



ENTRANCE TO ASPEN

PROJECT OBJECTIVES

THE TEN PROJECT OBJECTIVES, NEEDS AND INTENT

In 1995 Aspen City Council, Pitkin County Commissioners and the Snowmass Village Town Council, along with input from citizens and a technical advisory committee, established ten project objectives that the Entrance to Aspen solution must be based on. In 1998, CDOT and FHWA selected the Preferred Alternative as opposed to other solutions because it met the objectives the community identified. These ten objectives are the foundation past decisions were made on. If the community pushed for an Entrance to Aspen solution other than the Preferred Alternative, these community objectives would have to be investigated and likely changed. The community objectives are:

1. **Community Based Planning.** Provide a process which is responsive to local community based planning efforts, including the Aspen to Snowmass Transportation Project and the Aspen Area Community Plan, with special attention focused on limiting vehicle trips into Aspen to create a less congested downtown core.
2. **Transportation Capacity.** Provide needed transportation capacity for the forecasted person trips in the year 2015. In doing this, this project will identify a combination of travel modes, alignments and transportation management actions to seek to achieve the stated community goal of limiting the number of vehicles in the year 2015 to levels at or below those of 1994.
3. **Safety.** Reduce the high accident rate on State Highway 82 and the existing S-curves at SH82/7th Street/Main Street, and provide safety improvements for bicyclists and pedestrians. Provide safe access for all intersections for all movements.
4. **Environmentally Sound Alternative.** Develop an alternative which minimizes and mitigates adverse impacts. A process will be used which follows the National Environmental Policy Act (NEPA), the 1990 Clean Air Act Amendments (CAAA), the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), and all pertinent legislation.
5. **Community Acceptability.** Develop an alternative which fits the character of the community and is aesthetically acceptable to the public.
6. **Financial Limitations.** Develop an alternative that is financially realistic with respect to current and expected funding levels and programs, while being responsive to both the community's character and prudent expenditures of public funds.
7. **Clean Air Act Requirements**.** Since the Aspen area is a PM10 non-attainment area, the Preferred Alternative must meet the requirements by the CAAA by demonstrating project conformity. ** Since these objectives were written, Aspen has become an attainment area for PM10.
8. **Emergency Access.** Respond to the need for an alternate route for emergency response to incidents inside and outside of Aspen.
9. **Livable Communities.** Provide a system which reflects the small town character and scale of the Aspen community, and which enhances the quality of life for residents and visitors. The system shall provide more accessible transportation which increases the mobility of the community and therefore provides for a more livable community.
10. **Phasing.** Provide an alternative which allows for future transit options and upgrades.

In 1995 the elected officials in conjunction with the project objectives also developed the project need and intent statements for the Entrance to Aspen EIS. They are:

Project Need: The capacity of the existing transportation system is insufficient during peak periods. Safety, clean air, the visitor's experience and residents' quality of life are compromised.

Project Intent: To provide a balanced, integrated transportation system for residents, visitors and commuters, that reduces congestion and pollution by reducing and/or managing the number of vehicles on the road system. The system should reflect the character and scale of the Aspen community.

Through a process responsive to community based planning, the EIS shall identify, analyze, select and implement the best transportation alternative for the short and long-term goals of community compatibility, safety, environmental preservation, clean air, quality of life, and transportation capacity. The alternative chosen should be consistent with the Aspen/Snowmass/Pitkin County goal of limiting vehicles in 2015 to levels at or below those of 1994.