Welcome to the Entrance to Aspen Reevaluation Open House

CO82
ENTRANCE TO ASPEN PROJECT

WHY WE'RE HERE

- The City is working with CDOT and the Federal Highway Administration to conduct a REEVALUATION of the 1998 Record of Decision
- Tonight, you can review updated information and share feedback with the team

HOW TONIGHT WORKS

- Drop-in open house—visit stations in any order.
- Brief presentations (15 min): 5:00 • 6:00 p.m. (same content each time)
- Share your ideas and get your questions answered

WHAT WE'LL DO WITH YOUR INPUT

- Log & group comments by topic
- Publish a summary and show how input was used
- Report back on the website and at a future meeting

THURSDAY, MARCH 26 – ASPEN, CO

CONNECT WITH THE PROJECT ANYTIME

(scan or save)

The virtual open house is available after tonight's meeting until April 17.

If you have questions or concerns, you can email the project team at info@entrancetoaspen.co or call 970-920-5079

Get more information and sign up for email updates at the project website https://entrancetoaspen.co

Project History & Timeline: Decades in the making

1994:
National Environmental Policy Act (NEPA) process initiated

1997:
Final EIS released

1998:
Record of Decision (ROD) issued that identified Preferred Alternative

2007:
CDOT and FHWA reevaluated the 1997 FEIS/1998 ROD and confirmed the Preferred Alternative remained valid, with no new significant impacts identified

2025:
Entrance to Aspen reevaluation kickoff. The City and partners are completing a NEPA reevaluation to confirm the 1998 decision is valid based on current corridor conditions.

2027:
Complete reevaluation. Future steps include final design and securing funding.

What is a NEPA Reevaluation?

The **National Environmental Policy Act (NEPA)** is the process that federal agencies use to:

- Study environmental effects
- Compare alternatives
- Involve the public and agencies before making major decisions

A NEPA reevaluation determines whether a previous NEPA decision, such as the **1998 Entrance to Aspen Record of Decision,** is still valid under current conditions, considering:

- Updated technical data
- Refined project design
- Current public and agency input

Note: If new significant impacts are identified a supplemental EIS is required.



Project Purpose and Objectives

Project Purpose: Develop a transportation solution that will improve transportation and safety along the State Highway 82 corridor between the airport and Aspen while avoiding or minimizing adverse effects.

Project Objectives from EIS

Objectives are:

- foundation of the EIS process
- developed based on known CO 82 problems and community concerns

***Bold/underlined text shows proposed updates based on data collection and stakeholder comment**

CATEGORY	OBJECTIVE
Transportation Capacity	Provide needed transportation capacity for the forecasted person trips in the year 2015
	Limit the number of vehicles to levels at or below those in1993
Community Based Planning	Limit vehicle trips into downtown Aspen to create a less congested downtown core
	Provide reliable travel times to and from Aspen*
Safety	Reduce high accident rate on CO 82
	Provide safety improvements for bicycles and pedestrians
	Provide safe access at all intersections for all movements
Environmentally Sound Alternative	Minimize and mitigate adverse impacts
Community Acceptability	Fits the character of the community and is aesthetically acceptable to the public
Financial Limitations	Financially realistic with respect to current and expected funding levels and programs
Clean Air Act Requirements	~~Ability to demonstrate conformity~~ **Meet all Clean Air Act requirements***
Emergency Access **and Evacuation***	Provide alternate route for emergency response **and evacuation***
Livable Communities	Reflect small town character and scale of Aspen community
	Provide more accessible transportation that increases the mobility of the community
Phasing	Allow for future transit options and upgrades

How the Preferred Alternative was Selected

STARTING WITH 43 OPTIONS

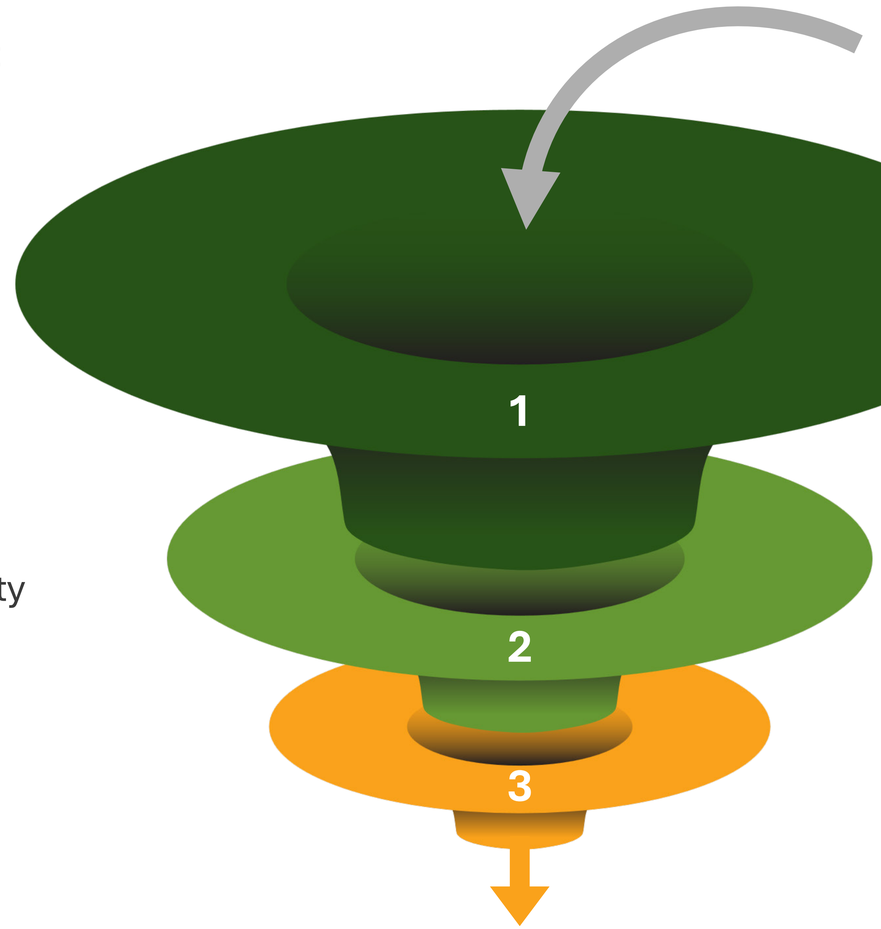
In coordination with the community, CDOT developed 43 combinations of alignment, highway lanes, transportation mode, and profile options. These were the building blocks for the alternatives evaluated in the EIS.

HOW THE SCREENING WORKED:

A comprehensive evaluation process was used to:

1. Eliminate options that did not meet Purpose & Need
2. Compare the remaining options
3. Combine feasible elements into complete EIS alternatives
4. Evaluate complete alternatives for mobility, safety, transit performance, environmental effects, and community impacts.

Scan the QR code to learn more about the Preferred Alternative selection process



Seven alternatives advanced for detailed evaluation in the EIS; Preferred Alternative selected.

1 Reality Check

Eliminated options that were clearly unrealistic, inappropriate, or unreasonable

2 Fatal Flaw

Eliminated options that didn't meet project goals

3 Comparative Screening

Compared remaining options based on cost, safety, environmental impact and community support

Fall 2024 Public Polling

What We've Heard from the City of Aspen Voters

TRAFFIC RELIEF IS THE TOP ISSUE

86.3% want improved Traffic and Travel Times



EMERGENCY ACCESS IS NON-NEGOTIABLE

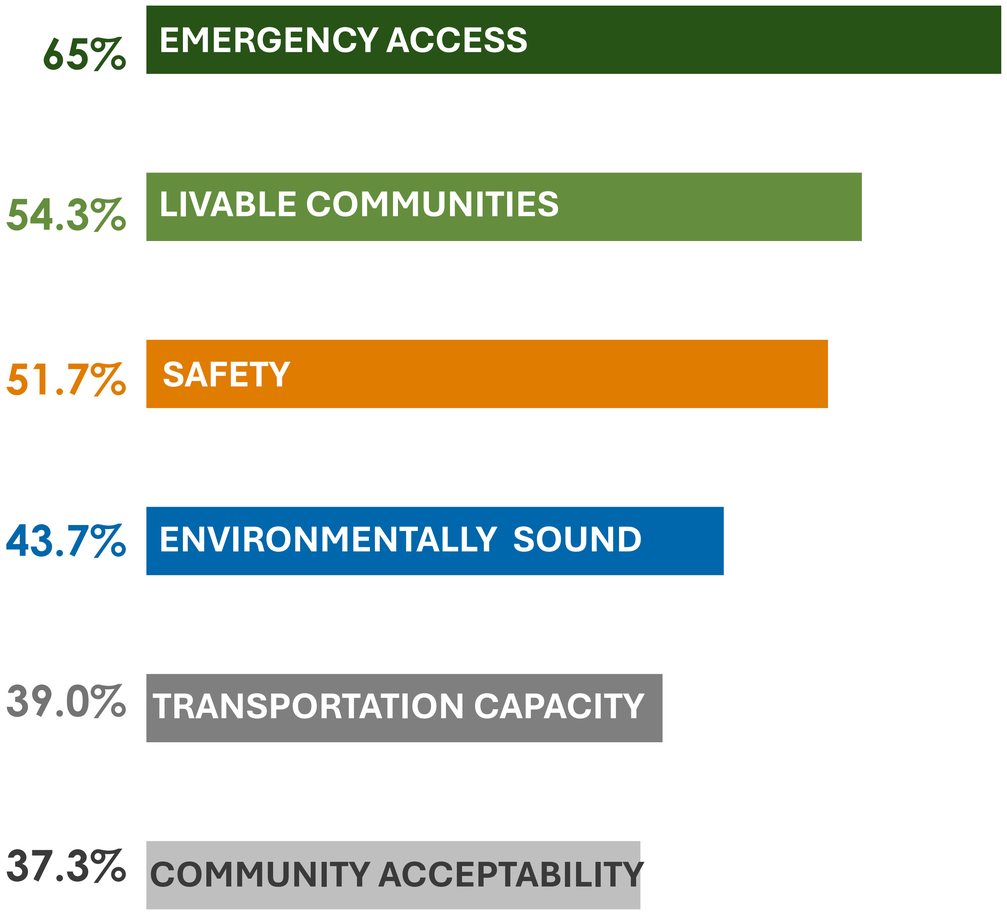
83.3% support Multiple Emergency Routes

#1 Priority is Emergency Access



Source: Probolsky Research (Nov-Dec 2024, n=300)

Top Values for Aspen Votes



Environmental Resources

The reevaluation will determine if the Preferred Alternative would have any new significant impacts not identified in the EIS/ROD, based on current conditions.

Environmental Resource	Key Considerations
Social Environment (Land Use, Community, Parking, Right-of-Way, Travel Patterns and Access)	• Effects on residences • Potential loss of on-street parking on Main Street
Parks / Open Space / Recreation	• Integration of paved and Nordic trails
Historic, Archaeological, and Paleontological Resources	• Updated evaluations of historic properties, including Berger Cabin and Mining and Ranching Museum
Visual Resources	• Effects on Aspen's visual setting and community character
Water Resources, Wetlands, and Floodplains	• Effects on Castle Creek, its floodplain, and wetlands
Traffic Noise	• Noise impacts based on projected traffic conditions and evaluate mitigation.
Wildlife, Fisheries, and Protected Species	• Effects on habitat connectivity and protected species
Air Quality	• Effects on local and regional air quality
Hazardous Waste Sites	• Identification of known or potential contaminated sites
Section 4(f) and Section 6(f) Properties	• Use of public parks, recreation areas, trails, open space, and historic properties







Why We're Looking at Potential Modifications to the 1998 Preferred Alternative

To address current corridor conditions and public priorities.

WHY NOW (WHAT THE DATA AND INPUT SAY)

- Peak congestion and traffic diversion are impacting the West End and McClain Flats corridor.
- Traffic bottlenecks at Maroon Creek Roundabout and other areas along CO 82 adversely affect safety and transportation mobility.
- Transit delay occurs where bus lanes are not continuous, even though transit use is high.
- Emergency access and evacuation are constrained by severe congestion and lack of alternate routes.
- Community priorities emphasize travel-time reliability, faster trips, safety, and emergency access.

WHAT WE'RE REFINING

- Improve transit operations and continuity (reduce bus delay in mixed traffic).
- Address identified safety concerns, including for bicyclists & pedestrians.
- Provide bottleneck relief and improve roundabout/side-street operations
- Improve open space paved and Nordic trail connectivity

CO82
ENTRANCE TO ASPEN PROJECT

Main Street Bus Lane Options
7th St. to Garmisch St.

Bus Lane with Parking



- One general lane and one bus lane (each direction) with north side parking

Expanded Bus Lanes (No Parking)



- One general lane and one bus lane (inbound)
- Two general lanes and one bus lane (outbound) no north side parking

Peak-Hour Bus / HOV Lane



- One general lane and one HOV lane (inbound)
- Two general lanes and one peak period bus lane (outbound) with off-peak north side parking

How to Stay Involved

Share your comments about the project

In Person at Today's Meeting:
Fill out a comment form and drop it in the box.

Mail-in Comment Form:
Submit your comments using the form provided at today's meeting or available to download in the virtual open house.

Email:
Send your comments to the project email address at info@entrancetoaspen.co

Online Comment Form:
Utilize the online form at **https://tinyurl.com/ETA-Comment** or scan the QR code.
Link is also available at the virtual open house.

Virtual Open House:
Revisit tonight's information, explore details at your own pace, and share additional feedback through the online open house.

Available March 26 – April 17 (24/7)

Please share the link with friends or neighbors. https://entrancetoaspen.co/

Scan the QR code to learn more.

Thank you!

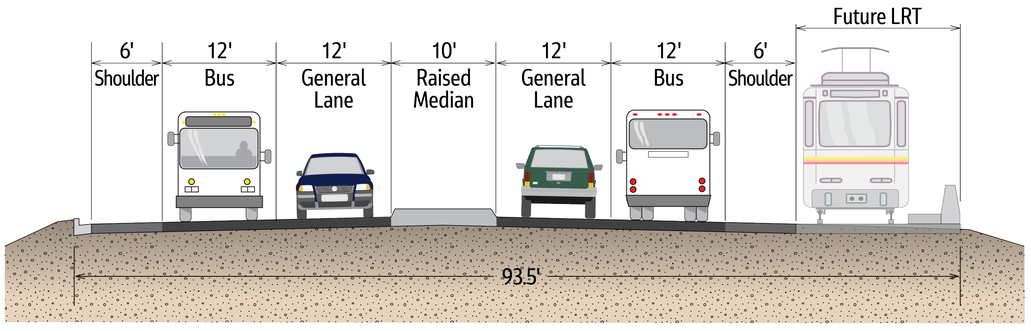
What is the Entrance to Aspen Project?

THE ORIGINAL PLAN (1998 PREFERRED ALTERNATIVE)

- Realign CO 82 to meet Main Street near 7th Street with a new Castle Creek Bridge; relieve the S-curves.
- Provide two dedicated transit lanes (interim phase); provide light rail transit (final phase).
- Use transportation management (paid parking, in-town shuttles, bus priority) to reduce solo driving.

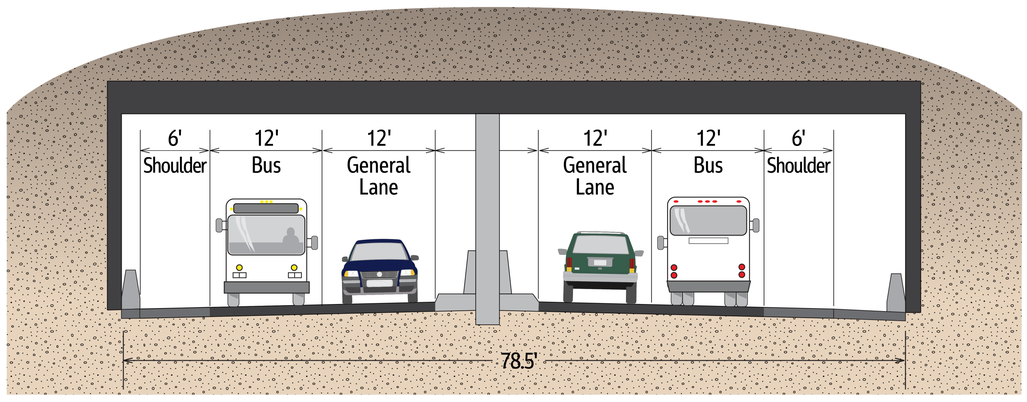
WHY IT MATTERS TODAY

- Aging infrastructure: Castle Creek Bridge is aging; a long-term, phased fix is needed.
- Emergency access and evacuation need redundant routes.
- Mobility and reliability: Congestion persists during peak travel times; buses slow where lanes are discontinuous.
- A NEPA reevaluation checks the 1998 decision with today's data and refines if needed.



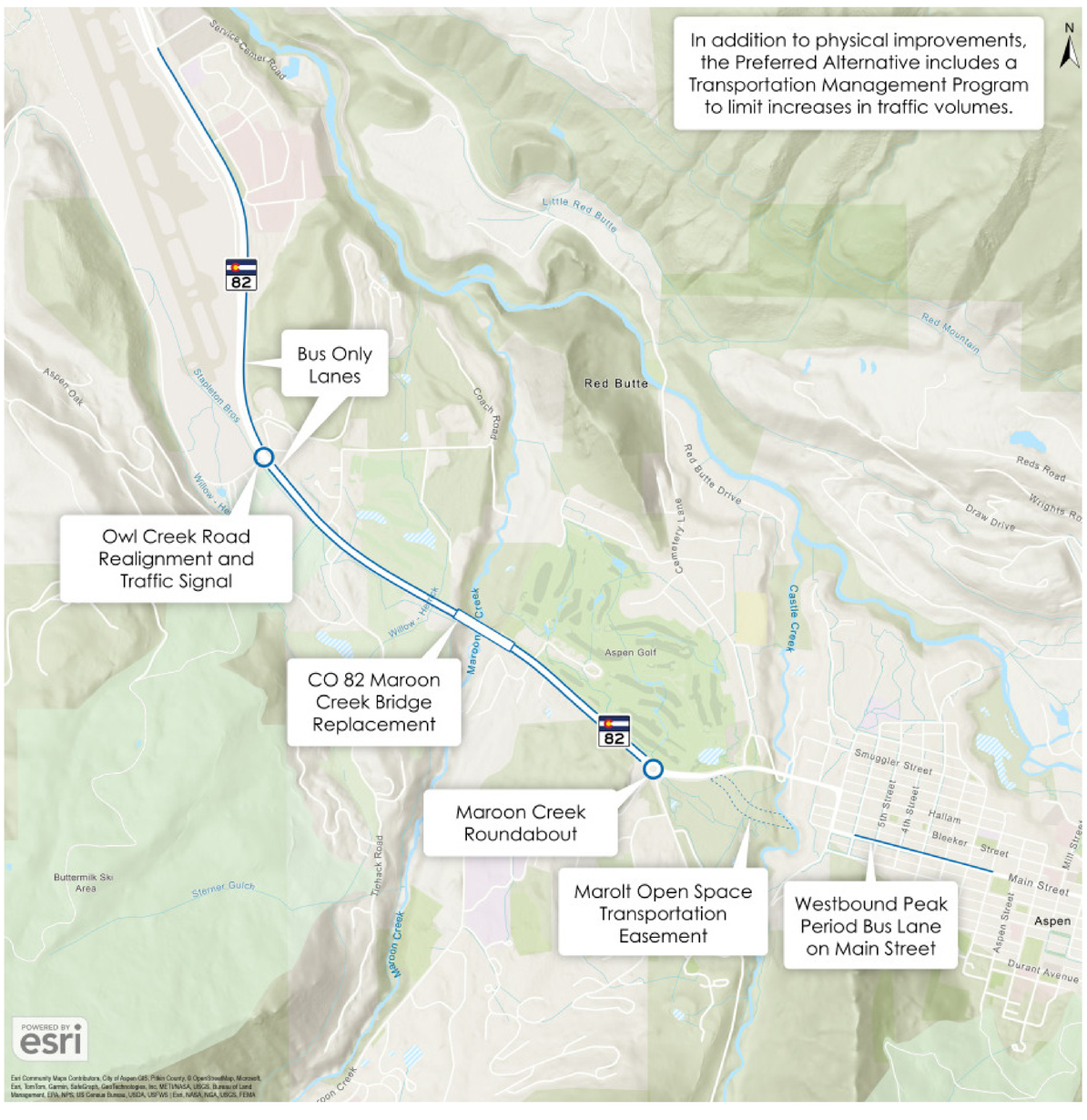
93.5' Platform Width – Initial Configuration



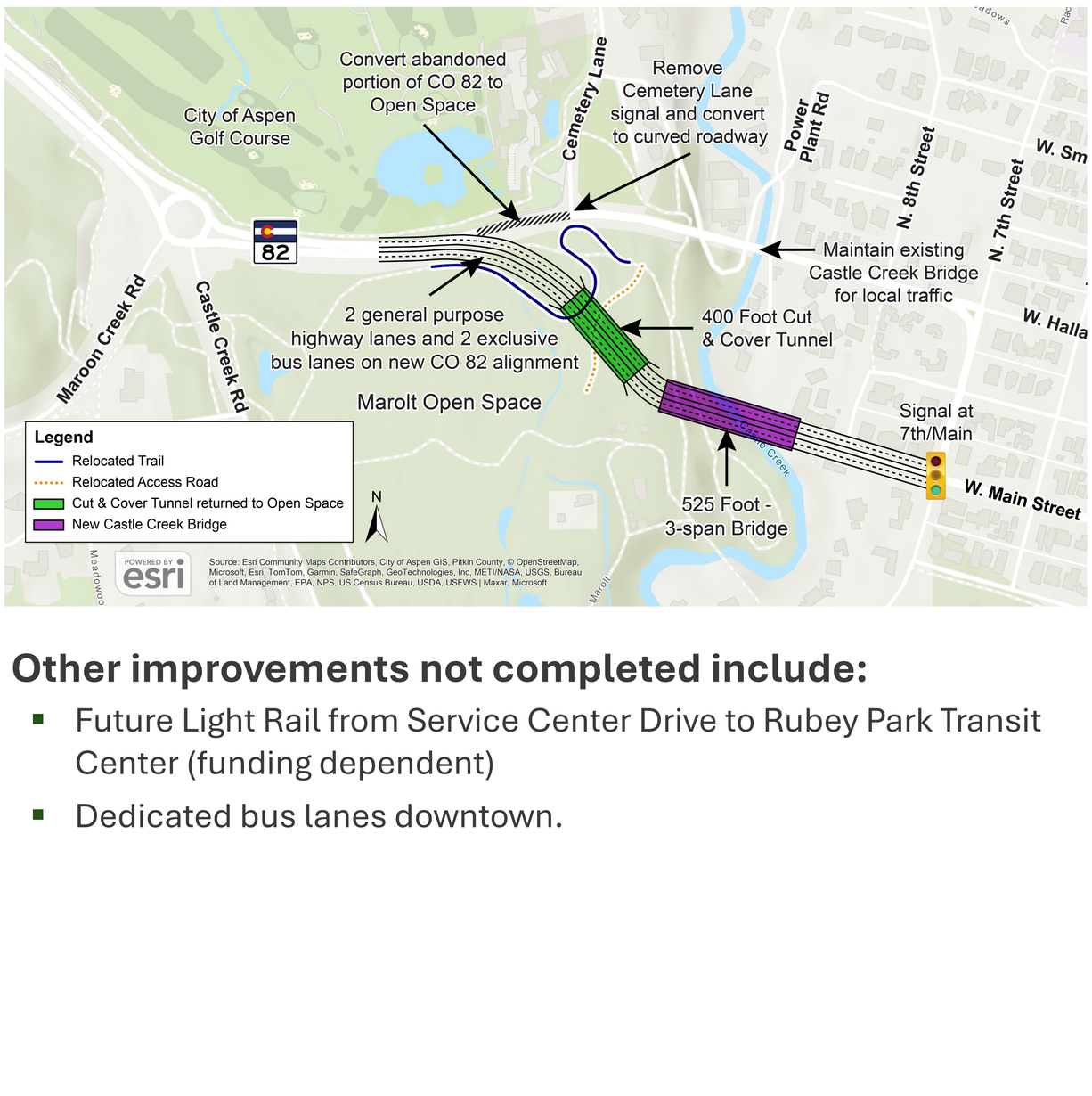


78.5' Platform Width – Initial Configuration (through Land Bridge)

Completed Improvements



Not Completed Improvements



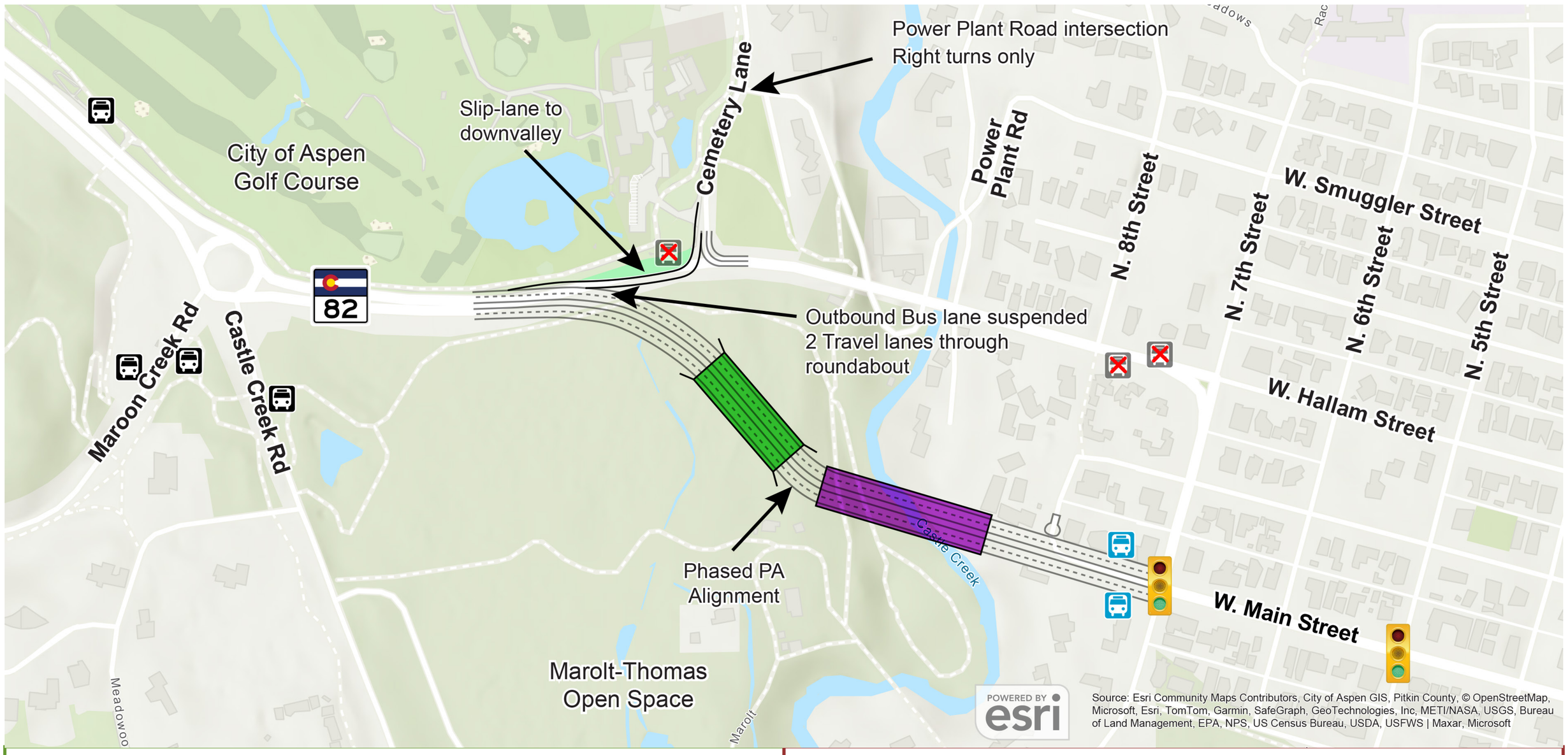
Other improvements not completed include:

- Future Light Rail from Service Center Drive to Rubey Park Transit Center (funding dependent)
- Dedicated bus lanes downtown.

Cemetery Lane PA: Potential Modifications

MODIFICATION 1: Cemetery Lane Slip Lane

Adds a slip lane from Cemetery Lane to down valley CO 82, with a two-way connection to old CO 82 (Hallam Street), restoring outbound access for Cemetery Lane residents.



Pros

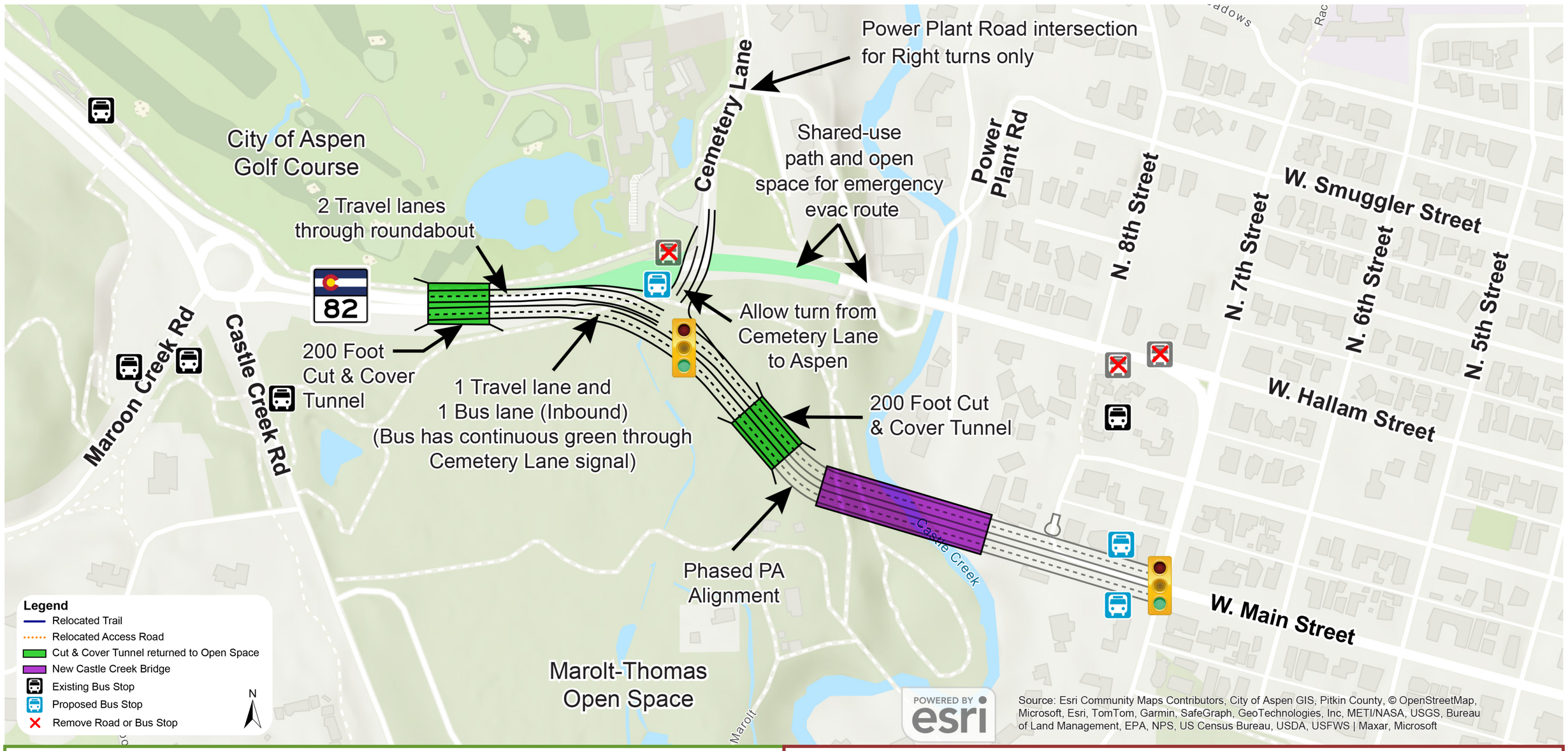
- Maintains direct down valley access for Cemetery Lane residents
- Maintains similar safety and transit benefits as the PA

Cons

- Increases impacts to open space compared to the PA
- Adds a lane merge before the roundabout adversely affecting operations

MODIFICATION 2: Cemetery Lane Full Movement

Extends Cemetery Lane to the PA alignment with full turning movements. The existing bridge connection becomes a paved multi-use path that could support emergency access.



Pros

- Maintains full access to and from Cemetery Lane, including down valley travel
- Enhances pedestrian safety with a new underpasses
- Improves emergency access compared to the PA

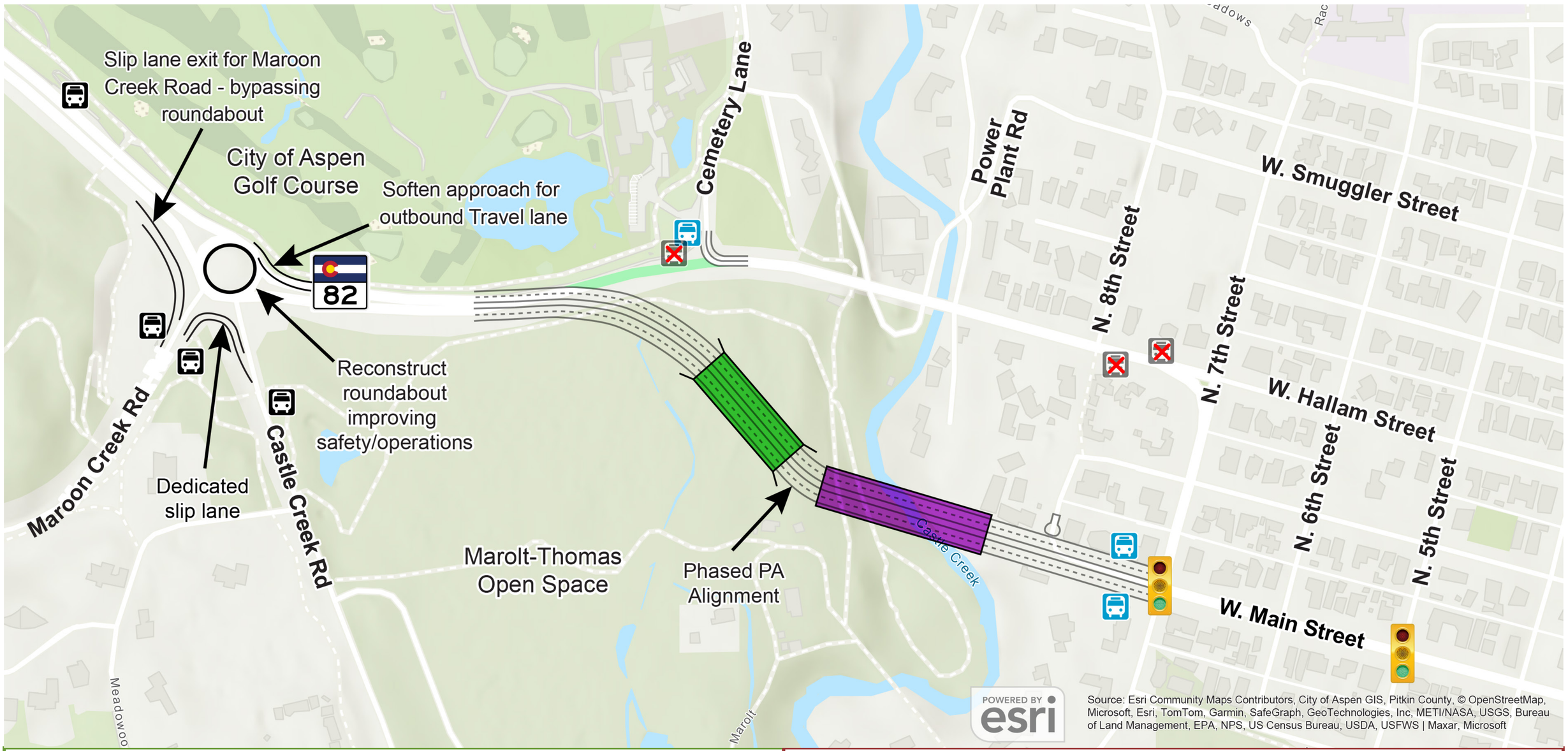
Cons

- Increases intersection conflict points compared to the PA
- Higher construction costs due to two land bridges
- Impacts to golf course
- Traffic signal contributes to traffic queues during peak travel times.

Maroon Creek Roundabout: Potential PA Modifications

MODIFICATION 1: Maroon & Castle Creek Slip Lanes

Expands the Maroon Creek roundabout and adds slip lanes to improve bus movements and soften outbound approaches.



Pros

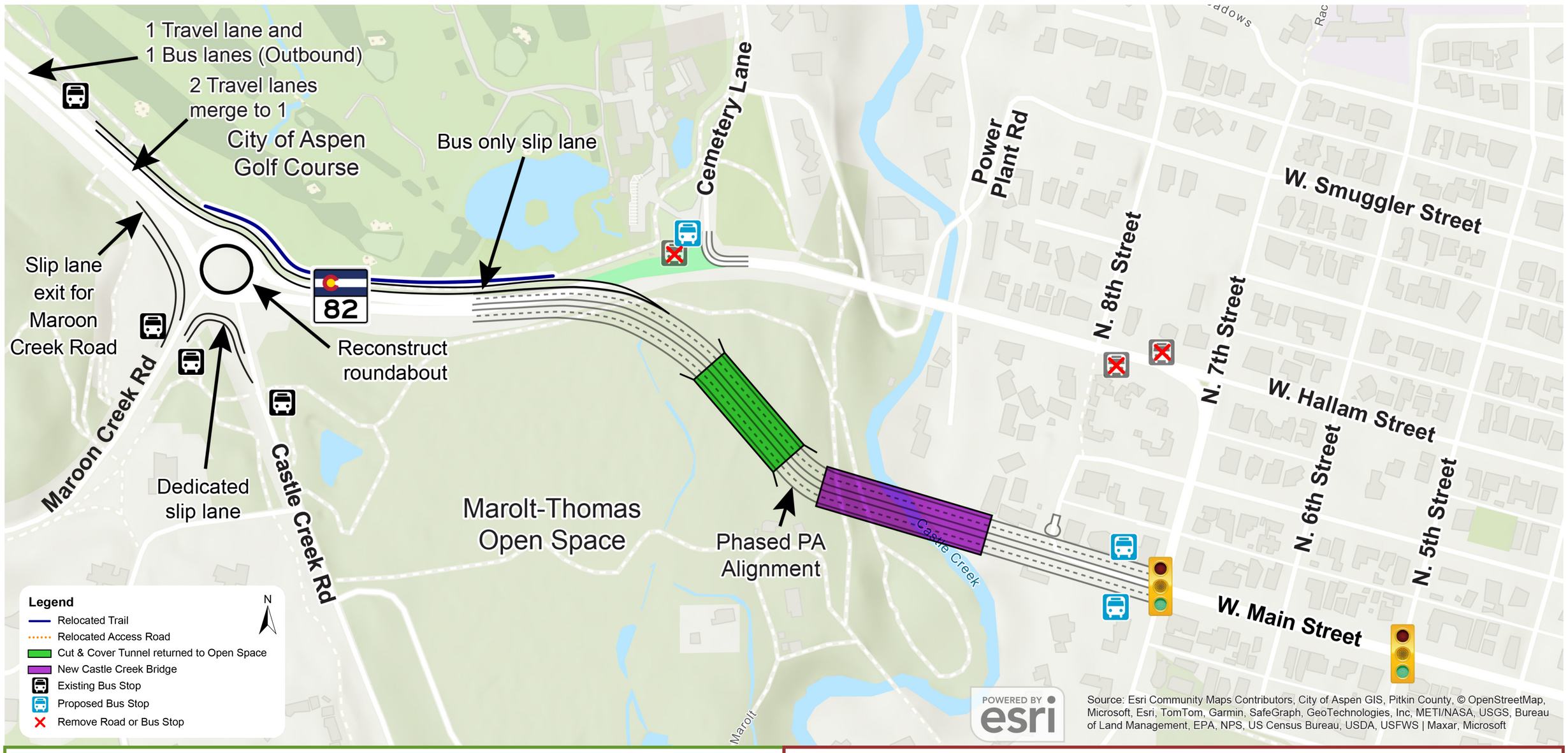
- Improves traffic flow and safety at a high-crash location by reducing traffic friction within the roundabout

Cons

- Higher costs and larger roundabout footprint
- Modest change to general traffic and bus delays

MODIFICATION 2: Roundabout Reconfiguration with Bus Slip Lane

Reconfigures and enlarges the roundabout while adding a dedicated outbound bus slip lane to allow buses to bypass traffic.



Pros

- Improves traffic flow and safety at a high-crash location by reducing traffic friction within the roundabout
- Decreases bus delays by prioritizing buses through the roundabout.
- Enhances emergency response by allowing bypass of congestion

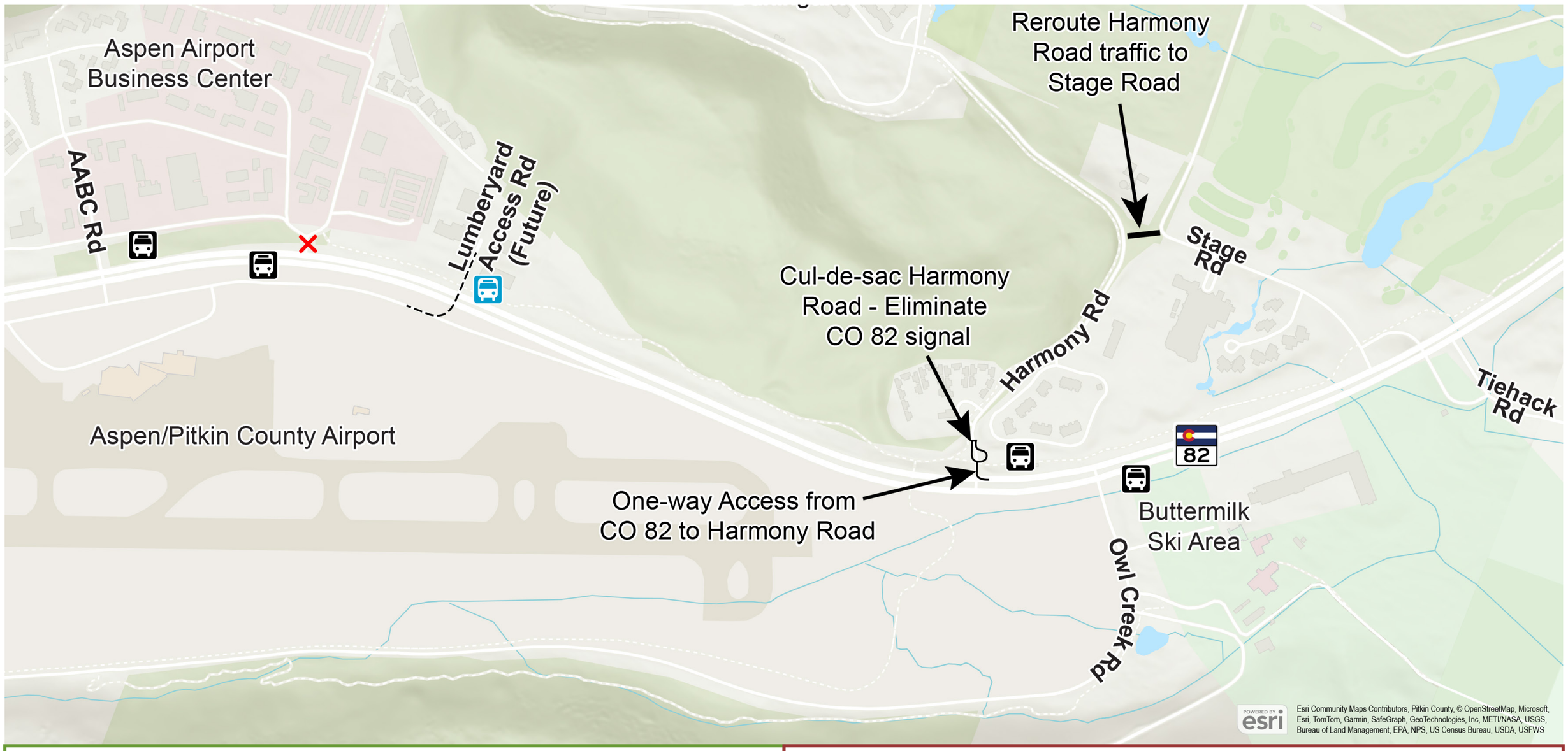
Cons

- Higher costs and larger roundabout than the PA due to additional bus infrastructure
- Modest change to general traffic delays

Airport Business Center: Potential PA Modifications

MODIFICATION 1: Connect Harmony Road to Stage Road

Connects Harmony Lane to Stage Road and removes the Harmony Road signal from CO 82.



Pros

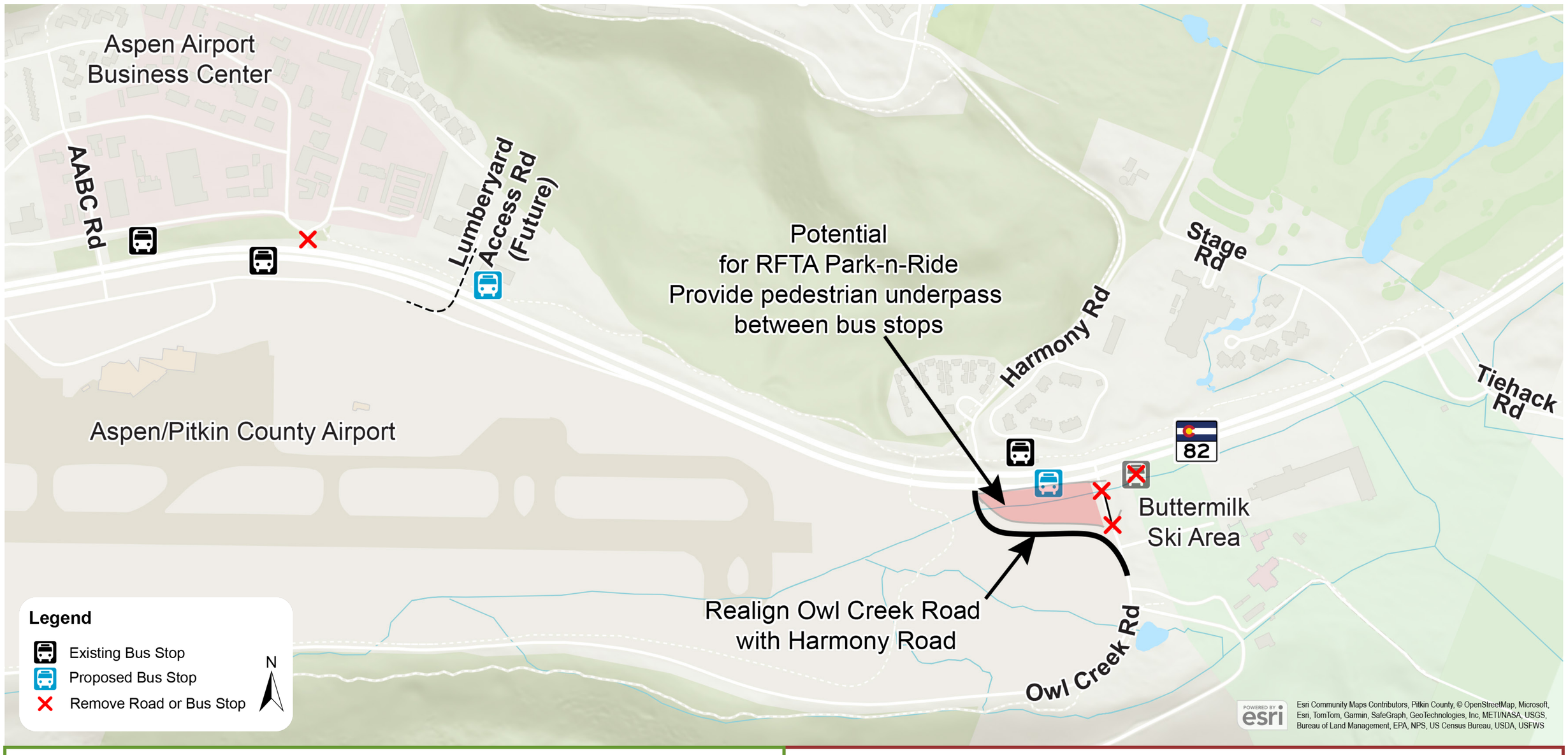
- Improves traffic flow and reliability during peak periods by removing a signal on CO 82 and modifying left-turn access
- Potential to reduce congestion-related crashes
- Improves emergency response times
- Maintains similar transit and bike/ped benefits as the PA

Cons

- Creates new local intersection conflicts
- Requires changes to local bus routing
- Results in out-of-direction travel for Harmony Road residents

MODIFICATION 2: Realign Owl Creek Road with Harmony Road

Realignment of Owl Creek Road with Harmony Road and removes Owl Creek signal from CO 82



Pros

- Improves traffic flow and reliability during AM peak period by removing a signal on CO 82
- Enhances pedestrian safety and connectivity
- Improves transit transfers and operations
- Allows for expansion of Buttermilk parking

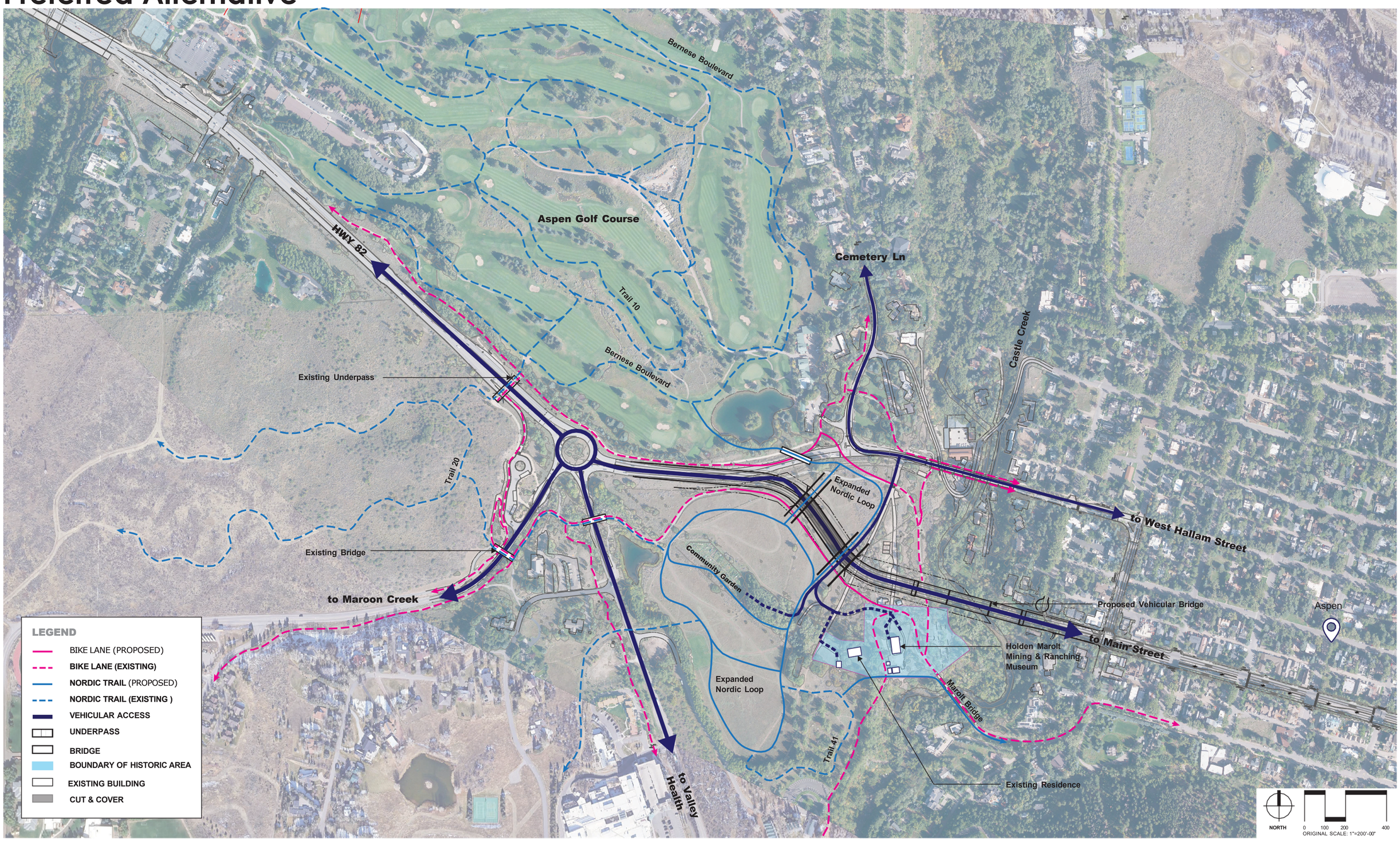
Cons

- Higher construction costs due to underpass and intersection reconstruction
- Increases walk from new bus stop to Buttermilk

Marolt Open Space: Access and Trail Opportunities

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Preferred Alternative



Preferred Alternative Potential Mod: Cemetery Lane Slip Lane

