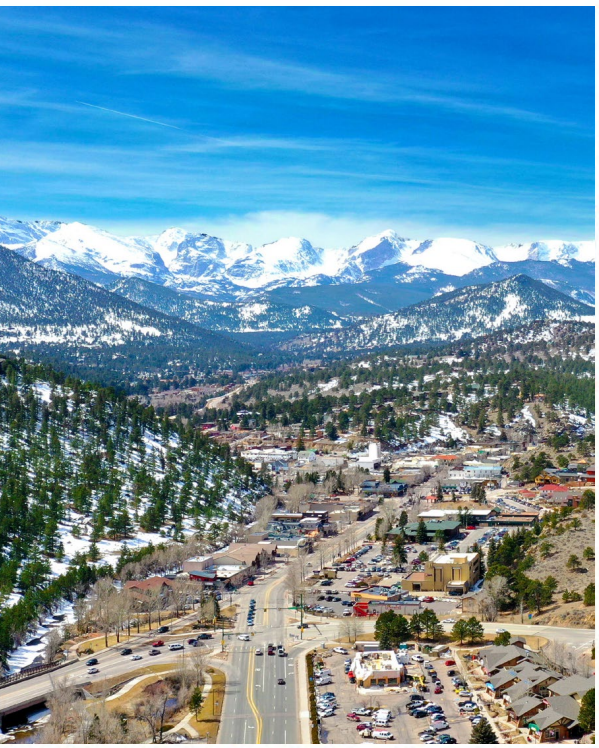

Estes Park Multimodal Transportation Plan

May 2025

Acknowledgements

Town of Estes Park

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Table of Contents

Introduction

Estes Park is a rural mountain town of just under 6,000 residents located in the Rocky Mountains in northern Colorado. The surrounding area of Larimer County contributes approximately another 6,000 residents. While the town has a relatively small population, it welcomes millions of visitors each year, creating unique transportation challenges for its size. The Town of Estes Park (TOEP) 2045 Transportation Plan is made up of two distinct plans:

The **Multimodal Transportation Plan (MTP)** is the long-range vision for the cohesive transportation system for Estes Park and the surrounding area that will guide the Town's investments in the transportation system to best serve the needs of the community and visitors. The **Transit Development Plan (TDP)** is a targeted short- to mid-term plan focused on improving public transportation accessibility from short-distance, local circulation needs to long-distance, regional connectivity. Both of these plans build upon and were informed by the goals established in the 2022 Estes Forward Comprehensive Plan.

Estes Park's picturesque mountain setting is one of the Town's greatest strengths, attracting visitors year-round to come see the town and nearby Rocky Mountain National Park (RMNP). However, the scenic landscape also imposes spatial challenges when considering traditional roadway improvement strategies. The topography of the surrounding mountains limits the Town's ability to increase roadway capacity through added lanes. Most major roadways and arterial streets are limited to their current footprint due to topographic features like steep slopes and rock formations, which prevent expansion. Because of these geographic limitations, multimodal and transit solutions offer particularly useful benefits to Estes Park.

To guide the planning process the Town staff and Steering Committee members developed project goals:

2045 Transportation Plan Goals

Multimodal Safety
Making Estes Parks roads and trails safe and comfortable for all users

Choices and Connectivity
Providing options for all modes and users that connect to desirable destinations

User Experience
Creating a transportation system that provides a seamless and positive experience

Regional Partnership
Partnering with key local, state, and federal organizations to create a cohesive network

Economic and Social Sustainability
Connections that allow the free flow of goods and people throughout the area

Accessibility
A transportation network accessible for all users

Resilient Infrastructure and Environmental Sustainability
Infrastructure that stands the test of time

Funding Implementation
Developing a pathway for realizing the vision

These project goals serve as the foundation for the planning project. Each phase of the project, from documenting existing conditions through funding and prioritization, was guided and shaped by these project goals and those set forth by the Estes Forward Comprehensive Plan.

While the project goals served as the foundation of the project, community input and preference were the guiding voice for the planning team. Two phases of community engagement were held during the planning process. These phases had the express purpose of ensuring that community knowledge of the transportation system was included in the plan and providing residents the opportunity to weigh in on any recommendations before they were finalized, making sure all recommendations furthered the goals and needs of Estes Park.

THE PLAN IS DIVIDED INTO THE FOLLOWING SECTIONS:

Facilities Evaluation and Needs Assessment: A study of the current transportation network.

Economic and Community Context Assessment: Creating a baseline for future transportation in the town.

Peer Transit Systems Analysis: Exploring what can be learned from other cities' successes.

Public Engagement Summary: How the public shaped the planning effort.

Transportation Recommendations: How Estes Park can improve the transportation network for the future.

Prioritization and Implementation: A guide to making sure projects are established in a sequence that improves the network for all users.

Financial Planning and Capital Improvements: Helping lay the groundwork for funding future transportation improvements.

The 2045 Estes Park Transportation Plan paints a comprehensive picture of current transportation in the town and opportunities for improvements, while laying out the steps to move from the recommendations to reality. It will serve as a road map for the next 20 years for traveling in and around Estes Park.

Chapter 1:
Facilities Evaluation and Needs Assessment

Introduction

Study Area

Estes Park is located in Larimer County in north-central Colorado approximately 70 miles northwest of Denver and 30 miles due west of Loveland. Estes Park is connected to the Front Range region via United States Highway (US) 34 and US 36. Rockey Mountain National Park (RMNP) is located just west of Estes Park and the town serves as the gateway community on the eastern side. The Arapahoe and Roosevelt National Forest (ARNF) borders Estes Park to the east and south and provides additional recreational opportunities.

The 2045 Transportation Plan study area includes the entirety of the TOEP boundary as well as surrounding portions of unincorporated Larimer County between the RMNP and ARNF. The study area covers 32.5 square miles and contains the bulk of the populated areas and private land in the Estes Valley to address mobility needs that fall just outside Town boundaries, but still impact residents, workers, and visitors in Estes Park. A map of the 2045 Transportation Plan study area is shown in **Figure 2**.

Planning Process

Figure 1. Estes Park Transportation Plan Process

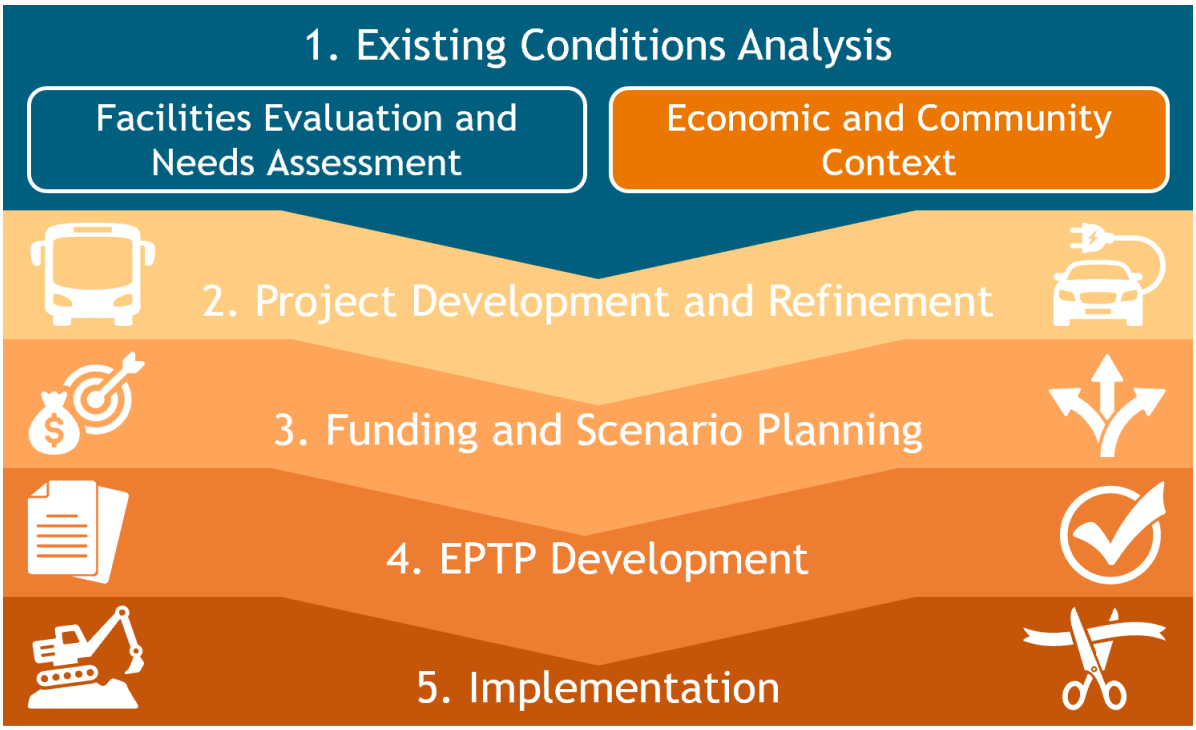
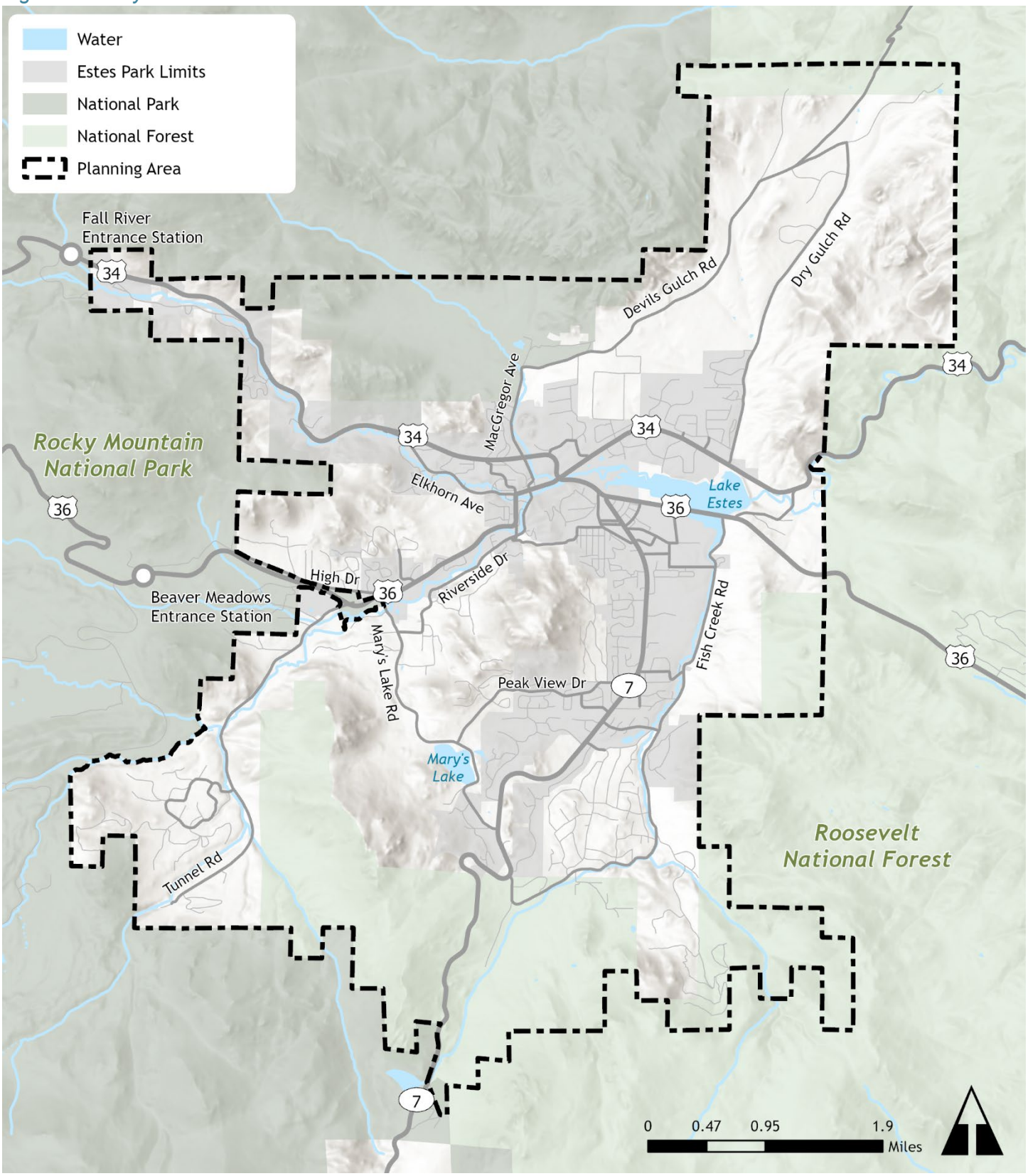


Figure 2. Study Area



Previous Plans and Studies

One of the primary purposes of the MTP is to aggregate the analysis, goals, and recommendations of previous plans and studies. The existence of this plan, for instance, comes directly from the 2022 Estes Forward Comprehensive Plan's action list item T 1.A. Incorporating goals from previous plans and studies ensures that the MTP recommendations stay true to the recent efforts and input received from the public. To summarize, goals from recent plans and studies were grouped into eight categories: Pedestrian & Bicycle, Transit, Congestion, Safety, Maintenance, Land Use/Housing/Economic Development, Sustainability/Equity/Recreation, and Arts/Culture/Placemaking.

Applicable plans were reviewed that have been completed by the TOEP, Estes Valley Recreation and Park District (EVRPD), Estes Valley Land Trust (EVLT), and Larimer County. Each reviewed plan is shown in **Table 1. Previous Plans and Studies Focus Areas.** with an indicator of which topic areas are covered in each plan. The subsections following the table outline each topic area and summarized goals from the studies for which topic area was a primary focus.

Table 1. Previous Plans and Studies Focus Areas

Plan	Lead Agency	Year	Topic Area: Pedestrian & Bicycle	Transit	Congestion	Safety	Maintenance	Land Use/Housing/Econ Development	Sustainability/Equity/Recreation	Arts/Culture/Placemaking
ADA Self-Evaluation Transition Plan	Estes Park	2023	●			●	●			
Climate Smart and Future Ready Plan	Larimer Co.	2022	●	●					●	
Environmental Sustainability Task Force Report	Estes Park	2022	○						●	
Estes Forward Comprehensive Plan	Estes Park	2022	●	●	●	●	●		●	○
Facilities Master Plan	Estes Park	2022					●	○	●	
EV Infrastructure and Readiness Plan	Estes Park	2021							●	
Larimer County Comprehensive Plan	Larimer Co.	2021	○	●	○	○			●	●
Estes Valley Open Space Plan	EVLT	2020	●						●	○
Downtown Parking Management Plan	Estes Park	2018	○	●	●	○		●		
Estes Park Downtown Plan	Estes Park	2018	●	●	●	○	○	●	●	●
Larimer County Transportation Master Plan	Larimer Co.	2017	○	○	●	●	●		●	
Estes Valley Master Trails Plan	EVRPD	2016	●						○	

● ***Major Plan Component/Focus*** ○ ***Included in Plan***

Previous Plan Goals

Transportation-related goals from previous plans and studies relating to each of the eight themes are provided in the following subsections.

Pedestrian & Bicycle

Increased connectivity, implementing more facilities, and conflict reduction at significant intersections are described as key goals for Estes Park and surrounding areas in pedestrian- and bicycle-oriented studies. Several studies identify key pedestrian-related issues around Estes Park, including:

- Equitable and safe access to activity centers
- Proper and frequent active transportation facility maintenance
- Improved development standards such as landscape buffers between vehicle traffic and active transportation users
- Implementing parking efficiency policies

Pedestrian & Bicycle Studies	
2023	ADA Self-Evaluation Transition Plan
2022	Climate Smart and Future Ready Plan
2022	Estes Forward Comprehensive Plan
2021	Larimer County Comprehensive Plan
2020	Estes Valley Open Space Plan
2018	Downtown Parking Management Plan
2018	Estes Park Downtown Plan
2017	Larimer County Transportation Master Plan
2016	Estes Valley Master Trails Plan

These studies recognized the need for an expansion of both on-street and off-street bicycle facilities. This is essential to support bicycling not only as a recreational activity but also as an attractive and practical mode of transportation for individuals of all ages and abilities. The Estes Park Downtown Plan also calls for increased connectivity to open space throughout downtown Estes Park. Other recurring goals in these plans include improving the Town's and County's roadway design standards to include active transportation facilities as well as prioritizing safety and accessibility over vehicular travel times.

Transit

The two most common themes of transit-oriented studies describe the importance of a cohesive regional transit system along with the need to better support transit-reliant populations such as older adults and working populations. Interconnectivity between transit systems would allow for easier transfers between local and regional systems. Other important themes related to transit include connections to activity centers, maintenance and enhancements of existing transit fleets, increased frequency, and the implementation of seasonal workforce transit options.

Transit Studies	
2022	Climate Smart and Future Ready Plan
2022	Estes Forward Comprehensive Plan
2021	Larimer County Comprehensive Plan
2018	Estes Park Downtown Plan
2018	Downtown Parking Management Plan
2017	Larimer County Transportation Master Plan

Congestion

To address the increased traffic congestion and greenhouse gas (GHG) emissions, particularly in areas with low-density land uses and housing, various infrastructure and policy strategies have been recommended. Strategies include:

- Improving circulation through alternate routes beyond the state highways
- Implementing more efficient traffic technologies such as signal coordination and variable speed limits
- Supporting low-emission vehicle adoption and associated public charging infrastructure
- Installing roundabouts rather than traffic signals where feasible to have continuous traffic movement

Congestion Studies	
2022	Estes Forward Comprehensive Plan
2021	Larimer County Comprehensive Plan
2018	Estes Park Downtown Plan
2018	Downtown Parking Management Plan
2017	Larimer County Transportation Master Plan

Safety

The safety efforts of Estes Park are guided by both regional and local safety targets, which in turn influence a range of recommended infrastructure, policy, and program strategies. Larimer County's Comprehensive Plan highlights regional issues, including challenges that result from remote mountain living. The Estes Forward Comprehensive Plan also has an emphasis on safety with a focus on multimodal safety. Estes Park is dedicated to enhancing the safety and connectivity of its transportation system. To promote safety, the first crucial step is to identify and assess any shortcomings in a roadway's capacity to safely accommodate all modes of travel.

Safety Studies	
2023	ADA Self-Evaluation Transition Plan
2022	Estes Forward Comprehensive Plan
2021	Larimer County Comprehensive Plan
2018	Estes Park Downtown Plan
2018	Downtown Parking Management Plan
2017	Larimer County Transportation Master Plan

Maintenance

Maintenance is crucial for all forms of transportation infrastructure, including roads, bicycle facilities, sidewalks, and transit vehicles. Recent plans have placed a greater emphasis on maintaining multimodal facilities, which have historically been overlooked. The renewed focus on all road users is essential, as poor facility conditions often have the greatest impact on bicyclists, scooter riders, and pedestrians. A common strategy that was mentioned in various studies and plans was ensuring that funding allocated to road improvements also incorporates multimodal updates.

Maintenance Studies	
2023	ADA Self-Evaluation Transition Plan
2022	Estes Forward Comprehensive Plan
2022	Facilities Master Plan
2018	Estes Park Downtown Plan
2017	Larimer County Transportation Master Plan

Land Use/Housing/Economic Development

Housing and transportation are intrinsically connected, and both are essential for the support of a resilient and thriving community. Both the Town's and the County's Comprehensive Plans place an emphasis on housing and other land uses. On top of coordinating land uses, sustained housing development is something that is crucial to Estes Park. Two core strategies the Town desires to employ are encouraging the development of both affordable and workforce housing. Another focus that was reiterated across plans was ensuring that development complies within the existing capacity of the transportation network alongside planning for future improvements.

Land Use/Housing/Economic Development Studies	
2022	Estes Forward Comprehensive Plan
2022	Facilities Master Plan
2021	Larimer County Comprehensive Plan
2018	Estes Park Downtown Plan
2018	Downtown Parking Management Plan

Sustainability/Equity/Recreation

One of the most common themes throughout all applicable plans was the focus on preserving the natural environment in and around Estes Park. The natural beauty surrounding the Town is one of its most desirable charms, and many plans focus on strategies like implementing green infrastructure and alternative fueling stations, and incentivizing more energy and emission-efficient practices and design standards. The EV Infrastructure and Readiness Plan provides a roadmap for electric vehicle education programs, rates, and other policies, and expanding public charging infrastructure. The Environmental Sustainability Task Force Report also discusses developing an emissions report to track progress. Additionally past plans emphases a need for an equitable transportation network, that serves those who may to not wish to or are unable to drive. i

Sustainability/Equity/Recreation Studies	
2022	Climate Smart and Future Ready Plan
2022	Environmental Sustainability Task Force Report
2022	Estes Forward Comprehensive Plan
2022	Facilities Master Plan
2021	Larimer County Comprehensive Plan
2021	EV Infrastructure and Readiness Plan
2018	Estes Park Downtown Plan
2017	Larimer County Transportation Master Plan
2016	Estes Valley Master Trails Plan

Arts/Culture/Placemaking

The inclusion of art and placemaking within the transportation system serves multiple important purposes. Art is utilized to infuse otherwise ordinary locations, such as bridges or retaining walls, with unique cultural symbols and a distinctive atmosphere. Apart from enhancing the aesthetic appeal of the transportation system, art also plays a crucial role in ensuring safety. By creating vibrant spaces using art, what would typically be perceived as obstacles can be transformed into valuable assets. Revitalizing unattractive spaces using public art helps cultivate a sense of community and supports economic development.

Arts/Culture/Placemaking Studies	
2022	Estes Forward Comprehensive Plan
2021	Larimer County Comprehensive Plan
2020	Estes Valley Open Space Plan
2018	Estes Park Downtown Plan

Previous Plan Recommended Improvements

Transportation projects recommended by each of the previous plans reviewed are listed in **Table 2. Previous Plan Transportation Recommendations**. Projects have been organized into two modal groups: Vehicular (CAR) and Active Transportation (ACT). The projects are also mapped by mode; vehicular projects are shown in **Figure 3.** and active transportation projects are shown in **Figure 4**.

Table 2. Previous Plan Transportation Recommendations

ID*	Description	Location	From/At	To	Source Plan
CAR-1	Widening, passing lanes, and safety pullouts	US 36	US 34	Boulder County Line	Larimer County Transportation Master Plan
CAR-2	Widening, safety, and traffic operations improvements	US 34	US 36	-	Larimer County Transportation Master Plan
CAR-3	Safety and preservation improvements	US 34	Elkhorn Ave	Mall Rd	Larimer County Transportation Master Plan
ACT-1	Natural-surface side path around Lake Estes	Lake Estes Trail	-	-	Estes Valley Trails Plan
ACT-2	Paved trail (Scott Ave to Lake Estes Trail) natural-surface trail to Homer Rouse Trail	Fish Creek Trail	Lake Estes Trail	Homer Rouse Trail	Estes Valley Trails Plan
ACT-3	Parking accommodations for horse trailers	Homer Rouse Trail	Fish Creek Trail	Lily Lake	Estes Valley Trails Plan
ACT-4	New trail connection	Otie's Trail	US 34	Devil's Gulch Rd	Estes Valley Trails Plan
ACT-5	New pedestrian and bicycle facilities	US 36	Marys Lake Rd	Crags Dr	Estes Valley Trails Plan
ACT-6	State Highway (SH) 7 improvements	SH 7	Marys Lake Rd	Manford Ave	Estes Valley Trails Plan
ACT-7	New trail connection	Fish Creek Rd	Manford Ave	Fish Creek Trail	Estes Valley Trails Plan
ACT-8	New moderate-grade multi-use trail	Dry Gulch Road	MacGregor Ave	Dry Gulch Rd	Estes Valley Trails Plan
ACT-9	New trail connection	Peak View Drive	Country Club Dr	Fish Creek Trail	Estes Valley Trails Plan
ACT-10	Fill sidewalk gap	Moccasin Cir Dr	Riverside Dr	Estes Park Medical Center	Estes Valley Trails Plan
ACT-11	New loop trail around Marys Lake	Marys Lake Trail	-	-	Estes Valley Trails Plan
ACT-12	New short soft-surface trail	Lake Estes Interpretive Trail	Lake Estes Trail	Mall Rd	Estes Valley Trails Plan

ID*	Description	Location	From/At	To	Source Plan
ACT-13	New trail connection	Fish Creek Connector	Fish Creek Trail	Lake Estes Trail	Estes Valley Trails Plan
ACT-14	New trail connection	Elkhorn Ave	Virginia Dr	Big Horn Dr	Estes Valley Trails Plan
ACT-15	New multi-use trail connection	Spur 66	Aspen Brook Dr	US 36	Estes Valley Trails Plan
ACT-16	New multi-use trail connection	Marys Lake Rd	SH 7	US 36	Estes Valley Trails Plan
ACT-17	New trail connection	Marys Lake Rd	SH 7	Fish Creek Way	Estes Valley Trails Plan
ACT-18	Upgrade paved shoulder	Riverside Dr	Elkhorn Ave	Marys Lake Rd	Estes Valley Trails Plan
ACT-19	New trail connection	Fish Creek Rd	Fish Creek Trail	Kruger Rock	Estes Valley Trails Plan
ACT-20	New trail connection	Little Valley Rd	Fish Creek Trail	Homestead Meadows	Estes Valley Trails Plan
ACT-21	Upgrade paved shoulder	Fall River Rd	Fall River Trail	Wonderview Ave	Estes Valley Trails Plan
ACT-22	New natural-surface trail	Mall Rd	US 36	US 34	Estes Valley Trails Plan
ACT-23	New multi-use trail connection	Pawnee Trail	Carriage Dr	Marys Lake	Estes Valley Trails Plan
ACT-24	New trail connection	Prospect Mt. Connector	Peak View Dr	Riverside Dr	Estes Valley Trails Plan
ACT-25	New multi-use trail connection	US 34	US 36	Mall Rd	Estes Valley Trails Plan
ACT-26	Upgrade paved shoulder	SH 7	US 36	Town Limits	Estes Valley Trails Plan
ACT-27	Bicycle and pedestrian facilities	Spur 66	Moraine Ave	RMNP	Estes Valley Trails Plan
ACT-28	New trail connection	YMCA/Marys Lake Corridor	Marys Lake Trail	YMCA	Estes Valley Trails Plan

IDs categorized by primary mode: CAR = Vehicular, ACT = Active Transportation

Figure 3. Previously Recommended Vehicular Projects

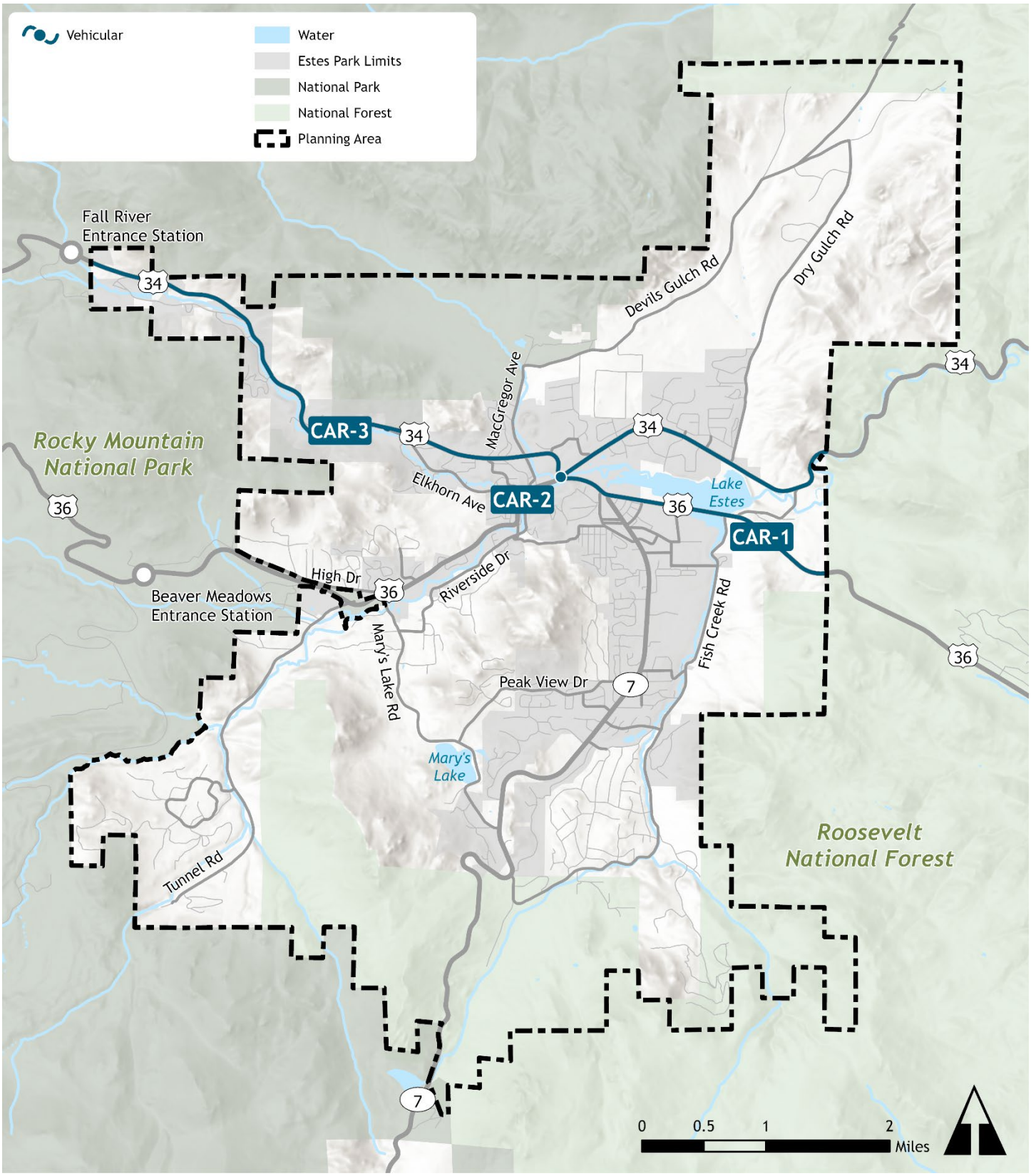
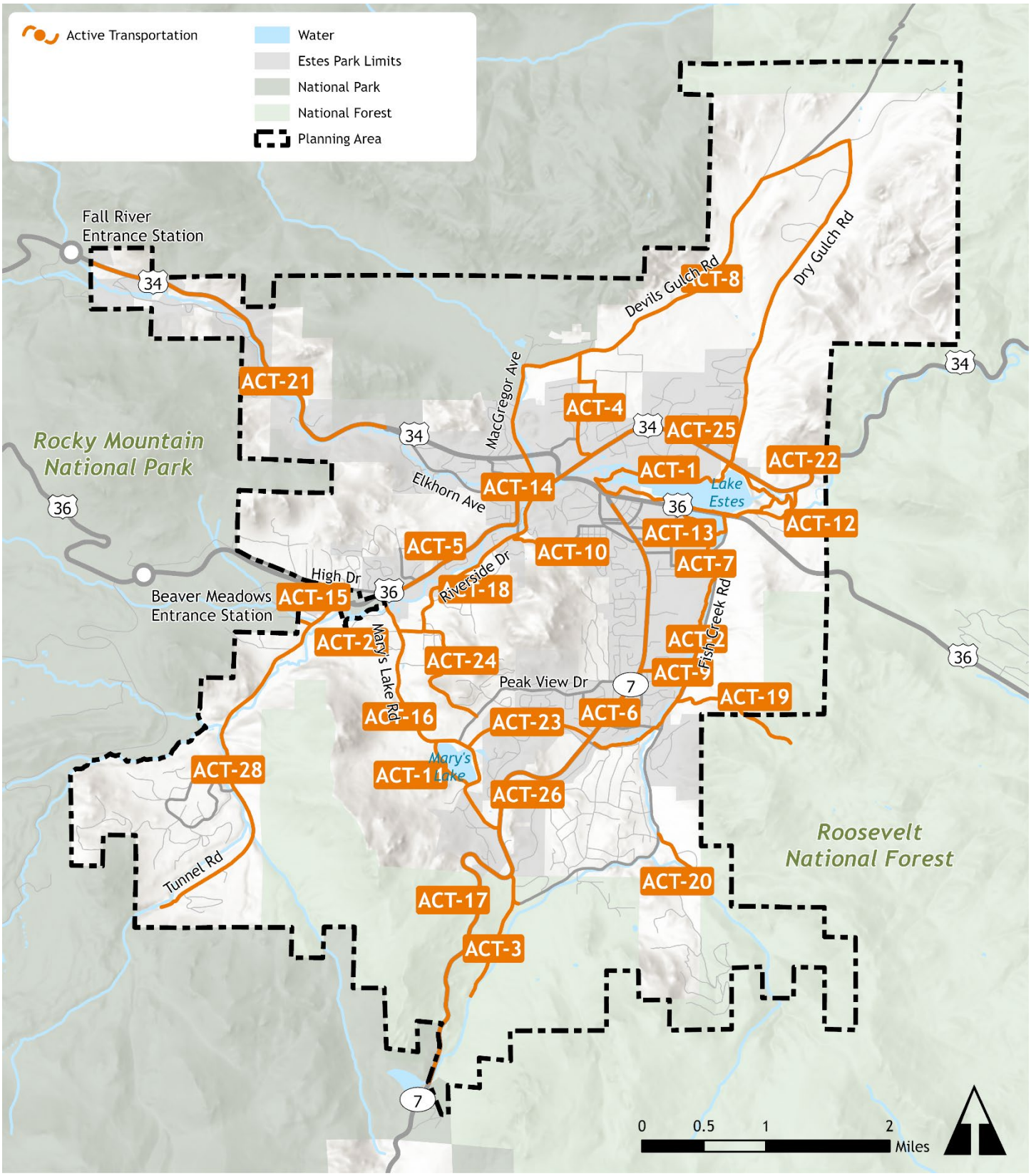


Figure 4. Previously Recommended Active Transportation Projects



Townwide Future Study and Policy Recommendations

Estes Forward Comprehensive Plan and Capital Improvement Plan (CIP) recommended several transportation studies to establish specific needs and desired improvements:

- **Bike and Pedestrian Master Plan.** Prioritize routes for creating a more walkable and bicycle-friendly community, enhancing mobility options, improving public health, and promoting sustainable transportation choices.
- **Parks Master Plan.** Develop a cohesive, comprehensive parks plan to prioritize equitable trail connections and access.
- **Streets Master Plan.** Prioritize key streets and connections by mode and identify and prioritize studies of subareas and key transportation corridors with specialized needs.

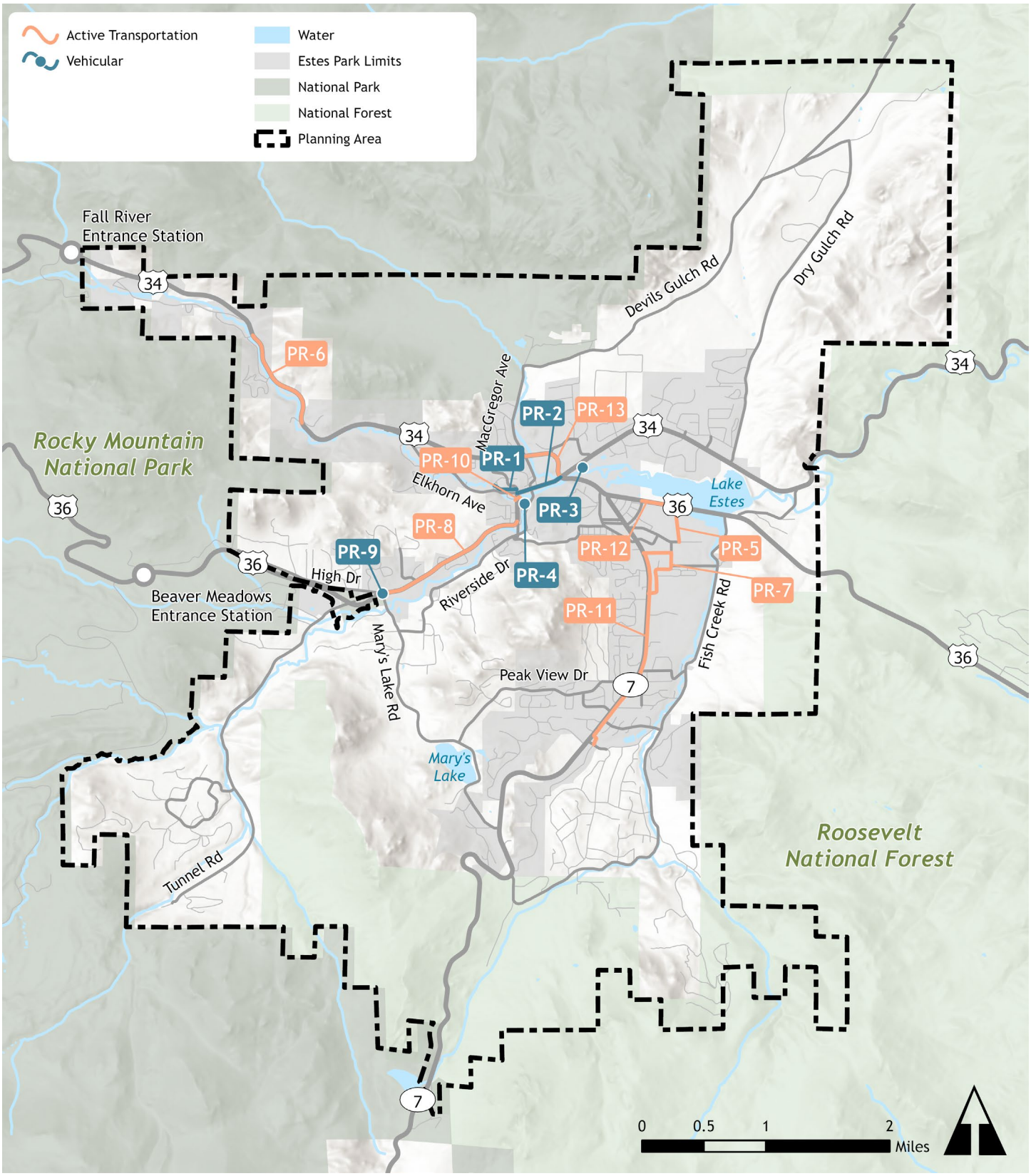
Ongoing and Upcoming Projects

Estes Park already has several transportation improvements in progress and has several more potential future projects identified in the CIP. The future projects cannot advance to design and construction until community support and funding is secured. Existing programmed projects for Estes Park are listed in **Table 3. Programmed Projects**. Programmed vehicular and active transportation projects are mapped in **Figure 5**.

Table 3. Programmed Projects

ID	Description	Location	From/At	To
PR-1	Roadway reconstruction	Cleave St	Big Horn Dr	Spruce Dr
PR-2	Roadway reconstruction	Elkhorn Ave	Wonderview Ave	Moraine Ave
PR-3	New parking structure	North Visitor Center Parking Lot	-	-
PR-4	New parking structure	Downtown Estes Park	TBD	-
PR-5	New multi-use path	Community Dr	US 36	Manford Ave
PR-6	Trail extension	Fall River Rd	Fish Hatchery Rd	Homestead Ln
PR-7	New trail connection	Community Dr	Graves Ave	SH 7
PR-8	Multimodal improvements	Moraine Ave	Crags Dr	Marys Lake Rd
PR-9	Riverwalk underpass ramps	Moraine Ave	-	-
PR-10	New Roundabout	Moraine Ave	Marys Lake Rd	-
PR-11	Trail resurfacing	SH 7	US 34	SH 7
PR-12	Multimodal improvements	US 36	Community Dr	4th St
PR-13	Trail extension	Wonderview Ave	US 36	MacGregor Ave

Figure 5. Programmed Projects



Travel

This chapter discusses how residents, employees, and visitors travel around Estes Park to gain understanding of the types of travel that need to be accommodated by the Town's transportation system. The data used encompasses a variety of sources including the North Front Range Metropolitan Planning Organization (NFRMPO) 2019 Travel Demand Model, US Census Bureau Longitudinal Employer Household Dynamics (LEHD) data, data from the American Community Survey (ACS), and data from Replica Places to analyze travel patterns, jobs, and traffic. The Town of Estes Park has peaks and valleys in transportation demands brought on by tourism and seasonal employees. No data source can perfectly capture these changes, however the variety of data sources used is best practice for many similar communities. Additional local surveys should be considered to capture these changes most accurately.

Commuting

Understanding the relationship between employment and commuting in Estes Park is important to best support commuters that live in and outside of Estes Park. The following sections show the overall live and work travel flows in Estes Park, where Town residents work, and where employees live. Estes Park employees a large number of seasonal workers who may not be captured in the employment data.

Live and Work Travel Flows

There are an estimated 1,659 residents that travel outside of the study area for work; 1,869 people who work in Estes Park and live elsewhere; and 2,091 people who live and work in Estes Park. Just over half of workers who live in Estes Park also work in the study area. Of the working population of Estes Park, 44% commute to another community. **Figure 6. Study Area Commute Flows** shows the overall commute flows to and from Estes Park.

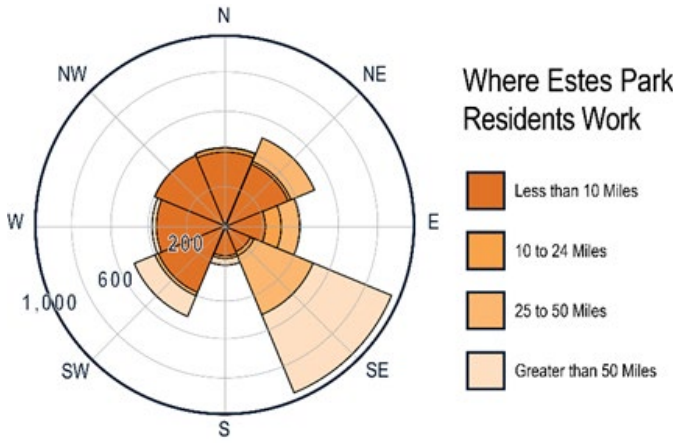
Figure 6. Study Area Commute Flows

Source: LEHD, Census 2020

Where Residents Work

Estes Park resident commutes are relatively short, totaling less than 10 miles in each direction, although an appreciable amount of the commuters travel southeast of the town. A large portion of residents commute between 25 and 50 miles in the southwest direction, likely toward the greater Denver area, where major employment hubs are located. **Figure 7.** shows commuting patterns of Estes Park residents.

Figure 7. Where Study Area Residents Work

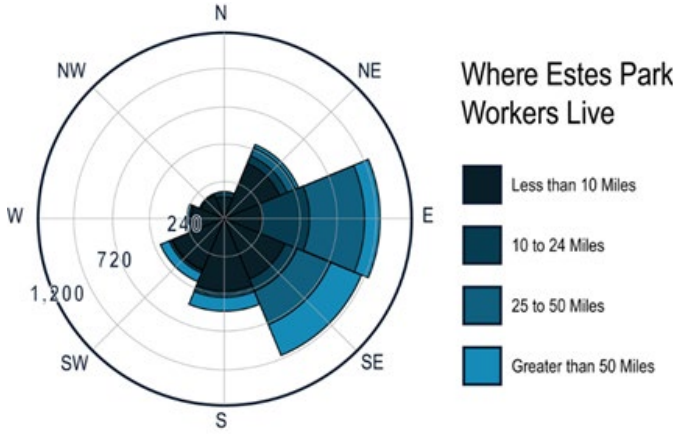


Source: LEHD, Census 2020

Where Employees Live

Workers employed in Estes Park typically live to the east and southeast of the study area, largely commuting from the greater Denver area and northern Front Range communities such as Loveland. Commuters from the southeast and east typically have a commute exceeding 25 miles. In northern, western, and southern directions, employees typically have a shorter commute, generally not exceeding 10 miles. Very few commuters are coming from the west or north. **Figure 8** shows the commuting patterns of workers in Estes Park.

Figure 8. Where Study Area Workers Live



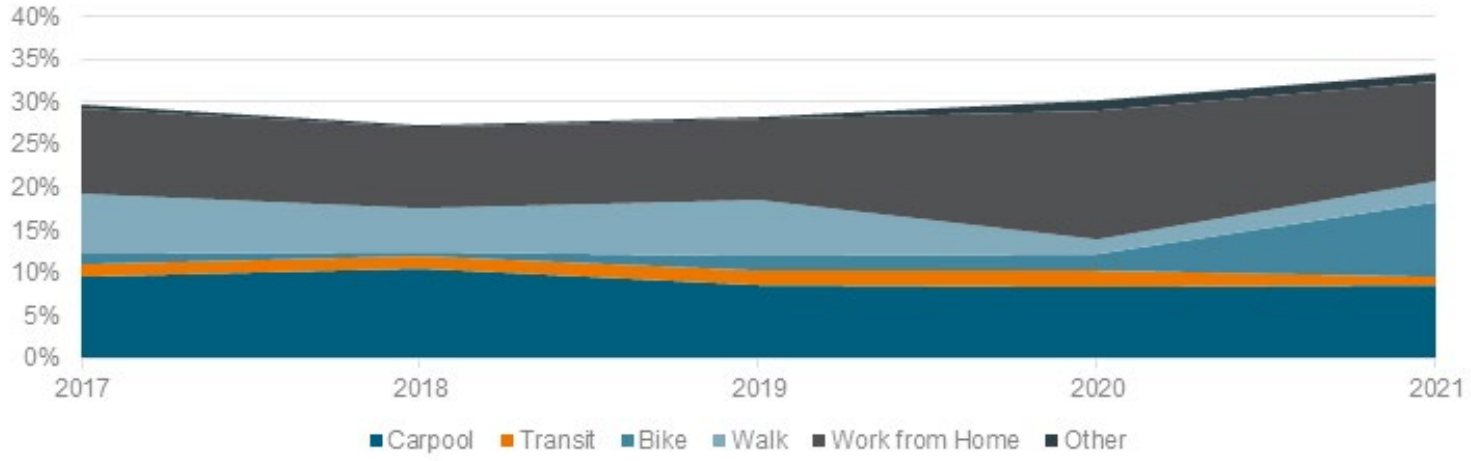
Source: LEHD, Census 2020

Mode Share and Commute Time

Mode of travel used for commuting was analyzed over the five most recent years of data available to determine how commuting in Estes Park is done today. Driving alone is the predominant means of travel to work, with approximately 75% of commuters driving alone in 2021. During the observed five-year period, driving alone increased by 3%. The change in commuters using modes other than driving alone from 2017 to 2021 are shown in . Many modes decreased from 2019 to 2020, while working from home increased by 61%, due to the COVID-19 pandemic. Between 2020 and 2021, walking, bicycling, and work from home continued to increase, while carpooling and transit are on a downward trend.

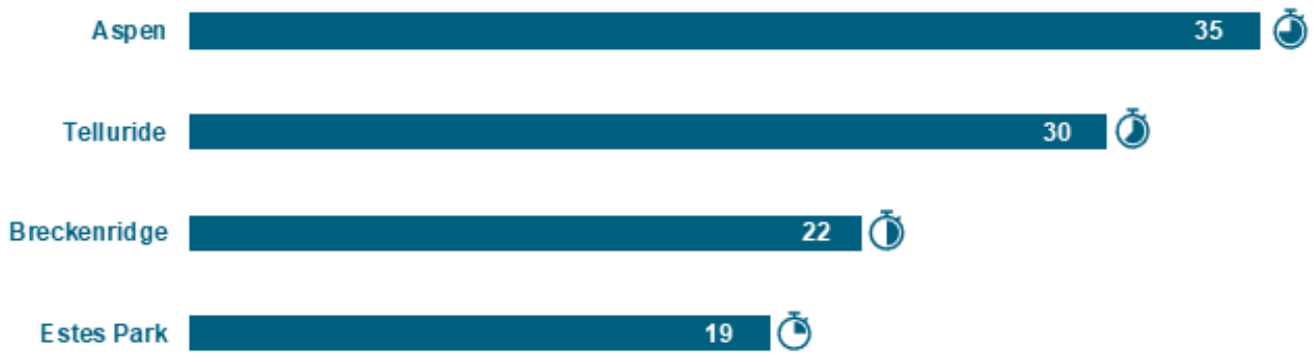
The average commute time in Estes Park was compared to peer towns to provide a further understanding of commuting patterns in the town. The average commute time for Estes Park residents is 20 minutes, which is lower than comparable commutes in Colorado. Of the reviewed peer communities, Aspen has the highest average commute at 35 minutes, exceeding Estes Park's average commute by over 15 minutes. Peer communities have an average commute of 29 minutes, almost 10 minutes higher than in Estes Park. **Figure 10.** shows the average commute time for Estes Park and its peer communities.

Figure 9. Travel Mode to Work (besides Driving Alone), 2017-2021



Source: American Community Survey (2017-2021)

Figure 10. Average Commute Time



Source: American Community Survey, 2021

Activity Centers

Outside of commuting, many trips are to activity centers, such as parks, schools, and shopping. **Table 4.** shows the number of activity centers in Estes Park by type. Activity centers identified in the study area include parks, schools, shopping centers, recreation centers, medical centers, and libraries. Many of the identified activity centers also act as major employment centers in the town.

Table 4. Activity Centers by Type

Activity Center	Number of Facilities
School	4
Library	1
Community Center	1
Medical Center	5
Shopping Center	8
Park	27

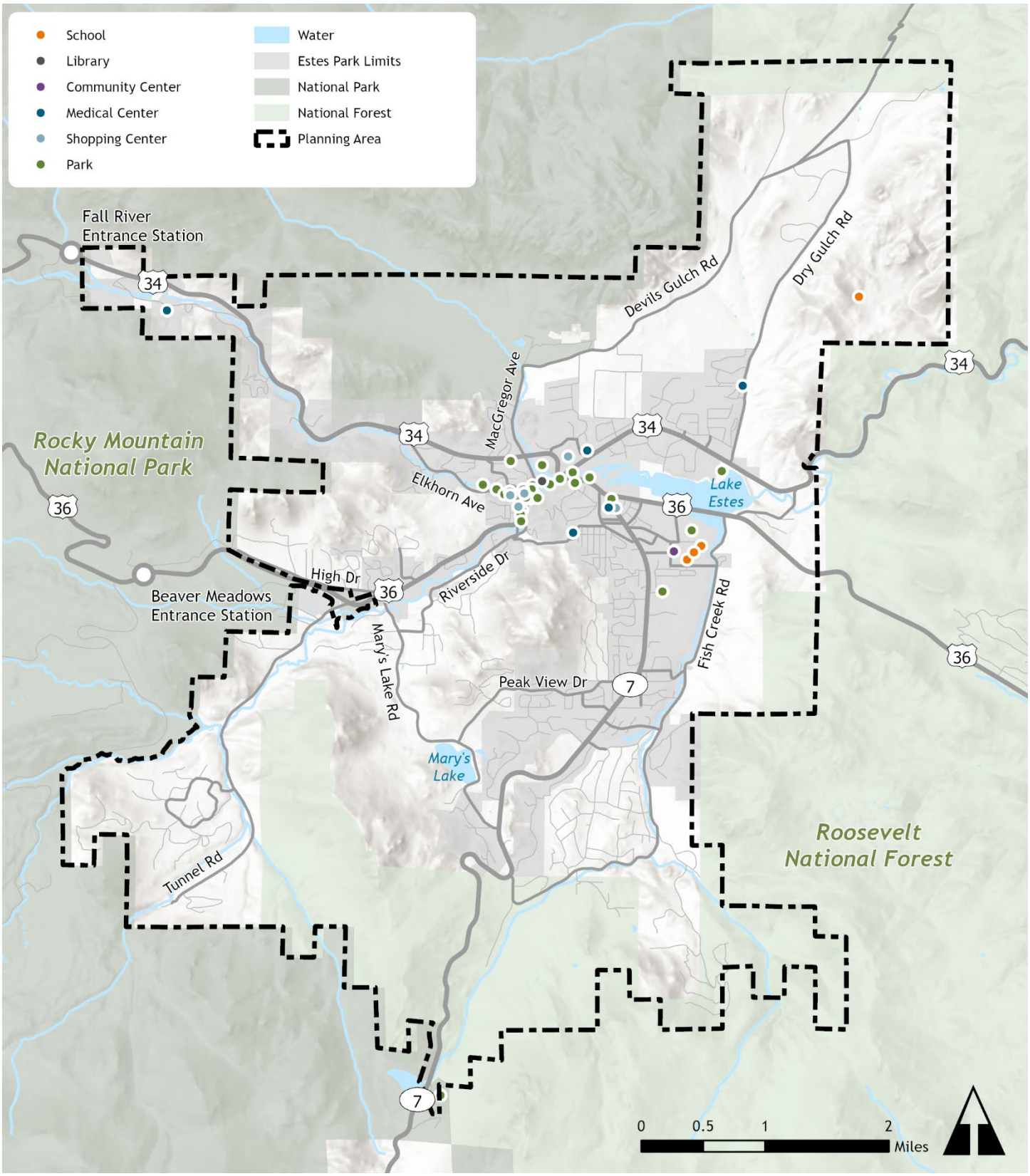
Major employers in Estes Park include:

- Estes Park Health
- Estes Park R-3 School District
- Rocky Mountain National Park
- TOEP
- YMCA of the Rockies

Source: Work in Northern Colorado

Working from home became more common during and after the COVID-19 pandemic, impacting typical commuting times and number of workers who commute to work.. shows activity center locations in the study area. Activity centers are primarily concentrated near Estes Park's town center or concentrated near the junction of US 34, US 36, and SH 7. Most schools are located near the intersection of Fish Creek Road and Brodie Avenue. Although medical facilities are more spread out throughout the study area, there are no activity centers in southern Estes Park.

Figure 11. Activity Centers in Estes Park



Key Takeaways

- More workers commute into Estes Park from other locations than workers who live in Estes Park and work elsewhere.
- Commuters who live in Estes Park and work elsewhere typically commute toward the greater Denver area, with commutes exceeding 50 miles.
- Commuters that work in Estes Park but live elsewhere typically commute from the southeast and east direction, likely commuting from the Denver area or northern Front Range.
- Approximately 75% of Estes Park residents commute by driving alone, with working from home being the next highest commute type at 12%.
- Working from home became more common during and after the COVID-19 pandemic, impacting typical commuting times and number of workers who commute to work.
- Estes Park residents typically have a shorter commute compared to peer communities, at an average commute of 19 minutes.
- Other than medical centers, most activity centers in Estes Park are clustered in the center of town, typically along or near US 34, US 36, and Elkhorn Avenue.

Roadways

The roadway network in and surrounding Estes Park serves as the foundation of transportation for the town, accommodating motor vehicles, trucks, transit users, pedestrians, and bicyclists. There are two US highways, US 34 and US 36, and one state highway, SH 7, in the study area. There are approximately 140 miles of roadway in the study area.

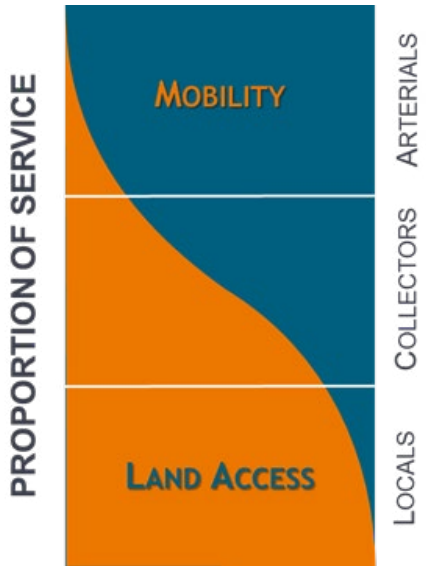
Functional Classification

Roadways are classified based on the type of traffic they are intended to serve; this categorization is referred to as the roadway's functional classification. There are three main functional classifications defined by the Federal Highway Administration (FHWA): arterial, collector, and local. These classifications are based on roadway speed, capacity, and relationship with adjacent land uses according to the service they are intended to provide:

- **Arterial.** Provides the highest Level of Service (LOS) at the greatest speed for the longest uninterrupted distance, with some degree of access control.
- **Collector.** Provides a less highly developed LOS at a lower speed for a shorter distance by collecting traffic from local roads and connecting them with arterials.
- **Local.** All roads not defined as arterials or collectors, primarily provides access to land with little or no through traffic.

Functional classifications have an inverse relationship between mobility and land access based on the types of trips they are intended to serve, as shown in **Figure 12**. There are instances where a roadway's function may not match its infrastructure, such as overbuilding a roadway to accommodate future growth or unanticipated growth causing capacity issues on older roadways. Identifying these potential mismatches is important to ensure there is adequate planning to appropriately size existing and future roadways. This will also aid in avoiding negative consequences, including pavement degradation, traffic congestion, decreased safety, or overinvestment in roadways not requiring a high capacity.

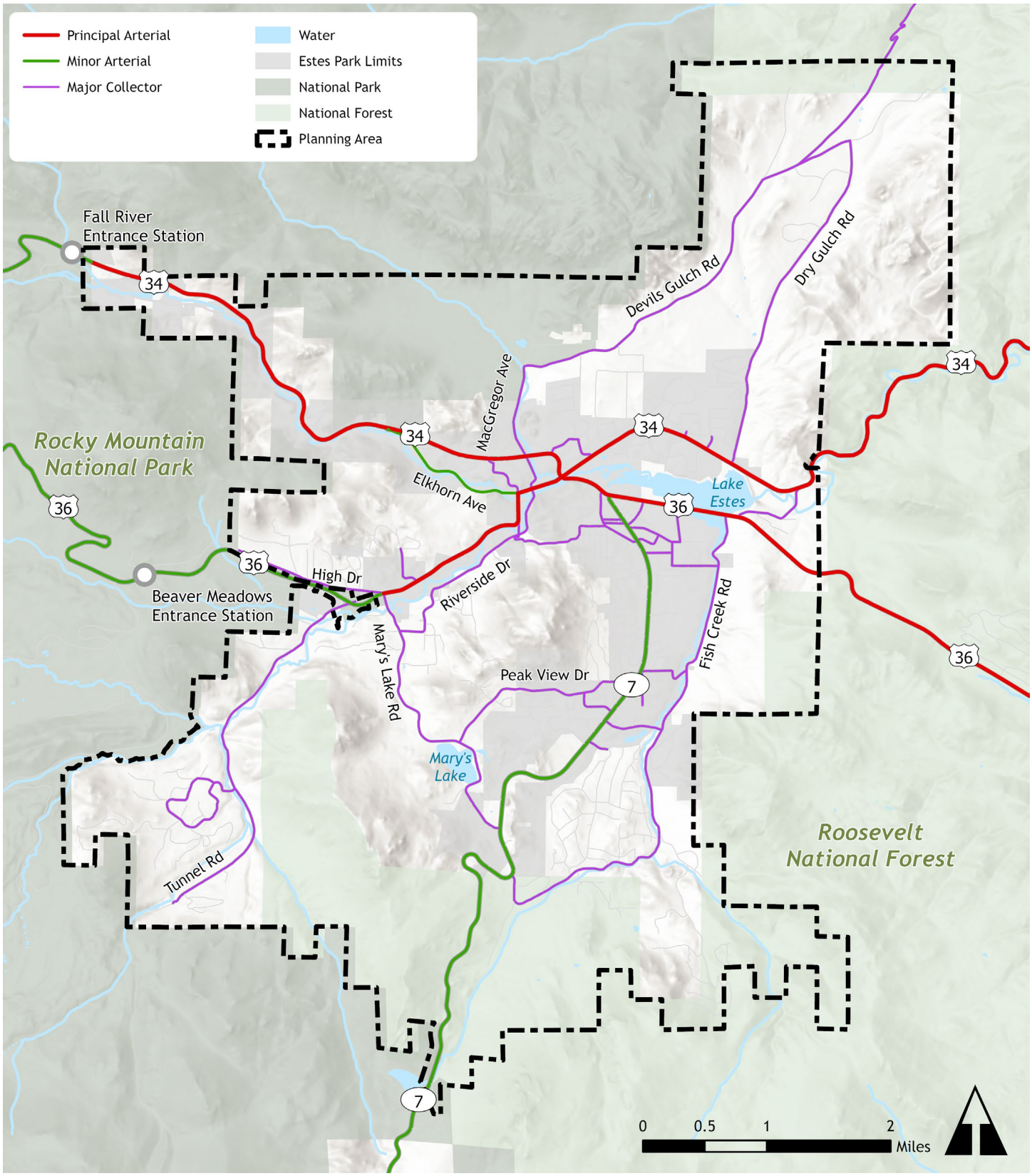
Figure 12. Mobility/Access Relation



Federal Functional Classification

Figure 13. Federal Functional Classification. shows the federal functional classification for the roadway network in Estes Park. The majority of classified roadways are classified as major collectors, connecting to the highway system. The US highways are classified as principal arterials, while SH 7 and Elkhorn Avenue are classified as minor arterials. US 36 is classified as a minor arterial west of Marys Lake Road, near RMNP, but is classified as a principal arterial east of the intersection.

Figure 13. Federal Functional Classification



Estes Park Functional Classification

In addition to federal functional classification, the TOEP has proposed its own functional classification system to provide further differentiation between a roadway's purpose in the roadway network. The proposed functional classification provides further insight on intent of roadways, classifying roads by:

- Lane
- Local
- Local Commercial
- Local Industrial
- Local Residential
- Collector

Typical cross sections for each classification can be found in Chapter 7 of Larimer County Urban Area Street Standards.

Figure 14. shows the Town's functional classifications. Compared to federal ones, fewer roadways are classified by the Town. Town roadway classifications focus on local roadways, as the Town does not classify any roadway higher than a collector. The Town's functional classes provide a more nuanced, local way to look at Estes Park's roads that are not part of federal classifications. The town's categories are local, lane, local commercial, local residential, and local industrial. This provides insight into how the Town plans each roadway to operate and serve the community.

Most roadways classified as local commercial are near the junction of SH 7 and US 36. Brodie Avenue is also classified as a local commercial roadway, likely due to its proximity to local schools and the community center. Local industrial corridors are located along Dry Gulch Road and Elm Road, farther from Estes Park's town center.

Roadway Ownership

The highest proportion of roadways in the study area are owned and maintained by Larimer County, owning all major and local roadways outside of Town limits. The Colorado Department of Transportation (CDOT) owns and maintains US 34, US 36, and SH 7. Six of the roadways within the planning area change ownership depending on if the segment is within the Town boundary or within the County. The roadways maintained by CDOT provide access to and from Estes Park and RMNP, connecting the Town to surrounding communities and the rest of the state. The Town has the most control over roadways that it owns. Coordination is required for roadways owned by others to make changes to the transportation network, address maintenance concerns, or improve congestion through signal timing or expansion. **Figure 15.** shows roadway ownership in the study area.

17 Miles of CDOT-Owned Roadway

59 Miles of Estes Park-Owned Roadway

64 Miles of Larimer County-Owned Roadway

Figure 14. TOEP Functional Classification

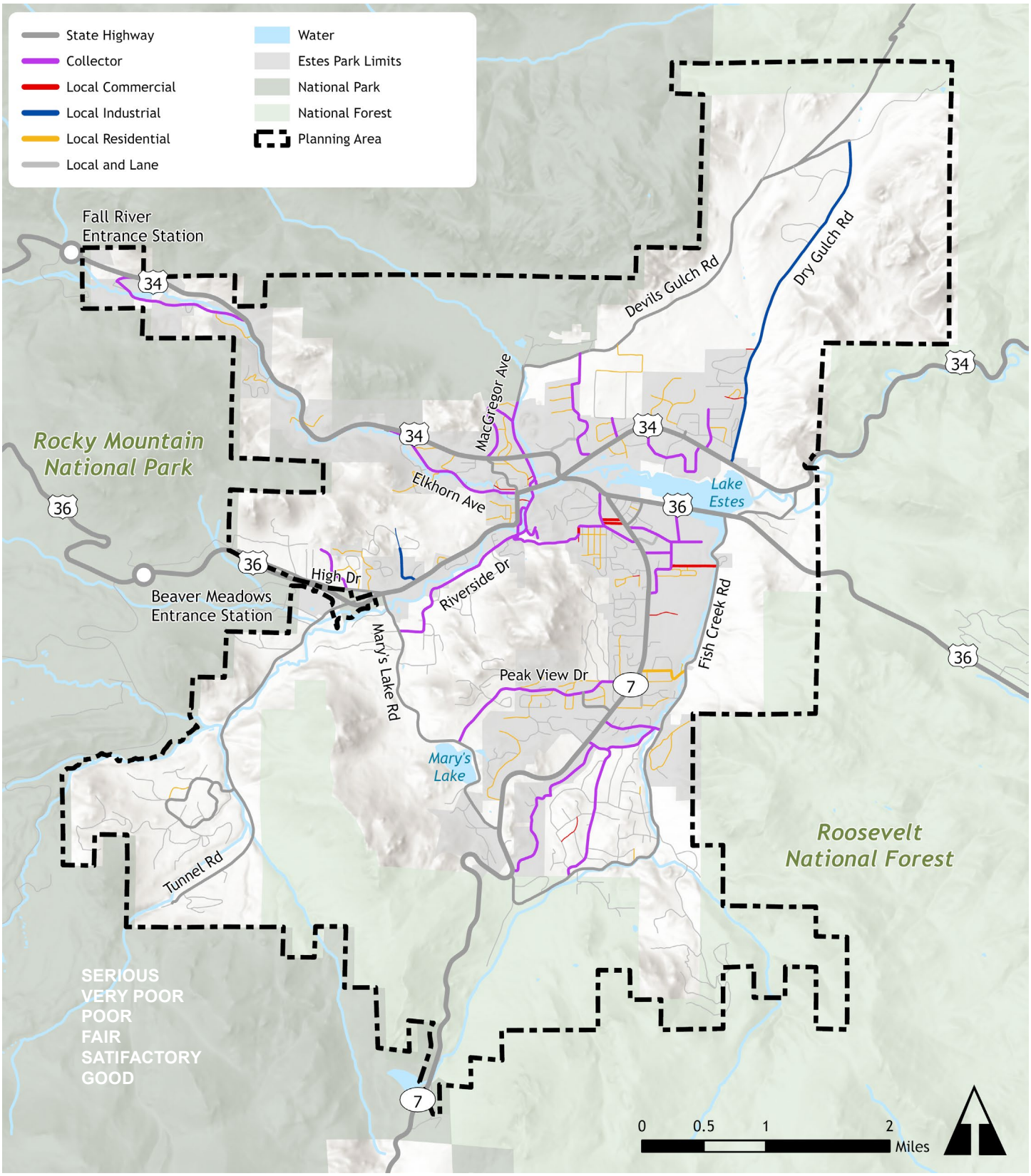
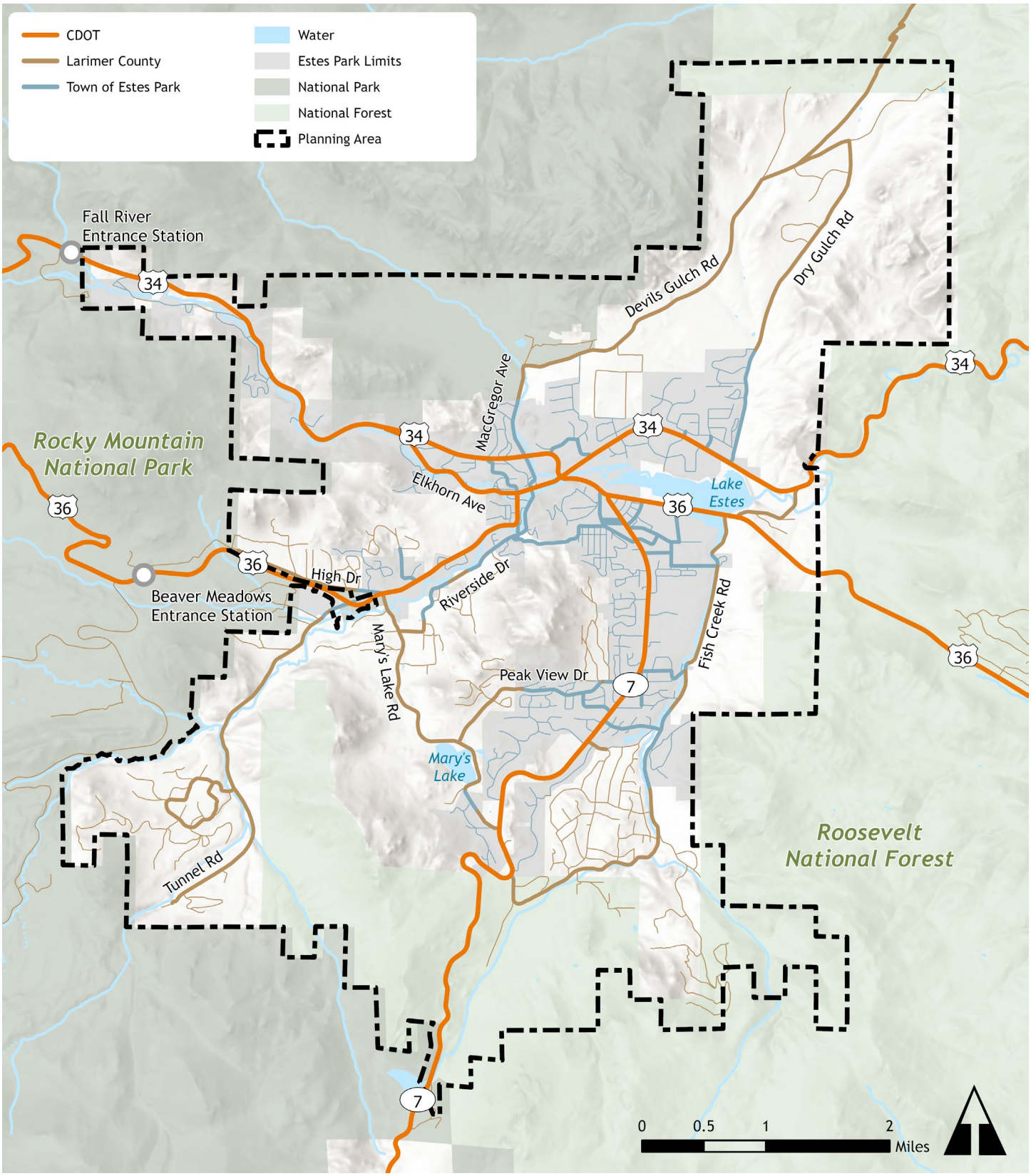


Figure 15. Roadway Ownership



Roadway Attributes

Most roadways in Estes Park are two-lane roadways, as shown in **Figure 16**. Major roadways near Estes Park's town center have the highest number of lanes, at four lanes, including segments of Elkhorn Avenue, Wonderview Avenue (US 34), and St. Vrain Avenue (US 36 and SH 7). Big Thompson Avenue (US 34) has three lanes, including a center turn lane east of Steamer Drive, but expands up to a six-lane road to the west when including turn lanes. Classified roadway mileage by number of lanes is shown in **Table 5**.

Pavement and Bridge Condition

The TOEP monitors and collects data on all of the roadways under its jurisdiction. Pavement condition in Estes Park is measured using a pavement condition index (PCI), which is scored from 0 to 100. Pavement condition in the town is measured from 'Serious' to 'Good,' as shown below. Of the 61 miles of roadway assessed for pavement condition, most are in satisfactory or good condition, with only 8% of roadways being rated as poor or worse. Most roadways rated as poor are small segments of roadway, with the longest segment along Elkhorn Avenue. **Figure 17.** shows pavement condition by location and **Table 7.** shows pavement condition by mileage.

Bridge conditions were evaluated, using data obtained from the TOEP and the Colorado Department of Transportation (CDOT), to determine the safety of bridge structures in the study area and are measured with a Sufficiency Rating into 'Poor,' 'Fair,' or 'Good' condition categories. Bridge conditions are shown by sufficiency in **Table 6.** and by location in **Figure 17**. There are a total of 17 bridges in the study area; 12 are maintained by the TOEP and five are maintained by CDOT. All bridges maintained by the Town are rated fair or good. The CDOT bridge on US 34 at Devils Gulch road is rated as poor.

Table 5. Roadway Mileage by Number of Lanes

Number of Lanes	Mileage
1	15
2	123
3	1
4	1

Table 6. Bridges by Condition

Condition	Number of Bridges
Poor	1
Fair	9
Good	7

Table 7. Pavement Condition by Mileage

Condition	Mileage
Serious	0.07
Very Poor	1.28
Poor	3.85
Fair	5.77
Satisfactory	24.07
Good	26.28

Figure 16. Roadways by Number of Lanes

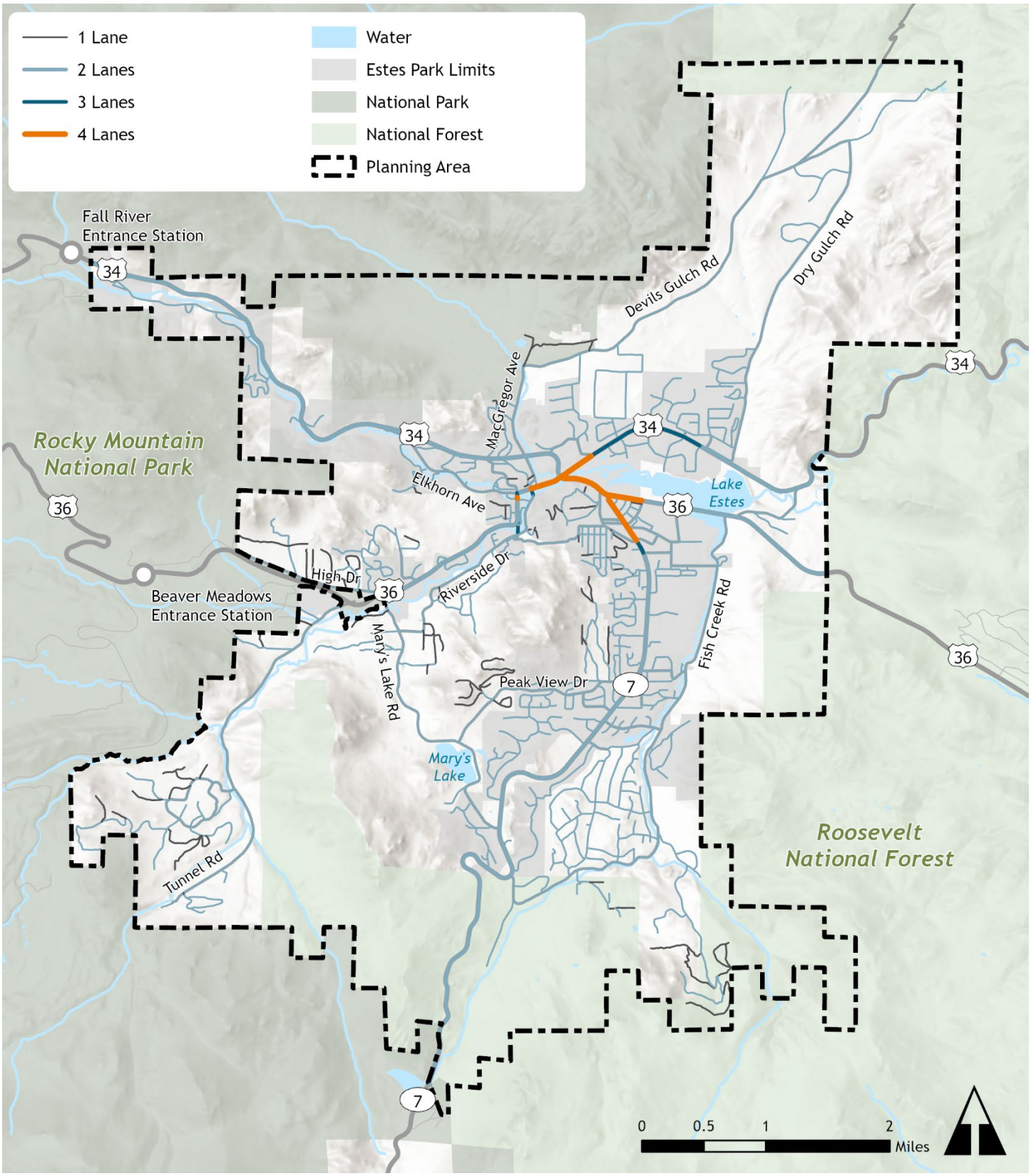
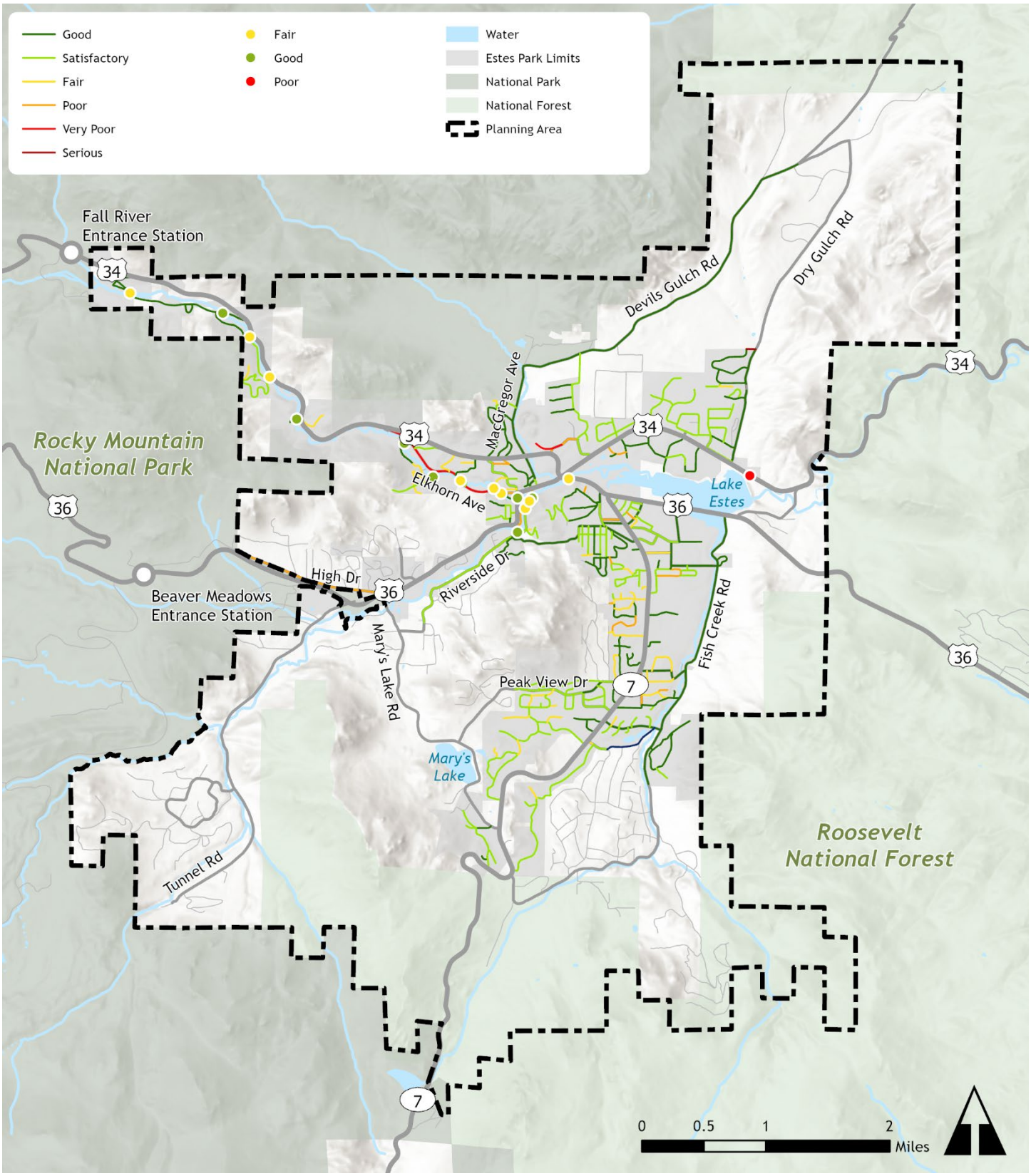


Figure 17. Pavement and Bridge Conditions



Americans with Disabilities Act (ADA) Accessibility

In accordance with Title II of the ADA, TOEP took a significant step forward by publishing the initial version of an ADA Self-evaluation and Transition Plan in late 2023. The ADA Title II Coordinator will play a pivotal role in continuously monitoring and inspecting Town facilities to address any existing or future accessibility deficiencies. Additionally, Town employees will be encouraged to play an active role by reporting any facilities that do not meet ADA standards. A survey of Town-owned buildings, parks, and public right-of-way was conducted to analyze existing compliance with ADA standards and help develop an improvement priority. Estes Park recognizes that this transition will require a long-term commitment and is dedicated to securing the necessary funding to ensure that ADA requirements are consistently met across numerous facilities.

Intelligent Transportation Systems (ITS)

There are seven signalized intersections in the study area, which are managed by CDOT and are concentrated near the Town's downtown area. **Figure 18.** shows the following signalized intersection locations:

- Elkhorn Avenue (US 34) and N St Vrain Avenue (US 36)
- N. St Vrain Avenue (US 36) and S St Vrain Avenue (SH 7)
- S. St Vrain Avenue (SH 7) and Manford Avenue
- Moraine Avenue and Elkhorn Avenue
- Riverside Drive and Elkhorn Avenue (US 34)
- US 34 and Steamer Drive
- Marys Lake Road and Moraine Avenue (US 36)

The Town also has three permanent variable message signs (VMS) that can be used to provide travel time, parking, or other information to drivers as they enter Estes Park from the east. The VMS are located at:

- US 34 east of Summit Drive
- N. St Vrain Avenue (US 36) west of Community Drive
- US 36 at the Visitor Center parking garage entrance

Traffic and Congestion

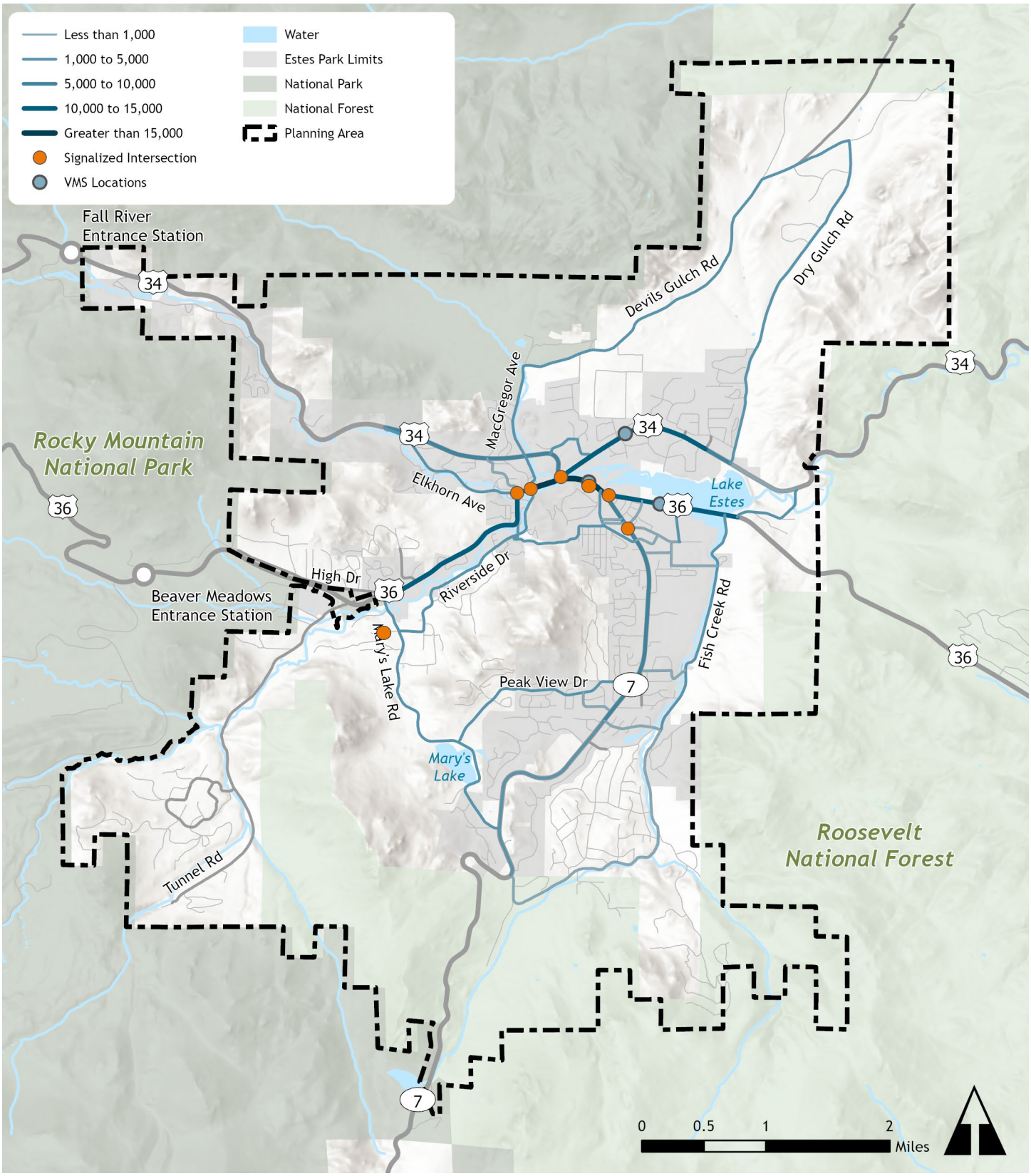
Traffic Volumes

Average daily traffic (ADT) volumes in Estes Park were obtained using 2022 annualized Replica data. **Figure 18.** shows ADT volumes on classified roadways in the study area and **Table 8. Top Roadway Segments by Volume.** shows the top 10 highest traffic volumes.

Table 8. Top Roadway Segments by Volume

Roadway	From	To	ADT
Elkhorn Avenue	Riverside Drive	US 36	16,846
US 36	US 34	Stanley Avenue	16,502
US 36	Stanley Ave	SH 7	15,818
US 36	Riverside Drive	Elm Road	14,574
US 34	Steamer Drive	US 34	14,467
Elkhorn Avenue	US 34	Riverside Drive	14,210
US 36	Elkhorn Avenue	US 36	13,958
US 36	Elm Road	Marys Lake Road	13,958
US 34	Lakefront St	Steamer Drive	12,884
US 36	Fish Creek Road	Mall Road	11,152

Figure 18. ADT Volumes and ITS Infrastructure



*A roundabout is present at US 36 and Community Drive. The point is not visible on the map.

Congestion

Current traffic congestion levels in Estes Park were analyzed using peak-period speed conditions compared to each roadway's free-flow speed. The peak-hour speed differential was observed during the weekend peak period and weekday morning and afternoon peak periods. The data was obtained from Replica, which spanned a time period outside of the TOEP's peak tourist season. Additionally, the data can be impacted by a few variables including the ramping up and down of speeds due to traffic signals.

Congestion is a valuable piece of data to ascertain because excessive congestion creates a variety of direct and indirect impacts such as an increase in aggressive driving, delays in drivers arriving at their destinations, increases in emissions, and economic impacts on businesses, to name a few.

Weekend Congestion

Speeds on the weekend are typically significantly lower than the free-flow speed, with many major roadways at more than 10 miles per hour below the free-flow speed. This significant congestion is present on US 36 from SH 7 to Fish Creek Road, US 36 from Marys Lake Road to Elkhorn Avenue, and Elkhorn Avenue from US 36 to SH 7. The 10 most congested roadways during the weekend have been provided below in **Table 9. Weekend Roadway Congestion Free-flow Speed Differential**. Weekend congestion is mapped in **Figure 19**.

Table 9. Weekend Roadway Congestion Free-flow Speed Differential

Roadway Segment	Speed Differential
Elkhorn Ave (Moraine Ave to US 36)	12 mph
MacGregor Ave (US 36 to Elkhorn Ave)	8 mph
Elkhorn Ave (Far View Dr to Moraine Ave)	7 mph
St Vrain Ave (SH 7 to 4th St)	6 mph
Moraine Ave (Elm Road to Park River Pl)	6 mph
US 34 (Macgregor Ave to US 36)	5 mph
Moraine Ave (Elkhorn Ave to Park River Pl)	5 mph
Wonderview Roundabout	5 mph
St Vrain Ave (SH 7 to US 34)	4 mph
Moraine Ave (Spur 66 to Marys Lake Rd)	4 mph

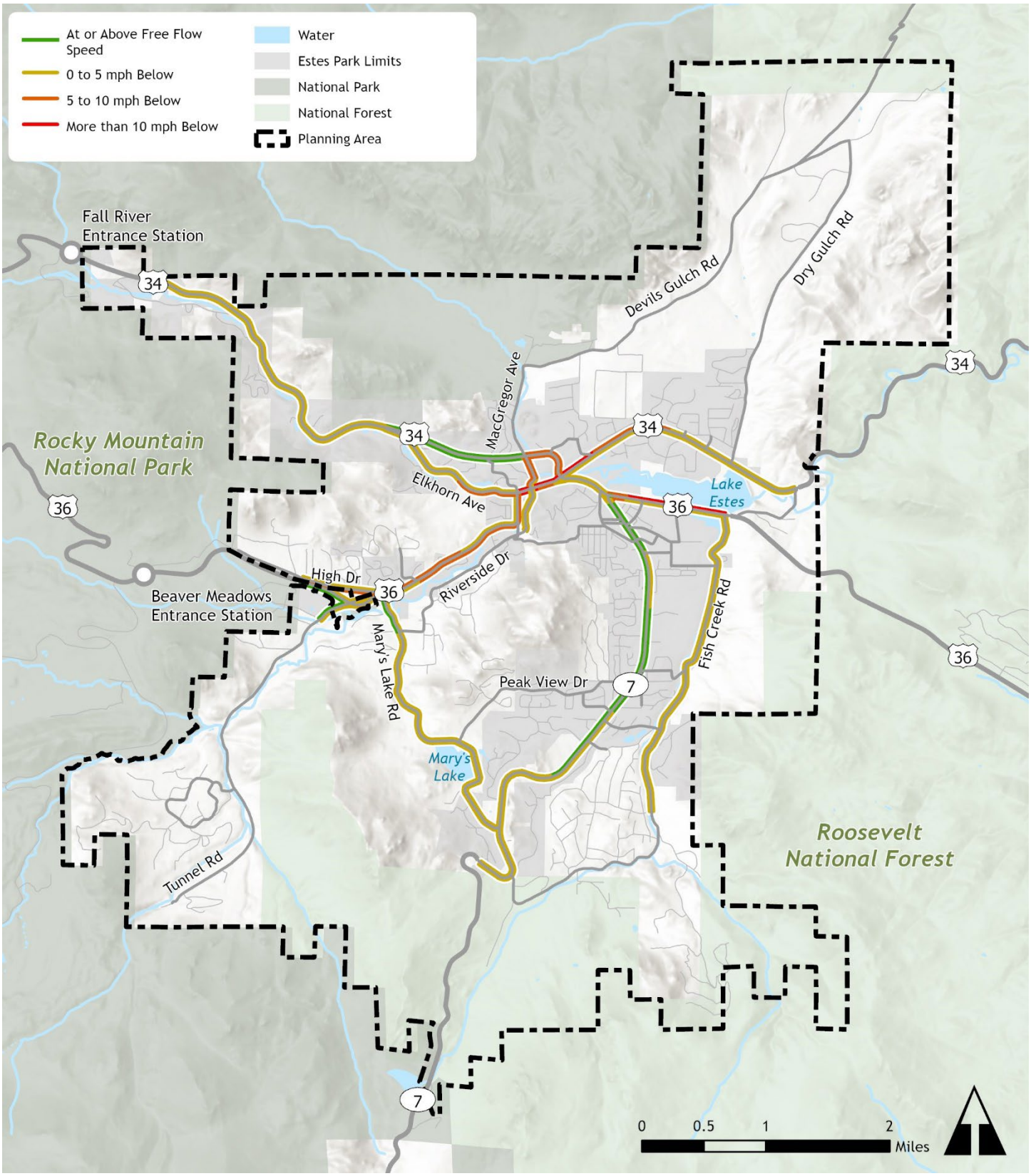
Weekday Congestion

Weekday congestion is significantly lower than congestion during peak conditions on the weekend. The roadways that experience the most congestion include US 36 from Marys Lake Road to downtown Estes Park and Elkhorn Avenue in downtown Estes Park. Morning and afternoon peak-period congestion is mapped in **Figure 20. Weekday Morning Peak Congestion.** and **Figure 21. Weekday PM Congestion.**, respectively.

Key Takeaways

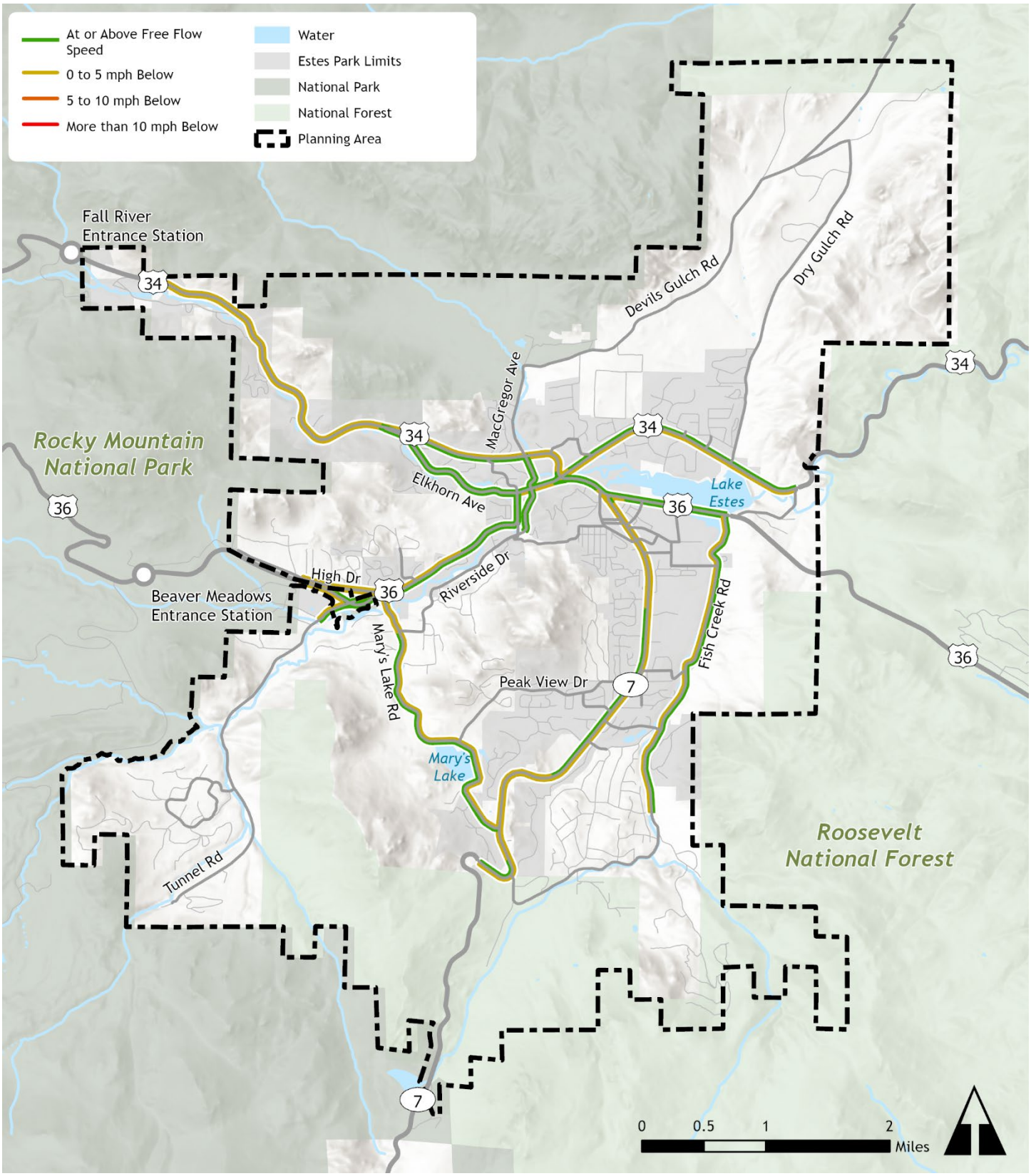
- Larimer County is responsible for the highest proportion of roadways in the study area and CDOT maintains 17 miles of roadway, meaning the Town will need to coordinate recommended improvements with these other jurisdictions.
- Many of the recent congestion issues downtown may be relieved by the recent completion of the Downtown Estes Loop. The town intends to continually monitor this data as it is developed in the future.
- There is minimal ITS infrastructure in the study area, which could be leveraged to improve traffic congestion and safety performance.
- Weekend congestion is significantly higher than weekday congestion, especially during peak season, with several major highways and collectors experiencing poor travel times.

Figure 19. Weekend Peak Congestion



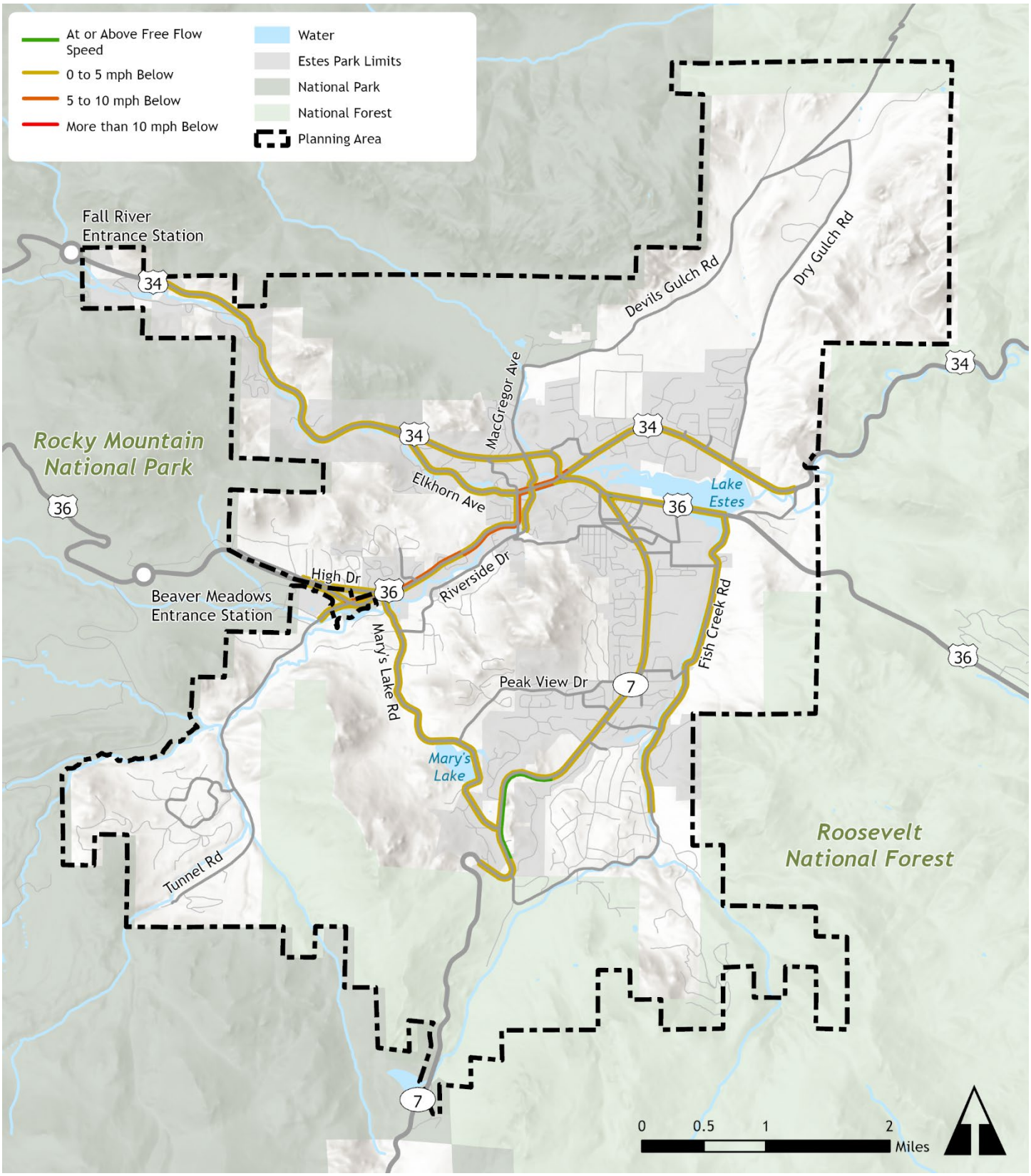
Congestion Data from Replica 2022 Annualized Traffic Counts

Figure 20. Weekday Morning Peak Congestion



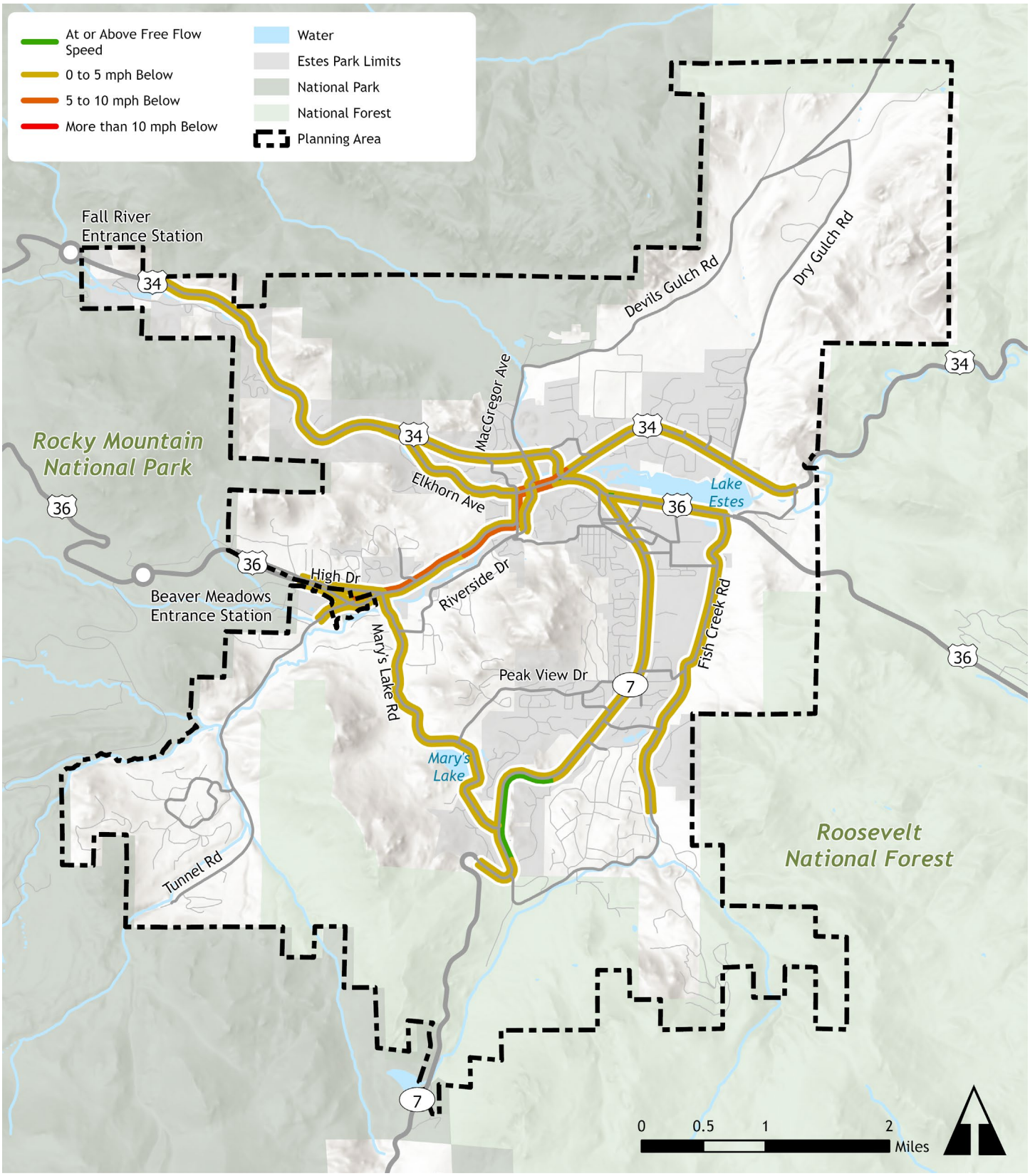
Congestion Data from Replica 2022 Annualized Traffic Counts

Figure 21. Weekday PM Congestion



Congestion Data from Replica 2022 Annualized Traffic Counts

Figure 22. Weekday Evening Peak Congestion



Congestion Data from Replica 2022 Annualized Traffic Counts

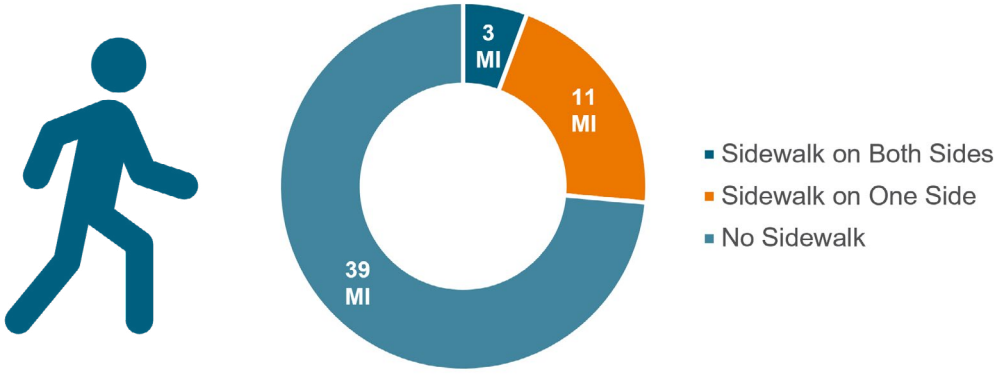
Active Transportation

Existing Facilities

Sidewalks

Sidewalk presence on classified roadways in the study area is summarized in **Figure 22. Sidewalk Presence on Classified Roadways.** and shown geographically in **Figure 23**. Of major roadways, only 26% have sidewalks directly along the roadway. Where a sidewalk is present, it is typically only on one side of the roadway. Although sidewalks are limited, there is a significant trail network throughout the Town, adding additional walking options. Sidewalks are most common near Estes Park's downtown area, along US 34, Elkhorn Avenue, and SH 7. Sidewalk connectivity in the Town's center is high, providing residents and visitors with pedestrian infrastructure once in the downtown area, but the lack of pedestrian facilities outside of the town center likely requires residents and visitors to drive to their destination while also forcing those who cannot drive to walk under potentially dangerous conditions.

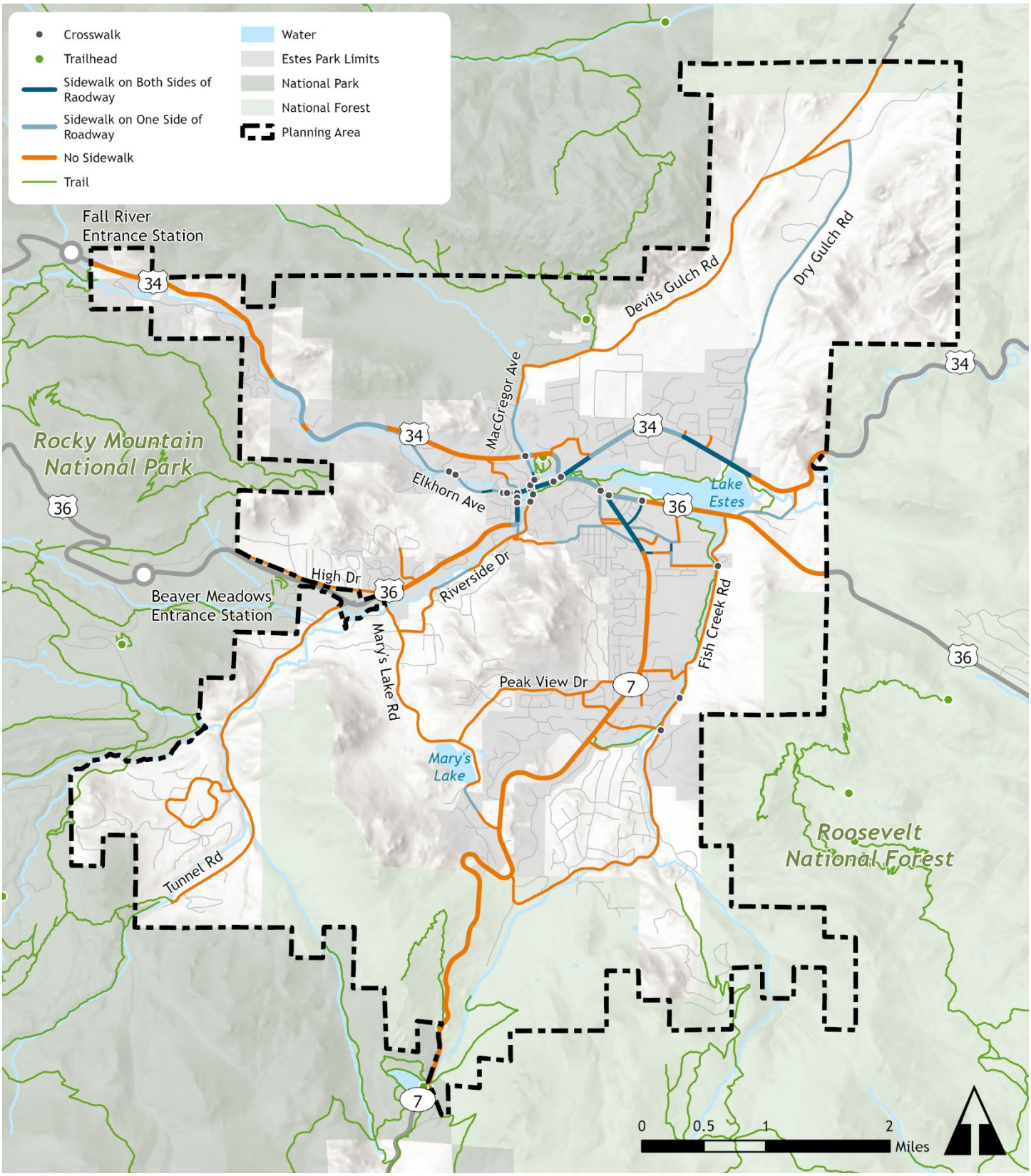
Figure 22. Sidewalk Presence on Classified Roadways



On-Street Bicycle Facilities

There is are limited on-street bicycle facility including in downtown Estes Park along the Downtown Loop, though bicyclists are able to use the existing trail network as a limited option to access the surrounding area. There are shared lane markings on CO-7 allowing bicyclists to use the travel lane from Graves Avenue to N Saint Vrain Avenue.

Figure 23. Sidewalk on Classified Roadways



Trails

The trail network in Estes Park and the surrounding area is extensive, providing the town with access to the natural landscape, schools, retail, employers, and other destinations. **Figure 25.** shows the trail network in the study area. There are 16 miles of trails in the study area that connect pedestrians and bicyclists to areas throughout Estes Park and to the surrounding national park and forest. **Table 10. Major Trails by Mileage.** shows major trails by mileage in Estes Park (trails under construction during the planning process are not included).

Table 10. Major Trails by Mileage

Trail	Mileage
Lake Estes Trail	3.5
Fish Creek Trail	2.8
Saint Vrain Avenue Trail	1.7
Old Fish Creek Road Trail	1.5

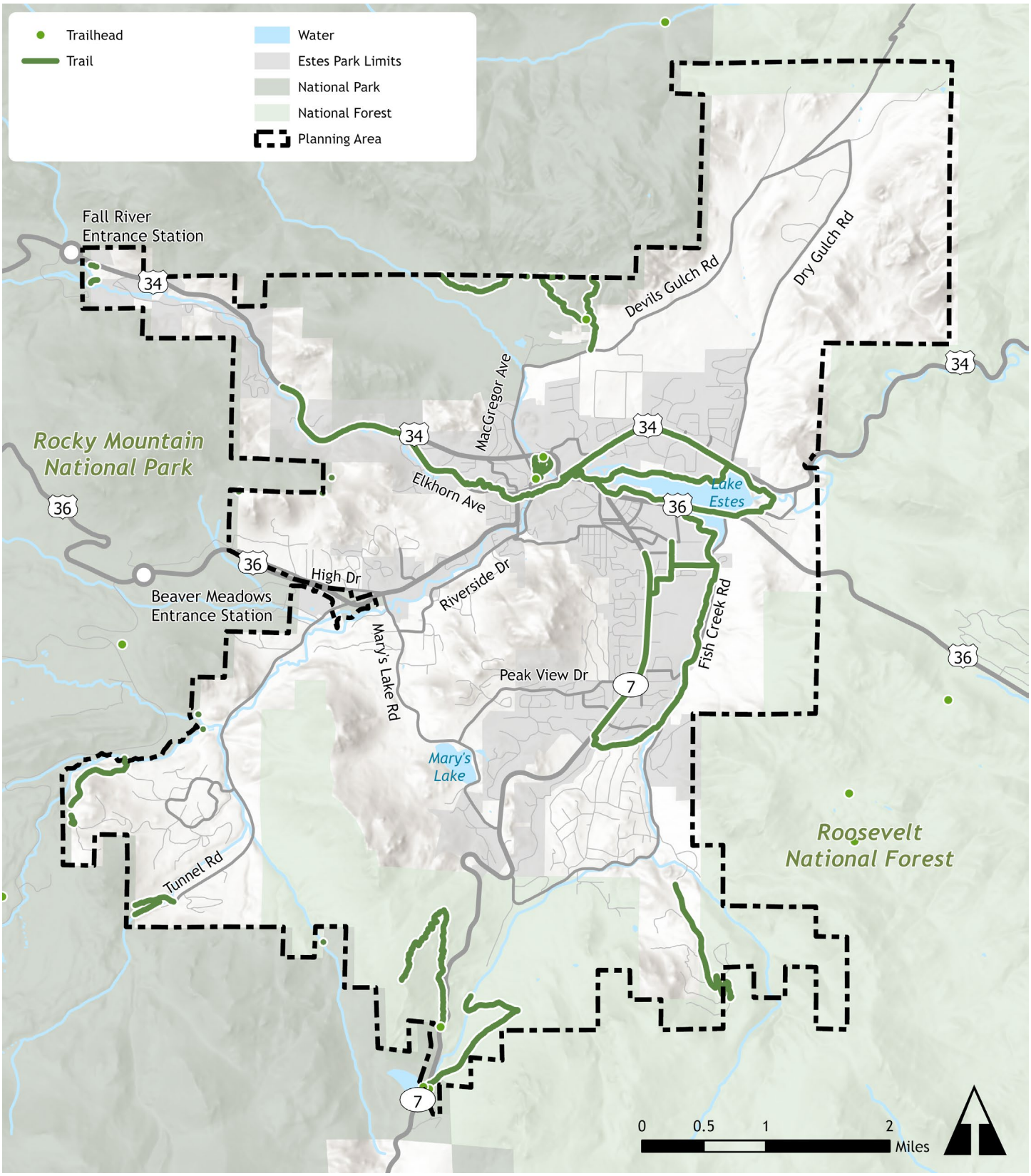
The trail system connects recreation to Estes Park's downtown area, with trails connecting to the sidewalk network near Elkhorn Avenue and US 36. Many trails also run parallel to major roadways, providing connectivity for bicyclists and pedestrians. Roadways with trails running parallel to the road include Fish Creek Road and Saint Vrain Avenue (SH 7 and US 36). Most trails in the study area can be used for hiking, bicycling, and equestrian uses.

Access to Activity Centers

Providing access to activity centers through multiple modes of transportation is important to equitable accessibility. To understand pedestrian connectivity to activity centers, a buffer of a quarter mile was created around activity centers and the percentage of roadways with pedestrian facilities (sidewalks or trails) was calculated. For bicycle connectivity, a two-mile buffer was created and the percentage of classified roadway mileage with bicycle facilities (on-street facilities or trails) was calculated. About two thirds of roadways within a quarter mile of activity centers have pedestrian accessibility. Almost no roadways near activity centers have bicycle accessibility as shown in **Figure 24. Active Transportation Access to Activity Centers**.

Figure 24. Active Transportation Access to Activity Centers

Figure 25. Trailheads and Trails



Active Transportation Comfort

To determine existing safety conditions, pedestrian and bicyclist level of comfort was identified for each classified roadway segment. These comfort levels are determined by three factors: the pedestrian or bicycle facility type on the roadway, the speed of vehicular traffic on the roadway, and the ADT of the roadway.

Pedestrian Comfort

Pedestrian comfort was classified into four levels:

- **Comfortable for all.** Roadways with low traffic speeds and low ADTs or roadways with high pedestrian separation from traffic, such as a shared-use path.
- **Comfortable for adults.** Roadways with higher speeds or volumes than 'comfortable for all,' but still have enough pedestrian protection to allow everyone except children to be comfortable and safe.
- **Uncomfortable for most.** Roadways with limited pedestrian protection from traffic or high traffic speeds and ADTs.
- **Uncomfortable for all.** Roadways with high traffic speeds or ADTs, or no dedicated pedestrian facilities.

A map of pedestrian comfort has been provided on the following page in **Figure 26. Pedestrian Comfort**. Pedestrian comfort is typically poor on the major arterials and is better along collector and local roads where the speed and traffic volumes are lower. Notable areas where comfort is higher are in the downtown area as well as the fairgrounds and high school.

Bicycle Comfort

Bicycle comfort was classified into a similar four levels as pedestrian comfort and are as follows:

- **Comfortable for all.** Roadways with either low traffic volumes and speeds, or with high separation from roadway traffic, such as a shared-use path.
- **Comfortable for adults.** Roadways with higher speeds or volume than 'comfortable for all' but have dedicated bicycle facilities or moderately low speeds and ADT.
- **Uncomfortable for most.** Roadways with limited protection from traffic and/or higher speeds and volumes, but experienced cyclists are comfortable mixing with vehicular traffic.
- **Uncomfortable for all.** Roadways with particularly high speeds or ADT and no dedicated space for cyclists on the roadway.

A map of bicycle comfort has been provided in **Figure 27. Bicycle Comfort**. Due to the insufficient supply of bicycle facilities located in Estes Park, many bicyclists must ride on the sidewalk and/or surface streets, limiting the overall comfort that bicyclists experience on Estes Park roadways. The southeast and downtown areas have trails that improve bicycle comfort; however, these areas are not connected together well, limiting longer distance bicycle travel.

Figure 26. Pedestrian Comfort

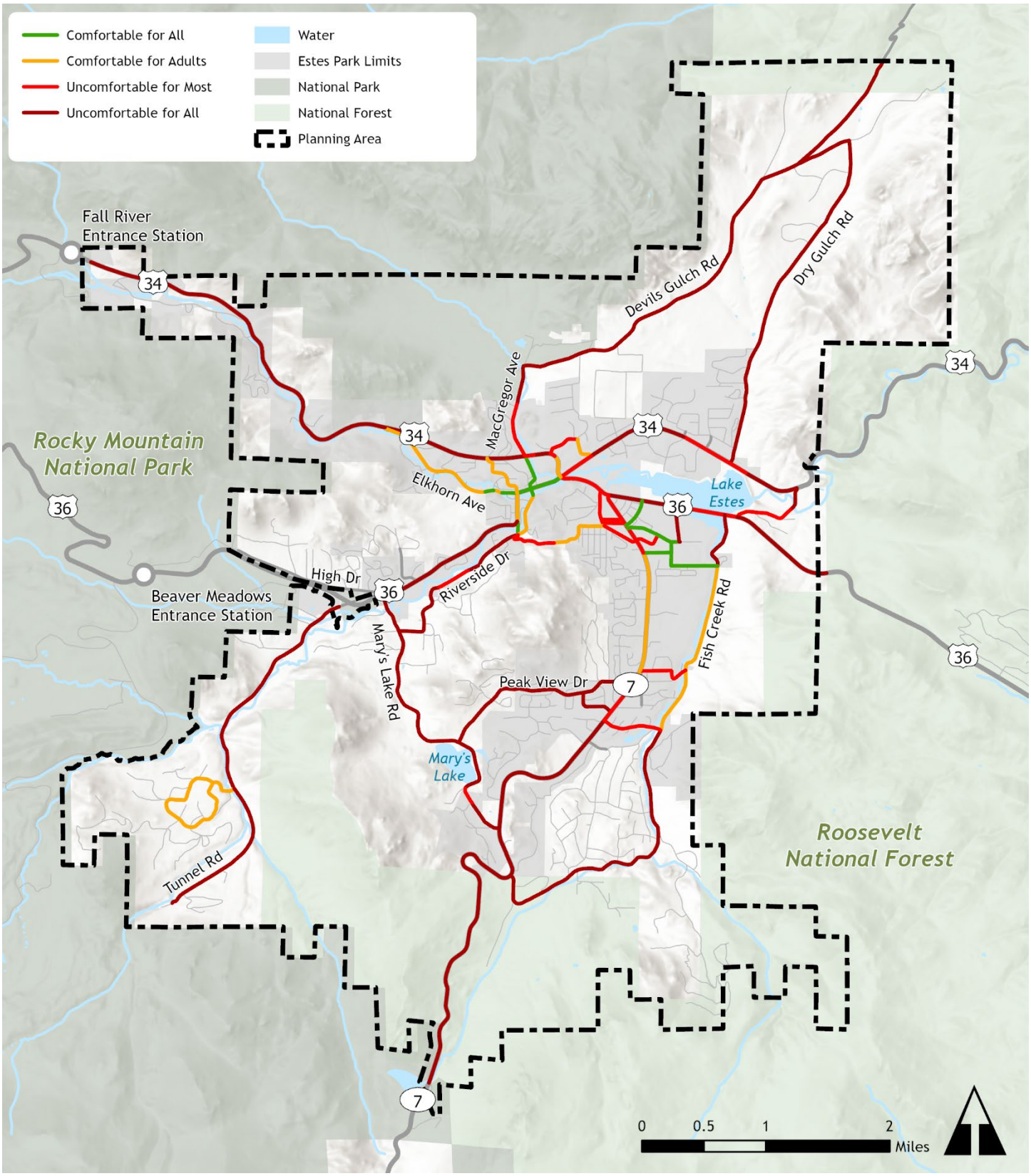
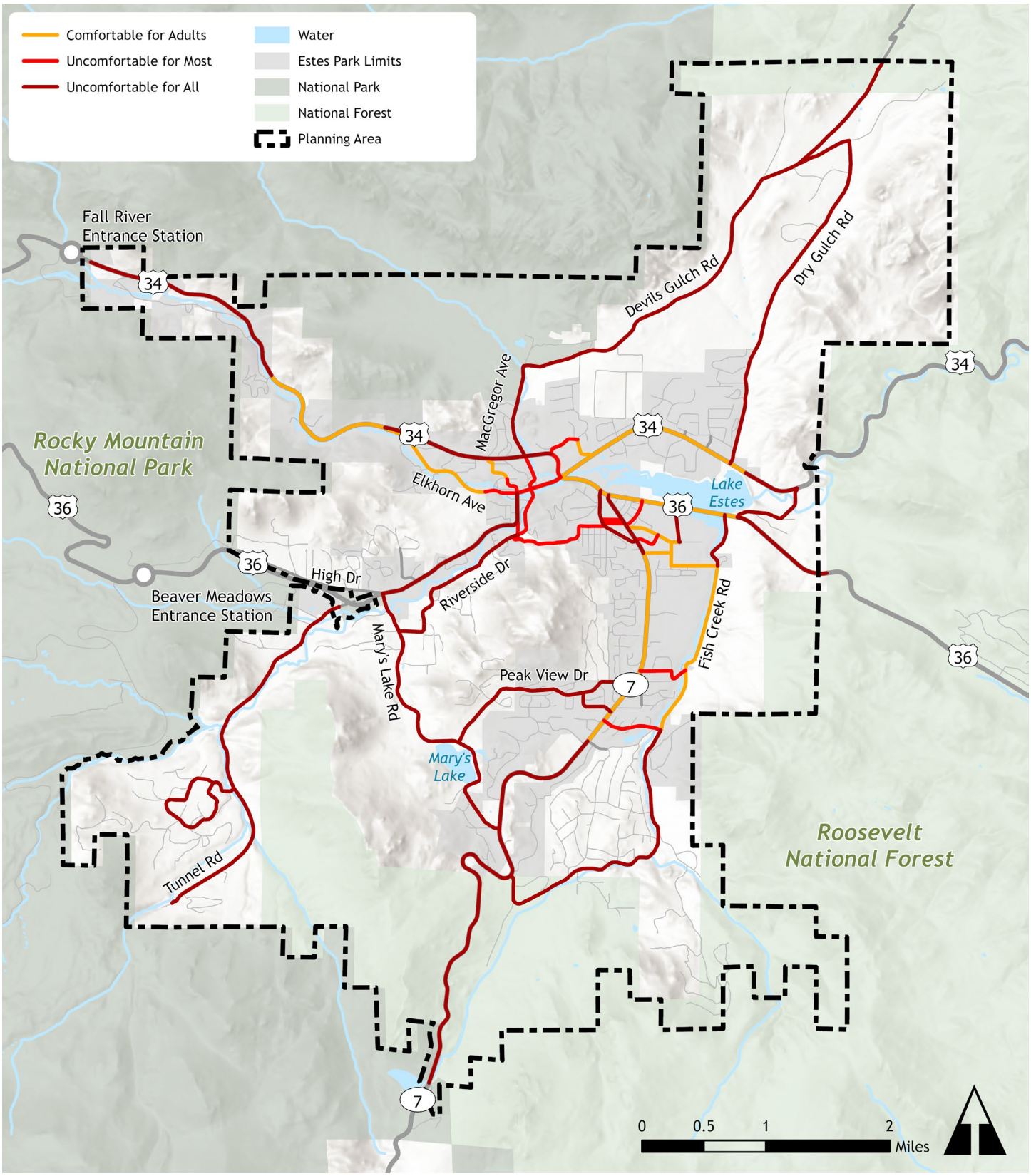


Figure 27. Bicycle Comfort



Active Transportation Propensity

Walking and cycling propensity represent peoples' potential inclination or tendency to utilize pedestrian and bicycle facilities. A propensity analysis was conducted to identify areas of potential pedestrian and cycling demand within the study area.

Historically, walking/cycling propensity is evaluated considering demographic groups that have been shown to have a higher-than-average tendency to walk or bike. These demographic groups include:

- Women
- Minority populations
- Low-income households
- Disabled persons
- Immigrants
- Persons aged 65 and older
- Persons aged 19 to 29

The propensity analysis methodology divides the study area into one-acre hexagonal cells. A propensity score was calculated for each cell. Scores range from 0 to 30 and are based on demographic data (25 out of 30 points) and proximity to active transportation destinations (5 out of 30 points).

Demographic propensity for each hexagonal cell was added to proximity propensity to calculate a total propensity score for each grid cell (0-point minimum, 30-point maximum).

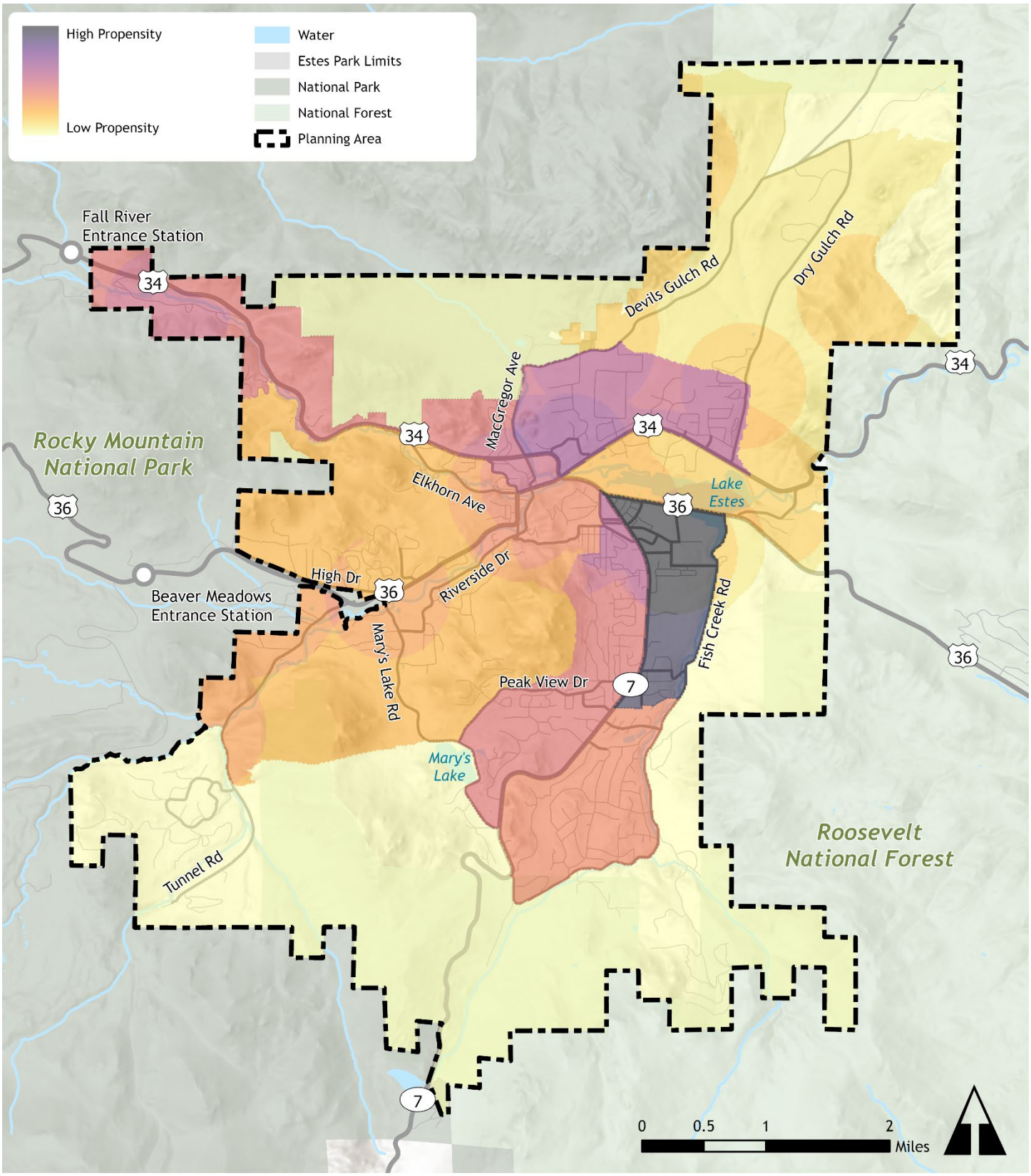
The results of the active transportation propensity analysis are shown in **Figure 28. Active Transportation Propensity**. The highest propensities are in the area roughly bounded by SH 7, US 34, Fish Creek Road, and Scott Avenue. Other relatively high-propensity areas are in the areas just east and south of downtown Estes

Park.

Key Takeaways

- Pedestrian facilities, including sidewalks and pathways, are present throughout the study area, though gaps exist along major roadways.
- Limited dedicated bicycle facilities are not present in the study area and provide a challenge for accessibility for short trips, particularly away from the major trail corridors.
- Trails and pathways are somewhat convenient and provide limited accessibility in the study area, resulting in some connection to the surrounding area.
- Pedestrian access to activity centers is moderate, while bike access is minimal.
- Smaller arterials, collectors, and local roads offer more comfort to individuals walking than major arterials like highways and county roads.

Figure 28. Active Transportation Propensity



Transit

Existing Service

There are multiple public transportation provider options that bring people to and from Estes Park and neighboring areas. Transit services in Estes Park include:

- **The Peak (formerly Estes Transit).** A free shuttle service that operates five daily fixed routes, ranging from 15-minute to hourly frequency, and route deviation services for seniors and those with disabilities. The service operates during the summer months and limited days during fall and early winter.
- **Hiker Shuttle.** A free shuttle service that provides connections between RMNP and Estes Park via three routes, ranging from 10- to 90-minute frequency. The service is reservation-based for a cost of $2 and runs approximately once an hour during summer and fall weekends.
- **Bustang Regional Service.** A regional weekend service, connecting Estes Park and RMNP to Denver during the summer months, operating two runs in the morning and the evening.
- **Via Mobility Services.** A year-round daily on-demand transportation service within the TOEP, prioritizing service to senior and disabled populations. The service operates 8:00 AM to 4:30 PM, with service to Loveland on Tuesdays and Wednesdays.
- **Private Shuttle and Transportation Services.** A variety of private transportation services operate in the region, including Estes Park Ride Service, JM Concierge Services, and tours.

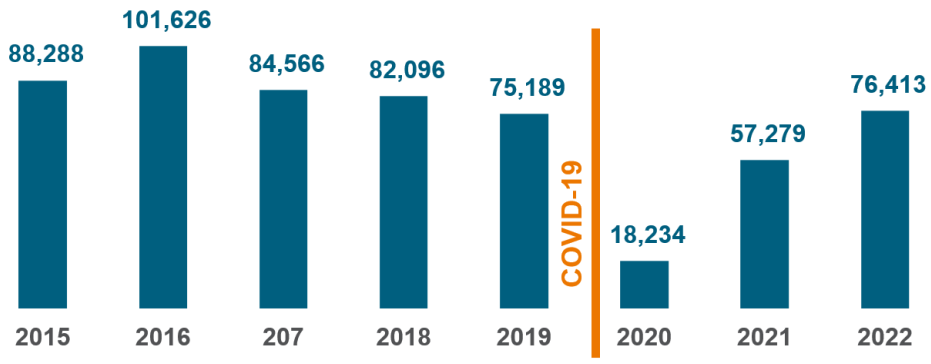
Further detail on the existing conditions of transit in and surrounding Estes Park can be found in *Chapter 3: Peer Transit System Analysis*.

Ridership and Performance

The Peak

Annual and monthly ridership for the Peak is shown in **Figure 29**. The Peak's ridership declined leading up to and during the COVID-19 pandemic and has increased since 2020. The red route performs the best, at 19 riders per revenue hour in 2022 compared to a system average of 11 riders per revenue hour.

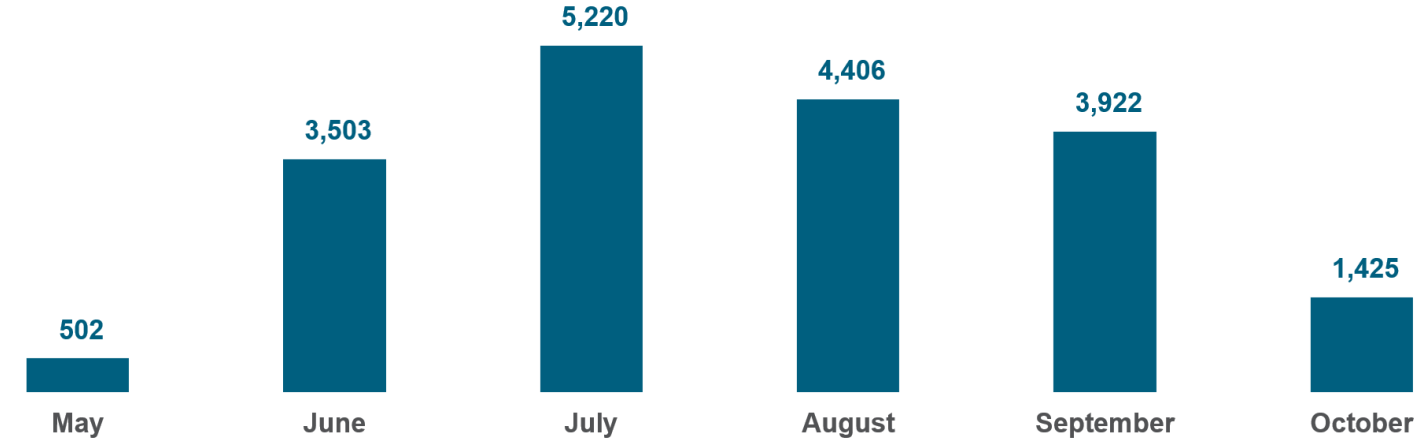
Figure 29. The Peak Annual Ridership and Riders per Revenue Hour by Route



Hiker Shuttle

Figure 30. Hiker Shuttle 2022 Ridership. shows ridership by month for the Hiker Shuttle. The service peaked in ridership in July, at 5,220 riders. Ridership decreases from August through October. Ridership is lowest in May, with monthly ridership only reaching 10% of July's ridership.

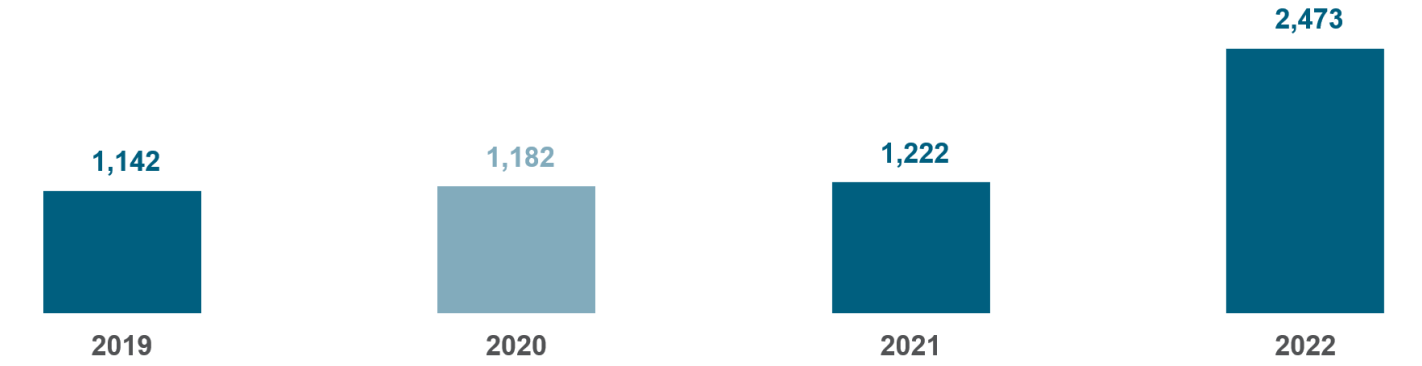
Figure 30. Hiker Shuttle 2022 Ridership



Bustang

Figure 31. Bustang Annual Ridership. shows annual ridership of the Bustang route to from Denver to Estes Park. Ridership has more than doubled since 2019, reaching 2,473 riders in 2022. Note that ridership data was not available in 2020 due to the COVID-19 pandemic and the reported ridership is estimated from 2019 and 2021 performance.

Figure 31. Bustang Annual Ridership



Key Takeaways

- Tansit ridership in Estes Park is on an upward trend since a historic low in 2020 due to the COVID-19 pandemic.
- Monthly ridership is seen most frequently in the summer months from June through September, corresponding with tourists arriving at RMNP.
- The highest transit propensities are in the area roughly bounded by SH 7, US 34, Fish Creek Road, and Scott Avenue. Other relatively high-propensity areas are in the areas just east and south of downtown Estes Park.

Transit Propensity

A transit propensity analysis was conducted to identify areas of potential transit demand in the study area. Transit propensity represents peoples' inclination or tendency to utilize transit over other modes of travel. Transit propensity is evaluated using demographic groups that have been shown to have a higher-than-average tendency to use transit, including:

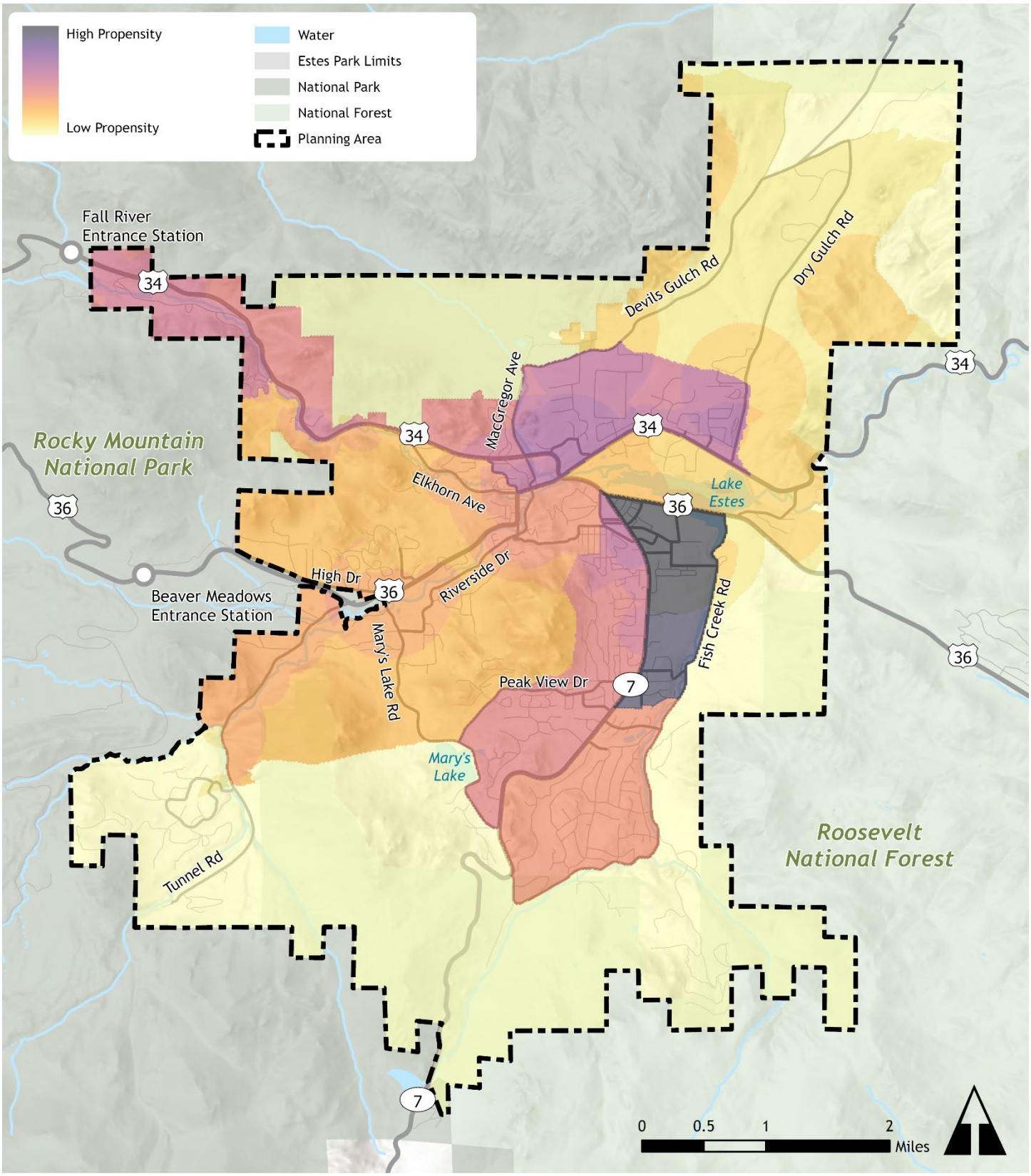
- Women
- Minority populations
- Low-income households
- Disabled persons
- Immigrants
- Persons age 65 and older
- Persons age 19 to 29

Similar to the walking/cycling propensity analysis, transit propensity methodology divides the study area into one-acre hexagonal cells. A propensity score was calculated for each cell. Scores range from 0 to 30 and are based on demographic data (25 out of 30 points) and proximity to destinations (5 out of 30 points).

Demographic propensity for each hexagonal cell was added to proximity propensity to calculate a total propensity score for each grid cell (0-point minimum, 30-point maximum).

The results of the transit propensity analysis are shown in **Figure 32. Transit Propensity**. Similar to the active transportation propensity analysis, the highest propensities are in the area roughly bounded by SH 7, US 34, Fish Creek Road, and Scott Avenue. Other relatively high-propensity areas are in the areas just east and south of downtown Estes Park.

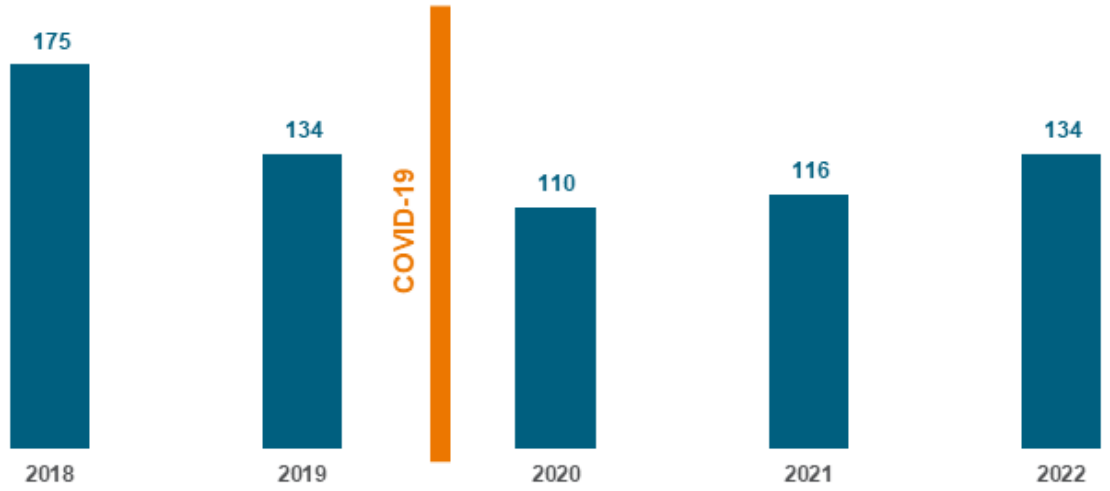
Figure 32. Transit Propensity



Safety

To assess safety conditions on Estes Park's transportation network, crash history was analyzed from 2018 through 2022. Crash data was obtained from CDOT for the most recent five-year period available. Crash history is shown below in **Figure 33**. Crashes were on a decline leading into 2020 and totaled 669 crashes over the five years.

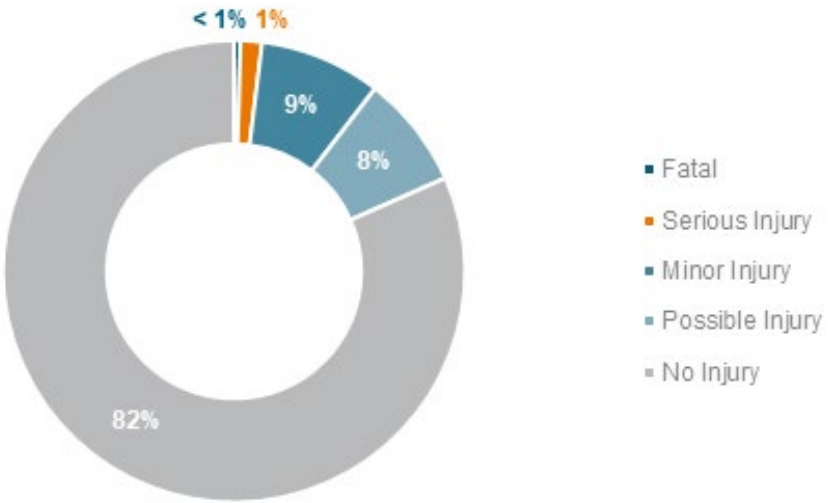
Figure 33. Crashes by Year (2018-2022)



Crash Severity

From 2018 to 2022, most crashes that occurred resulted in no injury, accounting for 82% of all crashes. The remainder of crashes resulted in possible injury or greater. Less than 1% of crashes were fatal, accounting for three crashes during the five-year analysis period. **Figure 34. Crashes by Severity, 2018-2022.** shows crashes by severity.

Figure 34. Crashes by Severity, 2018-2022



Transit-Involved Crashes

Transit-involved crashes account for less than 5% of crashes in Estes Park, with the most frequent occurrences appearing along either Elkhorn Avenue or Moraine Avenue. The crashes are clustered around the downtown area with a small cluster near the fairgrounds and near the intersection of US 36 and Spur 66.

Crashes which involve pedestrian/bicyclists near transit stops account for less than 3% of all crashes in the study area. Most of these incidents occur in the downtown area along Elkhorn Avenue. Four crashes occurred within 500 feet of a bus stop, three of which are in the downtown area and the other located near the junction of US 36 and Spur 66.

Crash Rates

Crash rates were developed based on FHWA guidance for segments and intersections along the classified roadway network in the study area.

Intersection Crash Rates

Crashes were analyzed within 500 feet of each intersection to determine crash-prone areas within the study area. Intersections with the highest crash frequencies were along US 34 as shown in **Table 11. Highest Intersection Crash Frequencies (2018-2022)**.

Table 11. Highest Intersection Crash Frequencies (2018-2022)

North/South Street	East/West Street	Crash Total
US 36	US 34	59
Moraine Ave	Elkhorn Ave	52
Riverside Dr	US 34	35
MacGregor Ave	US 34	24
Steamer Dr	US 34	15
Marys Lake Rd	US 36	13
Fourth St	US 36	12
US 36*	Crags Dr	12
SH 7	US 36	12
SH 7	Dunraven St	10

Crash rates help identify where crashes frequencies are abnormally high compared with the amount of traffic in the intersection. Crash rates are expressed in crashes per million entering vehicles and were calculated using the following formula:

$$R = \frac{1{,}000{,}000 \; x \; C}{365 \; x \; N \; x \; V}$$

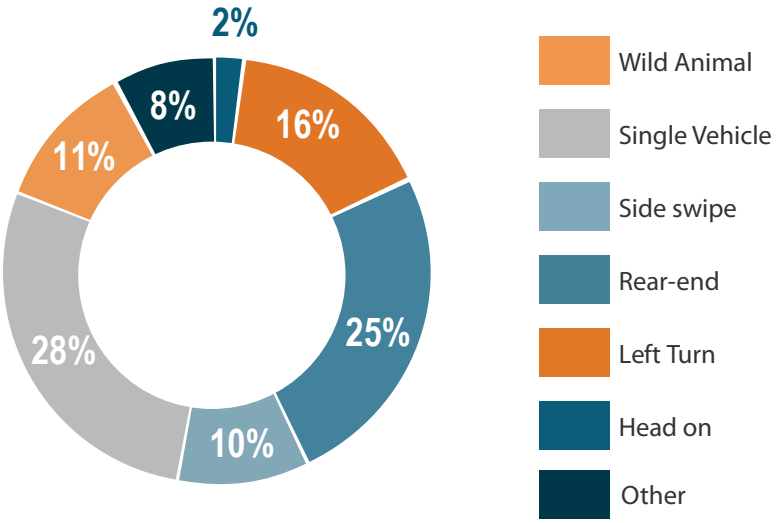
Where:

- R = Crash rate for the intersection expressed as crashes per million entering vehicles (MEV)
- C = Total number of intersection crashes in the study period
- N = Number of years of data
- V = Traffic volume entering the intersection daily

Crash Type

The three most common types of crashes that occurred during the collection period involve single vehicles (176 crashes, 28% of total crashes) followed by rear-ends (157 total crashes, 25%), and left turns (100 total, 16% in comparison). **Figure 35.** includes all of the other frequently reported crash types.

Figure 35. Crashes by Type, 2018-2022



Active Transportation Involved Crashes

Pedestrian and bicyclist involved crashes account for 3% of all crashes from 2018 to 2022 (18 crashes). Pedestrian-involved crashes are shown in **Figure 36**. Bicyclist involved crashes are shown in **Figure 37**. One incident has been reported where a bicycle crash had resulted in a fatal injury and occurred in 2020 near the intersection of Prospect and Birch avenues.

Figure 36. Pedestrian-Involved Crashes

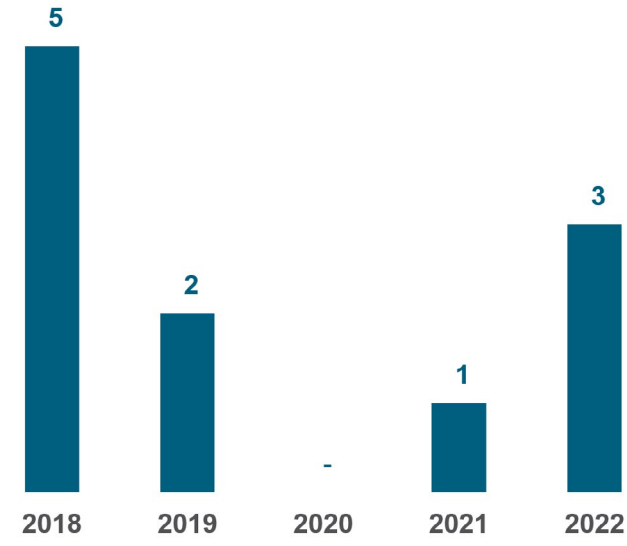
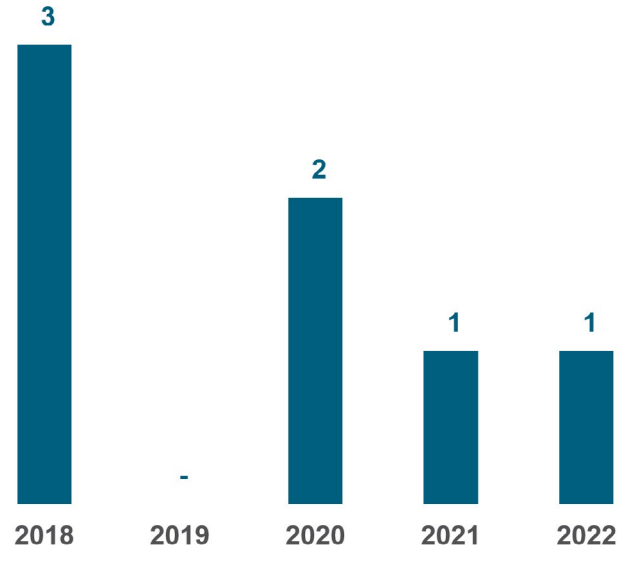


Figure 37. Bicycle-Involved Crashes



At intersections, the highest volumes of the approach were counted for each intersection then halved to determine the volume for a single direction of movement for each segment leg. For roadways at intersections where a volume was not provided, the surrounding segments of like classification were averaged and used. Intersections with the highest crash rates are shown in **Table 12. Highest Intersection Crash Rates (2018-2022)**. Intersection crash rates are mapped in **Figure 38**.

Table 12. Highest Intersection Crash Rates (2018-2022)

North/South Street	East/West Street	Crash Rate
MacGregor Ave*	US 34	2.94
Stanley Ave	Prospect Ave	2.26
Moraine Ave.	Elkhorn Ave	1.74
US 36	US 34	1.13
Crags Dr	Riverside Dr	1.03
Riverside Dr	US 34	0.82
Marys Lake Rd	US 36	0.81
US 34	Mall Rd	0.78
Stanley Ave	Dunraven St	0.74
Community Dr	Brodie Ave	0.69

*This intersection was recently reconstructed to a roundabout as part of the DEL project

Crash rates were also developed for severe crashes, resulting in serious injuries or fatalities. Two intersections experienced severe crashes and include Stanley Avenue at Prospect Avenue and MacGregor Avenue at US 34, though the recent reconstruction of this intersection is likely to reduce the crash rate, which makes the next most dangerous intersection the intersection of Moraine and Elkhorn Avenues. Severe crash rates are mapped in **Figure 39**.

Segment Crash Rates

Crashes were analyzed for roadway segments between intersections. Highest segment crash frequencies were typically along major state highways such as US 34, US 36, and SH 7. A summary of the segments with the most crashes are provided in **Table 13. Highest Segment Crash Frequencies (2018-2022)**.

Table 13. Highest Segment Crash Frequencies (2018-2022)

Roadways	Crash Total
SH 7 (Country Club Dr to Graves Ave)	18
Elkhorn Ave (Riverside Dr to US 36)	16
US 34 (Lakefront St to Steamer Dr)	16
US 36 (Riverside Dr to Elm Rd)	16
Marys Lake Rd (Peak View Dr to Riverside Dr)	12
Prospect Ave (Stanley Ave to Riverside Dr)	11
Riverside Dr (Marys Lake Rd to Crags Dr)	9
Elkhorn Ave (US 34 to US 36)	9
Devils Gulch Rd (US 34 to Bar G Rd)	9
US 34 (Mall Rd to Dry Gulch Rd)	8

Segment crash rates were calculated using the segment crash rate equation as provided by FHWA. Segment crash rates apply a modified version of the crash rate formula as shown below:

$$R = \frac{100{,}000{,}000\ x\ C}{365\ x\ N\ x\ V\ x\ L}$$

Where:

- R = Crash rate for the intersection expressed as crashes per MEV
- C = Total number of intersection crashes in the study period
- N = Number of years of data
- V = Traffic volume entering the intersection daily
- L = Length in miles

For segments, only the highest volume along each segment was used. Where there were any gaps in traffic count data, the average of surrounding segments with like classifications were averaged out and used in place. Segment crash rates by the highest 10 locations are as provided below in **Table 14. Highest Segment Crash Rates (2018-2022)**. Segment crash rates are mapped in **Figure 38**.

Table 14. Highest Segment Crash Rates (2018-2022)

Roadways	Crash Rate
US 34 (Mall Rd to Dry Gulch Rd)	11.47
Prospect Ave (Stanley Ave to Riverside Dr)	5.51
Country Club Dr (SH 7 to Fish Creek Rd)	5.16
Riverside Dr (Marys Lake Rd to Crags Dr)	3.1
Elkhorn Ave (Riverside Dr to US 36)	2
MacGregor Ave (Park Ln to US 34)	1.87
Marys Lake Rd (Peak View Dr to Riverside Dr)	1.84
Community Dr (US 36 to Manford Ave)	1.8
SH 7 (Country Club Dr to Graves Ave)	1.44
Peak View Dr (SH 7 to Longs Dr)	1.10

The same calculation was conducted using the same formula for the most severe segments. A total of five segments experienced severe crashes:

- Marys Lake Rd from Peak View Dr to Riverside Dr
- Devils Gulch Rd from US 34 to Bar G Rd
- SH 7 from Country Club Dr to Graves Ave
- SH 7 from Carriage Dr to Marys Lake Rd
- US 34 from Lakefront St to Steamer Dr

Segment severe crash rates are mapped in **Figure 39. Severe Crash Rate.** on page 60.

Figure 38. Crash Rate All Crashes

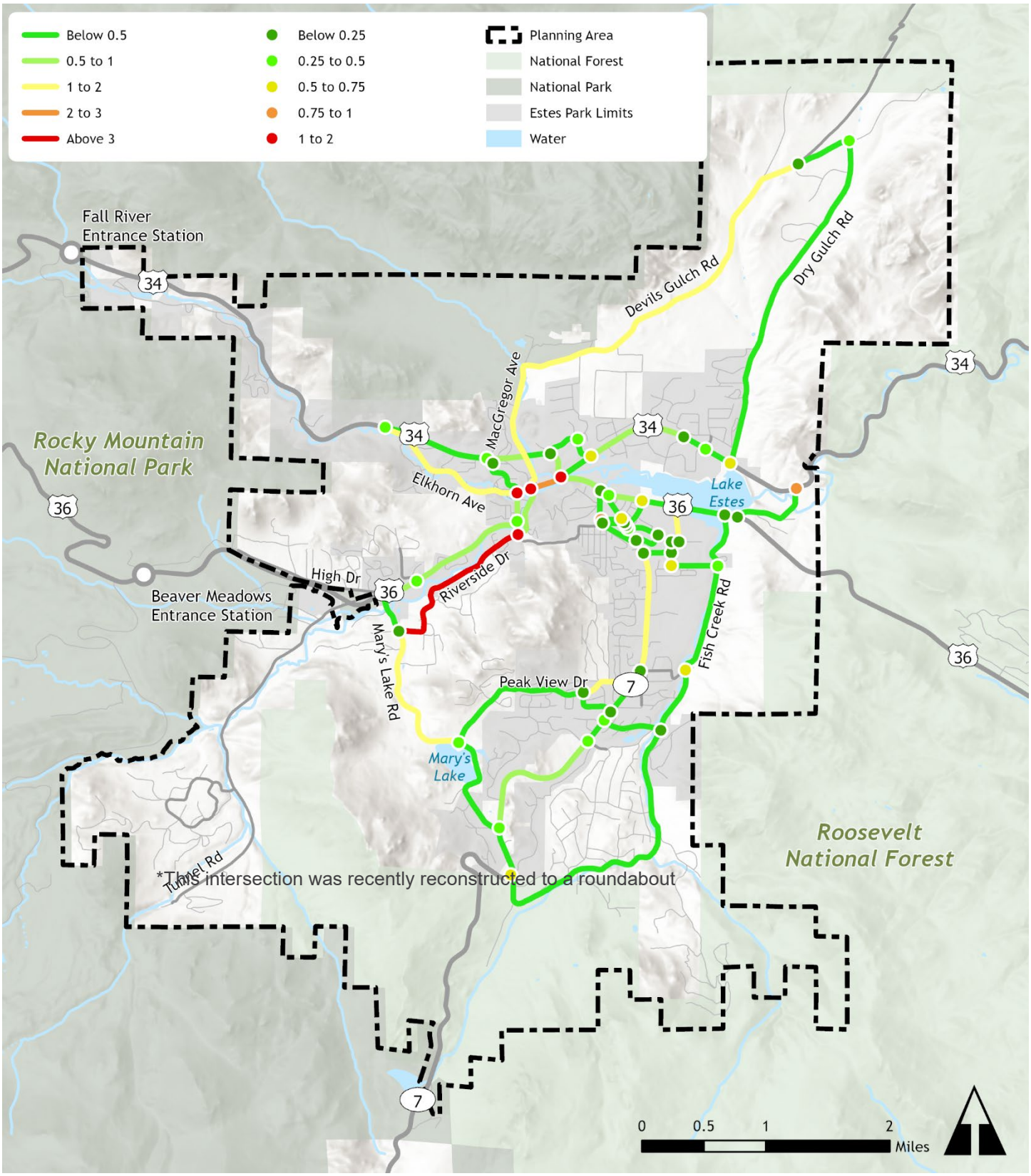
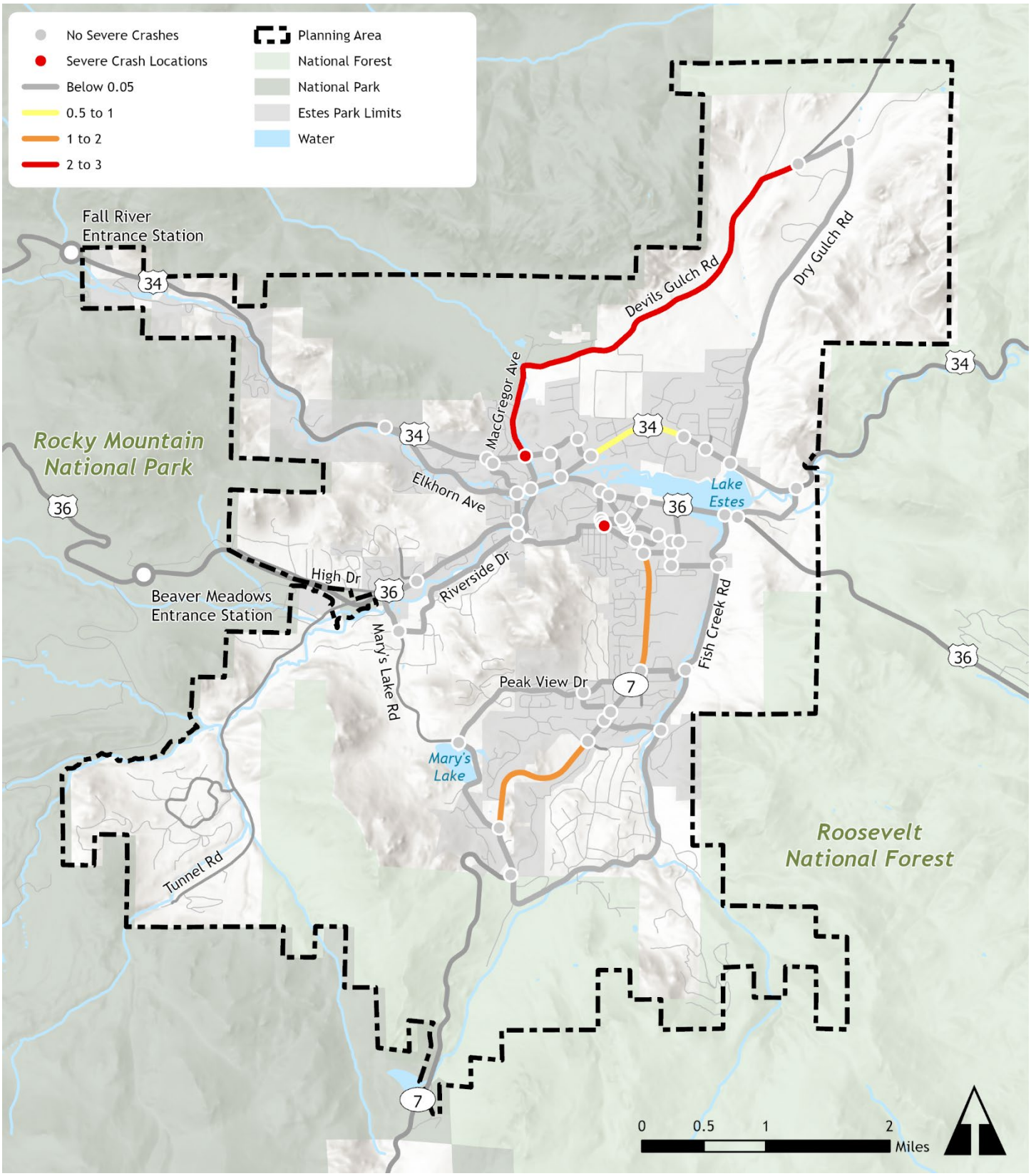


Figure 39. Severe Crash Rate



High-Crash Location Causes

Many of the reported crashes occurred in areas that have a high density of driveway access points onto the roadway. These crashes tend to occur just outside the driveway. Problematic driveways include both residences and places of business. Other crash locations include curves and long bends in roadways, including Riverside Drive, Marys Lake Road, and US 34. Not all roadways that have a bend have signage or lighting to assist drivers with navigating the roadway geometry. In addition, because of the hilly terrain present throughout the study area, many of these bends turn into blind turns that without the proper signage would lead to further crash occurrences.

Roadways with high ADTs such as US 34, US 36, and SH 7 also experienced a significant number of crashes. Local roads like Prospect Avenue have a higher ADT count compared to other local roads and that helps contribute to its higher crash count of local roadways in Estes Park.

Insufficient lighting conditions are present throughout much of the roadway network—primarily on residential and local roads. Many of the roadways that experience higher crash rates appear in areas with these lighting conditions. In addition, limited posting of speed limits on many roads may lead to improper or unsafe speeds.

Key Takeaways

- Pedestrian- and bicyclist-involved crashes were uncommon in comparison to the other crash types
- The most common crash types involved a single vehicle, rear-ends, and sideswipes
- Central/downtown Estes Park experienced the highest crash frequencies with some of the most severe compared to anywhere elsewhere in the study area
- Higher crash rates are experienced on State/County roadways and not local roadways
- US 34 sees the highest segment crash frequencies
- Areas with frequent driveways and curves experienced the most crashes

Transportation Deficiencies

The analyses included in this chapter have identified numerous transportation deficiencies that will be the focus of the project development phase of the 2045 Multimodal Transportation Plan planning process. These deficiencies include:

- One bridge in the study area has a poor rating and 8% of roadways have poor pavement condition.
- There is minimal ITS infrastructure in the study area, which could be enhanced to improve traffic congestion and safety performance.
- Weekend congestion is significantly higher than weekday congestion, with several major highways and supporting collectors experiencing poor travel times.
- There are many gaps in pedestrian facilities along major roadways, making trips on foot challenging and unsafe in many instances.
- Dedicated bike facilities are not present in the study area which creates a challenge for accessibility for short trips, particularly away from the major trail corridors.
- Pedestrian access to activity centers is moderate, with notable gaps, while bike access is minimal.
- The most common crash types involved a single vehicle, rear-ends, and sideswipes.
- Central/downtown Estes Park experienced the highest crash frequencies with some of the most severe in the study area.
- Higher crash rates are experienced on State/County roadways, while local roadways have minimal crashes. US 34 experiences the highest segment crash frequencies.
- Areas with frequent driveways and curves experienced the most crashes.

Chapter 2:
Economic and Community Context Assessment

Historical and Future Growth

The 2045 Multimodal Transportation Plan has a horizon year of 2045. To forecast what transportation needs are likely to be through that horizon year, it is important to understand the historical growth of the study area and reasonable expectations of growth in the future.

Existing Zoning and Future Land Use

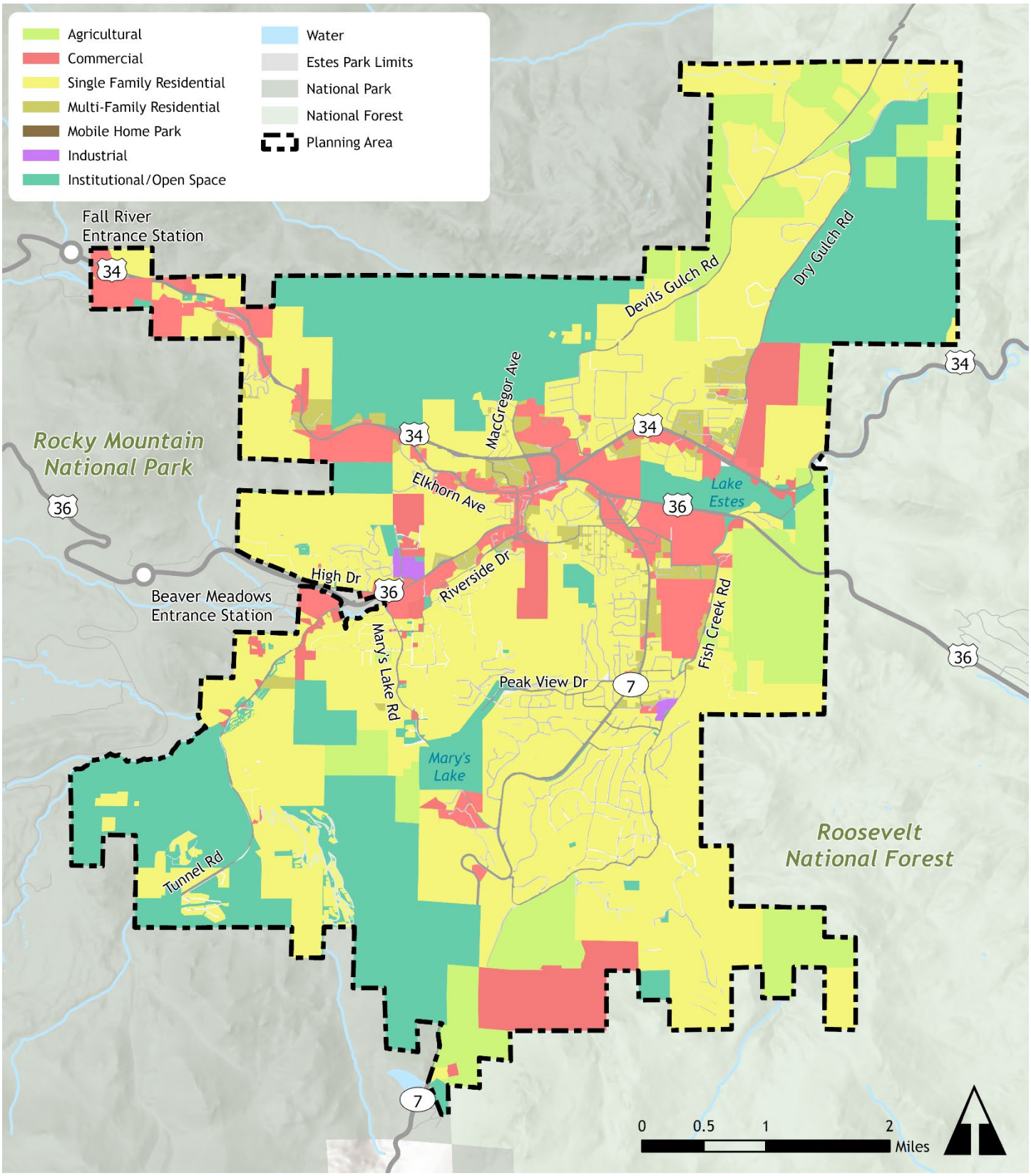
Existing zoning in the study area comprises both TOEP and Larimer (County) zoning districts. A composite of these two datasets is shown in **Figure 40. Existing Zoning** Most non-residential land uses are clustered along the major highways, including US 34, US 36, and SH 7. The bulk of the study area is zoned for single-family, often large lot, residential.

The Estes Forward Comprehensive Plan established a Future Land Use Map (FLUM), which establishes the vision for land use in the study area. The FLUM is shown in **Figure 41. Future Land Use**and is broken into 10 categories:

- **Industrial Mix.** This category provides for a range of industrial manufacturing, warehouse, commercial, and large-scale institutional or office uses.
- **Mixed-Use Centers and Corridors.** Medium - to - higher density vertical mixed residential and commercial use developments located on or near major thoroughfares.
- **Downtown.** Traditional, and often historic, vertical mixed-use buildings.
- **Public/Semi-Public.** Institutional and civic uses such as recreation centers, schools, research facilities, utility, and public services operations.
- **Mixed Residential Neighborhood.** High-density mixed residential development that facilitates the coexistence of townhomes, condos, and multi-family complexes.
- **Village Neighborhood.** Medium- to higher-density single-family residential organized in a more compact development pattern.
- **Suburban Estate.** Low- to medium-density single-family residential development, including conservation development.
- **Accommodations.** Intended for uses such as rustic lodges, resorts, and cabins that are developed in rural areas at a lower density and intensity than urban hotel or motel-style lodging.
- **Mountains and Foothills.** Composed of private forestry, agricultural, and ranching lands, ecotourism, undeveloped natural landscapes, including steep slopes, and watershed protection.
- **Natural Resource Conservation and Parks.** RMNP; Arapaho and Roosevelt National Forest (ARNF); Bureau of Reclamation; and wildlife habitat, open space, parks, and trail corridors managed by Larimer County and the TOEP.

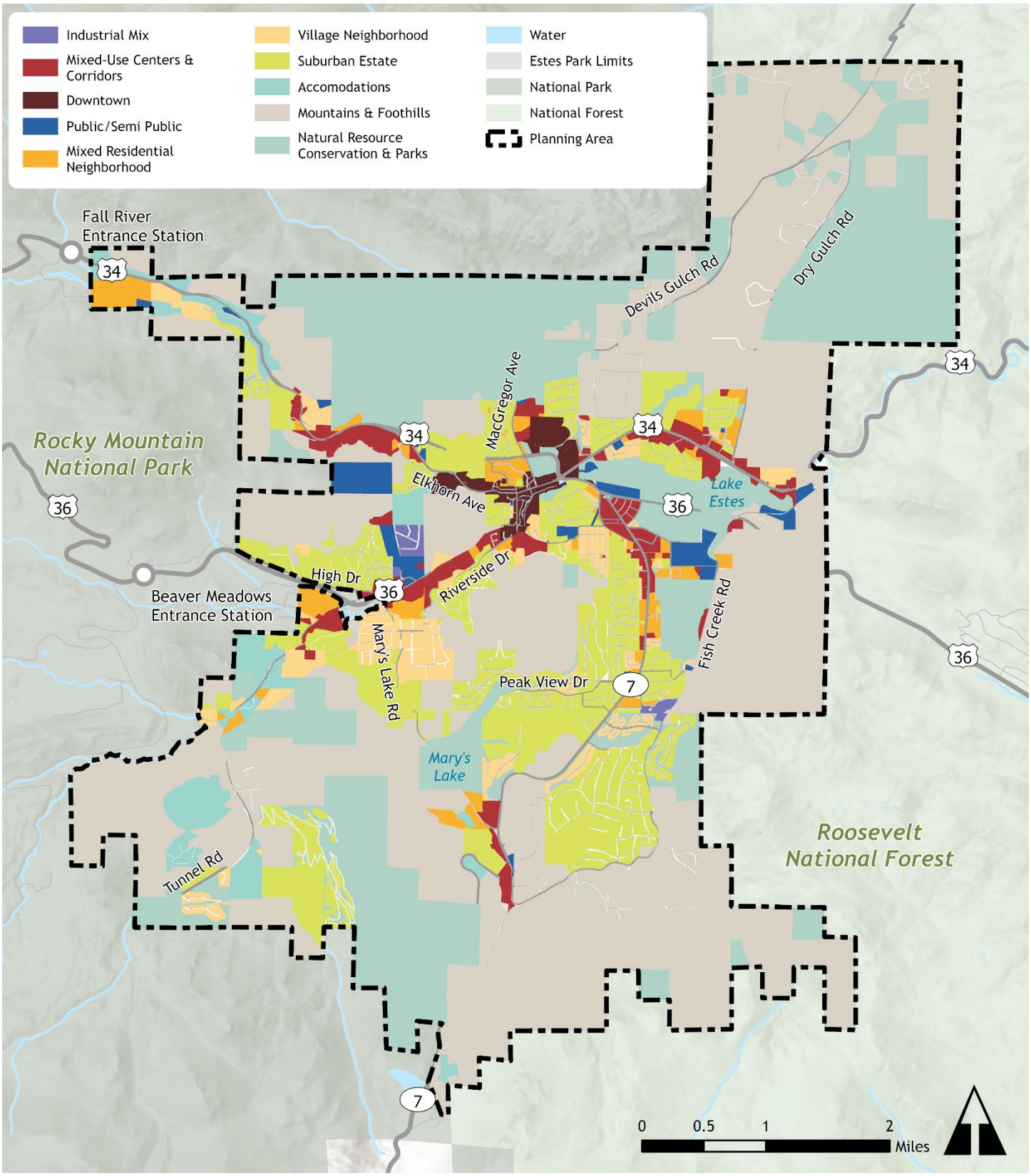
The FLUM does not show major changes in the distribution of land uses from existing zoning, but typically increases the density, mix of land uses, and transportation connectivity in areas that are already developed. The goal of the FLUM is to provide opportunities for increased housing, commercial, and employment opportunities while protecting existing open space and established neighborhoods in the study area.

Figure 40. Existing Zoning



Source: Town of Estes Park, Larimer County

Figure 41. Future Land Use



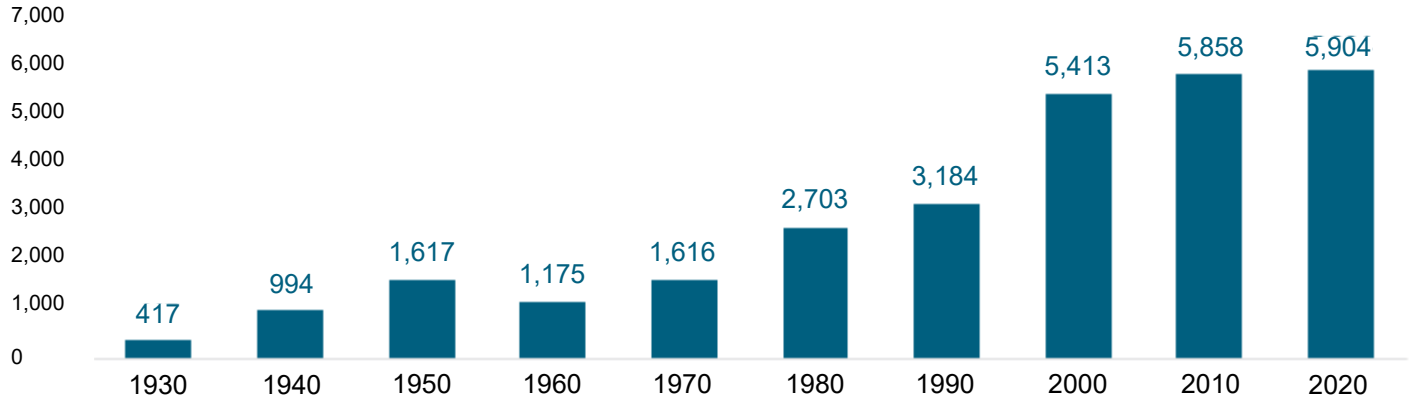
Source: Estes Forward Comprehensive Plan

Population

Historical Population

Understanding historical population trends in Estes Park provides insight into the town's development over time. Historical population was observed from 1930 to 2020. The population grew steadily in the late 20th century but has leveled off since 2000. The town's population, shown in **Figure 42. Historical Population for Estes Park (1930 – 2020).**, the town's population has increased by approximately 600 residents (12%) from 2000 to 2020. While the population grew by almost 10% from 2000 to 2010, growth slowed to just 2% from 2010 to 2020.[1]

Figure 42. Historical Population for Estes Park (1930 – 2020)



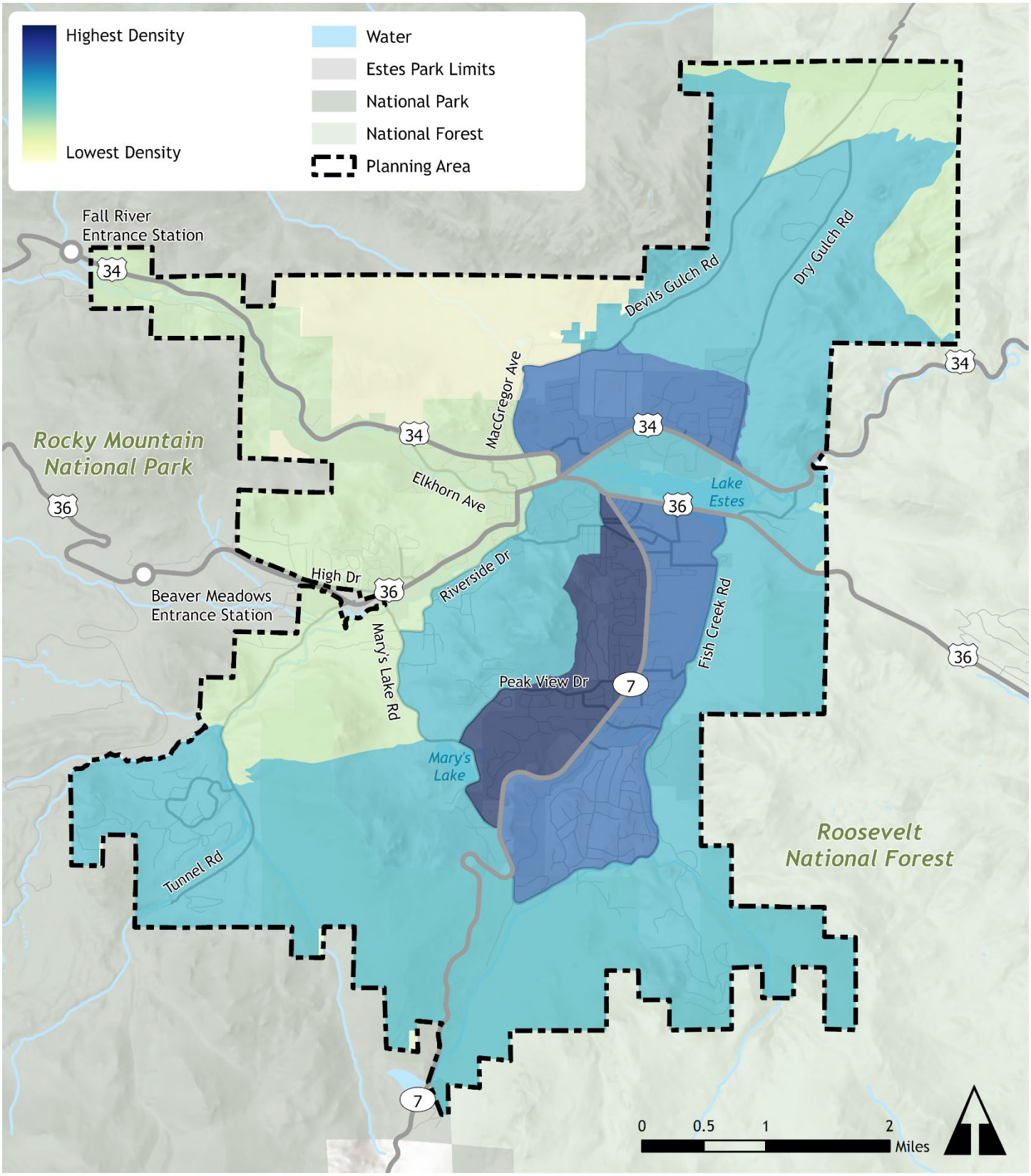
Source: U.S. Census Bureau

Population Density

Identifying where people live is another important driver in trying to understand how Estes Park. As shown in **Figure 43. Population Density** the highest densities in Estes Park can be found along US 34 east of US 36 as well as along SH 7 south of US 36. Density is lowest west and north of downtown Estes Park.

1 Population data is for the Town of Estes Park

Figure 43. Population Density

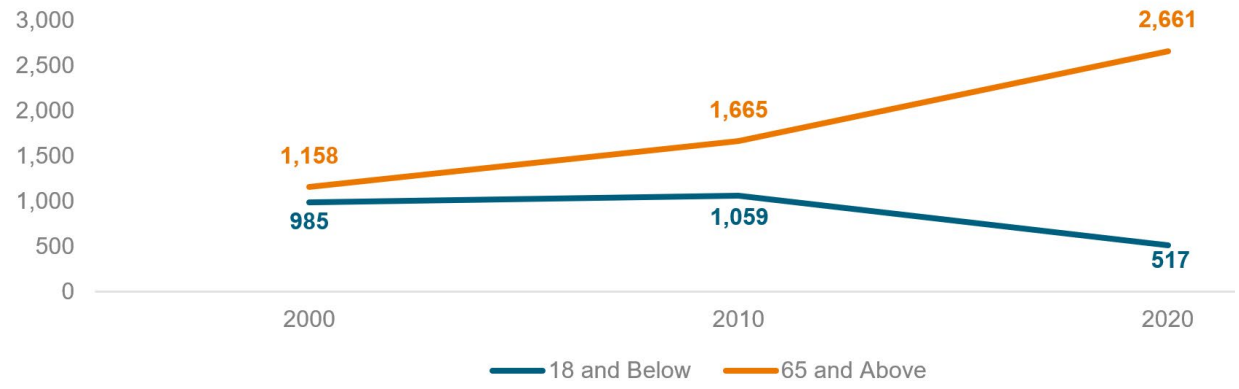


Source: U.S. Census Bureau

Age Composition

Historical population trends between children (ages 18 and below) and older adults (ages 65 and above) are important to understand what types of transportation will be important in the future. In 2000, children and the aging accounted for a similar proportion of the population in Estes Park. There were approximately 985 children (19%) and 1,158 older adults (22%). As shown in **Figure 44. Historical Populations of Children and Older Adults (2000-2020)**, the population of children decreased to 517 individuals (9%) while the aging population in Estes Park grew to 2,661 people (45%) by 2020. The population of older adults grew drastically between 2010 and 2020 while the population of children shrunk by nearly 50 percent.

Figure 44. Historical Populations of Children and Older Adults (2000-2020)

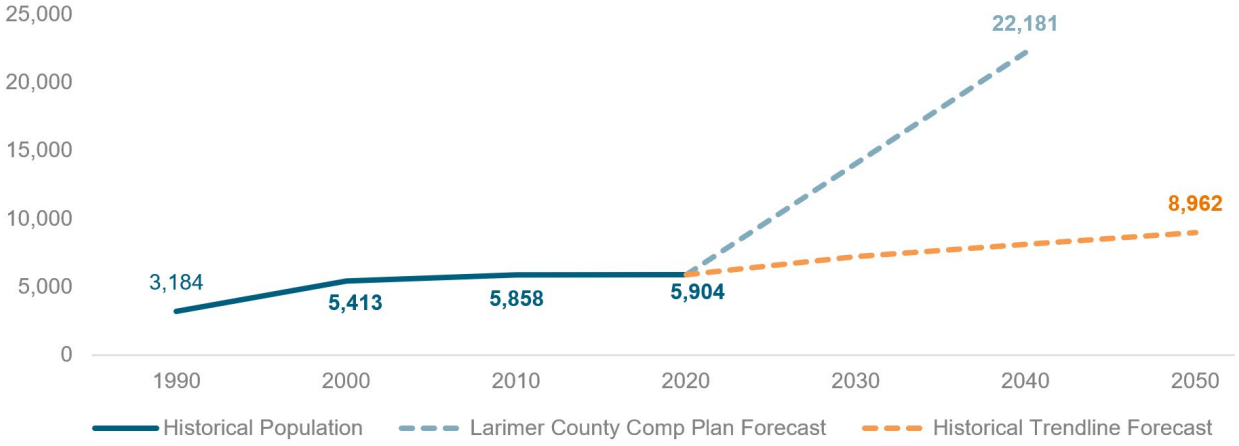


Source: U.S. Census Bureau

Forecasted Population

The Estes Forward Comprehensive Plan did not include a forecasted population; however, the 2019 Larimer County Comprehensive Plan did include a 2040 forecasted population for Estes Park. This forecast is deliberately optimistic, with the population of Estes Park growing from 6,000 residents to over 22,000 in 20 years. A forecast based on historical growth of Estes Park results in a more reasonable growth trajectory that is more in line with the Estes Forward FLUM. These forecasts are shown in **Figure 45. Forecasted Population (2020-2050)**. A 2045 horizon year population estimate based on the historical trendline forecast is 8,532 residents.

Figure 45. Forecasted Population (2020-2050)



Source: Larimer County Comprehensive Plan (2019)

Employment

Historical Employment

Job totals in the 2045 Multimodal Transportation Plan planning area are shown in **Figure 46. Estes Park Planning Area Employment (2002-2020)** Data from the US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) is available from 2002 to 2020. Data from 2002 to 2019 is compared to capture a typical market depiction removed from effects of the response to the COVID-19 pandemic. Due to data availability employment data does not include seasonal workers. In 2019 there were approximately 3,903 jobs in the study area. The data does not include seasonal employees, as that data is not available. From 2002 to 2019, employment increased in the planning area by 1,326 jobs, a rate of approximately 73 jobs per year.

Figure 46. Estes Park Planning Area Employment (2002-2020)

Source: U.S. Census Bureau LEHD Data (2002 – 2020)

Employment has grown significantly faster than population in Estes Park over the past two decades. In 2002 there were 2.1 residents per job and by 2019 there were only 1.5 residents per job. This trend is notable because the share of older adults (most of whom are not expected to be in the labor force) has been growing rapidly, meaning that more workers are commuting into Estes Park rather than living and working in the area.

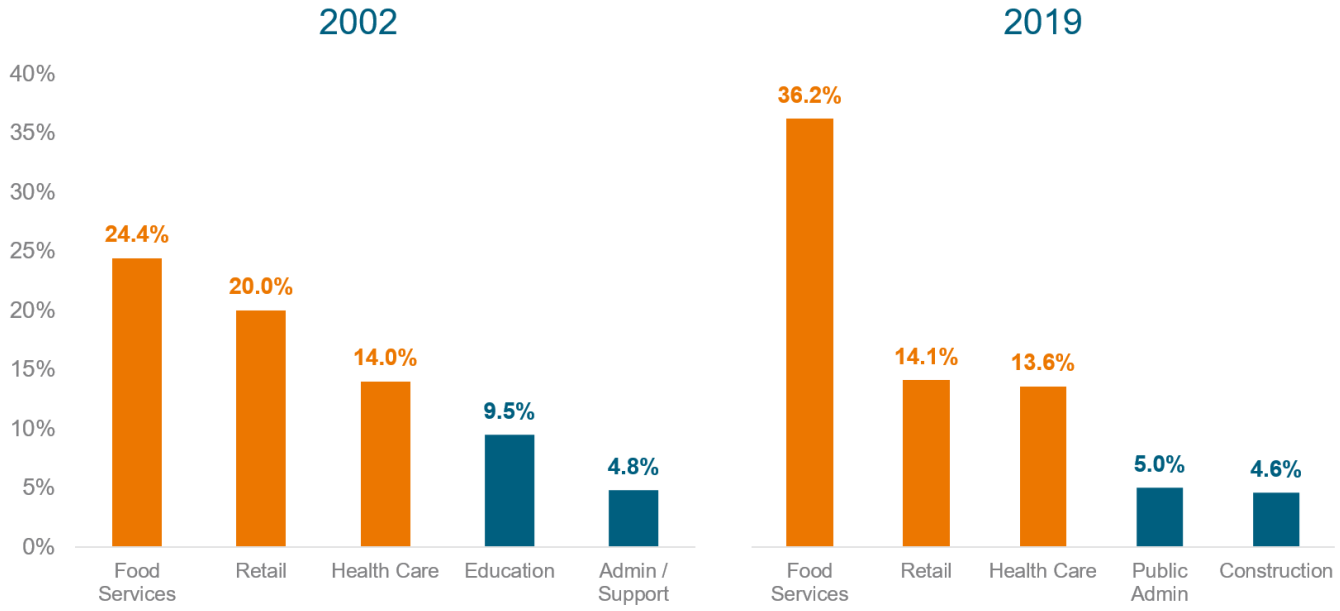
Employment by sector from 2002 to 2019 is shown in **Table 15. Employment by Sector in the Planning Area (2002 – 2019)** The top three industries in 2019 included Accommodation and Food Services (36.2%), Retail Trade (14.1%), and Health Care and Social Assistance (13.6%). These were also the top three industries in Estes Park in 2002. While Retail Trade and Health Care fell slightly from their job sector shares in 2002, Accommodation and Food Services became more common by 2019. Educational Services (9.5%) and Administration and Support (4.8%), Waste Management and Remediation (4.8%) were the fourth and fifth most common industries in 2002. These were replaced with Public Administration (5.0%) and Construction (4.6%) by 2019. The changes in job sector share of the most common industries in Estes Park are shown in **Figure 47**.

Table 15. Employment by Sector in the Planning Area (2002 – 2019)

Employment Sector	2002	2010	2019	2002 – 2019		
				Total	Ann	Ann%
Agriculture, Forestry, Fishing, and Hunting	0	0	0	0	0	-
Mining, Quarrying, and Oil and Gas Extraction	0	1	1	1	0	-
Utilities	12	6	13	1	0	0.5%
Construction	109	121	180	71	4	3.6%
Manufacturing	46	38	100	54	3	6.5%
Wholesale Trade	45	18	13	-32	-2	-4.0%
Retail Trade	515	504	552	37	2	0.4%
Transportation and Warehousing	17	37	28	11	1	3.6%
Information	44	52	75	31	2	3.9%
Finance and Insurance	101	135	82	-19	-1	-1.1%
Real Estate and Rental and Leasing	52	108	152	100	6	10.7%
Professional, Scientific, and Technical Services	77	93	120	43	2	3.1%
Management of Companies and Enterprises	0	1	4	4	0	-
Administration and Support, Waste Management and Remediation	124	27	55	-69	-4	-3.1%
Educational Services	244	236	175	-69	-4	-1.6%
Health Care and Social Assistance	360	526	530	170	9	2.6%
Arts, Entertainment, and Recreation	121	366	147	26	1	1.2%
Accommodation and Food Services	628	871	1,412	784	44	6.9%
Other Services (excluding Public Administration)	80	50	70	-10	-1	-0.7%
Public Administration	2	90	194	192	11	533.3%
Total Employment	2,577	3,280	3,903	1,326	74	2.86%

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (2002 – 2019)

Figure 47. Top 5 Job Sector Shares (2002 and 2019)

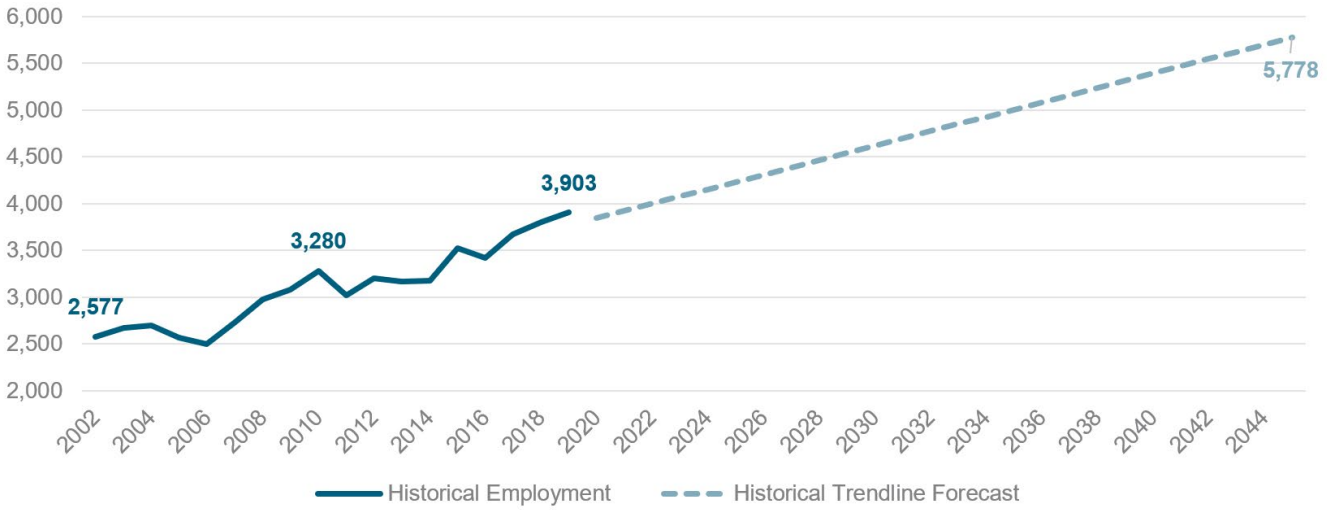


Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (2002 – 2019)

Forecasted Employment

Based on the historical trendline of employment growth over the past two decades, an employment forecast has been developed through 2045 (shown in **Figure 48. Employment Forecast (2019-2050)**). By 2045 the anticipated population to employment ratio is expected to fall slightly from 1.5 residents per employee to 1.48 residents per employee, indicating moderately higher rates of commuting into Estes Park than there is today.

Figure 48. Employment Forecast (2019-2050)



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (2002 – 2019)

Employment sectors tied to tourism, Food Service in particular, have been growing the fastest in recent decades. With the area's emphasis on tourism, it is anticipated that this trend will continue with Food Service and Retail remaining the top employment sectors. As the area continues to age, Health Care employment will also continue to grow in the planning area to serve the high percentage of seniors that call Estes Park home.

Forecasted Housing Needs to Support Employment

The growth in employment is anticipated to continue outpacing the growth in population through 2045, largely due to the limited land available in the study area for housing and the unaffordability of housing for the fastest growing employment sectors (tourism-based employment and health care), which are generally lower-paying jobs. The 2016 Housing Needs Assessment details the need for over 300 units of workforce housing per year to meet the needs of local workers; however, very few affordable housing units have been built over the past two decades. The median single-family home price was 2.6 times what was affordable for a typical working household in Estes Park and a condominium was 1.2 times what was affordable. Since that time, housing prices have increased rapidly, making local housing even further out of reach for typical workers in the Estes Valley as described in the Estes Forward Comprehensive Plan:

As a result of the lack of supply in the 2010s, coupled with continued job growth, the 12-month rolling median sales price for single-family homes and condos has risen almost 30% since 2016.

Key Takeaways

- The FLUM concentrates growth into already developed areas of the study area by allowing for additional density and a mix of land uses to promote growth in a compact and connected fashion.
- Population growth has slowed significantly since 2010.
- The aging population has more than doubled since 2000 and accounts for nearly half of the population.
- Total employment has grown by more than 1,300 jobs (51%) since 2002.
- Tourism-based and health care employment are the largest employment sectors in the planning area and are anticipated to continue to grow through 2045.
- There is a substantial lack of affordable workforce housing in Estes Park to accommodate the forecasted need for workers.
- Employment is expected to continue growing faster than population, meaning that the share of workers commuting into Estes Park will grow.

Equity Focus Areas

The identification of disadvantaged communities helps to acknowledge areas that may be burdened or underserved, informing strategic and fair transportation investments in the community. This process also aids in understanding the unmet needs these communities face**.**

Census Data Review

The U.S. Census Bureau provides data on several indicators that can be used to help identify disadvantaged communities. Populations that have been reviewed to quantify these communities include:

- Low-income households
- Zero-vehicle households
- Minority populations
- Limited English proficiency (LEP) individuals
- Limited internet accessibility

In Estes Park, approximately 443 households are below the poverty line. Additionally, there are roughly 192 households without access to a vehicle, accounting for about 2% of total households. The racial demographic distribution in Estes Park is shown in **Table 16. Race and Ethnicity in Estes Park**The Hispanic/Latino ethnicity is the largest minority population in Estes Park by far.

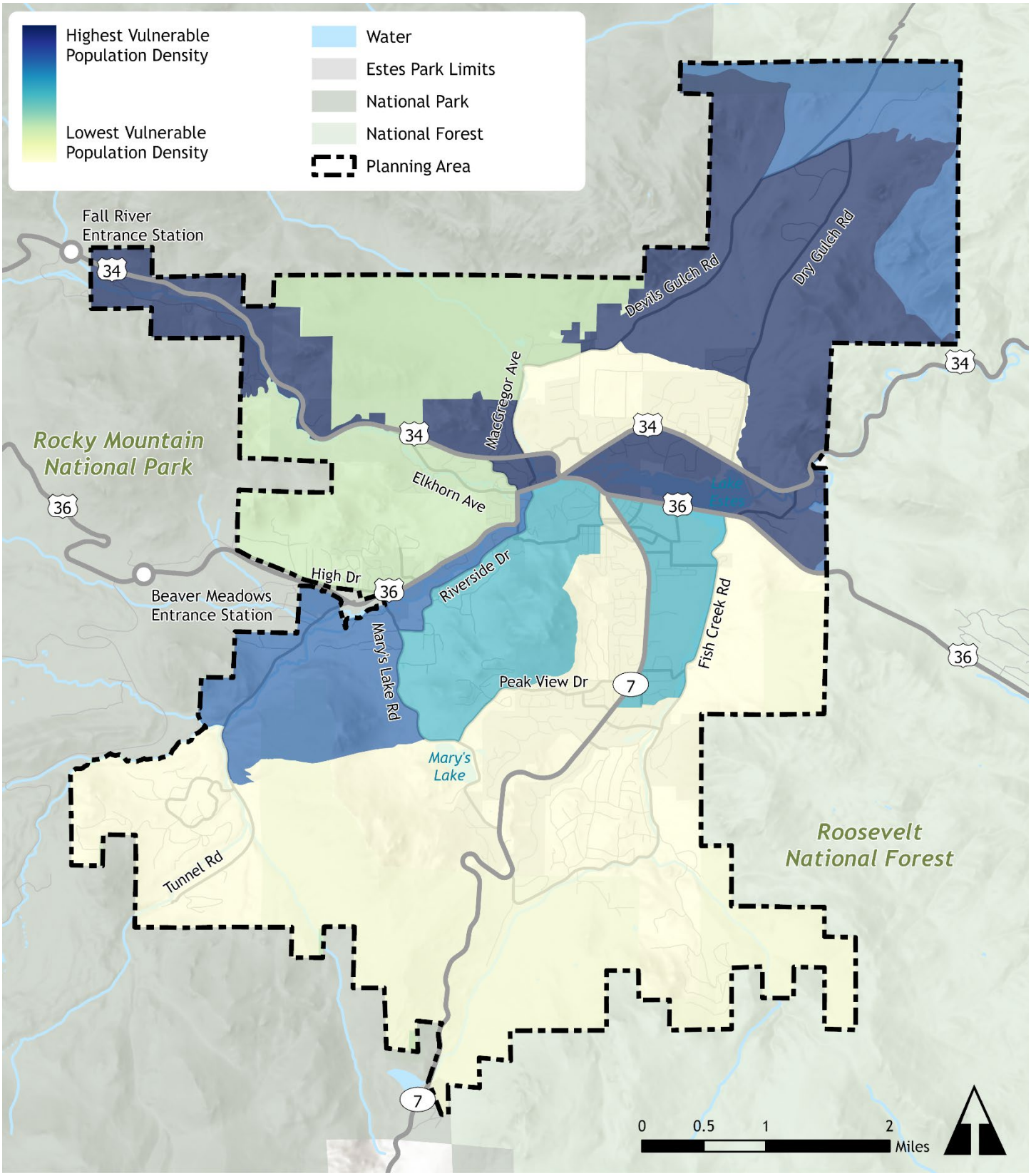
Table 16. Race and Ethnicity in Estes Park

Race/Ethnicity	Proportion of Population
White	87.1%
Hispanic/Latino	10.0%
Black/African American	1.2%
American Indian/Alaska Native	<1%
Asian	<1%
Native Hawaiian/Other Pacific Islander	<1%
Other Race	1.6%
Multiple Races	<1%

Source: U.S. Census Bureau

Approximately 386 individuals (about 3.8%) speak English less than “very well." Roughly 703 (7%) eligible households in Estes Park do not have an internet subscription. The cumulative density of these metrics is shown in **Figure 49. Vulnerable Populations**. The areas north of downtown Estes Park have the highest concentrations of vulnerable populations, whereas the southern portions of the planning area have very few vulnerable communities.

Figure 49. Vulnerable Populations



Source: U.S. Census Bureau

Federally Identified Disadvantaged Communities

The federal government has defined disadvantaged communities in a variety of ways depending on the application. Three of these disadvantaged community types have been reviewed for the 2045 Transportation Plan. The census tracts that fall within each of these federally identified disadvantaged communities are shown in **Figure 50. Federally Identified Disadvantaged Communities**.

The United States Department of Transportation (USDOT) has an Equitable Transportation Community (ETC) Explorer tool that examines the cumulative burden communities experience because of underinvestment in transportation. The ETC Explorer looks at five components:

- Transportation insecurity
- Climate and disaster risk burden
- Environmental burden
- Health vulnerability
- Social vulnerability

According to the ETC Explorer, there are no disadvantaged census tracts in the 2045 Transportation Plan study area.

The Climate and Economic Justice Screening Tool (CEJST) is another tool that considers the impacts of climate change, energy, health, housing, legacy pollution, transportation, waste and wastewater, and workforce development to determine if an area is considered disadvantaged. According to the CEJST, there is a total of approximately 53 people living in disadvantaged census tracts.

For some grant opportunities, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, USDOT also uses Areas of Persistent Poverty (APP). The entire study area is identified as an APP.

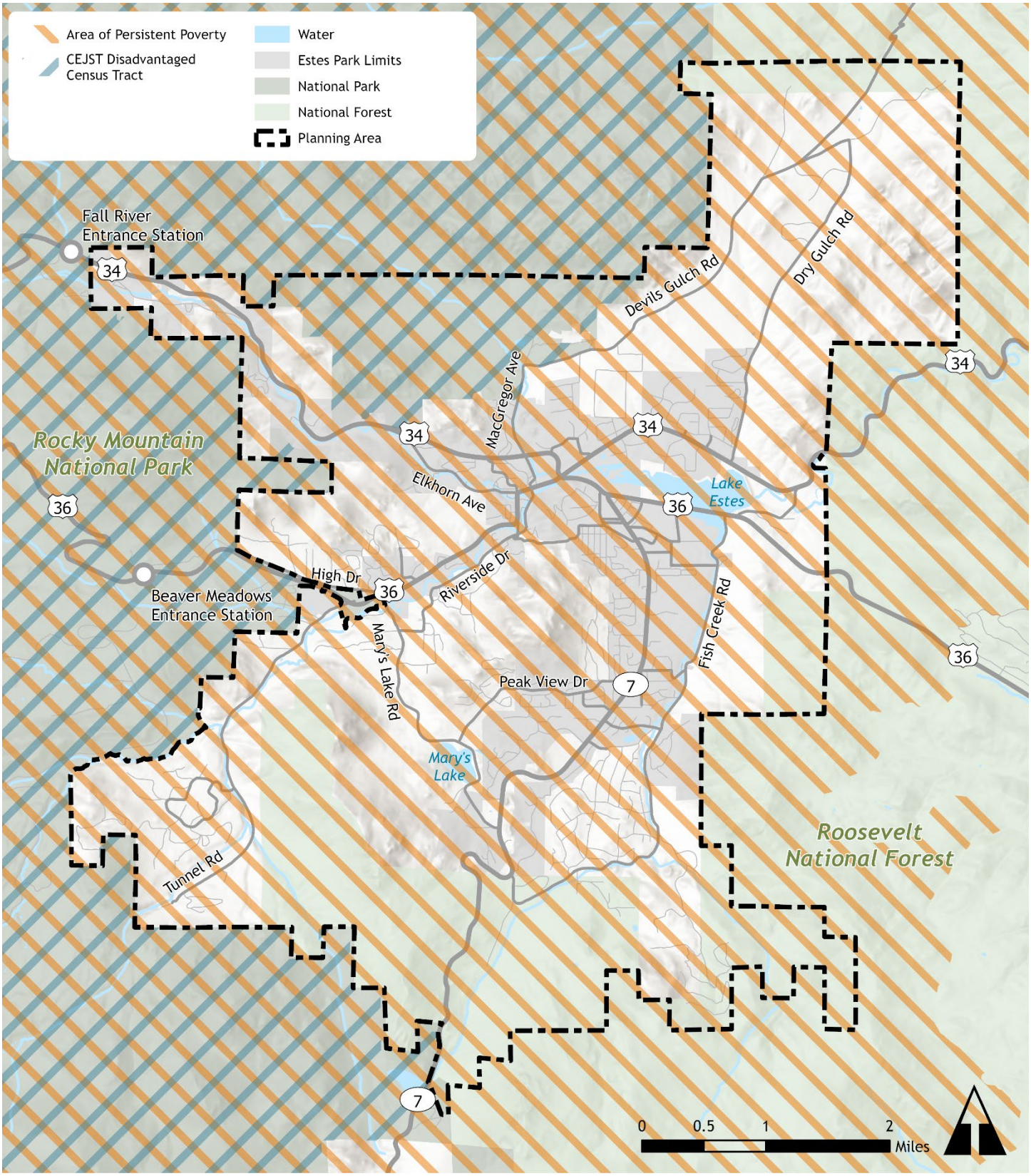
2045 Transportation Plan Equity Focus Areas

The selection of disadvantaged communities for the 2045 Multimodal Transportation Plan is based on a combination of Census data and federally recognized disadvantaged areas. The focus areas for equitable investments were chosen to be locations that overlap and have intense need. **Figure 51. 2045 Transportation Plan Equity Focus Areas** shows the Equity Focus Areas (EFAs). EFAs are clustered along both US routes that run through Estes Park, as well as a northeastern portion of the study area.

Key Takeaways

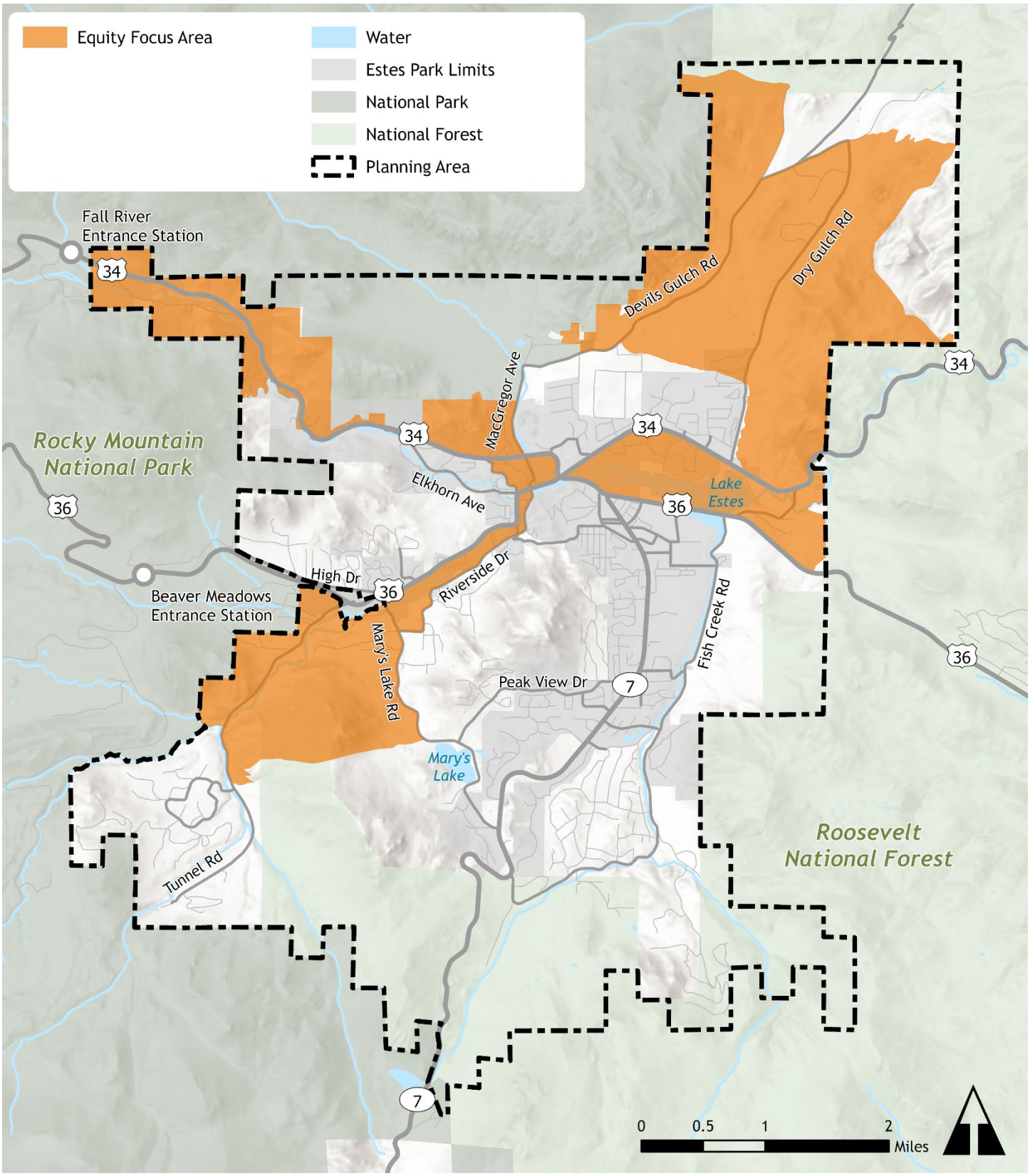
- Vulnerable areas identified by the Census data review are clustered in the northern half of the study area.
- The entirety of the planning area is identified as an APP.
- EFAs are clustered along both US routes that run through Estes Park, as well as a northeastern portion of the study area.

Figure 50. Federally Identified Disadvantaged Communities



Source: USDOT

Figure 51. 2045 Transportation Plan Equity Focus Areas



Equity Focus Area (EFA) Transportation Gap Analysis

Multiple analyses were performed during the existing conditions analysis surrounding active transportation needs and comfort. These analyses have been compared to the EFAs to identify gaps in the availability of active transportation facilities and transit access.

Transit and Active Transportation Coverage

Active transportation, transit propensity, and the 2045 Transportation Plan EFAs are mapped together in **Figure 52. Transit and Active Transportation Coverage Gap Analysis** along with existing bus routes and trail facilities. The purpose of this map is to identify gaps in existing trail and transit coverage in areas where it is most needed—high multimodal propensity areas and EFAs. When these datasets are mapped together, several gaps emerge:

- The EFAs in the northwest and southwest portions of the study area (along US 34 and US 36, respectively) are served by transit but not by trail facilities.
- The EFA in the northeastern portion of the study area, along Devils Gulch Road and Dry Gulch Road, is not served by either transit service or trails.
- The high active transportation and transit propensity area south of US 36 and east of SH 7 is served well by trail coverage, but transit service is not available in the southern portion near Country Club Drive and Scott Avenue.

Active Transportation Access to Activity Centers

Activity centers are mapped in **Figure 53. Active Transportation Access to Activity Centers Gap Analysis** along with EFAs and pedestrian comfort to identify if there are gaps in adequate active transportation facilities to connect EFAs to activity centers. Most activity centers are clustered in central and eastern Estes Park. When mapping these datasets together, several gaps emerge:

- The EFAs at the periphery of the study area contain few activity centers and the roadway connections to travel from these EFAs to activity centers have poor active transportation comfort.
- Problematic corridors include US 34 east and west of downtown Estes Park, US 36 and Marys Lake Road southwest of Downtown Estes Park, and Devils Gulch Road and Dry Gulch Road in the northeastern reaches of the study area.

Key Takeaways

- Transit and trail coverage serves high-need areas well in central Estes Park, but the EFAs at the periphery of the study area are lacking transit service, trail coverage, or both. Additionally, much of the transit operates seasonally, and without the typical schedule considerations that would maximize its efficiency for commuters within the TOEP.
- EFAs at the periphery of the study area have poor access to activity centers, particularly along state highways and county roadways.

Figure 52. Transit and Active Transportation Coverage Gap Analysis

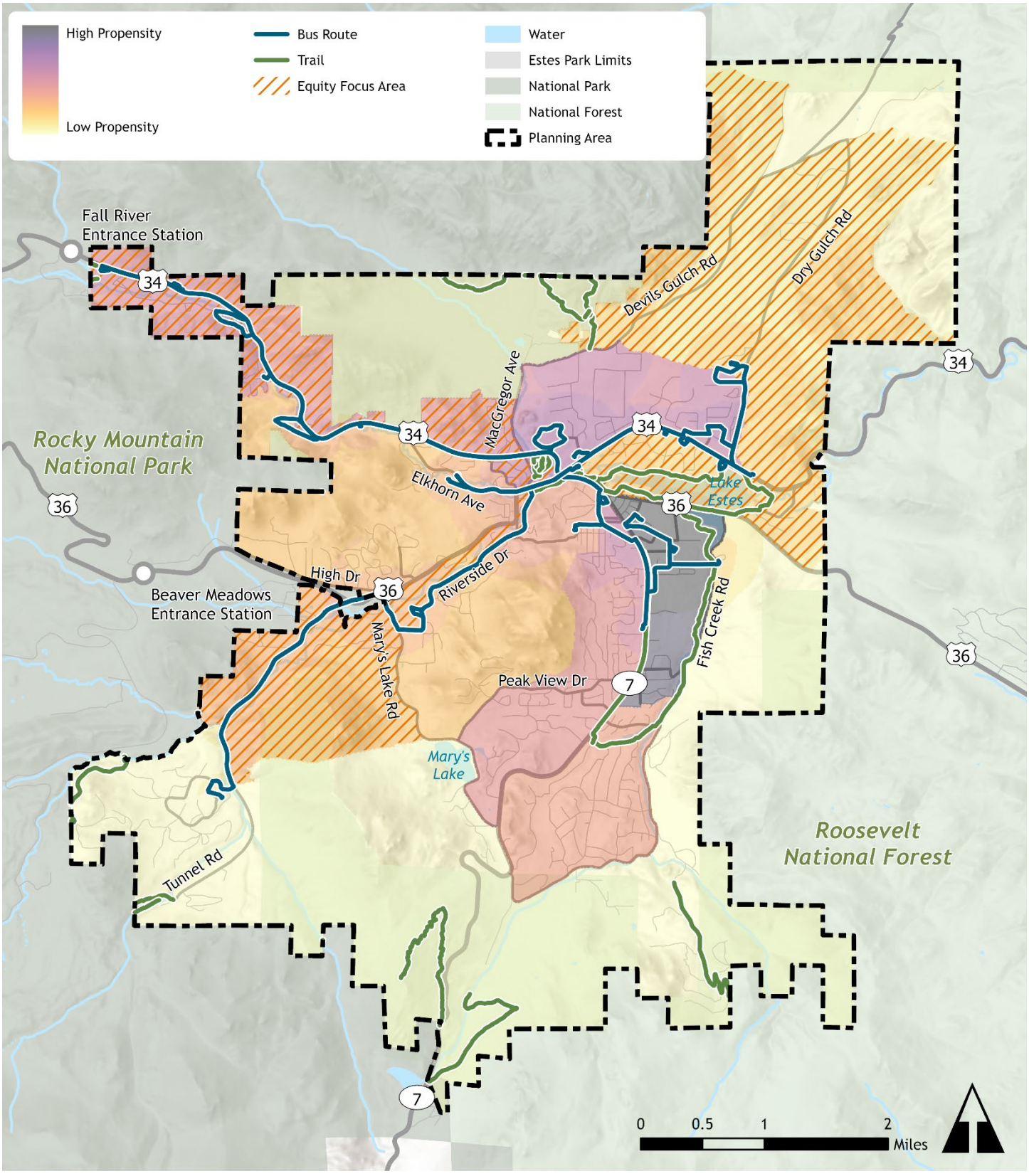
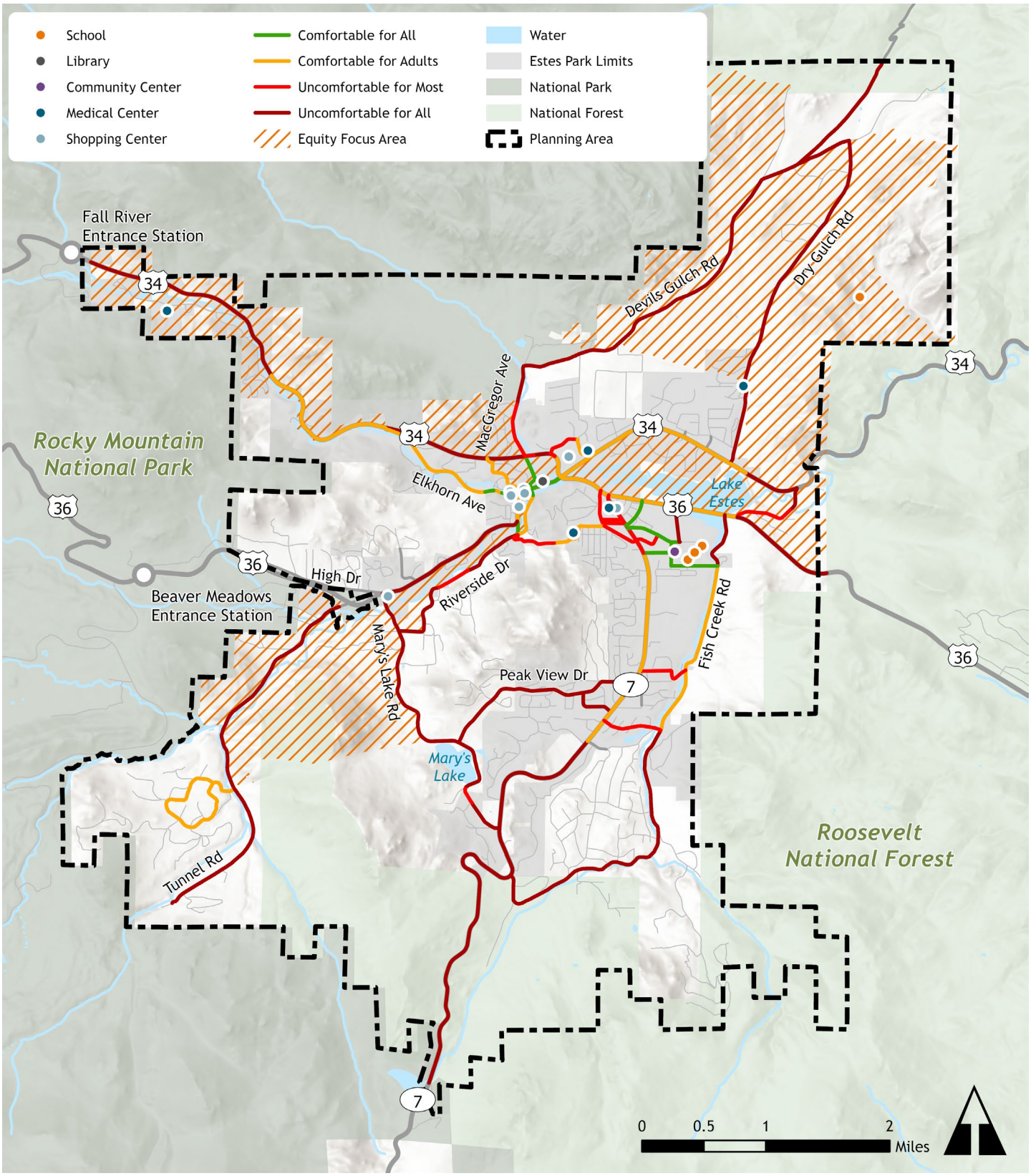


Figure 53. Active Transportation Access to Activity Centers Gap Analysis



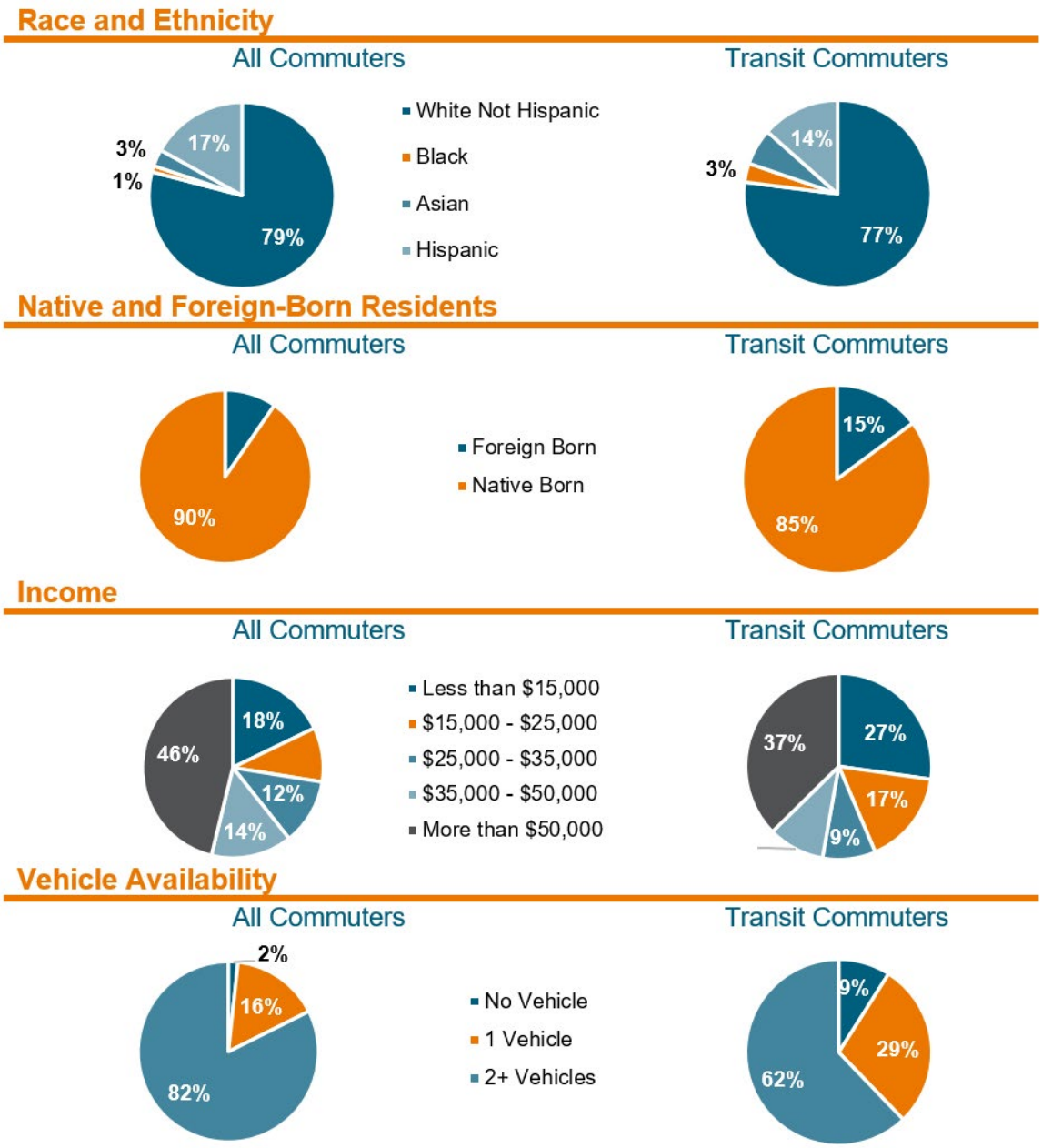
Transit Rider Profile

The transit rider profile includes an assessment of transit rider demographics and an analysis of transit origin and destination analysis.

Transit Rider Demographics

Transit rider demographics were established using US Census Bureau data for commuters who use transit compared to commuters as a whole in Estes Park. **Figure 54. Transit Commuter Demographics** shows differences between commuters who use transit and all commuters for race/ethnicity, country of origin, income, and vehicle availability.

Figure 54. Transit Commuter Demographics



Transit Gap Analysis

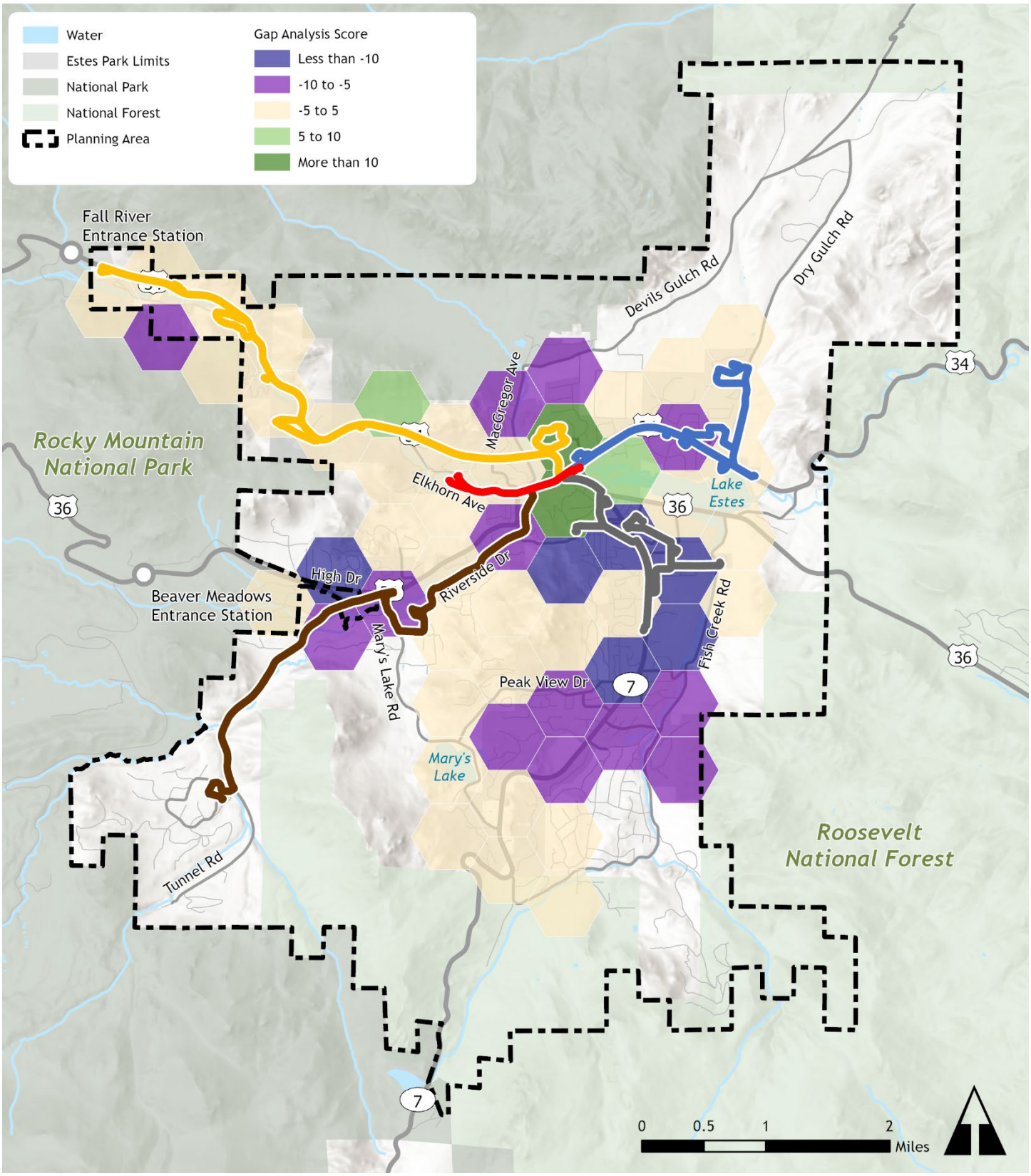
A gap analysis identifies areas where demand for transit may be higher than the supply currently available. The supply analysis factored in frequency of transit service and how many routes are easily accessed. The demand analysis considered the following indicators:

- 2019 population data
- 2019 jobs data
- 2021 jobs that earn $40,000/year or less
- Transit propensity
- 2023 non-work trips

Demand and supply scores were normalized so that the highest possible value for demand equals the highest possible value for supply. Demand was subtracted from supply so that the lower the value, the greater the gap between transit provided and potential demand.

The results of the transit gap analysis are presented in **Figure 55. Transit Gap Analysis.** The areas with the largest gap align with those identified as having the highest transit propensity, despite the Silver Route serving that area. Immediately south of the Silver Route service also has a higher demand for transit, with no service available. On the west side of Estes Park, the US 36 corridor near Beaver Meadows Entrance Station is currently served by the Brown Route, but the gap analysis suggests that there could be demand for additional transit services to the area.

Figure 55. Transit Gap Analysis



Key Takeaways

- Transit commuters, when compared to commuters as a whole, are:
  - Slightly more ethnically diverse
  - Slightly more likely to be foreign born
  - Lower income
  - Have less access to personal vehicles
- The southeast and southwest portions of Estes Park have the highest gap between the available transit services and the transit need.

Environmental Constraints

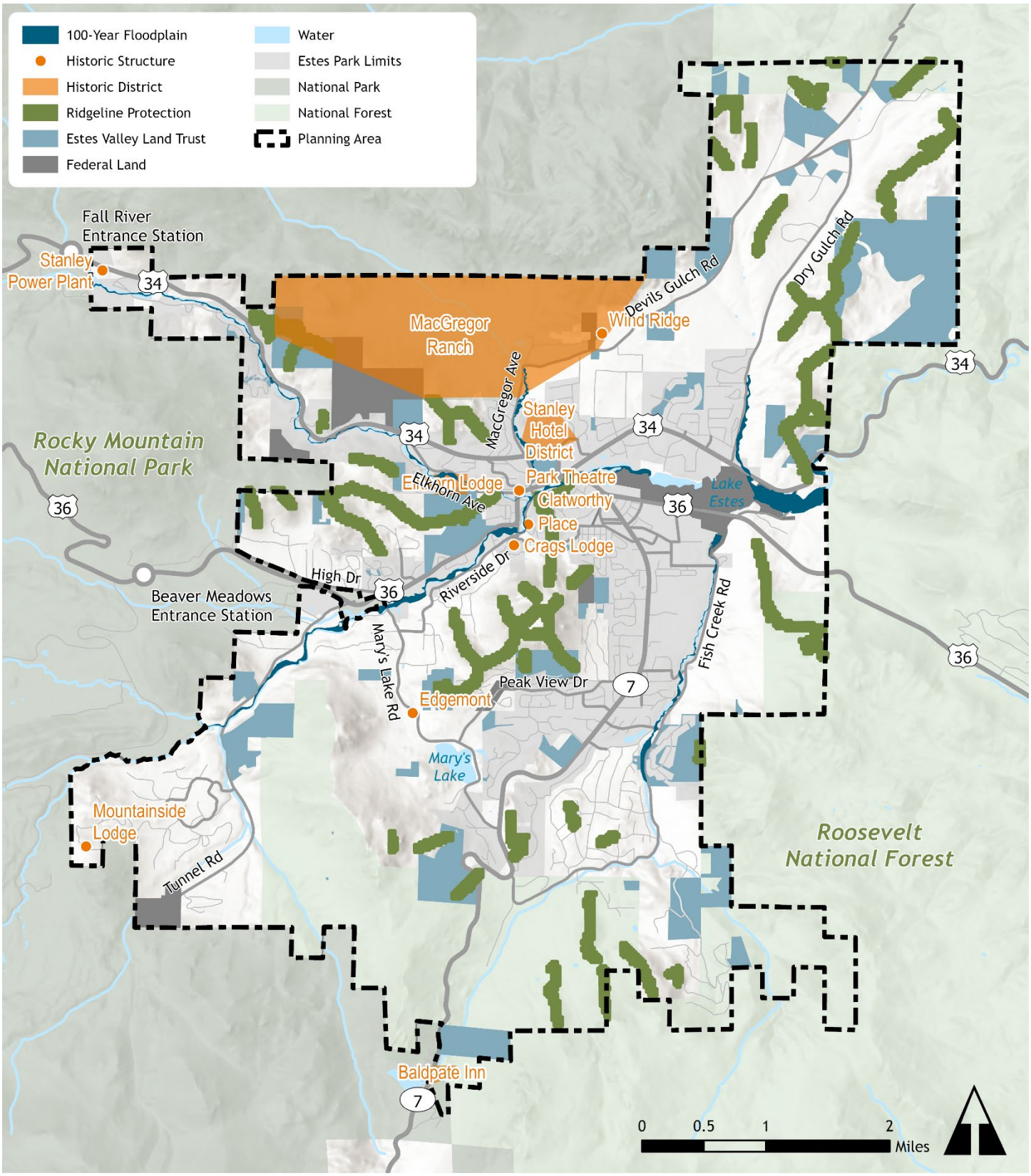
Several types of environmental and regulatory constraints to transportation improvements have been mapped in **Figure 56. Environmental Constraints.** These areas include:

- **Floodplains.** The 100-year floodplains have been identified because any transportation projects impacting these areas will need flood resistance elements or will need to be raised out of the floodplain.
- **Historic Districts and Structures.** There are four historic districts in the planning area (Baldpate Inn, Elkhorn Lodge, MacGregor Ranch, and Stanley Hotel districts) and seven historic structures located outside of historic districts (Clatworthy Place, Crags Lodge, Edgemont, Mountainside Lodge, Park Theatre, Stanley Power Plant, and Wind Ridge). Impacts from transportation projects within or near these locations will need to be evaluated during the project development and prioritization phases.
- **Ridgeline Protection Areas.** Transportation projects that impact these protected areas will need increased mitigation or design features that will increase the cost of constructing these projects.
- **Estes Valley Land Trust.** This land is protected from development, including transportation improvements, by conservation easements. It is unlikely that transportation improvements could encroach on these properties.
- **Federal Land.** Federal properties are typically held in trust for public use. While it may be possible for transportation improvements to encroach on these areas, it includes additional federal processes, which will increase the cost and timeline for the project.

Key Takeaways

- There are multiple types of environmental and regulatory constraints that could impact the feasibility and cost of transportation projects.
- There are numerous protected lands, including conservation areas and historic districts and structures, that could prohibit or increase the timeline for transportation project delivery.
- While floodplains are relatively limited in the study area, steep slopes and ridgelines are present, which makes developing ADA-compliant transportation facilities more costly and challenging from an engineering perspective.

Figure 56. Environmental Constraints



Source: FEMA, NPS, Town of Estes Park

Transportation Deficiencies

While most transportation deficiencies were identified through the existing conditions analysis, the importance of certain deficiencies are elevated when demographic data is overlaid. Deficiencies highlighted by the demographic analysis are:

- The FLUM concentrates growth into already developed areas of the study area by allowing for additional density and mixes of land uses to promote growth in a compact and connected fashion. These growth areas are located largely along the main state highway corridors that have significant congestion on weekends.
- Population growth (particularly workforce housing) has stagnated since 2010, but employment growth has grown significantly, meaning more workers are commuting into Estes Park along US 34 and US 36 from the Front Range. These highways have congestion constraints and safety issues that impact commuters.
- There is a substantial lack of affordable workforce housing in Estes Park to accommodate the forecasted need for workers.
- The EFAs, where people are more likely to not own a car or not be able to drive a vehicle, at the periphery of the study area are lacking transit service, trail coverage, or both. Additional trail coverage along US 34 and US 36 west of downtown Estes Park is needed to serve EFAs. Areas surrounding Devils Gulch Road and Dry Gulch Road are lacking both transit service and trail coverage.
- The southeast and southwest portions of Estes Park have the highest gap between the available transit services and the transit need.
- EFAs at the periphery of the study area have poor access to activity centers, particularly along state highways (US 34 and US 36 both east and west of downtown Estes Park) and county roadways (Tunnel Road, Devils Gulch Road, and Dry Gulch Road).

Chapter 3:
Transit

Transit Conditions

Existing Service

The particulars of each of these systems including their timetables, annual schedules, and recommendations for how transit can be improved in the TOEP are discussed within the Transit Development Plan (TDP).

Route Deviations

Route deviation requests can be made for seniors or persons with disabilities up to 3/4-mile from routes on any of The Peak services by calling to request a ride at least 24 hours in advance of the pick-up time. Drop-off deviations can be requested when boarding the bus.

Special Events

The Peak service also operates special event service multiple times a year. One week prior to the event, the service times, routing, and pick-up and drop-off locations are published. In 2023, these services included:

- Scotfest | **September 9**
- Autumn Gold Festival | **September 23 to 24**
- Elk Fest | **September 30 to October 1**
- Rocky Mountain Craft Spirits Fest | **November 4**
- Tree Lighting Ceremony | **November 18**
- Catch the Glow Parade | **November 24**

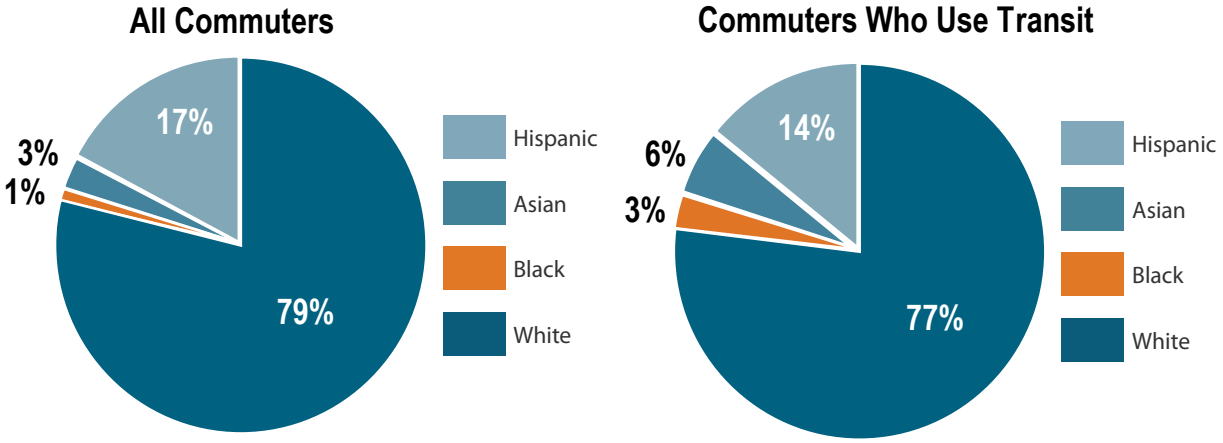
Transit Rider Demographics

While the demographics identified in the transit propensity analysis generally use transit more often, 2021 American Community Survey (ACS) commute data localizes that propensity by evaluating the percentage of commuters who take transit to work by different demographic groups.

Race, Ethnicity, and National Origin

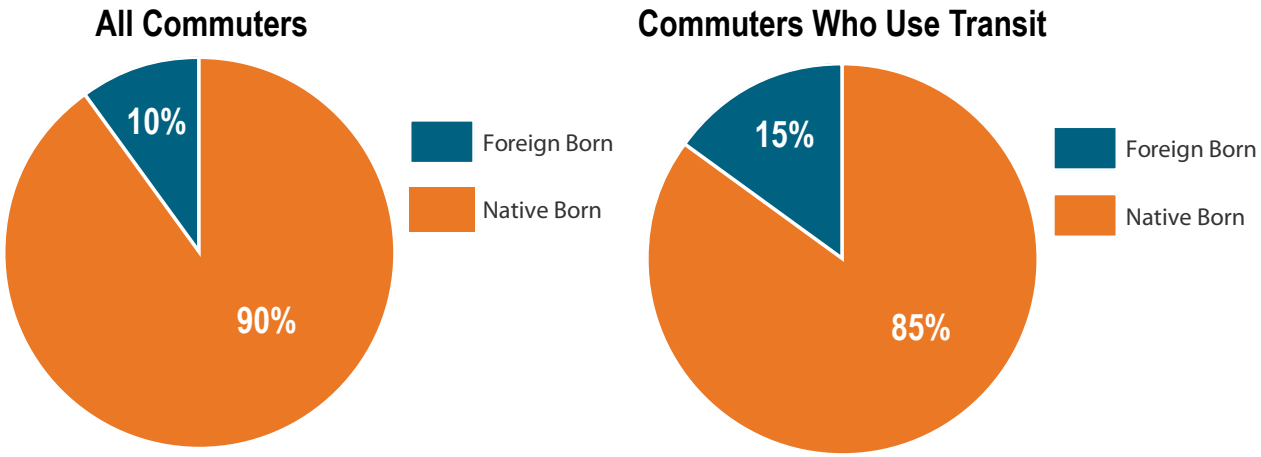
Race and ethnicity are often indicators of transit propensity. Within Estes Park's current service area, Asian and Black residents are overrepresented among residents who commute using transit, compared to the race and ethnicity of all commuting residents. This means they are more likely to use transit. In contrast, Hispanic or Latino and White Non-Hispanic commuters are less likely to use transit since they are a smaller share among transit commuters than all commuters **Figure 55. Race and Ethnicity by Commuter Type**.

Figure 55. Race and Ethnicity by Commuter Type



Residents born outside of the United States are about 1.5 times as likely to commute using transit as all commuting residents within the Town of Estes Park **Figure 56. Native- and Foreign-Born Residents by Commuter Type**

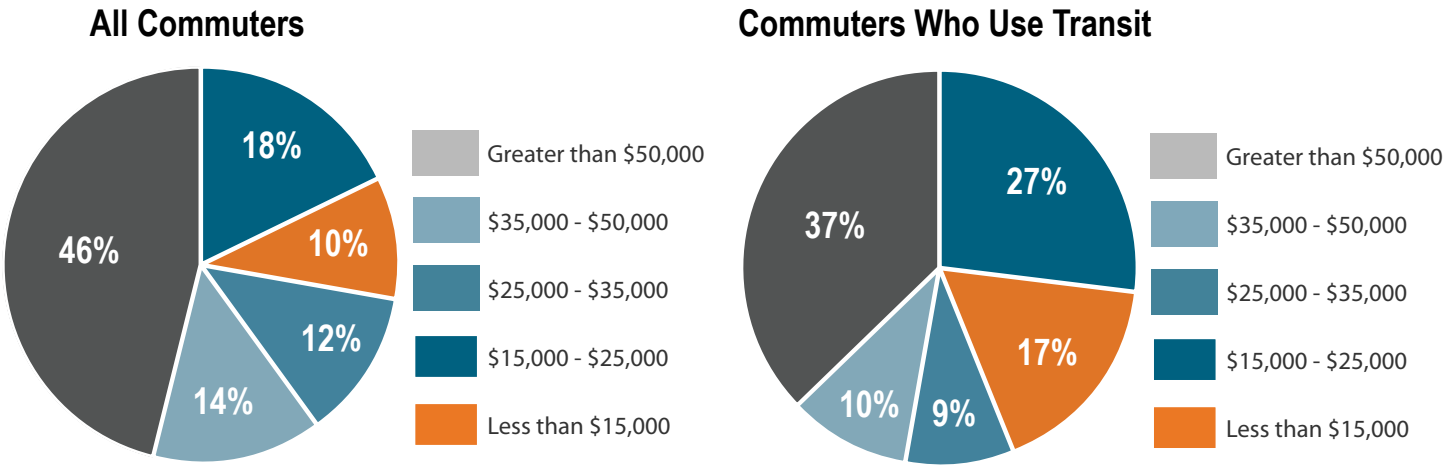
Figure 56. Native- and Foreign-Born Residents by Commuter Type



Income Level

Household income is a strong indicator of transit propensity. Households who live below the federal poverty level are much more likely to have difficulty paying for basic needs — especially transportation costs — and are thus much more likely to use transit **Figure 57. Income by Commuter Type.**

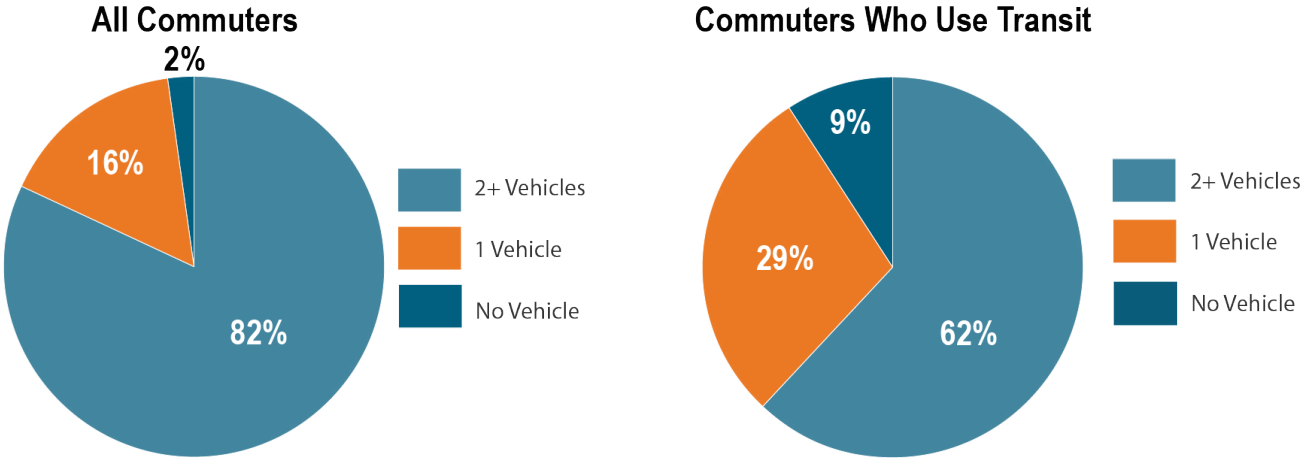
Figure 57. Income by Commuter Type



Car Availability

Similar to household income, households without a vehicle are far more likely to use transit than households with at least one vehicle. Almost 40% of households in Estes Park who commute via transit have one or fewer vehicles available to their household **Figure 58. Number of Vehicles per Household by Commuter Type.**

Figure 58. Number of Vehicles per Household by Commuter Type



Transit Index Factor

A Transit Index Factor (TIF) identifies the likelihood that certain demographics use transit, based on which groups of people had a higher percentage of transit commuters. **Table 17 Estes Park TIF by Demographic.** shows the TIF per demographic. Any group with a TIF greater than 1 is more likely than the general population to use transit.

Table 17. Estes Park TIF by Demographic

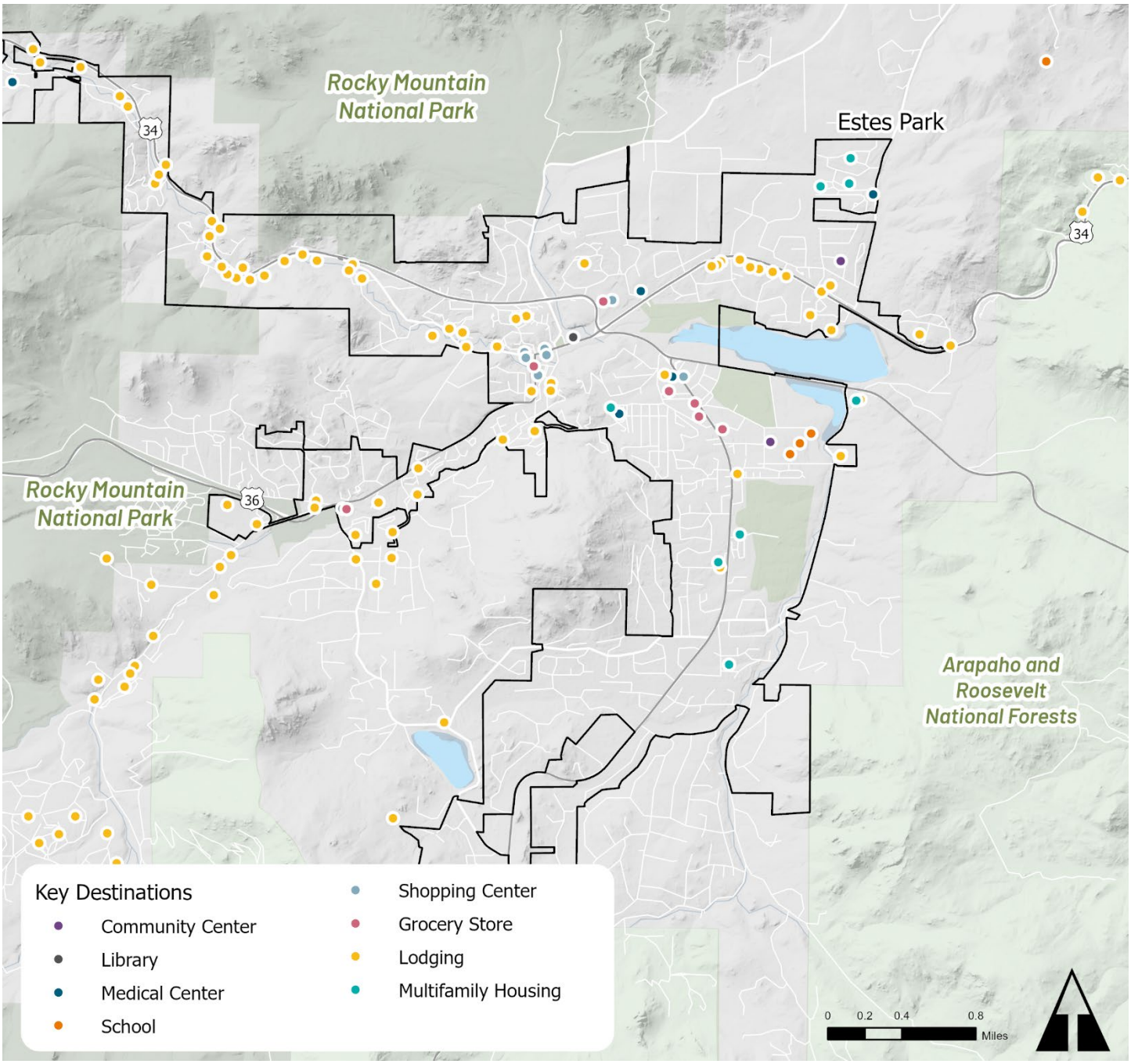
Demographic Group	Transit Index Factor	Estes Park Population Share
Race and Ethnicity		
White Alone (not Hispanic or Latino)	0.98	77%
Black Alone	3.04	1%
Asian Alone	2.14	3%
Other Race	0.87	3%
Hispanic or Latino	0.80	16%
Household Vehicle Ownership		
No Car	5.10	2%
One Car	1.79	16%
Two Cars	0.74	82%
Country of Origin		
Native	0.94	90%
Foreign	1.55	10%
Household Income		
Less than $15,000	1.53	18%
$15,000 - $25,000	1.68	10%
$25,000 - $35,000	0.78	12%
$35,000 - $50,000	0.68	14%
More than $50,000	0.81	46%

According to the TIF analysis, transit riders in Estes Park are more likely to be Black, Indigenous, and People of Color (BIPOC), to live in a household with one or no cars, to be foreign-born, and/or to live in a household with an annual income below $25,000. It is important to contextualize the values above as well; since there are a smaller share of people of color and households with no cars in Estes Park, the TIF can be inflated by sample size.

Key Destinations

Successful transit systems connect people with services, resources, and other destinations they need to reach. An inventory of key destinations in and around Estes Park was completed in order to make sure that recommendations preserve and improve access to these areas. **Figure 59: Key Destinations** shows locations of grocery stores, public and community services, shopping centers, hospitals and medical offices, schools, and tourist lodging.

Figure 59: Key Destinations



Market Analysis

Understanding the underlying patterns of transit demand in and around Estes Park is important in helping the Town invest in high-quality services that will continue to be successful and beneficial to the community. This market analysis provides an overview of where current and potential transit riders live, work, and travel. It also looks at visitor volumes and destinations. Demographic and environmental factors that affect transit demand are used to highlight where transit service will be most effective.

Transit Demand

Transit demand can be evaluated through multiple variables, as there are many reasons to take transit and many ways in which transit can best serve a town. This transit demand analysis looks at where people live, the location of communities who are typically more likely to use transit, where people are employed and where a high percentage of jobs provide income that makes car ownership and driving to work less accessible. The analysis then combined these variables into an index that considers a more holistic approach to identifying transit demand across Estes Park.

Population

Transit best serves residents when it provides accessible transportation to their homes. Areas with the highest population density indicate potential demand for transit. Population density is a key to transit demand because it indicates both areas at risk of high traffic congestion as well as areas that contain many potential users. The analysis of population density and how it informs transit demand can be found in the Transit Development Plan.

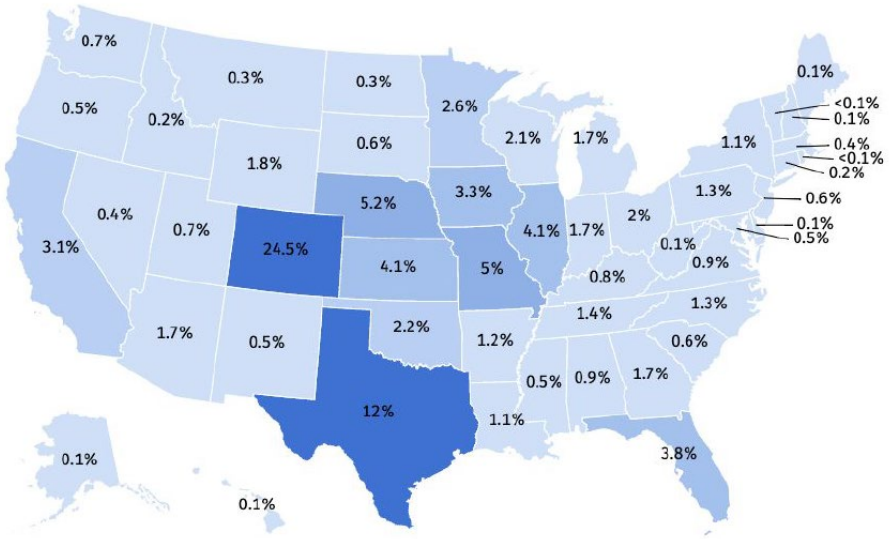
Low-Income Jobs

Employment by percentage of low-income jobs factors in both employment as a strong generator for transit demand, but specifically isolates jobs held by people who are less likely to afford other means of transportation. The Transportation Systems Plan goes into greater detail about how Longitudinal Employer-Household Dynamics (LEHD) 2021 data was used to analyze the areas within the TOEP that most contribute to transit demand in this way.

Tourism Demand

The TOEP and RMNP draw in visitors from all over the country **Figure 61: Visitors by State from Datafy**. The majority of visitors come from within Colorado (almost 25%); many also come from Texas (12%) and nearby states Nebraska (5%), Kansas (4%), Illinois (4%), and Missouri (5%).

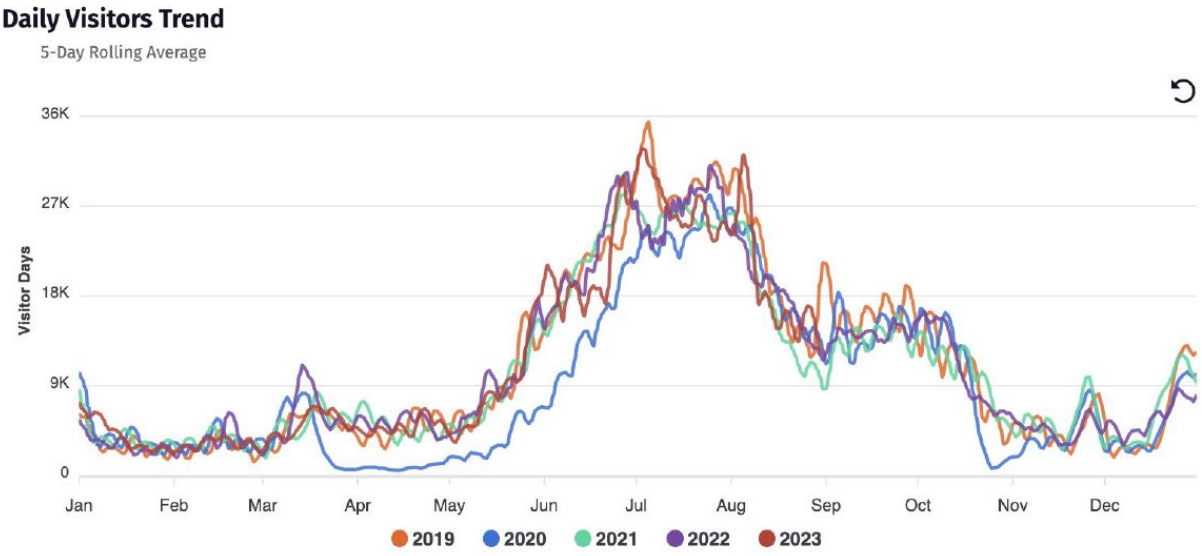
Figure 60: Daily Visitors to Estes Park by Month from Datafy



Source: Datafy Report Year over Year Visitor Comparison for Estes Park Jan 2019 – July 2023

Visitors come to Estes Park mainly in the summer with visitor counts rising at the end of May and peaking in July and August **Figure 61. Visitors by State from Datafy**. There is a second peak in September through late October, and a few smaller peaks around mid-March and near the end of December into the beginning of January.

Figure 61: Visitors by State from Datafy



Peer Systems Analysis

To aid in the development of transit goals in the TOEP, this section describes other transit systems that share similarities with service offered in Estes Park. Peers were selected based on several factors, including the size of their service area, number of routes, seasonality of service, tourist ridership, and proximity to National Parks. None of the peer systems discussed here are exact models for The Peak, but rather highlight different challenges and ideas that could be adapted to or explored by The TOEP. This section offers a brief overview of each of the peer systems functions and general operations. A more direct comparison and analysis between them compared to the TOEP can be found in the TDP.

The selected peer transit systems **Figure 62: Map of Peer Systems** include:

- Southern Teton Area Rapid Transit (START) – Jackson, Wyoming
- Mountain Express – Crested Butte, Colorado
- Black Hawk and Central City Tramway – Black Hawk, Colorado
- Columbia Area Transit (CAT) – Hood River, Oregon
- Gatlinburg Free Trolley – Gatlinburg, Tennessee
- Island Explorer – Bar Harbor, Maine

Data sources include the National Transit Database (NTD) reports for 2022 as well as peer systems' web materials and planning documents, as available.

Figure 62: Map of Peer Systems

Southern Teton Area Rapid Transit (START)

START serves Jackson, Wyoming and the surrounding region. In addition to a local shuttle route operating within Jackson, other START routes connect Jackson with surrounding attractions and towns. Commuter routes connect Jackson to Teton Village and Jackson Hole Mountain Resort to the north, the Teton Valley area and the towns of Driggs and Victor (in Idaho), and to the Star Valley area and the towns of Alpine, Nordic, and Etna to the south.

The town shuttle operates every 20 minutes year-round, and the commuter routes to Teton Valley and Star Valley run eight trips per weekday all year. The local route connecting Jackson and Teton Village operates year-round as well, but with reduced levels of service in the spring, summer, and fall off-seasons.

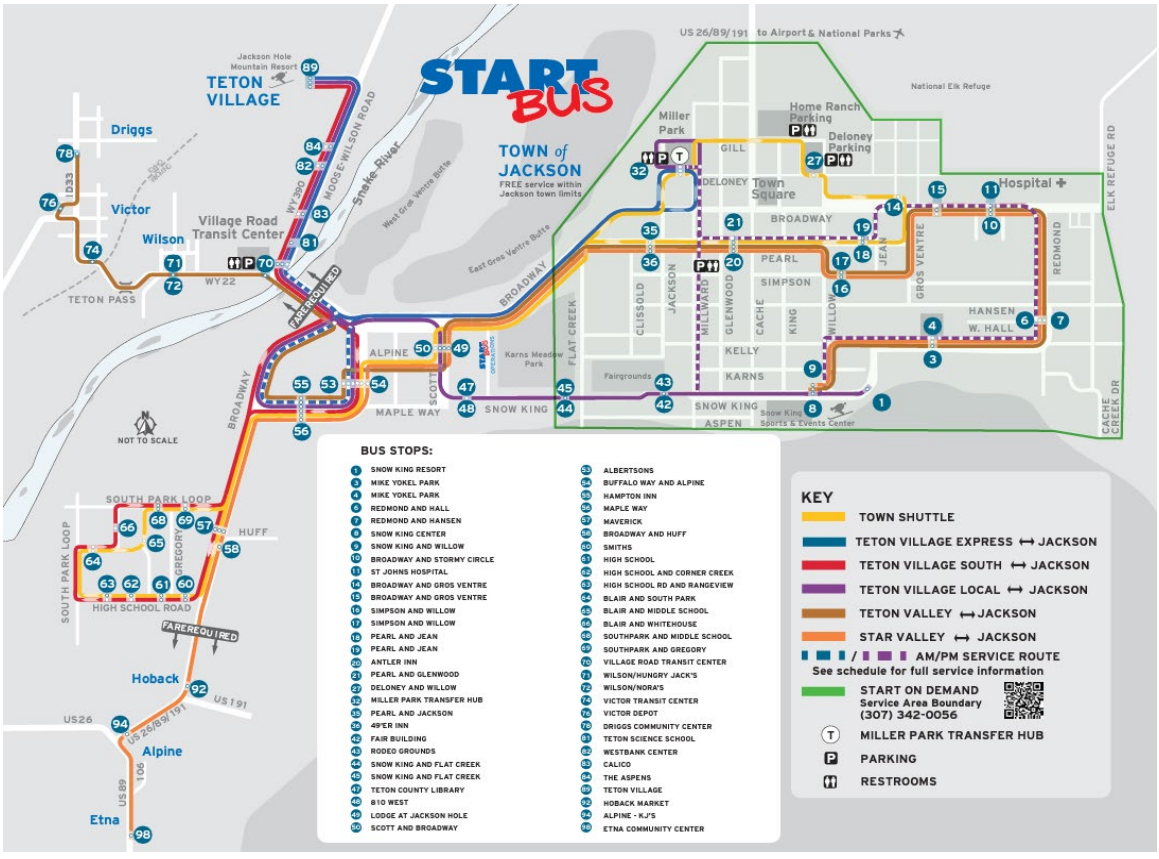
START's on-demand service started in November 2021 and offers free trips within the Jackson city limits. Trips are scheduled in advance through an app hosted by Downtowner. On-demand service is available year-round between the hours of 7am and 8pm. In 2022, the service operated with five maximum vehicles and six riders/ revenue hour.

Operating and Funding Details

START is directly operated by the Town of Jackson and Teton County under a joint powers agreement.

Trips on fixed-routes starting and ending within the Jackson city limits, as well as on-demand trips, are fare-free. Trips to Teton Village cost $3 one way, while commuter routes to Star Valley and Teton Valley cost $8 one way. Farebox recovery accounts for a small portion of START's revenue. Funding primarily comes from federal grants for rural transit providers and other local sources, including the Jackson city budget and contributions from Jackson Hole Mountain Resort and Teton Village Association Improvement Service District.

Figure 63: START System Map



Mountain Express

The Mountain Express is the shuttle service for Crested Butte, Colorado and surrounding towns and parks.

Service operates at levels that vary by season. In the summer, the Mountain Express town shuttle runs every 20 minutes between Crested Butte and Mt. Crested Butte, and the Condo Bus circulates through larger residential developments in Mt. Crested Butte. In the spring and fall off-seasons, the town shuttle continues running at a reduced frequency. The winter season adds four residential shuttles that serve different neighborhoods, all connecting at Mountaineer Square Transit Center.

The Mountain Express also provides senior transportation in partnership with Gunnison County. Demand response transportation service is available to seniors of Gunnison County who live in Mt. Crested Butte, Crested Butte, and the surrounding north valley communities.

The Bustang Outrider regional route also serves Crested Butte, as well as a free Gunnison Valley RTA express route.

Operating and Funding Details

Mountain Express was founded through an intergovernmental agreement between the towns of Crested Butte and Mt. Crested Butte. The service is directly operated by the agency.

The system is funded by a portion of sales taxes collected by the participating towns and a portion of admission taxes collected by Mt. Crested Butte, in addition to federal funding and grants. The Mountain Express is fare-free, and directly generated revenue comes from on-vehicle advertising and tax revenue for Gunnison Valley Health's senior transportation program.

Figure 64: Mountain Express Summer Route Map

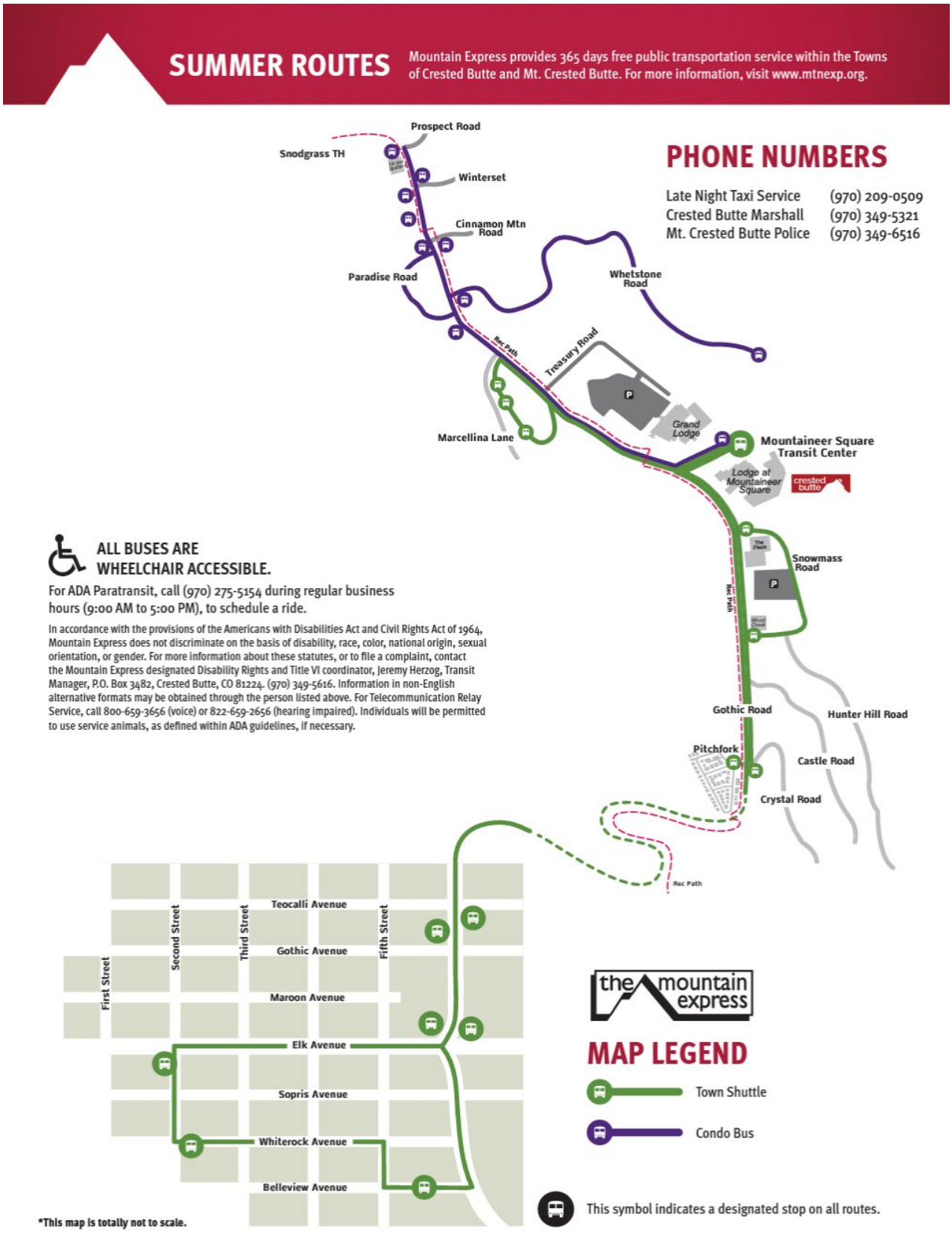
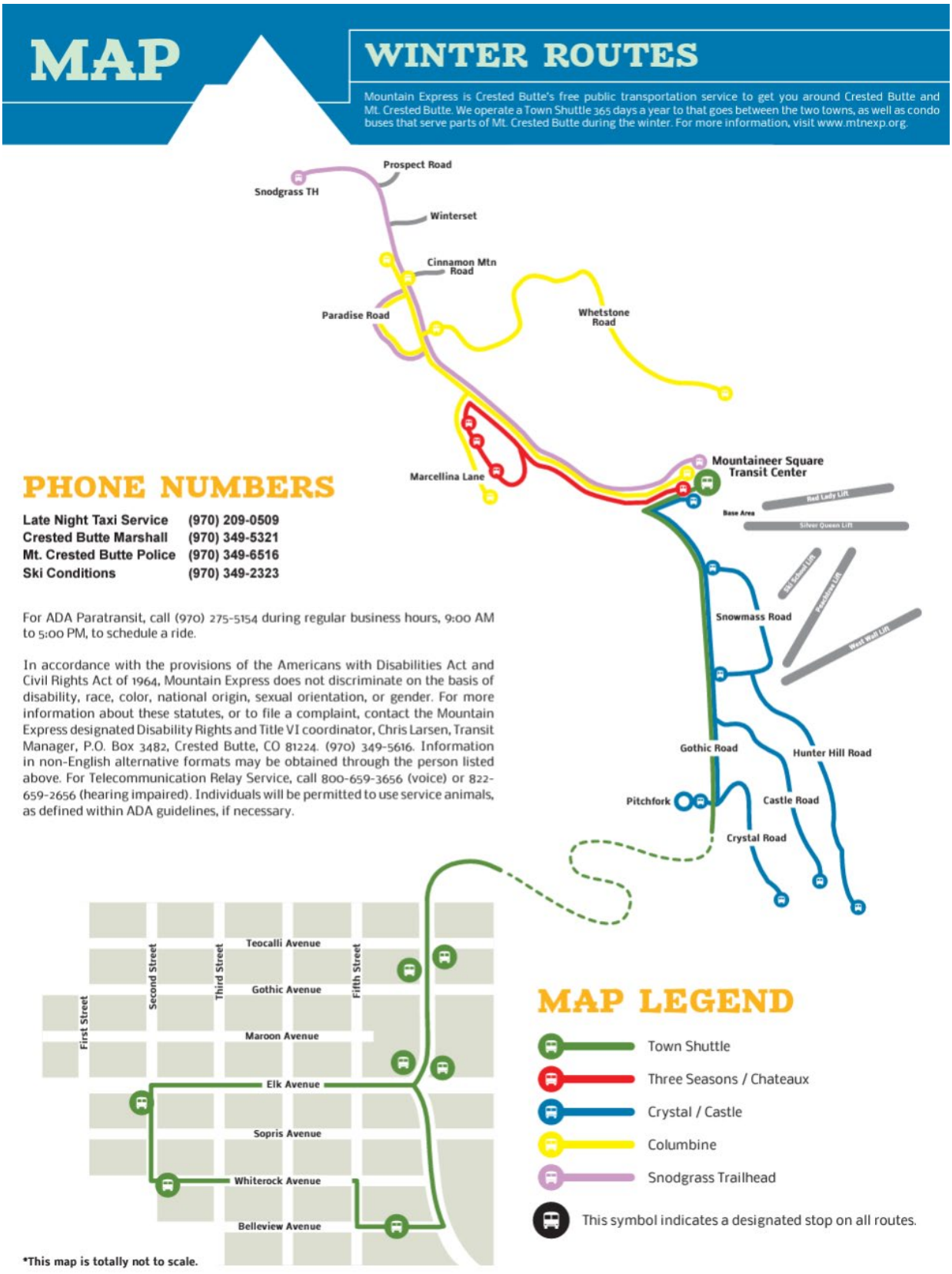


Figure 65: Mountain Express Winter Route Map



Black Hawk and Central City Tramway

The Black Hawk and Central City Tramway is a local shuttle route that runs through the towns of Black Hawk and Central City, Colorado, and the Central City/Black Hawk Historical District.

The route operates all year and runs on Black Hawk's Main Street, Gregory Street, and Lawrence Street. Stops are primarily located at casinos, along with a few other retail destinations such as Gregory Street Plaza. Buses run every 20 to 30 minutes each day from 10 am to 2:30 am.

Operating and Funding Details

The Tramway's operation is contracted through a third party. It is free to ride and funded by federal grants, local budgets, and contributions from local casinos.

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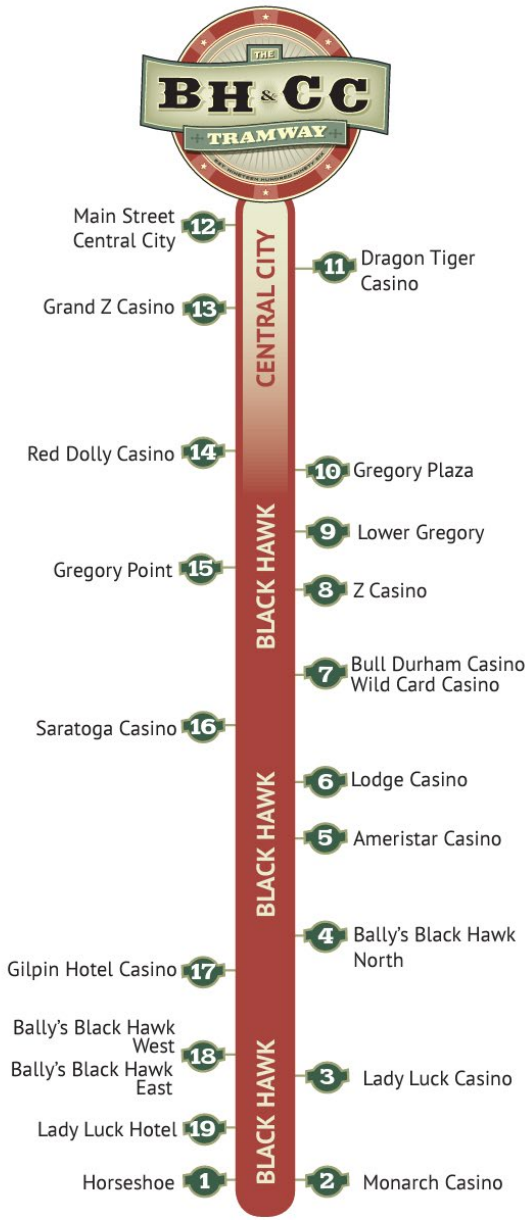


Figure 66: Black Hawk and Central City Traway Map

Columbia Area Transit (CAT)

CAT provides transit services to Hood River County, Oregon. One circulator, City Route, operates throughout Hood River daily from 7:45am to 7:15pm. This route offers flag stop service, so passengers may wave down a bus as long as they are somewhere along the designated route **Figure 67**. **CAT City Route Map** A downtown shuttle called Hood River Connect also runs daily. A weekday express route connects the City Route to the Upper Valley, making stops at several schools and also offering on-demand pick-ups and drop-offs within the area surrounding the route **Figure 68**. C**AT Upper Vally Route Map** CAT also operates a commuter route called the Columbia Gorge Express, which runs limited stop service from Portland to Hood River **Figure 69. CAT Columbia Gorge Express Route Map.**

Winter service is also provided from Hood River to Mt. Hood, stopping at several ski resorts and parks **Figure 70**. **CAT Hood River Connect Route Map** On weekends during the summer, a shuttle service is also available to White Salmon across the river from Hood River **Figure 71**. **CAT White Salmon Route Map.**

Operating and Funding Details

CAT is operated by the Hood River County Transportation District. The District was formed by a vote of Hood River County residents.

Major funding sources include federal grants, state funding, a local property tax, and user fees. Directly generated revenue comes from passenger fares and, in 2022, funding from the US Forestry Service and Skamania County.

Figure 67: CAT City Route Map

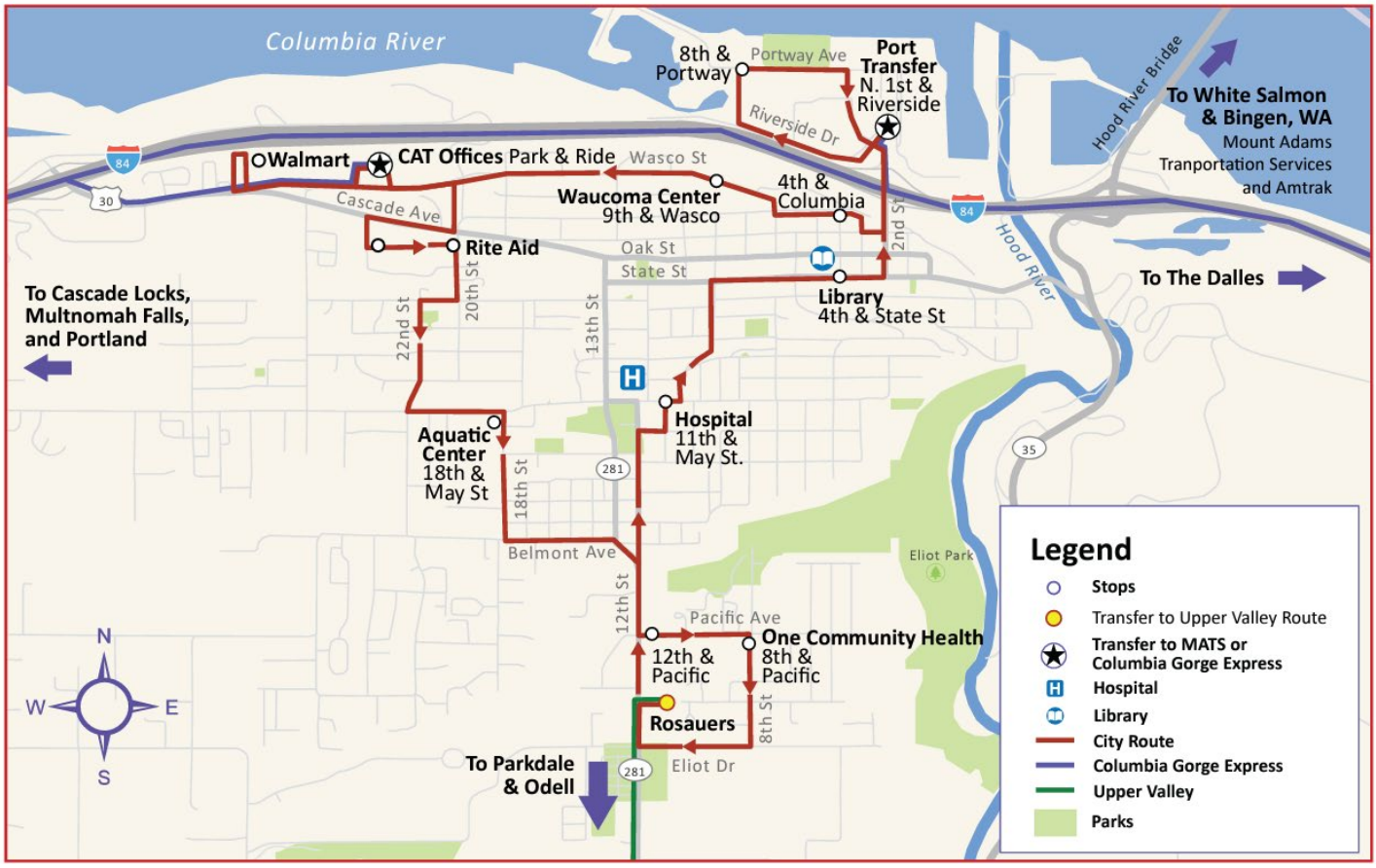


Figure 68: CAT Upper Valley Route Map

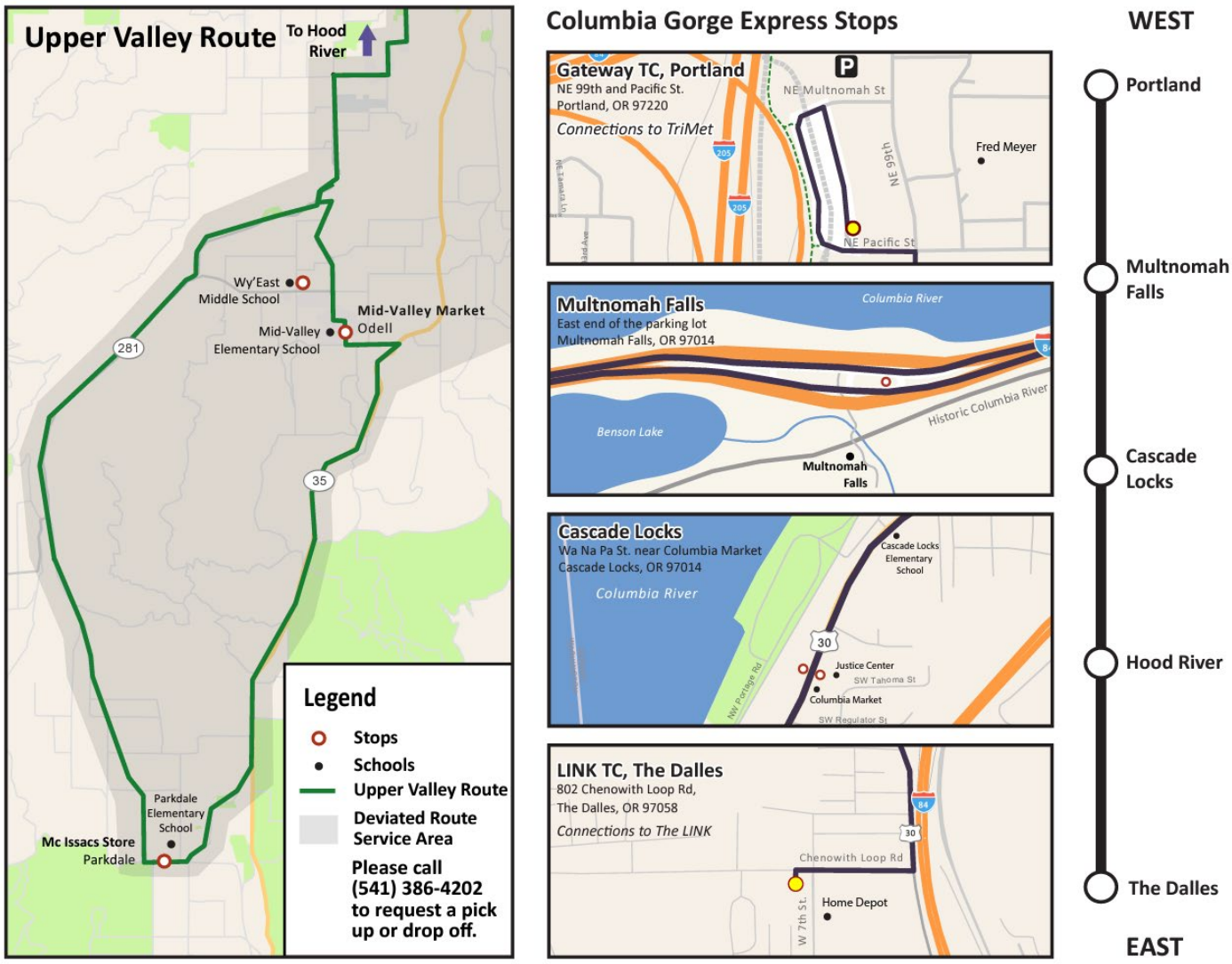
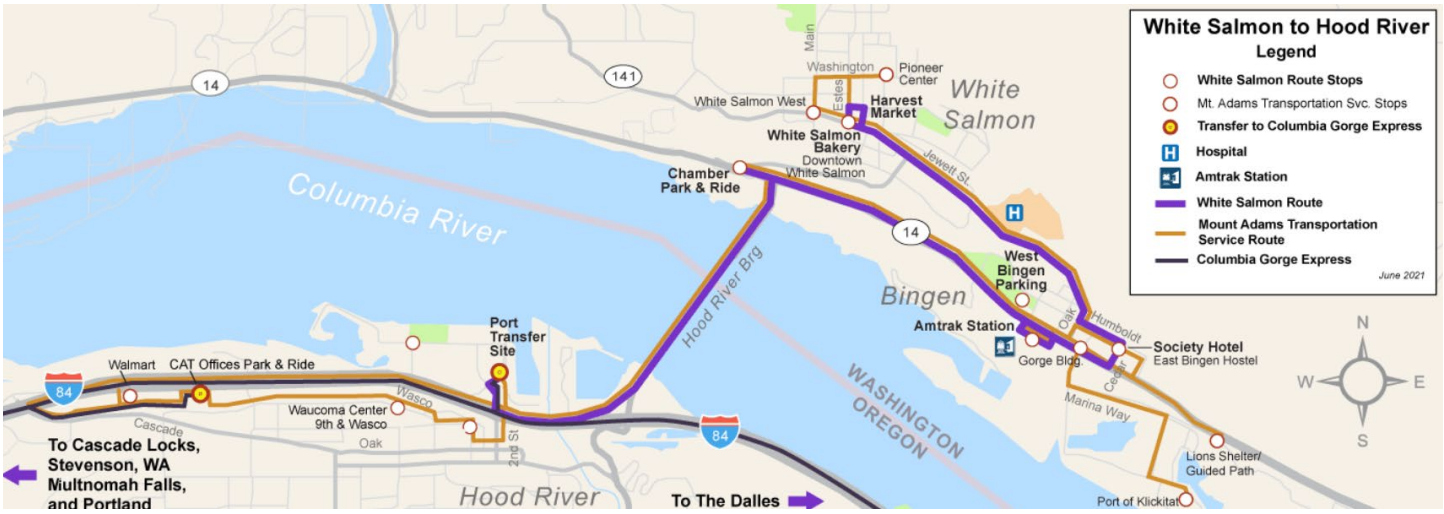


Figure 69: CAT Columbia Gorge Express Route Map

Figure 70: CAT Hood River Connect Route Map

Figure 71. CAT White Salmon Route Map



Gatlinburg Free Trolley

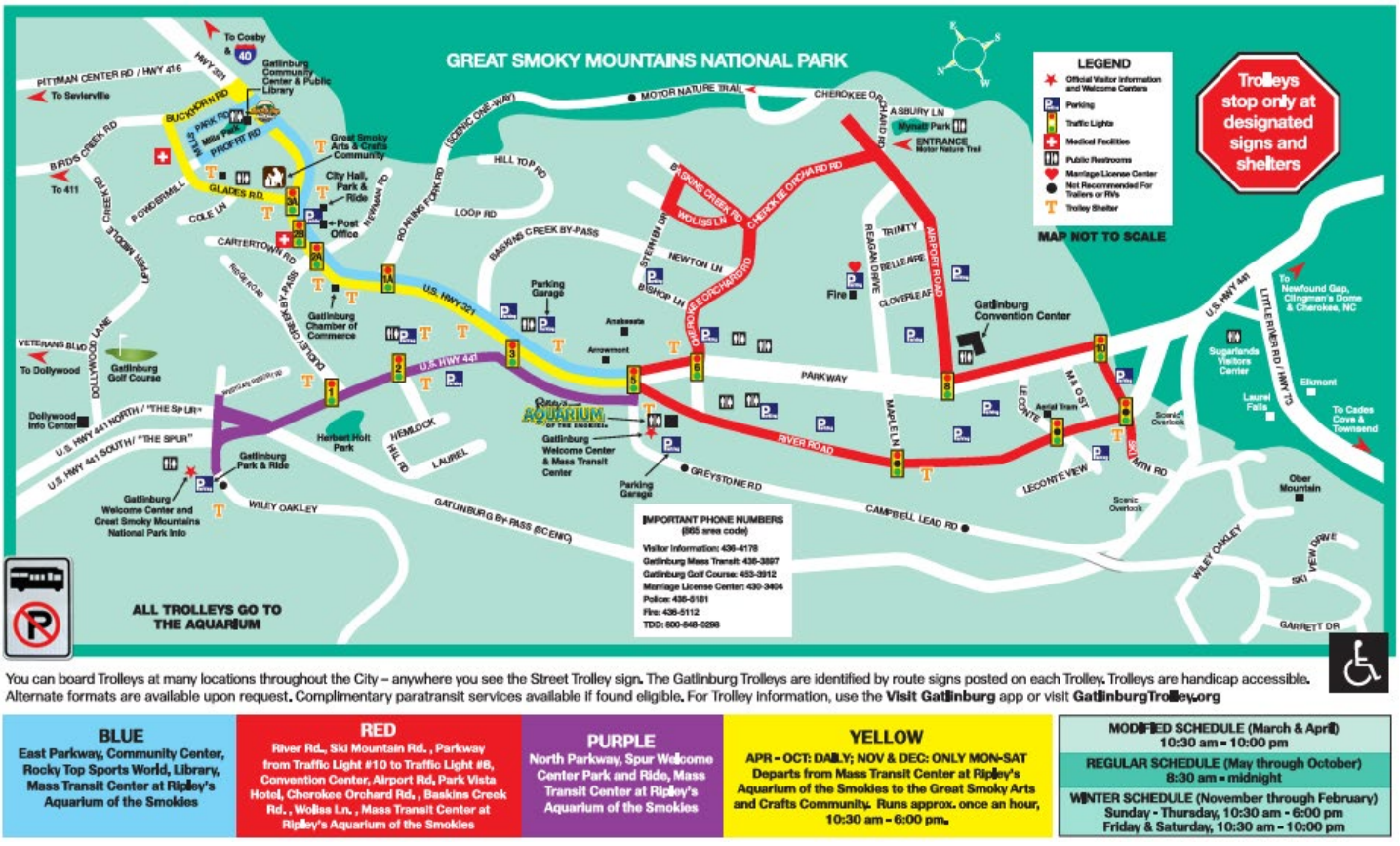
The City of Gatlinburg, Tennessee operates four trolley routes throughout the city. Routes run year-round, with a shortened span in the off-season between November and April. The four trolley routes connect in a central location at the aquarium, where the nearby Welcome Center also functions as a park-n-ride **Figure 72: Gatlinburg Free Trolley Route Map**. The routes do not run on a set schedule, but a real-time bus locator app is available.

Trolley routes do not enter Great Smoky Mountains National Park (GSMNP). The Red Route stops at Mynatt Park, which is close to several trailheads. Private shuttle providers are available to take passengers to destinations within the park.

Operating and Funding Details

The City operates trolley services directly. All trolley routes are free to ride. Funding primarily comes from the state of Tennessee's Urban Operating Assistance Program. Other sources include the city budget and federal and state grants, in addition to a small amount of revenue from on-vehicle advertisers.

Figure 72: Gatlinburg Free Trolley Route Map



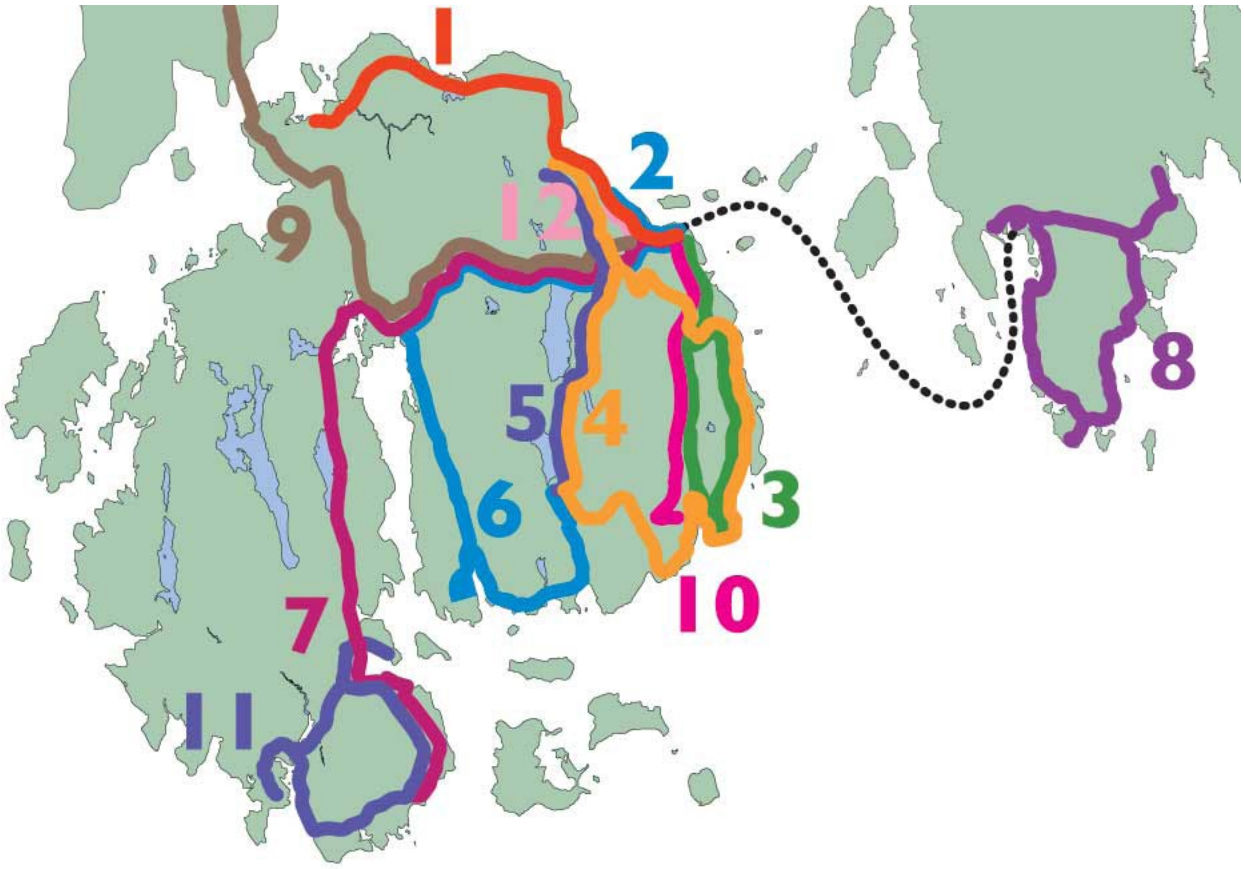
Island Explorer

Island Explorer routes are seasonal shuttles operated by Downeast Transportation, the transit provider for Hancock County, Maine, where Acadia National Park is located. Shuttle service operates from late June to early October, which is the peak tourist season for the park. There are thirteen routes, most of which are longer circulators that run through the park grounds and connect to surrounding towns, trailheads, campgrounds, and other hospitality destinations **Figure 73**. **Island Explorer System Map** Routes offer flag stop service, so passengers can wave down passing vehicles.

Operating and Funding Details

Downeast Transportation is a nonprofit organization that directly operates Island Explorer shuttles in addition to their year-round regular service. The shuttles are fare-free. In addition to federal grants, the agency receives a portion of park entrance fees from the National Park Service to operate on nationally owned land.

Figure 73: Island Explorer System Map



Key Takeaways

The TOEP is served by The Peak during peak operations in the summer, with continued strong use after the dropoff in ridership by the COVID-19 pandemic. Similarly, there are a variety of services that connect Estes Park to surrounding communities that cater to both commuters and visitors, both of which represent important travel markets for a tourism-focused community like Estes Park. Still, there are important lessons learned and opportunities for improvement that are evident through this existing conditions analysis:

- The highest transit propensities are in the area roughly bounded by SH 7, US 34, Fish Creek Road, and Scott Avenue. Other relatively high propensity areas are in the areas just east and south of downtown Estes Park.
- Transit service coverage reaches most of the areas in Estes Park where people and jobs are concentrated, although the southern extents of town along SH 7 towards Marys Lake Road are currently beyond the service limits for the Silver Route and feature pockets of potentially unserved transit demand.
- Some areas within town feature enough housing or jobs to warrant more frequency of transit service than currently provided, such as the area near the Beaver Meadows Visitor Center and the area near the fairgrounds.
- The Town makes the most of its existing shuttle fleet when all routes are operating, with the major limitation to increasing frequency being the length of the existing routes. For example, doubling the frequency on the Brown Route from hourly to every 30 minutes would likely require purchasing another shuttle vehicle since the existing route takes longer than 30 minutes to run end to end.
- The times of year where transit service is available align closely with the peak tourism season. Regular fixed-route transit service is not available to permanent residents outside of that season, and visitation trends suggest that there may also be untapped visitor demand for transit present in the “shoulder” months before and after The Peak’s current operating schedule.
- The seasonal nature of the service limits the cost effectiveness of investing in more permanent stop infrastructure; as such, many stops feature barriers to riders with mobility impairments, and few stops outside of the Visitor’s Center feature basic bus stop amenities like benches or shelter.
- The TOEP is very much a regional destination, and although served by regional transit options including Bustang and Via Mobility, there are significant daily flows of both commuters and visitors that currently arrive in Estes Park by personal vehicle that could be served by expanding regional transit options.
- Systems in similar sized, tourist-oriented communities across the country have taken various approaches to delivering transit service for both residents and visitors.
- Transit in Estes Park is comparatively less funded than most of the peer systems, although most other communities augment traditional funding sources (like federal grants and local sales taxes) with other creative funding sources like direct contributions from major tourist attractions such as resorts and parks.
- Most of the peer systems are more efficient at delivering service either on a per-revenue mile or per-passenger basis than the TOEP, regardless of size.

Given the unique nature of travel patterns in Estes Park, potential improvements to transit suggested by this analysis could include a wide variety of approaches – from modifying existing routes or adding new ones, to exploring different service durations, to introducing on-demand transit service to close both temporal and coverage gaps. Community feedback on transit needs and goals will also inform these alternatives and are outlined in a separate report.

For specific recommendations pertaining to transit service in the TOEP in the next 5 to 10 years, refer to the Transit Development Plan.

Chapter 4:
Public Engagement

Estes Park Public Engagement

To create a successful Transportation Plan for the Town of Estes Park it is vital that the planning team listen to and learn from the community. Estes Park residents and visitors navigate the town each day utilizing multiple modes of transportation, and their input can provide key information on where and how improvements can be made. To ensure the public's voice was heard, feedback was collected at two key junctions in the project.

1. Existing Conditions
2. Recommendations
3. Public Comment and Adoption

Existing Conditions

The first touch point with the community was during the existing conditions phase of the project. To understand the transportation system and how residents and visitors navigate it, the planning team asked for community feedback to learn more about how people travel in Estes Park. This allowed for the community's experience to guide this process.

Recommendations

The second touchpoint with the community was during the recommendation phase, in which the community provided important input on the proposed recommendations. The community reviewed all recommendations and had an opportunity to rate them. Community members were asked to identify and rate the five recommendations that were the most important, and the five that were least vital, to them. This rating system allowed the planning team confirm that the recommendations were appropriate and addressed community needs. The community's response was then used as part of a system of weighted calculations to prioritize projects. If certain types of recommendations, for example, pedestrian improvements, received a high-volume of positive feedback, pedestrian improvement recommendations were given a higher weight when creating future project lists.

Phase 1: Existing Conditions Assessment

Phase 1 engagement was conducted online. The planning team used a mapping tool to collect location-specific feedback from site visitors. This tool allowed participants to add pins to the map and leave a comment for the planning team. These comments fit one of ten categories.

1. Congestion
2. Intersections of Concern
3. Bike Safety
4. Pedestrian Safety
5. Transit Access
6. Parking
7. What Works Well
8. Opportunity for Connectivity
9. Accessibility
10. Big Idea

By categorizing these comments, the planning team was able to see what types of improvements were in the highest demand for residents and visitors. In addition to leaving a comment, they could also upvote and downvote other respondents' comments as a way of showing support or disagreement with the locations marked on the map.

During the first phase of engagement, the online map received 522 individual comments across all categories. Pedestrian Safety, Intersection of Concern, and Bike Safety account for 65% of all comments.

In addition to the 522 comments that were left on locations on the map, comments received 2,067 upvotes and 514 downvotes for an additional 2,581 engagements.

Through the mapping exercise the following themes began to emerge:

Bike:

A need for low-stress bike infrastructure. Respondents noted unsafe surface/traffic conditions for cyclists traveling in and out of downtown. Moraine Avenue, Marys Lake Road, Peak View Drive, Devil's Gulch Road, and Elkhorn Avenue were noted to have narrow and inconsistent shoulders, limiting safe bike travel. Respondents suggested adding bike lanes to these roads. Improving Estes Park's bike infrastructure would better promote biker safety and mobility.

Pedestrian:

Inadequate pedestrian infrastructure. Poor walkability was noted throughout the map. Respondents reported a lack of crosswalks near frequented businesses and buildings, unsafe walking conditions to and from schools, and a lack of multi-use pathways on major roads including Wonderview Avenue, Moraine Avenue, and Marys Lake Road. It was also reported that drivers had difficulty spotting some crosswalks due to changes in topography. High traffic speeds and gaps in the pedestrian network (both trails and sidewalks) were noted as barriers to travel by foot. The implementation of consistent multi-use pathways along highways and major roads would improve pedestrian access and comfort.

Transit:

Increased transit accessibility. Respondents expressed a desire for more transit stops on SH 7, Peak View Drive, and the Marys Lake area. Insufficient connectedness with the Front Range was noted as an issue. Expanding Estes Park's transit network, both locally and regionally, would reduce vehicular travel while improving transport convenience for Estes Park residents and visitors.

Vehicular:

Reducing speed, congestion, and confusion. Traffic speeds were reported to be a significant limitation to pedestrian and bike travel. Respondents identified a need to reduce and enforce the speed limits on major roads and highways. Difficulty navigating some intersections and roundabouts was attributed to poor street visibility, high traffic volume, and poorly timed stoplights. US 34 and US 36 were the most noted areas of concern. Additional crosswalks and stoplights were suggested on SH 7, US 34, and US 36, to allow for safe ped/bike crossing and undemanding left turns.

After the first round of engagement closed, the planning team used the data collected through the mapping exercise as the backbone for the recommended improvements. Using the data from Phase 1, the planning team created comprehensive transportation recommendations. Once these recommendations were drafted, they were brought back to the public for evaluation as part of Phase 2 engagement.

Phase 2: Recommendation Workshop

49% Vehicular Comments

28% Active Transit Comments

23% Trail Comments

Phase 2 public engagement was split into an in-person engagement activity and an online mapping exercise. The in-person engagement activity was held at the Estes Park Museum. Using the recommendations that were developed using the community input from Phase 1, residents were asked to rank their top five and bottom five recommendations as well as evaluate which transit route changes they supported. This same exercise was conducted online. The planning team mapped the recommendations and requested site visitors comment and upvote their favorite recommendations. The ranking data was used by the planning team to help prioritize future projects.

The recommendations were broken down into three broad categories: vehicular recommendations, active transportation recommendations, and trail recommendations. Through both the in-person and online engagement, 102 interactions were recorded and 53 comments were collected. Of the responses collected 81% were positive and 19% were negative.

Through the Phase 2 engagement, the following themes emerged:

Vehicular Recommendations

- Most vehicular recommendations received positive responses. Respondents expressed the most approval for Moraine Avenue/Marys Lake Road Roundabout, Moraine Avenue Center Turn Lane, Elm Road/Old Ranger Drive Connection, and US 34/US 36 Intersection Reconstruction. The recommendations mentioned each received three positive responses. Devil's Gulch Road/H Bar G Intersection Alignment, US 36/ Visitor Center Parking Intersection Improvement, Dry Gulch Road/Devil's Gulch Road Connection, Moraine Avenue/Rock Ridge Road Connection, and US 36/Highway and Roundabout each received one positive response. Moraine Avenue/Elm Road Roundabout received two responses—one positive and one negative.
- For the recommendations that received downvotes, Mills Drive/Middle Broadview Road Connection was not supported, totaling three negative responses. The following recommendations each received one downvote: Stanley Circle Dr Right In/Right Out, Stanley Circle/Prospect Connection, Wonderview/Bighorn Road Roundabout, Devil's Gulch/H Bar G Intersection Realignment, Elm Avenue Extension, and Spruce Drive Reconstruction. Though the need for a new parking structure was recognized, the proposed locations of the structure were generally disliked. For aesthetic and congestion purposes, respondents unanimously agreed the parking structure should be constructed further from Downtown; a shuttle was suggested to operate between Downtown and the new parking structure.

Active Transportation Recommendations

- Though almost all active transit recommendations were positively received, some had greater support than others. The Moraine Avenue Active Transportation Facilities proposal received the most support, with a total of seven positive responses, followed by Manford Avenue Active Transportation Facilities, with a total of three. Woodstock Drive Sidewalks and Big Horn Drive Sidewalks each had two positive responses. The following recommendations received one positive response: Wonderview Avenue Pedestrian Facilities Improvements, Virginia Drive Sidewalks, Scott Avenue Sidewalks, and Big Thompson Avenue Sidewalk Improvements.
- The US 36/Fish Creek High-Intensity Activated crossWalK (HAWK) and Moraine Avenue/Marys Lake Road Crosswalks were the only recommendations to not receive positive responses; both were placed in the "Bottom Recommendations" section. One respondent expressed a preference for an underpass to be constructed as part of the US 36/4th Street HAWK or Underpass Crossing recommendation. Overall, the responses to active transportation recommendations were predominately driven by biker/pedestrian safety.

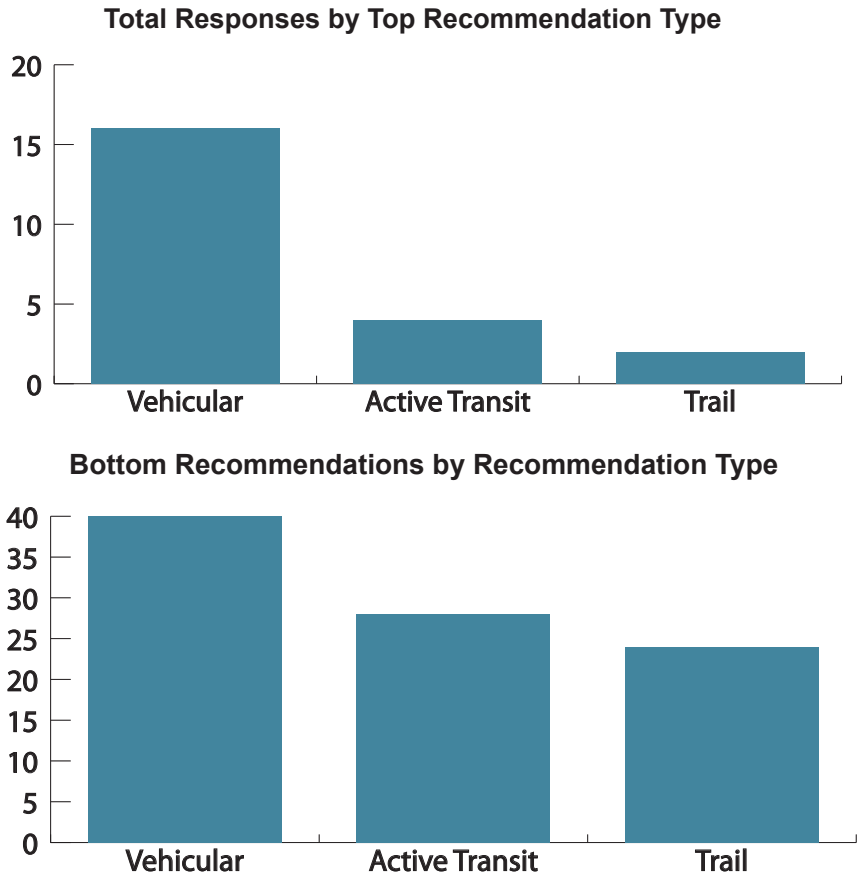
Trail Recommendations

- Respondents who utilized the online interactive mapping tool were supportive of the trail recommendations. Of the twelve recommendations that elicited responses, Riverside Drive Trail Connection received the most, with a total of six responses; Fall River Road Trail Extension received three. Spur 66 Trail Connection and Peak View Drive received two. Manford Avenue/Fish Creek Trail Connection, YMCA/Marys Lake Trail Connection, Fish Creek Trail, Fish Creek Trail Connection, Prospect Mountain Trail, Otie's Trail Improvements, and Little Valley Road Trail Connection each received one positive response.
- Trail recommendations were less popular with residents who came to the in-person open house. The following trail recommendations were flagged on people's list of "Bottom Recommendations:" Prospect Mountain Trail, Riverside Drive Trail Connection, and Otie's Trail Improvements.
- A breakdown of these recommendations is visualized in **Figure 74: Responses by Category.**

Other Things We Heard

Respondents expressed a desire to have greater connectedness with down valley communities and more efficient fire evacuation routes. A lack of interconnectedness within Estes Park's active transportation network was noted as an issue to be resolved.

Figure 74: Responses by Category



After concluding data collection for Phase 2, the planning team used the ranking of projects to help prioritize future projects. The community feedback was factored into which recommendation categories received the highest weighting in the project prioritization. The public engagement process helped the planning team understand how residents and visitors alike navigate Estes Park. This data served as the backbone for the final recommendations and project prioritization.

Phase 3: Stakeholder and Public Comment

One of the key components for any successful public engagement process is that decision makers and the public are involved in the finalization of the plan. The public provides an important back stop before the plan is adopted. With their local knowledge and lived experience the public and elected officials have the opportunity to provide a final check, ensuring that the plan adheres to their understandings of the TOEP's goals and aspirations.

As part of the public engagement process it was important that Estes Park residents have a chance to check the recommendations and final report draft. Phase 3 focused on refinement and smaller alterations recommended by the public to the plan before final adoption. Through this public comment period, a total of 456 comments were addressed from Town staff, the Transportation Advisory Board, and the general public.

Town Staff and Transportation Advisory Board

During this review period, the planning team provided copies of the completed plan to the Town's staff and transportation advisory board. These groups, as local experts, provided feedback to the planning team. Every comment received was cataloged by the planning team along with the updates to the plan that the team made.

Public Comment

After completing review from Town staff and boards, the complete draft was posted to the project website and made available for the public to comment. At the conclusion of the comment period, the planning team reviewed all public comments, updating the plan before the document went to the Town Board for final approval and adoption.

Emerging Themes

Through comment review, a few themes emerged:

- **Seasonal Work/Tourism:** The seasonality of Estes Parks populations has a large effect on the transportation network. High season for RMNP brings with it an influx of visitors to Estes Park and an increase in demand for all modes of transportation. The increase in road users must be accounted for as part of planning the Town's transportation future. The TMP discusses several possible solutions to this challenge, including collaborating with nearby partners like RMNP to implement solutions that are responsive to seasonal demand.
- **Strong Policy Foundation:** Respondents emphasized that the TOEP has built a strong policy foundation with documents like the 2019 Complete Streets Policy and the 2022 Estes Forward Comprehensive Plan. The TMP builds upon these plans and policies, creating a highly implementable roadmap to achieving the Town's stated goals.

Final Approval

Upon the completion of the public comment phase, feedback was taken into account and updates to the final document were made to reflect the refinements suggested by the community. Once updates where complete the plan was presented to the Estes Park Town Board for final approval.

Chapter 5:
Recommendations

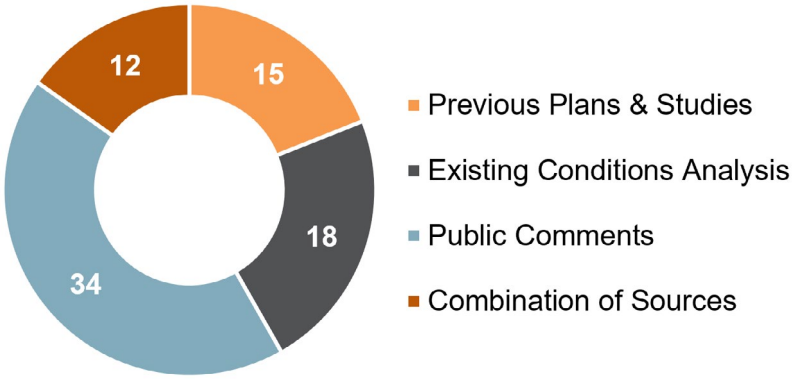
Potential Projects

To develop potential projects, issues and deficiencies were identified across the MTP study area in Chapter 1. Issues and deficiencies were identified through three sources of data, including previous plans, the existing conditions analysis, and the first round of public engagement as shown in **Figure 75 Identification of Transporation Issues and Deficiencies**. During the first round of public engagement efforts, respondents used an interactive map to mark where they see transportation-related issues and deficiencies for the different modes of travel. Over 260 comments were provided regarding potential areas of deficiencies.

To address the identified issues and deficiencies, 79 potential projects were drafted. The identified potential project breakdown by source is shown in **Figure 76 Potential Projects by Source**. The largest proportion of potential projects were identified from public comments (accounting for 43% of the potential projects) while 23% of the potential projects were a result of the existing conditions analysis.

Figure 75. Identification of Transportation Issues and Deficiencies

Figure 76. Potential Projects by Source



Potential projects were categorized by the following project types that pertain to different modes of transportation:

VEHICLE **ACTIVE TRANSPORTATION** **TRANSIT**

Vehicle Projects

Vehicle projects include improvements that address travel time, congestion, road condition, or safety on roadways. While these improvements typically are vehicle-focused, they may also present opportunities to improve multimodal conditions at the same time.

Planning-Level Costs

Unit costs shown in **Table 18. Vehicle Potential Project Unit Costs** were used to apply a planning-level cost estimate to each potential project. These unit costs were based on CDOT cost estimates and costs from recently completed projects in other locations around Colorado.

Table 18. Vehicle Potential Project Unit Costs

Improvement	Description	Unit Cost (2024 $)	Unit
New Roadway	Construct a new roadway	$1,700,000	Lane-mile
Widen Roadway	Construct additional lanes on existing roadway	$1,500,000	Lane-mile
Improve Roadway	Improve lane widths, shoulders, drainage, access	$1,150,000	Lane-mile
Resurface Roadway	Improve roadway surface	$500,000	Lane-mile
Improve/Replace Bridge	Improve/replace bridge	$450	Square foot
Road Diet	Resurface roadway to install road diet and bike lanes	$450,000	Lane-mile
New Traffic Signal	Install traffic signal	$1,000,000	Each
Roundabout	Install Two-Lane by One-Lane (2x1) Roundabout	$2,000,000	Each
	Install Two-Lane by Two-Lane (2x2) Roundabout	$2,500,000	Each

Potential Vehicle Projects

Following the identification of issues and deficiencies within the study area, 25 potential vehicle-specific projects were identified. The potential vehicle projects are shown in **Table 18 Vehicle Project Unit Costs**. Vehicle projects are categorized into intersection improvements, new roadways or extensions, and roadway and parking improvements in **Table 19 Potential Intersection Improvement Projects.** and **Table 20. Potential New Roadway or Extension Projects**, respectively. Potential vehicle projects ranged in size, spanning from a minimum of 0.1 miles to a maximum of 2.36 miles in length.

Table 19. Potential Intersection Improvement Projects

ID	Project Name	Description	Primary Route	From/At-To	Cost ($mil)
CAR-1	US 36/Mall Rd/Fish Creek Rd Intersection Realignment	Intersection realignment and roundabout	US 36	Fish Creek Rd – Mall Rd	2.57
CAR-2	Moraine/Marys Lake Roundabout	Construct a roundabout	Moraine Ave	Marys Lake Rd	2.00
CAR-3	Moraine/Elm Roundabout	Construct a roundabout	Moraine Ave	Elm Rd	2.00
CAR-4	Stanley Circle Dr Right In/Right Out	Right-in/right-out from Stanley Circle Dr	Stanley Circle Dr	Stanley Ave	0.30
CAR-5	US 36/SH 7 Roundabout	Construct a roundabout	US 36	SH 7	2.00
CAR-6	US 36/Visitor Center Parking Intersection Improvement	Construct a traffic signal or roundabout	US 36	Visitor Center Garage Entrance	2.00
CAR-7	Elkhorn Ave Access Management	Construct a median and access management	Elkhorn Ave	Riverside Dr – Wonderview Ave	0.55
CAR-8	Wonderview/Big Horn Roundabout	Construct a roundabout	Wonderview Ave	Big Horn Dr	2.00
CAR-9	Devils Gulch/H Bar G Intersection Realignment	Realign intersection	Devils Gulch Rd	H Bar G Rd	0.34
CAR-10	US 34/Steamer Roundabout	Construct a roundabout	US 34	Steamer Dr	2.50

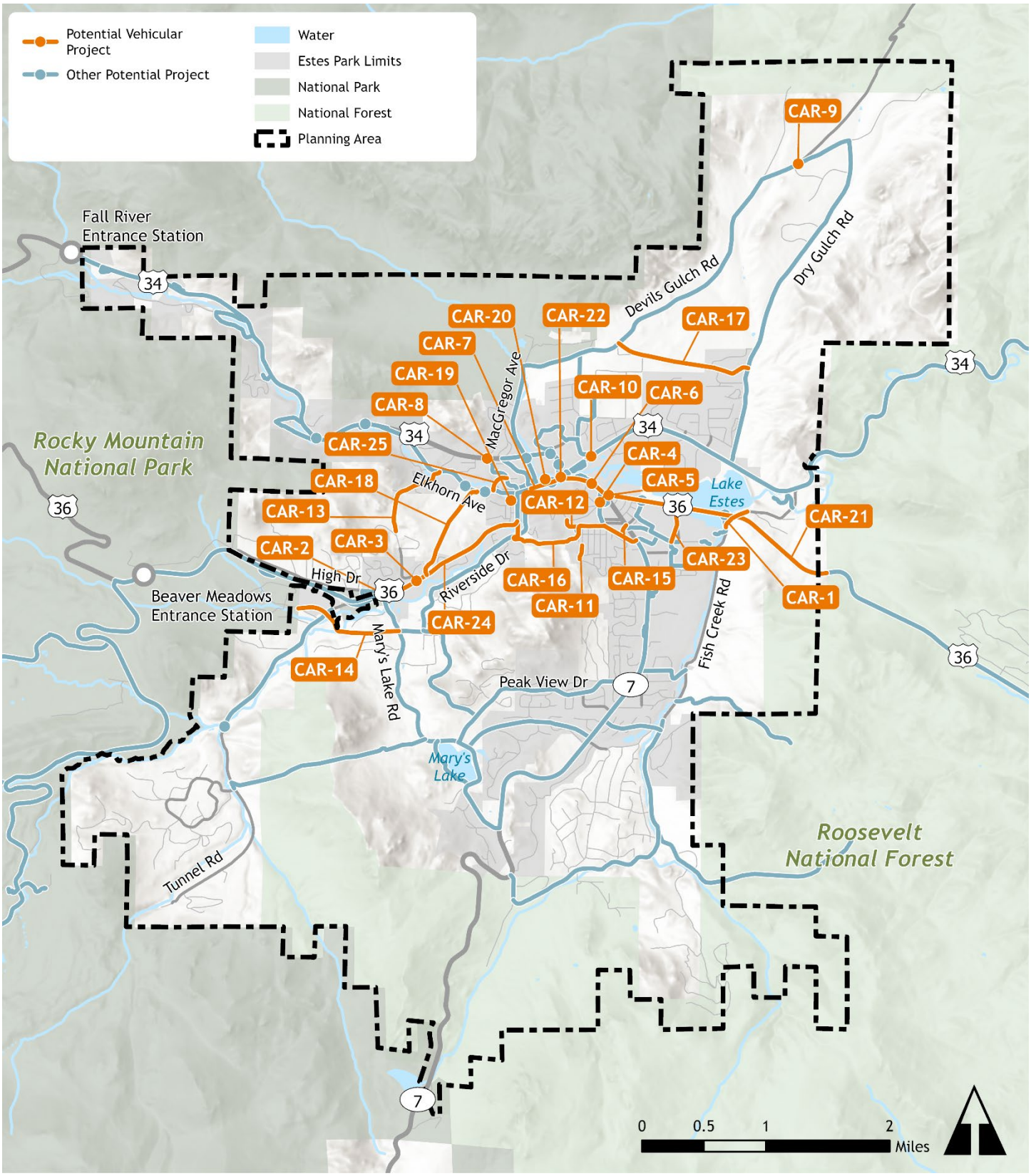
Table 20. Potential New Roadway or Extension Projects

ID	Project Name	Description	Primary Route	From/At-To	Cost ($mil)
CAR-11	Elm Ave Extension	Extension of Elm Ave to Aspen Ave	Elm Ave	High St – Aspen Ave	0.19
CAR-12	Stanley Circle/Prospect Ave Connection	New roadway connection	New roadway connection	Stanley Circle – Prospect Ave	0.47
CAR-13	Elm Rd/Old Ranger Dr Connection	Extension of Elm Road to Old Ranger Dr	Elm Rd	Elm Rd – Old Ranger Dr	1.21
CAR-14	Mills Dr/Middle Broadview Rd Connection	New roadway connection	Middle Broadview Rd	Mills Dr – Marys Lake Rd	1.54
CAR-15	Stanley Ave/4th St Connection	New roadway connection	4th St	Stanley Ave – SH 7	0.31
CAR-16	Moccasin Cir/Prospect St/Stanley Ave Connection	Create continuous roadway connection from existing roadways with consistent sidewalks and on-street bicycle facilities on both sides	Moccasin Circle Dr	Stanley Ave – Crags Ave	7.80
CAR-17	Dry Gulch Rd/Devils Gulch Rd Connection	Construct a new east-west roadway connection	Ptarmigan Trail	Devils Gulch Rd – Dry Gulch Rd	3.74
CAR-18	Moraine Ave/Rock Ridge Rd Connection	New roadway connection	Rock Ridge Rd	Moraine Ave – Elkhorn Ave	2.82

Table 21. Potential Roadway and Parking Improvement Projects

ID	Project Name	Description	Primary Route	From/At-To	Cost ($mil)
CAR-19	New Parking Structure	Replace existing parking lot with parking structure	Wiest Ln	Moraine Ave	12.6
CAR-20	New Parking Structure	Replace library parking lot with new parking structure	US 36	MacGregor Ave	42.0
CAR-21	US 36 Roadway Congestion Improvements	Passing lanes	US 36	US 34 – Study Area Boundary	3.57
CAR-22	US 34/US 36 Intersection Reconstruction	Reconstruct the intersection to improve congestion and ped/bike safety	US 34	US 36	1.50
CAR-23	Community Drive Realignment	Roadway realignment	Community Dr	US 36 – Manford Ave	1.00
CAR-24	Moraine Ave Center Turn Lane	Add continuous two-way left-turn lane	Moraine Ave	Marys Lake Rd – Crags Dr	1.90
CAR-25	Spruce Dr Reconstruction	Reconstruct roadway to a consistent cross-section with sidewalks and bike lanes	Spruce Dr	Big Horn Dr – Elkhorn Ave	1.05

Figure 77. Potential Vehicle Projects



Active Transportation Projects

Walking, cycling, and other active modes of transportation have their own set of needs and conditions to address when considering transportation improvements. Connectivity, safety, comfort, and accessibility are all high importance considerations when developing transportation enhancements for all modes.

Planning-Level Costs

Table 22. Active Transportation Potential Project Unit Costs. shows the unit costs used to formulate planning-level cost estimates for the potential active transportation projects. These unit costs were also based on CDOT cost estimates and costs from recently completed projects in other locations around Colorado.

Table 22. Active Transportation Potential Project Unit Costs

Improvement	Description	Cost ($mil)	Per Unit
Trail Reconstruction	Reconstruct and improve trail system	1	Mile
Shared-Use Path	Construct new 10’ off-street paved path	1.5	Mile
Unpaved Trail	Construct new 10’ unpaved trail	1	Mile
New Sidewalk	Construct new 5’ sidewalk along both sides of road	0.25	Square mile
Trailhead	Construct new trailhead	1	Each
New Pedestrian Signal	Install pedestrian crossing – Rectangular Rapid Flashing Beacon (RRFB)	0.4	Each
	Install pedestrian crossing	1	Each

Potential Active Transportation Projects

The potential active transportation projects identified following the assessment of issues and deficiencies within the study area are shown in **Figure 78. Potential Active Transportation Projects.** Active transportation projects are categorized as crossing improvements, on-street facilities, and trail networks in **Table 23. Potential Crossing Improvement Projects.**, **Table 24. Potential On-Street Facility Projects**, and **Table 25. Potential Trail Network Projects**, respectively. Thirty-seven of the total potential projects are categorized as ‘active transportation.'

Table 23. Potential Crossing Improvement Projects

ID	Project Name	Description	Primary Route	From/At-To	Cost ($mil)
ACT-1	Moraine/Marys Lake Crosswalks	Reconstruct intersection and add crosswalks to all legs of signalized intersection	Moraine Ave	Marys Lake Rd	0.26
ACT-2	US 36/Fish Creek Rd Crossing	Construct pedestrian crossing improvements	US 36	Fish Creek Rd	1.00
ACT-3	US 36/4th St Crossing Improvements or Underpass Crossing	Construct pedestrian crossing improvements or pedestrian underpass	US 36	4th St	1.00
ACT-4	Elkhorn/Filby Ct Crossing	Construct pedestrian crossing improvements	Elkhorn Ave	Fibey Ct	1.00
ACT-5	Elkhorn/Rock Ridge Crossing	Construct pedestrian crossing improvements	Elkhorn Ave	Rock Ridge Rd	1.00
ACT-6	Wonderview/Steamer Crossing	Construct pedestrian crossing improvements	Wonderview Ave	Steamer Pkwy	1.00
ACT-7	Fall River/Sierra Sage Crossing	Construct pedestrian crossing improvements	Fall River Rd	Sierra Sage Ln	1.00

ACT-8	Visitor Center/Starbucks Pedestrian Underpass	Construct new pedestrian underpass under US 34 to connect the Visitor Center parking lot to the Starbucks	US 34	Visitor Center – Starbucks	6.00

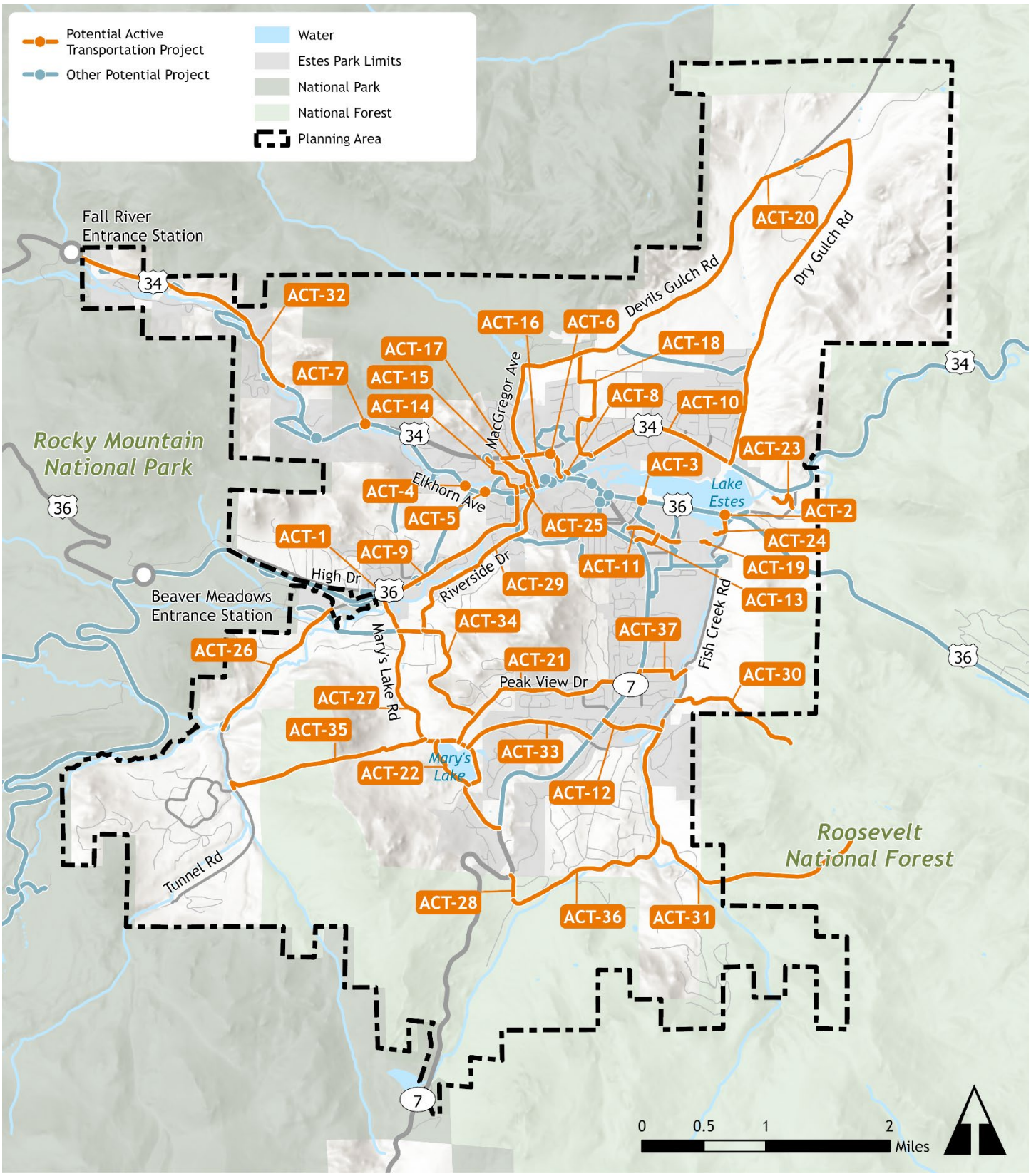
Table 24. Potential On-Street Facility Projects

ID	Project Name	Description	Primary Route	From/At-To	Cost ($mil)
ACT-9	Moraine Ave Active Transportation Facilities	Fill sidewalk gaps on both sides of road, add on-street bicycle facilities	Moraine Ave	Marys Lake Rd – Crags Dr	3.94
ACT-10	Big Thompson Ave Sidewalk Improvements	Fill sidewalk gaps on north side of road	Big Thompson Ave	Steamer Dr – Dry Gulch Rd	1.66
ACT-11	Manford Ave Active Transportation Facilities	Install consistent bicycle lanes and a sidewalk to the south side of the road	Manford Ave	SH 7 – Community Dr	0.58
ACT-12	Scott Ave Sidewalks	Add sidewalk to both sides of Scott Ave	Scott Ave	SH 7 – Fish Creek Rd	1.27
ACT-13	Woodstock Dr Sidewalks	Add sidewalks to both sides of road	Woodstock Dr	SH 7 – Manford Ave	0.60
ACT-14	Big Horn Dr Sidewalks	Fill sidewalk gaps on both sides of road	Big Horn Dr	Elkhorn Ave – Wonderview Ave	1.15
ACT-15	Virginia Dr Sidewalks	Fill sidewalk gaps on both sides of road	Virginia Dr	Wonderview Ave – Park Ln	0.91
ACT-16	Wonderview Ave Pedestrian Facility Improvements	Fill sidewalk gaps on both sides of road	Wonderview Ave	MacGregor Ave – Elkhorn Ave	1.13
ACT-17	Wonderview Ave Sidewalks	Add sidewalk to south side of road	Wonderview Ave	Virginia Dr – Willowstone Dr	0.18

Table 25. Potential Trail Network Projects

ID	Project Name	Description	Primary Route	From/At-To	Cost ($mil)
ACT-18	Otie's Trail Improvements	Trail paving and improvements	Otie's Trail	Big Thompson Ave – Devil's Gulch Rd	1.83
ACT-19	Manford Ave/Fish Creek Trail Connector	New trail connection	Manford Ave	Manford Ave Dead End – Fish Creek Trail	0.15
ACT-20	Dry Gulch Multi-Use Trail	New moderate-grade multi-use trail	Dry Gulch Rd	MacGregor Ave – Dry Gulch Rd	14.7
ACT-21	Peak View Dr Trail	New trail connection	Peak View Dr	SH 7 – Marys Lake Rd	3.55
ACT-22	Marys Lake Trail	New loop trail around Marys Lake	Marys Lake Trail	Marys Lake Rd (south) – Marys Lake Rd (north)	0.98
ACT-23	Lake Estes Interpretive Trail Extension	New trail connection	Lake Estes Interpretive Trail	Lake Estes Trail – Mall Rd	0.57
ACT-24	Fish Creek Connector Trail	New trail connection	Fish Creek Connector	Fish Creek Trail – Lake Estes Trail	0.54
ACT-25	Elkhorn Ave Trail Connection	New trail connection	Elkhorn Ave	Virginia Dr – Big Horn Dr	0.20
ACT-26	Spur 66 Trail Connection	New trail connection	Spur 66	Aspen Brook Dr – US 36	2.69
ACT-27	Marys Lake Rd Trail Connection	New trail connection	Marys Lake Rd	SH 7 – US 36	5.12
ACT-28	Fish Creek Way Trail Connection	New trail connection	Fish Creek Way	SH 7 – Fish Creek Rd	0.52
ACT-29	Riverside Dr Trail Connection	New trail connection	Riverside Dr	Elkhorn Ave – Marys Lake Rd	3.68
ACT-30	Fish Creek Rd Trail Connection	New trail connection	Fish Creek Rd	Fish Creek Trail – Kruger Rock	2.20
ACT-31	Little Valley Rd Trail Connection	New trail connection	Little Valley Rd	Fish Creek Trail – Homestead Meadows Trailhead	3.72
ACT-32	Fall River Rd Trail Extension	New trail connection	Fall River Rd	Fall River Trail – RMNP Fall River Entrance	4.35
ACT-33	Pawnee Trail Connection	New trail connection	Pawnee Trail	Carriage Dr – Marys Lake	2.16
ACT-34	Prospect Mountain Connector	New trail connection	Prospect Mountain Trail	Peak View Dr – Riverside Dr	2.28
ACT-35	YMCA/Marys Lake Trail Connection	New trail connection	YMCA/Marys Lake Corridor	Marys Lake Trail – YMCA of the Rockies	3.37
ACT-36	Fish Creek Rd Trail	New trail connection	Fish Creek Rd	Fish Creek Way – Scott Ave	4.82
ACT-37	Country Club Dr Trail	New trail connection	Country Club Dr	SH 7 – Fish Creek Trail	0.89

Figure 78. Potential Active Transportation Projects



Transit Projects

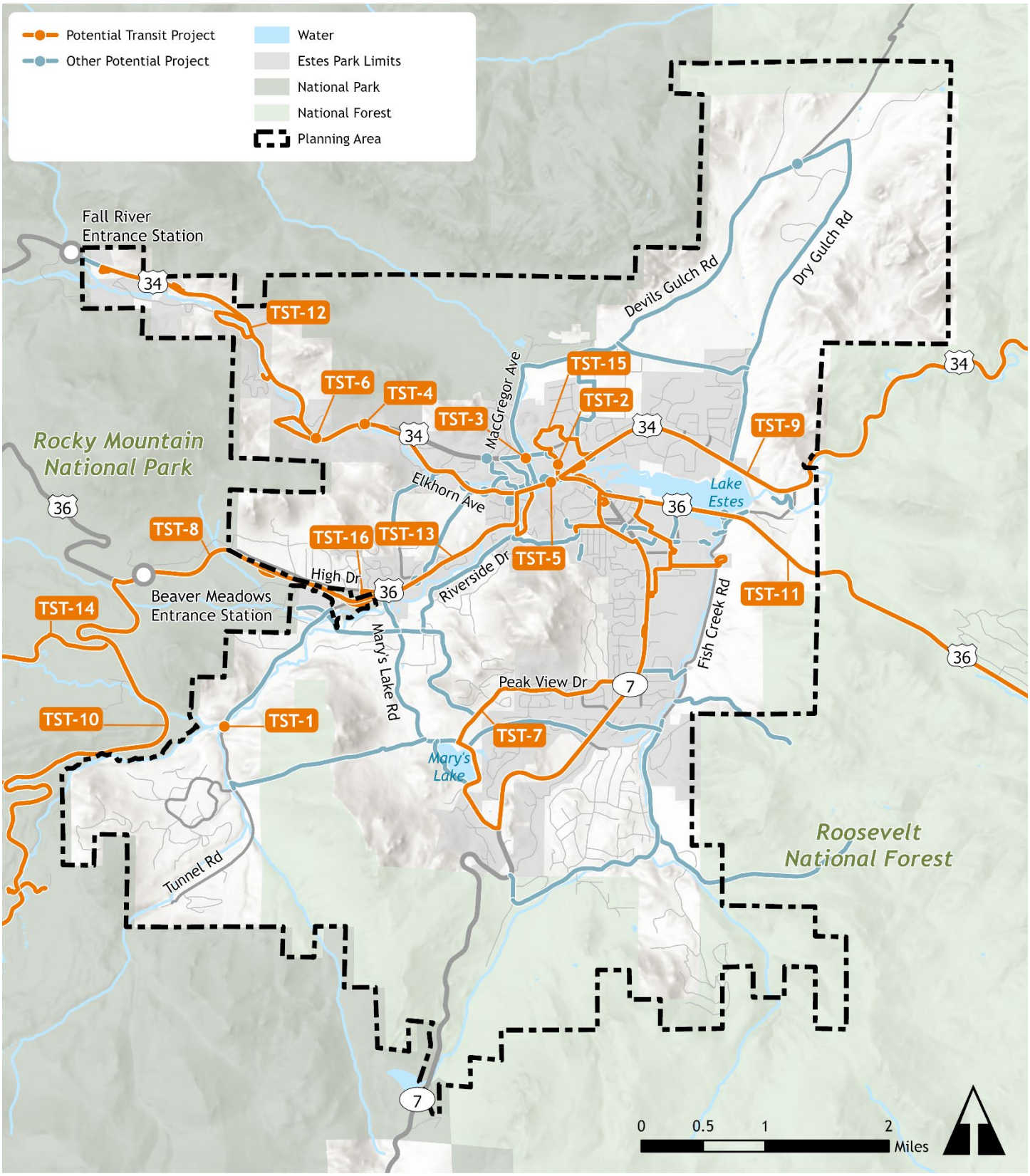
The potential transit projects identified following the assessment of issues and deficiencies within the study area are shown in **Figure 79. Potential Transit Projects**. There are 16 potential transit projects within the study area, shown in **Table 26. Potential Transit Projects**

Transit operations in Estes Park are typically seasonal and are funded through the Colorado Association of Transit Agency's (CASTA) Zero Fare Transit fund. Because of this, potential transit projects were excluded from prioritization process to avoid these factors negatively impacting other potential projects.

Table 26. Potential Transit Projects

ID	Project Name	Description	Primary Route	From/At-To
TST-1	Bus Stop at SH 66/Aspen Branch Ct	Add bus stop at SH 66 and Aspen Branch Ct	SH 66	Aspen Branch Ct
TST-2	Bus Stop at Wonderview Ave/Safeway Parking Lot	Add bus stop at Safeway parking lot at Wonderview Ave/Big Thompson Ave	Wonderview Ave	Big Thompson Ave
TST-3	Bus Stop at MacGregor Ave/Wonderview Ave	Add bus stop at MacGregor Ave/Wonderview Ave	MacGregor Ave	Wonderview Ave
TST-4	Bus Stop at Fall River Rd/Sierra Sage Ln	Add bus stop at Fall River Rd and Sierra Sage Lane	Fall River Rd	Sierra Sage Ln
TST-5	Bus Stop at the Estes Valley Library	Add bus stop at Estes Valley Library	Elkhorn Ave	US 34
TST-6	Bus Stop at Fall River Rd/Jame McIntyre Rd	Add bus stop at Fall River Rd and James McIntyre Rd	Fall Rider Rd	Jame McIntyre Rd
TST-7	Silver Route Extension	Bus route extension	Silver Route	The Pines – Marys Lake
TST-8	Bustang to DIA	Increase frequency and extend service to DIA	Bustang	Estes Park – DIA
TST-9	Regional Service to Loveland	Establish new commuter route service	New Regional Service	Estes Park – Loveland
TST-10	Bear Lake Shuttle Modification	Realign Bear Lake route to end at the Beaver Meadows Visitor Center	Bear Lake Shuttle	RMNP PNR – Beaver Meadow Visitor Center
TST-11	Bustang Extension	Extend Bustang Service to the Beaver Meadows Visitor Center	Bustang	Estes Park Visitor Center – Beaver Meadows Visitor Center
TST-12	Gold Route Modification	Realign the Gold Route along Elkhorn Ave	Gold Route	Wonderview Ave – Elkhorn Ave
TST-13	Hiker Shuttle Truncation	Realign the Hiker Shuttle to end at the Beaver Meadows Visitor Center	Hike Shuttle	Estes Park Visitor Center – Beaver Meadow Visitor Center
TST-14	Moraine Park Route Modification	Realign Moraine Park route to connect the Beaver Meadows Visitor Center to Fern lake Bus Stop	Moraine Park Route	RMNP PNR – Beaver Meadow Visitor Center
TST-15	Red Route with Stanley and Truncated Loop	Realign the Red route to service the Stanley Hotel and Safeway and truncate near Rockwell St	Red Route	Estes Park Visitor Center – Stanley Hotel
TST-16	Red Route with Stanley and Beaver Meadows	Connect the Red Route with the Hiker Shuttle, extending service to Beaver Meadows Visitor Center	Red Route	Estes Park Visitor Center – Crags Dr

Figure 79. Potential Transit Projects



Project Prioritization

After identifying potential projects, a determination of which projects are good investments for the TOEP was made. Prioritizing projects is important because funding for capital transportation improvements is very limited for Estes Park. Ranking projects by priority helps determine where the Town should focus its resources to make the most effective investments into the multimodal transportation system.

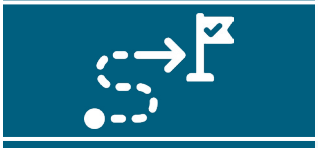
To prioritize projects and identify sound transportation investments, the vehicle, active transportation, and transit projects were compared to the MTP goals established in Chapter 1 and ranked in the first round of public engagement.

2045 Transportation Plan Goals

Multimodal Safety. Ensure that all users of Estes Park's transportation system can get to their destination safely

Choices and Connectivity. Aim to connect all residents and visitors with equitable transportation options for direct travel from their home to activity centers

User Experience. Provide all residents and visitors with a comfortable and enjoyable travel experience



Regional Partnership. Improve connectivity from Estes Park to recreation and regional opportunities

Resilient Infrastructure and Environmental Sustainability. Develop and maintain quality, reliable infrastructure that promotes good stewardship of the natural environment

Economic and Social Sustainability. Improve quality of life for all residents and visitors by providing transportation infrastructure to vulnerable populations

Accessibility. Prioritize accessibility for all users of all ages as well as maintain and supplement ADA infrastructure

Funding/Implementation. Identify infrastructure improvements that are easily funded and implemented by the Town of Estes Park and regional partners

Prioritization Metrics and Weighting

There are eight goals that were ranked by the public for vehicle, active transportation, and transit modes of travel during the first round of public engagement. The results of the goals ranking, among other factors, were used in the project prioritization process to establish weighting of the goals, shown in **Figure 80. Goal Weighting**. After determining what proportion of each goal alignment score was derived from each MTP goal, metrics were established for each goal to determine how effective any proposed project will be at achieving those goals. **Table 27. Goal Alignment and Prioritization** shows the quantitative measures and weighting within each goal to produce the project goal alignment score.

Figure 80. Goal Weighting

Priority	Weighting
Multimodal Safety	20%
Choices and Connectivity	20%
User Experience	15%
Regional Partnership	5%
Resilient Infrastructure and Environmental Sustainability	20%
Economic and Social Sustainability	5%
Accessibility	15%
Funding and Implementation	5%

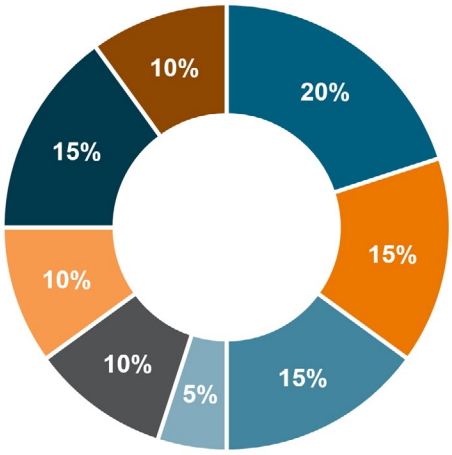


Table 27. Goal Alignment Prioritization Metrics and Weighting

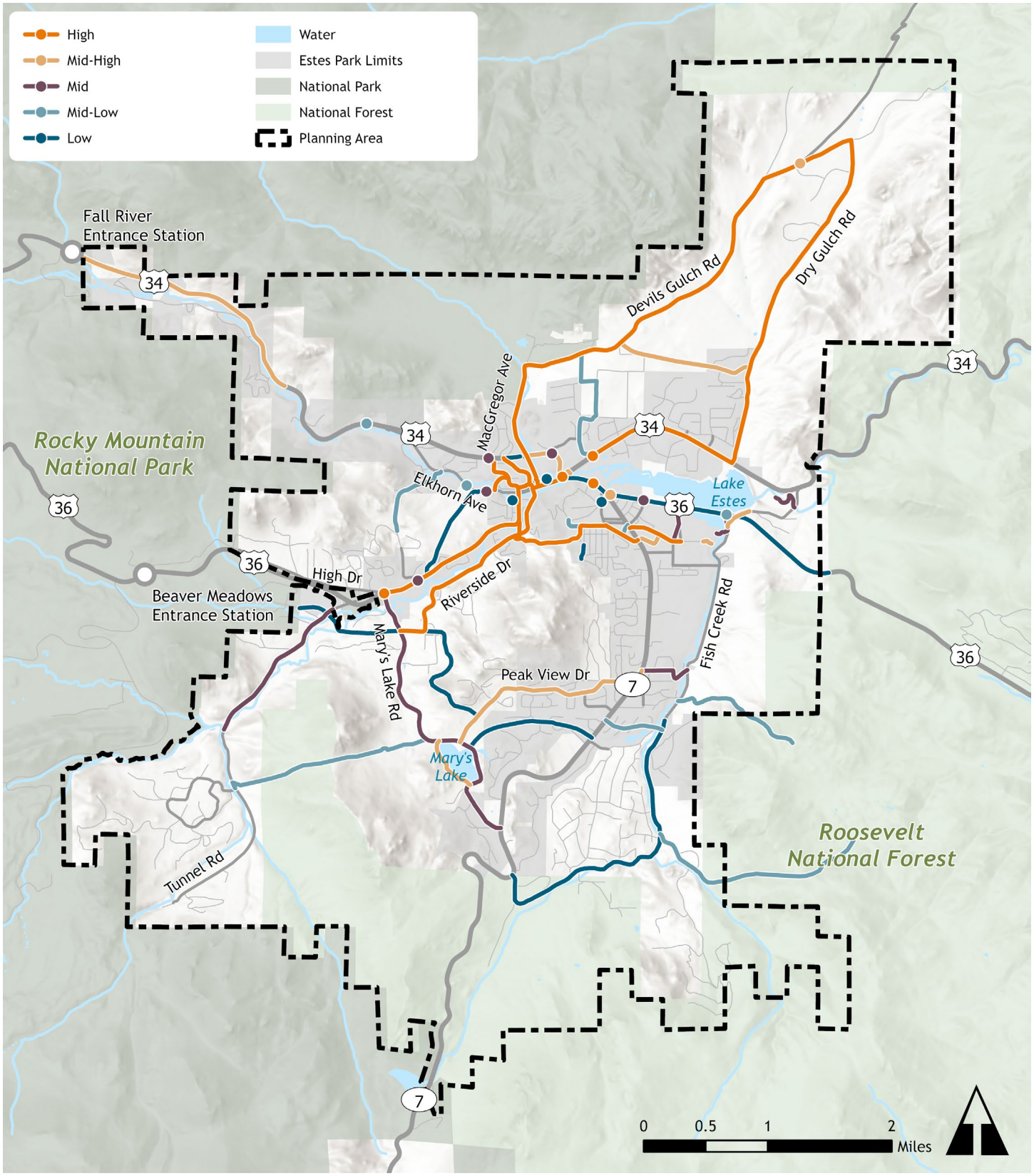
Priority	Vehicle	Active Transportation	Transit	Weighting
Multimodal Safety	All crashes by severity	Vulnerable road user (VRU)-involved crashes by severity	Transit and VRU-involved crashes by severity	10%
	FHWA proven safety countermeasures			10%
Choices and Connectivity	Connects classified roadways			8.33%
	Improves access to an activity center (within ¼ mile)			8.33%
	Includes improvements for multiple modes			8.33%
User Experience	Opportunity for aesthetics, wayfinding, and parking improvements	Improves pedestrian/ bicycle comfort	Improves transit comfort and ease of use	5%
Regional Partnership	Improves travel to recreation opportunities			2.5%
	Improves multimodal access to Front Range			2.5%
Resilient Infrastructure and Environmental Sustainability	Improves poor pavement or bridge condition	Full points	Full points	3.33%
	Improves delay on congested corridor			3.33%
	Does not impact an identified environmental constraint			3.33%
Economic and Social Sustainability	Within or connected to Equity Focus Areas			7.5%
	Public engagement has been done to select a locally-preferred alternative			7.5%
Accessibility	Improves ADA compliance			5%
Funding/ Implementation	Planning-level cost per mile is lower compared to other projects			7.5%
	Partnership is required			7.5%

Prioritization Results

A spreadsheet tool was developed to perform the calculations for the goal alignment and cost prioritization scores. This tool provides the Town the opportunity to continue to prioritize future projects as they arise or update the input data to see the impacts on the prioritization.

The goal alignment prioritization score and cost prioritization score were added together in the spreadsheet tool to create a single composite prioritization score. The projects were organized into five equally sized priority levels based on their priority score: high, mid-high, mid, mid-low, and low. High-priority projects should be completed first based on funding opportunities, otherwise considered short-term projects. As follows, mid-high and mid-priority projects should have a moderate-term outlook, while mid-low and low-priority projects should be considered on a long-term implementation phase. The project prioritization results are shown in **Figure 81. Project Prioritization Results** and listed in the subsequent subsections. Full prioritization results are shown in the **Appendix**.

Figure 81. Project Prioritization Results



High Priority Projects

Table 28. High Priority Projects and **Figure 82. High Priority Projects** show the high priority projects in order of their prioritization score.

Table 28. High Priority Projects

Rank	ID	Project Name	Score
1	CAR-16	Moccasin Cir/Prospect St/Stanley Ave Connection	83.1
2	ACT-11	Manford Avenue Active Transportation Facilities	66.1
3	CAR-22	US 34/US 36 Intersection Reconstruction	64.0
4	ACT-20	Dry Gulch Multi-Use Trail	63.6
5	CAR-25	Spruce Dr Reconstruction	63.4
6	ACT-9	Moraine Ave Active Transportation Facilities	63.3
7	CAR-2	Moraine/Marys Lake Roundabout	61.3
8	CAR-7	Elkhorn Ave Access Management	61.1
9	ACT-14	Big Horn Dr Sidewalks	60.7
10	ACT-25	Elkhorn Ave Trail Connection	59.5
11	ACT-10	Big Thompson Ave Sidewalk Improvements	59.3
12	ACT-15	Virginia Dr Sidewalks	59.1
13	ACT-29	Riverside Dr Trail Connection	58.2

Mid-High Priority Projects

Table 29. Mid-High Priority Projects and **Figure 83. Mid-High Priority Projects** show the mid-high priority projects in order of their prioritization score.

Table 29. Mid-High Priority Projects

Rank	ID	Project Name	Score
14	CAR-5	US 36/SH 7 Roundabout	57.9
15	CAR-17	Dry Gulch Rd/Devils Gulch Rd Connection	57.1
16	ACT-21	Peak View Drive Trail	55.7
17	CAR-9	Devils Gulch/H Bar G Intersection Realignment	55.5
18	ACT-1	Moraine/Marys Lake Crosswalks	54.6
19	ACT-16	Wonderview Ave Pedestrian Facility Improvements	54.5
20	ACT-8	Visitor Center/Starbucks Pedestrian Underpass	54.4
21	CAR-1	US 36/Mall Rd/Fish Creek Rd Intersection Realignment	54.2
22	ACT-13	Woodstock Dr Sidewalks	54.1
23	CAR-10	US 34/Steamer Roundabout	53.8
24	ACT-32	Fall River Rd Trail Extension	53.7
25	ACT-19	Manford Ave/Fish Creek Trail Connector	53.2
25	ACT-22	Marys Lake Trail	53.2

Figure 82. High Priority Projects

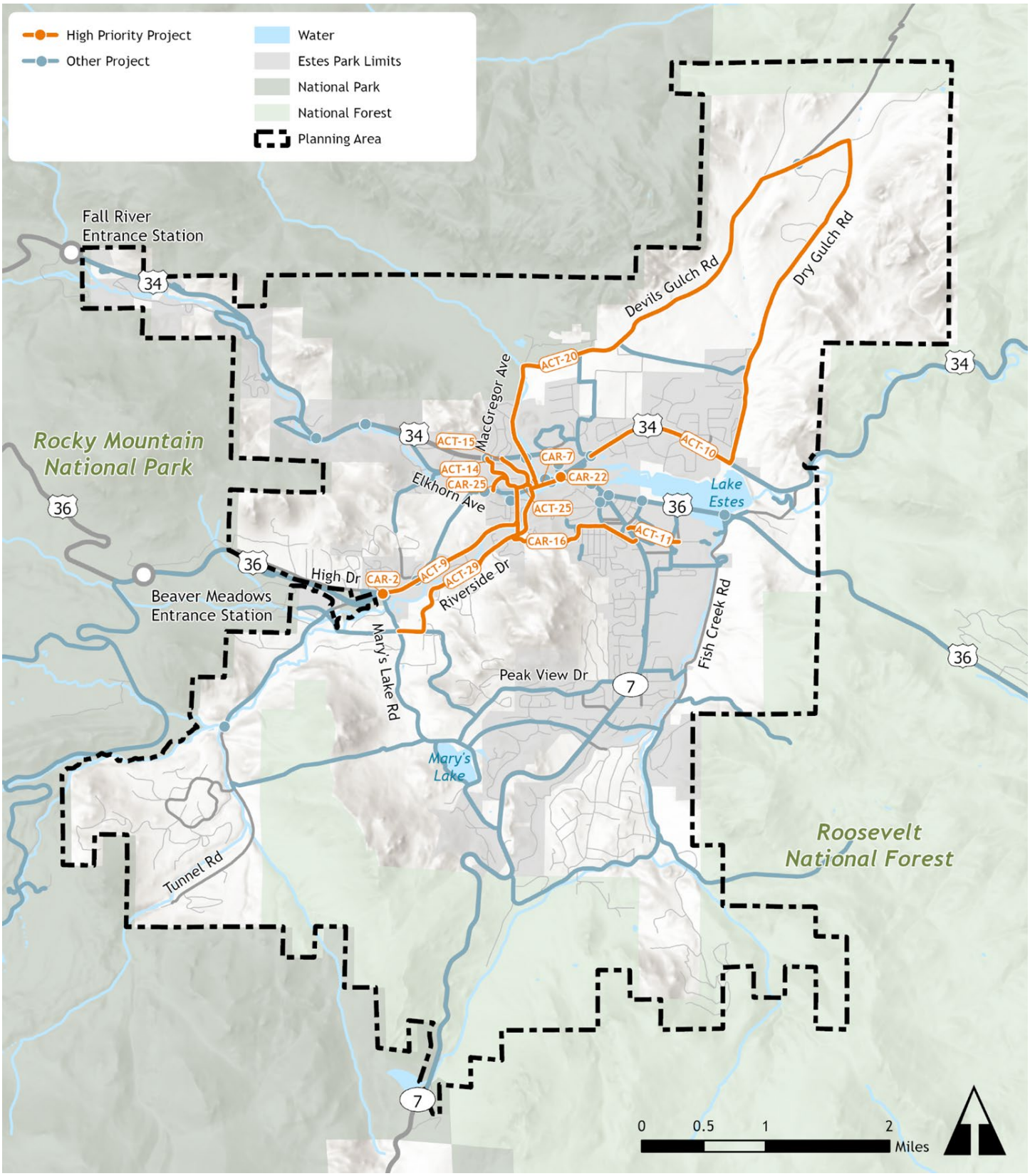
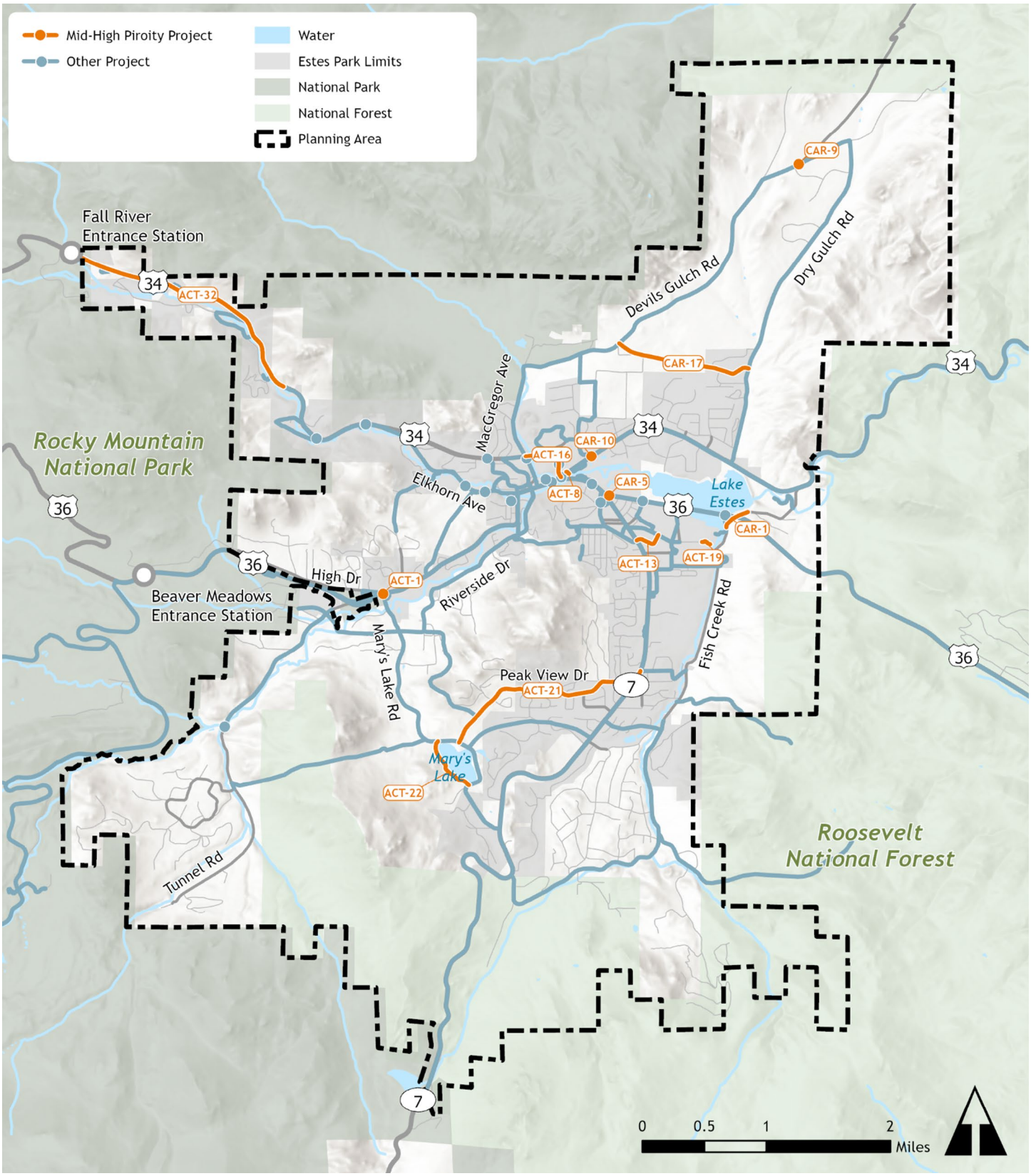


Figure 83. Mid-High Priority Projects



Mid Priority Projects

Table 30. Mid Priority Projects and **Figure 84. Mid Priority Projects** show the mid priority projects in order of their prioritization score.

Table 30. Mid Priority Projects

Rank	ID	Project Name	Score
27	ACT-3	US 36/4th St Crossing Improvements or Underpass	53.0
28	ACT-24	Fish Creek Connector Trail	52.8
29	ACT-27	Marys Lake Rd Trail Connection	52.8
30	ACT-6	Wonderview/Steamer Crossing Improvements	52.1
31	ACT-37	Country Club Drive Trail	51.1
32	CAR-23	Community Drive Realignment	50.5
33	ACT-5	Elkhorn/Rock Ridge Crossing Improvements	48.8
34	CAR-3	Moraine/Elm Roundabout	48.4
35	CAR-8	Wonderview/Big Horn Roundabout	48.2
36	ACT-26	Spur 66 Trail Connection	46.3
37	ACT-23	Lake Estes Interpretive Trail Extension	45.8

Mid-Low-Priority Projects

Table 31. Mid-Low Priority Projects and **Figure 85. Mid-Low Priority Projects** show the mid-low priority projects in order of their prioritization score.

Table 31. Mid-Low Priority Projects

Rank	ID	Project Name	Score
38	CAR-13	Elm Rd/Old Ranger Dr Connection	46.3
39	CAR-24	Moraine Ave Center Turn Lane	45.8
40	ACT-2	US 36/Fish Creek Rd Crossing Improvements	45.5
41	ACT-35	YMCA/Marys Lake Trail Connection	45.3
42	CAR-15	Stanley Ave/4th St Connection	44.6
43	CAR-12	Stanley Cir/Prospect Ave Connection	44.3
44	ACT-7	Fall River/Sierra Sage Crossing Improvements	44.2
45	ACT-12	Scott Ave Sidewalks	43.2
46	ACT-18	Otie's Trail Improvements	43.2
47	ACT-30	Fish Creek Rd Trail Connection	42.4
47	ACT-31	Little Valley Rd Trail Connection	42.4
49	ACT-4	Elkhorn/Filbey Ct Crossing Improvements	41.7

Figure 84. Mid Priority Projects

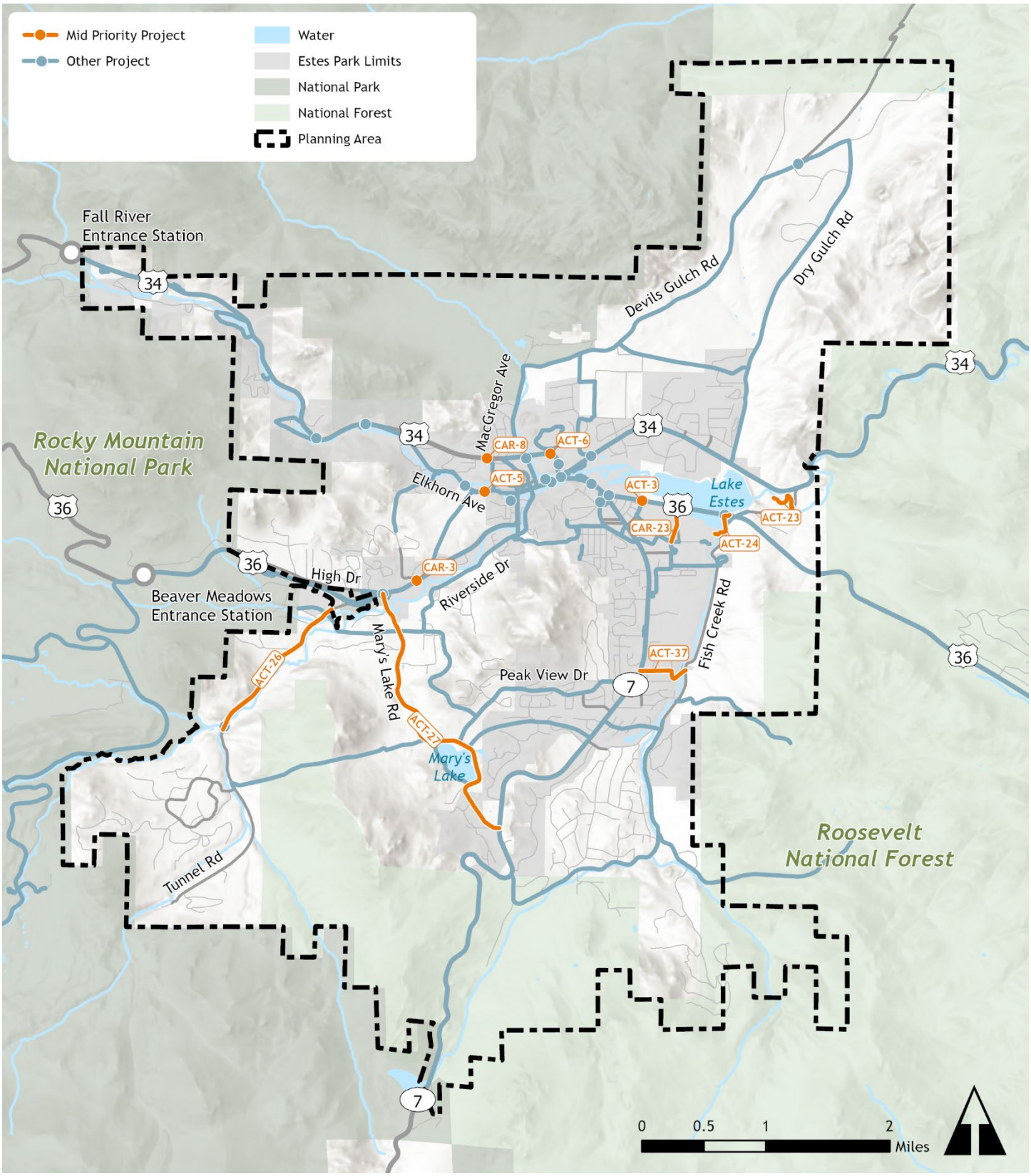
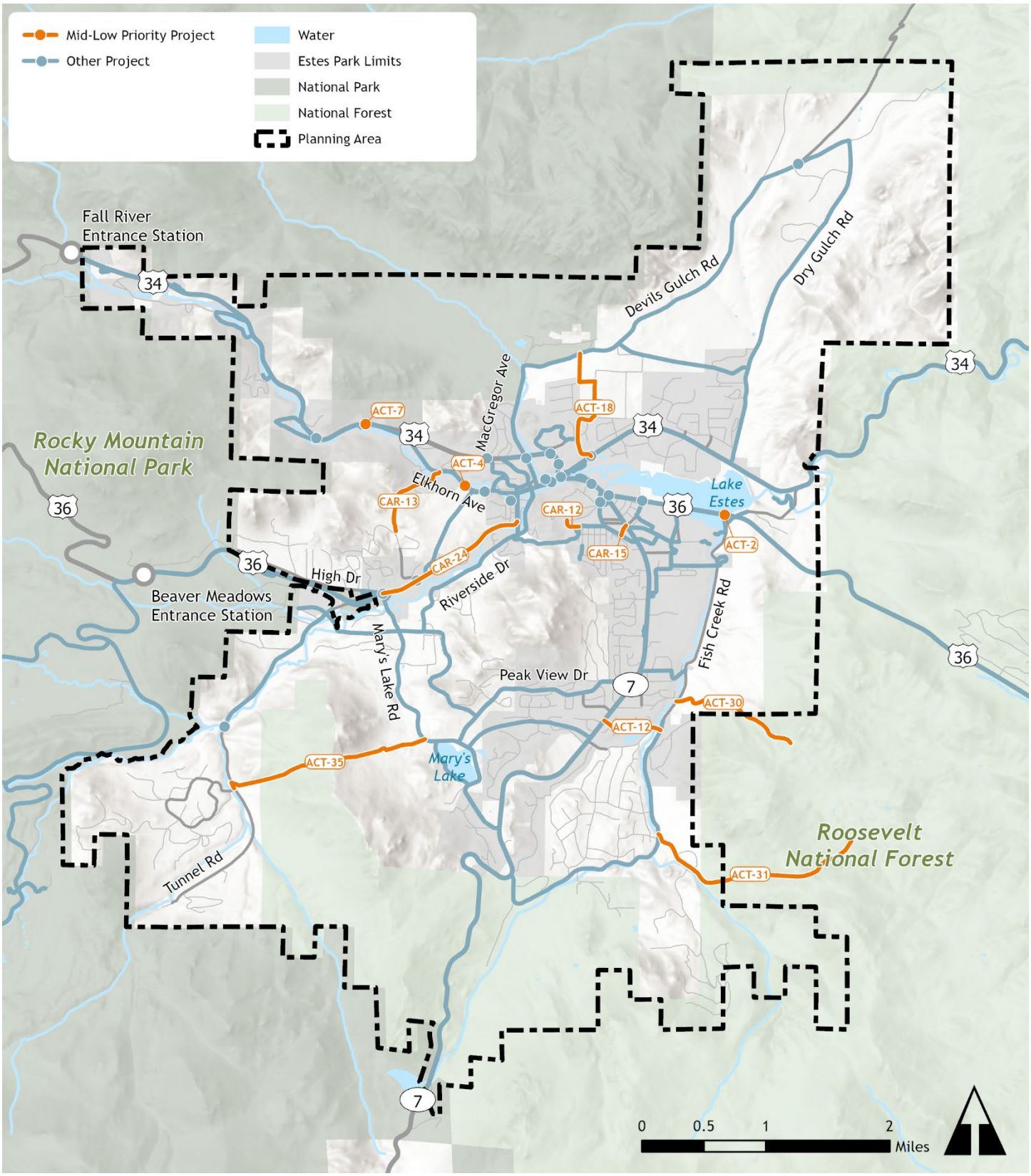


Figure 85. Mid-Low Priority Projects



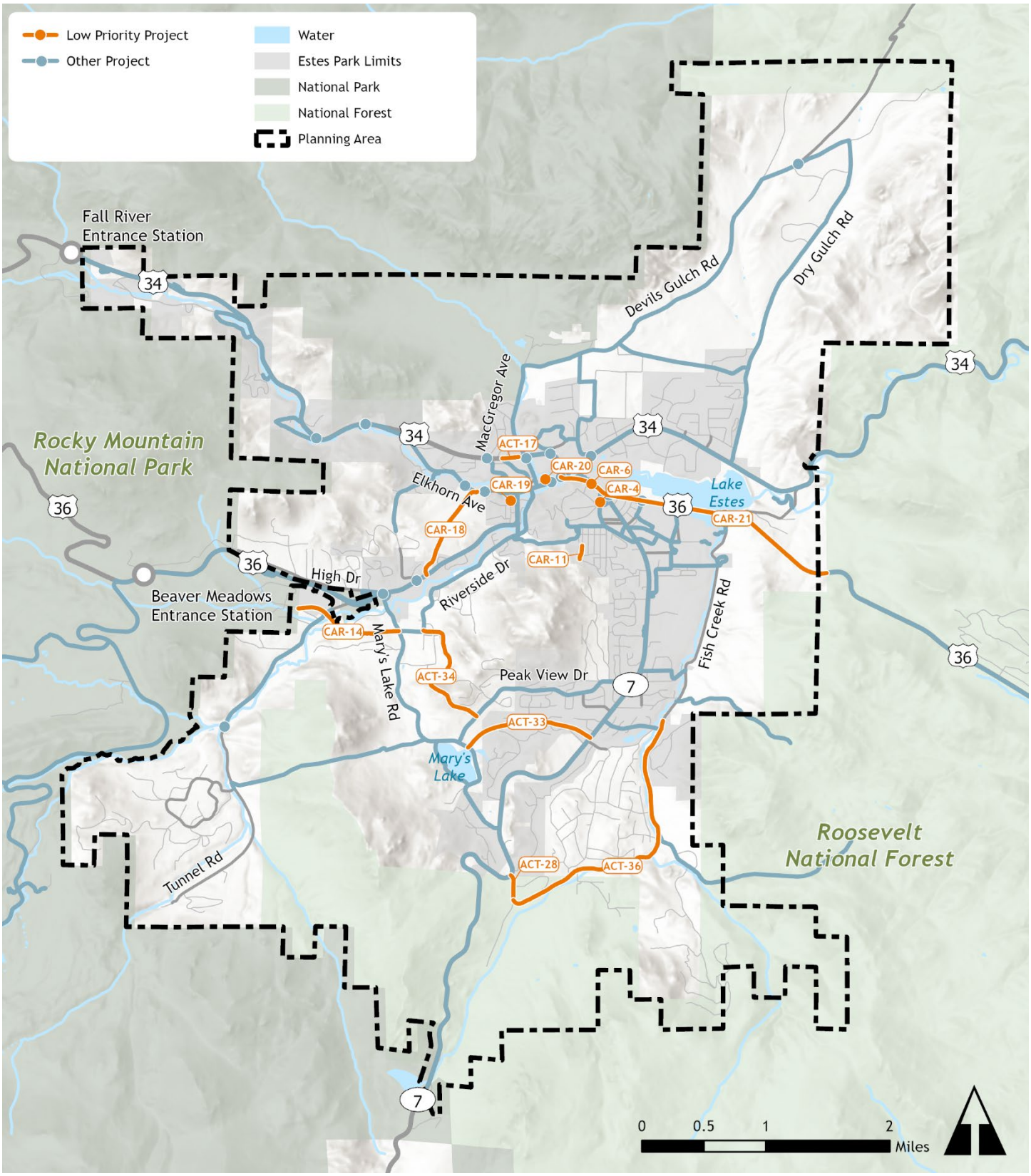
Low Priority Projects

Table 32. Low Priority Projects and **Figure 86. Low Priority Projects** show the low priority projects in order of their prioritization score.

Table 32. Low Priority Projects

Rank	ID	Project Name	Score
50	ACT-28	Fish Creek Way Trail Connection	41.6
51	ACT-17	Wonderview Ave Sidewalks	41.4
52	ACT-36	Fish Creek Road Trail	40.7
53	CAR-6	US 36/Visitor Center Parking Intersection Improvement	40.5
54	CAR-11	Elm Ave Extension	40.5
55	CAR-4	Stanley Circle Dr Right In/Right Out	40.5
56	CAR-14	Mills Dr/Middle Broadview Rd Connection	40.0
57	ACT-34	Prospect Mountain Connector	39.5
58	CAR-18	Moraine Ave/Rock Ridge Rd Connection	38.8
59	CAR-21	US 36 Passing Lanes	38.3
60	ACT-33	Pawnee Trail Connection	32.8
61	CAR-20	New Parking Structure	32.5
62	CAR-19	New Parking Structure	27.3

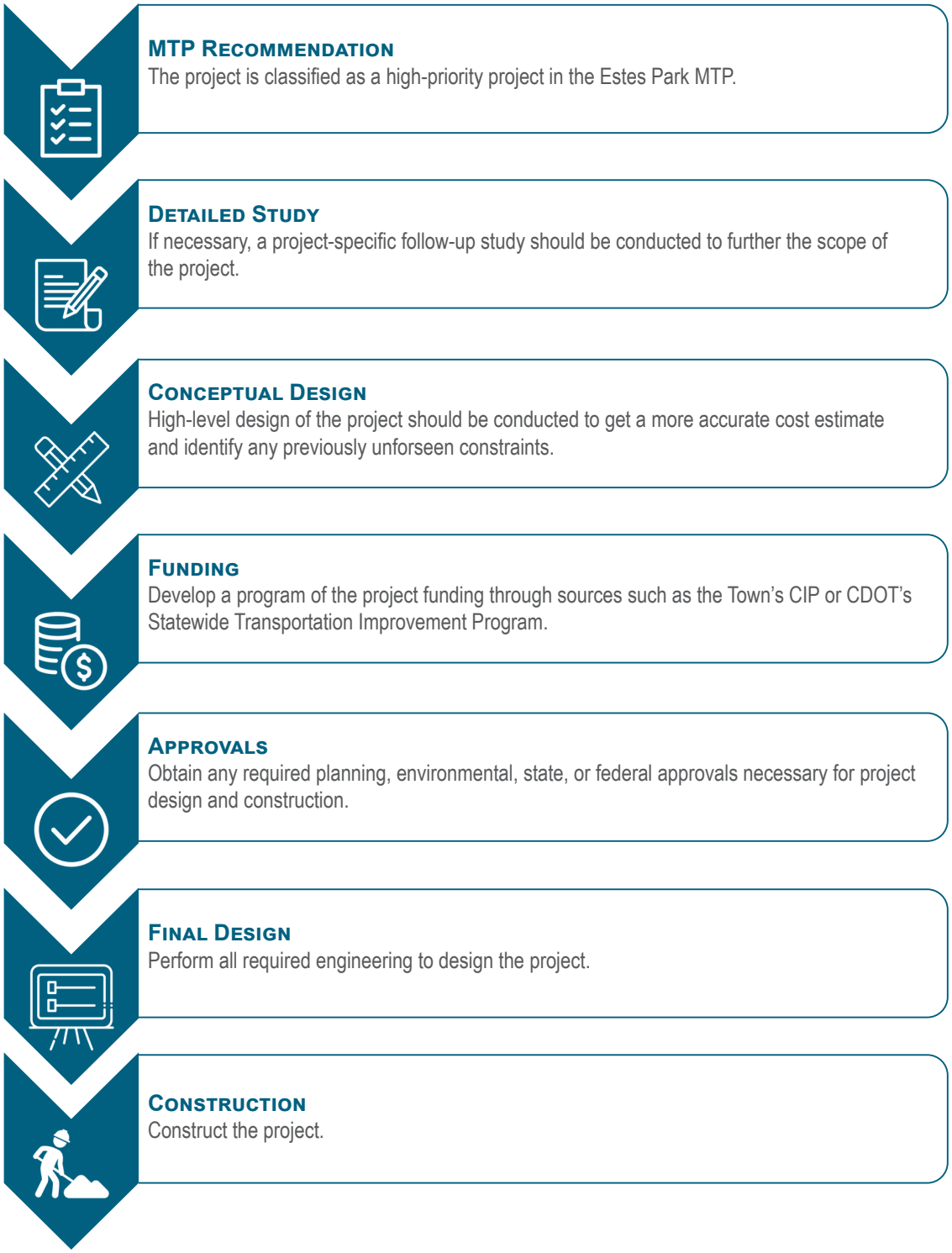
Figure 86. Low Priority Projects



Implementation Roadmap

The TOEP should focus on implementing high-priority projects as they best address the multimodal transportation deficiencies identified during the MTP process. The Town would be the lead agency for six of the top seven projects. After MTP completion, there are several steps in the project development process to bring recommended projects to fruition, as shown in **Figure 87. Project Development Process**.

Figure 87. Project Development Process



Funding Opportunities

Funding revenues for capital transportation improvements typically come from a variety of sources, including development impact fees and contributions, local sales tax, state-shared revenues, and federal or state grants.

Highway Safety Improvement Program (HSIP)

CDOT manages an allocation of federal funds for safety-related improvements known as HSIP. To be eligible, these funds must be used on improvements that are anticipated to address identified safety concerns at locations where there have been fatal or suspected serious injury crashes. Local agencies must apply to CDOT showing the benefit-cost ratio for the proposed improvements. CDOT evaluates all HSIP applications received statewide, then determines how to award the available HSIP funding.

Safe Streets and Roads for All (SS4A)

FHWA provides SS4A grant funding for regional, local, and tribal initiatives or safety action plans and implementation plans to prevent roadway deaths and serious injuries. The SS4A discretionary grant program was established as part of the Bipartisan Infrastructure Law (BIL) with $5 billion in appropriated funds over five years (2023-2027). Applications are open annually for consideration by FHWA. To pursue demonstration or implementation grant funding, jurisdictions must apply for funding and complete a Safety Action Plan.

Section 5311 Rural Transit Funds

The Federal Transit Administration (FTA) provides grant funding for transit in rural areas through a program known as Section 5311. CDOT administers the Section 5311 program and coordinates with local agencies on transit needs and grant application submittals and evaluation. Estes Park's The Peak transit service utilizes 5311 funding.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The RAISE Grant program, administered by USDOT, provides the opportunity for local governments to apply for competitive discretionary funds for transportation infrastructure projects. The RAISE Grant focuses on projects that increase safety, connect communities, fight climate change, and create jobs in local economies.

1A Sales Tax Initiative

The Town of Estes Park current program was recently extended to 2034. This will provide a valuable source of income that the TOEP can use to improve transportation within the municipality.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program provides flexible funding to local and state governments. These dollars can be used for transportation projects that help meet the requirements of the Clean Air Act. Funds are available for activities that reduce congestion in areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Building Resilient Infrastructure and Communities (BRIC)

Administered by FEMA BRIC funding can be utilized to help state and local governments reduce hazard and disaster risk.

Federal Lands Access Program (FLAP)

The FLAP program, administered by the Federal Highway Administration provides funding improve transportation access to federal lands. The program is designed to supplement state and local resources, providing transit systems, public roads, and other transportation facilities connecting high use recreation sites and economic generating federal lands.

Multimodal Project Discretionary Grant (MPDG)

MPDG is a competitive grant program which provides federal fi nancial assistance to highway, bridge, intercity passenger rail, and public transportation projects of national or regional signifi cance, as well as projects that improve or expand the transportation infrastructure in rural areas. MPDG is broken out into three separate programs — Rural, INFRA, and Mega— allowing projects to apply for multiple programs at the same time.

Rural Grant Program

The Rural Surface Transportation Grant Program, a subset of the MPDG, helps fund projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth. Local governments proposing bridge, highway, and tunnel projects are eligible for the Rural Grant Program. In 2022, $300 million was made available.

INFRA Program

The INFRA Grant, also known as the Nationally Significant Multimodal Freight & Highway Projects Program awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. The minimum grant size is $5 million for small projects (total project cost of under $100 million) and $25 million for large projects. Federal funding can account for up to 90.94% of the total project cost in Colorado.

Mega Grant Program

The Mega Grant, also known as the National Infrastructure Project Assistance Program, supports large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic mobility or safety benefits. Mega Grants are limited to projects with a cost over $100 million and may be used for up to 60% of a project's total cost.

Revitalizing Main Streets (RMS)

The CDOT RMS Grant program is intended to help communities across Colorado implement transportation-related projects that improve safety and yield long-term benefits to community main streets. CDOT aims to support areas in or adjacent to community-focused downtowns where people work, dine, and shop. These routes help form a region's identity and act as the major economic hub in many towns and cities across Colorado. RMS provides two separate grant opportunities to support local communities as they find innovative ways to reuse public spaces and help businesses reopen safely, while improving multimodal safety and accessibility along urban arterials.

Transportation Alternative Program (TAP)

Projects eligible for TAP Grant Program (administered by CDOT) funding include the design and construction of pedestrian and bicycle facilities, environmental mitigation of transportation activities, scenic activities, and the preservation of historic transportation facilities.

Multimodal Transportation and Mitigation Options Fund (MMOF)

CDOT's MMOF provides funding for a range of capital, construction, operations, planning, and Greenhouse Gas mitigation projects, including but not limited to bicycle, pedestrian, ride sharing, or transit projects. MMOF may also be combined with funding from other federal or state programs for projects that fall into eligible project categories. Funds are split between a State MMOF Program and Local MMOF Program. Local funds are distributed by formula to Colorado's Transportation Planning Regions (TPRs), who then award the funding projects on a competitive basis within their respective regions.

Colorado Office of Innovative Mobility (OIM) Grants

OIM provide grants to private, public, non-profit, and local agencies to fund innovative mobility and electrification solutions in Colorado. The purpose of the OIM grant is to help stakeholders with financial assistance to implement programs and projects to support the goals and objectives of the OIM's core mission. The grant encompasses funding opportunities from OIM's Mobility Service, Electrification and Energy, and Mobility Technology Programs.

Potential Local Funding Sources

Local Transportation Tax Options

Property Taxes

Estes Park does not currently levy a property tax. Two types of property taxes are typically options for funding transportation services and projects. A dedicated property tax is generally used for local road and street capital and maintenance needs but can also be used to fund transit.

- A general property tax is levied on a property owner who pays a percentage of the value of their property and a portion of the tax is dedicated to transportation.
- An incremental property tax would be one where the rise in property values, resulting from a transportation project, generates additional revenues that can be dedicated to making payments for a transportation project.

Regional Sales Tax

A dedicated regional sales tax on goods and services is a common form of dedicated transportation revenue that can be approved by voters and levied at the county or municipal level.

- Sales taxes can be more politically popular than broad taxes like income tax or property tax, and the simplicity of sales tax gives the public transparency on how funding is collected on terms they choose.
- More targeted sales taxes for specific transactions such as hotel rooms or car rentals are also possible sales tax options.

Transportation Impact Fee

An impact fee is a charge by an agency to developers that is used to pay for capital improvements needed as a result of new development. Although Larimer County has a transportation impact fee program, Estes Park does not. Transportation-specific impact fees help provide funds to counter the cost of servicing new developments with adequate access and the burdens that developers place on the transportation system to accommodate increased traffic flow.

- The amount of revenue created is dependent upon the amount of new development in the area.
- Fee exemption can also be used to encourage infill growth or development near public transit.

Recommended High-Priority Project Implementation

Table 33. High-Priority Project Implementation shows the recommended high-priority transportation projects for the Estes Park area and which of the potential funding sources may be applicable to implement the project development and construction phases. The total cost of the high-priority projects is approximately $42.5 million. Leveraging available funding sources will be critical to implementing the high-priority projects in a timely manner.

Table 33. High-Priority Project Implementation - Potential Funding Sources

ID	Project Name	Cost ($ mil)	Potential Funding Opportunity
CAR-16	Moccasin Cir/Prospect St/Stanley Ave Connection	2.97	RAISE
ACT-11	Manford Avenue Active Transportation Facilities	0.66	TAP, MMOF
CAR-22	US 34/US 36 Intersection Reconstruction	12.65	RAISE, MPDG
ACT-20	Multi-Use Trail	10.99	TAP, MMOF
CAR-25	Spruce Dr Reconstruction	0.39	TAP
ACT-9	Moraine Ave Active Transportation Facilities	2.25	TAP, MMOF
CAR-2	Moraine/Marys Lake Roundabout	2.00	Local Funding Sources
CAR-7	Elkhorn Ave Access Management	0.59	MPDG
ACT-14	Big Horn Dr Sidewalks	1.15	TAP, MMOF
ACT-25	Elkhorn Ave Trail Connection	0.15	Revitalizing Main Streets, TAP
ACT-10	Big Thompson Ave Sidewalk Improvements	2.65	TAP, MMOF
ACT-15	Virginia Dr Sidewalks	0.91	TAP, MMOF
ACT-29	Riverside Dr Trail Connection	2.76	TAP, MMOF

Appendix: Project Prioritization Results

ID	Soution Information									Multimodal Safety	ices and Connecti	User Experience	egional Partnership	ture and Environm	sic and Social Susta	Accessibility	Funding/Implementation		Composite Score	Rank	Priority Level
	Primary Mode	Mode Order	Name	Primary Route	From/At	To	Length (mi)	Source	Description	Category	Category Score	Category Score	Category Score	Category Score	Category Score	Category Score	Category Score	Cost/Mile	Category Score			
CAR-16	Vehicular	11	Moccasin Cir/Prospect St/Stanley Ave Connection	Moccasin Circle Dr	Stanley Ave	Crags Ave	1.29	KH	Create continuous roadway connection from existing roadways with consistent sidewalks and on-street bicycle facilitities on both sides	New Roadway or Extension	95	100	100	0	33	78	100	$ 2,300,000	95	83.1	1	High
ACT-11	Active Transportation	29	Manford Ave Drive Active Transportation Facilities	Manford Ave	SH 7	Community Dr	0.44	KH, Public Engagement	Install consistent bicycle lanes and a sidewalk to the south side of the road	On-Street Facilities	50	67	50	50	100	33	100	$ 1,502,250	96	66.1	2	High
CAR-22	Vehicular	2	US 34/US 36 Intersection Reconstruction	US 34	US 36	-	1.00	Larimer County Transportation Master Plan, Public Engagement	Reconstruct the intersection to improve congestion and ped/bike safety	Roadway Improvement	50	83	100	0	67	89	100	$ 12,650,000	20	64.0	3	High
ACT-20	Active Transportation	6	Multi-Use Trail	Dry Gulch Road	MacGregor Ave	Dry Gulch Rd	7.33	Estes Valley Trails Plan, Public Engagement	New moderate-grade multi-use trail	Trail Network	25	67	50	50	67	72	100	$ 1,500,000	96	63.6	4	High
CAR-25	Vehicular	33	Spruce Dr Reconstruction	Spruce Dr	Big Horn Dr	Elkhorn Ave	0.17	KH, Public Engagement	Reconstruct roadway to a consistent cross-section with sidewalks and bike lanes	Roadway Improvement	38	83	100	50	67	11	100	$ 2,300,000	95	63.4	5	High
ACT-9	Active Transportation	3	Moraine Ave Active Transportation Facilities	Moraine Ave	Marys Lake Rd	Crags Dr	1.49	Estes Valley Trails Plan, Public Engagement	Fill sidewalk gaps on both sides of road, add on-street bicycle facilities	On-Street Facilities	50	58	50	50	67	100	100	$ 1,504,500	46	63.3	6	High
CAR-2	Vehicular	20	Moraine/Marys Lake Roundabout	Moraine Ave	Marys Lake Rd	-	1.00	Public Engagement	Construct a roundabout	Intersection Improvement	13	83	100	0	67	94	100	$ 1,000,000	48	61.3	7	High
CAR-7	Vehicular	31	Elkhorn Ave Access Management	Elkhorn Ave	Riverside Dr	Wonderview Ave	0.26	Public Engagement	Construct a median and access management	Intersection Improvement	14	83	100	0	33	67	100	$ 2,300,000	95	61.1	8	High
ACT-14	Active Transportation	56	Big Horn Dr Sidewalks	Big Horn Dr	Elkhorn Ave	Wonderview Ave	0.43	Public Engagement	Fill sidewalk gaps on both sides of road	On-Street Facilities	25	50	50	0	100	78	100	$ 2,640,000	94	60.7	9	High
ACT-25	Active Transportation	12	Elkhorn Ave Trail Connection	Elkhorn Ave	Virginia Dr	Big Horn Dr	0.10	Estes Valley Trails Plan	New trail connection	Trail Network	25	50	50	0	100	67	100	$ 1,500,000	96	59.5	10	High
ACT-10	Active Transportation	23	Big Thompson Ave Sidewalk Improvements:	Big Thompson Ave	Steamer Dr	Dry Gulch Rd	1.26	Estes Valley Trails Plan	Fill sidewalk gaps on north side of road	On-Street Facilities	25	67	50	50	100	72	100	$ 2,112,000	46	59.3	11	High
ACT-15	Active Transportation	60	Virginia Dr Sidewalks	Virginia Dr	Wonderview Ave	Park Ln	0.35	Public Engagement	Fill sidewalk gaps on both sides of road	On-Street Facilities	25	50	50	0	100	67	100	$ 2,640,000	94	59.1	12	High
ACT-29	Active Transportation	16	Riverside Dr Trail Connection	Riverside Dr	Elkhorn Ave	Marys Lake Rd	1.84	Estes Valley Trails Plan, Public Engagement	New trail connection	Trail Network	25	58	50	50	67	100	100	$ 1,500,000	46	58.2	13	High
CAR-5	Vehicular	28	US 36/SH 7 Roundabout	US 36	SH 7	-	1.00	Public Engagement	Construct a roundabout	Intersection Improvement	13	83	100	0	67	72	100	$ 1,200,000	47	57.9	14	Mid-High
CAR-17	Vehicular	13	Dry Gulch Rd/Devils Gulch Rd Connection	Tharmigan Trail	Devils Gulch Rd	Dry Gulch Rd	1.10	KH	Construct a new east-west roadway connection	New Roadway or Extension	13	83	100	0	33	78	0	$ 3,400,000	92	57.1	15	Mid-High
ACT-21	Active Transportation	7	Peak View Drive Trail	Peak View Dr	SH 7	Marys Lake Rd	1.78	Estes Valley Trails Plan	New trail connection	Trail Network	25	58	50	50	67	33	100	$ 1,500,000	96	55.7	16	Mid-High
CAR-9	Vehicular	37	Devils Gulch/H Bar G Intersection Realignment	Devils Gulch Rd	H Bar G Rd	-	0.10	Public Engagement	Realign intersection	Intersection Improvement	13	50	100	0	67	67	100	$ 3,400,000	92	55.5	17	Mid-High
ACT-1	Active Transportation	35	Moraine/Marys Lake Crosswalks	Moraine Ave	Marys Lake Rd	-	0.10	Public Engagement	Reconstruct intersection and add crosswalks to all legs of signalized intersection	Crossing Improvements	50	50	50	0	100	61	100	$ 5,750,000	37	54.6	18	Mid-High
ACT-16	Active Transportation	61	Wonderview Ave Pedestrian Facility Improvements	Wonderview Ave	MacGregor Ave	Elkhorn Ave	0.43	Public Engagement	Fill sidewalk gaps on both sides of road	On-Street Facilities	25	58	50	0	100	72	100	$ 2,640,000	44	54.5	19	Mid-High
ACT-8	Active Transportation	71	Visitor Center/Starbucks Pedestrian Underpass	US 34	Visitor Center	Starbucks	0.20	Public Engagement	Construct new pedestrian underpass under US 34 to connect the Visitor Center parking lot to the Starbucks	Crossing Improvements	25	42	50	50	67	67	100	$ 7,603,200	82	54.4	20	Mid-High
CAR-1	Vehicular	12	US 36/Mall Rd/Fish Creek Rd Intersection Realignment	US 36	Fish Creek Rd	Mall Rd	0.23	KH, Public Engagement	Intersection realignment and roundabout	Intersection Improvement	13	92	100	50	0	67	100	$ 3,400,000	42	54.2	21	Mid-High
ACT-13	Active Transportation	46	Woodstock Dr Sidewalks	Woodstock Dr	SH 7	Manford Ave	0.23	Public Engagement	Add sidewalks to both sides of road	On-Street Facilities	25	50	50	0	100	33	100	$ 2,640,000	94	54.1	22	Mid-High
CAR-10	Vehicular	40	US 34/Steamer Roundabout	US 34	Steamer Dr	-	1.00	Public Engagement	Construct a roundabout	Intersection Improvement	13	83	100	0	33	67	100	$ 1,200,000	47	53.8	23	Mid-High
ACT-32	Active Transportation	19	Fall River Rd Trail Extension	Fall River Rd	Fall River Trail	RMNP Fall River Entrance	2.17	Estes Valley Trails Plan, Public Engagement	New trail connection	Trail Network	29	33	50	50	100	83	100	$ 1,500,000	46	53.7	24	Mid-High
ACT-19	Active Transportation	5	Manford Ave/Fish Creek Trail Connector	Manford Dr	Manford Ave Dead End	Fish Creek Trail	0.08	Estes Valley Trails Plan	New trail connection	Trail Network	25	42	50	50	100	22	100	$ 1,500,000	96	53.2	25	Mid-High
ACT-22	Active Transportation	9	Marys Lake Trail	Marys Lake Trail	Marys Lake Rd (south)	Marys Lake Rd (north)	0.49	Estes Valley Trails Plan	New loop trail around Marys Lake	Trail Network	50	42	50	50	100	22	100	$ 1,500,000	96	53.2	25	Mid-High
ACT-3	Active Transportation	50	US 36/4th St Crossing Improvements or Underpass Crossing	US 36	4th St	-	1.00	Public Engagement	Construct crossing improvements or pedestrian underpass	Crossing Improvements	25	50	50	0	100	72	100	$ 1,000,000	48	53.0	27	Mid
ACT-24	Active Transportation	11	Fish Creek Connector Trail	Fish Creek Connector	Fish Creek Trail	Lake Estes Trail	0.27	Estes Valley Trails Plan	New trail connection	Trail Network	25	50	50	50	67	78	100	$ 1,500,000	46	52.8	28	Mid
ACT-27	Active Transportation	14	Marys Lake Rd Trail Connection	Marys Lake Rd	SH 7	US 36	2.56	Estes Valley Trails Plan, Public Engagement	New trail connection	Trail Network	25	67	50	0	67	67	100	$ 1,500,000	46	52.8	29	Mid
ACT-6	Active Transportation	66	Wonderview/Steamer Crossing Improvements	Wonderview Ave	Steamer Pkwy	-	1.00	Public Engagement	Construct crossing improvements	Crossing Improvements	25	50	50	0	100	67	100	$ 1,000,000	46	52.1	30	Mid
ACT-37	Active Transportation	70	Country Club Drive Trail	Country Club Dr	SH 7	Fish Creek Trail	0.44	Public Engagement	New trail connection	Trail Network	25	50	50	50	67	17	100	$ 1,500,000	96	51.1	31	Mid
CAR-23	Vehicular	8	Community Drive Realignment	Community Dr	US 36	Manford Ave	0.30	KH	Roadway realignment	Roadway Improvement	25	83	100	50	33	17	100	$ 3,400,000	42	50.5	32	Mid
ACT-5	Active Transportation	63	Elkhorn/Rock Ridge Crossing Improvements	Elkhorn Ave	Rock Ridge Rd	-	1.00	Public Engagement	Construct crossing improvements	Crossing Improvements	25	42	50	0	100	17	100	$ 1,000,000	98	50.1	33	Mid
CAR-3	Vehicular	23	Moraine/Elm Roundabout	Moraine Ave	Elm Rd	-	1.00	Public Engagement	Construct a roundabout	Intersection Improvement	13	50	100	0	67	67	100	$ 1,000,000	48	48.8	34	Mid
CAR-8	Vehicular	36	Wonderview/Big Horn Roundabout	Wonderview Ave	Big Horn Dr	-	1.00	Public engagement	Construct a roundabout	Intersection Improvement	13	50	100	0	67	67	100	$ 1,000,000	48	48.8	35	Mid
ACT-26	Active Transportation	13	Spur 66 Trail Connection	Spur 66	Aspen Brook Dr	US 36	1.34	Estes Valley Trails Plan	New trail connection	Trail Network	26	8	50	0	67	83	100	$ 1,500,000	96	48.4	36	Mid
ACT-23	Active Transportation	10	Lake Estes Interpretive Trail Extension	Lake Estes Interpretive Trail	Lake Estes Trail	Mall Rd	0.28	Estes Valley Trails Plan	New trail connection	Trail Network	25	8	50	50	67	67	100	$ 1,500,000	96	48.2	37	Mid
CAR-13	Vehicular	6	Elm Rd/Old Ranger Dr Connection	Elm Rd	Old Ranger Dr	-	0.71	KH, Public Engagement	Extension of Elm Road to Old Ranger Dr	New Roadway or Extension	25	50	100	50	33	28	0	$ 3,400,000	92	48.3	38	Mid-Low
CAR-24	Vehicular	21	Moraine Ave Center Turn Lane	Moraine Ave	Marys Lake Rd	Crags Dr	1.26	Public Engagement	Add continuous two-way left-turn lane	Roadway Improvement	13	58	50	0	67	83	0	$ 1,500,000	46	45.8	39	Mid-Low
ACT-2	Active Transportation	48	US 36/Fish Creek Rd Crossing Improvements	US 36	Fish Creek Rd	-	1.00	Public Engagement	Construct a crossing improvements	Crossing Improvements	25	17	50	50	100	61	100	$ 1,000,000	48	45.5	40	Mid-Low
ACT-35	Active Transportation	26	YMCA/Marys Lake Trail Connection	YMCA/Marys Lake Corridor	Marys Lake Trail	YMCA of the Rockies	1.69	Estes Valley Trails Plan, Public Engagement	New trail connection	Trail Network	25	17	50	0	100	28	100	$ 1,500,000	96	45.3	41	Mid-Low
CAR-15	Vehicular	9	Stanley Ave/4th St Connection	4th St	Stanley Ave	SH 7	0.09	KH	New roadway connection	New Roadway or Extension	38	83	100	0	33	11	0	$ 3,400,000	42	44.6	42	Mid-Low
CAR-12	Vehicular	5	Stanley Cir/Prospect Ave Connection	New roadway connection	Stanley Circle	Prospect Ave	0.14	KH	New roadway connection	New Roadway or Extension	13	75	100	0	33	6	0	$ 3,400,000	92	44.3	43	Mid-Low
ACT-7	Active Transportation	68	Fall River/Sierra Sage Crossing Improvements	Fall River Rd	Sierra Sage Ln	-	1.00	Public Engagement	Construct crossing improvements	Crossing Improvements	25	8	50	50	100	67	100	$ 1,000,000	48	44.2	44	Mid-Low
ACT-12	Active Transportation	40	Scott Ave Sidewalks	Scott Ave	SH 7	Fish Creek Rd	0.48	Public Engagement	Add sidewalk to both sides of Scott Ave	On-Street Facilities	25	17	50	50	67	22	100	$ 2,640,000	94	43.2	45	Mid-Low
ACT-18	Active Transportation	2	Otie's Trail Improvements	Otie's Trail	Big Thompson Ave	Devil's Gulch Rd	1.14	Estes Valley Trails Plan	Trail paving and improvements	Trail Network	25	58	50	0	67	17	100	$ 1,500,000	46	43.2	46	Mid-Low
ACT-30	Active Transportation	17	Fish Creek Rd Trail Connection	Fish Creek Rd	Fish Creek Trail	Kruger Rock	1.10	Estes Valley Trails Plan	New trail connection	Trail Network	25	8	50	50	67	28	100	$ 1,500,000	96	42.4	47	Mid-Low
ACT-31	Active Transportation	18	Little Valley Rd Trail Connection	Little Valley Rd	Fish Creek Trail	Homestead Meadows Trailhead	1.86	Estes Valley Trails Plan	New trail connection	Trail Network	25	8	50	50	67	28	100	$ 1,500,000	96	42.4	47	Mid-Low
ACT-4	Active Transportation	55	Elkhorn/Fillbey Ct HCrossing Improvements	Elkhorn Ave	Fillbey Ct	-	1.00	Public Engagement	Construct crossing improvements	Crossing Improvements	25	8	50	0	100	17	100	$ 1,000,000	98	41.7	49	Mid-Low
ACT-28	Active Transportation	15	Fish Creek Way Trail Connection	Fish Creek Way	SH 7	Fish Creek Rd	0.26	Estes Valley Trails Plan	New trail connection	Trail Network	25	8	50	0	100	17	100	$ 1,500,000	96	41.6	50	Low
ACT-17	Active Transportation	65	Wonderview Ave Sidewalks	Wonderview Ave	Virginia Dr	Willowstone Dr	0.13	Public Engagement	Add sidewalk to south side of road	On-Street Facilities	25	8	50	0	100	67	100	$ 1,848,000	46	41.4	51	Low
ACT-36	Active Transportation	27	Fish Creek Road Trail	Fish Creek Rd	Fish Creek Way	Scott Ave	2.41	KH, Public Engagement	New trail connection	Trail Network	25	8	50	50	67	17	100	$ 1,500,000	96	40.7	52	Low
CAR-6	Vehicular	29	US 36/Visitor Center Parking Intersection Improvement	US 36	Visitor Center Garage Entrance	-	1.00	Public Engagement	Construct a traffic signal or roundabout	Intersection Improvement	13	33	100	0	67	72	0	$ 1,000,000	48	40.5	53	Low
CAR-11	Vehicular	4	Elm Ave Extension	Elm Ave	High St	Aspen Ave	0.11	KH	Extension of Elm avenue to Aspen Avenue	New Roadway or Extension	0	67	100	0	33	11	0	$ 3,400,000	92	40.5	54	Low
CAR-4	Vehicular	27	Stanley Circle Dr Right In/Right Out	Stanley Circle Dr	Stanley Ave	-	1.00	Public Engagement	Right-in/right-out from Stanley Circle Dr	Intersection Improvement	13	42	100	0	67	11	0	$ 2,300,000	95	40.5	55	Low
CAR-14	Vehicular	7	Mills Dr/Middle Broadview Rd Connection	Middle Broadview Rd	Mills Dr	Marys Lake Rd	0.91	KH	New roadway connection	New Roadway or Extension	38	50	100	0	0	50	0	$ 21,400,000	50	40.0	56	Low
ACT-34	Active Transportation	22	Prospect Mountain Connector	Prospect Mountain Trail	Peak View Dr	Riverside Dr	1.14	Estes Valley Trails Plan	New trail connection	Trail Network	25	17	50	0	67	11	100	$ 1,500,000	96	39.5	57	Low
CAR-18	Vehicular	39	Moraine Ave/Rock Ridge Rd Connection	Rock Ridge Rd	Moraine Ave	Elkhorn Ave	0.83	KH	New roadway connection	New Roadway or Extension	38	50	100	0	33	28	0	$ 3,400,000	42	38.8	58	Low
CAR-21	Vehicular	1	US 36 Passing Lanes	US 36	Mall Rd	Study Area Boundary	1.19	Larimer County Transportation Master Plan	Passing lanes	Roadway Improvement	0	42	50	100	33	67	0	$ 1,500,000	46	38.3	59	Low
ACT-33	Active Transportation	21	Pawnee Trail Connection	Pawnee Trail	Carriage Dr	Marys Lake	1.08	Estes Valley Trails Plan	New trail connection	Trail Network	25	17	50	0	67	17	100	$ 1,500,000	46	32.8	60	Low
CAR-20	Vehicular	32	New Parking Structure	US 36	MacGregor Ave	-	1.00	Public Engagement	Replace library parking lot with new parking structure	Parking	0	33	50	0	33	72	0	$ 42,000,000	50	32.5	61	Low
CAR-19	Vehicular	26	New Parking Structure	Wiest Ln	Moraine Ave	-	1.00	Public Engagement	Replace existing parking lot with parking structure	Parking	0	33	50	0	33	17	0	$ 12,600,000	71	27.3	62	Low
SDY-1	Study	2	US 34 Multimodal Improvements Study	US 34	US 36	Mall Rd	2.17	KH	Corridor study to identify intersection, access management, active transportation, and crossings improvements (partnership with CDOT)	Future Study	0	0	0	0	0	0	0		0			-
SDY-2	Study	1	SH 7 Multimodal Improvements Study	SH 7	Lily Lake Trailhead	US 36	6.34	KH	Corridor study to identify consistent active transportation, crossings, bus stop, and intersection improvements (partnership with CDOT)	Future Study	0	0	0	0	0	0	0		0			-
SDY-3	Study	3	Sidewalk Gap Study	Town Limits	0	0	0.00	KH	Town-wide study to identify and prioritize sidewalk gap filling	Future Study	0	0	0	0	0	0	0		0			-

Appendix: Community Engagement Results

Community Engagement Phase 1

Created on	Type	Comment	Up Votes	Down Vote	Postcode	Project	Latitude	Longitude	Country	Region	City	View on map	Sentiment
2023-10-19 15:35:40 UTC	Intersection of Concern	Difficult ped/bike crossing	5	0	80517	Estes Park MTP and TDP	40.366987	-105.503576	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/441851	NEGATIVE
2023-10-19 15:36:46 UTC	Pedestrian Safety	Speeding traffic, drivers don't slow down for school zone	4	0	80517	Estes Park MTP and TDP	40.368093	-105.503844	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/441852	NEUTRAL
2023-10-19 19:30:19 UTC	Bike Safety	Need low-stress option through downtown for people on bikes	16	0	80517	Estes Park MTP and TDP	40.376623	-105.519712	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/441975	NEUTRAL
2023-10-19 19:31:04 UTC	Bike Safety	gap in trail	13	0	80517	Estes Park MTP and TDP	40.380452	-105.517614	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/441977	NEUTRAL
2023-10-19 19:32:51 UTC	Bike Safety	need traffic calming to slow vehicle speeds to make Riverside more comfortable on bike	7	2	80517	Estes Park MTP and TDP	40.366211	-105.532855	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/441979	NEGATIVE
2023-10-19 19:34:36 UTC	Bike Safety	need trail from Lake Estes to Hermit Park	8	0	80517	Estes Park MTP and TDP	40.368084	-105.481839	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/441980	NEUTRAL
2023-10-19 19:35:15 UTC	Congestion	possible roundabout?	8	7	80517	Estes Park MTP and TDP	40.376485	-105.480927	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/441981	NEUTRAL
2023-10-19 19:42:58 UTC	Big Idea	consider "park and walk" to address congestion and safety of school pick up and drop off	1	0	80517	Estes Park MTP and TDP	40.368277	-105.497734	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/441982	NEUTRAL
2023-10-20 15:26:58 UTC	Intersection of Concern	Long delay for left turns on Mall and US36 due to lack of gaps in traffic stream during peak periods. Roundabout needed. Realign Fish Creek Road for south leg and solve same problem at that location.	10	5	80517	Estes Park MTP and TDP	40.37317	-105.489886	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/442162	NEGATIVE
2023-10-20 15:27:40 UTC	Intersection of Concern	Long delay for left turns on Mall and US34 due to lack of gaps in traffic stream during peak periods. Roundabout needed.	9	4	80517	Estes Park MTP and TDP	40.376424	-105.480906	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/442163	NEGATIVE
2023-10-20 15:29:31 UTC	Intersection of Concern	Antiquated traffic signal needs replaced. Ped and bike accomodation needed. Roundabout needed. Coordination with RMNP re work on SW quadrant of the intersection.	17	3	80517	Estes Park MTP and TDP	40.364222	-105.544335	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/442165	NEUTRAL
2023-10-20 15:32:50 UTC	Intersection of Concern	Left turn queue failures occur frequently for WB and NB traffic. Access to Kind Coffee west of the intersection is too close to allow left turns. Raised splitter island on future roundabout needs to extend beyond Kind Coffee driveway to protect the safety and smooth operation of the intersection.	8	0	80517	Estes Park MTP and TDP	40.377614	-105.517008	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/442166	NEUTRAL
2023-10-26 13:30:12 UTC	Congestion	The Estes Park Post Office contributes significantly to congestion downtown, and it should be moved out of the downtown area. The need is acute and suitable land is becoming more scarce. Because the U.S. Postal Service does not have the resources to accomplish this on its own, the Town will need to provide funding to make this	1	3	80517	Estes Park MTP and TDP	40.37474	-105.522534	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/443418	NEGATIVE
2023-10-26 13:39:24 UTC	Intersection of Concern	High traffic volumes during the summer and fall inhibit left turns from the visitor center onto U.S. 34 for autos and transit buses. This intersection should be moved east to the Stanley Avenue traffic signal.	9	1	80517	Estes Park MTP and TDP	40.379783	-105.513521	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/443423	NEUTRAL
2023-10-26 13:47:14 UTC	Opportunity for Connectivity	Access to the Events Complex and parking should be straightforward and direct from Fourth Street. It should not be a convoluted route via Community Drive and Manford Avenue.	2	1	80517	Estes Park MTP and TDP	40.374536	-105.504928	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/443426	NEUTRAL
2023-10-26 14:03:52 UTC	Intersection of Concern	It is very difficult to make a left turn from the parking garage onto U.S. Highway 36 when traffic volume is high. Traffic signal timing at U.S. 34/36 and at U.S. 36/Hwy 7 intersections may need to be altered to provide a gap in traffic to facilitate left turns from the parking garage.	16	0	80517	Estes Park MTP and TDP	40.377184	-105.512331	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/443430	NEGATIVE
2023-11-14 02:48:58 UTC	Pedestrian Safety	We cross Hwy 7 at Lexington almost every day on our way to school and often have trouble getting across. We usually have to wait a long time for cars to stop and sometimes they swerve around us as we're crossing. It doesn't feel like a safe crosswalk at all, especially with a kid.	9	0	80517	Estes Park MTP and TDP	40.363671	-105.503624	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/449833	NEGATIVE
2023-11-14 16:50:41 UTC	Pedestrian Safety	There needs to be a sidewalk on this street for children walking to school	1	0		Estes Park MTP and TDP	40.369109	-105.502288	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450057	NEGATIVE
2023-11-14 16:51:32 UTC	Pedestrian Safety	There needs to be a flashing school zone sign on this road	0	0		Estes Park MTP and TDP	40.371373	-105.502594	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450059	NEGATIVE
2023-11-14 17:36:20 UTC	Pedestrian Safety	Protected crossing needed here for bikes and pedestrians for connection to Lake Estes multi use path. 4th St has multi use sidewalks on either side but no connection to Lake Estes system.	6	0	80517	Estes Park MTP and TDP	40.37518	-105.504587	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450089	NEUTRAL
2023-11-14 18:08:27 UTC	Intersection of Concern	Speed enforcement needed from intersection with Hwy 7 to the new roundabout at Community Drive. Speed limit is 35 eastbound, but vehicles race through here often. This is especially important if a pedestrian crossing from 4th St to the Lake Estes multi use path can be established.	7	0	80517	Estes Park MTP and TDP	40.375236	-105.505091	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450107	NEUTRAL
2023-11-14 18:49:29 UTC	Bike Safety	Unsafe biking conditions without a shoulder available and high traffic speeds	12	0		Estes Park MTP and TDP	40.390807	-105.520591	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450136	NEGATIVE
2023-11-14 18:51:20 UTC	Intersection of Concern	People fly down Riverside. This is a neighborhood road, not a highway. We need to reduce speed and find a way to enforce it!	16	2		Estes Park MTP and TDP	40.367828	-105.529225	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450137	NEUTRAL
2023-11-14 18:52:44 UTC	Pedestrian Safety	Walking safely on Riverside is impossible and should be an option	17	1		Estes Park MTP and TDP	40.369329	-105.527667	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450138	NEGATIVE
2023-11-14 18:54:12 UTC	Intersection of Concern	Its very difficult to see the roundabout coming. Need more warning (flashing lights?) that this is here or people are going to fly over it	6	2		Estes Park MTP and TDP	40.374721	-105.500683	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450139	NEGATIVE
2023-11-14 18:54:58 UTC	Bike Safety	Can we get a continuous shoulder on Fish Creek? It cuts in and out and is dangerous for cyclists	22	0		Estes Park MTP and TDP	40.364303	-105.493732	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450141	NEGATIVE
2023-11-14 19:06:21 UTC	Bike Safety	Please complete and pave the full Fish Creek Dr. bike path all the way to the Cheley Camp parking lot. Most bikes have to cut over to the road, as the gravel does not work for smoother tires. A single, continuous paved path from Cheley to the Lake would add significant bike recreation and transit continuity to the Town.	5	0	80517	Estes Park MTP and TDP	40.345264	-105.503769	United States	Colorado	Fort Collins	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450147	NEUTRAL
2023-11-14 19:11:34 UTC	Pedestrian Safety	Moraine, from the new traffic circle to Mary's Lake Road, is one of the worst pedestrian areas in the Town. Lack of sidewalks, disjointed sidewalks/driveways/turnoffs, make the whole area unsafe and unpleasant for pedestrians, despite significant pedestrian use. Please add sidewalks for pedestrian and bicycle use. This is the 'gateway' to RMNP from Town and is one of the	17	1	80517	Estes Park MTP and TDP	40.367313	-105.535955	United States	Colorado	Fort Collins	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450151	NEGATIVE
2023-11-14 19:12:54 UTC	Bike Safety	Hard to cross 36. As an experienced cyclist, I would rather stay on the road (Mall < -- > Fish Creek) than navigate the Lake Estes path.	8	0	80517	Estes Park MTP and TDP	40.37333	-105.490079	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450153	NEGATIVE
2023-11-14 19:16:29 UTC	Bike Safety	Climbing S St Vrain (Hwy7) uphill from Mary's Lake Road to Lily Lake is very dangerous; a marked bike lane would help mitigate conflict between cars and climbing cyclists.	17	0	80517	Estes Park MTP and TDP	40.336727	-105.526396	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450156	NEUTRAL
2023-11-14 19:18:19 UTC	Intersection of Concern	The inside of the corner when making a right hand turn from Mary's Lake Rd to Riverside is often littered with sand and gravel. Significant traction concern. Especially with how much people speed going down Mary's Lake Road	7	0	80517	Estes Park MTP and TDP	40.359938	-105.541631	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450157	NEUTRAL
2023-11-14 19:19:39 UTC	Bike Safety	Drivers speed (50mph+ observed) on riverside. Desperately needs traffic calming.	10	3	80517	Estes Park MTP and TDP	40.367169	-105.530838	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450160	NEUTRAL
2023-11-14 19:23:32 UTC	Intersection of Concern	Very blind corner; large vehicles traveling south/west (toward Crags) are regularly well across the centerline. I've seen many near head-on collisions.	7	0	80517	Estes Park MTP and TDP	40.371942	-105.52237	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450166	NEUTRAL
2023-11-14 19:24:25 UTC	Bike Safety	From every direction, this is a terrifying intersection to navigate on a bike.	12	0	80517	Estes Park MTP and TDP	40.377991	-105.517003	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450167	NEGATIVE
2023-11-14 19:28:47 UTC	Bike Safety	Shoulder ends abruptly, significantly impacting ease of bicycle access to RMNP.	9	0	80517	Estes Park MTP and TDP	40.384021	-105.544689	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450172	NEGATIVE
2023-11-14 19:30:56 UTC	What Works Well	This works pretty nicely.	6	2	80517	Estes Park MTP and TDP	40.38046	-105.522432	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450174	POSITIVE
2023-11-14 19:34:45 UTC	Bike Safety	Drivers pass cyclists very aggressively on this stretch. The gutter is not a bike not a bike lane; I believe the "share the road" sign misleads drivers into expecting cyclists to be in the gutter. Further: the gap between concrete gutter and pavement is wide enough to catch and hold bike tires, causing crashes.	8	0	80517	Estes Park MTP and TDP	40.382893	-105.489821	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450178	NEGATIVE
2023-11-14 19:35:22 UTC	Bike Safety	"Bike Lane Ends" sign -- what bike lane?	6	0	80517	Estes Park MTP and TDP	40.391234	-105.488116	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450179	NEUTRAL
2023-11-14 19:39:47 UTC	Bike Safety	Westbound shoulder (into town) is very beat up and regularly full of debris.	7	0	80517	Estes Park MTP and TDP	40.377346	-105.486141	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450182	NEGATIVE
2023-11-14 19:42:15 UTC	Opportunity for Connectivity	How can we improve connection from the Lake Estes Trail into downtown corridor, especially for bicycles? Options right now are attempt to navigate the heavily trafficked hwys, or dismount to walk with pedestrians.	8	3	80517	Estes Park MTP and TDP	40.377899	-105.514498	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450184	NEUTRAL
2023-11-14 19:43:29 UTC	Intersection of Concern	The double-lanes on inbound side of roundabout are confusing, and overly narrow. I've not yet seen two cars successfully navigate it side-by-side. Consider reducing to a single lane, with a good shoulder.	12	0	80517	Estes Park MTP and TDP	40.374796	-105.500861	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450186	NEGATIVE
2023-11-14 20:13:46 UTC	What Works Well	This round-about intersection works well, for traffic and pedestrians.	1	0		Estes Park MTP and TDP	40.38046	-105.522432	United States	Colorado	Lafayette	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450203	POSITIVE
2023-11-14 20:17:33 UTC	Pedestrian Safety	Need sidewalk on south side of W Wonderview Ave between Willowstone Dr intersections.	8	0		Estes Park MTP and TDP	40.380159	-105.523882	United States	Colorado	Lafayette	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450204	NEUTRAL
2023-11-14 20:24:40 UTC	Pedestrian Safety	Need to complete sidewalks along west side of MacGregor where cars park, from Wonderview to Bank of Estes, so people can exit the passenger side of car and do not need to walk on, or cross, MacGregor to go downtown.	3	0		Estes Park MTP and TDP	40.378792	-105.521588	United States	Colorado	Lafayette	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450210	NEUTRAL
2023-11-14 20:42:05 UTC	Pedestrian Safety	Handicap Parking on east side of Brownfield's is not prominently marked to be viewed from Elkhorn, so there is much more unnecessary (and dangerous) auto traffic crossing the busy pedestrian sidewalk in and out of this parking lot than there needs to be. It appears from Elkhorn that there is one very desirable empty unrestricted parking spot, when there is not. Posting handicap sign	4	5		Estes Park MTP and TDP	40.37707	-105.518777	United States	Colorado	Lafayette	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450225	NEGATIVE
2023-11-14 21:59:06 UTC	Bike Safety	Seasonal vegetation (Cattails) blocks view from the bike path looking up Scott Avenue.	7	0	80517	Estes Park MTP and TDP	40.34822	-105.501891	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450277	NEUTRAL
2023-11-14 22:02:11 UTC	Bike Safety	Hwy 7 vehicle speeds are too high and pedestrian cross-walk is not recognized. The intersection at Community Drive and Hwy 7 and Lexington is a high traffic area/zone used by the school district, community recreation center and residential housing. The crosswalk is dangerous to use.	11	0	80517	Estes Park MTP and TDP	40.363618	-105.503619	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450283	NEGATIVE
2023-11-14 22:05:30 UTC	Pedestrian Safety	No pedestrian crosswalk, which is needed to access the established asphalt path on east side of Hwy 7. Residents along Hwy 7 must literally run for their lives to cross the 3 lane, 50 mph CO Hwy at all hours of the day.	4	1	80517	Estes Park MTP and TDP	40.357374	-105.504158	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450288	NEUTRAL
2023-11-14 22:07:23 UTC	Pedestrian Safety	Vegetation blocks view of pedestrian pathway when turning south onto the Peak to Peak Hwy. Need more signage to the turning vehicle's left to indicate pedestrian walkway. The turn is sharp and the only sign is on the turning vehicle's far right so that it is easily missed.	5	0	80517	Estes Park MTP and TDP	40.375299	-105.509715	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450290	MIXED
2023-11-14 22:07:37 UTC	Opportunity for Connectivity	Wide sidewalk ends at Peak View Apt. There is an opportunity to connect a sidewalk on the west side of Hwy 7 to Graves Ave (where the sidewalk begins again).	5	2	80517	Estes Park MTP and TDP	40.355377	-105.504901	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450291	NEUTRAL
2023-11-14 22:09:47 UTC	Pedestrian Safety	Crosswalk needed. Vehicles travel at excessive speed in this area.	3	1	80517	Estes Park MTP and TDP	40.346875	-105.513082	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450294	NEGATIVE
2023-11-14 22:11:54 UTC	Opportunity for Connectivity	Opportunity for a two lane roundabout to connect 4 roads (legs)- Stanley Circle; Woodstock; CO Hwy 7. Current conditions are dangerous if crossing Hwy 7 from Stanley Circle to Woodstock. The Estes Park Health (hospital) is on Stanley Circle and a roundabout would allow safer connectivity to Woodstock that leads to the	5	5	80517	Estes Park MTP and TDP	40.370571	-105.505428	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450296	NEUTRAL

2023-11-14 22:12:09 UTC	Bike Safety	Pavement repair needed on bike path. Lifting pavement caused huge bump that has knocked the chain off my bike multiple times.	5	0	80517	Estes Park MTP and TDP	40.374259	-105.484119	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450298	NEGATIVE
2023-11-14 22:13:49 UTC	Bike Safety	Pedestrian tunnel constantly flooded. Have seen rodents hanging out.	9	0	80517	Estes Park MTP and TDP	40.374525	-105.499292	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450302	NEGATIVE
2023-11-14 22:14:52 UTC	Bike Safety	It's nearly impossible to cross CO Hwy 7 at Stanley Circle. NO student would be allowed by a responsible parent to ride their bike to school if they had to cross this wide, fast, poor visible, congested intersection.	3	0	80517	Estes Park MTP and TDP	40.370617	-105.505433	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450305	NEGATIVE
2023-11-14 22:16:39 UTC	Bike Safety	Vegetation blocks view to the right coming out of the pedestrian tunnel. The number of cyclists on city paths outside of Lake Estes has been increasing since at least 2 stores rent e-Bikes, which means more	4	0	80517	Estes Park MTP and TDP	40.374595	-105.499265	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450308	NEUTRAL
2023-11-14 22:16:42 UTC	Pedestrian Safety	Sidewalk needed on Woodstock. Currently pedestrians must walk on the non-shoulder road if accessing the Pre-School or the Events Center.	3	0	80517	Estes Park MTP and TDP	40.37075	-105.50516	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450309	NEUTRAL
2023-11-14 22:19:37 UTC	Bike Safety	Bike and pedestrian path under the road has limited visibility due to sharp turn. Maybe a mirror would help? Or widen the path?	10	1	80517	Estes Park MTP and TDP	40.378201	-105.487944	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450310	NEGATIVE
2023-11-14 22:23:03 UTC	Bike Safety	90 degree left turn at top of steep hill to access Mall Road sidewalk from the bike path is dangerous due to limited visibility until you are practically on Mall Road. Could the pavement be widened?	5	0	80517	Estes Park MTP and TDP	40.373482	-105.489933	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450317	NEGATIVE
2023-11-14 22:28:36 UTC	Opportunity for Connectivity	Build a roundabout with an outer circle multi-use path. Families, students (all age ranges), residents (all age ranges), visitors (all age ranges) cannot use this intersection safely due to high traffic, wide roadway, poor visibility, multiple driveways, main access route to the school district campus, main access route to the community	3	5	80517	Estes Park MTP and TDP	40.3691	-105.504328	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450324	NEUTRAL
2023-11-14 22:31:08 UTC	Intersection of Concern	Dangerous intersection. Poor visibility, high traffic, multiple driveways, high speeds southbound and northbound on CO Hwy 7, high risk crossing for pedestrians and cyclists.	5	0	80517	Estes Park MTP and TDP	40.369125	-105.504339	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450327	NEGATIVE
2023-11-14 22:35:01 UTC	Intersection of Concern	Dangerous intersection. Poor visibility, high traffic, medical access to hospital, wide roadway, speeding vehicles, no crosswalks, and absolutely not a safe route to school (unfortunately!).	5	0	80517	Estes Park MTP and TDP	40.370592	-105.505405	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450332	NEGATIVE
2023-11-14 22:38:22 UTC	Pedestrian Safety	Sidewalk on west side of CO Hwy 7 ends at Lumpy Ridge Brewery. A wide multi-use path needs to be created that connects southbound to Peak View along Hwy 7.	6	1	80517	Estes Park MTP and TDP	40.368959	-105.504313	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450336	NEUTRAL
2023-11-14 22:41:59 UTC	Pedestrian Safety	The crosswalk at Morgan is basically invisible to motorists. Traffic speeds and no lead up warning signage creates a dangerous intersection for pedestrians, cyclists and motorists. Residents west of Morgan have NO sidewalks in the well populated residential neighborhood. This area is not a safe route to school.	4	0	80517	Estes Park MTP and TDP	40.366957	-105.503534	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450339	NEGATIVE
2023-11-14 22:43:57 UTC	Intersection of Concern	Dangerous intersection for pedestrians, cyclists, ADA needs and motorists.	9	0	80517	Estes Park MTP and TDP	40.363695	-105.503614	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450340	NEGATIVE
2023-11-14 22:44:44 UTC	Accessibility	Poor conditions!	1	0	80517	Estes Park MTP and TDP	40.364362	-105.503485	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450341	NEGATIVE
2023-11-14 22:46:51 UTC	Accessibility	Sidewalk along the east side of CO Hwy 7 is not ADA compliant. The sidewalk is narrow, steep, cement uplifting throughout, and poor visibility.	2	0	80517	Estes Park MTP and TDP	40.369186	-105.504306	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450343	NEGATIVE
2023-11-14 22:49:48 UTC	Intersection of Concern	Dangerous intersection at 4th Street & CO Hwy 7 unless you have a vehicle that can surge forward through traffic. Poor visibility, traffic congestion (especially since close to traffic light) , wide roadway, high speeds, too many driveways.	4	0	80517	Estes Park MTP and TDP	40.372297	-105.506908	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450344	NEGATIVE
2023-11-14 22:52:29 UTC	Bike Safety	Brilliantly designed multi-modal bike path that leads to zero connection. There is a slight hill westbound. It is impossible for a cyclist to turn left into traffic on CO Hwy 7 (only option!). There needs to be an ADA compliant multi-use path along CO Hwy 7 connecting Hwy 36 to Carriage Hills.	9	0	80517	Estes Park MTP and TDP	40.372316	-105.506849	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450346	POSITIVE
2023-11-14 22:54:08 UTC	What Works Well	Bravo on the 4th Street multi-modal path design! Would appreciate seeing more of this design throughout a network of connected paths in Estes Park valley.	2	1	80517	Estes Park MTP and TDP	40.372532	-105.506475	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450347	POSITIVE
2023-11-14 22:55:20 UTC	Intersection of Concern	Round about is two 44 degree turns right, no warning of the excessive diagonal, needs big lights, warning of round about prior to entry. Very bad design	4	2	80517	Estes Park MTP and TDP	40.373229	-105.499729	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450349	NEGATIVE
2023-11-14 22:55:31 UTC	Intersection of Concern	Poor visibility, congested speeding traffic, dangerous for pedestrians and cyclists.	13	0	80517	Estes Park MTP and TDP	40.374613	-105.509028	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450350	NEGATIVE
2023-11-14 22:56:20 UTC	Transit Access	We need public transportation options, especially for young workers in town without cars	0	0	80517	Estes Park MTP and TDP	40.368383	-105.500163	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450351	NEUTRAL
2023-11-14 22:57:13 UTC	Pedestrian Safety	Electric bikes and scooters traveling too fast around blind curves. Pedestrian safety issue	6	0	80517	Estes Park MTP and TDP	40.377805	-105.499875	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450353	NEGATIVE
2023-11-14 23:07:54 UTC	Pedestrian Safety	Need crossing for neighborhood and Wapiti overflow parking to get to south side of 34. Traffic moves faster than speed limit and do not slow for pedestrians.	2	0	80517	Estes Park MTP and TDP	40.384147	-105.547328	United States	Nebraska	Omaha	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450365	NEUTRAL
2023-11-15 01:24:53 UTC	Opportunity for Connectivity	need to connect Old Ranger Dr. and Elm for alternative rout when The Downtown is gridlocked.	8	2	67401	Estes Park MTP and TDP	40.37444	-105.542872	United States	Kansas	Hutchinson	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450426	NEUTRAL
2023-11-15 01:26:04 UTC	Pedestrian Safety	Willow Knoll trailhead/parking lot/ needs safe pedestrian's connection to sidewalk going from DT to MacGregor Ave or Stanley hotel. Visitors are frequently crossing Wonderview. Not safe!	11	0	80517	Estes Park MTP and TDP	40.380621	-105.519513	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450427	NEGATIVE
2023-11-15 01:37:04 UTC	Intersection of Concern	Need to lower speed limit west bound from the Estes Park Sign to 40mph until the 25mph approaching the Community Drive roundabout.	7	2	67401	Estes Park MTP and TDP	40.372414	-105.487838	United States	Kansas	Hutchinson	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450430	NEUTRAL
2023-11-15 01:41:33 UTC	Intersection of Concern	Speedlimit Westbound from Community Drive needs to be reduced to 30 all the way to Downtown.	4	4	67401	Estes Park MTP and TDP	40.374418	-105.499848	United States	Kansas	Hutchinson	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450431	NEUTRAL
2023-11-15 01:49:35 UTC	Intersection of Concern	The one way traffic on North Court and South Court should be reversed. North Court should be one way Northwest and South Court One way Southeast.	0	1	67401	Estes Park MTP and TDP	40.373545	-105.506532	United States	Kansas	Hutchinson	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450434	NEUTRAL
2023-11-15 01:52:53 UTC	Congestion	Moraine needs to be three lane (Center left turn lane) all the way from Crags Drive to National Park entrance.	5	4	67401	Estes Park MTP and TDP	40.372002	-105.526372	United States	Kansas	Hutchinson	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450437	NEUTRAL
2023-11-15 02:20:52 UTC	Intersection of Concern	This roundabout is completely unnecessary and it is also poorly designed. It does not appear to be symmetrical and the double lanes on one side and single lane on the other are very confusing. I have hear many stories of near side-swiping going through this.	15	6		Estes Park MTP and TDP	40.374536	-105.499563				https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450449	NEGATIVE
2023-11-15 02:23:04 UTC	Intersection of Concern	No roundabout needed. No more roundabouts are needed and the ones in town need to be removed.	6	12		Estes Park MTP and TDP	40.376498	-105.480766				https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450450	POSITIVE
2023-11-15 02:26:55 UTC	Bike Safety	Bicycles should be required to dismount for their safety as well as the safety of the pedestrians. They should be riding on the road with the traffic and the police should be actively ticketing bicyclists who violate the law by riding on the sidewalk.	3	7		Estes Park MTP and TDP	40.378229	-105.514498				https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450453	NEUTRAL
2023-11-15 03:11:46 UTC	Intersection of Concern	There needs to be more warning of upcoming roundabout to slow down.	6	0		Estes Park MTP and TDP	40.374552	-105.499064				https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450481	NEGATIVE
2023-11-15 17:52:43 UTC	Pedestrian Safety	After resurfacing of Dry Gulch, there's a narrow soft shoulder next to the paved section, then a drop off, then it's flat but high grass/not mowed. It is MUCH harder to walk on the edge of Dry Gulch without a wider firmer shoulder	2	0	80517	Estes Park MTP and TDP	40.391028	-105.487783	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450824	NEGATIVE
2023-11-15 17:57:34 UTC	Pedestrian Safety	Unclear if there will be a way to walk from businesses around the Barret thru the roundabout to eventually connect with the existing sidewalk by Coffee on the Rocks. Linking these 2 areas safely for pedestrians and bikes would add to town cohesiveness. From a safety standpoint, navigating that area on the shoulder with	24	0	80517	Estes Park MTP and TDP	40.372382	-105.524127	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450832	NEUTRAL
2023-11-15 19:18:19 UTC	Intersection of Concern	Very difficult to make a left turn off of Elm during busy months	18	2	80517	Estes Park MTP and TDP	40.365741	-105.53911	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450898	NEGATIVE
2023-11-15 19:19:28 UTC	Pedestrian Safety	Moraine needs a ped/bike sidewalk. This route is heavily traveled by non motorists	15	1	80517	Estes Park MTP and TDP	40.368529	-105.533112	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450901	NEGATIVE
2023-11-15 19:20:06 UTC	Bike Safety	Moraine needs a sidewalk along the WHOLE stretch of road	17	0	80517	Estes Park MTP and TDP	40.368372	-105.533552	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450903	NEUTRAL
2023-11-15 19:21:59 UTC	Pedestrian Safety	extreme need for a cross walk from Mrs. Walshs garden across Elkhorn. As it is now, there is a rock wall at the end of the west sidewalk with no way to cross to the north side	7	0	80517	Estes Park MTP and TDP	40.376228	-105.527673	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450908	NEGATIVE
2023-11-15 19:23:26 UTC	Transit Access	Would be good to have a bus stop here both east and west bound. Lots of parking by the round-about, and it's a big hill to walk up when returning to car.	1	3	80517	Estes Park MTP and TDP	40.380184	-105.522062	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450913	NEGATIVE
2023-11-15 19:24:22 UTC	Transit Access	Bus stop going west, along with possible cross walk	1	0	80517	Estes Park MTP and TDP	40.384075	-105.546963	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450915	NEUTRAL
2023-11-15 19:26:36 UTC	Pedestrian Safety	5 parking spaces that deposit you directly onto MacGregor Ave...no place to unload stroller or grandma other than into the road. Need to eliminate parking spots or add sidewalk	2	0	80517	Estes Park MTP and TDP	40.379187	-105.521836	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450919	NEUTRAL
2023-11-15 19:28:04 UTC	Transit Access	Trolley should be hop on/hop off with out pulling over. There is no stop going west in the main block of Elkhorn	1	0	80517	Estes Park MTP and TDP	40.376235	-105.522877	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450920	POSITIVE
2023-11-15 19:29:05 UTC	Big Idea	How about a roundabout here?!	4	9	80517	Estes Park MTP and TDP	40.376211	-105.510925	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450923	NEUTRAL
2023-11-15 19:31:24 UTC	Transit Access	Trolley stop at pedestrian light	0	0	80517	Estes Park MTP and TDP	40.377332	-105.518602	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450926	NEUTRAL
2023-11-15 19:32:39 UTC	Transit Access	shuttle stop for Bull Pin and Lumpy Ridge	2	0	80517	Estes Park MTP and TDP	40.369075	-105.504456	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450929	NEUTRAL
2023-11-15 19:33:36 UTC	Transit Access	shuttle stop on both sides of Hwy 7...96 new apartments	4	2	80517	Estes Park MTP and TDP	40.362912	-105.503962	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450932	NEUTRAL
2023-11-15 19:35:15 UTC	Transit Access	secret short-cut to FRVC...upgrade road for shuttle only use	0	0	80517	Estes Park MTP and TDP	40.400509	-105.586381	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/450935	NEUTRAL
2023-11-15 22:23:23 UTC	Pedestrian Safety	There needs to be sidewalks on Marys Lake Road to allow residents and visitors access to restaurants and shops at Beaver Point and also enable them to walk to downtown without safety issues.	19	0	80517	Estes Park MTP and TDP	40.358923	-105.541084	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451041	NEUTRAL
2023-11-15 22:29:03 UTC	Pedestrian Safety	Crossing as a pedestrian at this intersection is dangerous. Even though there is a marked pedestrian crossing area, cars often do not stop or even slow down. A traffic light would help enormously or flashing lights activated by the pedestrian when they want to cross - like the one on Moraine Avenue.	4	1	80517	Estes Park MTP and TDP	40.369139	-105.504177	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451044	MIXED
2023-11-15 22:33:26 UTC	Pedestrian Safety	A sidewalk from Marys Lake Road to downtown along Riverside Drive would greatly improve pedestrian safety as well as decrease vehicular congestion downtown. Many people live along Riverside Drive and there are also resort locations (B&B, WorldMark, Triple R and more) that would benefit from a sidewalk and allow	10	0	80517	Estes Park MTP and TDP	40.359995	-105.540363	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451045	NEUTRAL
2023-11-15 22:36:31 UTC	Intersection of Concern	I suggest a traffic light or roundabout at the parking garage to allow vehicles to turn left on exiting the parking garage. On heavy traffic summer days it's sometimes impossible to make a left turn. This prevents many people from using the garage or they make a right turn instead and contribute to the downtown congestion. There needs to be a way to easily turn left. The partial turn lane in the middle of the road is not safe to use when traffic is flowing quickly.	2	5	80517	Estes Park MTP and TDP	40.377408	-105.511476	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451046	NEGATIVE
2023-11-15 22:59:59 UTC	Intersection of Concern	Very difficult to make a left turn from Mall Road onto Hwy 36. It's also difficult to make a right turn because of all the traffic backed up. Need a round about at this intersection to keep traffic flowing from all directions. Reroute to connect Mall Road with Fish Creek at the same time.	7	6	80517	Estes Park MTP and TDP	40.373356	-105.490326	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451059	NEGATIVE

2023-11-15 23:03:07 UTC	Intersection of Concern	It's very difficult to make left turn lanes to/from Mall Road/Hwy 34 at this location due to heavy traffic on hwy 34. Need a stoplight or round about at this intersection too, especially with any new development in this area.	13	4	80517	Estes Park MTP and TDP	40.376579	-105.480852	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451060	NEGATIVE
2023-11-15 23:05:48 UTC	Bike Safety	Need a bike and pedestrian crossing from Dry Gulch across Hwy34 to the bike path and Marina area. Heavy traffic makes it very dangerous to cross Hwy 34 anywhere!	8	2	80517	Estes Park MTP and TDP	40.37952	-105.490894	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451062	NEGATIVE
2023-11-15 23:07:16 UTC	Intersection of Concern	The angle of the intersecting roads make it difficult to see oncoming traffic.	9	0	80517	Estes Park MTP and TDP	40.414925	-105.480294	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451063	NEGATIVE
2023-11-15 23:14:44 UTC	Intersection of Concern	It's very difficult to make a left turn anywhere along west Moraine. There needs to be a center turn lane along the entire stretch of that road from Davis St to Marys Lake Road. A sidewalk for pedestrians should also be completed along the entire route before someone gets killed near the Water Park.	0	0	80517	Estes Park MTP and TDP	40.365487	-105.539775	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451066	NEGATIVE
2023-11-15 23:31:57 UTC	Big Idea	Please move the Post Office out of the traffic mess for the benefit of the locals who need the Post Office. It is going to be a mess for sure.	8	1		Estes Park MTP and TDP	40.374613	-105.522644	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451080	NEGATIVE
2023-11-16 04:29:47 UTC	Intersection of Concern	This round about is not easy for anyone much less large trucks to maneuver. Should have a light on a major highway. It slows emergency vehicles as well on a major highway worst design in a roundabout I have seen. This one is too little and the 2 lanes are not working. Very hard to maneuver. No signage to let people know more about how to maneuver this roundabout in the middle of highway 36. Why did we do a round about where major trailers go	6	6	80517	Estes Park MTP and TDP	40.374285	-105.49948	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451291	NEGATIVE
2023-11-16 04:32:38 UTC	Accessibility	We had a loading zone during the day and parking at night infront of the Trends building. Now there is neither and the wrong way with the new loop direction. There is no handicapped parking in the downtown area at all this is horrible for the theatre and the shopping in downtown.	1	0	80517	Estes Park MTP and TDP	40.375411	-105.52351	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451293	NEGATIVE
2023-11-16 04:35:22 UTC	Transit Access	Emergency vehicles can no longer get to west Elkhorn in a timely manner due to the loop without going north and the wrong direction on moraine ave. This is very inconvenient for those coming from Hospital adding precious time for those in medical distress.	3	0	80517	Estes Park MTP and TDP	40.375774	-105.523569	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451295	NEGATIVE
2023-11-16 04:39:25 UTC	Congestion	There really needs to be adequate parking in the downtown corridor of estes park. Use parking money for a structure where it is needed most this way people Stop circling for a parking spot and it lowers the congestion of people looking for parking. It is not a traffic problem we have. We need the traffic it is a parking problem. Not enough parking.	8	2	80517	Estes Park MTP and TDP	40.374438	-105.522684	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451300	MIXED
2023-11-16 04:41:27 UTC	Parking	Need a structure here for parking.	3	2	80517	Estes Park MTP and TDP	40.374898	-105.52252	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451304	NEUTRAL
2023-11-16 15:16:39 UTC	Bike Safety	Consider extending bike trail into RMNP. A loop from Beaver Meadows to Fall River. And another loop to Bear Lake. Look at the bike trail system from Jackson WY to, and into Grand Teton NP as a model. Get people on bikes and out of cars.	21	0	80517	Estes Park MTP and TDP	40.367484	-105.560871	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451461	NEUTRAL
2023-11-16 15:17:52 UTC	Bike Safety	Consider extending bike trail into RMNP. A loop from Beaver Meadows to Fall River entrances. And another loop to Bear Lake. Look at the bike trail system from Jackson WY to, and into Grand Teton NP as a model. Get people on bikes and out of cars.	5	0	80517	Estes Park MTP and TDP	40.402663	-105.589031	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451462	NEUTRAL
2023-11-16 15:18:25 UTC	Bike Safety	Consider extending bike trail into RMNP. A loop from Beaver Meadows to Fall River entrances. And another loop to Bear Lake. Look at the bike trail system from Jackson WY to, and into Grand Teton NP as a model. Get people on bikes and out of cars.	4	0	80517	Estes Park MTP and TDP	40.312578	-105.64568	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451463	NEUTRAL
2023-11-17 01:38:05 UTC	Congestion	Need dedicated left and right turn lanes on Mall Rd aid in traffic movement turning onto Hwy 36	7	0		Estes Park MTP and TDP	40.373361	-105.489975	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451937	NEUTRAL
2023-11-17 01:46:17 UTC	Intersection of Concern	This nonstandard intersection is confusing to visitors and prone to sliding at the stop sign in winter. RMNP should consider changing it to a roundabout	8	4		Estes Park MTP and TDP	40.363215	-105.54927	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/451940	NEGATIVE
2023-11-17 21:40:52 UTC	Pedestrian Safety	Can we get a paved sidewalk both Fish Creek Rd to continue a walking path from the park activities to make a loop	4	0	80517	Estes Park MTP and TDP	40.369416	-105.493121	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/452153	NEUTRAL
2023-11-17 21:48:40 UTC	Pedestrian Safety	We walk around the lake 2-3 times a week. There is always a flood puddle of water on the walking path in Wapiti Meadows. It appears that it comes from the sanitation plant?? 1) what is the water/mixture/run off from is it contaminated ? My dog has to walk through it 2) we have to walk into over or around muddy wet area. 3) During recent snow it ices over and causes black ice. 4) there are mounded piles of earth to impede the flow. Its unfortunate and does	4	0		Estes Park MTP and TDP	40.374717	-105.485421	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/452154	NEGATIVE
2023-11-18 23:00:00 UTC	Intersection of Concern	Difficult to make a left turn here. Increased volume of traffic from upgraded from Twin Owls hotel (additional rooms).	5	0	80517	Estes Park MTP and TDP	40.376342	-105.510863	United States	Missouri	Kansas City	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/452578	NEGATIVE
2023-11-18 23:11:43 UTC	Intersection of Concern	Require right turn only from new exit from Trailborne Hotel. Exit is nearly adjacent to intersection at Stanley Cir. Dr./Stanley Ave. Left turn will create additional congestion at challenging intersection at Stanley Ave./36. I know a traffic study was done for this new access and determined minimal impact, however, I think it would be good to monitor this area when hotel is fully open and occupied.	4	1	80517	Estes Park MTP and TDP	40.375149	-105.511086	United States	Missouri	Kansas City	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/452580	NEUTRAL
2023-11-20 02:57:31 UTC	Bike Safety	Signage needs to be upgraded on the entire multi-use trail system. As it exists, new users have no idea where the trails go or how to get to a particular destination.	4	0	80517	Estes Park MTP and TDP	40.374677	-105.499302	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/452793	NEGATIVE
2023-11-20 17:06:20 UTC	Big Idea	My daughter was recently married in Estes/Allens Park. It was a destination for everyone. Estes needs to allow Uber / taxi service in town. The driving logistics were a nightmare because of poor public transportation. A taxi/Uber service would only benefit Estes and bring more revenue into the community	5	0	89540	Estes Park MTP and TDP	40.345216	-105.503809	United States	Colorado	Fort Collins	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/452879	MIXED
2023-11-20 18:25:27 UTC	Bike Safety	I agree with the comment further east, requesting low-stress bike options through downtown. The same is true on West Elkhorn, which would improve access to the Fall River Trail.	18	1		Estes Park MTP and TDP	40.376124	-105.525323	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/452909	NEUTRAL
2023-11-20 18:31:36 UTC	Pedestrian Safety	I remember that CDOT was opposed to more ped crossings on this stretch of 7, but this should be reconsidered. Similar to the issue on 34 near the Visitor Center, peds cross here anyway because it's too far to 1st or Manford.	2	1		Estes Park MTP and TDP	40.37285	-105.507435	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/452913	NEGATIVE
2023-11-20 18:32:46 UTC	Pedestrian Safety	Need additional ped crossing. Hope the corridor study results in one.	7	1		Estes Park MTP and TDP	40.379156	-105.514655	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/452914	NEGATIVE
2023-11-20 18:43:12 UTC	Pedestrian Safety	Should be a sidewalk on E Riverside if possible. Pretty concerning place to walk, especially where cars come around the curve.	12	0		Estes Park MTP and TDP	40.373498	-105.522459	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/452917	NEGATIVE
2023-11-21 14:50:46 UTC	Pedestrian Safety	Need a sidewalk along Moccasin to allow pedestrians to walk from residential area to town	4	1	80517	Estes Park MTP and TDP	40.372296	-105.517545	United States	Florida	Altamonte Springs	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453157	NEUTRAL
2023-11-21 14:54:08 UTC	Pedestrian Safety	Need sidewalk along Moccasin to allow pedestrians to walk from residential area into town. Road has zero shoulder and winding blind curves makes it extremely dangerous for pedestrians.	10	0	80517	Estes Park MTP and TDP	40.370563	-105.521235	United States	Florida	Altamonte Springs	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453158	NEGATIVE
2023-11-21 19:00:10 UTC	Bike Safety	Speed bumps on Fourth Street would be incredibly helpful to keep people from exceeding the 25mph speed limit. (Yes, this is possible for snow removal-many other towns have them successfully) Living in this neighborhood with a family, this street is far from safe for bikes and pedestrians, especially when the water source for tankers has people parking directly on the sidewalk/bike path.	1	0		Estes Park MTP and TDP	40.374282	-105.504828	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453205	POSITIVE
2023-11-21 19:13:20 UTC	Bike Safety	It can't be stressed enough that there should be a better option for kids on bikes to get through downtown. This was an opportunity missed when the loop project had to cut corners.	12	2		Estes Park MTP and TDP	40.376653	-105.521755	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453218	NEGATIVE
2023-11-21 19:18:49 UTC	Bike Safety	The bike path and pedestrian walkway next to Highway 7 is in major disrepair and is unsafe for cyclists even when observing the 15 mph limit.	1	1		Estes Park MTP and TDP	40.359693	-105.503674	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453226	NEGATIVE
2023-11-21 19:26:27 UTC	Bike Safety	Fourth street has a decent bike path that needs a light or some way for bikes to cross over Highway 36 safely to access the lake loop.	5	0		Estes Park MTP and TDP	40.374964	-105.504417	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453232	POSITIVE
2023-11-24 04:44:44 UTC	Bike Safety	The bike path along highway 7 is unusable as a bike path, due to neglect. Can we put in a bike lane on the shoulder or repair the path	1	0		Estes Park MTP and TDP	40.359626	-105.505099	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453758	NEGATIVE
2023-11-24 04:53:08 UTC	Intersection of Concern	Need a stop light at this intersection. A round about when people are not expecting it will not be good idea!! Need a light to stop traffic as they are coming into town. Need left turn ability from mall road to highway 36 to control traffic flow.	6	2		Estes Park MTP and TDP	40.373371	-105.490438	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453759	NEGATIVE
2023-11-24 20:16:32 UTC	Pedestrian Safety	There needs to be a crosswalk for pedestrians to safely cross Hwy 34 from the Stanley Heights neighborhood to the sidewalk in front of the Catholic church.	8	1		Estes Park MTP and TDP	40.382336	-105.508269	United States	Texas	Kerrville	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453777	NEGATIVE
2023-11-25 23:53:43 UTC	Big Idea	Moving the Post office out of downtown makes no sense. where the postoffice will not deliver is downtown. So unless the postoffice is going to deliver mail downtown we need the postoffice to remain in the downtown area.	2	1	80517	Estes Park MTP and TDP	40.374956	-105.522884	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453833	NEGATIVE
2023-11-25 23:55:37 UTC	Pedestrian Safety	Due to the oneway now on Moraine the crosswalk at the Weist street and moraine is not being maintained for snow from the town. This is dangerous for our pedestrians,	2	0	80517	Estes Park MTP and TDP	40.375333	-105.52359	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453834	NEGATIVE
2023-11-25 23:58:10 UTC	Parking	This would be a fantastic area to put a parking structure. it could be multilevel and cover the really ugly cliff that is along this parkinglot. It would solve a lot of the west side parking issues in downtown and provide for growth. We need handicapped parking in downtown.	3	0	80517	Estes Park MTP and TDP	40.375206	-105.524242	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453835	POSITIVE
2023-11-27 00:04:09 UTC	Bike Safety	riverside drive is narrow with no shoulders, no bike lane and limited visibility. It is dangerous for both pedestrians and cyclists.	13	1	80517	Estes Park MTP and TDP	40.365475	-105.534475	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453925	NEGATIVE
2023-11-27 00:06:47 UTC	Bike Safety	The main road has poor shoulder, intermittent sidewalk and heavy traffic. It is dangerous for both pedestrians and bicycles.	15	2	80517	Estes Park MTP and TDP	40.370087	-105.530334	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453926	NEGATIVE
2023-11-27 00:10:40 UTC	Intersection of Concern	The intersection of Heinz Parkway and High Drive is problem because vehicles parked along High Drive at the NW side of this intersection make it impossible to see traffic coming down High Drive while trying to turn onto High Drive from Heinz Parkway	5	2	80517	Estes Park MTP and TDP	40.364602	-105.546652	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453927	NEGATIVE
2023-11-27 00:13:24 UTC	Bike Safety	Moccasin Cir Drive carries much more traffic than it was designed for as people use it to avoid driving through the center of town. It has no shoulder, no bike lane, sidewalk or pedestrian path and is extremely dangerous for both bicycles and pedestrians.	19	2	80517	Estes Park MTP and TDP	40.370188	-105.520195	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453928	NEGATIVE
2023-11-27 00:15:23 UTC	Bike Safety	Mary's lake road carries lots of traffic with no shoulder, bike lane, sidewalk or pedestrian path. It is extremely dangerous for both pedestrians and bicycles.	12	1	80517	Estes Park MTP and TDP	40.357165	-105.541427	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453929	NEGATIVE
2023-11-27 00:17:03 UTC	Bike Safety	Spur 66 carries lots of traffic with no shoulder, bike lane, sidewalk or pedestrian path along most of it's length. It is extremely dangerous for both pedestrians and bicycles.	9	0	80517	Estes Park MTP and TDP	40.35573	-105.561039	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453930	NEGATIVE
2023-11-27 00:23:35 UTC	Big Idea	The town desperately needs effective public transit to alleviate congestion downtown. This means 6AM-midnite 7days/week May-October, connecting outlying parking, downtown & RMNP access; with more limited service in winter weekdays.	4	2	80517	Estes Park MTP and TDP	40.377628	-105.513157	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453931	NEGATIVE
2023-11-27 00:25:25 UTC	Pedestrian Safety	Devil's Gulch road carries heavy traffic without adequate shoulders, bike lanes, or pedestrian path. That makes it very dangerous for pedestrians and bicycles.	8	0	80517	Estes Park MTP and TDP	40.391065	-105.519315	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453932	NEGATIVE
2023-11-27 00:26:58 UTC	What Works Well	The lake trail is outstanding. Estes Park needs a complete network of pedestrian/bicycle paths connecting all edges of the valley with the downtown and RMNP.	3	0	80517	Estes Park MTP and TDP	40.377402	-105.494285	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453933	POSITIVE
2023-11-27 00:30:51 UTC	Big Idea	Elkhorn Drive downtown (between Riverside drive and spruce drive) is a congestion disaster. It should be turned into a pedestrian mall-very successful in Boulder (Pearl street mall) and Denver (16th street mall).	9	13	80517	Estes Park MTP and TDP	40.376089	-105.52373	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453934	NEGATIVE
2023-11-27 00:35:28 UTC	Bike Safety	Graves Ave and Manford Ave, which provide access to the community center and the schools, should have wide sidewalks and bike lanes to provide safe non-auto access for our children and citizens. Currently bicycles and pedestrians access these key community resources at significant risk from auto traffic. This area bshould also be accessed with transit that is wheelchair and walker-	2	0	80517	Estes Park MTP and TDP	40.370544	-105.500454	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453935	NEUTRAL
2023-11-27 00:39:09 UTC	Transit Access	The visitor center should be a connection point for bus service down the the valley- down 36 to Lyons/Boulder/Longmont and to DIA, as well as down 34 to Loveland and Ft. Collins. Bustang on weekends is totally inadequate.	2	0	80517	Estes Park MTP and TDP	40.378788	-105.514015	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453936	NEGATIVE
2023-11-27 00:42:36 UTC	What Works Well	The parking garage is terrific, and a missed opportunity for a park n ride for residents to access the valley (and DIA) via public transit.	6	0	80517	Estes Park MTP and TDP	40.37787	-105.51409	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/453937	POSITIVE
2023-11-27 19:04:31 UTC	Pedestrian Safety	No sidewalk, should be able to walk/run into town without threat of cars.	8	0	80517	Estes Park MTP and TDP	40.365083	-105.554173	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454033	NEGATIVE
2023-11-27 19:06:04 UTC	Pedestrian Safety	Sidewalk ends here. Should be able to walk/run into town safely.	10	0	80517	Estes Park MTP and TDP	40.369504	-105.531061	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454035	NEUTRAL

2023-11-27 19:06:44 UTC	Pedestrian Safety	Sidewalk ends here. Should be able to run/walk safely	10	0	80517	Estes Park MTP and TDP	40.363797	-105.536803	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454036	NEUTRAL
2023-11-27 23:31:44 UTC	Pedestrian Safety	Pedestrian crossing here is questionable. It is over the top of the hill so it is hard to see pedestrians when driving, so it is unsafe to cross. Would be safer if moved back or a stop light	5	0	80517	Estes Park MTP and TDP	40.374914	-105.52355	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454090	NEGATIVE
2023-11-28 05:43:03 UTC	Congestion	Traffic signals are poorly timed. Long backups on 36 going out of the park at this stoplight, especially in the afternoon. A roundabout would be a great addition here!	8	3	80517	Estes Park MTP and TDP	40.364261	-105.544882	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454120	MIXED
2023-11-28 05:46:27 UTC	Intersection of Concern	This stoplight is unnecessary.	2	3		Estes Park MTP and TDP	40.371976	-105.506596	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454121	NEGATIVE
2023-11-28 05:53:19 UTC	Big Idea	Make this northbound road that splits from one lane into two a dedicated turning lane for those turning right out of graves avenue.	2	0		Estes Park MTP and TDP	40.369151	-105.504323	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454122	NEUTRAL
2023-11-29 17:32:44 UTC	Pedestrian Safety	There are no sidewalks along East Riverside Drive which is especially worrying to the West of Crags Dr with the multiple tourist attractions and narrow road. During the summer in the afternoon when RMNP empties out E Riverside becomes quite congested and unsafe for pedestrians	10	0	80517	Estes Park MTP and TDP	40.371316	-105.523703	United States	Colorado	Colorado Springs	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454513	NEGATIVE
2023-11-29 19:06:37 UTC	Big Idea	Riverside Drive needs a multi-use path for pedestrians and cyclists to use safely when accessing neighborhoods and Downtown. Currently the road has blind corners and narrow shoulders.	9	2		Estes Park MTP and TDP	40.368437	-105.52851	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454555	NEUTRAL
2023-11-29 19:09:51 UTC	Pedestrian Safety	Mary's Lake Road has very little shoulder room for pedestrians to use safely. A multi-use path for pedestrians and cyclists to use is needed all along Mary's Lake Road.	13	1		Estes Park MTP and TDP	40.353294	-105.54176	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454557	NEUTRAL
2023-11-29 19:13:57 UTC	Bike Safety	Peak View has lots of traffic and very little shoulder room for cyclists and pedestrians (runners). Vehicle speeds makes it unsafe for non vehicles to move. Large RV trailers access the trailer parks via Peak View to Riverside Drive. It is incredibly dangerous to ride a bike or walk on Peak View. A multi-use path is needed to connect CO Hwy	16	0		Estes Park MTP and TDP	40.3502	-105.529111	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454559	NEGATIVE
2023-11-29 19:15:41 UTC	Pedestrian Safety	Unsafe to walk along the shoulder at Peak View to Mary's Lake Road. Traffic speed and blind curves make it extra dangerous for pedestrians to use. It is dangerous! A multi-use path is recommended.	15	1		Estes Park MTP and TDP	40.352782	-105.512068	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454560	NEGATIVE
2023-11-29 19:20:38 UTC	Intersection of Concern	Poor visibility of traffic at this intersection. CO Hwy 7 traffic speed is excessive and from Peak View turning left, it is difficult to enter CO Hwy 7. The intersection is placed in an awkward location. A roundabout is needed to calm traffic and make a safer intersection for all users to use. If you are on a bike, it is impossible to cross Co Hwy 7 during certain hours of the day during the summer months. A	5	7		Estes Park MTP and TDP	40.353636	-105.505601	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454562	NEGATIVE
2023-11-29 19:24:40 UTC	Pedestrian Safety	A multi-use path starting at Pawnee and connects to Peak View is needed on the west side of CO Hwy 7. Pedestrians have no choice in walking safely along CO Hwy 7. A connecting path to Pawnee allows neighborhoods on the west side of CO Hwy 7 to access a safe route to school.	0	2		Estes Park MTP and TDP	40.347452	-105.512664	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454563	NEUTRAL
2023-11-29 19:26:12 UTC	Opportunity for Connectivity	Add a multi-use path on Peak View to connect CO Hwy 7 to Marys Lake Road.	11	1		Estes Park MTP and TDP	40.353814	-105.506908	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454564	NEUTRAL
2023-11-29 19:29:16 UTC	Transit Access	Transit stop at Peak View Apartments (any multi-family housing).	1	1		Estes Park MTP and TDP	40.355032	-105.505207	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454567	NEUTRAL
2023-11-29 19:31:10 UTC	Big Idea	Roundabout at Peak View and CO Hwy 7 to calm traffic and make a safer intersection for ALL users (bikes, vehicles, RVs). Traffic is too fast along the highway and entering the Estes Park corridor.	2	10		Estes Park MTP and TDP	40.353675	-105.505177	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454568	NEUTRAL
2023-11-29 19:34:44 UTC	Pedestrian Safety	Scott Ave is a heavily used access road from Fish Creek Road and CO Hwy 7. There are many neighborhood walkers and runners and cyclists using Scott Ave throughout any day year round. There is poor visibility and speeding traffic on this street. It would be helpful to have a sidewalk or a connecting multi-use path connecting with	9	0		Estes Park MTP and TDP	40.348274	-105.507258	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454570	NEGATIVE
2023-11-29 19:38:19 UTC	Accessibility	An ADA compliant multi-use path on the west side of CO Hwy 7 that connects Pawnee to Graves Ave is needed for the residents and visitors in neighborhoods. A new multi-use path could be a safe route to school district properities.	0	1		Estes Park MTP and TDP	40.360523	-105.504026	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454572	NEUTRAL
2023-11-29 19:44:14 UTC	Pedestrian Safety	Pedestrians are forced to run for their lives when crossing CO Hwy 7 to access East side walking path or access route to Fish Creek Path via Country Club. CO Hwy 7 needs traffic to CALM down! Add cross walk with island and light signal for pedestrians for safe crossing. OR put in several roundabouts along CO Hwy 7.	1	3		Estes Park MTP and TDP	40.355144	-105.504873	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454574	NEUTRAL
2023-11-29 19:46:10 UTC	Transit Access	Transit stop for Pine Knoll residents and neighborhood.	0	1		Estes Park MTP and TDP	40.359459	-105.504147	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454575	NEUTRAL
2023-11-29 19:48:00 UTC	Intersection of Concern	Speeding traffic on hwy makes it challenging to cross the "street" to access the Golf Course if walking or biking.	3	0		Estes Park MTP and TDP	40.361709	-105.50391	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454576	NEGATIVE
2023-11-29 19:50:25 UTC	What Works Well	The multi-use path connecting CO Hwy 7 to Brodie Ave is well used and appreciated for being detached from the road. It does need an upgrade as the surface is crumbling and is poorly lighted for evening use.	1	0		Estes Park MTP and TDP	40.365865	-105.501069	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454577	MIXED
2023-11-29 19:52:23 UTC	Big Idea	Add a multi-use path along Woodstock and add street lights (close to ground... solar?) for night time use.	0	0		Estes Park MTP and TDP	40.370183	-105.503479	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454579	NEUTRAL
2023-11-29 19:55:04 UTC	Big Idea	A below ground multi-use path (pedestrian tunnel) needs to connect 4th Street to the Lake Estes Trail.	3	0		Estes Park MTP and TDP	40.374976	-105.5047	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454582	NEUTRAL
2023-11-29 19:57:22 UTC	Pedestrian Safety	Very dangerous to cross the very wide road especially with speeding traffic and congestion. No parent will allow their child to cross the street.	2	0		Estes Park MTP and TDP	40.37425	-105.508949	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454584	NEGATIVE
2023-11-29 19:59:38 UTC	Opportunity for Connectivity	A multi-use path connecting 4th Street, a pedestrian tunnel (at 4th Street) and CO Hwy 7.	0	0		Estes Park MTP and TDP	40.375281	-105.507353	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454587	NEUTRAL
2023-11-29 20:03:31 UTC	Pedestrian Safety	The current sidewalk along Hwy 34 northbound from the intersection has poor drainage and has lots of ice on the sidewalk during the winter months. Can an improved multi-use path for pedestrians and cyclist to use be added? Connect to Staney Hotel area... along Wonderview Ave.	3	0		Estes Park MTP and TDP	40.378448	-105.517194	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454589	NEUTRAL
2023-11-29 20:04:46 UTC	Transit Access	Transit Stop at sidewalk access to Safeway and shopping Center. Northbound pull off.	1	0		Estes Park MTP and TDP	40.37928	-105.517078	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454591	NEUTRAL
2023-11-29 20:09:04 UTC	Opportunity for Connectivity	Connect MacGregor Ave to West Elkhorn Ave/ Fall River Trail via a detached multi-use path. Current traffic speeds, congestion and lack of visibility makes Wonderview Ave unsafe to walk or run along. Residents along the "bypass" risk safe access when walking	7	0		Estes Park MTP and TDP	40.380089	-105.524136	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454593	NEUTRAL
2023-11-29 20:12:20 UTC	Big Idea	Add a Roundabout to encourage traffic calming along Wonderview Ave and improve connectivity between Big Horn Ave and the surrounding neighborhoods. When the Big Horn Parking lot is built at Cleave Street, the Big Horn street will be used more frequently. A roundabout will better manage the intersection at Wonderview	3	15		Estes Park MTP and TDP	40.380037	-105.528236	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454598	NEUTRAL
2023-11-29 20:13:29 UTC	Pedestrian Safety	Complete sidewalk connection along Big Horn Drive to Wonderview Ave/ Cleave Street.	9	0		Estes Park MTP and TDP	40.378172	-105.525693	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454599	NEUTRAL
2023-11-29 20:16:26 UTC	Pedestrian Safety	Complete sidewalk along Virginia Drive to Wonderview Ave. It is dangerous to walk on the road that is used heavily during the warmer months.	5	0		Estes Park MTP and TDP	40.378149	-105.522193	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454606	NEGATIVE
2023-11-29 20:22:57 UTC	Pedestrian Safety	Unsafe pedestrian options to access downtown along Wonderview Ave. Install a multi-use path along the west side of roadway connecting major intersection at Hwy 34/36, northbound to roundabout and then continue the path to West Elkhorn Ave accessing/ join to the Fall River Trail. The current sidewalk on the east side of Wonderview by the Safeway store has terrible drainage, not maintained, privately owned (lack	3	1		Estes Park MTP and TDP	40.378765	-105.517519	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454615	NEUTRAL
2023-11-29 20:24:31 UTC	Big Idea	Add a needed Multi-use path connecting intersection at Hwy 34/36 to West Elkhorn Ave at Fall River Trail. Currently no safe options for pedestrians.	7	2		Estes Park MTP and TDP	40.379077	-105.517476	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454619	NEUTRAL
2023-11-29 20:28:28 UTC	Big Idea	Roundabout with multi-use path on outer ring. Or add a below ground path for pedestrians and cyclist to access the Visitor Center and the Shopping Center to the north (under round about).	5	12		Estes Park MTP and TDP	40.378803	-105.515327	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454624	NEUTRAL
2023-11-29 20:34:36 UTC	Pedestrian Safety	Cross walk needed to access Mrs. Walsh's Garden to sidewalk on northside of Elkhorn Ave.	2	0		Estes Park MTP and TDP	40.37621	-105.528468	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454629	NEUTRAL
2023-11-29 20:35:36 UTC	Pedestrian Safety	Cross walk needed to access Elkhorn Lodge to north sidewalk on Elkhorn Ave	1	0		Estes Park MTP and TDP	40.376602	-105.531052	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454630	NEUTRAL
2023-11-29 20:39:32 UTC	Bike Safety	Road shoulder disappears and no room for road cyclists to use westbound to RMNP.	2	0		Estes Park MTP and TDP	40.383257	-105.550829	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454633	NEGATIVE
2023-11-29 20:42:11 UTC	What Works Well	Fall River Trail is amazing! The connectivity between RMNP and Downtown EP is fabulous- thank you!	4	0		Estes Park MTP and TDP	40.388795	-105.560339	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454635	POSITIVE
2023-11-29 20:43:04 UTC	Pedestrian Safety	Lighting along FRT for night time use.	2	0		Estes Park MTP and TDP	40.388332	-105.559492	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454636	NEUTRAL
2023-11-29 20:44:18 UTC	Transit Access	Access for hotel guests and staff	0	0		Estes Park MTP and TDP	40.382165	-105.5539	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454638	NEUTRAL
2023-11-29 20:47:25 UTC	Pedestrian Safety	Multi-use path has drainage issues which creates ice on path during winter months.	3	0		Estes Park MTP and TDP	40.380661	-105.538594	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454639	NEGATIVE
2023-11-29 20:51:26 UTC	Transit Access	Transit stop at campground	7	2		Estes Park MTP and TDP	40.34679	-105.532347	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454640	NEUTRAL
2023-11-29 20:52:19 UTC	Transit Access	Transit stop to allow residents access to downtown	4	9		Estes Park MTP and TDP	40.352798	-105.517979	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454641	NEUTRAL
2023-11-29 20:56:29 UTC	Pedestrian Safety	North side of Graves Ave. add wide sidewalk connecting CO Hwy 7 to Community Drive.	1	0		Estes Park MTP and TDP	40.369161	-105.502668	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454642	NEUTRAL
2023-11-29 21:04:06 UTC	What Works Well	Community Roundabout is appreciated. It calms the traffic speeding off the causeway towards Estes Park. FINALLY we can turn left off Community Drive onto westbound Hwy 36 without risk or serious harm (visibility and crossing a high speed traffic highway has been fixed!). The school buses can transport our local students	7	4		Estes Park MTP and TDP	40.374568	-105.499499	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454646	POSITIVE
2023-11-29 21:06:59 UTC	Opportunity for Connectivity	Looking forward to multi-use path connecting the Pedestrian Tunnel at the Roundabout and Manford Ave. Safe Route to School if the multi-use path is installed.	2	0		Estes Park MTP and TDP	40.37439	-105.499483	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454650	POSITIVE
2023-11-29 21:14:18 UTC	Accessibility	"Sidewalk" that is crumbling along Hwy 36 needs major upgrade for ADA compliance. Connecting the Museum sidewalk to the American Legion and the Lake Estes Trail at traffic light is a must.	0	0		Estes Park MTP and TDP	40.375237	-105.505524	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454652	NEGATIVE
2023-11-29 21:18:07 UTC	Pedestrian Safety	Sidewalks needed at Mandord Ave eastbound to Schools. Sidewalk (multi-use path) needed northbound on Community Drive to pedestrian tunnel.	1	0		Estes Park MTP and TDP	40.370274	-105.498587	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454655	NEUTRAL
2023-11-29 21:46:56 UTC	Accessibility	Current sidewalks not compliant- buckled, narrow, crumbling condition.	1	1		Estes Park MTP and TDP	40.372764	-105.507231	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454679	NEGATIVE
2023-11-29 22:33:28 UTC	Congestion	Estes Park, is a nice little small town, I come from Houston and mass transit is necessary, this is not going to work, it will in the summer time, if people simply don't want to drive. It might help a few locals or J1's get to work, I don't see it working well, you have to live close to where you work, but there is not enough housing for the people that actually live and work here. This is a waste until	1	0	80517	Estes Park MTP and TDP	40.367278	-105.520163	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454690	NEGATIVE
2023-11-30 00:06:51 UTC	Big Idea	How about enforcing speed limit (20 mph) on West Elkhorn before a child or pedestrian is injured or killed. Every day I see tourist cars and locals going through both directions 40-50 mph. The radar the city put in to record speeds supposedly recorded no cars going over 20 mph. All you have to do is stand there and watch drivers blowing through. Raised crosswalks would help slow these people down.	0	0	80517	Estes Park MTP and TDP	40.374912	-105.515442	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454718	NEGATIVE
2023-11-30 00:09:19 UTC	Intersection of Concern	Roundabout is too narrow for buses and RV's, often taking up two lanes as they try to go through	7	0	80517	Estes Park MTP and TDP	40.37454	-105.499963	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454719	NEGATIVE
2023-11-30 00:19:31 UTC	Pedestrian Safety	Need a crosswalk with a flashing light for pedestrians as kids goto the marina coming from falconridge apartments. The road is always busy especially in the summer.	6	2	80517	Estes Park MTP and TDP	40.379529	-105.491112	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454720	NEUTRAL

2023-11-30 02:02:25 UTC	Parking	Parking at the Estes Park dog park is just awful for ADA people. Since the roundabout is now available, I am able to take my service dog there. Going from the dirt parking to the gate is extremely difficult since I use a walker. Additionally the water faucets are shut off. So I am carrying a gallon of water, my dog on a leash, and my walker over gravel, rocks, ice	1	0	80517	Estes Park MTP and TDP	40.374291	-105.498607	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454743	NEGATIVE
2023-11-30 02:06:35 UTC	Transit Access	Why couldn't a transit van come closer to Talons Pointe apartments?	1	2	80517	Estes Park MTP and TDP	40.389426	-105.491185	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454745	NEGATIVE
2023-11-30 03:12:28 UTC	Pedestrian Safety	I second the comment about needing a crosswalk between Peakview apartments and the bike path that leads to Carriage Hills.	3	0	80517	Estes Park MTP and TDP	40.355048	-105.504466	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454782	NEUTRAL
2023-11-30 03:32:04 UTC	Bike Safety	There is a path under US 34 from the Estes Lake Trail (south side) to the north side and connects with Dry Gulch. This is in response to the comment that this connection needs to be made.	3	0	80540	Estes Park MTP and TDP	40.379733	-105.490894	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454790	NEUTRAL
2023-11-30 03:43:07 UTC	Congestion	improved signage for school zone with consistent speed limits around the the school and times for when these speed limits are enforced. better yet have flashing lights when active. this has been discussed for years.	0	0	80540	Estes Park MTP and TDP	40.371974	-105.50606	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454793	POSITIVE
2023-11-30 03:45:34 UTC	Big Idea	more charger stations please	3	6	80540	Estes Park MTP and TDP	40.377932	-105.519479	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454794	NEUTRAL
2023-11-30 04:54:25 UTC	Bike Safety	The stretch from Mary's Lake Rd to getting on the 66 spur for bicyclists is hazardous and needs improvement. It requires crossing the multiple lanes of traffic with many drivers that don't really know or understand the traffic pattern.	7	1	80517	Estes Park MTP and TDP	40.363435	-105.548251	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454813	NEGATIVE
2023-11-30 15:36:14 UTC	Big Idea	Learn from the failed experiment in our neighborhood that is a waste of tax money. Bikes ride down the street even though theres green paint, signs and bumps on the sidewalk. Its something we laugh about- 'government waste'. Dont keep doing this in Estes park.	2	1	80517	Estes Park MTP and TDP	40.373753	-105.505199	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454898	NEGATIVE
2023-11-30 15:45:31 UTC	Big Idea	Downtown doesn't have enough parking inventory even though there are several existing lots that could add hundreds of spaces with additional levels, that would be a minimal visual impact! We are fortunate to have the weist lot that is ripe for this development. This will reduce traffic. Adding parking is a must. Use the paid parking money to solve the problem, not buy more overpriced feel-good	13	1	80517	Estes Park MTP and TDP	40.37547	-105.525121	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454902	MIXED
2023-11-30 15:47:34 UTC	Big Idea	PARKING STRUCTURE HERE. Adding levels will provide relief for everyone and reduce the vehicles traveling around looking for parking. Paid parking is just irritating and not solving the problem. Use the money from that to solve the problem. This can has been kicked down the road for too long.	7	5	80517	Estes Park MTP and TDP	40.377716	-105.519084	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454904	POSITIVE
2023-11-30 15:49:30 UTC	Intersection of Concern	Left turns must be prohibited here, which cause backups INTO THE 34/36 INTERSECTION and is a quick fix. This is not a million dollar project and could be solved next week.	7	1	80517	Estes Park MTP and TDP	40.377537	-105.517765	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454906	MIXED
2023-11-30 17:44:34 UTC	Intersection of Concern	Dangerous intersection, especially during the morning and afternoon rush. Also, northbound traffic turning east onto Woodstock can easily slide into westbound vehicles if the not well sanded in the winter.	1	0		Estes Park MTP and TDP	40.370638	-105.505421	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454942	NEGATIVE
2023-11-30 17:46:45 UTC	Pedestrian Safety	Sidewalk and stormwater improvements needed along Woodstock. Possible future SRTS opportunity?	1	0		Estes Park MTP and TDP	40.37077	-105.504957	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454944	NEUTRAL
2023-11-30 17:51:33 UTC	Intersection of Concern	Vehicles continuously slide off the southeast portion of the roundabout during winter weather. Consider replacing curb with concrete wall similar to a permanent jersey barrier to keep cars on the road.	2	0		Estes Park MTP and TDP	40.380351	-105.522275	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454950	NEUTRAL
2023-11-30 17:53:43 UTC	Pedestrian Safety	Vehicles continuously slide off the southeast portion of the roundabout during winter weather. Consider replacing curb with concrete wall similar to a permanent jersey barrier to keep cars on the road. It's only a matter of time before a pedestrian is killed by a vehicle jumping the curb.	0	0		Estes Park MTP and TDP	40.380335	-105.522257	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454956	NEUTRAL
2023-11-30 17:55:49 UTC	Pedestrian Safety	Vehicles continuously slide off the southeast portion of the roundabout during winter weather. Consider replacing curb with concrete wall similar to a permanent jersey barrier to keep cars on the road. It's only a matter of time before a pedestrian gets hurt.	1	1		Estes Park MTP and TDP	40.380321	-105.522272	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454958	NEUTRAL
2023-11-30 17:57:57 UTC	What Works Well	Works very well in summer months when there's no snow or ice in the roundabout. Much safer for vehicles to enter Wonderview from MacGregor	4	2		Estes Park MTP and TDP	40.380423	-105.522375	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454959	POSITIVE
2023-11-30 18:15:21 UTC	Big Idea	Roundabout. Would be very difficult to implement secondary to westbound HW 36 speeds and limited line of sight.	4	4		Estes Park MTP and TDP	40.373304	-105.48995	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454977	NEGATIVE
2023-11-30 18:15:59 UTC	Big Idea	Roundabout	6	6		Estes Park MTP and TDP	40.376717	-105.480906	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454978	NEUTRAL
2023-11-30 18:20:06 UTC	Big Idea	Roundabout	2	12		Estes Park MTP and TDP	40.365845	-105.539	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454980	NEUTRAL
2023-11-30 18:21:17 UTC	Bike Safety	Sketchy place to be on a bike.	7	0		Estes Park MTP and TDP	40.366366	-105.537822	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454981	POSITIVE
2023-11-30 18:42:57 UTC	Intersection of Concern	Your instructions are virtually useless. Put anyway, there is a intersection of concern above the place where the streets from the little mall with Notchtop intersect Steamer Drive. I use this road past the bank parking and I see most everyone ignore the stop signs there. There is a 4way stop that BIG IDEA if the police were to ticket	1	0	80517-741	Estes Park MTP and TDP	40.380539	-105.514117	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/454988	NEGATIVE
2023-11-30 23:09:43 UTC	Intersection of Concern	Summer congestion. Very funky intersection with Antonio's parking lot and walking path which pushes stop sign too far south on Grand Estates.	4	0		Estes Park MTP and TDP	40.381604	-105.49573				https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/455186	NEGATIVE
2023-12-03 19:19:32 UTC	Intersection of Concern	Trying to turn left ONTO Mall Rd from 36 can be a nightmare. Long waits during peak hours/days. People speed down the hill from the east, distracted by their cell phones beeping because they are back in range. It's extremely dangerous... you are a sitting duck while you wait.	10	1	80517	Estes Park MTP and TDP	40.373318	-105.489997	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/455673	NEGATIVE
2023-12-03 19:26:26 UTC	Intersection of Concern	Love the flowers, but they are sometimes too tall at this intersection making it difficult to see other vehicles at westbound merge.	1	2	80517	Estes Park MTP and TDP	40.377696	-105.515764	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/455674	MIXED
2023-12-04 16:49:28 UTC	Bike Safety	Bicycle pinch point. Very dangerous.	8	1		Estes Park MTP and TDP	40.371743	-105.527887				https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/455734	NEGATIVE
2023-12-04 16:52:20 UTC	Intersection of Concern	Potential for cars to slide off road into peds or even into piccadilly square.	0	1		Estes Park MTP and TDP	40.372315	-105.523432				https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/455735	NEUTRAL
2023-12-04 23:00:40 UTC	Pedestrian Safety	I agree the ebikes go too fast on this trail, can we have a walking/running path (with very small rock/cinder) put beside the paved trail? This would allow for pedestrians to walk/run on a softer surface and keep them out of the bike path.	2	0		Estes Park MTP and TDP	40.377899	-105.498211	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/455813	MIXED
2023-12-05 01:35:55 UTC	Congestion	Due to ongoing construction problems downtown with the 'loop' semi trucks and heavy machinery are using Peak View to get around Town. Our residential neighborhoods are now noisy freeways, hazardous driving, and the road is showing damage due to these oversized and overweight vehicles.	11	1	80517	Estes Park MTP and TDP	40.353903	-105.510635	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/455848	NEGATIVE
2023-12-08 16:03:38 UTC	Bike Safety	PLEASE connect the Fall River bike trail to the Fish Hatchery trail so bikes can be ridden safely up to RMNP.	6	0	80517	Estes Park MTP and TDP	40.388332	-105.560117	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/457045	NEUTRAL
2023-12-08 16:38:30 UTC	Pedestrian Safety	This intersection is very problematic all year round with the way people turn into Antonio's by driving through the intersection at Grand Estates. In the winter, plowed snow is piled up at the entrance of Columbine Inn and you can not see to pull out. A light should be considered as traffic increases all year long and having	0	0		Estes Park MTP and TDP	40.381304	-105.495937	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/457051	MIXED
2023-12-08 16:40:08 UTC	Intersection of Concern	It is practically impossible to stop at the sign here when ice and snow accumulate.	2	0		Estes Park MTP and TDP	40.380821	-105.514047	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/457052	NEGATIVE
2023-12-08 20:06:47 UTC	Bike Safety	Absolutely need protected bike lanes all through downtown and all the way to Marys Lake Road and West Elkhorn to Fall River Rd. I, and many others, don't bike to/through town because the current situation is dangerous.	5	0	80517	Estes Park MTP and TDP	40.377492	-105.514848	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/457112	NEGATIVE
2023-12-08 21:43:59 UTC	Big Idea	Crossing islands protect crossing pedestrians from oncoming traffic by serving as a barrier from motor vehicles, reduce crossing distance and allow pedestrians to focus on one direction of traffic at a time. Highway 7 crosswalks from Graves south to Carriage Dr. should be upgraded to include crossing islands and flashing pedestrian signs if possible. This would also limit the number of cars	2	0		Estes Park MTP and TDP	40.363186	-105.503629	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/457124	NEUTRAL
2023-12-11 00:55:17 UTC	Parking	The library deserves many more free parking spaces! Why has the library parking lot turned into a source of revenue for town hall?	2	0	80517	Estes Park MTP and TDP	40.377391	-105.519312	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/457463	NEGATIVE
2023-12-11 01:01:36 UTC	Pedestrian Safety	Do we have to wait ten years for the completion of the Fall River Trail? What happened to the one-cent sales tax? Spend it on the trail, not your salaries!	2	0	80517	Estes Park MTP and TDP	40.390072	-105.561565	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/457464	NEUTRAL
2023-12-11 01:03:33 UTC	Bike Safety	No one will ride the Fall River Trail to RMNP until the trail is complete! It is not safe to ride a bike along the highway!	3	0	80517	Estes Park MTP and TDP	40.39151	-105.562509	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/457465	NEGATIVE
2023-12-11 02:23:27 UTC	Opportunity for Connectivity	there is no public transportation to downtown from the south end of Carriage Dr thru the residential area. That would be really nice!	5	2		Estes Park MTP and TDP	40.33221	-105.513918	United States	New Mexico	Las Cruces	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/457472	NEGATIVE
2023-12-13 16:47:31 UTC	Pedestrian Safety	The walking path along Hwy 7 in front of Kinnikkinnik Motel is on a slant. It is difficult to walk on when covered with snow or ice.	1	0	80517	Estes Park MTP and TDP	40.366767	-105.503302	United States	New York	The Bronx	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458035	NEGATIVE
2023-12-13 18:57:12 UTC	Bike Safety	Need protected bike lane all the way through elkhorn	7	0	80517	Estes Park MTP and TDP	40.377374	-105.517994	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458048	NEGATIVE
2023-12-13 19:15:43 UTC	Transit Access	Additional transit stop here. And PLEASE consider year-round transit for locals/workers.	1	2		Estes Park MTP and TDP	40.351131	-105.508318	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458056	NEUTRAL
2023-12-13 19:37:59 UTC	Intersection of Concern	Very difficult to cross by bike and walking. Needs a crosswalk and lower speeds. Speed limit is not enforced. Most cars speed.	3	0	80517	Estes Park MTP and TDP	40.382437	-105.498229	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458072	NEGATIVE
2023-12-13 21:45:19 UTC	Intersection of Concern	Roundabout should not be 2 lanes on section coming into town. Have witnessed 2 close call accidents. Make a single lane.	9	3		Estes Park MTP and TDP	40.374539	-105.499501	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458090	NEGATIVE
2023-12-13 21:54:40 UTC	Intersection of Concern	Corner needs regular sweeping, slow corner signage. Have witnessed several accidents at this location usually due to high speeds & gravel.	2	1		Estes Park MTP and TDP	40.350462	-105.53912	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458092	NEGATIVE
2023-12-13 23:49:39 UTC	Big Idea	I continue to think that the very good Downtown plan should be implemented by turning west Elkhorn into a woonerf.	6	7	80517	Estes Park MTP and TDP	40.376019	-105.524528	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458129	POSITIVE
2023-12-14 14:47:14 UTC	Opportunity for Connectivity	extend sidewalk along Moccasin Bypass from Hospital property to Moccasin Circle Drive.	1	0	80517	Estes Park MTP and TDP	40.370414	-105.518215	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458240	NEUTRAL
2023-12-14 14:53:48 UTC	Opportunity for Connectivity	A social trail exists paralleling Moccasin Bypass through the Tram property. The expense of widening the Moccasin Bypass to add sidewalks and bike lanes, suggests that pursuing a trail easement through the Tram property may be a more economical solution to providing conductivity here.	3	1	80517	Estes Park MTP and TDP	40.37055	-105.520726	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458243	NEUTRAL
2023-12-14 14:57:10 UTC	Opportunity for Connectivity	The Moccasin Circle Drive private roadway could provide a connectivity solution from the top of the Moccasin Bypass to Riverside Dr. Obtaining a public easement along this private road could be an economical solution to this connectivity problem.	1	0	80517	Estes Park MTP and TDP	40.371564	-105.520758	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458244	NEUTRAL
2023-12-14 15:05:49 UTC	Opportunity for Connectivity	A pedestrian trail north of the Elkhorn Ave shops (behind the shops) could provide a pedestrian and cycling connection from Virginia Dr and Bighorn/Cleave Streets. Right now the legal cyclist route through downtown is on Elkhorn Ave. This is undesirable for children and novice cyclists. It is possible this trail could be through a tunnel through solid rock that does not impact any reasonable property	4	0	80517	Estes Park MTP and TDP	40.376897	-105.522937	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458246	NEUTRAL
2023-12-14 15:06:48 UTC	Opportunity for Connectivity	elkhorn bypass tunnel	1	0	80517	Estes Park MTP and TDP	40.376985	-105.5225	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458247	NEUTRAL
2023-12-14 15:07:32 UTC	Opportunity for Connectivity	elkhorn bypass tunnel	2	0	80517	Estes Park MTP and TDP	40.376783	-105.523286	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458248	NEUTRAL
2023-12-14 15:10:42 UTC	Opportunity for Connectivity	Designate Cleave St a cycling bypass of Elkhorn Ave.	1	1	80517	Estes Park MTP and TDP	40.376562	-105.525102	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458250	NEUTRAL
2023-12-14 15:13:45 UTC	Pedestrian Safety	mid block "crossing island" could improve crossing safety.	1	0	80517	Estes Park MTP and TDP	40.375111	-105.509482	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458252	NEUTRAL

2023-12-14 15:17:04 UTC	Pedestrian Safety	a pedestrian "crossing island" could improve safety	2	0	80517	Estes Park MTP and TDP	40.367077	-105.50356	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458253	NEUTRAL
2023-12-14 15:21:14 UTC	Big Idea	See associated Connectivity comments.	0	0	80517	Estes Park MTP and TDP	40.376951	-105.522817	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/458255	NEUTRAL
2023-12-16 17:36:20 UTC	Intersection of Concern	This intersection seems to be in a constant state of disrepair because no agency (RMNP, Larimer County, CDOT, or ToEP) will claim it. The potholes get enormous. Also- better signage on westbound Moraine Ave for tourists going into RMNP. I see a lot of tourists getting into the left turn lane, only to decide they want to go straight and then the left turn lane is blocked. Has been a problem	25	0	80517	Estes Park MTP and TDP	40.364302	-105.544163	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459155	NEGATIVE
2023-12-16 17:39:22 UTC	Pedestrian Safety	With the development on Lexington Lane and high speed of travel for this section of roadway, a rapid flash beacon would be nice here at a minimum. I have heard multiple reports of close calls here between pedestrian/bikes and vehicles. Community Dr. is a great access route for school also.	4	0	80517	Estes Park MTP and TDP	40.363685	-105.503607	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459166	POSITIVE
2023-12-16 17:42:00 UTC	Opportunity for Connectivity	This section of roadway could use a look for drainage, particularly for ice and snow melt in the winter. It's seems to be a major corridor for the school access. Also- could be a great place for sidewalk improvements for pedestrian safety. I believe pedestrians currently use golf course and the adjacent neighborhood near Matthew Cr to	1	0	80517	Estes Park MTP and TDP	40.36722	-105.50172	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459167	POSITIVE
2023-12-16 17:45:06 UTC	Intersection of Concern	Accidents regularly occur on this curve. Speed and lack of regularly sweeping might be culprits.	3	1	80517	Estes Park MTP and TDP	40.350354	-105.538809	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459168	NEUTRAL
2023-12-16 17:48:02 UTC	Pedestrian Safety	Moraine Ave could use major upgrades for bike/ped safety from LOOP project to Many's Lake Rd. Some portions have detached trail but most areas do not. A detached or attached trail would tremendously improve safety. A center turn lane would also improve the road and keep traffic flowing. The narrow party near the	10	0	80517	Estes Park MTP and TDP	40.371087	-105.528638	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459169	MIXED
2023-12-18 19:09:27 UTC	Big Idea	speed limit implementation would be wonderful for traffic coming (currently usually racing) into town. Thank you for the consideration.	0	0	80517	Estes Park MTP and TDP	40.372669	-105.502878	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459344	POSITIVE
2023-12-18 19:21:23 UTC	Intersection of Concern	a safe crossing would be wonderful; we walk, bike and run along Fish Creek Rd to get to the east end of Lake Estes Path a lot. It would be great to have a safe crossing here. We see a lot of other people and kids do the same.	7	1	80517	Estes Park MTP and TDP	40.373522	-105.49171	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459347	POSITIVE
2023-12-18 19:25:36 UTC	Pedestrian Safety	the new traffic circle is nice, but there are no ped connections! There are ADA ped ramps/access immediately at the circle but they don't go anywhere! It would be really great to have a ped path on the south side of N St Vrain Ave between Community Drive and 4th St, so that one does not have to go through the tunnel and via the lake path, but can stay	1	2	80517	Estes Park MTP and TDP	40.372917	-105.490532	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459348	MIXED
2023-12-18 19:31:57 UTC	Bike Safety	general question: are there considerations for on-street bike lanes along Moraine and Elkhorn, especially on the western part of town to allow safer bike access to the park. It would be wonderful to safely access the park via bike rather than having to drive - the bus/trams are nice, but then hinder one to move around more freely	2	0	80517	Estes Park MTP and TDP	40.375715	-105.520694	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459349	MIXED
2023-12-21 02:32:44 UTC	Opportunity for Connectivity	Connect Fall River Trail to Fall River Visitor Center. Currently the trail ends in Aspenglen Campground, with no connectivity to bike friendly paths or a destination in the park. The park did remove one campsite and install a couple of picnic tables here, but unless people want to ride on the main road in the park, there is no where to go from this end of the trail. If connected to the visitor center, people can go from town to the visitor center, use the restrooms,	2	1	80517	Estes Park MTP and TDP	40.400547	-105.587218	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459740	NEUTRAL
2023-12-21 02:37:36 UTC	Pedestrian Safety	There is a painted cross walk here, but cars do not always stop - maybe 50% of the time. When they do stop, it's dangerous because people driving behind them don't expect them to stop. Recently, when I was crossing, a car stopped and then got rear-ended (very lightly - no damage). Not sure how to improve this. It is an	4	0	80517	Estes Park MTP and TDP	40.375149	-105.509616	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459742	MIXED
2023-12-21 16:37:18 UTC	Pedestrian Safety	Scott Avenue needs a sidewalk along it's length. This would complete the circle route through the Scott Ponds area.	4	0	80517	Estes Park MTP and TDP	40.348572	-105.505197	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459800	NEUTRAL
2023-12-21 16:41:10 UTC	Pedestrian Safety	Establish a multi-use walkway along Wonderview between Safeway and the MacGregor Avenue roundabout. It would make that area much more walkable.	6	0	80517	Estes Park MTP and TDP	40.380508	-105.520648	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459802	NEUTRAL
2023-12-21 16:45:42 UTC	Intersection of Concern	Traffic is driving too fast approaching the roundabout from the east on 36. Electrical boxes near the north side have been hit causing power outages. Place a guardrail on the north side of the roundabout and traffic calming rumble bars in the roadway approaching from the east.	3	0	80517	Estes Park MTP and TDP	40.374564	-105.499459	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459804	NEGATIVE
2023-12-21 16:57:22 UTC	Pedestrian Safety	Cars coming around the bend on Riverside tend to not see, or see but ignore, pedestrians crossing from west to east at Confluence Park near the Riverwalk bathrooms. Better marking of the crossing is needed and a year-round pedestrian crossing sign on a pedestal in the street. I have been crossing the street when cars came	6	0	80517	Estes Park MTP and TDP	40.375784	-105.52128	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459807	NEUTRAL
2023-12-21 19:00:45 UTC	Pedestrian Safety	A multi-use path along the entire Dry Gulch Road that is paved and partially DIRT is needed for residents and visitors to use year round. Speeding traffic and lack of adequate road shoulders is dangerous for pedestrians, cyclists and horse riding along this stretch of road.	4	0		Estes Park MTP and TDP	40.401277	-105.482951	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459912	NEUTRAL
2023-12-21 19:02:37 UTC	Pedestrian Safety	A detached multi-use path that connects Dry Gulch Road to Devils Gulch Road is needed along this speeding loop roadway.	7	0		Estes Park MTP and TDP	40.413423	-105.482335	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459913	NEUTRAL
2023-12-21 19:06:39 UTC	Congestion	Summer months congestion occurs along Devils Gulch Road close to the Lumpy Ridge Trailhead due to parking overflow. The road area is poorly marked for motorists and not enough room for co mingling of pedestrians, cyclists, horse riders, and motors. Providing a dirt vehicle parking lot that has bike racks is recommended.	3	0		Estes Park MTP and TDP	40.392289	-105.51252	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459914	NEGATIVE
2023-12-21 19:11:23 UTC	Pedestrian Safety	A multi-use path connecting Moraine Ave to Spur 66 allows pedestrian safety and cycling safety. Currently there is a very narrow road shoulder that is inadequate for a shared access road to the Y or lodging along the Spur 66.	1	0		Estes Park MTP and TDP	40.363035	-105.545772	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459915	NEUTRAL
2023-12-21 19:13:09 UTC	Pedestrian Safety	A multi-use path connecting Tunnel Road (end of road) to Moraine Ave is needed for accessing the corridor without need of a vehicle. Currently not enough shoulder to accommodate pedestrians safely.	4	1		Estes Park MTP and TDP	40.362164	-105.551247	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459916	NEUTRAL
2023-12-21 19:14:42 UTC	Transit Access	Transit stop to access RMNP and area lodging	4	0		Estes Park MTP and TDP	40.349516	-105.567667	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459917	NEUTRAL
2023-12-21 19:17:50 UTC	Accessibility	A multi-use path that accommodates ADA accessibility connecting Downtown to end of Tunnel Road. Currently there is zero ADA compliant access for the entire corridor. This must change, thanks!	1	1		Estes Park MTP and TDP	40.364101	-105.542094	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459918	NEUTRAL
2023-12-21 19:22:02 UTC	Intersection of Concern	Business driveways that do not acknowledge pedestrians or cyclists using the area to access downtown. Motorist and pedestrians conflict in the huge driveway areas. Perhaps a multi-use path connect the downtown to the already established path on Moraine Ave.	3	1		Estes Park MTP and TDP	40.369892	-105.529192	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459919	NEUTRAL
2023-12-21 19:26:32 UTC	Pedestrian Safety	Sidewalk needed connecting Marys Lake Road to High Drive. There is zero acknowledgement of pedestrians at the intersection or along High Drive which is dangerous as a walker or runner. Residents and visitors accessing High Drive or businesses along Moraine Ave risk safety if considering walking anywhere near the intersection.	10	0		Estes Park MTP and TDP	40.364417	-105.544216	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459920	NEGATIVE
2023-12-21 19:28:55 UTC	Pedestrian Safety	Walkers, Runners and Cyclists must use the degraded road shoulder to access Spur 66. It is a safety risk due to speed of motorists, lack of visibility and minimal space. A lighted path would be wonderful.	2	0		Estes Park MTP and TDP	40.364191	-105.544539	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459921	NEUTRAL
2023-12-21 19:33:56 UTC	Opportunity for Connectivity	A multi-use path connecting Tunnel Road, Spur 66, Moraine Ave, downtown that has lighting for evening or early morning traveling.	6	0		Estes Park MTP and TDP	40.362664	-105.551098	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459923	NEUTRAL
2023-12-21 19:38:16 UTC	Pedestrian Safety	Degraded crosswalk markings, which is common throughout the CO Hwy 7. Stronger maintenance efforts are needed. ADA compliance is in question, too.	0	1		Estes Park MTP and TDP	40.373096	-105.507665	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459924	NEGATIVE
2023-12-21 19:42:22 UTC	Pedestrian Safety	Sidewalks along the entire CO Hwy 7 has very poor lighting. Visibility can be dangerous especially at crossing driveway intersections. Pedestrians have difficulty seeing the path while walking and motorist have difficulty seeing the pedestrians or cyclist.	1	0		Estes Park MTP and TDP	40.369051	-105.504245	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459926	NEGATIVE
2023-12-21 19:46:25 UTC	Intersection of Concern	AT Pine Knoll and CO Hwy 7, Crosswalk marking is degraded and not maintained. Cars do not see nor acknowledge the crosswalk due to speed and poor signage.	4	0		Estes Park MTP and TDP	40.359346	-105.503967	United States	Colorado	Boulder	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/459928	NEGATIVE
2023-12-26 20:04:30 UTC	What Works Well	Works well	6	1	80517	Estes Park MTP and TDP	40.380387	-105.522537	United States	Texas	Austin	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460402	POSITIVE
2023-12-26 20:07:59 UTC	Congestion	Backs up going east in the summer	0	0	80517	Estes Park MTP and TDP	40.376111	-105.523645	United States	Texas	Austin	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460404	POSITIVE
2023-12-26 21:16:48 UTC	Pedestrian Safety	Poor crosswalk markings and cross sign sometimes not working.	4	0	80517	Estes Park MTP and TDP	40.364122	-105.544238	United States	Texas	Denton	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460415	NEGATIVE
2023-12-26 21:19:47 UTC	Congestion	Bird and Jim's does not have enough parking which causes lots of off the street parking. There are no sidewalks and at night this makes navigating this stretch of road dangerous.	5	1	80517	Estes Park MTP and TDP	40.364498	-105.545053	United States	Texas	Denton	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460417	NEGATIVE
2023-12-26 21:26:19 UTC	Big Idea	Need huge parking garage here so visitors are closer to Elkhorn Ave and the main street shopping district.	9	6		Estes Park MTP and TDP	40.377442	-105.519049	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460422	NEUTRAL
2023-12-26 21:27:34 UTC	Big Idea	Need a major bipass road here so that we can close Elkhorn Ave to car traffic and make it a pedestrian draw.	1	3		Estes Park MTP and TDP	40.372638	-105.534925	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460424	NEUTRAL
2023-12-26 21:30:38 UTC	Big Idea	We need high density next to transit. I suggest a year round bus loop on Peak View, Hiway 7, Mary's Lake Road and downtown. With high density apartments and townhouses along that route. We especially need density right where the locals put up all those signs that say "Save Estes from Senseless Rezoning." Nothing would make more sense than housing near public transit on Peak View.	2	21		Estes Park MTP and TDP	40.352951	-105.51394	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460427	NEUTRAL
2023-12-26 21:34:05 UTC	Big Idea	Close Elkhorn to auto traffic and make it into a pedestrian plaza. Estes should be like any historic town in Switzerland, with places for people rather than places for auto through traffic.	11	9		Estes Park MTP and TDP	40.376352	-105.522523	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460428	NEUTRAL
2023-12-26 21:36:43 UTC	Big Idea	We need much more housing close to downtown Estes and in walking distance to downtown Estes. I suggest covering this hillside with condos and townhomes with good walking and biking routes connecting to downtown.	1	5		Estes Park MTP and TDP	40.373162	-105.531707	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460429	NEUTRAL
2023-12-26 21:40:30 UTC	Big Idea	Please keep the post office, grocery store, and services in the downtown and make it accessible via public transit - like any mountain town in Switzerland. Provide high density housing along those public transit routes to make the routes viable. The net result will be to reduce auto traffic congestion.	1	2		Estes Park MTP and TDP	40.374606	-105.522719	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460431	NEUTRAL
2023-12-26 21:42:16 UTC	Big Idea	Need high density housing on this undeveloped steep hillside north of Elkorn Ave. Need housing close to downtown to support local resident-serving businesses year round, and to support public transit (like they have in Switzerland mountain towns.)	4	3		Estes Park MTP and TDP	40.3768	-105.522628	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460432	NEUTRAL
2023-12-26 21:46:00 UTC	Big Idea	Need more frequent and earlier hours bus service to Bear Lake, Grand Lake, DIA, Boulder, Denver. You know ... like in Switzerland. Nobody needs a car there.	4	1		Estes Park MTP and TDP	40.378045	-105.51437	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460433	NEUTRAL
2023-12-26 21:47:57 UTC	Big Idea	Allow duplexes and or ADUs on all single family lots to alleviate the housing shortage. This is preferable over more auto-oriented suburban sprawl spread over elk habitat.	4	2		Estes Park MTP and TDP	40.369696	-105.512213	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460435	NEUTRAL
2023-12-26 21:50:33 UTC	Big Idea	Funky, non-conforming intersections like these are historic treasures and should be historically protected. They force people to slow down and pay attention.	3	4		Estes Park MTP and TDP	40.414234	-105.480133	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460436	POSITIVE
2023-12-26 21:53:27 UTC	Bike Safety	Need wider shoulder for cyclists at expense of narrower travel lanes for cars. Narrower travel lanes for cars has the effect of slowing auto travel speeds thereby increasing overall life safety for all.	5	0		Estes Park MTP and TDP	40.326245	-105.529937	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460437	NEUTRAL
2023-12-27 00:33:29 UTC	Intersection of Concern	An extra lane is needed here so people can turn right off of Mall Road on to highway 34 and go East. No lights or roundabouts are needed here. There is seldom any serious congestion, just people going off the road edge to get around cars that want to go West on Hwy 34 off of Mall Road. The stop sign already there is adequate.	9	0	80550	Estes Park MTP and TDP	40.376627	-105.480856	United States	Colorado	Greeley	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460458	NEUTRAL
2023-12-27 04:59:59 UTC	Big Idea	There is a huge Carriage Hills population that would be served by running public transportation around Fish Creek to downtown. Could stop at golf course and Rec Center too in route.	5	1	80550	Estes Park MTP and TDP	40.335786	-105.502106	United States	Colorado	Greeley	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460479	NEUTRAL
2023-12-27 15:19:56 UTC	Congestion	Pedestrians and those fishing don't always allow bikes to pass safely on the Lake paths. There is a need for more signs to alert all users of the paths that they need to respect other uses. There is a need to paint or refresh the center lines, at least in critical congestion areas. There will be more and more bikes on the paths, as people take advantage of technologies that don't burn fossil	1	2	80517	Estes Park MTP and TDP	40.377854	-105.499048	United States	Ohio	Findlay	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460509	NEUTRAL
2023-12-27 16:29:14 UTC	What Works Well	Walking path is a source of travel for many, connecting part of the community to the schools and community center. The winter maintenance is wonderful. Path needs an overlay of asphalt.	1	0	80517	Estes Park MTP and TDP	40.365843	-105.500379	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460526	POSITIVE
2023-12-27 16:58:45 UTC	Parking	Put in a parking structure where the current parking lot is. Let people park near the center of town.	2	0		Estes Park MTP and TDP	40.374851	-105.524312	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460537	NEUTRAL
2023-12-27 18:28:23 UTC	Bike Safety	Mary's Lake Road, Moraine, and Riverside all desperately need improvements for pedestrian and bike safety. I live on Mary's Lake Road. Our mail delivery was changed because the carrier rightly felt it dangerous to stop on Mary's Lake. A neighbor was hurt while walking his dog and jumping away from a car. Cars on Mary's Lake Rd going to or from 36 routinely speed. We need caution signs and enforcement, but a longer term plan to add space for pedestrians	7	1	80517	Estes Park MTP and TDP	40.359472	-105.54184	United States	Kentucky	Fort Thomas	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460552	NEGATIVE

2023-12-27 18:52:08 UTC	Pedestrian Safety	Re. earlier comment. There is a SIDEWALK across the street.	0	0	80517	Estes Park MTP and TDP	40.391218	-105.487789	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460556	NEUTRAL
2023-12-27 19:27:33 UTC	Congestion	Light is too short for eastbound traffic. Causes big backup.	3	0	80517	Estes Park MTP and TDP	40.364157	-105.544388	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460559	NEGATIVE
2023-12-27 20:11:47 UTC	Pedestrian Safety	A crosswalk and a user-activated flasher (like South St. Vrain at Graves) would alert drivers to the presence and legality of pedestrians.	3	0	80517	Estes Park MTP and TDP	40.382605	-105.498207	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460569	NEUTRAL
2023-12-27 20:22:50 UTC	Big Idea	Add a center turn lane on Moraine Ave from Mary's Lake Road east to about Coffee On the Rocks to improve traffic flow during the busy summer season. Cars turning left into roadside businesses block traffic.	8	0	80517	Estes Park MTP and TDP	40.366912	-105.536591	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460570	NEUTRAL
2023-12-27 20:50:27 UTC	Pedestrian Safety	Moraine desperately needs a walking / bike path from the RMNP Visitors Center to the town. This would be good for safety, sustainability, and business.	6	0	80517	Estes Park MTP and TDP	40.364029	-105.544185	United States	Kentucky	Fort Thomas	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460571	NEGATIVE
2023-12-27 20:54:11 UTC	Pedestrian Safety	Mary's Lake Rd and Riverside would be tremendously served by a pedestrian/biking path. If planned to do so, it could improve the drainage and ruts that are a constant source of maintenance on these two roads.	7	0	80517	Estes Park MTP and TDP	40.359762	-105.541685	United States	Kentucky	Fort Thomas	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460572	POSITIVE
2023-12-28 16:55:15 UTC	Pedestrian Safety	A sidewalk or multi-use path along this stretch of Community Drive would allow safe travel for pedestrians between the underpass from Lake Estes to existing sidewalks at Manford Ave. for safer access to the Rec center, schools, 18 hole golf course and the many residences in the neighborhood.	1	0	80517	Estes Park MTP and TDP	40.370923	-105.498822	United States	New Mexico	Albuquerque	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460698	NEUTRAL
2023-12-28 21:37:34 UTC	Pedestrian Safety	Put in a sidewalk on lower Big Horn Dr. Currently, cars park so close to the railing on the west side that you can't walk there and must walk on the traffic side of the parked cars. With cars parked on both sides of the road, walking there is an extremely hazardous.	10	0	80517	Estes Park MTP and TDP	40.377109	-105.524794	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460731	NEGATIVE
2023-12-28 21:43:23 UTC	Big Idea	Make Spruce Dr. one-way and add a sidewalk. Currently, Spruce is so narrow that no center line is able to be placed. Walking on this narrow less-than-two-lane width road is hazardous. Whether one-way up or down would be better should be decided by traffic experts/engineers.	1	5	80517	Estes Park MTP and TDP	40.377781	-105.526297	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460732	NEGATIVE
2023-12-29 01:49:58 UTC	Transit Access	Please start the Hiker Shuttle runs to Park & Ride earlier in the day to support hikers wanting to get on the trail at first light so they can be off peaks before thunderstorms, etc. More runs each day and adding weekdays thru autumn with additional stops in RMNP will greatly help your visitors and reduce RMNP traffic.	4	0	67601	Estes Park MTP and TDP	40.378791	-105.514105	United States	Kansas	Norton	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460756	NEUTRAL
2023-12-29 15:32:14 UTC	Transit Access	Need integrated transit service between Town and Park so people can park at the Park & Ride or be picked up near their lodging and use the bus to get around the park. Acadia National Park is a good example.	4	2		Estes Park MTP and TDP	40.365904	-105.560117	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460796	NEUTRAL
2023-12-29 15:58:46 UTC	Intersection of Concern	What a MESS! The offset entry and exit for east bound 36 are a nightmare. Already evident by the tire tracks and damage going over the center island and curbs. In general, I'm a big fan of round-abouts, but not this one. Lack of significant offsets and open sightline allow westbound traffic to proceed at speed. Dangerous for	3	2	80517	Estes Park MTP and TDP	40.37455	-105.499511	United States	Texas	Euless	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460797	NEGATIVE
2023-12-29 16:05:22 UTC	Intersection of Concern	The Mall Road/Fish Creek section is terrible for all traveling east or westbound. Turning left? Forget it! That's a death wish. Some real design concerns here. Not sure of a long term solution but something needs to be addressed.	8	1	80517	Estes Park MTP and TDP	40.373363	-105.490122	United States	Texas	Euless	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460799	NEGATIVE
2023-12-29 16:10:53 UTC	What Works Well	It Works!	3	1	80517	Estes Park MTP and TDP	40.380438	-105.522453	United States	Texas	Euless	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460802	POSITIVE
2023-12-29 19:35:57 UTC	Big Idea	Make a left hand turn lane from the roundabout out to Mary's Lake Rd. It's the left hand turns that slow the traffic. Should you do a roundabout at MLR, then no left turns on Moraine, period.	0	2	80517	Estes Park MTP and TDP	40.366974	-105.537077	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460836	NEUTRAL
2023-12-29 19:41:29 UTC	Pedestrian Safety	Jay walking from on street parking to Barrel, even Full Throttle is a nightmare. No one uses the crosswalk light.	2	0	80517	Estes Park MTP and TDP	40.373957	-105.523255	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460838	NEGATIVE
2023-12-29 19:42:45 UTC	Pedestrian Safety	People jaywalking through traffic on Elkhorn. They should be ticketed.	3	4	80517	Estes Park MTP and TDP	40.376336	-105.522665	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460839	NEGATIVE
2023-12-29 19:46:26 UTC	Pedestrian Safety	The pedestrian light is a nightmare, I have almost been hit many times when visitors and residents run the red light. Do we need safety patrols to walk into street and make sure the traffic stops for the light?	1	0	80517	Estes Park MTP and TDP	40.377807	-105.519221	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460841	NEGATIVE
2023-12-30 17:17:46 UTC	Congestion	Reduce speed limit (357) approaching Mall x 36 with flashing lights to attract driver attention. Roundabout would work if all roads can be realigned. Otherwise a light that would hold traffic at Fish Creek Road and Mall road at the same time.	3	0	80517	Estes Park MTP and TDP	40.373272	-105.489636	United States	California	El Dorado Hills	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460941	NEUTRAL
2023-12-30 17:36:45 UTC	Opportunity for Connectivity	In General, 2-3 crosswalks along Hwy 34 between Gulch rd and Steamer Dr. with a sidewalk on the north side of 34 connecting these crossing opportunities.	3	0	80517	Estes Park MTP and TDP	40.383258	-105.505035	United States	California	El Dorado Hills	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/460943	NEUTRAL
2023-12-30 19:21:18 UTC	Intersection of Concern	Access to/from post office is bad. The volume of traffic leaving post office is high and a back up is created waiting to make right turn.	4	1	80517	Estes Park MTP and TDP	40.374422	-105.522788	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461000	NEGATIVE
2023-12-31 04:17:54 UTC	Bike Safety	General comment for whole Estes Park area regarding bike safety. Would like to see a master plan developed specifically to identify a network of safe bike routes in the area. Don't expect every road/street to accommodate bikes, but at least key routes where bikers can navigate continuous routes. Dedicated bike lanes for	7	0	80532	Estes Park MTP and TDP	40.420143	-105.473284	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461113	NEUTRAL
2023-12-31 18:50:16 UTC	Bike Safety	In general, the more biker safe the town, the less congestion and better experience for visitors.	1	0	80517	Estes Park MTP and TDP	40.366494	-105.479324	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461138	POSITIVE
2023-12-31 18:51:02 UTC	Bike Safety	In general, the more biker safe the town, the less congestion and better experience for visitors.	3	0	80517	Estes Park MTP and TDP	40.398295	-105.573601	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461139	POSITIVE
2023-12-31 18:51:46 UTC	Bike Safety	In general, the more biker safe the town, the less congestion and better experience for visitors.	5	0	80517	Estes Park MTP and TDP	40.340322	-105.530376	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461140	POSITIVE
2023-12-31 18:52:34 UTC	Bike Safety	In general, the more biker safe the town, the less congestion and better experience for visitors.	2	0	80517	Estes Park MTP and TDP	40.366364	-105.547543	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461141	POSITIVE
2023-12-31 18:53:08 UTC	Bike Safety	In general, the more biker safe the town, the less congestion and better experience for visitors.	2	0	80517	Estes Park MTP and TDP	40.376934	-105.484783	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461142	POSITIVE
2024-01-01 18:08:19 UTC	Intersection of Concern	Horrible intersection. Poorly timed lights. Confusion about High Dr Potholes on a continual basis	17	0	80517	Estes Park MTP and TDP	40.364323	-105.544215	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461174	NEGATIVE
2024-01-01 18:14:02 UTC	Intersection of Concern	This intersection is going to carry a huge workload without the ability for travels to access Morine due to the roundabout. Now, all the traffic from the park will end up at this intersection. Due to heavy pedestrian traffic and vehicles need to yield the traffic is going to back up excessively. Eventually there may need to be a pedestrian bridge up and over Riverside. Nightmare already for folks on SW side of town. More car emissions from idling cars, road rage	7	2	80517	Estes Park MTP and TDP	40.37661	-105.521453	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461175	NEGATIVE
2024-01-02 03:50:48 UTC	Big Idea	Lane markings are completely faded. All painted lines need to be the more heavily reflective paint.	4	0	80517	Estes Park MTP and TDP	40.377781	-105.515222	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461195	NEGATIVE
2024-01-02 03:54:16 UTC	Intersection of Concern	Left turns exiting both parking lots should absolutely NOT be allowed at this intersection. Way too much traffic, and too close to other intersections.	4	0	80517	Estes Park MTP and TDP	40.378834	-105.515427	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461196	NEGATIVE
2024-01-02 03:59:08 UTC	Intersection of Concern	This intersection is probably the most dangerous intersection. A local man on a bike was killed a few years back, by someone cutting the corner going into the oncoming traffic. This needs to change, and fast!	0	0	80517	Estes Park MTP and TDP	40.372324	-105.510423	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461197	NEGATIVE
2024-01-02 04:02:18 UTC	Intersection of Concern	This is by far the most dangerous intersection. Drivers are SO rude and selfish here. A local cyclist was killed at night, riding home from Safeway, by a driver who cut the corner going into the oncoming traffic lanes. A light or some sort of safer set up is dire. Unsafe for pedestrians as well.	0	0	80517	Estes Park MTP and TDP	40.37232	-105.510384	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461198	NEGATIVE
2024-01-02 04:39:59 UTC	Intersection of Concern	January 1, 2024. Another wreck on thiss off camber and bumpy brand new roundabout. How many wrecks since it was completed? Seems worse than the previous intersection. Put up traffic signals. It's not working!!	1	2	67401	Estes Park MTP and TDP	40.380299	-105.52247	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461199	NEGATIVE
2024-01-02 13:16:06 UTC	Pedestrian Safety	Riverside is narrow with no shoulder. Traffic moves as high speeds here and the road has become much busier since Loop construction began. It's dangerous for pedestrians and cyclists, but there is no other way to access town from these communities.	6	1		Estes Park MTP and TDP	40.365571	-105.534166	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461207	MIXED
2024-01-02 13:20:23 UTC	Pedestrian Safety	This blind corner with no shoulder is terrifying as a pedestrian, especially with more traffic recently and speeding large vehicles. A pedestrian bridge here could more quickly divert walkers/cyclists off of Riverside and onto town sidewalks.	4	0		Estes Park MTP and TDP	40.371742	-105.522581	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461208	NEGATIVE
2024-01-02 13:23:54 UTC	Congestion	Elk herd viewing caused multiple large traffic jams that started on this road by the post office but because of the traffic circle, extended into downtown/up Crags drive/ towards RMNP. Some kind of rapid response management may be necessary when elk descend into town to keep traffic moving through this area.	0	0		Estes Park MTP and TDP	40.372797	-105.523148	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461209	NEUTRAL
2024-01-02 21:10:14 UTC	Pedestrian Safety	Pedestrian accommodations are needed from Mary's Lake Road to the Central Business District. Improve walkability throughout the town. Add bike lanes where possible. People would rather walk or ride bikes than use public transportation.	3	0	80517	Estes Park MTP and TDP	40.364294	-105.543782	United States	Oklahoma	Fort Gibson	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461220	NEUTRAL
2024-01-03 22:15:57 UTC	Intersection of Concern	this intersection really needs a light. It's nearly impossible to turn left from Mall Rd onto Highway 36 or left from 36 onto Mall Rd during peak times. Slower speed limit on 36 would be helpful as well. I think a light would be more effective than a roundabout since so many of our visitors don't seem to know how to maneuver in	4	0		Estes Park MTP and TDP	40.373637	-105.489805	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461354	NEGATIVE
2024-01-03 22:25:39 UTC	Intersection of Concern	the rocks and power boxes block visibility for those turning left from Mall Road onto Highway 36. One must pull forward beyond the stop sign to be able to see whether there is traffic coming from the west on 36.	1	0		Estes Park MTP and TDP	40.374133	-105.490494	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461355	NEUTRAL
2024-01-03 23:27:47 UTC	Intersection of Concern	Poor signage for the turning left merge lane on westbound 36 from Stanley Ave. Most drivers do not seem to know that merge lane is there holding back traffic often. Many drivers especially non-locals wait until there is absolutely no traffic from either direction when they could pull out and merge with westbound traffic that isn't	2	0	80517	Estes Park MTP and TDP	40.376398	-105.510855	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461360	NEGATIVE
2024-01-06 14:24:54 UTC	Intersection of Concern	Left turn from mall road onto US36 backs traffic up.	2	0	80515	Estes Park MTP and TDP	40.373319	-105.489952	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461624	NEUTRAL
2024-01-06 14:31:56 UTC	Accessibility	Parking garage is a good idea but no elevators for handicap users above 1st level. Try using a walker from the top level	0	0	80515	Estes Park MTP and TDP	40.378047	-105.51413	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461625	MIXED
2024-01-08 00:44:27 UTC	Bike Safety	No bike shoulder. Winding roads	4	0	80517	Estes Park MTP and TDP	40.333247	-105.526385	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/461754	NEGATIVE
2024-01-10 17:48:27 UTC	Pedestrian Safety	Improve current degraded asphalt sidewalk to a multi-use path connecting Brodie Ave to Rec Center path.	0	0		Estes Park MTP and TDP	40.367994	-105.500021	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462044	NEUTRAL
2024-01-10 17:50:27 UTC	Pedestrian Safety	Install multi-use path (wide) on west side of Community Drive connecting Manford Ave to Brodie Ave. Install a cross walk (crossing Community Drive) to connect to Brodie Ave.	0	0		Estes Park MTP and TDP	40.368645	-105.500262	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462050	NEUTRAL
2024-01-10 17:53:12 UTC	Bike Safety	Install multi-use path that includes bike access on west side of Community Drive that links to Brodie Ave. Vision is to create a network of connected multi-use paths that allow cyclists, scooters, and pedestrians never have to touch a road surface.	1	0		Estes Park MTP and TDP	40.368316	-105.500285	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462057	NEUTRAL
2024-01-10 17:55:39 UTC	Transit Access	Transit stop that accesses Carriage Hills and Pawnee Drive riders.	0	1		Estes Park MTP and TDP	40.346868	-105.51282	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462058	NEUTRAL
2024-01-10 18:00:40 UTC	Pedestrian Safety	Cross walk access Stanley Circle Drive to the UC Health Timberline building. Currently there is no protected crossings for Pedestrians along Stanley Ave connecting west to east side of roads. Motorists are driving fast and Pedestrians have to run across roadway during certain times of day.	1	0		Estes Park MTP and TDP	40.374913	-105.51101	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462060	NEUTRAL
2024-01-10 18:03:02 UTC	Pedestrian Safety	A sidewalk is needed along roadside due to residential area accessing businesses. Currently, pedestrians must walk in the street due to crumbling road shoulder or no shoulders.	1	0		Estes Park MTP and TDP	40.372505	-105.509568	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462062	NEUTRAL
2024-01-10 18:05:30 UTC	Pedestrian Safety	A sidewalk is needed connecting Stanley Ave to CO Hwy 7. Residence and visitors are forced to walk in the street due to crumbling road shoulder or no shoulder. Its dangerous!	1	0		Estes Park MTP and TDP	40.372974	-105.509101	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462064	NEGATIVE
2024-01-10 18:34:12 UTC	Transit Access	Transit stop to access businesses and residential area.	0	2		Estes Park MTP and TDP	40.374419	-105.523709	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462074	NEUTRAL
2024-01-10 18:35:29 UTC	Transit Access	Transit	1	1		Estes Park MTP and TDP	40.37663	-105.530877	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462075	NEUTRAL

2024-01-10 18:50:10 UTC	Pedestrian Safety	Unsafe to walk or run along Wonderview Ave due to traffic speeds and distracted drivers. A detached multi-use path connecting MacGregor Ave to any of the streets connecting to Wonderview or further west to West Elkhorn Ave would be appreciated.	4	0		Estes Park MTP and TDP	40.380024	-105.529785	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462078	NEGATIVE
2024-01-10 18:56:53 UTC	Big Idea	Consider a large Roundabout at this major intersection to ease congestion, reduce pollution, safer for pedestrians and end the long wait at traffic light.	2	10		Estes Park MTP and TDP	40.377982	-105.516934	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462079	NEUTRAL
2024-01-10 19:00:08 UTC	Big Idea	Roundabout to ease congestion during the warmer months, reduce speeds, safer for peds and cyclists, and eastbound vehicles easier left turn.	3	5		Estes Park MTP and TDP	40.380421	-105.512368	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462080	POSITIVE
2024-01-10 19:04:22 UTC	Pedestrian Safety	Extend the wide sidewalk north to Steamer Parkway and crosswalk. If able, extend a 3 - 5ft sidewalk from Steamer Parkway north to Devil's Gulch Road for residents and visitors to safely walk to Downtown. Currently Steamer Drive is dangerous to use by foot or bike.	2	0		Estes Park MTP and TDP	40.38189	-105.514277	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462081	NEGATIVE
2024-01-10 19:08:31 UTC	Opportunity for Connectivity	Provide a multi-use path connecting Devils Gulch Road via Black Canyon Drive and Steamer Drive to Downtown. The vehicle speeds and lack of shoulders make it dangerous to walk or ride.	4	0		Estes Park MTP and TDP	40.392007	-105.514062	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462082	NEUTRAL
2024-01-11 18:25:30 UTC	Transit Access	Express Lane for transit busses so they are not sitting in line like everyone else	4	2		Estes Park MTP and TDP	40.367253	-105.561973	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462205	NEUTRAL
2024-01-11 18:27:53 UTC	Intersection of Concern	This is not a through road.	0	0		Estes Park MTP and TDP	40.366174	-105.537165	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462206	NEGATIVE
2024-01-11 18:35:23 UTC	Intersection of Concern	Add a Transit Center here	0	3		Estes Park MTP and TDP	40.375494	-105.522078	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462208	NEUTRAL
2024-01-12 19:00:19 UTC	Bike Safety	Mary's Lake Road is unsafe for cyclists and pedestrians, a dedicated path is needed. Untortunately people will be in harm's way until a separate path is built.	4	0		Estes Park MTP and TDP	40.354334	-105.541792	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462320	NEGATIVE
2024-01-12 20:00:23 UTC	Pedestrian Safety	Drivers are rushing to get off or across Elkhorn and there isn't enough time to anticipate this crosswalk.	1	0	80517	Estes Park MTP and TDP	40.37536	-105.523607	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462336	NEGATIVE
2024-01-12 20:04:33 UTC	Pedestrian Safety	This cross walk is at the top of hill, making it difficult to visualize pedestrians. The cut out and blinker help, autos often do not see or run through the warning light. As a pedestrian, I have had to stop or step out of the way of a non-observant driver. A better place would be the south end of the Davis parking lot...this might help oblivious	2	0	80517	Estes Park MTP and TDP	40.374918	-105.523541	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462339	NEGATIVE
2024-01-12 20:10:27 UTC	Pedestrian Safety	It has been treacherous to walk or ride bikes from the Davis parking lot to Rocky Mountain National Park. The combination of a blind curve, no shoulder, traffic speed, and multiple pot holes and surface aberations make this extremely dangerous for bicyclists and pedestrians alike. There is not a safe way to go from Davis Street to the business on the south west end of Moraine, such as	1	0	80517	Estes Park MTP and TDP	40.371147	-105.528617	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462340	NEGATIVE
2024-01-12 22:18:10 UTC	Bike Safety	Multi use path or widening of shoulder suggested. Note the 15 min model for creating sustainable cities.	2	0	80517	Estes Park MTP and TDP	40.413063	-105.483159	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462351	NEUTRAL
2024-01-12 22:20:13 UTC	Intersection of Concern	Visitors stopping on highway for Wildlife viewing is creating hazards.	1	0	80517	Estes Park MTP and TDP	40.412573	-105.485927	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462352	NEUTRAL
2024-01-12 22:37:29 UTC	Big Idea	In general account for the 15 min model for creating sustainable cities linking and extending multi use pathways.	2	5	80517	Estes Park MTP and TDP	40.377695	-105.520833	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462353	NEUTRAL
2024-01-12 22:56:03 UTC	Pedestrian Safety	Multi use path along devil's gulch which can access lumpy ridge trailhead desired.	2	0	80517	Estes Park MTP and TDP	40.392879	-105.512862	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462354	NEUTRAL
2024-01-12 23:03:55 UTC	Big Idea	Roundabout suggestion	2	8	80517	Estes Park MTP and TDP	40.379467	-105.491031	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462355	NEUTRAL
2024-01-12 23:22:15 UTC	Big Idea	Scenic turnout. Visitors often stop above the switch backwards for photos of the Estes Valley and do not fully pull off the hwy.	0	0	80517	Estes Park MTP and TDP	40.426214	-105.467752	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462360	NEUTRAL
2024-01-12 23:45:53 UTC	Big Idea	No stoping on or along road way sign.	0	0	80517	Estes Park MTP and TDP	40.42556	-105.468503	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462366	POSITIVE
2024-01-12 23:51:34 UTC	What Works Well	The river walk path is great.	2	0	80517	Estes Park MTP and TDP	40.376635	-105.519307	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462367	POSITIVE
2024-01-12 23:55:29 UTC	What Works Well	If only there were more areas like the plaza to enjoy!	1	0	80517	Estes Park MTP and TDP	40.375997	-105.521866	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462368	MIXED
2024-01-13 00:31:33 UTC	Big Idea	Roundabout suggestion as opposed to a "historical" intersection would also slow down traffic while modernizing roads for safety and traffic flow. + connection of multi use path connection to dry gulch.	1	3	80517	Estes Park MTP and TDP	40.414603	-105.480353	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462370	NEUTRAL
2024-01-14 03:06:23 UTC	Pedestrian Safety	The riverwalk needs to be redone. The uneven surfaces are a danger and have caused many stumbles. Wheelchairs, strollers, and walkers have a terrible time navigating the uneven rocky surface.	4	0		Estes Park MTP and TDP	40.376906	-105.518552	United States	Arizona	Tempe	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462418	NEGATIVE
2024-01-14 03:15:28 UTC	Intersection of Concern	This intersection would NEVER work as a roundabout. The public can't seem to navigate the ones we currently have on the less trafficked intersections and I shudder to see the public try to get through a double -laned roundabout with heavy traffic. The town does not need ANY MORE round-abouts and could get rid of the ones	7	3		Estes Park MTP and TDP	40.377932	-105.5169	United States	Arizona	Tempe	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462419	NEGATIVE
2024-01-14 03:28:01 UTC	Intersection of Concern	I live over here and make this left on a daily basis at different times of day. It would benefit from a sensored light. NO MORE ROUNDABOUTS!!!!! No one can drive the few we have. Get rid of the current ones and go back to 4 way stops. I use roundabouts on a daily basis in a place where the drivers can successfully navigate them, rather than here where the drivers in the roundabout keep yielding (i.e. stopping) for the cars entering the roundabout. It is the	4	3		Estes Park MTP and TDP	40.365765	-105.538887	United States	Arizona	Tempe	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462420	NEGATIVE
2024-01-17 00:41:51 UTC	Bike Safety	There is no safe way to ride a bicycle from one end of Estes Park to the other, Specifically from The intersection Where the McDonald's restaurant is located through town to Rocky Mountain National Park	3	2	80517	Estes Park MTP and TDP	40.375922	-105.523584	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462861	NEGATIVE
2024-01-17 16:33:40 UTC	Congestion	A center turn lane would help tremendously for trucks and vehicles trying to access Elm Rd.	4	0	80517	Estes Park MTP and TDP	40.365828	-105.539031	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462949	POSITIVE
2024-01-17 16:36:42 UTC	Congestion	This area could benefit from more defined business access points, possibly using curb and gutter. Block walls at Burgers on Moraine and gas station have needed repair several times.	1	0	80517	Estes Park MTP and TDP	40.364861	-105.541195	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462950	NEGATIVE
2024-01-17 19:02:36 UTC	Parking	Need a widened or paved parking area for those hiking the upper Lilly lake trail. In the winter hikers cars get stuck here and in the summer the parking runs out and cars park dangerously close to Hwy 7	2	1	80550	Estes Park MTP and TDP	40.319585	-105.534153	United States	Colorado	Greeley	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/462962	NEGATIVE
2024-01-18 20:36:33 UTC	Intersection of Concern	I live on Cyteworth Road which intersects with E Riverside at an odd angle. It can be very dangerous as people come barreling along E Riverside.	1	0	80517	Estes Park MTP and TDP	40.371651	-105.521686	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463098	NEGATIVE
2024-01-18 21:09:52 UTC	Intersection of Concern	I knew this roundabout was trouble the first second I heard about it. There are constant accidents here. The slow down on the highway is annoying. The slow down and the roundabout will catch tourists off guard this summer when traffic picks up. Yikes! Face palm!	6	0		Estes Park MTP and TDP	40.374404	-105.499322	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463100	NEGATIVE
2024-01-18 21:14:52 UTC	Big Idea	A stoplight is absolutely needed here! It's impossible to turn left onto Highway 36 from Mall Rd in the summer. But please, oh please, no roundabout!	2	2		Estes Park MTP and TDP	40.373327	-105.489952	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463104	POSITIVE
2024-01-18 21:20:01 UTC	What Works Well	Really enjoy the walking path from Carriage Dr to town as it provides separation from the highway and is not always at the same level. Like the 'mountain feel' of the path on bikes and on foot especially the way it winds down to Carriage Hills.	5	0		Estes Park MTP and TDP	40.348756	-105.510807	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463105	POSITIVE
2024-01-18 21:32:17 UTC	Big Idea	Improving the sidewalk on the east side of the highway would be a better option that finding new land, and having 2 walking paths to maintain. The separation between the path and highway is so important for feeling safe.	0	0		Estes Park MTP and TDP	40.361513	-105.503664	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463110	POSITIVE
2024-01-18 21:34:21 UTC	Bike Safety	Bicycle problem on highway when a multi user path exists separated from the roadway creating conflicts with vehicles because of poor choice by leisure bike riders in the roadway. Need better enforcement of bicycles riding single file side of road or on the path.	0	0		Estes Park MTP and TDP	40.359682	-105.503927	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463113	NEGATIVE
2024-01-18 21:40:10 UTC	Congestion	The flashing lights helps pedestrians cross here when traffic is moving at the speed limit on highway 7 and connects the sidewalk on the west with the path on the east. There is only so much that the cdot can do to 'protect' pedestrians. We should do pedestrian training in the schools.	1	0		Estes Park MTP and TDP	40.369151	-105.504346	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463115	NEUTRAL
2024-01-18 21:47:50 UTC	Opportunity for Connectivity	I live on Old Ranger Drive and am very concerned about traffic if we connect with Elm drive. We chose this location for its quiet street. Can't abide the thought of opening up and having traffic come from both sides. Will this connect from the Elkhorn lodge, or would our beautiful open space on leading to the National park be ruined. Not	2	0	80517	Estes Park MTP and TDP	40.374242	-105.542736	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463121	NEGATIVE
2024-01-18 22:31:32 UTC	Big Idea	Would love to see the post office moved over here out of the congestion of downtown traffic. As a business owner of a shop on Elkhorn Avenue, I would gladly drive over here to take care of our mail without fighting the lines of visitor traffic in front of the current post office.	1	0	80517	Estes Park MTP and TDP	40.371839	-105.50452	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463139	POSITIVE
2024-01-18 22:38:50 UTC	Big Idea	The Brownfield's lot causes significant congestion and traffic problems. Multiple cars pull in at once and get stuck. It blocks the flow of traffic on Elkhorn when the cars are backed up. The placement of the handicap spot is very problematic. The driveway is blocked frequently.	2	0		Estes Park MTP and TDP	40.377353	-105.518663	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463140	NEGATIVE
2024-01-18 22:45:58 UTC	Pedestrian Safety	The sidewalk area at the crosswalk is full of water or snow whenever it precipitates. It is very hard to cross the street to go the Library Parking Lot. The sidewalks are very uneven and many people have been seen tripping, with some falling. The grates around the trees are also uneven and many need repair.	3	0		Estes Park MTP and TDP	40.377253	-105.518775	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463145	NEGATIVE
2024-01-19 01:21:04 UTC	Bike Safety	Add hike and bike path along peak view for safety. Also connect this path to the fish creek tail with a underpass to allow safe crossing of HWY 7.	4	1	80517	Estes Park MTP and TDP	40.354173	-105.506516	United States	Texas	Sachse	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463189	NEUTRAL
2024-01-19 02:55:26 UTC	Intersection of Concern	Poor management of roadside drainage causes a persistent runoff from snow melt across the road coming into this large curve when heading north. The draining water often freezes in the winter, and I have multiple times lost traction at this spot. A simple regrading of the adjacent drainage ditch could prevent this entirely.	4	0		Estes Park MTP and TDP	40.331072	-105.52586	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463200	NEGATIVE
2024-01-19 18:17:53 UTC	What Works Well	bike sharrow markings on Hwy 7 alerts drivers that roads are for bikes, too. As a motorist (and cyclist), I appreciate being reminded that the roadway includes bikes and to remain alert to my speed. On ground sign has more visibility and impact that another cluttered road shoulder sign.	0	0		Estes Park MTP and TDP	40.371404	-105.506124	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463289	POSITIVE
2024-01-19 18:38:14 UTC	Bike Safety	Lack of a wide multi-use path connection to the community garden, recreation facilities and school campus along Manford Ave creates a dangerous situation for all users in the area. Providing bike racks at these listed facilities is needed as well.	1	0		Estes Park MTP and TDP	40.370306	-105.496831	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463290	NEGATIVE
2024-01-19 18:51:44 UTC	Big Idea	Install a large Pedestrian safety island to address the need for safe crossing, increase visibility, and calm the speeding highway traffic. This intersection is a vital safe route to school and is used year round by residents and visitors. With more multi-family housing along Hwy 7 being built, Pedestrian safety islands offer more robust interventions between	2	0		Estes Park MTP and TDP	40.36372	-105.503613	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463291	NEUTRAL
2024-01-19 19:04:02 UTC	Pedestrian Safety	Connect the Fish Creek dirt trail to Hwy 7 and connect to Grey Fox Drive. This add on could be a cement multi-use path connecting residential area to the popular Homer Rouse Trail.	1	0		Estes Park MTP and TDP	40.329387	-105.524155	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463292	NEUTRAL
2024-01-19 19:15:39 UTC	Opportunity for Connectivity	Connect Fish Creek Trail to Grey Fox Dr with a multi-use path. Currently walkers, runners and cyclist use crumbling highway shoulder or no road shoulder to connect these points.	2	0		Estes Park MTP and TDP	40.331114	-105.524089	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463293	NEUTRAL
2024-01-19 22:24:28 UTC	Intersection of Concern	I would like to see a roundabout at the parking garage.	0	4		Estes Park MTP and TDP	40.377355	-105.511386	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463326	NEUTRAL
2024-01-20 04:07:33 UTC	Intersection of Concern	The right merge lane on Eastbound Elkhorn and pedestrian crossing needs to be better marked. Cars constantly stop when they dont need to because they dont realize they have a full lane of their own.	3	0		Estes Park MTP and TDP	40.376482	-105.521453	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463344	NEGATIVE
2024-01-20 18:59:52 UTC	Pedestrian Safety	In the Summer, intersections downtown are a major concern when pedestrians do not follow the instructions on the lights. This should be the focus of the police. Too often, they are trying to direct traffic, but the problem would be resolved if it were the PEOPLE who were controlled.	0	0	80517	Estes Park MTP and TDP	40.375844	-105.455017	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463392	NEGATIVE
2024-01-20 19:03:44 UTC	Big Idea	I am a senior who is able to transport herself at this time. In the future, I may not be able to do so. I would like some sort of paid transportation service in the future to go to the grocery store, the doctor, etc. Fortubately, I am able to pay., but many can not	1	0		Estes Park MTP and TDP	40.375844	-105.455017	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463393	NEUTRAL
2024-01-22 00:49:21 UTC	Congestion	This crosswalk is a major concern. Pedestrians should not be allowed to cross at-will. This backs up traffic turning from Elhorn waiting for pedestrians cross. A crosswalk light should be installed, staffed in the summer with summer police staff, timed with the light on Elhorn. Let all of the pedestrians cross at the same time	1	1	80517	Estes Park MTP and TDP	40.375351	-105.523556	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463552	NEGATIVE

2024-01-22 00:54:33 UTC	Congestion	This crosswalk is a concern, just as the one by the theater on Moraine. Pedestrians should not be allowed to cross at-will. This backs up traffic waiting for pedestrians cross, which will be even worse now with all of the Loop traffic being directed through this intersection. A crosswalk light should be installed, staffed in the summer with summer police staff, timed with the light on Elhorn. Let all of the pedestrians cross at the same time and let the traffic	1	0	80517	Estes Park MTP and TDP	40.376021	-105.521312	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463553	NEGATIVE
2024-01-22 00:58:08 UTC	Pedestrian Safety	Not sure if this marker is in the right spot, but the mid-block crosswalk should be removed/blocked. It congests traffic and is dangerous when you can't see pedestrians coming out between cars parked for loading.	0	2	80517	Estes Park MTP and TDP	40.376421	-105.522382	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463554	NEGATIVE
2024-01-22 01:03:25 UTC	Pedestrian Safety	Not sure what the answer is for this spot, but mid-block pedestrian crossing is very dangerous between the crosswalk at the library and Virginia drive.	0	0	80517	Estes Park MTP and TDP	40.377099	-105.519563	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463555	NEGATIVE
2024-01-22 01:07:29 UTC	Intersection of Concern	Left turns (going westbound) into the Ed's parking lot should not be allowed any time of year. In summer it backs up traffic with drivers waiting to get though. In general, just dangerous.	1	0	80517	Estes Park MTP and TDP	40.377494	-105.51777	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463556	NEGATIVE
2024-01-22 01:11:43 UTC	Intersection of Concern	Left turns from eastbound lanes should not be allowed. Poor planning. Too much traffic going into and out of Starbucks and McDonald's. Too close to the stoplight. Drivers trying to turn cannot see oncoming two lane traffic in the summer.	1	0	80517	Estes Park MTP and TDP	40.378884	-105.515359	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463557	NEGATIVE
2024-01-22 01:13:53 UTC	Pedestrian Safety	Ridiculous that a parking garage was placed here with no plan to get pedestrians across the highway safely to McDonald's and Starbucks. Someone is going to get seriously injured or killed trying to cross here in the summer.	0	0	80517	Estes Park MTP and TDP	40.37907	-105.514871	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463558	NEGATIVE
2024-01-22 01:19:09 UTC	Congestion	There should be no curbside parking allowed between the Elhorn/Moraine intersection and the new Loop roundabout. Even before the roundabout, it causes too much congestion (especially with parallel parking). Losing these few parking spaces are not that big of a loss when compared to the increase in safety.	1	0	80517	Estes Park MTP and TDP	40.375841	-105.523615	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463559	MIXED
2024-01-22 01:23:45 UTC	Pedestrian Safety	Ridiculous that a parking structure was placed here with no plan to get pedestrians across four lanes of highway traffic safely to McDonald's and Starbucks	0	1	80517	Estes Park MTP and TDP	40.379127	-105.514801	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463560	NEGATIVE
2024-01-22 01:27:15 UTC	Intersection of Concern	This should not be a two lane, left hand turn. We live on the west side of town and go through this intersection almost daily. Drivers are not paying attention and staying in their lane and we almost get hit every time.	0	3	80517	Estes Park MTP and TDP	40.376101	-105.523523	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463561	NEGATIVE
2024-01-22 01:31:28 UTC	Congestion	Left hand turns from either direction through this entire corridor to Mary's Lake Road should not be allowed or a turn lane down the center should be added to prevent long lines of congestion.	0	0	80517	Estes Park MTP and TDP	40.37082	-105.52911	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463562	NEGATIVE
2024-01-22 01:37:10 UTC	Congestion	Left turns out of the Library parking lot to east bound Elkhorn should be reconsidered in summer. Right turn only, or direct traffic out the west side of the parking lot to the light or up the hill for the season.	0	1	80517	Estes Park MTP and TDP	40.377321	-105.518508	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463563	NEGATIVE
2024-01-22 01:38:40 UTC	Intersection of Concern	Left hand turns to east bound Elkhorn/Hwy 34 should not be allowed any time of year out of the Egg of Estes.	2	0	80517	Estes Park MTP and TDP	40.377679	-105.517687	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463564	NEGATIVE
2024-01-22 19:52:20 UTC	Parking	The Dairy Queen parking lot desperately needs access from BOTH directions of Elkhorn. Signage currently only permits east bound traffic to enter the lot. Those same vehicles would have just come off of Riverside where they could already access the lot. Elkhorn vehicles need to be able to turn left when proceeding east past the entrance of this lot. The downtown parking and loading zones are very badly designed for use by any of the customers, employees, or	0	0	80517	Estes Park MTP and TDP	40.376714	-105.520942	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463672	NEGATIVE
2024-01-22 19:55:33 UTC	Transit Access	A loading zone is seriously needed at the edge of the George Hix Plaza, ideally including a bus stop	1	0	80517	Estes Park MTP and TDP	40.376174	-105.521446	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463673	NEUTRAL
2024-01-23 00:57:21 UTC	Transit Access	I think it would be the smartest thing for our town to make transit go throughout the town so that more people aren't driving their cars. Plus, you could have it cost a certain amount for a monthly ticket, and definitely a way to do it online in advance and show your phone. It especially hurts our town at night if people go out for even dinner. Many comment they're paranoid to even have 1 drink. This town	0	0	80517	Estes Park MTP and TDP	40.372143	-105.501508	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463703	MIXED
2024-01-23 14:15:42 UTC	Congestion	There needs to be a pedestrian walkway on Moraine between the Loop Circle and Voffwe on the Rocks	1	0	80517-905	Estes Park MTP and TDP	40.371986	-105.524985	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463744	NEUTRAL
2024-01-24 15:03:41 UTC	What Works Well	Is there going to be a way for pedestrians to access downtown safely from the residential areas on Moraine?	1	0		Estes Park MTP and TDP	40.37226	-105.523773	United States	Nebraska	Kearney	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463859	NEUTRAL
2024-01-24 15:55:43 UTC	Bike Safety	There is no road shoulder on the north side of U.S. 34 at this location. Unsafe for bikes.	2	0	80517	Estes Park MTP and TDP	40.381712	-105.495079	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463867	NEGATIVE
2024-01-24 16:13:29 UTC	Pedestrian Safety	The asphalt path along the south side of U.S. 34 isn't very inviting for pedestrians or bikes, and it isn't very well maintained. With all the hotels, motels, and lodges, along U.S. 34 the path should be significantly upgraded and include safe pedestrian crossings where the path intersects with a driveway or street.	1	0	80517	Estes Park MTP and TDP	40.382742	-105.499166	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463868	MIXED
2024-01-24 16:25:41 UTC	Pedestrian Safety	Having crossed 34 here for the last 32 years, a crosswalk is a bad idea. We need a sidewalk down the north side of 34 to the Steamer/Jimmy Johns stop light there by making crossing safe and less disruptive to traffic.	0	0	80517	Estes Park MTP and TDP	40.38239	-105.508232	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463871	NEGATIVE
2024-01-24 16:31:22 UTC	Big Idea	Make the street a one way but skip the sidewalk.	0	1		Estes Park MTP and TDP	40.37785	-105.526037	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/463873	MIXED
2024-01-26 14:01:01 UTC	Intersection of Concern	Turning Moraine Avenue into a 1-way road is the dumbest idea ever! This will make the concerns with Ivy Street, East Riverside Drive, Riverside Drive, and all of the congestion near the post office increase 10-fold - this is not going to work well. I feel sorry for all of the homes and businesses along these affected roads mentioned that will see significant increased traffic. I believe this will lead to	3	0	80511	Estes Park MTP and TDP	40.372925	-105.523569	United States	Iowa	Des Moines	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464122	NEGATIVE
2024-01-26 21:23:53 UTC	Pedestrian Safety	Having sidewalks on Lower Big Horn Drive would improve the safety of pedestrians walking to and from downtown.	6	0	80517	Estes Park MTP and TDP	40.377769	-105.525248	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464192	NEUTRAL
2024-01-26 21:46:27 UTC	Intersection of Concern	The right-turn only lane onto Stanley Avenue is confusing for those wanting to turn right onto South St. Vrain. Maybe eliminate the island and make it a continuous right-turn lane for both intersections? Needs to be cleaned up.	0	0	80517	Estes Park MTP and TDP	40.376404	-105.510902	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464193	NEGATIVE
2024-01-26 21:57:06 UTC	Intersection of Concern	This intersection does not need to be a roundabout however it could use some improvements to its geometry. In particular the north and south approaches for Big Horn could be improved to help with site distance, approach grades, etc.	1	2	80517	Estes Park MTP and TDP	40.380139	-105.528236	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464194	MIXED
2024-01-26 22:39:00 UTC	Big Idea	Rumble strip, flashing lights or something to indicate to SLOW DOWN for the roundabout.	3	0		Estes Park MTP and TDP	40.380365	-105.522644	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464200	NEUTRAL
2024-01-27 02:30:02 UTC	Big Idea	Develop mountain biking trail system, Breckenridge has a great trail system and not on the ski area	1	0	80517	Estes Park MTP and TDP	40.387253	-105.485144	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464220	POSITIVE
2024-01-27 03:29:07 UTC	Pedestrian Safety	It would be good to have a sidewalk on Big Horn from Wonderview down to the section just above Elkhorn, so that we could walk to downtown safely and not have to drive and find a parking place!	4	0	80517	Estes Park MTP and TDP	40.379196	-105.525963	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464225	POSITIVE
2024-01-27 17:26:59 UTC	Bike Safety	A path or sidewalk on Steamer Dr and Black Canon Drive would be helpful. People (cars/trucks) use this route as a short cut and generally are traveling pretty fast. Coming down the hill on a bike is usually no problem because you can keep up with the traffic. Climbing Black Canyon Drive is much slower so perhaps the	0	0	80517	Estes Park MTP and TDP	40.382155	-105.514431	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464252	NEUTRAL
2024-01-27 17:30:31 UTC	Bike Safety	A bike lane would be very helpful on Devils Gulch Road. Traffic here moves very fast and about half of the drivers apparently feel that bicycles should not be on the road. I recommend a high-speed bike lane, as opposed to a path or sidewalk, because many people are on road bikes and they go fast.	2	0	80517	Estes Park MTP and TDP	40.396425	-105.504493	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464253	POSITIVE
2024-01-27 17:34:41 UTC	Bike Safety	Recommend a bike lane on Dry Gulch Road. Traffic moves very fast here and a wider road with bike lane should increase safety.	1	0	80517	Estes Park MTP and TDP	40.408031	-105.475992	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464255	POSITIVE
2024-01-27 17:41:14 UTC	Bike Safety	This is a difficult intersection if you are on a bicycle and on the sidewalk coming from the Visitor Center and wanting to go up Steamer Drive. The sidewalk on the north side of Big Thompson Ave is tricky to maneuver on a bike. Therefore, I usually cut diagonally across the intersection going north but there is no way to easily get	2	0	80517	Estes Park MTP and TDP	40.38028	-105.512317	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464256	NEGATIVE
2024-01-27 17:44:45 UTC	Bike Safety	I wonder if one of those semi-spherical mirrors here would help. On a bicycle, going north through the tunnel, it is difficult to see traffic coming down the sidewalk from the east.	1	0	80517	Estes Park MTP and TDP	40.374604	-105.49929	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464257	MIXED
2024-01-27 19:16:16 UTC	Pedestrian Safety	Please consider constructing a sidewalk on Big Horn Dr. from Wonderview to downtown Estes Park. It is very dangerous for pedestrians and dog walkers.	0	0	80517	Estes Park MTP and TDP	40.417417	-105.510635	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464261	NEUTRAL
2024-01-27 23:04:43 UTC	Bike Safety	A safe way to bike into town from Mary's Lake area is desperately needed!	2	0	80517	Estes Park MTP and TDP	40.338138	-105.529776	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464287	POSITIVE
2024-01-27 23:07:34 UTC	Pedestrian Safety	A walking trail around Marys Lake would keep pedestrians safe	2	0	80517	Estes Park MTP and TDP	40.342766	-105.533273	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464288	NEUTRAL
2024-01-27 23:37:42 UTC	Intersection of Concern	Really??? This is a traffic circle to keep traffic moving as seamlessly as possible??? CDOT and any engineer involved in this fiasco: SHAME on you! Cannot believe the most used access to Estes Park by semi tractor trailers, many motorhomes and camping trailers was SO poorly designed. How the heck is a horse trailer headed westbound supposed to navigate 3/4 of the way around this circle?	2	1		Estes Park MTP and TDP	40.374584	-105.499505	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464292	NEGATIVE
2024-01-27 23:41:29 UTC	What Works Well	Love the parking garage; great access to town & VC. Really needs vehicle connection to VC parking lot. At some times of day challenging to turn eastbound from exit.	1	1		Estes Park MTP and TDP	40.378044	-105.514258	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464293	POSITIVE
2024-01-27 23:42:05 UTC	Intersection of Concern	At some times of day challenging to turn eastbound from exit.	1	0		Estes Park MTP and TDP	40.377258	-105.512364	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464294	NEUTRAL
2024-01-27 23:58:55 UTC	Congestion	Few drivers realize there is a turn/merge lane on 34 west of Mall Rd. Westbound drivers do not turn left until a clearing is available in both directions on 34 (they really 'only' need a clearing in eastbound traffic & no-one turning onto Mall Rd from the westbound lanes of 34). A left turn lane on Mall Rd for left turns would help eastbound traffic make their right turn. ? signage showing the middle/third lane on 34 westbound & the merge area farther west for the left turn	4	0		Estes Park MTP and TDP	40.376659	-105.480905	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464295	NEUTRAL
2024-01-28 00:04:04 UTC	Big Idea	Absolutely cannot support a roundabout until the idiots that designed the horrible 2 already builtin EP are totally removed from input and engineers experienced with the wonderful roundabouts in other parts of this & other countries show us it can be built.	0	3		Estes Park MTP and TDP	40.376677	-105.48092	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464297	NEGATIVE
2024-01-28 00:05:11 UTC	Intersection of Concern	Absolutely cannot support a roundabout until the idiots that designed the horrible 2 already built in EP are totally removed from input and engineers experienced with the wonderful roundabouts in other parts of this & other countries show us it can be built.	0	0		Estes Park MTP and TDP	40.37333	-105.489954	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464298	NEGATIVE
2024-01-28 00:12:29 UTC	Intersection of Concern	Absolutely cannot support a roundabout until the idiots that designed the horrible 2 already built in EP are totally removed from input and engineers experienced with the wonderful roundabouts in other parts of this & other countries show us it can be built.	3	4		Estes Park MTP and TDP	40.364359	-105.544197	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464300	NEGATIVE
2024-01-28 00:16:44 UTC	Parking	RMNP installed signs they interpret to mean the Park Boundary, however "Park Here" invites many people to park along the roadside and get tickets for illegal parking. This racket needs to be discontinued; the park absolutely needs to remove the current signage (replace them with No Parking signs if desired).	1	0		Estes Park MTP and TDP	40.364711	-105.548582	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464302	NEGATIVE
2024-01-28 00:17:25 UTC	Intersection of Concern	Absolutely cannot support a roundabout until the idiots that designed the horrible 2 already built in EP are totally removed from input and engineers experienced with the wonderful roundabouts in other parts of this & other countries show us it can be built.	2	0		Estes Park MTP and TDP	40.363117	-105.549136	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464303	NEGATIVE
2024-01-28 00:32:35 UTC	Intersection of Concern	Absolutely cannot support a roundabout until the idiots that designed the horrible 2 already built in EP are totally removed from input and engineers experienced with the wonderful roundabouts in other parts of this & other countries show us it can be built.	1	2		Estes Park MTP and TDP	40.379549	-105.491022	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464304	NEGATIVE
2024-01-29 01:22:08 UTC	Intersection of Concern	Cross walk needed	0	1	80517	Estes Park MTP and TDP	40.367999	-105.534783	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464349	NEUTRAL
2024-01-29 01:26:07 UTC	Bike Safety	Bike lane, I bike everywhere in decent weather. People have patience for wildlife but not me	2	0	80517	Estes Park MTP and TDP	40.373095	-105.52303	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464350	POSITIVE
2024-01-29 04:10:28 UTC	Bike Safety	We often see cyclists who are riding 36 into town and then Hwy. 7 up to Lily Lake. How about signs for "Cycling Route" at both ends of Fish Creek Road? It would be safer for the cyclists.	3	0	80517	Estes Park MTP and TDP	40.372758	-105.491812	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464358	NEUTRAL
2024-01-29 04:13:59 UTC	Pedestrian Safety	Steamer Drive is very dangerous to walk! And some people don't know about the old path that goes around this part of the road. Is that path public property? There should be a sidewalk or marker for it, if so, and a sidewalk for the portion from the turn to the Stanley up from the bottom.	0	0	80517	Estes Park MTP and TDP	40.383802	-105.51287	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464359	NEGATIVE
2024-01-29 14:48:23 UTC	What Works Well	The Fish Creek Trail (which starts near the Carriage Dr. and Hwy 7 intersection) is a major community asset. We use the trail a lot for walking year 'round and biking during the warmer months. We are very fortunate to have this lovely path.	0	0	80517	Estes Park MTP and TDP	40.346569	-105.510614	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464366	POSITIVE

2024-01-29 17:40:01 UTC	Bike Safety	Underpass below Hwy 34 has limited visibility for oncoming bikes and is often covered with mud creating slick conditions.	1	0	80517	Estes Park MTP and TDP	40.376087	-105.48436	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464372	MIXED
2024-01-29 17:42:10 UTC	Bike Safety	This is supposed to be a shared path but pedestrians "checked out" on headphones with dogs and don't consider shared use.	0	1	80517	Estes Park MTP and TDP	40.360916	-105.495143	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464373	NEGATIVE
2024-01-29 17:44:28 UTC	Bike Safety	The Safeway shopping center is risky for bike traffic. There's even a sign saying "no cycling." What if I want to ride to the only grocery on this side of town?	0	0	80517	Estes Park MTP and TDP	40.379572	-105.517437	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464374	NEGATIVE
2024-01-29 17:46:25 UTC	Bike Safety	Elkhorn should be navigable by bikes. Right now you have to use all your car traffic smarts to get through. Will there be a bike lane on the new loop through town?	2	0	80517	Estes Park MTP and TDP	40.376109	-105.523941	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464375	NEUTRAL
2024-01-29 17:51:33 UTC	Bike Safety	Condition of bike path along south side of Hwy 34 is very inconsistent - and with all the drives in/out to hotels, etc., it's pretty unwelcoming. More signage needed and encouragement to business owners to maintain the trail (if that's their responsibility)	3	0	80517	Estes Park MTP and TDP	40.382809	-105.50054	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464376	NEGATIVE
2024-01-29 18:20:06 UTC	Big Idea	Biking is a growing tourist and locals demand. Summit County has increased their summer tourism by focusing on bike paths which draw tourists to town and serve the needs of locals. Estes Park and Larimer County need to get with the program and focus funding and efforts on creating a real biking infrastructure	3	0	80517	Estes Park MTP and TDP	40.408039	-105.489349	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464377	NEUTRAL
2024-01-29 18:22:52 UTC	Bike Safety	See Big Idea comment on Devils Gulch. We need Biking infrastructure	2	0	80517	Estes Park MTP and TDP	40.333901	-105.505099	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464378	NEUTRAL
2024-01-29 18:23:49 UTC	Bike Safety	Biking Infrastructure needed	2	0	80517	Estes Park MTP and TDP	40.341785	-105.529776	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464379	NEUTRAL
2024-01-29 18:24:36 UTC	Bike Safety	Biking Infrastructure	1	0	80517	Estes Park MTP and TDP	40.335668	-105.564151	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464380	NEUTRAL
2024-01-29 18:28:24 UTC	Bike Safety	Bike lane in the new loop as well as beyond	3	0	80517	Estes Park MTP and TDP	40.376155	-105.523269	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464381	NEUTRAL
2024-01-29 20:50:05 UTC	Pedestrian Safety	Wonderview Village condos should be made to compete the sidewalks along W.Wonderview Ave. This should have been done during the original construction of the condos.	3	0	80517	Estes Park MTP and TDP	40.380037	-105.523612	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464392	NEUTRAL
2024-01-30 12:21:33 UTC	Bike Safety	There is probably not room for two travel lanes plus an adequate width bike lane along much of Hwy 7 to Lily Lake. Give me the roadway as it is and mark with "sharrows" telling cars (and bikers) that bikes get to use a safe amount of the roadway. Going down I usually have to slow down for the cars!	1	0	80510	Estes Park MTP and TDP	40.32569	-105.530419	Portugal	Lisbon	Lisbon	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464444	NEGATIVE
2024-01-30 23:07:51 UTC	Pedestrian Safety	As a frequent pedestrian on the Fish Creek Trail, e-bikes speed way above 15MPH and are a danger. There is one 15MPH sign at Community Drive but there needs to be more reminders to e-bikers.	2	0	80517	Estes Park MTP and TDP	40.360026	-105.496109	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464584	NEGATIVE
2024-01-30 23:14:44 UTC	Pedestrian Safety	Pets crossing from visitor center to Starbucks is dangerous. Consider an artful ped overpass to frame the ,tons. as cars come down 34 hiway.	0	2	80517	Estes Park MTP and TDP	40.37934	-105.514404	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464585	NEGATIVE
2024-01-30 23:23:27 UTC	Pedestrian Safety	Add streetlights to BigHorn between Wonderview and Elkhorn. There are only 2 lights between Spruce and Wonderview. Big Horn also needs a sidewalk from Wonderview and Elkhorn, and it is a very dangerous street to walk along. When the new parking garage is finished, it will be more dangerous for pedestrians.	1	0	80517	Estes Park MTP and TDP	40.379554	-105.527512	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464586	NEGATIVE
2024-01-30 23:25:22 UTC	Pedestrian Safety	There is no pedestrian crossing painting on Spruce for the RiverWalk.	0	0	80517	Estes Park MTP and TDP	40.376653	-105.527222	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464587	NEUTRAL
2024-01-30 23:27:05 UTC	Pedestrian Safety	There is no pedestrian crossing paint on Valley View at Elkhorn.	0	0	80517	Estes Park MTP and TDP	40.381197	-105.539067	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464588	NEUTRAL
2024-01-30 23:28:56 UTC	Opportunity for Connectivity	Complete connectivity of sidewalk, (with Rec Dist.), up Devil's Gulch to Dry Gulch.	1	0	80517	Estes Park MTP and TDP	40.387024	-105.523252	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464589	NEUTRAL
2024-02-01 22:41:22 UTC	Intersection of Concern	The light cycle at this intersection is infective and wasteful. This intersection should be redesigned as a proper 4-way intersection or as a roundabout. Many commuters to the YMCA and RMNP now sit for many minutes to turn left from Marys Lake onto Moraine. Long green lights for High Drive, which frequently has zero traffic, causes	3	2	80517	Estes Park MTP and TDP	40.364353	-105.5442	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/464927	NEGATIVE
2024-02-05 19:49:56 UTC	Bike Safety	The shoulder area next to west bound lnane is extremely narrow. It is a hazard for bikes and pedestrians.	0	0	80020	Estes Park MTP and TDP	40.376208	-105.479739	United States			https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/465609	NEGATIVE
2024-02-06 19:07:43 UTC	What Works Well	Road Sharrow markings on roadway is appreciated. As a cyclist, the markings help me feel seen while riding my bike. It signals to motorists that they must share to road with others and specifically cyclists. The Sharrows brings awareness to motorists. Thank you for providing these marks on Elkhorn Ave and Hwy 7. Please add	2	0		Estes Park MTP and TDP	40.376672	-105.520457	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/465946	POSITIVE
2024-02-06 21:01:09 UTC	Bike Safety	Designated bike lane on westbound and eastbound Hwy 34 that connects to Hwy 36 intersection.	3	0		Estes Park MTP and TDP	40.379645	-105.49133	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/465981	NEUTRAL
2024-02-06 21:17:08 UTC	Bike Safety	bike lane on Hwy 36 is needed. Motorists do not respect sharing the roadway with cyclists.	2	0		Estes Park MTP and TDP	40.377066	-105.511885	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/465984	NEGATIVE
2024-02-07 22:41:52 UTC	Pedestrian Safety	Students have a very hard time crossing the street here and can be very dangerous. Cars often don't stop and parents don't feel safe sending their kids across this street.	0	0		Estes Park MTP and TDP	40.369051	-105.50434	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/466237	NEGATIVE
2024-02-10 18:35:01 UTC	Pedestrian Safety	It's impossible for bikes or pedestrians to travel safely up and down Marys Lake Rd, but they do it anyway, creating very hazardous situations with walking people, dogs, bikes and cars all trying to use this narrow 2 lane road that does not have any shoulders.	0	0	80517	Estes Park MTP and TDP	40.356607	-105.541198	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/466797	MIXED
2024-03-06 16:53:05 UTC	Intersection of Concern	Dangerous curvy road. Concern for Wildlife Safety Birthing area for Deer & Elk	2	0	80517	Estes Park MTP and TDP	40.353056	-105.51197	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/470299	NEGATIVE
2024-03-06 16:54:33 UTC	Intersection of Concern	Dangerous curvy road. Hard to see what is coming around corner. Concern for Wildlife Safety Birthing area for Deer & Elk	2	0	80517	Estes Park MTP and TDP	40.353644	-105.511278	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/470300	NEGATIVE
2024-03-06 16:55:19 UTC	Intersection of Concern	Dangerous curvy road. Concern for Wildlife Safety Birthing area for Deer & Elk	2	0	80517	Estes Park MTP and TDP	40.35271	-105.51386	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/470301	NEGATIVE
2024-03-06 16:56:11 UTC	Intersection of Concern	Dangerous curvy road. Hard to see what is coming around corner. Concern for Wildlife Safety & Vehicle S Birthing area for Deer & Elk	2	0	80517	Estes Park MTP and TDP	40.352484	-105.516246	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/470302	NEGATIVE
2024-03-06 16:58:00 UTC	Intersection of Concern	Dangerous curvy road. Concern for Wildlife Safety Birthing area for Deer & Elk Vehicles driving too fast thru Peak View No Policing for speeding A lot of contstruction vehicles driving Peak View Cigarette butts thown out of vehicles	1	0	80517	Estes Park MTP and TDP	40.353107	-105.518191	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/470303	NEGATIVE
2024-03-06 16:59:11 UTC	Intersection of Concern	Dangerous curvy road. A lot of Speeding Vehicles on Peak View Concern for Wildlife Safety Birthing area for Deer & Elk	2	0	80517	Estes Park MTP and TDP	40.352592	-105.514917	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/470304	NEGATIVE
2024-03-06 17:03:44 UTC	Intersection of Concern	Campers, RV, Contractors etc, utilizing Twin Dr /Long's Dr to CUT through neighborhood to get to Peak View...they don't seem to want to go down Hwy 7 to Peak View. Issues with cigarette butts being thrown of vehicles...serious concern for fires due to dry grass & pine needles on sides of road. (1) cigarette butt is too many...but there are 10 to 20 in probably 1	0	0	80517	Estes Park MTP and TDP	40.350425	-105.509317	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/470305	POSITIVE
2024-03-06 17:05:38 UTC	Intersection of Concern	Campers, RV, Contractors etc, utilizing Long's / Twin Dr to CUT through neighborhood to get to Hwy 7...they don't seem to want to go down Peak View/Hwy 7. Issues with cigarette butts being thrown of vehicles...serious concern for fires due to dry grass & pine needles on sides of road. (1) cigarette butt is too many...but there are 10 to 20 in probably 1	1	0	80517	Estes Park MTP and TDP	40.352451	-105.513545	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/470307	POSITIVE
2024-04-11 21:53:48 UTC	Pedestrian Safety	Reiterating the comments regarding pedestrian safety along this roadway. Even a shoulder along the road would improve the connectivity in the area. Currently, with the drainage immediately located on each side of the road, you are forced to walk on the road. Speeds are high and the road curves. Please prioritize	0	0	80516	Estes Park MTP and TDP	40.361287	-105.542521	United States	New Mexico	Albuquerque	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/473695	NEGATIVE
2024-04-23 01:12:44 UTC	Intersection of Concern	Completely unneeded round-about. It is poorly designed and does not function like any round about I am familiar with driving. Please remove and return to regular traffic flow. Why was this added?????	1	1		Estes Park MTP and TDP	40.37458	-105.499511	United States	Arizona	Tempe	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/474957	NEGATIVE
2024-04-23 01:19:43 UTC	Intersection of Concern	What the heck is this? I thought it was going to be a round-about? It ceases being a roundabout if you can't go all the way around. Why is this necessary? I drove through this intersection everyday and it will now be a nightmare to get to downtown from the west end of town. We used to have choices of routes, now every car is funneled	1	0		Estes Park MTP and TDP	40.372414	-105.523598	United States	Arizona	Tempe	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/474958	NEGATIVE
2024-04-28 18:46:12 UTC	Intersection of Concern	Why is there a pile of rocks obstructing the view of all the other vehicles entering this "round" about? In order for a round-about to work, it first needs to go completely around, which this diagram does not indicate that. Secondly, all vehicles must be able to see all vehicles entering and within the intersection. This pile of "decorative" rocks, prohibits the necessary visual to safely navigate this nonsense. Or maybe these rocks are just getting "stored" here	2	0		Estes Park MTP and TDP	40.37243	-105.523565	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/475690	NEGATIVE
2024-05-15 16:39:28 UTC	Intersection of Concern	1) Safety concern in that there is no distinction or barrier between Grand Estates Drive and the Antonio's Pizza parking lot at the intersection with Big Thompson Ave. Eastbound drivers on Big Thompson Ave cut across Grand Estates Drive to enter the parking lot. 2) Additionally, the stop sign on Grand Estates Drive is not at the actual intersection. When stopped at the stop sign, one cannot see	0	0		Estes Park MTP and TDP	40.381587	-105.495761	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/477826	NEGATIVE
2024-05-15 16:42:05 UTC	Intersection of Concern	There is road erosion on Grand Estates causing a sharp drop off on the side of the rode, adjoining the bike path.	0	0		Estes Park MTP and TDP	40.381537	-105.495832	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/477827	NEGATIVE
2024-05-15 16:45:04 UTC	Bike Safety	A wider shoulder would improve safety for cyclists. Thank you.	0	0		Estes Park MTP and TDP	40.372363	-105.526026	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/477828	POSITIVE
2024-05-15 16:46:25 UTC	Bike Safety	Would commute by bike to work (YMCA) if there was a wider shoulder or a bike path on Highway 66!	0	0		Estes Park MTP and TDP	40.362116	-105.552424	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/477829	NEUTRAL
2024-05-16 19:01:40 UTC	Pedestrian Safety	In winter, can be icy conditions on the underpass walkway due to leaks coming from above. Otherwise, I love this path as an easy way to walk from the Visitor Center to downtown.	0	0		Estes Park MTP and TDP	40.377724	-105.516032	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/477995	MIXED
2024-05-16 19:04:04 UTC	What Works Well	I love how the 4 story parking garage is positioned so that it does not look like 4 stories. A great addition for ease of access to downtown. Access signage could be better on Highway 34 / Big Thompson as it's not intuitive that there's a parking garage close by.	0	0		Estes Park MTP and TDP	40.377957	-105.514173	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/477996	POSITIVE
2024-05-16 19:05:35 UTC	Bike Safety	Would love to have a bike path along Riverside Drive. Bike paths rock!	0	1		Estes Park MTP and TDP	40.369941	-105.526514	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/477997	POSITIVE
2024-05-16 19:09:20 UTC	Bike Safety	Pedestrian and bike safety is an issue where the bike path adjoins the Antonio's Pizza parking area. Path lines are faded, and restaurant visitors often park over the path. In addition, the entrance to Antonio's parking lot is not clearly defined and drivers often cross over Grand Estates Dr to enter the parking lot.	2	0		Estes Park MTP and TDP	40.381291	-105.495443	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/477998	NEGATIVE
2024-05-16 19:12:46 UTC	What Works Well	Woot woot! Love the Lake Estes Trail! Let's have more paved paths for bike commuting and recreation.	0	0		Estes Park MTP and TDP	40.377421	-105.493276	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/477999	POSITIVE
2024-05-16 19:13:25 UTC	Pedestrian Safety	Have noticed an increase in E-bike traffic on the trail around the Lake. Maybe post a speed limit as the E-bikes are often going way to fast for shared used with pedestrians. Thank you!	0	0		Estes Park MTP and TDP	40.377413	-105.493496	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/478000	POSITIVE
2024-05-16 19:15:37 UTC	Pedestrian Safety	The sharp turn on the bike path can be dangerous for pedestrians when bikers (and E-bikers) take the corner out of control. It's a down-hill turn and I think surprises cyclists.	0	0		Estes Park MTP and TDP	40.373609	-105.482719	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/478002	NEGATIVE
2024-05-18 18:03:22 UTC	Big Idea	An 8am-10pm pedestrian mall should be created between Moraine and Spruce with temporary pylons at each end on Elkhorn. This will capitalize on traffic patterns created by the new loop and create terrific opportunities for community building in downtown EP.	0	0		Estes Park MTP and TDP	40.376128	-105.524054	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/478158	NEUTRAL
2024-05-19 16:57:38 UTC	Intersection of Concern	With all the apartments being built, a stoplight should be considered for this intersection in the near future.	0	0	80517	Estes Park MTP and TDP	40.3643	-105.503533	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/478220	NEUTRAL
2024-05-20 01:28:05 UTC	Congestion	Large trucks and construction equipment are using Peak View as an alternative route from going through downtown due to construction and undersized roundabouts , etc. This has been going on for several years!!!	0	0	80517	Estes Park MTP and TDP	40.346904	-105.532576	United States	Colorado	Estes Park	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/478292	POSITIVE
2024-10-06 16:42:15 UTC	Intersection of Concern	Consider a roundabout for the entrance to Stanley Village (Safeway). It's difficult to get across US 34 when leaving Stanley Village.	1	0	80517	Estes Park MTP and TDP	40.379191	-105.517357	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/497264	NEUTRAL

2024-10-06 17:27:52 UTC	Opportunity for Connectivity	There is a town parking area here, underutilized, that could be used to build a small Ped bridge over the river to the shopping area as well as connect sidewalks and hopefully removing pedestrians from an incredibly dangerous blind curve.	0	0		Estes Park MTP and TDP	40.372055	-105.522477	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/497265	NEUTRAL
2024-10-06 17:28:33 UTC	Pedestrian Safety	Continue this sidewalk up Riverside!!	0	0		Estes Park MTP and TDP	40.372752	-105.522387	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/497266	NEUTRAL
2024-10-06 17:34:12 UTC	Bike Safety	Need a bike lane / walking path all the way down Lakefront St	0	0		Estes Park MTP and TDP	40.382323	-105.498376	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/497267	NEUTRAL
2024-10-06 17:34:26 UTC	Pedestrian Safety	Need a bike lane / walking path all the way down Lakefront St	0	0		Estes Park MTP and TDP	40.382139	-105.498846	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/497268	NEUTRAL
2024-10-06 17:35:01 UTC	Pedestrian Safety	Need a bike lane / walking path all the way up Lakefront St	0	0		Estes Park MTP and TDP	40.379227	-105.501207	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/497269	NEUTRAL
2024-10-06 17:35:16 UTC	Bike Safety	Need a bike lane / walking path all the way down Lakefront St	0	0		Estes Park MTP and TDP	40.379836	-105.500993	United States	Colorado	Denver	https://engagekh.com/estes-park-mtp-and-tdp/map#/marker/497270	NEUTRAL

Community Engagement Phase 2

Estes Park Transportation Recommendations

Title/Question: Estes Park 2045 Transportation Plan Solutions
Tool Type: Social Map

Info Marker ID	Category			Info Marker Title	Latitude	Longitude	Downvote	Upvote	Total Votes	Average Score	Form Responses
	Active Trans Recs	Trail Recommendation	Vehicular Recs								
834010			1	Stanley Ave/4th Street Connection	40.3719229	-105.5073942	0	0	0	0	1
834009			1	Community Drive Realignment	40.3724297	-105.4991948	0	0	0	0	0
834008			1	Mills Dr/Middle Broadview Rd Connection	40.35972244	-105.5471887	3	0	3	-3	2
834007			1	Elm Rd/Old Ranger Dr Connection	40.37619878	-105.5415606	1	0	1	-1	2
834006			1	Stanley Cir/Prospect Ave Connection	40.37220008	-105.5154239	0	0	0	0	1
834005			1	Elm Ave Extension	40.36926601	-105.5137721	0	0	0	0	0
834004			1	Moraine Ave/Rock Ridge Road Connection	40.37387818	-105.5328985	0	1	1	1	1
834003			1	Devils Gulch/H Bar G Intersection Realignment	40.4146626	-105.4806409	0	1	1	1	1
834002			1	Wonderview/Big Horn Roundabout	40.38019195	-105.5282069	0	1	1	1	1
418236			1	Spruce Drive Reconstruction	40.37752111	-105.5267884	0	0	0	0	0
418235			1	New Parking Structure	40.37774951	-105.5193321	2	0	2	-2	2
418234			1	Elkhorn Ave Access Management	40.37734601	-105.5187855	1	0	1	-1	0
418233			1	US 36/Visitor Center Parking Intersection Improvement	40.37724078	-105.5122464	0	0	0	0	1
418232			1	US 36/SH 7 Roundabout	40.37590511	-105.5096389	0	0	0	0	0
418231			1	Stanley Circle Drive Right In/Right Out	40.37507485	-105.5109597	0	0	0	0	0
418230			1	New Parking Structure	40.3752367	-105.5245835	1	0	1	-1	1
418229			1	Moraine/Elm Roundabout	40.36587969	-105.5390078	0	0	0	0	0
418228			1	Moraine Ave Center Turn Lane	40.37053335	-105.5294354	0	1	1	1	2
418227			1	Moraine/Marys Lake Roundabout	40.36436014	-105.5441669	0	1	1	1	3
418226			1	US 34/US 36 Intersection Reconstruction	40.37802926	-105.5169883	0	0	0	0	1
418225			1	Dry Gulch Rd/Devils Gulch Rd Connection	40.39130978	-105.497847	0	0	0	0	1
418224			1	US 36/Mall Rd/Fish Creek Rd Intersection Realignment	40.37337747	-105.4902947	0	1	1	1	0
418223			1	Moccasin Circle Drive Improvements	40.37031973	-105.5180804	1	1	2	0	2
418222			1	US 36 Roadway Congestion Improvements	40.36916166	-105.4825704	0	0	0	0	0
418221		1		Fish Creek Road Trail	40.346055	-105.5036347	0	0	0	0	2
418220		1		YMCA/Marys Lake Trail Connection	40.34527285	-105.5496462	0	1	1	1	1
418219	1			Big Thompson Ave Sidewalk Improvements	40.38249634	-105.5082382	0	1	1	1	1
418218		1		Prospect Mountain Connector	40.35714001	-105.5342443	0	2	2	2	0
418217		1		Otie's Trial Improvements	40.38494118	-105.5137164	0	1	1	1	1
418216		1		Fall River Road Trail Extension	40.40164498	-105.5834012	0	0	0	0	1
418215		1		Fish Creek Road Trail Connection	40.34726291	-105.4821926	0	1	1	1	0
418214		1		Riverside Drive Trail Connection	40.36729294	-105.5305807	0	5	5	5	5
418213		1		Fish Creek Trail Connection	40.3281983	-105.5234355	0	0	0	0	1
418212		1		Spur 66 Trail Connection	40.35743408	-105.558975	0	2	2	2	3
418211		1		Fish Creek Connector Trail	40.37133152	-105.4930803	0	0	0	0	1
418210		1		Lake Estes Interpretive Trail Extension	40.37539719	-105.4817871	0	0	0	0	0
418209	1			Marys Lake Trail	40.34377955	-105.5344463	0	1	1	1	1
418208	1			Country Club Drive Trail	40.35542586	-105.5015448	0	0	0	0	0
418207	1			Peak View Drive Trial	40.34943463	-105.5202267	0	0	0	0	2
418206	1			Fall River/Sierra Sage Crossing Improvements	40.38420853	-105.5468553	0	0	0	0	0
418205	1			Wonderview/Steamer Crossing Improvements	40.38072648	-105.5185417	0	0	0	0	0
418204	1			Elkhorn/Rock Ridge Crossing Improvements	40.3763065	-105.5286026	0	0	0	0	0
418203	1			Wonderview Ave Pedestrian Facility Improvements	40.38099102	-105.5333269	0	0	0	0	1
418202	1			Virginia Drive Sidewalks	40.37870026	-105.5234866	0	0	0	0	1
418201		1		Multi Use Trail	40.40239925	-105.4929019	0	1	1	1	1
418200	1			Big Horn Drive Sidewalks	40.37847607	-105.5262694	0	1	1	1	2
418199	1			Elkhorn/Filbey Ct Crossing Improvements	40.37698607	-105.5315622	0	0	0	0	0
418198	1			US 36/4th Street Crossing Improvements or Underpass	40.37525743	-105.504544	0	2	2	2	1
418197	1			Manford Drive/Fish Creek Trial Connector	40.37050427	-105.4948822	0	1	1	1	1
418196	1			US 36/Fish Creek Road Crossing Improvements	40.37359828	-105.4918863	1	0	1	-1	0
418195	1			Woodstock Drive Sidewalks	40.37046831	-105.5036757	0	2	2	2	3
418194	1			Scott Avenue Sidewalks	40.34869616	-105.5066318	0	0	0	0	1
418193	1			Moraine/Marys Lake Crosswalks	40.36435734	-105.5441431	0	0	0	0	0
418192	1			Moraine Ave Active Transportation Facilities	40.36856197	-105.5337668	0	2	2	2	3
418191	1			Manford Drive Active Transportation Facilities	40.3719987	-105.5042379	0	1	1	1	2
346494		1		Little Valley Road Trail Connection	40.33257618	-105.4975467	0	1	1	1	1

Kimley-Horn Social Pinpoint

Report Type: Form Results Summary
Date Range: 31-05-2024 - 27-06-2024
Exported: 18-07-2024 15:37:52

Open

Transit Recommendation Survey
Estes Park Transportation Recommendations

8	8
Contributors	Contributions

Contribution Summary

1. Which option do you think would better serve this part of Estes Park: bidirectional fixed-route service or microtransit service?

Long Text | Skipped: 3 | Answered: 5 (62.5%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

2. Do you like the potential changes to the Red and Yellow Route? Tell us why.

Long Text | Skipped: 3 | Answered: 5 (62.5%)

Sentiment

No sentiment data

Tags

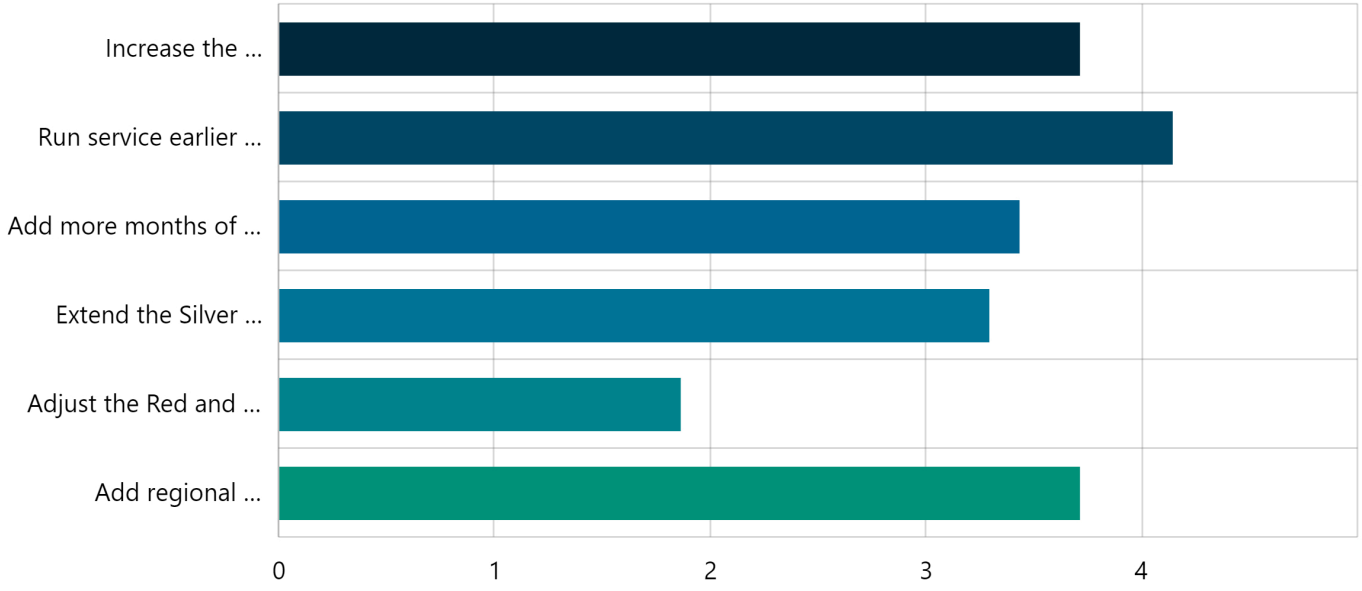
No tag data

Featured Contributions

No featured contributions

3. What transit improvements are most important to you? (Please rank the potential improvements from most important to least important to you)

Ranking | Skipped: 1 | Answered: 7 (87.5%)



	1	2	3	4	5	6	Count	Score	Avg Rank
Increase the frequency of a route(s)	0% 0	28.57% 2	42.86% 3	14.29% 1	0% 0	14.29% 1	7	3.71	3.29
Run service earlier and later in the day	14.29% 1	28.57% 2	28.57% 2	14.29% 1	14.29% 1	0% 0	7	4.14	2.86
Add more months of service	28.57% 2	0% 0	28.57% 2	0% 0	14.29% 1	28.57% 2	7	3.43	3.57
Extend the Silver Route or add micrtransit to South Estes Park	16.67% 1	33.33% 2	0% 0	16.67% 1	33.33% 2	0% 0	6	3.29	3.17
Adjust the Red and Gold Route alignments	16.67% 1	0% 0	0% 0	0% 0	33.33% 2	50.00% 3	6	1.86	4.83

Add regional service to Longmont and Loveland	33.33% 2	16.67% 1	0% 0	50.00% 3	0% 0	0% 0	6	3.71	2.67

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

4. Are there other transit improvements that you would like the planning team to consider?

Long Text | Skipped: 8 | Answered: 0 (0%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions