

Comprehensive Valley Transportation Plan

Adopted July 2020

The Comprehensive Valley Transportation Plan ("CVTP") identifies the mass transportation policies adopted by the Elected Officials Transportation Committee ("EOTC"). The first CVTP was adopted in 1993 as a part of the Intergovernmental Agreement founding the EOTC.

The CVTP is intended to guide expenditures of the Pitkin County-wide ½ cent transit sales and use tax. While revenues from this ½ cent transit sales and use tax are collected within Pitkin County only, expenditures are restricted to the Roaring Fork Valley as further geographically defined in this CVTP.

This CVTP is to be updated periodically, as necessary.

Glenwood Springs to Aspen and Snowmass:
Future Dedicated Transit System along Denver Rio Grande ROW and / or Highway 82 Corridor

Glenwood Springs to Basalt:
4-Lane Unrestricted Highway with Transit Queue Jumps and Signal Prioritization

Basalt to Airport:
2-Lane Highway with 2-Lanes Restricted to HOV at Peak Hours

Airport to Aspen:
2-Lane Highway with 2-Lane Dedicated Transit Way

Aspen to Independence Pass:
Rural Highway

Regional Priorities

- Park and Ride Lot Improvements
- First and Last Mile Solutions
- Transit Speed, Accessibility, Reliability and Efficiency Enhancements
- Congestion Reduction Measures
- Technologies and Innovation to Encourage Mode Shift

Upper Valley Priorities

- Bike and Pedestrian Connections to Transit Stops and Brush Creek Park and Ride
- Airport / AABC Multi-Modal Transit Hub and Transit Circulation Enhancements
- Multi-Modal Solution to Entrance to Aspen
- Snowmass Village to Brush Creek Park and Ride Service Commensurate with Highway 82 Corridor Transit Service
- Electrification of Transit System

Brush Creek Road:
Rural Road with Transit Service

Snowmass Village

Owl Creek Road:
Rural Road

Buttermilk P&R

Maroon Creek Road to Highlands:
Rural Road with Transit Service

Highlands

