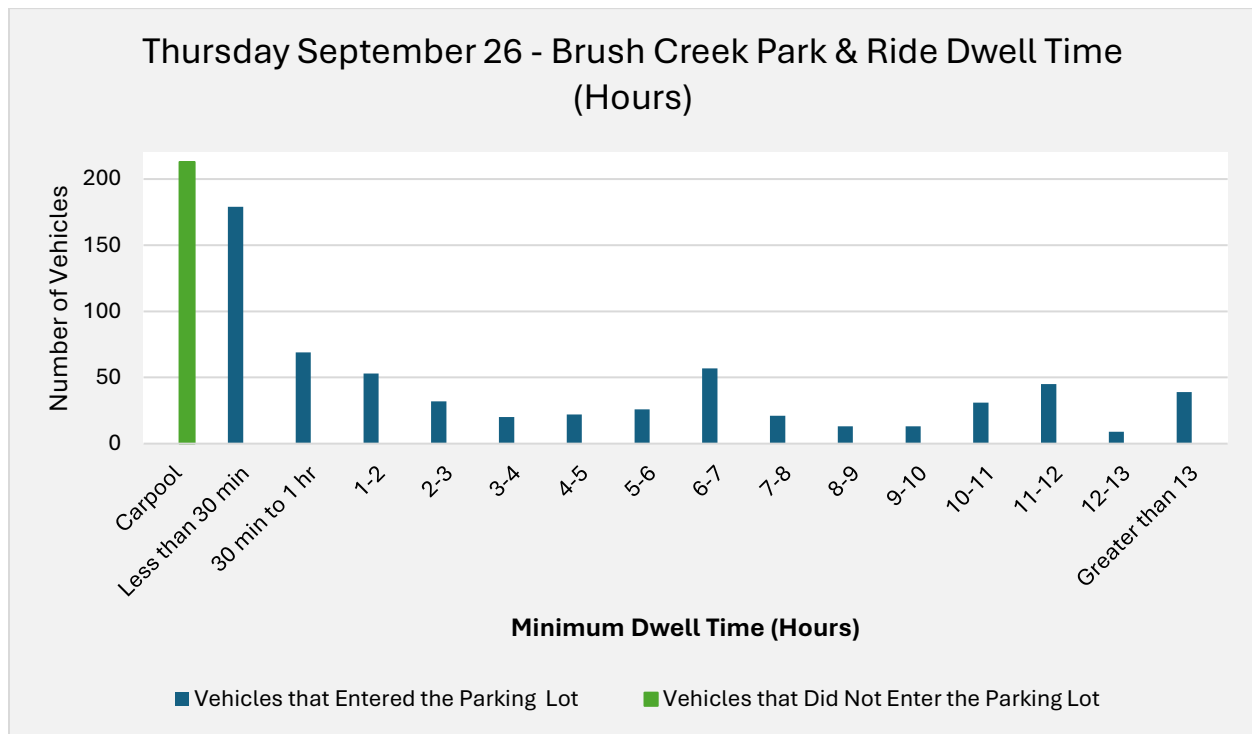
Due to the nature of the JAS Experience, the Brush Creek Park & Ride saw a steady increase in vehicle entries throughout the day, followed by a sharp line of departures after the conclusion of the concert. Figure 6 shows the JAS Experience vehicle entries and exits by time of day at the Brush Creek Park & Ride.

Figure 6: Saturday Aug 31 JAS Experience – Brush Creek Park & Ride Vehicle Entries and Exits



During the typical weekday, vehicle entries most frequently occurred between 6:00am and 9:00am. Most vehicles exited the park & ride between 3:00pm to 6:00pm. A significant number of entry trips in the morning can be attributed to the Aspen carpool program, with approximately 213 vehicles acquiring a carpool permit. On a typical day, most vehicles that did not acquire a carpool permit dwelled at the park & ride for a relatively short period of time, such as less than 1 hour. The significant number of short-term stays highlight the importance of short-term spaces or a loading-only zone. Figure 7 shows the dwell times on the typical weekday at the Brush Creek Park & Ride. More information about parking utilization can be found in Appendix A.

Figure 7: Thursday Sep 26 – Brush Creek Park & Ride Dwell Time (Hours)



Please see Appendix A to view the full Existing Conditions Memorandum.

3. Community Engagement

The Brush Creek Park & Ride Improvements Survey was conducted online from April 7, 2025 to April 25, 2025. The survey was administered in both English and in Spanish. A total of 143 respondents completed the survey, with 119 responses in English, and 24 responses in Spanish.

The survey had four general sections:

- Park & ride usage
- Respondent origin/ destination information
- Respondent sentiment on several potential amenities and technologies
- An opportunity for respondents to provide additional comments.

The survey had 14 questions. The average time to complete the survey was just over 6 minutes. The survey was advertised in the Roaring Fork Valley through a variety of sources, including print, radio, digital, social media, direct emails, and newsletters. Advertisements focused on highlighting the survey availability for residents throughout Pitkin County, Glenwood Springs and Garfield County, and west to Rifle. A schedule of all advertisement methods is shown below in Figure 8.

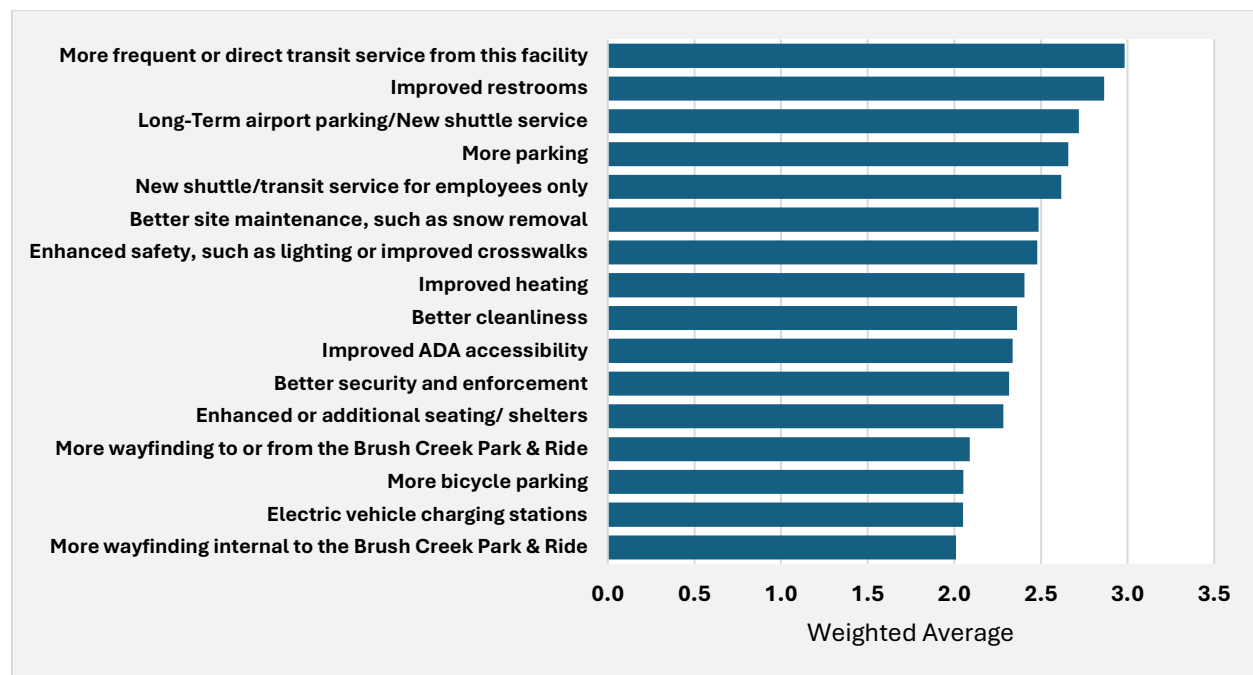
Figure 8: Survey Advertising Strategy

Advertisement	Medium	Published Dates	Language	Collateral Provided
Aspen Daily News	Print	April 12, 15, 20, 24, 25	English (EN) & Spanish (SP)	Quarter-page graphic
	Digital	April 11-25	EN & SP	Graphic
Glenwood Springs Post Independent	Print	April 11, 13, 18, 19, 22, 25	EN & SP	Graphic
La Tricolor	Radio	April 9-31	SP	60-second ad
The Sopris Sun	Print	April 16, 23	EN	Graphic
Sol Del Valle	Print	April 10, 17, 24	SP	Graphic
Aspen Daily News Weekly	Print	April 14, 21	EN & SP	Text
Redstone Facebook	Digital	Multiple	EN	Graphic
Pitkin County Facebook	Digital	Multiple	EN & SP	Graphic
Pitkin County Instagram	Digital	Multiple	EN & SP	Graphic
Instagram (Geotagged Ad)	Digital	Multiple	EN & SP	Graphic
Caucuses	-	Multiple	EN	Blurb
Employee Newsletter	-	April 8	EN	Blurb
Aspen Chamber Resort Association Newsletter	-	April 7	EN	Blurb
Pitkin County Public Service Announcement	-	Multiple	EN & SP	Press Release
Sandwich Board	Sign	Multiple	EN & SP	Sandwich board

3.1. Proposed Amenity Importance

Respondents were asked to rate a series of 16 potential park & ride amenities as most important to them. They could select an amenity's importance on a four-point scale from not important (1) to very important (4). A weighted average was used to determine which amenities would be most important to respondents. Among all amenities, "More frequent or direct transit service", "Improved restrooms", and "Long-term airport parking/ New shuttle service to the airport", would be the three most important amenities. Alternatively, amenities that scored the lowest included "More wayfinding internal to the Brush Creek Park & Ride", "Electric vehicle charging stations", and "More bicycle parking". Figure 9 shows the weighted average of each proposed amenity, with the higher scores being more important. 119 respondents answered this question.

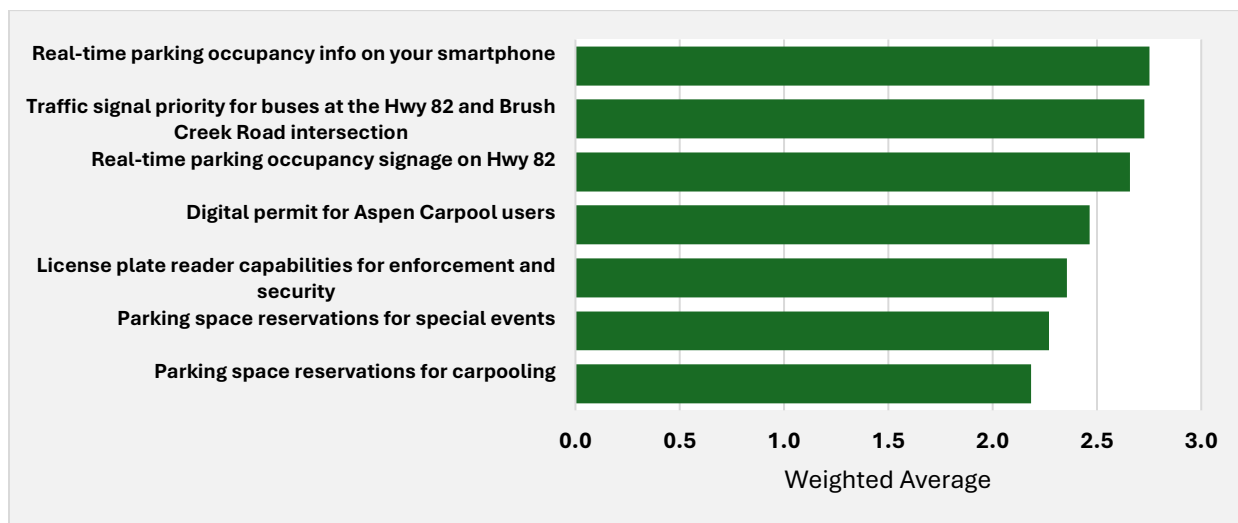
Figure 9: Proposed Amenity Importance to Survey Respondents



3.2. Proposed Technology Usefulness

Respondents were asked to rate seven potential park & ride technologies as most useful to them. They could select a technology's usefulness on a four-point scale from not useful (1) to very useful (4). A weighted average was used to determine which technologies would be most useful to respondents. Among all technologies, "Real-time parking occupancy info on your smartphone" and "Traffic signal priority for buses at the Hwy 82 and Brush Creek Road intersection" would be the two most useful technologies. Alternatively, technologies that scored the lowest included "Parking space reservations for carpooling" and "Parking space reservations for special events". Figure 10 shows the weighted average for each proposed technology, with the higher scores being more useful. 117 respondents answered this question.

Figure 10: Proposed Technology Usefulness to Survey Respondents



3.3. Open-Ended Responses

At the end of the survey, respondents had the opportunity to provide open-ended comments on the Brush Creek Park & Ride. In total, 49 respondents provided feedback, with 42 responding in English and 7 in Spanish. The general sentiment of the comments are summarized below:

- **New Transit Service/ Frequency/ Overcrowding (33%):** The largest group of respondents requested new transit service or improved frequency, due to indirect connections or overcrowding. They called for the Highland Flyer's return, and connectivity to trailheads.
- **Expansion of the Park & Ride into a Transit Hub (22%):** Many respondents called for new transit hub amenities at the site, including an enhanced drop-off zone, EV charging, real-time availability, expanded bus stops on the up valley side of Hwy 82, housing, a convenience store, and more parking.
- **Enhanced Public Safety and Security (18%):** Many respondents raised safety concerns about car camping and site maintenance, calling for improved enforcement and new lighting, surveillance cameras, and enhanced pedestrian accessibility.
- **New and Improved Restrooms (16%):** Respondents called for a new restroom facility complete with plumbing, a departure from the existing portable restrooms.
- **Positive Sentiment (14%):** Some respondents gave positive sentiment to the survey or the Brush Creek Park & Ride site or operations.
- **Improved Shelters (12%):** Some respondents would like to see improved shelters, complete with better enclosures, new heaters, and better route signage.
- **Other:** Less frequent comments included allowing more bikes on buses, allowing overnight/ airport parking, improving Hwy 82 bike access, keeping parking free, and reverting the facility name back to the Intercept Lot. See Appendix B for the full survey results summary.

4. Peer Review & Best Practices

The consultant team completed a peer review and best practices analysis to inform the development of strategies to improve management and operations at the Brush Creek Park & Ride. The peer review sought to understand peer agency practices related to park & ride management. This peer review uncovered new ideas, methods, strategies and practices that could potentially be implemented at Brush Creek Park & Ride. The best practices analysis highlighted proven strategies and practices implemented by local, regional, and federal sources across the country that could be used to optimize park & ride operations and management practices.

4.1. Peer Review

Three agencies were interviewed as part of the peer review. Each peer location was selected because the park & ride lot's primary purpose is to serve ski traffic for visitors and employees. The three peer locations include:

1. Teton Village Association (TVA) - Stilson Park & Ride near Jackson, Wyoming
2. Steamboat Springs Transit - Stockbridge Transit Center in Steamboat Springs, Colorado
3. Utah Transit Authority (UTA) - Big Cottonwood Canyon Park & Ride in Cottonwood Heights, Utah

These peer facilities were chosen as they are similar to the Brush Creek Park & Ride in several ways, including:

- All facilities primarily serve to intercept skiers, employees, commuters, and other visitors to reduce parking congestion at ski resorts and in the surrounding communities
- All facilities are situated along high-volume roadways or state highways
- All facilities are located between four miles to 20 miles away from the nearby communities and ski resort(s) they serve
- All facilities are free to park and do not have a gate or other entry restrictions

TVA, Steamboat Springs Transit, and UTA provided valuable insights into existing management, operations, and enforcement practices at their peer facilities. Key takeaways from the peer reviews include:

- Set clear goals for the intended purpose of the park & ride, and objectives to best address them
- Clearly define management roles, that may include a division of responsibilities during ski season and off-peak season
- Conduct daily parking counts, either manually or via technology, to accurately assess conditions and address needs quickly
- Consider an employee parking program such as a free employee shuttle service to maximize parking at ski areas

- Ensure effective daily enforcement of parking regulations
- Prohibit any overnight parking to address concerns related to camping and long-term stays
- Plan for projected park & ride demand at least a decade from now to avoid parking footprint constraints in the future
- Consider entering into contractual agreements between all stakeholders who benefit from the park & ride, including adjacent municipalities and ski resorts
- Consider hosting monthly meetings between all stakeholders to maintain coordination on transportation matters
- Consider installing cameras to monitor the park & ride remotely

These insights highlight that effective management of a park & ride lot requires clear goals, defined roles, and coordination among stakeholders, especially to address seasonal variations in use. Daily monitoring, consistent enforcement, and long-term planning help ensure the lot meets current and future demand while supporting efficient use through strategies like employee shuttles and remote surveillance. Contractual agreements and regular stakeholder meetings would further strengthen operational coordination and accountability.

4.2. Best Practices

The best practices summary highlighted management and operations, maintenance, and technology solutions that may be applicable at the Brush Creek Park & Ride. For management and operations, the analysis reviewed strategies around seasonal pricing, carpool incentives, long-term parking permits, reservation systems, and planning for large-scale events. Maintenance strategies are varied depending on if they are managed in-house versus contracted out. Technology strategies focused on monitoring parking occupancy, using parking guidance systems, and installing surveillance technologies to improve safety.

Implementation of these best practices could lead to an efficient and effective management program. Best practices relevant to Brush Creek Park & Ride include:

- A managed long-term parking program, especially for airport users
- Implementation of a reservation system during large events and peak seasons
- Enhance enforcement to better address overnight stays and camping to improve public safety
- Effective special event plans
- Reconsider in-house vs. contracted maintenance services
- Performing Crime Prevention through Environmental Design (CPTED) assessments of the facility
- Installing parking technology solutions for occupancy monitoring, parking guidance, and safety

Please see Appendix C for the full Peer Review and Best Practices Memorandum.

5. Recommendations

A series of new recommendations are provided to improve operations, management, and enforcement at Brush Creek Park & Ride to promote transit service, optimize parking utilization, mitigate safety concerns, and streamline operations.

Recommendations were developed from analysis of existing operational and management conditions, community feedback, conversations with stakeholders, the peer review analysis, and the best practices review.

The recommendations include management & operations strategies and technology strategies.

5.1. Management & Operations Recommendations

Revise Site Management Leadership and Practices

Management of the park & ride in the existing condition is governed by several agencies, including the City of Aspen, Pitkin County, and RFTA, all managing separate sections of the site. This type of approach requires significant coordination between multiple agencies. Consolidating management responsibilities under a single agency can help streamline management and make the process more efficient. Should the EOTC be supportive of consolidating management responsibilities, Pitkin County would be best suited for this role given the location of the park & ride. The County public works operations center is just south of the park & ride site, allowing for more efficient observation and maintenance activities (should the County elect to maintain the facility in place of contracting out these responsibilities).

Under a revised management structure, the EOTC member agencies should work together to set clear goals for the intended purpose of the park & ride, ensure consistent enforcement and daily vehicle counts, and plan to accommodate future parking demand. Additional key management activities are discussed below.

Improve the Special Event Permitting Process

Updates to the existing permitting process for special events would improve efficiency and record-keeping. A new special event management permit would include an application with a site plan, event details, event infrastructure, operations, traffic control, and insurance/ liability coverage. The special event permit application would be made publicly available on the Pitkin County website. For annual events, a system could be put in place to allow for expedited applications in future years. The special event application would also be applicable for commercial operators that utilize the Brush Creek Park & Ride for daily parking, including rafting companies that instruct their patrons park in the lot for the day.

Address Overnight Parking and Public Safety Concerns

Currently, the Brush Creek Park & Ride does not allow vehicle parking for longer than 24 hours. This regulation is difficult to enforce due to the need for consistent monitoring and tracking of vehicles, creating safety concerns as drivers can legally camp overnight. To address this issue, it is recommended to adopt a regulation that prohibits overnight parking, consistent with how the peer agencies interviewed for this project operate their park & ride facilities.



A “No Overnight Parking” regulation is much easier to enforce than a 24-hour limit. With no overnight parking, an enforcement officer can designate a vehicle in violation immediately, whereas a 24-hour limit is more difficult to track and enforce consistently.

Enforcement responsibilities should be transferred from the City of Aspen to the Pitkin County Sheriff's Office or a contracted service managed by the County. This would require an update of the intergovernmental agreement. The Brush Creek Park & Ride is over 2.5 miles north of the City of Aspen's jurisdiction, reducing the efficiency of using resources from the Aspen Parking Department. Enforcement through the County could be more efficient given the location of the park & ride and the County facilities.

Implement Wayfinding Signage

Implement dedicated and prominent wayfinding signage to the Brush Creek Park & Ride from all three access points: southbound (uphill) on Hwy 82, northbound (downhill) on Hwy 82, and eastbound (downhill) on Brush Creek Road. Signage may either be static or dynamic.



Dedicated static signage would help promote park & ride prominence and guide residents, visitors, and employees to the park & ride. Static signage should comply with CDOT D4-2 Park-Ride Sign Guidance (2023 Edition) for sign design, placement, and size.

Dynamic signage would be able to provide real-time information to drivers, and is often paired with occupancy monitoring technology. Dynamic signage would enhance the user experience by displaying up-to-date details on parking availability, traffic conditions, parking status, or any other



relevant information. For the Brush Creek Park & Ride, dynamic message boards could play an important role on special event days, and if not implemented permanently, could be rented on a situational basis. Permanent or rentable dynamic signs would be placed along Hwy 82 as drivers travel to the Brush Creek Park & Ride, such as near Basalt, to provide info on travel time and parking availability.

Revisit On-Site Infrastructure & Operations

The Brush Creek Park & Ride is host to a number of various uses beyond the traditional park & ride activity. Through parking utilization dwell time audits, it was determined that a number of visitors stay for 1 hour or less, indicative of a use not related to park & ride and transferring to use transit. The site is also home to the City of Aspen carpool permit kiosk and does host oversized vehicles/ RVs throughout the day as well as



truckers overnight. These non-transit related uses should be studied in greater detail. Accommodating these uses, either with dedicated infrastructure, updated permitting, or otherwise is beneficial to maximize use of the site. Alternatively, the EOTC could elect to prohibit some or all these uses focusing operations on serving commuter parking only.

Accommodating these uses would allow for better monitoring and evaluation of use levels. It should be noted that the City of Aspen has expressed interest in digitizing their carpool permit program, removing the need for a kiosk at the Brush Creek Park & Ride.

In addition, community feedback identified demand for an airport and employee shuttle service paired with long-term parking, as well as improved restrooms at the site. The EOTC should assess if these service and infrastructure improvements align with the facility's long-term goals.

Enhance Access to Transit Services

The engagement survey completed as part of the study effort highlights public interest in services and amenities that would enhance access to transit routes serving the park & ride. On-site improvements including enhanced pick-up and drop-off areas, real-time bus location information, bus access and circulation enhancements could encourage increased use of transit services and more use of the park & ride. Other transit-related improvements suggested by the public, including increased frequency for transit services and new routes, are beyond the purview of this study, but the park & ride would play an important role in facilitating access to improved transit services.

5.2. Technology

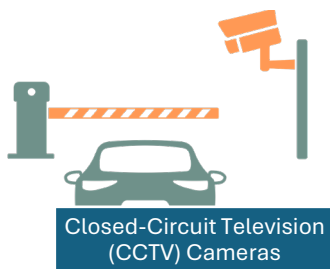
Technological solutions can significantly enhance efficiency, convenience, monitoring, and overall user experience at a park & ride. Technology options for the Brush Creek Park & Ride include real-time parking occupancy/ duration, off-site surveillance, and mobile application integration for real-time availability data and/or automated overnight parking permits.

There are three packages of technology improvement presented below that the EOTC could evaluate for implementation to improve operations, monitoring, and enforcement at the site.

Package 1: Baseline Monitoring and Surveillance

Package 1 would be used to deter unauthorized or overnight parking through visible surveillance. Closed-Circuit Television (CCTV) cameras and clear signage would be used to create a psychological barrier that discourages overnight stays and other unwanted behavior. The infrastructure installed for this package includes power and mounting poles. The recorded footage can support remote staff in responding to visitor complaints or resolving past incidents. If applicable, installation of power and mounting poles can lay the groundwork for future upgrades such as automated license plate reader (ALPR) technology.

Package 1: What's Included?



Closed-Circuit Television (CCTV) Cameras: Fixed or Pan-Tilt-Zoom (PTZ) units with minimum recommended resolution of 4 Megapixels with night vision and weatherproof housing (IP66 rating or higher) positioned at access points and parking zones.

Video Management System (VMS): On-site recording and remote access for personnel.

Enforcement and Surveillance Signage: "Lot Under Video Surveillance" and clearly posted parking time limits indicating no overnight parking.

Package 1: Operational Needs

- **Staff for Monitoring and Incident Response:** Personnel are required to periodically review recorded footage. This can be done through spot checks such as during high-use periods

or overnight, or on demand when there are visitor complaints or reports of overnight parking. Since there are no automated alerts, staff involvement would be necessary for identifying any issues or safety concerns.

- **Maintenance and System Management:** Regular inspection of cameras, wiring, power sources, and VMS is beneficial to maintain the useful life of the system. This includes periodically cleaning lenses, checking for vandalism or damage, and ensuring the system records and stores video properly.
- **Data Storage Oversight:** Depending on the system configuration, managing local or cloud-based storage for footage is necessary. Video footage can be retained for a set period, such as 30 to 60 days, so clear data retention policies should be established.
- **Signage Updates and Compliance:** Staff should ensure that postage signage remains visible, accurate, and compliant with local privacy or surveillance laws. Signage should clearly reinforce that overnight towing is in effect and that video monitoring is in place.
- **Vendor Coordination:** If cameras or VMS are provided through a third party, ongoing coordination may be needed for software updates and technical support.

Package 1: Associated Costs

- **Hardware Costs:** CCTV cameras, mounting equipment, power supply, network infrastructure.
- **VMS:** On-site storage hard drives or network video recorder footage, licensing fees depending on the VMS software provider, there may be one time or annual license costs, remote access setup, secure remote access configuration for staff viewing or responding to incidents.
- **Installation fees:** Labor for mounting cameras, running wiring, setting up VMS systems
- **Signage:** Design production, and installation of surveillance notices and posted parking rules
- **Ongoing Operations and Maintenance:** Staff time for periodic review or responding to complaints, repairs and upkeep replacing cameras, maintaining visibility such as snow clearing or obstructions, and updating VMS software.

Package 1: Benefits and Limitations

BENEFITS	LIMITATIONS
• Low upfront cost and easy installation: easy to implement with minimal disruption to lot operations. • Supports enforcement and public safety monitoring: Helps staff respond to complaints and observe patterns of misuse.	• No automated enforcement: system does not track overstays or trigger alerts without manual review. • Does not track vehicle identity, just presence/activity: cannot link vehicles to registered owners or issue citations based on footage alone.

• Visual deterrent to unauthorized use: signage and cameras discourage long-term or overnight parking. • Provides groundwork for future system expansion: Infrastructure like poles can be reused for future ALPR or smart sensor upgrades.	• Requires staff time for monitoring and response: effectiveness depends on available personnel to review footage. • Limited real-time operational data: not integrated with parking management systems for live occupancy updates or analytics.
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Package 2: Smart Parking Technology

Package 2 is designed for active parking management, integrating smart technologies to monitor, guide, and enforce short-term parking rules without the need for on-site staff or additional staff capacity for monitoring. This package combines AI-powered Automated License Plate Recognition (AI-ALPR) which provides real-time license plate recognition with improved accuracy for various lighting and weather conditions (which traditional license plate readers have difficulties with), supplemental CCTV surveillance cameras for enhanced security, and real-time communication tools like Dynamic Message Signs (DMS) which improves the visitor experience through accurate real-time availability information.

Package 2: What's Included?



AI-ALPR Cameras: Installed at access points to log license plates, track dwell time and occupancy, and identify overnight parking.

Smart Parking Management Service: A cloud-based or on-premises system that manages and stores license plate and parking activity data. The platform could include features such as secure data storage, user access controls, and customizable reporting dashboards. Many services also offer the ability to connect with enforcement staff or vehicles via cellular networks, allowing for real-time updates on parking violations. Additional features may include automated alerts for overstays, data export tools for planning and analysis, and integration with citation systems or mobile enforcement applications.

CCTV Surveillance Cameras (supplemental): Fixed or PTZ cameras (minimum 4MP, IP66-rated, night vision) to provide broader visual coverage of the lot. CCTV offers a general overview for security and dispute resolution.

Enforcement Signage: Clearly posted signage in the lot informing visitors that their license plates are being recorded paired with overnight parking enforcement information.

Dynamic Message Signs (DMS): Dynamic Message Signs (DMS) can be integrated with an AI ALPR system to provide real-time updates on parking availability. Installed along Highway 82, these signs would inform drivers with key information such as “20 spots available”, “Free parking”, “Transit Lot”, or “Parking Lot Closed/Full Ahead”. The AI-ALPR system tracks vehicle movements and sends occupancy data to a centralized control system, which then updates the DMS accordingly, allowing for accurate and up-to-date parking status information.

Package 2: Operational Needs

Data Management and System Oversight: The use of AI-ALPR technology requires establishment of clear policies regarding data retention standards (e.g., retaining footage for no more than 60 days) to support data security, reduce storage costs, and build community trust. Routine audits of ALPR system accounts (annually, or at defined intervals) are recommended to ensure compliance with privacy policies, transparency, and responsible data handling.

Enforcement Coordination: Staff are responsible for reviewing vehicles flagged by the ALPR system for exceeding time limits or violating posted rules. While AI-enabled platforms can automate much of this process, human oversight is often recommended to validate these alerts. The appropriate enforcement personnel are required to issue citations based on confirmed violations.

Operational Maintenance: If a Platform-as-a-Service (PaaS) model such as this is selected, many operational functions can be handled by the vendor. These may include system installation and integration, software platform management, uptime monitoring, secure data storage, hardware maintenance, and user support. The level of vendor involvement depends on the selected provider and service package and should be clearly defined in any service-level agreement.

Package 2: Associated Costs

- **AI-ALPR:**¹
 - **Hardware expenses:** Includes cameras, lenses, mounting equipment, and processing units required for accurate plate recognition.
 - **Software licensing:** Covers the cost of ALPR software, including initial licensing, periodic updates, and integration with existing security or parking management systems.
 - **Installation fees:** Professional setup costs, including mounting hardware, configuring software, and calibrating cameras for optimal performance.
 - **Maintenance costs:** Ongoing expenses for regular servicing, repairs, technical support, and software troubleshooting to ensure system reliability.
 - **Data Storage:** The cost of storing video footage and license plate data, either on local servers or cloud-based platforms. Many systems offer cloud storage as part of a subscription service.
 - **Subscription fees:** Recurring costs that may cover access to cloud storage, software updates, network connectivity, and additional services such as solar power integration or access to a shared database of plate reads.
- **CCTV**
 - **Hardware Costs:** CCTV cameras, mounting equipment, power supply, network infrastructure
 - **Video Management System:** on-site storage hard drives or network video recorder fostering footage, licensing fees depending on the VMS software provider, there may be one time or annual license costs, remote access setup, secure remote access configuration for staff viewing or responding to incidents.
 - **Installation costs:** labor for mounting cameras, running wiring, setting up VMS systems
 - **Ongoing Operations and Maintenance:** staff time for periodic review or responding to complaints, repairs and upkeep replacing cameras, maintaining visibility such as snow clearing or obstructions, and updating VMS software.
- **Signage:** installation and development of signage indicating AI-ALPR and CCTV surveillance recording in progress.
- **Advanced Guidance Systems with Dynamic Message Signs (DMS):** involves several types of costs including equipment and installation (signs, poles, foundations),

¹Security Camera King. (n.d.). *LPR camera cost*. Security Camera King.
[https://www.securitycameraking.com/securitynews/lpr-camera-cost/#:~:text=License%20Plate%20Recognition%20\(LPR\)%20technology,surveillance%20needs%20and%20financial%20plans.](https://www.securitycameraking.com/securitynews/lpr-camera-cost/#:~:text=License%20Plate%20Recognition%20(LPR)%20technology,surveillance%20needs%20and%20financial%20plans.)

communications infrastructure, and system integration with AI-ALPR for real-time data updates. Ongoing operational costs may include routine maintenance, software licensing, or platform access fees, and data and communication plans. Depending on the vendor, some of these services may be bundled as part of a PaaS agreement.

Package 2: Benefits and Limitations

BENEFITS	LIMITATIONS
• Automated enforcement support: identifies overstays without manual observation, reducing staffing burden and streamlining enforcement. • Real-time data and guidance: provides up-to-date parking availability, improving user experience • Scalable: can be integrated with citation platforms and mobile enforcement tools. • Planning and analytics: dashboards and export tools can provide insight into usage patterns for future operations and facility changes • Improved visitor communication: dynamic signs improve wayfinding and encourage the use of the intercept lot. • Improved accountability and transparency: help validate complaints and demonstrating time-limit enforcement	• Higher upfront and ongoing costs: compared to surveillance-only options, this package involves more expensive hardware, integration, and platform licensing. • Privacy and policy considerations: Requires clear policies on data retention, access, and use to address privacy concerns/complying with legal or community standards. • Enforcement still requires human oversight: while automated alerts assist staff, citations or enforcement actions still require personnel to validate and follow-up.

6. Implementation and Next Steps

1. Revise the intergovernmental agreement

The EOTC should review and update the existing intergovernmental agreement (IGA) to reflect current priorities, roles, and responsibilities of each party involved. This revision should address any outdated provisions and ensure alignment with the EOTC's long-term transportation objectives, while collaborating with the stakeholders in the Upper Roaring Fork Valley.

2. Host a visioning workshop on short and long-term goals for the park & ride

The EOTC should organize a facilitated visioning session with key stakeholders, including local government representatives, RFTA, ski resort representatives, and other relevant organizations, to define a shared vision for the park & ride. This workshop would focus on identifying immediate needs, long-term aspirations, and guiding principles for development, operations, and user experience.

3. Set up a recurring park & ride stakeholder meeting to advance goals

Establish a recurring meeting schedule (e.g., quarterly, half-yearly) for a designated stakeholder group to review and coordinate ongoing efforts related to the park & ride. These meetings will provide a platform to track progress, address challenges, advance implementation plans, and maintain accountability across all partners.

4. Identify and pursue funding for strategies that align with EOTC goals

Develop a prioritized list of funding opportunities at the local, state, and federal levels—including grants, public-private partnerships, and regional transportation funds. Match these opportunities with specific strategies and technology enhancements that align with the EOTC's goals.

5. Implement recommended strategies and/or technology packages

Execute selected projects and enhancements based on stakeholder consensus, funding availability, and technical feasibility. Implementation of projects should follow the established guiding principles and direction from the recurring stakeholder committee to ensure that the strategies are in the best interest of the community's mobility and access needs.

6. Monitor and evaluate the effectiveness of each implemented strategy

Develop and apply metrics and evaluation methods to assess the performance of implemented strategies and technologies. Key indicators might include user satisfaction, ridership levels, environmental impact, cost-effectiveness, and operational efficiency. The evaluation results would inform future decision-making and allow for continuous improvement of the park & ride.

Appendix A: Existing Conditions Memo



Brush Creek Park & Ride Monitoring and Management Plan

Task 2: Existing Conditions and Baseline Data Technical Memorandum

DRAFT

December 2024

Prepared By:



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Introduction

The Elected Officials Transportation Committee (EOTC) of Pitkin County has initiated this project to identify strategies to enhance the operation and effectiveness of the Brush Creek Park & Ride facility. The park & ride is a critical component of the Roaring Fork Valley's multimodal transportation network and it is intended to promote and encourage travelers and commuters to transfer from personal vehicles to transit, shuttles, carpools, and active transportation modes. The park & ride, situated at the intersection of Brush Creek Road and Colorado State Highway 82 (Highway 82), is intended to help reduce traffic congestion on routes into and out of the City of Aspen and the Town of Snowmass Village and to help alleviate parking demand at key destinations in both communities.

The Brush Creek Park & Ride faces operational and management challenges. The EOTC has identified the need for a comprehensive Brush Creek Park & Ride Monitoring and Management Plan to evaluate current practices and recommend strategies for improvement. This initiative will focus on optimizing site operations, enhancing access, and promoting a shift towards more sustainable transportation options, aligning with the goals outlined in recent regional planning documents.

This memo analyzes baseline data and existing conditions within the project study area related to mobility and parking infrastructure. This memo also documents previous planning efforts, existing transit ridership, and existing parking utilization. The memo is intended to serve as the foundation for the development of alternatives to improve management, operations, monitoring, enforcement and maintenance at the Brush Creek Park & Ride.

Study Area

The Brush Creek Park & Ride is located in the heart of Pitkin County and the Roaring Fork Valley and is a central hub within the Roaring Fork Transportation Authority (RFTA) transit service area. The park & ride is situated on the eastern side of the intersection of Brush Creek Road and Highway 82 and is accessible from the existing signalized intersection of these two roadways.

The property surrounding the park & ride is generally underdeveloped, with the Roaring Fork River to the east and south, Brush Creek to the west, and vacant parcels to the north. Despite minimal development in the immediate area, the location is ideal for a park & ride, as the facility can serve both commuters and visitors traveling to and from the valley's major activity centers.

The Brush Creek Park & Ride currently helps serve transit riders and carpools heading to the:

- City of Aspen to the south via Highway 82
- Town of Snowmass Village to the west, via Brush Creek Road
- Lower Roaring Fork Valley communities to the north including Carbondale and Glenwood Springs, via Highway 82

Figure 1 shows the project location.

Figure 1: Brush Creek Park & Ride Reference Area

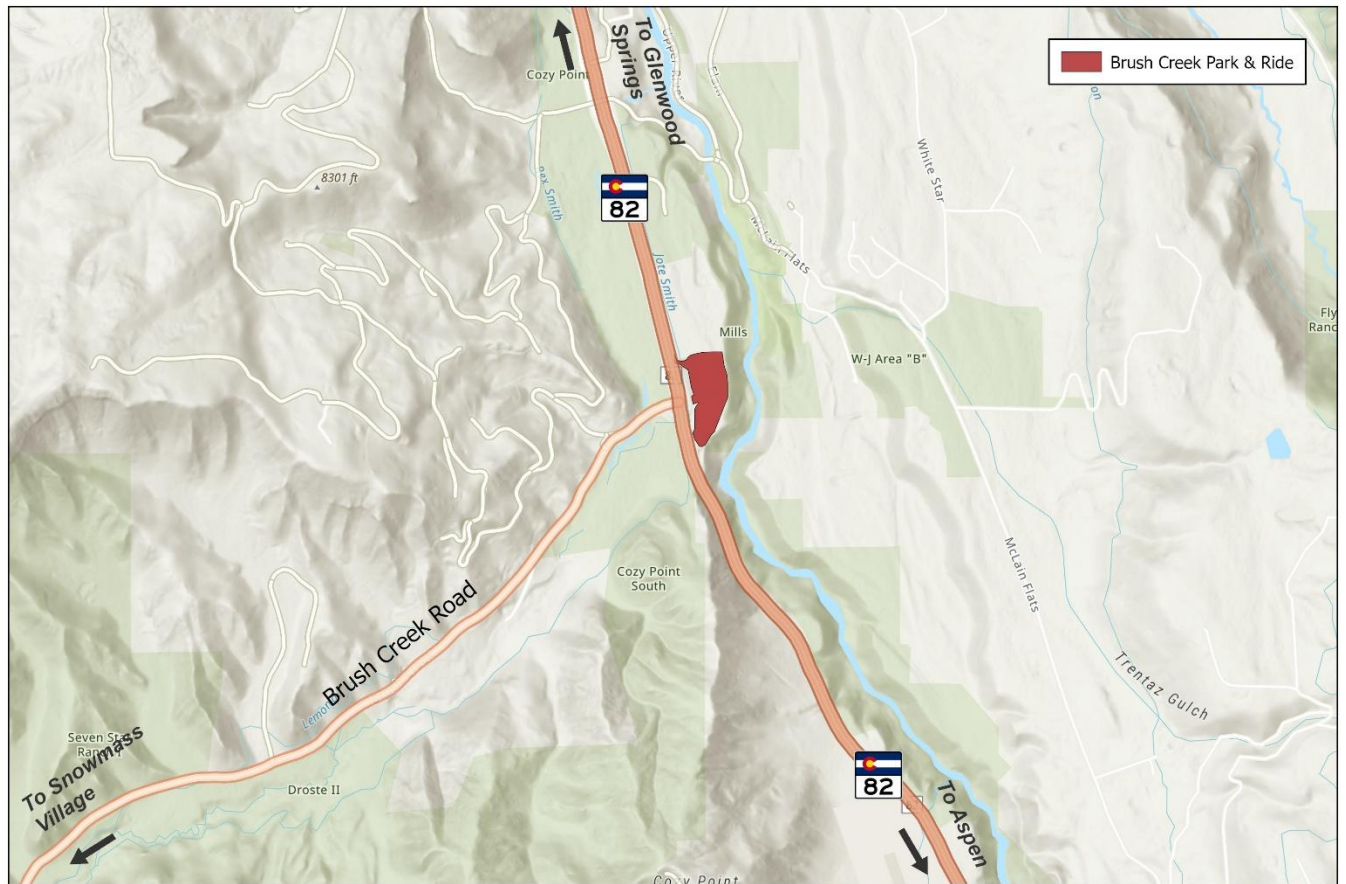
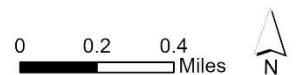


Figure 1: Brush Creek Park & Ride Reference Area
Brush Creek Park & Ride Management Plan



Purpose

The Brush Creek Park & Ride is strategically located to facilitate transfers between personal vehicles and various modes of public transportation, including transit, shuttles, and carpools for people traveling to and from Aspen, Snowmass Village, and surrounding areas. The park & ride fills an important role in reducing traffic congestion and improving accessibility to key destinations in Aspen and Snowmass Village.

The geography of the Upper Roaring Fork Valley, with its steep elevation changes and often inclement weather, significantly impacts mobility and access as there are very few roadway connections and routes for traffic to take when accessing Aspen and Snowmass Village. Additionally, ongoing growth and development in the Upper Roaring Fork Valley creates additional traffic and parking demand in an already geographically constrained area. The Brush Creek Park & Ride plays a pivotal role in helping to address these challenges and support regional connectivity.

Facilities

The Brush Creek Park & Ride is designed to accommodate a variety of transportation needs and features the following amenities:

- **Bus Transfer Area:** The facility includes designated bus stops located near the main entrance near Highway 82. These bus stops are designed for easy transfers between personal vehicles and public transit services and between individual bus transit lines. Buses can enter and exit the facility from the eastern leg of the Brush Creek Road and Highway 82 intersection. Northbound buses can also exit the facility directly on Highway 82, bypassing the intersection. The park & ride features dedicated bus drive aisles separated from private vehicle traffic.
- **Bus Platform:** The bus platform is approximately 280 feet long and 30 feet wide. The platform can be accessed via two pedestrian walkways across the eastern bus drive aisle. Visitors board and alight on either side of the bus platform. The platform features a partially enclosed shelter, a bicycle parking shelter, public art displays, newspaper kiosks, and a public restroom facility on the north side of the platform.
- **Parking Area:** The facility offers approximately 400 paved parking spaces. Accessible parking stalls are marked closest to the bus platform. Park & ride users must enter and exit from the Brush Creek Road intersection with Highway 82. Parking spaces and drive aisles are designed to accommodate larger vehicles, such as trucks and RVs. The parking area is complete with landscaping and lighting throughout.
- **Overflow Areas:** The northern and southern portions of the Brush Creek Park & Ride features unpaved overflow lots to accommodate additional parking demand during special events.
- **Bicycle Trails:** The Aspen Mass Trail connects to the Brush Creek Park & Ride from the northern side of the facility. The bike trail continues between the bus drive aisles and the parking lot. The bike trail continues south of the facility via an underpass below Highway 82, then follows Brush Creek westbound to Snowmass Town Park.

Figure 2: Brush Creek Park & Ride Facilities



Figure 2: Brush Creek Park & Ride Facilities
Brush Creek Park & Ride Management Plan



Operations and Monitoring

The Brush Creek Park & Ride is located on 27 acres of public land owned by the Colorado Department of Transportation (CDOT). The land is leased through an intergovernmental agreement with the City of Aspen, the EOTC, and the regional transit provider, RFTA.

Enforcement

The City of Aspen conducts enforcement of the lot at least every night during the week, but not on weekends. The enforcement period is approximately under 30 minutes at night. Enforcement only sometimes occurs in the morning depending on staff availability. When it does occur, morning enforcement typically varies between an hour and an hour and a half. Enforcement does not occur on weekends. Staffing challenges post-COVID have affected the City's ability to maintain consistent enforcement.

City of Aspen enforcement officers monitor the lot to ensure that no vehicles park longer than 24 hours at a time (overnight parking is allowed.) Enforcement officers issue a soft warning via a flyer in the windshield if a vehicle is noted to be parked for at least 24 hours. If the vehicle is still present after an additional 24 hours, the vehicle receives a citation. After an additional 24-hour period, the vehicle is green-tagged for tow to impound. The City of Aspen enforces the lot in collaboration with the Pitkin County Sheriff's Office who visit the site several times a day.

Maintenance

The City of Aspen contracts maintenance activities. One company is responsible for trash pickup on a weekly basis, and another for snow removal as needed during winter months. Noxious weed management occurs once a year. The City may call for one or two extra clean-ups after a special event. In general, the site is low maintenance.

Carpool Permits

The City of Aspen provides carpool permits from the Brush Creek Park & Ride to promote carpooling in the City of Aspen. The permit allows free parking in residential areas in the City of Aspen for longer than the 2-hour limit, that would also otherwise be an \$8 parking fee. The permits are issued manually from a kiosk near the east end of the lot. In 2024, the City of Aspen issued on average 179 permits per day from the kiosk, with the most permits issued on July 3rd (248). The highest rates of issuance were in January and July, seeing over 200 permits a day. The least permits issued in a day (120) was recorded on Wednesday, April 24, 2024. This is a decrease from pre-COVID rates of 300 to 400 daily permits. Staff at the kiosk are generally familiar with individuals who try to abuse the carpool permit system and make note of license plates that cannot receive a permit in the future. The City of Aspen is interested in digitizing the carpool permit issuance process to improve efficiency and daily tracking.

Special Events

For special events, the City of Aspen requires a site plan, staffing plan, and traffic plan from organizers seeking to obtain a special use permit. The site and staffing plans typically details truck and trailer staging, shuttle plans, lighting, additional restroom facilities, security, maintenance, and cleanup. Permit holders must provide a damage deposit of \$5,000, required to cover any potential damage during the event. No other additional fees are applied, as the lot is public and fee free. The two major recurring events that utilize the lot are X Games and JAS-Experience. There are occasional one-time events that also require a special use permit, such as the Colorado 500. There are no agreements or restrictions for businesses or agencies, such as a rafting company, to utilize parking at Brush Creek Park & Ride for their operations, as long as vehicles are parked for no more than 24 hours.

Relevant Planning Documents

Relevant previous planning documents in the study area are summarized below.

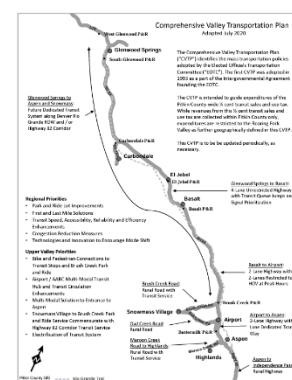
EOTC 2020 Strategic Plan

The EOTC 2020 Strategic Plan adopted the Comprehensive Valley Transportation Plan (CVTP) to establish a framework for a mass transportation strategy in the Roaring Fork Valley. The framework guides EOTC's decision-making, work planning, and budgeting processes. The Strategic Plan set a mission, vision, guiding principles, and key strategies to ensure a convenient, equitable, and efficient transportation system.



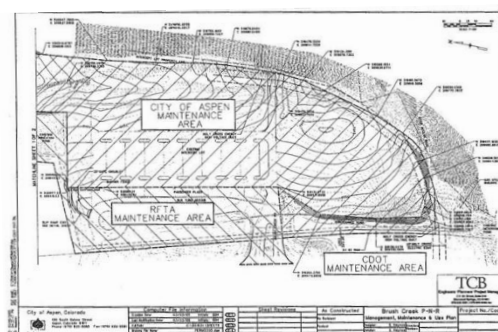
Comprehensive Valley Transportation Plan (2020)

The Comprehensive Transportation Plan (CVTP), adopted in 2020, identified mass transportation strategies by the EOTC. The CVTP identified park & ride lot improvements, congestion reduction measures, and technologies and innovation to encourage mode shift as regional priorities. Additional bike and pedestrian connections to the Brush Creek Park & Ride were identified as an Upper Valley-specific priority.



Brush Creek Park-N-Ride Management, Maintenance and Use Plan (2005)

This intergovernmental agreement between the City of Aspen, the Town of Snowmass Village, and the EOTC defines the management and maintenance of the Brush Creek Park & Ride. The agreement generally designates RFTA to maintain the bus bay section of the park and ride, the City of Aspen to maintain the parking lot facility, and CDOT to maintain the southernmost unpaved portion of the parcel. The use plan also designated City of Aspen to manage, repair, and provide enforcement at the park & ride lot. Maintenance includes snow removal, lot sweeping/flushing, trash removal, and maintaining a state of good repair in the parking lot. RFTA is responsible for restroom cleaning.



Local Transit Ridership

The Roaring Fork Valley has a well-established transit system with significant ridership to and from Aspen and Snowmass Village. The Brush Creek Park & Ride plays a pivotal role within this network and is served by several existing transit routes operated by the Roaring Fork Transportation Authority (RFTA). RFTA does contract the Snowmass Village Shuttle to operate one route at the Brush Creek Park & Ride in the spring and fall seasons. RFTA and the Snowmass Village Shuttle provide essential transit connections linking Aspen, Snowmass Village, and several other communities in the Roaring Fork Valley.

Roaring Fork Transportation Authority



RFTA operates six routes at the Brush Creek Park & Ride, one of which is the VelociRFTA Bus Rapid Transit (BRT) Service. Other routes are Local Valley, Snowmass/Aspen, Snowmass Intercept, Snowmass/Ski, and Woody Creek. The Snowmass/Valley route utilizes the Highway 82 and Brush Creek Road intersection, but does not make a stop at the Brush Creek Park & Ride. Many other RFTA routes extend transportation services from the City of Glenwood Springs to the City of Aspen, providing regional transit service throughout the Roaring Fork Valley.

The RFTA names and descriptions for each line serving the Brush Creek Park & Ride are listed below:

- **VelociRFTA (BRT):** The VelociRFTA BRT is the first rural bus rapid transit system in the nation. Travel between Aspen and Glenwood Springs takes approximately one hour. VelociRFTA operates daily from 5:36am to 9:36pm up valley, and from 5:58am to 10:33pm down valley. Headways during peak times are every 10 minutes. Headways during off-peak times are no less frequent than every 30 minutes. VelociRFTA provides limited daily service north of the 27th Street Station in Glenwood Springs to the West Glenwood Park & Ride.
- 
- **Local Valley (L):** This daily route is a Hwy 82 Corridor Regional service, traveling between Glenwood Springs and Aspen. The Local Valley service parallels the VelociRFTA service with more closely spaced stops. The Local Valley line operates up valley at the Brush Creek Park and Ride from 5:30am to 1:30am, and down valley from 6:30am to 2:30am. The line operates on 30-minute headways and stops at the park & ride at the top of every hour and half hour.
 - **Snowmass/Aspen (SMA):** This daily route operates between Snowmass Village, the Brush Creek Park & Ride, and the City of Aspen. This route is mainly operated during the winter, with limited access during the summer. Bus transfers are required at the park & ride for down valley and Aspen bound routes. Bus service in both directions operates from 6:30am to 2:30am at Brush Creek Park & Ride with 15-minute headways at peak times, and 30-minute headways during off-peak times.
 - **Snowmass Intercept (SMI):** This is a year-round route that travels between the Brush Creek Park & Ride and the Snowmass Mall. The Intercept Lot was the previous name of the Brush Creek Park & Ride. This route is contracted out to the Snowmass Village Shuttle in the spring and fall off-peak periods.
 - **Snowmass/Ski (SMS):** This is a winter season only route that operates between Aspen Highlands, the Brush Creek Park & Ride, and the Snowmass Mall.

- **Woody Creek (WC):** This seasonal daily route operates from the Phillips neighborhood, and proceeds through Lower River Road, ultimately connecting to the Brush Creek Park & Ride. Service at the Brush Creek Park & Ride begins at approximately 6:30am to 12:30pm, excluding the midday from after 9:30am to before 5:30pm. Buses operate with one-hour headways.

Snowmass Village Shuttle



The Snowmass Village Shuttle is a local transit service that operates generally within the Town of Snowmass Village and is operated by the town. The shuttle has seven fixed routes and an on-demand service. These routes do not provide service to the Brush Creek Park & Ride.

However, the town is contracted with RFTA to provide Snowmass Intercept (SMI) service during off-peak seasons in the spring and fall between the Brush Creek Park & Ride and the Snowmass Mall. This contracted service is performed with Village Shuttle branded vehicles and is listed as either the Brush Creek-Snowmass Intercept (BC-SMI) route or Snowmass Intercept-Brush Creek (SMI-BC) route, depending on route direction. Figure 3 depicts transit routing for RFTA and Village Shuttle Routes that connect at Brush Creek Park & Ride.

Figure 3: Transit at Brush Creek Park & Ride

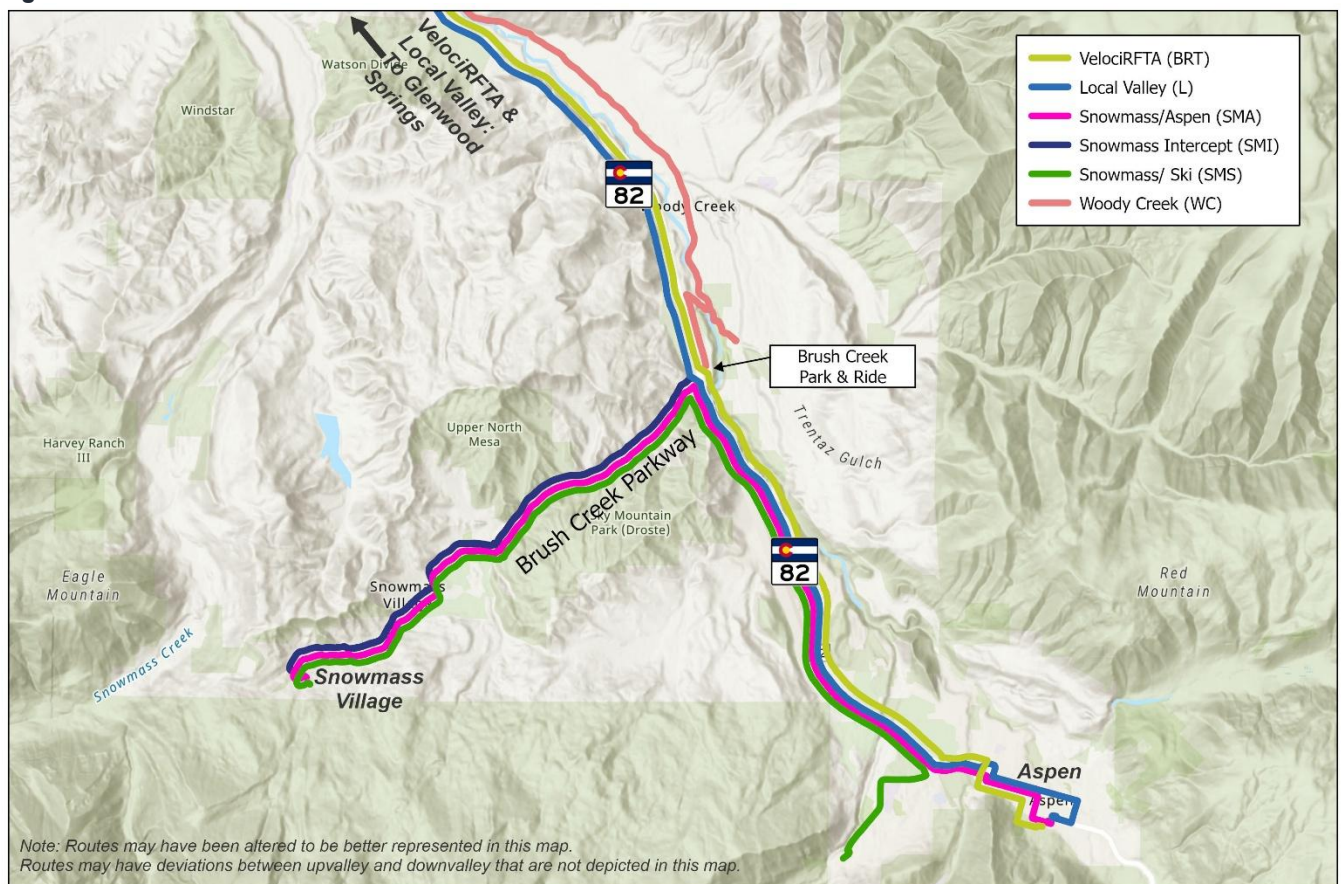
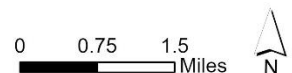


Figure 3: Transit at Brush Creek Park & Ride
Brush Creek Park & Ride Management Plan



RFTA Ridership Data

RFTA boarding data for the Brush Creek Park & Ride was collected by route and headway direction in the AM and PM time periods between August 2023 and August 2024. RFTA boardings at the Brush Creek Park & Ride are greatest in the summer months, from June to August, at approximately 1,000 to 1,500 passenger boardings per day. Boardings are also higher in the winter months from December to March, at approximately 940 to 1,100 boardings per day. Boardings are significantly lower in the off-peak seasons, from October to November, and from April to May. In these months, RFTA routes averaged between 300 to 450 boardings per day.

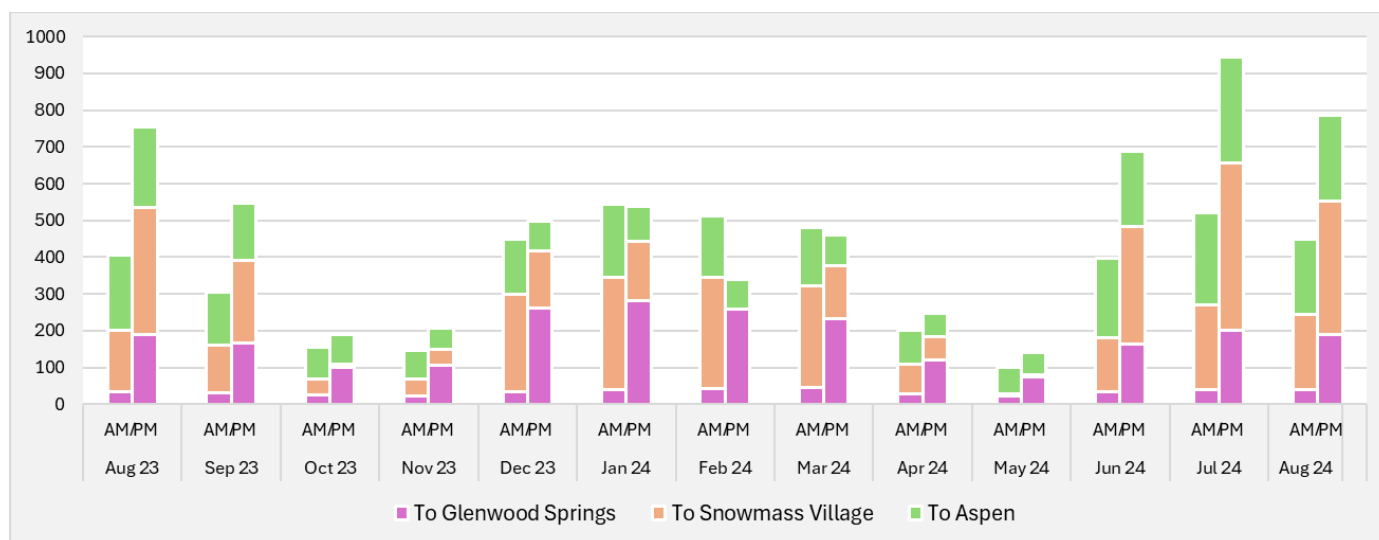
There are typically more PM boardings than AM boardings. For the 13-month study period, there were 499 PM average daily boardings compared to just 356 average daily boardings that occurred in the AM period. This discrepancy is most notable in the summer months and off-peak months. The winter months generally feature the same number of AM and PM boardings.

From the Brush Creek Park and Ride, most passengers who board are heading to Snowmass Village (353 average daily boardings). A lower number of passengers head to Aspen (287 average daily boardings), while 215 daily passengers head in the Glenwood Springs direction. Table 1 shows the average daily passengers from August 2023 to August 2024 by headway direction in either the AM or PM. Figure 4 shows the average daily passengers by month for the same period, by headway direction in either the AM or PM. The Appendix shows similar figures by each of the six routes. RFTA data is not available on boarding passenger destinations or alighting passenger origins to or from the Brush Creek Park & Ride.

Table 1: RFTA Brush Creek Park & Ride Average Daily Boardings by Headway Direction in the AM and PM

Brush Creek Park & Ride	AM	PM	Daily
To Glenwood Springs	34	181	215
To Snowmass Village	166	187	353
To Aspen	156	131	287
Total	356	499	855

Figure 4: RFTA Brush Creek Park & Ride Daily Boardings per Month by Headway Direction in the AM and PM



TOSV Shuttle Ridership Data

Village Shuttle SMI route boarding and alighting data is presented as daily averages by month for years 2023 and 2024 through May 2024. In total, there were 35,700 boardings and 28,900 alightings during this period. Data also shows passengers' ending destination in this period, for all 28,900 passengers who alighted at the Brush Creek Park & Ride. These passengers alighting at the Brush Creek Park & Ride all boarded the route in the Town of Snowmass Village heading to the Brush Creek Park & Ride. Origin-destination data is not available for the Village Shuttle in the up-valley direction.

Figure 5: Snowmass Village Shuttle Contracted SMI Service Boardings and Alightings (2023-May 2024)

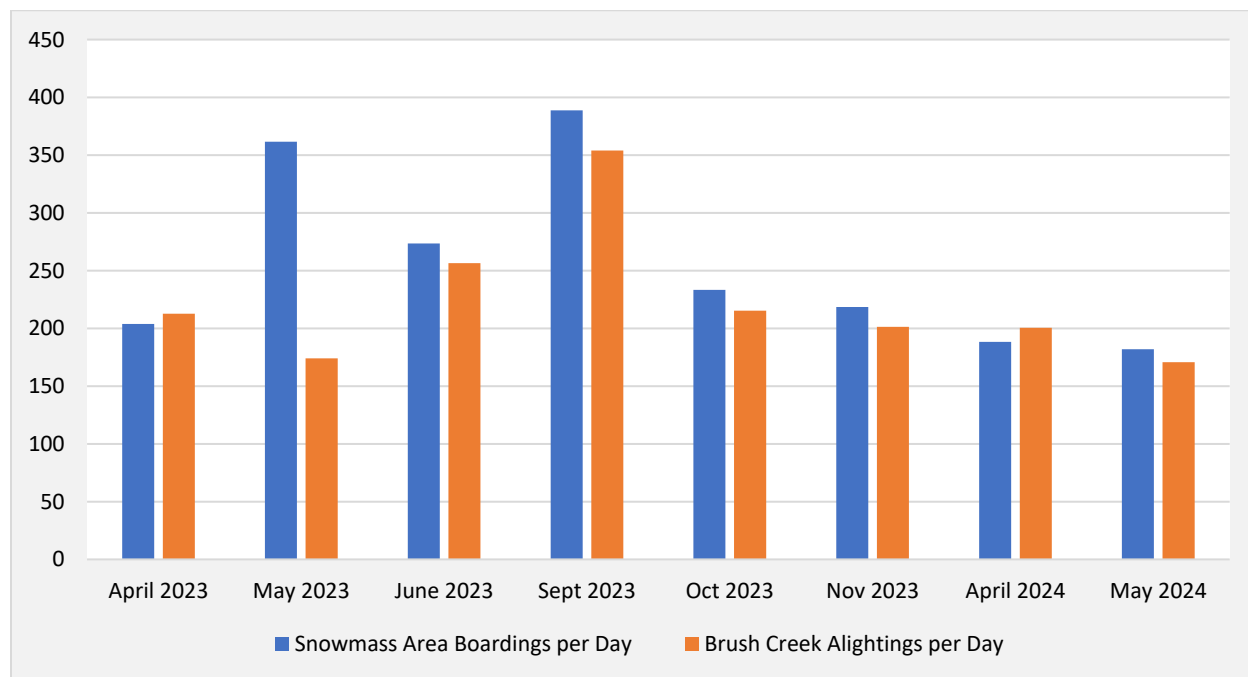
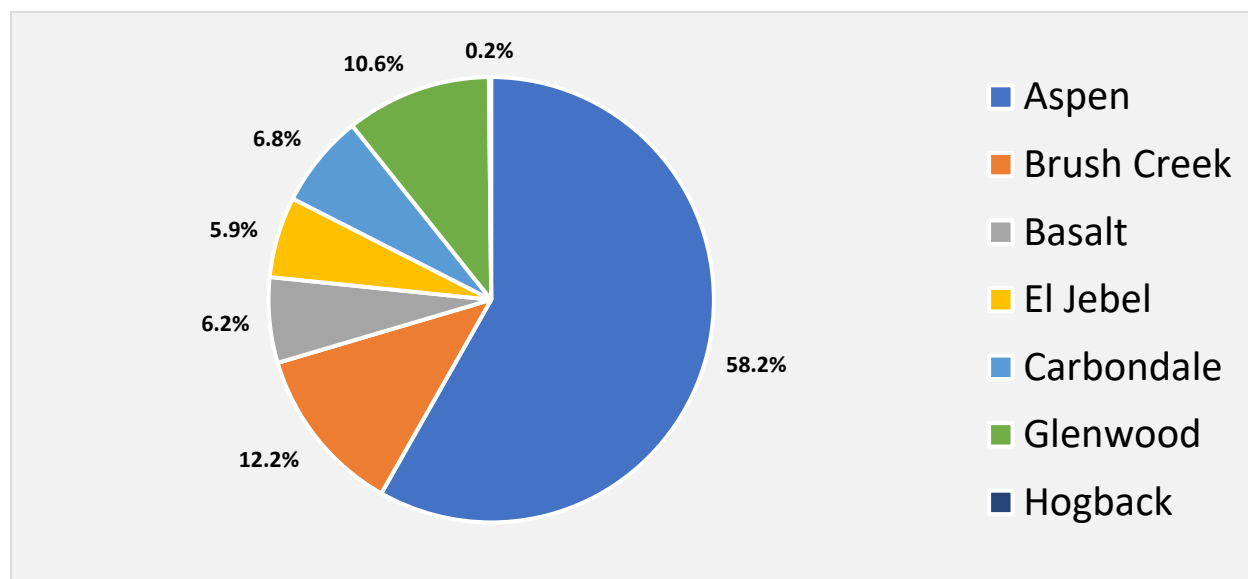


Figure 6: Ending Destination of Passengers who Alight at Brush Creek Park & Ride (2023-2024)



Parking

The Brush Creek Park & Ride contains approximately 400 spaces. The parking spaces are split by a center drive aisle creating two parking areas of approximately 200 spaces each. During special events, overflow lots to the north and south of the paved parking area can be made available, which can increase the parking capacity by approximately 400 additional unpaved spaces, for a total of over 800 spaces. Parking is located directly east of the RFTA bus transfer platform.

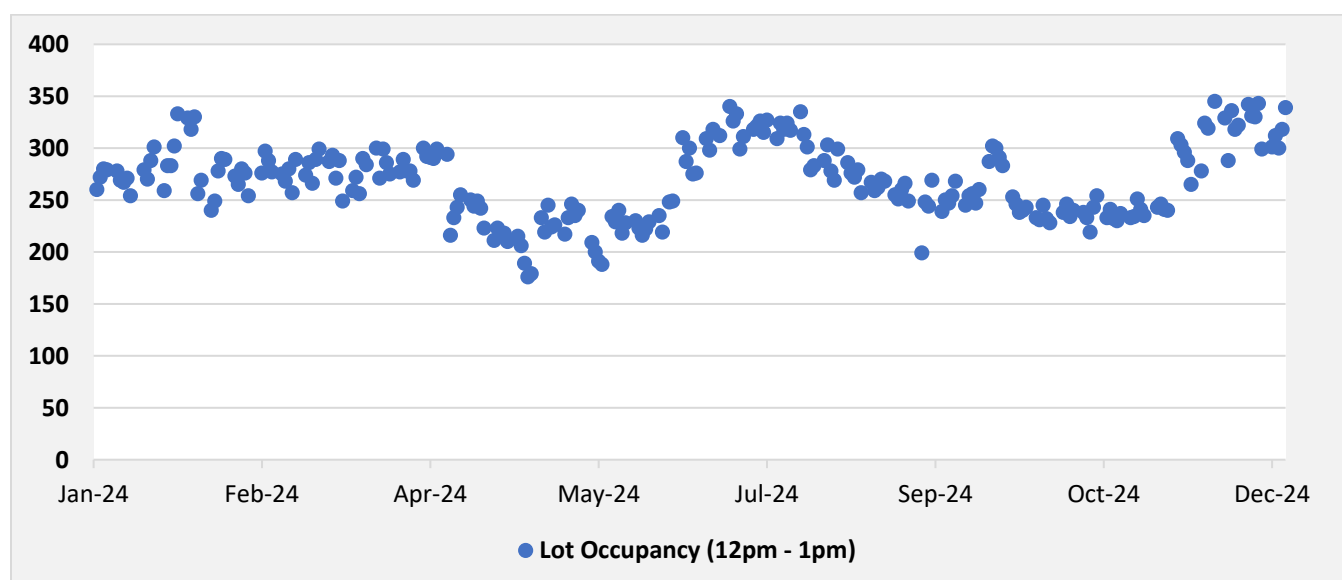
Table 2 below shows parking capacity and a peak occupancy count completed on Saturday, August 31st, 2024 and on September 26th, 2024. The August 31st count was conducted to capture the Brush Creek Park & Ride on special event day (JAS Experience Aspen - Snowmass). The September 26th count was conducted to capture a typical weekday. These two counts provide insight on parking demand and utilization at the Brush Creek Park & Ride on two different operating days.

Table 2: Parking Utilization on August 31 and September 26, 2024

Brush Creek Park & Ride	Count	Peak Time
Parking Capacity (Excluding Overflow)	400	-
Sat, Aug. 31 Utilization at Peak	829	6:30pm
Thu, Sep. 26 Utilization at Peak	145	1:00pm

The City of Aspen conducts vehicle counts at the Brush Creek Park & Ride between 12:00pm and 1:00pm for many of the days throughout the year. In 2024, the City of Aspen counted vehicles at the lot on 245 days among the 366 days of the year (67%). The early afternoon period sees the highest parking utilization throughout the day on typical days, as demonstrated by analysis of the full day utilization count conducted on September 26th, 2024 shown below. Among count days, the lot averaged 268 parked vehicles at midday throughout the year, with highest utilization in the winter (Late November – February) and summer (July – August). The lot saw its highest utilization on November 29th, 2024, the Friday after Thanksgiving. Figure 7 demonstrates midday parking occupancy throughout 2024.

Figure 7: Brush Creek Park & Ride Parking Occupancy in 2024, Midday Counts



Event Day Parking Utilization (Saturday, August 31st – JAS Experience)

On August 31st, parking utilization exceeded 800 vehicles at approximately 6:30pm, just before Sting's set time as part of the Saturday headliner for the JAS Experience. Parking in the paved main lot reached capacity (approximately 400 spaces) at around 3:00pm, and the overflow lots were opened for additional parking. At 6:30pm, there were 495 counted vehicles in the overflow parking. Figure 8 shows parking utilization during this special event day.

Most vehicles arrived between the 3:00pm to 5:00pm hour. There was a significant rate of departure from 8:00pm to 10:00pm at the conclusion of the concert day. Figure 9 shows the entries and exits by time of day on August 31st.

The dwell times for vehicles, or the duration of time vehicles were in the lot, varied greatly on August 31st. A significant number of vehicles were in the lot for less than one (1) hour. An analysis of recurring versus non-recurring vehicle entries showed that there were 97 entries made by 20 recurring vehicles, of which 5 were large or mid-size Hermes buses that were used to shuttle passengers to and from the event. The other recurring vehicles are assumed to be rideshare or a similar service. Though the purpose or intention of drivers staying less than 1 hour was not recorded, it can be speculated that many of these non-recurring vehicles may also have been rideshare (but only made one pickup or drop-off at Brush Creek Park & Ride on Aug 31st) or were drivers that entered the facility, could not find a space, and exited.

Regardless, a significant number of vehicles stayed at minimum 3-4 hours, in-line with the peak entry and exit times of day. There were 35 vehicles parked in the Brush Creek Park & Ride parking facility at the count start and remained in the lot at the end of the count, a period of over 24 hours. Figure 10 shows the Brush Creek Park & Ride dwell times on August 31st.

Figure 11 shows a sample of photos taken by license plate reader cameras from their positions in the lot on August 31st.

Figure 8: Saturday Aug 31 JAS Experience – Brush Creek Park & Ride Parking Demand

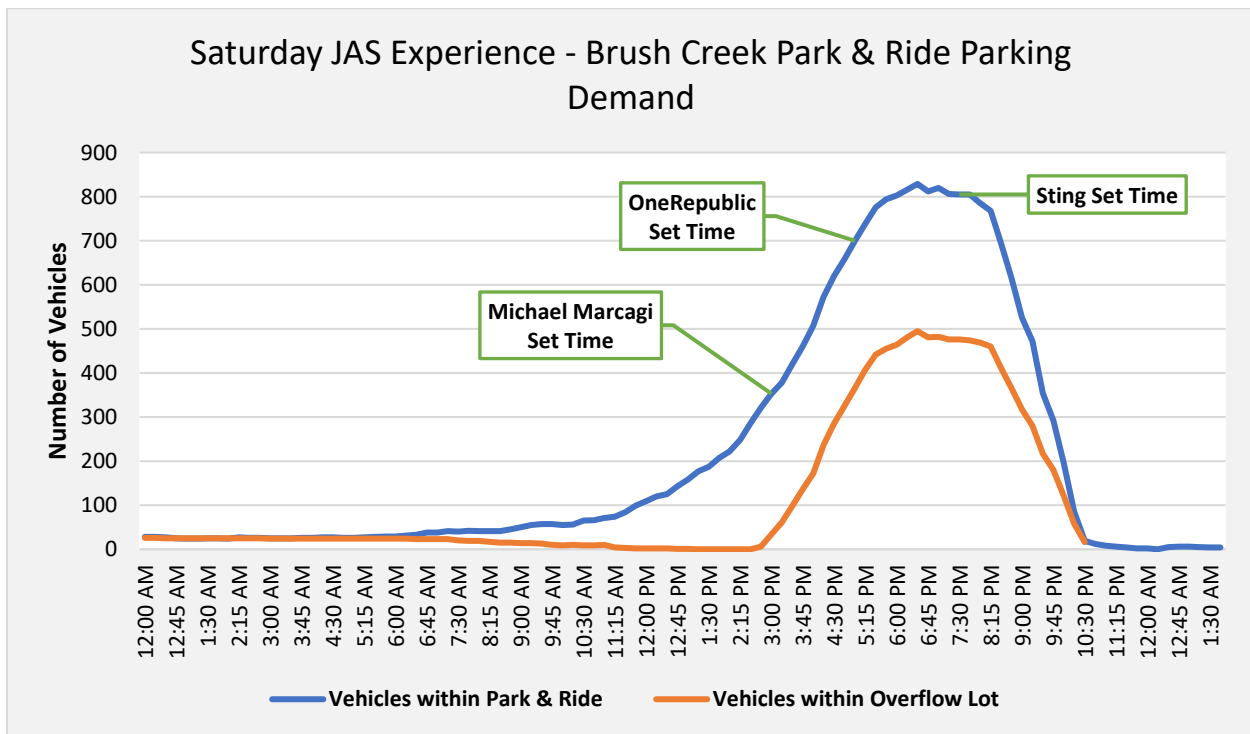


Figure 9: Saturday Aug 31 JAS Experience - Brush Creek Park & Ride Vehicle Entries and Exits

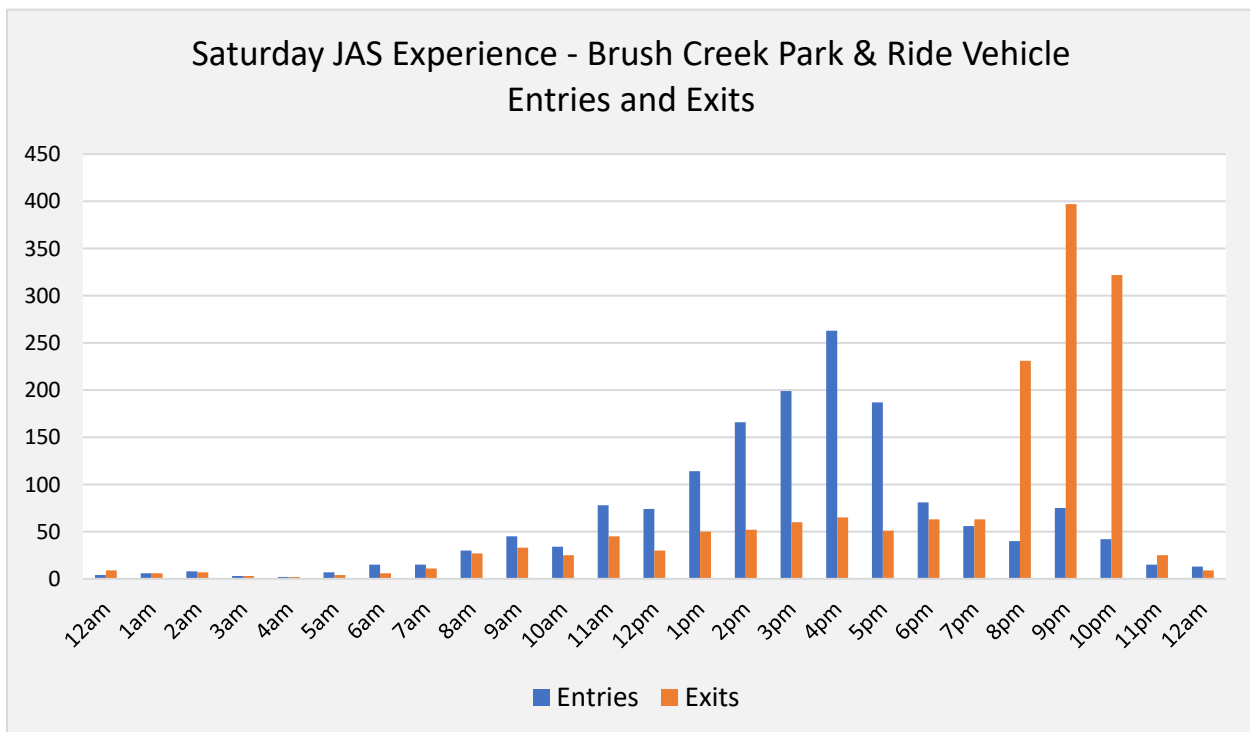


Figure 10: Saturday Aug 31 JAS Experience – Brush Creek Park & Ride Dwell Time (Hours)

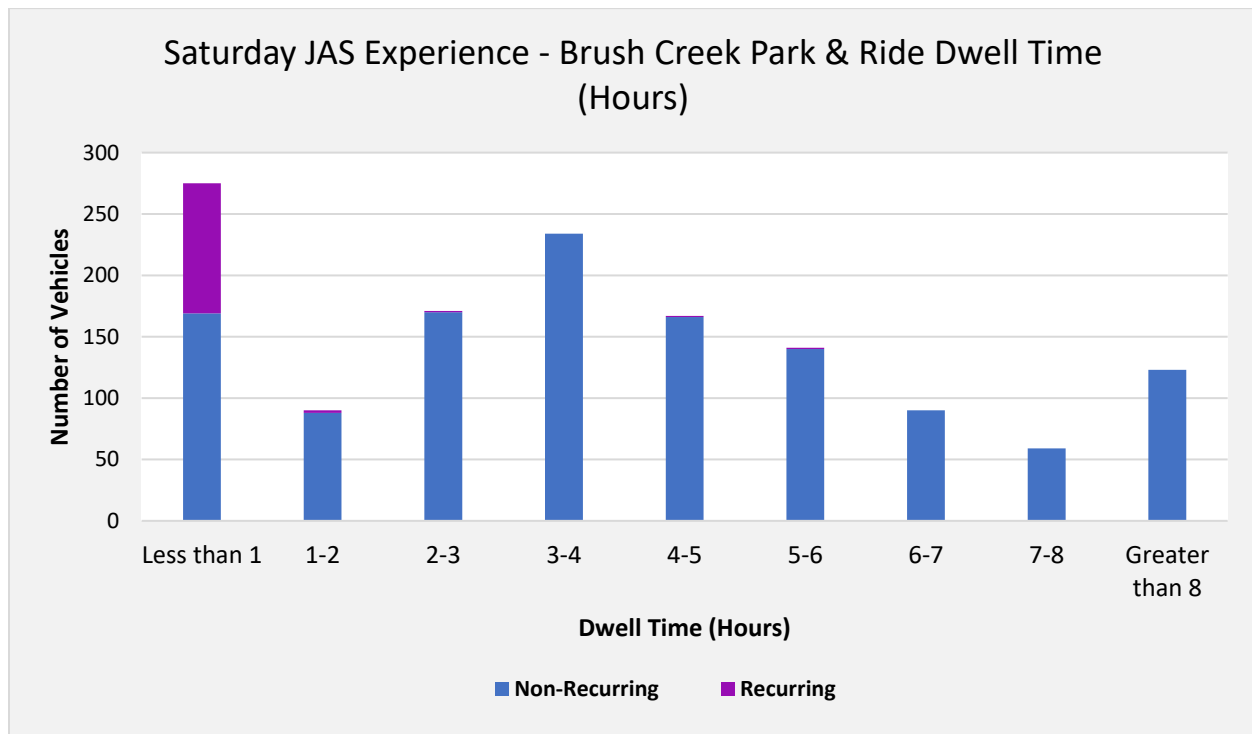


Figure 11: Sample of License Plate Reader Photos on August 31st

Southwest Camera at Noon



Overflow Lot at 5:00pm



Northwest Camera at 6:00pm



Southeast Camera at Noon



Typical Day Parking Utilization (Thursday, September 26th)

Parking counts were completed on September 26th to capture a typical weekday condition at the Brush Creek Park & Ride. On this count day parking utilization peaked at about 150 vehicles at 1:00pm. Vehicles generally entered the lot at around 5:15am and most departed the lot by around 7:00pm. On this day, there were 213 vehicles that did not enter the parking area and instead entered the Aspen Carpool Kiosk area, mostly likely to receive an Aspen Carpool Permit from the parking information kiosk. The carpool permit allows for free all-day parking in designated carpool spaces in Aspen and in the residential parking zones. A majority of these movements (65%) occurred from 6:00am to 7:30am. Figure 12 shows the Brush Creek Park & Ride Parking and Carpool demand on September 26th.

Vehicle entries occurred most frequently between 6:00am and 9:00am. Most vehicles exited the Brush Creek Park & Ride from 3:00pm to 6:00pm. Vehicle turnover appears to be lowest before 6:00am, after 8:00pm, and between 10:00am and 2:00pm. Figure 13 shows the Brush Creek Park & Ride entries and exits by time of day on September 26th.

There were 63 vehicles that were already within the lot when the count began at midnight on September 26th. There were 54 vehicles in the lot when the count concluded at 1:00am early Friday morning, September 27th. Among these vehicles, eight (8) vehicles were in the lot for the entire duration of the count (25 hours).

The dwell times of vehicles overall were shorter on average on this day, mainly attributed to the significant number of carpool kiosk movements in the early morning. However, there was a peak of dwell times between six and seven hours and from 10 to 12 hours. Figure 14 shows the dwell times of vehicles on September 26th. The purpose or intention of drivers staying less than 1 hour was not recorded, and should be studied in greater detail.

Figure 12: Thursday September 26 – Brush Creek Park & Ride Parking and Carpool Demand

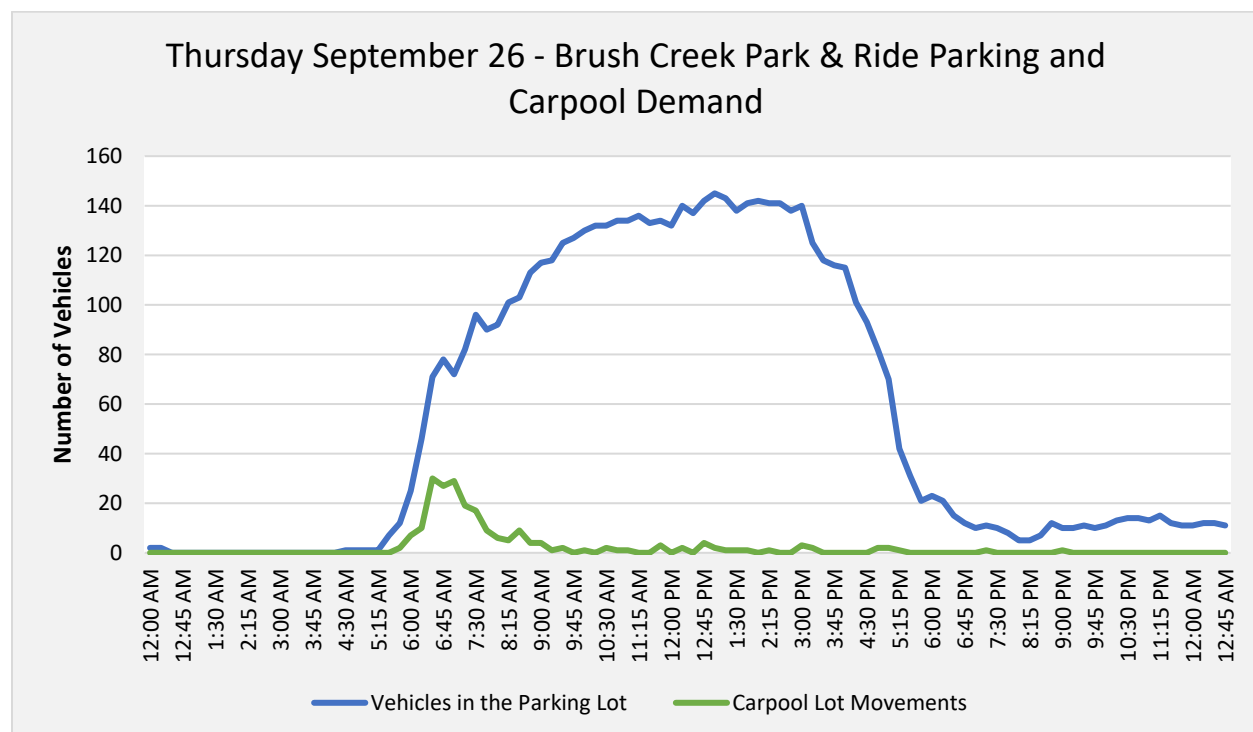


Figure 13: Thursday September 26 – Brush Creek Park & Ride Entries and Exits

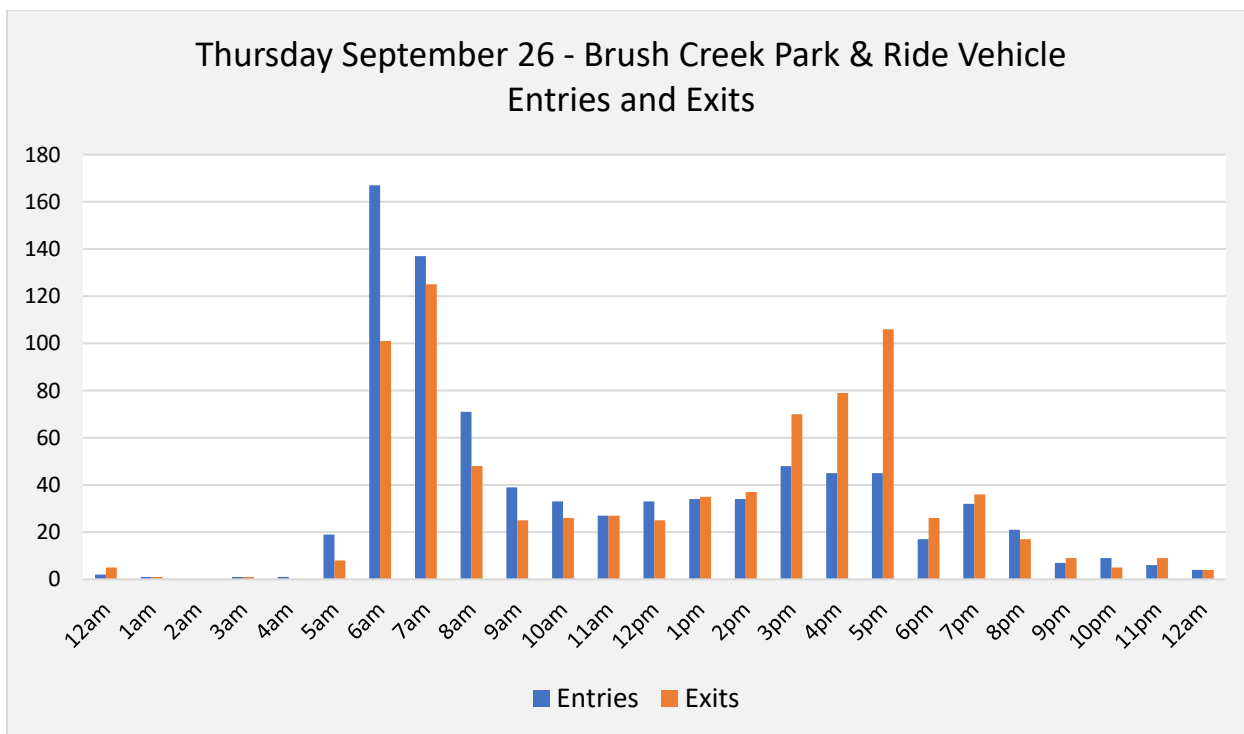
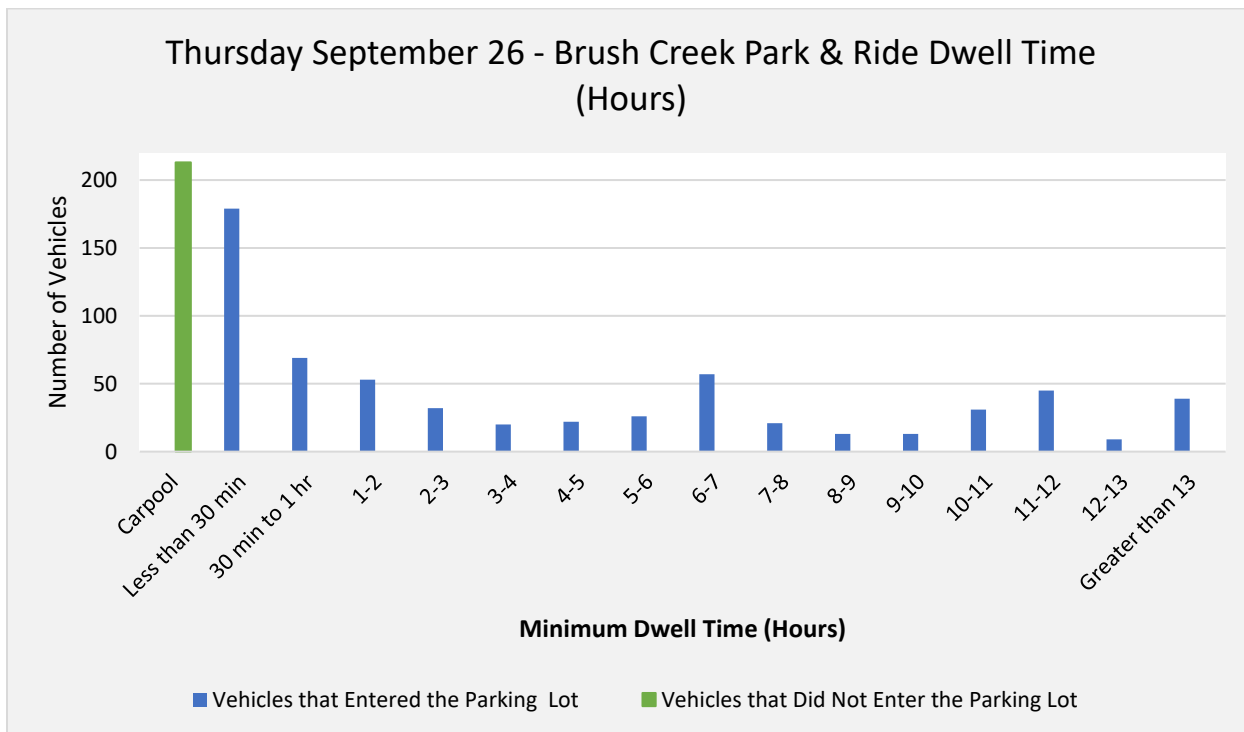


Figure 14: Thursday September 26 – Brush Creek Park & Ride Dwell Time (Hours)



StreetLight Data Analysis

StreetLight, a mobility platform that utilizes aggregated connected vehicles data, was used to better understand the travel patterns of Brush Creek Park & Ride users. The *StreetLight* analysis was conducted to describe:

- where users are coming from when they park their personal vehicle in the Brush Creek Park & Ride (i.e., end their trip in the Park & Ride)
- where users are going after they exit the Brush Creek Park & Ride in their personal vehicle (i.e., start their trip in the Park & Ride)

Daily volume estimates were analyzed for all personal vehicle trips originating or ending at Brush Creek Park & Ride for all hours of the day from January 2023 through March 2023. *StreetLight* defines a personal vehicle trip to start or end for a vehicle that moves less than five meters during a five-minute period. Figure 15 depicts the boundary used to define the Brush Creek Park & Ride in the *StreetLight* analysis.

Figure 15: Brush Creek Park & Ride analysis area polygon



The results are summarized in Table 3 by ZIP Code by day of the week type. The results suggest that the majority (89% to 96%) of Brush Creek Park & Ride users tend to travel in their personal vehicle to or from a location in the Roaring Fork Valley. Regardless of the day of week type, around one-third (31% to 37%) of Brush Creek Park & Ride users tend to start or end their trip in Aspen, while 15% to 19% of users tend to start or end their trip in Snowmass Village. Average estimated daily trip volume was 33% higher for trips to and from the Brush Creek Park & Ride on weekend days compared to weekdays.

Table 3: Estimated Average Daily Trip Volumes in the Brush Creek Park & Ride (StreetLight)

ZIP Code	Major Neighborhood	Percent of Average Estimated Daily Trip Volume ¹					
		All Trips Ending in the Park & Ride	All Trips Starting in the Park & Ride	Weekend Trips Ending in the Park & Ride	Weekend Trips Starting in the Park & Ride	Weekday Trips Ending in the Park & Ride	Weekday Trips Starting in the Park & Ride
Average Daily Trip Volume		261	258	302	300	228	225
81611	Aspen	37%	33%	34%	31%	37%	35%
81615	Snowmass Village	17%	17%	17%	17%	15%	19%
81621	Basalt	13%	13%	12%	14%	15%	16%
81623	Carbondale	10%	13%	14%	11%	8%	12%
81601	Glenwood Springs	10%	13%	14%	14%	8%	12%
81631	Eagle	4%	--	--	--	4%	4%
81654	Snowmass	4%	4%	--	3%	4%	--
81656	Woody Creek	--	--	3%	3%	--	--
Other ² ZIP Codes		7%	7%	5%	6%	11%	4%

¹ Total percentages do not equal 100% due to rounding.

² Other ZIP Codes includes 29 other ZIP codes not located in the Roaring Fork Valley. Of these 29 ZIP Codes, 28 were located in Colorado, with the remaining one located in Wyoming.

Conclusions

The review and analysis of existing conditions and data for the Brush Creek Park & Ride sets a foundation to develop strategies to improve operations and management of the facility. The following conclusions were developed from the review of data for this existing conditions analysis.

Physical Environment

- Brush Creek Park & Ride is strategically located on Hwy 82 at Brush Creek Road, a critical intersection and decision point between the City of Aspen and the Town of Snowmass Village.
- The park & ride has capacity for 400 vehicles, with additional overflow parking available during special events.
- The park & ride provides a direct connection to the Aspen Mass Bike Trail.

Operations and Management

- The Brush Creek Park & Ride property is owned by CDOT and leased through an intergovernmental agreement between the City of Aspen, the ETOC, and RFTA.
- RFTA maintains the park & ride passenger plaza and bus bays, while maintenance and enforcement are performed by the City of Aspen for the vehicle parking and overflow areas.
- Vehicles are not permitted to stay at the facility for longer than 24 hours, but existing enforcement of this condition is limited.

Transit

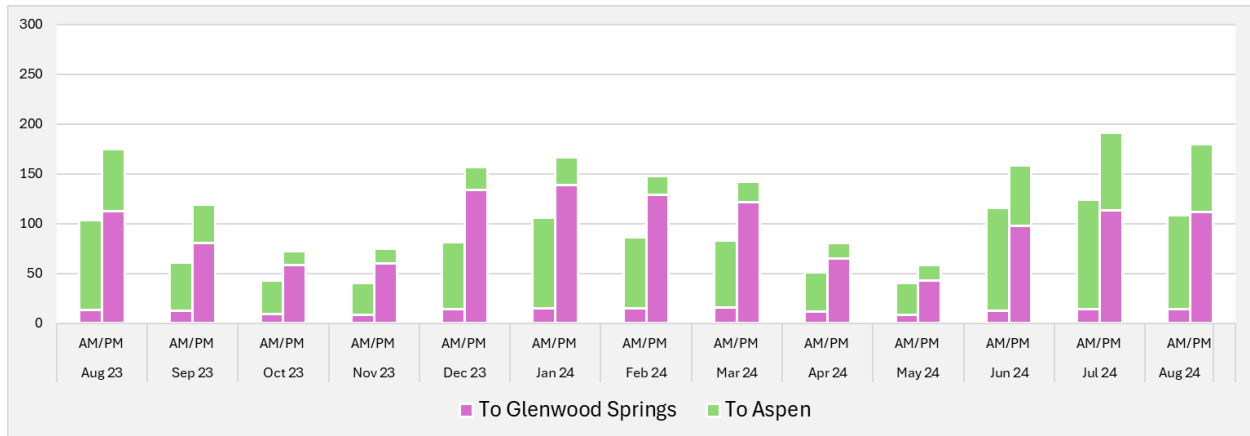
- The park & ride is served by RFTA via six different routes, with one route, the Snowmass Intercept (SMI) route, seasonally contracted to be operated by the Snowmass Village Shuttle.
- There are about 855 average daily boardings on RFTA services at the Brush Creek Park & Ride, with the largest share of boardings heading to Snowmass Village. Most boardings take place in the PM period and include both down valley and up valley travel.
- The contracted Village Shuttle service of the SMI route sees approximately 400 daily boardings and 350 daily alightings at peak (September 2023). Aspen is overwhelmingly the final destination (58%) among all passengers who alight at Brush Creek Park & Ride using the contracted SMI route.

Parking

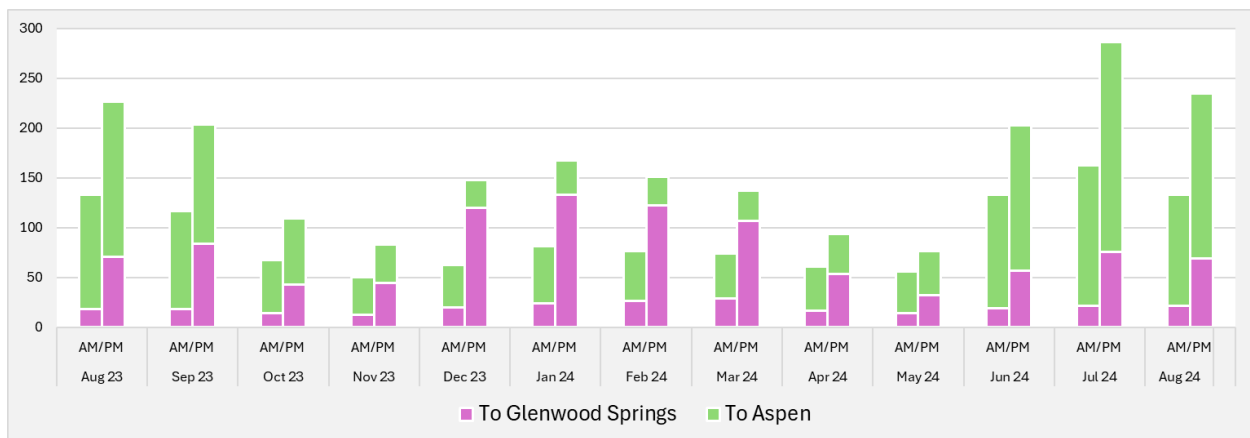
- Brush Creek Park & Ride can accommodate over 800 parked vehicles during special events. There was significant shuttle and rideshare activity during the studied special event. Dwell time for vehicles may vary depending on the type of event.
- On the surveyed weekday, parking utilization was observed to reach nearly 150 vehicles at peak time (early afternoon). There was significant Aspen carpool kiosk activity from 6:00am to 7:30am. There were eight vehicles parked in the park & ride for longer than 24 hours on this date.

Appendix

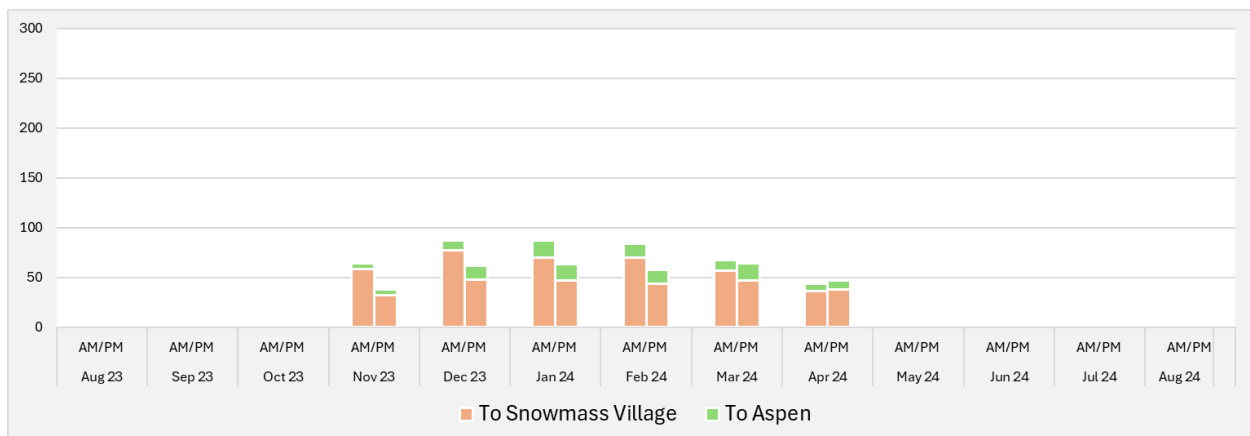
VelociRFTA (BRT) Average Daily Boardings at Brush Creek Park & Ride



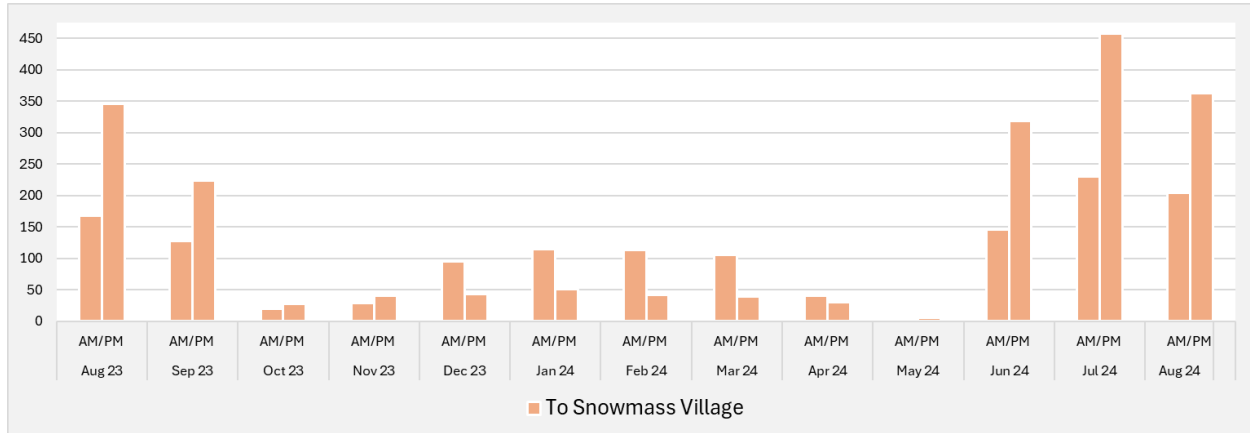
Local Valley (L) Average Daily Boardings at Brush Creek Park & Ride



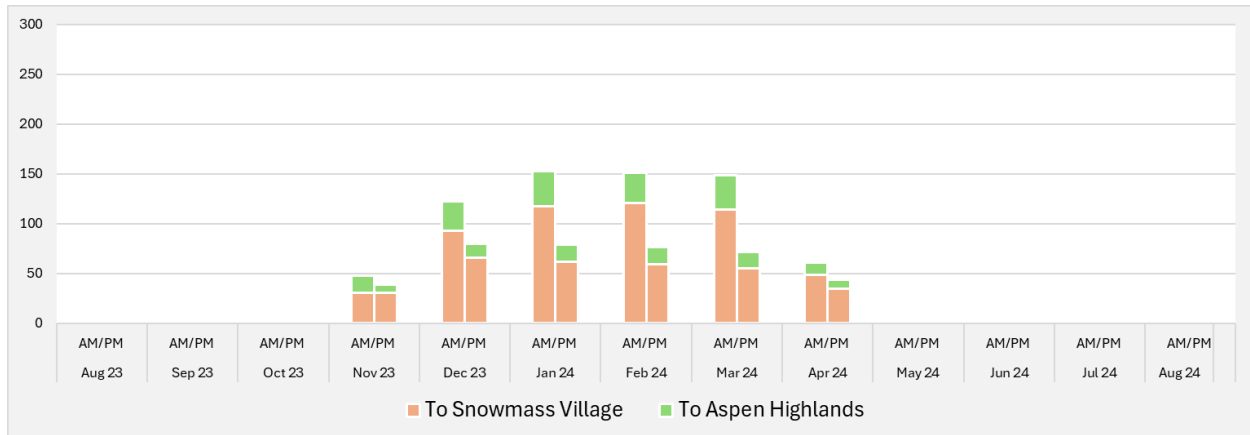
Snowmass/Aspen (SMA) Average Daily Boardings at Brush Creek Park & Ride



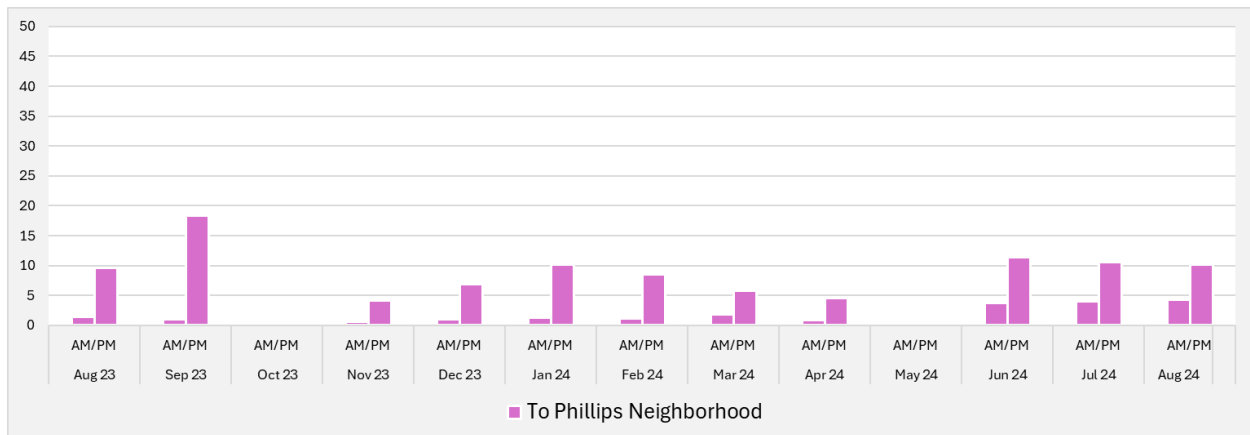
Snowmass Intercept (SMI) Average Daily Boardings at Brush Creek Park & Ride



Snowmass/Ski (SMS) Average Daily Boardings at Brush Creek Park & Ride



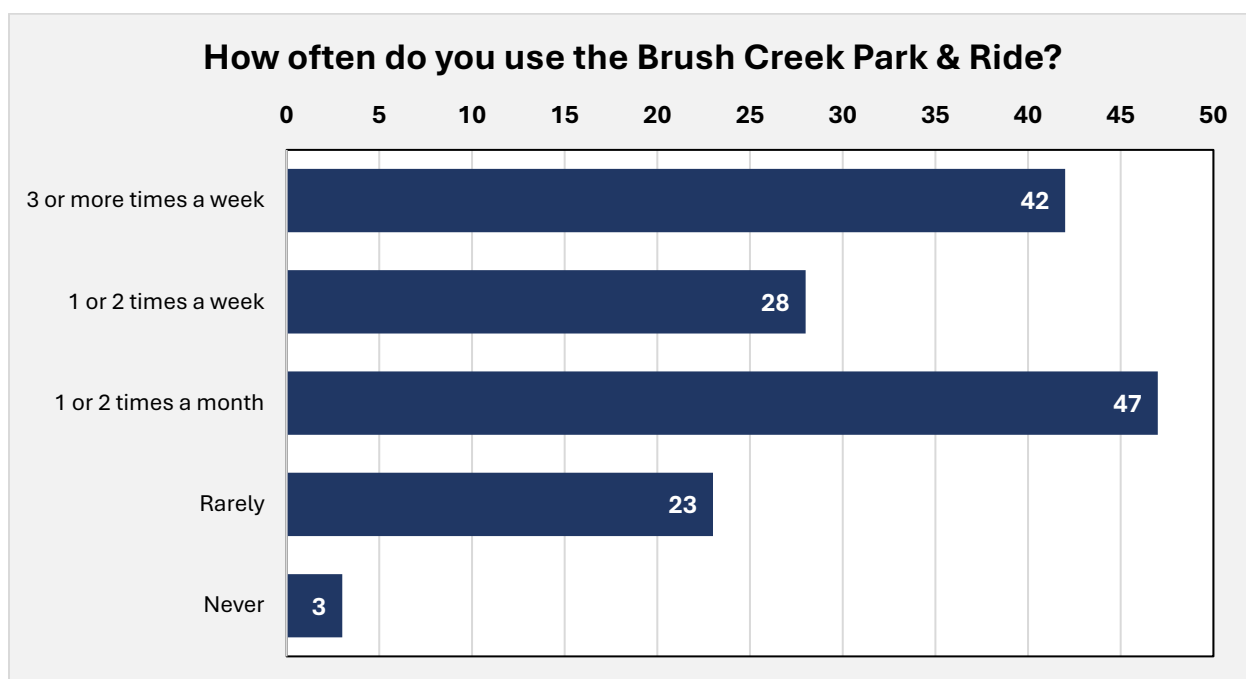
Woody Creek (WC) Average Daily Boardings at Brush Creek Park & Ride



Appendix B: Community Survey Results

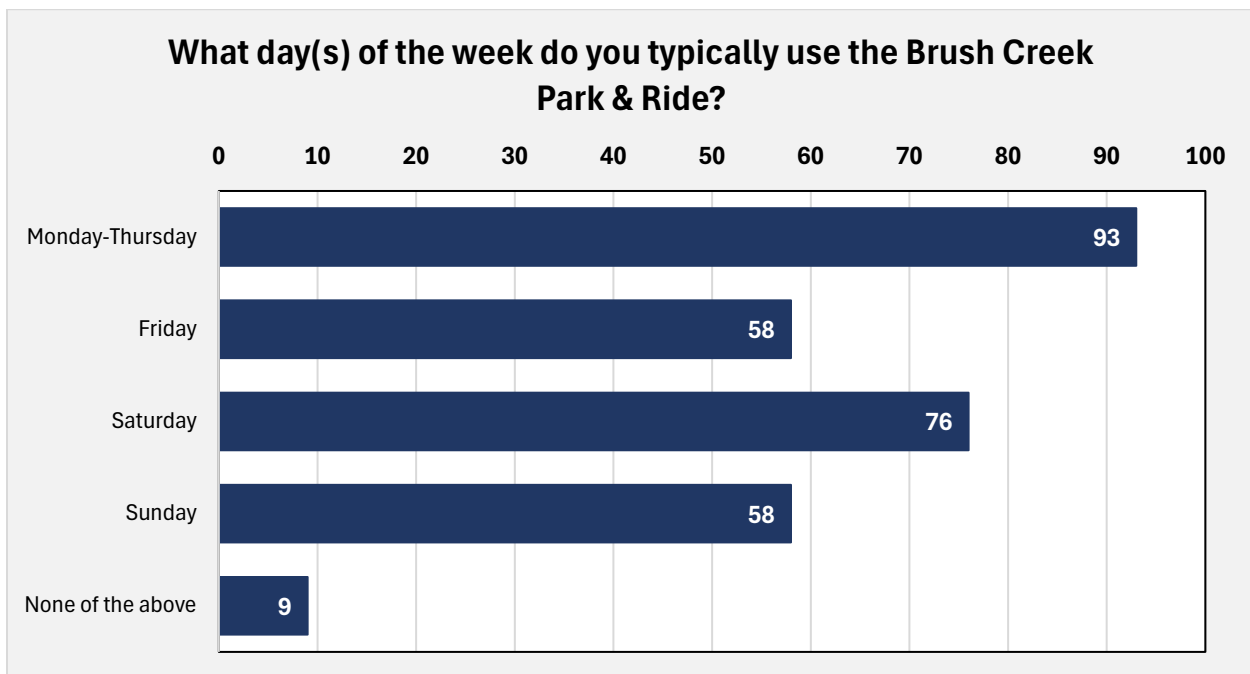
Question 1. How often do you use the Brush Creek Park & Ride?

Answer Choices	English	Spanish	Total
3 or more times a week	31	11	42
1 or 2 times a week	22	6	28
1 or 2 times a month	42	5	47
Rarely	21	2	23
Never	3	0	3
Answered	119	24	143
Skipped	0	0	0



Question 2. What day(s) of the week do you typically use the Brush Creek Park & Ride?

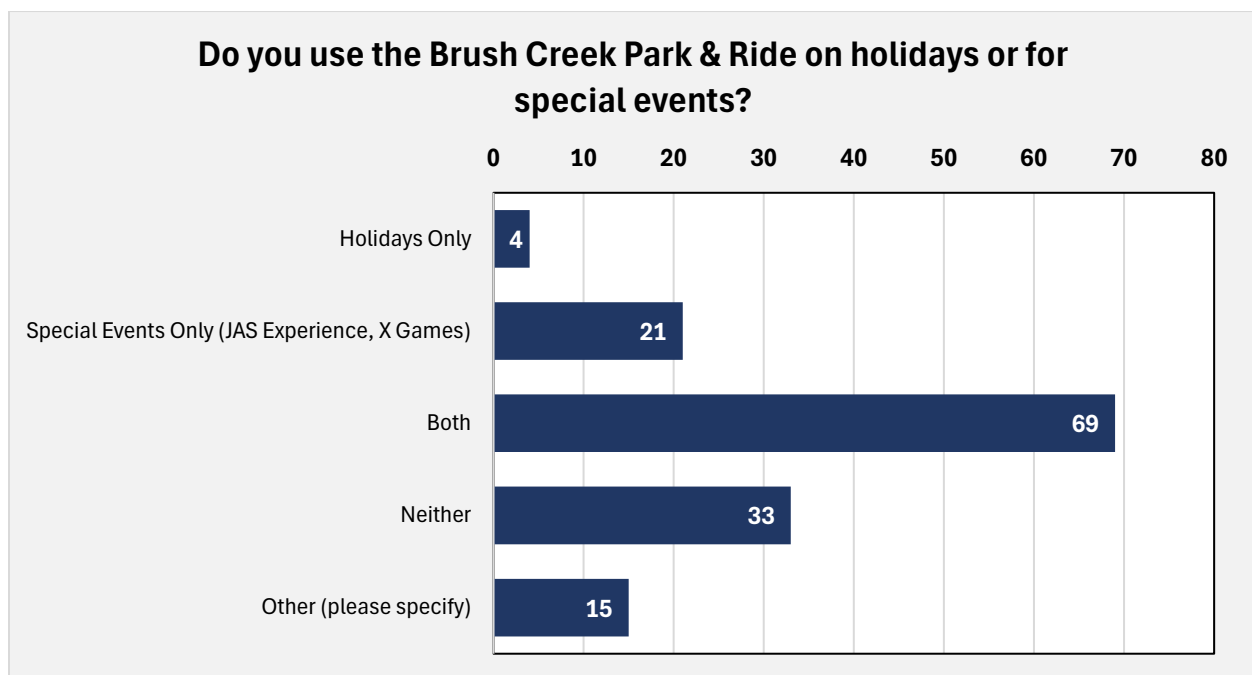
Answer Choices	English	Spanish	Total
Monday-Thursday	72	21	93
Friday	48	10	58
Saturday	57	9	76
Sunday	51	7	58
None of the above	8	1	9
Answered	117	24	141
Skipped	2	0	2



Question 3. Do you use the Brush Creek Park & Ride on holidays or for special events?

Answer Choices	English	Spanish	Total
Holidays Only	1	3	4
Special Events Only (JAS Experience, X Games)	21	0	21
Both	57	12	69
Neither	30	3	33
Other (please specify)	10	5	15
Answered	119	23	142
Skipped	0	1	1

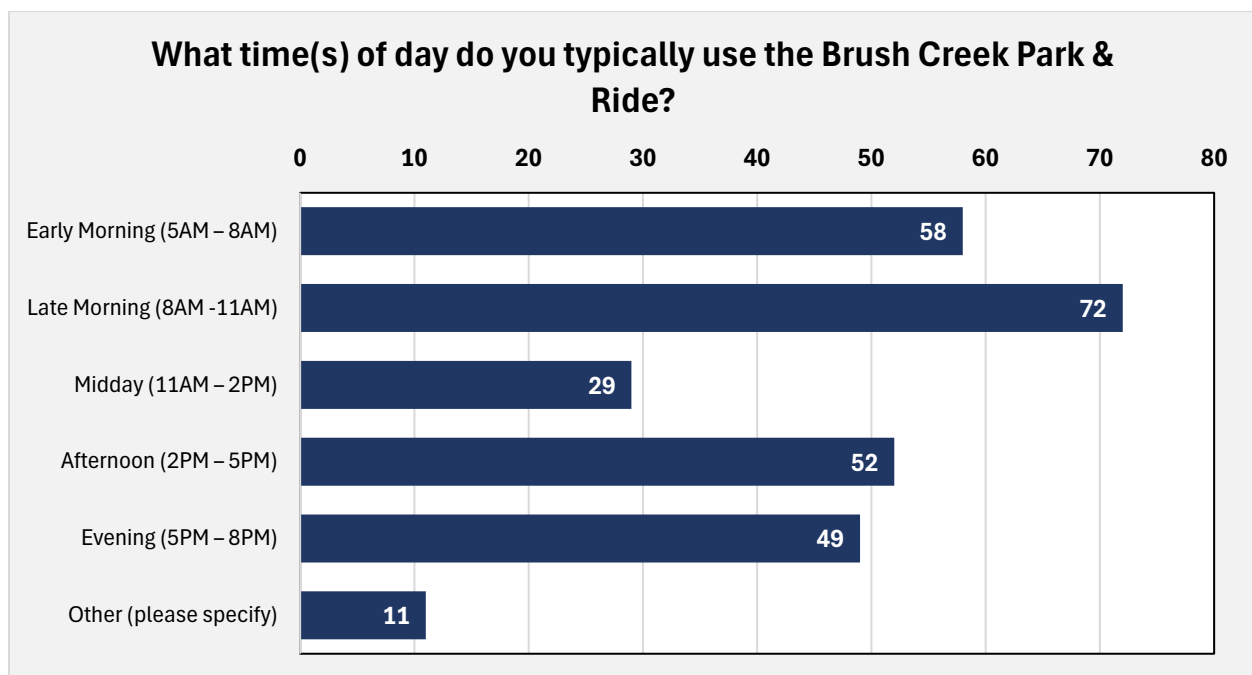
Other Responses
I use BCP&R rarely I sometimes use it for Snowmass routes
Every day
Work
When parking at Buttermilk is not available to get to either Highlands or downtown Aspen
Ski Snowmass
Skiing snowmass, avoid paying for parking in town
Although I prefer RFTA, sometimes I drive to work. This job I work days. Last job I worked nights. Like P&R for skiing, recreation as well.
to ski at Aspen occasionally
staging for bike rides in sky mtn
Sometimes for events or to go skiing at Snowmass
Para ir al trabajo
Trabajo
Work
Trabajo
Siempre para ir al trabajo



Question 4. What time(s) of day do you typically use the Brush Creek Park & Ride?

Answer Choices	English	Spanish	Total
Early Morning (5AM – 8AM)	46	12	58
Late Morning (8AM -11AM)	60	12	72
Midday (11AM – 2PM)	24	5	29
Afternoon (2PM – 5PM)	44	8	52
Evening (5PM – 8PM)	43	6	49
Other (please specify)	9	2	11
Answered	116	24	140
Skipped	3	0	3

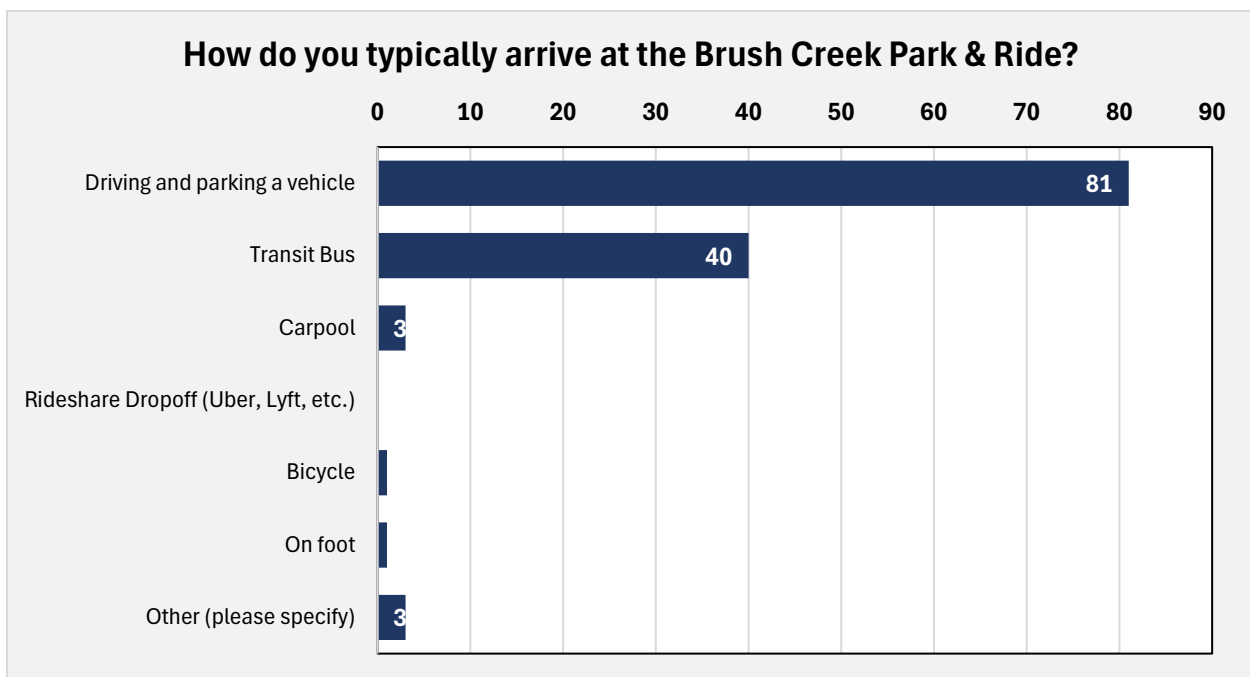
Other Responses
???
Morning and evening, I work in Aspen
Whenever I can, because I'm a visitor
All times
Pretty much whenever I need I do take it at different time
5pm-8am
None
Random
Sometimes evenings for special events. Also as staging area for bike rides. Also for ski resorts.
8AM-5PM
7/1/2 5pm



Question 5. How do you typically arrive at the Brush Creek Park & Ride?

Answer Choices	English	Spanish	Total
Driving and parking a vehicle	67	14	81
Transit Bus	36	4	40
Carpool	3	0	3
Rideshare Dropoff (Uber, Lyft, etc.)	0	0	0
Bicycle	1	0	1
On foot	1	0	1
Other (please specify)	3	0	3
Answered	111	18	129
Skipped	8	6	14

Other Responses
No
Don't use it
I arrive 2 ways. One is driving and parking. The second is dropoff by family member who works in Snowmass.



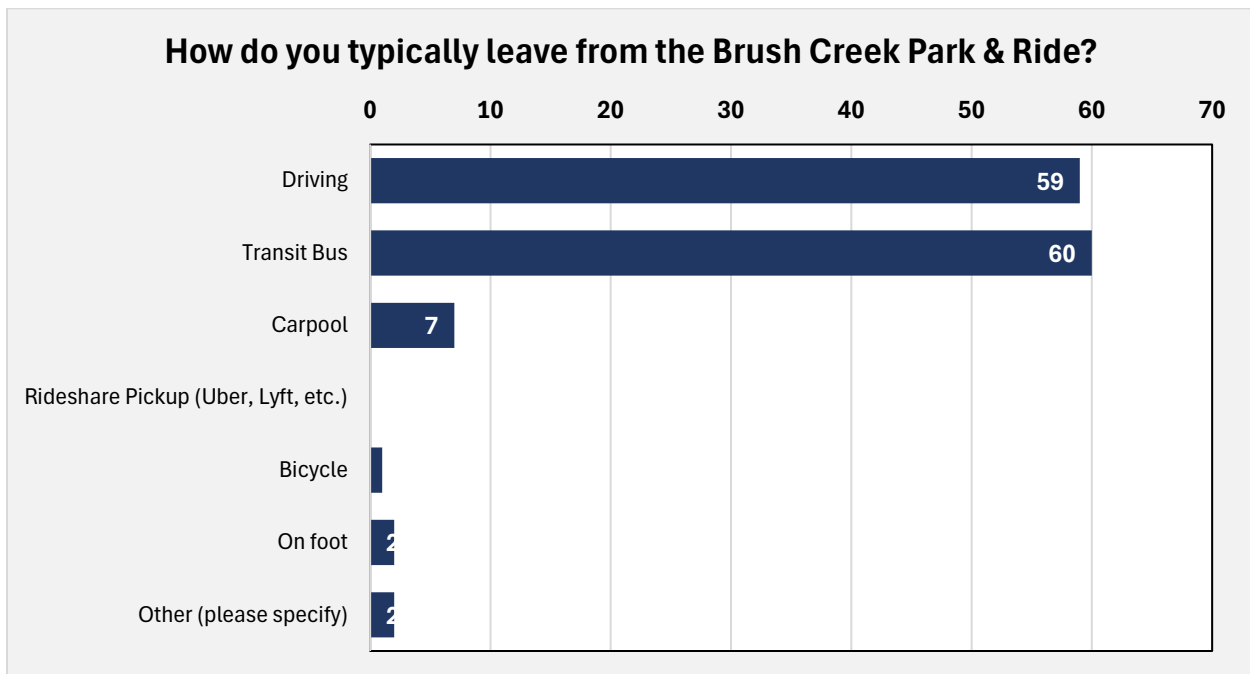
Question 6. How do you typically leave from the Brush Creek Park & Ride?

Answer Choices	English	Spanish	Total
Driving and parking a vehicle	46	13	59
Transit Bus	55	5	60
Carpool	6	1	7
Rideshare Dropoff (Uber, Lyft, etc.)	0	0	0
Bicycle	1	0	1
On foot	2	0	2
Other (please specify)	2	0	2
Answered	112	19	131
Skipped	7	5	12

Other Responses

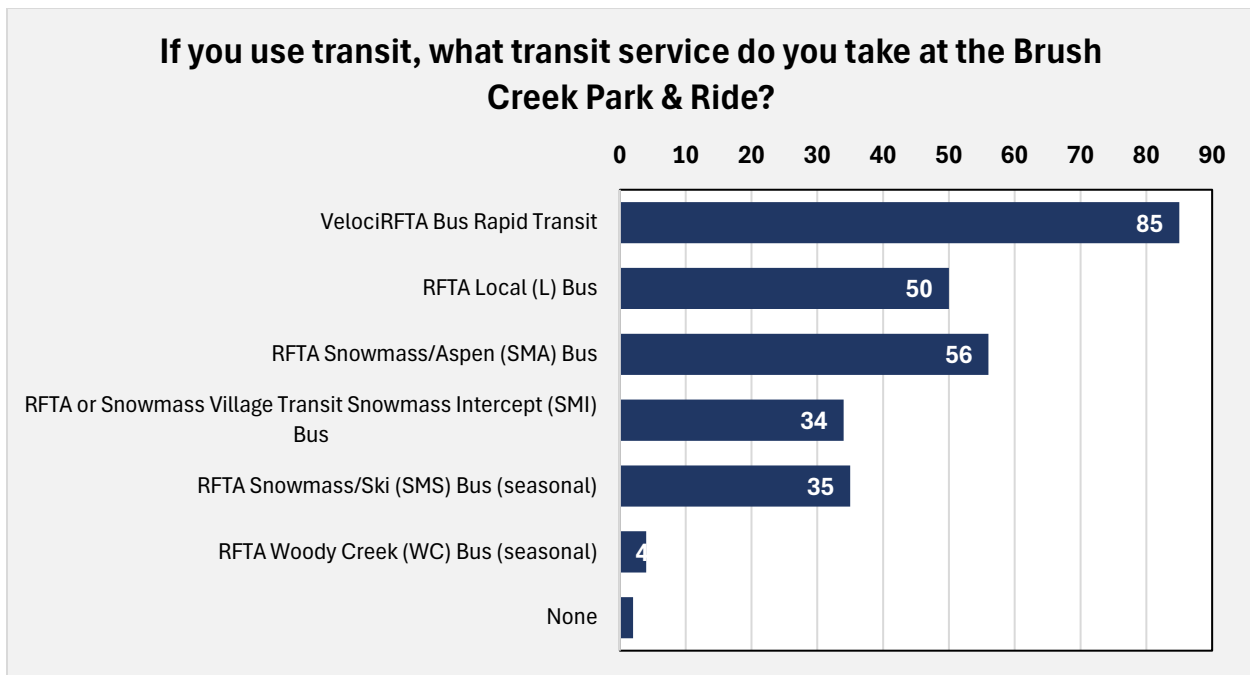
Don't use it

If I drive, I drive. If the family member drops me off, then I bus home Down Valley on RFTA.



Question 7. If you use transit, what transit service do you take at the Brush Creek Park & Ride?

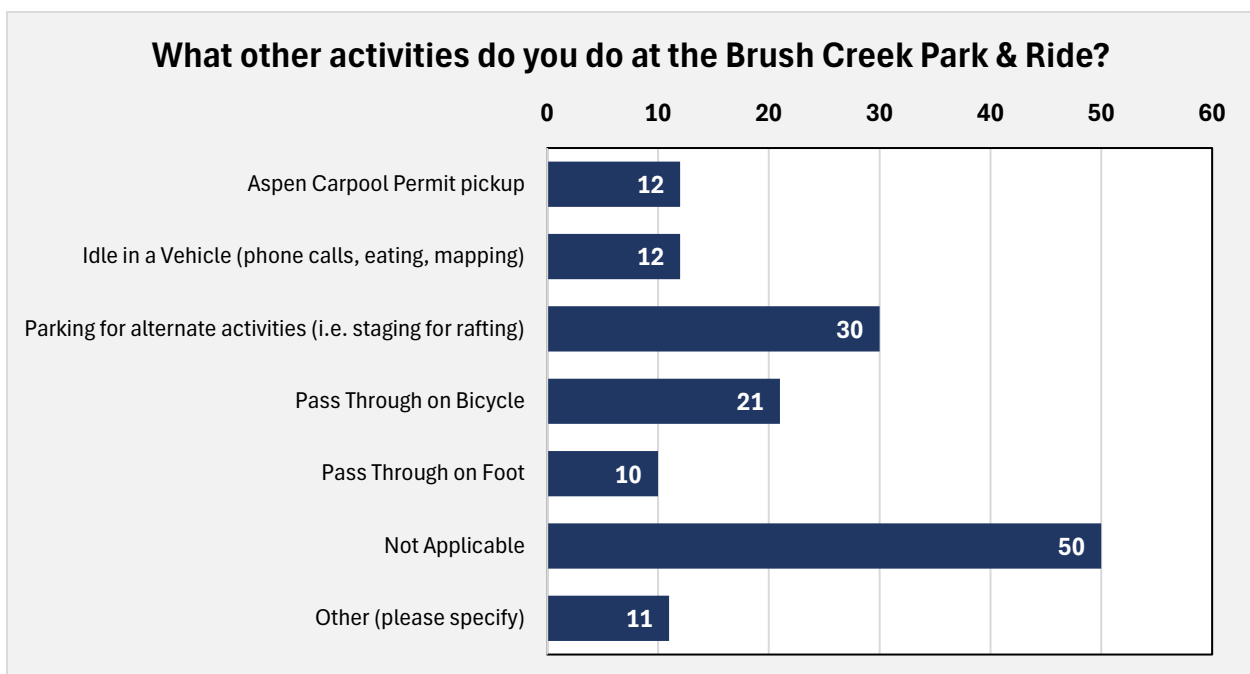
Answer Choices	English	Spanish	Total
VelociRFTA Bus Rapid Transit	74	11	85
RFTA Local (L) Bus	43	7	50
RFTA Snowmass/Aspen (SMA) Bus	47	9	56
RFTA or Snowmass Village Transit Snowmass Intercept (SMI) Bus	30	4	34
RFTA Snowmass/Ski (SMS) Bus (seasonal)	34	1	35
RFTA Woody Creek (WC) Bus (seasonal)	3	1	4
None	2	0	2
Answered	110	19	129
Skipped	9	5	14



Question 8. What other activities do you do at the Brush Creek Park & Ride?

Answer Choices	English	Spanish	Total
Aspen Carpool Permit pickup	4	8	12
Idle in a Vehicle (phone calls, eating, mapping)	9	3	12
Parking for alternate activities (i.e. staging for rafting)	28	2	30
Pass Through on Bicycle	20	1	21
Pass Through on Foot	10	0	10
Not Applicable	42	8	50
Other (please specify)	10	1	11
Answered	97	19	116
Skipped	22	5	27

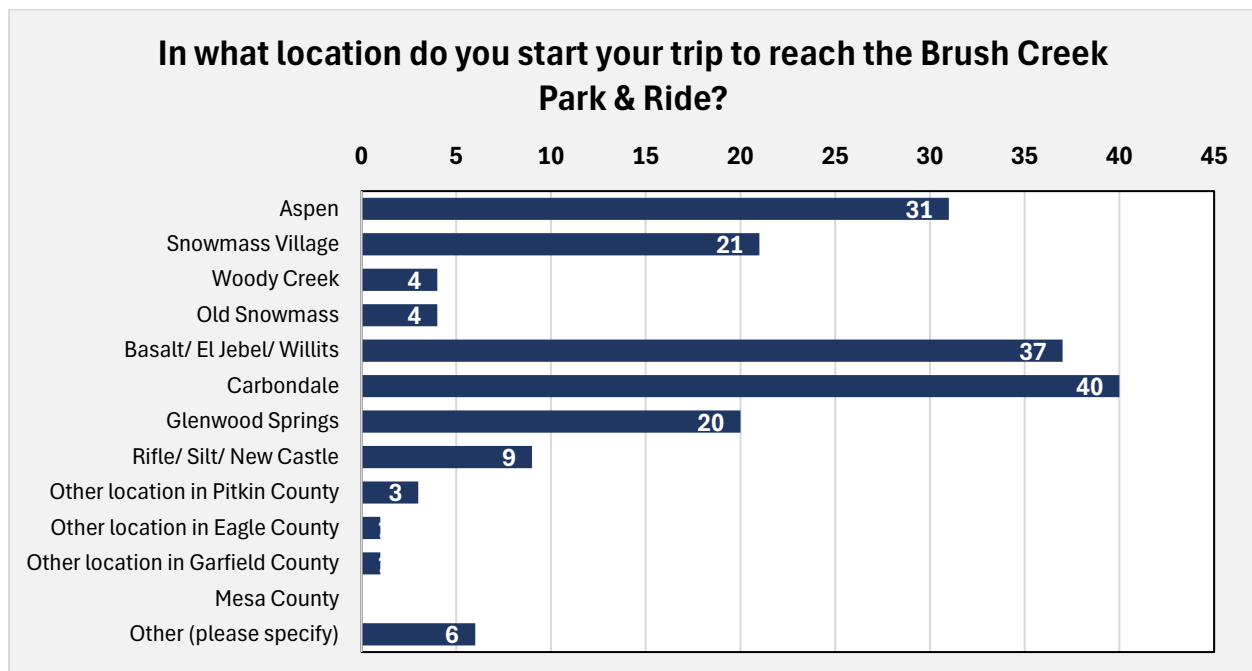
Other Responses
no I use it for bus only
Host nonprofit services every Thursday
Park to get in bus
School Bus drop off and pick up - Aspen Community School; walk dog on Aspen Mass Trail
Sit on benches near heaters
Park to Ride Sky Mountain park on bikes
Park and bike
There used to be a porta-potty, which I used in emergencies only. I saw the taco truck a couple summers ago, and I wish I had tried it.
Use as a spot to meet to carpool
Midpoint for meeting with friends and going in one car to ski or an event. Dropping/picking up dogs from family
Ir a trabajar



Question 9. In what location do you start your trip to reach the Brush Creek Park & Ride?

Answer Choices	English	Spanish	Total
Aspen	28	3	31
Snowmass Village	19	2	21
Woody Creek	4	0	4
Old Snowmass	3	1	4
Basalt/ El Jebel/ Willits	36	1	37
Carbondale	32	8	40
Glenwood Springs	14	6	20
Rifle/ Silt/ New Castle	3	6	9
Other location in Pitkin County	3	0	3
Other location in Eagle County	0	1	1
Other location in Garfield County	1	0	1
Mesa County	0	0	0
Other (please specify)	5	1	6
Answered	110	19	129
Skipped	9	5	14

Other Responses
Brush Creek Village
Brush creek village
Don't use it
Brush Creek Village
AABC
Parachute

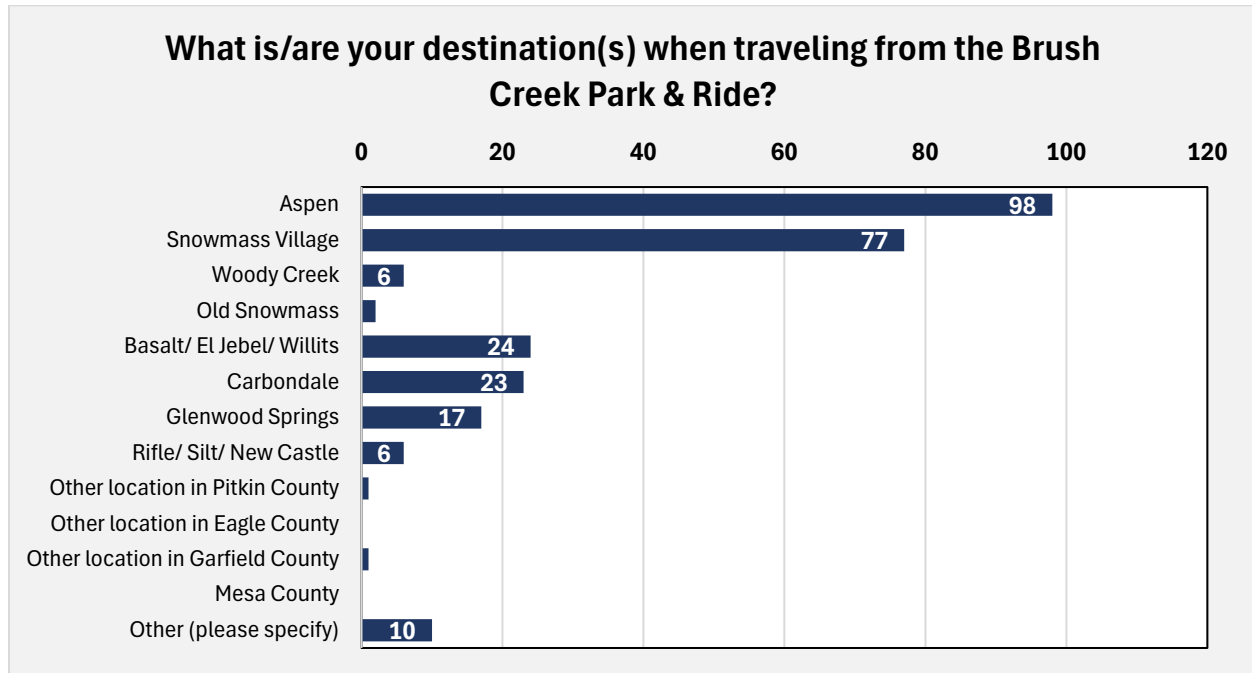


Question 10. What is/are your destination(s) when traveling from the Brush Creek Park & Ride?

Answer Choices	English	Spanish	Total
Aspen	84	14	98
Snowmass Village	67	10	77
Woody Creek	3	3	6
Old Snowmass	0	2	2
Basalt/ El Jebel/ Willits	22	2	224
Carbondale	21	2	23
Glenwood Springs	14	3	17
Rifle/ Silt/ New Castle	3	3	6
Other location in Pitkin County	0	1	1
Other location in Eagle County	0	0	0
Other location in Garfield County	0	1	1
Mesa County	0	0	0
Other (please specify)	10	0	10
Answered	111	19	130
Skipped	8	5	13

Other Responses
Aspen village or Watson divide road
Airport
We want the Highlands Flyer back.
Bustang to Denver
Burlingame
Highlands
Aspen Highlands
Don't use it
Those 3 with no variation. But parking has gotten so expensive and complex at Highlands, that I wish there was a better AH-BC connection.
AABC

Question 10. What is/are your destination(s) when traveling from the Brush Creek Park & Ride?



Question 11. On a scale of 1 to 4, with 4 being the most important, rate these potential amenities for the Brush Creek Park & Ride.

Answer Choices	1. Not Important	2. Somewhat Important	3. Important	4. Very Important	Weighted Average
More frequent or direct transit service from this facility	9	28	36	44	3.0
Enhanced or additional seating/shelters	33	38	26	20	2.3
Improved restrooms	17	24	35	42	2.9
Improved heating	37	22	30	27	2.4
More wayfinding internal to the Brush Creek Park & Ride	47	28	24	12	2.0
More wayfinding to or from the Brush Creek Park & Ride	45	27	25	15	2.1
Enhanced safety, such as lighting or improved crosswalks	28	32	30	27	2.5
Electric vehicle charging stations	50	30	22	17	2.1
Better security and enforcement	34	32	31	20	2.3
Better cleanliness	24	45	28	19	2.4
Better site maintenance, such as snow removal	20	42	30	23	2.5
More parking	18	34	31	31	2.7
Long-Term airport parking/New shuttle service to the airport	23	25	31	38	2.7
New shuttle/transit service for employees only	28	22	31	34	2.6
More bicycle parking	42	38	22	13	2.1
Improved ADA accessibility	30	39	25	22	2.3
Other (please specify)					17
Answered					119
Skipped					24

Question 11. On a scale of 1 to 4, with 4 being the most important, rate these potential amenities for the Brush Creek Park & Ride.

Other Responses
Better connection to the Rio Grande Trail
I wish there was a space for a car to drop off passengers. A lot of days my husband and I will carpool from Basalt and he will drop me off at the park and ride to catch the bus into Aspen and he will continue to snowmass. There is no easy and safe place for him to pull in and drop me off. The access to the sidewalks from the parking lot are horrible because of the fence. There is one specific spot where you can cross to the busses.
Better hours for the Carpool permit office. Every time I try to get a permit, it is closed even tho I go when it is supposed to be open.
Signage about school bus as it is located near carpool pass station - would love if those spots could be reserved for parents at drop off and pick up times.
Bus schedule displays and notifications
Consider developing housing at this location. It would likely qualify for TOD grants and is a perfect location for housing folks who work in Aspen or Snowmass.
Pedestrian Access to the Park n Ride from Brush Creek
Remains free = very important
Service to Highlands; increase routes between Snowmass-Highlands and stop at Brush Creek both directions. There needs to be an earlier service where people can get first chair and instructors can move between resorts with adequate time to don equipment upon arrival.
I utilize wecycle often and would love more stations and access connections at Brush Creek!!i hope the bridge to Rio is built for easier use and wayfinding. That steep hill is not fun
LESS LIGHTING; It's too bright.
Improved trail access to Aspen as proposed by OST
The lighting on the platform is horrible, at night. Need more lighting it is not safe at night. Also the homeless camping out there
When I used to work nights, I was pretty concerned about the lack of lighting and lack of security.
RFTA needs a "bike bus"; a bus that accomodate loading more bikes. Only 2 bikes/bus is ridiculous.
Some of my "not important" ones are just because I'm unfamiliar with what's there now
Need direct buses to HIGHLANDS in winter.

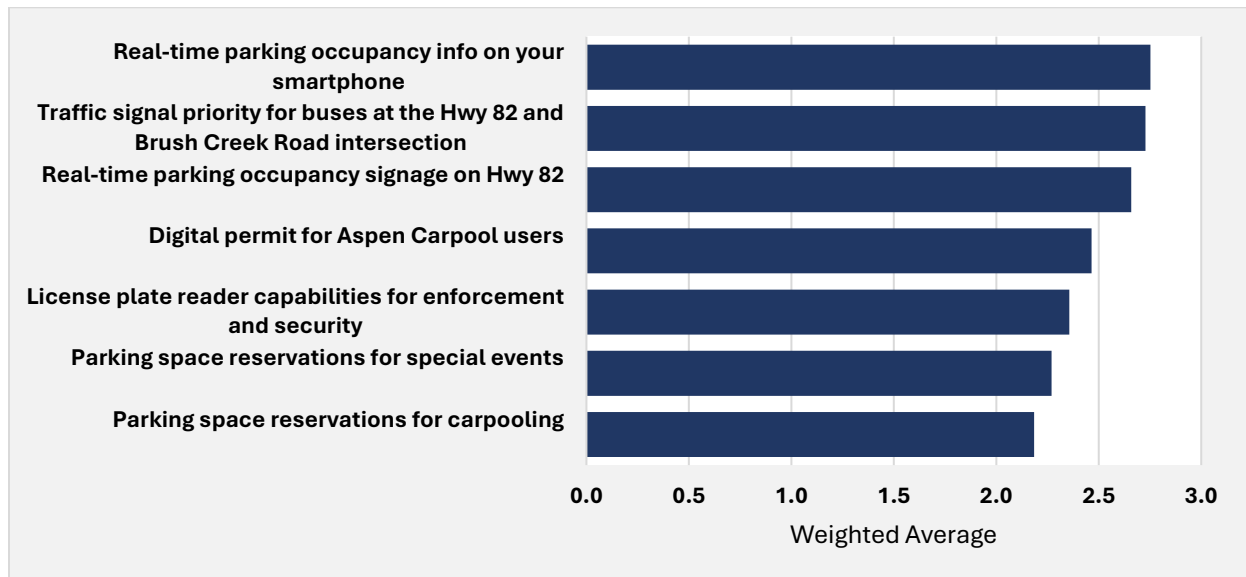


Question 12. On a scale of 1 to 4, with 4 being the most useful, rate these potential technological improvements for the Brush Creek Park & Ride.

Answer Choices	1. Not Useful	2. Somewhat Useful	3. Useful	4. Very Useful	Weighted Average
Real-time parking occupancy signage on Hwy 82	20	31	35	31	2.7
Real-time parking occupancy info on your smartphone	16	31	36	34	2.8
Digital permit for Aspen Carpool users	30	27	31	26	2.5
License plate reader capabilities for enforcement and security	36	27	27	25	2.4
Parking space reservations for carpooling	41	29	26	18	2.2
Parking space reservations for special events	44	20	27	24	2.3
Traffic signal priority for buses at the Hwy 82 and Brush Creek Road intersection	22	23	33	36	2.7
Other (please specify)					4
Answered					117
Skipped					26

Other Responses
Buses being labeled as full on information boards if they are. Frustrating when you have three buses go by all too full for anyone more, and then you get in your car and drive into town, when you could have done it an hour ago and not been late because you kept waiting hoping for a bus with space
I don't know what the parking space reservations are and the trade-offs of that. Maybe that would be most useful for long term airport parking but not generally.
Traffic light for traffic entering parking lot from down valley is very inefficient in the morning
It is so demoralizing when you're trying to go to work, and the bus driver won't pick you up. I swear, I would reserve my bus seat in order to arrive at work on time.

Question 12. On a scale of 1 to 4, with 4 being the most useful, rate these potential technological improvements for the Brush Creek Park & Ride.



Question 13. Please provide any additional comments you may have on the Brush Creek Park and Ride:

#	Responses
1	It's so cold during the winter months , I would like to have more heaters
2	I think better access for pedestrians between the bus area and the parking lot would be great. A drop off area for cars dropping off pedestrians would be helpful. Additionally, a bus to the highlands on ski weekends would be excellent. And increased heating for people waiting for buses in the winter would be incredible.
3	Allow e-bikes in buses!!! Perhaps get bike trailers like we-cycle uses. I would use the bus every day for commuting to work from Carbondale to Aspen if I could bring my ebike on the bus.
4	Off season is significantly more difficult to use the bus system as a full time year round job employee. Also very crowded busses in summer/off season for times in which local employees are using the bus lines.
5	More lighting
6	New parking alignment is not conducive to drop offs for passengers. Have to go down a block and then back to front to drop off. Previous alignment was easier for drop offs
7	Please allow overnight parking with transit to the airport. Perhaps use a separate area of the parking lot. Parking at the airport is becoming more and more unavailable.
8	Please put lots of EV charging back. Many have electric cars now!!
9	Improve the heating systems. Better bathrooms.
10	Why is snow removal so incomplete? It is very dangerous walking to buses over the large banks of snow. Parking spaces are limited because of lack of snow removal.
11	Please have RFTA bring back the Highlands Flyer.
12	It would be nice if the RFTA bus to Highlands connected to Brush Creek
13	Consider building housing at Brush Creek. Also consider building a bus stop on the north side of Highway 82 so that buses heading towards Aspen do not need to pull into Brush Creek. The pedestrian tunnel connecting the north side of the road already exists which is great.
14	It would be wonderful to have better bathrooms at Brush Creek and maybe live feed of parking availability
15	Great job
16	Bicycle safety along Hwy 82 to the ABC- without bridges is still possible if we focus on making it safe- w cdots help
17	It would be awesome to have a bus that went directly from brush creek to snowmass mountain rather than switching at the rodeo lot.
18	Please keep it FREE
19	Please create maximum parking. There is so much room out there to take care of everyone's parking needs.
20	Would live to see Direct bus service to highlands come back
21	I use this parking lot regularly in the ski season for access to Aspen Mountain and find the service to be excellent.
22	Miss it being called the Intercept Lot, which so many of us still call it.
23	If I could be guaranteed a seat at Basalt I would not need to park at Brush Creek. Unfortunately, since the pandemic it has been standing room only at that point, so we are forced to drive our own vehicle.
24	1. Bathroom please!! 2. Shelter similar to Rubey Park with information would be really useful. I often help lost tourists. I also am cold in the winter sometimes or after snowmass concerts in summer waiting for bus transfers. 3. I would support bringing back the S.O.S. 4. Designated overnight parking for camping/carpooling? Brush Creek and Buttermilk need to figure out how to support people parking more than 3 days for doing activities like the 4 Pass Loop and other longer overnight backpack trips. Carpooling and then driving or bussing to trailhead would help with busy trailheads like Snowmass Creek, Capital, etc . 5. Build the bridge to Rio!! Biking from my friend in Woody Creek to Brush Creek is surprisingly complicated.
25	It would be helpful if the Velocirafta and the local buses alternate schedules, so there is more frequency.
26	There needs to be actual restrooms not! Porta potties. And there needs to be handicap accessible restrooms
27	Sure wish the Snowmass Village Town Council would have built that transit center.

#	Responses
28	Need to expand parking and bus service during high season. Buses are full coming from aspen and going up to Snowmass. Standing room only.
29	A mid-day bus to and from woody creek would increase use.
30	EV charging please Better trails from the lot into Aspen
31	No more camping ! Way too many people camp year round at brush creek lot ! No more camping
32	Toilets and sinks with plumbing would be great. Clean, safe bathrooms. But how do you keep people from sleeping in them and defiling them and vandalizing them?
33	My biggest request for the intercept lot is better bathrooms.
34	RFTA needs a "bike bus" or a "trailhead bus"; a bus that accommodates loading more bikes and takes people to our local trailheads. Only 2 bikes/bus is ridiculous. RFTA could cut emissions for our valley by over 30% if a "trailhead bus" service was provided. Breckenridge and other communities bus services' provide this; RFTA should too.
35	Additional buses between Brush Creek and Aspen (like the Brush Creek to Snowmass Village) could be helpful to commuters as buses to and from down-valley are often full. Also, parking and access into and out of town is convenient from Brush Creek.
36	There are too many campers and commercial parking out there taking up space. Also, the north end of the lot has been trashed by skiers parking on the dirt area between the parking lot and emergency egress road. There out to be fencing or boulders there.
37	There should be DIRECT buses to Highlands in Winter so folks don't take up all the parking at Buttermilk to connect to the Highlands buses.
38	Generally a very excellent lot! I use for bike rides at sky mtn, or days when I have to be in TOSV and Aspen on the same day. very convenient. The residential use of the lot by transients / campers is troubling.
39	EV Chargers would be big!
40	Please build the full bathrooms
41	It would be great to have local amenities/little bodega. I think overnight parking should be allowed. Would much rather people make it all the way home on public transportation after drinking etc then have to move their car. same with parking for air travel (maybe with a fee?) or overnight camping for a night or two.
42	I think bathrooms are an absolute must!! Also a better shelter when waiting for the bus in the winter it can get really cold.
43	Ampliación del espacio
44	Muchas personas nos vemos beneficiadas de esta estación, por lo que es importante mantenerla en buenas condiciones y mejorarla
45	Cámaras de vigilancia muy importantes que por ahora no hay lo suficiente
46	Mejoras en los paneles del horario de los camiones, un espacio cerrado para soportar el frío
47	Con las preguntas y respuestas basta
48	Excelente estacionamiento me gusta por q es grande y Gratis
49	Excelente iniciativa

Appendix C: Peer Review & Best Practices Memo

Brush Creek Park & Ride Monitoring and Management Plan

Task 4: Peer Review and Best Practices Memo

DRAFT

March 2025

Prepared By:



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Introduction

The Elected Officials Transportation Committee (EOTC) of Pitkin County has initiated this project to identify strategies to enhance the operation and effectiveness of the Brush Creek Park & Ride facility. The park & ride is a critical component of the Roaring Fork Valley's multimodal transportation network and it is intended to promote and encourage travelers and commuters to transfer from personal vehicles to transit, shuttles, carpools, and active transportation modes. The park & ride, situated at the intersection of Brush Creek Road and Colorado State Highway 82 (Highway 82), is intended to help reduce traffic congestion on routes into and out of the City of Aspen and the Town of Snowmass Village and to help alleviate parking demand at key destinations in both communities.

The Brush Creek Park & Ride faces operational and management challenges. The EOTC has identified the need for a comprehensive Brush Creek Park & Ride Monitoring and Management Plan to evaluate current practices and recommend strategies for improvement. This initiative will focus on optimizing site operations, enhancing access, and promoting a shift towards more sustainable transportation options, aligning with the goals outlined in recent regional planning documents.

This memo summarizes a review of peer park & ride facilities as well as local, regional, and national best practices for operating and maintaining a park & ride. The memo builds upon the existing conditions report and will inform the development of strategies to improve management, operations, monitoring, enforcement and maintenance at the Brush Creek Park & Ride.

Study Area

The Brush Creek Park & Ride is located in the heart of Pitkin County and the Roaring Fork Valley and is a central hub within the Roaring Fork Transportation Authority (RFTA) transit service area. The park & ride is situated on the eastern side of the intersection of Brush Creek Road and Highway 82 and is accessible from the existing signalized intersection of these two roadways.

The property surrounding the park & ride is generally undeveloped, with the Roaring Fork River to the east and south, Brush Creek to the west, and vacant parcels to the north. Despite minimal development in the immediate area, the location is ideal for a park & ride, as the facility can serve both commuters and visitors traveling to and from the valley's major activity centers.

The Brush Creek Park & Ride currently helps serve transit riders and carpools heading to the:

- City of Aspen to the south via Highway 82
- Town of Snowmass Village to the west, via Brush Creek Road
- Lower Roaring Fork Valley communities to the north including Carbondale and Glenwood Springs, via Highway 82

Figure 1 shows the project location.

Figure 1: Brush Creek Park & Ride Reference Area

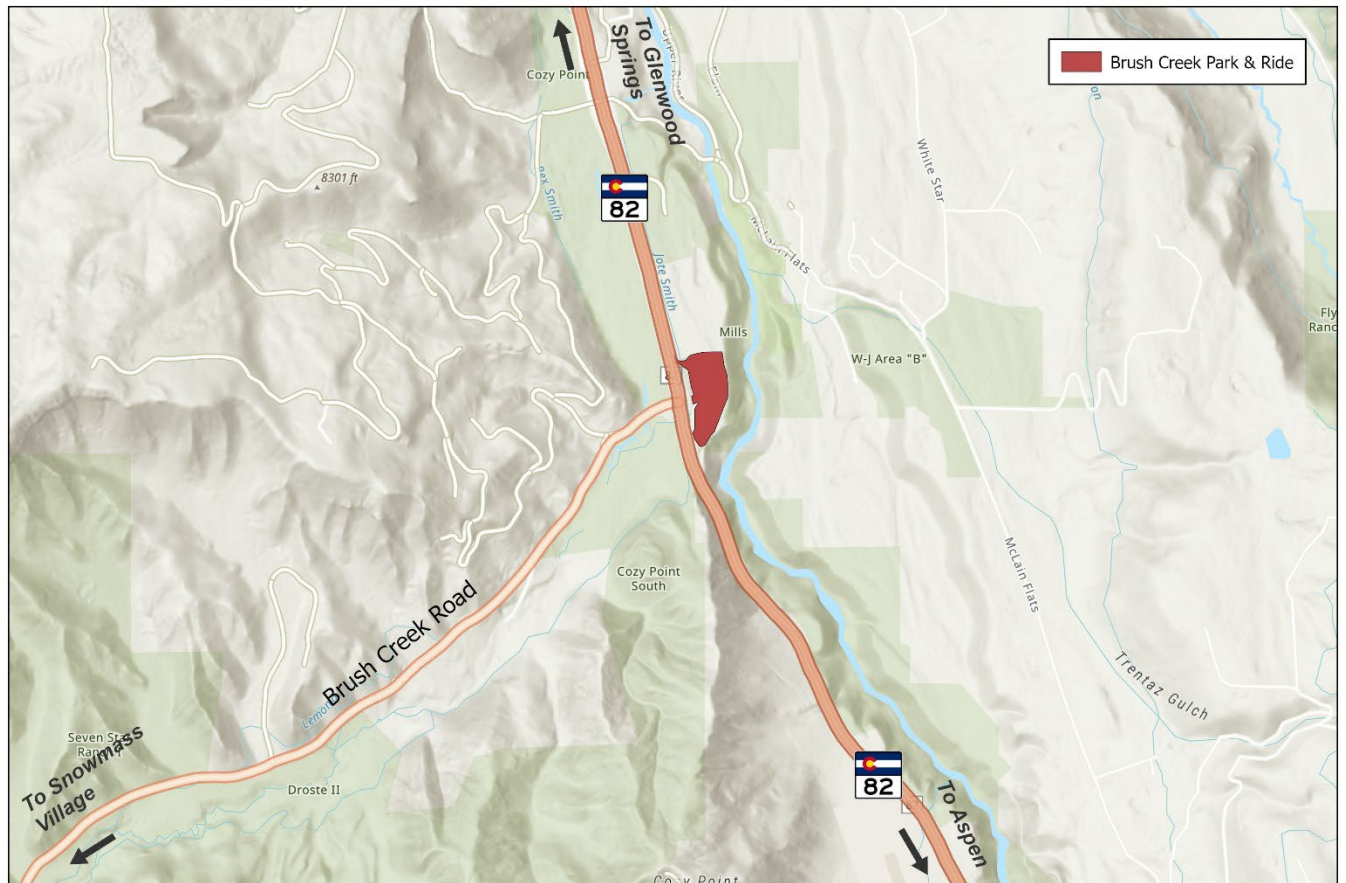
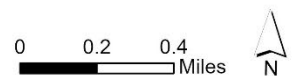


Figure 1: Brush Creek Park & Ride Reference Area
Brush Creek Park & Ride Management Plan



Peer Review

The Brush Creek Park & Ride peer review assessed the management and operations of similar park & ride facilities. The peer review aimed to gain an understanding from peer agencies with similar facilities on what works well, and what could be improved in terms of management and operation of a park & ride. The peer review uncovered new ideas, methods, strategies, and practices that could potentially be implemented at the Brush Creek Park & Ride. Three agencies were interviewed for the peer review:

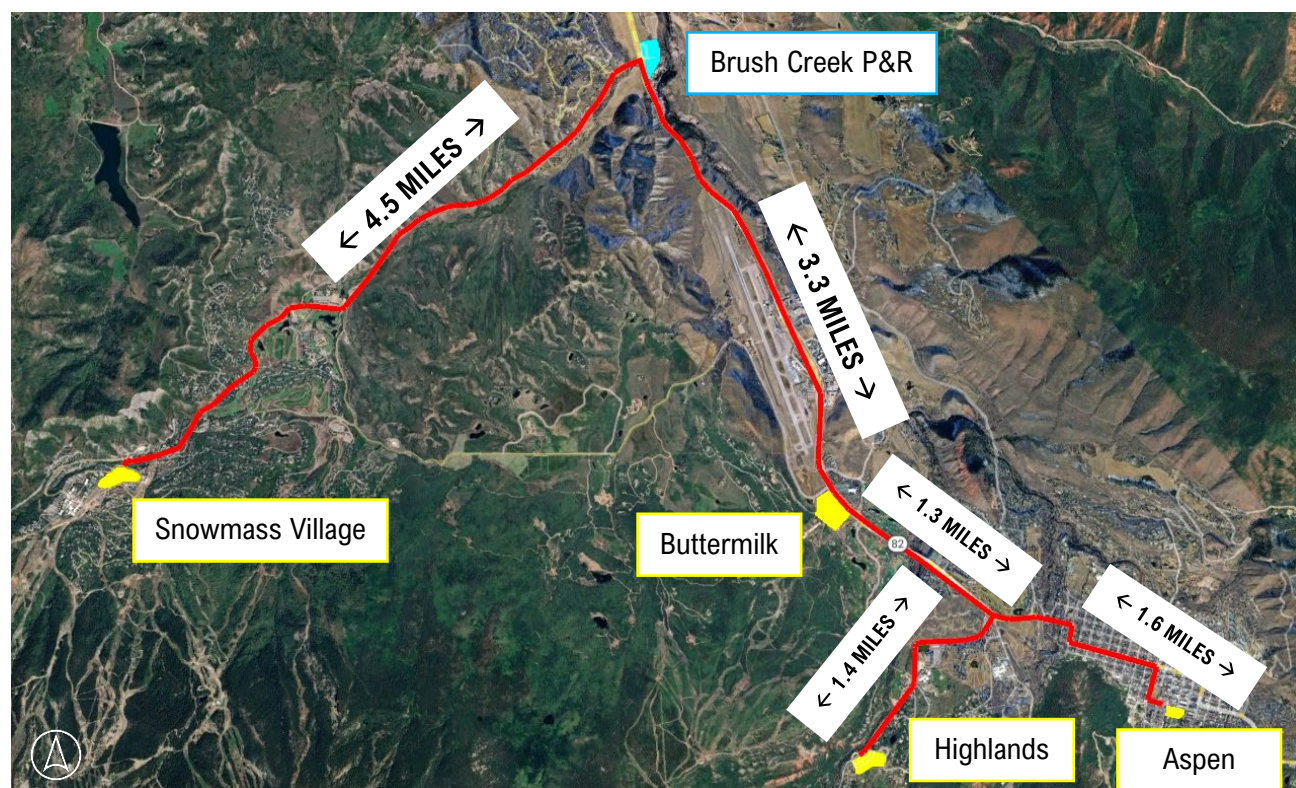
1. Teton Village Association (TVA) for their Stilson Park & Ride near Jackson, Wyoming
2. Steamboat Springs Transit for their Stockbridge Transit Center in Steamboat Springs, CO
3. Utah Transit Authority (UTA) for their Big Cottonwood Canyon Park & Ride in Cottonwood Heights, UT

These peer facilities are similar to the Brush Creek Park & Ride in several ways, including:

- All facilities primarily serve to intercept skiers, employees, and commuters to reduce parking congestion at ski resorts and the surrounding communities
- All facilities are situated along high-volume roadways
- All facilities are between 4 miles to 20 miles away from nearby communities and ski resort(s)
- All facilities are free to park and do not have a gate or any other restriction for entry

The interviewees provided valuable insight into existing management, operations, and enforcement practices at their peer facilities. The peer park & ride locations and pathways to their respective ski resorts can be compared to that of the Brush Creek Park & Ride, shown in Figure 2.

Figure 2: Path from Brush Creek Park & Ride (Blue) to Upper Roaring Fork Resorts (Yellow) on Brush Creek Road and Hwy 82



Stilson Park & Ride near Jackson, Wyoming

The Stilson Park & Ride is located just outside of the Town of Jackson and the community of Wilson, Wyoming. Stilson Park & Ride is located at 1455 Beckley Way, Wilson, WY 83014 at the northwest corner of Wyoming Highway 22 (Teton Pass Highway), and Moose Wilson Road. Stilson Park & Ride has approximately 800 unpaved spaces. The Southern Teton Area Rapid Transit (START) Bus operates from the Stilson Park & Ride Transit Center.

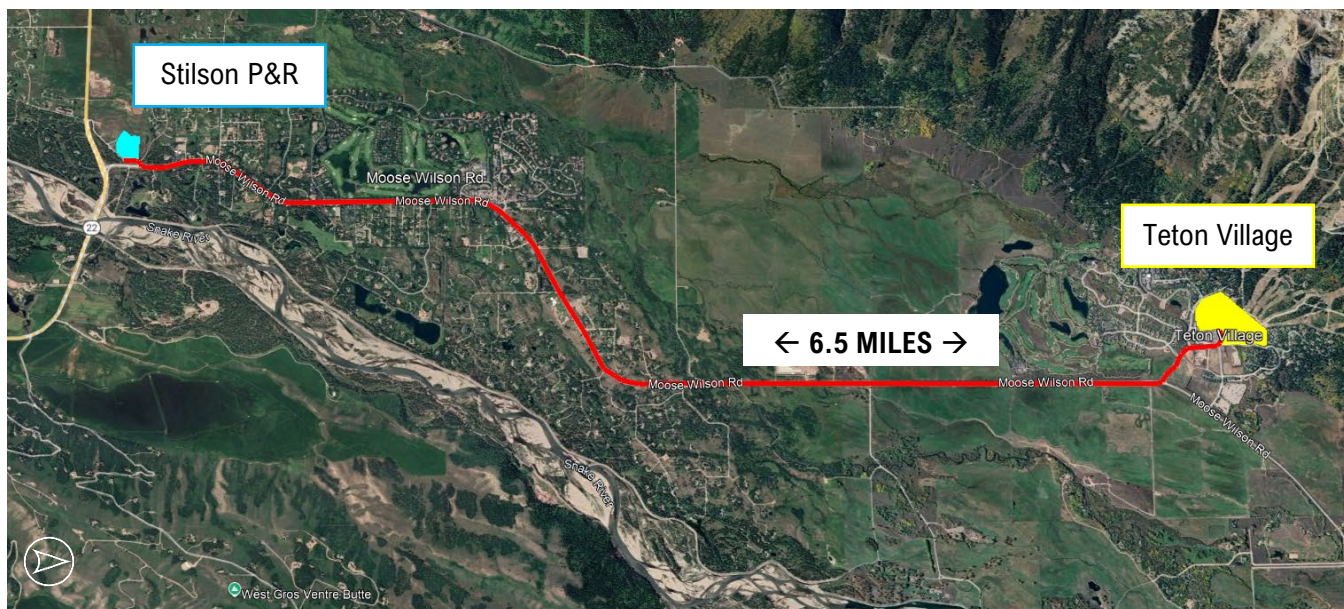


Figure 3: Stilson Park & Ride

The peer review was conducted via a virtual meeting with Matt Larson, Director of Transportation with the Teton Village Association (TVA) on November 19, 2024. The TVA is a local government entity with the goal to enhance the guest experience at Teton Village, home of the Jackson Hole Mountain Resort and approximately 1,000 full-time residents.

Figure 4 presented below highlights the general pathway to Teton Village from the Stilson Park & Ride.

Figure 4: Path from Stilson Park & Ride (Blue) to Teton Village (Yellow) on Moose Wilson Road



TVA Goals

The main transportation goals of the TVA are to reduce personal vehicle travel on Highway 390 (Moose Wilson Road), promote high-occupancy travel wherever possible, and to limit employee parking at Teton Village. The Stilson Park & Ride is a facility that assists in achieving each of the goals.

Management

The Stilson Park & Ride is owned by the Jackson Hole Mountain Resort. The TVA manages the Stilson Park & Ride in the winter, and Teton County Parks & Recreation manages the lot in the summer. The handoff between TVA and Teton County Parks & Recreation is linked to when the Teton Village ski area is opened or closed for the season; TVA manages the lot when the ski area is open.

Winter management typically consists of servicing the restroom building and snow removal. TVA hires a local contractor for snow removal, which occurs after a major snow event. TVA pays for winter maintenance; Teton County pays for summer maintenance. The restroom may be locked during certain times in the off-season.

TVA manually counts entry and exit volumes and parking occupancy at the Teton Village lots daily, typically at peak hours between 11am and 2pm. The counts are summarized at the end of each season and are used to shape future parking policy.

Operations

The START Bus operates from the Stilson Park & Ride. Three lines operate between Stilson Park & Ride and Teton Village, including the Teton Village Express, the Teton Village South, and the Teton Village Local. START Bus is free between Stilson Park & Ride and Teton Village. START Bus provides more frequent service between the Stilson Park & Ride and Teton Village in the winter.

TVA also operates a shuttle service between Stilson Lot and Teton Village, focused on employee use. The Teton Village Master Plan states that employees should not park at Teton Village, except “special and early workers” that do not have typical working hours. This shuttle service is contracted out to Mountain Resort Services. The shuttle runs from Stilson to Teton Village from 6:35am to 9:50am, and from Teton Village to Stilson from 3:00pm to 6:20pm. The shuttle service flyer is advertised online and is shown here:

Figure 5: TVA Stilson Employee Shuttle Schedule



WINTER 2024 - 2025

FREE STILSON EMPLOYEE SHUTTLE

Times are approximate

New Extended peak season with three shuttles running in the morning and two shuttles running in the afternoon.

STILSON TO TETON VILLAGE

6:35 AM	7:50 AM	8:45 AM
7:10 AM	8:10 AM	9:10 AM
7:35 AM	8:35 AM	9:50 AM

Shuttles will also pick up from the Target START Bus stop in Jackson at 6:20 AM and 7:15 AM. Shuttles will drop off at the JHMR Mountain Ops building on request and in front of the Tram. Shuttles will make a stop at the Aspens in the morning going to Teton Village and in the afternoon going to Stilson.

TETON VILLAGE TO STILSON

3:00 PM	5:00 PM
3:40 PM	5:40 PM
4:20 PM	6:20 PM

The 6:20 PM shuttle will also drop passengers off at the Hampton Inn START Bus stop in Jackson.

ADDITIONAL PEAK SEASON SERVICE | 12.21.24 - 3.23.25

STILSON TO TETON VILLAGE	TETON VILLAGE TO STILSON
6:45 AM	3:15 PM
7:25 AM	3:55 PM
8:05 AM	4:35 PM
8:40 AM	5:15 PM
	5:55 PM
	6:20 PM

Shuttle Service Provided By Mountain Resort Services | 307.733.1112

A priority parking lot at Teton Village charges \$35 a day for parking midweek and \$45 a day on weekends. A parking lot further away from the Teton Village entrance is \$18 a day for parking midweek and \$25 a day on weekends. Teton Village also features a carpool lot that is \$5 a day for parking midweek and \$10 a day on weekends for vehicles with three occupants, and free for vehicles with four or more occupants. A staff person is placed at the carpool gate booth to check vehicle occupancy.

Teton Village parking reaches capacity anywhere between 8am and 10am in the morning through 3pm to 5pm in the evening during ski season.

In the summer, the TVA, in association with Friends of Pathways and Yellowstone-Teton Clean Cities, sets up the Wheel House commuter bike hub at the Stilson Lot, that offers secure overnight bike parking and e-bike charging. At the Wheel House, commuters can park, lock, and charge their bikes overnight for free. The program

encourages multimodal transportation by allowing commuters to park their car, hop on their bike, and cycle the rest of their commute from a central location.

The Stilson Park & Ride is advertised on the Jackson Hole Mountain Resort website, newspaper or print ads, social media, and through the Jackson Hole Tourism Board. Lodging partners also encourage their guests to use transit. Static signs and dynamic messaging signs are also present on adjacent roadways to direct visitors to the free park & ride. Messaging signs also show when parking at Teton Village is at capacity, encouraging visitors to use the park & ride.

Enforcement

Overnight parking is not allowed at Stilson Park & Ride. This regulation restricts visitors with recreational vehicles who are seeking a place to set up camp for an extended period. Jackson Hole Mountain Resort Security patrols vehicles that are present overnight and will give them notice. After several days, the vehicle is subject to tow. This regulation is especially important in winter months due to snow removal needs.

Parking Utilization

The parking demand at the Stilson Park & Ride varies greatly by season. The Stilson Park & Ride is most utilized in the winter due to the influx of ski visitors. At no time in the year does the Stilson Lot reach its capacity of approximately 800. On busy winter season days at the lot, there may be over 600 vehicles parked at any one time. Parking at Teton Village is paid parking in winter, which encourages visitors to park at the Stilson Park & Ride. Parking at Teton Village is free in the summer, which results in very limited parking utilization at the Stilson Park & Ride outside of ski season.

Special Events

Most special events that utilize the Stilson Park & Ride occur in the summer when typical parking demand is low. Events in the past have included a marathon and the fire department chicken fry. No fee is collected for events. Even during special events, the lot does not reach capacity.

In June of 2024, Teton Pass experienced a landslide that forced the closure of Highway 22. TVA was able to turn a portion of the Stilson Lot into a temporary employee campground. Permits were issued to employees to allow them to park in the lot overnight to bypass the overnight restriction. TVA kept track of the permits during this period and the permission for overnight stays was lifted when the roadway reopened.

Existing Challenges

An existing challenge may include encouraging more visitors to use the Stilson Park & Ride. One of the ways to encourage use may include increasing transit headways so that park & ride users are not waiting longer than five or ten minutes for a bus or shuttle.

Another challenge includes significant ingress in the morning and egress in the evening to and from the Teton Village parking lot. Some delays are caused by entry and exit gates, which contributes to congestion at lots. TVA is considering gateless entry and exit.

The Jackson Hole Mountain Resorts holds meetings to discuss ways to best address existing challenges and environmental concerns regarding future development of the Stilson Park & Ride. The Stilson Lot is situated within a major wildlife corridor, which may affect possible development. The proposed development adjacent to the Stilson Park & Ride includes employee housing and a sports complex. Wildlife advocates have noted the proposed built environment paired with additional light pollution and human traffic in the area would negatively impact the existing natural state.

TVA also noted that they would like to be more efficient in counting their Teton Village lots daily.

Future Development

Teton County was awarded funding for the Teton Mobility Corridor Improvements BUILD Grant Project, which includes funding for the Stilson Park & Ride Transit Center. The Stilson Park & Ride Transit Center Project consists of the construction of a 2,900 square-foot transit center, an additional 400 spaces for the park & ride, pedestrian and bicycle interconnections, covered bicycle parking, EV charging, a wildlife crossing, and transit signal priority at the intersection of Moose Wilson Road and Highway 22. The new transit center would include a climate-controlled waiting area complete with an information desk, restrooms, and a small coffee bar. The estimated cost of the project is \$14 million. The BUILD Grant Project may also lead to expanded transit service and changes to parking regulations, in which case the Jackson Hole Mountain Resort is responsible for any change in regulations. TVA intends to have Teton County manage the Stilson Park & Ride Transit Center after construction, which is anticipated to be completed in Fall 2026.

Figure 6: Rendering of the Proposed Stilson Park & Ride Transit Center



Stockbridge Transit Center in Steamboat Springs, Colorado

The Stockbridge Transit Center is located at 1505 Lincoln Avenue in Steamboat Springs, Colorado. The transit center has approximately 120 paved spaces. Steamboat Springs Transit operates from the Stockbridge Transit Center.

The peer review was conducted via a virtual meeting with Jonathan Flint, Transit Manager for the City of Steamboat Springs, on February 21, 2025. Steamboat Springs Transit operates a free fixed route bus service in

the city as well as a regional bus service between Steamboat Springs and Craig, CO. Steamboat Springs has a population of approximately 14,000, or 20,000 in the winter.



Figure 7: Stockbridge Transit Center

Figure 8 presented below highlights the general pathway to the Steamboat Ski Resort from the Stockbridge Transit Center.

Figure 8: Path from Stockbridge Transit Center (Blue) to Steamboat Ski Resort (Yellow)



Management

The City of Steamboat Springs owns and manages the Stockbridge Transit Center as well as the Regional Transit Center in Craig, CO, about 40 miles west of Steamboat Springs. The city received their land for the Stockbridge Transit Center from CDOT. For the Stockbridge Transit Center, the Steamboat Springs Public Works Department performs maintenance for snow removal, and the Park Department performs groundskeeping. Steamboat Springs receives an in-kind donation from the City of Craig for maintenance for the Regional Transit Center.

Operations

The Stockbridge Transit Center has two main objectives: serve as a transit park & ride as well as a “park & group”. The “park & group” concept allows coworkers, friends, or otherwise, to carpool together from the Transit Center,

reducing the number of parking spaces utilized in Downtown, at the ski resort, or any other destination with limited vehicle parking. “Park & group” is common with construction workers. There also is parking demand for recreational uses, such as hiking, bicycling, and fishing.

The Stockbridge Transit Center closes about an hour after the last bus arrives, approximately 1am. This gives all drivers the ability to get back to their vehicles and leave the site with ample time.

Enforcement

Overnight parking is not allowed at the Stockbridge Transit Center. Steamboat Springs also enforces a one space per one vehicle policy, ensuring that no vehicle, such as a boat trailer, takes up multiple spaces. Steamboat Springs works with their police department to enforce that no vehicles stay overnight or take multiple spaces. These policies came about through observation to maximize the true intent of the park & ride.

To enforce the lot between 1am and 5am, police officers will scan the lot from US 40 during their normal patrol, the major highway directly adjacent to the lot. If they notice a vehicle parked, they will enter the lot, knock on the camper’s window, and tell them to move on. If no one is present, the vehicle is towed. Transit employees are advised not to approach camped vehicles.

Existing Challenges

The Stockbridge Transit Center was built when there was little development to the north and west of the City, limiting the need for an expansive parking area at the time. With new development in these areas, the need for a larger parking area has grown, though there is now little room to expand. The City is seeking ways to either expand the parking footprint or buy new land for park & ride facilities.

The Stockbridge Transit Center reaches capacity in the summertime, especially over the holidays and weekends, as there is an overlap between construction “park & group”, transit usage, and recreational usage. The city acknowledges that single-occupancy vehicles do not have the same luxury as they used to in small mountain towns.

The city has found that the shift to taking transit is more challenging for long-time residents of Steamboat Springs, apart from recent residents moving after COVID or part-time residents who may be coming from transit-oriented cities.

Future Development

The ski area is planning to undergo new development that may impact their existing free and ample parking. Due to the potential displacement in ski area parking in the next 5 to 10 years, the city may turn to paid parking or another control/ technological solution to ensure that the Stockbridge Transit Center’s purpose is met.

Big Cottonwood Canyon Park & Ride in Cottonwood Heights, Utah

The Big Cottonwood Canyon Park & Ride is located at 3865 Big Cottonwood Canyon Road, in Cottonwood Heights, Utah. The transit center has approximately 80 paved spaces. The Utah Transit Authority (UTA) operates from the Big Cottonwood Canyon Park & Ride.

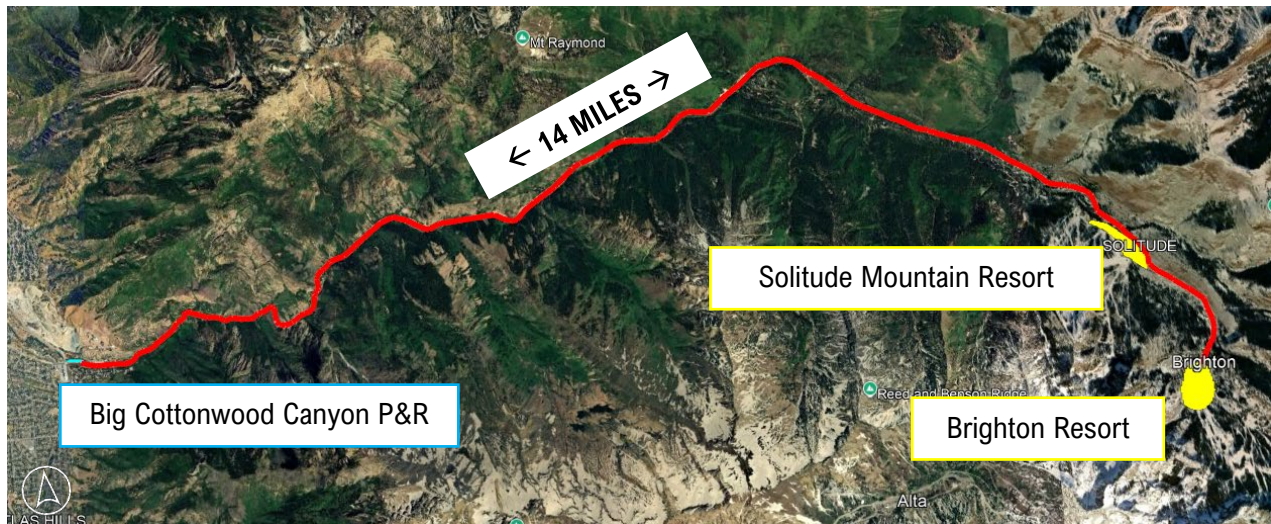
The peer review was conducted via a virtual meeting with Bill Humphreys, Assistant Manager of Operations for UTA, on February 24, 2025. UTA operates public transportation throughout the Wasatch Front in Utah.



Figure 9: Big Cottonwood Canyon

Figure 10 presented below highlights the general pathway to the Solitude and Brighton Resorts from the Big Cottonwood Canyon Park & Ride.

Figure 10: Path from Big Cottonwood Canyon Park & Ride (Blue) to Solitude and Brighton Resorts (Yellow)



Management

UTA manages many various park & ride facilities in the area that all play a role in transit access to Utah ski resorts. Big Cottonwood Canyon Park & Ride is owned by the City of Murray, who has wells underneath the park & ride itself.

UTA has designed contract agreements, so all parties are aware of who is responsible for what action, specifically outlining repair for lighting structures, shelters, and restrooms as well as restriping (annually). The contracts are important to ensure that when an action needs to be taken, the party responsible is obligated to perform the work. When the contracts were signed regarding the park & rides, all stakeholders were assigned to fund a percentage of operations and maintenance, since all stakeholders are benefiting. As an example, the ski resorts are contracted

to put monies in for transportation infrastructure in addition to a percentage of their ski resort taxes going straight to transportation.

The US Forest Service and the ski resorts enter into land swaps based on transportation to expand their resort capacity. When the ski resorts fund or implement alternative transportation projects, the US Forest Service can offer forest land when assured the remaining forest would not be negatively impacted by growth.

UTA holds meetings with all transportation stakeholders monthly through Zoom, including the resorts, UDOT, the municipalities, US Forest Service, and the fire departments. The meetings are to determine what is working or not working with transportation up Big and Little Cottonwood Canyons, and that all stakeholders are on the same page. Avalanche control in Little Cottonwood Canyon is a major topic in these meetings.

Operations

UTA works in collaboration with all four mountain ski resorts regarding parking and access, with Solitude and Brighton in Big Cottonwood Canyon (Solitude and Brighton), and Alta and Snowbird in Little Cottonwood. UTA employs supervisors to oversee operations of their lots from 6am to 10pm.

UTA clears snow from bus shelters and passenger platforms, and UDOT is responsible for plowing the parking lot daily. Each lot has its own individual network of maintenance.

Enforcement

Due to the number of communities in the region, UTA works with five police agencies to conduct enforcement at their park & ride lots, including the Unified Police Department of Greater Salt Lake, Sandy Police, and Alta and Brighton Police Departments. No overnight parking is allowed in any of the park & ride lots, from November to April. In the winter, towing begins at 2am daily, strictly enforced due to plowing needs. Bill recommended installing cameras in lots to be apprised of any suspicious activity and ensure that no vehicles park overnight. In the summer months, a supervisor may notice a car parked in the lot for multiple days and ask the driver to move or report the car to enforcement.

Existing Challenges

The park & ride is on the north side of Big Cottonwood Canyon Road with no traffic control, creating a challenging movement for vehicles entering and exiting the park & ride.

Among all the park & ride lots in the area, Big Cottonwood Canyon may be one of the smallest park & rides as it was built in the 1970s. The regional population at the time was 287,000 compared to 2.4 million today, highlighting the drastic change in demand going into the canyon. There is no room to expand the park & ride or Big Cottonwood Canyon Road. Bill recommends planning with adjacent communities for 10 to 15 years from now to ensure that parking capacity meets future demand. This may include a transportation hub or a bus maintenance facility.

Due to the high volumes of users paired with the perceived low number of bus trips up the mountain, users may not be able to take a bus because they are jam-packed with riders. Private vehicles may attempt to park at the ski resorts but many often find trouble finding parking and must return back down the mountain.

Future Development

UTA is seeking to redevelop the existing gravel pit just north of the Cottonwood Canyon Park & Ride into a major community development, complete with offices, hotels, a transportation hub, and 8,000 additional parking stalls.

Best Practices

This section reviews best practices for park & ride facilities related to management, operations, maintenance, and technology. The best practices summary highlights opportunities that may be used to optimize park & ride services specific to the Brush Creek Park & Ride. The management and operations section explores strategies including seasonal pricing, carpool incentives, long-term parking permits, reservation systems, and planning for large-scale events. The maintenance section discusses which maintenance services are typically managed in-house versus contracted out, and highlights Crime Prevention through Environmental Design (CPTED) best practices. The technology section focuses on occupancy monitoring, effective parking guidance systems, and surveillance technologies used by similar park & rides.

Management and Operations

A major challenge for park & ride facilities is efficiently managing parking space usage, particularly during peak periods and peak seasons. To optimize and encourage efficient use, many facilities implement strategies such as carpool incentives, long-term parking permits, and reservation systems. Additionally, best practices are detailed on long-term parking solutions for non-permitted overnight parking as well as planning for large-scale events. Other strategies for providing parking availability information as a form of parking management (advance variable signage, apps, etc.) are further described in the technology section of the best practices summary.

Long-Term Parking

Existing regulations at the Brush Creek Park & Ride prohibit any vehicle from parking for longer than 24 hours. However, it is common for park & rides located near airports to provide an option for long-term or reserved parking as a solution to better serve airport users. Implementation of long-term parking permits would control parking facility usage ensuring that spaces are available for travelers who need extended parking.¹ A long-term parking permit system structure would be needed to clarify how a user can apply for and receive a permit, how long a permitted vehicle can stay at the park & ride, and how non-permitted or expired permits are enforced. Developing policy guidelines and expectations to manage a long-term parking program would assist in maximizing alternative transportation use in the Upper Roaring Fork Valley.

Reserved Parking Programs and Incentives

Agencies can opt to implement reserved parking programs, such as free reserved spaces dependent on vehicle stay duration (30-minute, daily, long-term) or by vehicle occupancy (carpool lot). Reservations guarantee parking availability for those who reserve spots ahead of time, such as with a reservation app, without altering overall parking demand. At Brush Creek Park & Ride, a reservation parking program may be most applicable during special events or high ski season visitation days. Some benefits of reserved parking include boosting transit ridership, improving customer satisfaction, and reducing road congestion around transit facilities by staggering vehicle arrivals. Additionally, some transit agencies may choose to make unused reserved spaces available to the general public after a certain time. Placing reserved spaces in high-demand locations is one opportunity to make a reserved parking program attractive to users.

¹ Turnbull et al. (2004)

Examples of Park & Ride Parking Management Strategies

Long-term parking, carpool incentives, and reservation systems are implemented at park & rides throughout the nation including in Breckenridge and Atlanta. These case studies are presented below.

Breckenridge Airport Skier Parking

The Breckenridge Airport Skier Parking facility offers free parking during the day. The park & ride facility also offers paid overnight parking at \$5 from Monday to Thursday and \$10 from Friday to Sunday, with a maximum stay of 14 days per vehicle per calendar year. Users can pay for parking using the Passport Parking app by entering their intended duration of stay (hours or days) and their license plate number. To ensure compliance with the 14-day maximum stay limit, the Breckenridge Police Department regularly monitors the lot. The facility is serviced by the resort's free shuttle buses every 20 minutes and every 15 minutes on the Free Ride Yellow Route bus, with convenient drop-offs at the Breckenridge Gondola.²

Figure 11: Breckenridge Reserve 'N' Ski Parking Reservation System Webpage

MARTA College Park

The Metropolitan Atlanta Rapid Transit Authority (MARTA) College Park & Ride is located just 2 miles from Hartsfield-Jackson Atlanta International Airport (ATL), making it a practical option for travelers. This facility allows travelers to park their vehicles and use MARTA rail services to reach the airport terminals, avoiding busy airport parking. MARTA offers a free overflow lot for short-term parking and a covered long-term deck for extended stays. The long-term parking costs \$8 per day for up to 1 month and 13 days, providing a more affordable rate

² Where to Park at Breck | Breckenridge Resort (2024)

compared to airport parking.³ Although reservations are not available for the park & ride, visitors can check parking availability on the MARTA website.

Parking Camping Solutions

Though long-term parking programs at park & rides may benefit certain users, others may take advantage of these programs system to camp. These issues are most common at park & rides that do not have entry gates, are free to park, or are under-enforced. To address camped vehicles, a continual and effective enforcement program is needed to identify, assess, and ultimately tow vehicles in violation. Management agencies have utilized automatic license plate reader technology to immediately flag vehicles that have dwelled for longer than 24 consecutive hours. This allows enforcement officers to quickly and accurately identify vehicles in violation soon after the 24-hour period. Otherwise, enforcement officers may have to assess vehicles for additional days to ensure a vehicle is in violation.

Alternatively, some cities across the United States are implementing safety measures to support people camping in vehicles. The Federal Highway Administration (FHWA) recommends leveraging state department of transportation resources to support affordable housing by designating vacant land for transitional housing or sanctioned encampments.⁴ For example, the Texas Department of Transportation (TxDOT) partnered with the nonprofit The Other Ones Foundation (TOOF) to create the Esperanza Community on TxDOT land, providing transitional housing for individuals previously living along the I-35 corridor and other rights-of-way scheduled for construction. TxDOT leased the land to TOOF, who then developed community plans and operations, incorporating feedback from residents to shape the community's master plan.⁵

While setting aside a section within a park & ride for long-term parking can temporarily support individuals experiencing homelessness, creating designated spaces on separate, unused land- organized and sanctioned for transitional living-provides a more equitable and sustainable solution. This approach offers secure, stable environments for unsheltered individuals without fully displacing them from public facilities.

Planning for Special Events

Managing parking for special events, especially at park & rides, is important to ensure a smooth and efficient experience for attendees. Park & ride lots can serve as convenient hubs where eventgoers can park their vehicles and take public transit to reach event venues. The FHWA handbook, "Managing Travel for Planned Special Events," includes a chapter on best practices for site access and parking plans, which can be applied to park & ride facilities. Table 1 highlights key best practices for facilitating efficient travel for visitors.

³ Parking Availability & Fees (n.d.)

⁴ *Promising Practices to Address Road Safety among People Experiencing Homelessness* (2024)

⁵ *Promising Practices for Transportation Agencies to Address Road Safety among People Experiencing Homelessness Case Studies in Current Practice* (2024)

Table 1: Key Strategies for Managing Special Event Parking⁶

Category	Key Points
Communication and Technology	Use wayfinding signs for parking areas and major routes. Implement advanced parking management systems to disseminate real-time traveler information.
Contraflow Operation	Use one-way traffic on access roads to accommodate more cars coming from a major intersection to the parking area.
Lane Channelization	Organize lanes to reduce unnecessary lane changes near parking entrances.
Multiple Access Points	Provide several entry points to the parking area.
Separate Areas	Designate different areas for different types of vehicles to keep things organized.
Space Turnaround	Ensure there is enough space for vehicles to turn around and wait if needed.
Overflow Handling	Prohibit parking on access roads near pick-up/drop-off areas and use cones to create extra lanes if needed.
Conservative Planning	Plan for maximum occupancy.
Parking Operations	Ensure vehicles are being parked at the same rate as new vehicles arrive.
Lot Full	Make “lot full” decisions before capacity is reached and inform travelers in advance through dynamic signage.

Maintenance

Effective maintenance and upkeep of park & ride facilities are essential for ensuring safety, cleanliness, and functionality. To establish an effective maintenance plan, it is important to evaluate which services can be handled in-house, and which are better suited for contracting. Additionally, incorporating CPTED principles can help assess and enhance maintenance practices for improved safety.

In-House vs Contracted Services

Transit agencies commonly adopt a combination of in-house and contracted services to manage park & ride operations. The Transit Cooperative Research Program (TCRP) Research Report 192, *Decision-Making Toolbox to Plan and Manage Park and ride Facilities for Public Transportation*, highlights case studies from various transit agencies, outlining common practices for in-house versus contracted services in park & ride operations.

⁶ Latoski et al. (2003)

Table 2: In-House vs Contracted Park & Ride Services⁷

In-House Services	Contracted Services	
✓ Customer Support ✓ Site Inspections ✓ Parking Fee Collection ✓ Passenger Facility Maintenance ✓ Security	✓ Snow/ Ice Removal ✓ Trash Removal ✓ Cleaning ✓ Landscaping & Maintenance ✓ Pavement Maintenance	✓ Security Camera Maintenance ✓ Parking Fee Collection ✓ Reserved Parking Programs ✓ Parking Enforcement ✓ Site Inspections

Crime Prevention through Environmental Design (CPTED)

CPTED involves strategies to reduce crime by designing the physical environment to enhance safety and security. Key elements include proper lighting, natural surveillance, and visible walkways. For instance, Dallas Area Rapid Transit (DART) conducts CPTED assessments for its park & ride facilities every three years to identify necessary improvements.⁸ The American Public Transportation Association (APTA) has published guidelines for implementing CPTED in transit facilities, including the following key elements⁹:

1. *Natural Surveillance*: Maximizes visibility by placing physical features, activities, and people strategically.
2. *Natural Access Control*: Directs people through designated paths using entrances, exits, fencing, landscaping, and lighting to deter unauthorized access.
3. *Territoriality*: Defines boundaries to create a psychological deterrent by signaling that the area is monitored and intended for specific activities.
4. *Activity Support*: Encourages legitimate activities in public spaces to increase safety and discourage criminal acts.
5. *Maintenance*: Regular upkeep signals ownership and control, preventing disorder and maintaining the intended use of the space.

Transit-specific CPTED training is available from the Transportation Safety Institute (TSI) from the US Department of Transportation, and a CPTED Design Considerations checklist helps evaluate applicable principles in conjunction with local zoning laws.

Technology

Implementing proper technology is essential for effective parking management, improved efficiency, accurate occupancy monitoring, effective parking guidance systems, and enhanced safety. Technologies play an important role in contributing to a seamless operation of park & ride facilities.

⁷ Cherrington et al. (2017)

⁸ Ibid

⁹ Ryan et al. (2010)

Occupancy Monitoring

Accurate occupancy monitoring is an important component of highly utilized park & ride facilities, enabling real-time tracking of available spaces and ensuring efficient use of the lot. For outdoor park & ride facilities, it is important to choose technology that works for variable environmental conditions and review possible pricing constraints.

Occupancy monitoring technology such as sensors (inductive loop detectors, magnetometer sensors, microwave radar, etc.) can detect vehicle presence and occupancy using physical or electromagnetic changes, while advanced technologies (Machine Vision Cameras with AI Integration, Neural Networks, etc.) can analyze and interpret data to provide advanced insights and management. Sensors may be more ideal for smaller lots with minimal traffic complexity, where the goal is basic vehicle counting and space detection, while advanced technologies may be suitable for larger, high-traffic park & rides that need real-time updates, predictive analytics, and multi-platform integration.

Commonly used outdoor occupancy tracking smart parking sensors and advanced technologies are presented in Tables 3 and 4, providing advantages and limitations of each.

Table 3: Smart Parking Sensor for Occupancy Monitoring^{10 11}

Technology	Description	Advantages	Limitations
Inductive Loop Detectors	Embedded sensors in pavement that detect vehicles by sensing changes in inductance	✓ Reliable Vehicle Detection ✓ High accuracy ✓ Lower entry-level costs	✗ High Maintenance Costs ✗ May be susceptible to weather damage ✗ Disruptive Repairs
Magnetometer Sensors	Detects vehicles using changes in electromagnetic fields and can be installed above and below ground	✓ Easy Installation ✓ Low power consumption ✓ Weather Resilient ✓ High accuracy real-time data	✗ High installation cost for individual space sensors ✗ High maintenance costs
Microwave Radar	Uses radar beams to detect moving and stationary vehicles	✓ Works in any weather ✓ Works in open and closed lots ✓ Effective for both moving and parked cars	✗ Expensive for large-scale installation ✗ Requires equipment in every space for individual spaces

Table 4: Smart Parking Advanced Technologies for Occupancy Monitoring^{12 13}

Technology	Description	Advantages	Limitations
Machine Vision Cameras with AI Integration	Uses cameras integrated with AI to improve image analysis for tasks like LPR and parking space detection	✓ Covers multiple spaces with few camera units needed ✓ Cost effective for large lots	✗ Lighting and occlusion issues but can be mitigated with 3D scene information ✗ Bandwidth-intensive ✗ Requires regular camera maintenance
Neural Networks	Type of artificial intelligence that processes camera images to recognize patterns and make predictions to analyze occupancy, detect vehicles, LPR, and handle complex scenarios like obstructed views or predicting space availability	✓ High accuracy in LPR and parking space detection (handles blurred or skewed license plates and adapts to poor lighting) ✓ Enhances automation in parking systems ✓ Can predict future occupancy trends	✗ Requires large datasets for accurate performance ✗ High computational requirements ✗ Costly implementation

¹⁰ Mouskos et al. (2007)

¹¹ Fahim et al. (2021)

¹² Paidi et al. (2018)

¹³ Fahim et al. (2021)

Parking Guidance Systems

Parking guidance systems display available parking spaces at lot entrances using vehicle counters like inductive loops or cameras. These systems, however, do not direct drivers to specific spaces. Examples of this include dynamic signage available showing available spaces or integration with mobile apps showing available spaces.

Advance Parking Guidance Signs

Advance parking guidance signs, found on highways or major roads, display real-time information about parking availability before reaching the parking facility. Knowing about available parking in advance can increase the likelihood that commuters will choose to use park & ride facilities.

Mobile Applications

Mobile applications offer an effective solution for remote parking monitoring, providing visitors with real-time updates by connecting to existing parking sensors. For example, Solitude Ski Resort in Big Cottonwood Canyon, Utah, developed the Solitude Carpool App, to enhance the visitor experience. The app has a dedicated parking information tab with a visual meter displaying real time availability in the Moonbeam and Village parking lots, along with directions to these locations. It also provides details on parking fees, reservation requirements, opening and closing times, and enables users to book parking directly. Additional features include a car finder tool to help visitors locate their parked vehicles and 24/7 live webcam feeds of parking lots and ski lifts, ensuring users can plan their ski day easily.

Figure 12: Solitude Carpool App



Safety Technology

Safety at park & ride facilities is essential in fostering public trust and encouraging regular transit use. Low-risk locations may only need occasional security visits in response to complaints or service requests. For additional security, a range of remote monitoring technologies can be employed, such as closed-circuit television (CCTV), license plate recognition (LPR), and advanced surveillance systems, to enhance oversight without requiring constant on-site presence.

Closed-Circuit Television (CCTV)

Closed-Circuit Television (CCTV) provides remote security for park & ride facilities at a lower initial cost compared to Advanced Surveillance systems, while also offering the ability for remote real-time monitoring. For example, in early 2023, Regional Transportation District (RTD) in Denver installed security cameras in addition to the existing license plate reader technology at the Table Mesa Park & Ride after a series of catalytic converter thefts. Signs were also placed around the garage to deter potential thieves by alerting them to video surveillance. The footage is monitored in a control room, and since the deployment of the CCTV cameras, catalytic converter thefts have

decreased.¹⁴ However, despite CCTV's lower upfront costs, ongoing operational expenses may be higher due to the need for adequate staffing for real-time monitoring.¹⁵

License Plate Recognition (LPR)

License plate recognition (LPR) technology is utilized in parking management to enforce regulations and ensure vehicles park in designated areas for no greater than the maximum duration. This helps prevent overstays and keeps parking spaces available for compliant drivers.

For example, the RTD employs mobile license plate reader technology to manage its reserved space program. Customers register their vehicles and pay monthly fees for reserved spaces. The RTD's program relies on vehicle license plate numbers, which customers enter when paying the parking fee. The parking management vendor uses mobile cameras mounted on vehicles to scan license plates quickly, covering a 1,500-space facility in about 30 minutes. The technology identifies 80-82% of the plates it scans, with some missing due to issues like missing plates, out-of-state vehicles, or dirt/snow. License plate numbers are instantly checked against a database to ensure compliance with parking fee rules for out-of-district customers.¹⁶ Figure 8 shows an example of a license plate reader, similar to those placed in RTD facilities.¹⁷

Figure 13: Example License Plate Readers



Transit agencies like Bay Area Rapid Transit (BART) use LPR technology to enhance security in parking lots by deterring vehicle burglaries and streamline parking payments and ticketing. BART's goal is to eventually enable commuters to pay for parking directly through the BART app by entering their license plate numbers. BART implemented a 30-day data retention policy and established accountability rules as best practices to safeguard privacy.¹⁸

Some LPR technology may be more integrated with existing payment applications and surveillance systems. For example, RISEKTEO Global, an LPR technology, uses AI software to improve parking operations. This includes ensuring compliance with payment systems that use license plate numbers, managing gated access, whitelisting

¹⁴ Kovaleski & Vaccarelli (2023)

¹⁵ Cherrington et al. (2017)

¹⁶ Cherrington et al. (2017)

¹⁷ Factor (2024)

¹⁸ *Surveillance Use Policy BART Automated License Plate Recognition (ALPR)* (2019)

employees/visitors/pre-paid parkers, identifying repeat violations and unauthorized vehicles, monitoring parking area occupancy and space availability, and providing timely alerts of violations to enforcement staff and management.¹⁹

Advanced Surveillance Systems

AI-powered cameras can detect unusual activity in real-time, alerting authorities or system operators to incidents like suspicious behavior, theft, or vandalism.

The City of Hyattsville, Maryland, has implemented advanced surveillance systems to reduce illegal parking. These new motion-sensor cameras, installed in free parking garages, monitor spaces on Gallatin Street near Vigilante Coffee and the post office. The solar-powered SafetySticks, manufactured by Municipal Parking Services, use motion sensors similar to red-light cameras to capture photos when a car enters and exits a parking space. If the time between photos exceeds 15 minutes, the vehicle owner receives a \$35 fine in the mail.²⁰ Advanced surveillance systems like these, offer significant potential for managing parking lots, ensuring vehicles do not overstay their time without requiring on-site personnel. shows an existing installation of SafetySticks in Hyattsville.²¹

Figure 9: SafetySticks Installation in Hyattsville, Maryland



¹⁹ *How License Plate Recognition (LPR) Technology Improves Parking Management - RISETEK Global (2022)*

²⁰ Beckwith (2024)

²¹ City of Hyattsville (2024)

Key Takeaways

Peer Review

The Stilson Park & Ride, the Stockbridge Transit Center, and the Big Cottonwood Canyon Park & Ride are three examples of a peer park & ride facilities to the Brush Creek Park & Ride, due to their intended purpose to reduce single-occupancy personal vehicle trips and parking in high-demand ski resort areas. In general, management and operations of the peer facilities appear to be effective.

Several lessons can be applied to the Brush Creek Park & Ride from the peer review, including:

- Set clear goals for the intended purpose of the Park & Ride, and objectives to best address them
- Clearly define management roles, that may include a division of responsibilities during ski and off-peak seasons
- Conduct daily counts, either manually or via technology, to accurately assess conditions and address needs
- Consider an employee program such as a free employee shuttle service to maximize parking at ski areas
- Ensure effective daily enforcement
- Plan for projected park & ride demand at least a decade from now to avoid parking footprint constraints in the future
- Consider entering into contractual agreements between all stakeholders who benefit from the park & ride, including adjacent municipalities and ski resorts
- Consider hosting monthly meetings between all stakeholders to maintain coordination on transportation matters
- Consider installing cameras to monitor the park & ride lot remotely
- Consider transitioning the park & ride to a transportation hub

Best Practices

The best practices summary highlighted management and operations, maintenance, and technology solutions that may be applicable at the Brush Creek Park & Ride. Implementation of these strategies would lead to an efficient and effective management program. Best practices included:

- Consider a managed long-term parking program, especially for airport users
- Consider implementation a reservation system during large events and peak seasons
- Set up enforcement to better address overnight stays and camping
- Set up effective special event plans
- Reconsider in-house vs. contracted maintenance services
- Consider performing CPTED assessments
- Consider installing parking technology related to occupancy monitoring, parking guidance, and safety

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ELECTED OFFICIALS TRANSPORTATION COMMITTEE (EOTC)

AGREEMENTS & DECISIONS REACHED

REGULAR MEETING

October 24, 2024

**Location (In Person and Virtual) –BOCC Chambers
Pitkin County - Host & Chair**

- For a video production of this meeting, go to:
https://www.youtube.com/watch?v=qIZDdq2D-c&list=PLYAoFMw_qLSv-q6AcF02Zi07y-aPnU3Mp&index=1
- To access the Elected Officials Transportation Committee meeting packet material:
<https://www.pitkincounty.com/1322/Elected-Officials-Transportation-Committ>, then
'EOTC Archived Packets')

Elected Officials in Attendance:

Aspen – 4

Mayor Torre
John Doyle
Ward Hauenstein
Sam Rose

Pitkin County - 5

Chair Greg Poschman
Steve Child
Patti Clapper
Kelly McNicholas-Kury
Francie Jacober

Snowmass - 4

Mayor Bill Madsen
Alyssa Shenk
Britta Gustafson
Susan Marolt
Tom Fridstein

CALL TO ORDER AND ROLL CALL

Chair Greg Poschman called the meeting of the Elected Officials Transportation Committee (EOTC) to order at 4:06 p.m. followed by a roll-call for attendance.

APPROVAL OF THE APRIL 6, 2023 ACTION MINUTES

Chair Poschman asked for a motion to approve the Agreements and Decisions reached from October 5, 2023, and the Pitkin County BOCC minutes of September 11th and 25th.

Commissioner Clapper made the motion; it was seconded by Commissioner Jacober. A group vote was called; all members voted Yes.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Rachel Richards gave a brief history of the EOTC, beginning in the 1990s when the transit sales tax was approved to fund public transportation projects. She asked the EOTC to reaffirm its commitment to mobility and to managing future traffic growth. She thanked the City of Aspen for initiating a pre-NEPA process for the Entrance to Aspen and encouraged the City to involve all parties affected by traffic in Aspen.

Toni Kronberg commented on the need for more frequent meetings of the EOTC, citing language from the Intergovernmental Agreement. She encouraged the EOTC to request an emergency order from CDOT to open up both westbound lanes of Hwy 82 starting at the roundabout, particularly during emergencies such as the swatting incident at the Aspen Schools. She supports the County's recent efforts to mitigate safety issues at Smith Hill Way and Lazy Glen in response to fatalities in those locations. Ms. Kronberg thanked the City of Aspen for withdrawing a ballot question pertaining to the entrance to Aspen and supports the reopening of the environmental impact statement. Finally, she gave her support for an aerial tramway solution for traffic congestion, citing an October 2020 EOTC discussion encouraging future consideration of the mode.

Mayor Torre asked for a discussion of aerial transportation later in the meeting.

2024 WORKPLAN UPDATES

Updates were given on the following 2023 workplan items:

- Brush Creek Park & Ride FLAP
- Brush Creek Park & Ride Monitoring and Management Plan
- Permanent Automatic Vehicle Counters
- Truscott to Owl Creek Trail
- Buttermilk At-Grade Pedestrian Crossing Improvements
- Maroon Bells CRMP Implementation Plan
- Aspen Airport Business Center Multimodal Transportation Plan
- Town of Snowmass Village Transportation Projects

Mayor Torre expressed frustration that the vehicle counters project was taking so long, and that he would like to see data from any temporary counters currently in place. Sam Guarino, Transportation Director for the Town of Snowmass Village gave updates on the Transit Center and the Pedestrian/Bikeway project. Commissioner McNicholas-Kury asked for more information on the Snowmass Transit Center. Mayor Madsen replied that the planning commission had denied approval for the project and now the Town was pursuing a version smaller in scale. Mayor Torre asked for a future discussion on funding set-asides or "lockboxes", such as the \$6 million dedicated for a transit center in Snowmass, and posited this might be an option for the entrance to Aspen.

PUBLIC HEARING ON 2024 WORKPLAN AND BUDGET

Chair Poschman opened the public hearing on the proposed 2025 workplan and budget. Regional Transportation Director Linda DuPriest presented the workplan and budget. Commissioner Jacober asked if all EOTC members needed to be present for approval, as City of Aspen Councilor Bill Guth was absent. County Manager Jon Peacock stated that the requirement that each entity have a quorum of three members present.

Regarding the Brush Creek Monitoring & Management Plan, Commissioner McNicholas-Kury asked if the study would reveal usage levels. Ms. DuPriest replied that the project would utilize license plate reading technology would collect data on vehicles using the lot, and that RFTA boarding and alighting data would show how many people used transit beginning at the lot. Councilor Hauenstein asked when EV chargers would be operational; staff had joined a regional grant application for federal funding but had not yet heard if it was approved. Members had

various questions about bike share the lot, the lighting system, overnight parking violations and enforcement, and the question of if the lot should continue to allow unhoused individuals to live at Brush Creek. Ms. DuPriest stated that enforcement was a key element in the study, and that the issue would be explored in the planning.

Commissioners Poschman, McNicholas-Kury, Clapper and Jacober all had questions about the AABC Multimodal Plan and how it fit in with other planning efforts in the area, specifically the airport multimodal plan, and expressed concerns that all of the transportation needs in the area be considered in a comprehensive manner. Ms. DuPriest explained that the AABC project was triggered by the City beginning design on the Lumberyard project, and that it would not preclude future planning for the airport. The County with EOTC member support has applied for a RAISE grant for the airport multimodal plan, and that even if we were selected work may not begin for 12 to 18 months. The safety issues in the AABC are more acute, and can be addressed without on their own. Councilor Hauenstein invited the EOTC to consider helping fund the trail underpass at the Lumberyard entrance.

Commissioner Clapper and Mayor Torre had questions about how projects appear in the budget document, and Councilmember Marolt asked for additional information on a line item. Mayor Torre asked if the EOTC should fund the AABC project or if it should be a Pitkin County project. Ms. DuPriest and Brian Pettet, Pitkin County Public Works Director offered that as the AABC is a regional traffic generator it made sense as an EOTC project, as it fits the general goal of reducing vehicle trips in the region.

Chair Poschman invited John Rigney from Aspen Ski Company to give a presentation on their request for the transit subsidy for X Games. Commissioner McNicholas-Kury and Child, Councilor Hauenstein and Councilmember Fridstein all had questions about the ownership of the event, structure of entrance such as paid vs. free as it was in past years, and if it made sense for taxpayers to subsidize an event owned by a private entity. Councilor Doyle stated that he supports the expenditure since it helps takes cars off the road. Commissioner McNicholas-Kury suggested a “thumbs up” approval of this line item.

Chair Poschman opened public comment on the workplan and budget. Rachel Richards commented on the need for more detail in future budget documents, and to not have to confine the budget to one page. She also supported finding ways to fund HOV lane enforcement, that the individual member entities might consider funding it if EOTC cannot. Toni Kronberg urged funding of aerial transportation, and for the EOTC to meet more frequently.

Commissioner McNicholas-Kury suggested that since EOTC cannot fund HOV lane enforcement that the three member entities separately consider funding it. Mayor Torre, Commissioner Child and Councilor Doyle all expressed support for future consideration of aerial transport.

Councilor Hauenstein asked to have line items pertaining to salary, wages and benefits pulled from the budget pending further information about the increase from 2024 to 2025. County Manager Jon Peacock explained that the County had conducted a placement and range study and that they compensation and increase were the result of that. Manager Peacock suggested the item

plus other budget questions could be discussed further at future meetings of the individual entities if more information was needed.

Chair Poschman asked for a role call vote to improve the budget. Councilmember Shenk so moved, with Mayor Madsen seconding, then called the vote which Town of Snowmass Village approved unanimously. Mayor Torre made a motion to approve the budget; Councilor Hauenstein stated he could not approve the budget at this time and asked that additional information be brought before the Aspen City Council. Councilor Doyle agreed, and also stated that the EOTC should meet more often. Councilor Rose gave his approval for the budget, then Mayor Torre withdrew his motion. Commissioner Jacober moved that the County approve the budget; Commissioner McNicholas-Kury seconded; all commissioners approved. Manager Peacock stated that County staff and Ms. DuPriest would forward additional information to the City and appear at a future Council meeting for their approval of the budget and workplan.

CITY OF ASPEN TRANSPORTATION UPDATE

City of Aspen staff Sara Ott and Jenn Ooton presented an update on the Castle Creek Bridge and Entrance to Aspen. Options were presented including a supplemental or new EIS, a three-lane bridge as a replacement for the preferred alternative, a modified "split shot", plus funding questions. The City has engaged Jacobs Engineering to assist with the scoping for a new EIS, including a public engagement process and polling of Aspen citizens. Commissioner Jacober had several questions about the polling and public engagement, and if valley commuters would have input. Councilmember Fridstein asked about the rating of the bridge. Mayor Torre addressed questions, adding some recent communications with CDOT and presenting ideas for the modified split shot among other options. Commissioner McNicholas-Kury stated she hopes the conversation includes partner jurisdiction and commuters from throughout the valley and that she would support EOTC contributing funding to a process that includes the broader valley community.

2025 EOTC MEETING DATES

Members discussed options for determining the EOTC meeting schedule for 2025. There was agreement that the EOTC needs to meet more often than it did in 2024. Councilmember Fridstein suggested a pre-budget/workplan meeting one month ahead of the fall meeting where the budget is approved. Councilmember Shenk concurred with that suggestion. It was decided to meet three times, schedule to be determined at a later time.

ADJOURN REGULAR MEETING

Chair Poschman asked for a motion to adjourn. Commissioner McNicholas-Kury so moved; Councilmember Fridstein seconded. Meeting was adjourned at 7:05 pm.

CITY OF ASPEN COUNCIL MEETING NOVEMBER 19, 2024.

EOTC Director Linda DuPriest and Pitkin County Manager Jon Peacock appeared before City Council to seek approval for the 2025 workplan and budget. Additional detail had been forwarded to the City answering specific questions about line items. Manager Peacock explained the County's management of the transit sales tax, EOTC's work and the support the County provides including human resources functions. The Council approved the 2025 workplan and budget.

City of Aspen

Rachel Richards, Mayor
City Council

Nicole Henning
City Clerk

Town of Snowmass Village

Alyssa Shenk, Mayor
Town Council

Megan Boucher
Town Clerk

Pitkin County

Kelly McNicholas-Kury, Chair
Board of County Commissioners

Sam Engen
Clerk to the Board of County Commissioners

Linda DuPriest
Regional Transportation Director

**TOWN OF SNOWMASS VILLAGE
CAPITAL IMPROVEMENT PROJECTS
BUDGET SUMMARY**

DESCRIPTION	2023 Actual	2024 Budget	2024 Revised	\$ VARIANCE	2024 Projected	REVISED 2025 Budget	\$ VARIANCE	2026 PROPOSED	2027 PROPOSED	2028 PROPOSED	2029 PROPOSED
BEGINNING FUND BALANCE	\$14,992,083.27	\$22,438,006.87	\$22,438,006.87	\$0.00	\$22,438,006.87	\$11,224,424.87	(\$11,213,582.00)	\$13,968,924.87	\$12,843,924.87	\$16,018,924.87	\$19,193,924.87
REVENUES	\$ 23,901,106.96	\$ 20,985,299.00	\$ 20,985,299.00	\$0.00	\$ 14,520,299.00	\$ 124,409,500.00	\$103,424,201.00	\$ 16,357,500.00	\$ 7,986,375.00	\$ 6,706,694.00	\$ 7,616,427.00
EXPENDITURES	\$ (16,455,183.36)	\$ (37,081,160.00)	\$ (37,081,160.00)	\$0.00	\$ (25,733,881.00)	\$ (121,665,000.00)	(\$84,583,840.00)	\$ (17,482,500.00)	\$ (4,811,375.00)	\$ (3,531,694.00)	\$ (6,441,427.00)
TOTAL REVENUES	\$23,901,106.96	\$20,985,299.00	\$20,985,299.00	\$0.00	\$14,520,299.00	\$124,409,500.00	\$103,424,201.00	\$16,357,500	\$7,986,375	\$6,706,694	\$7,616,427
TOTAL EXPENDITURES	(\$16,455,183.36)	(\$37,081,160.00)	(\$37,081,160.00)	\$0.00	(\$25,733,881.00)	(\$121,665,000.00)	(\$84,583,840.00)	(\$17,482,500)	(\$4,811,375)	(\$3,531,694)	(\$6,441,427)
Net Operating Rev's/Exp	\$7,445,923.60	(\$16,095,861.00)	(\$16,095,861.00)	\$0.00	(\$11,213,582.00)	\$2,744,500.00	\$18,840,361.00	(\$1,125,000)	\$3,175,000	\$3,175,000	\$1,175,000
ENDING FUND BALANCE	\$22,438,006.87	\$6,342,145.87	\$6,342,145.87	\$0.00	\$11,224,424.87	\$13,968,924.87	\$7,626,779.00	\$12,843,924.87	\$16,018,924.87	\$19,193,924.87	\$20,368,924.87

FUND BALANCE-DESIGNATIONS/RESERVES

	2023 Actual	2024 Budget	2024 Revised	\$ VARIANCE	2024 Projected	2025 Budget	\$ VARIANCE	2026 PROPOSED	2027 PROPOSED	2028 PROPOSED	2029 PROPOSED
Designations for Projects											
General Fund	\$7,591,940.00	\$0.00	\$0.00	\$0.00	\$1,202,278.00	\$940,778.00	\$940,778.00	\$940,778.00	\$940,778.00	\$940,778.00	\$940,778.00
RETT Fund	\$7,101,221.00	\$0.00	\$0.00	\$0.00	\$2,650,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00
Road Fund	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Excise Fund	\$26,750.00	\$0.00	\$0.00	\$0.00	\$0.00	\$175,000.00	\$175,000.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
REOP Fund	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Housing Fund-Loan	(\$1,448,134.00)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Housing Fund	\$217,384.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,400,000.00	\$1,400,000.00	\$793,000.00	\$1,918,000.00	\$2,843,000.00	\$1,768,000.00
EOTC-Mall Transit	\$190,778.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Housing-Tourism	\$4,499,985.00	\$2,143,000.00	\$2,143,000.00	\$0.00	\$3,143,000.00	\$5,493,000.00	\$3,350,000.00	\$5,100,000.00	\$7,150,000.00	\$9,400,000.00	\$11,650,000.00
Contributions/projects	(\$34,306.00)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Tourism Fund	\$2,529,443.00	\$2,436,200.00	\$2,436,200.00	\$0.00	\$2,396,200.00	\$2,436,200.00	\$0.00	\$2,436,200.00	\$2,436,200.00	\$2,436,200.00	\$2,436,200.00
Sub-total	\$20,675,061.00	\$4,579,200.00	\$4,579,200.00	\$0.00	\$9,391,478.00	\$12,444,978.00	\$7,865,778.00	\$11,319,978.00	\$14,494,978.00	\$17,669,978.00	\$18,844,978.00
Funds Available-General Fund	\$1,293,663.03	\$1,293,663.03	\$1,293,663.03	\$0.00	\$1,328,664.03	\$887,664.03	(\$405,999.00)	\$887,664.03	\$887,664.03	\$887,664.03	\$887,664.03
Funds Available-RETT Fund	\$97,620.55	\$97,620.55	\$97,620.55	\$0.00	\$132,620.55	\$264,620.55	\$167,000.00	\$264,620.55	\$264,620.55	\$264,620.55	\$264,620.55
Funds Available-Housing Fund	\$247,999.52	\$247,999.52	\$247,999.52	\$0.00	\$248,000.52	\$248,000.52	\$1.00	\$248,000.52	\$248,000.52	\$248,000.52	\$248,000.52
Funds Available-Housing-Tourism	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Funds Available-Excise Tax Fund	\$123,242.33	\$123,242.33	\$123,242.33	\$0.00	\$123,241.33	\$123,241.33	(\$1.00)	\$123,241.33	\$123,241.33	\$123,241.33	\$123,241.33
Funds Available-REOP Fund	\$384.59	\$384.59	\$384.59	\$0.00	\$384.59	\$384.59	\$0.00	\$384.59	\$384.59	\$384.59	\$384.59
Funds Available-Tourism	<u>\$35.85</u>	<u>\$35.85</u>	<u>\$35.85</u>	<u>\$0.00</u>	<u>\$35.85</u>	<u>\$35.85</u>	<u>\$0.00</u>	<u>\$35.85</u>	<u>\$35.85</u>	<u>\$35.85</u>	<u>\$35.85</u>
Sub-total	\$1,762,945.87	\$1,762,945.87	\$1,762,945.87	\$0.00	\$1,832,946.87	\$1,523,946.87	(\$238,999.00)	\$1,523,946.87	\$1,523,946.87	\$1,523,946.87	\$1,523,946.87
TOTAL FUND BALANCE	\$22,438,006.87	\$6,342,145.87	\$6,342,145.87	\$0.00	\$11,224,424.87	\$13,968,924.87	\$7,626,779.00	\$12,843,924.87	\$16,018,924.87	\$19,193,924.87	\$20,368,924.87

CAPITAL IMPROVEMENT PROGRAM FUND
BUDGET SUMMARY

	2023 Actual	2024 Budget	2024 Revised	2024 Variance	2024 Projected	2025 Proposed Budget	2025 Variance	2026 Proposed Budget	2027 Proposed Budget	2028 Proposed Budget	2029 Proposed Budget
REVENUES											
Transfers In-General Fund	\$ 4,002,000.00	\$ 2,680,557	\$ 2,680,557	\$ -	\$ 2,680,557	\$ 11,739,170	\$ 9,058,613	\$ 2,585,000	\$ 895,500	\$ 406,525	\$ 416,000
Transfers In-General Fund-Mall Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers In-General Fund-Holy Cross Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers In-RETT Fund	\$ 12,170,000.00	\$ 2,125,000	\$ 2,125,000	\$ -	\$ 2,125,000	\$ 1,455,000	\$ (670,000)	\$ 8,922,500	\$ 1,940,875	\$ 1,050,169	\$ 2,050,427
Transfers In-RETT Fund-Mall Transit Plaza	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers In-Road Fund	\$ -	\$ 805,847	\$ 805,847	\$ -	\$ 805,847	\$ 859,000	\$ 53,153	\$ 1,300,000	\$ 1,300,000	\$ 1,200,000	\$ 1,100,000
Transfers In-Excise Tax Fund	\$ 800,000.00	\$ 631,675	\$ 631,675	\$ -	\$ 631,675	\$ 800,000	\$ 168,325	\$ -	\$ -	\$ -	\$ -
Transfers In-Tourism-Other	\$ 575,000.00	\$ 825,000	\$ 825,000	\$ -	\$ 825,000	\$ 900,000	\$ 75,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
Transfers In-Tourism-Housing	\$ 4,600,000.00	\$ 5,000,000	\$ 5,000,000	\$ -	\$ 5,000,000	\$ 3,350,000	\$ (1,650,000)	\$ 1,750,000	\$ 2,050,000	\$ 2,250,000	\$ 2,250,000
Transfers In-Group Sales Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers In-REOP Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers In-Housing Fund	\$ 900,000.00	\$ 900,000	\$ 900,000	\$ -	\$ 900,000	\$ 1,400,000	\$ 500,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000
Transfers In-Mountain View Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contributions-Private Donation-Paved Trails	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ (200,000)	\$ -	\$ -	\$ -	\$ -
CORE	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ (50,000)	\$ -	\$ -	\$ -	\$ -
EOTC	\$ -	\$ 6,500,000	\$ 6,500,000	\$ -	\$ 500,000	\$ 3,000,000	\$ (3,500,000)	\$ -	\$ -	\$ -	\$ -
Miscellaneous	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RFTA Contributions	\$ -	\$ 650,000	\$ 650,000	\$ -	\$ 150,000	\$ 224,330	\$ (425,670)	\$ -	\$ -	\$ -	\$ -
Contribution-Holy Cross-FIBER Projct	\$ 154,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contribution-Rodeo	\$ 115,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grant - DOLA-Fiber Project-Phase 2	\$ 36,076.00	\$ 608,220	\$ 608,220	\$ -	\$ 608,220	\$ -	\$ (608,220)	\$ -	\$ -	\$ -	\$ -
Grant - Little Red Schoolhouse	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -
Grant - Colorado Parks & Wildlife	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Grant - Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grant - MMOF-Grant #1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grant-State-Mall Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grant - FTA/FASTER Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 132,000	\$ 132,000	\$ -	\$ -	\$ -	\$ -
Grant - MMOF-Grant #2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grants-Colorado Energy Office	\$ -	\$ 9,000	\$ 9,000	\$ -	\$ 44,000	\$ -	\$ (9,000)	\$ -	\$ -	\$ -	\$ -
Grants-DOLA-Fiber Project-Phase 1	\$ 109,512.96	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Financing Sources-Snowmass W & S/Financing	\$ 439,518.00	\$ -	\$ -	\$ -	\$ -	\$ 98,500,000	\$ 98,500,000	\$ -	\$ -	\$ -	\$ -
Total Revenues	\$ 23,901,106.96	\$ 20,985,299	\$ 20,985,299	\$ -	\$ 14,520,299	\$ 124,409,500	\$ 103,424,201	\$ 16,357,500	\$ 7,986,375	\$ 6,706,694	\$ 7,616,427

CAPITAL IMPROVEMENT PROGRAM FUND
BUDGET SUMMARY

	2023 Actual	2024 Budget	2024 Revised	2024 Variance	2024 Projected	2025 Proposed Budget	2025 Variance	2026 Proposed Budget	2027 Proposed Budget	2028 Proposed Budget	2029 Proposed Budget
EXPENDITURES											
FACILITIES											
Gen'l Gov't-Marketing Reconfiguration Imprvmnts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Gen'l Gov't-Town Hall/Rec Cntr/PW Facility MBCx Imprvmnts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Gen'l Gov't-Little Red Schoolhouse Expansion	\$ -	\$ 300,000	\$ 300,000	\$ -	\$ 300,000	\$ 8,500,000	\$ (8,200,000)				
Gen'l Gov't-Krabloonik Repairs	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -				
Transp/Fleet-Bus Facility Feasibility Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Transp/Fleet-Computer aided dispatch/automated vehicle locator	\$ -	\$ 1,150,000	\$ 1,150,000	\$ -	\$ 500,000	\$ 650,000	\$ 500,000				
Transp/Fleet-Zero Emission facility improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Transp/Fleet-Town Park Station Concrete Prjct	\$ 285,589.78	\$ 14,732	\$ 14,732	\$ -	\$ 14,732	\$ -	\$ 14,732				
Transp/Fleet-Parcel C Restroom Rpr & Remodel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Transp/Fleet-Bus Stop Improvement Project	\$ -	\$ 210,000	\$ 210,000	\$ -	\$ 210,000	\$ 75,000	\$ 135,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000
Transp/Fleet-Meadow Ranch Bus Stop Project	\$ 193,247.60	\$ 44,132	\$ 44,132	\$ -	\$ 44,132	\$ -	\$ 44,132				
Transp/Fleet-Mall - RFTA Depot	\$ 145,715.28	\$ 9,690,779	\$ 9,690,779	\$ -	\$ 250,000	\$ 3,000,000	\$ 6,690,779				
Transp/Fleet-Mall - RFTA Depot-Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Transp/Fleet-Daly Lane Depot Roof	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Transp/Fleet-Electric Vehicle Stations	\$ -	\$ 233,000	\$ 233,000	\$ -	\$ 233,000	\$ -	\$ 233,000				
Transp/Fleet-New WeCycle Stations	\$ -	\$ 55,000	\$ 55,000	\$ -	\$ 55,000	\$ 450,000	\$ (395,000)				
Public Works - Facility Remodel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Cultural and Rec-Concession Stand Upgrade	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Cultural and Rec-Water Slide - Replace slide & add'l slide/repair concrete	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ 400,000				
Cultural and Rec-Pool Shade Structure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 150,000	\$ -
Cultural and Rec-Library Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000			
Cultural and Rec-Rec Center Locker Room Expansion	\$ -	\$ 35,000	\$ 35,000	\$ -	\$ -	\$ -	\$ 35,000				
Cultural and Rec-Rec Ctr-Pool Refurbishment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Sub-total - Facilities	\$ 624,552.66	\$ 12,232,643	\$ 12,232,643	\$ -	\$ 2,106,864	\$ 12,675,000	\$ (542,357)	\$ 175,000	\$ 75,000	\$ 225,000	\$ 75,000
LAND & LAND IMPROVEMENTS											
Parks and Trails- Softball Field Redesign and Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Parks and Trails- Fishing Pond-Outlet Structure Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Parks and Trails - Ice Rink Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Parks and Trails - Skate Park Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Parks and Trails - Tennis Court/BB Court Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ (125,000)				
Parks and Trails - Hard Surface Trail Improvements	\$ 410,367.83	\$ 1,025,693	\$ 1,025,693	\$ -	\$ 1,025,693	\$ 750,000	\$ 275,693	\$ 367,500	\$ 385,875	\$ 405,169	\$ 425,427
Parks and Trails - Brush Crk Trail-Bridge Replacements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ (30,000)	\$ 300,000	\$ 30,000		
Parks and Trails - Soft Surface Trail Improvements	\$ -	\$ 97,525	\$ 97,525	\$ -	\$ 97,525	\$ 25,000	\$ 72,525	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
Parks and Trails -Town Park ---- Phase 1, 2, 3 & 4 in Mntn Facility	\$ 2,968,635.33	\$ 3,754,565	\$ 3,754,565	\$ -	\$ 3,754,565	\$ 500,000	\$ 3,254,565	\$ 100,000	\$ 1,000,000	\$ -	\$ -
Parks and Trails -Town Park ---- Phase 2 - Maintenance Facility	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Parks and Trails -Town Park - Gazebo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000			
Parks and Trails- Twn Prk Station Pond-Outlet Structure Imprvmnts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Parks and Trails- Bike Skills Trail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Parks and Trails- Playground Restoration	\$ -	\$ 60,000	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ 30,000	\$ 500,000	\$ -	\$ -
Parks and Trails- Repair Retaining Wall/Railing at C. Robinson Prk	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parks and Trails- Community Garden Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -				
Parks and Trails- Ice Rink Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Sub-total - Land & Land Imprvm	\$ 3,379,003.16	\$ 4,937,783	\$ 4,937,783	\$ -	\$ 4,937,783	\$ 1,455,000	\$ 3,507,783	\$ 922,500	\$ 1,940,875	\$ 430,169	\$ 450,427

CAPITAL IMPROVEMENT PROGRAM FUND
BUDGET SUMMARY

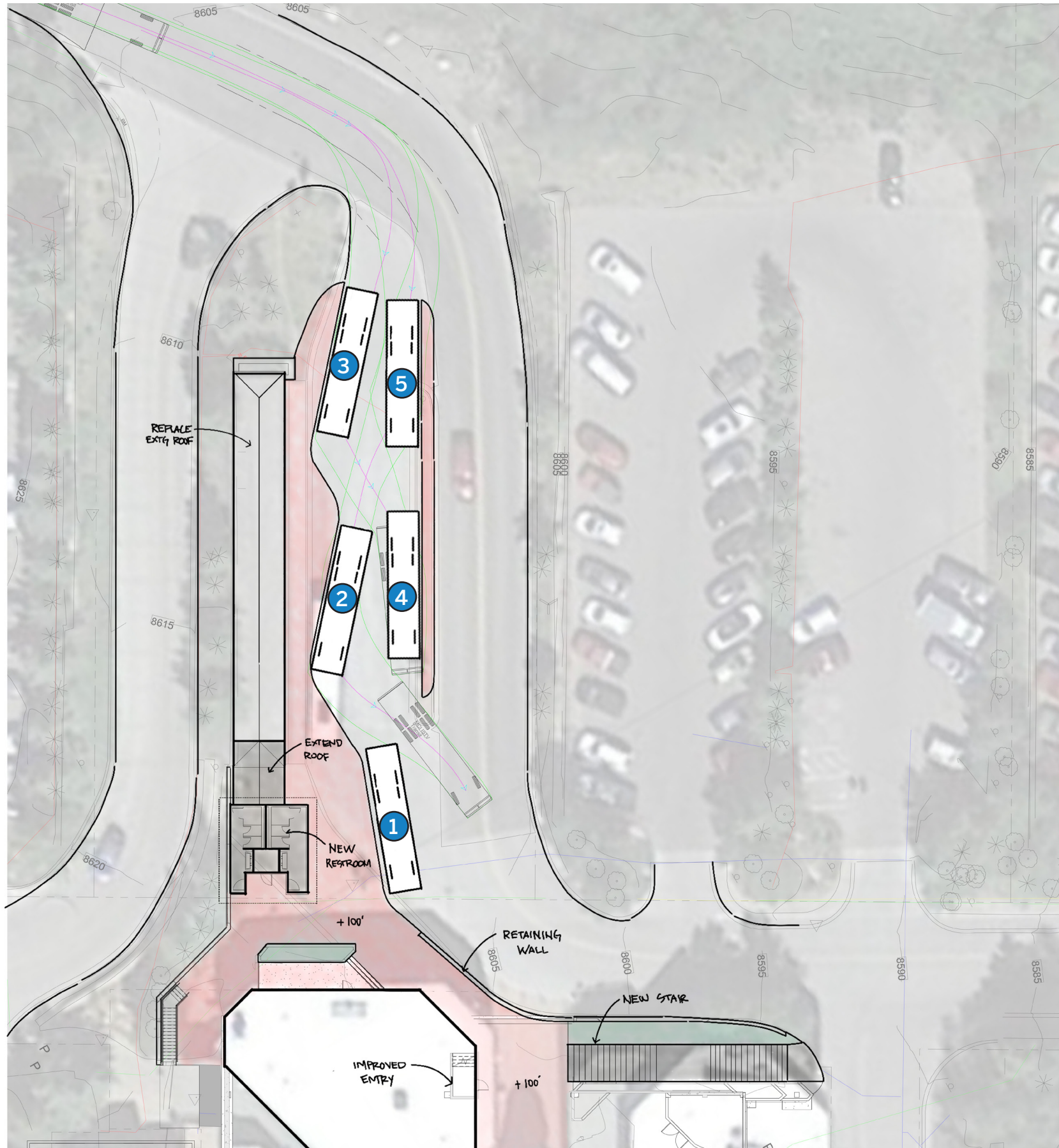
	2023 Actual	2024 Budget	2024 Revised	2024 Variance	2024 Projected	2025 Proposed Budget	2025 Variance	2026 Proposed Budget	2027 Proposed Budget	2028 Proposed Budget	2029 Proposed Budget
ROADS AND STREETS											
Streetscape - Median Improvements	\$ 23,461.00	\$ 11,539	\$ 11,539	\$ -	\$ 11,539	\$ -	\$ 11,539				
Streetscape - Guardrail Replacement Program	\$ -			\$ -		\$ -					
Streetscape - Retaining Wall Replacement Program	\$ 28,917.50	\$ 186,082	\$ 186,082	\$ -	\$ 186,082	\$ 400,000	\$ (213,918)	\$ 210,000	\$ 220,500	\$ 231,525	\$ 241,000
Street Improvements - Bridge Program	\$ -			\$ -		\$ 250,000	\$ (250,000)	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Street Improvements - Brush Creek/Owl Creek Rd Intersctn Imp	\$ 4,307,515.93	\$ 112,554	\$ 112,554	\$ -	\$ 112,554		\$ 112,554				
Street Improvements - Brush Creek/Owl Creek Rd Round-about	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ 250,000	\$ 150,000	\$ 100,000	\$ 8,000,000	\$ -		
Street Improvements - Paving Projects	\$ 189,120.80	\$ 1,436,726	\$ 1,436,726	\$ -	\$ 1,436,726	\$ 1,300,000	\$ 136,726	\$ 1,300,000	\$ 1,300,000	\$ 1,200,000	\$ 1,100,000
Multi-Modal/Alt Mobility - Highline Rd Pedestrian Improvements	\$ 10,907.50	\$ 227,964	\$ 227,964	\$ -	\$ 227,964		\$ 227,964				
Multi-Modal/Alt Mobility - Fairway 3 Bike Path	\$ -			\$ -			\$ -				
Multi-Modal/Alt Mobility - Hard Surface Trails	\$ -			\$ -			\$ -				
Multi-Modal/Alt Mobility - Woodbridge decking repair	\$ -			\$ -			\$ -				
Multi-Modal/Alt Mobility - Brush Crk Road to Bru Crk Lane	\$ -			\$ -			\$ -				
Multi-Modal/Alt Mobility - Bru Crk Rd Crossing Imp	\$ -			\$ -			\$ -			\$ 350,000	\$ -
Multi-Modal/Alt Mobility - Bru Crk Rd Pedestrian Imp-Sinclair Road	\$ -			\$ -			\$ -				
Multi-Modal/Alt Mobility - Woodbridge Maintenance/Upgrades	\$ 21,290.75	\$ 276,384	\$ 276,384	\$ -	\$ 276,384		\$ 276,384				
Multi-Modal/Alt Mobility - Connecting Village Nodes	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ 250,000	\$ 500,000		
Multi-Modal/Alt Mobility - Bru Crk Rd from Upper Kearns to Mtn View	\$ -	\$ 60,000	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -		\$ 60,000	\$ 1,000,000
Multi-Modal/Alt Mobility - Walkway-MV to SV Mall	\$ 14,873.00	\$ 1,273,997	\$ 1,273,997	\$ -	\$ 1,273,997		\$ 1,273,997				
Multi-Modal/Alt Mobility - Walkway-Faraway Rd to Upper Kearns	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 600,000
Multi-Modal/Alt Mobility - Bru Crk Rd Pedestrian Imp-Town Park	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -			
Sub-total - Road & Streets	\$ 4,596,086.48	\$ 4,235,246	\$ 4,235,246	\$ -	\$ 4,235,246	\$ 2,100,000	\$ 2,135,246	\$ 9,860,000	\$ 2,120,500	\$ 2,001,525	\$ 3,041,000
UTILITIES											
Snowmelt - MBCx Snowmelt Implemntation Design	\$ -			\$ -			\$ -				
Utilities - Upper Town Hall Entry & Lights	\$ -			\$ -			\$ -				
Snowmelt - Snowmelt Lot 2 Boiler Replacement Project	\$ -			\$ -			\$ -				
Snowmelt - Snowmelt Parcel C Boiler Replacement Project	\$ -			\$ -			\$ -				
Snowmelt - Snowmelt Base Village Boiler Replacement Project	\$ 153,014.82			\$ -			\$ -				
Snowmelt - Snowmelt TOV Boiler Replacement Project	\$ 21,089.36			\$ -			\$ -				
Snowmelt - Lower Carriageway Snowmelt Vault	\$ 56,515.79	\$ 443,484	\$ 443,484	\$ -	\$ 443,484		\$ 443,484				
Snowmelt - Replace Aged Glycol-Snowmelt System				\$ -		\$ 350,000	\$ (350,000)				
Utilities - Solar Renewables Project	\$ -			\$ -			\$ -				
Utilities - Micro Hydro Renewables Project	\$ 465.00			\$ -			\$ -				
Snowmelt - Snowmelt BV Controls Project	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -				
Sub-total - Utilities	\$ 231,084.97	\$ 443,484	\$ 443,484	\$ -	\$ 443,484	\$ 350,000	\$ 93,484	\$ -	\$ -	\$ -	\$ -

CAPITAL IMPROVEMENT PROGRAM FUND
BUDGET SUMMARY

	2023 Actual	2024 Budget	2024 Revised	2024 Variance	2024 Projected	2025 Proposed Budget	2025 Variance	2026 Proposed Budget	2027 Proposed Budget	2028 Proposed Budget	2029 Proposed Budget
STRATEGIC PLANNING											
Planning & Consult - Community Plan	\$ -			\$ -			\$ -				
Planning & Consult - Entryway (Phase III) Planning Project	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -				
Sub-total - Strategic Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STORM WATER & DRAINAGE											
Storm Water & Drainage - Brush Creek/Kearns Road Culvert	\$ 2,609,943.63	\$ 4,004,056	\$ 4,004,056	\$ -	\$ 4,004,056		\$ 4,004,056				
Storm Water & Drainage - Vidal Gulch Project	\$ 146,358.24	\$ 127,829	\$ 127,829	\$ -	\$ 127,829		\$ 127,829				
Storm Water & Drainage-Woodbridge Road Culvert Replacement				\$ -		\$ 2,750,000	\$ (2,750,000)				
Storm Water and Drainage - Stormwater Management Plan	\$ -	\$ 132,000	\$ 132,000	\$ -	\$ 132,000	\$ -	\$ 132,000	\$ 350,000			
Sub-total - Storm Water & Drainage	\$ 2,756,301.87	\$ 4,263,885	\$ 4,263,885	\$ -	\$ 4,263,885	\$ 2,750,000	\$ 1,513,885	\$ 350,000	\$ -	\$ -	\$ -
COMMUNICATION AND TECHNOLOGY											
Comm & Tech - Parking Lot Licensing System	\$ 35,556.96	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ -				
Comm & Tech - Network Cabling Enhancements	\$ -			\$ -			\$ -				
Comm & Tech - Fiber Project	\$ 454,191.55	\$ 191,945	\$ 191,945	\$ -	\$ 191,945		\$ 191,945				
Comm & Tech - Council Chambers/Mtg Room AV	\$ -			\$ -			\$ -				
Comm & Tech - Fiber Project-Phase 2	\$ 70,431.30	\$ 1,103,771	\$ 1,103,771	\$ -	\$ 1,103,771		\$ 1,103,771				
Comm & Tech - Fiber Project-Phase 3-Last Mile				\$ -			\$ -	\$ 500,000			
Comm & Tech - Community Micro Grid	\$ -			\$ -			\$ -				
Comm & Tech - 800 Mhz Radio System	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -				
Sub-total - Communications & Technology	\$ 560,179.81	\$ 1,395,716	\$ 1,395,716	\$ -	\$ 1,295,716	\$ 100,000	\$ 1,295,716	\$ 500,000	\$ -	\$ -	\$ -
HOUSING											
Housing Projects - Brush Creek & Palisades Bldg Renovations	\$ -			\$ -			\$ -				
Housing Projects - Daly Lane Townhomes Retaining Wall	\$ -			\$ -			\$ -				
Housing Projects - Housing Master Plan Design Work	\$ -			\$ -			\$ -				
Housing Projects - Housing Land Opportunities	\$ 24.86	\$ 24,976	\$ 24,976	\$ -	\$ 24,976	\$ 25,000	\$ (24)	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
Housing Projects - Faraway Apartments	\$ 100,015.00	\$ 4,574,985	\$ 4,574,985	\$ -	\$ 4,574,985		\$ 4,574,985				
Housing Projects - MVI-Design and Renovation	\$ 3,649,539.45	\$ 83,540	\$ 83,540	\$ -	\$ 83,540		\$ 83,540				
Housing Projects - Carriageway Housing	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ 75,000	\$ 200,000	\$ (125,000)				
Housing Projects - Draw Site Housing	\$ 239,114.58	\$ 717,384	\$ 717,384	\$ -	\$ 717,384	\$ 86,000,000	\$ (85,282,616)	\$ -	\$ -	\$ -	\$ -
Housing Projects - Next Project				\$ -			\$ -	\$ -	\$ -	\$ -	\$ -
Housing Projects - Snowmass Center property acquisition				\$ -		\$ 12,500,000	\$ (12,500,000)				
Housing Projects - Housing at Public Works				\$ -			\$ -				
Housing Projects - Snowmass Inn-Interior	\$ 218,767.43	\$ 8,775	\$ 8,775	\$ -	\$ 8,775		\$ 8,775				
Housing Projects - Snowmass Inn-Exterior		\$ 2,000,000	\$ 2,000,000	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000				
Housing Projects - Mtn View I-Interior Renovations				\$ -			\$ -		\$ -	\$ -	\$ -
Housing Projects - Mtn View II-Interior Renovations		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 2,200,000
Housing Projects - Mtn View II-Exterior Renovations				\$ -			\$ -		\$ -	\$ -	\$ -
Housing Projects - Villas North-Exterior Renovations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ (200,000)	\$ 4,000,000			
Housing Projects - WMRHC Buy-Down Program contribution	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
Housing Projects - Coffey Place	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub-total - Housing	\$ 4,207,461.32	\$ 7,734,660.00	\$ 7,734,660.00	\$ -	\$ 6,734,660	\$ 100,175,000	\$ (92,440,340)	\$ 4,275,000	\$ 275,000	\$ 475,000	\$ 2,475,000

CAPITAL IMPROVEMENT PROGRAM FUND
BUDGET SUMMARY

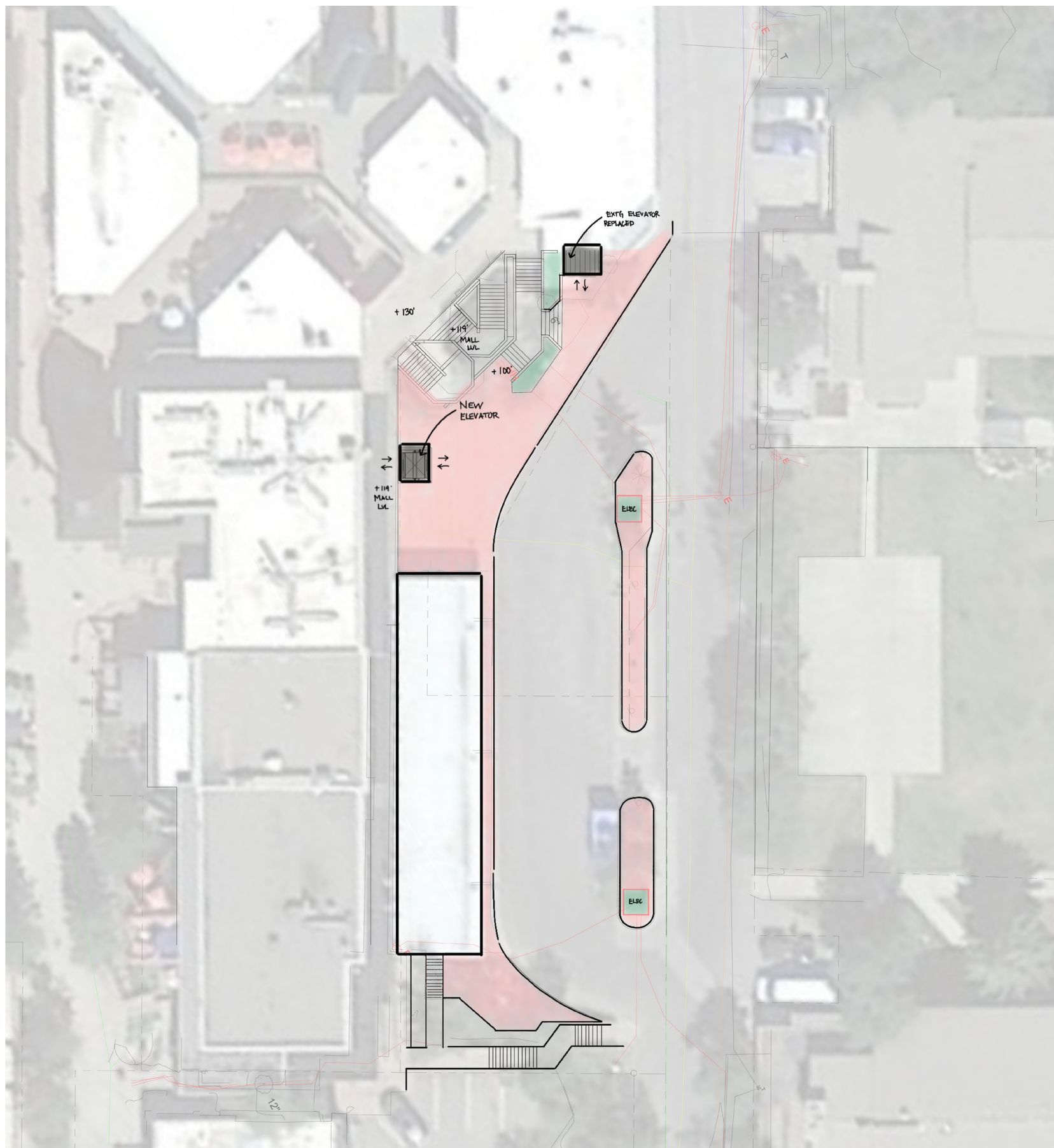
	2023 Actual	2024 Budget	2024 Revised	2024 Variance	2024 Projected	2025 Proposed Budget	2025 Variance	2026 Proposed Budget	2027 Proposed Budget	2028 Proposed Budget	2029 Proposed Budget
OTHER CIP											
Solid Waste - Solid Waste Management Plan	\$ -			\$ -		\$ -	\$ -				
Solid Waste - Town Hall Trash/Recycle Dumpster Shed	\$ -	\$ 161,500	\$ 161,500	\$ -	\$ -	\$ 200,000	\$ (38,500)				
Other - Supplemental Project Costs	\$ -	\$ 758,000	\$ 758,000	\$ -	\$ 758,000	\$ 1,000,000	\$ (242,000)	\$ 1,000,000	\$ -	\$ -	\$ -
Snowmass Tourism - Discovery, next phase	\$ 100,513.09	\$ 168,243	\$ 168,243	\$ -	\$ 168,243		\$ 168,243				
Snowmass Tourism - Fanny Hill Improvements	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -
Snowmass Tourism - Fanny Hill Stage/Sound System				\$ -	\$ 140,000	\$ 360,000	\$ (360,000)				
Snowmass Tourism - Large Mastodon		\$ 250,000	\$ 250,000	\$ -	\$ 150,000	\$ 100,000	\$ 150,000				
Snowmass Tourism - Product Enhancements	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
Sub-total - Other CIP	\$ 100,513.09	\$ 1,837,743	\$ 1,837,743	\$ -	\$ 1,716,243	\$ 2,060,000	\$ (222,257)	\$ 1,400,000	\$ 400,000	\$ 400,000	\$ 400,000
Total Expenditures	\$ 16,455,183.36	\$ 37,081,160	\$ 37,081,160	\$ -	\$ 25,733,881	\$ 121,665,000	\$ (84,658,840)	\$ 17,482,500	\$ 4,811,375	\$ 3,531,694	\$ 6,441,427
NET REV/EXP -	\$ 7,445,923.60	\$ (16,095,861)	\$ (16,095,861)	\$ -	\$ (11,213,582)	\$ 2,744,500	\$ 18,840,361	\$ (1,125,000)	\$ 3,175,000	\$ 3,175,000	\$ 1,175,000
Beginning Carryover	\$ 14,992,083.27	\$ 22,438,007	\$ 22,438,007	\$ -	\$ 22,438,007	\$ 11,224,424.87	\$ (11,213,582)	\$ 13,968,924.87	\$ 12,843,924.87	\$ 16,018,924.87	\$ 19,193,924.87
Revenues	\$ 23,901,106.96	\$ 20,985,299	\$ 20,985,299	\$ -	\$ 14,520,299	\$ 124,409,500	\$ 103,424,201	\$ 16,357,500.00	\$ 7,986,375.00	\$ 6,706,694.00	\$ 7,616,427.00
Expenditures	\$ 16,455,183.36	\$ 37,081,160	\$ 37,081,160	\$ -	\$ 25,733,881	\$ 121,665,000	\$ (84,583,840)	\$ 17,482,500.00	\$ 4,811,375.00	\$ 3,531,694.00	\$ 6,441,427.00
Ending Balance	\$ 22,438,006.87	\$ 6,342,146	\$ 6,342,146	\$ -	\$ 11,224,425	\$ 13,968,925	\$ 7,626,779	\$ 12,843,925	\$ 16,018,925	\$ 19,193,925	\$ 20,368,925



RFTA TRANSIT

CONCEPT PLAN

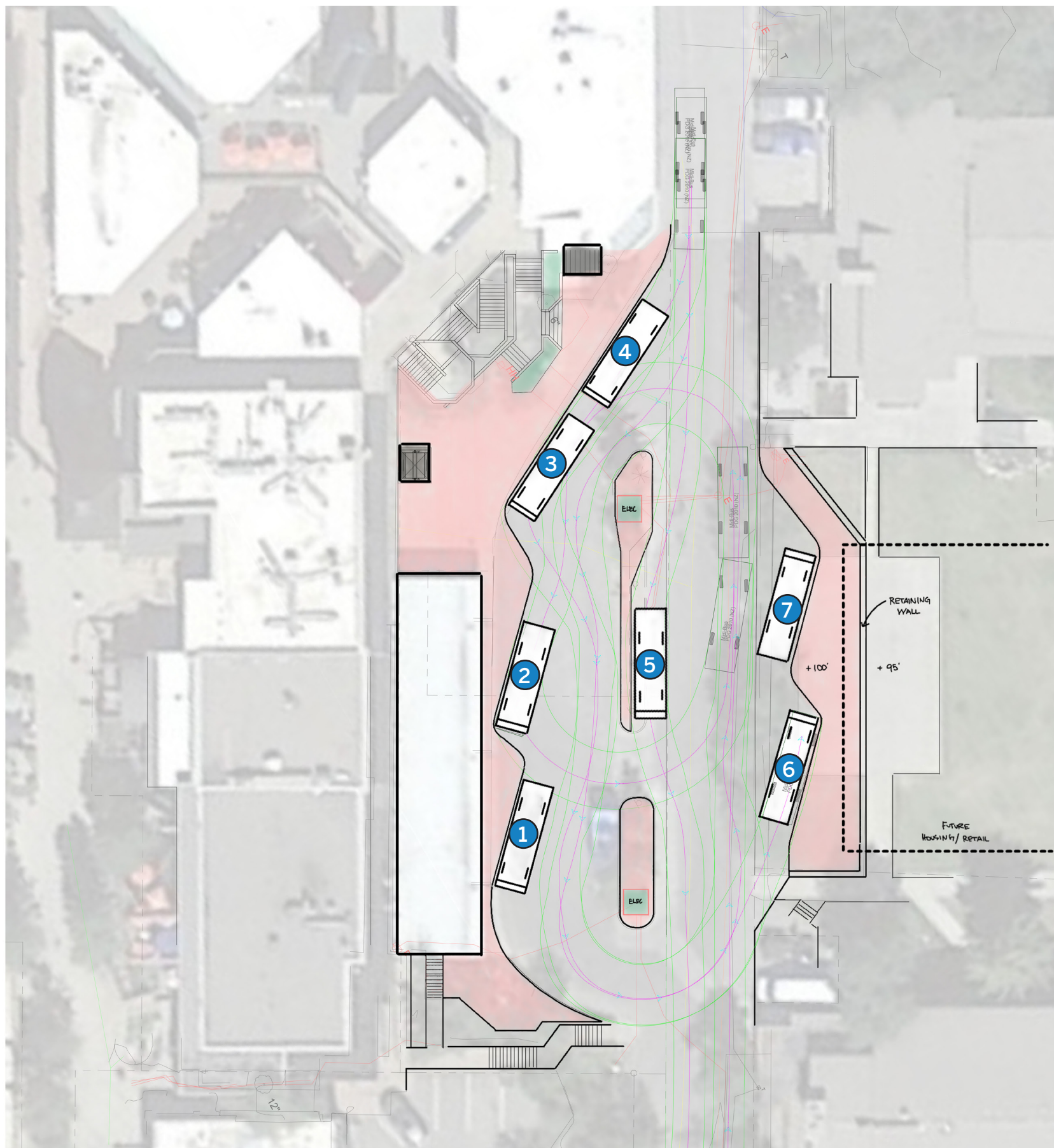
- (3) Independent 40 foot Bus Bays
- (2) Additional Staging Bays, if necessary.
- Bay 4 - If in use, Bay 3 will not be able to leave. Bay 4 can pull into Bay 1 after their departure. Bay 2 can still operate independently.
- Bay 5 - If in use, Bay 3 will not be able to leave. Bay 5 can pull into Bay 2 or Bay 1 after their departure.
- New Public Restroom
- Extension of existing canopy cover
- Saw-tooth bus bays to allow for additional queuing space
- New retaining wall to restrict access to/from Lower Carriage Way
- New Grand Stair access to Daly Lane
- Improved Entry to Incline due to more accessible access to Mall from Transit Station



TOSV TRANSIT

PHASE 1 PLAN

- Renovation of existing elevator with direct access from transit area
- New elevator with direct access from transit area for access to Mall



TOSV TRANSIT

PHASE 2 PLAN

- (4) Independent 30 foot Bus Bays
- (2) Tandem 30 foot Unloading Bus Bays
- Added queuing space with saw-tooth bays
- Potential area for future multi-story commercial space and/or housing over new transit bays
- Bay 4 - If in use, Bay 3 can not be accessed. Bay 4 can pull into Bay 1, 2 & 3.
- (1) Additional Staging Bay or Delivery Vehicle drop-off along island - Bus can only access main transit bays by using turnaround and if Bays 3 & 4 are empty.
- Added queuing space with saw-tooth bays

TOWN OF SNOWMASS VILLAGE

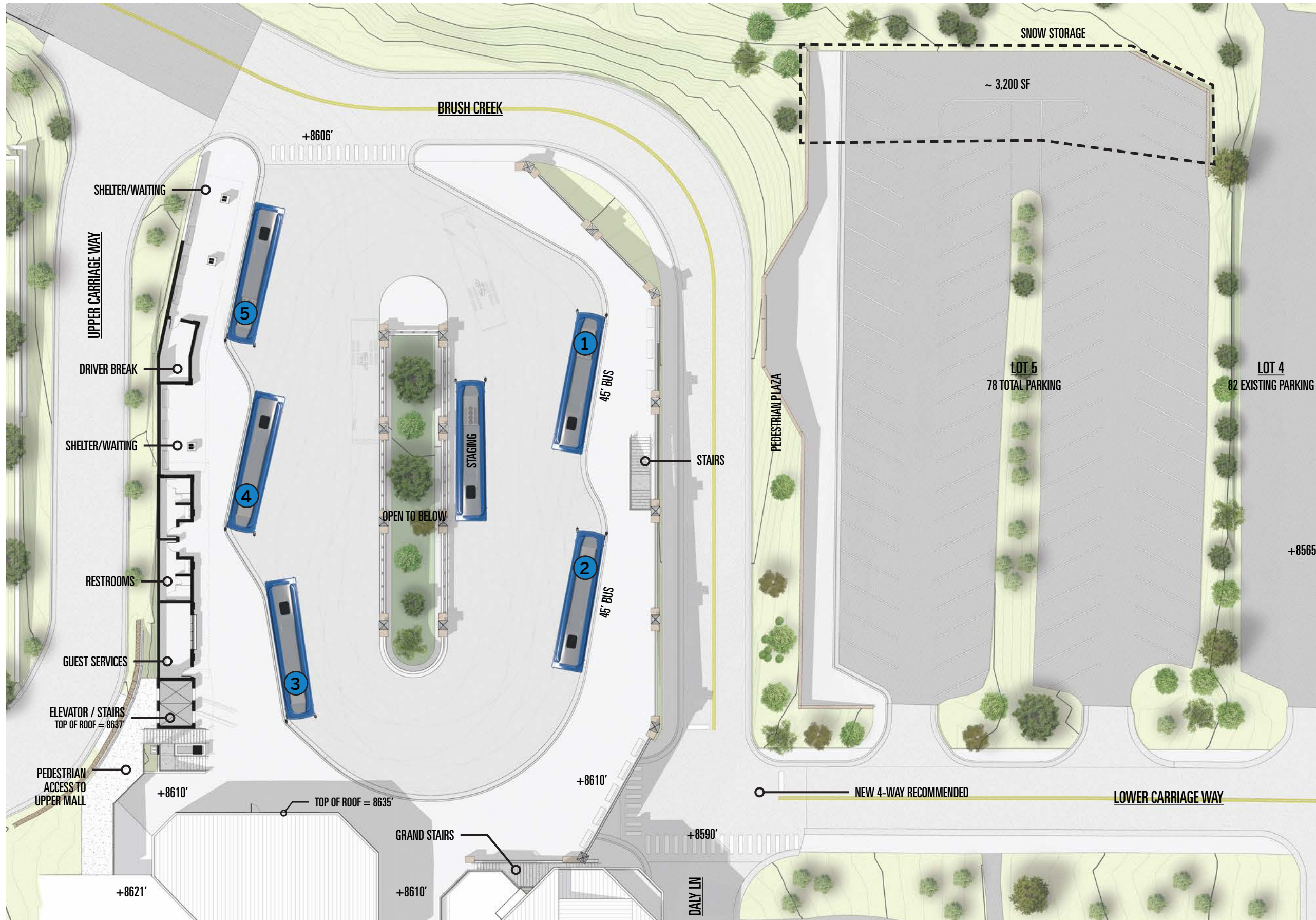
SNOWMASS MALL TRANSIT CENTER

UPDATED CONCEPT APPROACH



FEBRUARY 4, 2025





TRANSIT CENTER

UPPER LEVEL

BUS OPERATIONS

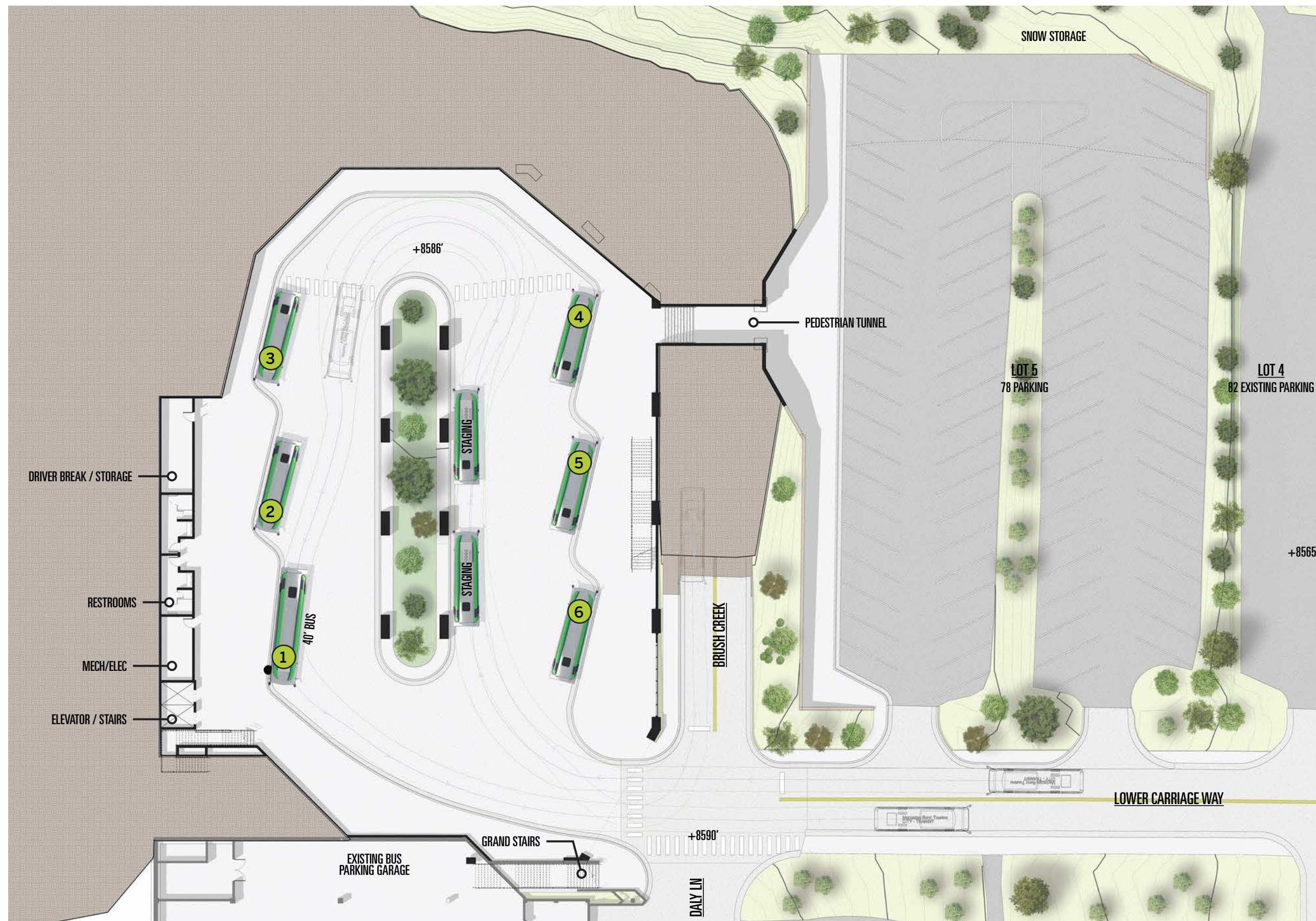
- (3) 40' RFTA LOADING/ UNLOADING
- (2) 45' RFTA LOADING/ UNLOADING
- (1) 40' STAGING

TRANSIT STATION

- DRIVER BREAK
- GUEST SERVICES
- PUBLIC RESTROOMS

PARKING

- LOT 6 REMOVED: -56
- EXTEND LOT 5 TO THE PLAN NORTH: +12
- DAILY LANE: +9
- OVERALL NET LOSS: -35



TRANSIT CENTER

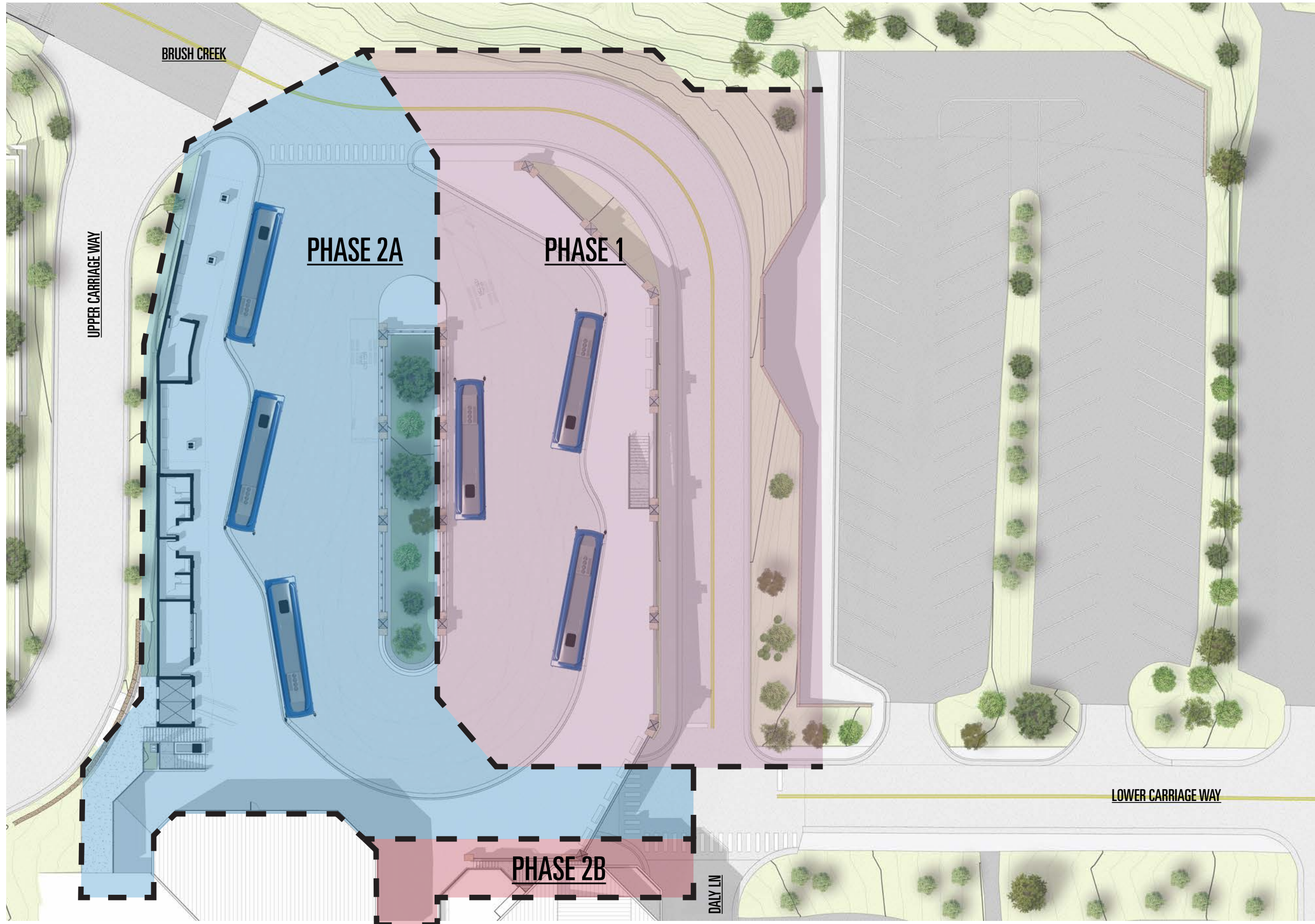
LOWER LEVEL

BUS OPERATIONS

- (1) 40' TOSV LOADING/ UNLOADING
- (5) 30' TOSV LOADING/ UNLOADING
- (2) 30' STAGING

TRANSIT STATION

- DRIVER BREAK
- PUBLIC RESTROOMS
- SNOWMELT MECHANICAL ROOM



PHASING CONCEPT

UPPER LEVEL

PHASE 1

- NEW BRUSH CREEK ROAD & HALF OF TRANSIT CENTER
- EXTG BRUSH CREEK REMAINS OPEN
- SPRING 26' - WINTER 26'

PHASE 2A

- REMAINDER OF TRANSIT CENTER INCLUDING UTILITY WORK
- TRAFFIC ROUTED TO NEW BRUSH CREEK ROAD
- RFTA TEMPORARY RELOCATED ALONG CARRIAGE WAY
- SOUTH PEDESTRIAN MALL CONNECTION
- WINTER 26' - WINTER 27'

PHASE 2B

- NORTH PEDESTRIAN MALL CONNECTION
- WINTER 27' - SPRING 28'

COST SUMMARY - TRANSIT CENTER (40 MONTHS)			
DESCRIPTION	COST/SF	SQ. FT.	SUB-TOTAL
TRANSIT CENTER - JUNE 2025 ESTIMATE	\$585.96	72,916	\$42,725,932
ADJUSTED ESCALATION (2028)	-	-	\$2,349,926
TUNNEL - PLAZA/UPPER LVL PRK	\$12,500	40 LF	\$500,000
2-STOP - DOUBLE ELEVATOR - TRANSIT	-	-	\$1,300,000
LOWER LEVEL VENTILATION	\$8.33	30,000	\$250,000
LOT 5 ADDITION	\$40.31	3,200	\$129,000
CREDITS	COST/SF	SQ. FT.	SUB-TOTAL
BRIDGE / STAIR / ELEVATOR	-	-	(\$1,644,483)
REDUCTION OF DESIGN CONTINGENCY	-	-	(\$1,857,649)
TOTAL	\$600.04	72,916	\$43,752,726

Town of Snowmass Transit Center Rev2
Snowmass Village, CO
Rough Order Of Magnitude

Project # 24-00135.00
06/11/24

SUMMARY - PRICE REFRESH TO JANUARY 2025			
Element	Area	Cost / SF	Total
Carriage Way	72,916	\$524.30	\$38,229,695
Escalation to MOC, 11/29/26	11.76%		\$4,496,236
Total Estimated Construction Cost - As Estimated June 2024		72,916	\$585.96 \$42,725,932
Daly Lane			Excluded
Escalation to MOC, 11/29/26			Excluded
Total Estimated Construction Cost			Excluded
Scope Adjustment Per January 2025 Update			Total
Added Scope			
Adjust Escalation to 11/29/27 (1 Year Increase)			\$2,349,926
Tunnel - Plaza To Structures	40 LF		\$500,000
3-Stop Elevator Including Enclosure + Stair Tower			\$1,300,000
2-Stop Elevator Including Enclosure + Stair Tower			\$867,000
Provide Ventilation For Lower Level Transit	30,000 SF		\$250,000
New Parking Lot With Exposed Retaining Wall	3,200 SF		\$129,000
Credit Back Scope Carried In Base Design			
Bridge			(\$450,000)
Stair At Elevator			(\$210,000)
Elevator			(\$984,483)
Reduce Design Contingency to 10% In Lieu of 15%			(\$1,857,649)
Total Estimated Construction Cost - Updated Design Premium			\$1,893,794
Total Estimated Construction Cost - Revised Cost			\$44,619,726

*SEE TABLE

COST SUMMARY

New Construction

TRANSIT CENTER

The initial cost estimate for this project was provided in June 2024. This cost summary reflects adjustments to the previous estimate based on minor design changes. The previous estimate.

LOT 5 IMPROVEMENTS

This estimate assumes the new 3,200 square foot extention of asphalt and minor grading and short retaining wall for an additional 12 spaces.





SOUTHWEST VIEW LOT 5





SOUTHEAST
VIEW
TRANSIT CENTER





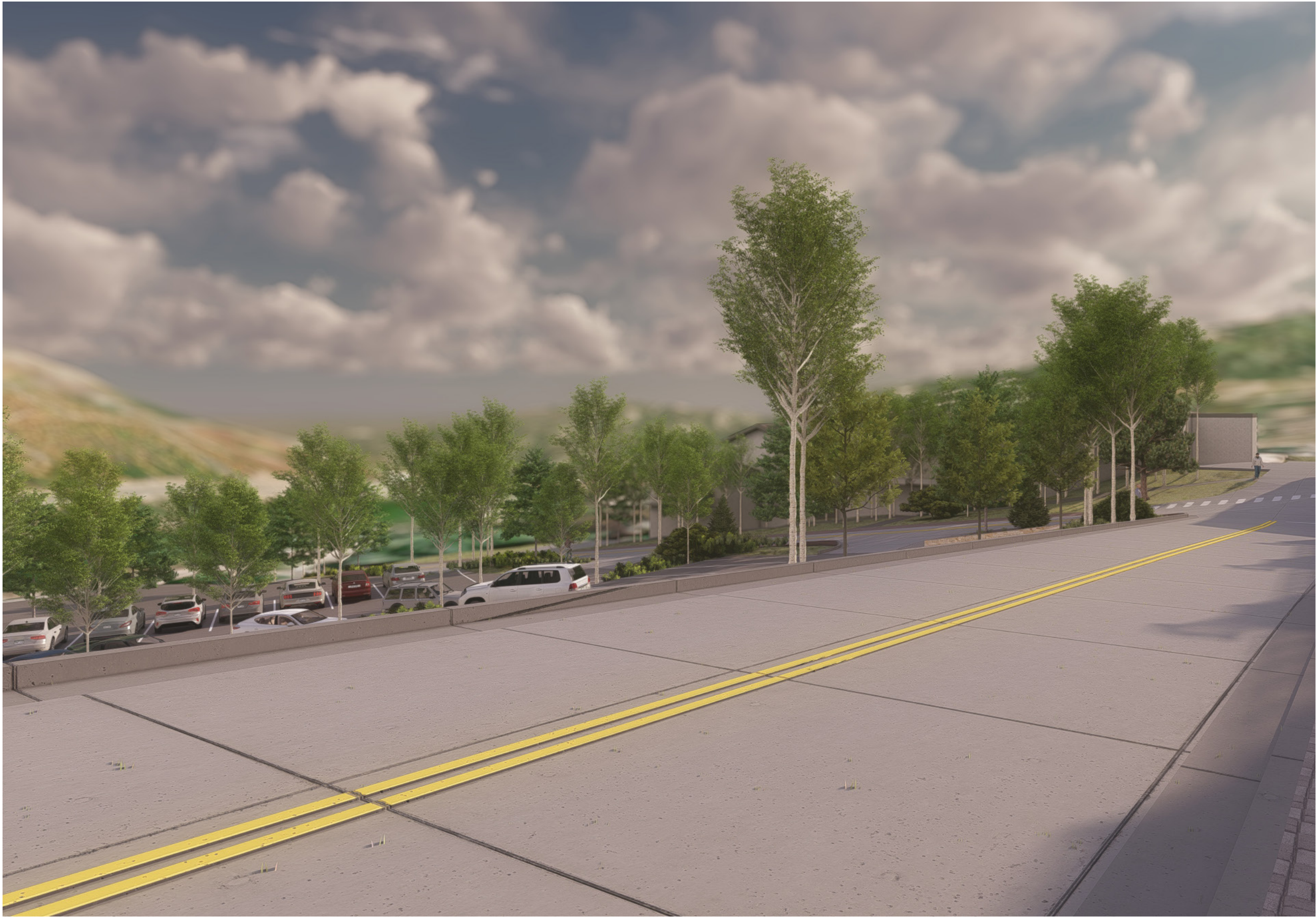
**SOUTHWEST
VIEW** FROM
**CARRIAGE
WAY**
TRANSIT CENTER





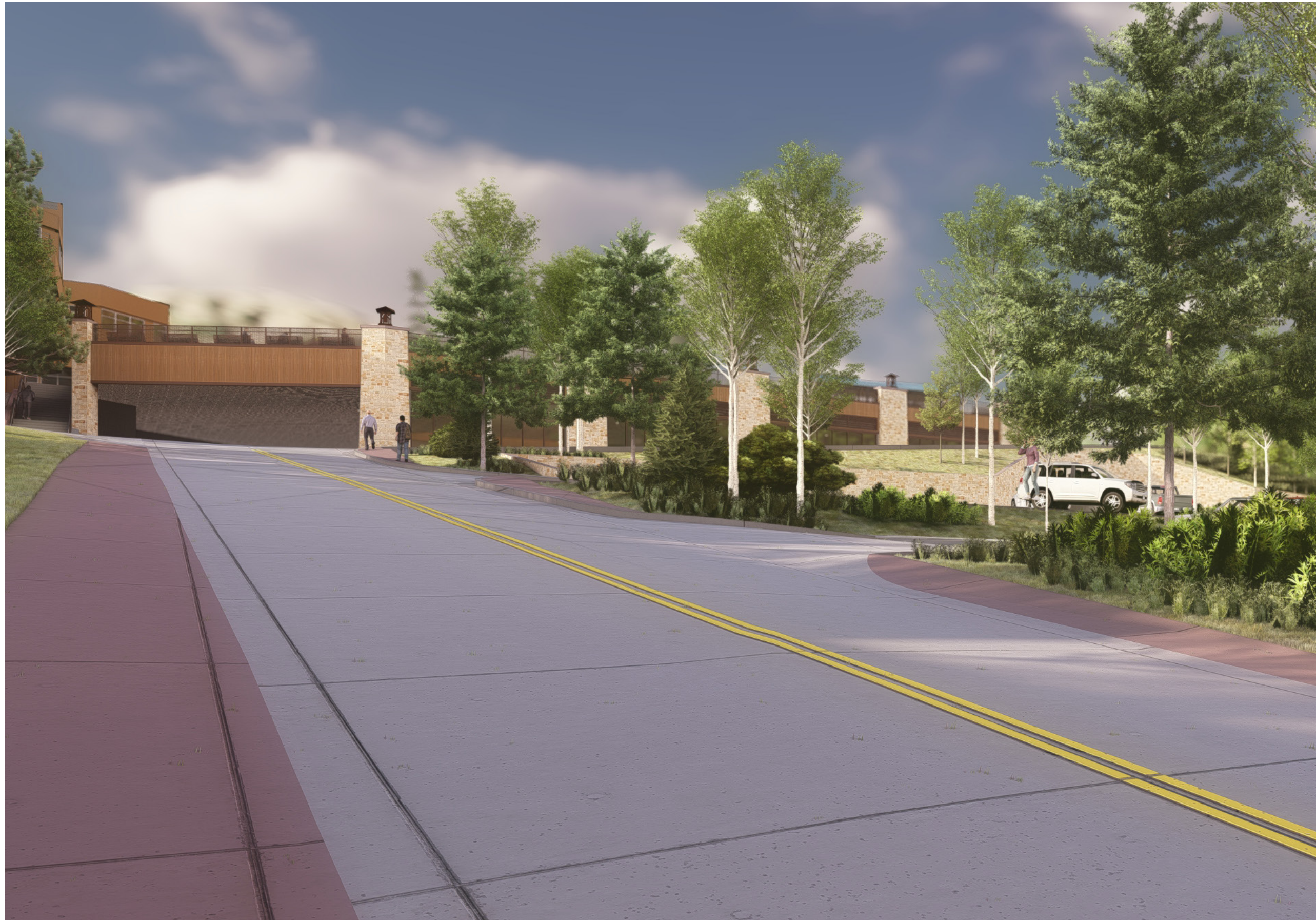
NORTHWEST VIEW FROM DALY LANE LOT 5





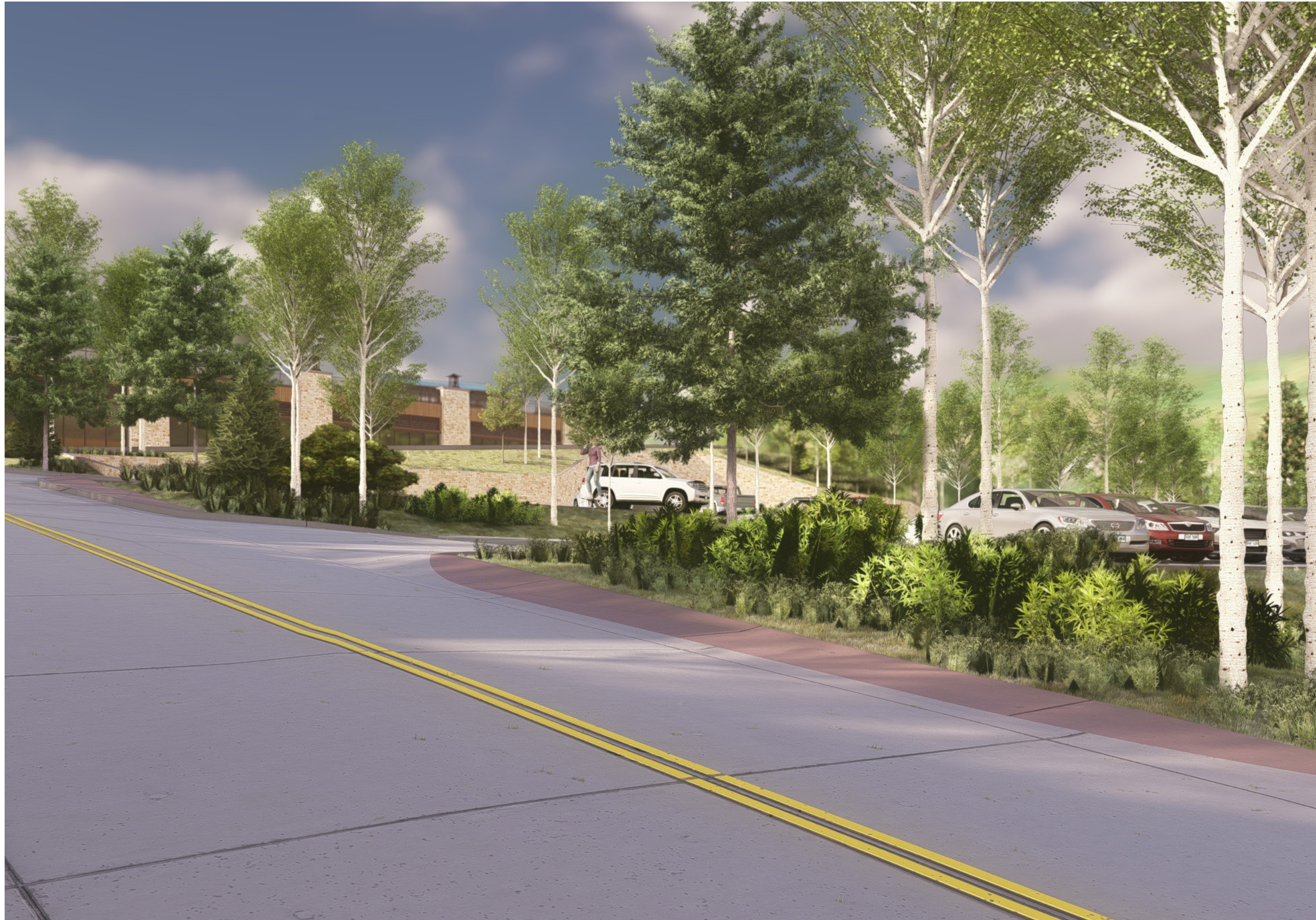
**NORTHEAST
VIEW** FROM
BRUSH CREEK
LOT 5





SOUTHWEST VIEW FROM CAMPGROUND TRANSIT CENTER





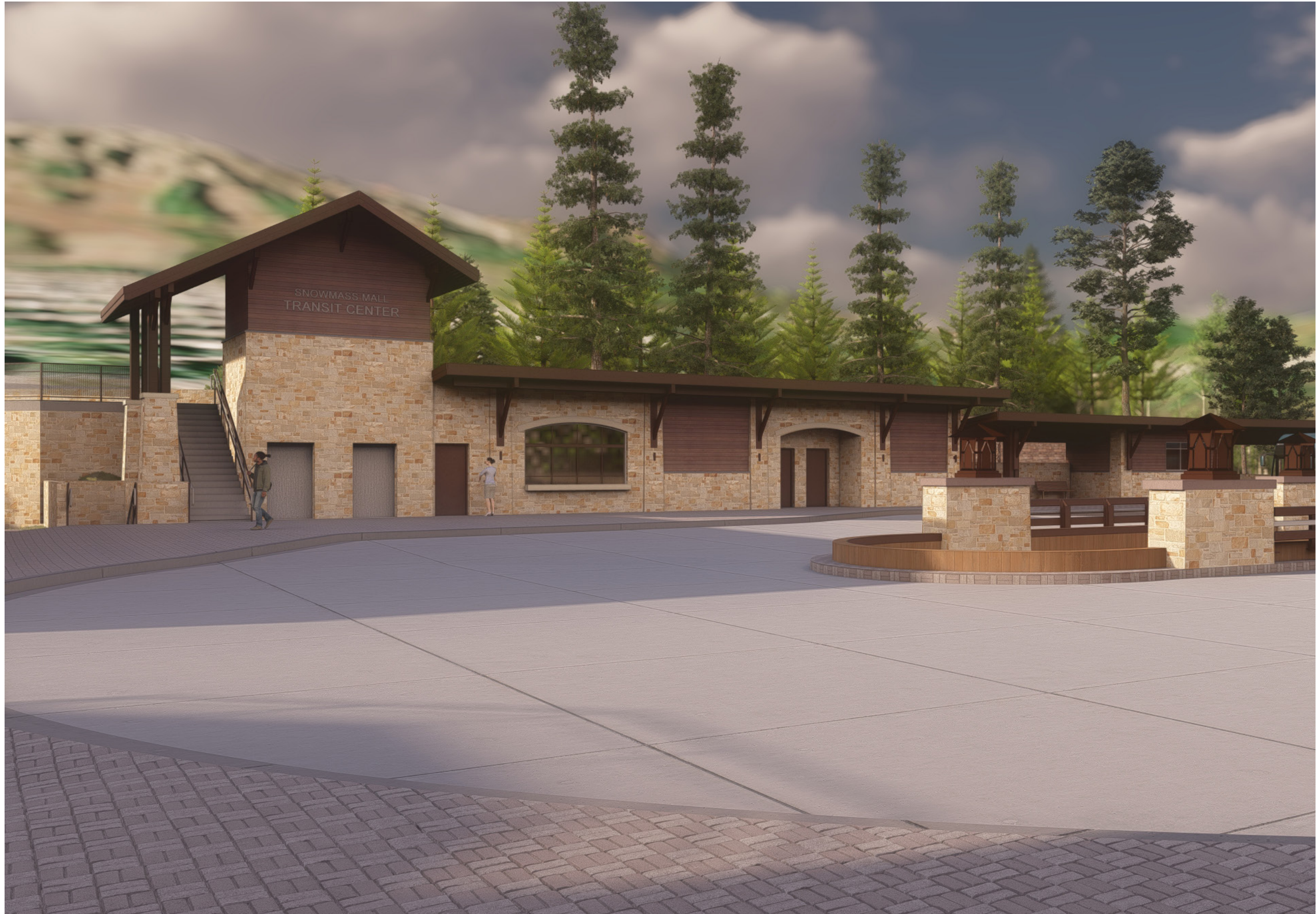
SOUTHWEST VIEW FROM CAMPGROUND LOT 5





**SOUTHEAST
VIEW FROM
UPPER LOT 5
PEDESTRIAN TUNNEL**





SOUTHWEST VIEW FROM UPPER PLATFORM TRANSIT STATION





SOUTHEAST VIEW FROM UPPER PLATFORM TRANSIT STATION





**SOUTHWEST
VIEW FROM
UPPER
PLATFORM
TRANSIT STATION**





To: Mayor and Town Council
From: Finance Advisory Board
Date: January 28, 2025
Re: A Recommendation Regarding the Mall Transit Center

The Finance Advisory Board (FAB) met on January 28, 2025, to review the funding for the Mall Transit Center and to give a recommendation to the Town Council for their February 3, 2025 meeting. The FAB centered their review by focusing on the new design of the transit center, the 5-year capital improvement program, and reviewed the available funding sources including the federal grant funding of the new project. The most recent design was included in the FAB packet for members to review prior to the meeting.

FAB RECOMMENDATION:

- The FAB concluded that the March 3rd federal grant deadline to commit to the \$13.5M grant is not ideal and puts the Town into a ‘rushed’ position without adequate funding in place for the project.
- The FAB supports moving forward with the incremental phasing of a project. An incremental approach would provide the ability to secure funding for the additional phases towards the bigger/final project.
- Effort should be made to contact the adjacent property owners, the ski company and others that benefit from the project for funding and ask them to financially participate in the larger plan
- The FAB does not support revising the CIP projects and recommends keeping the priorities as is.
- The FAB believes that borrowing \$16M is not viable. The expected revenues and expenditures for the General Fund are not adequate for supporting this level of debt service.
- The FAB wanted to compliment staff for coming up with a good project that was thoroughly evaluated, for procuring grants and other funding and for looking at the total viability of this project.

CONCLUSION:

- The FAB recommends foregoing the \$13.5M Federal Grant and moving forward with the incremental project. The FAB also recommends undertaking a strategic review of the Town’s priorities identified in the capital improvement program and Comprehensive Plan.