



TRANSPORTATION ADVISORY BOARD

REGULAR MEETING

April 17, 2024
12:00 p.m.
Town Hall | Board Room

AGENDA

12:00 pm	Public Comment (packet)	
12:05 pm	Trustee Liaison Update	
12:10 pm	Approval of Minutes dated February 21, 2024 (packet)	
12:15 pm	Parking Updates <i>2024 Season Preparation</i> <ul style="list-style-type: none">a. Mapsb. Machine Locationsc. Post Office Lot – DEL Construction Plansd. Permits	<i>Manager Klein</i>
12:25 pm	Transit Updates <ul style="list-style-type: none">a. Bustang to Estesb. US 34 Transportation Management Organization (TMO)c. Trolley Facility Updated. The Peak Special Event	<i>Manager Klein</i>
12:35 pm	Engineering Updates <ul style="list-style-type: none">a. Cleave Street Improvement Projectb. Graves Avenue – Safe Routes to School Projectc. Multimodal Transportation Plan & Transit Development Pland. Visitor Center Parking Lot Redesign	<i>Engineer Bailey</i>
12:50 pm	Administrative Updates <ul style="list-style-type: none">a. TAB Bylaws Revision (packet)b. Future Spending on Transportation (packet)c. Public Works Project Managerd. Downtown Estes Loop Construction Public Meeting & Weekly Email Sign-Upe. CDOT US 34/36 Overlay Project Weekly Email Sign-Upf. Public Works Staffing Change	<i>Director Muhonen</i>
1:20 pm	Update on Past Public Comment	
1:25 pm	Other Business	
	Adjourn	

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Transportation Advisory Board | Public Comment Form

ESTES PARK
COLORADO

Please enter your full name. (This information is required to ensure the Town keeps accurate records of public comment.)

Name* joan hooper

The Transportation Advisory Board welcomes input from the public at any time.

Regular meetings of the TAB are held on the third Wednesdays of each month, 12 p.m. - 2 p.m. Meetings are typically held in Town Hall Rooms 202/203. However, due to remodeling, meetings are being held in the Town Hall Board Room until further notice.

Public comment can be attached using the Upload button below or typed into the text box below.

File Upload

Files are limited to PDF or JPG.

25 MB limit. Video files cannot be saved to the final packet and must be transcribed before submitting.

Comments for the Transportation Advisory Board*

Limited to a maximum of 1000 characters. For comments over 1000 characters, please use the Upload feature above.

Road construction diversions and detours are set up with vehicular traffic in mind, but never a thought to pedestrians. The result is that pedestrians are often left with no option besides walking in the road along with traffic- VERY DANGEROUS. This is acceptable for very short term diversions, but not for months (e.g. the roundabout construction at Moraine/Riverside; the Virginia/Elkhorn intersection). Could there be some condition attached to future construction contracts that requires some accommodation for pedestrians when the existing sidewalk/shoulder is impassable for more than x days/weeks?

Please note, all information provided in this form is considered public record and will be included as permanent record for the item which it references.

Date 2024-03-20
02:24:17 PM



Transportation Advisory Board | Public Comment Form

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COLORADO

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Downtown traffic congestion from private vehicles is by far the most significant transportation issue in Estes Park. The packet for the current meeting describes a proposed 300 space parking structure in the downtown core with estimated cost \$17M (\$35K per space), site selection beginning in 2030 and completion in 2031. Adding 300 additional parking spaces in the downtown core will only make the problem worse by encouraging visitors to drive into the downtown. The only sustainable solution to our congestion is to encourage visitors to park at the periphery (currently underutilized sites like the fairgrounds) and rely on pedestrian or trolley options for access to the downtown core. The \$17M proposed for this downtown parking structure could be much better spent investing in better pedestrian access and trolley service.

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Date 2024-04-16
08:31:15 AM

Town of Estes Park, Larimer County, Colorado, February 21, 2024

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 21st day of February, 2024.

Board: Chair Belle Morris; Vice-Chair Kristen Ekeren; Members Javier Bernal, Jessica Ferko, Ann Finley, Larry Gamble, Linda Hanick, Mark Igel, and Gordon Slack; Trustee Patrick Martchink; Staff Liaison Greg Muhonen

Attending: Chair Morris; Vice-Chair Ekeren; Members Bernal, Finley, Gamble, Hanick, Igel, and Slack; Trustee Martchink; Director Muhonen; Manager Solesbee; Engineer Bailey; Supervisor Klein; Recording Secretary McDonald; Anthony Pratt, Kimley-Horn; Paul Hornbeck, Community Development

Absent: Member Ferko

Chair Morris called the meeting to order at 12:07 p.m.

PUBLIC COMMENT

None.

APPROVAL OF MINUTES DATED JANUARY 17, 2024

It was **moved and seconded** (Gamble/Ekern) **to approve the January 17, 2024, minutes with a minor amendment**, and it passed unanimously.

2045 TRANSPORTATION MASTER PLAN & 2030 TRANSIT DEVELOPMENT PLAN

Consultant Pratt presented the 2045 Transportation Plan, with clarifications provided as needed by Manager Solesbee. Presentation summary points included the phenomenal level of public engagement on the online survey and interactive mapping tool, the results of which will remain accessible for viewers; the constructiveness and positivity of comments received; respondent perception, habits, and requests regarding transit; the ranking and summary descriptions of the Plan's goals, and how they will be prioritized by the Steering Committee and public involvement; and concepts for transit improvements regarding frequency of routes and service, new types of service, and infrastructure projects.

Discussion points for the survey included the importance of distinguishing between visitor and resident feedback; the decision to measure user demographic for the survey but not the mapping tool; public engagement activity following informational mailings, presentations, and other gatherings; the desire to be environmentally thoughtful and resilient in the final version of the plan; the definition and clarification of Vulnerable Road User (VRU) as someone not enclosed in a vehicle; the need to address emergency evacuation planning with engagement of the Larimer County Sheriff and Colorado State

Patrol; the need to describe the transit hub and why the location was chosen; and economic development factors for Colorado Highway 7 (CO 7) businesses. Consultant Pratt advised that topical white papers would be reviewed by the Steering Committee and featured on the website. An open house/workshop is being planned for March, so that public feedback can help shape the prioritization process and the development of a final report that addresses realistic, achievable goals.

ENGINEERING UPDATE

Engineer Bailey reported that the Visitor Center Parking Lot Redesign contract would be presented at the February 27 Town Board meeting. If approved, construction could begin immediately.

Utility relocations continue for the Cleave Street Improvements project, with Xcel currently moving the gas main and tying in services; Power and Communications work will follow. TDS lines were discovered and will be moved. The construction contract will be presented at the February 27 Town Board meeting; if approved, the work would begin after the contractor officially completes another Town project. The original goal of a June hard stop for concrete work is not realistic, but utilities should be done by June. TAB members were encouraged to invite people to sign up for the CSI Project Communications email list for weekly and as-needed communications.

A contractor staging area is needed for the Graves Avenue-Safe Routes to School project. Staff is working with the Estes Park School District for temporary use of school property, after which the bid will be advertised with the goal to complete construction by mid-August.

Regarding the ongoing topic of pedestrian safety at Lexington Lane and CO 7, Member Gamble reported that a past traffic study did not warrant traffic signal placement there. Estes Park Middle School Principal John Bryant is in favor of exploring parental preference for an official crossing there this fall after the apartment complex is completed and fully occupied. Chair Morris summarized the *Step by Step: How to Start a Walking School Bus at Your School* packet item. Discussion points included using a survey to gauge interest in such a program; how adult and student volunteer route leaders could be organized; and the importance of evaluating the program's effectiveness after any implementation. Member Hanick will provide contact information for the Estes Park Newcomers Club, whose members could be asked to help organize a safe crossing program. It was agreed that this would be a demand-based project.

ADMINISTRATIVE UPDATE

Regarding Downtown Estes Loop (DEL) construction, Director Muhonen reported that buried utilities have delayed work on the north side of the roundabout. The post office parking lot should be paved in May.

The Big Horn Parking Lot Micro-Structure Request for Proposals (RFP), started by Manager Solesbee and Engineer Bailey, will be assigned to the new project manager, whose employment begins March 25.

US 34 Coalition members will gather on March 6 for a kick-off meeting to establish governance and membership structures for the developing US 34 Transportation Management Organization (TMO). Steer Group Consulting will lead the meeting.

The first phase of the CDOT US 34/36 Overlay Project started on February 19 with placement of temporary traffic signals for the retaining wall work along Moraine Avenue. The second phase, paving of the project area, is expected to be completed by September.

TAB members were invited to attend a farewell gathering on February 22 for Manager Solesbee, whose last date of employment is March 1.

Member Hanick inquired about maintenance needed at the Baldwin Park bridge; Director Muhonen will have the Parks Division evaluate.

TRANSIT UPDATE

Supervisor Klein summarized the 2023 Year-End Report for The Peak, starting with images of the new branding. Due to fewer exterior advertisement spaces on rental buses, some sponsor dollars were lost; however, use of a local sign service reduced costs for the new branding. For the 157-day transit season, ridership was 99,472, up from 73,266 in 2022. Special Event ridership is an ongoing measure; the Wine & Chocolate Festival hosted 134 riders, and the Estes Valley Library's (EVL) Daniel Tiger Day hosted 105 riders. With RATP Dev costs up for 2024, staff is seeking alternate funding for the transit program.

Paid parking rates for the 2024 season will be recommended to the Town Board on March 12. Although no changes are being recommended, this administrative formality is required in the Estes Park Municipal Code.

DISCUSSION OF THE TAB AS AD HOC COMMITTEE

Trustee Martchink reported that only one TAB member had responded to the February 7 "TAB/Ad hoc feedback" email survey. The meaning of ad hoc, as it could apply to the TAB, was summarized. Discussions points included sensitivity to staff time between and during TAB meetings; reducing the frequency of meetings but still emailing a packet during the off-months to engage members on non-actionable topics; how having a regular meeting time each month functions as a focus group, allowing for robust conversations that might not otherwise take place; the TAB's service as a conduit between the Town and the community; the possibility of scheduling agenda-driven meetings according to seasonal impacts on member attendance; the inefficiency of meetings that repeat information provided through other Town meetings or platforms; how expanding the agenda item titles can encourage public attendance; how the packet itself could determine whether a meeting should actually be held in a given month; and how having regular meetings provides good opportunity to have timely topics presented by agencies like CDOT and Rocky Mountain National Park (RMNP). Trustee Martchink thanked the TAB for their feedback and will provide a summary to the Town Board.

UPDATE ON PAST PUBLIC COMMENT

Chair Morris reminded the TAB that safe crossing at Lexington Lane is an ongoing conversation generated by past public comment.

OTHER BUSINESS

Chair Morris reminded the TAB of upcoming member term expirations. Vice-Chair Ekeren and Member Bernal intend to reapply; Member Slack will allow his term to expire.

There being no further business, Chair Morris adjourned the meeting at 2:03 p.m.

Lani McDonald, Recording Secretary

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Transportation Advisory Board BYLAWS [Adopted xx 2021]

I. ROLE

The mission of the Town of Estes Park Transportation Advisory Board (TAB) is to advise the Town Board of Trustees and the Public Works staff on:

- A. *Local and Regional Comprehensive Transportation Planning Policies* that protect air quality, diminish congestion, and enhance the safety and quality of life for the citizens, businesses, and visitors to the Estes Valley, including but not limited to pedestrian, bicycle, automobile, and transit modes; and
- B. *Maintenance, Operation, and Expansion Programs* for all modes of the Town's transportation system; and
- C. *Transportation Capital Projects* to ensure the Town's transportation goals and policies for roads, trails, parking, signage, and transit are implemented.

"Chair" in the remainder of this document will refer to the Chair of TAB.

II. MEETINGS

- A. *Regular Meetings.* Shall be held ~~at least one time per month, with additional meetings scheduled when as needed, as determined on a monthly basis by the Chair and the Public Works Director.~~ Regular Meetings shall occur at regular times each month as set by the TAB majority vote. Any item on the agenda which cannot be heard and considered by the conclusion of the meeting may be continued until and heard at the next regularly scheduled meeting or a specially scheduled meeting and shall have priority over any other matters to be heard and considered.
- B. *Special Meetings.* May be held at any time upon call by the Chair or Public Works Director. Notice of at least three (3) calendar days shall be given to each member of the TAB. The time, place, and purpose of the special meeting shall be specified in the notice to the committee members. Should a special meeting be scheduled, notification must be provided to the Public Works Director in an effort to adequately notify the public in accordance with the State of Colorado Open Meetings Law Section 24-6-402(2)(c) C.R.S.
- C. *Cancellation of Meetings.* Regularly scheduled meetings of the TAB may be cancelled or rescheduled upon determination by the Chair. Any cancelled meeting requires notification to the Public Works Director in an effort to adequately notify the public.

- D. *Meeting Procedures.* Chair shall preside in accordance with generally accepted norms for the conduct of parliamentary procedure. The TAB may overturn a parliamentary determination of the Chair by majority vote. Robert's Rules of Order may be considered as a parliamentary guide.
- E. *Open Meetings.* All meetings and action of the TAB shall be in full compliance with state statutes governing open meetings, as amended and incorporated herein by reference. It is the responsibility of the assigned staff member of the Public Works Department to be familiar with these statutes and regulations.
- F. *Attendance by Non-members.* Meetings may be attended by persons who are not members of the TAB. At the discretion of the Chair, nonmembers may be allowed to speak at meetings. However, in no event shall nonmembers be allowed to vote on matters for which a vote is required.

III. MEMBERS AND QUORUM

- A. *Membership.* The Transportation Advisory Board shall consist of a minimum of 7 and a maximum of nine (9) members. Members must reside within the Estes Park R3 School District. Appointments of members shall be made by the Town Board in accordance with Policy 102.
- B. *Terms.* Members shall be appointed to a three (3) year term. The terms of the members shall be staggered so that the terms of an equal number of the members, or as equal a number as possible, expire on the last day of March each year. There are no term limitations, and members may be reappointed by the Town Board in accordance with Policy 102.
- C. *Vacancies.* Vacant positions shall be filled by appointment by the Town Board for the unexpired portion of the term of the position to be filled.
- D. *Quorum.* A quorum for transaction of business of the Transportation Advisory Board shall consist of a majority of the appointed (voting) member positions that are filled at the time. This is the minimum number of members required to be present to open a meeting and conduct business.
- E. *Action.* Any action by the TAB shall be by majority vote of the members attending any regular or special meeting at which a quorum is present, unless otherwise provided by law or ordinance. A tie vote shall constitute failure of the motion on the floor.
- F. *Town Board Liaison.* The Town Board may appoint one of its members as a liaison to the TAB, who shall receive copies of all notices, documents, and records of proceedings of the TAB which any member would also receive.

IV. OFFICERS

- A. *Officers.* There shall be a Chair and a Vice Chair as selected by the TAB.
- B. *Elections.* Officers shall be elected by the members annually, at the first regularly scheduled meeting of each year. Officers shall be members of the TAB.
Notification of who is elected Chair and Vice Chair will be sent to the Town Clerk.
- C. *Chair Responsibilities:*
 - 1. Preside at all meetings
 - 2. Ensure that all meetings are conducted with decorum and efficiency
 - 3. Call special meetings in accordance with the bylaws
 - 4. Authority to cancel a meeting
 - 5. Sign any documents prepared by the TAB for submission to the Town Board or town departments
 - 6. Represent the TAB in dealings with the Town Board or other organizations
 - 7. The Chair has the same right as any other member of the Board to vote on matters before the TAB, to move or second a motion, and to speak for or against proposals
- D. *Vice-Chair Responsibilities:*
 - 1. Assist the Chair as requested
 - 2. Accept and undertake duties delegated by the Chair
 - 3. Preside over meetings or perform other duties of the Chair in the event the Chair is absent or unable to act
- E. *Chair Pro Tem.* In the absence of the Chair and Vice-Chair at a given meeting, the TAB may elect a voting member to serve as Chair for the duration of that meeting.

V. STAFF ROLE

Assigned staff member for the Public Works Department is responsible for proper notification of meeting, preparation and distribution of agenda, assembly of packet and taking minutes for all meetings.

VI. ATTENDANCE

Regular attendance by the members of the TAB is expected. In the event any member misses three (3) consecutive regular meetings or a total of four (4) regular meetings in a calendar year, the Town Board may remove its appointed member for neglect of duty and designate a new member to fill the vacancy.

VII. GENERAL PROVISIONS

Recommendations for amendments to these bylaws may be adopted at any regular or special meeting of the TAB by a majority of the membership of the TAB provided that

notice of such possible amendments is given to all members at least 5 days prior to the meeting at which action is to be taken. Any amendments shall be subject to approval by the Town Board.

VIII. COMPLIANCE WITH TOWN POLICIES

- A. In addition to these bylaws, the TAB shall operate in compliance with the adopted Town Board policy on Town Committees, Policy 102, as amended. The terms of this policy are incorporated into these bylaws by this reference. A copy of the policy, along with these bylaws, shall be provided to each member at the time of their appointment.
- B. Failure to comply with applicable Town policies may be grounds for an official reprimand or censure by the TAB and/or a recommendation to the Town Board for removal.

IX. CONFLICT OF INTEREST:

All members of the TAB are subject to the standards of conduct under the State of Colorado Code of Ethics, Sections 24-18-101 et seq., C.R.S., and Article XXIX of the Colorado Constitution (Amendment 41). At the time of introduction of an individual item on the TAB agenda in which the member has a conflict of interest, the member shall state that he or she has a conflict of interest and then abstain from participating and voting on the matter. A member having a conflict of interest on any matter shall not attempt to influence other members of the TAB at any time with regard to said matter.

Adopted this ____ day of _____, 2024
ESTES PARK BOARD OF TRUSTEES

By: _____
Mayor

Implementation is where the rubber meets the road (or in this case trail)! The implementation chapter weaves together all the work and inputs generated during the Estes Valley Master Trails Plan process into a prioritized set of recommendations, complete with cost estimates and funding opportunities. The following chapter contains a project priority list, implementation strategies for completing trail projects, a cost estimation table, and a list of potential funding sources and grant opportunities.

PROJECT PRIORITY LIST

The following project priority criteria was developed through the public and partner engagement process and reflects the input and preferences of both the community and the partner land management agencies to prioritize the implementation of the trail projects.

- Public Input, Support
- Immediate Connectivity
- Potential Funding/ Grant Readiness
- Number of Users Benefited
- Variety of Users Benefited
- Property Ownership - Access, Easement Issues

- Unique Barriers such as high costs, extreme topography, construction challenges, environmental challenges
- Safety Improvement/ Safe Route to School
- ADA Improvement

The following project priority table contains the priority ranking for each trail project considered in the plan. Projects are prioritized within three broad categories: EVRPD core trail network, short-term opportunities that could be implemented in 2-5 years, and long-term opportunities that may require a longer timeframe for implementation. Projects are ordered in terms of priority rank and correspond to the trail numbers provided in Chapter 6 and on the Master Trails Plan Maps.

Project Priority Table

Trail #	Project Name	Criteria										Priority Rank
		Public Input, Support	Immediate Connectivity	Potential Funding/ Grant Readiness	Number of Users Benefited	Variety of Users Benefited	Property Ownership - Access, Easement Issues	Unique Barriers*	Safety Improvement/ Safe Route to School	ADA Improvement	Total	
		0 = no support 3 = broad support	0 = no connectivity 3 = essential connector	0 = no planning complete 3 = shovel ready	0 = little to no use expected 3 = high use	1 = one user group 3 = 4+ user groups	0 = multiple unresolved easements or access issues 3 = no access issues	0 = multiple unique barriers 3 = no barriers foreseen	0 = no safety improvements anticipated 3 = obvious safety improvement	0 = not applicable to ADA 3 = ADA improvement	a higher total indicates a higher priority project	
EVRPD Core Trail Network												
1	Lake Estes Trail	3	3	2	3	3	3	2	1	3	23	1
2	Fish Creek Trail	3	3	3	2	3	3	1	1	1	20	2
3	Homer Rouse Trail	2	3	3	1	3	1	1	0	2	16	3
4	Otie's Trail	2	3	1	2	2	1	2	2	1	16	4
Short-Term Opportunities												
13	Fall River Trail	3	3	3	3	3	3	2	3	3	26	1
14	Fall River Trail Improvements	3	3	2	3	3	3	1	3	3	24	2
15	RMNP Multi-Use Trail	3	2	2	3	3	3	2	3	3	24	3
8.5	Stanley Park Trails	3	2	2	3	3	3	2	3	2	23	4
20	Hermit Park Open Space West Perimeter Trail	3	2	3	2	2	3	3	1	1	20	5
8	School Zone Improvements	3	2	1	2	3	1	1	3	3	19	6
9	Estes Park Loop	2	2	2	3	3	1	1	3	2	19	7
10	Peak View Drive	2	3	1	3	3	2	1	2	2	19	8
18	Fish Creek Connector	2	1	2	2	3	3	1	2	3	19	9
6	Moraine Aveune Improvements	2	2	1	3	3	1	0	3	3	18	10
7	Highway 7 Improvements	2	2	1	2	3	1	0	3	3	17	11
17	Lake Estes Interpretive Trail	1	1	2	3	1	3	2	1	2	16	12
11	Lumpy Ridge Trail	2	2	1	3	2	3	0	2	0	15	13
19	Big Thompson Business Path	1	1	1	2	3	1	2	2	2	15	14
12	Stanley Avenue and Moccasin/Fir/Prospect	1	1	1	1	3	2	1	2	2	14	15
16	Mary's Lake Trail	1	1	2	1	2	3	2	1	1	14	16
5	Aspen Brook Trail	2	2	1	2	2	1	0	0	0	10	17

Project Priority Table

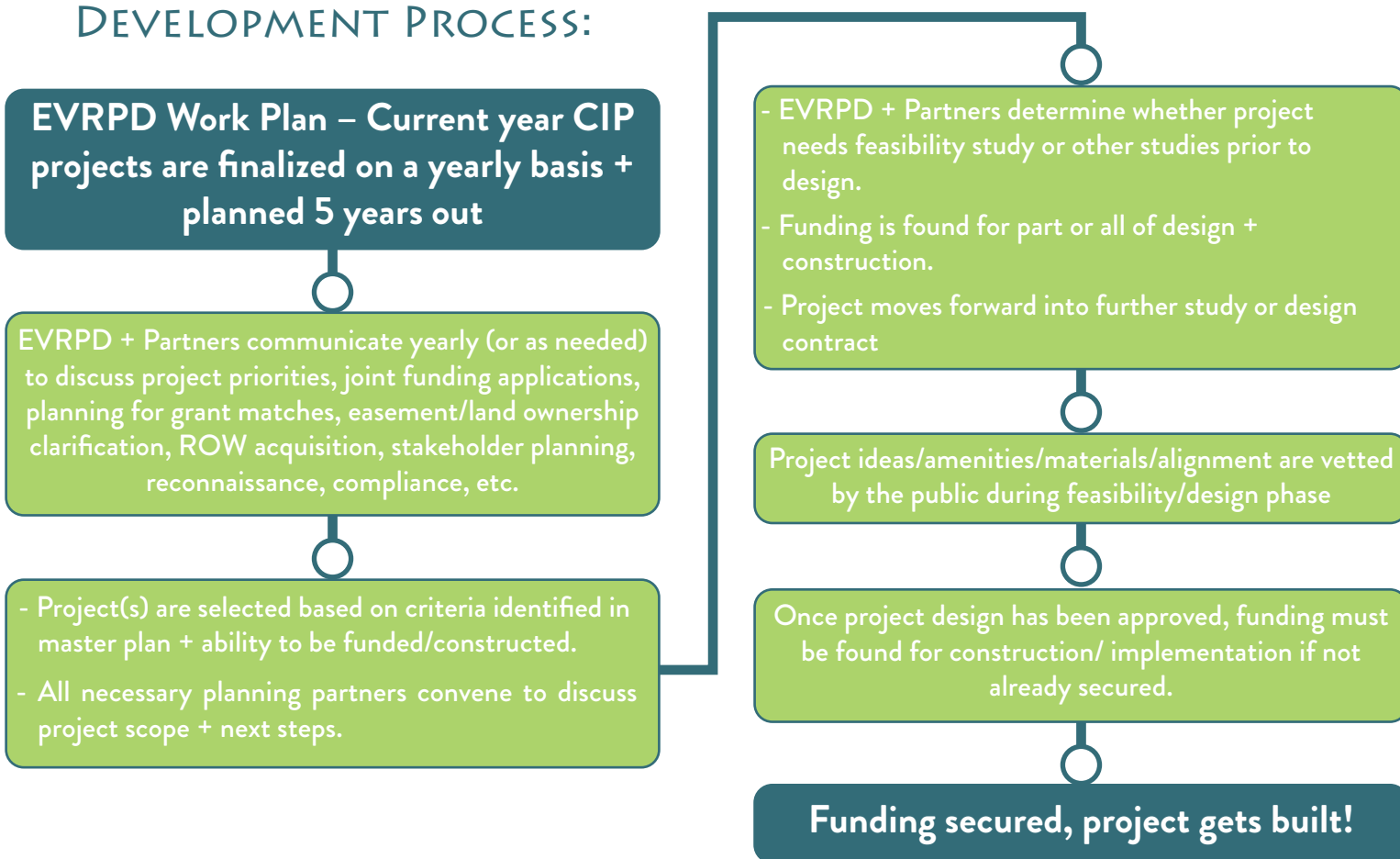
Trail #	Project Name	Criteria										Priority Rank
		Public Input, Support	Immediate Connectivity	Potential Funding/ Grant Readiness	Number of Users Benefited	Variety of Users Benefited	Property Ownership - Access, Easement Issues	Unique Barriers*	Safety Improvement/ Safe Route to School	ADA Improvement	Total	
		0 = no support 3 = broad support	0 = no connectivity 3 = essential connector	0 = no planning complete 3 = shovel ready	0 = little to no use expected 3 = high use	1 = one user group 3 = 4+ user groups	0 = multiple unresolved easements or access issues 3 = no access issues	0 = multiple unique barriers 3 = no barriers foreseen	0 = no safety improvements anticipated 3 = obvious safety improvement	0 = not applicable to ADA 3 = ADA improvement	a higher total indicates a higher priority project	
Long-Term Opportunities												
33	Wonderview Avenue	2	2	1	3	3	2	1	3	3	20	1
38	Highway 34 – Big Thompson Avenue	3	2	1	3	3	1	1	3	3	20	2
26	Fish Creek Road Access	1	2	1	3	3	1	1	2	2	16	3
22	Spur 66 Improvement	2	2	0	2	3	1	1	2	2	15	4
23	Mary's Lake Road Improvement	1	2	1	1	3	2	1	2	2	15	5
27	Country Club Drive Connection	1	1	1	1	3	1	2	2	2	14	6
29	West Creek Trail Access	2	2	1	1	3	1	1	2	1	14	7
32	Johnny Park to Highway 36	1	2	0	1	3	1	1	2	2	13	8
41	Tripple Park Connector	1	1	1	1	3	2	1	2	1	13	9
43	CO Highway 7 Road Improvements	1	2	0	1	2	1	1	3	2	13	10
45	Dry Gulch Connectivity Corridor	3	1	1	1	2	2	1	1	0	12	11
25	Riverside Drive Connection	1	1	1	2	2	1	1	1	1	11	12
34	Mall Road	1	1	0	1	3	1	1	2	1	11	13
47	Big Thompson Bridge opportunities	1	2	0	1	2	1	0	2	2	11	14
24	Marys Lake Road to Fish Creek Trail Connection	1	1	0	1	3	1	1	1	1	10	15
35	Pawnee Trail	1	3	0	2	1	2	0	1	0	10	16
42	Tahosa Valley Trail Improvements	1	2	0	1	2	1	1	2	0	10	17
28	Fish Creek Trail to Kruger Rock	1	2	0	1	3	0	1	1	0	9	18
30	Fish Creek Trail to Homestead Meadows	1	1	0	1	3	1	2	0	0	9	19
31	Homer Rouse to Little Valley Road	1	1	0	1	3	1	2	0	0	9	20
37	Sullivan Gulch Trail	1	2	0	1	1	1	2	1	0	9	21
21	Deer Ridge Connection	1	1	1	1	2	1	1	0	0	8	22
40	Hell's Canyon to Blue Mountain Bison Ranch Open Space	1	1	0	1	3	0	0	1	0	7	23
44	Spur 66/RMNP Corridor	1	1	0	1	1	1	1	1	0	7	24
46	YMCA/Mary's Lake Connectivity Corridor	1	1	0	1	2	1	0	0	0	6	25
36	Prospect Mountain Connector	1	1	0	1	2	0	0	0	0	5	26
39	RattleSnake Trail	1	2	0	1	1	0	0	0	0	5	27

* Unique barriers could include high costs, extreme topography, construction challenges, environmental challenges

Trail #	Project Name	Improvement Length	Improvement Type	Relative Site Improvement Cost	Relative Operations and Maintenance Costs	Priority Rank	Planning Required				Notes
		Linear Feet	Paved Surface Soft Surface Paved/Soft Surface Other Currently Underway	Low Medium High	Low Medium High		Layout and Design	Land or Easement Issues	Approval/ Permit	Cooperation/ Partnership	
EVRPD Core Trail Network											
1	Lake Estes Trail	21,120	Soft Surface	Medium	Medium	1	✗				Soft Surface Jogging/Equestrian Shoulder
2	Fish Creek Trail	24,578	Currently Underway	Underway	Medium	2					The trail is planned to be reconstructed in 2016
3	Homer Rouse Trail	8,976	Soft Surface	Low	Low	3					Trail reroute, trail features require maintenance or reconstruction
4	Otie's Trail	5,719	Soft Surface	Low	Low	4	✗	✗		✗	Improved trail definition, signage, maintenance. Easement issues
Short-Term Opportunities											
5	Aspen Brook Trail	11,751	Soft Surface	Medium	Medium	17		✗		✗	Significant reconstruction = full trail construction cost
6	Moraine Avenue Improvements	11,698	Paved Surface	High	High	10	✗			✗	Consistent shoulder or sidewalk network
7	Highway 7 Improvements	#N/A	Other	#N/A	#N/A	11	✗			✗	Improved sidewalks, crossings and shoulder
8	School Zone Improvements	#N/A	Other	#N/A	#N/A	6	✗			✗	Trail, sidewalks, pavement markings, signage, crossings
8.5	Stanley Park Trails	#N/A	Other	#N/A	#N/A	4				✗	Pump track, internal mountain bike/rugged trails, connectivity trails
9	Estes Park Loop	58,203	Paved/Soft Surface	High	High	7	✗	✗		✗	Paved or soft surface, multi-use trail that parallels the road
10	Peak View Drive	9,000	Paved Surface	High	High	8	✗	✗		✗	Paved multi-use trail, Highway 7 gateway treatment
11	Lumpy Ridge Trail	#N/A	Other	#N/A	#N/A	13	✗		✗	✗	Trailhead/Parking Improvement
12	Stanley Avenue and Moccasin/Fir/Prospect	7,697	Other	#N/A	#N/A	15	✗			✗	Sidewalk gap, crosswalks
13	Fall River Trail	13,200	Paved Surface	High	High	1				✗	Town completed design, funding needed
14	Fall River Trail Improvements	2,640	Paved Surface	Medium	Medium	2	✗			✗	Consistent trail surface and experience with Town and RMNP
15	RMNP Multi-Use Trail	79,200	Paved/Soft Surface	High	High	3			✗	✗	Up to 15 miles of multi-use trail within the park
16	Mary's Lake Trail	3,954	Soft Surface	Low	Low	16	✗			✗	Loop opportunity around Mary's Lake
17	Lake Estes Interpretive Trail	1,209	Soft Surface	Low	Medium	12	✗				Short soft surface interpretive trail
18	Fish Creek Connector	847	Paved Surface	Low	Low	9	✗				Paved trail in newly acquired trail easement
19	Big Thompson Business Path	1,705	Paved Surface	Low	Medium	14	✗	✗		✗	Paved path behind the businesses along Elkhorn Ave
20	Hermit Park Open Space West Perimeter Trail	33,715	Currently Underway	Underway	Medium	5				✗	County implementing soft-surface trail on the west side of Hermit Park

Trail #	Project Name	Improvement Length	Improvement Type	Relative Site Improvement Cost	Relative Operations and Maintenance Costs	Priority Rank	Planning Required				Notes
		Linear Feet	Paved Surface Soft Surface Paved/Soft Surface Other Currently Underway	Low Medium High	Low Medium High		Layout and Design	Land or Easement Issues	Approval/ Permit	Cooperation/ Partnership	
Long-Term Opportunities											
21	Deer Ridge Connection	15,326	Soft Surface	Medium	Medium	22	✗	✗		✗	Formalize social trails
22	Spur 66 Improvement	17,278	Paved/Soft Surface	High	High	4	✗			✗	Natural or paved surface, multi-use trail along road
23	Mary's Lake Road Improvement	13,520	Paved Surface	High	High	5	✗			✗	Multi-use trail parallel to roadway
24	Mary's Lake Road to Fish Creek Trail Connection	3,166	Paved/Soft Surface	Medium	Medium	15	✗			✗	Parallel natural or paved surface, multi-use trail
25	Riverside Drive Connection	8,000	Paved Surface	High	High	12	✗			✗	Paved shoulder or path to be alternative to the Hwy 36 (Moraine Avenue)
26	Fish Creek Road Access	2,521	Paved/Soft Surface	Medium	Medium	3	✗			✗	Natural surface trail be constructed from Brodie Avenue north
27	Country Club Drive Connection	2,330	Paved/Soft Surface	Medium	Medium	6	✗			✗	Short-term = sharrow and signage; longer term = soft or paved trail
28	Fish Creek Trail to Kruger Rock	#N/A	Corridor	#N/A	#N/A	18	✗	✗		✗	Explore connection from the Fish Creek Trail to the Kruger Rock Trail
29	West Creek Trail Access	9,954	Soft Surface	Low	Low	7	✗			✗	Natural surface, multi-use trail or widened shoulder
30	Fish Creek Trail to Homestead Meadows	15,579	Soft Surface	Medium	Medium	19	✗			✗	Additional opportunity for users to access Hermit Park Open Space
31	Homer Rouse to Little Valley Road	18,248	Soft Surface	Medium	Medium	20	✗		✗	✗	USFS rugged mountain bike and hike trail
32	Johnny Park to Highway 36	75,667	Soft Surface	High	High	8			✗	✗	Natural surface, multi-use trail utilizing old road beds
33	Wonderview Avenue	8,378	Paved Surface	High	High	1	✗			✗	Bike lanes, improved shoulder, signage
34	Mall Road	1,043	Paved/Soft Surface	Low	Low	13	✗			✗	Existing social trail; paved trail with a parallel natural surface trail
35	Pawnee Trail	5,340	Soft Surface	Low	Low	16	✗	✗	✗	✗	Multi-use trail; potentially boardwalk; sustainable practices critical
36	Prospect Mountain Connector	10,868	Soft Surface	Medium	Medium	26	✗			✗	Opportunity for mountain biking and more rugged trail opportunities
37	Sullivan Gulch Trail	9,457	Soft Surface	Low	Low	21	✗			✗	Formalize popular social trail; improve drainage and erosion
38	Highway 34 – Big Thompson Avenue	#N/A	Other	#N/A	#N/A	2	✗			✗	Sidewalk, gateway, shoulder improvements
39	Rattlesnake Trail	58,930	Soft Surface	High	High	27	✗			✗	Regional soft surface trail connection
40	Hell's Canyon to Blue Mountain Bison Ranch	24,577	Soft Surface	Medium	Medium	23	✗			✗	Remote and challenging trail opportunity; sustainable practices critical
41	Triple Park Connector	24,589	Soft Surface	Medium	Medium	9	✗		✗	✗	Natural surface, multi-use trail utilizing Forest Service Roads
42	Tahosa Valley Trail Improvements	27,041	Soft Surface	Medium	Medium	17	✗			✗	Improvements and reconstruction of existing trail
43	CO Highway 7 Road Improvements	26,400	Paved Surface	High	Low	10	✗		✗	✗	Consistent, improved shoulder
44	Spur 66/RMNP Corridor	#N/A	Corridor	#N/A	#N/A	24	✗	✗	✗	✗	Explore connecting Spur 66, RMNP Multi-Use Trail and the Moraine Park
45	Dry Gulch Connectivity Corridor	#N/A	Corridor	#N/A	#N/A	11	✗			✗	Explore opportunities to connect to National Forest Lands to the east
46	YMCA/Mary's Lake Connectivity Corridor	#N/A	Corridor	#N/A	#N/A	25	✗	✗		✗	Explore connection between YMCA of the Rockies and Mary's Lake
47	Big Thompson Bridge opportunities	#N/A	Corridor	#N/A	#N/A	14	✗	✗		✗	Bridge over Big T in the vicinity of Lower Broadview Road and Spur 66

DEVELOPMENT PROCESS:



Community Drive Multi-Use Trail (North Segment)

Project Information

Department:	Public Works	Project Manager:	Jeff Bailey
Division:	Engineering / Transportation	Capital Type:	New
Duration (Years):	2	Board Goals:	Transportation
Estimated Start:	2025		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 1,000		
Location:	Community Drive, US 36 to Manford Avenue		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 600,000	\$ 100,000	\$ 100,000	\$ 0	\$ 0	\$160,000	\$ 0	\$960,000

Funding Sources

State Grant or Loan	Community Reinvestment	NA	NA	NA	Total
\$ 700,000	\$ 260,000	\$ 0	\$ 0	\$ 0	\$960,000

Funding Details: Costs per RMS grant application submitted Feb 2022 (plus inflation contingency). RMS 2021 not awarded. Funding is dependent on that future grant award. Funding splits between LCOS and CRF TBD. Existing 1 Trails program expires in 2024.

Project Description and Justification

Trail extension along Community Drive, from the trail underpass at US36 to the existing school sidewalks along Manford. Improves trail network connectivity with existing trails near the school campus. The 2023 Strategic Plan includes Obj. T.7.A.1 for the design of this trail if funded by the 2022 CDOT Revitalizing Main Street grant.



Community Drive Multi-Use Trail (South Segment)

Project Information

Department:	Public Works	Project Manager:	Jeff Bailey
Division:	Engineering / Transportation	Capital Type:	Replacement
Duration (Years):	2	Board Goals:	Transportation
Estimated Start:	2025		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 1,000		
Location:	Community Drive (Graves Avenue to Brodie Avenue)		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 480,000	\$ 96,000	\$ 90,000	\$ 10,000	\$ 50,000	\$110,000	\$ 0	\$836,000

Funding Sources

State Grant or Loan	Community Reinvestment	NA	NA	NA	Total
\$ 500,000	\$ 336,000	\$ 0	\$ 0	\$ 0	\$836,000

Funding Details: Funding is dependent on a future grant award. A CDOT SRTS grant application is anticipated for Q3 2024. Funding splits between LCOS and CRF TBD. Existing 1A Trails program expires in 2024.

Project Description and Justification

Reconstruct existing asphalt path for children biking and walking to school. Improves trail network connectivity with existing trails near school campus. Compliments the Brodie Avenue Safe Routes to School (SRTS) funded project (trail south side) and the in-design SRTS project on Graves Avenue



Craggs Bridge Rehabilitation

Project Information

Department:	Public Works	Project Manager:	Jeff Bailey
Division:	Engineering / Transportation	Capital Type:	Extend Useful Life
Duration (Years):	2	Board Goals:	Transportation
Estimated Start:	2026		
Useful Life (Years):	10		
Annual Change in O&M:	\$ 1,000		
Location:	Craggs Drive over the Big Thompson River		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 410,000	\$ 82,000	\$ 65,000	\$ 4,000	\$ 0	\$84,000	\$ 0	\$645,000

Funding Sources

Community Reinvestment	NA	NA	NA	NA	Total
\$ 645,000	\$ 0	\$ 0	\$ 0	\$ 0	\$645,000

Funding Details: Possible sales tax funding with 1A STIP initiative renewal in 2024?

Project Description and Justification

1 of 3 bridges identified as needing significant rehabilitation via CDOT Off-System Bridge Inspection. Potential replacement in years via Stormwater Management Program if implemented. The other two bridges: Ivy Bridge has been replaced by DELoop; Rockwell bridge proposed to be replaced with FEMA grant.



Downtown Wayfinding - Ph 3 - Trail System

Project Information

Department:	Public Works	Project Manager:	Trevor Wittwer
Division:	Engineering / Transportation	Capital Type:	New
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2024		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 3,000		
Location:	Downtown Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 260,000	\$ 0	\$ 20,000	\$ 0	\$ 0	\$20,000	\$ 0	\$300,000

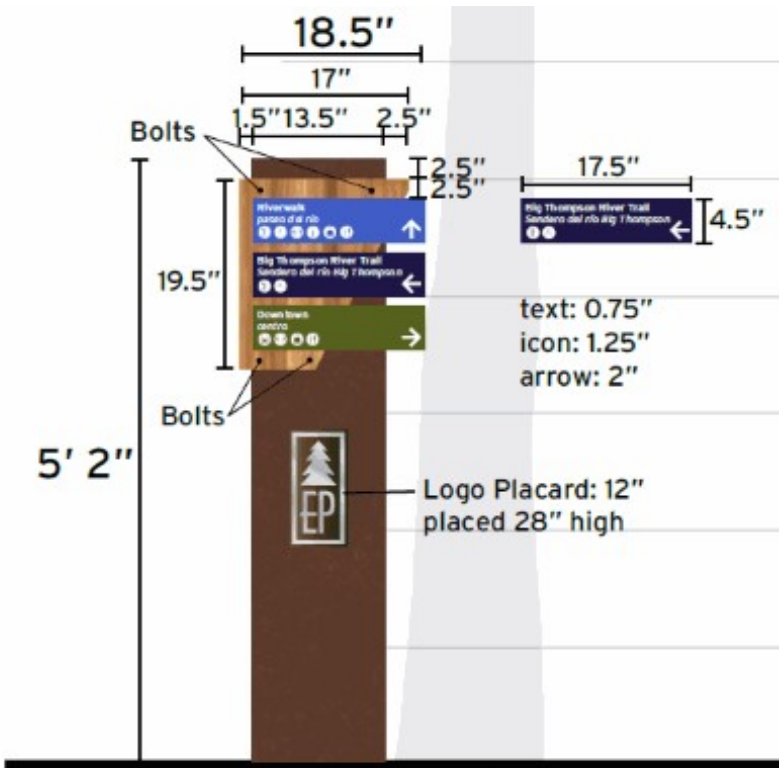
Funding Sources

Community Reinvestment	NA	NA	NA	NA	Total
\$ 300,000	\$ 0	\$ 0	\$ 0	\$ 0	\$300,000

Funding Details:

Project Description and Justification

Downtown wayfinding signage program- design and implementation plan was adopted by TB in January 2023. Phase 1 of this plan was completed in 2023. This phase will be constructed in 2024 to provide pedestrian level wayfinding along the trail system. Build out phased program.



Downtown Wayfinding- Phase 2 Downtown Loop

Project Information

Department:	Public Works	Project Manager:	Trevor Wittwer
Division:	Engineering / Transportation	Capital Type:	New
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2025		
Useful Life (Years):	20		
Annual Change in O&M:			
Location:	Downtown Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 200,000	\$ 0	\$ 25,000	\$ 0	\$ 0	\$25,000	\$ 0	\$250,000

Funding Sources

Community Reinvestment	NA	NA	NA	NA	Total
\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$250,000

Funding Details:

Project Description and Justification

Fourteen (14) signs for pedestrian and vehicle wayfinding in the downtown area within the current Estes Park Loop project limits.



Downtown Wayfinding- Phase 4 Building Mounted

Project Information

Department:	Public Works	Project Manager:	Trevor Wittwer
Division:	Engineering / Transportation	Capital Type:	New
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2027		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 1,000		
Location:	Downtown Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 96,000	\$ 0	\$ 12,000	\$ 0	\$ 0	\$12,000	\$ 0	\$120,000

Funding Sources

Community Reinvestment	NA	NA	NA	NA	Total
\$ 120,000	\$ 0	\$ 0	\$ 0	\$ 0	\$120,000

Funding Details:

Project Description and Justification

Additional building mounted pedestrian scale wayfinding signs located in areas where larger signage is not feasible.



Downtown Wayfinding Phase 5- Auto Directional

Project Information

Department:	Public Works	Project Manager:	Trevor Wittwer
Division:	Engineering / Transportation	Capital Type:	New
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2029		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 1,000		
Location:	Downtown Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 500,000	\$ 0	\$ 30,000	\$ 0	\$ 0	\$40,000	\$ 0	\$570,000

Funding Sources

Community Reinvestment	NA	NA	NA	NA	Total
\$ 570,000	\$ 0	\$ 0	\$ 0	\$ 0	\$570,000

Funding Details:

Project Description and Justification

Vehicular wayfinding signs to direct users to parking areas and destinations. These signs will replace the parking pilot signs that were installed in 2021.



Downtown Wayfinding Phase 6- Destination

Project Information

Department:	Public Works	Project Manager:	Trevor Wittwer
Division:	Engineering / Transportation	Capital Type:	New
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2030		
Useful Life (Years):	20		
Annual Change in O&M:			
Location:	Downtown Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 220,000	\$ 0	\$ 30,000	\$ 0	\$ 0	\$30,000	\$ 0	\$280,000

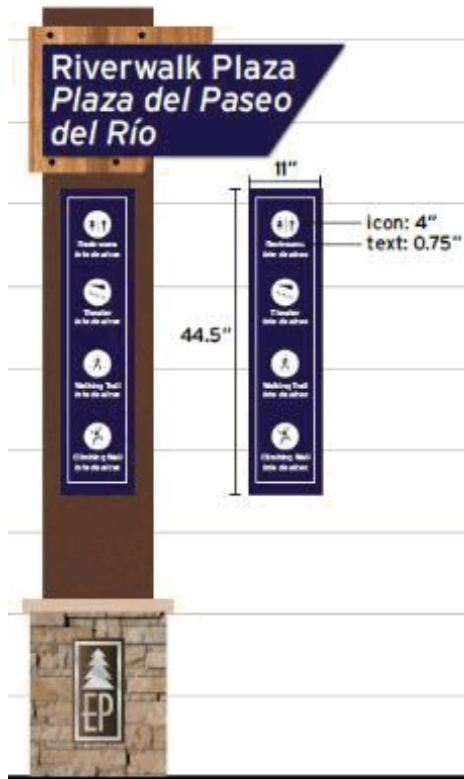
Funding Sources

Community Reinvestment	NA	NA	NA	NA	Total
\$ 280,000	\$ 0	\$ 0	\$ 0	\$ 0	\$280,000

Funding Details:

Project Description and Justification

Vehicular wayfinding signs to direct users to parking areas and destinations. These signs will replace the parking pilot signs that were installed in 2021.



Fall River Trail- Final Segment 2024

Project Information

Department:	Public Works	Project Manager:	Trevor Wittwer
Division:	Engineering / Transportation	Capital Type:	New
Duration (Years):	3	Board Goals:	Transportation
Estimated Start:	2024		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 1,000		
Location:	Along Fall River Road and Fish Hatchery Road		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$250,000

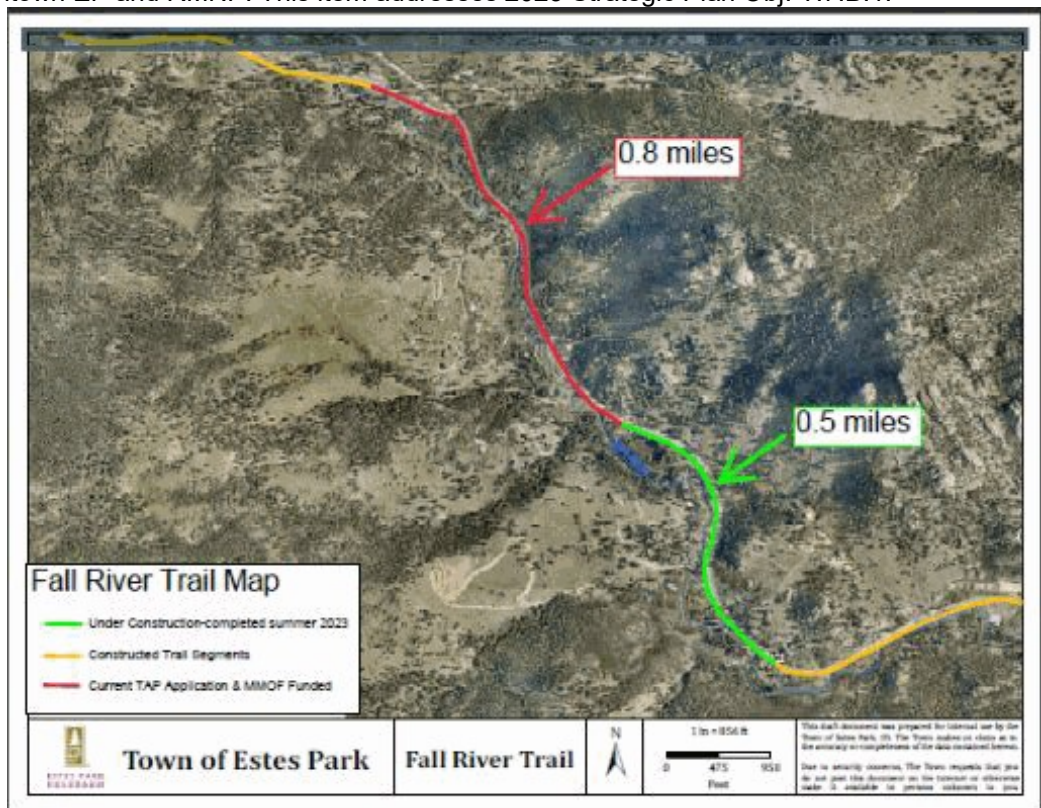
Funding Sources

Community Reinvestment	NA	NA	NA	NA	Total
\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$250,000

Funding Details: Costs per 2023 TAP grant application submitted in April 2023. Award decision expected 2023. Funding dependent on that future grant award. Funding split between LCOS and 1A Trails TBD.

Project Description and Justification

Construct final segment of Fall River Trail along Fall River Road and Fish Hatchery Road. Revise final plans developed under separate CIP. This segment proposed to close the gap between previously constructed and funded FRT projects, providing a continuous trail between downtown EP and RMNP. This item addresses 2023 Strategic Plan Obj. T.7.B.1.



Moraine Ave/Mary's Lake Rd Roundabout Improvements

Project Information

Department:	Public Works	Project Manager:	Jeff Bailey
Division:	Engineering / Transportation	Capital Type:	Replacement
Duration (Years):	3	Board Goals:	Transportation
Estimated Start:	2029		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 2,000		
Location:	Intersection of Moraine Ave (US36) and Mary's Lake Rd		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 3,200,000	\$ 640,000	\$ 500,000	\$ 20,000	\$ 110,000	\$1,500,000	\$ 0	\$5,970,000

Funding Sources

Federal Grant or Loan	Community Reinvestment	NA	NA	NA	Total
\$ 4,776,000	\$ 1,194,000	\$ 0	\$ 0	\$ 0	\$5,970,000

Funding Details: Funding dependent on future grant award and 2024 renewal of 1A Sales Tax STIP/TREX initiatives. Current funding out of Community Reinvestment fund.

Project Description and Justification

Improve intersection capacity and safety with new roundabout. Combine with separate CIP project proposal for Moraine Avenue Multimodal Improvements? The 2023 Town Strategic Plan includes Objective 2.C.1 to begin advance planning with RMNP and other stakeholders to develop stronger FLAP grant applications.



Moraine Avenue Multi-Modal Improvements

Project Information

Department:	Public Works	Project Manager:	Jeff Bailey
Division:	Engineering / Transportation	Capital Type:	Replacement
Duration (Years):	3	Board Goals:	Transportation
Estimated Start:	2029		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 5,000		
Location:	Moraine Ave (US36) from west of Craggs to Marys Lake Road		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 11,314,000	\$ 1,640,000	\$ 2,590,000	\$ 0	\$ 960,000	\$2,499,000	\$ 0	\$19,003,000

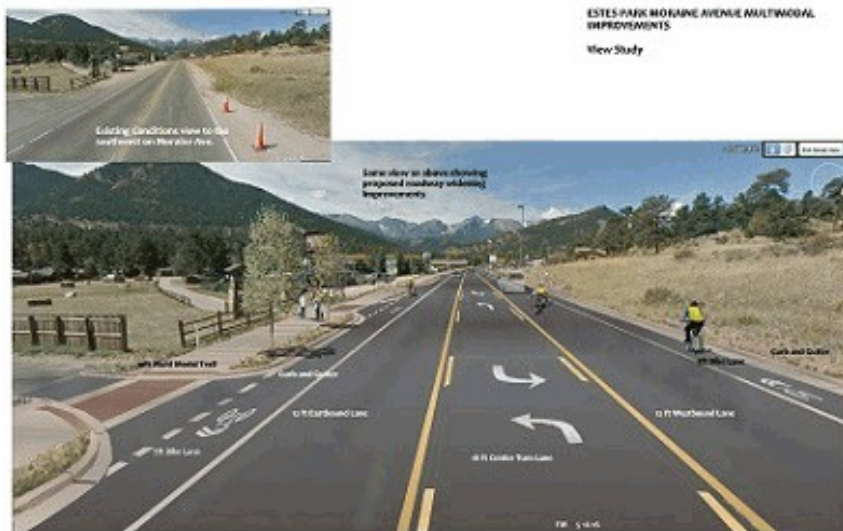
Funding Sources

Federal Grant or Loan	Community Reinvestment	NA	NA	NA	Total
\$ 15,733,000	\$ 3,270,000	\$ 0	\$ 0	\$ 0	\$19,003,000

Funding Details:	Costs per 2019 FLAP grant application. Funding dependent on future grant award and 2024 renewal of 1/ Sales Tax STIP/TREX initiatives. FLAP grant not awarded in 2016 & 2019. Update scope, schedule, and budget for 2025 grant cycle.
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Project Description and Justification

Add bike lanes, turn lanes, roundabout (Elm Road), and trail. Combine with separate CIP project proposal for roundabout at Mary's Lake Road intersection? The 2023 Town Strategic Plan includes Objective T.2.C.1 to begin advance planning with RMNP and other stakeholders to develop stronger FLAP grant applications.



Moraine Avenue Riverwalk Underpass Ramps

Project Information

Department:	Public Works	Project Manager:	Jeff Bailey
Division:	Engineering / Transportation	Capital Type:	New
Duration (Years):	2	Board Goals:	Transportation
Estimated Start:	2029		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 1,000		
Location:	Along Fall River downtown, from 1/2 block west of Moraine Avenue to 1/2 block east of Moraine Avenue		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 3,500,000	\$ 400,000	\$ 300,000	\$ 80,000	\$ 300,000	\$500,000	\$ 0	\$5,080,000

Funding Sources

Federal Grant or Loan	Other Funding	Community Reinvestment	NA	NA	Total
\$ 2,800,000	\$ 1,780,000	\$ 500,000	\$ 0	\$ 0	\$5,080,000

Funding Details: Funding is dependent on a future grant award (FEMA?), a future Stormwater Utility, and renewal of the 1A Sales Tax initiative (2024). Existing 1A programs expire in 2024.

Project Description and Justification

Construct a riverwalk underpass beneath Moraine Avenue. Construct after downstream river improvements (FEMA grants) are designed and constructed. Merge budget, scope, and schedule with the Bridge, Channel, and Bike Path Improvement CIP project, including pending project scoping via FEMA FMA grant?



N St Vrain Avenue (US36) Multi-Modal Improvements

Project Information

Department:	Public Works	Project Manager:	Jeff Bailey
Division:	Engineering / Transportation	Capital Type:	New
Duration (Years):	2	Board Goals:	Transportation
Estimated Start:	2029		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 2,000		
Location:	N St Vrain Avenue (US36), Community Drive Roundabout to SH7		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 3,000,000	\$ 350,000	\$ 300,000	\$ 50,000	\$ 250,000	\$400,000	\$ 0	\$4,350,000

Funding Sources

State Grant or Loan	Community Reinvestment	NA	NA	NA	Total
\$ 3,480,000	\$ 870,000	\$ 0	\$ 0	\$ 0	\$4,350,000

Funding Details: Funding is dependent on future grant award and the renewal of the 1A Sales Tax initiative in 2024. Existing 1A programs expire in 2024. Current funding out of CRF.

Project Description and Justification

Construct multi-use trail along the south side of N St Vrain Avenue (US36) from Community Drive roundabout to 4th Street (new) and from 4th Street to SH7 (replacement). Construct 2nd westbound travel lane from Community Drive roundabout to 4th Street. Coordinate w/relocation of campground at Fairgrounds and completion of the roundabout.

STIP Major St Rehab 2024 - 3rd St, N Ct, S Ct

Project Information

Department:	Public Works	Project Manager:	Trevor Wittwer
Division:	Engineering / Transportation	Capital Type:	Replacement
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2025		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 0		
Location:	Third Street, North Court, South Court, Second Street, First Street		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 1,800,000	\$ 92,000	\$ 100,000	\$ 10,000	\$ 48,000	\$180,000	\$ 0	\$2,230,000

Funding Sources

Community Reinvestment	Water Fund	NA	NA	NA	Total
\$ 1,930,000	\$ 300,000	\$ 0	\$ 0	\$ 0	\$2,230,000

Funding Details: Funding is dependent on the renewal of the 1A Sales Tax initiative in 2024. Existing 1A programs expire in 2024. Revisit budget, scope, and schedule in 2023 as the new ballot initiative is refined. Current funding of CRF.

Project Description and Justification

Concept design began in 2019 on the heels of completing the 4th Street project. Pilot projects for some of the concepts/options began in 2020. Full implementation of pavement reconstruction and sidewalk improvements are joint project with EP Water Utility--and EP Water Utility will reimburse PW for costs related to their work.



STIP Major Street Rehab 2024 (W. Elkhorn Avenue)

Project Information

Department:	Public Works	Project Manager:	Jeff Bailey
Division:	Engineering / Transportation	Capital Type:	Replacement
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2024		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 0		
Location:	W. Elkhorn, Moraine Avenue (US36) to Old Ranger Drive		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 350,000	\$ 10,000	\$ 10,000	\$ 0	\$ 0	\$35,000	\$ 0	\$405,000

Funding Sources

SalesTax1AST	NA	NA	NA	NA	Total
\$ 405,000	\$ 0	\$ 0	\$ 0	\$ 0	\$405,000

Funding Details: Use 1A STIP funding. The existing 1A STIP expires in 2024. Costs per Loop project estimates.

Project Description and Justification

Mill and overlay of West Elkhorn (formerly US34B).

STIP Major Street Rehab 2026 (TBD)

Project Information

Department:	Public Works	Project Manager:	Trevor Wittwer
Division:	Engineering / Transportation	Capital Type:	Replacement
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2027		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 0		
Location:	Selected Road in Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 426,000	\$ 67,000	\$ 66,000	\$ 7,000	\$ 33,000	\$66,000	\$ 0	\$665,000

Funding Sources

Community Reinvestment	NA	NA	NA	NA	Total
\$ 665,000	\$ 0	\$ 0	\$ 0	\$ 0	\$665,000

Funding Details: Funding is dependent on renewal of the 1A Sales Tax initiative in 2024. Existing 1A programs expire in 2024. Revisit budget, scope, and schedule in 2024 as the new ballot initiative is refined. Current funding of CRF.

Project Description and Justification

Each year a number of streets will be addressed based on Pavement Condition Index (PCI) evaluation. Project location and specific scope TBD.

STIP Major Street Rehab 2027

Project Information

Department:	Public Works	Project Manager:	Jeff Bailey
Division:	Engineering / Transportation	Capital Type:	Replacement
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2029		
Useful Life (Years):	20		
Annual Change in O&M:	\$ 0		
Location:	Selected road in Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 435,000	\$ 68,000	\$ 68,000	\$ 7,000	\$ 34,000	\$68,000	\$ 0	\$680,000

Funding Sources

Community Reinvestment	NA	NA	NA	NA	Total
\$ 680,000	\$ 0	\$ 0	\$ 0	\$ 0	\$680,000

Funding Details: Funding is dependent on renewal of the 1A Sales Tax initiative in 2024. Existing 1A programs expire in 2024. Revisit budget, scope, and schedule in 2024 as the new ballot initiative is refined. Current funding of CRF.

Project Description and Justification

Each year a number of streets will be addressed based on Pavement Condition Index (PCI) evaluation. Project location and specific scope TBD.

STIP Major Street Rehab 2028

Project Information

Department:	Public Works	Project Manager:	Jeff Bailey
Division:	Engineering / Transportation	Capital Type:	Replacement
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2028		
Useful Life (Years):	20		
Annual Change in O&M:			
Location:	Selected road in Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 435,000	\$ 68,000	\$ 68,000	\$ 7,000	\$ 34,000	\$68,000	\$ 0	\$680,000

Funding Sources

Community Reinvestment	NA	NA	NA	NA	Total
\$ 680,000	\$ 0	\$ 0	\$ 0	\$ 0	\$680,000

Funding Details: Funding is dependent on renewal of the 1A Sales Tax Initiative in 2024. Existing 1A programs expire in 2024. Revisit budget, scope, and schedule in 2024 as the new ballot initiative is refined. Current funding CRF.

Project Description and Justification

Each year a number of streets will be addressed based on Pavement Condition Index (PCI) evaluation. Project location and specific scopt TBD.

STIP Overlay & Patch Program 2025

Project Information

Department:	Public Works	Project Manager:	Trevor Wittwer
Division:	Engineering / Transportation	Capital Type:	Extend Useful Life
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2029		
Useful Life (Years):	10		
Annual Change in O&M:	\$ 0		
Location:	Throughout Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 490,000	\$ 70,000	\$ 70,000	\$ 0	\$ 0	\$70,000	\$ 0	\$700,000

Funding Sources

Community Reinvestment	NA	NA	NA	NA	Total
\$ 700,000	\$ 0	\$ 0	\$ 0	\$ 0	\$700,000

Funding Details: Funding is dependent on renewal of the 1A Sales Tax initiative in 2024. Existing 1A programs expire in 2024. Revisit budget, scope, and schedule in 2024 as the new ballot initiative is refined. Current funding of CRF.

Project Description and Justification

Each year a number of streets will be addressed based on Pavement Condition Index (PCI) evaluation. Project location and specific scope TBD.

STIP Parking Lot Rehabilitation 2025

Project Information

Department:	Public Works	Project Manager:	Trevor Wittwer
Division:	Engineering / Transportation	Capital Type:	Extend Useful Life
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2029		
Useful Life (Years):	10		
Annual Change in O&M:	\$ 0		
Location:	Any Town-owned parking lot		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 182,000	\$ 26,000	\$ 26,000	\$ 0	\$ 0	\$26,000	\$ 0	\$260,000

Funding Sources

Community Reinvestment	NA	NA	NA	NA	Total
\$ 260,000	\$ 0	\$ 0	\$ 0	\$ 0	\$260,000

Funding Details: Funding is dependent on renewal of the 1A Sales Tax initiative in 2024. Existing 1A programs expire in 2024. Revisit budget, scope, and schedule in 2024 as the new ballot initiative is refined. Current funding of CRF.

Project Description and Justification

Each year one or more parking lots will be addressed based on Pavement Condition Index (PCI) evaluation. Project location a specific scope TBD in coordination with P&T Division.

Big Horn Parking Structure (Construction)

Project Information

Department:	Public Works	Project Manager:	Vanessa Solesbee
Division:	ParkingTransit	Capital Type:	Master Plan
Duration (Years):	2	Board Goals:	Transportation
Estimated Start:	2024		Robust Economy
Useful Life (Years):	50		Exceptional Guest Services
Annual Change in O&M:			
Location:	Big Horn and Cleave street		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 1,540,000	\$ 0	\$ 154,000	\$ 0	\$ 0	\$308,000	\$ 0	\$2,002,000

Funding Sources

Parking	Bonds	NA	NA	NA	Total
\$ 100,000	\$ 1,902,000	\$ 0	\$ 0	\$ 0	\$2,002,000

Funding Details: cost per space is \$35,000

Project Description and Justification

Build a micro parking structure on current Big Horn parking lot footprint. Estimate 88 spaces, two levels, no ramps. Design anticipated in 2023.



Downtown Parking Mgmt Plan (DPMP) - Ph. 3

Project Information

Department:	Public Works	Project Manager:	Vanessa Solesbee
Division:	ParkingTransit	Capital Type:	Master Plan
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2025		Robust Economy
Useful Life (Years):	10		Exceptional Guest Services
Annual Change in O&M:	\$ 350,000		
Location:	Downtown Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 140,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$140,000

Funding Sources

Parking	NA	NA	NA	NA	Total
\$ 140,000	\$ 0	\$ 0	\$ 0	\$ 0	\$140,000

Funding Details: Additional paid parking revenues. We estimate an additional \$518,899 in season revenue.

Project Description and Justification

If supported by parking data collected in the 2024 paid parking season, full implementation of DPMP would occur in 2025. This would include expansion of the paid parking program into additional public parking areas in downtown. Demand-based pricing would also be considered



Downtown Parking Mgmt Plan Ph. IV (Construction)

Project Information

Department:	Public Works	Project Manager:	Robert Shumaker
Division:	ParkingTransit	Capital Type:	Master Plan
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2031		Robust Economy
Useful Life (Years):	50		Exceptional Guest Services
Annual Change in O&M:	\$ 32,000		
Location:	Downtown Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 11,700,000	\$ 0	\$ 1,170,000	\$ 0	\$ 0	\$2,340,000	\$ 0	\$15,210,000

Funding Sources

Parking	Bonds	NA	NA	NA	Total
\$ 1,597,000	\$ 13,613,000	\$ 0	\$ 0	\$ 0	\$15,210,000

Funding Details:

Project Description and Justification

Build second parking structure in the downtown core with 300 spaces. Est \$35,000 per space with minimal land acq costs. Contingent upon implementation of DPMP Phase 3 expansion of paid parking.



Downtown Parking Mgmt Plan Ph. IV Design

Project Information

Department:	Public Works	Project Manager:	Robert Shumaker
Division:	ParkingTransit	Capital Type:	Master Plan
Duration (Years):	1	Board Goals:	Transportation
Estimated Start:	2030		Robust Economy
Useful Life (Years):	10		Exceptional Guest Services
Annual Change in O&M:	\$ 0		
Location:	Downtown Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 0	\$ 1,800,000	\$ 0	\$ 0	\$ 100,000	\$180,000	\$ 0	\$2,080,000

Funding Sources

Parking	NA	NA	NA	NA	Total
\$ 2,080,000	\$ 0	\$ 0	\$ 0	\$ 0	\$2,080,000

Funding Details:

Project Description and Justification

Site selection & design for second parking structure (300 spaces) located within the downtown core. Revenue assumes implementation of DPMP Phase 3, expanded paid parking.



Replacement Vehicle - Electric Trolley (Out Years)

Project Information

Department:	Public Works	Project Manager:	Vanessa Solesbee
Division:	ParkingTransit	Capital Type:	Replacement
Duration (Years):		Board Goals:	Transportation
Estimated Start:	2030		Robust Economy
Useful Life (Years):	10		
Annual Change in O&M:			
Location:	Downtown Estes Park		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 520,076	\$ 0	\$ 0	\$ 0	\$ 0	\$0	\$ 0	\$520,076

Funding Sources

Community Reinvestment	Federal Grant or Loan	NA	NA	NA	Total
\$ 104,015	\$ 416,061	\$ 0	\$ 0	\$ 0	\$520,076

Funding Details: Added 10% increase in cost and assumed 20% local match.

Project Description and Justification

Replacement of first grant-funded electric trolley (rec'd July 2020). Anticipate new grant for replacement with another trolley bu



VC North Parking Structure

Project Information

Department:	Public Works	Project Manager:	Robert Shumaker
Division:	ParkingTransit	Capital Type:	New
Duration (Years):		Board Goals:	Transportation
Estimated Start:	2029		Exceptional Guest Services
Useful Life (Years):	50		Infrastructure
Annual Change in O&M:	\$ 36,000		
Location:	North Visitor Center parking lot.		

Project Costs

Construction	Design	Constr Mgmt	Legal	ROW	Contingency	Other	Total
\$ 19,600,000	\$ 3,920,000	\$ 1,000,000	\$ 62,500	\$ 10,000	\$1,960,000	\$ 0	\$26,552,500

Funding Sources

Parking	Bonds	NA	NA	NA	Total
\$ 4,000,000	\$ 22,552,500	\$ 0	\$ 0	\$ 0	\$26,552,500

Funding Details:

Project Description and Justification

Estimate is based on a 500-space structure at \$39,200 per parking space. This structure would go on land already owned by the Town. It does not account for relocation of the Parks Dept.