

Roads & Busses

Policy Statement:

Woody Creek area roads should be maintained as they currently exist, rural and small, except for required safety improvements. To reduce our dependency on the automobile, upgraded bus service should be provided.

Road Status:

The Woody Creek area is essentially rural, with the accompanying lack of busy traffic. Local use is the most common, and the road serves as a network for walkers, joggers, and bicyclists. The number one goal of the Woody Creek community is to preserve the rural character outside the urban boundaries of Aspen and Snowmass growth centers in order to enhance visual quality, preserve and protect agricultural operations and wildlife habitat, and maintain standards for new development to assure compatibility with the neighborhood. We will resist development pressures to overcrowd and over-utilize all support services (roads, water, schools and sewage) which would bring urban service levels to the rural community, forever changing the uniqueness of the existing rural area into just another suburb. The Caucus position is that the roads remain two lanes with no paved shoulders, maintain the existing width with side ditches on most sections adjacent to the paved surface. The open vistas shall be retained to allow unobstructed views of wildlife grazing in open fields.

"Safety" Upgrades shall be kept to a minimum on River Road and Woody Creek Road. Widening of the road and straightening of curves will only add to the speed of the vehicles and is not a desired effect. The current road specifications classify most of Woody Creek roads as Rural Access, with less improved sections on Woody Creek Road classified as Country Access and more improved sections like Jaffee Hill classified as Local Access. *"It is recognized that a road system based only upon traditional engineering standards and specifications may be in conflict with the County goals of preserving community character and environmental quality."*(DVCP page 118).

Concerns of the Community:

- 1. We do endorse the continued use of traffic control methods such as speed bumps near the Tavern and Community Center to further slow cars and bicycles. These speed bumps should be painted as often as necessary to be visible to those unfamiliar with their existence. We would support additional measures such as raised walkways that would help slow traffic in that congested area. Speed control is a major concern as much of our vehicular use is caused by vehicles trying to “beat the traffic” by bypassing congestion on Highway 82.**
- 2. The three-way intersection at Smith Bridge is a difficult location, with cars not observing “stop” or “yield” signs. Traffic requirements entering and leaving Jaffee Park remain unclear. We do not support the development of a roundabout at this intersection. Possibly adding signage notifying traffic of upcoming requirements such as “Left turn must stop ahead” or “Yield to River Road Traffic” may be effective. We recommend that the foliage around the intersection of Upper River Road and Smith Hill Way be kept cut and managed to assure clear visibility and maximize the line of sight for oncoming vehicles.**
- 3. We endorse the addition of a raised crosswalk in the center of the commercial area. There are no defined pedestrian patterns in this area and there is a problem with too many patrons of the Woody Creek Tavern wandering in the middle of Upper River Road.**
- 4. Bicycle traffic has increased many times over in the last few years, creating dangerous congestion and risk to pedestrians and bicyclists. The numbers of bicycles on River Road create frequent conflicts with automobile traffic and the high speed of bicyclists going through the commercial area add to the confusion. Bicycles are expected to obey all current traffic laws in Woody Creek, including speed limits and riding single file. We would hope that an educational program could be created through the bicycle shops and commercial operators that would minimize these unsafe and unpleasant interactions.**
- 5. The old Elam access road, just up valley from the Woody Creek Post Office, should not be used by trucks to access the gravel pit area. “No Truck Traffic” signs both on the hill and at the gravel pit would alert**

new drivers to the fact that the old private road is for resident vehicles only.

6. Parking congestion occurs at trailheads. We recommend “No Overnight Parking” signs be placed in such areas, although not excessively. Any future parking areas designed for River Road need to be presented to the Woody Creek Caucus prior to being built.

Busses

Current Service has Woody Creek receiving hourly bus service during peak winter and summer seasons which is then cancelled in the off-seasons. RFTA says that the cost for service is too high in Woody Creek. RFTA has no extra revenue to build these services; at issue are limited resources.

RFTA has not created adequate year-round transportation in Woody Creek that is consistent and convenient. The result is that residents' travel patterns are disrupted and they have turned back to the automobile, at least in part. We would like to recommend some off-season alternatives: perhaps a dial-a-ride service or a longer headway of 1/2 or even 1 hour would be acceptable on a continual schedule.