



Aspen City Council Workshop

September 22, 2026



CITY OF ASPEN

Agenda

- What is a NEPA Reevaluation
- Project Teams and Team Structure
- Preferred Alternative (PA) Refinements: Process and Results
- Refined PA: Design Review
- Reevaluation Status Update
 - Traffic Modelling
 - Environmental Resources
- Schedule Overview
- Next Steps

Project Management Team (PMT)



Federal Highway
Administration



CITY OF **ASPEN**



COLORADO

Department of Transportation

Project Leadership Team (PLT)



Historic Preservation
Commission



Issue Task Forces (ITFs)

- Task force meetings held with technical representatives to discuss and resolve issues.
- Topics/subject matter included:
 - Traffic
 - RFTA/Transit
 - Design
 - Parks and Recreation
 - Historic
 - 4(f) and 6(f)
 - Tunnel

Preferred Alternative (PA) Refinements: Process and Results

Preferred Alternative from the 1998 Record of Decision

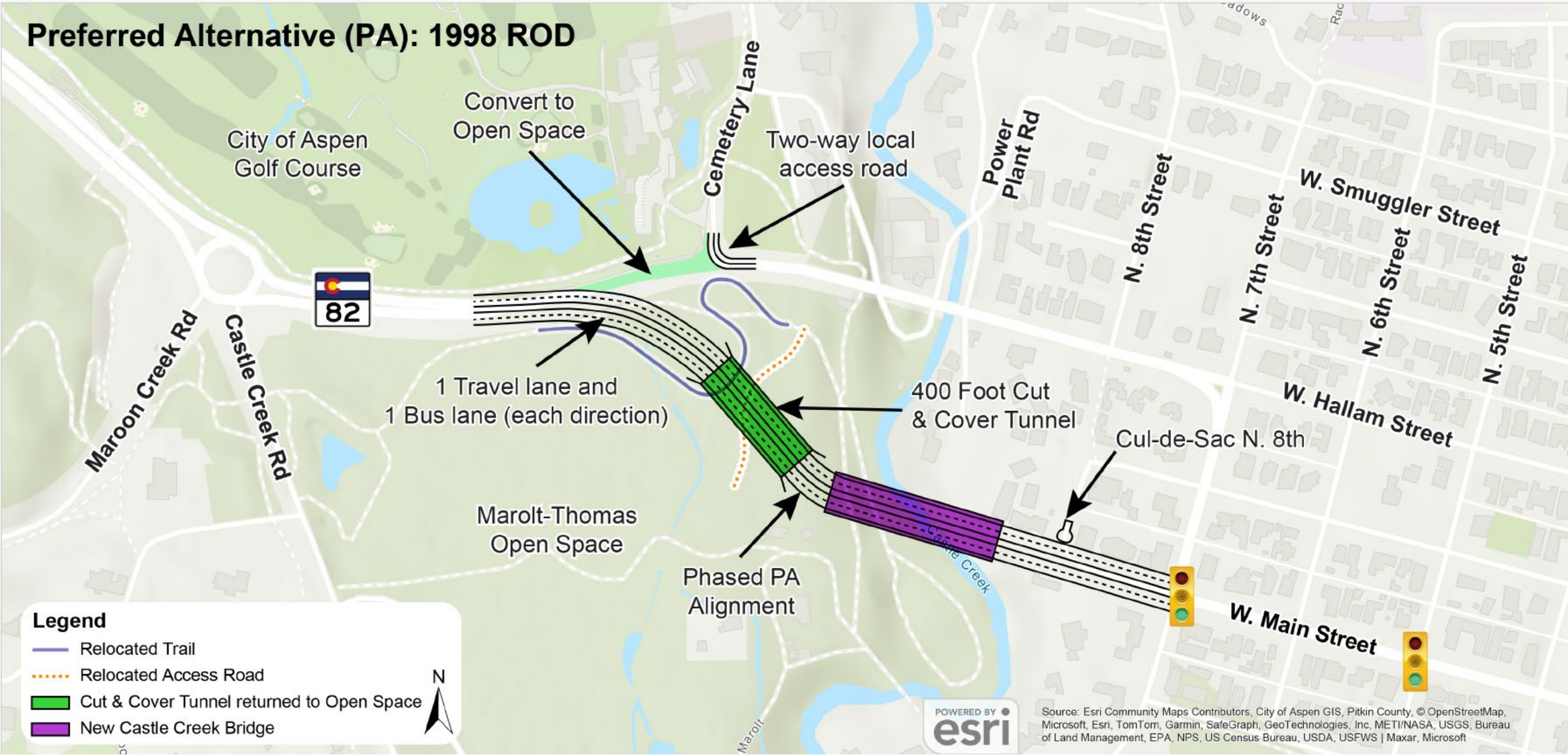
- Combination of highway and intersection improvements
- New transit system
 - light-rail transit (LRT) system that can be developed as an interim phase as two exclusive bus lanes (one in each direction) if local support and/or funding for LRT not available.
- Incremental transportation management program.

Elements of the PA Previously Implemented

- 2002 – Owl Creek Road realignment and new intersection
- 2002 – Marolt Open Space transportation easement
- 2003 – Maroon Creek Road roundabout
- 2006 – Main Street westbound peak period bus lane
- 2008 – Maroon Creek bridge
- 2010 – Exclusive Bus lanes from airport to Maroon Creek roundabout
- Ongoing transportation management measures



Preferred Alternative (PA): 1998 ROD



Source: Esri Community Maps Contributors, City of Aspen GIS, Pitkin County, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS | Maxar, Microsoft

PA Modifications

- Why Refine the PA?
 - Respond to issues identified in early traffic modeling and public and stakeholder input.
 - Public Input from late 2024/early 2025 and 2026 public meeting indicated travel time reliability was top concern (followed by emergency evaluation)
 - Traffic bottlenecks or pinch points impaired peak-hour traffic flow and travel time reliability, limiting the PA in improving traffic metrics.
 - Modifications geared toward optimizing PA to better address Project Purpose and Objectives
- PA Refinements limited to those that could be done with within a Reeval

PA Modification Screening Process



PA Modifications – Public Input

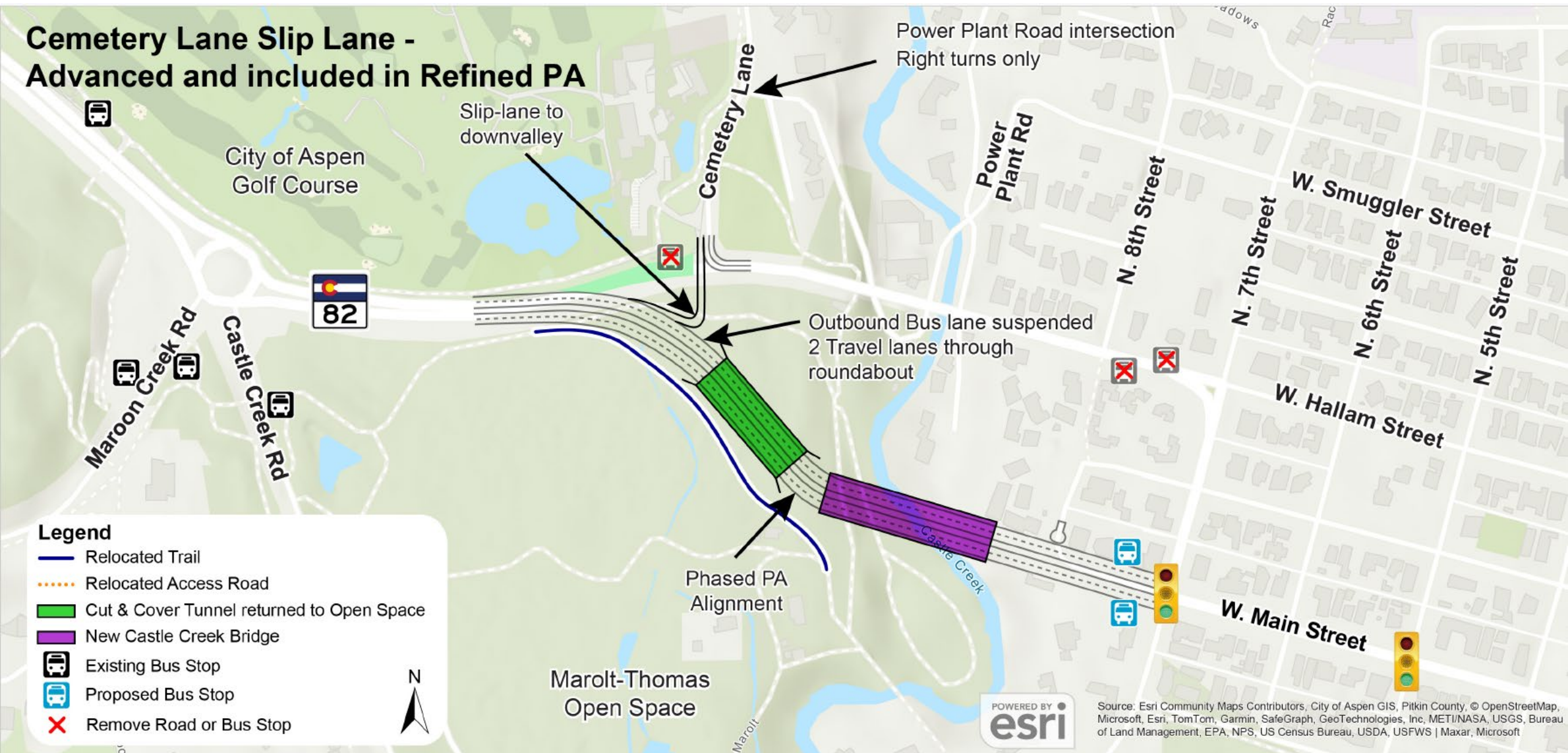
- Public input obtained between Level 2A and 2B screening
 - Broad support for transit-focused improvements, particularly slip lanes that allow buses to bypass congestion
 - Preference for maintaining or restoring access at Cemetery Lane without introducing a new signalized intersection
 - Concern regarding the footprint and impacts of larger infrastructure elements, particularly in the Marolt Open Space area
 - General support for modifications that improve travel time reliability and reduce bottlenecks along the corridor

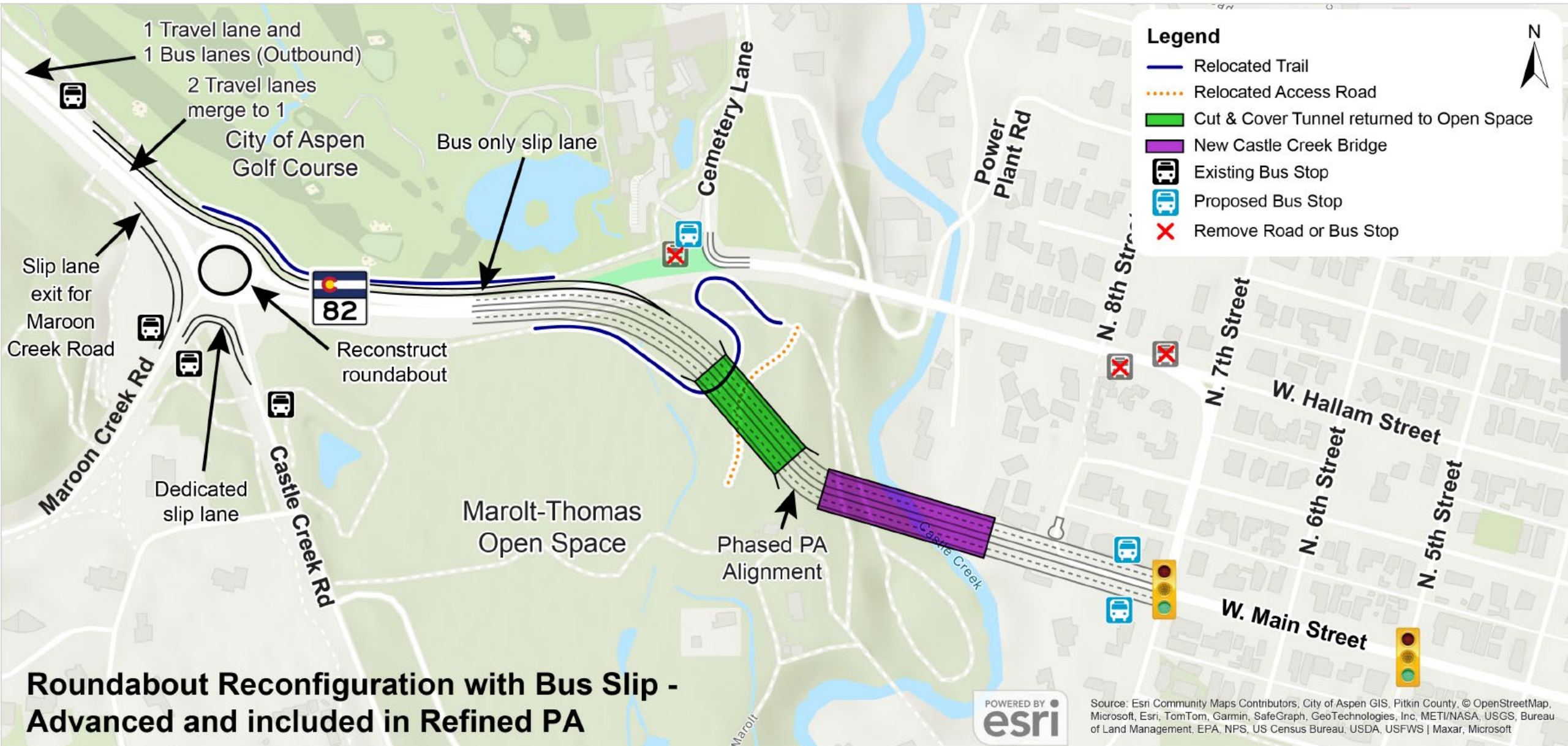
PA Modifications Eliminated

Modification	Screening Level	Primary Reason
Shifted PA	Level 1	Introduced sharp curves and did not adequately address safety concerns (repeat of S-curves)
Tolling/Managed Lanes	Level 1	Outside the scope of a re-evaluation
Cemetery Lane $\frac{3}{4}$ -Movement	Level 2A	Reduced travel time reliability and increased roundabout congestion
Castle Creek Split	Level 2A	Impaired emergency access
AABC Dog-Bone Roundabouts	Level 2A	Operational concerns and limited benefit relative to complexity
AABC Florida-T	Level 2A	Weaving, merge, and safety concerns
Cemetery Lane Full Movement	Level 2B	Traffic modeling showed increased congestion and reduced reliability
Maroon & Castle Creek Slip Lanes	Level 2B	Less effective than roundabout reconfiguration with bus slip lane
Harmony Road to Stage Road	Level 2B	Did not perform as well as Owl Creek Road realignment

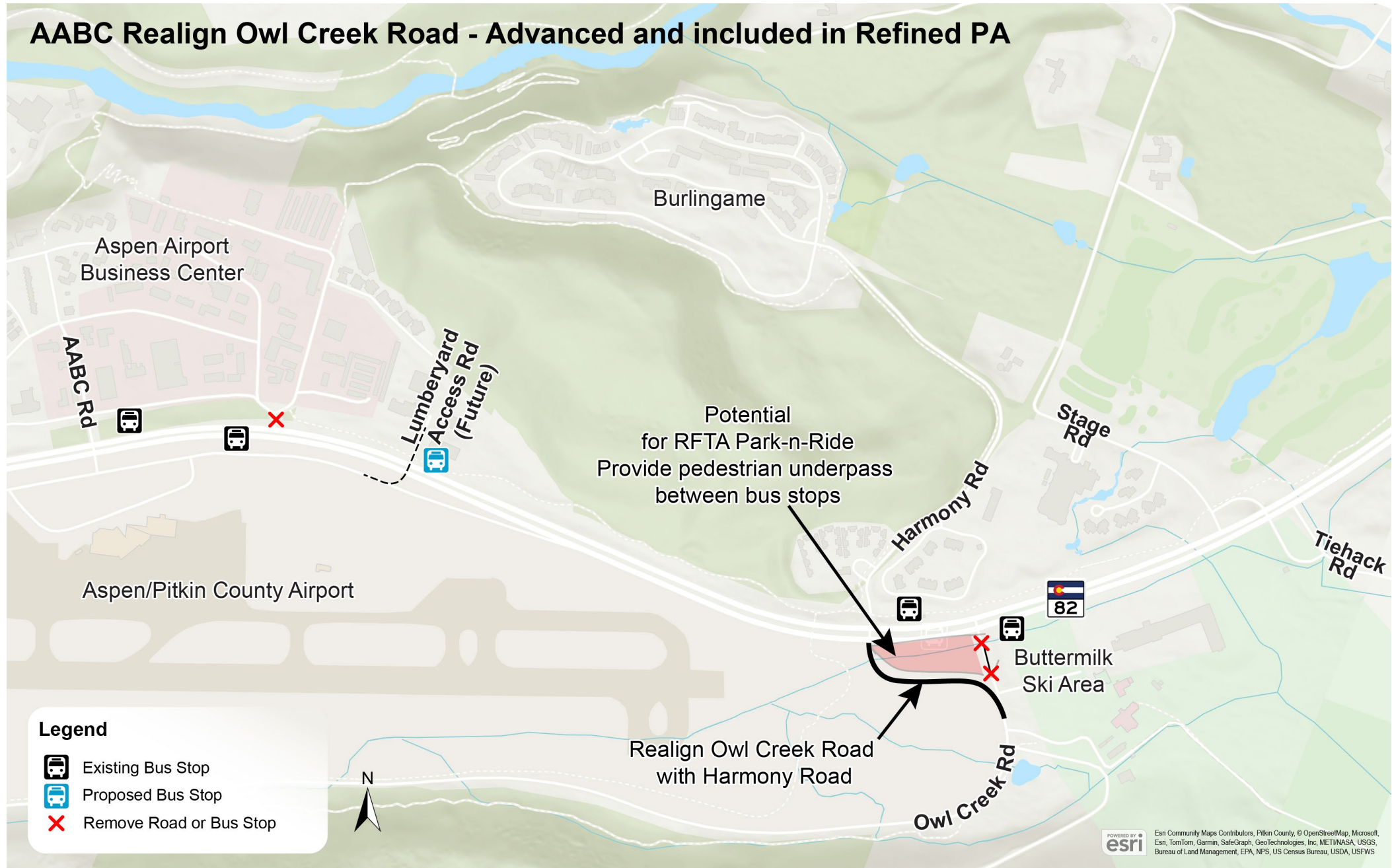
Refined PA

Cemetery Lane Slip Lane - Advanced and included in Refined PA





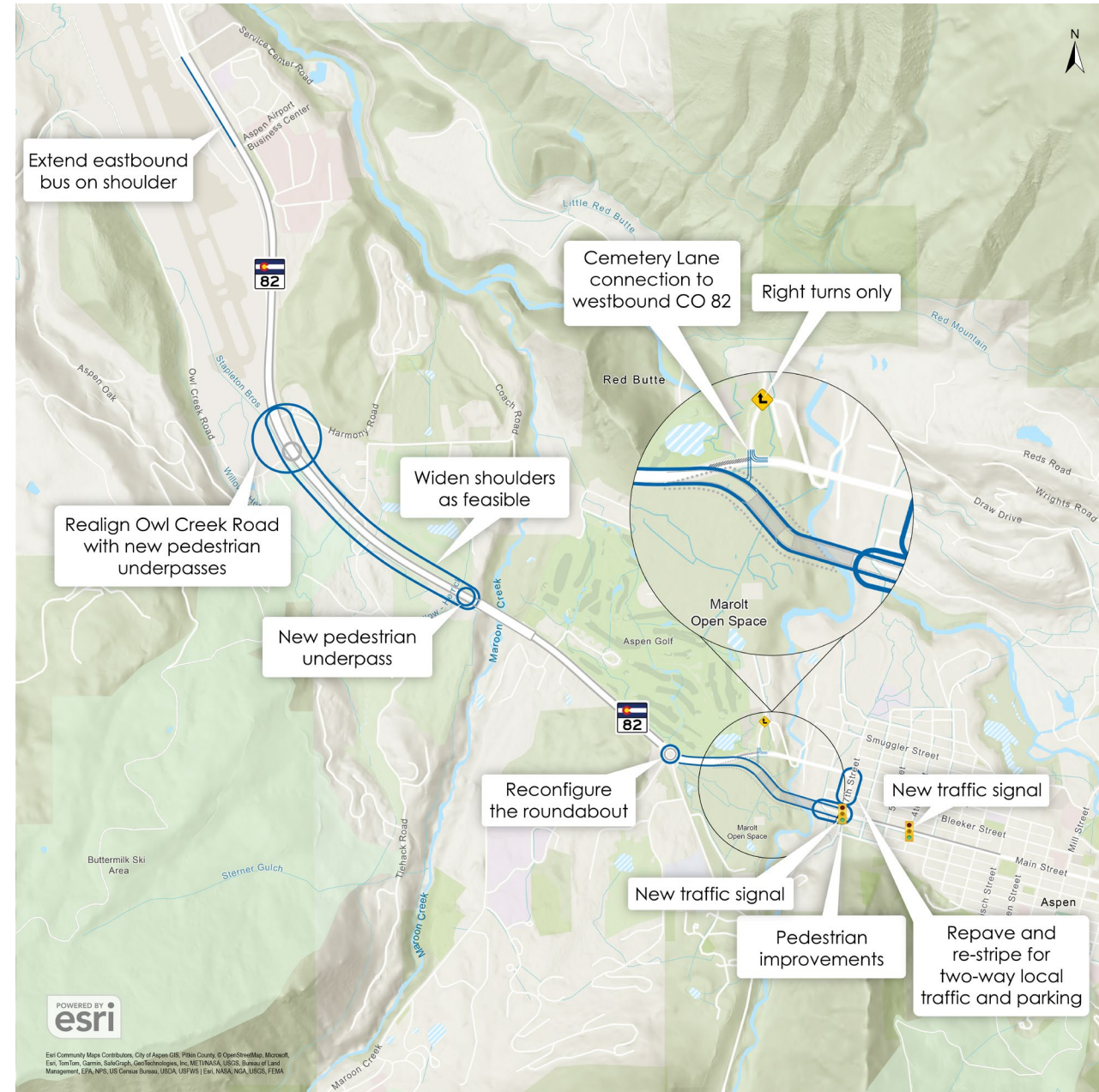
AABC Realign Owl Creek Road - Advanced and included in Refined PA



Refined PA

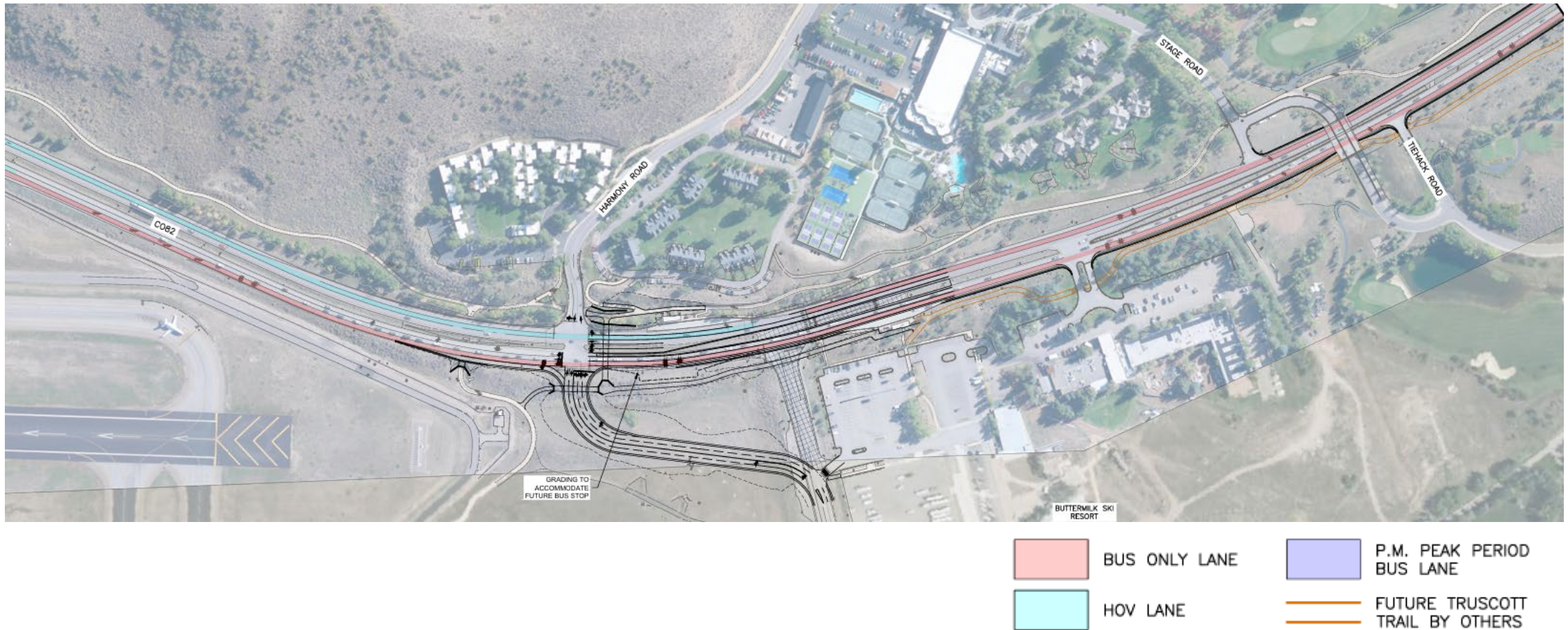
Key Differences from Interim PA

- Earlier start for eastbound CO 82 bus on shoulder
- Realign Owl Creek Road with new signalized intersection and pedestrian underpasses
- Reconfigure Maroon Creek roundabout to improve flow, prioritize outbound bus (slip lane)
- Westbound CO 82 connection for Cemetery Lane
- Reconfiguration of Cemetery Lane/Power Plant road intersection to prevent traffic turning left to CO 82
- New traffic signals on Main Street at 7th Street and 4th Street and additional street parking on N. 7th Street
- Potential permitted HOV use of bus lanes
- Pedestrian improvements throughout



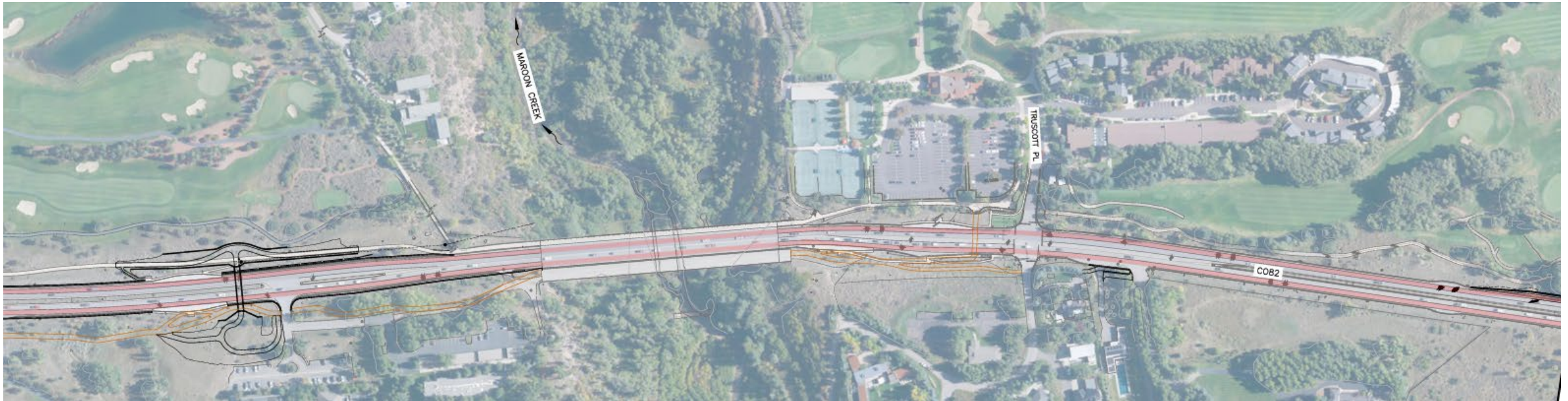
CO 82 at Owl Creek Road

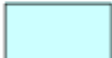
Conceptual and Subject to Revision



CO 82 around Maroon Creek Bridge

Conceptual and Subject to Revision

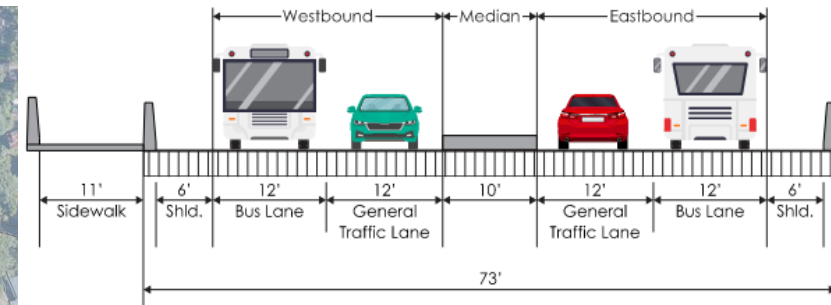


	BUS ONLY LANE		P.M. PEAK PERIOD BUS LANE
	HOV LANE		FUTURE TRUSCOTT TRAIL BY OTHERS

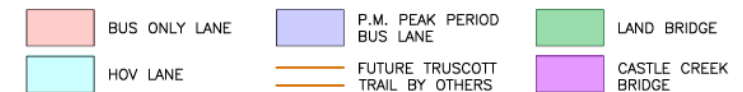
CO-82 Maroon Creek Roundabout to 7th Street



Conceptual and Subject to Revision



Typical Section – Interim Bus Castle Creek Bridge



Visualization Across Open Space



Cut and Cover Tunnel Update

- 1998 ROD specified a 400-foot-long cut-and-cover tunnel on Marolt Open Space
- May require extensive ventilation and fire safety improvements
- Shorter tunnel considered
 - Still may require the robust fire safety improvements
 - Reduction in open space mitigation
- Tunnelling Risk memo prepared and reviewed by City/CDOT
 - Comprehensive engineering analysis and modelling required

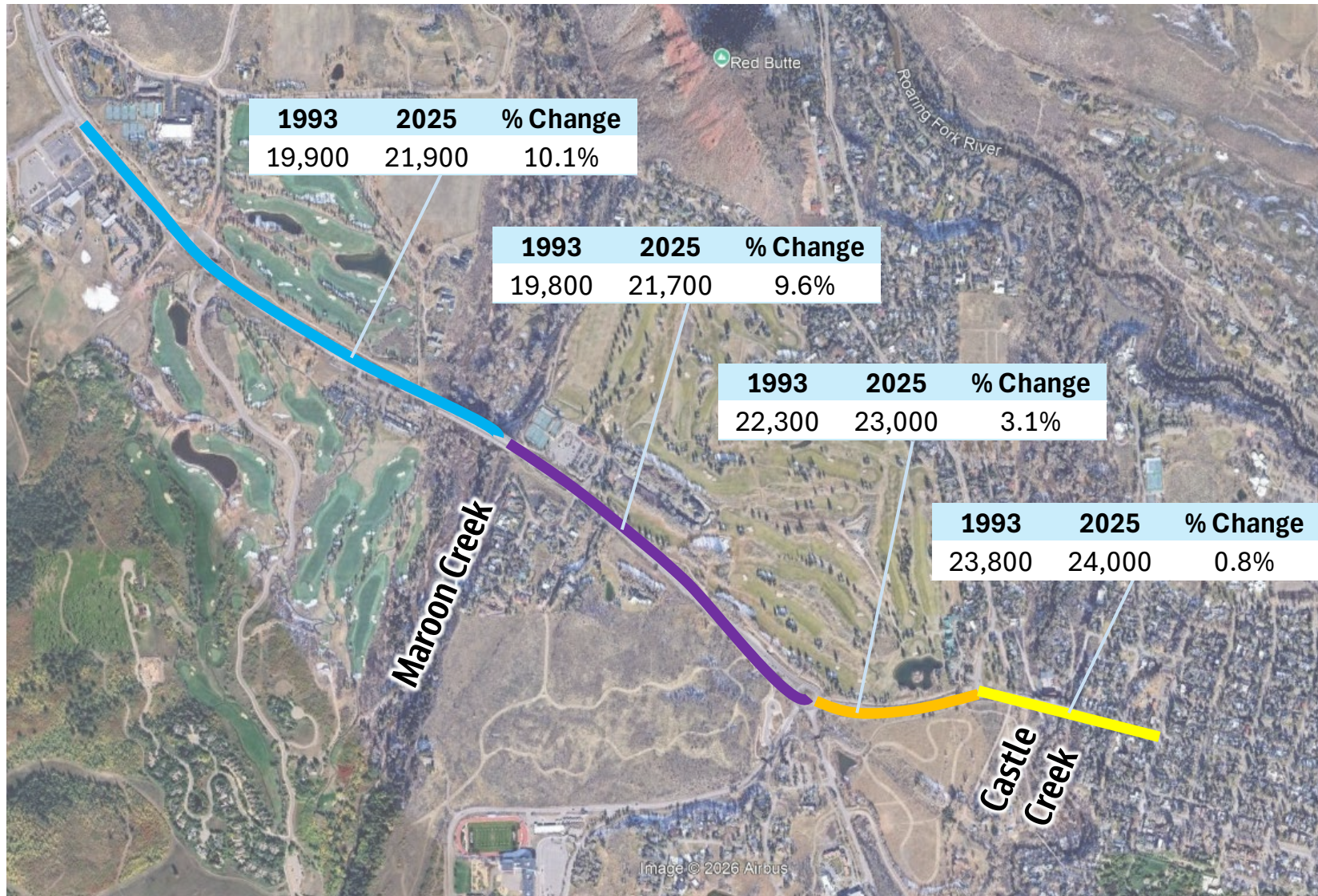
Reevaluation: Traffic Analysis

Traffic Evaluation

- Analysis evaluated operational performance of
 - Existing conditions (2025)
 - No Build conditions (2050)
 - EIS Interim PA (2050)
 - Refined PA (2050)
 - Refined PA with Permitted HOV in bus lanes (vanpools) (2050)



1993 vs. 2025 Annual Avg Daily Traffic (AADT)



■ Data Sources

- 1993
 - 1997 FEIS Data
- 2025
 - Castle Creek Bridge
 - July 2025 counts (adjusted to annual using CDOT counter data)
 - Other segments –
 - Based on StreetLight adjustments of ADT at Castle Creek Bridge

Traffic Evaluation: Methods

- Vissim Micro-Simulation
 - Detailed modelling
 - Simulating movement and interaction of vehicles and bike/ped
- Focused on Worst-Case Peak Hour (AM/PM)
 - Peak traffic volume month is July (traffic counts 7/25)
 - Model considered vehicular travel time, traffic signal data, transit data (RFTA summer schedule and input), vehicle occupancy data
- Traffic Growth (2050)

Traffic Evaluation: Traffic Growth

- Traffic Growth (2050) – approved by CDOT
 - Estimated based on valley development
 - 13 planned developments ranging from 38 to 1500 units
 - Developments would have a gravity factor towards Aspen
 - Then reduced by a multi-modal factor
 - Projected growth would add approximately 240 vehicles into and out of Aspen, each way, during peak hour



Traffic Evaluation: Metrics

Traffic Evaluation

Measures of Effectiveness



Person-Throughput

Measuring the moving of people (not vehicles)



Travel Time

Measured between Brush Creek Road and Garmisch Street



Roadway Network Delay

Total congestion and vehicle delay across the network



Bus Delay

Total transit travel delays and service reliability along the corridor

Traffic Evaluation: Summary

Alternative (2050)	Delays	Person Throughput	Remarks
No Build	Highest	Lowest	Traffic Growth with no improvements
EIS Interim PA	Medium/High	Medium	Elimination of S-curves is major improvements
Refined PA	Medium	Medium/High	Elimination of S-curves + Modifications easing congestion
Refined PA + Permitted HOV	Lowest	Highest	No Adverse impacts to bus service with 60 vanpools in peak hour

Reevaluation: Environmental Resources

Reevaluation Reports and Memoranda

- Historic Resources * Survey Report
- Historic Resources Finding of Effect
- Draft MOA
- Paleontological Resources
- Archaeological Resources
- Farmlands
- Geotechnical
- Floodplains
- Multimodal Resources
- Hazmat Initial Site Assessment
- Section 6(f) *
- Biological Resources Report
- Water Quality
- Wetlands
- Visual Impact Assessment*
- Air Quality
- Individual Section 4(f) * Evaluation
- Traffic Noise
- Traffic Reevaluation
- Community Understanding Report
- Reevaluation Summary

Resources noted with an * are highlighted on the following slides.

Environmental Resource Highlights

Environmental

- Overview of Preliminary Findings
 - Similar impacts to ROD PA for most resources
 - More benefits than ROD PA for multimodal (transit, bike/ped) and emergency access
 - Reduced visual impacts because current phase does not include LRT (catenary system), but more detailed visual assessment documents adverse visual changes that were covered more generally in the FEIS
 - Notable differences for historic resources, Section 4(f), and traffic noise

Section 106 Process (Historic)

- Section 106 requires federal agencies to consider their projects' effects on historic and archaeological resources
- Ongoing coordination with Historic Issues Task Force
- Draft eligibility and effects documentation undergoing consulting party review.
- Most resources were determined to have no historic properties affected or no adverse effect.
- The Berger Cabin was determined to have an adverse effect.
- SHPO and consulting parties will have input on the Memorandum of Agreement (MOA) documenting measures to mitigate the adverse effect.



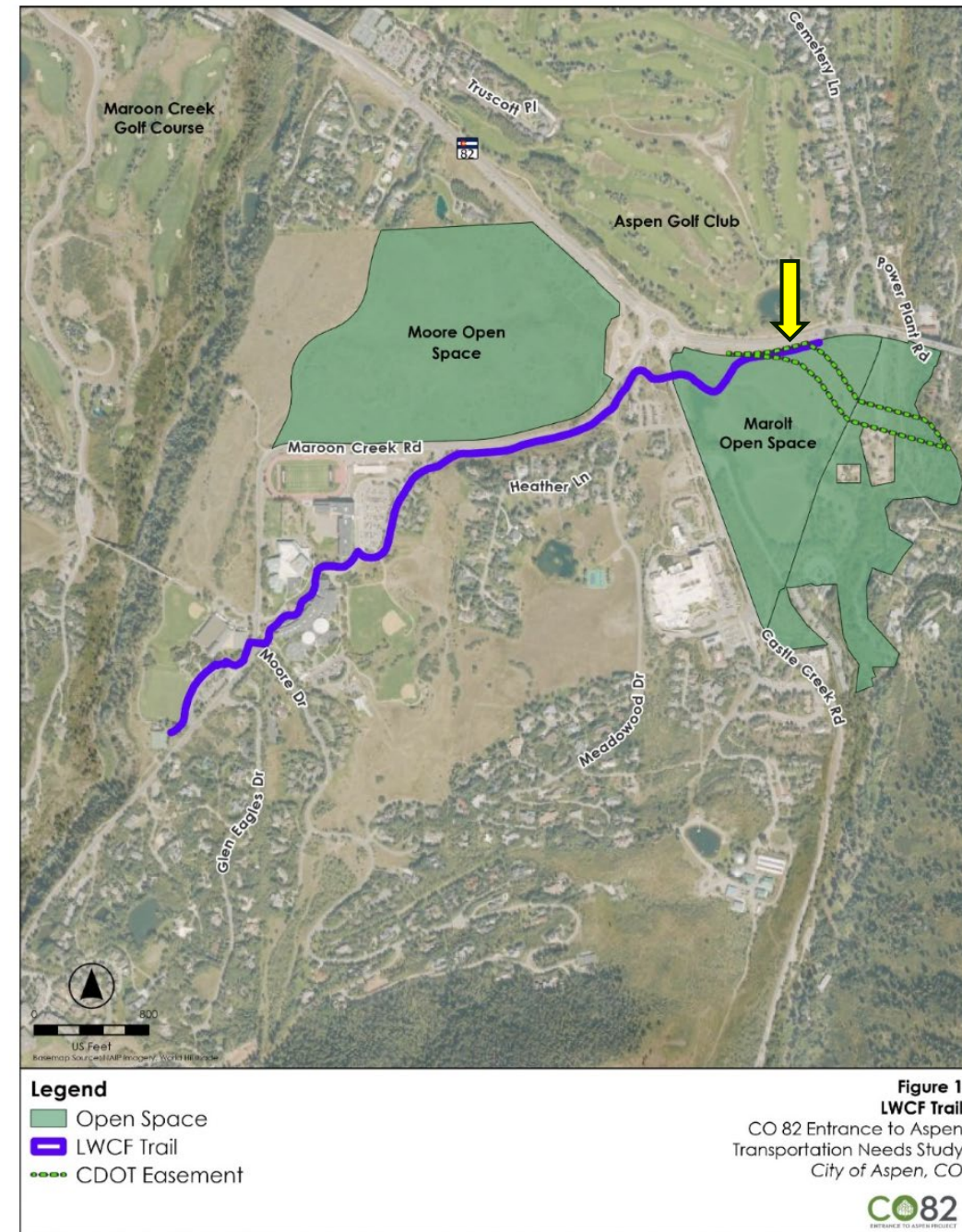
Section 4(f) Evaluation

- Section 4(f) protects publicly owned parks, recreational areas, historical sites, and wildlife/waterfowl refuges
- Draft 4(f) evaluation submitted to CDOT on September 11th.
- Most resources expected to have minor impacts.
- A Section 4(f) 'use' of the Marolt Open Space occurred under the FEIS/ROD Preferred Alternative.
 - Mitigation involved land swap with CDOT.
- Based on draft evaluation results, the Refined PA will also have a 4(f) use of the Berger Cabin due to adverse effect under Section 106.



Section 6(f) Evaluation

- Land and Water Conservation Fund grant received for Marolt Trail received in 1993.
- LWCF Grant not identified in FEIS or 2007 Reevaluation
- City conveyed a transportation easement to CDOT for PA in 2002
- Impacts primarily within existing transportation easement
- CDOT is seeking approval for a “park improvement” under Section 6(f)



Visual Impact Assessment – Simulation 1



Visual Impact Assessment – Simulation 2



Visual Impact Assessment – Simulation 3



Schedule Milestones

Project Timeline/Milestones

Milestone	Schedule Date
Design Handoff	6/3/2026
Complete Section 106 (Historic) MOA	12/14/2026
Draft Section 4(f)	9/9/2026
Final Section 4(f)	3/8/2027
Send Draft Reeval for CDOT Review	4/27/2027
Send Draft Reeval for FHWA Review	5/25/2027
Reevaluation Decision	7/7/2027

Next Steps

Next Steps for the Project

- Address CDOT comments on technical reports & memoranda
- Submit to FHWA upon completion
- Ready Section 4(f)/Section 6(f) Document for FHWA legal review
- Complete Reevaluation document; submit for CDOT/FHWA review



**Thank
You**