AGENDA

In-Person Meeting | Board, Staff, and Public

12:00 pm Public Comment

12:05 pm Trustee Liaison Update
   Trustee Martchink

12:10 pm Approval of Minutes dated June 15, 2022 (packet)

12:15 pm Comprehensive Plan, Transportation & Infrastructure (packet)
   Director Garner

12:45 pm Parking & Transit Updates
   Manager Solesbee

1:10 pm Engineering Updates
   Manager Hook

1:20 pm Downtown Estes Loop (packet)
   Director Muhonen

1:45 pm Administration Updates
   Director Muhonen

1:55 pm Other Business

Adjourn
Minutes of a Regular meeting of the TRANSPORTATION ADVISORY BOARD of the Town of Estes Park, Larimer County, Colorado. Meeting held in the Municipal Building in said Town of Estes Park on the 15th day of June, 2022.

Board: Chair Morris; Vice-Chair Ekeren; Members Bernal, Ferko, Finley, Gamble, Hanick, Igel, and Slack

Attending: Chair Morris; Vice-Chair Ekeren; Members Ferko, Finley, Gamble, Hanick, and Igel; Manager Solesbee; Director Muhonen; Trustee Marchink; and Recording Secretary McDonald

Absent: Member Slack

Chair Morris called the meeting to order at 12:06 p.m.

Prior to the official agenda sequence, Chair Morris thanked Linda Hanick for her continued service in being reappointed to the TAB, and welcomed newly appointed members Jessica Ferko and Mark Igel. All members briefly introduced themselves. Also at this time, Director Muhonen briefly explained the TAB’s mission, values, and approach to dialogue. Members Ferko and Igel will attend a TAB orientation session prior to the July 20 meeting.

PUBLIC COMMENT
None.

TRUSTEE LIAISON UPDATE
Trustee Marchink reported that four TAB member applications had been received and reviewed prior to the appointments being approved. The Town Board Strategic Planning Session #2 took place June 13.

APPROVAL OF MINUTES DATED MAY 18, 2022
It was moved and seconded (Finley/Ekeren) to approve the May 18, 2022, minutes with minor amendments, and the motion passed unanimously.

PARKING & TRANSIT UPDATES
Manager Solesbee reported overall smooth operations for the paid parking season that began May 27, with some technology issues Memorial Day weekend. Printed resources have been distributed throughout town. The Car Park’s key performance indicator (KPI) data reports, which were generated weekly in 2021, will be shared with the Town Board and on the website twice monthly for the 2022 season. Parking activity accelerated this week, and free lots are measurably busy; overall revenue is down about 2.5% from 2021.
Customer behavior reflects understanding of the system and compliance. Discussion points included businesses observing fewer regional visitors and more budget-conscious shoppers; the trend of people making last-minute reservations in this economy; the tracking of electric charging stations; planning with the Police Department for Independence Day weekend crowds; and the June 28 Town Board review of the Express Pass pilot, for which Chair Morris submitted the TAB’s letter of support.

For transit updates, Manager Solesbee advised that summer transit service will be in full force on July 1, with all six routes running through Scot Fest weekend, September 10-11. Town and Bustang ridership reports will be presented in July. Reporting for Federal Transit Administration/Colorado Department of Transportation (FTA/CDOT) is underway. The grant-funded trolley barn project passed FTA environmental review, and design should be completed soon; with likely cost increases, additional funding is being pursued to cover the approximately 280k gap. The second trolley is still on its way. The Visitor Center “mobility hub” parking lot project (SB 267) design agreement will be presented to the Town Board in July for 2023 construction; a consultant will be sought in the fall. The CDOT Super Call in July will be an opportunity to pursue funds for administration, operations, and the trolley facility.

ENGINEERING UPDATES
Director Muhonen guided review of the Downtown Wayfinding Plan (DWP) packet item, which featured preliminary signage designs that are scheduled for public survey input on June 21. Discussion points included the maintenance and durability factor of each material; the impact of font size on legibility; the importance of avoiding signs that are too small or that have sharp edges; the need for bike rack signage; and the benefits of reducing the number of options and survey questions for public feedback. It was agreed that the 2019 designs are aesthetically preferred and that building from the existing designs and signage would be practical and efficient. Director Muhonen will share the TAB’s feedback with the consultant.

ADMINISTRATION UPDATES
Director Muhonen briefed the TAB on goals and objectives of the June 13 Town Board Strategic Plan. Of the 30 suggestions presented, 19 call for Public Works; 10 involve transportation. It was agreed that this strategic planning process is done well and that input from department staff is indispensable.

Tentatively scheduled for the June 28 Town Board Study Session is a Regional Transportation Planning presentation for Larimer County municipalities by planner and engineer Jenny Young. The purpose of this Mentimeter-based software presentation is to take a regional snapshot of transportation needs, assess and develop community cooperation, evaluate the current funding environment, and recommend polling questions.

OTHER BUSINESS
With the transition in membership, Member Gamble asked whether the TAB desired to change the meeting format, time, or location. Discussion ensued. It was moved and
seconded (Bernal/Gamble) to keep the current meeting specifications, and the motion passed unanimously.

Manager Solesbee will email the TAB information on registering for the Volunteer Parking Permit.

There being no further business, Chair Morris adjourned the meeting at 1:55pm.

Lani McDonald, Recording Secretary
DRAFT VISION
The Estes Valley community works together as responsible stewards of our irreplaceable mountain surroundings to welcome visitors and support residents by investing in our quality of life, sense of community, and economic vitality, and health of the natural environment.

DRAFT GUIDING PRINCIPLES
1. Responsible access to and protection of wild spaces, scenic vistas, outdoor recreation, and Rocky Mountain National Park.
2. A unified, proactive response to climate change through resilient infrastructure, ecosystem management, protection of biodiversity, and reduced carbon emissions.
3. Balanced and managed growth that enhances quality of life, preserves local character, conserves natural resources and wildlife habitat.
4. Cooperative governance through strong partnerships and fiscal responsibility.
5. Year-round, diversified economy and social services for residents and visitors of all ages and income levels.
6. Housing opportunities sufficient to support a multigenerational, year-round community.
7. Pathways to health, prosperity, and equity for all.
8. Connected community linked locally and regionally by multi-modal transportation options.
9. Recognition and respect for all cultures, sacred lands, and indigenous ceremonial practices.
NATURAL ENVIRONMENT

GOAL: Maintain Estes Valley’s scenic character and gateway experience to the Valley and Rocky Mountain National Park.

**Policy:** The Town and County encourage the protection and enhancement of key community gateway views to Lake Estes, and Colorado’s first scenic byway, Peak-to-Peak.

**Policy:** The Town and County ensures that new development minimizes the impacts to visual quality within the Valley, including protection of dark skies.
- **Action:** Town to maintain current code requirements for dark skies, obtain grant funding, and develop incentive program to replace non-compliant fixtures.
- **Action:** Town to maintain Ridgeline Protection Zones.
- **Action:** Reduce impacts on viewsheds by strengthening the Town and County’s grading standards to reduce the amount of cut and fill.
- **Action:** Town will work to minimize views obstructed by overhead utilities.

**Policy:** The County encourages development along Highways 34 and 36 and Devils Gulch Road in the unincorporated area to blend in with the natural environment.

GOAL: Ensure the provision and preservation of diverse and accessible open spaces throughout the Valley while allowing for contextual development in the right locations.

**Policy:** The Town and County works with partners to create a perpetual open space network through land acquisition, development agreements, and conservation easements.

**Policy:** The Town and County protect healthy watersheds by minimizing development impacts within riparian areas, wetlands, and floodplains.

**Policy:** The Town and County use a suite of tools to protect conservation priorities that are not conserved and incentivize infill development.

**Policy:** The Town and County encourage cluster residential development to protect wildlife habitat and movement.
- **Action:** The Town to dedicate governmental funding to conservation partners, such as the Estes Valley Land Trust and similar organizations to increase their ability to pursue land preservation and open space acquisition.
- **Action:** The Town to increase river, stream, and wetlands setbacks or buffers.
- **Action:** The Town to identify appropriate locations in Downtown for increase height allowances within context of existing development.
• **Action:** The Town to work with willing landowners and acquire lands through land swaps for properties that are underdeveloped and build local parks in Town.

• **Action:** Development code change needed?

**GOAL:** Protect wildlife and enhance biodiversity and ecosystems.

**Policy:** The Town protects existing vegetation habitats by minimizing disturbance outside of the building envelope, except as required for wildfire protection.

**Policy:** The Town and County encourage the conservation and protection of connected wildlife habitats.

**Policy:** The Town encourages new development to retain and/or salvage and relocate rare and native plants ahead of construction.

**Policy:** The Town and County plan trails with wildlife preservation and protection prioritized.

**Policy:** The Town and County will limit development in wildlife conservation priority areas as identified in the Estes Valley Open Space Plan.

• **Action:** The Town and County improve wildlife movement by requiring wildlife-friendly fencing on all new development, reviewing setback requirements, encourage removal of legacy barbed wire fencing, seek grant funding, and develop an incentive program.

• **Action:** The Town considers an Environmentally Sensitive Lands Zoning Overlay that would be subject to additional design review.

**GOAL:** Estes Park and Larimer County recognize that wildfire is a growing risk to the community and proactively work to protect the lives, property, and resiliency of the Valley.

**Policy:** The Town and County maintain building code standards to require fire hardened and resistant materials in new development and substantial improvements.

**Policy:** The Town and County proactively mitigate risk through large scale fuel reduction in partnership with Rocky Mountain National Park, US Forest Service and Colorado State Forestry.

**Policy:** The Town and County strive to reduce evacuation time and improve communication in the event of disaster, including an opt out (rather than opt in) for emergency calls and text messages to all residents in both English and Spanish.

• **Action:** The Town and County to evaluate site design standards and landscape requirements, including minimizing vegetation for new development.

• **Action:** The Town to adopt a fire mitigation program in partnership with the fire district to encourage individual property owners to reduce fuels on their property and select landscaping choices and building materials for fire resistance.
• **Action**: The Town and County to aggressively implement the [2022 Community Wildfire Protection Plan](#) [note: once the CWPP is final, with recommendations vetted, some of them could be elevated here such as “Neighborhood Recommendations”].

• **Action**: The Town will update mitigation requirements in the Development Code to align with outcomes of Colorado Planning Assistance for Wildfires (CPAW) recommendations.

• **Action**: The Town to review current educational materials and update as needed, ensuring all materials are available in Spanish and provide community education on available resources in Spanish and English.

GOAL: Mitigate flood risk through multifunctional infrastructure and recreation improvements.

**Policy**: The Town strengthens development regulations to keep property and people out of high flood risk areas and ensure space for natural flooding to occur, including increasing setbacks and base flood elevations for buildings.

• **Action**: The County maintains strong floodplain regulations for the Estes Valley unincorporated area.

**Policy**: The Town pursues grants to purchase high-risk properties and create public spaces that mitigates flood risk.

**Policy**: The Town and County identify infrastructure vulnerabilities, such as undersized bridges and culverts or critical infrastructure in high flood risk areas and pursue improvements to reduce flood risk.

• **Action**: The Town will implement the flood mitigation projects identified in the Estes Park Downtown Plan and in alignment with the County efforts for River restoration to reduce flood risk.

• **Action**: The County and the Town will support and participate in Larimer Connects.

• **Action**: Adopt the updated floodplain insurance maps.

• **Action**: The Town and County will coordinate on the Larimer County Strategic Plan Improvements for floodplain and drainage projects.
ECONOMY

GOAL: Maintain a balance between the needs of local residents, visitors, and protecting the natural environment.

Policy: The Town supports diverse economic development and local businesses that can employ residents and serve customers year-round.

Policy: The Town supports environmentally responsible economic development and eco-tourism, which relies on maintaining a high-quality physical setting and minimal impact on the environment.

Policy: The Town promotes the use of broadband and high-quality technology infrastructure that provide attractive work environments and competitive opportunities for remote workers from a variety of sectors.

Policy: The Town encourages environmentally-friendly practices by local businesses, especially for those businesses associated with tourism and/or with environmental degradation.

GOAL: Cultivate a strong, stable, and diverse local economy.

Policy: The Town encourages increased community workforce preparedness and cultivates an environment to foster innovation and diversity of the workforce.

Policy: The Town balances the need for attainable housing for a variety of people to support economic growth and stability of the community.

Policy: The Town and County strive to implement holistic approaches to land use, economic development, and environmental management to find solutions that integrate ecology and economy.

Policy: The Town works to make Estes Park a more predictable place for companies to do business by reducing impediments to growth and actively planning to provide adequate space for companies to meet long-term growth needs.

- Action: Town to encourage and support the renovation and/or redevelopment of existing outdated facilities that have strong linkages to transit and nearby retail and services.

- Action: Town to undertake strategic initiatives to attract public and private investment in well-located properties that are currently vacant and/or underutilized.

- Action: Town to maintain flexible development standards to accommodate a wide range of commercial space needs and facilitate the adaptive reuse of older properties.

- Action: Town to work with property owners to facilitate development of vacant and underutilized properties to achieve the highest and best use.
• **Action**: Town to encourage economic development that generates diverse tax base revenue that can resist downturns in any one economic sector and is based on broader regional and national/global trends.

**Goal**: Welcome and accommodate visitors.

**Policy**: The Town partners with Visit Estes Park and the Economic Development Corp (EDC) to support the existing tourism industry and works to expand marketing programs to attract visitors year-round.

**Policy**: The Town builds on sustainable outdoor recreation, specifically shoulder and winter seasons, for year-round appeal.

• **Action**: Town to focus on new winter downtown events.
HEALTH & SOCIAL
GOAL: Promote a comprehensive and diverse approach to community health and wellness.

Policy: The Town and County recognize that community health is a topic that is influenced and affected by local policies and practices and nearly all elements of the Estes Forward Plan identify policies to improve human health, safety, and equity.

Policy: The Town continues to create and improve the physical and social environment to enable all people to develop to their maximum potential by understanding local conditions, availability and quality of other determinants of health.

Policy: The Town and County ensure that policies and practices for community design and development are inclusive, equitable, and contribute to the health of the whole population.

Policy: The Town and County prioritize and measure the effects of planning and transportation decisions on the overall health and well-being of the community and its residents.

Policy: The Town and County practice effective leadership to promote and enhance overall health conditions for residents and strengthen community ties and resiliency with all members of the community.

Policy: The Town and County consider the overall preparedness of the community to respond to and recover from widespread health emergencies and develop programs and activities designed to increase resilience and self-sufficiency.

- **Action:** The Town to use emerging and existing racial and health equity tools and resources, review all relevant Town programs and policies to ensure the promotion of equal access and opportunity and determine functionality and benefits to the community before implementing new strategies. Transparently engage the community in the dialogue and analysis throughout the process.

- **Action:** The Town and County to advocate for policies at the federal, state, and regional levels that are aimed at improving community health, reducing health disparities, examining environmental justice practices and policies, and elevating social equity.

- **Action:** The Town and County to implement a broad public outreach program, utilizing the Town and County websites, newsletters, multi-lingual outreach, and additional technological mediums to engage with the community about available programs and resources that promote healthy communities. Prioritize expanded outreach efforts to low income and minority communities, and other segments of the community that have been traditionally under-represented.

- **Action:** The Town to utilize homeowner associations, community groups, and business groups as sources of individual volunteers for important appointed positions on Town
commissions, boards, and task forces, and actively recruit underrepresented people to positions of leadership.

- **Action:** The Town to formally incorporate a Health in All Policies (HiAP) approach to decision-making, especially as it relates to housing, transportation, and development. Collaborate with the County Health Department to establish metrics and indicators that track legitimate data and share the analysis with the community regularly.

- **Action:** The Town and County to develop and utilize innovative mediums, including social media posts, digital newsletters, information brochures, television programming, tactical urbanism, public and private art, pop-up activities and other creative methods, to broaden the dialogue and collaboration with residents and communicate critical information regarding available programs and resources that promote healthy communities.

**GOAL: Support mental and physical health.**

**Policy:** The Town facilitates the expansion of healthcare and improved social services, including availability, affordability, and access to medical services in Estes Park.

**Policy:** The Town recognize that not-for-profit health care providers, clinics, and permanent supportive housing provide a valuable resource and appropriate medical care for the community, including vulnerable populations.

**Policy:** The Town and County support the proliferation of health education and resources to ensure residents have information and access to nutritious food, exercise, mental health, and more.

**Policy:** The Town and County foster partnerships and collaborate with community groups and other public agencies to implement public health programs.

**Policy:** The Town and County recognize that emotional health and well-being is an integral component to personal and community health.

**Policy:** The Town ensures the equitable creation and distribution of recreation facilities, including smaller neighborhood parks, passive greenspace, and playgrounds.

**Policy:** The Town and County support local community events, services, and programs for seniors, youth, families, and the ESL and Spanish-speaking community.

- **Action:** The Town to create a Parks Master Plan.
- **Action:** The Town to increase park dedication in development standards and/or use of local sales tax to acquire and build new parks.
- **Action:** The Town to evaluate three new parks in underserved neighborhoods in five years.
- **Action:** The Town and County to improve neighborhood connectivity to existing parks.
• **Action:** Work and promote an active lifestyle that encourages walking, bicycling, and utilizing the trail network to support public health while reducing greenhouse gas emissions and other air pollutants.

• **Action:** The Town to explore budget opportunities to determine fiscally responsible ways to increase resources that support mental health and well-being.

• **Action:** The Town and County to track and monitor local health outcomes to ensure health equity and community wellness.

**GOAL:** Foster an inclusive and respectful environment for all cultures and lifestyles.

**Policy:** The Town partners and collaborates with schools, afterschool programs, and local non-profit organizations to create inclusive programs, events, and educational opportunities for cross-cultural sharing and celebration.

**Policy:** Ensure that there is a diversity of housing types to accommodate all income levels, and provide housing for very low and extremely low-income populations in areas with high accessibility to public transportation.

**Policy:** The Town provides communication and engagement opportunities in languages other than English and for residents with hearing or visual impairments.

  • **Action:** The Town considers an official Equity & Diversity Committee that has representation from minority and Hispanic community members.
  
  • **Action:** The Town and County send bilingual text message alerts, especially during emergencies and hazard events.

**GOAL:** Support services, programs, and infrastructure for children and youth to learn and thrive in the Estes Valley.

**Policy:** The Town and County work with community partners to grow infant and toddler childcare capacity in the Estes Valley.

**Policy:** The Town and County coordinate growth expectations and infrastructure needs with local school and service districts for future facility needs.

**Policy:** The Town supports and coordinates with the School District to provide high-quality education, programs, and care for students of all backgrounds.

  • **Action:** The Town and County to implement the recommendations from the [Workforce Housing and Childcare Task Force Report](#) and [Talent 2.0 Child Care Task Force Report](#).
  
  • **Action:** The Town and County to work together with EVICs to pursue grants or provide financial support to early-childhood and youth nonprofit agencies, private childcare providers, and/or the school district to support the expansion of existing childcare programs.
• **Action:** The Town to continue participation in Larimer County’s Childcare Capacity Team.

• **Action:** The Town to continue funding and the County will continue partnering with the Estes Valley Investment in Childhood Success (EVICS) program.

• **Action:** The Town to formalize and fund Safe Routes to School initiatives.
HOUSING

GOAL: Ensure new housing meets the needs of the workforce and families.

Policy: The Town encourages stable, long-term rental opportunities.
Policy: The Town enables opportunities that give the workforce and families a path to homeownership.
Policy: The Town prioritizes critical service providers in publicly-supported housing.
Policy: The Town pursues sustainable design that reduces life cycle maintenance costs and environmental impact.
Policy: The Town and County encourage designs for multigenerational living and aging in place.

• Action: The Town and Estes Park Housing Authority monitor community housing need and create a regular (annual or biannual) housing supply plan to strategically address the areas of greatest need.
• Action: The Town ensures affordability restrictions support the workforce.
• Action: The Estes Park Housing Authority and County create a program to support tenants and landlords in understanding their rights and responsibilities.
• Action: The Town explores tenant protections.
• Action: The Estes Park Housing Authority create a program to fund livability upgrades in exchange for affordability guarantees.
• Action: The Town and County continue limit short-term rental of residential units.
• Action: The Estes Park Housing Authority review the application process for publicly-supported housing to prioritize critical service providers.
• Action: The Town and Estes Park Housing Authority maintain a list of best design practices that reduce life cycle costs and impacts and model use of the practices in public housing projects.
• Action: The Town explores development code requirements that support multigenerational neighborhoods and aging in place.
• Action: The Town explores childcare, community gardens, and other livability investments that support denser family living.

GOAL: Create new housing opportunities.

Policy: The Town and County locate new housing opportunities consistent with the Future Land Use Map.
Policy: The Town allows infill and redevelopment that provides more housing with a focus to increase workforce and affordable options.
Policy: The Town uses development bonuses to incentivize deed-restricted affordable workforce housing.
Policy: The Town requires that development include deed-restricted affordable workforce housing or pay a fee.
• **Action:** The Town identifies locations for housing opportunities in the Town of Estes where children have safe routes to schools and workers can walk or ride transit to work.

• **Action:** The Town removes density limits in mixed-use zones.

• **Action:** The Town allows large single-family homes to be converted into multiple units.

• **Action:** The Town allows duplex, triplex, cottage court, dorm and other “missing middle” housing types.

• **Action:** The Town explores density increases tied to the creation of deed-restricted housing (e.g. small lot subdivision, reduced lot coverage, additional height)

• **Action:** The County considers property tax relief in exchange for workforce housing provision (e.g. Loveland Fire approach)

• **Action:** The Town invests in infrastructure in areas where housing opportunities are desired in order to catalyze development or redevelopment.

• **Action:** The Town and County explore an inclusionary housing requirement for residential development.

• **Action:** The Town and County explore a workforce housing linkage requirement/fee for residential and commercial development.

• **Action:** The Town and County explore maximum unit sizes to limit cost and maintain future infill potential.

**Goal: Invest in housing.**

**Policy:** The Town maintains a dedicated housing fund.

**Policy:** The Town pursues deed restrictions to preserve the affordability of existing workforce housing.

**Policy:** The Town purchases land to develop or partner with a developer to create housing.

• **Action:** The Town and County secure one or more dedicated funding sources for a housing fund, specifically exploring increasing the lodging tax, a sales tax, or a property tax increase.

• **Action:** The Town explores a vacancy tax or fee like the one recently adopted by Crested Butte.

• **Action:** The Estes Park Housing Authority identifies appropriate land for public housing development or partnership, make land interests known and stay up to date or ahead of opportunities.

• **Action:** The Town and Estes Park Housing Authority explore down payment assistance, “cash buyer” assistance, reverse mortgage, etc. programs to help the workforce get into existing housing in exchange for a deed restriction that preserves affordability.
• **Action:** The Town and Estes Park Housing Authority explore a purchase-restrict-resale program for preserving the affordability of existing housing (e.g. Breckenridge program).

• **Action:** The Town facilitates a workforce housing cooperative that would allow smaller employers to provide housing.
TRANSPORTATION AND INFRASTRUCTURE

GOAL: Integrated multimodal transportation options to connect people and destinations throughout Estes Park and the Estes Valley.

Policy: The Town will provide a transportation system that efficiently, equitably, and effectively supports the Town’s land use vision, minimizes vehicle miles traveled (VMT), enhances connectivity of the existing network, and supports the use of all modes of transportation throughout the Valley.

Policy: The Town supports complete streets that result in a complete transportation network that is safer and better for the movement of people, freight, and goods, regardless of travel mode. (Complete Streets Policy 851, adopted April 2019)

Policy: The Town and County establish transportation connections between travel modes that are accessible, efficient, and clearly identified.

Policy: The Town provides a robust transportation network with multimodal connectivity between existing and planned activity centers.

Policy: The Town and County improve the overall mobility of people, regardless of mode through transportation projects and investments.

Policy: The Town and County invest in and support Safe Routes to School efforts – including infrastructure improvements, education and encouragement programs, and enforcement activities – to encourage walking and bicycling to school and to support the reduction of greenhouse gas emissions and vehicle miles traveled, with an emphasis on areas near schools where higher health disparities are present and traffic conflicts are common.

Policy: The Town and County coordinate with State, County, and regional partners to plan, phase, and secure funding for transportation investments.

- **Action:** The Town to develop a Streets Master Plan to prioritize key streets and connections by mode (e.g., vehicle, bicycle, or pedestrian priority street); expand beyond Downtown area (Downtown Plan).
- **Action:** Design and construct facilities that serve people of all races, cultures, ethnicities, religions, sexual orientation, genders, income levels, ages and abilities, especially people of color and those disproportionately affected by access to a personal vehicle or systemic transportation inequities.
- **Action:** The Town to require multimodal transportation connections for new developments.
- **Action:** The County to require multimodal transportation connections for new developments in appropriate dedicated service areas.
- **Action:** The Town and County to establish a consistent and thorough wayfinding program that includes signage, printed and downloadable materials, and digital
• Action: The Town and County to continue expansion of the fiber and broadband infrastructure to facilitate Intelligent Transportation System (ITS) technologies and traveler information systems.

GOAL: Promote, provide, and maintain an expanded, safe, convenient, and comprehensive network of facilities for pedestrians and bicyclists of all ages and abilities to support walking and bicycling as viable modes of transportation, for recreational use, and to promote public health.

Policy: The Town and County continue to build out a complete trails network that prioritizes off-street facilities. (Estes Valley Master Trails Plan)

Policy: Encourage a shift to active transportation modes by expanding and enhancing current pedestrian and bicycle facilities to accommodate pedestrians and bicyclists of all ages and abilities

Policy: Encourage all users to reduce vehicle trips and utilize active transportation options with an increase in density of pedestrian and bicycle-supportive infrastructure.

Policy: The Town prioritizes bicycle and pedestrian circulation. (Downtown Plan)

Policy: The Town connects the active transportation network (trails and sidewalks) to vehicle parking facilities and transit and include amenities and infrastructure for secure bike storage.

Policy: The Town enhance safety elements at bike and pedestrian crossings, especially downtown and other key intersections.

Policy: Seek opportunities to implement and assess traffic calming strategies that reduce vehicle speeds and establish a safer, more comfortable environment for pedestrians and bicyclists.

Policy: Prioritize multi-modal infrastructure improvements that improve pedestrian, bicyclist and transit user safety and equity for inclusion in the CIP.

• Action: The Town to explore bike share program feasibility, to include electric-assist bikes.

• Action: The Town to require bicycle and pedestrian facilities and amenities in new developments.

• Action: The Town to seek opportunities to eliminate walking and bicycling network gaps across barriers to mobility, including Big Thompson Avenue, North and South St. Vrain Avenue, Elkhorn Avenue, and Highway 36.
• **Action:** Provide secure bicycle parking and end-of-trip support facilities (publicly accessible lockers, changing rooms and showers) at centers of civic, retail, recreation, education, and work activity.

• **Action:** Review Town street improvement standards to see if there are ways to decrease high stress walking and bicycling environments and increase walking enjoyment and safety, particularly with regard to increased sidewalk width, landscape buffers between sidewalks, streets and pedestrian lighting, and other amenities.

**GOAL:** Support the development and maintenance of the public transit system to provide integrated, accessible, convenient, safe, equitable, health-promoting, comfortable, and effective mobility options.

**Policy:** The Town ensures transit service frequency and times serve residents year-round.

**Policy:** The Town connects residents to key community services, activity centers, and trailheads by transit.

**Policy:** Ensure that all transit-supportive infrastructure, sidewalks, and bike lanes are adequately maintained to provide high-quality facilities for users.

**Policy:** The Town and County identify and implement workforce transit opportunities and partners to service Estes Valley, Front Range communities, and Denver International Airport.

  • **Action:** The Town to identify and study corridors, routes, and vehicle fleet needs for future expansion of Estes Transit.
  
  • **Action:** The Town to invest in bicycle-carry infrastructure on transit vehicles.

**GOAL:** Provide a complete roadway network.

**Policy:** The Town and County create redundancy and alternative access routes to improve circulation and reduce congestion.

**Policy:** The Town and County evaluate the roadway network in terms of emergency access/egress and evacuation routes.

**Policy:** The Town manages parking with free and paid options to strategically balance supply and demand.

**Policy:** The Town incorporates traffic calming measures into roadway projects and along existing corridors as identified. *(Town of Estes Park Complete Streets Policy 851, adopted April 2019)*

**Policy:** The Town and County incorporate advanced technologies with proven track records of improving traffic flow.
• **Action:** The Town to identify and prioritize studies of subareas and key transportation corridors with specialized needs (e.g., Downtown, Hwy 7, Agriculture Areas, North End, Tahosa Valley, Fall River, Carriage Hills, and Stanley Park were suggested)

• **Action:** On streets where substandard service levels are anticipated, investigate and implement improvement projects that will enhance traffic operations but not compromise pedestrian, bicyclist, or transit rider safety and accessibility

• **Action:** Provide training in complete streets principles, planning, and design to Town staff in Public Works, Planning, Police, the Fire District and other departments or agencies (as appropriate) to help ensure consistency in the interpretation of Town policies and the routine incorporation of appropriate infrastructure designs to achieve multimodal access, safety for all users, and other Estes Park goals.

**GOAL:** Maintain and improve the existing transportation infrastructure.

**Policy:** The Town dedicates the parking system revenue to parking and transit maintenance and enhancements.

**Policy:** The Town and County prioritize maintenance of existing infrastructure.

**GOAL:** Build a transportation system that is a recognized model of resiliency and sustainability.

**Policy:** The County is committed to ongoing assessment of transportation system vulnerabilities and plan for built-in redundancy. (Larimer County Resiliency Framework)

**Policy:** The Town incorporates transportation-related design elements, such as multi-use trails and trail underpasses, into floodway improvements.

**Policy:** Develop guidelines for the inclusion of green infrastructure in the design of transportation improvements.

• **Action:** The Town to prioritize electric-powered vehicles in transit fleet expansion.

• **Action:** The Town and County to establish an electric vehicle (EV) infrastructure policy to establish charging station requirements and identify providers (government, private enterprise, or combination).

**Policy:** Work with stakeholders to encourage the development of electric vehicle charging stations and other alternative fuel infrastructure at publicly-owned locations, near businesses, and employment sites.
GOAL: Strengthen effective partnerships that enhance the regional transportation network.

Policy: The Town and County coordinate local and regional mobility with CDOT and front range communities such as Boulder, Lyons, Longmont, Loveland, and Fort Collins.

Policy: The Town and County partner with CDOT to identify, improve, and address regional transportation patterns and challenges that affect the Estes Valley.

Policy: The Town and County coordinates regional transportation investments and partners when appropriate.

Policy: Maintain up-to-date emergency preparedness and evacuation plans and procedures in coordination with appropriate state, regional, county, and local agencies and departments.

GOAL: Incorporate innovative and developing technologies.

Policy: The Town and County explore and evaluate emerging technologies to identify appropriateness and feasibility for mobility improvements in Estes Park and Estes Valley.

Policy: The Town uses quantitative technology platforms for technical analysis to always be paired with qualitative input from community members.

Policy: Monitor the development of new and emerging transportation technologies – such as autonomous vehicles – to enable the Town to prepare for their incorporation into the transportation system if safe and appropriate.

GOAL: Support and expand the Town’s efforts to promote economic, environmental, and social sustainability through initiatives to reduce greenhouse gas emissions and other air pollutants, reduce runoff, promote public health and equity, and engage the community in an inclusive planning process.

Policy: Support development of healthier communities through the use of lower- or non-polluting modes of transportation to reduce greenhouse gas vehicle emissions and local air pollution levels.

Policy: Encourage walking and bicycling as strategies to promote public health and reduce the long-term transportation costs of owning and maintaining a vehicle.

Policy: Prioritize transportation improvements in part based on consideration of benefits to disadvantaged communities.
Policy: Include a robust, inclusive and interactive community engagement and educational process in transportation planning efforts to help ensure that project will address the needs of local stakeholders, especially disadvantaged populations.

Policy: Develop impact fees to provide revenues to be used to construct pedestrian and bicycle infrastructure that will support new development.

Policy: Use repaving projects as an opportunity to cost-effectively implement new bicycle facilities in accordance with Town plans.

Policy: Maximize efficient maintenance of transportation infrastructure of all modes, such as coordinating roadway paving or striping projects to include maintenance of pedestrian and bicycle infrastructure.

- Action: Design sidewalks and pedestrian pathways using environmental design best practices principles or other techniques to provide safe and comfortable facilities for pedestrians at all times of day and night.
- Action: Develop requirements for new commercial and multifamily residential development to provide electric vehicle charging infrastructure.

GOAL: Identify strategies and funding sources to implement the actions identified in this Transportation and Infrastructure Chapter.

Policy: Proactively position the Town to be competitive in pursuing grant funding for planning, design, and construction of transportation improvements.

Policy: Consider developing additional local sources of funding for trails and bikeways such as special assessment districts, nonprofit corporations and ballot initiatives.

Policy: Seek opportunities to develop public/private partnerships to provide transportation infrastructure and services.

Policy: Ensure that construction detour routes provide safe and convenient access for users of all modes of transportation, including people with disabilities.

- Action: Adopt a “dig once” policy to require public and private entities to coordinate with local government on the installation of extra fiber or conduit whenever ground will be broken in the public right-of-way and establish if other improvements can be coordinated with construction activities.
- Action: Maintain and update a traffic impact fee to require new development to pay its share of street and other transportation improvements based on its impacts.
- Action: As part of the Capital Improvement Program (CIP), annually update a five-year program of projects required to construct and/or update circulation infrastructure.
facilities and assess viability of older projects in context with new considerations and policies.

- **Action:** Measure and track progress and evaluate success of implementation of Transportation and Infrastructure Chapter actions using a set of performance measures.
- **Action:** Use funds from the Public Works’ Streets budget for bicycle and pedestrian projects as appropriate.
- **Action:** Actively pursue grant funds for planning, design, and construction of transportation-related capital improvement projects.

**GOAL:** Be leaders in energy conservation, renewable energy use and responsible energy delivery in the face of wildfire and wind threats.

**Policy:** The Town supports individual property owners to install and use renewable sources.

**Policy:** The Town and County encourage the use of rooftop and appropriately sited solar energy generation and battery storage.

**Policy:** The Town and County promote existing programs for energy conservation in partnership with PRPA and Poudre Valley Rural Electric Association (PVREA).

  - **Action:** The Town and County work with PRPA and PVREA to update and revise public safety power shutoff criteria and decision-making for wind events to reduce wildfire risk.
  - **Action:** The Town works with PRPA and PVREA to bury additional overhead power lines to reduce wildfire risk.

**GOAL:** Invest in infrastructure for a healthy water supply and promote water conservation measures.

**Policy:** The Town supports water providers to complete the necessary infrastructure for the second Big Thompson diversion point, making the land and water rights investments accessible for use, ensuring adequate water supply into the future.

**Policy:** The Town incorporates climate change impacts into their water availability planning and update the water plan for this context.

  - **Action:** The Town explores conservation measures, such as grey water for irrigation and updating landscaping standards to reduce demand.
  - **Action:** The County prepares a Water Master Plan and evaluate Land Use Code to advance water conservation.
Memo

To:      Honorable Mayor Wendy Koenig
          Board of Trustees

Through: Town Administrator Machalek

From:    Greg Muhonen, PE, Public Works Director
          Dan Kramer, Town Attorney

Date:    July 26, 2022

RE:      Resolution xx-22 Amending the Memorandum of Agreement and the
          Reimbursable Agreement for the Downtown Estes Loop

Objective:
Public Works staff seek Town Board approval of Resolution xx-21, which amends the
existing Memorandum of Agreement (MoA) and the Reimbursable Agreement (RA) with
Central Federal Lands Highway Division for the design and construction of the
Downtown Estes Loop (DEL).

Present Situation:
In 2014 the Town, Central Federal Land Highway Division (CFLHD), Colorado
Department of Transportation (CDOT), and Rocky Mountain National Park (RMNP)
entered into agreements to fund, design, and construct roadway and bridge
improvements to Elkhorn Avenue, Moraine Avenue, and West Riverside Avenue to
improve access to RMNP by reducing traffic congestion in downtown Estes Park. This
route is the primary travel corridor to RMNP. These improvements were to be funded by
a Federal Lands Access Program (FLAP) grant and CDOT Responsible Acceleration of
Maintenance and Partnerships (“RAMP”) funds. Construction of the project was
expected to occur in 2016.

Community controversy and a lengthy process for acquiring additional rights of way for
the project delayed construction to 2018, then to 2021. New Federal Emergency
Management Agency (FEMA) modeling and mapping procedures for the revised
floodplains within the project (triggered by the 2013 flood) further delayed submittal of
FEMA floodplain permit applications, which has delayed construction to 2022/2023.
In 2019 and 2020, CDOT acquired eight parcels and demolished multiple commercial and residential buildings to provide sufficient area to construct the realignment of West Riverside Avenue and a new bridge over the Big Thompson River. Also in early 2020, the Town requested revisions to the MoA and RA to clarify refinements to the project scope, costs, schedule, and funding responsibility. The Town also requested the insertion of a Taxpayer Bill of Rights (TABOR) clause to confirm in writing that the MoA obligations comply with the provisions of this state law. These changes were approved in Modification 1 to the MoA and Modification 4 to the RA.

At the Town Board Study Session on May 24, 2022, the project Technical Advisory Committee members shared updated estimates on the project’s increased construction cost and extended construction duration expected due to the recent, significant cost escalation of materials and fuel as well as supply chain challenges.

Proposal:
The project cannot progress to bidding until sufficient funding is documented to pay for the construction. The attached amended MoA and RA update the project personnel, budget, and schedule, and reflect an increased local funding match in the amount of $500,000 from the Town of Estes Park. The Period of Performance is extended to March 31, 2025. A separate action, under consideration by the Town Board, could allow nighttime construction that could potentially expedite completion of the project. As an additional incentive, CFLHD intends to offer the contractor a prorated bonus payment in the amount of $1M if the project in advance of the completion deadline to be provided in the contract documents. This will be paid with FLAP funds, and no increased local match funding is required. If bids exceed the current revised project budget, another discussion among the project partners will be necessary to determine next steps pertaining to funding and scheduling.

Advantages:
- The project benefits are numerous and include relief to the Town’s downtown traffic congestion problems; improved downtown mobility for bicyclists; reduction in downtown flood risk from the Big Thompson River; improved water delivery for fire protection; and closure to property owner uncertainty surrounding the DEL.
- Delaying bidding to September 2022 is expected to deliver more competitive bids for work starting in 2023.

Disadvantages:
- Some community members do not support the partner agency’s efforts to build the DEL.
- The construction activity in the heart of downtown is disruptive to businesses and users of the impacted roadways.

Action Recommended:
Public Works staff recommend adoption of the amended MoA and RA.
**Finance/Resource Impact:**
The Town has expended no additional funds for this project since the previous quarterly update. The Town remains obligated to pay a local match of $4.2 million (CDOT devolution funds) for the Phase 1 project. An additional contribution from the Town—of up to $500k—is necessary due to a variety of contributing factors discussed at the Study Session on May 24, 202. The additional funds are available in the unallocated General Fund (101) balance. The Town has spent $3,823,977 to date. A total of $10.3 million for this project has been obligated by CFLHD to date.

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<th>Year</th>
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<th>CDOT Share</th>
<th>Town Share</th>
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*CDOT RAMP funds donated to Town  **The Town has the option to spend an additional estimated $950k for the milling, overlay, & restriping of West Elkhorn Avenue by this project.

**Level of Public Interest:**
Public Works staff expect a moderate level of public interest in this item.

**Sample Motion:**
I move for the approval/denial of Resolution xx-22.

**Attachments:**
1. Resolution xx-22
2. 2022 Revised Memorandum of Agreement (Modification 2)
3. 2022 Revised Reimbursable Agreement (Modification 5)
4. 2022 Admin Mod #005 signatures for Reimbursable Agreement
Memo

To: Honorable Mayor Wendy Koenig
   Board of Trustees

Through: Town Administrator Machalek

From: Greg Muhonen, PE, Public Works Director

Date: July 26, 2022

RE: Ordinance xx-22 Amending Chapter 8.06 of the Estes Park Municipal Code on Noises

☐ PUBLIC HEARING  ☑ ORDINANCE  ☐ LAND USE
☐ CONTRACT/AGREEMENT  ☐ RESOLUTION  ☐ OTHER:

QUASI-JUDICIAL ☐ YES  ☑ NO

Objective:
Ordinance xx-22 amends Title 8 of the Estes Park Municipal Code (EPMC) pertaining to noise generated by construction, maintenance, or repair activities.

Present Situation:
The EPMC prohibits the generation of construction-related noise between the hours of 9 p.m. and 7 a.m. A waiver or exception process does not exist.

The Technical Advisory Committee (TAC) representing the three partner agencies working on the Downtown Estes Loop (DEL) have proposed, in the project construction specifications, restrictive seasonal time limitations on the construction activities in the public right of way that may be performed on both Town and CDOT roadways. The intent is to limit the additional adverse business disruption and traffic and pedestrian delays caused by summer construction.

The concept of allowing nighttime construction during the summer in order to expedite project completion was presented to the Transportation Advisory Board on April 20 and May 20, 2022, and to the Town Board at the study session on May 24, 2022.

The TAC has created an estimated sequence of construction activities for the project and concluded that the current restrictions on daytime construction activity will likely extend the completion of the DEL into the summer of 2025. This delay is influenced by the requirements that hot mix asphalt paving and pavement markings be placed only when the air and surface temperatures exceed 50 degrees. This work cannot be pursued in the colder months of late fall, winter, and early spring. The TAC believes the construction completion could be expedited if nighttime construction is permitted.
downtown for this project. No expedited completion date has been identified at this time.

**Proposal:**
The attached ordinance amends Title 8 of the EPMC pertaining to noises. It gives administrative authority to the Town Engineer to issue a Right of Way Permit that allows construction activity in the public right of way between the hours of 9 p.m. and 7 a.m. The criteria for issuing the discretionary approval are contained in the ordinance and focus on three considerations.

1. A discretionary judgment decision concludes that the nighttime construction will produce fewer cumulative detrimental impacts to the public than delayed completion associated with daytime only construction.

2. The contractor’s work zone illumination plan requires shielded light fixtures to reduce light spillage outside the work zone.

3. The Estes Police Department and the property owners and occupants located within 500 feet of the nighttime work zone receive at least 48 hours’ notice prior to the commencement of nighttime work.

As an additional incentive, CFLHD intends to offer a prorated $1M early completion incentive bonus to the contractor if the work is completed in advance of the completion date to be listed in the contract documents. This will be paid with Federal Land Access Funds, and no additional local match funding is required.

**Advantages:**
- The proposed code update would empower the Town Engineer to authorize nighttime work to potentially expedite completion of the DEL construction and other future construction activity that meets the eligibility criteria.

- A shorter overall construction disruption period for any project reduces the adverse impacts on roadway users and downtown businesses.

- Shorter construction duration typically translates to lower costs for construction.

**Disadvantages:**
- Allowing nighttime construction work can frustrate residents living near the construction zone; however, the expedited completion of the project is considered to be a desirable compensation.

**Action Recommended:**
Public Works staff recommend adoption of Ordinance xx-22 amending Title 8 of the Estes Park Municipal Code pertaining to noises.

**Finance/Resource Impact:**
This ordinance has no direct cost impact on the Town budget. Implementation of the code change could save construction cost for both the Town on publicly funded projects and residents performing private work in the public right of way. It could also reduce
revenue losses for businesses impacted by daytime construction activities of long duration near their property.

**Level of Public Interest**
The level of public interest is believed to be low. This may reflect a low level of awareness. After this topic was presented to the Town Board in May, no public feedback was received. Public interest may increase with increased awareness.

**Sample Motion:**
I move for the **approval/denial** of Ordinance #xx-22.

**Attachments:**
1. Ordinance xx-22 Amending Title 8 of the Estes Park Municipal Code