



Town Council
Monday, July 15, 2024
4:00 PM

130 Kearns Road
Town Hall, 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

3.A. Aspen/Pitkin County Airport Update - Dan Bartholomew

[3A Airport Update - Dan Bartholomew Airport Director.pdf](#)

[3A 2 - Airport presentation.pdf](#)

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. Town Council Draft Agendas

[5A 2024 Agenda Overview.pdf](#)

5.B. Minutes for Approval

[5B 07-01-24 TC Minutes - DRAFT.pdf](#)

5.C. Resolution 17, 2023 - Extending existing Black Hills Energy Franchise Agreement

[5C 1 Agenda Item Summary - Temporarily Extend Natural Gas Franchise.pdf](#)

[5C 2 Resolution 17, 2024 - Extend Gas Franchise.pdf](#)

6. PUBLIC HEARINGS - QUASI-JUDICIAL HEARINGS

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

7. POLICY/LEGISLATIVE PUBLIC HEARINGS

8. ADMINISTRATIVE REPORTS

8.A. Update RE Connecting the Village Nodes

[8A Agenda Item Summary - Connecting Village Nodes Update.pdf](#)

[8A Attachment A - Existing Conditions Report.pdf](#)

[8A Attachment B - Alternatives Memo.pdf](#)

[8A Attachment C - Stakeholder Feedback.pdf](#)

8.B. Update RE Owl & Brush Creek Roundabout

[8B Agenda Item Summary - Owl and Brush Creek Road Roundabout Update.pdf](#)

[8B 2 Exhibit A - Smass Roundabout Rendered Views.pdf](#)

[8B 3 Exhibit B - Roundabout 60% EOPC Memo.pdf](#)

8.C. Review 2024 Mall Transit Station Concept Boards

[8C Agenda Item Summary - Mall Transit Center Public Outreach.pdf](#)

[8C 1. 2024-07-10 Phased Approach.pdf](#)

[8C 2. 2024-06-12 2024 Two Level Design.pdf](#)

[8C 3. 2024 Incremental Improvements.pdf](#)

[8C 4. 2022 Project.pdf](#)

9. TOWN COUNCIL REPORTS AND ACTIONS

Reports and Updates

10. ADJOURNMENT

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

July 15, 2024

AGENDA ITEM:

Discussion with Airport Director Dan Bartholomew

PRESENTED BY:

Clint Kinney, Town Manager

Dan Bartholomew, Aspen/ Pitkin County Airport Director

BACKGROUND:

Council requested update regarding the Aspen Pitkin County Airport.

STAFF RECOMMENDATION:

This is a discussion only. No action is needed.

ATTACHMENTS:

None



TOSV

Airport Update

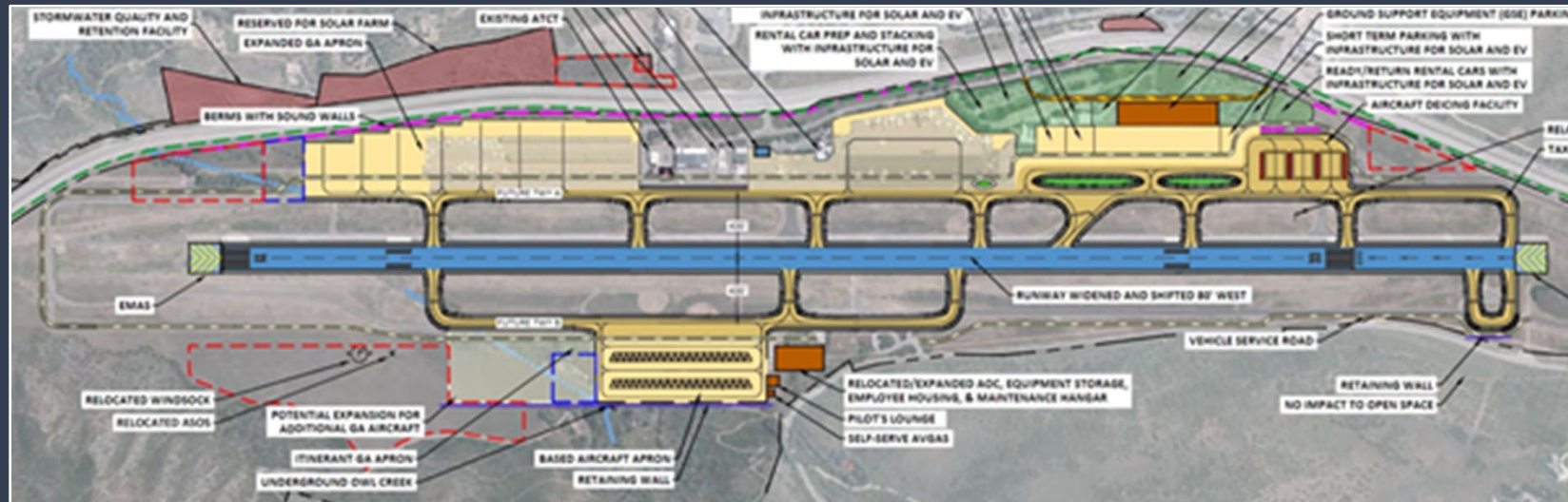
July 17, 2024



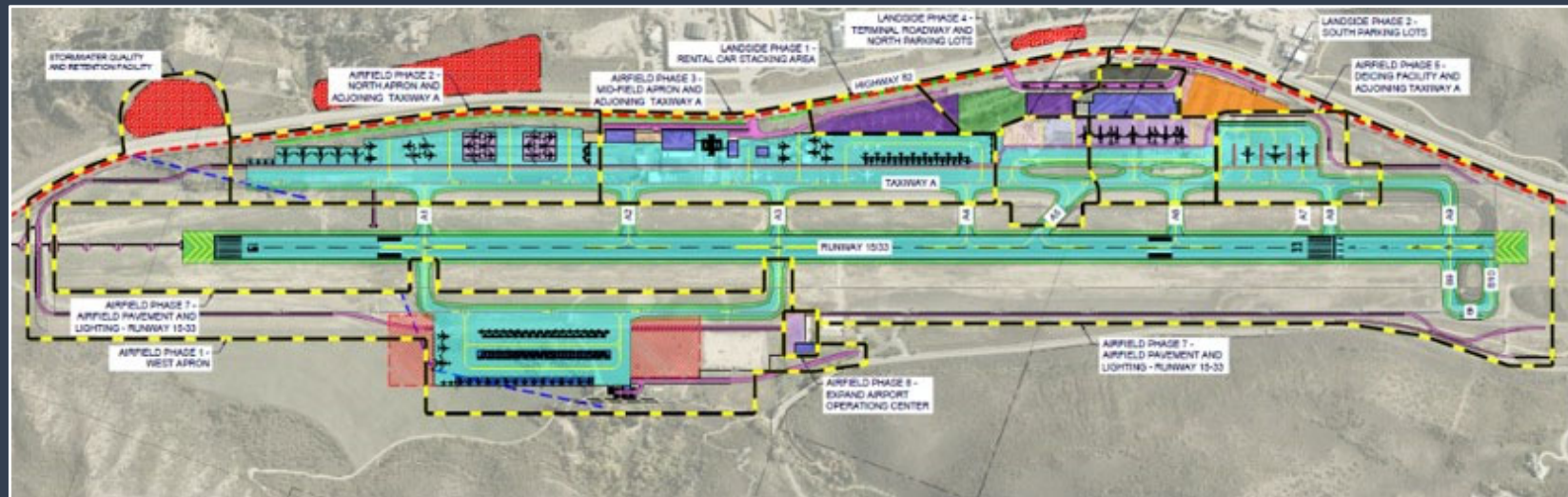


Updates ALP versus CGR

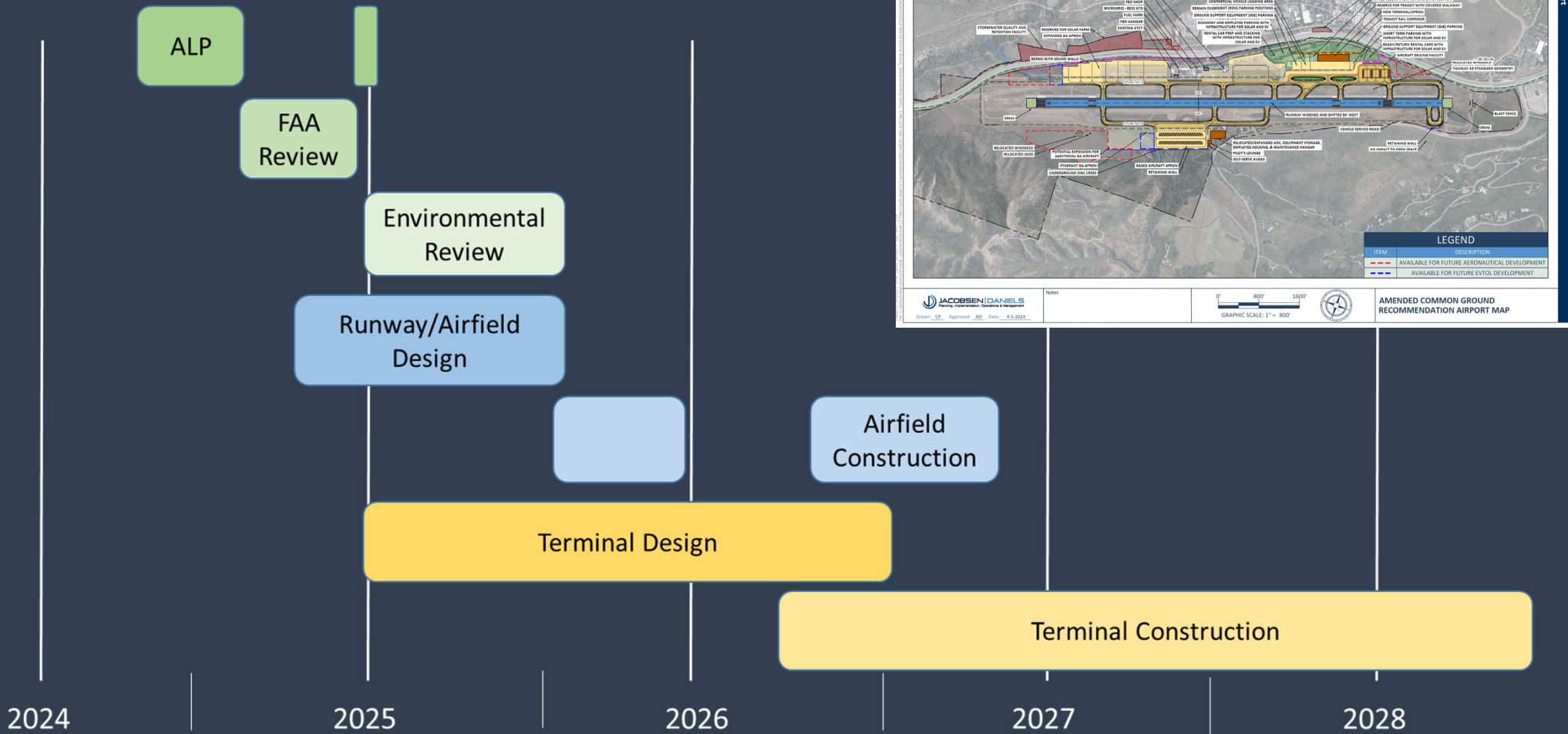
Updated ALP



CGR



ALP & Project Next Steps



Misinformation Campaigns

Aspen Daily News • Wednesday, May 15, 2024 • 5

Commercial airlines aren't asking for bigger jets at ASE, and the FAA said we could keep today's layout by declining grants we don't need.

So what is the County's proposed expansion for—bigger private jets?



For more info, go to AspenFlyRight.org
Funded by Aspen Fly Right

BIGGER Planes Lead to...

40,000+ More People to the Roaring Fork Valley per month*

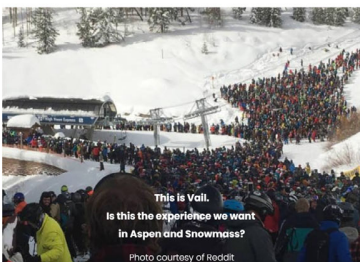


BIGGER planes – the Boeing 737 & Gulfstream 650 (mostly privately-owned) will land at ASE airport with the proposed runway expansion

*FAA forecast is to increase to 1200 tourists/day by 2050

**YES to Better
NO to
“modernization*”**

*AKA the County's word for **BIGGER planes**



BIGGER Planes DIRECTLY Impact Roaring Fork Valley Citizens:

- More Traffic & Congestion on Highway 82
- Longer Lift Lines/Overcrowding Trails
- Even Less Housing for Locals
- Multiplied Competition for Limited Parking
- Increased Pollution for Our Kids & Families

**This is Vail.
Is this the experience we want
in Aspen and Snowmass?**

Photo courtesy of Reddit

Facts

- Ø Federal Aviation Administration (FAA) is removing Modifications to Standards at Airports when achievable
 - FAA Notified ASE of the removal in 2013
 - Taxiway to Runway Separation from 320' (existing) to 400' (required)
- Ø Purpose IS NOT bigger planes
- Ø Purpose IS Safety and Accessibility
 - Standardization = Safety
- Ø Newer aircraft are trending larger
- Ø Newer aircraft are cleaner (fewer emissions)
- Ø Newer aircraft are quieter
- Ø Newer aircraft are safer and more reliable

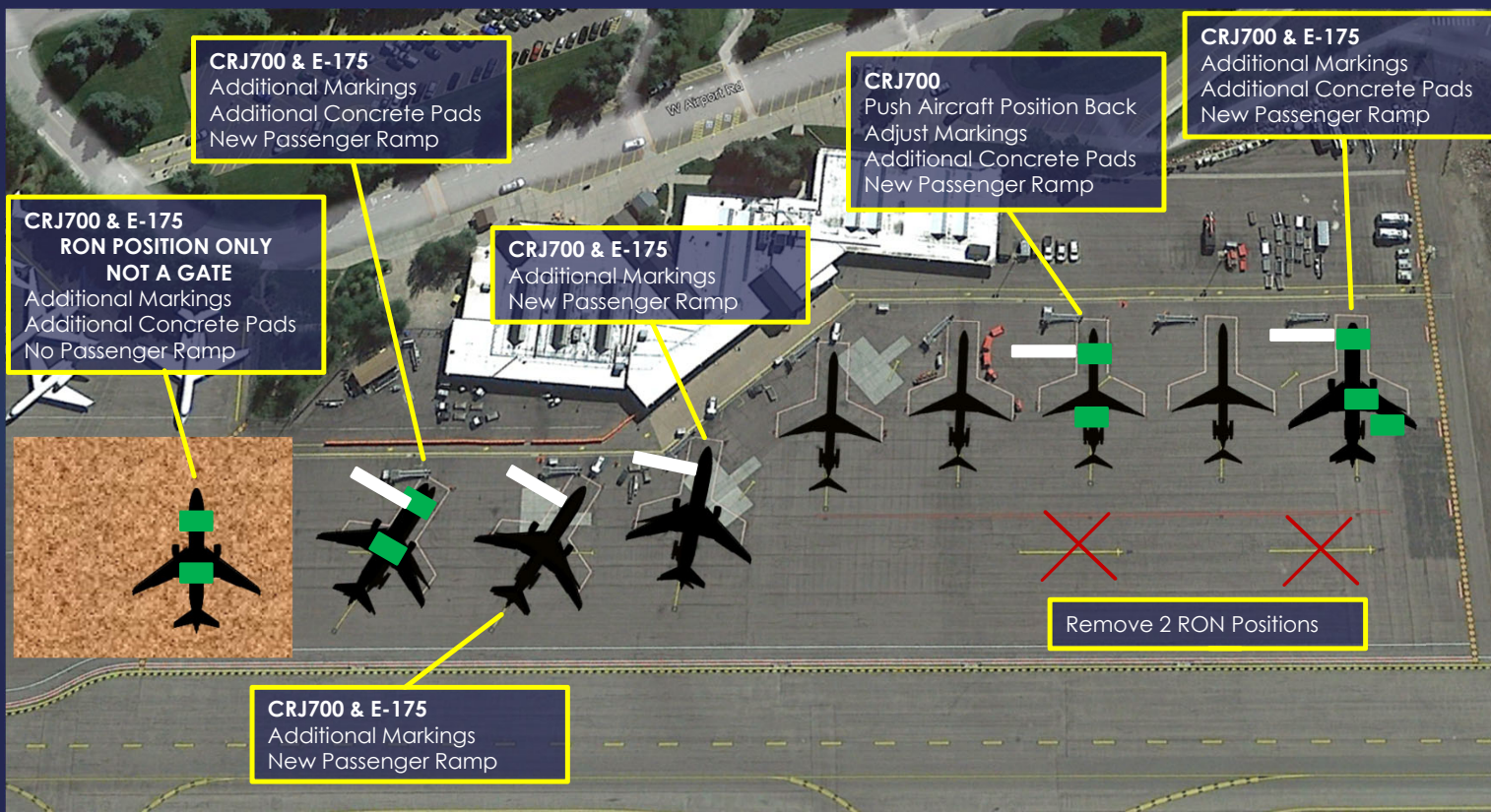
UPDATE ON EMBRAER E175'S

- E175's have been introduced and flying successfully into GUC since June 2, 2023.
- On October 26, 2023, SkyWest announced it had secured a new flying agreement with United Airlines for SkyWest to acquire and place 19 new E175's under contract.
- In late February, Embraer & GE conducted high-altitude testing of E175's at GUC with new engine upgrades.
- On March 4, American placed an order for up to 133 Embraer E175's.



Meanwhile ASE is Ready for the E175

Airline Ramp Parking Position Modifications



Net Effect

- 4 Flex Gates
 - CRJ-700 & E175
- Relocate 1 RON Position
- Remove 1 RON Position



CRJ-700



E-175

QUESTIONS?

DRAFT 2024 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:

- MJ signage regs / tax rate should they be revised?
- Lighting Code Discussion – July?
- Landfill discussion & Update from Pitkin Couty
- Food Pantry update after summer

Monday July 8 – Work Session (Shenk Virtual)

- Rep. Velasco visit
- Snowmass Club Pre-Sketch Meeting (joint with Planning Commission)

Monday July 15 – Regular Meeting (Shenk Virtual)

- Airport Update from Dan Bartholomew
- Owl / Brush Roundabout Update
- Consent Resolution – Extending existing Black Hills Energy Franchise Agreement
- Connecting Village Nodes Update
- Review 2024 Mall Transit Station Concept Boards

Monday Aug 5 – Regular Meeting

- English in Action – update – Maja Decker
- Election – Reso Re Ballot Language and/or 8/19/24 (Ballot Language has to be to Cty by 9/6/24)
- ORD - Bs and Cs Update - Ord – 1st Reading
- ORD – Adopt/Grant new Black Hills Energy Franchise Agreement – First Reading
- Discussion regarding community survey
- Little Red Schoolhouse Update

Monday Aug 12 – Work Session

- B & C application & appointment procedure update
-

Monday Aug 19 – Regular Meeting

- Timbers/ Faraway Final Plat amendment
- Election – Reso Re Ballot Language and/or 8/19/24 (Ballot Language has to be to Cty by 9/6/24)
- ORD - Bs and Cs Update - Ord – 2nd Reading
-

EOTC – Thursday August 22 – Pitkin County

DRAFT 2024 Agenda Items

Tuesday Sept 3 – Regular Meeting

- Review Leash Laws
- Roaring Fork Safe Passages follow up request for funding for Wildlife Corridor study?
-

Monday Sept 9 – Work Session

Monday Sept 16 – Regular Meeting

Monday Oct 7 – Regular Meeting

- Budget
-

Monday Oct 14 – Work Session

- Budget

Monday Oct 21 – Regular Meeting

- POST Grant – 1st reading?
- Budget

EOTC – Thursday October 24 – City of Aspen

Wednesday Nov 6 – Regular Meeting

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

Tuesday Nov 12 – Work Session

Monday Nov 18 – Regular Meeting

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

Monday Dec 2 – Regular Meeting

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

Monday Dec 9 – Special Meeting

- GID Meeting – set Mill Levy

Monday Dec 16 – Regular Meeting

- B & C Resolution appointing new Members

DRAFT 2024 Agenda Items

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

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

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



Town Council
Town Council Meeting Minutes
Monday, July 1, 2024
4:00 PM
130 Kearns Road
Town Council Chambers
Snowmass Village, CO, 81615

Mayor Madsen called to order the Regular Meeting of the Snowmass Village Town Council on Monday July 1, 2024, at 4 pm.

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 at anytime.

1) CALL TO ORDER

2) ROLL CALL

Council Members Present: Alyssa Shenk(virtual), Tom Fridstein, Britta Gustafson, Susan Marolt and Bill Madsen.

Council Members Absent: None.

Staff Present: Clint Kinney, Town Manager; Jeff Conklin, Town Attorney; Greg LeBlanc, Assistant Town Manager; Jim Wahlstrom, Senior Planner; Dave Shinneman, Community Development Director; Brian McNellis, Senior Planner; Betsy Crum, Housing Director; and Megan Harris Boucher, Town Clerk.

Public Present: Paul Taddune, Lucy Paterson, Gene Burrus and Richard Wallace.

3) PROCLAMATIONS AND PRESENTATIONS

32 4) **PUBLIC COMMENT**

33 5) **CONSENT AGENDA**

34 5.A) Town Council Draft Agendas

35 [5A - 2024 Agenda Overview.pdf](#) 

36 5.B) Minutes for Approval

37 [5B - 06-17-24 TC Minutes - Draft.pdf](#) 

38 5.C) Resolution RE IGA for Coordinated Election with Pitkin County

39 [5C 1 - Agenda Item Summary - Reso 24-15 Re Election & IGA for Coordinated](#)
40 [Election.pdf](#) 

41 [5C 2 - Reso 15 series 2024 - Auth Coordinated Election IGA.pdf](#) 

42
43 Councilmember Fridstein motioned to approve the consent agenda. Councilmember
44 Marolt seconded. All in favor.

45 6) **PUBLIC HEARINGS - QUASI-JUDICIAL HEARINGS**

46 6.A) Lynn Britt Project Review

47 [6A - Agenda Item Summary Lynn Britt Expansion.pdf](#) 

48 [6A 1 - Attachment A - draft Reso No. 16 of 2024 Lynn Britt Expansion.pdf](#) 

49 [6A 2 - Attachment B - SkiCo Application Letter.pdf](#) 

50 [6A 3 - Attachment C - PC Reso 5 of 2024 Lynn Britt expansion.pdf](#) 

51 [6A 4 - Attachment D - Planning Commission Staff Report Lynn Britt Expansion.pdf](#) 

52 [6A 5 - Attachment E - Architectural Drawings Lynn Britt Expansion.pdf](#) 

53 [6A 6 - Attachment F - Public Comments.pdf](#) 

54
55 Dave Shinneman summarized the agenda item and highlighted improvements Aspen
56 Ski Company wishes to make to the existing Lynn Britt restaurant and area. Those
57 include expanding/enclosing exterior back-of-house and kitchen preparation areas,
58 providing additional restrooms, and formalizing the outdoor dining experience with
59 exterior deck space (to include a mobile bar and grill). The outdoor deck space will also
60 include semi-permanent “umbrella” structures that can be enclosed during times of
61 inclement weather and open-air on warmer sunny days.

62
63 Applicant - Aspen Ski CO was represented by Chris Kiley and Heather Henry.
64 Kiley went through some materials from the packet and described the project in more
65 detail including the back of house area, lockers, guest bathroom, and the deck area. He
66 continued with project goals, scope and followed with images which were all included in
67 the packet materials.

68
69 Heather Henry expanded on the proposed employee housing project briefly and its

connection to the Lynn Britt expansion. Ski Company anticipates submitting an application soon which would expand their mechanical buildings over by the Divide to build housing units for their employees which would more than satisfy the housing mitigation requirements for the Lynn Britt expansion. If that housing project did not move forward, Aspen Ski Company is providing a letter of credit which could be cashed in to satisfy the housing mitigation requirement.

Discussion with Council included code language regarding the housing mitigation requirements with a hybrid indoor/outdoor project; details on the walls around the umbrella structure being fixed; the concrete vs decking areas and design; that the outside area would independent from the inside sit-down service; and safety concerns with the elevated DJ area. Council suggested adding a condition of approval that the DJ area be blocked or gated off when not officially being used for public safety.

Council comments were positive in nature regarding the upgrades and expansion of the Lynn Britt.

Public Comment: None.

Councilmember Fridstein motioned to approve Resolution 16, Series of 2024 with the added condition of the applicant securing the DJ and stage areas at all times. Councilmember Marolt seconded. All in favor.

7) POLICY/LEGISLATIVE PUBLIC HEARINGS

7.A) Ordinance RE AEU modification - First Reading

[7A - Agenda Summary - AEU LUDC changes.pdf](#) 

[7A 1 - TC Ord 10, 2024 AEU Code Amdts - draft.pdf](#) 

[7A 2 - EXHIBIT 'A' PROPOSED REDLINED CODE CHANGES, 2024, MASTER draft 5-3-24.pdf](#) 

[7A 3 - PC RESO NO. 3 2024 w EX 'A' AEU code changes, SIGNED.pdf](#) 

[7A 4 - Snowmass HOA.Ltr.SV Mayor.Town Council.5.31.24.pdf](#) 

Mayor reopened the public hearing which had been continued from June 3, 2024 where no action was taken on the resolution.

Senior Planner Jim Wahlstrom summarized the agenda item. The Planning Commission, Community Development Department, Housing Department, and the Town Attorney's office, have worked collaboratively over the past year to create a draft of the Accessory Employee Unit code amendments. In summary the proposed amendments would combine Accessory Caretaker (ACU's) and Accessory Employee Units (AEU's). Town Council requested town staff to met with SHOA and board representatives. On June 12, 2024, staff requested the SHOA put any additional concerns in writing. The week of June 17, the Town provided the current inventory lists of accessory caretaker and employee units and a GIS map of locations to the SHOA/Board representatives per

their request. After several meetings in May and June, they did not reach a consensus regarding the language and interpretation of the Town's Code and the SHOA's declaration.

Town passed Accessory Unit Code language in the 1980s and 1990s and amended in 1999. Under these current set of rules, the Town has established approximately 85 Accessory Caretaker Units and approximately 12 Accessory Employee Units which together represent 10% of the Single-Family Employee Housing inventory.

Staff is recommending approval on first reading of Ordinance 10, Series of 2024 and set the 2nd reading for August 5, 2024.

Staff clarified that the purpose of this change to combine "Accessory Caretaker Units" and "Accessory Employee Units" and moving forward to use the Accessory Employee Units term is to encourage renting to employees, not for STR, not for additional space for your home, and not a separate Single-Family Unit on the property.

Some discussion points included that there are 847 homes in SHOA and roughly 1000 total SFH in SMV; the up to 1000 sq ft allowable for the proposed AEU vs the current 10% of the building envelope; and that the AEU can be detached but still must be built within the building envelope.

Public Comment:

Gene Burrus, President of SHOA - Spoke about their regulations that specify a "single kitchen per Single-Family residence." Hoping to avoid the Town approving and then SHOA having to say no.

Paul Tadunne, Attorney for the SHOA - Thanked staff for meeting and trying to find common ground. He hopes to meet with staff again before 2nd reading on August 5th.

Cody Truscott, SMV homeowner. Suggested a change of the refrigerator and cooktop size. Commented on the interpretation of the declaration by the SHOA's. He believes that historically SMV has had the caretaker language to provide for such units. Likes the flexibility but is concerned about rent restrictions/regulations.

Staff spoke briefly about standards for Workforce Housing and size of fridge, burners, etc. and that some specifics will be "Otherwise approved by Town Manager."

In addition, staff did not put rent caps in the regulations cause it would be cost prohibitive for an owner to build an AEU if TOSV tells them it has to be rented out at a lower rent. This ordinance is not defining rents in these units but is restricting them to Workforce/Employee definitions. Renters will be qualified as workforce but not financially qualified. The Housing Department would request proof of work.

Councilmember Marolt motioned to approve Ordinance 10, Series of 2024 on first reading with an amendment stating - otherwise approved by the Town Manager.

Councilmember Gustafson second. Additional discussion included Councilmember Fridstein still being concerned about the 1000 sq ft. being too big. Roll Call vote. Those in favor, Councilmembers Shenk, Marolt, Gustafson and Mayor Madsen. Those opposed, Councilmember Fridstein.

8) ADMINISTRATIVE REPORTS

8.A) [Draw Site Update](#)

[8A 1 - Owners' Review - Draw Site Housing 7-1-2024.pdf](#) 
[8A 2 - Attachment A - PRELIMINARY LANDSCAPE PLAN.pdf](#) 

Housing Director Betsy Crum summarized the agenda item and gave a brief overview of the updates to the landscaping plan for this project. Crum introduced the team including Molly Somes, Sara Tie, Erica Golden, Patrick Rawley, and the civil engineer JR. The team plans to have a cost estimate by the end of July.

Molly Somes and Sarah Tie went through the landscape design presentation, which was included in the packet. Highlights included the goals and elements of the project; specific plans for Sunset Park, sidewalks, Entrance Plaza, the debris flow area, and the upper and lower central plaza area features; as well as connectivity with the community.

Comments from the Council included some loving the look of the renderings and designs while others found some designs too manicured or urban looking; general concern about the cost; some requesting general reduction in the size of the project; mitigation of and availability of parking spaces and specifically EV parking spaces; and cost comparison for different aspects and different sizes of the project.

Areas of discussion continued regarding community feedback; some general election discussion; importance of having employees near their places of employment; examples of other outdoor space near employee housing (Burlingame pond & park areas); connectivity with trails; access to upper building via the lower Central Plaza for move-in day; and accommodations for trash, shuttles, deliveries, EV parking and guests in the Entrance Plaza.

Staff will be back in approximately a month with more information.

9) [TOWN COUNCIL REPORTS AND ACTIONS](#)

Councilmember Shenk asked Mayor Madsen to attend RFTA as both NWCCOG and RFTA will be on the 11th. Rodeo last week was great! She received lots of positive feedback from people at the event.

Councilmember Marolt had no updates

Councilmember Fridstein had no updates.

Councilmember Gustafson is looking forward to Spasmatics performing at the Fourth of July/Thursday Night Concert. It will be a really fun night!

Mayor Madsen agree that the Rodeo was so well received and a great layout for the event.

10) EXECUTIVE SESSION

10.A) Executive Session

[10 - Agenda Item Summary Exec Session.pdf](#) 

Mayor Madsen read the legal language for the Executive Session.

At 6:24 pm Councilmember Fridstein motioned to go into Executive Session.
Councilmember Gustafson seconded. All in favor.

At 7:30 pm, Mayor Madsen moved to adjourn the Executive Session and reconvene the Regular Meeting, Councilmember Marolt seconded. All in favor.

11) ADJOURNMENT

Mayor Madsen motioned to adjourn. Councilmember Marolt seconded. All in favor.

Adjourned at 7:30 pm.

The Snowmass Village Town Council approved this set of meeting minutes at their Regular Meeting on Monday, July 15, 2024.

Submitted By,

Megan Harris Boucher, Town Clerk

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

July 15, 2024

AGENDA ITEM:

Resolution No. 17, Series of 2024 – A Resolution to Temporarily Extend the Natural Gas Franchise

PRESENTED BY:

Jeff Conklin, Town Attorney

Anne Martens, Public Works Director

BACKGROUND:

By Ordinance No. 14, Series of 2004 and as set forth at Chapter 5, Article IV of the Town Code, the Town Council granted a gas franchise to Kinder Morgan (the “Natural Gas Franchise”), which has since been assigned to Black Hills Colorado Gas, Inc. d/b/a/ Black Hills Energy (“Black Hills”). The Natural Gas Franchise is set to expire on July 31, 2024 and the Town is in negotiations on the terms of a new franchise with Black Hills. Section 5-10 of the Town Code authorizes Town Council to “temporarily extend the term of an existing franchise by resolution, provided that the extension shall not exceed one (1) year.” This Resolution would temporarily extend the existing Natural Gas Franchise until the new gas franchise is approved.

Staff estimates that Council review of the proposed Franchise Agreement will begin in August 2024.

FINANCIAL IMPACT:

N/A

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

N/A

COUNCIL OPTIONS:

Approve the Resolution approving the temporary extension of the Natural Gas Franchise.

OR

Deny the Resolution approving the temporary extension of the Natural Gas Franchise.

STAFF RECOMMENDATION:

Town Staff recommends that Town Council make a motion to approve Resolution No. 17, Series of 2024, A Resolution to Temporarily Extend the Natural Gas Franchise

ATTACHMENTS:

Resolution No. 17, Series of 2024

**TOWN OF SNOWMASS VILLAGE
TOWN COUNCIL**

**RESOLUTION NO. 17
SERIES OF 2024**

**A RESOLUTION TO TEMPORARILY EXTEND THE NATURAL GAS
FRANCHISE**

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. By Ordinance No. 14, Series of 2004 and as set forth at Chapter 5, Article IV of the Town Code, the Town Council granted a gas franchise to Kinder Morgan (the "Natural Gas Franchise"), which has since been assigned to Black Hills Colorado Gas, Inc. d/b/a/ Black Hills Energy ("Black Hills")
- C. The Natural Gas Franchise is set to expire on July 31, 2024 and the Town is in negotiations on the terms of a new franchise with Black Hills.
- D. Section 5-10 of the Town Code authorizes Town Council to "temporarily extend the term of an existing franchise by resolution, provided that the extension shall not exceed one (1) year."
- E. The Town Council wishes to temporarily extend the existing Natural Gas Franchise until the a new gas franchise is approved, not to exceed one (1) year.
- F. The Town Council finds that the adoption of this Resolution is in the best interest of the TOSV.

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. Extension of Natural Gas Franchise. The Town Council hereby temporarily extends the Natural Gas Franchise until such time that Town Council approves a new gas franchise agreement with Black Hills, with such extension not to exceed one (1) year.
- 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 ____ day of August, 2024, 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

Town of Snowmass Village
Agenda Item Summary

DATE OF MEETING:

July 15, 2024

AGENDA ITEM:

An Update on the Connecting Village Nodes Analysis

PRESENTED BY:

Mike Horvath, Town Engineer

Clint Kinney, Town Manager

BACKGROUND:

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

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

The Connecting Village Nodes project aligns with these goals and initiatives. The overall project goal is to create more functional and intuitive multimodal connections between the Snowmass Center, Base Village and the Snowmass Mall to increase economic vitality and better the visitor and local experience. The Town Staff released a Request for Proposals for the Connecting the Nodes project in early 2024 and selected DJ&A.

The current contract is focused on developing alternatives for the connection between the Snowmass Center and Base Village including the possible use of the easement between Snowmass One and the Capital Peak Lodge. DJ&A has started working on the project and has completed two reports/memos: an Existing Conditions Report (Attachment A) and Alternatives Memo (Attachment B). The draft reports are attached to this memo.

The existing conditions report served as a basis for design and a record of past efforts to improve multimodal connections within the project corridor. The Alternatives Memo built off past studies and further investigated different levels of improvements for the corridor. The memo includes different Foundational Improvements and Grand Investments. The alternatives listed within the memo can be combined with one another or selected individually. The memo is intended to be a menu of improvements to combine multiple improvements if desired to improve the connection between Base Village and the Snowmass Center. Improvements are evaluated for costs, functionality, usability, seasonality, etc.

The project team has met with Stakeholders including Aspen Ski Company, East West Partners, Snowmass Center, and RFTA to discuss and obtain feedback on the Alternatives Memo. Their feedback is included in Attachment C of this memo.

As the project progresses, the team will commence a public outreach campaign to gain feedback from the public on the alternatives. The team will document community input and present those findings to stakeholders and Council, with the ultimate goal of selecting a preferred alternative for further design and implementation. The project team will continue to update Town Council as the project progresses and obtain feedback at milestones within the project.

FINANCIAL IMPACT:

The design portion of the project was approved as the 2024 budget for a total of \$400,000. This alternatives study phase of the project is contracted at \$124,970.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

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

COUNCIL OPTIONS:

This item is intended for informational purposes and discussion with the Town Council prior to implementing a community outreach campaign.

STAFF RECOMMENDATION:

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

ATTACHMENTS:

Attachment A - Existing Conditions Report

Attachment B - Alternatives Memo

Attachment C – Stakeholder Feedback

CONNECTING VILLAGE NODES

Task 1: Existing Conditions and Baseline Data Technical Memorandum

DRAFT

Prepared By:



in association with:



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Introduction

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

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

Study Area

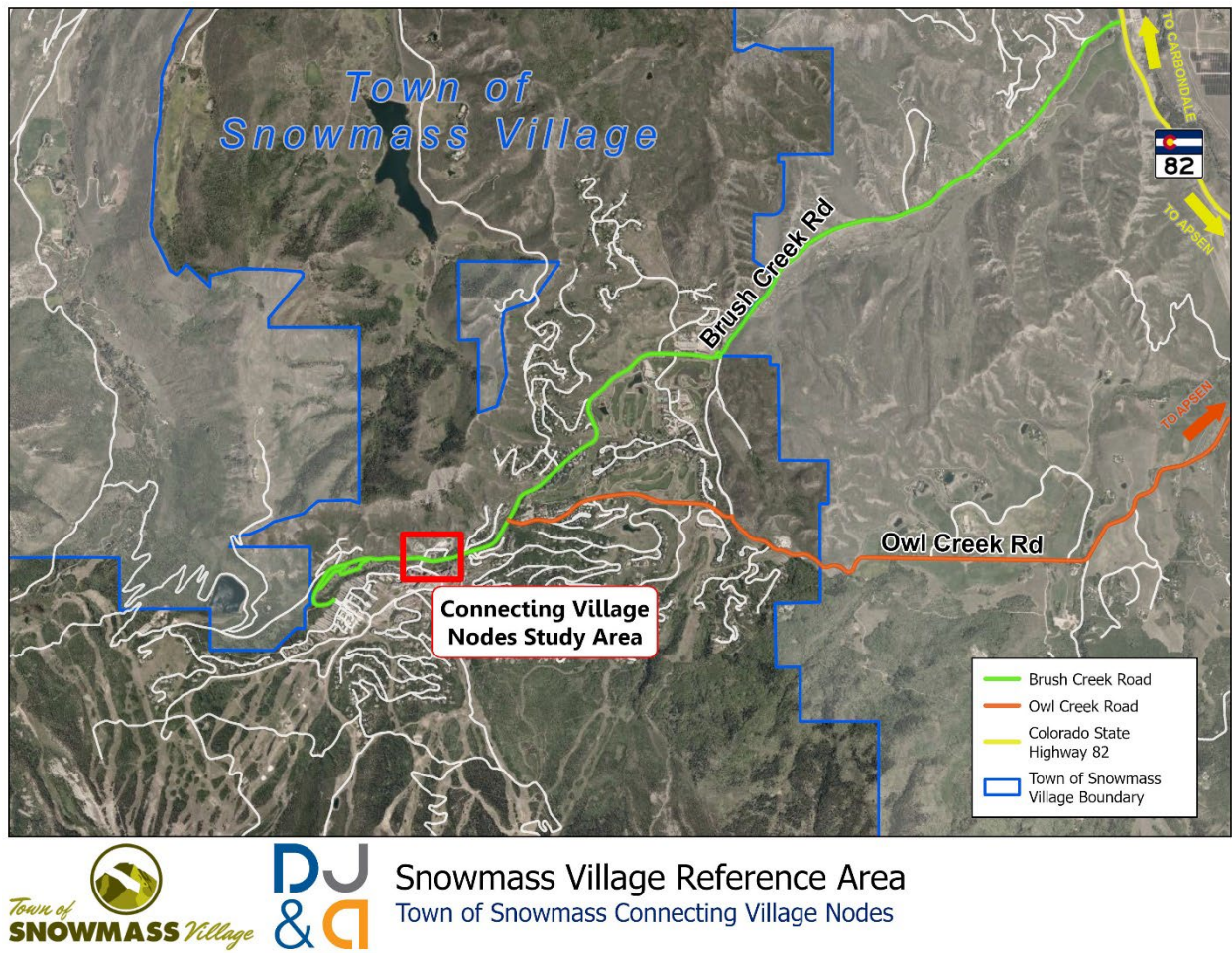
Snowmass Village is a year-round destination, attracting visitors from Colorado, across the nation, and internationally. Sitting in a small valley surrounded by mountains on all sides, internal and external mobility and transportation access can be challenging year-round. Due to the surrounding geography,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

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

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

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

Figure 1: Town of Snowmass Village Reference Area



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

Figure 2: Base Village



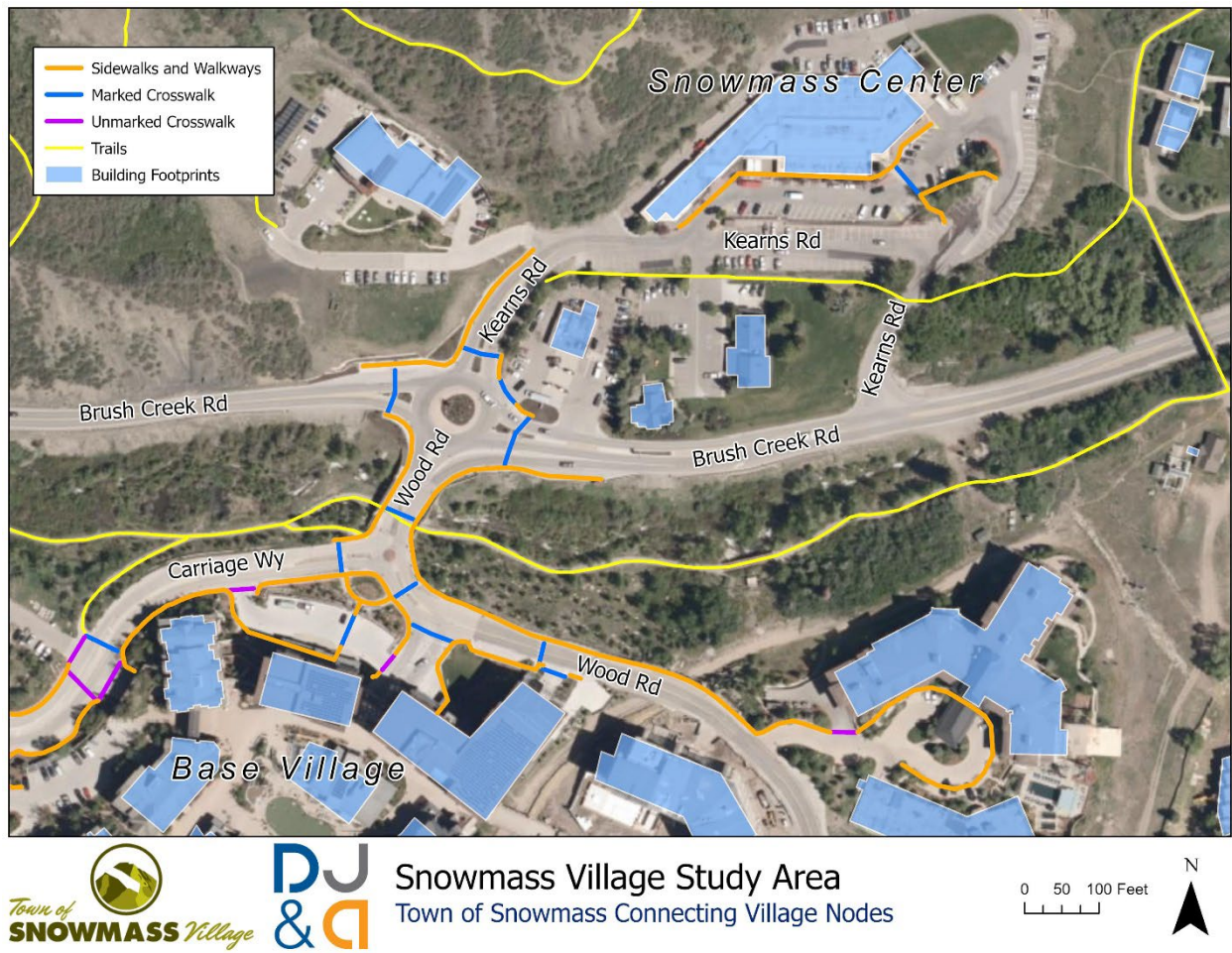
Figure 3: Snowmass Center



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

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

Figure 4: Snowmass Village Study Area

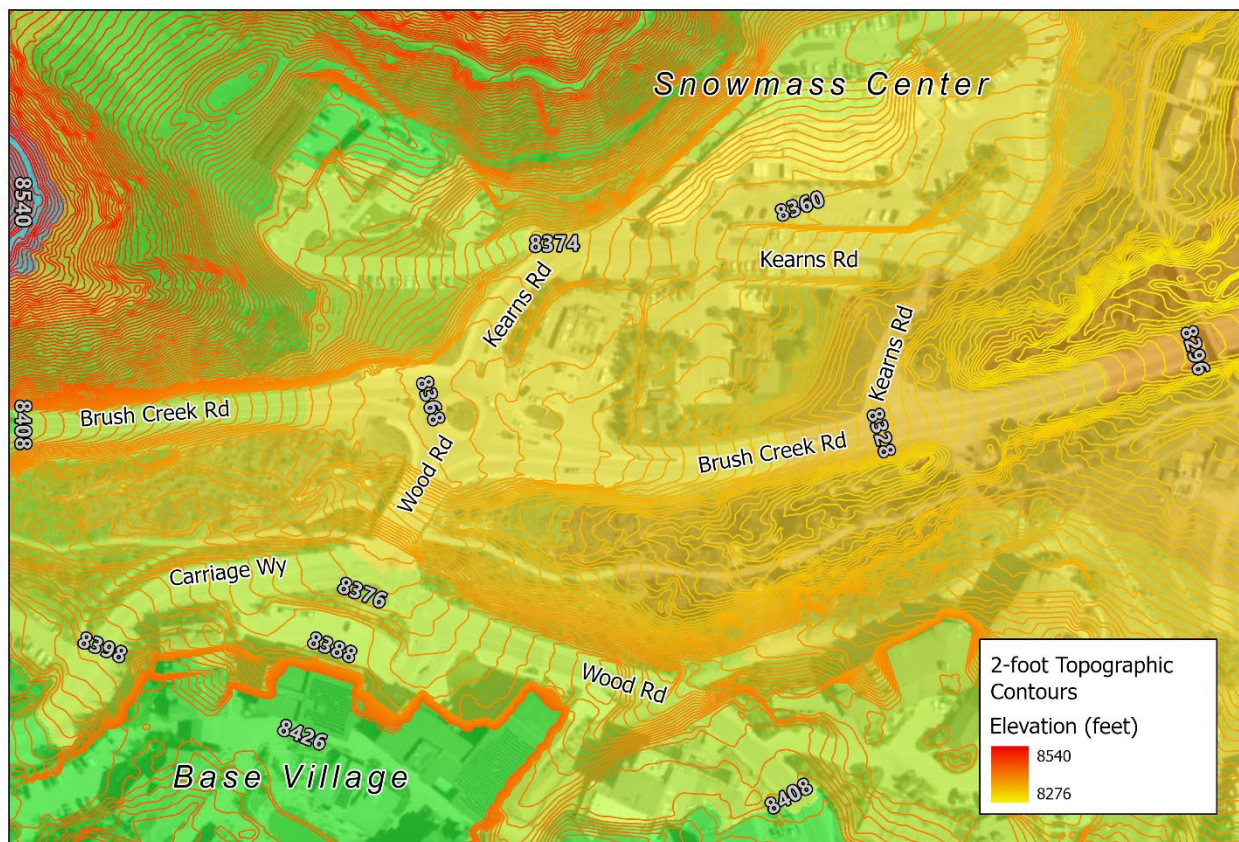


Elevation

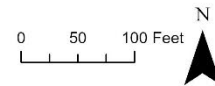
Snowmass Village sits at an elevation around 8,000 feet and features notable elevation changes not only in the ski areas, but in the town center as well.

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

Figure 5: Snowmass Village Elevation

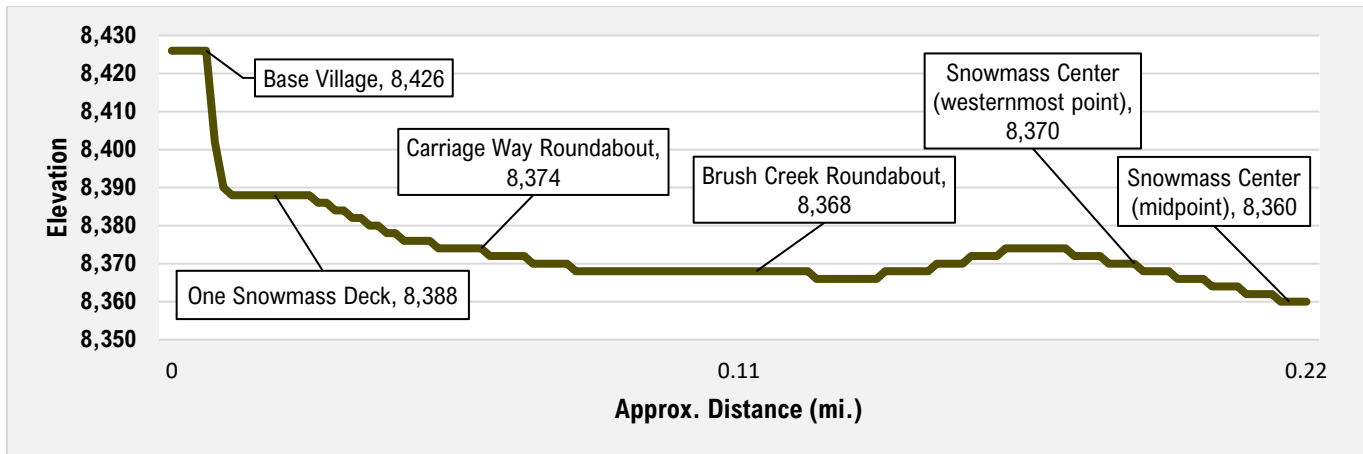


Snowmass Village Elevation
Town of Snowmass Connecting Village Nodes



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

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



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

Figure 7: Pitkin County LiDAR West-facing Oblique Rendering

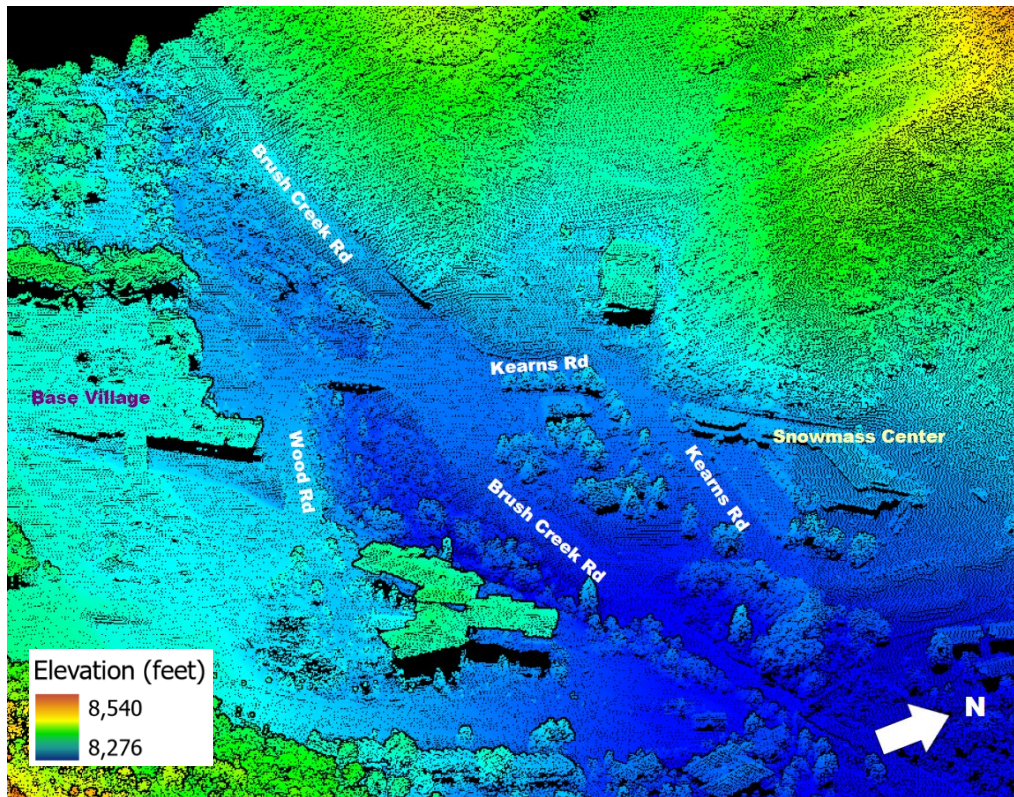
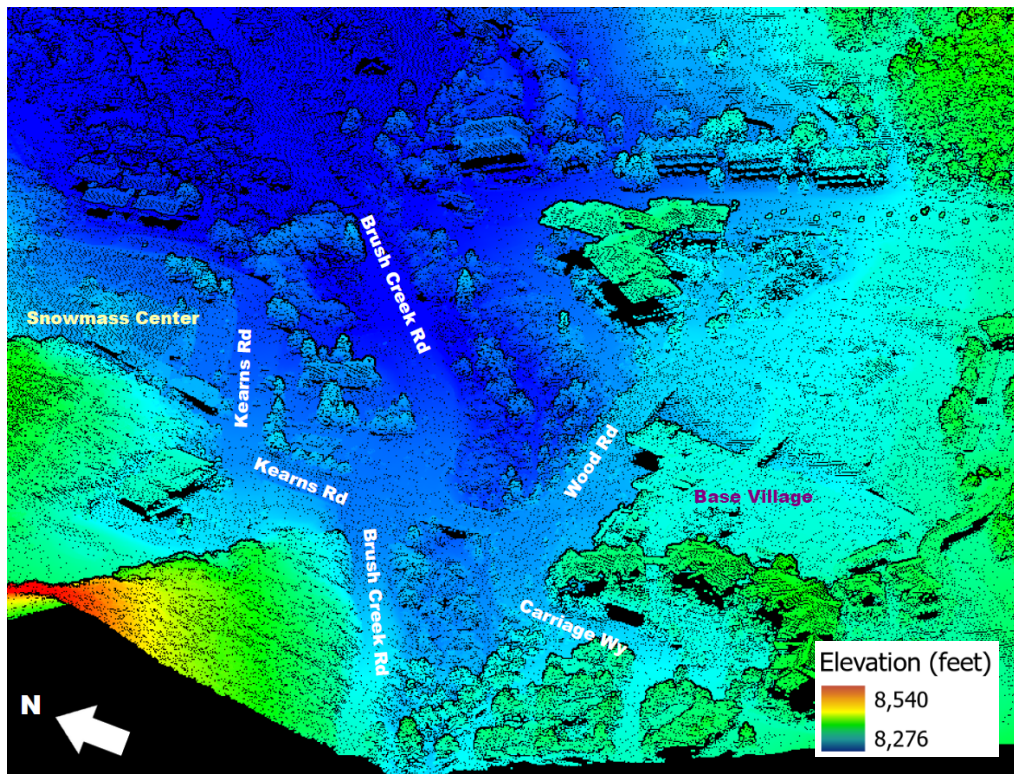


Figure 8: Pitkin County LiDAR East-facing Oblique Rendering



Previous Town of Snowmass Village Plans

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

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

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

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



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

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

Snowmass Center

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

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

West (Base) Village

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

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

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

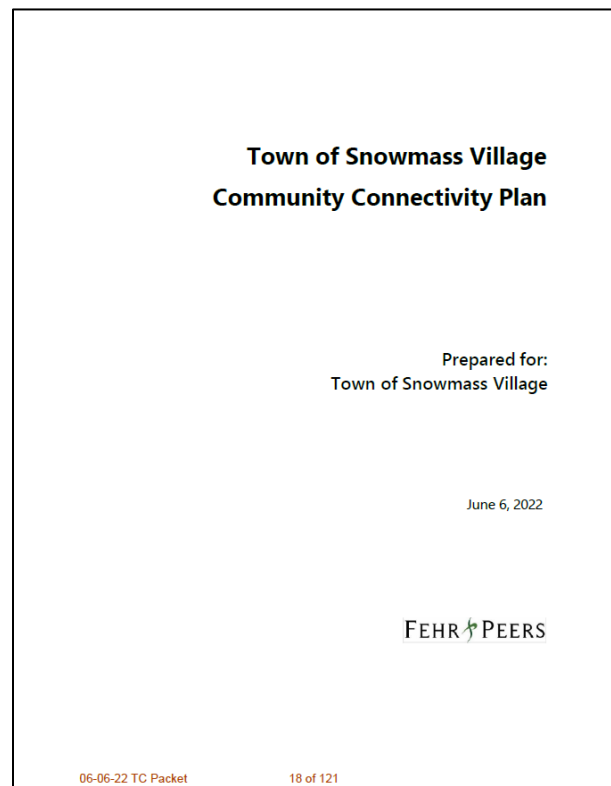
Another initiative focused on public art. **Goal D.2** called to integrate civic art to highlight Snowmass Village's unique character and omnipresence of the stunning natural environment. The plan also called for working with the Snowmass Village Advisory Board (SVAB) and the local artist community to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

Town of Snowmass Village Community Connectivity Plan (June 2022)

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

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

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



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

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

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

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

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

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

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

Snowmass Village Connections (June 2003)

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

The goals of the study were to:

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

The five most notable transit alternatives were:

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

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

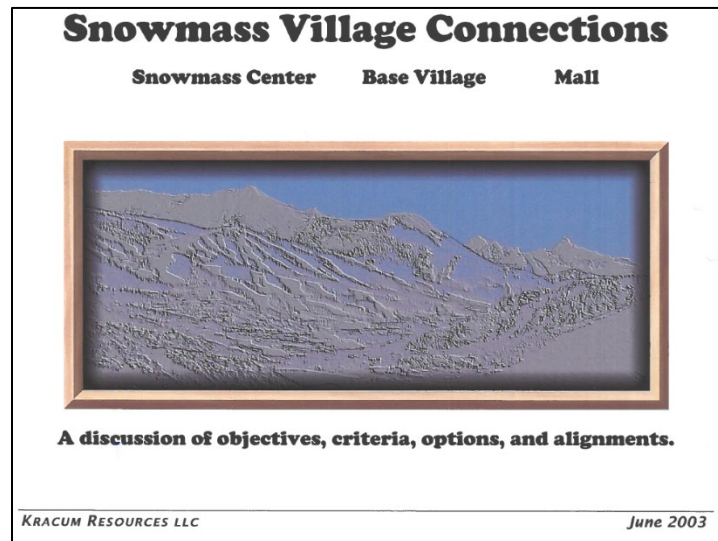
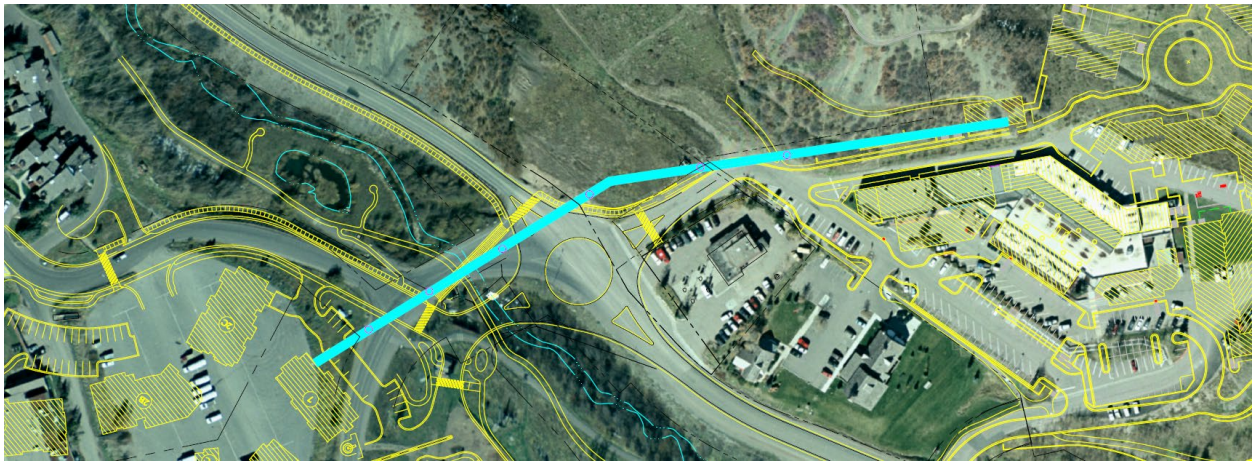
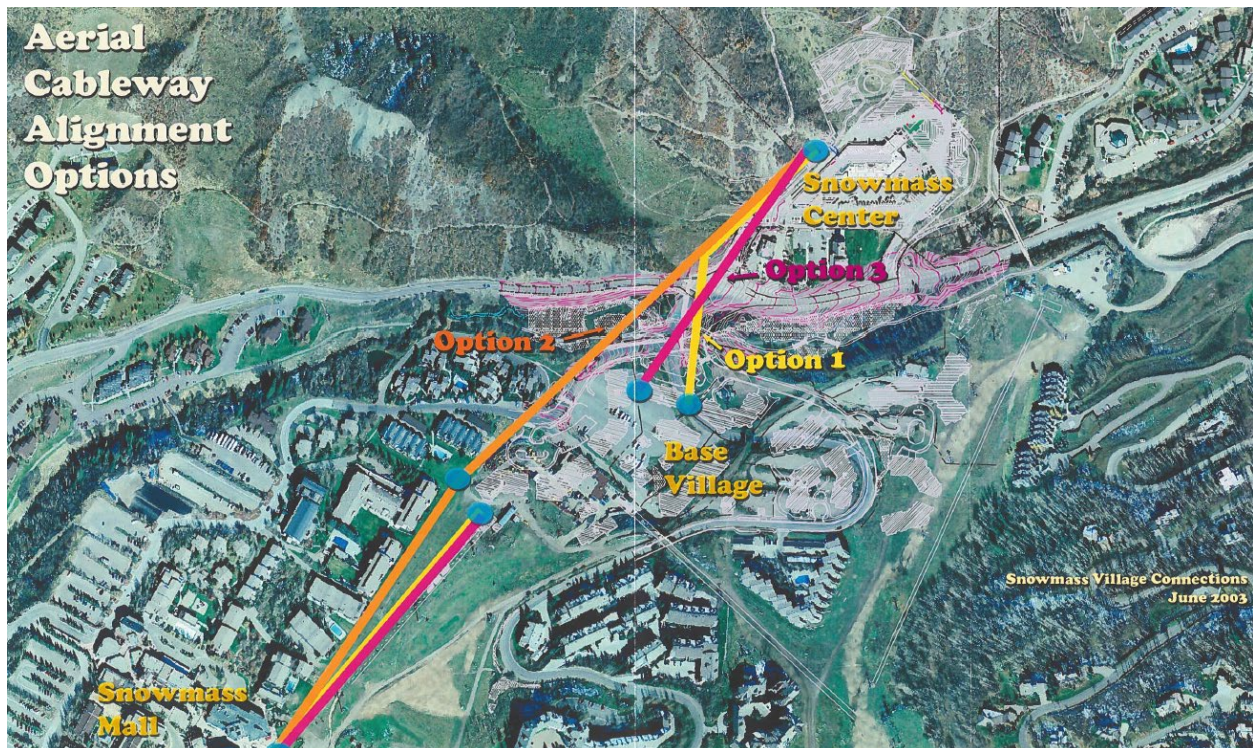


Figure 9: Conceptualized Pedestrian Bridge Pathway from Snowmass Connections Study



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

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



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

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

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

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

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

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

Source: Town of Snowmass Village

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

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

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

Local Transit Ridership

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

Roaring Fork Transportation Authority

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

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

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

Town of Snowmass Village Shuttle

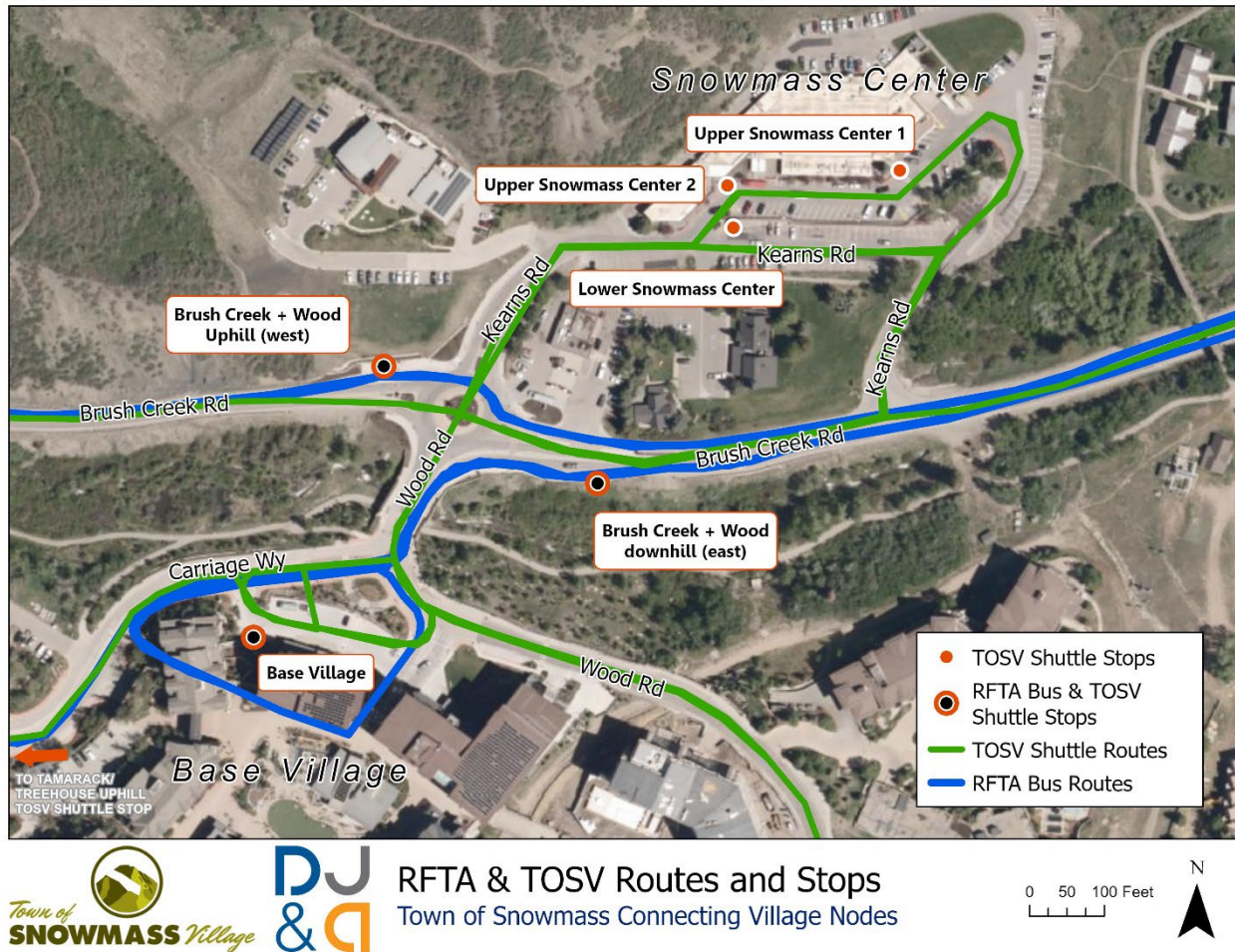
The Snowmass Village Shuttle is a local transit service that operates within the town boundary. The Shuttle has seven (7) fixed routes and an on-demand service (Route 22). All seven fixed routes pass through the town center either on Brush Creek Road or via the Base Village.

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

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

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

Figure 11: RFTA & TOSV Shuttle Routes and Stops



RFTA Ridership Data

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

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

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

Source: RFTA

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

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

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

TOSV Shuttle Ridership Data

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

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

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

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

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

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

Table 3: TOSV Village Shuttle Boardings by 2023 Peak Period

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

Source: Town of Snowmass Village

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

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

Parking

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

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

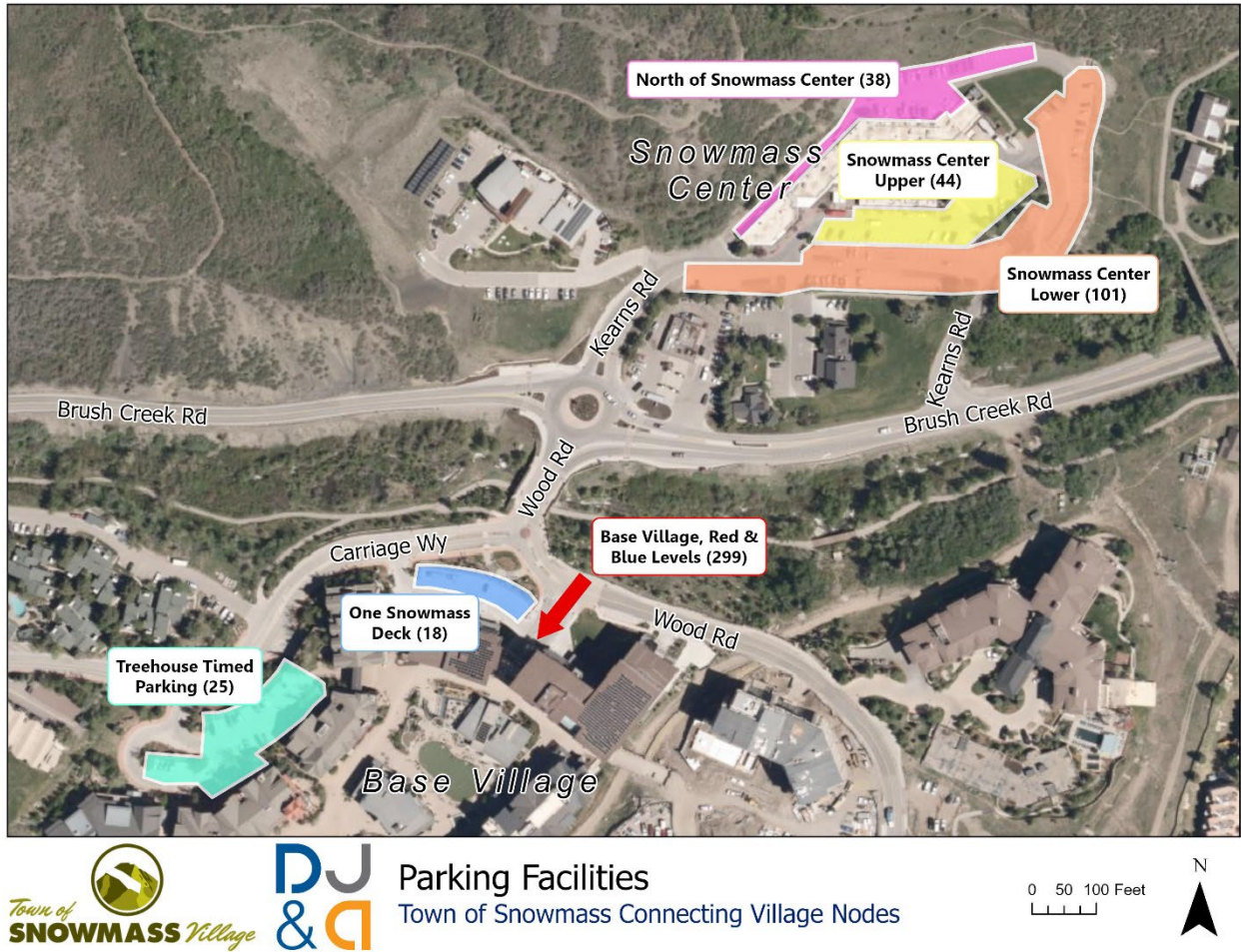
Table 4: Parking Facilities, Capacity, and Utilization

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

Source: Town of Snowmass Village

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

Figure 12: Parking Facilities



Easements

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

Table 5: Existing Easements

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

Source: Town of Snowmass Village

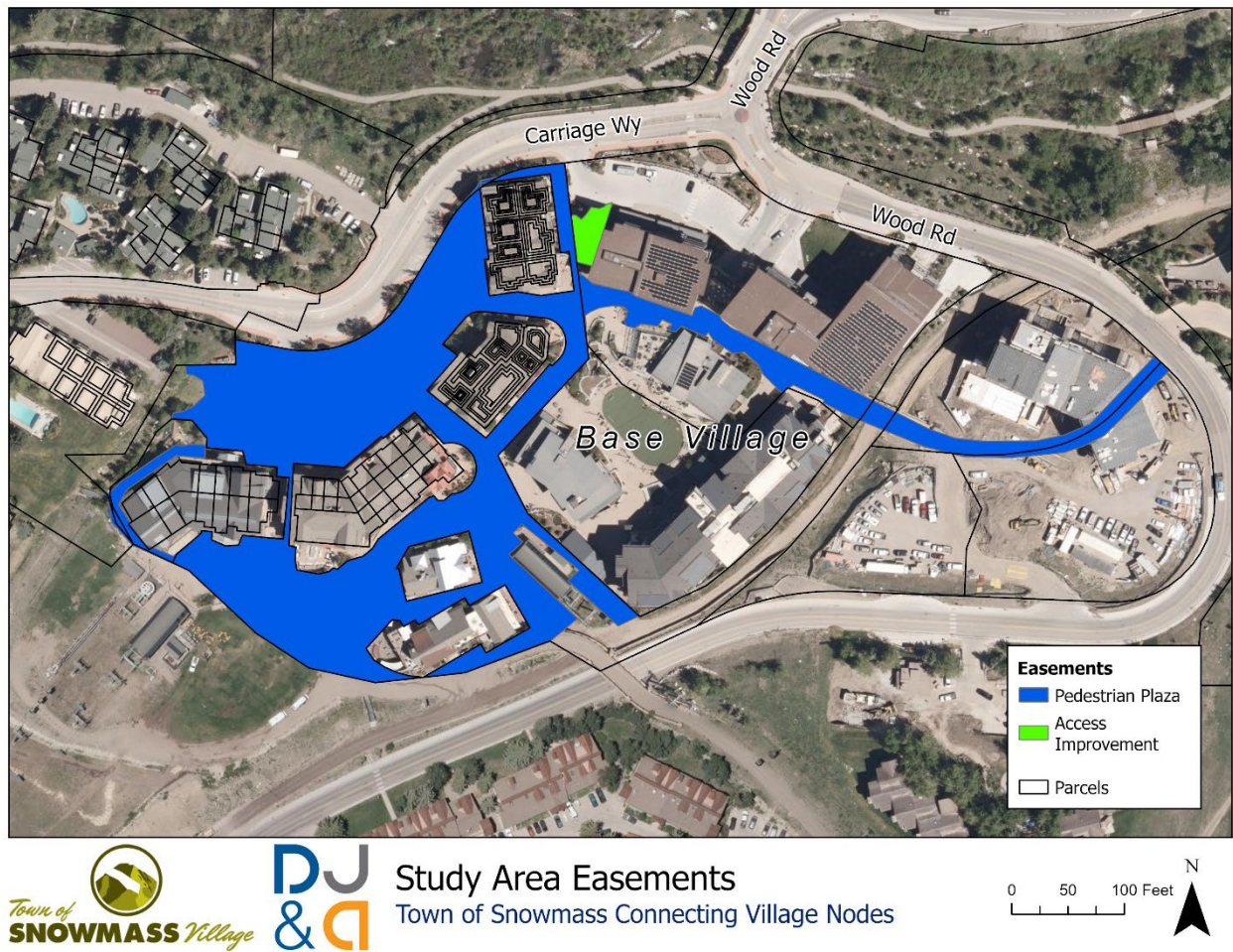
The purpose of the Pedestrian Plaza easement is to “provide the Village Company... and guests with non-exclusive pedestrian access on, over and through the Pedestrian Plaza and for functions such as sidewalk sales, street fairs, and other events.” Generally, this easement is for nearly all grounds of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

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

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

Figure 13 shows the approximate locations of the two easements.

Figure 13: Existing Easements



Public Art

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

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



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



Funding Identification

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

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

Table 6: Existing Transportation Project Grant Funding Opportunities

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

Source: DJ&A

Conclusions

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

Physical Environment

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

Transit

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

Traffic

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

Elevation

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

Easements

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

CONNECTING VILLAGE NODES

TASK 2:
DEVELOP PROJECT ALTERNATIVES
TECHNICAL MEMORANDUM

REVISED DRAFT
JULY 2024



PREPARED BY:



IN ASSOCIATION WITH:



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INTRODUCTION

The **Connecting Village Nodes Study** seeks to improve multimodal transportation connections between the nodes of Snowmass Center and the Base Village for residents, visitors, and employees. These connections would further support the economic vitality of both commercial nodes.

Users traveling between these two nodes are faced with several obstacles along their journey, including multiple at-grade street crossings, gaps in existing sidewalk connectivity, limited pedestrian-oriented wayfinding, challenging sight lines, and significant elevation changes.

This study examines a range of alternatives to improve this connection. There is need for a baseline set of street-level improvements to pedestrian and bicycle connectivity and wayfinding, along with a need to consider more significant improvements to connectivity that would help to address the elevation challenges present. Strategies to address these needs are identified as Foundational Improvements and Grand Investments in this memorandum.

The **Foundational Improvements** are a collection of small-scale, yet vital strategies that would complete the street-level active transportation network and address the baseline set of mobility and wayfinding needs for pedestrians and bicyclists.

The **Grand Investments** are a group of three optional large-scale conveyances that would further enhance multimodal transportation connectivity between Snowmass Center and the Base Village for residents, employees, and visitors. Each Grand Investment would build on the Foundational Improvements with the objective of removing several existing mobility constraints and challenges faced by individuals traveling between these two nodes. The Grand Investments would also contribute to increased economic vitality by strengthening the connectivity between the two nodes.

This memorandum provides an overview of the existing connectivity challenges faced by the three user groups in the study area and presents the Foundational Improvements and Grand Investment strategies for review and consideration by the Town of Snowmass Village and project stakeholders.



GUIDING PRINCIPLES

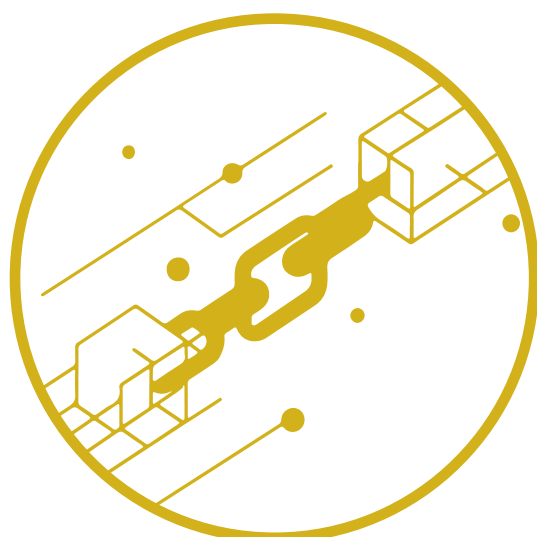
The following guiding principles were used to shape the development of the Foundational Improvements and Grand Investment strategies.

CONNECT PEDESTRIAN MOVEMENT



Implement continuous, safe, and unobstructed sidewalks and pedestrian crossings.

MAKE CONNECTION DIRECT AND CLEAR



Facilitate intuitive decision-making for all user types, especially first-time visitors.

SUPPORT ALL USERS IN ALL SEASONS



Make connections safe and comfortable for all ages and abilities in varying weather conditions year-round.

SUPPORT THE TOWN'S MULTI- MODAL GOALS



Prioritize walking, bicycling, and transit use to contribute to positive visitor experiences and economic vitality.

DILEMMAS

Dilemmas are the existing access and mobility challenges that pedestrians and bicycle users face today when traveling between Snowmass Center and the Base Village. Dilemmas can discourage travel by walking, bicycling, or transit and make the journey feel more difficult, more confusing, or less safe. Addressing these dilemmas would encourage more travel by walking, bicycling, and transit and improve the travel experience for everyone.

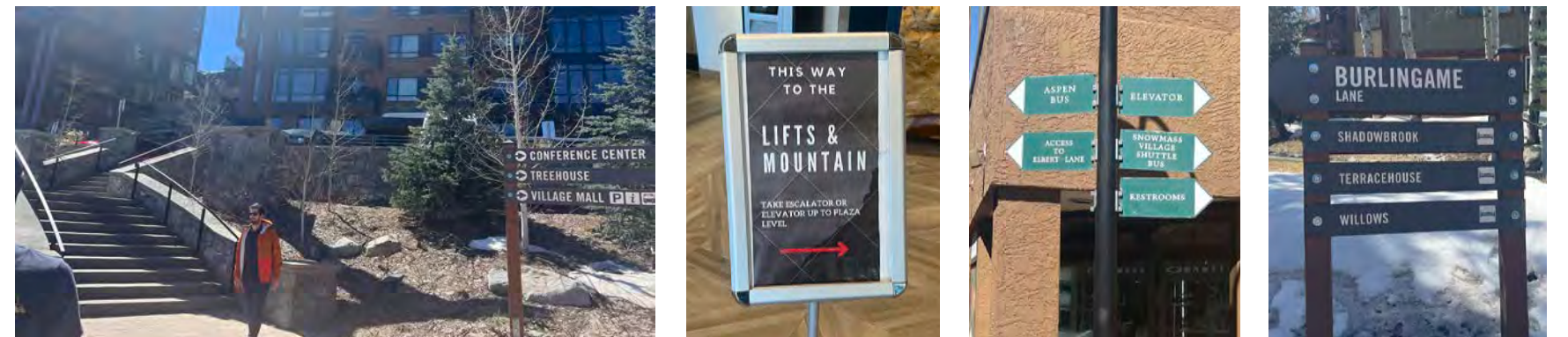
LINE-OF-SIGHT

Large buildings and curved roadways limit the ability of users to see their destination and their most efficient route. Intuitive and convenient pathways between Snowmass Center and the Base Village are needed.



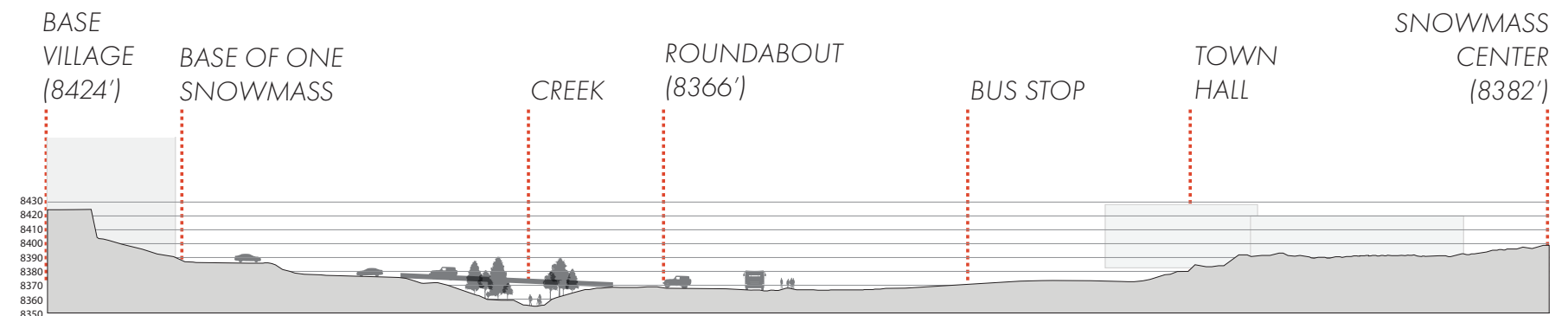
WAYFINDING

Existing wayfinding signage in the study area is oriented towards automobiles and it is not always clear to pedestrians and cyclists where they should travel and cross streets. A pedestrian-focused signage package that aligns with Snowmass Village's community character would support pedestrians and cyclists.



ELEVATION CHANGES

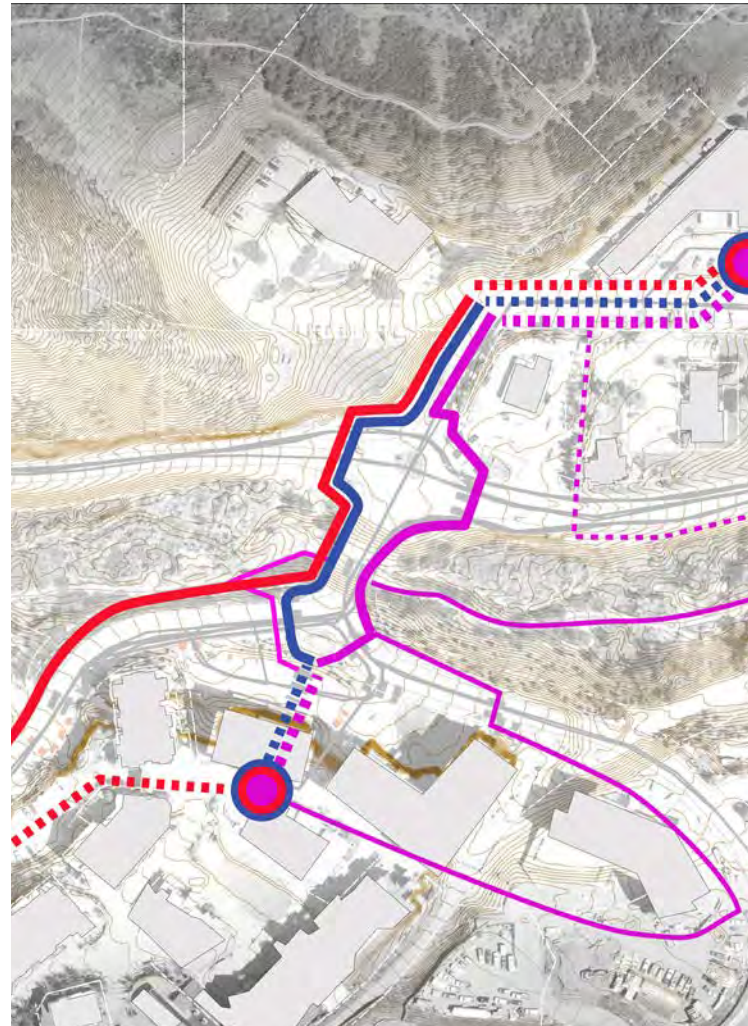
Significant elevation changes exist between the two nodes. Conveyances or strategies that would reduce or eliminate the effort needed to traverse these elevation changes are desirable.



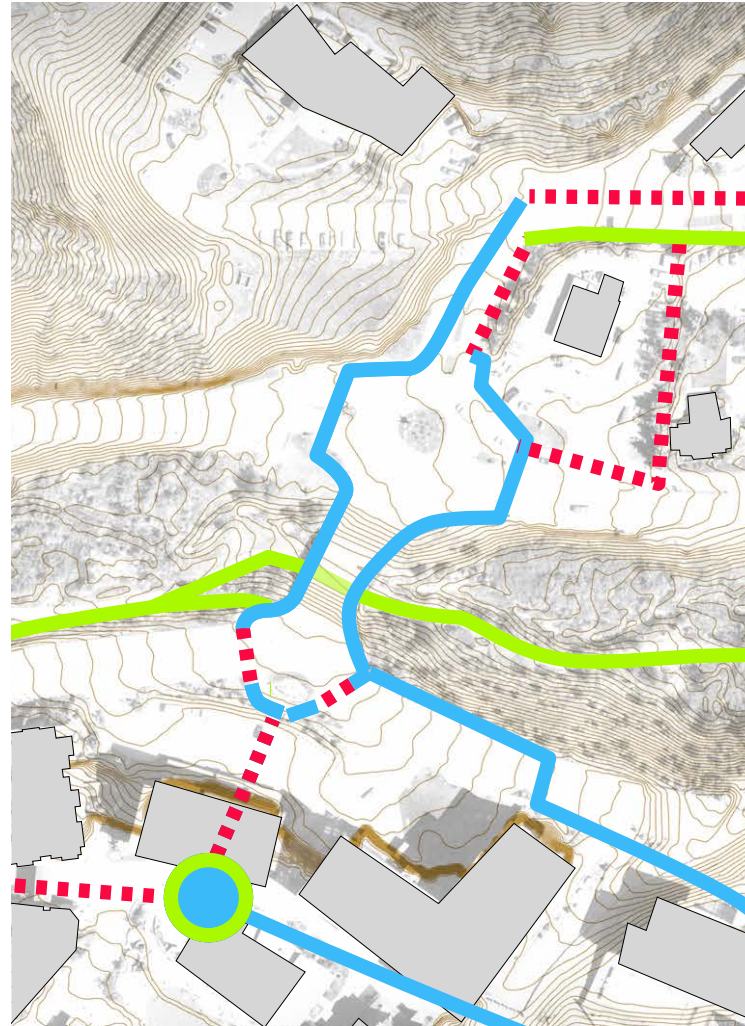
MOVEMENT TODAY

To identify appropriate solutions to the user dilemmas presented on the previous page, we need to understand how residents, employees, and visitors move in and through the study area today.

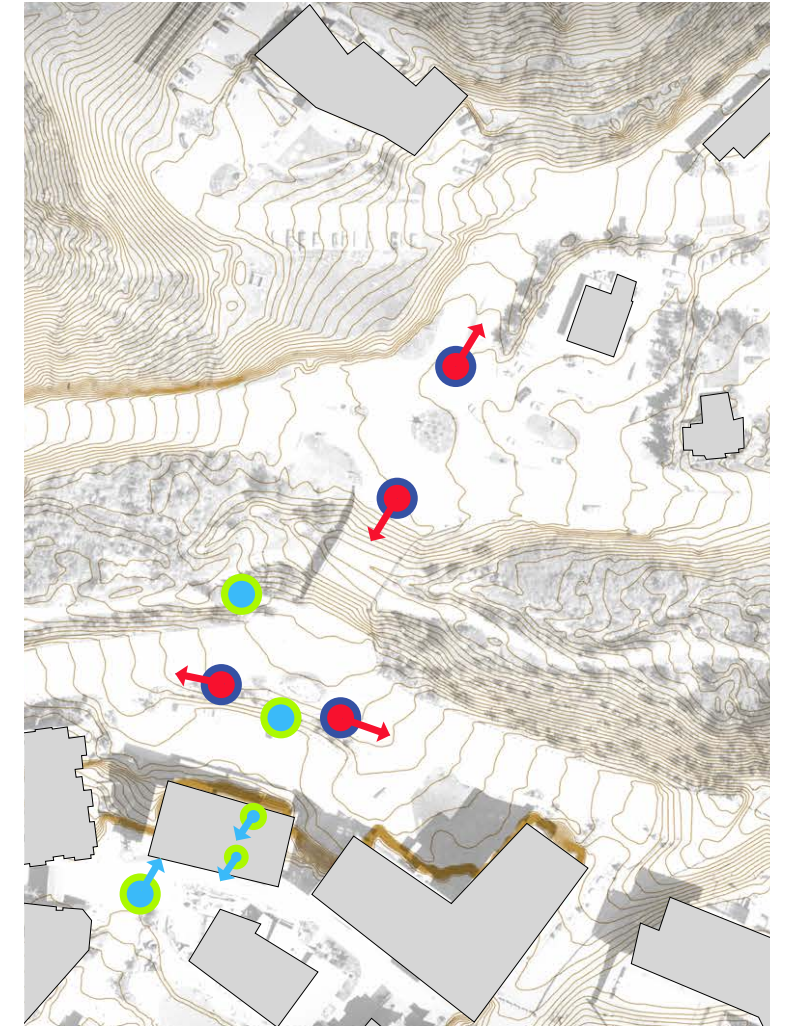
A variety of user types, pathways, travel modes, and user conflicts are discussed in the following pages.



USER TYPES



USER MODES & CONFLICT AREAS

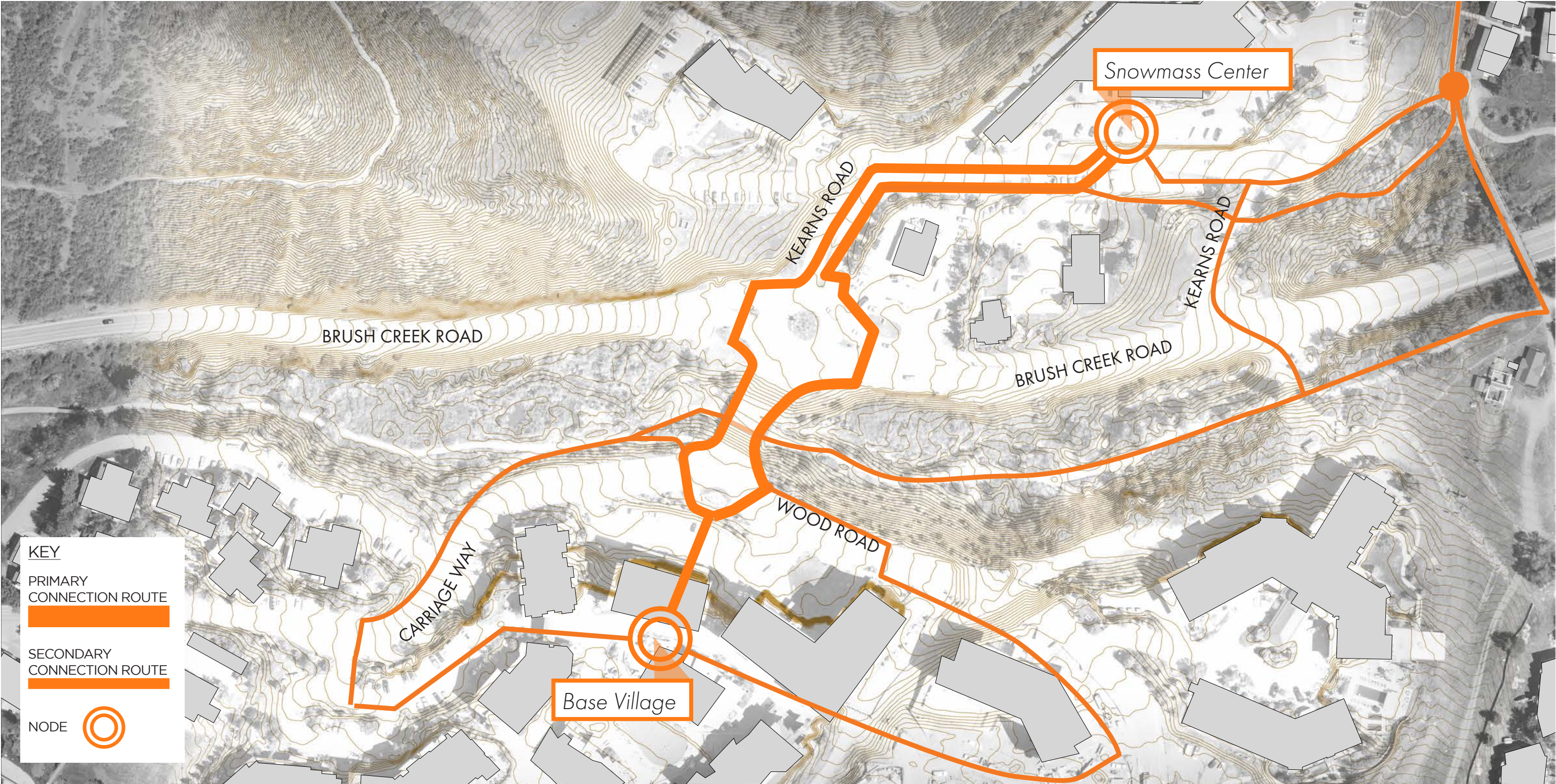


WAYFINDING & LINE-OF-SIGHT

MOVEMENT TODAY

PRIMARY AND SECONDARY CIRCULATION

The preferred alternative should emphasize multiple routes that promote user choice, all season travel, multi-modal mobility, and convenience. The map below shows existing primary and secondary travel corridors used today by pedestrians and cyclists to travel between the nodes.



MOVEMENT TODAY

USER TYPES

Proposed improvements would support a variety of user types, including visitors, employees, and residents.



Dayton
Visitor

Priority: Rapid Access to the Slopes

- *Flying in from East Coast.*
- *Arriving on transit for the first time.*
- *Confused by map directions.*



Hallie
Employee

Priority: Safe, Predictable Transportation

- *Lives in Basalt.*
- *Transit rider.*
- *Has a routine figured out.*



David
Base Village Guest

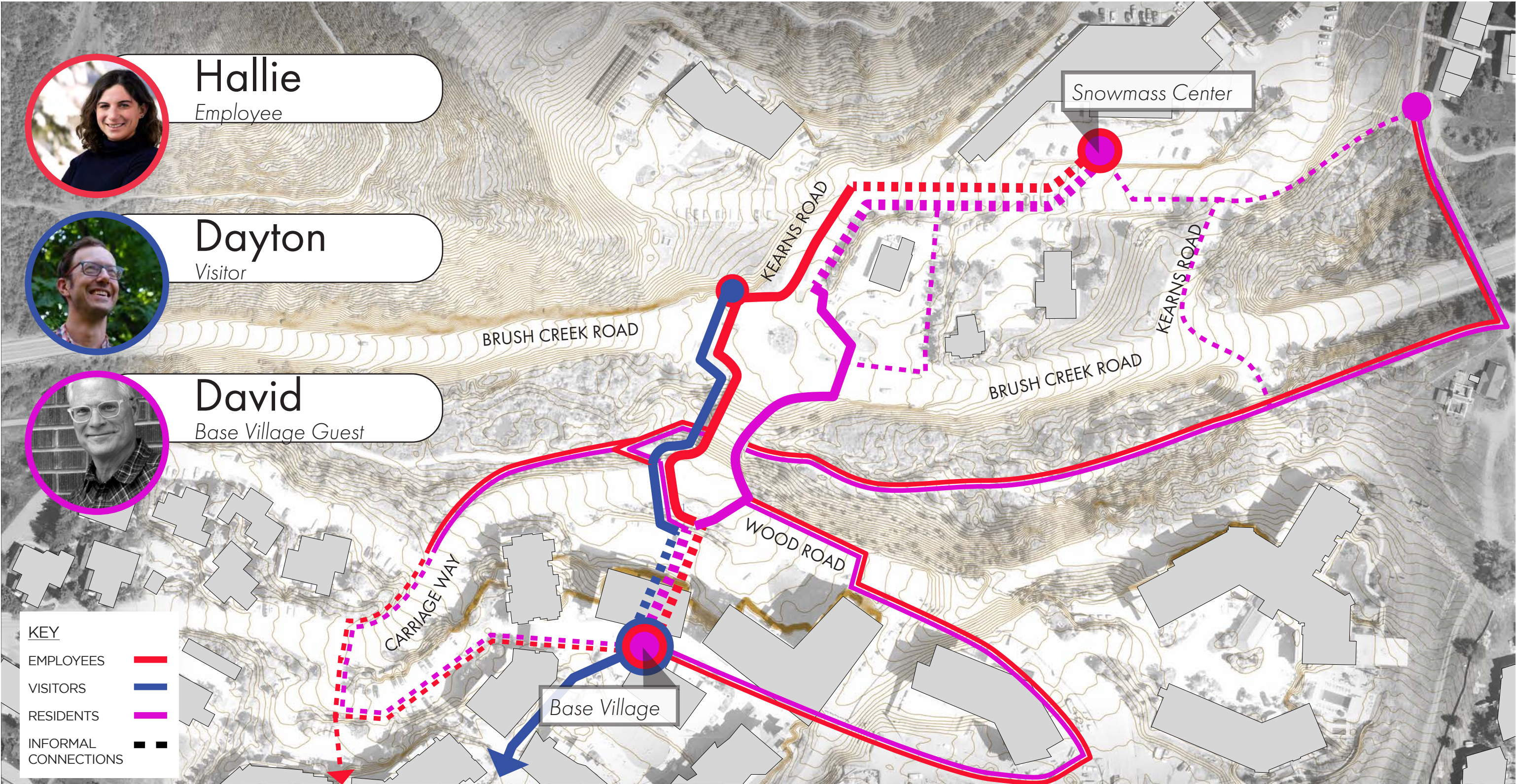
Priority: Comfort and Convenience

- *Stays often in Base Village.*
- *Shops at Snowmass Center.*
- *Often drives because the trip feels like a long walk.*
- *Likes to bike, but needs a comfortable and safe route.*

MOVEMENT TODAY

USER TYPES

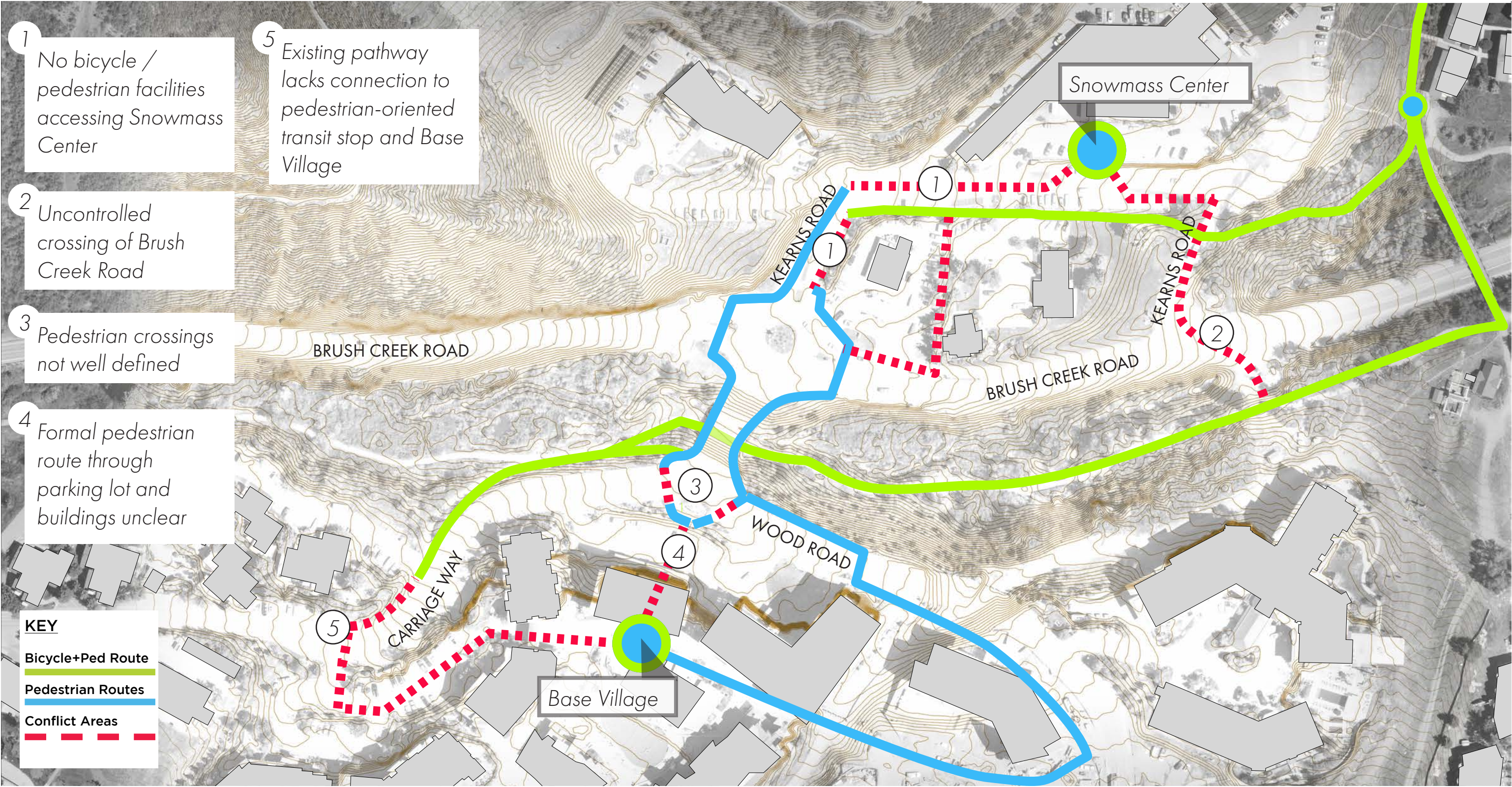
The common access pathways utilized by different user types traveling between the nodes are shown in the map below.



MOVEMENT TODAY

USER MODES & CONFLICT AREAS

Prioritize a reduction in conflicts for pedestrians, bicyclists, and transit riders. The map below shows the existing common access pathways between the two nodes. Areas in red highlight existing conflict areas along these pathways.



MOVEMENT TODAY

USER MODES & CONFLICT AREAS

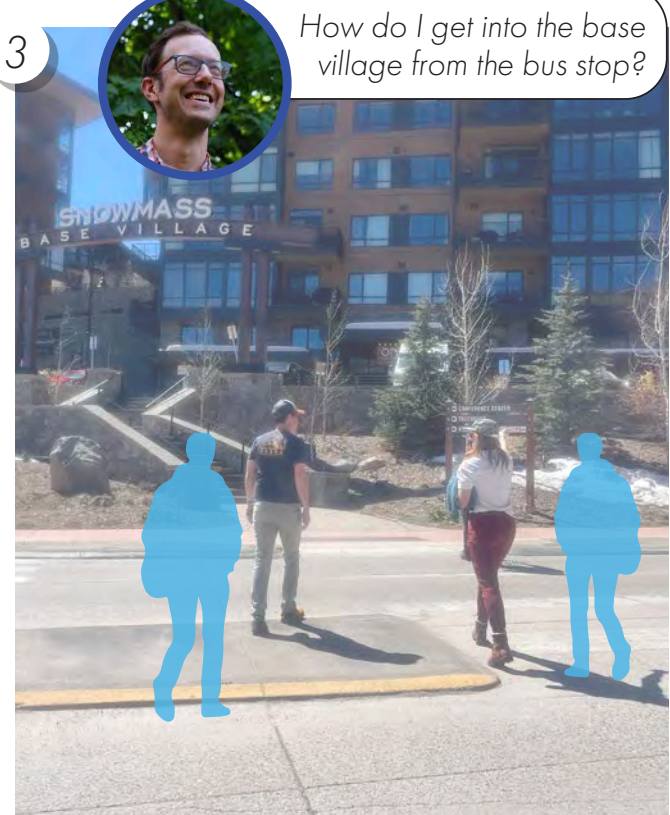
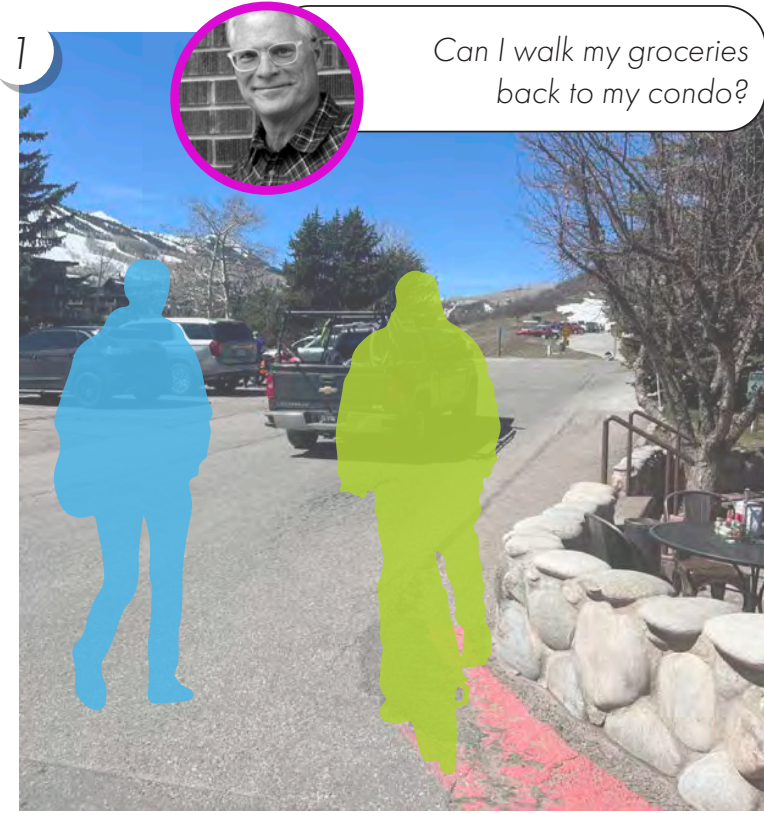
1) No bicycle /pedestrian facilities accessing Snowmass Center

2) Uncontrolled crossing of Brush Creek Road

3) Pedestrian crossings not well defined

4) Formal pedestrian route through parking lot and buildings unclear

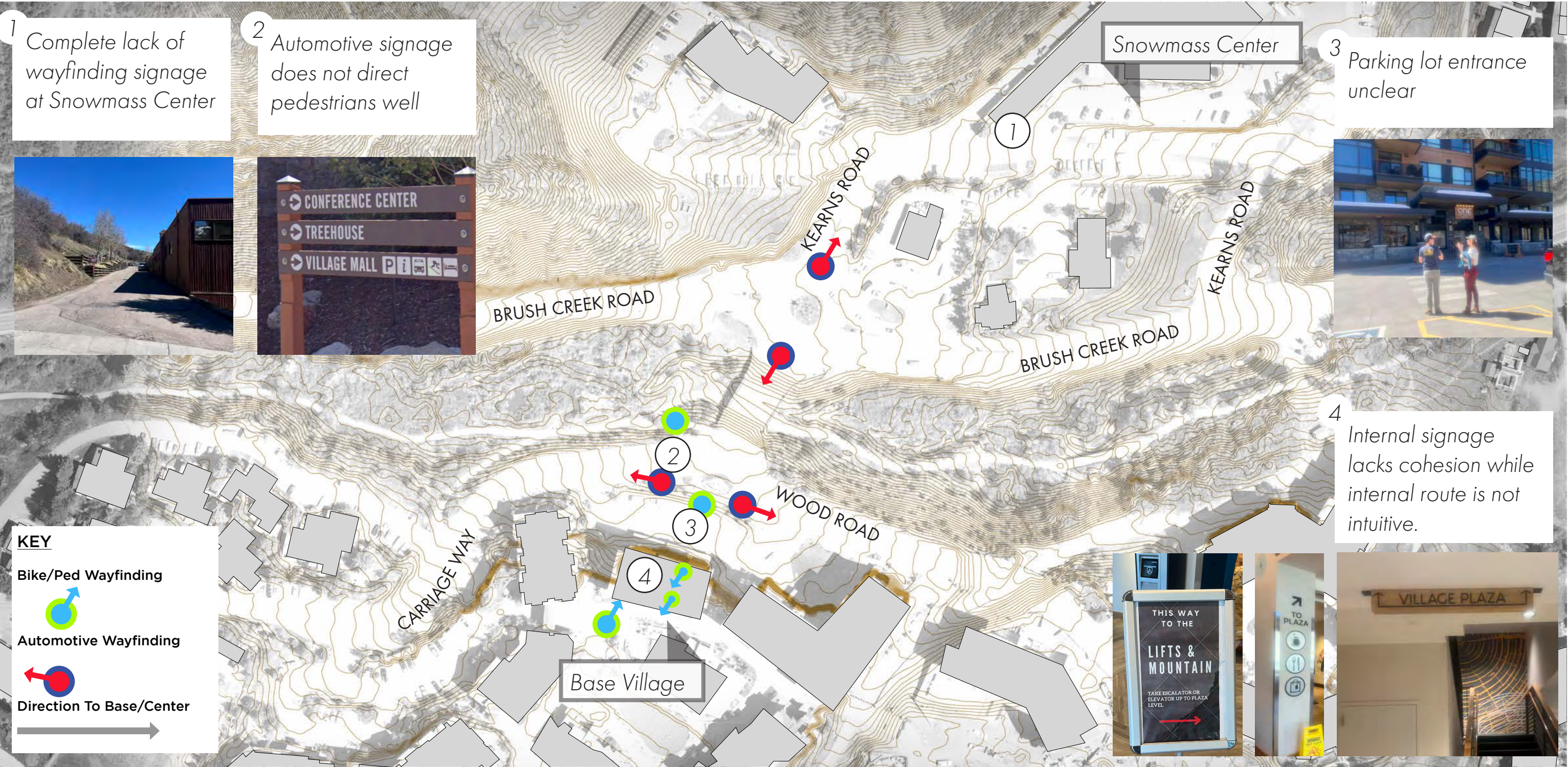
5) Existing pathway lacks connection to pedestrian-oriented transit stop and Base Village



MOVEMENT TODAY

WAYFINDING & LINE-OF-SIGHT

Movement today is guided by current wayfinding as well as existing lines-of-site. Improvements should establish a network of intuitive wayfinding that facilitates clear movement for pedestrians and bicyclists. The map below shows existing wayfinding between the two nodes.



ALTERNATIVES

A variety of strategies can be used to address existing barriers to walking, bicycling, and transit, and to enhance and prioritize connectivity between the Snowmass Center and the Base Village.

Alternatives are categorized into two groups:

- Foundational Improvements
- Grand Investments

FOUNDATIONAL IMPROVEMENTS

WAYFINDING



CROSSINGS & PATHWAYS



TRANSIT



GRAND INVESTMENTS



BRIDGE



GONDOLA



ESCALATOR

FOUNDATIONAL IMPROVEMENTS

Foundational improvements are vital, smaller scale strategies that would complete the street-level multimodal transportation network, improve wayfinding, address existing barriers, and promote intuitive and accessible connections for all users year-round.

The Foundational Improvements have value independent of the Grand Investments and are proposed to be implemented prior to or in tandem with one or more of the Grand Investment ideas.



WAYFINDING



CROSSINGS
& PATHWAYS



TRANSIT

FOUNDATIONAL IMPROVEMENTS

WAYFINDING



Wayfinding is the use of signage, color, and other design elements to help users navigate between destinations. Wayfinding is especially important between the Base Village and Snowmass Center due to line of sight constraints and elevation changes.

Existing pedestrian-focused wayfinding between the two nodes is non-existent in some locations and limited elsewhere. Signage is present for trails only and can be difficult to discern from a distance. Unified signage located throughout the corridor, and that is easily distinguishable from vehicle-focused signage, can help to guide users to their destinations.

Though the corridor is surrounded by immense natural beauty, there are few instances of public art on display. Existing public art installations, including the art piece inside the Brush Creek Road and Kearns Road roundabout, are not oriented to support pedestrian-scale wayfinding. New public art would not only add movement, verticality, and playfulness to the corridor, but can indirectly guide users to destinations as well.

Ground plane art can pair with a unified signage package to directly “illuminate” the exact corridor to be used to travel between destinations. Though an effective secondary tool, ground plane art can be obscured by snowfall and would only be used in tandem with a unified signage package.

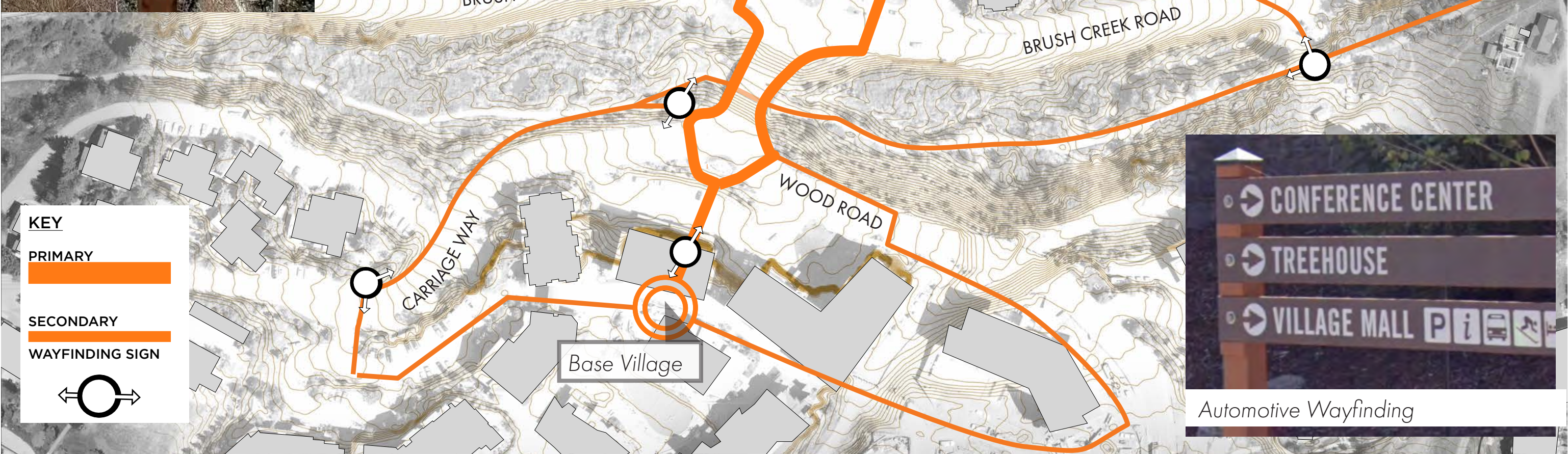
FOUNDATIONAL IMPROVEMENTS - WAYFINDING

UNIFIED PEDESTRIAN SIGNAGE THROUGHOUT

The map below identifies proposed locations and directionality for new pedestrian-focused wayfinding signage between the Snowmass Center and Base Village.



Pedestrian Wayfinding

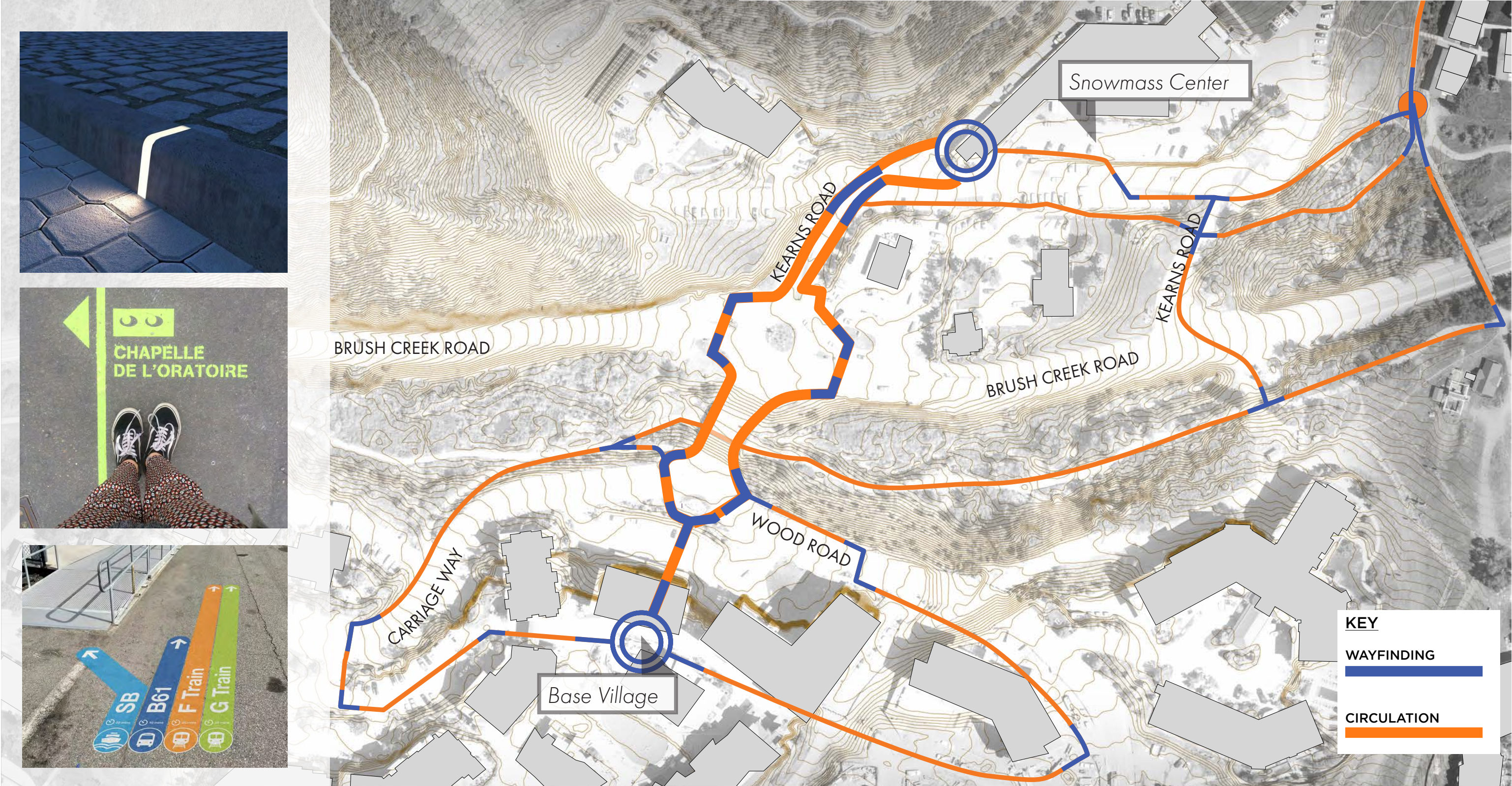


Automotive Wayfinding

FOUNDATIONAL IMPROVEMENTS - WAYFINDING

GROUND PLANE ART AS WAYFINDING

Ground plane wayfinding, such as in-ground lighting, paint, or stickers, can be used at decision points to clearly demonstrate the direction of travel towards key destinations.



FOUNDATIONAL IMPROVEMENTS - WAYFINDING

ICONIC PUBLIC ART NODES

Public art can help guide users to follow the correct pathway and contribute to the overall aesthetic or design theme of the area.

Movement



Playfulness



Verticality



Existing





FOUNDATIONAL IMPROVEMENTS

CROSSINGS AND PATHWAYS



Crossings and pathway improvements include new sidewalks and enhanced crosswalks to maintain continuous and safe connections between the two nodes.

Existing crosswalk features include paint striping or contrasting pavement in all locations, moveable/ temporary yield-to-pedestrian signs and pedestrian refuge islands in some locations, and two rectangular rapid flashing beacons (RRFBs) across Brush Creek Road at the Kearns Road roundabout. Pedestrian crossing signage is present for vehicles at crosswalk approaches as well.

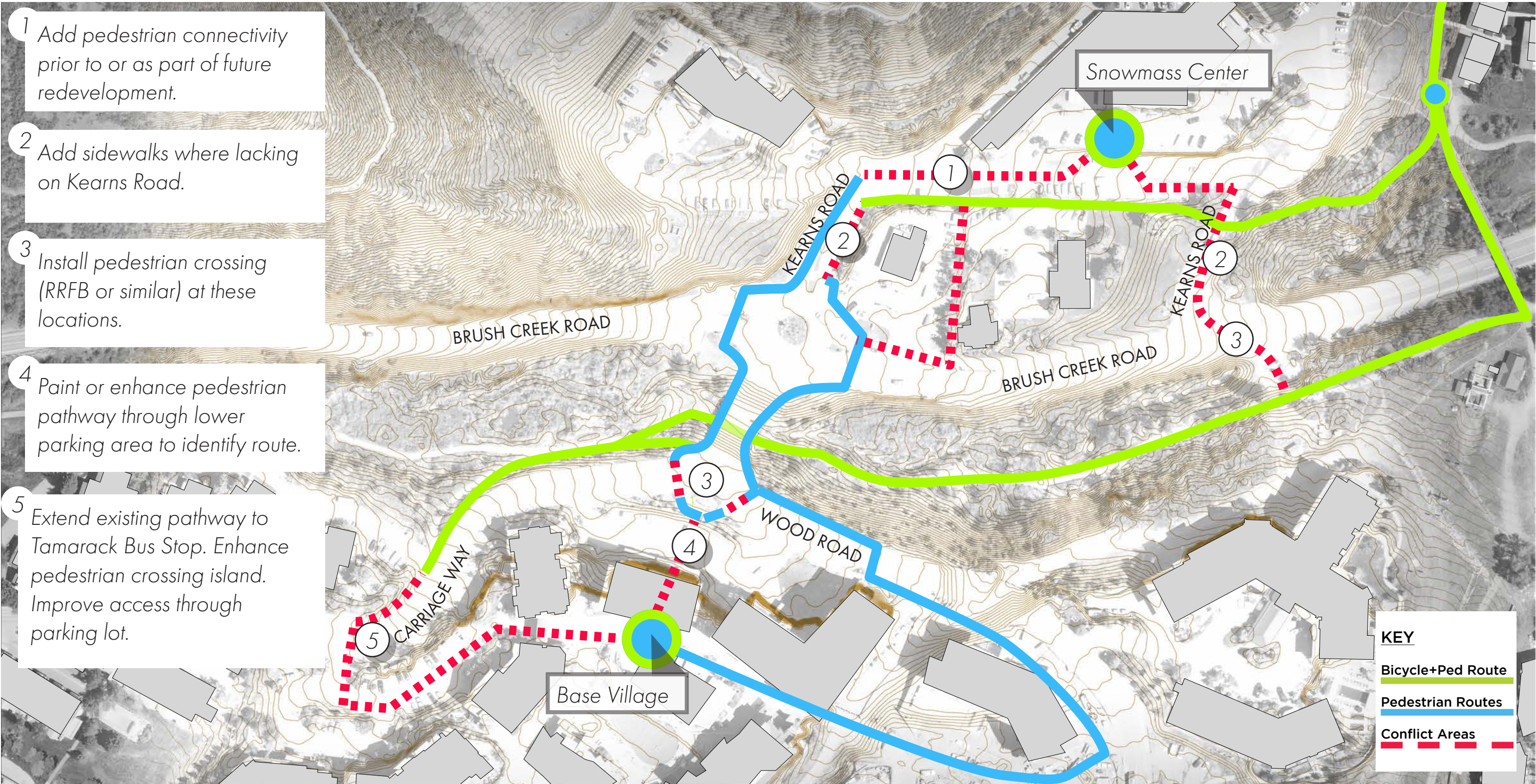
Existing pedestrian pathways are mostly complete south of Brush Creek Road adjacent to the Base Village. Pedestrian and bicycle infrastructure is lacking north of Brush Creek Road along upper Kearns Road. There is no sidewalk present on upper Kearns Road on the east or south side of the corridor directly adjacent to the Conoco gas station. There is also no sidewalk or crosswalk infrastructure on the north side of upper Kearns Road heading to the Snowmass Center.

Beyond these improvements to the primary pathway connection along upper Kearns Road, there is also a need for improvements to secondary pathways along lower Kearns Road and Carriage Way.

Creating these new connections through infrastructure improvements would improve user safety, accessibility, and experience. New sidewalks and enhanced crosswalks would establish continuous primary and secondary pathways between the two nodes.

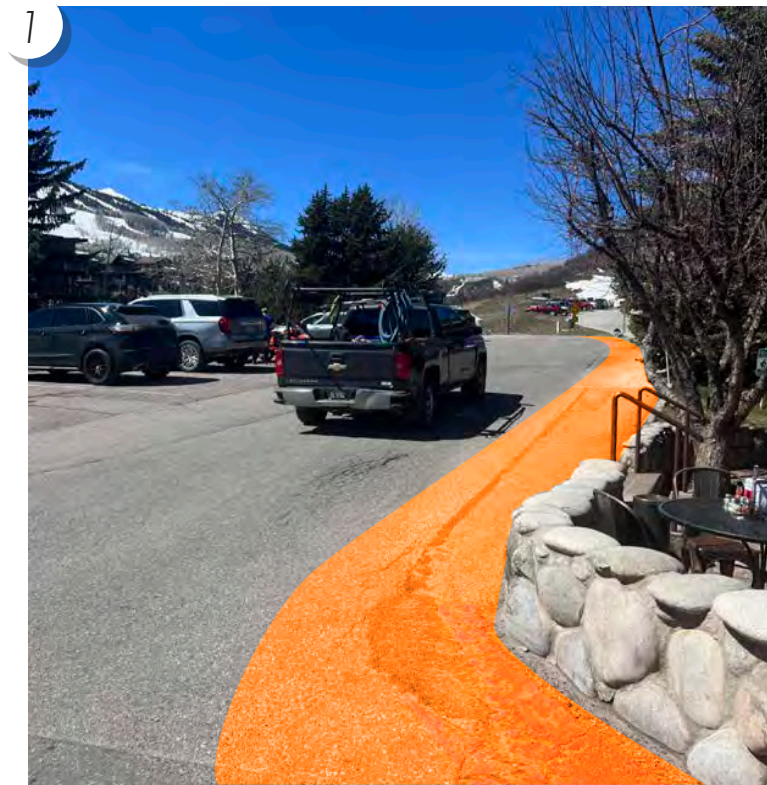
FOUNDATIONAL IMPROVEMENTS - CROSSINGS & PATHWAYS

The map below shows the location of existing crossings and pathways in blue, existing trails in green, and locations where pathway improvements are needed to complete the primary and secondary network in red.



FOUNDATIONAL IMPROVEMENTS - CROSSINGS & PATHWAYS

- 1) Add pedestrian connectivity prior to or as part of future redevelopment.
- 2) Add sidewalks where lacking on Kearns Road.
- 3) Install pedestrian crossing (RRFB or similar) at Lower Kearns Road and Brush Creek Road.
- 4) Enhance pedestrian pathway / crossing through lower parking area to identify route.
- 5) Extend existing pathway to Tamarack Bus Stop. Harden pedestrian crossing island. Improve access through parking lot.



FOUNDATIONAL IMPROVEMENTS

TRANSIT



Potential transit improvement recommendations consist of consolidating and modifying existing Snowmass Shuttle routing near the Snowmass Center to improve efficiency and make accessing transit services more intuitive. The transit improvements pair with a connected pedestrian and bicycle network to better facilitate inter- and intra-town trips.

For the Snowmass Shuttle, consolidating the number of shuttle stops at Snowmass Center from three to one would improve the clarity for stop locations, enhance accessibility, and reduce bus travel time in the uphill direction. This strategy should be paired with enhanced rider facilities and amenities at the new consolidated transit stop.

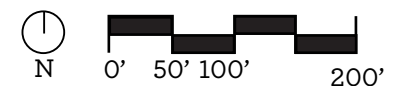
The new consolidated transit stop should expand existing facilities to accommodate more users, and include off-set signage and other wayfinding strategies by shuttle route number to differentiate between various buses serving at the combined stop. To ensure adequate facilities for an expanded bus bay, existing parallel parking directly adjacent to the Snowmass Center would need to be removed. This recommendation also aligns with the improvements proposed as part of the Snowmass Center redevelopment.

FOUNDATIONAL IMPROVEMENTS - TRANSIT

Existing TOSV Shuttle Service has three separate stops within the Snowmass Center complex.

All TOSV shuttle routes except for Route 4 access the Snowmass Center during the peak winter season.

The existing bus stop facilities at Snowmass Center have accessibility challenges, especially for the Lower Snowmass Center stop.



FOUNDATIONAL IMPROVEMENTS - TRANSIT

The enhanced bus stop at the Snowmass Center could be equipped with a bus shelter and heating facilities

The bus stop could include off-set signage and wayfinding to ensure rider clarity for arriving buses at the combined stop



FOUNDATIONAL IMPROVEMENTS

CONCEPTUAL COSTS

The Foundational Improvements together have an estimated cost to construct of \$638,000 in 2024 Dollars. These costs are allocated as follows:

- Wayfinding - \$105,000
- Crossings and Pathways - \$314,000
- Transit Stops - \$26,800
- Supporting Elements and Contingencies - \$192,000

Additional detail for these estimates is provided in the Appendix.



FOUNDATIONAL IMPROVEMENTS

BENEFITS AND IMPACTS COMPARISON

The Foundational Improvements are evaluated against key performance metrics, including the potential for visual impacts, user benefits, seasonal functionality, installation cost, and maintenance cost. These performance metrics help provide an understanding of the potential benefits and impacts of the different strategies and would inform decision making related to refining or removing any strategies prior to implementation of the full package of improvements.

5 - high1 - low\$ - affordable\$\$\$ - grand investment\$ - affordable\$\$\$ - grand investment

GRAND INVESTMENTS

Grand Investments are large-scale conveyances that would separate pedestrians and bicyclists from existing street-level barriers and would help to reduce or remove constraints related to elevation changes and weather when traveling between the two nodes.

The Grand Investments are intended to build on the Foundational Improvements. The three strategies are presented as alternatives. Only a single Grand Investment strategy would be selected to move forward to implementation. This contrasts with the Foundational Improvements, which are intended to be a package of improvements implemented together.

GRAND INVESTMENT ALTERNATIVES



PEDESTRIAN BRIDGE



GONDOLA



ESCALATOR

GRAND INVESTMENTS

PEDESTRIAN BRIDGE



A pedestrian bridge would provide a grade-separated pedestrian crossing between the nodes, removing street-level conflicts between pedestrians and vehicles, mitigating significant grade changes, and serving as a landmark when entering the Town Center.

GRAND INVESTMENT - PEDESTRIAN BRIDGE

PRECEDENT IMAGERY - WOOD, STEEL, AND CONCRETE PREFABRICATED BRIDGES



GIRDER BRIDGE



STEEL BRIDGE



CONCRETE BRIDGE



CAMELBACK TRUSS BRIDGE



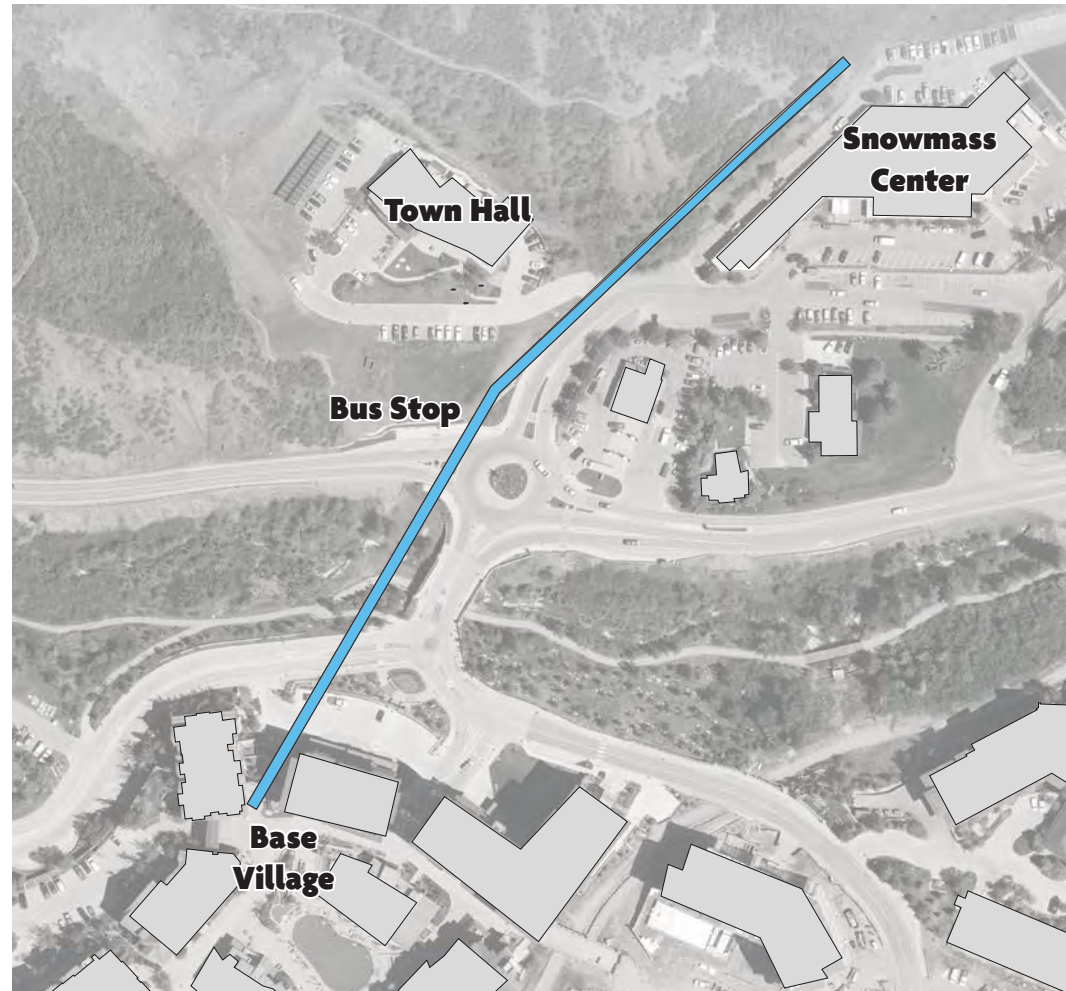
GIRDER BRIDGE



BOWSTRING BRIDGE

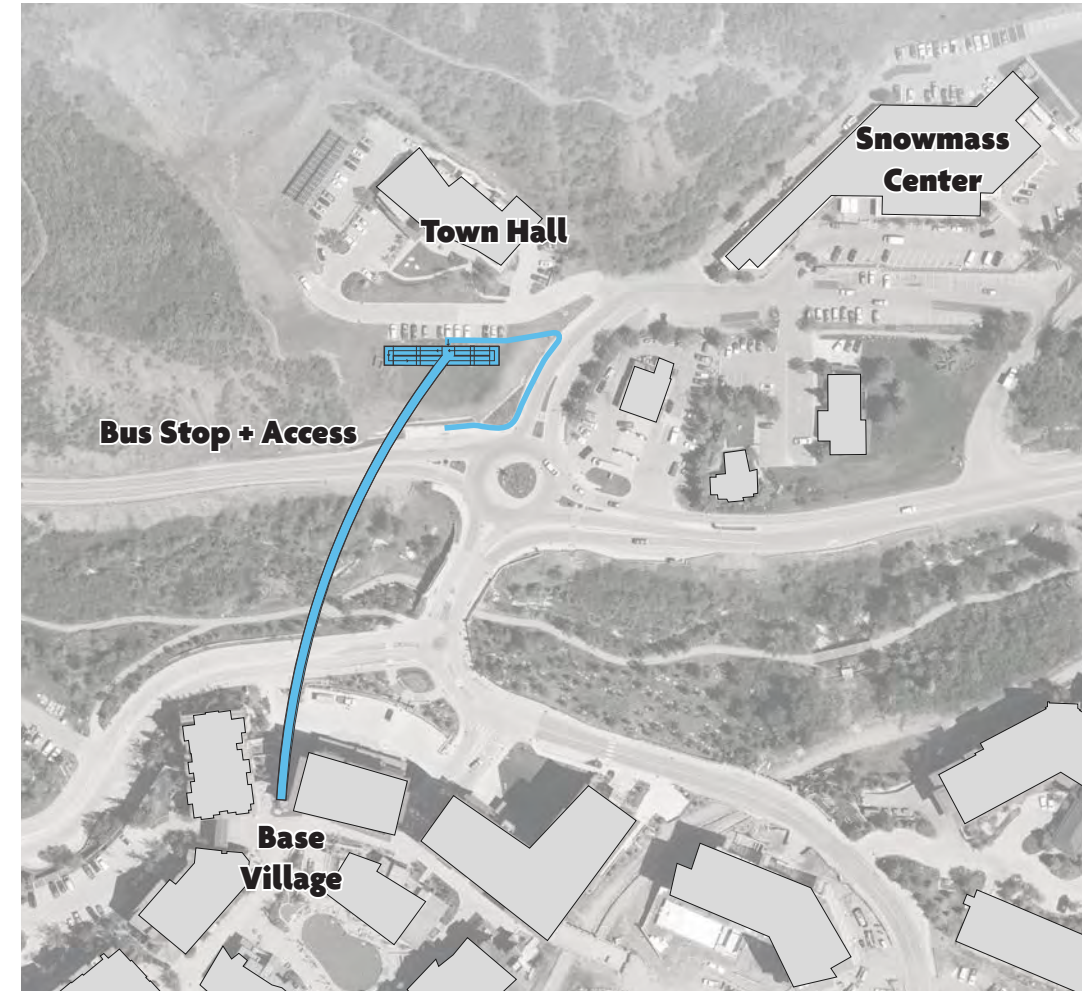
GRAND INVESTMENT - PEDESTRIAN BRIDGE

2003 CONCEPT - LANDING BEHIND CENTER
1040' LONG, 2.3% GRADE



A pedestrian bridge connecting the two nodes was first considered and evaluated by the Town in 2003. The 2003 bridge concept was over 1,000 feet long, connecting from Base Village to the north side (back) of Snowmass Center.

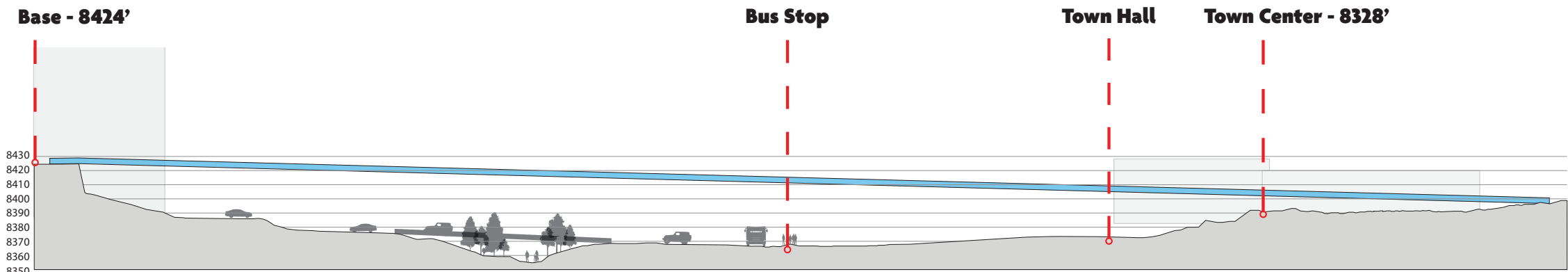
REVISED CONCEPT - ARCHED
625' LONG + ACCESS RAMP, 2.3% GRADE



A revised bridge concept is developed that would be half as long (620 feet) as the 2003 proposal, connecting from the Base Village to the Pointe, just south of Town Hall. This connection would require an access ramp from ground level to the bridge level. Key benefits of this proposed bridge landing location include direct access to the existing bus and shuttle stop on Brush Creek Road, improved connectivity to the “front door” of the existing Snowmass Center, and connectivity to Town Hall and proposed future residential uses to the northwest.

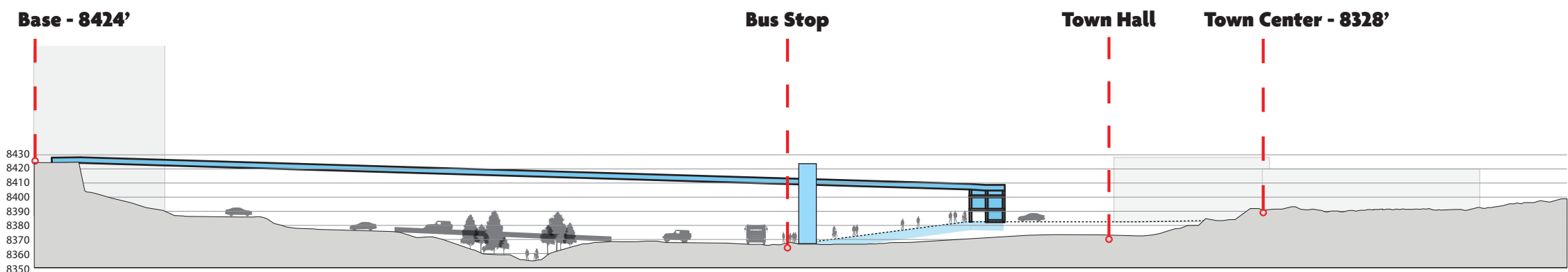
GRAND INVESTMENT - PEDESTRIAN BRIDGE

2003 CONCEPT



1040' Long x 12' Wide Pedestrian Bridge
No Access Ramp Needed, 2.3% Grade

REVISED CONCEPT



620' Long x 12' Wide Pedestrian Bridge
150' x 25' Access Ramp at 1:12 (ADA Accessible), 2.3% Grade

The proposed bridge would be constructed with an approximate 2.3% descending grade from the Base Village to the Pointe. The landing ramp would be ADA accessible and could include an elevator if desired. The base of the landing ramp would be directly connected to the existing bus stop along Brush Creek Road via the Kearns Road sidewalk. A direct connection from the bus stop to the bridge could be provided via an elevator and stairs. The base conceptual cost estimates for a bridge depend on the material used and length of bridge spans.

GRAND INVESTMENT - PEDESTRIAN BRIDGE

BRIDGE STYLE

Several options exist for the style of bridge that would be constructed. A bridge over 600 feet long would be comprised of multiple spans. Span lengths can vary depending on the conditions at the site, areas for placement of columns and supports, and the desired aesthetics. Prefabricated bridge types and conventional span characteristics include:

- Glued Laminated Timber Styles:
 - Girder Style Bridges would be comprised of eight separate bridges each roughly 77 feet long. Bridge girders would be 5'6" to 6'6" deep.
 - Bowstring Truss Bridges would be comprised of six separate bridges roughly 103 feet each in length. From the top of the deck to the bottom of bridge (where bridge rests on abutments) would be roughly 36 inches.
 - Camelback Truss Bridges would be comprised of three separate bridges roughly 205 feet in length. From the top of deck to bottom of bridge (where bridge rests on abutments) would be roughly 48 inches.
- Prefabricated Steel Bridge would be comprised of three to four spans.
- Precast Concrete Bridge would likely be comprised of four spans.

Increasing span lengths beyond these conventional lengths would increase costs for construction and installation. If a pedestrian bridge is advanced as the selected concept, subsequent design efforts will need to examine column support placement and span lengths and configuration.

CONCEPTUAL COST

Bridge costs are highly dependent on span length and configuration. Potential cost ranges for each bridge types noted above include:

- Glued Laminated Timber: \$12 - \$22 million.
- Prefabricated Steel: \$18 - \$34 million.
- Precast concrete: \$12 million for a simple highway style bridge - \$20 million or more for custom features or more aesthetically pleasing components.
- Direct connection from RFTA bus stop to bridge: \$1.5 - 3 million.

GRAND INVESTMENTS

GONDOLA



A gondola is an aerial conveyance propelled by cables from above. A gondola traveling between nodes would remove pedestrian conflicts with vehicles, mitigate steep grade changes, and efficiently move users from node to node.

GRAND INVESTMENT - GONDOLA

GONDOLA TYPES

There are two possible variations for the gondola design: a pulse gondola, similar to the existing Sky Cab (Skittles) and a detachable gondola similar to the existing Village Express. A detachable gondola has a greater passenger capacity per hour, but is significantly more expensive to construct than a pulse gondola. The Town is considering replacing the Skittles gondola with a new detachable gondola, which would create an opportunity to repurpose the Skittles gondola to connect the Base Village and Snowmass Center. When considering likely potential ridership demand and cost, a pulse gondola would be the preferred solution for this connection.

PULSE



CAPACITY: 500-700 PPL/HR
COST ASSOCIATED (APPROX): \$5-7M
REQUIRES CONSTANT STAFF SUPPORT FOR BOARDING/ALIGHTING

DETACHABLE

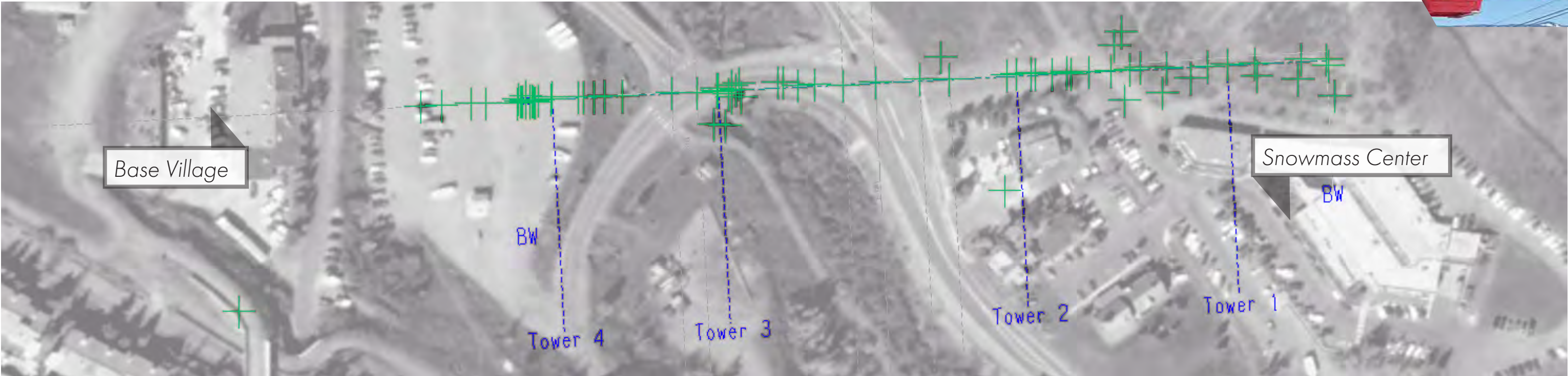


CAPACITY: 2400 PPL/HR
COST ASSOCIATED (APPROX): \$10-14M
REQUIRES CONSTANT STAFF SUPPORT FOR BOARDING/ALIGHTING

GRAND INVESTMENT - GONDOLA

PULSE GONDOLA

2006/7 Leitner Poma Foundations and site plan for a pulse gondola connecting Snowmass Center and Base Village.



Pre-existing gondola foundation location



DESIGN CAPACITY: 500 PEOPLE/HR

FOUR GROUPS OF THREE CABS
IDENTICAL CAB CONFIGURATION TO SKITTLES

RETURN AT BASE VILLAGE - DRIVE TERMINAL AT
SNOWMASS CENTER

GRAND INVESTMENTS

ESCALATOR



An outdoor escalator is a potential solution in areas with significant elevation changes or slopes. An escalator would address the most significant elevation change present in the study area between the Base Village plaza and the One Snowmass parking deck. The remainder of the connection between the nodes would occur at street level and would be facilitated by the Foundational Improvements.

A proposed escalator is assumed to be outdoor-rated and covered, similar to the example photo to the left. Partially or fully outdoor escalators have additional safety and operational features compared to indoor escalators in order to maintain operations in all climates and weather conditions, such as greater protection for main electric parts and the motor, as well as enhanced truss coating that is strongly resistant to corrosion. However, these escalators may still face potential operating challenges in a partial or fully outdoor environment.

There are two variations for the escalator that could be placed fully or partially within the existing access easement located between the Capitol Peak Lodge and One Snowmass. These escalator concepts would move users from Base Village to the One Snowmass parking deck approximately 40 feet below in elevation. The two concepts are presented in the following pages.

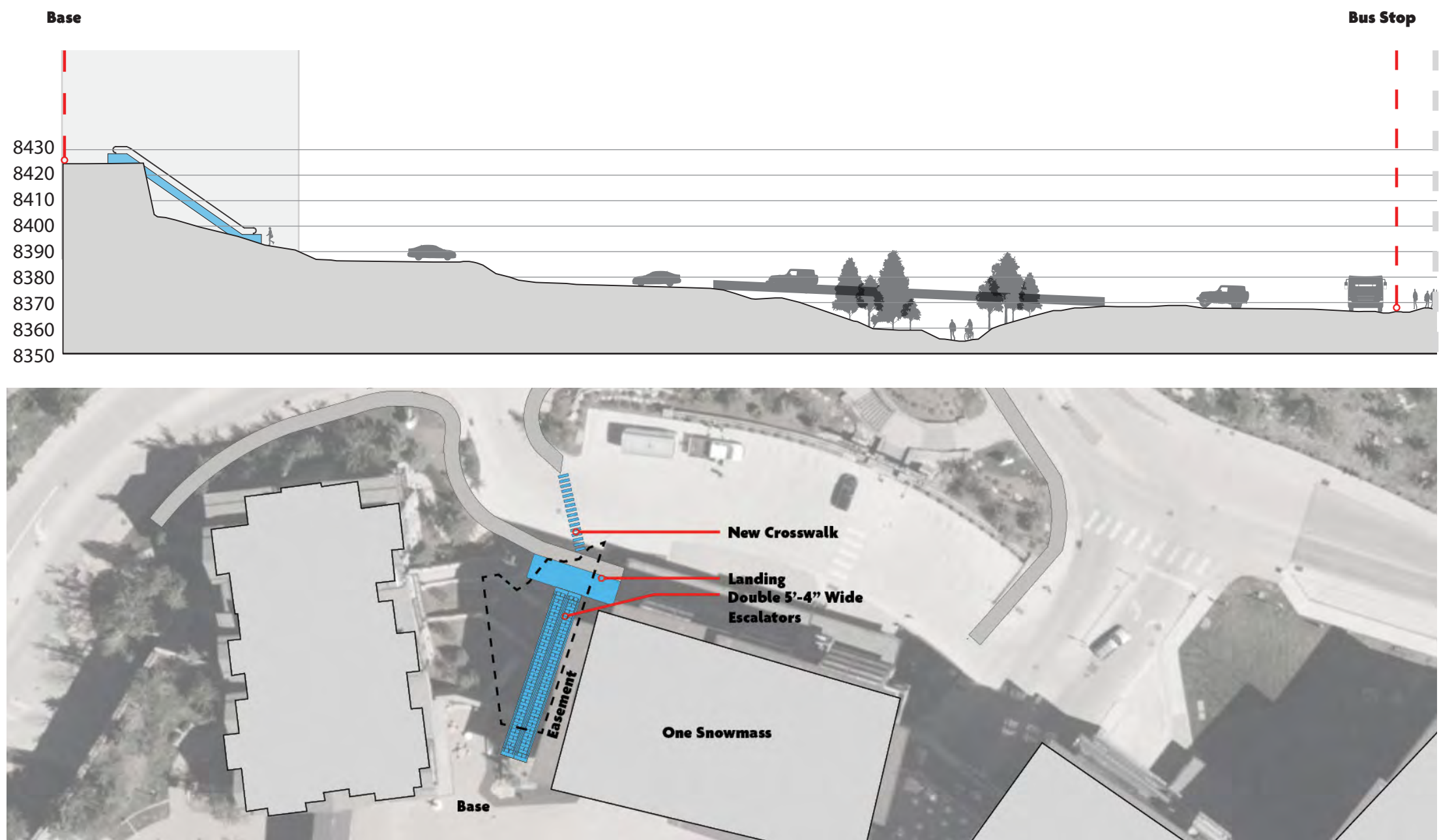
GRAND INVESTMENT - ESCALATOR

PRECEDENT IMAGERY



GRAND INVESTMENT - ESCALATOR

CONCEPT ONE



70' Long, Max Escalator Angle: 35 Degrees
6000 people/ hr Passenger Capacity

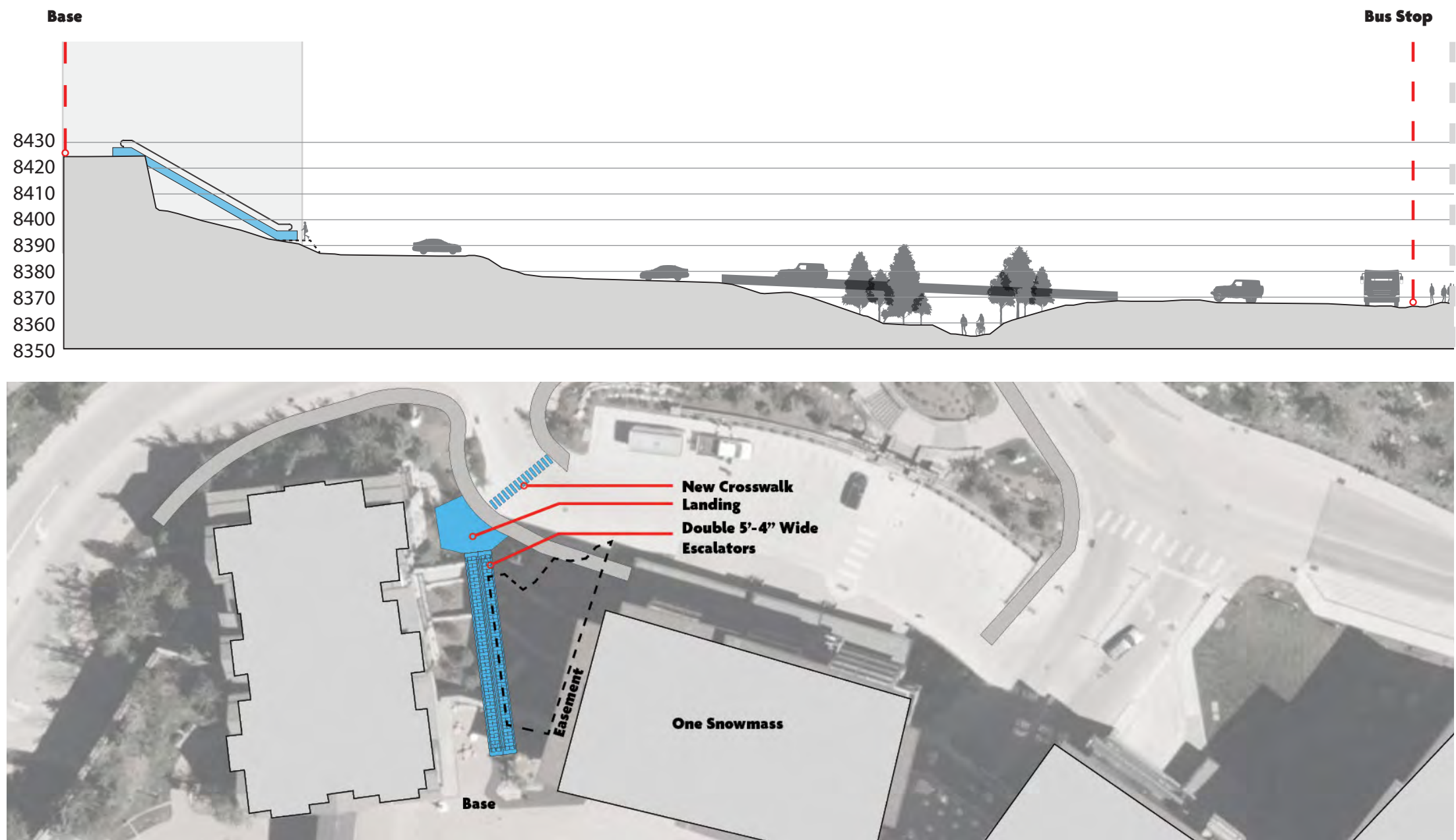
The first option would be a 70-foot-long escalator with a maximum 35-degree angle of ascent/descent.

Both escalator variations would have a passenger capacity for up to 6,000 users per hour. A new high-visibility crosswalk would be needed to allow users to safely cross the One Snowmass parking deck to reach the southern sidewalk on Carriage Way.

In 2023, the Town of Snowmass Village was granted a 2,067 square foot easement, depicted in the image to the left within the dashed black line, solely for providing pedestrian access to the Base Village Plaza. The easement boundary generally follows the One Snowmass building to the east, the top of the Plaza wall to the south, and the Lot 1/Lot 3 parcel boundary to the west. The easement's northern boundary includes a portion of the existing sidewalk fronting the existing One Snowmass loading zone, but does not include any portion of the existing stairwell from the loading zone to Capitol Peak Lodge.

GRAND INVESTMENT - ESCALATOR

CONCEPT TWO



The second variation would be located outside the existing access easement boundary but would allow for an 80-foot-long escalator and a less steep 30-degree angle of ascent/descent.

Both escalator variations would have a passenger capacity for up to 6,000 users per hour. A new high-visibility crosswalk would be needed to allow users to safely cross the One Snowmass parking deck to reach the southern sidewalk on Carriage Way.

80’ Long, Min Escalator Angle: 30 Degrees
6000 people/ hr Passenger Capacity

In 2023, the Town of Snowmass Village was granted a 2,067 square foot easement, depicted in the image to the left within the dashed black line, solely for providing pedestrian access to the Base Village Plaza. The easement boundary generally follows the One Snowmass building to the east, the top of the Plaza wall to the south, and the Lot 1/Lot 3 parcel boundary to the west. The easement's northern boundary includes a portion of the existing sidewalk fronting the existing One Snowmass loading zone, but does not include any portion of the existing stairwell from the loading zone to Capitol Peak Lodge.

GRAND INVESTMENT - ESCALATOR

CONCEPTUAL COSTS

The 70-foot escalator concept would have a capital cost of about \$600,000 given the capacity, higher degree of incline, and being outdoors.

The 80-foot escalator would have a similar cost, but may be slightly less costly due to the more standard 30 degree incline.

Additional costs include potential modification to, or reconstruction of, the existing retaining wall system present within the access easement. These costs are estimated in the range of \$1 million for the 70-foot escalator to \$1.5 million for the 80-foot escalator.

Ground-level improvements to the sidewalk and pedestrian crossing near the escalator landing points would cost about \$25,000. Together, the escalator proposals would range between \$1.6 million and \$2.1 million. Inclusion of a canopy or roof above the escalator could further increase these costs and would vary depending on the materials used for the canopy.

GRAND INVESTMENT

BENEFITS AND IMPACTS COMPARISON

The table below compares the benefits and impacts of the Grand Investment alternatives. This comparison will assist in facilitating a discussion about each Grand Investment and the potential benefits and trade-offs associated with each alternative.

There are opportunities to combine alternatives. The footprint of the escalator concept would allow for future implementation of either a pedestrian bridge or a gondola within and adjacent to the access easement. In this case, the escalator would be a lower-cost initial improvement that is then enhanced with later implementation of a bridge or gondola if funding becomes available.

	Max Capacity (ppl/hr)	Installation Cost (\$M)	Visual Impacts	User Benefits	Seasonal Functionality	Sustainability	Maintenance Cost
Bridge	42000	Timber: \$12-\$22 Steel: \$18-\$34 Concrete: \$12-\$20	High A bridge across Brush Creek would be visible from the entire area.	High This more direct route would also be free of any conflicts with traffic.	Moderate Snow clearing or a covered section of bridge would be needed to maintain functionality in winter.	High No fossil fuels required.	Low No significant annual maintenance needs.
Pulse Gondola	500	\$5-\$7	High Gondola will be visible from entire area.	High Provides direct link between two major nodes. Appeals to drivers who find walking hard.	High Year round comfort and functionality.	Medium Will require energy and staff costs to operate.	High Staff and energy costs.
Detached Gondola	2400	\$10-\$14	High Gondola will be visible from entire area.	High Provides direct link between two major nodes. Appeals to drivers who find walking hard.	High Year round comfort and functionality.	Medium Will require energy and staff costs to operate.	High Staff and energy costs, slightly above pulse gondola.
Escalators	6000	\$1.6-\$2.1	Low Escalator will only be visible adjacent to base.	Medium Will benefit users directly at Base - does not reduce conflicts with vehicles.	Moderate May be covered, but does not reduce exposure to the elements.	Medium Will require ongoing energy costs, but not staffing costs.	Medium Energy and maintenance costs will be ongoing.

5 - minimal

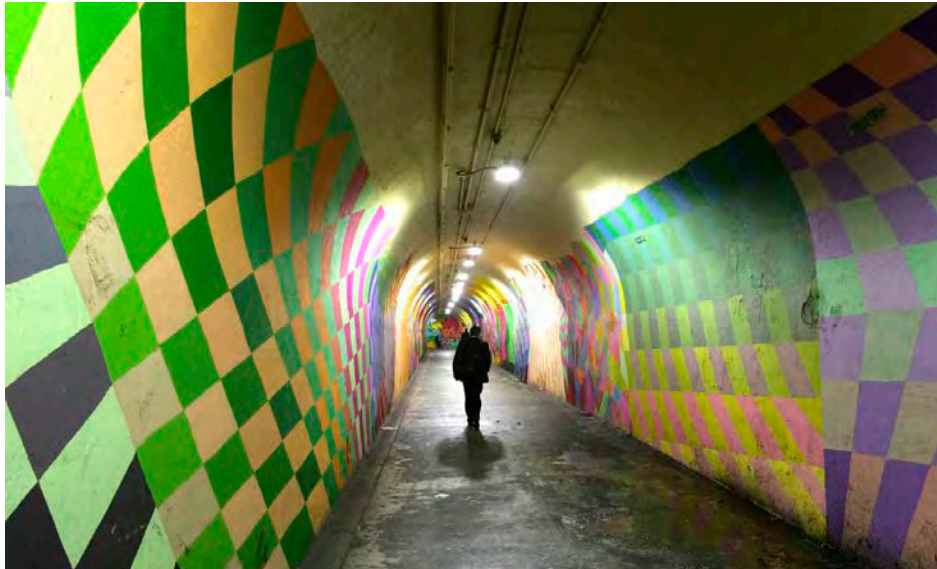
1 - significant

5 - high

1 - low

5 - high1 - low5 - high1 - low\$ - affordable\$\$\$ - grand investment

ALTERNATIVES NOT SELECTED



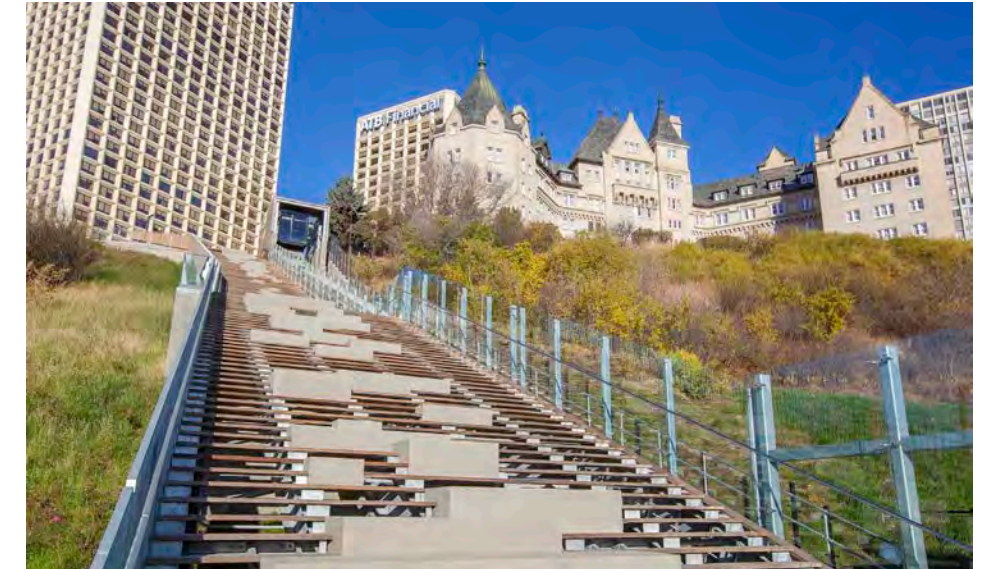
TUNNEL / UNDERPASS

A tunnel or underpass is a grade-separated pedestrian crossing underneath a roadway or other barrier. A tunnel or underpass between the two nodes is less feasible than a pedestrian bridge, given the elevation profile of the study area. Overall, this type of improvement would be more expensive to construct than a bridge, would not be as inviting for users, and would exacerbate elevation changes given the area's elevation profile.



FUNICULAR / INCLINED ELEVATOR

A funicular/ inclined elevator is a cable railway system comprised of two or more cars that ascend and descend a relatively short but steep distance. This strategy has constraints related to implementation and maintenance costs, impacts to adjacent sensitive land uses, a short operating length, staffing for operations, and hours of operation. With these constraints, a gondola was determined to be a more feasible strategy to evaluate to make the connection.



STAIRCASE

A new staircase, rising approximately 40 feet in elevation to access the Base Village from the One Snowmass parking deck, could discourage travel by specific user types, especially those with disabilities or those carrying ski or snowboarding equipment.

A staircase also may be adversely affected by severe weather conditions and the required slopes between landings. Given these constraints, an escalator was determined to be a more feasible strategy for evaluation.

ALTERNATIVES NOT SELECTED



ELEVATOR

Similar to a funicular, an elevator would have capacity constraints and could create delays for users as they wait for the elevator to ascend and descend between Base Village and the parking deck. Elevators in heavy pedestrian traffic areas such as the Base Village are prone to significant user delays due to their limited carrying capacity, especially if users are carrying personal belongings such as skis. Outdoor elevators are also subject to potential maintenance concerns due to environmental conditions. Finally, placement of the elevator within the existing public access easement adjacent to One Snowmass would be challenging given the presence of the retaining walls. It is likely that an elevator would cost significantly more than an escalator, while not being able to move as many people. Given these constraints, an escalator was determined to be a more feasible strategy for evaluation.



RFTA SERVICE CHANGES

A review of existing transit boarding and alighting data shows that existing transit routing and stops may not prioritize rider convenience and connectivity.

For instance, the Base Village sees 363 RFTA daily boardings but only 25 RFTA daily alightings, whereas the Brush Creek + Wood Road (uphill) RFTA stop sees only 14 daily boardings to 299 daily alightings. This notable variation in boardings and alightings suggests that existing bus routing does not meet current user needs and destinations. Because of this, rerouting RFTA routes to stop at Base Village before the Snowmass Mall was considered.

This recommendation was not advanced due to numerous constraints. RFTA buses cannot operate in the uphill direction on Carriage Way due to the grade of the roadway, meaning an initial stop at the Base Village would significantly add to travel time. Additionally, per the terms of a 2004 agreement between the Town and Aspen Skiing Company, RFTA buses are required to serve the Mall first prior to serving Base Village. The requirement remains in place unless a modification is agreed to by the Town and Aspen Skiing Company.

APPENDIX

Engineer's Opinion of Probable Costs

Project: Snowmass Connecting the Nodes
Client: Town of Snowmass Village
DJ&A Project Number: #7483
Revised: 6/13/2024

OPINION OF PROBABLE COSTS					
Foundational Improvements					
Item No.	Description	Estimated Quantity	Unit	Unit Price	Amount
1000	Wayfinding				\$105,375.00
1001	Aluminum wayfinding sign (single rectangular pedestrian post)	8	EA	\$2,000.00	\$16,000.00
1002	Public art display	3	EA	\$15,000.00	\$45,000.00
1003	Pavement markings, lines & symbols (thermoplastic, assume equivalent to 6-inch thick lines)	977	SQFT	\$35.00	\$34,195.00
1004	Pavement markings, 9' radius circle (thermoplastic)	509	SQFT	\$20.00	\$10,180.00
2000	Crossings & Pathways				\$313,930.00
2001	Sidewalk, concrete, 8-feet wide, 8-inch thick	900	SQYD	\$200.00	\$180,000.00
2002	Aggregate base, 4-inch depth	140	TON	\$90.00	\$12,600.00
2003	Rectangular Rapid Flashing Beacon and sign	8	EA	\$4,000.00	\$32,000.00
2004	Curb Ramp	19	SQYD	\$250.00	\$4,675.00
2005	Detectable warning panel	4	EA	\$500.00	\$2,000.00
2006	Curb and gutter	1012	LNFT	\$65.00	\$65,780.00
2007	Colored concrete crosswalk (8-feet wide)	240	SQFT	\$45.00	\$10,800.00
2008	Concrete crosswalk border (1-foot wide)	3	SQFT	\$25.00	\$75.00
2009	Concrete median island (8-feet wide x 30-feet long)	240	SQFT	\$25.00	\$6,000.00
3000	Transit				\$26,800.00
3001	Aluminum transit stop sign	4	EA	\$2,000.00	\$8,000.00
3002	Bus Shelter, aluminum frame, acrylic glazing 99' x 12' x 8' high)	1	EA	\$18,800.00	\$18,800.00
DIRECT CONSTRUCTION SUBTOTAL					\$446,105.00
Mobilization/Demobilization & SWPPP				10%	\$44,610.00
Permits				2%	\$8,920.00
Traffic Control				1%	\$4,460.00
Contingency				30%	\$133,830.00
CONSTRUCTION SUBTOTAL					\$637,925.00

Engineer's Opinion of Probable Costs

Project: Snowmass Connecting the Nodes
Client: Town of Snowmass Village
DJ&A Project Number: #7483
Revised: N/A

OPINION OF PROBABLE COSTS					
Escalator					
Item No.	Description	Estimated Quantity	Unit	Unit Price	Amount
4000	Site Improvements for Escalator				
4001	Sidewalk, concrete, 8-feet wide, 8-inch thick	40	SQYD	\$200.00	\$8,000.00
4002	Aggregate base, 4-inch depth	10	TON	\$90.00	\$900.00
4003	Curb Ramp	9	SQYD	\$250.00	\$2,250.00
4004	Detectable warning panel	2	EA	\$500.00	\$1,000.00
4005	Curb and gutter	30	LNFT	\$55.00	\$1,650.00
4006	Pavement markings, cross walk bars, thermoplastic	80	SQFT	\$40.00	\$3,200.00
	Escalator				
4007	Escalator	1	LS	\$600,000.00	\$600,000.00
	Retaining Wall				
4008	Modifications to Existing Retaining Wall	1	LS	\$1,000,000.00	\$1,000,000.00
DIRECT CONSTRUCTION SUBTOTAL					\$1,617,000.00
Mobilization/Demobilization & SWPPP				10%	\$161,700.00
Permits				2%	\$32,340.00
Traffic Control				1%	\$16,170.00
Contingency				30%	\$485,100.00
CONSTRUCTION SUBTOTAL					\$2,312,310.00

Engineer's Opinion of Probable Costs

Project: Snowmass Connecting the Nodes
 Client: Town of Snowmass Village
 DJ&A Project Number: #7483
 Revised: N/A

OPINION OF PROBABLE COSTS					
Pedestrian Bridge Ground Level Improvements					
Item No.	Description	Estimated Quantity	Unit	Unit Price	Amount
5000	Sidewalk Connection				
5001	Sidewalk, concrete, 8-feet wide, 8-inch thick	116	SQYD	\$200.00	\$23,200.00
5002	Aggregate base, 4-inch depth	20	TON	\$90.00	\$1,800.00
5003	Curb and gutter	130	LNFT	\$55.00	\$7,150.00
5004	Grading Earthwork	154	CUYD	\$55.00	\$8,470.00
5005	Topsoil & Seeding	19	CYUD	\$70.00	\$1,330.00
DIRECT CONSTRUCTION SUBTOTAL					\$41,950.00
Mobilization/Demobilization & SWPPP (5%)					\$2,100.00
Permits (2%)					\$840.00
Traffic Control (1%)					\$6,290.00
Contingency (30%)					\$12,590.00
CONSTRUCTION SUBTOTAL					\$63,770.00

Costs for the bridge and support structure could vary widely based on the number of spans, span lengths, and elevation.
 Cost ranges for different bridge types are presented on page 30 of the memo .

Aspen Skiing Company Stakeholder Meeting

Date: 06.27.24

Location: Virtual

Attendees:

Mak Keeling - Vice President of Mountain Planning Aspen Skiing Company

Mike Horvath - TOSV Town Engineer

Bill Delo - DJ&A

Jason Rosenblum - DJ&A

Hallie Miller - SE Group

Discussion:

Mike opened the meeting by providing an overview of the study. He noted that the project is in the alternative development stage. Draft alternatives will be presented to stakeholders and then presented to Town Council in July 2024.

Bill presented an overview of the project, existing conditions in the study area, proposed Foundational Improvements, and draft alternatives, which are identified as Grand Investments.

Comments from Aspen Ski Company include the following:

Mak commented that the smaller items proposed as part of the Foundational Improvements make sense. Proposals should keep in mind year round effectiveness and that paint can require a lot of maintenance.

Mak noted that the existing outdoor escalators in the Valley have maintenance issues. He was not sure how the Beaver Creek escalator is able to work as effectively as it does.

For the gondola, the hours of operation would be challenging. It's a year-round connection and daily connection that needs to serve people through the day and off-peak hours. Mak noted that if the Skittles gondola were to be replaced, it could be repurposed here for a low capital cost.

Mak noted that a pedestrian bridge appears to be the best serving option. If this option is advanced, alignments and elevations would be desirable. There is a need to understand the elevation challenges, and a possibility to integrate the bridge with the future transit center proposed in the Snowmass Center plan. Mak sees it more as a commercial node connection than an employee housing connection.

A pedestrian bridge should be designed to accommodate small electric golf carts or autonomous vehicles that could carry goods between the nodes.

The Luge shuttle service operating between the Vicory and Base Village – could use a bridge connection to then serve Snowmass Center.

As part of the bridge concept, consider a lower route elevation route that links to the front door of One Snowmass. This could also help to serve the RFTA bus stop.

There is a comparable example in Sölden, Austria where a pedestrian bridge links the bus stop to the ski run with an elevator and stair connection.

Action Items

No changes or updates to the report are identified following this meeting.

East West Partners Stakeholder Meeting

Date: 06.26.24

Location: Virtual

Attendees:

Ellen McCready - Project Manager for East West Partners

Andy Gunion - Managing Partner for East West Partners

Mike Horvath - TOSV Town Engineer

Bill Delo - DJ&A

Jason Rosenblum - DJ&A

Hallie Miller - SE Group

Discussion:

Mike opened the meeting by providing an overview of the study. He noted that the project is in the alternative development stage. Draft alternatives will be presented to stakeholders and then presented to Town Council in July 2024.

Bill presented an overview of the project, existing conditions in the study area, proposed Foundational Improvements, and draft alternatives, which are identified as Grand Investments.

Comments from East-West Partners include the following:

Andy asked about the current levels of pedestrian traffic in the study area and if the project is intended to serve existing traffic levels or future growth? Bill and Mike noted that the improvements would serve both existing users and future demand.

Andy highlighted challenges related to the walk to Snowmass Center with the missing sidewalk segments. He also discussed constraints associated with an outdoor escalator. There may be concerns from condo owners related to the proximity of an escalator to One Snowmass and other buildings. He also cautioned about operating costs for a gondola and the potential visual impact of a bridge.

Ellen noted that improvements should seek to reduce travel difficulties for pedestrians related to snow and ice. She expressed concerns about the gondola's effectiveness and the location of a proposed escalator in relation to the current access easement. There could be condo owner push back on the escalator concept. It would need to be well-screened to reduce visual impacts. She also noted that the power supply for an escalator would need to be investigated.

Mike suggested outlining existing easements on a map for the escalator.

There was discussion on East West's current planning for the Village, emphasizing the importance of the planned linear park, and exploring opportunities for play elements along the pedestrian network.

Andy mentioned there is a small electric shuttle bus system serving the Village currently. This could be expanded to potentially serve Snowmass Center.

Action Items

DJ&A to add the boundary of the public access easement to graphics showing the alignment of the escalator.

Roaring Fork Transportation Authority (RFTA) Stakeholder Meeting

Date: 06.25.24

Location: Virtual

Attendees:

David Pesnichak - RFTA

David Johnson - RFTA

Mike Horvath - TOSV Town Engineer

Sam Guarino - TOSV Transportation Manager

Bill Delo - DJ&A

Jason Rosenblum - DJ&A

Discussion:

Mike opened the meeting by providing an overview of the study. He noted that the project is in the alternative development stage. Draft alternatives will be presented to stakeholders and then presented to Town Council in July 2024.

Bill presented an overview of the project, existing conditions in the study area, proposed Foundational Improvements, and draft alternatives, which are identified as Grand Investments.

Comments from RFTA include the following:

For the pedestrian bridge concept, RFTA staff noted that it may be difficult to get transit riders alighting at the RFTA bus stop on Brush Creek Road to double back to the bridge entrance located higher up Kearns Road.

Regular users/transit riders would be less inclined to double back for this trip and would instead travel at street level, especially if the bridge was paired with an escalator.

There was discussion about how the bridge would serve bicyclists and pedestrians compared to the gondola.

David Johnson commented that he is not a fan of the gondola. The gondola would have constraints related to hours of operation, staffing, and travel time.

RFTA staff noted that it's good to think about the primary goal of the improved connection. If the main goal of the project is to take guests from the grocery store to Base Village, then a gondola may be the preferred option. But when thinking about transit users and potential future residents a bridge or escalator may be more valuable. Additionally, WeCycle users would be able to use the bridge and potentially the escalator, but not a gondola.

A gondola might be able to better navigate the elevation changes than a bridge, minimizing the double back from the bus stop. Perhaps the gondola could connect from Base Village, to parcel south of Town Hall.

Floor or ground markings would be helpful inside buildings as well as along the routes. Mike noted that the Town has no control over changes within One Snowmass.

There was discussion regarding an option for RFTA buses to serve Base Village before going to the Mall. Conditions precluding this proposal include existing land use agreements between TOSV and property owners, as well as the time that this rerouting would add to RFTA schedules.

RFTA staff comment that additional wayfinding would be helpful. In Summer months, the proposed ground wayfinding would be good. A mixture of signs would also be good.

Action Items

DJ&A will update the Alternatives Memo to include a notation about the land use agreements precluding a rerouting of RFTA service.

Snowmass Center Stakeholder Meeting

Date: 06.27.24

Location: Virtual

Attendees:

Kristin Pride - Sarick/Snowmass Center

Mike Horvath - TOSV Town Engineer

Sam Guarino - TOSV Transportation Manager

Bill Delo - DJ&A

Jason Rosenblum - DJ&A

Hallie Miller - SE Group

Discussion:

Mike opened the meeting by providing an overview of the study. He noted that the project is in the alternative development stage. Draft alternatives will be presented to stakeholders and then presented to Town Council in July 2024.

Bill presented an overview of the project, existing conditions in the study area, proposed Foundational Improvements, and draft alternatives, which are identified as Grand Investments.

Comments from Sarick/Snowmass Center include the following:

Kristin noted that a PD amendment for Snowmass Center is under development. No information is available at this time as the concept has not been fully developed.

Kristin did not offer comments on the consolidated bus stop concept. She noted that she would confer with the Snowmass Center facility manager and circle back with comments. In a subsequent email, she noted that a consolidated bus stop does make sense.

The proposed location for the consolidated bus stop is currently shared with delivery trucks. This could create conflict, but the Center is exploring options to relocate the truck delivery area.

Kristin noted that additional wayfinding signage would be helpful, but that signage on the ground will not be visible for several months during the year. She noted that wayfinding lighting is a good idea.

Kristin liked the concept of a pedestrian bridge over a gondola, noting concerns about gondola journey time and the need to staff the gondola to operate.

Related to the escalator, Kristin noted that the design concept should ensure it is an outdoor-rated escalator. She noted the escalator installed at Highlands is an indoor model and it is problematic and breaks constantly. The escalator should be modeled after Beaver Creek, not Highlands.

Action Items

None at this time.

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

July 15, 2024

AGENDA ITEM:

Brush Creek Road and Owl Creek Road Roundabout Update

PRESENTED BY:

Anne Martens, Public Works Director

BACKGROUND:

The design for the roundabout at Brush Creek Road and Owl Creek Road is 60 % design. Included in the packet are renderings from the landscape architect DHM based upon the civil design. Also attached is the memo summarizing the latest cost estimates. The design team has been finalizing details with Town Staff, user groups and utilities to coordinate the design and timing for the project.

FINANCIAL IMPACT:

The 2024 budget included \$250,000 for design of the roundabout plans with the goal of developing the plans to provide budgetary numbers for future construction. The Design team has provided a revised cost estimate based on the 60% design package of \$7.3 million dollars. Next steps would be to engage in a CMGC contract with a contractor to provide more cost estimates for the budget and construction logistic as final design is completed. The project team continues to discuss the cost share with SWSD as the plan details are finalized.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

These projects meet several of the Council's goals and objectives including but not limited to:

- Focus on improved access and safety.
- Continue to improve multi-modal connections.

COUNCIL OPTIONS:

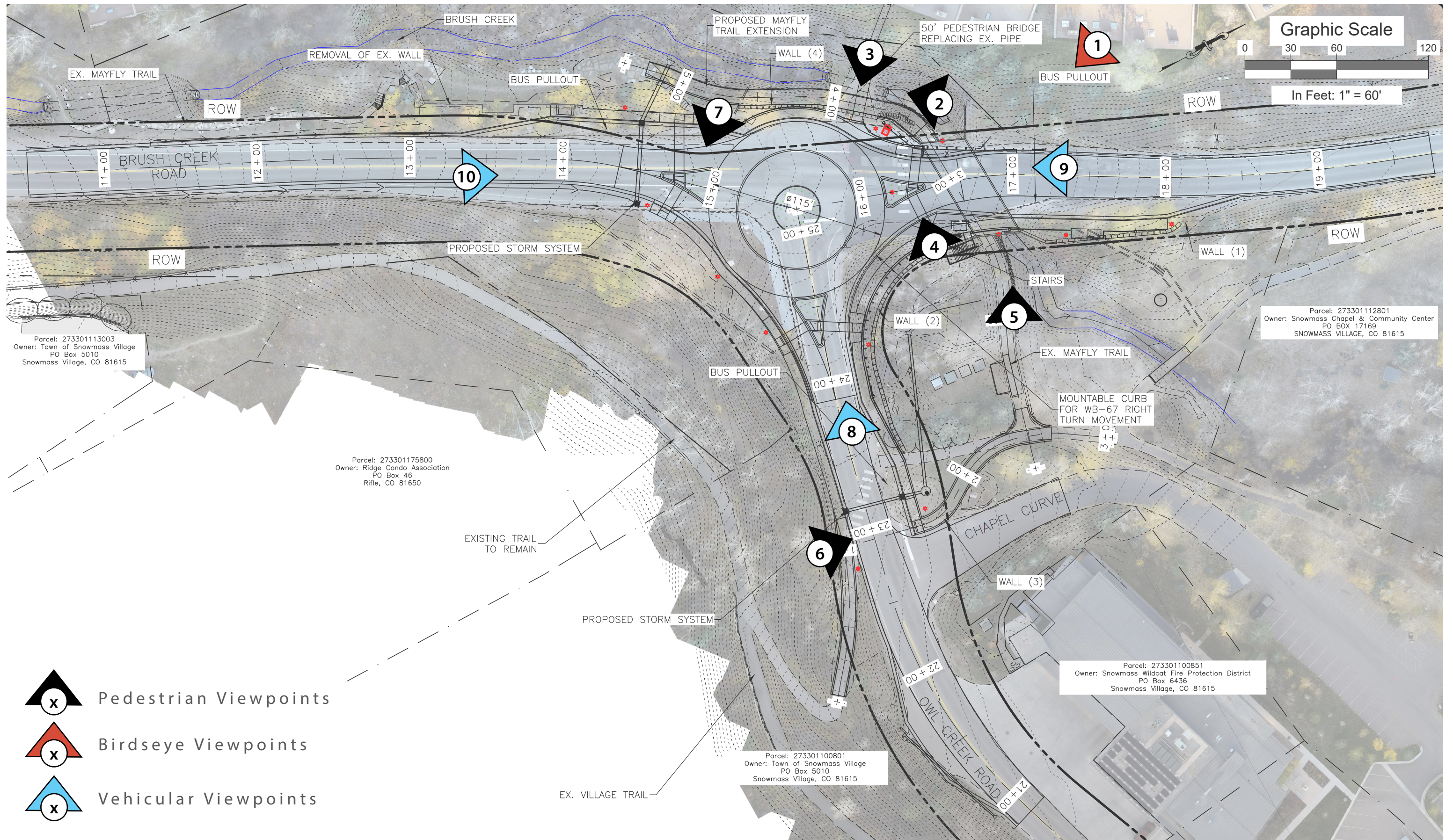
This is an update item only.

STAFF RECOMMENDATION:

Update only, no action recommended.

ATTACHMENTS:

1. Exhibit A – Owl Creek Road / Brush Creek Road Roundabout Renderings
2. Exhibit B – Owl Creek Road / Brush Creek Road SGM Revised Cost Estimate Memo

























MEMORANDUM

TO: Anne Martens – Snowmass Village Public Works Director
FROM: Mike Fowler, PE - SGM Project Manager
DATE: July 10, 2024
RE: Brush Creek Road and Owl Creek Road Intersection Improvements
60% Design Level Engineer's Opinion of Probable Cost (EOPC)

Purpose of Memorandum

This memorandum summarizes the basis of the current Engineer's Opinion of Probable Cost (EOPC).

Discussion

The level of design which this EOPC is based on is approximately 60%. Nearly all design elements have been developed enough for detailed quantity takeoffs, and only a few items or categories of items (e.g. landscaping) remain to be developed in the next design phase. An allowance has been included for design elements that have not been developed yet, but we anticipate will be included in the final design.

Construction items have been identified with CDOT item codes. This facilitates the use of CDOT cost data and construction specifications.

Unit cost estimates for each item have been developed from recent bid tabulations for similar projects, past similar SGM projects, and CDOT cost data.

We have retained an overall contingency allowance to account for general economic and pricing uncertainty. This contingency allowance has been reduced from the 30% allowance at 30% design to 20% allowance at the current 60% milestone.

Summary

The current Engineer's Opinion of Probable Construction Cost for the roundabout project is approximately **\$7,300,000**, up slightly from the previous opinion of cost based on the updated design.

Attachments:

- EOPC Summary
- EOPC Unit Price Analysis

cc: Ashley Cline, PE – SGM Transportation Team Leader
Mark Frymoyer, PE – SGM Bridge Team Leader
Project file

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

July 15, 2024

AGENDA ITEM:

Mall Transit Center Public Outreach

PRESENTED BY:

Sam Guarino, Transportation Director
Clint Kinney, Town Manager

BACKGROUND:

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

Council reviewed a proposed incremental improvements on February 5, 2024. After a March 11th, 2024, discussion on revised design criteria and an April 1st, 2024, to discuss next steps, Council directed staff to develop a basic feasibility study on a novel two level transit center design.

On June 17th, 2024, Council directed staff to create materials and a strategy to begin a public outreach campaign to gather feedback on possible next steps. These steps could include moving forward with the incremental design with an eye on a larger project in the future. Moving forward with a phased approach that would bring a short-term improvement as phase 1 and a larger improvement in phase 2. Or begin design on a larger project without a short term solution in mind.

Over the coming months feedback will be sought from the public through a number of means. Business owners on the mall and in other affected areas will be invited to an open house meeting (along with any members of the general public who would like to attend) and/or to one-on-one meetings if they would like with written and verbal feedback encouraged. Other opportunities to engage with public through appropriate means such as share a drink with council events will be taken advantage of. Staff will set up and direct people to a webpage with a description of the possible next steps to solicit further written feedback from the general public. Other stakeholders (SkiCo, RFTA, CDOT, etc.) will also be engaged to receive their feedback on the proposed designs.

FINANCIAL IMPACT:

Financial impacts would vary greatly depending on final direction.

- Moving forward with the incremental improvements would require additional design funding to be budgeted. Construction costs are estimated at \$2,766,749 for RFTA depot improvements and \$1,202,206 for Daly Lane improvements
- The 2022 project cost estimate was \$36,040,444 in 2023 dollars including a 2% inflation escalator for the 28-month construction window and \$37,330,553 with the same escalator for a 40-month window. Construction documents were nearly completed, minimal additional design funding would be needed to restart this project.
- The 2024 project cost estimate is \$40,552,738 for the 28-month construction window and \$44,021,135 for a 40-month window. This project is very early in the design process. For reference, design of the 2022 project cost approximately \$1 million.

COUNCIL OPTIONS:

1. Direct staff to move forward with public outreach as described.
2. Direct staff to move forward with a modified public outreach approach
3. Direct staff to end examination of any transit improvement project at the mall for the time being.

STAFF RECOMMENDATION:

It is the recommendation of Town Staff, that the Council

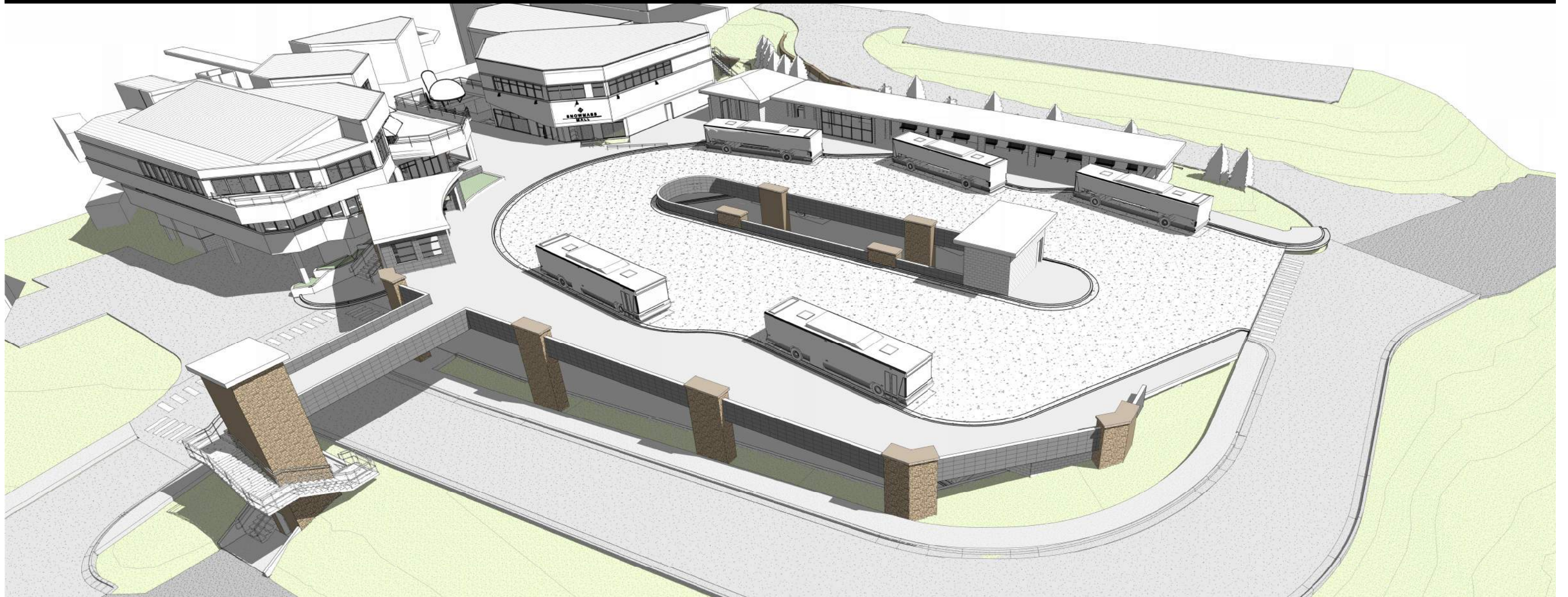
Direct staff to move forward with the proposed public outreach strategies and return to council with a summary of feedback received in the fall.

ATTACHMENTS:

1. 2024-07-10 Phased Approach
2. 2024-06-12 2024 Two Level Design
3. 2024 Incremental Improvements
4. 2022 Project

TOWN OF SNOWMASS VILLAGE SNOWMASS MALL TRANSIT CENTER

PHASED APPROACH



JULY 10, 2024





PHASE 1 UPPER LEVEL

Demolition

BUS OPERATIONS

- EXTG SHELTER TO REMAIN
- EXTG STAIRS TO BE REMOVED
- EXTG PLATFORM & ROADWAY TO BE REMOVED
- EXTG MALL CONNECTION / INCLINE ENTRY REGRADED



PHASE 1 UPPER LEVEL

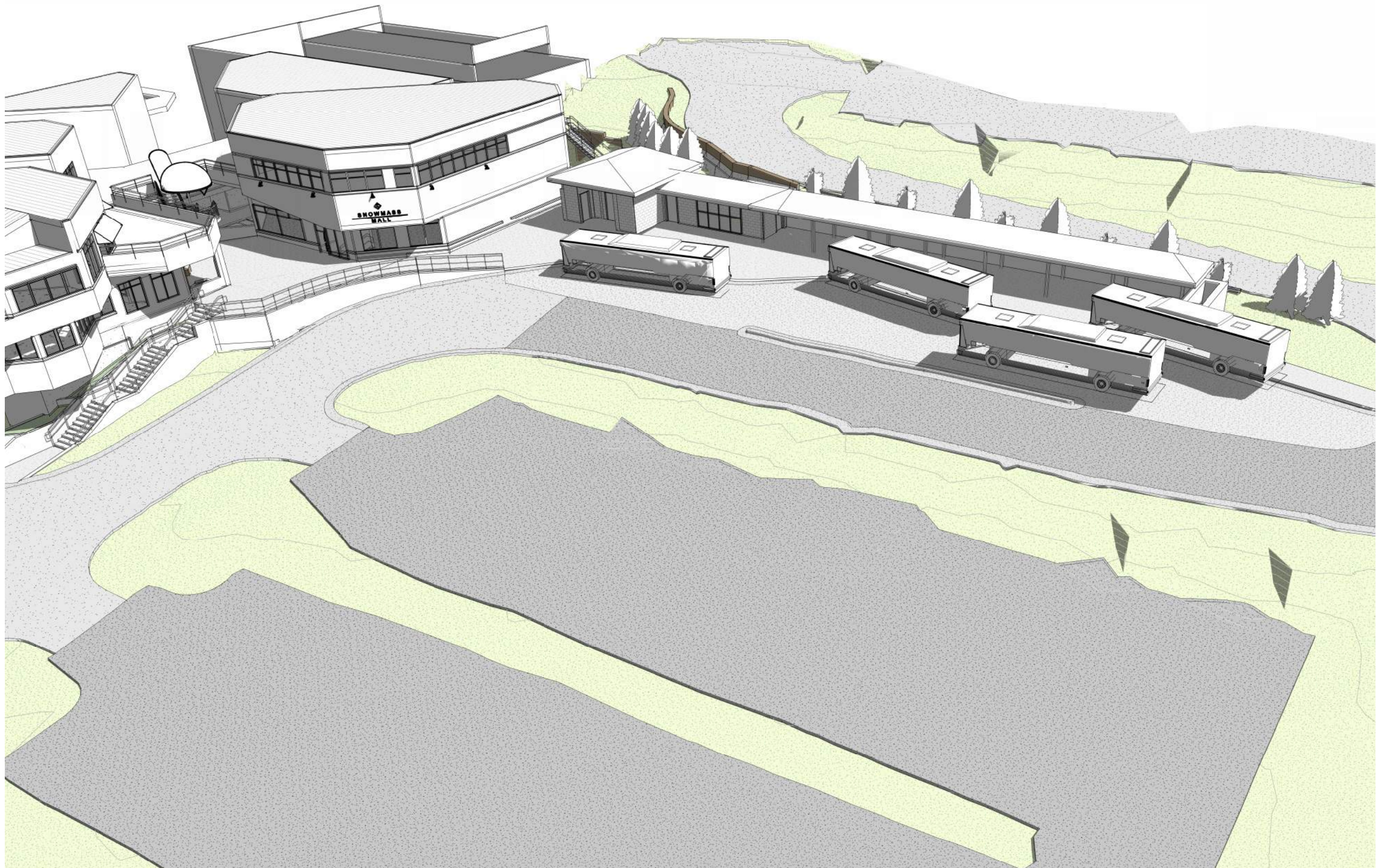
New Construction

BUS OPERATIONS

- (2) 40' RFTA LOADING/ UNLOADING
- (1) 45' RFTA LOADING/ UNLOADING

TRANSIT STATION

- GUEST SERVICES
- PUBLIC RESTROOMS

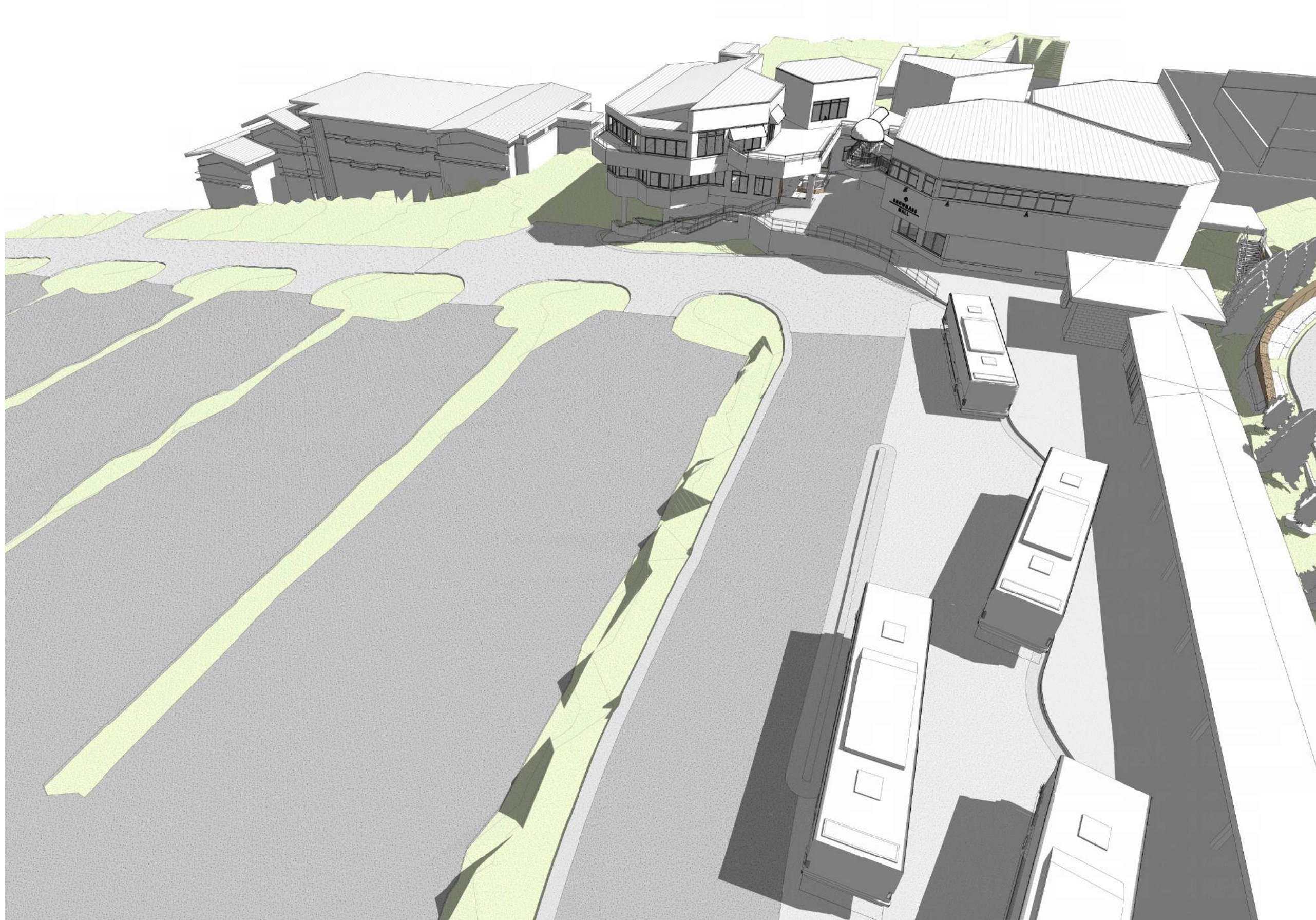


NORTH VIEW

PHASE 1

New Construction





WEST VIEW PHASE 1

New Construction

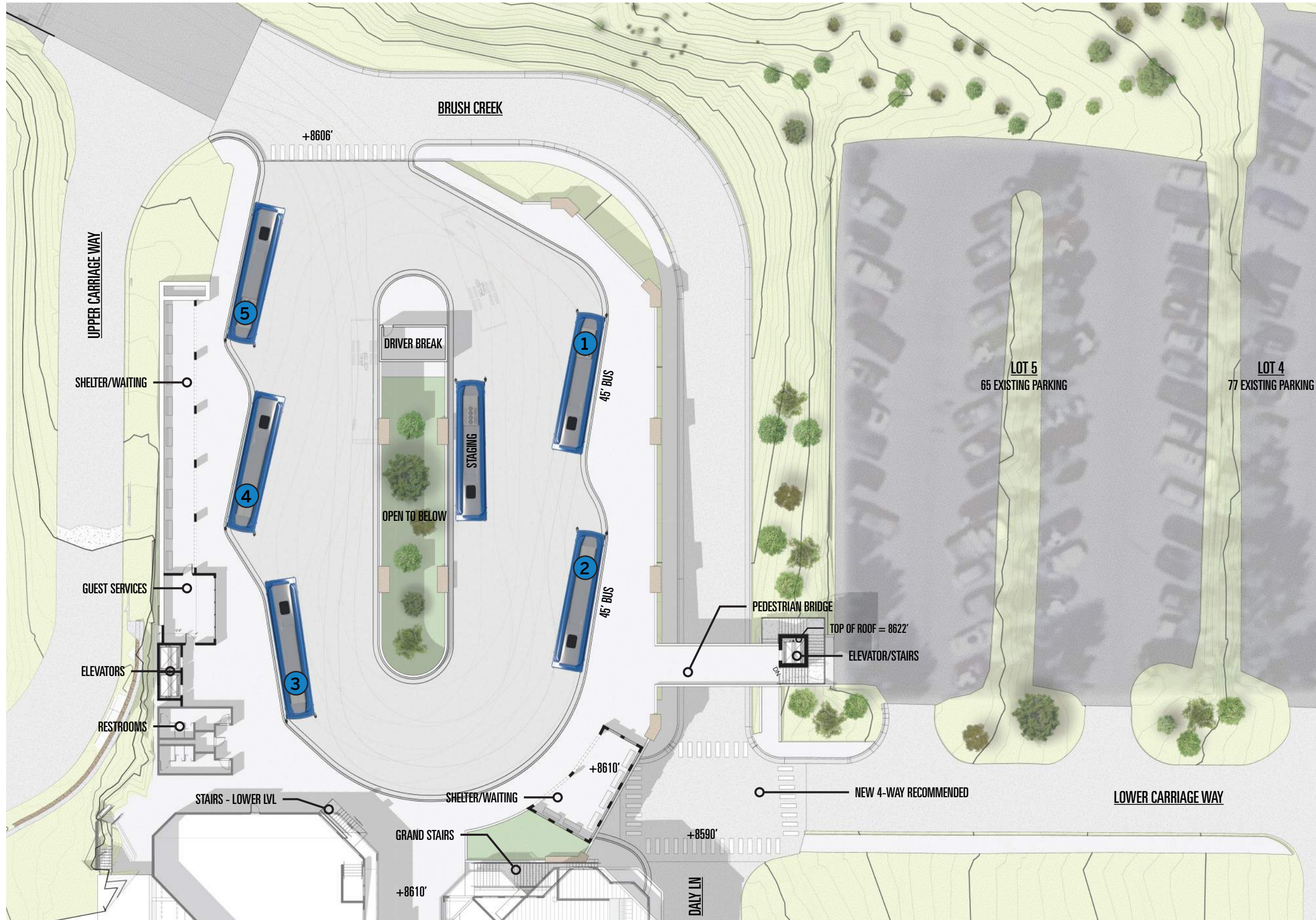


PHASE 2 UPPER LEVEL

Demolition

BUS OPERATIONS

- PHASE 1 RESTROOM TO REMAIN
- EXTG SHELTER TO BE REMOVED
- PHASE 1 GUEST SERVICES TO BE REMOVED
- PHASE 1 RETAINING WALL TO BE REMOVED
- PHASE 1 PLATFORM & ROADWAY TO BE REMOVED
- ELIMINATION OF 54 EXTG LOT 6 PARKING SPACES



PHASE 2 UPPER LEVEL

New Construction

BUS OPERATIONS

- (3) 40' RFTA LOADING/ UNLOADING
- (2) 45' RFTA LOADING/ UNLOADING
- (1) 40' STAGING

TRANSIT STATION

- NEW DRIVER BREAK
- NEW GUEST SERVICES
- EXTG PUBLIC RESTROOMS



PHASE 2 LOWER LEVEL

New Construction

BUS OPERATIONS

- (1) 40' TOSV LOADING/ UNLOADING
- (2) 30' TOSV LOADING/ UNLOADING
- (2) 30' STAGING

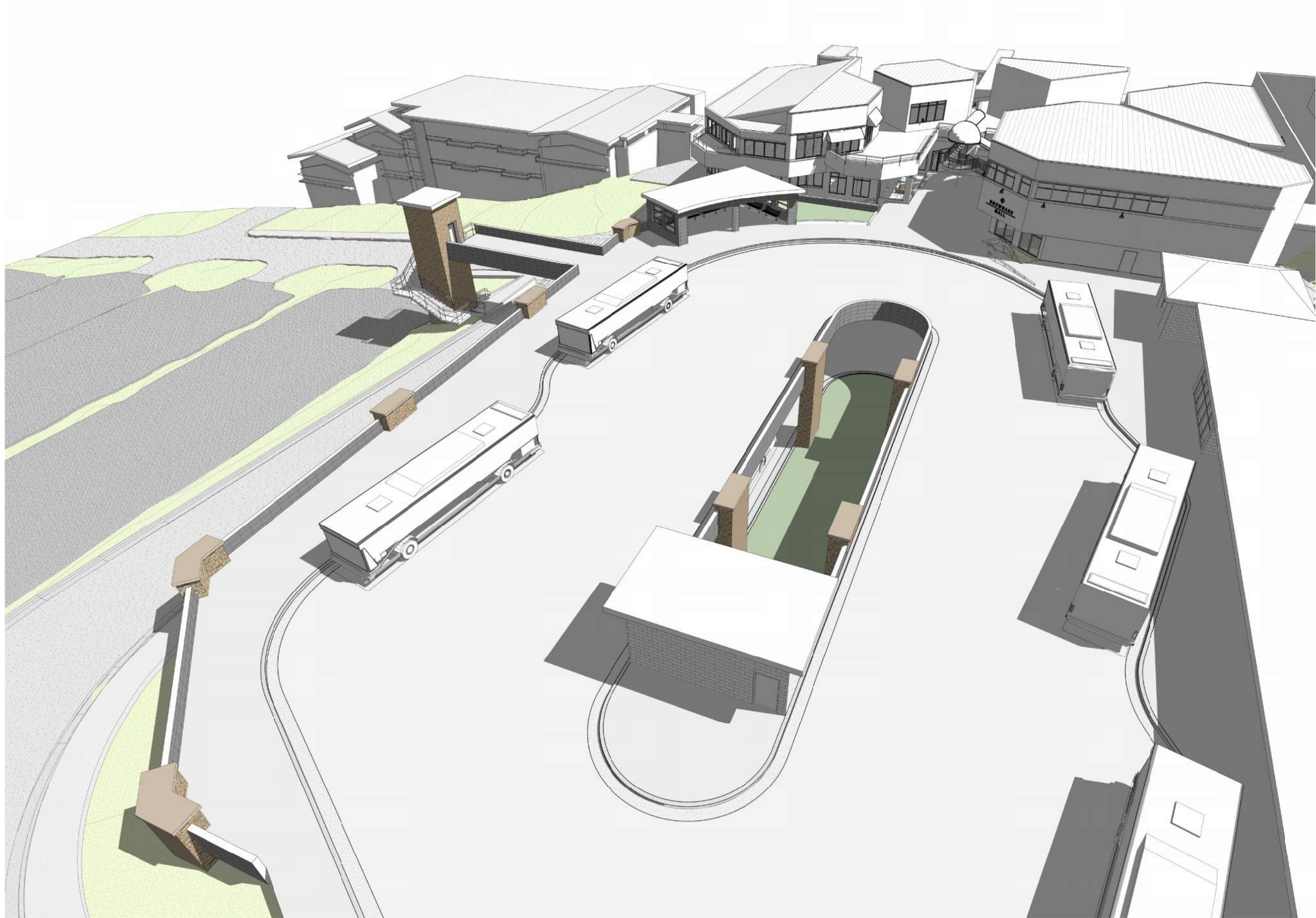
TRANSIT STATION

- NEW DRIVER BREAK
- NEW TRANSPORTATION OFFICE
- NEW PUBLIC RESTROOMS

NORTH VIEW

PHASE 2





WEST VIEW

PHASE 2



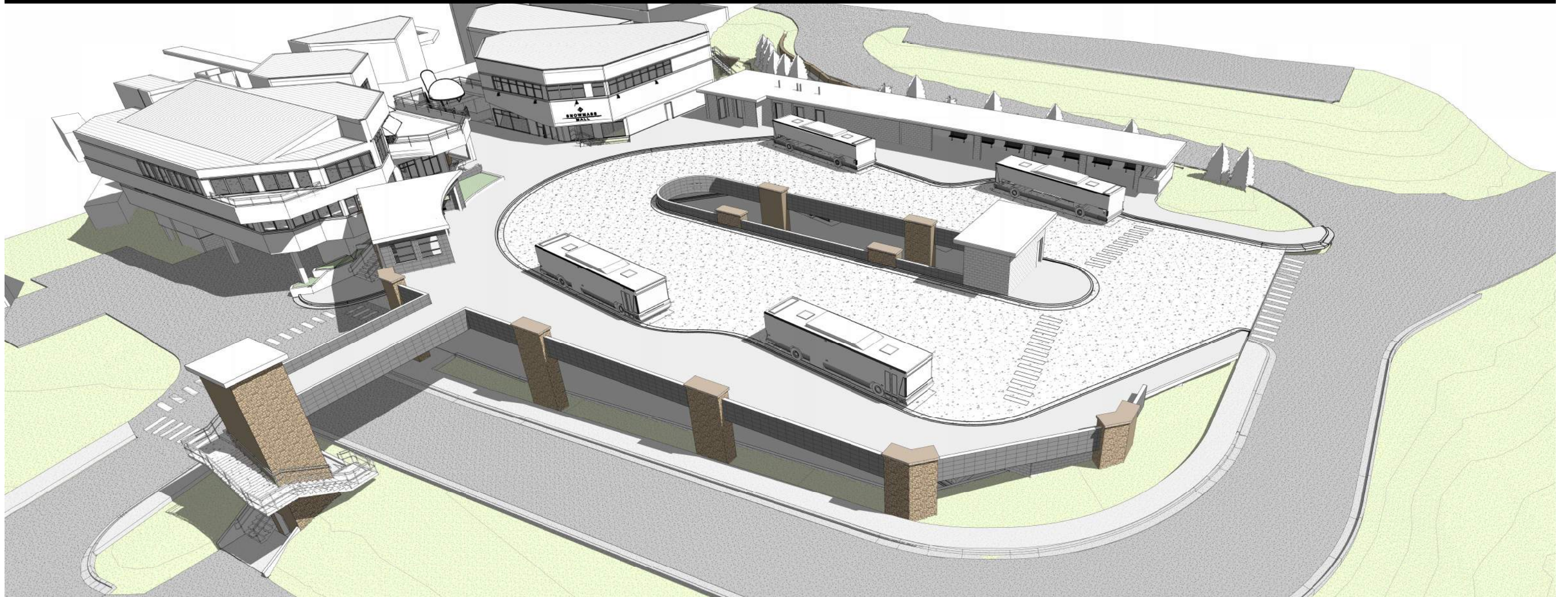
DALY LANE

PHASE 2



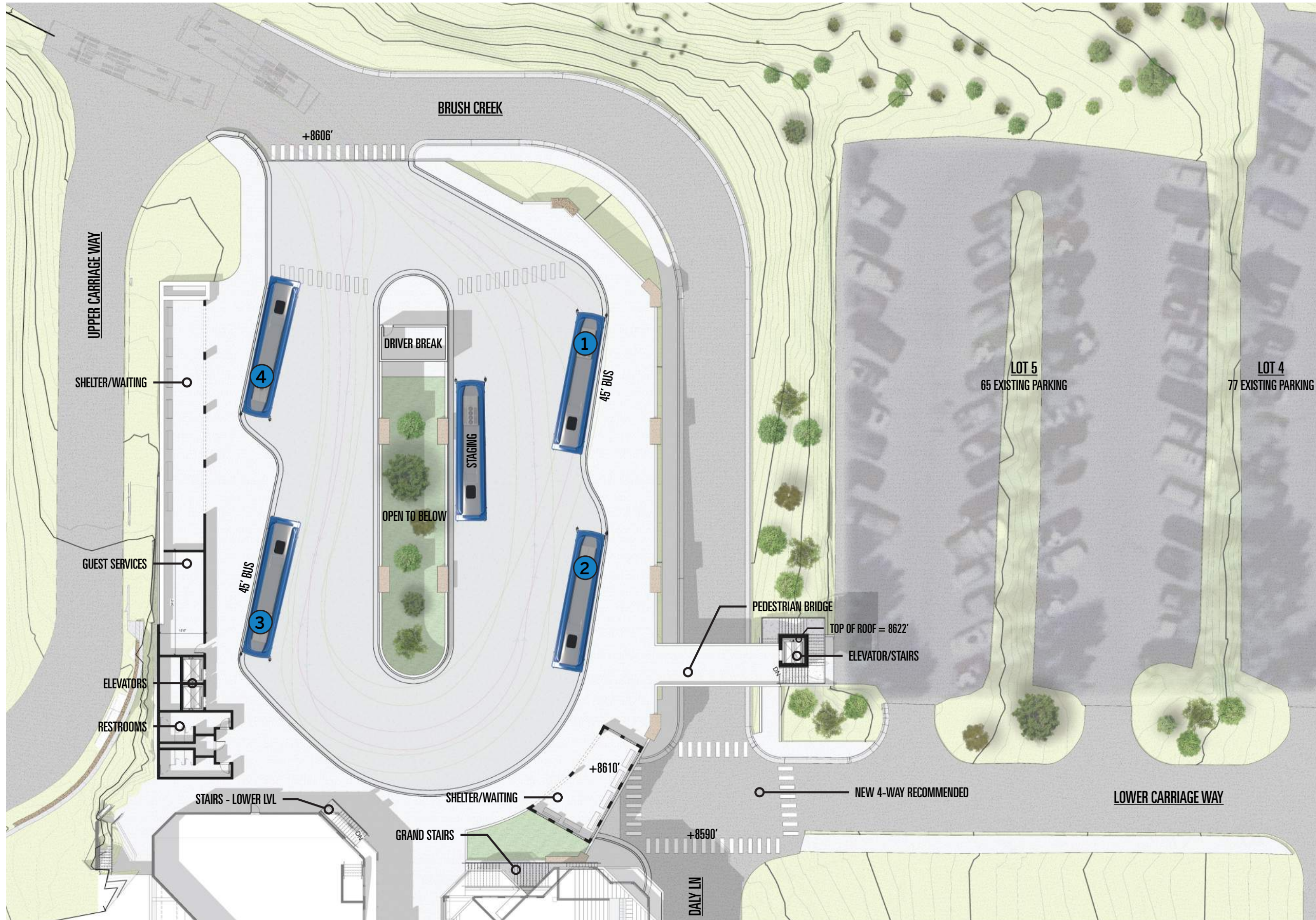
TOWN OF SNOWMASS VILLAGE SNOWMASS MALL TRANSIT CENTER

TOWN COUNCIL ALTERNATIVE DESIGN



JUNE 17, 2024





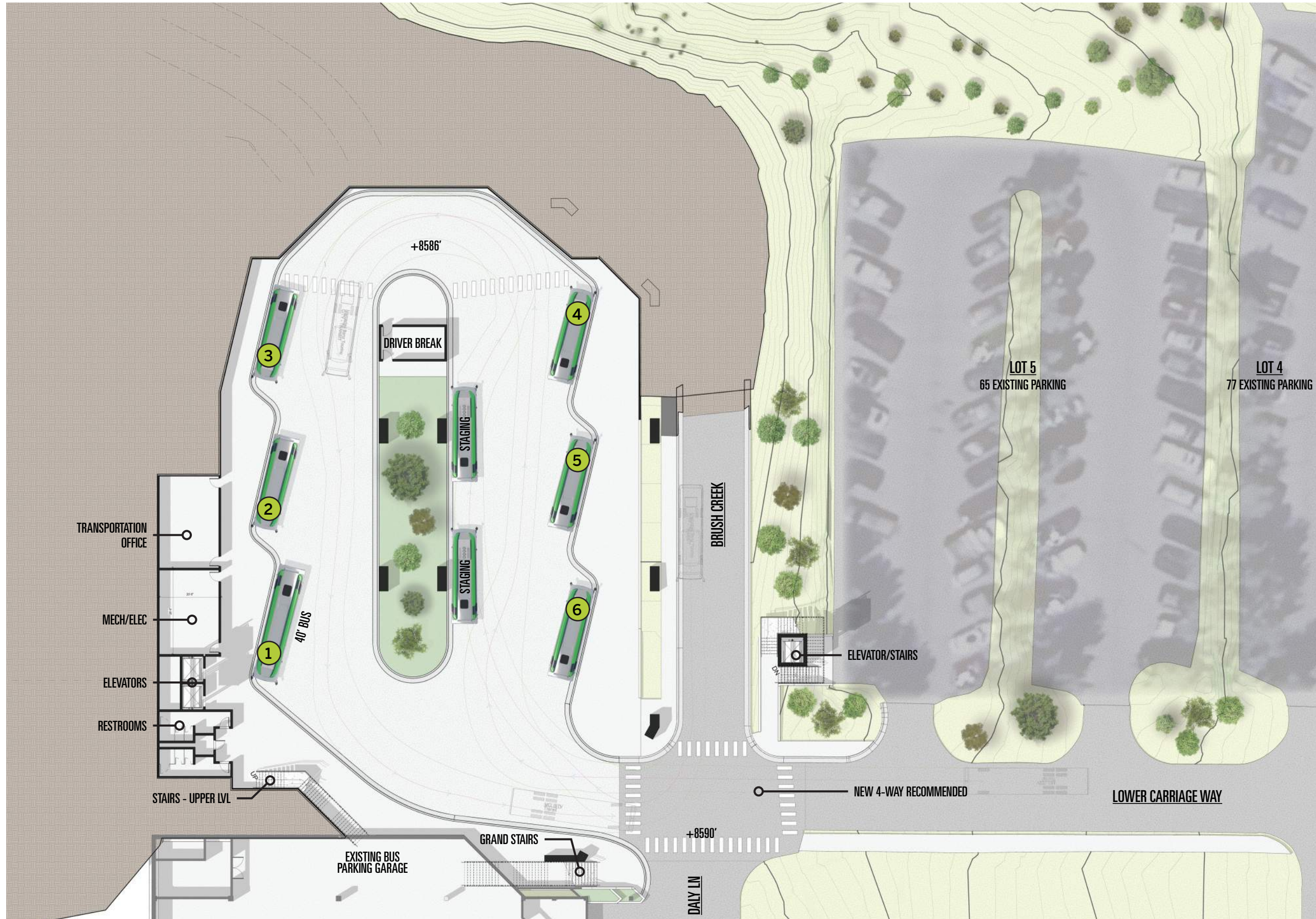
UPPER LEVEL

Bus Operations

- (2) 40' RFTA LOADING/ UNLOADING
- (2) 45' RFTA LOADING/ UNLOADING
- (1) 40' STAGING

Transit Station

- DRIVER BREAK
- GUEST SERVICES
- PUBLIC RESTROOMS
- ELIMINATION OF 54 EXTG LOT 6 PARKING SPACES



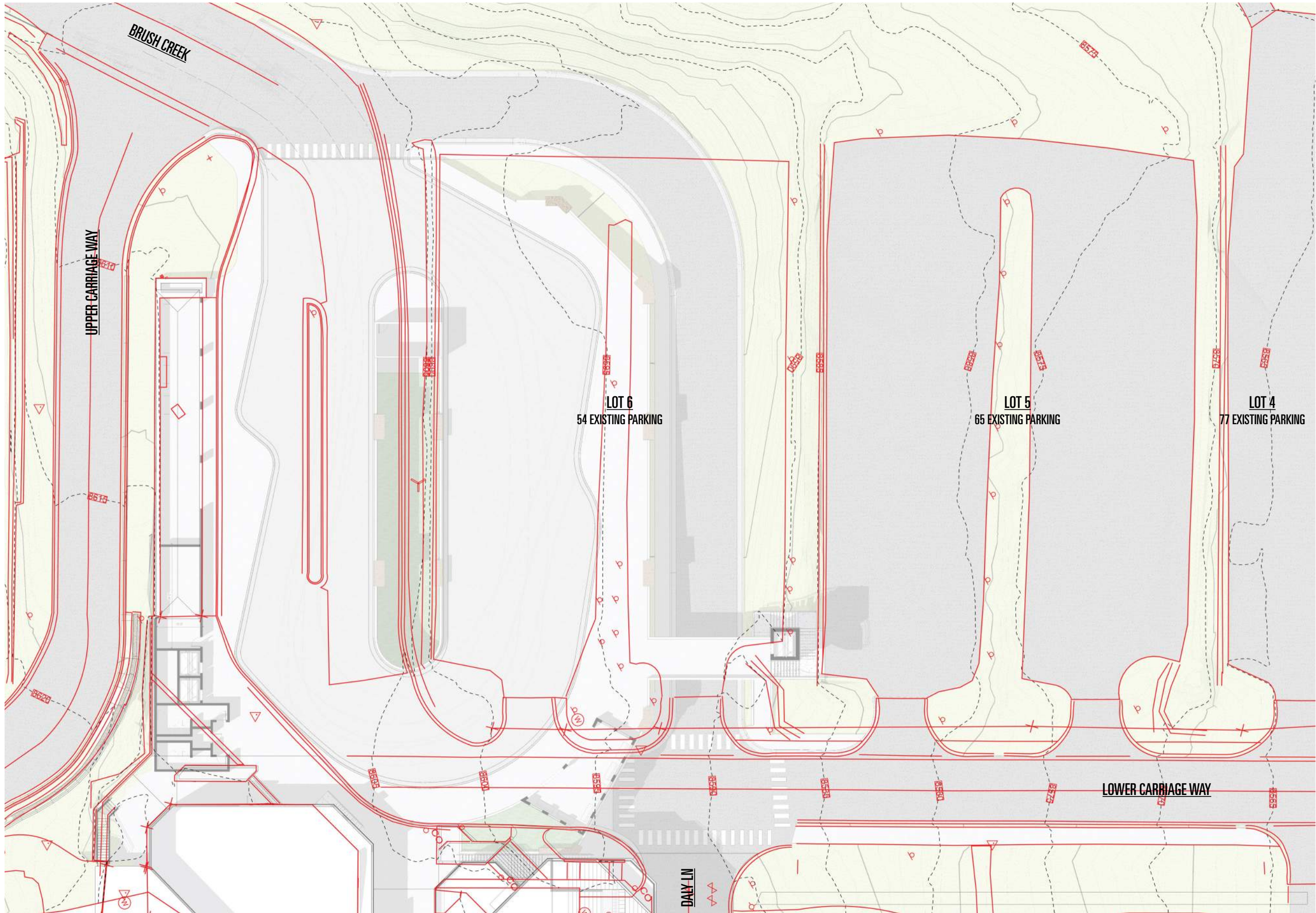
LOWER LEVEL

Bus Operations

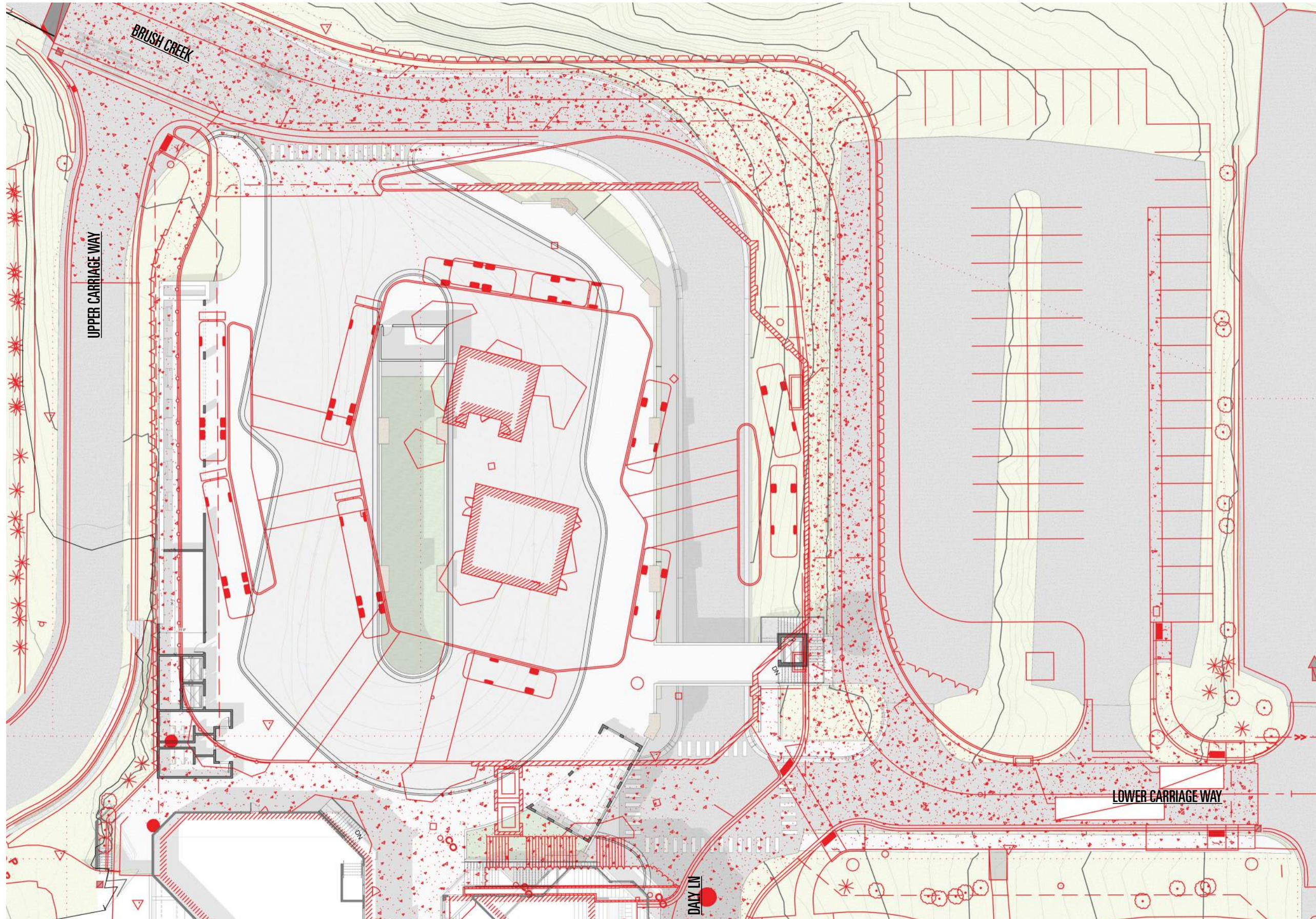
- (1) 40' TOSV LOADING/ UNLOADING
- (2) 30' TOSV LOADING/ UNLOADING
- (2) 30' STAGING

Transit Station

- DRIVER BREAK
- TRANSPORTATION OFFICE
- PUBLIC RESTROOMS
- ELIMINATION OF 54 EXTG LOT 6 PARKING SPACES

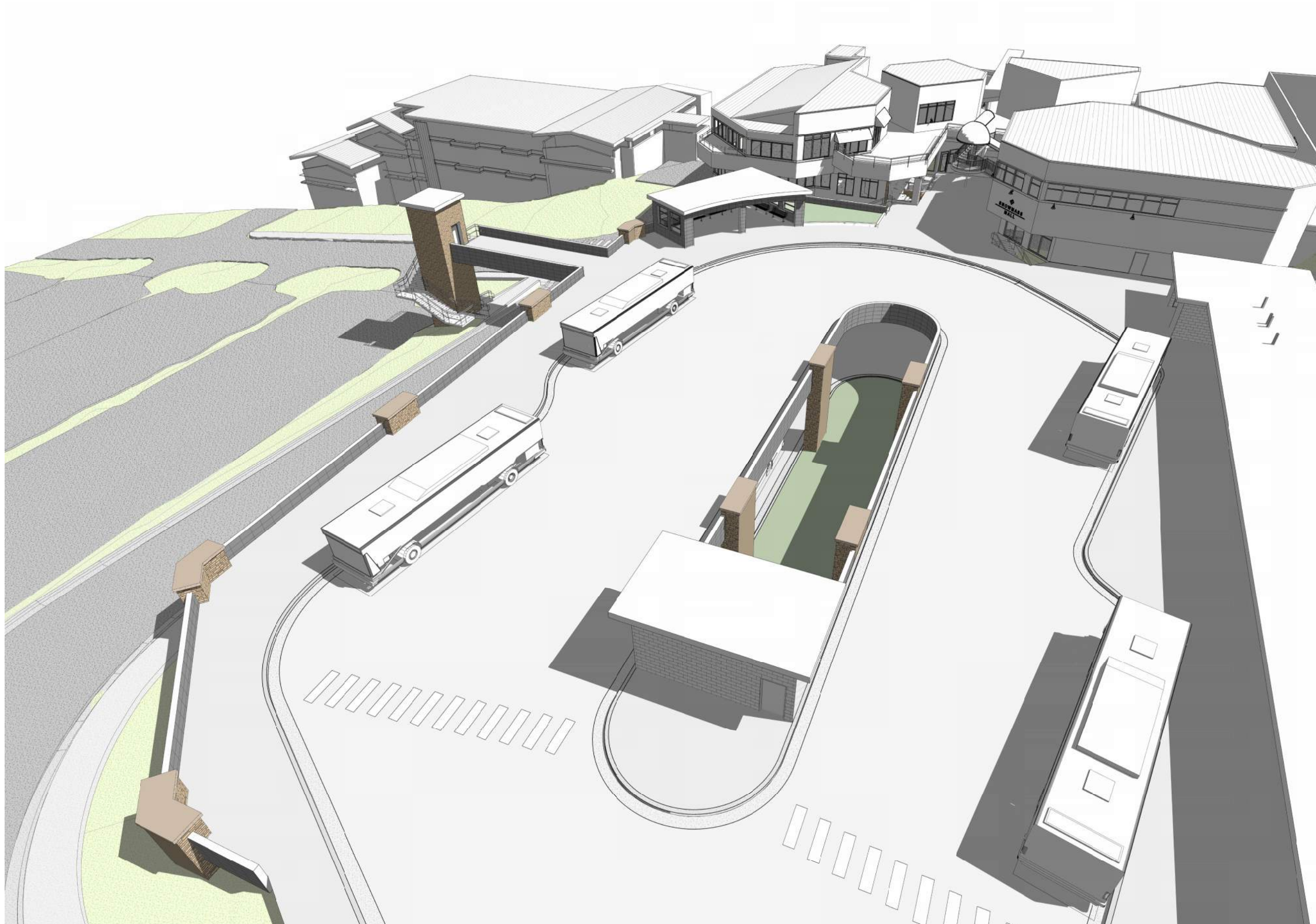


EXISTING CONDITIONS OVERLAY



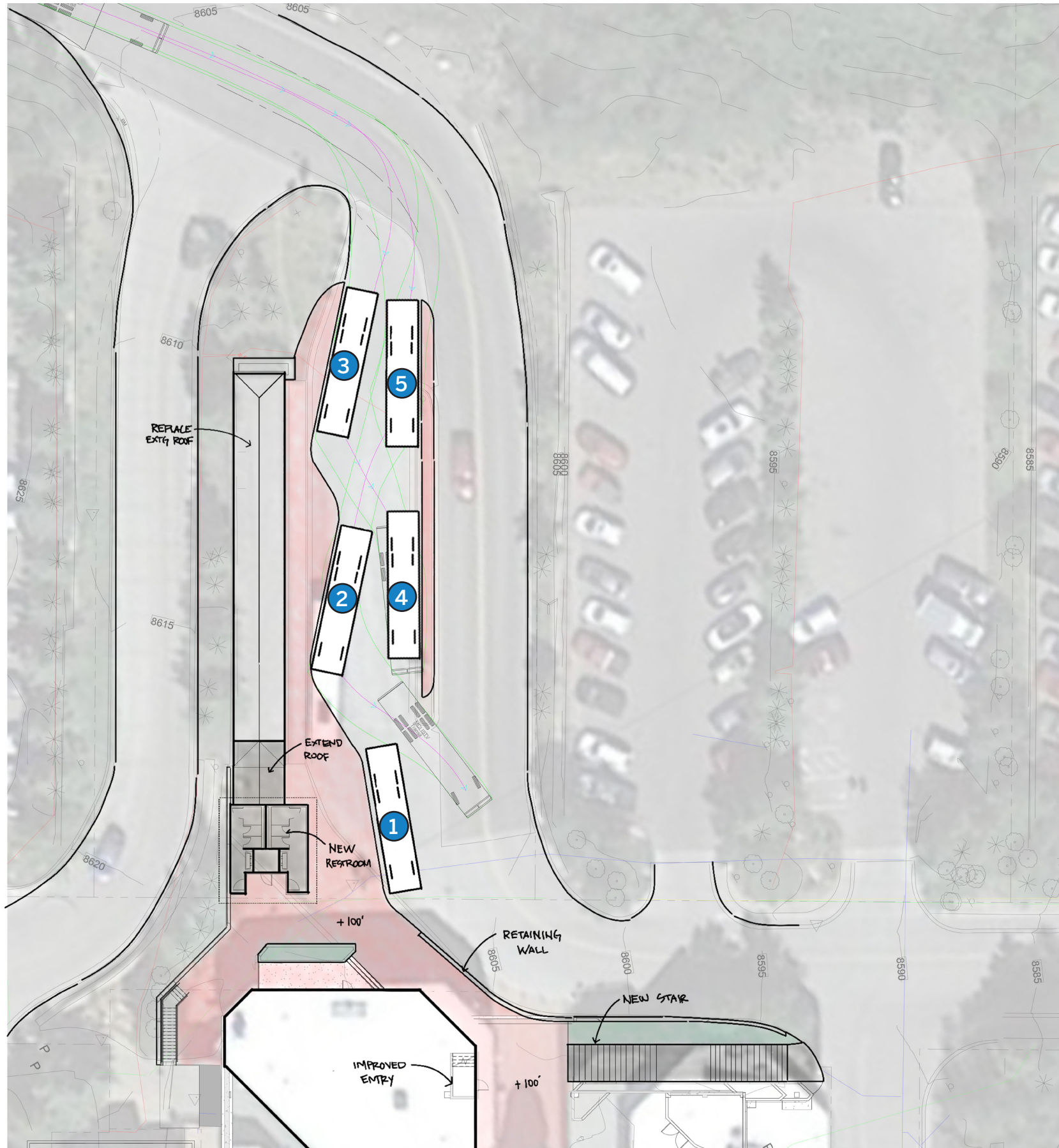
PREVIOUS DESIGN OVERLAY

BIRD'S EYE FROM WEST



VIEW FROM
DALY LANE

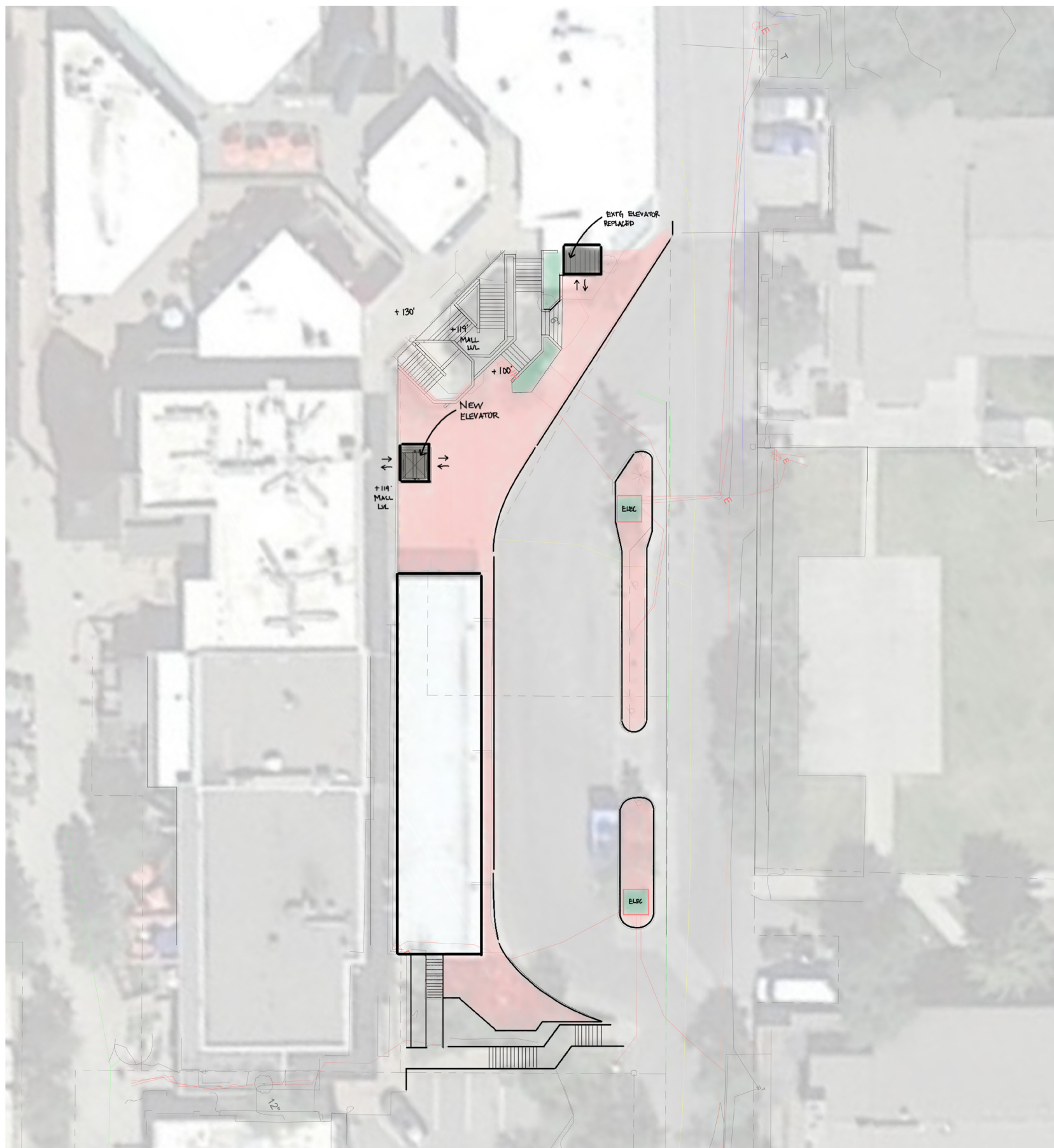




RFTA TRANSIT

CONCEPT PLAN

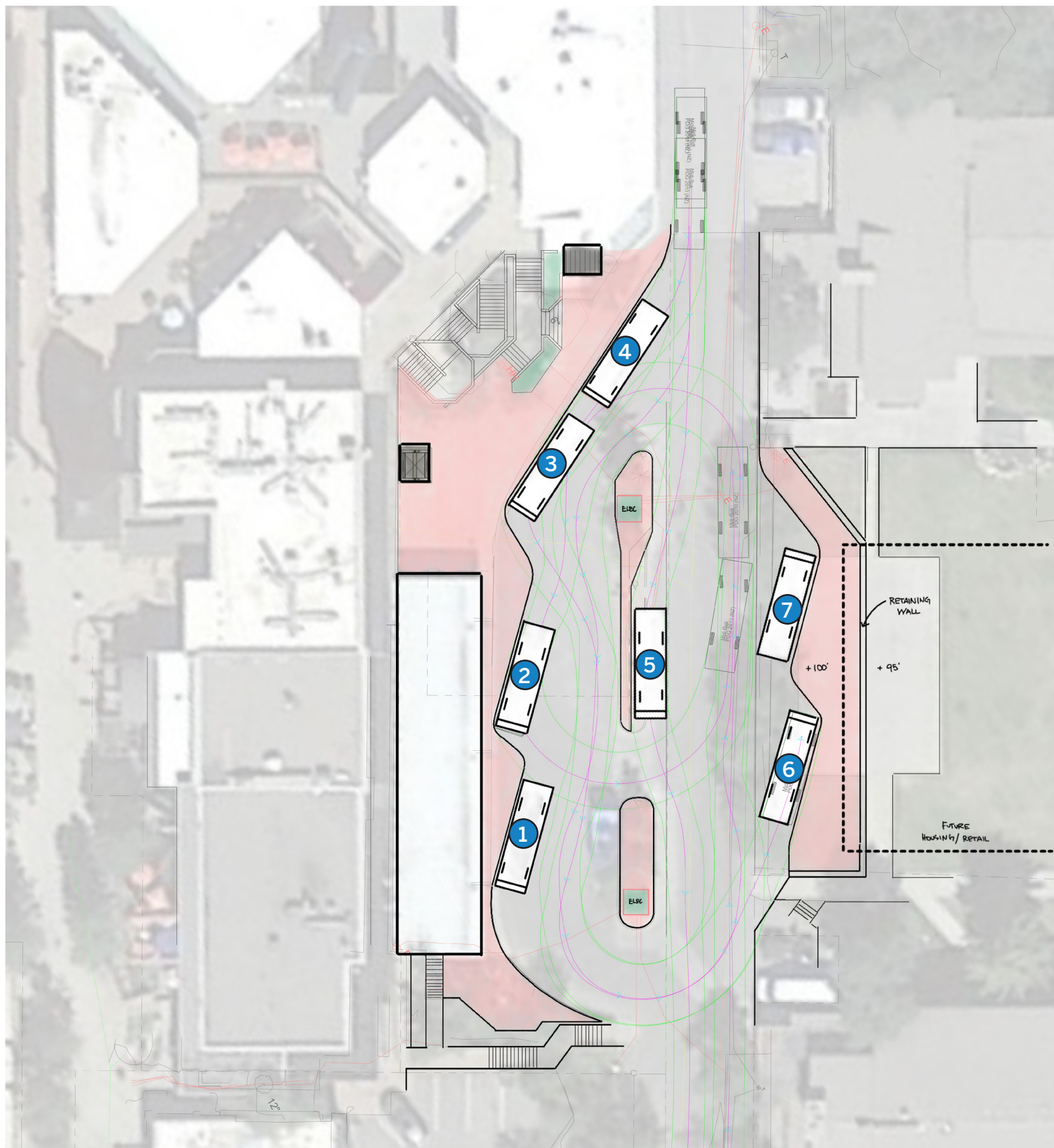
- (3) Independent 40 foot Bus Bays
- (2) Additional Staging Bays, if necessary.
- Bay 4 - If in use, Bay 3 will not be able to leave. Bay 4 can pull into Bay 1 after their departure. Bay 2 can still operate independently.
- Bay 5 - If in use, Bay 3 will not be able to leave. Bay 5 can pull into Bay 2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



TOSV TRANSIT

PHASE 1 PLAN

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



TOSV TRANSIT

PHASE 2 PLAN

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

TOWN OF SNOWMASS VILLAGE SNOWMASS MALL TRANSIT CENTER

UPDATED PLANNING COMMISSION SUBMITTAL



FEBRUARY 15, 2023

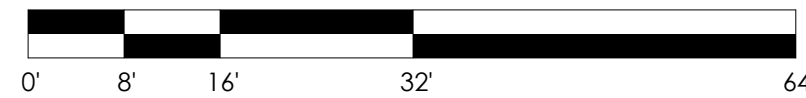
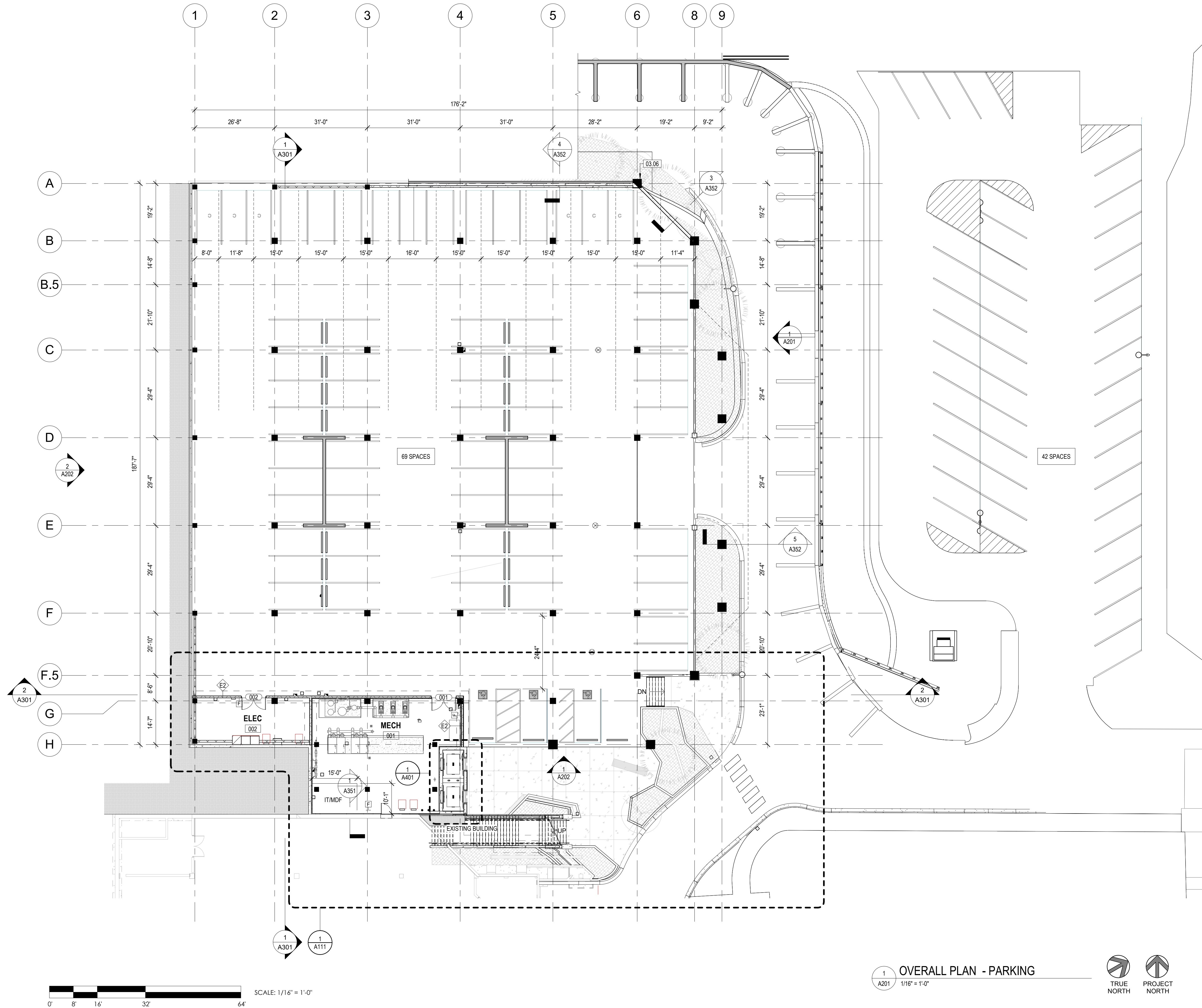




24" Turf Buffer



Curb Adjacent Steppers



SCALE: 1/16" = 1'-0"

1 OVERALL PLAN - PARKING
A201 1/16" = 1'-0"



GENERAL NOTES

1. FIELD VERIFY ALL DIMENSIONS. NOTIFY ARCHITECT IF DIMENSIONS VARY SIGNIFICANTLY.
2. ALL DIMENSIONS TO FACE OF STEEL STUD OR EXISTING FINISH UNLESS NOTED OTHERWISE.

KEYNOTE LEGEND

03.06 CONCRETE COLUMN W/ TAPPED STONE VENEER FINISH, RE-STRUCTURAL



NOT FOR
CONSTRUCTION

PROJECT OWNER
TOWN OF SNOWMASS VILLAGE
130 KEARNS ROAD
SNOWMASS VILLAGE, CO. 81615
970.923.3777

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720.540.6800

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STRUCTURAL
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AVON, CO 81620
970.926.6007

ACOUSTICAL / LOW VOLTAGE
K2 ACOUSTICAL
5777 CENTRAL AVE., SUITE 225
BOULDER, CO. 80301
303.865.5900

LANDSCAPE
DHM DESIGN CORPORATION
3111 MAIN STREET #102
CARBONDALE, CO. 81623
970.963.6520

TOWN OF SNOWMASS VILLAGE
SNOWMASS MALL
TRANSIT CENTER
53A ELBERT LANE,
SNOWMASS VILLAGE, CO. 81615

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SEH Project 159090
Checked By A. JAUCH
Drawn By A. COUNCIL

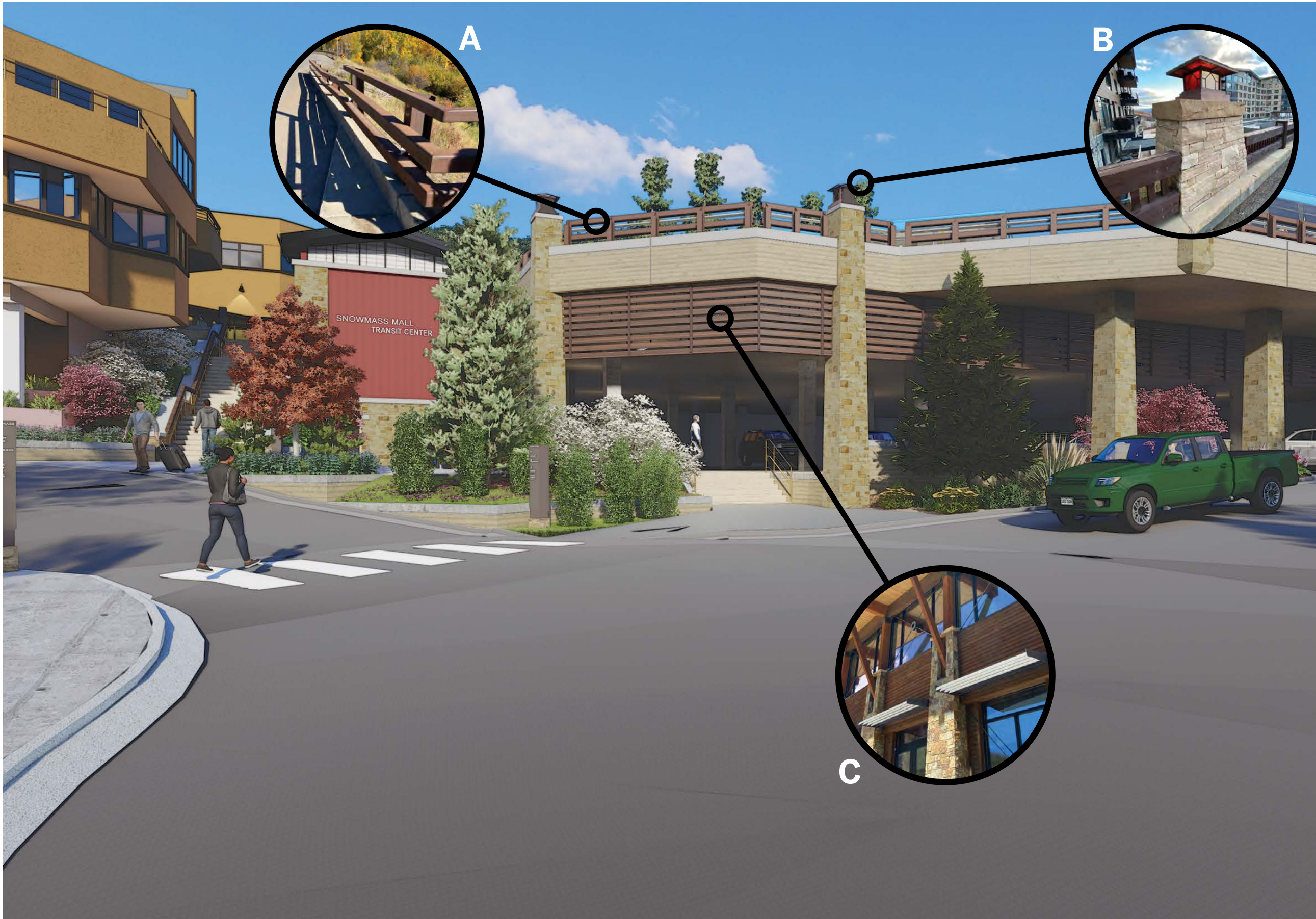
Project Status 75% CONSTRUCTION
DOCUMENTS

Issue Date 12.02.22

REVISION SCHEDULE		
REV. #	DESCRIPTION	DATE

OVERALL PLAN - PARKING

A101



VIEW FROM
**LOWER
CARRIAGE
WAY**

- A. CDOT standard 3-rail guardrail similar to Wood Road Downhill bus stop
- B. Stone veneer & cap with lighting fixture similar to Wood Road Bridge and Base Village
- C. Horizontal planking with wood texture and natural color, similar to Town Hall

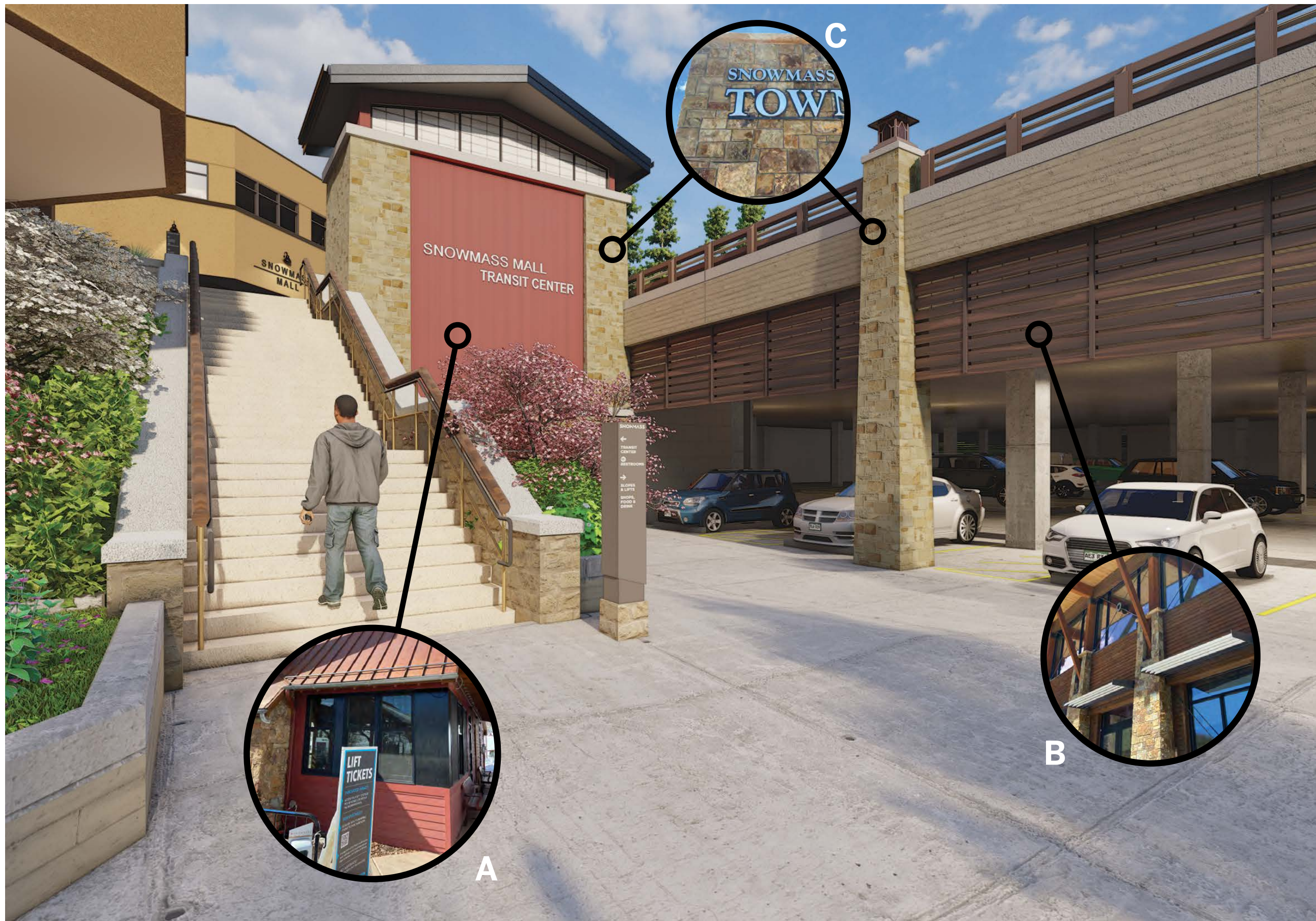


VIEW FROM
DALY LANE



VIEW OF GARAGE ENTRANCE

- A. Stone veneer, similar to Town Hall and other areas within Town.
- B. Stained board form concrete with buff/natural color



VIEW OF GRAND STAIRCASE

- A. Red board and batten siding, similar to Town Park Station and Town Hall
- B. Horizontal planking with wood texture and natural color, similar to Town Hall
- C. Stone veneer, similar to Town Hall and other areas within Town.



PLATFORM VIEW FROM MAIN CROSSING

- A. Red board and batten siding, similar to Town Park Station and Town Hall
- B. Horizontal planking with wood texture and natural color, similar to Town Hall
- C. Natural wood composite soffit similar to Town Hall



APPROACH FROM
**GENE
TAYLOR
SPORTS**



PLATFORM VIEW FROM
**MALL
STAIRWAY**



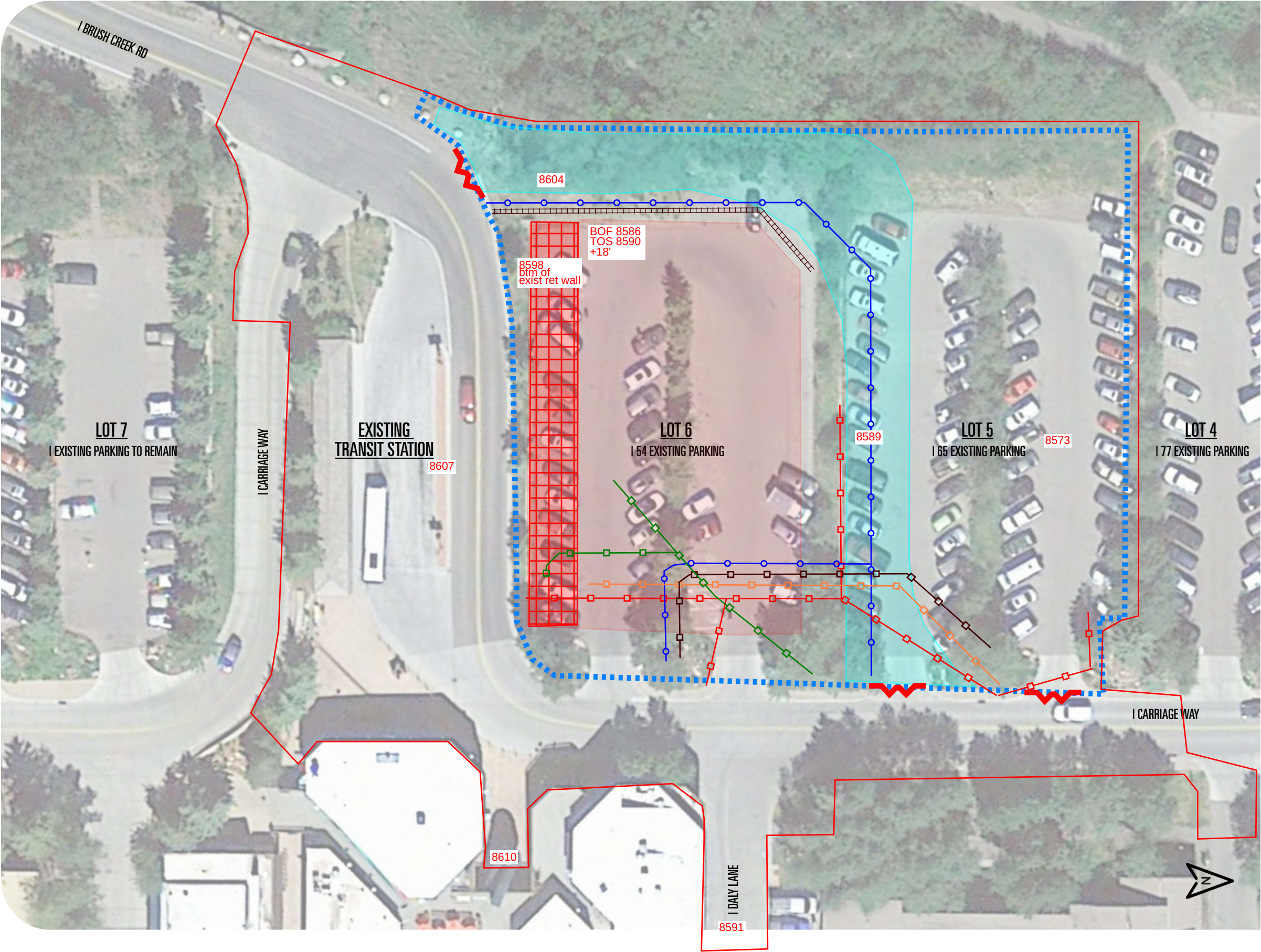
VIEW FROM
**LOT 5
PARKING**

TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION PHASE 1

- TOSV will work diligently to retain as much access as possible around construction operations.
- RFTA & TOSV to use normal operational routes on new Brush Creek, Carriage & Daly roadways
- Close lot 6 to construction activities for the duration of the project.
- Cut flat bench for new Brush Creek roadway. Start install of caissons and counterforts.
- Install soil nail wall as shown to allow the earthwork to continue on Brush Creek and Pkg structure.
- Cut foundation to bottom of footings & install utilities shown as shown.
- Installation of deep utilities as indicated.
- Construct new parking lot 5.



Site Logistics Map Legend	
	Access Gates
	Site Fencing
	Site Trailer
	Roll-off Dumpster
	Portable Toilets
	Import Fill Location
	Export Cut Location
	Export Cut Slope 1 to 1
	Potable Waterline Install
	Storm Sewer Install
	Shoring Wall Install

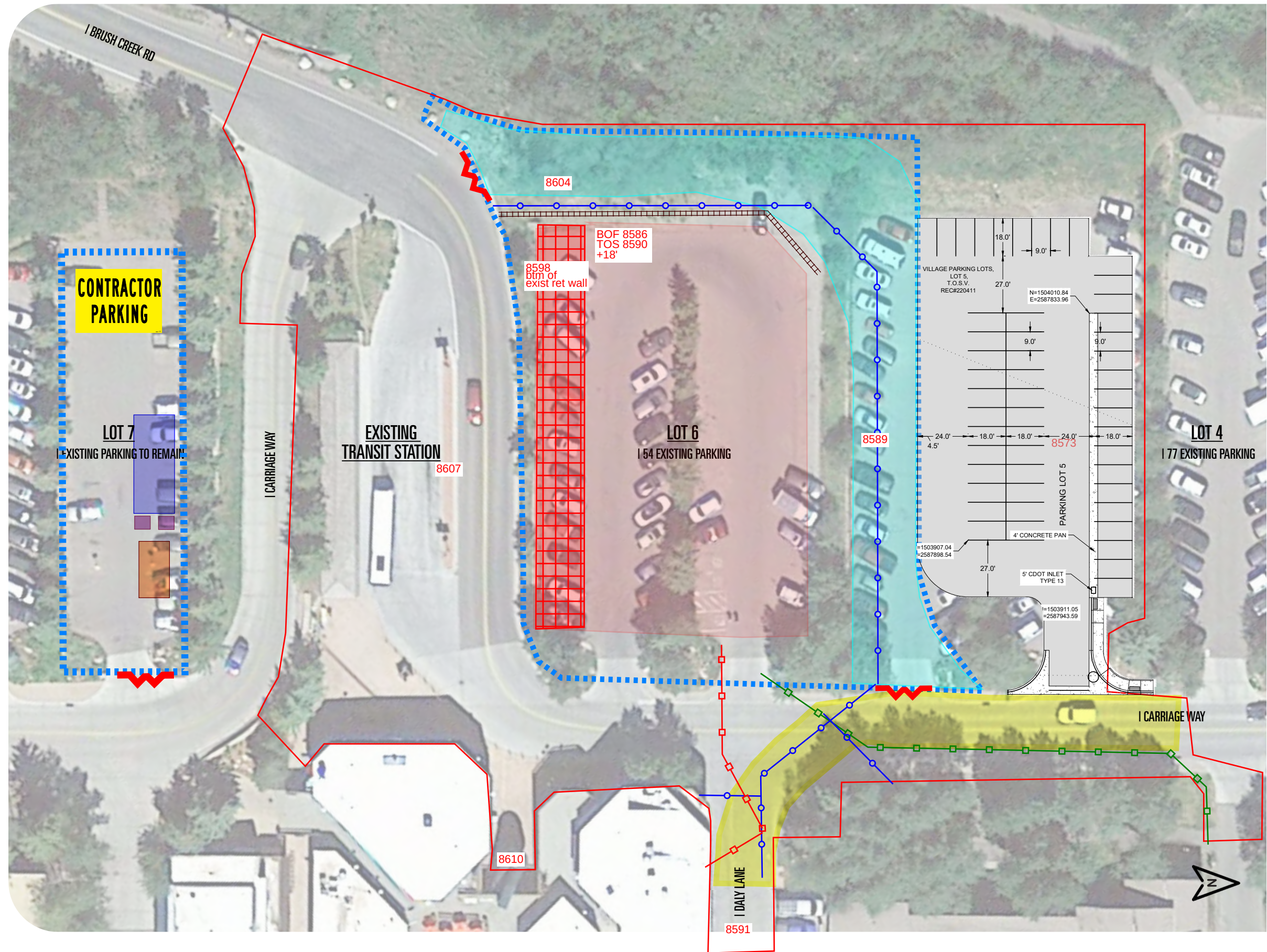


TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION PHASE 1.5

- TOSV will work diligently to retain as much access as possible around construction operations.
- Open new Lot 5 to the public.
- Continue deep foundation construction operations on new Carriage Way.
- Installation of deep utilities at Daly, Campground and Existing Carriage Way. Work will be completed using road plates and traffic control allowing traffic to flow while work is completed.
- Import structural fill to New Carriage Way
- RA Nelson yard will move to lot 7 and limited worker parking.



Site Logistics Map Legend

Access Gates

Site Fencing

Site Trailer

Roll-off Dumpster

Portable Toilets

Deep Utilities Install

Export Cut Location

Potable Waterline Install

Storm Sewer Install

Shoring Wall Install

Sewer Line Install

Dewatering System

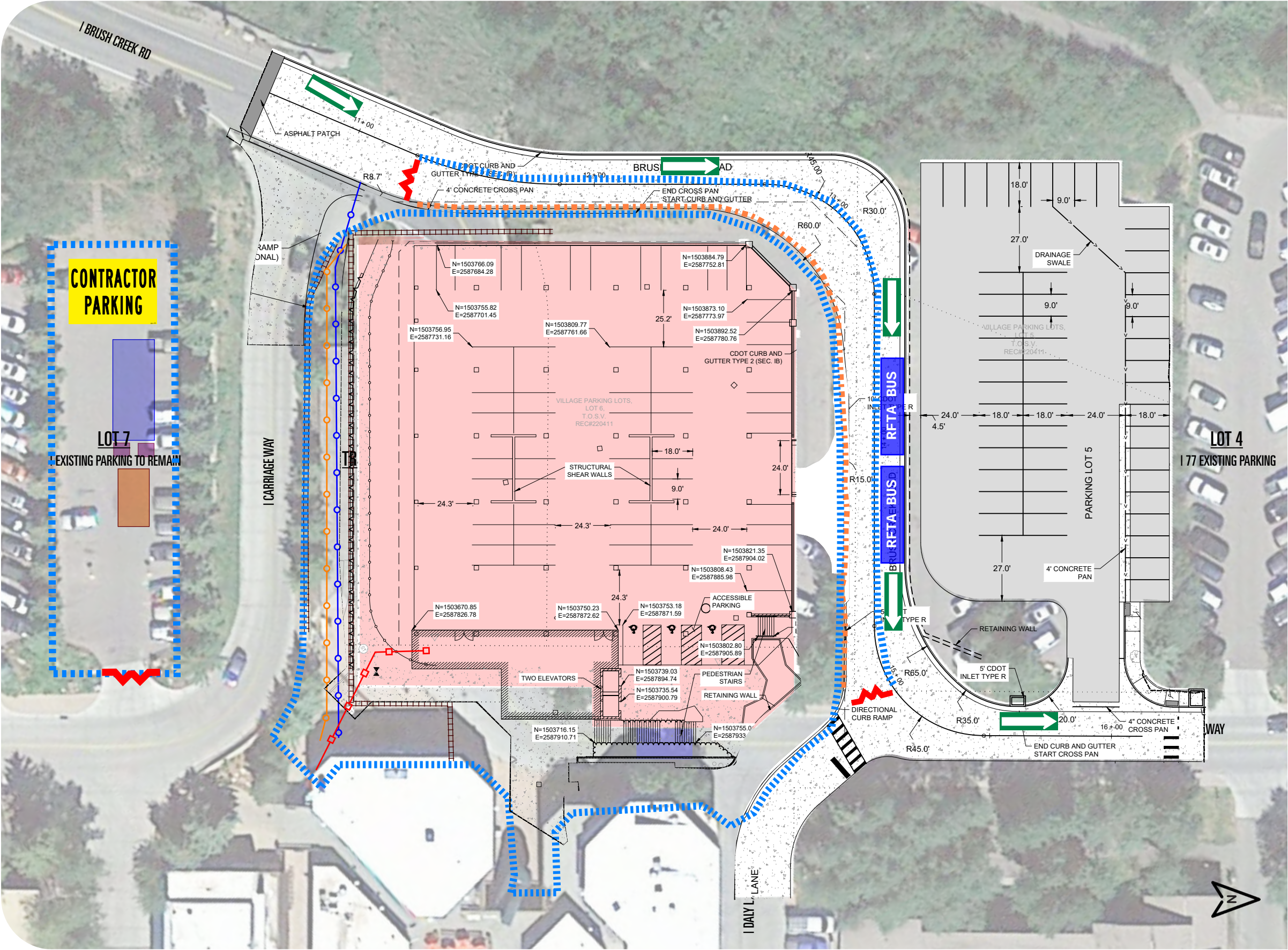
Traffic Barrier

TOSV Transit Center - Phasing and Logistics Plan



CONSTRUCTION PHASE 5

- TOSV will work diligently to retain as much access as possible around construction operations.
- RFTA Operations to use new Carriage Way road with temporary drop off point as shown.
- Construct shoring walls and export material from site.
- Construct new transit centers structural concrete foundation and super-structure.
- Construct upper deck including structural slab and topping slab.
- Stripe and install lighting to lower level in preparation for early opening.



Site Logistics Map Legend

- Access Gates
- Site Fencing
- Site Trailer
- Roll-off Dumpster
- Portable Toilets
- Roadway and Hardscapes
- Export Cut Location
- Potable Waterline Install
- Storm Sewer Install
- Shoring Wall Install
- Sewer Line Install
- Dewatering System
- Traffic Barrier
- Indicates One-way Traffic Flow



TOSV Transit Center - Phasing and Logistics Plan

CONSTRUCTION PHASE 8

- Permanently open connection to mall
- Project Closeout

