

2021 EOTC Near-Term Transit Improvement Program - Approved July 29, 2021 - Administrative Direction					
	Project Name	IMS Tenant	Project Attribute(s)	Relative Implementation Cost (\$-\$\$\$)	Notes
Tier 1	First Priority - Higher value* to dollar ratio and / or Important preliminary effort				
	Aspen Country Inn Trail Improvements to Bike / Ped Underpass and Transit Stops at Truscott and Buttermilk **	BRT Enhancements	Higher value to dollar ratio	\$	Important bike / ped connection to transit for senior housing and service destinations. Basic infrastructure connection. Move to concept plan in 2021.
	Design and Feasibility Review of Maroon Creek Roundabout Down Valley Channelization and Down Valley Queue Jump at Cemetery Lane **	BRT Enhancements	Higher value to dollar ratio	\$\$ (design only)	Move to design and permitting to further evaluate feasibility. Initial rollout anticipated as an experiment. Requires CDOT approved design and permitting. Potential benefit to all motorized roadway users including transit. Channelization likely to be seasonal due to snow removal issues. Move to concept plan in 2021.
	Design and Feasibility Review of Harmony / Owl Creek Transit Signal Bypass Lane and Buttermilk Bike / Ped Underpass **	BRT Enhancements	Higher value to dollar ratio	\$\$ (design only)	First move to design to make eligible for funding. Superior bike / ped protection crossing Hwy 82 and increased transit speed and reliability. High construction cost. Move to concept plan in 2021.
	HOV Lane Enforcement Analysis	HOV Lane Enforcement	Important Preliminary Effort	\$ (analysis only)	Necessary to determine best alternatives for HOV enforcement options (automated vs. personnel). Could require a phased implementation.
	Analysis of Up Valley and Down Valley BRT Direct Service to Snowmass	BRT Enhancements	Higher value to dollar ratio	\$ (analysis only)	Aspen to Snowmass, and Snowmass to down valley transit connection analysis to evaluate transit effectiveness and efficiency, and determine cost, frequency, and expected utilization of increased/enhanced service levels. Current BRT connecting service to remain in place.
	Additional Permanent Automated Vehicle Counters on Brush Creek Road, Owl Creek Road, Airport/AABC and Highway 82 in Pitkin County	Congestion Reduction Measures	Important Preliminary Effort	\$\$	Additional vehicle counters are necessary to monitor program success, VMT and greenhouse gas emissions over the long term.
Tier 2	Second Priority - Lower value* to dollar ratio and / or Dependent on Tier 1 effort				
	Pilot Ridesharing app for Commuters	Ride Sharing	Dependent on Tier 1 Effort	\$-\$\$	Effort dependent on HOV lane enforcement implementation for highest level of effectiveness. May be able to use results of RFTA's 2021 First Last Mile Mobility (FLMM) Study to guide this effort. Ongoing cost and staff time unknown.
	Analysis of Regional Ride Hailing and Car Sharing Service	Ride Sharing and Ride Hailing	Lower value to dollar ratio	\$ (analysis only)	Potentially lower relative benefits to transit ridership, GHG emissions, and VMT reductions. Analysis necessary to determine service scope, type and ensure service supports transit. May be able to use results of RFTA's 2021 First Last Mile Mobility (FLMM) Study to guide this effort.
	Analysis of Valley Wide Commuter Parking, EV Charging, and Ride Hailing / Sharing Pick Up / Drop Off Locations	Congestion Reduction Measures, Ride Sharing, and Ride Hailing	Important Preliminary Effort	\$ (analysis only)	Necessary to determine amount and location of needed parking, appropriate parking pricing, and incentives via EV charging placement to encourage transit ridership.

Tier 3					
Third Priority - Hold status due to dependence on efforts outside EOTC purview, Significant cost, and / or Significant legal hurdles					
	Service Center Road Signalization and Hwy 82 Brush Creek P&R to Airport Speed Limit Reduction	BRT Enhancements	Hold status due to dependence on efforts outside EOTC purview and Significant legal hurdles	\$\$	Relatively expensive improvement. Gains in vehicular and bike / ped safety accessing transit. Hold due to ongoing design of new airport terminal and layout. Speed limit reduction to be reviewed by CDOT and possibly incorporated with signalization of intersection. Would require amending Access Control Plan with CDOT.
	Extension of HOV Lanes Up Valley from Airport and / or Down Valley of Maroon Creek Roundabout	BRT Enhancements	Significant legal hurdles and Significant cost	\$\$	Initial construction cost of exclusive bus lanes must be reimbursed to EOTC if any loss of exclusive bus lanes occurs. Source of reimbursement funds is unknown and amount of initial construction cost reimbursement could be high. Potential conflicts with ROD. Only to be pursued if 1) no loss to bus only lane can be achieved and 2) effective HOV lane enforcement is in place.
	Dynamic Road Pricing (Cordon Pricing or Managed / HOT Lane)	Congestion Reduction Measures	Significant legal hurdles and Significant cost	\$\$\$	Significant legal hurdles as State law would need to be amended to allow for cordon pricing. Cordon pricing or managed lane would require significant permitting, operational infrastructure, and partnerships. Implementation, public relations and maintenance costs expected to be high for either cordon or managed lanes. Potential legal hurdles if bus only lanes are converted to HOT lanes. Amendment or new Hwy 82 EIS / ROD is necessary. Additional analysis is necessary. Could have significant positive impacts on GHG emissions and VMT if implementable.
	Sage Way Sidewalk Extension	BRT Enhancements	Hold status due to dependence on efforts outside EOTC purview	\$	Hold pending implementation of Access Control Plan to be triggered by Airport redevelopment and/or large developments within the AABC.

Other Efforts Considered - Not to be Pursued at this Time					
	Signal Timing for Transit Speed and Reliability Improvement	BRT Enhancements	Not to be pursued at this time	\$\$	Limited deployment in Pitkin County modeling showed very little effectiveness. Additional modeling for entire Hwy 82 corridor may demonstrate ability to substantively improve transit speed and reliability.
	Airport Terminal BRT Routing	BRT Enhancements	Not to be pursued at this time	\$\$\$	Dependent on Airport terminal redevelopment. Very expensive improvement as down valley BRT line would need to be grade separated to and from the Airport in order to maintain current transit times. Gains in access at airport terminal only with possible detriment to greater BRT system. Significant transit operational issues to be overcome. Other options should be analyzed first.
	HAWK Beacon at Aspen Country Inn	BRT Enhancements	Significant cost	\$\$	Relatively significant implementation cost relative to number of users.

* "Value" is determination based on efforts' ability to support transit through increased access, speed and reliability; reduce greenhouse gas emissions (GHG); and reduce vehicle miles traveled (VMT)

** Efforts are proposed to be carried forward in the second half of 2021 for development of conceptual design by Mead and Hunt utilizing remaining UVTE study funds