Town Council
Tuesday, June 20, 2023
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. 2023 Town Council Agenda Overview
   Pages 3-5 2023 Agenda Overview

   5.B. Minutes for Approval
   Pages 6-10 06-05-23 TC Minutes - DRAFT

   5.C. Resolution changing Regular Meeting from July 3rd to July 10th
   Page 11 Agenda Item Summary - Resolution changing Town Council Regular Meeting date
   Page 12 RESOLUTION NO. 16, SERIES OF 2023 - A RESOLUTION CHANGING A

TOWN COUNCIL REGULAR MEETING

5.D. Resolution Amending TOSV Transit Title VI Plan

Pages 13-14 Agenda Item Summary - Title VI Plan Amendment Resolution
Pages 15-72 2023 TOSV Title VI Program
Pages 73-74 RESOLUTION NO. 17, SERIES OF 2023 - Amending Title VI Plan

5.E. Resolution Approving an Easement Agreement - HCE

Pages 75-76 Agenda Item Summary - Easement Agreement - HCE
Pages 77-78 RESOLUTION NO. 18, SERIES OF 2023 - Approving Easement Agreement - HCE
Pages 79-81 Easement Agreement - HCE

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. ADMINISTRATIVE REPORTS

7.A. EOTC Prep for 6/29/23 EOTC Meeting in SMV

Page 82 Agenda Item Summary - EOTC Preparation Meeting - TOSV AIS
Pages 83-84 EOTC 1. June 29, 2023 EOTC Agenda -_LD_6-15-23
Pages 85-88 EOTC 2. EOTC Decisions Reached April 6, 2023 - DRAFT
Page 89 EOTC 3. AIS - Buttermilk Crossing and Transit Signal Bypass_June 29, 2023 EOTC Meeting
Pages 90-258 EOTC 3.A. 2023.06.06 ButtermilkCrossingReport_Final
Pages 259 EOTC 4. AIS - 2023 Work Plan Updates_ EOTC June 29, 2023

7.B. Community Engagement Planning for Town Council

Pages 260-262 Agenda Item Summary - Council Engagement

8. TOWN COUNCIL REPORTS AND ACTIONS

Reports and Updates

9. EXECUTIVE SESSION

9.A. Executive Session

Page 263 Agenda Item Summary - Executive Session - legal advice

10. ADJOURNMENT

DRAFT 2023 Agenda Items

- 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:

- Dog Park, Leash laws & E-bikes -POSTR needs to meet 1st.
- Council Compensation – Last increase was Ord 6, 2018

Mon. Jun. 12th – Work Session (Shenk virtual)

- Pitkin County Proposed Commissioner Redistricting
- Review Mall Transit Project Ideas
- Draw Site Owners Review

Tues. Jun. 20th – Regular Meeting (Marolt out. Madsen virtual)

- EOTC Prep for Meeting on 6/29/23 in SMV
- Reso approving transit Title 6 and EEO Plan
- Reso canceling 7/3 TC Meeting & making 7/10 a regular meeting - Megan
- Ord RE B & Cs – Jeff
- Community Engagement Planning for Council
- Executive Session

Thur. June 29th – EOTC Meeting – Snowmass Village Hosts

Mon. Jul 3rd – Regular Meeting (CANCELED)

Mon. Jul. 10th –Regular Session (Shenk Virtual)

- Transportation Title VI Plan? - Sam
- Executive session, performance review attorney

Mon. Jul. 17th – Regular Meeting (Shenk Virtual)

- Senator Perry Will and Representative Elizabeth Velasco
- Geoff Buchheister, SkiCo CEO
- Ord removing Board of Appeals
- Deerbrook Preliminary Plan joint meeting with Planning Commission

Mon. Aug. 7th – Regular Meeting (Marolt Virtual)

- Election Reso Re IGA with Pitkin
- Election – Reso Re Ballot Language (Aug 21st at latest)

Mon. Aug. 14th – Work Session (Marolt Out)

Mon. Aug. 21st – Regular Meeting

As Of: Thursday, June 15, 2023

DRAFT 2023 Agenda Items

- Exec session with Dept. Dir

Thur. Aug. 31st - EOTC Meeting – Pitkin County Hosts

Tue. Sep. 5th – Regular Meeting

- Exec Session personnel (amongst council)

Mon. Sep. 11th – Work Session

Mon. Sep 18th – Regular Meeting

- Reso - In support of Ballot Question
- Executive Session deliver review

Mon Oct. 2nd – Regular Meeting (Kinney virtual)

Mon. Oct. 9th – Work Session

Mon. Oct. 16th – Regular Meeting

- POST Grant – 1st reading?

Thurs. Oct. 26th – EOTC – City of Aspen Hosts

Mon. Nov. 6th – Regular Meeting

- **IGD Meeting - Adopting the GID Budget**
- **B & C Applications**

Mon. Nov. 13th – Work Session

Mon. Nov. 20th – Regular Meeting

- B & C Interviews
- POST Grant – 2nd reading
- Reso re 2024 TC Dates
- Executive session personnel attorney

Mon. Dec 4th – Regular Meeting

- B & C Interviews

Mon. Dec. 11th – Special Meeting

- **GID Meeting – set Mill Levy**

Mon. Dec. 18th – Regular Meeting

- B & C Resolution appointing new Members
- Reso RE 2024 Meeting Dates

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

As Of: Thursday, June 15, 2023

DRAFT 2023 Agenda Items

- FAB
- PTRAB
- POSTR
- Marketing
- Grants – Recent Awards; Review of Criteria; Purpose, etc.
- SAAB
- Planning

Town Council
Town Council Meeting Minutes
Monday, June 5, 2023
4:00 PM
130 Kearns Road
Town Council Chambers
Snowmass Village, CO, 81615

A complete live recording of this meeting can be found at www.tosv.com under Town Council Meetings. This meeting will be archived indefinitely, allowing you to view it anytime.

1) CALL TO ORDER

4pm

2) ROLL CALL

Council Members Present: Bill Madsen, Alyssa Shenk, Susan Marolt & Tom Fridstein. Britta Gustafson – Virtual.

Council Members Absent: none

Staff Present: Clint Kinney, Town Manager; Anne Martens, Public Works Director; Betsy Crum, Housing Director; Terri Everest, Assistant Housing Director; Mitch Osur, Operations & Compliance Manager; Doug Goldfluss, IT Manager; and Megan Boucher, Town Clerk.

Public Present: Marcus Gerbaz, Matthew Rothan, Scott Arthur.

3) PROCLAMATIONS AND PRESENTATIONS

4) PUBLIC COMMENT

None.

Mayor Madsen briefly summarized the recent internet and cell phone outage in the Roaring Fork Valley that was caused by the 27th Street construction in Glenwood Springs.

Clint Kinney introduced Anne Martens, Public Works Director, to update the Town Council on the sinkhole and resulting road conditions over the weekend. Martens briefly summarized the events that lead up to the sinkhole, culvert failure, actions taken by staff and the plan going forward. The area is stabilized. Timeline for full repairs will be several months.

Nature Trail will be closed indefinitely. Other areas of concern in the Town will be addressed first and then they will look at Nature Trail repairs.

The regular seasonal weight restriction on roads will remain in place until June 15th. There are no restrictions on Highline, Brush Creek and Owl Creek Roads.

5) CONSENT AGENDA

5.A) 2023 Town Council Agenda Overview

Pages 3-5 2023 Agenda Overview

5.B) Minutes for Approval

Pages 6-12 05-15-23 TC Minutes - Draft

5.C) Ordinance No. 05, 2023 RE Revised Budget - 2nd Reading

Pages 13-14 Agenda Item Summary RE Ord 5, 2023 Revised Budget

Pages 15-16 Ordinance 05 Series 2023 Revised Budget --2nd reading-Town Park

Pages 17-19 2023 Budget Revisions- #2 Town Park 06-05-23

Councilmember Shenk motioned to approve the Consent Agenda including Ordinance No. 5, Series 2023 on second reading.
Further discussion included Councilmember Marolt asking how the recent road and culvert issues affect the budget as a whole and how those impact this Ordinance amending the Budget Kinney confirmed that this budget amendment would not affect the funding needed for unplanned/emergency issues. Councilmember Fridstein seconded. Roll call vote. All in favor.

6) PUBLIC HEARINGS - QUASI-JUDICIAL HEARINGS

7) POLICY/LEGISLATIVE PUBLIC HEARINGS

8) ADMINISTRATIVE REPORTS

8.A) Employee Housing Regulations Discussion

Pages 20-26 Agenda Item Summary - Housing Regulations Discussion
Pages 27-39 Attachment A - Permanent Moderate Housing Regulations

Betsy Crum, Housing Director introduced Assistant Director of Housing, Terri Everest and Operations & Compliance Manager, Mitch Osur.

Crum summarized the Agenda Item Summary and went over several items from the packet regarding the TOSV housing plan and the TOSV current rental and ownership program.

Crum highlighted several points from her memo including: that the rental program is self-sustaining, meaning that rent pays for all operating expenditures and needed repairs over time; that there are approximately 300 rental units and 200 deed restricted for sale units in the portfolio; and the process involved with recertification, verification and compliance in the housing program.

Further discussion included incentives to encourage downsizing, incentives to encourage renting out room in home to qualified SMV employee, ADU/AEU/ACUs, including local/regional governmental partners in TOSV housing program; how the wait list is tied to years of employment in SMV; allowing owners of deed-restricted homes to retire in place but not renters; and the changing picture of remote work and how and where community members report to work may affect requirements and policy for workforce housing.

Council discussed in depth the issue of incorporating other local and regional governmental partners into the TOSV housing program. Crum noted that economies are regional in this area and that there is not a solution but rather a series of priorities. Councilmember Shenk stressed the importance of incorporating these partners into our housing plan to further enhance and strengthen our community. Examples – teachers/Aspen School District employees, RFTA employees, first responders such as, Police & Fire District employees, Aspen Valley Hospital employees. Councilmember Fridstein and Mayor Madsen expressed concerns that broadening the housing plan to include those partners could spread our resources too thin since those resources are so limited already. Discussion also included securing funding for housing projects with contributions from these partnering entities.

Councilmember Fridstein suggested staff outline possible solutions and ideas for a future meeting to help guide some of the discussion. Kinney confirmed that staff will come up with some achievable ideas and proposals for a future discussion.

Public Comment:

Scott Arthur, retired Snowmass Village Fire Department, current Snowmass and Roaring Fork Fire Board member. Arthur suggested considering incorporating the regional fire department employees back into the TOSV housing program at the level they were before it changed from the local Snowmass-Wildcat Fire Department to the regional Roaring Fork Fire Rescue Authority.

9) TOWN COUNCIL REPORTS AND ACTIONS

9.A) 2023 Agenda Overview - discussion RE July 3rd vs 5th meeting date.

Pages 40-41 Agenda Item Summary RE Agenda Overview and July TC dates
Pages 42-44 2023 Agenda Overview
Pages 45 23-16 A RESOLUTION CHANGING A TOWN COUNCIL REGULAR MEETING FROM JULY 3, 2023 TO JULY 5, 2023 DUE TO SCHEDULING CONFLICTS

Megan Boucher, Town Clerk briefly summarized the agenda item and opened it for Council to discuss. Councilmember Shenk recommended canceling the July 3rd meeting, making the July 10th meeting a regular meeting and moving the few agenda items from the 3rd to the 10th. Council agreed. Boucher will draft a resolution to present at the June 20th regular meeting changing those dates.

Council updates-

Councilmember Fridstein suggested Council Compensation as a future agenda item.

Mayor Madsen & Councilmember Fridstein reported that RWAPA has a request for Executive Director April Long to take on the Chair position of the Conservancy. April will be great but there are financial/budget concerns.

Councilmember Shenk reported that there is a RFTA Board retreat coming up on Thursday. Shenk also reported that NWCCOG had a meeting where they discussed the UINTA Railroad project. The NWCCOG is drafting a letter in opposition to this project. Council agreed that TOSV should support GWS and NWCCOG in their opposition but want to see the letter first. NWCCOG and Bennett's office also talked about the eligibility of Federal land for housing and are in support of that proposed legislation. In addition, DOLA will be sending money to the different COGs in the state for housing studies.

Councilmember Gustafson reported that CORE is having their climate action series which is free and open to the public.

10) EXECUTIVE SESSION

10.A) Executive Session

Pages 46 Agenda Item Summary for Exec Session - Personnel Matters

Madsen read the legal language for the Executive Session. At 6:28 pm Councilmember Fridstein motioned to go into Executive Session. Councilmember Marolt seconded. All in favor.

At 6:51 pm, Mayor Madsen moved to adjourn the Executive Session and reconvene the Regular Meeting, Councilmember Fridstein seconded. All in favor. Councilmember Gustafson virtual.

Immediately following, Councilmember Fridstein moved to adjourn the Regular Meeting, Councilmember Marolt seconded. All in favor. Councilmember Gustafson virtual.

11) ADJOURNMENT

6:51pm

The Snowmass Village Town Council approved this set of meeting minutes at their Regular Meeting on Monday, June 20, 2023.

Submitted By,

_____

Megan Harris Boucher, Town Clerk

Town of Snowmass Village
Agenda Item Summary

DATE OF MEETING:
June 20, 2023

AGENDA ITEM:
Town Council Regular Meeting Date Change

PRESENTED BY:
Megan Harris Boucher, Town Clerk

BACKGROUND:
Town Council approved Resolution 28, Series 2022 establishing meeting dates for the 2023 calendar year to help Town Council Members with scheduling vacations and time off. Resolution 28, Series 2022 determined that Town Council would meet on July 3, 2023. The 4th of July holiday falls on Tuesday in 2023.

Due to scheduling conflicts, Town Council decided at the June 5th Regular Meeting to cancel the July 3rd meeting and make the July 10th Work Session into a Regular Meeting.

Staff created Resolution 16, Series 2023 for Council's consideration.

FINANCIAL IMPACT:
NA

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:
The provisions of Section 4.1 Regular Meetings of the Home Rule Charter states in part as follows:

> The Council shall meet regularly at least twice each month at a day and hour to be fixed by resolution. Notice of all regular meetings shall be posted permanently in at least two locations in the Town ordinarily used for public notices. The agenda of each regular meeting shall be posted in a public place within the Town at least forty-eight (48) hours in advance of such meetings.

COUNCIL OPTIONS:
Approve, modify or deny Resolution 16, Series of 2023

STAFF RECOMMENDATION:
It is the recommendation of Staff, that the Council approve Resolution 16, Series of 2023

ATTACHMENTS:
Resolution 16, Series 2023

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL
RESOLUTION NO. 16
SERIES OF 2023

A RESOLUTION CHANGING A TOWN COUNCIL REGULAR MEETING FROM JULY 3, 2023 TO JULY 10, 2023 2022 DUE TO SCHEDULE CONFLICTS

WHEREAS, The Town Council may by resolution change the date for a regular meeting or designate additional meetings; and

WHEREAS, the Snowmass Village Town Council has determined two Regular Meeting dates for each month of 2023 is appropriate; and

WHEREAS, The 4th of July holiday has created some schedule conflicts for members; and

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Snowmass Village, Colorado:

Snowmass Village Town Council Regular Meeting on July 3, 2023 be changed to July 10, 2023.

INTRODUCED, READ AND ADOPTED, by the Town Council of the Town of Snowmass Village, Colorado on the 20th day of June 2023 upon a motion made by Councilmember _____ seconded by Councilmember _____, and by a vote of ___ in favor and ___ opposed.

TOWN OF SNOWMASS VILLAGE

_____
Bill Madsen, Mayor

ATTEST:

_____
Megan Harris Boucher, Town Clerk

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

June 20, 2023

AGENDA ITEM:

RESOLUTION NO. 17, SERIES OF 2023 – AMENDING THE TITLE VI PLAN IN COMPLIANCE WITH CIVIL RIGHTS ACT OF 1964 AND TITLE 49 – PART 21, NONDISCRIMINATION IN FEDERALLY-ASSISTED PROGRAMS OF THE DEPARTMENT OF TRANSPORTATION

.

PRESENTED BY:

Sam Guarino, Transportation Director

BACKGROUND:

The Town receives grants from the Federal Transit Administration (FTA) that support the Village Shuttle service on a year-round basis and for our capital purchases of vehicles. Jurisdictions that receive combined FTA grant funding are required to adopt a Title VI Plan as part of the FTA's Certifications and Assurances in their Master Agreement. The Title VI Plan includes:

- Assurances that information and services are accessible to individuals regardless of race, color or national origin; and
- There will be assistance available for individuals with Limited English Proficiency (LEP); and
- There is a formal procedure for handling complaints under Title VI of the Civil Rights Act of 1967.

The changes to the Title VI plan from 2019 are as follows:

- We have made minor changes to the "General Use Policies," to be more in line with actual practices and current guidelines.
- Council Members and Transportation Director references have been updated. Ridership and route data has been updated.
- General language has been cleaned up and made compliant with the current guidelines.

FINANCIAL IMPACT:

Remaining in compliance with Federal requirements is required to continue receiving operational and capital grant funding.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

This plan is in support of our transit services that protect the environment and help sustain the quality of life within the community.

COUNCIL OPTIONS:

1. Approve the Resolution
2. Amend the Resolution to change the Title Vi Plan
3. Disapprove the Resolution

STAFF RECOMMENDATION:

It is the recommendation of Town Staff, that the Council:
Approve Resolution NO. 17, Series of 2023 to adopt the amended Title VI Civil Rights Plan to ensure that the services provided by the Town, using funding from the Federal Transit Administration (FTA), shall in no way excluded any person from participation in, benefit of, or in any way subject someone to discrimination on the grounds of race, color or national origin.

ATTACHMENTS:

1. Town of Snowmass Village Federal Transit Administration Title VI Program
2. Resolution 17 Series of 2023 Title VI Plan Amendment

Town of Snowmass Village

Federal Transit Administration (FTA)
Title VI Program

Submitted to:

Anna Mariotti
Director of Civil Rights Compliance and Operations
Title VI and Division of Transit & Rail Liaison
Civil Rights & Business Resource Center

Colorado Department of Transportation (CDOT)
2829 West Howard Place, Denver, CO 80204

Final Approval Date/Submission: June 20, 2023
CDOT Approved Draft:
Update Submitted for Draft Review: May 30, 2023
Last Submission Date: June 21, 2019

SUBRECIPIENT INFORMATION

SUBRECIPIENT: Town of Snowmass Village – Village Shuttle
FTA Section 5311 Program
Rural Transit Service

SUBMITTAL DATE: May 30, 2023 (Draft for Review)
CDOT Approved Draft:
Town Council Approved/Submitted: June 20, 2023

EXPIRATION YEAR: 2025

CONTACT INFORMATION:
Sam Guarino
Transportation Director
Town of Snowmass Village – Village Shuttle
51A Elbert Lane
PO Box 5010
Snowmass Village, CO 81615
sguarino@tosv.com
Phone: 970-922-2317

Table of Contents

I. Provision of Title VI Assurances 4

II. Title VI Compliance History: Complaints, Investigations, Lawsuits 5

II. Incorporation of the Program 6

IV. General Guidelines / Requirements 9

Annual Certification and Assurance 9
Complaint Procedure 9
Record Title VI Activities 9
Access for LEP Persons 9
Public Notification 10
Additional Information 10
Timely Submission 10
Transit Related Council/Board Membership 11
Public Participation 11
System Wide Service Standard and Policies 13

Appendix A: Title VI Clause Regarding All Contracts Subject to Title VI 14

Appendix B: Title VI Clause Regarding Real Property Transactions 16

Appendix C: Title VI Clause Regarding Federally Funded Real Property Transactions/Improvements 18

Appendix D: Public Notices of Rights / Complaint Process / Complaint Log 20

Appendix E: Limited English Proficiency (LEP) Plan 30

Appendix F: Policies and Procedures for use of Public Transit to include System Wide Service Standards and Policies 36

Appendix G: Title VI Equity Analysis 47

Appendix H: Public Participation Plan 58

Appendix I: Council Approval of Title VI Program 60

I. PROVISION OF TITLE VI ASSURANCES

The Town of Snowmass Village hereby certifies that, as a condition of receiving Federal financial assistance under the Urban Mass Transportation Act of 1964, as amended, it will ensure that:

a. Snowmass Village shall submit on an annual basis, their Title VI Assurance, as part of their annual Certification and Assurance submission to CDOT and the FTA.

b. No person, on the basis of race, color, or national origin, will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.

c. Snowmass Village will compile, maintain, and submit in a timely manner, Title VI information required by FTA Circular 4702.1B and in compliance with the Department of Transportation's Title VI Regulation, 49 CFR, Part 21.7.

d. Town of Snowmass Village will make it known to the public that those persons or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

II. TITLE VI COMPLIANCE HISTORY: COMPLAINTS, INVESTIGATIONS AND LAWSUITS

a. There are no outstanding complaints; investigations; or lawsuits naming the Town of Snowmass Village that allege discrimination on the basis of race, color or national origin with respect to service or other transit benefits.

b. There are no pending applications for Federal financial assistance, and there is no Federal financial assistance currently being provided to the Town of Snowmass Village, other than that being supplied by the Federal Transit Administration (FTA). Currently the Town of Snowmass Village is applying for Section 5311 and Section 5339 funding as a subrecipient through the Colorado Department of Transportation (CDOT), a recipient of FTA funds.

c. During the course of the last three (3) years, there have not been any civil rights compliance review activities conducted with respect to the Town of Snowmass Village and, to the best of our knowledge, there are not presently any ongoing civil rights compliance review activities being conducted with respect to the Town of Snowmass Village.

d. There is one currently pending construction project which could negatively impact minority communities being performed by the Town of Snowmass Village. To confirm that no negative impact could occur, the Town of Snowmass Village conducted and submitted to the FTA and CDOT a Title VI Equity Analysis for the Snowmass Transit Center on October 12, 2021. The Equity Analysis determined that the construction project does not present any apparent disparate impacts to minority populations in the area based on the analysis.

III. INCORPORATION OF THE PROGRAM

Town of Snowmass Village (hereinafter referred to as "Snowmass Village" or "Recipient") hereby agrees that, as a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the "Act"), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations"), and other pertinent directives. No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including the Federal Transit Administration, and hereby gives assurance that it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) of the Regulations.

More specifically, and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its Federal Transit Administration program:

a. That the Recipient agrees that each "program" and each "facility", as defined in subsections 21.23(e) and 21.23(b) of the Regulations will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated, in compliance with all requirements imposed by, or pursuant to, the Regulations.

b. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all Federal Transit Administration programs and, in adapted form in all proposals or negotiated agreements:

***Snowmass Village**, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders/proposers that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to the invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.*

c. That the Recipient shall insert the clauses contained herein as **APPENDIX A** in every contract subject to this Act and the Regulations.

d. That the Recipient shall insert the clauses contained herein as **APPENDIX B**, as a covenant running with the land, in any deed from the United States affecting a transfer of real property, structures, or improvements thereon, or interest herein.

e. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

f. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.

g. That the Recipient shall include the appropriate clauses contained herein as **APPENDIX C**, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under Federal Transit Administration programs; and (b) for the construction or use of, or access to, space on, over, or under real property acquired, or improved under Federal Administration programs.

h. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.

i. The Recipient shall provide for such methods of administration for the programs as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.

j. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

k. The Recipient assures that the level and quality of transit service and related benefits are provided in a manner consistent with Title VI of the Civil Rights Act of 1964.

These assurances are given in consideration of, and for the purpose of, obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the recipient by the Department of Transportation under the Federal Transit Administration and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the Federal Transit Administration programs.

The person(s) who signature appears below, are authorized to sign these assurances on behalf of the grant applicant or recipient.

Signature:

By: Sam Guarino, Transportation Director, Town of Snowmass Village

Date:

Signature:

By: Clint Kinney, Town Manager, Town of Snowmass Village

Date:

IV. GENERAL GUIDELINES/REQUIREMENTS

a. Annual Certification and Assurance

As stated in Section I, the Town of Snowmass Village shall submit annually, their Title VI assurance, as part of their annual Certification and Assurance submission to CDOT and the FTA.

b. Complaint Procedures

In compliance with 49 CFR Section 21.9(b), the Town of Snowmass Village has developed procedures for investigating and tracking Title VI complaints filed against them. Such procedures shall be made available to the public upon request. The Town of Snowmass Village complaint procedures and complaint form are contained herein as **APPENDIX D**.

c. Record Title VI Activities

In compliance with 49 CFR Section 21.9(b), the Town of Snowmass Village shall prepare and maintain a list of any active investigations conducted by entities other than the FTA, or complaints or lawsuits naming the Town of Snowmass Village that allege discrimination on the basis of race, color, or nation origin. Such list shall include, and an example is shown in **APPENDIX D,**

1) Date the complaint, investigation, or lawsuit was filed.

2) Summary of the allegation(s).

3) The status of the complaint, investigation, or lawsuit, and

4) Actions taken by the Town of Snowmass Village in response to the complaint, investigation, or lawsuit.

d. Access for LEP Persons

The Town of Snowmass Village shall take steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP). The Town of Snowmass Village will assist persons with limited English proficiency to participate in the transportation planning process. The Town of Snowmass Village staff will make every effort to provide translators and document translation, where feasible, upon request. The Town of Snowmass Village's Limited English Proficiency (LEP) Plan is contained herein as **APPENDIX E**.

e. Public Notification

In compliance with 49 CFR Section 21.9(d), the Town of Snowmass Village shall provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by the Title VI. The Town of Snowmass Village complaint procedures and public notification information, as well as a list of locations where the notice is posted, are contained herein as **APPENDIX D**.

f. Additional Information

The Town of Snowmass Village acknowledges that, at the discretion of the FTA and CDOT, information other than that which is required by FTA C 4702.1B, may be requested in writing of the Town of Snowmass Village to investigate complaints of discrimination or to resolve concerns about possible noncompliance with Title VI.

g. Timely Submission

The Town of Snowmass Village acknowledges that their Title VI Program submissions and/or updates thereto, shall be supplied to CDOT once every three (3) years. The submission shall include, but is not limited to:

1) A public participation plan (**Appendix H**), including information about outreach methods to engage minority and limited English proficient populations (LEP), as well as a summary of outreach efforts made since the last Title VI Program submission.

2) Town of Snowmass Village's process for persons with limited English proficiency (LEP).

3) Title VI Complaint and Tracking procedures.

4) A list of any Title VI complaints, investigations, or lawsuits filed since the last submission, and

5) A copy of Town of Snowmass Village's public notice regarding Title VI compliance and public access and instructions to Town of Snowmass Village Title VI complaint procedures.

Portions of the Plan which have not changed since the last submission will not be resubmitted, however, the Town of Snowmass Village shall include a statement to this effect in lieu of copies of the original documents in order to eliminate redundancy in resubmissions.

h. Transit Related Council/Board Membership

The Town of Snowmass Village Town Council manages the Snowmass Village "Village Shuttle" transit service.

The Town of Snowmass Village is a home rule municipality and is governed by a Town Council comprised of the Mayor and four council members, all of whom are nominated and elected from within the town. The Town Council is the governing and legislative body for the Town and is responsible for adopting laws, ordinances, and resolutions as deemed necessary.

The Mayor is elected at-large to a two-year term, and the four council members are each elected to four-year overlapping terms. In order to encourage the participation of minorities to serve, a public notice is published and posted on the Town's website; at Town Hall; at the Snowmass Center (which houses the post office and main grocery store); via E-Blast; and in the Snowmass Sun prior to the expiration of the term advertising the open position to any Town resident and stating that the Town of Snowmass Village does not discriminate on the basis of race, color, or national origin.

The racial breakdown of the current council is two Caucasian males and three Caucasian females.

Town Council Member	Racial Breakdown
William Madsen, Mayor	100% Caucasian
Tom Fridstein	100% Caucasian
Britta Gustofson	100% Caucasian
Alyssa Shenk	100% Caucasian
Susan Marolt	100% Caucasian

i. Public Participation

The Town of Snowmass Village shall seek out and consider viewpoints of minority and LEP populations in the course of conducting public outreach and involvement activities in regards to proposed transportation decisions. The Town of Snowmass Village shall make every effort to include the following practices:

1) Coordination with individuals, institutions, or organizations and implementing community-based public involvement strategies to reach out to members in the affected minority and/or LEP communities.
2) Provision of opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.
3) Utilization of locations, facilities and meeting times that are convenient and accessible to LEP and minority communities.
4) Utilization of different meeting sizes or formats, or varying the type and number of news media used to announce public participation opportunities, and
5) Implementation of DOT's policy guidance regarding the Town of Snowmass Village's responsibilities to LEP persons.

Town Council meetings are held on the first and third Monday of each month at 4:00 pm. All meetings are held in the Council Chambers at Snowmass Village Town Hall, 130 Kearns Road, Snowmass Village, CO unless otherwise posted. The public is welcome to attend meetings and address the Mayor and Town Council. The public can also email each Council member and if the Town Clerk is cc'd, then the email is considered public record.

Meeting agendas, packets and minutes are listed on the Town of Snowmass Village website and if registered, individuals can receive email notifications each time new meeting agendas are posted. The agenda is also posted at the Snowmass Village town office, the Snowmass Center, and on the Town's website the Friday before each meeting.

A public hearing is held during each meeting when the following subjects can be discussed in regards to transit:

- Annual budget adoption.
- Capital improvement plan adoption.
- Hearings required by State and Federal law or regulation in the pursuit of grants, and
- Any other matter which the Council desires to be discussed at a public meeting.

j. System-Wide Service Standards and Policies

The Town of Snowmass Village shall define system-wide service standards and system-wide service policies, per the requirements of Title 49 CFR Sections a) 21.5 which states the general prohibition of discrimination on the grounds of race, color, or national origin; b) 21.5(b)(2) which specifies that a recipient shall not "utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially

impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin."; and c) 21.5(b)(7) which requires recipients to "take affirmative action to assure that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin." Also, Appendix C to 49 CFR part 21 provides in Section (3)(iii) that "[n]o person or group of persons shall be discriminated against with regard to the routing, scheduling, or quality of service of transportation service furnished as a part of the project on the basis of race, color, or national origin. Frequency of service, age and quality of vehicles assigned to routes, quality of stations serving different routes, and location of routes may not be determined on the basis of race, color, or national origin.

System-wide service standards and policies will address how service is distributed across the transit system, and show how the system ensures that the manner of the distribution affords users access to these assets. Service policies will also be designed to ensure service design and operations practices do not result in discrimination on the basis of race, color, or national origin. Service policies differ from service standards in that they are not necessarily based on a quantitative threshold.

Service standards will document the vehicle load for each mode, the vehicle headway for each mode, the on time performance for each mode, and the service availability for each mode. Service policies will document the transit amenities for each mode and the vehicle assignment for each mode. Standards and Policies documenting these federal requirements are contained herein as **APPENDIX F**.

The person(s) who signature appears below, are authorized to sign these assurances on behalf of the grant applicant or recipient.

Signature:

By: Sam Guarino, Transportation Director, Town of Snowmass Village

Date:

Signature:

By: Clint Kinney, Town Manager, Town of Snowmass Village

Date:

APPENDIX A - Title VI Clause Regarding All Contracts Subject to Title VI

(to be inserted into every contract subject to Title VI)

The Town of Snowmass Village is herein referred to as "Snowmass Village"

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1) Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2) Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4) Information and Reports: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by **SNOWMASS VILLAGE** or the **FEDERAL TRANSIT ADMINISTRATION** to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to **SNOWMASS VILLAGE**, or the **FEDERAL TRANSIT ADMINISTRATION** as appropriate, and shall set forth what efforts it has made to obtain the information.

5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with nondiscrimination provision of this contract, **SNOWMASS VILLAGE** shall impose contract sanctions as it or the **FEDERAL TRANSIT ADMINSTRATION** may determine to be appropriate, including but not limited to:

   a) Withholding of payments to the contractor under the contract until the contractor complies; and/or
   b) Cancellation, termination, or suspension of the contract, in whole or in part.

6) Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (5) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as **SNOWMASS VILLAGE** or the **FEDERAL TRANSIT ADMINISTRATION** may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request **SNOWMASS VILLAGE** to enter into such litigation to protect the interests of **SNOWMASS VILLAGE**, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B - Title VI Clause Regarding Real Property Transactions

(to be inserted into real property transactions)

The Town of Snowmass Village is herein referred to as "Snowmass Village"

The following clauses shall be included in any and all deeds effecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States.

(GRANTING CLAUSE)

NOW, THEREFORE, the Department of Transportation, as authorized by Law, and upon the condition that **SNOWMASS VILLAGE** will accept title to the Lands and maintain the project constructed thereon, in accordance with **THE STATE OF COLORADO**, and the policies and procedures prescribed by **FEDERAL TRANSIT ADMINISTRATION** of the Department of Transportation and, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. 2000d to 2000d-4), does hereby remise, release, quit claim and convey unto **SNOWMASS VILLAGE** all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENOUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto **SNOWMASS VILLAGE** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on **SNOWMASS VILLAGE**, its successors and assigns.

SNOWMASS VILLAGE, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over or under such lands hereby [,] [and]* (2) that **SNOWMASS VILLAGE** shall use the lands and interest in lands and interests in lands so conveyed, in compliance

with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended, and (3) that in the event of breach of any of the above mentioned nondiscrimination conditions, the Department shall have a right to re-enter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction. *

* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.

APPENDIX C - Title VI Clause Regarding Federally Funded Real Property Transactions/Improvements
(to be inserted into Federally funded real property transactions or improvements)

The Town of Snowmass Village is herein referred to as "Snowmass Village"

The following clauses shall be included in all deeds, licenses, teases, permits, or similar instruments entered into by **SNOWMASS VILLAGE** pursuant to the provisions of Assurance 7(a).

The (grantee, licensee, lessee, permitee, etc., as appropriate) for herself/himself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee Lessee, permitee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination of Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

(Include in licenses, leases, permits, etc.)*

That in the event of breach of any of the above nondiscrimination covenants, **SNOWMASS VILLAGE** shall have the right to terminate the (license, lease, permit, etc.) and to re-enter and repossess said (licenses, lease, permit, etc.) to re-enter and repossess said land and facilities thereon, and hold the same as if said (license, lease, permit, etc) had never been made or issued.

(Include in deeds)*

That in the event of breach of any of the above nondiscrimination covenants **SNOWMASS VILLAGE** shall have the right to re-enter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of **SNOWMASS VILLAGE** and its assigns.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by **SNOWMASS VILLAGE** pursuant to the provisions of Assurance 7(b).

The (grantee, licensee, lessee, permitee, etc., as appropriate) for herself/himself, his/her personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in case of deeds, and leases add "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin shall be excluded form participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing services thereon, no person on the grounds of race, color, or national origin shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination, and (3) that the (grantee, licensee, lessee, permitee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

(Include in licenses, leases, permits, etc.)*

That in the event of breech of any of the above nondiscrimination covenants, **SNOWMASS VILLAGE** shall have the right to terminate the (license, lease, permit, etc.) and to re-enter and repossess said land and the facilities as thereon, and hold the same as if said (license, lease, permit, etc.) had never been made or issued.

(Include in deeds)*

That in the event of breach of any of the above nondiscrimination covenants, **SNOWMASS VILLAGE** shall have the right to re-enter said land and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of **SNOWMASS VILLAGE** and its assigns.

* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI of the Civil Rights Act of 1964.

APPENDIX D

TITLE VI PUBLIC NOTICE OF RIGHTS / COMPLAINT PROCESS / COMPLAINT LOG

TOWN OF SNOWMASS VILLAGE

Public Notice of Rights

The following statement is posted in conspicuous and accessible locations at the Town of Snowmass Village transportation office; on the Town of Snowmass Village transportation website (http://www.snowmasstransit.com/); on route maps; at the Daly Lane transportation station; and permanently displayed on public transit vehicles.

English:

Notifying the Public of Rights Under Title VI and ADA
Town of Snowmass Village

The Town of Snowmass Village operates its programs and services without regard to race, color, national origin or disability in accordance with Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990 (ADA). Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI or ADA may file a complaint with the Town of Snowmass Village.

For more information on the Town of Snowmass Village's civil rights program, and the procedures to file a complaint, contact Village Shuttle Title VI/ADA Coordinator; Phone: 970-923-2543; email: sguarino@tosv.com; or visit our administrative office at 51A Elbert Lane, Snowmass Village, CO 81615. For more information, visit http://www.snowmasstransit.com/.

A complainant may file a complaint directly with the Colorado Department of Transportation (CDOT) or the Federal Transit Administration (FTA) by filing a complaint directly with the corresponding offices of Civil Rights: **CDOT**: ATTN: Title VI Civil Rights Specialist, 2829 West Howard Place, 1st Floor, Denver CO, 80204 **FTA**: ATTN: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington DC 20590

If information is needed in another language, contact 970-923-2543. Para información en Español llame: Sam Guarino, Transportation Director.

Spanish:

Aviso al Público Sobre los Derechos Bajo el Título VI y ADA
Town of Snowmass Village

The Town of Snowmass Village *(y sus subcontratistas, si cualquiera)* asegura complir con el Título VI de la Ley de los Derechos Civiles de 1964, Sección 504 de la Ley de Rehabilitación de 1973 y La Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA). El nivel y la calidad de servicios de transporte serán provehidos sin consideración a su raza, color, o pais de origen.

Para obtener más información sobre la Town of Snowmass Village's programa de derechos civiles, y los procedimientos para presentar una queja, Village Shuttle Title VI/ADA Coordinator; Phone: 970-923-2543; email: sguarino@tosv.com; o visite nuestra oficina administrativa en 51A Elbert Lane, Snowmass Village, CO 81615. Para obtener más información, visite http://www.snowmasstransit.com/.

El puede presentar una queja directamente con Colorado Departamento of Transportación (CDOT) o Federal Transit Administration (FTA) mediante la presentación de una queja directamente con las oficinas correspondientes de Civil Rights: **CDOT:** ATTN: Title VI Civil Rights Specialist, 2829 West Howard Place, 1st Floor, Denver CO, 80204 **FTA:** ATTN Title VI Program Coordinator, East Building, 5th Floor –TCR 1200 New Jersey Ave., SE Washington DC 20590

Title VI Information, Limited English Proficient (LEP), and ADA information and Complaint Process
(for printed materials, website, and other mediums upon request)

The Town of Snowmass Village grants all persons equal access to all its public transportation services. It is further the intent of the Town of Snowmass Village that all persons are aware of their rights to such access. This is designed to serve as an educational tool for citizens so that they may understand one of the civil rights laws that protect their benefit of the Town of Snowmass Village programs and services, specifically, as it relates to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990 (ADA).

What is Title VI?
Title VI is a section of the Civil Rights Act of 1964 requiring that "No person in the United States shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Note that Title VI does not address gender discrimination. It only covers race, color, and national origin. Other Civil Rights laws prohibit gender discrimination.

What is LEP?

As part of Title VI requirements, the Town of Snowmass Village has developed a Limited English Proficiency (LEP) Plan to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to the Town of Snowmass Village services as required by Executive Order 13166 "Improving Access to Services for Persons With Limited English Proficiency," reprinted at 65 FR 50121 (August 16, 2000). A Limited English Proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English.

What is the ADA?

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity and access for persons with disabilities. Since passage of the ADA in 1990, transit agencies such as the Town of Snowmass Village have worked to make their public transit systems accessible for people with disabilities by ensuring all transit buses and facilities are ADA accessible to allow for mobility aids such as wheelchairs. The Town of Snowmass Village also follows a strict set of federal transit service requirements to ensure proper accessibility is available to persons with disabilities.

The Town of Snowmass Village's Complaint and Investigation Procedures

These procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990, for alleged discrimination in any program or activity administered by the Town of Snowmass Village.

These procedures do not deny the right of the complainant to file formal complaints with other State or Federal agencies or to seek private counsel for complaints alleging discrimination. Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the Town of Snowmass Village may be utilized for resolution. Any individual, group of individuals or entity that believes they have been subjected to discrimination prohibited under Title VI or ADA and related statutes may file a complaint.

The following measures will be taken to resolve Title VI and ADA complaints:

The preferred method is to file your complaint in writing using the ***TOSV Title VI and ADA Complaint Form***, and sending it to:

Title VI/ADA Coordinator
Town of Snowmass Village – Village Shuttle
P.O. Box 5010
Snowmass Village, CO 81615
Phone: 970-923-2543

1) A formal complaint must be filed within 180 calendar days of the alleged occurrence. Complaints shall be in writing and signed by the individual or individual's representative, and will include the complainant's name, address and telephone number; name of alleged discriminating official, basis of complaint (race, color, national origin, or disability) and the date of alleged act(s). A statement detailing the facts and circumstances of the alleged discrimination must accompany all complaints.

2) In the case where a complainant is unable or incapable of providing a written statement, a verbal complaint of discrimination may be made to the Town of Snowmass Village Title VI / ADA Coordinator by calling the phone number listed above. Under these circumstances, the complainant will be interviewed, and the Town of Snowmass Village Title VI / ADA Coordinator will assist the Complainant in converting the verbal allegations to writing.

3) When a complaint is received, the Title VI / ADA Coordinator will provide written acknowledgment to the Complainant, within ten (10) calendar days by registered mail.

4) If a complaint is deemed incomplete, additional information will be requested, and the Complainant will be provided 60 calendar days to submit the required information. Failure to do so may be considered good cause for a determination of no investigative merit.

5) Within 15 calendar days from receipt of a complete complaint, the Town of Snowmass Village will determine its jurisdiction in pursuing the matter and whether the complaint has sufficient merit to warrant investigation. Within five (5) calendar days of this decision, the Town of Snowmass Village – Village Shuttle Transportation Director or the Director's authorized designee will notify the Complainant and Respondent, by registered mail, informing them of the disposition.

    a. If the decision is not to investigate the complaint, the notification shall specifically state the reason for the decision.

    b. If the complaint is to be investigated, the notification shall state the grounds of the Town of Snowmass Village's jurisdiction, while informing the parties that their full cooperation will be required in gathering additional information and assisting the investigator.

6) When the Town of Snowmass Village does not have sufficient jurisdiction, the Town of Snowmass Village – Village Shuttle Transportation Director or the Director's authorized designee will refer the complaint to the appropriate State or Federal agency holding such jurisdiction.

7) If the complaint has investigative merit, the Town of Snowmass Village – Village Shuttle Transportation Director or the Director's authorized designee will instruct the Title VI / ADA Coordinator to fully investigate the complaint. A complete investigation will be conducted, and an investigative report will be submitted to the Transportation Director within 60 calendar days from receipt of the complaint. The report will include a narrative description of the incident, summaries of all persons interviewed, and a finding with recommendations and conciliatory measures where appropriate. If the investigation is delayed for any reason, the Title VI / ADA Coordinator will notify the appropriate authorities, and an extension will be requested.

8) The Town of Snowmass Village – Village Shuttle Transportation Director or the Director's authorized designee will issue letters of finding summarizing the results of the investigation, stating the findings, and advising of any corrective action to be taken as a result of the investigation to the Complainant within 90 calendar days from receipt of the complaint.

9) If the Complainant disagrees with the Town of Snowmass Village's determination, the Complainant may request reconsideration by submitting a request in writing to the Town of Snowmass Village's Town Manager within seven (7) days after the date of the Town of Snowmass Village – Village Shuttle letter, stating with specificity the basis for the reconsideration. The Town of Snowmass Village Town Manager will notify the Complainant of the decision either to accept or reject the request for reconsideration within ten (10) days. In cases where reconsideration is granted, the Town of Snowmass Village Town Manager will issue a determination letter to the Complainant upon completion of the reconsideration review.

10) If the Complainant remains dissatisfied with the Town of Snowmass Village's resolution of the complaint, the Complainant has the right to file a complaint with the:

Colorado Department of Transportation
Civil Rights & Business Resource Center
2829 West Howard Place, 1st Floor
Denver, CO 80204
303-757-9493
anna.mariotti@state.co.us

or

Federal Transit Administration
Region 8
Attn: Civil Rights Officer
Byron Rogers Federal Building
1961 Stout Street
Suite 13-301
Denver, CO 80294
Phone: 303-362-2400
Fax: 303-292-5904

APPENDIX D (Continued)

TITLE VI PUBLIC NOTICE OF RIGHTS / COMPLAINT PROCESS

TOWN OF SNOWMASS VILLAGE

Title VI/ADA Complaint Form

Instructions: If you have a complaint about the accessibility of our transit system or believe you have been discriminated against on the basis of race, color, national origin or disability, please fill out the form below and send it to: Town of Snowmass Village – Village Shuttle, Attn: Title VI / ADA Coordinator, P.O. Box 5010, Snowmass Village, CO 81615.

For questions or a full copy of the Town of Snowmass Village's Title VI and ADA policy and complaint procedures call 970-923-2543 or email: sguarino@tosv.com.

1. Name (Complainant):	
2. Phone:	3. Home address (street no., city, state, zip):
4. If applicable, name of person(s) who allegedly discriminated against you:	
5. Location and position of person(s) if known:	6. Date of incident:
7. Discrimination because of: ☐ Race (Title VI) ☐ National origin (Title VI) ☐ Color (Title VI) ☐ Disability (ADA) ☐ Accessibility Issue (ADA)	

8. Explain as briefly and clearly as possible what happened and how you believe you were discriminated against. Indicate who was involved. Be sure to include how you feel other persons were treated differently than you. Also, attach any written material pertaining to your case.
9. Why do you believe these events occurred?
10. What other information do you think is relevant to the investigation?
11. How can this/these issue(s) be resolved to your satisfaction?
12. Please list below any person(s) we may contact for additional information to support or clarify your complaint (witnesses): Name: Address: Phone number:

13. Have you filed this complaint with any other federal, state, or local agency; or with any federal or state court?

☐ Yes ☐ No

If yes, check all that apply:

☐ Federal agency ☐ Federal court ☐ State court
☐ Local agency ☐ State agency ☐ County court

If filed at an agency and/or court, please provide information about a contact person at the agency/court where the complaint was filed.

Agency/Court: Contact's Name: Address: Phone number:

Signature (Complainant):	Date of filing:

APPENDIX D (Continued)

TITLE VI PUBLIC NOTICE OF RIGHTS / COMPLAINT PROCESS

TOWN OF SNOWMASS VILLAGE

Title VI and ADA Complaint Log Example

Title VI Complaints, Investigations, and Lawsuits

This form will be submitted annually. If no complaints, investigations, or lawsuits were filed, a blank form will be submitted.

**Please note, as of the May 2023 Submission, no Title VI or ADA complaints, investigations or lawsuits have been filed against the TOSV.*

Description/Name	Date (Month, Day, Year)	Summary (include basis of complaint: race, color, national origin or disability)	Status	Action(s) Taken (Final findings?)
Complaints				
1)				
2)				
Investigations				
1)				
2)				
Lawsuits				
1)				
2)				

APPENDIX E

LIMITED ENGLISH PROFICIENCY PLAN

Town of Snowmass Village
May 2023

I. INTRODUCTION

This Limited English Proficiency (LEP) Plan for the Town of Snowmass Village (Village Shuttle) has been developed in response to federal requirements included under Section 601 of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d), which provides that no person shall "on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

II. EXECUTIVE ORDER 13166

Federal Executive Order No. 13166, issued in August 2000 by President Clinton, "Improving Access to Services for Persons with Limited English Proficiency," was created to "... improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency (LEP)..." President Bush affirmed his commitment to Executive Order 13166 through a memorandum issued on October 25, 2001, by Assistant Attorney General for Civil Rights, Ralph F. Boyd, Jr. and Acting Assistant Attorney General, Loretta King directed a strengthening of enforcement of Title VI in a memorandum dated July 10, 2009.

As a subrecipient of funds from the Federal Transit Administration (FTA), through the Colorado Department of Transportation (CDOT), this Limited English Proficiency (LEP) Plan for the Town of Snowmass Village – Village Shuttle has been developed to ensure compliance with Federal LEP regulations. It includes an assessment of the limited English proficiency needs of our area, an explanation of the steps we are currently taking to address these needs, and the steps we plan to take in the future to ensure meaningful access to our transit programs by persons with limited English proficiency.

III. POLICY AND PLAN SUMMARY

It is the policy of the Town of Snowmass Village to ensure that our programs and activities, normally provided in English, are accessible to Limited English Proficiency (LEP) persons and thus do not discriminate on the basis of national origin in violation of the Title VI prohibition against national origin discrimination (last amended January 18, 2011 by Resolution No. 7, Series of 2011.). The Town of Snowmass Village will, to the maximum extent feasible in its official deliberations and communications, community outreach and related notifications, provide

appropriate alternative non-English formats for persons with LEP to access information and services provided.

In developing the plan while determining the Snowmass Village's extent of obligation to provide LEP services, Snowmass Village undertook a U.S. Department of Transportation four factor LEP analysis which considers the following: 1) The number or proportion of LEP persons eligible in the TOSV service area who may be served or likely to encounter a Snowmass Village program, activity, or service; 2) the frequency with which LEP individuals come in contact with an Snowmass Village services; 3) the nature and importance of the program, activity or service provided by the Snowmass Village to the LEP population; and 4) the resources available to the Snowmass Village and overall costs to provide LEP assistance. A brief description of these considerations is provided in the following section.

IV. LIMITED ENGLISH PROFIENCY NEEDS OF AREA

The *Four-Factor Analysis* developed by the FTA requires that information be included in LEP Plans regarding the number and percentage of LEP persons in our area, and the nature, frequency and importance of the contact we have with LEP persons in providing transit services. Each of these elements is addressed below.

Factor 1: Number and Percentage of LEP Persons in Our Area

Permanent Population

The U.S. Census provides information to assist in estimating the number of limited English speakers in the permanent population. For small urban areas and rural towns and counties, the best data available is from the U.S. Census American Community Survey 2017-2021 . Table 1 presents information for the Town of Snowmass Village on *Language Spoken at Home by Ability to Speak English*, based on that Survey.

TABLE 1: 2021 LANGUAGE SPOKEN AT HOME: SNOWMASS VILLAGE, COLORADO

Subject	Snowmass Village, Colorado					
	Total		Percent of specified language speakers			
			Speak English "very well"		Speak English less than "very well"	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 5 years and over	2,776	+/-232	97.0%	+/-4.2	3.0%	+/-4.2
Speak only English	83.9%	+/-11.7	(X)	(X)	(X)	(X)
Speak a language other than English	16.1%	+/-11.7	81.7%	+/-30.1	18.3%	+/-30.1
Spanish	0.0%	+/-1.3	-	**	-	**
Other Indo-European languages	16.1%	+/-11.7	81.7%	+/-30.1	18.3%	+/-30.1
Asian and Pacific Island languages	0.0%	+/-1.3	-	**	-	**
Other languages	0.0%	+/-1.1	-	**	-	**

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimate

- *An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.*
- *An '(X)' means that the estimate is not applicable or not available*.

As the table shows, there were only a few persons in the permanent population of Snowmass Village who had difficulty speaking English, 3.0% overall of persons age 5 and over. In Snowmass Village, those individuals were speakers of Indo-European languages.

The U.S. Census data indicates a low need to respond to individuals in our service area who have difficulty with English. Those who do have difficulty are primarily Indo-European language speakers.

Visitors

As a world-class resort, we do have guests that come from many countries. The three most prominent non-English speaking countries that our guests come from are Brazil, Argentina, and Mexico. As a result, our website is compatible with Google Translator and can be modified to accommodate most languages. Our route information can also be translated easily and provided for the use of Spanish speaking populations.

Based on our last passenger survey, conducted every ten years, we found that 7% of our passengers are Hispanic and of that 7%, almost all respondents preferred Spanish over English. If 3.9% (as defined in Table 1 and as defined by Pitkin County demographics of those who do not speak English well) of these passengers have LEP, then we have approximated that 2% of our passengers will need assistance. In a survey of our driving staff, we found that 100% said they assist a customer with LEP once a week. As a result, the transportation service route maps are now predominately data driven, not language based.

Summary

Based on the data available, 2.0% of our passengers have LEP. Data on our residents, workforce and visitors suggests that the most prominent language group would be Spanish, which is in line with 6.0% of individuals who speak Spanish at home, per American Community Survey data for Pitkin County. This is keeping in mind that the Spanish spoken by our riders can vary slightly in dialect and interpretation given the country they descend from. Lower income residents are normally concentrated in employee housing units in the Town's inventory or in units on site at the hotels owned by the private sector. Employees coming into town from the regional transit service would be arriving at the main bus station. Tourists are likely to be staying in lodging throughout the community. As a result, The Village Shuttle continues to provide transit route information in a simple, visually dependent format and in a way that can be easily translated by our online Google Translator service.

Factor 2 & 3: Nature, Frequency and Importance of LEP Contact

The Village Shuttle provides varying levels of service depending on the season. During the Winter season, Fixed Route service is predominately provided that covers all multi-family complexes (both employee housing and private sector) as well as commercial nodes, recreation facilities, a park-&-ride, and public lands. In the Spring and Fall seasons, Fixed Route service is provided along the Owl Creek Rd and Brush Creek Rd corridors (regional connections from the Town to Highway 82) and Demand Response service to the rest of the properties within our winter route structure. In the Summer season, expanded Fixed Route local service is provided along the Owl Creek Rd and Brush Creek Rd corridors and Demand Responsive service is provided to the other properties within the Winter route structure.

Most of our contact with LEP people is through our driving staff. Very few questions are received at our administrative office or through phone calls. The drivers work to provide information in an understandable manner for all our customers.

Regardless of whether our LEP passengers are residents, employees, or tourists, our job is to assist people get to jobs, shopping, or recreation. We rate our current or potential contacts with LEP passengers as very important. As such, it is the Town's intent to continue to work on Village Shuttle materials to ensure accessibility in a clear and convenient format.

Factor 4: Resources Available for LEP Outreach

Our website and route information has been translated so that text on Village Shuttle route information is compatible with Google Translator. We have taken all text out of PDF route maps to ensure that route information is easily accessible, regardless of a rider's English comprehension level.

In addition, six of our staff members (drivers, maintenance staff, HR Director) are bilingual and fluent in Spanish and one in Portuguese. These staff members have succeeded in providing direction through translation or non-verbal communication when necessary.

V. LANGUAGE ASSISTANCE PLAN

Given the current need to respond to individuals with LEP, our LEP Plan includes the following objectives.

Identifying LEP Persons Who Need Language Assistance

In order to identify LEP needs we will undertake the following:

- Review Census updates as they become available.
- Periodically review perceived LEP needs with our drivers.
- Make periodic contacts with Aspen and RE-1 school districts to seek guidance on the most prominent groups with LEP.

Language Assistance Measures

As the need arises, we use the following to respond to LEP needs:

- Update inventory of Census Bureau's "I Speak Cards".
- Maintain Spanish versions of marketing materials, customer complaint forms, public notices, and related information, as appropriate.
- Keep/Hire Spanish-speaking customer service staff and/or drivers on our payroll.
- Make available basic Spanish language training to staff.
- Use web-based **Babel Fish: https://www.babelfish.com/** for phrase translation into or from multiple languages.
- Use other community resources such as agencies serving LEP persons that may have resources to share.

Staff Training

As the need arises, we provide the following staff training topics:

- Federal LEP requirements, LEP Plan and Title VI requirements.
- Staff and driver awareness training.
- Documenting language assistance requests.
- Subsidize language training through Colorado Mountain College.

Outreach Efforts

As the need arises, we conduct the following outreach:

- Coordinate with school districts to survey language groups in need of assistance.
- Identify agencies that may serve LEP populations.
- Provide opportunities for LEP participation at public meetings, through advertising and having translators available, as appropriate.

Monitoring and Updating Plan

We will monitor and update this plan every 2-3 years or as needed. This will include:

- Reviewing our LEP Plan with staff/drivers and service groups, and adjust, as needed.
- Pay particular attention to demographic changes in our area and to LEP-related complaints we receive, if any.

Disseminating Our LEP Plan

- Have copies of our plan available to give to agencies serving LEP populations in our area and/or for individual requests.
- Post our plan on our website.

APPENDIX F

Policies and Procedures for the Use of Town of Snowmass Village Public Transportation

Rider policies can be found on the Village Shuttle website.

General Use Policies

General Policy. Public transportation vehicles and facilities are provided by the Town of Snowmass Village for the benefit of the Snowmass Village community, visitors, and the general public.

Use of Town of Snowmass Village Transit Services.

- There are no fares for the use of the Town of Snowmass Village transit services.
- Use of the Town of Snowmass Village transit service is available on a first-come, first-serve basis until capacity is reached.
- Use of the Town of Snowmass Village Transit System constitutes an acceptance of the terms of use.
- Allow riders to exit prior to boarding.
- Yield seats to seniors and persons with disabilities.
- Allow the bus to pass before crossing the street or walking behind the shuttle.

Standing Passengers. Passengers are not permitted to stand forward of the Standee Line per federal regulations. Passengers stand at their own risk.

Children.

- Children must be removed from strollers while on the Town of Snowmass Village transit service.
- Diapers may not be changed aboard a Town of Snowmass Village transit vehicle for the health and safety of other passengers.

Strollers; Wagons.

- Only collapsible strollers, wagons and similar child transport devices are permitted on the Town of Snowmass Village transit service. Non-collapsible strollers, wagons, and similar child transport devices are not permitted.

- All strollers, wagons, and similar child transport devices shall be carried on the Town of Snowmass Village transit vehicle in their collapsed condition.

Bicycles, Skis, and Snowboards.

- On a seasonal basis, Town of Snowmass Village transit vehicles are equipped, on the vehicle exterior, to carry bicycles, skis, and snowboards on a first-come, first-serve basis until capacity is reached.

- Bicycles may not be brought on-board transit vehicles. If space is available, skis and snowboards may be brought on-board. Use of the provided exterior bicycle, ski, or snowboard racks is at the user's own risk.

Carry-On Items.

- The Town of Snowmass Village transit vehicles do not have space specifically designed for storage.

- Riders may bring packages and groceries on-board vehicles if space is available and if they maintain control of these items within their immediate seating area.

- Carry-on items must not interfere with passenger safety or obstruct the aisles.

- Portable electronic devices such as cell phones must not be used at a volume that would disrupt the safe operation of the transit vehicle or annoy other passengers.

- No open food or drink containers, or eating food or drinking, while on board is permitted.

Hazardous Materials. Hazardous materials such as explosives, flammable liquids, firearms, or weapons (except as authorized by law enforcement personnel) shall not be permitted on Town of Snowmass Village transit vehicles.

Threatening behavior will not be tolerated. Any violation of this prohibition will result in immediate notification to the appropriate law enforcement officials.

Animals. All animals are allowed on the Town of Snowmass Village transit service, subject to the following requirements:

- Animals must be under the owner's control.
- Animals are not allowed on passenger seats.
- Animals should not negatively impact any passenger's riding experience.

Smoking. Smoking is strictly prohibited while in a Town of Snowmass Village transit vehicle.

Disruptive Behavior. Loud, obnoxious behavior or the use of foul language is not permitted aboard a Town of Snowmass Village transit vehicle, at a designated public bus stop, or at a public transit station. Disruptive passengers may be denied Town of Snowmass Village transit service at the discretion of the Transit Bus Operator.

Alcohol; Illegal Drugs.

- The consumption of alcohol is prohibited while using Town of Snowmass Village transit services per the Colorado open container law, which prohibits the consumption or possession of open containers of alcohol while in a motor vehicle.
- The Transit Bus Operator has discretion of whether or not to permit individuals to ride the Town of Snowmass Village transit service while an individual is intoxicated and not in control of their own person.
- The possession, sale, or use of any illegal drug is prohibited while using the Town of Snowmass Village transit service.

Fixed Route System. The Town of Snowmass Village Transit Service is a fixed route public transportation system. When standing at a bus stop, a rider may flag down the bus the rider wants to ride. If many buses are approaching at once, a rider may flash a number with the rider's hand so the Transit Bus Operator can determine the bus needed. At night, a rider can wave a lighted or reflective device (i.e., cell phone) to allow the Transit Bus Operator to see the rider. Riders are to either tell the Transit Bus Operator the preferred stop at the time of boarding or use the rider passenger stop request cord next to the window when nearing the stop.

The Town of Snowmass Village Transit Service complies with all state and federal regulations for public transportation and is under the jurisdiction of the Federal Transit Administration and Federal Motor Carrier Safety Regulations.

Emergencies. In the event of an unforeseen emergency, the Transit Bus Operator shall provide passengers with specific directions for evacuation and/or other necessary actions. For rider safety, passengers must comply with the directions provided. Transit Bus Operators are licensed Commercial Drivers and are provided extensive training to meet federal regulations for safety.

System-Wide Service Standards and Policies

Service Standards: Bus Only

Vehicle load for each mode.

Vehicle Type	Average Passenger Capacities			
	Seated	Standing	Total	Maximum Load Factor
Cutaway/minibus	16	8	24	1.33
29' bus (Gillig)	28	12	40	1.30

Vehicle headways for each mode.

The Town of Snowmass Village provides bus service in Snowmass Village and regionally in the off-seasons of spring and fall to Highway 82 (connections with Roaring Fork Transportation Authority) in Colorado. There are seasonal fluctuations with winter (November-April) being the busiest time and spring (April-May) and fall (September-November) the slowest time. Summer service (June-September) has moderate service levels.

Winter service.
**Please note, temporary service reductions occurred on some winter routes in 2020-2023 due to the COVID-19 pandemic and resulting bus operator shortages. Service parameters described below still reflect our programmed service levels and times.*

Winter Service (mid-November to April) has seven fixed routes operating Monday through Sunday from 6:30 am to 1:00 am.

Route 1 serves multi-family properties along Upper and Lower Woodbridge Roads with headways every 15 minutes from 6:30 AM to 6:00 PM and every 30 minutes from 6:00 PM to 11:30 PM.

Route 2 serves properties along Wood Road with headways every 20 minutes from 6:35 AM to 10:35 PM. Portions of the route are served upon request.

Route 3 serves properties along Owl Creek Road and Snowmass Club Circle with headways every 15 minutes from 6:35 AM to 5:20 PM and every 30-minutes from 5:20 PM to 11:50 PM. Portions of the route are served upon request.

Route 4 serves a park and ride facility at the entrance to the community (Town Park Rodeo Lot) with headways every 10 minutes from 6:30 AM to 5:30 PM and every 20 minutes from 5:30 PM to 6:30 PM.

Routes 5 & 6 (same vehicle) serves multi-family properties on Faraway Rd, Upper Brush Creek Road, and to the Upper Carriage Way with headways every 20-minutes from 6:55 AM to 9:00 PM. Portions of Route 6 are served upon request.

Route 8 provides service to the Recreation Center, Melton and Horse Ranch subdivisions on 30 - minute headways from 7:05 AM to 11:35 PM. Portions of the route are served upon request. Service for Route 8 to Town Park Rodeo Lot is available after 6:30 PM.

All routes are served from their ending times until 12:45 AM using Demand Response service.

Spring/Fall service. Spring (April through May) and Fall (September to mid-November) service has two fixed routes, Monday through Sunday. One bus route (Route 3) is a local service route and the other route (Route 82), provided under contract with the Roaring Fork Transportation Authority-RFTA, provides service to the regional station at Highway 82.

The Snowmass Village Club Route #3 provides service along Brush Creek Road and Owl Creek Road with 30-minute headways, operating seven days a week from 6:30 am to 2:45 am. This service covers employee housing at: Club Commons, Club Townhomes, Fairway Three, the School District, Sinclair Meadows, the Firehouse, Creekside, and Mountain View. It leaves the Mall at 20 minutes and 50 minutes past the hour from 6:50 am to 5:20 pm and leaves the Club Center at 5 minutes and 35 minutes past the hour from 7:05 am to 5:35 pm. On-demand service is provided after 5:35 pm by calling 15 minutes in advance, which leaves the Club Center at the top of the hour and 30 minutes past the hour. Portions of the route are served upon request based on demand.

The RFTA route (#82) provides service from the Snowmass Village Mall to the Hwy 82 Park and Ride with 15-minute headways Monday through Friday in peak commuter hours, 30 minute headways in off hours, and 60-minute headways in the late evening and on the weekends. The route leaves the Mall at 15 minutes past the hour from 6:15 am to 2:15 am and 45 minutes past the hour from 6:45 am to 7:45 pm Monday through Friday. 15 minute service during the commuter hours has Mall departures on the hour and half past from 6:00 AM to 9:30 AM and 2:30 PM to 6:30 PM. On Saturday the route leaves the Mall at 15 minutes past the hour from 6:15 am to 2:15 am and on Sunday 6:15 am to 12:15 am.

Demand response service is provided to cover all other core service areas needs within the area serviced by the winter route structure. Demand response service is provided to all regular service areas 6:45 am to 2:00 am Monday – Saturday and 6:45 am to midnight on Sunday. Advance calls are requested.

Summer service. Summer service (June – September) has two fixed routes, Monday through Sunday.

The Snowmass Village Club Route #3 provides service along Brush Creek Road and Owl Creek Road with 30-minute headways. It leaves the Mall at 20 minutes and 50 minutes past the hour and leaves the Club Center at 5 minutes and 35 minutes past the hour from 6:50 am to 9:50 pm. On-demand service is provided after 10:20 pm to midnight.

The Town Park Route 8 provides service along Brush Creek Road to the community boundary covering the Recreation Center and Melton and Horse Ranch subdivisions on 30-minute headways. It leaves the Mall at 5 minutes and 35 minutes past the hour and leaves the Recreation Center at 20 minutes and 50 minutes past the hour from 7:05 AM to 9:05 PM.

Demand response service is also provided to cover all other core service area needs. Demand response service is provided to all regular winter service areas 7:00 am to midnight Monday – Sunday. Advance calls are requested.

POLICY HEADWAYS AND PERIOD OF OPERATION

Winter	Day (minutes)	Night (minutes)
Route 1	15	30
Route 2	20	20
Route 3	15	30
Route 4	10	Demand Response
Route 5/6	20	Demand Response
Route 8	30	30

Day Hours of Operation: 6:30 am – 5:00 pm
Night Hours of Operation: 5:00 pm – 1:00 am

Spring/Fall	Day (minutes)	Night (minutes)
Route 3	30	Demand Response
Route 82	15 (peak) / 30 (off-peak)	60 after 8:15 pm

Day Hours of Operation: 6:15 am – 5:50 pm
Night Hours of Operation: 5:50 pm – 2:00 am

Summer	Base (minutes)	Night (minutes)
Route 3	30	Demand Response
Route 8	30	Demand Response

Day Hours of Operation: 6:50 am – 9:50 pm
Night Hours of Operation: 10:00 pm – 12:00 am

On-time performance for each mode.

Winter service.
The Town of Snowmass Village provides service in an area of Colorado that receives an average of 300" of snow annually and at certain times road and weather conditions, along with heavy skier traffic, may prevent us from completing scheduled runs on time. Regardless, the goal is 100% on-time performance and multiple buses may be put on a route to meet rider needs and maintain on-time performance.

Summer/Spring/Fall service.
The Town of Snowmass Village aims to complete 100% of its scheduled runs on time. Bus malfunctions and unscheduled deviations may prevent a 100% on time performance.

Service availability for each mode.

Snowmass Village's goal is to have service within a ½ mile of 90% of the population (predominately multi-family properties) in Snowmass Village.

Service Policies: Bus Only

Transit amenities for each mode.

The Town Snowmass Village is responsible for providing amenities to the general public. Common amenities provided at stations and bus stops include benches and trash cans. General and QR coded signs provide route information at all stops. ADA accessible amenities are provided at the Mall, Daly Lane and Base Village transit stations. ADA accessible bus stops (to include deployment area and curb cuts if applicable) are located at the Snowmass Center, Faraway Road, Sinclair Road, Owl Creek Road at Gamble Way, Snowmass Club, Town Recreation Center and Club Circle Drive.

Vehicle assignment for each mode.

The Town of Snowmass Village transit service fleet consists primarily of heavy-duty transit buses and a lesser number of body on chassis cutaway style buses. The current public transit fleet consists of 24 full time and 5 spare vehicles. 19 buses are 29 feet long and 10 buses are 24 feet long.

Winter Service.
Route 4 carries 50% of the Village Shuttle ridership and 29' heavy-duty transit buses are used to cover the route.

Route 3 carries 18% of the ridership and uses 29' heavy-duty transit buses to cover the route.

Route 1 carries 16% of the ridership and uses 29' heavy-duty transit buses to cover the route.

Route 8 carries 7% of the ridership and uses both the 29' foot heavy-duty transit buses and body on chassis cutaway buses depending on demand.

Routes 2 and 5/6, service carries roughly 11% of the ridership each and uses body on chassis cutaway buses.

Demand Response service is provided with body on chassis cutaway buses and carries all remaining ridership.

Spring/Summer/Fall service.

The RFTA service provided in the spring and fall covers approximately 70% of total ridership and uses 29' heavy-duty transit buses to provide the service. Route 3 carries 9% of total ridership and uses both 29' heavy-duty transit buses and body on chassis cutaway buses depending on demand. The additional 21% of the service is predominately demand response using body on chassis cutaway buses.

Route 3/4 and Route 8 for summer service carry approximately 76% of total ridership. Route 3 service uses the 29' heavy-duty transit buses predominately. Route 8 service uses the 29' heavy-duty transit buses and body on chassis cutaway buses depending on the demand for service.

Demand responsive service is provided using the 29' heavy-duty transit bus if there is only one Transit Bus Operator; or when there is a dedicated floater, the body on chassis cutaway buses. In all other cases, body on chassis cutaway buses are used. Demand response service makes up 24% of the ridership for summer service.

APPENDIX G

Title VI Equity Analysis

An FTA subrecipient planning to acquire land to construct certain types of facilities must not discriminate on the basis of race, color, or national origin, against persons who may, as a result of the construction, be displaced from their homes or businesses. “Facilities” in this context does not include transit stations or bus shelters, but instead refers to storage facilities, maintenance facilities, and operation centers.

There are many steps involved in the planning process prior to the actual construction of a facility. It is during these planning phases that attention needs to be paid to equity and non-discrimination through equity analysis. A Title VI Equity Analysis must be done before the selection of the preferred site.

Note: Even if facility construction is financed with non-FTA funds, if the subrecipient organization receives <u>any</u> FTA dollars, it must comply with this requirement.

The Town of Snowmass Village is in the process of building a new transit center facility and completed and documented a Title VI Equity Analysis in October 2021 as part of the planning process for the project. This Analysis is included in this Appendix.

Town of Snowmass Village

Snowmass Transit Station

Title VI Equity Analysis

October 12, 2021

I. Background

The Town of Snowmass Village (TOSV) proposes to renovate and expand the current regional transit center located at the Snowmass Village mall into a new multi-agency transit plaza and welcome center, facilitating both the Town of Snowmass Village's Village Shuttle local services and Roaring Fork Transit Authority's (RFTA) regional services. The new facility will be called the Snowmass Transit Station (STS) and will be the primary hub of origin and terminus in Snowmass Village for all local and regional buses. The STS will address TOSV's current operational deficiencies and accommodate forecasted growth in population, employment, and ridership demand by combining the transit centers of the Village Shuttle and RFTA into a single larger facility in the core of Snowmass Village.

The current transit facilities, with one serving the Village Shuttle and the other serving RFTA, are shown in **Figure 1**. The two terminals are in close proximity to one another, however, there is no line of sight between them, and they are on different roads separated by two stories in vertical elevation. The TOSV transit center is on Daly Lane and the RFTA transit center is on Carriage Way.

The project area is zoned by the Town of Snowmass Village as a Specially Planned Area (SPA), **See Appendix A.** The Zoning will be changed to Public Use (PUB) to allow for a 4,000 square foot building to be added to the site. The PUB zoning is intended to provide an area for a use required by, and for the benefit of the public (City 2018). The proposed development will contain the replacement of any displaced parking, visitor information center for transit riders, public restrooms, and Transportation Department offices including a driver training facility. This building is designed to be less than 4,000 square feet (See Appendix B).

Since the first consideration of commercial and residential development at the base of the ski area, there has been debate and study of the best location for a consolidated transit facility as far back as the *Snowmass Transportation Center Site Study* by TDA Colorado, INC. in 1984. After the creation of Pitkin County's ½ Cent Sales and Use Tax in 1993 for Mass Transportation Improvements funding there were studies of rail and aerial connections between Aspen and Snowmass as well. The specific technology and their limitations had input on potential sites for a terminus for these regional services and the integration of local service. Interest in the potential development at the base of the ski area (Base Village) created more demand for community input and culminated in the creation of a new community master plan in 1998 known as the Comprehensive Plan. Required regular evaluation by the Planning Commission and adoption by Town Council has kept the document current. In all these studies the community preferred that the terminus for the local and regional transit services be located at the West Village Mall (Mall) which is the historic commercial retail and residential core of the community.

During the evaluation of the Base Village proposal in the early 2000s there was significant debate on whether the terminus of the regional transit service should remain at the Mall or be moved to Base Village. A major redevelopment study of a transit station at the Mall had begun again in 1999. The Base Village developers made it very clear that the Base Village development was not going to compete against the Mall, but rather be "the tide that would lift all ships." Base Village would not create a terminus for the bus systems in their development, but rather create an interim bus station to accommodate the roughly 150,000 square feet of commercial and 617 residential units they were proposing. The study of a main transit station at the Mall began again in earnest with hopes of redeveloping the Mall as part of a Transit Oriented Development (TOD) until the Great Recession hit in

2007.

CURRENT RFTA & VILLAGE SHUTTLE DEPOTS

Figure 1: Current RFTA and Village Shuttle Depots

II. Project Need and Description

TOSV, in consultation with RFTA, has determined the need to renovate its current transit facilities to accommodate the new STS based on several objectives:

- To meet anticipated increased demand for transit services in the town and region TOSV needs to improve and expand its current mall transit terminals.
- Improve the operational efficiency and safety of the existing sites by centralizing Snowmass Village transit operations into one easily accessible location.
- Improve cohesion between the Village Shuttle and RFTA services for connecting regional and local services.

- Provide necessary infrastructure for a diversified fleet of buses and cars, including electric charging infrastructure.

The new STS will provide a central location at the Snowmass Village Mall where both RFTA and Village Shuttle buses will originate and terminate all routes serving both local and regional passengers. The new station will provide for easy transfers between the Local and RFTA services at a terminal that will be easily accessible to all passengers entering and leaving the mall. The location of the proposed facility is shown in **Figure 2** The facility will accommodate pick-up and drop-off locations for 10 buses with infrastructure for current on-route electric charging stations and staging for an additional 2 buses, See **Appendix B**. In addition the STS will include a parking garage that will replace any parking displaced by the project to maintain current parking capacity at its current level and add a two-story welcome center that will include a guest services desk, a parking permit and services desk, a driver breakroom, transit staff offices and a public restroom.

Design work has begun on the station to unify the regional and local transit services in one location with convenient access to the Mall. Locating the station here would allow for a modest increase in the number of transit bus bays in the design; however, a major improvement is the sawtooth design to allow most of the bus days to function independently. This creates greater flexibility for operations in the combined facility and improved levels of service (see Appendix C).

Figure 2: Approximate area of new development

III. Title VI Compliance

TOSV has determined that the proposed STS development falls under the provisions in Chapter III-13 of the Federal Transit Administration (FTA) Circular 4702.1B:

> *13. DETERMINATION OF SITE OR LOCATION OF FACILITIES. Title 49 CFR Section 21.9(b)(3) states, "In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part." Title 49 CFR part 21, Appendix C, Section (3)(iv) provides, "The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin." For purposes of this requirement, "facilities" does not include bus shelters, as these are transit amenities and are covered in Chapter IV, nor does it include transit stations, power substations, etc., as those are evaluated during project development and the NEPA process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc.*

Therefore, TOSV is required to conduct a Title VI equity analysis to ensure the location is selected without regard to race, color, or national origin. Per the guidance in the FTA Circular, this analysis must:

- Compare impacts of various siting alternatives; and
- Determine if cumulative adverse impacts might result due to the presence of other facilities with similar impacts in the area.
- If disparate impacts are identified, the least discriminatory alternative must be implemented, or there must be substantial legitimate justification for locating the site in the chosen location.

IV. Site Selection Process

In 1998, 2001, 2004 and again in 2019, TOSV began the process of choosing a location and assessing the need for and feasibility of a new STS. Due to the restrictions of the Project Need and Description requiring the project to be located at the Snowmass Village Mall, the locations available for the project were extraordinarily limited. The determined feasible and prudent alternatives were:

1. The current location of the RFTA depot at the end of the Snowmass Village Mall, shown in **Figure 1.**
2. The current location of the Snowmass Village Shuttle depot shown in **Figure 2.**
3. The No-Build alternative, keeping the current facilities without change.

V. Alternatives Equity Analysis

The entirety of TOSV, and of the Village Shuttle's route structure, exists within a single Census Tract (Pitkin County, Census Tract 1) and two Block Groups (3 and 5). Furthermore, the Project Need and Description provides that the new STS be located at the Snowmass Village Mall, placing it within Block Group 5, but easily accessed by those living in Block Group 3. Therefore, the alternatives proposed will each affect the same census tracts and block groups. None of the alternatives will require land

acquisition or the displacement of persons from their residences and businesses; therefore the alternatives equity analysis need only concern the possible disparate impacts of the selected location of the sites.

Demographic Data

The 2019 ACS 5-Year Demographic and Housing Estimate showed a total population of 7,440 in Census Tract 1, Pitkin County, Colorado. The minority population of the tract is 14.7% Hispanic or Latino (of any race), 1.7% Black or African American, and .9% persons of other races. The total minority population for the census tract is 17.2%. The minority of Pitkin County as a whole is similar although slightly less at 15.9%. Unfortunately, block group demographic data was not available from ACS for this census tract. (Snowmass Village's core is shown as having a population of 2,783 broken down by ethnicity as 93.2% White, 4.9% Hispanic and 1.0% Other.)

Preferred Alternative

Alternative 1, the site of the current RFTA depot shown in **Figure 1**, would be the ideal location for the new STS given its at grade access to the mall, prominence, potential for a large footprint, and access from Carriage Way. As stated, the demographics affected by this location would be the same as the other alternatives. Guests of the Snowmass Village Mall and surrounding properties, as well as workforce housing populations in proximity would be within walking distance of this site and access for pedestrian approach would be improved from all directions by adding/improving sidewalks and allowing for an at grade access to the STS from the Snowmass Mall.

Alternate Sites

Alternative 2 would allow for improved access to the site for those staying, visiting, or residing on Daly Lane, but all other visitors would have diminished access to a site that would be below Mall grade and located out of sight down a road that would become heavily trafficked. Those walking from nearby workforce housing complexes would be forced to navigate more roadway to access the site than alternative 1 or the no-build alternative. The smaller footprint would make turning larger buses difficult, reducing the efficiency of the site, which was a requirement under Project Need and Description.

The No-Build Alternative would add no impact to potentially affected populations through visual, noise, or construction impact. However, the increasing local and regional populations, and the resulting increasing demand for transit service will make the existing facilities increasingly strained. Additionally, the current facilities are unable to provide for the introduction of new technologies such as on route electric bus charging. The no-build alternative would allow the current safety and efficiency concerns of using transit to continue and worsen.

Similar Facilities Nearby

Approximately .5 miles from the proposed site there is a transit facility located at the Snowmass Base Village Parking Garage (Base Village). This is a privately owned, multi-agency transit facility serving the Base Village development. However, Snowmass Village Mall is not easily accessible from this location as it requires either riding an aerial conveyance that does not possess the capacity to reasonably transfer passengers or walking up a hill along Carriage Way that approaches 13% grade in places to cover roughly

150 feet in elevation gain.

Community Impacts – All Sites

The STS is expected to have minimal negative community impacts at any location. It is closely surrounded by merchants, restaurants, and lodging, there are also nearby residential complexes, primarily employee housing. Commercial, Lodge, and Residential neighbors would benefit from easier and more efficient transit access after completion of the project, while suffering some impact to current safety, accessibility, and visual and noise impacts during the construction phase. However, safety and accessibility concerns would be alleviated once the STS is completed. Short term parking in the new garage would allow high turnover parking to access the Snowmass Mall area without needing to cross a street, a vast improvement to the current condition. Nearly all of the direct impact to the site is occurring on current public roadways and parking lots. Small encroachments onto privately owned property will not negatively impact the current use, and in the case of the largest encroachment accessibility will be improved by creating at grade access to and from transit.

Recommended Site

TOSV recommends that Alternative 1, at the location of the current RFTA depot, be the site for the STS. Compared to the other alternatives, this site will have minimal negative impacts on surrounding populations and considerable positive impacts in transit access.

VI. Community Outreach

As part of the 2018 planning process for the development of the *Town of Snowmass Village Mall Transit Station Feasibility Study* the Town undertook community outreach to various interests in the community with noticed meetings, public open house meetings, visits to special interest groups and organizations, and personal outreach to the merchants and adjacent properties around the Mall. All meetings of the Town Council and Planning Commission have been duly noticed and were open to the public. Meeting agendas were posted at Town Hall, in the Snowmass Center near the grocery store, and on our website which can be translated into different languages including Spanish. Town Council meetings were noticed in the local papers as well. The Town does not routinely have a Spanish or sign language interpreter at meetings, however Spanish language or other interpretations are available upon request.

VII. Conclusion

This equity analysis helps guide TOSV in selecting a transit station location that does not result in disparate impacts on the basis of race, color, or national origin. The process by which TOSV identified and narrowed down potential sites for the facility was based on geographical location, pedestrian and bus access, and the ability to accommodate an adequate footprint for the intended use.

Constructing the new STS at the current RFTA Snowmass Village Mall Depot does not present any apparent disparate impacts to minority populations in the area based on this Title VI equity analysis. As such, there are also no apparent cumulative adverse impacts due to the presence of other similar facilities in the surrounding area.

Thanks again Sam and David - I think the equity analysis is good to go for CDOT purposes. Appreciate your work and coordination on this.

Chris Robbie
Civil Rights Specialist, Subrecipient Compliance
Civil Rights and Business Resource Center

COLORADO
Department of Transportation
Office of the Chief Engineer

P 720.930.1523
2829 W. Howard Place, Suite 139, Denver, CO 80204
christopher.robbie@state.co.us | www.codot.gov | www.cotrip.org

On Wed, Oct 13, 2021 at 12:10 PM Robbie - CDOT, Christopher <christopher.robbie@state.co.us> wrote:
Thank you Sam - we will review soon and get back to you with any additional questions.

Chris Robbie
Civil Rights Specialist, Subrecipient Compliance
Civil Rights and Business Resource Center

COLORADO
Department of Transportation
Office of the Chief Engineer

P 720.930.1523
2829 W. Howard Place, Suite 139, Denver, CO 80204
christopher.robbie@state.co.us | www.codot.gov | www.cotrip.org

On Tue, Oct 12, 2021 at 11:19 AM Sam Guarino <sguarino@tosv.com> wrote:

Hi Chris,

Please find attached the Equity Analysis for the Town of Snowmass Village Transit Center. Let us know if you need any more information from us or if you have any questions.

Thank you,

Sam Guarino

Operations Supervisor

Town of Snowmass Village

P.O. Box 5010

Snowmass Village, Colorado 81615

p. 970.923.2543 ext. 411, f. 970.923.5986

sguarino@tosv.com

APPENDIX H

Public Participation Plan

Snowmass Village is engaging the public in its planning and decision-making processes, as well as its marketing and outreach activities. The public will be invited to participate in the process whether through public meetings or surveys. As an agency receiving federal financial assistance, Snowmass Village has the following community outreach efforts:

- Town Council meetings are held on the first and third Monday of each month at 4:00 pm. All meetings are held in the Council Chambers at Snowmass Village Town Hall, 130 Kearns Road, Snowmass Village, CO unless otherwise posted. The public is welcome to attend meetings and address the Mayor and Town Council. The public can also email each Council member and if the Town Clerk is cc'd, then the email is considered public record.

- The Town, of which transportation services are a part of, conducts a Community Survey every two years and last conducted the survey in 2022. To reach an adequate number of participants, the Town includes a pre-notification and story about the survey in their monthly newsletter that is sent to all subscribers. Following the pre-notification, the Town of Snowmass Village emails a link to the survey to all year-round and part-time Snowmass Village residents, as well as Roaring Fork Valley residents and guests. The Town also makes the survey available on their website, www.TOSV.com, and creates Facebook advertisements. In addition to email and online outreach efforts, the Town of Snowmass Village sends a postcard mailer with a link to the survey to every resident and business in Snowmass Village with a PO Box.

  The survey is also advertised using more traditional mediums, such as the newspapers, on www.SnowmassSun.com, local radio stations, and CGTV.

In the upcoming year, Snowmass Village will make the following community outreach efforts:

- Town Council meetings are held on the first and third Monday of each month at 4:00 pm. All meetings are held in the Council Chambers at Snowmass Village Town Hall, 130 Kearns Road, Snowmass Village, CO unless otherwise posted. The public is welcome to attend meetings and address the Mayor and Town Council. The public can also email each Council member and if the Town Clerk is cc'd, then the email is considered public record.

- The Town, of which transportation services are a part of, will conduct another community survey in the summer of 2024. Survey questions will include asking respondents about their experiences with the Village Shuttle transportation service and if they have any comments on how to improve the service.

- To reach an adequate number of participants, the Town includes a pre-notification and story about the survey in their monthly newsletter that is sent to all subscribers. Following the pre-notification, the Town of Snowmass Village emails a link to the survey to all year-round and part-time Snowmass Village residents, as well as Roaring Fork Valley residents and guests. The Town also makes the survey available on their website, www.TOSV.com, and creates Facebook advertisements. In addition to email and online outreach efforts, the Town of Snowmass Village sends a postcard mailer with a link to the survey to every resident and business in Snowmass Village with a PO Box.

  The survey is also advertised using more traditional mediums, such as the newspapers, on www.SnowmassSun.com, local radio stations, and CGTV.

Public Meetings:

(1) Public meetings are scheduled to increase the opportunity for attendance by stakeholders and the general public. This may require scheduling meetings during non-traditional business hours, holding more than one meeting at different times of the day or on different days, and checking other community activities to avoid conflicts.

(2) When a public meeting or public hearing is focused on a planning study or program related to a specific geographic area or jurisdiction within the region, the meeting or hearing is held within that geographic area or jurisdiction.

(3) Public meetings are held in locations accessible to people with disabilities and are located near a transit route when possible.

APPENDIX I

Town Council Minutes and Resolution Approving Title VI Program

See pages 58-61.

SNOWMASS VILLAGE TOWN COUNCIL

RESOLUTION NO. 17
SERIES OF 2023

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SNOWMASS VILLAGE, COLORADO, AMENDING THE TOWN'S TITLE VI PLAN WHICH INCLUDES A LIMITED ENGLISH PROFICIENCY (LEP) PLAN IN COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, 78 STAT. 252, 42 U.S.C. 200D TO 2000D-4, AND THE GUIDELINES OF THE FEDERAL TRANSIT ADMINISTRATION, AN OPERATING ADMINISTRATION OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION, FOR FEDERAL TRANSPORTATION ASSISTANCE AUTHORIZED BY 49 U.S.C. CHAPTER 53, TITLE 23 UNITED STATES CODE, AND OTHER FEDERAL STATUTES ADMINISTERED BY THE FEDERAL TRANSIT ADMINISTRATION.

WHEREAS, the Town of Snowmass Village (TOSV) has the power to adopt the Title VI Plan in compliance with Federal Transit Administration guidelines, the Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4, the Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation, and Executive Order 13166 "Improving Access to Services for Persons With Limited English Proficiency," reprinted at 65 FR 50121 (August 16, 2000); and,

WHEREAS, the Federal Transportation Administrator has been delegated authority to award Federal financial assistance for a transportation project; and,

WHEREAS, the TOSV has entered into a grant or cooperative agreement for Federal financial assistance; and,

WHEREAS, the TOSV has previously approved all the annual Certifications and Assurances of the Federal Transit Administration's contract which are required for the project by Resolution NO. 8, Series of 2023; and,

WHEREAS. The TOSV has previously adopted a Title VI Plan for the Town by Resolution NO. 30, series of 2015; and,

WHEREAS. The TOSV has most recently amended a Title VI Plan for the Town by Resolution NO. 31, series of 2019; and

WHEREAS, the TOSV finds that the adoption of this Resolution is necessary for the immediate preservation of the public health, safety and welfare.

NOW THEREFORE BE IT RESOLVED by the Town Council of the Town of Snowmass Village, Colorado,

To amend the Title VI Plan to ensure nondiscrimination in the provision of services on the grounds of race, color or national origin, and to fulfill the responsibility to make information and services available to limited English proficient persons in compliance with the guidelines of the Federal Transit Administration for Federal assistance authorized by 49 U.S.C. Chapter 53, Title 23, United States Code, or other Federal statutes authorizing a project administered by the Federal Transit Administration.

CERTIFICATION

READ, APPROVED AND ADOPTED by the Town Council of the Town of Snowmass Village on the 20th of June 2023 upon a motion made by Council Member _____, the second of Council Member _____, and upon a vote of __in favor and __ opposed.

TOWN OF SNOWMASS VILLAGE

_____
Bill Madsen, Mayor

APPROVED AS TO FORM

_____
Jeffrey Conklin, Town Attorney

ATTEST:

_____
Megan Harris Boucher, Town Clerk

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

June 20, 2023

AGENDA ITEM:

Resolution No. 18, Series of 2023 – A Resolution approving an Underground Right-of-Way Easement Agreement with Holy Cross Energy

PRESENTED BY:

Jeff Conklin, Town Attorney
Anne Martens, Public Works Director

BACKGROUND:

Holy Cross Energy wishes to install and locate an underground electric transmission or distribution line and related infrastructure in the area of the Campground ski run, crossing Town property along Divide Road/the Ditch Trail. The subject Town property is is not within the scope of the Town's Franchise Agreement with Holy Cross. Accordingly, the parties wish to enter Underground Right-of-Way Easement Agreement to allow for the electric line to be located across Town property.

FINANCIAL IMPACT:

N/A

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

N/A

COUNCIL OPTIONS:

Approve the Resolution approving the Easement Agreement

OR

Deny the Resolution approving the Easement Agreement

STAFF RECOMMENDATION:

The proposed easement will allow Holy Cross Energy to extend its electric distribution network.

Town Staff recommends that Town Council make a motion to approve Resolution No. 18, Series of 2023 A Resolution approving an Underground Right-of-Way Easement Agreement with Holy Cross Energy

ATTACHMENTS:

Resolution No. 18, Series of 2023
Easement Agreement – HCE

TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL

RESOLUTION NO. 18
SERIES OF 2023

A RESOLUTION APPROVING AN UNDERGROUND RIGHT-OF-WAY EASEMENT WITH HOLY CROSS ENERGY

RECITALS

A. The Town of Snowmass Village, Colorado ("TOSV" or the "Town") is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Town of Snowmass Village Home Rule Charter (the "Charter").

B. Section 1.4 of the Charter authorizes the Town Council to acquire interests in real property.

C. The Town and Holy Cross Energy ("HCE") entered a Franchise Agreement which is codified in the Municipal Code at Chapter 5, Article III (the "HCE Franchise").

D. HCE wishes to install and locate an underground electric transmission or distribution line and related infrastructure across certain Town property that is not within the scope of the HCE Franchise. The project area is near the Campground ski run, crossing Town property along Divide Road/the Ditch Trail.

E. Accordingly, the parties wish to enter Underground Right-of-Way Easement Agreement to allow for the electric line to be located in this area, as set forth in **Exhibit A** hereto (the "Easement Agreement").

F. The Town Council finds and determines that it is in the best interests of the Town to approve this Resolution and the Easement Agreement. The Town Council finds and determines that this Resolution is reasonable and necessary to promote the legitimate public purposes of public health, safety, and welfare.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Snowmass Village, Colorado, that:

1. Recitals. The foregoing recitals are incorporated herein as findings of the Town Council.

2. Easement Agreement – Holy Cross Energy. The Town Council hereby approves the Easement Agreement in substantially the same form as set forth in **Exhibit A**, as determined to be satisfactory to the Town Attorney, and authorizes the Town Manager to execute the same.

3. Ratification of Actions. All actions heretofore taken, not inconsistent with the provisions of this Resolution, by the Town Council and the officers, agents, and employees of the Town relating to the subject matter of this Resolution, are hereby ratified, approved, and confirmed.

4. Severability. If any provision of this Resolution is found to be unconstitutional or unlawful, such finding shall only invalidate that part or portion found to violate the law. All other provisions shall be deemed severable and shall continue in full force and effect.

INTRODUCED, READ AND ADOPTED by the Town Council of the Town of Snowmass Village, Colorado on the 20th day of June, 2023, by a motion made by Council Member _____ seconded by Council Member _____ , and by a vote of ___ in favor and ___ opposed.

TOWN OF SNOWMASS VILLAGE

_____
Bill Madsen, Mayor

ATTEST:

_____
Megan Harris Boucher, Town Clerk

APPROVED AS TO FORM:

_____
Jeff Conklin, Town Attorney

HOLY CROSS ENERGY
UNDERGROUND RIGHT-OF-WAY EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that the undersigned,

Town of Snowmass Village

(hereinafter called "Grantor"), for a good and valuable consideration, the receipt whereof is hereby acknowledged, does hereby grant unto Holy Cross Energy, a Colorado corporation whose post office address is P. O. Box 2150, Glenwood Springs, Colorado (hereinafter called "Grantee") and to its successors and assigns, the right of ingress and egress across lands of Grantor, situate in the County of Pitkin, State of Colorado, described as follows:

A parcel of land, described as Parcel Number 273310100801 situate in Sections 3 and 10, Township 10 South, Range 86 West of the 6th P.M., as more fully described in the records of the Pitkin County Assessor's Office, Aspen, Colorado.

And, to construct, reconstruct, repair, change, enlarge, re-phase, operate, and maintain an underground electric transmission or distribution line, or both, with the underground vaults, conduit, fixtures and equipment used or useable in connection therewith, together with associated equipment required above ground, including without limitation any communications facilities, fiber optic facilities, wireless transmitters, receivers, phone line carrier equipment and other communication equipment of any kind, within the above mentioned lands, upon an easement described as follows:

An easement twenty (20) feet in width, the centerline for said easement being an underground power line as constructed, the approximate location of which upon the above described property is shown on Exhibit A attached hereto and made a part hereof by reference.

The rights herein granted specifically allow Grantee to install additional underground and/or pad-mounted facilities within the easement described herein.

It shall be the Grantor's responsibility to ensure that splice vaults, switchgear vaults and transformer vaults installed hereunder on said real property are accessible by Grantee's boom trucks and other necessary equipment and personnel at all times. The use of such access by Grantee shall not require removal or alteration of any improvements, landscaping, or other obstructions. The ground surface grade shall not be altered within ten (10) feet of said splice, switchgear and transformer vaults, nor along the power line route between the vaults. The ground surface grade at said transformer and switchgear vaults shall be six (6) inches below the top of the pad. The ground surface grade at said splice vaults shall be even with the top of the pad. The manhole opening of said splice vaults shall be uncovered (excluding snow) and accessible at all times. Improvements, landscaping or any other objects placed in the vicinity of said transformers and switchgear shall be located so as not to hinder complete opening of the equipment doors. The ground surface within ten (10) feet of said transformer and switchgear doors shall be flat, level and free of improvements, landscaping, and other obstructions. Improvements, landscaping and other objects will be kept a minimum of four (4) feet from non-opening sides and backs of said transformers and switchgear. Grantor hereby agrees to maintain the requirements of this paragraph and further agrees to correct any violations which may occur as soon as notified by Grantee. Said corrections will be made at the sole cost and expense of Grantor.

Together with the right to remove any and all trees, brush, vegetation and obstructions within said easement and the right to pile spoils outside said easement during construction and maintenance, when such is reasonably necessary for the implementation and use of the rights hereinabove granted. In areas where vegetation is disturbed by the above described use of the easement, the ground surface shall be seeded using a standard native mix by Grantee. Grantor agrees that landscaping or other surface improvements added on said easement after the date of execution hereof will be minimized and that Grantee will not be responsible for damage to said additional landscaping or surface improvements caused by exercise of its rights granted by this easement. Grantor may otherwise use the easement area for such other uses that do not unreasonably interfere with the grant herein. Grantee's obligations under the Holy Cross Energy Franchise, approved by Town of Snowmass Village Ordinance No. 3, Series of 2020, shall otherwise apply to its use of the easement.

Grantor agrees that all facilities installed by Grantee on the above described lands, shall remain the property of Grantee, and shall be removable at the option of Grantee.

Grantor covenants that they are the owner of the above described lands and that the said lands are free and clear of encumbrances and liens of whatsoever character, except those held by the following: All those of Record.

TO HAVE AND TO HOLD, said right-of-way and easement, together with all and singular, the rights and privileges appertaining thereto, unto Grantee, its successors and assigns, forever.

IN WITNESS WHEREOF, Grantor has caused these presents to be duly executed on this _____ day of _____, 20_____.

The individual signing this Holy Cross Energy Underground Right-of-Way Easement hereby represents that they have full power and authority to sign, execute, and deliver this instrument.

Town of Snowmass Village

By:_____
Mayor

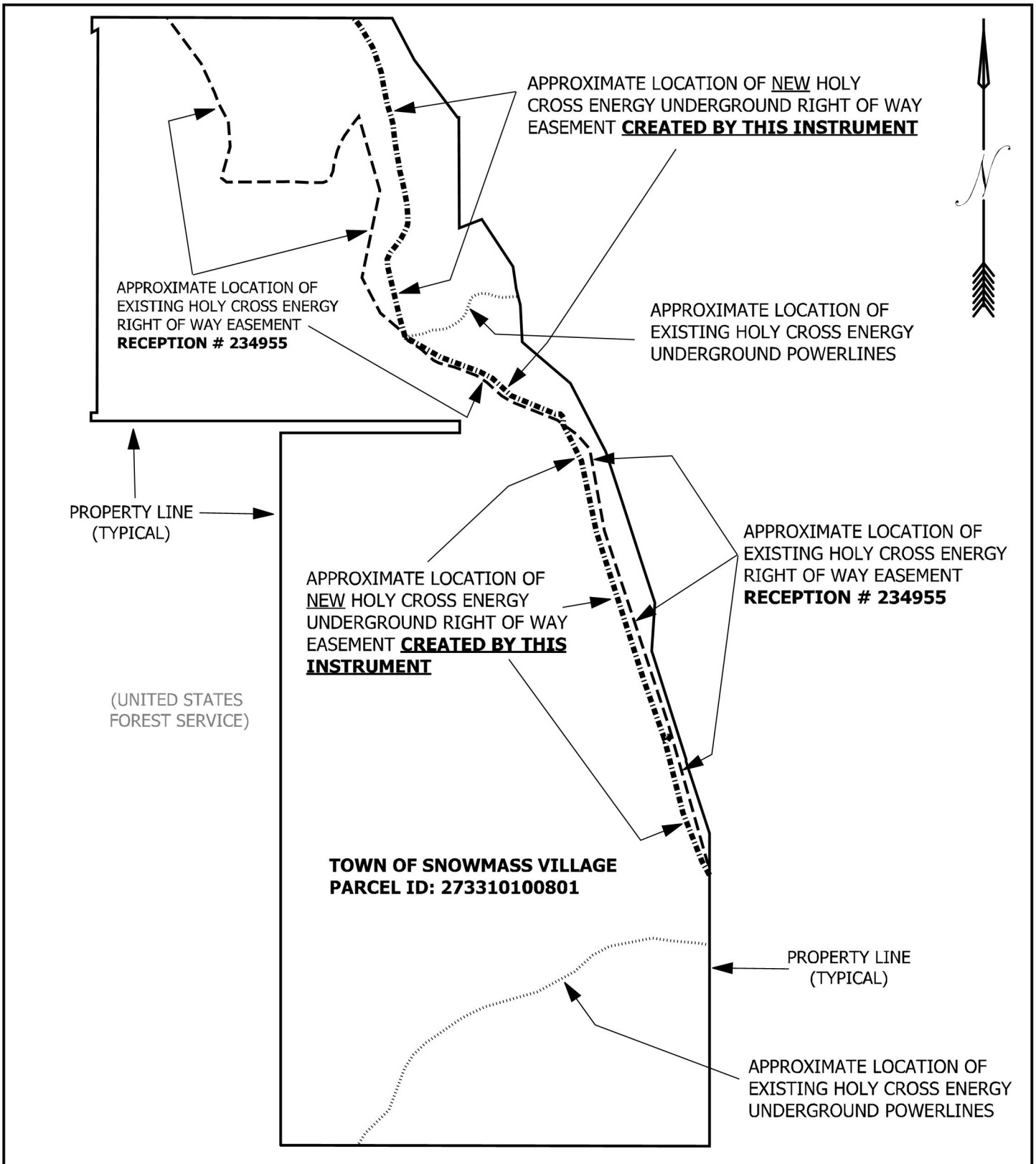
STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by _____ as Mayor of Town of Snowmass Village.

WITNESS my hand and official seal.
My commission expires:

_____
Notary Public

Address: _____



Section #: 3 , 10	Township#: 10S	Range#: 86W	County: P
Job Name: SNOWMASS MTN DIRECT BURY PLOW RPLCMNT 22			W/O#: 24496
Holy Cross Energy Glenwood Springs, Colorado	NOT TO SCALE FACILITY LOCATIONS APPROXIMATE	Date: 5/2/23	EXHIBIT A

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

June 20, 2023

AGENDA ITEM:

June 29, 2023 EOTC Preparation Meeting

PRESENTED BY:

Linda DuPriest, Regional Transportation Director

BACKGROUND:

This goal of the June 20 meeting is to prepare Council for the upcoming EOTC meeting on June 29, 2023 and answer questions on this meeting packet.

FINANCIAL IMPACT:

None.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

Community Engagement, Safety, and Regionalism

COUNCIL OPTIONS:

Meeting is informational and to answer questions only.

STAFF RECOMMENDATION:

Staff will provide an overview of the June 29, 2023 EOTC packet and answer questions.

ATTACHMENTS:

1. June 29, 2023 EOTC Meeting Agenda
2. April 6, 2023 EOTC meeting decisions reached
3. Buttermilk Crossing and Transit Signal Bypass Evaluation of Concept Alternatives AIS and report
4. 2023 Work Plan updates AIS

Elected Officials Transportation Committee (EOTC)

Thursday, June 29, 2023 - 4:00pm

Snowmass Village Town Hall Council Chambers
130 Kearns Rd. Snowmass Village, CO 81615
Host and Chair – Town of Snowmass Village

MEETING IS VIRTUAL AND IN PERSON

You can view the livestream on Grassroots TV (Channel 11 CGTV)

Microsoft Teams Meeting:

https://www.google.com/url?q=https://teams.microsoft.com/l/meetup-join/19%253ameeting_MGEzYzVhNWMtYmYyMy00Yjc4LTg5ZTItNWRmMjg0MTdkNzdh%2540thread.v2/0?context%3D%257b%2522Tid%2522%253a%2522d759049d-4ca0-42d7-9a39-8f055adb6a27%2522%252c%2522Oid%2522%253a%2522e43a234f-81c3-48b4-b054-3cd6f6f35e78%2522%257d&sa=D&source=calendar&ust=1686526443177421&usg=AOvVaw3SnYLCXM7E3Un0c-87EOHJ

Meeting ID: 261 601 114 249
Passcode: MzUwyd
Download Teams: https://www.google.com/url?q=https://www.microsoft.com/en-us/microsoft-teams/download-app

AGENDA

I. 4:00 – 4:05 CALL TO ORDER AND ROLL CALL

II. 4:05 – 4:10 APPROVAL OF APRIL 6, 2023 ACTION MINUTES

III. 4:10 - 4:20 PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA
(Comments limited to three minutes per person)

IV. 4:20 - 4:30 EOTC COMMITTEE MEMBER UPDATES

V. 4:30 – 5:30 PUBLIC HEARING: BUTTERMILK PEDESTRIAN CROSSING
Mark Frymoyer, SGM
Charlotte Francisco and Jason Jaynes, DHM
Linda DuPriest, Regional Transportation Director, EOTC
Decision needed: Administrative direction authorizing staff recommendation TBD
(Motion, Second, and Roll Call Vote by Jurisdiction)

VI. 5:30 – 6:00 INFORMATION ONLY: UPDATES (Q&A)
A. Snowmass Regional Transit Analysis next steps

B. Snowmass Transit Center status
C. Brush Creek Park & Ride project
D. New Castle Creek Bridge
E. HOV Lane Enforcement
F. Permanent Automatic Vehicle Counters

VII. ADJOURN MEETING *(Motion, Second, and Roll Call Vote by Jurisdiction)*

*** Next Regular EOTC meeting is August 31, 2023 – Pitkin County, Host & Chair**

EOTC Background, Documents, and Packet Materials may be found here:
https://pitkincounty.com/1322/Elected-Officials-Transportation-Committ

EOTC Vision: We envision the Roaring Fork Valley as the embodiment of a sustainable transportation system emphasizing mass transit and mobility that contributes to the happiness and wellbeing of residents and visitors.

EOTC Mission: Work collectively to reduce and manage the volume of vehicles on the road and parking system and continue to develop and support a comprehensive multimodal, long-range strategy that will insure a convenient, equitable and efficient transportation system for the Roaring Fork Valley.

Summary of State Statue and Ballot Requirements: The 0.5% County Transit Sales and Use Tax shall be used for the purpose and financing, constructing, operating and managing a public, fixed route mass transportation system within the Roaring Fork Valley.

ELECTED OFFICIALS TRANSPORTATION COMMITTEE (EOTC)

AGREEMENTS & DECISIONS REACHED
REGULAR MEETING
April 6, 2023

Location (In Person and Virtual) – Pitkin County Board Room
Pitkin County - Host & Chair

- For a video production of this meeting, go to: https://www.youtube.com/watch?v=oT0alpfFK3U&list=PLYAoFMw_qLSv-q6AcF02Zi07y-aPnU3Mp&index=1

- To access the Elected Officials Transportation Committee meeting packet material: https://www.pitkincounty.com/1322/Elected-Officials-Transportation-Committ, then 'EOTC Archived Packets')

Elected Officials in Attendance:

Aspen – 4	**Pitkin County - 5**	**Snowmass - 3**
Mayor Torre	Steve Child	Susan Marolt
Rachael Richards	Kelly McNicholas-Kury	Tom Fridstein
John Doyle	Greg Poschman	Alyssa Shenk
Ward Hauenstein	Patti Clapper	
	Chair Francie Jacober	

Absent: Mayor Bill Madsen, Britta Gustafson

CALL TO ORDER AND ROLL CALL

Commission Chair Francie Jacober called the meeting of the Elected Officials Transportation Committee (EOTC) to order at 4:00 p.m. followed by a roll-call for attendance.

APPROVAL OF THE OCTOBER 27, 2022 ACTION MINUTES

Mayor Torre made a motion to approve the Agreements and Decisions reached from October 22, 2022. The motion was seconded by Council Member Shenk.

A group vote was called; all members voted Yes.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Commissioner Jacober requested any public comment for items not on the agenda. Toni Kronberg came forward. Ms. Kronberg thanked Councilmember Richards for her service. In addition she offered her views on the Entrance to Aspen, which included a presentation and comments on the idea of a Skycab gondola system. Ms. Kronberg asked if there had been

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progress on past proposals for the Skycab, and expressed her desire to see future progress. Members discussed the idea. Ms. Kronberg would like to bring the idea back in front of the EOTC in the future, and Commission Chair Jacober encouraged that.

EOTC COMMITTEE MEMBER UPDATES

Councilmember Richards reported on a memo from Colorado Department of Transportation (CDOT), which answered City of Aspen Councilmembers' questions about the Entrance to Aspen. Commissioner Jacober asked for clarification on how the Record of Decision was reached, and how a potential new one might come about. Deputy City Engineer Pete Rice explained the process and addressed multiple questions from EOTC members. It was suggested the EOTC hold a retreat to discuss the Entrance to Aspen, but Mayor Torre and Councilmember Hauenstein suggested that the City of Aspen deliberate further before more extensive discussion by the EOTC. The City of Aspen will take up the issue on May 15th.

SNOWMASS REGIONAL TRANSIT SERVICE ANALYSIS

Sam Guarino, Transportation Director for Town of Snowmass Village and Mark Warner of Warner Transportation Consulting presented findings from the Snowmass Regional Transit Service Analysis, initiated by the EOTC in 2022 as part of Near Term Transit Improvement Program. The goal of the analysis is to determine RFTA's capacity to increase direct service (one seat ride with no transfer needed) between Aspen and Snowmass Village. Members discussed and asked questions. Councilmember Richards asked who would pay for additional service, whether RFTA would absorb the cost or it would be funded by the Town or EOTC. A cost estimate for the additional service is expected by the June 29th meeting.

INFORMATION ONLY: UPDATES (Q&A)

A. Near Term Transit Improvement Program – As part of the Buttermilk Crossing and Transit Signal Bypass analysis, staff and the consultant team determined that the Transit Signal Bypass proposal was not feasible. A more complete report on that will be given at the June or August EOTC meetings.

B. Brush Creek Park & Ride – Staff updated the EOTC on the parking lot construction project which is scheduled to begin May 1st. Staff explained where temporary parking will be provided while the main parking lot is demolished and rebuilt. In addition, staff explained that there will not be enough room for the food truck to operate, as it in itself takes us ten spaces, and then also attracts additional car trips to the lot, for which there won't be parking capacity. EOTC members discussed various aspects of the Brush Creek lot and how it functions, including potential future amenities and enhanced transit service.

C. HOV Lane Enforcement – Staff presented the issue of the County's legal opinion that the EOTC's funding, the Transit Sales Tax, cannot be used to enforce motor vehicle driver behavior. Members discussed the issue; suggestions on how to move forward included finding other types of funding to pursue HOV lane enforcement. Mayor Torre requested that staff conduct further research on best practices in different types of HOV lane configurations and bring the issue back

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to the EOTC. Commissioner McNicholas-Kury requested further information on if a 3-person requirement for HOV lanes changes the Record of Decision. Commissioner Poschman requested a future discussion about speed limit enforcement. Commissioner Child pointed out serious issues with the HOV lane being on the right lane of the highway vs. the left lane, and how vehicular traffic interacts with bus operations.

D. Dynamic Road Pricing --
Staff presented their recommendation that Dynamic Road Pricing be delayed until the New Castle Creek Bridge infrastructure is determined.

ADJOURN REGULAR MEETING

Commissioner Jacober moved to adjourn the regular meeting of the Elected Officials Transportation Committee at 6:00 p.m. Council Member Richards seconded the motion. Motion passed with 11 yea votes.

City of Aspen

_____
Torre, Mayor
City Council

_____
Nicole Henning
City Clerk

Town of Snowmass Village

_____
Bill Madsen, Mayor
Town Council

_____
Megan Boucher
Town Clerk

Pitkin County

_____
Francie Jacober, Chair
Board of County Commissioners

DRAFT

_____

Julia Ely
Clerk to the Board of County Commissioners

_____

Linda DuPriest
Regional Transportation Director

DRAFT

AGENDA ITEM SUMMARY

EOTC MEETING DATE: June 29, 2023

AGENDA ITEM TITLE: Buttermilk Crossing and Transit Signal Bypass

STAFF RESPONSIBLE: Linda DuPriest, Regional Transportation Director

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ISSUE STATEMENT: As one element of the Near Term Transit Improvement Program, the Buttermilk Crossing and Transit Signal Bypass has been underway since late 2022 with SGM engaged as lead consultant. The two elements of this project are located in the area at the intersection of Owl Creek Rd and Hwy 82, and include a feasibility study of a proposed bicycle/pedestrian crossing to serve the transit stops near Buttermilk ski area, and improvements at the Harmony Drive/Hwy 82 and Owl Creek Rd/Hwy 82 intersection, intended to ease movements of RFTA buses through the area and speed up transit times. The technical advisory team of staff from Pitkin County, City of Aspen, Town of Snowmass Village, and EOTC plus engineers with SGM recommend against the Transit Signal Bypass Project due to concerns about safety for buses, other vehicles and pedestrians, plus the determination that the ideas proposed would not achieve significant travel time savings for RFTA buses traveling through the area. The consultant team will present findings from the analysis.

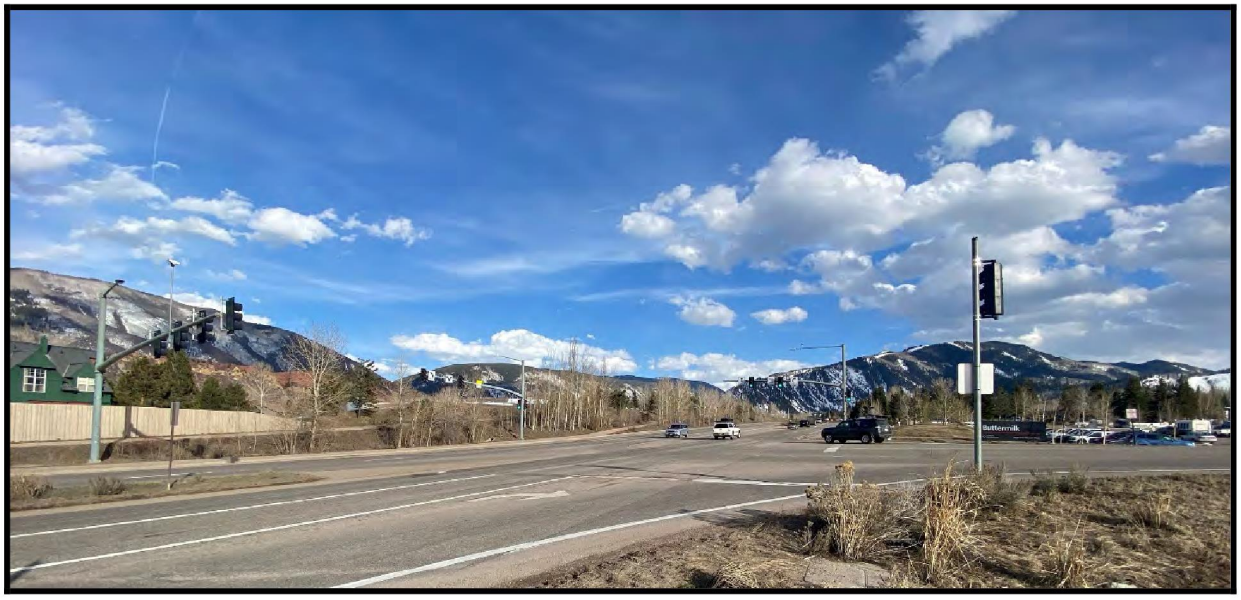
The Buttermilk Crossing Evaluation of Concept Alternatives produced two technical recommendations for a grade-separated pedestrian and bicycle crossing, an overpass and an underpass, including cost estimates. In addition, an extensive public outreach process was conducted by DHM. Reports for both elements will be presented, and administrative direction will be sought by the EOTC on whether to pursue one of the crossing treatments.

Staff recommendation: TBD by prep meeting on June 20th.

ATTACHMENTS:

BUTTERMILK CROSSING AND TRANSIT SIGNAL BYPASS
EVALUATION OF CONCEPT ALTERNATIVES

ELECTED OFFICIALS TRANSPORTATION COMMITTEE



June 2023

Prepared by

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TABLE OF CONTENTS

1.0 Executive Summary 1-1

2.0 Project Background 2-1

2.1 Project Overview/Previous Study 2-1

2.2 Project Purpose 2-3

2.3 Project Partners 2-4

2.4 Consultant Engineering Team 2-4

2.5 Description of Existing Facilities 2-4

2.5.1 RFTA – BRT Transit Stations 2-4
2.5.2 Existing At Grade Crossing 2-5
2.5.3 State Highway 82 2-5
2.5.4 Buttermilk Parking Lot 2-6
2.5.5 SH-82 and Owl Creek Road Traffic Signals 2-6
2.5.6 Multi-use Trails and Existing Underpass Locations 2-7
2.5.7 Parcel Owners 2-8

2.6 Environmental Assessment and Environmental Permit Review 2-9

2.6.1 Wetlands 2-9
2.6.2 Threatened, Endangered, and Candidate Species 2-10
2.6.3 Other Species of Concern 2-10
2.6.4 Other Natural Resource Concerns 2-10

2.7 Geotechnical Assessment 2-10

3.0 Grade Separated Crossing Alignment Options 3-11

3.1 Summary of Alignment Options 3-11

3.2 Trail Design Criteria 3-12

3.3 Option 1 – Underpass Alignment 3-12

3.3.1 Underpass Alignment Structures 3-13
3.3.2 Underpass Alignment Permitting and Easements 3-14
3.3.3 Underpass Alignment Utilities 3-14
3.3.4 Underpass Maintenance 3-16

3.4 Option 2 - Overpass Alignment 3-16

3.4.1 Overpass Alignment Structures 3-17
3.4.2 Overpass Alignment Permitting and Easements 3-19
3.4.3 Overpass Alignment Utilities 3-20
3.4.4 Overpass Maintenance 3-21
3.4.5 Overpass Alignment Elevator Alternative 3-21

4.0 Transit Bypass Alternatives Assessment 4-22

5.0 Estimated Costs and Funding Sources 5-22

5.1 Cost Analysis 5-22

5.2 Potential Funding Sources 5-25

5.3 Option Evaluation 5-25

5.3.1 Evaluation Criteria 5-25

6.0 Public Process and Stakeholder Feedback 6-27

6.1.1 In Person Events 6-27
6.1.2 Project Website and Public Survey 6-27
6.1.3 Public Process - Summary of Feedback 6-28
6.1.4 Unstaffed Project Information Boards 6-30
6.1.5 Direct Stakeholder Feedback 6-30

LIST OF TABLES

Table 2-1: Project Vicinity Parcel Information 2-9
Table 5-1: Estimated Total Project Cost Estimate 5-23
Table 5-2: Option 1 – Underpass Estimated Project Costs 5-23
Table 5-3: Option 2A – Overpass with Steel Truss Estimated Project Costs 5-24
Table 5-4: Option 2B – Overpass with Steel Arch Estimated Project Costs 5-24

LIST OF FIGURES

Figure 2-1: Overview of Project Area 2-3
Figure 2-2: RFTA Bus Stop Locations 2-4
Figure 2-3: Existing at Grade Crossing (looking towards Buttermilk) 2-5
Figure 2-4: SH-82 East of Owl Creek Road Existing Cross Section 2-6
Figure 2-5: Traffic Signal Locations (Imagery Courtesy of Google Earth) 2-6
Figure 2-6: SH-82 and Owl Creek Traffic Signals (Looking Down Valley) 2-7
Figure 2-7: Existing and Proposed Mixed-Use Trails 2-8
Figure 2-8: Parcels in Project Vicinity 2-8
Figure 3-1: Overview of Alignment Option 1 – Underpass 3-11
Figure 3-2: Overview of Alignment Option 2 – Overpass 3-12
Figure 3-3: Overview of Option 1 – Underpass Alignment 3-13
Figure 3-3: Rendering of the Underpass 3-14
Figure 3-4: Existing Utilities and Relocates for Underpass Alignment 3-15
Figure 3-5: Overview of Option 2 – Overpass Alignment 3-17
Figure 3-6: Rendering of the Overpass Alignment 3-17
Figure 3-7: SH-82 Overpass Steel Truss Rendering 3-19
Figure 3-8: Tied Arch (Imagery Courtesy of Excel Bridge Manufacturing Co.) 3-19
Figure 3-9: Existing Utilities and Relocates for Overpass Alignment 3-21
Figure 6-1: Public Outreach Survey Summary 6-29

LIST OF APPENDICES

Appendix A

Underpass and Overpass Layouts

Underpass Alignment Plan and Profile

Underpass Utility Relocation Plan

Overpass Alignment Plan and Profile

Overpass Utility Relocation Plan

Appendix B

Overpass Renderings

Underpass Renderings

Appendix C

Engineers Estimate of Probable Cost

Appendix D

Transit Bypass Alternatives Assessment

Geotechnical Report

Elevator Memo

Site Distance Exhibit

Design Criteria Matrix

Appendix E

SGM 2018 Buttermilk Pedestrian Grade Separation Feasibility and Warrant Study

Appendix F

Public Outreach Plan and Survey Results

1.0 Executive Summary

A grade separated pedestrian and bicycle crossing adjacent to the intersection of State Highway 82 (SH-82) and Owl Creek Road was identified by the Elected Officials Transportation Committee (EOTC) as a Tier 1 (highest) Priority project. The crossing would connect the RFTA down valley bus stop on the north side of SH-82 and the RFTA up valley bus stop, Buttermilk Ski Resort, and parking lot on the south side of SH-82. The crossing would also provide additional trail connectivity between the future Owl Creek Road to Truscott Trail and the AABC Trail. The hard surface crossing would meet the profile grade requirements in the Americans with Disabilities Act (ADA).

This report evaluates concept designs of both an underpass and overpass crossing alignment. The project team considered and compared the alignments based on the following criteria: cost, maintenance, user experience, constructability, utility relocation, right of way/easement impacts and environmental impacts. Feedback was solicited from the public through multiple outreach avenues including an online survey.

The proposed Underpass Crossing has an estimated construction cost, based on 2025 construction, of $17.9 million. The estimated final design and construction engineering cost is $2.7 million. The underpass option would have less visual impact, require less change in vertical grade, and would have shorter ADA ramp connections between the two BRT bus stops. The disadvantages for the underpass option are higher construction costs, extensive underground utility relocation, significant impacts to traffic during construction, and the need for an extensive snowmelt system.

The proposed Overpass Crossing has an estimated construction cost, based on 2025 construction, of $10.5 to $11.6 million depending on the structure type chosen. The estimated final design and construction engineering cost is $1.7 to $1.9 million. The overpass option would be less expensive, impact fewer utilities, and have fewer traffic impacts during construction. The disadvantages for the overpass option are the impacts to the viewscape and it has a greater elevation change and a longer ADA ramp connection between the two BRT bus stops.

This project also included the review of two transit signal bypass lane concepts on SH-82 to increase transit speed and reliability recommended in the Upper Valley Transit Enhancement Study conducted by Mead and Hunt in 2021. In the down-valley direction (westbound SH-82), a signal bypass lane was evaluated at the Owl Creek Road intersection. In the up-valley direction (eastbound SH-82), a signal bypass lane was evaluated at the Harmony Road intersection, approximately 500 feet north of the Owl Creek Road intersection. Due to safety concerns and limited times savings to transit, the proposed transit signal bypass lanes configurations were determined to be “non-viable”. More detailed evaluation is included in the memorandum in Appendix D.

2.0 Project Background

2.1 Project Overview/Previous Study

The Pitkin County Elected Officials Transportation Committee (EOTC) identified the Buttermilk Crossing as a Tier 1 priority project in the 2021 EOTC Near-Term Transit

Improvement Program. The goal of the project is to provide a grade-seperated crossing of SH-82 for pedestrian and bicyclists and to improve transit speed, reliability, and efficiency. The project would eliminate an 88-foot-long crosswalk on SH-82, and eliminating vehicle, bus, and pedestrian conflicts. A grade separated crossing would be beneficial during high pedestrian traffic events such as the X-games, which currently requires Colorado State Patrol to maintain a safe crossing. The project may encourage transit use by providing a safer crossing for transit users. This project may reduce the traffic signal cycle time at this intersection by eliminating the at grade crossing. This project could improve air quality by reducing vehicle idling time.

The crossing was previously evaluated in a 2018 study prepared by SGM. The findings were summarized in the memorandum "Buttermilk Pedestrian Grade Separation Feasibility and Warrant Study", which is included in Appendix E. The study included alignments for both an underpass and overpass structure. Both proposed alignments would utilize the existing AABC trail alignment as ramps to tie into the structure crossing SH-82. The study evaluated geometric and operational factors to inform the decision process. These factors included vehicle volume, pedestrian volume, posted speed limit, sight distance, crossing width, lane configuration, distance to nearest existing grade separated crossings, vehicle delay, crash incidents, land use, and special event use. The need for the grade separated crossing is supported by similar pedestrian volumes at other SH-82 underpass crossings.

Mead and Hunt provided two alternatives for the transit signal bypass lane as a supplement to their 2021 study. The SH-82 lane configurations are summarized below for the two signal bypass options. A review of the feasibility of these alternatives is provided in a separate memorandum, included in Appendix D which was prepared by SGM's subconsultant ACL Engineering, Inc.

- Option 1A
  - Harmony Road Intersection (up valley signal bypass)
    - Eastbound right lane bus only
    - Addition of 4' buffer with raised curb and flexpost
    - Eastbound one general purpose through lane
    - Eastbound one left turn lane to Harmony Road
    - Eastbound, left shoulder is reduced
    - At Owl Creek intersection, bus lane and right turn lane are separate
    - No change to westbound travel lanes
    - No change in total roadway width
  - East side of Owl Creek Road Intersection (down valley signal bypass)
    - No changes to eastbound travel lanes
    - No changes to westbound left turn and through lanes
    - Addition of 4' buffer with raised curb and flexpost
    - Westbound bus lane shifts over
    - Existing shoulder is reduced
    - No change in total roadway width
- Option 1B
  - Harmony Road Intersection (up valley signal bypass)
    - Eastbound right lane bus only
    - Addition of 3' buffer with raised curb and flexpost
    - Eastbound one general purpose through lane
    - Eastbound one general purpose through lane or left turn lane
    - Eastbound one left turn lane to Harmony Road
    - Eastbound, left shoulder is reduced

- At Owl Creek intersection, bus lane and right turn lane are combined
- No changes to westbound travel lanes

- Owl Creek Road Intersection (down valley signal bypass)
  - Eastbound, right shoulder is reduced
  - Eastbound bus only lane shifts to the south
  - Addition of eastbound general purpose through lane
  - No changes to westbound left turn and through lanes
  - Addition of 4' buffer with raised curb and flexpost
  - Westbound bus lane shifts to the north
  - Westbound, existing right shoulder width is reduced
  - Increase in total roadway width by 7'

Figure 2-1: Overview of Project Area
(Imagery Courtesy of Google Earth)

2.2 Project Purpose

The purpose of this project is to provide a conceptual level design of a pedestrian and bicycle grade separated crossing of SH-82 east of the Owl Creek Road intersection and to evaluate two transit signal bypass lanes on SH-82. There are two primary goals for this study: 1) determine if the EOTC wants to advance this project to a preliminary (30%) design and if so, 2) determine if the EOTC wants to proceed with the underpass alternative or the overpass alternative. A review of the transit signal bypass lane alternatives is prepared in a separate memorandum. It is included in Appendix D and summarized in Section 4.0 of this report.

This project provides the following EOTC Strategic Plan and Comprehensive Valley Transportation Plan regional priorities: Bike and Pedestrian Connections to Transit Stops; Multi-Modal Solution to Entrance to Aspen; and Multi-Modal Network that Encourages Mode Shift.

2.3 Project Partners

This project is funded by the EOTC which is comprised of the City of Aspen City Council, Town of Snowmass Village Town Council, and the Pitkin County Board of County Commissioners. The alternatives evaluation included feedback from a technical advisory committee which includes Pitkin County, City of Aspen, Town of Snowmass Village, RFTA, CDOT, and the consultant engineering team. The construction of this project will serve the communities within the Roaring Fork Valley including business and housing in the vicinity as well as visitors to the Buttermilk ski area and other upper valley destinations.

2.4 Consultant Engineering Team

SGM is leading the consultant engineering team and developed this report, crossing alignments, utility investigation, and cost estimate. ACL Engineering, Inc. provided traffic engineering and construction phasing review. RJ Engineering provided the geotechnical investigation report. DHM led the public outreach process and provided visualizations of the crossing alternatives.

2.5 Description of Existing Facilities

2.5.1 RFTA – BRT Transit Stations

The up valley (towards Aspen) bus stop is located on the south side of SH-82, approximately 250 feet east of the existing at grade crossing at the Owl Creek Road Intersection. The down valley (towards Glenwood Springs) bus stop is located on the north side of SH-82, approximately 350 feet west of the existing at grade crossing at the Owl Creek Road Intersection. See Figure 2-2.

Both the up valley and down valley bus stops service the BRT (Bus Rapid Transit), Local, and Burlingame transit lines. On weekends during ski season, the stops also service the Aspen Highlands Flyer. Pitkin County owns the west portion of the parking lot which is frequently used by transit users.

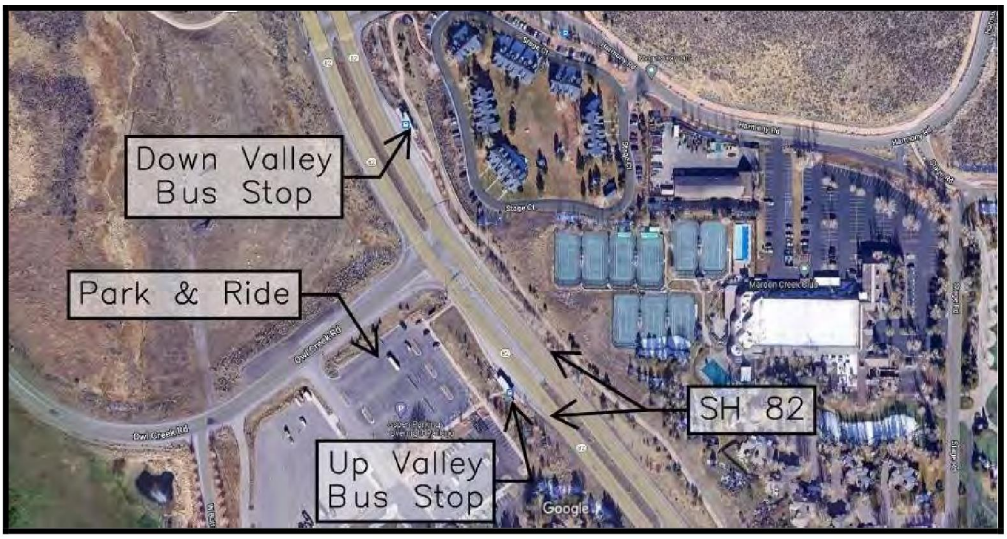


Figure 2-2: RFTA Bus Stop Locations
(Imagery Courtesy of Google Earth)

2.5.2 Existing At Grade Crossing

The existing at grade crossing is 88 feet long and crosses six lanes of traffic (eastbound bus lane, eastbound thru lanes, two eastbound left turn lanes, westbound thru lane and westbound bus lane), see Figure 2-3 and Figure 2-4. The crossing signal length is 35 seconds. The cycle length varies based on pedestrian demand. During peak morning use, the cycle length is 6 to 8.5 minutes. During peak afternoon use, the cycle length is 2.4 to 4 minutes. The cycle length is the time from the beginning of a yellow signal, through the red signal and to the end of the green signal.

Figure 2-3: Existing at Grade Crossing (looking towards Buttermilk)

2.5.3 State Highway 82

State Highway 82 (SH-82) is an 85.3-mile-long highway connecting Interstate 70 and US Highway 6 in Glenwood Springs at the west end to US-24 at Twin Lakes at the east end. The highway parallels the Roaring Fork River along most of its western half and serves as the primary transportation route through the Roaring Fork Valley. CDOT designates the route as eastbound and westbound. However, at the project site SH-82 runs along a northwest to southeast alignment. For simplicity, this report will use the CDOT route directions and refer to four cardinal directions to refer to locations within the project site. This assumes SH-82 is in the east-west direction, eastbound is towards Aspen (up valley) and westbound (down valley) is towards Glenwood Springs.

The proposed grade separated pedestrian and bicycle crossing would cross SH-82 east of the Owl Creek Road intersection. The existing SH-82 roadway cross section on the east side of the Owl Creek Road intersection is 89 feet wide, curb to curb. The existing shoulder, bus lane, turn lane, and thru lane configurations and widths are shown in Figure 2-4.

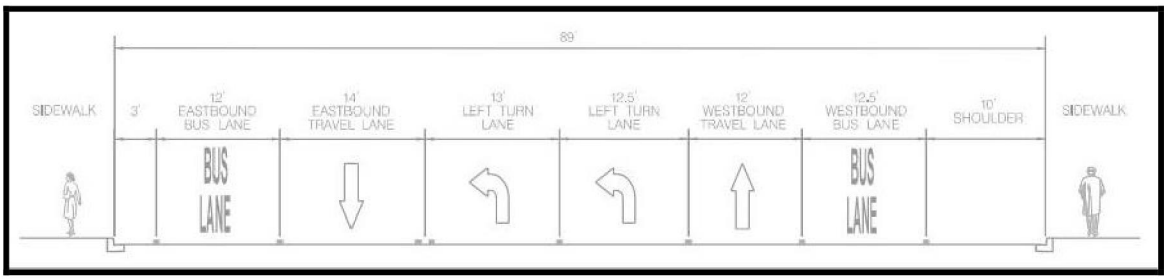


Figure 2-4: SH-82 East of Owl Creek Road Existing Cross Section (Imagery from Mead & Hunt 2021 Study)

2.5.4 Buttermilk Parking Lot

The parking lot is located on the southeast corner of the intersection of SH-82 and Owl Creek Road, adjacent to the Buttermilk Ski area. Pitkin County owns the west portion of the parking lot, see Figure 2-2 (above). In the spring, summer, and fall (April 15 to November 15) there are 350 parking spaces available for commuter parking, medium term parking (up to 4 days), commercial and oversized storage and equipment staging and special event parking.

2.5.5 SH-82 and Owl Creek Road Traffic Signals

SH-82 and Owl Creek Road is a signalized intersection. There are three single mast arm traffic signals with luminaires. There is one signal pole for the down valley left turn signal. See Figure 2-5 and Figure 2-6 for signal locations. Construction of the underpass alternative may require temporary relocation of one or two traffic signals on the east side of the intersection. The proposed overpass location on the east side of the intersection provides sufficient sight distance for vehicles for speeds up to 55 mph. However, for truck at a higher eye level, there is only sufficient site distance up to 45 mph. The design criteria will need to be coordinated with CDOT if the overpass option is selected for final design. At a minimum we recommend installing an advanced warning sign and east of the overpass to provide additional warning to down valley drivers. An exhibit of the site distance is included in Appendix D.

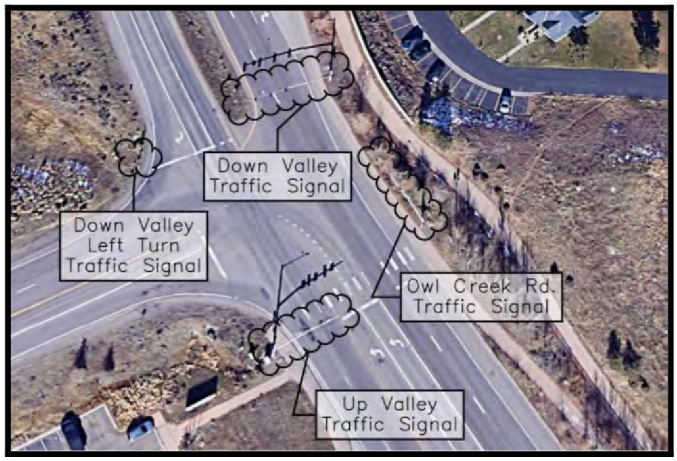


Figure 2-5: Traffic Signal Locations (Imagery Courtesy of Google Earth)

Figure 2-6: SH-82 and Owl Creek Traffic Signals (Looking Down Valley)

2.5.6 Multi-use Trails and Existing Underpass Locations

The AABC trail is a paved pedestrian/bicycle trail that runs parallel to the north side of SH-82. See Figure 2-7. It connects the Aspen Airport Business Center to the Golf Course trail. This trail is plowed in the winter and is maintained by the City of Aspen.

The Butterline trail is a dirt single track mountain bike trail that begins at the Buttermilk parking lot and is one access point to the Sky Mountain Park trail system. The trail runs parallel to and on the west side of Owl Creek Road for 1.2 miles and then crosses the road and intersects with the Owl Creek Trail. See Figure 2-7.

The proposed Truscott Trail will connect two transit stops along the south side SH-82: the Buttermilk BRT station on the west end and the Truscott Place/Maroon Drive stop on the east. See Figure 2-7. SGM is designing this project, which is currently in the preliminary design phase. Construction is anticipated to begin in Spring of 2024. The project team will coordinate the Truscott trail connection with the Buttermilk crossing structure and ramp alignment.

The Owl Creek Trail underpass is 900 feet to the west. The Stage Road underpass is 1,600 feet to the east. There is currently no sidewalk or trail connection to either of these crossings on the south side of SH-82. The future Truscott trail will provide access to the Stage Road underpass to the east.

Along the SH-82 corridor there are grade separated underpass crossings at the El Jebel, Willits, and Basalt BRT Stations. At the 27th Street BRT Station in Glenwood Springs, construction of an underpass began in this spring.

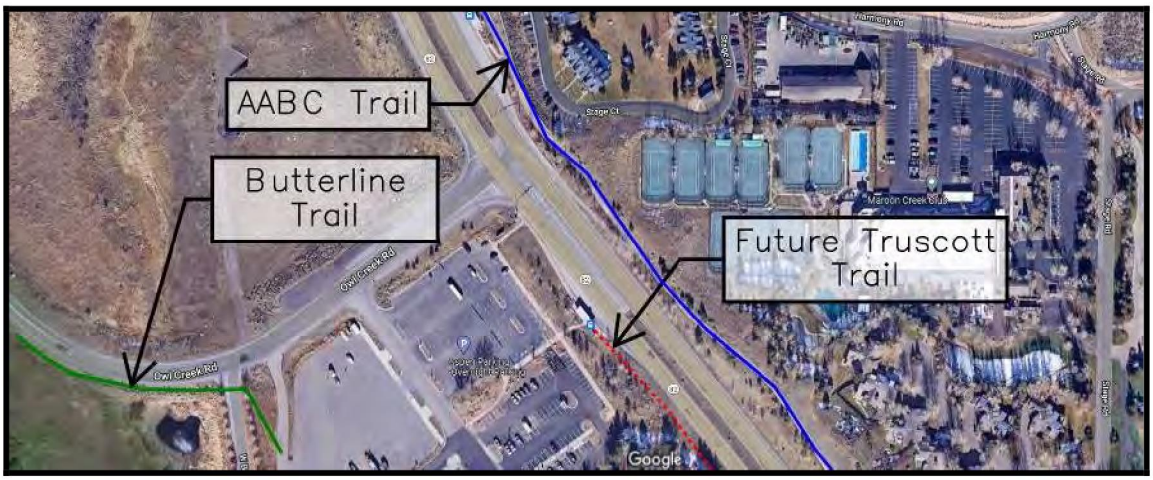


Figure 2-7: Existing and Proposed Mixed-Use Trails
(Imagery Courtesy of Google Earth)

2.5.7 Parcel Owners

The parcels and owners within the project limits are shown in Figure 2-8: Parcels in Project Vicinity. A summary table of impacts and recommendations is listed in Table 2-1.

Figure 2-8: Parcels in Project Vicinity
(Courtesy of Pitkin County GIS)

Table 2-1: Project Vicinity Parcel Information

Parcel ID	Owner	Impact	Recommendation/Action
273503400840	Pitkin County	-Reduced parking during construction -Portion of approach trail within parcel	-Relocate ADA parking to CDOT or Skico parcels during construction
SH-82 ROW	CDOT	-Permanent crossing and approach trails in ROW	-Require CDOT special use permit and CDOT design reviews
273503400850	CDOT	-Potential construction staging area	-Coordinate with CDOT during design review
273503401001	Aspen Skiing Co	-No permanent impacts -Potential construction staging area	-Coordinate during final design
273511209056	Maroon Creek LLC	-North approach ramps within trail easement	-Review easement contract documents for intended use
273511209051	Maroon Creek LLC	-No impacts	- -
273511209052	Maroon Creek APT LP	-No impacts	- -

2.6 Environmental Assessment and Environmental Permit Review

SGM's Environmental Team has reviewed the available datasets for the project location to better understand the environmental impacts of the underpass and overpass concepts. The key findings are included below. In summary, there is no substantial difference in the environmental impacts and permitting requirements between the two concepts. The underpass concept involves substantially more excavation, and therefore has a higher likelihood of encountering previously unknown cultural or paleontological resources. However, the underlying substrate is not likely to contain such resources, and the risk of discovery is estimated to be low. Environmental considerations should not be a critical factor in determining a preferred alternative. The underpass option may require significantly more tree removal.

2.6.1 Wetlands

There are no wetlands or natural hydrologic features within the area of potential construction. This determination is based on the National Wetlands Inventory, Pitkin County's hydrologic mapping, and on SGM's familiarity with the site. No federal Section 404 permitting, or wetland mitigation measures are expected to be required for either the underpass or overpass concepts. The Stapleton Brothers Ditch is recorded as passing underneath the project site on the south side of SH-82. The ditch is fully buried throughout this area and would be a consideration in construction planning for the underpass concept but would not require federal Section 404 permitting unless unforeseen drastic realignment and/or alteration is required.

2.6.2 Threatened, Endangered, and Candidate Species

The project site itself contains no potential habitat for any federally listed species. This determination is based on U.S. Fish & Wildlife species range and habitat mapping and SGM's knowledge of specific habitat conditions within the project site. The surrounding project vicinity contains potential habitat for two listed species, the Threatened Ute ladies'-tresses orchid and the Candidate monarch butterfly. Both these species rely on mesic-to-hydric herbaceous habitats; since both concepts avoid impacts to these habitat types, there is no likelihood of Fish & Wildlife consultation requirements associated with the selection of either alternative.

2.6.3 Other Species of Concern

Migratory birds may nest in the woody vegetation on the north side of SH-82. A nest survey should be conducted one week before any construction takes place. Alternatively, a nest survey could be conducted and then the necessary vegetation could be removed in preparation for future construction work. Given that the vegetation suitable for nesting is located at the northern edge of the project where either an underpass or overpass would need to tie into the existing trail infrastructure, impacts would be similar between the two concepts. The project site is not within highly sensitive wildlife habitat, such as ungulate winter range, based on currently available CPW species activity mapping. There is a resident population of mule deer to the north of the project area, but the highly modified habitats in the project area are not attractive to other than incidental or transitory use by wildlife species of concern. Similarly, neither concept is likely to provide notable benefits for wildlife movement. Although there is evidence to suggest that ungulates prefer overpasses to underpasses, these studies relate to purpose-built wildlife crossing structures. Elk and mule deer would not be expected to utilize either an underpass or overpass structure at this location, given the narrow width and artificial surfaces.

2.6.4 Other Natural Resource Concerns

Given the project's location within the highway right-of-way, a Special Use Permit will be required from CDOT to approve permanent occupation of their facility. The environmental review process for such permits includes a robust consideration of a variety of environmental concerns, including hazardous waste, cultural resources, paleontological resources, and stormwater/erosion control. In consideration of these resources, the primary difference between the concepts is the extensive excavation that would be required for the underpass concept. The potential for impact to previously unknown cultural or paleontological resources is therefore greater with the underpass concept. However, the underlying substrate is mapped as undifferentiated sand gravel deposits associated with glacial drift (USGS Map 1-785-H). This type of substrate is highly unlikely to contain paleontological resources or buried cultural resources, and it is unlikely that a construction monitor would be mandated during excavation.

2.7 Geotechnical Assessment

Geotechnical exploratory borings were taken at the project site to determine suitable foundation types for the underpass, overpass, and retaining wall structure alternatives. The

geotechnical report is included in Appendix D. Two borings were drilled, B-1 on the south side of SH-82 between the existing cross walk and BRT bus stop, and B-2 on the north side of SH-82 approximately 100 feet to the east of the existing cross walk. Boring B-1 consists of fill and silt above gravel at 10 feet below the ground surface. Boring B-2 consists of 1 foot of silt over a mix of gravel and boulders. At the time of drilling the groundwater was 22 feet and 29 feet below the ground surface at B-1 and B-2 respectively.

For both the underpass and overpass alternatives, the recommended foundation type is spread footings. Foundations should be built on 8-12 inches of compacted backfill to prevent point loading on cobbles and boulders. The foundations should be located 3.5 feet below finished grade to provide frost protection.

3.0 Grade Separated Crossing Alignment Options

3.1 Summary of Alignment Options

The primary criterion for the alignment is that the SH-82 crossing is to be located on the east side of the intersection of Owl Creek Road, and the trail needs to connect to the existing BRT Stations. The following two alignment options were considered. Options 1 and 2 are shown in Figure 3-2 and Figure 3-2:

- **Option 1 – Underpass Alignment**: This proposed alignment would cross below existing SH-82, 30 feet to the east of the existing at grade cross walk. The crossing requires approach ramps on both sides to tie into existing grades.
- **Option 2 – Overpass Alignment**: This proposed alignment would cross above existing SH-82, 150 feet to the east of the existing at grade cross walk. The crossing requires approach ramps on both sides to tie into existing grades.

Both alignment options are equally compatible with the Future Truscott Trail connection. The Truscott Trail terminus ties into the up-valley BRT bus stop, and it will end to the east of the existing connector sidewalk. The approach ramps for the Buttermilk crossing will begin on the west side of the existing connector sidewalk. Additional details and coordination will be required for final design to layout the intersection of the trails and connection to the BRT bus stop.

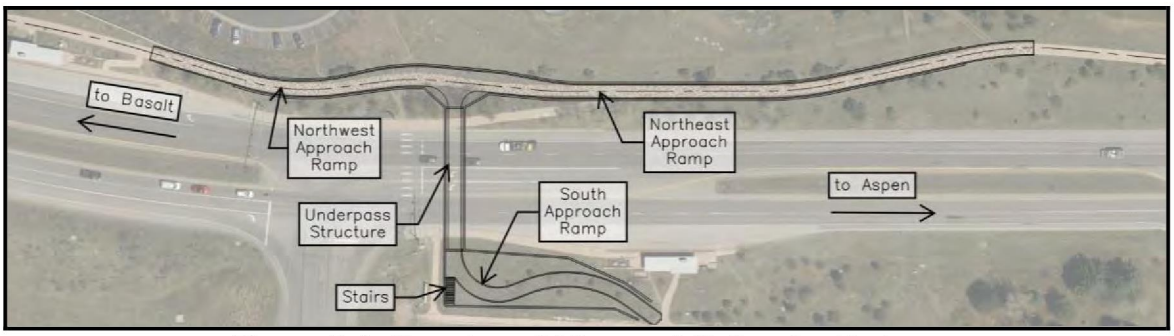


Figure 3-1: Overview of Alignment Option 1 – Underpass

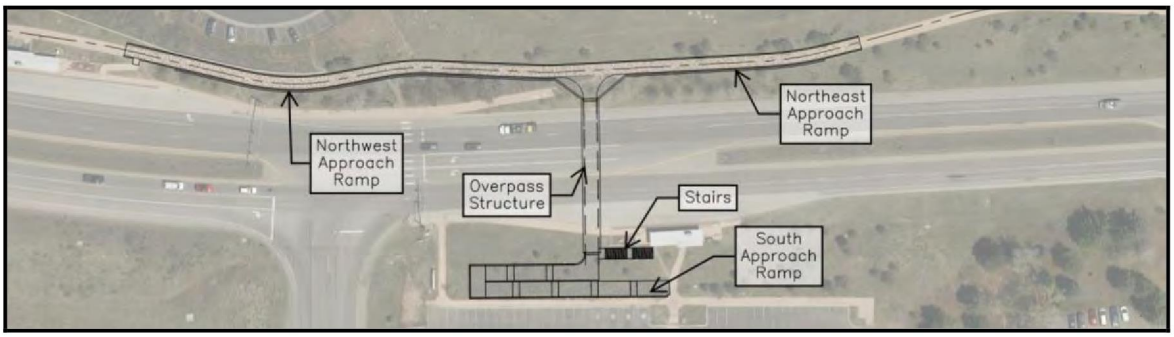


Figure 3-2: Overview of Alignment Option 2 – Overpass

3.2 Trail Design Criteria

The design criteria is summarized in Appendix D. The trail grades shall meet ADA criteria. The maximum ADA compliant trail grade is 5% without landings. The grade can be increased up to 8.33% if landings are provided at every 30” change in vertical grade. Handrails must be provided where the grade exceeds 5%. A maximum grade of 8.2% was used to allow for construction tolerance. The trail width varies dependent on the cross section location (i.e. north ramp, south ramp, SH-82 crossing). Per CDOT Roadway Design Guide, a two directional shared use paved path shall be a minimum of 10 feet.

3.3 Option 1 – Underpass Alignment

The Underpass Alignment option is shown in Figure 3-3. The design criteria of the Underpass include a 16 feet horizontal clear width, a minimum of 8 feet of vertical clearance at the walls and 9 feet of vertical clearance at the center (with arch shaped top slab). If this option is selected, during final design we recommend evaluating an 8’-4” vertical clearance with a flat top slab to reduce construction costs. The CDOT Bridge Design Manual requires a minimum 8’-4” vertical clearance on pedestrian underpass structures.

The north ramp connects to the down valley BRT station and the existing AABC trail. The proposed ramps follow the existing AABC trail alignment and are parallel to SH-82. The vertical profile of the AABC trail is regraded to connect to the underpass crossing. The trail profile results in an additional 10’ vertical elevation drop and rise for through users of the AABC trail. This alignment impacts approximately 800 feet of the existing AABC trail. The north ramp requires retaining walls on both sides to bring the trail below existing grades.

The south ramp connects to the sidewalk for the up-valley BRT station. A stair structure is also included to provide a direct connection to the west side of the Buttermilk parking lot. The south ramp requires retaining walls on both sides to bring the trail below existing grade. The open cut area for the trail is significantly larger than the trail width to provide a better user experience and more natural light and sun exposure.

The advantages of the Underpass are that it is mostly hidden from view, it is similar to other grade separated crossings in the valley, switchbacks are not required, there is less change in grade/elevation, and snow removal is not required over live traffic.

The disadvantages of the Underpass are the higher construction costs, impacts to multiple utilities, greater impact to traffic during construction, construction may take two seasons to

complete, and the reduced user experience of crossing in an underground structure. Other concerns that should be considered in preliminary and final design are the challenges with removing nuisance water without a pump system because there is no natural low point near the project and deicing and snow removal in these structures can be challenging. We have made every attempt to allow sunlight to come in, but a snowmelt system will likely be required.

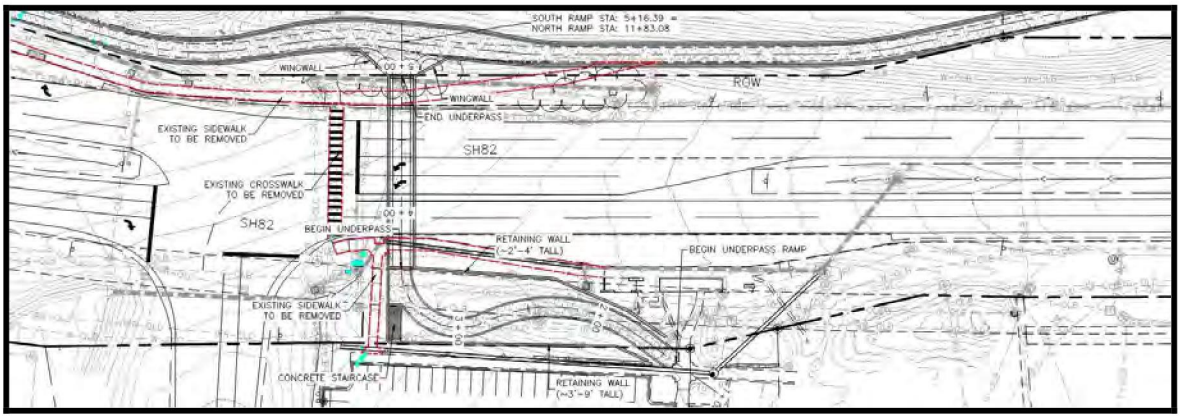


Figure 3-3: Overview of Option 1 – Underpass Alignment

3.3.1 Underpass Alignment Structures

The proposed underpass structure would likely be a cast-in-place concrete box, with an arched or flat top slab. A precast lid is a potential alternative which has the benefit of reducing construction schedule.

The underpass is 130 feet in length. The limits of the underpass were determined based on the required clear distance for SH-82. The headwalls were placed approximately 20 feet from the back of existing curb. This configuration was chosen for the feasibility study since it would not require any guardrail to be installed on SH-82. However, for final design we recommend evaluating moving the headwalls closer to SH-82 and installing guardrail. This will reduce the length of the enclosed underpass section and could reduce the length of the north ramps. The trail profile was set by providing a minimum of 2 feet of cover over the top slab. However, for final design we recommend evaluating using 6”-9” cover of the box. This will slightly increase the required strength of the underpass top slab, but it will shorten the approach ramps and reduce the length and height of the retaining walls. The underpass has 3.04% longitudinal grade below SH-82. A rendering of the proposed underpass is provided in Figure 3-4. Additional renderings are included in Appendix B.

Figure 3-4: Rendering of the Underpass

3.3.2 Underpass Alignment Permitting and Easements

The underpass is located within the CDOT Right-of-Way (ROW) and will require a special use permit from CDOT. The south approach ramps are within the CDOT SH-82 ROW and the Pitkin County owned parcel. The north approach ramps are within a CDOT permanent easement from the Maroon Creek Club. However, those easements may be too narrow for the proposed construction. The underpass ramps on the south side have been laid out to avoid permanent impacts with the Aspen Skiing Company parcel. However, construction is likely to impact that parcel. If this alternative is selected, we recommend an early meeting with parcel and utility owners to coordinate acquisition requirements for final design. The parcel information can be seen in the layouts in Appendix A.

Relocating the Stapleton Brothers Ditch around the project site may require a USACE permit. It will likely depend on whether or not this project has an associated Federal Action. We also recommend that this is reviewed early in the final design phase.

3.3.3 Underpass Alignment Utilities

The north side of SH-82 includes the following utility type, utility owner, and anticipated actions:

- Traffic Signals (TR) – CDOT, verify which wiring is still required, traffic loops may not require replacement since there are traffic cameras installed on the signal arm
- Cable TV (C) – Comcast, protect in place, provide temporary support during construction, verify existing depth and adjust cables if they have enough slack to move above structure or will require splicing
- Sanitary (S) - Aspen Consolidated Sanitation District, 12” diameter PVC, verify if the pipe segment feeding into the manhole under the proposed underpass is in use, per the ACSD records this may be the service line connecting to the Maroon Creek Club

- Water (W) – City of Aspen, 8” diameter ductile iron pipe, relocate, place in retaining wall backfill with 7’ of cover above top of pipe
- Fiber Optic (F) - CDOT, CenturyLink/Lumen, City of Aspen Fiber Optic, and Comcast**,** provide temporary support during construction, verify existing depth and adjust cables if they have enough slack to move above structure or will require splicing
- Storm Drainage (DR) – CDOT, proposed to remove pipe and replace with open ditch similar to section to the east of the existing storm pipe inlet

The south side of SH-82 includes following utility type, utility owner, and anticipated actions:

- Sanitary (S) - Aspen Consolidated Sanitation District, 12” diameter PVC, requires relocation south of the approach ramp structures
- Gas (G), Black Hills Energy – 6” diameter high pressure, relocate south of the approach ramp structures
- Electric (E) – Private Service Provided by Holy Cross Energy = relocate RFTA service line south of the approach ramp structures
- Irrigation (IRR) – Stapleton Brothers Ditch, 30” diameter reinforced concrete pipe, relocate south of the approach ramp structures
- Water (W) - City of Aspen, 18” diameter ductile iron pipe, relocate south of the approach ramp structures, requires 10’ of horizontal clearance to sanitary, storm and irrigation lines
- Storm Drainage (DR) – CDOT, 24” diameter, relocate pipe south of the approach ramp structures, assumes area drain can be eliminated or relocated based on revised grading, existing inlet adjacent to the underpass will require temporary relocation during construction

Figure 3-5 shows an overview of the utilities with proposed relocations along this alignment. The underpass alignment will impact many utility providers. Utility relocation plans are included in Appendix A.

Figure 3-5: Existing Utilities and Relocates for Underpass Alignment

3.3.4 Underpass Maintenance

Typically, underpass structures are relatively low maintenance. The underpass will be constructed of concrete which is durable. Maintenance may include patching of concrete spalls. A waterproofing system will be provided on the soil side of the concrete, however it is possible for water to leak through the joints. Routine maintenance will be required to remove dirt and trash. There is also the potential for people to sleep in the underpass.

The crossing will require snow removal, however some portion of the approach structure surfacing is anticipated to include a snowmelt system. The north approach ramps would use the existing AABC Trail alignment. This paved trail is currently maintained by the City of Aspen.

The north entrance of the underpass is the low point of the crossing and is lower in elevation than nearby grades. If the low point is below the invert of the stormwater manholes, water will need to be pumped out. The pumps will require routine maintenance and replacement at some point.

During final design, a maintenance agreement will need to be developed to determine which agency or agencies will be responsible for routine and structural maintenance.

3.4 Option 2 - Overpass Alignment

The Overpass Alignment option is shown in Figure 3-6. The design criteria of the overpass includes a 14 feet horizontal clear width, and a minimum of 17.5 feet of vertical clearance above SH-82 top of pavement at the high point between the outside of the shoulders. For final design, a 12 foot clear width for the bridge crossing SH-82 should be evaluated to determine if it has sufficient user capacity. If so, the narrower structure will reduce construction costs.

The north ramp connects to the down valley BRT station utilizing the horizontal alignment of the existing AABC trail. The vertical profile of the trail is regraded to meet ADA requirements. The trail profile results in approximately 15 feet of change in vertical grade. This alignment impacts approximately 615 linear feet of the existing AABC trail. The north ramp requires a retaining wall between the south side of the approach ramps and the north side of SH-82. The north side of the approach ramps can be graded to tie into existing grades.

The south ramp connects to the sidewalk for the up-valley BRT station. The ramp includes a switchback to match into the existing grades at the sidewalk connection. The majority of the ramp is proposed to be an elevated cast-in-place reinforced concrete slab. A stair structure is also included to provide a direct connection to the Buttermilk Ski Resort and the parking lot.

The advantages of the Overpass are fewer impacts to utilities, reduced impact during construction to the traveling public, it can be built in one construction season, and improved user experience of an above grade crossing.

The disadvantages of the Overpass are the impacts to the viewscape, the south ramp requires a switchback, there is a greater change in grade/elevation, and snow removal required over live traffic.

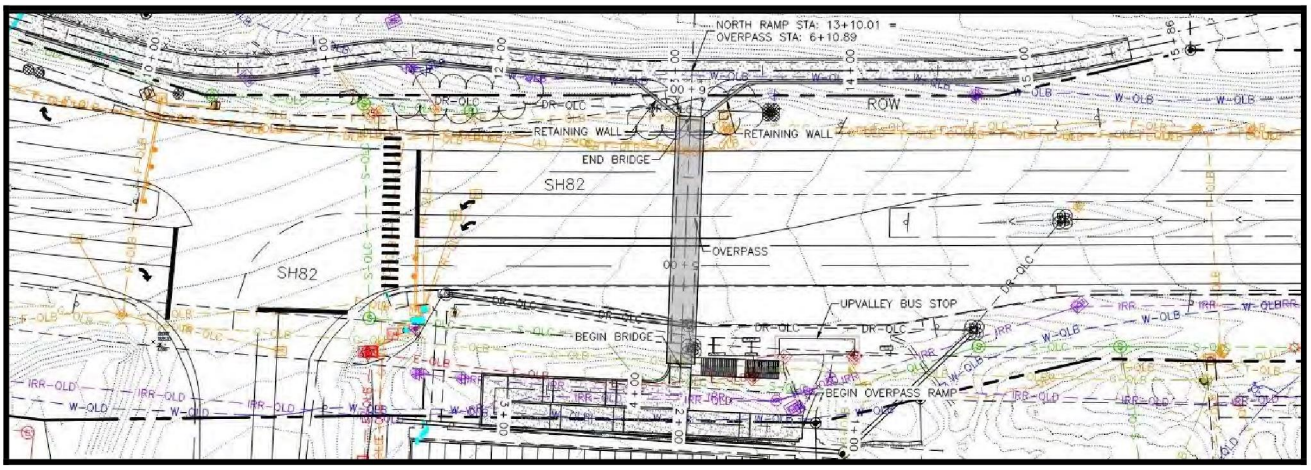


Figure 3-6: Overview of Option 2 – Overpass Alignment

Figure 3-7: Rendering of the Overpass Alignment

3.4.1 Overpass Alignment Structures

The proposed overpass structure would likely be a through truss or through arch, with most of the structure above the deck surface. The benefit of this type of structure is that the longitudinal structural members are primarily above the deck, which reduces the amount of vertical grade trail users need to ascend and descend to cross over SH-82.

The overpass is approximately 160 feet in length. The limits of the overpass for this study were determined based on placing the bridge piers approximately 20 feet from the back of the curb. However, for final design we recommend evaluating moving the bridge piers closer to SH-82 and installing guardrail. This will reduce the length of the bridge and reduce construction costs. The profile grade was set assuming the top of the deck (trail surface) is 3.0 feet above the bottom of the bridge structure (i.e., low chord). The overpass has 2.5%

longitudinal grade above SH-82, which is approximately equal to the superelevation of the roadway. A rendering of the proposed overpass is provided in Figure 3-7. Additional renderings are included in Appendix B.

Bridge structure type alternatives are presented for the SH-82 roadway crossing of the Overpass Alignment. The total bridge length for each bridge type will be between 130 to 160 feet. The structure length is controlled by the location of the front face of the bridge piers. The higher end of the bridge span is based on placing the bridge piers outside of the SH-82 clear zone. The lower end of the bridge span would place the bridge piers approximately 10' beyond the back of curb. Placing the piers within the clear zone would require installing guardrail to protect vehicles from crashing into the bridge piers.

The purpose of this study is to evaluate the feasibility of an overpass and underpass crossing. Selecting a preferred overpass bridge type is beyond the scope of this study. For this phase of the study there are two main criteria to consider for feasible bridge types: (1) the ability to span up to 160 feet and (2) have 3 feet or less of structure below the bridge deck. Minimizing the amount of structure below the deck is advantageous because it reduces the amount of vertical grade to get to the overpass, which reduces the height and length of the approach ramps. Two bridge types were considered to determine estimated construction costs: a prefabricated weathering steel truss and a weathering steel tied arch bridge. Estimated project costs for the Overpass alignment are presented as Option 2A and 2B, respectively in Section 5.1.

For any bridge type selected for the Overpass, CDOT will require a throw fence to be installed on the structure crossing SH-82. This is to prevent objects from being thrown on the roadway below. Per Section 2.4.2 of the CDOT Bridge Design Manual, the fence height should be 8 feet.

3.4.1.1 Prefabricated Weathering Steel Truss

A prefabricated weathering steel truss is the most economical solution to span over SH-82. These types of bridges are commonly found throughout Colorado for pedestrian and bicycle trails. One example is the pedestrian bridge parallel to Cemetery Lane/McLain Flats Road over the Roaring Fork River. The total truss depth for this span is around 10', since about 3' of structure depth is required below the deck for transverse supports, the top of the truss would most likely be in line with the top of the 8-foot-tall throw fence.

This bridge type is relatively simple to install. The truss would be delivered to the site in two to four sections. It would be spliced together in a staging area (e.g., Buttermilk parking lot). Then, it would be erected as one piece with one or two cranes. This would require a full closure of SH-82, but it could be completed overnight or on the weekend. This bridge type is used for the visualizations for the main span over SH-82 for the Overpass alignment. See Figure 3-8 for the truss bridge rendering. Full page renderings are included in Appendix B.

Figure 3-8: SH-82 Overpass Steel Truss Rendering

3.4.1.2 Weathering Steel Tied Arch

A tied arch is another feasible alternative for the bridge span over SH-82. This structure will be significantly more expensive than the prefabricated steel truss. In general, tied arches are a more slender option, however for this configuration the arch may have more of an impact on the viewscape than the truss. The vertical rise at the centerline arch will be around 20' compared to the total truss depth of around 11'. See Figure 3-9 for an example of this bridge type.

The tied arch would be constructed similarly to the truss, however the total weight of steel for the arch could be significantly more than the truss, which will require larger cranes to install.

Figure 3-9: Tied Arch (Imagery Courtesy of Excel Bridge Manufacturing Co.)

3.4.2 Overpass Alignment Permitting and Easements

The overpass is located within the CDOT Right-of-Way (ROW) and will require a special use permit from CDOT. The south approach ramps are within the CDOT SH-82 ROW and the

Pitkin County owned parcel. The north approach ramps are within a CDOT permanent easement from the Maroon Creek Club. However, those easements may be too narrow for the proposed construction. The overpass ramps on the south side have been laid out to avoid permanent impacts with the Aspen Skiing Company parcel. However, construction may impact that parcel. If this alternative is selected, we recommend an early meeting with parcel and utility owners to coordinate acquisition requirements for final design. The parcel information can be seen in the layouts in Appendix A.

Relocating the Stapleton Brothers Ditch around the project site may require a USACE permit. It will likely depend on whether or not this project has an associated Federal Action. We also recommend that this is reviewed early in the final design phase.

3.4.3 Overpass Alignment Utilities

The north side of SH-82 includes the following utility type, utility owner, and anticipated actions:

- Traffic Signals (TR) – CDOT, no anticipated impacts
- Cable TV (C) – Comcast, no anticipated impacts
- Sanitary (S) - Aspen Consolidated Sanitation District, 12” diameter PVC, no anticipated impacts
- Water (W) – City of Aspen, 8” diameter ductile iron pipe, relocate north of proposed trail, install top of pipe 7’ below finished grade
- Fiber Optic (F) - CDOT, CenturyLink/Lumen, City of Aspen Fiber Optic, and Comcast, no anticipated impacts
- Storm Drainage (DR) – CDOT, temporary impacts during bridge foundation construction, also potential to remove pipe and replace with open ditch similar to section to the east of the existing storm pipe inlet

The south side of SH-82 includes following utility type, utility owner, and anticipated actions:

- Sanitary (S) - Aspen Consolidated Sanitation District, 12” diameter PVC, requires relocation south of the approach ramp structures
- Gas (G), Black Hills Energy – 6” diameter high pressure, relocate north of bridge foundation
- Electric (E) – Private Service Provided by Holy Cross Energy, relocation dependent on extents of bridge foundation
- Irrigation (IRR) – Stapleton Brothers Ditch, 30” diameter reinforced concrete pipe, relocate south of the approach ramp structures
- Water (W) - City of Aspen, 18” diameter ductile iron pipe, relocate south of the approach ramp structures, requires 10’ of horizontal clearance to sanitary, storm and irrigation lines
- Storm Drainage (DR) – CDOT, 24” diameter, potential impacts to area drain can be eliminated or relocated based on revised grading, existing inlet adjacent to the underpass will require temporary relocation during construction

Figure 3-10 shows an overview of the utilities with proposed relocations along the overpass alignment. Utility relocation plans are included in Appendix A.

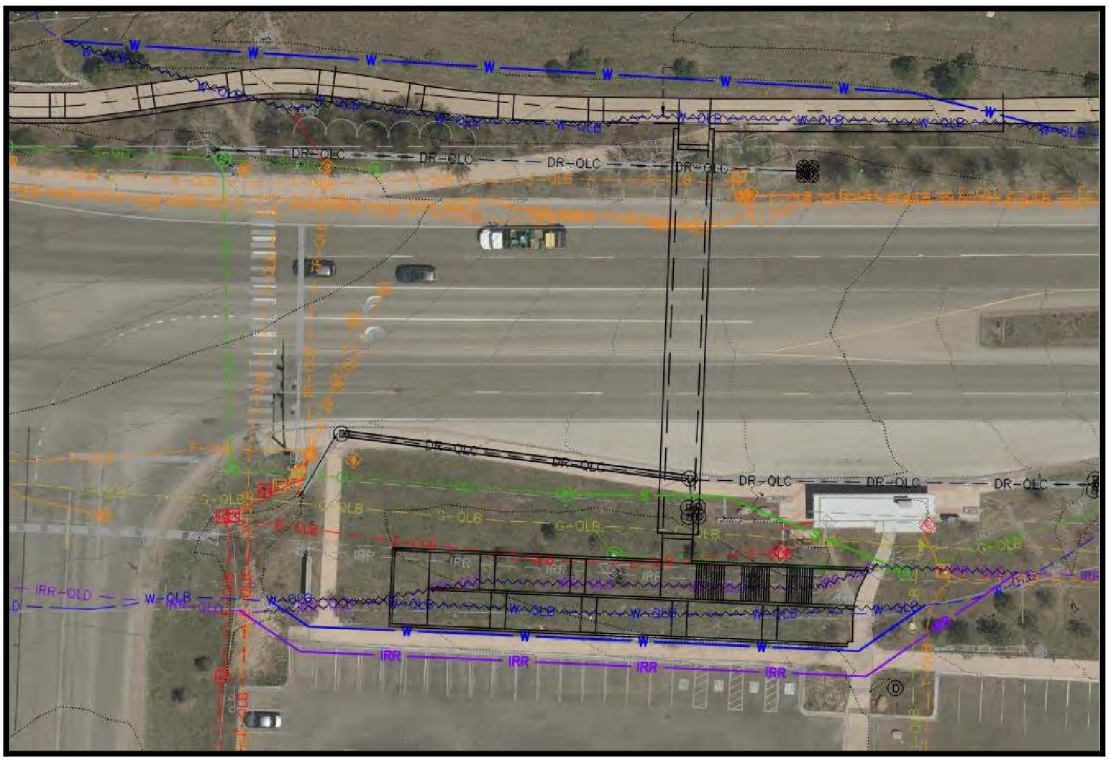


Figure 3-10: Existing Utilities and Relocates for Overpass Alignment

3.4.4 Overpass Maintenance

The proposed structure for the span crossing SH-82 is made of weathering steel. Weathering steel bridges are fairly low maintenance structures. Weathering steel is a corrosion protection system in which a patina forms when exposed to the environment that protects the base metal. During the design life of the bridge, this system may fail and require painting. Steel protective systems typically fail at locations where water and debris collect, which is at the connection points and expansion joints. Ensuring proper drainage and routine cleaning will extend the life of the protection system.

The crossing will require snow removal, however the main span is anticipated to include a snowmelt system so that snow removal will not be required over SH-82. The north approach ramps would use the existing AABC Trail alignment. This paved trail is currently maintained by the City of Aspen.

During final design, a maintenance agreement will need to be developed to determine which agency or agencies will be responsible for routine and structural maintenance.

3.4.5 Overpass Alignment Elevator Alternative

Elevators were evaluated as part of the Overpass alignment concept to provide ADA access as an alternative to ramps. The evaluation was prepared as a separate memorandum included in Appendix D. In summary, elevators were not selected as the preferred option to provide ADA access to the overpass because of operation and maintenance requirements, increased risks to public health and safety, and potential exposure of legal action stemming

from ADA noncompliance. Additionally, the ramp systems will likely cost less to build and much less to maintain.

4.0 Transit Bypass Alternatives Assessment

In conjunction with the grade seperated crossing, the EOTC requested an evaluation of the transit signal bypass lanes propsed in the Mead & Hunt 2021 "*State Highway 82 Upper Valley Transit Enhancement Study*". The two alternatives are included in the previous study portion of the report (Section 2.1). In the down-valley direction (westbound SH-82), a signal bypass lane was evaluated at the Owl Creek Road intersection. In the up-valley direction (eastbound SH-82), a signal bypass lane was evaluated at the Harmony Road intersection, approximately 500 feet north of the Owl Creek Road intersection.

ACL Engineering, Inc. led the review of the two alternatives. Both the design team and technical advisory committee concluded that due to safety concerns and limited times savings to transit, the proposed transit signal bypass lanes configurations were determined to be "non-viable". The primary safety concern is the "weave" maneuver that drivers need to complete to turn right on Owl Creek Road. In Concept 1A, vehicles need to cross the bus lane and in Concept 1B, vehicles need to merge into the bus lane. The concern is that buses would be moving at a much higher speed if vehicles are stopped at the red light at Harmony Road. More detailed evaluation is included in the memorandum in Appendix D.

5.0 Estimated Costs and Funding Sources

5.1 Cost Analysis

SGM generated costs estimates for alignment Options 1, Option 2A and Option 2B. Estimated construction costs and total project costs are provided. Construction costs are based on recent bid prices and adjusted for inflation based on assumed construction in 2025. Since this study only includes a conceptual level design, a 30% design contingency is applied to the construction costs. Engineering and Design costs include final design fees, construction engineering fees, permits and right-of-way, property valuation and easements. Total project costs for the three alternatives are in

Table 5-1.

The primary structural and civil quantities were estimated based on the proposed design concept for each alternative. The primary structural work includes shoring, structural excavation, backfill, concrete, steel reinforcement, retaining walls and railings. The primary civil work includes excavation, basecourse and surfacing. The utility relocation costs were estimated based on a high-level review of known utilities that conflict with the proposed design. The Snow Melt System was based on construction bids for the RFTA 27th Street Underpass in Glenwood Springs. The costs related to all utilities are included in the estimate, however depending on the utility easement agreements, some of these costs will be borne by the respective utility owners. Other construction costs including traffic control, construction staking, erosion control, lighting, aesthetic treatments, landscaping, and mobilization were based on percentages of the total known components. These values were determined based on similar construction projects.

Table 5-1: Estimated Total Project Cost Estimate

Project Component	Option 1 Underpass	Option 2A Overpass with Steel Truss	Option 2B Overpass with Steel Arch
Total Project Cost (2025 Construction)	$20,700,000	$12,200,00	$13,500,00

The construction and design cost breakdowns for each alternative are provided in Table 5-2, Table 5-3, and Table 5-4. The structural and civil primary component and utility relocation quantities and unit costs are provided in Appendix C.

Table 5-2: Option 1 – Underpass Estimated Project Costs

	Construction Item		Cost
Option 1 -Underpass	Structural Work *(Shoring, Excavation, Backfill, Concrete, Rebar, Railing)*		$ 6,332,000
	Civil Work *(Removals, Unclass. Excavation, Basecourse, Surfacing)*		$ 893,000
	Misc Civil *(Signing, Striping, Signals)*		$ 100,000
	Utility Relocation *(Water, Sanitary, Storm, Electric, Gas, Fiber)* *		$ 1,094,350
	Snow Melt System		$ 600,000
	Subtotal (a)		**$ 9,019,350**
		% of (a)	
	Traffic Control	20.0%	$ 1,803,870
	Construction Surveying	1.5%	$ 135,290
	Temporary Erosion Control	1.0%	$ 90,194
	Lighting	4.0%	$ 360,774
	Aesthetic Treatments	3.0%	$ 270,581
	Landscaping	2.0%	$ 180,387
	Subtotal (b)		**$ 11,860,445**
		% of (b)	
	Mobilization and Force Accounts	10.0%	$ 1,186,045
	Design Contigency	30.0%	$ 3,558,134
	Construction Cost Total (2023 Pricing) (c)		**$ 16,604,623**
		% of (c)	
	Inflation/Escalation Estimate	8.0%	$ 1,328,370
	Construction Cost Total (2025 Pricing) (d)		**$ 17,932,993**
	Engineering and Design Costs		
		% of (d)	
	Final Design Fees	5.0%	$ 896,650
	Construction Engineering	10.0%	$ 1,793,299
	Permitting	0.2%	$ 35,866
	ROW/Property Valuation/Easements	0.4%	$ 75,000
	Engineering and Design Subtotal		$ 2,725,815
	Underpass - Project Total		**$ 20,659,000**

Table 5-3: Option 2A – Overpass with Steel Truss Estimated Project Costs

Option 2A - Overpass - Prefabricated Truss			
Construction Item			**Cost**
Structural Work *(Earthwork, Concrete, MSE Wall, Rebar, Railing, Stairs)*			$ 4,093,000
Civil Work *(Removals, Basecourse, Surfacing)*			$ 253,000
Misc Civil *(Signing, Striping, Signals)*			$ 75,000
Utility Relocation *(Water, Sanitary, Irrigation)* *			$ 565,000
Snow Melt System			$ 600,000
		Subtotal (a)	**$ 5,333,000**
	% of (a)		
Traffic Control	20.0%		$ 1,066,600
Construction Surveying	1.5%		$ 79,995
Temporary Erosion Control	1.0%		$ 53,330
Lighting	2.0%		$ 106,660
Aesthetic Treatments	3.0%		$ 159,990
Landscaping	3.0%		$ 159,990
		Subtotal (b)	**$ 6,959,565**
	% of (b)		
Mobilization and Force Accounts	10.0%		$ 695,957
Design Contigency	30.0%		$ 2,087,870
		Estimated Construction Cost Total (2023 Pricing) (c)	**$ 9,743,391**
	% of (c)		
Inflation/Escalation Estimate	8.0%		$ 779,471
		Construction Cost Total (2025 Pricing) (d)	**$ 10,522,862**
Engineering and Design Costs			
	% of (d)		
Final Design Fees	5.0%		$ 526,143
Construction Engineering	10.0%		$ 1,052,286
Permitting/ROW/Property Valuation/Easements	0.7%		$ 75,000
		Engineering and Design Subtotal	$ 1,653,429
		Overpass (Truss) - Project Total	**$ 12,177,000**

Table 5-4: Option 2B – Overpass with Steel Arch Estimated Project Costs

Option 2B - Overpass - Arch			
Construction Item			**Cost**
Structural Work *(Earthwork, Concrete, MSE Wall, Rebar, Railing, Stairs)*			$ 4,479,000
Civil Work *(Removals, Basecourse, Surfacing)*			$ 253,000
Misc Civil *(Signing, Striping, Signals)*			$ 75,000
Utility Relocation *(Water, Sanitary, Irrigation)* *			$ 564,713
Snow Melt System			$ 600,000
		Subtotal (a)	**$ 5,971,713**
	% of (a)		
Traffic Control	18.0%		$ 1,074,908
Construction Surveying	1.5%		$ 89,576
Temporary Erosion Control	1.0%		$ 59,717
Lighting	2.0%		$ 119,434
Aesthetic Treatments	2.8%		$ 164,222
Landscaping	2.8%		$ 164,222
		Subtotal (b)	**$ 7,643,792**
	% of (b)		
Mobilization and Force Accounts	10.0%		$ 764,379
Design Contigency	30.0%		$ 2,293,138
		Estimated Construction Cost Total (2023 Pricing) (c)	**$ 10,701,309**
	% of (c)		
Inflation/Escalation Estimate	8.0%		$ 856,105
		Construction Cost Total (2025 Pricing) (d)	**$ 11,557,414**
Engineering and Design Costs			
	% of (d)		
Final Design Fees	6.0%		$ 693,445
Construction Engineering	10.0%		$ 1,155,741
Permitting/ROW/Property Valuation/Easements	0.6%		$ 75,000
		Engineering and Design Subtotal	$ 1,924,186
		Overpass (Arch) - Project Total	**$ 13,482,000**

5.2 Potential Funding Sources

There are multiple federal and state programs that may be considered to supplement local funds which are geared towards projects that improve safety, connectivity to transit, and bicycle and pedestrian facilities. Two examples are the Multimodal Transportation and Mitigation Options Fund (MMOF) program and the Transportation Alternatives Program (TAP). The MMOF program provides funding for projects that improve multimodal accessibility and safety improvements. The TAP program is a federal program which provides funding for enhancement of non-motorized forms of transportation such as biking and walking. We recommend that after this study is completed and the EOTC has chosen a direction forward, we review the proposed project, determine the programs which best fit the project objectives, and determine the priority programs for which we want to submit a grant application.

5.3 Option Evaluation

5.3.1 Evaluation Criteria

There are multiple categories that can be used to evaluate the two potential alternatives for the Buttermilk Crossing. A summary of the advantages and disadvantages of each alignment is presented below.

- Cost
  - The Option 1 (Underpass) has a more expensive project cost. It 70% more expensive than Option 2A (Overpass/Truss) and 50% more expensive as Option 2B (Overpass/Arch)
- ROW or Easements Needed
  - ROW and easement impacts are similar for both options
    - SH-82 crossing structure is in CDOT ROW
    - South approach ramps are in CDOT ROW and Pitkin County parcel
    - North approach ramps are in a permanent trail easement from the Maroon Creek Club (MCC)
  - Option 1 (Underpass) Excavation limits for the north walls may extend past the MCC easement. Shoring or temporary construction easement may be required. Easement may need to be revised to accommodate the proposed construction.
- Maintenance
  - Structures: Option 1 (Underpass) has a slight advantage in that concrete generally has less maintenance than steel. Option 2 (Overpass) will require routine inspection, cleaning, and painting.
  - Railing: Option 1 (Underpass) has fewer quantity of railings, so it should require less maintenance over time.
  - Trail: Option 1 (Underpass) has an advantage for winter snow removal. Plowing the approach trails will be slightly easier.
  - Snow Melt System: For conceptual design, assume that both Options will require a snow melt system.
  - Drainage: Option 2 (Overpass) has the advantage since the elevated structure will be much easier to drain water. Option 1 (Underpass) may require pumps to remove water from the low point if a gravity option is not feasible.

- Trail User Experience
  - Pedestrian/Bicycle Conflicts
    - Option 1 (Underpass) – The northeast approach ramp has 8.2% grade coming down to the underpass crossing. Bicyclist may be moving at higher speeds which has a greater potential for conflicts.
    - Option 2 (Overpass) – The northwest approach ramp has 8.2% grade coming down to the underpass crossing. Bicyclist may be moving at higher speeds which has a greater potential for conflicts. The south ramp also has 8.2% grades and includes a switchback with potential for conflicts.
    - Option 1 (Underpass) has an advantage since there are fewer conflict areas.
  - Safety: Option 2 (Overpass) has the advantage since users are visible to the travelling public.
  - Recreation Users (AABC trail): This has mixed impacts. Option 1 (Underpass) is advantageous because overall change in elevation is less. However, Option 2 (Overpass) is advantageous in that the trail is above the surrounding grade which will have better views.
  - Commuters (Transit): Option 1 (Underpass) is preferred because it has a more direct connection for both ramp and stair users and the overall change in elevation is less.
- General Public/Vehicle Traffic
  - Viewscape: Option 1 (Underpass) will be located below grade, so will have very minimal impacts to the viewscape. However, this is a subjective issue and some users may like the bridge within the viewscape.
  - Traffic (during construction): Option 2 (Overpass) will have significantly fewer impacts to the traveling public during construction.
  - Traffic (after construction): Option 2 (Overpass) will reduce the site distance for drivers.
- Complexity of Construction
  - Construction Duration: Option 2 (Overpass) has the advantage since the work should be completed in one season and the SH-82 crossing will be fabricated off site. Since Option 1 (Underpass) has more utility relocates and the SH-82 crossing will be construction in two phases, construction is anticipated to take much longer.
  - Construction Techniques/Equipment: Both options require fairly similar construction methods. Option 2 (Overpass) will require a crane for installation but of a size that is readily available.
  - Existing Trail Impacts: Both options will require a detour of the AABC trail. However, the construction of the fill walls for Option 2 (Overpass) should be much faster.
  - Phasing/Closures: Option 2 (Overpass) has the advantage since there will be no phasing required to install the crossing over SH-82. A short term closure will be require to install the bridge superstructure, but can be schedule to minimally disrupt traffic.
  - Construction/Schedule Risks: The procurement process for long span steel bridges can be lengthy, which puts Option 2 (Overpass) at a disadvantage. Option 1 (Underpass) requires a significant amount of excavation, there is the potential for unknown utilities or other below grade conflicts.

- Utility Impacts: Option 2 (Overpass) has the advantage since there are significantly fewer utility impacts that will require relocation.

6.0 Public Process and Stakeholder Feedback

The project team engaged in a public outreach process to inform the public about the project and solicit feedback from the community. This process included both in-person outreach events and a project website. Stakeholder feedback was also solicited through direct outreach with neighboring property owners and businesses.

6.1.1 In Person Events

The first phase of project communication with the public was kicked-off with an Open House Meeting. The Open House was held October 13th, 2022 at the Pitkin County Administration Building. The event was advertised online and in print newspapers as well as social media posts. The focus of the Open House was to create initial visibility about the project and solicit broad feedback about the project goals and opportunities. The meeting was poorly attended with just 3 members of the public.

Due to the lack of attendance at the Open House, the team focused on alternative outreach methods for the second phase of the public process. This second phase was focused on the Buttermilk Crossing project alternatives, asking the public about their experience with the intersection, the need for improvements, and preferences for type of crossing improvement.

For this second phase, the in-person outreach involved multiple "pop-up" style intercept events, strategically timed and placed for high exposure and engagement. The team held five intercept events, during which project context and illustrations of the alternatives were displayed on boards and flyers were handed out to passers-by to direct them to the project website and survey. Pop up events were staffed with members of the design team and the technical advisory committee and included:

- March 31st, Buttermilk Up-Hill Cliff House Breakfast
- April 2nd, Buttermilk Down valley Bus Stop
- April 7th, Rubey Park Transit Center (afternoon commute)
- April 11th, Basalt Park and Ride (morning commute)
- April 14th, Carbondale and 27th Street Park and Ride (morning commute)

6.1.2 Project Website and Public Survey

The website for the Buttermilk Crossing outreach was combined with the Truscott Trail project. The website provided an overview of the project and described the project goals. Photographs were included to show the existing at-grade crossing of SH-82 at the Owl Creek intersection. The materials from the October 2022 outreach event were also posted to the website. The website included a form to submit feedback on the project.

During the spring "pop-up" outreach events, a survey was posted on the website to solicit feedback. The online survey which ran from March 29-May 15, 2023. The online survey was a qualitative survey, not statistically valid, and did not require a code or login to participate. The survey asked context questions to understand basic demographics of the survey takers related to place of work, where they live, and frequency of transit use, followed by questions

about the user's current experience at the SH-82 and Owl Creek intersection, and their opinions about two crossing options related to cost, aesthetics, and safety. A number of the questions were open ended to allow survey takers to explain their thoughts in detail. To reach a wider audience, the website, including the survey, could be accessed in both English and Spanish.

The survey questions are included in Appendix F.

6.1.3 Public Process - Summary of Feedback

Phase 1 Open House meeting feedback

Attendees noted general positive feedback to the Buttermilk Crossing improvement project idea. Residents of the Pomegranate Inn noted that the Truscott Trail Connection should take care to avoid removing trees at the edge of their property as the trees provide a visual and noise buffer from the highway. They also noted that the Aspen Country Inn downvalley bus stop is very dangerous for pedestrians trying to cross the highway with no pedestrian crossing at all. A crossing at this location was not part of the scope for these two projects, and the residents' comments were forwarded to the project team.

Phase 2 Pop-up event feedback

Most in person feedback was supportive of some kind of change to the pedestrian crossing. Frequent and daily crossing users reported having multiple dangerous interactions with vehicles turning right out of Owl Creek Rd onto SH-82 during pedestrian signal times. Many users reported long wait times for the pedestrian signal, causing risky pedestrian behavior to make it onto buses across the highway. Pedestrians feel that there is poor visibility for motorists of pedestrians in the crosswalk and/or waiting to cross. They feel that this is compounded during winter months with snow piles and at night. Many reported that cars are speeding, running red lights, or not looking at the crosswalk when trying to turn right out of Owl Creek Rd. Commuters reported that a separated crossing would make their commute more efficient and safer feeling. Infrequent crossing users and visitors reported feeling safe at the crossing, but that the down valley bus stop was further away from the Buttermilk parking lot than is ideal.

Feedback about preference on an underpass or overpass was mixed. Some respondents felt that the underpass fits more with the pattern of other SH-82 crossings throughout the valley and is important for protecting the viewshed while driving toward Aspen. Others felt that the cost savings for an overpass option would be better, and that the overpass design was not an eye sore. Many responded individually with alternative intervention ideas, such as having "no turn on red" mandated at that intersection, painting the crosswalk in a more pronounced color, installing a pedestrian-led signal, and making the entire intersection a roundabout to improve the flow of traffic.

Survey feedback

The graphics in Figure 6-1 provide a summary of the survey results. See Appendix F for a full report on survey results and responses.

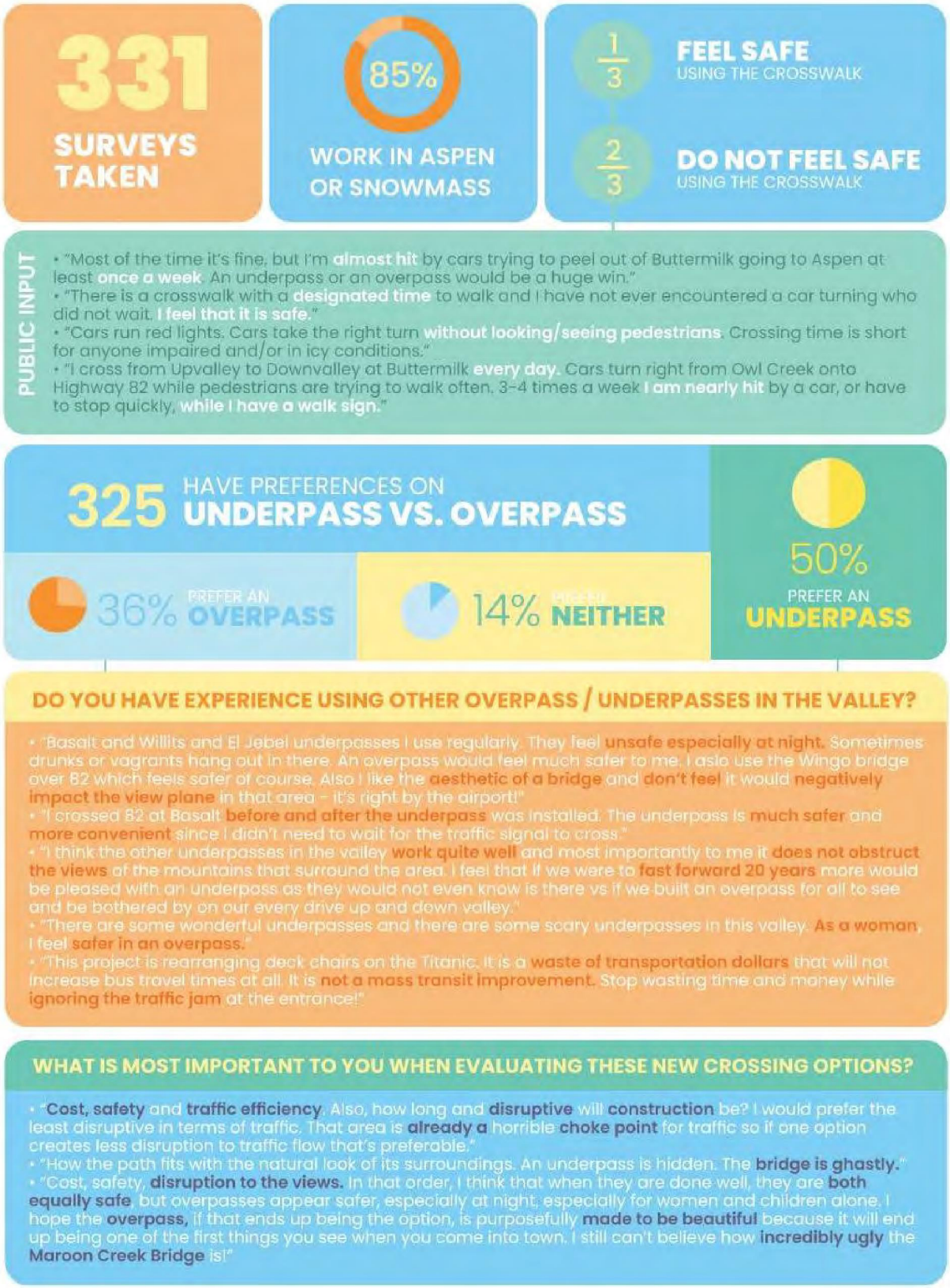


Figure 6-1: Public Outreach Survey Summary

6.1.4 Unstaffed Project Information Boards

Project information was posted on boards that were displayed in public locations throughout the valley. These locations included:

- Libraries (Glenwood, Carbondale, Basalt and Aspen)
- RFTA Bus Stops
- City Hall, Aspen
- Pitkin County Administration Building

6.1.5 Direct Stakeholder Feedback

Direct contact with neighboring property owners and businesses was conducted to solicit feedback. These key stakeholders included:

- Aspen SkiCo
- Maroon Creek Club
- Inn at Aspen
- Aspen Country Inn
- Pomegranate

Appendix A

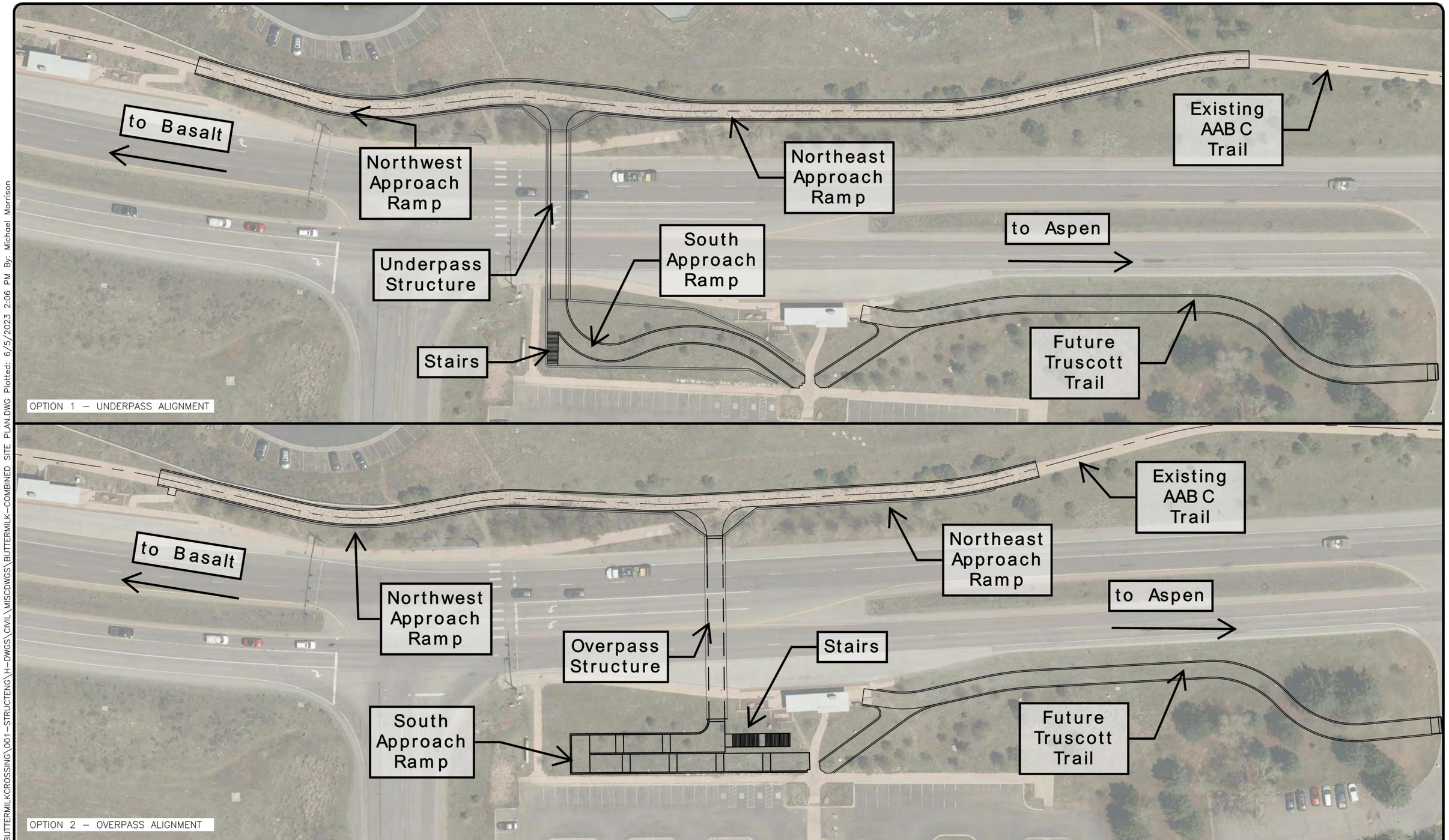
Underpass and Overpass Layouts

Underpass Alignment Plan and Profile

Underpass Utility Relocation Plan

Overpass Alignment Plan and Profile

Overpass Utility Relocation Plan



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COMBINED OVERALL SITE PLAN

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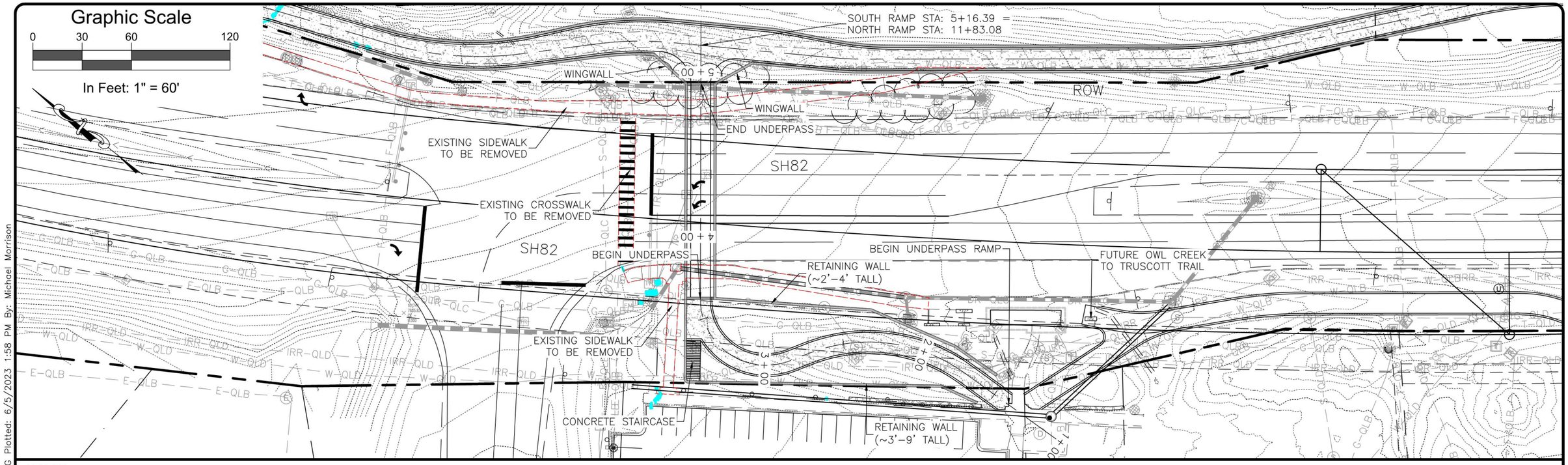

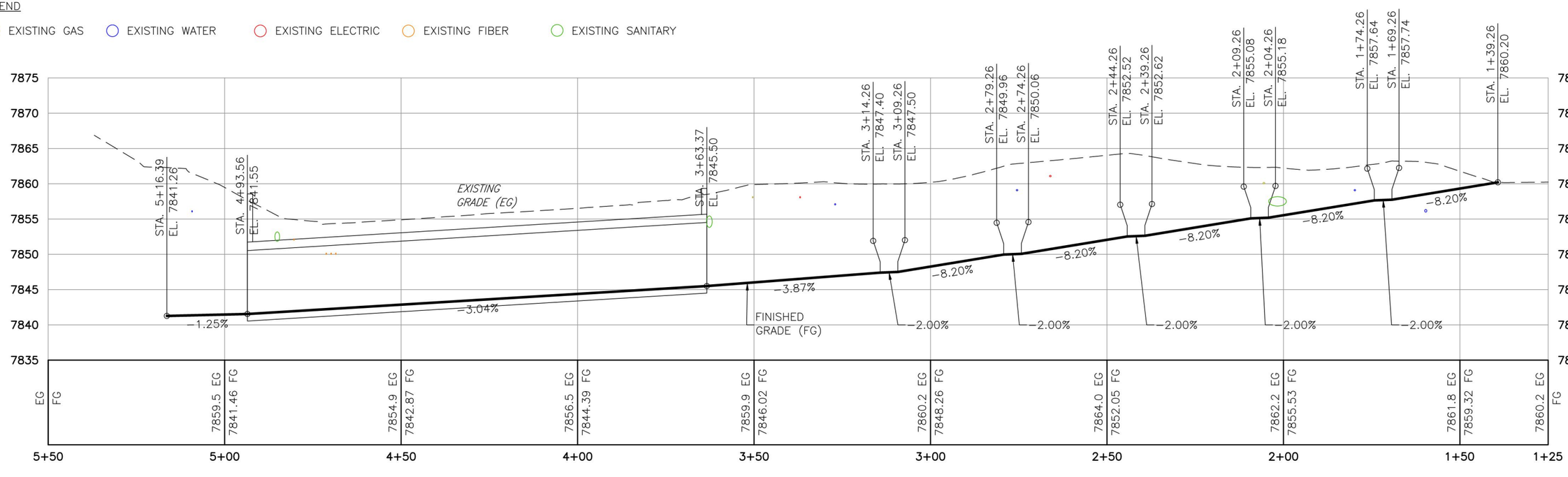

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Graphic Scale

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In Feet: 1" = 60'

MAROON CREEK CLUB

MAROON CREEK CLUB

TIE INTO EXISTING PATH

TIE INTO EXISTING PATH

RETAINING WALL

BUMP OUT FOR PASSING

NORTH RAMP STA: 11+83.08 =
SOUTH RAMP STA: 5+16.39

CDOT PERMANENT EASEMENT

DOWN VALLEY BUS STOP

RETAINING WALL

RETAINING WALL

WINGWALL

WINGWALL

CONTINUE DITCH

ROW

EXISTING SIDEWALK TO BE REMOVED

SH82

LEGEND

EXISTING GAS EXISTING WATER EXISTING ELECTRIC EXISTING FIBER EXISTING SANITARY

H.P.STA.9+39.10
H.P.ELEV.7849.56
PVI STA.9+39.33
PVI ELEV.7850.16
K=5.21
50.00' VC

L.P.STA.11+49.84
L.P.ELEV.7840.97
PVI STA.11+33.40
PVI ELEV.7840.76
K=8.56
50.00' VC

STA. 9+00.00 EL. 7848.29
BVCS: 9+14.33 BVCE: 7848.97
EVCS: 9+64.33 EVCE: 7848.95
BVCS: 11+08.40 BVCE: 7841.97
EVCS: 11+58.40 EVCE: 7841.01
STA. 11+83.08 EL. 7841.26
STA. 11+98.08 EL. 7841.41
STA. 12+28.08 EL. 7843.87
STA. 12+33.08 EL. 7843.97
STA. 12+63.08 EL. 7846.43
STA. 12+68.08 EL. 7846.53
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STA. 14+08.08 EL. 7856.77
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EXISTING GRADE (EG)

FINISHED GRADE (FG)

4.75% -4.84% 1.00% 8.20% 2.00%

SCALE: H1"=60', V1"=30'

7885 7880 7875 7870 7865 7860 7855 7850 7845 7840 7835 7830

EG	FG
7847.0	7848.3
	7848.29
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7855.7	7844.80
7858.2	7842.38
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7863.0	7845.36
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7864.8	7856.42
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7874.4	7870.96
7876.8	7874.63
EG	7878.23
EG	FG

8+75 9+00 9+50 10+00 10+50 11+00 11+50 12+00 12+50 13+00 13+50 14+00 14+50 15+00 15+50 16+00 16+50 17+00 17+50

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NORTH UNDERPASS RAMP PLAN & PROFILE

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Graphic Scale

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In Feet: 1" = 50'

MAROON CREEK CLUB

CDOT PERMANENT EASEMENT

ROW

SH82

RELOCATE ELECTRIC & FIBER

RELOCATE 602 LF OF 8" WATER LINE

REMOVE DRAINAGE PIPE

CONTINUE DITCH

ADJUST FIBER AND CABLE CLUSTER

RESET TRAFFIC SIGNAL VEHICLE DETECTORS

FUTURE OWL CREEK TO TRUSCOTT TRAIL

RELOCATE 365 LF OF 24" DRAINAGE PIPE

RELOCATE 324 LF OF 12" SANITARY SEWER LINE

RELOCATE 249 LF OF ELECTRIC LINE

RELOCATE 327 OF 18" WATER LINE

RELOCATE 352 LF OF 6" HIGH PRESSURE GAS LINE

RELOCATE 302 LF OF 30" DIAMETER STAPLETON BROTHERS DITCH

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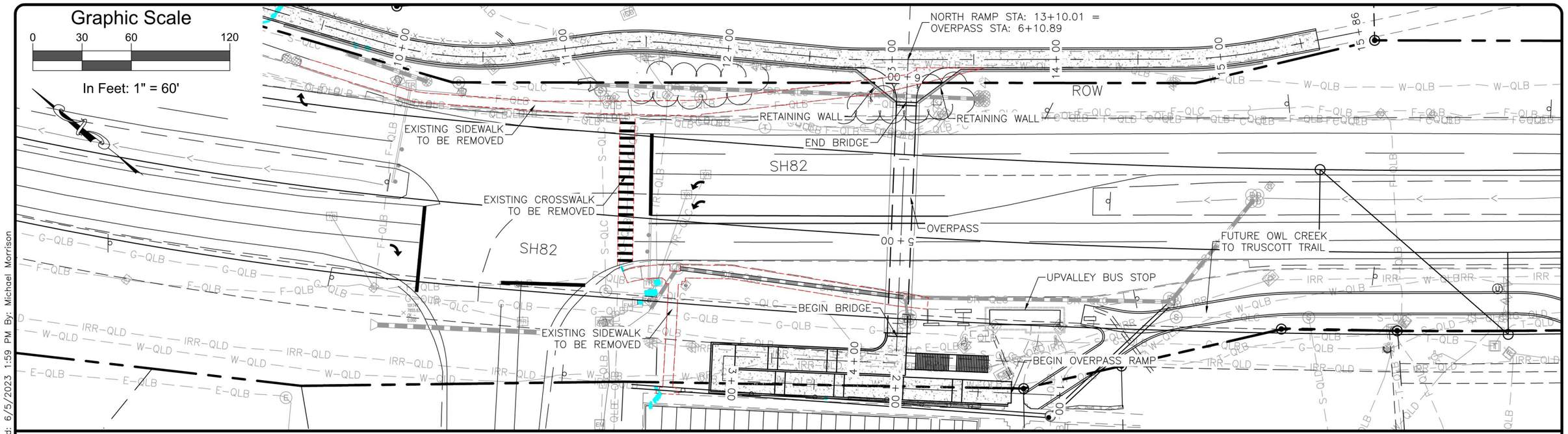

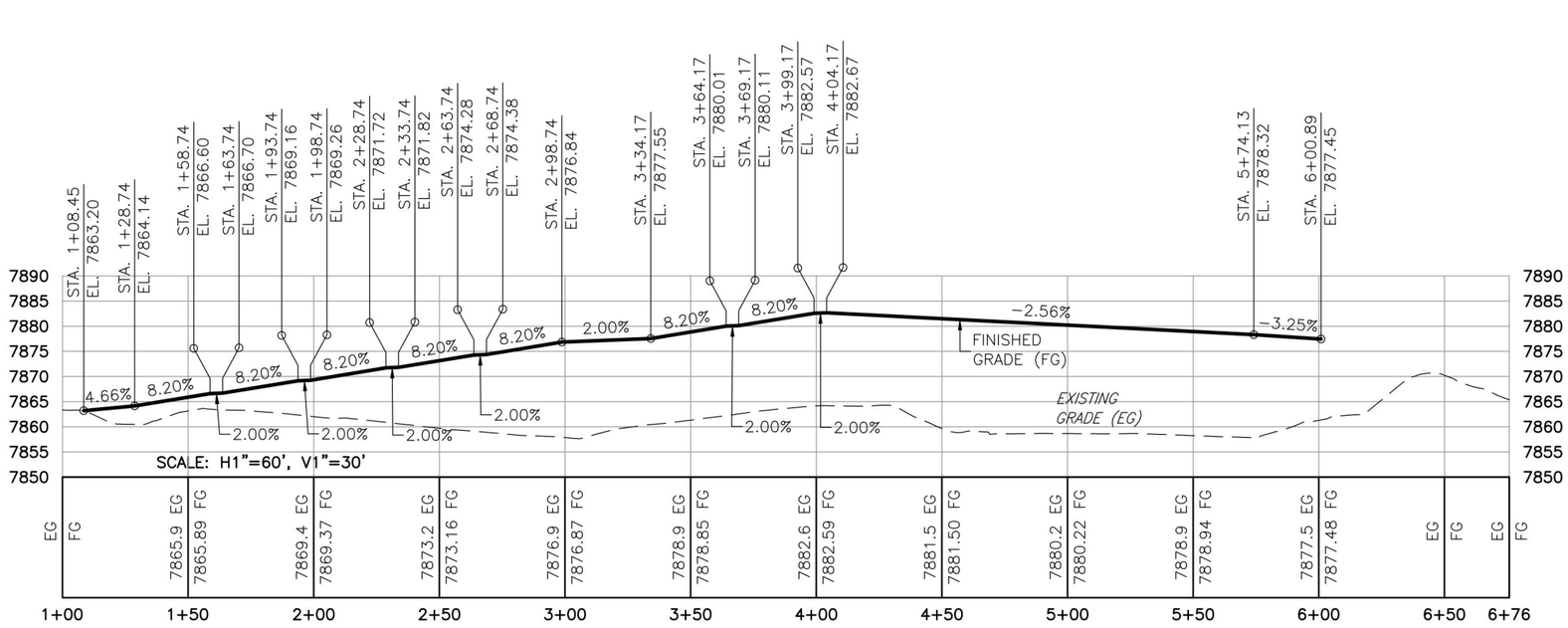

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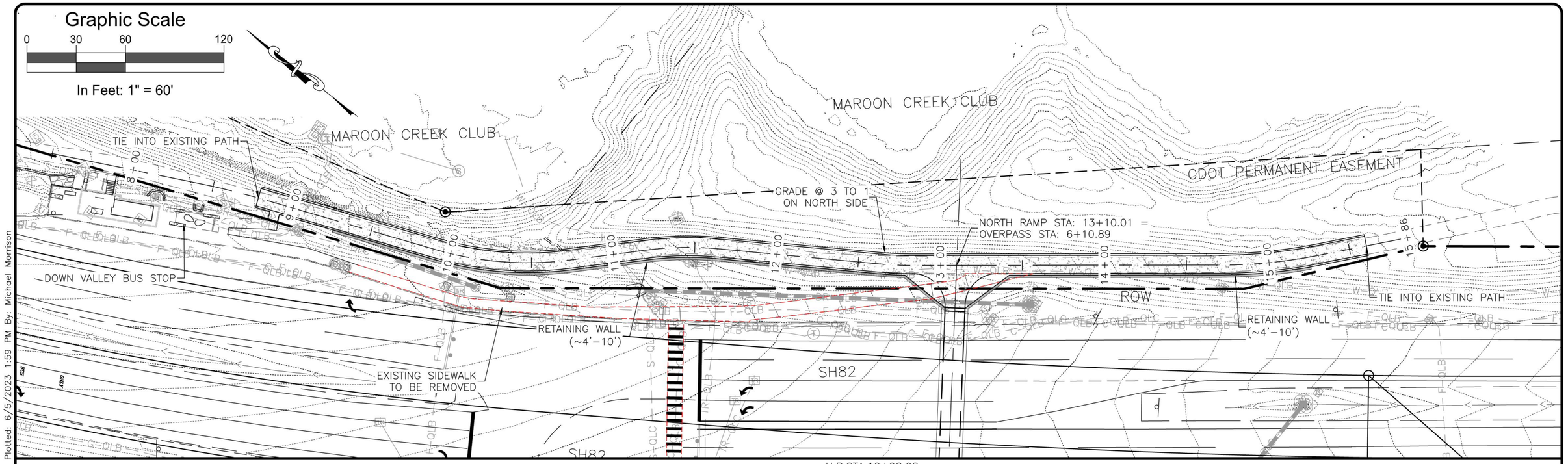

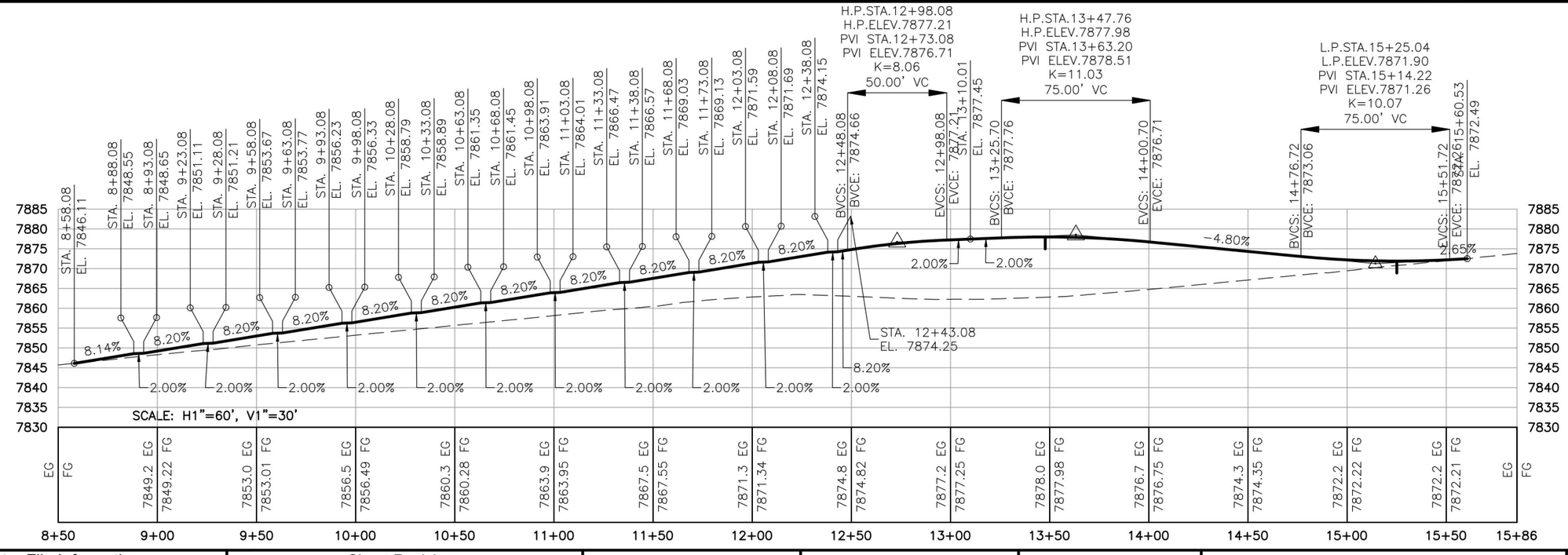

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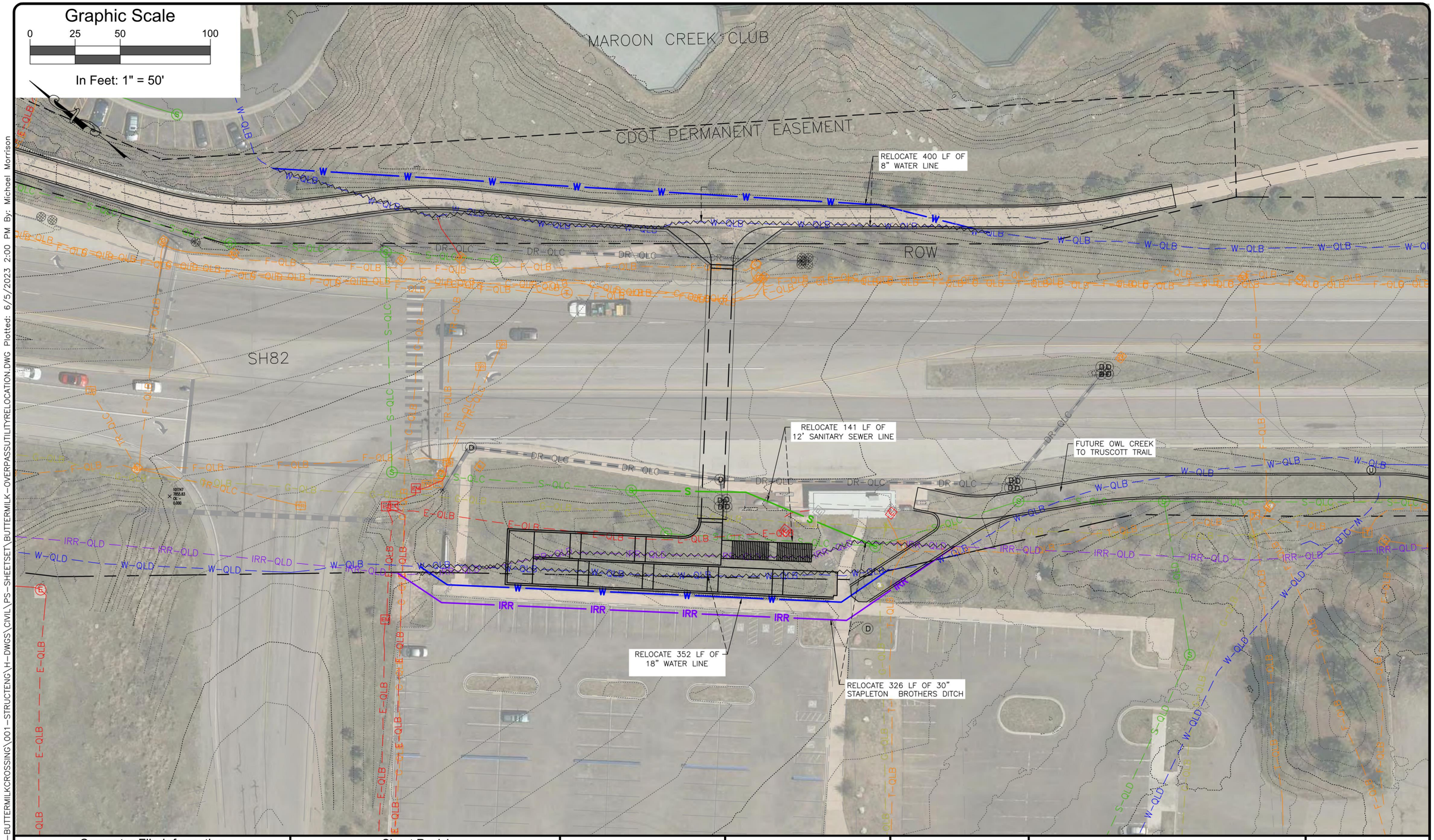

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SGM Project No.: 2022-282.001	Quality Control: MCF

Sheet Revisions			
Rev.	Date	Comments	Init.
1			

PITKIN COUNTY

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As Constructed
No Revisions:
Revised:
Void:

BUTTERMILK CROSSING
OVERPASS UTILITY RELOCATION PLAN

Engineer:	MLF	Structure Numbers	--
Drawn By:	MWM		--
Sheet Subset:	UTILITY	Subset Sheets:	2 of 2

Project No./Code
--
--
Sheet Number 7

Appendix B

Underpass Renderings

Overpass Renderings

Underpass Crossing - Looking Upvalley

Underpass Crossing - Looking Downvalley from South Approach Ramp

Underpass Crossing - Looking Upvalley from North Approach Ramps

Underpass Crossing - Looking toward Maroon Creek Club, from Buttermilk Parking Lot

Underpass Crossing - Looking Downvalley
from North Approach Ramp

Overpass Crossing - Looking Upvalley

Overpass Crossing - Looking Downvalley

Appendix C

Engineers Estimate of Probable Cost

Buttermilk Crossing Estimate of Probable Cost - Option 1

	Construction Item		Cost
Option 1 -Underpass	Structural Work *(Shoring, Excavation, Backfill, Concrete, Rebar, Railing)*		
	Underpass Structure		$ 1,563,000
	South Approach Structure (Buttermilk)		$ 704,000
	North Approach Structure (Maroon Creek Club)		$ 3,518,000
	Railings/Fencing		$ 547,000
	Civil Work *(Removals, Unclass. Excavation, Basecourse, Surfacing)*		$ 893,000
	Misc Civil *(Signing, Striping, Signals)*		$ 100,000
	Utility Relocation *(Water, Sanitary, Storm, Electric, Gas, Fiber)* *		$ 1,094,350
	Snow Melt System		$ 600,000
	Subtotal (a)		**$ 9,019,350**
		% of (a)	
	Traffic Control	20.0%	$ 1,803,870
	Construction Surveying	1.5%	$ 135,290
	Temporary Erosion Control	1.0%	$ 90,194
	Lighting	4.0%	$ 360,774
	Aesthetic Treatments	3.0%	$ 270,581
	Landscaping	2.0%	$ 180,387
	Subtotal (b)		**$ 11,860,445**
		% of (b)	
	Mobilization and Force Accounts	10.0%	$ 1,186,045
	Design Contigency	30.0%	$ 3,558,134
	Construction Cost Total (2023 Pricing) (c)		**$ 16,604,623**
		% of (c)	
	Inflation/Escalation Estimate	8.0%	$ 1,328,370
	Construction Cost Total (2025 Pricing) (d)		**$ 17,932,993**
	Engineering and Design Costs		
		% of (d)	
	Final Design Fees	5.0%	$ 896,650
	Construction Engineering	10.0%	$ 1,793,299
	Permitting	0.2%	$ 35,866
	ROW/Property Valuation/Easements	0.4%	$ 75,000
	Engineering and Design Subtotal		$ 2,725,815
	Underpass - Project Total		**$ 20,659,000**

*All utility relocation costs are included in the construction cost. It is possible that some of these relocation costs will be borne by the respective utility owners.

Buttermilk Crossing Estimate of Probable Cost - Option 1

Structural, Civil, and Utility Line Items

STRUCTURAL		ITEM	QTY	UNIT	UNIT COST	COST	SUBTOTAL
Underpass	1	Structure	130	LF	$ 12,000	$ 1,562,280	
North Ramp	1	North Wall (MCC)	10,500	SF	$ 225	$ 2,362,500	
	2	SH-82 West Wall	2,742	SF	$ 200	$ 548,400	
	3	SH-82 East Wall	3,032	SF	$ 200	$ 606,400	
South Ramp	1	South Wall - Concrete	1,812	SF	$ 215	$ 389,580	
	2	South Wall - Boulder	362	SF	$ 175	$ 63,350	
	3	North Wall - Concrete	363	SF	$ 215	$ 78,045	
	4	North Wall - Boulder	506	SF	$ 175	$ 88,550	
						$ -	
Handrail	1	North Ramp (north side of trail)	526	LF	$ 150	$ 78,900	
	2	North Ramp (south side of trail)	526	LF	$ 150	$ 78,900	
	3	South Ramp (north side of trail)	175	LF	$ 150	$ 26,250	
	4	South Ramp (south side of trail)	175	LF	$ 150	$ 26,250	
						$ -	
Pedestrian Rail	1	South Walls	155	LF	$ 450	$ 69,750	
	2	North Walls	40	LF	$ 450	$ 18,000	
						$ -	
Safety Rail	1	North Wall (MCC)	618	LF	$ 225	$ 139,050	
	2	SH-82 West Wall	150	LF	$ 225	$ 33,750	
	3	SH-82 East Wall	175	LF	$ 225	$ 39,375	
						$ -	
Snowfence	1	SH-82 West Wall	27	LF	$ 400	$ 10,800	
	2	SH-82 East Wall	26	LF	$ 400	$ 10,400	
	3	Underpass	38	LF	$ 400	$ 15,200	
						$ -	
Stairs	1	South Ramp	240	SF	$ 350	$ 84,000	
							$ 6,329,730

CIVIL		ITEM	QTY	UNIT	UNIT COST	COST	SUBTOTAL
Removals	1	REMOVAL OF ASPHALT MAT	733	SY	$ 15	$ 10,995	
	2	REMOVAL OF SIDEWALK	1,459	SY	$ 55	$ 80,269	
	3	REMOVAL OF CURB & GUTTER	318	LF	$ 25	$ 7,950	
Excavation	1	UNCLASSIFIED EXCAVATION	7,409	CY	$ 50	$ 370,450	
Surfacing	1	AGGREGATE BASE COURSE (CLASS 6)	685	TON	$ 100	$ 68,500	
	2	HOT MIX ASPHALT (GRADING SX (75)(PG 58-28)	247	TON	$ 250	$ 61,750	
	3	CONCRETE PAVEMENT (6 INCH)	1,789	SY	$ 150	$ 268,333	
	4	CURB TYPE 2 (SECTION B)	318	LF	$ 75	$ 23,850	
							$ 892,098
UTILITIES		**ITEM**	**QTY**	**UNIT**	**UNIT COST**	**COST**	**SUBTOTAL**
Sanitary	1	12 INCH PLASTIC PIPE	324	LF	$ 350	$ 113,400	
Irrigation Ditch	1	30 INCH PLASTIC PIPE	361	LF	$ 363	$ 130,863	
Water	1	8 INCH DUCTILE IRON PIPE	602	LF	$ 363	$ 218,225	
	2	18 INCH DUCTILE IRON PIPE	327	LF	$ 525	$ 171,675	
Private Utility	1	3 INCH ELECTRICAL CONDUIT	249	LF	$ 63	$ 15,563	
	2	6 INCH HIGH PRESSURE GAS LINE	352	LF	$ 500	$ 176,000	
Storm	1	24 INCH PLASTIC PIPE	365	LF	$ 325	$ 118,625	
	2	PUMP STATION	1	EACH	$ 150,000	$ 150,000	
							$ 1,094,350

Notes:
-Underpass costs includes earthwork, concrete, reinforcement, waterproofing, shoring, structural coating
-Wall costs includes earthwork, concrete, reinforcement, waterproofing, drainage, structural coating

Buttermilk Crossing Estimate of Probable Cost - Option 2A

Option 2A - Overpass - Prefabricated Truss	Construction Item		Cost
	Structural Work *(Earthwork, Concrete, MSE Wall, Rebar, Railing, Stairs)*		
	Overpass Structure		$ 953,000
	South Approach Structure (Buttermilk)		$ 1,147,000
	North Approach Structure (Maroon Creek Club)		$ 826,000
	Railings/Fencing		$ 914,000
	Civil Work *(Removals, Basecourse, Surfacing)*		$ 253,000
	Misc Civil *(Signing, Striping, Signals)*		$ 75,000
	Utility Relocation *(Water, Sanitary, Irrigation)* *		$ 565,000
	Snow Melt System		$ 600,000
	Subtotal (a)		**$ 5,333,000**
		% of (a)	
	Traffic Control	20.0%	$ 1,066,600
	Construction Surveying	1.5%	$ 79,995
	Temporary Erosion Control	1.0%	$ 53,330
	Lighting	2.0%	$ 106,660
	Aesthetic Treatments	3.0%	$ 159,990
	Landscaping	3.0%	$ 159,990
	Subtotal (b)		**$ 6,959,565**
		% of (b)	
	Mobilization and Force Accounts	10.0%	$ 695,957
	Design Contigency	30.0%	$ 2,087,870
	Estimated Construction Cost Total (2023 Pricing) (c)		**$ 9,743,391**
		% of (c)	
	Inflation/Escalation Estimate	8.0%	$ 779,471
	Construction Cost Total (2025 Pricing) (d)		**$ 10,522,862**
	Engineering and Design Costs		
		% of (d)	
	Final Design Fees	5.0%	$ 526,143
	Construction Engineering	10.0%	$ 1,052,286
	Permitting/ROW/Property Valuation/Easements	0.7%	$ 75,000
	Engineering and Design Subtotal		$ 1,653,429
	Overpass (Truss) - Project Total		**$ 12,177,000**

*All antipated utility relocation costs are included in the construction cost. It is possible that some of these relocation costs will be borne by the respective utility owners.

Buttermilk Crossing Estimate of Probable Cost - Option 2B

Option 2B - Overpass - Arch	Construction Item		Cost
	Structural Work *(Earthwork, Concrete, MSE Wall, Rebar, Railing, Stairs)*		
	Overpass Structure		$ 1,592,000
	South Approach Structure (Buttermilk)		$ 1,147,000
	North Approach Structure (Maroon Creek Club)		$ 826,000
	Railings/Fencing		$ 914,000
	Civil Work *(Removals, Basecourse, Surfacing)*		$ 253,000
	Misc Civil *(Signing, Striping, Signals)*		$ 75,000
	Utility Relocation *(Water, Sanitary, Irrigation)* *		$ 564,713
	Snow Melt System		$ 600,000
	Subtotal (a)		**$ 5,971,713**
		% of (a)	
	Traffic Control	18.0%	$ 1,074,908
	Construction Surveying	1.5%	$ 89,576
	Temporary Erosion Control	1.0%	$ 59,717
	Lighting	2.0%	$ 119,434
	Aesthetic Treatments	2.8%	$ 164,222
	Landscaping	2.8%	$ 164,222
	Subtotal (b)		**$ 7,643,792**
		% of (b)	
	Mobilization and Force Accounts	10.0%	$ 764,379
	Design Contigency	30.0%	$ 2,293,138
	Estimated Construction Cost Total (2023 Pricing) (c)		**$ 10,701,309**
		% of (c)	
	Inflation/Escalation Estimate	8.0%	$ 856,105
	Construction Cost Total (2025 Pricing) (d)		**$ 11,557,414**
	Engineering and Design Costs		
		% of (d)	
	Final Design Fees	6.0%	$ 693,445
	Construction Engineering	10.0%	$ 1,155,741
	Permitting/ROW/Property Valuation/Easements	0.6%	$ 75,000
	Engineering and Design Subtotal		$ 1,924,186
	Overpass (Arch) - Project Total		**$ 13,482,000**

*All antipated utility relocation costs are included in the construction cost. It is possible that some of these relocation costs will be borne by the respective utility owners.

Buttermilk Crossing Estimate of Probable Cost - Option 2

Structural, Civil, and Utility Line Items

STRUCTURAL		ITEM	QTY	UNIT	UNIT COST	COST	TRUSS SUBTOTAL	ARCH SUBTOTAL
Overpass	1A	Structure (Truss)	2560	SF	$ 372	$ 952,359		
	1B	Structure (Truss)	2560	SF	$ 622	$ 1,592,000		
North Ramp	1	SH-82 West Wall (MSE)	2,062	SF	$ 205	$ 422,608		
	2	SH-82 East Wall (MSE)	1,971	SF	$ 205	$ 404,055		
South Ramp	1	Wall (MSE)	690	SF	$ 220	$ 151,800		
	2	Elevated Concrete Slab	3,360	SF	$ 225	$ 756,000		
Handrail & Slope Protection	1	North Ramp (north side of trail)	614	LF	$ 300	$ 184,200		
Pedestrian Rail	1	North Walls (without handrail)	165	LF	$ 450	$ 74,250		
	2	North Walls (with handrail)	360	LF	$ 500	$ 180,000		
	3	South Ramp (with handrail)	551	LF	$ 500	$ 275,500		
						$ -		
Throw Fence	1	Overpass	320	LF	$ 625	$ 200,000		
						$ -		
Stairs	1	South Ramp	1,030	SF	$ 250	$ 257,500		
							$ 3,858,272	$ 4,497,913

CIVIL		ITEM	QTY	UNIT	UNIT COST	COST	SUBTOTAL
	1	REMOVAL OF SIDEWALK	700	SY	$ 55	$ 38,500	
	2	REMOVAL OF CURB & GUTTER	200	LF	$ 25	$ 5,000	
Surfacing	1	AGGREGATE BASE COURSE (CLASS 6)	337	TON	$ 100	$ 33,672	
	2	CONCRETE PAVEMENT (6 INCH)	1,069	SY	$ 150	$ 160,343	
	3	CURB TYPE 2 (SECTION B)	200	LF	$ 75	$ 15,000	
							$ 252,515

UTILITIES		ITEM	QTY	UNIT	UNIT COST	COST	SUBTOTAL
Sanitary	1	12 INCH PLASTIC PIPE	141	LF	$ 350	$ 49,350	
Irrigation Ditch	1	30 INCH PLASTIC PIPE	305	LF	$ 363	$ 110,563	
Water	1	8 INCH DUCTILE IRON PIPE	400	LF	$ 363	$ 145,000	
	2	18 INCH DUCTILE IRON PIPE	352	LF	$ 525	$ 184,800	
Misc.	1	MINOR RELOCATES AT BRIDGE ABUTMENTS	1	LS	$ 75,000	$ 75,000	
							$ 564,713

Notes:
-Overpass Truss includes prefabricated weathering steel truss, concrete deck, earthwork, foundations
-South Ramp Elevated Concrete Slab includes earthwork, foundations, concrete, reinforcement
-Wall costs includes earthwork, soil reinforcement, footer, precast panel facing, coping

Appendix D

Transit Bypass Alternatives Assessment

Geotechnical Report

Elevator Memo

Site Distance Exhibit

Design Criteria Matrix

ACL Inc.
Transportation Engineering

January 24, 2023

TECHNICAL MEMORANDUM

To: File #16038.000
From: Steve Sabinash
Re: SH-82 at Buttermilk
High-Level Transit Bypass Alternatives Assessment

Executive Summary

Pitkin County is proposing to construct a grade-separated pedestrian crossing along SH-82 near the Buttermilk Ski Area. SGM, the County's design consultant, requested ACL complete a high-level review to identify issues of concern pertaining to two potential bypass alternatives, Concepts 1A and 1B, which introduce alternative transit bypass lane options in both directions of SH-82 through the offset signalized "T" intersections at Harmony Road and Owl Creek Road. Exhibits depicting proposed Concepts 1A and 1B are attached.

Following an informal, high-level review focusing on safety and operational factors, we identified areas of potential concern and consequently cannot recommend either Concept.

Mead & Hunt Previous Study

Pitkin County conducted a recent technical study for an extended portion of SH-82 near the entrance to Aspen, which included the Harmony/Owl Creek highway segment. The study process and findings are documented in the June 2021 "*State Highway 82 Upper Valley Transit Enhancement Study*" by Mead & Hunt (M&H). The M&H project started with data collection, and progressed through modeling, analysis, public outreach and documentation and is deemed a sound technical resource. Several multimodal alternatives including pedestrian, bicycle and transit improvements were identified in the M&H report, but the discussion herein is constrained to preferred Concepts 1A and 1B, and is limited to the segment of SH-82 through the Harmony and Owl Creek intersections. Concepts 1A and 1B are not explicitly identified in the report, although both were developed by M&H at the conclusion of the study.

The study identifies and compares travel times along SH-82 through the Harmony/Owl Creek segment for the existing condition, no-build condition, and four study alternatives. Because Alternatives 1 and 4 provide a grade separation for pedestrians at Owl Creek, these two options best align with the current SGM effort. Alternative 1 specifically includes bus bypass lanes at Harmony and Owl Creek with the grade separation; Alternative 4 provides the grade separation without the bypass lanes. Projected travel times are briefly summarized below but are also listed in detail as an attachment to this memo.

Summary Table—Travel Times through Project Area by Mode and Alternative (Source: Mead & Hunt)

Travel Times at Harmony/Owl Ck (Minutes)	Existing	No Build	Alternative 1	Alternative 4
AM Down-Valley (WB) Truscott to Airport Slip Ramp	2:20 SOV 3:06 BRT 4:18 Bus	2:20 SOV 3:04 BRT 4:17 Bus	2:13 SOV 2:52 BRT 4:05 Bus	2:12 SOV 2:49 BRT 4:05 Bus
PM Down-Valley (WB) Truscott to Airport Slip Ramp	2:32 SOV 3:09 BRT 4:25 Bus	2:32 SOV 3:19 BRT 4:27 Bus	2:21 SOV 3:01 BRT 4:13 Bus	2:22 SOV 3:03 BRT 4:10 Bus
AM Up-Valley (EB) Airport Slip Ramp to Truscott	7:14 SOV 3:38 BRT 5:07 Bus	7:05 SOV 2:51 BRT 4:17 Bus	9:10 SOV 3:44 BRT 5:57 Bus	8:46 SOV 3:22 BRT 4:39 Bus
PM Up-Valley (EB) Airport Slip Ramp to Truscott	2:45 SOV 2:58 BRT 4:10 Bus	2:44 SOV 2:58 BRT 4:09 Bus	3:33 SOV 3:02 BRT 4:06 Bus	3:38 SOV 3:05 BRT 4:19 Bus

Note that projected travel time savings values across the identified travel modes generally do not show significant decreases through the project area and in some cases, a degradation in service can be expected.

Down-Valley (WB) Discussion

Down-Valley (WB) Existing Conditions. Heading out of Aspen and approaching Owl Creek Road, SH-82 has two lanes: a left general purpose lane and a right bus-dedicated lane. About 250' before reaching Owl Creek, both lanes are striped to allow general purpose use, yielding an additional lane of capacity through the signal. Immediately thereafter, a right turn lane is added, which serves two purposes—as a right turn lane to Harmony Road, and as a transit pull-off for down-valley traffic. When the bus departs the transit stop, it may use the right turn lane to progress through the Harmony signal, as buses are excepted from the right turn requirement at that point. Beyond Harmony, down-valley buses continue in the right acceleration lane prior to merging into SH-82 further downstream.

Concept 1A Down-Valley (WB) Transit Bypass Lane. Concept 1A depicts a single (left side) general purpose lane plus one a single (right side) dedicated bus lane through the Owl Creek intersection. This differs from the existing condition in which the right lane is converted to general use 250' upstream of the stop line. The bus lane becomes physically separated from the general purpose lane using curb and/or barrier to allow transit vehicles to pass through the Owl Creek signal without stopping. Past the signal, the dedicated bus lane is brought immediately into the transit pull-off area and bus stop *to the right* of the right turn lane approaching Harmony. Upon leaving the bus stop, all buses would enter the down-valley right turn lane via a conventional merge prior to Harmony and use the acceleration lane past the signal to merge with down-valley traffic further downstream. Note that Concepts 1A and 1B in the down-valley direction are the same.

Concept 1A Down-Valley (WB) Concerns. One potential shortcoming of proposed Concept 1A down-valley might be that only a single general purpose lane is provided on SH-82 through Owl Creek. The *existing* striping down-valley appears to allow an additional lane of capacity through the last 250' of the approach for extra throughput and may be needed to maintain acceptable operations through the Owl Creek intersection. If the County feels two general purpose lanes should be provided through Owl Creek, it appears a down-valley configuration here including two left-turn lanes, two general purpose lanes, the bus bypass lane and a minimal shoulder could be provided on the immediate approach with only minor impact to the proposed roadway cross-section. Should this option be considered, minor realignment of the sidewalk and physical separation between the bus lane and a short segment of the proposed sidewalk, is likely needed. The down-valley concept as shown sends all buses from the dedicated bus lane directly into the bus stop area including an alignment shift. RFTA has indicated that all down-valley buses must stop at this location, therefore buses will generally not be moving through the bypass at highway speeds.

Buses departing the stop would be required to execute a conventional merge into the right turn lane before progressing through the Harmony signal. Because all buses are required to stop between the intersections, and only a low-speed merge is required, the down-valley direction does not appear to present unusual safety or operational concerns. If the preferred concept were modified to allow buses to pass through without stopping and at highway speeds, a potentially hazardous merge/weave condition is introduced similar to that described below for the up-valley direction

Concept 1B Down-Valley (WB) Transit Bypass Lane. The proposed down-valley layout depicted for Concept 1B is the same as the Concept 1A configuration.

Concept 1B Down-Valley (WB) Concerns. The discussion for the down-valley direction pertaining to Concept 1A also applies to Concept 1B.

Up-Valley Discussion

Up-Valley (EB) Existing Conditions. Similar to the opposing direction, two lanes, a single (left side) general purpose lane and a single (right side) bus-dedicated lane are provided approaching Harmony going toward Aspen. Past Harmony, a right turn lane is added and right turning vehicles must weave across the bus lane to reach the right turn lane prior to Owl Creek. The concept for the right turn movement crossing the bus lane is similar to how a bike lane and added right turn lane are conventionally addressed in the MUTCD. At the downstream intersection, buses cross Owl Creek in the dedicated transit lane, which continues up-valley into Aspen.

Concept 1A Up-Valley (EB) Transit Bypass Lane. Like the existing condition, one up-valley general purpose lane and one bus lane are provided through Harmony. Upstream, the right bus-dedicated lane is physically separated with curb and/or barrier from the up-valley left general purpose lane to allow up-valley buses to pass through Harmony at speed without stopping. Just past the signal, an up-valley right turn lane is added, and right turning vehicles must weave across the bus lane to reach the right turn lane prior to Owl Creek Road.

Concept 1A Up-Valley (EB) Concerns. Because the concept for the bus lane past Harmony combined with the added right turn lane is similar to how a bike lane and right turn are typically handled per MUTCD, this would not ordinarily seem to be a matter of concern—however, it becomes an issue in this instance because up-valley buses may be passing through Harmony at cruising speeds prior to slowing at Owl Creek, and many of the weaving vehicles trying to access the right turn lane may be coming from a stop condition, be they some of the up-valley through vehicles or all of the left turns from Harmony.

Speed discrepancies in a weaving section are always a safety concern, particularly if the faster of the two vehicles is much larger than a conventional automobile; and the weave occurs immediately following a left turn.

Driver expectancy is also a paramount concern, because a vehicle turning left from Harmony would ordinarily expect a "free" movement into any lane of the driver's choice on up-valley SH-82 after turning at the signal, and in this case, the Concept inserts an unexpected weave with a potentially fast-moving and much larger transit vehicle. Furthermore, due to high tourism levels in the vicinity, there are many drivers in the vehicle population who will be unfamiliar with the area, do not know the local roadway system, and will not be anticipating an unusual and unexpected roadway configuration.

On one hand, there are only a few buses per hour, even during peak periods so the conflicts are not many, but on the other hand, any weaving crashes here could be severe, with property damage, and the potential for serious injuries, given the likely discrepancies between vehicle speeds and vehicle sizes.

Concept 1B Up-Valley (EB) Bypass Lane. The Concept 1A layout is modified in Concept 1B to allow two up-valley general purpose lanes through Harmony and Owl Creek plus a physically separated bus lane. The bus lane is combined with the right turn lane approaching Owl Creek and buses and general purpose vehicles will mix in this lane. At a point beyond Owl Creek, the second general purpose lane is dropped, with a single general purpose lane plus a bus lane then proceeding toward Aspen.

Concept IB Up-Valley (EB) Concerns. The weaving issue identified for Concept 1A becomes a merge condition prior to Owl Creek in Concept 1B, but many of the contributing factors are similar as there issues remain with regard to: 1] speed discrepancies; 2] vehicle size discrepancies; and 3] driver expectancy. While still problematic, the merge is deemed a less difficult maneuver than the weave, due to: 1] the need to reposition a single lane to the right, rather than two lanes to the right—not quite as significant an issue as Concept 1A; and 2] the likelihood of right turning vehicles slowing or stopped in the combined bus/right turn lane at OC will tend to reduce bus speeds on the up-valley approach as buses pass through Harmony.

A second concern is presented by introducing two up-valley general purpose lanes—one lane has been added from the existing condition, with the existing up-valley merge moved toward Aspen from the airport vicinity. We surmise the second up-valley lane may have been added for capacity through the two signals. Concept 1B takes the two general purpose lanes through Owl Creek, then shows an abrupt merge to a single lane just past the bus stop, then adds the dedicated bus lane immediately back into the up-valley lanes. Moving the merge to the Concept 1B location will tend to create slowing and back-ups through the project area, and may physically fill the area between the two intersections up-valley. Also, we expect these back-ups may create a condition in which *bus access to the bus lane past Owl Creek may be blocked by queued general purpose vehicles*. To preclude this, it appears the second general purpose lane would need to be closed after Owl Creek using curb, barrier or other physical means, but this introduces a crash hazard. A suggested solution would be to have the up-valley merge remain upstream of Harmony to match the existing condition at the expense of additional capacity through the signals.

Up-Valley (EB) Summary. In both cases, the up-valley concepts appear to introduce an admittedly small probability of a significant crash, which in our opinion is unacceptable. We therefore cannot support either option.

Conclusions

Down-valley, we feel both concepts require minor modification, but could be more easily be modified into a successful concept than the other direction, due in part to the bus stop location between the intersections and slower bus speeds as a consequence of all buses being required to stop. Additional capacity in the form of a second general purpose lane on WB SH-82 could and probably should be added to both down-valley concepts through Owl Creek because they do not appear to present significant design or construction impacts.

In the up-valley direction, we feel both concepts require significant modification to address potential safety and operational concerns and we can recommend neither at this time. The layout of the two up-valley general purpose lanes in Concept 1B move the existing merge toward Aspen and may be a significant political issue. Otherwise, the weave/merge conflicts in this direction prior to Owl Creek appear significant (more so for Concept 1A) and are in our opinion, not acceptable.

END TECHNICAL MEMORANDUM

Attachments

SH-82 Segment Level Travel Time Comparison (by Mead Hunt)

AM Peak Hour

Segment	Dir	Start	End	Segment Length (mi)	SOV						BRT						Bus					
					Existing	No Build	Alt 1	Alt 2	Alt 3	Alt 4	Existing	No Build	Alt 1	Alt 2	Alt 3	Alt 4	Existing	No Build	Alt 1	Alt 2	Alt 3	Alt 4
1	EB	Brush Creek Rd	Service Center Rd	2.0	02:37	07:28	02:50	02:43	07:28	02:29	02:16	02:52	02:34	02:30	02:52	02:20	02:16	02:48	02:30	02:29	02:48	02:23
2	EB	Service Center Rd	Airport Business Center Rd	0.3	01:37	05:43	01:06	00:39	05:43	01:01	00:31	00:29	00:32	00:31	00:29	00:31	01:16	01:15	01:15	01:16	01:15	01:16
3	EB	Airport Business Center Rd	Airport Rd Slip Ramp	0.5	04:34	08:04	02:27	00:47	06:55	02:33	01:20	01:42	01:28	01:32	01:31	01:37	01:21	01:40	01:31	01:31	01:30	01:35
4	EB	Airport Rd Slip Ramp	Harmony Rd	0.4	04:43	04:35	02:22	00:59	03:57	03:12	01:08	00:27	00:31	00:36	00:26	00:32	01:15	00:27	00:31	00:32	00:26	00:32
5	EB	Harmony Rd	Owl Creek Rd	0.1	00:45	00:46	01:03	00:38	00:40	00:45	00:23	00:17	00:17	00:27	00:16	00:36	00:24	00:22	00:25	00:29	00:20	00:36
6	EB	Owl Creek Rd	Trusctott Pl	1.0	01:36	01:44	05:45	01:42	01:44	04:49	02:07	02:07	03:56	02:16	02:07	02:14	03:28	03:25	05:01	03:33	03:25	03:31
7	EB	Trusctott Pl	Maroon Creek RndAbt	0.5	02:05	02:17	03:17	01:56	02:17	03:16	01:28	01:30	01:27	01:37	01:30	01:24	03:01	03:05	03:24	03:23	03:05	03:16
8	EB	Maroon Creek RndAbt	Cemetary Ln	0.3	00:37	00:37	00:43	00:32	00:37	00:44	00:38	00:38	00:43	00:33	00:38	00:46	00:37	00:38	00:45	00:32	00:38	00:46
9	EB	Cemetary Ln	7th St	0.3	00:56	00:56	00:57	01:03	00:56	00:57	01:32	01:31	01:31	01:36	01:31	01:33	01:30	01:29	01:30	01:33	01:29	01:31
10	EB	7th St	3rd St	0.4	01:08	01:08	01:08	01:08	01:08	01:08	01:09	01:09	01:09	01:09	01:09	01:09	01:42	01:43	01:42	01:43	01:43	01:43
Eastbound		Brush Creek Rd	3rd St	5.9	**20:37**	**33:19**	**21:39**	**12:07**	**31:26**	**20:55**	**12:31**	**12:43**	**14:08**	**12:46**	**12:30**	**12:43**	**16:50**	**16:52**	**18:34**	**17:02**	**16:39**	**17:09**
11	WB	3rd St	7th St	0.4	01:16	01:16	01:16	01:16	01:16	01:16	01:14	01:14	01:14	01:14	01:14	01:14	01:15	01:15	01:15	01:15	01:15	01:15
12	WB	7th St	Cemetary Ln	0.3	00:49	00:50	00:50	00:46	00:50	00:51	01:23	01:27	01:24	01:21	01:27	01:24	01:20	01:20	01:18	01:16	01:20	01:19
13	WB	Cemetary Ln	Maroon Creek RndAbt	0.3	00:49	00:50	00:40	00:40	00:50	00:40	00:49	00:48	00:38	00:38	00:48	00:38	02:30	02:26	02:22	02:19	02:26	02:18
14	WB	Maroon Creek RndAbt	Trusctott Pl	0.5	00:48	00:48	00:48	00:48	00:48	00:48	00:47	00:49	00:47	00:47	00:49	00:46	01:29	01:30	01:28	01:29	01:30	01:29
15	WB	Trusctott Pl	Owl Creek Rd	1.0	01:37	01:37	01:32	01:37	01:37	01:31	01:37	01:36	01:26	01:37	01:36	01:26	02:48	02:47	02:38	02:50	02:47	02:37
16	WB	Owl Creek Rd	Harmony Rd	0.1	00:13	00:13	00:11	00:12	00:11	00:11	00:58	00:57	00:55	01:01	00:42	00:53	00:59	00:59	00:56	01:02	00:44	00:57
17	WB	Harmony Rd	Airport Rd Slip Ramp	0.4	00:30	00:30	00:30	00:30	00:27	00:30	00:31	00:31	00:31	00:31	00:28	00:30	00:31	00:31	00:31	00:31	00:28	00:31
18	WB	Airport Rd Slip Ramp	Airport Business Center Rd	0.5	00:55	01:02	01:07	01:05	00:53	01:04	01:41	01:55	01:44	01:34	01:31	01:44	01:44	01:56	01:40	01:35	01:31	01:52
19	WB	Airport Business Center Rd	Service Center Rd	0.3	00:27	00:27	00:31	00:31	00:27	00:27	00:31	00:31	01:14	00:39	00:31	00:31	00:34	00:34	00:49	00:52	00:34	00:34
20	WB	Service Center Rd	Brush Creek Rd	2.0	02:47	02:13	02:21	02:20	02:13	02:19	02:48	02:15	02:20	02:23	02:15	02:21	03:35	03:02	03:07	03:08	03:02	03:07
Westbound		3rd St	Brush Creek Rd	5.9	**10:11**	**09:44**	**09:45**	**09:44**	**09:31**	**09:35**	**12:20**	**12:02**	**12:12**	**11:47**	**11:21**	**11:28**	**16:43**	**16:19**	**16:03**	**16:18**	**15:36**	**15:59**

PM Peak Hour

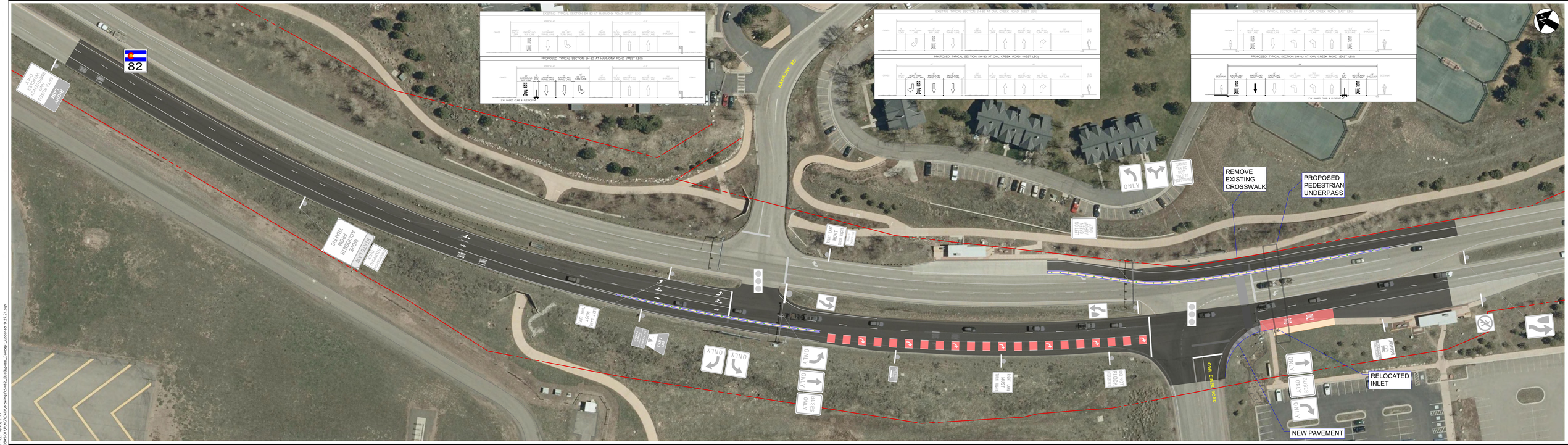
Segment	Dir	Start	End	Segment Length (mi)	SOV						BRT						Bus					
					Existing	No Build	Alt 1	Alt 2	Alt 3	Alt 4	Existing	No Build	Alt 1	Alt 2	Alt 3	Alt 4	Existing	No Build	Alt 1	Alt 2	Alt 3	Alt 4
1	EB	Brush Creek Rd	Service Center Rd	2.0	02:11	02:12	02:24	02:24	02:12	02:19	02:14	02:16	02:22	02:20	02:14	02:14	02:14	02:12	02:25	02:26	02:14	02:20
2	EB	Service Center Rd	Airport Business Center Rd	0.3	00:33	00:30	00:34	00:39	00:31	00:37	00:29	00:23	00:27	00:31	00:26	00:28	01:16	01:16	01:14	01:14	01:12	01:19
3	EB	Airport Business Center Rd	Airport Rd Slip Ramp	0.5	00:33	00:35	00:48	00:43	00:34	00:42	01:19	01:22	01:26	01:21	01:18	01:22	01:21	01:21	01:36	01:34	01:18	01:30
4	EB	Airport Rd Slip Ramp	Harmony Rd	0.4	00:34	00:33	00:38	00:37	00:38	00:33	00:29	00:27	00:33	00:30	00:33	00:30	00:29	00:27	00:33	00:35	00:33	00:33
5	EB	Harmony Rd	Owl Creek Rd	0.1	00:36	00:38	00:22	00:21	00:34	00:30	00:18	00:15	00:18	00:20	00:19	00:21	00:18	00:23	00:32	00:19	00:20	00:20
6	EB	Owl Creek Rd	Trusctott Pl	1.0	01:35	01:33	02:33	02:18	01:50	02:35	02:11	02:16	02:11	02:12	02:12	02:14	03:23	03:19	03:31	03:27	03:25	03:26
7	EB	Trusctott Pl	Maroon Creek RndAbt	0.5	02:12	02:02	03:18	03:15	02:28	03:18	01:25	01:32	01:25	01:23	01:25	01:28	05:09	05:02	05:47	05:36	05:39	05:46
8	EB	Maroon Creek RndAbt	Cemetary Ln	0.3	00:37	00:36	00:31	00:31	00:37	00:31	00:40	00:37	00:31	00:31	00:38	00:31	00:37	00:37	00:31	00:32	00:39	00:33
9	EB	Cemetary Ln	7th St	0.3	00:55	00:55	00:55	00:55	00:56	00:55	01:27	01:29	01:27	01:27	01:30	01:29	01:29	01:28	01:28	01:28	01:29	01:28
10	EB	7th St	3rd St	0.4	01:08	01:08	01:08	01:08	01:08	01:08	01:09	01:09	01:08	01:09	01:07	01:09	01:43	01:42	01:42	01:43	01:43	01:43
Eastbound		Brush Creek Rd	3rd St	5.9	**10:55**	**10:42**	**13:10**	**12:52**	**11:27**	**13:07**	**11:41**	**11:45**	**11:48**	**11:43**	**11:41**	**11:45**	**18:00**	**17:47**	**19:19**	**18:54**	**18:31**	**18:59**
11	WB	3rd St	7th St	0.4	04:59	05:38	01:28	01:28	05:20	01:28	02:26	02:33	01:23	01:22	02:09	01:22	02:16	02:22	01:21	01:21	02:15	01:21
12	WB	7th St	Cemetary Ln	0.3	02:07	02:11	00:49	00:49	02:02	00:49	02:48	03:02	01:30	01:28	02:49	01:30	02:37	02:43	01:23	01:23	02:29	01:23
13	WB	Cemetary Ln	Maroon Creek RndAbt	0.3	01:35	01:42	00:43	00:44	01:31	00:44	01:28	01:26	00:43	00:43	01:26	00:43	03:40	03:50	03:10	03:09	03:44	03:11
14	WB	Maroon Creek RndAbt	Trusctott Pl	0.5	00:52	00:51	00:56	00:56	00:52	00:55	00:47	00:51	00:47	00:54	00:47	00:47	01:30	01:30	01:29	01:30	01:30	01:29
15	WB	Trusctott Pl	Owl Creek Rd	1.0	01:39	01:38	01:34	01:35	01:39	01:34	01:38	01:45	01:28	01:33	01:35	01:29	02:51	02:48	02:40	02:45	02:52	02:40
16	WB	Owl Creek Rd	Harmony Rd	0.1	00:19	00:18	00:13	00:13	00:32	00:15	01:00	01:03	01:00	01:02	01:03	01:03	01:03	01:08	01:02	01:06	01:04	00:59
17	WB	Harmony Rd	Airport Rd Slip Ramp	0.4	00:34	00:36	00:34	00:34	00:35	00:33	00:31	00:31	00:33	00:31	00:31	00:31	00:31	00:31	00:31	00:31	00:32	00:31
18	WB	Airport Rd Slip Ramp	Airport Business Center Rd	0.5	01:11	01:32	01:09	01:27	01:12	01:35	01:36	01:39	02:26	01:42	01:14	01:40	01:36	01:39	01:43	01:42	01:15	01:40
19	WB	Airport Business Center Rd	Service Center Rd	0.3	00:29	00:29	00:36	00:34	00:29	00:29	00:33	00:32	01:52	00:34	00:33	00:32	00:34	00:35	00:35	00:36	00:34	00:34
20	WB	Service Center Rd	Brush Creek Rd	2.0	05:47	09:41	03:42	03:33	10:15	03:43	02:20	02:26	02:26	02:31	02:20	02:31	03:13	03:21	03:30	03:27	03:18	03:30
Westbound		3rd St	Brush Creek Rd	5.9	**19:31**	**24:38**	**11:44**	**11:53**	**24:28**	**12:05**	**15:06**	**15:49**	**14:08**	**12:22**	**14:27**	**12:08**	**19:51**	**20:26**	**17:24**	**17:31**	**19:32**	**17:17**

Mead & Hunt

SH–82 Bus By–Pass
Harmony Road and Owl Creek Road: Concept 1A

SCALE: 1" = 30'

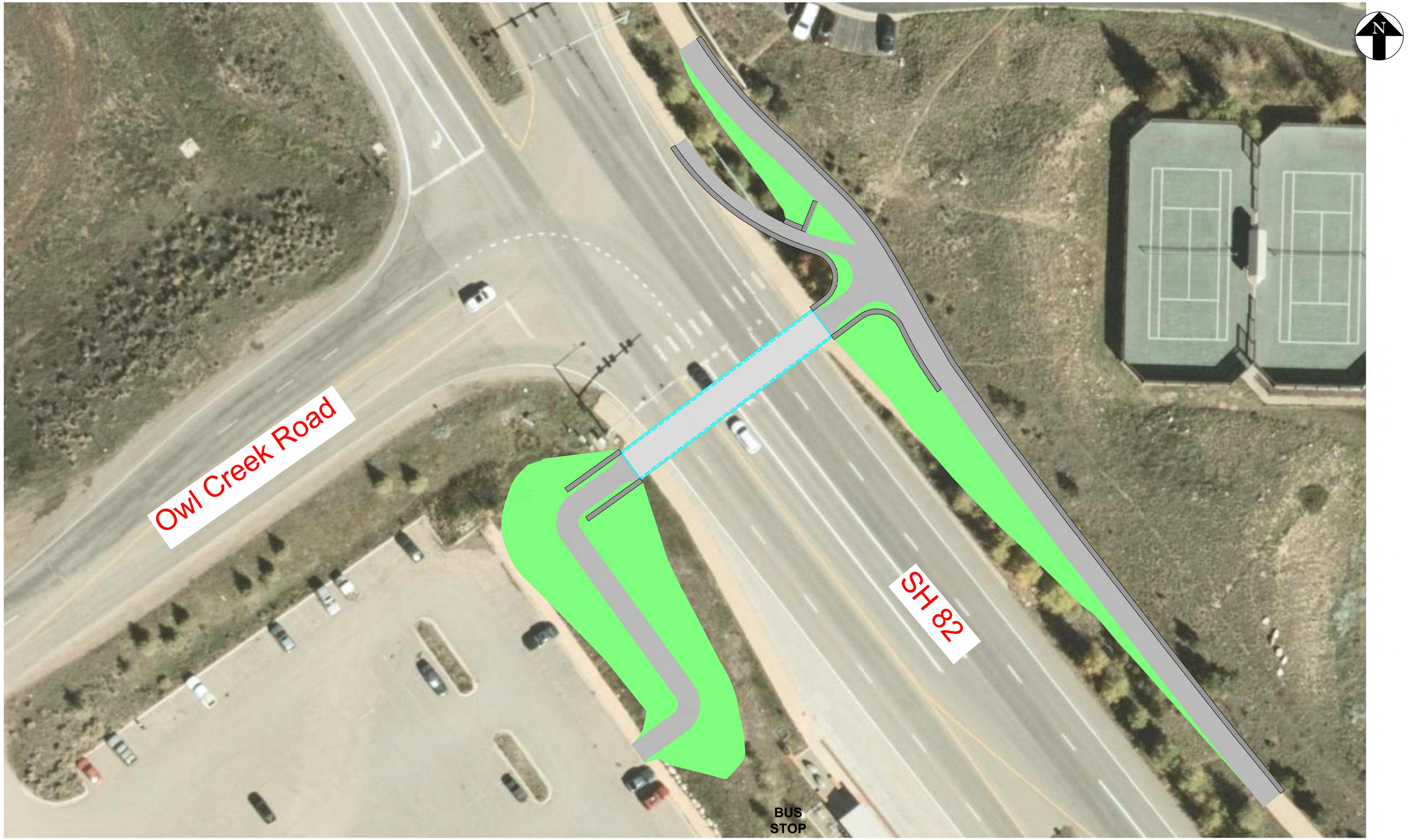
Sheet No. 1



SH–82 Bus By–Pass
Harmony Road and Owl Creek Road: Concept 1B

SCALE: 1" = 30'

Sheet No. 2



SGM

SH–82: Buttermilk Pedestrian Crossing Underpass Concept

20' 0 20' 40'
SCALE: 1" = 20'

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GEOTECHNICAL ENGINEERING REPORT

BUTTERMILK PEDESTRIAN CROSSING
OWL CREEK ROAD AND CO HIGHWAY 82
PITKIN COUNTY, COLORADO

February 16, 2023

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Project No. 22-042R-G1

TABLE OF CONTENTS

1.0 PROJECT INFORMATION 1
1.1 Purpose and Scope 1
1.2 Proposed Construction 1
1.3 Site Conditions 1
1.4 Site Geology 1
2.0 SITE INVESTIGATION 2
2.1 Subsurface Investigation 2
2.2 Subsurface Conditions 2
2.2.1 Groundwater 3
3.0 SITE GRADING 3
4.0 FOUNDATION RECOMMENDATIONS 4
4.1 Footing Foundations 5
4.2 Micropiles 6
4.3 Lateral Earth Pressure 6
5.0 SEISMIC CONSIDERATIONS 7
6.0 CONCRETE 7
7.0 LIMITATIONS 8

LIST OF TABLES

Table 1 – Structural Fill Specifications 4
Table 2 – LPILE Program Lateral Loading Parameters 6

LIST OF FIGURES

Figure 1 – Approximate Site Location
Figure 2 – Approximate Test Hole Locations
Figure 3 – Test Hole Logs and Legend
Summary of Laboratory Test Results

1.0 PROJECT INFORMATION

1.1 Purpose and Scope

This report presents the results of our geotechnical investigation and recommendations for design and construction of the Buttermilk Pedestrian Crossing project across Colorado Highway 82 in Pitkin County, Colorado. The project location is presented on Figure 1. The investigation was performed to provide foundation and construction recommendations for design of the crossing foundations at the referenced site. Test hole locations were staked by the client.

The site investigation consisted of geologic reconnaissance and exploratory test hole drilling to investigate subsurface conditions. Test hole drilling was observed by a representative of RJ Engineering. Samples obtained during the field exploration were examined by the project personnel and representative samples were subjected to laboratory testing to determine the engineering characteristics of materials encountered. This report summarizes our field investigation, the results of our analyses, and our conclusions and recommendations based on the proposed construction, site reconnaissance, subsurface investigation, and results of the laboratory testing.

1.2 Proposed Construction

Based on information provided by SGM, the crossing is planned as a below grade crossing or possibly a bridge over Highway 82. The approximate structure location is presented on Figure 1. The south side is planned adjacent to the Buttermilk Park-n-Ride. The north side is planned adjacent to the existing trail.

1.3 Site Conditions

The south side is relatively flat and is adjacent to the Buttermilk parking area. The north end has a relatively small slope leading up to the main pedestrian path. The area is landscaped with trees, brush and grasses.

1.4 Site Geology

We reviewed the Map Showing Types of Bedrock and Surficial Deposits in the Aspen Quadrangle, Pitkin County, Colorado by Bruce Bryant: US Geological Survey, Geologic Quadrangle Map I-785-H, scale 1:24,000. The entire site is mapped as alluvial deposits that are

glacial in origin and form terraces (map symbols sgbc). The mapping appears consistent with our site observations.

2.0 SITE INVESTIGATION

2.1 Subsurface Investigation

Two test holes were drilled on November 7 and 8, 2022. Test hole B-1 was drilled at the south side, and test hole B-2 was drilled at the north side. The test holes were drilled at the locations staked by the client. The approximate test hole locations are presented on Figure 2. All test holes were advanced with a Dietrich D90 rubber track rig using ODEX downhole percussive hammer system to depth where split spoon samplers were used to record blow counts and obtain samples.

To perform the modified California penetration resistance tests, a 2.0-inch inside diameter sampler was seated at the bottom of the test hole, then driven up to 12 inches with blows of a standard hammer weighing 140 pounds and falling a distance of 30 inches utilizing an “auto” hammer (ASTM D1586). The number of blows (Blow Count) required to drive the sampler 12 inches or a fraction thereof, constitutes the N-value. The N-value, when properly evaluated, is an index of the consistency or relative density of the material tested. Split spoon samples are obtained in the same manner, but with a 1.5-inch inside diameter sampler. Test hole logs and legend are presented on Figure 3.

2.2 Subsurface Conditions

Subsurface conditions encountered on the B-2 side consisted of 1 feet of silty sand underlain by silty to sandy gravel containing abundant cobbles and boulders up to 3 feet in diameter. Subsurface conditions encountered on the B-1 side consisted of 5 feet of sandy fill, 5 feet of clayey sand underlain by silty to sandy gravel containing abundant cobbles and boulders up to 3 feet in diameter. The fill and sand were dense. The sands, gravels, cobbles and boulders were very dense.

The very dense gravels made it difficult to drive and obtain samples. Two fill and sand samples had 39 and 22 percent fines, respectively. Atterberg limit testing indicated liquid limits of 35 and 30 percent with plasticity indices of 15 and 11 percent, respectively. One gravel sample

obtained had 11 percent fines (material passing the No. 200 sieve). Atterberg limit testing indicated the samples had liquid limits of no value and plasticity indices of non-plastic. The fill and sand samples classified as clayey sand (SC). The gravel sample classified as slightly silty to sandy (GM) according to the Unified Soil Classification System (USCS). Results of the laboratory testing are summarized in the Summary of Laboratory Test Results.

2.2.1 Groundwater

Groundwater was encountered at depths of 22.5 feet on the south side (B-1) and 29 feet on the north side (B-2) at the time of drilling. Because of the close proximity to pedestrian traffic, the test holes were backfilled due to safety reasons. Based on our experience, we anticipate groundwater would not be encountered at anticipated excavation depths. However, groundwater will likely be encountered during installation of deep foundations. The magnitude of the variation will be largely dependent upon the amount of spring snowmelt, duration and intensity of precipitation events, site grading changes, and the surface and subsurface drainage characteristics of the surrounding area.

3.0 SITE GRADING

Minor cuts and fills are likely planned for the project. Based on drilling and our observations, we believe that material can be excavated by conventional construction equipment. We recommend cut and fill slopes be constructed at 2H:1V or flatter. Temporary excavations should be sloped no steeper than 1H:1V. If groundwater or seeps are encountered, flatter slopes will likely be necessary for stability. We should be contacted if soft layers or significant discontinuities are encountered during the excavation process.

Due to the abundant cobbles and boulders encountered in the planned structure location, footing foundations should be constructed on 8 to 12 inches of properly compacted structural backfill. The structural backfill will reduce the likelihood of point loading foundations. The structural backfill should meet CDOT Class 6 or Structure Backfill Class 1 specifications as presented in Table 1 below.

Table 1 – Structural Fill Specifications

Sieve Size	CDOT Class 6*	CDOT Structure Class 1*
	Percent Passing Mesh Size	
2”		100
3/4”	100	
No. 4	30-65	30-100
No. 8	25-55	
No. 50		10-60
No. 200	3-12	5-20

* Liquid limit not greater than 35 and plasticity index not greater than 6

The on-site (cut) soils can be used in site grading fills provided the material is substantially free of organic material, debris and particles are no larger than 6 inches. Areas to receive fill should be stripped of vegetation, organic soils and debris. Topsoil is not recommended for fill material. Fill should be placed in thin, loose lifts of 8 inches thick or less. We recommend fill materials be moisture conditioned to within 2 percent of optimum moisture content and compacted to at least 95 percent of maximum standard Proctor dry density (ASTM D 698). Placement and compaction of fill should be observed and tested by a geotechnical engineer.

4.0 FOUNDATION RECOMMENDATIONS

The overburden soils encountered at the anticipated foundation depths consisted of sand, gravel, cobbles and boulders. We believe a shallow footing foundation constructed on the gravel subsoils could be utilized at this site. As an alternative, a micropile foundation could also be used at either abutment location. We do not recommend a driven H-pile foundation. The large cobbles and boulders are extremely hard and would likely result in refusal at a relatively shallow depth and would subsequently require predrilling to achieve adequate depths. The foundation recommendations contained herein, generally comply with AASHTO for either ASD[1] (Allowable Stress Design) or LRFD[2] (Load Resistance Factor Design).

[1] AASHTO, (2002). Standard Specifications for Highway Bridges, 17th Edition, American Association of State Highway and Transportation Officials, Washington, D.C.
[2] AASHTO, (2020). AASHTO LRFD Bridge Design Specifications, 9th Edition, American Association of State Highway and Transportation Officials, Washington, D.C.

4.1 Footing Foundations

Footing foundations should be constructed on properly placed structural fill as recommended below and in Section 3.0. Loose, disturbed soils encountered at foundation level should be removed and replaced with compacted fill as recommended in Section 3.0 above. The allowable soil pressures provided below are based on anticipated settlement of 1-inch or less.

1. Foundations should be constructed on the natural sand or gravel soils encountered at a depth of 5 feet on the south side and 1 foot on the north side. Due to the abundant cobbles and boulders encountered, the structural backfill will reduce the possibility of point loading foundations. Foundations should be constructed on 8 to 12 inches of properly compacted structural backfill meeting specifications in Table 1 above.

2. For Allowable Stress Design (ASD) criteria, spread footing foundations can be designed for a maximum allowable soil pressure of 4,000 psf.

3. Using Load Resistance Factor Design (LRFD) criteria, an unfactored nominal bearing capacity of 13,900 psf can be used for footing foundations placed on properly compacted structural fill over natural soils.

4. A coefficient of friction of 0.35 may be used for the calculation of sliding resistance when performing an external stability check.

5. Passive pressure against the sides of the structure can be used for sliding resistance and can be calculated using an equivalent fluid unit weight of 350 pcf if granular backfill is used.

6. Shallow spread footing foundations should be protected from frost action. Footings should be placed a minimum of 3.5 feet below finished grade to provide adequate frost protection.

7. All foundation and retaining structures should be designed for appropriate hydrostatic and surcharge pressures resulting from adjacent roadways, traffic construction materials, and equipment.

4.2 Micropiles

As an alternative, the overpass abutments could also be supported on micropile foundations. The micropiles should be founded in the gravel and cobble subsoils. Recommendations for micropiles are presented below.

1. The micropiles should be founded in the dense gravels. Based on test hole drilling, we estimate the gravel surface at approximately 1 to 5 feet below existing grade at north and south locations, respectively.

2. Typically, micropiles for pedestrian structures are designed for factored working loads on the order of 30 to 50 kips. If necessary, loads of up to 100 kips or more can be attained but will increase installation costs.

3. The grout to ground bond strength for use in design of micropiles should be determined by the micropile designer based on the type of installation equipment and technique anticipated. We estimate ultimate bond strengths in the range of 28 to 40 psi.

4. Micropiles should have a minimum length of 20 feet with a minimum diameter of 4 inches.

5. Micropiles should be spaced at least 3 times the micropile diameter or 30 inches apart to avoid group effects, whichever is greater.

6. The upper 3 feet of pile penetration from the ground surface should be neglected for lateral load resistance calculation. For lateral loading analysis using LPILE program, the following parameters may be used:

Table 2 – LPILE Program Lateral Loading Parameters

Material	Soil Model	Friction Angle, ϕ (deg)	Cohesion, c (psf)	Horizontal Modulus of Subgrade Reaction, k_h (pci)	ε_{50}	Effective Unit Weight, γ (pcf)	Saturated Unit Weight, γ (pcf)
Structural Fill	Reese Sand	34	--	200	--	135	--
Gravel below groundwater	Reese Sand	32	--	125	--	80	140
Gravel above groundwater	Reese Sand	36	--	250	--	135	--

7. Micropile installation should be observed by a geotechnical engineer or representative thereof.

4.3 Lateral Earth Pressure

Based on our investigation, we believe site conditions are favorable for any type of retaining. For fill wall areas, mechanically stabilized earth (MSE) or conventional cast-in-place walls would

be appropriate. For cut wall areas, soil nail walls are typically utilized and would be appropriate at this site. Retaining walls should be designed to resist lateral earth pressure. We recommend all retaining walls (fill walls) are backfilled with CDOT Class 1 Structure Backfill. CDOT Class 1 Structure Backfill typically has an angle of internal friction of 34 degrees and a total unit weight of 130 pcf. Walls can be designed using an equivalent fluid density of 35 pcf for active or 55 pcf for at rest conditions for Class 1 Structure Backfill. This equivalent fluid density assumes a horizontal slope above the wall. This value also assumes that the backfill materials are not saturated. Wall designs should consider the influence of surcharge loading such as traffic, construction equipment and/or sloping backfill.

Retaining walls should be constructed with a drainage system to drain away any excess water immediately behind the wall. Drainage systems such as free-draining gravel, pipes, drain board and/or weep holes are commonly used for the wall drainage.

5.0 SEISMIC CONSIDERATIONS

The seismic hazard in Colorado is considered low to moderate. There are several online evaluation tools to determine seismic design values. Based on our drilling, the site classified as Site Class C in accordance with Table 3.10.3.1-1 of the AASHTO LRFD Bridge Design Specifications. The seismic design values should be selected by the engineer based on the site class above.

6.0 CONCRETE

One sample was submitted for water-soluble sulfate testing from test hole B-1 at a depth of 9 feet. Laboratory testing indicated the sample had a water-soluble sulfate concentration of 0.001 percent. This concentration of water-soluble sulfate is considered negligible/low (Class 0 exposure) degree of sulfate attack for concrete exposed to these materials. The degree of attack is based on a range of 0.00 to less than 0.10 percent water-soluble sulfates as presented in the American Concrete Institute Guide to Durable Concrete. Due to the negligible/low degree, no special requirements for concrete are necessary for this site.

7.0 LIMITATIONS

This study was conducted in accordance with generally accepted geotechnical engineering practices in this area for use by the client for design purposes. The conclusions and recommendations submitted in this report are based upon the data obtained from exploratory test holes, field reconnaissance and anticipated construction. The nature and extent of subsurface variations across the site may not become evident until excavation is performed. If during construction, conditions appear to be different from those described herein; this office should be advised at once so reevaluation of the recommendations may be made. We recommend on-site observation of excavations by a representative of the geotechnical engineer.

The scope of services for this project did not include, specifically or by implication, any environmental or biological (e.g., mold, fungi, and bacteria) assessment of the site or identification or prevention of pollutants, hazardous materials or conditions or biological conditions. If the owner is concerned about the potential for such contamination, conditions or pollution, other studies should be undertaken.

The report was prepared in substantial accordance with the generally accepted standards of practice for geotechnical engineering as exist in the site area at the time of our investigation. No warranties, express or implied, are intended or made.

Respectfully Submitted:

RJ Engineering & Consulting, Inc.

Richard D. Johnson, P.E.
Project Manager

NOTE: Base plan by Google Earth.

N

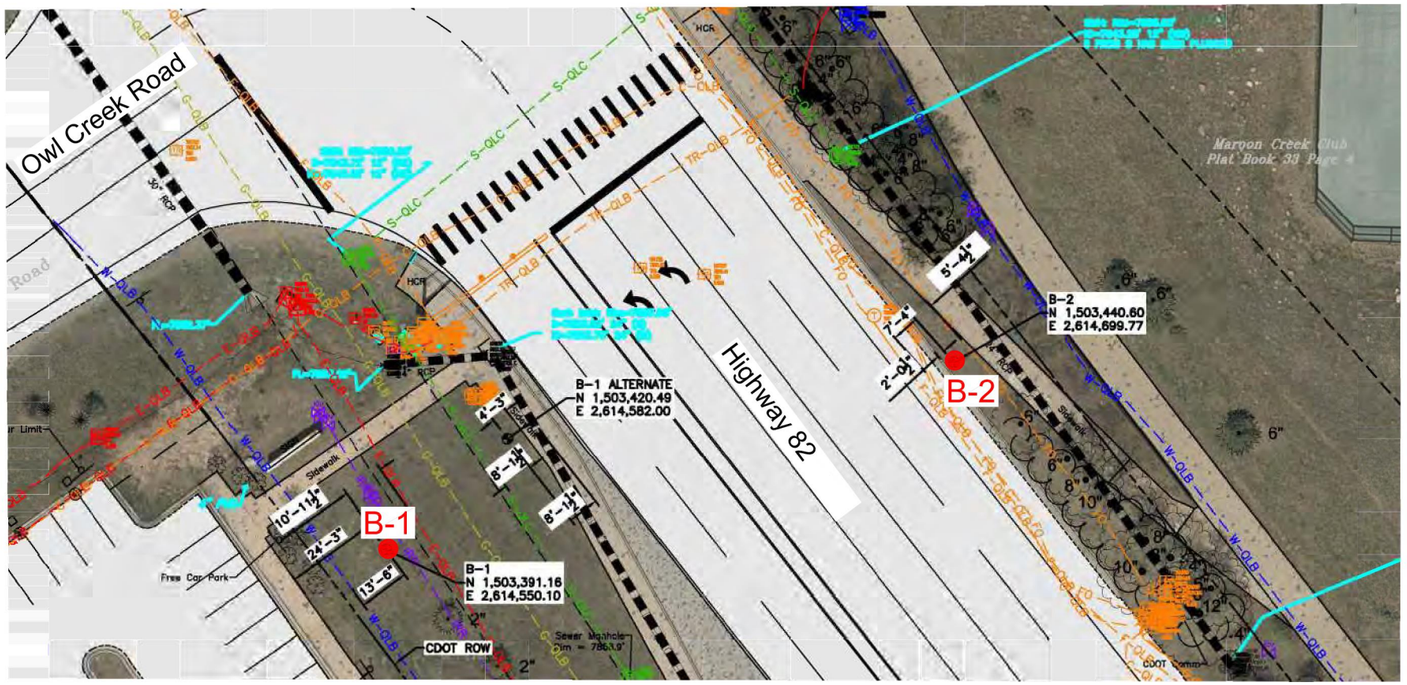
0 250' 500'

Scale: 1 in. = 500 ft.

PROJECT NO:	PROJECT:
22-042R-G1	Buttermilk Crossing, Pitkin County, CO

Approximate Site Location

Figure 1



LEGEND:

B-1 Indicates approximate test hole location

NOTES:

1. Base plan from SGM dated 9.23.2022.

N

0 20' 40'

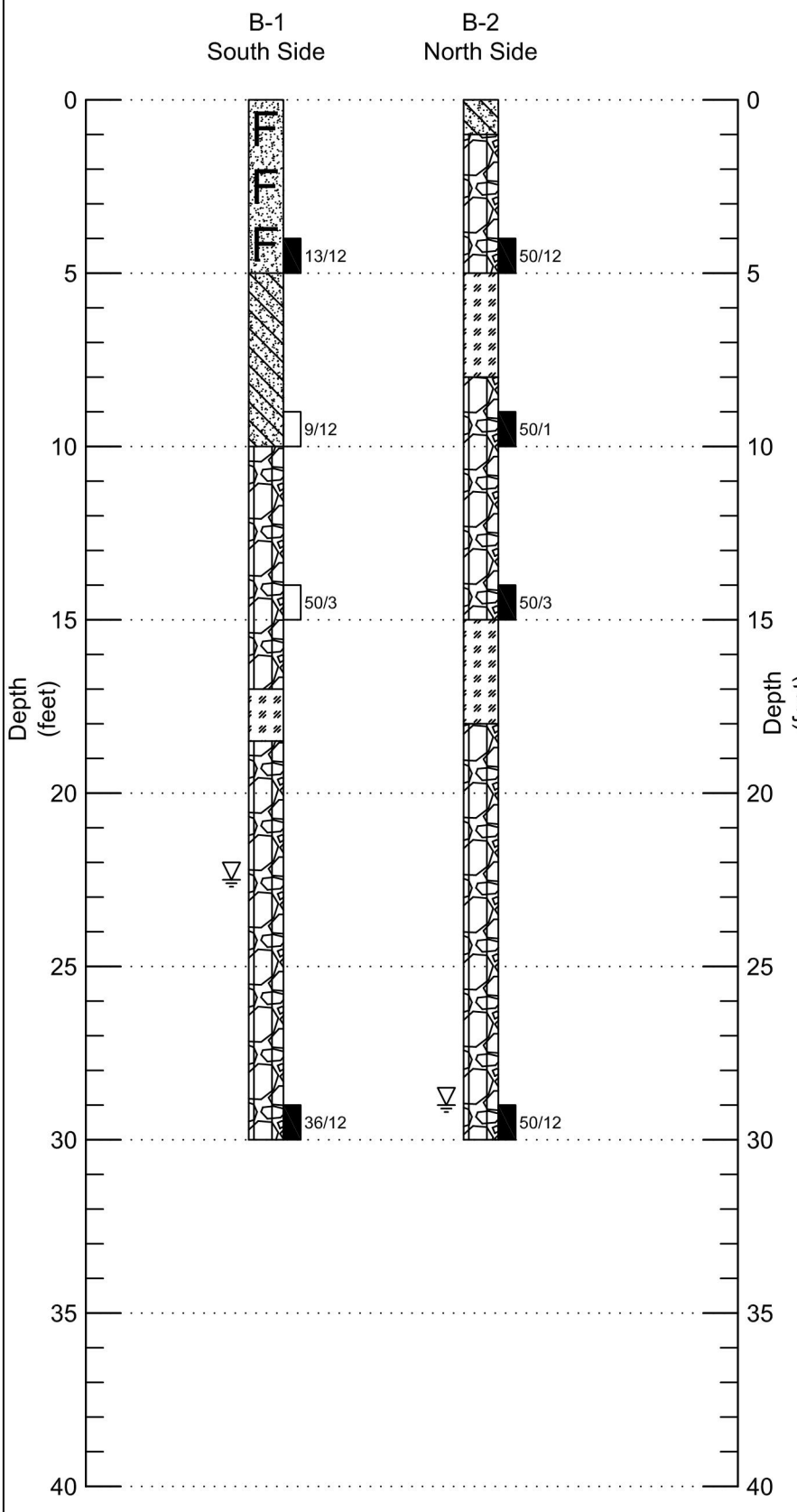
Scale: 1 in. = 40 ft.

PROJECT NO: 22-042R-G1

PROJECT: Buttermilk Crossing, Pitkin County, CO

Approximate Test Hole Locations

Figure 2



Sample Types

13/12 — Standard Split Spoon Sampler. The symbol 13/12 indicates that 13 blows from a 140 pound hammer falling 30 inches was used to drive a 1.5-inch I.D. sampler 12 inches.

9/12 — Modified California Sampler. The symbol 9/12 indicates that 9 blows from a 140 pound hammer falling 30 inches was used to drive a 2-inch I.D. sampler 12 inches.

Soil Lithology

FILL, SAND, clayey, sandy with gravelly, moist, dense, brown, red, black (SC)

SAND, clayey, sandy to gravelly, occasional cobbles, slightly moist to moist, dense, brown, red (SC)

GRAVEL, silty to sandy with abundant cobbles and boulders up to 3 feet in diameter, slightly moist, very dense, brown, light brown, gray (GM, GP-GM)

BOULDER, gray-white granite or red-brown sandstone, extremely hard

Groundwater

Indicates groundwater depth measured at time of drilling.

NOTES:

1. The test holes were drilled on November 7 and 8, 2022 with 7-inch ODEX with percussive hammer.
2. Test holes were backfilled after drilling for safety concerns.
3. Test hole descriptions are subject to explanations contained in this report.

LOGS OF EXPLORATORY BORINGS

RJ Engineering & Consulting, Inc.	Project: Buttermilk Crossing Pitkin County, Colorado	Project No.: 22-042R-G1 Figure 3

RJ Engineering & Consulting, Inc.

Summary of Laboratory Test Results

Project No: 22-042R-G1 Project Name: Buttermilk Crossing, Pitkin County, CO

Sample Location			Moisture Content (%)	Dry Density (pcf)	Grain Size Analysis			Atterberg Limits			Water Soluble Sulfate (%)	Description
Test Hole	Depth (ft)	Sample Type			Gravel > #4 (%)	Sand (%)	Fines < #200 (%)	LL (%)	PL (%)	PI (%)		
B-1	4	SS	10.7				39	35	20	15		FILL, SAND, clayey with gravel (SC)
	9	CA	9.0	106			22	30	19	11	0.001	SAND, clayey with gravel (SC)
	29	SS	9.2				11	NL	NP	NP		GRAVEL, silty with sand (GM)

*Lab testing by others.
CA-Indicates modified California sampler
SS-Indicates standard split spoon sampler
Bulk-Indicates bulk sample from auger cuttings or ground surface
NL-Indicates non-liquid
NP-Indicates non-plastic

TO: **Linda DuPriest, AICP**
Regional Transportation Director, Pitkin County - EOTC
linda.dupriest@pitkincounty.com/ (970)-920-5202
FROM: **Mark Frymoyer, PE**
Project Manager (SGM)
markf@sgm-inc.com / (970)-384-9003
DATE: **December 7, 2022**
SUBJECT: **Overcrossing ADA Approach Structure Type Memorandum**
Buttermilk Crossing and Transit Signal Bypass Project
Pitkin County, Colorado

SGM has been scoped to complete the conceptual level design of a grade separated crossing of Colorado State Highway 82 (SH-82) at the intersection with Owl Creek Road in the City of Aspen and Pitkin County. SGM has been asked to consider both an overcrossing (bridge) and an undercrossing (tunnel). The findings of this conceptual level design completion effort will be summarized in a subsequent report.

This memorandum is a supporting document reviewing whether an elevator or ramp should be used for the approach to an overcrossing. Public facilities must be accessible to all members of the public through accommodations mandated by the Americans with Disabilities Act of 1990 (ADA). The goal of this memorandum is to help the project team decide if the ADA access should be provided by a ramp or an elevator in the overcrossing concept.

1. EXECUTIVE SUMMARY & ACCOMMODATION RECOMMENDATION

1.1. Project Description

This memorandum will serve as a supporting document for the subsequent report finalizing the concept design of a grade separated pedestrian crossing at SH-82 and Owl Creek Road and connections to existing and proposed trail facilities. The purpose of this pedestrian crossing is to provide a designated and protected crossing for users to access Buttermilk Ski Resort and connect the up-valley and down-valley transit stops. This pedestrian crossing was most recently studied by SGM in the *2018 Buttermilk Pedestrian Grade Separation Feasibility and Warrant Study*, which determined that a grade-separated pedestrian crossing (GSPC) was warranted and feasible at this location.

SH-82 generally runs from northwest to southeast through the project site. To simplify the orientation, the state highway convention will be used in which SH-82 travels from west to east. The down valley direction (towards Basalt) of SH-82 is described as west and the up valley direction (towards Aspen) is described as east. Buttermilk Ski Resort is south of SH-82 and the Maroon Creek Club is north of SH-82. See Figure 2-1 below for the True North and Project North orientations. All directions in this memorandum will use the Project North orientation.

1.2. Memo Purpose

The purpose of this memorandum is to determine which mode of access to the overpass best meets the selection criteria and to provide our recommendation to Pitkin County for consideration and approval.

1.3. Access Recommendation

For ADA access to the pedestrian overpass, we recommend the use of ramps. This choice fulfills all ADA criteria within the geometric constraints of the site, while minimizing operation and maintenance requirements, decreasing risks to public health and safety, and limiting exposure of legal action stemming from ADA noncompliance. Additionally, the ramp systems will likely cost less to build and much less to maintain.

2. SITE DESCRIPTION AND ADA REQUIREMENTS

2.1. Existing Site Description

The proposed crossing is located at the tee-intersection of SH-82 and Owl Creek Road. Currently, pedestrians use a 94 foot long at-grade crossing as shown in Figure 2-1. The terrain on the southeast side of the intersection is relatively flat and is mainly occupied by a large parking lot serving the Buttermilk Ski Resort. The quadrant has a transit stop with a designated bus pull-off served by sidewalks connecting to the at-grade crossing, the parking lot, and the ski resort. The distance from the transit stop to the at-grade intersection crossing is approximately 200-feet. A green space separates SH-82 from the parking lot.

North of the highway, the topography climbs uphill until plateauing, where residential homes and the Maroon Creek Club are located. The Aspen Airport Business Center (AABC) trail parallels SH-82 along the hill, connecting the City of Aspen with the Aspen Airport Business Center. There are two sidewalk connections to the down valley bus stop and the at grade SH-82 crossing. The existing crossing is located approximately 325-feet from the transit stop.

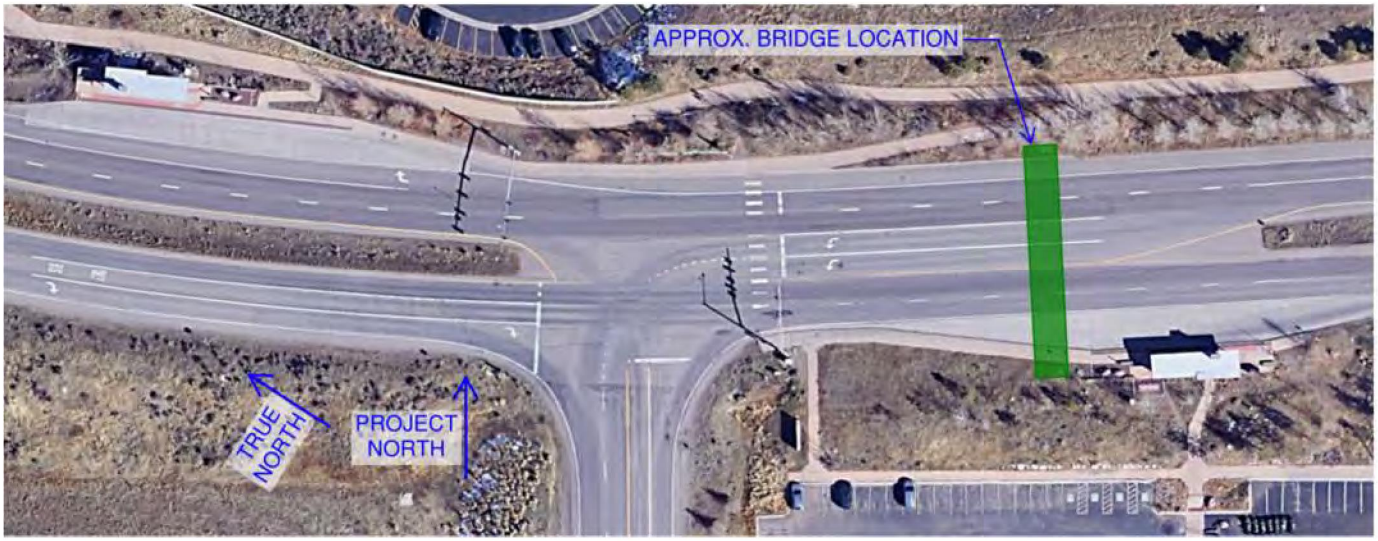


Figure 2-1: Project Overall Site

2.2. Proposed Overpass Alternative Description

The proposed overpass will cross SH-82 at a near perpendicular angle east of the intersection. The vertical clearance between the roadway surface and controlling low-chord bridge soffit is set at 17.5-feet. The bridge profile will approximate the superelevation grade of SH-82 to minimize the vertical differences between the existing ground and the proposed surface of the bridge. Minimizing the heights will reduce the travel burden of users. The proposed vertical difference between the existing surface and the walking surface of the overpass is approximately 25.5-feet on the southeast corner, and 18.4-feet on the northeast corner. The clear width of the proposed bridge is currently 16-feet.

2.3. Americans with Disability Act of 1990

2.3.1. Background

The ADA is a federal civil rights law prohibiting discrimination based on physical ability. In the context of this project, the law ensures the rights of all people, regardless of ability, to freely and with minimum burden access and use all public facilities and travel ways. Furthermore, access must be equitable, meaning that if access is granted to able-bodied users, it must be granted to all users. Where there is a significant height difference between critical facilities, either an elevator or ramp system must be employed to create the reasonable access required by law.

2.3.2. Ramps

There are several ADA provisions which directly affect ramp access to the overpass, as visualized in Figure 2-2.

Provision 405.5 stipulates a minimum clear width of 36-inches, or 3-feet. Provisions 405.2 and 405.6 require ramps have a slope not greater than 1:12 (8.33%) and that the maximum vertical height any ramp can be is 30-inches (2.5-feet). Landings must be provided at the top and bottom of each ramp per Provision 405.7, which must extend at least 60-inches (5-feet) in the direction of travel and be as wide as the ramp. If ramps change direction the landing separating the two ramps must be at least 60-inches, 5-feet, wide in all directions. The landings may have a maximum slope of 1:48 (2.08%). Note, landings have additional requirements detailed in Provision 302, which have limited applicability for this facility, but would be addressed and met if they become significant.

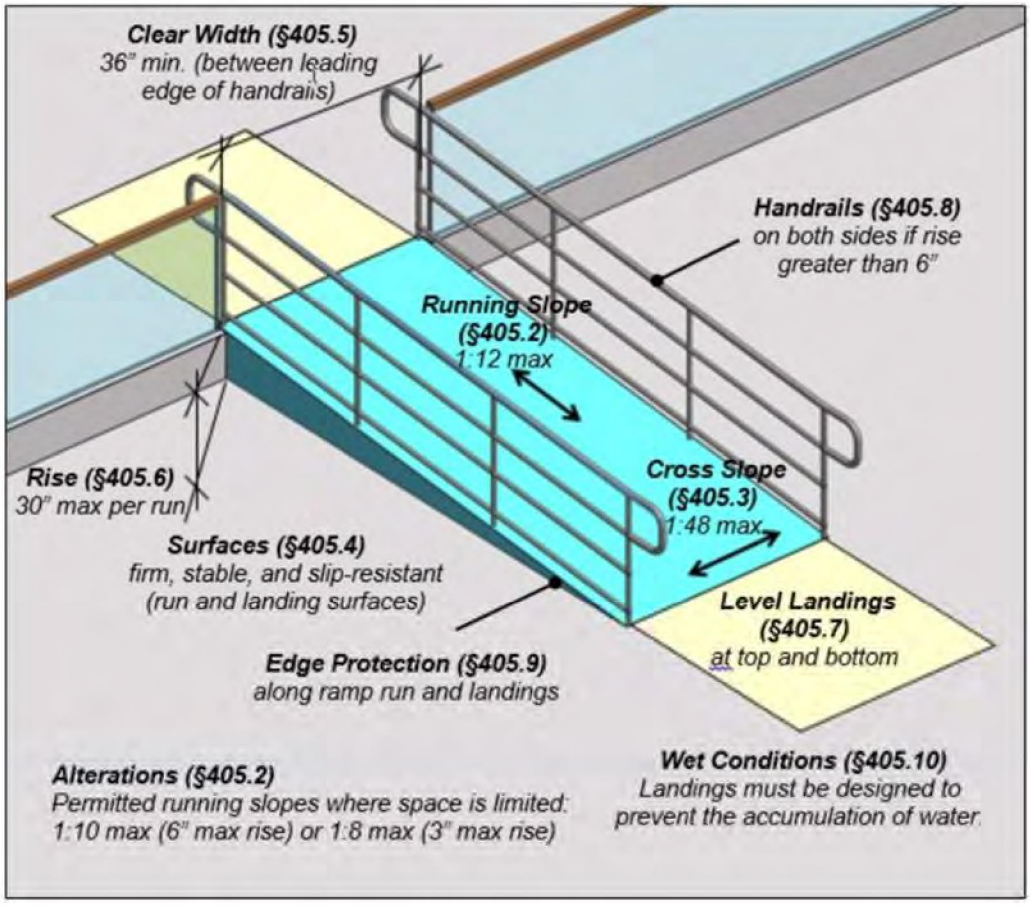


Figure 2-2: ADA Ramp Requirements

2.3.3. Elevators

An entire section of ADA is devoted to elevators. The primary concerns of those provisions as they relate to project are stipulated in 407.4.1, visualized below in Figure 2-3. There are several geometric configurations based on door location. Regardless, the door must be a minimum of 36-inches (3-feet) wide.

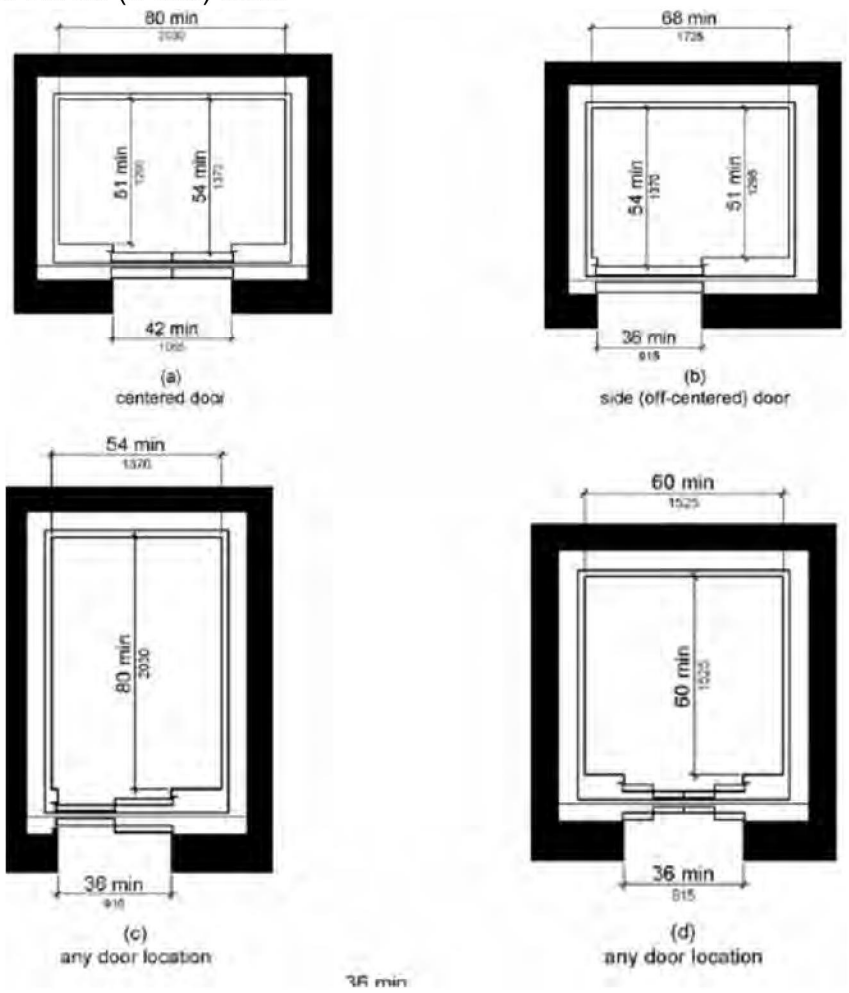


Figure 2-3: ADA Elevator Requirements

2.4. SGM Design Directives

As a general practice, the maximum grade that SGM prefers to use on ADA facilities is 8.00%. This lower grade limit provides for construction tolerances and creates a facility with a more pleasant user experience.

3. DESIGN CRITERIA AND SOLUTIONS

Currently, overpass designs with either elevator or ramp systems may likely incorporate a series of stairs at each end of the overpass to provide the more direct non-ADA access. The proposed width of the stairs is 8-ft and meets all the geometric requirements of the International Building Code (IBC).

3.1. Elevator System

An elevator universally creates access for all users and provides several benefits:

- Elevators have a smaller footprint then ramps reducing site disturbances and limiting the visual impacts.
- Elevators are enclosed and provide protection from the elements.
- Elevators provide a shorter total traveled distance for users and would be most similar to the existing condition. Studies show the closer a new traveled way is to the one it is replacing, the more likely the new path will be used.

However, elevators pose drawbacks. We reached out to CDOT and City of Glenwood Springs staff to understand their experiences installing and maintaining the elevators for the Grand Avenue Pedestrian Bridge in Glenwood Springs. The following are potential disadvantages of an elevator:

- Elevators may be more expensive to construct than ramps.
- Depending on the type of elevator and the associated foundation system, there may be underground utility conflicts.
- Elevators may have a shorter lifespan than the overcrossing they are connecting to. The bridge and ramp systems are anticipated to have a 75 year design life. It is possible that an elevator will need to be replaced well before that.
- Elevators frequently have unintended uses and may attract drug use, vagrancy, and cleanliness issues.
- Operation and maintenance (O&M) costs. Costs of services contracts are expected to be on the order of $13,000 to $20,000 per elevator per year in 2022 dollars.
- Lack of qualified technicians to maintain the elevators in the Roaring Fork Valley which can result in long delays of service. Delays in service are a violation of the ADA which must be mitigated.
- One mitigation strategy is to provide two elevators, which increases the likelihood access will be available. This solution doubles all the associated costs and does not eliminate the possibility of ADA associated legal action, since it is possible that both elevators could be simultaneously inoperable. Alternative means such as a taxi service (free of charge) would be required in this case.
- If none of the above accommodations can be provided, the stairs must also be closed to prevent unequal access.

3.2. Ramp System

A ramp system similarly creates universal access for all users to access the proposed overpass. The proposed clear width of the ramps is 8-feet. The following is a list of benefits of ramps:

- Ramps are simpler than an elevator to construct. Their simplicity results in a greater available pool of qualified contractors, which can reduce construction duration and costs.
- Ramps require minimal maintenance over the entire 75-year design life of the structure.
- Ramps have a smaller probability of being closed because they do not rely on mechanical systems which may reduce exposure to ADA related legal action.

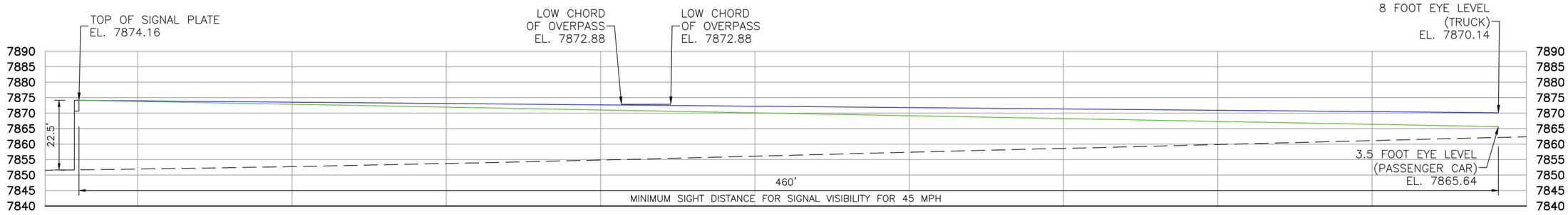
The main disadvantages of a ramp are the significant footprint, increased distance of travel (especially when compared to the existing condition), and visual impact. Given the proposed vertical difference on the southeast corner, the length of ramp is approximately 360-feet at a minimum, given the above criteria. Similarly, the northeast corner ramp length is approximately 260-feet at a minimum.

4. CONCLUSION

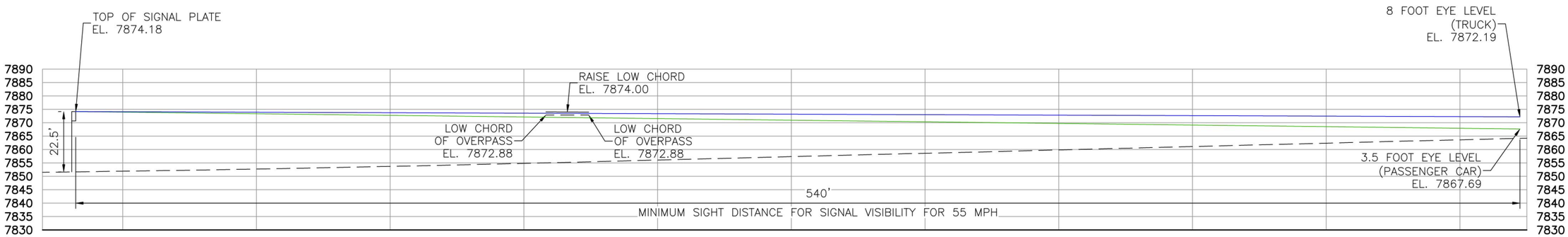
Based on the expected reduced construction and maintenance cost, less potential for misuse, longer life span, and potential reduced exposure to legal action, we recommend proceed with ramps for the overcrossing concept design.

NOTE:

1. SPEED AT OVERPASS LOCATION IS 45 MPH.
2. ASSUMED 50 MPH FOR 85th PERCENTILE SPEED.
3. REFERENCED MUTCD SECTION 4D.12 & TABLE 4D-2 FOR MINIMUM SIGHT DISTANCE FOR SIGNAL VISIBILITY.



SIGHT DISTANCE FOR 45 MPH



SIGHT DISTANCE FOR 55 MPH

Computer File Information		Sheet Revisions			
Print Date: 2/9/23	Rev.	Date	Comments	Init.	
Last Modification Date: 2/9/23	1				
Drawing File Name: Buttermilk-SightDistanceExhibit					
Autocad Ver. 2020 Scale: As Shown					
SGM Project No.: 2022-282.001 Quality Control: DJC					

SGM
118 West Sixth Street, Suite 200
Glenwood Springs, CO 81601
970.945.1004 www.sgm-inc.com

As Constructed
No Revisions:
Revised:
Void:

BUTTERMILK CROSSING PURE SIGHT DISTANCE EXHIBIT			
Engineer:	MLF	Structure Numbers	--
Drawn By:	MWM		--
Sheet Subset:	EXHIBIT	Subset Sheets:	1 of 1

Project No./Code	
XX	
XX	
Sheet Number	1

I:\2022\2022-282-BUTTERMILKCROSSING\001-STRUCTENG\H-DWGS\CIVIL\MISCDWGS\BUTTERMILK-SIGHTDISTANCEEXHIBIT.DWG Plotted: 2/9/2023 1:20 PM By: Michael Morrison

SGM

DESIGN CRITERIA:
BUTTERMILK CROSSING AND TRANSIT SIGNAL BYPASS

Design Element	Value	Reference
Design and Construction Specifications		
Construction Specifications	CDOT Std. Specifications for Road and Bridge Construction 2022	
Structural (Bridge, Underpass, Wall) Design	AASHTO LRFD Bridge Design Specifications, 9th Edition, 2020 AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges, 2009 CDOT Bridge Design Manual, 2022	
Trail Design	CDOT Roadway Design Guide (2018)-Chapter 14 RFTA Rio Grande Trail Corridor Standards (July 2019)	
Roadway (SH82) Design	CDOT Roadway Design Guide (2018) AASHTO Policy on Geometric Design of Highways and Streets (2018) "The Green Book"	
General (Trail)		
Width (ft)	12'	CDOT RDG 14.2.4, min. pavement for two-directional shared use path is 10 feet RFTA Rio Grande Trail Corridor Standards (TCS)(July 2019) Fig. 1.1
Shoulder Widths (ft)	2' (gravel)	RFTA TCS Fig. 1.1 9" Class 6 ABC for asphalt; 12" Class 6 ABC for concrete
Clear Zone Width (ft)	3' from EOP	RFTA TCS Fig. 1.1 Note 1
Horizontal Alignment Criteria (Trail)		
Posted Maximum Speed (mph)	20	RFTA TCS 1.3
Design speed (mph) (grades less than 2%)	18	RFTA TCS 1.3 excerpted from AASHTO GBF 5.2.4
Maximum Design speed (mph)	30	AASHTO GBF- 6% or greater
Minimum Curve Radius (ft) 18 mph/30 mph	60'/166'	AASHTO GBF Table 5-2
Minimum Tangent between Curves (ft)	N/A	
Cross Slope (asphalt/concrete)	2%/1.5%	RFTA TCS Fig. 1.1
Curve widening (less than 50' Radius)		
Vertical Alignment Criteria (Trail)		
Maximum grade (with landings @ 30" vertical grade)	8.33%	AASHTO GBF 5.2.7, limit to 8.2% in design to allow for construction tolerance Landings can have max of 2% slope
Maximum grade (without landings)	5%	AASHTO GBF 5.2.7
Minimum grade	0.50%	AASHTO GBF 5.2.7
Minimum length of vertical Curve (feet)	20.00	use AASHTO GBF Fig. 5-8
Maximum Grade Break (w/o using VC)	1.0%	
Note, if grades are >5%, handrails must be provided to meet ADA Standards		
Side Slopes		
Shoulder Slope	6:1	RFTA TCS Fig. 1.1
Side slopes off of shoulder (cut)	2:1	RFTA TCS Fig. 1.1 foreslope; 1 foot deep ditch minimum
	2:1	backslope
Side slopes off of shoulder (fill)	4:1	RFTA TCS Fig. 1.1
	3:1 max.	less than 6' drop- no barrier required
Trail Pavement type/thickness (in)		
Concrete - CDOT Class D	6"	RFTA TCS Fig. 1.1 use in areas of heavy loading or crossing ex concrete surface
Aggregate Base Course - CDOT Class 6	6"	RFTA TCS Fig. 1.1
Subgrade Prep		Per Geotechnical Report
SH82 Clear Zone		
Posted /Design Speed (mph) SH-82	45/55?	confirm Design Speed with CDOT
Posted/Design Speed (mph) Owl Creek	30/40?	confirm Design Speed with Pitkin County
Design ADT	>6000	
Clear zone - flat foreslope (up to 1:6)	20-22 ft	AASHTO RDG Table 3-1, confirm with CDOT for roadway section with curb
Clear zone - backslope up 1:3	14-16 ft	AASHTO RDG Table 3-1, confirm with CDOT for roadway section with curb
SH82 Pavement type/thickness (in) - outside of Underpass Limits		
Asphalt - HMA (GR SX)(75)(58-28)	5.5"	confirm with CDOT for design / match existing
Concrete - CDOT Class D	10"	confirm with CDOT for design / match existing

Design Element	Value	Reference
Aggregate Base Course - CDOT Class 6 (Under Conc.)	4"	confirm with CDOT for design / match existing
Aggregate Base Course - CDOT Class 6 (with HMA)	10"	confirm with CDOT for design / match existing
Subgrade Prep	6"	confirm with CDOT for design
SH82 Pavement type/thickness (in) - above Underpass Top Slab		
Asphalt - HMA (GR SX)(75)(58-28)	5.5"	confirm with CDOT for design / match existing
Concrete - CDOT Class D	10"	confirm with CDOT for design / match existing
Aggregate Base Course - CDOT Class 6 (Under Conc.)	4"	confirm with CDOT for design / match existing
Aggregate Base Course - CDOT Class 6	10"	confirm with CDOT for design / match existing
Subgrade Prep	6"	confirm with CDOT for design
Underpass (Tunnel)*		*Parameters match similar grade seperated crossings on SH-82 (Aspen Airport, Basalt, 27th ST GWS)
Clear Width (ft)	16'	10' trail width + 2 x 3' Clear Zones, CDOT RDG 14.2.10.1 min. of trail width + 2 x 2'
Vertical Clearance (ft) (edge/center)	8'/9'	AASHTO GBF 5.2.1 CDOT RDG 14.2.10.1-> 8' under constrained conditions, 8.3' for cyclists Note, with arch roof, 8.33' clearance provided within 10' trail width
Roof Shape	Arch	confirm in final design
Vehicle Design Truck / Impact	HL-93 $33(1.0\text{-}0.125D_E)$	AASHTO Bridge 3.6.1.2 (Truck/Tandem + Lane) AASHTO Bridge 3.6.2.2 (Impact for buried components)
Vehicle Railing	TBD	AASHTO Bridge 13.7.2 TL-4 Test Level
Pedestrain Railing Height	42" min	CDOT BDM 2.4.1.2, openings < 4" On approach walls, railing required where drop off is >2.5'
Pedestrian Railing Loads	50 plf (rail) 200 lb + 50 plf (posts)	AASHTO Bridge 13.8.2
Snow Fence Height (Headwalls/Retaining Walls)	TBD	Coordinate with CDOT Region Engineer for requirements, see CDOT BDM 2.4.2.2
Aesthetics	TBD	i.e. concrete color, finish,TBD, but estimate should account for additional costs
Lighting	TBD	account for lighting in cost estimate
Location		Between crosswalk at Owl Creek and RFTA BRT bus stop
Seismic Design		Per Geotechnical Report
Overpass (Bridge)		
Clear Width (ft)	12' to 14'	
Vertical Clearance (ft) (to SH82 roadway)	17.5'	CDOT BDM 2.2.2/31.4.2 (entire roadway width including shoulders)
Vertical Clearance (ft) (above trail)	8.33' min	CDOT BDM 31.4.2
Structure Type	TBD	
Live Load (Pedestrian)	90 PSF	AASHTO Ped 3.1
Live Load (Vehicle)	H10 or Colorado Type 3	AASHTO Ped 3.2 (>10' clear width) CDOT BDM 31.5.5.2
Vehicle Collision	54 kip at support	CDOT BDM 31.5.2 - not applied to superstructure, requirement to prevent superstructure from falling off supports
Railing Height	42" min	CDOT BDM 2.4.1.2, openings < 4" On approach walls, railing required where drop off is >2.5'
Throw Fence	8'	CDOT BDM 2.4.2.1
Aesthetics	TBD	i.e. concrete color, finish,TBD, but estimate should account for additional costs
Lighting	TBD	account for lighting in cost estimate
Alignment Location		Between crosswalk at Owl Creek and RFTA BRT bus stop
Abutment Location		Outside of clear zone (20' for flat slope from edge of through lane), can be reduced with backslope. Could also consider urban arterials with curbs typically have reduced clear zone, or with 3' from back of guardrail (if added).
Seismic Design		Per Geotechnical Report

References:

AASHTO GBF = AASHTO Guide to Bicycle Facilities (4th Ed.)
AASHTO RDG = AASHTO Roadside Design Guide
RFTA TCS = RFTA Rio Grande Trail Corridor Standards (July 2019)
CDOT RDG = Colorado Dept. of Transportation Roadway Design Guide
CDOT BDM = Colorado Dept. of Transportation Bridge Design Manual
AASHTO Bridge = AASHTO LRFD Bridge Design Specifications, 9th Edition, 2020
AASHTO Ped = AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges

Appendix E

SGM 2018 Buttermilk Pedestrian Grade Separation Feasibility and Warrant Study

MEMORANDUM

TO: Brian Pettet, Gerald Fielding, Pitkin County

FROM: Ron Nies, PE - SGM Roadway Engineer

DATE: May 31, 2018

RE: **Buttermilk Pedestrian Grade Separation Feasibility and Warrant Study**

Purpose

The purpose of this memorandum is to discuss whether a grade-separated pedestrian crossing (GSPC) is warranted and feasible at the SH82 and Owl Creek Road intersection, and to present possible crossing alternatives and costs.

Project Background

Existing Condition

The study site (Figure 1) is the signalized, three-leg intersection of SH82 and Owl Creek Road, approximately 2 miles north of Aspen, Colorado. Owl Creek Road is the primary access to the Buttermilk Ski area main parking lot, located in the southwest quadrant of the intersection. Bus stops along SH82 are to the north (down valley buses) and south (up valley buses) of the intersection .

Figure 1 - Existing Intersection

Access across SH82 is via a push button activated pedestrian signal and cross walk south of the intersection. The length of this crossing is 88′ (6 lanes plus one shoulder). The cross walk provides a connection between the ski area and bus stop on the up-valley side of SH82 and the bus stop, bike path, and residential/commercial development (Burlingame Housing, Maroon Creek Club) on the down valley side. The nearest grade separated crossings of SH82 are 900 feet down-valley, and 1,500 feet up-valley.

Those crossings are, on average, over a 3¼ minute walk down-valley and 5½ minute walk up-valley. The current cycle length at the existing signalized intersection is 1 ½ to 2 minutes. It is not realistic to expect users, especially those in the winter typically carrying ski equipment, to use existing underpasses, out of direction by 6 to 10 minutes. There are not existing pedestrian facilities from the Airport to Owl Creek Road adjacent to the up-valley lanes.

SGM conducted pedestrian crossing counts at the intersection on March 22-24, 2018. Previous pedestrian count data was also compiled for the same location in 2010, and at other SH82 crossings (Basalt Avenue in 2010 and 2015, and Aspen Airport Business Center in 2010). The results of the pedestrian count are summarized in the Warrants section of this memorandum.

Proposed improvement

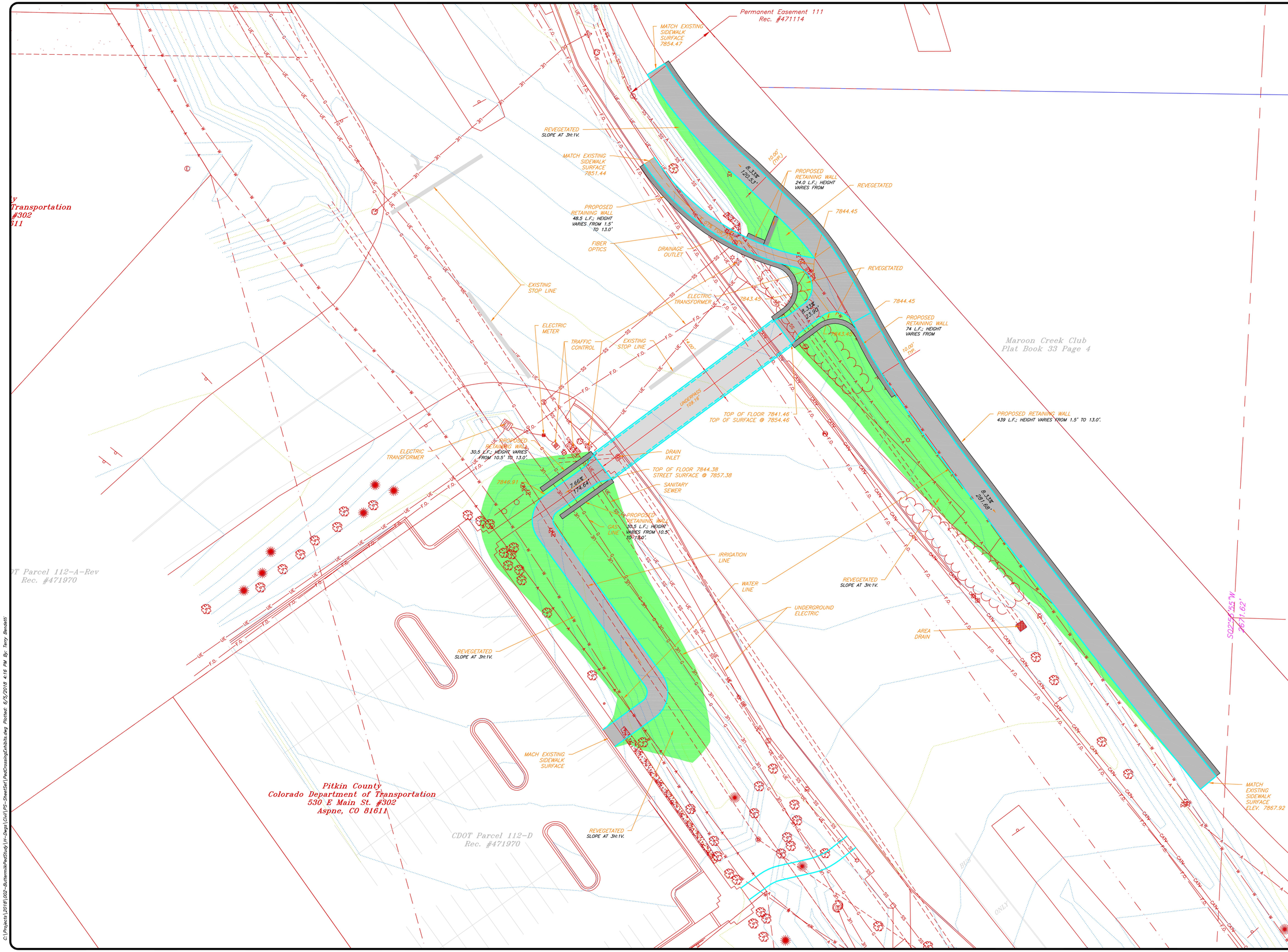
The intent of the proposed improvement project is to construct a pedestrian underpass or overpass at, or near, the same location as the existing at-grade cross walk, and connect to the existing sidewalks or trails with ADA compliant sidewalk grades. For the purpose of this Feasibility Level Study, SGM laid one underpass (Figure 2) and one overpass (Figure 3) configuration for the purpose of impact discussion and conceptual cost estimates.

Grade Separation Warrants

In determining the need for a GSPC at this location, it should be noted that most literature on GSPC warrants are for non-controlled locations, that is, locations where vehicle traffic is not controlled by signal or stop signs yet where pedestrians do attempt to cross. For such a location, vehicle and pedestrian volume warrants do exist. For a controlled intersection such as at SH82/Owl Creek Road, the need for a GSPC is determined more by vehicle delay and cost factors. Instead of “warrants”, which are defined thresholds that are either met or not met, the Buttermilk crossing site should be viewed in terms of geometric and operational “factors” which will aid in the determination of whether a GSPC should be constructed at this location.

Twelve factors are generally looked at for determining the need for a GSPC at non-controlled intersections. Below is a summary of these factors, which provide a basis when considering a potential GSPC site:

- Vehicular volume- non-controlled intersection
  - Recommended threshold: Arterial: ADT > 25,000 and 4-hour volume > 7,500
  - SH82: ADT from 2016 is 19,000 and 4-hour volume is approximately 8,000
- Pedestrian Volume
  - Recommended threshold: Arterial: 300 (4 hour)
  - March 2018 Counts: 121 (peak 3 hour), 177 (11 hour volume)
- Gap time (uncontrolled intersections): N/A
- Speed:
  - Recommended threshold: posted speed of 55 mph or more
  - SH82: posted speed is 45 mph



Graphic Scale

0 10 20 40

In Feet: 1" = 20'

SGM
118 West Sixth Street, Suite 200
Glenwood Springs, CO 81601
970.945.1004 www.sgm-inc.com

Buttermilk Underpass Feasibility Study

Pitkin County, Colorado

#	Revision	Date	By:
1			

Project Milestone: Preliminary Not For Construction

Job No.	2018-119-002
Drawn by:	TLB
Date:	05/29/2018
QC: --	PE: RN
File:	PedCrossingExhibits

Title:

Conceptual Underpass Layout

Dwg No.

Figure 2

Of :

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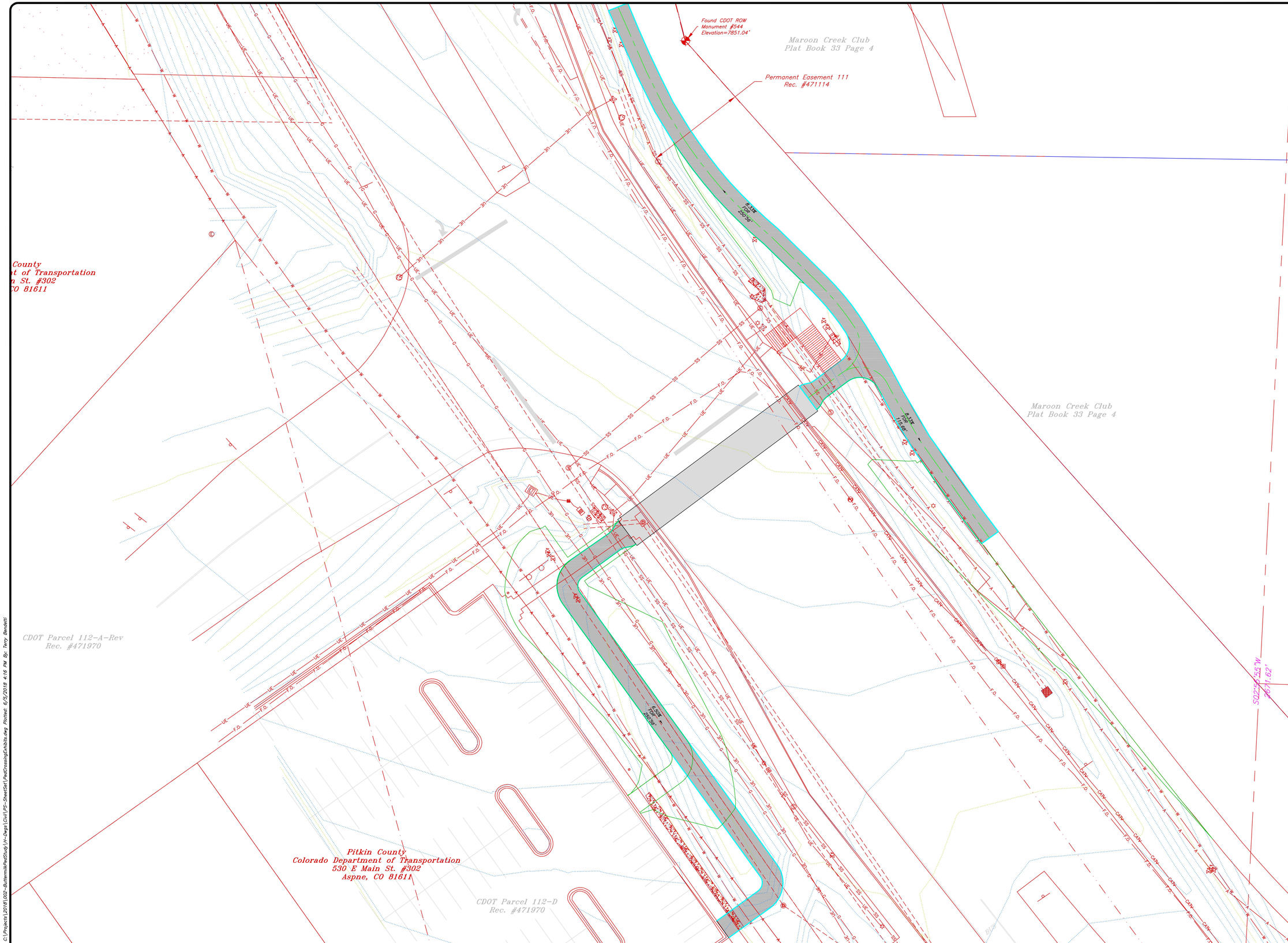

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File:	PedCrossingExhibits

Title:

Conceptual Overpass Layout

Dwg No.

Figure 3

Of :

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- Sight distance- usually correlates to the geometric conditions of the roadway for an uncontrolled intersection. Sight distances at this location meet acceptable minimum standards.
- Effective crossing width: SH82 88 feet- no maximum crossing length warrant is given.
- Lane configuration: SH 82 6 lanes, 1 shoulder. Most agencies only consider GSPC of facilities of six lanes or more.
- Median type: none
- Distance to nearest grade separated crossing:
  Recommended threshold: greater than 600'
  Actual: 900' north, 1,500' south
- Effectiveness of at-grade crossing (delay study):
  - Current pedestrian cycle length = 35 seconds
  - Based on current pedestrian counts, 7-10 pedestrian crossing cycles per morning (AM) peak hour; 15-25 pedestrian cycles per afternoon (PM) peak hour
  - Summary:
    Elimination of the 35 second pedestrian cycle is equivalent to 4-6 minutes per hour (AM) and 8-15 minutes per hour (PM) of additional green time for vehicles.
    "Delay" is spread and averaged across all vehicles when looking at an overall intersection. Therefore, the elimination of 6 minutes for peak AM hour for 1,500 vehicles, and 15 minutes for peak PM hour for 2,200 vehicles means a reduced delay of 0.24 seconds AM and 0.40 seconds PM per vehicle. This reduction in delay, although an improvement, has negligible impact to the overall intersection level of service.
- Crash data/incidents: pedestrian/vehicle incidents have not been noted at this location.
- Land use and activity centers: No projected changes that would increase pedestrian crossings significantly
- Special Event usage: Yes, events such as the X-Games generate a significant increase in pedestrian crossings and traffic delays, plus the need for Uniform Traffic Control by CSP.
- Special needs pedestrians: No

Other GSPC's of SH82

The following locations have had underpasses constructed under SH82:

- Aspen Airport Business Center Underpass
  - Vehicle and pedestrian counts: Vehicles:
    - CDOT ADT 19,000
    - Pedestrians: 40 peak 3-hour period
  - Project Cost: $5.4M (2013)
- Basalt Avenue Underpass
  - Vehicle and pedestrian counts:
    - Vehicles: CDOT ADT 19,000
    - Pedestrians: 125 peak 3-hour period
  - Project Cost: $6.2M (2016)
- Willits Underpass
  - Vehicle and pedestrian counts:
    - Vehicles: CDOT ADT 21,000
    - Pedestrians: unknown

- Project Cost: $2.5M (2011 EOPC)

Structure Requirements

Underpass

- Location- Approximately 30′ up-valley of the existing crosswalk (aligned with the existing sidewalk to the Buttermilk Parking lot)(Figure 2).
- Locating the underpass away from the existing crosswalk location appears to have less site impacts.
- Structure Minimum Dimensions- 14′ wide x 8′ tall walls with 12″ arch, 115′ long
- Approach Ramps-
  - From the affordable housing side- approach would use a lowered portion of the existing Aspen ABC bike path to access the underpass with a sidewalk connection to the down valley bus stop. The sidewalk along SH82 accessing the existing at-grade crossing would be removed to deter at-grade crossing of SH82.
  - Buttermilk approach would be a connection from the underpass to the existing sidewalk along the east edge of the Buttermilk parking lot, and a connection to the sidewalk leading to the up valley bus stop. Some sidewalk removal required along SH82 with fencing or landscape barrier to deter at-grade crossings.
- Site impacts- Underpass construction would impact the sidewalk and trees between SH82 and the bike path on the bike path side. A retaining wall would be needed for the lowered section of the bike path. The existing Owl Creek traffic signal may be able to stay in-place if protected with a retaining wall. The SH82 traffic signal pole and controller may be able to stay in place.
- Lighting/safety- Lighting would be required within the underpass. Existing street lighting can remain. At least one pedestrian light along the bike path would need to be reset. Railing would be needed on most of the proposed retaining walls to prevent falls. Security cameras would likely be desired and could potentially be tied in to the existing RFTA BRT system.
- Drainage- New storm and underdrain systems would be required to drain the low points at each end of the underpass. It is uncertain where the drainage can day lighted, but it may be possible to outlet the drainage onto the airport property if there is an adequate drop in grade. An existing curb inlet along the west SH82 curb would need to be replaced if the underpass is constructed south of the crosswalk.
- Significant impacts to utilities running parallel to and crossing SH82. These utilities include: sanitary sewer, potable and irrigation water, fiber optic, natural gas, and electric. These would need to be lowered and/or relocated.
- Traffic control considerations- Traffic control during construction would be extensive and complex. SH82 traffic would have to be shifted multiple times and traffic lanes would have to be reduced to single through and single turn lanes.
- Cost- $7,500,000 to $9,500,000 (final cost mostly dependent on utility relocations and construction phasing/traffic control costs)
- Similar underpass structures exist near the project site- Basalt Avenue and Aspen Airport Business Center (AABC) and are shown in the figures below.

Figure 4 - Basalt Avenue Underpass (16'x8' + 12" arch)

Figure 5 - AABC Underpass (16'x8' + 12" arch)

Overpass

- Location- approximately 60 feet south of the existing cross walk (Figure 3). This location was selected to minimize impacts to the sight distance to the existing northbound SH82 traffic signals.
- Structure Dimensions- 14′ wide, 100′ clear span (abutment face to abutment face)
- Vertical clearance over SH82- 17.5′ minimum per CDOT.
- Approach Ramps-
  Because of the need to keep approach grades 8.33% or less, significant reconstruction for the approach sidewalks will be needed for the overpass options. Reconstruction is needed for all approaches on both sides of the bridge.
  The affordable housing side approach would realign and raise the profile of the existing bike path, while leaving the existing sidewalk along SH82 in place for an alternate connection to the overpass (via stairs) and bike path from the down valley bus stop.

Buttermilk approach would be from the south east corner of the Buttermilk parking lot to the overpass. Sidewalk along SH82 would be removed to deter at–grade crossings, but the west bridge abutment would be set back from SH82 to allow a future sidewalk to be constructed north to if sidewalk in the northwest quadrant of the intersection is constructed.

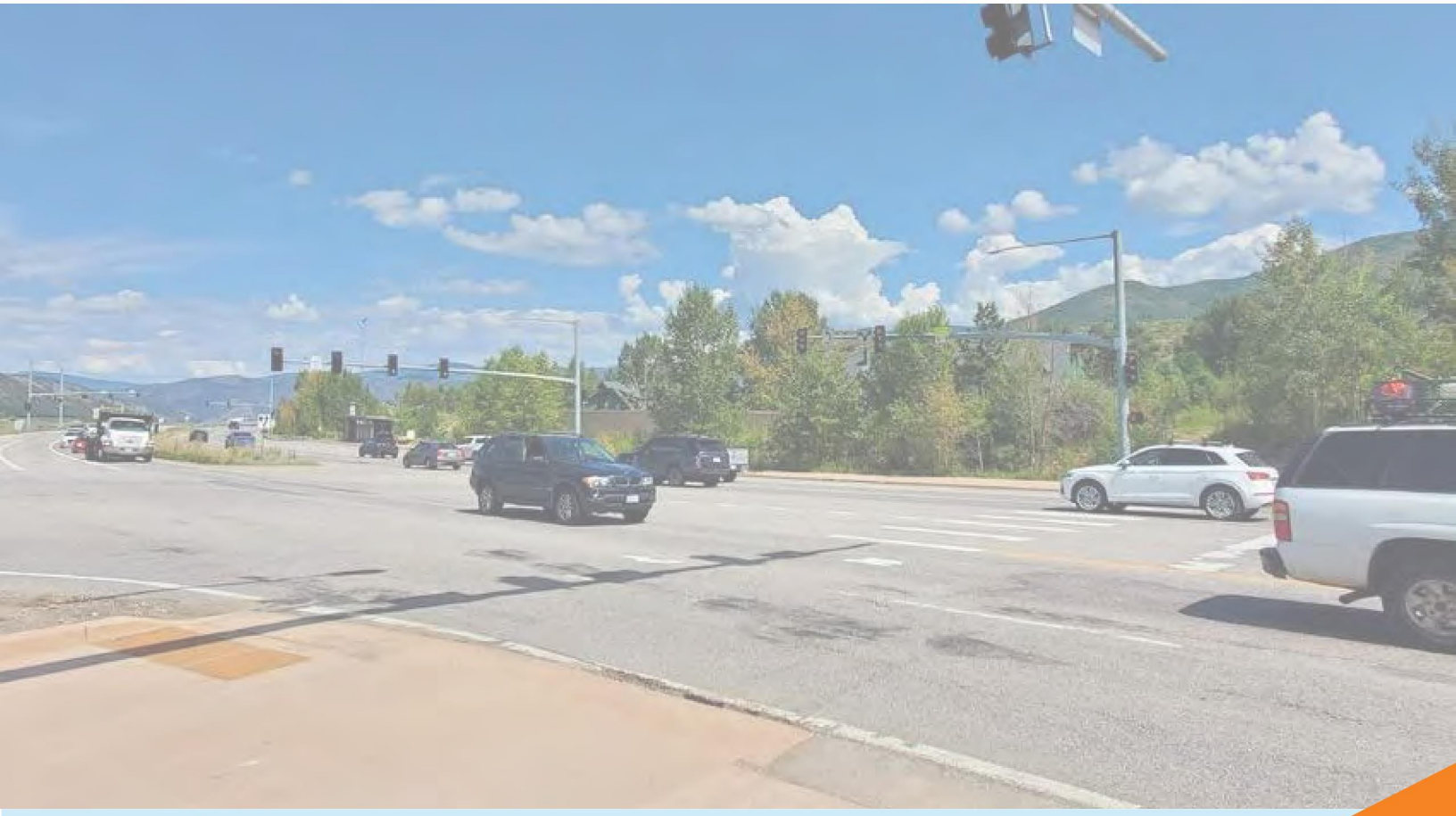
- Site impacts- Overpass construction would impact the sidewalk and trees between SH82 and the bike path on the east side to a lesser extent than the underpass alternative. A retaining wall would be needed for the raised section of the east side sidewalk. The existing Owl Creek traffic signal would be able to stay in-place without retaining wall protection. The SH82 traffic signal pole and controller would not be impacted.
- Lighting/safety- Lighting would be required on the overpass and at the approaches. Existing street lighting can remain. Railing would be needed on all of the proposed retaining walls.
- Drainage/ Utilities- Impacts to existing utilities would be confined only to the bridge abutment/foundation locations. The existing inlet along the west SH82 curb would remain in place.
- Construction phasing and traffic control- Most overpass and retaining wall construction will be confined outside of the traffic lanes so traffic disruption can be minimized. Placement of the bridge structure can be done as a nighttime operation.
- Visual impacts- The overpass structure and approach walls will create a significant visual impact to the adjacent properties. The deck of the bridge structure at its highest point may be approximately 22 feet above the surface of SH82.
- Cost- $4,500,000 to $5,500,000
- Two existing overpass structures in Colorado- at Platte Canyon High School over US285 and Wadsworth Boulevard at Bowles Avenue in Denver are shown in the figures below.

Figure 6 – Platte Canyon High School overpass (130’ span)

Figure 7– Over S. Wadsworth Boulevard (150’ span)

Appendix F

Public Outreach Plan and Survey Results



BUTTERMILK PEDESTRIAN CROSSING

Outreach Plan & Outcome Summary

DHM Design | June 2023

CITY OF ASPEN

Town of SNOWMASS Village

PITKIN COUNTY

RFTA

CONTENTS

Outreach Plan Introduction.....3

Project Purpose and Need.....3

Project Goals.....4

Strategic Purpose of Outreach.....4

Stakeholders & Key Audiences.....5

Public Engagement Methodology.....6

Project and Engagement Timeline.....9

Outreach Series 1 Plan.....10

Outreach Series 2 Plan.....15

Outreach Series 2 Summary.....17

INTRODUCTION

Outreach Plan Introduction

This document has been developed as to guide for the overall project team in planning and executing the public engagement process for the Buttermilk Pedestrian Crossing project. It is also intended to be a ready reference for the goals of the project and the strategic approach to outreach, supporting alignment across the project team for content, timing, specific activities, and efficient leveraging of project resources.

The outreach plan outlines the purpose and need of the project, project goals, strategic purpose of the outreach, the various tools to be employed, and the timeline of outreach tied to the overall project schedule. Additional details are identified for the first outreach series, with an outline for the second outreach series. This document will be updated prior to each outreach series.

Project Purpose and Need

The overarching purpose and need for the pedestrian crossing project is to address several planning priorities including safety, traffic flow, and multi-modal transportation.

Per the RFP for the *Buttermilk Pedestrian Crossing*, the purpose of this project is to facilitate bicycle and pedestrian connections to transit stops, the Buttermilk Park and Ride, and increase transit speed, reliability, and efficiency. There is currently an at grade signalized pedestrian crossing of Highway 82 at the Owl Creek intersection. By grade separating the bicycle and pedestrian crossing at the Highway 82/Owl Creek Road intersection, traffic signal phases may be shortened, improving throughput for both buses and other vehicles.

This project is a part of the interconnected, multi-modal transit system of the Roaring Fork Valley and the region. Creating a safer, more efficient, and more accessible system for travel as an alternative to the dominant single occupancy auto vehicular means of travel (Upper Vally Transit Enhancement Study Technical Report, 2021)contributes to a more affordable, community oriented, climate resilent, and safe place to live.

GOALS & PURPOSE

Project Goals

The RFPs for these projects outline the following goals:

- Evaluation of a grade separated bicycle and pedestrian crossing at Owl Creek Rd and Highway 82 (Buttermilk)
- Incorporating previous efforts to design of preferred overpass or underpass connection at Owl Creek Rd
- Coordination of multi-use trail design with potential grade separated crossing
- Grade-separated crossing would accomodate heavy influxes of pedestrians during winter ski season or X Games
- Design of grade-separated crossing should consider connection between new land developments and expansions that may occur in coming years

Strategic Purpose of Outreach

For the Buttermilk Crossing project, there will be two phases of public outreach.

For the first phase of public outreach, the strategic purposes are:

1. To inform
2. To build awareness
3. To listen
4. To communicate the need for the project
5. To engage stakeholders

The second phase of public outreach will be strategized more specifically closer to the time of its initiation (Spring 2023), but will focus on getting feedback from stakeholders and the public about any proposed design alternatives for the Buttermilk Crossing project.

Public open house event

WHO TO REACH

Key Audiences

There are two key audiences for the outreach process: project stakeholders and the public-at-large. The project stakeholders are directly identified and invited to participate in virtual project progress meetings. Engagement of the public-at-large largely relies on successfully building awareness through advertising and open house meetings

Stakeholders

The use of the term 'stakeholder' can be misleading and it is important to define it clearly. The stakeholder group is to be comprised of a variety of local, regional, and state entities/agencies; this group will include the project sponsors and may include representation of local elected/appointed boards (this group of stakeholders are directly engaged in regular project meetings with the project team). The stakeholder group also includes neighbors and landowners close to the site of the project (this cohort of stakeholders will be contacted directly for individual or small-group meetings)

Stakeholders for this project will be met with individually, in some cases, where more personal conversations are expected to be productive. Some larger entities/agencies will meet in groups to gain more technical feedback.

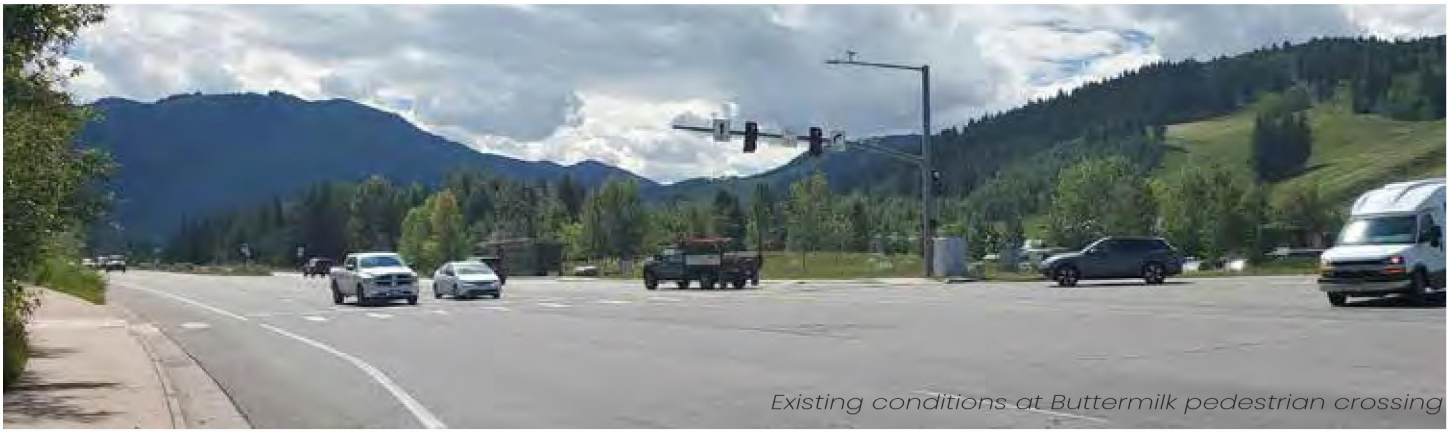
The decision making group for both of the projects is the Elected Officials Transportation Committee (EOTC), which is comprised of the CIty of Aspen City Council, Town of Snowmass Village Town Council, and the Pitkin County Board of County Commissioners. Routine project engagement by the EOTC is via departmental staff representatives.

The impacted agencies defined by the RFP include the following:

- CDOT (Engineering, Utilities, Traffic)
- City of Aspen (Engineering, Parking, Transportation, and Parks and Open Space)
- Pitkin County (Engineering, Transportation, and Open Space and Trails)
- Town of Snowmass Village (Transportation and Open Space and Trails)
- RFTA (Transit, Trails and Parking)

Additional stakeholder groups that have been identified by the project team include:

- SkiCo
- Maroon Creek Club
- APCHA
- Private Landowners (Adjoiners)



Existing conditions at Buttermilk pedestrian crossing

METHODOLOGY

All stakeholder groups and contacts will be assembled and organized to track information and attendence throughout the outreach process.

Public-at-Large

For the purposes of this project, the public can be defined as residents of and individuals employed in Aspen/Snowmass, commuters traveling through the project area via any mode of transportation, and visitors. Connecting with a broad cross-section of the public is important to understand the user experience, identify key issues and challenges of transportation and safety in the project area, seek out potential solutions, and to test the various alternatives against community needs and desires.

It is well understood that the public is broadly interested and vested in transportation in the Roaring Fork Valley, whether they are local residents, employees, commuters, or visitors. We also know that it can be challenging to expect the public to be activated and engaged; busy schedules and the reality of limited dates/times for open houses make creative outreach necessary.

To achieve widespread awareness of the project, and substantive quality and quantity of feedback, the plan needs to allow for numerous modes of engagement. This section describes the various tools and methods for building awareness of the project.

Awareness/Advertising

The foundation of the public engagement process is building awareness. For each outreach series, awareness is to be built by leveraging social media, print/web media, posters/flyers, radio advertising, and direct emails.

Social Media - This tool has a significantly short shelf-life, given the constant turnover of information on individual social media accounts. However, it is effective in quickly reaching large audiences and the project sponsors each have active social media accounts. The schedule of the posts varies depending on the type of outreach. The consultant team will provide formatted social media posts to the project team for posting to their individual channels.

Existing conditions at Buttermilk pedestrian crossing

METHODOLOGY

Stakeholders with social media channels should be tagged with each post; that list will be developed by the project team with the first post and used as a template for each subsequent post. Social media will be used to advertise both web-based outreach and in person outreach.

Print/Web - Utilizing The Aspen Daily News, print advertisements will be placed starting two weeks before open house events, and will run every other day for a total of six 1/3-page ads. Each 1/3-page ad, with priority placement, will cost approximately $370. The consultant team will provide ad layout and supply content to The Aspen Times for placement. Additionally, a banner ad will be placed on The Aspen Times web site to capture web-only viewers. Each outreach event will also be submitted to various publications' community briefs to raise awareness throughout the valley.

Poster/Flyer/Newsletter - For each event, the consultant team will develop a printable and email-able flyer. This will be shared with the project team for email distribution. Flyer contents will include a call to attend a specific open house event and an invitation to view the project information at the web site. This will also include links or QR codes directing users to the project website or a survey. Working with the project team, the consultant team will develop a list of organizations who may also be motivated to share the outreach flyer with their email databases. This list will include but may not be limited to the project stakeholders.

Radio - 'Drive time' radio ads will be placed on KSPN, KMTS, and La Nueva Mixta. The number of placements and schedule vary depending on if the outreach is in-person or digital.

Existing conditions at proposed trail connection

Existing conditions at proposed trail connection

METHODOLOGY

Project Web Site - A custom, project-specific web site will be established. This web site will include a project summary, timeline, goals, updates, and a general feedback form that will allow visitors to submit comments. Additionally, outreach collateral will be posted and available for public download and viewing. The site will be updated ahead of key outreach series and with pertinent updates as the project progresses.

Spanish Outreach - The majority of the advertisment and outreach materials will be translated into Spanish. Where possible, a Spanish speaker will be present at in-person events. This will require collaboration with the city or county outreach team.

Open House Meetings

The project schedule has identified two key public open houses. The open houses will be held at local Aspen/Snowmass venues. ideally in close proximity to the project site. For each open house, the project team will develop display boards with information, prompts for feedback, and interactive activities. The format of the meetings may include a short presentation mid-way through the session, with printed display boards staffed by the project team in an open forum. Participants will be encouraged to interact with the display materials in a variety of ways, including adding sticky notes to maps, filling out questionnaires, and/or writing open comments. The team will also take notes of conversations with individual members of the public, and will keep a general head-count of number of attendees.

Following each open house or web-based outreach "event" the team will summarize the feedback received in an outreach memorandum.

The first open house is to be held in October 2022. The intent of this phase of outreach is to inform the public of the goals and parameters of the project, describe the need for the project, share the previous work done on the project, and seek feedback on basic preferences and concerns (specifically with the Buttermilk Pedestrian Crossing).

The second open house, which is focused on the Buttermilk intersection, will be held after the alternatives have been developed and screened by the project team and EOTC. The intent of this meeting is to test the alternatives for alignment with community needs and desires. This meeting is anticipated to be held in spring/summer 2023.

Event Series Scheduling

For each event series, the consultant team will develop a schedule of tasks in preparation for the outreach activities. This schedule will include critical-path items, deadlines and responsible parties. Additionally, a budget for advertising and each event will be prepared for approval. The schedule will be finalized approximately three weeks ahead of the event series.

Existing conditions at proposed trail connection

PROJECT & ENGAGEMENT TIMELINE

Evaluation of Success of Outreach

Following each outreach series and concurrent with the public outreach summary memorandum, the team will evaluate the efficacy of the outreach. As most of the feedback from the public outreach will be qualitative in nature, the summary memo will identify themes and trends heard from the public; 'outlier' comments will be recorded and identified. Totals for participation will be tallied, including outreach interactions (approximate head count), quantity and quality of feedback, number of survey responses and web site comments, and approximate number of email communications.

Based on the evaluation of the outreach, the team will identify adjustments to the approach for the following outreach event. This information will be reflected in the outreach report.

Outreach Series 1 Plan

The first iteration of outreach will utilize advertising for the open house meeting to be scheduled in October 2022. The advertising will include digital, print, and radio advertisements as well as the website launch to inform the public about the project.

Following advertising, the open house meeting will be held to create awareness around the project and its history. Feedback collected from this open house will inform the design alternatives creating in the following months.

After the public open house, stakeholder meetings will take place to have more intentional and individualized conversations with impacted agencies, organizations, and neighbors.

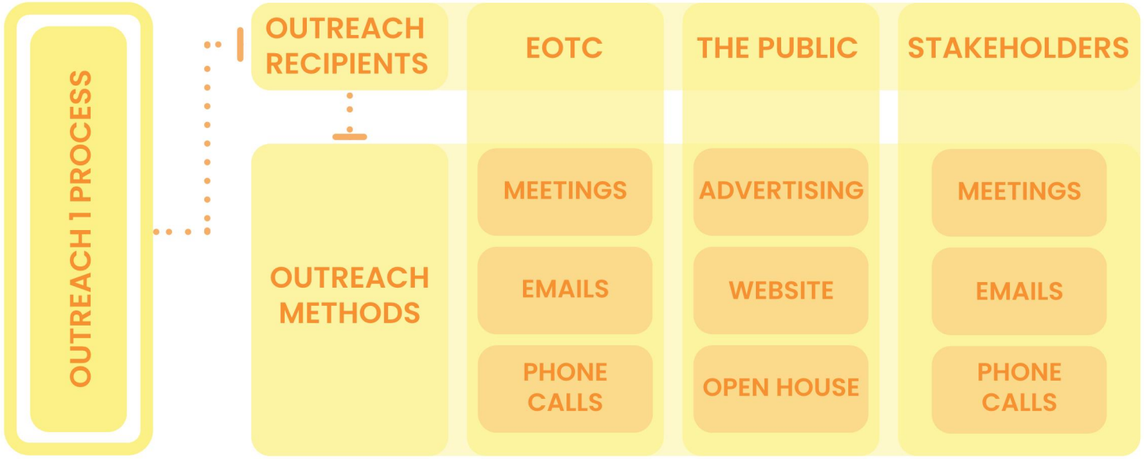
PROJECT AND ENGAGEMENT TIMELINE

Pitkin County Truscott to Owl Creek Trail Connection

Outreach and Preliminary Design Project Schedule

TASKS	Jun-22				Jul-22				Aug-22					Sep-22				Oct-22				Nov-22					Dec-22				Jan-23					Feb-23				Mar-23				Apr-23				May-23					Jun-23			
	6/6-6/10	6/13-6/17	6/20-6/24	6/27-6/30	7/4-7/8	7/11-7/15	7/18-7/22	7/25-7/29	8/1-8/5	8/8-8/12	8/15-8/19	8/22-8/26	8/29-9/2	9/5-9/9	9/12-9/16	9/19-9/23	9/26-9/30	10/3-10/7	10/10-10/14	10/17-10/21	10/24-10/28	10/31-11/4	11/7-11/11	11/14-11/18	11/21-11/25	11/28-12/2	12/5-12/9	12/12-12/16	12/19-12/23	12/26-12/30	1/2-1/6	1/9-1/13	1/16-1/20	1/23-1/27	1/30-2/3	2/6-2/10	2/13-2/17	2/20-2/24	2/27-3/3	3/6-3/10	3/13-3/17	3/20-3/24	3/27-3/31	4/3-4/7	4/10-4/14	4/17-4/21	4/24-4/28	5/1-5/5	5/8-5/12	5/15-5/19	5/22-5/26	5/29-6/2	6/5-6/9	6/12-6/16	6/19-6/23	6/26-6/30
1. Project Kickoff Meeting																																																					
Team coordination																																																					
2. Public and Stakeholder Outreach																																																					
Outreach plan																																																					
Vision and mission development																																																					
- project goals and story building: history/prior studies review; describe the need																																																					
Initial stakeholder engagement																																																					
- list contacts, flesh out and share with team																																																					
Website set up																																																					
Materials development and team review																																																					
Advertising																																																					
Public and stakeholder outreach																																																					
- prep, logistics																																																					
- open house series 1																																																					
- stakeholder meetings																																																					
3. Alternative Development/Conceptual Design																																																					
Furnishings, restoration, character graphics																																																					
- study model																																																					
- graphic exports																																																				
- materials boards																																																				
4. Public and Stakeholder Outreach Phase 2																																																				
Outreach strategy planning																																																					
Logistics organization																																																					
Survey development and posting																																																					
Social media & print advertising																																																					
Pop-up Intercept Events																																																					
Survey close																																																					
5. Outreach Summary and Recommendations Report																																																				
Outreach summary and document development																																																					
Recommendations packet to EOTC																																																					
EOTC Board Presentation																																																					

OUTREACH 1 PLAN

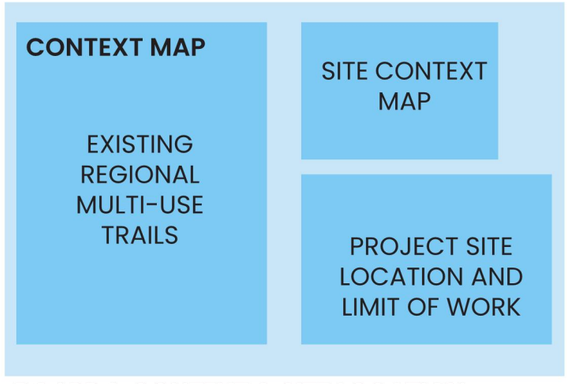


Buttermilk Crossing & Truscott to Owl Creek Trail Connection

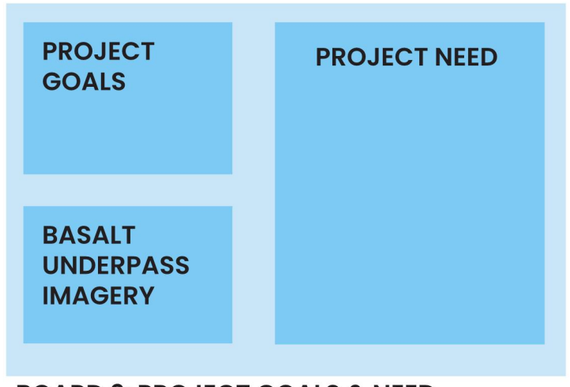
Advertising Schedule - Outreach Series 1 (September/October 2022)

TASKS	Sep-22																					Oct-22										
	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	3	4	5	6	7	10	11	12	13	14
1. Website (DHM)																																
Storyboard materials and outline (DHM)																																
Draft link to project team (DHM)																																
Comments back from project team (SGM, EOTC)																																
Website published (DHM)																																
2. Flyer																																
Develop contact list for distribution (DHM, SGM, EOTC)																																
Develop draft flyer for email and print distribution (DHM)																																
Comments back from project team (SGM, EOTC)																																
PDF distribution to project team - push out to contact list (DHM, SGM, EOTC)																																
3. Print/Web ads																																
Develop draft ads (print and web banner) (DHM)																																
Schedule ad placement with paper (DHM)																																
Draft ads to project team (DHM)																																
Comments back from project team (SGM, EOTC)																																
Ads run (DHM)																																
4. Radio																																
Draft ad copy, write and share with project team (DHM)																																
Comments back from project team (SGM, EOTC)																																
Schedule run times with stations (DHM)																																
Submit ad copy (DHM)																																
Ads run (DHM)																																

OUTREACH 1 STORYBOARDING

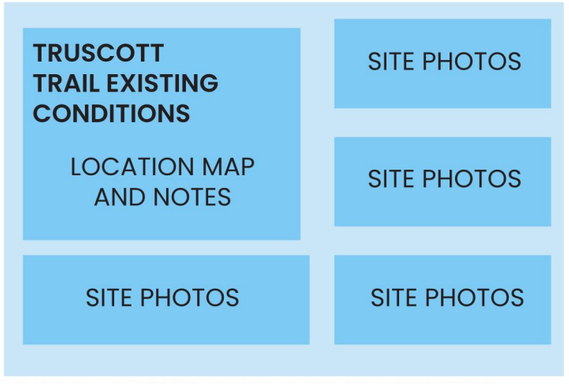


BOARD 1: CONTEXT & SITE LOCATION

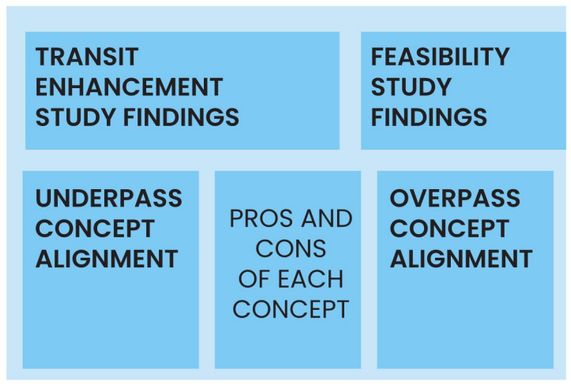


BOARD 2: PROJECT GOALS & NEED

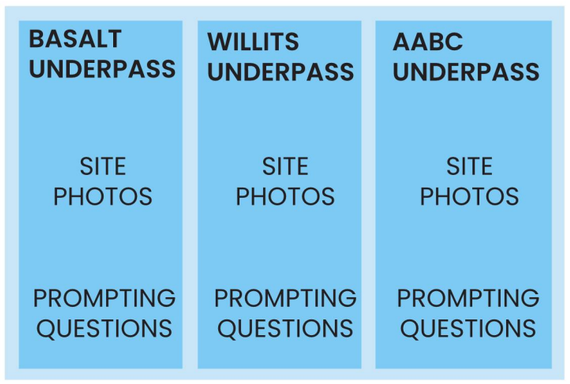
BOARD 3: PEDESTRIAN CROSSING EXISTING CONDITIONS



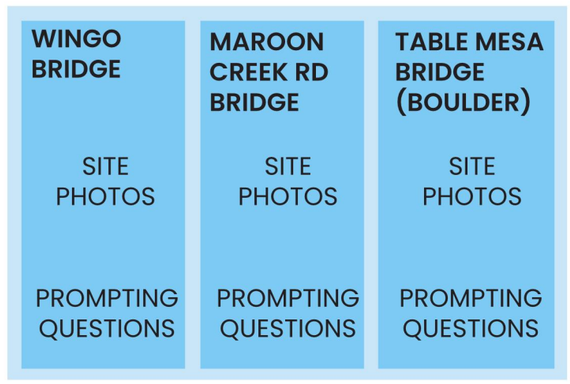
BOARD 4: TRAIL CONNECTION EXISTING CONDITIONS



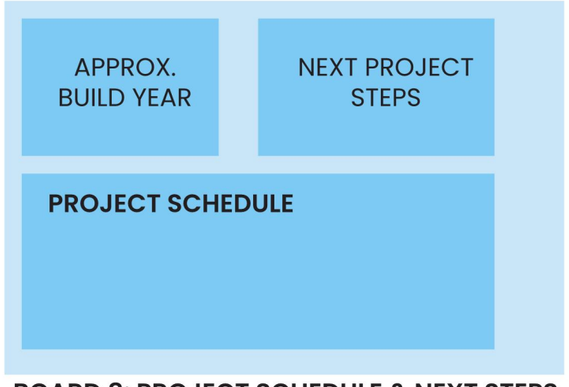
BOARD 5: PREVIOUS STUDIES & CONCEPTS



BOARD 6: RELATED PROJECT EXAMPLES



BOARD 7: RELATED PROJECT EXAMPLES

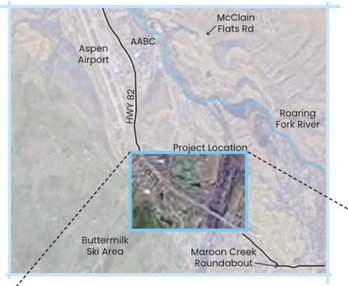


BOARD 8: PROJECT SCHEDULE & NEXT STEPS

OUTREACH 1 CONTENT

Truscott to Owl Creek Trail Connection & Buttermilk Pedestrian Crossing

CONTEXT & PROJECT SITE LOCATION 1



Truscott to Owl Creek Trail Connection & Buttermilk Pedestrian Crossing

EXISTING SITE CONDITIONS: PEDESTRIAN CROSSING 3

EXISTING CONDITIONS NOTES:
- exposed, wide (95' ±) pedestrian crossing
- dangerous bicycle and pedestrian crossing
- highway-speed auto traffic has long delay (35 second pedestrian cycle)

Truscott to Owl Creek Trail Connection & Buttermilk Pedestrian Crossing

PROJECT GOALS & NEED 2

PROJECT GOALS

WHY?
To provide safe and efficient opportunities for pedestrians and bicyclists to travel across and along Highway 82, and to improve bus transit efficiency.

WHAT?

Trail Improvements
- Multi-use, paved trail (12' wide minimum) from Owl Creek Rd to Truscott Pl.
- Connection to existing multi-use and Nordic trail systems

Owl Creek/SH82 Crossing
- Grade-separated (over or under pass) bicycle and pedestrian crossing at Owl Creek Rd (Buttermilk)
- Improve existing Truscott underpass to better manage snow accumulation

Transit Infrastructure
- Transit Signal Bypass lane for buses at Owl Creek intersection and Harmony Rd intersection
- Improved signal times

USERS AT BASALT UNDERPASS

PROJECT NEED

MULTI-MODAL TRANSPORTATION
- Incentivize bus transit use by improving system efficiency (transit signal bypass), and elimination of pedestrian crossing signal phase
- Prioritize investment in multi-modal systems (bus, pedestrians/trail use)

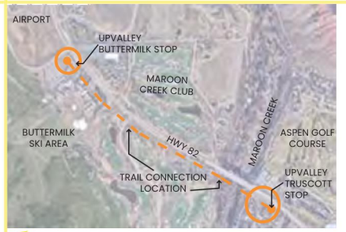
SAFETY
- Eliminate very wide (~95') crosswalk
- Eliminate car, bus, and pedestrian conflicts via grade separation of pedestrians
- Increase safety of pedestrians and system efficiency during events

TRAFFIC FLOW
- Reduce daily traffic congestion
- Reduce heavy congestion during large events (i.e. X Games)

AIR QUALITY
- Encourage alternative transit (bicyle, pedestrian, bus) in lieu of single occupancy vehicles
- Increase convenience and desirability of trail use
- Reduce vehicle idling at traffic signal

Truscott to Owl Creek Trail Connection & Buttermilk Pedestrian Crossing

EXISTING SITE CONDITIONS: TRAIL CONNECTION 4



EXISTING CONDITIONS NOTES:
- isolated bus stop (no connection on south side of highway in the DV direction)
- social trails show need to travel in DV direction, need for more formal trail

EXISTING CONDITIONS NOTES:
- sidewalk abruptly ends, no pedestrians allowed in UV direction
- connection to other trails requires crossing highway to north
- isolated bus stop

OUTREACH 1 CONTENT

Truscott to Owl Creek Trail Connection & Buttermilk Pedestrian Crossing

PREVIOUS STUDIES AND CONCEPTS 5

2021 UPPER VALLEY TRANSIT ENHANCEMENT STUDY TECHINICAL REPORT

- Lack of paved pathways on up-valley side of SH 82 create islands lacking connectivity on that side of the highway (particularly for Americans with Disabilities Act users and pedestrians trying to cross the highway between bus stops)
- The up-valley stop at Truscott is not connected to any other destinations on that side of the highway
- Aspen Country Inn is completely isolated from other land uses
- Buttermilk base area is also an island due to the lack of paved pathways on that side of the highway

2018 FEASIBILITY STUDY FINDINGS

1. Pedestrian/bicycle crossing structure is feasible at the Buttermilk location
2. Need for crossing structure is supported by similar pedestrian volumes at other SH82 crossings
3. The crossing would provide reduction in vehicle delay (signal timing)
4. An underpass configuration would be more compatible with previous grade separated crossings than an overpass structure

MINIMUM DIMENSIONS: 14' wide X 8'-4" tall
- ADA compliant grades
- structure lighting
- minor visual impacts

- requires retaining walls
- significant utility impacts
- extensive construction traffic control required

±12' from highway surface to underpass trail surface

MINIMUM DIMENSIONS: 14' wide X 17.5' vertical clearance X 100' long
- ADA compliant grades
- structure lighting
- minor drainage improvements
- reduced utility impacts
- moderate construction traffic control required

- requires retaining walls
- significant visual impacts

±20' from highway surface to overpass deck

Truscott to Owl Creek Trail Connection & Buttermilk Pedestrian Crossing

RELATED PROJECT EXAMPLES 6

How does it feel to move through these underpasses? Is it comfortable? Do you feel safe?

Are the entrances/exits easy to navigate?

Do the materials and plantings look good and fit with the surrounding character?

Truscott to Owl Creek Trail Connection & Buttermilk Pedestrian Crossing

RELATED PROJECT EXAMPLES 7

What do you like about these bridges? What do you dislike about them?

What would you rather see or experience in a pedestrian overpass bridge?

Are your opinions of these bridges different as a pedestrian vs. an automobile driver/passenger?

Truscott to Owl Creek Trail Connection & Buttermilk Pedestrian Crossing

PROJECT SCHEDULE & NEXT STEPS 8

APPROXIMATE BUILD YEAR:

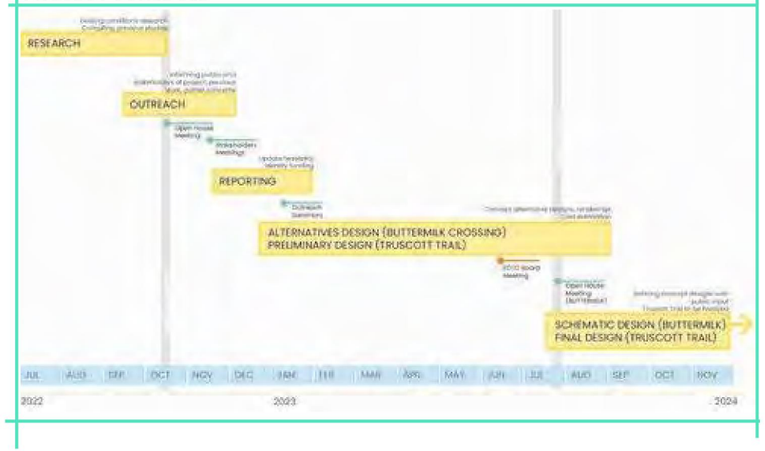
TRUSCOTT TRAIL CONNECTION = 2024

BUTTERMILK CROSSING = 2025-26

PROJECT NEXT STEPS:

- Compiling and reporting on public and stakeholder feedback
- Identifying funding sources
- Updating project feasibility with current cost estimations
- Designing concepts for alternative options (Buttermilk crossing)

PROJECT SCHEDULE



OUTREACH 1 SUMMARY

Open House Meeting

The project team held an open house meeting on October 13th, 2022 at the Pitkin County Admin Building in Aspen (530 E Main St). The meeting was advertised via community calendars, Aspen Daily News, the Sopris Sun, social media (Instagram ad), and an email blast to identified stakeholders.

The meeting was held in the BOCC meeting room and featured boards displaying information about the project background and context materials, as well as existing site photos and a high quality aerial photo of the site for the public to orient around. Refreshments were also provided.

Attendance at the meeting was low, with 3 members of the public coming to the event in total. Two of the attendees were residents of Pomegranate Condos, a condominium residence building on Hwy 82 along the route of the proposed Truscott trail connection.

Feedback from the attendees was generally in favor of the pedestrian crossing at Buttermilk (no preferences were expressed strongly about an underpass vs. an overpass option), the main concern here was what the impact to traffic would be during construction. Attendees also pointed out the difficulty of crossing the highway at the Aspen Country Inn bus stop, stating that to get to a pedestrian crossing is an additional 10-15 minute walk from the DV bus stop, so most people try to cross the highway at the stop where there is no pedestrian infrastructure since the Pomegranate residence is just across the highway. They stated that this is dangerous and asked if there are any plans to include crossing infrastructure for this bus stop as well as the Buttermilk stop.

OUTREACH 2 PLAN

Outreach Series 2 Plan

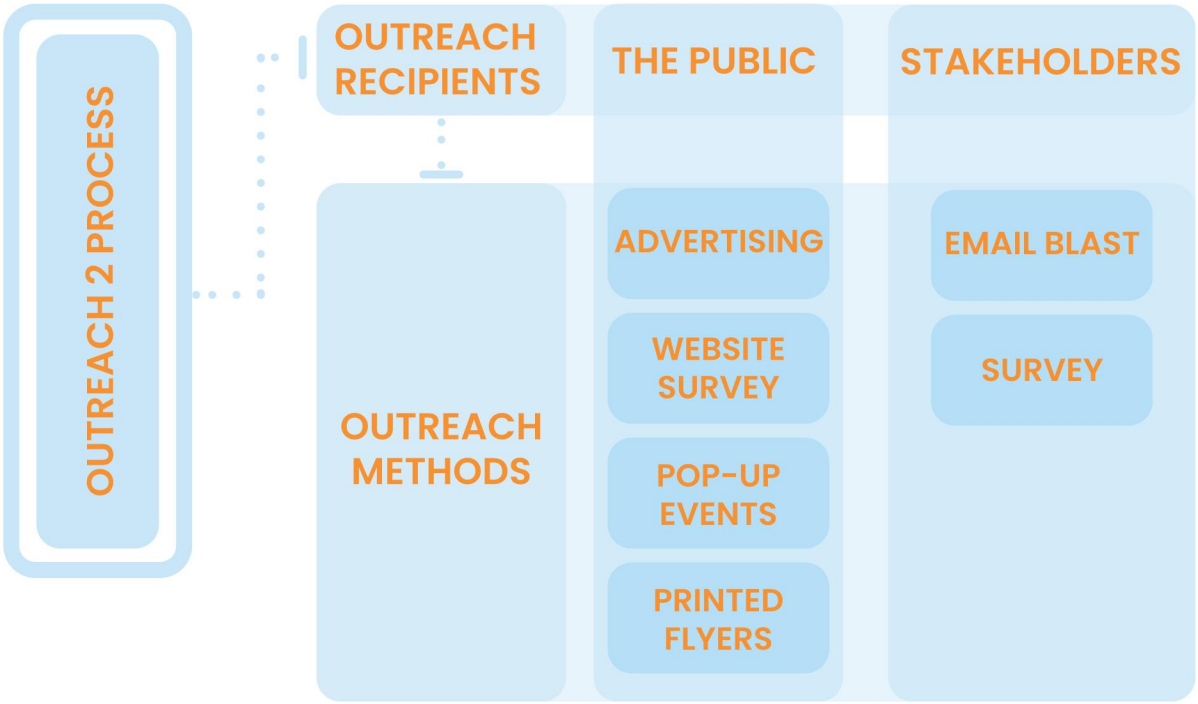
The second iteration of outreach will utilize pop-up intercept events to collect in-person feedback. Due to the lack of interest in the open house style, this pop-up approach will attempt to meet people where they are rather than asking them to show up at specific locations and times.

Advertising during this outreach series will utilize social media outlets and newspaper print ads to direct the public to take the online survey. They will also inform the public of specific pop-up event locations.

Posted flyers around the valley will direct the public to the online survey. Flyers will also be distributed during pop-up events.

Email blast campaigns will be sent to stakeholder and affiliated contact lists. These email blasts will inform these contacts of the project status and will ask for feedback via the online survey.

Any further stakeholder concerns will be addressed individually as they arise.



OUTREACH 2 PLAN

Buttermilk Crossing & Truscott to Owl Creek Trail Connection

Advertising Schedule - Outreach Series 2 (March/April 2023)

TASKS	Mar-23													Apr-23																								
	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Survey live on web site - Monday, March 27 - Sunday, May 14																																								
1. Pop-Up Intercept Events																																								
Coordinate agency schwag - CF to contact RFTA, PitCo, COA comms staff																																								
Buttermilk Cliff House (uphill Friday, Charlotte and Ashley 7:30-10:30)																																								
Buttermilk closing day, DV stop 2-4pm. Jason (tentative), Linda, Brian																																								
Rubey Park, 4-6pm. Intercept/ fliers - 2x staff. Jason, Brian																																								
Basalt P&R, 7-9am. Donuts and coffee - 3x staff; Charlotte and Jason, Mark																																								
GW 27th St P&R, 7-9am. Donuts and coffee - Linda, Marijean, Ben																																								
Carbondale P&R, 7-9am. Donuts and coffee - 3x staff; Charlotte, Jason, Mark																																								
2. Flyers																																								
Flyers design and print																																								
Flyers handout at bus stops/park and rides																																								
Hired flyer poster to post and distribute at identified locations - CF to get # from DB																																								
3. Print/Web ads																																								
Develop draft ads (print and web banner) (DHM); confirm cadence/cost with Linda																																								
Schedule ad placement with paper (DHM)																																								
Draft ads to project team (DHM)																																								
Comments back from project team (SGM, EOTC)																																								
City and County community briefs - CF coord with comms staff week of 3/27																																								
Ads run (DHM) - update this once schedule and cost are confirmed with Linda																																								
4. Social Media																																								
Draft social media post, share with project team (DHM)																																								
Comments back from project team (SGM, EOTC)																																								
Edits and updates (DHM)																																								
Social post 1 (Kick-off), mention last Friday uphill																																								
Social post 2 (intercept surveys); mention "get a donut". Monday 4/10 for 4/11 and 4/13																																								
Send social post to COA (Jami) by 4/20																																								
Social post 3 (survey closes in a week). 5/4																																								
5. Unmanned Boards																																								
Draft unmanned board, share with project team																																								
Comments back from project team (SGM, EOTC)																																								
Contact/get permission for boards posting at identified locations																																								
Post boards																																								
6. Email campaign																																								
Email blast flyer 3x during open survey period (2x in april and 1x in may)																																								
Coordinate graphic format and distribution options (DHM internal)																																								
DHM/SGM/Linda to coordinate direct emails to Maroon Creek Club, Inn at Aspen, Aspen Country Inn, and Pomegranate (and others if identified) - recommend providing flyer/info to Linda for email to short list of stakeholders. Linda to continue comms with SkiCo as needed.																																								

OUTREACH 2 SUMMARY

Introduction

The primary source of feedback for this phase of outreach was through the online survey. Observations and notes from pop-up intercept events also gleaned some valuable feedback. Results from these two avenues of outreach are outlined in this summary, with a full report of the survey results as an appendix.

Outreach Dates
MARCH-MAY 2023

331
SURVEY RESPONSES

115
PEOPLE TALKED TO AT POP UP EVENTS

1362
WEBSITE VISITS

ADVERTISING

16
PRINT ADS

150
PRINT FLYERS

4
SOCIAL MEDIA POSTS

2
EBLASTS SENT

OUTREACH 2 SUMMARY

Pop-Up Intercept Events

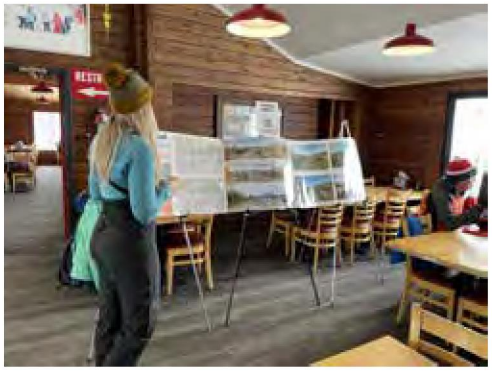
The pop-up intercept events were organized to get the most feedback we could from users of the pedestrian crosswalk at Buttermilk and the surrounding transit infrastructure. These events varied in location and target audience in an effort to get a wider understanding of public opinion.

CLIFFHOUSE RESTAURANT EVENT

Talked to ~20 people, general feeling is that some kind of change should be made to the intersection, and an underpass is more favorable than an overpass.

BUTTERMILK BUS STOP EVENT

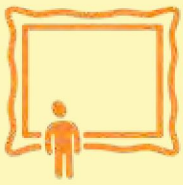
Talked to ~40 people. Mixed feelings about necessity of changing crosswalk. SkiCo employees and those who use the crosswalk every day have strong feelings about it being dangerous and needing a change. Many feel the least expensive option would be better.



PARK & RIDE EVENTS

4 events, talked to ~50 people total. Some interest in the project and making a change to the intersection. Many were unfamiliar with the specific crosswalk but were supportive of other underpass pedestrian crossings in the valley.

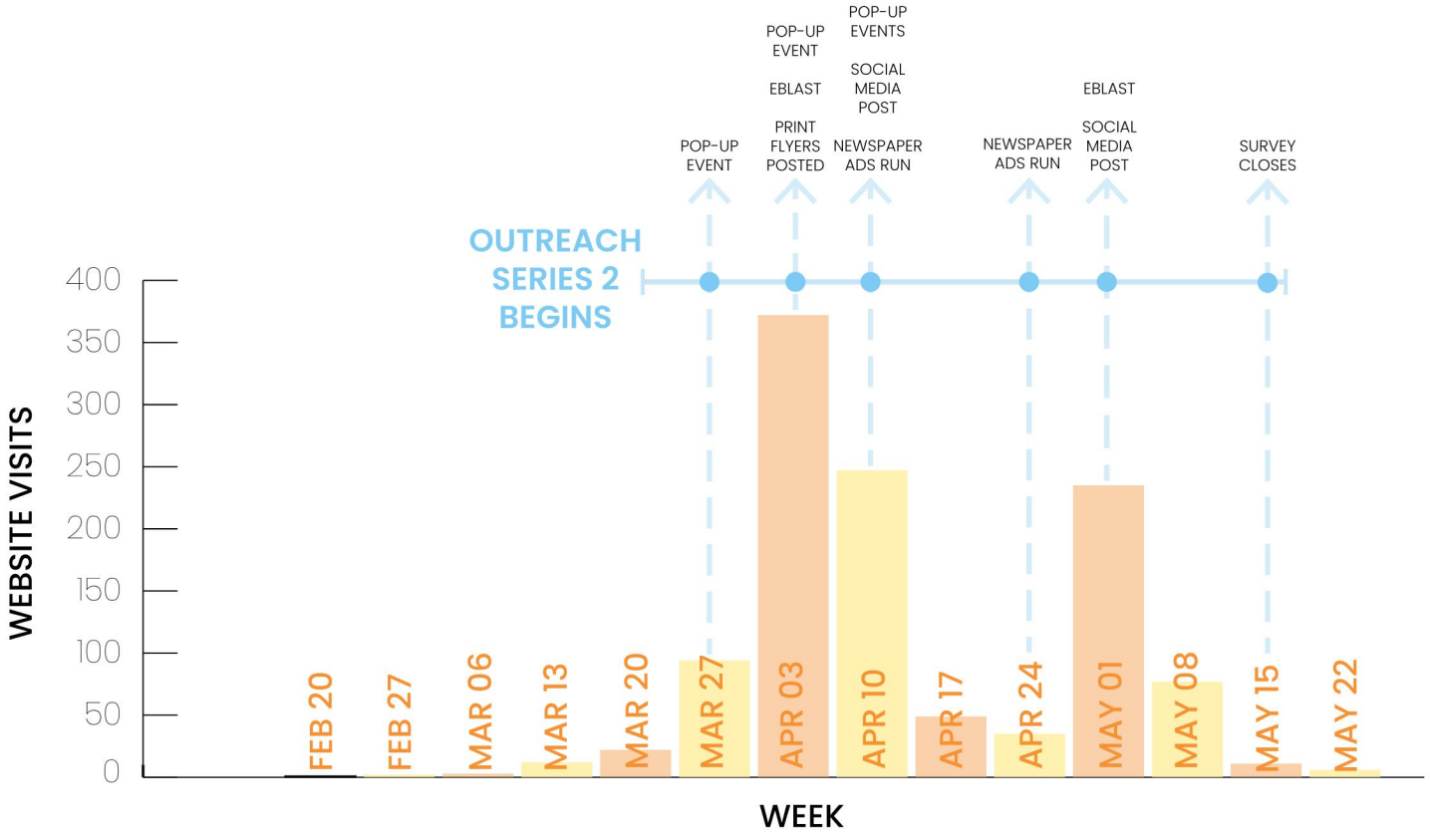
OUTREACH 2 SUMMARY

THEMES	COMMENTS	EVENT
Comfort/ Safety	Employees/users of crosswalk often feel it is unsafe and have had close calls with cars turning right out of Owl Creek Rd. Particularly there have been issues at night time. Infrequent users of the crosswalk mostly felt safe using it.	**Buttermilk Bus Stop 4/2**
Efficiency	Frequent crosswalk users feel an underpass or overpass would make commuting to/from Buttermilk easier and more efficient as a pedestrian/cyclist. Complaints that the pedestrian signal takes a long time to turn on and is relatively short makes getting across highway a chore. Bus users often miss buses or try to cross highway at non-signaled times to make one.	**Buttermilk Bus Stop 4/2**
 Bigger picture	If any intervention is made, will it consider future development in the area and the entrance to Aspen changes? What if the highway is widened? Should look at the West Maroon Creek Plan and think about long term impacts.	**Buttermilk Bus Stop 4/2**
Alternative interventions	Other than an underpass or overpass, there could be other solutions to address this area. Suggestion to implement a roundabout at this intersection, changing the paving or making the crosswalk more obvious. Could implement "No turn on red" at Owl Creek Rd, a pedestrian-led light interval, more frequent pedestrian signals, or blinking red/yellow lights for turning signals.	**Cliffhouse Uphill Breakfast 3/31** **Buttermilk Bus Stop 4/2**

OUTREACH 2 SUMMARY

WEBSITE

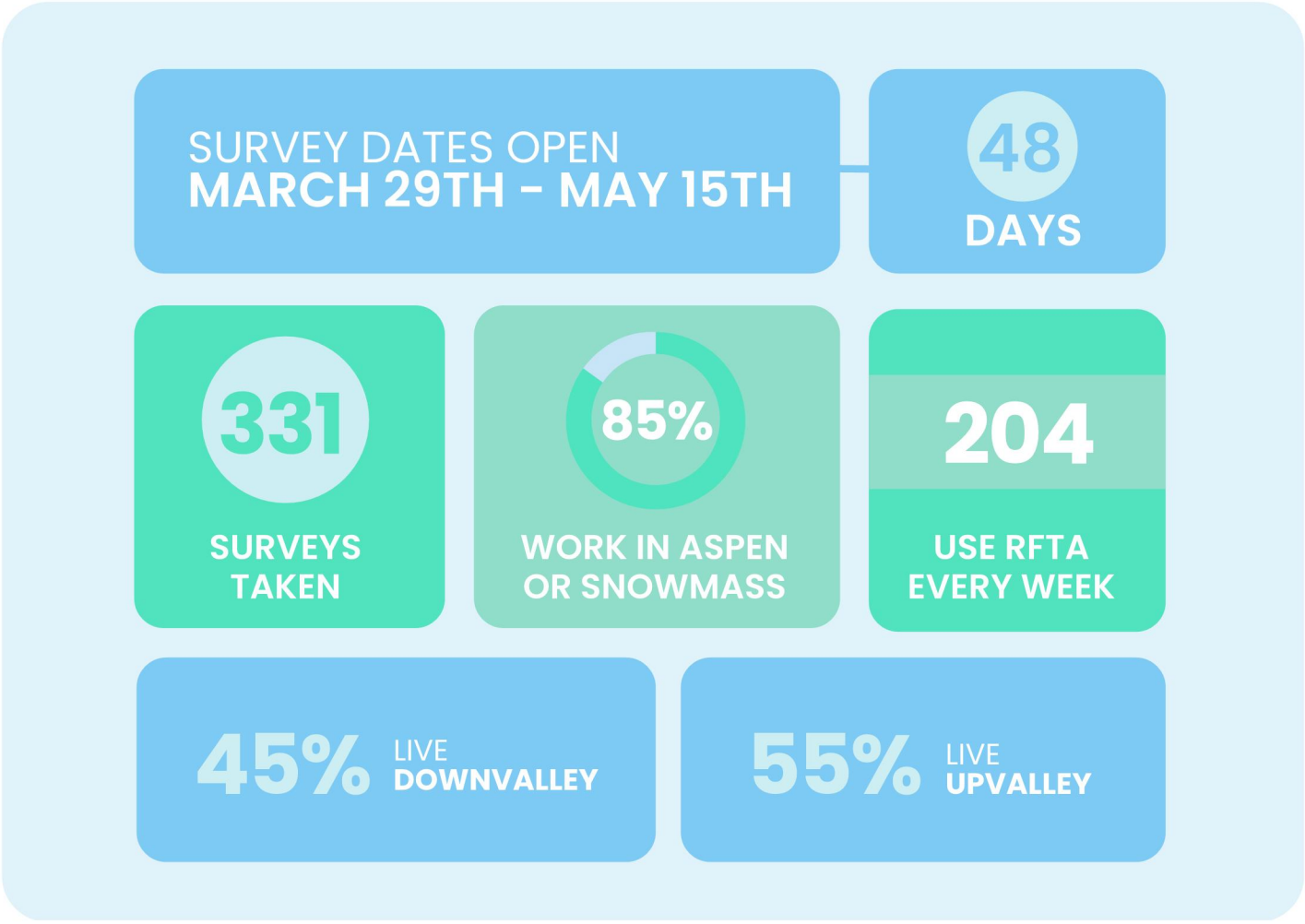
The website displays project background information with explanations about the need and goals of the project. It also contains PDF versions of the Outreach 1 open house boards, Outreach 2 pop-up boards, and the previously studied feasiblity report. There are also site photos, pedestrian crossing renderings, and an open comment submission box. The survey was integrated into the main page of the website and all was available in both English and Spanish. See below for website usage data during the second outreach phase.



OUTREACH 2 SUMMARY

Survey

The online survey was developed as a short list of questions to collect contextual demographic information and solicit opinions about the pedestrian crossing at Buttermilk. The questions and open comment boxes were designed to learn if members of the public think there should be any intervention at this intersection at all, and if so whether they'd prefer an underpass or an overpass concept. We also wanted to collect general information about people's experiences using the crosswalk as it is.



OUTREACH 2 SUMMARY

Survey Questions Summaries

QUESTION 1: Do you live in the valley (between Aspen and Glenwood Springs/Rifle)?

- The vast majority of respondents are residents of the valley.

QUESTION 1b: Do you live upvalley or downvalley of the Brush Creek Park & Ride?

- Respondents were split relatively evenly between upvalley and downvalley. A slight majority of upvalley residents responded to this survey.

QUESTION 2: Do you work in Aspen or Snowmass?

- Most of the respondents work in Aspen or Snowmass.

QUESTION 3: Are you a regular RFTA rider (once a week or more)?

- 2/3 of respondents ride RFTA transportation once a week or more.

QUESTION 4: Do you cross Highway 82 at Owl Creek Rd/Buttermilk RFTA stop regularly (once a week or more)?

- 1/3 of respondents cross the highway at this intersection often.

QUESTION 5: Do you feel safe using this crosswalk?

- Over 2/3 of respondents do not feel safe at this crosswalk.
- Respondents mention concern over cars turning right onto Hwy 82 from Owl Creek Rd, visibility at night, cars speeding and running red lights, number of lanes to cross as a pedestrian, and confusion with bus traffic configuration. Many mention concern specifcally for volume of children using crossing during ski season.

OUTREACH 2 SUMMARY

Survey Questions Summaries

QUESTION 6: Here's a picture of a pedestrian overpass. The construction cost is expected to be $8-$11 Million. For reference, the Basalt Underpass in today's dollars would cost $12 Million. What do you think?

- Scale of 1 (Dislike)-10 (Like): respondents were split on whether they liked the overpass option or not. Skewed slightly more towards "like", but the overpass is polarizing.
- Scale of 1 (Looks Unsafe)-10 (Looks Safe): majority of respondents say the overpass option looks very safe.
- Scale of 1 (Too Costly) - 10 (Worth the Cost): respondents were split on whether the overpass option is worth the cost. The average is skewed more towards it being worth the cost, but there is lots of variation in answers as respondents weigh impacts to viewshed in terms of cost as well.

QUESTION 7: Here are pictures of a pedestrian underpass. The construction cost is expected to be $14-$17 Million. For reference, the Basalt Underpass in today's dollars would cost $12 Million. What do you think?

- Scale of 1 (Dislike)-10 (Like): most respondents reported that they liked the underpass option.
- Scale of 1 (Looks Unsafe)-10 (Looks Safe): majority of respondents say the underpass option looks very safe.
- Scale of 1 (Too Costly) - 10 (Worth the Cost): respondents were somewhat split on whether the underpass is worth the cost. More respondents say the underpass is worth the cost than those that say the overpass is worth the cost. A higher proportion of respondents would rather spend the money to have an underpass than to install a bridge.

OUTREACH 2 SUMMARY

Survey Questions Summaries

QUESTION 8: Do you have a preference?

- About half of respondents said they prefer the underpass, where a little more than a third reported prefering the overpass. The remainder of the respondents said they prefer neither, indicating that they don't see a need for a change.

QUESTION 9: Do you have experience using other over/underpasses in the valley?

- The vast majority of respondents said yes, they have used other such infrastrcuture in the valley.
- Respondents identify underpasses at Basalt, AABC, El Jebel, Grand Ave in Glenwood, and Willits as being frequently used and well liked.
- Respondents mentioned underpasses feeling "creepy" at night, concerns with maintenance during winter months, and needing better lighting. Many mentioned ease of use for bikes.

OUTREACH 2 SUMMARY

Survey Questions Summaries

QUESTION 10: What is most important to you when evaluating these new crossing options? Please explain.

- Respondents frequently mentioned safety, cost, preserving views, efficiency, aethetics, traffic impacts during construction, and longevity.

- A few respondents mentioned longer term goals of how any change to this crosswalk will connect to development through the entrance to Aspen in the future.

Question 10 Responses Word Cloud:

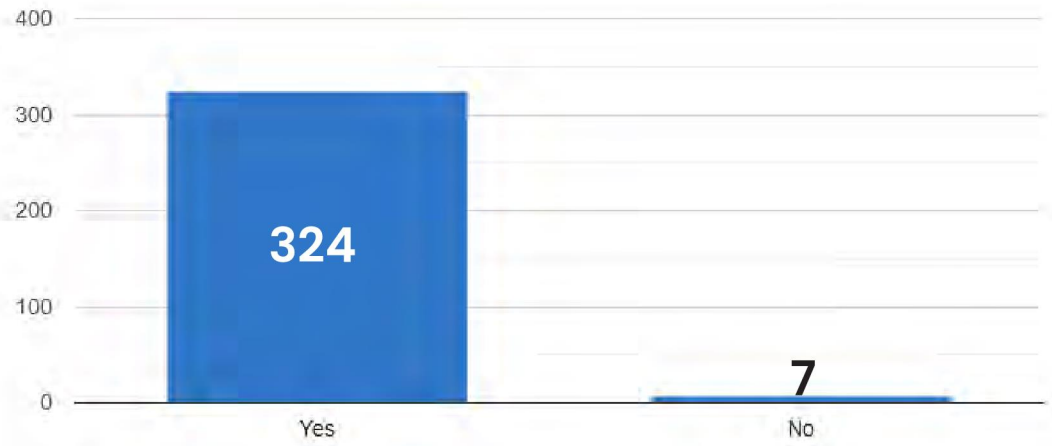
OUTREACH 2 SUMMARY

Question 1 results

1. Do you live in the valley (between Aspen and Glenwood Springs/Rifle)?

Answered

331 (100%)

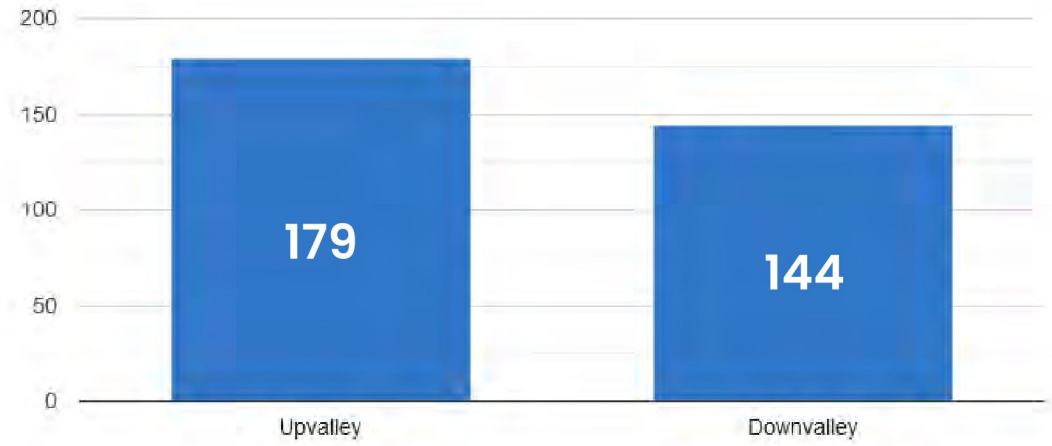


Question 1b results

1b. Do you live upvalley or downvalley of the Brush Creek Park and Ride?

Answered

323 (97.58%)



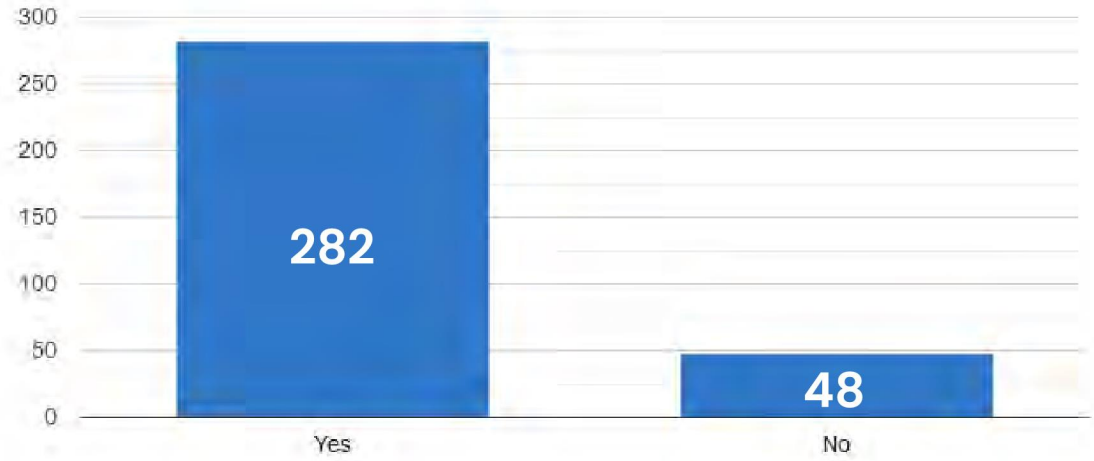
OUTREACH 2 SUMMARY

Question 2 results

2. Do you work in Aspen or Snowmass?

Answered

330 (99.7%)

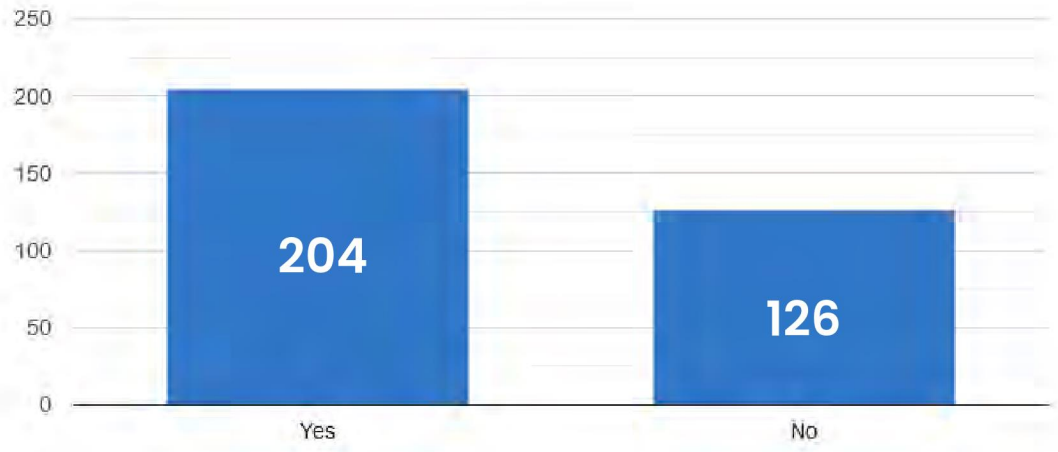


Question 3 results

3. Are you a regular RFTA rider (once a week or more)?

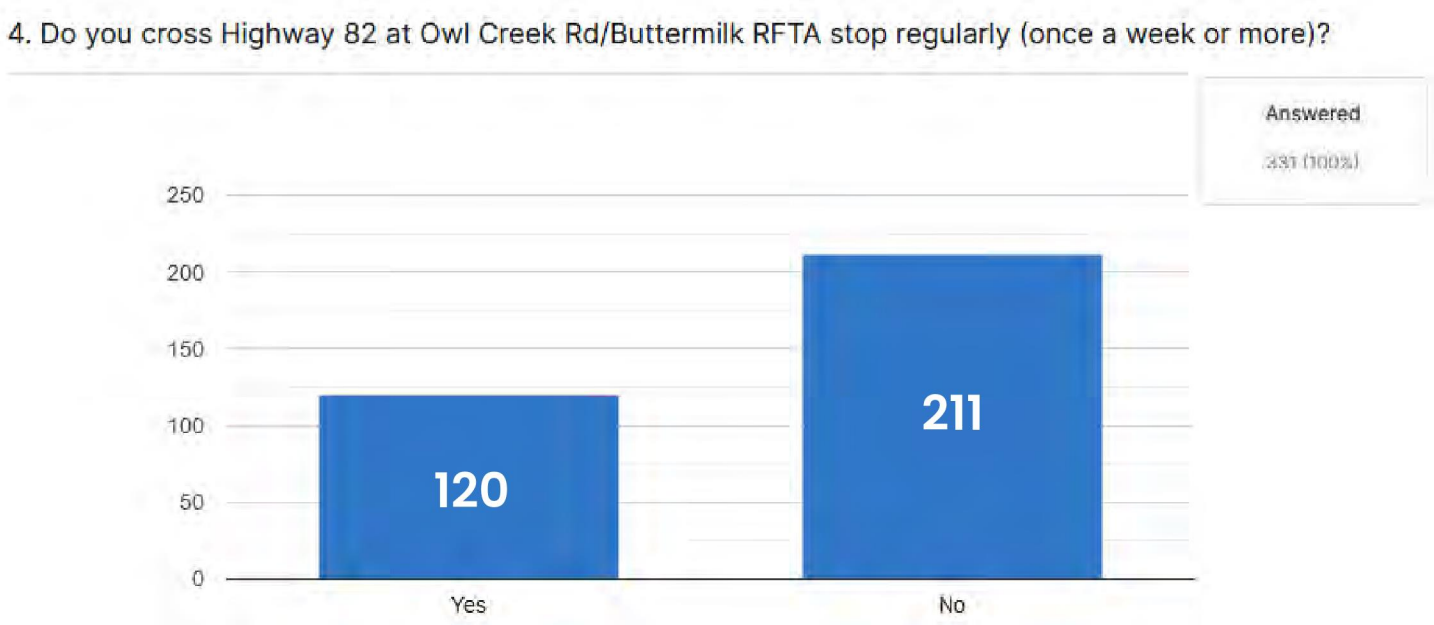
Answered

330 (99.7%)

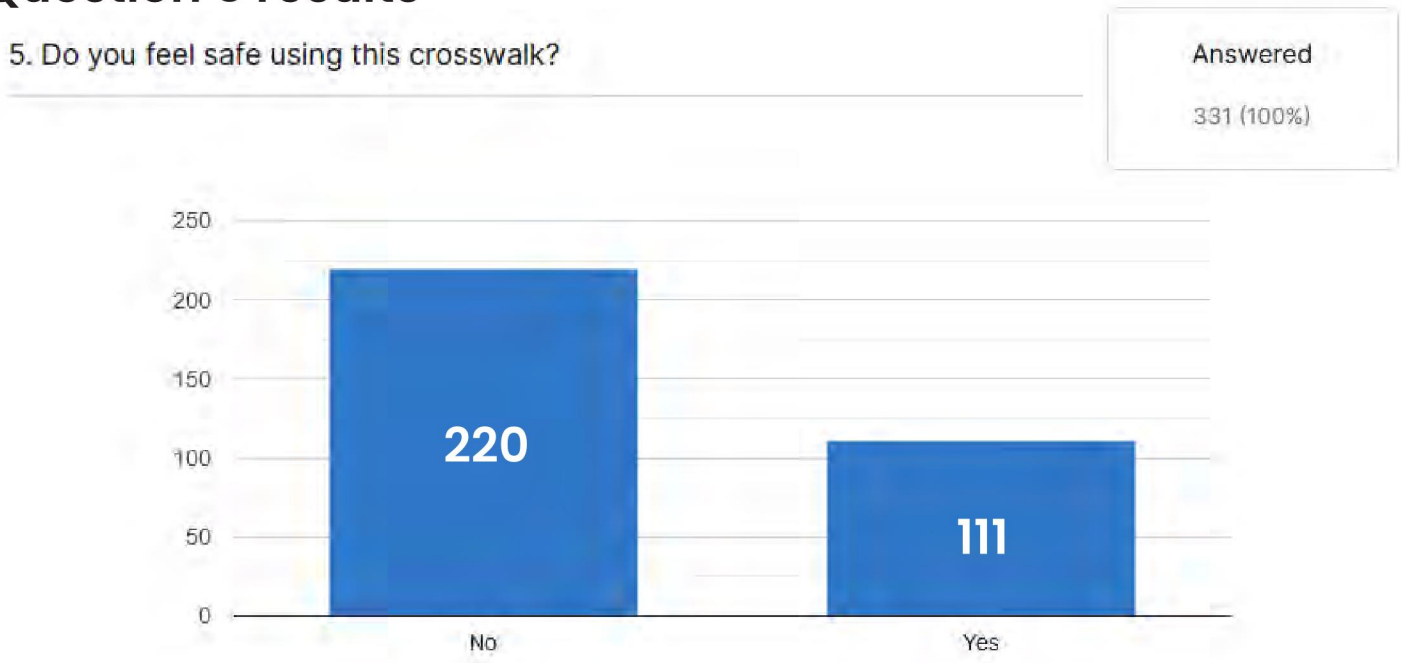


OUTREACH 2 SUMMARY

Question 4 results



Question 5 results



OUTREACH 2 SUMMARY

Question 5b results

5b. Explain your answer:

5b. Explain your answer:	Submissions
Handicap	3
People are typically respectful of the crosswalk. Only when it's peak tourist season and people are turning right out of buttermilk does it feel sketchy. Sometimes people don't notice the crosswalk sign. But you gotta be on high alert with tourist season regardless.	3
And inexpensive way to deal with. This would be a large handheld stop sign that people carry across the street so they can be safe picked up on one side and deposited on the other.	2
Because u can get hit by a car if the don't stop	2
Dark after sunset/before sunrise. People driving too dang fast ☹	2
Excellent sight lines, never once felt unsafe	2
Feels like crossing a freeway on foot. Often with kids.	2
I am from india . This is the best public transport i have ever used . Every bus is on time.!!! I use everyday . Thank you	2
I feel safe	2
I feel safe as an adult, but if I were to have children I would worry with the current crosswalk.	2
I feel safe crossing this crosswalk as I would any other crosswalk dotted across the valley	2
I work at buttermilk during nights in the winter and get off during morning rush hour traffic. I've never felt in danger but this bridge would be great.	2
It's not great- I feel like the timing between the stoplights and the crosswalk always feel off. This applies to driving, too! Especially with cars coming from owl creek and turning R up valley onto 82. I don't even feel safe as a driver!	2
I've some drivers come close to running me over. Some didn't stop during a red light.	2
Most of the time it's fine, but I'm almost hit by cars trying to peel out of buttermilk going into Aspen at least once a week. An underpass or an overpass would be a huge win.	2
Motorists are distracted and in a hurry! Worsened when the pass opens!!!	2
The turning vehicles and fast traffic make this crossing a dangerous crosswalk for getting to and from bus stop on the opposite side of the street.	2
There have been a couple of times when I've been crossing the street where vehicles slam on their breaks, even though I have the right of way at the time. It seems like an overpass or underpass would help to eliminate this issue.	2
There is a crosswalk and speed limit is only 45mph.	2

OUTREACH 2 SUMMARY

Question 5b results continued

There is a crosswalk with a designated time to walk and I have not ever encountered a car turning who did not wait. I feel that it is safe.	2
Always nervous someone will run the red light going 55mph.	1
As a pedestrian, It's a long trek after the ski day to go across 6 lanes of traffic. You also have to wait a long while for the next light. As a automobile driver, it is a long time to wait for pedestrians to cross and often times they are crossing way too late as they are impatient and don't want to wait for the next pedestrian light. People drive pretty bad in Aspen because they are very important and disregard pedestrians. I do not feel safe using this crosswalk. It is far too wide and I do not trust the drivers to be paying attention all of the time.	1
As a person who regularly turns right from Owl Creek road, there's frequently someone in the crosswalk I have to consciously avoid.	1
As long as I wait to cross until I see all the cars stopped, I feel ok. It's the cars turning from owl creek onto the Hwy into Aspen that have a hard time seeing the pedestrians sometimes.	1
As many vehicles run this stop light, as well as the light at Burlingame (Harmony Road), I always pause for a few seconds after the light changes so I don't get mowed over on the highway nor T-boned at the Harmony intersection. We had a very close call once that could easily have produced serious injury or a fatality.	1
At the speed that the rush hour traffic leaves and enters town, if you have to cross at those hours it feels scary. You wonder if the people are actually going to slow down in time etc.	1
At times- yes.- summers mainly. Winters mean you can't see the crosswalk and cars are not great about stopping in the correct locations	1
But it takes awhile!	1
Car are always speeding. Now there are cars speeding in the HOA lanes as well.	1
Cars drive much too fast on 82, people don't pay attention to much in a rush. I'd be with my kids when I cross worry about their safety.	1
Cars fly by and I wait up to a couple minutes each time I am waiting to cross. When I am waiting to cross to go towards Buttermilk, cars are merging into the right hand lane (because right where we stand is where it goes from being a bus lane only to two lanes) and sometimes it's a scary merge spot because a bus is coming and then *bam* also a car is right there. Buses speeding up from the light then slowing down for the bus stop and cars trying to merge into the lane, all right where pedestrians are waiting. When there is a crowd waiting, the people towards the back naturally move towards the street, which then pushes the people at the curb closer to the street, making it a very uncomfortable wait.	1
Cars never stop because traffic is so congested all the time, so everyone is running red lights!	1
Cars run red lights. Cars take the right turn without looking/seeing pedestrians. Crossing time is short for anyone impaired and/or in icy conditions.	1
Cars speed so much in this area and its often hard to see the pedestrian cross especially in winter (as a driver)	1
Cars turning right from owl creek Rd onto 82 don't look at the pedestrians crossing. They are more concerned about looking at down valley traffic and finding a gap to turn into. I have been and have witnessed many cars almost hit pedestrians trying to cross. I have gone as far as training my kids on the dangers of crossing from buttermilk to the harmony lane side of the road.	1

OUTREACH 2 SUMMARY

Question 5b results continued

Crossing 5 lanes of traffic never feels "safe".	1
Crossing from Buttermilk UV stop to DV stop is often not safe with Owl Creek traffic turning right without stopping when the crossing signal starts.	1
Crossing highway 82 to get to the Downvalley side is dangerous because cars can make a right turn onto highway 82 and can nearly strike a pedestrian because the driver of the car is mostly looking downvalley to make sure no cars are coming before making the right turn and forgets to consider any pedestrians standing by the curb starting to cross highway 82.	1
Crosswalks have inherent dangers for pedestrians and drivers, especially in poor weather conditions.	1

Translated from Spanish: "When I leave ski lessons with my kids at Buttermilk it is very safe for us."

Dangerous crossing specially with people turning right from owl creek when pedestrian are crossing. And trying to beat traffic	1
Don't use often but do feel safe. Crosswalk signal is adequate	1
Driver's are typically distracted. Also, I have young kids.	1
Drivers heading up valley from Owl Creek taking that right turn are a hazard since most don't stop at all making a right turn on red.	1
During the winter no	1
Extremely dangerous to cross 6 lanes of traffic on foot, especially during the winter with poor road conditions and hauling ski gear.	1
Fix the stoplight! its dangerous	1
Former skico employee who lived at Bgame - would cross bus stop multiple times per week. Cars can miss seeing you/are unable to stop in heavy snow and slide towards you/almost hit you. Meanwhile youre in ski boots and are worried about slipping and falling while you're wearing ski boots. Have to rush to catch busses on opposite sides of the street, can cause dangerous situations. long lights as a cold pedestrian are tough. mainly hazardous in winter (which is half the year though).	1
Four lane highway is in the way😎	1
High rate of speed, poor visibility	1
Highway 82 is scary	1
Highway 82 motorists consider the speed limit signs and other traffic control measures, to be suggestions. It is hard to see a pedestrian crossing the highway when viewed from a dark windowed, rolling SUV monument.	1
Hwy 82 is insanely busy and everyone is in a rush. Being a pedestrian is outright dangerous near hwy82	1
I am most concerned by traffic turning right, up valley, from Owl Creek Rd.	1
I cross from Upvalley to Downvalley at Buttermilk every day. Cars turn right from owl creek onto highway 82 while pedestrians are trying to walk often. 3-4 times a week I am nearly hit by a car, or have to stop quickly, while I have a walk sign.	1
I cross when the light says to walk (or bike, in the summer).	1

OUTREACH 2 SUMMARY

Question 5b results continued

I do feel safe crossing it just like any other crosswalk. However, I also believe that bridges and connections are always a better and more fun way to connect. Therefore, for that reason, I would be for such a new bridge connecting these two parts of town. One thing I also do want to mention is the height of this bridge would greatly impact or make it harder for large vehicles like semi trucks to cross in the future. Or if there was a semi-truck with a trailer that is too tall for the bridge and would not be able to cross it.	1
I do not use this very often and i do feel safe as I believe that drivers do stop, but it would be great to have an over or under pass there as no matter what it is still safer.	1
I do, im a careful person	1
I don't feel completely safe crossing, particularly when crossing from Buttermilk over to the Maroon Creek Club side. So many cars fail to stop at the light and go with full speed through the right hand turn off Owl Creek onto HWY 82 Eastbound. I feel most unsafe at night and when crossing with my small children or on my bike.	1
I don't feel safe - either as a pedestrian (just a few times a year) no as a driver. Admittedly I have had one near crash with a pedestrian making a right turn onto 82 from Owl Creek. I simply didn't see the person.	1
I don't trust cars to stop and pay attention.	1
I don't use the crosswalk that often but when i do its always a bit questionable as to whether cars will see you and the light and stop or just blow through it while not paying attention. Also crossing in front of the right hand turn off Owl Creek onto Hwy 82 up valley is always sketchy because people roll through that.	1
I don't use this crosswalk. I want money used to solve the entrance to Aspen -Not a multi-million dollar project for skico patrons when the Ski Co is not funding the project!	1
I don't cross there because it seems like too wide of a highway to cross.	1
I drive over it.	1
I feel a bit unsafe because people try to catch the light and I'm afraid of being hit. I'm also afraid of slipping and falling in the middle of the road.	1
I feel pedestrians are at a disadvantage with the size of the intersection and all the cars, with some drivers not paying attention.	1
I feel unsafe crossing such a wide intersection. I often feel that vehicles can't or won't see me when I'm crossing.	1
I have never had an occasion to use this crosswalk.	1
I have seen MANY people run red lights at Harmony Road. Pedestrians should always wait for the stop light before trying to cross. A lot of people don't.	1
I have small children who can be unpredictable and it is very stressful to try to get across so much traffic with them	1
I have three kids and every time we have to cross it's stressful. A bridge would give us so much peace of mind, and make it easier for the kids to ride bikes more often and more places	1
I have to walk across hwy82 at the Aspen Country Inn and it is terribly unsafe !!!!	1
I like this, but it looks like a pedestrian only bridge..... no bikes? Id preference this if bikes could use it.	1

OUTREACH 2 SUMMARY

Question 5b results continued

I live a Burlingame and cross 82 there occasionally. I wouldn't say it feels that safe as a pedestrian but I think it's safe enough but could use better lighting at night and flashing lights during the day like they have along Main Street for crosswalks.	1
I live in Burlingame and am always super careful at this intersection. I've seen many cars over the years run red lights.	1
I lived at Burlingame for 6 winters and it was always sketchy. Some people just walk anyways, even if the light change is fairly quit. I really hated crossing at night after my second job was over. Driver can't see the crosswalk well at night, are often speeding, and sometimes don't stop for the red.	1
I never have enough time to cross and I don't feel like cars look for you	1
I never trust cars see me when I'm crossing even when the walk sign is on because the lanes are so wide	1
I rarely use this crossing. While it is a long crossing, I've never had an unsafe interaction with a car. However, I can see the possibility of a dangerous situation occurring.	1
I think this would be a great addition for the flow of traffic, pedestrian use and during the busier parts of the day when the crosswalk is used more frequently.	1
I typically cross while skiing. It generally feels safe.	1
I use it less than once a week but I do use it and it does not feel safe- there are multiple lanes and the bus lane is confusing for motorists and therefore also for pedestrians. An under pass would be great.	1
I use the intersection once a month. I don't trust the cars stopping there. And the traffic coming out of buttermilk is trying make a short light.	1
I used to live at Burlingame and use the bus as my only transport, it's a pretty nerve-inducing crossing. Especially with any ice.. or dark.. or anything.	1
I was driving by the other night and people were trying to cross and it was really dangerous!	1
I won't take my kids on rfta because of this crossing	1
I work in traffic regularly so I feel safe in a crosswalk	1
I worry about people who cross there. Especially kids in ski boots	1
I worry that the traffic that turns right off of Owl Creek Road isn't looking when I cross the street.	1
If cost is a concern, it would also be simple to construct new crosswalks with a different material, like red brick with light speed bumps. It would help in low light conditions and would help motorists negotiating the stoplights.	1
In snowy conditions cars slide through the intersection	1
In the summer I use it with my kids for biking. There is a lot of traffic and cars turning right from Owl Creek Road Don't always stop at a red light before they turn right.	1

OUTREACH 2 SUMMARY

Question 5b results continued

In the winter, I have two kids. Getting off the up valley bus on buttermilk is great. However, when we come home from skiing it is scary crossing the road with two little kids. The free right hand turn from Owl Creek is what I look at first. Many times, the drivers don't notice pedestrians crossing the cross walk when the make the right hand turn onto 82. I am always afraid they will cut the corner too close and have my kids stay way back. Once we are in the cross walk the down valley 4 lanes of traffic are hard to navigate. Usually the turn lanes are stopped but the two down valley lanes may not be paying attention. You have to peak your head around to make sure they are stopping and not sliding on the snow or ice. I hate this crossing. We take the bus from Burlingame to Buttermilk but many times I have my husband pick us up so we don' have to cross the highway. We are also juggling tons of gear that can be dropped on the crossing. In the summer we usually cross by bike to get to the farmer's market or the beginning of the Mtn biking trail. I hate crossing with the kids or by myself. Please fix it!	1
Interrupting traffic flow with a pedestrian light on a major highway is inefficient, unsafe, and contributes to traffic slowing and congestion. As a pedestrian this is an intimidating crossing, with the exposure on a high use 4-lane highway. Eliminating this light altogether and replacing it with a traffic circle could significantly improve traffic flow, and forces an under-or-over pass for pedestrians.	1
It depends on the time of day, but people tend to speed on 82 and that doesn't leave much reaction time when coming around the bend to see a pedestrian and slow down/stop appropriately	1
It feels like you're really just hoping for the best that someone doesn't blow through a red light or make a right turn into you as you're crossing. Seems like an especially dangerous spot for families and kids to be crossing regularly. Extra nerve cracking when the roads are slick and snowy.	1
It feels sketchy crossing	1
It is a long crossing with high vehicle speeds. Even with the controled traffic light, it can feel unsafe.	1
It is a long distance to cross and sometimes blocked with piles of snow	1
It is open and exposed - and you have to walk to the corner to cross, which sometimes is going over snow and ice carrying ski bag and skis. The cars do stop, but crossing 5 lanes on a short light is hard, and with ski gear and especially, children, it feels like a disaster.	1
It is very difficult to see pedestrians crossing Hwy 82 when you are turning off of Owl Creek onto 82 especially when it's dark.	1
It takes too long to wait for the walk light and sometimes I see people cross against the light.	1
It's a big broad intersection with drivers anxious to turn from/to Owl Creek Rd. In the rush hours (read: often) is congested with cars.	1
It's a big highway and a ton of foot traffic. There's a reason one of these was built at the Willits crossing.	1
It's a little sketchy for sure, but it looks like a hike from the current bus stop going DV to get up to that overpass bridge and back down, especially carrying skis. And the underpass seems redundant with the one the bike trail underpass that goes over to owl creek road.	1
It's a long crosswalk, without anyplace to stop in the middle, and a busy intersection from all three directions at some points of the day.	1
It's a long way to walk with lots of cars around.	1
It's a safe crosswalk as far as I am concerned	1

OUTREACH 2 SUMMARY

Question 5b results continued

It's a terrible intersection when you're a pedestrian! If there was a bridge I would go over there more in the summer and winter.	1
It's a terribly dangerous crossing. Far enough out of town that people are driving fast on a state highway. As I driver I worry about it. It's very wide for pedestrians to cross all those lanes.	1
It's better to have a crosswalk underpass .as will be better for winter and keep the better looking.	1
It's simply not safe from the cars running lights, cars co big off owl creek	1
It's so dangerous. I fear for my daughters.	1
It's terribly unsafe and I fear for my children crossing the street. Too many crazy out of town drivers.	1
It's tough with the right turn on red folks on Owl Creek who are watching for traffic coming from downvalley and not looking at pedestrians in the crosswalk	1
I've had large trucks skid into the crosswalk more than a few times while I was crossing, and I've learned to not start walking until every vehicle involved is at a stop. I'm excited at the possibility of a pedestrian bridge!	1
I've seen traffic almost miss the light and run me over while crossing. I'm an infrequent crosser and would feel better with an alternative	1
I've used this cross walk before and yes I felt safe	1
Let's focus on building wildlife overpasses first and foremost on highway 82.	1
Lots of traffic	1
Lots of traffic and not paying attention concerns me that someone is going to get eventually hit by a vehicle. Thank you for this survey.	1
Make sure you know that vehicles are coming to a stop before you cross, like you would with any other crosswalk. During the winter, take an extra second or two to be sure that vehicles come to a stop before you cross.	1
Mostly however many times I have seen cars go through red lights here. It is also dangerous crossing from the Buttermilk side when cars are turning from owl creek rd onto 82, when they are looking towards the down valley traffic flow, they are not paying attention to the pedestrians.	1
My kids ride the bus a ton! And I def worry about them crossing g the road to Buttermilk	1
My kids use it to cross the road to catch the bus or ski at Buttermilk. I see a lot of kids use the crosswalk and am always concerned about a car running a red light or not being aware especially during rush hour.	1
Needs a designated over or underpass. This is one of the most heavily used pedestrian crossings on Hwy 82.	1
Never safe to cross specifically with the agressive driver that have moved from cities to aspen and the valley. Its unsafe even to drive up valley arouns the airport when 2 lines become one and drivers are speeding to get 1rst in line.	1
Nighttime is a bit dangerous crossing 82. Drivers run the light often and people turning right onto 82 from owl creek do not yield to pedestrians.	1

OUTREACH 2 SUMMARY

Question 5b results continued

Not really. Crossing 5 lanes of traffic, even with a 'walk' signal, is uncomfortable and feels unnecessarily risky. I also frequently see pedestrians making a run across during a break in traffic even though they still have a 'don't walk' signal. And, there are typically drivers wanting to turn right onto 82 from Owl Creek that are looking left to see if there is any traffic coming and they are not paying attention to pedestrians. All of this gets even worse at night when visibility is diminished.	1
Occasionally I finish mtn biking Sky Mtn Park and add on Buttter Line and finish at this intersection. So the few times a year I cross, I have never felt it to be dangerous. Crossing a street in downtown Aspen during high seasons is more dangerous. Which by the way, I can't understand why so much effort went into new curb and gutters at Mill and Hopkins, and bulb outs (like at Spring and Cooper) were not introduced. Seems like a miss!	1
Often times I am crossing that intersection on my mountain bike in the summer. I usually do not feel safe at the intersection.	1
Only a handful of times during ski season	1
Owl creek right turn on red makes a lot of problems.	1
People coming from Owl Creek repeatedly turn right on green & red without looking for pedestrians coming from the Buttermilk side crossing to Burlingame side of 82. I have been almost hit too many times to count. I think looking for pedestrians while turning right is universal but people see green light and speed up. I've also almost been hit in the intersection going to Buttermilk from people downvalley blasting down and not seeing the red light. This intersection is not safe for pedestrians. I've also been cursed out etc as I walk. People coming down from Owl Creek are more often reckless than considerate, aware drivers.	1
People doesn't respect the speed limit	1
People turning from aspen into back road to go to snowmass sometime may not see you if you are crossing and theta r just getting there. I would be concern with drunk people crossing or jumping off the bridge.	1
People turning right from Owl Creek Road sometimes don't see people crossing the street-especially at night. I've ridden the bus numerous times at night and gotten dropped at Buttermilk-if it's a busy night for people coming from SMV, crossing the street is treacherous. Also, cars drive very fast down 82 and crossing 4 lanes of traffic that can be driving 60 mph is frightening.	1
People turning right on red consistently want to run over people.	1
Really tough place to cross since it is so wide	1
Right hand turners coming out of Owl Creek and heading into town.	1
Right turn lane up valley	1
Road is far too wide to feel safe while crossing. Drivers are all distracted, pedestrians aren't a concern for them	1
Road is too wide Tourists don't have familiarity with the intersection Weird lane configuration with the bus running through	1
Several pedestrians have been struck by vehicles at this intersection. It is unsafe for pedestrians and as a driver I have inadequate views (especially when its dark or snowy.)	1
So many cars run the stoplights.	1
So unsafe. Especially since traffic making a right from Owl Creek onto 82 East hardly ever stops. That should be 'no right on red'	1

OUTREACH 2 SUMMARY

Question 5b results continued

Some cars use the far right hand down valley lane and speed through the stop light, even when it is red. I feel especially unsafe at this intersection at night.	1
Sometimes coming back from mtn biking sky mtn park, I will use this crosswalk. I've never found it to be dangerous. It is a very wide area of road to cross, so some people might need more time to cross. The proposed sky walk looks generic and not very Aspen and it contradicts the county's code for scenic view standards. I know an underground passage is more expensive, but we need to be consistent if this project does move forward.	1
That intersection is scary for pedestrians and drivers because of each other!	1
The cars going down valley are moving too fast and sometimes don't stop before the crossing, but rather in it. The real danger though is the cars turning right (upvalley) onto 82. They don't fully stop and often don't realize there are pedestrians	1
The crosswalk feels very safe, I do have to look for cars turning from owl creek onto 82 because they often are looking for traffic on the highway and not pedestrians when the light turns. I've never heard of anyone being hit here though and there are more unsafe places in the highway for pedestrians crossing. For example the airport stop has an underpass but unfortunately pedestrians sometimes don't understand that it's there and cross at the light without a crosswalk or sufficient time with their baggage. In my opinion the bridge will add an extra barrier for pedestrians and skiers with gear to have to climb and descend. I think the current situation at the buttermilk pedestrian crosswalk slows 82 traffic but is safe for pedestrians and the change would make it easier for traffic but more difficult and potentially dangerous for impatient pedestrians who want to cross with ascending the bridge, I think the change will make it easier for traffic flow (mostly at non peak times!) but more difficult for pedestrians.	1
The large intersection there brings a lot of attention from vehicles and therefore traffic infractions (ie. running red lights) are not common	1
The light gives you plenty of time to cross and is frequent.	1
The pedestrian tunnel is sufficient and it seems to be safe crossing at the owl creek/82 light. More safety is always better!	1
The time is not long enough and there's cara turning all the time	1
The underpass to the owl creek maybe could also connect to Buttermilk as well as this bridge? I think this is a wonderful idea and I would definitely use it when we take the bus from the ABC to Buttermilk then have to cross the hwy to take the bus back to ABC the walk across the hwy not fun and it would be nice to be separated from big traffic walking ski boots and quickly crossing the hwy. I would also like the bike path to continue down the the intercept lot from the CMC aspen campus to the intercept lot so we could ride bikes along hwy 82! A lot of people would park their cars coming from downvalley to ride to the ABC (growing bigger everyday and people work there) and Aspen.	1
The width of this crosswalk is inherently dangerous. Plus most are in ski boots and/or carrying ski equipment. Many are children. WIth all the equipment, people cannot cross quickly.	1
There are constantly families w/ kids & pets crossing there so it is a little scary with high speed traffic going by	1
There are too many careless drivers.	1
There is a lot of traffic.	1
There is too much traffic here to cross safely. during the busiest parts of the day, traffic is backed up well below this intersection with everyone driving just trying to get through this intersection with little interest in allowing peds to cross.	1

OUTREACH 2 SUMMARY

Question 5b results continued

This crosswalk is problematic because of the people turning right from Owl creek into 82. Many of them don't pay attention even when the light is green for us to cross. It is also painful to wait there while we watch the BRT blow through. An overpass looks like a great solution.	1
This is long overdue	1
This is the longest pedestrian crossing in the city and vehicles consistently drive excessive speeds and run this red light. Since Buttermilk is a family ski area pedestrians often have kids in tow and all their ski gear making this a tough walk while navigating the impatient traffic. Crossing South to North across 82 pedestrians are in endangered by the traffic in a rush turning East onto HWY 82 from Owl Creek Rd.	1
This seems like a very regular crosswalk to me. No complaints, nothing wrong with it.	1
Too many distracted drivers, especially drivers turning right onto 82 from Owl Creek into town. Have seen too many busses get cut off and pedestrians almost hit.	1
Too many drivers turn right on red (at light change moment)without stopping or looking for pedestrians.	1
Too many fast drivers and vehicles often not paying attention to people in the crosswalk.	1
Too many lanes of traffic to cross.	1
Traversing that intersection with my 3 and 6 yr old kids and all their ski gear to catch a bus down valley is quite challenging and mildly uncomfortable with all the traffic.	1
Turning traffic doesn't look for pedestrians. Cars run that light trying to beat the yellow.	1
Turning vehicles are a risk	1
We live in Aspen and often bike with our young kids to dinner at Home Team. Crossing the intersection with kids is nerve wracking, especially with the number of cars that turn right on red from Owl Creek. This change is definitely needed.	1
We need some serious infrastructure added for pedestrian and bike safety there.	1
When crossing from BM to the dv bus stop, many cars turning right/up onto 82 do not yield to pedestrians. Also, cars heading dv on 82 run the red light frequently.	1
When people are turning to go into Aspen they just don't stop for pedestrians. I've seen people almost get hit there at lest once a week during the busy ski season. It's very scary and this bridge would be a long time coming to be honest.	1
When turning right from Owl Creek into Aspen it is very easy to miss pedestrians crossing - especially if the driver is looking towards the oncoming traffic.	1
While I rarely use it, this crosswalk is well-controlled with a traffic light and a crosswalk light. The only danger is when crossing from the Buttermilk side, the cars making the right-on-red turn from Owl Creek onto Hwy 82 look left to check for downvalley cars and then start to make the righthand turn and see pedestrians crossing at the last moment. They then stop, but it can be unnerving.	1

OUTREACH 2 SUMMARY

Question 5b results continued

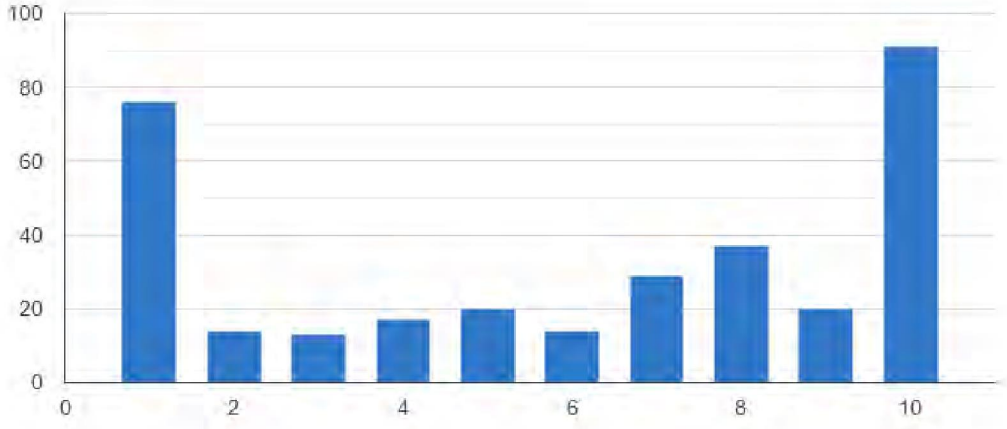
Wide, busy highway not conducive to a pedestrian crosswalk- especially during rush-hour traffic.	1
Winter has a lot of traffic and when is snowing sometime driver dont see you	1
With no traffic and no snow, yes, otherwise it's something I'd rather not cross	1
Yes, I feel safe because I am patient and wait for the light to change and I know I will have enough time to cross before the flow of traffic resumes.	1
Yes. It's a long light. Although, you have to watch for drivers who do not stop at the light when coming from owl creek onto hwy 82.	1
You need to be (SHOULD be) really be alert and watching for cars running a red light (or stopping very late IN the crosswalk) as you walk across. It's pretty scary watching some people cross with their heads down and/or clueless about the potential for trouble with so many traffic lanes. Especially if they are kids or folks with arms full of skis and poles. Pedestrians are very vulnerable in that big wide crosswalk space. And cars turning right from OC Rd to go upvalley do NOT always look and see you stepping out at the walk-signal to cross from the Buttermilk side, or as you finally reach the Buttermilk side. You really have to almost stop and make sure they see you.	1
cars turning right off owl creek towards aspen often don't look before turning and many people including myself have been narrowly missed by cars.	1
cars/trucks drive way too fast and often run the lights	1
large busy intersection; rights on red from Owl Creek Rd. onto EB 82 are dangerous; people run stop signs	1
people run the light there often and the timers for the lights are set up very badly.	1
sketchy crossing with ppl turning right onto 82 and with the hov lanes and bus lane	1
some drivers dont stop at that light when people are crossing from buttermilk or going to buttermilk yall need do something better about it plus yall need a under pass at 8th street so some of us wont get hit by people too	1
sometimes when roads are slick/snowpacked	1
the highway is too large to get across in a timely manner especially during events and busy weekends	1
way too much traffic and way to wide of an intersection. Very unsafe, I would never let my kids cross here alone.	1

OUTREACH 2 SUMMARY

Question 6 results

6. Here's a picture of a pedestrian overpass. The construction cost is expected to be $8-$11 Million. For referece, the Basalt Underpass in today's dollars would cost $12 Million. What do you think?

(1) Dislike - (10) Like



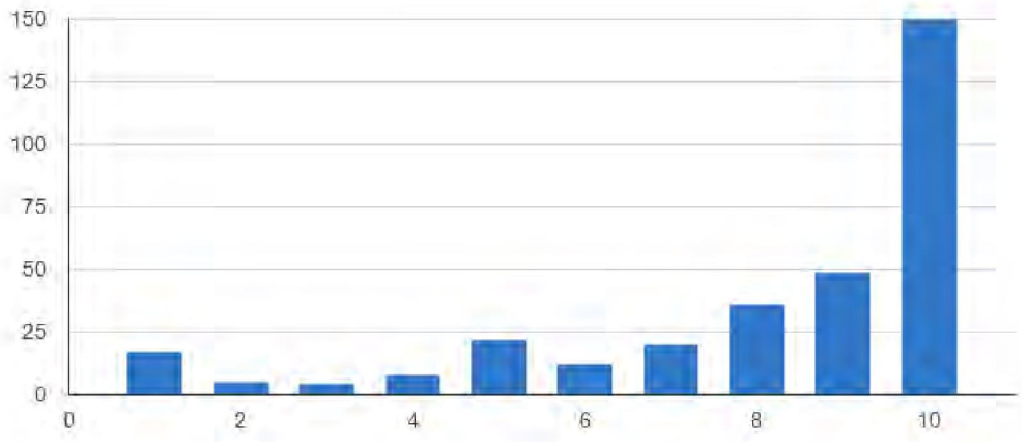
Answered	Average	Median
331 (100%)	5.99	7

OUTREACH 2 SUMMARY

Question 6 results continued

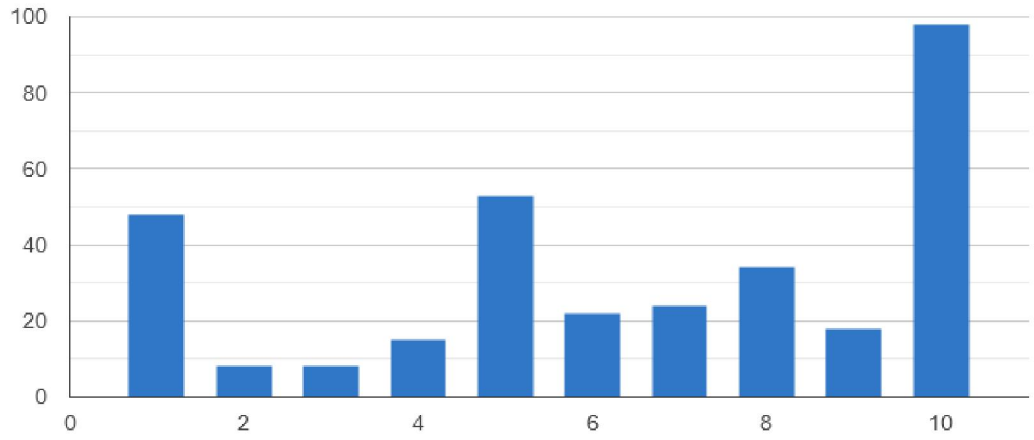
(1) Looks Unsafe - (10) Looks Safe

Answered	Average	Median
323 (97.58%)	8.12	9



(1) Too Costly - (10) Worth the Cost

Answered	Average	Median
328 (99.09%)	6.48	7



OUTREACH 2 SUMMARY

Question 7 results

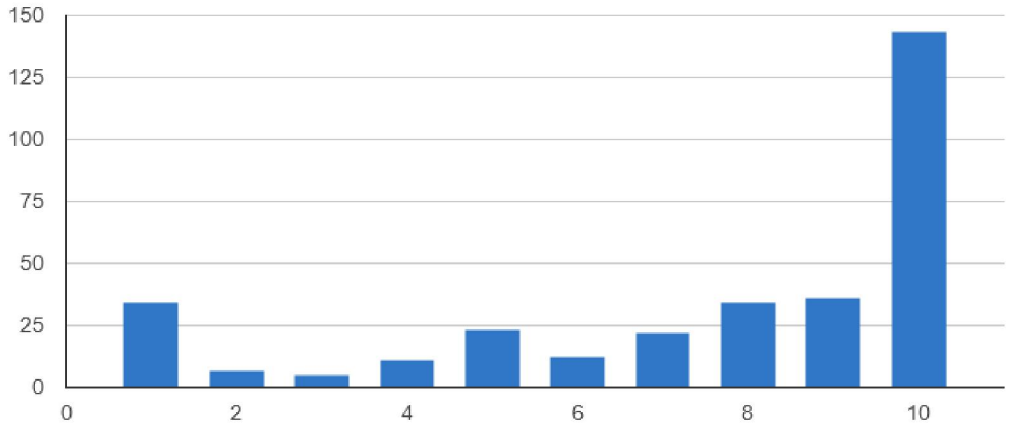
7. Here are pictures of a pedestrian underpass. The construction cost is expected to be $14-$17 Million. For reference, the Basalt Underpass in today's dollars would cost $12 Million. What do you think?

OUTREACH 2 SUMMARY

Question 7 results continued

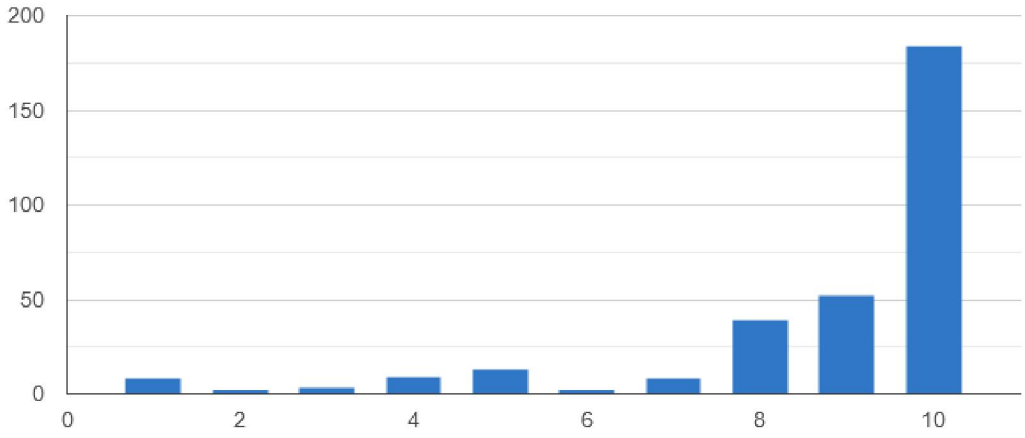
(1) Dislike - (10) Like

Answered	Average	Median
327 (98.79%)	7.57	9



(1) Looks Unsafe - (10) Looks Safe

Answered	Average	Median
320 (96.68%)	8.78	10

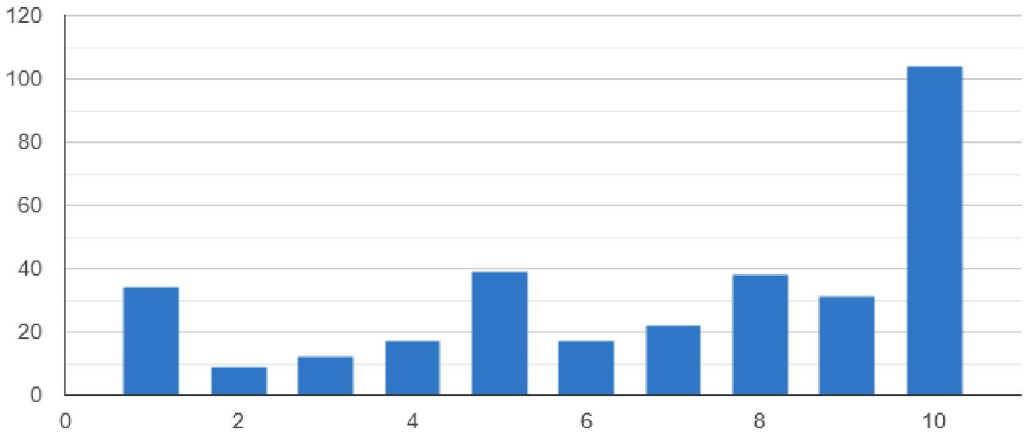


OUTREACH 2 SUMMARY

Question 7 results continued

(1) Too Costly - (10) Worth the Cost

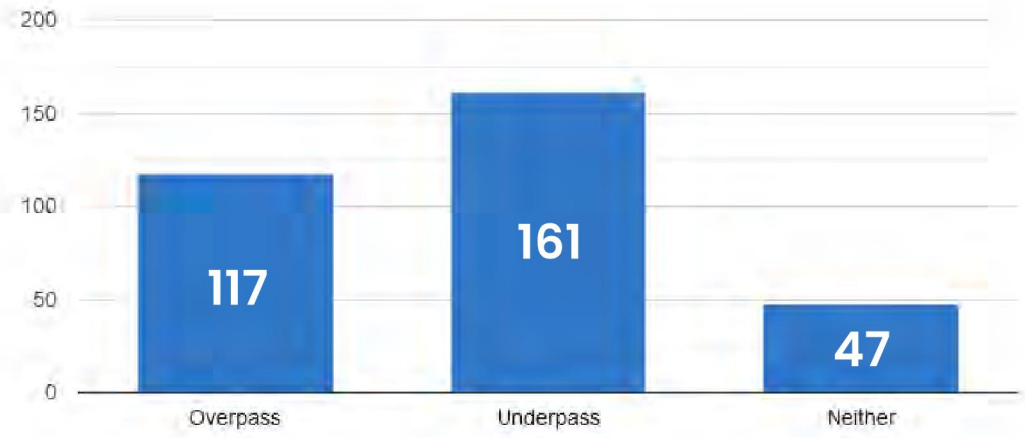
Answered	Average	Median
323 (97.58%)	6.9	8



Question 8 results

8. Do you have a preference?

Answered
325 (98.19%)

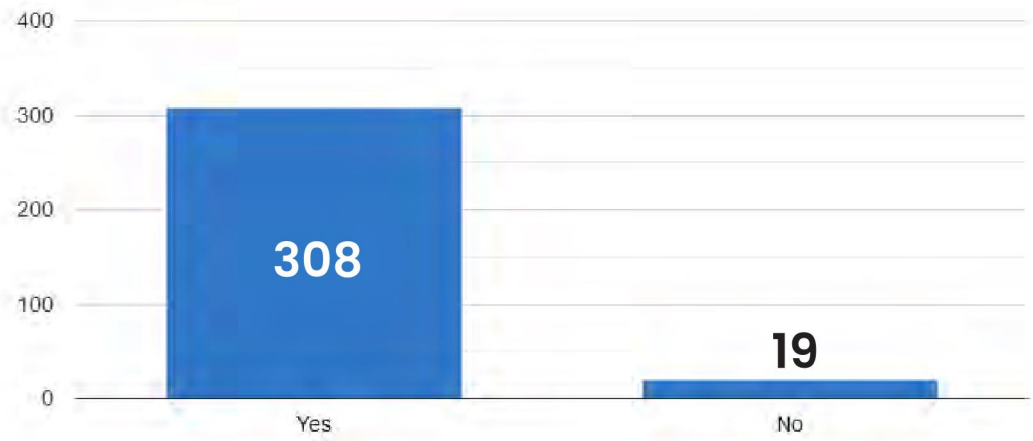


OUTREACH 2 SUMMARY

Question 9 results

9. Do you have experience using other over/underpasses in the valley?

Answered
327 (98.79%)



Question 9b results

9b. Explain your answer:

9b. Explain your answer:	Submissions
Basalt underpass	3
For the airport. Very safe and weather-protected.	3
I use the basalt under pass and el jebel underpass. Super functional.	3
Underpasses seem to flow more naturally from sidewalls/trails and provide less exposure to weather and weather related hazards.	3
Basalt	2
Basalt, aabc	2
Both are safe and effective. If an over pass is more cost effective that makes sense	2
Dark and lots of ice gathers, and water pools	2
El Jebel and Willetts daily! 18 wheelers may have problems with overpass? Make sure underpass is very well lighted	2
Excellent..!	2

OUTREACH 2 SUMMARY

Question 9b results continued

I regularly use other over/underpasses in the valley!	2
I use both in Aspen and Basalt. It depends on the danger of the crossing area for these to be necessary.	2
I use the aspen airport underpass daily	2
I use the underpass at the El Jebel park and ride frequently and am very thankful that it exists. Having to cross highway 82 seems scary, even if the light would signify me as having the right of way.	2
I use the underpass in El Jebel and at ABC.	2
I wish there were no lights and only underpasses for pedestrians and vehicles like the Tiehack /Maroon Creek Club turnoff and on. Traffic flows, pedestrians can move and the system is lovely without an unsightly bridge to interfere with the approach to Aspen.	2
If it's constructed well, I've had use of both under and overpasses and if it has longevity that's what matters to me.	2
The underpass by the Aspen Airport	2
There is an underpass both up valley and down valley from this proposed building	2
This needs to look exactly like the other underpasses in the Aspen area.	2
Underpass! Overpass with primarily winter conditions does not sound safe. Accessibility also hard to implement with overpass. Could create a safer ramp if it were an underpass, because of the slope degree? Crime/safety not typically a concern here, which would be a potential negative of an underpass, but as long as it's well lit and maintained, it should be fine.	2
Underpasses in Basalt	2
We do not have the traffic to justify this expense. Especially before knowing how the lumberyard project will affter traffic and the work that will have to be done to the bike paths and crosswalks at abc, buttermilk and truscott	2
Willits, basalt and eljebel Eljebel feels less safe- too tight getting in and I've heard of conflicts w/peds and walkers. It is also dark and dank. Early design that has been greatly improved at basalt and willits.... I would hate for the over pass to be dismissed for scenic view issues only	2
AABC underpass works well.	1
Airport/AABC - amazing underpass.	1
All of them and I may have built a few	1
Animal overpasses first then we can focus on humans. There are way too many animals being killed on our roads. Let's prioritize our wildlife	1
At Aspen Golf Course	1
At the AABC	1

OUTREACH 2 SUMMARY

Question 9b results continued

Basalt Underpass, AABC Underpass	1
Basalt and Willits and El Jebel underpasses I use regularly. They feel unsafe especially at night. Sometimes drunks or vagrants hang out in there. An overpass would feel much safer to me. I also use the Wingo bridge over 82 which feels safer of course. Also I like the aesthetic of a bridge and don't feel it would negatively impact the view plane in that area - it's right by the airport!	1
Basalt and airport and golf purse underpasses	1
Basalt and the one at the airport	1
Basalt underpass, doesn't disrupt the beautiful RFV Mountain View , safe, clean, well lit.	1
Basalt worked out well, but an overpass feels safer, even in bad weather. El jebel still feels a tad sketchy.	1
Better aesthetic but I always worry about walking through alone as a woman'. Better during winter as stays more clear of snow?	1
Between all the signs, traffic lights and airplanes coming and going at this interaction, the pedestrian bridge is just more clutter and unsightly to the eyes. I prefer to see the natural beauty we are blessed with than concrete, steel, etc. It's the main reason I have lived in Colorado since 1970...for the beauty of the mountains, fresh air, etc. Unfortunately, that is always changing. I live right there off of Harmony Road and I don't know how many people will actually use as it is mostly in the winter months for ski employees/Aspen Ski Company employee housing.	1
Both over and under passes are great in this area. The underpasses can have a tendency to be a little dark at times if they aren't being maintained, and I do like the look of the underpass. Dollar wise, however, I would go with the Overpass.	1
Bridges/overpass are uncovered in the winter and I think the underpass makes sense for our climate and the constant need to keep it clear. Plus it visually is more appealing to the surrounding environment.	1
Despite the fact that hideous people use the underpasses as bathrooms so they always stink like urine, these are far better (more invisible) than overpasses.	1
El Jebel BRT Underpass, Glenwood Springs Grand Ave	1
El Jebel, Basalt and Airport	1
Frequent biker in Aspen.	1
Frequently exit the bus in Basalt and feel very safe using the underpass to get to the Park and Ride. Also is good cover from snow and other elements.	1
Generally an underpass seems great but is sometimes created farther away from the easiest/quickest point a to point b so people generally create short cuts and don't utilize a multi million dollar feature. I think this budget should be combined into the bigger picture of a light rail or other methods of getting people to and from Aspen so that there aren't so many cars carrying just one person back and forth. Timing should also be considered. The main bridge needs work. It would be nice to have one big mess for a year vs. multiple projects year after year creating more delays and frustration.	1
Going up and over feels like far more effort and time than an underpass.	1
I LOVE UNDERPASSES!	1

OUTREACH 2 SUMMARY

Question 9b results continued

I am a cyclist and cover the valley Je to end on the Rio Grande trail frequently. I use many if not all the associated trail crossings before under and over the highway.	1
I bike and walk under the existing underpass by Burlingame and the one at the airport quite often. They're functional and easy. I think the overpass is a lot and isn't a positive, visually, for the area.	1
I bike frequently and use available underpasses.	1
I cross many of them to catch the bus!	1
I crossed 82 at Basalt before and after the underpass was installed. The underpass is much safer and more convenient since I didn't need to wait for the traffic signal to cross.	1
I don't ride the bus weekly but I ride it every two weeks on average and I use the Willits underpass.	1
I drive	1
I enjoy overpass better than under pass i guess i get freaked out too claustrophobic.	1
I frequently use the El Jebel Underpass and the 6th Street Underpass in Glenwood.	1
I frequently use the basalt & el jebel underpasses and have used the truscott, brush creek, and aabc ones. I think there are definitely lessons to be learned. The brush creek underpass doesn't have enough visibility so people don't know it's there. Lighting is super important in terms of comfort and people feeling safe.	1
I frequently use the underpass at the aabc.	1
I have used most of the underpasses in the valley - they are very easy and always feel safe. also do not have to be de-snowed in winter. However, also love the bridge - would be happy with either.	1
I have used other bridges/underpasses in the valley like the bridge in Glenwood Springs.	1
I have used the basalt overpass for the old Snowmass trail I have also used most underpasses from basalt to Aspen.	1
I have used the ones at the AABC, Basalt, El Jebel, Willits and Glenwood Springs on foot and with a bike.	1
I have used the underpass at El Jebel	1
I have used the willits underpass twice, and it seems safe, but isn't the best experience walking through. It is kind of dark and eerie feeling.	1
I like going over the road, not under it. It's more fun.	1
I like the underpasses at the roundabout, Golf course, buttermilk/owl creek, AABC, brush creek, and basalt. I know they were costly and interfered with traffic. The Aspen Chapel and Hoagland overpasses are great and we don't always have to do an overpass.	1
I like the underpasses elsewhere in the valley. Other things to think about in deciding which: which will use less concrete and therefore have less embodied carbon? Which will require less maintenance moving forward?	1

OUTREACH 2 SUMMARY

Question 9b results continued

I like to hike and bike. I use the underpass at the airport and by Truscott frequently.	1
I live at North 40 and use all the underpasses between AABC and Aspen (AABC, Owl Creek Bike Path, Golf Course, Maroon Cr) regularly between commuting, MTB, and walking / jogging. I think underpasses are more approachable, natural, and safe than overpasses. Plus they are less of an impact aesthetically. BUT I honestly think you shouldn't just do a pedestrian underpass for Buttermilk but instead you should find a way to incorporate a vehicular + pedestrian underpass for the Owl Creek / Buttermilk intersection to remove the traffic light from there all together and really help the flow of traffic! In a perfect world you'd do the same thing at Harmony or find a way to move Owl Creek Rd to intersect where Harmony does (Buttermilk could use more parking) and put the vehicular underpass there and the pedestrian underpass at Buttermilk. I understand this gets expensive but why half ass it when this stretch of Hwy 82 is so important to the entrance to Aspen. The reality is the entrance to Aspen doesn't start at the round-a-bout, it starts at the AABC which is where traffic backs up to so there needs to be a wholistic approach to dealing with it looking at the whole stretch from the AABC light all the way through Aspen to Park Ave (where traffic backs up the other way in the summer). Please consider a long term goal of replacing traffic lights on Hwy 82 with vehicular underpasses like the one at Tiehack road and replacing crosswalks with pedestrian underpasses and where it makes sense, incorporate the two together otherwise separate. This should be a 20 year goal phased in over time but make sure we don't waste money on these shorter term project because there isn't a longer term vision.	1
I live at Truscott and use the underpass often.	1
I live at the AABC and use the underpass there, I liked it.	1
I live here full time, and you end up using them to get around	1
I live in Basalt and use the Basalt underpass - it's great!	1
I live near in El Jebel now, used to live in Truscott, work at Buttermilk, and fly in/out of Aspen Airport regularly. I'm familiar with the underpass's at El Jebel P&R, Truscott, and AABC.	1
I mainly use the underpasses as a bike rider. They definitely make for safe crossings of Hwy 82.	1
I often use over passes and underpasses. We need something to make the 8th Street bus stop crossing safer too, though I know there is no room for an underpass or overpass.	1
I often use the underpass that goes from the ABC and goes across the road to the road going up to snowmass and I feel very safe and also no disruptive to busy 82	1
I regularly bike across 82 in Basalt.	1
I regularly bike all around from Aspen to Glenwood. The new Basalt underpass has been amazing. I'm happy with all the underpasses between buttermilk and the city.	1
I regularly bike the underpasses in the area	1
I regularly use the underpass at the Basalt Park & Ride. It's wide and very well lit. There's always a possibility of people throwing things off the bridge onto traffic.	1
I ride my bike around the bike trails that have existing over/underpasses	1
I think the other underpasses in the valley work quite well and most importantly to me it does not obstruct the views of the mountains that surround the area. I feel that if we were to fast forward 20 years more would be pleased with an underpass as they would not even know is there vs if we built an overpass for all to see and be bothered by on our every drive up and down valley.	1

OUTREACH 2 SUMMARY

Question 9b results continued

I think the overpass could suddenly drop large amounts of snow causing driver danger.	1
I think they are safe with the exception of feeling unsafe at night.	1
I think they greatly improve pedestrian and bicycle safety.	1
I travel by bicycle everywhere, every day.	1
I use Truscott, Owl Creek, and the Airport underpasses.	1
I use basalt, el Jebel, maroon, Emma, brush creek	1
I use basalt, el jebel and abc underpasses frequently	1
I use the Basalt underpass regularly. Great improvement from at grade crossing. Much more safe and efficient	1
I use the Basalt underpass, I like it.	1
I use the Basalt, Aspen roundabout, & Owl Creek Rd underpasses. I use the Castle Creek Rd & Maroon Creek Rd overpasses. All good! All safe, all better than crossing the roads. I use these year-round, on foot, bike, & xc skis.	1
I use the Castle Creek bridge underpass, the truscott underpass, and the aspen roundabout underpass often.	1
I use the El Jebel and airport underpasses. They're fine but I don't like the tunnel aspect too much.	1
I use the Willits and intercept lot underpasses regularly. As long as they're kept clean and well lit they're fine.	1
I use the Wingo pedestrian bridge regularly and used to use the Basalt under pass regularly. Like them both.	1
I use the airport one to mountain bike. I use the one in basalt to cross	1
I use the airport underpass and the roundabout underpass on a regular basis as well as the overpass by the roundabout to Prince of Peace.	1
I use the golf course underpass. Although an underpass is a good idea IT IS VERY POORLY MAINTAINED IN THE WINTER. There is always a buildup of ice and road gravel, especially on the south side, which makes it very very difficult to walk through and actually dangerous.	1
I use the one at Basalt on a regular basis.	1
I use the one at the Aspen golf course a few times a year.	1
I use the one by the ABC a lot. Tourists still try to cross the street at the light and it's really dangerous—regardless of what kind of pass it ends up being it needs to have much better signage than what exists today or people will just continue crossing at the light.	1
I use the roundabout underpass frequently. I also use the overpass on maroon creek road.	1
I use the underpass at Basalt. Safe way to cross the highway.	1
I use the underpasses at Truscott, Castle Creek Bridge and some of the other tunnels.	1

OUTREACH 2 SUMMARY

Question 9b results continued

I use the underpasses at el jebel, abc (weekly), and basalt. I actually don't mind the look of the overpass but seems like there could be extra long term costs with upkeep of that against weather, daily cleaning of snow in winter (?), etc vs the underpasses seem a bit sturdier against effects of weather and don't have to worry about people's safety on the overpass itself in the winter weather.	1
I use the underpasses between Aspen and the airport daily. If an overpass would be considered, I wonder the accessibility for disabled people and/or families with kids in strollers, etc to be able to access the overpass. *****Also, VERY curious to know if a sidewalk on the Buttermilk side of the highway would be added from the underpass or bus stop to the Inn at Aspen for Home Team BBQ. I am a ski instructor at Buttermilk and frequently see lost people trying to get from one spot to the other (Home Team/bus stop) along the highway instead of winding through the parking lots*****	1
I use the underpasses by the Aspen roundabout, airport and brush creek road. They are fine, but seem less safe and visible at night. I worry about kids and vulnerable people (disabilities, seniors etc)	1
I use the underpasses up valley all the time. Round about, Truscott, the bike path at owl creek, the airport. Love them all.	1
I use underpasses all the time in el jebel and at the aabc. Always work out for me! I have slipped and fallen down the metal stairs in el jebel and that was super painful.	1
I would go with the least expensive but also the one that would cause less traffic jams when building.	1
I would prefer to walk in the sun than through a tunnel. I lived at Burlingame for years and would have loved that built into my commute rather than the crosswalk.	1
I'VE USED THE BASALT UNDERPASS	1
I've used most of the underpasses off the bus lines. I've used the bicycle/country ski overpass on the trail in basalt.	1
I've used them all on bike and foot. I can't believe there is already an underpass right there but not quite close enough.	1
I've used then biking. They are fine.	1
If everyone in the valley has to adhere to the County's Scenic View Corridor policy, then this project should be not exception. Although the underpass is more expensive, we need to continue our small town character even outside of Aspen. Please continue this vibe!	1
In a former job, I was instrumental in assisting RFTA with land use approvals for the bus stop and pedestrian underpass at Willits.	1
Invest long term in Aspen, saving a few million to build a bridge vs a underpass is short sighted. The underpass is better in the long term for maintenance, too. It also doesn't block the view when driving into town.	1
It is hard to tell where the bus stop is in the renderings, An aerial view of the plans would help with my decisions	1
I've used plenty of the underpasses around the valley as I bike from one place to another.	1
Love overpasses. Underpasses ok too. Build something!!!	1
Mainly the overpass in Basalt. It's safe and convenient.	1
Mostly underpasses by AABC and Truscott	1

OUTREACH 2 SUMMARY

Question 9b results continued

Not only would the underpass be in keeping with the trend in Basalt and Willits, but it would also have less of a visual footprint. The overpass would disrupt views, the underpass is more discreet and practical.	1
Not sure this is the most important bike/ped transportation improvement for the upper valley.	1
Other than at night when underpasses can be scary, I find them a pretty good solution. Locally, I have used them in Aspen and Basalt.	1
Overpasses do make me a bit nervous especially with party goers using them and cars traveling beneath. Surely the underpass is safest and also matches most of the other solutions in the valley	1
Overpasses offer great pedestrian views.	1
Pero en Colombia	1
Protected from weather is better, overpass dangerous ice dump on highway, truck or bus hitting it	1
Regularly use underpasses throughout the Valley and very much prefer separate pedestrian avenues vs street level crossings	1
Ride my bike everywhere	1
Several of the underpasses in El Jebel/Basalt and they just aren't lit enough. Sometimes I think someone is going to jump me, also dirty. So very dirty	1
Several times a year I use the underpasses at Basalt, AABC, and very frequently at Brush Creek. I really like them, they feel safe except at night, and they don't interfere with the views, but they are expensive and it seems like people often don't know they exist.	1
The Aspen Highlands one and I do not feel safe using it	1
The Basalt and El Jebel ones when I use the bus	1
The Bridge is a nice bridge, but as a community we are so vested in protecting the views and feel of the entrance to Aspen; the bridge breaks from that plan. It's a blight on the view of Smuggler arriving into town.	1
The El Jebel underpass is too narrow.	1
The Willits underpass. Works great!	1
The bridge looks great and is a lot cheaper, no brainer	1
The bridge would intercept views towards Aspen mountain as you approach Aspen. People will walk down after getting off the bus but to walk up becomes a mental block and the shortest path (running across the highway) will still occur. I think this is a very important connection that would be used a ton.	1
The one at the Aspen Airport, it works well to get to the bus stop on the other side or the ABC	1
The one in basalt. The one in Glenwood to cross the river.	1
The ones at Willets and airport are very nice. El Jebel is creepy but works.	1

OUTREACH 2 SUMMARY

Question 9b results continued

The only thing with the overpass is the weather. The path to Burlingame seasonal housing is already not maintained very well and is usually solid ice from the main path to the office. Having to maintain another ramp and a very exposed path is going to be a lot more work (that I don't see getting done). In the winter the overpass is going to be more dangerous than the underpass, and that's when it'll be used the most. It also disrupts the view.	1
The over pass at wings is great and seems like the most effective option. Frankly we should have a roundabout at that light, like most 'progressive' places.	1
The overpass has a significant visual impact to consider in this location. Even the most well-designed overpass interrupts the skyline and views entering Aspen. I regularly use the Castle/Maroon underpass running and biking around Aspen, Marolt open space, Castle Creek and Maroon Creek Roads. I also use the Burlingame/Buttermilk underpass to get from Aspen or the AABC to Snowmass on my bike. These are efficient, safe, and do not have a negative visual impact from the highway. I've used the underpass at El Jebel / Missouri Heights road, and it is too narrow, dark and feels a little sketchy! I've ridden over the bridge at Holland Hills, it is easy and efficient. I'm used to seeing it from the highway and doesn't bother me visually, but the views in that area aren't as significantly impacted.	1
The overpass obstructs the view of Aspen Mountain and the beautiful open space of entering town. The underpasses in the valley are great, and are hidden, and are user friendly. The cost is more, but in the long run and for aspen, the extra money spent is a worthy expense	1
The overpass seems to be a good alternative but I think some things would need to be sussed out a bit more. Will it be a roofed structure? How tall would this structure be. I think it would be an interesting place to put a massive welcome to aspen sign and some other information on it but I feel like an underpass is way more safe and it is more commonly used around town anyway so I would say continue with the underground option. The overpass is kind of a blemish in terms of how tall it would need to be and it would really cut out the view of the mountains.	1
The overpass would block the beautiful view driving into aspen.	1
The under passes: Do not obstruct views or height restrict travelers on the road. Are safe for pedestrians and cyclists. Animals are less like to be harmed if encountering a human in an underpass than on an overpass.	1
The underpasses are a great solution that maintain the view corridor. They've worked elsewhere in the valley, and they are the right solution: an overpass is exposed to the elements, and would require either snowmelt or a roof to keep ice and snow from building up. This would be an eyesore or a waste of energy to maintain an accessible path.	1
The underpasses are great and easy to use.	1
The underpasses are often slippery-though visually more appealing, I think an over pass does the trick and is less noticeable icy in the winter.	1
The underpasses in Basalt and Willits are perfect. They're safe, pleasant to walk through, and don't take away from the natural beauty of our home like a bridge would.	1
There are enough underpasses in the valley, I think it'd be nice to have a mix up overpass. Plus the sky over buttermilk is <3, it would be nice to enjoy it the whole walk over.	1
There are several in the area that work well. Underpasses look better and have more functionality.	1

OUTREACH 2 SUMMARY

Question 9b results continued

There are some wonderful underpasses and there are some scary underpasses in this valley. As a woman, I feel safer in an overpass. I know that they require more care in the winter because of the snow and ice, but people can always see me when I am walking across and would know if I was in danger or hurt. In an underpass a video system "might" alert someone watching a camera that something was happening but there is simply no way to have enough cameras to cover the entire area and no one can afford to have someone just sitting around watching live video feeds, without someone watching, video can only be used as "evidence" not used as a real deterrent.	1
They are all great.	1
They both work, either would be a safety improvement	1
They look too far from the down valley RFTA bus stop	1
This project is rearranging deck chairs on the Titanic. It is a waste of transportation dollars that will not increase Bus travel times at all. It is not a mass transit improvement. Stop wasting time and money while ignoring the traffic jam at the entrance!	1
This would be a waste of limited transportation dollars- Fix the Damn entrance to Aspen at Castle Creek!	1
Truscott and Burlingame underpass are really helpful to walk the trails	1
Truscott underpass and El Jebel underpass. The Truscott underpass is ok but the El Jebel underpass is dark.	1
Trusscott underpass when we lived there. Underpass is to costly. When you can install an overpass.	1
Tunnels are creepy.	1
Under passes in Basalt when riding RFTA take out the danger of running in front of cars potentially doing 55mph	1
Underpass at basalt willits eljebel and ABC. The eljebel underpass is dirty and narrow. The others are spacious. They disappear visually. I could see that some people could be concerned with safety of an underpass	1
Underpass is better for our community. Many people could use it biking and running to connect to other trails not only as pedestrian crossing. Or would also be easier and safer in the winter for people with ski boots crossing.	1
Underpass is sketchy. Don't like thought of my girls going under. No one can see.	1
Underpass is the only way to go. Overpass is unsightly. It's Aspen and its $200 million budget. Spend it on the underpass. Everyone wins.	1
Underpasses always , better on the winter .	1
Underpasses are convenient, safe, and out of view.	1
Underpasses are dark and have a dirty and unsafe feeling	1
Underpasses are not only safe crossings but are visually pleasing compared to bridges and remove some of the threats of vandalism from bridges onto the roadway.	1
Underpasses are superior in my opinion as they are weather protected in the winter, provide the same utility and safety, likely last longer with less maintenance over time, and are less of an eyesore in an environment that should have as little vertical construction as possible.	1

OUTREACH 2 SUMMARY

Question 9b results continued

Underpasses get dark and icy in the winter and are dangerous. Also, as a women its dangerous and exposes woman to be attacked. It has happen in the valley already. Do an over pass for sure!	1
Underpasses in winter are creepy.. but this looks pretty good if it will be wide and bright enough.. I like that bikes can use it.	1
Underpasses make me feel way safer. Plus, it would be better not to have an overpass blocking the views as you come into Aspen.	1
Underpasses protect our views, are easier with snow etc, and are consistent with other underpasses throughout the valley.	1
Underpasses seem better/lower impact, but NOT at DOUBLE THE COST!!	1
Use Basalt underpass regularly	1
Use El Jebel and Basalt underpass frequently.	1
Use the basalt underpass often.	1
Use the el jebel and basalt ones regularly	1
Use the overpass to ride the rio grande over the highway near Holland hills	1
Use the underpass at airport.	1
Use the underpasses all the time.	1
Use the willits underpass 5 days a week.	1
Use underpasses near Aspen golf course	1
Used to take the one by the airport several times a week.	1
Very safe and convenient.	1
Visually I think it fits the upper valley better to have an underpass- and should have been done originally during the realignment of Owl creek road. Also, if the over pass is that much, it is worth spending the extra for an underpass.	1
We frequently use underpasses when bike riding. They make bike riding up valley safe and easy to cross 82.	1
We use the one by the roundabout often	1
We use the other underpasses regularly. More often in the summer when we are on our bikes more often.	1

OUTREACH 2 SUMMARY

Question 9b results continued

We use the underpass at the airport, roundabout and at Truscott in summer and winter. I love the ease of use. It makes it much safer to cross when on a bike. The Truscott underpass has a tight turn on a bike as I use it for work to get to houses on that side of the highway. I'd like the turn to be a bit wider and then a path towards the homes and not just to the bus. (if the snow is deep I have to push my fat tire bike.). The Airport Underpass is great. Big and easy to get into with different ramps going up. The roundabout underpass is also great for getting to the schools, highlands and Rec center. Yah! Love it!	1
We use the underpasses in Aspen frequently and really like how they blend into the surroundings and function quite well too.	1
Willits is fine, but a bit scary for women at night.	1
Willits, Basalt and ABC underpasses are excellent. If we had to make a change, go underpass. Otherwise no change is absolutely fine.	1
Yes as a frequent bus rider I often use the underpasses at: Willits, Basalt, Airport, Harmony Rd, Truscott & the kiss n ride by the roundabout	1
Yes, I commonly cross at the airport underpass.	1
Yes, I use almost all the other underpasses in the upper valley regularly during running and cycling.	1
Yes, use them all the time and always feel safe.	1
going upstair of the overpass is too much for me	1
much safer	1
regularly use the one that is most forgot about at the round-a-bout. nothing wrong with it and it doesn't add another unsightly thing to the 82 corridor like all of the other road side sight-line garbage attractions that have made their appearance in the recent decades	1
these underpasses are a disgrace. dirty, scary, don't feel safe and are dark and cold all the time.	1
underpass needs good drainage to keep ice clear for winter bikers (me). I like the underpasses better they flow well but need good lighting	1
underpasses are much more safe.	1
underpasses need to be maintained in the winter. many up valley underpasses are not plowed and/or snow is not mitigated. Snow needs to be removed.	1
use them at Basalt, Willits and El Jebel mostly.	1
willits, basalt, and el jebel passes as well as the over passes near holland hills. they are all effectively but the under passes tend to get vandalized and can be quite icy in the winter	1
works in Basalt, Whole Foods, and El Jebel	1
yes i do but yall need to put on a 8th street in aspen	1

OUTREACH 2 SUMMARY

Question 10 results

10. What is most important to you when evaluating these new crossing options? Please explain:

10. What is most important to you when evaluating these new crossing options? Please explain:	Submissions
Safety	9
Cost	3
I've lived in cities where they made overpasses and people would just cross at the crosswalks anyways. It added too much perceived time to go up, over, and back down. If the city went with overpass I think it would have to be designed in a way that didn't take people out of their way. I think the underpasses would be better utilized.	3
Pedestrian safety	3
Price/convenience/longevity	3
SAFETY	3
The less obtrusive to the topography and view, the better.	3
Accessibility and longevity.	2
Bridge looks horribly ugly. Literally every crossing near Aspen is an underpass, let's keep it the same	2
Cost, and as I said, large hand held stop signs to carry. When one is crossing with the light like they do in Canada would work very well and not cost millions	2
Cost, safety and traffic efficiency. Also, how long and disruptive will construction be? I would prefer the least disruptive in terms of traffic. That area is already a horrible choke point for traffic so if one option creates less disruption to traffic flow that's preferable.	2
Ease of use, cost	2
Everything is at its place.!!!	2
How the path fits with the natural look of its surroundings. An underpass is hidden. The bridge is ghastly.	2
Lower cost, impact on the environment	2
Overpass looks dangerous	2
Price to the community	2
Safety and cost	2
Safety and cost effective	2
Safety seems most important. I like the idea of making traffic more time efficient as well. If pedestrians aren't able to use the cross walk, it seems like that would improve traffic time which makes everyone happy.	2

OUTREACH 2 SUMMARY

Question 10 results continued

Safety, value, aesthetics, form fitting function	2
Safety. I much prefer underpasses because overpasses are unsightly.	2
The height of the overpass does not appear to offer enough clearance for trucks and interferes with the appearance of the entrance to Aspen and Buttermilk Ski area in a negative way. The underpass would be a better alternative for pedestrians, bikes, and funneling wildlife. It also offers more shade for summer months and blends into the landscape.	2
They're both safe options. I like the underpass option a bit more though.	2
1) Safety. 2) Impact on views.	1
1) ped safety 2) viewshed 4) design 5) feasibility 3) cost	1
Aesthetic, safety, ease of use, cost lastly. I feel lucky to live in a community that prioritizes walking & biking trails and amazing public transportation. While my cost of living and taxes feel high for just a normal worker, if it's going towards community improvements we all use like this dangerous Buttermilk intersection, we gotta send it on improvements. I'd Love if the private jets paid for this somehow.	1
Aesthetics and costs	1
Aesthetics for community and function	1
Aesthetics, ease of access.	1
Animals	1
Are there any options to not build anything? Keep it the way it is? That would be best.	1
Are they bicycle friendly? Can they handle a decent volume of pedestrian use.	1
As a woman, I feel safer with an overpass than an underpass.	1
Avoiding dark tunnels	1
Balancing cost, disruption to 82 commuters, and impacts to users of the AABC trail. IMO, the overpass is better on these metrics. But I support either response.	1
Both are safe and efficient options so the next priority would be aesthetics. Since there are very few overpass precedents on HWY 82 and the underpasses appear to be successful it's unlikely that CDOT would entertain an overpass so let's focus on getting the underpass done!	1
By doing an underpass it would help not have it be a concern for oversize vehicles entering or leaving Aspen for deliveries or construction.	1
COST AND CONSTRUCTABILITY	1
Cleanliness - Basalt is so much better than El Jebel, lighting, entrances	1

OUTREACH 2 SUMMARY

Question 10 results continued

Closest and quickest access from point a to b. Snow removal from an overpass would probably be a nightmare. The underpass naturally stays pretty clear of snow. Offers relief from rain and sun.	1
Connectivity. They must be the easy alternative. If people find it easier to just walk across the highway at the intersection, they will. Make sure they provide enhanced connectivity to buses and the ped/ bike paths, so people have an easy and attractive alternative transportation option.	1
Cost and construction inmpact to highway 82	1
Cost and disruption to traffic are the biggest factors for me to favor a bridge. I would enthusiastically support either option over the current crosswalk though.	1
Cost and impact on traffic	1
Cost more than anything because they both will satisfy the safety concerns.	1
Cost to build vs cost to maintain, what's the better long term solution for the community vs quicker cheaper fix, how do overpasses hold up in other snowy places?	1
Cost! We already have what we need!	1
Cost, ease of use.	1
Cost, pedestrian safety.	1
Cost, safety and ability to install without problem.	1
Cost, safety, disruption to the views. In that order, I think that when they are done well, they are both equally safe, but overpasses appear safer, especially at night, especially for women and children alone. I hope the overpass if that ends up being the option is purposefully, made to be beautiful because it will end up being one of the first things you see when you come into town. I still can't believe how incredibly ugly in Maroon Creek bridge is!	1
Cost. an underpass at the Buttermilk location is way to expensive.	1
Costs, impact of construction, how much will it actually be utilized. The underpass that was built next to Truscott Place many years ago is rarely used and I mean rarely, and we spent tax payers' money for what.	1
Crossing to and from Buttermilk, I think it's important to be realistic about whether people in ski boots will really traipse up and down a step of stairs in order to use a bridge. It would also have to be quite high to accommodate the large trucks that use this highway. More likely, pedestrians would jaywalk. Conversely, because there are underpasses in the vicinity, users are more attuned to using them than bridges.	1
Disruption during construction. There is already enough going into on to slow traffic. I believe the overpass would be significantly less disruptive.	1
Disruption to traffic while under construction. A bridge should be far easier to build in less time.	1
Do you even have $11 million? Is the demand great enough to justify these costs? What is the opportunity cost? I imagine there are other local programs and projects that would be a higher priority for $11 million plus interest costs. Even if the funds for this project would come from a federal or CO capital grant, does the region have other projects that might be more reasonable? Also, are there cheaper "paint and pliers" options for making a safer at-grade crossing?	1

OUTREACH 2 SUMMARY

Question 10 results continued

Ease of use. The underpass with ramps seems easier to use both winter and summer. Plus it wouldn't need to be shoveled in the winter versus the overpass.	1
Easy of access and placement, otherwise people won't walk far too use it.	1
Either one is better than the current situation	1
Esthetics, protection from elements. Keep in mind the underpasses often get very icy during winter. I feel there would be additional downsides to the overpasses due to weather constraints, too.	1
Feeling removed from the road	1
Freeing up the traffic on Hwy 82	1
Getting something done	1
Having one! Will take anything over what's there now.	1
Honestly I would much rather you take these funds to add lanes to the road starting at the Buttermilk merge all the way into Aspen. It's a huge problem, much bigger than pedestrians crossing at Buttermilk.	1
I don't like that the overpass blocks the view of the mountain :(especially when there's a different option	1
I hate that the overpass would block the view. I think both the Buttermilk light and Truscott light should have underpasses. It will better match the existing under passes at Harmony Road and at the Roundabout and they won't block view.	1
I like how the underpass is hidden. The underpass west of Owl Creek road could have accomplished both	1
I prefer the underpass based solely on aesthetics. There is only one other major overpass bridge along Highway 82, in Basalt, correct? A large overpass bridge at the entrance to Aspen sets an entirely different tone and feeling for Aspen than a subdued underpass.	1
I support whichever is more likely to be built in the near future. I do not support doing nothing.	1
I think any way to get pedestrians across the street safely would be beneficial for all. It could also help with traffic as the lights would not change as often as they do currently when pedestrians push to cross	1
I think the overpass would be a massive eyesore in the valley and feel like too much infrastructure in such a rural area with barely anything else that tall, especially in that spot.	1
I think the underpass is more aesthetically pleasing and during icy weather in the winter it will be a safer crossing option.	1
I would suggest an underpass from Buttermilk and under Owl Creek road and linking to the current underpass under HWY 82 that is closer to the airport property/Harmony Road. I also think allowing busses to pass through the light at Harmony could be unsafe as many drivers already blow through that light.	1
I would support a tasteful overpass if it (1) reduced impacts to vehicular traffic during construction (2) was substantially more cost-effective and (3) was considerate of scenic views.	1
If it provides safety and convenience benefit to the people using them.	1

OUTREACH 2 SUMMARY

Question 10 results continued

If it's necessary	1
Impact on usage and current view-scape	1
Impact to wildlife and overall safety. That intersection is a busy one and having people up and down the bridge looks busy. I would be concern about kids going up and down on bikes as well. Underpass seems safer for all. Including wildlife. Ps: when are we going to have a green overpass across the highway for wildlife so people stop running over deers. The amount of dead deers this season was unbelievable.	1
Improve ped/bike safety Reduce wait times at stop lights to improve traffic flow Concern with visual impact of overpass Crossing needs to be at the intersection Would also be great to coordinate Harmony and Owl Creek lights to improve highway traffic flow.	1
Improve traffic flow	1
Improving safety at that crossing	1
Integration into the area, landscape and view plane, as well as cost.	1
It is not needed as far as I am concerned.	1
Keeping the natural look of the area free of bridges. The underpass is easier for people when the weather is bad, ie snow, ice, wind, etc	1
Life safety, aesthetics. Underpasses much less visually obtrusive than overpasses. Also provides better accessibility for non-ambulatory community members.	1
Long term design aspects for everyday use/interaction.	1
Long term viability.	1
Looks over the next 15-20 years.	1
Low impact construction would be preferable and important	1
Minimizing the presence of such structures to focus more on the natural beauty around us. Doing so while creating a safe public walkway is the ideal solution.	1
Most important is of course safety with visual impact a strong second. I have more experience with underpasses & feel safe crossing Hwy 82. An overpass at Buttermilk would look out of place and not consistent with all of the other underpasses up valley.	1
Need, cost, look	1
No need to spend this kind of money. Overhead pass is too much visually for our small valley.	1
Nothing - just something needs to be done.	1
Number 1 is pedestrian/bike safety, which both options would provide. Important considerations are easy access on a bike and on foot, and mitigating visual and land use impact on the surrounding area. Cost is always a consideration, but we love mitigating environmental, visual/aesthetic, and noise impacts in our valley!	1

OUTREACH 2 SUMMARY

Question 10 results continued

Number of people using it.	1
Open air	1
Opportunity cost - would this money be better spent bridging the intercept lot to the Rio Grande an then again from the Rio Grande to the AABC. Add a couple We Cycle stations in the area and you may be able to relive congestion from the intercept lot all the way to Aspen, not just around Buttermilk.	1
Our valley has such a beautiful open view of mountains, trees, sunrise/sunsets. Don't disrupt that with a overpass. I drive to Aspen every day for work and admire the views every single day. Overpass gives me Denver / city feel.	1
Overall safety of the public (vehicular, pedestrian and bicycle traffic). Evaluating projects side by side that will provide the most increase to public safety for a given amount of money.	1
Overpass is an EYESORE to such a beautiful town!	1
Pedestrian Safety is a major concern	1
Pedestrian safety and improving traffic flow	1
Pedestrian safety.	1
Pedestrian/car interface. So scary to have people crossing when so man drivers run lights!!	1
People not dying.	1
Practicality and aesthetics. We love this valley mostly for the natural beauty. If we can create infrastructure to work with, and enhance the natural landscape- we should do so.	1
Preserving scenic values and preserving the ability of CDOT to widen Highway 82 in the future and potentially install a roundabout at the Owl Creel/82 (Buttermilk) intersection.	1
Preserving views and less street clutter. I know we have to play well with CDOT and all of their requirements for signage, lighting and road widths, but we need to really impress on them our standard for small town character. Whatever signage can be controlled by City of Aspen and Pitkin County should be reevaluted with regard to size and style, and more specifically if needed at all.	1
Price	1
Protect our views! Everyone else has to adhere to the County's Scenic View Corridor overlay.	1
Resources taken to build, time taken to build.	1
SAFETY, aesthetic, and then price.	1
Safe for younger children	1
Safety & aesthetics.	1

OUTREACH 2 SUMMARY

Question 10 results continued

Safety - we need to provide safe access across 82. It is only getting busier and with weather conditions and people not used to driving in the mountains, it raises big concern for pedestrians.	1
Safety and Accessibility	1
Safety and a crossing that the most people will use.	1
Safety and accesible. Also separate places for bike/ pedestrians	1
Safety and accessibility	1
Safety and accessibility over price.	1
Safety and comfort for pedestrians	1
Safety and convenience. I think both options address both these things, so I would go with the cheaper option.	1
Safety and cost. See comments above about safety. The fact that the cheaper option is more safe makes it a no brainer. See above comment about aesthetics of an overpass. Thanks!	1
Safety and efficiency for pedestrians and drivers. If the costs are that close the underpass should be the no brainer.	1
Safety and efficiency.	1
Safety and efficient infrastructure. Although estimated cost for either plan seems suspiciously high.	1
Safety and function.	1
Safety and getting it done quickly with minimal road delays	1
Safety and view of mountain	1
Safety and viewplanes. I don't think cost should be an impediment to this project. It will only get expensive the longer we wait. Underground crossing have been utilized in many parts of the valley and I think they are more appropriate.	1
Safety first, then it's affect on the ascetic of the area. I believe that an underpass will be less disruptive to the ascetic of the area, and will not pose any additional risk to over-height vehicles.	1
Safety for all.	1
Safety for crossing pedestrians and maintenance of them. View/visibility.	1
Safety for pedestrians and drivers alike. Maintain unobstructed views of the valley.	1

OUTREACH 2 SUMMARY

Question 10 results continued

Safety for pedestrians, appearance, improvement in traffic flow	1
Safety is most important is imperative to get out of the reactive positions and prevent instead of waiting for a fatality to take action.	1
Safety of getting across the intersection and the user experience of going over or under the intersection	1
Safety!	1
Safety, convenience	1
Safety, ease of use	1
Safety, ease of use, and I prefer the underpass because it doesn't impede the view of these beautiful mountains we are lucky enough to call home	1
Safety, speed and access to what I want to access	1
Safety, time, landscaping	1
Safety, visual impact, and the probability of people using them over the crosswalk. I think the overpass has visual impact and probability of people using it going against it. While it looks nice enough on it's own, it's really impacting the view. Also, people aren't going to want to go up and over that bridge in ski boots after a day of skiing or after biking sky mountain/brush creek, etc. Even if it's not more of a increase in elevation, it seems like it is. I would really emphasize connectivity between the downvalley bus stop and the crossing as well. The closer it can be to the intersection the better.	1
Safety, whichever provides the safest route for pedestrians	1
Safety.	1
Safety: I don't want to be hit by cars but I also don't want anyone unwell to take advantage of the overpass/underpass	1
Safty	1
See answer above	1
See previous answer... i think there should be a longer term goal to streamline the whole entrance to Aspen from AABC light through town. This should be a long term 20-30 year plan. Start with the bigger picture plan before starting any work like the Buttermilk pedestrian over or underpass to make sure that any work done along this corridor aligns with the longer term plan. I think that by eventually replacing all these lights and crosswalks with underpasses along with some sort of solution for the final mile into town is the only way to help mitigate the traffic and associated pollution issues of that many cars idling for that long. So my vote is underpass but only after some sort of longer term plan of the whole entrance to Aspen is developed.	1
Snow In the winter... I love the over pass but the underpass May be better for winter	1
Snow and ice, the willits underpass develops ice on the down valley side	1
Something that is cost effective. Spending 8-17 million dollar on a relatively nonexistent problem is irresponsible. People can use the cross walk just like other intersections.	1
Speed in which you can get something in place.	1

OUTREACH 2 SUMMARY

Question 10 results continued

The amount of utility rerouting for an underpass is quite extensive, and bridges are cool	1
The cost and roadway impacts to build the underpass should make it a no go	1
The cost benefit analysis. I think its important to weight the project price tag against the incremental improvement in safety and transit connectivity.	1
The most important aspect is always safety. Do not put the overpass or underpass too far from the Buttermilk bus stops - otherwise people will just cross the road anyways in order to run to their bus. Make sure it is close enough that they can cross and get to the bus stop on the other side efficiently. A lot of people who ski and then leave Buttermilk at the end of the day run across the road to catch the downvalley buses. If the underpass/overpass requires them to go "out of the way" they aren't going to use it.	1
The most important elements to consider when evaluating these crossings is how will they best function for all future uses. The throngs of guests coming and going from the X-Games, the cyclist, the skiing family and where is the best positioning for these underpasses/bridges. It blows my mind that there is a little used underpass 1000 feet away from this to service Owl Creek Trail. Why these 2 different needs weren't brought together then leaves the community at a loss.	1
The most important factor is the impact or opportunity for bikes and pedestrians. Which option minimizes grade change? On the north side, it seems a bridge would be best while on the south side a bridge would trigger a long ramp. Bikes and pedestrians in ski boots want the easiest and most direct route. Is that a bridge or an underpass. I am less concerned about the visual impacts and trust either could be implimented in a tasteful way.	1
The most important is not to damage / obstruct the beautiful view of The Valley . We have the money , let's do underpass	1
The most important thing is dragging my kids and their gear up or down. I like the underpass because I think it would be easier to get my kids and their gear through it. It would also be protected from the weather. My only concern about the overpass are trucks hitting it like they did on the Castle Creek over pass. Hopefully truckers will remember to put down their beds! Anything is better than what we have now!	1
The most important thing to me is always the building materials that such a bridge/underpass would be made of, and how strong and long-lasting it would be. A lot of reinforced steel and concrete is always the way to go! I love this valley and Aspen but also wish that just like in Europe our houses would be made of better and stronger more soundproof materials than just wood WOOD WOOD and more WOooood! I am grateful and always thankful for where I live and what I have, however, my opinion will always stand firmly on steel and concrete and other sound-detaining technologies and I hope that one day there will be a way to add more soundproofing materials into our units even if this costs money!	1
The over pass blocks the view and makes the area feel more cramped.	1
The over pass costs less, and will be less intrusive to build. It also will help pedestrians and bikes and be less creepy than the tunnels. Don't know if engineering is possible, but a canopy over the bridge might help	1
The overpass is an interesting architectural feature, and allows pedestrians to stay in the sun and not go underground or be dripped on by rain and snowmelt	1
The vibe. Safety, underpasses I've always felt safe here but they're a bit dungeon-y. Overpass is cheaper too so hey.	1
The visual aesthetic is very important to me, which is why I far prefer the underpass option as it is hidden and does not block sight lines.	1
There are no crosswalk bridges, no need to start now	1

OUTREACH 2 SUMMARY

Question 10 results continued

There is always a falling risk with bridges, or people throwing rocks at cars from the bridge. An underpass always has risk of flooding and vandalism. I feel the underpass is safer than the bridge, but I feel the bridge would be faster to put up. The price of the bridge makes it alluring.	1
This money would be much better spent elsewhere. This is a classic case of an unnecessary idea being driven forward at all costs. The city is treating transit connectivity at the Lumberyard with nowhere near the level of concern it deserves.	1
Through traffic. Straight shot from drop down and cut and cover tunnel at round about. Look at Zell am Zee in Austria. Otherwise don't bother.	1
Timing. Do it soon	1
Traffic, ease of crossing a busy highway and the safety of the overall intersection.	1
Underground, wide enough for natural light, maybe some skylights or open air holes in the roof of the underpass	1
Underpasses can get super icy and flood (depending on where they are). Overpass is the way to go in my opinion.	1
Useability, aeshthetics and cost, in that order	1
Utility and appearance	1
View plain for tourists and locals when entering Aspen	1
View plane. Either of the solutions would work. I would like to keep the view of the mountain unobstructed.	1
View shed, cost, safety, beauty.	1
Visibility while using crossing option. I don't like underpass difficulty seeing anyone in underpass before I'm in it whereas overpass visibility is much easier and feels much more safe	1
Visual impact and safety	1
Visual impacts and feelings of safety. I think the visual impacts are too large to justify the overpass option.	1
Visual impacts. Overpasses are ugly.	1
Visual. Overpass blocks view of Aspen Mountain traveling up valley. Underpass is more weather protected.	1
Visuals	1
We have the money to do an underpass. Would rather that than the bridge over the highway, which is not as visually pleasing	1
Which city department would be in charge of keeping it clear, proximity to bus stop, stairs that are just plain stupid.	1
Which one is quicker to complete? Which one will cause the least amount of road construction & disruption?	1
While driving on the highway, you don't even realize how many underpasses you drive over. It's better visually as well. In the unlikely circumstance that a super tall structure needed to pass through on a semi, it's easier work to dismantle stoplights compared to the permanent restriction a bridge places on the highway	1

OUTREACH 2 SUMMARY

Question 10 results continued

Who is paying for it, hopefully the tourists and fourth home owners of aspen	1
Will the Ski Company pay for the pedestrian crossing for their Skiers? Buttermilk Skiing in the winter is the Only reason for folks crossing the highway there. Re-arranging Deck chairs while ignoring what really matters.	1
Will the state pay for this 100%? Will the Skico pay for this? If not- why use th Pitkin Transportation dollars that ARE Needed to ever fix the entrance to Aspen! I ETA effects tens of thousands of peoples travels every day-Year Round... Not just the 4-5 months of SKico business at Buttermilk- and they aren't supporting this project with any- $$$. Get your priorities straight!	1
Winter use. Overpass seems too exposed to conditions	1
With out coverage snow and ice will make crossing dangerous. Getting out of the weather is a plus on a blustery day and provides a safer place to cross. Definitely vote for underpass!	1
Workers (and even visitors who have taken the Snowmass bus to the stop across the highway from Buttermilk) trying to cross the highway in ski/snowboard gear and also carrying gear (ski boots + skis/boards). An overpass would likely have stairs or a very steep hill to climb, whereas an underpass (seems to me) would be a much more gradual sloping for workers and visitors alike who are trying to get to the mountain with gear. Also for bikers in the summer maybe ?? I am not sure what the upkeep would look like with both options with fresh snow in the winter—without knowing, my assumption would be that an overpass would either have to be shoveled onto the highway (not safe or ideal for a busy road) or build up all winter, which would make the pathway along the bridge very slick and also unsafe. Again I know I don't know if my assumptions are true so if there are other solutions to these barriers, it would be helpful to know what those are in these plans/renderings	1
closeness to existing rfta stops	1
community character, safety,	1
construction time and disruption to traffic (pedestrian and vehicle)	1
cost, length of time traffic will be impacted during construction.	1
enjoyment, connectivity getting out of the car and enjoying the mountains	1
impact on drivers trying to get to town and choosing the least expensive option. Would it be better to just put more lights for crossing - a button that could be pushed?	1
love then but we need one at 8th street in aspen for all the people crossing both way	1
made it look as un-disturbed as possible. everything the valley put in along 82 makes the corridor more congested looking and feeling and really has removed alot of the visible beauty as you drive up valley.	1
make sure to keep everything as low mobility/ disabled friendly	1
overpass: need excellent design, fitting in well with the surroundings and sight lines	1
safe and easy Accessibility throughout the year. This is something we do not have with the golf course underpass.	1
safe for kids	1
safe sight lines, bike share accommodation, easy connectivity to transit without having to go out of the way.	1

OUTREACH 2 SUMMARY

Question 10 results continued

safety	1
safety - overpasses are quite icy in the winter when it gets used the most.	1
safety and aesthetic.	1
safety and appearance	1
safety and cost	1
safety and price. Impact to adjacent trails and trail connections,	1
safety, ease of use, preserving viewsheds	1
safety-time to complete	1
that they are away from cars and provide safety.	1
those is make sense ? i think it does. it is a busy light with many people turning and its also a bottle neck point for traffic. maybe in the future peopla can park at butternilk for free and they can commute to town via bus or bike and reduce cars coming in. (intercept) its too far and not well connected for riders/ commuters	1
true added benefit to users, impact on traffic, visual minimalism, cost to city/taxpayers	1
underneath pass would not kill my knee	1

AGENDA ITEM SUMMARY

EOTC MEETING DATE: June 29, 2023

AGENDA ITEM TITLE: 2023 Work Plan Updates

STAFF RESPONSIBLE: Linda DuPriest, Regional Transportation Director

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ISSUE STATEMENT: This memo includes key updates on projects from the 2023 Work Plan.

A. Snowmass Regional Transit Analysis
At the April 6, 2023 EOTC meeting, Mark Warner of Warner Transportation Consulting and Sam Guarino, Transportation Director for the Town of Snowmass Village presented the findings from the Snowmass Regional Transit Analysis. The next step was to work with RFTA on a cost estimate and feasibility analysis of increasing direct summer service between Aspen and Snowmass. Sam Guarino will present the results of the cost/feasibility analysis.

B. Snowmass Transit Center
Sam Guarino will update the EOTC on the status of the Snowmass Transit Center project. EOTC has set aside $6,000,000 towards a transit center project.

C. Brush Creek Park & Ride
An update will be given on the status of the construction project, which began May 8, 2023, including public outreach efforts.

D. New Castle Creek Bridge
City of Aspen Deputy City Engineer Pete Rice will provide an update on the New Castle Creek Bridge study.

E. HOV Lane Enforcement
The Hwy 82 HOV Lane was discussed at the April 6, 2023 EOTC meeting, where it was agreed that following the Pitkin County legal determination that EOTC funds cannot be spent to enforce motor vehicle laws, staff would not pursue HOV lane enforcement at this time. Staff was directed to conduct additional research on best practices for HOV lanes, including optimum lane configuration, the state's regulations for # of passengers in a vehicle, right lane vs. left lane, and other details. Staff will report back at the August 31, 2023 EOTC meeting.

F. Permanent Automatic Vehicle Counters
Staff will give a status update on the project to install permanent vehicle counters at six locations throughout the upper valley. Pitkin County Public Works and Telecommunications staff are beginning a trial with three technology providers. The trial will begin later in June, with results and recommendations presented to the EOTC at the August 31, 2023 meeting.

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

June 20, 2023

AGENDA ITEM:

Council Engagement Efforts to Foster Community Connectivity

PRESENTED BY:

Greg LeBlanc, Assistant Town Manager
Clint Kinney, Town Manager

BACKGROUND:

Increase Community Engagement to Foster Emotional Connectivity is a key priority for the Town of Snowmass Village Town Council. Public participation is an essential component of government processes. It allows the Town to convey important information and opens avenues of communication with stakeholders to both listen and promote a transparent, equitable form of government.

The Town Council has expressed a strong desire to have more community members in Snowmass Village be involved in Town projects and plans. Providing more opportunities for involvement of residents and stakeholders in the community will help overall engagement.

The Town of Snowmass Village provides residents with numerous formal avenues to engage with their local government. Public information is consistently shared with the community and feedback is received in the form of requests, inquiries, complaints, and input.

This Town Council has set a goal to continuously look for new and better ways to foster community engagement and foster emotional connectivity. The intent of this discussion is to understand more specifically how the Council wants to achieve elements of this goal. Public engagement can and should occur in many ways and may cover any number of topics relevant to a wide variety of stakeholders.

Staff is recommending a mix of new, existing, small-, medium-, and large-scale engagement events.

An engagement program could launch with the following frequency and scope of events:

Small-scale Engagement Events – Small-scale engagement events include:

- *Coffee with Council once every other month*
- *Council Buys Beer once every other month*

Staff would advertise a meeting location each month at a local business alternating between each commercial node. This event would provide an informal opportunity to meet and discuss issues with the Council. There would not necessarily be a formal agenda. Topics would be driven by the individuals that showed to the meeting.

Medium-scale Engagement Events – Medium-scale engagement events include:

- *Winter Après Event*
- *Summer Meeting with PTRAB*

These are existing events and could be expanded beyond the current part-time resident focus to include a wider swath of the community.

Large-scale Engagement Events – Large-scale engagement events require more resources than other types – time, money, staffing:

- Thanksgiving Community Potluck
- Annual Boards & Commission Dinner
- Town Clean-up Day
- Town Picnic

The idea of a Town picnic has been discussed multiple times. Staff would need some clarity on the desired time of year, size and location of the proposed event.

Understanding the importance of this Council goal, feedback and direction is needed from the Council to be able to implement a high quality and successful engagement program.

It is likely best to start with the new small-scale engagement events. If the Council agrees, staff can use this meeting to set preferred dates/availability. Of course, if there are other ideas or programs that need to be explored, staff are prepared to take that feedback and act on it as well.

FINANCIAL IMPACT:

Minimal financial impact. Support for this program as described fits within budgeted amounts for community engagement.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

Town Council Goal # 3) states:

> Increase Community Engagement to Foster Emotional Connectivity
> The Council will strive to increase effective community engagement to foster relationships, emotional connectivity and to protect community character. The Council will protect the community's character by ensuring that public amenities, events, facilities, and services enhance and meet local community needs and interests.
>
> A sense of community is created through meaningful connections and a welcoming atmosphere. These types of connections are critical. Knowing that a variety of issues (especially increased housing costs) are negatively impacting the community, the Council will find ways to have all residents and guests be more committed and emotionally connected to the Village and our community. The Council desires to build community among all long-time residents, new residents, part-time residents, and guests with the goal of everyone feeling comfortable, welcome, and engaged in the Village.
>
> This Town Council is focused on offering a variety of opportunities to receive feedback, create connections, and listen. It is imperative to expand citizen access to the Council thus elevating community conversation, collaboration, and emotional connection to the Village.
>
> The Council desires to maintain high quality communications with its citizen Boards and Commissions. The Council will do this by asking for guidance and feedback from them. The Council will explore a change to the Town Charter to allow Councilors to serve as *ex-officio* members of Boards and Commissions.

COUNCIL OPTIONS:

Town Council may direct staff to move forward with scheduling the small-scale engagement events as described, reflecting the availability of Council to attend.

STAFF RECOMMENDATION:

Staff recommends that Town Council share availability for attending small-scale events such as *Coffee/beer with the Council.*

ATTACHMENTS:

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:
June 20, 2023

AGENDA ITEM:
Executive Session

PRESENTED BY:
Clint Kinney, Town Manager

BACKGROUND:
The Town Council has reason to convene in executive Session. To convene in executive session, state law requires that the specific motion written in staff recommendations section requesting the executive session be passed with 2/3 of the governing body voting in the affirmative for said motion.

FINANCIAL IMPACT:
N/A

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:
N/A

COUNCIL OPTIONS:
Convene in Executive Session
Choose not to convene in Executive Session

STAFF RECOMMENDATION:
Town Council will now meet in Executive Session pursuant to C.R.S. 24-6-402(4) and Snowmass Village Municipal Code Section 2-45(c) for the following purpose:

For a conference with the Town Attorney for the purpose of receiving legal advice on specific legal questions pursuant to C.R.S. 24-6-402(4)(b) and Snowmass Village Municipal Code Section 2-45(c)(2), more specifically related to: TOSV v. Krabloonik (2022CV030110)

Provided, there is an affirmative vote of two-thirds of the quorum present at this meeting to hold an Executive Session and for the purposes of considering the item above. Provided further that no adoption of any proposed policy, position, resolution, regulation, or formal action shall occur at this Executive Session.

ATTACHMENTS:
N/A