Focus Group Meeting #2

Airport Connectivity/Mobility
September 19, 2019
Focus Group

Housekeeping

Involvement:

▪ The Focus Group will be the deliberating body.
▪ Questions will be taken from observers as appropriate and timely.

Focus Group Member participation:

▪ Use of name tents.

Website:

▪ Focus Group and other advisory groups will have their own webpages.
▪ All meeting dates will be posted so that others and public can attend if desired.
▪ Data related to the task at hand will be placed under their particular headings.
▪ Support data (general) still remain on the web where it resides today.
Focus Group

Our Guardrails

What’s not our Mission?
- To solve the entrance to Aspen nor the light rail debates.
- To recommend improvements that fall outside the EA clearance.
  - Work within the constraints of the Airport property.

What is our mission? Visioning not designing. The strategic questions:
- How can we improve airport connectivity?
  - What would more convenient and easy ground transportation to and from the airport look like (for commercial and general aviation)?
  - How can we enhance multi-modal transportation options and create seamless connectivity to transit?
  - How does the Airport fit into the broader regional surface transportation network?

- Stay true to the agreed upon Quality of Life and Environment targets.
- Stay true to the shared common community values across all working groups.
Focus Group

Process: *Steps leading up to a November Recommendation:*

- **Meeting 1 (Aug. 28): Establish a Baseline and Goal Setting.** Panel of local transportation and mobility experts. Identify shared goals and priorities.

- **Meeting 2 (Sept. 19): Develop priorities for Airport/Transit Connectivity.**

- **Meeting 3+ (Oct. 2): Explore Airport/Transit Connectivity.** Discussion based on values and priorities developed in Meeting 2.
  - Aligning, formalizing and voting on recommendations. Answering strategic questions – what does success look like for airport connectivity?
  - Report out to Airport Vision Committee Nov. 13
Focus Group

Meeting #2 – Agenda (4-7pm)

Mission – How does the Airport fit into the broader regional surface transportation network?

• Meeting #1 follow-up, polling results and additional data – 30 minutes (4:30)

• Innovative ground transportation examples from other airports – 45 minutes (5:15)
  ▪ Miami, Charlotte, Burbank

• Prioritize and evaluate ground transportation options by mode – 90 minutes (6:45)

• Next meeting dates and path forward – 15 minutes (7:00)
EA Proposed Projects

Figure 1-1  Proposed Projects
Experience Working Group

EA Proposed Projects
EA Proposed Projects

Experience Working Group

Technical Working Group
Focus Working Group

Experience Working Group

Technical Working Group

Technical Working Group

EA Proposed Projects
EA Proposed Projects

Focus Working Group
Experience Working Group
Technical Working Group

Figure 1-1  Proposed Projects
Focus Group

Aspen
Airport
Downvalley

Snowmass

Meetings #2+

Meeting #1
Guiding Principles

- Reduce overall airport emissions (aircraft & facilities) by 20-30%
  [Target for Overall Airport Emissions]

- Reduce noise levels by 20-30%
  [Target for Airport Noise Intensity]

- Accommodate limited growth
  [Commercial Enplanement Target of .8%]
Ground Transportation and Community Values

*Sticky dot exercise #1:*

Identify the top three modes that best meet our values *(3 green dots)*
## Ground Transportation and Community Values

<table>
<thead>
<tr>
<th>Mode</th>
<th>Best Meets Our Values</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Noise/Emissions/Growth</td>
</tr>
<tr>
<td>Mass Transit</td>
<td></td>
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<tr>
<td>Multi-Modal (ped/bike)</td>
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<tr>
<td>Hotel Shuttles</td>
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<td>Ride Sharing (taxi/Lyft/Uber)</td>
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<tr>
<td>Private Vehicles/Parking</td>
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<tr>
<td>Rental Vehicles/Parking</td>
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</table>
Focus Group

Meeting #2 – Objectives

• Review Meeting #1 polling:
  ▪ How can we improve airport connectivity?

• Review innovative ideas from other airports

• Prioritize and evaluate ground transportation options by mode based on ASE Vision goals and values
Focus Group

Polling Results

• Meeting #1 polling: How can we improve airport connectivity?
  ▪ What do you see as the single greatest opportunity?
  ▪ What do you see as the single greatest challenge?
Focus Group

Polling Results: Summary of Opportunities

• How can we improve airport connectivity: What do you see as the single greatest opportunity?
  ▪ Enhance weather-proof mass transit service to make it faster, more reliable and more attractive for users (e.g., BRT, airport shuttle, hotel vans, electric trains)
  ▪ Encourage public transportation to reduce harmful greenhouse gasses and decrease automobile traffic
  ▪ Building flexible parking facility/intermodal transit center that can adapt with future technology
  ▪ Leverage easy access to major transportation corridor (Hwy 82)
  ▪ Incentivize mass transit over private vehicular traffic and parking on airport grounds
  ▪ Make the airport a mobility hub for regional transportation beyond plane travel
  ▪ Better alignment of traffic flow under the Marolt
Focus Group

Polling Results: Opportunities

• How can we improve airport connectivity: What do you see as the single greatest opportunity?

1. Upgrade airport to allow mainline aircraft, which will not be subject to the pilot shortage at the regional airlines.
2. Getting the bus system to work for more arriving and departing passengers.
3. To have the opportunity do design a flexible airport that can change as the planes in the future change.
4. The chance to walk the talk of 'green transportation' and possible help reduce traffic load on Highway 82.
5. Making public transit convenient in the winter.
6. Enhance transit service to make it faster, more reliable, and more attractive for users: Use the existing BRT station on Highway 82, stop buses at the terminal doors, or create a designated airport transit shuttle. Options that use the BRT station would require some type of weather-protected connection to the terminal doors (e.g., covered and/or moving walkway).
7. Creating a network between the airport, Aspen, Basalt, and Snowmass Village that encourages the use of public transportation to reduce harmful greenhouse gasses and decrease automobile traffic.
8. The airport is located so close to the major transportation corridor (Hwy 82) that access is easy.
9. Best transport is Gant and other hotel vans
10. To foster greater use of environmentally-friendly regional mass transportation (based on BRT) by implementing scheduled shuttle service between ASE and down valley locations, Snowmass and Aspen, while simultaneously instituting disincentives for private vehicular traffic by limiting parking on airport grounds and increasing onsite parking fees. ASE’s constricted footprint makes its scarce real estate almost too valuable to waste it on parking. Consequently, by moving ASE’s parking to offsite locations that would be serviced by BRT (especially long-term, rental car and employee parking lots), a significant amount of ground area will become available for additional apron tarmac and the inevitable “second” expansion of the terminal 20-25 years down the road.
11. Make the airport a mobility hub for regional transportation beyond plane travel.
12. Aspen to Airport Direct buses or shuttles. Having to walk to the street and stand on the highway with ones luggage is a befitting welcome to Aspen.
13. Building a parking facility/intermodal transit center that will alleviate the parking/transport problems at KASE for the next 50 years.
14. Better alignment of traffic flow under the Marolt.
15. Electric train into town connecting the airport. No cars or busses needed.
Focus Group

Polling Results: Challenges

• How can we improve airport connectivity: What do you see as the single greatest challenge?

1. Pilot shortage at the regional airlines. Chip Child, CEO of Skywest Airlines warned congress of a “pilot shortage which will ground two thirds of the regional fleet”
2. Curbside service
3. The greatest challenge we face is that we have to try and make an airport that is functional and also not something that disrupts our town.
4. Currently and in the foreseeable future, the Aspen airport only has ONE road option leading to and from the airport.
5. Staging parking near the airport.
6. Parking -- both long- and short-term
7. Bureaucracy.
8. People who are resistant to change.
9. Avoiding stupid transport that has ruined and cluttered Aspen, instead work with the hotel vans and regular taxis.
10. The biggest challenge to realize the above goal is restricting the FG’s recommendations to ONLY the EA’s subject area. This constraint eliminates any near-term opportunity to develop offsite private vehicular parking for ASE that would have the positive effect of inducing greater use of BRT.
11. The city of aspen working together with the county and airport.
12. Getting people to take the bus.
13. Not enough time to do our job to investigate, evaluate, build consensus and report to the vision committee, lack of focus on the particular transportation needs of KASE, tendency to get distracted bells and whistles and to forget the fundamentals.
14. 4 lanes shrinking to 2 and the traffic congestion it creates
15. City government biased against novel thinking.
Focus Group

Summary of Additional Data, Questions and Comments

• Additional themes (questions/comments) from Focus Group members
  ▪ Request for data on ground transportation mode choice for air travelers
  ▪ Request for existing parking inventory and EA findings regarding parking
Focus Group

Summary of Ground Transportation Modes of Air Travelers

ASE Ground Transportation Mode Comparison

- Enplanements
- Rental Car Days
- Shuttle/Limo Pickups
- Taxi Pickups
- TNCs (Uber, Lyft)

*approximate percentage of enplanements
Focus Group

Ground Transportation Modes of Air Travelers

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>%</th>
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<tbody>
<tr>
<td>2016</td>
<td></td>
<td></td>
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<tr>
<td>Taxis</td>
<td>24,387</td>
<td>36.7%</td>
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<tr>
<td>Shuttles/Limos</td>
<td>42,051</td>
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<table>
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<th>Total</th>
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<tr>
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<tr>
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<table>
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<tr>
<td>2018</td>
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<tr>
<td>Taxis</td>
<td>25,087</td>
<td>34.3%</td>
</tr>
<tr>
<td>Lyft</td>
<td>154</td>
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<tr>
<td>Uber</td>
<td>1,330</td>
<td>1.82%</td>
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<tr>
<td>Shuttles/Limos</td>
<td>46,536</td>
<td>63.6%</td>
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<tr>
<td>Total</td>
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<table>
<thead>
<tr>
<th>Year</th>
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<tbody>
<tr>
<td>2019 (Jan-Jun)</td>
<td></td>
<td></td>
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<tr>
<td>Taxis</td>
<td>13,053</td>
<td>29.8%</td>
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<tr>
<td>Lyft</td>
<td>1,027</td>
<td>2.34%</td>
</tr>
<tr>
<td>Uber</td>
<td>5,228</td>
<td>11.94%</td>
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<tr>
<td>Shuttles/Limos</td>
<td>24,493</td>
<td>55.9%</td>
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<td>Total</td>
<td>43,801</td>
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## Auto Parking

### ASE Auto Parking Capacity: Current Conditions

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<thead>
<tr>
<th>Category</th>
<th>Existing</th>
<th>With Short Term Improvements</th>
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<tbody>
<tr>
<td>Public Parking (Short and Long Term)</td>
<td>279</td>
<td>371</td>
</tr>
<tr>
<td>Employee Parking</td>
<td>160</td>
<td>160</td>
</tr>
<tr>
<td>Rental Car (Ready/Return)</td>
<td>61</td>
<td>61</td>
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<tr>
<td>Rental Car (Service/Storage)</td>
<td>180</td>
<td>172</td>
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<tr>
<td>Hotel Shuttles</td>
<td>24</td>
<td>24</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>704</strong></td>
<td><strong>788</strong></td>
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</table>
Focus Group

Recent ASE Parking Changes
2018 Environmental Assessment
Examples of Innovative Ground Transportation
Innovation in Ground Transportation

Trends and Disruptors

• TNCs (Lyft/Uber)
• Autonomous vehicles
• Managing demand through pricing
• Others (mass transit/parking)
Miami Intermodal Center
(example for illustrative purposes only)

https://www.transportation.gov/tifia/financed-projects/miami-intermodal-center
Charlotte Airport Regional Plan
(example for illustrative purposes only)
Charlotte Airport
Grade-Separated LRT
(example for illustrative purposes only)
Burbank Intermodal Center
Bob Hope Airport
(example for illustrative purposes only)

Prioritizing and Evaluating Ground Transportation Options
Evaluating Ground Transportation Options Based on ASE Vision Goals and Values

**Sticky dot exercise #2:**

1. *Prioritize your top five mode options* (5 blue dots)

2. *Select space allocation/sizing preferences* (5 red dots)
## Evaluating Ground Transportation

<table>
<thead>
<tr>
<th>Mode</th>
<th>Priority</th>
<th>Space Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mass Transit: Bus Rapid Transit (BRT)</td>
<td></td>
<td>Increase</td>
</tr>
<tr>
<td>Mass Transit: Airport Circulator</td>
<td></td>
<td>Decrease</td>
</tr>
<tr>
<td>Mass Transit: Light Rail Transit (LRT)</td>
<td></td>
<td>Maintain</td>
</tr>
<tr>
<td>Mass Transit: Gondola/Tramway</td>
<td></td>
<td>Increase</td>
</tr>
<tr>
<td>Multi-Modal (ped/bike)</td>
<td></td>
<td>Decrease</td>
</tr>
<tr>
<td>Hotel Shuttles</td>
<td></td>
<td>Maintain</td>
</tr>
<tr>
<td>Ride Sharing (taxi/Lyft/Uber)</td>
<td></td>
<td>Increase</td>
</tr>
<tr>
<td>Private Vehicles: Pick Up/Drop Off</td>
<td></td>
<td>Decrease</td>
</tr>
<tr>
<td>Personal Vehicles: Parking</td>
<td></td>
<td>Maintain</td>
</tr>
<tr>
<td>Rental Vehicles/Parking</td>
<td></td>
<td>Increase</td>
</tr>
</tbody>
</table>
Evaluating Ground Transportation Options

Key takeaways:

1. What stands out? (i.e., themes, trends, outliers, tradeoffs)

   - Note: Potential implications for airport layout, implementation, revenue and funding will be explored during Meeting #3
Upcoming Focus Group Meetings

• Establish next meeting dates:

  ▪ **October 2** – Plenary + Focus Group Meeting #3 – Explore Airport/Transit Connectivity

  ▪ **TBD: October 16** – Focus Group Meeting #4 – Align, Formalize and Vote on Recommendations