



**Town Council
Monday, April 8, 2024
4:00 PM**

**130 Kearns Road
Town Council Chambers
Snowmass Village, CO, 81615**

You can watch the meeting live online on our website at tosv.com

Agenda

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PROCLAMATIONS AND PRESENTATIONS**
- 4. PUBLIC COMMENT**

This section is set aside for the Town Council to LISTEN to comments by the public regarding items that do not otherwise appear on this agenda. Generally, the Town Council will not discuss the issue and will not take an official action under this section of the agenda. (Five Minute Time Limit)

5. CONSENT AGENDA

These are items where all conditions or requirements have been agreed to or met prior to the time they come before the Council for final action. A Single Public Hearing will be opened for all items on the Consent Agenda. These items will be approved by a single motion of the Council. The Mayor will ask if there is anyone present who has objection to such procedure as to certain items. Members of the Council may also ask that an item be removed from the consent section and fully discussed. All items not removed from the consent section will then be approved. A member of the Council may vote no on specific items without asking that they be removed from the consent section for full discussion. Any item that is removed from the consent agenda will be placed on the regular agenda.

5.A. 2024 Town Council Agenda Overview

[Pages 3-6 2024 Agenda Overview.pdf](#)

6. PUBLIC HEARINGS - QUASI-JUDICIAL HEARINGS

Public Hearings are the formal opportunity for the Town Council to LISTEN to the public regarding the issue at hand. For land use hearings the Council is required to act in a quasi-judicial capacity. When acting as a quasi-judicial body, the Council is acting in much the same capacity as a judge would act in a court of law. Under these circumstances, the judicial or quasi-judicial must limit its consideration to matters which are placed into evidence and are part of the public record. The Council must base their decision on the

law and the evidence presented at the hearing.

7. POLICY/LEGISLATIVE PUBLIC HEARINGS

8. ADMINISTRATIVE REPORTS

8.A. Holy Cross Update

[Page 7 Agenda Item Summary - Holy Cross Update.pdf](#)

[Pages 8-17 Holy Cross Council Presentation.pdf](#)

8.B. Summer Events Update

[Page 18 Agenda Item Summary - Summer 2024 Events Schedule.pdf](#)

[Pages 19-20 SNOWMASS VILLAGE SUMMER EVENTS CALENDAR 2024.pdf](#)

[Pages 21-32 Powerpoint - Summer Events 2024.pdf](#)

8.C. Connecting Village Nodes update

[Pages 33-34 Agenda Item Summary - Connecting Village Nodes.pdf](#)

[Pages 35-40 Attachment A - Scope of Work.pdf](#)

[Pages 41-66 Attachment B - Draft Existing Conditions Report.pdf](#)

[Pages 67-77 Presentation - Connecting Village Nodes.pdf](#)

8.D. Mall Transit Center Project

[Pages 78-80 Agenda Item Summary - Mall Transit Center.pdf](#)

[Pages 81-82 2024 Mall Transit Design Criteria.pdf](#)

[Pages 83-85 2024 Incremental Improvements.pdf](#)

[Pages 86-89 TOSV Design Concepts - SEH Review.pdf](#)

[Pages 90-94 Revised Drawings All plans.pdf](#)

9. TOWN COUNCIL REPORTS AND ACTIONS

Reports and Updates

10. ADJOURNMENT

- Regular Meetings begin at 4:00 p.m. unless otherwise noted
- Work Sessions begin at 4:00 p.m. and aim to end at 6:00 p.m.
- The dates on which agenda items are listed are only a best approximation. Agenda items are added to this list as they arise. Agenda items may well be moved to different meeting dates. Agendas are generally not finalized until the Thursday prior to the meeting.
- In addition to agenda items, this document also lists expected absences of Town Council members. In compliance with section 2-49 of the municipal code, once the consent agenda is approved, the absences noted will be considered to have received the prior approval necessary of the majority of the Council for members to be absent from meetings.

Topic to incorporate:

- Lighting Regulations Discussion (May?)
- MJ signage regs / tax rate should they be revised?

Monday April 1 – Regular Meeting

- Proclamation – National Donate Life Month
- Summer event overview
- Snowmass Mountain PUD – Ord – First Reading
- ORD - to revise 2024 budget/ financial update – second Reading
- ORD - Housing Regulation X2 – First Reading
- IGA for IA Fire Camera
- Reso RE Property Purchase
- Transportation study

Monday April 8 – REGULAR Meeting

- Holy Cross Update
- Summer event overview
- Connecting the Nodes Update
- Mall Transit Center

Monday April 15 – Regular Meeting (Marolt Out)

- Snowmass Mountain PUD – Ord – Second Reading
- SAAB Program review and consideration
- Draw site Owner Review
- Resolution RE Dispatch Center IGA

Monday May 6 – Regular Meeting

- ORD - Housing Regulation – 2nd Reading
- ORD – Crossings – 2nd Reading
- ORD - Bs and Cs Update - Ord – First Reading?
- Little Red School House Update
- Little Red Schoolhouse Site Visit (?)
- Snowmass Center Workforce Housing Conceptual Review (?)

Monday May 13 – Work Session

- Lighting Code Discussion

Monday May 20 – Regular Meeting

- Sen. Will visit?

Monday June 3 – Regular Meeting

- Sen. Will Visit?
-

EOTC – Thursday June 6 – Twon of Snowmass Village

Monday June 10 – Work Session

Monday June 17 – Regular Meeting

Monday July 1 – Regular Meeting

- Election Reso auth to participate & IGA with Pitkin (or July 15th – has to be delivered to Cty 100 days prior to Election on 7/28/24)
-

Monday July 8 – Work Session

- B & C application & appointment procedure update
- Rep. Velasco visit
-

Monday July 15 – Regular Meeting

Monday Aug 5 – Regular Meeting

- Election – Reso Re Ballot Language or 8/19/24 (Ballot Language has to be to Cty by 9/6/24)
-

Monday Aug 12 – Work Session

Monday Aug 19 – Regular Meeting

EOTC – Thursday August 22 – Pitkin County

Tuesday Sept 3 – Regular Meeting

- Review Leash Laws
-

Monday Sept 9 – Work Session

Monday Sept 16 – Regular Meeting

Monday Oct 7 – Regular Meeting

- Budget
-

Monday Oct 14 – Work Session

- Budget

Monday Oct 21 – Regular Meeting

- POST Grant – 1st reading?

EOTC – Thursday October 24 – City of Aspen

Wednesday Nov 6 – Regular Meeting

- GID Meeting - Adopting the GID Budget
- Budget Adoption
- B & C Applications

Tuesday Nov 12 – Work Session

Monday Nov 18 – Regular Meeting

- B & C Interviews
- POST Grant – 2nd reading
- New Council Members Oath of Office

Monday Dec 2 – Regular Meeting

- Reso RE 2024 Meeting Dates
- Reso on Delinquent Solid Waste / Trash
-

Monday Dec 9 – Special Meeting

- GID Meeting – set Mill Levy

Monday Dec 16 – Regular Meeting

- B & C Resolution appointing new Members

In 2025 - Town Attorney and Town Clerk provide an Ordinance to Review Town Ordinances – Required every five years since 1994 Re-codification Adoption per the Town Charter. See Ord 19, Series 2020 as example.

Topics for Work Sessions or Other Meetings Requested by Town Council Members

- Schedule Updates will all of the Town Boards to review priorities and current initiatives.
 - EAB
 - FAB
 - PTRAB
 - POSTR
 - Marketing
 - Grants – Recent Awards; Review of Criteria; Purpose, etc.
 - SAAB

- Planning

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

April 8, 2024

AGENDA ITEM:

Holy Cross Update

PRESENTED BY:

Bryan Hannegan, President & CEO Holy Cross Energy

BACKGROUND:

Holy Cross Energy has been an important partner in our community, providing safe, reliable, affordable, and sustainable energy and services. Town of Snowmass Village has had a franchise agreement with Holy Cross since 1979, approved with Ordinance 8, Series of 1979, and service agreements to the Snowmass area since 1962. The Franchise agreement was renewed in 2020 with Ordinance 3, Series of 2020.

FINANCIAL IMPACT:

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

Holy Cross Energy has been an important partner for several Town Council goals including the guiding principle of stewardship and the strategic initiative to promote environmental and economic sustainability and resilience.

COUNCIL OPTIONS:

N/A

STAFF RECOMMENDATION:

N/A

ATTACHMENTS:

Holy Cross PowerPoint Presentation

HCE's Clean Energy Journey (so far)

Bryan Hannegan, President and CEO

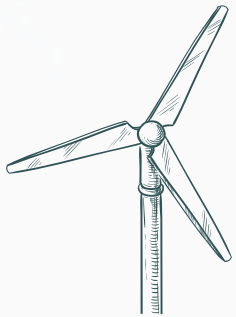


Your community. Your co-op. Your choice.



About Holy Cross Energy

Holy Cross Energy (HCE) provides safe, reliable, affordable and sustainable energy and services that improve the quality of life for our members and their communities.



In 2023, 50% of our power supply came from wind, solar, biomass and hydroelectric power, as well as coal mine methane recovery.

Founded in 1939, we serve more than 46,000 members in scenic Western Colorado with:

**275 MW
Peak
Demand**

**3,100 Miles
Distribution
Lines**

**120 Miles
Transmission
Lines**

**170
Employees**



Our Journey to 100% Clean Energy

These actions will allow HCE to achieve its vision of:

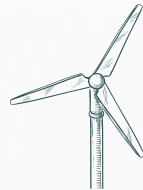
- 100% carbon-free power supply by 2030
- Carbon-neutral or better across the enterprise by 2035

in a way that *does not sacrifice affordability, safety, or reliability* for the sake of sustainability.



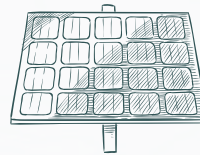
Energy Efficiency

Obtain an additional 0.25% per year in reduction of electric sales from existing uses.



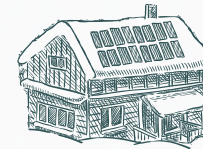
Cleaner Wholesale Power

Incorporate new, clean, dispatchable resources into HCE's power supply mix.



Local Clean Energy Resources

Continue our existing agreements for energy from local biomass, hydro, and solar projects



Distributed Energy Resources

Support installation of at least 4 MW per year of new rooftop solar systems.



Smart Electrification

Encourage the expanded use of electricity for transportation, building heating and cooling, and industrial processes.



Our Progress Thus Far

New Resources Developed or Under Contract:

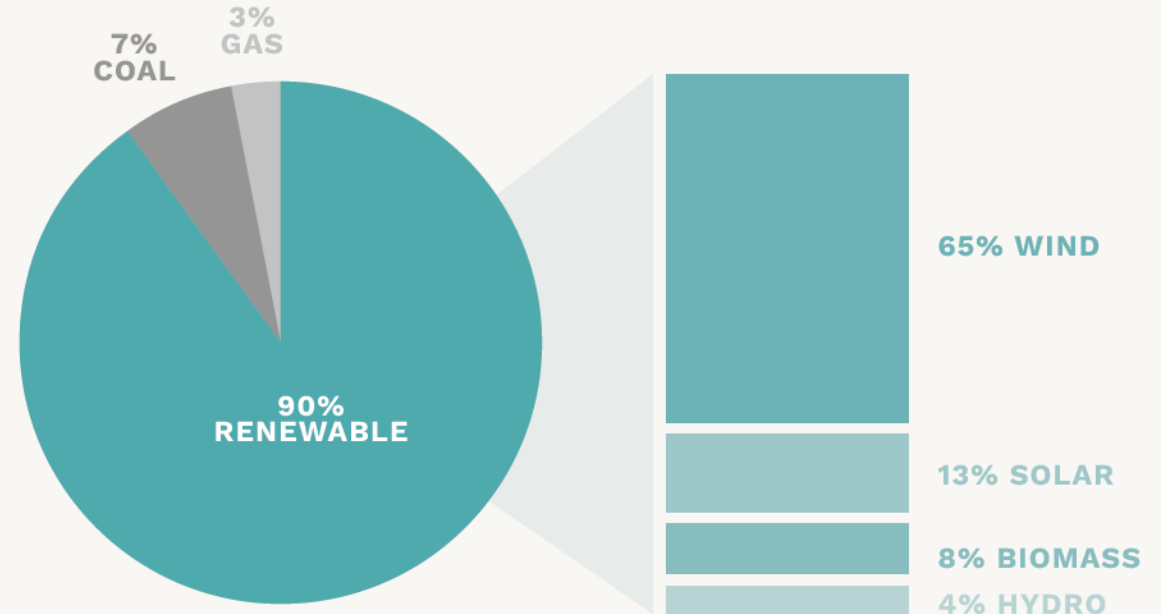
Eastern Colorado

- 150 MW wind
- 30 MW solar

HCE Service Area

- 5 MW solar
- 4.5 MW hydro
- 4.5 MW/15 MWh solar+storage
- 10 MW/20 MWh solar+storage
- 10 MW/20 MWh solar+storage

FORECASTED 2025 Energy by Fuel



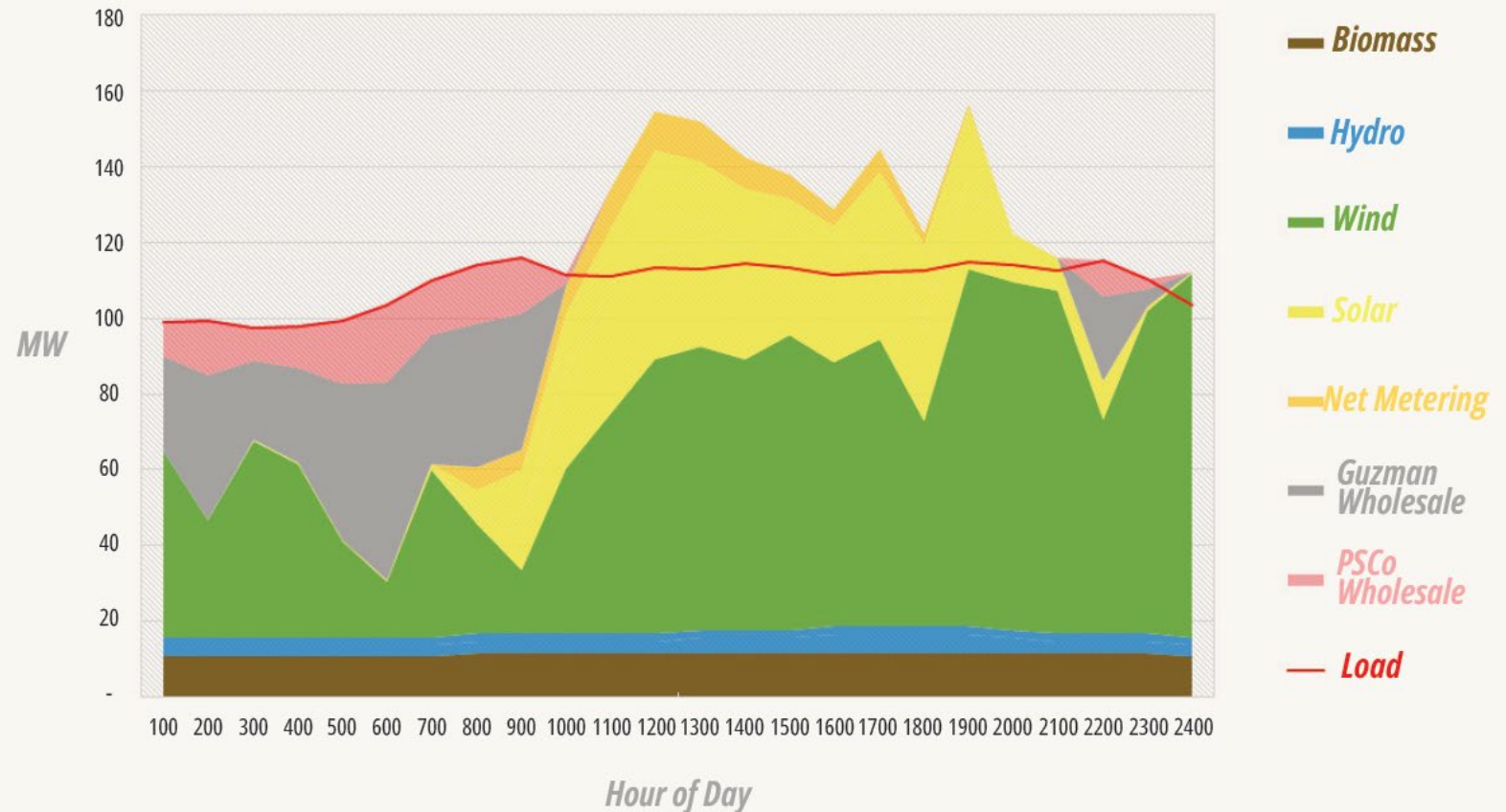
The remaining non-renewable energy in the HCE power supply mix in 2025 is related to wholesale purchases from Public Service Company of Colorado (Xcel Energy). With HCE's currently contracted resources and because of Xcel's Clean Energy Plan (80% renewable in 2030), HCE expects to reach between 95% and 100% renewable energy in the year 2030.



Implications of High Renewables

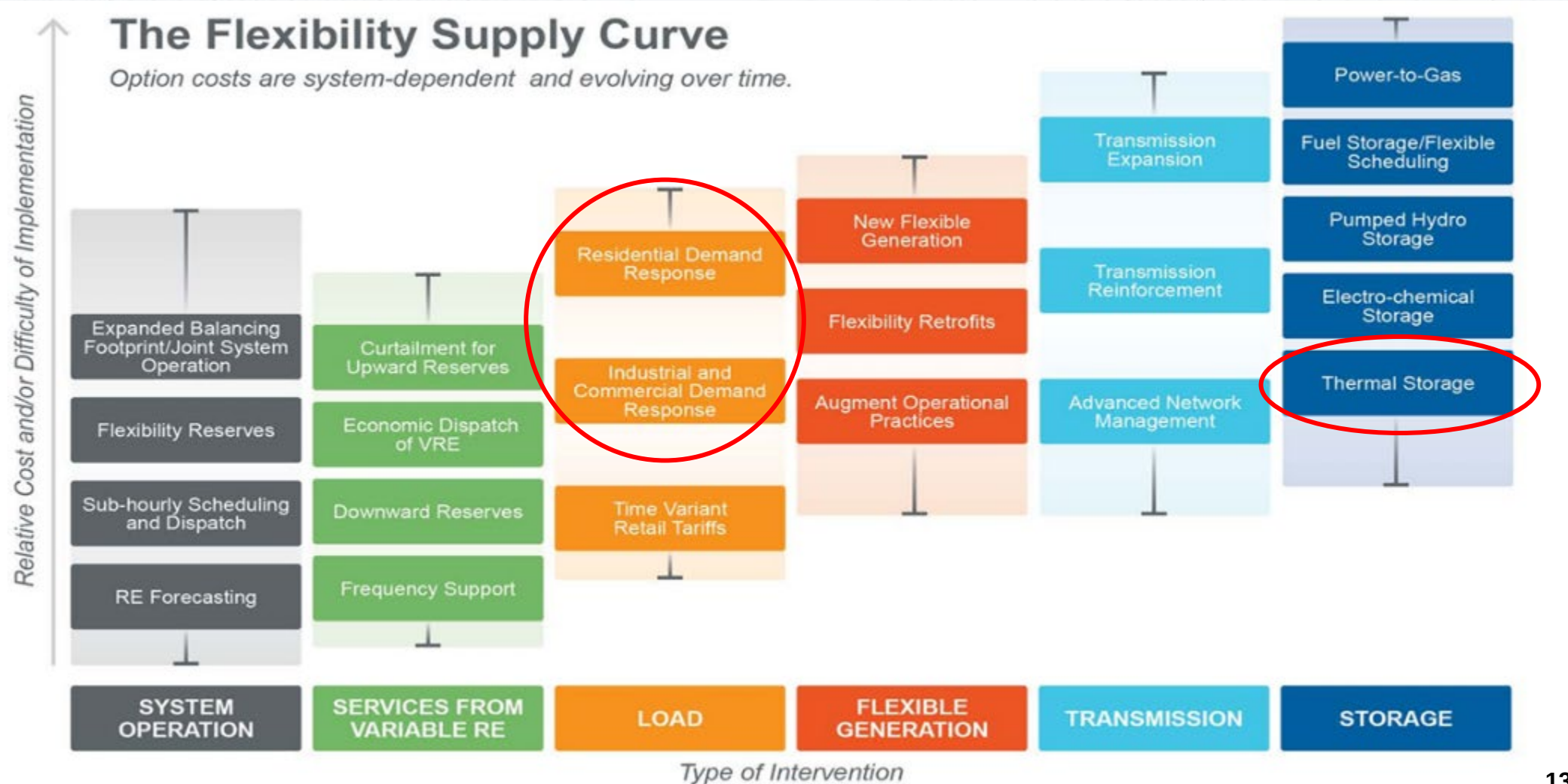
- Significant new forms of supply variability (and financial risk)
- In general:
 - oversupply during midday solar production peaks
 - oversupply during low demand overnight hours
 - undersupply during peak demand hours (mornings and afternoons)
- Role of distribution utility becomes one of balancing
 - flex demand to meet available supply (+ stored energy)
 - opportunity for DERs

*Forecasted Load and Generation from Base Case Resource Model
May 19, 2024*





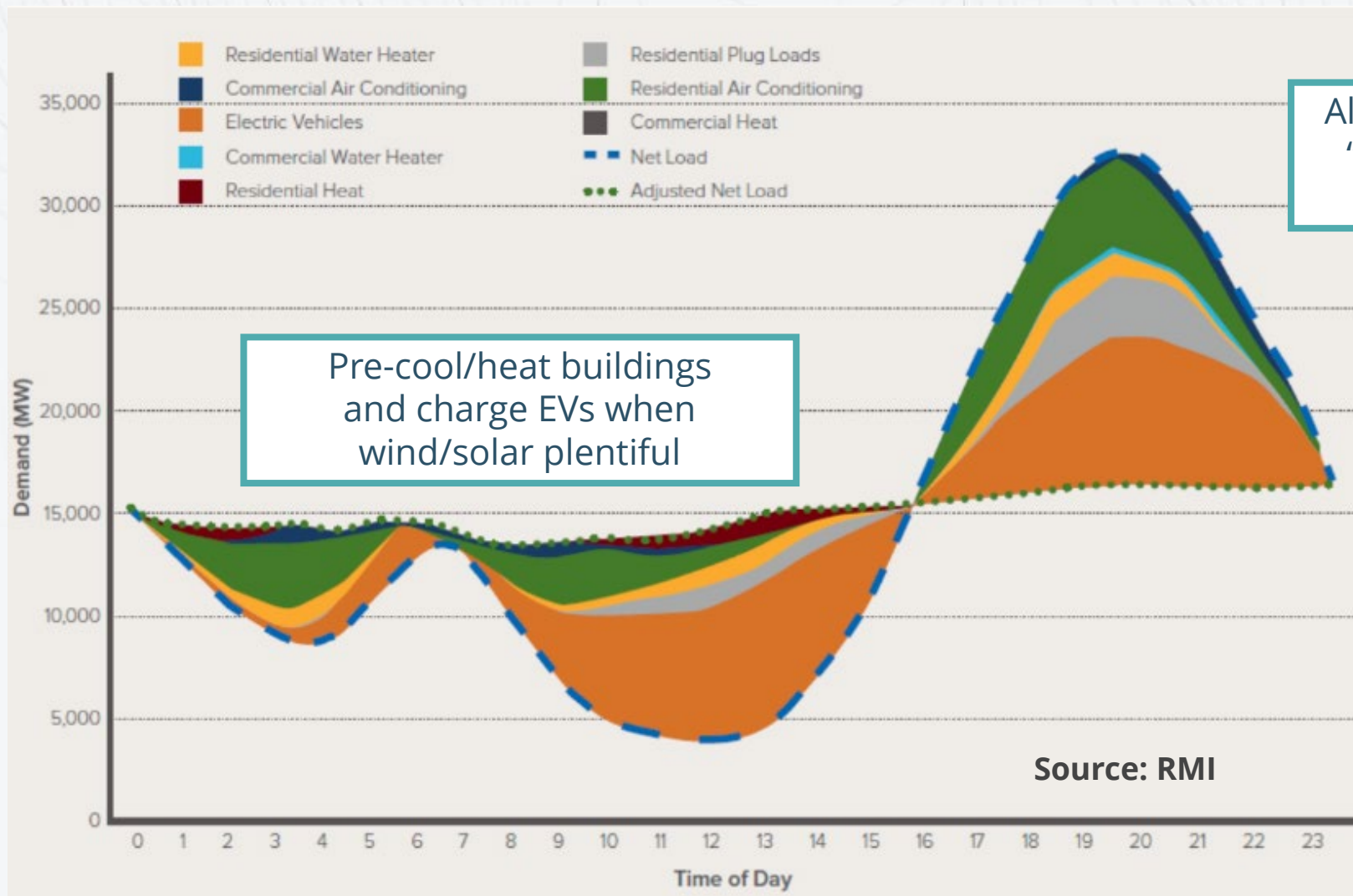
Clean Power Systems Need Flexibility





Flexible Demand Supports the Grid

Distributed Energy Resources (DERs) can provide important services to help balance supply and demand



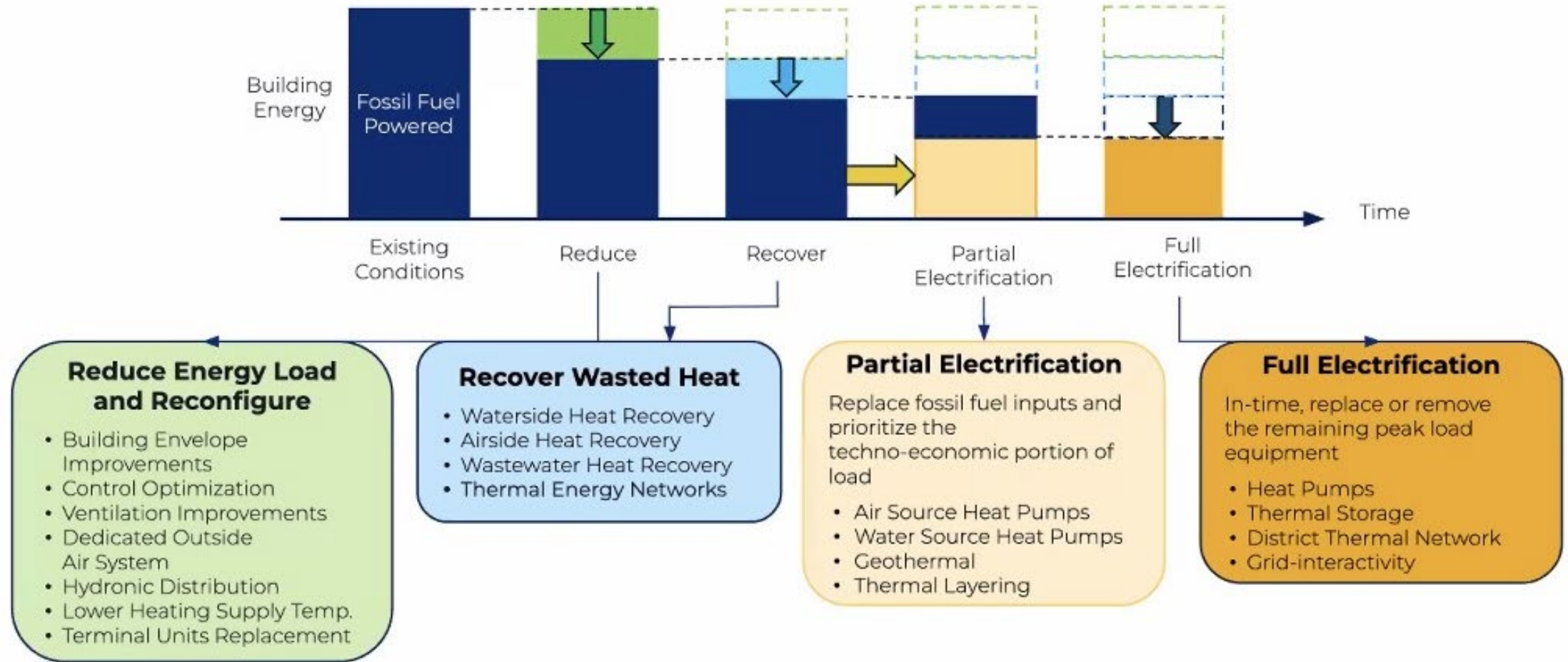
Allow building to “ride through” peak

Pre-cool/heat buildings and charge EVs when wind/solar plentiful

Discharge from batteries to address PM solar ramp (incl. V2G)

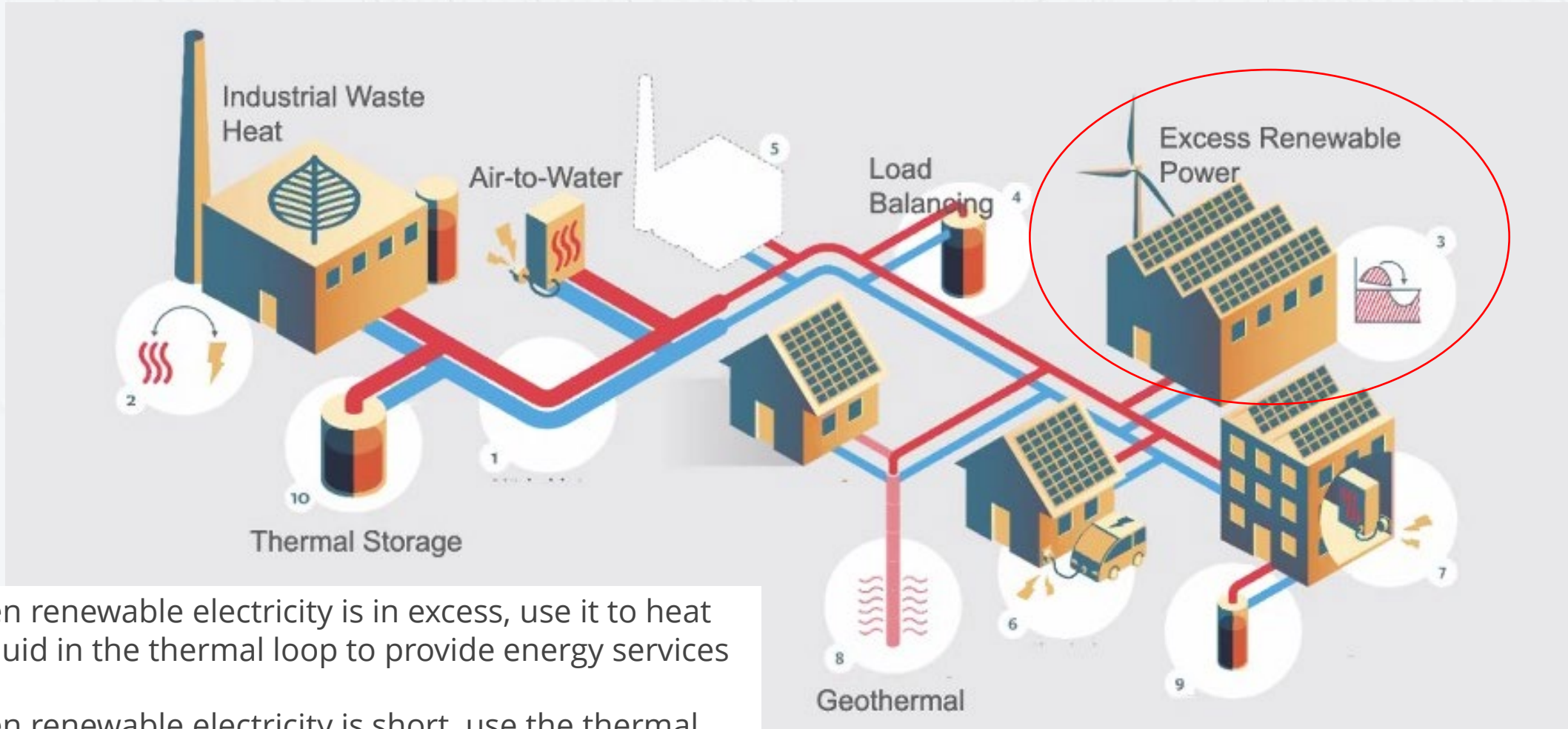


Building Decarbonization is Key





Thermal Networks Fit a Future Need



When renewable electricity is in excess, use it to heat up fluid in the thermal loop to provide energy services

When renewable electricity is short, use the thermal network to reduce demand on the electricity supply



Join us on our Clean Energy Journey

For more information –

www.holycross.com

Follow us on X & Facebook

Bryan Hannegan

President and Chief Executive Officer

LinkedIn - bhannegan

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

April 8, 2024

AGENDA ITEM:

Summer 2024 Events Calendar Review -Snowmass Tourism

PRESENTED BY:

Julia Theisen, Snowmass Tourism Director

Shane Vetter, Snowmass Tourism Senior Events Producer

BACKGROUND:

The Tourism office will review the summer events calendar and provide information on new events, activations, and plans for the 2024 summer season.

FINANCIAL IMPACT:

All events are within the approved 2024 Budget.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

The Tourism Department's initiatives positively impact the goals of community engagement, community building, and providing support to our stakeholders.

COUNCIL OPTIONS:

Not applicable

STAFF RECOMMENDATION:

This a presentation only.

ATTACHMENTS:

Summer 2024 Event Schedule as of March 22, 2024

SNOWMASS VILLAGE SUMMER EVENTS CALENDAR 2024

JUNE	TIME	EVENT NAME	LOCATION
Sat June 1	8:00am-12:00pm	5k for Diabetes	Town Park Gazebo
Fri-Sat June 7-8		Ragnar Trail Colorado	Snowmass Town Park Fields
Saturday June 8	2:00pm-6:00pm	Snowmass Rendezvous + Concert	Snowmass BV, Rink, Mall + Fanny Hill
Fri-Sun, June 14-16		FOOD&WINE Classic Aspen	Aspen
Fri-Sat June 14 & 15		Snowmass Tree - O	TOSV Trails + Ranger Station
Fri June 21		Gondola Opens	Snowmass
Sat, June 22		Ice Age Discovery Days	Events Lawn
Wednesday June 26		Ribbon Cutting First Rodeo	Snowmass Rodeo Grounds
Thurs-Sun June 27-30		Snowmass Doubles Volleyball	Snowmass Fields + Sand Crts
Sat-Sun June 29-30	9:00am-6:00pm	VIDA Mtn Bike Clinic	Events Lawn
JULY	TIME	EVENT NAME	LOCATION
Thurs, July 4	5:30pm-9:30pm	Independence Day Celebration + Concert #4	Fanny Hill
Fri, July 5	3:30pm-5:30pm	Community Ice Cream Social	Town Park Gazebo
Sat, July 6	6:00am-6:00pm	Snowmass Gran Fondo	Snowmass Trails and Town Park
Fri-Sun July 12-14	TBD	Snowmass Comedy Fest	BVCC, Collective, Mall
Sat, July 13	11:00am-4:00pm	Anderson Ranch Art Auction & Community Potluck	Anderson Ranch
Sat & Sun July 13 & 14	12-8 & 10-4	Snowmass Arts Fest	Events Lawn
Wed-Sun, July 17-21	8:00am-5:00pm	Triple Crown World Series	Snowmass Softball Field
Sat, July 20	6am, 9am, 11am	Audi Power of Four Run	Fanny Hill Finish
Sun, July 21	10am-2pm	Dog Day Afternoon	Events Lawn
Sat, July 27	4:00pm-7:00pm	Heritage Fire	Events Lawn

AUGUST	TIME	EVENT NAME	LOCATION
Fri, Aug 2	3:30pm-5:30pm	Community Ice Cream Social	Town Park
Mon-Sun, Aug 5-11	Sat 12-8, Sun 11-6	Plein Air Art Festival	Varies
Sat, Aug 3	9:00am-4:00pm	Snowmass 50 MTB Race	BV Start/Finish
Sat, Aug 17	1:00pm-4:00pm	Cidermass	Snowmass Mall
Sun, Aug 25	10-2pm	Dog Day Afternoon	Events Lawn
Fri Aug 30-Sun Sept 1		JAS Labor Day Experience	Snowmass Town Park
SEPTEMBER	TIME	EVENT NAME	LOCATION
Fri, Sept 6	3:30-5:30pm	Community Ice Cream Social	Town Park
Sat, Sept 7	1:00pm-5:00pm	Snowmass déjà vu	Snowmass Mall
Wed, Sept 11	6:00pm-8:00pm	Axes & Arms Walk	Brush Creek Road
Fri-Sun, Sept 13-15	1:30pm-5:00pm Night Glow 6-8pm	Snowmass Wine Festival	Snowmass Town Park Soccer Field
Fri	6:00am-		Snowmass Town Park
Fri-Sun, Sept 13-15	10am Sat/Sun	Balloon Festival	Softball Field
Sat, Sept 21	1:00pm-5:00pm	Festival Del Rancho	Anderson Ranch
Sat, Sept 28	8:00am	Golden Leaf Half Marathon	Fanny Hill + Trails
Sat, Sept 28-29th	9:00am-4:00pm	VIDA MTB Clinic	Events Lawn
Sat, Sept 28	8:00pm-10:00pm	Silent Disco Under the Stars	Events Lawn
OCTOBER	TIME	EVENT NAME	LOCATION
Saturday, Oct 5	12:00pm-2:00pm	Snowmass Town Picnic	Town Park
DAILY			
	10am & 1pm	ACES Hikes	
WEEKLY			
Wednesdays 5-9pm	June 19-Aug 14	Snowmass Rodeo	Snowmass Rodeo Grounds
Wed-Sun	June 21-Sept 28	Lawn Game Activations	Events Lawn
Wed-Sat 3-5pm	June 21 -Sept 28	Music on the Mall	Tower Stage
Thurs 3:30-5:30pm	June 13-Aug 22	Concert Pre Show	Events Lawn
Thurs 5:30-8:30pm	June 13-Aug 22	Summer Concert Series	Fanny Hill
Fridays 5-7pm	June 21 - Aug 23	Corn Hole Friday	Mall Courtyard
Saturdays 7-9pm	July 20&27 - Aug 2&9	Gravel Pit Concert	Mall Courtyard
Sundays 2-4pm	June 23 -Aug 18	Jazz on the Lawn	Events Lawn
Tuesdays	June 1-Sept 29	Ice Age Discovery	

An aerial photograph of a dense green forest with several white-barked trees. A person wearing a blue shirt and a backpack is walking on a dirt trail that winds through the trees.

SNOWMASS

COLORADO

Summer Events

2024

June

June 7-8 | [Ragnar Race](#)

June 8 | [Rendezvous](#)

June 14-16 | [Food & Wine](#)

June 14-15 | [Yarn Bomb Install](#)

June 14&15 | [Tree-O](#)

June 21 | [Gondola Opens](#)

June 22 | [Ice Age Discovery Day](#)

June 27-30 | [Doubles Volleyball](#)

June 29 & 30 | [Vida Mtn Bike Clinic](#)

SNOWMASS

COLORADO

04-08-24 TC Packet

July

July 4th | [Community Celebration @ Fanny Hill Stage](#)

July 6 | [Grand Fondo](#)

July 12-14 | [Snowmass Comedy Fest](#)

July 13th | [Anderson Ranch Community Picnic](#)

July 13 & 14 | [Snowmass Art Fest @ The Events Lawn](#)

July 17-21 | [Triple Crown](#)

July 20 | [Power of Four - Including new Snowmass 10k](#)

July 27 | [Heritage Fire](#)



August

Aug 3 | [Snowmass 50](#)

Aug 5-11 | [Plein Air](#)

Aug 17 | [Cidermass](#)

Aug 30-1 | [JAS](#)

SNOWMASS

COLORADO

04-08-24 TC Packet



September

Sept 7 | [Déjà vu and Chili Cook Off](#)

Sept 13-15 | [Balloon Fest](#)

Sept 14 | [Wine Fest](#)

Sept 21 | [Festival Del Rancho](#)

Sept 28 | [Golden Leaf Marathon](#)

Sept 28 & 29 | [Vida](#)

SNOWMASS

COLORADO

04-08-24 TC Packet



October

- Oct 6 | [Community Picnic @ The Rec Center](#)

Weekly Returning Events

June 13 – Aug 22 | [Snowmass Summer Concert Series](#)

June 19 – Aug 14 | [Snowmass Rodeo- 50th Anniversary!](#)

June – Sept | [Music on the Mall](#)

June- Sept | [Ice Age Passport Walk](#)

June- Sept | [The Collective Weekly programming](#)

SNOWMASS

COLORADO

04-08-24 TC Packet

Cultural Additions

- Latin music night – Artist from Mexico performing in Spanish
- Pride Month Concert – Artist that is friendly to the lgbt community – Aspen out to attend and have an area support their community.
- Aspen Music School Students Perform MOTM all summer
- Other activations in the works-
Equestrian Day, Farm day, Ute Indian History Day



New Summer Après Activations

- Added Music on The Mall days- Wed-Sat @ The Tower Stage
- Lawn Games and Activities Wed-Sun@ The Events Lawn
- Thursday Night Pre Show @ The Events Lawn
- Friday Night Corn Hole @ The Mall
- Community Ice Cream Social @ Town Park Gazebo first Fridays- July, Aug, and Sept
- Blue Grass Concert series @ The Mall July 20 & 27 and Aug 3 & 10
- Jazz on the Lawn Sundays @ The Events Lawn
- Dog Day Afternoon –with free dog wash, treats, nail trims, and fun dog activities once in July & Aug @ The Events Lawn

Summer Stage entrance and side stage





September- Still in the works

- Silent Disco Under the Stars - Sept 21st
- Summer Smores – Last Saturday of Sept
- October Fest – Sept 28 & 29 – Possibility with Local Restaurants
- Game activation series on events lawn- Saturday 2-4



Stakeholder Support

- New Festival Permit adapted
- Businesses working together to put on events
- Ability to sponsor and support stakeholder(off premise) driven events and activations
- Jamie Wall Events Producer/Permit Manager to provide assistance with processing and procedure
- Individual meetings to give guidance and provide resources for event development
- Updated Website for more concise info on all happenings in the village. Assistance from Maria Sechrest –Digital Marketing Manager

Town of Snowmass Village
Agenda Item Summary

DATE OF MEETING:

April 8, 2024

AGENDA ITEM:

Connecting Village Nodes Update

PRESENTED BY:

Mike Horvath, Town Engineer

Clint Kinney, Town Manager

BACKGROUND:

In early 2023, the Town Council adopted and updated their goals statement. The Strategic Initiatives of Snowmass Village include *continuing to improve the multimodal connections between Base Village, the Mall and the Center*. One of the Council's goals is to *Ensure Public Spaces and Facilities Meet our Community's Unique Character*. This goal also states:

The Town Council will strive to create and improve public spaces and facilities that promote health, safety, education, happiness, and enhance community character and connectivity.

The Connecting Village Nodes project aligns with these goals and initiatives. The overall project goal is to create more functional and intuitive multimodal connections between the Snowmass Center, Base Village and the Snowmass Mall to increase economic vitality and better the visitor and local experience. The Town Staff released a Request for Proposals for the Connecting the Nodes project in early 2024. The Town received five proposals and selected DJ&A. The finalized scope of work is included as an attachment to this memo.

The current contract is focused on developing alternatives for the connection between the Snowmass Center and Base Village including the possible use of the easement between Snowmass One and the Capital Peak Lodge. DJ&A has started working on the project and has completed a draft Existing Conditions Report. The draft report is attached to this memo. The existing conditions report will serve as a basis for design and a record of past efforts to improve multimodal connections within the project corridor.

The project team has begun contacting and meeting with Stakeholders including Aspen Ski Company, East West Partners, Snowmass Center, and RFTA. As the project progresses, the team will commence feasibility studies and schematic designs on alternatives for presentation to stakeholders and Council, with the ultimate goal of selecting a preferred alternative for further design and implementation. The project team will continue to update Town Council as the project progresses and obtain feedback at milestones within the project. A schedule is included in the attached Scope of Work for reference as well.

FINANCIAL IMPACT:

The project was approved as the 2024 budget for a total of ...project is contract xxxxxxxx

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

This item applies to the stated Council Goal: *Ensure Public Spaces and Facilities Meet our Community's Unique Character* and the Council Initiative: *Continue to improve the multimodal connections between Base Village, the Mall and the Center.*

COUNCIL OPTIONS:

This item is intended for informational purposes and discussion with the Town Council.

STAFF RECOMMENDATION:

This item is intended for informational purposes and discussion with the Town Council.

ATTACHMENTS:

Attachment A - Scope of Work

Attachment B - Existing Conditions Report

DJ&A Revised Scope of Work: Town of Snowmass Village Connecting Village Nodes – February 7, 2024

Task 1: Gather Baseline Data



The DJ&A team will gather data and observe conditions related to connectivity and pedestrian behavior between Base Village and Snowmass Center to understand existing opportunities and constraints. This task will include:

Make On-Site Observations – We propose an on-site kick-off meeting for the project in Task 4. In tandem with this meeting, the DJ&A team will observe pedestrian movement, transit services, and vehicle movements within the project study area. These observations will provide us with a firsthand knowledge of how people are moving between Snowmass Center and the Base Village, what aspects of wayfinding are intuitive or not, and what challenges people face in getting around. As part of these observations, DJ&A staff will also complete a walk audit in the study area, noting key opportunities and constraints related to circulation and access.

Review Town-Provided Data – The team will review relevant planning documents, development proposals, and the Town's Capital Improvement Program to understand past work efforts, planned improvements, and available resources. We will also review data available from the Town, including roadway as-builts and other materials.

Research Existing Easements – Using information from the Town and the County, we will review existing recorded easements in the study area and along the proposed routes of the connection. This information will be used to identify permitted uses along the existing easements.

Prepare List of Grant Opportunities – DJ&A maintains a database of grant opportunities, identifying the types of projects eligible for funding, anticipated timeline for release of Notices of Funding Opportunities, and application deadlines. Having already developed this database, we will be able to efficiently identify opportunities that would be applicable for Snowmass Village.

Using the baseline data collected in this task and map files provided by the Town, we will develop mapping in ARCGIS that illustrates how people, vehicles, and transit services currently move between the two project nodes, as well as identifying opportunities and constraints associated with these connections.

Task 1 Deliverables:

- List of existing easements with allowable uses and necessary easements/ language revision to allow for future projects.
- Map depicting connection between the Base Village and Snowmass Center nodes.
- List of grant opportunities and requirements for future proposed projects.



Task 2: Develop Project Alternatives

Based on guidance from the Snowmass Community Connectivity Plan, We Cycle system planning, preliminary data gathering, site visit, and stakeholder engagement efforts, the DJ&A team will develop up to three design alternatives for the connection between Base Village and Snowmass Center.

- **Existing Connection: Base Village to Snowmass Center**



Design alternatives will consider pedestrian and bicycle-powered movement and connectivity, as well as potential options for escalators, elevators, gondolas, and refinements to shuttle routes and stops to enhance connectivity and the pedestrian and bicyclist experience.

Each design alternative will highlight opportunities for creative design and improved safety, comfort, and accessibility for all users – with the goal of maximizing the experience and desirability of connecting these crucial nodes on foot. For example, subtle, but impactful, low-level lighting and integrated wayfinding, art, and placemaking can create public spaces that don't simply improve winter maintenance but result in a network of inviting experiences that increase pedestrian flows and decrease traffic congestion on surrounding roadways. In turn, the enhancements contribute to vibrancy and potential to increase economic activity at each node.

The team will communicate design progress at key intervals to Town staff for guidance and feedback to support an iterative design process.

All concepts will receive a conceptual engineering review during this task to develop conceptual-level construction cost estimates that can allow the Town to weigh benefit along with cost with each proposed alternative.

The deliverable for these alternatives will be an illustrated plan and/or section view of the overall project. We will identify up to two focus areas where we will include an enlarged plan to show additional detail for specific alternatives. The level of detail for these alternatives will be conceptual / schematic in nature.

Task 2 Deliverable:

- Alternatives Summary Illustrative Plan



Task 3: Stakeholder Discussion and Town Council Meetings

The DJ&A team will utilize the stakeholder engagement effort to discuss the project objectives with key project stakeholders and receive input from these stakeholders regarding the status of easements and potential alternatives. This task will also include presentations to Town Council during the study process to inform Council on project work efforts and receive direction.

We will conduct the following activities as part of the Stakeholder and Council Engagement effort.

Stakeholder Meetings

The DJ&A team will conduct up to three separate stakeholder meetings with study area property owners. Each of these meetings is assumed to be conducted virtually and be up to two hours in length. The DJ&A team has assumed time to prepare materials prior to these meetings and will be responsible for preparing meeting notes following each meeting to document meeting outcomes and input received. We have assumed that up to three DJ&A team staff members will attend each meeting.

Town Council Meetings

The DJ&A team will support Town staff in up to two Town Council meetings to present and discuss the draft project alternatives. We have assumed that both Town Council meetings will involve virtual participation by the DJ&A Team, with up to two consultant staff members attending for up to two hours per meeting. The DJ&A team will also be responsible for preparing the draft presentation materials for both Council meetings.

We anticipate the first Town Council meeting to be conducted following the Stakeholder Meetings to share stakeholder feedback and input with Council and to discuss how this input would shape the development of potential alternatives. The second Town Council meeting presentation would be scheduled towards the end of the project, presenting the proposed alternatives for discussion, estimated construction costs for each alternative, and opportunities grant funding for project implementation.

Following the second Town Council meeting, the DJ&A team will finalize the Alternatives Summary Illustrative Plan, documenting the study process, potential next steps, stakeholder input, and direction received from Town Council.

Task 3 Deliverables:

- Three two-hour stakeholder meetings (virtual) and meeting notes
- Two Town Council presentations (virtual)

Task 4: Project Management

Following receipt of notice to proceed, the DJ&A team will schedule a project kick-off meeting with Town staff. The purpose of this meeting will be to introduce the project team, discuss the study's primary goals and objectives, finalize the communications protocol and project schedule, and identify near-term action

items. We propose conducting this meeting in person to coincide with a field review of existing conditions as outlined in Task 1.

DJ&A will prepare and distribute meeting minutes following the in-person kickoff. We will also schedule bi-weekly calls between Town staff and the DJ&A team throughout the study. These calls will help to ensure that everyone is aware of the current work efforts, our team can receive timely direction from Town staff, and decisions can be made efficiently to keep the project on schedule.

The DJ&A team will also provide written monthly progress reports and budget expenditure summaries with our monthly invoices.

Task 4 Deliverables:

- Kick-off meeting (in-person)
- Bi-weekly project status meetings (virtual, up to 11 meetings)
- Kick-off meeting notes
- Monthly invoices with budget summaries and progress reports

Schedule

Town of Snowmass Village
Proposed Schedule
Wednesday, February 7, 2024

Task		February				March				April				May				June				July						
		5	12	19	26	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	29	
1	Gather Baseline Data (Percentage of Overall Effort: 11%)																											
1.1	Site Visit & Field Review																											
1.2	Mapping and Data Review																											
1.3	Research Existing Easements																											
2	Develop Project Alternatives (Percentage of Overall Effort: 68%)																											
2.1	Develop Design Alternatives																											
2.2	Engineering Review																											
2.3	Prepare Illustrated Plan/Select Preferred Alternative																											
2.4	Develop Conceptual Cost Estimates																											
3	Public Engagement/Alternatives Selection (Percentage of Overall Effort: 12%)																											
3.2	Stakeholder Meetings																											
3.4	Town Council Meetings																											
4	Project Management (Percentage of Overall Effort: 9%)																											
4.1	Kick-Off Meeting																											
4.2	Bi-Weekly Status Meetings																											

Legend

Work Effort

Town Review

Meeting

Fee Proposal

Town of Snowmass Village
Connecting Village Nodes
Wednesday, February 7, 2024

		DJ&A						SE Group				Totals	
		Perry Palmer, Principal-in- Charge	Bill Delo, Project Manager	Transportation Planner II	Jacquelyn Smith, Senior Engineer I	Emily Gillespie, Project Engineer I	Gregory Daggett, Design Engineer II	Project Coordinator/ Graphic Designer II	David Nicholas, Lead Landscape Architect	Gabby Voeller, Senior Associate Planner	Dayton Crites, Senior Associate Planner		Hallie Miller, Landscape Architect
Rate		\$215.00	\$200.00	\$147.00	\$194.00	\$163.00	\$131.00	\$126.00	\$195.00	\$175.00	\$165.00	\$135.00	
Item	Task												
1	Gather Baseline Data	0.0	6.0	20.0	0.0	10.0	32.0	4.0	2.0	2.0	8.0	10.0	\$13,876.00
2	Develop Project Alternatives	4.0	48.0	68.0	8.0	28.0	72.0	0.0	30.0	40.0	80.0	160.0	\$83,654.00
3	Stakeholder Discussion and Town Council Meetings	2.0	28.0	24.0	0.0	0.0	0.0	10.0	0.0	20.0	0.0	0.0	\$14,318.00
4	Project Management	2.0	36.0	15.0	0.0	0.0	0.0	4.0	0.0	0.0	8.0	0.0	\$11,659.00
Total Hours		8.0	118.0	127.0	8.0	38.0	104.0	18.0	32.0	62.0	96.0	170.0	781
Total Labor Cost		\$1,720.00	\$23,600.00	\$18,669.00	\$1,552.00	\$6,194.00	\$13,624.00	\$2,268.00	\$6,240.00	\$10,850.00	\$15,840.00	\$22,950.00	\$123,507
Project Total Direct Labor Costs													\$123,507
Direct Expenses											quantity	rate	Totals
DJ&A Direct Expenses													
Mileage/Car Rental/Travel											780.0	\$0.670	\$523.00
Lodging											2.0	\$350.00	\$700.00
Per Diem											4.0	\$60.00	\$240.00
Total Direct Expenses													\$1,463
Total													\$124,970

CONNECTING VILLAGE NODES

Task 1: Existing Conditions and Baseline Data Technical Memorandum

DRAFT

Prepared By:



in association with:



Contents

Introduction	1
Study Area	1
Elevation	5
Previous Town of Snowmass Village Plans	8
Town of Snowmass Village, Colorado Comprehensive Plan (December 2018)	8
Town of Snowmass Village Community Connectivity Plan (June 2022)	9
Snowmass Village Connections (June 2003)	11
Recent Traffic Counts at Brush Creek Road/ Kearns Road/ Wood Road	13
Local Transit Ridership	14
Roaring Fork Transportation Authority	14
Town of Snowmass Village Shuttle	14
RFTA Ridership Data	15
TOSV Shuttle Ridership Data	16
Parking	18
Easements	20
Public Art	22
Funding Identification	23
Conclusions	24
Physical Environment	24
Transit	24
Traffic	24
Elevation	24
Easements	24

Introduction

The Town of Snowmass Village (Town) is working to improve connectivity between its three commercial nodes, the Snowmass Center, Base Village and the Snowmass Mall. The first connection being studied is seeking to improve pedestrian connections between the Snowmass Center and the Base Village for residents, visitors, and local employees. These two nodes are major activity centers within the Town. The proximity between these nodes results in a significant amount of movement between the two properties. Currently, most of this travel activity occurs via personal vehicle and lodge van, though a significant portion of users walk or take transit on the Snowmass Shuttle. The Town has completed and planned several recent projects, called for in the 2022 *Community Connectivity Plan* to add sidewalks, improve at-grade street crossings, and calm vehicle traffic between the two nodes. While these projects have improved this connection, people traveling between the two nodes still face several obstacles. These include at least three at-grade street crossings, sidewalk gaps, limited wayfinding, challenging sight lines, and significant elevation changes along the route.

This memo analyzes baseline data and existing conditions within the project study area related to mobility, public infrastructure, easements, and elevations. This memo also documents previous planning efforts, traffic volumes, transit ridership, and parking utilization. The memo is intended to serve as the foundation for the development of alternatives to improve connectivity between the two nodes.

Study Area

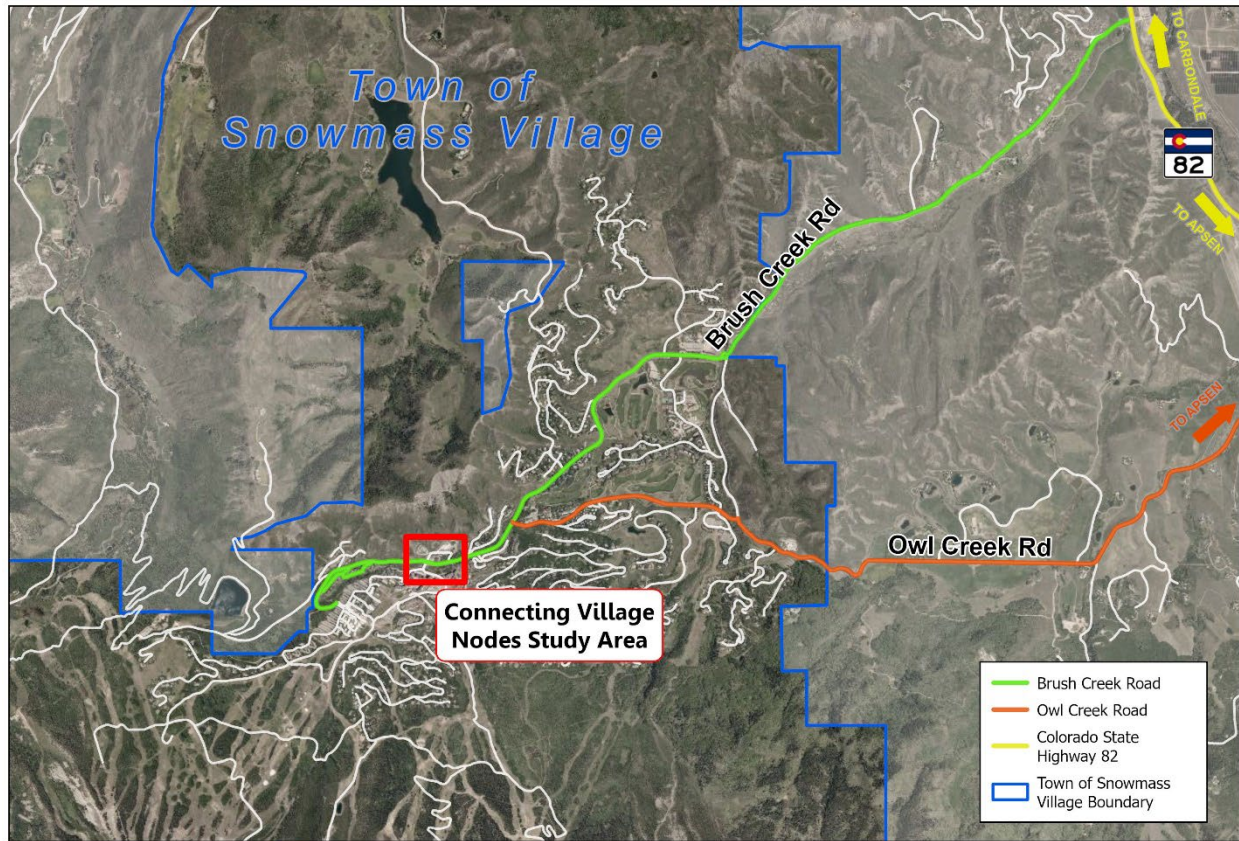
Snowmass Village is a year-round destination, attracting visitors from Colorado, across the nation, and internationally. Sitting in a small valley surrounded by mountains on all sides, internal and external mobility and transportation access can be challenging year-round. Due to the surrounding geography, the Town can only be accessed from the larger Roaring Fork Valley via two roadways from the east, Brush Creek Road and Owl Creek Road. Brush Creek Road runs parallel to Brush Creek and connects Colorado State Highway 82 (SH 82) to the town center. Within the Town, mobility is shaped by the elevation changes that occur throughout the community, and these elevation changes can make connections via walking, bicycling, transit, and automobile challenging, especially in during winter weather conditions.

The Town is home to just under 3,100 permanent residents (2021). Residents access the Base Village and Snowmass Center regularly, as the two centers are home to a grocery store, the Post Office, and numerous restaurants, services, and places of employment such as offices, hotels and lodging. The Town has experienced a construction boom in recent years, as new condos, homes, and commercial facilities have been constructed (or are under construction) within the Base Village and adjacent areas.

Regional employees also make up a significant portion of daily commuters in the Town of Snowmass Village as well. The Town of Snowmass Village workforce consists of employees traveling from various locations throughout western Colorado. Some commuters may reside as close as Aspen, Carbondale, and the remainder of the Roaring Fork Valley, though others may include regional commuters from as far away as Grand Junction. Regardless of commuting distance, many regional employees utilize park-and-rides, such as the Brush Creek Park and Ride located adjacent to the intersection of Brush Creek Road and SH 82, utilizing transit to access the Town.

Figure 1 shows the project study area in relationship to the overall Town of Snowmass Village.

Figure 1: Town of Snowmass Village Reference Area



Snowmass Village Reference Area
Town of Snowmass Connecting Village Nodes

The Base Village and Snowmass Center nodes are split by Brush Creek Road, Wood Road/ Carriage Way, and Brush Creek, all running east-west, with the Base Village located to the south and Snowmass Center located to the north. The Base Village is a recreational hub of the Town that serves both locals and visitors. The Base Village features many opportunities to dine, stay, and play, including numerous restaurants and lodging, as well as a rock wall, skating rink, and access to world-class ski slopes. Many events in the Town of Snowmass Village are held at the Base Village throughout the year that serve visitors and residents alike.

Figure 2: Base Village



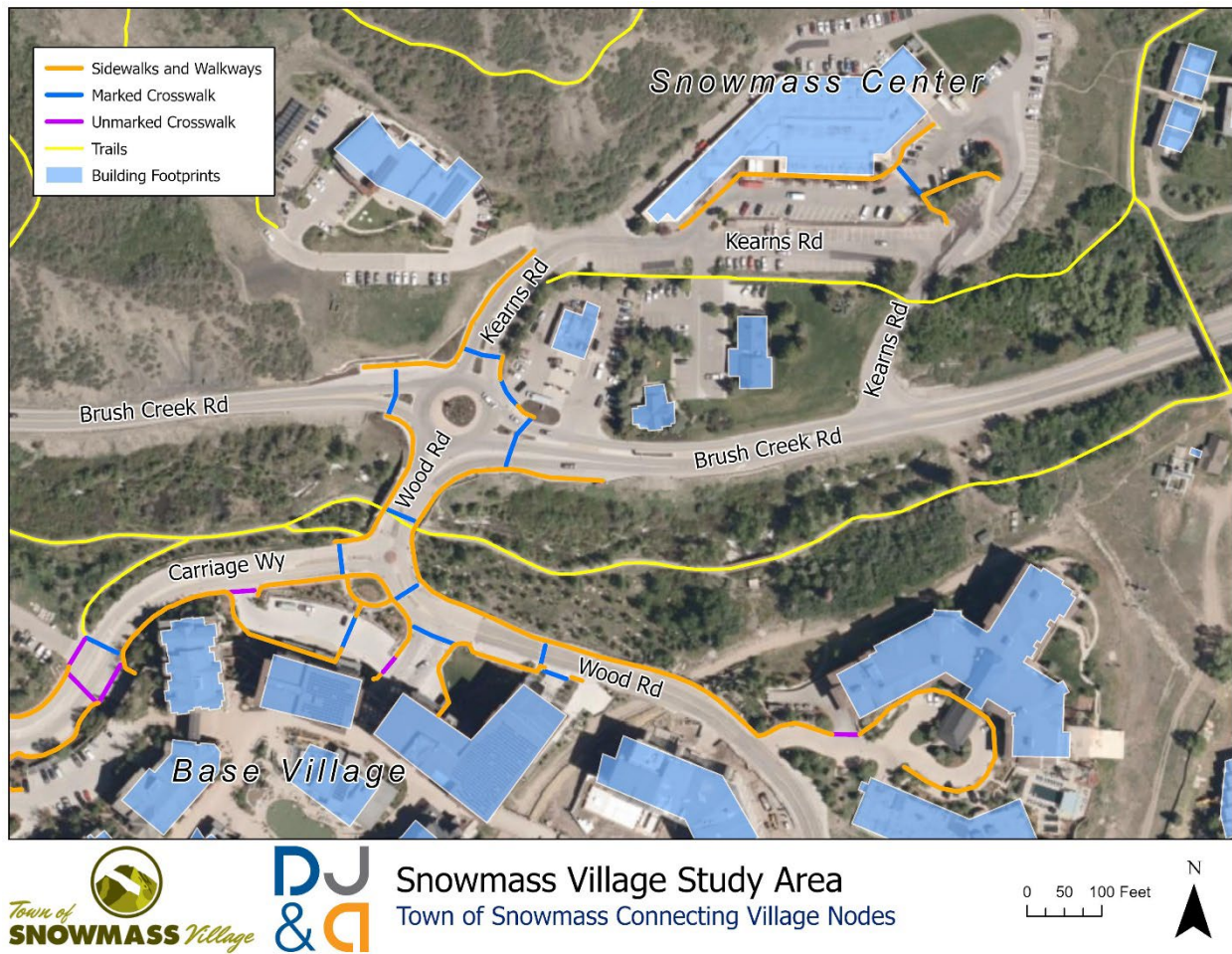
Figure 3: Snowmass Center



The Snowmass Center is a commercial hub of the Town and is generally oriented to serve Town residents, as well as visitors. The Snowmass Center hosts the U.S. Post Office, Clark's Market Grocery Store, commercial services, and professional services and offices. In 2020, a Snowmass Center Redevelopment Plan was approved, which plans to create over 58,000 net square feet of leasable commercial space, provide 64 free-market multi-family residential units, and establish a transit center in the town center. Eastwood Snowmass, who has owned the the Snowmass Center since 2016, placed the Snowmass Center property for sale in early 2024. The potential sale of the Snowmass Center may result in a change of proposed land use type and intensity.

From Brush Creek Road, the Base Village can be accessed via Wood Road heading south, while Snowmass Center can be accessed via Kearns Road heading north. The two nodes are separated by about a quarter-mile walk. While a short distance, this connection has several existing barriers related to sidewalk connectivity, wayfinding, street crossings, elevation changes, and general level of traffic stress. Figure 4 below shows the focused project study area, as well as existing sidewalks, crosswalks, and trails in the immediate area.

Figure 4: Snowmass Village Study Area

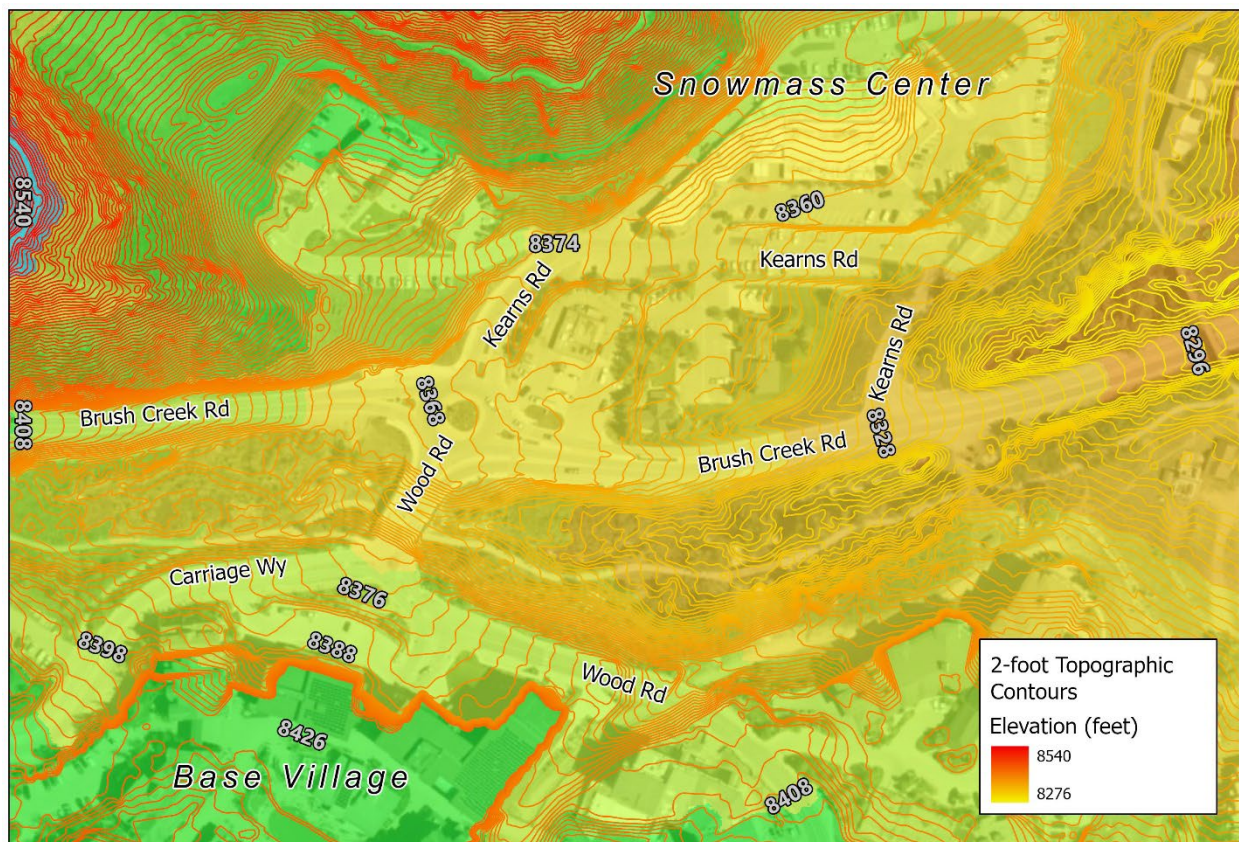


Elevation

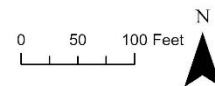
Snowmass Village sits at an elevation around 8,000 feet and features notable elevation changes not only in the ski areas, but in the town center as well.

The Base Village is the highest point in the study area, with an elevation of approximately 8,426 feet near One Snowmass. Snowmass Center sits at an approximate elevation of 8,360 feet, a difference of 66 feet. Between the two hubs, there are sizeable elevation gains and losses along Wood Road and Kearns Road that make connecting the two areas a challenge by foot. Figure 5 shows the change in elevation using Pitkin County 2-foot contours and Light Detection and Ranging (LiDAR) data.

Figure 5: Snowmass Village Elevation

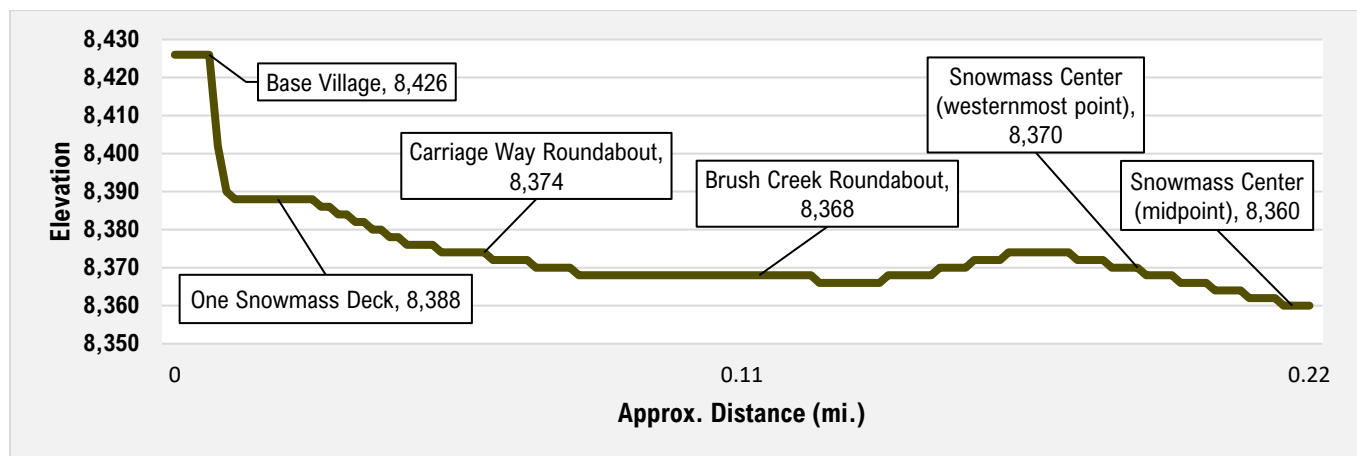


Snowmass Village Elevation
Town of Snowmass Connecting Village Nodes



Elevation change is most significant near the Base Village, with an elevation change of about 52 feet between the Base Village plaza and the Carriage Way and Wood Road roundabout. After a slight elevation loss to the Brush Creek Roundabout, pedestrians may follow the existing sidewalks on Kearns Road for a slight elevation gain, before arriving at the Snowmass Center, about 14 feet below the highest point on Kearns Road. Figure 6 documents the profile change in elevation using 2-foot minimum increments from the Base Village to the Brush Creek Road roundabout and to the Snowmass Center.

Figure 6: Elevation for Common Walking Path between Base Village and Snowmass Center



Pitkin County has published 2016 LiDAR data, most recently updated in 2023, which provides details on elevations and topography throughout the County. In addition to elevation, LiDAR can be used to measure slope and model hillshade, an especially important feature in mountain communities. Pitkin County LiDAR data was used to create oblique angle elevation maps to provide a sense of elevation variability between Snowmass Center and the Base Village. Areas in blue are lower elevation, while areas in yellow and red feature the greatest elevations in the area. LiDAR visualization obliques are presented in Figures 7 and 8 below.

Figure 7: Pitkin County LiDAR West-facing Oblique Rendering

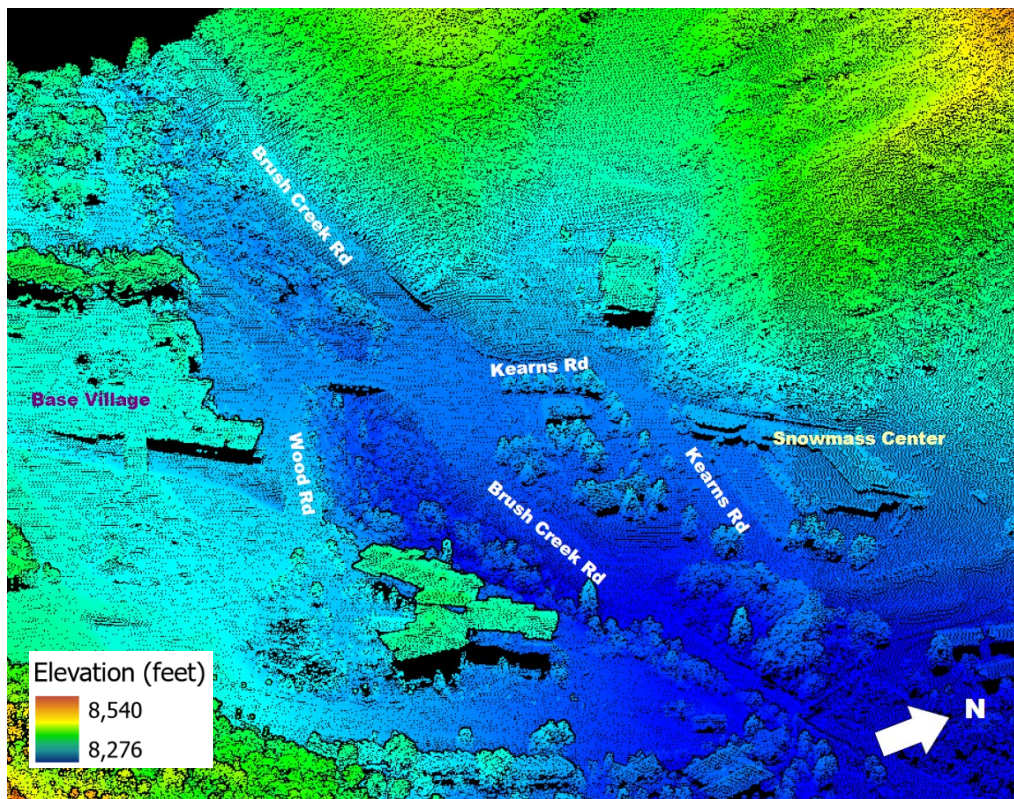
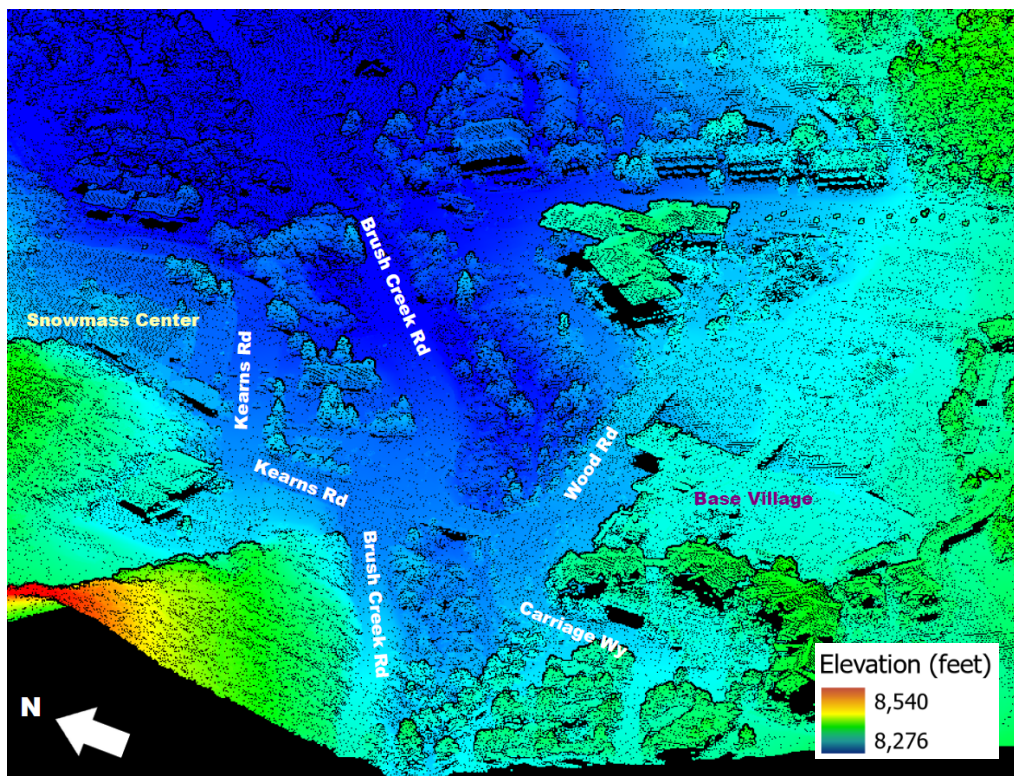


Figure 8: Pitkin County LiDAR East-facing Oblique Rendering



Previous Town of Snowmass Village Plans

The following recent documents summarize previous planning documents in the study area:

Town of Snowmass Village, Colorado Comprehensive Plan (December 2018)

The Snowmass Village Comprehensive Plan (Comprehensive Plan) was adopted in 2018 with a vision to preserve the small-town character of Snowmass Village while addressing development in a way that provides, protects, and improves upon the high quality of life of all residents. The Comprehensive Plan developed a set of guiding principles and a framework for strategic initiatives with associated goals and objectives.

One of the seven guiding principles identified in the Comprehensive Plan is **Connected**, which aims to support a safe, reliable, and innovative transportation system that balances all modes of transportation (walking, biking, transit, and motor vehicles) in all weather conditions. The **Connected** principle enables the transportation system to offer strong linkages between neighborhoods, nodes, and valley-wide communities.



The Comprehensive Plan establishes areas of targeted development as well as areas for natural environment conservation. In the Comprehensive Plan, both Snowmass Center and the West (Base) Village were identified as **Village Core Areas**, or areas where additional growth and redevelopment within Snowmass Village is most desirable. The description offers that some areas, such as Snowmass Center, were developed in a conventional, auto-oriented development pattern. All new developments and redevelopment within the **Village Core Areas** should meet the local goal of achieving more walkable and bikeable corridors and improved connectivity.

In addition to being listed as being within the Village Core Areas, Snowmass Center and the West (Base) Village were also selected as two among three total comprehensive planned areas (CPAs) in Snowmass Village, or areas that needed further visioning and master planning in greater detail. Identification of CPAs allowed the public to encourage creative long-range development. Some elements included discussion on connectivity, highlighted below for each of the two nodes.

Snowmass Center

- Connect to the Base Village area by a pedestrian bridge, aerial conveyance, or other method to facilitate interconnection between the Center and the West (Base) Village
- Incorporate a pedestrian friendly space that fosters year-round activity

- Reinforce a well-designed and interconnected system of narrow streets that accommodate slow vehicular traffic
- Ensure redevelopment incorporates seamless transit with safe and pleasant pedestrian connections

West (Base) Village

- As the hub of the public transit system, increase transit-oriented development with improved RFTA and Snowmass Shuttle facilities, including a new Transportation Center
- Improve the multi-modal connections between the Base Village and the Snowmass Center
- Encourage the enhancement of Benedict Trail including better access, signage, landscaping, and safety elements to provide a viable pedestrian connection to and from the Base Village

These planning considerations culminated in the development of Strategic Initiatives. One of these initiatives was **Goal C: Promote Transportation Choice & Mobility**. The goal recognizes topography as a barrier to maximize mobility on peak days, though acknowledges that significant improvements can be made.

Goal C.1 Prioritize Walking, Biking, and Safety Improvements & C.3 Connect Base Village to the Snowmass Center, noted to further study a better connection between Base Village and Snowmass Center as a critical next step. The objectives mentioned directness and highlighted the potential for a bridge or aerial conveyance to encourage residents, visitors, and employees to walk rather than drive in Town. The Comprehensive Plan also called for improving wayfinding for all modes of transportation.

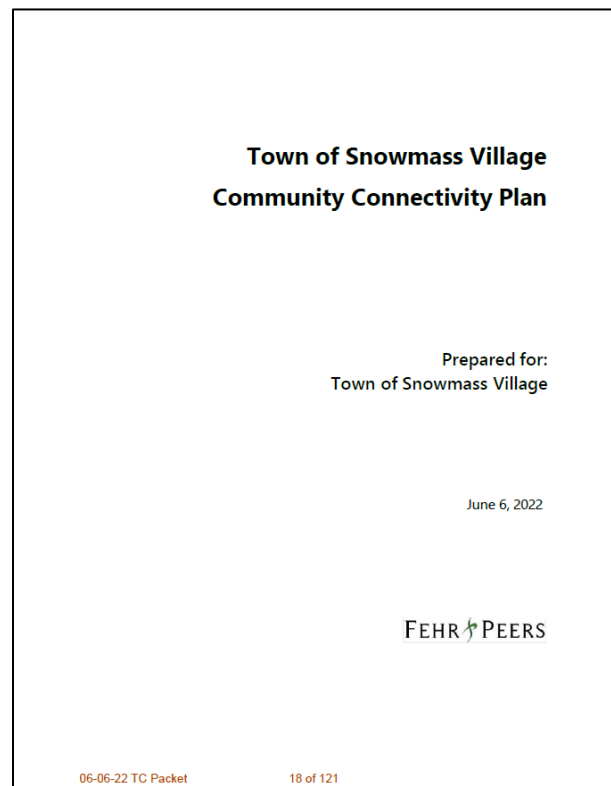
Another initiative focused on public art. **Goal D.2** called to integrate civic art to highlight Snowmass Village's unique character and omnipresence of the stunning natural environment. The plan also called for working with the Snowmass Village Advisory Board (SVAB) and the local artist community to commission art pieces and choose specific locations in the town center.

Town of Snowmass Village Community Connectivity Plan (June 2022)

The Town of Snowmass Village Community Connectivity Plan (CCP), approved in June 2022, aims to connect the three commercial nodes of Snowmass Center, the Base Village, and the Snowmass Mall creatively and effectively.

The CCP effort was first developed in 2016 to recommend strategies and projects to improve overall connectivity and safety to key destinations within the Town for people biking, walking, and taking transit. The 2016 CCP was never adopted, though was reintroduced in 2021 after the Town Council adopted a new Council Goal Statement on Safety, Connectivity, Transit, and Public Art.

Many goals in the CCP relate to this Village Nodes Connectivity Study, including:



- **Goal 1:** People of all ages and fitness levels feel safe utilizing walkways, bikeways, and trails that intuitively connect residential areas to key destinations
- **Goal 3:** Pedestrian Crossings of Town roadways are safe and comfortable, including Brush Creek Road
- **Goals 5:** The Snowmass Center, Base Village, and the Snowmass Mall be connected such as the Sky Cab Gondola (Skittles) and other walkways that are convenient and intuitive and that contribute positively to a great visitor experience and economic vitality.
- **Goal 6:** Now that Snowmass Center and Base Village have had their connection improved via on-grade crossings, exploring the feasibility of additional connection opportunities, such as gondola, pedestrian bridge, or other conveyance needs to be the top priority.
- **Goal 11:** Context-based design solutions provide safe and dignified pedestrian and bicyclist connections which lessen the demand for auto travel and parking need, thus preserving the natural environment.

In 2016, the CCP identified the Brush Creek intersection with Upper Kearns Road/ Wood Road as a location facing significant pedestrian crossing concerns. A roundabout was constructed in response to these conflict points to address traffic congestion and pedestrian crossing concerns. Because it was addressed at this time, further discussion of this conflict point was removed from the Project Prioritization & Action Plan.

The CCP identified 15 trail and walkway projects based on an analysis of key destinations and existing walkways, community feedback and Town staff engagement. Some of these projects addressed the connection from the Base Village to Snowmass Center, including:

- Walkway #7: Upper Kearns Road from Snowmass Center to Base Village Plaza on the west side (marked as completed in the CCP, though does not exist on the north side of Upper Kearns Road between Town Hall and Snowmass Center). The east side is to be completed with the Snowmass Center project.
- Walkway #6 & 8: Along Brush Creek Road from Divide Road to Faraway Road to connect the main street to employee housing and residential areas.
- #14 Staircase/ Elevator/ Escalator/ and other Options: An exterior vertical connection between the One Snowmass Parking Lot and the Base Village Plaza.

Walkways 6, 7, and 8 are identified in the first priority tier of projects.

In terms of connectivity options from Snowmass Center to the Base Village, the CCP offered recommendations on feasibility and approach. The CCP said the feasibility and approach plan should include conceptual designs for gondola alternatives and walkway alternatives to the Base Village from the Snowmass Center. Recommended stakeholders included the Aspen Ski Company, business stakeholders from Snowmass Mall and Snowmass Center, as well as stakeholders from nearby condominium properties.

The Town Council's Goal Statement called for solutions that should include opportunities such as art walks and alpine gardens. The plan notes to provide public art in key places that will make the first and last mile more interesting for users.

Snowmass Village Connections (June 2003)

The Snowmass Village Connections study provided a comparison of options, alignments, and cost information on feasible means to connect the three commercial areas of the Town. Several means of travel were considered for the connection, including gondolas, shuttles, and pedestrian bridges. Aerial alignments options were also studied.

The goals of the study were to:

- enhance mobility and reduce traffic impacts
- Provide needed transportation capacity
- Maintain environmental and architectural sensitivity
- Provide the greatest access for pedestrians
- Meet capital cost constraints

The five most notable transit alternatives were:

- Shuttle Bus
- Circulating Gondola
- Pulsed Gondola
- Cable Liner Shuttle
- Pedestrian Bridge

The cable liner shuttle met most objectives of the study but had the greatest cost, at \$15 to \$20 million per mile (USD 2003). A shuttle bus was shown as heavily beneficial at a more reasonable cost (\$70,000 to \$185,000 per bus, USD 2003), but is subject to roadway congestion. A pedestrian bridge was considered effective and was estimated to have a cost of \$1.2 million (USD 2003). The conceptualized pedestrian bridge was a 1,000-foot long prefabricated steel frame bridge with a 12-foot-wide concrete deck. The proposed bridge path was a dogleg, featuring a 3.5% grade decline from Snowmass Center to the roundabout, followed by a 5.5% grade incline from the roundabout to the Base Village. Figure 9 shows the conceptualized pedestrian bridge pathway from the Base Village to the Snowmass Center in teal, about 16 feet to 26 feet above the ground.

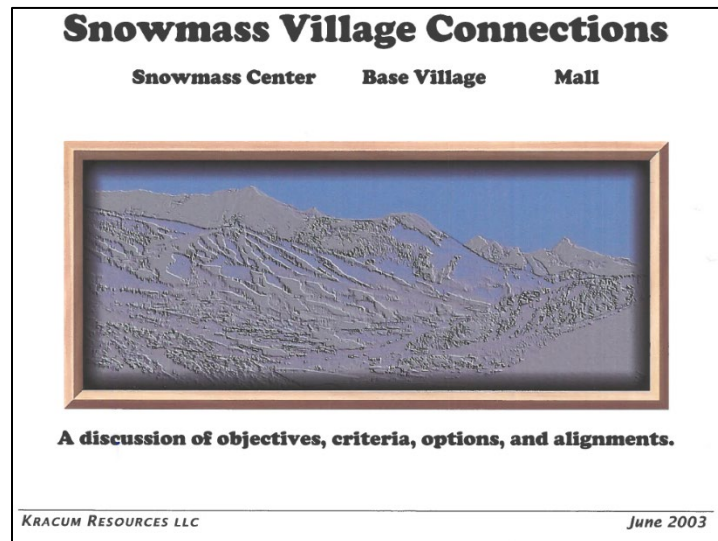
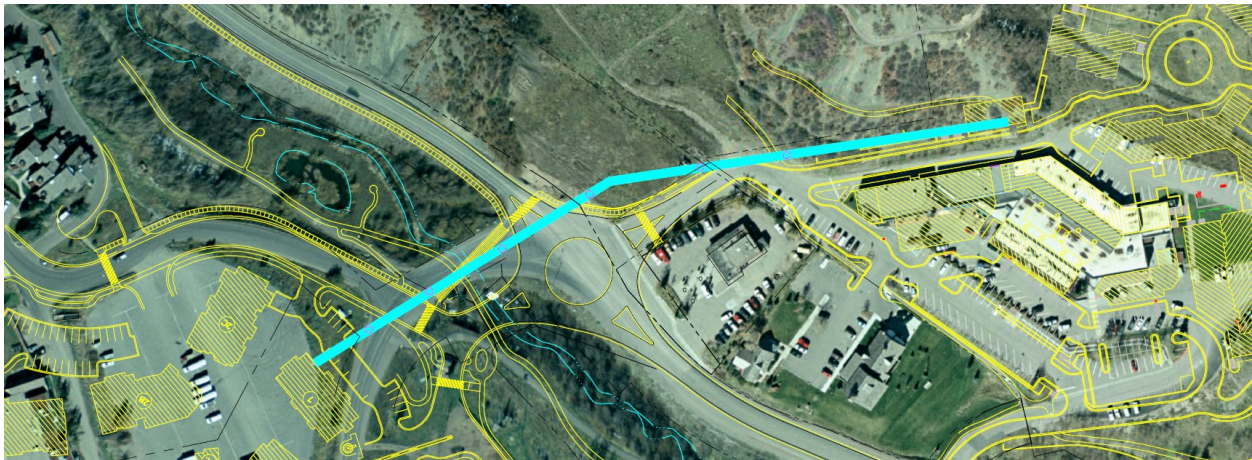
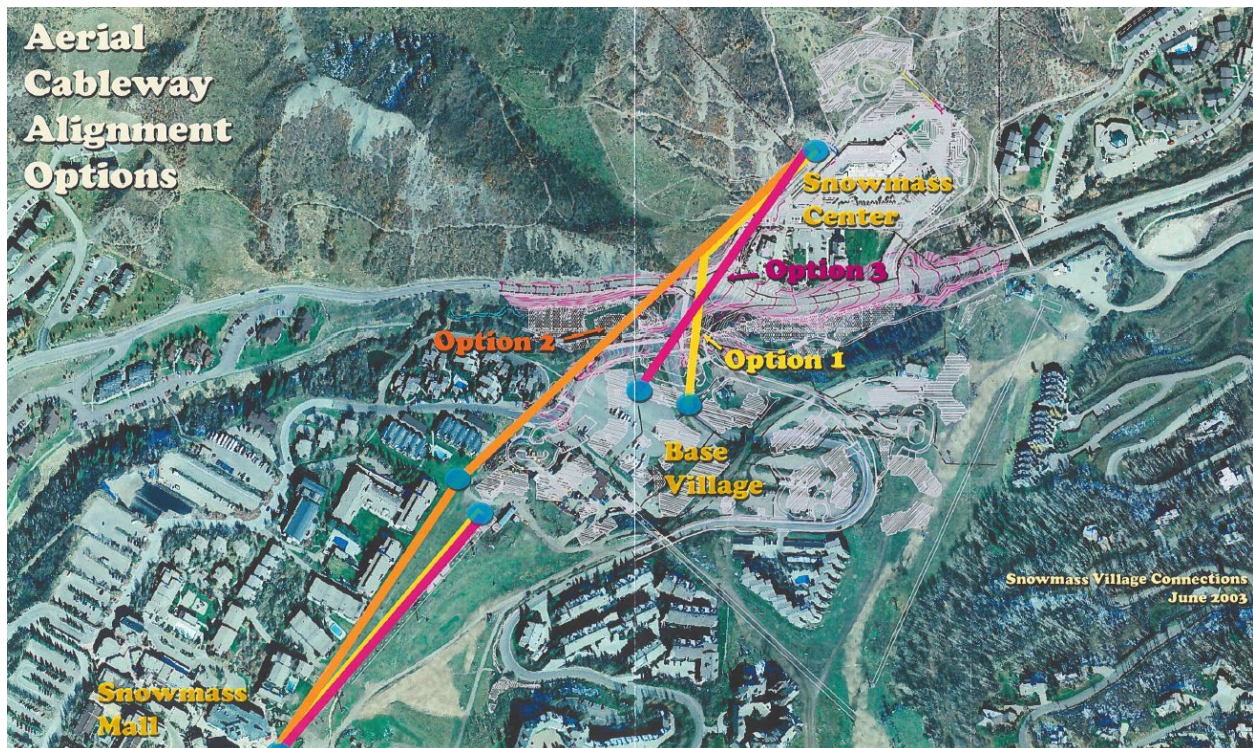


Figure 9: Conceptualized Pedestrian Bridge Pathway from Snowmass Connections Study



Three alignment options were proposed, as shown in Figure 10 below. Though the pedestrian bridge alignment was developed in the “Option 1” alignment, Option 3 was identified as the most favorable regardless of conveyance. The leading conveyance method for Option 3 is described as two separate gondola systems linking the three commercial areas of the Village, with a 600-foot walk between terminal stations in Base Village. Option 3, highlighted in pink/red, is shown here:

Figure 10: Aerial Cableway Alignment Options from the Snowmass Village Connections Study (2003)



Recent Traffic Counts at Brush Creek Road/ Kearns Road/ Wood Road

The Town of Snowmass Village recently conducted peak hour traffic counts at Brush Creek Road at the roundabout intersection with Kearns Road and Wood Road. The roundabout has five legs, including Brush Creek Road to the east and west, Kearns Road to the north, Wood Road to the south, and the gas station driveway to the northeast. The three recent peak hour count dates were conducted on:

- Saturday, February 19, 2022 (Presidents Day Weekend)
- Friday, July 8, 2022 (Weekend after 4th of July)
- Saturday, February 18, 2023 (Presidents Day Weekend)

Pedestrian counts were also collected at all five legs for the 24-hour period. The counts also considered average daily traffic (ADT) by using a factor of 10% to account for the percent of peak hour traffic in relation to ADT. Vehicle classes were also studied during the count. A summary of counts is below:

Table 1: Recent Traffic Counts at Brush Creek Road/ Kearns Road/ Wood Road

Count Date	Day	AM Peak Traffic Volume	AM Peak Hour	PM Peak Traffic Hour	PM Peak Hour	ADT (Proj.)	Pedestrian Volume AM Peak Hour	Pedestrian Volume PM Peak Hour
Feb 19 2022	Saturday	1,205	9 – 10	1,458	3:15 – 4:15	13,315	113	90
Jul 8 2022	Friday	1,030	8:45 – 9:45	1,258	3:30 – 4:30	11,440	40	27
Feb 18 2023	Saturday	1,131	8:30 – 9:30	1,419	3:30 – 4:30	12,750	73	72

Source: Town of Snowmass Village

Recent count data shows that PM peak period traffic is greater than AM peak period traffic. The peak AM hour is generally around 9AM, whereas the PM peak hour occurs at approximately 4PM. The intersection sees significant traffic volume every day, with over at least 11,000 vehicles in a 24-hour period.

The greatest directional vehicle movements at the Brush Creek Road intersection were left turns from Brush Creek Road to Wood Road, and right turns from Wood Road to Brush Creek Road. Other movements that saw high volumes include through movements eastbound and westbound on Brush Creek Road.

Pedestrian movements at this intersection were most common on the west leg of Brush Creek Road. Inverse to vehicle counts, ped volumes were generally higher on the AM peak compared to the PM peak. At the southern Wood Road leg of the roundabout, only 4 total pedestrian crossings were recorded on either the AM or PM peak for all three of the count days, with all 4 crossings occurring on the July 8, 2022 count date. This may be attributed to user preference to cross at the Wood Road/ Carriage Way roundabout instead of at the crosswalk bisecting the Wood Road bridge. Either crosswalk provides access to the Brush Creek Road + Wood Road downhill transit stop (east of Wood Road).

Local Transit Ridership

The Town of Snowmass Village is a strong transit community, featuring significant ridership to and from the town center. The study area is served by two transit providers. The Roaring Fork Transportation Authority (RFTA) provides connections between the Town and other communities in the Roaring Fork Valley. The Snowmass Village Shuttle is operated by the Town and is focused on serving trips within the Town boundary. The Snowmass Village Shuttle acts as a first/last mile connection to the regional RFTA service.

Roaring Fork Transportation Authority

RFTA provides transit service within the study area on two routes, both of which follow the same route and serve the same stops in the town center. These routes are the RFTA Snowmass-Aspen Route and RFTA Snowmass-Valley Route. With these routes, RFTA provides regional transit service to the Town of Snowmass Village to and from Brush Creek Park and Ride, east on SH 82 to Aspen, and west on SH 82 as far as Rifle. The routes enter the Town in the westbound (uphill) direction on Brush Creek Road, continuing straight through the Kearns Road/ Wood Road roundabout. The routes then connect to Snowmass Mall and loop around on Carriage Way before returning to Brush Creek Road in the east/ downhill direction.

Both routes share three bus stops in the study area, two of which are located on Brush Creek Road, and the third located at the Base Village, on the lower (underground) level. The RFTA names of the stops are:

- Base Village
- Brush Creek Road + Wood Road Uphill (west of Wood Road)
- Brush Creek Road + Wood Road Downhill (east of Wood Road)

Town of Snowmass Village Shuttle

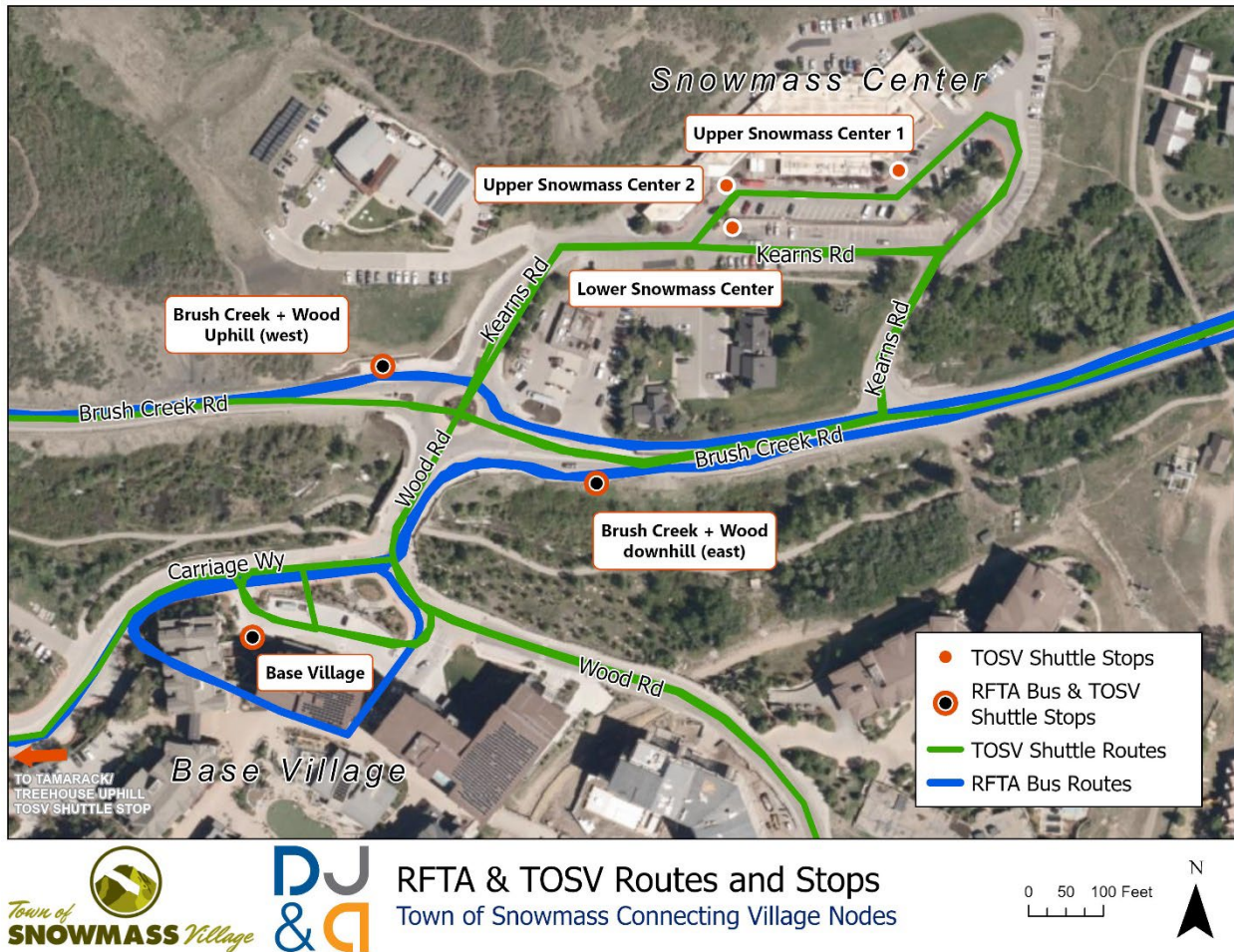
The Snowmass Village Shuttle is a local transit service that operates within the town boundary. The Shuttle has seven (7) fixed routes and an on-demand service (Route 22). All seven fixed routes pass through the town center either on Brush Creek Road or via the Base Village.

Among all seven routes, the Shuttle makes stops at 6 locations in the study area as follows:

- Base Village (1 stop, both uphill and downhill directions)
- Upper Snowmass Center 1 (uphill direction only)
- Upper Snowmass Center 2 (uphill direction only)
- Lower Snowmass Center (downhill direction only)
- Brush Creek + Wood Road Uphill (west of Wood Road)
- Brush Creek + Wood Road Downhill (east of Wood Road)

Just outside the study area, to the west on Carriage Way is the Tamarack/ Treehouse TOSV Shuttle Stop (uphill), which is also a widely used stop, primarily by employees to access the Base Village. Figure 11 shows the location of RFTA and Snowmass Village Shuttle stops and routes in the immediate project area.

Figure 11: RFTA & TOSV Shuttle Routes and Stops



RFTA Ridership Data

RFTA data for boardings and alightings are presented as average daily boardings with monthly totals for the three bus stops, regardless of route. Route data was consolidated to focus on the transit users' origin and destination. Data is presented monthly from January 2023 to February 2024. RFTA does not service many its routes for short periods during the low season in the spring and fall, so therefore October and May 2023 data is limited and omitted from Table 2. Table 2 shows the Snowmass Village Town Center RFTA boardings and alightings from January 2023 to February 2024.

Table 2: Snowmass Village Town Center RFTA Boardings and Alightings by Month

Stop Location		Base Village		Brush Creek + Wood (Uphill)		Brush Creek + Wood Road (Downhill)	
Year	Month	Avg. Daily Boardings	Avg. Daily Alightings	Avg. Daily Boardings	Avg. Daily Alightings	Avg. Daily Boardings	Avg. Daily Alightings
2024	February 2024	605	45	28	474	82	9
	January 2024	578	45	23	461	86	10
2023	December 2023	471	37	16	419	90	8
	November 2023	163	16	9	152	43	8
	October 2023	RFTA routes under contract are limited					
	September 2023	143	7	4	135	38	4
	August 2023	111	4	4	126	35	3
	July 2023	151	8	6	147	27	2
	June 2023	104	5	5	115	25	3
	May 2023	RFTA routes under contract are limited					
	April 2023	323	16	8	240	46	5
	March 2023	542	28	17	403	65	6
	February 2023	561	39	22	444	78	7
	January 2023	607	46	22	471	79	7
	Averages	363	25	14	299	58	6

Source: RFTA

RFTA data shows that a significant portion of transit users begin their day by alighting at the Brush Creek + Wood Uphill (west) bus stop to access either the Base Village or the Snowmass Center, with on average just under 299 alightings per day. Average daily boardings at this stop are much less frequent (14), as another significant portion of transit users board from the Base Village bus stop (363 daily boardings) to leave the town center at the end of their day.

A smaller portion of users board (56 daily) and alight (6 daily) at the Brush Creek + Wood Downhill (east) bus stop.

RFTA data by month provides insight into transit patterns throughout the year. The highest-use seasons are winter months, especially January and February, seeing over 1,150 boardings and alightings in these three stops alone. The months with the lowest transit utilization are September and August with about 330 boardings and alightings a day, about 70% fewer daily users.

TOSV Shuttle Ridership Data

TOSV Shuttle data for boardings are presented as average daily boardings by weekly totals for two groupings of the six study area bus stops, regardless of route. Route data was consolidated to focus on the transit users' origin and destination. Data is presented for two selected weekly (7-day) periods, including:

- The week of Monday, December 25th, 2023, through Sunday December 31st, 2023

- The week of Saturday, July 1st, 2023, through Friday, July 7th, 2023

These two 7-day time periods were chosen to be representative of recent peak Shuttle ridership for both the winter and summer seasons, including Christmas for the winter period and 4th of July weekend for the summer period. Due to the nature of available data, bus stop boardings were consolidated into two general groups:

1. Base Village (1 stop, both uphill and downhill directions)
2. Snowmass Center (5 stops)
 - Upper Snowmass Center 1 (uphill direction only)
 - Upper Snowmass Center 2 (uphill direction only)
 - Lower Snowmass Center (downhill direction only)
 - Brush Creek + Wood Road Uphill (west of Wood Road)
 - Brush Creek + Wood Road Downhill (east of Wood Road)

Table 3 shows the Shuttle boardings for the winter and summer periods below, for both the inbound (uphill) and outbound (downhill directions).

Table 3: TOSV Village Shuttle Boardings by 2023 Peak Period

Stop Location	Base Village (1 stop)		Snowmass Center (5 combined stops)		Avg. Total Daily Boardings
Weekly Period	Uphill Avg. Daily Boardings	Downhill Avg. Daily Boardings	Uphill Avg. Daily Boardings	Downhill Avg. Daily Boardings	
Winter Peak Period	76	688	118	74	957
Summer Peak Period	11	43	32	22	108

Source: Town of Snowmass Village

Similar to the RFTA data, the Shuttle data shows a significant number of transit users (688 daily) board from the Base Village stop and take the shuttle in the downhill/ outbound direction. A lesser number of users (192 daily) board the Shuttle at any of the Snowmass Center shuttle stops, though data shows the more boarding occur in the uphill/ inbound direction.

Boardings are much more frequent during the winter peak period, in line with the RFTA data, with nearly 850 more daily boardings compared to the summer peak period.

Parking

Within the study area, there are four main parking areas, featuring a total capacity of approximately 525 spaces. Parking areas are located in Snowmass Center, the Base Village underground garage, the One Snowmass Deck, and the Treehouse Timed Parking area. There are no on-street parking facilities in the study area, though some parking is located parallel to drive aisles at the Snowmass Center, directly to the south and northwest.

Most parking capacity is located in the Base Village public parking underground garage, as well as the Snowmass Center upper and lower surface parking lots. Table 4 below shows the town center parking facilities, their capacity, and an occupancy count on Saturday, March 9th, 2024. Though a single occupancy count is not representative of peak times, the utilization figures provide insight on where residents and visitors prefer to park.

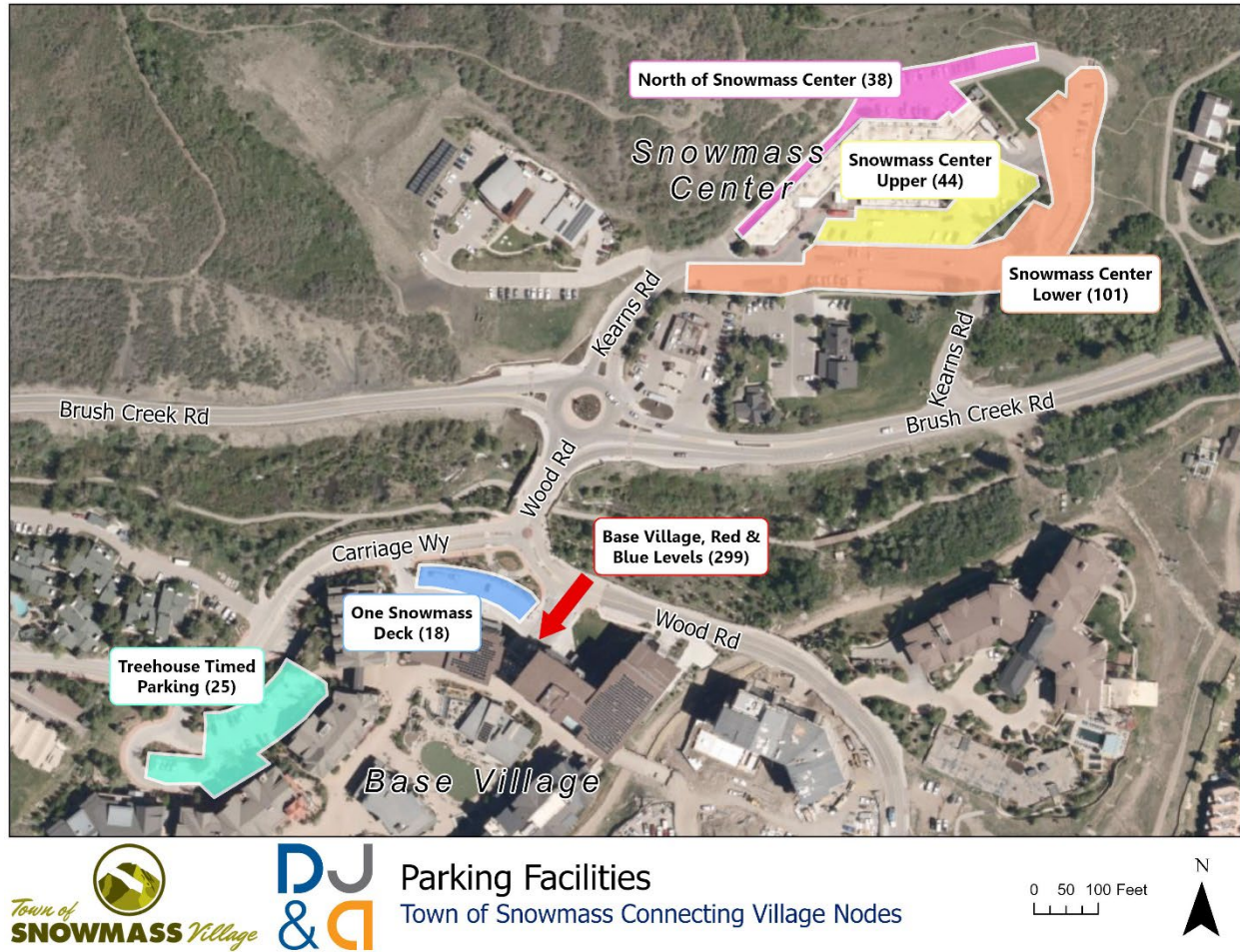
Table 4: Parking Facilities, Capacity, and Utilization

Parking Facility	Parking Capacity	Parking Utilization (March 9 th , 2024)
Snowmass Center Upper	44	58%
Snowmass Center Lower	101	65%
North of Snowmass Center	38	Not Counted
Base Village (Red Level)	49	100%
Base Village (Blue Level)	250	100%
One Snowmass Deck	18	78%
Treehouse Timed Parking	25	56%
Total	525	

Source: Town of Snowmass Village

Before the onset of COVID-19, the Town of Snowmass operated a valet program in the public parking underground garage. Though the valet program has not been in operation since 2020, the underground garage does have the capacity for 50 additional spaces not currently counted toward the existing number of spaces. Figure 12 shows the location of each of the seven parking facilities.

Figure 12: Parking Facilities



Easements

There are two approved transportation access easements within the study area, both located within the Base Village. These easements convey a limited right for the Town to implement public mobility and access improvements on private property. In the case of the Base Village, easements are in place for transportation access to and from the Base Village. Table 5 below briefly describes the two easements within the study area.

Table 5: Existing Easements

General Name	Effective Year	Owner/ Grantor	Receiver/ Grantee	Approximate Square Feet
Pedestrian Plaza	2011	Base Village Owner, LLC	Base Village Company, INC	135,726
Access Improvement	2023	SV Building 8 Development, LLC	Town of Snowmass Village	2,067

Source: Town of Snowmass Village

The purpose of the Pedestrian Plaza easement is to “provide the Village Company... and guests with non-exclusive pedestrian access on, over and through the Pedestrian Plaza and for functions such as sidewalk sales, street fairs, and other events.” Generally, this easement is for nearly all grounds of Platted Leg 1 of the Base Village planned unit development (PUD), with an extension east towards Wood Road.

The purpose the Access Improvement easement is for the “construction, installation, operation, maintenance, repair, use, and replacement of access improvements providing pedestrian access to the Base Village Plaza...”. Generally, this easement is for pedestrian access, connecting the Base Village to the One Snowmass Parking Deck, between One Snowmass to the east and the Capitol Peak Lodge. Though the existing approved pedestrian access is for a staircase, the easement description does not preclude other access-type improvements, such as an escalator, gondola, or bridge.

Foundations were installed for an aerial tram or gondola as part of Base Village development. These two foundations are still existing. One foundation is installed within the Access Improvement pedestrian easement, and the other is located just north of the sidewalk at the Carriage Way and Wood Road intersection.

Figure 13 shows the approximate locations of the two easements.

Figure 13: Existing Easements



Public Art

The Town of Snowmass Village celebrates public art and artistic opportunities. Through the development of this plan for improved pedestrian infrastructure connectivity, there is the opportunity to meet the Town's desire to integrate more public art, especially within the town center. The Town's Snowmass Arts Advisory Board provides public art direction and is an advocate for art initiatives. The Board developed the Snowmass Village Arts Trail [map](#), that identifies a self-guided walking tour of art installations in the Town. Within the study area vicinity, there are only two public art installations: *Columbian Mammoth Rack*, 2014 at the Snowmass Center and *Transparency*, 2010, located at the Snowmass Village Town Hall.

Figure 14: *Columbian Mammoth Rack* at the Snowmass Center



Figure 15: *Transparency* at the Snowmass Village Town Hall



Funding Identification

Depending on the recommendations that emerge from this planning effort, the Town may elect to pursue outside funding sources to assist with construction of the recommended improvements. In recent years with the passage of the Bipartisan Infrastructure Law and other Federal measures, there are numerous grant funding opportunities available to fund transportation projects.

Possible and preliminary grant funding opportunities are identified in Table 6 below. These funding opportunities will be analyzed and vetted for applicability in further detail during the alternatives development effort.

Table 6: Existing Transportation Project Grant Funding Opportunities

Program Name	Category	Brief Description
Bridge Investment Program	Bridges/ Culverts	Improve bridge condition, safety, efficiency, and reliability
Safe Streets for All (SS4A)	Transportation	Prevent roadways deaths and serious injuries
Advanced Transportation Technology and Innovation (ATTAIN)	Transportation/ Technology	Install and operate advanced transportation technologies
Bus and Bus Facilities Competitive Grants	Transit	Replace, rehabilitate, purchase or lease buses, equipment, and facilities
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Transportation	Surface transportation infrastructure projects with local impact
Reconnecting Communities and Neighborhoods Grant Program	Transportation	Advance community-centered connection transportation projects, improving access for daily needs
Rural Surface Transportation Grant Program	Transportation	Improve and expand surface transportation infrastructure in rural areas
Strengthening Mobility and Revolutionizing Transportation (SMART)	Transportation	Conduct demonstration projects focused on smart city or community technologies
Transportation Alternatives	Transportation	Provides funding for a variety of smaller-scale transportation projects
Transportation Infrastructure Finance and Innovation Act – Rural Project Initiative (TIFIA-RPI)	Transportation/ Transit	Improve transportation infrastructure in rural communities

Source: DJ&A

Conclusions

The review and analysis of baseline conditions and data for the study area allows our team to draw the following conclusions that will inform the development of draft project alternatives as part of Task 2.

Physical Environment

- Recent improvements to pedestrian connectivity in the study area provide tangible benefits for people walking between the two nodes and from the nodes to bus stops located along Brush Creek Road.
- While these pedestrian improvements are good, there remain significant mobility challenges in the study area related to wayfinding, elevation changes, and line-of-site awareness about the location of both nodes and the best pathway to travel.
- Elevation changes are the most challenging in the vicinity of the Base Village, but elevation changes around Snowmass Center and between both nodes and Brush Creek Road can discourage pedestrian and bicycle activity.

Transit

- There is significant use of transit services in the study area and the transit stops serving the study area and the two project nodes see a significant number of boardings and alightings.
- Connectivity and wayfinding between transit stops along Brush Creek Road and the two project nodes can be improved.

Traffic

- Brush Creek Road serves a high volume of traffic. While the roundabout installed at the intersection of Brush Creek Road/Kearn Road/Wood Road helps to calm traffic and provide pedestrians and bicyclists with safer street crossing opportunities, the high volume of traffic can discourage travel by walking and bicycling.

Elevation

- There are significant changes in elevation between the two nodes and in several locations these elevation changes are significant over a short travel distance. These elevation changes can discourage travel by walking and bicycling and can make implementation of specific improvements, including stairways and escalators, more difficult.

Easements

- The Access Improvement easement located within the Base Village to west of Snowmass One presents viable opportunities for the evaluation of several types of access improvements to provide better connectivity to the Base Village and address challenges associated with the elevation change in this area.
- The presence of existing foundations near the Base Village for a gondola or aerial cableway will be considered in the next task as we evaluate options for this mode of travel.



Connecting Village Nodes

Town of Snowmass Village
Town Council Meeting – April 8, 2024



Project Introduction

Connecting Village Nodes project aims to create seamless and effective multimodal connections between **Snowmass Center** and **Base Village**

Objectives and Vision

- **Project Objectives:**
 - Understand current travel behavior
 - Address challenges – grades, traffic, wayfinding
 - Identify multimodal connectivity solutions
- **Vision:**
 - A connected, vibrant, and accessible Snowmass Village

Project Schedule

Project Schedule
Monday, April 8, 2024

		February				March				April					May				June				July					
Task		5	12	19	26	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	29	
1	Gather Baseline Data (Percentage of Overall Effort: 11%)																											
1.1	Site Visit & Field Review																											
1.2	Mapping and Data Review																											
1.3	Research Existing Easements																											
2	Develop Project Alternatives (Percentage of Overall Effort: 68%)																											
2.1	Develop Design Alternatives																											
2.2	Engineering Review																											
2.3	Prepare Illustrated Plan/Select Preferred Alternative																											
2.4	Develop Conceptual Cost Estimates																											
3	Public Engagement/Alternatives Selection (Percentage of Overall Effort: 12%)																											
3.2	Stakeholder Meetings																											
3.4	Town Council Meetings																											
4	Project Management (Percentage of Overall Effort: 9%)																											
4.1	Kick-Off Meeting																											
4.2	Bi-Weekly Status Meetings																											

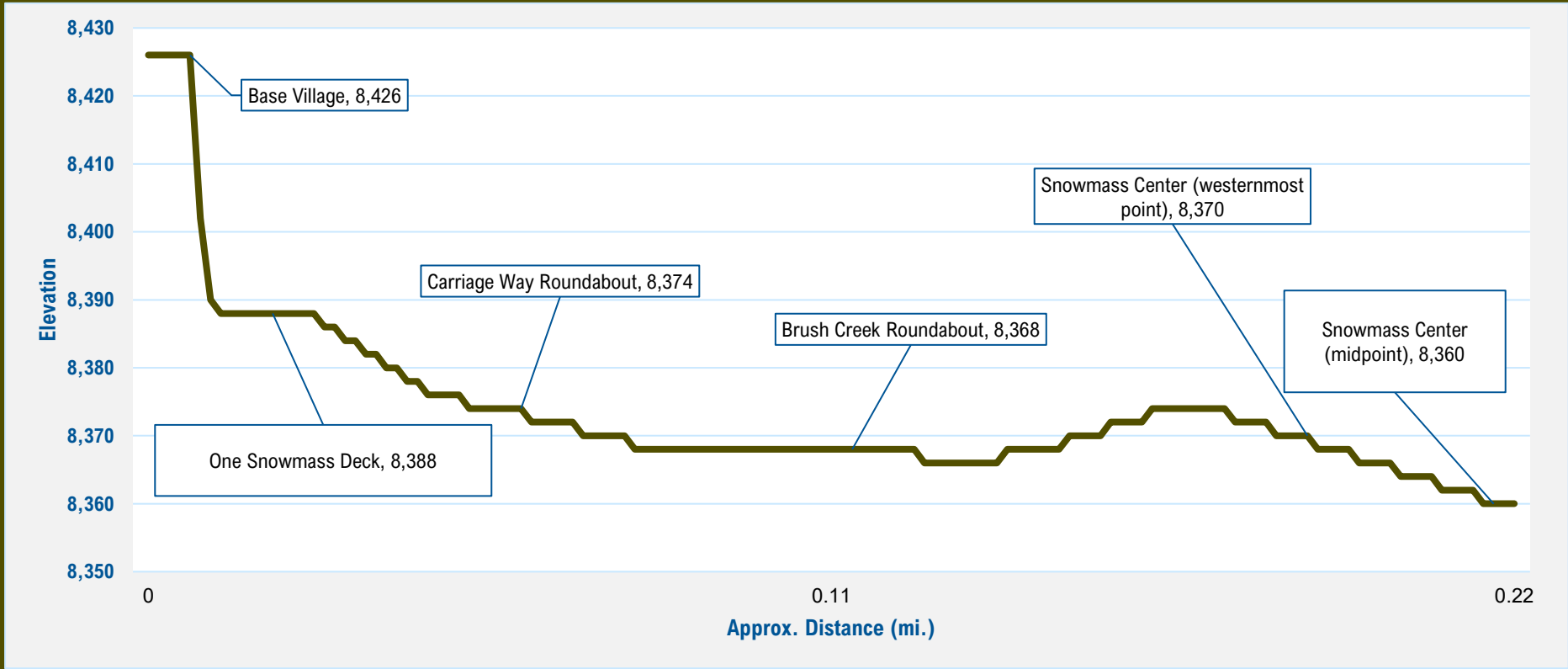
Legend

Work Effort	
Town Review	
Meeting	

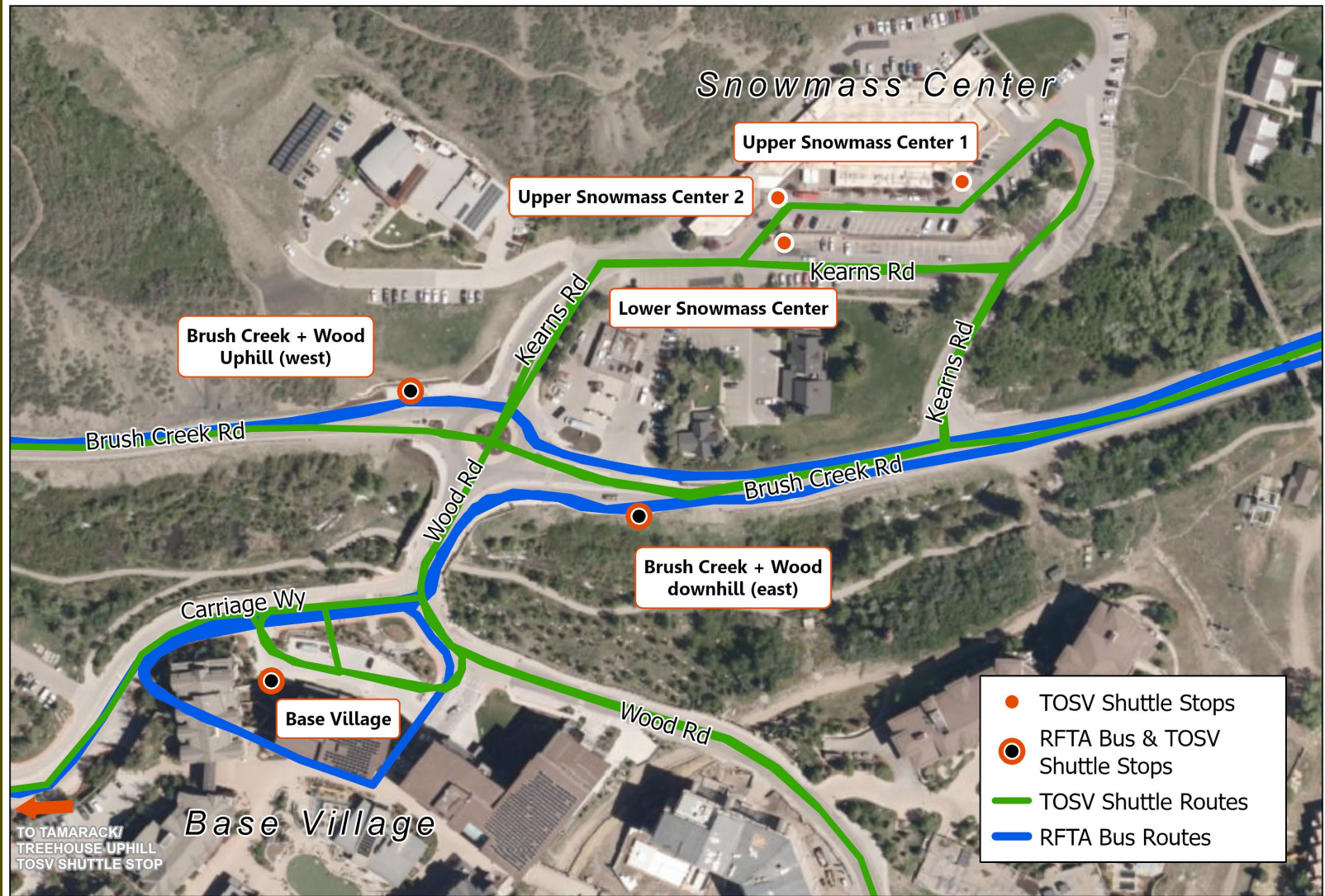
Existing Conditions – Study Area



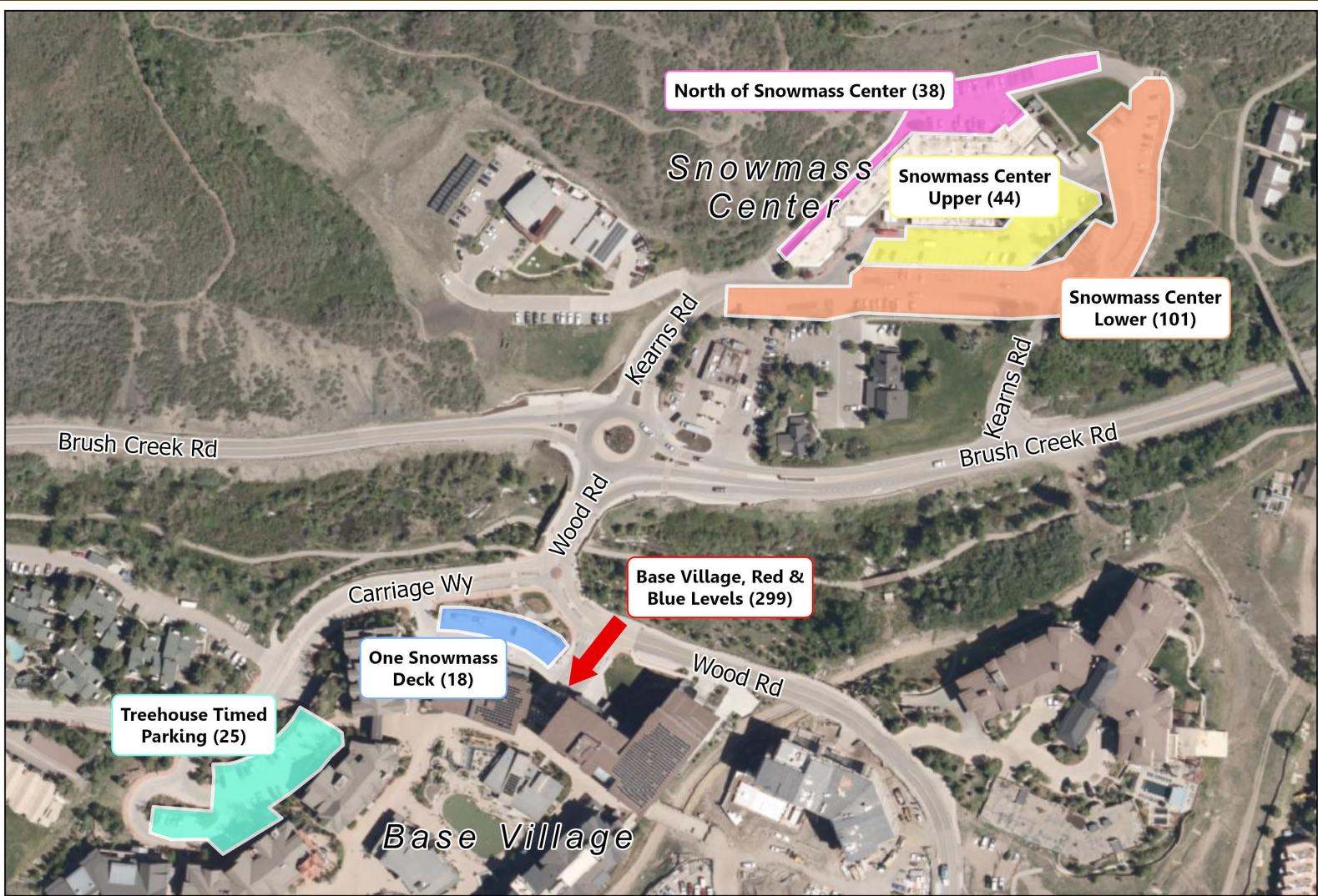
Existing Conditions - Elevation



Existing Conditions - Transit



Existing Conditions - Parking



Existing Conditions - Easements



Project Alternatives

- **Design Goals:**

- Maximize pedestrian experience
- Decrease traffic congestion
- Promote multimodal travel
- Integrated wayfinding and placemaking
- Inviting public spaces

Upcoming Work Efforts

- **Develop Alternatives**
- **Evaluate Alternatives**
- **Stakeholder Meetings**
- **Identify Preferred Alternative**

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

April 8, 2024

AGENDA ITEM:

Discussion and Consideration of the Mall Transit Center Project

PRESENTED BY:

Sam Guarino, Transportation Director
Clint Kinney, Town Manager

BACKGROUND:

The 2022 Mall Transit Center Project was withdrawn for consideration in April of 2023. In June 2023, the Town Council directed staff to develop a proposal for a simple and cost-effective solution(s) at both the RFTA Depot and Daly Lane Village Shuttle Depot. These incremental alternative solutions were to have lower construction impact and lower cost than the proposed 2022 Project.

Council reviewed a proposed incremental improvements on February 5, 2024. Following that review, on March 11th, 2024, the Town Council discussed a revised set of design criteria for future transit solutions at the Snowmass Mall. As part of that discussion, Council then directed staff to obtain an estimate of cost and time frame to once again study/analyze 2-3 design ideas for a revised larger scale transit project.

Since the March 11th meeting, Councilor Fridstein provided staff with a series of potential designs for a larger scale Transit Center solution (as opposed to an incremental solution). Staff had a turning radius study done on these drawings which is included in the packet. More study would be needed to design a workable platform if the Council wanted to, once again, pursue a larger scale solution. That stated, the initial study showed that the proposed deck would need to increase in size to accommodate RFTA and the Village Shuttle operations.

Staff is looking for direction on the next step for a Mall Transit Center Project. There are two categories of options with many variations. The large categories of options include:

- Direct Staff to continue pursuing the incremental improvement option at the Mall. This would keep the Village Shuttle and RFTA depots separated but would have a short construction duration for any improvements.
- Direct Staff to further investigate a larger-scale transit project at the end of the Mall. Councilor Fridstein's proposal is a two-level project with RFTA services on the top (Mall) level and Village Shuttle services a level below that. It is expected that this

“stacked” solution would require a smaller deck area than the 2022 Plan; although the initial turning movement analysis shows that the proposed deck would likely need to expand approximately 10 feet to the north and 12 feet to the west. Further analysis would be needed regarding Carriage way and impacts on parking.

FINANCIAL IMPACT:

Financial impacts would vary greatly depending on council direction.

- Analyzing the feasibility of 2-3 new plans from scratch and providing potentially workable options with cost estimates would require an estimated \$90k and would take approximately 5-6 months. This was the initial Council direction/guidance from the March 11 meeting.
- Analyzing a single design, like submitted by Councilor Fridstein, would be considerably cheaper and faster. Depending on the level of detail and design, this analysis could be completed in the \$15,000 range.
- Continuing to analyze and design the incremental improvements at the RFTA Depot would be within the current feasibility study contract.

COUNCIL OPTIONS:

1. Direct staff to continue examining the feasibility and design of the incremental transit improvements at the mall.
2. Direct staff to examine the feasibility of a larger combined transit center project at the mall.
3. Direct staff to end examination of any transit improvement project at the mall for the time being.

STAFF RECOMMENDATION:

It is the recommendation of Town Staff, that the Council, by motion,

Direct staff to continue the design of the incremental transit improvements at the RFTA Mall Transit Depot.

The RFTA Mall Transit Depot is long overdue for improvements and the incremental approach would provide the town the ability to expand capacity and improve rider experience in a timely manner within the current budget, while still allowing for further improvements at a future time. The Village Shuttle /Daly Lane Depot needs more study. Its future re-design should have further coordination with the potential redevelopment of the adjacent building(s) on the Mall.

ATTACHMENTS:

1. 2024 Mall Transit Design Criteria
2. 2024 Incremental Improvements
3. TOSV Design Concepts – SEH Review
4. Revised Drawings All Plans

- **Transit Operations**

- 4 independent RFTA bays 1 RFTA staging bay.
- 6 independent TOSV bays 2 TOSV staging bays.
- Exterior loading/unloading (counterclockwise movement).
- Safe turning movements(ideally without snowmelt) (no backing up necessary).
- Separation from car/lodging traffic.
- Improve connections between TOSV and RFTA services.
- Driver break area
- Consider Transit operations office space (not essential)
- Snow storage
- Consider non-RFTA and TOSV bus use and possible expansion of service (Large events, school bus pick-up/drop-off, etc.)

- **Pedestrians**

- Improve safety/access from timed parking and skier pick-up/drop-off currently in lot 6. (consider a new location?)
- Improve ADA access to the mall.
- Limit pedestrian and vehicle conflicts as much as possible. Pedestrians have priority over cars and buses.
- Regrade mall to the same level as the transit plaza.
- Provide snow melted walkways.
- Provide space for bikeshare facilities and bike access to the mall

- **Arrival Experience**

- Provide public facilities including restrooms and a guest services space.
- Ensure that the arrival experience for both local and regional services is as welcoming, comfortable, and seamless as possible.
- Improve wayfinding both between the bus services and the attractions along the mall.
- Ensure adequate setbacks/landscaping around the facility.
- Provide an open, welcoming, and visually appealing experience.

- **Parking**

- Ensure no net loss of parking if possible
- Improve kiss & ride and timed parking access

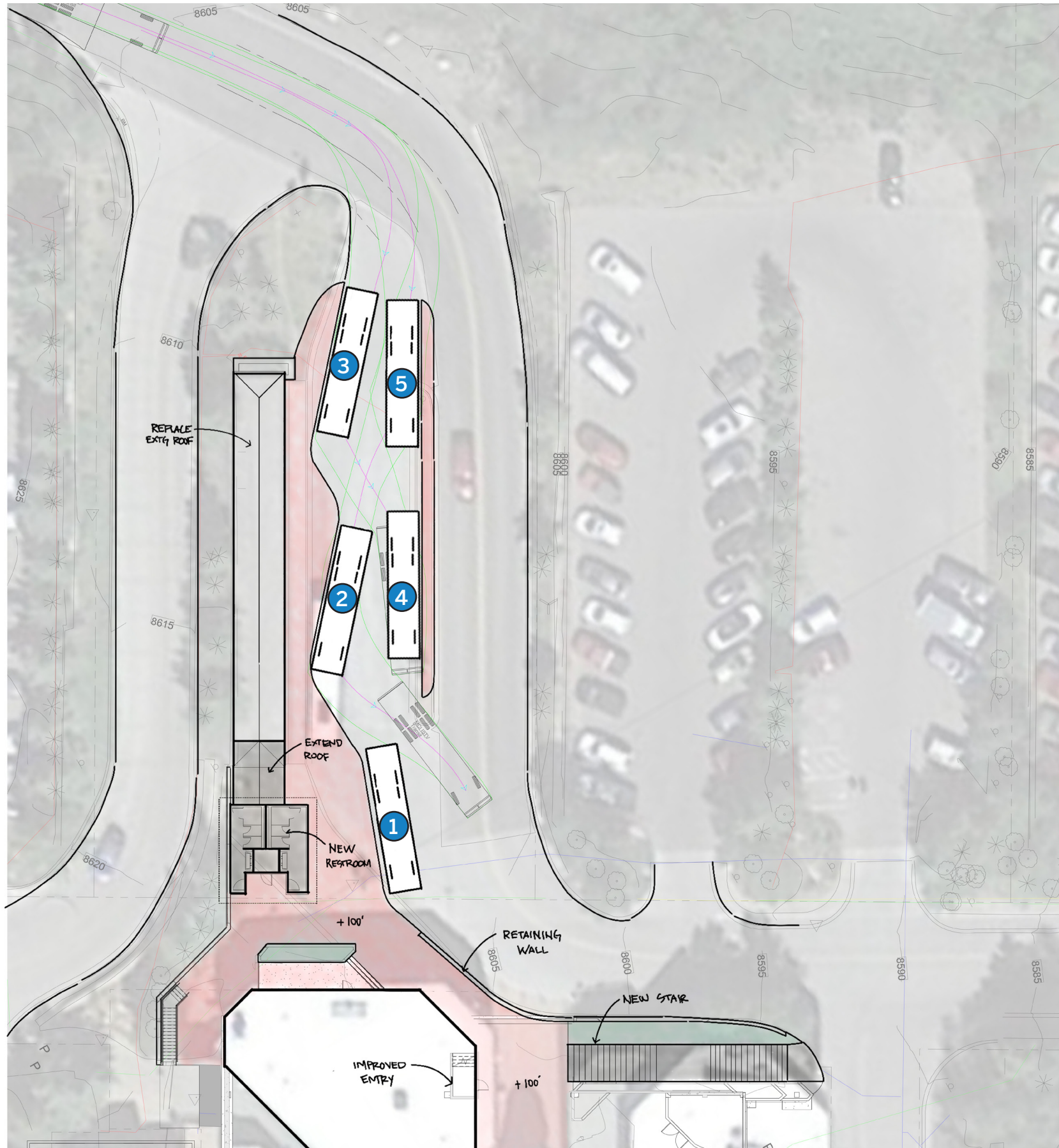
- **Structure/Roadway**

- Hold close to existing ridgelines and minimize retaining walls.
- Ensure landscaping with local vegetation is maximized.
- Materials used should match local aesthetics.
- Ensure turning movements around structure are safe/adequate for buses and large delivery vehicles.
- Do not extend a new carriage way any further than is necessary to meet other design criteria (attempt to align with Daly Lane).
- Ensure that the project is consistent with the Town's Comprehensive Plan's framework of "Just Big Enough".

- **Construction**

- Avoid any shutdowns on Carriage Way, Daly Lane, or to the end of the mall
- Keep construction duration and disturbance as short as possible.

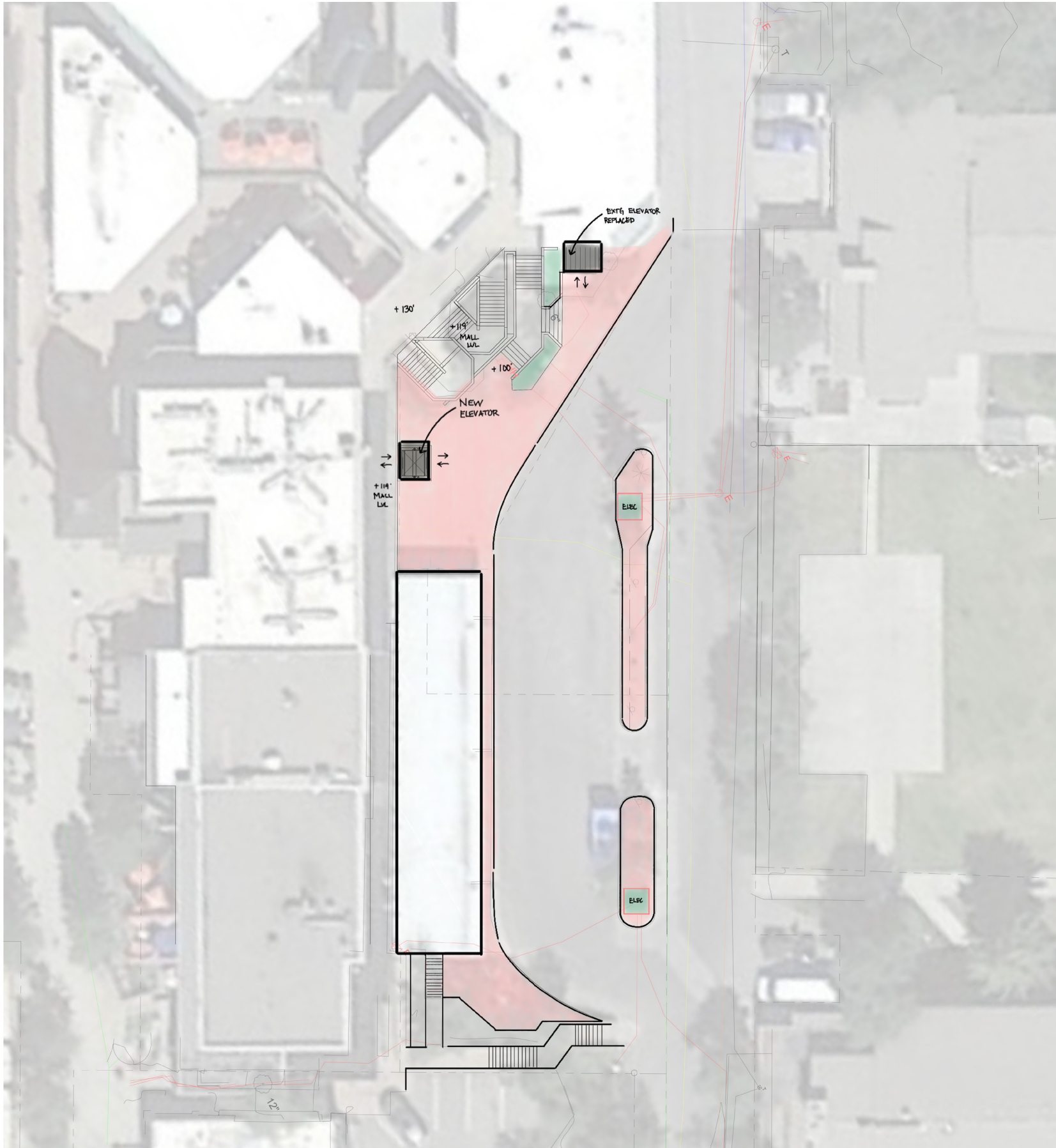
- Take construction schedule into account as early as possible.
 - Align construction with redevelopment of the Mall.
 - Avoid disruption to existing transit services to the extent possible.
- **Financial**
 - Keep program as close as possible to the 2022 project in an effort to keep FTA funding for that project.
 - Continue to explore grant funding opportunities. (Will be difficult to secure prior to significant completion of design).
- **Other Considerations**
 - Secure early and ongoing support from the mall business community as well as the community at large.
 - Expand passenger waiting areas.
 - Minimize snow melting to the extent possible.



RFTA TRANSIT

CONCEPT PLAN

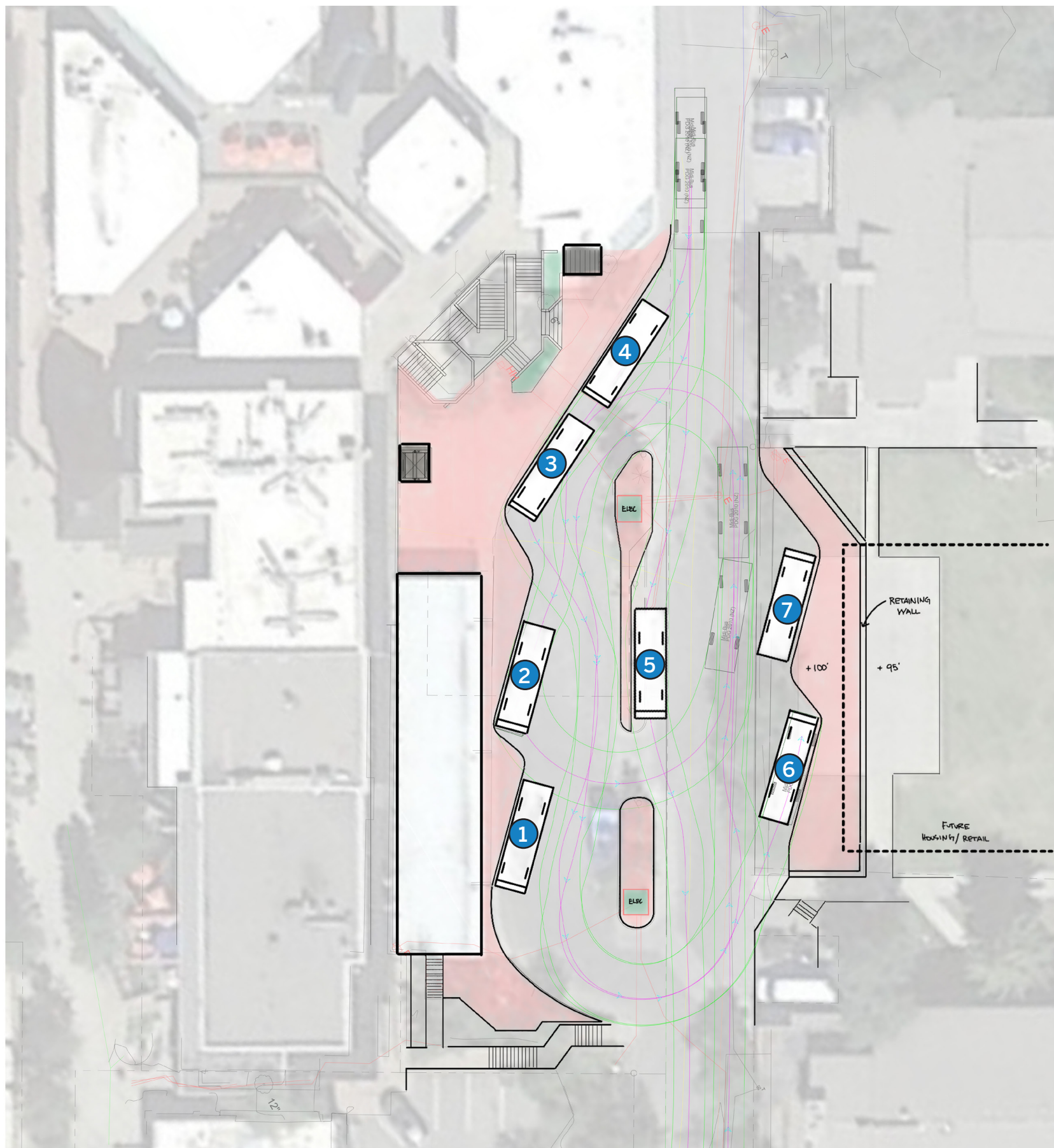
- (3) Independent 40 foot Bus Bays
- (2) Additional Staging Bays, if necessary.
- Bay 4 - If in use, Bay 3 will not be able to leave. Bay 4 can pull into Bay 1 after their departure. Bay 2 can still operate independently.
- Bay 5 - If in use, Bay 3 will not be able to leave. Bay 5 can pull into Bay 2 or Bay 1 after their departure.
- New Public Restroom
- Extension of existing canopy cover
- Saw-tooth bus bays to allow for additional queuing space
- New retaining wall to restrict access to/from Lower Carriage Way
- New Grand Stair access to Daly Lane
- Improved Entry to Incline due to more accessible access to Mall from Transit Station



TOSV TRANSIT

PHASE 1 PLAN

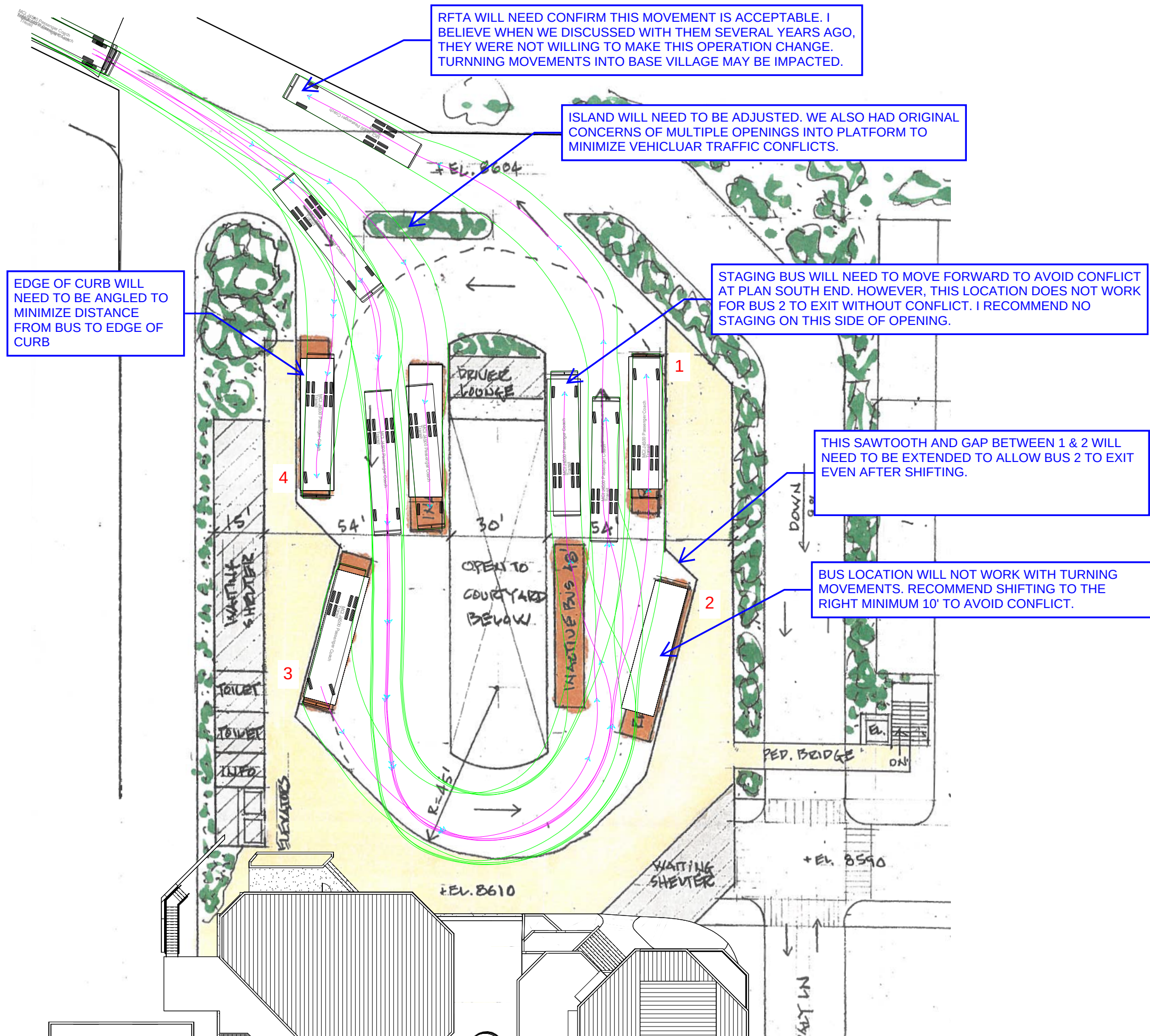
- Renovation of existing elevator with direct access from transit area
- New elevator with direct access from transit area for access to Mall

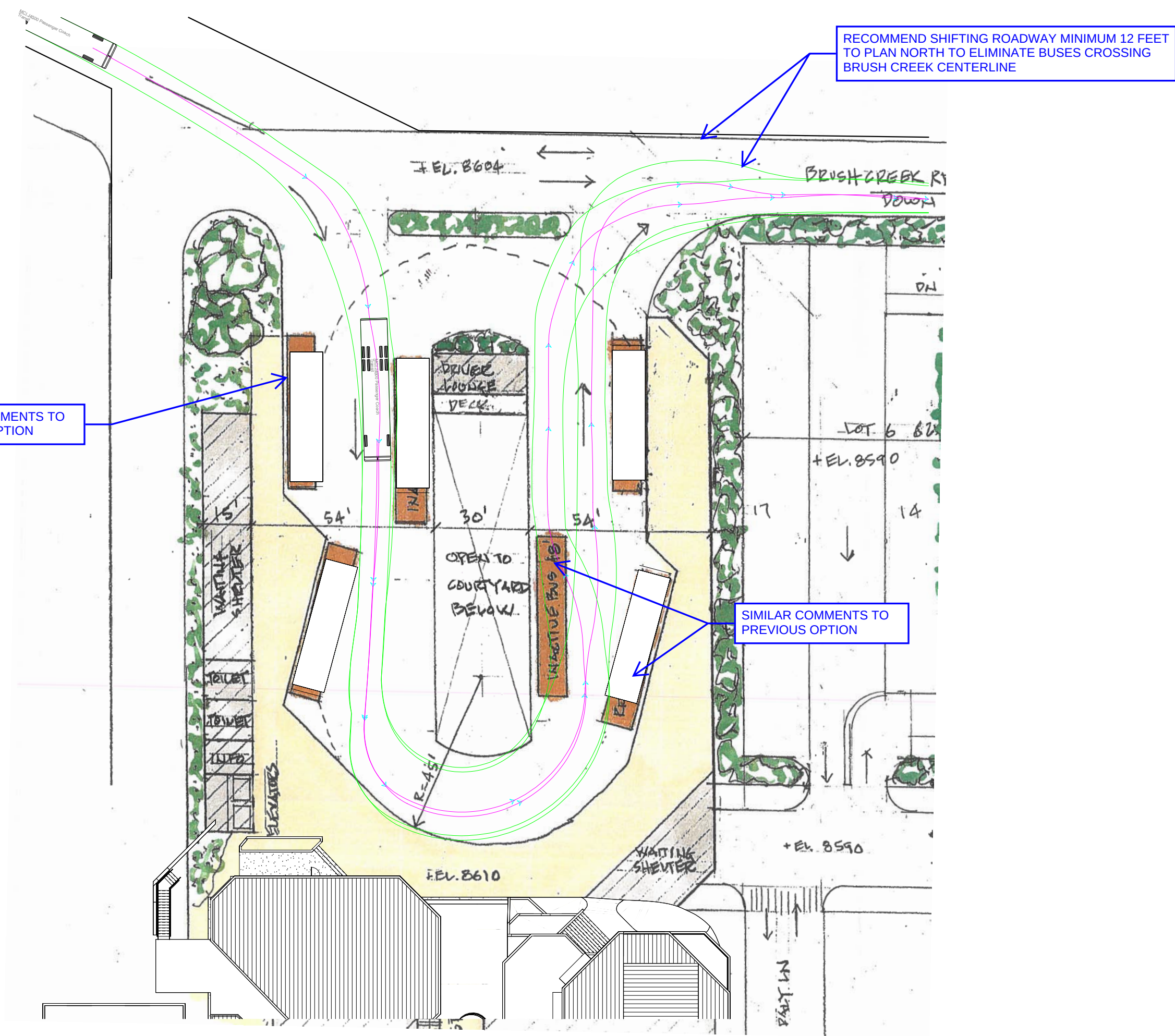


TOSV TRANSIT

PHASE 2 PLAN

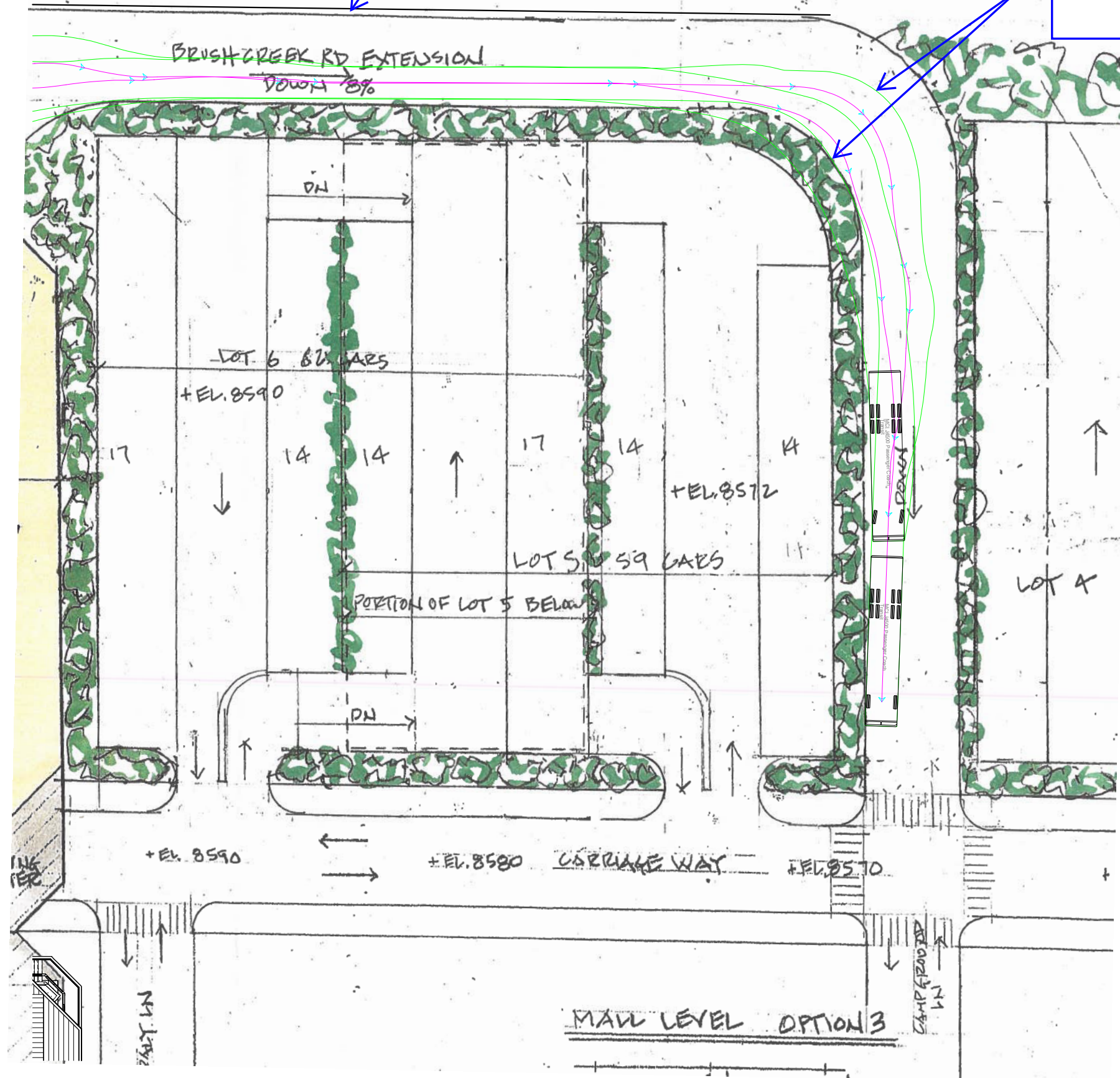
- (4) Independent 30 foot Bus Bays
- (2) Tandem 30 foot Unloading Bus Bays
- Added queuing space with saw-tooth bays
- Potential area for future multi-story commercial space and/or housing over new transit bays
- Bay 4 - If in use, Bay 3 can not be accessed. Bay 4 can pull into Bay 1, 2 & 3.
- (1) Additional Staging Bay or Delivery Vehicle drop-off along island - Bus can only access main transit bays by using turnaround and if Bays 3 & 4 are empty.
- Added queuing space with saw-tooth bays

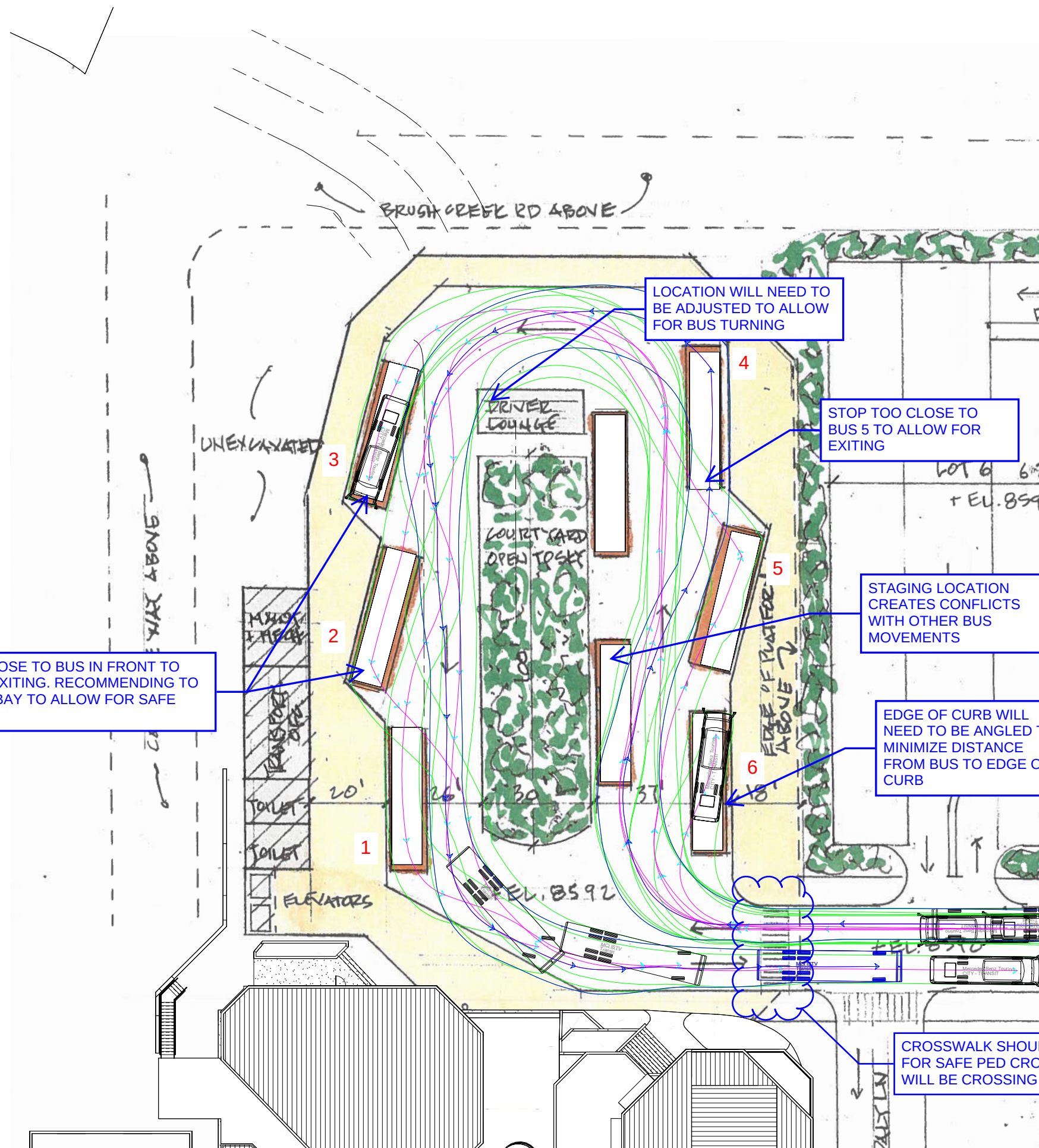


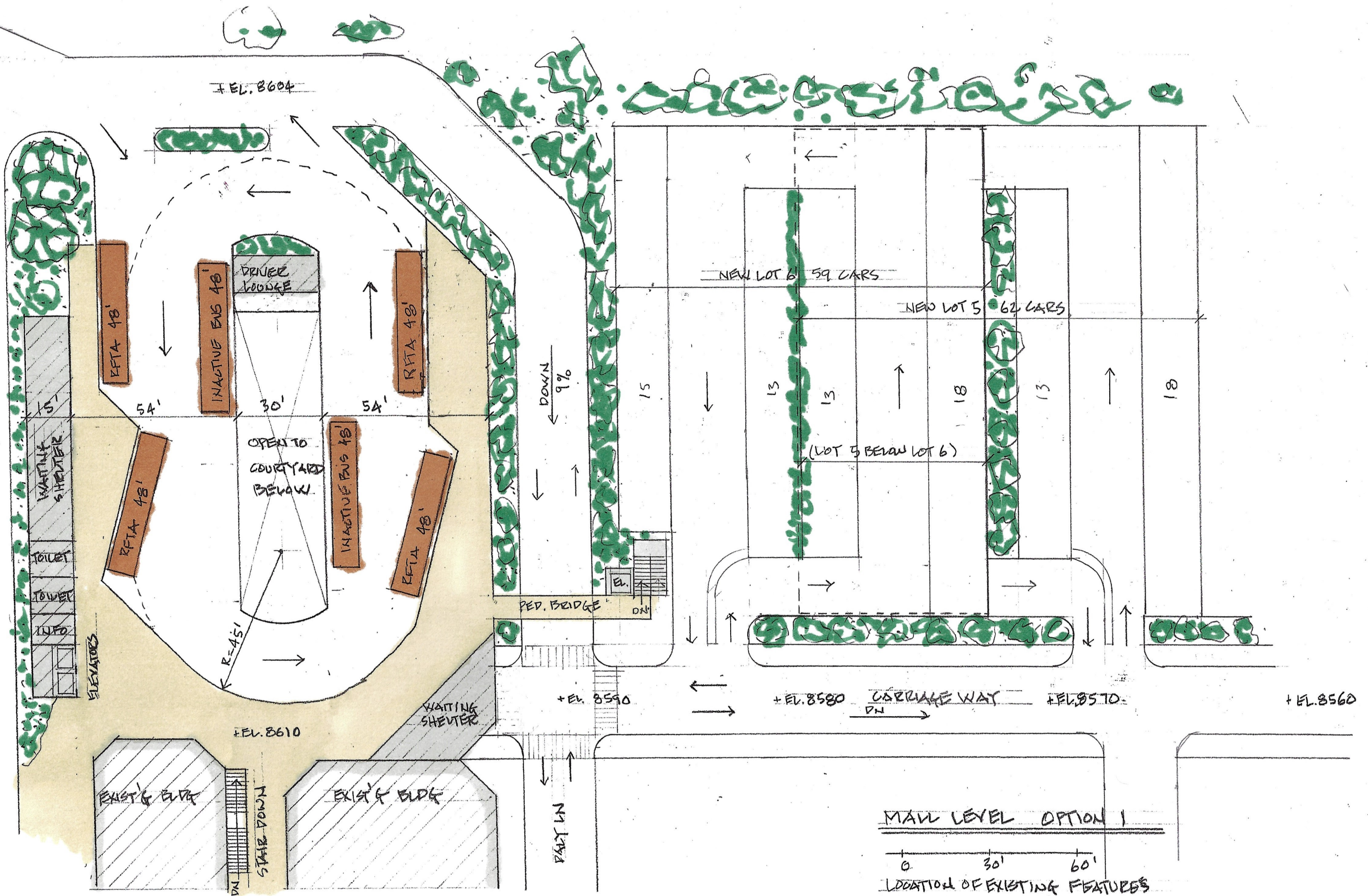


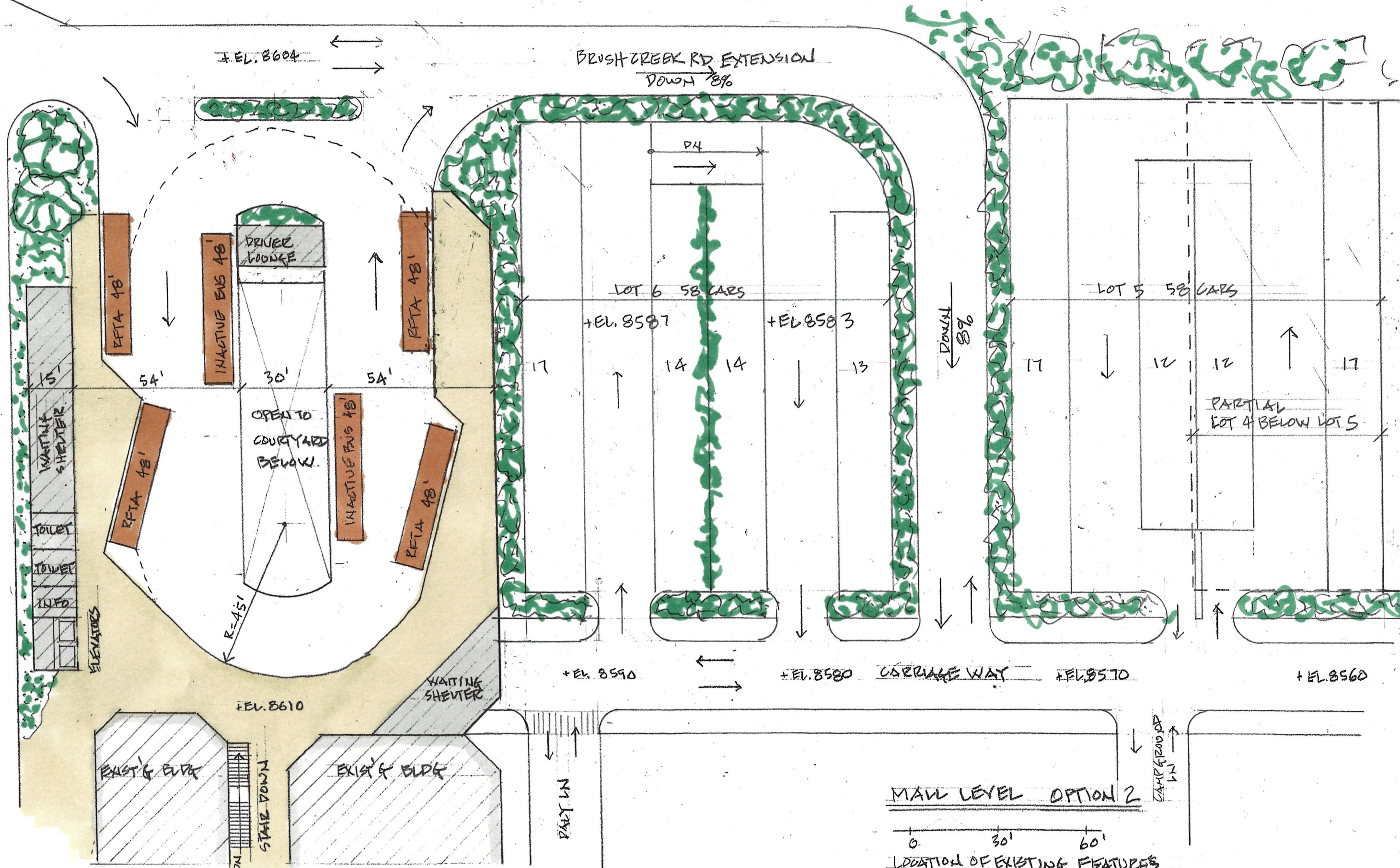
WE LOOKED AT THIS OPTION EARLY IN OUR DESIGN PROCESS AND DECIDED THE COST IMPLICATIONS OF THIS LENGTH OF ADDITIONAL RETAINING WALL WOULD NOT BE VIALBE. DUE TO RETAINING WALL REQUIREMENTS, WE HAVE TARGETED REDUCING WALLS AS MUCH AS POSSIBLE TO REDUCE COST. THIS WALL WOULD EXPONENTIALLY INCREASE COST.

RECOMMEND INCREASING INTERIOR RADIUS OF CURVE GREATLY TO ALLOW BUSES TO NO CROSS CENTERLINE.









MAWL LEVEL OPTION 2

0 30' 60'

LOCATION OF EXISTING FEATURES ARE APPROXIMATE

3-12-2024

