



Aspen  
Citizens  
Academy

# Caring for Aspen



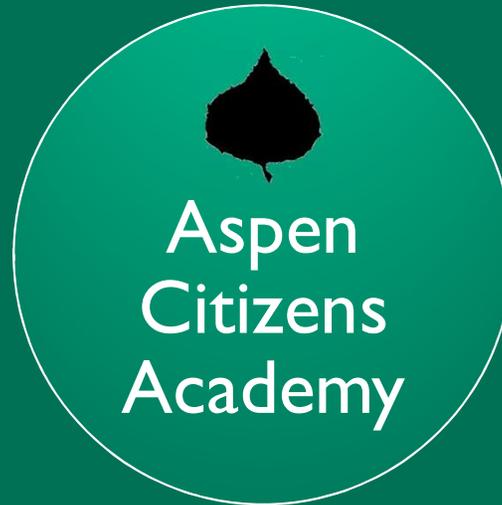
## Agenda:

- Introduction
- Public Works Overview
- Asset Management
- Street & Fleet
- Water
- Electric
- Transportation
- Parking
- Entrance to Aspen

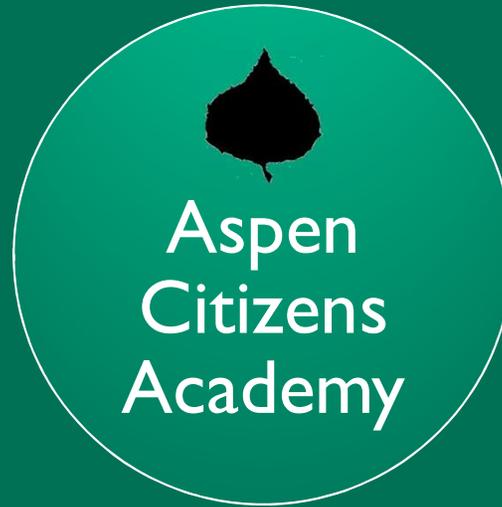


Aspen  
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Welcome



# Public Works



# Asset Management



Aspen  
Citizens  
Academy

Street Department



# Agenda

- Mission
- Who We Are
- What We Do
- Funding
- When to Call Streets
- Q&A



# Mission

- To keep Aspen streets as safe as possible for pedestrians and motor vehicles
- We serve both the citizens and visitors of Aspen



# Who We Are

Fleet

Street





# What We Do

## Year-Round





# What We Do

Summer

Fall



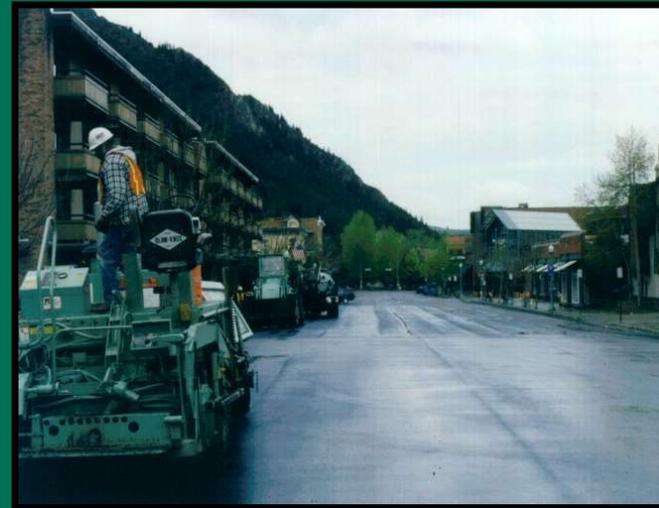


# What We Do

Winter

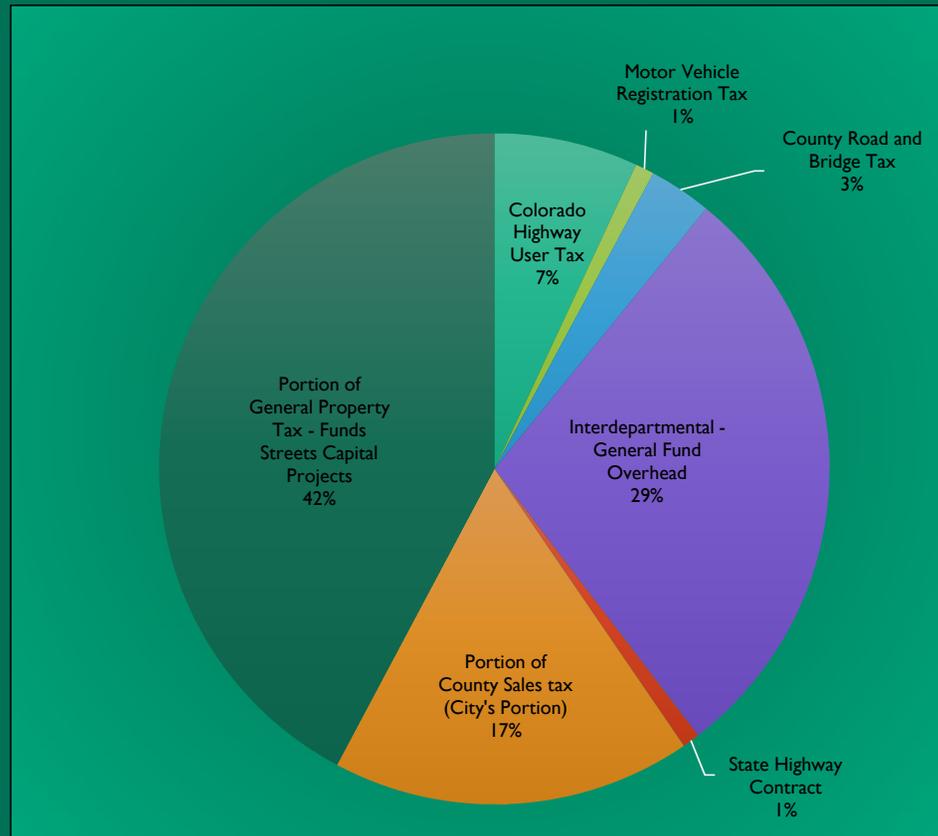


Spring





# 2016 Funding Sources: \$3,576,910





## When To Call Street

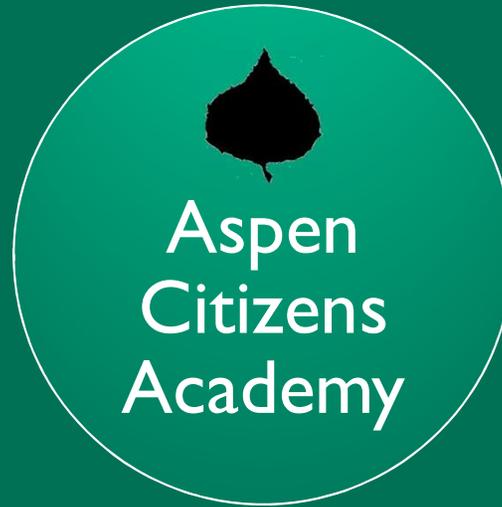
- Need plowing or street sweeping
- Need street sign replacement
- Spring Clean-Up





## Recap

- Call us for plowing, street sweeping, and sign replacement
- Participate in the Spring Clean-Up!
- We are here to keep Aspen streets as safe as possible for pedestrians and motor vehicles



# Aspen's Water



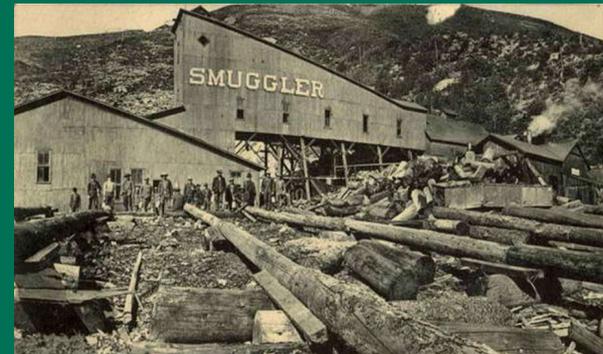
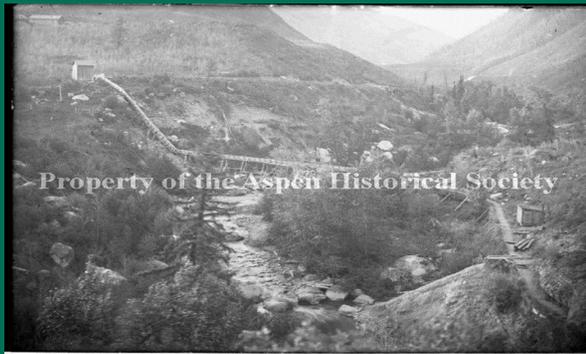
# Agenda

- Introduction
- History
- Who we are
- Customers
- Source
- Making Water
- Distribution
- Hydroelectric and Raw Water
- Questions



# History

Mining/Industry drove the development of water infrastructure in Aspen



The first time water was delivered to hydrants and residents of Aspen was March 1886 and was supplied by a 11,725 foot long wooden flume from Castle Creek.



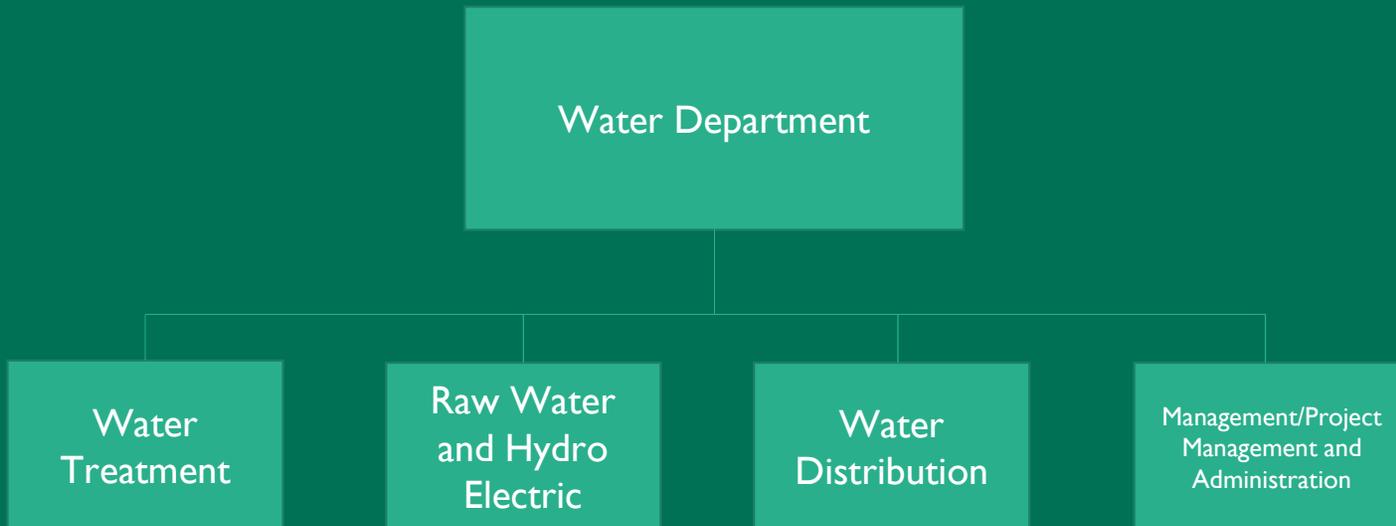
# History

1965-1966 Winter -- Outbreak of Giardia



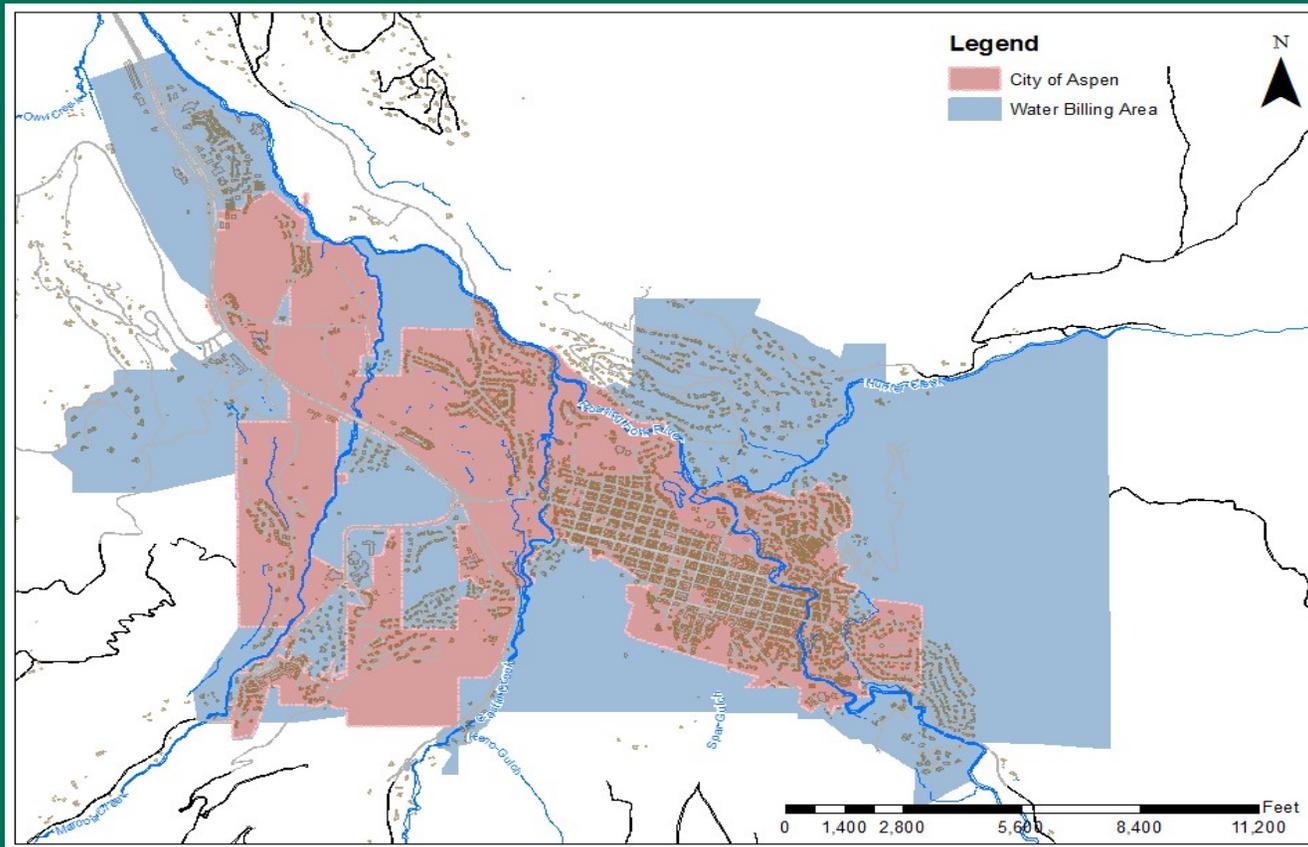


# Water Department—Who we Are





# Customers – where we serve





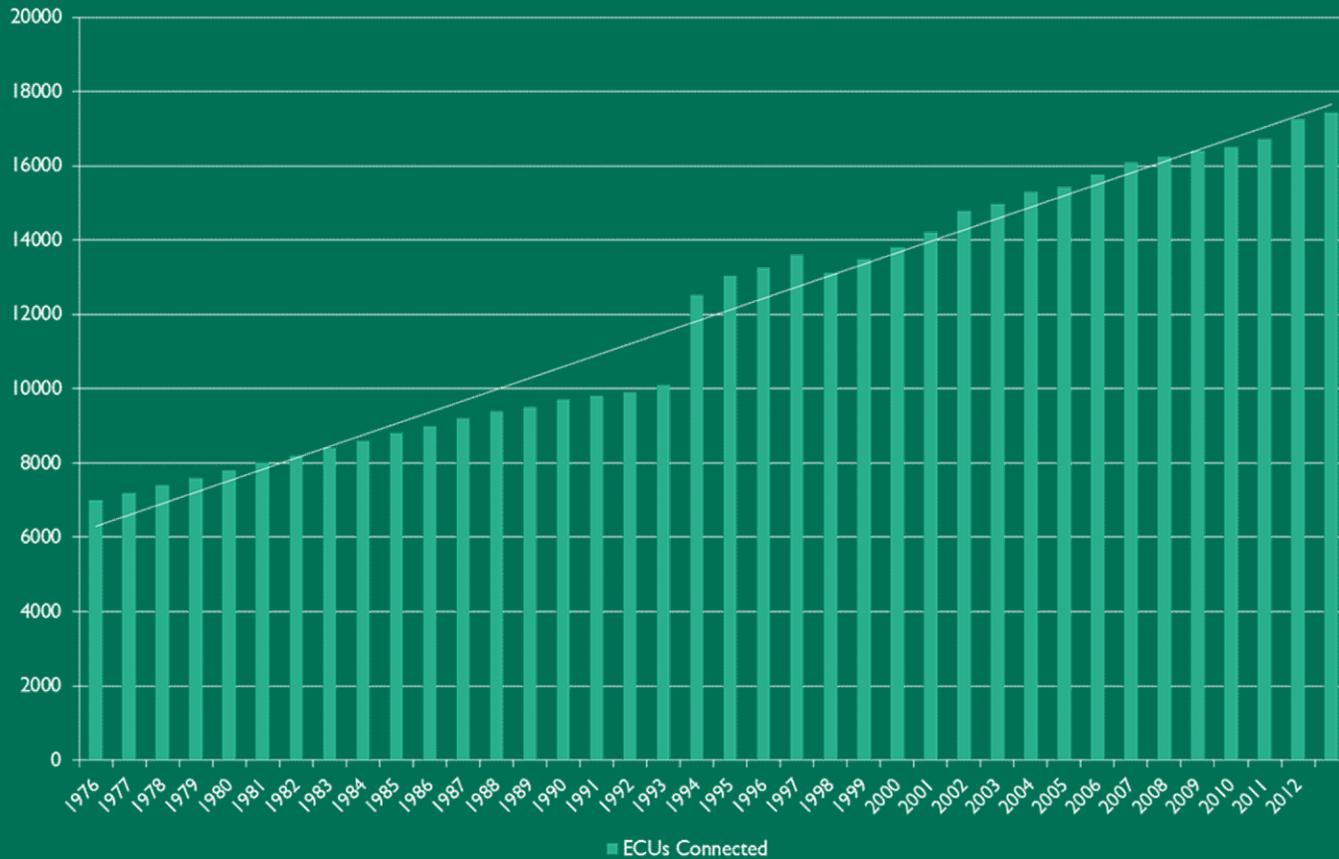
## Customers – who we serve

- 3910 customer accounts
- 73 Raw water accounts
- 53,543,000 potable gallons per year to snowmaking
- 1,300,000,000 gallons of potable water sales



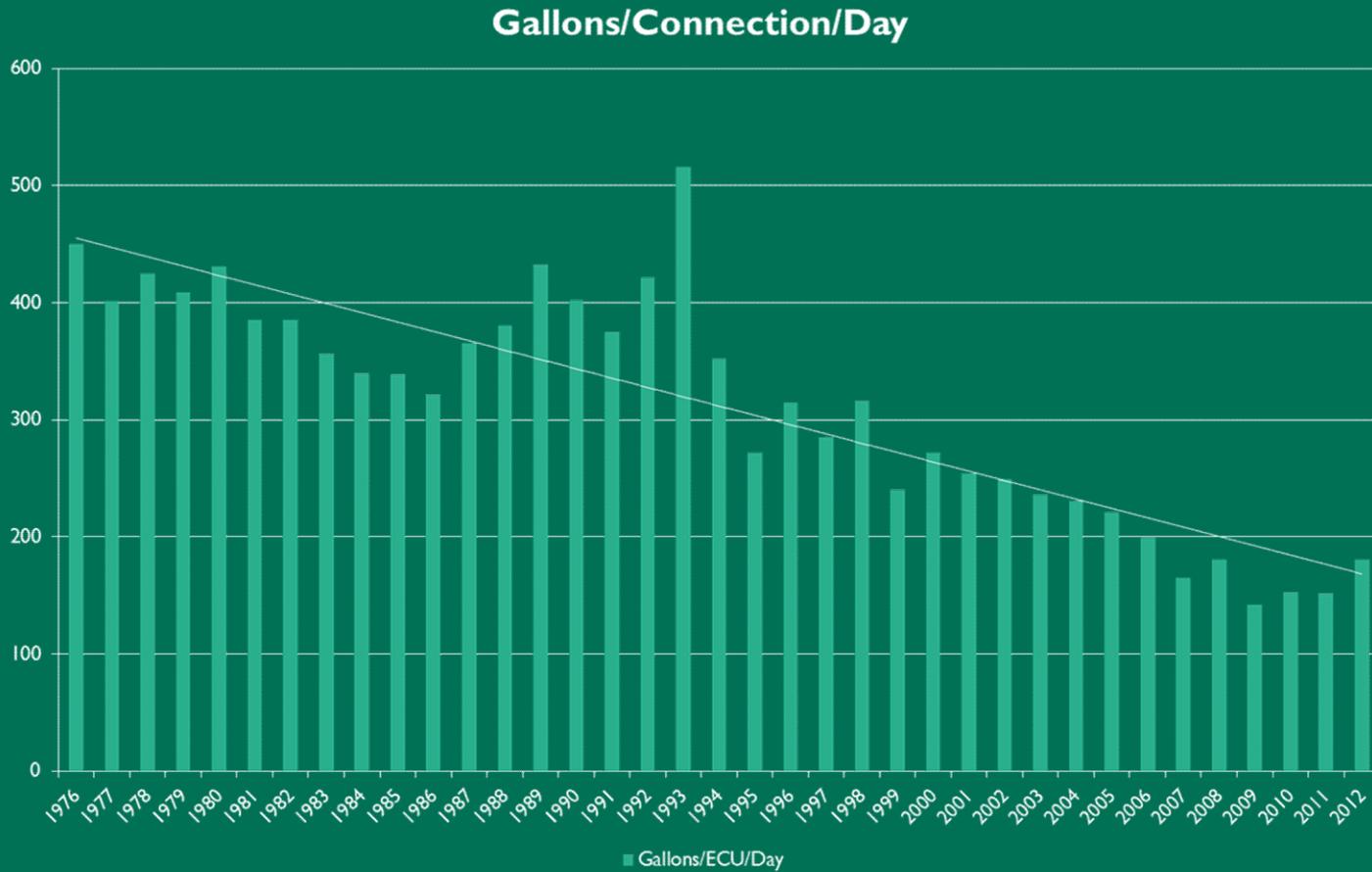
# Customers – Connections

## Water Connections



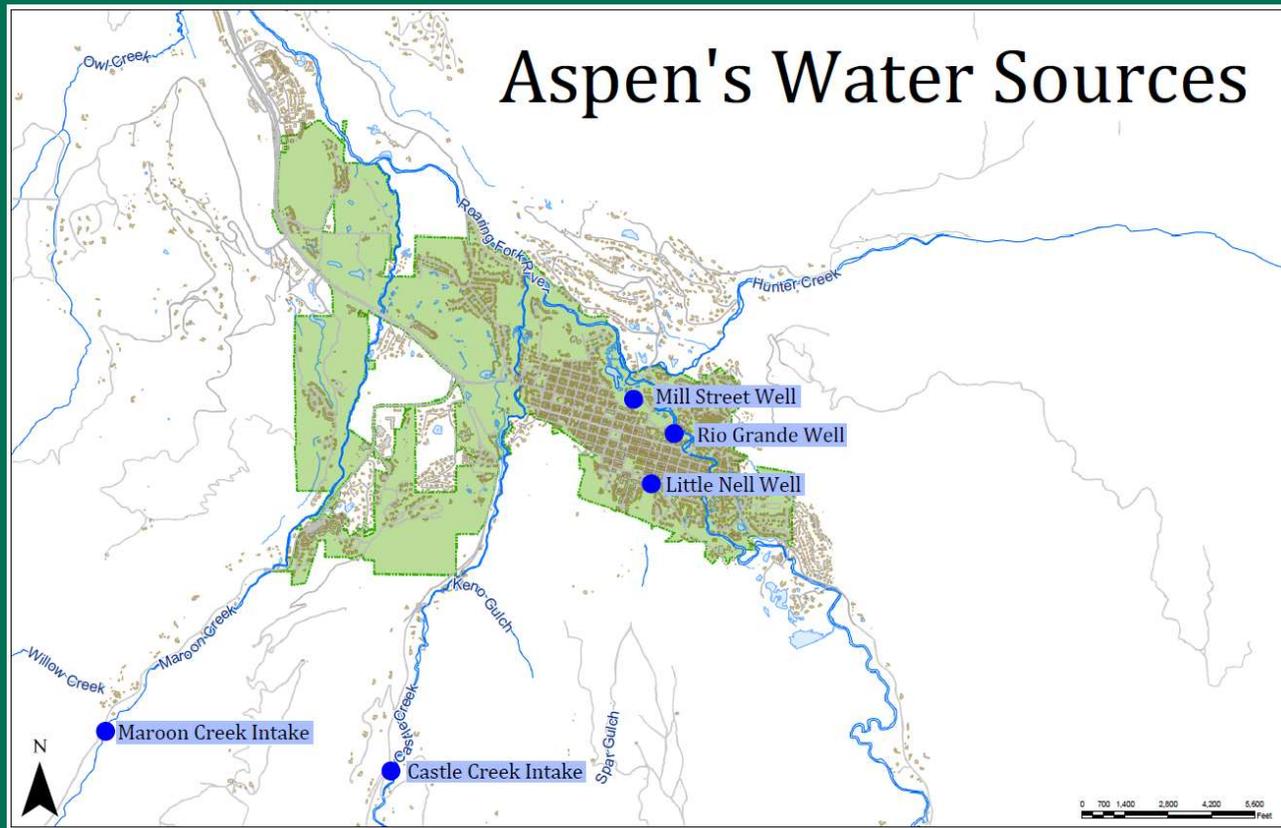


# Customers – Conservation



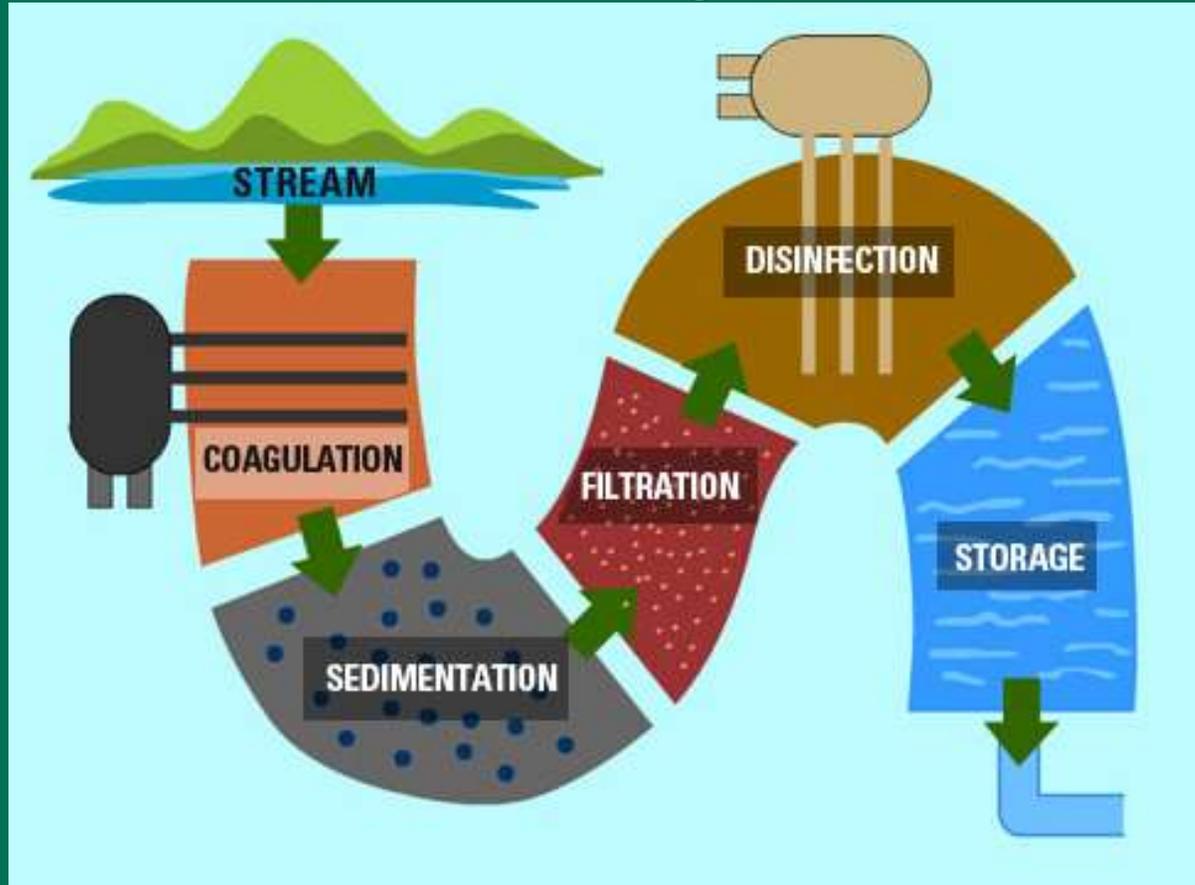


# Potable Sources





# Treatment – “Making” our Water





## Distribution – Water to Customers

- The Distribution System Carries Treated Water from the Water Treatment Plant to our customers tap
- 84 miles of mainline
- 850 Fire hydrants
- 14 Storage Tanks
- 17 Pump stations
- 10,000,000 gallons of treated water storage



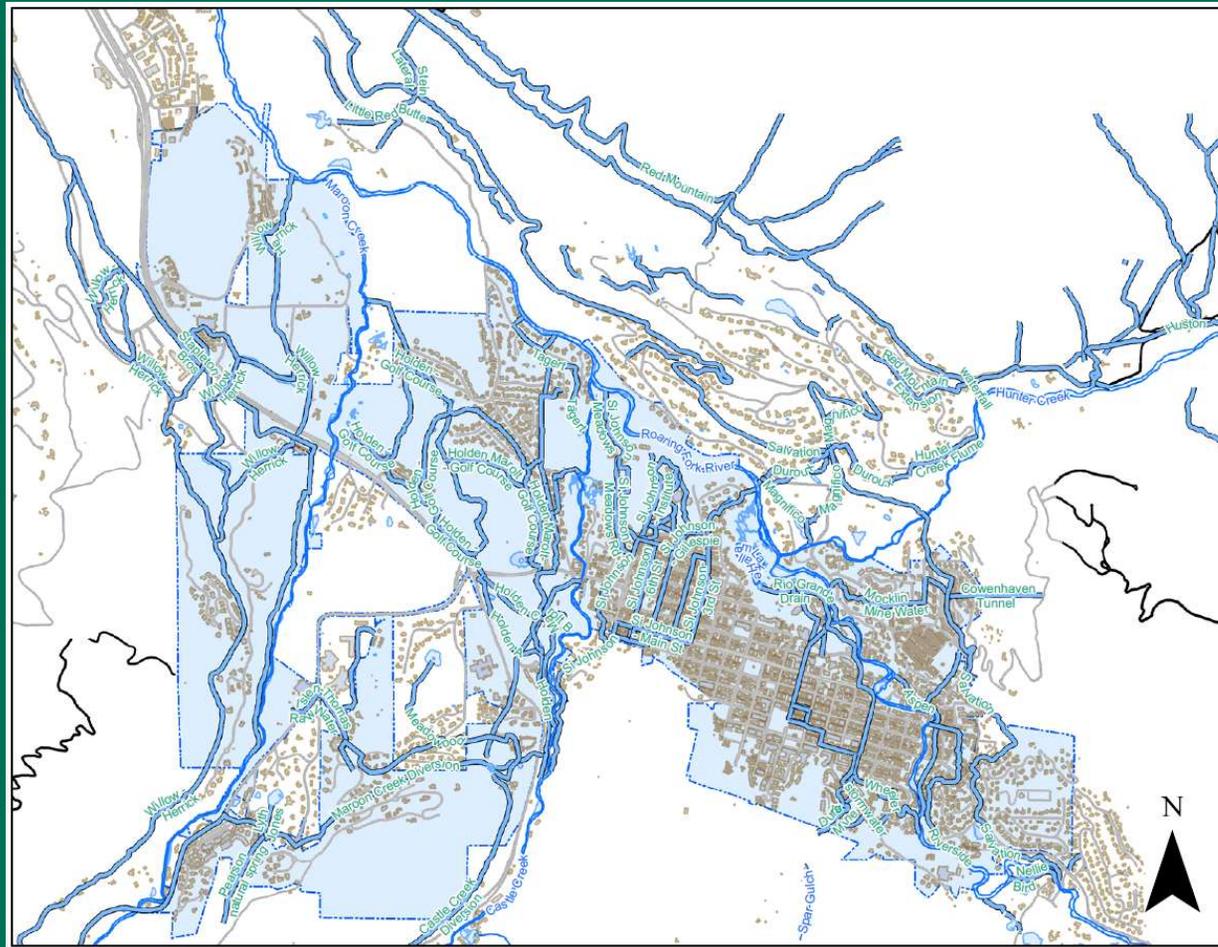
## Raw Water – Ditches

- There are over 28 miles of ditches within City limits
- Ditches provide water for many of the City Parks, the Urban Forest and provide a unique amenity throughout town
- Ditches and their water is an important resource that has helped Aspen grow and prosper throughout our history



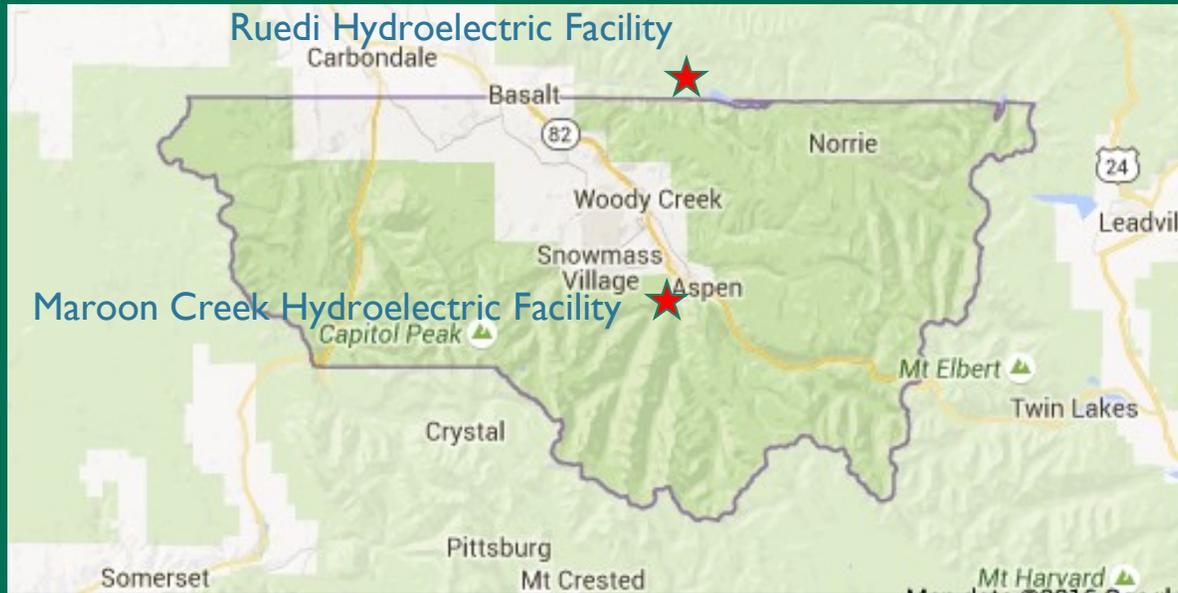


# Raw Water – Ditches





# Local Hydroelectric





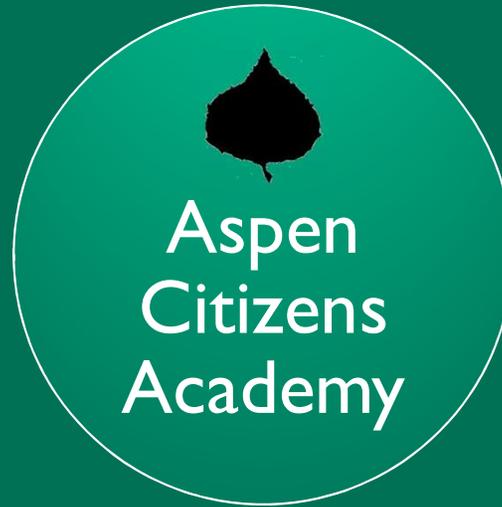
# Hydroelectric





# Q&A





# Aspen's Electricity



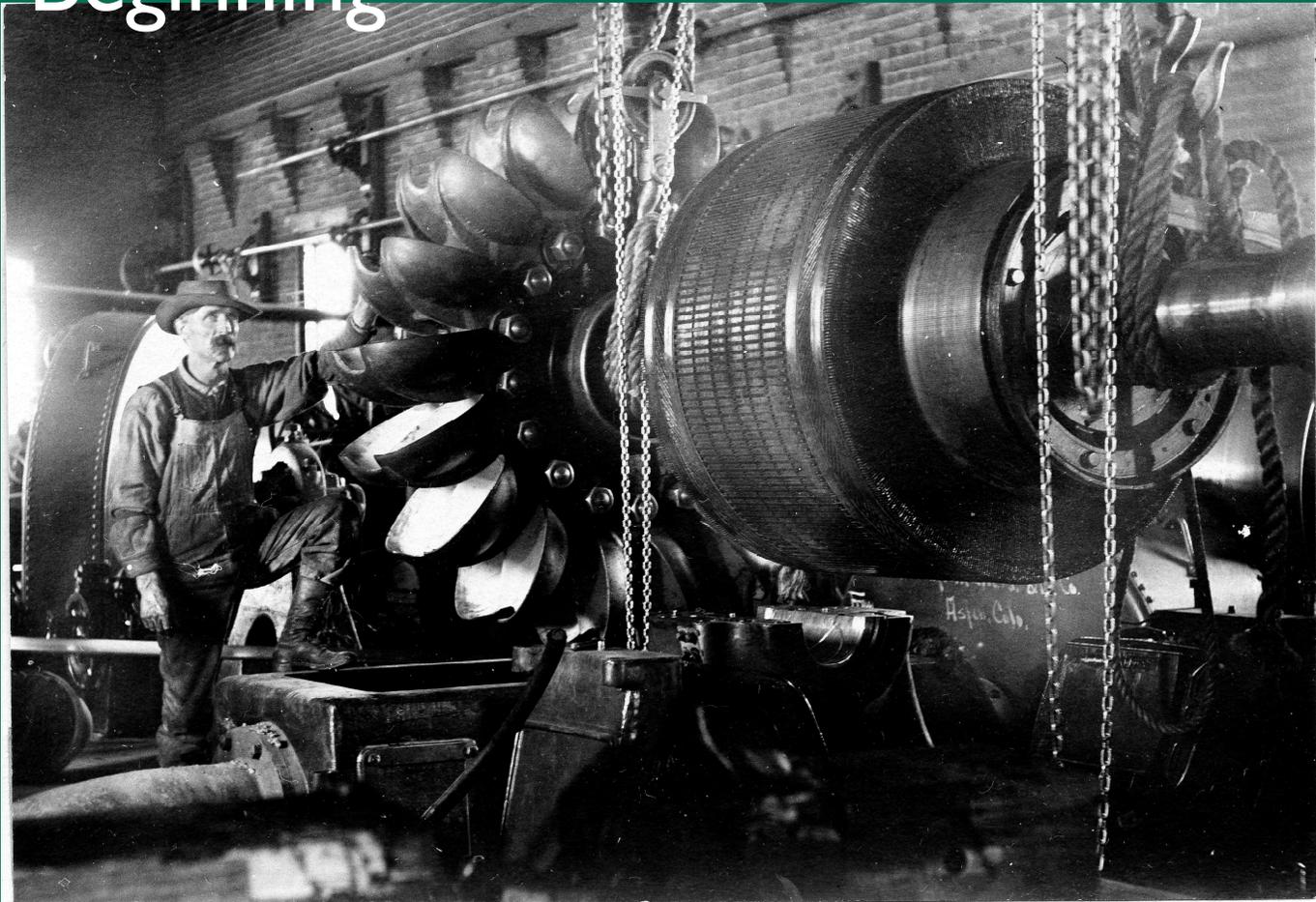
# Agenda

- History to a Municipal Electric
- Services and Service Areas – Aspen Core
- Pathway to 100% Renewable Energy Supply
- Partnership – MEAN
- Value - Comparative Costs
- Summary



# History – The Beginning

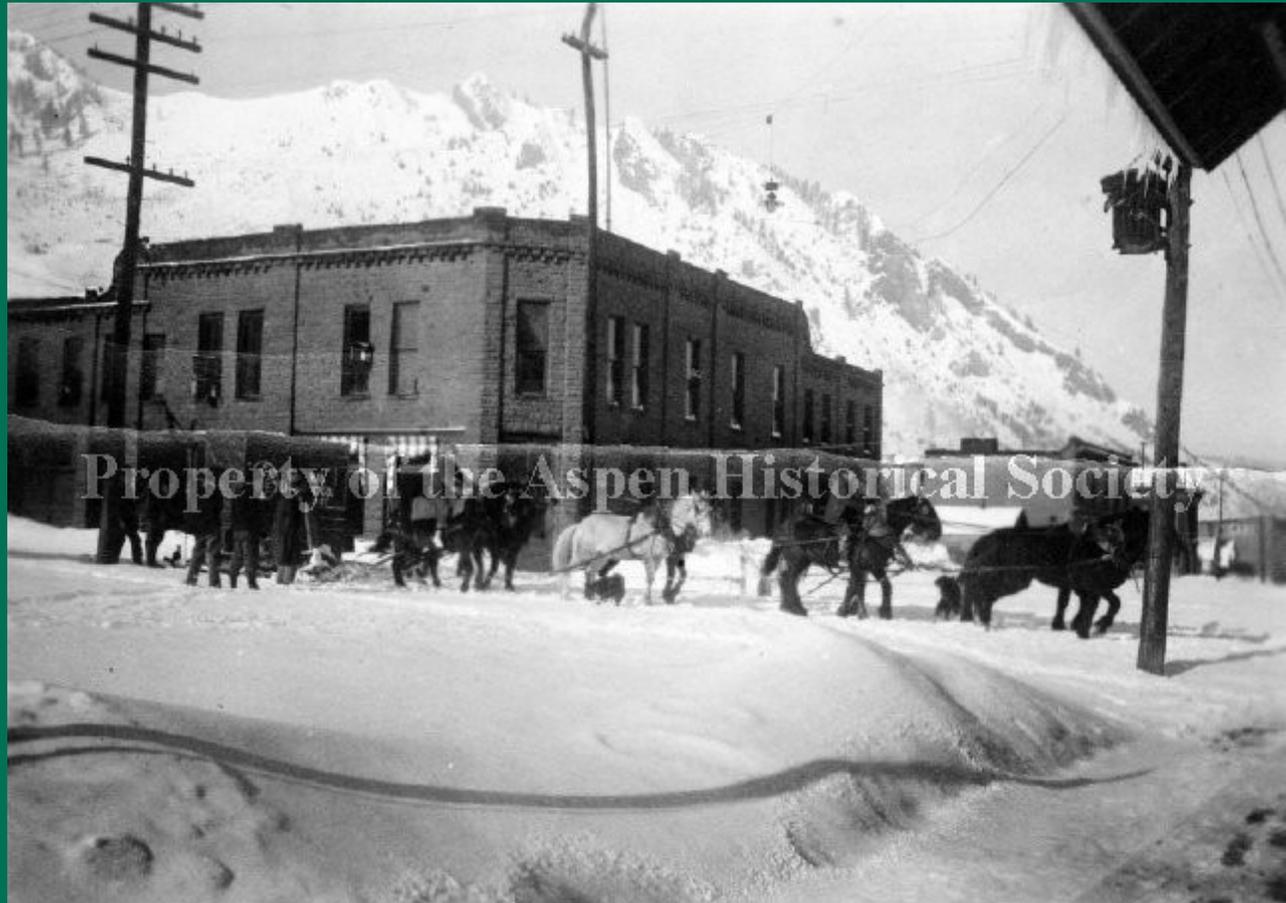
- Mining
- Hydroelectricity
- Street Illumination
- Basalt to Independence Pass





## History – Early Years

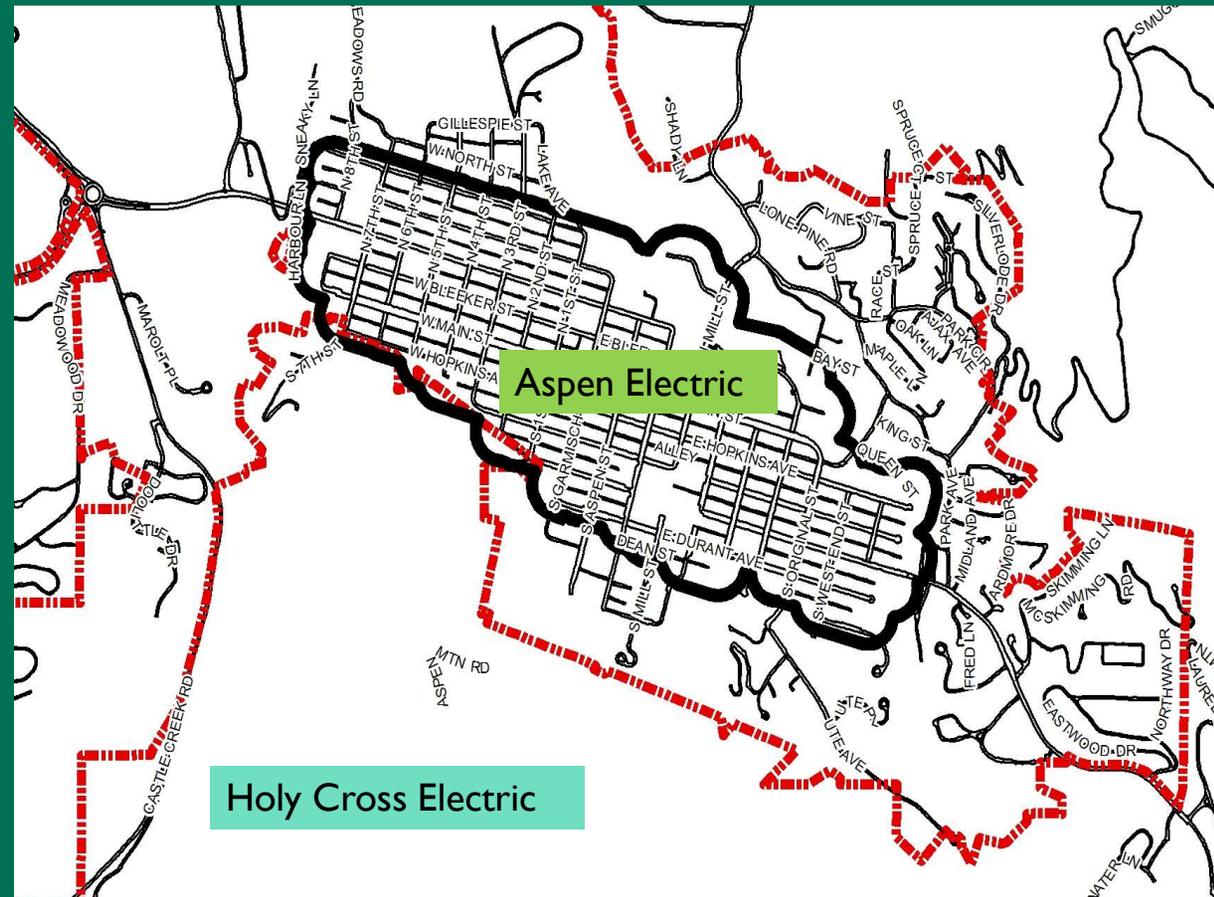
- **1936** Rural Electrification Act
- **1950's** - Grid Connected
- **1956** – City of Aspen Municipal Electric
- Electric System and Water System intertwined





## Services and Service Area

- 3,067 Meters
- Serving Aspen Core
- Underground System
- Street lighting
- Energy Efficiency and Conservation
  - Tiered Rates
  - Rebates/Programs
  - REMP, CORE, GUEP



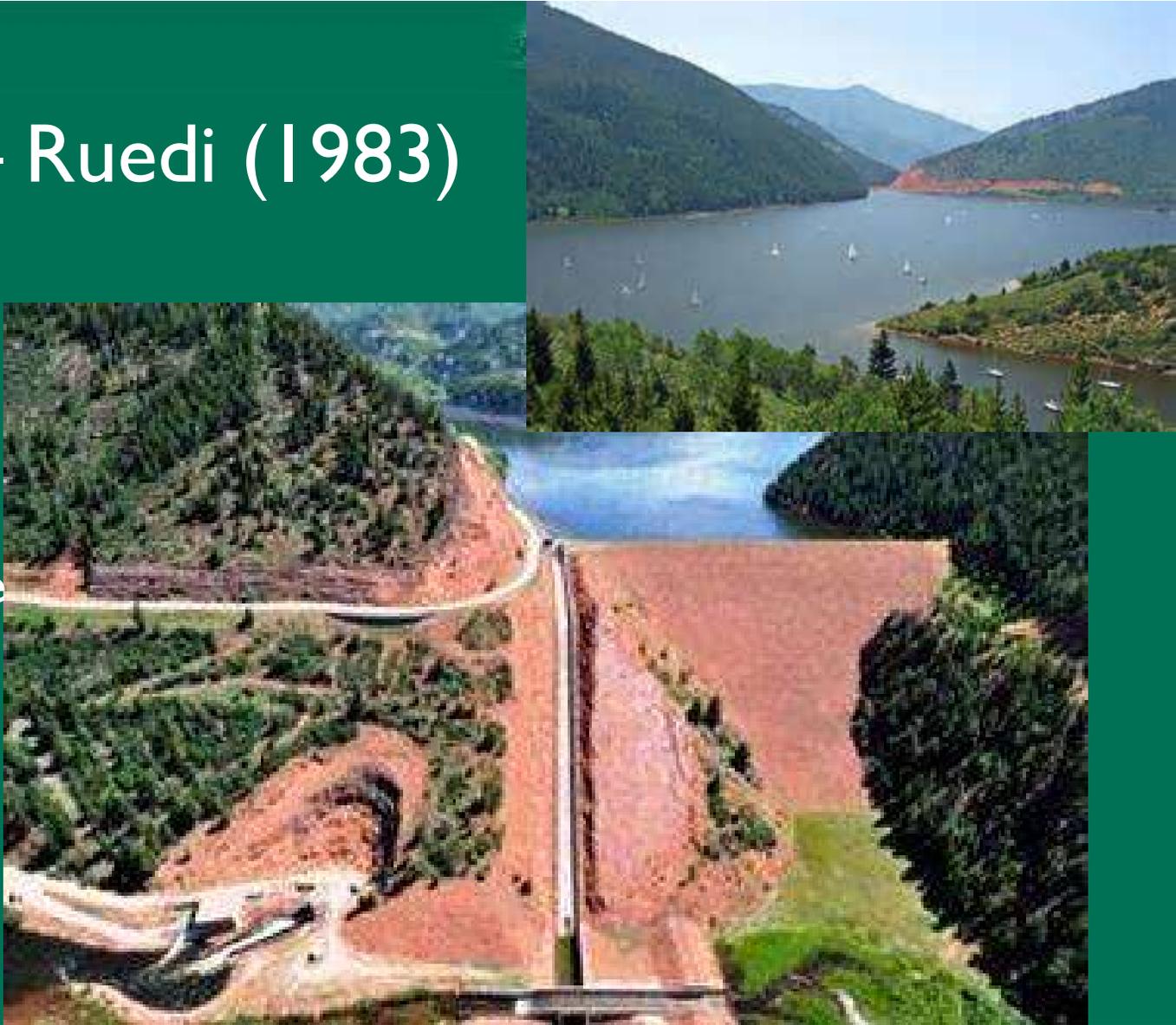
## System Supplies – WAPA (1980s)

- 6% of Aspen's Electricity
- **Federal Gov't Long-term Energy Allotments**
- Energy from BoR Large Hydro Projects.
- **Low Cost**



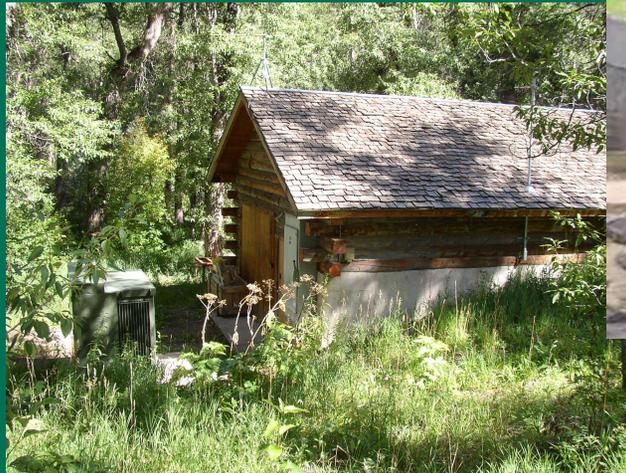
## System Supplies – Ruedi (1983)

- **25%** of Energy
- **1st** of Aspen's "New Renewables" Projects
- **In the Valley** - on Fryingpan River above Basalt
- **Owned/Paid off**



# System Supplies – Maroon Creek

- 2.5% of Energy
- Headgate for water and energy
- **Local** energy production
- **Owned/Paid off**
- **Micro Hydro Opportunity**



## System Supplies – Wind (1990)

- ~55% of Energy
- Wind Comes from 5 Different Wind Farms, Located in SD and CO
- **Wind Pioneers**





## System Supplies – Ridgway (2014)

- ~24% of energy
- In SW CO, near Ridgway
- Aspen was Impetus for Project Construction
- Aspen Purchases **8 Months of Energy Output (Oct-May)**





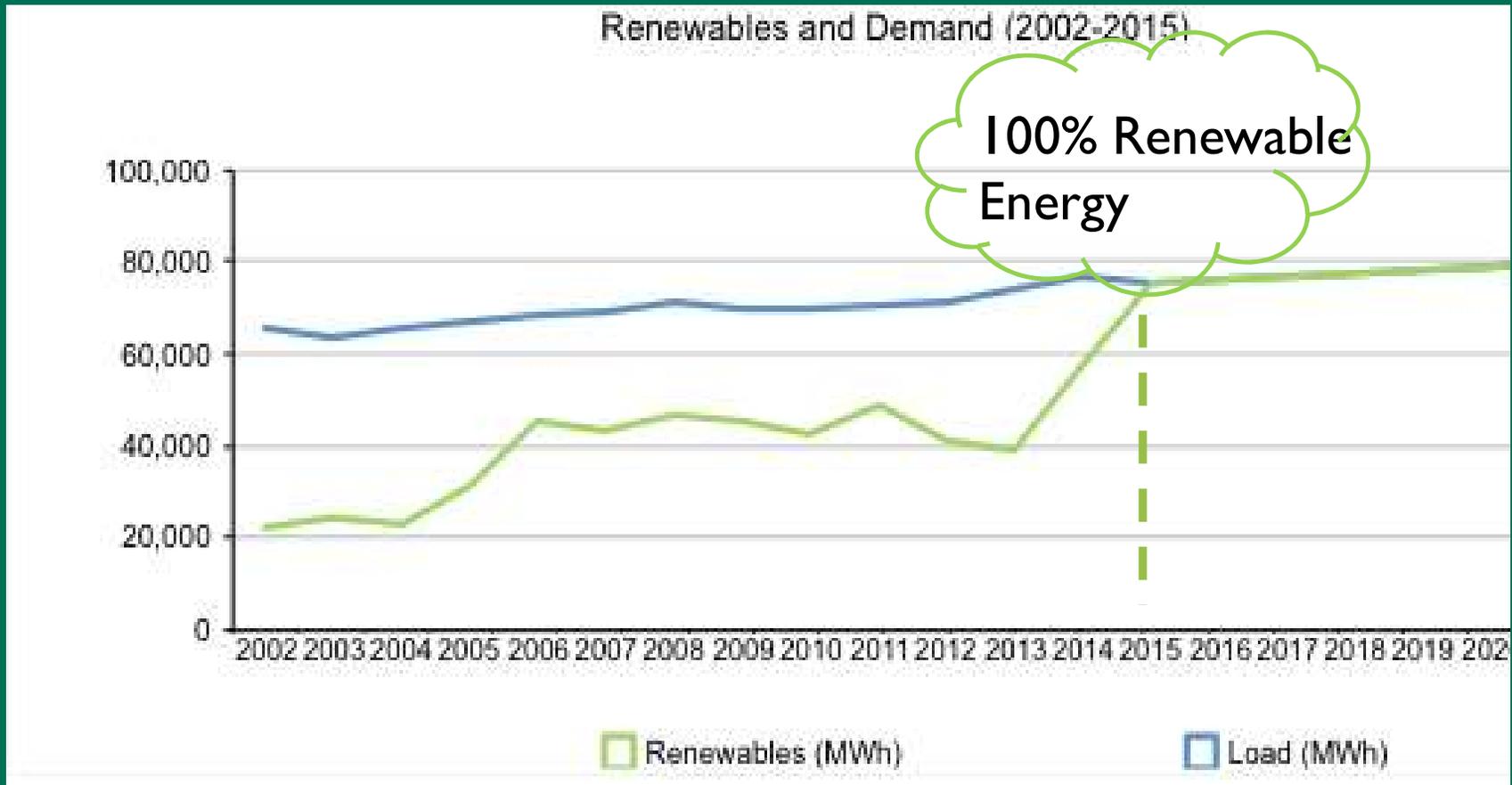
## System Supplies – Solar and LFG

- ~2.5% of energy
- Solar Distributed Throughout Aspen
- Landfill Gas Plant Located Near Des Moines, IA



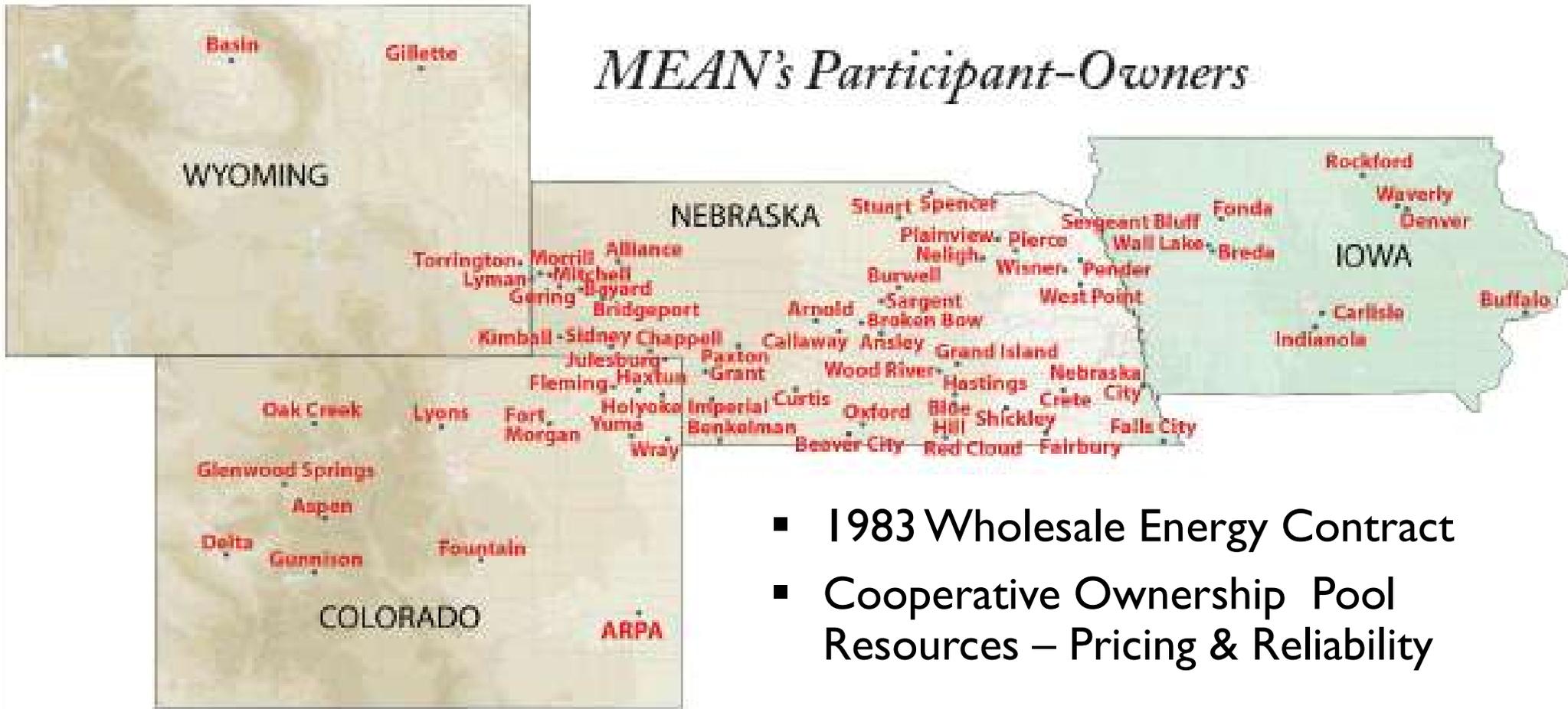


# Renewables and Demand





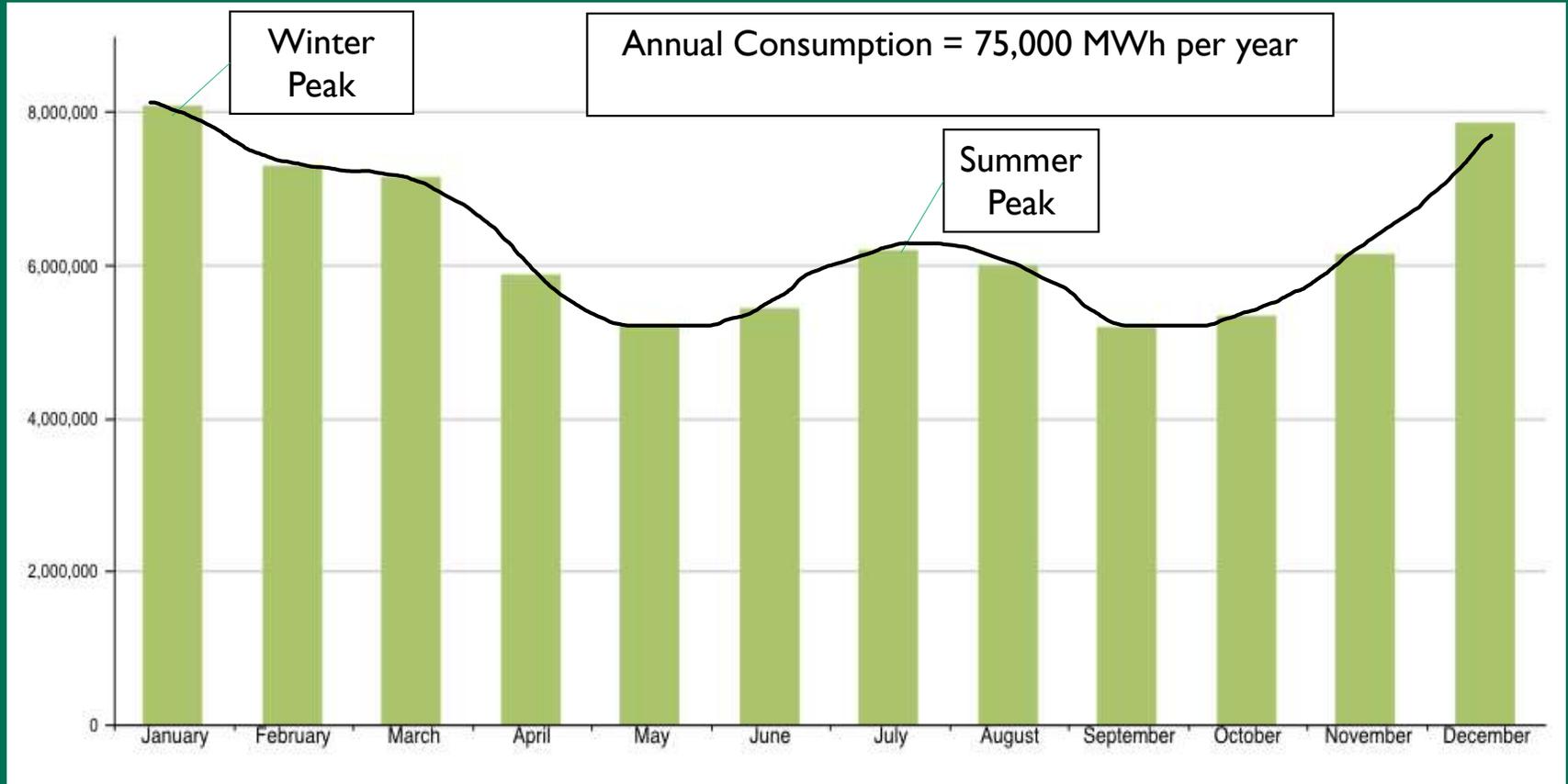
# Partner – Municipal Energy Agency of Nebraska

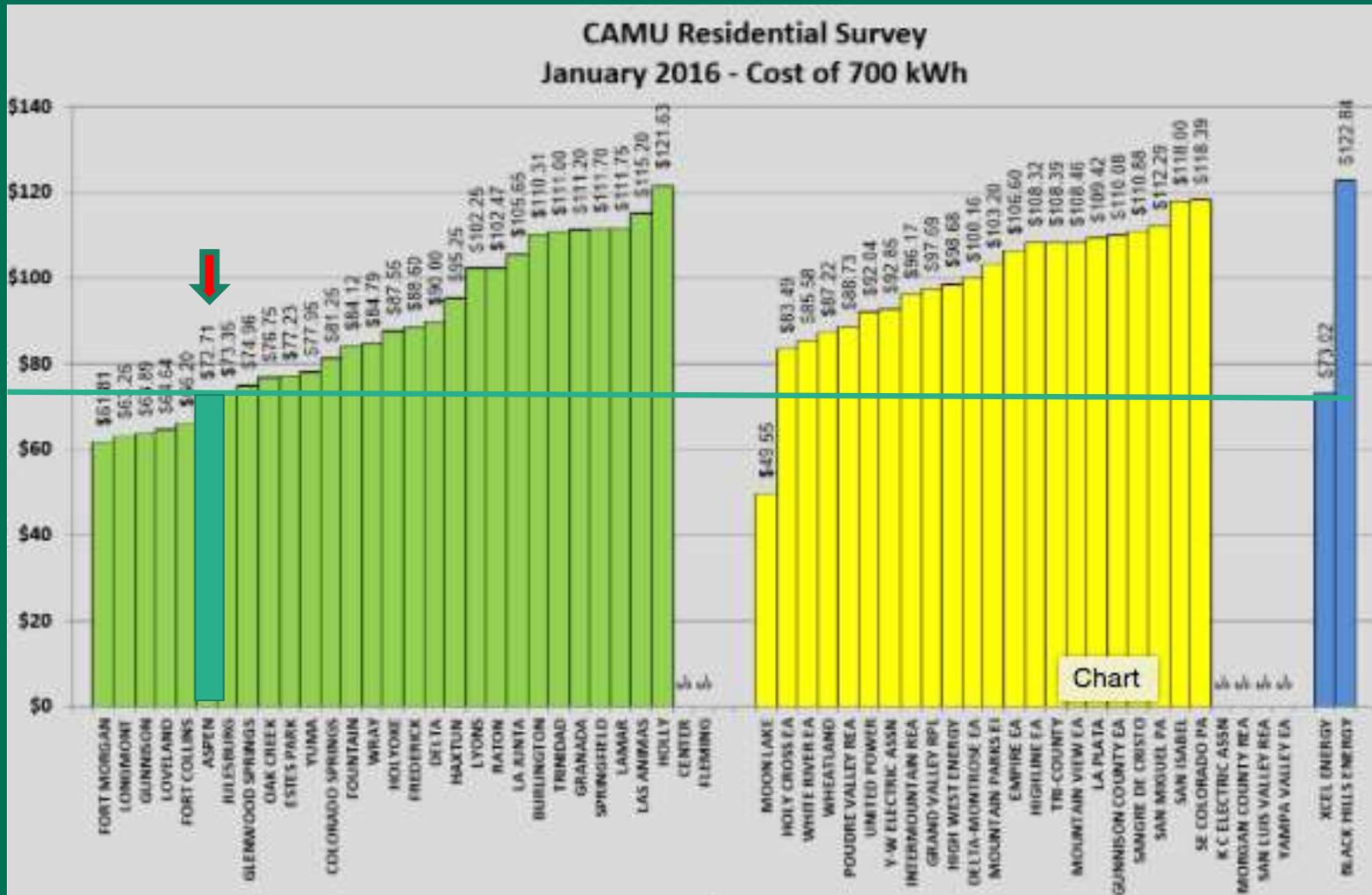


- 1983 Wholesale Energy Contract
- Cooperative Ownership Pool Resources – Pricing & Reliability



# System Demands







## Summary

100% Renewable Energy Supply

Municipal Electric serving

3,000 customers in the Aspen Core

Underground, Streetlights, Innovative EE/EC Programs

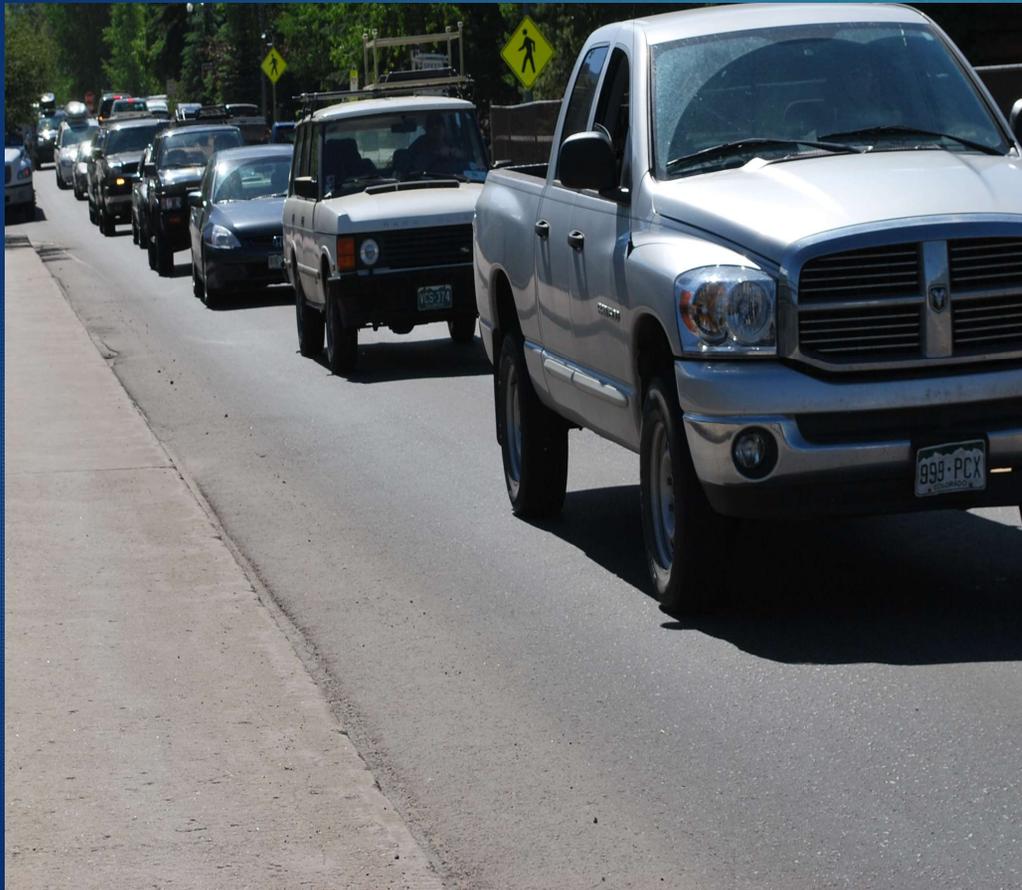
Community based bringing value



# TRANSPORTATION

CITY OF ASPEN

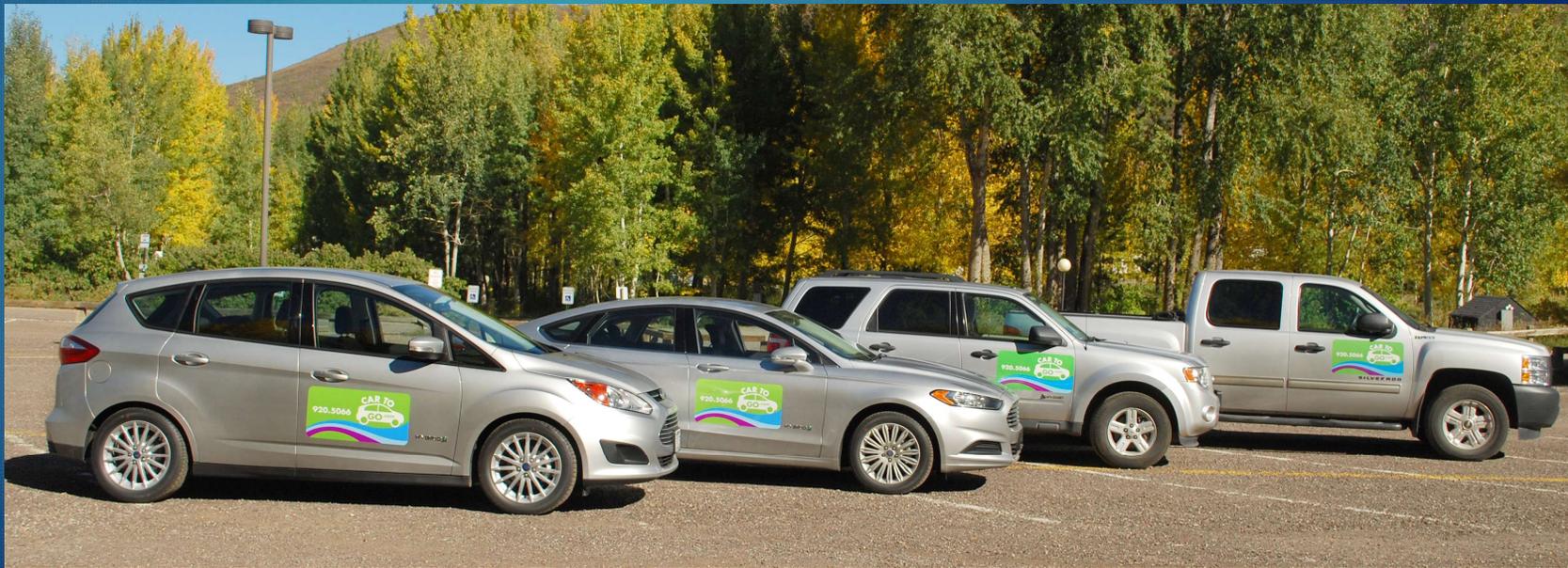
# WHY WE'RE HERE



- ▶ Traffic reduction
- ▶ Mobility
- ▶ Quality of life
- ▶ Pollution reduction
- ▶ Variety of customers
  - Residents
  - Commuters
  - Visitors

# WHAT WE DO

- ▶ Transit
- ▶ Carsharing
- ▶ Vehicles/Facilities
- ▶ Planning/Special projects
- ▶ Grants
- ▶ Mitigation
  - special events, development
- ▶ Outreach
  - employers, commuters, school
- ▶ Downtowner



# HOW WE DO IT



- ▶ Support
  - Community
  - Council
- ▶ Staff
  - 5 staff
  - Report to Assistant City Manager
  - Housed at Yellow Brick
- ▶ Partnerships
  - CDOT
  - RFTA
  - EOTC
  - WE-cycle
  - Internal City Departments

# BUDGET

- ▶ Revenues
  - Parking
  - Taxes
  - Grants
- ▶ Expenses
  - Transit
  - TDM Programs
  - Operating
  - Capital



# SUCCESSSES & CHALLENGES

SUCCESSSES	CHALLENGES
Traffic counts	Traffic counts
Transit ridership	Transit ridership
Rubey Park reconstruction	Rubey Park reconstruction
Grant funding	Grant funding

# WHAT'S NEXT

- ▶ Future of mobility
- ▶ Future of funding
- ▶ Future of vehicular technology





# CITY OF ASPEN PARKING DEPARTMENT

Overview of parking in Aspen



PARKING IS THE FIRST  
AND LAST THING  
SOMEONE REMEMBERS

# PARKING MISSION STATEMENT

To provide safe, efficient and convenient on-street parking focusing on:

- Reducing the number and impact of single occupant vehicles
- Increasing the availability of parking for shoppers and visitors in the core and for residents in the neighborhoods
- Equitably and consistently enforcing parking regulations. Emphasizing education and maximizing opportunities for voluntary compliance
- Maintaining all equipment and signs in top condition
- Ensuring proper collections and adherence to revenue control procedures



# THE PARKING TEAM

- 1 Director of Parking
- 1 Programs Manager and 1 Operations Manager
- 1 Lead Parking Services Officer
- 2 Front Desk Customer Service employees
- 4 Parking Services Officers
- 3 Rio Grande Parking Garage and Kiosk employees
  
- Combined over 100 years of parking experience



# WHY PAID PARKING IN ASPEN?

- Why did Aspen install paid parking in 1995?
- Traffic under 1993 levels over Castle Creek Bridge
- Congestion low/air quality high
- Limit single occupant vehicles
- Support alternative forms of transportation
- Increase pedestrian friendliness
- Increase car turn over in the core
- Allow customers to park near where they want to shop



# PARKING OVERVIEW

- 650 spaces on-street in the core
- 330 spaces in the Rio Grande parking garage
- 3,000 spaces in the residential zones
- Hourly progressive pricing
- High season and low season pricing in the core
- FREE carpool parking in the residential zones
- Intercept lot, FREE parking and FREE bus
- 20% of the people park for FREE on any given day in the core
- 2 mobile payment systems

# OPTIONS FOR PARKING AND TRANSPORTATION IN ASPEN

- Rio Grande Parking Garage- Can be \$5 a day
- Pay and Display Meters- 1 hour \$2.00, 2 hours \$5
- Carpool Parking- FREE if 2 or more people in the car
- RFTA- FREE in town
- FREE Downtowner all electric shuttle service, with tips encouraged
- Brush Creek Park and Ride- FREE
- Residential Parking- 2 hours FREE, All day \$8, FREE all Saturdays and Sundays
- We-Cycle bike share program in the spring and summer

# RIO GRANDE PARKING GARAGE

- FREE parking from 5pm-5am
- FREE parking on Sunday's
- FREE parking on Holidays
- \$50 for a 10 day parking pass, that's only \$5 a day
- \$1.50 an hour, \$15 a day max
- Open 365 days a year, 24 hours a day



# WHERE DOES THE PARKING REVENUE GO?



WHAT IDEAS DO YOU HAVE  
FOR PARKING IN ASPEN?



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# QUESTIONS AND ANSWERS





# TRANSPORTATION

ENTRANCE TO ASPEN

# A BRIEF HISTORY OF THE ENTRANCE TO ASPEN (ETA)

- ▶ Over 30 votes in 40 years
- ▶ 1995: Draft Environmental Impact Statement
- ▶ 1997: Final Environmental Impact Statement
- ▶ 1998: Record of Decision (ROD)
- ▶ 2007: Reevaluation of Record of Decision

# FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)

- ▶ Prepared by the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA)
- ▶ Purpose is to evaluate potential solutions that will improve safety and transportation within the SH 82 corridor
- ▶ Potential solutions/alternatives were evaluated against the 10 project objectives and project and need

# PROJECT OBJECTIVES

1. Community Based Planning
2. Transportation Capacity
3. Safety
4. Environmentally Sound Alternative
5. Community Acceptability
6. Financial Limitations
7. Clean Air Act Requirements
8. Emergency Access
9. Livable Communities
10. Phasing

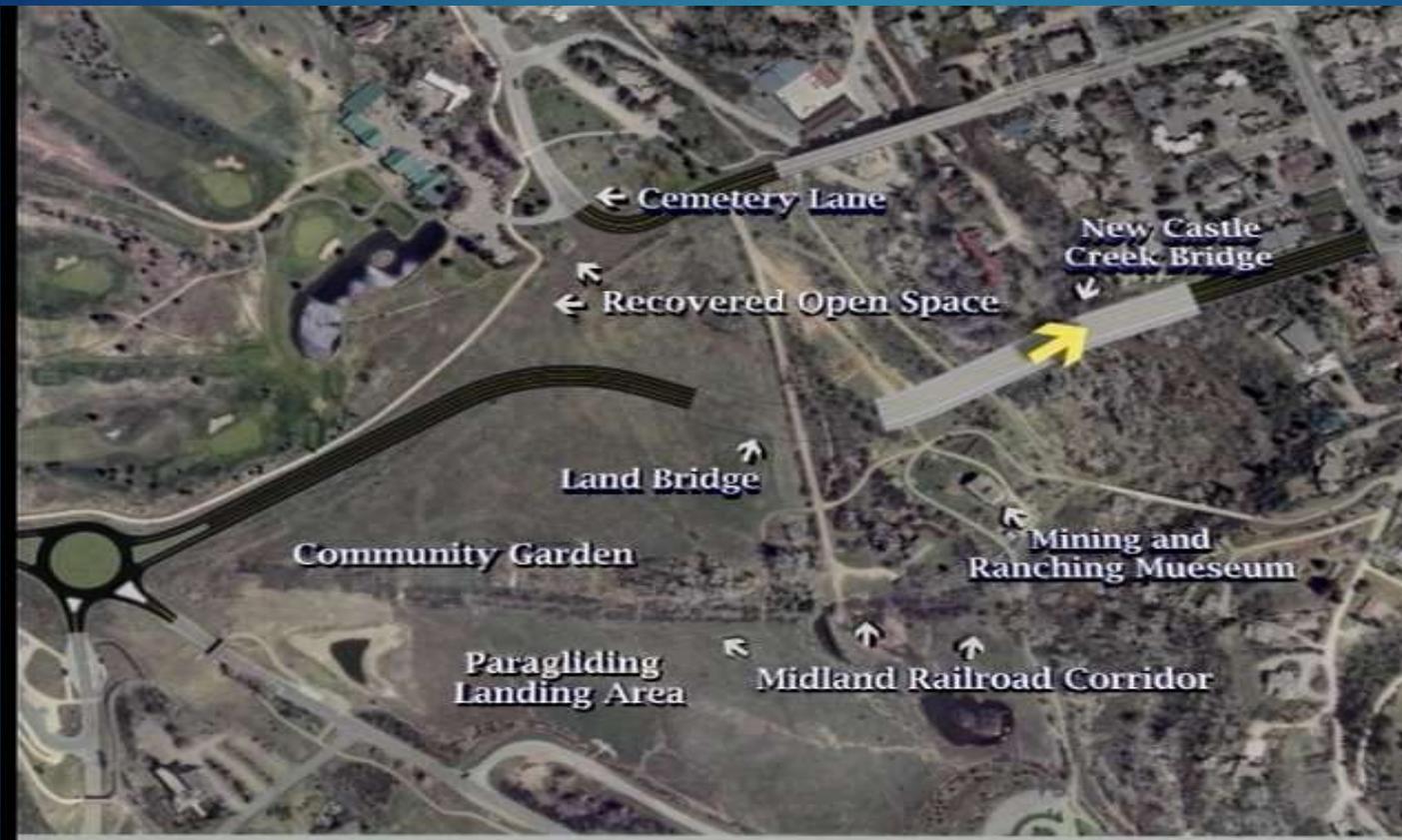
# RECORD OF DECISION (ROD)

- ▶ Purpose is to document the FHWA and CDOT's decision on the Entrance to Aspen (ETA) project
- ▶ Based on the National Environmental Policy Act of 1970 (NEPA)
- ▶ It describes the Preferred Alternative

# THE PREFERRED ALTERNATIVE

- ▶ A combination of highway and intersection improvements, a transit system and an incremental transportation management program.
- ▶ Begins at RFTA Maintenance Facility and ends at Rubey Park.
- ▶ Two lane parkway that follows existing Hwy 82 alignment until the roundabout.
  - Then crosses Marolt-Thomas Open space
  - Connects to Main Street at 7<sup>th</sup> Street
  - 400-ft cut and cover tunnel across the Marolt-Thomas property
- ▶ LRT system
  - If support or funding unavailable may be developed initially as bus lanes
- ▶ Multi-modal facilities at the Airport and Buttermilk

# THE PREFERRED ALTERNATIVE



# THE RE-EVALUATION

## ▶ Purpose

- To assess if any changes had occurred in project design, concept or scope
- To assess if any regulatory or environmental changes had occurred since issuance of FEIS or ROD

## ▶ Results

- No significant changes
- The Preferred Alternative was upheld and found to be valid

# PORTIONS OF THE ETA COMPLETED

- ▶ Roundabout
- ▶ Maroon Creek Bridge
- ▶ Buttermilk to Roundabout Bus Lanes
- ▶ Main Street Bus Lanes

# IMPLEMENTING THE PREFERRED ALTERNATIVE

- ▶ State and Federal approvals are in place for the Preferred Alternative
- ▶ City voters approved use of open space for the LRT option.
- ▶ Using open space for the bus lane option would require a vote.
- ▶ Aspen City Council would have to approve any solution to go forward
- ▶ \$46-million for bus lane option.
- ▶ \$150-million for LRT from the Brush Creek Intercept Lot.

# IMPLEMENTING ANOTHER ALTERNATIVE

- ▶ City/County request that CDOT re-open the EIS process.
- ▶ New/supplemental EIS completed
  - 2 years ~ \$2 million
- ▶ New Record of Decision issued
- ▶ Open space approvals if needed
- ▶ Funding

# ALTERNATIVES DISCUSSED

- ▶ Do nothing
- ▶ Straight shot
- ▶ Split shot
- ▶ Reversible lanes
- ▶ Additional trip reduction measures

# POSSIBLE FUNDING SOURCES

- ▶ State or Federal Funding
- ▶ Local Funding
  - ▶ G. O. Debt
  - ▶ Revenue Bond Debt
  - ▶ Sales/Use Tax
  - ▶ User Fees
  - ▶ Property Taxes
  - ▶ Congestion pricing
  - ▶ Hotel/Motel Taxes
  - ▶ Auto registration Fees

# MORE INFORMATION

- ▶ [www.aspenpitkin.com](http://www.aspenpitkin.com)
- ▶ Transportation Department
- ▶ Click on Entrance to Aspen
- ▶ CDOT website for more information

QUESTIONS?





# Small Group Discussions



# The Entrance to Aspen

Easy, right?



# Facilitated Discussion

1. List the Stakeholders
2. What do they want (needs, expectations)?
3. What are the options for solution?
4. Pros and Cons of each
5. Forces that help / Forces that hinder each
6. You're the city council – what is the obvious choice?
7. How to implement it?



Stakeholders	Needs	Solution Option



Option	Pros	Cons



Selected Option	How to Implement



# Group Report Out



- **Recap:**
  - ✓ Caring for Aspen ... Infrastructure ... Utilities ...  
Transportation ... Mobility issues
  
- **Next Time:**
  - ✓ Protecting Aspen... in various ways
    - ✓ Police
    - ✓ Stormwater & Clean River Initiative
    - ✓ Pedestrian & Traffic Safety Education
    - ✓ EHS & Canary Initiative