



VOLUME 2: APPENDICES
OF THE
ENVIRONMENTAL ASSESSMENT (EA)
FOR THE
DOWNTOWN ESTES LOOP PROJECT
(ROADWAY, BRIDGE AND CHANNEL/FLOODPLAIN IMPROVEMENTS)
CO FLAP 34(1) & 36(1) MORaine AVENUE AND RIVERSIDE DRIVE
TOWN OF ESTES PARK, CO



PREPARED BY:
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION
LAKEWOOD, COLORADO



Volume 2 of 3

APPENDIX A: ALTERNATIVE SCREENING PROCESS TECHNICAL REPORT

This appendix describes the alternative development and screening process, and the features and characteristics of the alternatives that were developed and then advanced for further analysis.

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A.1 *How Were the Alternatives Developed and Evaluated?*

The alternatives development and screening process was initiated following the formation of the purpose and need (See Chapter 1) and initial scoping meetings held in October of 2014. The purpose of the alternatives screening process is to develop a reasonable range of alternatives to be evaluated in the NEPA process. These alternatives typically arise through a combination of previous studies, agency and design team input and public input.

The Downtown Estes Loop project alternatives evolved through a two-tiered screening process. A multi-tiered screening process is common in studies of this type due to the complexity of the overall project and the ability to incorporate more detailed design analysis as the project proceeds.

The first step in each phase of screening was to develop screening criteria. These criteria were developed initially by the project team, and confirmed with the project Technical Advisory Committee (TAC) composed of CFLHD, the Town of Estes Park and CDOT. Each alternative was then compared against the approved criteria. Alternatives that met most or all of these criteria were advanced from Level 1 to Level 2, and then on to more detailed environmental and technical analysis in the EA.

A.1.1 **Level 1 – Preliminary Screening**

Alternatives: As part of the initial public scoping meetings held in October 2014, a set of alternatives identified previous to this study were presented to the community for input. These alternatives were either part of the initial Federal Lands Access Program (FLAP) application or had been discussed in prior reports and studies as potential solutions for alleviating congestion and improving access to RMNP. These alternatives included:

- No Action Alternative
- Couplet concept along portions of Elkhorn, Moraine and Riverside Drives (which became “Alternative 1”),
- A variation of Alternative 1 referred to as “Alternative 1A” which would maintain the one-way couplet concept except for the stretch of E. Elkhorn between Moraine and Riverside and;
- “Alternative 2,” which would maintain E. Elkhorn and Moraine as two-way travel and Riverside Drive as 4 lanes of two-way travel.

These four alternatives were taken into Level 1 screening. In addition, the public identified other roadway improvement design ideas that meet the purpose and need (both at the October public meetings and subsequent small group meetings on December 10 and 11) which the project team translated into individual alternatives for purposes of screening. These, along with new alternatives introduced as part of the design process, included:

- Alternative 2A: Four-Lane Riverside with Pedestrian Mall on Elkhorn
- Alternative 3: One-Way Couplet, Clockwise Direction
- Alternative 4: Three Lane Riverside (2 Lanes WB/1 EB) – Elkhorn and Moraine 2-Way
- Alternative 5: Reversible One-Way on Riverside, Elkhorn/Moraine Two-Way
- Alternative 6: One-Way Couplet Counter-Clockwise and Four Lane Riverside

- Alternative 7: One-Way Couplet Counter Clockwise Using Rockwell
- Alternative 8: Two-Way, Two-Lane Riverside, One-Way Elkhorn (West) and One-Way Moraine (South)
- Alternative 9: Traffic Diversion around Downtown through Signage and Intersection Modifications

These alternatives evaluated as part of the Level 1 screening are shown in Figure A-1 through Figure A-12.

The public identified parking as a major issue throughout the October 2014 public meetings and subsequent small group meetings. Standalone parking alternatives were not considered as they did not meet the purpose and need of improving access to RMNP. No standalone parking alternatives were included in the level 1 primary screening.

Criteria: Evaluation criteria were developed consistent with the primary components of the purpose and need. These criteria were qualitative, with the intent of comparing each alternative based on a general understanding of the function of each (without the availability of detailed design). Evaluation criteria included:

- *Traffic operations/capacity:* level of improvement to intersection operations and capacity, and capacity inbound and outbound from RMNP and within Town.
- *Safety:* Potential for vehicular conflicts, potential for vehicular/pedestrian conflicts, ability to move pedestrians across intersections.
- *Impact to Community Resources:* impacts to existing parks (Baldwin and Children's) and the Riverwalk.
- *Extent to which additional funding would be required:* whether the alternative is within available/secured funding sources or would require additional funding sources.

A Level 1 Alternatives screening matrix was developed comparing the alternatives against each criterion. Table A-1 shows the results of the screening.

Results: Many of the alternatives were eliminated because of poor operations, a primary need for the project; including Alternatives 2A, 3, 5, 7, 8 and 9. The following alternatives were recommended by the TAC for advancement into more detailed Level 2 screening:

- No Action
- Alternative 1: One-Way Couplet
 - Alternative 1A: One-Way Couplet (with two-way on Elkhorn) – Variant of Alt. 1
- Alternative 2: 4-Lane Riverside, 2-Way Elkhorn & Moraine
 - Alternative 6: One-Way Couplet with 4-Lane Riverside – Variant of Alt. 2
- Alternative 4: 3-Lane Riverside (2 WB/1 EB), 2-Way Elkhorn & Moraine

Figure A-1: No Action Alternative

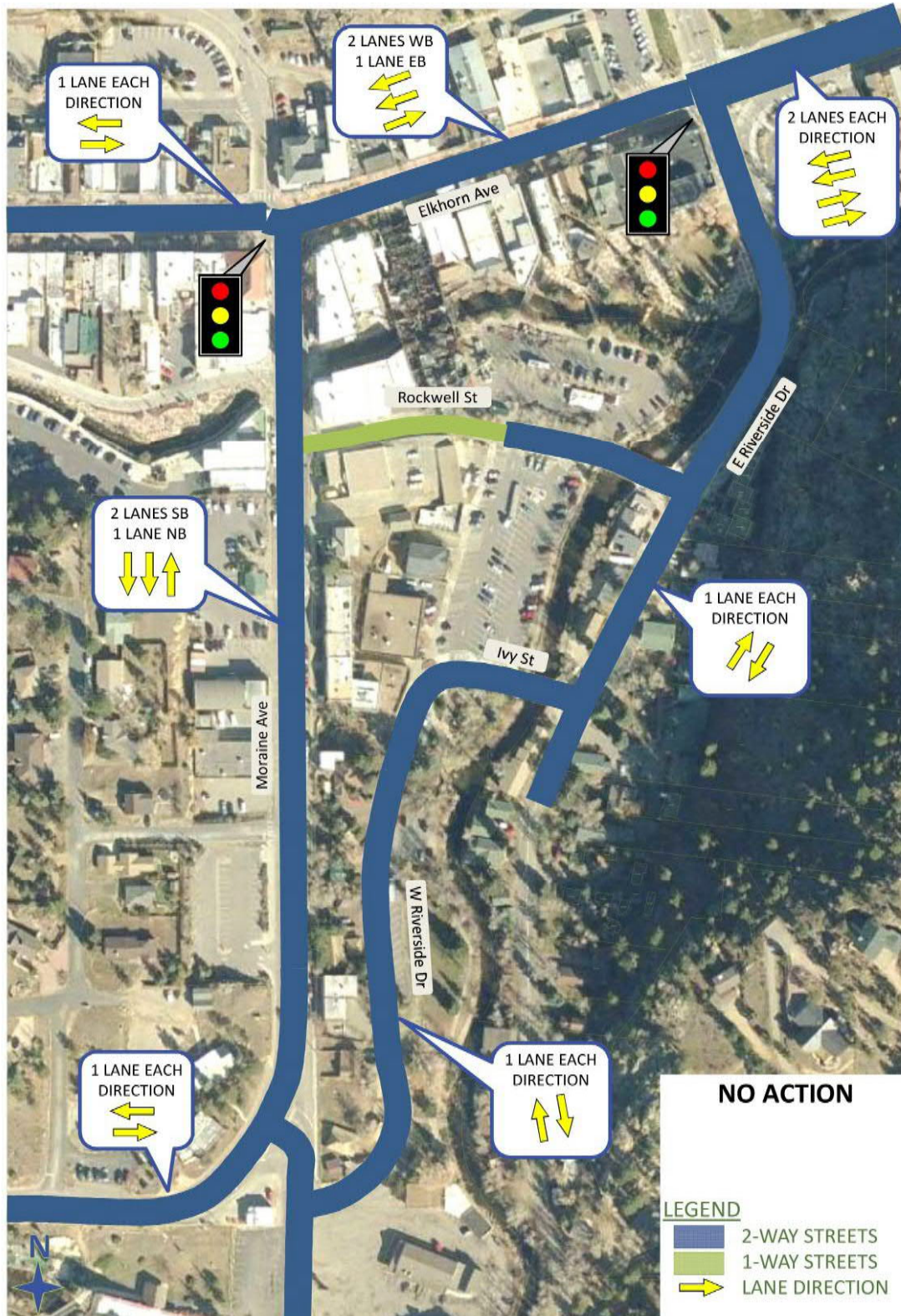


Figure A-2: Alternative 1 (One-Way Couplet)

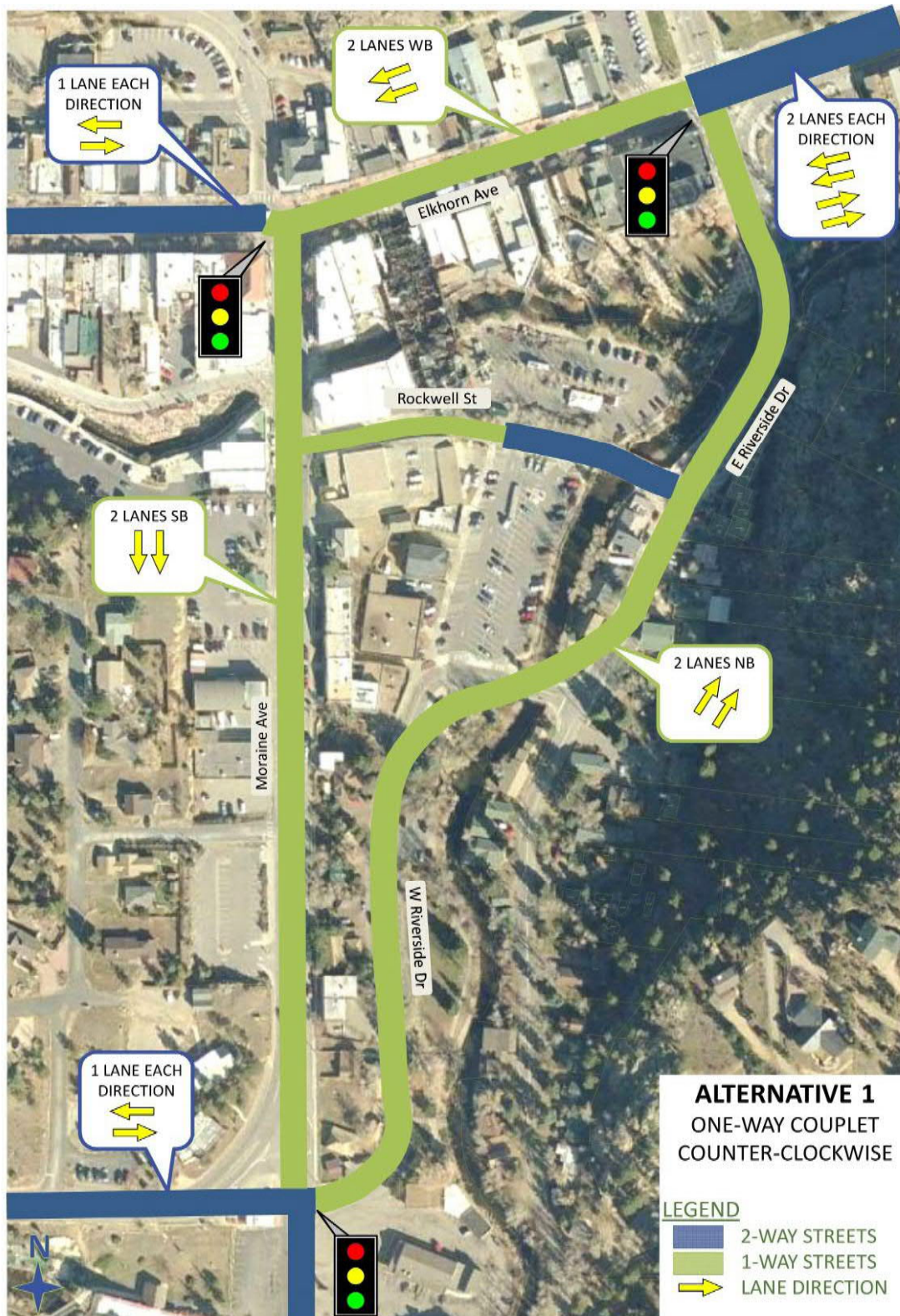


Figure A-3: Alternative 1A (One-Way Couplet w/ Two-Way Elkhorn)

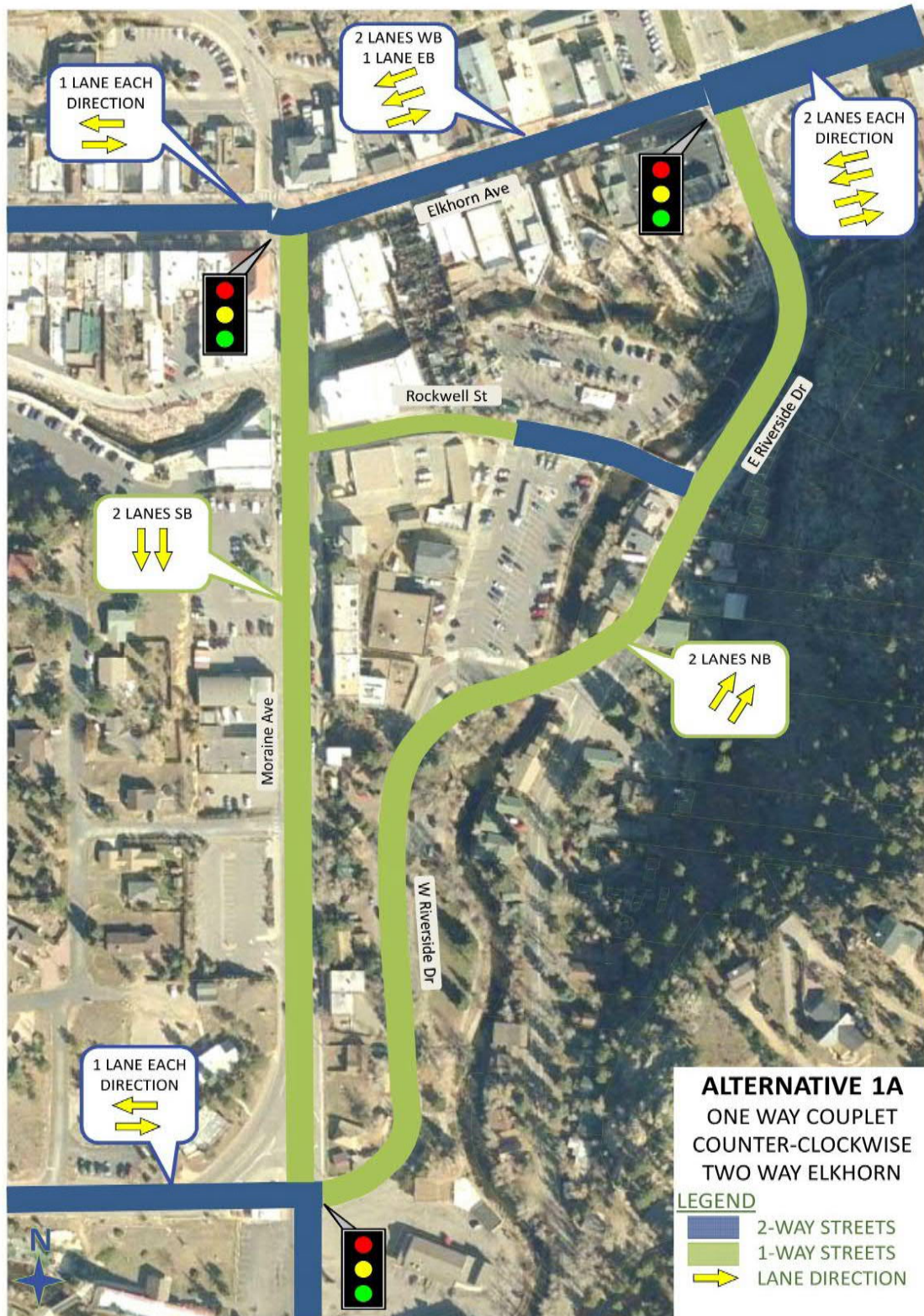


Figure A-4: Alternative 2 (Four lane, Two-Way Riverside)

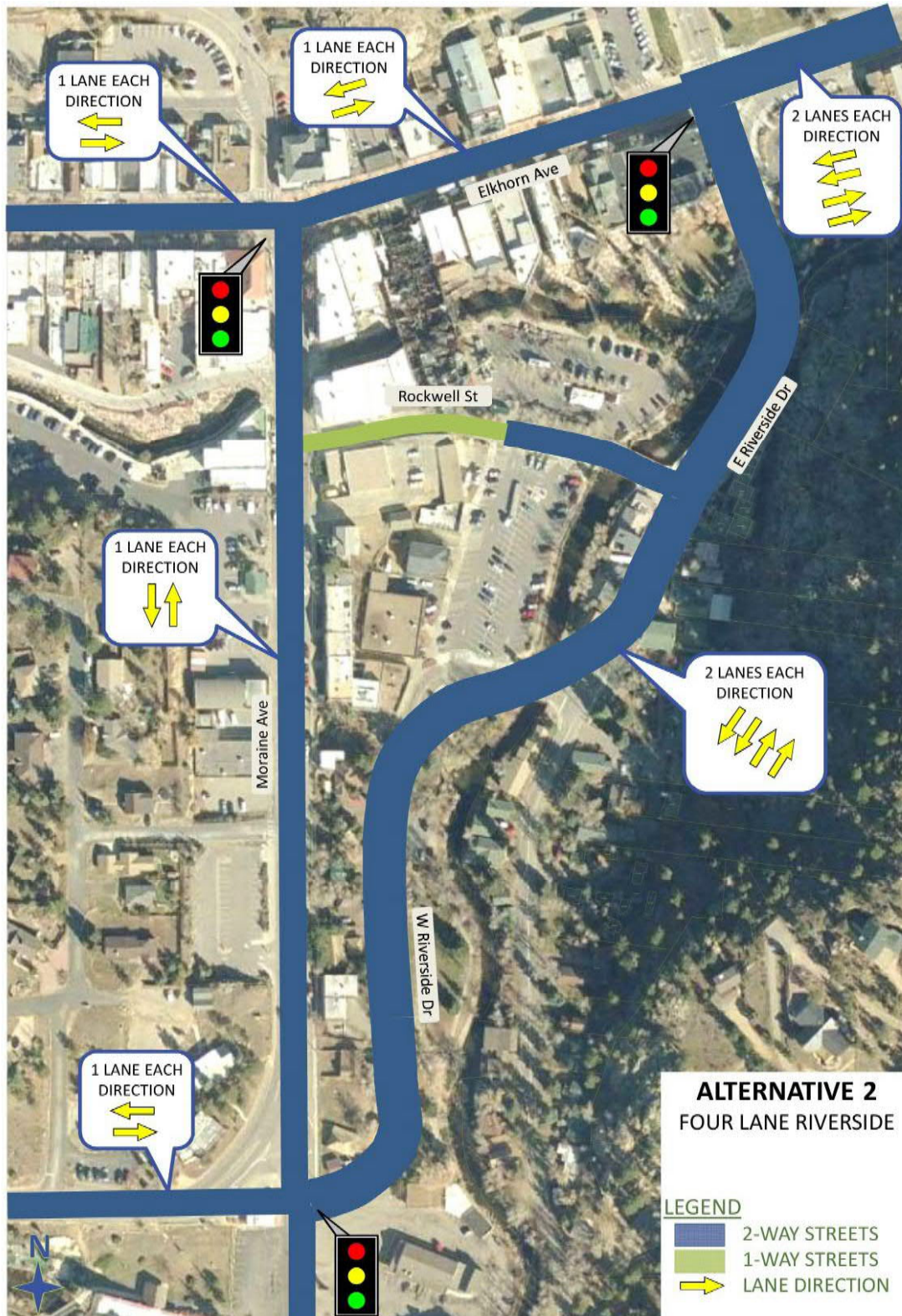


Figure A-5: Alternative 2A (Four lane, Two-Way Riverside, w/Pedestrian Mall on Elkhorn)

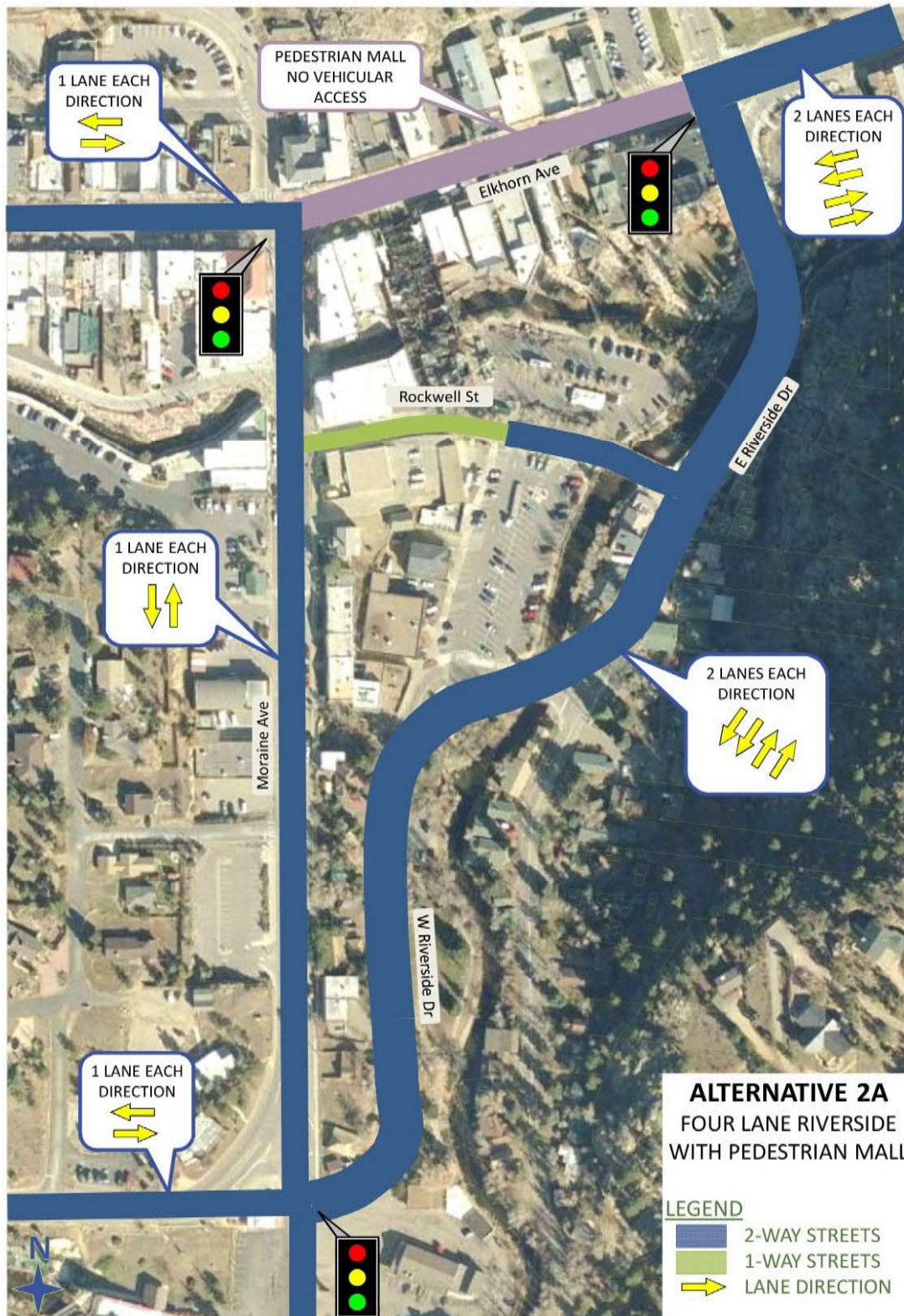


Figure A-6: Alternative 3 (One-Way Couplet, Clockwise Direction)



Figure A-7: Alternative 4 (Three Lane Two-Way Riverside)

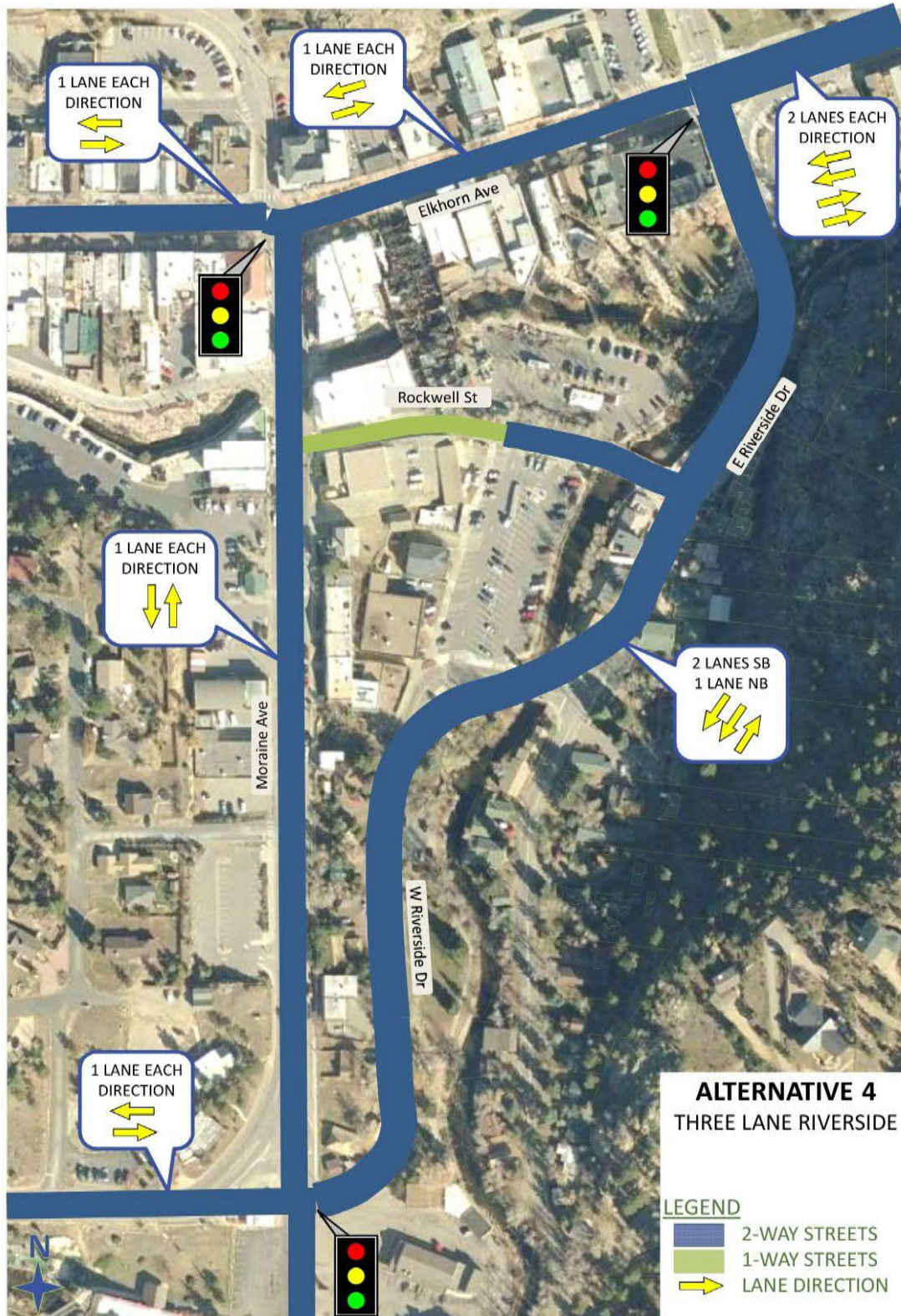


Figure A-8: Alternative 5 (Reversible Two Lane Riverside)

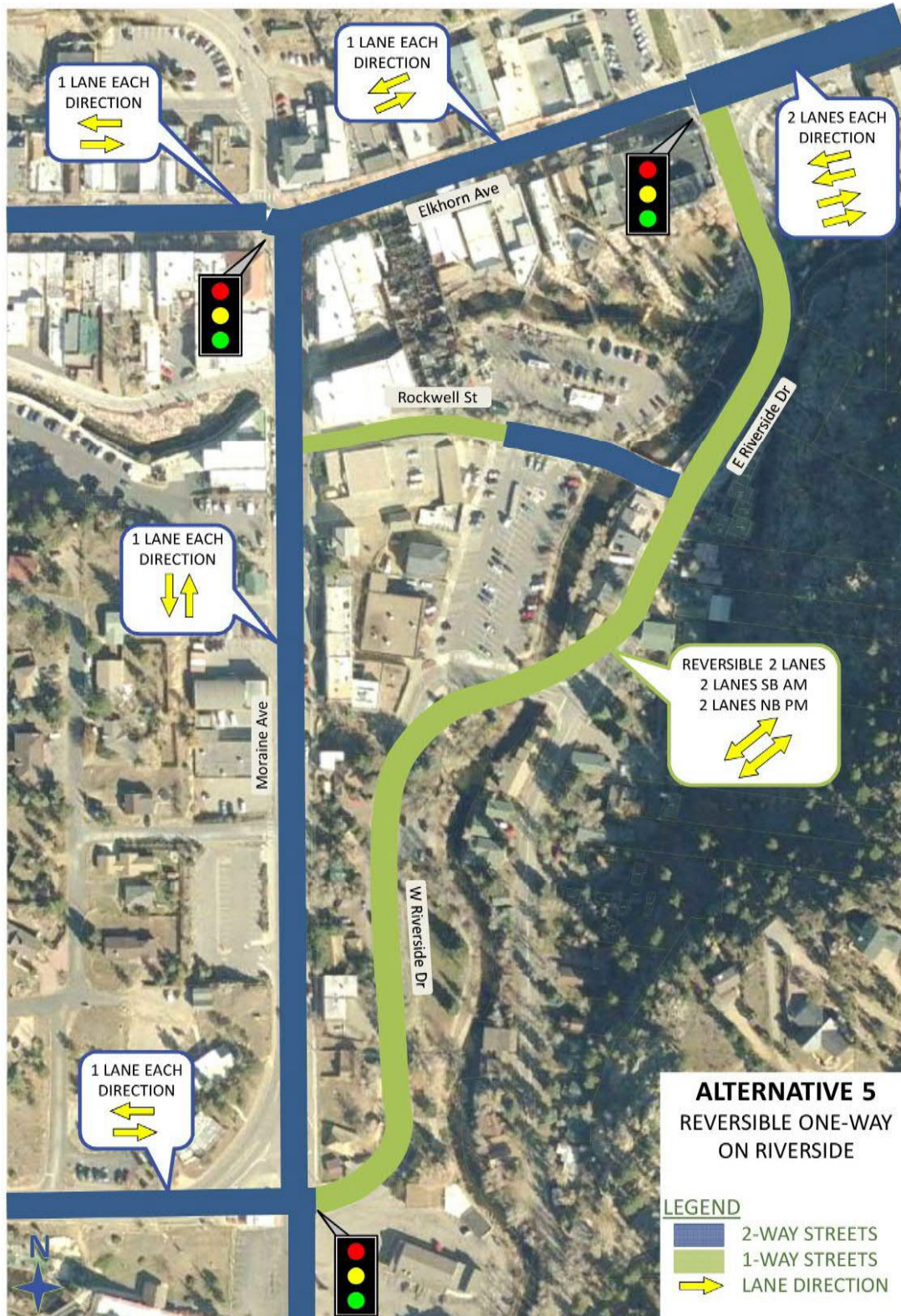


Figure A-9: Alternative 6 (One-Way Elkhorn/Moraine WB, Four Lane Two-Way Riverside)

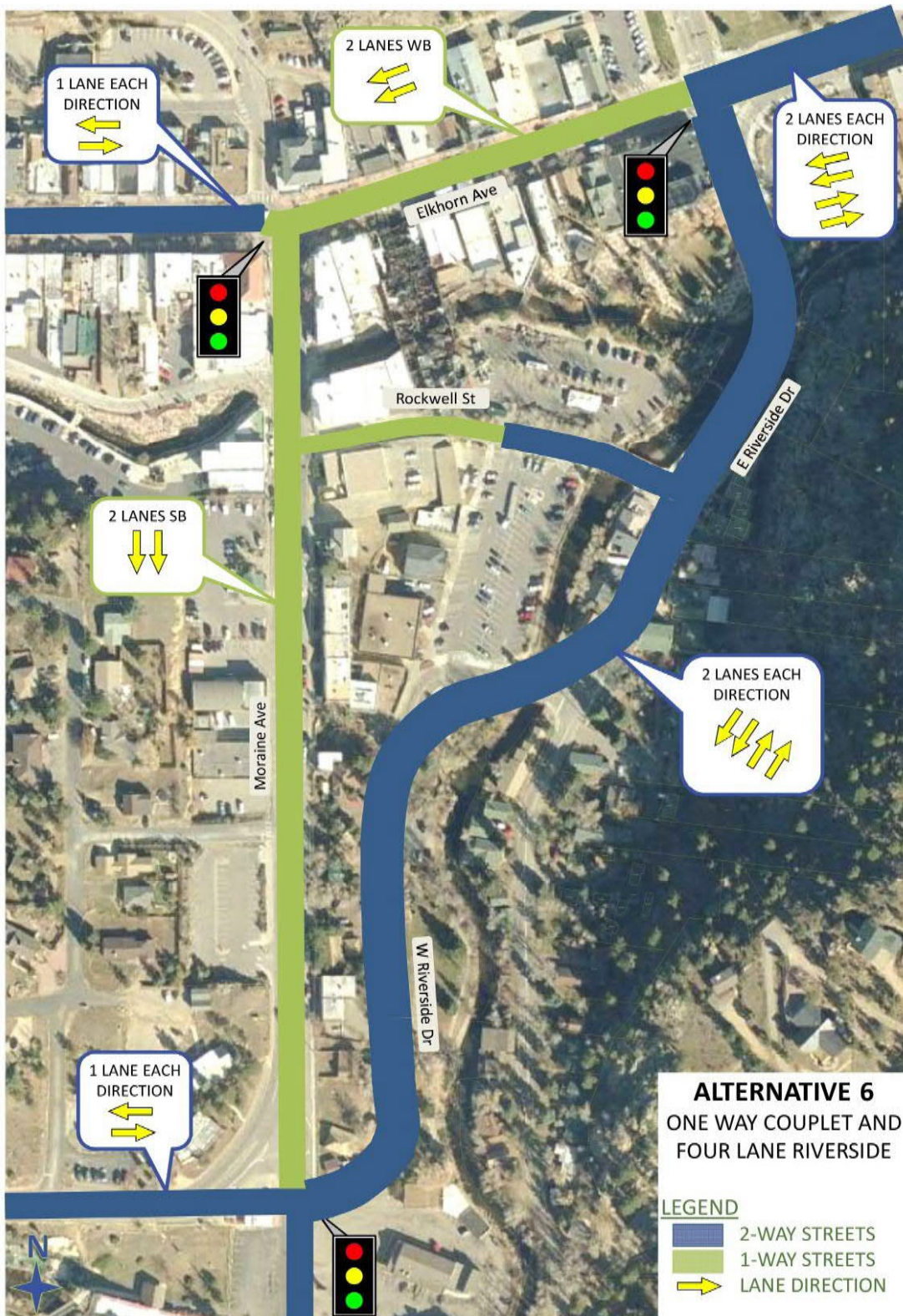


Figure A-10: Alternative 7 (One-Way Couplet, Using Rockwell)

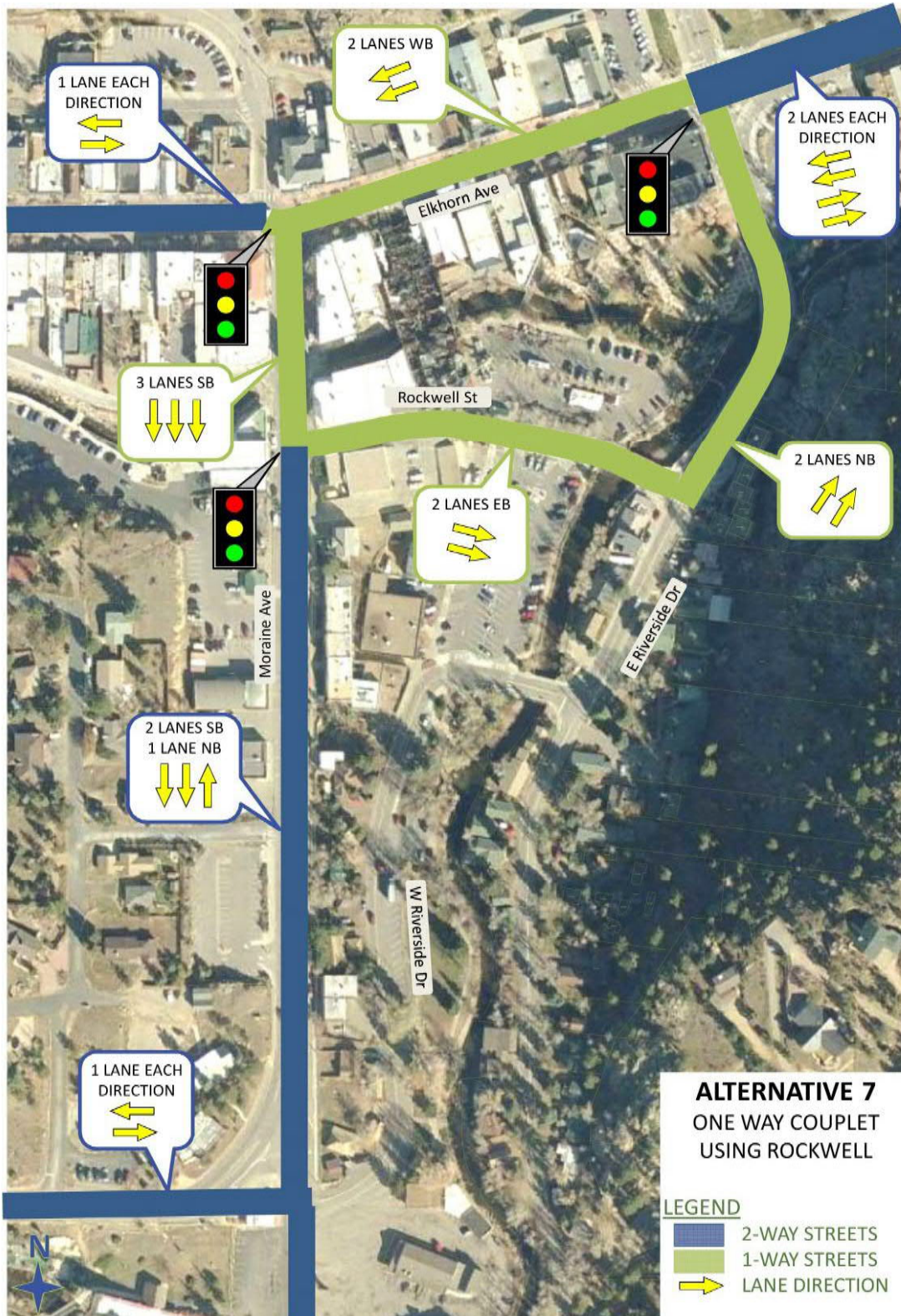


Figure A-11: Alternative 8 (Two Lane Two-Way Riverside, One-Way Elkhorn/Moraine WB)

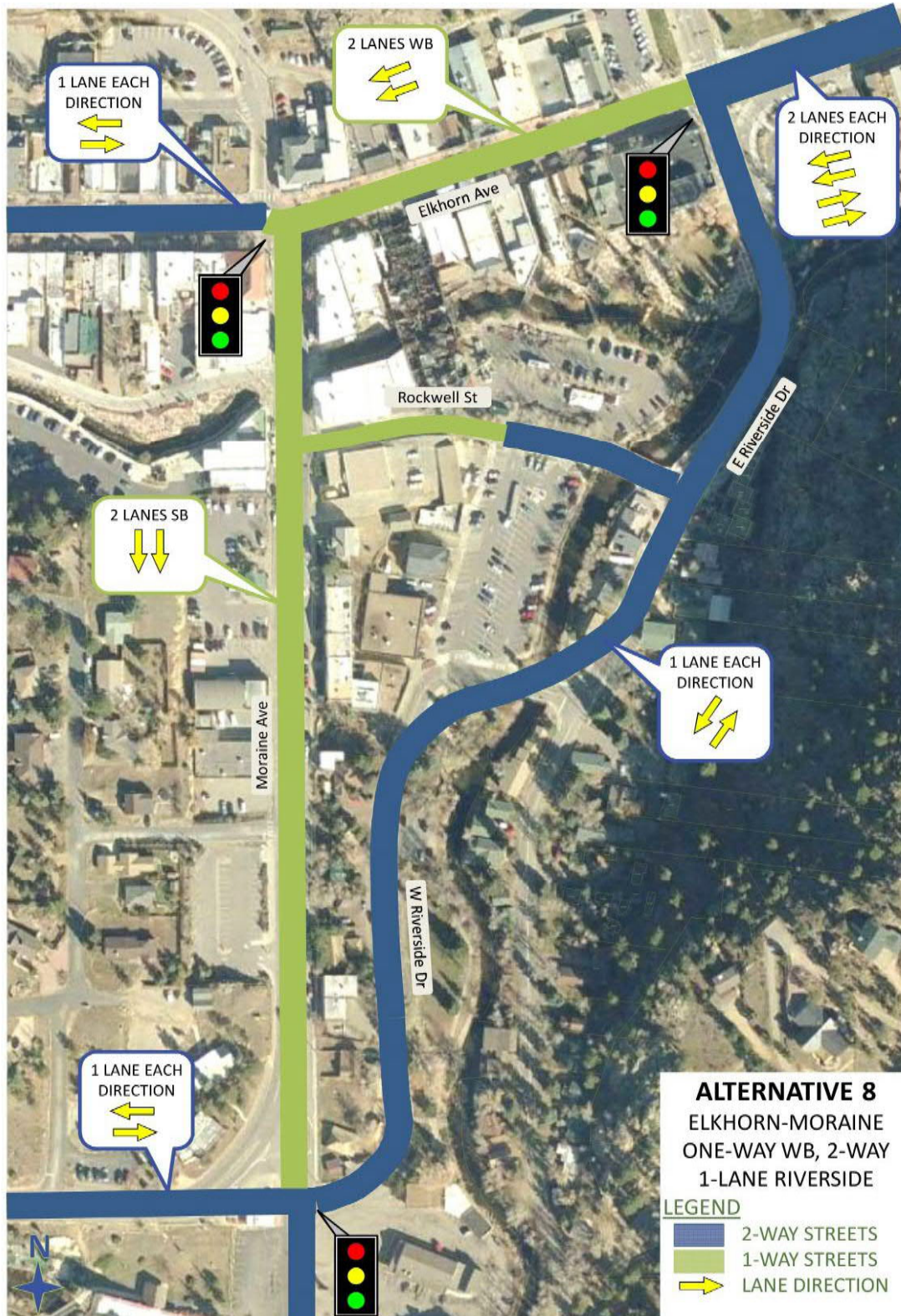


Figure A-12: Alternative 9 (Traffic Division, Signage/Intersection Modifications)



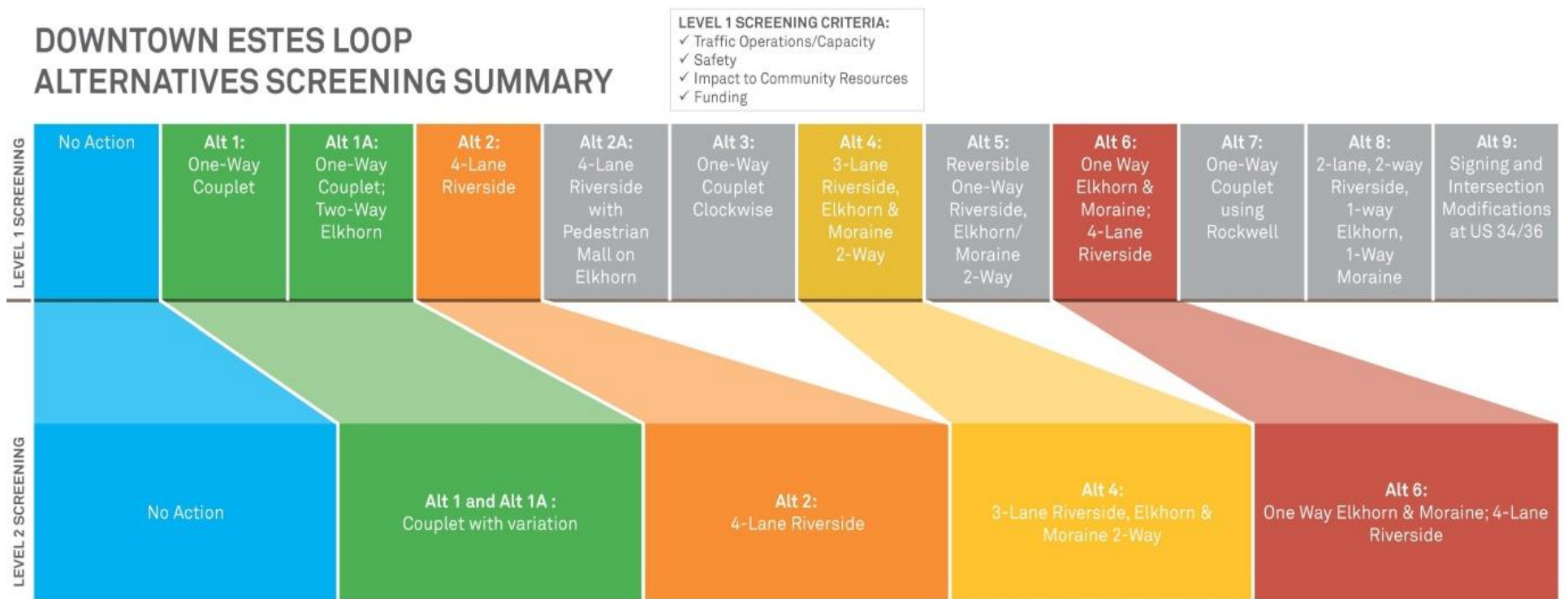
Table A-1: Level 1 Alternatives Screening Matrix

	ORIGINAL ALTERNATIVES			
ALTERNATIVE	NO ACTION	ALTERNATIVE 1 One-Way Couplet Counter-Clockwise	ALTERNATIVE 1A One-Way Couplet Counter- Clockwise Two Way on Elkhorn	ALTERNATIVE 2 Four Lane Riverside
EVALUATION CRITERIA				
Traffic Operations/ Capacity	Poor Operations Extended Queues and Delay involving Downtown Intersections and approach roadways due to Inadequate Capacity	Good Operations Significant Improvement to Intersection Capacity, More Green Time for Primary Movements (Through Movement at Elkhorn/Riverside, Left Turn Movement at Elkhorn/Moraine and Through Movement at Moraine/Riverside)	Good Operations Slightly Reduced Capacity Relative to Alternative 1 (Reduced Green Time for Left Turn at Elkhorn/Moraine to allow for two way movement on Elkhorn)	Good Operations Added capacity with additional travel lane in each direction beyond existing and Alternative 1/1A. Improvement to Traffic Operations, but not as much of an improvement at signal operations because all movements are accommodated
Safety	Poor High number of Auto/Ped Conflict points	Good Reduces vehicle-ped Conflicts, increases green time for peds at Elkhorn/Moraine Free flow right turns at Riverside/Elkhorn requires management	Good Reduces vehicle-ped conflicts, Accommodates Additional Pedestrian Green Time, but slightly less than Alternative 1	Fair Accommodates Additional Pedestrian Green Time at Elkhorn/Moraine, but Creates Conflicts along Riverside between Park and Downtown
Community Resources	Good No Impact	Fair Potential Minor Impacts on Baldwin Park and Children's Park	Fair Potential Minor Impacts on Baldwin Park and Children's Park	Poor Potential Impacts on Riverwalk, Baldwin Park and Children's Park; more challenging pedestrian crossings near parks
Adequate Funding	No Funding Needed	Good Required Funding is Available	Good Required Funding is Available	Fair Requires Additional Funding
PRELIMINARY RECOMMENDATION	Carry Forward for Further Consideration (Analysis Required)	Carry Forward for Further Consideration	Carry Forward as a design variation to Alternative 1, not a stand-alone alternative	Carry Forward for Further Consideration

ALTERNATIVES SUGGESTED BY THE PUBLIC AND ADDED BY THE PROJECT TEAM				
ALTERNATIVE	ALTERNATIVE 2A Four Lane Riverside with Pedestrian Mall on Elkhorn	ALTERNATIVE 3 One-Way Couplet Clockwise	ALTERNATIVE 4 Three Lane Riverside (2WB/1EB) (Elkhorn and Moraine two-Way)	ALTERNATIVE 5 Reversible One-Way on Riverside, Elkhorn/ Moraine Remain Two-Way
EVALUATION CRITERIA				
Traffic Operations/ Capacity	Poor Operations Improvement to Traffic Operations, but not as much as Alternative 2. Closure of Elkhorn between Riverside and Moraine forces all Left Turn Movements toward RMNP through one Intersection. The Demand for Westbound Lefts at Elkhorn/Moraine Exceeds Capacity.	Poor Operations Worst Operations Riverside/ Elkhorn will have limited capacity due to the EB and EB movements competing for the green time Moraine/ Riverside intersection, there will be limited capacity for the WB movement from Riverside because the two southbound through lanes will need to taper to one lane before the intersection. If the two lanes are tapered after the intersection, lane utilization will be an issue at the signal, resulting in reduced capacity.	Fair Operations Improvement to Traffic Operations, but not as much of an improvement as with Alternative 1 and 1A. Capacity Similar to Alternative 2 for Inbound to RMNP. Capacity for Outbound from RMNP Less than Alternative 1, 1A and 2.	Poor Operations Extensive and Costly Design and Management Requirements Necessary to Address Reversing Traffic Flow Twice Daily. Would lead to driver confusion. Delays when Direction is being Switched could cause Substantial Traffic Delays
Safety	Fair Adds Pedestrian Mall on Elkhorn Creates Conflicts along Riverside between Park and Downtown	Fair High left turn movements add additional conflicts at Key Intersections	Fair Accommodates Additional Pedestrian Green Time at Elkhorn/Moraine, but Creates Conflicts along Riverside between Park and Downtown	Poor Operational and Management Conflicts of making arterial roadway reversible, potential for wrong way travel from side roads / accesses
Community Resources	Poor Potential Impacts on Riverwalk, Baldwin Park and Children's Park; more challenging pedestrian crossings near parks. Ped Mall Created	Fair Potential Minor Impacts on Baldwin Park and Children's Park	Fair Potential Minor Impacts on Baldwin Park, Riverwalk, and Children's Park	Fair Potential Minor Impacts on Baldwin Park and Children's Park
Adequate Funding	Fair Requires Additional Funding	Good Required Funding is Available	Fair Potentially Requires Additional Funding	Fair Required Funding is Available High Operational / Maintenance Costs for Reversible
PRELIMINARY RECOMMENDATION	Eliminate from Further Consideration. Eliminated as a stand-alone alternative	Eliminate from Further Consideration	Carry Forward for Further Consideration	Eliminate from Further Consideration

ALTERNATIVE	ALTERNATIVE 6 One-way Couplet Counter Clockwise and Four Lane Riverside (2 lane, One-way Elkhorn and Moraine)	ALTERNATIVE 7 One-way Couplet Counter Clockwise using Rockwell	ALTERNATIVE 8 Two Lane, Two-Way Riverside (Improved), One-Way Elkhorn (West) and One-way Moraine (South)	ALTERNATIVE 9 Traffic Diversion around Downtown Through Signing and Intersection Changes at 34/36
EVALUATION CRITERIA				
Traffic Operations/ Capacity	Good Operations Best Operations Increased Lane Capacity and Increased Capacity Increases at all Intersections	Poor Operations Moraine/ Riverside Intersection capacity constraint is not Improved. Rockwell physical constraints minimize any improved capacity in eastbound. No improved capacity in eastbound travel direction, only have 2 lanes eastbound for short stretch of Riverside approaching Elkhorn. Minimal to No improvement over No Action Adds potential Traffic Signal at Moraine/ Rockwell	Poor Operations Minimal capacity increase resulting from improved signal operations at Elkhorn/Moraine. Single lane for eastbound traffic, will worse than existing conditions in eastbound direction.	Poor Operations Existing 34/36 Signalized intersection operates at LOS F, and will continue to degrade over time. Not feasible to make intersection configuration changes that force additional traffic onto US 34 Bypass. Informaitonal Signing Improvements could divert some peak season traffic, but not enough to improve access via downtown to RMNP.
Safety	Fair Reduces vehicle-ped Conflicts, increases green time for peds at Elkhorn/Moraine, but Creates Conflicts along Riverside between Park and Downtown	Good Reduces vehicle-ped Conflicts, increases green time for peds at Elkhorn/Moraine Free flow right turns at Riverside/Elkhorn requires management	Good Reduces vehicle-ped Conflicts, because of minimal to no capacity improvements no increase in green time for pedestrians	Poor No improvement to existng vehicle- ped conflicts, no added green time for pedestrians
Community Resources	Poor Potential Impacts on Riverwalk, Baldwin Park and Children's Park; more challenging pedestrian crossings near parks	Good No Impact to Baldwin Park, limited impacts to Children's Park	Good Minimal Impact on Baldwin and Children's Park	Good No impacts to Baldwin or Children's Park. However, option potentially diminishes Estes Park as a destination
Adequate Funding	Fair Requires Additional Funding	Good Required Funding is Available	Good Required Funding is Available	Good Low costs for Sign Improvements and Intersection Reconfigurations
PRELIMINARY RECOMMENDATION	Carry Forward as a design variation of alternative 2, not a Standalone Alternative	Eliminate from Further Consideration	Eliminate from Further Consideration	Eliminate from Further Consideration as a Standalone Alternative

Figure A-13: Level 1 Alternatives Screening Results



A.1.2 Level 2 – Detailed Comparative Screening

Alternatives: The No Action, Alternative 1, 1A, 2, 4 and 6 were carried into Level 2 for more detailed development and screening against a broader set of criteria (refer to Figure A-14 through Figure A-17)

Criteria: The Level 2 screening process involved more detailed analysis of design and traffic conditions, potential impacts to natural resources and a number of other factors. Data was compiled and utilized in the screening based on the best available at the time. Thus, the screening results represent a point in time rather than a full summary; additional refinement of alternatives occurred as the project proceeded.

The Level 2 screening criteria included:

- Congestion and Delay: Measured by intersection Level of Service (LOS), anticipated days of downtown congestion, and total downtown intersection delay (measured in hours).
- Access and Parking: impacts to existing properties along the study area roadways (for example, full movement versus right-in/right-out), amount of public parking spaces lost and the potential for parking mitigation through design modifications.
- Alternative Mode Accommodation: provision for bicycle facilities (on-street bike lanes, sharrows, etc.) and provision for transit (effect upon transit stop locations).
- Number of Conflict Points: reference to safety of the alternative in terms of the number of pedestrian/vehicle conflict points and vehicle/vehicle conflict points.
- Economics: business visibility (by through traffic) and downtown visitor vehicular accessibility to existing parking (on-street and parking lots).
- Right-of-Way Impact: commercial property impact (full or partial acquisition), commercial property acreage of acquisition, residential dwelling impact (full or partial acquisition), and residential property acreage of acquisition.
- Environmental: anticipated impact to Baldwin Park, Children's Park, cultural resources, and pedestrian comfort along Elkhorn, Moraine and Riverside (pedestrian comfort recognizes the large number of pedestrians that move through downtown and the ability to accommodate them).
- Cost (whether within available funding): focuses on construction cost, right-of-way cost and total cost.

Figure A-14: Alternative 1 (One-Way Couplet)

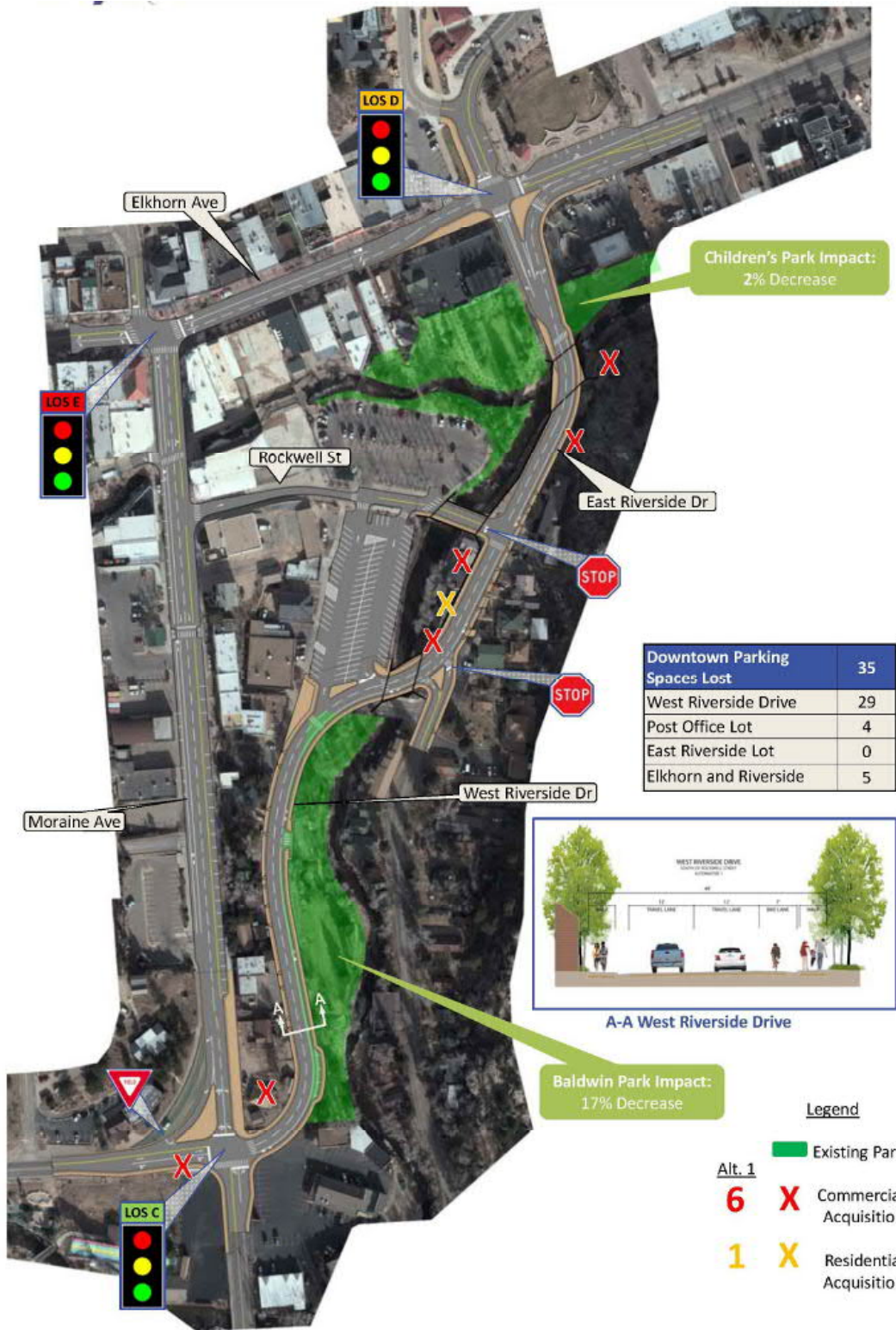


Figure A-15: Alternative 2 (Four lane, Two-Way Riverside)

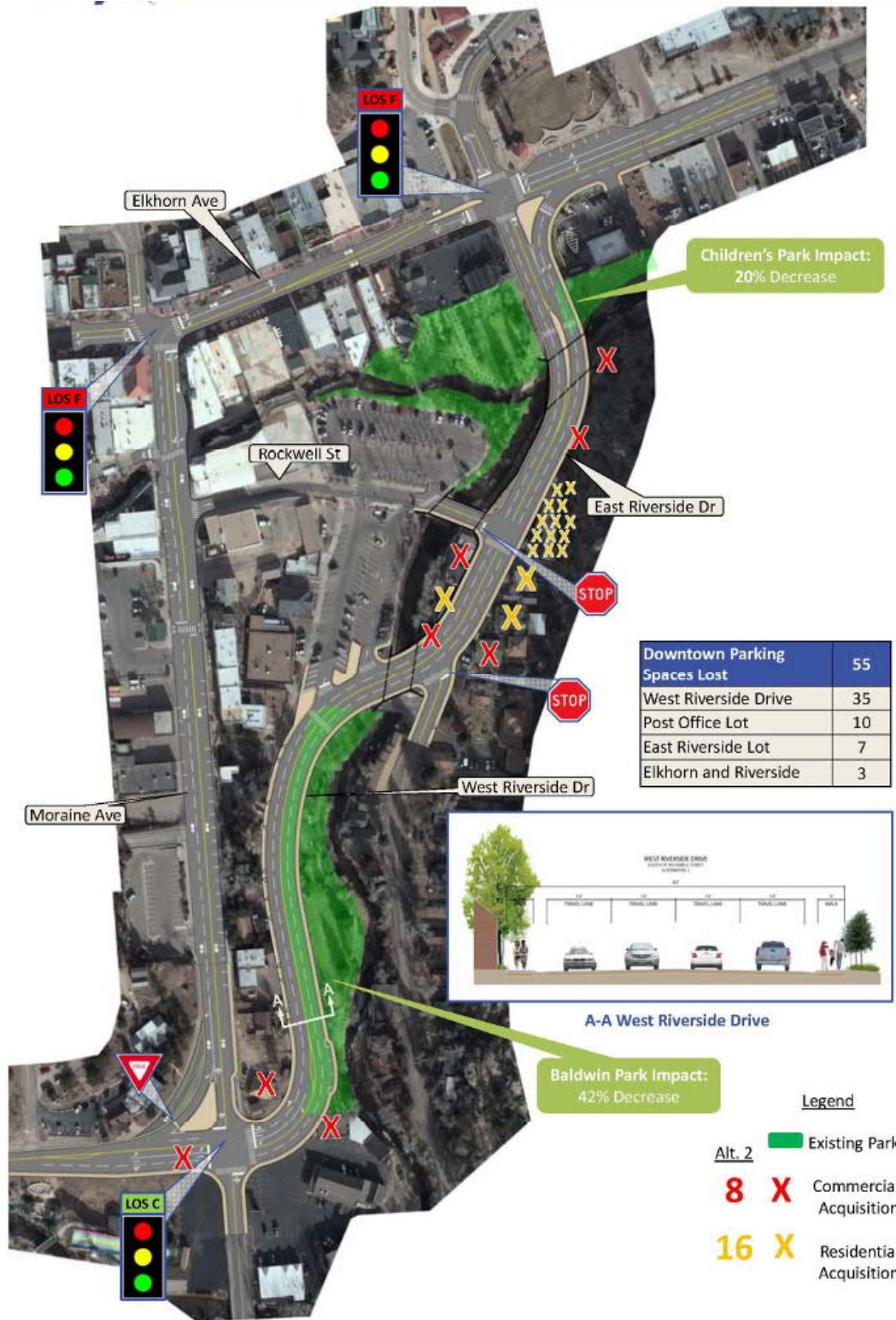


Figure A-16: Alternative 3 (One-Way Couplet, Clockwise Direction)

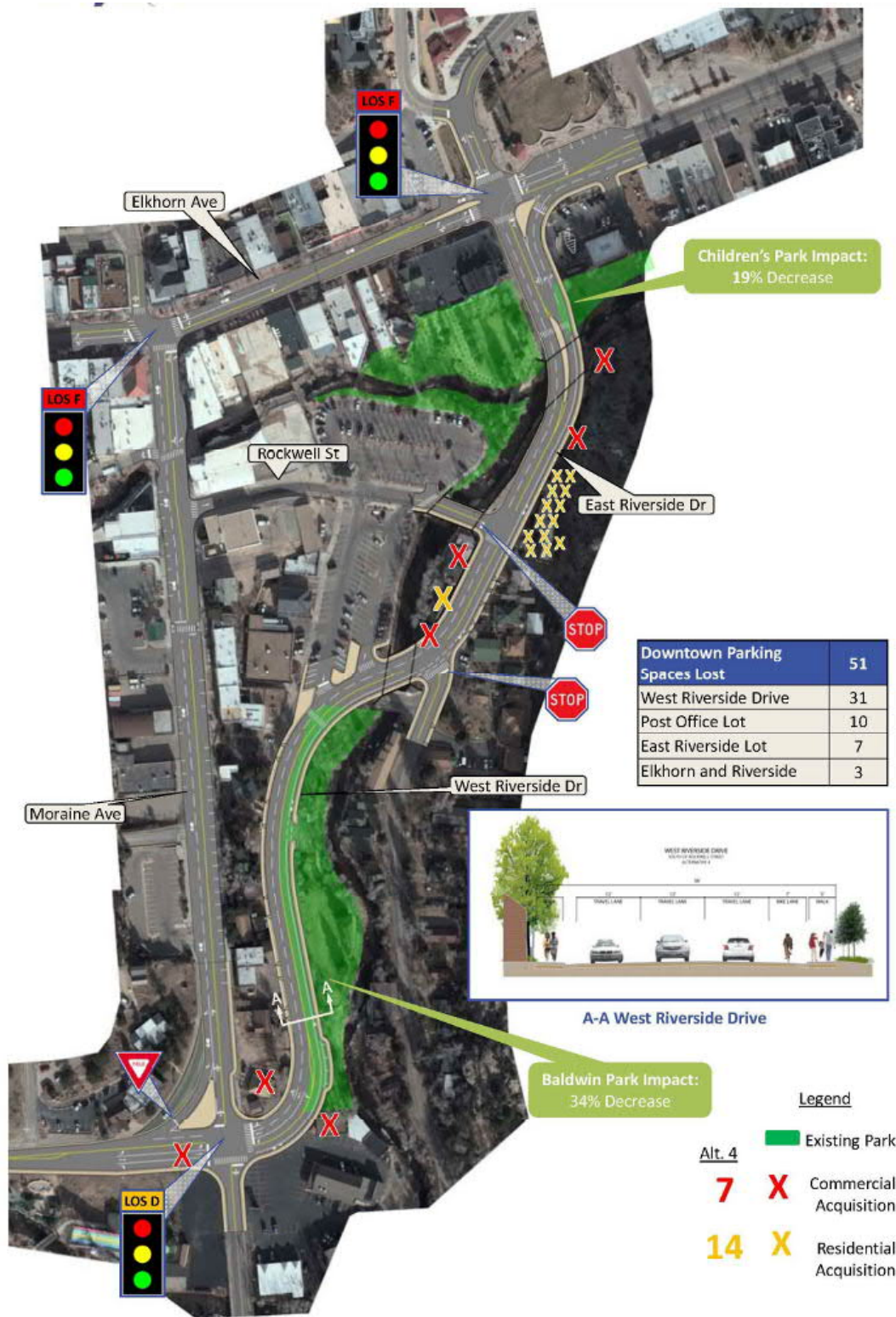
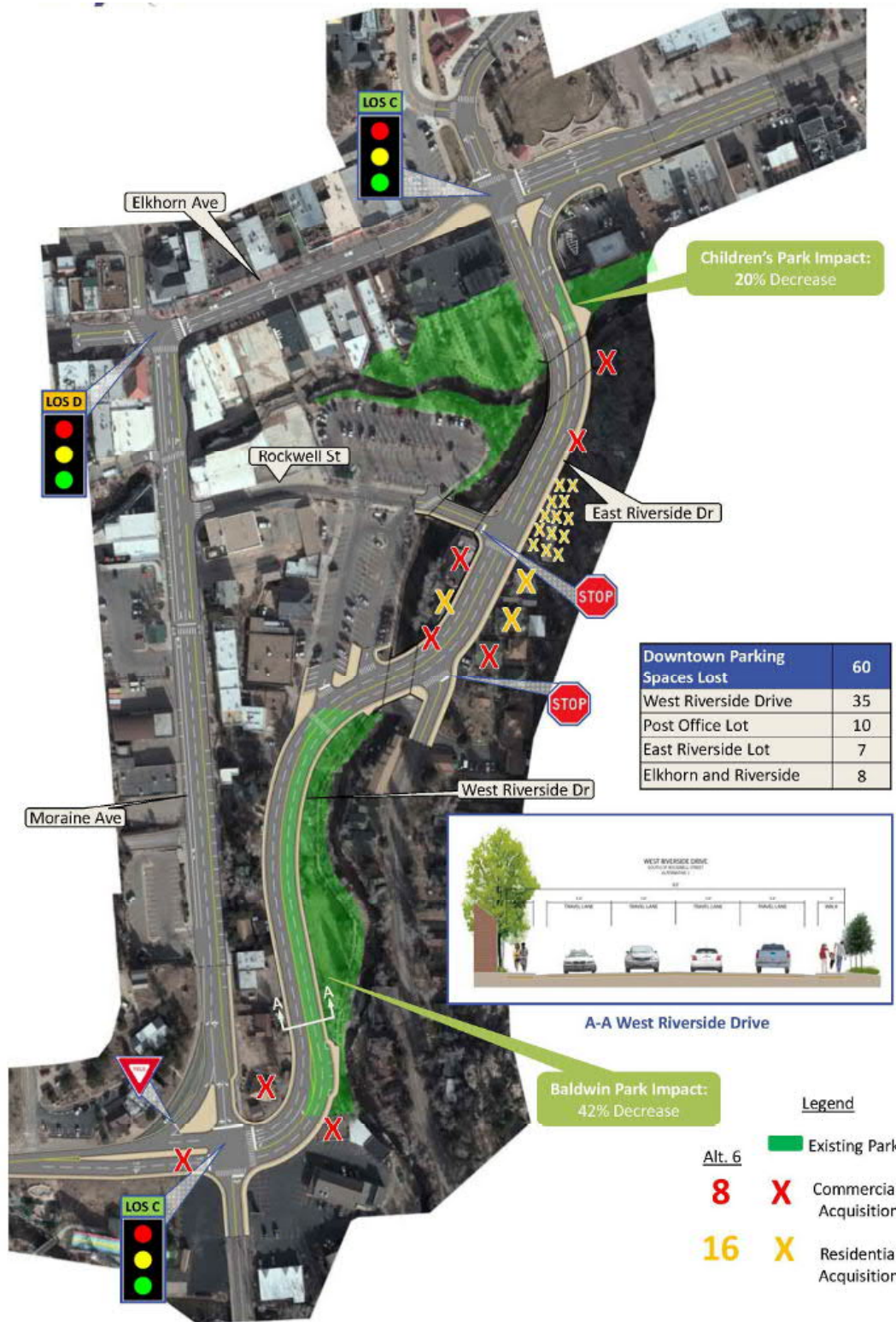


Figure A-17: Alternative 6 (One-Way Elkhorn/Moraine WB, Four Lane Two-Way Riverside)



Level 2 screening was completed in spring of 2015 with the results presented to the Town Board and Public through a series of meetings. After these presentations the Town of Estes Park requested that CFLHD evaluate a downtown parking and transit structure as a stand along alternative. Parking improvement options were originally screened out during Level 1 screening because they did not meet the purpose and need. CFLHD, at the request of the Town, developed and analyzed a Parking and Transit structure alternative using the comparative screening criterion. It was assumed the structure would be located on the existing Post Office parking lot between Moraine and Riverside Drives and would be multi-level (see Figure 20). Access to the structure would be provided via Moraine and Riverside. Intersection improvements at Moraine/Crags/Riverside were included to improve access to W. Riverside Drive for access to the structure.

The Level 2 comparative screening criteria showed that a stand-alone parking structure does not adequately address the project's purpose and need, which is to enhance access to Rocky Mountain National Park.

Results: The results of Level 2 screening (with associated reasoning) are shown in Table A-2 and described as follows:








-  No Action: Analyze in EA per NEPA
-  Alt. 1: Improves traffic operations, least environmental impact of all build alternatives
-  Alt. 1A: Poor traffic operations, does not meet purpose and need
-  Alt. 4: Improved traffic operations, moderate/high impacts, requires additional funding
-  Alt. 2: Improved traffic operations, high environmental impacts, requires additional funding
-  Alt. 6: Best traffic operations, highest environmental impact requires additional funding; public feedback and detailed feasibility review
-  Alt. 10: Does not meet purpose and need for reducing congestion and improving access to RMNP. Requires additional funding

Figure A-18: Alternative 10 (Downtown Parking/Transit Structure w/Int.Improvements)

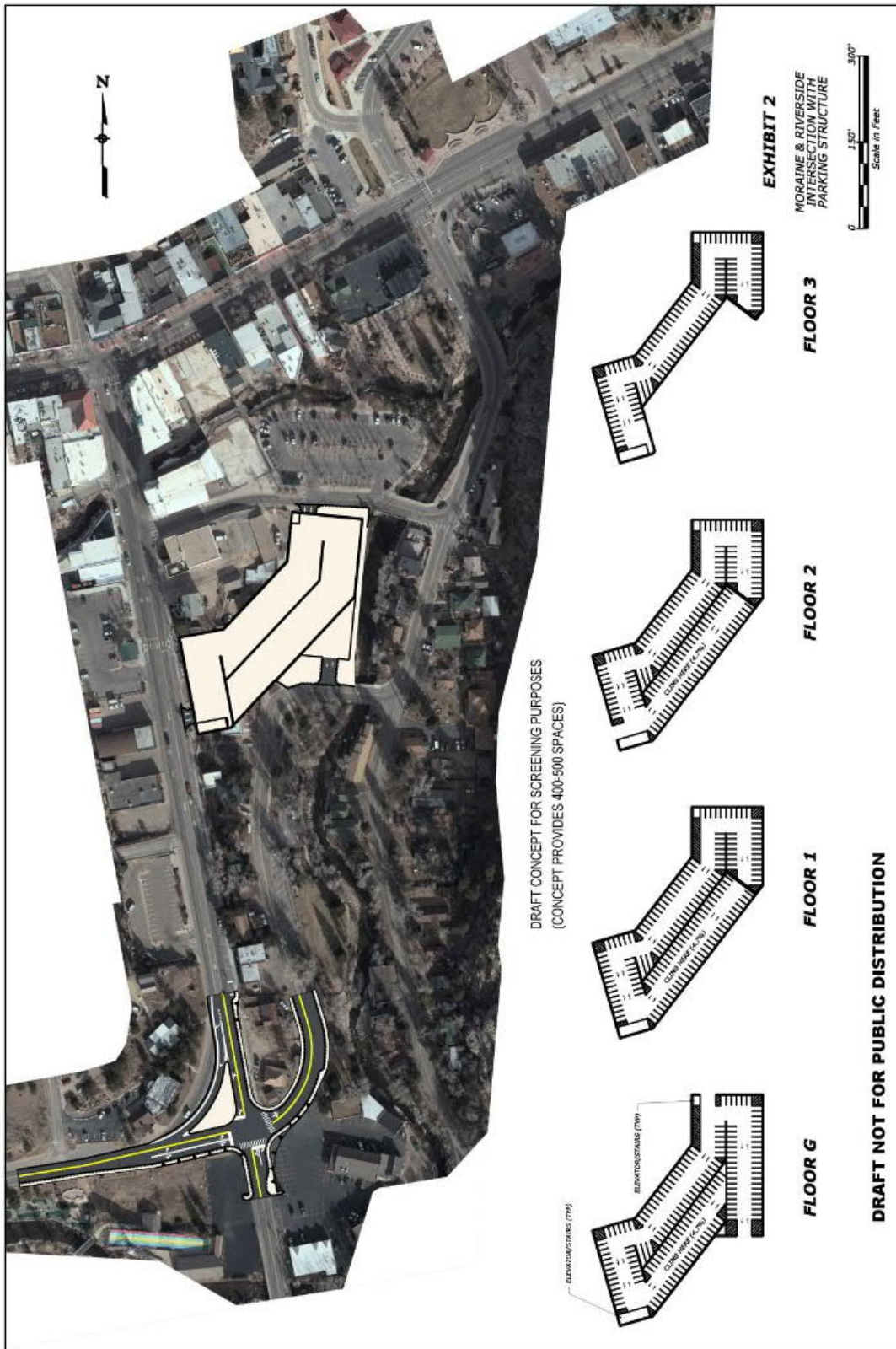


Table A-2: Level 2 Screening Results Matrix

ALTERNATIVES/ QUALITATIVE AND QUANTITATIVE CRITERIA	ALTERNATIVES					ALTERNATIVE VARIATIONS	
	No Action		Alternative 2 (4-Lane Riverside)	Alternative 4 (3-Lane Riverside)	Alternative 10 (Parking/Transit Structure) Construct a Multilevel Parking Structure /Transit Hub along Riverside on the existing Parking Lots between Moraine and Riverside. Install signs to direct traffic to the structure access points on Moraine and Riverside. Reconfigure Moraine/Crags/Riverside to a conventional intersection to promote use of Riverside for parking structure access.	Alternative 1A (Variation to Alt 1; w/ Two-Way Traffic on Elkhorn)	Alternative 6 (Variation of Alt 2; One-Way Traffic on Elkhorn, Two- Way Traffic on Riverside (4 Lane))
<i>Congestion and Delay (2040) - Measured by LOS (Seconds of Delay) Per Intersection</i>							
Elkhorn/Riverside Elkhorn/Moraine	LOS F (81 s) LOS F (299 s)	LOS D (43 s) LOS C (38 s)	LOS F (95 s) LOS F (105 s)	LOS F (107 s) LOS F (105 s)	LOS F (144 s) LOS F (200 s)	LOS F (92 s) LOS F (221 s)	LOS C (23 s) LOS D (53 s)
Moraine/Riverside/Crags	NA	LOS C (31 s)	LOS C (33 s)	LOS D (38 s)	NA or LOS F (303 s) ¹	LOS D (35 s)	LOS C (30 s)
DRAFT Total Days Downtown Congestion (days)	110-150 days	25-30 days	40-50 days	75-85 days	120-180 days	120-130 days	4-6 days
Total Downtown Intersection Delay ¹ (hrs) (Elk./Riv., Elk./Moraine, Moraine/Riv./Crags)	914 hrs	127 hrs	175 hrs ²	192 hrs ²	700-1200 hours	300 hrs	44 hrs ³
<i>Access & Parking</i>							
Property	No Impact- maintain existing condition	Right In/Right Out or Left In/Left Out only along Riverside; maintain one access per property owner	Full movement with peak hour turning movement challenges along Riverside; one access per property owner	Full movement with peak hour turning movement challenges along Riverside; one access per property owner	No Impact- maintain existing condition	Same as Alternative 1	Same as Alternative 2
Parking Impact (% of lost downtown parking spaces, 1082 existing spaces)	No impact- maintain existing condition	35 Spaces Lost (3%)	55 Spaces Lost (5%)	51 Spaces Lost (5%)	Net increase of 300 to 400 spaces with 3 level structure, 4 levels relative to Riverside (Loss of 96 surface lot spaces, with potential structure accommodating 400- 500 spaces)	Same as Alternative 1	60 Spaces Lost (5%)
Potential Parking Mitigation	N/A	Potentially 22 additional spaces on Moraine if convert to diagonal parking. Additional 25 spaces if parallel parking along/within Baldwin Park. ⁴	Potentially 21 additional spaces by removing Rockwell Lodge and reconfiguring Post Office and Riverside lots	Potentially 21 additional spaces by removing Rockwell Bridge and reconfiguring Post Office and Riverside lots	None required.	Same as Alternative 1	Potentially 22 additional spaces on Moraine if convert to Diagonal parking

ALTERNATIVES/ QUALITATIVE AND QUANTITATIVE CRITERIA	ALTERNATIVES					ALTERNATIVE VARIATIONS	
	No Action		Alternative 2 (4-Lane Riverside)	Alternative 4 (3-Lane Riverside)	Alternative 10 (Parking/Transit Structure) Construct a Multilevel Parking Structure /Transit Hub along Riverside on the existing Parking Lots between Moraine and Riverside. Install signs to direct traffic to the structure access points on Moraine and Riverside. Reconfigure Moraine/Crags/Riverside to a conventional intersection to promote use of Riverside for parking structure access.	Alternative 1A (Variation to Alt 1; w/ Two-Way Traffic on Elkhorn)	Alternative 6 (Variation of Alt 2; One-Way Traffic on Elkhorn, Two- Way Traffic on Riverside (4 Lane))
<i>Alternative Mode Accommodation</i>							
Cyclist	No additional facilities provided.	On-street bike lane (SB Moraine, EB Riverside), Shared bike/traffic lane WB Elkhorn	On-street bike lanes along Elkhorn and Moraine, No provision for Riverside	On-street bike lane (WB Elkhorn, SB Moraine, EB Riverside)	No additional facilities provided.	Same as Alternative 1	On-street bike lane SB Moraine, Shared bike/traffic lane WB Elkhorn, potential for multi-use path through Baldwin park, adjacent to Riverside (eastside) north of Ivy
Transit	Maintains existing stop locations	Requires Variation to Gold line; relocate EB Trading Post Stop to Rockwell or Riverside	Maintains existing stop locations	Maintains existing stop locations	Consolidation of downtown transit stops to parking/transit structure	Same as Alternative 1	Same as Alternative 1
<i>Number of Conflict Points</i>							
Pedestrian/Vehicle Conflicts	65	68	80	82	65	82	69
Vehicle/Vehicle Conflicts	93	75	170	119	43	88	97
<i>Economics</i>							
Business Visibility (by through traffic)	No Impact	Elkhorn/Moraine visible inbound to Beaver Meadows entrance; Riverside visible outbound	Maintains two way travel on Elkhorn and Moraine; shifts through traffic to Riverside (from Elkhorn and Moraine)	Maintains two way travel on Elkhorn and Moraine; shifts through traffic to Riverside (from Elkhorn and Moraine)	No impact, similar to today. Directs motorists into the downtown away from visitor center and transit service provide at parking sites east of the downtown.	Same as Alternative 1	Splits through traffic between Riverside and Elkhorn/ Moraine, Elkhorn/Moraine loses visibility in eastbound direction and reduced visibility westbound
Downtown Visitor Vehicular Accessibility to Existing Parking (On Street and Lots)	Remains As-Is Today	Requires out of direction travel to access Moraine lots (if traveling eastbound); Requires signage to direct visitors to lots	Maintains access to parking; Requires signage to direct visitors to lots	Maintains access to parking; Requires signage to direct visitors to lots	Similar to today.	Same as Alternative 1	Requires out of direction travel to access Moraine lots (if traveling eastbound); Requires signage to direct visitors to lots
<i>Night-Of-Way</i>							
Commercial Property Impact (Full/Partial Acquisition)	No impact	6/3	8/2	7/3	6/1	Same as Alternative 1	8/2
Commercial Property Estimated Acquisition (Acreage)	No impact	0.9 Acres	3.8 Acres	1.3 Acres	1.42 Acres	Same as Alternative 1	3.8 Acres
Impact to Residential Dwellings - (Full/Partial Acquisition)	No Impact	1/1	16/0	14/7	0/0	Same as Alternative 1	16/0
Residential Property Estimated Acquisition (Acreage)	No Impact	0.7 Acres	2.3 Acres	1.0 Acres	0.0 Acres	Same as Alternative 1	2.3 Acres
Total Relocations (Commercial and Residential)	No impact	7	24	21	0	Same as Alternative 1	24

ALTERNATIVES/ QUALITATIVE AND QUANTITATIVE CRITERIA	ALTERNATIVES					ALTERNATIVE VARIATIONS	
	No Action		Alternative 2 (4-Lane Riverside)	Alternative 4 (3-Lane Riverside)	Alternative 10 (Parking/Transit Structure) Construct a Multilevel Parking Structure /Transit Hub along Riverside on the existing Parking Lots between Moraine and Riverside. Install signs to direct traffic to the structure access points on Moraine and Riverside. Reconfigure Moraine/Crags/Riverside to a conventional intersection to promote use of Riverside for parking structure access.	Alternative 1A (Variation to Alt 1; w/ Two-Way Traffic on Elkhorn)	Alternative 6 (Variation of Alt 2; One-Way Traffic on Elkhorn, Two- Way Traffic on Riverside (4 Lane))
Environmental							
Baldwin Park (Section 4(f)) (58,080 Sq. Ft. Existing)	No Impact	9,860 Sq Ft Park Impact (17% decrease)	24,190 Sq Ft Park Impact (42% decrease)	19,550 Sq Ft Park Impact (34% decrease)	No impact, if Riverside and Ivy bridge are not improved.	Same as Alternative 1	24,190 Sq Ft Park Impact (42% decrease)
Children's Park (Section 4(f)/6(f)) (9,450 Sq. Ft. Existing)	No Impact	140 Sq Ft Park Impact, & requires reconstruction / relocation of restroom (2% decrease)	1,910 Sq Ft Park Impact, & requires reconstruction / relocation of restroom (20% decrease)	1,760 Sq Ft Park Impact, & requires reconstruction / relocation of restroom (15% decrease)	No impact, if there are no changes on Riverside	Same as Alternative 1	1,910 Sq Ft Park Impact, & requires reconstruction / relocation of restroom (20% decrease)
Cultural Resources	No Impacts	No Impacts to properties on or eligible for the NRIIP	No Impacts to properties on or eligible for the NRIIP	No Impacts to properties on or eligible for the NRIIP	The State Historic Preservation Officer (SHPO) has identified the Post Office as a historic resource eligible for listing in the National Register of Historic Places. The parking structure would eliminate this resource. An analysis under Section 4(f) of the Department of Transportation Act would be required to demonstrate that there is no reasonable and prudent alternative to eliminating this resource.	Same as alternative 1	No Impacts to properties on or eligible for the NRIIP
Pedestrian Comfort (along Elkhorn) - Measured by traffic volume, roadway character and pedestrian accommodations	Increased duration of congestion in future could impact pedestrian comfort	Similar total traffic to No Action (in one way direction)	Less overall traffic (shift to Riverside)	Less overall traffic (shift to Riverside)	Increased duration of congestion in future could impact pedestrian comfort	More total traffic than No Action	Less overall traffic (split traffic between Elkhorn and Riverside)
Pedestrian Comfort (along Riverside) - Measured by traffic volume, roadway character and pedestrian accommodations	No impact	Most impact in afternoon	Greater impact than Alternative 1	Greater impact than Alternative 1	Would change character of Riverside and increase vehicles	Same as Alternative 1	Greater impact than Alternative 1
Cost							
Construction Cost	\$0	\$11.6M to \$14.0M	\$14.2M to \$17.2M	\$13.0M to \$15.7M	\$15.1M to \$18.3M	Same as Alternative 1	\$14.6M to \$17.7M
Right-Of-Way Cost	\$0	\$2.4M to \$2.9M	\$5.3M to \$6.3M	\$5.4M to \$4.1M	\$3.2M to \$3.6M	Same as Alternative 1	\$5.3M to \$6.3M
Total Cost (including Design and CM)	\$0	\$16.5M to \$20.0M	\$22.5M to \$27.3M	\$19.3M to \$23.4M	\$21.3M to \$25.7M (100 Spaces)	Same as Alternative 1	\$23.0M to \$27.8M

ALTERNATIVES/ QUALITATIVE AND QUANTITATIVE CRITERIA	ALTERNATIVES					ALTERNATIVE VARIATIONS	
	No Action		Alternative 2 (4-Lane Riverside)	Alternative 4 (3-Lane Riverside)	Alternative 10 (Parking/Transit Structure) Construct a Multilevel Parking Structure /Transit Hub along Riverside on the existing Parking Lots between Moraine and Riverside. Install signs to direct traffic to the structure access points on Moraine and Riverside. Reconfigure Moraine/Crags/Riverside to a conventional intersection to promote use of Riverside for parking structure access.	Alternative 1A (Variation to Alt 1; w/ Two-Way Traffic on Elkhorn)	Alternative 6 (Variation of Alt 2; One-Way Traffic on Elkhorn, Two- Way Traffic on Riverside (4 Lane))
OVERALL Results	Analyze in EA per NEPA requirements	Good traffic operations, lowest impacts of build alternatives, within available funding	Improved traffic operations, high impacts, requires additional funding; high risk due to additional analysis, mitigation, and r/w acquisition	Improved traffic operations, moderate/high impacts, requires additional funding; high risk due to additional analysis, mitigation, and r/w acquisition	Poor traffic operations, moderate impacts, 4(f) issues, does not address purpose and need of reducing congestion and improving operations	Poor traffic operations, does not meet purpose & need ^A	Best traffic operations, highest impacts of build alternatives, requires additional funding; high risk due to additional analysis, mitigation, and r/w acquisition
Preliminary Recommendations (for EA)	Analyze in EA per NEPA requirements	Recommended	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Not Recommended

APPENDIX B: PROPOSED ACTION DRAWINGS

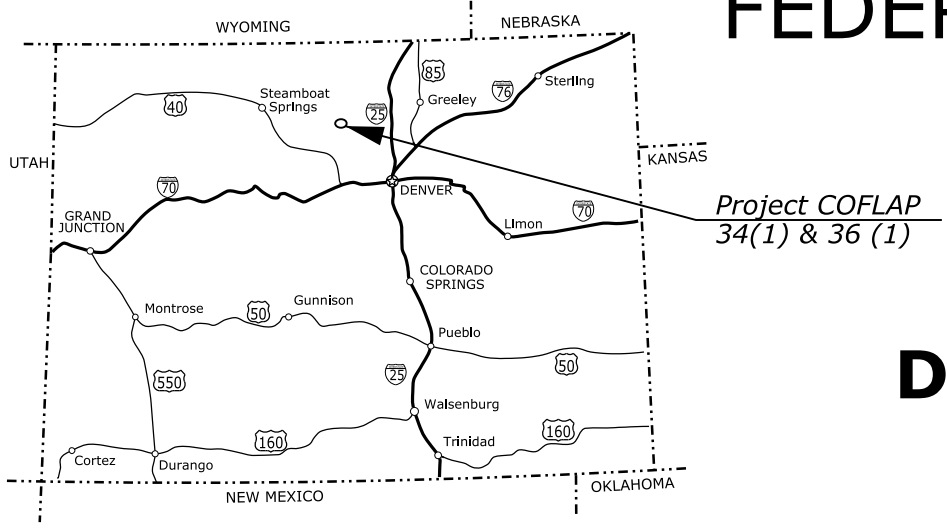
This appendix contains engineering drawings for the Proposed Action.

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STATE	PROJECT	SHEET NUMBER
CO	CO FLAP 34(1) & CO FLAP36(1) Downtown Estes Park Loop	A1

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

SHEET NO.	INDEX OF SHEETS
A1	TITLE SHEET
A2-A3	CONVENTIONAL PLAN SYMBOLS AND SITE MAP
A4	TYPICAL SECTIONS
A5-A11	ROADWAY PLANS
C1-C8	



KEY MAP OF COLORADO

PLANS FOR PROPOSED

CO FLAP 34(1) & CO FLAP 36(1) DOWNTOWN ESTES PARK LOOP

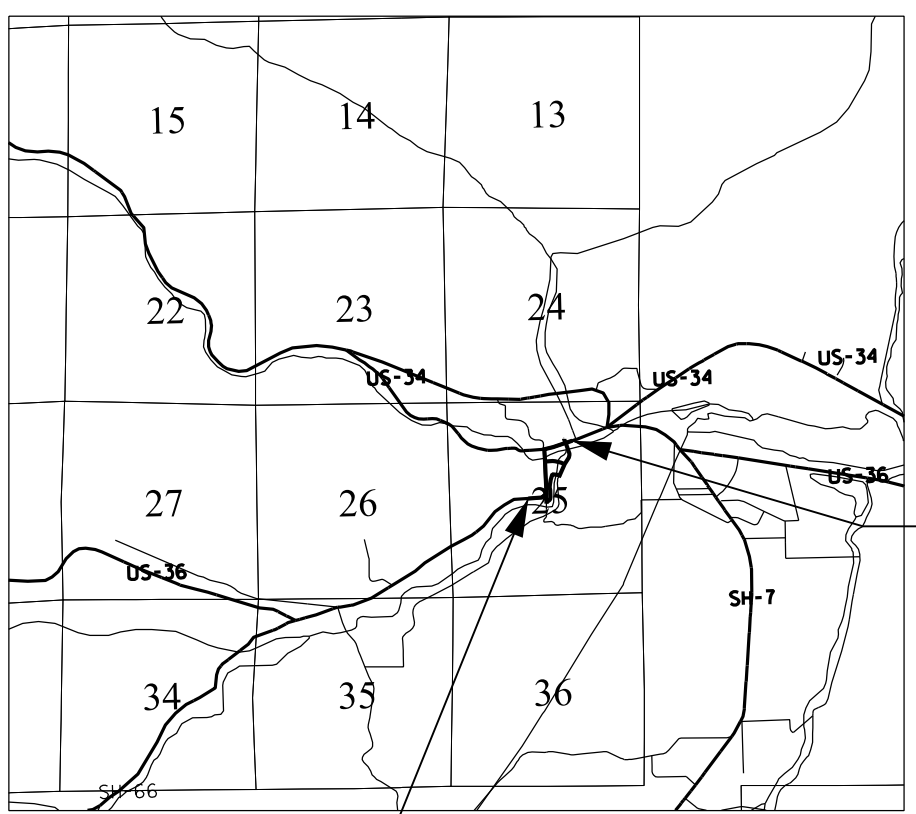
LARIMER COUNTY
LENGTH 1.5 miles

TYPE OF CONSTRUCTION:
Bridge and roadway approach reconstruction, culvert relocation

DESIGN DESIGNATIONS:
SEGMENT 1
ADT (2014) ----- >2000
ADT (2034) ----- -
DHV ----- -
D ----- -
T ----- -
V ----- 25 mph
e(max) ----- 4%

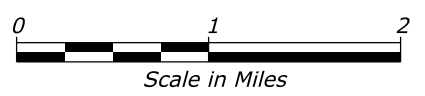
U.S. CUSTOMARY DIMENSIONS:
Slopes are expressed as RISE:RUN

SPECIFICATIONS:
"STANDARD SPECIFICATIONS FOR CONSTRUCTION OF ROADS AND BRIDGES ON FEDERAL HIGHWAY PROJECTS, FP-14"



**BEGIN PROJECT CO
FLAP 34(1) & 36(1)**

**END PROJECT
CO FLAP 34(1)
& 36(1)**



PLANS PREPARED BY



FOR

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION
DENVER, COLORADO

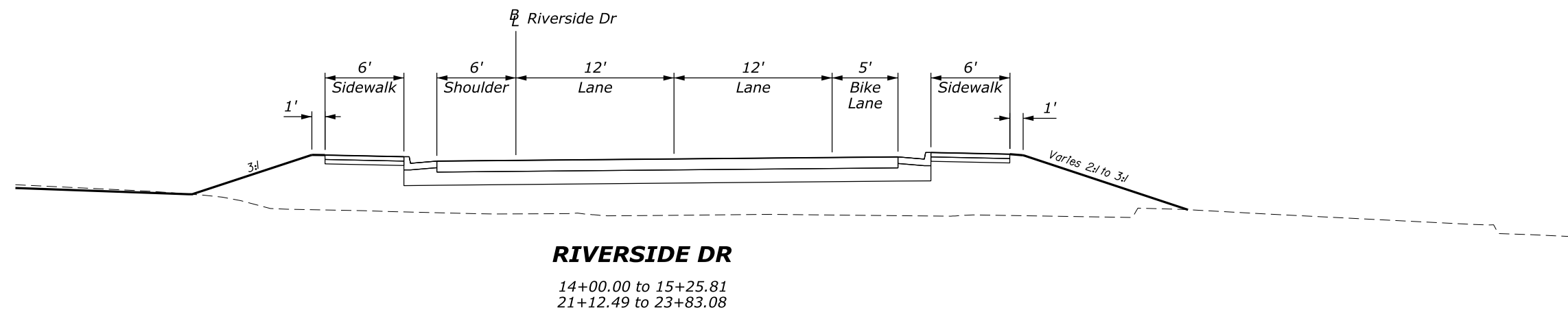
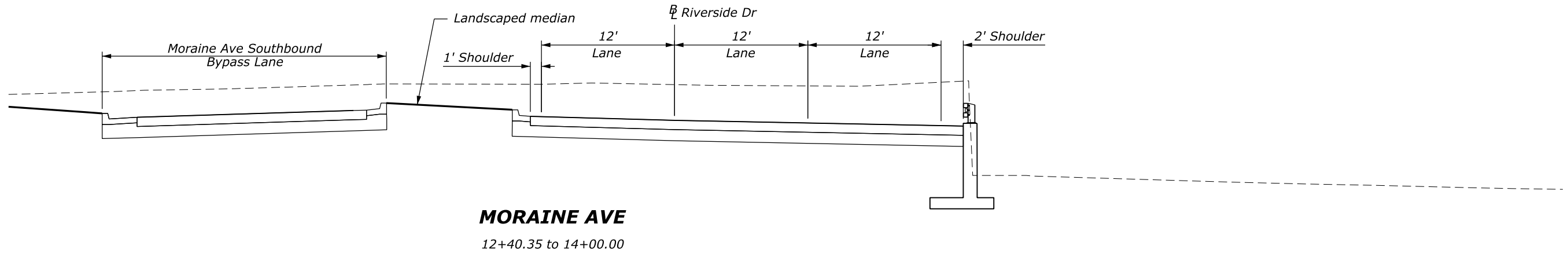
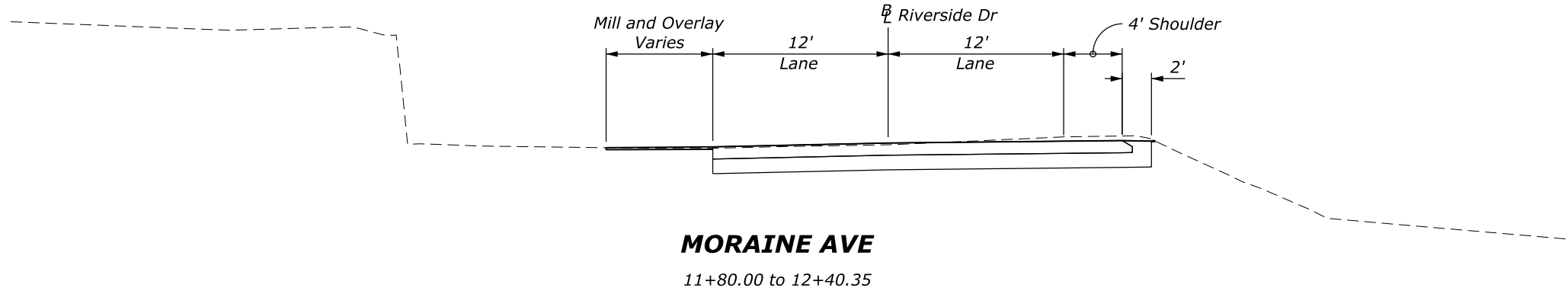


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PROJECT MANAGER	LEAD DESIGNER
ANTHONY GALARDI	AECOM

STATE	PROJECT	SHEET NUMBER
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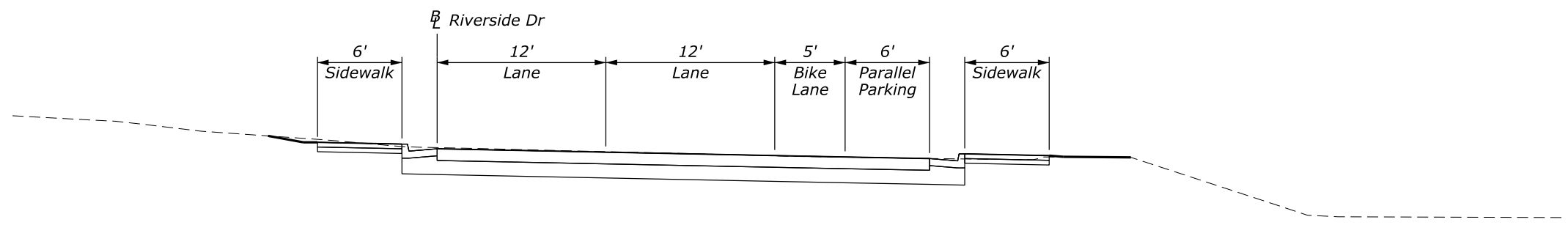


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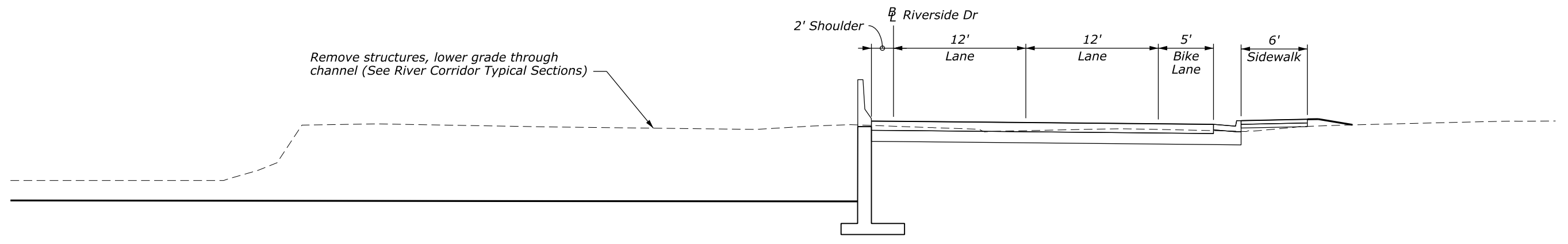
ROADWAY TYPICAL SECTIONS

Sheet 1 of 5

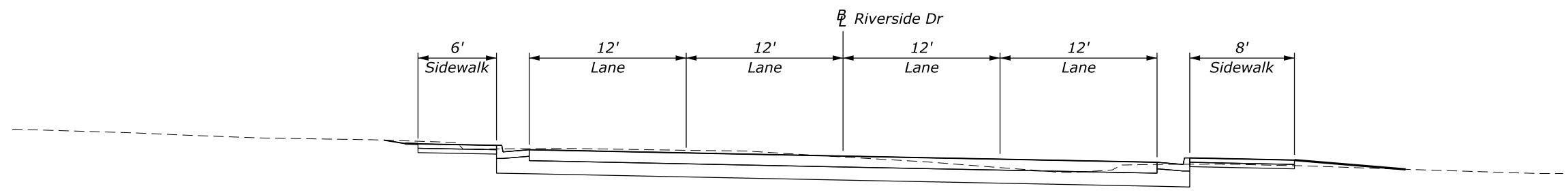
STATE	PROJECT	SHEET NUMBER
CO	CO FLAP 34(1) & CO FLAP36(1) Downtown Estes Park Loop	A6



RIVERSIDE DR
15+25.81 to 21+12.49



RIVERSIDE DR
24+90.05 to 28+79.47



RIVERSIDE DR
30+09.25 to 33+22.12

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CENTRAL FEDERAL LANDS HIGHWAY DIVISION

ROADWAY TYPICAL SECTIONS

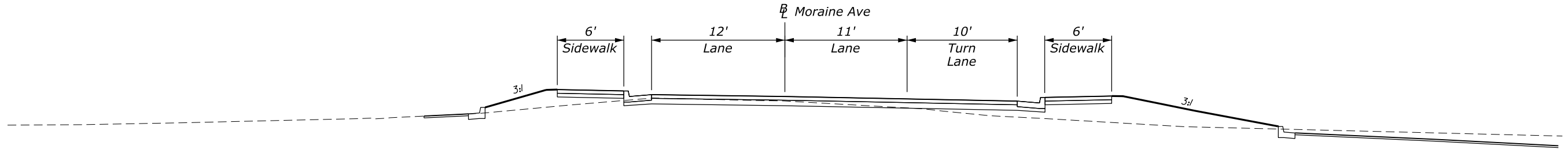
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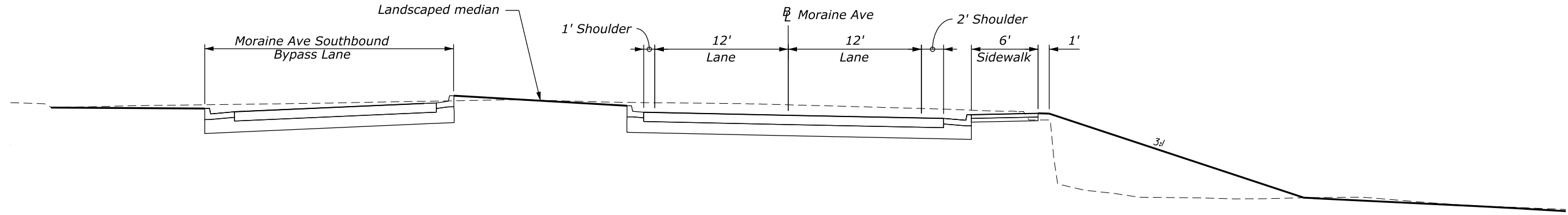
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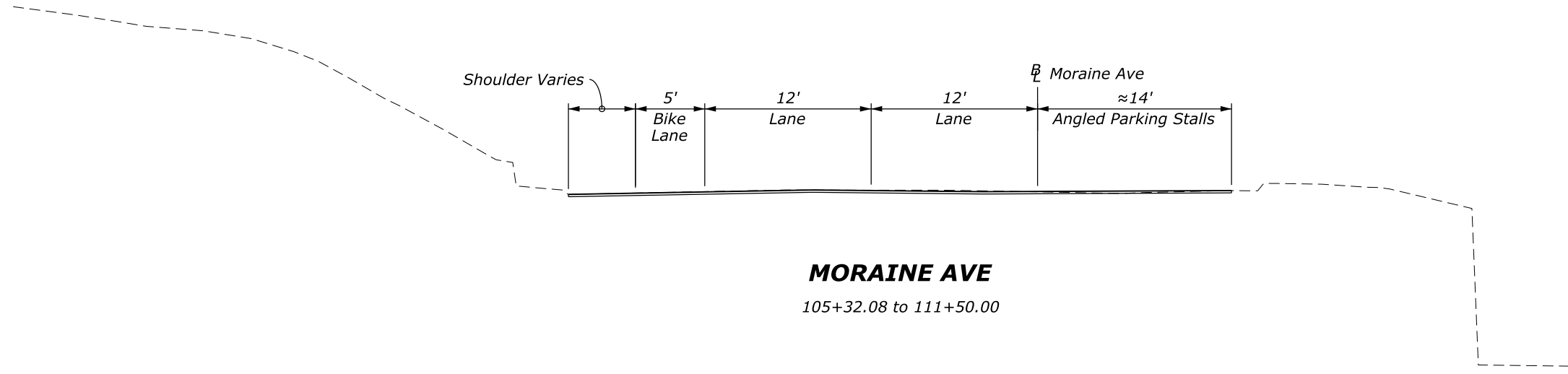
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CRAGS DR
101+66.00 to 102+75.00



MORAINE AVE
102+75.00 to 105+32.08



MORAINE AVE
105+32.08 to 111+50.00

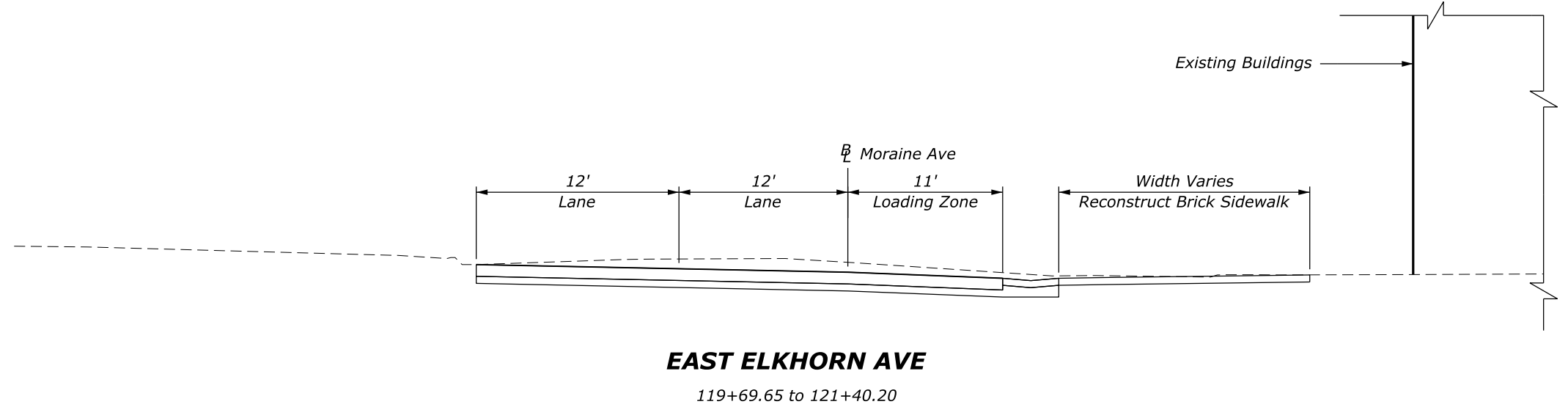
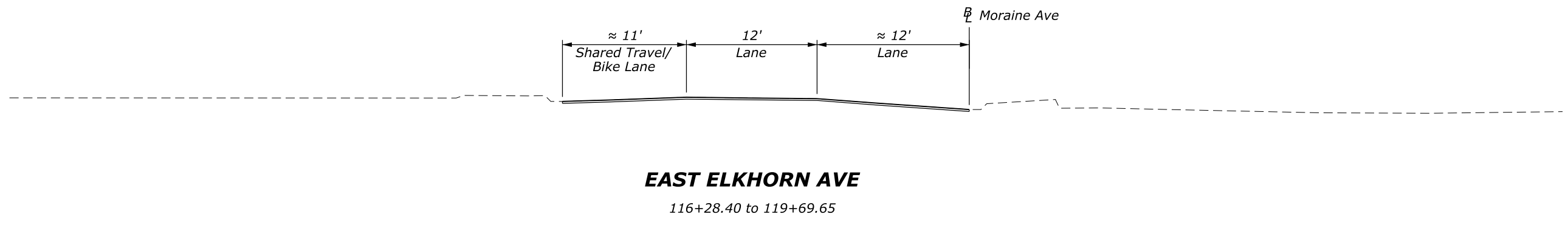
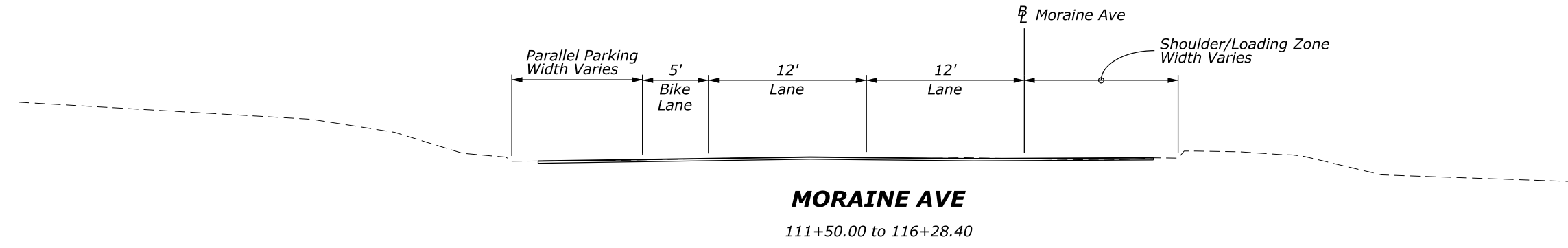
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 FEDERAL HIGHWAY ADMINISTRATION
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ROADWAY TYPICAL SECTIONS

Sheet 3 of 5

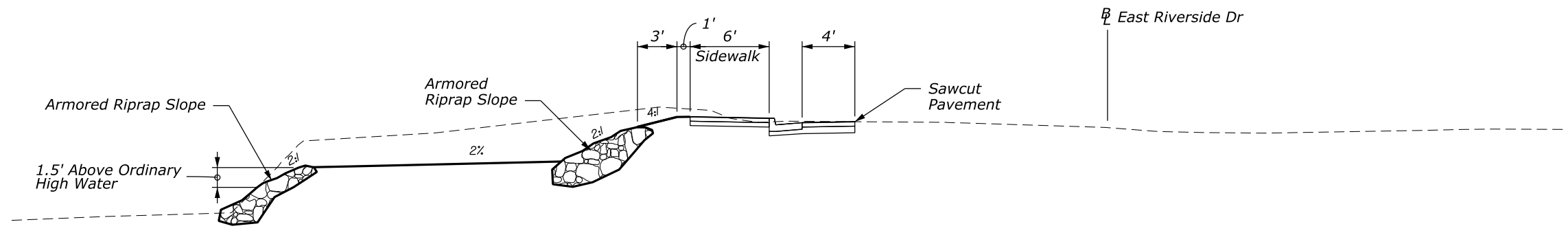
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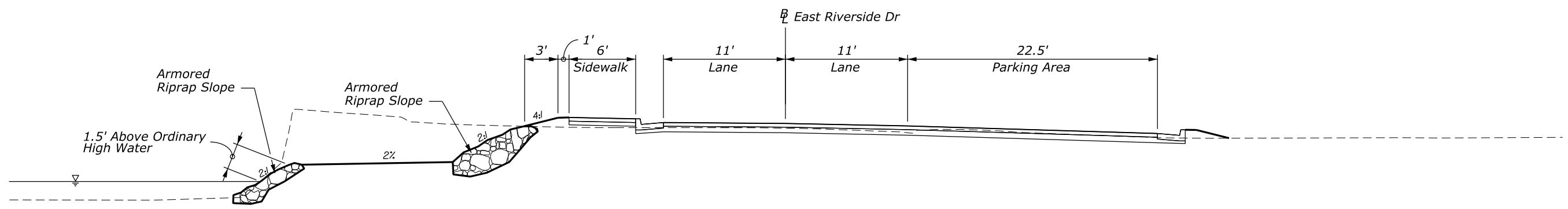


STATE	PROJECT	SHEET NUMBER
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EAST RIVERSIDE DR
301+41.28 to 302+28.59



EAST RIVERSIDE DR
302+28.59 to 303+75.00

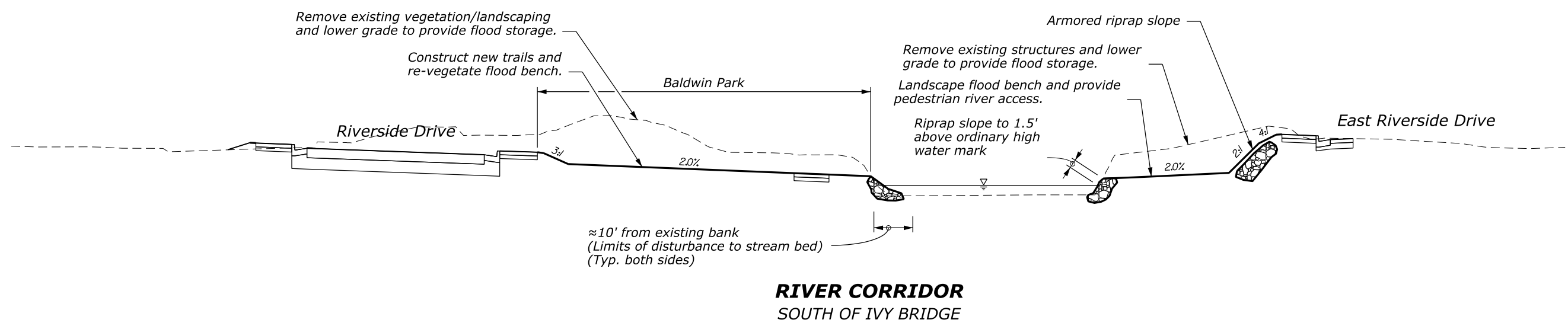
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ROADWAY TYPICAL SECTIONS

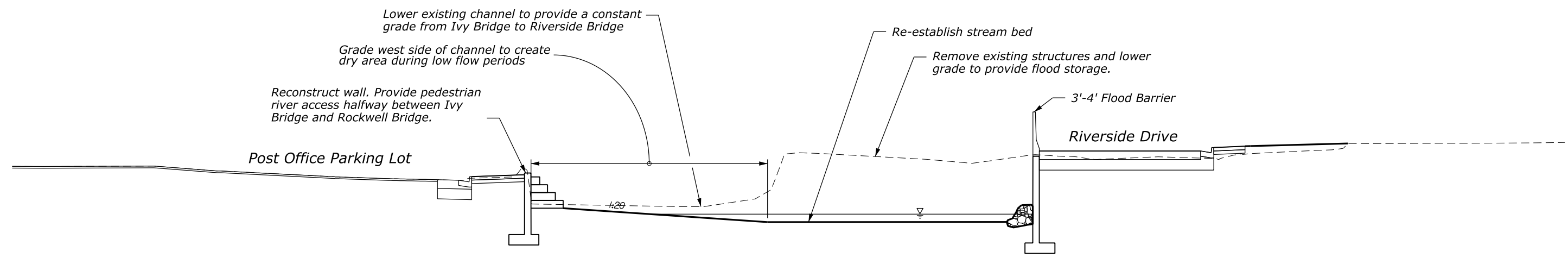
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RIVER CORRIDOR
SOUTH OF IVY BRIDGE

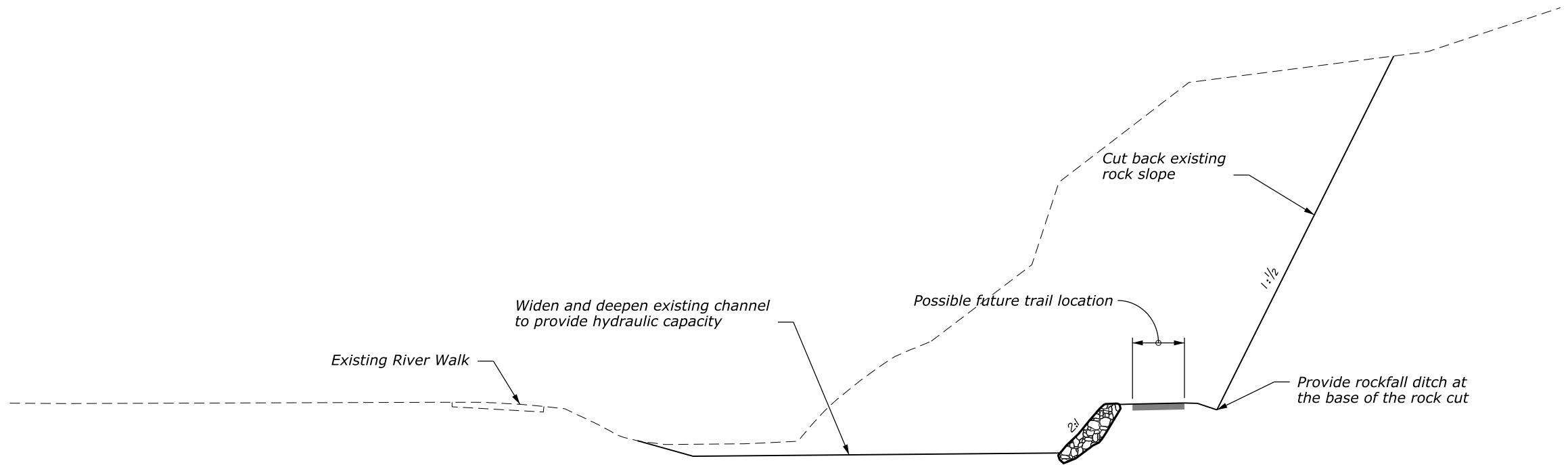


RIVER CORRIDOR
BETWEEN IVY AND ROCKWELL BRIDGES

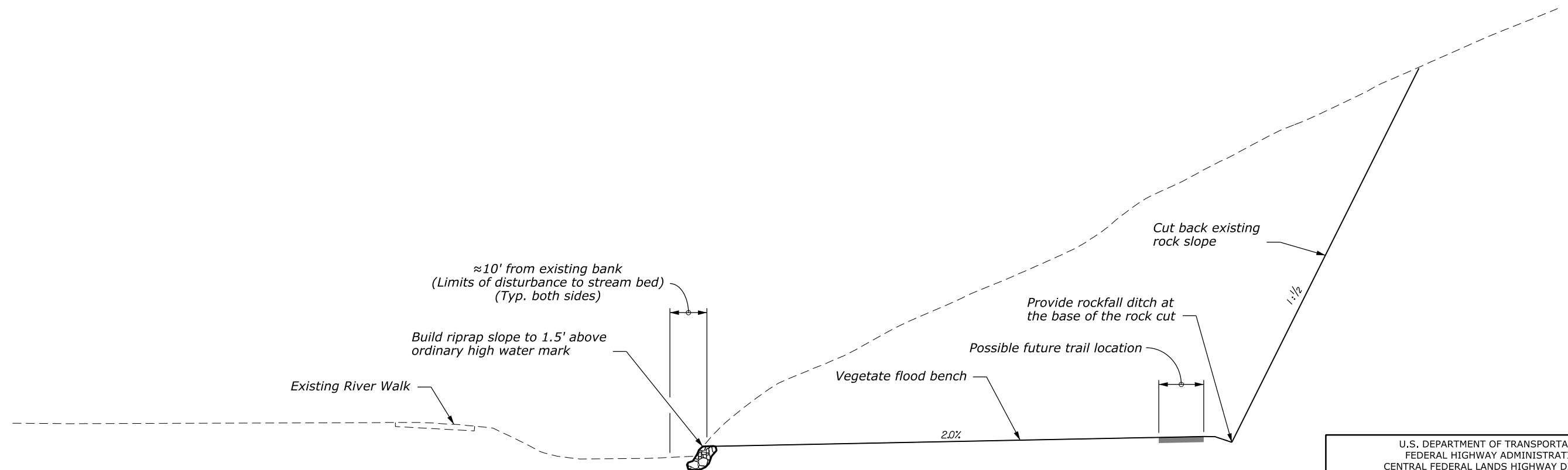
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RIVER CORRIDOR
TYPICAL SECTIONS

STATE	PROJECT	SHEET NUMBER
CO	CO FLAP 34(1) & CO FLAP36(1) Downtown Estes Park Loop	A11



RIVER CORRIDOR
FROM RIVERSIDE BRIDGE TO APPROXIMATELY 200' DOWNSTREAM



RIVER CORRIDOR
FROM 200' DOWNSTREAM OF RIVERSIDE BRIDGE TO THE SR 36 BRIDGE

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**RIVER CORRIDOR
TYPICAL SECTIONS**

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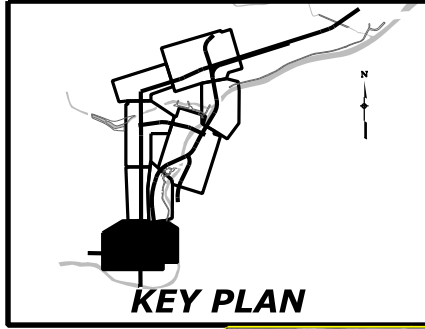
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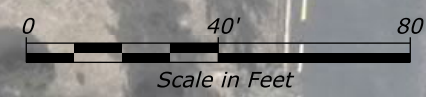
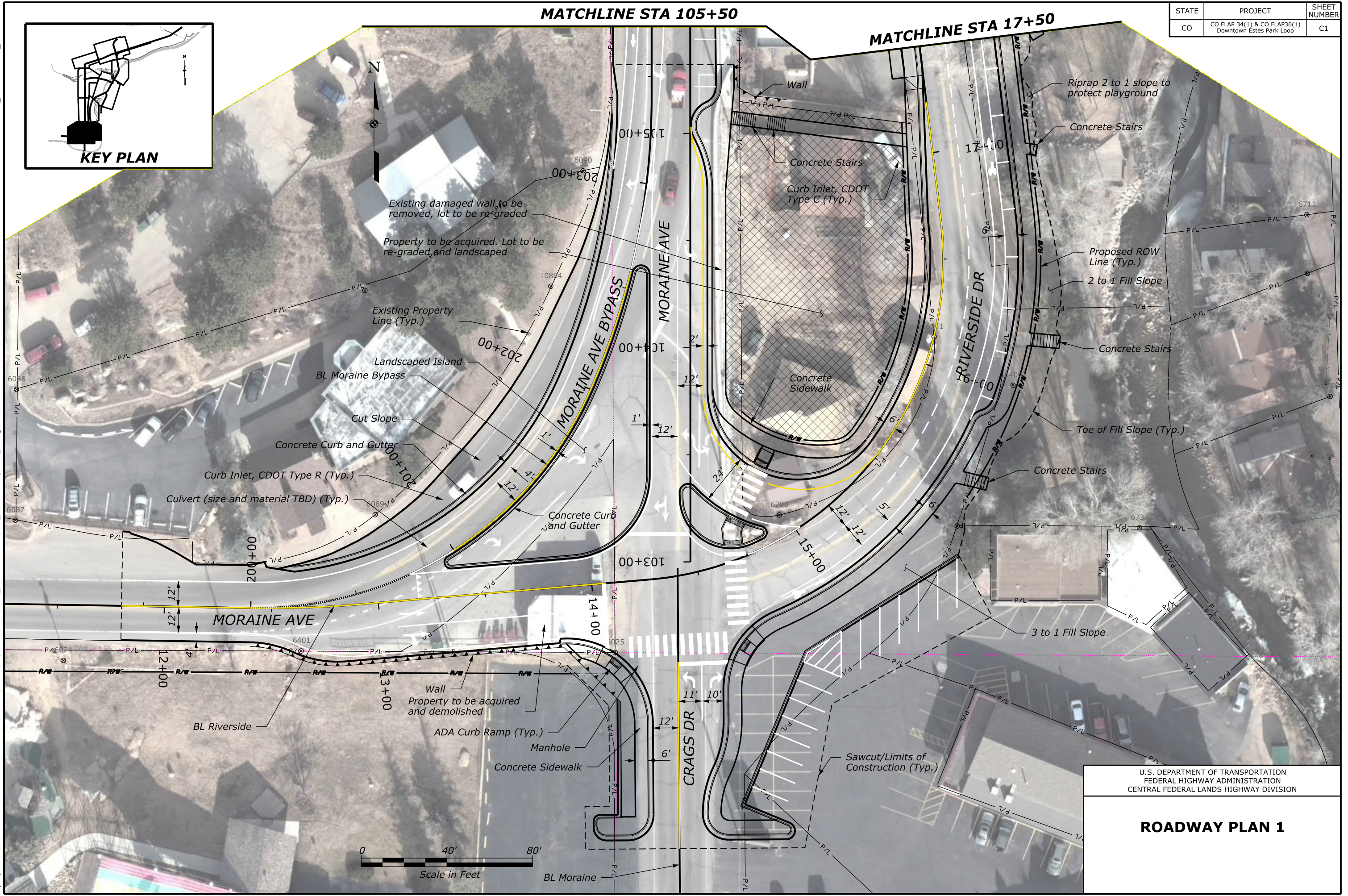
STATE	PROJECT	SHEET NUMBER
CO	CO FLAP 34(1) & CO FLAP36(1) Downtown Estes Park Loop	C1

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MATCHLINE STA 17+50



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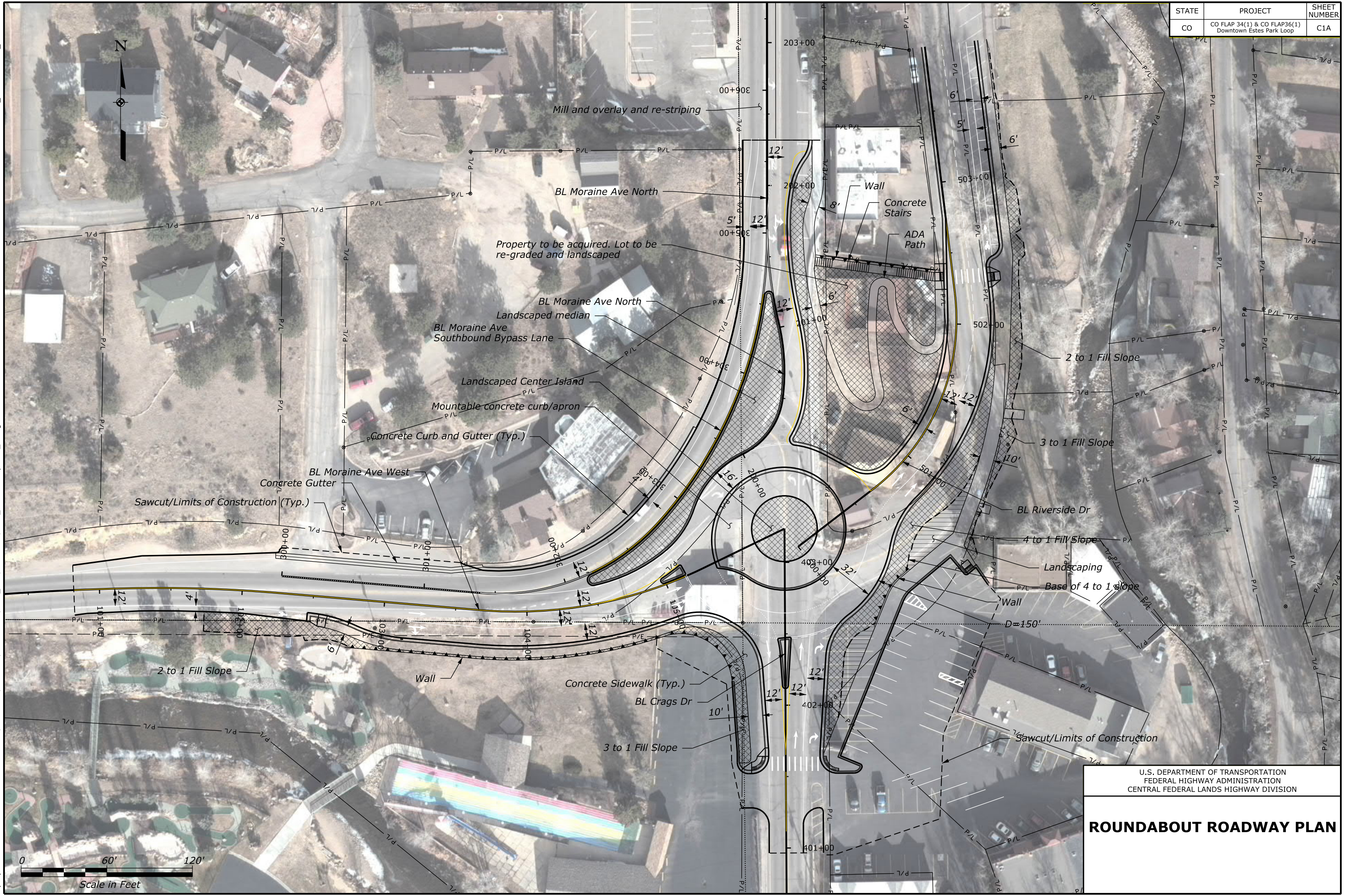


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ROADWAY PLAN 1

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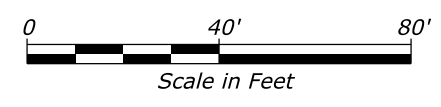
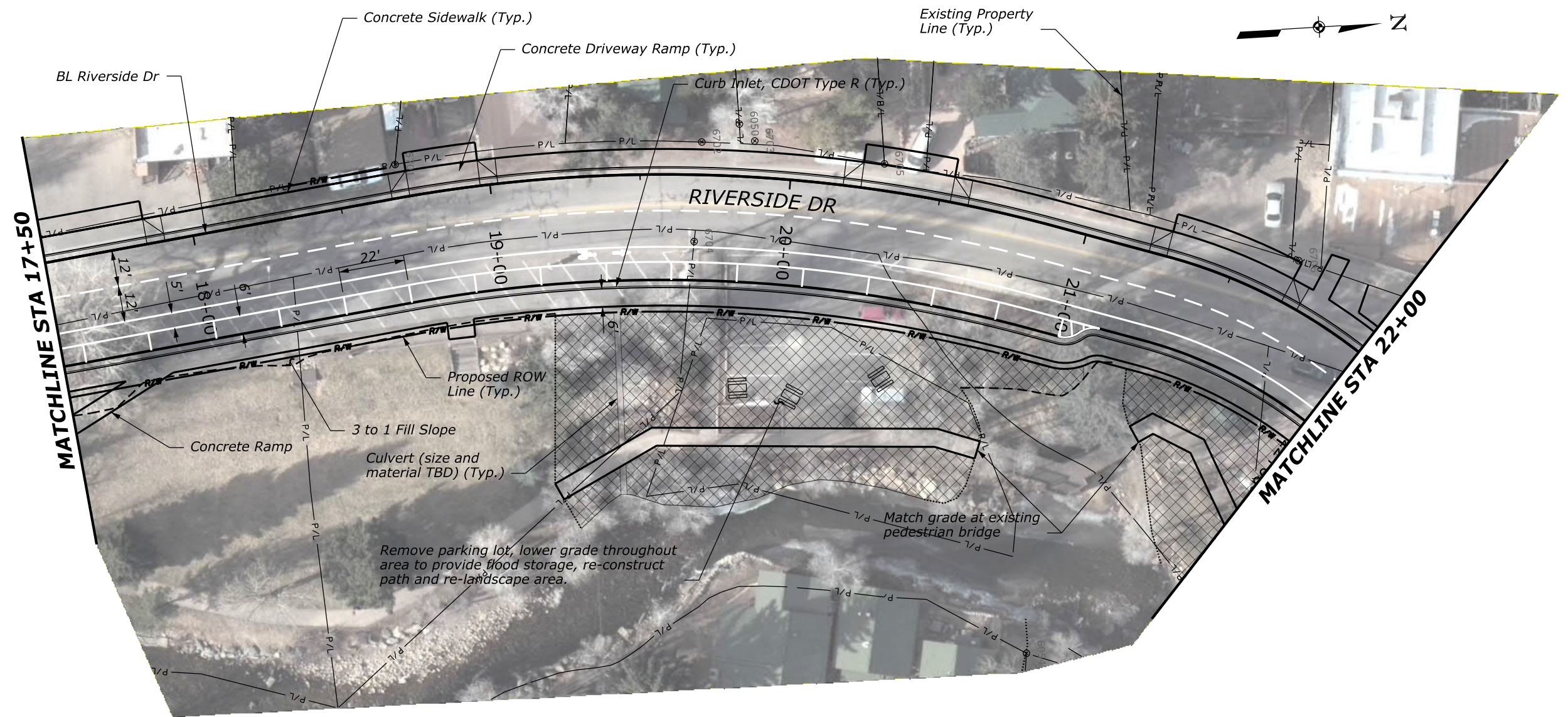
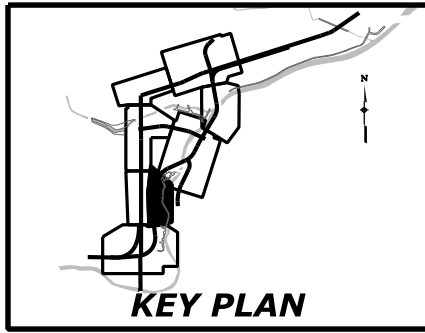
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ROUNDABOUT ROADWAY PLAN

STATE	PROJECT	SHEET NUMBER
		C2



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ROADWAY PLAN 2

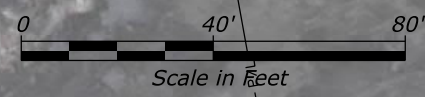
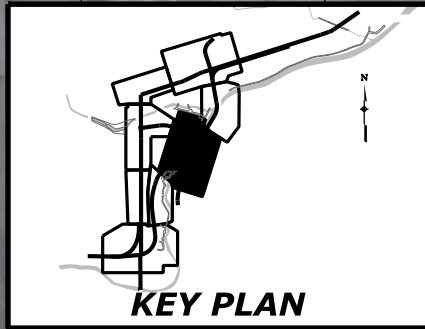
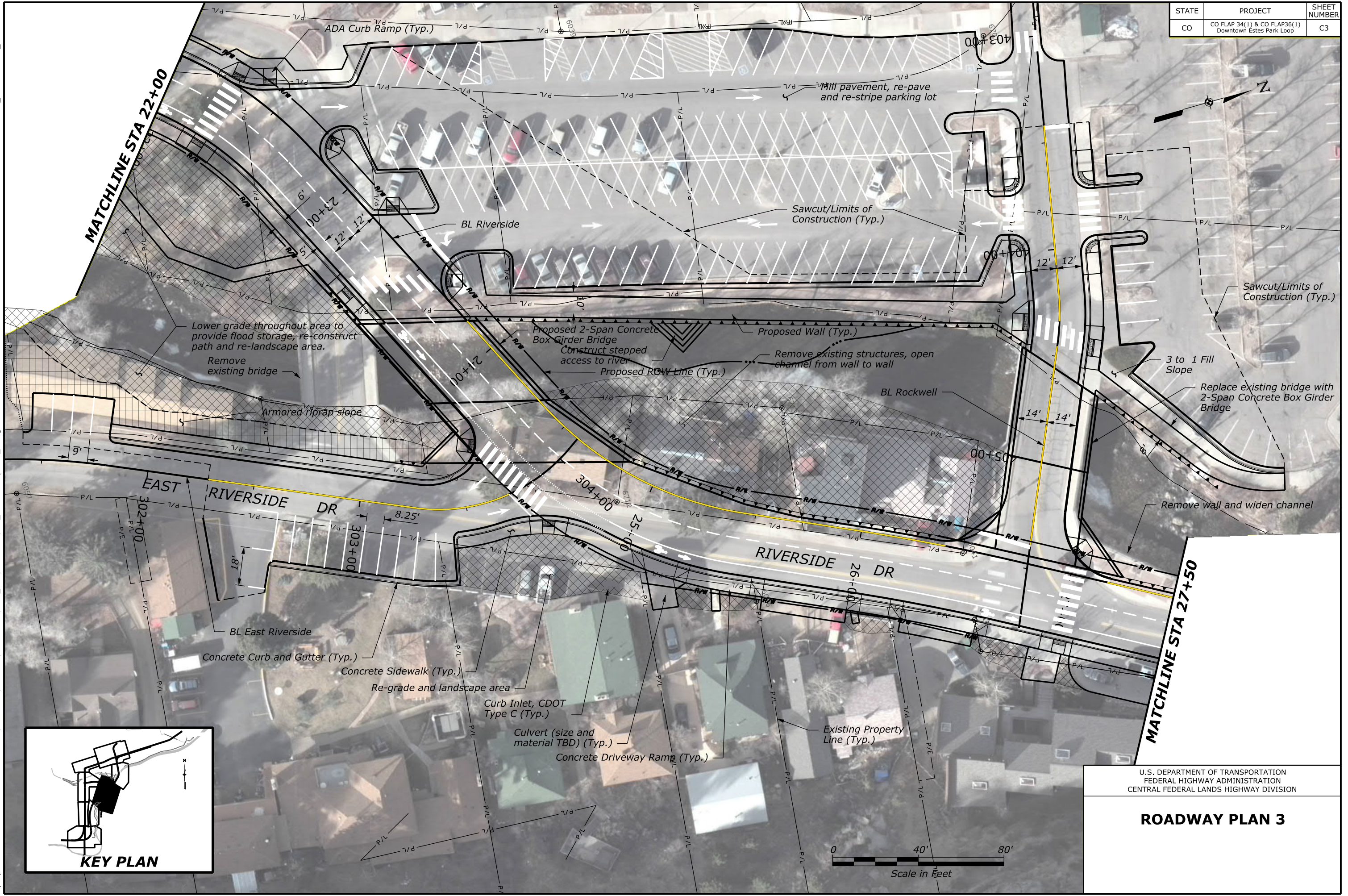
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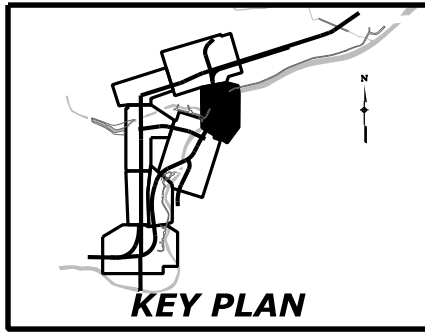
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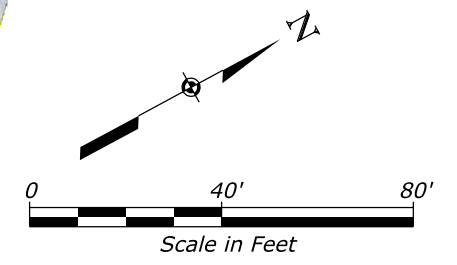
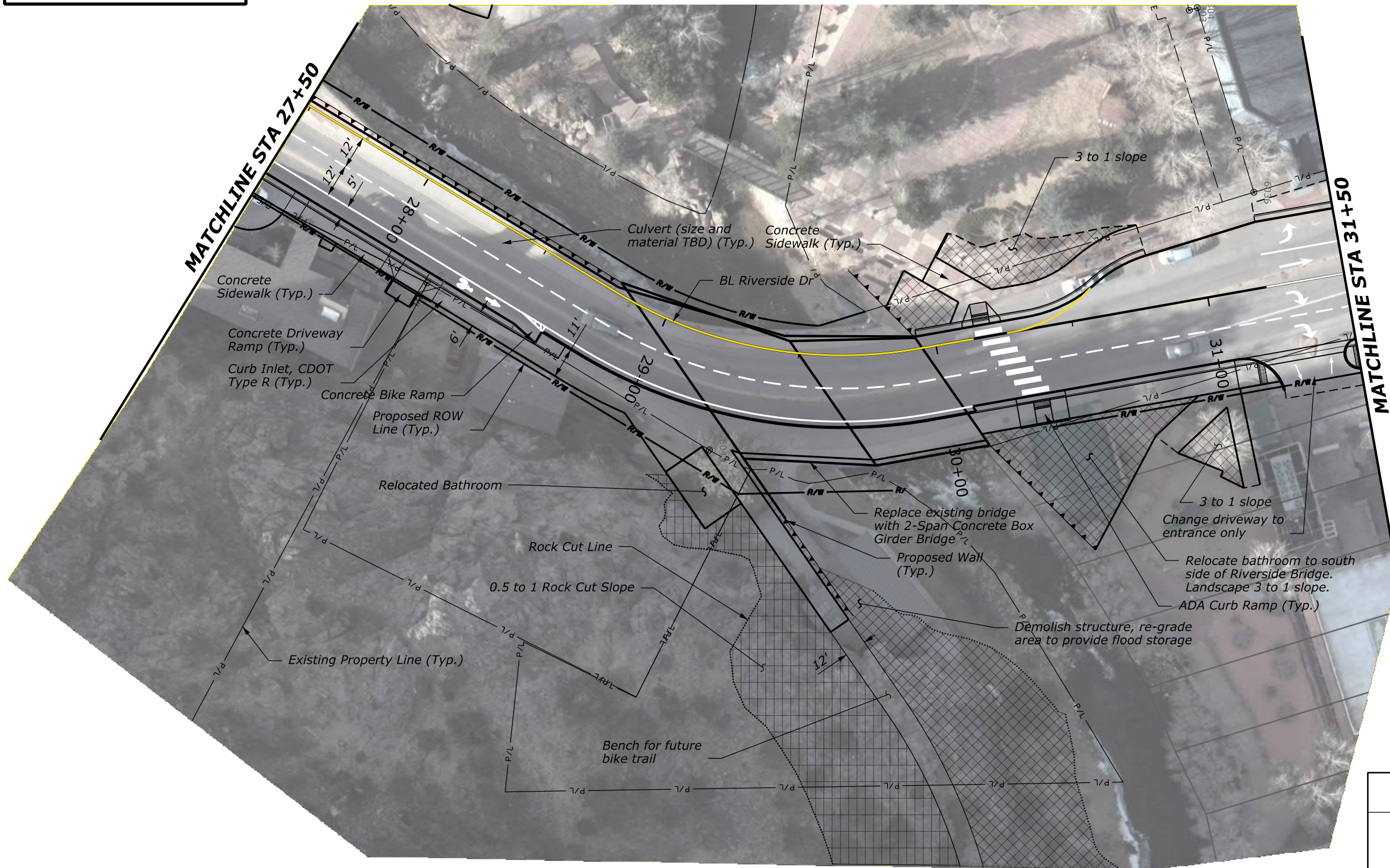
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION

ROADWAY PLAN 3

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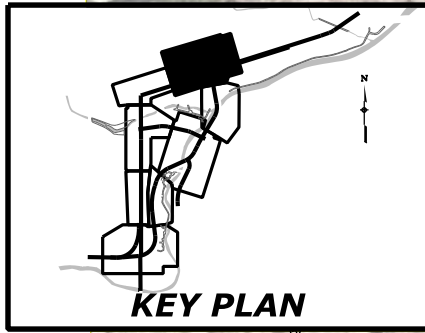
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U.S. DEPARTMENT OF TRANSPORTATION
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 CENTRAL FEDERAL LANDS HIGHWAY DIVISION

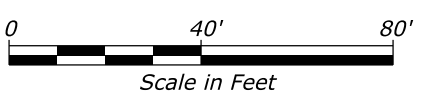
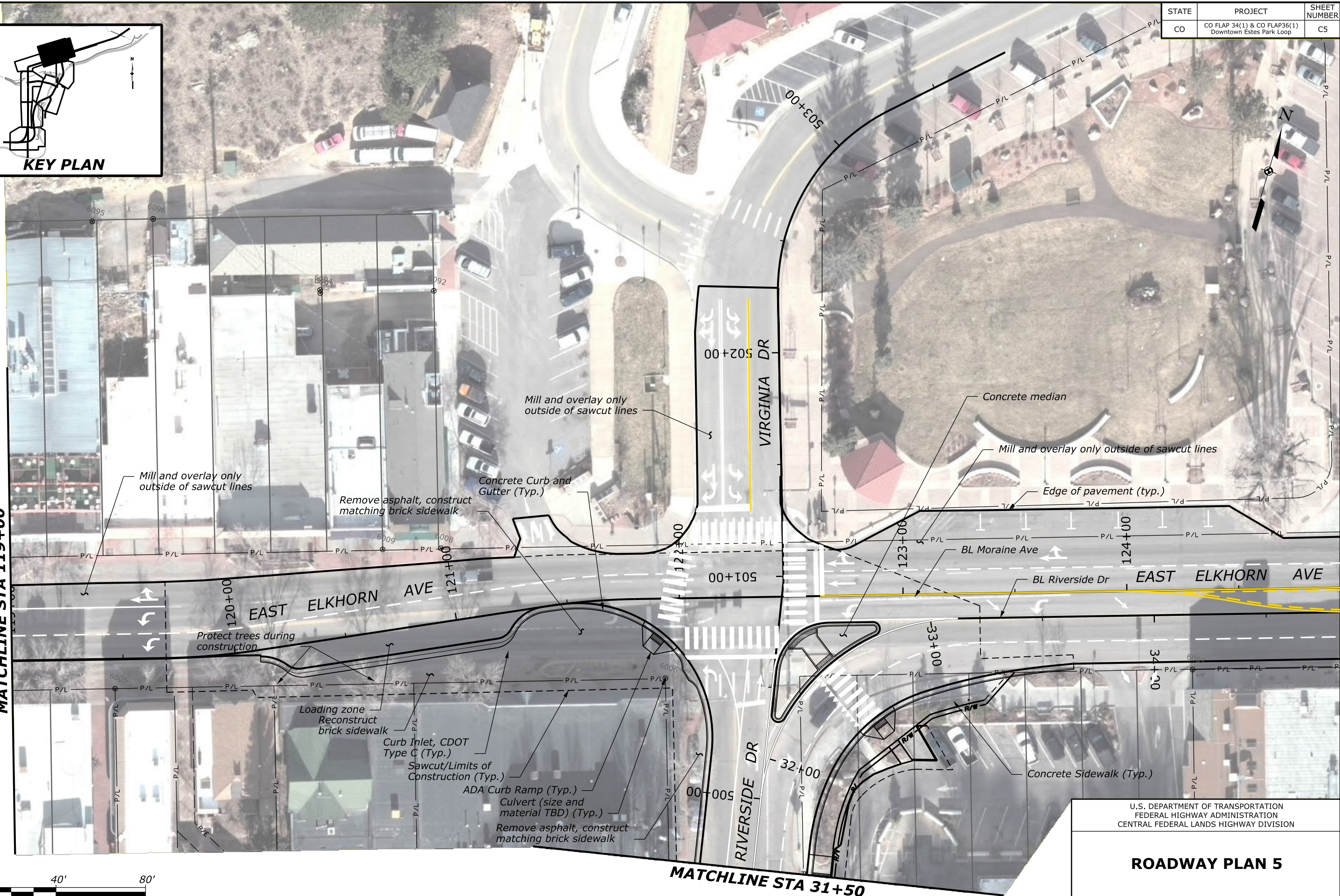
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MATCHLINE STA 31+50



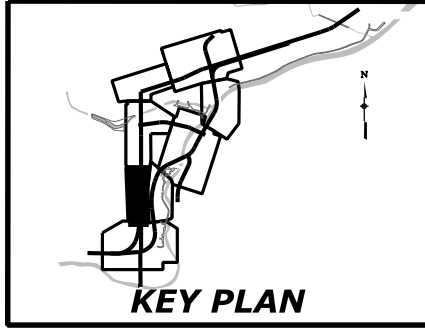
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION

ROADWAY PLAN 5

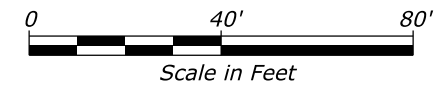
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STATE	PROJECT	SHEET NUMBER
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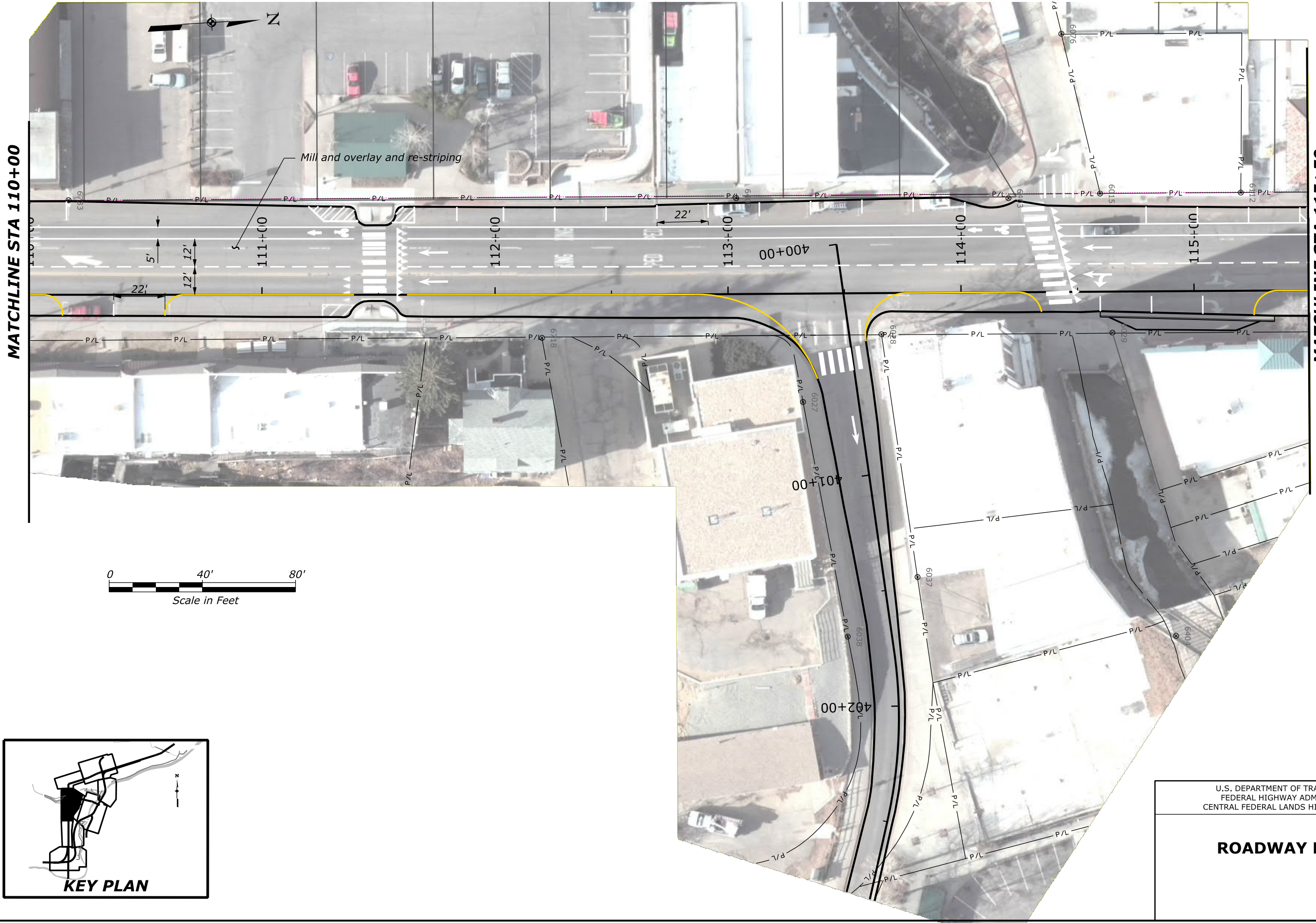


U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION

ROADWAY PLAN 6

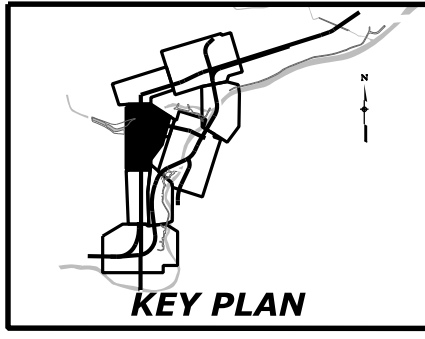
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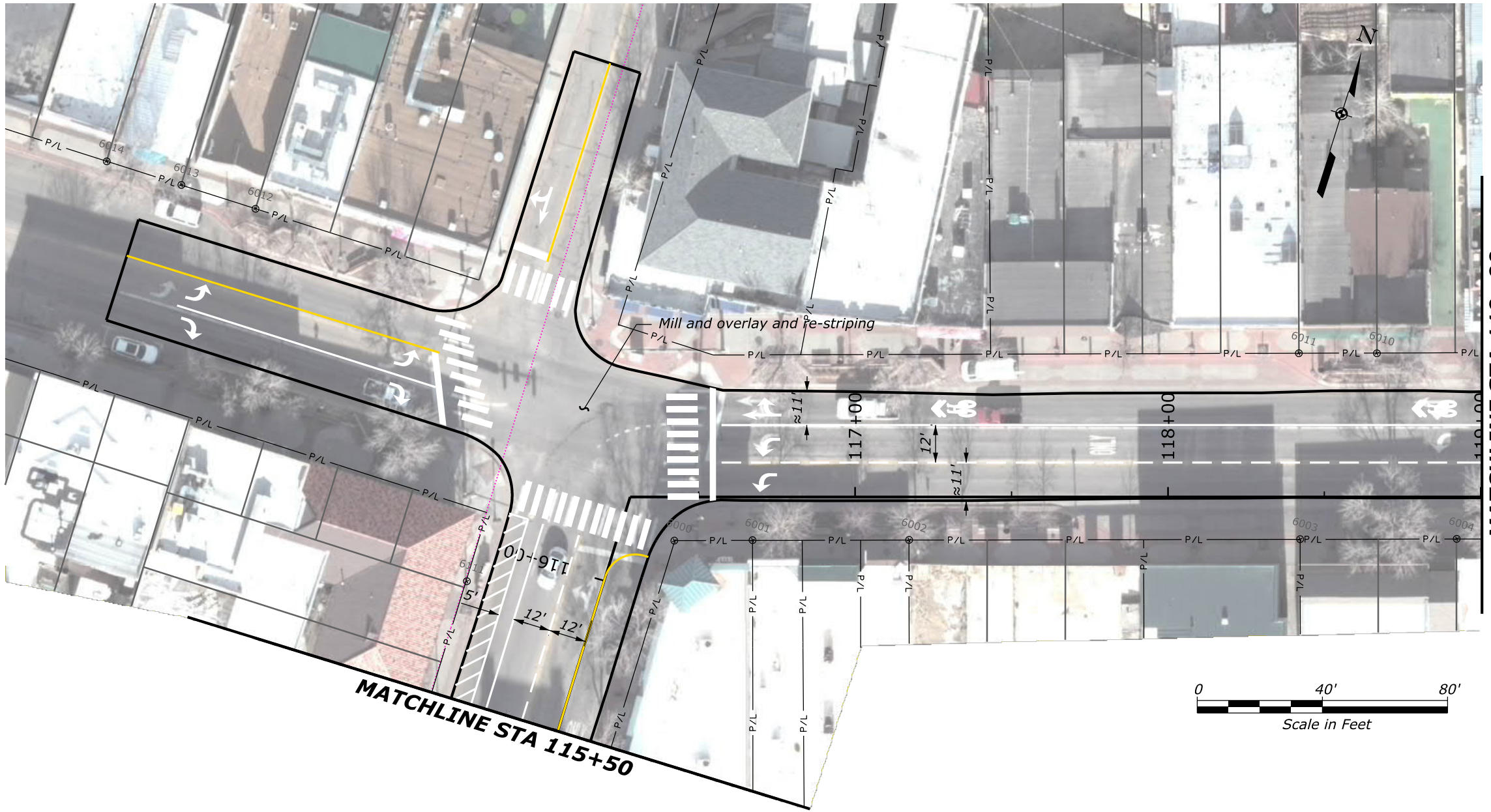
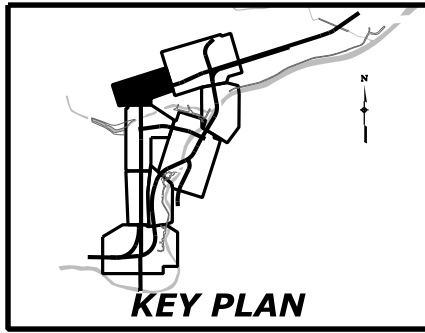
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION

ROADWAY PLAN 7

STATE	PROJECT	SHEET NUMBER
CO	CO FLAP 34(1) & CO FLAP36(1) Downtown Estes Park Loop	C8



U.S. DEPARTMENT OF TRANSPORTATION
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 CENTRAL FEDERAL LANDS HIGHWAY DIVISION

ROADWAY PLAN 8

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APPENDIX C: AGENCY COORDINATION

This appendix contains agency coordination materials including:

- Scoping Materials
 - Outgoing Scoping Letter
 - Responses to Scoping Letter
- Utility Coordination
- Inter-Agency Coordination
 - FEMA
 - CDOT
 - Town of Estes Park
- Cultural/Section 106 Coordination
- Section 4(f) and Section 6(f)

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C.1 *Scoping Materials*



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Lakewood, CO 80228-2583

Distribution: Via Email

In Reply Refer To:

Date: December 16, 2014

HFPM-16

Subject: FHWA CLFHD, CO FLAP 34(1) & CO FLAP 36(1), Estes Park Moraine Avenue and Riverside Drive, NEPA Environmental Assessment, Public Agency Scoping Notice.

All Recipients:

The U.S. Department of Transportation, Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFLHD's proposed Downtown Estes Loop project. The project is located in Downtown Estes Park, Colorado. CFLHD is the lead agency; the EA is being implemented in cooperation with the Colorado Department of Transportation (CDOT) and the Town of Estes Park.

The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program (FLAP), a funding mechanism created by "Moving Ahead for Progress in the 21st Century (MAP-21). The purpose of the FLAP program is to provide assistance to local communities for projects that improve access to federal lands. This project is intended to improve access to Rocky Mountain National Park (RMNP) by addressing capacity, safety, mobility and access constraints in the Downtown portion of the roadway network serving the Beaver Meadows entrance to RMNP.

The Estes Park FLAP application proposed a one-way, two-lane loop for US 36 involving portions of Elkhorn Drive, Moraine Drive and West and East Riverside Drives in downtown Estes Park (See Attached, Figures 1 and 2). The EA process will screen this alternative and a number of others developed through the project initiation process.

A public meeting was held on October 8, 2014 to discuss the project and potential impact issues. The general public continues to be involved during the Scoping process. Comments have already been received and further meeting and opportunities for participation are planned. Over 200 individuals attended the October 8th public meetings. Newspaper notices and other techniques were used to announce these meetings. A project website, www.downtownestesloop.com, has also been developed to distribute information and collect comments.

As part of the NEPA Scoping process, CFLHD is making this letter available to all interested federal, Tribal, state, and local agencies and inviting each agency to identify the issues, within their statutory responsibilities, that should be considered in the EA.

**CO FLAP 34(1) & 36(1) ESTES PARK - MORAINE/RIVERSIDE/ELKHORN PROJECT
"DOWNTOWN ESTES LOOP"**

Please submit your comments regarding this project on or before January 16, 2015 to Anthony (Tony) Galardi, Project Manager, Central Federal Lands Highway Division (anthony.galardi@dot.gov) or write to the above address, Attention HFHD-16, Environment.

CFLHD welcomes your input throughout the NEPA Process.

Sincerely,

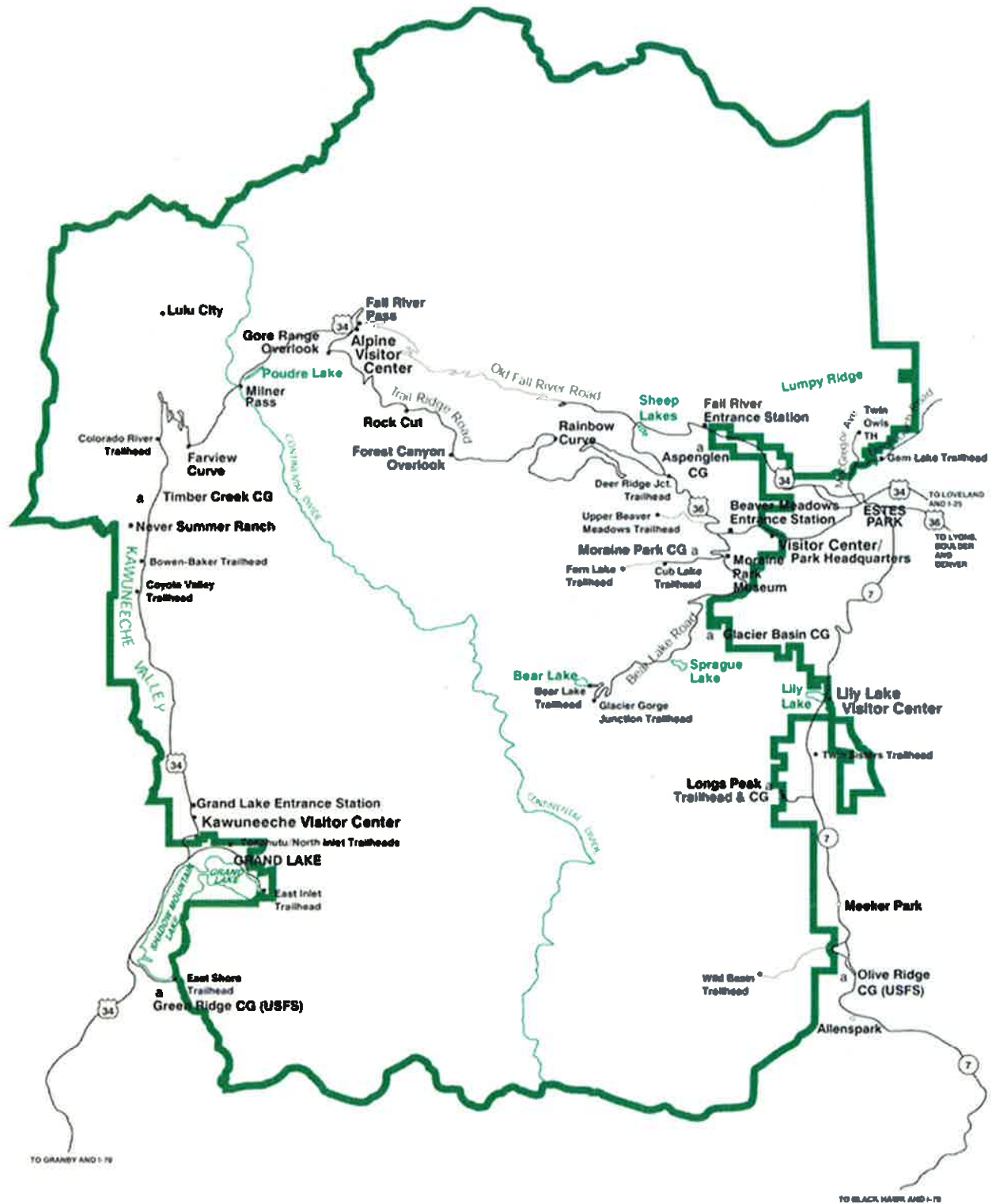


Anthony Galardi, P.E.
Project Manager

Attachments

CO FLAP 34(1) & 36(1) ESTES PARK - MORaine/RIVERSIDE/ELKHORN PROJECT
 "DOWNTOWN ESTES LOOP"

FIGURE 1: REGIONAL SETTING OF THE STUDY AREA (ROCKY MOUNTAIN NATIONAL PARK)



CO FLAP 34(1) & 36(1) ESTES PARK - MORaine/RIVERSIDE/ELKHORN PROJECT
"DOWNTOWN ESTES LOOP"

FIGURE 2: REGIONAL SETTING OF THE STUDY AREA (ROADWAY NETWORK)

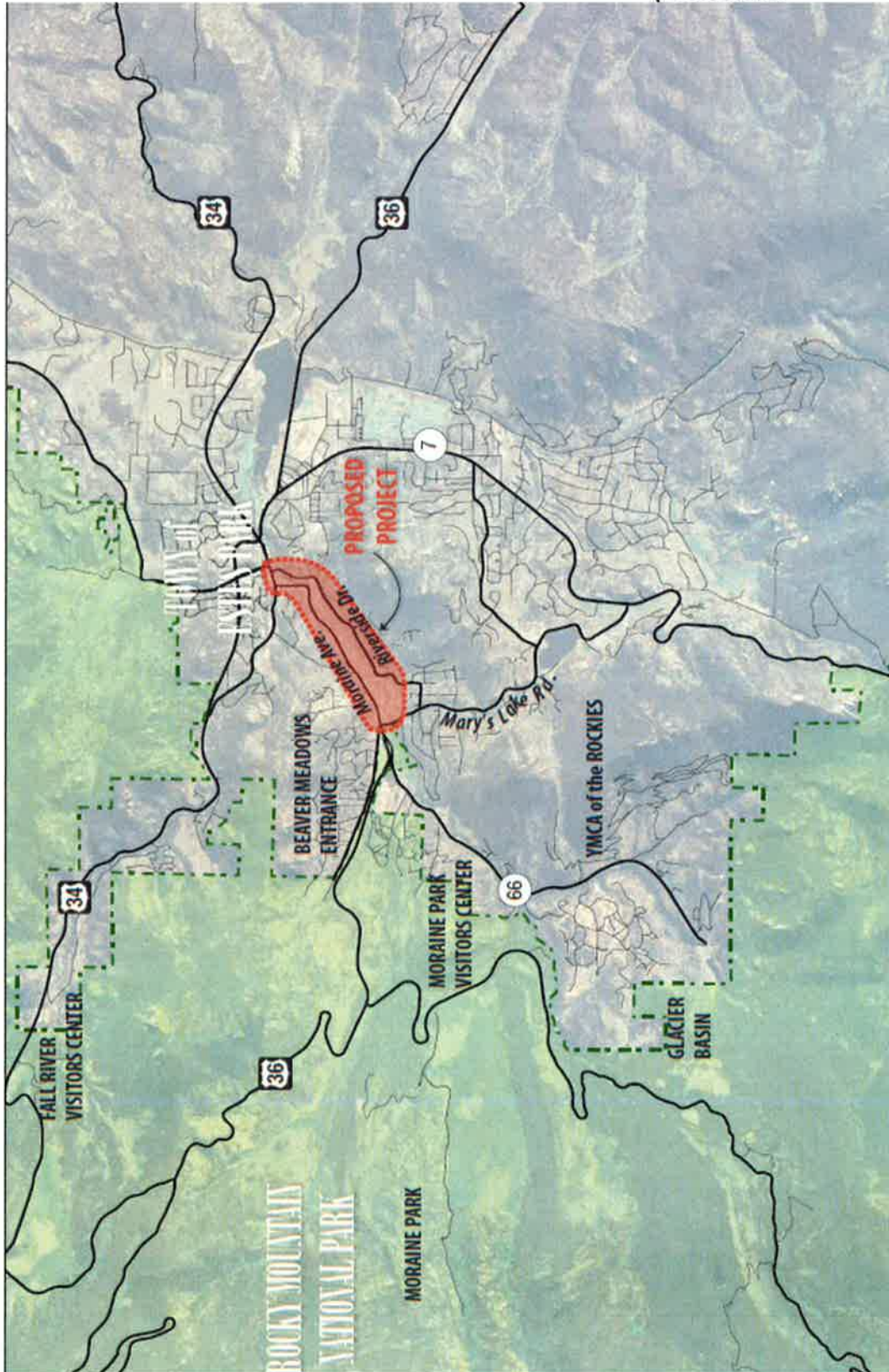


FIGURE 3: LOCAL SETTING OF THE STUDY AREA

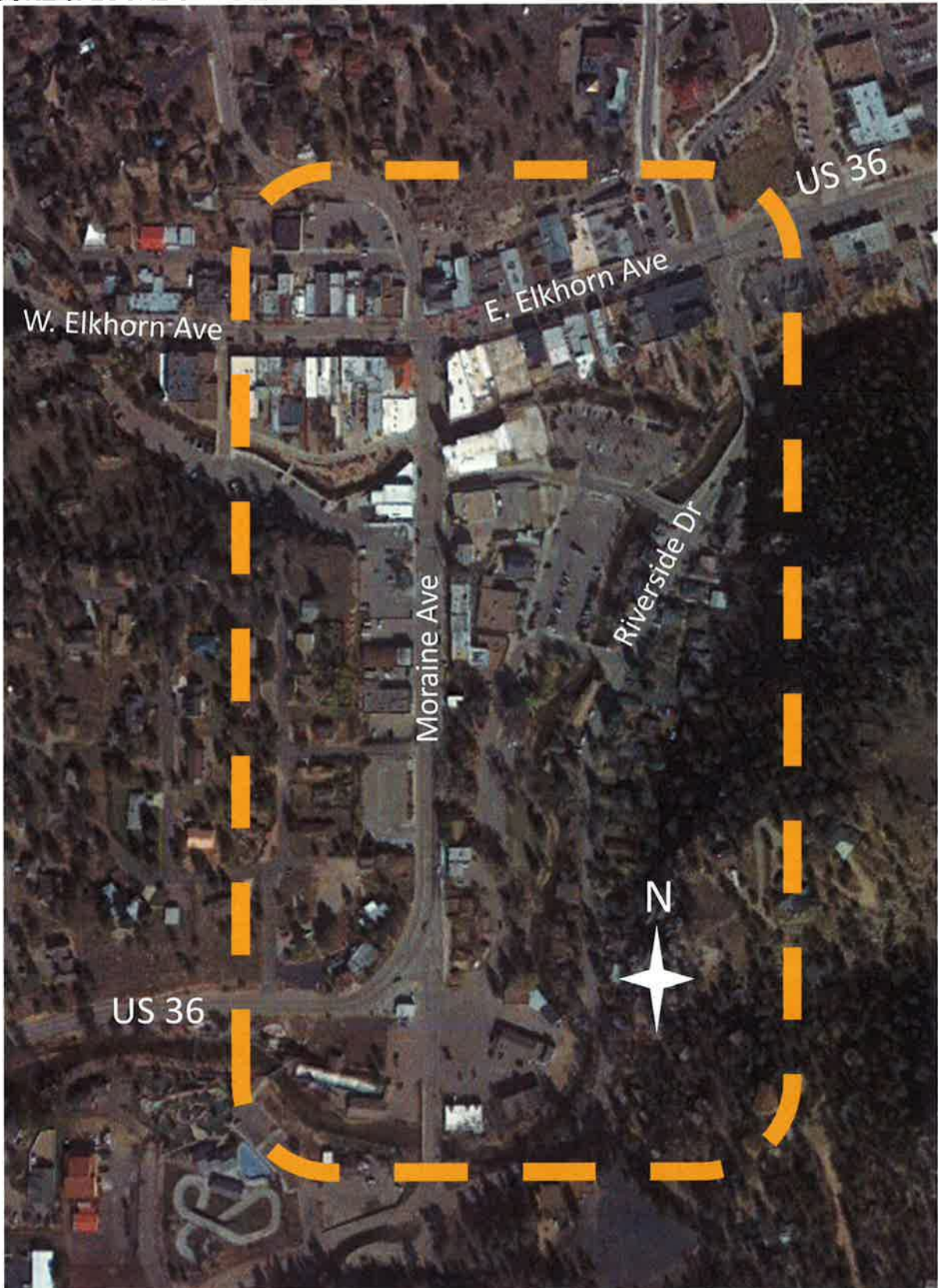
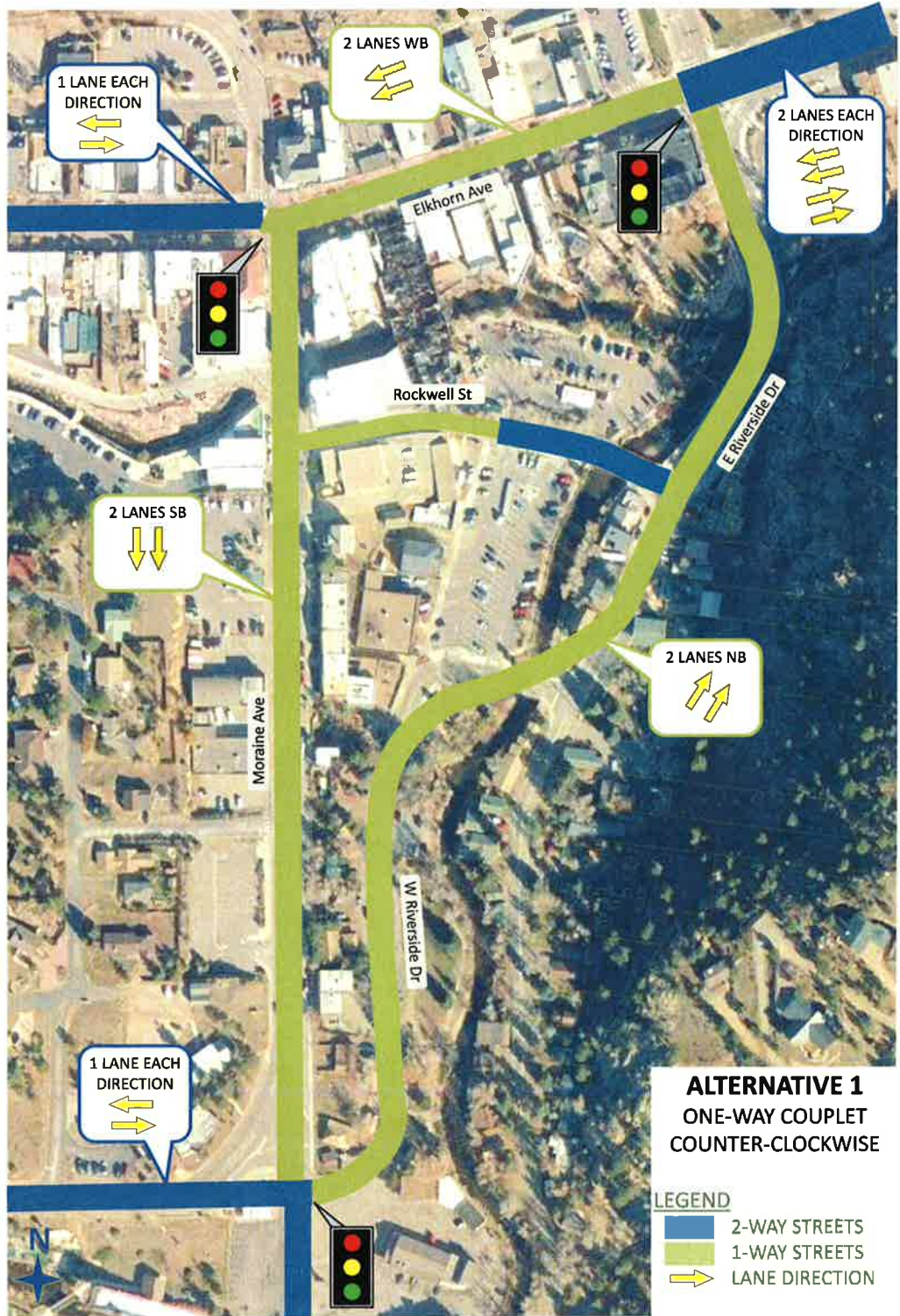


FIGURE 4: TRANSPORTATION ALTERNATIVE SUBMITTED WITH THE FLAP APPLICATION



NEPA EA SCOPING LETTER – AGENCY DISTRIBUTION LIST

terry.a.mckee@usace.army.mil; kiel.g.downing@usace.army.mil; katchley@fs.fed.us;
Kevin_Kritz@fws.gov; anderson.carol@epa.gov; garcia.bert@epa.gov; davis.gregory@epa.gov;
harvey.sprock@co.usda.gov; eugene.backhaus@co.usda.gov; Larry_Gamble@nps.gov;
Kimberly.s.chase@usps.gov; David.W.Rigirozzi@hud.gov; Steven.Hardeggen@fema.dhs.gov;
chris.sturm@state.co.us; scott.cuthbertson@state.co.us; corey.stewart@state.co.us;
robert.randall@state.co.us; Dick.Wolfe@state.co.us; rick.spowart@state.co.us;
steve.Yamashita@state.co.us; chad.bishop@state.co.us; Ed.Nichols@state.co.us;
mark.tobias@state.co.us; john.hranac@state.co.us; christy.pickens@state.co.us;
chris.sturm@state.co.us; kevin.houck@state.co.us; steve.gunderson@state.co.us;
mengemomt@larimer.org; mpeterson@larimer.org; bcc-office@co.larimer.co.us;
rtgilbert@larimer.org; engemomt@co.larimer.co.us; Fronczak.David@epa.gov;
jenifer.gurr@state.co.us; donna_lakamp@fws.gov



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Lyman Gay, Chairman
Apache Business Committee
Apache Tribe of Oklahoma
P.O. Box 1330
Anadarko, OK 73005

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Chairman Gay,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFHLD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Apache Tribe of Oklahoma.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Eddie Hamilton, Governor
Cheyenne & Arapaho Tribes of Oklahoma
100 Redmoon Circle
Concho, OK 73022

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Governor Hamilton,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFHLD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Cheyenne & Arapaho Tribes of Oklahoma.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Kevin Keckler, Chairman
Cheyenne River Lakota Tribal Council
Cheyenne River Sioux Tribe
P.O. Box 590
Eagle Butte, SD 57625

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Chairman Keckler,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFLHD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Cheyenne River Sioux Tribe.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Walter Coffey, Chairman
Comanche Tribal Business Committee
Comanche Nation of Oklahoma
HC-32, Box 1720
Lawton, OK 73502

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Chairman Coffey,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFLHD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Comanche Nation of Oklahoma.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Roxanne Sazue, Chair
Crow Creek Sioux Tribal Council
Crow Creek Sioux Tribe
P.O. Box 50
Fort Thompson, SD 57339

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Chair Sazue,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFLHD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Crow Creek Sioux Tribe.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Darwin St. Clair, Jr., Chairman
Eastern Shoshone Business Council
Eastern Shoshone Tribe
P.O. Box 538
Fort Washakie, WY 82514

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Chairman St. Clair, Jr.,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFLHD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Eastern Shoshone Tribe.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Amber C. Toppah, Chair
Kiowa Business Committee
Kiowa Tribe of Oklahoma
P.O. Box 369
Carnegie, OK 73015

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Chair Toppah,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFHLD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Kiowa Tribe of Oklahoma.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Dean Goggles, Chairman
Northern Arapaho Business Council
Northern Arapaho Tribe
P.O. Box 396
Fort Washakie, WY 82514

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Chairman Goggles,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFHLD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Northern Arapaho Tribe.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Llevando Fisher, President
Northern Cheyenne Tribe
P.O. Box 128
Lame Deer, MT 59043

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear President Fisher,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFHLD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Northern Cheyenne Tribe.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Brian V. Brewer, President
Oglala Sioux Tribal Council
Oglala Sioux Tribe
P.O. Box 2070
Pine Ridge, SD 57770

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear President Brewer,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFHLD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Oglala Sioux Tribe.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Cyril Scott, President
Rosebud Sioux Tribe
11 Legion Avenue
Rosebud, SD 57570

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear President Scott,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFHLD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Rosebud Sioux Tribe.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Clement J. Frost, Chairman
Southern Ute Indian Tribe
P.O. Box 737
Ignacio, CO 81137

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Chairman Frost,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFHLD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Southern Ute Indian Tribe.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Dave Archambault II, Chairman
Standing Rock Sioux Tribal Council
Standing Rock Sioux Tribe of North & South Dakota
P.O. Box D
Ft. Yates, ND 58538

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Chairman Archambault II,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFLHD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Standing Rock Sioux Tribe of North & South Dakota.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Gordon Howell, Chairman
Uintah & Ouray Tribal Business Committee
Ute Indian Tribe
P.O. Box 190
Ft. Duchesne, UT 84026

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Chairman Howell,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFLHD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Ute Indian Tribe.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

December 29, 2014

In Reply Refer To:
HFPM-16

Manuel Heart, Chairman
Ute Mountain Ute Tribe
P.O. Box 248
Towaoc, CO 81334-0248

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Chairman Heart,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFHLD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

The CFLHD is contacting interested parties, including Native American groups and individuals, to help identify archaeological sites, sacred sites, and/or traditional cultural properties that might be located in the project area. We respectfully seek your input in identifying those places that are of interest or concern to the Ute Mountain Ute Tribe.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

CFLHD welcomes your input throughout the NEPA process.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Lakewood, CO 80228-2583

Distribution: Via Email

In Reply Refer To:

Date: December 16, 2014

HFPM-16

Subject: FHWA CLFHD, CO FLAP 34(1) & CO FLAP 36(1), Estes Park Moraine Avenue and Riverside Drive, NEPA Environmental Assessment, Public Agency Scoping Notice.

All Recipients:

The U.S. Department of Transportation, Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFLHD's proposed Downtown Estes Loop project. The project is located in Downtown Estes Park, Colorado. CFLHD is the lead agency; the EA is being implemented in cooperation with the Colorado Department of Transportation (CDOT) and the Town of Estes Park.

The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program (FLAP), a funding mechanism created by "Moving Ahead for Progress in the 21st Century (MAP-21). The purpose of the FLAP program is to provide assistance to local communities for projects that improve access to federal lands. This project is intended to improve access to Rocky Mountain National Park (RMNP) by addressing capacity, safety, mobility and access constraints in the Downtown portion of the roadway network serving the Beaver Meadows entrance to RMNP.

The Estes Park FLAP application proposed a one-way, two-lane loop for US 36 involving portions of Elkhorn Drive, Moraine Drive and West and East Riverside Drives in downtown Estes Park (See Attached, Figures 1 and 2). The EA process will screen this alternative and a number of others developed through the project initiation process.

A public meeting was held on October 8, 2014 to discuss the project and potential impact issues. The general public continues to be involved during the Scoping process. Comments have already been received and further meeting and opportunities for participation are planned. Over 200 individuals attended the October 8th public meetings. Newspaper notices and other techniques were used to announce these meetings. A project website, www.downtownestesloop.com, has also been developed to distribute information and collect comments.

As part of the NEPA Scoping process, CFLHD is making this letter available to all interested federal, Tribal, state, and local agencies and inviting each agency to identify the issues, within their statutory responsibilities, that should be considered in the EA.

**CO FLAP 34(1) & 36(1) ESTES PARK - MORaine/RIVERSIDE/ELKHORN PROJECT
"DOWNTOWN ESTES LOOP"**

Please submit your comments regarding this project on or before January 16, 2015 to Anthony (Tony) Galardi, Project Manager, Central Federal Lands Highway Division (anthony.galardi@dot.gov) or write to the above address, Attention HFHD-16, Environment.

CFLHD welcomes your input throughout the NEPA Process.

Sincerely,

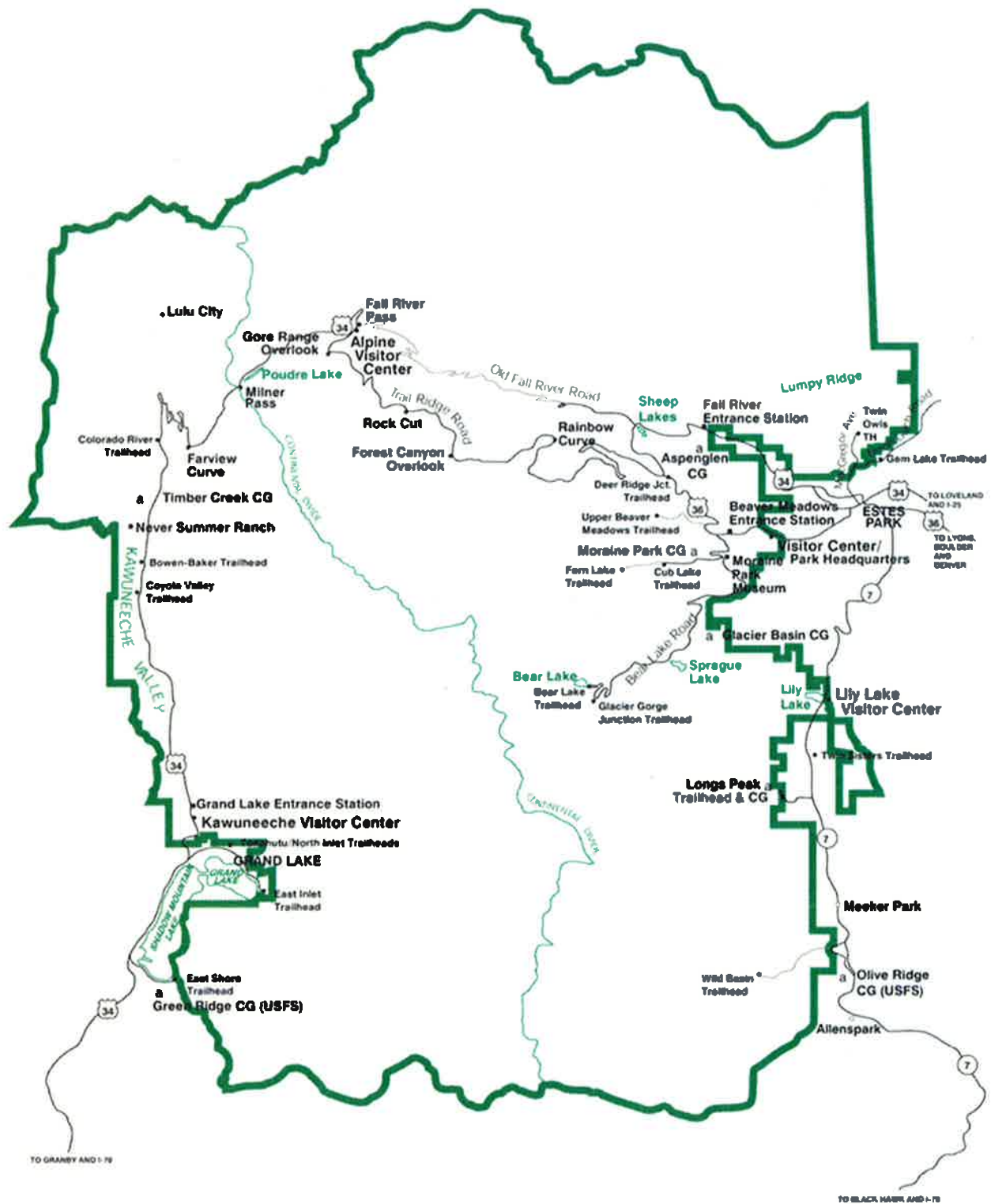


Anthony Galardi, P.E.
Project Manager

Attachments

CO FLAP 34(1) & 36(1) ESTES PARK - MORaine/RIVERSIDE/ELKHORN PROJECT
 "DOWNTOWN ESTES LOOP"

FIGURE 1: REGIONAL SETTING OF THE STUDY AREA (ROCKY MOUNTAIN NATIONAL PARK)



CO FLAP 34(1) & 36(1) ESTES PARK - MORaine/RIVERSIDE/ELKHORN PROJECT
"DOWNTOWN ESTES LOOP"

FIGURE 2: REGIONAL SETTING OF THE STUDY AREA (ROADWAY NETWORK)

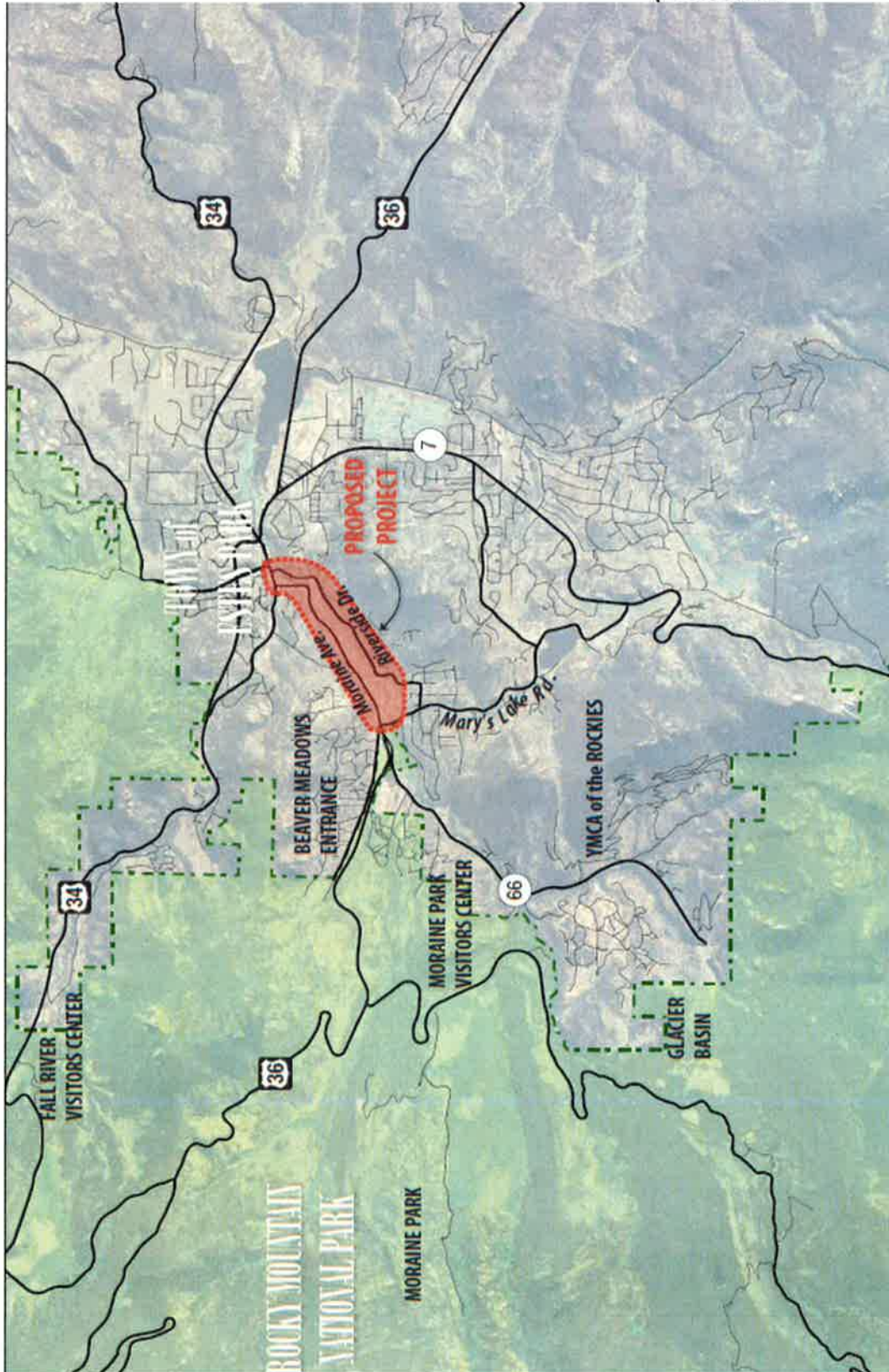


FIGURE 3: LOCAL SETTING OF THE STUDY AREA

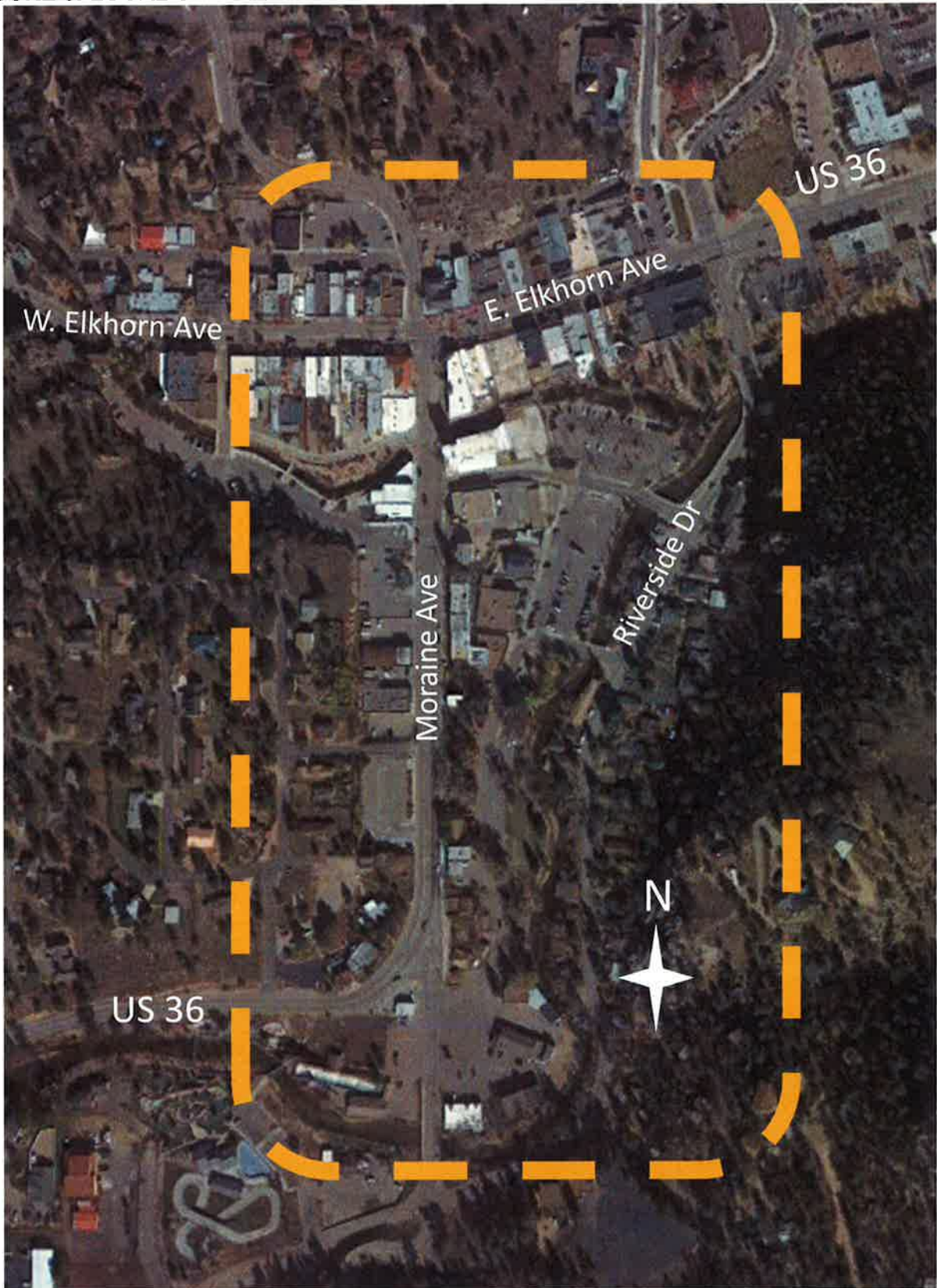
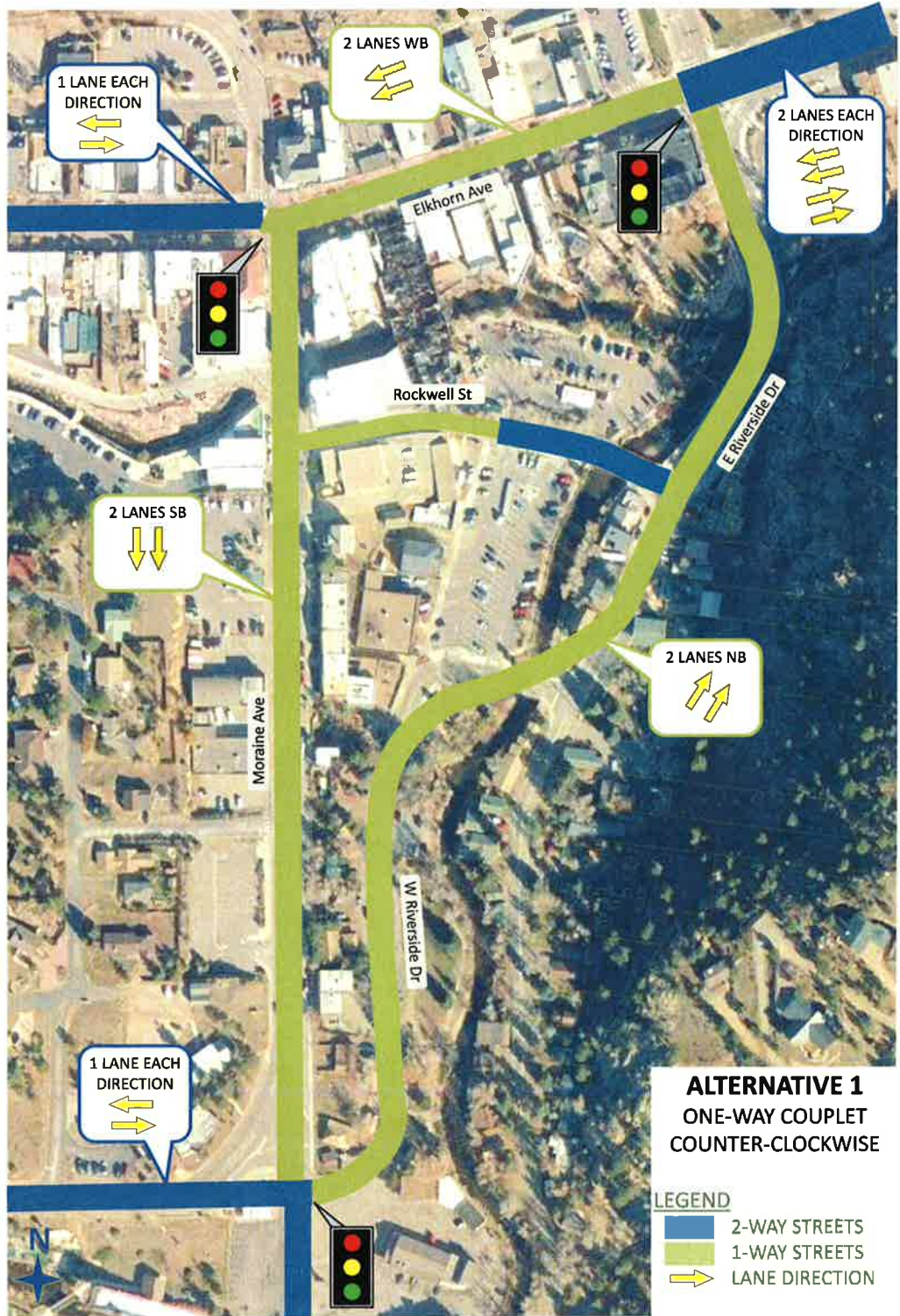


FIGURE 4: TRANSPORTATION ALTERNATIVE SUBMITTED WITH THE FLAP APPLICATION





HISTORY *Colorado*

January 5, 2015

Anthony Galardi
Project Manager
US Department of Transportation
Federal Highway Administration
Central Federal Lands Highway Division
12300 West Dakota Avenue
Lakewood, CO 80228

Re: FHWA CLFHD, CO FLAP 34(1) & CO FLAP 36(1), Estes Park Moraine Avenue and
Riverside Drive, NEPA Environmental Assessment, Public Agency Scoping Notice. (CHS #67139)

Dear Mr. Galardi,

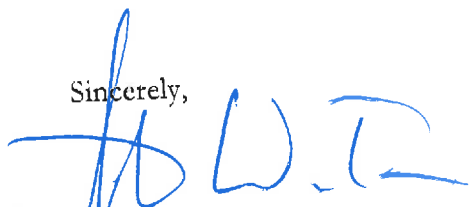
Thank you for your correspondence dated December 16, 2014 and received by our office on
December 19, 2014 regarding the above-mentioned project.

We recommend that you coordinate your National Environmental Policy Act (NEPA) studies with
the studies required under Section 106 of the National Historic Preservation Act. According to 36
CFR 800.8 of Section 106, "Federal agencies are encouraged to coordinate compliance with Section
106 and the procedures in this part with any steps taken to meet the requirements of the National
Environmental Policy Act." Also, Section 110 of the National Historic Preservation Act states that
Federal agencies should "coordinate with the earliest phases of any environmental review carried out
under the National Environmental Policy Act."

The findings from the Section 106 studies can inform the NEPA studies, such as including
mitigation measures identified under Section 106 into the NEPA decision document. Once we
receive the Section 106 studies, we will be able to fully complete our reviews under both Section 106
and NEPA.

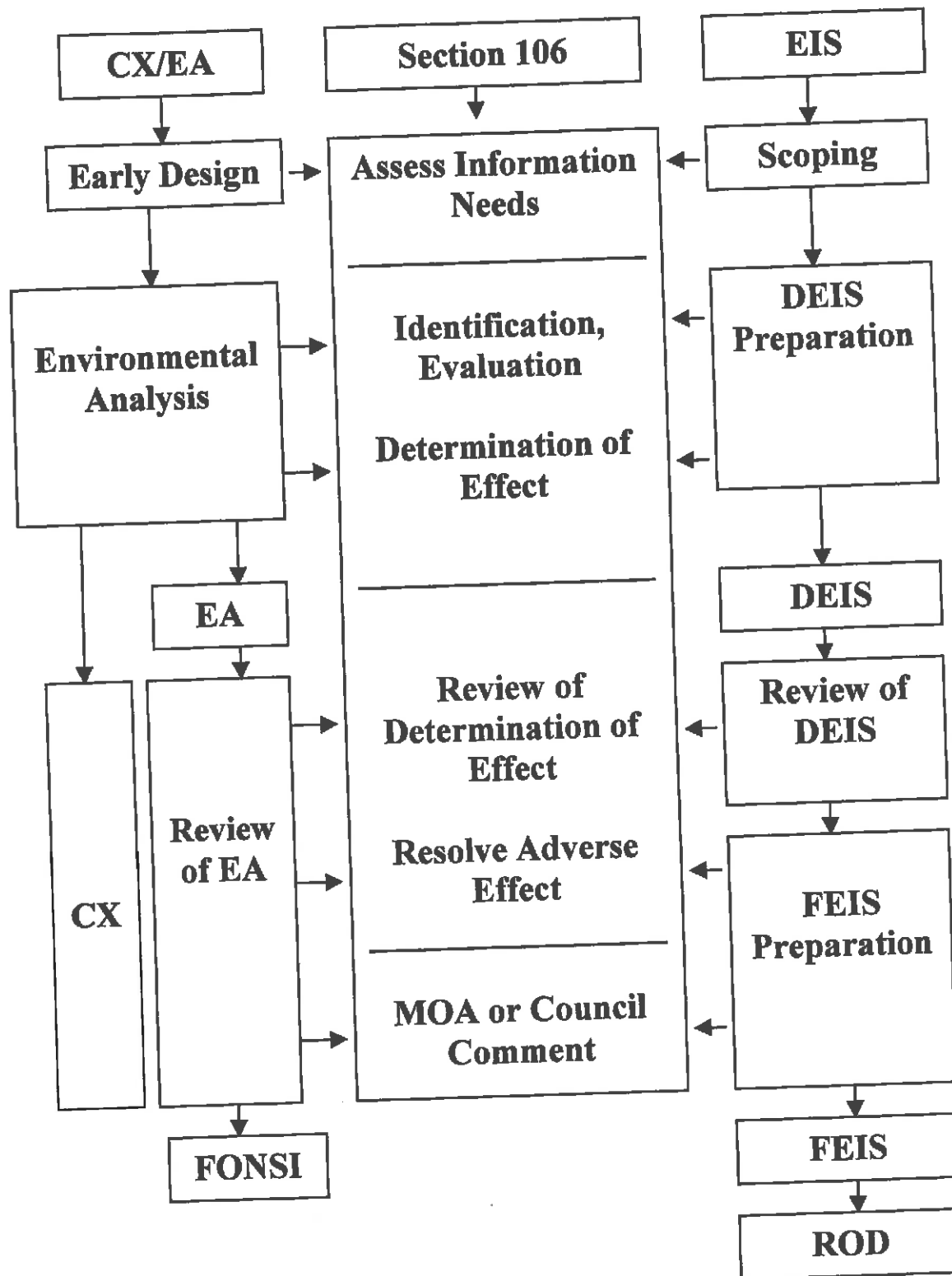
We have enclosed a flow chart that explains the coordination between Section 106 and NEPA.
If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance
Coordinator, at (303) 866-4678.

Sincerely,



Edward C. Nichols
State Historic Preservation Officer

COORDINATION BETWEEN NEPA AND SECTION 106



The Public and Consulting Parties must be notified and given the opportunity to comment during each step of the Section 106 review process.

UNITED STATES ARMY CORPS OF ENGINEERS

AGENCY SCOPING INPUT

From: Downing, Kiel G NWO [mailto:Kiel.G.Downing@usace.army.mil]
Sent: Tuesday, January 06, 2015 1:18 PM
To: Galardi, Anthony (FHWA)
Subject: RE: FHWA Central Federal Lands Highway Division: CO Federal Lands Access Program (FLAP) 34(1) & CO FLAP 36(1), Estes Park Moraine Avenue and Riverside Drive, "Estes Park Loop" NEPA Agency Scoping Letter

Tony,

If any work associated with this project requires the placement of dredged or fill material, and any excavation associated with a dredged or fill project, either temporary or permanent, in an aquatic site, which may include ephemeral and perennial streams, wetlands, lakes, ponds, drainage ditches and irrigation ditches, this office should be notified by a proponent of the project for Department of the Army permits, changes in permit requirements and jurisdictional determinations pursuant to Section 404 of the Clean Water Act.

The attached comments are applicable if a 404 permit is required for the project. Please contact me if you have any questions.

Kiel Downing
State Program Manager
Denver Regulatory Office
9307 S. Wadsworth Blvd.
Littleton, CO 80128-6901
(303) 979-4120

ATTACHMENT

General Scoping Comments for Transportation Projects

Denver Regulatory Office U.S. Army Corps of Engineers

These scoping comments address critical issues that need to be addressed in the Section 404 permit evaluation process. While some of these issues may be addressed through scoping comments provided by other Federal agencies, I've also included them, since we must ensure our permit complies with the Endangered Species Act and National Historic Preservation Act.

I. T&E species (not meant to be all inclusive, just the biggies):

Preble's meadow jumping mouse:

A. Does a "suitable habitat determination" need to be done for Preble's (project located in an area where a suitable habitat determination is required)?

B. If your project is located in a suitable habitat area for Preble's, has a trapping survey been done and approved by the USFWS?

C. Is your project located in designated critical habitat for Preble's?

Ute ladies' tress orchid and Colorado butterfly plant: Is your project located in an area where a plant survey is required? If so, has a survey been done and approved by the USFWS?

Bald Eagle: Are there any eagle nests or roost trees in the vicinity of the project?

II. Historic Properties & Cultural Resources:

A. Are you aware of any cultural or historic resources on-site? Are there any features or structures on the property that may be eligible for listing on the National Register (bridges, barns, houses, railroad embankments, irrigation ditches, etc., that are older than 50 years)?

B. Is your project located in a National Historic Landmark District? Central City, Black Hawk, Georgetown, Silver Plume, and Morrison, as well as other areas, are so designated.

III. 404(b)(1) Guidelines (Guidelines):

Project Purpose and Need:

A. Under the Guidelines, the Corps must determine "basic" and "overall" project purposes. The "basic" project purpose is used to determine if the project is water dependant (Non-water dependant projects are presumed to have less damaging, to the aquatic ecosystem, alternatives). "Overall" project purpose is used to screen alternatives, with selection of the least

damaging, to the aquatic ecosystem, practicable alternative required (unless there are other significant adverse environmental consequences).

2

B. Is your initial project purpose too narrowly or broadly defined? Broad definitions require too many alternatives to be analyzed. Narrow definitions eliminate alternatives that could truly meet your purpose and need.

C. Have you sufficiently demonstrated a public need for the project?

Alternatives:

A. If the discharge involves a special aquatic site (wetlands, mudflats, pool & riffle complexes), are sufficient alternatives presented to clearly select the least damaging, to the aquatic ecosystem, alternative that meets the “overall” project purpose?

B. Have you considered any off-site alternatives? If not, why? (For projects with large-scale impacts, the Corps must consider off-site alternatives. Just because you now have a legal interest in the land (e.g., right-of-way already purchased), or have an option to purchase one, doesn't mean that off-site alternatives can't be considered.)

C. Prior to receiving a permit, you must provide an alternative analysis. The analysis should provide at least 3 alternatives; no build; build; and build with total avoidance of impacts to waters of the U.S. The number of acceptable alternatives varies with the size of the project and value of the aquatic resources to be impacted.

D. We must screen alternatives based on the following criteria:

We can only issue a permit for the practicable alternative that has the least adverse affect on the aquatic ecosystem, so long as there are not other significant adverse environmental consequences. Practicable means capable of being done after taking into consideration cost, existing technology and logistics in light of overall project purposes.

E. Since many transportation projects have an EA or EIS prepared under the auspices of the Federal Highway Administration, is the preferred alternative presented in the EA or EIS the least damaging to the aquatic ecosystem? Is the Purpose and Need correctly defined for our purposes, so as not to eliminate alternatives that would meet our definition of overall project purpose?

Avoidance, Minimization & Compensatory Mitigation:

A. The applicant must demonstrate, and we must verify, that you have avoided and minimized impacts to aquatic resources to the maximum practical extent. This must occur prior to any consideration of compensatory mitigation (compensatory mitigation is necessary to offset unavoidable impacts, after minimizing these impacts).

B. Buffers can be both a form of minimization and compensatory mitigation. Compensatory mitigation includes creation, restoration, enhancement and/or preservation used to offset unavoidable impacts. Buffer areas created merely by moving development areas further away from aquatic resources are considered a form of minimizing impacts. If a buffer area is

enhanced, through the planting of native vegetation, shrubs, trees, etc., this enhancement may be counted as compensatory mitigation.

3

C. How will your proposed compensatory mitigation, as well as remaining aquatic resources, be protected in the future? What's the best method available for protection (deed restriction, conservation easement, fee title transfer of land)?

D. You will be required to submit a complete mitigation plan (meeting the mitigation plan requirements of the Mitigation Regulatory Guidance Letter [RGL 02-2]). We must receive this before a permit can be issued. This is necessary to insure compliance with the RGL 02-2 and the 404(b)(1) Guidelines. Why?

(RGL 02-2) "This guidance applies to all compensatory mitigation proposals associated with **permit applications** (*emphasis added*) submitted for approval after this date (December 24, 2002)." Compliance with the RGL must be determined prior to permit issuance.

(1990 Corps/EPA Mitigation MOA) "If the mitigation plan necessary to ensure compliance with the Guidelines is not reasonably implementable or enforceable, the permit shall be denied." We can't make this determination without a mitigation plan.

IV. Special Aquatic Resources:

A. The U.S. Fish and Wildlife Service has classified fens as Resource Category 1. What this means is that they consider impacts to fens non-mitigatable. The only methods that might be suitable for fen impact mitigation, within our area of Colorado, are restoration of a degraded fen or purchase of mitigation credits from the Warm Springs Mitigation Bank.

B. For activities that may qualify, with project modifications, for authorization by a Nationwide Permit, certain aquatic sites or resources that may require special consideration are fens, springs, important spawning areas, Critical Resource Waters, Wild Trout Waters and Wild and Scenic Rivers.

UNITED STATES FISH AND WILDLIFE SERVICE

AGENCY SCOPING INPUT

From: Michael, Alison [mailto:alison_michael@fws.gov]
Sent: Wednesday, January 07, 2015 7:38 AM
To: Galardi, Anthony (FHWA)
Subject: Fwd: FHWA Central Federal Lands Highway Division: CO Federal Lands Access Program (FLAP) 34(1) & CO FLAP 36(1), Estes Park Moraine Avenue and Riverside Drive, "Estes Park Loop" NEPA Agency Scoping Letter

Mr. Galardi,

The U.S. Fish and Wildlife Service Colorado Field Office has no concerns regarding your proposed project's impacts on federally protected species at this time. Please be aware that should project plans change or if additional information regarding listed or proposed species becomes available, this determination may be reconsidered.

We appreciate the opportunity to comment.

Thank you,

Alison

Sousa, Lindsey

From: Fronczak.David@epa.gov
Sent: Friday, January 09, 2015 11:05 AM
To: Anthony.Galardi@dot.gov
Subject: FW: FHWA Central Federal Lands Highway Division: CO Federal Lands Access Program (FLAP) 34(1) & CO FLAP 36(1), Estes Park Moraine Avenue and Riverside Drive, "Estes Park Loop" NEPA Agency Scoping Letter

Hi Tony: I wanted to let you know that the NEPA Program here at Region 8 will not be providing scoping comments. However, would you please be sure to have me on the distribution list when the draft EA becomes available?

Thanks much,
David

David Fronczak
Lead Reviewer, NEPA Program
US EPA - Region 8 (EPR-N)
1595 Wynkoop Street, Denver, CO 80202
(303) 312-6096

From: Kennedy, Brian P. (Denver) [<mailto:Brian.Kennedy2@aecom.com>]
Sent: Friday, December 19, 2014 3:11 PM
To: terry.a.mckee@usace.army.mil; kiel.g.downing@usace.army.mil; katchley@fs.fed.us; susan_linner@fws.gov; Kevin_Kritz@fws.gov; Anderson, Carol; Garcia, Bert; Davis, Gregory; harvey.sprock@co.usda.gov; eugene.backhaus@co.usda.gov; Larry_Gamble@nps.gov; Kimberly.s.chase@usps.gov; David.W.Rigirozzi@hud.gov; Steven.Hardeggen@fema.dhs.gov; chris.sturm@state.co.us; scott.cuthbertson@state.co.us; corey.stewart@state.co.us; robert.randall@state.co.us; Dick.Wolfe@state.co.us; rick.spowart@state.co.us; steve.Yamashita@state.co.us; chad.bishop@state.co.us; Ed.Nichols@state.co.us; mark.tobias@state.co.us; john.hranac@state.co.us; christy.pickens@state.co.us; chris.sturm@state.co.us; kevin.houck@state.co.us; steve.gunderson@state.co.us; mengemomt@larimer.org; mpeterson@larimer.org; bcc-office@co.larimer.co.us; rtgilbert@larimer.org
Cc: Kelly.Wade@dot.gov; Anthony.Galardi@dot.gov; Frank Lancaster (flancaster@estes.org); gmuhenen@estes.org; Kate Rusch <krusch@estes.org> (krusch@estes.org); Lang, Corey
Subject: FHWA Central Federal Lands Highway Division: CO Federal Lands Access Program (FLAP) 34(1) & CO FLAP 36(1), Estes Park Moraine Avenue and Riverside Drive, "Estes Park Loop" NEPA Agency Scoping Letter

Agency Distribution:

On behalf of the Federal Highway Administration (FHWA), Central Federal Lands Highway Division's (CFLHD), Federal Lands Access Program (FLAP) project in Estes Park, attached is the National Environmental Policy Act (NEPA) Agency Scoping Letter for your review and comments.

Please direct your agency's comments to Tony Galardi:

Anthony Galardi, P.E.
Project Manager
Central Federal Lands Highway Division
U.S. DOT, Federal Highway Administration
12300 West Dakota Avenue
Lakewood, CO 80228-2583

anthony.galardi@dot.gov

If you have questions or require additional information, please contact me.

Thank you,

Brian

Brian P. Kennedy, AICP
Environmental Task Leader
AECOM Environment
717 Seventeenth Street, Suite 2600
Denver, CO 80202
303-376-2927
Brian.P.Kennedy@AECOM.com

Hinon'ainino'

Northern Arapaho Tribe
TRIBAL HISTORIC PRESERVATION OFFICE

P.O. Box 67 - St. Stephens, Wyoming 82524 - PH: 307.856.1628 - yufnanathpo@gmail.com

June 16, 2015

Anthony Galardi

Anthony.Galardi@dot.gov

Estes Park Loop Project

Anthony,

Hello. I had received a ride through the route in question and I would like this letter to reflect that after a site visit, with a park service representative, I would like this to be in **support** of the re-route of the highway.

The only cultural aspect to this project that we want to comment on is the once ground disturbance has begun and any inadvertent discoveries are found that we be contacted immediately.

Also the only other cultural aspect to this project is the "marriage of waters". I was able to see the two rivers join and for our culture, water is highly respected. There were times during high waters at the confluences of rivers that water offerings were offered to the water people. I would like to comment that once ground disturbance occurs around this "marriage" that if anything is found to please contact my office.

I would like to take this time to thank you for giving me the opportunity to be a part of this project. Much of our ancestral migratory territory involves Estes Park. I would like to also say that to lessen congestion for traffic this re-route of the one ways is a good idea. Estes is too beautiful to chase good customers away.

On a personal note as I drove through the town the congestion is the first thing I observed first hand and I wished I had known another way around; this is going to benefit the community once it is complete. Estes is growing and will continue to grow. Again I thank you for the opportunity.

Ha- Hou! (Thank You!)

Yufna Soldier Wolf

NATHPO Director

yufnanathpo@gmail.com

307-840-0837

307-856-1628

C.2 *Utility Coordination*



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

January 13, 2015

12300 West Dakota Avenue
Suite 380A
Lakewood, CO 80228-2583
Office: 720-963-3727
Fax: 720-963-3596
Anthony.Galardi@dot.gov

In Reply Refer To:
HFPM-16

RE: Downtown Estes Loop Project

Dear Estes Valley Utility Representative,

The U.S. Department of Transportation, Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFLHD's proposed Downtown Estes Loop project. The project is located in Downtown Estes Park, Colorado. CFLHD is the lead agency; the EA is being implemented in cooperation with the Colorado Department of Transportation (CDOT) and the Town of Estes Park.

The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program (FLAP), a funding mechanism created by "Moving Ahead for Progress in the 21st Century (MAP-21)". The purpose of the FLAP program is to provide assistance to local communities for projects that improve access to federal lands. This project is intended to improve access to Rocky Mountain National Park (RMNP) by addressing capacity, safety, mobility and access constraints in the Downtown portion of the roadway network serving the Beaver Meadows entrance to RMNP.

The Estes Park FLAP application proposed a one-way, two-lane loop for US 36 involving portions of Elkhorn Drive, Moraine Drive and West and East Riverside Drives in downtown Estes Park (see attached figures). We are currently in the alternatives screening process, which includes evaluation of the one-way alternative and a number of others developed through the project initiation process. The selected alternative could have the potential to affect utilities along Elkhorn, Moraine and Riverside Drives. As we move through the design process, we will keep in contact with you to discuss any potential impacts and to gather your feedback.

We will include you in the project email distribution list for future project announcements, including an upcoming public meeting to be scheduled in February 2015. Additional project information can be found at www.downtownestesloop.com. Please do not hesitate to contact me at 720-963-3669 or Anthony.Galardi@dot.gov for further information.

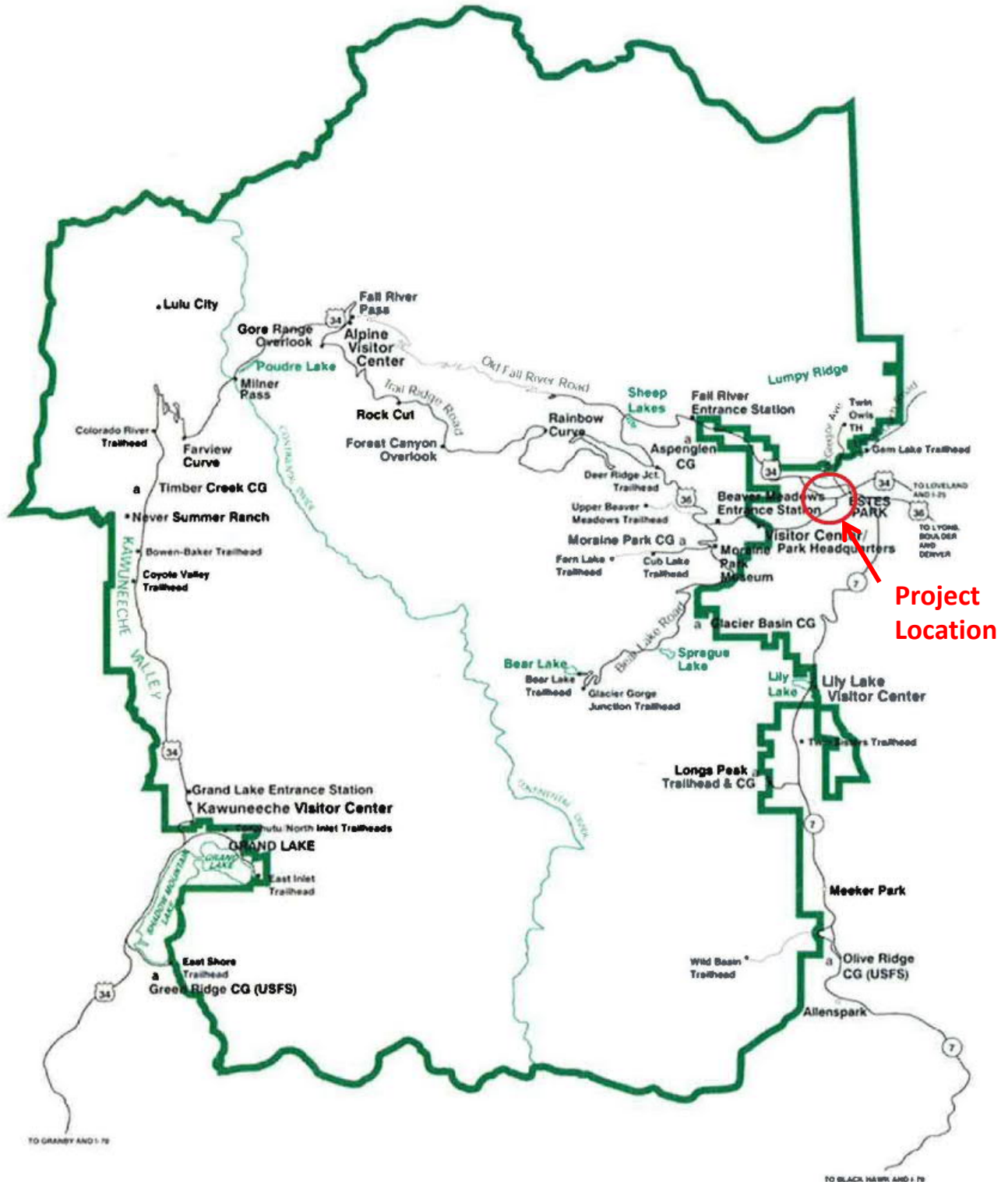
Sincerely,

Anthony Galardi
FHWA Central Federal Lands
Project Manager
Anthony.Galardi@dot.gov

cc: Frank Lancaster, Town of Estes Park
Corey Stewart, CDOT

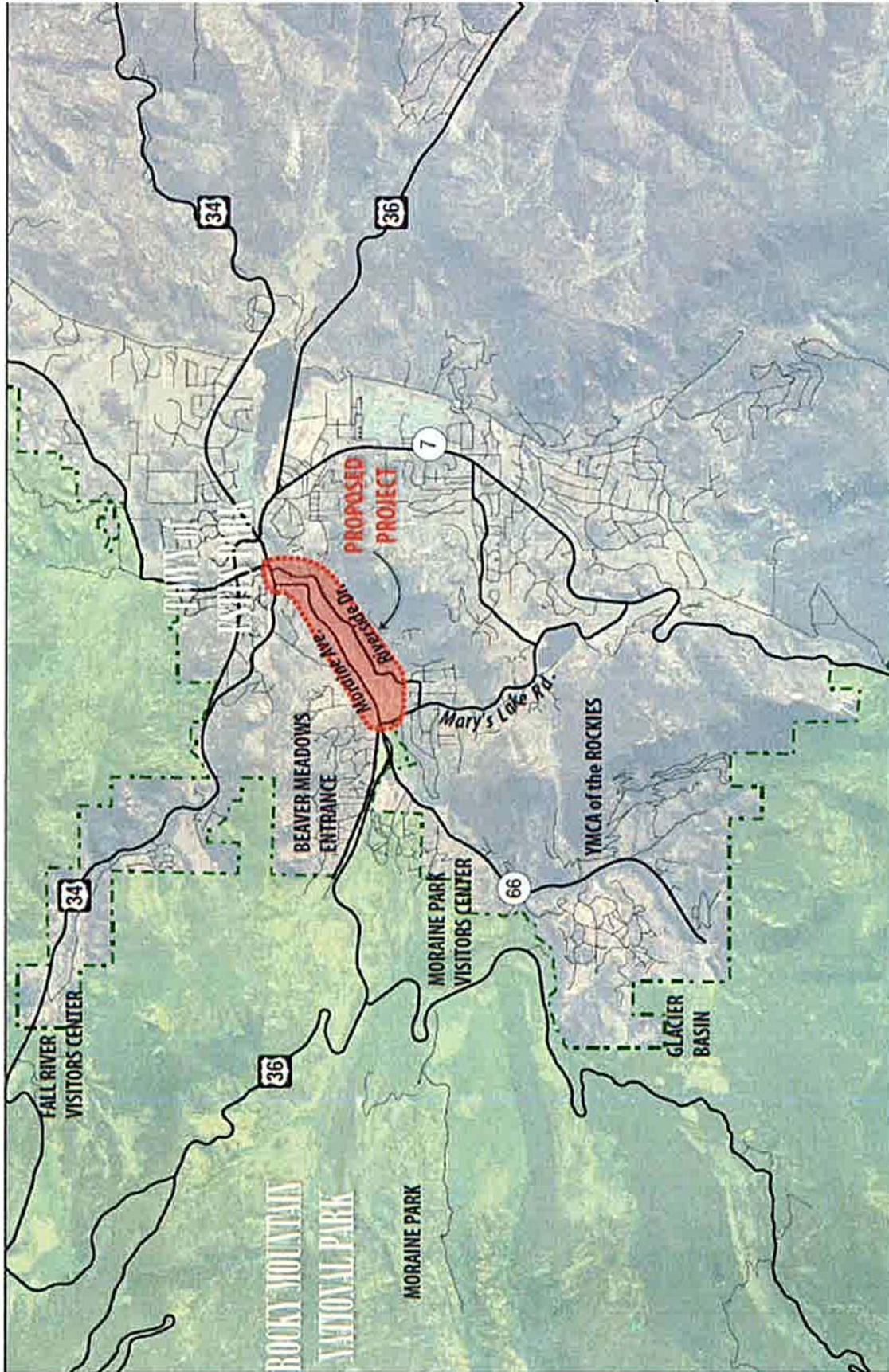
CO FLAP 34(1) & 36(1) ESTES PARK - MORAINE/RIVERSIDE/ELKHORN PROJECT
"DOWNTOWN ESTES LOOP"

FIGURE 1: REGIONAL SETTING OF THE STUDY AREA (ROCKY MOUNTAIN NATIONAL PARK)



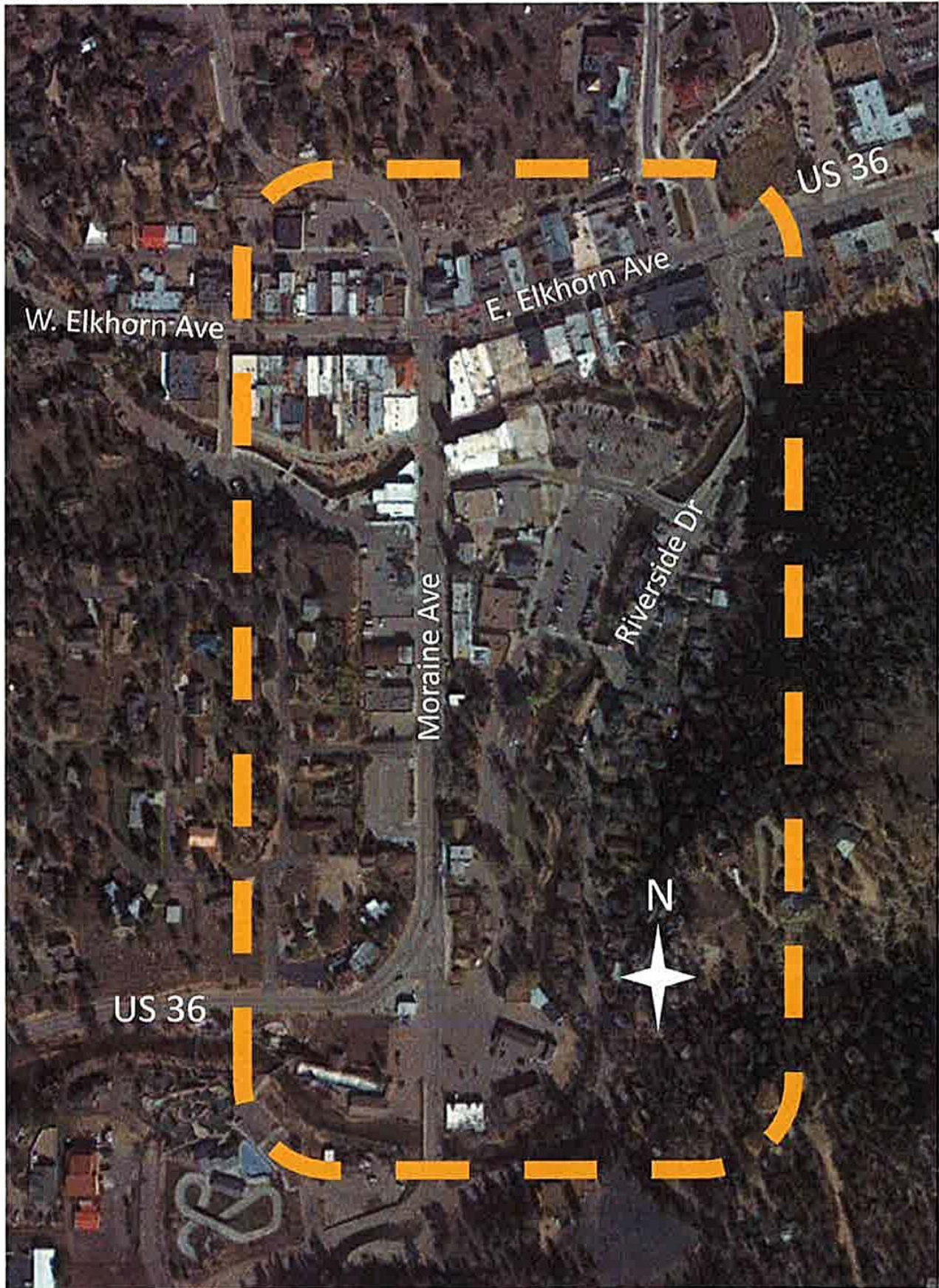
CO FLAP 34(1) & 36(1) ESTES PARK - MORAINE/RIVERSIDE/ELKHORN PROJECT
"DOWNTOWN ESTES LOOP"

FIGURE 2: REGIONAL SETTING OF THE STUDY AREA (ROADWAY NETWORK)



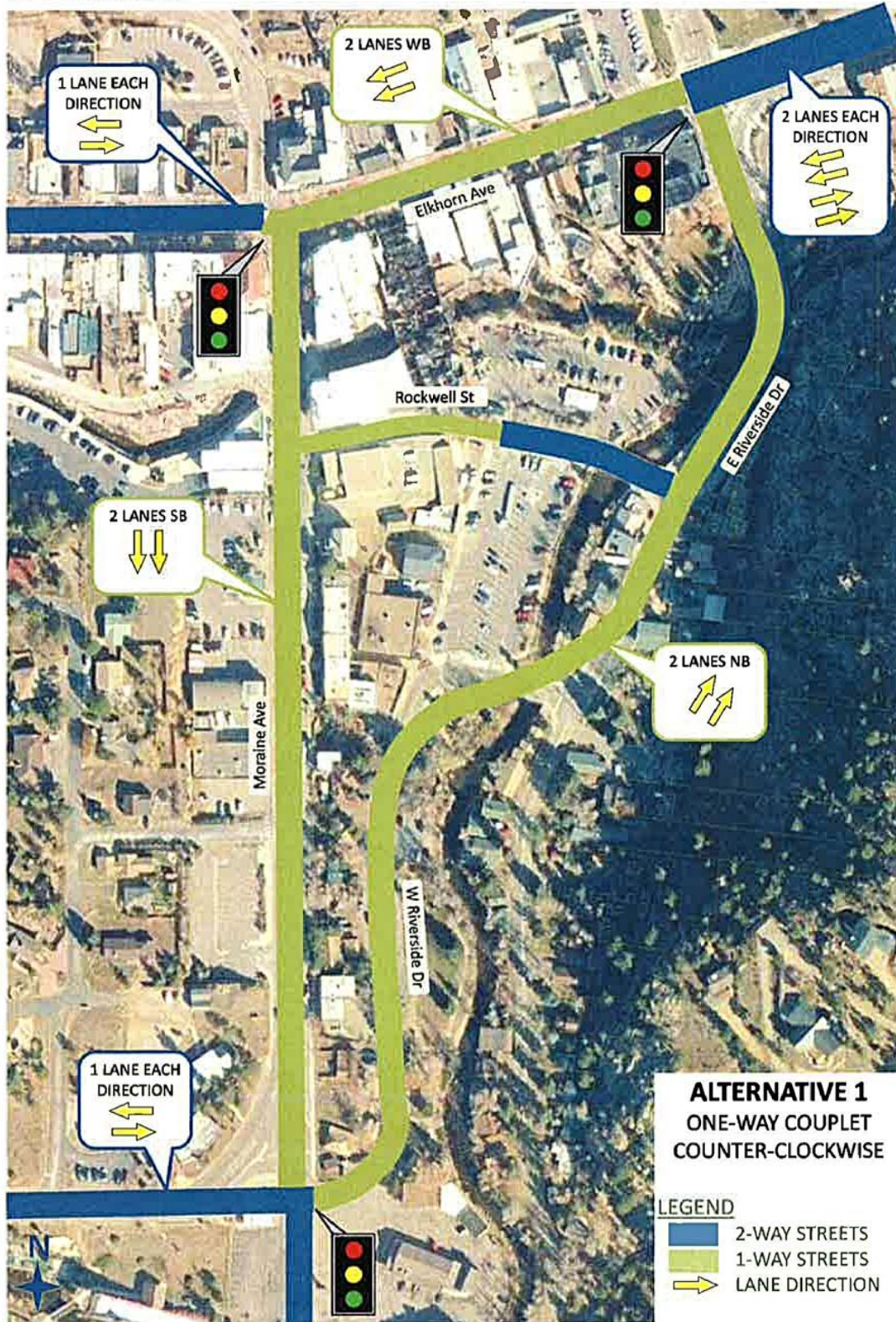
CO FLAP 34(1) & 36(1) ESTES PARK - MORAINE/RIVERSIDE/ELKHORN PROJECT
"DOWNTOWN ESTES LOOP"

FIGURE 3: LOCAL SETTING OF THE STUDY AREA



CO FLAP 34(1) & 36(1) ESTES PARK - MORAINE/RIVERSIDE/ELKHORN PROJECT
"DOWNTOWN ESTES LOOP"

FIGURE 4: TRANSPORTATION ALTERNATIVE SUBMITTED WITH THE FLAP APPLICATION



January 13th, 2015 – Letter to Utility Representatives

List of Recipients:

Xcel Energy

Rocky Caivano: rocky.caivano@xcelenergy.com

Upper Thompson Sanitation District

Chris Bieker: Chris@utsd.org

Estes Park Sanitation District

Jim Duell jduell@estesparksanitation.org

Century Link

Jason Garcia jason.garcia@centurylink.com

Baja Broadband

Rod Patterson rpatterson@bajabb.tv

Estes Valley Fire Protection District

Marc Robinson: mrobinson@estesvalleyfire.org

C.3 *Inter-Agency Coordination*



AECOM
717 17th St., Suite 2600
Denver, CO 80202
www.aecom.com

303.228.3000 tel.
303.228.3001 fax

November 11, 2014

FEMA Engineering Library
847 South Pickett Street
Alexandria, VA 22304
Fax: (703) 212-4090

RE: Request for Hydrologic and Hydraulic Backup Data for Big Thompson River and Fall River, Larimer County and Incorporated Areas, Colorado

This written request is for digital or paper copies of hydrologic and hydraulic (H&H) backup data for Big Thompson River and Fall River in Larimer County and Incorporated areas in Colorado. The backup data is in support of the H&H information included in the Larimer County and Incorporated Areas, Colorado Flood Insurance Study (FIS).

Source	Community (Number)	FIRM and FIS Description	Cross Section Description	Additional Information
Big Thompson River	Town of Estes Park (080193) Larimer County (080101)	FIRM 08069C Panels 1094F, 1282F, 1281F FIS 08069CV001D FIS 08069CV002D Flood Profile 84P – 86P	Big Thompson River from Cross Section NW (322,090 stream distance) to Cross Section OC (325,010 stream distance) as shown on Flood Profile 84P through 86P.	Category 1 - Please provide HEC-2 or HEC-RAS electronic hydraulic data if available
Fall River	Town of Estes Park (080193) Larimer County (080101)	FIRM 08069C Panels 1094F, 1093F FIS 08069CV001D FIS 08069CV004D Flood Profile 227P	Fall River from Confluence of Big Thompson River (0 stream distance) to West Drive (1200 stream distance) as shown on Flood Profile 227P.	Category 1 - Please provide HEC-2 or HEC-RAS electronic hydraulic data if available

AECOM is under contract with the Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD) Colorado Federal Lands Access Program (CO FLAP) 34(1) and 36(1) (Task Order Numbers DTFH68-12-D-00014); therefore, processing fees are not included in this request (see attached contract documentation).

Please mail the requested data to the following:

AECOM
Tammy Eggers, PE
717 17th Street, Suite 2600
Denver, CO 80202



Thank you for your assistance and please call (303.376.2910) if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Tammy Eggers". The signature is fluid and cursive, with the first name "Tammy" and last name "Eggers" clearly legible.

AECOM
Tammy Eggers, PE
Hydraulics Engineer
Tammy.Kirkbride@aecom.com

Attachments:

Project Contract Documentation
FIRM Panel 1093F
FIRM Panel 1094F
FIRM Panel 1281F
FIRM Panel 1282F
FIS.08069CV001D, Exerpts for peak flows
FIS 08069CV002D, Big Thompson River Profiles 84P – 86P
FIS 08069CV004D, Fall River Profile 227P

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly those local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where Base Flood Elevations (BFEs) and/or Floodway Data are shown, users are encouraged to consult the Flood Profiles and Floodway Data and/or Auxiliary of Dammed Elevations tables contained within the Flood Insurance Study (FIS) Report that accompanies this FIS. Users should be aware that BFEs shown on the FIS are rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS Report should be utilized in conjunction with the FIS for purposes of evaluation and/or floodplain management.

Boundaries of the Floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Floodway Data table shown on the FIS.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study Report for information on flood control structures for this jurisdiction.

FEMA recommends that a Flood Insurance Policy be purchased for structures in areas shown to be covered by flood insurance. Flood insurance is not available for structures not covered by FEMA Flood Insurance Study. Flood insurance is available for structures in areas shown to be covered by flood insurance. Contact your insurance agent and local floodplain administrator for further information.

Visit http://www.fema.gov/peterson_portal for information on taxes and the risk of flooding in areas shown as being protected by levees.

The projection used in the preparation of this map was State Plane Colorado North (S-PCN). The horizontal datum was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection, or UTM zones used in the production of FISs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIS.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

Special Reference System Division
National Geodetic Survey, NOAA
Silver Spring, Maryland 20910
1215 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3131

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242 or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIS was provided by the Larimer County GIS and Mapping Department. Additional input was provided by the City of Fort Collins Geographic Information Services Division. These data are current as of 2005.

The profile baselines depicted in this map represent the hydraulic modeling baselines that match the flood profiles in the Flood Insurance Study report. As a result of improved topographic data, the profile baselines, in some cases, may deviate significantly from the unaltered centerline or appear outside the Special Flood Hazard Area.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred since this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the necessary product Map Index for an overview map of the county showing the layout of map sheets, community map repository addresses, and a listing of Communities with current National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

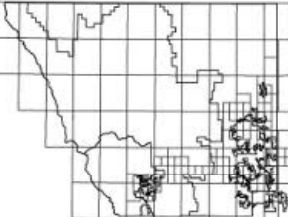
Contact the FEMA Map Service Center at 1-800-358-6176 for information on available products associated with this FIS. Available products may include preliminary Flood Insurance Study, Flood Insurance Study Report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9622 and by website at <http://www.fema.gov>.

If you have questions about this map or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA-Map (1-877-369-6271) or visit the FEMA website at <http://www.fema.gov>.

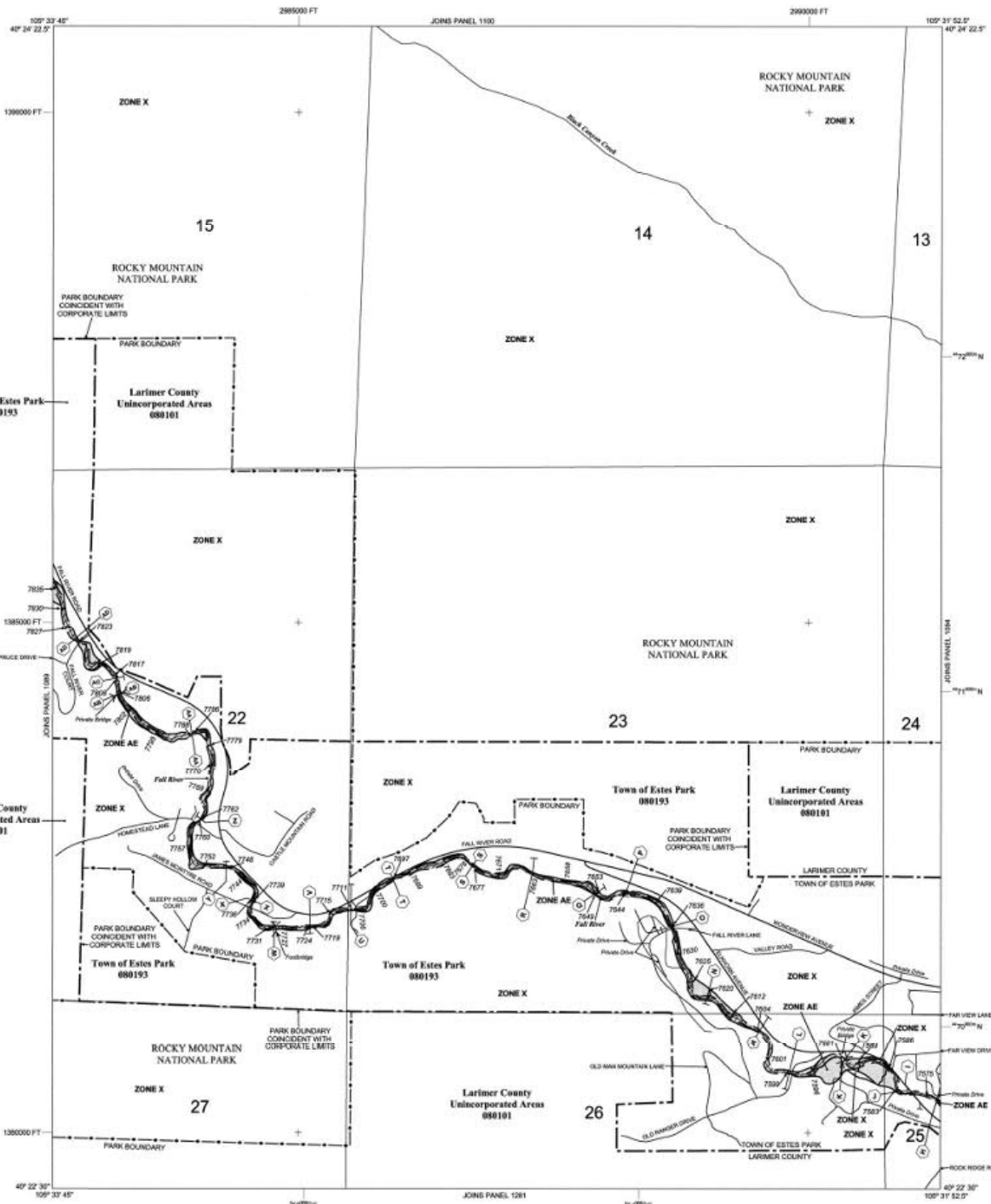
Flooding Source	Vertical Datum Offset (ft)	Flooding Source	Vertical Datum Offset (ft)
Fall River	4.2		

Example: To convert Fall River elevation to NAVD 83, 4.2 feet were added to the NAVD 83 elevation.

Panel Location Map



This Digital Flood Insurance Rate Map (DFIRM) was produced through a Cooperative Technical Project (CTP) agreement between the State of Colorado Water Conservation Board and the Federal Emergency Management Agency (FEMA). Additional Flood Hazard Information and National Geodetic Survey information are available on the Colorado Water Conservation Board website.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood) area shown on the Base Flood is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Areas are the subject of flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zone A, AE, AH, AO, X, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A
No Base Flood Elevations determined.
Base Flood Elevation determined.

ZONE AE
Base Flood Elevation determined.
Flood depths of 1 to 3 feet (locality areas of ponding). Base Flood Elevation determined.

ZONE AH
Flood depths of 1 to 3 feet (locality areas of ponding). Base Flood Elevation determined.

ZONE AD
Flood depths of 1 to 3 feet (locality areas of ponding). Base Flood Elevation determined.

ZONE AR
Flood depths of 1 to 3 feet (locality areas of ponding). Base Flood Elevation determined.

ZONE ADF
Flood depths of 1 to 3 feet (locality areas of ponding). Base Flood Elevation determined.

FLOODWAY AREAS IN ZONE AE

The Floodway is the channel of a stream (or any adjacent floodplain areas) that must be kept free of encroachment to insure that the annual chance flood can be carried without substantial increase in flood heights.

OTHER FLOOD AREAS

ZONE X
Areas of 1.0 to 2.0 annual chance flood, areas of 1% annual chance flood with average depths of less than 1 foot, or with drainage areas less than 1 square mile.

OTHER AREAS

ZONE D
Areas determined to be outside the 0.2% annual chance floodplain. Areas in which flood heights are undetermined, but possible.

Political boundary
Floodway boundary
Zone D boundary

Boundary defining Special Flood Hazard Area zones and boundary defining Special Flood Hazard Areas of different Base Flood Elevation depths or flood velocities.
Base Flood Elevation line and value elevation in feet
Division B mark
Base Flood Elevation value where different within 0.005 foot
Division B mark

Referenced to the North American Vertical Datum of 1988

100-foot scale
1000-meter Universal Transverse Mercator grid ticks, zone 13

114° 50' 37", 39' 30" W
38000 FT
K90440

Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Universal Transverse Mercator, North Zone, Lambert Conformal Conic projection
1000-meter Universal Transverse Mercator grid ticks, zone 13
National Geodetic Survey bench mark (see explanation in Above Users section of the FIS panel).

MAP REPOSITORY
Refer to Index of Maps Repository on this Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
DECEMBER 19, 2006

EFFECTIVE DATE OF REVISIONS TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if Flood Insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6622.

MAP SCALE 1" = 500'

NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN TOWNSHIP 3 NORTH, RANGE 73 WEST.

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1093F

FIRM

FLOOD INSURANCE RATE MAP

LARIMER COUNTY, COLORADO AND INCORPORATED AREAS

PANEL 1093 OF 1420

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

COUNTY	COMMUNITY	DATE	NUMBER	STATUS
LARIMER COUNTY	TOWN OF ESTES PARK	08/01/05	1000	F

Notice to User: This Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
06069C1093F

EFFECTIVE DATE
DECEMBER 19, 2006

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify areas subject to flooding, particularly those that are subject to possible updates or additional flood hazard information.

To obtain more detailed information in areas where Base Flood Elevations (BFEs) are shown, users are encouraged to consult the Flood Profile and Floodway Data and Summary of Obstruction Elevations tables contained within the Flood Insurance Study (FIS) Report that accompanies this FIS. Users should be aware that BFEs shown on the FIS are intended for informational purposes only and should not be used as the sole basis of flood elevation information. Accordingly, flood elevation data presented in the FIS Report should be used in conjunction with the FIS for purposes of construction and/or floodplain management.

Boundaries of the Floodway are computed at cross sections and interpolated between cross sections. The boundaries were based on hydraulic considerations with respect to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Floodway Data table shown on the FIS.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures for the purpose of this map.

FEMA recommends that a Flood Insurance Policy be purchased for structures in areas where levees are shown as identified protection from the 1% annual chance flood. Floods are not covered by standard property/flood/leasehold insurance policies not covered by Floodway Insurance, Levee Insurance, Condominium Owners Insurance, or Commercial Property Insurance. Contact your insurance agent/broker for further information.

Visit <http://www.fema.gov/efirmmap> for information on levees and the risk of flooding in areas shown as being protected by levees.

The projection used in the preparation of this map was State Plane Colorado North (NAD 83). The horizontal datum was NAD 83, GRS80 spheroid. Differences in datum, projection, or UTM zone may result in the production of FISs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of the FIS.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1988 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1215 Constitution Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

Other map information sources are the FIS FIS data provided by the Larimer County and Municipal Department. Additional data was provided by the City of Fort Collins Geographic Information Services Division. These data are current as of 2005.

The profile locations depicted on this map represent the hydraulic modeling boundaries that match the base profile in the Flood Insurance Study report. As a result of improved topographic data, the profile locations, in some cases, may deviate significantly from the original location of upper elevations in the Special Flood Hazard Area.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to amendments or developments may have occurred after this map was published, this map should contain appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed Map Index for an overview map of the county showing the bound of map panels, community map repository addresses, and a Listing of Communities Including National Flood Insurance Program for each community as well as a listing of the panels on which each community is located.

Contact the FEMA Map Service Center at 1-800-358-9616 for information on available products associated with this FIS. Available products may include previously issued copies of Map Changes, a Flood Insurance Study Report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9623 and by website at <http://www.fema.gov>.

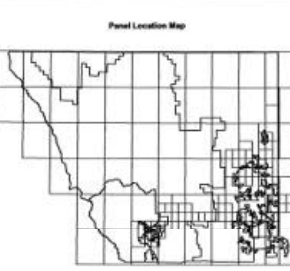
If you have questions about this map or questions concerning the National Flood Insurance Program in general, please call 1-877-FIRM-MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov>.

Larimer County Vertical Datum Offset Table

Flooding Source	Vertical Datum Offset (ft)	Flooding Source	Vertical Datum Offset (ft)
St. Vrain River (Ariano Section)	4.0	High Course	4.1
Southwestern of Long Creek (A)			
Line of Detailed Study			

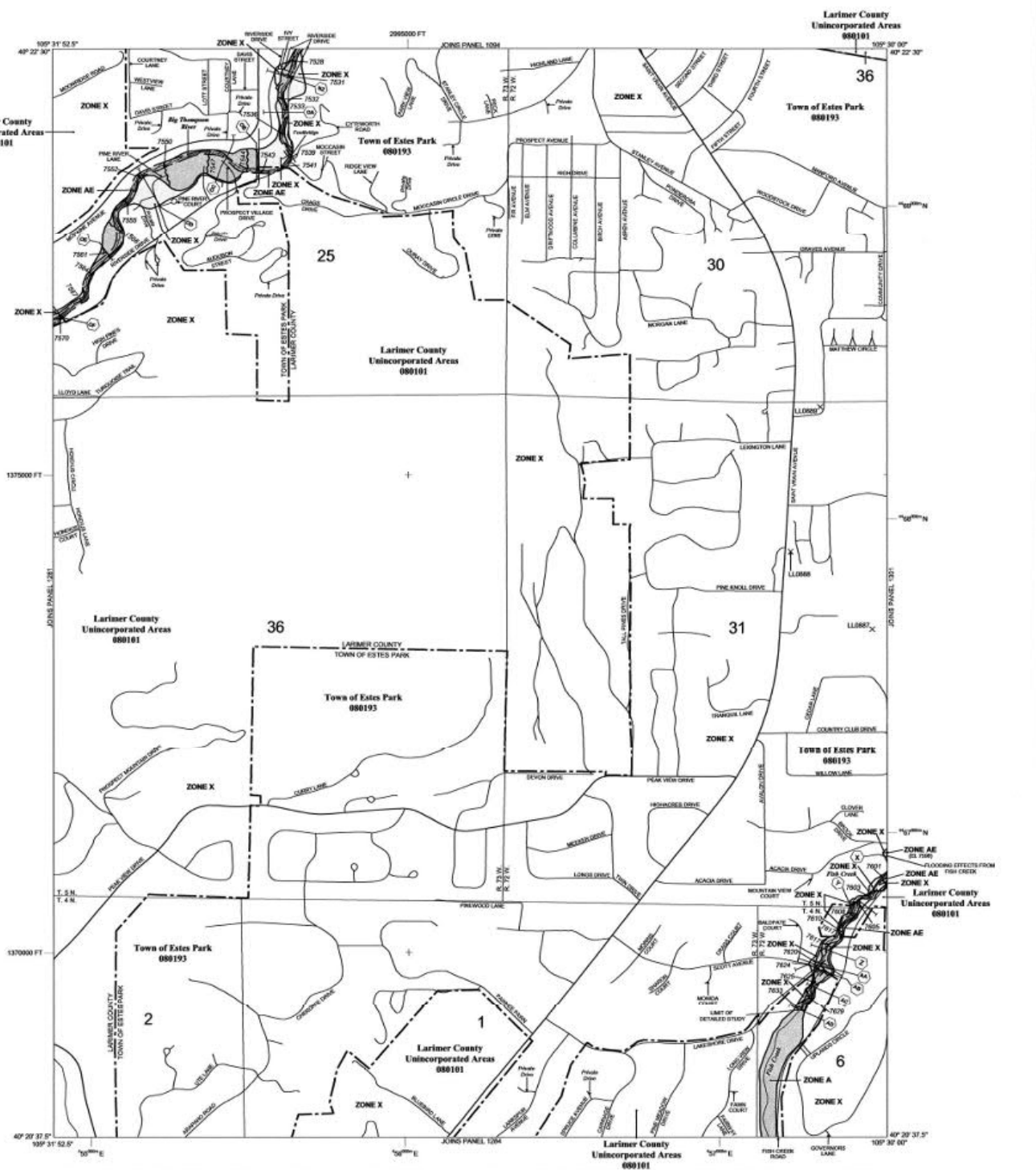
Example: To convert Big Thompson River elevations to NAVD 83, 4.0 feet were added to the NAVD 83 elevations.

Panel Location Map



This Digital Flood Insurance Rate Map (DFIRM) was produced through a Cooperative Technical Assistance (CTA) agreement between the State of Colorado Water Conservation Board and the Federal Emergency Management Agency (FEMA).

Additional Flood Hazard Information and questions are available from flood coordinators and the Colorado Water Conservation Board.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHA) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood elevation shown on this map is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevation determined.
ZONE AE Base Flood Elevation determined.
ZONE AO Flood depths of 1 to 3 feet (usually above flow in stream, brook) average depths determined. For areas of about 1/8 acre, which are determined as Special Flood Hazard Areas, flood depths were determined from a flood control system that was subsequently abandoned. Zone AO indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99 Area to be protected from 1% annual chance flood by Federal Flood protection system under construction, on base Flood Elevation determined.

FLOODWAY AREAS IN ZONE AE
 The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachments so that the 1% annual chance flood can be carried without substantial increases in flood height.

OTHER FLOOD AREAS

ZONE X Area of 0.2% annual chance flood with average depths of less than 1 foot or with drainage area less than 1 square mile; not well protected by levees from 1% annual chance flood.
ZONE D Areas determined to be outside the 0.2% annual chance floodplain. Areas which flood hazards are undetermined, but possible.

BOUNDARIES
 Floodway boundary
 Zone D boundary
 Boundary defining Special Flood Hazard Area and other Base Flood Elevation flood depths or flood velocities.
 Base Flood Elevation line and water elevation in feet
 Base Flood Elevation line which conforms with state practice in feet
 National Geodetic Survey bench mark (see indicator in notes to users within this FIS panel)

OTHER AREAS
ZONE 1 Areas determined to be outside the 0.2% annual chance floodplain.
ZONE 2 Areas which flood hazards are undetermined, but possible.

BOUNDARIES
 Boundary defining Special Flood Hazard Area and other Base Flood Elevation flood depths or flood velocities.
 Base Flood Elevation line and water elevation in feet
 Base Flood Elevation line which conforms with state practice in feet
 National Geodetic Survey bench mark (see indicator in notes to users within this FIS panel)

MAP REPOSITORY
 Refer to Map Repository or Map Index

EFFECTIVE DATE OF COMMUNITY FLOOD INSURANCE RATE MAP
 DECEMBER 19, 2006

EFFECTIVE DATES (IF APPLICABLE) TO THIS PANEL

The community map revision history prior to community mapping, refer to the Community Map History table included in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or visit the National Flood Insurance Program at 1-800-637-6623.

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1282F

FIRM
FLOOD INSURANCE RATE MAP
LARIMER COUNTY,
COLORADO
AND INCORPORATED AREAS

MAP 1282 OF 1420
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

COUNTY	COMMUNITY	BUMBER	PANEL	SUFFIX
LARIMER COUNTY	TOWN OF	080193	1282	F
LARIMER COUNTY	UNINCORPORATED	080101	1282	F

Notes to Users: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
 08069C1282F

EFFECTIVE DATE
 DECEMBER 19, 2006

Federal Emergency Management Agency

NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN TOWNSHIP 4 NORTH, RANGE 72 WEST, AND TOWNSHIP 5 NORTH, RANGE 72 WEST, TOWNSHIP 4 NORTH, RANGE 73 WEST, AND TOWNSHIP 5 NORTH, RANGE 73 WEST.

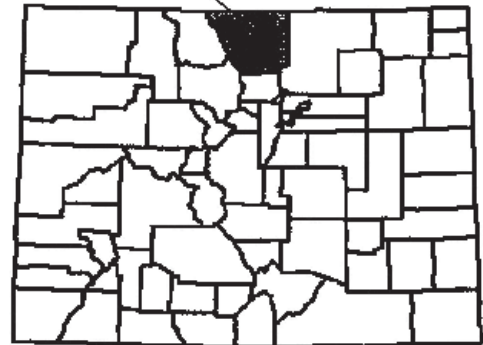
FLOOD INSURANCE STUDY



LARIMER COUNTY, COLORADO AND INCORPORATED AREAS VOLUME 1 OF 4

Larimer County

Community Name	Community Number
LARIMER COUNTY (UNINCORPORATED AREAS)	080101
BERTHOUD, TOWN OF	080296
ESTES PARK, TOWN OF	080193
FORT COLLINS, CITY OF	080102
JOHNSTOWN, TOWN OF	080250
LOVELAND, CITY OF	080103
TIMNATH, TOWN OF	080005
WELLINGTON, TOWN OF	080104



REVISED: FEBRUARY 6, 2013



Federal Emergency Management Agency
FLOOD INSURANCE STUDY NUMBER
08069CV001D

Table 2 – Summary of Discharges

<u>Flooding Source and Location</u>	<u>Drainage Area (Square Miles)</u>	<u>Peak Discharges (cfs)</u>		
		<u>10-Percent Annual Chance</u>	<u>2-Percent Annual Chance</u>	<u>1-Percent Annual Chance</u>
Big Thompson River				
At Larimer-Weld County Line	595	3,600	7,600	10,000
At Interstate 25	515	4,300	8,800	11,500
At County Road 9E	515	4,700	12,300	19,000
At Railroad Avenue	515	4,700	12,300	19,000
At Mouth of Canyon (Drake Gage)	535	4,700	12,300	19,000
At Drake Below North Fork	274	3,700	7,850	10,400
At Drake Above North Fork	191	2,750	5,700	7,500
At Lake Estes Below Dry Gulch	156	2,250	3,800	4,700
At Lake Estes	137.5	1,510	1,1990	2,180
At St. Vrain Avenue	136.9	1,510	1,1990	2,180
At Confluence with Fall River	87.1	980	1,340	1,460
At Craggs Drive in Estes Park	87	980	1,340	1,460
Black Canyon Creek				
At Confluence with Big Thompson River	10	130	200	230
At Estes Park Corporate Limits	9.3	120	190	210
Bobcat Gulch				
At Confluence with North Fork Big Thompson River	2.73	1,000	1,700	2,050
Boxelder Creek				
At Confluence with Cache La Poudre River	-- ¹	764	1,692	2,476
At Prospect Street	-- ¹	854	2,349	3,999
At the Boxelder Creek I-25 Split	-- ¹	854	2,346	3,993
At Lake Canal	-- ¹	853	2,229	3,866
At I-25	-- ¹	827	1,408	1,469
At State Highway 14	-- ¹	829	2,903	4,366
At C&S Railroad	-- ¹	599	2,378	3,239
At Vine Drive	-- ¹	439	2,011	2,774
Upstream of Larimer and Weld Canal	-- ¹	975	2,624	3,152
At County Road 50	-- ¹	982	2,616	3,141
At County Road 52	-- ¹	950	2,467	2,908

¹ Not Determined

Table 2 – Summary of Discharges (Continued)

<u>Flooding Source and Location</u>	<u>Drainage Area (Square Miles)</u>	<u>Peak Discharges (cfs)</u>		
		<u>10-Percent Annual Chance</u>	<u>2-Percent Annual Chance</u>	<u>1-Percent Annual Chance</u>
East Vine Diversion At Larimer and Weld Canal	58.6	30	163	330
Dry Gulch At Confluence with Big Thompson River	6.25	1,200	2,150	2,600
Fall River At Confluence with Big Thompson River	39.9	450	610	680
At Estes Park Corporate Limits	37.3	450	610	680
At Upstream Detailed Study Limit	37.3	450	610	680
Fish Creek At Lake Estes	16.0	105	280	400
At Estes Park Corporate Limits	13.4	105	208	400
At Upstream Detailed Study Limit	13.4	105	280	400
Fox Creek At Confluence with North Fork Big Thompson River	7.35	1,200	2,200	2,750
Little Thompson River At Larimer-Weld County Line	138.9	-- ¹	-- ¹	9,500
At Confluence with Dry Creek	133.0	-- ¹	-- ¹	9,200
At County Road 17	118.9	-- ¹	-- ¹	8,600
At County Road 21	113.2	-- ¹	-- ¹	8,300
At County Road 23E	107.7	-- ¹	-- ¹	8,000
Little Thompson – Spill Reach At Confluence with Little Thompson River	-- ¹	-- ¹	-- ¹	3,827
Long Gulch At Confluence with Big Thompson River	2.00	1,000	1,660	2,000
Miller Fork At Confluence with North Fork Big Thompson River	13.67	1,350	2,650	3,350
				4,100
				830
				830
				830
				840
				840
				840
				4,800
				19,300
				18,800
				17,500
				16,900
				16,300
				12,511
				2,870
				6,300

¹ Not Determined

FLOODING SOURCE		FLOODWAY			1-PERCENT ANNUAL CHANCE FLOOD WATER SURFACE ELEVATION			
CROSS SECTION	DISTANCE ¹	WIDTH (FEET)	SECTION AREA (SQARE FEET)	MEAN VELOCITY (FEET PER SECOND)	REGULATORY (FEET NAVD)	WITHOUT FLOODWAY (FEET NAVD)	WITH FLOODWAY (FEET NAVD)	INCREASE (FEET)
BIG THOMPSON RIVER								
NK	309,090	680	810	5.9	7,421.6	7,421.6	7,421.6	0.0
NL	309,760	700	345	13.9	7,427.2	7,427.2	7,427.2	0.0
NM	309,800	800	367	13.1	7,430.6	7,430.6	7,430.6	0.0
NN	310,850	710	3,140	1.5	7,430.8	7,430.8	7,430.8	0.0
NO	311,650	110	821	5.8	7,436.0	7,436.0	7,436.0	0.0
NP	317,630	69	397	5.5	7,481.4	7,481.4	7,482.4	1.0
NQ	318,320	62	245	8.9	7,484.3	7,484.3	7,484.3	0.0
NR	318,778	50	214	6.3	7,486.7	7,486.7	7,487.0	0.3
NS	319,409	43	211	6.4	7,492.2	7,492.2	7,493.1	0.9
NT	320,353	48	230	9.5	7,501.4	7,501.4	7,501.4	0.0
NU	320,665	76	413	5.3	7,503.2	7,503.2	7,504.2	1.0
NV	321,025	61	276	7.9	7,509.6	7,509.6	7,509.6	0.0
NW	322,089	50	200	10.9	7,519.1	7,519.1	7,519.1	0.0
NX	322,705	49	266	8.2	7,522.8	7,522.8	7,523.4	0.6
NY	323,020	53	276	5.3	7,527.6	7,527.6	7,528.1	0.5
NZ	323,350	32	199	7.3	7,530.8	7,530.8	7,530.8	0.0
OA	323,748	32	128	11.4	7,533.0	7,533.0	7,533.1	0.1
OB	324,651	58	260	5.6	7,543.2	7,543.2	7,543.2	0.0
OC	325,010	33	129	11.3	7,544.9	7,544.9	7,544.9	0.0
OD	325,981	32	208	7.0	7,551.9	7,551.9	7,552.9	1.0
OE	326,985	42	147	9.9	7,560.9	7,560.9	7,561.1	0.2
OF	327,834	34	169	8.6	7,569.9	7,569.9	7,570.7	0.8

¹Feet Above Confluence with South Platte River

FEDERAL EMERGENCY MANAGEMENT AGENCY

LARIMER COUNTY, CO
AND INCORPORATED AREAS

TABLE 4

FLOODWAY DATA

BIG THOMPSON RIVER

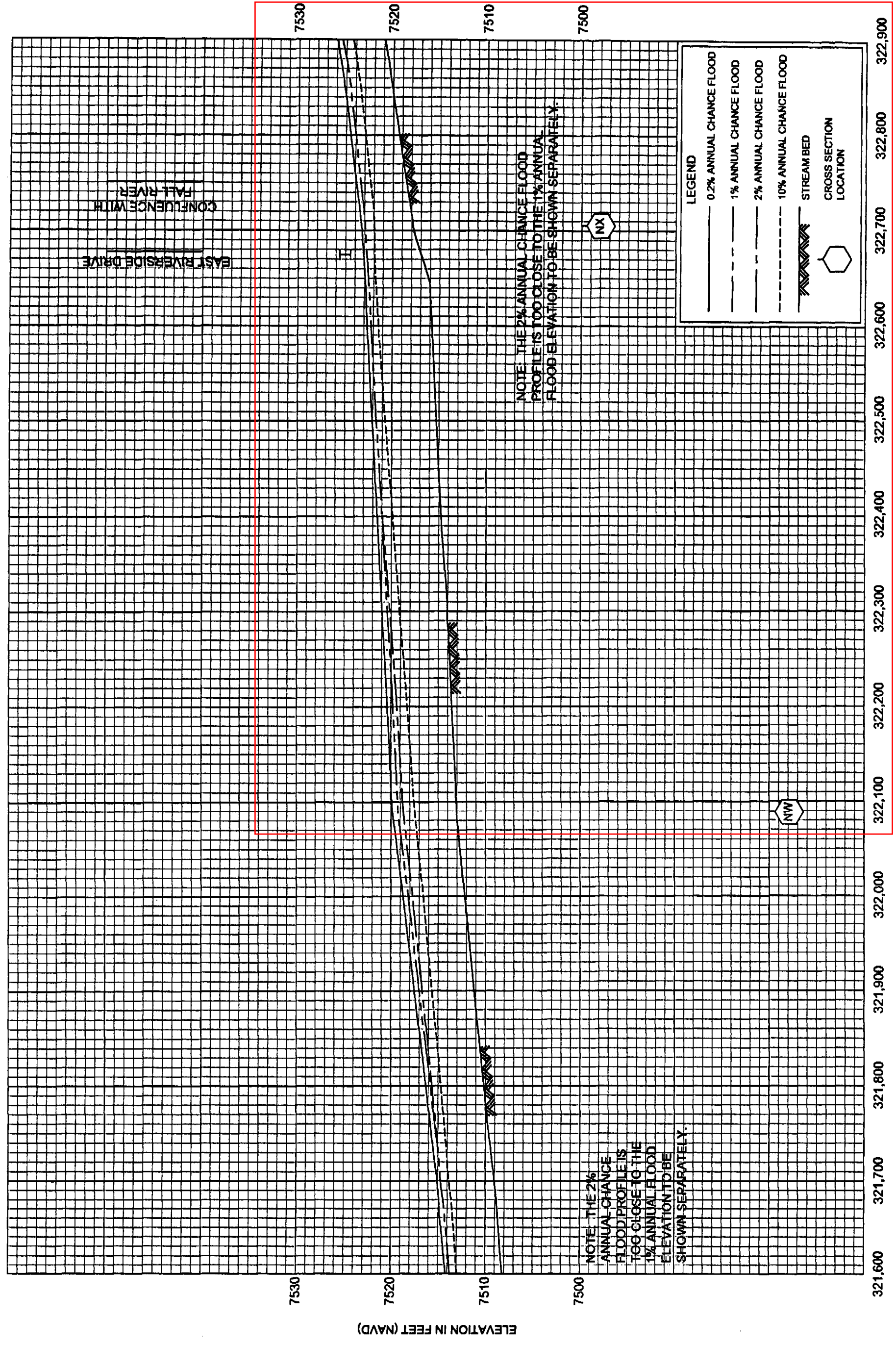
FLOODING SOURCE		FLOODWAY			1-PERCENT ANNUAL CHANCE FLOOD WATER SURFACE ELEVATION			
CROSS SECTION	DISTANCE ¹	WIDTH (FEET)	SECTION AREA (SQUARE FEET)	MEAN VELOCITY (FEET PER SECOND)	REGULATORY (FEET NAVD)	WITHOUT FLOODWAY (FEET NAVD)	WITH FLOODWAY (FEET NAVD)	INCREASE (FEET)
FALL RIVER OVERFLOW								
A	45	4	21	7.5	7,564.2	7,564.2	7,564.2	0.0
B	176	4	18	8.4	7,566.6	7,566.6	7,567.1	0.5
C	244	22	60	2.6	7,567.6	7,567.6	7,567.9	0.3

¹Feet above confluence with Fall River

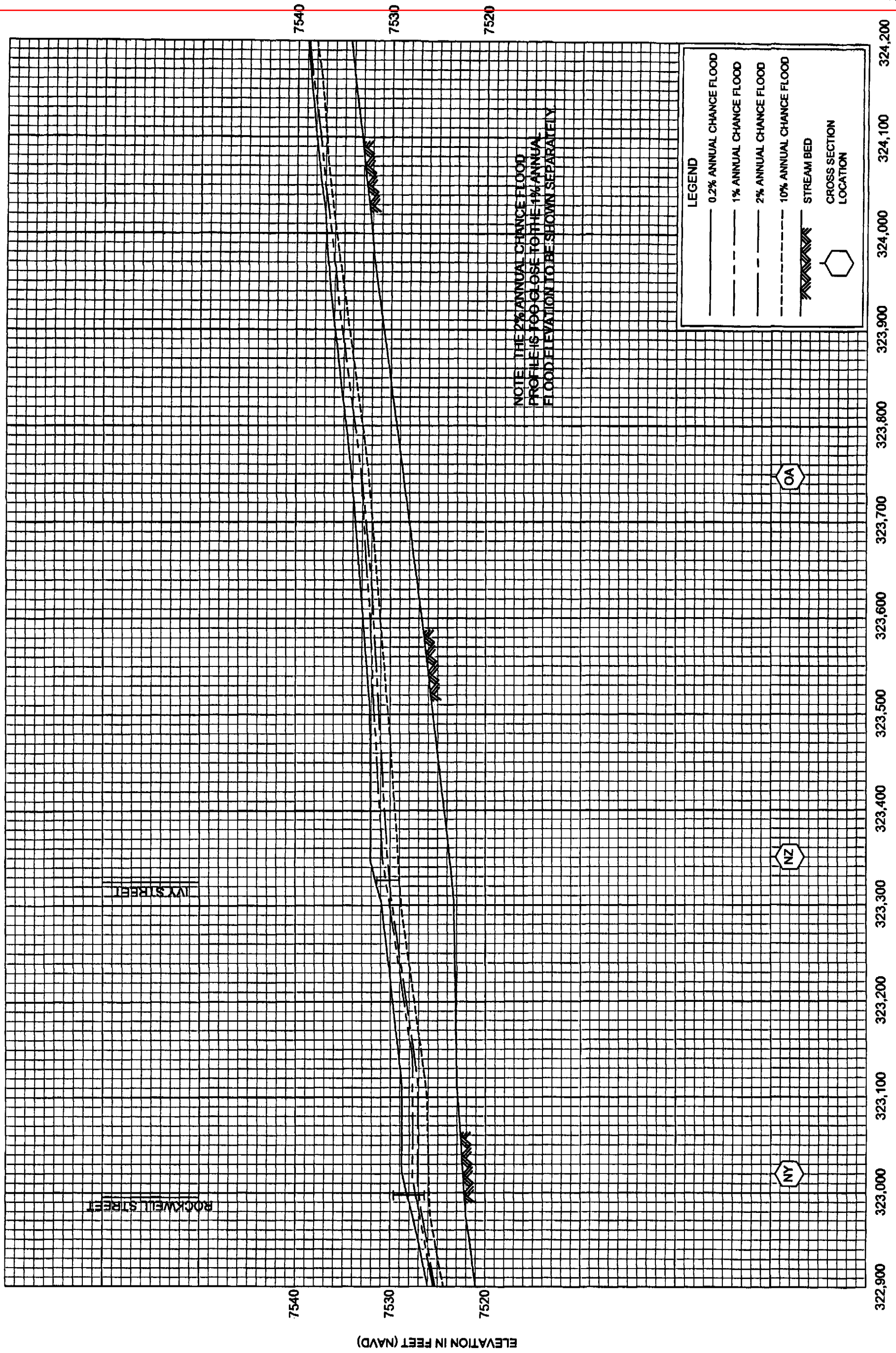
FEDERAL EMERGENCY MANAGEMENT AGENCY LARIMER COUNTY, CO AND INCORPORATED AREAS	FLOODWAY DATA
TABLE 4	FALL RIVER OVERFLOW

FEDERAL EMERGENCY MANAGEMENT AGENCY
LARIMER COUNTY, CO
AND INCORPORATED AREAS

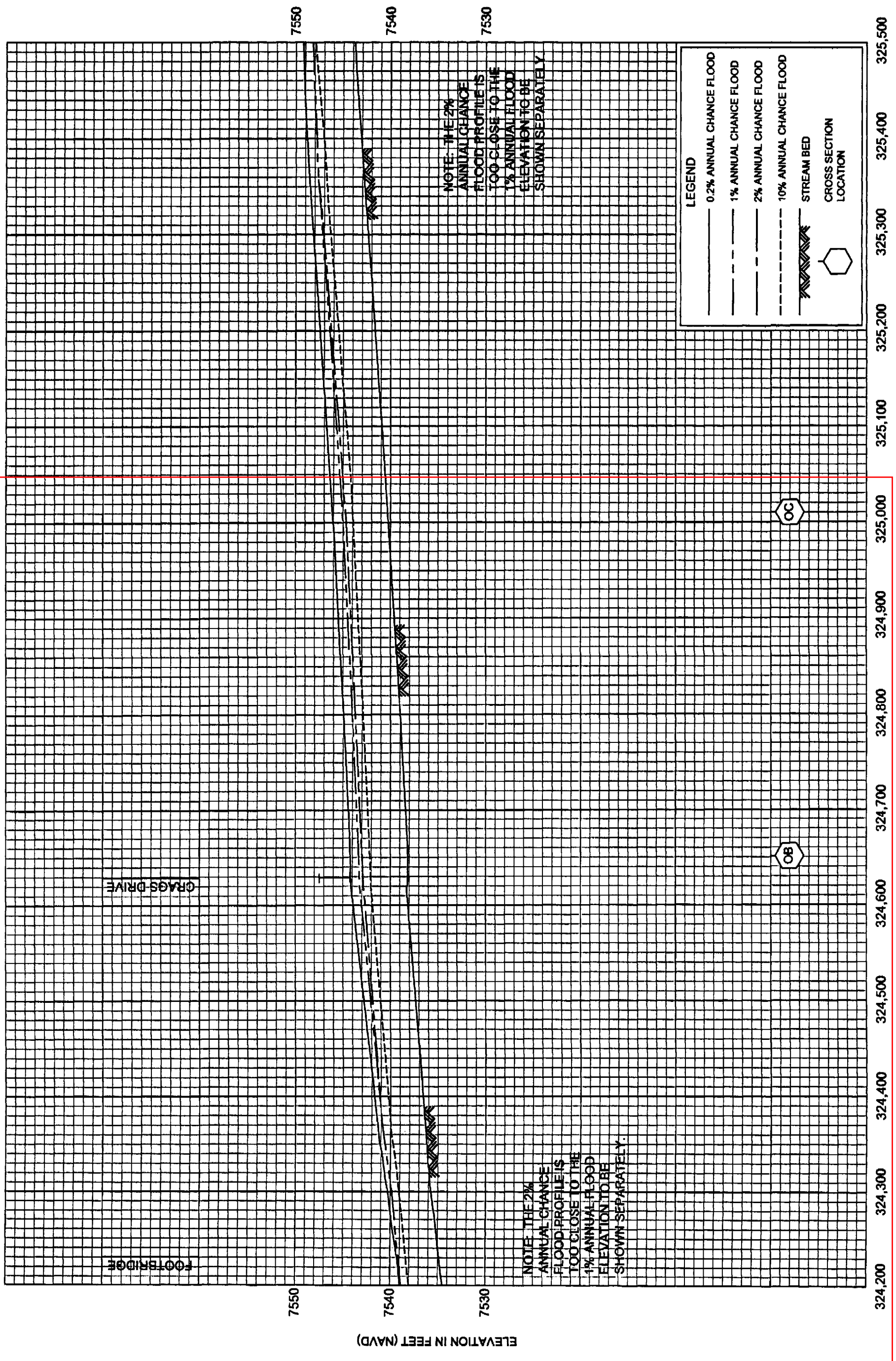
FLOOD PROFILES
BIG THOMPSON RIVER



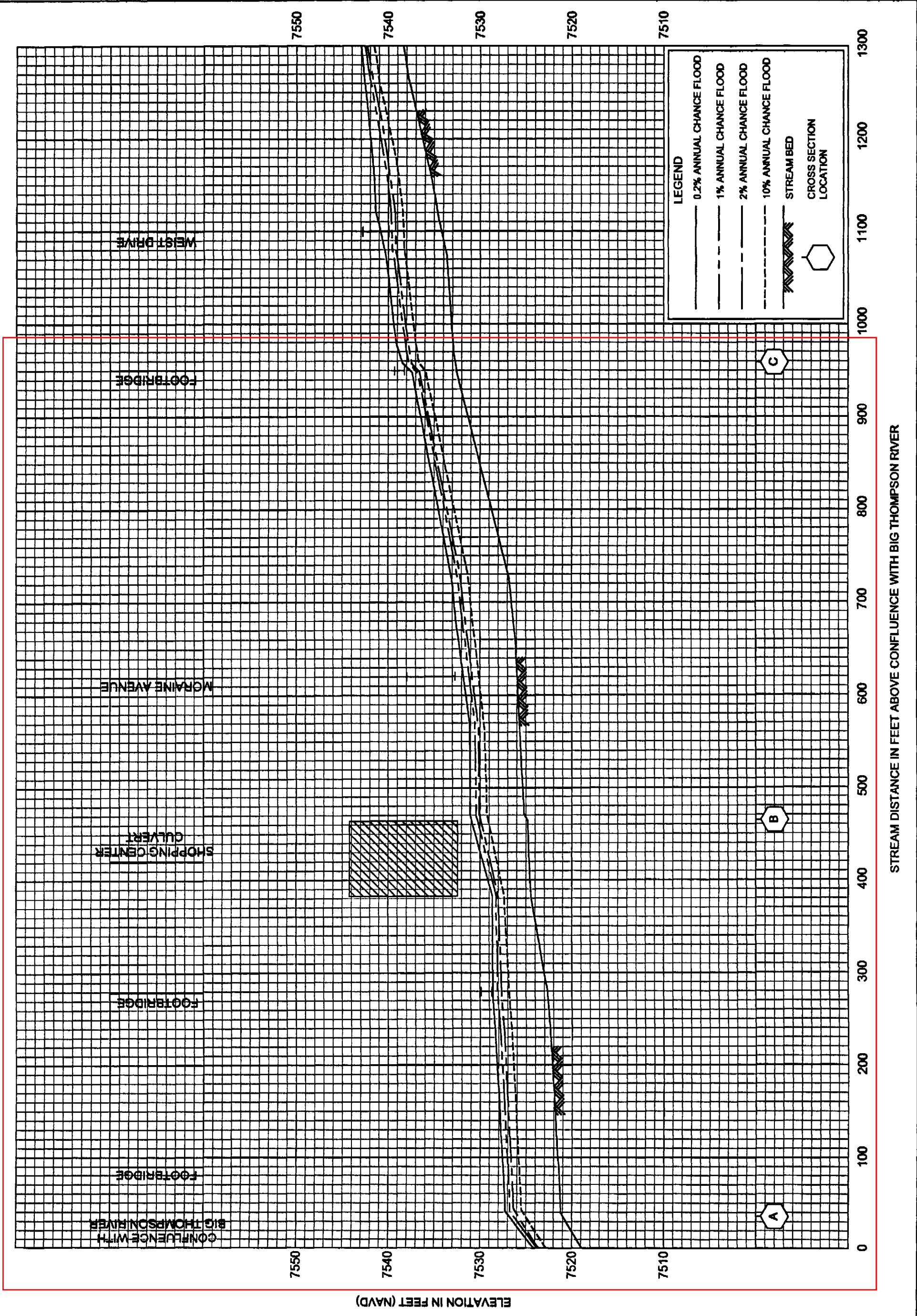
STREAM DISTANCE IN FEET ABOVE CONFLUENCE WITH SOUTH PLATTE RIVER



STREAM DISTANCE IN FEET ABOVE CONFLUENCE WITH SOUTH PLATTE RIVER



STREAM DISTANCE IN FEET ABOVE CONFLUENCE WITH SOUTH PLATTE RIVER



STREAM DISTANCE IN FEET ABOVE CONFLUENCE WITH BIG THOMPSON RIVER

ELEVATION IN FEET (NAVD)



U.S. Department
of Transportation

**Federal Highway
Administration**

Central Federal Highway Division

March 9, 2015

12300 West Dakota Avenue
Suite 380A
Lakewood, CO 80228
720-963-3669
720-963-3596
Anthony.galardi@dot.gov

In Reply Refer To:
HFPM-16

Mr. Frank Lancaster
Town Administrator
Town of Estes Park, Colorado

Dear Mr. Lancaster:

The Town of Estes Park submitted an application for a project to be included in the Colorado Federal Lands Access Program (Access) for roadway improvements including a one way loop on Elkhorn Avenue, Moraine Avenue, and Riverside Drives in Estes Park Colorado. The Colorado Project Decision Committee (PDC) reviewed and selected the Estes Loop Project for detailed scoping, which was completed by the Central Federal Lands Highway Division (CFLHD) in collaboration with the project stakeholders. A scope of work, schedule, and budget were developed and provided to the Town of Estes Park and the Colorado Department of Transportation (CDOT) in the Project Agreement, dated 6/12/2014 and the detailed Reimbursable Agreement dated 3/12/2014

These agreements indicated the Town of Estes Park's intent to provide the required matching funds for the Environmental Analysis, Detailed Design, Construction, and Construction Management of the one way loop to be delivered by CFLHD. The project was approved by the PDC for inclusion in the CO Access Program with the intent of completing the Environmental Analysis in 2015, project development and design in 2016, and construction in 2017.

During the alternative screening phase of the Environmental Analysis the PDC was informed that the Town of Estes Park may have a preference to develop a four-lane Riverside alternative that is materially different than the scope agreed upon in the Access application and the Project Agreement. This alternative will result in an increased level of effort for the environmental analysis, as well as schedule delays and increased costs.

The PDC understands the Town's efforts to identify the most appropriate transportation solution that will best serve the town many years into the future, however the change in scope is beyond the intent of the Access Program to provide access improvements to high-use recreation sites and federal economic generators. In the event it is the Town's intent to pursue development of the alternative alignment indicated, we regret to inform you that your project will be removed from the program.

We request that you provide written response to this letter, indicating your intent to continue with the scope of work in the existing agreement or to cancel the agreement, no later than April 16, 2015. In the event that you elect to cancel the agreement the Town of Estes Park will be

responsible to reimburse the FLAP program for all project costs incurred to date, as required by the reimbursable agreement with the CFLHD. Thank you for your consideration and cooperation in the Colorado Access program.

Sincerely,

A handwritten signature in blue ink that reads "M. Andy Byra". The signature is written in a cursive style with a large initial "M" and "A".

M. Andy Byra, P.E.
FLAP Program Manager

CC: Colorado Programming Decision Committee:
Ryan Tyler, FHWA-CFLHD
Scott McDaniel, CDOT
Thad Noll, Summit County
Andy Byra, FHWA-CFLHD

Attachments:

Final CO FLAP 34(1) & 36(1) Moraine Avenue and Riverside Drive Reimbursable Agreement No. DTFH68-14-E-00004

Final CO FLAP 34(1) & 36(1) Moraine Avenue and Riverside Drive



TOWN OF ESTES PARK

August 18, 2015

Ricardo Suarez
Division Engineer
Central Federal Lands Highway Division
12300 W. Dakota Ave.
Lakewood, CO 80228

Dear Mr. Suarez:

The Town of Estes Park continues to be appreciative of our partnership with Central Federal Lands Highway Division (CFLHD) and the Colorado Department of Transportation (CDOT) to put the Federal Lands Access Program (FLAP) funding to work supporting improved public access to Rocky Mountain National Park. As you know, Rocky Mountain National Park is the most visited national park in Colorado and is on record pace to serve more than 3.5 million visitors in 2015. Rocky is reaching its visitor carrying capacity in many areas, validating the investment of FLAP funds in creative and effective projects to protect this national treasure.

An application for FLAP funding was submitted in the spring of 2013 by the Town of Estes Park after public meetings and subsequent discussions of the Estes Park Board of Trustees. Our application outlined a two-phase project which we believed would best meet the objectives of the FLAP program and serve the National Park visitors. The first phase included the Downtown Estes Loop, for which we requested funding. The application also included a second phase – a transit facility/parking structure that would expand the shuttle system serving Rocky, reducing congestion and easing the vehicular pressure on Park resources. This pressure has grown considerably since the time we submitted the application. It is not unusual for Rocky's parking areas in the Bear Lake corridor to be at capacity by 9 a.m., forcing visitors to drive around seeking alternative parking opportunities or simply leave the Park. In addition, the conditions surrounding the first phase of our FLAP-funded project changed significantly with the historic flood in September of 2013. This has forced the National Environmental Policy Act (NEPA) team to reevaluate the hydrology of the project area as well as the estimated costs of the project, which have increased substantially as a result. To meet the new one percent probability flood event for the entire project is estimated to cost over \$34 million, while the project budget is fixed at \$17.2 million. To keep the project within available funding, the only option is to compromise on resiliency.

Administration
Town Administrator
Public Information

Administrative Services
Town Clerk
Human Resources

Community Development
Building Safety
Code Enforcement
Planning/Zoning

Community Services
Fairgrounds & Events
Museum
Senior Center
Visitor Services

Finance
P.O. Box 1747
Utility Billing

Police
P.O. Box 1287

Public Works
Fleet
Parks
Streets

Utilities
IT
Light and Power
Water

For the past 10 months, CFLHD and its consultant AECOM, in partnership with the Town and CDOT, have undertaken a NEPA Environmental Assessment of the proposed project. This has been a difficult task, and to say that public interest is high would be an understatement. Throughout the required public process, countless community members have stated that a parking/transit alternative, described as Phase 2 in the Town application, would be a better alternative to construction of the Downtown Estes Loop as Phase 1. In recent discussions among your staff, CDOT representatives and Town staff, it has become apparent that implementation of Phase 2, including a downtown transit center with associated road improvements at the intersection of Crags Drive and Moraine Avenue (U.S. 36), is a reasonable and feasible alternative which fulfills the stated objectives of the project and FLAP – to improve public access to Rocky Mountain National Park. In fact, Phase 2 may better fulfill the stated objective than the Downtown Estes Loop, which would reduce traffic congestion in downtown Estes Park, but have no impact on reducing the number of vehicles impacting the roads, parking and other resources in Rocky. The Phase 2 option also has a greater impact on the stated FLAP objective to “Reduce vehicular caused wildlife mortality while maintaining habitat connectivity,” by reducing the number of vehicles entering the Park. Phase 1 has no impact on the vehicle count and would not reduce the number of wildlife/ vehicle mortality incidents in the Park.

Rocky Mountain National Park recently complete a preliminary report titled "Develop Solutions to Reduce Crowding and Resource Impacts in the Bear Lake Road Corridor." This preliminary report was unavailable until recently and provides some suggested approaches to address crowding in one of the most popular destinations in the Park.

Although not as common as traditional road projects, construction of transit/parking facilities clearly fits within the scope of the Federal Lands Access Program. According to the Call for Projects, and in accordance with 23 U.S. C 204(a)(1), eligible projects include:

- “Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal lands access transportation facilities located on or adjacent to, or that provide access to Federal land, and –
 - **Adjacent vehicular parking areas;**
 - Acquisition of necessary scenic easements and scenic historic sites;
 - Provisions for pedestrians and bicycles;
 - Environmental mitigation in or adjacent to Federal land to improve public safety and
 - Construction and reconstruction of roadside rest areas, including sanitary and water
 - Other appropriate public road facilities, as determined by the Secretary.
- **Operation and maintenance of transit facilities;**
- Any transportation project eligible for assistance under this title that is within or adjacent to, or that provides access to Federal land.”



The FLAP has funded many parking- and transit-related projects throughout the country, including:

- Replacement of buses – Glacier National Park
- Rehabilitation of parking structure – New Bedford Whaling National Historic Park
- Blue Mountain Access Parking Expansion – Umatilla National Forest
- Columbia River Gorge West End Transit – Gifford Pinchot National Forest
- US101 Lake Crescent Bus Stop and Pullout – Olympic National Park
- Ruby Park Transit Center Renovation – Aspen, Colorado, currently funded by a Colorado FLAP allocation.

On behalf of the Town of Estes Park, I request that Phase 2 of the Town's FLAP application, the construction of a parking structure/transit hub in downtown Estes Park, be included in the current NEPA study as a third alternative. Not only do we believe the addition of this alternative is wise, we also understand NEPA requires that all reasonable and feasible alternatives that meet the objectives of the project must be considered. In addition, given that the application from the Town clearly defined a two-phase project, we believe that a complete NEPA analysis should consider the entire application as NEPA requires analysis of the cumulative effects of the proposed project. Therefore, the current study of Phase 1 excluding Phase 2 would not be in compliance with NEPA. Further, prior communications from CFLHD and any future exclusion of Phase 2 as a reasonable and feasible alternative could be construed as a predetermination of a preferred alternative, creating the foundation for a legal challenge of the NEPA decision. It would be irresponsible of us, as partners committed to this FLAP project, to undermine the credibility of the NEPA process by predetermining a preferred alternative and exposing our agencies to the potential litigation of this important project. It is our fiduciary responsibility as stewards of public funds to ensure the FLAP funds benefit our public, rather than being absorbed by ongoing litigation.

Contingent on the recommendations of the required NEPA analysis, we believe there will be reasonable justification to show the State Project Decision Committee that proceeding with Phase 2 as the initial phase of this project is preferable to proceeding with the Phase 1, the Downtown Estes Loop. We believe this would be more acceptable to and widely supported by our community as well as visitors to the Town and Rocky. We also believe it meets the criteria of the initial application, meets the overall stated FLAP objectives, and as an added benefit, may be less costly than Phase 1.

Our request to include Phase 2 as an alternative does not diminish our support for Phase 1, the Downtown Estes Loop. We do believe that implementation of Phase 2 first may be more appropriate, given the changes in the community environment post-flood.



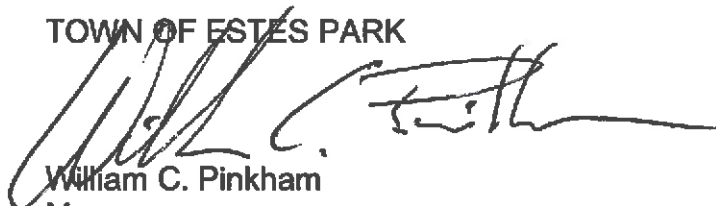
Ricardo Suarez
Central Federal Lands Highway Division
Page 4
August 18, 2015

I understand that Associate Administrator Hess will visit Estes Park this month to tour CFLHD's improvements to Bear Lake Road. We would appreciate the opportunity to meet with Mr. Hess during his visit to express our appreciation for the work CFLHD has completed in Rocky and for our partnership on the Downtown Estes Loop FLAP project. Please let me know if this would be possible by contacting Town Clerk Jackie Williamson at 970-577-4771 or jwilliamson@estes.org.

We look forward to our continued partnership on this project, and we look forward to the inclusion of Phase 2 of the Town's FLAP application into the ongoing NEPA process.

On behalf of the Board of Trustees,

TOWN OF ESTES PARK



William C. Pinkham
Mayor

cc: Tim Hess, Associate Administrator – Federal Lands Highway program
Tony Galardi, Project Manager – CFLHD
Mike Davies, Director of Project Delivery – CFLHD
Cory Stewart, North Program Engineer – CDOT
Johnny Olson, Region 4 Transportation Director – CDOT
Vaughn Baker, Superintendent – Rocky Mountain National Park
Town of Estes Park Board of Trustees
Frank Lancaster, Town Administrator – Town of Estes Park
Greg Muhonen, Public Works Director – Town of Estes Park





Memorandum

Subject: CO FLAP 34(1) & 36(1) Moraine
Avenue and Riverside Drive
Alternative Analysis

Date: 8/25/2015

From: Tony Galardi
Project Manager, CFLHD
12300 W. Dakota Ave.
Lakewood, CO 80228

To: Johnny Olson
Region 4 Transportation Director, CDOT
1420 2nd Street
Greeley, CO 80632

Mr. Olson,

This letter is in reference to the Environmental Assessment (EA) for the CO FLAP 34(1) & 36(1) Moraine Avenue and Riverside Drive project. During our team meeting for this project on August 10th, 2015, including CDOT, CFLHD, and the Towns of Estes Park, you requested that CFLHD consider the addition of a transit/parking build alternative to the EA for this project.

The scope of the additional alternative included the following:

1. Modification of the Moraine Avenue/Riverside Drive intersection to improve access to Riverside Drive for vehicles traveling Eastbound on US 36.
2. Construction of a Parking Structure/Transit Facility, near the current location of the Estes Park Post Office, that could be accessed via Moraine Avenue or Riverside Drive.
3. Maintaining two-way travel operations on Elkhorn Avenue (US 36), Moraine Avenue (US 36), and Riverside Drives
4. Maintaining current ownership and maintenance rights of the roadways within the project limits.
5. Acquisition/Relocation of business properties required for the improvement, including but not limited to the Donut Haus, the US Post Office, and three other commercial buildings.

The purpose of this project is to improve access to Rocky Mountain National Park and to reduce congestion and improve safety within the Town of Estes Park. CFLHD developed a preliminary traffic operations analysis in order to determine the level of operations and congestion benefits of this alternative in comparison to the current build alternative known

as the One-Way Couplet and the no-build (No Action) Alternative.

Traffic data has been collected and used for analysis of the project alternatives, including vehicle volumes, turn movements, pedestrian volumes, and projected growth volumes. The data provides the foundation for modeling the level of congestion and determining Level of Service (LOS) for each alternative at the critical intersections within the logical termini of the proposed improvements.

This methodology was used to conduct a preliminary analysis of the Parking/Transit Alternative with the assumption that there would be a parking garage/transit hub on the post office lot accessible from Moraine and Riverside, and vehicles would not be circling through the Elkhorn intersections looking for parking. Using the traffic data collected for this project, it was assumed that every vehicle that is traveling north bound and turning left from Riverside to westbound Elkhorn is circling. With the addition of a parking garage this would no longer be required. The same volume of left turns, traveling west bound from Elkhorn to southbound Moraine, were also removed.

The table below summarizes the seconds of delay and the anticipated Level of Service (LOS) in the study year (2014) and the design year (2040) for each alternative.

Intersection	2014	2040
Riverside/Elkhorn (No Action-NA)	77 sec (LOS E)	81 sec (LOS E)
Moraine/Elkhorn (No Action-NA)	121 sec (LOS F)	299 sec (LOS F)
Riverside/Elkhorn (Parking/Transit Structure Only)	78 sec (LOS E) (negligible change)	79 sec (LOS E) (negligible change)
Moraine/Elkhorn (Parking/Transit Structure Only)	107 sec (LOS F) (~14 sec improvement on NA)	276 sec (LOS F) (~22 sec improvement on NA)
Riverside/Elkhorn (Transit structure with intersection improvements)	81 sec (LOS F) (negligible degradation)	144 sec (LOS F) (~63 sec degradation)
Moraine/Elkhorn (Transit structure with intersection improvements)	46 sec (LOS D) (~75 sec improvement on NA)	200 sec (LOS F) (~99 sec improvement on NA)
Riverside/Elkhorn (One-Way Couplet)	16sec (LOS B) (~61 sec improvement on NA)	43 sec (LOS D) (~37 sec improvement on NA)
Moraine/Elkhorn (One-Way Couplet)	29 sec (LOS C) (~ 92 sec improvement on NA)	68 sec (LOS E) (~ 231 sec improvement on NA)

Draft comparative screening operation analysis, subject to change

NO ACTION – Existing conditions no changes

PARKING/TRANSIT STURCTURE ONLY – This analysis assumes that parking has been found and the perception that people circling around downtown looking for parking are the cause of the delay through downtown. Particularly that traffic circles counter clockwise around Elkhorn to Moraine to Rockwell to Riverside and then turns left from Riverside onto Elkhorn. This essentially takes valuable queue spacing on Elkhorn. This analysis removes ALL northbound Riverside left turns to westbound Elkhorn (assumption that all circling vehicles have found a parking spot). This is extreme as not all of those vehicles are likely circling. This indicates that the perception that traffic congestion is caused entirely by circling traffic is not validated.

PARKING/TRANSIT STRUCTURE WITH INTERSECTION IMPROVEMENTS:

This Alternative includes adding a s SIGN to DIRECT WB TRAFFIC TO RIVERSIDE (Single left turn lane westbound Elkhorn to southbound Riverside) – This option would include constructing the parking/transit structure with access off of Riverside and Moraine. The intersection at Riverside/Elkhorn would have the same laneage as existing; however directional signing would be installed to guide westbound vehicles to the proposed parking structure through the Riverside/Elkhorn intersection. The traffic assumptions assume the circling traffic (as previously discussed is removed), and 33% of the left turns for westbound Elkhorn to southbound Moraine are moved to the Riverside/Elkhorn intersection. This assumption was used for both existing, 2014, and 2040 volumes.

This option also includes intersection improvements at Moraine/Crags/Riverside similar to the one-way couplet. These changes will necessitate changes to traffic control along Riverside. Currently Rockwell eastbound to Riverside is a free movement, as it is a mini-loop around the downtown and the truck route. It is assumed that the free movement will be Riverside east and westbound, with a stop sign for traffic on E. Riverside at Ivy, and because of the additional traffic a traffic signal will be required at Riverside and Rockwell. The traffic signal has not been added to the analysis yet but would result in further long term degradation of operations on Riverside.

The table indicates a negligible improvement to the Riverside/Elkhorn intersection in the study year and the design year for the Parking/Transit Only Alternative. It does indicate congestion improvement at the Moraine/Elkhorn intersection for the Parking/Transit Only Alternative. However, in comparison to the No Action Alternative, the Parking/Transit Alternative provides no improvement to the LOS at either of these intersections. Also, in comparison to the Transit/Parking Only Alternative, the One-Way Couplet Alternative reduces the delay to nearly half of the No Action Alternative at the Riverside/Elkhorn intersection and nearly a quarter of the delay at the Moraine/Elkhorn intersection in the 2040 year, and also improves the LOS threshold at each intersection.

The comparative analysis of the Parking/Transit Only Alternative indicates this alternative would provide very little congestion relief and moreover no substantial improvement to the LOS or improved access to Rocky Mountain National Park. This Parking/Transit Alternative Only would also provide no reduction in pedestrian/vehicular conflict points or provide on-street bicycle facilities that are included in the One-Way Couplet Alternative and therefor no benefit to public safety.

The Parking/Transit Alternative with Intersection Improvements indicates short term improvement at Elkhorn/Moraine, with minimal long term benefits. Compared to the One-Way Couplet Build Alternative operations are far worse, and in gridlock, LOS threshold F. The Parking/Transit Alternative with Intersection Improvements also results in significant degradation long term at Riverside and Elkhorn intersection compared to all other Options.

The preliminary analysis of the Parking/Transit Alternative, with and without intersection improvements, have been conducted to the same level of technical detail as other build alternatives considered during the screening process. Based upon this analysis, CFLHD has determined that the Parking/Transit Alternatives does not appreciatively improve traffic operations or meet the Purpose and Need for this project. CFLHD has also determined that the Parking/Transit Alternatives are not a reasonable expenditure and would not constitute independent utility without further transportation improvements in the area. Therefore these alternatives have been considered but eliminated from further detailed environmental analysis.

Furthermore, Title 23 provides that a parking facility is eligible for Federal-aid funding as required by 23 U.S.C. 137 and 142. Further analysis would need to be conducted to determine if the proposed structure meets the eligibility requirements. Further expenditure for additional analysis is not warranted as the alternative does not meet the purpose and need for this project and is not in the best interest of the Government.

CFLHD has determined that the improvements proposed by the One-Way Couplet Alternative do not restrict future development of Parking/Transit facilities within the project limits nor detriment the independent utility of such a structure. Therefore, no further analysis of Parking/Transit facilities within the project limits is required.

If you have any questions or concerns with the determination provided please feel free to contact me at any time. CFLHD appreciates the cooperation and support of CDOT on this important project.



Tony Galardi
Project Manager
CFLHD



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 385
Lakewood, CO 80228-2583
Office: 720-963-3386
michael.davies@dot.gov

October 1, 2015

In Reply Refer To:
HFCO-16

Mr. William C. Pinkham
Mayor, Town of Estes Park
170 Macgregor Ave.
P.O Box 1200
Estes Park, CO 80517

RE: CO FLAP 34(1) & 36(1) Moraine Avenue and Riverside Drive Alternative Analysis

Dear Mr. Pinkham:

This letter is in response to your letter received on August 18, 2015 concerning the Environmental Assessment (EA) for the CO FLAP 34(1) & 36(1) Moraine Avenue and Riverside Drive project. You requested that CFLHD consider the addition of a Transit/Parking build alternative as a reasonable build alternative in the EA for this project.

Your letter needs to be directed to the Colorado Programming Decisions Committee (PDC) who has the authority to consider scope changes to approved Federal Lands Access Program of projects.

It is my understanding that a preliminary traffic analysis for the Parking/Transit Facility has been conducted to the same level of technical detail as other build alternatives considered during the screening process. The results of the analysis show that the addition of the Facility does not reduce congestion.

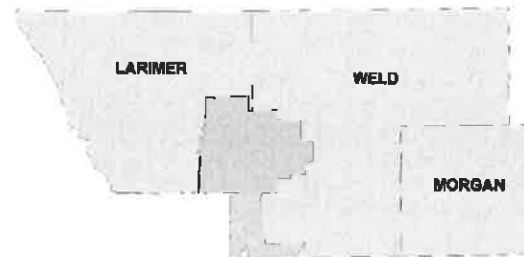
If you have any questions or concerns please feel free to contact our Project Manager, Tony Galardi.

Sincerely yours,

Michael Davies, P.E.
Director, Office of Project Delivery

**UPPER FRONT RANGE
TRANSPORTATION PLANNING REGION**

P.O. BOX 758
GREELEY, COLORADO 80632



December 3, 2015

Mr. Anthony Galardi, PE, Project Manager
Central Federal Lands Highway Division
12300 West Dakota Avenue, Suite 385
Lakewood, CO 80228-2583

Dear Mr. Galardi:

At the December 3, 2015 Upper Front Range (UFR) meeting, the Regional Planning Commission unanimously approved the Town of Estes Park's request to support a phased approach to the proposed one-way couplet project (Downtown Estes Loop). This project is identified in the Priority Project Ranking List (Appendix B) within the UFR's adopted 2040 Regional Transportation Plan. We understand that recent hydraulic analysis utilizing post-2013 flood flow modeling on the Big Thompson and Fall Rivers within the project area shows the \$17.2M budget is insufficient to fund the full scope of channel and bridge flood mitigation upgrades necessary to meet CDOT roadway and bridge design criteria. The project can only proceed if built in two or more phases.

The proposed Phase One work will include interim improvements to the Ivy Street Bridge over the Big Thompson River and the originally scoped roadway and intersection improvements. The future Phase 2 work is proposed to include Big Thompson River channel widening upstream and downstream of the Riverside Avenue bridge, replacement of the Riverside Avenue and Rockwell Street bridges, expansion of the interim upgrade to the Ivy Street bridge, reprofiling Riverside Avenue to fit the new bridges, and the potential construction of a transit facility parking structure within the project area between Ivy and Rockwell Streets. We support inclusion of all the future work in the project's Environmental Assessment, and understand the project environmental evaluation work completed to-date is expected to result in a Finding of No Significant Impact.

The UFR supports prompt advancement of the Phase 1 work which is funded jointly with Federal Lands Access Program funds (\$13M) and Responsible Acceleration of Maintenance and Partnerships program funds (\$4.2M). We further understand the funding for the Phase 2 work is not yet identified. The UFR supports a future modification to the Priority Project Ranking List to include the future Phase 2 work in our Regional Transportation Plan, and recognizes this inclusion is necessary for Central Federal Lands Highway Division to complete the NEPA action for the entire project.

If you have any questions on this matter, please contact me at 970-356-4000 extension 4200 or via email at bkirkmeyer@co.weld.co.us.

Sincerely,


Barbara Kirkmeyer

Chair, Upper Front Range Transportation Planning Region

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LARIMER COUNTY
COMMISSIONER TOM DONNELLY
SUZETTE MALLETTE, ENGINEERING
(970)498-7002

WELD COUNTY
COMMISSIONER BARBARA KIRKMEYER
ELIZABETH RELFORD, PUBLIC WORKS
(970)356-4000, EXT 3748

MORGAN COUNTY
COMMISSIONER BRIAN MCCracken
RICHARD EARLY, ASPHALT & BRIDGE DIRECTOR
(970)542-3500

C.4 Cultural/Section 106 Coordination



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

December 29, 2014

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

In Reply Refer To:
HFPM-16

Ed Nichols
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Mr. Nichols,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFLHD's proposed Downtown Estes Loop Project. CFLHD is the lead agency, and the EA is being implemented in cooperation with the Colorado Department of Transportation and Town of Estes Park. The EA will include an analysis of potential environmental impacts due to proposed improvements funded in part by CFLHD's Federal Lands Access Program. A copy of the Public Agency Scoping Notice, dated December 16, 2014, is attached.

As a federal agency, the CFLHD is also obliged to comply with the provisions of Section 106 of the National Historic Preservation Act (NHPA). The regulations implementing the NHPA, found at 36 CFR Part 800, encourage federal agencies to coordinate Section 106 consultations with the requirements of other statutes, such as NEPA. The CFLHD intends to use the process and documentation required for the preparation of an EA to comply with Section 106, in lieu of the procedures set forth in 36 CFR 800.3 and 36 CFR 800.6 of the Section 106 regulations. We are hereby notifying you that we are integrating NEPA review with the Section 106 process.

Please submit your comments regarding this project on or before January 30, 2015 to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

Sincerely,

Anthony Galardi, P.E.
Project Manager



HISTORY *Colorado*

January 5, 2015

Anthony Galardi
Project Manager
US Department of Transportation
Federal Highway Administration
Central Federal Lands Highway Division
12300 West Dakota Avenue
Lakewood, CO 80228

Re: FHWA CLFHD, CO FLAP 34(1) & CO FLAP 36(1), Estes Park Moraine Avenue and
Riverside Drive, NEPA Environmental Assessment, Public Agency Scoping Notice. (CHS #67139)

Dear Mr. Galardi,

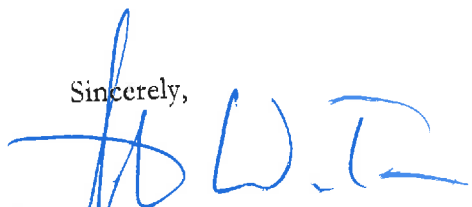
Thank you for your correspondence dated December 16, 2014 and received by our office on
December 19, 2014 regarding the above-mentioned project.

We recommend that you coordinate your National Environmental Policy Act (NEPA) studies with
the studies required under Section 106 of the National Historic Preservation Act. According to 36
CFR 800.8 of Section 106, "Federal agencies are encouraged to coordinate compliance with Section
106 and the procedures in this part with any steps taken to meet the requirements of the National
Environmental Policy Act." Also, Section 110 of the National Historic Preservation Act states that
Federal agencies should "coordinate with the earliest phases of any environmental review carried out
under the National Environmental Policy Act."

The findings from the Section 106 studies can inform the NEPA studies, such as including
mitigation measures identified under Section 106 into the NEPA decision document. Once we
receive the Section 106 studies, we will be able to fully complete our reviews under both Section 106
and NEPA.

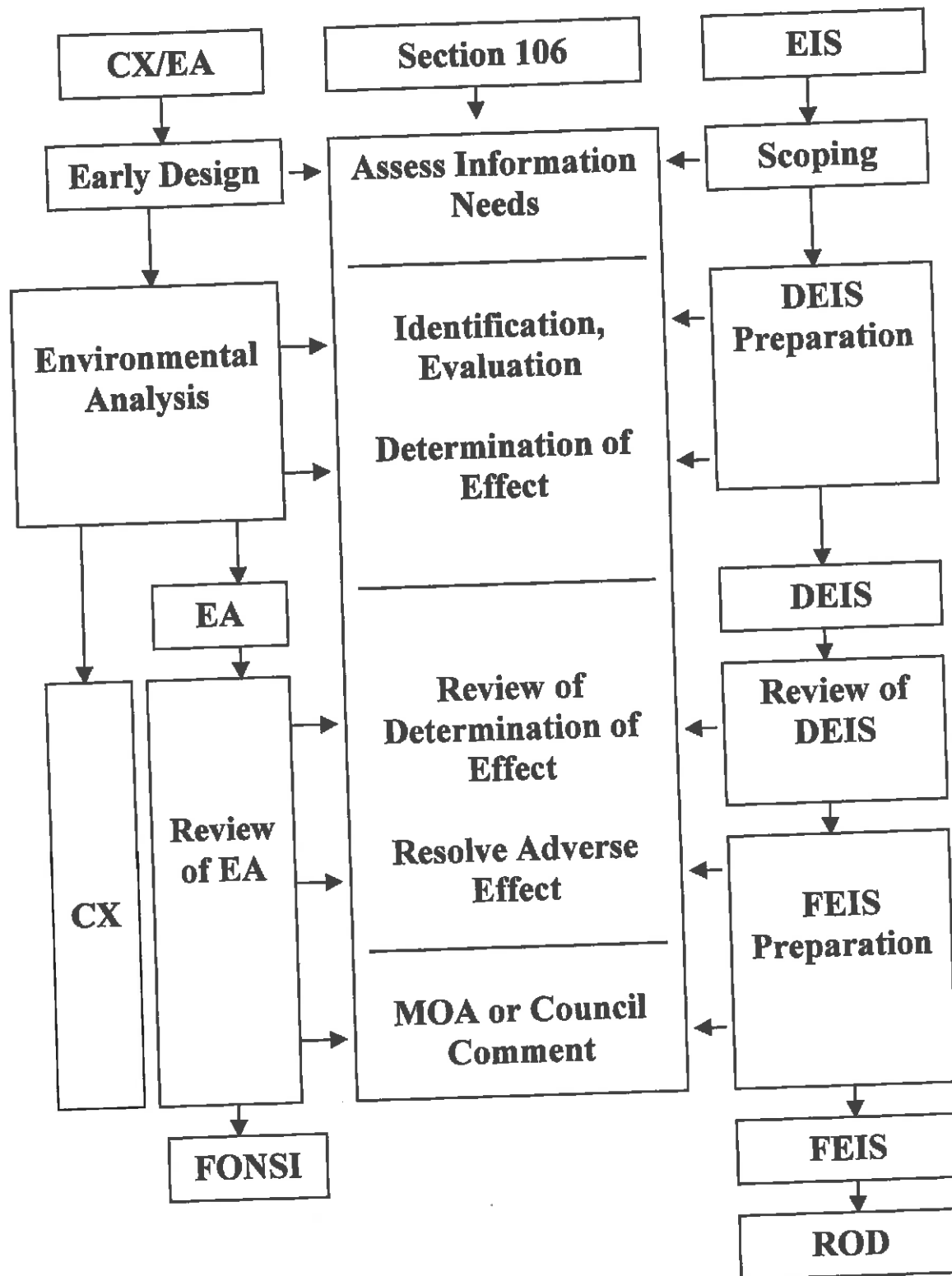
We have enclosed a flow chart that explains the coordination between Section 106 and NEPA.
If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance
Coordinator, at (303) 866-4678.

Sincerely,



Edward C. Nichols
State Historic Preservation Officer

COORDINATION BETWEEN NEPA AND SECTION 106



The Public and Consulting Parties must be notified and given the opportunity to comment during each step of the Section 106 review process.

Lang, Corey

From: Anthony.Galardi@dot.gov
Sent: Friday, January 16, 2015 9:09 AM
To: amy.pallante@state.co.us
Cc: Kelly.Wade@dot.gov; Lang, Corey
Subject: RE: CO FLAP 34(1)&36(1) - Public Agency Scoping Letter

Hi Amy,

I just wanted to follow up and clarify on this conversation that we did not intend to use 36 CFR 800.8 for this project. We made a mistake in the letter that was sent. It also sounds like you received the notification on Jan 12, 2015, although dated Dec 29, 2014, so if you could provide comments in response to that letter by Feb. 12, 2015 that would be appreciated.

Sorry for the confusion. Please feel free to call me anytime with further questions or concerns.

Thanks,

Tony

From: Pallante - HC, Amy [<mailto:amy.pallante@state.co.us>]
Sent: Thursday, January 15, 2015 12:31 PM
To: Galardi, Anthony (FHWA)
Subject: Re: CO FLAP 34(1)&36(1) - Public Agency Scoping Letter

Hello Tony,

Thank you for the letter...I actually understand this project a bit more now.

We did receive the scoping letter on 12/19/14 and wrote back on 1/5/15 that Section 106 needed to be completed with the project. The scoping letter did not reference the possible use of 36 CFR 800.8. The fact that the scoping letter came out on 12/16/14 and then the notification of the use of 36 CFR 800.8 was dated 12/29/14 means that CFLHD can not use 36 CFR 800.8 because the notification to our office and the ACHP (if they received the 12/29/14) letter post-dates the scoping letter of 12/16/14.

I hope that makes more sense, and I am still glad to talk to you and Thomas.

Thank you,

Amy

Amy Pallante
Section 106 Compliance Manager - Built Environment
Colorado State Historic Preservation Office
History Colorado Center
1200 Broadway



February 27, 2015

Anthony Galardi
Project Manager
US Department of Transportation
Federal Highway Administration
Central Federal Lands Highway Division
12300 West Dakota Avenue
Lakewood, CO 80228

Re: FHWA CLFHD, CO FLAP 34(1) & CO FLAP 36(1), Estes Park Moraine Avenue and Riverside Drive, Larimer County. (CHS #67139)

Dear Mr. Galardi,

Thank you for your correspondence dated February 9, 2015 and received by our office on February 17, 2015 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we do not object to the proposed Riverside and Overlay Areas of Potential Effects (APE) for the project. What other consulting parties did you request comments in regards to the APEs?

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

A handwritten signature in blue ink, appearing to read "Edward C. Nichols".

Edward C. Nichols
State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

April 24, 2015

In Reply Refer To:
HFPM-16

Ed Nichols
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Larimer County

Dear Mr. Nichols,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is submitting for your consideration the enclosed Colorado Cultural Resource Survey forms for several dozen historic sites that our consultant, AECOM, has documented in the area of potential effects (APE) for CFHLD's proposed Downtown Estes Loop Project. Based on AECOM's recommendations, we have determined the eligibility of each of these sites for listing in the National Register of Historic Places (NRHP).

At this time, we are seeking your concurrence with our determinations of NRHP eligibility. As we proceed with the NEPA process and design plans for this project, we will be determining project effects on any historic properties within the APE. The background, methods, and results of these investigations will be fully discussed in a comprehensive technical report that AECOM will prepare on our behalf. This report will comply fully with the report guidelines issued by your office, and the enclosed site forms will be appended to this report.

Please submit your comments regarding these NRHP eligibility determinations by May 24, 2015, to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

Sincerely,

Anthony Galardi, P.E.
Project Manager

Enclosures: See Attached List

cc: Corey Lang, AECOM
Brian Kennedy, AECOM
Gordon Tucker, AECOM

List of Enclosures:

Map of Site Locations

Site Forms

- 5LR6945 (WRD-1) Cultural Resource Re-Visitation Form (#1405)
- 5LR12910 (MA-1A) Cultural Resource Re-Visitation Form (#1405)
- 5LR12911 (WRD-9A) Cultural Resource Re-Visitation Form (#1405)
- 5LR12912 (WRD-9B, C, D) Cultural Resource Re-Visitation Form (#1405)
- 5LR13732 (ELK-1) Architectural Inventory Form (#1403)
- 5LR13733 (ELK-2) Architectural Inventory Form (#1403)
- 5LR13734 (ERD-1) Architectural Inventory Form (#1403)
- 5LR13735 (ERD-5) Architectural Inventory Form (#1403)
- 5LR13736 (ERD-7A) Architectural Inventory Form (#1403)
- 5LR13737 (ERD-7B) Architectural Inventory Form (#1403)
- 5LR13738 (ERD-8) Architectural Inventory Form (#1403)
- 5LR13739 (ERD-9) Architectural Inventory Form (#1403)
- 5LR13740 (ERD-10) Architectural Inventory Form (#1403)
- 5LR13741 (ERD-11A) Architectural Inventory Form (#1403)
- 5LR13742 (ERD-11B) Architectural Inventory Form (#1403)
- 5LR13743 (ERD-12) Architectural Inventory Form (#1403)
- 5LR13744 (ERD-13) Architectural Inventory Form (#1403)
- 5LR13745 (ERD-14E) Architectural Inventory Form (#1403)
- 5LR13746 (ERD-14D) Architectural Inventory Form (#1403)
- 5LR13747 (ERD-15A) Architectural Inventory Form (#1403)
- 5LR13748 (ERD-15B) Architectural Inventory Form (#1403)
- 5LR13749 (MA-1B) Architectural Inventory Form (#1403)
- 5LR13750 (MA-3) Architectural Inventory Form (#1403)
- 5LR13751 (MA-5) Architectural Inventory Form (#1403)
- 5LR13752 (MA-6) Architectural Inventory Form (#1403)
- 5LR13753 (MA-7) Architectural Inventory Form (#1403)
- 5LR13754 (WRD-2) Architectural Inventory Form (#1403)
- 5LR13755 (WRD-4) Architectural Inventory Form (#1403)
- 5LR13756 (WRD-5) Architectural Inventory Form (#1403)
- 5LR13757 (WRD-6) Architectural Inventory Form (#1403)
- 5LR13758 (WRD-7) Architectural Inventory Form (#1403)
- 5LR13759 (WRD-8) Architectural Inventory Form (#1403)
- 5LR13760 (WRD-10) Architectural Inventory Form (#1403)
- 5LR13761 (WRD-11) Architectural Inventory Form (#1403)
- 5LR13762 (WRD-12) Architectural Inventory Form (#1403)
- 5LR13763 (WRD-13) Architectural Inventory Form (#1403)
- 5LR13764 (WRD-14) Architectural Inventory Form (#1403)
- 5LR13765 (WRD-15) Architectural Inventory Form (#1403)
- 5LR13766.1 (SH-262) Management Data Form (#1400) & Linear Component Form (#1418)



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

June 12, 2015

In Reply Refer To:
HFPM-16

Ed Nichols
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

**RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Downtown Estes Park Loop Project, Larimer County
Determinations of Eligibility and Effects**

Dear Mr. Nichols,

The U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) is submitting for your review the enclosed report documenting the results of the cultural resources inventory of the above referenced project. Our consultant, AECOM, documented the resources in the area of potential effects (APE) for CFHLD's proposed Downtown Estes Loop Project. Your office concurred with the APE in correspondence dated February 27, 2015.

CFLHD submitted the site forms to your office in April for eligibility concurrence, but apparently the forms were never received by you. We apologize for the oversight that resulted in your office not previously receiving the resource forms for review.

Based on AECOM's recommendations, we have determined the eligibility of each of the sites for listing in the National Register of Historic Places (NRHP). At this time, we are seeking your concurrence with our determinations of NRHP eligibility.

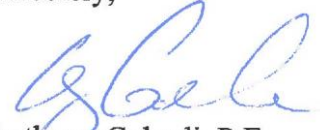
The NEPA environmental analysis process and design plans for this project are currently in progress. Six alternatives (including No Action) have been forwarded to meet the project goals; the NEPA process of assessment and comparison of impacts is currently in progress. Based on our recommendations of resource eligibility, there would be no effects to historic properties under any of the alternatives under consideration. Attached to this letter are figures depicting the alternatives and site locations. If your office concurs with our determinations of eligibility, we also request your concurrence with our determination of no effect to historic properties.

To assist with our alternatives review and select a preferred alternative, it is important for CFLHD to receive your comments. As noted in your correspondence dated January 5, 2015, under Section 110 of the NHPA we are requesting your concurrence with both eligibility and effects to "coordinate with the earliest phases" of the environmental analysis and as you further noted, under Section 106 this

information “can inform the NEPA studies”. Your office will have further opportunity to review and comment when the draft EA has been completed, as shown on the Section 106 and NEPA flow chart enclosed with your January correspondence.

Please submit your comments regarding these NRHP eligibility and effects determinations by July 24, 2015, to Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16. We look forward to continuing the consultation process with your office.

Sincerely,

A handwritten signature in blue ink, appearing to read 'AGalardi', is positioned above the typed name.

Anthony Galardi, P.E.
Project Manager

Enclosures: cultural resources inventory report

Alternative figures

cc: Corey Lang, AECOM
Brian Kennedy, AECOM
Gordon Tucker, AECOM
David Killam, AECOM



June 19, 2015

Anthony Galardi, P.E.
Project Manager
Federal Highway Administration
Central Federal Lands Highway Division
12300 West Dakota Avenue, Suite 380
Lakewood, CO 80228

Re: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Downtown Estes Park Loop Project, Larimer County, Determinations of Eligibility and Effects (CHS #67139)

Dear Mr. Galardi:

Thank you for your correspondence dated and received by our office on June 16, 2015 regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we do not object to the proposed Area of Potential Effects (APE) for the proposed project. After review of the provided survey information, we concur that the following resources are eligible for the National Register of Historic Places.

- 5LR.13751
- 5LR.13753

After review of the provided survey information, we concur that the following resources are not eligible for the National Register of Historic Places.

- | | | |
|-------------|-------------|-------------|
| • 5LR.6945 | • 5LR.13740 | • 5LR.13757 |
| • 5LR.12910 | • 5LR.13741 | • 5LR.13758 |
| • 5LR.12912 | • 5LR.13742 | • 5LR.13759 |
| • 5LR.13732 | • 5LR.13743 | • 5LR.13760 |
| • 5LR.13733 | • 5LR.13744 | • 5LR.13761 |
| • 5LR.13734 | • 5LR.13748 | • 5LR.13762 |
| • 5LR.13735 | • 5LR.13749 | • 5LR.13763 |
| • 5LR.13736 | • 5LR.13750 | • 5LR.13764 |
| • 5LR.13737 | • 5LR.13752 | • 5LR.13765 |
| • 5LR.13738 | • 5LR.13755 | |
| • 5LR.13739 | • 5LR.13756 | |

After review of the provided survey information we have the following questions.

- 5LR.12911. This property was previously determined not eligible for the National Register of Historic Places in conjunction with a 2011 survey. The re-visitation form for this resource indicates the property is eligible for the National Register of Historic Places; however, the narrative description of its eligibility indicates it is not eligible for the National Register of Historic Places. Please clarify the finding for this resource.

- 5LR.13745 and 5LR.13746. These two resources appear to be located on the same parcel, please clarify the parcel boundaries. If they are located on the same parcel, please indicate why they were evaluated separately. Additionally, there are identical photographs in both inventory forms. Photographs from inventory form 5LR.13745 that are identified and labeled as being part of that property are also included in 5LR.13746 and labeled with the 5LR.13746 number. Please clarify the site number associated with each building.
- 5LR.13747. We concur with your finding that resource 5LR.13747 is eligible for the National Register of Historic Places. However, the statement of significance indicates the resource is eligible under Criterion A and C, while the Applicable National Register Criteria indicates the resource is eligible under Criterion B and C. Please clarify the appropriate eligibility Criteria for this resource.
- 5LR.13754. We are unable to concur with your recommended finding of not eligible for this resource. This resource embodies the distinctive characteristics of the International Style with its flat roof, smooth surface, and bands of windows. Additionally, this building appears to have sustained little to no alteration and has served as a post office since its construction, thus it retains its integrity of design, materials, workmanship, feeling, and association. We believe this building is eligible for the National Register of Historic Places under Criterion C at the local level of significance under the area of significance of Architecture.
- 5LR.13766.1. We are unable to concur with your recommended finding that this segment does not support the overall eligibility of resource 5LR.13766 for the National Register of Historic Places under Criterion A. We believe that this segment supports the overall eligibility of the road as it retains its original alignment and function. Additionally, we request additional information regarding the engineering features of the road, including the retaining wall.

We request continued consultation in regards to our comments above before consulting on the assessment of adverse effect.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Jennifer Bryant, our Section 106 Compliance Manager, at (303) 866-2673 or jennifer.bryant@state.co.us.

Sincerely,



for Edward C. Nichols
State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division 12300 West Dakota Avenue

Suite 380

Lakewood, CO 80228

720-963-3669

Anthony.Galardi@dot.gov

July 10, 2015

In Reply Refer To:
HFPM-16

Ed Nichols
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Downtown Estes Park Loop Project, Larimer County, Determinations of Eligibility and Effects

Dear Mr. Nichols,

We received your letter dated June 19, 2015, responding to our request for concurrence on determinations of eligibility and effects for the cultural resources identified in the APE for the referenced project. We appreciate your timely review of the submitted materials and we are pleased that you agree with most of our determinations. We take now this opportunity to address the questions that you raised in your letter.

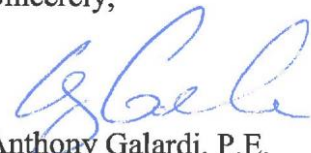
1. **5LR.12911**. The box was incorrectly checked as “Eligible”. This error has been corrected. The descriptive statement is correct and we have affirmed that this resource is not eligible.
2. **5LR.13745** and **5LR.13746**. These two resources are, in fact, in the same parcel. Because both of these historic buildings are not what would be defined as an “outbuilding,” but are individual houses/residences, they were documented as separate cultural resources with different site numbers. This was done to avoid having to describe two main structures in one form or under one resource number, as this can become cumbersome in text, photos, and mapping. The historic evaluations do not differ, as they contain the same basic information, but the physical evaluations must be different, as they are separate and unique buildings. This situation also occurs with sites **5LR.13741** and **5LR.742**, because each of those houses was documented separately, even though they are in the same parcel. Photos of the modern buildings on the parcel are included in both forms.
3. **5LR.13747**. This resource is eligible under criteria B (person) and C (architecture). All entries on the form now reflect this corrected statement of eligibility.
4. **5LR.13754**. Upon further reflection and discussion with our consultant, we agree with your assessment that this building is, in fact, eligible for listing in the NRHP. It is an example of a Modern Movement style building in Estes Park and reflects the transition of the town into the modern era. It demonstrates the experimentation in the town’s architecture that was happening during the 1960s. We agree that the building is significant on a local level under Criterion C (architecture).

Mr. Ed Nichols
July 10, 2015
Page 2

5. **5LR.13766.1.** We originally believed that this segment of SH 262 had lost too much integrity to contribute to the NRHP eligibility of the larger linear resource. Upon reflection, however, we do see the potential for this segment to contribute to the eligibility of the overall linear resource. The presence of historic ancillary features (a right-of-way marker, a stone retaining wall, and a 1950 concrete bridge deck) adequately offset the loss of the road's main feature (the paved road deck). The new road will be overlain over the original road's alignment. A slightly different interchange will be built, requiring the removal of a non-historic building that did not allow for a straight approach from Moraine Avenue to West Riverside or Craggs Road and construction of an island median at this intersection. The attached map has been prepared to illustrate the proposed changes to Moraine Avenue at its intersection with West Riverside Drive. The intersection is in the same location but it is now safer because the angled turn has been straightened and the grade will be dropped 4 to 6 feet. The historic short rock retaining wall and rock-lined curb, along the west side of the curve in front of sites **5LR13751** and **5LR13753** (the former Rocky Mountain Park headquarters), will remain in place. A new short retaining wall will be added, if necessary, in front of these older wall features in conjunction with the lower road grade. The retaining wall along the east side of Moraine Avenue that stretches from 250 Moraine to 281 Moraine Avenue will also not be directly impacted and will be located more than 100 feet north of the proposed new construction. In short, the proposed improvements to Moraine Avenue will not adversely affect the historic integrity of SH 262 or any of its associated features.

We appreciate the opportunity to respond to your comments and trust that these responses correct some inadvertent errors and help resolve questions about eligibility and effects. If you have additional questions, please do not hesitate to contact me at the above address, Attention HFPM-16.

Sincerely,



Anthony Galardi, P.E.
Project Manager

cc: Corey Lang, AECOM
Brian Kennedy, AECOM
Gordon Tucker, AECOM



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228
720-963-3669
Anthony.Galardi@dot.gov

September 21, 2015

In Reply Refer To:
HFPM-16

Ed Nichols
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Downtown Estes Park Loop Project, Larimer County, Determinations of Eligibility and Effects

Dear Mr. Nichols,

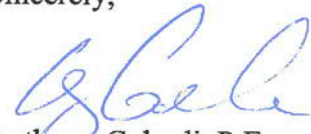
We received your letter dated June 19, 2015, responding to our request for concurrence on determinations of eligibility and effects for the cultural resources identified in the APE for the referenced project. We appreciate your timely review of the submitted materials and we are pleased that you agree with most of our determinations. We take now this opportunity to address the questions that you raised in your letter.

1. **5LR.12911**. The box was incorrectly checked as “Eligible”. This error has been corrected. The descriptive statement is correct and we have affirmed that this resource is not eligible.
2. **5LR.13745** and **5LR.13746**. These two resources are, in fact, in the same parcel. Because both of these historic buildings are not what would be defined as an “outbuilding,” but are individual houses/residences, they were documented as separate cultural resources with different site numbers. This was done to avoid having to describe two main structures in one form or under one resource number, as this can become cumbersome in text, photos, and mapping. The historic evaluations do not differ, as they contain the same basic information, but the physical evaluations must be different, as they are separate and unique buildings. This situation also occurs with sites **5LR.13741** and **5LR.742**, because each of those houses was documented separately, even though they are in the same parcel. Photos of the modern buildings on the parcel are included in both forms.
3. **5LR.13747**. This resource is eligible under criteria B (person) and C (architecture). All entries on the form now reflect this corrected statement of eligibility.
4. **5LR.13754**. Upon further reflection and discussion with our consultant, we agree with your assessment that this building (currently occupied by a U.S. Post Office) is, in fact, eligible for listing in the NRHP. It is an example of a Modern Movement style building in Estes Park and reflects the transition of the town into the modern era. It demonstrates the experimentation in the town’s architecture that was happening during the 1960s. We agree that the building is significant on a local level under Criterion C (architecture).

5. **5LR.13766.1.** We originally believed that this segment of SH 262 had lost too much integrity to contribute to the NRHP eligibility of the larger linear resource. Upon reflection, however, we do see the potential for this segment to contribute to the eligibility of the overall linear resource. The presence of historic ancillary features (a right-of-way marker, a stone retaining wall, and a 1950 concrete bridge deck at Fall River) adequately offset the loss of the road's main feature (the paved road deck). The project includes new paving and striping over current paving along the original road alignment. A slightly different intersection will be built, requiring the removal of a non-historic building that did not allow for a straight approach from Moraine Avenue to West Riverside or Craggs Road and construction of an island median at this intersection. The attached map has been prepared to illustrate the proposed changes to Moraine Avenue at its intersection with West Riverside Drive and Craggs Road. The intersection is in the same location but it is now safer because awkward turning movements have been eliminated. The grade at the intersection will be dropped 4 to 6 feet to address local topography and connectivity requirements. The historic short rock retaining wall and rock-lined curb, along the west side of the curve in front of sites **5LR13751** and **5LR13753** (the former Rocky Mountain Park headquarters), will remain in place. A new short retaining wall will be added, if necessary, in front of these older wall features in conjunction with the lower road grade. The retaining wall along the east side of Moraine Avenue that stretches from 250 Moraine to 281 Moraine Avenue will also not be directly impacted. This wall is located more than 100 feet north of the proposed new construction. In short, the proposed improvements to Moraine Avenue will not adversely affect the historic integrity of SH 262 or any of its associated features.

We appreciate the opportunity to respond to your comments and trust that these responses correct some inadvertent errors and help resolve questions about eligibility and effects. If you have additional questions, please do not hesitate to contact me at the above address, Attention HFPM-16.

Sincerely,



Anthony Galardi, P.E.
Project Manager

cc: Corey Lang, AECOM
Brian Kennedy, AECOM
Gordon Tucker, AECOM



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

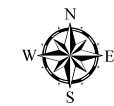
- Legend**
- All Stone Rock Wall
 - Edge of Pavement/Curb and Gutter
 - Initial Cut/Fill Line
 - Proposed Retaining Wall
 - Sidewalk with Stone Curb
 - New Median
 - Eligible Structure
 - Not Eligible Structure



0 25 50 100 Feet
 Scale: 1:1,000
 Projection: NAD83 UTM Zone 13N
 July 10, 2015

**Moraine Curve Alignment Change
 Overview Map
 CFLHD Estes Park
 Cultural Resources Evaluations**

USGS 7.5' Quadrangles:
 Estes Park, CO (1979) and
 Longs Peak, CO (1979)



Larimer County, CO
AECOM



October 9, 2015

Anthony Galardi, P.E.
Project Manager
Federal Highway Administration
Central Federal Lands Highway Division
12300 West Dakota Avenue, Suite 380
Lakewood, CO 80228

Re: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Downtown Estes Park Loop
Project, Larimer County, Determinations of Eligibility and Effects (CHS #67139)

Dear Mr. Galardi:

Thank you for your correspondence dated September 21, 2015 and received by our office on September 25, 2015 regarding the additional information requested by our office concerning the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106). Thank you for providing the additional information regarding right-of-way acquisitions on October 8, 2015.

Our initial concurrence with the proposed Area of Potential Effects (APE) remains. The previous eligibility concurrences, as identified in our June 19, 2015 letter remain for those resources not listed below. After review of the additional survey information, we concur that the following resources are eligible for the National Register of Historic Places.

- 5LR.13754
- 5LR.13766, including segment 5LR.13766.1
- 5LR.13747

After review of the provided survey information, we concur that the following resources are not eligible for the National Register of Historic Places.

- 5LR.12911
- 5LR.13741
- 5LR.13742
- 5LR.13745
- 5LR.13746

Please forward the revised site forms for our office to ensure we have the most up to date information regarding these resources.

After review of the scope of work and assessment of adverse effect, we concur with the finding of *no historic properties affected* [36 CFR 800.4(d)(1)] under Section 106 for the following resources.

- | | | |
|-------------|-------------|-------------|
| • 5LR.6945 | • 5LR.13733 | • 5LR.13738 |
| • 5LR.12910 | • 5LR.13734 | • 5LR.13739 |
| • 5LR.12911 | • 5LR.13735 | • 5LR.13740 |
| • 5LR.12912 | • 5LR.13736 | • 5LR.13741 |
| • 5LR.13732 | • 5LR.13737 | • 5LR.13742 |

- 5LR.13743
- 5LR.13744
- 5LR.13745
- 5LR.13746
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- 5LR.13749
- 5LR.13750
- 5LR.13752
- 5LR.13755
- 5LR.13756
- 5LR.13757
- 5LR.13758
- 5LR.13759
- 5LR.13760
- 5LR.13761
- 5LR.13762
- 5LR.13763
- 5LR.13764
- 5LR.13765

After review of the scope of work and assessment of adverse effect, we concur with the finding of *no adverse effect* [36 CFR 800.5(d)(1)] under Section 106 for the following resources.

- 5LR.13754
- 5LR.13766, including segment 5LR.13766.1
- 5LR.13747
- 5LR.13751
- 5LR.13753

If unidentified archaeological resources are discovered during construction, work must be interrupted until the resources have been evaluated in terms of the National Register criteria, 36 CFR 60.4, in consultation with this office.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Jennifer Bryant, our Section 106 Compliance Manager, at (303) 866-2673 or jennifer.bryant@state.co.us.

Sincerely,

Steve Turner, AIA
State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division 12300 West Dakota Avenue

Suite 380

Lakewood, CO 80228

720-963-3669

Anthony.Galardi@dot.gov

May 6, 2016

In Reply Refer To:
HFPM-16

Steve Turner
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

RE: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Downtown Estes Park Loop Project, Larimer County: Determinations of Eligibility and Effects

Dear Mr. Turner,

The U.S. Department of Transportation, Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for CFLHD's proposed Downtown Estes Loop project. The project is located in downtown Estes Park, Larimer County, Colorado. CFLHD is the lead agency; the EA is being implemented in cooperation with the Colorado Department of Transportation (CDOT) and the Town of Estes Park. On a path parallel with the EA process, the CFLHD has complied with the provisions of Section 106 of the National Historic Preservation Act (NHPA).

Over the past several months the project area has expanded due to changes in flood flows and the need to expand work along the Big Thompson River. Additionally a second intersection option at the Moraine/Crags/Riverside intersection is being considered. The base project is considering a traditional signalized intersection and the second option is a two-lane roundabout configuration. These configurations have similar traffic operations and physical footprints.

This letter and enclosed materials constitute CFLHD's request for review and comment on an expanded area of potential effects (APE) and concurrence with our determinations of eligibility and effects for all cultural resources in the APE determined eligible for listing in the National Register of Historic Places (NRHP).

Project Description

The Estes Park Federal Lands Access Program (FLAP) application proposed a one-way, two-lane loop for U.S. 36 involving portions of Elkhorn Drive, Moraine Drive, and West and East Riverside Drives in downtown Estes Park. The EA process will screen this alternative and a number of others developed through the project initiation process.

Area of Potential Effects (APE)

In a letter dated February 27, 2015, your office concurred with our initial definition of the APE for direct Project effects, which consisted of two distinct areas: the "Overlay APE," defined as the area between the curbs along Elkhorn Avenue and Moraine Avenue, including adjacent sidewalks but not the adjoining properties; and the "Riverside APE," which encompasses one legal parcel out from the existing roadway along East Riverside Drive and West Riverside Drive. Since then, we have expanded the APE to include an

area on the south side of the Big Thompson River where the river will be widened. This area has been labeled the “Downstream APE.” Figure 1 illustrates the locations of these three areas. The APE for indirect Project effects is coincident with the direct APE because project construction, operation, and maintenance activities are unlikely to introduce long-term visual, atmospheric, or audible elements outside the defined APEs that would alter the characteristics of any properties that qualify those properties for inclusion in the NRHP and would diminish their integrity. Cumulative effects are considered to be negligible.

Determinations of Eligibility

From December 2014 through March 2015, AECOM completed, on behalf of the CFLHD, an intensive cultural resources survey of the Overlay and Riverside APEs for direct Project effects and prepared a summary report. The survey documented 39 cultural resources, evaluated the NRHP eligibility of each resource, and assessed Project effects. In April 2016, AECOM surveyed the Downstream APE and documented one cultural resource. Details about each of these documented resources are summarized in Table 3.1.

Previously, CFLHD determined, in consultation with the SHPO, that the following five sites in the Overlay and Riverside APEs are eligible for listing in the NRHP (Figure 1 depicts the locations of these six sites):

- **Clayton Newell Rockwell Residence (5LR13747)** – this site is a one-story, rustic style, hog-trough cornered, log-sided single family residence. It is located at 236 East Riverside Drive and set back approximately 100 feet from the road. The building was built in 1912 or possibly 1922. The property is eligible for listing in the NRHP under criterion B for its association with Clayton “Casey” Newell Rockwell, a well-known local personage, and under criterion C because it is a representative example of a Late 19th Century and 20th century American Movements, Vernacular Estes Park Rustic architectural style.
- **RMNP Headquarters (5LR13751)** – this site is a one-and-a-half-story log building with stone foundation, which is presently used as a mixed use residential and commercial building. It is located on a hill, just west of Moraine Avenue, where that street turns west towards the entrance to RMNP. A stone stairway leads from the building’s front entrance to the sidewalk below. Along the sidewalk, the street curb is lined with stone. This building was constructed in 1923 to be the RMNP headquarters and contained an information bureau in the lobby, the park superintendent’s office, a ranger’s office, and a business office. The park headquarters was moved west to Beaver Meadows in 1967. The building is eligible for listing in the NRHP under criterion A for its association with the RMNP, and under criterion B for its association with Carl Piltz, a locally prominent stonemason.
- **RMNP Museum and Visitor Center (5LR13753)** – this site is a square, one-story, Rustic Style cottage with elements of the Craftsman Style. The building was originally built in 1931 as the RMNP Museum/Visitors Center. It remained the museum/visitor center until 1967, when the park headquarters was moved to Beaver Meadows. The building is eligible for listing in the NRHP under criterion A for its association with the RMNP, and under criterion B for its association with Carl Piltz, a locally prominent stonemason.
- **Estes Park Post Office (5LR13754)** – this U.S. Post Office was built in 1961 in the International Style. This building was originally determined to be not eligible for listing in the NRHP, but the SHPO disagreed with this determination (Nichols 2015b), noting that “this resource embodies the distinctive characteristics of the International Style with its flat roof, smooth surface, and bands of windows. Additionally, this building appears to have sustained little to no alteration and has served as a post office since its construction.” The SHPO concluded that this building is eligible for listing in the NRHP under criterion C for its architectural significance, and the CFLHD concurred with this assessment.

Table 3.1. Documented Cultural Resources Within the APEs for Direct Project Effects

Site No.	Address	Historic Name	Construction Date(s)	NRHP Eligibility		EFFECT FINDINGS
				Initial (Criteria)	Final (Criteria)	
5LR6945	240 West Riverside Dr. (Demolished)	Hazel Baldwin House and Cabins	1918-1940	Not Eligible	Not Eligible	No Effect
5LR12910	200-242 Moraine Ave.		1955	Not Eligible	Not Eligible	No Effect
5LR12911	311 West Riverside Dr.		1919	Not Eligible	Not Eligible	No Effect
5LR12912	335 West Riverside Dr.		1909-1916	Not Eligible	Not Eligible	No Effect
5LR13732	164-184 E. Elkhorn Ave.	Boyd Building	1925	Not Eligible	Not Eligible	No Effect
5LR13733	200-222 E. Elkhorn Ave.		1957	Not Eligible	Not Eligible	No Effect
5LR13734	116 East Riverside Dr.	Estes Park Public Restroom	1926-1935	Not Eligible	Not Eligible	No Effect
5LR13735	124 East Riverside Dr.		1936-1937	Not Eligible	Not Eligible	No Effect
5LR13736	160 East Riverside Dr.		1924	Not Eligible	Not Eligible	No Effect
5LR13737	164 East Riverside Dr.	Kindred	1924	Not Eligible	Not Eligible	No Effect
5LR13738	170 East Riverside Dr.		1917	Not Eligible	Not Eligible	No Effect
5LR13739	189 East Riverside Dr.		1945	Not Eligible	Not Eligible	No Effect
5LR13740	201 East Riverside Dr.		1949	Not Eligible	Not Eligible	No Effect
5LR13741	220 East Riverside Dr.		1920-1925	Not Eligible	Not Eligible	No Effect
5LR13742	220 East Riverside Dr.		1920-1925	Not Eligible	Not Eligible	No Effect
5LR13743	221 East Riverside Dr.		1940	Not Eligible	Not Eligible	No Effect
5LR13744	231-233 East Riverside Dr.		1959	Not Eligible	Not Eligible	No Effect
5LR13745	232 East Riverside Dr.		1900-1947	Not Eligible	Not Eligible	No Effect
5LR13746	232 East Riverside Dr.		1900-1947	Not Eligible	Not Eligible	No Effect
5LR13747	236 East Riverside Dr., Unit #1	Clayton Newell Rockwell Residence	1912-1922	Eligible (A,C)	Eligible (A, C)	No Effect
5LR13748	236 East Riverside Dr., Unit #2		1939	Not Eligible	Not Eligible	No Effect
5LR13749	225-235 West Riverside Dr.	Estes Park Laundry	1921	Not Eligible	Not Eligible	No Effect
5LR13750	250-253 Moraine Ave.	K & B Packing and Provision Co.	1928-1934	Not Eligible	Not Eligible	No Effect
5LR13751	341 Moraine Ave.	RMNP Headquarters	1923	Eligible (A,B,C)	Eligible (A,B,C)	No Adverse Effect
5LR13752	342 Moraine Ave.	Philips 66 Service Station	1947	Not Eligible	Not Eligible	No Effect
5LR13753	351 Moraine Ave.	RMNP Museum and Visitor Center	1931	Eligible (A,C)	Eligible (A,C)	No Adverse Effect
5LR13754	215 West Riverside Dr.	Estes Park Post Office	1961	Not Eligible (C)	Eligible (C)	No Effect
5LR13755	251 West Riverside Dr.		1909	Not Eligible	Not Eligible	No Effect
5LR13756	261 West Riverside Dr.	Hayden No. 11 (rental cottage)	1904-1909	Not Eligible	Not Eligible	No Effect
5LR13757	271 West Riverside Dr.	Hayden No. 12 (rental cottage)	1915-1920	Not Eligible	Not Eligible	No Effect
5LR13758	281 West Riverside Dr.	Ak-Sar-Ben	1915	Not Eligible	Not Eligible	No Effect
5LR13759	286 West Riverside Dr.		1960	Not Eligible	Not Eligible	No Effect
5LR13760	338 West Riverside Dr.	Liquor Store	1954	Not Eligible	Not Eligible	No Effect
5LR12761	342 West Riverside Dr.		1960-1963	Not Eligible	Not Eligible	No Effect
5LR13762	344 West Riverside Dr.		1958	Not Eligible	Not Eligible	No Effect
5LR13763	350 West Riverside Dr.	Pigley Wigley Grocery Store	1947	Not Eligible	Not Eligible	No Effect
5LR13764	380-386 West Riverside Dr.	Miller's Mountain Home Laundry-ette & Movie Wax Museum	1948	Not Eligible	Not Eligible	No Effect
5LR13765	460-464 West Riverside Dr.		1954	Not Eligible	Not Eligible	No Effect
5LR13766.1	N/A	State Highway 262	1939	Not Eligible	Eligible (A)	No Adverse Effect
5LR13973	N/A	Panoramic Point		Eligible (A)		No Adverse Effect

- **State Highway 262 (5LR13766.1)** – this resource is a segment of State Highway (SH) 262. The documented segments begins at the intersection of U.S. Highway 34 and U.S. 36 at the east end of Elkhorn Avenue, continues west along Elkhorn Avenue to its intersection with Moraine Avenue and south along Moraine Avenue, turns to the west-southwest near Moraine Park Road, and ends approximately 400 feet west of 351 Moraine Avenue. SH 262 was originally a local road used by residents of Estes Park. After the RMNP opened in 1915, it was used as an entrance road into the park. The road was designated SH 262 in 1939 and, by 1946 it had been extended into the RMNP, ending at the intersection of Fall River Road (U.S. 34) and Deer Ridge Junction. This route was used until 1965, when the Beaver Meadows park entrance opened. At this time, the road was renamed SH 66 and, in 1977, it became part of U.S. 36. The CFLHD originally determined that this road segment did not support the NRHP eligibility of the larger linear resource, but the SHPO did not concur with this determination (Nichols 2015b). They believed that this segment retains its original alignment and function, supports the overall eligibility of the road, and is eligible for listing in the NRHP under Criterion A. They requested additional information about engineering features of the road, including a retaining wall on the north side of the road where it turns to the west. The CFLHD provided this information and concurred with the eligibility assessment.

CFLHD has identified a sixth site in the downstream APE and has determined it to be eligible.

- **Panoramic Point (5LR13973)** – This site consists of a dirt platform that was constructed by removing the dirt and some bedrock from the steep slope, cutting into the approximate 40° slope with hand tools, packing the dirt in front of the cut, and then supporting the packed dirt with a rock retaining wall. The retaining wall is oriented approximately N60°E and measures approximately 35 feet long, 3 feet thick, and 4-5 feet in height. It has approximately eight main courses of stones with some chinking stone layers scattered across the wall's face. The rocks are unaltered, include all shapes and sizes, and are dry laid. The packed dirt flat platform area measures 35 feet long by 20 feet wide with the cut into the upslope continuing for 10 more feet. Some loosely stacked stones are located at the edges of the cut, providing additional stability to the platform's upper edges. The general location of the wall is a photographic location on Little Prospect Mountain that has been used since the early 1900s by several local and national photographers to take panoramic views of the town of Estes Park. The platform offers an ideal spot to keep camera equipment and the extra glass plates safe on the steep slope and close by to where the camera is actually set up. No period-specific artifacts were found in association with the rock wall and platform. The site is eligible for listing in the NRHP under Criterion A, for its association with an activity (panoramic photographs) that has distinguished Estes Park from nearly its beginning.

Determinations of Effects

In previous consultation with the SHPO, CFLHD determined that the project will have *no effect* on the following resources. The expansion of the project with the downstream APE and consideration of the roundabout intersection option at Moraine/Crags/Riverside will not change these determinations.

- **Clayton Newell Rockwell Residence (5LR13747)**
- **Estes Park Post Office (5LR13754)**

The following resources are near the Moraine/Crags/Riverside intersection or in the downstream APE. CFLHD has made the following determinations of effects on these resources.

- **RMNP Headquarters (5LR13751)** – Two roadway intersection options, traffic signalization or roundabout, are being considered at the Moraine/Crags/Riverside intersection. Neither option would encroach on the former RMNP Headquarters, which is eligible for its association with the park and with a locally prominent stonemason, nor will they affect the stone-lined curb, which is a contributing element to the property. Therefore, we conclude a finding of *no adverse effects* to this property by this undertaking.
- **RMNP Museum and Visitor Center (5LR13753)** – Two roadway intersection options, traffic signalization or roundabout, are being considered at the Moraine/Crags/Riverside intersection. Neither option would encroach on the former RMNP Museum and Visitor Center, which is eligible for its association with the park and with a locally prominent stonemason, nor will they affect the stone-lined curb, which is a contributing element to the property. Therefore, we conclude a finding of *no adverse effects* to this property by this undertaking.
- **State Highway 262 (5LR13766.1)** – This section of State Highway 262 within the APE will be repaved and signaling will be upgraded over current paving along the original road alignment. These changes are consistent with routine maintenance operations and will not diminish those aspects of those elements of the site that make it eligible. A slightly different intersection will be built, requiring the removal of a non-historic building that did not allow for a straight approach from Moraine Avenue to West Riverside or Crags Road (Moraine/Crags/Riverside). Two roadway intersection options, traffic signalization or roundabout, are being considered at the Moraine/Crags/Riverside intersection. Both options are in the same location but it is now safer because awkward turning movements have been eliminated. The grade at the intersection will be dropped 4 to 6 feet to address local topography and connectivity requirements. The historic short rock retaining wall and rock-lined curb, along the west side of the curve in front of sites 5LR13751 and 5LR13753 (the former Rocky Mountain Park headquarters and museum/visitor center), will remain in place. A new short retaining wall will be added, if necessary, in front of these older wall features in conjunction with the lower road grade. The retaining wall along the east side of Moraine Avenue that stretches from 250 Moraine to 281 Moraine Avenue will also not be directly impacted. This wall is located more than 100 feet north of the proposed new construction. In short, the proposed improvements to Moraine Avenue will not adversely affect the historic integrity of SH 262 or any of its associated features. Therefore, we conclude a finding of *no adverse effect* to this property by this undertaking.
- **Panoramic Point (5LR13973)** – The edge of the cut to widen the downstream Big Thompson River channel is located 50-60 feet north of this distinctive feature. The channel widening cut work will be completed in such a way that will not destabilize the hillslope and cause the feature to slide downhill. The distinctive feature will be protected during construction to ensure that it is not damaged by adjacent construction. Therefore, we conclude a finding of *no adverse effect* to this property by this undertaking.

We respectfully seek your acceptance of the expanded APE and the determinations of eligibility and effects for the 40 cultural resources identified in the APE. If you have any questions, please contact Anthony Galardi, Project Manager, Central Federal Lands Highway Division (Anthony.Galardi@dot.gov) or write to the above address, Attention HFPM-16.

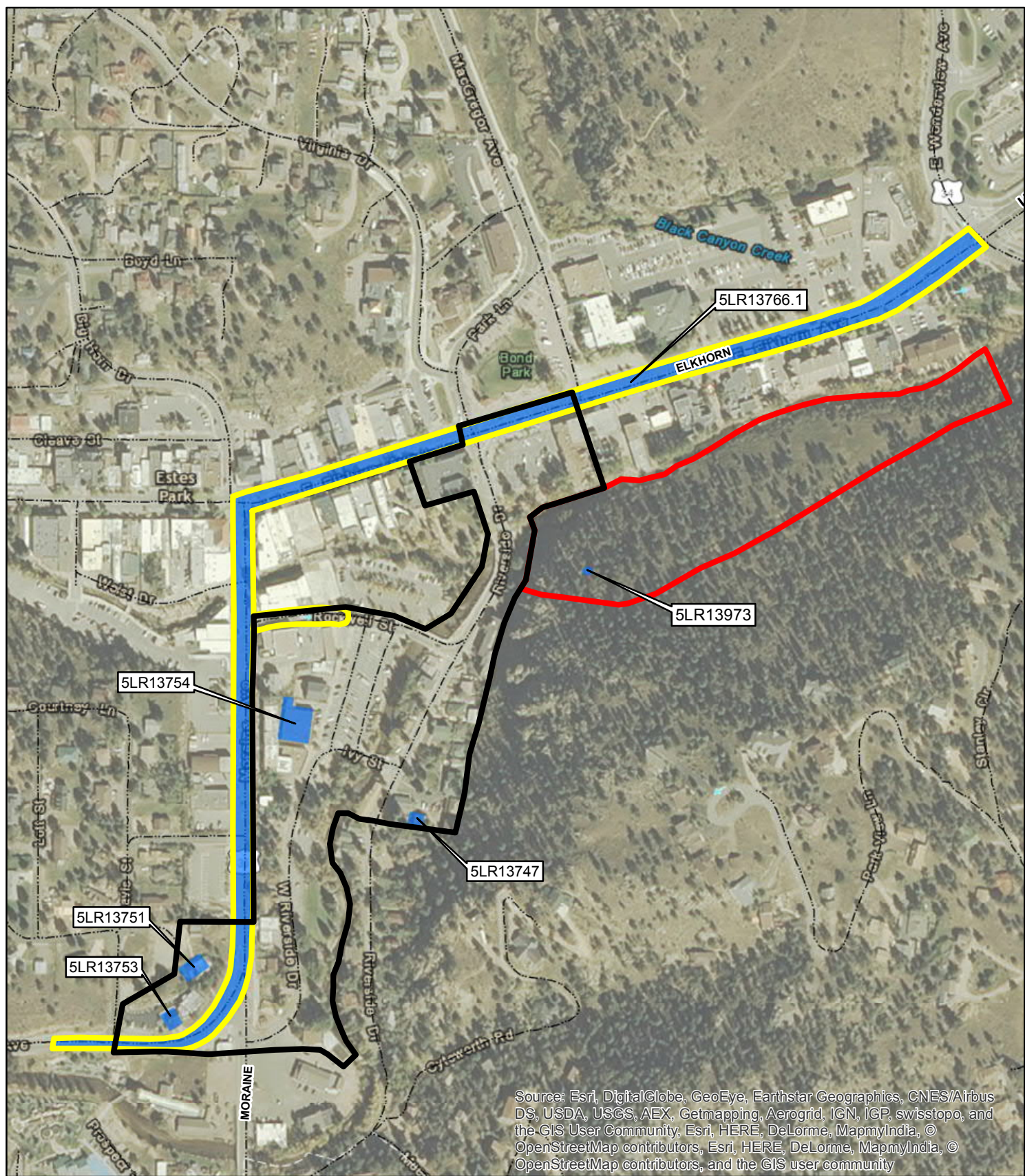
Sincerely,



Anthony Galardi, P.E.
Project Manager

Enclosures: Eligible Sites

cc: Corey Lang, AECOM
Gordon Tucker, AECOM



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Legend

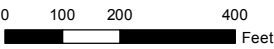
- Eligible Site
- Downstream APE
- Overlay APE
- Riverside APE

— Project Location

● Denver
● Aurora

COLORADO

● Colorado Springs



Scale: 1:4,000
Projection: NAD83 UTM Zone 13N
April 25, 2016

Eligible Sites
CFLHD Estes Park
Cultural Resources Evaluations

USGS 7.5' Quadrangles:
Estes Park, CO (1979) and
Longs Peak, CO (1979)



Larimer County, CO
AECOM



May 19, 2016

Anthony Galardi, P.E.
Project Manager
Federal Highway Administration
Central Federal Lands Highway Division
12300 West Dakota Avenue, Suite 380
Lakewood, CO 80228

Re: CO FLAP 34(1) & 36(1): Moraine Avenue & Riverside Drive, Downtown Estes Park Loop Project, Larimer County: Determinations of Eligibility and Effects (CHS #67139)

Dear Mr. Galardi:

Thank you for your correspondence dated May 6, 2016 and received on May 9, 2016 by our office regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we do not object to the proposed expanded Area of Potential Effects (APE) for the proposed project.

After review of the provided information, our previous eligibility concurrence remains. Additionally, we concur that resource 5LR.13973/Panoramic Point is eligible for the National Register of Historic Places.

After review of the scope of work and assessment of adverse effect, our previous concurrence that the proposed project will result in a finding of *no adverse effect* [36 CFR 800.5(d)(1)] under Section 106 for resources 5LR.13747 and 5LR.13754 remains. Additionally, after review of the revised APE, scope of work, and assessment of adverse effects, we concur with the recommended finding of *no adverse effect* [36 CFR 800.5(d)(1)] under Section 106 for the following resources.

- 5LR.13751
- 5LR.13753
- 5LR.13766, including segment 5LR.13766.1
- 5LR.13973

Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register eligibility criteria (36 CFR 60.4) in consultation with our office pursuant to 36 CFR 800.13. Also, should the consulted-upon scope of the work change please contact our office for continued consultation under 36 CFR 800.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

If we may be of further assistance, please contact Jennifer Bryant, our Section 106 Compliance Manager, at (303) 866-2673 or jennifer.bryant@state.co.us.

Sincerely,

Steve Turner, AIA
State Historic Preservation Officer

C.5 Section 4(f) and Section 6(f)

MEETING MINUTES

Project: **Downtown Estes Loop** - CO FLAP 34(1) & 36(1) - Estes Park Moraine Avenue and Riverside Drive One-Way Couplet

Meeting: Section 6(f) Colorado State Trails Program

Date: May 12, 2015, 3:30 to 4:30 PM

Location: Colorado State Trails Program Office: 13787 S. Hwy 85, Littleton, CO

Attendees: Colorado State Trails Program: Tom Morrissey, Melanie Gose
CFLHD: Tony Galardi
AECOM: Brian Kennedy, Lindsey Sousa

Finalize Applicable Section 6(f) Resource Boundary

Tom and Melanie confirmed the Children's Park boundary, as defined in previous correspondence as the entire parcel, was in fact accurate based on records in the file showing parcel boundaries. The State Trails Program does not have a record of coordination concerning prior reductions to these parcels for past roadway improvements at the Elkhorn/Riverside intersection (2005 turn lane improvements). Thus, the full area of the original parcel boundaries needs to be addressed by this project.

Tom and Melanie identified two additional Land and Water Conservation Fund (LWCF) investments within the project area that were not previously reported to the project team. These investments involved a portion of Riverside/Baldwin Park as defined by a figure Tom shared with the meeting attendees (See Attached).

If the project team finds that detailed survey and legal parcel records necessitate modification of the defined boundaries of the Section 6(f) resource, the team should make those adjustments to the best available mapping Tom has provided.

Discuss Alternative Development and Screening Analysis (Avoidance and Minimization)

Brian and Lindsey clarified the process and outcomes of the project's alternative screening process involving the three and four lane alternatives for Riverside, and why the couplet alternative is moving forward for detailed analysis. Tom and Melanie stated that the explanation is needed and appears to be sufficient for Section 6(f) purposes.

Clarify Proposed Action Details and Potential Unavoidable Effects

Brian, Lindsey and Tony clarified potential effects within Children's Park and Baldwin Park based on the conceptual designs available to date and clarified design considerations that have the potential to modify the current plans (bridge and channel designs). The intent to prepare a conceptual plan for park lands to Section 6(f) conversion and to offset Section 4(f) effects and use the de minimis process was described. Tom and Melanie found the proposed approach acceptable.

Identify Section 6(f) Conversion Requirements

Tom described the square foot for square foot conversion requirements triggered by the proposed design and explained the process he would go through to process the conversion request. Tom shared example letters and clarified that the Section 6(f) process will follow and rely on to some degree completion of the Section 4(f) process. Tom stated that the balance of land involved in the conversion can be slightly imbalanced (no more than 5% off). Tom stated that the land proposed for replacement can involve real estate within the 100 year floodplain and went on to clarify that lands above the USACE definition of "ordinary high water" can be included/counted.

Discuss Adequacy of Potential Sites for Replacement Lands and Park Restoration Plans

Brian, Lindsey and Tony clarified the proposed sites for replacement lands. Tom and Melanie thought the proposed sites along the river corridor were acceptable.

Clarify Steps and Estimated Time Requirements, Establish General Schedule

The process steps were summarized as follows

1. Project team refines design and calculates Section 6(f) conversion requirements and completes a Section 6(f) form.
2. The project team proceeds with Section 4(f) de minimis documentation for park land impacts.
3. The project team prepares a letter to Tom's office summarizing the project, the screening analysis (avoidance), measures to minimize effects (park plan with land conversion proposals), Section 4(f) process documentation, and a letter from the Town of Estes Park stating the adequacy of the Section 6(f) conversion outcome (as well as language that the Town accepts responsibility for the converted land in the future). [In order to help expedite NPS correspondence, it would be best for our team to let Tom know that the package of information is coming. He can then inform NPS of an impending letter. November through March is State Trails Program Office busy season (permit processing)].

4. Following release of the Draft EA, the public comment period and Town Board input on the project and recommended alternative, Tom will write a letter to the NPS with the above mentioned materials. NPS typically responds within one to two weeks. NPS provides their concurrence, which is considered “conceptual agreement.”
5. Project team prepares a “Yellow Book” real estate appraisal compliant with Uniform Act requirements to verify that the proposed conversion lands adequately meet Section 6(f) requirements.
6. Tom writes a final letter of agreement to the NPS for concurrence post-construction of the project.

Notes:

Replacement lands for Section 6(f) conversion will carry Section 6(f) conversion requirements in perpetuity, so FHWA and the Town of Estes Park should consider whether the replacement lands will remain in park use in the future before the boundaries are set and counted.

The National Park Service prefers to see closure of the Section 4(f) process prior to closure of the Section 6(f) process.

The review process will occur faster if the project documentation is submitted prior to November when the office deals with many more Section 6(f) requests.

Action Items

1. The project team will follow the steps described in Section 8 and maintain consultation and coordination with Tom and Melanie as the process moves forward.
2. Melanie will transfer key records to the project team for the project’s Administrative Record.
3. Tom will provide the project team with the referenced Section 6(f) form.
4. Tom will provide examples letters used for another similar project.
5. The project team will prepare the EA chapter on Section 6(f) with a summary discussion of the process and results. A detailed technical appendix in the EA is not needed. The project team should keep a detailed Administrative Record.
6. Tom and Melanie will keep the Project Team informed if schedule constraints occur.

Sousa, Lindsey

From: Anthony.Galardi@dot.gov
Sent: Wednesday, May 04, 2016 3:57 PM
To: Sousa, Lindsey; Lang, Corey
Subject: FW: Estes Park Loop Project

From: Morrissey - DNR, Thomas [<mailto:thomas.morrissey@state.co.us>]
Sent: Wednesday, May 04, 2016 3:55 PM
To: Galardi, Anthony (FHWA)
Cc: Melanie Gose - DNR; Chelsea Boyd - DNR; Margaret Taylor - DNR
Subject: Re: Estes Park Loop Project

Tony,

In response to your question restated below and the revised meeting minutes received with you email, we are please to offer the following response.

We would like to confirm that CPW – State Trails Program is in general agreement with our approach and concept for replacing Section 6(f) resources on this project?

CPW is in general agreement with the proposed approach and concept for replacing Section 6(f) protected lands impacted by the Estes Park Loop Project. We look forward to working with the Town of Estes Park in completing this project and protecting the proposed Section 6(f) mitigation parcels proposed by the Town for protection..

Respectfully,

Tom Morrissey

On Wed, May 4, 2016 at 3:35 PM, <Anthony.Galardi@dot.gov> wrote:

Hi Tom,

Thank you for your time to review this project and comments on the meeting minutes. Attached are final meeting minutes with attachments from the March 28th meeting for your records.

We have discussed the section 6(f) resources, impacts and replacements properties with the Town of Estes Park and they are in agreement with the plan. As part of completion of the Environmental Assessment and Section 4(f) process we will be requesting a formal letter agreement on both section 4(f) and section 6(f) resources impacts and replacement.

We would like to confirm that CPW – State Trails Program is in general agreement with our approach and concept for replacing Section 6(f) resources on this project?

We will continue to coordinate with you and your office as the project moves forward, but also please feel free to contact me at any time with questions or

clarifications on our project.

Your response is much appreciated!

Thanks,

Tony Galardi, P.E.

Central Federal Lands

12300 W. Dakota Ave.

Lakewood, CO 80228

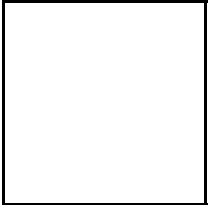
Ph: [\(720\) 963-3669](tel:7209633669)

Cell: [\(303\) 829-0859](tel:3038290859)

Anthony.Galardi@dot.gov

--

Thomas M. Morrissey, PE
State Trails Program Manager
State Liaison Officer for the Land and Water Conservation Program



New Phone # 303.791.1957 Ext. 4129

13787 South Highway 85

Littleton, CO 80125

thomas.morrissey@state.co.us | www.cpw.state.co.us



CO FLAP 34(1) & 36(1) - Estes Park Moraine
Avenue and Riverside Drive One-Way Couplet

MEETING MINUTES

Project: Downtown Estes Loop - CO FLAP 34(1) & 36(1) - Estes Park Moraine Avenue and Riverside Drive One-Way Couplet

Meeting: Section 6(f) Colorado State Trails Program

Date: March 28th, 2016, 10:30 to 11:30 AM

Location: Colorado State Trails Program Office: 13787 S. Hwy 85, Littleton, CO

Attendees: Colorado State Trails Program: Tom Morrissey, Melanie Gose
CFLHD: Tony Galardi
AECOM: Corey Lang, Lindsey Sousa

Project Update

- **Confirmation of Baldwin Park Boundaries:** A handout showing the boundaries of Baldwin Park within Section 6(f) jurisdiction had been provided to the project team (by the State Trails Program) in the Spring of 2015 (Refer to Exhibit A). The project team clarified that based on survey data, the Baldwin Park boundaries constitute parcels 3-6 as shown in Exhibit B. Tom and Melanie confirmed the park boundaries as shown in Exhibit B.
- **Expansion of Project Area:** Since our last meeting in May of 2015, further engineering analysis combined with new floodplain modeling information necessitates an expansion of the project area to include channel widening along the Big Thompson River (between the Riverside Drive bridge over the Big Thompson and U.S. 36). Channel widening is needed to accommodate the 100 year floodplain per updated flows. Corey Lang reviewed a graphic showing the larger study area (Exhibit C).
- **Phased Implementation:** The one-way couplet project, including replacement of the Ivy Street bridge, will be constructed as part of Phase 1 and is fully funded. Future phase(s) would include replacement of the Rockwell and Riverside bridges, requiring the relocation of the Restroom at Children's Park, as well as the downstream channel widening between the Riverside Bridge and U.S. 36. All of the 6(f) impacts and proposed replacement lands are part of the Phase 1 project. 6(f) requirements for future phases would only include the resetting of the Children's Park restroom as it is the only impact.

Section 6(f) Impacts and Replacement Lands

- Approximately 9,650 total square feet (5307 SF at Baldwin, 4347 SF at Children's) of existing Section 6(f) property will need to be converted to non-recreational use. The impacts include portions of Baldwin Park and Children's Park, as shown in Exhibit D.
- Exhibit D shows the proposed area of replacement for Section 6(f). The replacement area includes parcels 11, 13, 17 and 18, which total approximately 11,000 square feet of replacement land combined. This represents greater than a 1:1 replacement area.

Parcels 11, 17 and 18 are located adjacent to Baldwin Park. Parcel 13 is located along Riverside Drive south of the Big Thompson River (on property that is currently privately owned). All replacement parcels would provide the public with river access.

- The restroom currently located in Children’s Park will need to be removed as part of a future construction phase beyond the Phase 1. A new public restroom is planned on Parcel 12 or 13 opposite the river from the existing restrooms. This restroom would be constructed in a future phase of the project.
- Tom and Melanie concurred with the proposed replacement lands, based upon the preliminary engineering estimates provided, as discussed in the meeting, and shown in Exhibit D. The size of the LWCF replacement mitigation lands will be based upon the actual impacts to the Section 6(f) properties as determined upon completion of the project.

Documentation/Next Steps

The process steps were summarized as follows

1. The project team prepares a letter to Tom’s office summarizing the project, the screening analysis (avoidance), measures to minimize effects (park plan with land conversion proposals), Section 4(f) process documentation, and a letter from the Town of Estes Park stating that they concur with the loss of existing Section 6(f) parcels, the conversion of the boundaries to the new Town parcels, and accept maintenance responsibility for the converted land in the future.
2. Tom indicated that he sent examples letters and 6(f) checklist after our first meeting. The team will check to make sure those are on file.
3. Following release of the Draft EA, the public comment period and Town Board input on the project and recommended alternative, CPW will write a letter to the NPS with the above mentioned materials. NPS typically responds within one to two weeks. NPS provides their concurrence, which is considered “conceptual agreement.”
4. Documentation of this coordination with CPW can be included in the EA.
5. Project team prepares a “Yellow Book” real estate appraisal, of existing 6(f) properties and replacement properties, compliant with Uniform Act requirements to verify that the proposed conversion lands adequately meet Section 6(f) requirements. Replacement lands must be both value for value and acre for acre. Although parcel 13, for example, only requires a portion for Section 6(f) use (as the remainder is on a hillside), the full parcel value can be assumed.
6. CPW writes a final letter of agreement to the NPS for concurrence post-construction of the project.
7. CPW mentioned a few reference projects that include details for “pocket parks” that are similar to the type of access that could be provided in this project. Steamboat Riverwalk and Montrose/Uncompahgre.



CO FLAP 34(1) & 36(1) - Estes Park Moraine
Avenue and Riverside Drive One-Way Couplet

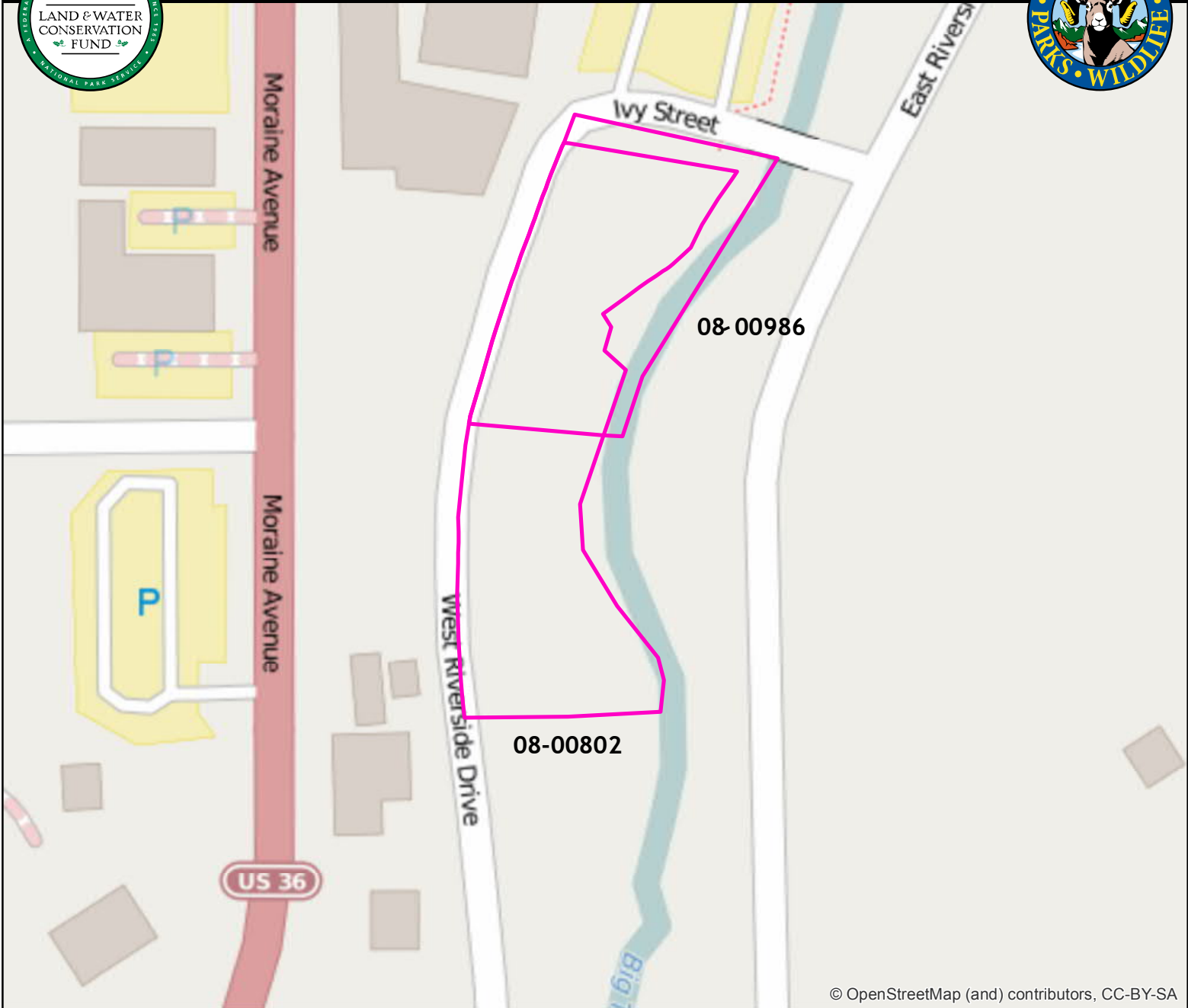
Action Items

1. The project team will follow the steps per the Checklist for LWCF Conversion Requirements and will maintain consultation and coordination with LWCF as the process moves forward.

Exhibits:

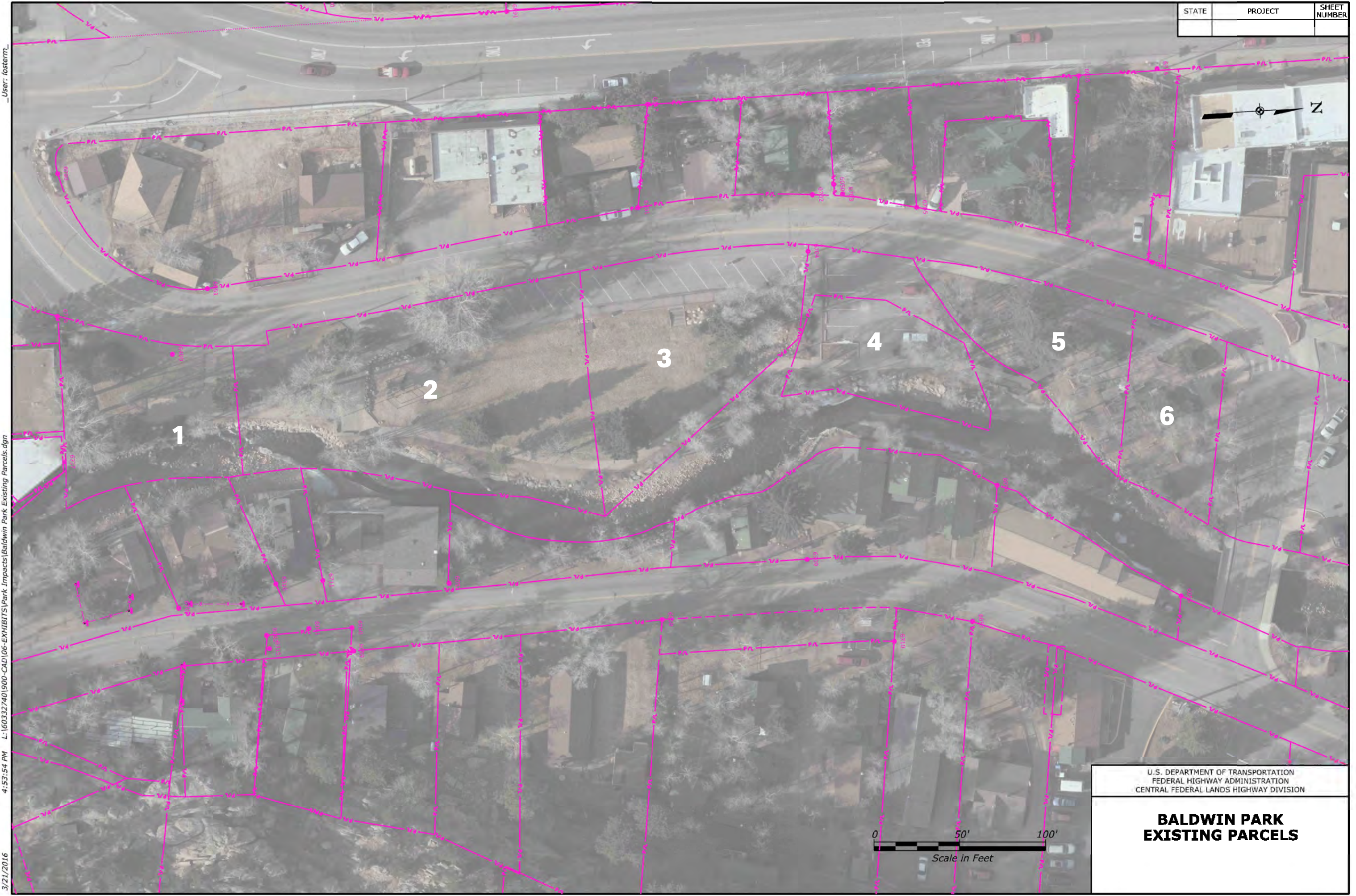
- A: West Riverside Park Boundary (from Colorado State Trails Program)
- B: Baldwin Park Existing Parcels
- C: Updated Project Study Area
- D: Section 6(f) impact area and proposed replacement lands

West Riverside Park



© OpenStreetMap (and) contributors, CC-BY-SA

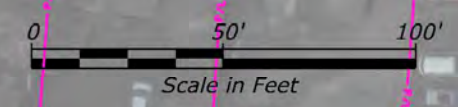
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3/21/2016



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 CENTRAL FEDERAL LANDS HIGHWAY DIVISION

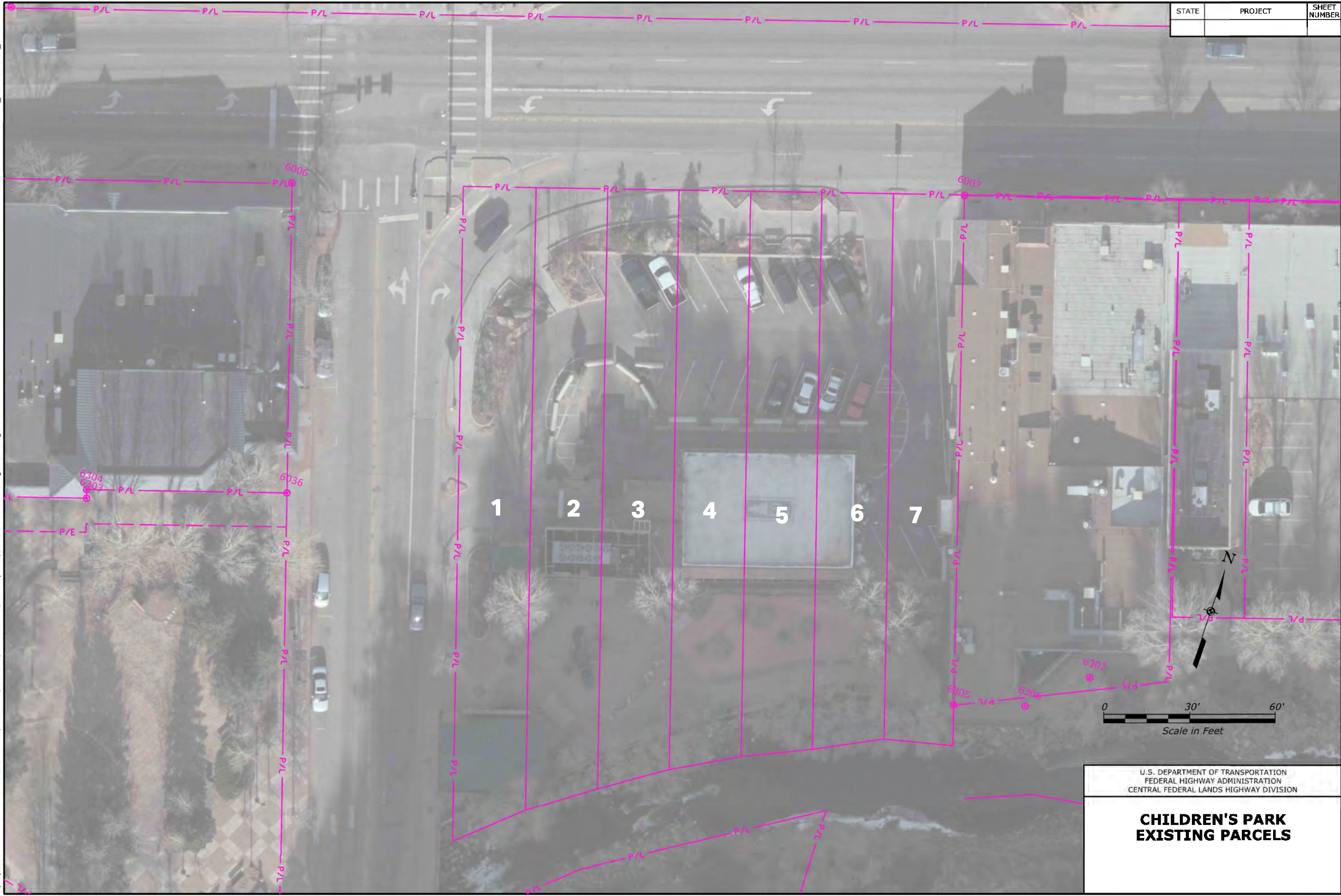
**BALDWIN PARK
 EXISTING PARCELS**

STATE	PROJECT	SHEET NUMBER

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3/21/2016



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 CENTRAL FEDERAL LANDS HIGHWAY DIVISION

**CHILDREN'S PARK
 EXISTING PARCELS**





POTENTIAL NEW PARK PROPERTY					
LOCATION	LOGICAL ID	LARIMER COUNTY PARCEL NUMBER (IF APPLICABLE)	POST CONSTRUCTION PARCEL SIZE		Section 6(F)
			(SQFT)	(ACRE)	
MORAINES & RIVERSIDE INTERSECTION	10	3525121018	12,714	0.29	
BALDWIN PARK	11		727	0.02	727
RIVERSIDE BRIDGE	12	3525121058	11,857	0.27	2046
	13	3525121057	15,877	0.36	7355
SUB TOTAL			41,175	0.95	
DOWNSTREAM RIVER CORRIDOR	14	3525105940	8,686	0.20	
	15	3525105939	14,458	0.33	
	16	3525105938	22,856	0.52	
SUB TOTAL			46,000	1.06	
UPSTREAM RIVER CORRIDOR	17	3525121967	4,164	0.10	1388
	18	3525121968	1,718	0.04	1590
	19	3525121069	949	0.02	
	20	3525121070	2,704	0.06	2250
	21	3525121071	3,394	0.08	
SUB TOTAL			12,929	0.30	
TOTAL			100,104	2.30	17488

11,060

Impact 9,653

Baldwin (south to north)			
0.297	12926.8	3541.78	
0.133	5813.3		
0.164	7141.7	2989.96	
0.128	5583.7	2316.77	
		5306.73	Impact SF
Childrens Park			
		2764.46	
		893.36	
		487.24	
		201.41	
	33667.9	4346.47	Impact SF
Total	0.773		
Total 6(F) replacement		9653.2 SF	

03/29/16

STATE	PROJECT	SHEET NUMBER
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3/28/2016



5307 sf of Impact to 6(f) Park Parcels

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION

BALDWIN PARK IMPACTS
(6f) COMPENSATION AREA

03/28/16

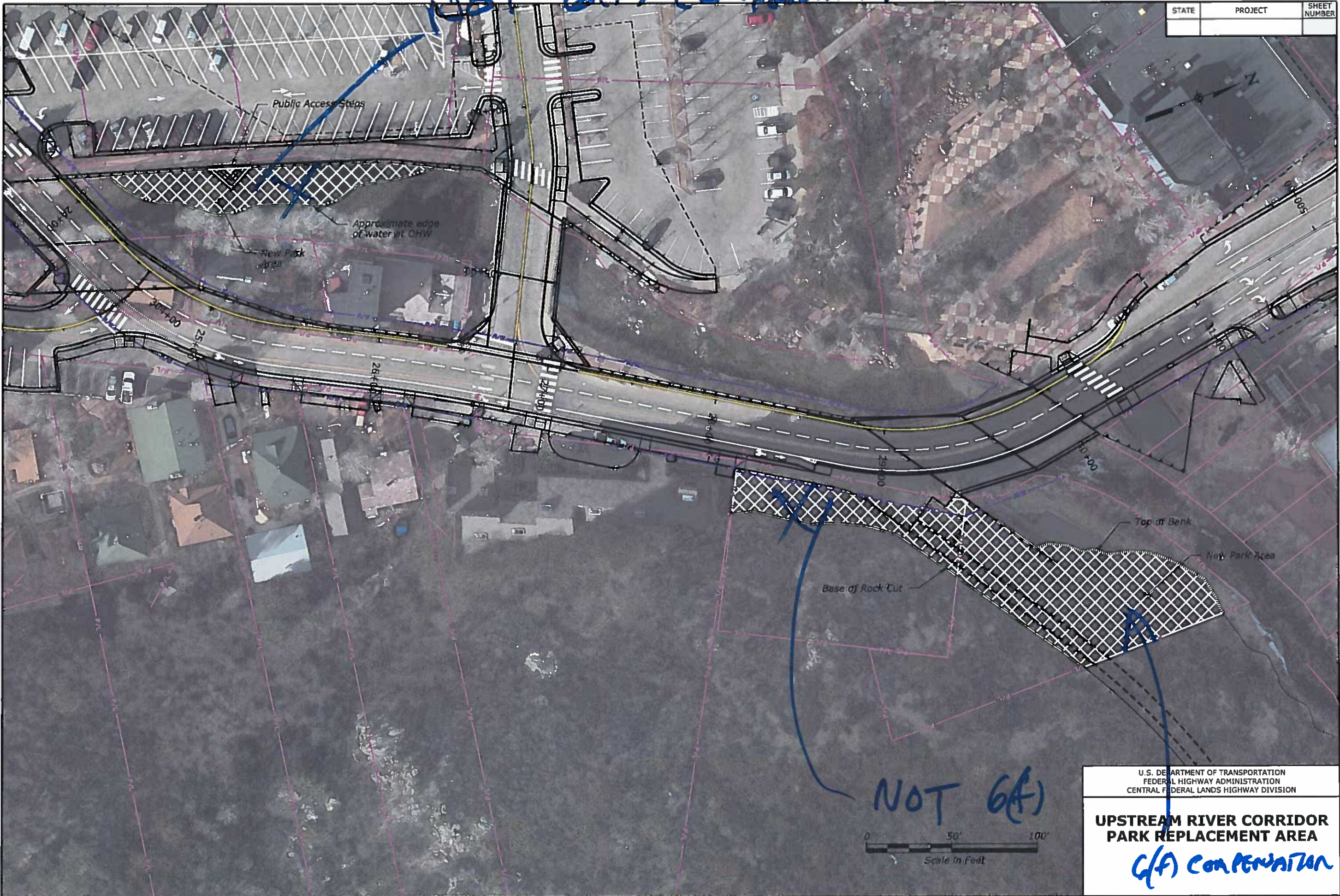
STATE	PROJECT	SHEET NUMBER

NOT (G/A) COMPENSATION

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3/25/2016



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 CENTRAL FEDERAL LANDS HIGHWAY DIVISION

**UPSTREAM RIVER CORRIDOR
 PARK REPLACEMENT AREA**

G/A COMPENSATION

STATE	PROJECT	SHEET NUMBER

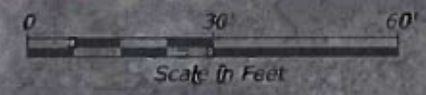
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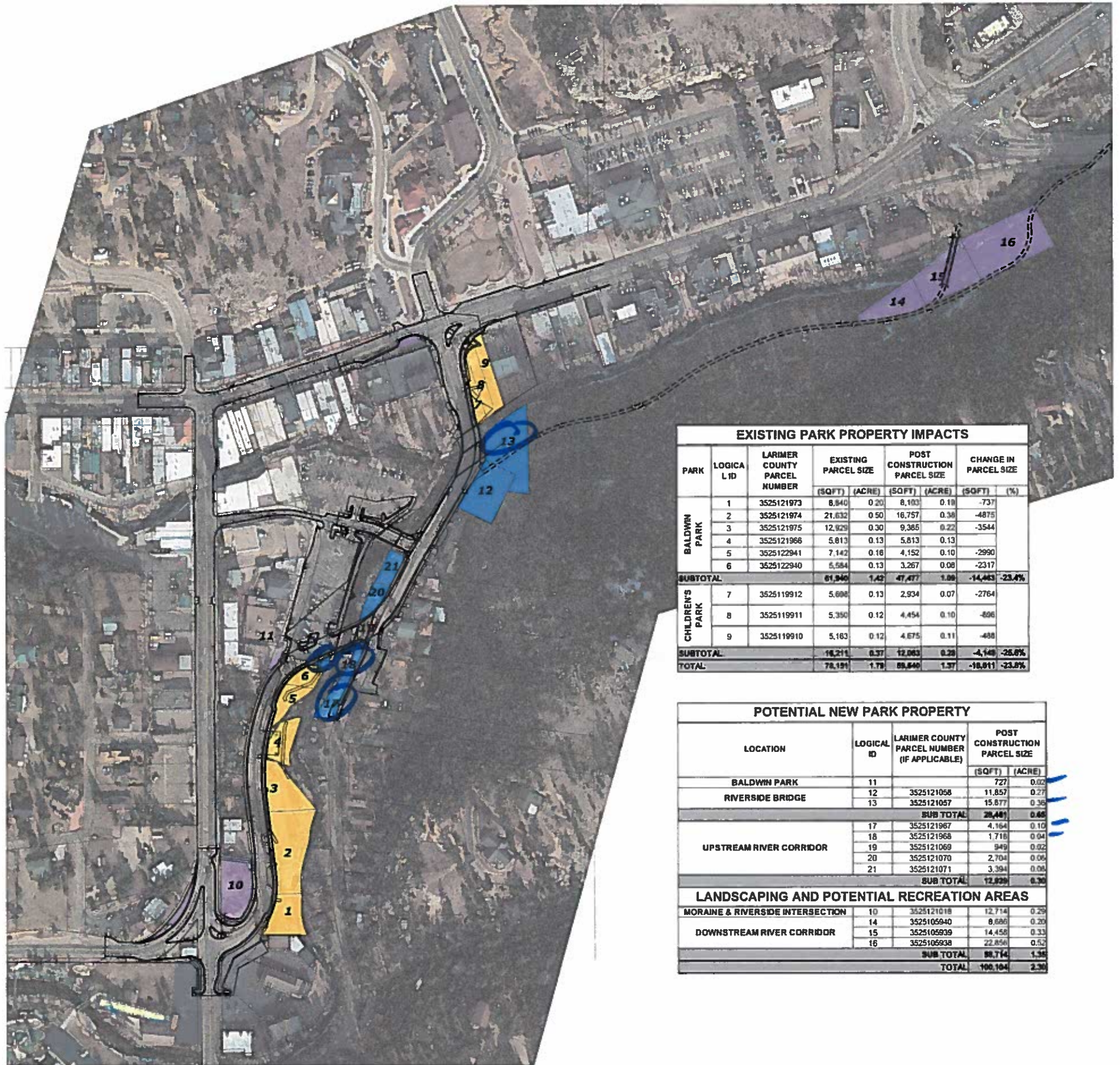


4347 SE of Impact to Park Parcel



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CHILDREN'S PARK IMPACTS



PARK	LOGICAL ID	LARIMER COUNTY PARCEL NUMBER	EXISTING PARCEL SIZE		POST CONSTRUCTION PARCEL SIZE		CHANGE IN PARCEL SIZE	
			(SQFT)	(ACRE)	(SQFT)	(ACRE)	(SQFT)	(%)
BALDWIN PARK	1	3525121973	8,840	0.20	8,103	0.19	-737	
	2	3525121974	21,632	0.50	16,757	0.38	-4875	
	3	3525121975	12,929	0.30	9,365	0.22	-3544	
	4	3525121966	5,813	0.13	5,813	0.13		
	5	3525122941	7,142	0.16	4,152	0.10	-2990	
	6	3525122940	5,584	0.13	3,267	0.08	-2317	
SUBTOTAL			61,940	1.42	47,477	1.08	-14,463	-23.4%
CHILDREN'S PARK	7	3525119912	5,696	0.13	2,934	0.07	-2764	
	8	3525119911	5,350	0.12	4,454	0.10	-896	
	9	3525119910	5,163	0.12	4,675	0.11	-488	
SUBTOTAL			16,211	0.37	12,063	0.28	-4,148	-25.6%
TOTAL			78,151	1.79	59,540	1.37	-18,611	-23.8%

LOCATION	LOGICAL ID	LARIMER COUNTY PARCEL NUMBER (IF APPLICABLE)	POST CONSTRUCTION PARCEL SIZE	
			(SQFT)	(ACRE)
BALDWIN PARK	11		727	0.02
RIVERSIDE BRIDGE	12	3525121058	11,857	0.27
	13	3525121057	15,877	0.36
SUB TOTAL			28,461	0.65
UPSTREAM RIVER CORRIDOR	17	3525121967	4,164	0.10
	18	3525121968	1,716	0.04
	19	3525121069	949	0.02
	20	3525121070	2,704	0.06
	21	3525121071	3,394	0.08
SUB TOTAL			12,929	0.30
LANDSCAPING AND POTENTIAL RECREATION AREAS				
MORAINES & RIVERSIDE INTERSECTION	10	3525121018	12,714	0.29
DOWNSTREAM RIVER CORRIDOR	14	3525105940	8,696	0.20
	15	3525105939	14,458	0.33
	16	3525105938	22,856	0.52
SUB TOTAL			58,714	1.35
TOTAL			100,104	2.30

PROPOSED PARK AREAS

- POST CONSTRUCTION PARK AREAS
- POTENTIAL NEW PARK AREAS
- LANDSCAPING AND POTENTIAL RECREATION AREAS



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228-2583

June 20, 2016

In Reply Refer To:
HFPM-16

Mr. Greg Muhonen
Public Works Director
Town of Estes Park
170 MacGregor Avenue
Estes Park, Colorado 80517

Re: FHWA CLFHD, CO FLAP 34(1) & CO FLAP 36(1), Estes Park Moraine Avenue and
Riverside Drive Environmental Assessment, FHWA Intent to Make a Section 4(f) *de minimis*
determination

Dear. Mr. Muhonen:

This letter is in regard to Section 4(f) coordination for the Downtown Estes Loop project. Per 23 CFR 774.5, we are coordinating with you as the owner with jurisdiction responsible for Section 4(f) and 6(f) resources in the Town of Estes Park. We are writing to you in your position as Director of Public Works, which oversees five divisions including the Parks Division.

The Central Federal Lands Highway Division (CFLHD) of the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for the proposed Downtown Estes Loop project. This project is intended to improve access to Rocky Mountain National Park (RMNP) by addressing capacity, safety, mobility and access constraints in the Downtown portion of the roadway network serving the Beaver Meadows entrance to RMNP. The Proposed Action involves conversion of existing roadways from two-way to one-way through downtown Estes Park. The two-lane one way couplet has a total length of 0.92 miles. The project begins at the Elkhorn Avenue/Riverside Drive intersection, continues west on Elkhorn Avenue (US 36) to the intersection of Moraine Avenue/Big Horn Drive for 0.15 miles, then turns south on Moraine Avenue (US 36) for 0.3 miles to the intersection of Moraine Avenue and Riverside Drive/Crags Drive. These two-way roadway segments would be converted into one-way roads, west and south, respectively. The two-lane one way couplet is completed in the returning northerly direction via a reconstructed Riverside Drive. This segment begins at the Moraine Avenue/West Riverside Drive/Crags Drive intersection then follows near West Riverside Drive, Ivy Street and East Riverside Drive for 0.40 miles back to the beginning of the project at the East Riverside Drive/Elkhorn Avenue intersection, completing the loop.

Pavement rehabilitation (including grinding the existing pavement and adding new pavement to repair the deteriorating asphalt) would occur on Elkhorn Avenue from just west of the US 34/US 36 intersection to the Elkhorn/Moraine intersection and along Moraine from the Elkhorn/Moraine intersection to the Moraine/Crags/West Riverside intersection. Pavement rehabilitation on Rockwell would also occur from Moraine Ave to Riverside Avenue. New signals would be added to the Elkhorn/Riverside, and Elkhorn/Moraine intersections. The Moraine/Crags/West Riverside intersection would be reconstructed as either a traditional signalized intersection or a roundabout. New sidewalk, on street bike lanes and trail connection improvements would be installed. Directional signage along the corridors would be installed, as well as landscaping.

Historic Resources

One historic NRHP-eligible property, a portion of SH 262 (Moraine Avenue), will be impacted by the Proposed Action. The documented segment begins at the intersection of US 34 and US 36 at the east end of Elkhorn Avenue, continues west along Elkhorn Avenue to its intersection with Moraine Avenue and south along Moraine Avenue, turns to the west-southwest near Crags Drive, and ends approximately 400 feet west of 351 Moraine Avenue. SH 262 was originally a local road used by residents of Estes Park. After the RMNP opened in 1915, it was used as an entrance road into the park. The road was designated SH 262 in 1939 and, by 1946 it had been extended into the RMNP, ending at the intersection of Fall River Road (US 34) and Deer Ridge Junction. This route was used until 1965, when the Beaver Meadows park entrance opened. At this time, the road was renamed SH 66 and, in 1977, it became part of US 36.

As part of this project, SH 262 will be overlain over the original road's alignment. A new intersection configuration will be built, requiring the removal of a non-historic building (commercial property, the Donut Haus) at the current intersection. Both a signalized intersection and roundabout intersection are currently under consideration at this location. Under either configuration (signalized or roundabout), the intent is to make geometric and grade changes to improve operational efficiency and additional sight distance, thereby improving safety conditions. The historic short rock retaining wall and rock-lined curb, along the west side of the curve in front of sites 5LR13751 and 5LR13753 (the former Rocky Mountain Park headquarters), will remain in place. A new short retaining wall will be added, if necessary, in front of these older wall features in conjunction with the lower road grade. The retaining wall along the east side of Moraine Avenue that stretches from 250 Moraine to 281 Moraine Avenue will also not be directly impacted and will be located more than 100 feet north of the proposed new construction. In short, the proposed improvements to Moraine Avenue will not adversely affect the historic integrity of SH 262 or any of its associated features.

Section 4(f) Historic Determination

The project has been determined to have "no adverse effect" on SH 262 under Section 106. SHPO concurred in writing with the Section 106 "no adverse effect" determination for this property as stated in a letter to CFLHD dated May 19th, 2016. SH 262 and its associated facilities (retaining walls, curb) are located in the highway right-of-way. If a historic resource is within right-of-way, the Section 4(f) Policy Paper (July 2012, page 36) states the following: "when a future transportation project is advanced resulting in a Section 106 determination of no historic properties affected or no adverse effect to such resources, there would be no Section 4(f) use." Thus, Section 4(f) would not apply to SH 262.

Park Resources

The proposed project would require the conversion of approximately 18,611 square feet of existing park land in portions of Baldwin Park and Children's Park to transportation use:

- Baldwin Park is currently 61,940 square feet in size. The proposed roadway realignment along Riverside would require partial acquisition (14,463 square feet) of the park, which represents a loss of approximately 23%. The portion of Baldwin Park near Ivy Street is where the majority of parkland losses would occur. The proposed horizontal curve from the West Riverside alignment to the proposed alignment of the new bridge over the Big Thompson and the resulting alignment on the other side of the river (East Riverside) cause this impact. The proposed curve radius is necessary to meeting engineering standards. An existing asphalt pavement area currently utilized for parking will be removed. The plaza and seating area currently located at the entry to Baldwin Park

(across from the Post Office) will be moved to the former asphalt parking area further south.

- Children's Park is approximately 16,211 square feet in size. Approximately 4,148 square feet (26%) would be required to reconstruct the intersection at Elkhorn/Riverside including the accommodation of two right-turn lanes from northbound Riverside onto eastbound Elkhorn, sidewalks and a pedestrian crosswalk. The area to be acquired is currently used for sidewalk and landscaping. In addition, restrooms currently located adjacent to Riverside along the Big Thompson River (within Children's Park) would need to be removed to accommodate the roadway cross-section. No impacts are anticipated to the existing playground or other amenities within Children's Park.

Proposed Enhancements

The project team recognizes the importance of park land to the downtown environment and larger community. Thus, we have worked to reduce impacts to the extent feasible while identifying replacement properties for conversion to park land. The intent is to benefit the community by constructing new formal and informal natural spaces for recreation and river access, and connecting and improving the park and river walk experience between Baldwin Park and the Big Thompson Riverwalk.

Several areas along Riverside Drive are recommended for conversion to park area as part of the implementation of the Proposed Action. The addition of these park areas would constitute acreage greater than the park lands impacted along the corridor (an acreage of 41,390 square feet/0.95 acre, which represents 22,779 square feet/0.52 acre of new park area). Proposed conversion of lands to park is shown in the attached exhibits and includes the following (from south to north along Riverside Drive):

- Baldwin Park (Parcel 11): The proposed shift in the Riverside Drive alignment would create a triangular shaped parcel of space adjacent to Baldwin Park. This area is recommended to be transferred to park land (part of Baldwin Park).
- Upstream River Corridor (Parcels 17-18): The relocation of commercial and residential properties along Riverside Drive (east of the River) will create an opportunity for parkland conversion, enhanced river access and floodplain mitigation area. With the wider floodplain boundaries assumed under recent flood flow data, the existing buildings are located within the floodplain. Conversion to park/open space area helps restore natural conditions. The intent of the planned design is to improve park land interconnections. An existing sidewalk located along the west edge of the river (along the Post Office lot and across from parcels 20 and 21) would be widened and a new pedestrian access point would be added to provide connectivity to the river.
- Riverside Bridge (Parcels 12-13): Parcels 12 and 13 are private properties that need to be acquired to reconstruct Riverside Drive. It is recommended that these two parcels be transferred to the Town for parkland. Conversion to park would provide enhanced access to the river, as well as the opportunity to extend a future trail (shown in dashed line on Exhibit A) parallel to the river.

The recommendations described above are proposed enhancements to offset impacts to parks due to the project.

De Minimis Finding

As a part of the environmental review process, the FHWA has responsibilities to comply with Section 4(f) of the Department of Transportation Act of 1966 (which has been later revised and recodified but still referred to as Section 4(f)). The intent of the Section 4(f) Statute, 49 U.S.C. Section 303, and the policy of the FHWA is to avoid transportation use of historic sites and publicly owned recreational areas, parks, and wildlife and waterfowl refuges. If the FHWA determines that a transportation use of these types of properties, also known as Section 4(f) properties, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. *De minimis* impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) resource.

The finding of a *de minimis* impact on recreational and wildlife resources can be made when:

- 1) The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
- 2) The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource; and
- 3) The official(s) with jurisdiction over the property are informed of FHWA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

Through the detailed screening process, the proposed project alternative was determined to be the least environmentally damaging alternative. We have found through the screening process that there is no reasonable alternative that would meet the identified transportation needs without impacting these parklands. Together as a team and with the partner agencies, we have worked to reduce impacts to parkland through the proposed design and have identified opportunities to provide replacement lands that will become long-term amenities and assets for the community. The proposed enhancements, including informal natural lands, plaza/seating areas, sidewalks, pathways, river access and restrooms will be constructed under the proposed design. A preliminary concept plan for parkland and amenity replacements is shown in Exhibits A and B. Thus, the characteristics and features that make the properties eligible for Section 4(f) protection will remain.

It is FHWA's intent to make a determination that the impacts to Baldwin Park and Children's Park are *de minimis*. Per requirements of 23 CFR 774.5(a)(2)(ii), the public will receive notice and an opportunity for public review and comment concerning the effects on park lands during the Environmental Assessment public comment period. Following the public comment period, FHWA will present the comments received to your office and request that your office concur with the FHWA finding in writing. This determination, public outreach and subsequent concurrence will satisfy the Section 4(f) requirements for this project.

Section 6(f)

State and local governments often obtain grants through the Land and Water Conservation Fund (LWCF) to develop or make improvements to parks and outdoor recreation areas. Section

CO FLAP 34(1) & 36(1) ESTES PARK - MORAINES/RIVERSIDE/ELKHORN PROJECT
"DOWNTOWN ESTES LOOP"

6(f) properties are those purchased or improved with LWCF grants. Section 6(f) prohibits the conversion of property acquired or developed with LWCF grants to a non-recreational purpose without the approval of the DOI's National Park Service (NPS). In Colorado, the Colorado State Trails Program implemented by the Department of Natural Resources by Colorado Parks and Wildlife (CPW) administers the LWCF Grant program.

Children's Park, as well as portions of Baldwin Park, were purchased with LWCF grants. Since portions of these parks will be converted, the official with jurisdiction of the Section 6(f) property (the Town of Estes Park) is to be consulted with concerning the anticipated impact area and proposed replacement land that is of reasonably equivalent size, usefulness and location, and of at least equal fair market value. Consultation and coordination with Colorado State Trails Program staff members for this project began in September of 2014 and has continued since that time. A letter to you requesting concurrence with the anticipated area of parkland to be converted (for the project) along with proposed replacement land, is forthcoming.

We would like to thank the Town of Estes Park for their cooperation with this project. Please contact me if you have any questions regarding this matter.

Sincerely,

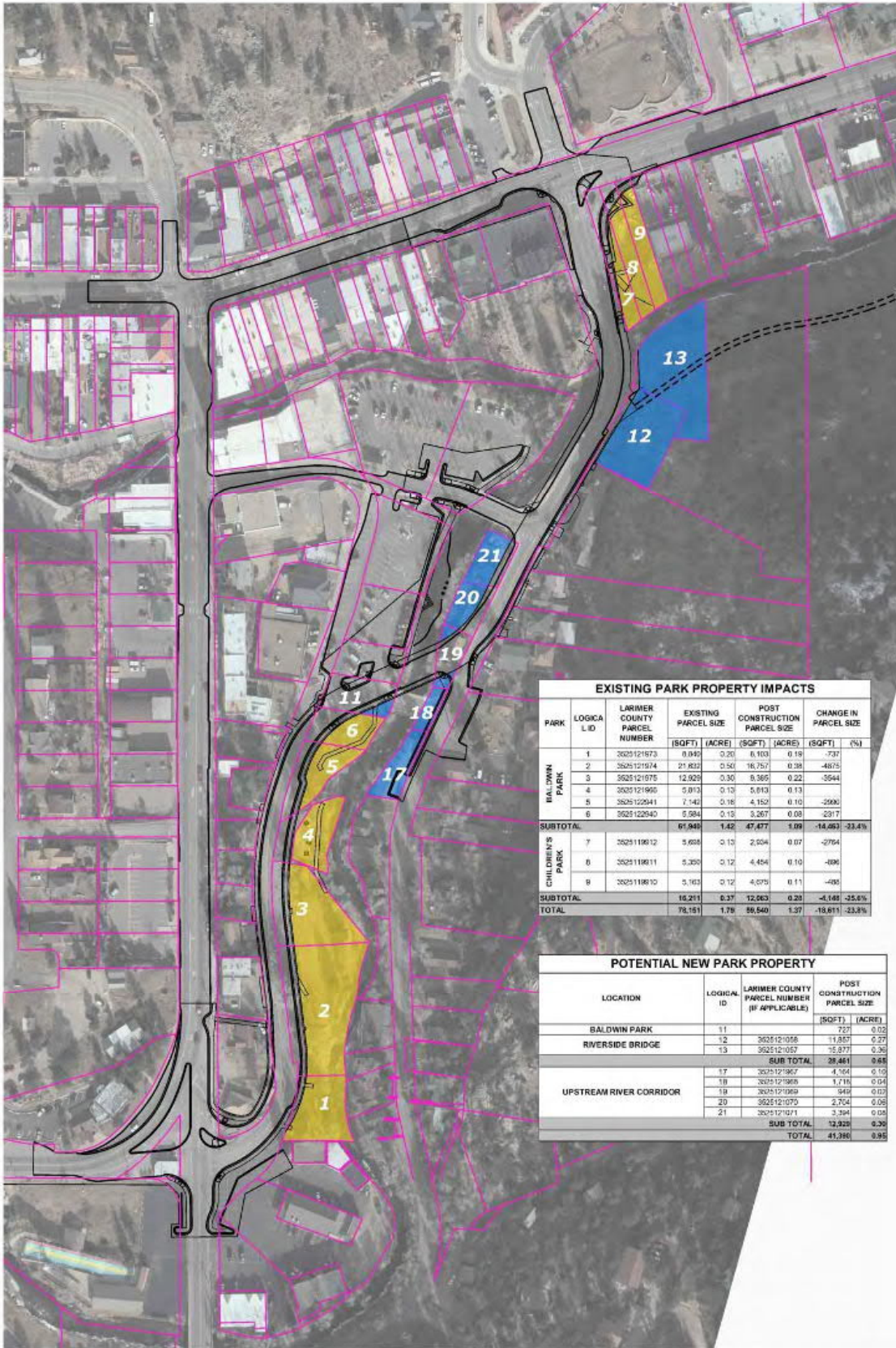


James Herlyck
Project Manager

Exhibits

- A: Anticipated Impacts to Park Property
- B: Proposed Replacement Park Lands

Exhibit A: Anticipated Impacts to Park Property



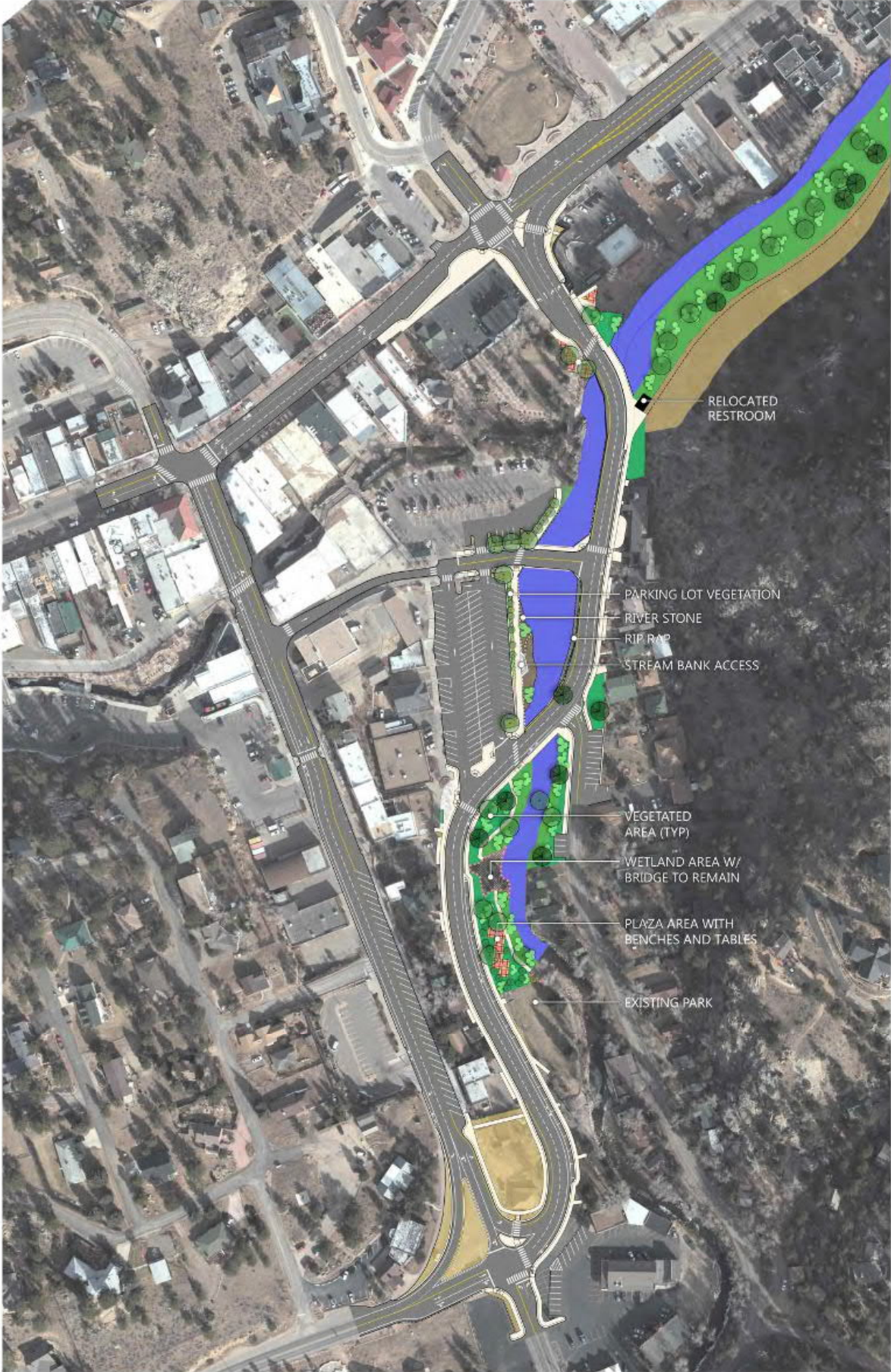
EXISTING PARK PROPERTY IMPACTS							
PARK	LOGICAL ID	LARIMER COUNTY PARCEL NUMBER	EXISTING PARCEL SIZE		POST CONSTRUCTION PARCEL SIZE		CHANGE IN PARCEL SIZE (%)
			(SQFT)	(ACRE)	(SQFT)	(ACRE)	
BALDWIN PARK	1	3025121873	0,046	0.25	8,103	0.19	-73%
	2	3025121974	21,833	0.50	16,757	0.38	-46%
	3	3025121075	12,929	0.30	9,365	0.22	-36%
	4	3025121965	5,013	0.12	5,813	0.13	13%
	5	3025122941	7,140	0.16	4,150	0.10	-59%
	6	3025122940	5,584	0.13	3,267	0.08	-59%
SUBTOTAL			61,948	1.42	47,477	1.09	-14.6% -33.4%
CHILDREN'S PARK	7	3025119812	5,608	0.13	2,504	0.07	-76%
	8	3025119811	5,320	0.12	4,454	0.10	-49%
	9	3025119810	5,163	0.12	4,075	0.11	-49%
SUBTOTAL			16,211	0.37	12,063	0.28	-4.14% -25.8%
TOTAL			78,159	1.79	59,540	1.37	-18.6% -23.9%

POTENTIAL NEW PARK PROPERTY					
LOCATION	LOGICAL ID	LARIMER COUNTY PARCEL NUMBER (IF APPLICABLE)	POST CONSTRUCTION PARCEL SIZE		
			(SQFT)	(ACRE)	
BALDWIN PARK	11		727	0.02	
	12	3025121056	11,857	0.27	
	13	3025121057	15,877	0.36	
SUB TOTAL			28,461	0.65	
UPSTREAM RIVER CORRIDOR	17	3025121967	4,164	0.10	
	18	3025121965	1,716	0.04	
	19	3025121969	949	0.02	
	20	3025121075	2,754	0.06	
	21	3025121071	3,394	0.08	
SUB TOTAL			12,925	0.30	
TOTAL			41,386	0.95	

PROPOSED PARK AREAS

- POST CONSTRUCTION PARK AREAS
- POTENTIAL NEW PARK AREAS

Exhibit B: Proposed Replacement Park Lands



APPENDIX D: PUBLIC OUTREACH MATERIALS

This Appendix includes materials as listed below. Additional material and project information may be found on the website ([REDACTED]).

Outgoing Correspondence

- D.1: Meeting Summaries (Small Group and Public)
- D.2: Newsletters and FAQs
- D.3: Press Releases (initiated by the Project Team or Town of Estes Park)

Incoming Letters and Correspondence

- D.4: Letters Received from the Public
- D.5: Comments Received via Project Email and Project Website
- D.5: Emails to Town Officials
- D.5: Long Letters
- D.5: Estes Truth.org Submittals?
- D.6: Comment Forms Received At Public Meetings
 - October 8th, 2014
 - March 25th, 2015

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D.1 Meeting Summaries (Small Group and Public)



Downtown Estes Loop Project October 8th Open House Summary

November 3, 2014

The Central Federal Lands Highway Division (CFLHD), Town of Estes Park and Colorado Department of Transportation (CDOT) – are initiating a project development process including public outreach, environmental analysis and preliminary engineering for evaluation of transportation options. The project includes three primary roadways: Elkhorn Avenue, Moraine Avenue and Riverside Drive through downtown Estes Park.

Two open houses were held on October 8th, 2014 to introduce the project development process and gather public feedback. The first open house was open to all, and also included targeted outreach (mailed letter) to residents and businesses located along the study area roadways. The first open house was held from 12pm – 2pm. A second open house for the general public was held from 4pm-6pm that same day. Both meetings were held at the Estes Park Museum Meeting Room, 200 Fourth Street. The open houses were announced through press releases, newspaper advertisements, the project website ([REDACTED]), the town email listserve, and social media. Per the sign-in form, 123 persons attended the first open house and 104 persons attended the second open house.

The meeting boards from the meetings are posted on the project website:
[REDACTED]

Boards were organized into:

- Project History (design options evaluated prior to this project)
- State and federal funding sources allocated to the project
- Design options presented as part of previous studies
- Environmental and community considerations
- Tentative project schedule

The following sections summarize meeting board content and feedback received at the open houses. In many cases multiple and similar comments were received. Similar comments have been combined in this summary document.

A. Project History:

The “Downtown Estes Loop” roadway realignment project builds on previous transportation planning studies and public outreach activities for improving transportation downtown. The Estes Valley Transportation Alternatives Study completed in 2003 identified potential improvements to the downtown street network including a one-way couplet system utilizing Elkhorn, Moraine and Riverside roadways. The study also recommended transit and parking improvements, which have been advanced and implemented over the last decade, including: implementation of transit service; completion of a 2013 Transit and Parking Study; and the planned Visitor Center Parking Structure.

The Estes Park Transportation Visioning Committee was a citizen led committee that developed a vision for Estes Park’s transportation system 20 years into the future. This committee recommended nine (9) scenarios to enhance transportation in Estes Park. Of these scenarios several included enhancements that built the foundation for the Downtown Estes Loop including: rerouting US 36 to West Riverside, creating a one-way couplet on existing roadways, and rerouting Rocky Mountain National Park traffic to West Riverside. The visions and recommendations from this committee are compiled in a *Roadmap to the Future 2012* document.





Downtown Estes Loop Project October 8th Open House Summary

In the Spring of 2013, the Town initiated a public outreach process to gather input on the community's priorities for improving transportation downtown. Attendees weighed in on several transportation-related project options, one of which was the conversion of traffic through the core downtown area from two-way to one-way traffic (one-way couplet). The Town Board voted to proceed with a competitive funding application for the one-way couplet and submitted an application for funding through the Federal Lands Access Program (FLAP), administered through the Central Federal Lands Highway Division (CFLHD). The application was successful, and the Town was awarded \$13 million in FLAP funds for construction of the one-way couplet concept. To secure federal funds, the FLAP program requires a local match. In order to secure matching funds, the Town partnered with the Colorado Department of Transportation (CDOT) to submit an application for CDOT's Responsible Acceleration of Maintenance and Partnerships (RAMP) program. The Town was awarded \$4.2 million through CDOT's RAMP program for West Elkhorn Avenue. This funding will be used as both the local match for the FLAP funding, and to rehabilitate West Elkhorn Avenue (new pavement resurfacing, new striping and upgrades to signing). The terms of the RAMP application require that Estes Park take over ownership and maintenance from CDOT of West Elkhorn Avenue from Moraine Avenue to West Wonderview Avenue (US 34).

B. Public Comments Received on Design Options:

Maps of three design concepts, as well as the No Action option, were presented at the October 8 open houses. The comment form distributed at the meeting provided space for attendees to indicate their preference, ideas, and concerns for each of these options.

The following comments were provided on comment forms for the options shown.

- No Action (Maintain existing conditions):
 - By doing nothing, issues with traffic will continue. Visitation could suffer.
 - Need to carefully consider out of direction travel, impacts to businesses and residences, etc. with any of the build options.
 - Leave as is, this is a parking problem, add parking lots, add parking structures
 - Leave roads alone/No action is ok if parking is added, and pedestrian under crossings are added on River Walk, improved shuttles from outside of town
 - Consider parking/parking structure first or concurrently with this study
 - Existing has worked for many years
 - Town needs change, delays are affecting Town and RMNP routes are significant
 - No change to downtown roads, improve signage and force RMNP traffic to use Wonderview(US 34)/Fall River Entrance
 - Visit Estes Park does an excellent job of bringing visitors to town. Visitors know what to expect and still come
 - Problem is pedestrian and vehicles at signals, old barn dance operation worked better, change signal operations
- Concept 1 (Elkhorn/Moraine/Riverside All 1-Way Direction):
 - Concern with out of direction travel along the three roadways (visitors/residents circling to find parking).
 - Confusing for drivers and dangerous for pedestrians (*similar concern for Concept 1, 1A and 2*)
 - Dislike for one-way streets, concern about safety on one-way streets (*similar concern for Concept 1A*)



- Concern that traffic will bypass downtown thereby, hurting business (*similar concern for Concept 1, 1A and 2*)
- Requires everyone (tourists and residents) to drive through Elkhorn Avenue
- Relocation concerns (*similar concern for Concept 1, 1A and 2*)
- Concern with impact to Riverwalk (*similar concern for Concept 1, 1A and 2*)
- Concern with creating bottlenecks where lanes merge near Moraine/Riverside (*similar concern for Concept 1, 1A and 2*)
- Elkhorn should only have 2-lanes and no bike lanes, extra room is needed for loading and parking
- Have 3 lanes through downtown Elkhorn and 3 lanes on Moraine to Rockwell
 - Refer to Frank Theis original plan
- The one-way roads will impact various areas in town, in particular, the west end of town.
 - Eliminates one of two accesses going onto Davis Hill
- Gold Route would not be an Elkhorn only service and would drop down Moraine and back up to Riverside, adding more time to the route.
- Forces roadway users leaving the post office into town instead of exiting to the south (*similar concern for Concept 1, and 1A*)
- Concern for pedestrian crossings on Riverside for properties that use Town lots for parking (*similar concern for Concept 1, 1A and 2*)
- Add bike lanes (*similar concern for Concept 1, 1A and 2*)
- Concern on the speed of the traffic on Riverside (*similar concern for Concept 1, 1A, and 2*)
- Concept 1A (Elkhorn: Maintain 2-Way, Moraine & Riverside: 1-Way):
 - Consider raising bridge at confluence of Fall and Thompson Rivers; put pedestrian and bike trail under the bridge—safer and keeps traffic moving
 - Allows all buses (including Gold Route) to maintain route.
 - Parallel parking on left side of Riverside is a bad idea
 - Most logical option with least impact
- Concept 2 (Maintain 2-Way Streets, Riverside Widened to 4-Lanes):
 - Concerns on impact to property owners on Riverside Drive
 - Good solution, but let it come at a later date
 - Preserves access to businesses without having to circle through town
 - Concerns about this option bypassing downtown
 - Could better facilitate a future pedestrian mall
 - Concern with aesthetics, natural and historic resources along Riverside (See environmental section below for further detail).
 - Seems more expensive than other options
 - Provides opportunity for investment, redevelopment
 - Bypass of downtown would allow for a pedestrian mall on Elkhorn or closing for events
 - Consider the middle lane (of the 3 lanes) changing direction during peak times or change the west direction to elevated 2 lanes that turn into a parking structure at the post office
 - Crossing four lanes at intersections may prohibit pedestrians, especially aging and young families
 - Allow the 4-lanes to reverse directs at times 3&1, 2&2, 1&3 to move traffic
 - Four lanes on Riverside would affect the small town character of the town
 - Will shift backup westbound to Riverside. No increase in traffic flow capacity westbound
 - Allows vehicles with no interest in visiting downtown to get through town

- Not a good idea to put the main four lanes in the middle of the floodplain

Other Concepts/Ideas to Address Transportation Problems:

The comment form included space to document additional ideas to help alleviate the existing transportation issues. The following comments were provided by meeting attendees on comment forms:

- Need an overall solution/vision to address transportation issues.
- Parking:
 - Need more parking downtown.
 - Consider parking concurrently with this project
 - Consider a parking structure in the post office lot.
 - Encourage free parking outside of downtown (Fairgrounds Parking Lot, etc.)
 - Consider paid parking (downtown)
 - Consider seasonal only along Elkhorn and Moraine
 - Town employees and shop employees could park out of town, leaving more for visitors.
- Crosswalks/Signals:
 - Consider pedestrian overpasses and underpasses (tunnels)
 - Consider traffic control (police) at major intersections during congested times
 - Bring back police to control pedestrian crossing and traffic flow
 - Move crosswalk at Barlow Plaza
 - Install a signal light at intersection by the Donut Haus
 - Concern with the modification of the signal timing in downtown (Elkhorn/Moraine and Elkhorn/Riverside) to remove the pedestrian “all-walk” phase—have diagonal pedestrian crossing
 - Crosswalk and lights at Wonderview and McGregor
 - Coordinate signals from 34/36 out to Beaver Point
- Signage:
 - Need better signage directing visitors to parking, alternate routes to RMNP and exposure to downtown businesses.
 - Provide attractive (not traffic green sign with white lettering) directing to RMNP or have message signs saying how many minutes to RMNP (i.e. “5 minutes to North RMNP entrance”, 20 minutes to South RMNP entrance”)
 - Direct traffic at US 36/34 going to RMNP to use Wonderview(US 34)/Fall River Entrance
 - Provide “Lot Full” signs
- Access & Entrances
 - Beef up Fall River Entrance on US 34 Bypass
 - Maintain access to post office
- Multi-Modal (bike, transit, etc.):
 - Need bicycle facilities on downtown streets
 - Evaluate impacts to transit (RMNP hiker shuttle, Town Gold Route/Trolley) with each of the options.
 - Make transit a priority with a dedicated shuttle/trolley lane
 - Increase shuttle service from Visitor parking/Fairgrounds to downtown.
- Need an economic impacts analysis of businesses with the build options
- Consider roundabouts
- Potential impact of construction to properties downtown

- Concern with emergency vehicle services and connections
- Need good landscaping plan with any Concept
- Concern that in the future, with the town purchasing West Elkhorn that roads will be shut down for festivals and other events, or even more drastically, a walking mall.
- Raise bridges at river crossings/floodplains

Roadway design ideas (from comment forms):

- Consider a 3-Lane option on Riverside rather than 4-Lane.
- Convert to one way streets at certain times of day “reversible flow” either daily (i.e. morning southbound to RMNP, afternoon from RMNP to town) or seasonally (one-way in summer)
- Why a permanent loop? Why penalize the locals and other off-season visitors with the inconvenience for 7-8 months out of the year? It definitely is not needed during winter.
 - In peak season, put barriers (i.e. huge flower pots) to close off West Elkhorn to become a walking mall and close off Big Horn so there are no right turns, in nonpeak season, remove barriers
- Consider Elkhorn 2-way Moraine 2-way Riverside 4-way
- Consider Elkhorn 2-way
- Moraine one way, Riverside four lanes (or two lanes eastbound and westbound)
- Consider reversing one-way couplet directions (Riverside westbound, Elkhorn/Moraine eastbound)
- Merge concepts 1A and 2
- Use other roadways (such as Mary’s Lake Road) to bypass downtown streets
 - Bypass from Moraine near the dump to the west end of Elkhorn
- Add a turn lane on West Moraine from Twisted Pines to Beaver Point and incorporate a sidewalk
- Close off downtown area on Elkhorn between Riverside and Moraine and create a pedestrian mall or extend the Elkhorn mall to Spruce Street west of downtown
- I would like to see the drawing for the pedestrian mall
- Why not try a demonstration trial period by making the current Elkhorn/Moraine one way westbound and divert eastbound traffic onto Riverside and see what happens?
- Instead of a split at the Donut Haus, how about the traffic split at Rockwell and divert westbound traffic at that point instead?

C. Environmental and Community Considerations:

An Environmental Assessment (EA) process is underway to evaluate a number of resources in accordance with requirements of the National Environmental Policy (NEPA) including: economic impacts, land use, social impacts, air quality, noise, water quality, floodplains, biological (wetlands, wildlife, etc.), hazardous materials and historic resources, among others. A traffic analysis will be completed, which compares No Action conditions to the design options under consideration.

Primary environmental concerns heard at the meeting include:

- Noise (impacts to Riverside if traffic increased)
- Beneficial impact to air quality from improved traffic flow; concern with increased emissions if Riverside modified.
 - Reduce air pollution from the shuttles.
- Potential impacts to existing historic resources



Downtown Estes Loop Project October 8th Open House Summary

- The cottage portion of 351 Moraine Avenue is the original visitor center of RMNP and the stone/rock wall that fronts the property along Moraine Avenue and the Mountain Climbing School address one lot closer to town should be preserved.
- Potential displacement of businesses and residences
- Direct and indirect effect on retail shops with a change in the roadway system
- Disruption to existing natural resources (parks, riverwalk, vegetation)
 - Keep the little park by the post office; it is a rare and wonderful little patch of green in the town right by the river.
- Include environmental sustainability with whatever is chosen.

D. Other comments

The following comments were provided by meeting attendees on comment forms:

- Concerns about the impact of construction with any option
- Too much money to spend for a 3 month problem
- This is an unneeded project.
- How do any of the options integrate into a larger plan, is there a long term plan?
- Put meaningful information/data on the project website
- Open house materials were ineffective. Have a presentation describing each option and their differences/similarities. Provide opportunities for meaningful discussion.
- The Town should not take ownership from CDOT of Elkhorn and Moraine, the maintenance is too costly
- Have RMNP coordinate its free days from October 15 to May 15, when the Town needs more visitors. If free days are needed in the summer, use a week day instead of a weekend
- We don't trust our town anymore.
- Concentrate on keeping tourism and sales tax flowing to all businesses
- People love Estes for what it is and how it operates currently
- Traffic is not the biggest concern, parking, bikes, sidewalks, bus lanes are more important
- How do any of the alternatives fit with the long-term vision? Don't be reactive with a short-term solution
- Consider official voting on the solution

Next Steps in the Project:

A number of comments stated above related to the project process, parking, signals, etc. have been addressed in a Frequently Asked Questions (FAQ) document, also on the project website.

The next step in the EA process is to collect environmental and traffic data. Subsequent open houses will be held to present an update on data collection and the process for screening alternatives (anticipated January/February 2015). Small group meetings on specific topic areas will also be scheduled.

We need public input into this process throughout the project. *Opportunities to Gather Feedback:*

Project Website: [REDACTED]

Project Hotline: 970-480-7045

Project email: [REDACTED]





Downtown Estes Loop Project Small Group Meeting Summary

On December 10th and 11th, 2014, the project team hosted four small group meetings to discuss project-specific topics. Comment forms distributed at the October 8th 2014 Open Houses provided the public with the opportunity to sign up for one or more of the small groups. The project website ([REDACTED]) also provided the opportunity for the public to sign up for the small groups.

The four meetings were held at the Estes Park Museum. Total attendance was as follows (five persons attended all four meetings):

- December 10th, Environmental/History, 18 attendees
- December 10th, Residential/Neighborhoods, 28 attendees
- December 11th, Economic/Business, 20 attendees
- December 11th, Multi-Modal Transportation, 13 attendees

The purpose of the meetings was to discuss the project process and alternatives under consideration, and to gather feedback on the specific topics listed above. Each of the four topic meetings began with a presentation by the project team. The presentation included an overview of the project, the Environmental Assessment (EA process), and methodology for evaluating design alternatives. Each presentation was followed by breakout groups (tables) where participants and team members discussed detailed information related to the topic at hand. Participants were encouraged to listen, contribute, and engage in meaningful dialogue in their breakout groups. Each breakout group shared their topic discussions with the larger group.

The following is a summary of feedback received at the meetings:

Downtown Transportation/Traffic Concerns:

- Need an overall comprehensive vision for transportation in the Town
- Need additional signage and parking
 - Signage entering Town needed; encourage use of Wonderview
 - Intelligent transportation signs – direct traffic based on real time flow information
- Need increased transit service
- Need parking management and additional parking
- Concerns with a Pedestrian Mall concept and potential bypass of businesses on Elkhorn
- Preference for the Barnes dance (prior “all-walk” phase at Elkhorn/Moraine)
- Need a point of origin study up to Mall Rd. and Fish Creek

Project-Specific Transportation concerns:

- Don't change only for tourism
 - Focus on residents, find balance
- Need to accommodate bicycles and pedestrians on study area streets



- Keep area walkable
- Acquisition of property concerns- limited space to relocate
- Residents that remain- how is property affected?
- If sales decrease (if an alternative implemented), how will owners get compensated?
- Shortening Elkhorn to 2 lanes would give more room to pedestrians
- Moraine/Riverside intersection needs improvement
- Circulation concerns with the 1-way; impacts to revenues; congestion is positive
- 2-way traffic on Moraine preferred
- Riverside to/from park is best alternative
- Issues with pedestrians crossing 4 lanes
- Bikes- where are they traveling? Do they need Elkhorn & Moraine?
 - Bikes need access into and within downtown
 - Wonderview needs bike lane
- Pedestrian underpasses where possible
- Consider a shuttle into RMNP
- Delivery truck issue (parking) along Elkhorn

Transportation Alternatives along Riverside:

- Potential increase in truck traffic if becomes a state highway
- Protect sensitive resources including Riverwalk (including Riverwalk crossings), trees, wildlife, floodplain and parks
- Protect older homes - “historic cottages”, quaint neighborhoods
- Noise, traffic, light pollution concerns
- Concerns with impacts to businesses
 - Back-up of traffic to view wildlife under a one-way configuration
- Construction impact concerns
- Concern with 4-lane (requires a large footprint, impacts to Riverside)
- 2-way Riverside may lead to drivers bypassing downtown

Next Steps

The small group meetings provided invaluable insight to the project team on the resources of concern, the attendee’s perspectives on the project and transportation solutions needed in the community. The feedback received will be incorporated into the analysis phase of the project, currently underway, as well as into the development of project alternatives. A community-wide public meeting will be scheduled for February 2015 to continue the project dialogue and present the alternatives screening process and initial results.

Additional small group meetings will be scheduled once the Draft Environmental Assessment is released (anticipated Summer 2015) to discuss topics in further detail.



April 9, 2015

Downtown Estes Loop March 25th Public Meeting Summary Estes Park Town Board Meeting – April 15th, 2015

Meeting Logistics and Format

A public meeting was held on March 25th, 2015 (Estes Park Event Center, 5:30-8:00 PM) to focus on the alternatives screening process for the Downtown Estes Loop project. A presentation was given at 6:00 PM, followed by questions and answers from the public. An open house format then commenced for the remainder of the public meeting. The public meeting was announced through press releases, newspaper advertisements, the project website ([REDACTED]), the town email listserve, project email list and social media. Per the sign-in form, 154 persons attended the public meeting.

A series of boards were provided around the room to detail the history of the project, the purpose and need, and alternatives under consideration. The meeting boards and presentation from the meeting are both posted on the project website: [h \[REDACTED\]](http://[REDACTED])

Presentation Summary and Recommendations

The presentation gave an overview of the project, project history, the purpose and need statement, and a description of the alternatives screening process. Two levels of alternatives screening were conducted- including an initial screening and a more detailed comparative screening. The initial screening included the No Action, three alternatives introduced in October at the open houses and 8 additional alternatives introduced by the public at the October open houses. All of these were screened against a set of criteria. Five build alternatives (as well as the No Action) then proceeded through the second level of screening. From this more detailed analysis, Alternative 1 (one-way couplet) was determined to best meet the project purpose and need and was found to best minimize environmental impacts and maximize operations as compared to the other build alternatives. For those reasons, it was recommended that the No Action and Alternative 1 proceed through the next phase of more detailed environmental analysis as part of the Environmental Assessment (EA) process.

Public Meeting Question and Answer Session

During the question and answer session, 33 questions/comments were asked of the project team. A summary of public questions and the answers provided by project team members is included as appendix to this summary beginning on page 3. Attendees were encouraged to document their comments on comment forms or via the website. This summary is intended to capture the nature and content of what was discussed and to provide information that improves public understanding of the project, the process and the findings presented at the meeting.

Public Comments Received (At the Public Meeting and During the Comment Period)

Seventeen comment forms were received at the public meeting, and put into the attached comment matrix word-for-word. 110 additional comments were received over the alternatives screening comment period which extended from March 25th through April 8th. Comments were received through the project website, the project email address, project hotline, through drop-off at Town Hall and via a mailing list provided on the comment form. Emails were also sent directly to the Estes Park Trustees. All comments received are included as attachments 1 and 2 to this summary. The Trustees were



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encouraged by the Town Administrator to forward comments received to the project email address. Comments received from the Trustees are recorded on an attached spreadsheet (Attachment 3).

The comment form listed a number of values and asked the commenter to check which of the following are most important to them with the project. A summary of these findings is as follows:

- Alleviate Congestion and Delay: 35
- Minimize Impact to Existing Parking: 27
- Minimize Impacts to Existing Parks: 23
- Minimize Downtown Economic Impact: 30
- Accommodation of Bicyclists and Pedestrians: 28
- Minimize Impact to Private Right-of-Way and Need for Relocations: 18
- Other 35: Description of topics include: shuttle parking, save taxpayer money, business opportunities, summer ozone levels, minimize adverse traffic impacts, repair bridges, improve visitor experience, do nothing, divert traffic, minimize impact to historic cabins, clear congestion

The comment form then asked for a description of the advantages and disadvantages of the alternatives presented. The text of each response is shown word for word in the attached spreadsheet. Each comment was reviewed and a summary of support/do not support Alternative 1 was added by the project team in a column at the far right of the spreadsheet. A summary is as follows:

- 35 persons indicated they support Alternative 1
- 52 persons indicated they do not support Alternative 1
- 21 persons did not state a preference related to the No Action or Alternative 1, but commented on other aspects of the project, or Town issues outside of this project. Comments included:
 - Include bike lanes
 - Need for a Master Plan for full Town
 - Improve signal timing
 - Need additional parking downtown
 - Consider reversible lanes
 - Effects of the project on private property
 - Impacts to parks
 - Need for a pedestrian mall
 - Baldwin Park
 - Small Town Charm

Attachments

- Attachment 1 - Spreadsheet of Public Comments Received to the Project Team (email, hotline, website, mailing address)
- Attachment 2 - Spreadsheet of Long Letter Public Comments (supplement to Attachment 1)
- Attachment 3 - Spreadsheet of Public Comments Received via Email to Town Trustees and Forwarded to the Project Team

Meeting Summary Appendix

Public Meeting Question and Answer Session

During the question and answer session, 33 questions/comments were made to the project team. The following is a summary of public comments and questions and the answers provided by project team members. ***This summary is not a word for word transcript.*** Attendees were encouraged to document their comments on comment forms or via the website. This summary is intended to capture the nature and content of what was discussed and to provide information that improves public understanding of the project, the process and the findings presented at the meeting. Clarifications by the speakers and meeting attendees are welcome to refine this summary.

Q 1. Did you look at parking?

A. The FLAP application and the proposed action and alternatives do not include a Downtown Parking Structure because parking is not eligible for FLAP funding and the intent of FLAP. The team has looked at parking conditions and potential impacts on parking in the Downtown and east of Downtown as part of the alternative screening process. The addition of parking alone would not solve the traffic capacity issues. The final design process will refine the requirements for parking losses and include potential design elements that help compensate for parking space losses. The One Way Couplet alternative may achieve no net loss of parking.

Q 2. Have you ever been to the Bear Lake parking lot in July?

A. Yes. This parking lot is packed and requires satellite parking and transit service.

Q 3. The public feedback process seems to have been designed to keep open public dialogue contained and resembles a black hole. The Town has stated that they don't have access to the public comment records. Why did small group meetings occur separate from broad public forums? Why haven't all of the public comments been made available to the Town and community members?

A. The public process has been designed to provide a variety of opportunities for public input. The process has included preparing meeting summaries and placing the summaries on the project website. Small group meetings were open public forums attended by any interested community members. FHWA CFLHD is the Federal Lead Agency for the project and thus maintains the project administrative record. The original comment forms were not made public because they contained information about the identity of the person who prepared them. All public comments received as part of the formal public comment period at the release of the Draft EA will be published.

Q 4. Why are we discussing alternatives that are not feasible?

A. At this meeting, we are discussing the project's alternative screening analysis. The discussion involves a wide range of alternatives developed by the project team and some suggested by community members. The findings that support the elimination of alternatives from further consideration are substantiated by information in the presentation and the information presented on the boards around the room. The findings reflect the idea that the No Action Alternative must be analyzed in the EA and that the One Way Couplet meets the project need and creates the least overall effects making advancing it forward into the EA process appropriate. Public comment is welcome on the alternative screening process and the findings.



Q 5. If the Town decided not to proceed with the One Way Couplet, what would the Town owe FHWA CFLHD?

A. The contract that the Town and CFLHD have entered into would obligate the Town to pay for the work completed to date on the project. That amount has not been defined.

Q 6. What can the Town do with the \$4.2M RAMP funding?

A. The money can be used for any transportation project. The CDOT representative clarified that the intent is to fund maintenance of the roadway (W. Elkhorn Avenue) for which the RAMP money is being applied to.

Q 7. Will there be another opportunity for public comment in front of the public on or before the formal meeting on April 14th?

A. No. A separate meeting focused entirely on the Estes Park Look will be scheduled. This meeting will provide another opportunity for public input. *Note a separate Town Board meeting (hosted by the Town) was subsequently scheduled for April 15th, 6 PM, at the Estes Park Event Center.*

Q 8. Does the project simply shift the traffic chokepoint to one or more new locations?

A. The purpose and need for the project is to address access to Rocky Mountain National Park by relieving congestion in Downtown Estes Park. The project does not include US 36/US 34 intersection improvements that would address future traffic increases at that location. The US 36/US 34 intersection will remain a chokepoint. The merge created by the Alternatives for motorists turning from Moraine toward the National Park entrance will flow adequately in 2040 with the One Way Couplet and the other Build Alternatives addressed in the secondary screening process (Alternatives 2, 4 and 6).

Q 9. The One Way Couplet creates out of direction travel requirements for access to businesses on West Elkhorn. What economic effects will out of direction travel have on these businesses? How will emergency vehicle response times be impacted by out of direction travel created by the One Way Couplet?

A. The One Way Couplet is anticipated to reduce emergency response times during heavy travel periods by improving travel times. The net changes in travel times and their implications on emergency response providers and business economics will be addressed in the EA along with measures to mitigate those effects.

Q 10. What are the noise impacts on the park environments and when will they be addressed?

A. Noise and air quality impacts on the Downtown and on the parks were considered in the alternative screening process. These factors present tradeoffs linked directly to the level of traffic and travel conditions along Elkhorn, Moraine and Riverside. Detailed noise analysis addressing the parks and other sensitive receptors will occur as part of the EA process. Noise mitigation measures will be developed for effects that warrant reductions needed to meet exterior and/or interior standards applied by CDOT.

Q 11. How will impacts on businesses during construction be addressed?

A. Construction is planned to occur during periods that avoid the most congested periods in Downtown Estes Park. A subsection of the EA will address the economic impacts caused by the construction process.

Q 12. Why is the economic impact of the alternatives going to occur after the Alternative Screening Analysis process is completed and a decision has been made to only go with one Build Alternative (One Way Couplet)?

A. The findings of the Alternative Screening Process involving economic effects does not conclude that the economic effects of the different build alternatives decisively favors one alternative over the others. There are numerous factors to be considered for the Downtown overall and for individual businesses. An economic section will be included in the Draft EA.

Q 13. Shouldn't there be a public vote that reflects citizen input before the Alternatives Screening Process is complete? Why isn't the Board here tonight?

A. Based on Colorado Law, the citizens of Estes Park have elected their public officials to make decisions of this type. Town staff explained that the citizen initiative process does not apply to this type of project. The Town Board heard the same presentation presented tonight a week earlier at their regular meeting. Town Board members were invited to attend this public meeting.

Q 14. Will the economic impact on rental property along Riverside be addressed with respect to property value decreases, rental value reductions caused by changes to the river corridor environment that creates rental demand for properties in this location?

A. The economic effects analysis will evaluate how the project may create influences of various types that may decrease or increase property values and rents. Detailed calculations for anticipated changes for a specific property are not required and will not be provided. Compensation for such changes, either positive or negative, in relation to a specific property is also not required.

Q 15. How will emergency response times be affected?

A. See previous question and response.

Q 16. There has not been enough opportunity for public comment. Why aren't there more opportunities?

A. See previous question and response.

Q 17. Could a temporary One Way Couplet design work?

A. No. Reversible conditions are not safe when there are no access controls within the reversible roadway segment(s).

Q 18. Why isn't this meeting being recorded and broadcast on television?

A. The comment is noted. Public comments are being recorded on comment sheets and the question and answer session will be summarized and distributed as part of the meeting summary.

Q 19. The project team is not paying enough attention to public input. The team has an obligation to let people speak. Why isn't the team listening and letting the public input influence the decision?

A. The project alternatives, alternative screening criteria and findings have been influenced by public input and the team's objective analysis of the alternatives. There are supporters and opponents of every alternative that has been addressed in the Alternative Screening process. The One Way Couplet finding reflects the outcome of the Alternative Screening Process.

Q 20. Will the EA address nitrogen deposition in Rocky Mountain National Park as a consequence of providing additional motor vehicle capacity?

A. The EA process will evaluate the local and regional air quality effects of the Alternatives. Nitrogen deposition may be one of the regional issues to be addressed, but it has not been raised by National Park Service representatives. If the project's contribution to this issue is substantive, the issue will be addressed.

Q 21. How will AECOM benefit from an outcome other than the No Action Alternative?

A. AECOM is a consulting firm under contract via a Task Order with FHWA CFLHD for this project. The existing agreement assumes completion of the project. The project findings and decisions are not made by AECOM. The project findings and decisions are made by the Technical Advisory Committee (TAC). The TAC is composed of representatives from the Town, CDOT and FHWA CFLHD.

Q 22. What is the Town's current plan to provide more parking at the Visitor Center located east of the project site?

A. The Town is in the process of scaling back the parking structure on the south side of the visitor center so that the available funding matches the associated cost estimates.

Q 23. Will emergency vehicle access and evacuation routes be addressed as impacts of the One Way Couplet?

A. Yes.

Q 24. Why is a reversible roadway considered unsafe and infeasible when this is occurring in two locations in Omaha, Nebraska?

A. A fully reversible arterial roadway with all lanes changing directions is considered unsafe at this location due to driver expectancy and associated safety concerns. Signals, pavement markings, and signage would need to be modified on a consistent basis in order to create a reversible configuration. The noted locations in Omaha include a single reversible center lane, not all lanes.

Q 25. How will traffic on Moraine headed for Rocky Mountain National Park merge without backups when the three or four lanes must head into one lane?

A. Moraine will provide two lanes that merge into one lane. This is similar to the existing condition. Backups will not be expected because the traffic signal at the Elkhorn/Moraine signal will meter traffic toward this merge in pulses that can be accommodated.

Q 26. Will the impacts of every parking space that is lost be quantified economic terms?

A. Yes. 35 spaces will be lost with the One Way Couplet conceptual design. Final design details and mitigation strategies could reduce this number to zero but this needs to be evaluated as part of further design efforts. The meeting boards and presentation show the parking impacts anticipated under the other alternative scenarios.

Q 27. Where will construction staging occur? Will the associated impact on parking be addressed?

A. Final locations have not been selected for construction staging areas. Work on Elkhorn and Moraine doesn't require much space for construction staging. The temporary effects of parking losses due to staging will be addressed.

Q 28. Why isn't there more support for the One Way Couplet? The number of people coming to Town supports the project. Estes Park is already too crowded so people are going elsewhere. What happened during the flood is an indicator. We elected our Town officials to make decisions and move the Town forward.

A. There is support for the One Way Couplet and there is opposition. *Note: a public comment period was initiated from March 25th through April 8th, including comment forms received at the public meeting, to hear input on the project.*

Q 29. Why won't you take a straw poll?

A. A straw poll is difficult to validate without the full community present. *Note: a public comment period was initiated from March 25th through April 8th, including comment forms received at the public meeting, to hear input on the project.*

Q 30. As a Transportation Advisory Board member, I feel as though I have wasted my time and effort exploring alternatives, but I'm conflicted as I face the difficult decision of going with the No Action Alternative and losing the federal support for the project and the flood improvements vs. going with the One Way Couplet when I'm not convinced that it is the best investment for the community.

A. Some complex projects require a complex solution and balancing a wide range of tradeoffs where community values must be tested to make the right decision.

Q 31. Who in this room supports the One Way Loop?

A. See previous answer addressing a vote on the project. A show of hands was displayed in the room. A formal count was not made.

Q 32. Why is the Town pursuing this project without a Master Plan for the Downtown? When there is no plan, any path will do... Put this project on hold until a Master Plan is completed.

A. A Master Plan should be created.

Q 33. How can I create sales tax when my customers can't find a parking place?

A. More parking is needed in Estes Park. Final design features and mitigation will address parking and access changes. The Town has plans to proceed with initiatives to plan for additional parking.

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1	Web Form	3/25/2015	NA	y	online	y	NA	y	y	y	NA	NA	NA	NA	I understand it is now between Option 1 (all Moraine Ave traffic to the Park to return by our Lofts of Estes building at 150 E Riverside, that will increase traffic and noise 4 times and create an unsafe environment for our guests to cross the street) and taking no action. Option 1 can potentially bring negative reviews for our condos (traffic and noise complaints) and impact all rental businesses downtown. I would prefer that you do not choose Option 1, but rather use the money to repair the bridges affected by the floods and place signs for bypassing downtown on Wonderview Ave to direct visitors to the Park.	I understand it is now between Option 1 (all Moraine Ave traffic to the Park to return by our Lofts of Estes building at 150 E Riverside, that will increase traffic and noise 4 times and create an unsafe environment for our guests to cross the street) and taking no action. Option 1 can potentially bring negative reviews for our condos (traffic and noise complaints) and impact all rental businesses downtown.	NA	Y	NA	NA	NA	No, we need a vote on this proposals and not an arbitrary decision, please give the downtown business owners, that generate sales and lodging tax a bigger voice in this project	Not Support
2	Comment Form Completed at Public Meeting	3/25/2015	NA	NA	NA	y	y	NA	NA	NA	y	NA	NA	NA	4 lanes on Riverside is not acceptable. The one-way loop is the best alternative. It will be painful during construction, but we've got to start somewhere to reduce traffic and save the charm of Downtown Estes Park.	NA	NA	NA	NA	NA	NA	NA	NA
3	Web Form	3/25/2015	NA	NA	Gazette & News	y	y	y	y	y	y	y	y	NA	We need to do SOMETHING to make sure estes park does not become a ghost town due to decreased visitation. the flood plain corridor needs to be repaired NOW before down town is lost in the next huge flood. taking advantage of the available flap grant is a no brainer to help with keeping up with other communities. it will also help keep the cost of bridge repair, flood plain correction in downtown to a minimum. it would be irresponsible to pass up the opportunity to take advantage of these funds now! there is no guarantee the community would qualify in the future if the project is put on hold. Another advantage is the safer pedestrian and cycling traffic. The disadvantages are the impacts to businesses, personal property owners. but those i believe will be either short term impacts or as the town administrator said, there will be fair compensation for those affected. there were many valid points in the march 25 meeting, but there was also a vain of self interest. people will not be happy unless they get exactly what they want. and that will never happen. they will always be unhappy of SOMETHING. that's the conservative, "i don't like change" protection mechanism. there is no way to keep up, protect downtown without doing something. It also appeared that most do not understand the timing and nature of the available flap money. nor what i believe is the fact that "public input" means the public is asked to give input. that does not mean all that input is public information. there was a huge disconnect there. it means input FROM the public... not that the input is PUBLIC information. am i not correct? Many also did not seem to understand the only reason other alternatives were looked at was due to public input. failure to understand the process seems to be the norm. and rather than try and learn, people would rather complain. The parking issue funding seems to escape most as well. people seem to think there's money to do what ever, when ever. those are the same people who tend to vote to extend tax cuts for the rich and corporations, banks etc indefinitely. if those who can afford to pay taxes paid their fair share more communities would not be in the situation where estes is with crumbling infrastructure etc. perhaps propose a parking garage in downtown and give them the bill? see how fast they say it's a bad idea.	I think the town administrator is doing a fantastic job trying to do the best for the town and park. i think the town board needs to wake up and step up and create a real, viable, executable master plan NOW. at least having a plan will give the board the ability to say this is where we are headed. those who disagree will still complain, but at least they won't be able to say there is no plan, what are we doing? I was nice to hear the teams involved in the project are taking as much in consideration as possible. it may not have been clear from the majority of the comments and questions, but to me the teams are doing the best they can for the community as a whole within the guidelines and directions of the law. perhaps the conservative side believes laws only apply to everyone else?	y	y	y	y	NA	Support	
4	Email to Board	3/25/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	See Long Letter Comment - Attachment 2	NA	NA	NA	NA	NA	NA	NA
5	Comment Form Completed at Public Meeting	3/25/2015	y	NA	Email, paper, TAB	y	NA	NA	NA	NA	y	NA	y	Make the downtown more shuttle and pedestrian focused - keep parking on the outskirts - don't overpark the downtown!	Advantages of alternative 1: Keeps Riverside from being 4 lanes; least mitigation; new bridges replacements	I want to commend the town for creating another forum for input regarding the Downtown Estes Loop Road Project . This process occurred a few years ago and through that process the town heard that the one way couplet was the preferred choice. It surprises me that it is now, after it was ostensibly decided, that people decided to complain. Where were they when input was being asked for a couple of years ago	NA	NA	y	y	NA	Support	
6	Comment Form Completed at Public Meeting	3/25/2015	y	NA	Paper	y	y	y	NA	NA	y	NA	NA	The one-way loop (Alt # 1) appears to be the only choice to make the much needed improvement in traffic in town. Parking is key; we need funding for a parking structure (s) on Elkhorn. I hope a medium-sized garage can be put in at the proposed theater site Elkhorn. The theater is a bad idea and the space could serve as parking	NA	NA	NA	NA	Yes	Support			
7	Comment Form Completed at Public Meeting	3/25/2015	NA	NA	EP News	NA	y	NA	NA	NA	NA	NA	NA	While I prefer Alt 6 (4-lane Riverside), I realize Alt 1 presents the best value w/minimal impact I hate one-way lanes, but I don't see any other viable options	Have we considered using roundabouts in any of the intersections? Maybe for the 34/36 intersection as well. Elkhorn/Moraine is too small, but the other intersections are bigger	NA	NA	NA	NA	Yes. Thanks for crunching the numbers on the various options. I can see why the board selected Alt 1.	Support		

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8	Comment Form Completed at Public Meeting	3/25/2015	y	y	NA	y	y	y	NA	NA	NA	NA	NA	NA	Traffic flow in downtown is terrible and needs to be fixed. I think Alternative 1 is a good plan	NA	NA	NA	NA	NA	NA	Support
9	Comment Form Completed at Public Meeting	3/25/2015	y	y	Letter in mail	y	NA	NA	y	NA	y	NA	NA	NA	Thank you for all of your hard work. I am grateful for all of the well prepared presentations. I agree that option 1 is the best option and look forward to your updates. Thank you.	NA	NA	NA	NA	NA	Yes: Everything was well prepared and presented. Thank you	Support
10	Comment Form Completed at Public Meeting	3/25/2015	y	NA	EP Newspaper	y	NA	y	y	NA	y	NA	NA	NA	I agree with a person who commented that we need a master plan (by the town of EP) before we go on with this project. (Our town administrator agreed)	NA	NA	NA	NA	NA	NA	NA
11	Comment Form Completed at Public Meeting	3/25/2015	NA	y	EP News	NA	NA	NA	NA	NA	NA	NA	y	Increase economic impact by increasing parking	1 increase parking, 2 increase local economics, 3 leave traffic roads unchanged	NA	NA	y	y	NA	NA	Not Support
12	Comment Form Completed at Public Meeting	3/25/2015	y	y	Town email	NA	NA	NA	y	NA	NA	y	y	Keeping the T of EP, home that I live in, intact	Preserve natural area and park on Riverside	NA	y	NA	NA	NA	NA	NA
13	Web Form	3/25/2015	y	y	Facebook	NA	NA	NA	NA	y	NA	y	NA	NA	Advantages are that this loop could reduce traffic congestion in the downtown corridor, however, in the March 25 presentation (the 2040 projections) it showed that the intersection at Moraine Av/E Elkhorn with only an "E" rating, only one step up from the current "F". I am concerned that all this money will be spent and will only minimally impact the congestion. While an alternative is definitely needed, I don't think that that alternative exists in the downtown corridor. There is just not enough space (aside from demolishing tens of houses and businesses). While seeing only 6-8 homes and businesses on a map doesn't seem like a large sacrifice for the common good, those homes and businesses belong to decent people and families. While "right of way" and eminent domain are "legal", it does not mean that it is right.	You have obviously put a lot of research and planning into Alternative 1 and the other alternatives. In the presentation tonight the speaker address that you looked at doing something at the intersection of Hwy 34/36 but said that there was nothing feasible. Placing additional signs (for wb hwy 36 traffic and wb hwy 34 traffic) indicating the Wonderview access to RMNP would have a significant impact. It wouldn't be anywhere near the impact of the loop but it would substantially less expensive and destructive. Based on how much negative public opinion this project has gathered, I really hope the board moves in a different direction. Alternative routs and techniques need to be looked at.	y	y	NA	NA	Yes...Many of the public "comments" that came out during the QnA should have been directed at elected officials and not during this venue, your staff did very well responding to them. The one thing that was not explained clearly (and I believe fueled the discontent) was when the "point of no return" is. It was made to sound like the final decision was coming when the board meets in April, and this could have been explained better. Again thank you for putting this meeting on, despite all the comments I feel that this project has been communicated perfectly clear since day one, and your staff did an excellent job. Estes Park residents will always oppose progress... One thing that I do agree with...was that comments on the project could be represented in a different format...It is concerning that there is this much opposition but no Trustees were present at the meeting to hear it. Its not your responsibility to communicate that per se...the town board is being fed the "watered down" version of public opinion....	Not Support
14	Web Form	3/25/2015	y	NA	Newspaper	y	y	y	NA	NA	y	NA	NA	NA	I fully support the downtown loop project and see and agree with the merits of Alternative 1. There were many people at the meeting tonight who have concerns about the impact on their businesses, but if we don't do anything, I think there will be more of a negative impact. I have family and friends who no longer come here and certainly do not go downtown because of the congestion. Something needs to be done and the downtown loop is a good step. Parking will continue to be an issue and is and will need to continue to be addressed, but let's take advantage of the money that is on the table now. Move forward with the downtown loop!	NA	NA	NA	NA	Yes	Support	

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15	Comment Form Completed at Public Meeting	3/25/2015	y	NA	Newspaper, email	y	y	NA	NA	y	y	NA	y	Save taxpayer money	NA	My experience indicates that EP traffic signals could better timed and coordinated. All signals (including library pedestrian crossing) should sequenced for time of day traffic flow through downtown. Signage could improve existing bypass route utilization of 34-bypass, mary's lake road, mocassin bypass. Future traffic projections could be affected by mass transit routes from Boulder, Longmont, Loveland	NA	NA	NA	NA	NA	NA	Traffic Signals	
16	Comment Form Completed at Public Meeting	3/25/2015	y	NA	Newspaper	NA	y	y	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
17	Comment Form Completed at Public Meeting	3/25/2015	y	NA	word of mouth	NA	NA	y	y	y	NA	NA	NA	NA	All alternatives seem to create more conflict. They create more confusion and destroy who we are - a small town. The loss of parking in each plan builds on the problems we already have.	NA	NA	NA	NA	NA	NA	NA	NA	Not Support
18	Comment Form Completed at Public Meeting	3/25/2015	y	NA	Letter, word of mouth	NA	NA	y	y	NA	NA	NA	NA	NA	Alternative 2 is the best way to route traffic, improve traffic access to all the shops on Elkhorn (East and West) especially for shop owners on Elkhorn west of Moraine. A one-way on Moraine greatly affects Elkhorn and Moraine merchants in the mid-late afternoons when visitors exit the park and come into town to shop. Late afternoon is when most sales are made and having flow away from downtown merchants will kill our late afternoon revenue opportunity. Not to mention the increase in emergency response time. Just fix parking and increase bus service into the town and park.	After hearing public comment, I think we should kill this project! Increase parking and increase bus/coach service into the park to alleviate congestion in town	NA	NA	NA	NA	NA	NA	Not Support	
19	Comment Form Completed at Public Meeting	3/25/2015	y	NA	Media - EP News	NA	NA	NA	NA	NA	NA	NA	NA	NA	You demonstrated there is a serious problem. No alternative is excellent. Alt 1 seems to be the best choice. I think you did due diligence in considering alternatives that people submitted. There is no perfect answer. Don't let perfect be enemy of improvement.	NA	NA	NA	NA	NA	NA	NA	Support	
20	Comment Form Completed at Public Meeting	3/25/2015	y	NA	Newspaper	NA	NA	y	NA	y	y	NA	NA	NA	12-month solution to a 3-month problem. All alternatives simply move the choke point to where both highways narrow to two lanes. Loop is too disruptive	NA	NA	NA	NA	NA	NA	NA	Not Support	
21	Comment Form Completed at Public Meeting	3/25/2015	y	y	Email	y	NA	NA	NA	NA	NA	NA	y	Getting this project passed	Alt 1 is the only plan within budget. It can be expanded in the future. It is the logical plan	I own the property at the corner of E. Riverside Dr. and Ivy St. I will have to move, and I am totally in favor of this project. Estes Park needs the bypass and I am willing to make the move.	NA	NA	NA	NA	Y	NA	Support	
22	Web Form	3/25/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Why spend 13 million on something that isn't going to work? It is part of what makes Estes Park Estes Park	NA	NA	NA	NA	NA	NA	Not Support	
23	Comment Form Completed at Public Meeting	3/25/2015	NA	y	email	y	y	NA	NA	NA	NA	NA	NA	NA	Option One - I support it!	NA	NA	NA	NA	NA	NA	NA	Support	

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24	Web Form	3/26/2015	NA	y	email	y	NA	y	NA	y	NA	NA	NA	NA	I think with all the alternatives I prefer the one that has two way traffic on moraine and Elkhorn with 3-4 lanes on riverside, it would keep the downtown intact, enable people to make a turn to the west from moraine onto Elkhorn (not cutting west Elkhorn off) and ease traffic congestion going to the park. It would help in the summer but also help in the remaining months for local residents to get around easily. The town is quiet enough in other times of the year we need to look at that too.	In addition, I believe we need to get at least two parking garages to service different areas of town such as east and west ends. Yes, I know that's probably financially impossible but still would be a good thing. It would be nice to have bike lanes where it is feasible to continue the trail system that is partially completed.	NA	NA	NA	NA	I can't tell when looking at these materials if basically it's a "done deal" for a particular configuration and public feedback is just procedural to cover all bases. I'm not meaning to be disrespectful but I'm wondering how much impact public comments will actually have in the decision making process.	Parking Garages and Bike Lanes
25	Web Form	3/26/2015	NA	NA	emails from the town	y	y	y	NA	NA	NA	NA	y	make sure we continue to change Estes Park for the better	I absolutely agree that something needs to be done to improve the traffic flow thru Estes Park. The one way couplet is a good option and should be done. We have to do something now, and having the advantage of being able to obtain \$17M in grants is great!	There are too many people at the meeting that are only looking at their own little world, and how they perceive the project will impact them. I think they are blowing things way out of proportion and just don't like change, so anything that is proposed would meet with disapproval. I commend the one downtown merchant for having the courage to speak her opinion at the meeting, when it was clear that she was a minority at the meeting. I fully believe there are many more supporters of the project, but it is human nature that only those that opposed the project came to the meeting.	y	y	NA	y	Yes	Support
26	Web Form	3/26/2015	y	NA	Friends	NA	NA	NA	NA	NA	y	NA	NA	NA	Love to see the bicycle lanes and a design that increases safety for pedestrians and cyclists. That will be a huge upgrade to Estes Park.	NA	NA	NA	NA	NA	NA	Bike Lanes
27	Web Form	3/26/2015	NA	y	Town of Estes Park publicity	y	y	NA	y	NA	y	NA	NA	NA	Considering that the No Action and Alternative 1 options are being forwarded, I will address these. No Action: Although some residents of Estes Park are upset about any potential changes, our current situation here is simply untenable, especially for young people with families (many of whom could not make the meeting!). The current layout of downtown traffic is unsafe for pedestrians and cyclists, results in poor air quality with idling vehicles, and results in locals avoiding downtown at all costs during peak season, which is not good for downtown businesses. In addition, there is poor access for cyclists (including families with kids on bikes) to important town locations such as the Library, the Museum, and access between Lake Estes and the rest of town. I agree that all problems will not be solved by one project, but doing nothing is ignoring the critical, impending changes to traffic volumes projected for our area, as shown in the 20-year horizon congestion graphs, and ignoring the fact that our current infrastructure simply cannot handle it. Alternative 1: The one-way couplet, although not a silver bullet solution (i.e. parking is still an issue to many people), will alleviate major problems and will put Estes on the right track to keeping up with the times. In particular, dedicated bicycle lanes that provide additional transportation options are necessary for Estes to compete with other mountain towns like Breckenridge, Crested Butte, and Durango to get younger workers and families here, who enjoy and use those amenities. They will also bring additional tourists. In addition, Alternative 1, compared to other alternatives, was shown to have the least amount of environmental impact, which is a significant finding for this project.	Thank you for your hard work on this project, please ensure that these important changes are made to keep Estes Park a wonderful place to live, work, and play. Safety and infrastructure management should be one of the highest priorities for the Town.	NA	NA	y	y	Yes, I especially appreciated the data presented on Level 1 and Level 2 filters, and all of the analysis that went into decisions regarding which Alternatives to carry forward.	Support
28	Web Form	3/26/2015	NA	NA	EP News	NA	y	NA	NA	y	NA	NA	NA	NA	NA	I own a rental property at Mary's lake lodge and hope to retire in Estes in a few years. A few considerations: 1. Is it possible to have a flex traffic pattern; meaning during certain times of day only the one way exists, at other times it reverts back to two way? 2. Is it possible to have a trial run through this summer for a proper sample time period using non permanent signage?	NA	Y	NA	NA	NA	Traffic Patterns/Runs

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29	Web Form	3/26/2015	NA	NA	email Town Facebook web newspaper	y	y	NA	y	NA	y	NA	y	The congestion and noise of idling motorcycles and cars is a poor reflection on the town. gives opportunity to see some progress and future looking perception of Estes which we sorely lack today. Also offers opportunity to bring more patio like restaurants to town. Cant sit by elkhorn today due noise and exhaust due idling vehicles.	Loop should move more traffic, more smoothly through town. Compare a flowing river versus a stagnant pond. Today we have a static pond during peak times. This wont impact business to any great degree and you could easily argue that making Estes a more attractive place to visit would bring additional guests. Increased parking on the "south" side of the visitors center would also help. Disadvantages. Only one if you need to remove a city landmark, the Donut Haus. That would be painful. Move the Donut Haus 25-50 feet to the south. That would be relatively inexpensive to maintain the landmark.	Do this. Don't be paralyzed with indecision or fear as the town seems to be on so many other decisions. Make it happen. Have some longer term vision.	NA	NA	NA	y	Between meetings and online documentation my questions have been answered.	Support
30	Web Form	3/26/2015	y	y	I've been to most all the meetings	y	NA	NA	NA	NA	NA	NA	y	All of these are moot.	WHY? The whole process has been a farce! I've been a part of small group discussions, meetings, etc., and now the "only" options are (1) Do nothing or (2) The One Way Loop. The other options, according to the meeting last night, cannot even be considered. Why were we wasting all this time for NOTHING?! Do nothing...send the money back!!! The microscopic advantages are NOT WORTH IT	Why are we having all these meetings when none of the options were even an option? The powers that be are going to do what they want even though probably more than 90% of the population doesn't want this. What difference does mine or anyone else's comments make? Now the town is all of a sudden using "scare tactics" of horrendous flood insurance premiums we all have to pay if we don't have the one way loop. Why hasn't this ever been heard before?! Why can't you see that this will force everyone in town, residents and tourists, to HAVE to go thru the "Loop" to get anywhere? Won't this negate any (if any) traffic benefit? There are peoples lives, businesses, and homes that are being taken over or destroyed on Riverside. Doesn't this mean anything to you? IT'S NOT WORTH IT!! Do you actually believe the projections of future traffic could be true? The roads couldn't handle that much traffic...they would be backed up all the way to Loveland or Lyons.	NA	NA	NA	NA	No. And how dare you (the Mayor, Trustees and Town Administrator) make the two gentleman that were handling the meeting last night (Mar. 25th) take all the heat from the people there. They were doing their jobs and have no say so as to what the town does. Why weren't the Trustees and Mayor up there answering to the residents and business people? I know the Town Administrator was there but where were the rest of you?	Not Support
31	Web Form	3/26/2015	NA	y	Email	y	NA	NA	NA	NA	y	y	complete traffic motion study and change timing of lights	The one-way loop will not alleviate any perceived problems	This is clearly an idea born out of the necessity to spen grant money	y	NA	NA	y	NA	Not Support	
32	Web Form	3/26/2015	NA	y	email	NA	NA	y	NA	y	NA	NA	NA	One way traffic is ILL-ADVISED and has a highly NEGATIVE impact on residences and motels along Riverside Drive. Furthermore, it causes great inconvenience for business owners AND customers. The biggest factor that could improve downtown traffic flow would be to build parking structures DOWNTOWN (in the lot between Weiss Drive and Moraine Avenue, and possibly another parking structure near the post office.	Inadequate downtown parking is the primary cause of excessive downtown congestion, since drivers must go round and round looking for parking.	NA	NA	NA	NA	NA	Not Support	
33	Web Form	3/27/2015	NA	NA	Town of Estes Park Public Information NAice (on email list)	y	NA	y	y	NA	y	NA	NA	"No change" is the only alternative that truly relates to needs of fulltime residents - i.e. no reduction in parking and park space, minimal impact on Riverside, and no need for acquisitions (which force out residents for summer visitors). Alternatives 4 and 6 seem to be particularly hurtful for fulltime residents; plus, they start as ways of getting grant funds (for something not even wanted by many fulltime residents) and would require more grant funds or taxes to complete. Alt 1 might be the least problematic compared to no change but I cannot see how will help all that much since there would still need to be a signal at the intersection of Moraine and Elkhorn - and that is the biggest point of congestion. In any event, the longest signal wait for through traffic is at the interection near Sanley Village and that would not change	It is a real shame that potential access to federal grant funds is driving the process - and not what is best for the town and fulltime residents. More and better parking is needed to encourage visitors to shop downtown. Congestion is a non-issue since the transit time along Elkhorn and Moraine are minimal compared to what most people living in cities face everyday. Why should Riverside be destroyed as a quiet side street and residents inconvenienced for the 8 months of downtime just to save a few minutes for visitors, most of whom already deal with much worse traffic where they live. In any event, visitors who really hate the traffic along Elkhorn and Moraine can skip it by using the Fall River by-passed and park entrance. In brief, visitors to RMNP will gain very little but full time residents will suffer - all "supply driven" by the desire to get federal grant funding. Sometimes, it is better to leave moneyy on the table and focus on the priorities the residents and local businesses wanted from the start.	NA	NA	NA	y	Did not attend recent meeting; did review materials.	Not Support	
34	Web email	3/27/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Can you point me to the results of the study on-line? I have looked but did not find them. Thank you.	NA	NA	NA	NA	NA	NA

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35	Web Form	3/27/2015	y	NA	email	NA	y	y	y	y	y	y	NA	NA	Much thought went into the one-way couplet design, and it has federal government dollars set aside to follow through with it. Just do it! To be honest, nearly every time we drive downtown, we return via Riverside, so it would seem that the couplet plan simply confirms our own MO.	Yes, it's difficult to inconvenience those along the route whose properties will probably be taken. It's not as if the handwriting hasn't been on the wall to these people for several years. A few years from now the negatives of this move will likely be mostly forgotten. Estes Park needs some positive improvements downtown to move traffic along in the summer, and if this is the best solution, then so be it.	NA	NA	NA	NA	I was unable to attend the March 25th meeting.	Support		
36	Web Form	3/27/2015	y	NA	email	y	y	y	y	NA	NA	NA	y	Decrease summer ozone levels	We voted for this alternative during town meetings of focus groups. It fits the community better than others proposed.	Any one-way access though town, to RMNP, and back is going to be very difficult to complete. This alternative for now is the best of all possibilities that will meet the desires for our Town and the Feds.	NA	NA	y	NA	My questions were answered at the first Focus meetings.	Support		
37	Web Form	3/27/2015	y	NA	email	NA	NA	NA	NA	NA	NA	NA	y	Minimize impact of citizens of the city.	After hearing the proposals, and Alternative 1 in particular, it seemed that the disruption to the city streets, residents and businesses along Riverside, the additional stop light at Crag and Moraine, and the choke-point still on Elkhorn that all was done was to stage traffic on riverside instead of moraine. In my opinion this will have little effect and cause disruption during construction with a negative net long-term effect.	I am not in favor of the build option!	y	NA	NA	y	Most of the questions were answered except whether any thought was given to a route 7 option around town.	Not Support		
38	Web Form	3/27/2015	y	NA	I'm on both your mailing lists	NA	y	NA	NA	y	y	NA	y	Minimize new adverse traffic impacts (such as Post NAice access, etc.)	Given the funding constraint, Alternative 1 would seem to be the only possibility that makes sense -- something, after all, needs to be done. I believe that parking will eventually sort itself out, separately, and that, because this approach minimizes acquisition of private property, it's preferable.	I was out of state when Lyons converted to their couplet, but, comparing now to before, it sure looks as if that's working out just fine. Yet I haven't seen it held up as a model of success. Perhaps there are things I'm unaware of, but if our traffic situation could turn out to be that well fixed, that'd be cause for celebration.	NA	NA	NA	NA	y	Support		
39	Web email	3/27/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	It is my understanding that the One Way Loop is for two lanes of traffic thru Downtown towards the entrance to RMNP. Excuse me but you already have two lanes of traffic thru town, which turns into one lane at The Donut Shop to the park entrance. How in gods name can you possibly think this is going to increase the traffic flow thru town? If, as you claim, that the FLAP grant is to improve traffic flow to The National Park, you must have your blinders on. No matter what you do in town, the end result on Moraine after the donut shop will be the same. It seems as though you are hell bent on ruining Estes Park and trying to spend the money just because it's there. Step back, take a deep breath, and try applying common sense, if there is such a thing. My grandfather used to say "Sense is not common". It seems as applied to what you are trying to do, he was right! Thank You;	NA	NA	NA	NA	NA	NA	NA	Not Support
40	Web Form	3/27/2015	NA	NA	Estes Park Cycling Coalition	NA	NA	NA	NA	NA	y	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
41	Web Form	3/27/2015	y	NA	Newspaper	NA	NA	NA	NA	NA	NA	NA	y	The traffic problem isn't a problem. There doesn't need to be any change to the traffic pattern. There is already a bypass that's not utilized much. Just because there is grant money available doesn't mean we must take it. The only fair way to do this is a special election.	NA	NA	NA	NA	NA	NA	NA	Not Support		

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42	Web Form	3/27/2015	y	NA	Town's emails and EPNews	y	NA	NA	NA	NA	NA	NA	y	I do not believe the one-way loop will alleviate summer congestion.	Disadvantage to present businesses and home owners--unable to sell as long as project is being studied.	NA	NA	NA	NA	NA	NA	Not Support
43	Web email	3/27/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Given that it has been revealed that any option chosen other than the original "one-way couplets" aka Option 1, will result in the need to re-apply for the same grant we have already received. And given that, by doing so, we would jeopardize any possibility of receiving that grant money, as there is significant risk that reapplying for the grant would result in its denial. The only realistic option is to move forward with the original plan, option 1, and make the improvements we so desperately need, especially vis-a-vis the three bridges and flood mitigation. Once the project is complete, we can perform all the analysis and have all the public input anyone wants, in order to determine the optimal configuration, because the essential infrastructure will already be in place. CDOT can hardly dispute any changes we decide to make at some later date based on such analysis and public input, so long as they are not footing the bill (or so it would seem). So where's the problem? The public input to date is NOT wasted time and energy. It will be invaluable for later discussions. So let's get on with option 1 already, and plan for the future. And by doing so, let us focus on a more critical issue, Speaking of which, why are we not planning to build more parking along Riverside Drive? It only makes sense, as we will most likely be buying additional unused land, assuming you cannot leave someone with only a small percentage of their property when such remainder is unusable for its intended, or any other purpose...And while we're at it, perhaps there are those who would be willing to sell at reasonable prices to avoid having a major roadway in place right next to their properties, which might provide an opportunity to add additional parking at a reasonable price, or at least to procure land which could be converted at some later date. And finally, as for raising money to make some of these critical projects happen, beyond the grant money expected, why are we not employing a bond issue strategy? Just a few thoughts. Best regards!	NA	NA	NA	NA	NA	Support
44	Web Form	3/27/2015	y	NA	paper	NA	NA	y	y	y	y	y	NA	NA	Has always been congestion downtown the need is to get the visitors parked and out of the cars. Work on parking and making the downtown a pedestrian friendly place.	Also make it safe for bikes to use the downtown. there is no bike lanes to get through town, using the walking paths are not a option for safety reasons.	y	y	y	y	Did not attend, Just found out about it on the 27th	Bike Safety
45	Web Form	3/27/2015	NA	NA	Estes Park Trail (3/27/2015 which suggested this site for input)	NA	NA	NA	y	NA	NA	y	NA	NA	Non-issue as of today since FLAP will only support one of the alternatives	I am concerned for the homeowners along this Riverside route. They will likely lose homes and land (which may have been in the family for many decades) for the convenience of a few over a short period of time. I'm also concerned -- since I cannot tell from the drawings -- whether traffic coming over Moccasin bypass to the west will be able to access Moraine toward the Park or will it need to use W. Riverside. Which is not designed to handle large traffic flow. I fail to see how this will help Elkhorn merchants, especially those west of the Moraine intersection. We won't need this in the winter months, only 2 or 3 months in the summer. Why destroy land, homes and "feeling" of Estes Park for such a minimal use? And yes, I am one of those old fogeys who has been part of Estes for 70 years.	NA	NA	NA	NA	NA	Not Support
46	Web Form	3/27/2015	y	y	email	y	y	NA	y	NA	NA	NA	NA	Repair bridges to meet new FEMA requirements	This project will fund the much needed 3 bridges to keep downtown out of the flood plain. Also we desperately need to relieve congestion in the downtown area.	A no vote would be catastrophic to the town. Not only would we have to fund the 3 bridges but also would have to pay the consultants 4.2 million. This would likely result in a property tax increase. The naysayers will try to push the costs on the tourists in the form of a sales tax increase but that will not work. Please use financial common sense and vote YES for this MUCH overdue project. Thank You!	y	y	y	y	Support	

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47	Web email	3/27/2015	NA	NA	a business owner on Elkhorn	NA		NA	NA	NA	NA	NA	y	Ensure EMS responders will be able to respond to calls without having to "Go around the world" to get to patients and risking lives and property in the process.	#1 Increased EMS response times, especially if EMS is south west of town by the YMCA, or any point between the Otherside restaurant and the "Donut Haus" intersection, and the call is anywhere west of the Moraine /Elkhorn intersection. They of course wont be able to go down Moraine to Elkhorn.....taking on 2 or more lanes of traffic on a blind hill is unreasonable, unwise, and dangerous. Soooo, they get on to Riverside and encounter traffic in front of them that can't get over/away enough to let the EMS team through because there will be NO chance of using the NON EXISTENT "oncoming" lane to carefully go by all the folks who will be blocking the true traffic lane in the direction the EMS team needs to take.... What about FIRE? What is going to burn down while the firefighters fight the traffic to get to a call? #2 Post NAice Patrons:Those of us coming from the east side of town will have 3 HORRIBLE options to get to the Post NAice. Instead of being able to turn left on Riverside and go (relatively) directly to the P.O.....we will be REQUIRED to go to the Moraine light, hope to be in the left hand lane as we turn left, then turn left on to Rockwell and hope traffic isn't too backed up that we can actually GET onto Rockwell and not stop our lane behind us on Elkhorn. Then proceed to the P.O....OR we will have to go all the way by the hospital, take Moccasin, join the "parade" at the Donut Haus corner, and follow Riverside to the P.O....OR Take the 34 bypass to Bighorn, cross Elkhorn to Moraine, get in the left lane to go left on Rockwell(and again hope it isn't backed up at all) and go to the P.O.. Now that's just GETTING to the P.O.. When you want to leave and perhaps go to the south west side of Estes you have to rejoin the "Parade" as it goes across the bridge by the Baldwin Park, (assuming you find a kind motorist who will let you in the parade) then you make your way to the west end of Moraine by the usual options.... #3 The eastbound folks on Elkhorn who hit the "Road block" at the Moraine intersection. When folks reach that point, they will have two choices....A) turn right up Moraine, get into the left hand lane to go on to Rockwell to get to Riverside to get to Elkhorn to get to the east part of town (which at this point they will probably just keep driving OUT of town.) Or turn left at the Donut Haus corner to join the "parade" or, go straight up Moccasin and get out of "DODGE"....	Lastly I have two personal observations. 1) From what I understand....3 of the board members live over by Highway 7. Consequently, they will never have to deal with the aforementioned issues because A) They probably get home or cluster box delivery of their mail. B). EMS will be able to get to them easily compared to the west end of Elkhorn etc.... C) Getting to town Hall will not be too difficult since they can do the 34 bypass to Macgregor Ave and go directly to the municipal building lot. 2. Your traffic volume projection into 2040 will also apply to Rocky Park. Rocky cant handle that...we all know it, so at some point the Nat Park Service is going to have to limit the number of private cars that can drive into Rocky.(we all know that this has been done at other Parks, it is only a matter of time before it happens here.) Bear Lake road and parking lot are loaded to bursting on a daily basis in the summer. (Ask ANY Park emp who works in that area in the summer) The Park is only so big, and your F.L.A.P initiative for Estes was OUTDATED before this all started.	NA	NA	NA	NA	NA	Not Support
48	Web Form	3/27/2015	y	y	word of mouth	NA	NA	NA	NA	NA	NA	NA	y	No Action	This plan will change the face of Estes Park forever. We are a mountain town, which has 3 million visitors a year, for the last 30? years. Why base your facts on 25 years from now? Where did those figures come from?	In my opinion, a center turn lane from the donut haus to National Park Village will alleviate a lot of the congestion. If the Loop goes thru, it will just cause more traffic problems on 66 due to any car trying to turn left into a business or residence (in both directions). If this is about replacing bridges, go get grants to replace bridges. And, what about the extra traffic going up Bighorn? Or cars leaving the post office lot on Rockwell turing left onto Riverside? And, won't adding yet another light at the Donut Haus, cause more wait time since the traffic lights are what you say is the cause of all the delays? How about hiring back summer traffic cops to direct traffic in the summer. It's not perfect, but it is Estes Park. And I think you said the barnes walk lights will be back this summer...GREAT IDEA! This will help tremendously. I am COMPLETELY against this Loop project. I have lived here 43 years (all but 6 of my life). I consider Estes "my" town and do not want it changed all because of FREE money (which it really isn't, now is it?) Drop the plan now, cut your losses, and get to work on finding other "free" money to fix the bridges and roads.	NA	NA	NA	NA	NA	Not Support
49	Web Form	3/27/2015	y	y	Received letter	NA	NA	y	NA	NA	NA	y	NA	NA	NA	I tried to find out 1. layout after project completion 2. which building(or properties) get impact or effected by the project but could not find it. Please provide detail information then I would like to provide my comments after that. Thanks!	NA	y	NA	NA	NA	Trouble Locating Info
50	Web email	3/28/2015	NA	NA	O	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	I have been following the alternatives and was wondering if it has been considered to turn Elkhorn into a Pedestrian Mall similar to the Denver 16th Street Mall (with only public shuttles permitted and no private vehicular traffic). I read through the study and I was wondering if Alternative 9 addresses this? Is the reason that a pedestrian mall is NOT being considered further because there are not enough roads surrounding the area that could accommodate the traffic?	NA	NA	NA	NA	NA	Ped Mall
51	Web Form	3/28/2015	y	NA	EP News	NA	y	NA	NA	NA	NA	NA	y	Improve the experience of the visitors to both RMNP and Estes Park.	I believe the primary advantage of the Downtown Estes Loop is to reduce traffic congestion in town and improve access in and out of RMNP. The disadvantage is the impact the project will have on the people who own or occupy those properties that have to be acquired or modified to allow the project to work.	First, I'd like to thank our town officials and in particular Frank Lancaster for the objective and thoughtful manner in which this issue has been presented. It is obvious that some people will be negatively affected - at least initially - should the loop project proceed. But I believe it is most important to consider what is best for the overall community and those who visit us to make it economically viable. With 3+ million visitors last year to RMNP - a number that is likely to increase in the coming years - I think it is vital that access through town be improved. As a volunteer at RMNP, I have the opportunity to talk with many visitors; most all of them really enjoy the park but find it difficult to get in and out of town. Some are very outspoken about the congestion in town. If our community believes - as I do - that RMNP is the primary reason visitors come to Estes Park, then it is essential that we improve the visitor experience by reducing traffic congestion through town. I fully support the Estes Loop project and hope that it becomes a reality. Thank you for your attention	NA	NA	NA	NA	y	Support

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52	Web Form	3/28/2015	y	NA	Newspaper	NA	y	NA	NA	NA	y	NA	NA	NA	NA	I was out of town and did not attend the March 25 meeting, but I wanted to say that I support the original proposal. Visitors will see the businesses once going towards the Park, but they will be routed along existing parking on the way back. I consider that a win.	NA	NA	NA	NA	NA	NA	Support
53	Web email	3/29/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	As a full time resident and long time downtown business owner, I STRONGLY SUPPORT The construction of Alternative 1. It will bring very positive changes to downtown. Please don't be unduly influenced by the very noisy naysayers.	NA	NA	NA	NA	NA	NA	Support
54	Web email	3/29/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	I am sending this message as requested by Frank Lancaster's article in the EP News to provide comments on the Downtown Estes Loop project. First, I want to thank all those involved with the project for keeping the residents of Estes Park well informed and presenting the various issues in an intelligent and objective manner. Please keep up the good work. As for me, I am very much IN FAVOR of the one way loop for the following reasons: 1. My wife and I have lived in Estes near of the Catholic Church – about 1/2 mile east of "downtown" - for nearly 16 years. We travel into and thought the downtown area often for a variety of reasons and find the traffic congestion during the summer months to be intolerable. As a result, we go out of our way ...to avoid downtown during the hours from about 10 am to 6 pm...This certainly does not help any of the local businesses that seem to be largely opposed to the loop project. 2. I volunteer at the National Park and have the opportunity to talk with many of our visitors. Most all of them really enjoy visiting RMNP and really appreciate the amazing asset that it is. But many visitors have expressed disappointment – even anger – over the ability to get through Estes Park... But in the long run, this is a detriment to both our town and RMNP. I realize that a small percentage of the residents of Estes Park will be adversely impacted if the loop project is implemented. But I believe the approach for compensation to those affected as described in the various meetings is fair and reasonable, so the impact will be inconvenient but only temporary. I believe the most important and over-riding consideration is what is in the best interest of all the residents of our town as well as our visitors on whom we all rely to make this a viable community...I firmly believe that it is in the best interest of our town, its residents, and RMNP that the loop project be implemented.	NA	NA	NA	NA	NA	NA	N/A
55	Web Form	3/29/2015	NA	NA	Newspaper	NA	NA	NA	NA	y	NA	NA	NA	NA	This will irreparably harm the downtown merchants and thus harm us all because of loss of sales tax revenue	From the article in this weeks paper it appears that the city is bound and determined to implement the "plan" because of the federal money, with a suggestion that maybe we can make changes later-I'm not in the least convinced about that. Obviously, it's going to happen, regardless of public input, unless someone is able to put it to the voters as happened with the town restoration funding earlier.	NA	NA	NA	NA	NA	NA	Not Support
56	Web Form	3/29/2015	NA	NA	I follow the website.	NA	NA	NA	NA	y	NA	NA	y	Maximize being able to navigate downtown in any direction. No one way!!!	Leaving Elkhorn and Moraine 2 way would continue to allow access from west of the Donut House (both sides of the river) to the western part of Elkhorn. Any one way plans would route you along Riverside and back through the heart of downtown traffic. Estes business district does not stop at Moraine and Elkhorn! Also, if one way is instituted, east bound traffic (nice hike, let's stay for dinner) would not route back through downtown and hurt business.	Just because there is a budget available, it doesn't mean that it has to be used! It would seem to me that a parking structure in the post office lot would be a far better use of funds. Also, construction itself would hurt business and make it hard to get around town.	NA	NA	NA	NA	was not able to attend meeting	NA	Not Support
57	Web Form	3/29/2015	NA	NA	Newspaper, email notice	NA	y	y	y	y	y	y	NA	NA	Alternative 1 (one-way couplet) clearly most effectively minimizes impact and reduces congestion. All other alternatives have too much impact and most don't reduce congestion enough, especially in light of projected traffic increases.	Despite the uproar at the public meeting, most residents that I have spoken to think the Town is doing an excellent job. All but one support Alternative 1. The one non-supporter thinks not doing anything is best.	NA	NA	NA	NA	Yes. Very thorough and clear approach to considering the various alternatives.	Support	
58	Web Form	3/29/2015	y	y	EP News	NA	y	NA	NA	NA	NA	NA	NA	NA	It is time to stop being the ire of visitors' complaints. I hear from far and wide about the cheeziness that Estes has become; its' impossible congestion in the summers and on holidays; of the lousy bill of fare offered to the public in the downtown corridor and the element it attracts. Trying to work on various projects in the area requires transiting the downtown corridor on a daily basis. Needless waste of time. Seriously, it's time to change the equation: build the loop. NOW!	NA	y	NA	y	y	Yes, but too many dissenting voices against the obvious plan needed now. Build the LOOP!	Support	

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59	Web Form	3/30/2015	NA	y	website	NA	NA	y	NA	y	NA	NA	NA	Minimize impact to lodging facilities along Riverside	The cabins and condos we have in Estes Park, along Riverside Ave, create a unique local flavor that visitors find attractive. Right now there is some traffic on W. and E. Riverside which is manageable in terms of noise and impact to the guests. Making Riverside a one way, 2 lane street, to direct back all Park traffic will have a huge impact on traffic, noise and pedestrian safety. I feel that this impact has not been fully investigated, and the effects of it determined. At the worst case, the lodging facilities along Riverside will lose customers to other motels in town, and with that an important part of the Estes Park downtown business will be affected.	Please evaluate the impact of the loop on the lodging facilities along Riverside, it will be detrimental to catastrophic to them. But I am for rebuilding the bridges affected by the flood, and the town doing more to keep this area out of a flood plain	NA	NA	NA	NA	NA		Not Support
60	Hotline	3/30/2015	NA	NA	O	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Yeah, I cannot seem to make the reverse email work, but I would like to voice an opinion. On the downtown. Estes loop, why would we not pursue anything that would help alleviate the traffic congestion. I do not understand why the realtors and the merchants seemed to think this is a bad idea and it will hurt their business site and I can <u>not</u> accept that. People walk up and down the street all day and if they can get parked, they're gonna be fine, but trying to get through town during those bad hours is absolutely ludicrous. The locals won't come down town and you just ought I talked to some of the shuttle drivers and see how they feel and how other people enjoyed sitting in that mess waiting 3 or 4 or 5 cycles of the lights to get that bus through town to maybe get to the Park. It just messes up all their schedules, you're trying to provide for the tourists and it's just wrong not to pursue this downtown Estes loop. I think I think it's a great idea. Anything that would help get those campers and big trucks and everything through town, and out of there and I promote it 100%. Thank you. Bye.	NA	NA	NA	NA	NA		Support
61	Web email	3/30/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	The implementation of this project is vital to the long-term economic vitality and quality of life of the Estes Park community and it is from the confirming context of that knowledge that the decision to move ahead must be made. Once decided, planning on other vital projects have a platform and an anchor and can begin: a downtown parking garage; revitalized scene-scape, etc. The proverbial can kicked down the road for a half century or more has finally come to rest. This generation of public decision makers owes it to the next to seize the day and move ahead. A group of individuals who are convinced they know more than a half century of Town planners, a half dozen major external studies, and the more recent findings of FLAP and CDOT engineering experts must not be allowed to trump that expertise because of fears about "what may happen." The statement that the future of the community hangs in the balance is over-used. But in this case it seems right on. In 1992, over the negative reaction of local citizens and their predictions, RMNP had the courage to close Hidden Valley. It did so, in large part, because a financially weak ski center was deemed incompatible with RMNP's future vision of itself. Not to make a similar decision with regards to Estes Park's long-publicized traffic problems would be equally short-sighted. To be sure "Festina Lente": "make haste slowly." But once the requisite meetings have been held, the views of all have been received, let us boldly seize the future and move ahead...A decision not implement this project will send a chilling message to all those who are at work each day to make Estes Park a better and more sustainable community...	NA	NA	NA	NA	NA		Support
62	Comment From to Town	3/30/2015	NA	NA	Newspaper	NA	NA	NA	NA	NA	NA	NA	y	Keep the roads as they are! Do nothing!	I will only write about alternative 1 since that is the one the town board accepted. The biggest detriment is the destruction of home and businesses. This is devastating to the people involved! Riverside Dr. is a quaint, quiet drive which would forever be changed. Preservation before destruction. another concern is the effect on the businesses downtown. I think the consensus of business owners is a fear of negative economic impact. All Estes Park residents need the tourist dollars. I just don't believe that making a one-way loop with 2 lanes is going to solve the traffic problem. If the main reason to create this loop is to get visitors to the Park as quickly as possible, why not direct them to Wonderview and Fall Rive entrance? This approach should at least be tried before the drastic bulldozing of Riverside Drive. Finally, I believe crating a one-way loop with 2 lanes each way will cause more accidents. Motorist will realize they are in the wrong lane and cut in front of others causing accidents. The only benefit to this project is gett 3 free bridges. I have a suspicion that will be the reason the town board sticks with alternative one.	NA	NA	y	NA		I didn't ask any questions. I don't think people who asked questions were very satisfied with answers.	Not Support	
63	Comment From to Town	3/30/2015	NA	NA	Newspaper	NA	y	NA	NA	NA	NA	NA	y	NA	In my opinion the Loop is a waste of tax payer money and I question the process and depth of research conducted by FHWA. A bypass is the answer to less congestion - not an expansive showcase 4-lane downtown.	The project does little to ease traffic coming into the national park. The project does not improve ease of travel between entrance stations. If you want to cutdown congestion, please link HWY 34 and 36 west of Estes . A route for an alternate HWY 36 is already established and much less expensive.	y	y	y	Yes		Not Support	

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64	Hotline	3/30/2015	y	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Hi. This is K, trabucco here in Estes Park, a resident. I'm voice seeing my opinion against the loop, through downtown. We were downtown yesterday, and there was lots of nice traffic coming from all directions. I don't I don't appreciate that the businesses are already suffering, although I don't have a business downtown, but I think this will only harm it. I think we should leave it alone. Thank you very much thats my opinion.	NA	NA	NA	NA	NA	NA	Not Support
65	Comment From to Town	3/30/2015	y	y	NA	NA							y	I am extremely against this project. It is not necessary for Estes Park. It is going to ruin businesses in town which our community is known for and.	1) It reroute traffic from the downtown area and make it extremely difficult to travel, especially for Estes Park residents. 2) It is going to cost much more more for the town than it can afford. 3) It is going to reroute traffic away from the downtown businesses returning from the park. 4) It will be destructive to Riverside Drive residents. 5) IT IS NOT NECESSARY FOR ESTES PARK; AN EXTREME WASTE OF TAXPAYERS MONEY. 6) All the businesses in town are against this unnecessary project. 7) Most taxpaying residents are against this project as well.	Why wasn't Estes Park residents and taxpayers given the opportunity to vote on this measure? Why don't you use the money to fix all the city streets and more parking areas. We all thought this last tax increase was to be used for street repair. Tha's wahat we were told anyway.	y	NA	NA	NA	I was not able to attend the meeting.	Not Support	
66	Web email	3/31/2015	NA	NA	O	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	If I understand the traffic pattern proposed by the Loop project, particularly the residents on the west/southwest side of town can expect to spend more time and gasoline to retrieve their mail or get groceries. Getting to the Post NAice will involve getting into the eastbound queue to exit into the post office parking lot. To return home, they will have to go down through town, merge into the now increased traffic flow to make their way back home. The same is true if they decide to go to the grocery store. I believe a more important use of any money that is available is to repave the streets around town that are deteriorating. A few examples are Stanley Ave, East Riverside, and Avalon.	NA	NA	NA	NA	NA	Not Support	
67	Web Form	4/1/2015	NA	y	Email	NA	y	NA	NA	y	NA	y	NA	NA	As a business owner in Estes for over thirty years, this loop seems like an extreme option. I believe it will impact sales tax revenue and ultimately the health of our economy	NA	NA	NA	NA	I have been out of town on family medical emergency for past two months.	Not Support		
68	Email to Board	4/1/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	See Long Letter Comment - Attachment 2	NA	NA	NA	NA	NA	Not Support	
69	Web Form	4/1/2015	NA	NA	EP News	NA	y	NA	NA	NA	y	NA	NA	NA	The loop will improve traffic congestion in downtown. It will reduce pollution and improve traffic safety. It will improve the safety of intersections such as Craggs Dr and Moraine Dr. It will improve pedestrian safety. Tourists are the lifeblood of this town and traffic congestion is a sure way to drive them away. What's not about the loop except it is change? It will probably be a bit less convenient to visit the Post NAice.	I have spent 35 years in local government administration most of which was in West minster, CO. We over the years made numerous changes to the street system and most of which were opposed, but the City Council had the wisdom and courage to make the changes which all proved to be beneficial to the City. I hope this Town Council will have the courage and wisdom to look beyond those opposed to change and look at the long term benefits the loop will have on the town.	NA	NA	NA	NA	NA	Support	
70	Web Form	4/1/2015	y	y	Town of Estes Park	y	y			y			y	I'd prefer to respond, "Increase opportunity for downtown economic performance" rather than the current, "Minimize Downtown Economic Impacts"	I'd much prefer an alternative that would allow us to make downtown more of a destination experience, both for our residents and our guests. I understand the concern about impact on parks, but so many of the parks along Riverside are underutilized as is, whereas the downtown Elkhorn corridor is overpopulated in the summer time. There's barely room for guests on the sidewalks. To take some space from the parks for traffic to RMNP, in order to free up opportunity for downtown destination (i.e., a pedestrian plaza) would be an interesting compromise.	The above said, I think doing nothing is not an option if our community wants to thrive. As a newlywed "Millennial" who hopes to stay in Estes Park and perhaps have a young family here, I need investment in my community in order to be justify staying. Remaining stagnant is NOT an option. When I hear the vocal minority voice their displeasure with the facts of the study (and question the integrity and truthfulness of these facts), I want to ask them if they understand the impacts doing nothing will have on our community not just this summer, but 5, 10, 15, 20 years from now. We must solve the problem of downtown congestion and no action does not qualify as a solution. Please know that there are many supporters of the Loop and the opportunities it presents... Just because there are some downtown business owners who strongly oppose it, doesn't mean that other business owners, community members, young families feel the same way. We must move forward, even if change is uncomfortable for some.	NA	NA	NA	NA	Yes. I was embarrassed by the behavior of our community, but your representatives and professionals did an excellent job.	Support	

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71	Web email	4/2/2015	y	y	I work for the EVRPD	y	y	NA	NA	y	NA	NA	NA	NA	I can't see any advantages to this loop proposal. The traffic will be worse than it currently gets. Mass confusion will reign. We would be best just to leave it as it is, or opt for the other alternative. We do not need to accommodate bicyclists, just ask anyone who lives in downtown Denver. It is a nightmare trying to get anywhere because they take up the road and slow down traffic.	Having lived in an area with an outdoor mall, such as 16th Street Mall in Denver, and Pearl Street Mall in Boulder, this type of area will serve our business as well as visitors and locals alike. There is seating, places for people to sit and enjoy their food from our local business and enjoy our atmosphere. Bicyclists would not be able to ride down the main street. We already have a shuttle bus that runs the length of our downtown.	y	y	y		No.	Not Support	
72	Comment From to Town	4/2/2015	y	NA	Email	NA	NA	NA	NA	NA	NA	NA	NA	NA	Please consider 3 lane Riverside 2 to RMNP west 1 to town east Keep Elkhorn Moraine same, but install signage at Riverside saying: Downtown ↑ RMNP Bypass ← I'm concerned about the one way concepts during non peak seasons when its not needed.	Consider moving traffic signage advising RNMP access by Wonderview as well. Thank you	NA	NA	NA	NA	NA	Traffic Signage	
73	Comment From to Town	4/2/2015	y	NA	Gazette	NA	NA	NA	NA	NA	NA	NA	y	How about diverting traffic to the other Park entrance (US 34 Fall River Road) or another idea would be to bring traffic to the Beaver Meadows (HWY 36) entrance expanding Elm Rd so it connects 34 to 36, so visitors who want to go straight to the Park can bypass downtown.	NA	Concept 2: Please don't do this. This will take away Estes Park small town charm and will actually increase traffic. Park of what makes Estes charming is that it is not a commercialized tourist town. Estes is peaceful and focused in its natural surrounding instead of roads and cars and traffic. As soon as you increase roads to 2 lanes, more stores will pop up and I don't want to see Estes become like Pigeon Forge, TN.	NA	NA	NA	NA	NA	Small Town Charm	
74	Web Email	4/2/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	I would prefer the non-loop choice. However, I believe that the town board has already decided and this is a ruse to placate the masses. I have lost all trust, in regard, to the town and the decisions being made.	NA	NA	NA	NA	NA	Not Support	
75	Comment From to Town	4/2/2015	NA	y	HOA email	NA	NA	NA	NA	NA	NA	NA	Y	Please take no action	The loop would cause too much traffic down Riverside Dr. It would create a danger to people as they attempt to cross over to stores and lofts. The traffic noise would increase drastically for those in lofts, cabins, restaurants along Riverside Dr.	Concentrate on bridge repair.	NA	NA	NA	NA	Unable to attend during week due to out of town travel.	Not Support	
76	Web Comment form	4/2/2015	y	NA	Email	NA	y	NA	y	NA	NA	NA	y	Minimize impact to historic cabins and neighborhoods along the Riverside Drives.	The no impact alternative does not do anything for traffic congestion but preserves existing parks, homes, neighborhoods, and businesses. The advantages of alternative 1 are that it can reduce congestion somewhat while having the most minimal impact on the Riverside Drive neighborhoods and parks, residences and businesses.	As a local resident, my husband and I have used Baldwin Park extensively for walking our small dog in a park out of the wind and away from congestion of people and traffic. There are minimal intimate parks in Estes to begin with. I would be dismayed to see this park reduced, as it is such a shaded and peaceful location along the Big Thompson. Many elderly people and families with infants and small children use this park. If the peace and quiet of this park is significantly impacted, then I think the town should create another quiet peaceful park as a replacement.	NA	NA	NA	y	I was unable to attend the public meeting because of a previously scheduled vacation trip.	Baldwin Park	
77	Web Comment form	4/3/2015	y	n		y	y	y	y	y	y	y	NA	NA	Advantages: for the very reasons listed above. None. The congestion needs addressing and finally the community is doing such	I AM FOR continuing the process through the EA of the one-way loop. The one-way couplet sees to the best "build alternative" and the town should proceed with considering such.	NA	NA	NA	NA	The presentation March 25 was excellent. The presenters were on target, and did a fine job of describing what has occurred to date, and what will occur (if the town goes forward) in the future. One of the best presentations I have ever attended.	Support	
78	Web Comment form	4/3/2015	y	n	Facebook Town Page	y	NA	NA	NA	y	NA	NA	NA	NA	NA	It is important to make downtown pedestrian- and bicycle-friendly. Using Riverside as the primary bypass to get to/from RMNP (alts 2 or 6) will allow people who are NOT interested in shopping to avoid downtown. If I want to shop, I would prefer to park and then walk around town.		NA	NA	NA	y	Yes.	Ped & Bicycle Friendly

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79	Web Comment form	4/4/2015	n	n	Email	n	y	NA	NA	NA	NA	NA	NA	NA	Looking at the detail of Alternative 1, I have some concerns. Elkhorn goes from a 3 lane 2 way road to a one-way 2 lane road. I do not see that having much benefit with minimizing traffic congestion in the downtown area. What would happen if you make Elkhorn a 3 lane one-way. By doing this the North lane would keep going straight across Moraine. the center and left lane would turn left onto Moraine. That would help on Elkhorn but then will cause trouble at the Donut House corner as you have 2 lanes merging into one lane after making the turn west. Moraine would need to be 3 lanes at a minimum, 2 west one east with the East bound ending at Rockwell st so traffic would have to turn right. Another problem I see is in the afternoon, people leaving the park. I have seen East bound traffic on 36 backed up from town to the 66 junction. What also needs to happen is 36 from at least the Beaver Point area to Crags Dr should become 4 lanes with a turn lane in the center. As it is now it's a real pain to try and turn onto 36 from any number of business located along that stretch of road. What about finding a way to use W Wonder View Ave to help with traffic. Better signage to get people heading to the park to use W Wonder View Ave. and keep Elkhorn the way it is. What about making Elkhorn Ave from Moraine to E Riverside Dr pedestrian only. Then route traffic to W Wonder View Ave and E Riverside Dr. So the real question is do we want to reduce traffic congestion or allow people to window shop while waiting in traffic. My family has been coming to Estes for 40+ years and have seen traffic get worse and worse, something needs to be done. I don't think the current loop idea will fully fix it.	NA	y	y	y	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
80	Web Comment form	4/5/2015	y	y	local connections	y	NA	NA	NA	NA	NA	NA	y	distruption of historical, business and residential properties	I don't feel the town should be getting visitors in and out of town in the fastest possible time, it should be providing an environment to make visitors want to stop and stay longer.	I am against the project. I feel it causes more problems than it would ever hope to solve. Give the money back!	NA	NA	NA	NA	NA	No, I would like to know why the Town of Estes Park has no problem taking out homes and businesses for this project, but saves the post office parking lot for their own purposes.	Not Support									
81	Web Comment form	4/5/2015	y	n	word of mouth	n	NA	y	y	y	NA	y	NA	NA	NA	Having lived here most of my life I am against the loop project. There are many other ideas that could be implemented before we change our downtown. Start by going back to pedestrian crossing at lights the way it was previously. Second make a turning lane both directions out on hwy 66 as that is where traffic starts to slow down. Third redirect those vehicles that are just going to Rocky out the fall river entrance.fourth encourage the park to get cars through more quickly. We have a beautiful unique downtown and there is no reason to try and rush cars through it..P.S, the horse carriage needs to go. There is no such thing as free money. Any money the government gives is paid through taxes.This is a no brainer.	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Not Support	
82	Web Comment form	4/5/2015	y	y	word of mouth	n	NA	NA	NA	y	NA	NA	NA	NA	NA	we need to bring back the all walk cross walks, traffic cops at the intersections, a turning lane from Donut Haus to the Country Market. Does the NP[Rocky Mountain National Park] even want more traffic? It is already hard enough to turn left out of Safeway, extra traffic on bighorn will make it nearly impossible And if traffic signals are the main bottle neck problem, why install another one! I am completely against this project for many reasons. Perhaps the biggest is that it will change the look and feel of our quaint town.	NA	NA	NA	NA	NA	NA	NA	Not Support								
83	Web Comment form	4/5/2015	y	y	email from the project and from the Town	y	NA	y	y	y	y	y	y	Pedestrian safety crossing Moraine and access to residential neighborhoods	For Alternative 1, the statement that it 'May' lead to out of direction travel is understated. It appears that the impact of out of direction travel is not given the significance that it will likely have for residents, visitors wanting to access areas on West Elkhorn from the many accommodations in the southwest area of town, and the economic impacts to businesses. The comparison of the LOS for intersections under Alternative 1 and No Action is not appropriate as it is based on the assumption that nothing is done to traffic lights and that actions to divert traffic through signage and information do not make any changes to the number of vehicles. None of the alternatives address the issues that feed into the congestion seen within the project area. These include pedestrian traffic, particularly on Moraine, and poor functioning of the 34/36 intersection. Additionally, the problems caused by only one lane going to RMNP don't appear to be acknowledged. The economic considerations for the build alternatives do not appear to consider impacts during the construction period. The impacts of the loss of parking spaces are not included. The fact that some peak period demand may shift to off-peak periods seems to be stated as an adverse impact but may be beneficial for many businesses. Congestion is listed as a discouragement of visitation/shopping. However, parking difficulties are much more likely to discourage shopping. The benefits of build alternative 1 do not appear to outweigh the cost and adverse impacts.	Overall, there seems to be a significant amount of subjectivity to the numbers and assumptions used to evaluate the various alternatives. Of particular concern are projecting traffic numbers for the next 25 years and lack of quantification of the amount of out of direction travel that will occur as a result of the one ways. Also, the validity of the amount of improvements in traffic flow is brought into question when traffic outside the project area is not considered and some of the congestion factors such as pedestrians and slow moving vehicles are not addressed	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Not Support	

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84	Web Comment form	4/5/2015	n	y	Everyone in town	n	NA	NA	NA	NA	NA	NA	y	The proposed plan will absolutely ruin this beautiful town's charm. We already have the north bypass which is hardly even used. The alternative route is already there. With proper signage the North bypass could be so easily be utilized as the alternative for this entire ridiculous project. Just expand the north park headquarters to be the main entrance for Estes side of the park	NA	NA	NA	NA	NA	NA	NA	Not Support	
85	Web Comment form	4/5/2015	y	y	a neighbor	n	NA	NA	NA	NA	y	NA	NA	NA	They will bottleneck at Moraine, and therefore NOT be the cure. My suggestion: Do none of the proposed	I do suggest a walkway/bike path be established off the roadway along Moraine, from Mary's Lake Road to downtown area. I also suggest the phone company building be given tax incentives to move their operation to somewhere else, and that area be turned into parking or more store-front.	NA	NA	NA	NA	NA	NA	Not Support
86	Web Comment form	4/6/2015	n	n	Through the newspapers and comments from those who live in Estes Park	n	y	y	y	y	y	y	NA	NA	Under the PROJECT DESCRIPTION tab the link to PRESENTATION MATERIALS FROM OPEN HOUSES goes to a 404 ERROR PAGE. <i>Note:the project team fixed on 04-06-2015.</i>	NA	NA	NA	NA	NA	NA	N/A	
87	Web Comment form	4/6/2015	n	y	Friends	n	NA	NA	NA	y	NA	y	y	Inconvenience to everyday life outside the 10 week peak!!!	The best alternative is to not mess up what you have. There is an alternative to the downtown path to RMNP. It is an alternative route to the Park via THE LOOP past the Stanley Hotel entrance (Highway 34). It remains a viable bypass to downtown, that is under utilized and poorly indicated. I've noticed since this issue has arisen, that the foot patrols in summer have stopped directing traffic and the street lights are poorly timed. Go back to one stop for all directions for pedestrian movement. Do not mess up what I moved back to Estes to enjoy. The small town feel of downtown!!!!	Get money from the State for the bridges behind the Post NAice and make up the difference with a special funding. Do not need a highway through down with a bottle neck just past the Donut Haus. Three lanes to one is stupid and is exactly how the out of towners will see it and use it. CONFUSION!!!!!!	NA	NA	NA	NA	NA	NO! The answer I need is. we ain't doing this!	Not Support
88	Web email	4/3/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	See Long Letter Comment - Attachment 2	NA	NA	NA	NA	NO! The answer I need is. we ain't doing this!	Not Support	
89	Web Email	4/4/2015	n	n	Through the Town of Estes Park notices	y	y	NA	NA	NA	y	NA	NA	NA	This is complicated. In reading studies conducted in other communities considering one-way couplet there are pros and cons. My own personal experience has been good with one-way couplets in communities large and small. The Downtown Estes Loop study to-date appears to be thorough with metric measurements on variety of components. I was impressed with presentation during the Board Study Session in March. In my opinion there is a serious traffic issue through the downtown corridor and I think this is an opportunity for assistance (experts and funding) in addressing this challenge. While I have heard many people state that people return to Estes Park year after year because it is the same; many people I know have said that they do not come to Estes Park any longer because of traffic and there is nothing new to do and see. However, they will go to the Park avoiding the tourist season. I support the Downtown Estes Loop project alternative one-way couplets and encourage the Town Board to support this.	Doing nothing and staying the same is a more risky alternative for Estes Park and its future, with the estimated increase in population along the front range. Denver's growth in population and increase in housing prices are significant and indicates a sophisticated demographic with resources that Estes Park should target. The only way to compete and be successful in attracting new visitors is with change; a progressive plan for the future. Sometimes we just need to take a risk and make bold decisions.... for the future. We know the risks now in loosing guests to other communities; let's please not continue this.	NA	NA	NA	NA	NA	NA	Support

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90	Web Email	4/5/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	We are part-time residents of Estes Park but feel obligated to comment on the proposed one-way couplet. We are opposed. We feel that what is really needed is more parking facilities. Yes, there is a lot of traffic downtown in the summer. A lot of those people are driving around just looking for a parking spot! We talked with a friend who lives in Windsor who told us she had to park in the Safeway parking lot in order to shop downtown. She could find no other space. The site of the Rocky Mountain Performing Arts Center would have been great for an additional parking lot. And, by the way, where are those attendees going to park?	NA	NA	NA	NA	NA	NA	Not Support
91	Web Email	4/6/2015	n	n	Through the newspapers and comments from those who live in Estes Park	n	NA	NA	NA	NA	NA	NA	NA	NA	NA	I don't need you to include the email in public comments.....I just found what I was looking for. But, just FYI that link is broken. BTW, thanks for all the hard work you are doing on this long standing issue. The website was incredibly helpful for me to understand the issues and the proposed solutions. It seems to me that, in the long run, the traffic will only get worse and there will need to be changes. I support the plan that provides the most benefit with the least impact.	NA	NA	NA	NA	NA	NA	Support
92	Web Comment form	4/6/2015	n	n	Facebook	n	NA	NA	NA	y	NA	NA	y	Please don't ruin downtown Estes Park with a one-way Elkhorn. Been going to your fair city since I was a child (with my parents), and still go every summer. Planning to celebrate my 60th birthday there this summer with my children and grandchildren. Please don't accept the FLAP project!	NA	NA	NA	NA	NA	NA	NA	Not Support	
93	Web Comment form	4/6/2015	y	n	Local Paper	y	y	NA	NA	NA	y	NA	NA	NA	Honestly, the do nothing option seems the most viable if coupled with some other actions: 1) town should be able to control the traffic light at W. Elkhorn and Moraine which is a huge bottleneck. 2) the signage at Wonderview and Hwy 34 (from both the Hwy 34 and Hwy 36 sides should be changed to direct visitors to the park via the Fall River entrance. That entrance should be enlarged, with additional booths to accommodate the additional traffic. Diverting traffic from the Beaver meadows entrance will result in greatly reduced traffic congestion in the downtown area.	NA	NA	NA	NA	NA	Not really, what is the status of the CDOT ramp funding?	Not Support	
94	Web Comment Form	4/6/2015	y	n	Newspaper	n	y	y	NA	y	y	NA	NA	NA	It seems that the idea of a touristy type of town is to get the people to stop, park and spend money therefore parking should be maximized and expanded for those who want to come to eat or shop. If instead motorists just want to go to the RMNP, then add signage to direct them around the downtown area. Signage at this time is minimal! Directions should be better for entrance to the North entrance.	Widening Riverside to three or four lanes seems counter productive. Losing valuable park space, rebuilding and widening bridges, widening the roadway and relocating a number of residential and business places is not necessary.	y	y	y	y	No, I was out of town and unable to attend. Please add me to your mailing list.	Not Support	
95	Hotline	4/7/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	I'm opposed to the Loop plan. I think you should leave it as it is. It will be difficult for people on this on the hill course. To get out to Morain but possible. I don't think it's our responsibility to town to new facilitate people getting into the park. Thats their responsibility. Our responsibility of the Town is to the people who live there in the Town, to provide the highest levels of service. Thank you.	NA	NA	NA	NA	NA	NA	Not Support
96	Email to Town	4/6/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	See Long Letter Comment - Attachment 2	NA	NA	NA	NA	NA	NA	Not Support

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97	Email Comment	4/6/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	After reviewing the information on the downtown loop website, we support "no action" on the proposed downtown traffic loop. While we appreciate the intent and the effort behind on the project, we believe that the solution is equal to, or possibly worse than, the existing problem of congestion. Everything has a cost. It is our belief that the downtown loop would be most costly to residents, while of limited benefit to visitors. The current situation of traffic congestion is not going to appreciably change, even with the downtown loop. Our town is small, and peak months will inevitably involve heavy traffic all over town. We believe that tolerance of slow-moving traffic through the canyons approaching town, and in town itself, is one of the costs that visitors must pay to visit this remote and scenic area. Similarly, as full-time residents and homeowners in Estes Park, we accept that noise and traffic congestion increase for a few months every year. It is part of the cost of living in this beautiful location.	NA	NA	NA	NA	NA	NA	NA	Not Support
98	Email Comment	4/6/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	After reading the information about the Downtown Loop, I am firmly in favor of the Alt. 1. It would obviously mitigate downtown congestion and pollution. Adding the bike lanes would be a major benefit. I understand the reluctance some may have to any change, but these changes seem inevitable and we should do them now while we have access to grant money. Being able to improve the bridges now is just one more benefit.	NA	NA	NA	NA	NA	NA	Support	
99	Email Comment	4/6/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	I have read the information online regarding the Downtown Loop, and I am definitely in favor of Alternative 1. As a downtown resident, I would appreciate a reduction in downtown congestion and the pollution from idling cars. Adding the bike lanes would be a major benefit, as there is now no viable way to bike through town. We need to be proactive and make these changes now while we have access to funding. Utilizing grant funding to improve the bridges at the same time is also important. The "do nothing" option just puts off necessary changes - the congestion will only get worse.	NA	NA	NA	NA	NA	NA	Support	
100	Web Comment form	4/8/2015	n	n	Newspaper	n	NA	NA	NA	NA	NA	NA	y	Keep the roads as they are! Do nothing!	I will only write about alternative 1 since that is the one the town board accepted. The biggest detriment is the destruction of homes and businesses. This is devastating to the people involved! Riverside Dr. is a quaint, quiet drive which would forever be changed. Preservation before destruction. Another concern is the effect on the businesses downtown. I think the consensus of business owners is a fear of negative economic impact. All Estes Park residents need the tourist tax \$. I just don't believe that making a one-way loop with 2 lanes is going to solve the traffic problem. If the main reason to create this loop is to get visitors to the park as quickly as possible, why not direct them to Wonderview and the Fall River entrance? This approach should at least be tried before the drastic bulldozing of Riverside Drive. Finally, I believe creating a one-way loop with 2 lanes each way will cause more accidents. Motorists will realize they are in the wrong lane and cut in front of others causing accidents.	The only benefit to this project is getting 3 free bridges. I have a suspicion that will be the reason the town board sticks with alternative one.	NA	NA	y	NA	NA	NA	I didn't ask any questions. I don't think people who asked questions were very satisfied with answers.	Not Support
101		4/8/2015	y	n	Estes Park Trail Gazette	n									Please don't do Concept 2. This will take away Estes Park's small town charm and will actually increase traffic. Part of what makes Estes Park charming is that it is not a commercialized touristy town. Estes is peaceful and focused on its natural surroundings instead of roads and cars and traffic. As soon as you increase roads to 2 lanes, more stores will pop up and I don't want to see Estes become like Pigeon Forge, TN.	How about diverting traffic to the other park entrance (Fall River Road Hwy 34) or another idea would be to bring traffic to the Beaver Meadows (Hwy 36) entrance. By expanding Elm Rd so it connects 34 to 36, so visitors who want to go straight to the Park, can bypass downtown.	NA	NA	NA	NA	NA	Small Town Charm		
102	Email Comment	4/3/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	See Long Letter Comment - Attachment 2	NA	NA	NA	NA	NA	NA	Not Support	
103	Web email	4/8/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	We own a condo at 649 Park River Place and would like to be in the loop as to what happens. We are not full-time residents at this time so cannot attend meetings. Thanks very much for your help.	NA	NA	NA	NA	NA	NA	Request	
104	Web email	4/8/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	I have not attended any meetings, but have kept informed about the Downtown Estes Loop Project. I urge the town to move forward with the original plan or any of the alternatives. I am against "no action". Our town needs improved traffic flow and bridge improvements. We can not let this grant opportunity pass us by! Thank you for your time and hard work on this project,	NA	NA	NA	NA	NA	NA	Support	

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105	Letter	4/7/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	I am a downtown Estes Park business owner. I have a business partner that wants to divert potential customers and bypass our establishment for easier access to federal lands; where more visitation causes a negative environmental impact to wildlife and habitat, according to their studies. In addition, my business partner also wants to permanently restrict my freedom of mobility and direction to resolve a 40 day problem . This could be addressed with common sense and less expense. In return, my business partner receives supposedly free money from a third party with strings attached. I would dissolve this partnership immediately if I could; but I can't. So...my recommendation to my business partner is to quit trying to chase so called 'free' money and try to earn it like the rest of us have to do. Solution.....Build a VISABLE DOWNTOWN PARKING GARAGE that will generate revenue.	NA	NA	NA	NA	NA	Not Support
106	Website Comment	4/7/2015	y	n	downtownestloop.com	n	y	y	y	y	y	y	y	To keep the nostalgia of downtown Estes and the traffic pattern the same	After looking at these proposed changes for some time now, I can not see any advantages and plenty of disadvantages... i.e. A vehicle coming into town from RMNP on 36 and wanting to get to the west end of Elkhorn Ave and then head to another destination on east Elkhorn Ave will have to actually loop counter clockwise back through town to head west on Elkhorn Ave. then drive the loop again... Result: One vehicle, two destinations, two round trips on the proposed loop.... Doubling Traffic...! there are many many more examples	A FlyOver for both 34/36 heading west to RMNP's south entrance and traffic heading east from the south entrance to the eastside of town. A raised two lane (each direction) with sidewalks between the visitor center area on the east and just past the bakery.	NA	NA	NA	NA	NA	Not Support
107	Website Comment	4/7/2015	n	n	Town email Newspaper	y	y	y	NA	NA	y	NA	y	Use this as an opportunity to improve the downtown environment by increasing visibility and use of the rivers. These are key assets of the town that are often put low on the priority list.	I agree with the assessment that Alternative 1 makes the most sense and provides the most opportunity for preserving the value of the riverfront areas, while making some improvement in traffic flow. Doing nothing deprives the town of the funds to build new bridges, which are essential to any downtown improvement.	The proposal needs more attention to what the change in road design can do to improve use of the downtown area other than simply moving vehicles through it. More work should be devoted to improving the parks and walking and bicycle paths along Riverside Drive, and these improvements should offset the numerous decrements (parking, size of parks, ease of getting around town) necessitated by any change to the roads. The plan needs to create reasons for visitors to get out of their cars and spend money in the town. All that this plan does is make it easier for visitors to go through town, while reducing the opportunities for them to park. This plan also needs to be integrated into greater downtown planning, at least to the point of not precluding some other significant action - e.g., the best location for a parking structure is Piccadilly Square, which could anchor tourist access to the downtown if there were easy, safe and pleasant walking an tram paths to the Elkhorn area. Also think about moving the post office to remove the congestion caused by having this essential facility in the center of where parking is currently most needed (relocate to the new parking structure or community center if ever built), then redesigning the current Riverside and Rockwell lots to provide a strip park along the two rivers), and linking the Elkhorn area to a parking structure at Piccadilly Square. Be careful that the opportunity to obtain grant money for this immediate change in traffic flow does not prevent even better and larger plans from ever being possible.	NA	NA	NA	y	Most. But the bigger picture has still not been addressed	Support
108	Website Comment	4/7/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	See Long Letter Comment - Attachment 2	NA	NA	NA	NA	NA	Support	
109	Website Comment	4/8/2015	y	n	After the fact in the Estes Park News	n	NA	NA	NA	NA	NA	NA	y	Destruction of the character of Estes Park	We see no advantages to this project.	We realize that the town needs to progress. However, progress should not be made at the expense of the very soul of the town. There is already a bypass to access the park. We feel that dollar signs are the driving force for even presenting this project. We need to maintain the essence of Estes not destrOy it Is there ever any consideration given to those of us who live here year round or are visitors the primary and only focus? Is there ever any consideration given to those of us who live here year round or are visitors the primary and only focus?	NA	NA	NA	NA	NA	Not Support

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110	Website Comment	4/8/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	<p>I do not have property directly impacted by the loop but as owner of Stanley Village I am concerned about the management of our town's resources. As a second generation business person and a former town planner and public works director I have seen lots of change. One thing I am certain of is that getting people past your door faster does not increase business. Near by parking does.</p> <p>Trying to get people through town faster is not a new idea. It first came up in the 1950's and resulted in the building of the Wonderview Bypass in 1958. This was a very controversial project with the down town merchants fearful that it would kill down town. The town agreed to not allow commercial development to occur along it and it has functioned as designed for more than 50 years. The central idea was to provide a means for those with no interest shopping and just wanting to get to the park a means to do so and allow down town to be a slow traffic/pedestrian shopping environment. The Moccasin Circle Bypass augmented the idea on the south side. I believe that people wanting to get to the other side of town quickly have reasonable alternatives now even though spur 66 does get jammed up eastbound. This could be helped by signage inside RMNP and improvement to Moccasin Circle.</p> <p>I think this loop would decrease business in many locations and see no way that it will increase business. This is especially true with no increase in adjacent parking.</p>	NA	NA	NA	NA	NA	NA

Identifier #	Method Comment was received	Date Received	Comment	Alternative 1: Support/ Do Not Support/ Indifferent
4	Forward email	3/25/2015	<p>My wife and I went to the town meeting at the event center on the proposed downtown Estes Park loop. We were glad to see the team involved in the project have made an attempt to not only include public comment, but took that input very seriously. Within the guidelines of the federal rules and regulations, they truly seem to have the towns best interest up front. There were many good, valid comments and questions raised by those who came to the meeting. Some very thoughtful concerns that the team listened to and showed honest concern for and made an attempt to ensure the speakers their concerns are taken seriously and will be included when and where possible in the planning process. What was disappointing was the number of people who were seemingly there with one purpose, to just publicly state their disapproval of the project in whole and ridicule, even what seemed at times bully the project team. Many did not seem to truly listen to or try to understand the project process, plans, limitations both logistically and financially... the timing of it all... the window of opportunity that the town is attempting to take advantage of. An example was a friend who complained about "where do they get the growth numbers from". That person claimed to not see any growth in town in many years. That after the same person also attended the National Park presentation at the library sponsored by the League of Womens Voters. There the park showed the steady growth in visitation over the years, and their increased projections for the future. Why agree, accept the statistics from the park then dispute very similar numbers from the project team? It was fairly obvious that a large number of those who oppose the project were present at the town meeting. It appears they just don't want anything to change and will ignore the facts, the honest attempts to do something positive for the town. The fact there is no master plan does not help. But even if/when there is a master plan I am pretty sure these same people will be against that as well. The fact is, the town was not built with a plan in mind in the first place. It was not "designed" at all. It came about over time. The increasing visitation is beyond pushing the capabilities of the town as it is today. Any change that will bring the town into the future will unfortunately mean disruption for some. That is a fact that cannot be avoided. The fact that Mr Lancaster repeatedly has said there will be fair and adequate compensation seems to be falling on deaf ears. There were even a couple attempts to get a straw poll, a public "vote" as to whether the project should be continued or not. Even after Mr Lancaster explained the purpose of the meeting, more than once. I will grant they were somewhat respectful in the way they spoke, but it really just seemed to be an angry mob intimidating the project team and members of the community who disagree with them. What the people of the town need to realize is what appears to me to be a minority in this case are attempting to strong-arm their way. I may be wrong, I hope so, but I don't think I am. With that in mind I urge everyone to weigh in their opinion on the plan website at [REDACTED]. If those who support the loop project do not express their support, there is a good chance those who oppose it, a few of which have valid concerns, will circumvent due process to get their way and stop the project all together. I believe this would be a bad choice for the future of the town. And some words of advice. Want to be heard? Learn to listen. Want others to care? Learn to care about others. Want to be treated with respect? Learn to treat others with respect. Want truth and honesty? Learn to research the facts and separate fact from opinion. Be honest and admit you don't know what you don't know and admit when you make mistakes. We are all human. No one knows everything and we all make mistakes. Please participate regardless of whether you support the project or not!</p>	Support
68	Forward email	4/1/2015	<p>As the owners of two downtown businesses, owners of downtown and other properties, and 30 year residents of Estes Park, we felt the duty to write and express our opinions regarding the heavily contentious "loop" project. First off, we would like to thank you for serving the community in the way you do. We realize that on nearly every matter that you decide, there are always two vastly different opinions that must be carefully weighed prior to taking a stance. In regards to the loop, the overwhelming stance taken by downtown business and property owners seems to be that the project potentially could be detrimental to the health and survival of the downtown business community. While it is also easy to see the upside of the "free money" available to our town to assist with traffic flow and bridge construction, we definitely feel that the risks of the project outweigh the benefits. It is obvious to all of us that the bridges need replaced and downtown areas are constantly in need of being revitalized to keep the town vibrant and viable, but just because there is an opportunity it does not mean that it is the right way. We definitely feel that not only the construction process, but the general idea of the downtown business loop will be negative to the one steady income that the town can rely on – sales tax. The idea that we want to get people through downtown fast so they can make it to the park and by avoiding downtown entirely on the way out of the park goes against everything we try to do every day of the year. We know that everyone is sick of hearing about the desperate need for downtown parking, but it will still remain this towns biggest downfall without something happening to fix it. We also understand the argument that we are putting the cart before the horse because we have money for a cart, but not for the horse. The problem that we see is that nobody really wants the cart at all, and if that means giving back the money for it then so be it. We ask that you take while deliberating this project, you try to see it through the eyes of the people that it truly effects- downtown business and property owners.</p>	Not Support

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88	Web email	4/3/2015	<p>The Downtown Estes Loop Project is required to improve access to Rocky Mountain National Park without causing environmental and other problems for the Park and the Town of Estes Park. The accumulative effects of this project must be taken into account:</p> <ol style="list-style-type: none"> 1) Traffic Congestion. The main road, Elkhorn Avenue (Hwy 36), which goes straight through the middle of Town is where the biggest traffic problem exists. Moving more traffic quickly through town will encourage more people to drive to RMNP. Most will not take shuttles from outlying parking facilities. Increasing the flow of traffic on Elkhorn Avenue will increase noise and exhaust, making it unpleasant for pedestrians on the sidewalks. The distance between the shops across Elkhorn Avenue which allow for car, bus, truck, and RV traffic cannot be increased from what currently exists, unless we want to tear down the businesses. That obviously is not an option. Cyclists want to have a bike lane on Elkhorn Avenue through Town. This would add further to the traffic congestion and safety problems. They want to be able to access the shops along the Riverwalk. They would be better off asking for a path on East Riverside Drive out to Moraine Avenue to Rocky Mountain National Park. The would pass the Riverwalk and could park bikes there to shop. This would not even require FLAP grant money, but "Help Preserve Open Space" funds could be used. 2) Change of Town Character. The Downtown Estes Loop Project will make significant changes to our Town's character. The road will not stay the same width all along West Riverside as indicated in the grant application. Very old, large trees along West Riverside Drive will be removed to allow traffic to flow. These trees shade the park at Ivy Street and West Riverside Drive. Also a significant portion of this park along Ivy Street from West Riverside Drive to East Riverside Drive will be removed to accommodate traffic. This is a beautiful area of this small park. There are a lot of Aspen trees, a picnic table, a bear proof trash container and a bridge that will be removed. The park will be ruined. Removing the trees will make the park smaller, no longer shady, and ugly. People walk their dogs, picnic, and jog through this park. The river flows all along the East side of this park. This is an area where elk calve as well. Tourists come to Estes Park to see wildlife in their natural setting. I have a picture of a cow elk nursing her newborn calf at the side of West Riverside Drive. The businesses and older homes will lose the peacefulness of this area. Misty Mountain Lodge at the corner of Ivy Street and East Riverside Drive will have car headlights glaring directly into the property. My visiting family members stayed there in August of 2013. They loved its comfort, charm, location and the owners. The Loop project will ruin the Misty Mountain Lodge business. The traffic alone will turn that area from a charming, quiet place, into a noisy ugly area of Town. I also believe the rock wall behind homes and businesses on East Riverside Drive will echo the sound caused by traffic heading East on Ivy Street. The FLAP grant is for better access to Rocky Mountain National Park and it should not be used to make Estes Park less appealing. 3) Noise, Air, and Water Pollution. Rocky Mountain National Park already has approximately 3,500,000 visitors each year. There is no way to require pollution control devices on vehicles that come to Estes Park and RMNP. Pollution control devices on vehicles do not work properly at high altitude of 7500 feet and higher. The newer shuttle buses are addressing this problem, but they are still limited in effectiveness. Cars will still be idling when they must stop at the intersections of Elkhorn and Moraine Avenues and at Elkhorn Avenue and Riverside Drive to allow pedestrians to cross these streets. Air pollution and noise are a big problem along Elkhorn Avenue from July through September. Rocky Mountain National Park is mitigating the nitrogen pollution, but other emissions are affecting fish, plants, and other wildlife in and on the way to the Park. 4) Safety Issues. I am told people get out of their cars while stopped on Elkhorn Ave. to see the shops. Some shop owners like cars traveling through town, because they say attention is drawn to their businesses. That kind of behavior is a traffic hazard. Will there be a bottleneck as cars turn into one lane heading West on Moraine Avenue headed for Rocky Mountain National Park? Bikers on Elkhorn Avenue would be another distraction and hazard. Estes Park does not need millions of dollars to fix some of its problems. We can make small changes to keep people safe. 5) Intersection Changes. How will pedestrian and motor traffic at the intersection of Park Lane/Riverside Drive and Elkhorn Avenue be regulated? That intersection is at Bond Park, where there will be heavy traffic. Will traffic on Big Horn Drive coming from Wonderview Avenue be able to cross Elkhorn Avenue and go out Moraine Avenue as is presently the case? Residents use Bighorn Drive to get across town during tourist season without having to drive on Elkhorn Avenue. 6) Other Options. The Town of Estes Park has not considered some other options to solve our problems, because it would not receive FLAP grant money for those solutions. There is a lot of interest in closing off Elkhorn Avenue from Riverside Drive to Moraine Avenue creating a walking mall. Shuttles would bring people to the mall, and there would be less traffic congestion, and less air and noise pollution. People could still park at the Riverwalk, off Moraine Avenue, on Mac Gregor Avenue, in the library parking lot, etc. Nor have we directed two lanes of traffic from Hwys 34 and 36 out Wonderview (34 bypass) to RMNP. One lane from Hwy 36 could turn left onto Elkhorn Ave. through Town and one lane on Hwy 34 could continue straight on Elkhorn through Town. Signage could direct traffic to the North Entrance to RMNP when too much traffic was headed to the South Entrance. People come here to enjoy the mountains and especially RMNP. They would not suffer being required to drive further within the Park to exit the way they entered at the North Entrance, because it's a beautiful drive. Better yet, use shuttles to cut down significantly on air pollution. Just going to the South entrance and up to Bear Lake, visitors miss seeing other areas of the Park that they would enjoy. From the North exit visitors can come back to Town via Wonderview (34 bypass) to West Elkhorn Avenue and they can eat in the restaurants and shop in the stores in Town. Signage near the intersection of Wonderview and West Elkhorn Avenue would alert visitors that there is a Town with a Riverwalk, shops, restaurants, spas, realtors, town parks, art galleries, a library, museum and events. We should not be forced to do the Downtown Estes Loop Project because our community was not given an opportunity to understand the proposal before it was submitted by the Town. This project will make major changes to the character of the Town. It will take an entire summer to test other options. We should take time to look at all the options so we do not have regrets later on. Once the FLAP grant changes are made it will be too late to choose other options. And we shouldn't divert traffic out Wonderview in addition to having the Downtown Loop. Less is more! 7) Project Effects. The accumulative effects of this Project will impact Estes Park in a negative way. It is embarrassing, but this project will not solve our Town's pedestrian and vehicle congestion problem or be a good, problem-free solution for access to Rocky Mountain National Park. No Downtown Loop Project should be the option. Please enter my comments into the Public Record. 	Not Support

Identifier #	Method Comment was received	Date Received	Comment	Alternative 1: Support/ Do Not Support/ Indifferent
96	Email to Town	4/6/2015	<p>Hi Ron,</p> <p>Sorry to only be in touch with you on hot topics - you have been a great source of support during my own 'political ventures' and I so often appreciate knowing that you are representing me in the face of important but many times unappreciated local issues. Until about 1 1/2 weeks ago I was eager to learn more about this FLAP project, and try to make a decision for myself if it seemed right for Estes. I didn't have enough information to make that decision, but I had some real concerns about the process, and the perception that I had, was that public comment was merely a formality.</p> <p>I tested that theory on March 25th when I officially requested of the Town Clerk, any public comment received by the Trustees, Town Staff, or from any of the public open houses or other sessions. I was astounded when Cyd told me that the Town was not the custodian of that information, and did not have anything to provide me. This alone told me the process was either very broken, or had been engineered as I suspected, to receive public comments but not seriously consider it. I still find it difficult to believe that there was no public comment in the Town's custody as of March 25th.</p> <p>After meeting with Greg Muhonen (who I trust and think is a great man), and the public meeting at the fairgrounds, I came to the decision that this project is not right for Estes Park, today. I do understand the need for capital to fund infrastructure development, and I do understand that it's money in the bank, and I do hear the argument that if this money is refused, future funding may be in jeopardy.</p> <p>What I do not understand is the way this FLAP proposal has played out, originally a congestion solution, then I heard it was really about getting funding for 3 bridges and an intersection, and now the reason causing the most attention, alarm and potentially support for the project is the threat of flooding! Shame on the person who decided to use that tactic to try and justify this project. After repeated public concern, rising public awareness and unanswered questions, a disastrous public meeting at the fairgrounds, and now a rapidly growing group of residents and visitors that after their own due diligence are telling the Trustees to hold off and take No Action on the Loop!</p> <p>Ron, this is not the right timing, sequence or grant for this drastic of a change to the downtown area, which will impact the entire community in the next few years. Of course I know that the Trustees probably have other privileged information about this project- but that information does not matter if the overwhelming sentiment of the people you represent is that they do not want the character of Estes Park to change in exchange for some infrastructure and as a result of a downtown bypass. After listening to a few that are loudly advocating for the FLAP project - I find that they are largely residents of short terms who have made their way into positions that they can speak loudly to groups - and while I acknowledge that there is no seniority in democracy, I personally would rather consider the humble voice of a resident that has lived here more than half their life, or for generations- because they have a perspective of what Estes Park is behind the glossy brochure. That true perspective of Estes Park is what makes it so attractive for each of us that lives here, and carries the glossy brochure marketing that is based on a strong community and history. Another potential cost of this action is the segment of our visitors that return year after year after year through generations because Estes HAS stayed the same. That segment (and their descendants) in my estimation is more valuable than a new face passing through to RMNP.</p> <p>There are many strong words that describe my feelings about your upcoming decision, but I hope that you hear just this one: Unconscionable.</p> <p>This is the biggest decision for this community in decades. Your decision will determine the lives of hundreds of people that have their life savings and hearts on the line to make this community work. Please, step back from the Town Staff, the Town Hall, the system that you are undeniably part of and remember when you took the oath for this position, why you sacrificed yourself to this cause. Your perspective has changed from the day you started and I really hope that you take that step back so that you can see what us regular folks are trying so hard to point out, before it's too late.</p> <p>I would like to speak with you by phone before the end of the week. Please pick a time that's convenient for you and call me, I promise not to take up too much time- but I'd like to hear your perspective from your mouth. Anytime, day or night, I will keep my phone available.</p> <p>Thank you for your service. I appreciate that it's difficult and thankless many days- and even though this issue may become more difficult in the days ahead. I hope not, and I hope that our town leaders will advocate for us in the difficult position you are in.</p> <p>My best, Mark</p> <p>PS: Please take the opportunity to read just some of the comments from folks around the world that love our town, that have been cut and pasted to this page: http://www.estestruth.org/Community-Voices.php . There are some other very important pieces of information that have been collected on this site that are worthy of your attention as well, especially regarding the negative impact one-way streets have on small town businesses, and the trend to switch back to two way after many communities suffered through the one way experiment.</p>	Not Support

Identifier #	Method Comment was received	Date Received	Comment	Alternative 1: Support/ Do Not Support/ Indifferent
102	Email to FHWA	4/3/2015	<p>Re: Federal Lands Access Project Grant for Downtown Estes Loop, Town of Estes Park, Colorado There are several concerns that NEPA standards are not being followed by the Federal Lands Access Project for the Downtown Estes Loop in Estes Park, Colorado. The project is required to improve access to Rocky Mountain National Park without causing environmental and other problems for the Park and the Town of Estes Park. The accumulative effects of this project must be taken into account:</p> <p>1) Traffic Congestion. The main road, Elkhorn Avenue (Hwy 36), which goes straight through the middle of the Town of Estes Park is where the biggest traffic problem exists. Moving more traffic quickly through town will encourage more people to drive to RMNP. Most will not take shuttles from outlying parking facilities. Increasing the flow of traffic on Elkhorn Avenue will increase noise and exhaust, making it unpleasant for pedestrians on the sidewalks. The distance between the shops across Elkhorn Avenue which allow for car, bus, truck, and RV traffic cannot be increased from what currently exists, unless we want to tear down the businesses. That obviously is not an option. Cyclists want to have a bike lane on Elkhorn Avenue through Town. This would add further to the traffic congestion and safety problems. The bikers would be better off using a path on East Riverside Drive out to Moraine Avenue to Rocky Mountain National Park.</p> <p>2) Change of Town Character. The Downtown Estes Loop Project will make significant changes to our Town's character. The road will not stay the same width all along West Riverside as indicated in the grant application. Very old, large trees along West Riverside Drive will be removed to allow traffic to flow. These trees shade the park at Ivy Street and West Riverside Drive. The businesses and older homes will lose the peacefulness of this area. Misty Mountain Lodge at the corner of Ivy Street and East Riverside Drive will have car headlights glaring directly into the property. My visiting family members stayed there in August of 2013. They loved its comfort, charm, location and the owners. The Loop project will ruin the Misty Mountain Lodge business. The traffic alone will turn that area from a charming, quiet place, into a noisy ugly area of Town. I also believe the rock wall behind homes and businesses on East Riverside Drive will echo the sound caused by traffic heading East on Ivy Street. The FLAP grant is for better access to Rocky Mountain National Park and it should not be used to make Estes Park less appealing.</p> <p>3) Noise, Air, and Water Pollution. Rocky Mountain National Park already has approximately 3,500,000 visitors each year. There is no way to require pollution control devices on vehicles that come to Estes Park and RMNP. Pollution control devices on vehicles do not work properly at high altitude of 7500 feet and higher. The newer shuttle buses are addressing this problem, but they are still limited in effectiveness. Cars will still be idling when they must stop at the intersections of Elkhorn and Moraine Avenues and at Elkhorn Avenue and Riverside Drive to allow pedestrians to cross these streets. Air pollution and noise are a big problem along Elkhorn Avenue from July through September. Rocky Mountain National Park is mitigating the nitrogen pollution, but other emissions are affecting fish, plants, and other wildlife in and on the way to the Park.</p> <p>4) Safety Issues. I am told people get out of their cars while stopped on Elkhorn Ave. to see the shops. Some shop owners like cars traveling through town, because they say attention is drawn to their businesses. That kind of behavior is a traffic hazard. Will there be a bottleneck as cars turn into one lane heading West on Moraine Avenue headed for Rocky Mountain National Park? Bikers on Elkhorn Avenue would be another distraction and hazard. Estes Park does not need millions of dollars to fix some of its problems. We can make small changes to keep people safe. Will there be a bottleneck as cars turn into one lane heading West on Moraine Avenue headed for Rocky Mountain National Park?</p> <p>5) Intersection Changes. How will pedestrian and motor traffic at the intersection of Park Lane/Riverside Drive and Elkhorn Avenue be regulated? That intersection is at Bond Park, where there will be heavy traffic. Will traffic on Big Horn Drive coming from Wonderview Avenue be able to cross Elkhorn Avenue and go out Moraine Avenue as is presently the case? Residents use Bighorn Drive to get across town during tourist season without having to drive on Elkhorn Avenue.</p> <p>6) Other Options. The Town of Estes Park has not considered some other options to solve our problems, because it would not receive FLAP grant money for those solutions. There is an interest in closing off Elkhorn Avenue from Riverside Drive to Moraine Avenue creating a walking mall. Shuttles would bring people to the mall, and there would be less traffic congestion. People could still park at the Riverwalk, off Moraine Avenue, on Mac Gregor Avenue, in the library parking lot, etc. Nor have we tried directing two lanes of traffic from Hwys 34 and 36 out Wonderview (34 bypass) to RMNP. One lane from Hwy 36 could turn left onto Elkhorn Ave. through Town and one lane on Hwy 34 could continue straight on Elkhorn through Town. Signage could direct traffic to the North Entrance to RMNP when too much traffic was headed to the South Entrance. People come here to enjoy the mountains and especially RMNP. They would not suffer being required to drive further within the Park to exit the way they entered at the North Entrance, because it's a beautiful drive. Just going to the South entrance and up to Bear Lake, they often miss seeing other areas of the Park that they would enjoy. From the North exit visitors can come back to Town via Wonderview (34 bypass) to West Elkhorn Avenue and they can eat in the restaurants and shop in the stores in Town. Signage near the intersection of Wonderview and West Elkhorn Avenue would show them that there is a Town with a Riverwalk, shops, restaurants, spas, realtors, town parks, art galleries, a library, museum and events. We should not be forced to do the Downtown Estes Loop Project</p> <p>because our community was not given an opportunity to understand the proposal before it was submitted by the Town of Estes Park. This project will make major changes to the character of the Town. It will take an entire summer to test other options. We should take time to look at all the options so we do not have regrets later on. Once the FLAP grant changes are made it will be too late to choose other options.</p> <p>7) Project Effects. The accumulative effects of this Project will impact Estes Park in a negative way. It is embarrassing, but this project will not solve our Town's pedestrian and vehicle congestion problem or be a good, problem-free solution for access to Rocky Mountain National Park.</p>	Not Support

Identifier #	Method Comment was received	Date Received	Comment	Alternative 1: Support/ Do Not Support/ Indifferent
107	Website Comment	4/7/2015	<p>Letter to the Editor: Estes Loop - A reconfiguration of the downtown highways During the last Estes Loop Meeting held at the events center, I asked the question "How should I feel about this?" I explained, in short the decision by the Board to pursue the grant based on a route they choose to be the best, with the information available. Then the public meetings and a multitude of options came out in the following months with a final analysis of the only affordable choice is the one-way couplets. The only other choice was do nothing and pay the piper the price of no action. I have been involved in as many committees and meeting pertaining to this project as I could afford to be and still maintain my full time working life. The answer to my question came at the end of the meeting, on a one on one, and that was, "You should feel frustrated and confused". Well I have struggled with the decision to support the only choice of one-way couplets or no action. I pride myself in being "community-minded leader" rather than a "what's in it for me person". A leader doesn't take a non-committal role when dealing with issues of public concern. My dad is an old school guy and some of the best advice he ever gave me was to use a pro's and con's list when trying to make tough decisions. I have tried to use this method in making my own assessment of the Estes Loop project. In December 2014, I went on the record for supporting the two way couplet, as has CDOT, rather than the one-way couplet because of the available options it allows us. Below is my conclusion printed in the newspaper: Conclusion: For years visitors have told us that we have a traffic problem, and now is the time, thanks to the availability of funds and the help of CDOT, to do something about it. In my opinion, Concept 2 is the best choice for our community. It doesn't impact the streets in front of our stores, it doesn't divert returning traffic away from downtown, removes traffic that wasn't going downtown anyway, improves Riverside and eliminates the dangerous intersection at Moraine and Riverside I served on the Transportation Visioning Committee, which as a citizen's group, came up with several options to reduce downtown traffic congestion. I have listened and discussed this project with people who are in favor of the project as is, those that are in favor of no action and those that want a different option. Most decisions come with emotion and unfortunately they don't always yield the best results. Using the old pro's and con's approach, I have come up with a similar conclusion. We must continue the NEPA Study and move to affirm the Town Boards original grant application.</p> <p>Pros: 1) Traffic congestion will be reduced- Riverside/Elkhorn and Moraine/Riverside intersections improved 2) Visitor experience will be enhanced and we will be more desirable to visit 3) Visitor and resident safety will be increased on Elkhorn, Moraine and Riverside 4) A third bridge has been included in the project helping to mitigate the flood potential. 5) Completion of the Riverwalk, improving commercial properties in that area 6) The roads Elkhorn, Moraine and Riverside will finally be repaved and restriped 7) The (unfunded) next phase is a Transit Parking Structure-which all of the Trustee insisted on including in this grant application</p> <p>Cons: 1) The great unknown of how this will actually impact local businesses in the downtown area 2) We do not have the option of closing East Elkhorn for a pedestrian mall 3) The left turn for people going back through downtown may be problematic causing stacking issues 4) East Elkhorn has no east bound traffic in front of their stores</p> <p>In my personal opinion, we have no better choice than to move forward with this project. The decision is not mine to make but as a voting informed citizen I am confidence our Town Trustees will make the best decision for the community. I will support their decision and continue to work with my fellow citizens, business associates and the Town for the betterment of the community of Estes Park.</p>	Support

Identifier #	Method Comment was received	Date Received	Do you live in the city limits	Do you live, work, or own property along the alignment/study area?	How did you hear about meeting	Attended previous meeting	Alleviate Congestion and Delay	Minimize Impact to Existing Parking	Important Impact to Parks	Minimize Downtown Economic Impact	Accommodation of Bike and Peds	Minimize Impact to private right-of-way & need for relocations	Other	Important Other (describe)	Describe Advantages and Disadvantages Alternatives Presented	Other comments on the project	Resident Neighborhood Needs	Economic	Environmental	Future participation Multi-Modal	Questions about the project answered	Alternative 1: Support/Do Not Support/Indifferent	
T1	Emailed to Trustee (John Ericson)	4/7/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Project related comment extracted from email: ...For us, having a one-way street for most of downtown will ruin our original Estes Park Feeling forever and it will only be a memory.... and it will change the feeling for many of the visitors as well as many of the residents, too...	NA	NA	NA	NA	NA	NA	Not Support
T2	Emailed to Trustee (Bob Holcomb)	4/1/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Project related comment extracted from email: ...While it is also easy to see the upside of the "free money" available to our town to assist with traffic flow and bridge construction, we definitely feel that the risks of the project outweigh the benefits. It is obvious to all of us that the bridges need replaced and downtown areas are constantly in need of being revitalized to keep the town vibrant and viable, but just because there is an opportunity it does not mean that it is the right way. We definitely feel that not only the construction process, but the general idea of the downtown business loop will be negative to the one steady income that the town can rely on - sales tax. The idea that we want to get people through downtown fast so they can make it to the park and by avoiding downtown entirely on the way out of the park goes against everything we try to do every day of the year. ...	NA	NA	NA	NA	NA	NA	Not Support
T3	Emailed to Trustee (Separately to Bob Holcomb & John Ericson)	4/8/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Project related comment extracted from email: ...Please vote "No Action" until we have developed the ideal Master Plan for the Town of Estes Park. What Estes Park needs more than anything is a visionary Master Plan to carry us forward? Let's protect the beauty we have downtown and not destroy it. ...Unite this town with your vote, do not divide it, again please vote No-Action and bring forth a truly viable master plan. If a master plan includes a one-way Riverside then we can get the whole town to work together to get that and the bridges built. It might take more time but it would be worth doing things the right way, with process, vision and citizen support....	NA	NA	NA	NA	NA	NA	Not Support
T4	Emailed to Trustee (Bob Holcomb)	4/7/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Project related comment extracted from email : ...I do not feel that an adequate amount of thought went in to the impact this project would have on our community. The lure of federal money, whether the project makes sense or not, seemed to be the driving force in the decision. I have spoken to a number of people and have not found one that supports the loop. I want to go on record and request that we DO NOT accept the federal funding for the proposed loop project. The town should include community members in the planning process before decisions are made so that we too can have input into the future of Estes Park....	NA	NA	NA	NA	NA	NA	Not Support
T5	Emailed to Trustee (Frank Lancaster)	4/6/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	No, no, no, to the loop! I'm a 35 year resident and I am very concerned that this is going to ruin Estes Park. There are many ways of dealing with the traffic without resorting to completely changing the face of our beloved downtown. Once again, NO TO THE LOOP.!	NA	NA	NA	NA	NA	NA	Not Support
T6	Emailed to Trustee (Bob Holcomb)	4/7/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Project related comment extracted from email: ...Estes is not the RMNP. The people, merchants and the guests are what make this town so special. Keep it the way it is, the way it has been for a very long time, the way it was proven to work. Every town and/or city has times of year its busy and congested. People who love the town deal with it and welcome it. Change is good if it makes sense... this project does not make sense, will cost tax payers millions and will change Estes Park forever. Don't take the risk when the risk is not essential...	NA	NA	NA	NA	NA	NA	Not Support
T7	Emailed to Trustee (Bob Holcomb)	4/7/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Project related comment extracted from email: ...We would encourage, no urge, the Town Trustees to SEND THE MONEY BACK. The townspeople are overwhelmingly against this proposal. You have heard the arguments against it and yet it appears you persist in doing exactly what the people of this town (and tourists, by the way) do not want. We could make all of the arguments again because we know you have heard them. What we are asking you to do now is listen. This is not good for Estes Park. It does not improve traffic. It damages people's lives and livelihood for absolutely no long-term benefit. In fact, by your own projections, the actual benefit of this destructive idea is essentially nil now and disappears completely after a short period of time (despite the attempts of Lancaster to mislead people otherwise)...	NA	NA	NA	NA	NA	NA	Not Support
T8	Emailed to Trustee (Bob Holcomb)	4/7/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Project related comment extracted from email: ...We love and care about Estes very much. We feel at "home" in and around Estes. We understand there are traffic problems but "The Loop" is not the way to solve the issues. Who cares if it takes a few minutes getting through Estes? My family certainly doesn't! Please don't ruin this absolutely beautiful place....	NA	NA	NA	NA	NA	NA	Not Support

Identifier #	Method Comment was received	Date Received	Do you live in the city limits	Do you live, work, or own property along the alignment/study area?	How did you hear about meeting	Attended previous meeting	Alleviate Congestion and Delay	Minimize Impact to Existing Parking	Important Impact to Parks	Minimize Downtown Economic Impact	Accommodation of Bike and Peds	Minimize Impact to private right-of-way & need for relocations	Other	Important Other (describe)	Describe Advantages and Disadvantages Alternatives Presented	Other comments on the project	Resident Neighborhood Needs	Economic	Environmental	Future participation Multi-Modal	Questions about the project answered	Alternative 1: Support/Do Not Support/Indifferent
T9	Emailed to Trustee (John Ericson)	4/4/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Project related comment extracted from email: ...The accumulative effects of this Project will impact Estes Park in a negative way. It is embarrassing, but this project will not solve our Town's pedestrian and vehicle congestion problem or be a good, problem-free solution for access to Rocky Mountain National Park. No Downtown Loop Project should be the option. Instead consider the other options stated herein. Please enter my comments into the Public Record...	NA	NA	NA	NA	NA	Not Support
T10	Emailed to Trustee (Separately to Bob Holcomb & John Ericson)	4/6/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Note: Same comment emailed to both Bob Holcomb & John Ericson Project related comment extracted from email: ...I came to the decision that this project is not right for Estes Park, today. I do understand the need for capital to fund infrastructure development, and I do understand that it's money in the bank, and I do hear the argument that if this money is refused, future funding may be in jeopardy....	NA	NA	NA	NA	NA	Not Support
T11	Emailed to Trustee (Frank Lancaster)	4/8/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Project related comment extracted from email: For years visitors have told us that we have a traffic problem, and now is the time, thanks to the availability of funds and the help of CDOT, to do something about it. In my opinion, Concept 2 is the best choice for our community. It doesn't impact the streets in front of our stores, it doesn't divert returning traffic away from downtown, removes traffic that wasn't going downtown anyway, improves Riverside and eliminates the dangerous intersection at Moraine and Riverside	NA	NA	NA	NA	NA	Support
T12	Emailed to Trustee (Bob Holcomb)	4/7/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Project related comment extracted from email: ...my recommendation to my business partner is to quit trying to chase so called 'free' money and try to earn it like the rest of us have to do. Solution.....Build a VISIBLE DOWNTOWN PARKING GARAGE that will generate revenue...	NA	NA	NA	NA	NA	Not Support

D.2 Newsletters and FAQs



Downtown Estes Loop Project Frequently Asked Questions

November 3, 2014

The following lists a number of questions received at the October 8th project Open Houses, as well as through the project hotline, email address and website.

Project-Related Questions:

Question 1: How is this project funded?

Response: In September 2013, the Town of Estes Park was awarded 13 million dollars in Federal Lands Access Program (FLAP) funding through a competitive process administered by the Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD). FLAP provides funding for work on public facilities that are located on, are adjacent to, or provide access to federal lands. The application project included reconfiguring existing two-way roadways to one-way to ease traffic congestion and improve safety for both vehicles and pedestrians between Estes Park and Rocky Mountain National Park (RMNP).

In addition, the Town received funding (\$4.2 Million) under the Colorado Department of Transportation (CDOT) Responsible Acceleration of Maintenance and Partnerships (RAMP) Program. The RAMP Program funding is designed to promote public-private partnerships including the transfer of ownership of certain CDOT roadways to a local agency with demonstrated support and willingness to take ownership and maintenance. Under this program, the Town will take ownership and maintenance from CDOT of West Elkhorn Avenue (from Moraine Avenue west to US 34), and the \$4.2 Million will constitute the local match for the larger FLAP project.

Question 2: I thought the one-way couplet roadway realignment option was selected. Why are other options being considered?

Response: In the Spring of 2013, the Town identified five different options for downtown transportation improvements, and held a public outreach process to gather feedback on these options. The one-way couplet option was the highest ranked transportation solution. As a result of this process, the Town Board then voted to proceed with preparation of an application to the FHWA FLAP for the one-way couplet option.

However, the Town's process differs from the federal process for project review and approval. Federally funded projects such as this require adherence to the National Environmental Policy Act (NEPA), and therefore a specific set of guidance related to alternatives. The identification, consideration, and analysis of alternatives are an important part of the NEPA process. Consideration of alternatives should lead to a solution that satisfies the transportation need and protects environmental and community resources.

The October 8th open houses presented multiple roadway options to gather feedback from the public and to gather input on environmental concerns/issues. In adherence with the NEPA process, the team will evaluate and screen previously identified alternatives and new alternatives brought forward through public input. FHWA's NEPA guidance provides additional details:

<http://environment.fhwa.dot.gov/projdev>



Question 3: How will alternatives be screened and/or eliminated?

Response: The first step in evaluating alternatives is to develop screening criteria based upon the purpose and need of the project (for example, alleviates congestion, improves safety, etc.). For those alternatives which are recommended for elimination, the reasons for their having been eliminated will be clearly discussed. Public input will be incorporated into the development of screening criteria and the process for eliminating alternatives or carrying alternatives forward.

Question 4: How will a preferred alternative be selected?

Response: A preferred alternative will be selected through the NEPA process and described in the Final EA and decision document. With public input into the process, the CFLHD, together with CDOT and the Town, will make a final decision on the proposed action. The Town Board is not required to take official action unless an alternative different from that approved as part of their FLAP application is recommended.

Question 5: What resources will be evaluated in the Environmental Assessment (EA)?

Response: In adherence with NEPA requirements, the EA will evaluate a number of resources, including land use, social impacts, economic impacts, air quality, noise, water quality, floodplains, biological (wetlands, wildlife, etc.), hazardous materials and historic resources, among others. A traffic analysis will be completed, which compares No Action conditions to the design options under consideration.

Question 6: How will this project evaluate potential impacts to existing businesses?

Response: As part of development of the Environmental Assessment, the project team will evaluate foreseeable economic impacts under the alternatives. This includes potential impacts to the local economy such as the effects of the project on accessibility, existing and future development, tax revenues, and retail sales.

Question 7: What is the Town's long term vision to solve the downtown congestion problem?

Response: Transportation improvements such as those being evaluated as part of this project could make a significant step toward reducing congestion, but are only one piece of a complex puzzle. This project could reduce congestion by:

1. Providing a relatively free-flowing roadway and intersections for thru traffic headed to RMNP.
2. Beginning to separate the large volumes of cars and pedestrians that are trying to occupy the same space at the same time.

However, the congestion problem is too large and complex to be solved by any one project. The solution must also involve many other strategies, which the Town is considering, including:

1. Providing sufficient auto, RV, and bus parking in strategically selected locations, and using technology to communicate availability of parking to motorists in real time.
2. Running frequent shuttle bus alternatives that take visitors to their destinations more pleasantly than driving and parking – which the Town and Rocky Mountain National Park both offer each summer.
3. Employing variable message signage that communicates real-time congestion delays, parking limitations, and alternative route options.
4. Establishing a major event congestion management plan for the days where none of the above solutions are sufficient to reasonably manage the sheer volume of visitors coming to Estes Park.



Downtown Estes Loop Project Frequently Asked Questions

Many of the strategies above are outlined in the Town's *2014 Strategic Plan*
(<http://www.colorado.gov/cs/Satellite/TownofEstesPark/CBON/1251615450348>)

Question 8: What are the next steps in this project and how will the public be involved?

Response: The NEPA process has been initiated. The first public open houses held on October 8th, 2014 were intended to gather public feedback on previously identified concepts, including the FLAP application design concept. The next step is to proceed with collecting environmental and traffic data, developing alternatives, identifying alternative screening criteria, and initiating the alternatives screening process. Public comments received will inform the alternatives development and screening process. Subsequent open houses will be held in January/February 2015 (specific date to be determined) to present an update on data collection efforts and alternatives screening. Small group meetings specific to topic areas will be ongoing. Public input is encouraged throughout the process, and the public may comment or ask questions via multiple methods:

- Project Website: [REDACTED]
- Project Hotline: 970-480-7045
- Project email: [REDACTED]

Questions Related to Parking, Signage, etc.

Question 9: Why is a downtown parking structure/transit hub not included in the Downtown Estes Loop project after it was shown to residents as one of the improvement options at the open house in March 2013?

Response: The Town began considering applying for FLAP funding in January of 2013. Early in the process there were five possible options developed for the consideration of the public:

1. Parking Structure/Transit Center downtown
2. Completion of a bike/pedestrian trail along the Big Thompson to the National Park
3. Two way road along West Riverside
4. One way couplet road configuration (westbound-Elkhorn/Moraine, eastbound-Riverside)
5. Do nothing

Town staff held two public meetings with over 580 letters sent to affected property owners and businesses and a second meeting for the general public. A study session with the Town Board was held to describe the potential FLAP grant projects (including a parking garage, one-way couplet, two way reroute of Highway 34/36 through downtown onto Riverside, and a trail system); to review the FLAP criteria; the need for matching funds of 17.21%; and potential CDOT funding for the match if the one-way or two-way road projects were awarded. During the meetings the public was asked to rank the projects, which outlined the desire to move forward with pursuing FLAP funds. The ranking from the public was as follows (the lower the number, the better):

- The Parking Structure came in with a total of 115, making it the #1 choice.
- The One-way Couplet came in second with a total of 170.
- Third was the Big Thompson Trail with a total of 222.
- Fourth was the Two-way Roadway with a total of 237.
- The Do Nothing option was the lowest ranked with a total of 297.





Downtown Estes Loop Project Frequently Asked Questions

The purpose of these federal funds is to reduce congestion and improve access to federal public lands. In reviewing the criteria for the project, it was clear that the construction of a parking structure or building a trail along the Big Thompson were much weaker options to meet the objectives of the FLAP funding than the road improvement options. As this was a competitive process, the Board determined that the one-way couplet was the best option that both was favored by the community and met the requirements of the FLAP grant.

However, the Town Board recognized that parking in the downtown core was the number one choice of the public and has been identified as a major issue by both guests and residents. After extensive public input and board discussion at their meeting on March 26th, 2013, the Board took formal action to authorize staff to proceed with the application for a FLAP grant for the one-way couplet and identified a downtown transit parking structure as a future project.

Question 10: Why is parking not included in this project?

Response: Evaluation of new parking facilities (structured or surface parking) is not within the scope of this transportation project because it would not meet the need identified for this project. As part of this study, any potential displacement of public parking along the three study area roadways (Elkhorn, Moraine and Riverside) would be evaluated for replacement.

Question 11: What is the Town doing to address parking needs?

Response: Like congestion, the scarcity of downtown parking is not simply solved by the completion of one project. The Town of Estes Park has been studying the downtown parking issue since 2003. In December 2013, the Estes Park Transit & Parking Study was completed. It recommended implementation of six different transit, parking, and Travel Demand Management strategies to address this issue. The recommendations included new intercept parking spaces outside of downtown and construction of a new parking structure near the downtown core.

The Town secured \$3.9 Million in grant funding to implement these strategies through the construction of a new transit hub and parking structure at the existing Visitor Center located at 500 Big Thompson Avenue. Bids for this parking garage are scheduled to be opened in late November. If the bids are within budget, the work could start in January 2015 and be completed mid-year. The proposed parking structure will provide 215 parking stalls where 114 parking spaces currently exist. The net gain is 101 new spaces. Thirty nine (39) existing spaces will remain in service north and west of the Visitor Center building. The total parking available at the Visitor Center will be 254 spaces. An additional 92 spaces exist on the south side of the river and are accessed from U.S. 36.

Question 12: What about additional signage to direct drivers through town and to parking?

Response: Additional signage to inform RMNP-bound drivers of alternate routes via Wonderview Avenue (U.S. 34) and Mary's Lake Road is an essential tool in managing the increasing congestion in downtown. The Town's Transportation Advisory Board and Public Works staff will develop a Guide Sign Program for the primary roadways in the Estes Valley. This effort is not currently an identified component in the Downtown Estes Loop scope of work.





Downtown Estes Loop Project Frequently Asked Questions

Question 13: Congestion seems to have increased after the traffic signals were changed from the all-walk pedestrian phase. Why were the signals changed?

Response: The signals were changed to alleviate congestion and move vehicles through downtown more efficiently. The current congestion is not caused by the signal change, but rather by the continued increase in pedestrians, cars, campers, shuttles, tour buses, and carriages jockeying to simultaneously use two segments of downtown roadway. In 2008, the traffic signals in town were programmed to allow an “all-walk” phase which stopped traffic in all four directions approximately every 100 seconds. This “all-walk” phase was found to contribute to congestion as pedestrians crossed at different speeds and entered the intersection at the tail end of the phase. Traffic count records indicate that 510,172 vehicles entered and exited Estes Park in July of 2008 via U.S. 34 and U.S. 36. Fast forward to 2011 after CDOT interconnected the signal cycle communication, eliminated the “all-walk” phase, and gave the green pedestrian signal time back to the cars. The intersections accommodated a 16% increase in traffic (592,596 vehicles) in July 2011.

Traffic still continues to grow. CDOT recorded 614,240 vehicles entering and leaving Estes in July 2013 via U.S. 34 and 36. This represents a 20% increase over 2008 volumes. 2014 totals for July are not available because the July traffic counts on U.S. 36 were disrupted by the flood repair work. CDOT, together with the Town, are continuing to discuss and analyze the best peak season signal timing for the Riverside/Elkhorn and Elkhorn/Moraine intersections.



COLORADO
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Downtown Estes Loop Project Frequently Asked Questions

February 19th, 2015

The following lists a number of questions received at recent project-related meetings as well as through the project hotline, email address and website. These FAQs build upon the questions in the November 2014 FAQs posted on the project website ([REDACTED]). The intent is to continue adding to the set of FAQs as new questions and topics arise over the course of the project.

Project-Related Questions:

Question 1: How is this project funded and is the project funded through loans?

Response: In September 2013, this Downtown Estes Loop Project was selected for inclusion in the Colorado Federal Lands Access Program (FLAP) for ROW and construction costs up to \$13 million. The FLAP program is administered by the Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD). FLAP provides funding for work on public facilities that are located on, are adjacent to, or provide access to federal lands. The project identified in the application included reconfiguring existing two-way roadways to one-way to ease traffic congestion and improve safety for both vehicles and pedestrians between Estes Park and Rocky Mountain National Park (RMNP).

In addition, the Town received funding (\$4.2 Million) under the Colorado Department of Transportation (CDOT) Responsible Acceleration of Maintenance and Partnerships (RAMP) Program. The RAMP Program funding is designed to promote public-private partnerships including the transfer of ownership of certain CDOT roadways to a local agency with demonstrated support and willingness to take ownership and maintenance. Under this program, the Town will take ownership and maintenance from CDOT of West Elkhorn Avenue (from Moraine Avenue west to US 34), and the \$4.2 Million will constitute the local match for the larger FLAP project.

Neither the RAMP nor FLAP funding are in the form of loans that would require repayment to the state or federal government.

Question 2: How are potential alternatives evaluated?

Response: A two tiered screening process was developed with input from members of the Technical Advisory Committee (TAC) which includes team members from Central Federal Lands, CDOT and the Town of Estes. The preliminary screening considered a variation of 10 alternatives; evaluation criteria consisted of traffic operations, safety, community resources and cost. The secondary screening considers variations of four alternatives and includes several factors such as impacts to parking and displacement of residential and commercial property.

The anticipated environmental impacts of the alternatives that are carried forward as a result of the screening process will undergo detailed analysis during the development of the Environmental Assessment (EA). We anticipate releasing a Draft EA for public comment this summer. The screening results and the environmental process will be the main focus of the March 2015 public meeting.

Question 3: Would the speed limit change on study area streets (Elkhorn, Moraine and Riverside) with the alternatives under evaluation?

Response: Existing posted speed is 25 MPH through downtown and on Riverside and will remain 25 MPH under the No Action or any Build Alternative. Any new alignment along Riverside will be designed to a 25 MPH speed and the curvilinear alignment would reduce the potential for speeding.



COLORADO
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Transportation



Downtown Estes Loop Project Frequently Asked Questions

Question 4: If right-of-way (private property) needs to be acquired to build the selected alternative, how will property acquisition be handled? What is the negotiation process?

Response: FHWA Central Federal Lands is the lead agency for this project. However, CDOT will take ownership of the right-of-way acquired for this project. Thus, CDOT will lead the acquisition process in accordance with state and federal procedures. The acquisition of any property must comply with state and federal requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (referred to as the Uniform Act). The Uniform Act is a federally mandated program that applies to all acquisitions of real property or displacements of persons resulting from federal or federally assisted programs or projects. It was created to provide for and ensure the fair and equitable treatment of all such persons.

Additionally, the Fifth Amendment of the U.S. Constitution provides that private property may not be acquired for a public use without payment of just compensation. All impacted owners will be provided notification of CDOT's intent to acquire an interest in their property, including a written offer letter of just compensation specifically describing those property interests.

In certain situations, it may be necessary to acquire improvements (usually buildings) that are located within a proposed acquisition parcel. In those instances where the improvements are occupied, it becomes necessary to relocate those individuals from the acquired property (residential or business) to a replacement site. The Uniform Act provides benefits to these individuals to assist them both financially and with advisory services related to relocating their residence or business operation.

Any person scheduled to be displaced shall be furnished with a general written description of CDOT's relocation program that provides information related to eligibility requirements, advisory services and assistance, payments, and the appeal process. CDOT will also provide notification that the displaced person(s) will not be required to move without at least 90 days advance written notice. For residential relocatees, this notice cannot be provided until a written offer to acquire the subject property has been presented, and at least one comparable replacement dwelling has been made available.

The link below to the FHWA website includes the full language of the Uniform Act and a set of FAQs concerning relocation.

http://www.fhwa.dot.gov/real_estate/uniform_act/policy_and_guidance/uafags.cfm

The following link to CDOT's website provides information on Property Acquisition:

<https://www.codot.gov/business/manuals/right-of-way/Supplemental%20Information/row-brochures/Acq-Eng.pdf/view>



COLORADO
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Newsletter #1
March, 2015



Project Update

A public meeting will be held on Wednesday, March 25 from 5:30 - 8 p.m. at the Estes Park Event Center, located at 1125 Rooftop Way. A presentation will begin at 6 p.m. followed by time to review materials, make comments and ask questions. The focus of the March 25th public meeting is to explain the screening of alternatives, many of which were put forward by the public. The same information will be provided online at [REDACTED] beginning March 26th. The project partners will be seeking public comments on the alternatives March 25th through April 8th.

The Town Board is expected to hear a presentation on the community input received, tentatively at its April 14th meeting, and make a recommendation from the Town on which alternative will undergo final analysis in the Environmental Assessment (EA). Public comments will be accepted at the board meeting, although community members are encouraged to submit comments prior to April 8th in order to be included in the Town Board meeting presentation. Comment forms will be provided at the March 25th public meeting and on the project website beginning March 26th. The next steps in the process include the preparation of the EA document and additional

public outreach. We anticipate releasing a Draft EA for public comment this summer.

Please Join Us!
A public meeting is scheduled for March 25th from 5:30 PM-8:00 PM with a presentation at 6:00 PM at the Estes Park Event Center, 1125 Rooftop Way in Estes Park.
Please plan to attend.

Background

In 2013, the Town initiated a public outreach process to gather input on several transportation options and to obtain the community's priorities for improving transportation downtown. A one-way couplet option (conversion of traffic on Elkhorn, Moraine and Riverside from two-way to one-way) was the majority of the participating public's preferred transportation solution to improving traffic flow. Thus, the Town Board proceeded with an application to Federal Lands Access Program (FLAP) for a one-way couplet. Approximately \$13 million in FLAP funding was subsequently programmed. In addition, CDOT awarded the Town \$4.2 million in Responsible Acceleration of

Maintenance and Partnerships (RAMP) funds to use as the matching funds for FLAP. The purpose of this project is to improve access to Rocky Mountain National Park by shortening travel times, reducing congestion, and improving safety through Downtown Estes Park.

All projects that involve federal funding need to follow the National Environmental Policy Act (NEPA) process. In accordance with NEPA, Central Federal Lands Highway Division (CFLHD) initiated an EA which describes the need for the project, description of alternatives evaluated, and environmental impacts of the proposed action. An EA evaluates a number of environmental resources including land use, social impacts, economic impacts, air quality, noise, water quality, floodplains, biological (wetlands, wildlife, etc.), hazardous materials and historic resources, among others. The project team is currently evaluating alternatives as part of the NEPA process. Public input is an important part of the EA process and in selecting an alternative.

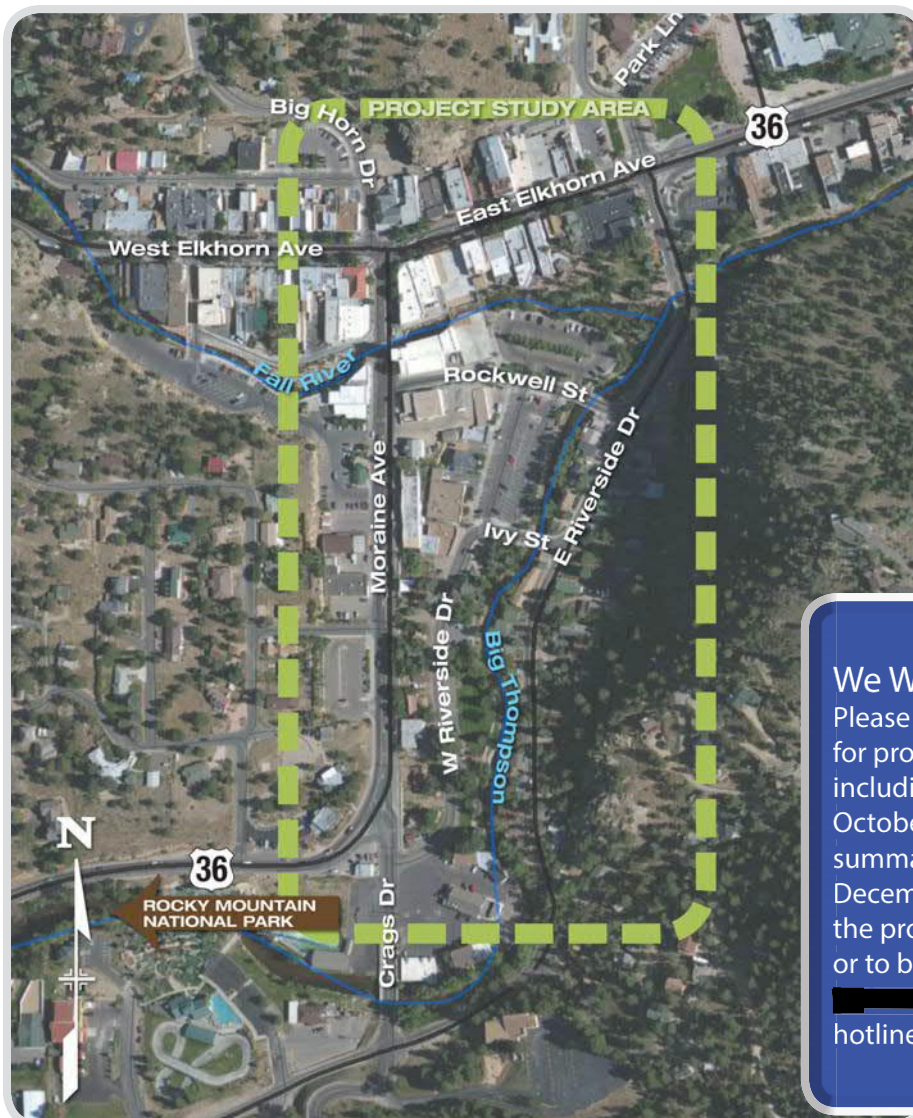


The Downtown Estes Loop project was initiated in September 2014 by the Federal Highway Administration (FHWA) CFLHD, in partnership with the Colorado Department of Transportation (CDOT) and Town of Estes Park. The project was selected for inclusion in the FLAP through a competitive application process. This program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators that are located on, are adjacent to, or provide access to federal lands such as Rocky Mountain National Park.

Activities To-Date

Shortly after the project was initiated, public open houses were held on October 8th 2014 to introduce the project, gather input on transportation issues within the community, resources of concern in the project area and options evaluated as part of previous plans. This information was then utilized to help finalize the purpose and need statement for the project, and to develop and screen alternatives. Comment forms were distributed and a summary of the meetings was captured. Subsequently, small group meetings open to the public were held in December 2014 to discuss

topics of concern in greater detail. Specific information and materials presented at public meetings is available on the project website at (██████████). From November 2014 to the present, the project team has proceeded with data collection and screening of alternatives, many of which have been put forward by the public. A two tiered screening process was developed with input from members of the Technical Advisory Committee (TAC) which includes team members from Central Federal Lands, the Town of Estes and CDOT. Screening results will be presented at the March 25th public meeting.



We Want to Hear From You!
Please visit ██████████ for project information and updates, including Frequently Asked Questions, the October 8th Open House Summary, and a summary of Small Group Meetings held in December 2014. Please feel free to contact the project team with questions, comments or to be added to the mailing list: email ██████████ hotline (970-480-7045).



Downtown Estes Loop Project Frequently Asked Questions

May 15th, 2015

Project Status

- 1) Has Alternative 1 already been selected? Is it a “done deal”?

Response: The NEPA process will proceed with environmental analysis of both the No Action and Alternative 1. A public hearing will be held during the public comment period for the Draft Environmental Assessment (EA). Subsequent to this comment period, the project team will develop a decision document. A decision on the selected alternative will be documented in the decision document in the Fall/Winter of 2015/2016.

- 2) Since the Town Board voted to proceed with the EA process at their April 15th Meeting, what are the next steps in the study?

Response: The next step is to take the No Action and Alternative 1 through a detailed evaluation of potential environmental impacts (noise, air quality, hydrology & floodplains, economics, parks, and many others, consistent with FHWA guidance (<http://environment.fhwa.dot.gov/projdev/pd2implement.asp>). This information, along with the purpose and need statement and alternatives screening process, will be compiled in the Draft EA. The Draft EA is anticipated for release Early Fall 2015.

- 3) Many have commented that the Town needs a Master Plan for the entire downtown area. What efforts are underway to initiate a Master Plan?

Response: Per a Town news release dated April 7th, 2015: The Town of Estes Park was awarded \$295,800 in state and federal grants for development of a downtown neighborhood plan and a study of the hydrology of Fall River, Black Canyon Creek and Big Thompson River. The downtown neighborhood plan received funding through the State Energy and Mineral Impact Assistance Fund. The project objectives of the downtown neighborhood plan are to create an overall vision for downtown development for the next 20 years, integrate flood hazard and resiliency planning with transportation and parking, infrastructure planning, sense of place (urban design), and economic resiliency into a unified plan, and to incorporate public outreach and engagement in all aspects of the downtown neighborhood planning process. This planning process is tentatively expected to take place from Summer of 2015 through Spring of 2016.

- 4) How is Rocky Mountain National Park (RMNP) involved in this study?

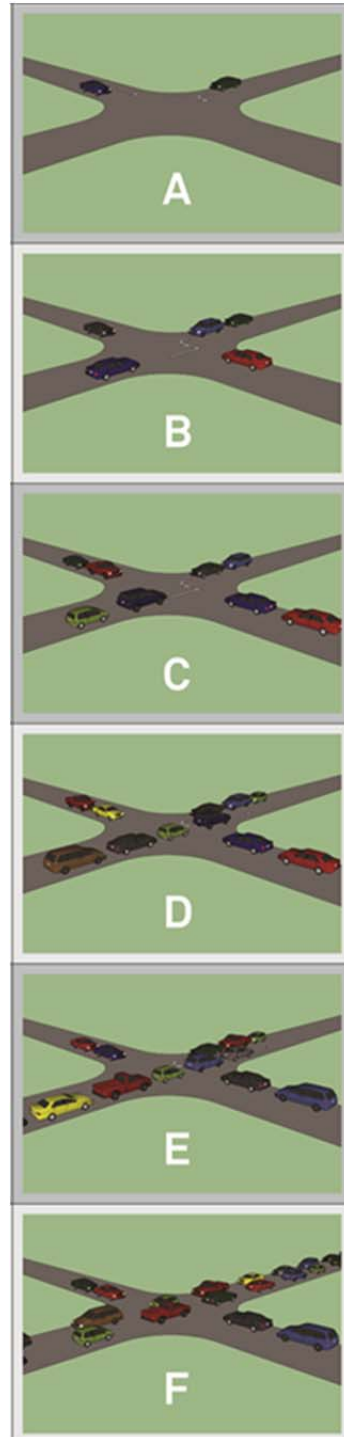
- a. *Response:* In April 2013, Rocky Mountain National Park wrote a letter of support for the Federal Lands Access Program (FLAP) application. Since that time, RMNP representatives have attended public meetings associated with this project and discussed the project with Town and FHWA Central Federal Lands (CFL) staff. RMNP has maintained a neutral position on route alternatives but supports the completion of the EA and the public involvement process.

Traffic Analysis and Accommodations

5) What is the definition of Level of Service (LOS)?

Response: LOS of an intersection is a qualitative measure of capacity and operating conditions and is directly related to vehicle delay. LOS is given a letter designation from A to F, with LOS A representing very short delays and LOS F representing very long delays. Typically, LOS D is considered the limit of acceptable operation in an urban environment.

LOS	Average Vehicle Delay (seconds)	Description
A	0-10	Free-flow traffic, low delays
B	10-20	Reasonable free-flow
C	20-35	Stable flow, significant number of vehicles stop at signals
D	35-55	Congestion noticeable, longer delays
E	55-80	Near capacity, unstable flow
F	> 80	Unacceptable very high delay, traffic exceeds capacity





Downtown Estes Loop Project Frequently Asked Questions

- 6) Are improvements such as signage at 34/36 and within downtown, return of the Barnes Dance traffic signalization, and the potential for hiring summer police officers either not included (or precluded) as part of this project?

Response: New signage at 34/36 is planned to help direct RMNP traffic to both Park entrances. The Town is coordinating with CDOT on these improvements and CDOT plans to install them in 2015. This signage project would also provide improved signs to RMNP along area roadways to help direct traffic to RMNP.

The Town is currently working with CDOT to temporarily re-install the Barnes Dance for a period of time in the Summer of 2015. To explain the history on the Barnes Dance: in 2008, the traffic signals in town were programmed to allow for the Barnes Dance which stopped traffic in all four directions approximately every 100 seconds. In 2010, the Barnes Dance was eliminated, giving signal time back to vehicles.

The addition of police officers to direct traffic in the peak season is not precluded under any scenario. The Town currently employs four Community Service Officers each summer whose duties include traffic direction during peak season. Police Auxiliary volunteers also assist with traffic direction during peak season to help alleviate congested intersections.

Bridges and Floodplains

- 7) Will this project only rebuild two bridges (as identified in the original FLAP grant application to FHWA Central Federal Lands)?

Response: The FLAP application was received (by FHWA) and included the replacement of two bridges. The project was scoped prior to the flood in September 2013. Regulatory flood flow rates have been updated and accepted by CDOT and the Town. The project will analyze hydrology and hydraulics within the project corridor which includes three bridges. Bridge impacts to the floodplain will be determined and replacement of up to three bridges will be considered in context with the overall cost of the project.

- 8) What is the status of new floodplain mapping and how does that relate to this project?

Response: In December 2013, the Colorado Department of Transportation/Colorado Water Conservation Board (CWCB) retained a consultant to develop a hydrology study of the Big Thompson River from Lake Estes to Loveland and the Fall River basin in and above Estes Park. This map shows the existing areas in the floodplain as well as new areas if no mitigation work is initiated. As part of the next step, a detailed hydrology and hydraulics (H&H) study is needed to determine specific floodplain boundaries.

- 9) If Alternative 1 is selected, would it solve the floodplain issues downtown?

Response: No. Six bridges were identified for replacement in the recent floodplain study, as well as extensive channel improvements. Thus, Alternative 1 would assist in reducing the size of the expanded floodplain (existing or future boundary), but would not remove the downtown entirely from the new floodplain.



Downtown Estes Loop Project Frequently Asked Questions

Economics

10) What will be included in the Economic Analysis section of the EA?

- a. *Response:* The Economics section of the EA will follow the requirements set forth in FHWA's Technical Advisory (T 6640.8A). It will begin with a description of the existing economic conditions and key factors with an emphasis on Downtown Estes Park and the potential effects of the No Action Alternative and Alternative 1. As part of the environmental consequences section, the analysis will include potential impacts to those businesses that are permanently impacted or access is impacted during construction. It will include any known effects on the local economy, vitality of existing businesses, and on any established business districts under each alternative. Strategies to avoid and/or reduce economic effects and optimize Downtown economic conditions for both alternatives will be provided. *Refer to the attached scope of work outline for the Economics Section of the EA.*

It is important to note that detailed analysis of indirect effects on individual businesses (changes in sales, sales tax generation and other effects) involves consideration of a wide range of factors that cannot be fully quantified without speculation. Speculative analysis is not included as it is not anticipated to result in a higher level of practical estimations of the indirect impacts.

We welcome feedback throughout this process. Please send questions and comments to:

Project Email: [REDACTED] Project Hotline: 970-480-7045 or Via the Project

Website: [REDACTED]



Downtown Estes Loop Project Frequently Asked Questions

ATTACHMENT: ECONOMIC SECTION OF THE ENVIRONMENTAL ASSESSMENT (EA)

SCOPE OF WORK OUTLINE

The Economics section of the EA will describe existing economic conditions and key factors with an emphasis on Downtown Estes Park and the potential effects of the No Action Alternative and the Build Alternative (Alternative 1: One Way Couplet). The analysis will include potential impacts to those businesses that are permanently impacted or access is impacted during construction. The analysis of potential indirect effects will be qualitative and broad and will determine consistency with town transportation, land use, and community planning and studies. Strategies to avoid and/or reduce economic effects and optimize Downtown economic conditions for both alternatives will be provided.

The **Affected Environment** discussion will:

- Provide an overview of economic conditions in the Estes Valley, the Town of Estes Park and Downtown and the importance of Downtown Estes Park
- Characterize past, present and anticipated future motor vehicle travel trends and visitation as key indicators of economic demand and market conditions
- Address fluctuations in traffic in relation to broad economic factors (recession, gas prices, etc.) and local conditions (fires and flood)
- Characterize the importance of Downtown business visibility, accessibility and mobility by vehicles, bicycles and pedestrians
- Characterize overall spending conditions (retail sales), trends and City sales tax data over time.
- Estimate market demand and supply by business type and generally identify the Downtown's economic strengths and weaknesses.
- Analyze sales tax data compared to other resort destinations in Colorado to assess competitive markets and market place conditions
- Evaluate population and housing data to evaluate past, present and future market potential
- Summarize Downtown parking needs and parking capacity
- Characterize 2040 market Conditions and identify critical economic development factors

The **Environmental Consequences** discussion will address the beneficial and adverse effects of the No Action Alternative and the Build Alternative (One Way Couplet Alternative) in a qualitative manner. The discussions will:

- Describe short term and temporary economic effects caused by construction
- Define the economic impact caused by displacement of businesses and residences
- Clarify the parking effects caused by net reductions in available parking.
- Characterize how anticipated 2040 traffic volumes and directional changes will be accommodated and corresponding direct and indirect effects on Downtown Estes Park business visibility, accessibility, parking and mobility, including out of direction travel in terms of new development/redevelopment and overall tax revenues, public expenditures, employment opportunities, and retail sales during peak and off-peak periods.



Downtown Estes Loop Project Frequently Asked Questions

The **Mitigation Measures** discussion will identify measures to avoid and/or minimize specific adverse impacts of the alternatives.

Note: Detailed analysis of indirect effects on individual businesses (changes in sales, sales tax generation and other effects) involve consideration of a wide range of factors that cannot be fully quantified without speculation. Speculative analysis is not included as it is not anticipated to result in a higher level of practical estimations of the indirect impacts.



At a Glance Fact Sheet



Project Update

An Environmental Assessment (EA) is currently underway for this project, which describes the need for the project, description of alternatives evaluated, and environmental resource impacts of the project alternatives. Since the last public meeting held in March 2015, the project team proceeded with environmental analysis of both the No Action and Alternative 1 (One-Way Couplet). The One-Way Couplet Alternative, or loop through downtown Estes Park, is a conversion of Elkhorn, Moraine and Riverside from two-way to one-way travel lanes (see graphic on back side for the proposed alternative).

The team had anticipated release of the EA in Fall of 2015. However, current flood flow estimates, based on best available data, indicate major increases to floodplain boundaries that will need to be incorporated into future bridge design. Rebuilding, enlarging, and elevating bridges alone will not fully mitigate the flooding risks; flooding issues currently extend downstream of the Big Thompson River and Fall River confluence.

Thus, the EA study area boundary has been extended to include an evaluation of channel widening from the Riverside Bridge to U.S. 36. No additional right-of-way would be required for channel widening.

Over the past several months, Town staff initiated requests to Central Federal Lands Highway Division (CFLHD) for further analysis of two topics: one was reinstatement of the Barnes Dance traffic signals downtown and the other was the study of a new downtown transit facility parking structure in or near the existing post office lot. Both of these required additional time to evaluate within the scope of the larger project. Additional information is outlined in the attached Frequently Asked Questions.

Project Purpose and Need

The purpose of this project is to improve access to Rocky Mountain National Park by reducing travel time and congestion, and by improving safety through downtown Estes Park. The project is needed to improve system

management and reduce severe congestion of the existing roadway network for both motorized and non-motorized users accessing Rocky Mountain National Park.

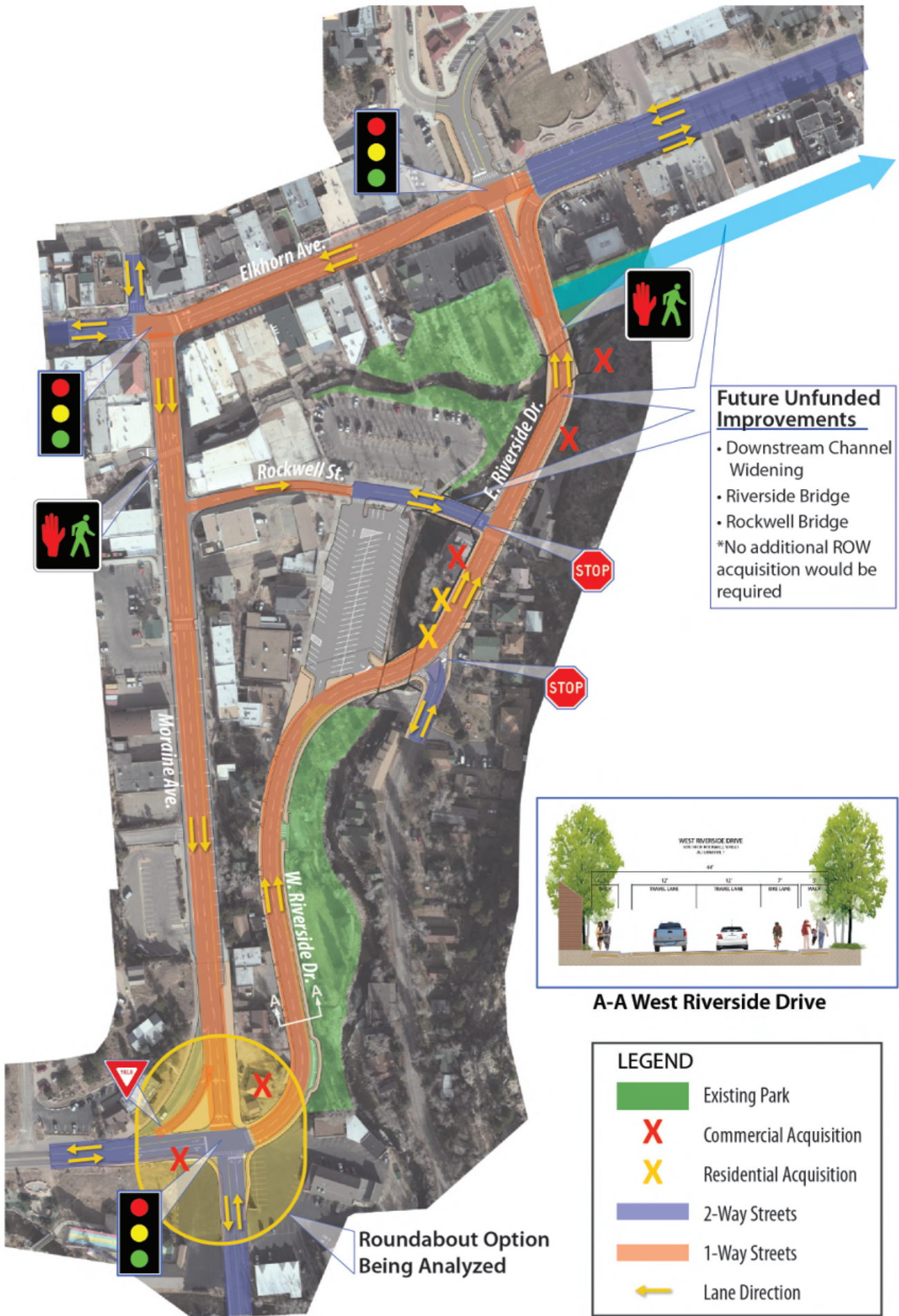
Potential Project Benefits

- Improved traffic operations and traffic flow in the core of downtown Estes Park.
- Improved operations and congestion has the potential to reduce the number of idling vehicles, noise and exhaust in the core downtown pedestrian areas.
- Improved pedestrian safety.
- Improved intersection safety at Craggs Drive/ Moraine Avenue.
- Alleviate the potential impacts of future flood events (through downstream channel widening)

Next Steps

The Downtown Estes Loop project continues to move forward with a focus on completion of the EA for public review and comment in the Spring/Summer of 2016.

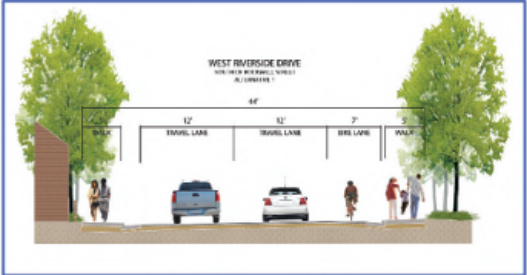




Future Unfunded Improvements

- Downstream Channel Widening
- Riverside Bridge
- Rockwell Bridge

*No additional ROW acquisition would be required



A-A West Riverside Drive

LEGEND	
	Existing Park
	Commercial Acquisition
	Residential Acquisition
	2-Way Streets
	1-Way Streets
	Lane Direction

Roundabout Option Being Analyzed



Downtown Estes Loop Project Frequently Asked Questions

March 2016

Project Status

- 1) **The original timeframe estimated an Environmental Assessment (EA) for public review in the Fall of 2015. What has extended the project timeframe?**

Response: Since the last public meeting held in March 2015, the project team proceeded with environmental analysis of both the No Action and Alternative 1 (One-Way Couplet). The team had anticipated release of the EA in Fall of 2015. However, the impacts of higher flood flows necessitate a closer look at the long-term impacts to the community. Extensive analysis is underway to evaluate the feasibility of Alternative 1 in light of this flood information. In addition, Town staff initiated requests to Central Federal Lands Highway Division (CFLHD) for further analysis of two topics: one was reinstatement of the Barnes Dance traffic signals downtown and the other was the study of a new downtown transit facility parking structure in or near the existing post office lot. Both of these required additional time to evaluate within the scope of the larger project; details on both of these topics are described further in the responses below.

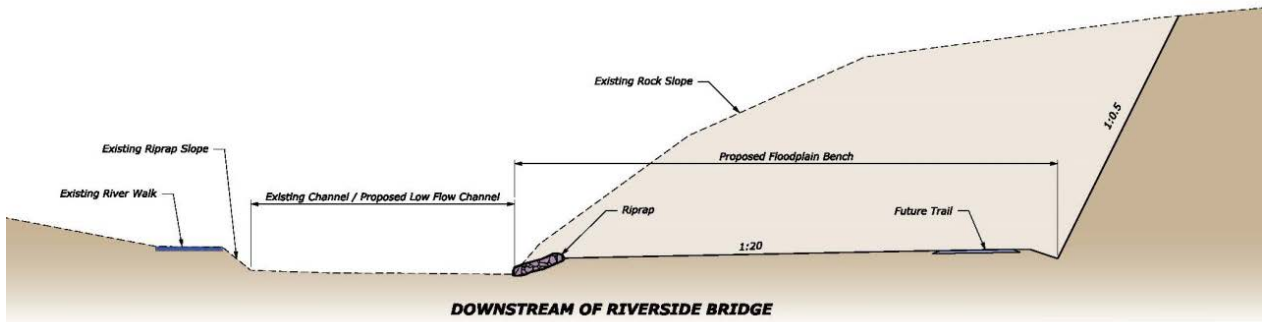
- 2) **Will a downtown parking and transit facility structure be evaluated in the EA?**

Response: CFLHD received a request from the Town to study a downtown transit facility parking structure alternative in the EA. A downtown transit facility parking structure was discussed in the original 2013 Federal Lands Access Program (FLAP) application as a future Town project. In response to the community's concerns and the Town's request, the team developed concept designs and traffic analysis to study the impacts and effectiveness of a parking/transit structure in the vicinity of the post office in context of the same criteria developed for screening previously identified project alternatives. The team's analysis shows that more parking is needed in the downtown area, but the structure alone does not benefit and address the project's purpose and need to the extent of Alternative 1 (One-Way Couplet). This additional screening evaluation information will be included in the EA. A future transit facility parking structure would not be precluded under the No Action Alternative or Alternative 1.

- 3) **What is the latest on the new flood flows and their impact on this project?**

Response: In the coming months, the Town will initiate a hydrology study to confirm future flood flows through Estes Park. In the meantime, the project team will work with best available data to analyze the No Action and Alternative 1 (One-Way Couplet). Current estimates, based on best available data, indicate major increases to floodplain boundaries that will need to be incorporated into future bridge design.

Rebuilding, enlarging, and elevating bridges alone will not fully mitigate the flooding risks; flooding issues currently extend downstream of the Big Thompson River and Fall River confluence. Thus, the EA will document benefits and impacts related to possible replacement of the Rockwell bridge and Riverside bridge and widening of the downstream channel from the Riverside Bridge to U.S. 36. Refer to the graphic at right and below.



4) Would Alternative 1 (One-Way Couplet) need to be phased?

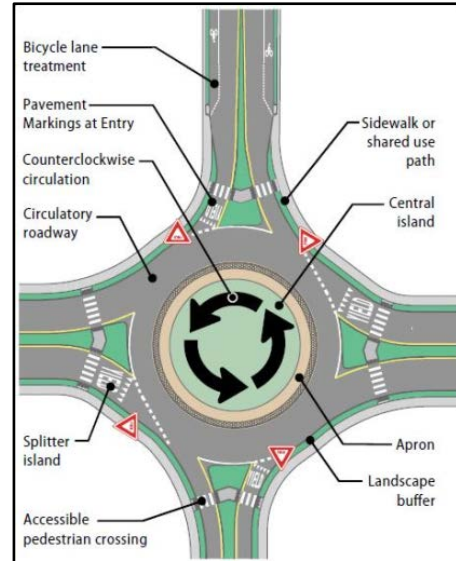
Response: It is currently anticipated that the Alternative 1 improvements including reconstruction and realignment of Riverside Drive, reconstruction of the Ivy Street Bridge and associated transportation improvements along Elkhorn and Moraine could be built as part of the currently funded FLAP project (Phase 1). Reconstruction of additional bridges and downstream channel widening are not yet funded but could be built in a subsequent phase/phases. The Upper Front Range Transportation Planning Region has provided support for the full project in the regional transportation plan. Although funds are not yet identified for future phases, the EA will assess the full set of improvements anticipated. This will allow the Town or CDOT to accelerate design and construction of future phases when funds are identified.

Additional Design Options

5) Have there been any recent modifications to the design of Alternative 1 (One-Way Couplet) as shown at the March public meeting?

Response: The concept of a roundabout intersection has been raised by members of the public in previous project meetings. Town staff is also interested in exploring the feasibility of a roundabout at Moraine/Riverside/Crags.

A roundabout is a type of circular intersection that has certain distinguishing features and characteristics (as shown in the adjacent diagram). While these noted features are common to many roundabouts, they are not always present, as roundabouts are adapted to the context of the location. Please see the following link to FHWA guidance on roundabouts, their characteristics and safety considerations: http://safety.fhwa.dot.gov/intersection/roundabouts/presentations/safety_uploads/



Characteristics of a Typical Roundabout
Source: FHWA

The project team has taken an initial look at this concept and determined that the Moraine/Riverside/Crags intersection could be a strong candidate for a roundabout configuration (compared to a traditional signalized intersection). Potential benefits include smoother traffic flow, the potential for accident reduction, speed reduction for eastbound traffic entering Riverside Drive, aesthetic (gateway) improvements, and consistency with small town/mountain community character. The project team will assess the roundabout in further detail in the coming months, including an analysis of traffic operations and comparisons between a traditional signalized intersection and roundabout on Alternative 1 (One-Way Couplet). The public will have full opportunity to comment during the EA review period on the difference between a signalized intersection and roundabout intersection at Riverside/Moraine.

Related Studies

6) What other efforts has the Town and/or CDOT undertaken to study traffic in and around downtown?

Response: The Town has initiated a number of studies concurrent with the EA project to study traffic flow downtown and to develop strategies to alleviate congestion. These are all in response to public input on the project. The specific studies include reinstatement of the Barnes Dance and modifications to the lane configuration at the U.S. 34/U.S. 36 intersection.



Downtown Estes Loop Project Frequently Asked Questions

- **Barnes Dance:** CDOT, in coordination with the Town, tested the Barnes Dance signal configuration over two weekends this past summer. Benefits of the Barnes Dance are to completely separate vehicle and pedestrian traffic, thereby eliminating the “friction” that occurs when these movements are allowed to go simultaneously. However, the trade-off is that the Barnes Dance option lessens the amount of signal time available for vehicular movements. Results from the test showed that if Alternative 1 (one-way couplet) moved forward, the Barnes Dance would function better than existing conditions, allowing a greater number of vehicles to move through the intersection. Reinstatement of the Barnes Dance will be assumed as the preferred signal configuration under the No Action and Alternative 1 scenarios in the EA. A full memorandum discussing the results of the study may be found at: <https://www.estes.org/transportationstudies> The Town has requested that CDOT implement the Barnes Dance at Elkhorn/Riverside and Elkhorn/Moraine by Memorial Day 2016.
- **U.S. 34/36 Signage and Lane Reconfiguration:** In the summer of 2015, the Town worked with CDOT to modify the lane configuration at the intersection of U.S. 34 and U.S. 36 in an effort to improve traffic flow entering into downtown and across the intersection (up Wonderview Avenue). New directional signage was also installed. Under the new configuration, the northbound traffic (from U.S. 36 onto U.S. 34) has a dedicated left turn lane, a left turn with through lane, and a through lane. This configuration maintains the pre-existing left turn lanes while allowing for an additional through movement. Observations of the new configuration showed that it performs well. Thus, the Town intends to maintain this configuration moving forward and it will be assumed in the traffic analysis for the EA.

Next Steps

7) What are the next steps in the project?

Response: The Downtown Estes Loop project continues to move forward with a focus on completion of the EA for public review and comment in the Spring of 2016. Please visit the website ([\[REDACTED\]](#)) for additional updates.

D.3 *Press Releases (initiated by the Project Team or Town of Estes Park)*



Town of Estes Park
P.O. Box 1200
Estes Park, Colorado 80517
www.estes.org

Kate Rusch
Public Information Officer
krusch@estes.org
970-577-3701

July 22, 2014

Road realignment project begins with public outreach, environmental study

Recognizing that congestion for all modes of travel is a continuing issue within downtown Estes Park, the Town initiated an outreach process in Spring of 2013 to understand the community's priorities for improving transportation, as well as its interest in seeing the Town pursue a potential major funding opportunity. The public weighed in on several transportation-related project options, one of which was the conversion of traffic through the core downtown area from two-way to one-way traffic, creating a loop to increase capacity by approximately 40 percent. This option was the majority of the participating public's preference to increase traffic flow, and so the Town Board voted to proceed with a competitive grant application to build the one-way couplet. The application was successful, and the Town was awarded \$13 million from the Federal Lands Access Program (FLAP), administered through the Federal Highway Administration-Central Federal Lands Highway Division (CFLHD), as well as \$4.2 million through the Colorado Department of Transportation (CDOT) Responsible Acceleration of Maintenance and Partnerships (RAMP) program.

Town Administrator Frank Lancaster noted, "The community continues to support the Town's efforts to improve transportation and transit in Estes Park." He continued, "We have an extraordinary opportunity to make positive changes with this project, and the concerns and questions of the public will play a major role as we move forward." The goal of the road realignment project is to increase mobility and access to downtown businesses, reduce traffic congestion frustrations and improve air quality and the overall safety of our residents and guests. The project was also recommended by several transportation studies to improve traffic flow and access to Rocky Mountain National Park.

Beginning in August of 2014, the Town and its partners at CFLHD and CDOT will begin the project development process including environmental analysis, preliminary engineering and public outreach. Outreach will include one-on-one meetings with property owners along the right-of-way of the proposed concept, as well as community open houses and the formation of stakeholder groups to

MORE

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work with the technical team throughout the project. Input from special interest groups including businesses and multi-modal transportation advocates will be crucial. The first set of property owner meetings and community open houses is anticipated to take place in late summer. To further facilitate public discussions, the project partners will create a project website with a comment form and a dedicated email address. The community can expect regular updates throughout the project.

Through the Fall and Winter of 2014, project alternatives will be developed with public input. These alternatives will undergo an environmental assessment, with a draft report expected to be available in the Spring of 2015. From approximately Summer of 2015 through Summer of 2016, a final design would be developed and any necessary negotiations with property owners for project right-of-way acquisition would occur. Tentatively, a construction schedule could be outlined after the successful completion of these steps.

The project approved by the FLAP process proposes to convert Elkhorn Avenue from East Riverside Drive to Moraine Avenue, and Moraine Avenue south of Elkhorn Avenue to West Riverside Drive, into one-way thoroughfares for westbound traffic. Moraine Avenue would then revert to two-way traffic going west from the intersection. In addition, a new one-way road for eastbound traffic would be constructed along a route roughly similar to West Riverside Drive as it travels from Moraine Avenue to East Riverside Drive near Ivy Street, continuing to Elkhorn Avenue. At Elkhorn Avenue, eastbound traffic would become two-way again.

For more information, please contact the Town of Estes Park Public Information Office at 970-577-3701. To receive Town news and/or meeting agendas via email at www.estes.org. More Town news is available at www.facebook.com/townofestesparkco and www.twitter.com/townofestespark.

END



Town of Estes Park
P.O. Box 1200
Estes Park, Colorado 80517
www.estes.org

Kate Rusch
Public Information Officer
krusch@estes.org
970-577-3701

September 22, 2014

Open houses planned for “Downtown Estes Loop” road realignment project

The Town of Estes Park, together with its partners – Central Federal Lands Highway Division (CFLHD) and Colorado Department of Transportation (CDOT) – are initiating the project development process including public outreach, environmental analysis and preliminary engineering for the downtown road realignment project – “the Downtown Estes Loop.” The project includes three primary roadways: Elkhorn Avenue, Moraine Avenue and Riverside Drive through downtown Estes Park.

A community open house will take place Wednesday, October 8 from 4 p.m. to 6 p.m. at the Estes Park Museum Meeting Room, 200 Fourth Street. Community members from outside the downtown area are encouraged to attend this initial meeting and provide input on the project. Recognizing that downtown residents, businesses and property owners may have more specific questions, these individuals are invited to an open house October 8 from 12 p.m. until 2 p.m. at the Museum, prior to the larger, community open house. This will allow agency staff and consultants to focus on questions and comments specific to the downtown area. Invitations to this event are being mailed to all available tenant and property owner addresses along the primary project roadways in the study area.

Public input is critical to finding a design solution that meets the needs of the overall community. The project team will be inviting individuals and organization representatives to participate in stakeholder groups focused on residents/neighborhood needs, economy/businesses, technical/utilities, environmental/history, and multi-modal transportation. Future public outreach will include open houses, stakeholder group meetings, and one-on-one meetings with property owners along the right-of-way of the proposed concept.

The “Downtown Estes Loop” project builds on previous transportation planning studies as well as an outreach process conducted in the Spring of 2013 to gather input on the community’s priorities for improving transportation downtown. The public weighed in on several transportation-related project options, one of which was the conversion of traffic through the core downtown area from two-way to one-way traffic, creating a loop to increase capacity by approximately 40 percent. This one-way

MORE

CONTINUED

PROJECT UPDATE

The Downtown Estes Loop study continues to move forward with a focus on completion of the Environmental Assessment (EA) for public review and comment in the coming months. Together, the three agency partners— Federal Highway Administration, Central Federal Lands Highway Division (CFLHD), Colorado Department of Transportation (CDOT) and the Town of Estes Park – are committed to helping alleviate congestion and improve overall connectivity between the Town and Rocky Mountain National Park (RMNP). Michael Davies, Director of the Office of Project Delivery at the FHWA – CFLHD, states: “The intent of FLAP is to bring together the national park and surrounding communities to enhance access and connectivity for all. We understand the significance of this project to the residents and visitors of Estes Park, and will work closely with our project partners and the community to fulfill the project vision.”

This project originated through the Town’s past transportation studies and its 2013 application for Federal Lands Access Program (FLAP) funds to explore a one-way couplet along Elkhorn Avenue, Moraine Avenue and Riverside Drive. Approximately \$17.2 million in funds were subsequently awarded through a combination of FLAP funds and CDOT RAMP (Responsible Acceleration of Maintenance and Partnerships). An EA was initiated in the fall of 2014, beginning with the development of a purpose and need statement: Improve access to RMNP by reducing travel time and congestion, and improve safety through Downtown Estes Park. A multi-tiered screening process led to the decision to evaluate the environmental impacts of the No Action and Alternative 1 (One-Way Couplet) in the EA. A public meeting was held in March 2015 to present the alternatives analysis findings, followed by Town Board action in April 2015 to continue the EA process with these two alternatives.

Over the last several months, the project team has undertaken a more in depth analysis of several key issues impacting the project. The team has been developing and analyzing detailed models based on recently released data showing higher flood flows and larger floodplain boundaries as a result of the September 2013 flood. This data has presented the project team with new challenges for the project design and budget. Josh Laippy, CDOT Chief Engineer, states “The devastation caused by the 2013 floods required an in-depth analysis of our roads and bridges in an effort to protect vulnerable infrastructure assets as well as nearby homes and businesses. Through the funding leveraged as part of the Downtown Estes Loop project, we can better secure the transportation infrastructure through downtown Estes Park.”

The project team has also been studying a recent request from the Town to CFLHD to study a downtown transit facility parking structure alternative in the EA. A downtown transit facility parking structure was discussed in the original 2013 application as a future Town project. In response to the community’s concerns and the Town’s request, the team developed traffic models to study the impacts and effectiveness of a parking/transit structure in the vicinity of the post office in context of the same criteria developed for screening previously identified project alternatives. The team’s analysis shows that more parking is needed in the downtown area, but the structure alone does not address the project’s purpose and need to the extent modeled for Alternative 1. However, a future transit facility parking structure would not be precluded under the No Action Alternative or Alternative 1 (Downtown Estes Loop). Frank Lancaster, Town Administrator, states: “The Town appreciates that our request was given due consideration and analysis. Although the transit facility parking structure is not feasible within the current project, the Town is committed to making long-term improvements to parking in the downtown area. At the same time, the Town fully supports the continued study of the Downtown Estes Loop and its potential to improve access to the park, reduce congestion in town, and complement future downtown parking improvements.”

The project partners (CFLHD, CDOT and the Town) are working closely together to complete the analysis and documentation necessary to distribute the EA to the community for review and comment. The flood plain analysis and transit facility parking structure alternative screening will be fully documented in the EA. At this time, public release of the EA is expected in the spring of 2016.

Additional information on this study may be found on the project website: [REDACTED] or by contacting the project team at [REDACTED] or 970-480-7045.



D.4 Letters Received from the Public

Order	Letter Addressed To	Letter Received From	Date
1	Ryan Tyler, Branch Chief, CFL, Lakewood	Holly Moore The Shabby Moose 106 East Elkhorn Aveue PO Box 2050 Estes Park, CO 80517	None indicated (End of 2014)
2	Town of Estes Park	Anne Brader	October 20, 2014
3	CDOT	Jim Haber PO Box 4504 Estes Park, CO 80517	October 20, 2014
4	To Project Team To all of whom it May concern	Ann Racine PO Box 1604 Estes Park, CO 80517	October 23, 2014
5	Frank Lancaster and all Town Board Members	Ron Wilcocks 2711 Sunset Lane Estes Park, CO 80517 info@earthwoodcollections.com	January 10, 2015
6	Town of Estes	Barbara Haber 910 Lahinch Circle Richardson, TX 75081	January 7, 2015 (with response from Frank Lancaster dated January 21, 2015)
7	Town Board of Trustees	J.L. "Jim" Hull the Ore Cart Rock Shop PO Box 2113 Estes Park, 80517	January 16, 2015
8	FLAP Project Manager Anthony Galardi, CFLHD Project Manager Michah Leadford, NEPA Program Director Philip Strobel	Rick Grigsby 260 E. Riverside Drive Estes Park, CO 80517 Publius@beyondbb.com	July 1, 2015
9	Frank Lancaster and William Pinkham	Jennifer Wood 250 Courtney Lane Estes Park, CO 80517 jenniferhwood@gmail.com	February 16, 2015
10	Frank Lancaster Town Administrator Town of Estes Park	John C. Koenig 2010 Tanager Road Estes Park, CO 80517	April 25, 2016

Ryan Tyler
Branch Chief
Central Federal Lands Highway Division:
12300 West Dakota Avenue, Suite 390
Lakewood, CO 80228

Holly Moore
The Shabby Moose
106 East Elkhorn Avenue
PO Box 2050
Estes Park CO 80517

Dear Sir or Madam:

I am writing today to express my opposition to the Federal Lands Access Program's proposed one-way loop project for downtown Estes Park. With my husband, I own and operate two retail businesses along Elkhorn Avenue, The Mad Moose, established in 2002, and The Shabby Moose, which had its origins in 2011.

We do not feel that that this is the appropriate solution to traffic congestion problems in the downtown area. If completed, this project would *increase* congestion and emissions within the national park by increasing the number of vehicles entering the park as well as the speed at which they arrive there. As proposed, this project will destroy the character of our mountain resort village, and have negative economic impact for decades to come.

The Town of Estes Park has repeatedly referred to community outreach that took place in March 2013, prior to applying for the FLAP grant. As the owner of two businesses in the affected area, I had no knowledge of this outreach, or indeed, any knowledge of the project at all until the spring of 2014, which was well after the application and approval of the grant. I have yet to locate or speak to any other business owner or property owner in, or adjacent to the affected area, who were present at, or aware of, this outreach taking place.

That this entire process appears to have taken place outside of public knowledge is of great concern to us. The primary reason for applying to the FLAP appears to be an effort to address the increasing vehicular congestion within the downtown area of Estes Park rather than to address entrance to and egress from the national park. We feel the grant was inappropriately applied for, and shows a complete disregard for the safety of our pedestrians. Creating one-way streets in our little town is not at all the best use of those funds.

We have been told that the FLAP grant monies could only be applied to roadway projects. However, as I read the program, it is clear that it can be applied to any part of a transit system that provides access to federal lands. Since we already have a qualifying transit system in place it seems to me that our town's FLAP grant application *should* have been directed at increasing the shuttle use to and from the park by making much needed improvements to that transit system. Increasing shuttle use could be easily achieved by increasing the available parking at the Estes Park Visitor Center and by improvements in our methods to direct visitors to parking at the fairgrounds lot. Both of these locations provide shuttle transportation into and out of the park, thereby *reducing* the number of vehicles traveling through town and also into the park. This has

the added benefit of reducing emissions both in town *and* in our pristine national park (as opposed to the current loop road project which would in fact get *more* vehicles into the park faster, increasing both congestion and emissions within the national park). There are other viable actions that could address pedestrian safety and the vehicular congestion that Estes Park experiences for only nine to ten weeks out of a year.

1. Signage, both on the ground and overhead, can be implemented to direct RMNP bound traffic toward the Fall River Entrance via the Wonderview Bypass. Wonderview is already a wider road in several places, with a great deal more public easement on either side if future expansion were ever to become necessary.

3. Bring back the Barnes Dance, at least through the busy season. Though I am aware of the traffic counts that suggest traffic heading toward the park has increased, I do not believe they are an accurate assessment of the current congestion problem. First, the comparisons being made are between 2008 and 2011. This is three years apart rather than directly before and after the switch to a traditional crossing. Second, there are many variables which traffic counts cannot account for, such as weather, interval length during which the data was collected, and the activity of pedestrians in the count area.


The abandonment of the Barnes Dance in Estes Park coincides with the same being done in Denver and statewide. At that time, our citizens were told this decision was made by CDOT to make the entire state uniform in it's crossings. Denver was told their change was necessary due to changes being made to the light rail. Clearly Estes Park has different needs that cannot be met by a traditional street crossing. The Barnes Dance crossing was specifically designed for areas like ours with a large number of pedestrians.

The town now states on their Downtown Estes Loop website that "the signals were changed to alleviate congestion and move vehicles through downtown more efficiently." One of their arguments in favor of the traditional crossing is "This 'all-walk' phase was found to contribute to congestion as pedestrians crossed at different speeds and entered the intersection at the tail end of the phase." I can assure you that this situation has not improved at all since abandoning the Barnes Dance. In my observation, the amount of time "saved" for vehicular movement by the change is small and seems to be negated by the other obstacles that it creates. Currently pedestrians seem to have adopted a herd mentality and pay no attention whatever to the signals. When large numbers of pedestrians are crossing, vehicles are blocked from making turns. This holds up traffic in one or more lanes for as many as 3 light cycles. I have consistently experienced this while driving since 2011, and have taken digital video recordings of this happening. The current crossing is simply the wrong fit for Estes Park, just as the proposed one-way loop is also the wrong fit.

Along with this letter, I am enclosing a signature sheet with the names of individuals and business owners who feel as we do. All of the signees below are united in the belief that the Flap grant was applied for improperly, and if the project were to be completed, would cause irreparable damage to our town, it's citizens, and economy.

Thank you for your consideration in this important and urgent matter.

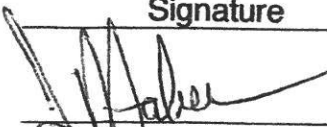
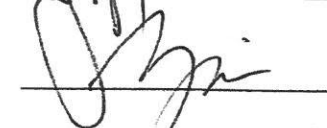
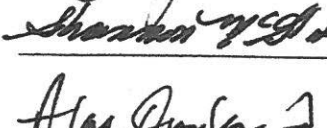
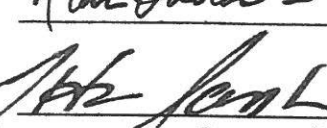


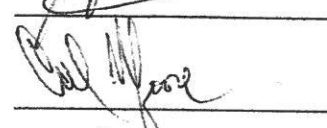
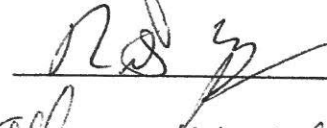
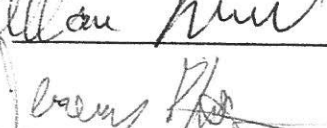
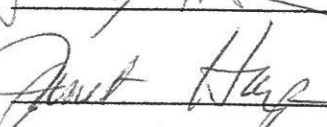
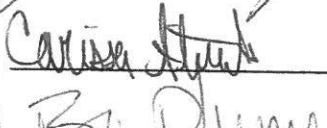
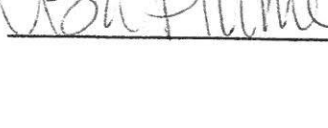

Sincerely,



Holly Moore
The Shabby Moose

We, the undersigned, do not feel that that a one-way loop is the appropriate solution to traffic congestion problems in the downtown area. If completed, this FLAP project would increase congestion and emissions within the national park by increasing the number of vehicles entering the park as well as the speed at which they arrive there. As proposed, this project will cause irreparable damage to the character of our mountain resort village, and have negative economic impact for decades to come.

We believe the grant should have been requested instead for transit hub improvements, and that more desirable alternatives to address the problem of congestion are available and that these alternatives would be far less expensive, equally or more efficient, and most importantly, reduce instead of increase emissions in both Estes Park and Rocky Mountain National Park.

Signature	Name	Business Name	Business Address
	Jimmy Haber	EP SWEATSHIRT CENTER	117 W. ELKHORN
	SANDRA PETRIE	INDIGO WILDFLOWER MERC.	115 WEST DR. 238 W. ELKHORN AVE.
	SHANNON McElotlen	HIGHLAND MUSIC	157 WEST ELKHORN AVE # 7 + 8
	Alan Oueland	Raven's Rons + Old Church Shops	157 West Elkhorn Ave # 10 157 W Elkhorn Ave
	Jennifer Lasch	Phoenix Nest	157 W Elkhorn Ave # 7
	Mary Sampson	Panet Haus	342 Marine Ave
	HOLLY MOORE	THE SHABBY MOOSE	106 E. ELKHORN AVE.
	CAL MOORE	THE MAD MOOSE	170 W. ELKHORN AVE
	Rich Mazzia	MUCHA ANGELOS CRAFTSMEN FN LEATHER	133 W. ELKHORN 135 W ELKHORN
	ALLAN RENNER	Lithium517	204 W Elkhorn
	Janet Hays	Buckles of ESTES TOY MOUNTAIN SPORTS HOLLID	160 W ELKHORN AVE
	Carissa Streib	Simply Christmas	129 W. Elkhorn Ave.
	Lisa Plume	The Gold Mine	230 W. Elkhorn Ave

October 20, 2014

I have several questions that have gone unanswered from the open house session. I live on Elm Road and use Moraine Avenue to get to work every day in downtown.

As indicated in the open house session, several options were initially part of the discussion. However, the most popular was the one-way couplet. I would like to know who voted on this back in March of 2013. Depending on the source of the numbers, there are 60,000 to 90,000 summer residents who would be affected by this downtown loop. Were these people contacted and asked to give input? I am a voting summer resident and do not recall being asked for input at that time. I would like to know what other options exist. Being narrowed to a favorite of a few people seems to lead others down the same path without much discussion.

I would like to know if the purpose is to move the traffic "through" town or "to" town. If the purpose is to move it "through" downtown to the park, as seems to be the purpose with a Federal Land Access Program, we already have bypasses to access the National Park. Are these bypasses on 34 and Mary's Lake Road well-signed? Are the visitors aware of these alternate routes? Should we put up temporary electric signs at the mouth of the Big Thompson Canyon and on Hwy 7? If we are to move all of this traffic "through" town, how does having only one lane each way on Moraine after the Donut Haus solve this problem? Furthermore, once all of this traffic is moved "through" town to the park, how is the same traffic going to leave the park? During the past several weekends, the traffic was backed up for at least one hour at the intersection of Moraine and Mary's Lake Road. I pointed this out to people at the open house and they all expressed extreme surprise.

Conversely, if the purpose is to move traffic "to" town, we have succeeded. Do we have adequate signage for parking, which is what a lot of people are trying to find? Is there adequate parking? There is an empty lot at the fairgrounds and shuttle busses not in use during the fall peak periods. Is it possible to move the shuttle "hub" to the fairgrounds, eliminate the under-used Silver route, and have the trolley run continually from the Fairgrounds lot? The shuttle drivers already have difficulty making a left-hand turn from the visitor Center lot across many lanes of traffic and this will only become more difficult with the addition of a parking structure at this site. Can the shuttles run during the weekends through the Sidewalk Sale?

I am in favor of having fewer pedestrian crosswalks. The traffic was constricted with the addition of the flashing light walk across from Molly B's. As someone who drives this route daily, the additional curbs only backed up the traffic. The signage on the roads is confusing. It directs the left south bound lane to merge, then the lane becomes a left turn. Visitors move right only to find they should be in the left lane and have to return to their original lane. Is it possible to have an underground crossing near the theatre? Can we put more underground crossings, perhaps at the Subway on Riverside?

The timing of the lights seems to help the east bound traffic on West Elkhorn, but has made the west bound traffic on East Elkhorn move more slowly. Also, the lights used to be on a sensor late at night.

Can this be activated again? When I drive home from work after midnight, I often have to sit through both lights, each for a full cycle, to get through town. No other cars are at the intersections. After 10 p.m., these lights should be green unless someone is sitting at them to go in another direction.

As I look at Concept 2, we lose a lane of southbound traffic on Moraine. I realize that Riverside will become the main route, but can't we still have a couple of lanes heading south? In Concept 1, we also lose a lane of southbound traffic. What will happen with the "extra" lane? Will it become part of the sidewalk?

As someone who drives this route daily, I never change my route for something less congested. When I leave my downtown work on Saturday afternoon, I drive through downtown. I go around, as the traffic is not bad enough for me to change my route. The only time I avoid driving downtown is to get to Safeway. I wonder if the Ranger Road bypass will come back to life. I would certainly drive up Elm Road and down to HWY 34 to get to Safeway and back.

In conclusion, there seems to be a lot of questions and few answers. Are these really the only two options? Between these two options, Option 2 adds lanes of traffic both westbound and eastbound. Both Option 1 and Option 1A actually eliminate lanes of traffic.


Anne Brader

To whom it may concern at CDOT,

My name is Jimmy Haber, and I reside and have owned a business in Estes Park Colorado for 31 years. I speak for the Haber Trust, which owns and operates 12 commercial buildings along Elkhorn Avenue. I also speak for the 20 plus businesses that operate on our properties, all along the major blocks of Elkhorn Avenue, including Restaurants, bars, gift stores, jewelry stores, t shirt shops, candy stores, and art galleries.

This letter concerns itself with the proposed FLAP/Loop project and the grant applied for and received by the town of Estes Park. It is our intent to inform you that it appears that CDOT is not hearing the entire story from Estes Park officials. The TRUE overall feeling of the majority of merchants and property owners along the four block section of Elkhorn Avenue, is one of INTENSE dislike of the loop project, and regardless of the multiple choices of this project presented at the recent town meeting, at which CDOT representatives were present, we all agree the project is an extremely bad idea for the merchants and property owners of Estes Park downtown, and that the interests of a very few motivated people who are pushing this project do not represent the majority. I have hired an attorney to represent our interests, as there seems to be a concerted effort to keep our point of view away from your attention.

We strongly ask that you rethink your participation in the grant, and withdraw your support and funding for the FLAP project. Estes Park representatives are not being upfront about the discord the FLAP/loop is causing, and the incredible lack of communication between CDOT, the Town of Estes Park, and the people who will be impacted, is unacceptable. I wanted you to know the real feelings here in Estes Park. Please send a representative of CDOT, and speak with the merchants yourself, the underlying tone is astonishing. We do not want the loop, nor any alternate to this idea, at all. This project is not right for the unique circumstances of the beautiful Town of Estes Park,
thank you for time,



Jimmy Harber
PO BOX 4504
ESTES PARK, CO.
80517

C DOT FUP / LOOP PROSPECT ESTES PARK
4201 E. ARKANSAS AVE.
DENVER, CO.
80222

DENVER CO 802
21 OCT 2014 PM 6 L



80222340099



October 23, 2014

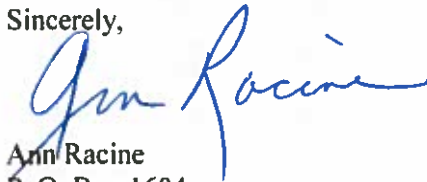
Felsburg Hold & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

To all of whom it May concern:

In seeking the permits required to begin work on the final Downtown Estes Loop I would assume it has been determined that a biological assessment that includes the portion of the project that runs along East and West Riverside Drive, next to the Big Thompson River, would not have any "adverse effects" on the habitat of the Preble's meadow jumping mouse currently found to be inhabiting that area and protected under the U.S. Endangered Species Act.

Also, I would be interested to see any reports or comments from U.S. Fish and Wildlife Service concerning any environmental affects they might have concerning other fish and wildlife along that strip. It is currently a very quiet and neighborhood and an "increase capacity up to 40 percent" in one way traffic flow should be of utmost concern and carefully reviewed by them.

Sincerely,



Ann Racine
P. O. Box 1604
Estes Park, CO 80517

Cc:

Chief, Ecological Services Program
U.S. Fish and Wildlife Service
134 Union Boulevard, Suite 650
Lakewood, CO 80228

U.S. Fish and Wildlife Service
Endangered Species
5275 Leesburg Pike
Falls Church, VA 22041

Date: 1/10/15

To: Frank Lancaster and All Town Board Members

From: Ron Wilcocks

Re: Input for January 15th "Downtown Estes Loop" Project Meeting

Dear Frank and Town Board Members,

Unfortunately, I cannot attend the January 15th Town Hall meeting regarding the "Downtown Estes Loop" Road Realignment Project. I own three properties (141, 143 and 360) and currently run two businesses on E. Elkhorn in downtown Estes (Earthwood Collections and Earthwood Artisans) and want to provide my input on this project. I would like to express my preference for Concept 2. It is important to maintain an ability to move easily and flow through downtown in an effective way, while also maintaining a village feel. I do not like or support any option that makes E. Elkhorn or Moraine Ave one-way, I feel they must remain two-way for effective flow through the Estes Park village part of downtown. I feel that this one-way setup would make it much more difficult for me (any anyone else in historic downtown) to operate my (their) businesses. I also feel that the one-way roads would greatly hamper local resident mobility. For example, a simple trip downtown for an errand to my gallery at 141 E. Elkhorn turns into a "Loop", which is not at all convenient for me (or my customers) nor is it good for traffic flow (I have and my customers have to drive a lot more to navigate the loop, which increases traffic). By keeping the "real" bypass on East and West Riverside Drives (as in Concept 2), we retain nice traffic flow for locals, we keep a nice village (much less traffic) atmosphere for the historic downtown, and we allow better traffic flow for those who are heading to and from RMNP. To be clear, I support Concept 2 and am opposed to Concepts 1 and 1A. In addition to supporting Concept 2, I support significant landscaping and public walkways throughout the project (I think it should be a requirement that the Town look even better and prettier after this project) and I support making it a priority to put the "East and West Downtown Riverwalk" through a tunnel under E. Riverside Drive. This helps with flood mitigation, and significantly improves the pedestrian/car interaction in this high traffic area. I look forward to a better Estes Park and feel Concept 2, if done properly and with high quality is best. I also support the addition of a parking garage in the Post office parking lot. Thanks for considering my thoughts and opinions. Please call or e-mail me any time if you would like to discuss this topic further.

Thank You,

Ron Wilcocks



2711 Sunset Lane, Estes Park, 970-577-0021

info@earthwoodcollections.com

BARBARA HABER
910 LAHINCH CIRCLE
RICHARDSON, TEXAS 75081

JANUARY 7, 2015

TOWN OF ESTES
P.O. BOX 1200
ESTES PARK, CO. 80517

ATT: Frank Lancaster/Town Administrator

I SINCERELY HOPE YOU ARE SINCERE IN READING THIS AND CARING WHAT I HAVE TO SAY BEFORE YOU DISMISS MY THOUGHTS.

1867- ESTES WAS RECOGNIZED AS HAVING TOURISM POTENTIAL.
1874- HIGHWAY 36 WAS CONSTRUCTED TO BRING TRAVELERS INTO ESTES PARK. HENCE, RESIDENTS, BUSINESS OWNERS, (MORE & MORE TRAVELERS)
1907-SECOND ROAD CONSTRUCTED THROUGH BIG THOMPSON. AGAIN LEADING TRAVELERS TO THIS AWESOME TOWN KNOWN AS ESTES PARK.

PROGRESS IS MEANT TO INCREASE BUSINESS NOT DEFEAT.

AS MUCH NEGATIVE FEED BACK THAT THE TOWN BOARD CONTINUALLY RECEIVES FROM THE DOWNTOWN BUSINESS OWNERS ABOUT RE-ROUTING TRAFFIC "THE TOWN BOARD" STILL TOOK IT UPON THEM SELVES TO GO FORWARD WITH BORROWING FROM THE GOVERNMENT. HOW DOES \$13 MILLION FROM (FLAP) AND \$4.2 MILLION THROUGH CDOT GET PAID BACK???? MAYBE I'M ILL INFORMED BUT WHEN WAS THE BORROWING OF ALL THIS MONEY PUT TO A VOTE OF THE PEOPLE???? IT HASN'T BEEN THAT LONG SINCE THE TOWN GOT OUT FROM UNDER THE URBAN RENEWAL PAY BACK!!!!.

YOU AREN'T ASKING PERMISSION FOR RE-ROUTING NOR ARE YOU ASKING FOR SUGGESTIONS. YOU ARE MERELY, AS BOARD MEMBERS, MAKING YOURSELVES LOOK GOOD. TO WHOM I HAVE NO IDEA. AS USUAL AS MANY YEARS THAT I HAVE BEEN A PROPERTY OWNER AND TAX PAYER IN ESTES PARK THE TOWN BOARD MEMBERS HAVE CONTINUALLY WANTED TO RUIN A WONDERFUL MOUNTAIN TOWN.

I HAVE HEARD THE RESIDENTS THAT LIVE OUT OF TOWN COMPLAIN THEY CAN'T FIND A PLACE TO PARK AT THE POST OFFICE IN ORDER TO GET THEIR MAIL. (THREE MONTHS OUT OF THE YEAR THESE PEOPLE CAN CONTINUE TO COMPLAIN). IF IT WEREN'T FOR ALL THE TRAFFIC AND PARKED CARS, ESTES PARK WOULD QUICKLY TURN INTO A NOTHING TOWN. DON'T FOOL YOURSELF'S BY YOUR EGOS AND BELIEVE IF YOU RE-ROUT TRAFFIC THAT IT WON'T KILL A LARGE PERCENTAGE OF THE BUSINESSES. MANY OF THE TOURISTS THAT DRIVE THROUGH ESTES PARK ARE DOING JUST THAT, DRIVING THROUGH. HOWEVER, ONCE THEY SEE HOW QUINT OUR DOWNTOWN LOOKS THEY WANT TO STAY. (THIS GIVES REVENUE TO OUR MOTELS/RESTAURANTS/AND ALL OTHER BUSINESSES.) THIS KEEPS OUR TOWN GOING AND PAYS THE TAXES. MAKE SENSE!!!!

IT IS NOT THE VALLEY PEOPLE THAT KNOW ABOUT ESTES PARK THAT COME HERE EVERY YEAR THAT KEEPS THIS TOWN ALIVE. IT'S THE OUT OF STATE AND NEW COMERS (MANY JUST PASSING THROUGH.) THIS IS WHAT KEEPS THE REVENUE GOING.

ALL THE YEARS WE HAD A BUSINESS DOWNTOWN MORE THAN 35% OF OUR CUSTOMERS HAD NO PLANS OF STAYING. THEY WERE MERELY DRIVING THROUGH TO CROSS THE ROCKIES.

WE DON'T WANT TO BE FORT COLLINS, GREELEY OR ANY OTHER MAJOR CITY. THIS IS WHY WE ARE CALLED THE (TOWN) OF ESTES PARK. WE WANT TO BE AND STAY THE (TOWN) OF ESTES PARK.. WE WANT TO REMAIN OUR WONDERFUL MOUNTAIN (TOWN) THAT BECOMES OVER CROWDED, CRAZY WITH CARS AND PEOPLE EVERYWHERE MAY THROUGH AUGUST. THIS IS HOW AND WHY OUR (TOWN) TRULY SURVIVES!

IT IS SHOCKING TO SEE MCDONALD'S. THIS HAS ALREADY TAKEN AWAY THAT WONDERFUL VILLAGE FEEL THE SECOND YOU COME AROUND THE LAKE. YOU ENTER THE TOWN AND YOU SEE STARBUCKS AND SUBWAY ANOTHER STOCKING SIGHT. AT ONE TIME THE PEOPLE HAD AGREED TO KEEP ESTES A MOM & POP OWNED TOWN. KEEP TUGGING AWAY AT THE BEAUTY OF ESTES PARK, TO MAKE CHANGES. OUR BUSINESS OWNERS WON'T HAVE REASONS TO STAY. ESTES PARK WILL BE NOTHING BUT YOUR BY-PASS TO THE ROCKIES. YOU'LL SOON DECIDE TO BRING IN HOME DEPOT, LOWES, SONICS OR ANY OTHER MAJOR CORPORATION LKIE SANTA FE, NEW MEXICO HAS DONE. THEY BY-PASS THEIR QUINT DOWNTOWN SO UNLESS YOU'RE LOOKING FOR OLD TOWN YOU'RE SO FAR OUT OF TOWN YOU AREN'T INTERESTED IN TURNING BACK. UNLESS YOU KNOW THE OLD

HIGHWAY YOU CAN'T FIND TAOS. I FIND THAT RATHER SAD FOR PEOPLE THAT ARE JUST PASSING THROUGH.

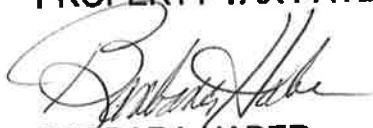
YOU DON'T SEEM TO BE LISTENING. EVERYONE THAT HAS ATTENDED YOUR MEETINGS IS AGAINST THIS PROJECT. THEY HAVE EVEN SIGNED AND SENT IN A PETITION AGAINST THE RE-ROUTING. SO WHAT PART OF (NO) TO THIS PROJECT DO YOU NOT UNDERSTAND. NO IS NO!

YOU ASK FOR FEED BACK FROM THE PEOPLE. YOU CONTINUALLY HOLD MEETINGS FOR OPINIONS. YET EVERYTHING I'M READING FROM YOUR LETTERS STATE THIS PROJECT IS CURRENTLY UNDERWAY. I WOULD HAVE TO SAY THE BUSINESS OWNERS & CITY TAX PAYERS HAVE LOST THEIR SAY IN THIS FIGHT. WHAT HAPPENED TO DEMOCRACY?

I WILL BE MORE THAN HAPPY TO HEAR FROM ANYONE ON THE BOARD.

I WILL ASSUME MY FIRST COMMUNICATION TO THE BOARD HAD NO IMPACT.

VERY CONCERNED ESTES PARK, COLORADO PROPERTY OWNER & PROPERTY TAX PAYER,



BARBARA HABER
910 LAHINCH CIRCLE
RICHARDSON, TEXAS 75081

cc: my 4 tenants on West Elkhorn
Estes Park Trail Gazette

cc: my 4 tenants on West Elkhorn
Estes Park Trail Gazette



TOWN OF ESTES PARK

TOWN ADMINISTRATOR

Frank Lancaster
Town Administrator
970.577.3705
flancaster@estes.org

January 21, 2015

Barbara Haber
910 LaHinch Circle
Richardson TX, 75081

Dear Ms. Haber:

Thank you for your letter expressing your concerns with the Downtown Loop Project. We do appreciate your viewpoint and your opinions and I will pass your letter on to the NEPA review team for inclusion in the official record, as well as share your letter with the Board of Trustees.

I respect your thoughts on this matter and I'd also like to clear up a couple of misconceptions about the project as well.

No money has been borrowed nor is there any plan to borrow any money for the project should it proceed. The project funding is from a Federal Lands Access Program grant of \$13 million dollars. This is federal funding that is not a loan and does not have to be paid back. The remaining \$4.2 million is payment from CDOT for the Town to take over West Elkhorn from Moraine to Wonderview. There is no repayment involved. It is important to understand these are not Town roads and therefore it wouldn't be appropriate to spend Town money on these highways. These roads are owned and operated by the State of Colorado and the funding for the improvements is State and Federal Funds. In fact, the State could do this without participation of the Town, however we have a great cooperative partnership with the State and the Federal Central Lands agency, and we are working together on these State highways that bisect our community.

Traffic congestion is a problem downtown and it is getting worse. Surveys by Visit Estes Park have shown that visitors to Estes Park find traffic and parking to be serious problems. Our citizen surveys show the same thing. Traffic congestion degrades the guest experience downtown, causing concerns about exhaust fumes and other health issues, safety and noise. People love coming to our mountain town for the clean air.

Instead they are faced with slow-moving, idling traffic and diesel fumes. Northern Colorado, the source of many of our visitors throughout the year, has seen its population more than double in the last 30 years and is expected to grow by more than 500,000 in the next 20 year. Estes Park has fallen from the third most popular visitor destination in Colorado to the fifth most popular, and our competitor towns are working diligently to attract more of our guests to their communities. I agree with you completely that is our quaint downtown area that attracts many people to come and stay in Estes Park. That atmosphere is changing and is threatened by the traffic, noise, congestion and exhaust, and some visitors are now avoiding Estes Park for those very reasons. It would be irresponsible for us not to look toward the future needs and not to address this common visitor and resident complaint.

Most people have agreed that traffic and parking are serious issues to the future of our Town, but there are many different opinions on the right solution. The Downtown businesses are no different, and in fact many of the downtown businesses have expressed that change is necessary if we are to survive as a premier mountain destination. We are listening to *all* the opinions downtown, not just the most vocal.

We appreciate all the participation from all our citizens and respect all the opinions and ideas. In the end, it is up to the owner of the road (CDOT) the funders of the project (Federal Central Federal Lands) and the Town Board representing the citizens of Estes Park, to decide what option, if any, best serves the needs of the Town, the State and the National Park. This is exactly how our form of representative democracy is supposed to work.

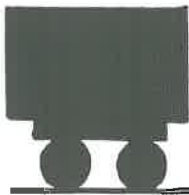
I'm afraid I don't understand your comment that your first communication to the board had no impact. I track all my correspondence and this is the first communication I've received from you. Perhaps you wrote directly to one of the Board members? I assure you your comments and opinions are important to me and to the Town.

Sincerely,



Frank Lancaster
Town Administrator

c.c. Town Board
NEPA Team
Estes Park Trail Gazette



THE ORE CART ROCK SHOP

www.orecart.com

J.L. "Jim" Hull
Dena Bohn, Mgr.

January 16, 2015

To the Honorable Board of Trustees,

I have owned and operated the Ore Cart Rock Shop on West Elkhorn for 43 years. I don't claim to have all the answers, but, by now I at least know most of the questions.

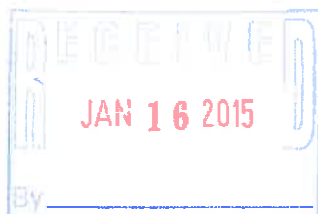
Let me state that I am in favor of the 'Downtown Estes Loop' road realignment project. I know there will be some naysayers. There always have been and always will be. I have now been through 3 terrible floods. After the 1982 Lawn Lake flood, a number of changes came to downtown—wider sidewalks, numerous trees and flowerbeds at the expense of some on street parking spaces. However, when those changes were proposed, some of my downtown neighbors were up in arms—“they are taking the parking places from in front of my store”; “where will my customers park?”; “This will ruin our town!” etc. etc. However, the result was a much nicer atmosphere and. . . improved business for all.

I said I am in favor of this project. Why? For the simple reason that in my 43 years of doing business, I have yet to sell *anything* to someone sitting in a hot car stuck in a traffic jam. And, let's face it. That's what Elkhorn is—virtual gridlock in the summer and most Fall weekends.

I believe we must make it convenient for our residents and guests to drive in town. We also need adequate signage directing them to free parking. This will make it easier for them to eat in our restaurants, shop in our stores and stay in our lodging. Simply put, a happy guest spends more in our town.

I urge you not to get trapped in paralysis by analysis. Consensus on this issue is a pipe dream. It sounds wonderful in theory, but not in practice. Estes Park has many independent-thinking spirits, and you can never make everyone happy. In my years as an independent businessman, I have learned that you can correct a bad decision, but the worst decision of all is no decision. For example, we studied the badly needed parking structure literally to death. I implore you not to make the same mistake here.

In closing, you need to remember that every day you discuss and delay, construction costs rise. Therefore, it is time to conclude the discussion and move forward.



Sincerely,

Rick Grigsby
Estes Park

REGARDING FLAP

The proposed “The Downtown Estes Loop”

FEDERAL LANDS HIGHWAY AGREEMENT DTFH68-14-E-00004

July 1, 2015

Greetings:

FLAP Project Manager Anthony Galardi anthony.galardi@dot.gov
CFLHD Project Manager Michah Leadford micah.leadford@dot.gov
NEPA Program Director Philip Strobel strobel.philip@epa.gov

And all friends¹ of Estes Park, Colorado

RE: MY ENVIRONMENTAL ASSESSMENT FOR THE NEPA RECORD

I am a long standing private friend and supporter of the Estes Region², home of Estes³ and Rocky Mountain National Park⁴. They share very special natural attributes, high mountain ranges, forested and rocky steeps, cascading granite slabs and domes high above its “romantic loveliness”. They are also joined at the shoulder, hip, and heel by the Big Thompson River, the Fall River, Black Canyon Creek, and contiguous borders. The “Parks” and their deeply set mountain streams represent best of Colorado destination brands and span my basecamp for exploring the heights and depths of an adventure-filled faith-based life.

But, I have big problem. The Town of Estes Park is my municipal government.⁵



The Town has become a near and present danger to both extraordinary Parks. It is tripping on a FLAP tightrope strung so tight the Town is woefully out of order; and the Town does not see it. Proper timing, proper procedure. The Town is causing significant business uncertainty that zaps confidence and entrepreneurial energy. It threatens to diminish the Regions' rich legacy.

The Problem in a Nutshell

The Town does not have a community approved big picture roadmap for redeveloping the downtown commercial and river corridors. Yet, Town officials are gambling the very essence of the Region on a hastily considered harebrained Federal Highway Project that is bitterly dividing the downtown community.

There is significant local⁶ and regional⁷ opposition to the LOOP.⁸ Yet, on a slim 4 - 2 majority, the Town Board is pushing the very contentious Federal Project through. I do not personally know the controlling Trustees or what motivates them. They are virtual newcomers. But they do not demonstrate sufficient decorum or skill to oversee Estes Park's grander vision. They do not engender much confidence. Public confusion still exists on whether Town residents, or our Town Board, will ever be allowed to vote on the Project up or down. The Town ducks the question. These conditions and the Town's random approach to infrastructure projects have had significant social and economic impacts on my downtown connections, retail sales tax collections, local marketing district tax collections, capital employment schedules, property values and growth forecasts.

The Project is defined by the February 28, 2014 FEDERAL LANDS HIGHWAY AGREEMENT DTFH68-14-E-00004 entered into by the Federal Highway Administration and the Town of Estes Park. The Agreement was entered into on false pretenses. It was formed on material mistakes. The parties did not comprehend Alternative 1 was not well thought through, that local support for Alternative 1 was a myth, that speed limits would increase, that the Rockwell and East Riverside Bridges would be rebuilt, or that the impacts of the September 2013 Downtown Estes Park Flood would usher a new way of thinking about the future downtown.

The National Environmental Policy Act (NEPA) applies. The Project is currently processing through the NEPA Environmental Assessment (EA) stage. Town officials seem indifferent to the Project's impacts or that the Estes Park Region is taking it hard to the chin. They give no indication of backing off the Project or its 2016 starting date if the NEPA EA gives them a green light. The Town has called for a draft EA report (comparing Alternative 1 with No Action at all) by August 2015. Impacted local businesses and residents have not been consulted or interviewed. If the NEPA EA makes a finding of no significant impact, the Project could take a fast track before more critical regional issues and priorities are fully studied and resolved.

This is my Environmental Assessment and personal statement on how the Project will impact the social connections, economic opportunities, and environment where I work, rest and play. It is as concise as I could make it given the complexity of the issues. It is true and correct to my best information and belief. I consulted smart people⁹. In this, I lay out findings that support the conclusion that **the Project should be terminated summarily**, but if not, **the Project's cumulative long-term environmental impacts are likely to be significant and a full-fledged Environmental Impact Study (EIS) must to be undertaken** before the Town makes any further commitments to it.

My purpose is to save Estes Park and its economic and social vitality for all generations.

I have communicated my concerns directly to the 4 majority Trustees¹⁰. They did not respond.

My Requests of You

Because the Project was rushed through and not well considered, is out of order, and is not in the best long-term interests of the Estes Park Region, I am appealing to you now to use your power to:

1. Summarily terminate the Project.
2. But if not summarily terminated, cause the Project to undergo a full-fledged NEPA Environmental Impact Study (EIS) so that whatever form the Project may later take, it will be in the best interests of the downtown Estes Park community, and so for the Region and the State of Colorado.
3. Encourage Town officials to stop, look, listen, study, and build consensus around a publicly supported comprehensive redevelopment master plan before irrevocably converting significant Estes Park values and traditions into a contentious, hard to deal with, uncompromising Federal Highway realignment plan.

Executive Summary

The Town of Estes Park, together with its partners, Central Federal Lands Highway Division (CFLHD) and the Colorado Department of Transportation (CDOT) initiated the Project under the Federal Lands Access Program (FLAP).

The “purpose” of the Project (aka Alternative 1, the Downtown Estes Loop, or simply the LOOP) is to improve vehicular access to Rocky Mountain National Park by reducing travel times through downtown Estes Park, Colorado. Estes Park has a tradition of seeing high volumes of downtown vehicular and pedestrian traffic during holidays and a few summer weeks every year.

Alternative 1, a **permanent** one-way highway couplet, is the only solution for **temporary** congestion the Project partners have been willing to consider.



Alternate 1 will redesign U.S. Highways 34 and 36 to form a looping couplet around the downtown area's southeastern core. U.S. 36 will be directed to bypass a large section of the business district¹¹ (its traditional downtown commercial course) for faster lanes weaving through traditional Riverside Neighborhoods known for their historic cabins, river-park walks and restful quiet stops.¹² Highway 36 will be realigned to drop down into the Big Thompson River basin, losing up to 6 feet and more in elevation. The Riverside Neighborhoods have a dramatic history of flooding.

All vehicular traffic will be forced to travel one way causing long stretches of out of direction travel. By making RMNP more accessible to federal patrons, downtown Estes Park will become less accessible and less walkable to everyone.

Town officials are acting without voter approval, due diligence, due candor, a master plan or grander vision.

To compensate, Town officials created an illusion and then moved Alternative 1 forward on the myth that it was a "highly recommended" course of action after extensive public input and study. The Town's FLAP grant application perpetuated the false narrative.

Alternative 1 stands to irrevocably change the character of downtown Estes Park in a manner that could destroy the allure of it, and so its' essence, brand, vitality, economic potential, downtown livability and legacy.

Downtown establishments will be isolated from the traditional flow of their afternoon customers. Like the Estes Region's snow fed rivers, Estes traffic has its' seasonal flow. The commercial establishments along Elkhorn and Moraine Avenues (that will be bypassed) have invested in and managed their businesses on that predictable flow. The LOOP will pull their customer base right out from under them. They are set to lose the rerouted traffic but are most reliant on it for their livelihoods and economic vitality. Elkhorn and Moraine is where the "congested" traffic is needed and that is where it should be best managed.

The residential sections and riverside park areas are also very much at stake. They represent the heart and soul of the Estes Park Region. Once the LOOP goes in, Estes is at risk to losing its magic and will never be the same. The neighborhood and park areas that will pick up all of the rerouted traffic, whether the commercial district needs relief of congestion or not, does not want or value the pass through traffic. To the contrary, it needs the vehicular traffic to stay out and away to maintain its very special social vitality.

The Riverside Neighborhood (circa 1907), its aesthetics, air, noise, and water quality, social connectivity, public parks, wildlife habitat, historic properties, existing modes and patterns of travel, will be enveloped by all the significant impacts of heavy volume commercial vehicular traffic.

The Project area has a history of Big Thompson storm water flooding. The Town does not have a Big Thompson flood mitigation plan for the Riverside Neighborhoods. It would be unwise to run U.S. 36 and all eastbound traffic through the Riverside Neighborhoods before upstream flood mitigation is competently undertaken.

The Town does not have a Master Redevelopment Plan for the Project area. Yet, the Project will permanently convert the character of low impact historical neighborhoods and parks into high vehicular traffic impact areas. It will permanently disrupt hundreds of established downtown and vicinity businesses (as well as their customers, suppliers, vendors, employees etc.). The Project deserves a full Environmental Impact Study.

When Estes Park is congested, RMNP is congested. The Project will only steer more unwanted congestion onto Rocky Mountain National Park's scenic roads and trails.

Low cost alternatives for solving seasonal downtown vehicular congestion have often been recommended, are feasible, and should be studied further, if not immediately implemented.

The Project's one-way only street plan will be significantly anti-business, anti-social, anti-parks, anti-seniors and anti-children, anti-multi transportation modal, anti-clean air and water, anti-wildlife, and anti-Estes Park. The federal purpose of getting people to RMNP compromises our local values.

Neither the community nor its guests support the Project. Past surveys results to the contrary are unscientific and phony. The citizens deserve a full fledged study. Official public comment has been decidedly against the Project. Visible opposition throughout the Region is even more one-sided. Yet, the Town and its affiliates keep pushing it forward. Some identified with the Town speak for the Project publicly and against it privately. Some fear their public opposition will bring retaliation and loss of employment. Town officials have unreasonably created business uncertainty for all those directly and indirectly impacted. Had the Project been developed in the private sector, with a board of directors accountable to strategic partners and shareholders, heads would be rolling.

It is in the Estes Regions' best long-term interests to have safe, "complete" downtown streets designed for everyone, including federal patrons; and for all modes of transportation, not just hurried RVs and tour buses trying to be the first in and out of RMNP.

12 Reasons Why the Project Should be Summarily Terminated

1.0 The Town is working blind without a legitimate downtown master plan.

1.1 The Project is a major roadway and river crossing re-development. Yet, the one-way LOOP has never been put to the test of an overall downtown redevelopment plan, does not make clear the Town's grander vision, and has never been put to a public vote.

1.2 The one-way LOOP is an infrastructure feature that will worsen downtown livability and violates complete street policies recommended by past transportation studies for all people, all abilities, and all modes of transportation.

1.3 The Town has a duty to its citizens and downtown stakeholders to better apply itself to generate a clear vision for the future downtown and river corridors, to draft and build consensus around a vibrant, resilient comprehensive redevelopment plan, and to put it to a public vote before the Town starts major roadway realignments.

2.0 The Town has propagated the myth that Alternative 1 is a highly recommended priority of past Estes Park transportation reports after extensive public input.

2.1 With good reason, the Estes Region is an internationally popular "great outdoors" get-a-way. Seasonal interest peaks during a few weeks of the summer. High volumes of converging downtown vehicular and pedestrian traffic can artificially constrain the flow, sometimes causing it to stop or slow.

2.2 Specific low cost solutions¹³ for managing the seasonal traffic congestion have been highly recommended by past citizen groups and transportation studies. These **No Action Alternative(s)** were accepted by the Town as "first priorities" and "prerequisites" before more permanent implementations like new roadway projects could be considered. The low cost alternatives were neglected by the Town.

2.3 The Town then acted in haste in regards to the Federal Lands Access Program. The FLAP Application for the creation of a permanent one-way downtown bypassing LOOP through historic neighborhoods and natural green parks to address a few weeks of seasonal congestion that still can be better managed by the Town with low cost solutions was premature and out of order.

2.4 To compensate, Town officials propagated the myth that Alternative 1 was a “highly recommended” priority of past Estes Park transportation reports after extensive public input. The Project Application was cast with the same false narrative.¹⁴

2.5 Contrary to the myth, past transportation studies¹⁵ recommend:

- two-way streets;
- the adoption of “complete street” policies that accommodate all people and all modes of travel (not just motorized vehicles making their way in and out of RMNP);
- a downtown with a vibrant mix of connecting trails, walks, bike paths, parks, restaurants, cafes, shops, venues, and attractions; not one-way highways;
- smoothing out downtown congestion with smart way finding signage and a good plan to get people quickly and conveniently parked;
- a smart functioning transit system with perimeter parking as a good alternative to seasonal congestion; and,
- preserving and protecting the downtown's natural attributes and historical character.

2.6 In pressing ahead with the LOOP, the Town is advancing personal agendas, not the established general will of its citizens.

2.7 The One-way Couplet aka Alternative 1 is a recent creation, not a highly recommended priority of past Estes Park transportation studies. At best, one-way highway realignments through West Riverside Drive was a last worst case alternative. Town stakeholders¹⁶ and residents support a downtown that looks and feels much different than a one-way LOOP. Alternative 1 does not respect the principles or priorities of past transportation studies. Alternative 1 exposes its residents to significant business uncertainties and long-term risks.

3.0 The Town has not implemented low cost alternatives which were prerequisites to long-term road reconfigurations.

3.1 The Project is not in keeping with past transportation studies recommendations.

3.2 Past studies have recommended the Town implement a series of low cost solutions to smooth out downtown congestion. In 2012, the Committee made certain in no ambiguous terms, the Town must take reasonable and specific steps to improve seasonal congestion before the Town had permission to consider any long term road reconfigurations.

3.3 These study recommendations have not be implemented:

- All northbound Moraine Avenue traffic must turn right at Rockwell Street to “bypass” downtown¹⁷ .

This measure would eliminate all big rigs, RVs, buses, delivery trucks, construction vehicles from clogging up the Elkhorn/Moraine intersection when attempting a tight right turn in the midst of pedestrians. Please consult with local delivery drivers including Federal Express regarding this very useful alternative. I have contact numbers.

- Develop policies for the implementation of a multi-modal approach to street design for new or reconstructed streets.
- Efficiently distribute information to residents and visitors regarding parking availability, driving directions to popular destinations, and other relevant data via electronic methods and improved way finding signage.
- Evaluate destination or attraction signs and adopt a Signage Plan to easily direct people to their destination without unnecessarily sending them down Elkhorn Avenue.
- Improve directional signage to remote parking lots and downtown parking locations.

- For guests leaving Rocky Mountain National Park, provide better signage directing drivers to CO Hwy 7 or US Hwy 34
- Develop digital applications (such as WIFI/Internet/ GPS/cell phone applications) to deliver static and dynamic real time information on parking availability, shuttle services, traffic congestion, special events, etc.
- Encourage Town employees to park in remote Park-and-Ride locations during the peak season.
- Work with Rocky Mountain National Park and CDOT to provide improved signage on both US Hwy 34 and US Hwy 36 directing visitors to Rocky Mountain National Park and drivers to Old Fall River Road, Trail Ridge Road, Sheep Lake or the Alluvial Fan to the Fall River entrance via Wonderview or US Hwy 34 West.

3.4 Before irrevocably altering the historic downtown transportation alternatives, the Town should first implement all 3.3 recommendations and test the effectiveness of intelligent travel demand management measures, traffic cops, Barnes dance pedestrian crossings, optimized traffic signaling, lane messaging and striping, and intelligent signage directing RMNP traffic to the existing and underutilized North Bypass to RMNP. **All these solutions are good alternatives to Alternative 1.**

4.0 The Project does not address the the Town's most pressing floodplain challenges and is out of order.

4.1 Within months of the Project Application, downtown Estes Park sustained significant storm water flooding. Up and down the Big Thompson River, Fall River, and Black Canyon Creek some channels were cut wider and deeper and can carry more water and others are shallower and narrower and can carry less water. Flood mitigation became Estes Park's greatest long term challenge and most immediate problem. Flood Map revisions, escalating insurance rates, revised development codes, deteriorating infrastructure and related matters are all new active topics under discussion.



4.2 I have posted this raw video for your consideration and the official NEPA record. **[The LOOP'S Southeast Segment has a History of Flooding \[VIDEO\]](#)**

4.3 The Project is a major road development that will pass through the downtown Big Thompson River basin descending well below its present “No Action” course of travel. Upstream flood mitigation measures and downtown flood plain impacts must be fully studied and remedied.

4.4 The Town is now asserting the Project will mitigate downtown flooding problems by rebuilding three downtown Big Thompson bridges; the Ivy Street, Rockwell Avenue and East Riverside Bridges. The Project Agreement only contemplates replacing one, the Ivy Bridge. Replacing downtown Big Thompson bridges will have no real impact on keeping Estes Park residences and businesses safe. The Big Thompson bridges efficiently conveyed the flood waters in its channel and did not contribute to widespread flooding in the downtown core during the September 2013 flooding. Before approaching the bridges, the Big Thompson River was already well out of its banks. Neither bridge contributed to the flooding. The water was already running down both East and West Riverside Drives. See: [My Flood Video](#). We need to know the true scope of the bridges to be impacted or replaced. We need further study to understand the risk of future flooding events.

4.5 Elevating downtown highway beds and river crossings will not, without major upstream redevelopment projects including channel improvements, flood walls, and other as of yet undesignated water diversion projects, mitigate downtown flood risks or the Town's new Flood Plain Map challenges.

4.6 The Town does not have a hydrology and hydraulics study or Big Thompson flood mitigation plan upstream of Estes Lake nor for the downtown core or the Project's new US 36 highway riverside location. Until sound upstream flood mitigation efforts are approved and underway, it would be foolhardy to put US 36 there.

4.7 The Big Thompson River, Fall River, and Black Canyon Creek begin and grow swiftly within the boundaries of RMNP. Estes Park flood waters have their beginning high in the Federal Park. It would be unwise to realign US 36 without a clear understanding of the future downtown floodplain risks and effects on new building plans and regulations. What flood mitigation efforts are allowable within RMNP? The Department of Interior and Army Corp of Engineers should fully study the impacts of future flooding with or without upstream terracing and other flood mitigation techniques.

4.8 In 2012, RMNP's Fern Lake Fire¹⁸ consumed much of the highest Big Thompson River drainage basin. The land scar will pose additional risks for at least 10 years. Land scars, land falls and active ground erosion contributed to the September 2013 flood. The burn zone remains unsettled¹⁹ and is not equipped to hold and orderly disperse snow melt or bursts of rain. Flow downtown still shows evidence of an unsettled burn zone upstream. Further study on the burn scar, flood mitigation, effects of climate change on snow and rain fall, and RMNP evacuation plans must be accomplished before a US Highway for the benefit of Park visitors is build through Estes Parks' most vulnerable downtown flood zone.

4.9 For downtown Estes Park, everything has changed since the last big flood. The Town needs to develop a new plan. The Project is out of order. It is a cart before the horse.

5.0 RMNP officials and their rank and file do not recommend the Project.

5.1 The Town claimed RMNP highly endorsed Alternative 1. Evidence suggests RMNP was never solidly behind the Project.²⁰ I will stand corrected if any RMNP official directly contacts me and comments to the contrary.

5.3 Federal patrons may access RMNP without having to pass through downtown Estes Park.

6.0 The Project will be at the expense of the downtown's economic vitality.

6.1 The Project stands to significantly impact just about everybody that works, rests or plays in the downtown community. The Project will dispense its harshest impacts disproportionately as the LOOP diverts traditional traffic patterns from one group and delivers it to another group. Some business will be plowed under just for being in the way. Large sections of business entities will be more isolated from their

strategic partners, guests, customers, vendors, and employees. With the physical barriers imposed by the LOOP, old social and business connections will be undermined and then lost. Most everyone suffers. Only a small group of establishments east of Riverside Drive will be positioned to gain new customers. The rest will lose their traditional afternoon traffic. One large group of businesses that has hung in with the Town and brought it back to life after past community hardships, fires or floods will be left out the most. They have been winning friendships and hearts of the Region's guests for generations over. Their pull with Town guests should be valued, not disregarded. Both East and West are economic engines and should be easily fueled. Equal opportunity for all.

6.2 One-way streets harm small downtown authentic relationships. Two-way street networks increase economic activity and livability²¹. The LOOP will crush it. The impact of one-way streets on the downtown community requires extensive study.

6.3 Estes Park is now highly acclaimed worldwide over. The LOOP threatens it to make it just another bypass town. The rippling economic impacts need to be fully evaluated.

6.4 The Town must conduct community business with proper timing, order, and procedure. This is the proper time for Estes Park to create an exciting roadmap to the future downtown.

6.5 The Environmental Assessment will be arbitrary without consulting a large pool of downtown commercial enterprises on both sides of East Riverside Drive.

7.0 The Project will be at the expense of historic neighborhoods, public outdoor parks, air quality, water quality of the the Big Thompson River, and valued wildlife habitat and species.

7.1 The Project will permanently reroute all east-bound Highway 36 traffic, big rigs, RVs, buses, delivery trucks, construction vehicles, Town vehicles and vacationers through a non-commercial residential and natural park area presently marked by West and East Riverside Drives. The parks represent the only open green spaces on the south side of downtown.²² Detailed study of the impacts are necessary. For



Estes Park to compete favorably in perpetuity, it must embrace, celebrate and enhance the “walkable” authentic mountain village style of the Riverside Neighborhoods.

7.2 The Riverside Neighborhood is a natural garden highly valued by residents and worldwide visitors, young and old. Yet, the LOOP will dramatically change the character of its use from local residential to highway commercial, and will multiply vehicular consequences and volumes by many factors. Volume and related impacts must be studied.

7.3 The realigned Highway 36 will run along a tree-lined stretch of the Big Thompson River. It will significantly impact the social uses of three very narrow riverside public parks including two children’s play areas. The Project will negatively impact the parks’ social interactions by moving all the heavy commercial traffic impacts into their quiet small spaces. The dedicated parks are already small to tiny in size. The Project will significantly cut away and invade their special space. Further study is necessary to properly assess the Project’s impacts of the neighborhoods and parks. The Town does not have comparable areas or parks to trade.

7.5 The realigned Highway 36 will invade vital natural suburban habitat for bear, moose, elk, deer, bobcat, raptures, birds, spawning rainbow trout and people of every kind.

7.6 I have prepared this video for your consideration and the NEPA public record: **The Proposed Loop will have Significant Impacts for Everybody [VIDEO]**, The cumulative environmental impacts are significant and self evident.

7.7 The Project will physically divide the riverside area and thwart purposeful multi-modal travel. it will limit choices and cause significant out of direction travel when circumnavigating downtown.

7.8 Money changing activities will follow new traffic patterns into the Riverside Neighborhoods. This means redevelopment. The Town does not have any approved Riverside redevelopment plan. The Project will irrevocably change vehicular and pedestrian traffic patterns and will set the Town on a course to convert the Riverside area into a new commercial district without citizen approval.

7.9 My Riverside neighbors are competent to give probative evidence on the significant social and environmental impacts of the Project. The Environmental Assessment will be arbitrary without consulting them on their observations, knowledge and connections with the neighborhood and Baldwin Park. Contact me for a list.

8.0 CFLHD is inexperienced in urban planning.

8.1 On February 28, 2014, the Town, in furtherance of the federal grant process, entered into an agreement with the Central Federal Lands Highway Division (CFLHD) of the Federal Highway Administration to design and build the Project (Project Agreement).

8.2 Estes Park is a scenic high mountain get-a-way known for its romantic elegance and natural beauty where people work, sleep, seek great adventure, and play. CFLHD does not have sufficient experience with urban design.

8.3 The Estes Park Region is a sublime garden. It will benefit from a little ingenuity, tidying up, spit and shine, paint, gardening, and maintained roads; but not by bulldozed cabins, parks, businesses or homes.

9.0 The NEPA process excluded consideration of all other alternatives.

9.1 As Federal funds are involved, the Project is subject to the National Environmental Policy Act (NEPA). NEPA requires an analysis of the Project to see if other alternatives may have fewer economic, environmental, or social impacts. Time and again the Town communicated public input was welcome and would be considered. On March 9, 2015, the NEPA team notified the Town that only the original scope of work (Alternative 1, the one-way couplet) would be considered for funding.

10.0 The Project's cumulative long-term environmental impacts will be significant.

10.0 One-way streets are bad for everyone but speeding cars.²³

10.1 The completion of the Project would require governmental acquisition of property that will eliminate housing and businesses, decrease green space and degrade the quality of life for those residing along the proposed route. According to the Estes Park Board of Realtors, the Project will not protect the right of real property ownership or the opportunity to enjoy it, and does not act fairly toward all.

10.2 The Town has underestimated the costs of eminent domain.

10.3 The Project does not address the the Town's parking challenges which contribute to seasonal congestion.

10.4 The Project does not have a plan for addressing the traffic impacts on East Riverside Drive south of the Ivy Bridge. This requires further study.

10.5 The Project does not address pedestrian traffic on East Riverside Drive between the business district and the historic Ariel Tramway on Prospect Mountain. This requires further study.

10.6 The LOOP will not give out-of-state visitors the experience of driving through our mountain village.

10.7 The LOOP will result in a net loss of 35 downtown parking spaces.

10.8 The LOOP will lead to significant out of direction travel.

10.9 The LOOP will require all east bound commercial traffic to pass through the Riverside area whether there is downtown traffic congestion in the commercial core or not.

10.10 The LOOP will move vehicular congestion into the Confluence Park area which is the only area in downtown with a panoramic view of Longs Peak, the Continental Divide, Mummy Range and the Lumpy Ridge.

10.11 The LOOP vehicular traffic emissions and noise will be magnified by Little Prospect Mountain's rocky cliffs that hang over East Riverside Drive.

10.12 The LOOP will not mitigate Estes Park's most serious downtown traffic chokepoint at the main east entrance into downtown, the intersection of Highways 7, 34 and 36.

10.13 The LOOP will only move traffic congestion, not reduce it. Congestion will be moved to the Moraine Avenue/Crags Drive/West Riverside intersection, and the Riverside neighborhoods, the West Riverside Drive and East Riverside intersection and at the point of merging two lanes into one on southbound Moraine Avenue before it turns west to RMNP. Further study is required to evaluate the unintended impacts of the Project.

10.14 The LOOP will impact the quality of the Big Thompson River with unintended storm rain drainage. Further environmental study is required

10.15 Estes Region maps in books, on posters, prints, folded pamphlets and in digital form will have to be redesigned. The financial impacts and man hour costs to entrepreneurs and business to "realign" streets on their products is not understood. This requires further study.

10.16 The Project will bulldoze the historic Donut Haus. It has been serving fine sweet pastries to guests and locals alike without discrimination.

11.0 It is in best interest of the Estes Park Region to have complete streets²⁴ for everyone.

NOW THEREFORE, BE IT RESOLVED THAT,

The Town of Estes Park shall adopt the following ordinance.

Section 1. Complete Downtown Streets

1.1 Vehicular, public transportation, bicycle, and pedestrian modes are integral to the transportation system in the downtown core and river corridors, and the Town of Estes Park shall view all downtown transportation improvements as opportunities to improve safety, access, and mobility for all travelers.

1.2 All downtown transportation projects receiving federal or state funds shall improve safety, access, and mobility for users of all ages and abilities, who are defined to include local and visiting pedestrians, bicyclists, public transportation vehicles and their passengers, motorists, transporters of commercial goods, emergency responders, persons with disabilities, older adults, children and downtown stakeholders.

1.3 Accommodations for all users shall be included in the planning, design, construction, reconstruction, realignment, rehabilitation, maintenance, and operations of any state, county, or local transportation facilities receiving funds from the Town of Estes Park.

The Town of Estes Park shall aim to create a safe, comprehensive, integrated, and connected downtown network with consistent way-finding signs and street markings to accommodate all users in a manner that is suitable to the downtown context, both suburban and urban.

1.4 Vehicular speed limits along the downtown river corridors shall not increase [above current levels] without approval of the electors.

1.5. Downtown Town streets shall not be converted into state highways or one-way roads without approval of the electors. [Exceptions: Rockwell Avenue and Wiest Street]

1.6. The Town of Estes Park shall revise its downtown flood plan and upstream flood mitigation policies to be consistent Sections 1.1 - 1.5.

1.7 The Town of Estes Park shall prepare a comprehensive Downtown Redevelopment Plan incorporating these Complete Downtown Street policies. The Estes Park Downtown Redevelopment Plan shall not be effective until approved by the electors.

1.8 The Town of Estes Park may, subject to the peoples' rights of initiative petition, adopt model policies of the National Complete Street Coalition as are consistent with the foregoing general policies stated in Sections 1.1 - 1.7.

Section 2 Exception

2.1 Exemption Requirements And Procedures. The policy described in Section 1 shall allow for a project-specific exemption from an applicable complete streets policy if—

2.1.1 An affected roadway prohibits, by law, use of the roadway by specified users, in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;

2.1.2 The cost to the exempted project in achieving compliance with the applicable complete streets policy would be excessively disproportionate (as defined in the 2001 Department of Transportation Guidance on Accommodating Bicycle and Pedestrian Travel), as compared to the need or probable use of a particular complete street; or

Rick Grigsby
Estes Park

2.1.3 The existing and planned population, employment densities, traffic volumes, or level of transit service around a particular roadway is so low, that the expected users of the roadway will not include pedestrians, public transportation, freight vehicles, or bicyclists; and the project-specific exemption is approved by the Transportation Visioning Committee.

Section 3. Effective Date

3.1 This Act shall take effect on [election date].

12.0 The Town of Estes Park is at a crossroads. Before it takes a leap down the FLAP highway, the Town needs a “big picture” guide book that will preserve and protect Estes Park for all generations.

12.1 Wisdom says that when we face a crossroads we are to stop, look, ask, listen and study before we leap. And, a house divided against itself will not stand.

12.2 The Town of Estes Park has challenges. Regarding the Project, the Town is walking its own agenda. It is way out ahead of Town’s people.

I am asking you to help me terminate or slow down the Project and 4 out of order trustees until the Town has a well developed cohesive downtown vision that will form a firm basis to test the Project’s suitability, chart a course to mitigate its significant impacts, and guide future decisions, We need further study to fully understand the Project’s environmental impacts and time to build consensus around a vibrant comprehensive downtown redevelopment plan.

Thanks in advance for your assistance.

Please contact me directly for further information.

Rick Grigsby
260 E. Riverside Drive
Estes Park, CO 80517
Publius@beyondbb.com
970.231.4016

NEPA Program Deputy Director David Fronczak fronczak.david@epa.gov
NEPA Compliance Director Dana Allen allen.dana@epa.gov

bcc:

¹ Now is the time for all good people, near and far, to come to the aid of their treasured American Rocky Mountain Wonderland.

² The Estes Park Region, [The Spell of the Rockies](#), Enos A. Mills, First Edition, p. 337

³ [Visit Estes Park](#)

⁴ [Rocky Mountain National Park](#)

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Estes Park

⁵ Town of Estes Park; I was first captured by the Region in 1983. My real experience with local Town governance began around 2000. I became closely acquainted with the workings of the Town when my wife and I designed and built a new family home within Town limits; when we created Rocky Mountain Memories, Inc. and made downtown Estes Park its principal place of retail & service business; when I saw Town projects, salaries, parties and taxes going up while downtown parking, signage and road maintenance issues were neglected; when we saw fire and rain with downtown neighbors, discussed with Town officials their revival plans, and worked hard to keep the Riverwalk Connection and Moraine Drive Crosswalk open for all pedestrians; when I talked to Town officials about Riverside plans and restored by hand historic Riverside property for a personal urban renewal project and private retreat; when we arranged for each required license, permit, inspection and procedures for collecting Town taxes; when the 100 year old "Redemption Cabin of Estes Park" was placed back into productive service in 2013; when I began to evaluate the Town's take from the productive efforts of town people and the Town's unsatisfactory performance; and when I heard and looked into double-talk from Town officials about federal highway money that is here to help us and solve all our congestion and parking problems.

⁶ EstesTruth.org

⁷ See generally, EstesTruth.org; E.g. Nancy Balcetis "My family has been coming to Estes Park for 40 years. Leaving the heat and humidity of the plains of Nebraska, our first thrill is entering the amazing Big Thompson Canyon past Loveland and viewing the rushing waters of the sparkling river.....it's tradition. We always camp at the pristine Moraine campground in Rocky Mountain National Park....it's tradition. The second thrill we experience is driving into Estes on the way to the park where we see the little store fronts, benches, and beautiful flower beds. We make plans right then to come into town the next morning. At the end of our wonderful time in this piece of God's paradise, we leave the park through those same streets as we say good bye to a vacation of hiking, camping, visiting family, and shopping in beautiful Estes Park.....it's tradition. Estes Park, with it's river walk, outdoor theater, campfire sing along, Simply Christmas, and The Donut Haus is a tradition, too. Please don't change a thing about this beautiful, quaint little town in the mountains. My family says, "No to the Loop!" Please include this statement in the official record."

⁸ The Downtown Estes Loop

⁹ The Estes Park Smart Growth Alliance

¹⁰ Regarding FLAP

¹¹ Elkhorn Drive and Moraine Avenue establishments west of the East Riverside Bridge.

¹² West Riverside Drive, East Riverside Drive, Riverside Park 1, Riverside Park 2, Baldwin Park, Confluence Park and the Children's Park.

¹³ See 3.0 et. seq.

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Estes Park

¹⁴ Background. On December 11, 2012, the Town's Public Works Director briefed the Town Board on a "unique opportunity" for transportation funding. The federal funding legislation, designated as Moving Ahead for Progress in the 21 Century (MAP-21), has the program goal to improve state and local transportation facilities that are within or adjacent to, or that provide access to, federal land.

On December 13, 2012, the Town's Public Works Director advised that "both the 2003 Estes Park Transportation Study and the recent Transportation Visioning Committee reports recommended the projects as a solution to congestion and the various detrimental effects of congestion to the economy, visitor experience and the environment". Town Board Study Session Agenda of 12.11.2012; Town of Estes Park Engineering Report of 12.13.12.

The Town Board was advised that there would be a call for projects under the Office of Federal Lands highway access program one month later (in January 2013) and that the Town's grant application must be completed a couple of months thereafter. They discussed RMNP must be a major player. They discussed that the process did not afford them sufficient time for public involvement. They discussed using the Transportation Visioning Committee as their cover. Town Board Study Session Citizen Notes dated 12.11.2012.

On January 8, 2013, the Town's Public Works Director wrote a memo to the Town Mayor, Board of Trustees and Administrator detailing the plan:

"In April of 2012 the Town Board's appointed Transportation Visioning Committee (TVC), completed their work subsequently submitting a comprehensive report with their recommendations to the Town Board of Trustees. One of the recommendations of the TVC was to form a Citizen's Transportation Advisory Committee (TAC) that would meet with Town staff and review transportation initiatives providing input with recommendations supporting the TVC report."

"In an effort to support the TVC recommendations staff has started the process to implement one of the TVC's recommendations, to form a citizen's transportation committee. We have advertised for TAC applicants through the local paper with the deadline of January 7, 2013. As of January 4th we have received only one application. If we do not receive the requisite number of applicants (7) we will re-advertise, submit a series of press releases and initiate other recruitment strategies as needed."

"At this point staff is seeking approval from the Town Board regarding the direction currently initiated, including the draft mission statement, and input of any changes the Town Board would like implemented."

"Draft Mission Statement: The mission of the Town of Estes Park Transportation Advisory Committee is to: support comprehensive transportation planning that enhances the quality of life of the citizens, business and visitors to the Town of Estes Park; support the continued safety and maintenance of the Town of Estes Park Transportation System and to review and recommend transportation related capital projects to implement the Board of Trustees' transportation goals. The committee will act as a sounding board to the Board of Trustees and the Town Department of Public Works on transportation planning, construction and maintenance issues including: roads, transit, trails, pedestrian access, parking and air quality. The Committee will support the Town Board and staff in local and regional transportation planning and promote cooperative efforts to resolve transportation issues in the Estes valley."

The memo included a Sample motion: "I moved to approve/deny the mission statement for the Transportation Advisory Committee." Town of Estes Park Public Works Memo dated 1.8.13 RE: Transportation Advisory Committee Mission Statement.

Two days later on January 10, 2013, the Town's Public Works Director reported that he was working with the firm of Felsburg Holt and Ullevig to compile general information on two roadway alignment alternatives and one trail alternative, which would provide access from downtown to Rocky Mountain National Park, for the Board to consider as possible projects to submit in response to an anticipated call for projects under the Federal Lands Access Program. The report indicated that the information would be presented to the Board at an upcoming Town Board Study Session. Town of Estes Park Record of Proceedings dated 1.10.13

At the January 22, 2013 Town Board Study Session, the the Town's Public Works Director updated the Mayor, Trustees, and Administrator as follows:

"As requested, staff is bringing forward additional information regarding this opportunity and is researching three different possible projects that fit within the grant criteria. The three projects researched are:

A one-way couplet utilizing the existing state highway through downtown and an additional one-way alignment in the Riverside Drive area.

A two-way State highway redirected to the Riverside Drive area and eliminating the state highway designation downtown.

A multi-use trail from the downtown area along the Big Thompson River out to the entrance of RMNP." Town Board Study Session Agenda of 1.22.2013; RE: Transportation Grants; Town of Estes Park Public Works Report of 1.22.13

Town staff was responsible for rushing the Project though and for coming up with the recommendation for Alternative 1. If you take a full view of the 2003 Estes Park Transportation Study and 2012 Transportation Visioning Committee Report, you will find neither highly recommended the Project as the Town has since suggested.

¹⁵ See in toto the [2012 Transportation Visioning Committee's Roadmap to the Future](#); the [Estes Valley Transportation Alternatives Study of 2003](#)

Rick Grigsby
Estes Park

¹⁶ On March 19, 2013, the Town first briefed its citizens of their opportunity to apply for a federal grant that would "improve the community's state highways through modification and rerouting, while enhancing the local economy and overall quality-of-life". The Town's stated goal was to find creative solutions to the "good problem" we have of accommodating the millions of visitors we see each summer, while benefiting the residents and businesses of Estes Park with projects that "had been recommended by several transportation studies to improve traffic flow and access to Rocky Mountain National Park".

At the special meeting, Town staff presented to the public a few basic conceptual drawings. Town citizens reiterated the lack of a good downtown parking plan was their biggest issue. The participants provided their feedback and asked the Town to pursue the grant opportunity for a downtown transit and parking facility.

During the May 2013, the Town filed its Project Application for a one-way downtown LOOP.

Inexplicably, the downtown transit and parking facility were omitted from the grant application. Estes Park Transportation Analysis FHWA Grant Application 13-001 dated 5/14/13. Town officials pursued their own agenda. Town citizens participating in the "extensive public outreach" were dismayed.

By October 23, 2013, a month after our last major flood, the Town was awarded a \$13 million Federal Land Access Program grant and also received a \$4.2 million grant through the Colorado Department of Transportation (CDOT) Responsible Acceleration of Maintenance and Partnerships (RAMP) program. Together with the Town's in-kind contribution, low income housing that will be bulldozed to make way for the new highway, the Project's total funding is approximately \$17,205,000.

Once funding was known, the Town and its partners at the Central Federal Lands Highway Division (CFLHD) and CDOT initiated a project development process including public outreach, identification of alternatives, environmental analysis, and preliminary engineering for the "Downtown Estes Loop".

I attended all public outreach opportunities and provided feedback and made comments for the record.

On December 10, 2013, Town staff briefed the Town Board on the "FLAP Grant- Next Steps". During the Study Session, the Board was advised that RMNP was only going to be a minor player, full consideration of eminent domain was omitted from the Application "because it was forgotten", and that CFLHD was inexperienced in urban planning. Town Board Study Session Agenda and Citizen Notes dated 12.10.2013.

At some point during the Project development process, the Town stopped claiming the Downtown Estes Loop was recommended by previous transportation studies as a high priority and began to describe the Loop as a project that "builds on" previous transportation planning studies and an outreach process conducted in the Spring of 2013 to gather input on the community's priorities for improving transportation downtown, and that the one-way couplet option was the majority of the participating public's preference "to increase traffic flow".

On February 28, 2014, the Town, in furtherance of the federal grant process, entered into an agreement with the CFLHD of the Federal Highway Administration to design and build the Project. (the Federal Highway Administration Federal Lands Highway Agreement DTFH68-14-E-00004 or the Project Agreement).

¹⁷ 2008 Downtown Circulation Study

¹⁸ www.nps.gov/romo/learn/nature/fern_lake_fire.htm

¹⁹ [Fern Fire Research](#)

²⁰ The Town claimed RMNP endorsed Alternative 1 as a high priority.

I have known RMNP officials and walked with Rangers for many years. They follow "Leave No Trace Outdoor Ethics": Plan ahead, Be considerate of others, Leave what you find, Minimize your impacts, and Respect wildlife.

True to their creed, RMNP does not want more vehicular traffic accessing their park. There are being respectful to the Town, but do not want to be a player in the Town's FLAP Project.

As further evidence: Park officials completed the RMNP Transportation Study in 2000. RMNP based the analyses on existing conditions (2000) and 20-year projections (2020). Alternatives that were screened out and not considered for additional analysis included increasing the capacity of RMNP roads and significantly increasing the parking capacity within RMNP to accommodate demand.

The Project Agreement was circulated for signatures on or soon after February 28, 2014. Finally, on June 12, 2014, RMNP's Superintendent sent a memo to the Town, CDOT and CFLHD regarding the Project Agreement as follows:

"The Park boundary is located approximately 1.3 mile, via U.S. Highway 36, from the proposed project. While we appreciate the opportunity that was extended to the National Park Service to participate in the preparation of several project products, to provide several services, and to serve in several roles related to the project, we find that the project is far enough removed from the park boundary that we only need to serve in the following two roles,

1. Review and sign the Project Agreement
2. Review and comment on environmental documents

We are declining to participate in the other "product/service/role" items listed in the agreement. It is with this understanding that I have signed the project agreement".

RMNP has declined to promote or assist in the Project.

²¹ [Two-Way Street Networks: More Efficient than Previously Thought?](#)

²² [Estes Park Town Parks](#)

²³ [Why one-way streets are bad for everyone but speeding cars.](#); The Washington Post April 17, 2015

²⁴ National Complete Streets Coalition, [National Complete Streets](#)

Frank Lancaster, Estes Park Town Administrator
William Pinkham, Estes Park Mayor
[REDACTED]

Re: Bike lane request as part of FLAP project

February 16, 2015

To Whom it May Concern,

I am writing to you as a resident of Estes Park asking that you please consider adding bike lanes through downtown Estes Park as part of the reconstruction of roadways due to the FLAP. I love Estes Park and have been visiting with my family for many, many years. In September 2013, we bought a house in Estes. Estes is such a family friendly town in most ways. However, there is one area in which Estes is not family friendly at all-the complete lack of bicycle lanes through town.

I live on Davis Hill and would love to be able to safely ride my bike from my house through town to Lake Estes with my two school age children and my husband. We live on Davis Hill and getting to the lake or any businesses on Elkhorn is scary. We go to the farmer's market each week during the summer, the library, Performance Park, ice cream shops and other businesses on Elkhorn and the streets running perpendicular to Elkhorn. I am so stressed out and concerned every time we go on a bike ride, which is almost every summer day in our case. When my family and I go on a bike ride we must ride down Elkhorn in the right hand lane. If we stay to the right in the right hand lane it is very dangerous for us all. We have been almost swiped by cars numerous times. We have had people honk at my children for not going the 25mph speed limit and it seems every car tries to pass too closely. The alternative is to take up the entire right hand lane so we can safely travel on our bikes without fear of being swiped by a car. This is not ideal as it slows down one lane of traffic along Elkhorn. We cannot ride on the sidewalks because they are too crowded and it is prohibited. We cannot ride on the Riverwalk because it is prohibited and must therefore walk the length of Downtown on the Riverwalk when we have bikes (which kind of ruins the point of going for a bike ride).

Ideally, in my opinion, Estes would have bike lanes to enable a person to ride from the west to the east end of Elkhorn through Downtown, along Rockwell and Riverside, and along Moraine. How wonderful it would be to see families, both local and visiting, be able to safely enjoy their time in Estes Park on bikes together!

I also hope that those of us on Davis hill will not be forgotten when it comes to any future crosswalks. It would certainly be nice to have a crosswalk east to west across Moraine at Davis if the new plan turns Moraine into a one way road. Thank you very much for your consideration and work on the project.

Best regards,



Jennifer Wood
250 Courtney Lane
Estes Park, CO 80517
jenniferhwood@gmail.com

P. O. Box 3052
Roswell, NM 88202

2010 Tanager Road
Estes Park, CO 80517

April 25, 2016

Mr. Frank Lancaster
Town Administrator
Town of Estes Park

The Loop Project

I may well be out of date with my thoughts and recommendations, as I've been in Roswell since mid-October. Circumstances have prevented me from monitoring the news on the Loop and delayed my writing.

In my view, the *quality* of the traffic through Town is as much an issue as the *quantity*. Yet what seems considered mainly has been dry numbers of vehicles. Numerous large RV's were not passing through Town thirty or so years ago, such as after the impressive rebuilding following the Lawn Lake Flood. A visitor to the downtown, whether tourist or resident, could see the other side of Elkhorn Avenue. No wonder now there is such a longing for a pedestrian mall.

Estes Park traffic and parking has been a problem for years. These are clearly difficult, complex problems even before considering the inevitable dissatisfied residents, property owners, and businesses whatever the proposed solution. My perspective goes back to the 1970's when I started visiting the Park. I've owned my home, up the hill in the High Drive area, since 1996; and, since 2007, it has been my principal residence.

Through traffic of RV's on Elkhorn Avenue needs to be discontinued and diverted. Estes Park already has in place good alternate routes, if the will is there to face the heart of the problem.

RV and trailer traffic bound for either the Y-Camp or the US 36 main entrance to the Park could be directed south on Highway 7. This traffic would proceed to Peak View Drive and then to Mary's Lake Road down to the US 36 – Moraine Avenue traffic light. Some segments of Highway 7 and this section of Mary's Lake Road would require considerable improvement. In the context of the proposed Loop Project, that would not seem to be an issue.

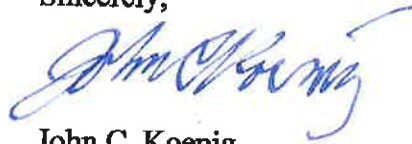
RV/camper traffic bound for the many establishments along US 34 heading to the Park west of downtown would proceed as usual. This would also be the access to those on Elkhorn Avenue between the west of downtown and US 34.

I've "borrowed" the Estes Park 2013-2014 Discovery Map on which to indicate this proposal so that a sense of location can be gained. I'm pleased to point out the more detailed map of the downtown has no changes. Moreover, there are no 1-way roads in this proposal. In my experience, 1-way equals raceway.

This may seem drastic compared to the apparent simplicity of the Loop rerouting. The adverse consequences of the Loop, however, are irretrievable. This alternative lends itself to gradual implementation, modification with experience, and even abandonment if it doesn't work as well as envisioned.

Telling people they can't do something is difficult these days. Even more difficult is making a distinction – some can go through Town, some can't. But this is pretty much what it boils down to: "Just say no." Estes Park has had some tough times with floods. My view is recovery from the floods would be perceived as easy in hindsight compared to the probable irreparable damage of the Loop scheme. On the other hand, many ancillary benefits can be readily envisioned over the longer term with this proposal.

Sincerely,



John C. Koenig

ESTES PARK Discovery Map 2013-2014 COLORADO

KEY

GRID LOCATORS & LABELS

- WHERE TO EAT
- WHERE TO STAY
- WHERE TO SHOP
- ESSENTIAL SERVICES

SERVICES

- PARKING
- RESTROOMS
- GAS PUMP
- TRAIL LIGHT
- SEE AD ON OTHER SIDE

THIS MAP IS NOT DESIGNED TO BE A - USE BEARS & BULLDOGS AS WILDLIFE POINTS & OTHER COLORADO BADGES ON JUNE 1 TO 30 BY RESERVATION ON THE AREA

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D.5 Comments Received via Project Email and Project Website

First Name	Last Name	ID #	Date Sent	Physical Address	Mailing Address	Email	Subject	Comment:
Erik	Stensland	N/A	2014-10-17 12:40:34	Images of RMNP 203 Park Lane Estes Park, CO 80517	P.O. Box 2843 Estes Park, CO 80517	erik@imagesofrmnp.com	Let's Do Something!	Thank you for taking the time to address this very real issue. As a downtown business owner, I am very concerned about the unnecessary traffic congestion on Elkhorn Ave. It creates a very stressful situation for locals and visitors alike. Many who come to our town complain about the traffic and spend more of their time sitting in their cars than shopping in the stores. Having a downtown bypass would be a huge help. No, it wouldn't negatively impact business. With a new system, those who want to shop will have more time and a better environment for doing so. I personally prefer the idea of making the center of town a pedestrian zone, at least during the summer months. I know that making such a change will negatively impact some businesses, but not doing anything will continue to negatively impact everyone. Hopefully, we can find ways to properly compensate those displaced businesses and to make it worth their while to setup shop elsewhere. Let's move forward with this Flap grant and prepare for the future. Let's make our town a more peaceful place by providing a way for visitors to get to RMNP without having to drive right through the main shopping district. This will make all of our lives better and is an investment in tomorrow.
Nancy	Willocks	N/A	2014-10-17 14:34:41	653A Morgan	PO Box 3108	eemawowl@gmail.com	loop	Put crossing lights back to "all cross" and don't change traffic pattern.
Nikki	Schultz	N/A	2014-10-17 15:46:09	157 Moraine Ave Estes Park, CO 80517	PO Box 1197 Estes Park, CO 80517	nikki@greenjeptour.com	Written description of the various options	To Whom it May Concern, I was directed to this site to learn information about the 'loop'. I am very open minded to this topic, but it is very hard for me to form an educated opinion because the photos are somewhat limiting with no description/discussion. Please direct me where I can read more, or consider adding more information. It would be very helpful if you would please explain the positives and negatives to the different route options. Including, but not limited to: the grant coverage/uncovered cost of the different options (including maintenance of the 'no change'), construction time of the various options, what buildings would be taken out, how you are going to deal with pedestrian traffic, options that were not considered because of structural/river/mountain/conservation issues, and benefits to the town having control of West Elkhorn (i.e. proposed ideas like festivals) Other traffic options that I have experienced that I am curious about are round-abouts and pedestrian walkways above or below the street. Would these be an option? And last, how does the traffic on get back into downtown once they are forced out on Riverview Drive? And, why are you only expanding the one-way to 2 lanes?... (In 2019, with the front range growth, I am sure we will need 3 lanes). Thank You!! Nikki
Kenny	Adair	N/A	2014-10-18 18:47:19	243 E. Riverside Drive Estes Park, CO 80517	PO Box 1912 Estes Park, CO 80517	info@bradshawcottages.com	Downtown Estes Loop Road Realignment Project	As the owner of Bradshaw Cottages, a lodging establishment in Estes Park since the 1930's, I am in favor of no action regarding this project. The city should leave the traffic pattern as it currently is. This city's goal should be parking for tourists, not moving them through town as fast as possible. This project is not in the best interests of local businesses and residents. Ask yourself, why the city would choose to disrupt private citizens, both business and residential, but not use their own park and parking lot properties for this project?
June	Adair	N/A	2014-10-18 18:49:39	243 E. Riverside Drive Estes Park, CO 80517	PO Box 1912 Estes Park, CO 80517	bradshawcottages@hotmail.com	Downtown Estes Loop Road Realignment Project	As the spouse of the owner of Bradshaw Cottages, a lodging establishment in Estes Park since the 1930's, I am in favor of no action regarding this project. The city should leave the traffic pattern as it currently is. This city's goal should be parking for tourists, not moving them through town as fast as possible. This project is not in the best interests of local businesses and residents. Ask yourself, why the city would choose to disrupt private citizens, both business and residential, but not use their own park and parking lot properties for this project?
Rolf	Reiser	N/A	2014-10-21 07:40:06	1655 Gray Hwl Cr Estes Park CO 80517	dto	annieandrolf@gmail.com	downtown Estes loop	Don't make Estes Park an extension loop of I-25. Many towns and cities are trying to get the traffic banned of downtown and that is for a reason. Aspen, Boulder Pearl Street Mall, Denver 16th Street Mall are a few examples of our region of how we could create a healthy environment for our town. Channeling masses through our little town can't be the solution!
Marilyn	Herrmann	N/A	2014-10-21 09:42:20	400 Ponderosa Ave. Estes Park, CO 80517	same as above	grannyherrmann@aol.com	Downtown Estes Loop	EXCELLENT Idea! :-)
Amanda	Gordon	N/A	2014-10-21 10:20:54	741 Copper Hill Rd Glen Haven CO 80532	Box 284 Glen Haven CO 80532	mandygordon@q.com	Downtown loop	Would it be possible to have the one-way loop system in place for the summer, but revert back to two-way access for the other months? That would be the best of both worlds. Also, how about making Rockwell two-way all the time? Then if someone finds themselves going the wrong way, they have an option to cut across instead of having to go around the whole loop.
mary	simon	N/A	2014-11-01 20:06:14	201 east riverside	box 277 breckenridge co 80424	mryksimon@yahoo.com		
James	Daugherty	N/A	2014-11-03 11:56:26	3738 Aspen Valley Rd Estes Park, CO 80517	3738 Aspen Valley Rd Estes Park, CO 80517	mail@daugherty.us		I strongly favor Option 2. I believe it is the best option since it allows travelers/visitors to drive through the heart of downtown if they desire, but gives them the option of not driving there if they prefer not. Forcing travelers/visitors to go though that congested area is a negative; both for them and for the pedestrians downtown. The vast majority of visitors either know downtown is there or will find it on their own. They do not need to be force to drive through it. Forcing them to do so creates negative feelings about downtown. I know that from personal experience. From my years of coming to RMNP in the summer. I developed a strong dislike for downtown Estes. In mind it meant congestion, delays and auto fumes. Less traffic in that area during peak periods will make it more inviting to pedestrians and shoppers. I believe Option 2 is best for solving the traffic problems and for the merchants downtown
Howard	Hanson	N/A	2014-11-12 09:34:00	105 Indian Trail, (town of) Estes Park	453 E. Wonderview #262 Estes Park, CO 80517	hph@hphanson.com	Downtown realignment	(I'm already on the email list.) Overall, I'm supportive of this concept -- it needs doing. Downtown parking, however, is an issue. Initially, my thinking leaned toward Option 1 (all one-way), based on the success that Lyons has had with that approach. More recently, though, I'm shifting toward Option 2, as it would allow (future) closure of Elkhorn/Moraine to create a pedestrian mall -- assuming the parking issue can be successfully addressed. However, creating a four-lane, two-way Riverside would be extremely disruptive and, worse, seems to have no provision for turn lanes. This would tend to trap people at the Post Office and on Rockwell when the traffic is dense. Has an "Option 2a" been considered, in which the two-way Riverside is only two through lanes with turn lanes where they're needed? West Moraine, after all, is two-way with only two lanes (and except at Marv's Lake Road, no turn lanes). HPH
Richard	Spielman	N/A	2014-11-21 09:06:04	584 Audubon St, Estes Park	PO Box 4154, 80517	rhspielman@beyondbb.com		
John	Ericson	N/A	2014-11-26 12:07:23	1485 Raven Circle	1485 Raven Circle	epstorage@aol.com	small group meetings 12/10	I would like to sign up for the residential group on 12/10 I am not available for the 12/11 meetings, which you e-mailed me about

First Name	Last Name	ID #	Date Sent	Physical Address	Mailing Address	Email	Subject	Comment:
Chris	Hess	N/A	2014-11-26 18:52:54	1041 Tranquil Ln.	1041 Tranquil Ln.	chef_71_98@yahoo.com	Questions	<p>I was looking over the documentation on the site and just wondered a few things, if this is the correct place for it. I have been un-able to attend meetings due to work. Looking at the diagrams nothing in town would really change west bound. There would still be two lanes that will have to choke down to one at the Riverside corner which I have seen as one point of the problem but this still seems to be the way it will work. The other huge point I have seen as I spend a lot of time in downtown in the summer, but have not seen addressed anywhere, is the lack of attention paid by people. I feel you can spend all the millions you want to change traffic patterns but that will not change the pedestrians that cross against the light, cross at the end of their cycle so cars can't go and the drivers that fill in the intersections because they don't want to wait for another light cycle. How will this be addressed? I am from here and have paid a lot of attention to people and traffic in town over the years and feel it worked better when there was an all cross time on the lights and there were police in the intersection to direct the pedestrians on when to cross and yell at them when not to. I am not stuck in the old ways and agree that change needs to be made, but after looking at the website it seems on the surface that millions will be spent and a fair amount of property that will have to be changed for no real gain.</p> <p>Would it not make more sense to address the parking issues and the lack of attention payed by those on vacation first. I did notice the section about the parking structure but a lot of money was payed for the park and ride at the fairgrounds that seems to not be used. We are a small town and with anything you have from buildings to towns they will reach a capacity and no amount of money spent will change that when you simply run out of room.</p> <p>Thank you for your time reading this, Chris Hess</p>
Janet and Tracy	Hays	N/A	2014-12-05 10:07:04	Buckles of Estes/Sports Hound/Toy Mountain 160 W Elkhorn Ave Estes Park, CO 80517	PO Box 4046 Estes Park, CO 80517	info@bucklesofestes.com	opposition comments to 1-way loop	<p>We own Buckles of Estes, Sports Hound, and Toy Mountain -- both the businesses and the property - operating our first retail shop in Estes for more than 20 years now. We've tried to stay open to the one-way loop ideas, but truly believe this will hurt the downtown businesses and sales tax dollars to the town, in a big way. We hear from our customers that they often go to Rocky Mountain National Park first -- going hiking, touring, etc while the weather is good and they are fresh. Then they "unwind/relax" downtown -- eating and shopping. The loop options I've seen route them away from the downtown shopping and eating areas on their way back into town, when they return from the Park. The loop points them "out of town". This makes it difficult for customers to get back to the businesses and restaurants on Elkhorn, and the parking areas which already exist on the west end of Elkhorn. Decreased traffic on the main shopping/eating areas of Elkhorn Avenue means decreased business -- resulting in decreased sales tax dollars for the town, and a predictable downward spiral for the economy of Estes Park in the long run. This cannot be a good solution. Although people complain about traffic, historically there are only a few days of the summer, such as 4th of July, which truly seem to be big problems. It seems that we're proposing spending huge amounts of money, and destroying businesses and historical homes as well, that are significant parts of the character and charm of this town. Please don't destroy it!</p> <p>As far as other options, we still believe BIG or LIT UP signage about parking would help direct people to Visitor center parking, west Elkhorn Avenue parking, and Fairgrounds parking and relieve some congestion. And, honestly, we believe some traffic congestion is a good thing -- it makes it appear "something's happening" in town. It creates a bit of excitement about seeing what all the fuss is about... and as people have to slow down a bit to drive through our main downtown, they spot shops and restaurants that they want to visit.</p> <p>From the downtown businesses that I have talked to, the great majority of them are against creating a one-way loop. Please listen to what your businesses are telling you -- perhaps take a walk down the street and talk to each business owner individually to get the true opinions. We believe the streets/traffic should simply be left the way they are, and the grant money should be put to better uses elsewhere.</p> <p>Respectfully - Janet and Tracy Hays, owners Buckles of Estes/Sports Hound/Toy Mountain</p>
Jerry	Godbey	N/A	2014-12-06 11:12:35	1031 W US Highway 34	1031 W US Highway 34	distinctivelycolorado@gmail.com	Estes Loop	<p>We are new retailers at 131 Virginia Dr. Although our shop is new we have lived in Northern Colorado most of our lives and have been coming to Estes for many decades. Estes faces a challenge with making any changes as risks making things worse. We have some definite ideas about this project and how to reduce risk to the pedestrians on Elkhorn without decreasing the number of shoppers. After reading through the information provided we think that Option 2 is reasonable but needs improvement. What is not addressed is parking issues that exist and potential injury and degraded experience for pedestrians on Elkhorn between E. Riverside and Moraine Ave in particular. We would like to see Elkhorn closed seasonally and for special events to reduce risk of pedestrian injury and to improve the shopping experience. Multilevel parking is required both behind the City buildings and in front of the Post Office. Better signage is required to the entrance of Estes at the intersection of Elkhorn and 36 and in the reverse at Moraine and Riverside directing traffic to parking and pedestrian areas or simply around the Estes business area to RMNP. West Elkhorn could stay the same directing all traffic onto or off of Moraine at the present time but I believe it should also become part of the pedestrian experience eventually.</p> <p>Lastly, we would like to be part of the process of redirecting traffic. Estes obviously has a huge challenge ahead but I believe that with an open mind and much discussion the residents and retailers can improve the situation.</p>
Jeff	Sindelar	N/A	2014-12-06 12:47:04	160 Riverside Dr. A3 Estes Park, Co 80517	160 Riverside Dr. A3 PO Box 2322 Estes Park, Co 80517	rocketfizzestespark@gmail.com		I will attend small group meeting
Edward	Hayek	N/A	2014-12-07 21:46:39	611 Findley Ct. Estes Park	611 Findley Ct. Estes Park	arrivafor2@msn.com	Participation in Multi-Modal meeting December 11	<p>Received meeting notification letter but was out of town and did not have opportunity to respond by December 5th. Is space still available to allow me to attend?</p> <p>Thanks Ed</p>
Patricia	newsom	N/A	2014-12-09 15:32:04	450 W Wonderview - home 320 E Elkhorn - office	PO Box 2812 Estes Park, CO 80517	newsom@frii.com	Meeting dates	<p>would like to know the meeting info of upcoming meetings as of Dec 10th.</p> <p>Thank you.</p>
Adela	Anghel	N/A	2014-12-12 10:54:31	150 E. Riverside Dr., Estes Park CO 80517	1710 Naples Ln, Longmont CO 80503	adela.f.anghel@gmail.com	Negative impact of Option 2 to downtown lodging and business	<p>Hello, my name is Adela and I own 3 lodging properties on E. Riverside. Our guests are happy to stay in the downtown area, park their car and walk to restaurants and shops. I believe the downtown is getting consistent business from guests that stay along Riverside Ave.</p> <p>Your Option #2 to widen Riverside will have a catastrophic effect on the lodging properties along Riverside and thus to downtown business (restaurants and shops), also impacting the character of this small town. Please do not consider this option. As an alternative I suggest a better utilization of Wonderview Ave as the main National Park access road, with signs indicating that.</p> <p>Thanks, Adela</p>

First Name	Last Name	ID #	Date Sent	Physical Address	Mailing Address	Email	Subject	Comment:
Tony	Gambee	N/A	2014-12-19 08:02:57	150 Riverside Dr. Unit 10 Estes Park, CO 80027	1851 Gallagher Lane Louisville CO 80027	tony@latitudesoftware.com	Consideration of traffic impact on property owners	Hello, I am a new owner of a unit at The Lofts of Estes on Riverside. I didn't become away of these proposed changes until I was close to closing. I am very concerned about the impact on our home. I have done a lot of research and had discussions with other owners and I have learned a lot. At the Lofts we are still in the process of recovering after the floods, and all owners have lost revenue in the past 12 months, partially or completely. We occasionally hear from our guests that there is a noise issue, especially when windows are open in the units. If car traffic is to quadruple at the Lofts, it will become less convenient for people to rent: -- Noise: increased noise issues which can lead to complaints, guests not returning, lost revenue, negative reviews and word of mouth -- Access: access to the Lofts, no longer possible driving south on E. Riverside, will have to go around the downtown loop to reach the building -- Parking: more challenging crossing the street with belongings, if guests need to park in the town lot across from the Lofts I am especially concerned with "Option 2" which would potentially take our home away from us. This would be heartbreaking emotionally and extremely financially frustrating. Please consider Wonderview Ave as a downtown bypass alternative, maybe the town could post signs this summer to indicate downtown access straight ahead, for National Park access make a right on Wonderview. Thank you for your time and consideration for us as owners of a property in downtown. Tony Gambee 248-787-6898 tony@latitudesoftware.com
Charley	Dickey	N/A	2014-12-23 05:26:17	P & L Business Consulting 135 East Elkhorn Ave. Estes Park, CO 80517	P & L Business Consulting PO Box 1377 Estes Park CO 80517	charleyiv@aol.com	CDOT procedures for acquiring property & land	What is the CDOT process for taking & buying property and land for the Estes Loop. Please be specific.
Dennis	Hedley	N/A	2015-01-13 15:08:32	1694 Prospect Estates Drive	Same	estesclassics@aol.com		It's really too bad there isn't a simple solution to the traffic solution, short of building a humongus parking lot on the outskirts of Estes Park and utilizing shuttle buses into town limits thereby prohibiting vehicle travel in the town proper limits. One lane will restrict traffic, two lanes one way will only move congestion from the town to wherever it condenses into one lane. Your concern as stated in all the story's I've read seems to be improving traffic flow into The National Park (or is that an excuse). If that's the case, problem solved----More lanes going into The Park at its entrances and better signage directing traffic onto Wonderview. My wife and I go into RMNP many times during the summer and there is always more traffic using route 66 as compared to Wonderview
Ann	Taylor	N/A	2015-01-15 08:14:07	2230 Governors Ln Estes Park, CO 80517	2230 Governors Ln Estes Park, CO 80517	cohomesteadestspark@yahoo.com	Downtown Loop	My concerns about the proposed downtown loop: The original plans were presented to the downtown business owners and our options were to vote for one or not vote. All of the plans had a parking garage where the Gaslight Square shops and the Post Office are located. I feel the entire plan was mis-represented to us...now that you have the \$\$\$ all of the plans have changed. The one way loop isn't even the same...its down to 2 lanes going west on Elkhorn...I am totally against accepting government funds unless they meet our needs. I believe that our wish for 17 million dollars in 'free money' has muddied the waters of what is best for Estes Park. Please look at other options before taking people's properties and changing downtown Estes.
mary k	simon	N/A	2015-01-16 08:47:01	201 E Riverside Drive	201 E Riverside Drive	mryksimon@yahoo.com		On project list, didn't get the mike last night but my comment on the eminent domain issue came up. I know we were told they were very fair on payment and comparable properties being offered to residents under the gun of eminent domain when making the real estate offers by Mr. Lancaster. However some concern arises in that no negative was pointed out, is this because they are "burning a hole" in pockets to get the money like some other mentioned and it was denied, just a question as I saw the response to the eminent domain issue which may be simply an opinion I know. Anyway, there have been several negative cases and none were even mentioned. Andrew Barrie found easily online in Summit County is one to mention on the case of eminent domain, they were spent and severely disraught appearing on national tv after spending over 80,000 in legal fees attempting to retain their property, they were on the Shawn Hannity show national two separate nights explaining the process and their dismay. Also another case of legal battles was in Silverthorne colorado all recorded and legal in court records on the dismay of property owners and their offers and results. Time ran out, I wanted to point this out rather than appease people at the the meeting that usually they are fair, everyone is happy with the offers, etc feeling as I don't think that reflects the truth at this time. It is simply one opinion that came foward in the meeting, no light of these highly publicized court battles came forward, people usually don't pay attention to the news on this kind of thing either I understand. That is so concerning, the negative cases need to be brought forward also and explained so all can be seen in a very truthful light, not whitewashed that is my concern. There have been several highly publicized and battled legal cases over the offers from the state on eminent domain issues involving businesses and property owners. Unfortunately that should also be brought to light in discussion so the truth can bear out for all, when people understand and hear the issues then they can go forward either way. What was presented was all happiness and fairness from one experience, however there have been some highly highly negative battles over this issue -- that is the truth. thank you, I will try to bring forward next meeting as it is factual and property owners & businesses in jeopardy should just be aware of this rather than just assuming up front from what was present for 10 minutes in a town meeting ...that everyone happily goes along with their offers and everything is fair and square which was what was presented, however Both cases in court in Summit did not pan out that way in any way shape or form and this is a small town community like Estes.....unfortunate but true, and so that people can hear both sides maybe they should be spoken of additionally at meetings on the loop project in a more enlightened and truthful manner. I understand the one positive experience brought forward, but in reality have seen some very painful and ugly legal battles on this issue..... in the courtroom & wanted to get my 2 cents in. again, thank you for your time & concern about the town and your time at the meeting yesterday, mary k simon
Robert	Foster	N/A	2015-01-25 08:42:20	2600 Wildwood Drive Estes Park, CO 80517	POBox 1981 Estes Park, CO 80517	Rfoster@ix.netcom.com	Loop	It would be VERY helpful if on the web page and in the various newspser articles, there were a SIMPLE map, not an architectural drawing showing the various proposed alternatives - what would be one way (and which), which would be 2-way, what and where there would be construction, what and where there would be closures. On the Project Description of the page, I suggest a section entitled "MAPS." Thanks. Robert H. Foster
Ellen	Reinertsen	N/A	2015-02-11 11:37:20	232 E. Riverside Dr.	P.O. Box 99	ellen@mistymountainlodg e.com		would like to have contact with NEPA study folks
Theresa	Smith	N/A	2015-02-18 16:47:31	9871 S Deer Creek Rd, Littleton CO 80127	9871 S Deer Creek Rd, Littleton CO 80127	termail@earthlink.net	Estes Park traffic reroute etc	With all due respect, I think this traffic realignment is a really bad idea. I have been closely associated with Estes Park since 1976, as a resident and now as an interested party and frequent visitor. The proposed changes will garble traffic worse than it is now. The best traffic flows were in the years when we had the "corner cops" every summer, and they managed the pedestrian traffic to allow optimal traffic flow. The walk light setting to allow an "all walk" worked well in that circumstance. The traffic congestion is for only a small part of the year. Full time residents and business owners will have to deal with the bizarre traffic flows the rest of the year. In addition, the extra driving will not be good for the environment and will cause drivers more time in transit and increased fuel costs, at all times of the year. Merchants in downtown will suffer loss of business because of the reroute. All in all, the bad aspects for the majority far outweigh the benefits which will accrue to the minority who are in favor of this.
Ellen	Reinertsen	N/A	2015-02-19 10:02:53	232 E. Riverside Dr.	P.O. Box 99	ellen@mistymountainlodg e.com	Input to the NEPA study	I emailed more than a week ago to get contact info for people in the NEPA study as we were told they will not now be initiating contact with us. So we are attempting to make contact with them. So far it has been at least 10 days and no one has made any contact with us. Can someone please at least let us know how we should contact the people in the study if they still won't contact us this way. Thanks, Ellen
Paul	Meyers	N/A	2015-02-21 13:36:55	650 Aspen Ave.	650 Aspen Ave. Estes Park, Co. 80517	paulmeyers58@gmail.com		Fix the parking problem and get the cars out of downtown. We do not need people going around and around trying to find that front row parking spot. Get them out of the cars and walking.

First Name	Last Name	ID #	Date Sent	Physical Address	Mailing Address	Email	Subject	Comment:
richard	smith	N/A	2015-02-21 14:25:17	8069 sunset place Elizabeth, co 80107	8069 sunset place Elizabeth, co 80107	rngbrr@yahoo.com		I don't think this project is going to do what the planners intend. The only way to reduce traffic congestion in estes park is to reduce traffic flow into estes park. Many older cities in Germany keep traffic out and bus people into the city center. Making 34 business loop and riverside one direction won't solve the problem. One way to fix the congestion on the main street is to fix the lights so they will move traffic efficiently and only let people cross the street when they are supposed to cross the street. Keeping cars out of town would be more efficient and improve the pedestrian experience.
David	Taylor	N/A	2015-03-07 08:20:10	2200 Mall ROAD ESTES PARK	P.O. BOX 1244 ESTES PARK	davidtaylorhu@mac.com	TRAFFIC / DOWNTOWN LOOP	As we go through the process of the loop addition I would suggest investigating the placement of traffic circles at several strategic places. It has been my experience that increase of flow and through put is the result of these additions without traffic lights because they defeat the purpose of traffic flow. They also can be beautifully adorned. Who knows perhaps an elk or two may present themselves on the circle for locals and visitors alike.
Christy	Crosser	N/A	2015-03-10 13:10:49	190 Button Rock Rd, Pinewood Springs	190 Button Rock Rd, Pinewood Springs	ccrosser@estes.org	street entertainment	Recently I was in New Orleans and although I have been there many times before, I looked around relating to Estes Park as a destination community. The street entertainment is a huge part of the culture. And the quality of entertainers is superb. I talked with several entertainers and also some people who were watching. The entertainers are there as part of their freedom of speech; and the people watching a mix of local and visitors. Several people said they make a point to come to this area regularly just for the street entertainment. Yes, I could see this in Estes Park. A draw to the downtown area and a way to keep people downtown for longer periods of time. A mix of musicians, magicians and artists.
Jon	Hatten	N/A	2015-03-11 07:42:28	1947 Route 75	1947 Route 75	jhat111@gmail.com	mailing list	
Richard	Smith	N/A	2015-03-18 10:48:37	8069 sunset place Elizabeth, co	8069 sunset place Elizabeth, co	rngbrr@yahoo.com		I have looked at the proposals. I don't believe they will achieve the anticipated result without fixing the light cycles and reducing the amount of traffic moving into the center of town. Creating one way streets only works well when traffic moves smoothly. It would be better to get people out of the center of town and into parking areas, then use shuttle buses to bring people into town.
Lon	Kinnie	N/A	2015-03-19 09:36:32	455 Prospect Village Drive	PO Box 483	lkinnie@aol.com	downtown loop Fun City area	I'm in favor of the project with some reservations. I would like to see the route past the Donut House going into town have a less severe left turn onto W Riverside. Some traffic may come into town speeding and the combination of a sharp left turn and the accompanying lowering of the road by 10 to 12 feet in that area could cause accidents. Also, will there be a stop light in order to allow traffic coming from downtown onto Crags drive? I need to ensure that customers will have easy access to my business - Fun City. thank you and good luck...
Dott	Dewitz	N/A	2015-03-19 10:33:20	1230 Willow Lane, Estes Park	same	dottdewitz@beyondbb.com		If the loop project happens, won't a traffic bottleneck occur where the two west-bound lanes on Moraine Ave. merge to become one lane? Then how will the one-way lanes along Elkhorn and part of Moraine be a benefit?
John	Krueger	N/A	2015-03-19 11:39:14	1421 David Drive	1421 David Drive, Estes Park, CO 80517	markru_99@yahoo.com	Loop Options & Combined Pedestrian/Veh icle flow	Current descriptions of the various options do not include how pedestrian/vehicle interaction at intersections will potentially be improved. The same traffic signals are indicated. Will one option improve this interaction versus another? Regards business traffic, I am confused by the reasoning that moving traffic differently will negatively impact downtown business, as all require foot traffic, ie. park and walk to their shops, restaurants, etc. We have no drive through businesses downtown. I doubt that driving past a business and it's signage makes a huge difference in someone parking to visit that shop, while convenience to access via walking will.
Karin	Swanlund	N/A	2015-03-25 17:39:40	295 Peck Lane	295 Peck Lane	copswan@msn.com		Why spend 13 million on something that isn't going to work? It is part of what makes Estes Park Estes Park
Susan	Harris	N/A	2015-04-08 19:31:34	1971 North Sharon Court Estes Park, CO 80517	1971 North Sharon Court Estes Park, CO 80517	susalfish@aol.com		I have lived in Estes Park since the early 1960's and have seen many changes, some good, some bad. The Loop project will change the entire feel of downtown Estes Park, mainly because you are putting in several one-way streets. Estes Park used to have a hardware store, several drug stores, gas stations, and a grocery store on Elkhorn Avenue. Over time, the downtown has been gutted and made into mostly tourist related business. I think the FLAP project just continues the tradition of discouraging locals to visit the downtown and adds to the loss of a small town community feeling. I do not think that our traffic congestion is a big problem most of the time, and I believe that better signage and a return to the All Walk stoplights would help with pedestrian safety and congestion. I also believe that if you want to solve some of the issues, you need to put in an additional lane on Highway 36 going west from Moraine into RMNP, because you are going to create a big bottleneck there with your current design plan. I would also like to know what RMNP officials have to say about the loop plan? It seems like they have been pretty quiet about this issue. I understand that the town has recently found out that there are issues with the flood plain mapping, and I would like to suggest that town officials quit looking at the FLAP project as the only answer to this latest crisis, and begin to look into other options in fighting the remapping. After all, thousands of towns/cities in the US are built on waterways, have faced flooding, and have not had their downtown areas destroyed by high insurance rates, so there must be options in fighting remapping. I know that I am a dinosaur, having lived in Estes for over 50 years, and I also am in the minority. Those of us who have spent our lives here, making a living and raising our families, have a different view of Estes than the many people that have moved to Estes in the last 20 years. We have history and we are sometimes saddened by the direction the town has taken, or appears to be going.
Charley	Dickey	N/A	2015-04-08 21:53:44	135 Elkhorn Drive	PO Box 1377 Estes Park, CO 80517	charleyiv@aol.com	Support Letter to the Editor	Letter to the Editor: Estes Loop, A reconfiguration of the downtown highways During the last Estes Loop Meeting held at the events center, I asked the question "How should I feel about this?" I explained, in short the decision by the Board to pursue the grant based on a route they choose to be the best, with the information available. Then the public meetings and a multitude of options came out in the following months with a final analysis of the only affordable choice is the one-way couplets. The only other choice was do nothing and pay the piper the price of no action. I have been involved in as many committees and meeting pertaining to this project as I could afford to be and still maintain my full time working life. The answer to my question came at the end of the meeting, on a one on one, and that was, "You should feel frustrated and confused". Well I have struggled with the decision to support the only choice of one-way couplets or no action. I pride myself in being "community-minded leader" rather than a "what's in it for me person". A leader doesn't take a non-committal role when dealing with issues of public concern. My dad is an old school guy and some of the best advice he ever gave me was to use a pro's and con's list when trying to make tough decisions. I have tried to use this method in making my own assessment of the Estes Loop project. In December 2014, I went on the record for supporting the two way couplet, as has CDOT, rather than the one-way couplet because of the available options it allows us. Below is my conclusion printed in the newspaper: Conclusion: For years visitors have told us that we have a traffic problem, and now is the time, thanks to the availability of funds and the help of CDOT, to do something about it. In my opinion, Concept 2 is the best choice for our community. It doesn't impact the streets in front of our stores, it doesn't divert returning traffic away from downtown, removes traffic that wasn't going downtown anyway, improves Riverside and eliminates the dangerous intersection at Moraine and Riverside. I served on the Transportation Visioning Committee, which as a citizen's group, came up with several options to reduce downtown traffic congestion. I have listened and discussed this project with people who are in favor of the project as is, those that are in favor of no action and those that want a different option. Most decisions come with emotion and unfortunately they don't always yield the best results. Using the old pro's and con's approach, I have come up with a similar conclusion. We must continue the NEPA Study and move to affirm the Town Boards original grant application. Pros: 1)Traffic congestion will be reduced- Riverside/Elkhorn and Moraine/Riverside intersections improved 2)Visitor experience will be enhanced and we will be more desirable to visit 3)Visitor and resident safety will be increased on Elkhorn, Moraine and Riverside 4)A third bridge has been included in the project helping to mitigate the flood potential. 5)Completion of the Riverwalk, improving commercial properties in that area.
Dennis	Hedley	N/A	2015-04-09 13:16:05	1694 Prospect Estates Drive	Same	estesclassics@aol.com		Just an observation--Isn't it ironic that RMNP is looking for ways to reduce the impact of ever increasing visitation to the park and The Town seems to be hell bent in ruining the quaintness of Ep for approximately 3 months by increasing the flow of traffic to the National Park?

First Name	Last Name	ID #	Date Sent	Physical Address	Mailing Address	Email	Subject	Comment:
Kathy	Schweitzer	N/A	2015-04-09 19:05:02	2105 Ute Court Estes Park, CO. 80517	PO Box 4241 Estes Park CO. 80517	dklhtahosa@beyondbb.com	Downtown loop	I support no action on the downtown loop project. I believe it would be detrimental to many beloved downtown businesses, in particular the Donut Haus, and would not be in the best interests of preservation of the traditional small mountain community charm our many visitors and residents value. Change is not always good. Preservation and maintenance should be priorities.
David	Schweitzer	N/A	2015-04-09 19:25:00	2105 Ute Court Estes Park CO. 80517	P. O Box 4241 Estes Park CO 80517	dklhtahosa@beyondbb.com		Please do not proceed with this project. I moved here for the small town atmosphere and do not wish to see this project go forward. I have not talked to anyone who is in favor of this project. I am very concerned for the disruption of and potential closing of businesses. Why are we not repairing current streets? Why do we not review traffic flow with better timed lights. Why do we have close in parking and limited timed parking further out. Why did we change the all stop at our lights? Try to turn in the summer with the visitors crossings. Lets start with smaller improvements. NO to the loop.
Stephanie	Starck	P10	4/9/2015	NA	NA	stephanie.starck9@gmail.com	NA	As a resident of northern Colorado I make the trip up to Estes every 4-6 weeks because it is a pleasant outing. I feel the proposed 'loop' change would be detrimental and would not be visiting as often. This seems like it will be harmful to your merchants and would urge your board to reconsider.
Stephanie	Starck	P11	4/10/2015	NA	NA	stephanie.starck9@gmail.com	NA	I feel this would be harmful. It will surely harm local business and make the Estes experience worse. I wouldn't visit very often anymore.
Nancy	Hills	N/A	2015-04-10 09:21:20	1865 Stonegate Dr	1865 Stonegate Dr Estes Park	nancyhills@airbits.com	Traffic	Question: How many lanes would go thru Elkhorn, Moraine, Riverside? Question: If the Town does decide to continue w/ the FLAP project, would they still allow that blasted horse/cart to put the brakes on to all traffic as it does now?
Rhonda	Foutch	N/A	2015-04-10 13:54:49	1551 South St Vrain Ave, Estes Park	PO Box 2025, Estes Park	rmfoutch@yahoo.com	Downtown Loop	Hi, I was reading about the loop project in the paper and wanted to share a couple of thoughts that I had: 1- I understand the objective is to alleviate traffic in the summer, but something to consider is that one-way roads can also increase traffic flow since drivers can be driving out of their way because that is the only way to get around- for example, let's say I live on the East side of town and need to stop by the post office, then over to the feed store on Moraine. I would have to drive down Elkhorn and Moraine (whereas today I would turn left onto Riverside drive). I am essentially adding to traffic congestion on Elkhorn and Moraine. From there I would leave the post office onto Riverside drive, then have to drive to Elkhorn and then to Moraine. Here again, I am adding to traffic congestion on Elkhorn and Moraine. 2- The loop will be very increase driving time for the residents who live here year round, whereas the traffic problem only exists 3 months of the year. So the negative impact is on the residents.
Judy	Schreiber	N/A	2015-04-11 14:15:09	811 Old Ranger Drive Estes Park, CO 80517	Judy Schreiber 811 Old Ranger Drive Estes PRk, CO 80517	rembrandt811@yahoo.com	Downtown loop	I envision the loop different than is proposed. First, make Rockwell one way going West. Build a three story parking garage on the Post Office lot. Cars coming into town from the East would make a left turn onto Riverside. At Rockwell drivers could decide to turn right into parking (structure) or proceed to national Park. People coming out of Nat'l Park would make left turn onto Morane (stop light probably required.) Cars leaving parking structure to go to Park would exit via Rockwell going West, right turn onto Moraine, another right onto Riverside and then on to Park. The downtown merchants would not be as threatened as they seem to be now and I think it would involve more right turns. Please at least consider this option. How to fund it ---that's not my department.
Celeste	Fraser	N/A	2015-04-11 17:49:58	1934 Bradley Lane Estes Park, CO 80517	1934 Bradley Lane Estes Park, CO 80517	celestefraser4@gmail.com	Estes Loop Comment	Having read the loop plans and all the pro and con letters, I believe we need to consider several unforeseen consequences of the loop plan. I believe the one-way loop will create traffic messes far beyond the loop and our imaginations. Not only will the one-way streets risk lives by impeding emergency and firefighting vehicles. Visitor and resident frustration at not being able to get where they want to go because of the one-way roads could boil over, deterring future visits and even dissuading potential residents from investing in Estes. If any of you have re-visited beloved small towns where similar "improvements" were made, you may remember saying, "Well, they've ruined it; remind us not to come here again." Furthermore, visitorship to Estes Park is not just about traffic. It's about those factors that can't be quantified. It's about the small-town feel, the charm, the historic cabins and cottages, and the funkiness that draws people to Estes perhaps as much as Rocky Mountain National Park does. That quality made me a frequent visitor and buyer of property here. Had Estes become a slick, paved-over zone of efficiency, I wouldn't have ventured a second look. The proposal to use the right of eminent domain to build a new thoroughfare through the Riverside area is a horrifying prospect. The heart of Old Estes survived the flood; do we really want to destroy a one-of-a-kind neighborhood now because of our own short-sightedness? People have written letters about other ways to deal with the traffic issue. These solutions are simple, easy, and relatively inexpensive. Plus, according to park data, the solution is already available to us. In the past few years, if only 35% of visitors entered the Park on Hwy 34 versus 65% Hwy 36, then the fix is about signage, not about creating a network of one-way highways that ruin the quaintness of Estes and tie residents and visitors in aggravating traffic knots. Celeste Fraser Estes Park
David	Adcock	P8	4/12/2015	804 Newport Rd Hutchinson, KS 67502	804 Newport Rd Hutchinson, KS 67502	weather@lightingunlimited.com	NA	Looking at the detail of Alternative 1, I have some concerns. Elkhorn goes from a 3 lane 2 way road to a one-way 2 lane road. I do not see that having much benefit with minimizing traffic congestion in the downtown area. What would happen if you make Elkhorn a 3 lane one-way. By doing this the North lane would keep going straight across Moraine. the center and left lane would turn left onto Moraine. That would help on Elkhorn but then will cause trouble at the Donut Hause corner as you have 2 lanes merging into one lane after making the turn west. Moraine would need to be 3 lanes at a minimum, 2 west one east with the East bound ending at Rockwell st so traffic would have to turn right. Another problem I see is in the afternoon, people leaving the park. I have seen East bound traffic on 36 backed up from town to the 66 junction. What also needs to happen is 36 from at least the Beaver Point area to Crags Dr should become 4 lanes with a turn lane in the center. As it is now it's a real pain to try and turn onto 36 from any number of business located along that stretch of road. What about finding a way to use W Wonder View Ave to help with traffic. Better signage to get people heading to the park to use W Wonder View Ave. and keep Elkhorn the way it is. What about making Elkhorn Ave from Moraine to E Riverside Dr pedestrian only. Then route traffic to W Wonder View Ave and E Riverside Dr. So the real question is do we want to reduce traffic congestion or allow people to window shop while waiting in traffic. My family has been coming to Estes for 40+ years and have seen traffic get worse and worse, something needs to be done. I don't think the current loop idea will fully fix it.
Terry	Rizzuti	N/A	2015-04-13 14:54:17	1523 Fish Hatchery Road Estes Park, CO 80517	1523 Fish Hatchery Road Estes Park, CO 80517	trizzuti@gmail.com	Downtown Loop	I'm all for the downtown loop project. It's time for Estes Park to look forward, not back, time for us to show some pride in our town by way of implementing improvements, upgrades and overall general cleanup. Appearances are everything for a tourist destination. Those who oppose the loop are mostly thinking of their own self-interests, not those of the Estes Community.
Russell	Starck	P9	4/13/2015	NA	NA	russell.a.starck@accenture.com	NA	As a native of Northern Colorado visiting Estes since childhood, I believe this would result in far more harm than good. Considering Estes is such a valuable 'day-escape' for many elderly residents including my mother, this would destroy their ability to easily navigate the town. That would be a tragic result not only for the businesses of Estes, but for the citizens of Colorado and visitors in general.
		P12	4/14/2015					Resident Wincliff Drive. 4 votes against at this at this point in time. Keep Estes Park the way it is. Will attend the town hall meeting. Against this from the taxpayer point of view and impact to businesses.
Joe & Mary	Adair	P13	4/15/2015	1700 Wildcliff Dr Estes Park, CO 80517	1700 Wildcliff Dr Estes Park, CO 80517	adairvideo@aol.com		We own Signature Aquare in the bend of Moraine Ave (351 Moraine Ave). We thought that the public meeting at the Event Center was well presented. We subscribe to option under consideration [Alternative 1].
Jerry	Patterson	P14	4/15/2015	NA	NA	NA		Hello Jerry Patterson calling. I have a business on my cell cord and just wondering if there is a place where I could leave a voice opinions of the loop project and maybe this is that place and I guess in. In short, I would just like to say that you know I am against another person who's against the loop project like to see that halted. If you give me a call if there is a better number to leave an attorney and you can leave me a message at (303) 747-2070. Thank you.
Elisbeth	Bowers	P15	4/15/2015	NA	NA	elisabethbowers1@aol.com	NA	Attachment is ineligible.
Jerry	Appel	N/A	2015-04-23 19:57:51	2541 Longview Dr, Estes Park, CO 80517	2541 Longview Dr, Estes Park, CO 80517	jerrya@gmail.com	Estes Loop	I like the ideas presented. Please proceed!

First Name	Last Name	ID #	Date Sent	Physical Address	Mailing Address	Email	Subject	Comment:
Gloria	Paulson	N/A	2015-04-23 20:00:01	1882 Sketch Box Ln #25, Estes Park, CO 80517	1882 Sketch Box Ln #25, Estes Park, CO 80517	paulson80517@yahoo.com	The project	I am in support of this project.
mike	natrass	N/A	2015-04-24 10:46:02	1420 strong ep, co 80517	1420 strong ep, co 80517	michael_h_natrass@yahoo.com		On the surface of this project, I'm a fan. Something needs to be done about traffic downtown. What appears to be missing is any sort of estimate about how much this project will actually improve (reduce) traffic. Perhaps something that says "we expect this to allow X number of additional vehicles through downtown" would be beneficial. You quote number of vehicles downtown in July but how will this improve that? Thanks!
Michael	McEowen	N/A	2015-04-24 14:33:16	850 Heinz Parkway Estes Park, CO 80517	412 Sound Shore Rd Riverhead, NY 11901	MMPSM@Prodigy.net	EP Loop	A wholly unnecessary project! The traffic backups, reported at 20+ minutes, are actually rarely more than 5 minutes and for only 3 to 4 weeks of the year during the high season. The town desperately needs more parking. The Loop project, according to the studies, will actually reduce parking as well as damage pristine areas of Riverside Dr. I fear for the peoples choice in this process! The April 15 meeting was overwhelmingly toward the "Do Nothing" proposal, however, the Town Boards mind was made before the first speaker began. Judging from the bored gazing at the ceiling and yawning from the Board. The Board was elected by the people and is bound to carry out the peoples wishes, unless I am mistaken in my concept of how government is supposed to work.
Michael	McEowen	N/A	2015-04-24 14:41:20	850 Heinz Parkway Estes Park, CO 80517	412 Sound Shore Rd Riverhead, NY 11901	MMPSM@Prodigy.net	LOOP	To Whom It May Concern: The EP LOOP is not a well conceived project, more signage toward the park and more parking would be a better use of Federal dollars. The Town Board seems to be ignoring the will of the people in this issue as seen at the April 15 public meeting. Should the Town Board go forward with the project after the EA study, (which will come out favorable), what are the procedures to go thru to force a ballot to be voted on to stop the project? Legal language from a legal entity I suppose? Presented to the Town Board for action, if no action then a ballot is next. Is this the proper procedure?
Rick	Grigsby	P21	4/28/2015	NA	NA	rkq@beyondbb.com	NA	Dear Study Team, Please contact me to discuss the Environmental Assessment process and procedures for citizen submissions. Thank you.
Sonny	Perschbacher	N/A	2015-05-04 11:40:10	1516 Fish Hatchery Rd. #25 Estes Park, Colorado 80517	Same as above	sonnypart@gmail.com	Downtown Estes Loop	I am very much opposed to this project. I believe it will pose a tremendous burden on the business up stream from the turn off, and also pose another possible harmful affect on the river.
Sierra	Smallbird	P23	5/14/2015	340 E. Elkhorn Estes Park, CO 80517	PO Box 2556, Estes Park, CO 80517	NA	N/A	The most important factors are: alleviate congestion and delay, minimize impact to existing parking, minimize impact to existing parks, minimize downtown economic impact, accommodation of bicycles and pedestrians (Bus), minimize impact to private right-of-way and needs for relocations. More shuttle, underground tunnel by Moraine Ave. I support the Loop because of safety.
Ravit & Monte	Michener	P24	5/15/2015	NA	NA	mrmichener@msn.com	NA	I own a Spa and vacation rental at 477 pine River lane. With the new proposed loop you would have to go all the way out to Mary's Lake to come back on Riverside in order to turn on pine River lane, should you miss the turn since it is only a left you can make and big trees by the sign, very easy to miss you would then have to do the loop again. That makes our clients at least 15 min late, furthermore shadow from prospect mountain makes cell service not an option, so more confusion and frustration We purchased this commercial property because of its proximity to down town. This project excludes all of these businesses and buildings out by me and does not grow down town, it creates confusion and Noone would be happy. Buy the Elkhorn Lodge, create parking, make Elkhorn pedestrian only, run shuttles more often and then create a by pass through the property to hwy36 Bad idea, the loop is not the answer
Mary Lou	Fenili	P25	5/16/2015	831 Steele Street Denver, CO 80206	831 Steele Street Denver, CO 80206	wndrwm83@yahoo.com	NA	Dear EP leaders: I'm one of those pesky tourists who is a frequent visitor to your lovely and delightful town. I have a subscription to the EP News, which I read with great pleasure. I get caught in traffic through town--and I love it! I get a chance to window shop, check which stores are open at which times, see which stores are having sales, people watch, and just generally enjoy the ambience of a sweet small town. I love Estes Park! And you know what, that traffic never causes much of a delay. If tourists really want to avoid Elkhorn Ave through town, they'll figure out how to do it. Merchants love slow traffic, for all the reasons I've cited above, and as is obvious from all the NO LOOP signs in store and restaurant windows. The loop will undercut the livelihood of downtown merchants. After the disruptions caused by, first, the national economic downturn, and, second, the flood of 2013, the leadership of EP doesn't need to disadvantage its merchants further. The Estes Loop is a solution in search of a problem. Federal funds can be a terrible lure. In this case, I believe those funds have invited EP's leadership to consider entering into a pact with the devil. EP is NOT the big city! To add a one-way loop through town is to destroy the nature and character of EP. Tourists come to EP for ALL that it has to offer, not least of which is that it isn't a big city. We expect fast one-way streets, large parking structures, and stores that we whiz past in big cities and their suburbs. We come to EP for the glorious beauty of the mountains, the vast vistas one can see from so many places in town, the friendliness of the merchants, the walkability of the downtown stores and restaurants, and the quality of life. The loop does not enhance those at all. It merely degrades them.
Bill	Darden	P26	5/16/2015	501 Mac Gregor Avenue, Estes Park, CO 80517-9023	501 Mac Gregor Avenue, Estes Park, Colorado 80517-9023	bdarden@uchicago.edu	NA	To: Mayor Pinkham and the Estes Park Board of Trustees and the "info" Recipients of Letters It is my understanding that letters concerning the Downtown Estes Loop project were somehow lost (or deleted) from the Public Record. I sent the letter that follows on April 3, 2015 requesting that it be put in the Public Record. Please see that it is re-entered into the Public Record for the Town of Estes Park Loop Project. I could not be present at the meeting which took place at the Estes Park Event Center in April.
Kathleen	Hopson	N/A	2015-05-19 15:41:54	1621 Kennedy Ave, Loveland, CO	1621 Kennedy Ave., Loveland, CO	IOUJC4Evr@juno.com	Downtown Estes Looop	I am extremely disappointed that this change would even be considered. It sounds to me like it's nothing more than a ploy to get financial assistance to fix the roads. Estes Park is a mountain community with an ambience that should not be messed with. The idea of changing the traffic patterns through town for the sake of the National Park is absurd. RMNP can hold it's own. This is about the survival of all the small businesses and those who live there. If you want BIG, move to the city; if you want outside government intervention--don't live in Estes Park. The draw of Estes Park is the fact it IS NOT a city. Yes, it takes a few minutes to get through town; that's part of the enjoyment--the people watching. If you're in a hurry to get to the park, take the north by-pass and go by the Stanley. Leave downtown alone! The merchants don't want it, the residence don't want it and the visitors don't want your changes! IF I wanted to take a bus or shuttle, I'd live in or visit the city! My husband and I were in Estes Park for several hours this week and there was much talk on the streets and in the shops about the proposed mess you are wanting to impose. I heard absolutely NOTHING positive about the changes. I don't want to have to drive all around town to visit my favorite restaurant or shop. I KNOW where the parking is and I know how to get there. I have been visiting Estes Park all of my life and I'm not sure, with the changes being proposed; but what I might find somewhere else to spend my time and money--someplace less "progressive" if that's what you want to call it. I like the old fashion feel and the small town appeal!
Shannon	Lembke	N/A	2015-05-20 06:19:25	155 Davis Street Estes Park	PO Box 1498 Estes Park	swlembke@gmail.com	Alternative 1 LOS	How is the project accounting for out-of-direction trips when determining the Alternative 1 LOS? Information from the March presentation stated that Alternative 1 'may result' in out-of-direction trips. I can come up with many instances of out-of-direction trips needing to be taken by residents and visitors living and staying in the southwest area of town. As improving LOS is the goal of the loop, it would be very useful for us to understand how the designers assume we will be traveling through the area. This will help confirm the validity of assumptions as well as provide us with information about how we may need to change our routes to help assure that the LOS through the area IS improved.

First Name	Last Name	ID #	Date Sent	Physical Address	Mailing Address	Email	Subject	Comment:
Belle	Morris	N/A	2015-05-26 14:55:04	1431A South St. Vrain Ave	1431A South St. Vrain Ave	bellesmorris@hotmail.com		<p>I support this project and all the improvements made to downtown Estes Park infrastructure that is included in the plan. I encourage design to include safe access and mobility for cyclists, which the current downtown area does not.</p> <p>Estes Park has not been able to tap into our bike tourism potential nor bike use for commuting to work. There are no bike lanes or bike racks to encourage cycling as a safe and accessible transportation alternative. This current 20th century, automobile focused traffic design of Estes Park needs to change in bold ways. Many bike enthusiasts would love to ride into their downtown and enjoy shopping or dining at a local business, but most stay far away for their SAFETY.</p> <p>I encourage your team to not assume claims made by a noisy few, saying "truth" wants no change or no action. When in fact, a quieter majority wants a safer transportation plan that authentically benefits our community.</p> <p>I can say that losing one lane on Elkhorn Ave and replacing it with widened sidewalks along downtown will greatly benefit our merchants. People will come in and buy an item if there is ability to park and have easy access to the shop. Fighting traffic and pollution while trying to enjoy a stroll in the downtown area wont create a positive shopping experience. I personally avoid downtown Estes Park due to the traffic, congestion, traffic noise, exhaust smells, pushing for space on sidewalks, lack of a friendly merchant because they too hate the situation!</p> <p>It is time for change! Estes Park will benefit from this partnership with the Federal Lands group. Please keep looking for more ways to keep bikes and pedestrian connections to downtown. We need this plan to include bike lanes!</p> <p>Thank you!</p>
Fredrick	Parker	N/A	2015-06-18 01:11:44	Harleyville,SC,29488,United States of America	Harleyville,SC,29488,United States of America	fredrickprkr6@gmail.com	Want more clients and customers?	Want more clients and customers? We will help them find you by putting you on the 1st page of Google. Email us back to get a full proposal.
Jack	Woelfel	N/A	2015-06-18 08:04:44	3524 SE 25th Street Topeka, Kansas 66605-1990	3524 SE 25th St. Topeka, Kansas 66605-1990	J.Woelfel@SBCGlobal.net	Downtown Estes Loop	Please, Please, Please! Listen to your city residents, business owner/operators as well as folks who visit Estes Park and DO NOT change the traffic pattern downtown! The parking facility at the Event Center will be a Hugh relief to that traffic congestion.
Lon	Kinnie	N/A	2015-06-18 18:59:17	PO BOX 483 455 Prospect Village Drive	PO BOX 483	lkinnie@aol.com	displaced businesses	what specific businesses/buildings would be removed to allow the loop.
Nancy	Solak	N/A	2015-06-19 13:31:59	Ram's Horn Resort	458 Cloverly Road Grosse Pointe MI 48236	solaksinality@yahoo.com	Loop	As a time-share owner and frequent visitor of your beautiful town, I appreciate all the time you've put into trying to relieve the traffic congestion. After reading all of your FAQs, it seems to me that better signage (to re-route those who want to drive directly to RMNP) is the answer. Just because the federal government offered lots of money for a very particular and specific kind of project does not mean that it cannot be first, denied, and then make it incumbent upon the federal agencies to allow the funds to be used in a way that does not take away from the character and economic viability of the downtown area. As with medical care, for example, would you consent to an operation that might do more harm than good even though it was "free"? This Loop idea will obviously cause more harm than good. Please try to recoup the funds for another, saner alternative. I'm clearly glad I'm not a full-time resident or a prospective resident since this project would be a major turn-off. Warmest wishes in puzzling this out. I do not envy you your position at all.
Gene	Mitchell	N/A	2015-06-19 14:11:11	Same as below	315 Big Horn Dr., Unit K Estes Park, CO. 80518	hmitch6818@aol.com		I am in favor of the proposed downtown loop.
Dallas	Heltzell	N/A	2015-06-19 15:37:29	BizWest Media (formerly the Northern Colorado Business Report)	1550 E. Harmony Road, Second Floor, Fort Collins, CO 80525 (OR) 1790 30th St., Suite 300, Boulder, CO 80301	dheltzell@bizwestmedia.com	The Loop	I am doing a story on the Loop for BizWest. Could someone please contact me by phone at 303-868-6631 any time today, this weekend or through Monday the 22nd. Thank you!
Carol	Nussbaumer	N/A	2015-06-19 18:57:16	420 Moccasin Circle Drive Estes Park CO 80517	420 Moccasin Circle Drive Estes Park CO 80517	carol@nussbaumers.net	downtown loop project	I simply want to say again that I am opposed to this project. It will destroy homes and businesses that have been here for decades, cause inconvenience to visitors and locals alike and, once done, will be difficult if not impossible to reverse should it prove to be the disaster I expect. But, having read the letter in today's Trail, it seems there is very little that could be done at this point to stop it. The town board does not have to vote (so why are we discussing it?) and it seems that this is pretty much a done deal with lots of bucks coming in. What plans are there for future maintenance? emergency vehicle needs? do we have to put up with it in the winter when all I want to do is come down Moccasin and go to the Park on Moraine? what plans are in place to support the increased traffic on Riverside west toward the Park? I've heard nothing about any of these, but I really suspect it is going to happen whatever people say or want. Once again, we are shafted.
Mark	Keegan	P36	6/29/2015			Mark.Keegan@huntington.com	N/A	<p>As an owner and non-resident, it's hard to fully understand both sides of issues that could have a huge impact on Estes Park.</p> <p>However, the LOOP project does seem to be an overly complicated solution to an age old problem: Too little space, too many people. I understand funding is critical and its always tempting to strike while the iron is hot, but not so fast.</p> <p>While I am in no way qualified to provide technical advice for City planning, I can share our experience with similar issues in a densely populated area of suburban Dublin , Ohio.</p> <p>High volumes of traffic...but not always...large vehicles(semi and large gravel trucks.....large amounts of pedestrian traffic at one to two gigantic intersections.</p> <p>The Township brought in the engineers and everyone hated the suggestions laid out, including me.</p> <p>But guess what is in place today and working very efficiently?..... Traffic circles with underground pedestrian crossings.....This would be a big change BUT could be a very efficient means of getting traffic in and out of the route 34/36 intersection....Think about it!!</p> <p>I know it's just a piece of a solution but worth considering.</p>
Mike and Judi	Cunningham	N/A	2015-07-01 20:31:25	630 Pawnee Drive	PO Box 1819	mjt44@q.com	Downtown Loop	We are not in favor of the proposed Downtown Loop. We feel that motor homes should be re routed down Highway 7 to Peak View and to Mary's Lake Road to enter RMNP. The campers would pass several campgrounds by using this route. We support the Downtown Businesses who are most affected by this project. Coordination of stop lights and pedestrian walking would be helpful. Go back to diagonal crossing for pedestrians. Eliminate the horse drawn carriage from Elkhorn Avenue. This is basically a three month summer problem and weekends. Will the grant monies sought really pay for the entire project and not just new bridges? If new bridges are needed request funds for those only. Resort areas usually are high traffic and people still schedule vacations there. Has anyone considered making Elkhorn Avenue a walking mall?
Tiffany	Polonic	N/A	2015-07-02 13:31:56	510 Piedmont Dr Omaha NE 68154	510 Piedmont Dr Omaha NE 68154	tiffany.beran@gmail.com	Please no LOOP!!!	The Loop will destroy part of the beauty and draw of Estes Park. If the downtown changes, I do not think this will any longer be on my designated list of vacation spots. I go here on average once every three years, and have ever since childhood. This is one of my family's favorite spot. You will destroy the businesses in the area, unless they have a vested interest in this project. My entire family feels this way and I am currently recruiting them to spread the news and comment in protest against this awful idea. Please understand that Estes will start to look like every place else. Why would one vacation here if they can go someplace that has kept its local identity?
Mary	West	N/A	2015-07-08 09:18:18	6456 Pierson St., Arvada, CO	6456 Pierson St., Arvada CO 80004	grdmac@msn.com	The Loop	We would definitely vote no on the loop if it were to be put to a vote which is doubtful
Andrew	Purdes	N/A	2015-07-09 21:20:21	1090 Woodland Court, Estes Park, CO 80517	1090 Woodland Court, Estes Park, CO 80517	andrewpurdes@beyondb.com	three lanes narrowing to one at the dougnnut house	<p>Will there be three lanes of one-way traffic on Moraine?</p> <p>If so, won't there be a traffic jam where three lanes merge into one lane?</p>

First Name	Last Name	ID #	Date Sent	Physical Address	Mailing Address	Email	Subject	Comment:
John	Floyd	N/A	2015-07-20 08:41:04	560 Darcy Dr Estes Park, CO 80517	same	jnbrare@gmail.com	public meeting	I am generally in favor of the project, but would like to keep apprised of available public information. When will the next "public" informational meeting be held.
Kathy	Loudermilk	N/A	2015-07-26 18:56:23	6924 Welch Ct Arvada, co 80004	sames as above	Kathyloudermilk@comcast.net	Downtown Loop	<p>We have been coming to Estes for almost 30 years now spring, summer & fall and rarely go to RMNP. Why, the community of downtown shops, the community of lodging places, and the natural beauty that is here. There are other places within a short drive from the Denver metro area to go, but it is the caring community of small business owners that brings us here.</p> <p>We came on this trip to Estes to do healing after a great personal loss to find that the Town of Estes doesn't understand the key components of why people come here from all over the world. It is not the unique beauty for there are many very beautiful places in the world. It is the small businesses and the special people that run them. This Loop will destroy the very people that bring people and their wallets here.</p> <p>Apparently the Town doesn't know who their customer base is and a few questions come to mind:</p> <ol style="list-style-type: none"> 1. Who is it that has moved here, purchased /built their million dollar house and wants to get back and forth from work and home faster during the 4 -6 months that Estes is congested with traffic? 2. Following the mone what business (es) / entity (ies) will benefit from pushing traffic thru or by passing the present downtown businesses? 3. Is the Town leadership people from Estes outsiders that don't understand the community? 4. Is this another case of Town leadership made of elists that think they know better than their community? 5. Who has money and/or political influence that want to go from the Park to the front range faster? <p>As I looked up the top leadership of the Town, I see people from not only outside Estes, but also outside of the state. Then leadership was not in Colorado to learn the lessons of Granby. The town of Granby assigned a bigger value on a new business (and apparently more money) than on the present business. The Town Leadership took the man's livelihood by all but eliminating access to his business. The man had nothing to loose. He built an indestructible bulldozer / tank and ran down the business of the people who destroyed him before killing himself. The State changed laws about imamate domain in an effort that no Town entity could do what was done to this man. The loop sounds much like what happened to that one Granby business owner. The loop will impact many more business and private citizens.</p> <p>It comes down to values. Apparently town leadership believes that people living in a 500 sq ft home is not valued as much as those who live in 5,000 sq ft home. Apparently some businesses are valued over other businesses. Putting greater value on people with more money is not what has built Estes or this country. It is what is destroying our country, and will take Estes from a vibrant entity to the mediocre. It is myopic.</p> <p>The loop would change many key components that are the success of this community. There will be a loss of downtown businesses just as we see across the country for the very reasons like your loop idea. This will change the dynamics of this community and will greatly benefit Grand Lake where previous Estes visitors and their money will go if you change the feel of this community. Results: Lower tax dollars to Estes, and ultimately will lower the property values.</p> <p>If you really have to do a truck bypass then do it further outside Estes but leave the existing traffic patterns in town. This at least gives the business community a chance to retain the friendly small town feel and the residential community can retain their homes and/or cabins that they love. If your real focus is on getting RMNP visitors out of Estes quickly this would give you a solution. Guess the Town of Estes feels they don't want or need any tax revenues from these visitors anyway.</p>
Tamara	Jarolimek	N/A	2015-07-30 01:40:26	356 East Elkhorn Avenue #1	P.O. Box 3523 Estes Park, Co 80517	tamara@jamesfrank.com	support of the project	I wanted to reach out and let town officials know that I am in favor of the loop project and I am aware of many other business owners/individuals who are also in favor. Because of the intense voice of a few against the project, it is not easy to publicly state this.
Jim	Linderholm	N/A	2015-08-14 09:36:53	1160 Fairway Club Circle #1 Estes Park, CO 80517	1160 Fairway Club Circle #1 Estes Park, CO 80517	jilind@windstream.net	Intersection at Donut Shop	What is the history of accidents at the Donut Shop intersection? Are there statistics on the numbers of crashes, injuries, fatalities? What are the costs of these accidents and is that part of the benefit/cost ratio in the EIS? Thank you.
Linda	McCreery	P45	8/25/2015		PO Box 2957/433 W. Elkhorn Ave Estes Park, CO 80517	Ldmccreery@aol.com	N/A	<p>Question: How do you propose anyone and everyone get to the post office from East of Elkhorn and Riverside?</p> <p>Usually we go West on Elkhorn to Riverside, turn left on Riverside to the post office. If Elkhorn is one way we will be forced to add to the Elkhorn traffic to Moraine and then left on one way to post office. OR go clear around the by-pass (adding to that traffic), I guess, to Big Horn (adding to traffic at Elkhorn and Big Horn intersection). That intersection is hazardous to pedestrians because any right turn is turning into the crosswalk when pedestrians walk with the green light for traffic. You will need to go back to all pedestrians cross at the same time. It seems you should go back to that no matter what happens.</p> <p>I think the parking lot needs to be downtown-the PostOffice or the Library would be good-so people will park in it and walk to downtown stores.</p> <p>Please reply to my suggestions.</p>
John	Sherman	P46	9/21/2015		Non Provided	John.R.Sherman@Colorado.EDU	N/A	<p>I'm a CU Boulder law and urban planning student hoping to read your EA for a class assignment and I was wondering if it had been published yet, and if not, when it might be. A couple news articles I read said it was due out at the end of August/summer and I didn't see it on regulations.gov. Any help would be much appreciated!</p> <p>Thanks and have a great rest of your day</p>
Joe	Secorder	N/A	2015-10-05 20:10:12	2023 Woodland Way Atlanta, Georgia 30338	2023 Woodland Way Atlanta, Georgia 30338	jsecorder@yahoo.com		Do not pursue this plan. I just spent 7 days visiting your lovey town & the environs. Here are some reasons & suggestions: #1: One-way streets will INCREASE the speed of motor vehicles, REDUCING the safety of persons on foot or on bicycle. #2: Faster motor vehicles are bad for local businesses. Because it is more difficult to see local shops. You should adopt a Complete Streets policy like they have in Boulder. Transportation projects need to be first for humans. Not exclusively for metal boxes on wheels aka "cars" or "trucks". Suggestions: See Boulder -- #1: Create pay parking spaces. #2: Create parking lots with above & below ground structures at the critical east/west north/south gateways. #3: Provide free shuttles (paid via the parking fees). #4: Establish a bike share system and build out both an on-street and trail connected network for residents & visitors to use to access the town center from these gateways and lodging points. #5: With the Complete Streets policy, work with CO DOT to restripe lane widths along 34/36, 7 (etc.) to 10-feet wide. With the remaining, create Protected & Buffered / Separated Bike Lanes. #6: Install mid-block pedestrian crossing islands for both safety and traffic calming.
Pepper	Morris	N/A	2015-10-15 20:56:15	1726 East 5th Street Fremont, Nebraska 68025 402-727-1199	1726 East 5th st Fremont, Nebraska 68025 402-727-1199	peppermorris@msn.com	Loop	We have been going to Estes for the last 30 years and I have been going there since 1952 at the age of 7. My wife and I have not found any problems with the trip through the town as a 3 to 5 minute drive is not bad as you get to see the stores and a lot of funny people. I drove the Loop path Sept. 5th 2015 and cannot see where you people think that this would benefit the town. The best way to screw up a town is to change things because someone gives you enough money to really screw thing up that have been working for 75 years. I really hope you take the Business peoples advice and dump the project. I did not see (1) one business that wanted the Loop. Please do not screw up a good thing. Listen to the business's not to the Idiots that want the Loop because it is not in the best interest of the business's.
Kevin	Loudon	N/A	2016-01-02 19:55:07	1128 N Kansas Ave Hastings, Nebraska	Same	fastpaint@charter.net		I'd say build some more lamp posts for the narcissistic elected members of the Estes Park board and partners! It's time to annihilate corporate de facto governments who do not answer to the people (and I don't mean persons) who pay communist property taxes. Property taxes, something that karl marx we be proud to see!
Brooke	Crum	N/A	2016-03-16 15:30:06	2403 W C St. Estes Park, CO 80517	2403 W C St. Estes Park, CO 80517	brookejcrum@gmail.com		N/A
Guy	Tritico	N/A	2016-04-08 12:09:04	1152 Fairway Club Lane, Unit #1 Este Park, CO 80517	1152 Fairway Club Lane, Unit #1 Este Park, CO 80517	guy.tritico@gmail.com		

ID #	Method Comment received	Date Received	Name	Physical Address	Mailing Address	E-Mail	Other comments on the project
T13	Emailed to Trustee (Norris)	4/10/2015	Grigsby, Rick	NA	NA	rkg@beyondbb.com	I have attached an Open Response to Jim Pickering's recent editorial "soapbox" and Letter of Appeal to Town Trustees on the FLAP project. I would appreciate it if you would take your time to read, consider, and add it to the public record before taking a vote on April 15th. Note Attachment: Our Town and Old Crossroad (8 pgs)
T14	Emailed to Administrator (Lancaster)	4/12/2015	White, Sherry	NA	NA	sdwtulok@aol.com	Move forward with the Loop! Do not let this opportunity to improve our town pass us by. From improving traffic flow, the No. 1 complaint of tourists, to bridge repair at no cost to the Town, to flood mitigation and lower insurance rates, this is a win-win for everyone. Do NOT let the No Change Naysayers win. These same people have deprived the Town of an urban renewal authority (which we desperately need now) and a voluntary Historic Preservation Ordinance and all because of fear of change and distrust of government, even when "government" is your fellow community member. Enough! Move forward!
T15	Emailed to Trustee (Pinkham)	4/13/2015	Dixon, Lissa	NA	NA	katanagir2014@gmail.com	As a resident of Estes Park, I have fallen in love with its small town charm, adorable historic buildings, and shops. I do not support the Loop project. It will hurt our downtown businesses without a doubt. And that will put my job and many other's in jeopardy as well.
T16	Emailed to Trustee (Norris)	4/13/2015	Anderson, May	NA	NA	maya@frii.com	I have worked with you in the past (Sustainable Mountain Living) and found you to be a thoughtful and reasonable person. Please do NOT go forward with this Loop project before a considerable amount of study and input from the community has been laid out on the table. The very life blood of Estes Park depends on it.
T17	Emailed to Trustee (Ericson)	4/13/2015	Adams, Jackie	NA	NA	isa.dna@gmail.com	How can we proceed with the Loop project whose main objective is to facilitate access to the park, when the park is going to close areas due to over crowding before the loop even goes into effect? Do not change the face of our beautiful town by approving this loop project. Are you not hearing the shop owners and residents of the community you are supposed to be representing?
T18	Emailed to Trustee (Mayor and all Trustees)	4/13/2015	Rosener, Gregg	NA	NA	gnrosener@msn.com	You, as Trustees for the Town of Estes Park are again called upon to make a decision regarding a critical crossroad for Estes Park as a Town, and as a community. As elected leaders of the most influential governmental body for our community, the decision you are being called upon to make regarding the traffic routing plans being proposed in the FLAP Loop proposal will transcend not only your time in office, but past each of your life times and more. Reviewing your options at this juncture which are 1) – Halt the NEPA process and therefore say no to looking any further at remedying to our decades old problem of traffic congestion which is growing each year; or 2) say yes to continue the NEPA process which hopefully will lead to finding a solution to this growing traffic congestion problem, there appears to be only one prudent action for the Town Trustees to take. That action is to say yes to continue the NEPA process. I give this recommendation not from only my own personal view point but from the view point of many of our community leaders/business people who I have been speaking with over the past months. Stay the course and continue the NEPA study to determine whether at the end of the day the One Way Loop solution assists in solving our traffic congestion issues as well as assisting in paying the costs of the 3 bridge replacements which will assist in mitigating some of Federally mandated changes coming to the flood plain designations in the downtown area. Although most of the vocal merchants and residents that are asking you to halt the NEPA process are well meaning, they are not looking at all of the facts, or the whole picture. I understand the whole idea that change is frightening to some. But, those who are in a leadership position have to look past those emotions, review the facts, and then make the decision as to what is best for the community. These difficult decisions have been thrust upon previous Trustees of Estes. I still remember very vividly the public hearings and newspaper articles in early 1980's. The rhetoric of halting the process then was very similar as today. And if those Trustees at that time would have listened to the voices telling them the changes would ruin the business community, that our wonderful village would be ruined forever, none of the Elkhorn Ave planters with their 1000's of beautiful flowers would be in place, the wide sidewalks, street lamps would not be there. The River Walk that so many 10's of thousands enjoy every year would have never happened. I would agree those no-sayers 40 years ago were right in one sense...our community was changed, forever, after the improvements were done. And thank goodness those Trustees back then made the hard decision to move forward with the plan. I ask that each of you stand strong, and make the right decision which I feel very strongly is to proceed with the NEPA process for this highway project.
T19	Emailed to Trustee (Ericson)	4/13/2015	Steele, Durango	NA	NA	durangosteele@msn.com	See Long letter, T19
T20	Emailed to Trustee (Mayor and all Trustees)	4/13/2015	Goad, Erica	1481 Bluebell Drive Estes Park, CO 80517	NA	erica.goad@gmail.com	Since I am unable to attend the meeting this Wednesday, I wanted to be sure that you received an email from me as public comment on the FLAP project. I believe that the downtown loop project is a critical improvement to the Town for a variety of reasons, including: 1. The current traffic situation is untenable for locals and visitors alike. Thanks to the objective, data-driven studies completed by the project team, the one-way couplet is the best option for alleviating traffic issues and meeting the needs of the grant. Looking at the traffic projection graphs for the next 20 years is scary!! "No Action" would be ignoring the science and ignoring the problem, especially when the grant money is already in hand! Not only will this project improve motorist, cyclist, and pedestrian safety through downtown, it will mitigate air pollution from idling cars, an important consideration given that RMNP is a world Biosphere Reserve. 2. Improving bicycle infrastructure is a crucial component of this grant. Estes Park is way behind the times when it comes to bicycle-friendliness, as compared to other Colorado towns. I could write a much longer email detailing the multitude of benefits of creating a more bicycle-friendly town (here is a whole bunch of statistics regarding the benefits of bike lanes), but I'll keep it short: better bike infrastructure improves safety for all road users, is a major draw for young people and families to live here, it improves business for downtown businesses, and creates a better quality of life and increases wellness in the community. Frank Lancaster's survey last year detailed that better bike infrastructure is a top priority to make Estes better!! 3. It will be good for businesses. Although I understand that some business owners and residents are wary of major changes in Estes, increasing the ability of traffic to move through downtown will create higher visibility for more people, a better visitor experience, and make Estes more competitive with other mountain towns in Colorado. As a local, during high volume traffic, I AVOID DOWNTOWN at all costs (and most people I know do too), which is NOT GOOD for local businesses, which I would happily patronize if it were not for the traffic. 4. Flood mitigation projects including the rebuilding of several bridges are essential for the Town, and this grant provides some funding to begin this process. It's not a matter of if, but when another flood like this one will happen again, and the Town MUST be prepared. Building more resilient river systems and associated infrastructure should remain a top priority for the Town. I URGE YOU TO PLEASE VOTE YES ON THIS PROJECT! It is the right thing to do to keep Estes Park the wonderful place where we all love to live, work, and play. NO ACTION WOULD BE A STEP BACKWARDS FOR THE TOWN.
T21	Emailed to Administrator (Lancaster)	4/13/2015	Rizzuti, Terry	1523 Fish Hatchery Road Estes Park, CO 80517	NA	TRizzuti.com	Please forward this to the appropriate person, and please consider me as one Estes Park resident in favor of the downtown loop project. I want to see our town looking forward not back. I want to see our town taking pride in itself by implementing improvements to infrastructure, etc., whenever and wherever possible. I've lived here nearly 10 yrs now and have seen nothing but a steady deterioration of our town streets, sidewalks and buildings to the point where the town has become an embarrassment, not just to me but to several others I've talked to, including residents and long-time visitors. It's time to rebuild, time to replace, time to cleanup, and time to repaint the center lines and, more importantly, the cross walks. The newness resulting from the loop project will showcase the disparity and make it obvious to everyone. To put it simply, Estes Park is a tourist town, and tourist towns should place great emphasis on appearances. Those vocalizing against this project seem mostly concerned with self-serving interests, and in no way seem community-oriented, so please, please vote for the loop. Thanks for listening.
T22	Emailed to Trustee (all Trustees)	4/14/2015	Thomas, Ronald	544 Ponderosa Drive Estes Park, CO 80517	NA	and3@frii.com	My good trustees, It is time to put this ill-thought out and divisive loop proposal behind us and to vote "no action" on this loop proposal. Then, start to address the issues that we have with traffic and congestion in a meaningful and realistic manner. There will be no easy solutions, but problems that can be mitigated if you involve the citizens and stop thinking that Mr. Lancaster will somehow come up with a "magic bullet".
T23	Facebook post	4/15/2015	Grigsby, Rick	NA	NA	rkg@beyondbb.com	Rick Grigsby tagged the Town in a Facebook video and asked that we "please insert these comments and visual aids into the FLAP environmental impact study and FLAP record." https://www.facebook.com/rick.grigsby.73/videos/10206369507736972/ Rick Grigsby: MORE ENVIRONMENTAL REASONS TO REJECT FLAP OPTION 1 The cliffs of Little Prospect Mountain and Baldwin Park and the downtown leg of the Big Thompson River are seasonal Bird Habitats from raptors to swallows. Town of Estes Park Colorado please insert these comments and visual aids into the FLAP environmental impact study and FLAP record. Thank you. — in Estes Park Down Town! Tony Weather: And need to ensure that flood control is analyzed to adjust for the Flooding that occurred in September 2013! Tony Weather: Good to see that you brought up the flood concerns in your previous post! (Note Attachment: Facebook entry)
T24	Emailed to Trustees (all Trustees)	4/15/2015	Wilcocks, Ron	NA	NA	NA	Note Attachment.

ID #	Method Comment received	Date Received	Name	Physical Address	Mailing Address	E-Mail	Other comments on the project
T25	Emailed to Trustees (all Trustees)	4/15/2015	Lucsch, Jennifer	NA	NA	NA	<p>I have a small business in downtown, on West Elkhorn. I've lived around here, (just a skosh north in the mountains) for 20 years. We moved off the mountain to come down here to civilization not long after the High Park Fire. I'm one of the ones you'll usually never hear a peep from. I'm one of those that prefers to lay low, to stay in the background, and let others do their work and I'll do mine. But this time, I cannot remain in my comfort zone, and say nothing. There are just too many well-thought out perspectives offering alternatives, and arguing against this one-way Loop, that have gotten apparently ignored.</p> <p>We, the people and the government of Estes Park, all of us working together, should have looked more carefully into the LOOP proposal—before it was sent out for a FLAP grant. We should have "looked before we Looped".</p> <p>We didn't, and now our homework has been given a "d". We should have come at this from a place of informed decision, using the most up-to-date information we could get. Data about the impacts of the Barnes' dance. Data about the impacts of a one-way road system on downtown retail. I've had a business on a one-way road—I can tell you it's NOT ideal. Lots of things we should have looked at earlier.</p> <p>Flood mitigation is not part of FLAP. Although it might help, we really don't know—not without a comprehensive flood mitigation plan to compare it to. The Feds sure seemed reluctant to let us change anything else about the original proposal—why would this be different? Our "situation on the ground" has changed since the FLAP grant was first applied for—we now have to consider flood mitigation much higher on our priority list.</p> <p>It's not too late, we have the chance to get it right. Let's stop action on the Loop, as it stands. No more "getting the cart before the horse".</p> <p>So when I ask the board for a decision of "No action on the LOOP", this is not a cry against change—it is a cry FOR CHANGE.</p> <p>A lot of this change is already in the works...</p> <ul style="list-style-type: none"> - Get a town plan together, a vision for the future. - CDOT wants to test the efficacy of the Barnes Dance. So—let's also test the efficacy of having a traffic cop at that intersection. Now, there's a possible solution that only helps the traffic, but increases safety with small-town charm. - We have an excellent opportunity to improve signage. We've got good sign makers right here in town. Don't wait for CDOT. Especially at the intersection of 34/36/Wonderview. Let folks know which turn is for "Historic Downtown Estes Park". - We could try out portable message/construction type signs to help direct excess Park traffic to Wonderview on those "crazy-busy" free park days. - Get some real comparative traffic flow data with these changes implemented. - Get a comprehensive flood mitigation study. <p>After this is done, then we can proceed from a perspective of knowledge. Then we can prioritize and discuss the big ideas: which bridges to fix first; where we can put parking garages and transit hubs; changing roads; pedestrian only zones; moving the Post Office; etc., etc.</p> <p>There are so many good ideas out there, good changes we can make. So there may be just a small group with loud voices—but there are also an awfully large number of us quiet folk—who want to stop the Loop, and get cracking on with a different sort of bridge building. A bridge to reconnect the people that live here, work here, play here, govern here.</p> <p>Let's choose "No Action on the Loop"; work together to make the changes we need; and this time, let's look before we Loop.</p> <p>Thank you for all your time and consideration in this matter,</p>
T26	Emailed to Trustees (all Trustees)	4/15/2015	Batey, David	NA	NA	NA	I support going forward with the environmental assessment of the Downtown Estes Loop Project
T27	Emailed to Trustee (Pinkham)	4/15/2015	Rambean, Diane	NA	NA	NA	<p>Thank you for asking for letters from locals that choose & love the charm of Estes! We came here in June, 1964 & vowed one day to live here—Fell in love with the "Family Feeling" & a Western Cowboy Rodeo Summer; not Vail or Aspen personality & in 1975 bought our business & a home w/3 small children & a population of not even 1800 people. My Chicago high school senior class was 1279 students—big change—thank you Lord. This town is still special people by personal choice—you people are also special & most do care about Estes. I care & I'm against the Loop proposal. It will definitely hurt local businesses. I also see major problems of fire truck or police car on emergency call—& trying to turn east on Elkhorn Avenue by entering Main Street. that is driving "west". I have not heard if this is a consideration. Please consider this issue & the issue of interfering & disrupting hard working, dedicated business owners. We need your true concerns; not expediency traffic!!! Thank you for reading my letter. I truly care & love Estes. We are the Gateway for the National Park; we are not a big city thoroughfare!</p>
T28	Emailed to Administrator (Lancaster)	4/24/2015	Robertson Susan	471 MacGregor Avenue	471 MacGregor Avenue	susanrobertson@xmission.com	<p>Frank:</p> <p>We attended the meeting last night ... and I was so embarrassed by the individuals' comments (I heard few questions, just complain, complain and so rude). I applaud how you stayed calm and tried to explain again the needs (bridges) and the planned parking structure (and why it isn't called a parking structure)! Did anyone listen, "no" just complain? The presentation was well done, well researched and there was no need to attack the presenters! If we all had a BILLION dollars maybe it would look different, but we don't. Within the scope of the monies and needs, I support the proposed plan and thank you and our trustees for all that you do. Is everyone perfect, "no" but I feel confident that you are all trying to do the best for Estes Park.</p> <p>Take care, my friend. Stay strong.</p>
T29	Emailed to Trustees (all Trustees)	5/6/2015	Riley, Suzanne	1520 Raven Ct Unit A Estes Park, CO 80517	1520 Raven Ct Unit A Estes Park, CO 80517	sriley2602@gmail.com	<p>Dear Mr. Pinkham et al.,</p> <p>My father was mayor of a small town when I was growing up and I took great pride in how he truly cared about and represented his constituents. I am writing to express my deep opposition to the Loop and to the cavalier attitude of most of the town board despite majority dissent.</p> <p>Perhaps the glitter of \$17+ million is simply too hard to resist? If so, how sad. I absolutely see no logic in this 'plan'. I have heard interviews where trustees have stated that the current situation is 'dangerous' and that it must be dealt with in time. I disagree! And I resent the implication that the majority of Estes Park residents are too naive to know what's good for us.</p> <p>I plan to protest this unilateral decision forcefully through any legal means available. This letter to you is my first step.</p> <p>Thank you for your time and attention.</p>
T30	Emailed to Administrator (Lancaster)	5/12/2015	McPeck, Matthew	NA	NA	mcpeckmj@gmail.com	<p>To whom it may concern,</p> <p>I LOVE Estes Park and when I get out of high school I would like to live there, anyway, I don't live there now but we go there all the time throughout the year and I have seen a lot on this "loop" idea for the main road. I can not attend any of the meetings obviously because I live 2 hours away and I can't drive yet. :(I have come up with an idea for the traffic. There would still need to be two roads for drivers to commute on but when you do depends on the time of day.... form like 5am through about 10am (on weekends) the main street is a one way road going into the park. Hours 10am - 3pm (about) the main street could be a 2 lane road, and from about 3 - 8pm main street could be a one way road coming out of the park....</p> <p>This would impact the town positively for these reasons listed below:</p> <ul style="list-style-type: none"> - shop owners would get their traffic they are looking for - the street is NOT a mess during the major commute hours - another main road would not have to be built (it wouldn't be to big, 2-3 lanes) - It would help to keep the feel of the classic and well known Estes Park - there would be a win - win for everyone because the town would be less congested but drivers will still be get their Estes Park experience <p>There is plenty of reasons NOT to have main street a one way street but one that is important to consider is the town income. Say that you get 40% of the town's income from travelers stopping by after a day in the park. If they can not go down the main street after a day in the park, the town income could very easily drop from 40% of those travelers down to 10 - 20%.</p> <p>Please take this e-mail and at least use this idea as a base for another idea to use.</p> <p>Team Response:</p> <p>Matt,</p> <p>Thank you for taking the time to write. I appreciate your thoughtful creativity. Changing the directionality of traffic flow to match traffic peak flow demand works very well in situations where the access to the road is fully controlled (like on a freeway). A good example is the HOV lane on I25 in Denver. In situations where driveways, side-streets, and parking lots allow cars to enter the road at all hours from many points, there is very high risk of accidents due to drivers going the wrong way down the one-way road. Every driver can't possibly remember the days and times the directional flow changes, especially when they are new to the area and don't know of this pattern. We would have to use signs or gates at every driveway to control this. You can see how this would be very problematic.</p> <p>Feel free to send us more fun ideas. We value creativity and are still hunting for the ideal fix!</p>
T31	Letter to Town	5/12/2015	Lubey, Jeanne & Darrel	Georgetown, Texas	Georgetown, Texas	N/A	See Long Letters (T24)

ID #	Method Comment received	Date Received	Name	Physical Address	Mailing Address	E-Mail	Other comments on the project
T32	Emailed to Trustee (Ericson)	5/28/2015	Discher, Steve				My family and I fell in love with Estes Park with our first visit in 2010, so much in fact that in February of 2013 we bought a cabin here and we continue to visit Estes for a week at Christmas, a week at spring break and live here full time May to August every year. We renewed our marriage vows after 25 years in January of 2015 so clearly we know and love this place. We helped with the flood recovery as volunteers, we pay taxes here, we invest our time and money here and we love Estes for what it is today, not for what it could be. Progress to us isn't making traffic flow better, it's watching the trees change colors or the bears come out of hibernation. Please don't ruin this one of a kind place regardless of the monetary motivation. Today, we find ourselves at the same crossroads our forefathers faced 100 years ago with our beloved Rocky Mountain National Park. We should do what they did, preserve this rare gem, don't desecrate it with the equivalent of a freeway. I request the Town of Estes Park reject the Federal Highway Administration FLAP grant money that was awarded to the Town in March 2014. We feel due diligence was not done prior to applying for the grant, and believe that the proposed loop project that was funded will be detrimental to downtown business community. We request the Town seek out public input prior to applying for future grants that directly affect the Estes Park downtown business corridor.
T33	Emailed to Trustee (Norris)	6/19/2015	Widawski, Teresa			teresamaria@veruscommerial.com	So much is being said about the proposed Loop/FLAP by opponents to the project that I want to continue to offer you my support. The lack of vision by some is disturbing and many of the arguments are obviously driven by fear, human nature and misinformation. You are charged with looking out for the greater good and the future of Estes Park, which should not be traded for a box of donuts. I am one of the silent many who are grateful that you had the best interest of our entire community in mind when you voted to continue with the NEPA study. It was an act of vision, leadership and courage. Having been to both Steamboat Springs and Jackson Hole in recent weeks, I was interested to observe their mix of retail businesses and restaurants and their tourist demographic. As we know, these are some of the key ingredients for a vibrant tourist economy. I observed diversity in those areas. In contrast, it seems to me we are more and more lacking diversity in our visitor demographic and the choices we offer guests and residents. It is a path to mediocrity and it doesn't have anything to do with preserving our unique character. I encourage you to continue to move our town forward and to remain committed to the greater good of the entire Estes valley. What Estes Park becomes in the future depends upon you in this moment.
T34	Emailed to Administrator (Lancaster)	6/23/2015	Flores, Rocio	Lansing, IL		licenciadarmf@att.net	Hello, I recently visited Estes Park June 11-13th with my husband. We stayed at the Stanley Hotel. Several members of our extended family rented a home near the aerial tram. This was our first visit to your town. We absolutely loved it. We patronized various restaurants and stores in town. We saw the signs mentioning the loop and asked the business owners about it. We are writing this to let you know that we truly hope you do not change the character of the downtown area. It's is absolutely lovely and charming. We loved the stream and the many businesses surrounding it. It would be a shame if this would change as this is one of the main reasons why we would want to return with our children for an extended visit. I am a business owner back in my home town and it important to me that my town administration listen to the needs of the business owner, residents and people who patronize the businesses. I hope you listen to your business owners. I didn't see many that support the change to the business district. This should be an indicator.
T35	Emailed to Administrator (Lancaster)	6/29/2015	D'Annibale, Veronica	2531 Niagara Street Denver, CO 80207	2531 Niagara Street Denver, CO 80207	dannibale65@gmail.com	Good Afternoon: I hope that I have reached some of the appropriate parties as I address this issue. I'm sure there are more departments and officials involved. Last week I traveled with a friend to Estes Park. We both live in the Denver Metro area and wanted to have a relaxing day in your mountain town. We did. We had coffee at the book store and we visited many shops along the main street . . . and we made purchases in most of them. It is a beautiful town with many small businesses which count on travelers, both near and far, to stop in town. The destination may be Rocky Mountain National Park, or it may be the downtown strip as it was for us. Instead of creating another monolithic highway structure, which will probably cost more than the \$16 million Federal monies, I would like to suggest a truck route that goes around the downtown area. The large trucks really don't belong on city streets and the money would be better spent by creating a separate route for them. Keep your downtown operating and flourishing. We do not need more highways or more strip malls. Stand back and really look at the beautiful and friendly shops and shop owners and rethink your plans. Sincerely,
T36	Emailed to Trustee (Ericson)	7/5/2015	Bowen, Ruth	Texas	Texas	rbowen7481@gmail.com	Mr. Ericson, My husband and I live in Texas. Estes Park is a favorite destination for us. We like Estes Park because of its location, the natural environment, the friendly people, and the unique shops and restaurants. We enjoy staying in a hotel or renting a house within walking distance of downtown. Estes Park needs to maintain the charm and environment it currently has. Putting in the proposed mall and loop will irrevocably change Estes Park and the attraction the city has for us and other visitors. Proceeding with this plan will most likely cause some residents to reconsider living there. Does the city need to re-think traffic control? Yes, but not at the expense of irrevocably changing the beauty and charm of the river and the city. The cost of this proposed project is too high and not just in dollars. The negative impact this project will have on the environment (animals, trees, plants, rivers, people) will devalue Estes Park. Thank you for considering my thoughts. Sincerely,
T37	Emailed to PI Officer (Rusch)	7/6/2015	Gorski, Lou	251 East Riverside Dr	251 East Riverside Dr	lpqorski@flash.net	See Long letter, T25. Email contained several photos and videos.
T38	Emailed to Trustees (all Trustees)	7/7/2015	Miller, Suzanne & Alan	2700 Eagle Rock Drive	2700 Eagle Rock Drive	asmillerco@gmail.com	Although we do not get the opportunity to vote for the Trustees, as year round residents of the valley, we are committed and involved in how the valley is administered. As former city and school administrators we are knowledgeable about the issues surrounding our public entities and therefore wished to express our opinions based on experience and facts. Although our local businesses seem to be very closed minded and short sighted about the future of Estes, we are open to not only the needs of our Town but even more importantly the needs of the reason most folks visit Estes...Rocky Mountain National Park. We are volunteers in the Park and have been residents of Colorado for almost 50 years. We are well aware that the Loop will impact some private home and business owners, and that has been the case for the fires and floods we have experienced as well. As with all changes and improvements it can be difficult but one must look at the big picture and the overall benefit to all for the years and culture to come. We are in favor of the Loop and would add one more thought. Ample parking as close to downtown as possible. It seems desirable and feasible to enlarge/build a second story parking area south of Elkhorn and west of Moraine at the existing parking location. No homes would be impacted as the granite wall would serve as a backdrop. With additional parking at the visitor center and perhaps the Davis lot, access to downtown parking would be enhanced. Finally, the local businesses seem to highlight current visitors to Estes that say they don't want the Town to change and that they don't mind the "congestion". Our experience when traveling out of town and visiting other tourist towns in Colorado is that there are quite a number of folks who when hearing where we are from over the past 10 years, say they have visited in the past, found Estes to be congested with traffic nightmares and thus have not and will not be returning. We recently heard this comment yet again as we were staying in Ouray, Colorado where many cyclists, climbers, etc. are in abundance. In fact, something needs to be done and since our major streets are State highways, we need to access the \$\$ we can from State funding. Estes has already 'lost its charm' so to speak and that is not going to change even if nothing is done. Let's look to the future, not only for RMNP but for EP as well.
T39	Emailed to Administrator (Lancaster)	7/26/2015	Duddleston, Patricia	1010 S St Vrain #E3	1010 S St Vrain #E3	Quiltpat42@aol.com	I am a summer resident, but own our condo here. Please reconsider the proposed Loop. I cannot see how the Loop plan can really help traffic. Is it really that important to destroy homes and businesses for the sake of getting money for bridges? City tax has increased, use that money. Tearing up streets seems needless when I can't see the town fixing the big potholes in main intersections. Thanks for a say
T40	Emailed to Trustees (all Trustees) (Lancaster)	7/27/2015	Milone, Stephanie	Omaha, Nebraska		milonefamily@cox.net	See Long Letter tab for comment
T41	Emailed to Trustees (all Trustees) (Lancaster)	7/27/2015	Grigsby, Rick	260 E. Riverside Drive 1950 Cherokee Drive Estes Park, CO 80517	260 E. Riverside Drive 1950 Cherokee Drive Estes Park, CO 80517	rkq@beyondbb.com	See Long Letter tab for comment
T42	Emailed to Trustee (Ericson)	7/29/2015	Carey, Chris	General Manager of The Estes Park Resort			See Long Letter tab for comment

ID #	Method Comment received	Date Received	Name	Physical Address	Mailing Address	E-Mail	Other comments on the project
T43	Emailed to Trustees (all Trustees)	7/29/2015	Schroeder, Vickie	259 Solomon Drive Estes Park		wicschro@gmail.com	See Long Letter tab for comment
T44	Emailed to Administrator (Lancaster)	10/7/2015	Mathia, Carol	1370 Matthew Circle Estes Park, CO 80517	1370 Matthew Circle Estes Park, CO 80517	mathiac@yahoo.com	Dear Mr. Lancaster, I am not sure if I am directing this to the correct person, so please feel free to redirect it if needed. We have a daughter married to an Australian. She lives in Australia with him and their two children. We visit them when time and money permits and while there we have noticed something they do that helps slow down traffic congestion. When pedestrians are at crosswalks, they wait until all four lights are green and then all pedestrians cross at the same time--some go N to S, others E to W, and others go diagonally across the intersection instead of N to S and then E to W. In this manner all pedestrians are crossing at the same time and car traffic has less time to wait before it can take its turn. Implementing this may help traffic congestion in the downtown area. Sincerely,

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T19	Emailed to Trustee (Ericson)	4/13/2015	Steele, Durango	NA	NA	durangosteele@msn.com	<p>We were members of the CIA together...no, not the "Central Intelligence Agency", but the "Citizens Information Academy" our local Estes Park awareness information class that I thoroughly enjoyed. Please consider the impact that your vote has on our town and understand that we are not prepared to embark on this proposed Estes Park Loop. Please remember that you fell in love with Estes Park when you took your bride to our beautiful town for your Honeymoon. You were once a visitor that decided to make this your home. I know that you understand the challenging economics of the local business owner. Together we are in the business to stay in Estes Park and your vote affects all of us! I am trusting you to act as our Trustee and vote "No Action on the Loop".</p> <p>I would like to tell you a little about myself.</p> <ul style="list-style-type: none"> • Who is Durango "Kellie" Steele ?- • I am passionate about Estes Park and the vision we have for our future! • I am a graduate of Estes Park High - Class of 1976. • Co-Creator of our Halloween Trick or Treat Street! • Business owner in Estes Park • Owner of three properties in Estes Park <p>I embrace change, providing that the change moves towards making a situation better and if all other less expensive and less destructive options have been exhausted in order to accomplish the intent of the proposed change. I have the following questions and comments:</p> <ul style="list-style-type: none"> • Have we installed proper signage (Large Brown & White Signs as representative of the standard used by our National Park's around the USA) directing visitors to RMNP from Highway 7, Highway 34 and Highway 36, therefore; reducing the congestion in downtown? • Have we created ample parking to sustain the needs of our increased population during our high season? (I know we are moving towards some parking solutions.) • I think it is important to know that the majority public opinion at the initial March 2013 meeting on this proposed project was in favor of more Parking. NOT that we wanted a one way loop as stated by EVPC Fact sheet! This is the quote from the EVPC Fact sheet. "In 2013, the Town of Estes Park solicited public comment on the specific issue of improving traffic flow downtown, the one-way couplet option was recommended by the public during this process." This is not a fact! The one way couplet was shown as one option linked to the construction of a multi-level parking structure and transit hub for shuttle service to RMNP. Since the FLAP money couldn't be spent on the parking structure and transportation hub as presented as a possible option to the public during this meeting, the grant proposal was written for the one way couplet. Please make sure that you understand that more parking was the #1 option recommended by the public during this initial meeting and there was not an option to vote for the parking separate from the one way couplet - now it has become common opinion, (quoted as fact) that the public voted for the one way couplet. Kevin Ash will verify this statement. He was there and so was I. Were you? • Have we created visible signage and adequate traffic lanes to direct visitors to the alternative Fall River Entrance of RMNP by using the existing Wondervue Avenue bypass? This simply gives visitors a choice- I am not suggesting eliminating the Elkhorn Avenue access to the Beaver Meadows Entrance of RMNP. Many visitors do not know that we have two entrances to RMNP! • Do we have a long range master plan for the Town of Estes Park? <p>It is unethical to use Federal Funds, FLAP Grant, for the creation of a one way loop without trying other options first. Respect and consideration must be given to all directly affected by the proposed change. I strongly urge the Town Board Members vote "Take No Action" ! We as a community have not done our due diligence to alleviate the congestion of downtown during "four months" of our year, by implementing much less expensive and less destructive options. This must be done before spending Federal Land Access Program Grant money on a one way loop that will affect visitors and residents all year around and forever change the charm and character of our beloved mountain town.</p> <p>Estes Park is a tourist town - I know it seems like I am stating the obvious, however; it seems that some "Locals" have forgotten this when I hear them complaining about traffic and our visitors during high season. A large percentage of our year around residents were once visitors, including many of the current Town Board Trustees. It is a testament to our community, and the natural beauty of this area that influenced many visitors to invest by starting a business and / or buying a home in Estes Park. I encourage all to remember what made us fall in love with our "slice of heaven on earth" and to be grateful when our visitors return, contributing to the quality of life for residents and the quality of experience for our visitors.</p> <p>Respectfully and Thoughtfully submitted</p>
T24	Emailed to Trustees (all Trustees)	4/15/2015	Wilcocks, Ron	NA	NA	NA	
T24	Letter to Town	5/28/2015	Lubey, Jeanne & Darrel	Georgetown, Texas	N/A	N/A	<p>On a recent visit to Estes Park, one of many, we were upset to discover that you are planning to ruin the integrity of this charming and historic village, the front door to Rocky Mountain National Park. The park and the village have become woven into the tapestry of the landscape, one would not be as treasure without the other. It is a perfect marriage of man and nature co-existing as one unit. Your plans to by-pass the village with one way streets will ruin the economic engine of the village. Our merchants need the park visitors and the reverse is also true. One way streets through the village will only funnel the traffic straight through the village leaving no opportunity for merchants to be part of the experience.</p> <p>We have better ideas:</p> <ol style="list-style-type: none"> 1. Build a parking garage in the space now allocated to the post office parking. 2. Enlarge the waterway under the bridge on Elkhorn Ave at the west end of town so that the river will flow more freely when high, thus preventing it from flooding the streets. Do the same for other water crossings to keep the water flowing under the bridges instead of over flowing bridges and onto the village streets. 3. You already have a by-pass if people want to use it, Route 34 goes around the north side of the city leading directly into the northern entrance of Rocky Mountain National Park. To improve the flow of traffic from Route 36 to Route 34, create a four lane road. Place a big huge sign somewhere along Route 36 near the entrance to the village, to inform visitors that the direct route into the park is via Route 34 north of the city. Actually, a sign could be put up right now with very little expense to tax payers. Most people are just not aware of the existing by-pass. 4. Extend the road that leads to the Historic Hydro Plant Museum, south to Route 36 and the south entrance to the National Park. 5. Advertize to the public how wonderful off season vacations can be. We were there in late April, no crowds and no traffic. We essentially had the park' and the village to ourselves. It was most enjoyable. <p>Please don't ruin this charming village with one way streets!! It is perfect just as it is with a few small improvements that will do much to alleviate the traffic issues you face every summer and fall. You must protect your merchants, without them, the village is nothing. We so enjoy walking the streets, shopping, eating an ice cream cone or taffy and dinning in your wonderful restaurants. One way streets channeling people directly to the park is not a good idea. The park is already experiencing too many people at one time. Estes Park merchants help the park by delaying and spreading out the influx of people into the park all at the same time.</p> <p>Estes park is a national treasure that belongs to all of us. Look outside the box people! The full time residents of the village hate this idea and we don't blame them. It is certainly NOT the best approach to solving your traffic issue. You were elected by the people, for the people, to serve the people. It is high time to begin serving the people.</p>

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T25	Emailed to PI Officer (Rusch)	7/6/2015	Gorski, Lou	251 East Riverside Dr	251 East Riverside Dr	lgorski@flash.net	<p>I am writing this in protest to the FLAP conversion of West Riverside Dr. to form a 1 way loop around the Estes Park, Colorado business district and through a residential neighborhood.</p> <p>I have not traditionally been a "letter to the editor" person but as I look out my windows and sit on my deck, I see in my mind the travesty that is desperately trying to unfold right in front of my house. I am trying not to be selfish but to see the overall good of the proposed changes to "my" town and, for the life of me, I cannot see ANY good from it.</p> <p>I am talking about Estes Park, Colorado, the east gateway to the Rocky Mountain National Park.</p> <p>The powers that be have been trying to figure out a way for years to deal with the "traffic" problem and, low and behold, there was a grant out there that, in the end, provided \$17 million that has been represented to the townspeople as a way to ease the traffic by a "loop" through the town (not around the town). My understanding is that the federal government wants to help facilitate getting people into Rocky Mountain National Park easier. BUT, we already have two ways of getting to The Park which could take people around the town if they wanted to avoid traffic, which are easier!!! (and, already in place)</p> <p>For those who are reading this and are familiar with the geography, one of those ways is highway 34 (Wonderview) which can be accessed easily at the east end of town junction of Elkhorn Avenue, 34 from Loveland/Ft Collins and 36 from Lyons/Boulder. I drove on it late in the afternoon yesterday when people would be exiting The National Park and I was the only person on it. It is a well paved, straight shot to the Fall River entrance to the Park. The other way would be for people coming from Lyons along Highway 7 or those coming up from I-70 through Central City and Nederland. You can take Mary's Lake Road and by pass town completely and go the other entrance to the park very easily. There could be signage at both places to send people directly to the Park and by pass all the "traffic". WHY IN THE WORLD would we waste taxpayers dollars for something that already has a solution? I wonder why? I am a Realtor and understand progress but this is not progress, it is absolutely WASTE. I will try to be concise (hard to do with so much to say) with my points about the reasons, besides the above mentioned waste, that this project will ruin the quaint, peaceful life that the majority of people say is the reason they come here. I can think of two "sleepy" Colorado towns that have been negatively impacted by such "improvements": Glenwood Springs and Lyons.</p> <p>I live on East Riverside which is a street that has so much history. My house is on the river directly across the river from the Park which we, on the street, call Baldwin Park. It is the ONLY Park in town on the river with grass and mature trees and space for people to spread out and enjoy a time of peace and quiet and fun and not close to a busy road. It is not large but is peaceful and beautiful. Townspeople and tourists walk to it and through it and stop and eat their lunches, play ball in the open grassy part, walk their dogs all times of the night and day and there is play equipment which people specifically come to with their kids because it is shaded, on a quiet street and in a safe, quiet neighborhood. That will certainly change. In the late summer, the elk love it and I have seen as many as 20 lying around over there. I have a hard time visualizing them doing that with a 2 lane highway going past it. AND, the project is due to take a huge (17 feet) strip off of an already tiny strip to widen West Riverside.</p> <p>Briefly, some of the history of my street (banked on the river), which I understand is one of the first platted neighborhoods is: R.H. Tallant was a well-known artist and the first "artist in residence" here. He homesteaded and lived on this street and had his painting studio here. These structures are occupied and one has been beautifully remodeled and is a vacation rental. He was good friends with his neighbor, Fred Clatworthy who is still a famous western frontier photographer, who took pictures for National Geography. He also homesteaded and his structures are also here and lived in and well maintained. Tallant's son was Lee and he was water superintendent. He married Rhoda Service whose family had the general store. Another pioneer family was Hazel and Roy Baldwin who homesteaded the land on the West side of the river and later sold it to the city after his death and in her old age. Gratefully, the city made this fabulous park out of it. Now, the same city government, with different people (most of whom are from other places) want to destroy it. I can't visualize how much of it will actually be left but they say they will take 17% of it, most of which seems to be down the whole side of it to allow for widening West Riverside. I was told in a private one on one meeting with a town official and they could do this project and avoid taking from the park. It was not the truth, apparently.</p> <p>I also want to point out that there are MANY retired, elderly people in this town. They come to The Park, park their cars and walk down to the river walk with their dogs or for physical therapy. This plan removes 35 parking places. Where are the people who frequent the park from other parts of town supposed to park to get to it? Is that really the right thing to do? One of our big problems is parking and they are taking away parking places? Sounds counterproductive to me.</p> <p>East Riverside Dr. is a neighborhood. We all paid a lot for our property, we are friends, we have block parties. We do not want to be ruined by traffic noise, exhaust fumes that could make us and animals sick, by all the noise created bouncing off the cliffs behind us. There will also be 18 wheelers creating braking noise because of traffic jams caused by the curve in the road and the junction at Elkhorn Avenue. Research shows that noise causes stress. And, IF there are any animals left around here, tourists will be stopping to look at them which will also cause a traffic jam. It seems to me that there could be more traffic than we already have.</p> <p>Now to my bullet points:</p> <ol style="list-style-type: none"> 1. It is a waste of \$17million to rip up and change 4 blocks (Morraine Ave and West Riverside) for 2.5 maybe 3 months of the year. 2. It will create bottlenecks at both entrances and exits of this illustrious loop where it narrows from two lanes to one lane, and that seems like traffic to me! 3. It will pollute the Baldwin Park by cars pitching trash out and fumes from all the traffic. The traffic will include all industrial trucks (18 wheelers, RVs, garbage trucks, cars, motorcycles etc..) They currently travel down commercial streets and not through the neighborhood. 4. In a time when we are losing family cohesiveness and neighborhoods etc., why would that be productive in a tiny town with a commercial district that is only about 3 miles long? 5. Baldwin is a wonderful shaded river park in town and it seems it will be ruined. There would be 50-60 huge old trees that would have to be cut down. Millions were spent in the 80's to make it a beautiful park with a river walk. Much of that improvement will be destroyed. I do not call that progress. 6. WILDLIFE. In this neighborhood we have elk, bears, deer, badgers, fish, mountain lions, bob cats and all sorts of birds. Now, really, are they going to stick around for all that traffic and noise? Not to mention, the animal collisions. I thought we wanted to protect our wildlife..... 7. It will ruin this neighborhood and our property values. One trustee on the city council said the neighborhood and the park were not important. I am pretty insulted. I happen to know what most of us paid for our homes and they were not cheap. (I have a payment) Why do we have no say in it? I am a property owner and pay taxes but I have no vote. All I have is my voice and I have been told by more than one townie that it is pointless to object because "it is a done deal". Why is it a done deal? There are so many people opposed. Signs are everywhere in opposition. 8. I have heard that the plan is apparently to move the Post Office which is in the middle of this "loop". Now, that can't be free to do that and is probably not paid for by the grant. The Post Office is walking distance for many people. Aren't we trying to save gas in this country, save the environment, etc? So, where will they move the PO so that people can still walk to it? Not to mention, that it is kind of a meeting place for people, as the PO is in most little towns. This is a little town. Why are we trying to make it a big city? People like it because it is a little town. 9. People are calling it The Riverside Freeway. 10. "They" talk about the bad traffic here. Well, I bet a survey would show most of the people who come here are from Houston, Denver, Dallas, LA, Chicago, California etc.. Why, many of them are in traffic for an hour each way to work. I am sure we all would rather not have any traffic, anywhere, ever, but it is nothing here compared to where most of these people are coming from. Besides, it gives them time to peruse the businesses as they travel through town. 11. As they leave the Rocky Mountain National Park down West Riverside, the tourists will be funneled to Elkhorn Ave and turn East and by pass about ¾ of the shops. People want to get to the National Park early and then come back to Estes to shop and eat but the loop is bypassing them past many of these merchants. 12. There are two alternative routes to The Park: Wonderview (Highway 34) and Mary's Lake Road from Highway 7. 13. I have been told that the flood plain maps and regulations are being changed in relationship to flooding here. It does not seem fiscally responsible or otherwise responsible to build a federal highway in an area that has already majorly flooded. We had a 1,000 year flood in 2013 and many roads and property and infrastructure are still in disrepair and in some cases not functioning at all. I do not think we should start more construction and physical changes without fixing current needs. 14. There are 4 (and I am sure more) businesses that are town mainstays that will be REMOVED: The Donut Haus (which provides job and scholarships for high school kids), the Mountain Munchies, which is a wonderful, by the river, hot dog restaurant (and lots of other yummie stuff), the Tiki Bar (the owners have a lovely home above it) where lots of people have great fun, and parts of a great lodge called Misty Mountain Lodge, and I think 4 residences. And, the homes on the east side of East Riverside will be right on the freeway. I just don't think it is right to remove livelihoods for a project that will have such a negative impact on this town. <p>This is a beautiful, small town in the mountains. We want to protect its integrity, its history, its peacefulness, its merchants, its neighborhoods, the tourists and the environment, so we hope the Environment Assessment will show that this is a bad, damaging deal and a big waste of taxpayers' money and a potential source of problems from a lot of unhappy, impacted people.</p> <p>I understand that part of the "payoff" for this project is that there will be money to replace some bridges. Can't the government give Estes Park a grant to replace the bridges instead of a grant to ruin the town?</p> <p>I have been blessed to have been coming to Estes Park since 1949 and now own a home on East Riverside. It is a wonderful place. Please help us preserve and protect it. Thank you for reading this diatribe. I welcome feedback. Maybe I am wrong..... (don't think so). If you are receiving this by email, I have attached some pictures and a video of the river and Baldwin Park. Please look at them. Thank you again. Sincerely,</p>
P42	Web comment form	7/26/2015	Loudermilk,	6924 Welch Ct	6924 Welch Ct	KathyLoudermilk@comca	<p>We have been coming to Estes for almost 30 years now – spring, summer & fall and rarely go to RMNP. Why, the community of downtown shops, the community of lodging places, and the natural beauty that is here. There are other places within a short drive from the Denver metro area</p>

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			Kathy	Arvada, co 80004	Arvada, co 80004	st.net	<p>to go, but it is the caring community of small business owners that brings us here.</p> <p>We came on this trip to Estes to do healing after a great personal loss to find.... that the Town of Estes doesn't understand the key components of why people come here from all over the world. It is not the unique beauty – for there are many very beautiful places in the world. It is the small businesses and the special people that run them. This "Loop" will destroy the very people that bring people and their wallets here.</p> <p>Apparently the Town doesn't know who their "customer base" is and a few questions come to mind:</p> <ol style="list-style-type: none"> 1. Who is it that has moved here, purchased /built their million dollar house and wants to get back and forth from work and home faster during the 4 -6 months that Estes is congested with traffic? 2. Following the money – what business (es) / entity (ies) will benefit from pushing traffic thru or by passing the present downtown businesses? 3. Is the Town leadership people from Estes or "outsiders" that don't understand the community? 4. Is this another case of Town leadership made of elites' that think they know better than their community? 5. Who has money and/or political influence that wants to go from the Park to the front range faster? <p>As I looked up the top leadership of the Town, I see people from not only outside Estes, but also outside of the state. Then leadership was not in Colorado to learn the lessons of Granby. The town of Granby assigned a bigger value on a new business (and apparently more money) than on the present business. The Town Leadership took the man's livelihood by all but eliminating access to his business. The man had nothing to lose. He built an indestructible bulldozer / tank and ran down the business of the people who destroyed him before killing himself. The State changed laws about inamate domain in an effort that no Town entity could do what was done to this man. The loop sounds much like what happened to that one Granby business owner. The loop will impact many more business and private citizens.</p> <p>It comes down to values. Apparently town leadership believes that people living in a 500 sq ft home is not valued as much as those who live in 5,000 sq ft home. Apparently some businesses are valued over other businesses. Putting greater value on people with more money is not what has built Estes or this country. It is what is destroying our country, and will take Estes from a vibrant entity to the mediocre. It is myopic.</p> <p>The loop would change many key components that are the success of this community. There will be a loss of downtown businesses just as we see across the country for the very reasons like your "loop" idea. This will change the dynamics of this community and will greatly benefit Grand Lake where previous Estes visitors and their money will go if you change the "feel" of this community. Results: Lower tax dollars to Estes, and ultimately will lower the property values.</p> <p>If you really have to do a truck bypass – then do it further outside Estes but leave the existing traffic patterns in town. This at least gives the business community a chance to retain the friendly small town feel and the residential community can retain their homes and/or cabins that they love. If your real focus is on getting RMNP visitors out of Estes quickly – this would give you a solution. Guess the Town of Estes feels they don't want or need any tax revenues from these visitors anyway.</p> <p>For us – without the loop, we'll be back – often. With the loop... I took a look at the Town Newsletter – apparently they want local business input for decisions, they call their town a community and a neighborhood.... Sounds like the kind of place we would like to visit – often.</p>
T40	Emailed to Trustees (all Trustees) (Lancaster)	7/26/2015	Milone, Stephanie	Omaha, Nebraska		milonefamily@cox.net	<p>Dear Mayor and Trustees:</p> <p>I have been coming up to Estes Park and Rocky Mountain National Park each summer from Omaha, Nebraska since the early-mid 1970's (when I was a teenager - I am now age 56). I even was there during "the" flood (I believe those of you "of an age" will recall which one I mean). While I enjoy RMNP, there is something special about the days during the trip that we "go to town." After all, you can only do so much hiking (and "girls" like to shop and stop in for a massage as well as a girls' lunch at the Stanley hotel and a "ghost tour.") I remember very fondly the days when the Stanley Hotel's "yard" extended all the way down to the highway (before they had to sell it off to "Safeway," etc. in order to survive bankruptcy). If I had had the money then that I have now I would have bought it myself just to keep it from becoming what it eventually became. You all are just taking so much "quaintness" for granted because you see it everyday. Your downtown business district is "quaint" and considered traditional by so many of the families that regularly visit your locale as tourists. That is one of the reasons that my parents brought us there as children and that my child, and, now grand-nieces and nephews, are still brought to your local area to vacation each summer. If you don't actually believe that many families are so "traditionalist" in their family vacation plans, I suggest that you speak with the Iowa Great Lakes Chamber of Commerce about what occurred there some years back when there was a proposed plan to sell off the Arnold's Park Amusement Park in the Okoboji, Iowa area to "put up condos."</p> <p>Yours is one of those "special" areas that you should not be so quick to "tamper with." The "Loop" simply is not needed. This year was the very first year that our extended family arrived in Estes mid-afternoon on a Saturday which was the July 4th holiday. Despite it being a weekend and a major holiday, our "wait time" to get through the downtown Estes area (and to our rental house located on the way to the Beaver Meadows entrance to RMNP) was less than 5 minutes. Where I live, and also where I have traveled extensively for both business and leisure, that is not considered "problematic" by any means. Further, I remember a time some years ago where, during so-called "busy" traffic hours of the day (weekends, etc.) when the town hired college students as "traffic cops" to be posted at the two major intersections in downtown Estes to direct traffic & pedestrians during high traffic times (weekends, etc.) and that seemed to work out just fine to funnel traffic efficiently through the main intersections of downtown Estes and toward the RMNP entrances.</p> <p>While I fully realize the lure that grant money can have in these budget-crunched times, I truly hope that you can see that the proposed Loop is not genuinely necessary to your goal of keeping tourists coming to visit RMNP and the town of Estes. Furthermore, while it might be easy to discount the downtown business owners as opposing the Loop for the sole reason of looking out for themselves and their profits, I sincerely hope that you will be mindful when those of us who choose to express our opinions on the matter provide you with alternative considerations regarding the matter.</p> <p>I thank you all for your time in considering my thoughts on this issue.</p> <p>Very Truly Yours,</p>
T41	Emailed to Trustees (all Trustees) (Lancaster)	7/27/2015	Grigsby, Rick	260 E. Riverside Drive 1950 Cherokee Drive Estes Park, CO 80517	260 E. Riverside Drive 1950 Cherokee Drive Estes Park, CO 80517	rkq@beyondbb.com	<p>REGARDING FLAP</p> <p>The proposed "The Downtown Estes Loop"</p> <p>FEDERAL LANDS HIGHWAY AGREEMENT DTFH68-14-E-00004</p> <p>July 27, 2015</p> <p>Dear Town Board and Friends of the Estes Region:</p> <p>I have written you directly once before- Regarding FLAP: An Open Letter to Estes Park and Appeal to Town Trustees. I ask you to approach the "Town Crossroads" as wisdom instructs us to do. Were you listening? I hope to rouse majority favor soon before it is too late.</p> <p>[This statement is a summary of the case I presented to FLAP Project Manager Anthony Galardi, CFLHD Project Manager Michah Leadford, and NEPA Program Director Philip Strobel for the NEPA Environmental Assessment public record.]</p> <p>I am a local and have big problem. I have lost confidence in Town of Estes Park municipal leadership. The more I look into the Town's role in the FLAP matter the more disappointed I get. Lack of due oversight and lack of an approved master plan or grander vision have created unacceptable risks for the Estes Valley, Rocky Mountain National Park, and the whole Region. The script has taken twists and turns from the beginning. Town statements have caused confusion, unmet expectations, un-investable economic conditions, unmanageable business uncertainties, community angst, town-wide misunderstandings, and contentiousness between groups and among people. These conditions zap town confidence, economic and social vitality, community cohesiveness, individual productivity, and entrepreneurial ingenuity. They create unnecessary public and private risks, harm the Region's brand, and threaten our future as Colorado's number one get-a-way destination. Had the FLAP Project been one of the private marketplace, with a board of directors directly accountable to strategic partners and shareholders, heads would be rolling. The citizens deserve better performance from those serving in leadership.</p> <p>Given the Downtown Loop's known environmental impacts and design inflexibilities, the FLAP Project will never deliver what is best for all concerned. The federal purpose of getting people in and out of RMNP compromises our local values. There are other good traffic management options yet untried and still available. The Project's traffic plan will be anti-established businesses, anti-established neighborhoods, anti-livable, anti-walkable, anti-multi modes of transportation, anti-social connections, anti-parks, anti-families, anti-seniors, anti-workers, anti-guests, anti-wildlife, and anti-Estes Park. Its impacts will be disproportionate and unusually severe. Simply put, the FLAP Project is ill conceived. It is a bad deal for almost everyone. It will not achieve its original purposes. It is a huge community distraction that should be removed as soon as possible. It is pitting neighbor against neighbor making the whole Project a nightmare. Downtown Estes Park has more important fundamental issues like measuring and mitigating the downtown's future flood risks and foundational planning. The Project is out of order. Please terminate further consideration of it. Delaying the inevitable will be increasingly harmful. Now is the best last time to put it to a safe end, to negotiate a replacement federal grant with less strings attached, and to focus on developing a downtown redevelopment plan that the whole community can get excited about. We the people should have the opportunity to guide and vote on our future.</p> <p>The Town already knows the Project's environmental impacts are obvious and likely to be significant if not catastrophic. It knows our community needs much more time, study and planning than the FLAP Agreement, requiring a completed Downtown Loop by June 30, 2017, will accommodate. We do not need it hanging over our heads like a sledge hammer. Good cause exists now to summarily terminate the FLAP Agreement. Supporting facts and conclusions are outlined below. The Proposed Downtown Estes Loop will have Significant Impacts for Everybody [VIDEO]: The Downtown Estes Loop's East Bound Segment has a History of Flooding [VIDEO]. It's time to put the citizens at ease. I am asking you to fulfill your responsibilities to the whole community by doing these things:</p> <ol style="list-style-type: none"> 1. Immediately give the CFLHD its 30 day notice to terminate FEDERAL LANDS HIGHWAY AGREEMENT DTFH68-14-E-00004 without further liability or expense to Estes Park. With an exchange of partner reports, all participating partners should agree. 2. If you do not have power to achieve No. 1, press all participating partners into extending the draft Environmental Assessment (EA) date until at least June 30, 2017. We need all the time we can get. 3. Insist a full fledged NEPA Economic Impact Study (EIS) be completed before the Town makes any more commitments to a one-way riverside Downtown Loop. 4. Present a clear vision of a resilient future downtown that is designed for everyone's pleasure and ability, and for all modes of transportation: not just RMNP patrons and their tour buses. 5. Require a well developed cohesive downtown redevelopment plan with citizen input and voter approval as a prerequisite to U.S. Highway realignments or Town initiated redevelopment projects.

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							<p>3. Require a well developed cohesive downtown redevelopment plan with citizen input and voter approval as a prerequisite to U.S. Highway realignments or Town initiated redevelopment projects.</p> <p>Why the Flap Agreement Should be Summarily Terminated and The Whole Matter of Downtown Redevelopment Put to Public Vote</p> <p>1.0 The Town is working blind without a legitimate "big picture" downtown commercial and river corridor redevelopment plan.</p> <p>1.1 The Town lacks what it needs to test the FLAP Project's suitability and guide future community decisions. What it needs will take several years in coming.</p> <p>1.2 The FLAP Project stands to irrevocably change the character of downtown Estes Park in a manner that could destroy the allure of it, and so its essence, brand, vitality, economic potential, downtown livability and rich legacy. Before risking the very essence of the Region on the hastily made Town Board decision to file a Colorado Access Program Project Application as it did, an unmitigated reckless act to this day, the Town owes a high duty to everyone invested in the Region to first draw a comprehensive well considered community approved roadmap to the downtown's future and "All Time Best Destination" lists.</p> <p>1.3 The Loop Project is a major downtown roadway and river crossing redevelopment. It will transform downtown by permanently converting the character of low impact historical neighborhoods and parks into high vehicular impact areas and will directly disrupt hundreds of existing downtown and vicinity businesses plans and interfere with their guests, customers, suppliers, vendors, and employees movement, opportunities and convenience.</p> <p>1.4 The Project has never been put to the test of an overall downtown redevelopment plan, does not make clear the Town's grander vision, and has never been put to a public vote.</p> <p>1.5 The Town has a duty to its citizens and stakeholders to better apply itself to generate a clear vision for the future downtown and river corridors, to draft and build consensus around a vibrant, resilient comprehensive downtown redevelopment plan, and to put it to a public vote BEFORE the Town commits to major downtown highway redevelopments.</p> <p>2.0 The Town has propagated the myth that the Loop Project represents a highly recommended priority of past Estes Park transportation reports after extensive public input.</p> <p>2.1 Specific low cost solutions for managing the seasonal traffic have been highly recommended by past citizen groups and transportation studies. These No Action Alternatives were accepted by the Town as "first priorities" and "prerequisites" before more permanent implementations like new roadway projects could be considered. Implementation of the low cost alternatives has been neglected.</p> <p>2.2 The Town acted in haste in regards to the Federal Lands Access Program. The FLAP Application seeking a permanent one-way Loop to address temporary seasonal congestion that could be better managed by the Town with low cost solutions was premature and out of order.</p> <p>2.3 To compensate, Town officials propagated the myth that Alternative 1 was a "highly recommended" priority of past Estes Park transportation reports after extensive public input. The Project Application was cast with the same false narrative.</p> <p>2.4 Contrary to the myth, past transportation studies recommend</p> <ul style="list-style-type: none"> • preserving and protecting the downtown's natural attributes and historical character; • low cost alternatives to manage seasonal congestion; • two-way streets; • the adoption of street policies that accommodate all people and all modes of travel (not just motorized vehicles making their way in and out of RMNP); • a downtown with a vibrant mix of connecting trails, walks, bike paths, parks, restaurants, cafes, shops, venues, and attractions; not one-way highways; • smoothing out seasonal traffic with smart way finding signage and a good plan to get people quickly and conveniently parked; and • a smart functioning transit system with perimeter parking. <p>2.5 The Loop Project does not respect the principles or priorities of past transportation studies. It is a recent creation, not a highly recommended priority of past Estes Park transportation studies. A one-way highway realignment through West Riverside Drive was not seriously considered or recommended. Town stakeholders asked the Town to pursue a different Flap project all together. Alternative 1 exposes its residents to significant business uncertainties and long-term risks.</p> <p>2.6 In pressing ahead with the Loop Project, the Town is not advancing the established general will of its citizens.</p> <p>3.0 The Project Grant Application (Colorado Access Program Project Application) contained material misrepresentations. The Project Agreement was entered into on false pretenses and was formed on material mistakes.</p> <p>3.1 The Project Application was made, and the grant was awarded, on these Town myths:</p> <ul style="list-style-type: none"> • The Loop Project was a recommended high priority action of past transportation studies; • RMNP is (very) supportive of the Project; • Estes Park businesses are in full support of the Project; • The unanimous consensus of impacted property owners is positive for the Project; • Unanimous Project feedback from the public is positive; • The Elkhorn/Moraine intersection is the key bottleneck intersection; • The Project will protect and enhance the natural environment; • Impacts will be avoided, minimized, and/or mitigated to ensure no significant impacts occur; • The Project has some wildlife connectivity enhancement values; • The Project will improve air quality and noise pollution; • The Project will create more walkable, pedestrian oriented thoroughfares; and • The Project will maintain 25 mph speed limits. <p>The contracting parties did not comprehend:</p> <ul style="list-style-type: none"> • The Project was not a well considered, citizen scoped and supported plan; or • The September 2013 Downtown Estes Park Flood would usher in a new way of thinking and planning for the future downtown. <p>4.0 The Town has not implemented low cost alternatives which were prerequisites to long-term road reconfigurations.</p> <p>4.1 Low cost alternatives for solving seasonal downtown vehicular congestion have often been recommended and should be phased in if not immediately implemented. The Project is not in keeping with past transportation studies recommendations.</p>

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							<p>4.1 Low cost alternatives for solving seasonal downtown vehicular congestion have often been recommended and should be phased in or not immediately implemented. The Project is not in keeping with past transportation studies recommendations.</p> <p>4.2 Past studies have recommended the Town implement a series of low cost solutions to smooth out seasonal traffic. In 2012, the Transportation Visioning Committee made certain in no ambiguous terms, the Town must take reasonable and specific steps to improve seasonal congestion before the Town had their permission to consider any long term road reconfigurations.</p> <p>4.3 The following recommendations have not been implemented:</p> <ul style="list-style-type: none"> • All northbound Moraine Avenue traffic must turn right at Rockwell Street to "bypass" downtown. <p>This measure would eliminate all big rigs, RVs, buses, delivery trucks, construction vehicles from clogging up the Elkhorn/Moraine intersection when attempting a tight right hand turn in the midst of streaming pedestrians. Local delivery drivers including Federal Express should be consulted on this alternative.</p> <ul style="list-style-type: none"> • Develop policies for the implementation of a multi-modal approach to street design for new or reconstructed streets. • Efficiently distribute information to residents and visitors regarding parking availability, driving directions to popular destinations, and other relevant data via electronic methods and improved way finding signage. • Evaluate destination or attraction signs and adopt a Signage Plan to easily direct people to their destination without unnecessarily sending them down Elkhorn Avenue. • Improve directional signage to remote parking lots and downtown parking locations. • For guests leaving Rocky Mountain National Park, provide better signage directing drivers to CO Hwy 7 or U.S. Hwy 34. • Develop digital applications to deliver static and dynamic real time information on parking availability, shuttle services, traffic congestion, special events, etc. • Encourage Town employees to park in remote Park-and-Ride locations during the peak season. • Work with Rocky Mountain National Park and CDOT to provide improved signage on both U.S. Hwy 34 and U.S. Hwy 36 directing visitors to Rocky Mountain National Park and drivers to Old Fall River Road, Trail Ridge Road, Sheep Lake or the Alluvial Fan to the Fall River entrance via Wonderview or U.S. Hwy 34 West. <p>• Work with Rocky Mountain National Park and CDOT to provide improved signage on both U.S. Hwy 34 and U.S. Hwy 36 directing visitors to Rocky Mountain National Park and drivers to Old Fall River Road, Trail Ridge Road, Sheep Lake or the Alluvial Fan to the Fall River entrance via Wonderview or U.S. Hwy 34 West.</p> <p>4.4 Before irrevocably altering the historic downtown transportation alternatives, the Town should first implement the 4.3 recommendations and test the effectiveness of intelligent travel demand management measures, traffic cops, Barnes dance pedestrian crossings, optimized traffic signaling, lane messaging and striping, and intelligent signage directing RMNP traffic to the existing and underutilized North Bypass to RMNP. All these solutions are good first alternatives to Alternative 1.</p> <p>5.0 The Loop Project does not legitimately address the the Town's most pressing floodplain challenges and is out of order.</p> <p>5.1 Alternative 1 will redesign U.S. Highways 34 and 36 to form a looping couplet around the downtown area's southeastern core. U.S. 36 will be directed to bypass a large section of the business district (its traditional downtown commercial course) for faster lanes weaving through traditional Riverside Neighborhoods known for their historic cabins, river-park walks and restful quiet stops. Highway 36 will be realigned to drop down into the Big Thompson River basin losing 6 feet and more in elevation.</p> <p>5.2 The Riverside Neighborhoods have a dramatic history of storm water flooding. This was never so true as the September 2013 flood event. See: The Downtown Estes Loop's East Bound Segment has a History of Flooding [VIDEO]. Soon after the Project Application, up and down the Big Thompson River, Fall River, and Black Canyon Creek some channels were cut wider and deeper and can carry more water and others are shallower and narrower and can carry less water. Flood mitigation became Estes Park's greatest long term challenge and most immediate problem. Flood Map revisions, escalating insurance rates, revised development codes, deteriorating infrastructure, and related matters are all new active topics under discussion.</p> <p>5.3 The Project is a major road development that will pass through the downtown Big Thompson River basin descending well below its present "No Action" course of travel. Upstream flood mitigation measures and downtown flood plain impacts must be fully studied and remedied. The Town does not have a Big Thompson hydrology and hydraulics study or flood mitigation plan upstream of Estes Lake or for the Loop Project area. Until sound upstream flood mitigation efforts are approved and well underway, it would be unwise to invest in a plan that contemplates redesigning U.S. 36 to run all eastbound traffic through what we already know to be one the downtown's most vulnerable flood zones.</p> <p>5.4 The Town is now asserting the Project will mitigate downtown flooding problems by rebuilding three downtown bridges. The Project Agreement only contemplates replacing one, the Ivy Bridge. Replacing downtown bridges along the Loop route will have no impact on keeping Estes Park residences and businesses safe. During the September 2013 event, the Big Thompson bridges efficiently conveyed the flood waters in its channel and did not appreciably contribute to flooding in the downtown core. Before approaching the downtown bridges, the Big Thompson River was already well out of it banks streaming down both East and West Riverside Drives. The community needs to know the true scope of the bridges to be impacted or replaced. We need further study to understand the risk of future flooding events.</p> <p>5.5 Elevating downtown highway beds and river crossings will not, without major upstream redevelopment projects including channel improvements, flood walls, and other as of yet undesignated water diversion projects, mitigate downtown flood risks or the Town's new Flood Plain Map challenges.</p> <p>5.6 The Big Thompson River, Fall River, and Black Canyon Creek begin and grow swiftly within the boundaries of RMNP. Estes Park flood waters have their beginning high in the national park. It would be unwise to realign US 36 without a clear understanding of the future downtown floodplain risks and their effects on infrastructure and requirements for new building codes, plans and regulations. The Department of Interior and Army Corp of Engineers should fully study the impacts of future flooding with or without upstream terracing and other flood mitigation techniques. We nee to determine whether flood mitigation efforts within RMNP can be effective, are feasible, and will be allowed by our Federal neighbor.</p> <p>5.7 In 2012, RMNP's Fern Lake Fire consumed much of the upper Big Thompson River drainage basin. The land scar will pose additional risks for 10 years or more. The burn scar, its land slides and active ground erosion contributed to the September 2013 flood. The burn zone remains unsettled and is not equipped to hold and orderly disperse snow melt or bursts of rain. Flow downtown still shows evidence of an unsettled burn zone upstream.</p> <p>5.8 The community needs to understand the risk of future flooding events BEFORE a Project to realign U.S. 36 through the downtown's most vulnerable flood zone is considered. Further study on the burn scar, flood mitigation, effects of climate change on snow and rain fall, and RMNP evacuation plans must be accomplished first.</p> <p>5.9 For downtown Estes Park, everything has changed since the last big flood. The Town needs to drop the FLAP cart before the horse, and build a new plan.</p> <p>6.0 RMNP officials and their rank and file do not recommend the Project.</p> <p>6.1 When Estes Park is congested, RMNP is congested. The Project will only steer more unwanted congestion onto Rocky Mountain National Park's scenic roads and trails.</p> <p>6.2 The Town claimed RMNP highly endorsed Alternative 1. Evidence suggests RMNP was never solidly behind the Project.</p> <p>6.3 Federal patrons may access RMNP without having to pass through downtown Estes Park.</p> <p>6.4 By making RMNP more accessible to federal patrons, downtown Estes Park will become less accessible and less walkable to everyone.</p> <p>6.5 The "Parks", Estes and RMNP, one local and one federal, are joined at the shoulder, hip, and heel by the Big Thompson River, Fall River and Black Canyon Creek. These drainages begin high up in the National Park and are key to understanding the two Parks' natural symbiotic relationship. It is vital they work together to the advantage of both.</p>

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							<p>relationship. It is vital they work together to the advantage of both.</p> <p>7.0 The Project will be at the expense of the downtown's economic vitality.</p> <p>7.1 The Project stands to significantly impact just about everybody that works, rests or plays in the downtown community. The Project will dispense its harshest impacts disproportionately as the LOOP diverts traditional traffic patterns from one group and delivers it to another group. Some business will be plowed under just for being in the way. Large sections of business entities will be more isolated from their strategic partners, guests, customers, vendors, and employees. With the physical barriers imposed by the Loop, old social and business connections will be undermined and then lost. Most everyone suffers. Only a small group of establishments east of Riverside Drive will be positioned to gain new customers. The rest will lose their traditional afternoon traffic. One large group of businesses that has hung in with the Town and brought it back to life after past community hardships, fires or floods will be left out hanging the most. They have been winning friendships and hearts of the Region's guests for generations over. Their pull with Town guests should be valued, not disregarded. Both East and West are economic engines and should be fueled. Equal opportunity for all.</p> <p>7.2 Like the Estes Region's snow fed rivers, Estes traffic has its seasonal flow. The commercial establishments along Elkhorn and Moraine Avenues (that will be bypassed) have invested in and managed their businesses on that predictable flow. The Loop will pull their customer base right out from under them. They are set to lose the rerouted traffic but are most reliant on it for their livelihoods and economic vitality. Elkhorn and Moraine is where the commercial traffic is needed and that is where it should be best managed.</p> <p>7.3 One-way streets harm small downtown authentic relationships. Two-way street networks increase economic activity and livability. The impact of one-way streets on the downtown community requires extensive study.</p> <p>7.4 Estes Park is now highly acclaimed worldwide over. The Loop threatens it to make it just another bypass town. The rippling economic impacts need to be fully evaluated.</p> <p>8.0 The Project will be at the expense of historic neighborhoods, public outdoor parks, air quality, water quality of the the Big Thompson River, and valued wildlife habitat and species.</p> <p>8.1 The residential sections and riverside park areas are also very much at stake. They represent the heart and soul of the Estes Park Region. Once the Loop goes in, Estes is at risk of losing its character and will never be the same. The neighborhood and park areas that will pick up all of the rerouted traffic, whether the commercial district needs relief of congestion or not, do not want or value the pass through traffic. To the contrary, they need the vehicular traffic to stay out and away to maintain its very special social vitality.</p> <p>8.2 The Riverside Neighborhood (circa 1907), its aesthetics, air, noise, and water quality, social connectivity, public parks, wildlife habitat, historic properties, existing modes and patterns of travel, will be enveloped by all the significant impacts of heavy volume commercial vehicular traffic. The Project will permanently reroute all east-bound U.S Highway 36 traffic, big rigs, RVs, buses, delivery trucks, construction vehicles, Town vehicles and vacationers through a non-commercial residential and natural park area presently marked by West and East Riverside Drives. Its natural parks represent the only open green spaces on the south side of downtown. Detailed study of the impacts are necessary. For Estes Park to compete favorably in perpetuity, it must embrace, celebrate and enhance the "walkable" authentic mountain village style of the Riverside Neighborhoods.</p> <p>8.3 The Riverside Neighborhood is a natural garden highly valued by residents and worldwide visitors, young and old. Yet, the Loop will dramatically change the character of its use from local residential to highway commercial, and will multiply vehicular consequences and volumes by many factors.</p> <p>8.4 The realigned U.S. Highway 36 will run along a tree-lined stretch of the Big Thompson River. It will significantly impact the social uses of three very narrow riverside public parks including two children's play areas. The Project will negatively impact the parks' social interactions by moving all the heavy commercial traffic impacts into their quiet small spaces. The dedicated parks are already small to tiny in size. The Project will significantly cut away and invade their special space and crowd users. The Town does not have comparable areas or parks to trade.</p> <p>8.5 The realigned Highway 36 will invade vital natural suburban habitat for bear, moose, elk, deer, bobcat, raptures, birds, spawning rainbow trout and people of every kind.</p> <p>8.6 The Project will physically divide the riverside area and thwart purposeful multi-modal travel. It will limit choices and cause significant out of direction travel when circumnavigating downtown.</p> <p>8.7 Money changing activities will follow new traffic patterns into the Riverside Neighborhoods. This means redevelopment. The Town does not have any approved Riverside redevelopment plan. The Project will irrevocably change vehicular and pedestrian traffic patterns and will set the Town on a course to convert the Riverside area into a new commercial district without citizen approval.</p> <p>8.8 The cumulative environmental impacts are significant and self evident. The Proposed Downtown Estes Loop will have Significant Impacts for Everybody [VIDEO].</p> <p>9.0 CFLHD is inexperienced at mountain community urban planning.</p> <p>10.0 The NEPA process has excluded consideration of all other alternatives.</p> <p>10.1 As Federal funds are involved, the Project is subject to the National Environmental Policy Act (NEPA). NEPA requires an analysis of the Project to see if other alternatives may have fewer economic, environmental, or social impacts. Time and again the Town communicated public input was welcome and would be considered. On March 9, 2015, the NEPA team notified the Town that only the original scope of work (Alternative 1, the one-way couplet) would be considered for funding.</p> <p>10.2 Alternative 1, a permanent one-way highway couplet, is the only solution for temporary congestion the Project partners have been willing to consider except "No Action" at all.</p> <p>10.3 Visible opposition throughout the Region is one-sided.</p> <p>10.4 Some identified with the Town speak for the Project publicly and against it privately. Some fear their pubic opposition will bring retaliation and loss of employment.</p> <p>11.0 The Project's cumulative environmental impacts will likely be significant.</p> <p>12.0 It is in best interest of the Estes Park Region to have complete streets for everyone.</p> <p>12.1 The Loop is an infrastructure feature that will worsen downtown livability and violates multi modal transportation policies recommended by past transportation studies.</p> <p>12.2 It is in the Estes Regions' best long-term interests to have safe, "complete" downtown streets designed for everyone, including federal patrons; and for all modes of transportation, not just hurried RVs and tour buses trying to be the first in and out of RMNP.</p> <p>NOW THEREFORE, BE IT RESOLVED THAT, The Town of Estes Park shall adopt the following ordinance. Section 1. Complete Downtown Streets 1.1 Vehicular, public transportation, bicycle, and pedestrian modes are integral to the transportation system in the downtown core and river corridors, and the Town of Estes Park shall view all downtown transportation improvements as opportunities to improve safety, access, and mobility for all travelers. 1.2 All downtown transportation projects receiving federal or state funds shall improve safety, access, and mobility for users of all ages and abilities, who are defined to include local and visiting pedestrians, bicyclists, public transportation vehicles and their passengers, motorists, transporters of commercial goods, emergency responders, persons with disabilities, older adults, children and downtown stakeholders. 1.3 The Town of Estes Park shall aim to create a safe, comprehensive, integrated, and connected downtown network with consistent way-finding signs and street markings to accommodate all users in a manner that is suitable to the downtown urban context. Accommodations for all users shall be included in the planning, design, construction, reconstruction, realignment, rehabilitation, maintenance, and operations of any state, county, or local transportation facilities receiving funds from the Town of Estes Park. 1.4 Vehicular speed limits along the downtown river corridors shall not increase [above current levels] without approval of the electors. 1.5. Downtown streets shall not be converted into state or U.S. highways or one-way roads without approval of the electors. 1.6. The Town of Estes Park's Comprehensive Downtown Redevelopment Plan shall incorporate these Complete Downtown Street policies. 1.7 The Town of Estes Park may, subject to the peoples' rights of initiative petition, adopt model policies of the National Complete Street Coalition as are consistent with the foregoing general policies stated in Sections 1.1 - 1.6.</p> <p>Section 2. Exception 2.1 Exemption Requirements And Procedures. The policy described in Section 1 shall allow for a project-specific exemption from an applicable complete streets policy if— 2.1.1 An affected roadway prohibits, by law, use of the roadway by specified users, in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway; 2.1.2 The cost to the exempted project in achieving compliance with the applicable complete streets policy would be excessively disproportionate (as defined in the 2001 Department of Transportation Guidance on Accommodating Bicycle and Pedestrian Travel), as compared to the need or probable use of a particular complete street; or</p>

ID #	Method Comment was received	Date Received	Name	Physical Address	Mailing Address	E-Mail	Comment
T42	Emailed to Trustee (Ericson)	7/5/2015	Carey, Chris	General Manager of The Estes Park Resort			<p>Hello Trustee Ericson,</p> <p>I wanted to reach out to you for just a moment to let you know of my support for the Downtown Loop Project.</p> <p>I understand last evening, the board reached the decision to allow the staff to proceed writing the ballot language for review at an upcoming board meeting. I also believe however that the board has not made a final decision as to if this in fact will go to a public vote, we are simply preparing if that is the direction we elect to proceed.</p> <p>As it was reported in the Trail Gazette - the board has the ability to not approve the ballot language, therefore preventing it from going to a vote.</p> <p>I would like to request that is the action you take.</p> <p>As not only a business operator in Estes Park, but also a resident who intends to raise my family here (I have two children, ages 5 and 2) we need to see improvements in the way traffic flows around the downtown business district. As a resident - I do everything possible to avoid the downtown area at all between June and September. This is not because of the tourists - I love tourists and it is my chosen profession to try and bring as many into the Estes Park area as possible - I avoid it because it is impossible to navigate during the summer season. I would rather walk across a busy street than try to take a left turn anywhere on Elk avenue between the True Value access on the east end of Elkhorn to the Cheesy Lee's area on the west.</p> <p>My personal fear is that should this go to a vote of the public, two items could come up that would not give you a true representation of the public opinion on the matter.</p> <p>First - the election takes place in November, when a significant portion of our population is not in town to be able to vote. Second - the very vocal opponents of the loop have tried to use fear and intimidation to get their message out, while the people in favor of the loop get booed at meetings and are scared to voice their opinion. I'm afraid this will lead to uneducated voters who don't really understand all the ramifications of not moving forward on the loop project.</p> <p>I do not only consider myself a hotel operator - but also an ambassador for everything Estes Park tourism related. Our guests do not enjoy sitting in traffic as described by those in opposition to the loop. They often deal with traffic in their regular, everyday lives - they come to Estes to avoid traffic jams, along with everything else Estes offers. Who wants bad traffic on vacation?</p> <p>This brings me to you, as the elected official whose responsibility it is to do what you feel is best for the community, and future of Estes Park. I do not envy your position. However if we want to continue moving this community forward, we can not stay in neutral when opportunities for change and improvement arise - this time with Federal money!</p> <p>Last I heard, there was still a study to determine if in fact the loop is the best solution for our congestion problems. Has that study been completed and the findings made public as of yet? That is certainly one thing that absolutely should be allowed to continue before any public votes should be cast - there may be pertinent information that voters need to form an educated opinion.</p> <p>Thank you for taking the time to read my thoughts - We can not fear or threats from others keep us from doing what we feel is best for the betterment of the entire community.</p>
T43	Emailed to Trustees (all Trustees)	7/29/2015	Schroeder, Vickie	259 Solomon Drive Estes Park		wicschro@gmail.com	<p>Dear Mr. Mayor, Trustees, and Town staff,</p> <p>I am glad that you are considering putting the Loop to a public vote, and I do want to go on record that I do oppose the project.</p> <p>I believe that any town's elected officials and administration are tasked with representing ALL of the residents' interests.</p> <p>This project sadly abandons the business owners and residents of the Riverside area, as well as the local and out of town users of Riverside and Baldwin Parks and the extensive wildlife that use this somewhat protected stretch of the Big Thompson River in its focus on traffic movement and safety for tourists on Elkhorn and Moraine Avenues. Surely an equitable solution can be found that benefits everyone. Many have already been suggested by the public.</p> <p>My emotional connection to the Riverside neighborhood initiated my opposition to the Loop, but as I studied the project further, there are four major points that concern me.</p> <ol style="list-style-type: none"> 1. THE PROJECT IS IN A MAJOR FLOOD ZONE 2. THE PROJECT WILL NOT ACCOMPLISH ITS GOAL OF INCREASING LEVEL OF SERVICE AT SIGNALIZED INTERSECTIONS 3. PROJECT SCOPE HAS SUBSTANTIALLY INCREASED BEYOND THE ORIGINAL APPLICATION, INCLUDING <ol style="list-style-type: none"> a. Significant Right of Way acquisition additions b. Additional bridge replacement c. Greater impingement on the Parks and residential ROW for a bike lane not originally listed d. Land and Water Conservation Funding requires Conversion of Use for Riverside and Baldwin Parks, requiring additional money, with no similar land along the river corridor available. e. Utility infrastructure is ancient and flood-damaged in the area, requiring additional expense to repair and replace. 4. PROJECT IMPACTS WILDLIFE, HISTORIC AREA & QUALITY OF LIFE IN THE RIVERSIDE CORRIDOR <p>Significant increase in noise, vibration and amount of traffic will render the small parks unusable; will adversely impact health of residents and visitors to the area; will decrease property values; and will cause increased stress and more vehicular accidents with wildlife that rely on the Riverside corridor as a place to drink, feed, mate, give birth, and rest.</p> <p>It would be a sad irony that the visitors who go to the National Park would return to Estes and perhaps witness the death of the wildlife that they have come here to see, on the road that purportedly makes it easier for them to access the National Park.</p> <p>Please consider the harm that this project will cause, the cost overruns that are certain to occur, the failure of the Loop to deliver significant improvements in traffic, and the folly of building a highway in a river-bottom flood zone. Please cancel this project, and develop a comprehensive transportation plan that serves the needs of all of Estes valley and its visitors.</p>

ID #	Method Comment was received	Date Received	Name	Physical Address	Mailing Address	E-Mail	Other comments on the project
1	submitted to the website www.EstesTruth.org	7/24/2015	McEowen, Michael			MMPSM@Prodigy.net	Not in EP at the moment, however, when I left 6/2 I was noticing that traffic seemed to be slowing on Elkhorn. Does the Town have control over the cycling of the traffic lights, (silly question). If so, I submit that some "adjustments" have been made to make the traffic a little more difficult than the norm. I certainly support the NO LOOP effort and am willing to lend name and some cash to the fight. MMSM I want to support this effort.
2	submitted to the website www.EstesTruth.org	7/24/2015	Affolder, Kyle	Indianapolis, IN		kyleaffolder@gmail.com	Love the community. Support local businesses. Excellent tourism. Loop would destroy businesses.
3	submitted to the website www.EstesTruth.org	7/24/2015	Nelson, Jori	4802 W. 69th Terrace, Prairie Village, KS 66208		jorivnesnelson@gmail.com	To Whom It May Concern: As an elected official, City Council member in Prairie Village, Kansas, I am disappointed to see that the residents and business owners are not being represented by their elected officials. As elected officials, it is your duty to represent the residents. You applied for and received a federal grant for federal land to access RMNP. This does not mean that you destroy the character of the neighborhood that has helped to define your beautiful city. My family and I visit Estes Park every summer. We love your City just the way it is. Just because you can...doesn't mean you should. Please listen to your constituents that elected you to represent them. Respectfully, Jori Nelson
4	submitted to the website www.EstesTruth.org	7/24/2015	Bergen, Chris	3275 Taylor Avenue Bridgeton MO 63044		earthexplorers2@sbcglobe.com	I'm not a resident of Estes Park, but a visitor who loves your town. The proposed loop project sounds like a horrible idea. I would assume that tourism is a main source of income for your city. As a tourist, this proposed project would make your city a much less desirable location for my family to visit for vacation. We love the charm of the city of Estes Park. We visit, not just because of the National Park, but because we love your town also. We love its warmth, charm, and small town appeal. I'm surprised that destroying what defines your city seems to be a good marketing move to your city officials. Too bad--really, for all of us. Maybe the city officials should visit some of the beautiful Alpine villages in Europe where it's more about preservation, history, & tradition. Visitors are coming to Estes to get away from big city life and all its entrapments. We don't want it to feel like our daily routine.
5	submitted to the website www.EstesTruth.org	7/24/2015	Radke, Jodi & Jalving, Doug			djalving@yahoo.com	We have been frequent visitors and supporters of Estes Park and RMNP for over 15 years. We live about 20 miles from Estes and stay/visit often. Last Fall, we hosted our wedding reception at Crag's Lodge and brought many guests from out of town/out of state to our favorite place in the world, while supporting local businesses. We actively also support EVLT as well as the upcoming Estes Community Garden Project. We are now considering a property purchase; however, we are awaiting next steps on the "Loop". For us, the loop detracts and changes the charm of everything we love about this special place. We feel strongly about the possibility, which weighs heavily on our decision to purchase or not. I am willing to speak at town forums if desired, write letters and/or contact the trustees and commissioners. Let us know how and if we can be helpful! I want to support this effort.
6	submitted to the website www.EstesTruth.org	7/24/2015	Saltmarsh, Ernie			ernie.saltmarsh@colliers.com	NO LOOP! I visited Estes Park two days ago and loved the quaint town, and would hate to see it negatively impacted by this project. I work in commercial real estate and know that this would hurt local retail businesses.
7	submitted to the website www.EstesTruth.org	7/24/2015	Smith, Raymond	Raymond Smith, Alameda, CA		Raymond_Travel@yahoo.com	We are inholders in the park and this project is definitely flawed. This project would cause more problems than are in place now and change the very dynamics of the town I have visited for 50 years. The town does not need all this for an issue that may (and I repeat may) be an issue for only two or three months a year. Definitely not worth the cost or the disruption to the people of Estes Park.
8	submitted to the website www.EstesTruth.org	7/24/2015	Holmes, Ken			nan.ken@sbcglobal.net	What an awful idea! We moved to Ft. Collins two years ago and have enjoyed numerous visits to Estes Park and RMNP. I cannot imagine why anyone on vacation in a beautiful spot needs to bypass a small, but thriving town. Take a chill pill and enjoy it! It would have to have a negative impact on surrounding beauty and wildlife. Please feel free to forward my comments to the sad elected officials who think this is a good thing for the town or the park. Shame on them! I want to support this effort.
9	submitted to the website www.EstesTruth.org	7/24/2015	Scohy, Kayla		PO Box 2144 Estes Park CO 80517	rokstarrbaby@gmail.com	This loop is not necessary. Please don't approve this. It will ruin this beautiful and amazing city.
10	submitted to the website www.EstesTruth.org	7/24/2015	Lohry, Miranda	Windsor, Co		jackcutie1@gmail.com	I come to Estes not for the convenience to get around, I come for the atmosphere, the town, the people, and most of all to support small businesses.
11	submitted to the website www.EstesTruth.org	7/24/2015	Greenfield, Angela	Kearney, Nebraska		watchful56@gmail.com	Estes Park, Colorado is my favorite vacation destination. After researching this LOOP situation, I believe that it will direct traffic away from Estes Park's Downtown area. This will negatively impact the town's tourism economy and eventually destroy this community. Reject the FLAP grant money!
12	submitted to the website www.EstesTruth.org	7/24/2015	Taylor, Greg			greg1262002@yahoo.com	As a long time visitor (20+ years) and 5 year summer resident I fail to see a need or benefit to this project. Actually, I can think of several negatives which have been documented so well there is no need to reiterate. Now if people like me who are here at the most congested time of year don't want or need this, just who is asking for it and/or thinks its a good thing
13	submitted to the website www.EstesTruth.org	7/24/2015	Wash, Anthony			aiw0519@comcast.net	I am a native of Colorado and I am thinking of moving to Estes Park because of the charm of the town and the way it currently is. If the loop passes it will be a major setback and will hurt the local business which is not right. Please let Estes Park remain the same.
14	submitted to the website www.EstesTruth.org	7/25/2015	Naeb, Melissa	10907 Belmont Street, Firestone, CO 80504		mnaeb4@outlook.com	When I visit Estes Park, I enjoy the shops, the history, the older buildings, the shop owners, the festivals, and I do not mind the traffic. I whole heartedly believe that this loop will make my visits to Estes Park less enjoyable. Estes Park has been through enough natural disasters they do not need a man made disaster. I stand with the people of Estes Park who are petitioning against the Loop. It has to be the worst idea since the mouse trap in Denver.
15	submitted to the website www.EstesTruth.org	7/25/2015	Tress, Howard	3493 E. 119th Place Thornton, CO		None provided	My wife and I live in the Denver area we come to Estes about once every 3 weeks Should this Loop take place we "will" return in the fall only
16	submitted to the website www.EstesTruth.org	7/25/2015	Schilz, Darrel & Janice	None provided		djschilz@embarqmail.com	We support "NO Action on the Loop" Estes Park is a town that attracts tourists and we don't mind the traffic.
17	submitted to the website www.EstesTruth.org	7/25/2015	Riley, Suzanne	None provided		sriley2602@gmail.com	As a resident of Estes Park for 45 years I consider this my heart's home. I have worked here, raised my children here and loved the simplicity, beauty and yes, even the tourist seasons (all 44 of them). This latest 'decision' by our town government, made in such a cavalier and condescending manner, is unconscionable and must be overturned. It is an affront that the voices of the people have fallen on deaf ears. There must be some way we can show our united opposition to what, in my opinion, is a misguided grab for federal dollars. How about a protest in Bond Park, or a march down Elkhorn Avenue? No doubt these would require permits from the very board we are challenging. I am frustrated and determined at the same time. Thank you for this website and your courage. I want to be on the team.
18	submitted to the website www.EstesTruth.org	7/25/2015	Hubbard, Ronda	None provided		None provided	Please do not allow this to happen to our sweet town. This design will absolutely destroy us! People expect slow traffic in a small, tourist town and the merchants depend on the two way traffic down Elkhorn! Please, please do NOT allow this to happen!!!
19	submitted to the website www.EstesTruth.org	7/26/2015	Hochman, Steven	None provided		shochman222@gmail.com	I think the Loop is very impractical for anyone coming from the YMCA. My family has a family reunion in the YMCA campgrounds every 3 years. One of the things we always look forward to is going down to shop in Estes Park. The Loop will make it very hard to get to the downtown if the only way in is to be rerouted to the east edge of town. I think the whole plan sounds like someone has a lot of land on the south side of town and is going to make a lot of money. Since most of the stores I was at yesterday are opposed to the Loop, I wonder who that could be. "Progress" is ALWAYS about the money.
20	submitted to the website www.EstesTruth.org	7/26/2015	Calden, John	None provided		lsaactoo@hotmail.com	So much effort for so little improvement.
21	submitted to the website www.EstesTruth.org	7/26/2015	Thrutchley, Amy	21737 County Road 49, Lasalle, CO 80645		joenamy@skybeam.com	This is NOT an intelligent design. Redirecting traffic FROM businesses is an income killer, and a town killer! THE reason our family had been coming to Estes Park for more than 35 years is for Downtown. Improvements-absolutely, but this-NO! Estes Park is far far MORE than a drive through to get to RMNP. Please don't be so short sighted.
22	submitted to the website www.EstesTruth.org	7/26/2015	Boyle, Matthew	2901 San Gabriel Court, Fort Worth, TX 76118		mboyle15@yahoo.com	Leave Estes Park as it is. There is no real congestion problem to RMNP. I have seen to many projects like this go forward that cut off the original town only to have new real estate ventures and stoplights constrict the new road. Traffic problems do not get solved and the original town is hurt in the process. This loop would harm Estes Park and ruin the town for future generations. Boulder is not as nice as it was 10 years ago and that is due to the rampant increase in development. \$17 million dollars to ease moderate congestion during the 2.5-3 heavy months of RMNP use is ridiculous.
23	submitted to the website www.EstesTruth.org	7/26/2015	Fletcher, Ashley	8184 Lodgepole Trail, Lone Tree, CO 80124		None provided	As a taxpayer of Colorado I completely am against this. When I bring friends and family from out of town, or even just my family on a weekend drive, part of that joy to come to RMNP is to also to come to Downtown Estes Park. It's such a beautiful place and I don't want to see it changed. Lighten up people that traffic is not that bad, you're in paradise!! Enjoy downtown and all it has to offer!!
24	submitted to the website www.EstesTruth.org	7/26/2015	Bentley, David	None provided		drbent@yahoo.com	My family has twice visited Estes Park. We came back the second time SPECIFICALLY because we are so enamored of the downtown district. PLEASE reconsider the Loop project. thanks!
25	submitted to the website www.EstesTruth.org	7/26/2015	Buck, Timothy	None provided		timbuck@estesvalley.net	I think we need the main intersections to go back the "Barn Dance" crossing system. All the cars have their turn, then all the pedestrians have their turn. Right now it's very difficult to understand and very slow. We pay for summer traffic cops so let them move traffic along when necessary. Estes Park has room to be more be smarter, not over-built.

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26	submitted to the website www.EstesTruth.org	7/27/2015	Dunn, Karen	9003 Walker Rd. Niwot CO 80503		lpkadunn@msn.com	To the Mayor and town Trustees of Estes Park, CO Re: Estes Park Loop July 25, 2015. We have lived in Niwot Colorado since 1971 and are now retired. We visit Rocky Mountain National Park for hiking 2 to 3 times a month. We visit Estes Park frequently for birthday shopping, Christmas shopping and just to get a way. In fact in the last 7 days we have been to Estes 3 times. In the summer there is a lot of traffic thru Estes but it is only for 3 months and you get used to the traffic. In fact when Estes is crowded we say "Good for Estes." This Loop business is down right crazy. Just because you can get a grant, doesn't mean you need to. The Donut Haus has been there for ever and needs to stay. What would the campers and town do with out the Donut Haus. It is historic and has very delicious donuts. Moving the location would not be the same and would be inconvenient for the campers to run down to in the morning. Why would you even consider taking out the children's playground. Kids need a place to run off there energy while mom is shopping. Taken out cabins and homes – that is a beautiful historic road with those cabins there. Don't declare eminent domain and move these people from there homes and rentals. The shop owners don't want the loop, most of the residence don't want the loop so why are you doing it? Moving 1 or 2 cars through faster is not going to stop back up traffic. Don't play "politics". Listen to the opinions of the shop owners, employees, residence and visitors. Leave Estes Park a lone. Please don't ruin historic Estes Park. We love this town. It doesn't need to have a freeway going thru and around town. Sincerely Larrv & Karen Dunn
27	submitted to the website www.EstesTruth.org	7/27/2015	Mitchell, Bill	None provided		None provided	I think that the other options for congestion relief should be tried way before anything as drastic as nonreversible change.
28	submitted to the website www.EstesTruth.org	7/27/2015	Snyder, Maggie	None provided		maehymn@gmail.com	The Loop is a terrible idea. It will negatively impact the Estes Park business community and everyone who lives there. Please stop this idea before it becomes a reality.
29	submitted to the website www.EstesTruth.org	7/27/2015	Urban, Bill	None provided		WMLURBANESQ@aol.com	Elected officials that blatantly ignore the public will and squander money to research and "study" should be driven from office by any means allowed and as soon as possible.
30	submitted to the website www.EstesTruth.org	7/27/2015	Keith, Vikki	None provided		vikki.keith@yahoo.com	destruction of this sweet and cute little town is not acceptable, there are other options to consider
31	submitted to the website www.EstesTruth.org	7/27/2015	Talbert, Kyle	220 Summit Blvd 209, Broomfield, CO 80021		kyle.talbert@gmail.com	Estes traffic congestion is a direct result of lack of available parking and horrid pedestrian procedures. THESE should be priority, not directing traffic away from the biggest economic source for year-round residents the town has to offer - DOWNTOWN!
32	submitted to the website www.EstesTruth.org	7/27/2015	Conklin, Michael	12574 Elm St Thornton CO. 80241		WGoldEnt@aol.com	We have been coming to Estes Park for quite a few years and see nothing wrong with the ways things are. By putting in the proposed loop you will be hurting Estes Park and may cause some businesses to close. Part of the Old Time charm when visiting Estes is doing a little window shopping from the car before heading down to all the interaction, charm, and fun.
33	submitted to the website www.EstesTruth.org	7/27/2015	Thomas, James	411 Timbercrest Rd, Catoosa, Ok. 74015		ithom411@gmail.com	My wife and I have been vacationing in Estes Park for the past 20 years. We now try to visit for at least two weeks a year. The main reason for choosing Estes Park is its character. The loop would destroy that. Estes Park should not be simply a conduit into and out of RMNP. The Town leaders should be more focused on the charm and peaceful quality of the experience of spending time in Estes Park, rather than making it a thoroughfare. Please don't destroy the character of Estes Park!
34	submitted to the website www.EstesTruth.org	7/27/2015	Yount, Earin	None provided		earin3@yahoo.com	Estes Park has been a place I have gone to when I needed to "find myself" again over the years. I lived in Austin, Texas and when it was time to plan a vacation, EP was always the only place we wanted to go. We moved to Colorado Springs last year to be closer to our favorite place, EP! Now that we're only a few hours away, we drive up often. It has become our home away from home, our escape for the everyday mundane work routine. I would be absolutely heartbroken if this Loop were to happen. I do not agree that this is the best idea for the town, especially for the businesses that thrive on that back and forth traffic. I feel it would be frustrating to be driving on a one way street, see something I'd like to stop for yet not being able to find a spot to stop and having to literally loop all the way back around. By then, the spots to park will have already been filled again. I also think the beauty of going to Rocky Mountain National Park is being able to stop in town for coffee, ice cream, window shopping, then driving away into the "wild" of the park. Its part of the charm, seeing it go from "town" to just plain wild. Please, please do not change Estes Park forever. It will never be the same and that is devastating. No to the loop.
35	submitted to the website www.EstesTruth.org	7/27/2015	Alexander, R B	None provided		zebud48@outlook.com	We need a lot of other things before we need a boondoggle like this proposed loop. makes on wonder who owns certain properties that would benefit from this mess. Don't need the loop and don't want the loop. Listen to the taxpayers for a change !!
36	submitted to the website www.EstesTruth.org	7/27/2015	Meyers, Paul	Estes Park, CO		pmdiscounservices@gmail.com	Fix the parking first. All the loop will do is make the downtown a big circus with people circling until they find a parking spot. There is a way to bypass already, wonderview takes them to the park while avoiding downtown. Also put in safer bike lanes so biking can be done more safe.
37	submitted to the website www.EstesTruth.org	7/27/2015	Thompson, Steve	None provided		estesparksteve@gmail.com	Finally W Koeing com clean in the EPnews. Any one who read that article should be outraged .That April 15 meeting vote to gather more information was a deception of the people of Estes. They on video assured the people this was just an information EA gathering step about the loop . How could the members who voted for continuing to EA report not know that they voted to continue the loop project itself. They can't say they didn't know . They have known about the no vote needed clause back in 2013. No wonder the government in general is not trusted . These representatives of Estes have promised to listen to the voters only to ignore them again. They Re bound determined to spend that FLAP money regardless of what the residents say. They will have to prove to this town that they can be trusted. How many times do through residents have to tell them "no" before they will listen and do what the residents who pay their wages direct them to do?
38	submitted to the website www.EstesTruth.org	7/27/2015	Boring, Thomas	2885 Skyview Lane Swisher IA 52338		tom.boring@rsstover.com	This is one reason we come here for the down town and do not want to change. I feel if you had better signs to direct visitors to the East Ent of the park it would help solve some of the problem
39	submitted to the website www.EstesTruth.org	7/27/2015	Snowden, Andrea	11042 Mars Lane Maryland Heights, Missouri 63043		a19tailor@yahoo.com	Please stop this silly plan to create a loop away from downtown to make access quicker to the park. As a visitor to Estes Park AND Rocky Mountain National Park, I think downtown is charming and shouldn't be bypassed. We passed through downtown several times while in town and didn't have any issues with traffic, either pedestrian or vehicular. As a matter of fact, I felt so comfortable that I asked my husband to let me out of the car so I could walk back to our hotel! Travelers expect to encounter a little extra traffic, especially at National locations. Please please please don't take away from the charm of Estes Park!!!
40	submitted to the website www.EstesTruth.org	7/27/2015	Dunn, Karen	9003 Walker Rd. Niwot CO 80503		lpkadunn@msn.com	To the Mayor and town Trustees of Estes Park, CO Re: Estes Park Loop July 25, 2015. We have lived in Niwot Colorado since 1971 and are now retired. We visit Rocky Mountain National Park for hiking 2 to 3 times a month. We visit Estes Park frequently for birthday shopping, Christmas shopping and just to get a way. In fact in the last 7 days we have been to Estes 3 times. In the summer there is a lot of traffic thru Estes but it is only for 3 months and you get used to the traffic. In fact when Estes is crowded we say "Good for Estes." This Loop business is down right crazy. Just because you can get a grant, doesn't mean you need to. The Donut Haus has been there for ever and needs to stay. What would the campers and town do with out the Donut Haus. It is historic and has very delicious donuts. Moving the location would not be the same and would be inconvenient for the campers to run down to in the morning. Why would you even consider taking out the children's playground. Kids need a place to run off there energy while mom is shopping. Taken out cabins and homes – that is a beautiful historic road with those cabins there. Don't declare eminent domain and move these people from there homes and rentals. The shop owners don't want the loop, most of the residence don't want the loop so why are you doing it? Moving 1 or 2 cars through faster is not going to stop back up traffic. Don't play "politics". Listen to the opinions of the shop owners, employees, residence and visitors. Leave Estes Park a lone. Please don't ruin historic Estes Park. We love this town. It doesn't need to have a freeway going thru and around town. Sincerely Larrv & Karen Dunn
41	submitted to the website www.EstesTruth.org	7/27/2015	Braden, Alex	3203 Douglas Ave., Loveland, CO 80538		uwaga@hotmail.com	It seems to me the Town Governance needs to put this to a vote - you know, democracy.
42	submitted to the website www.EstesTruth.org	7/27/2015	Franzen, Lisa & George	13 Calle Pinon Placitas, NM 87043		geolisafranzen@aol.com	We were very frequent visitors to Estes park for 28 years when we lived in Colorado and continue to visit and meet out of state friends in Estes to visit RM Park every couple of years since we moved to NM 12 years ago. We were very concerned to read about the possible "loop" of roads on our latest visit in June. we have never been inconvenienced by traffic "congestion" on any of our visits, enjoying the slow pace, the chance to "scope out store fronts" we will visit when we park, and to enjoy seeing license plates from all over the country with the people who have chosen to visit at the same time we were there. We so enjoy the character of Estes Park, and appreciate the resiliency of your town through the significant flooding issues over the years. We have always looked forward to coming back. Please treasure the charm that is your special mountain town as we do. Lisa and George Franzen
43	submitted to the website www.EstesTruth.org	7/27/2015	Taylor, Terry	9252 W. Texas Dr. Lakewood, CO 80232		Hippohaus@aol.com	As a Colorado native one of the most enjoyable parts of the drive to RNMP has been a stop in the bustling town of Estes Park. Although there are those who contend that traffic is an issue here I would state exactly the opposite to be true. This town is alive and thriving precisely because of the traffic through it. Diverting 50% of the traffic around downtown would also divert business away from this busy city center. It will only hurt, not help, the town of Estes Park. Additionally allowing faster traffic flow into RNMP will only add more pollution to this beautiful, pristine treasure. Don.t change a thing! If it ain't broke don't fix it.
44	submitted to the website www.EstesTruth.org	7/27/2015	O'Kelley, Nora	Loveland, CO 80538		cropaholicnora@aol.com	It appears that there will be a negative effect on the downtown business corridor that will also impact other areas of the tax base such as hotels, etc. More consideration and respect to the citizens' opinions about this project needs to be given. Government is supposed to be about supporting communities in a positive manner and this project does not appear to do that.
45	submitted to the website www.EstesTruth.org	7/27/2015	Rains, wilson	606 Ponderosa Dr Estes Park CO 80517		whrains1@aol.com	I have lived in estes park 30 years and have seen and heard a lot dumb ideas, but this is the dumbest...ever...

ID #	Method Comment was received	Date Received	Name	Physical Address	Mailing Address	E-Mail	Other comments on the project
46	submitted to the website www.EstesTruth.org	7/27/2015	Gingerich, Amy	None provided		None provided	Visitor a lot to Estes Park. Leave it alone.
47	submitted to the website www.EstesTruth.org	7/27/2015	Seagren, Jeannine	4050 Kendall St. Wheat Ridge, CO 80033		jvseagren@comcast.net	I think this loop is a terrible idea. If people don't want to go through the town they can use the bypass to get to the park.
48	submitted to the website www.EstesTruth.org	7/27/2015	Noblitt, Jean	None provided		cin.2010@yahoo.com	As a resident of Northern Colorado for over 35 years and a frequent visitor, shopper, and hiker to Estes Park, I am asking that Town Administrators consider all other alternatives to relieving traffic congestion before taking the drastic action to alter the charm and appeal of this favorite mountain town.
49	submitted to the website www.EstesTruth.org	7/27/2015	XXX(??), Michelle	1989 NE 16th at Fort Lauderdale FL 33311		Jillianj120@gmail.com	Do not give in to this under handed bribe to change the downtown It is perfect the way it is , - charming and authentic Don't let these greedy polititains ruin your beautiful town
50	submitted to the website www.EstesTruth.org	7/27/2015	White, Cathy	1404 Meadow Glen Richardson, TX 75081		White1404@aol.com	I understand the summertime traffic for the locals, myself as a visitor believe what a GREAT PLACE TO HAVE A BUSINESS. The leaders of Estes should be proud of traffic. The community has revenue coming in from all over the U.S. Please keep the streets as they are. My family enjoys vacationing at Estes Park.
51	submitted to the website www.EstesTruth.org	7/28/2015	Christopher, Linda	1790 Ulster Street, Denver CO		lscris@aol.com	For many years I have been making the town of Estes Park my number one destination for a day or weekend away. I bring all of my out of town guests here. I recognize that at certain times of the day the traffic congestion can be high, but this has never prevented me from enjoying Estes Park exactly as it is. I do not understand the reason for changing this lovely area into a highway. The local businesses off an authentic charm and a wonderful experience to all who visit. What a terrible loss it would be if these businesses, and this opportunity to stroll along for a leisurely afternoon of Colorado fun, would be lost. Please, consider carefully what the people prefer, before making any type of changes to Estes Park. Estes is perfect, please don't attempt to fix what is NOT broken! Sincerely, Linda Christopher
52	submitted to the website www.EstesTruth.org	7/28/2015	Burkey, Jennifer	11897 Calle Vivienda San Diego CA 92128		jburkey07@hotmail.com	This strikes me as a really poor idea and one that will be devastating to a town I have been visiting for over 30 years.
53	submitted to the website www.EstesTruth.org	7/28/2015	Stevenson, Joyce	None provided		aestevenson@sbcglobal.net	We love to visit Estes Park on our way to and from Rocky Mountain National Park, as well as just to visit it from Denver. Please do not make it more difficult to access Estes Park through this wasteful use of our tax dollars.
54	submitted to the website www.EstesTruth.org	7/28/2015	Dehner, Tracey	None provided		gdehnerjr@aol.com	This loop, while convenient for a few, will be destructive and frustrating for many. I have seen first hand the negative effect road changes have on a small town's business district. Less traffic on the streets directly results in less business and business closures, especially during the process of all the changes. Many visitors will stay away to avoid the hassle. One way streets are an old fashioned model and are an inconvenient method of getting to a desired destination point. It's a terrible concept and doesn't need to happen. Leave Estes Park just the way it is! It's not broken ... it's a wonderful place to visit just the way it is!
55	submitted to the website www.EstesTruth.org	7/28/2015	Holik, Thomas & Patricia	None provided		sailor59@sbcglobal.net	We have been coming to Estes Park every summer for years and like it just the way it is. Change or "improvement" isn't always for the best. Some things should be left as they are. The project will destroy this charming town and we will find another place to spend our summers.
56	submitted to the website www.EstesTruth.org	7/28/2015	Thompson, Steve	None provided		estesparksteve@gmail.com	Has any on read the applications that Mr Lancaster and the town board submitted for the loop? What I read ,if I read correctly the loop will start construction in 2016 and required to be completed by 2017. That is far from what they said at the gathering information vote getting. Once again you can not trust the town board to tell the residents the truth. Guess what residents looks like the loop is going in even if we oppose it.
57	submitted to the website www.EstesTruth.org	7/28/2015	Hines, Rick	Longmont, CO 80504		rixlink@gmail.com	I've been visiting EP and RMNP for decades, with the exception of flood damage and the "riverwalk" etc.. improvements; not much has changed. In this case, I feel that's a GOOD thing! My teenage son from out-of-state (IL) and I spent yesterday roaming EP to escape front range heat and he remarked with a smile "it's like New York or something in the mountains!". For a small-town kid with few travel experiences to have the same sense of quaint-crowded charm that I first experienced 30 years ago tells me: LOOP IS BAD, NO BUENO!!! Please reconsider for the next generations' sake!
58	submitted to the website www.EstesTruth.org	7/28/2015	Schumacher, Jessica	1271 Connolly Circle Hartford, WI 53027		JessieTYCG@me.com	I instantly fell in love with this quaint mountain town on my first visit! I couldn't imagine a more idealic setting. I fear the Loop Project would completely destroy the unique charm of this wonderful town.
59	submitted to the website www.EstesTruth.org	7/28/2015	Christopher, Linda	1790 Ulster Street, Denver Colorado, 80220		lscris@aol.com	Hoping, trusting, praying that the decision makers on this issue will use their common sense, and good judgement and that the beautiful town of Estes Park will remain as charming and lovely as it has been for so many years.
60	submitted to the website www.EstesTruth.org	7/28/2015	Tompkins, Jules	None provided		Ajulestompkins@gmail.com	Just who do you think you are? If I wanted to vacation to a wannabe metropolis, I wouldn't need to leave home. I have no interest in the same-old smattering of vanilla, corporate restaurants and stores. I want character. That's why I come to Estes Park and support the unique, warm, hospitable vendors. Change that -- suburbanize it -- and I can just stay home and make sure my dollars support my local economy., thank you very much:
61	submitted to the website www.EstesTruth.org	7/28/2015	Franko, Lisette	7031 highfields farm trail Roanoke VA 24018		Lisimarie3@gmail.com	My husband and I visited Estes Park this month and thoroughly enjoyed the area. I do not want to see the area changed in any way. There is a lot of charm in Estes Park and I do strongly believe this will be affected in a negative way if the Loop goes through. Please do not do this.
62	submitted to the website www.EstesTruth.org	7/28/2015	Pelzer, Nathan	None provided		nathanpelzer@wellsfargo.com	I would like to register my opposition to the Estes Park Loop project. My family and I make an annual visit to Estes Park from the state of Iowa. In fact, we just completed a week-long stay that included they busy Independence Day weekend. In addition I spent many years working in a downtown city (Des Moines, Iowa) with a network of one-way streets. From these experiences , I can confidently say that The Loop project would severely and negatively alter the character of your charming town. One-way streets and bypasses may eventually become tolerable to locals, who out of necessity will learn to deal with the many frustrations. To visitors, The Loop project will lead to confusion, intimidation, and ultimately an active avoidance of the area. I witnessed this phenomenon several times each year as frustrated out of town visitors flooded the downtown Des Moines area for sports tournaments and concerts. Drivers would stop dead in the middle of streets when they could see their desired destination but could not determine how to get there. They would drive at a snail's pace with looks of befuddlement and irritation as they missed a turn and had to travel blocks to get back on the right path. Visitors simply avoided restaurants and businesses that were located on the more difficult-to-reach streets. As I mentioned, we recently visited Estes Park during one of the busiest tourist weeks of the year. Crowds were large and traffic slow at times. Even so delays were not unmanageable or unreasonable. Estes Park is a vacation destination; people expect to deal with some delays. Improvements could easily be made without resorting to an irreversible reworking of the town's structure. Better parking options, encouraging the use of shuttles and trolleys, and active management of traffic flow during the busiest times would all help. Finally, there is already a speedy alternate route into RMNP via the park's North entrance. Yes this requires a longer drive to circle Deer Mountain, but the scenery is well worth the extra time it takes. Promoting this route for tourists who want to avoid downtown delays could further alleviate traffic issues. The Loop is a drastic and unneeded measure that can not be reversed. The town of Estes Park deserves better than a rushed effort to push it through. For the sake of locals, businesses, and tourists alike, I sincerely hope that this project is halted.
63	submitted to the website www.EstesTruth.org	7/28/2015	Phillipd, Jay & Sherry	None provided		Sherryp66@gmail.com	We came to Estes Park and Rocky Mountain National Park when our 4 kids were little. We have always camped in the park and come to Estes Park - we have come for many years. Our kids are now married and have kids if their own. We now bring our grandkids here and camp with them. The town has such charm and character - we live it. Making the loop that is proposed would destroy everything we have enjoyed here for almost 40 years! We live in St. Louis, MO. WE SUPPORT YOUR EFFORTS TO BLOCK THE LOOP. It would destroy most of what we live here!
64	submitted to the website www.EstesTruth.org	7/28/2015	Metz, Jennifer	1327 S Edinburgh Loveland CO 80537		jmetz622@yahoo.com	Reject he grant money. Do not destroy Estes as we all know and love it.
65	submitted to the website www.EstesTruth.org	8/5/2015	Dorsey, Connie			cif550@yahoo.com	I lived in Loveland in the 1980's and spent many weekends in Estes Park and RMNP. I have returned to visit the area several times. Loveland has grown by leaps and bounds and has lost a lot of its quaint, small-town feel. I understand that for Loveland this is important to thrive, but Estes Park is a destination vacation spot. It's a chance for people to relax and enjoy its slow pace. To make the changes proposed by the Loop committee would make it just another loud and crazy tourist trap. If it loses its uniqueness would there actually be as many visitors as today? It would also destroy the very businesses that have made the town a pleasure to visit. Is it fair for the people that spent their lives making Estes what is it to be chased out of town by obnoxious box stores? Please abandon the Loop Project, and let Estes Park retain it's charm.
66	submitted to the website www.EstesTruth.org	8/5/2015	DeLeon, David	721 So 134th St Bonner Springs, Ks 66012		dideleon1952@sbcglobal.net	Have been visiting here with family since the 70's. We love the charm of this town just the way it is! I have been in towns with one way streets and they can be difficult to access stores you wish to patronize. Please leave Estes Park as is!!! There is already a bypass to RNP. I have never heard anyone complain about congestion.
67	submitted to the website www.EstesTruth.org	8/5/2015	Foxwell, Jim	None provided		jfoxwell@hotmail.com	As visitors annually to Estes, we come for the quaint old town charm of a vacation Mecca. We hail from Iowa, as a family group. We shop downtown, eat at local establishments, and EVEV WITHOUT A SUPER HIGHWAY THROUGH TOWN, we are able to find our way to the park. Please do not destroy what you already have as a proven success tourist story.

ID #	Method Comment was received	Date Received	Name	Physical Address	Mailing Address	E-Mail	Other comments on the project
68	submitted to the website www.EstesTruth.org	8/5/2015	Johnson, Sherri	808 Crestview Drive, Traer, IA 50675		johnson8@iowatelecom.net	Dear sirs: I am a 59 year old Iowan who has been fortunate to visit Estes Park & RMNP every year since I was 5 years old. Both of my children now make their own trips yearly, also. I am SO AGAINST putting in a loop and hiway in Estes!!!! It almost makes me sick to my stomach to think anyone could actually consider doing this. My reasons are as follows: 1. When we visit, we expect to see tourists & traffic. It means the town of Estes is flourishing. 2. Rocky Mtn. NP is AGAINST this. Shouldn't that tell you something? 3.The highway would absolutely ruin the river area and approach to the park. This is scenic, beautiful land which should be preserved, not razed to put in modern conveniences. How many years old are these trees and rock formations in this area? Can you just destroy them for a highway? 4. We come to Estes for the atmosphere. This will be ruined by the proposed plan. We are more than willing to put up with some congestion in order to see the charm of the downtown. 5. We usually have a little trouble finding a parking place, but we are successful with perseverance. If 50 parking spaces are eliminated, many people will get so frustrated by not finding a parking spot, that they may not stop to shop. 6. This has to involve businesses and homes which are located in this area. If you lived here, would you be willing to demolish your home for a highway? I think not. 7. Finally, the past few trips, my husband and I have seriously considered retiring in Estes Park. We have done extensive research on homes & property. If this loop goes through, I can guarantee you that we will NOT move to Estes. We want to live in a town which listens to their community and does what is best for their citizens. The Loop is plainy NOT the best for Estes Park. Thank you.
69	submitted to the website www.EstesTruth.org	8/5/2015	Hagen, Hanns	None provided		hhagen@kc.rr.com	I've been coming up here for 65+ years and have always enjoyed it - a unique and charming mountain town. I say NO to the proposed loop! Estes is wonderful town as it is!
70	submitted to the website www.EstesTruth.org	8/6/2015	Lusch, Jennifer	None provided		jennifer@phoenixnest.biz	I'm Jennifer Lusch, I have a small business in downtown, on West Elkhorn. I've lived around here, (just a skosh north in the mountains) for 20 years. We moved off the mountain to come down here to civilization not long after the High Park Fire. I'm one of the ones you'll usually never hear a peep from. I'm one of those that prefers to lay low, to stay in the background, and let others do their work and I'll do mine. But this time, I cannot remain in my comfort zone, and say nothing. There are just too many well-thought out perspectives offering alternatives, and arguing against this one-way Loop, that have gotten apparently ignored. We, the people and the government of Estes Park, all of us working together, should have looked more carefully into the LOOP proposal--before it was sent out for a FLAP grant. We should have "looked before we Looped". We didn't, and now our homework has been given a "d". We should have come at this from a place of informed decision, using the most up-to-date information we could get. Data about the impacts of the Barnes' dance. Data about the impacts of a one-way road system on downtown retail. I've had a business on a one-way road—I can tell you it's NOT ideal. Lots of things we should have looked at earlier. Flood mitigation is not part of FLAP. Although it might help, we really don't know—not without a comprehensive flood mitigation plan to compare it to. The Feds sure seemed reluctant to let us change anything else about the original proposal—why would this be different? Our "situation on the ground" has changed since the FLAP grant was first applied for—we now have to consider flood mitigation much higher on our priority list. It's not too late, we have the chance to get it right. Let's stop action on the Loop, as it stands. No more "getting the cart before the horse". So when I ask the board for a decision of "No action on the LOOP", this is not a cry against change—it is a cry FOR CHANGE. A lot of this change is already in the works... • Get a town plan together, a vision for the future. • CDOT wants to test the efficacy of the Barnes Dance. So—let's also test the efficacy of having a traffic cop at that intersection. Now, there's a possible solution that only helps the traffic, but increases safety with small-town charm. • We have an excellent opportunity to improve signage. We've got good sign makers right here in town. Don't wait for CDOT. Especially at the intersection of 34/36/Wonderview. Let folks know which turn is for "Historic Downtown Estes Park". • We could try out portable message/construction type signs to help direct excess Park traffic to Wonderview on those "crazy-busy" free park days. • Get some real comparative traffic flow data with these changes implemented. • Get a comprehensive flood mitigation study. After this is done, then we can proceed from a perspective of knowledge. Then we can prioritize and discuss the big ideas: which bridges to fix first; where we can put parking garages and transit hubs; changing roads; pedestrian only zones; moving the Post Office; etc., etc. There are so many good ideas out there, good changes we can make. So there may be just a small group with loud voices—but there are also an awfully large number of us quiet folk—who want to stop the Loop, and get cracking on with a different sort of bridge building. A bridge to reconnect the people that live here, work here, play here, govern here. Let's choose "No Action on the Loop"; work together to make the changes we need; and this time, let's Look before we Loop.
71	submitted to the website www.EstesTruth.org	8/6/2015	Parker, John	7699 East Warren Circle #10-208 Denver Colorado 80231		None provided	I worked and lived in Estes Park and have returned dozens of times with family and friends. I have brought plenty of business to this wonderful place I call home in my heart. And I hope to have my child experience the magic of Estes Park as she grows as well. Please do not ruin the town, this loop would literally kill the town and cause the local shops to close. Keep the charm and small town feel.
72	submitted to the website www.EstesTruth.org	8/6/2015	Cates, M	2481 Larkspur Ave Estes Park		None provided	Stop the loop
73	submitted to the website www.EstesTruth.org	8/6/2015	Nichols, Susan	217 W Centre FBG Texas		jiswn32@yahoo.com	Leave small towns alone. ESTES PARK is fine just how it is If the towns residents don't want it them dont do it! If you decide to do it anyway. ..then follow the money.
74	submitted to the website www.EstesTruth.org	8/6/2015	Adinoff, Bryon	1986 Dallman Drive, #8, Estes Park, CO		bryadinoff@aol.com	My hometown is Dallas, TX. Dallas is now spending millions of dollars to undo the one-way streets that have plagued our downtown area for decades. This major change is being instituted to make our downtown more people-friendly and liveable. Please look at what other cities are doing to improve their cities before going in the other direction. We bought a second home here, and hope to retire here, for a reason
75	submitted to the website www.EstesTruth.org	8/6/2015	Gauthier, Greg	2820 S Eugene St. Baton Rouge, LA 70808		greg1959@gmail.com	One of the things that keeps us coming back to Estes Park is the fact that it is a constant in a changing world. My wife's family went to your beautiful town for at least 30 years, and we have been going for the last 10. Please do everything you can to keep Estes the way it is. One can go anywhere and see bad development, or development for development's sake. Don't follow that example. Streamline your existing bypass, or create another bypass on the south side of town to move traffic from the entrance to that side without coming into downtown. But you need to protect your local businesses, and promote good tourism. Without that local flavor and middle class families coming to visit , Estes will cease to be what it always has been. Go to Google Street View and look at Gatlinburg, TN and Pigeon Forge, TN. Believe me, you don't want to go down that road. Keep the spirit of Estes Park, limit additional development, and protect your downtown by not building a loop
76	submitted to the website www.EstesTruth.org	8/6/2015	Rytting, SK	None provided		Skrytting@msn.com	I started working in Estes in the late 50's. My brother was a wrangler & I waited tables at a Lodge. It has always been fun to go into the Nations! Park once in awhile, BUT, the Town of Estes is why so many drive up the Mountain. I can name at least 40 couples who honeymooned here, even if it was just for 1 night. They did not make the trip to drive the National Park!! My father took a picture of me at age 2 in front of Lowell Slack's Taffy Shop, yes, the ORIGINAL Taffy Shop, & my family visited every summer to ride the train w/ Casey the Engineer, shop for new moccasins, a buy a box of Taffy. We hauled our horses up to perform in the Rooftop Rodeo & we loved looking at the Continental Divide. In my life time I know we spent part of every single summer here, BUT, again, we did not come to bolt thru town to race to the National Park! Thousands of families arrive to enjoy Estes Park & love the Views, but are not hikers, and do not need to crawl up a mountainside to say they have shared wonderful family times in the mountains. Everyone with a "pea size brain" knows how simple it would be to give our visitors a choice at the intersection of 34/36. If you are fighting to get to the National Park, drive the 34 bypass to the old entrance to the National Park & yes, make them exit the Park driving down Moraine directly the The National Park Visitors Center(where they could spend their \$\$\$'s to help support the Park. All other visitors should be "ALLOWED" to drive thru Estes Park & turn onto any street they so desire. Allow our downtown to continue to provide memories for hundreds of thousands of families on a regular basis After all, a summer of fire almost killed Estes & another September with a 1,000 year flood event did break the backbone of so many & NOW!! Our elected few have decided to destroy our community ! It is time for change in leadership & turn this beautiful village back over to the people ,not the Politicians
77	submitted to the website www.EstesTruth.org	8/6/2015	Barker, Theresa	None provided		Birdlover1983@yahoo.com	I just visited Estes park for the first time 2 weeks ago and LOVED the quaintness of the area. You don't find this atmosphere too many places in the country this is what makes your town so unique and something that draws tons of tourists not only to RMNP but to your town. Getting away to the mountains mean just that when you drive through Estes park its refreshing not to see all the same chain restaurants that are everywhere else. If people want that they should stay elsewhere. I don't want to see this town change as we plan to come back and bring more of our family to enjoy the hospitality of your town.I feel if a highway goes through so will all the same restaurants ect that follow these roads...it will kill your community atmosphere . DON'T DO IT!!!!
78	submitted to the website www.EstesTruth.org	8/7/2015	Roths, Elizabeth	None provided		None provided	don;t kill estes park over traffic laws! NO LOOP!
79	submitted to the website www.EstesTruth.org	8/7/2015	Shultz, Jen	None provided		danjen0505@yahoo.com	Tried to take survey to OPPOSE Loop... It told me that I already took it, but I have NOT. Please, as a returning tourist and lover of Estes, let my voice be heard! My family and I want to keep Estes the unspoiled GEM that it is!
80	submitted to the website www.EstesTruth.org	8/7/2015	Wencl, Monica	Medford MN		monica_wencl@hotmail.com	I have visited Estes Park for many years. It has always been one of my favorite towns to visit while on vacation. That is why I am signing this petition so that they don't destroy Estes Park by building a one way street through downtown. I have driven on one way streets in cities and they are very frustrating. They cause more problems then they solve like people driving the wrong way. In my area, they put in a round-about because they thought it would help traffic move better. People drive the wrong way all the time and semi-trucks have tipped over while using it. There will be negative consequences to building a one way street in Estes Park as well. For example, loss of tourists which is a big part of town's income. So if you know what is good for the town and the community, you will leave Estes Park the way it is.
81	submitted to the website www.EstesTruth.org	8/7/2015	Fergus, John	452 Stanley Ave		issafkids@gmail.com	No LOOP!!!!

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82	submitted to the website www.EstesTruth.org	8/7/2015	Guiot, Bill	920 Rambling Dr Estes a Park, CO 80517		wrquiote@yahoo.com	I think this is a very bad idea and will be detrimental to the town and the businesses in downtown. The inconvenience we suffer in the summer months from increased traffic does not justify the expenditure and the Loop will forever ruin the character of the town
83	submitted to the website www.EstesTruth.org	8/7/2015	Carruth, Lenox	10135 Ferndale Rd., Dallas, TX		geotherm@sbcglobal.net	Leave Estes Park the way it is! It is a quaint, charming town that does not deserve to become a one-way highway to a national park. The town is important in its own right.
84	submitted to the website www.EstesTruth.org	8/7/2015	Runyan Alyssa	2815 N Fratney St. Milwaukee WI 53212		Misslvss121@yahoo.com	Not only should the town seek prior public input before applying for future grants but this particular awarded grant should NOT go towards destroying the town, businesses, and memories for this loop. Humans are too quick to ruin a good thing because someone has the idea it will make matters better/easier. THINK OF WHAT YOU WOULD BE DESTROYING. CONSIDER HOW NOT ONLY RESIDENTS BUT VISITORS FEEL IN THE MATTER. REALIZE THE NEGATIVES OF THE LOOP OUTWEIGH THE POSITIVES. NO LOOP!
85	submitted to the website www.EstesTruth.org	8/7/2015	Williams, Shirley	1605 84th Ave. Greeley, CO 80634		seesaw1955@yahoo.com	A loop around Estes Park is a horrible idea that will only take the charm out of Estes Park and harm long-standing, local businesses. What better way than to just make business for some other people and provide a location, via new road/loop, to put in their new businesses and harm the local businesses that give Estes Park its charm and tourist appeal. A loop will only make Estes Park another Colorado town that has been used and abused by outsiders.
86	submitted to the website www.EstesTruth.org	8/7/2015	Hanlon, Karen	650 Popes Valley Drive Colorado Springs, CO 80919		dnkathome@comcast.net	I find it interesting that the Federal Grant for federal land ACCESS to RMNP doesn't address the fact that the proposal isn't anywhere near RMNP! The proposal is destined to destroy Estes Park businesses! And a mall? How does that provide access to RMNP? Talk about destroying the golden goose!!! What's next, public domain destruction of houses and businesses on E. Riverside Drive? Public officials, just say "NO" to the federal grant. We just don't know what they want in return except the destruction of Estes Park downtown businesses!
87	submitted to the website www.EstesTruth.org	8/7/2015	Hulme, Stephanie	None provided		Hulme3@live.com	I feel that the loop will take away from the small town feel and look of Estes park. Even though traffic gets backed up on Main Street, I love the feel and look of the town and think there are better options to re route traffic in the summer. The businesses need the drive by traffic. The summer traffic is a short term problem and the loop doesn't seem like the best idea for year round residents. I think it's a bad idea and all the options have not been considered.
88	submitted to the website www.EstesTruth.org	8/7/2015	Richards, Carol	3713 Wittaker Circle, Johnstown, co		crich1224@gmail.com	Don't change this, it appears that is NOT what the shop owners/businesses want. Would not be surprised if it is forced through by the town council regardless of what community really wants.
89	submitted to the website www.EstesTruth.org	8/7/2015	Splinter, John	None provided		splinter.john@gmail.com	We live in Firestone, and visit Estes often, bringing out of town guests. We enjoy the charm of Estes, and are not at all bothered by the traffic flow. We do not believe that the traffic-flow "improvements" being considered are actually an improvement, due to the destruction of existing businesses that will occur. The opposition of local businesses is indicative that the leadership driving these "improvements" is not a good idea. We would like to join with those opposing this idea, and would encourage the leaders not to force the issue in light of the opposition
90	submitted to the website www.EstesTruth.org	8/8/2015	Bergland, Bert	Estes Park, CO		Non provided	<p>Loop a very bad idea</p> <p>The late Roseanna Roseannadanna could have been referring to Estes Park when she declared, "It's always something!" This year's Estes Park "Controverse Annuelle" is the proposed disaster known as the Loop.</p> <p>Last year, it was Lot 4. Before that it was the downtown performing arts theater (EPIC). While I have seen plenty of "No Loop" signs on downtown businesses, I have yet to see any "I Support the Loop" declarations posted anywhere. This suggests to me the implied "silent majority" favoring the Loop is more than "silent" - it's virtually nonexistent.</p> <p>The proposed Loop, the local euphemism for a multi-multi-multi-million-dollar traffic redirection and bridge-building project intended to solve the decades old Elkhorn Avenue summer traffic stagnation and mitigate flooding, is merely the latest in a seemingly endless procession of contentious issues that keep this community embroiled in divisive controversy on a nearly annual basis.</p> <p>Exactly where this particular proposal originated is not entirely clear to me, and frankly, I don't really much care. What strikes me most about this proposed redirection of traffic flow, this creation of a "mini-Interstate" through Estes, is the patent absurdity of the idea on multiple levels.</p> <p>I have heard this project is intended to efficiently move traffic through Estes to the entrance to RMNP. I will risk being labeled a heretic by saying that it is not Estes Park's collective purpose or responsibility to make it easier for tourists to assault en mass the Beaver Meadows Entrance to RMNP. On the contrary, it should be our collective intent to get every one of those tourists to stop, shop, and spend every cent here of their vacation budget. Estes Park does not exist for the benefit of RMNP; on the contrary, RMNP exists because of Estes Park. Somehow, despite the downtown traffic congestion delay, I am confident all those millions of tourists intent on reaching RMNP will do so, the creation of the "Elkhorn Interstate" notwithstanding.</p> <p>Our traffic fate was sealed in the early past century when our founders created Estes Park as a tourist destination even before RMNP was created. Over the years, dozens of studies have been done, a number of solutions have been proposed, and none has resulted in a noticeable improvement. Even the creation of the Wonderview bypass (itself once highly contentious) seems to have had minimal positive effect. Summer tourism is merely what Estes Park and RMNP is and always will be a destination for millions of people, all arriving by cars and motor homes and busses because, frankly, there's no other way to get here.</p> <p>The resulting summer traffic congestion has been called a "major problem" for decades. But, there is a difference between a problem and an annoyance. The mere two months of traffic congestion is an annoyance, not a problem. The expenditure of multi-multi-multi millions of taxpayer dollars with the intention of solving an annoyance that, in truth, exists for barely two months a year seems patently absurd. In fact, to the merchants who rely on tourist business, the traffic is hardly a problem; it might even be considered a marketing/advertising benefit. This slow moving traffic is arguably the lifeblood of our town and merchants. In fact, it is likely the traffic delay on Elkhorn may actually cause people otherwise intent on hastening to RMNP to consider stopping to spend as they window shop while waiting on the Elkhorn stoplights. That is, if they can find convenient parking! I suspect reducing the endless, painful searching for parking spaces would mitigate much of the traffic congestion.</p> <p>The assumption (and it is an assumption only) that creating this "Loop" will actually solve the traffic congestion is dubious at best. Frankly, although no one has actually tested the legitimacy of the proposed traffic flow changes, some are fully prepared to destroy the lives and livelihoods of those along Riverside Drive without knowing if the Loop will actually accomplish its intended purpose. Frankly, I cannot imagine anything more reprehensible than to destroy people's lives and livelihoods in an exercise of eminent domain, only to find it was a failed endeavor. Perhaps</p>
91	submitted to the website www.EstesTruth.org	8/8/2015	Wubben, Peggy	Spencer, SD		None provided	We recently drove through Estes Park on vacation, and the No Loop signs caught our attention. I feel compelled to comment on this. From what I have read, it sounds like the loop will completely bypass the downtown. Are the people promoting this thinking about the future of the downtown businesses? A loop around Estes Park will have a tremendous impact on these businesses. How many shops will eventually close, due to of lack of income? I will agree that it was congested, but that is true of any attraction. I was very impressed and thoroughly enjoyed the neat shops in Estes Park, CO! I do hope that a common sense solution can be arrived at to ensure the future of downtown Estes Park.
92	submitted to the website www.EstesTruth.org	8/8/2015	Foster, Kim	None provided		kfoster@trenton9.k12.mo.us	I think "the loop" will diminish the quality of the hometown feel that draws people to Estes Park. The small local businesses will probably not survive this change and people can eat and visit the big establishments any where.
93	submitted to the website www.EstesTruth.org	8/8/2015	Durnford, Jeffrey	None provided		jeff.durnford@yahoo.com	I've lived with one-way roads before, and I don't want to do it again. Whatever traffic problems we have are more likely to get worse than better, if one-way roads are introduced. Ditch the loop, and save the town.
94	submitted to the website www.EstesTruth.org	8/8/2015	Jackson, Kim	8091 S. Marshall Ct, Littleton, CO 80128		kl.jackson@comcast.net	This loop will destroy Estes as we know it. This is another example of government stepping in where they shouldn't. Keep Estes as it is--it's what brings people to the area!
95	submitted to the website www.EstesTruth.org	8/8/2015	Allen, Tina			tallen6886@hotmail.com	My family has been coming to Estes Park since 1954. This town is fine just the way it is. We come here because we can afford to come to the mountain town. It is not like Breckenridge, Aspen, Vail. We don't want it to into one of those towns. We love it just as it is!!!! NO LOOP!!!!!!
96	submitted to the website www.EstesTruth.org	8/8/2015	Karban, Paul	1348 w. Medina av Mesa, as. 85202		Pkurban@cox.net	We just returned from one of our frequent visits to E.P. We were appalled to think this unique mountain village may be changing. What are they thinking? Please don't
97	submitted to the website www.EstesTruth.org	8/8/2015	Coombs, Deb	321 Hig Horn A3, EP, CO		dcqneota@gmail.com	I've lived in Estes since 1977 and have had a downtown business since 2003. The idea of moving/destroying businesses for a few short blocks to move traffic is insane. The town trustees are blinded by \$\$ signs. The town administrator saying that a few people will have to make "sacrifices" is arrogant and insensitive. All my customers complain about parking, not traffic. This idea will, over time, kill W. Elkhorn businesses. People will remember that they can't get through town so they will either take the bypass or will be diverted "new" way. All away from downtown!!!
98	submitted to the website www.EstesTruth.org	8/8/2015	Hunt, Lewis	1120 Portland Ave, Orlando, FL 32803		huntclewis@yahoo.com	Our family owns a home in Estes Park and would hate to see this loop bypass completed. there is no need. if you want to avoid Elkhorn Ave there are already options that exist. One does not need to be forced into this route.
99	submitted to the website www.EstesTruth.org	8/8/2015	Beck, Charity	360 E Ilex St Milliken Co 80543		senshinootome77@gmail.com	I love Estes Park and I want it to remain beautiful and perfect just the way it is!!
100	submitted to the website www.EstesTruth.org	8/8/2015	Allen, Mary	9901 S 616 Rd, Miami, Ok. 74354		disneyqma09@yahoo.com	Small town business charm and quaintness will be destroyed by the highway. Please figure out a new plan and don't destroy the donut haus and peoples business and livelihood.

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101	submitted to the website www.EstesTruth.org	8/8/2015	Scott, Lauren	1635 Bronco Lane, St. Louis MO 63146		laurencott315@yahoo.com	I have been coming to Estes Park since I was a child with my family, and then we came on our honeymoon, and just last week we brought our son (5 years old) to Estes Park for the first time. I was thrilled to see that the town looked and felt the exact same as it always has. When I learned about this ridiculous Loop idea, I was heartbroken to think of the town that I love being changed. This CAN NOT happen if the city wants the same loyal tourists to continue to visit Estes Park. One of the reasons we keep coming back is because the town never changes, and it has remained quaint and simple. If the Loop happens, I doubt that we will continue to visit. It will just not be the same. The town is perfect as it is, and the Loop is an unnecessary waste of time and money, and will be detrimental to the town.
102	submitted to the website www.EstesTruth.org	8/8/2015	XXX, Alyssa	Milwaukee, WI		Misslyss121@yahoo.com	Destroying the nostalgic Estes Park for easier access to RMNP is absolutely absurd. The drive through this wonderful town is all part of the RMNP experience! Creating a one way highway with no east bound access will have a substantial negative impact on the town. I just visited at the end of June which is normally a pretty busy time for Estes Park. Downtown was busy, but by no means too congested to access RMNP in a reasonable amount of time. RMNP is supposed to benefit Estes and vice versa. These two wonderful places need to work together to bring tourists, not hurt the other for better access. (Not that RMNP is responsible) but together they create a wonderful experience that needs to be maintained not destroyed. On the way home through Nebraska, we took the old highway that goes through all the little towns that used to provide entertainment for tourists, generating money, creating jobs. Now majority of them are abandoned since the interstate was created, by-passing all these cities- most travelers won't even know they're there! We can not let this happen to Estes. It does not matter if it makes it "easier" to get into the national park, we can't let this happen to another perfect little town so many have cherished since 1859. NO LOOP!
103	submitted to the website www.EstesTruth.org	8/8/2015	Wilkins, Kaye	551 Heinz Parkway Estes Park, CO		drkwilkins@aol.com	I am opposed to the proposed Loop Project!!!. I feel it would detract from the uniqueness and charm of Downtown Estes Park.
104	submitted to the website www.EstesTruth.org	8/8/2015	Keim, Glenn & Kyra	None provided		gwkeim@plateautel.net	We have been faithful visitors and friends of Estes Park for 40 years. We like EP just the way it is now! No loop, no one- way streets, no highways! Sure, on certain dates there is lots of traffic, but that is part of being one of the most popular destinations in Colorado. To be sure, the traffic congestion mandatorily slows the traffic down and allows one to enjoy and take in what's there and what is available. I'm always seeing something "new" to do or buy because we are going slow (dragging main, if you will). Even if the one-way streets were put in place, the traffic congestion would still be there but the ambience would be gone. Don't change Estes Park into Any Other Town, USA. It is a unique place and the town leader's resistance to change has been its saving grace. Please hear the voice of outsiders who love your town so much that many miles are traveled and much hard earned money gladly spent just to enjoy it as it is....as it has always been....and hopefully as it will remain for many years to come! Thanks for your thoughtful considerations of our input. See you next year! Sincerely yours,
105	submitted to the website www.EstesTruth.org	8/8/2015	Hamrick, William	St. Louis, MO		william.hamrick@me.com	I'm very much opposed to the loop because it is likely to destroy much of the charm of Estes Park. Just because you can do something doesn't imply that it should be done.
106	submitted to the website www.EstesTruth.org	8/8/2015	Kroll, Mary	None provided		slo93444@icloud.com	We just visited Estes Park for the first time and loved it! Can't believe you would want to change it. Can't anything these days just be left alone???
107	submitted to the website www.EstesTruth.org	8/8/2015	Schreiner, Brenda	None provided		None provided	The loop will not fix the traffic problem, more parking is a good solution that should of been taken care of years ago!! The loop will only cause traffic to go in circles looking for parking spots... Around and around and around, not going to fix the congestion in my opinion!!!
108	submitted to the website www.EstesTruth.org	8/8/2015	Zimmer, Cindy	None provided		czimosu@gmail.com	I think this is a bad idea. When there is someone directing traffic it is fine.
109	submitted to the website www.EstesTruth.org	8/9/2015	Siemens, Molly	1463 Dover Rd McPherson, KS 67460		unsinkable_83@hotmail.com	I've only been to Estes Park twice - the most recent being this last week. I saw the signs in a lot of the businesses downtown advertising "No Loop" and "estestruth.org" and was of course interested in what was going on. After reading what has been proposed by those who are opposed to changing the loop I am in complete agreement! My family and I only spent two days in the area this year and were able to access the Fall River Entrance of RMNP (highway 34) quite easily as well as exit the park via the Beaver Meadows/Moraine Park entrance (highway 36) without being "looped around" downtown. If anything why not fix the area around the Safeway (so visitors to town, the park and residents can safely enter/exit the grocery store) as well as have a shuttle system from a parking area away from downtown to the downtown area? Something that wouldn't distract from the beauty and charm of downtown but allow visitors to get to downtown without having to park illegally or fight for parking!
110	submitted to the website www.EstesTruth.org	8/9/2015	Juarex, Kayla	3405 W 16th St Greeley, CO 80634		KAYMJ@LIVE.COM	The downtown is what makes it so beautiful! The way the streets are set up has its own little charm and the down town is made for leisure and appreciation. Not get in and out as fast as you can There is a lot of traffic already but its traffic we love because its people who have come JUST to see rocky mountain national park and spend time in estes. Its good congestion because you know its bringing business and love to the city. Not someone who is simply trying to make their way through as fast as possible No one needs just "passing through" traffic!! Take your highway elsewhere!
111	submitted to the website www.EstesTruth.org	8/9/2015	Wichern, Shirley	None provided		None provided	I have enjoyed coming to Estes Park for 30 plus years, and would be sad if the town was to be changed in any way. I know the streets can be a bit congested, but that has never been a problem for me. I have always found adequate parking and people seem patient and polite. I think that one way streets would hurt the businesses, and they have had enough challenges in recent years. Please entertain lots of discussion from all involved before making the decision.
112	submitted to the website www.EstesTruth.org	8/9/2015	Garfield, Diane	None provided		None provided	The people, the tourists and the shopkeepers do NOT want the loop. Please reflect the voice of the people in your decision that will impact an entire community
113	submitted to the website www.EstesTruth.org	8/9/2015	Grissom, Linda	5134 N 107th Street, Kansas City, KS 66109		LLAGRISSOM1@yahoo.com	No LOOP!! You would immediately stop half of the tourist business because of the one-way streets. A very inappropriate move. You will alter the town forever. Just because you have access to a federal grant does not make it a smart move to use it. As a tourist that spent a lot of money in your town the past two weeks, I give my opinion: "NO LOOP".
114	submitted to the website www.EstesTruth.org	8/9/2015	Pflug Thomas	10290 Washington Dr, Omaha, NE 68127		pflug@cox.net	We have been regular visitors for the past 30 years, and our parents have been coming to Estes Park since the 1950's. The proposed Loop will compromise the character of Estes Park and eliminate one of our favorite destinations: The Donut Haus. We don't need a more commercial feel to downtown. We like it the way it is. It seems to us that this project is being unilaterally shoved down the throats of residents and visitors.
115	submitted to the website www.EstesTruth.org	8/9/2015	Pugh Jr, Jack K	None provided		jpughjr@sbcglobal.net	I've been coming to Estes Park since I was 8 years old. I'll be 65 in Nov. I love Estes the way it is. It's one of the few places in the United States I travel to that has remained the same of the years, which is why I love it here. Don't change it. Listen to the citizens!! Unfortunately, we learned via the Supreme Court that what the majority want, doesn't matter anymore!! Don't let this happen to Estes!!
116	submitted to the website www.EstesTruth.org	8/9/2015	Pope, Mike	6715 Jay st Arvada, CO 80003		Popeninja@gmail.com	Walking downtown I see signs in nearly every window displaying "no action on the loop". Clearly the town doesn't want it. The people have spoken, no action on the loop!
117	submitted to the website www.EstesTruth.org	8/9/2015	Kahn, Jack	4725 River Bend Court Bryan Texas 77808		jackandsusy73@gmail.com	Have been visiting every year since 1982 and I hate to see the charm of the town change. If traffic congestion is the issue, why not bring back the traffic cops to direct traffic at major intersections on heavy days like you had about 10 years ago. They added a unique charm and were more effective than lights.
118	submitted to the website www.EstesTruth.org	8/9/2015	Barenblat, Neal	None provided		neal.baren@gmail.com	Attempts at or indirect actions towards urbanization can and will prove to be detrimental to Estes' ecology, tourism, and quality of life. If it is money that the local government seeks, I urge it to find alternative means. If it is efficiency, then look for a cure rather than a band-aid. When weighing pros and cons, one might easily come to the conclusion that here there are only cons. The town's residents and visitors gain to benefit nothing from the construction of this loop. Let that be considered.
119	submitted to the website www.EstesTruth.org	8/10/2015	Harmon, Anna	1320 370th at Everly, IA		olavah@gmail.com	We visited Estes Park last week and did not find the congestion to be intolerable. The highways do need to be better marked -we did miss the highway 36 east sign and had to back track. The highway 34 bypass is effective. We enjoyed walking and driving through downtown and found it reasonable in terms of congestion and relatively equivalent to the Okoboji Lakes area we live near in NW Iowa. Best of luck in your public awareness campaign!
120	submitted to the website www.EstesTruth.org	8/10/2015	XXX, Michelle	1989 NE 16th Fort Lauderdale FL 33311		Jillian120@gmail.com	Do not give in to this under handed bribe to change the downtown It is perfect the way it is - charming and authentic Don't let these greedy polititains ruin your beautiful town
121	submitted to the website www.EstesTruth.org	8/10/2015	Tidd, Jenn	8915 Thornton CO 80260		stryker5@gmail.com	Downtown Estes is our other Disney World. My wife and I visit as often as we can for a few days in a row. We love it and see no reason to change any part of it.
122	submitted to the website www.EstesTruth.org	8/10/2015	Warner, David	None provided		4dwarner@gmail.com	I believe that the proposed loop that would take away from the appeal of the town. I have come here all my life and think the new highway would be a horrible idea.
123	submitted to the website www.EstesTruth.org	8/11/2015	Horton, Jon	None provided		jon@03mconsulting.com	From the perspective of a seasonal tourist, this plan seems very bad. The thing which keeps my family and me coming back to Estes Park is its small-town charm, not "convenient" access to RMNP -- moreover, not convenient access to RMNP that means inconvenient access to my favorite aspect of the area: downtown! I've been in Estes in both "on" and "off" seasons, and have never lamented the current setup, even when it's crowded and parking is hard to find. It would be an epic nightmare to have the downtown area turned into one-way streets. Please, DO NOT move forward with this project. The value gains do not seem well explained, if even present. The negative aspects are all too apparent to even myself, who has no real skin in the game. And rest assured -- if this project moves forward, both my skin and wallet will never be near Estes Park again.
124	submitted to the website www.EstesTruth.org	8/11/2015	Darden, Johanna	None provided		None provided	Take no action on the loop immediately and if that cannot be done please let the registered voters of the Town of Estes Park decide at the November 3, 2015 election.

ID #	Method Comment was received	Date Received	Name	Physical Address	Mailing Address	E-Mail	Other comments on the project
125	submitted to the website www.EstesTruth.org	8/11/2015	Freese, Jerry	None provided		None provided	Leave the City the way it is, its charming, so what if there a little extra traffic.
126	submitted to the website www.EstesTruth.org	8/11/2015	Stiller, Monica	3306 Sedgwick Circle Loveland, CO		tpstill@msn.com	Please no loop. Don't destroy your charming town. Do we need to pave everything and put in a parking lot? Keep the small town simple and beautiful!
127	submitted to the website www.EstesTruth.org	8/11/2015	Briggs, Karen	1248 E. 130th Ave. Thornton, CO 80241		Putzer_319@hotmail.com	Please no loop!
128	submitted to the website www.EstesTruth.org	8/11/2015	Klockslem, Kenneth	950 South Lane, Estes Park, CO 80517		kklockslem@bellsouth.net	NO to the Loop! It's not needed and will irreparably harm Estes Park.
129	submitted to the website www.EstesTruth.org	8/11/2015	Mrkacek, Matthew	8901 Grant St., Thornton, CO		mmrkacek@gmail.com	Doing projects like this for visitors is a very nice gesture, we don't have to deal with the construction or drive the on a daily basis which is great. It isn't really necessary though especially when it will effect so many. I have walked through downtown and seen the outcry for myself and not letting your local citizens vote on a project going on right at their doorstep is outrageous! You should WANT them to be the FIRST in line! Estes Park separates itself from so many other places because of how it has stayed true to itself. It would be a shame to see the charm and overall vibe be rearranged, thus it being changed forever. I would like to see no action on the loop.
130	submitted to the website www.EstesTruth.org	8/11/2015	Human, Emily	2720 S Washington		None provided	This will forever destroy the character and charm of Estes Park. As someone who has grown up coming to this town and spending countless weekends here I am deeply saddened that this is even proposed. This is a complete wastes of money and will take away from the Estes Park economy!!
131	submitted to the website www.EstesTruth.org	8/11/2015	Senn, David			carolsbridalgift@bellsouth.net	Carol & I are also Main St. merchants in a small town in KY. And have had a similar experience with fighting people who wish to get Fed. Highway grant money to make substantial changes. None of the merchants that we spoke to in Estes Park ask us to sign the petition, tho we spoke with several on the issue. Perhaps, a bigger push for signatures needs to be realized. You are correct in your belief that this FLAP grant will be detrimental to downtown small business. Vote your current city council members out. Push for a recall if you can. Get rid of the SOBs.
132	submitted to the website www.EstesTruth.org	8/11/2015	Davison, Judith	950 South Lane, Estes Park, CO, 80517		jadavison@bellsouth.net	No to the loop. My whole family stands with me on this!
133	submitted to the website www.EstesTruth.org	8/11/2015	Leonard, Paul			drpaulleonard@gmail.com	My eldest son lives in Denver, so we regularly visit CO. Last year we stayed in Idaho Falls. Just recently we vacationed in Boulder and Estes Park. My wife, my 2 sons, and I found the small-town feel of Estes Park very appealing, especially after visiting Boulder. Strolling along the main street, or traveling to various venues, was enjoyable and not problematic. We especially liked the shops near the river. While in Estes Park, I was alerted to some proposed road expansion plans. If these plans are enacted, your quaint & fun Rocky Mountain town would lose its small-town feel, and certainly experience significant environmental degradation, which would seem to be inconsistent with the personality and values of Estes Park. My experience in your beautiful city was all about being outdoors, about learning about and caring for the environment. My sons even began to learn these lessons. Hopefully, the citizens of Estes Park will not allow the allure of progress and federal money to obscure the treasures that make visitors smile when experiencing the natural wonders of your wonderful town. Lastly, if these changes are made, word will spread, and the benefit of increased tourism that I suspect is pushing this decision may be jeopardized.
134	submitted to the website www.EstesTruth.org	8/11/2015	Creager, Bob	1100 SW Wanamaker, Ste 104, Topeka, Ks. 66604		BrotherJacob128@gmail.com	Keep in mind those of us traveling to our beloved Estes Park, do NOT come for convenience in getting through town. We come to enjoy downtown Estes, the National Park and the people of downtown Estes.
135	submitted to the website www.EstesTruth.org	8/19/2015	Eland, Brad	564 S 300 E, Kaysville UT 84037		Bradeland@gmail.com	Don't ruin estes. My family lives nearby and we've been going to estes since I was born 33 yeaRS ago. Why change something when it works 9 out of 12 months for since the inception of the town? It is expected during the summer to take 10 minutes to get through town? This sounds again like government trying to bully the voice of the majority who they're supposed to represent! Without small business your town will fail! Listen to the voice of the majority for once regardless of what money you would receive as it will kill your town!
136	submitted to the website www.EstesTruth.org	8/19/2015	Meier, Mary Ellen			meier.me@gmail.com	Earlier this month we visited Estes Park for the first time, with friends from Germany. We all found the town charming, scenic and walker friendly. Seeing to posters we asked about "the loop". It would be a shame to alter the charm with roadways, increased traffic and all the noxious accompaniments. I would be disinclined to return or recommend visiting your village if the loop is constructed. I sincerely hope you will reconsider.
137	submitted to the website www.EstesTruth.org	10/21/2015	Knapp, Catherine	Laporte, CO		None provided	To Whom It May Concern: My husband and I were in Estes Park yesterday to attend the Fine Arts Festival, have dinner and to take a drive through Rocky Mountain National Park to see the elk and the aspens of course. We live in Laporte, Colorado and are frequent visitors of Estes Park and RMNP. We spend a lot of money in Estes Park so I'd say this loop proposal affects us and is something even we should have a say in...considering we even share the same county. I had no idea this thing was even in the works until I saw a sign for it after dinner last night as we walked through your charming little town. I'm giving it a big fat NO. I stand with the locals on the fact that they'll have to make the loop even during the long off season (which is longer than peak season!). One way roads will take away from the charm. I have read the other options for trying to better control traffic and I feel like all of the suggestions would be a way better alternative. I, personally don't mind the traffic in Estes....it's NOT that bad. The only time it's HORRIBLE is when it's the weekend when RMNP has their free entrance weekend. Our roads here in Fort Collins are under constant construction which always takes longer than planned and is a huge source of frustration. You WILL have the same problem in Estes if this loop thing is put into place. I will not be visiting nor will I be taking out of town guests. With all that said, as a frequent contributor to the lively hood of Estes Park and as a resident of Larimer county, I say NO to the loop. There ARE other options that need to be tried.

D.6 Comment Forms Received at Public Meetings

Downtown Estes Loop Road Realignment Project

Comment Form

Name FRANK THEIS

Physical Address 600 W. ELKHORN AV. Mailing Address POB 416

ESTES PARK, CO 80517

E-Mail FTHEIS3@GMAIL

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): NO

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): NO

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): NO

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): GREAT ... BUT 3 LANES
MIGHT WORK

Other Concept: GO BACK TO FRANK THEIS' ORIGINAL
PLAN



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Troy Hall
Physical Address 249 W. Elkhorn Ave Mailing Address 2138 Moffett Dr.
Estes Park 80517 Fort Collins CO 80526
E-Mail Thall830206@gmail.com

Do you live in the city limits? ___ YES NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

~~Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):~~ I like the idea of making options less and forcing people to routes. The main problem area is from before town Hall to moraine Ave

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): _____

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): _____

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Name Kimberly Campbell
Physical Address 1900 Fall River Rd Mailing Address _____

E-Mail kcampbell@boulderbrook.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

Please keep me informed

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Greg Peterson
Physical Address 148 W. Elkhorn Mailing Address P.O. Box 2351
Estes Park, CO 80517 Estes Park, CO 80517
E-Mail WILDSPIRITSGALLERY@YAHOO.COM

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES ___ NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): This will force everyone to HAVE to drive thru ELKHORN, VISITORS, RESIDENTS (30,000)

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): SAME AS ABOVE

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): This looks great on paper but the businesses effected & property owners along this is to great

Other Concept: Fix the traffic lights back to where pedestrians crossed without holding up traffic, Next - A nice big sign directing PARK VISITORS to use the B4 Bypass to get to RMNP - continued -



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project? *I'm not talking about a big green bypass sign with white letters, but a "nice" attractive sign showing "THIS WAY TO RMNP" AVOID TRAFFIC DELAYS. The bypass has plenty of room to widen if necessary*

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email: info@downtownestesloop.com

hotline: 970-480-7045

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Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-4

Downtown Estes Loop Road Realignment Project

Comment Form

Name Greg Rosevear
Physical Address 170 Bayd Ln Mailing Address SAME
Estes 80517
E-Mail gmrosevear@msu.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: EMAIL

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

This makes most ~~see~~ logic with least amt of impact

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

This the best solution, but let it come in later stage

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Name Gail Ellis
Physical Address 830, 810, 800 Moraine Mailing Address 1700 Hwy 126
720 Riverside + EP
E-Mail gail@ellisblb.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

31 **Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):**

14 **Concept 2 (All 2-Way, Riverside widened to 4-Lanes):** the 2way option allows businesses access without peo having to circle thru town.

Other Concept:

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

As this impacts our business interests along
Riverside and Moraine - being in limbo about
how to proceed from that perspective is very, very
difficult - I am very concerned about the impact
the construction will cause to our properties ~~off~~ further
along Moraine - especially after fires & floods the
last 2 years

Having said that I know the importance of
solving the traffic, pedestrian, and congestion parking
issues in our town -

**You can submit this comment form, or provide input on the
project in the following ways:**

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email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-6

Downtown Estes Loop Road Realignment Project

Comment Form

Name ERIC BLACKHURST

Physical Address 1620 Raven Circle Mailing Address P.O. Box 331

E-Mail _____

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES ___ NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

NO ACTION

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): _____

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): _____

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): _____

Other Concept: Complete + the Highway 34 NEPA

Study & Improve Transit & Bicycles in V.C. 1st.

Signage for 34 & 36 parking lots



Downtown Estes Loop Road Realignment Project

Comment Form

Name Charley Dirkey
Physical Address 135 E Elkhorn Ave Mailing Address PO Box 1377
Estes Park, CO 80517 Estes Park, CO 80517
E-Mail Charleyiv@aol.com

Do you live in the city limits? YES ___ NO
Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?
Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: All of the above

Were you previously involved with the 2013 planning efforts for this project? YES ___ NO *Transportation Visioning Committee*

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): Continued problems with Traffic + Parking

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): Doesn't Address Parking Sends our RMP customers right out of town Screams for Parking Structure in Post Office lot

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): Again see above Need Parking Structure in Post Office lot

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Need Parking Structure in Post Office lot

Other Concept: Please refer to the Rendition Public works did 1 year ago. Great Vision

* How does this integrate into the larger plan? Do we even have a larger plan.



[Handwritten signature]
A-8

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES ___ NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

We need to have a
larger vision of Estes Park. Estes Park was original
developed with people developing businesses + property
where ever they wanted to. NOT MUCH HAS CHANGED
We need our town fathers to have a vision of
what Estes could be? How do the projects
& plans integrate in to this Town Vision. We are
a Town that reacts to problems + issues. We need
to be forward thinking in all our affairs. To give
you an analogy we don't have a magnet on
the refrigerator to look forward to.

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name KAREN JIRSA VILLAGE GOLDSMITH, INC
Physical Address 235 W. ELKHORN AVE Mailing Address P.O. Box 160
ESTES PARK ESTES PARK
E-Mail villagegoldsmith@airbits.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

NO Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): This will bypass downtown

NO Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): Another bypass

MAYBE Concept 2 (All 2-Way, Riverside widened to 4-Lanes): More study needed. Perhaps with a downtown parking structure, this may work.

Other Concept: Any of these projects without a parking component is just a bypass of the downtown business core. PARKING needs to be addressed concurrently



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

1) First and foremost, an economic impact study needs to be done. There is no compelling evidence that this will aid in the economic viability of downtown businesses.

2) Signage at the Hwy 34/36 interchange:
We have (already) an under-utilized bypass to RMNP. Similar to info signs on I70 message signs with "5 minutes to North RMNP entrance." "20 minutes to South RMNP entrance." This will use what we have in place already.

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email: info@downtownestesloop.com

hotline: 970-480-7045

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170 MacGregor Avenue
Estes Park, CO 80517

3) Overwhelmingly, our customers want parking. They will deal with the congestion as long as they can park. (A-9)



TOWN OF ESTES PARK



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Harold Tompkins

Physical Address 240 NORTH COAT Mailing Address _____

E-Mail _____

Do you live in the city limits? ___YES NO

Do you live, work, or own a property along the loop alignment? ___YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___YES ___NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Name Jim Rice

Physical Address 249 W. Elkhorn Ave.

Estes Park CO, 80517

Mailing Address 410 Franklin Street

FB. Collins CO 80521

E-Mail Jim.Rice.04@101.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

Please Listen to All Business owners.

Do NOT forget People Love Estes For what we ARE & The way
we operate completely

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-11

Downtown Estes Loop Road Realignment Project

Comment Form

Name mel Tuli

Physical Address 1450 Sierra Sage La. Mailing Address Same

E-Mail fulinalong@hotmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept: ^① One way with traffic lights at McDonalds-
7:00 - 10:00 1 way to RMNP
3:00 - 5:00 1 way from RMNP to town



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

- ② I Signs →
- on Hwy. 34 (+ 36) at McDonald's -
 - straight to downtown
 - right to RMNP
 - on Hwy 36 at McDonald's -
 - left to downtown
 - straight to RMNP

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-12

Downtown Estes Loop Road Realignment Project

Comment Form

Name STEVE McNAMARA / MEMORIES OLD TIME PORTRAITS
Physical Address 132 W. ELKHORN Mailing Address 2134 51st W
GREELY CO. 80634
E-Mail SEVENMARS@COMCAST.NET

Do you live in the city limits? YES NO

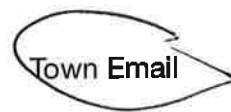
Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release



Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): PREFERRED HAS WORKED FOR
ALOT OF YEARS

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): CRAZY TO CONSIDER THIS

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): LEAVE 2 LANES

Other Concept:



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

* CONSTRUCTION IN ITSELF WILL
HURT BUSINESS. WE JUST SURVIVED
FIRES AND FLOODS NOW THIS!

What other comments do you have regarding the project?

IT HAS BEEN PROVED ALL ACROSS THE COUNTRY THAT THESE
PLANS DO NOTHING BUT HURT BUSINESS AND THE
ECONOMY OF THE TOWN. MANY CITIES HAVE DONE SIMILAR
REVERTS AND YEARS LATER REVERSED THEM BECAUSE OF
ECONOMIC IMPACT. SOME CONGESTION IS GOOD FOR
TOURIST TOWNS IT SLOWS PEOPLE AND ALLOWS THEM TO
VIEW TOWN & SHOPS. THOSE WITH SOME CONGESTION PROSPER
TO JACKSON HOLE WY A PRIME EXAMPLE. THE MORE
TRAFFIC TO DOWNTOWN EQUATES TO MORE INCOME
FOR TOWN.

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-13

PRESENTATION
HORRIBLE

Downtown Estes Loop Road Realignment Project

Comment Form

Name THOM WIDAWSKI
Physical Address 251 MORAINÉ AVE Mailing Address PO BOX 2128
ESTES PARK CO 80517 ESTES PARK CO 80517
E-Mail THOM@VFRUSECOMMERCIAL.COM

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): ELKHORN SHOULD ONLY HAVE 2 LANES — WE NEED PARKING FOR WORKERS — IF A BIKE LANE IS ADDED THIS WILL FURTHER RESTRICT TRAFFIC — I WOULD SUGGEST THE BIKE LANE GOES ALONG RIVERSIDE — THE INTERSECTION AT EAST RIVERSIDE, ELKHORN NEEDS TO BE RE-EVALUATED →

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):
_____ (over)

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



A-14

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

TO MAKE IT EASIER TO TURN LEFT AND GO BACK INTO TOWN. ELIMINATE
THE PARKING SPACES ON WEST SIDE BY SUBWAY AND CREATE 2 LANES
TO PLAZA - LEFT LANE CAN TURN LEFT - STRAIGHT OR RIGHT -
RIGHT LANE IS RIGHT TURN ONLY -

**You can submit this comment form, or provide input on the
project in the following ways:**

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email: info@downtownestesloop.com

hotline: 970-480-7045

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Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-14

Downtown Estes Loop Road Realignment Project

Comment Form

Name Brian Wells - shuttle coordinator Town of Estes Park

Physical Address 500 Big Thompson Ave Mailing Address PO Box 1200
E.P. CO 80507 E.P. CO 80507

E-Mail bwells@estes.org

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES ___ NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

~~No Action~~ (Existing Conditions):

We need a change using one of the options below
delays affecting Town & RMNP routes are significant

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

protects current RMNP Hiker shuttle route & Town Brown Route
negatively impacts Town Gold Route/Trolley

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

protects current Town Gold Route/Trolley schedule
protects current Town Brown Route & RMNP Hiker shuttle route

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

protects current Gold Route/Trolley schedule
protects " Town Brown Route & RMNP Hiker shuttle route

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES ___ NO

If yes, which group(s) interest you? *any applicable to public transportation*

Resident/Neighborhood Needs

Economic/Businesses

___ Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

Town shuttles & RMNP Hiker shuttle

What other comments do you have regarding the project?

mass transit inclusion in design effort is important

*a terrific option includes mass transit priority (bus lane) which encourages guests/residents to use shuttles vs. personal transportation
motorized automobiles, RV's, etc...*

currently, mass transit is negatively impacted by delays, negatively impacting ridership on Town's Gold Route Trolley

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hotline: 970-480-7045

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Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-15

Downtown Estes Loop Road Realignment Project

Comment Form

Name Philip I. W. J.
Physical Address 1450 SCENIC BLVD Mailing Address Same

E-Mail pt@outdooreyes.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:

into RMP
ONE way with Traffic lights at McDonald's at 7:30-9:30
AT 7:00-5:00 ONE way out of RMP from Busby Shop.
2 Signs ONE at Route 7-36 Sayin's Strait down Fall River to RMP
ONE at McDonald's Right to RMP and straight downtown.



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

All The existing plans will Impact the town Economically

You can submit this comment form, or provide input on the project in the following ways:

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email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-16

Downtown Estes Loop Road Realignment Project

Comment Form

Name Charity Dosoro
Physical Address 251 WEST RIVERSIDE Mailing Address PO BOX 6002 ESTES PARK CO SAME

E-Mail N.A.

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): NO CHANGE TO MORRAINE OR RIVERSIDE
(SEE BACK FOR MORE DETAILS)

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): NO

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): NO

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): NO

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

WE NEED TO OFFER PROGRESSIVE options that do not encourage more
car traffic thru town.
MAKE THE CANYS ON TO WOODRIDGE 2 LANES FROM THE 36/34 STRAIGHT
ENCOURAGING MORE TRAFFIC onto the By pass.
HAVE DIRECTIONAL SIGNAGE TO "BOULDER/DENVER" @ MARYS LAKE
SENDING TRAFFIC onto HWY 7. REBUILD HWY 7 into 4 LANES.
You will forever change the way our downtown is today with any of
these proposals.
Noise Pollution will be a significant concern if you channel traffic
into riverside

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project in the following ways:**

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email: info@downtownestesloop.com

hotline: 970-480-7045

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Centennial, CO 80111

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Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-17

Downtown Estes Loop Road Realignment Project

Comment Form

Name WAYNE NEWSOM
Physical Address OFFICE:
320 E. ELKHORN AVE Mailing Address P.O. Box 2812
HOME:
450 W. WONDERSVIEW E.P. CO
E-Mail _____

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES ___ NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): I FAVOR "NO ACTION" CHANGING ROAD CONFIGURATION WILL NOT STOP LOTS OF TRAFFIC & LOTS OF VISITORS. VISIT ESTES PARK GROUP DOES AN EXCELLENT JOB OF BRINGING VISITORS AND "PACKING" THE TOWN. VISITORS KNOW WHAT TO EXPECT AND STILL
Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): LINE TO COME

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Name Troy V Kerns
Physical Address 222 E ELKHORNAVE Mailing Address 4339 GOLF LISA DRIVE
LOVELAND CO 80537
E-Mail SNOWRACER1@MSN.COM

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): I prefer this option
we need parking

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): BAD Idea!!!
You will need parking first then I would move on this Idea

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): NOPE BAD

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): NOPE BAD!!!

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

We need Parking

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



Downtown Estes Loop Road Realignment Project

Comment Form

Name WAYNE ^{and PAT} NEWSOM

Physical Address HOME 450 W. WONDERVIEW Mailing Address PO Box 2812

OFFICE 320 E. ELKHORN AVE ESTES PARK, CO.

E-Mail NEWSOM@FRII.COM

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)? Email, newspaper - word of mouth

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: word of mouth - lots!!

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): NO ACTION!!!

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
__ YES __ NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

Some talk about increased population in the next 40 yrs. So what - with the water problems on the plane, don't plan on it!

What other comments do you have regarding the project?

Town need to show the free parking @ Fairgrounds for shuttles. RMND needs to funnel cars from New Ridge junction to Hwy 34 in season. --- All parking lots are conducive to "PAY PARKING" lots, encouraging people to use shuttle as a service. For 30-35 days of high traffic you want to spend \$17 Million? --- Any of the plans will discourage visitors from downtown area. I believe there is an element that wants to change EVERYTHING about EP... The "newcomer" locals are the ones who holler the loudest about traffic! Visitors know the traffic is & they come anyway. I have talked to many from out-of-town & they can't believe what they want to do!

You can submit this comment form, or provide input on the project in the following ways:

- web: www.downtownestesloop.com
- email: info@downtownestesloop.com
- hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
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Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517

** 30 years ago they had free out of my parking in Estlinburg, TN. Must encourage the free parking.*



A-20

Downtown Estes Loop Road Realignment Project

Comment Form

Name CHRISTOPHER WOOD
Physical Address 470 VALLEY Rd Mailing Address SAME
Estes Park, CO 80517 970-481-6142
E-Mail Christopher@AMPAC.ORG

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO - *TO BE: Rocky MT. Performing ARTS CENTER*

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept: ELKHORN Becomes Pedestrian Mall,
4 lanes Riverside that switch 3 & 1, 2 & 2, 1 & 3 ETC -
dependent on traffic flow. PARKING Garage Behind Post office =
And Parking GARAGE west with "Walk overs" -



TOWN OF ESTES PARK



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

Plan for future - we tend to be "reactive" instead of proactive - lets have a long term fix instead of putting a band aid on what will continue to create us problems if we don't fix it right the first time

You can submit this comment form, or provide input on the project in the following ways:

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email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

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The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-21

Downtown Estes Loop Road Realignment Project

Comment Form

Name Chris Reveley

Physical Address 665 Freeland Ct. Mailing Address Same

EP CO

E-Mail cgr1952@hotmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: WFM

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): The downtown streets are completely congested by parking space seekers.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept: *Two-way / 4 lane bypass around downtown along ~~Elkhorn~~ Riverside. This allows traffic to bypass the downtown entirely AND ownership of 36 (Elkhorn-Moraine) reverts to TOWN. This would allow multi-use of downtown streets (ped. mall-intermittent closure for events - etc)



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

- 1) None of the alternatives will relieve congestion from 34-36 intersection to Board Park.
- 2) The two-way, 4-lane Riverside bypass at least allows those with no interest in spending time downtown (National Park users) to get through town.
- 3) With town ownership of Elk Horn → moraine there is a lot of flexibility in the possible uses of the core downtown streets: pedestrian mall, intermittent closes for events, etc.

You can submit this comment form, or provide input on the project in the following ways:

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email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

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Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



Downtown Estes Loop Road Realignment Project

Comment Form

Name

JIM HABER

Physical
Address

Mailing
Address

PO BOX 4504

EP 80517

E-Mail

mijehab@comcast.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other:

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



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Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Nancy Greys
Physical Address 181 W Riverside Mailing Address 451 Promontory
EP EP
E-Mail epriverplace@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): prefer this form & presented concepts

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept: would love to see feasibility of a pedestrian mall with outside parking; shuttle service on the main arteries (US 34, 36, 7) into town - bypass around town for NPS bound traffic - need to reduce congestion within town -



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
 Economic/Businesses
 Environmental/History
 Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

*we need to think outside the "downtown" box and
utilize open areas that can be accessed via skutter
in on foot - parking structures - less footprint*

Bilge Larus

**You can submit this comment form, or provide input on the
project in the following ways:**

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email: info@downtownestesloop.com

hotline: 970-480-7045

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Attention: Estes Project Team
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Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-24

Downtown Estes Loop Road Realignment Project

Comment Form

Name Margie Greenlee
Physical Address 238 E. Riverside Mailing Address PO Box 1522

E-Mail greenmarlee@yahoo.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO
informed more than involved

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): *2nd choice*

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): *1st choice*

Other Concept: *Utilize E. Riverside in the project. See suggestions on back of page.*



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

1 Resident/Neighborhood Needs

4 Economic/Businesses

2 Environmental/History

3 Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

I would really like to be involved. I do need meetings in the evenings or weekends to attend. If I can not attend meetings, where can I get info about what is discussed.

What other comments do you have regarding the project?

Concept 2 appears to be the best for EP as a whole. I own property on E. Riverside. I do like the street & the atmosphere HOWEVER I think it's in the best interest of the entire community to utilize E Riverside in the changes. Could be parking, open area, loop from Elkhorn to Moccasin without using the new bypass area. "Good for the locals". Although it's quaint, the houses on E. Riverside take up space that could be more efficiently used. If any structures were salvagable, they could be used for public restrooms, rain shelter, bus drop off points. E. Riverside could be

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a place to write buses including free shuttle for drop

off + pick up. Change E Riverside to host small festivals like



TOWN OF ESTES PARK



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Department of
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A-25

W Elkhorn or Bond Park

Downtown Estes Loop Road Realignment Project

Comment Form

Name Lynn Ciolli

Physical Address 213 W Elkhorn #7 Mailing Address PO Box 843

Estes Park

E-Mail lciolli@cabinfeverjewelry.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? _____ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): _____

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): _____

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): _____

Other Concept: Nothing that allows traffic to get out of Estes without the opportunity to stop & shop on east.



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

How many days a year is traffic an issue. Are there solutions that don't involve harming businesses in town that have been considered? How much consideration has been given to using the fairgrounds parking on a regular basis or using signage to send park visitors along Wonderview? If getting people who are leaving RMNP to skip Estes Park sounds like a good idea for the future of Estes Park I would question if downtown is important to our future in the eyes of those planning for this future.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-26

Downtown Estes Loop Road Realignment Project

Comment Form

Name Mary K. Simon (2nd page)
Physical Address _____ Mailing Address _____

E-Mail _____

Do you live in the city limits? YES NO
Do you live, work, or own a property along the loop alignment? YES NO
Please see other side

How did you hear about this meeting (circle one)? home in city limits

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

also - I have been up in July &
August - maybe at
3pm on Riverside drive there is
a line of cars - by 4:30pm
they have faded thru &
are on their way home

where I live in Park in winter
you could be back up 1.5 hrs at times
if coming from downtown but they don't
take out private property owners or businesses

**You can submit this comment form, or provide input on the
project in the following ways:**

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email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

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Estes Park, CO 80517



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Department of
Transportation

A-27

Downtown Estes Loop Road Realignment Project

Comment Form

Name Mary K. Simon/owner
Physical Address 201. E Riverside Mailing Address maryksima@yahoo.com
Estes Park, Co 80517

E-Mail maryksima@yahoo.com *what is best future vision.*

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO *I live in Breck + they have ~~great~~ great parking areas*

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town ~~Meeting~~ Letter Social Media

Other: one letter from the town said "dear affected property owner..."

Were you previously involved with the 2013 planning efforts for this project? YES NO *called Frank Lancaster 2x when I found out it*

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): please - leave it alone!

Keep existing conditions like other towns w/ parking issues + traffic. There is outlying parking! Buses/carrriages into the ski towns, & use the philosophy of this town!

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): not making it more traffic messes. A very poor idea & poor creation

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): what studies were done on effects of property owners on East Riverside? please do not take out property owners that have spent their lives on mortgages + working to "make it" in a tourist area

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Please create + build additional parking structures!

Other Concept: Build appropriate out lying parking areas! similar to ski towns that exist already + deal w/ parking issues over 8-9 months a year!



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

put a Big sign to park "national" say ~~that~~ (go right & get on Hwy 34 a Bypass town.)

Great models ↓

What other comments do you have regarding the project?

Model also — Vail — OK Breckenridge
use outlying parking — when structures are full usually around 12 noon & early in the day they are full / packed
They let you park on outlying roads — Busses are continual people — movers ~~at~~ at all times coming every 10 minutes — getting people / ~~into~~ & getting them into town OR on the slopes — when they want to be — then ~~at~~ throughout the day continual buses every

Happy tourists ← 10 minutes more people Back to their cars =

You can submit this comment form, or provide input on the project in the following ways:

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hotline: 970-480-7045

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Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-28

Downtown Estes Loop Road Realignment Project

Comment Form

Name DIANE RAYBURN

Physical Address 221 SPRUCE DR Mailing Address SAME

E-Mail estesparkdi@msn.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): #1 desire

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): If we have to!

Other Concept: Better signage! More vehicles who only want to go to RMNP, up wonderview. If want to go to Beaver Meadows, better signage for that.



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO maybe

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

I guess I feel we are putting too much money + effort into a fix for only two or three months. Move them away up on Wonderview and make the ones to Beaver meadows go down Riverside.

You can submit this comment form, or provide input on the project in the following ways:

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email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

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Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



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Department of
Transportation

A-29

Downtown Estes Loop Road Realignment Project

Comment Form

Name _____

Physical Address _____ Mailing Address _____

E-Mail _____

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES ___ NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): YES!

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): NO

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): NO

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): NO

Other Concept: TRAFFIC IS NOT OUR BIGGEST CONCERN, Parking, bike paths, Bus lines, walking paths are what we need to be spending time + money on. Give the grant money back



Downtown Estes Loop Road Realignment Project

Comment Form

Name MARK NEWMAN
Physical Address 251 W. RIVERSIDE Mailing Address 540 Chapin Ln. P.O. 80517
CP 80517
E-Mail PizzaPalate@yahoo.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: Received a letter from the city

Were you previously involved with the 2013 planning efforts for this project? YES NO Poorly scheduled time could not attend

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): YES - NO ACTION TAKEN!!!
ALL PROPOSALS (EXIST) FOREVER CHANGE DOWN TOWN
AND NEGATIVELY IMPACT TOURISTS AS WELL AS RESIDENTS!!!

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): NO WAY!

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): NO -

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): NO -

Other Concept: YES - HAVE A CONVENIENTLY SCHEDULED MEETING
AND ALLOW FOR OPEN DISCUSSIONS & COMMENTS - CURRENT
TACTICS ARE NOT FAIR OR REASONABLE TO PUBLIC DISCUSSION
OR VOTES - I REQUEST A FORMAL TOWN VOTE



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Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

I AM SO DISAPPOINTED (sic) in how this has been handled up
to this point. TACTICS ARE OBVIOUS IN TRYING TO
AVOID COMMUNITY DISCUSSION IN AN OPEN FORMAT.
NO COMMUNICATION ON ONLINE NOTICES
NO FORMAL MASTER PLAN PRESENTED
THE TOWN IS NOT TREATING VOTERS W/ RESPECT
BRING THIS TO A FORMAL TOWN VOTE INCORPORATING
ALL ASPECTS OF THIS PROPOSAL
I WANT EP TO ENCOURAGE BIKING + ALT TRANSPORTATION
NOT MORE TRAFFIC, HELP ME UNDERSTAND THIS TROUPESTY.
IT DOES NOT ENCOURAGE AN IDEAL DOWNTOWN ENVIRONMENT.

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

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The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



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Department of
Transportation

A-31

Downtown Estes Loop Road Realignment Project

Comment Form

Name Cynthia Krumme
Physical Address 439 W. Elkhorn Mailing Address 3151 State Highway 7
Airbits
E-Mail cynthia@airbits.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

~~No Action (Existing Conditions):~~ Current situation is quite difficult as we all can see.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Both have merit

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

~~Concept 2 (All 2-Way, Riverside widened to 4-Lanes):~~

- Comment
Other Concept: Concern: Emergency vehicle traffic - ambulance, police, light + power, Airbits (internet), Perhaps a 3rd lane in consideration



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Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

See front 

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email: info@downtownestesloop.com

hotline: 970-480-7045

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Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-32

Downtown Estes Loop Road Realignment Project

Comment Form

Name ERIK MAMR
Physical Address 710 CASTLE MTN RD, EP. Mailing Address SAME
BUSINESS - 292 MORaine AVE
E-Mail ERIKMAMR@CITY.VECT

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): ESTES IS GETTING A BAD REPUTATION FOR TRAFFIC AND VISITATION WILL BEGAIN TO SUFFER. IF NOTHING IS DONE.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): PREFERRED - AS LONG AS DELIVERY TRUCK ACCESS REMAINS ALONG W. RIVERSIDE AND PARKING IS INCORPORATED INTO W. RIVERSIDE ~~PLAZA~~ AND MORaine AVE.

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): 2nd PREFERENCE. REDUCING ELKHORN TO TWO LANES IS BETTER THOUGH FOR SAFETY (CONCEPT).

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): NOT GOOD. 4 LANES ALONG THE RIVER CORRIDORS WILL DESTROY THE RESTAURANTS OF ESTES CONNECTIONS WITH RIMMP AND NATURE. KEEP TRAFFIC ON EXISTING ROADWAYS, OUR BUSINESS WOULD BE BETWEEN 6 LANES OF TRAFFIC WITH NO PARKING OPTIONS.

Other Concept: - EXPAND / PROMOTE FALL RIVER ENTRANCE - FALL RIVER ROAD
← DO NOT CLOSE ELKHORN TO TRAFFIC - DEATH KISS TO BUSINESS



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

- KEEPING ELKHORN AND MORaine AVES BUSINESSES VISIBLE TO PASSING TRAFFIC IS KEY TO KEEPING BUSINESSES HEALTHY. INCORPORATING EXISTING AND PLANNED PARKING FACILITIES INTO TRAFFIC FLOWS IS ALSO IMPORTANT. DESTROYING THE RIVER CORRIDOR THROUGH TOWN FOR THE SAKE OF ELKHORN TRANQUILITY SHOULD NOT BE CONSIDERED. FOUR LANES THROUGH A FLOODPLAIN IS INSTANT RECENT HISTORY SHOULD BE RECALLED.

You can submit this comment form, or provide input on the project in the following ways:

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email: info@downtownestesloop.com

hotline: 970-480-7045

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Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

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The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



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Department of
Transportation

A-33

Downtown Estes Loop Road Realignment Project

Comment Form

Name Randy Good

Physical Address 631 Penwood Dr Mailing Address SAME

Estes Park Co

E-Mail RSTBW@AOL.com

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES ___ NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): LEAVE AS IS.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Name Jeremy Plume

Physical Address 251 Lott St. (Home) Mailing Address PO Box 3470

230 W. Elkhorn Ave (Business)

E-Mail jplume01@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: Business Owner

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): business on W. Elkhorn Ave. - This would DESTROY

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): NO! I live on Davis Hill at the Gold Mine on W. Elkhorn Ave. so I would have to drive around the town to go 2 driveways over.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): NO! It makes it too easy for visitors to bypass the downtown businesses.

Other Concept: Post Office parking lot made into gas parking structure



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

This project should be cancelled! Any 1 way traffic will impact the people that live or work downtown! NOBODY Likes ONE WAY STREETS!

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

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Estes Park, CO 80517



COLORADO
Department of
Transportation

A-35

Downtown Estes Loop Road Realignment Project

Comment Form

Name Tracy Goodemote

Physical Address 144 E. Elkhorn

Mailing Address 1911 Craggs Ct.

EP

E-Mail tgoodemote@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

- problems with acquiring private property?
- congestion at the "donut haus" as 4 lanes becomes 2?
- what becomes of the space gained by dropping Elkhorn from 3 lanes to two?

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

- riverside as a 4-ln. road

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO *& maybe!*

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

It appears as though parking has been dropped from the project - there is nothing more important to economic growth within Estes, and it needs to be addressed as part of this. It's all related.

Reworking the roadway is great - but it just speeds traffic through Estes. Town's continued growth needs a place to stop & park.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

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hotline: 970-480-7045

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Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-36

Downtown Estes Loop Road Realignment Project

Comment Form

Name Paul Fishman

Physical Address 222 E Elkhorn Mailing Address PO Box 2019

E-Mail pfishman71@yahoo.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): not an option

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): yes. This option opens the door for more options for downtown.

Other Concept: Concept 2 is great but either do 3 lanes w/ the middle lane changing direction during peak times for park, or change the road to west direction to elevated 2 lanes that tie into a parking structure at post office.



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

Any Concept that is chosen has to be integrated into a create vision for Downtown Estes. If it does not address parking then you are not solving traffic nor economic issues. Basically it's a bypass and if you cannot get off your valets they cannot spend money.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

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Attention: Estes Project Team
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Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-37

Downtown Estes Loop Road Realignment Project

Comment Form

Name Kim Chase - Postmaster
Physical Address 215 W Riverside Mailing Address Same
Estes Park, Co
E-Mail Kimberly.S.Chase @ USPS.gov

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: word of mouth

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): Trial run on traffic routing to monitor impact.
What will speed limit be? More parking needed.

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Traffic light @ Rockwell & E. Riverside.

Other Concept: Route traffic left on Riverside to Park, 1 way, back through town on Elkhorn as return.



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

would like to be able to be informed early in project to accessibility to post office. It will take time to change operations there.

What other comments do you have regarding the project?

Concentration on keeping the tourism & sales tax revenues flowing to all businesses.

Parking garage concept still viable? What is cost to the town to purchase properties & build.

Access to post office is critical, already not enough parking. No employee parking available. Lots of elderly patrols use this facility.

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email: info@downtownestesloop.com

hotline: 970-480-7045

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170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-38

Downtown Estes Loop Road Realignment Project

Comment Form

Name Matt Malden
Physical Address 170 West Elkhorn Mailing Address PO Box 3848

E-Mail sales@thatjewelrystore.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): would be fine if more parking was available downtown.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): discourages people from driving through downtown, focuses on getting them out

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept: Elkhorn 2-way ↔↔↔↔ Moraine 2-way ↓↓↑↑
Riverside ↗ 4-way ↖

} more concepts



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

what about the Donut Haus?

Parking, Parking, Parking!!!

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-39

Downtown Estes Loop Road Realignment Project

Comment Form

Name Lisa Plume
Physical Address 251 Lott St Mailing Address PO Box 3470
EP, CO 80517 EP, CO 80517
E-Mail thegoldmine@gmail.com

Do you live in the city limits? YES NO
Do you live, work, or own a property along the loop alignment? YES NO
How did you hear about this meeting (circle one)?
Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media
Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): This is my preference. Leave things alone. Very inconvenient for my home AND my 4 downtown businesses

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): No. No one likes oneway streets.

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): No. Again, no one likes one way streets.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): No. I have 4 businesses on W. Elkhorn. I don't like the bypass. It will divert customers away.

Other Concept: Let's work on a parking structure

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project? *Please hear your residents and merchants.*

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-40

Downtown Estes Loop Road Realignment Project

Comment Form

Name Nancy Gearsley
Physical Address 221 Moraine Ave Mailing Address PO Box 2315
EP EP

E-Mail Nancy Gearsley 80517@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: flyer

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): I have a private parking lot at my store and I never hear complaints about traffic — I hear complaints about the parking — I get yelled at because I don't let them park at my store unless they are shopping there!

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):
We will miss sales ! ! !

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):
No

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept: We need parking garages!

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-41

Downtown Estes Loop Road Realignment Project

Comment Form

Name Candice Mohr
Physical Address 292 Moraine Ave Mailing Address 710 Castle Mountain Rd
EP EP
E-Mail candicemohr@yahoo.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): NO

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): 1st preference

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): ok - looks confusing for drivers

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): no seems more expensive, questionable funding, more impacts to existing businesses, more disruptive

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

I think it will be hard to go through but it is necessary. I hope there will be a strong emphasis on completing construction as quickly as possible

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-42

Downtown Estes Loop Road Realignment Project

Comment Form

Name Ellen Reinertsen
Physical Address 232 E. Riverside Dr. Mailing Address P.O. Box 4457
Estes Park, CO 80517
E-Mail ellene@misty mountain lodge.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: letter from town

Were you previously involved with the 2013 planning efforts for this project? YES NO tried to be

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): Leave as is & build tunnel under Moraine to deal with pedestrian/vehicle conflict & congestion

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):
Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):
Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

I don't see any way to resolve all these plans it seems the funding should just be given back to too much negative impact to too many.

Other Concept: Take Misty Mtn Lodge property & build a multilevel pay for parking structure & put it alongside the new road. If it was a 2 way (4 lane road) then put in a traffic light at Ivy area for cars to turn into parking lot at MML (parking structure). Then build an over the road pedestrian walkway to get from parking area over to downtown. That would give pedestrian car traffic

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

By the way - very ineffective
meeting!

Need a bigger room - more copies
of displays - It is impossible to
see anything with all the people.

Why is the parking garage still in the pictures if it is not part of the
What other comments do you have regarding the project?

To me after reading the purpose statement sidebar on
the other sheet - it seems that all the things this
project will be designed to deal with - will just get
moved + more concentrated into a slightly different
part of town. Now all the local residents who use
the Riverside Drives to get to the Post office in
the summer (to avoid downtown traffic) will get put
together with the tourist traffic + it will be even
worse - just in a different part of the downtown

functioning

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-43

Downtown Estes Loop Road Realignment Project

Comment Form

Name Leta E. Neff-ger
Physical Address 128 W. Elkhorn Ave Mailing Address P.O. Box 67
1300 Mary St - Red

E-Mail _____

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO *Attended sit down - Skat Up - And Liste mtg.*

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): *Traffic problem is outside of town*

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

*If last people knew where they could go, most would not be down town at high traffic times.
I have needs to be maps and good signage far enough outside the downtown area that they know their options before they hit the mouse traps East and West of town.*

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-44

Downtown Estes Loop Road Realignment Project

Comment Form

Name Jeff Sindelar
Physical Address 356 E Elkhorn Ave Mailing Address 160 Riverside Dr. A3
EP 80517 #3 P.O. Box 2322
E-Mail rocketfirzestespark@gmail.com EP 80517

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): _____

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

- Good proposal overall. Need to raise bridge @ confluence of Fall & Thompson River, put pedestrian & bike trail under the bridge, Seifer & will keep traffic moving

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): _____

Other Concept: _____



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

proper landscaping & signage will make project more attractive and easier to navigate.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-45

Downtown Estes Loop Road Realignment Project

Comment Form

Name RAINER SCHEP
Physical Address 505 Big Horn Dr Mailing Address SAME
Estes Park, CO 80517
E-Mail ramer@estesparkcentral.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Not Sure?

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Name Tom Gatz

Physical Address 2855 Gray Fox Dr. Mailing Address Same

Estes Park 80517

E-Mail tdgatz@yahoo.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): (insane)

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): I believe this would provide the most noticeable improvement in traffic flow downtown, if we get parking.

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

The delay of the Visitor's Center parking lot has caused tremendous harm to our downtown traffic flow. Oct 3-4 was the worst weekend for traffic I've seen in Estes Park in 4 yrs. Need to focus on parking and pedestrian over or underpasses at key intersections. Prioritize parking lot concept at post office for later.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-47

Downtown Estes Loop Road Realignment Project

Comment Form

Name Leslie Peterson
Physical Address 148 W. Elkhorn Mailing Address P.O. Box 2351
Estes Park, CO 80517 Estes Park, CO 80517
E-Mail wildspiritsgallery@yahoo.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: Town Trustee

Were you previously involved with the 2013 planning efforts for this project? YES NO - limited to attending meetings -

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): We all understand traffic is a problem, but no action is still the best action in this case. Visitors know and understand the traffic issue and that is not the reason people don't come back. Skiers have to deal with traffic + that doesn't deter them.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): This is by far the worst option. This concept, while helping traffic coming out of the park, actually forces more local and visitor traffic directly Downtown, so any benefit is negated. Use common

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): sense and ask yourself how you would get from one point to another around town and see exactly how many times that forces you Downtown. This creates extreme inconvenience not just for locals but also for visitors

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): While this is probably the most logical, I definitely do not like the impact on the homes and businesses along Riverside for a problem that exists 3-5 months a year.

Other Concept: A good majority of the traffic problems could be solved with two easy fixes. (1) Put the traffic signals back the way they were years ago where all pedestrians crossed at once; and (2) Put nice signage along Hwy. 34 + Hwy. 36 directing traffic to the availability of the North Entrance to RMNP.



TOWN OF ESTES PARK



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES ___ NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

THIS IS A PARKING
PROBLEM!

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-49

Downtown Estes Loop Road Realignment Project

Comment Form

Name CLAY SCHWARTZKOPF
Physical Address 238 E RIVERSIDE DR Mailing Address 6419 S. LOCUST WY.
ESTES CENTENNIAL, CO 80111
E-Mail GARY SCHWARTZKOPF @ GMAIL.COM

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: MAILED IT TO ME

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept: THE ONLY PROBLEM IS PARKING !!!
BUILD (4) PARKING STRUCTURES, POST OFFICE,
VISITOR CENTER LIBRARY & BEHIND "5 & 10" &
MAYBE WEST END OF ELKHORN



TOWN OF ESTES PARK



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

all

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

Why not give the money back? Is there ~~not~~ really a need?

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-50

Downtown Estes Loop Road Realignment Project

Comment Form

Name Peter Reinertsen

Physical Address 232 E Riverside Dr.

Mailing Address PO Box 4457

Estes Park CO 80517

E-Mail peter@misty mountain lodge.com

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: Also got a physical letter from the town

Were you previously involved with the 2013 planning efforts for this project? YES ___ NO (tried to be)

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): leave it as is - widen pedestrian walkway UNDER Moraine and along river walk. I think this would solve a lot of the congestion @ Elkhorn + Moraine.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): Bad News Construction phase would negatively impact our ability to do business. Who would want to stay at our lodge as they de-construct + re-construct a bridge? The noise after completion from the increased traffic (with our road ~~now~~ faced mountain east of our property) would make us a very

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): UN-desirable vacation location. Pollution from traffic same issue. Also a big plus for our property in the past has been a quiet close to downtown establishments. No more "quiet" for sure and our clients access to downtown would be ~~greatly~~ severely impacted.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

best of your options but I think option below

Other Concept: Make ~~the~~ the Riverside side option of the 360 bypass. Trolley and pedestrian + traffic only downtown. You could build a parking structure into our mountain with a pedestrian overpass off the second floor of garage that would allow easy access to all downtown.



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Jenna MacGregor
Physical Address 1316 Moraine AVE Mailing Address P.O. Box 3052
Estes Park, CO 80517 Estes Park CO 80517
E-Mail ~~parktheatre~~@comcast.net

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): Add Parking will solve 90% of your problem everyone is searching for parking.

4 lots would solve your issues and bring the business to your main revenue source - downtown shopping district.

~~Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):~~

~~Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):~~

~~Concept 2 (All 2-Way, Riverside widened to 4-Lanes):~~

Other Concept:

Parking! You expand parking it will solve your issues.

Please put in a crosswalk blinking light at Riverwalk area, a tunnel or an overpass.



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project? I understand nobody likes change and there will be opposition simply for that reason. However, if a little common sense is used in looking at the available new options you will quickly come to the conclusion that they make no valid sense. In fact, two of the options actually create more traffic headaches, both in the amount of traffic funneled downtown and in the inconvenience in getting around town. We love our visitors, but let's not try to simply "funnel them" to RMNP - and let's not forget that there are thousands of people who live here that need a convenient way to get around too.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



AP-118

Downtown Estes Loop Road Realignment Project

Comment Form

Name Mary Murphy
Physical Address 320 E Elkhorn Mailing Address PO 4130

E-Mail Marymurphy@frij.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: talking w/ others

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): see back

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

the problem exist before downtown - deal with the large number of vehicles before downtown ^{to the east} better signage, shuttle using new event center/fair grounds parking. We need more lights for safety for pedestrians downtown -

I'm concerned about Donut house going away & on Riverside, the many older, historic old Estes properties we do need the Riverside parkway that makes a greenspace that we have - why get rid of it or decrease it

I feel that it is too bad that we have the money - we need to look at this ~~at this~~

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-52

Downtown Estes Loop Road Realignment Project

Comment Form

Name RICK GRIEBBY
Physical Address 1950 CHEROKEE DRIVE Mailing Address SAME
140-142 MORAIN AV 260-264 E. RIVERSIDE
E-Mail RKG @ BeyondBB.COM

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept: THE ROOM WAS TOO CROWDED TO ACCESS THE CONTENT NECESSARY TO FULLY APPRECIATE THE MATERIAL IMPACTS OF THE PROJECT.

PLEASE RELEASE ALL ^{Now} ~~CONCEPT~~ ^{PROJECT} IMPACT STUDIES FOR FURTHER CONSIDERATION AND COMMENTS. I WANT TO



KNOW WHAT THE TOWN KNOWS WHAT IS COMING TO RIVERSIDE.

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

WHAT IMPACTS DOES THE TOWN FORESEE TO
THE E RIVERSIDE HISTORICAL SOCIETY & NEIGHBORHOOD

WHAT IMPACTS TO PEDESTRIANS & BIKE TRAFFIC
FROM BOND PARK TO THE AERIAL TRAMWAY

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



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Downtown Estes Loop Road Realignment Project

Comment Form

Name MRS. MRS. GARY SCHWARTZKOPF

Physical Address 6419 S. LOCUST WY. Mailing Address SAME

CENTENNIAL, CO 80111 OWN-238 E RIVERSIDE DR #4

E-Mail GARYSCHWARTZKOPF@GMAIL.COM

Do you live in the city limits? YES NO OWN PROPERTY (SON LIVES HERE)

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: NEIGHBOR

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): THIS CONCEPT JUST MOVES THE TRAFFIC OVER TO THE EAST NEXT STREET EAST

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): FROM WHAT I SEE & BEING TOLD I BELIEVE THIS WOULD BE BEST FOR RIVERSIDE

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Name NARCIS & ADELA ANGHIEL
Physical Address 150 E. Riverside #2, #3, #5 Mailing Address 1710 NAPLES LN
ESTES PARK, CO 80517 LONGMONT, CO 80517
E-Mail clujean@gmail.com (CLUJEAN@gmail.com)

Do you live in the city limits? ___ YES NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: letter from town

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): it's not ideal, but let's find a solution where we don't impact businesses on E. Riverside in such an extreme way (traffic 4x - please see attachment)

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):
Concerns - please see attachment

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):
Concerns - please see attachment

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):
Concerns - but it might bring less traffic to E. Riverside compared to 1B/1A

Other Concept: we suggest you consider Mary's Lake Rd as a downtown bypass for Moraine.



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Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

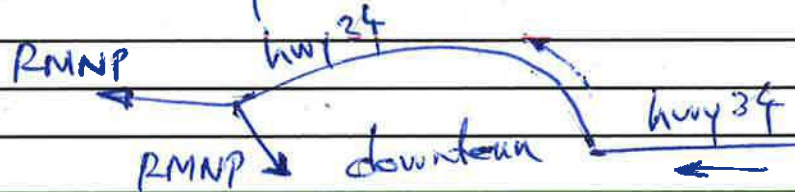
What other comments do you have regarding the project?

Please see attachment

I would like to stay in touch

What about Mary's Lake Rd as a solution to reduce congestion?
-OR-

What about a link between western part of Elkhorn and
Moraine Ave. Then both park entrances can be accessed by
hwy 34



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hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

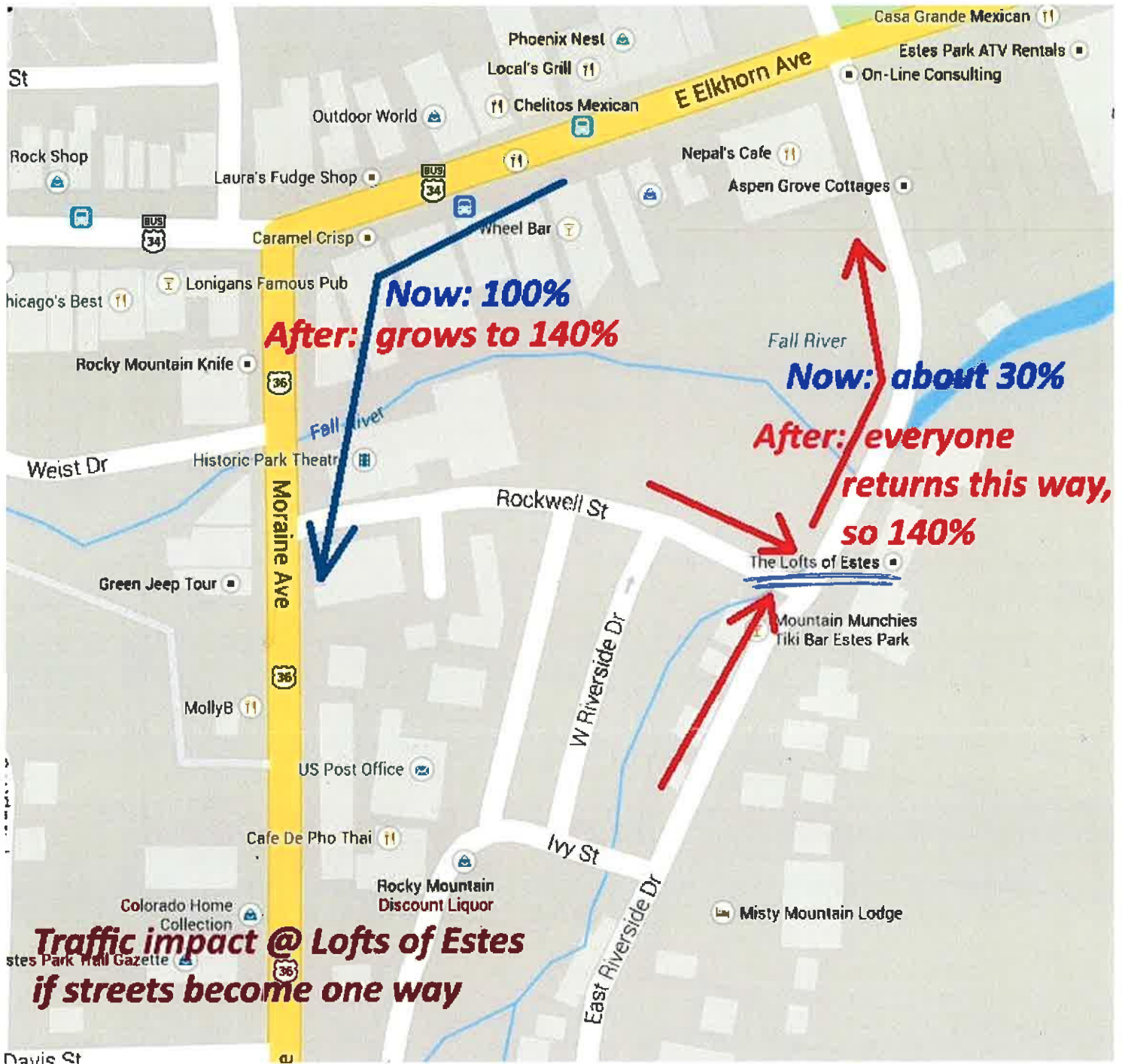
Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



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Department of
Transportation

A-55



Concerns

- 1) NOISE - traffic would quadruple at the Lofts of Estes
- 2) PEDESTRIAN CROSSING - Lofts of Estes guests park in city lot across the street, cross w/ belongings
- 3) DIRECT ACCESS on E. Riverside - no longer possible if it becomes one way

Downtown Estes Loop Road Realignment Project

Comment Form

Name Ron Wilcocks

Physical Address 141,143,360 E Elkhorn Mailing Address 2711 Sunset Lane
Estes Park, CO Estes Park, CO

E-Mail rwilc@beyondbb.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: River Advisory Committee meeting

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): Unacceptable

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): Best

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): 2nd Best

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Unacceptable

Other Concept: Turn the south side of the 1st block into a pedestrian plaza (allowing only west bound traffic on that segment). This would eliminate an entire light cycle

In our worst intersection, East bound traffic going south would to go around behind longins.



TOWN OF ESTES PARK



COLORADO
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Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

- * When main bridge at river confluence is rebuilt - be sure that the Riverwalk is made into an underpass - it's safer and also better for traffic. This is like the underpass on 36 by the visitor center.
- * Do same with all pedestrian crossings that go along our downtown trails. Make it real easy to safely walk everywhere.
- * Must have great landscaping - trees, flowers, sculpture, and trails

You can submit this comment form, or provide input on the project in the following ways:

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email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-56

Downtown Estes Loop Road Realignment Project

Comment Form

Name S. DOYLEN

Physical Address 191 W. RIVERSIDE Mailing Address P.O. BOX 669

E.P., CO 80517 E.P., CO 80517

E-Mail mgpep@questoffice.net

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES ___ NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): _____

IS THE ONLY ONE THAT MAKES SENSE

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): _____

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): _____

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

THE FIRST PRESENTATION WAS HELD 3/20/13 ASSUMING
THE PROJECT PROCEEDS THAT IS 5 YEARS. THE CARROT OF
A PARKING GARAGE WAS USED TO GET BUY IN - FOR THOSE OF US
DIRECTLY AFFECTED YOU ARE PUTTING OUR LIVES IN PURGATORY.
NOW THE REMAPPING OF THE FLOOD PLAIN & THE 'CARROT'
THAT HAS NOW BEEN WITHDRAWN. WHAT CHANGES DO WE
HAVE TO PLAN OUR FUTURE? DO WE DIE IN PLACE?
I AM NOT AGAINST THE PLANS - JUST THE LACK OF
UNDERSTANDING & CONSIDERATION OF THOSE DIRECTLY
AFFECTED - A MIDDAY MEETING AT THE MUSEUM IS
INDICATIVE. MOVE THE V.C. PKG GARAGE TO P.O. - MOVE FORWARD

**You can submit this comment form, or provide input on the
project in the following ways:**

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hotline: 970-480-7045

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TOWN OF ESTES PARK



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Department of
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A-57

USE THE TIME - MORE ABOUT CONVENTIONS PARTIES?

GET IT DONE!

Downtown Estes Loop Road Realignment Project

Comment Form

Name Kirby Nelson (Hazelton)

Physical Address 260 Lott Street Mailing Address Same

Estes Park, CO 80517

E-Mail Kirby.hazelton@gmail.com OR khazelton@visitestespark.com

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES ___ NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): NO! :) We need change... This is a problem that needs solving. = the younger generation of EP, the future of Estes Park, needs opportunity to continue to live, work, & play here. No change could prohibit that.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): This concept certainly increases the capacity for traffic in the area but I'm concerned that it doesn't add anything to the "sense of place" that is downtown. I want to encourage downtown as a destination...

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): My Asher is similar to the one above... I'd love to see this create more redevelopment opportunity for downtown. § (this solution, not this option)

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): I'm VERY interested in bringing this concept back to the table. I'd like to learn more about this proposal — especially the option to include a pedestrian plaza.

Other Concept: (cont'd) ... I'm interested in the option that is part of a larger visioning strategy for our community. We need to think more about just increasing traffic capacity... it's about creating opportunity for our town — progressive redevelopment, etc.



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

Please bring option 2 back to the table. there will be resistance to that plan - vocally? otherwise - but it needs to be brought forward so people can be educated about what it means. there are vocal folks in this town but oftentimes I think they're the vocal minority. we can't be fearful of change for the sake of progress! we absolutely need to think about the long-term visioning & strategy of what the Estes Park experience will be like. I would love to see option 2 come back because I believe it provides the most opportunity for investment, redevelopment, progress, etc.

You can submit this comment form, or provide input on the project in the following ways:

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email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-58

Downtown Estes Loop Road Realignment Project

Comment Form

Name Durango Steele
Physical Address 251 West Riverside Mailing Address PO. Box 6002
Estes Park, Co Boulder, CO 80306
E-Mail durangosteele@msn.com

Do you live in the city limits? YES NO
Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?
Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: on mailing list - received a letter

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): NO ACTION ★
Negative impact to our Village & greenery

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): NO

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): NO

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): NO

Other Concept: ★ Structure with Park transit
Parking was #1 after March 2013 Input
In this context? -

EPUPA's Riverwalk - Project will be greatly affected
By any of these realignment projects -
Reduces the - walkability + Pleasure of Downtown



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

Why we love Estes Park
Survey - stated that the EPRA-Riverwalks
were #1. Two lanes of traffic through
what people have stated. Other town most
doesn't make sense. The reason you make
it for CARS the new cars we will have.
Bike paths + walking paths continuing
along the Big Thompson was one proposal
for the FDAP grant money. - Walkability
of Bikes were two of the things that help
create a ^{good} community for visitors + residents
alike. Parking Structure + Shuttles to the Park were

**You can submit this comment form, or provide input on the
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email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

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Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-59

#1
last
March
2013

Downtown Estes Loop Road Realignment Project

Comment Form

Name SHARON SEELEY
Physical Address 130-142
136 MORAINE Mailing Address P.O. Box 3052

Estes Park, Colorado

E-Mail seeleysharon@comcast.net

Do you live in the city limits? YES NO CHECK OUT BLENWOOD SPRINGS

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts: PROBLEM - NOT ENOUGH PARKING

No Action (Existing Conditions): ADD PARKING LEAVE ROADS ALONE
PUT IN A PARKING GARAGE WEST OF MORAINE - VAIL HAS A PARKING
GARAGE THAT LOOKS GOOD + GENERATES INCOME TO PAY FOR GARAGE
ADD SKATING FOR WINTER (BUSINESS) ACTIVITY, IMPROVE
EXISTING STREETS.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): STOP OUTSIDE PARKING +
ELIMINATE EMPTY BUSES - PUT PARKING WHERE IT IS DESIRED
+ NEEDED, PUT MONEY IN DOWNTOWN PARKING - CHARGE
IN SUMMER - UNDERSTAND WHAT YOUR PRIMARY PROBLEM IS...

Concept 1A (Elkhorn 2-Way, Moraine and Riverside 1-Way): PARKING

Concept 2 (All 2-Way, Riverside widened to 4 Lanes):

Other Concept: REPLACE PARKING THAT HAS BEEN REMOVED + ADD NEEDED
PARKING BY BUILDING AT LEAST A THREE STORY PARKING GARAGE ON THE
LOT BEHIND THE PLUM CREEK SHOES. CHARGE FOR PARKING SUMMER - FREE OFF SEASON
ADD ICE SKATING ON TOP LEVEL FOR WINTER ACTIVITY



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation) IGNORING THE PROBLEM!

* TRAFFIC IS MADE WORSE DUE TO NOT ENOUGH PARKING. PEOPLE MUST LOOK FOR PARKING CAUSING ENDLESS CIRCUING OF CARS LOOKING FOR PARKING. AMERICANS WILL PAY TO PARK! THIS IS A 20 YEAR PROBLEM STOP

What other comments do you have regarding the project? POOR CONCEPT TO HAVE A MEETING WITH NO PRESENTATION / NO INFORMATION PROVIDED EXCEPT SIGNS - DIFFICULT TO UNDERSTAND CONCEPTS WITHOUT BETTER INFORMATION. RUMORS ARE FLYING. YOU HAVE NOT HELPED SQUASH THEM WITH THIS KIND OF MEETING (NOW) MORE PARKING IS BEING REMOVED. THIS PROJECT APPEARS TO TRY TO KILL THE DOWNTOWN BUSINESSES IN ESTES PARK. LESS ACCESS. LESS PARKING - DILLON (TRIED) BUSING PEOPLE INTO THEIR BUSINESS DISTRICT PEOPLE DO NOT LIKE THAT CONCEPT. EXPENSIVE TO RUN + NEGATIVE TO A PROSPEROUS BUSINESS COMMUNITY. PEOPLE WILL PAY TO PARK THINK OF A WAY TO HELP OUR DOWNTOWN BUSINESS COMMUNITY RATHER THAN KILL IT.

You can submit this comment form, or provide input on the project in the following ways:

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email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-60

Downtown Estes Loop Road Realignment Project

Comment Form

Name Kathy Hickey
Physical Address 254 E Riverside Dr
Estes Park CO 80517
Mailing Address PO Box 4331
Estes Park CO 80517
E-Mail kah234@yahoo.com

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: letter sent to my PO box.

Were you previously involved with the 2013 planning efforts for this project? YES ___ NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

? Best - traffic congestion continues - signage can route NPS traffic up Fall River Rd. - historic neighborhood maintained.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

No - this will be too hard for local residents to get anywhere downtown.

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

? loss of historical neighborhood + pedestrian walkway + property value...

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

? loss of historic neighborhood + pedestrian walkway + property value...

Other Concept:

What are the projected impacts to the east/west riverside neighborhoods? more/less traffic? improved pedestrian/bike access? local traffic only? closed to traffic? walking historic mall? tell us what you propose to do to maintain property value and decrease impacts of road + noise/air pollutants



TOWN OF ESTES PARK



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Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs *East Riverside - Dr.*
 Economic/Businesses
 Environmental/History
 Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

I want to discuss specific neighborhood impacts with town officials and neighbors.

What other comments do you have regarding the project?

① *I was very disappointed in the format of this meeting. A lot of info, no space, too loud, many opinions - how can anything constructive come out of this?*

② *East Riverside + West Riverside are a valuable community asset - the history is no less than the foundation of the town. There is heavy pedestrian traffic all day long - and it is DANGEROUS! Way too much traffic already to safely walk families between downtown + Tram/Funslides. Way too much RV traffic. The bypass may ease our traffic - only if signage requires drivers to use it. But the bypass will heavily negatively impact this valuable historic neighborhood / pedestrian pathway / greenspace / etc. - construction, traffic, property value, etc. etc.*

You can submit this comment form, or provide input on the project in the following ways:

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email: info@downtownestesloop.com

hotline: 970-480-7045

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Centennial, CO 80111

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The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



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Department of
Transportation

A-61

Downtown Estes Loop Road Realignment Project

Comment Form

Name Carol Smid

Physical Address 340 Davis St Mailing Address Same

E-Mail carolsmid@g.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town-Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): I prefer leaving the roads as they are now. Some more light signs for pedestrians and to parking. Change the ped. crossing back to all at once. It worked much better

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept: Work is need at the intersection by The Donut House. A light might really help.



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

I can watch the bumper to bumper on weekends going east on ~~MacGregor~~ MacGregor coming into town. No one used Riverside west of Fun City. A sign at the light at Marys Lake Rd. - directing people to Riverside Dr.

You can submit this comment form, or provide input on the project in the following ways:

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email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-1

Downtown Estes Loop Road Realignment Project

Comment Form

Name Doug Sacarto
Physical Address 259 Chapin Mailing Address P.O. Box 3788
EP 80517 EP 80517
E-Mail doug.sacarto

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

This option but with big provisions that the Riverside Park is replaced and that it is part of commitment to convert Elkhorn & moraine to pedestrian-dominated malls.

Other Concept:



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Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

Please expand park-like pedestrian pathways
with dog walks.

Add parking structures downtown — adjacent
to Post Office.

**You can submit this comment form, or provide input on the
project in the following ways:**

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COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Janice Crow
Physical Address work 1050 Kenwood Mailing Address PO Box 2617
home 1274 Giant track PO Box 2733
E-Mail JCROW@mcdovaldtransit.com

Do you live in the city limits? YES NO ?

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Gold Route would not be an Elkhorn only service. The route drop down Moraine and back up Riverside would add time on route. (Or Elkhorn to Wonderland)

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Allows all buses including Gold to maintain route.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES ___ NO

If yes, which group(s) interest you?

___ Resident/Neighborhood Needs

___ Economic/Businesses

___ Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

Manage town shuttle operations. Road project has high impact on buses, schedules and service.

Overall a change to improve traffic flow will have positive effect on transit service.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-3

Downtown Estes Loop Road Realignment Project

Comment Form

Name SUSAN WOLF

Physical Address 1637 BLACK Squirrel Drive Mailing Address SAME
Estes Park, CO 80510

E-Mail Wildlands3@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Yes & figure out how to
shuttle people in from the
outskirts of town & more
bicycle paths with better connectivity
please

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:

Your plan will not reduce
air pollution



TOWN OF ESTES PARK



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

include environmental sustainability into your plan please.
please have a plan that places emphasis on reducing!!!
Air pollution by Shuttle Systems on outskirts of town, more bike paths and pedestrian mall down ELKHORN AVE.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-4

Downtown Estes Loop Road Realignment Project

Comment Form

Name Kolleen Toulouse

Physical Address 3020 Carriage Drive Mailing Address _____

Estes Park, CO

E-Mail KToulouse@visitEstesPark.com

Do you live in the city limits? ___ YES NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): Will not sustain the growth Estes Park is experiencing as the community continues to grow, keeping young families in the community and the increase in guests who drive the Estes Park economy. It has proved already to be failing to provide a positive experience.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): This provides the best options and traffic flow for the loop-road do the community. It is the most viable plus - looking forward into the development do Estes Park as a vibrant community to live in and the guest who visit.

Other Concept:

Pedestrian mall. I could go on and on about the benefits that this could bring to the downtown area and the experience do downtown. I am FOR the Ped mall!



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

A new plan must be created to allow the additional traffic that will be coming into Estes Park as the community grows with residents and increased visitation from guests across the globe who come to Estes Park and spend their money on our lodging, services and shops that fuel our local economy. As the Social media manager for Visit Estes Park, I have seen more and more comments on our digital channels regarding parking, three times in September alone - "We drove to Estes Park today, couldn't find a parking spot - so we left." As guests continue to have negative transportation and access issues - they will not return, which will be debilitating to our tourism economy. The current conditions are outdated and prove weekend after weekend that they can't support the amount of traffic both guest and local.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-5

Downtown Estes Loop Road Realignment Project

Comment Form

Name Cory La Bianca
Physical Address 1965 Cherokee Dr Mailing Address Po Box 433 EP
ESTES PARK
E-Mail Cambrianbeam@aol.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): _____

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): _____

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): _____

Other Concept: Undecided



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

- 1) There should be pedestrian overpasses or underpasses wherever the river walk crosses the street!
- 2) An inexpensive & efficient fix at the corner of Elk Horn & Main - at that time put huge flower pots to close off west Elk Horn to become a walking mall + close off Big Horn so there can be no right turns. Traffic will flow easily, the cost will be hit & the street can be reopened to traffic in the quiet times.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-6

Downtown Estes Loop Road Realignment Project

Comment Form

Name BLAKE ROBERTSON

Physical Address 471 MACGREGOR AVE Mailing Address _____

E-Mail qwerty7@XMISSION.COM

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES ___ NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): UNACCEPTABLE.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): NO

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): NO

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): NO

Other Concept: WEST ELKHORN FROM E. RIVERSIDE AS A WALKING MALL!



TOWN OF ESTES PARK



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES ___ NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

- 1) ELKHORN WEST FROM E. RIVERSIDE AS A WALKING MALL.
- 2) MORE SIGNS FOR TRAFFIC ROUTING & CONTROL: "DO NOT BLOCK INTERSECT"
- 3) MORE SIGNS FOR US-34 BYPASS AS PREFERRED ROUTE INTO RMNP
- 4) CROSSWALK SIGNS & LIGHTS AT WONDerview & MacGREGOR

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
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Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-7

Downtown Estes Loop Road Realignment Project

Comment Form

Name Kevin Schwery

Physical Address 234 E. Elkhorn Mailing Address Box 1361

181 W. Riverside EP

E-Mail Schwery0808@msk.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): #2

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): My Best #1

Other Concept: I like to keep Elkhorn 2-way



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

You can submit this comment form, or provide input on the project in the following ways:

- web: www.downtownestesloop.com
- email: info@downtownestesloop.com
- hotline: 970-480-7045

Mail the form to:
Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:
The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-8

Downtown Estes Loop Road Realignment Project

Comment Form

Name Roger Levy
Physical Address 625 Park River Place Mailing Address Same
Estes Park, CO 80517
E-Mail rdlevy65@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): NO

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): OK solution, but not as good as Concept 2

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): I do not like this concept. Does not help traffic flow that much.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Best solution, good traffic flow.

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO *Maybe*

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

*Why not take the money for building
the Visitor Center parking garage and
use that to build a parking garage
in the Post Office parking lot.
That would allow people to park where
they will shop which people would rather
do instead of taking a shuttle*

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

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The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-9

Downtown Estes Loop Road Realignment Project

Comment Form

Name ED HAYEK
Physical Address 611 Findley CT EP Mailing Address Same
Estes Park 80517
E-Mail arrivafor2@msn.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): Problem with pedestrian/vehicle conflict
previous method of signals for pedestrian helped during busiest time
There is no safe bicycle travel thru or into downtown

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): As commented in above
may reduce but doesn't resolve pedestrian/vehicle conflict
Does provide for potential bicycle lanes

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): Does eliminate long
route around for eastbound elkhorn. Some conflicts no room
for bicycles

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): This would keep downtown calmer
for more ambience. Provides for bike lanes. Complex to fit all
this onto Riverside & disruptive for Riverside business & post office
Probably most favorite if it can be done

Other Concept: _____



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

Overriding concern is that we don't focus solely on moving cars & providing parking and lose small town Estes, Fed!

We need to provide for pedestrians & cyclists.

Realize that ~~crowded~~ crowded is not necessarily bad. What popular resorts/vacation areas aren't during the prime season. Let not destroy the good things we have.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

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Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-10

Downtown Estes Loop Road Realignment Project

Comment Form

Name Lisa Hutchins

Physical Address (current) 459 Chapin Lane Mailing Address PO Box 3788 EP 80517

(after Feb 2015)
1660 Lower Broadview Rd
Estes Park 80517

E-Mail lisahutchins@outlook.com

Do you live in the city limits? YES NO → see above

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

I think this might be the best plan because it gets the park visitors quickly to the park + allows them to bypass the downtown area.

Other Concept: Has anyone considered closing off the downtown area ^{on Elkhorn} between Riverside + moraine and making it a pedestrian mall? or, the ^{Elkhorn} pedestrian mall could extend to Spruce Street immediately west of downtown.



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
__YES __NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

Which ever concept is adopted,
What other comments do you have regarding the project? *I am very concerned about losing the Roy + Hazel Baldwin park by the post office. It is a beloved refuge for us, and even if the new roadways don't cut into it, the impact on the park will be substantial. It will definitely lose its peace + ambiance.*

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

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Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Elizabeth Fogarty

Physical Address 1679 Black Squirrel Dr. Mailing Address ←

Estes Park, CO 80517

E-Mail E.Fogarty@VisitEstesPark.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): Disagree w/ this option. Does not fix traffic problem + allows for no redevelopment of Estes Park

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): Disagree. A one-way fast-moving bypass thru downtown will seriously hurt the downtown businesses (will decrease their revenues). Reference Grand Junction tore up their fast-moving + efficient

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): (Disagree) downtown corridor + put in a SLOW-CURVY downtown street. Fast moving traffic thru downtown corridors HURT Downtown businesses.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Agree! This solves the traffic problem AND allows for options + redevelopment -- Including a Pedestrian Plaza / Mall.

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project? Estes Park is a confined area with no opportunity to build development like our competitor destinations do. ~~There~~ We have to assess what our community's assets are & then redevelop these areas so we can refresh our product & redevelop the tired, worn & dated areas of our community. Concept 2 not only rectifies the traffic problem, but allows opportunity for redevelopment. We have options w/ this plan. Options 1 only deals with engineering & ends there. It provides no vision for Estes Park. Thank you for providing a helpful & informative forum!

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

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The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-11

Downtown Estes Loop Road Realignment Project

Comment Form

Name Alicia M.

Physical Address _____ Mailing Address _____

E-Mail alicia.mittelman@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: Estes Park Cycling Coalition Facebook page.

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): Congestion downtown is unbearable!

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): I can see this reducing pollution which is needed, but that may make our town feel like a "pass through" and not a place to linger, explore and enjoy.

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):
Is there adequate room to add bike lanes and sidewalks? If so, this may be viable.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Only concern is that crossing four lanes at intersections may prohibit pedestrians especially our aging and young families.

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

I think a blend of transportation options is needed. Let's make this an active town, one where people can drive to the park smoothly and bike and walk in town.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-12

Downtown Estes Loop Road Realignment Project

Comment Form

Name Todd Plummer

Physical Address 556 ASPEN AVE Mailing Address SAME

E-Mail tplummer@aol.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other:

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

the bike LANES ARE ^{NEEDED} ~~shown~~ along Elkhorn. PARALLEL parking on the left side of RIVERSIDE is a bad idea.

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Beverly Wright

Physical Address 315 Kiowa Dr. Mailing Address same

E-Mail estesbev ~~2013~~ @ aol.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

1. parking garages. Visitors Center and Fair Grds w more shuttle capacity.

2. increase/improve signage for access to both RMNP entrances - so diverting this traffic from Downtown.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

3. make Downtown a Pedestrian Mall.

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

④ POSSIBLY... ⑤... then make Downtown into a pedestrian Mall (like Pearl St.)

Other Concept:

① multi (2) story parking @ Visitors Center, another one behind P.O. + possibly @ Fairgrounds area. ② Increase signage for RMNP's 2 entrances so tourists going there - go there - not using Downtown Ave's. ③ UTILIZE more shuttling (from all parking structures)



TOWN OF ESTES PARK



COLORADO Department of Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

← see, have ^{all} "explained" accurately, today's format is/was NOT a good/effective dissemination of accurate + thorough info. it was ^{just} enough however to frustrate, mystify, + alienate....
thank you.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-14

Downtown Estes Loop Road Realignment Project

Comment Form

Name Millie Miller

Physical Address 653 MORGAN ST Mailing Address SAME

E-Mail Millie7@airbits.com

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): _____

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): We need a plan for pedestrians - Since CDOT took away the signal for pedestrians, it is much harder to walk & drive through town.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): _____

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Name Tom Street

Physical Address 1637 Black Square Dr Mailing Address Same

E-Mail Tstreet5026@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): preferable because all other alternatives are a waste of money.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

This will just ultimately increase the volume of traffic through ELKHORN and ruin the quiet of RIVERSIDE

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

obviously stupid

Other Concept: if concept 1 is chosen, or any other alternative is chosen, use this opportunity to install raised, separated bike lanes through ELKHORN and all the way to Rocky mountain national park.



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

The town should take a more future oriented and environmentally friendly approach by coming up with a plan which deemphasizes autos and emphasizes bicycles and pedestrians.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-16

Downtown Estes Loop Road Realignment Project

Comment Form

Name DONALD HOLMES
Physical Address 210 2ND ST. Mailing Address (SAME)
EP 80917
E-Mail donholmes2017@live.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

IT really doesn't matter to me (which concept is taken)
SINCE I DO ALL MY TRAVELING BY FOOT (don't own a car)

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Tom Washburn

Physical Address 507 Big Horn Dr Mailing Address P.O. Box 1944

EP 80517 EP 80517

E-Mail twashburngt@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

- Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): My preference

Suggest 3 lanes thru downtown in Elkhorn
3 lanes in Moraine to Rockwell

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): _____

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Second preference

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Name Shannon Lembke

Physical Address 155 DAVIS STREET

EP

Mailing Address PO Box 1498

ESTES PARK, CO 80517

E-Mail swlembke

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Preferred alternative for configuration. There should be actions considered regarding signage, and cycling of lights.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Oneways are confusing when a visitor in town. For residents and visitors alike the one way configuration causes additional driving for many trip destinations.

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Similar concerns as 1. Trips still lengthened often depending on destination.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Concerns about cost and number of property owners impacted as well as park

Other Concept:

Light sequencing should be switched back to the all-way pedestrians.



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES ___ NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
 Economic/Businesses
 Environmental/History
 Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

I question the approach of spending significant dollars on a year-round solution to a problem that exists ~~at~~ about 3 weeks and a few other weekends. Additionally, some studies have shown that one way are more dangerous for pedestrians because cars travel faster and drivers are not as attentive.

Options that increase traffic near the park on Riverside would impact the use of the park as it is now used by families with children and pets.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-19

From State Smart Transportation Initiative

One-way or two-way streets more efficient? It depends on what you measure

Posted on February 11th, 2013 in News

By Chris Spahr

The debate over one-way versus two-way streets has been ongoing for more than half a century in American cities. Counter to prevailing engineering wisdom, a new study finds two-way streets may be more efficient, if one is measuring getting people to their destinations.

Many cities have recognized that two-way streets provide substantial benefits to downtown neighborhoods for a variety of reasons:

- Two-way streets are better for local businesses that depend heavily on their visibility to passersby.
- Two-way streets have been found to be safer than one-way streets. One-way streets correlate with higher speeds and decreased levels of driver attention. Pedestrians prefer crossing two-way streets since drivers tend to travel more slowly on them, and vehicular conflicts are more predictable.
- Two-way streets are much less confusing for downtown visitors than one-way streets. Visitors driving in a two-way grid network can easily approach their destination from any direction.

Various cities, including Dallas, Denver, Sacramento, Tampa, and Cedar Rapids have converted or are currently considering the conversion of one-way streets to two-way streets. Fargo, ND also

While there has been much agreement on the economic, safety, and livability benefits of two-way streets, traditionally traffic engineers and transportation planners have felt that one-way streets serve traffic more efficiently by allowing for a higher vehicle moving capacity. However, Vikash Gayah, of Penn State University, argues that the concept of "trip-serving capacity" is a better metric of network efficiency than vehicle moving capacity.

Gayah defines trip-serving capacity as the maximum rate at which people reach their destinations. While current research and conventional wisdom suggest that one-way street networks are more efficient than their two-way counterparts, this study shows that one-way networks are sometimes less efficient because they restrict the rate at which people reach their destinations.

Using the new metric of trip-serving capacity, Gayah compared one-way streets to several types of two-way streets (those with full left-turn lanes, those with left-turn pockets, and those that banned left turns). The study found that for short trip lengths (e.g., in small cities), the additional time spent traversing street grids associated with one-way networks created a lower trip-serving capacity than that of two-way networks. Over longer distances (e.g., in larger cities) one-way streets perform better but never exceed the trip capacity of two-way streets with banned left turns. In other words, the two-way network with banned left turns always has a higher trip-serving capacity even when trips are long.

Gayah encourages urban planners and traffic engineers to examine his trip-serving capacity concept when considering converting to two-way streets. "Since residents prefer two-way street networks for a variety of reasons, converting a one-way street network to a two-way operation can improve both efficiency and livability of cities."

Chris Spahr is a Graduate Assistant with SSTI.

Downtown Estes Loop Road Realignment Project

Comment Form

Name JOE PYLE

Physical Address 261 NORTH CT. Mailing Address SOME

E.P.

E-Mail JOE@JOEPYLEPHOTOGRAPHY.COM

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: ESTES PARK CYCLING COALITION

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:

OVER →



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

AIR QUALITY ISN'T GOING TO CHANGE BY RE-ROUTING,
BIKE LANES AND PUBLIC TRANSIT WILL BE THE
ANSWER.

THANKS SO MUCH! - JOE PYLE

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-21

Downtown Estes Loop Road Realignment Project

Comment Form

Name Bill Van Horn
Physical Address 350 Fall River Ln. Mailing Address P.O. Box 1
Estes Estes
E-Mail wgvanhorn@aol.com

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): Undecided

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name MARJORIE GETCHELL

Physical Address 1531 ST NORTH TRL Mailing Address (SAME)

EP

E-Mail mgetchell@estesvalley.net

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

MAKE SURE BIKEWAYS/PEDESTRIAN WAYS
ARE INCORPORATED.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name ERICA GOAD (Estes Park Cycling Coalition)

Physical Address 1481 BLUEBELL DR. Mailing Address same

ESTES PARK, CO 80517

E-Mail erica.goad@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts: This should've been an option!

No Action (Existing Conditions): Downtown is simply unsafe for cyclists and pedestrians and motorists! We need changes to meet growing and changing demands and demographics.

* See attached survey - only 14% of people think Estes is currently bike-friendly!

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): This option would reduce some congestion but seems to be inefficient and would maybe confuse visitors. Benefits are no 4-lane highway for peds to cross, and not having traffic cross itself.

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): This option does not seem to do enough to relieve ped/motorist conflicts along Elkhorn. No space for bike lanes either!

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): This option provides a lot of flexibility to the Town and relieves motorist traffic most effectively. Lots of great space for bike and ped options! However, I'm concerned about

Other Concept: Protected bike lanes should be a consideration: more bikes, more safety, happier motorists, more business for local economy...

ped crossing @ Riverside & Elkhorn intersection



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project? Please consider bike infrastructure as a critical and necessary component to any option. Attached survey: making the town more bike-friendly is the #1 way to make Estes more "lovable".

Estes is behind the times with mountain towns and bikes - see Crested Butte Breckenridge, Winter Park, etc. etc. Bike-friendliness brings tourists that spend more \$, leads to a healthier town, and is great for families.

The situation now is intolerable for so many reasons. Thanks for the opportunity to make positive changes for the community!

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

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Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Steve + Letha Thorn
Physical Address 731 Columbine Drive Mailing Address same
Estes Park, CO
E-Mail estes.thorns@mc.com

Do you live in the city limits? ___ YES NO
Do you live, work, or own a property along the loop alignment? ___ YES NO but use it every day

How did you hear about this meeting (circle one)?
Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media
Other: email from the town

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): okay - but think the pedestrian crossings
eg Elkhorn should be diagonal all at the same
time and traffic all stop at the same time
which would make traffic elkhorn - moraine move faster

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):
no preference

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):
Better than the rest but still not the best solution

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): NO - it would eliminate
usage + parking by the little W. Riverside Park

Other Concept: go back to allowing pedestrians to cross
Elkhorn in diagonal directions all at the same time



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES ___ NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
 Economic/Businesses
 Environmental/History
 Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

very expensive for 11 weeks of the year - is the cost worth it?

I think diagonal pedestrian crossing on Elkhorn intersections would actually allow travel to move more smoothly because it will take less time

I do not like the idea of making more roadways at the expense of using a park

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A26



Town of Estes Park
P.O. Box 1200
Estes Park, Colorado 80517
www.estes.org

July 22, 2014

What makes you love Estes Park?

By Town Administrator Frank Lancaster

Last month I shared that I had the pleasure to hear Peter Kageyama, author of the book *For the Love of Cities* speak. Mr. Kageyama talked about what makes people really love the place they live, and not just have an attitude of indifference to their community. His research identified some key factors common among communities where people love to live. At the end of the column, I asked you what you thought about Estes Park and asked you to share your thoughts using an online survey. This wasn't a scientific survey and was meant to be fun. Well, 122 of you took me up on the offer and here's what you had to say about Estes Park.

As I expected, most of us really do love living here. Out of all respondents, 88 percent of you told me you love living in Estes Park, 11 percent were indifferent, and two individuals said they hate it here.

According to Kageyama, there are a few key factors that tend to make a community "loveable." These are walkability, bicycle friendly, dog friendly, special and unique character and traditions. So how did we do?

Walkability: We fared pretty well here, but there is room for improvement. A total of 51 percent felt Estes Park is very walkable, 43 percent said it's somewhat walkable and 6 percent said Estes Park is not walkable.

Bicycle-Friendly: We didn't fair too well in this category. Only 14 percent of you felt that Estes Park is "bike-friendly," while 47 percent said it's somewhat "bike-friendly" and a full 33 percent said the town is not "bike-friendly." Six people said they hate bicycles.

Dog-Friendly: Just over half of you feel that Estes Park is a dog-friendly town, with 53 percent saying Estes Park is very "dog-friendly." Then, 36 percent felt that the town is somewhat "dog-friendly" and 6 percent told me we aren't "dog-friendly" at all. Six people said they don't like dogs.

What are the "special things" you told me you love about Estes Park? The Riverwalk had the highest response here, with 77 percent saying you love the Riverwalk through town. Close behind were the wildlife (74 percent), Lake Estes (64 percent), summer events (60 percent), and the Christmas decorations (56 percent). Since the survey was about the Town, I didn't include Rocky Mountain National Park, but in the "other" category, it's no surprise many of you said the national park, the mountains and outdoor recreation opportunities are what you love about Estes Park. Some of the other

special things you mentioned were the lack of franchises and chain stores, friendly people, the flowers, fireworks, the library, the Arts Center, farmer's market and the people.

Last, I asked you to tell me what fun ideas you have that would make Estes Park even more "loveable" and you had some great ideas. Making the town more bike-friendly with more bike racks, better and more bike trails and bike lanes came up most frequently. Having more opportunities for families and kids was high on your list of suggestions as well. Affordable housing was raised as an issue.

Here's a random list of some of your comments:

"More shuttles," and "Shuttles year-round." "Turn Elkhorn into a pedestrian/bike/shuttles only area." "Busking street performers on the Riverwalk and downtown." "Paint electrical boxes." "Community Center." "Zip line on Prospect Mountain." "Love the farmer's market downtown," and "Move the farmer's market back to the fairgrounds." "Wine and cheese festival." "Better parking." "More outdoor movies." "Alpine slide." "Bring back Hidden Valley Ski Area."

And finally, here are a couple comments that show our diversity: "Get rid of everyone that has moved here and wants to change it to conform to their standards," and "Get rid of the old farts." You've gotta wonder if these are the same folks who hate living here, hate bicycles and don't like dogs. I guess it's a good thing I didn't ask about Mom and Apple Pie!

Thank you to everyone who responded -- the Town appreciates your engagement. We need to hear from you, because it's the needs of our community that drive what we do in Town government. Stop by Town Hall or call my office anytime at 970-577-3700.

END

Downtown Estes Loop Road Realignment Project

Comment Form

Name Rosa Thomson
Physical Address 864 Crabapple Lane Mailing Address same
E.P.

E-Mail _____

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES ___ NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): A huge change for a 2 1/2 month time span. The off-peak months seem not to be a problem

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Visitors would miss seeing & being enticed to shop if encouraged to turn at Riverside

Other Concept: The dangerous intersection near the Roundabout needs to be addressed.



Downtown Estes Loop Road Realignment Project

Comment Form

Name David Batey

Physical Address 251 Pine Tree Drive Mailing Address same

Estes Park 80517

E-Mail David.M.Batey.us@gmail.com

Do you live in the city limits? ___ YES NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): _____

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): _____

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): more flexibility may lead

to a pedestrian walk.

Other Concept: _____



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
__ YES __ NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

This is a great forum for sharing excitement, not so good for critical comparative information between ~~the~~ options.

*Please put in a website the options, their impacts, PRO and CON to help clarify the impact, value, and implications for future development of the options
Thanks*

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Leanne Thea Rion

Physical Address Highway 7 Mailing Address 1010 S Saint Vrain Ave, D-5

EP 80517

E-Mail LRIOWA2@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): Not a good option

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

This looks better than Concept 1 because traffic from ^{west of} eastbound on Elkhorn ^{four} needn't do the loop to get out of town.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Making the ~~4~~ 4 lane width on Riverside ^{might} would make town look like a city instead of a quaint mountain town.

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

*Thank you for involving all of us!!
And
thank you for all the hard work that's gone
(will continue to go) on!*

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-29

Downtown Estes Loop Road Realignment Project

Comment Form

Name TERRY RUSTIN

Physical Address 555-B Devon Drive Mailing Address Same

Estes Park 805A

E-Mail terry.rustin@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: word of mouth

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Keeps a lot of traffic heading out of town away from downtown

Other Concept: Change pedestrian/vehicle conflicts by making all-ways walking alternating with vehicle red/green lights at the corners of Elkhorn & Moraine and Elkhorn & Riverside
Called "Barnes Dance"



Downtown Estes Loop Road Realignment Project

Comment Form

Name Laura Rustin

Physical Address 555 B Devon Drive Mailing Address same

EP 80517

E-Mail LAURARUSTIN@GMAIL.COM

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): NO - Do not like

being forced to leave Post office and head into town instead of leaving South -

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): NO - Do not like

this alternative for exiting Post office area -

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Best one - mostly

because of 2 way traffic on Riverside

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

The worst alternative(s) force people leaving the Post Office to head back into town instead of being able to exit to the South.

Do not like I or I A. for this reason.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Sean Austin - Previous Business owner
Physical Address 1661 Windham Ct Mailing Address PO Box 2754
Estes Park, CO 80517

E-Mail _____

Do you live in the city limits? ___ YES NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Agree WITH THIS
CONCEPT

Other Concept:



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Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
__ YES __ NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

The PARKING GARAGE IS ABSOLUTELY NECESSARY -

*CONCEPT 2 IS LEAST HARMFUL TO BUSINESSES
AND A GREAT TRAFFIC SOLVING IDEA*

*FIX THE STOPLIGHT SO THAT PEDESTRIANS HAVE
THEIR OWN WALK LIGHT - LESS AGGRAVATION
FOR VEHICLES -*

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-32

Downtown Estes Loop Road Realignment Project

Comment Form

Name HEIDI TRYON

Physical Address 840 UNIVERSITY DR Mailing Address SAME

EP CO 80577

E-Mail tryonh@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): THIS DOESN'T WORK. TOO DANGEROUS
FOR PEDESTRIANS & BIKES & FRUSTRATING
FOR DRIVERS

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):
THIS IS MY FIRST PREFERENCE PROVIDED
IT INCLUDES ~~A~~ BIKE LANES

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):
THIS IS MY THIRD CHOICE PROVIDED IT
INCLUDES BIKE LANES.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):
THIS IS MY SECOND CHOICE PROVIDED IT INCLUDES
BIKE LANES

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-33

Downtown Estes Loop Road Realignment Project

Comment Form

Name Doug Fox
Physical Address 2294 Aspen Brook Dr. Mailing Address (same)
Estes Park, CO 80517
E-Mail dougfox@beyondbb.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): It works now - except in the summer.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): What is now 4 lanes on Moraine will be squeezed down to two & then one lane. It doesn't make sense.

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Better.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Probably the best solution if you have to make changes.

Other Concept: Make Elkhorn all pedestrian if you can figure out what to do w/ the traffic.



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

How many homes, businesses, & other entities will be
wiped out or relocated by this?

How many people will be inconvenienced?

Why not a bypass from Moraine near the dump to the
west end of Elkhorn? That would alleviate some
traffic.

Put the parking garage in front of the post office — not
by the visitors' center.

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-34

Downtown Estes Loop Road Realignment Project

Comment Form

Name MERCE M. MOORE
Physical Address 913 RAMBLING DR. Mailing Address SAME
E.P. 80517
E-Mail M3PSM@ESTESVALLEY.NET

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): not acceptable

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): I would differ to the merchants on this one

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): Same as above comment.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Seems to have least impact on merchants but big impact on motel/cabin/homeowners.

Other Concept:



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name BRIGITTE DELISA

Physical Address 976 Sutton Ln Mailing Address PO Box 1948

ESTES PARK ESTES PARK

E-Mail b-delisa@msn.com

Do you live in the city limits? ___ YES NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: Word of mouth

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

If this is the least impacting to residents & businesses along RIVERSIDE

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

yikes! This would be most impacting to residents & ruin the "small town" feel of downtown

Other Concept:



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Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

Whatever ends up being done, I don't think
Estes Park should take ownership (from CDOT)
of Elkhorn - Moraine - we can't afford the
maintenance

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-36

Downtown Estes Loop Road Realignment Project

Comment Form

Name TOM MORETTI
Physical Address 730 PONDEROSA LANE Mailing Address SAME
tommore2003@outlook.com

E-Mail tommore2003@outlook.com

Do you live in the city limits? ___ YES NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

~~No Action (Existing Conditions):~~ NOT ACCEPTABLE, NEED IMPROVEMENT

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): MOST VIABLE OPTION,
MOST DESIRABLE

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): THIS OPTION ONLY HELPS
EASTBOUND TRAFFIC, WESTBOUND IS STILL BOTTLENECK
PROBLEM

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): THIS WILL ONLY SHIFT BACKUP
WESTBOUND TO RIVERSIDE, NO INCREASE IN TRAFFIC FLOW
CAPACITY WESTBOUND. POOR, UNACCEPTABLE OPTION

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES ___ NO

If yes, which group(s) interest you?

___ Resident/Neighborhood Needs

___ Economic/Businesses

___ Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

*FINALLY - VOLUMES
CONTINUE TO INCREASE, SOMETHING NEEDS TO BE
DONE*

*HAVE ANY PEDESTRIAN OVERPASSES OR UNDERPASSES
BEEN CONSIDERED?*

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-37

Downtown Estes Loop Road Realignment Project

Comment Form

Name BOB HAMBLIN

Physical Address 28 BLUE VALLEY DR Mailing Address SAME

2A 80517

E-Mail BJHAMBLIN@ADL.COM

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town-Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): _____

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): _____

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): _____

SO FAR THE BEST I HAVE SEEN

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Name Karen Ericson Serendipity Trading Co.

Physical Address 117 E Elkhorn Mailing Address PO Box 3945

EP

E-Mail serendipitytrading@earthlink.net

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): NO

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): not sure

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): not sure

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): not sure

Other Concept: I want MORE Parking!



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

I would like to hear a presentation that describes each option and their differences + similarities. This event was NO help at all.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-39

Downtown Estes Loop Road Realignment Project

Comment Form

Name Connie Phipps
Physical Address 585 Wonderview Mailing Address Same
Estes Park, Colo. 80517
E-Mail connie.phipps@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): Narrow Elkhorn Ave. to 2 lanes - create
a bicycle lane on each side of Elkhorn. Bring back the
light/walk signal that allow traffic to continue with no ped. activity
and then the walk light for diagonal ped. crossing as part of the sequence.
Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



October 2, 2014

Proposed Town Traffic Loop

First, it needs to be recognized that 99% of the time the traffic problem through downtown does not exist. It takes place during Saturdays of summer holidays, summer weekends in July and August and on "free weekends" in the park. I know as I see traffic back up to the store around 3 to 4 pm on those days.

Second, the proposed traffic loop does not address the 2 main issues creating the problem, pedestrians in walk ways and backups out by our building due to traffic turning into our businesses. In fact the loop will create two more bottlenecks where the 2 lanes have to merge into one lane. Also, it does not take into consideration the effects it will have on traffic using the parking lots in the loop or how the bypass will merge into the loop without causing more delays.

The new intersection at E Elkhorn and Riverside has only added to traffic jams. Inevitably, when you headed east on Elkhorn a car in front of you will be turning onto Riverside going south. There are always pedestrians walking across Riverside stopping traffic and causing backups. When you do get through that intersection you most likely will be stopped by the pedestrian light coming from the Town parking lot. Next you get stopped at the main intersection of 34 and 36. Further, using the bypass through downtown turning north onto Riverside you are first stopped at the cross walk coming from the bathrooms and then the pedestrians walking across the new entrance onto E. Elkhorn Ave.

A short note about our pedestrians, they are the life blood of the Town's income. We do not derive any income from the people driving through our town, not stopping, but going home.

At one time we had summer police officers keeping pedestrians from interfering with traffic. The new pretty LED traffic signs and noises do not keep pedestrians from interfering with traffic. At one time the summer police had our pedestrians trained to only walk when traffic was stopped, thus reducing traffic backups.

In the 1980's I was a part of the meetings for Urban Renewal. The Concept was also to include this part of the Town. The taxes we raised out here and paid to the Town were used to improve the infrastructure of the downtown, with no costs to the property owners. In those meetings I was led to believe that the improvements would be out to Beaver Point by 2003. This was also reconfirmed by my Realtor when we bought our property in 1993. Since that time I have seen no real improvement to the infrastructure out here. What improvements that have occurred have been done at the expense of the property owners. How can the Town justify asking us to pay for improvements to the infrastructure out here when our tax dollars were used to improve the infrastructure downtown? This is similar to the Town raising the sign permit to \$500.00 when I paid \$10.00 in 1993 without having to pay for a structural engineer design.

Following are some alternative suggestions to consider instead of the proposed loop.

First, bring back the summer police to help control the traffic flow and keep pedestrians from interfering with it.

Second, use some of the 14 million dollars to build underpasses or overpasses for the pedestrians to use instead of the crosswalks. I have walked through many big and small towns in Europe that have either an under and overpass to keep pedestrians from interfering with traffic. Our rehired summer police could help direct our tourists to these passes.

Third, put a third lane for turning out here on West Moraine from Twisted Pines out to Beaver Point. Incorporate a sidewalk in that street improvement for our guests to be able to walk downtown without endangering their lives and interfering with traffic.

Fourth, coordinate the traffic lights from 34/36 out to Beaver Point. Forgive me if it is happening since I can't recognize it.

Fifth, coordinate with the National Park to have its free days from October 15th to May 15th. This is actually when the Town needs more traffic. If free days

are needed during the summer months, use a week day instead of a weekend day.

Sixth, have the Town look at its advertising to the Front Range during the summer months. I am constantly reassuring our real tourists that stay here that the mass of people will go home Sunday night and the Park will return to normal on Monday. This is a point that can best be reiterated by a guest this past weekend. He stated that he had made his reservations in the Park over 3 months ago. He had no clue that it would be a free weekend. He expressed that he was disappointed and did not enjoy his weekend. How often does that negative experience occur with our real guests, which help to persuade them from coming back for another visit?

The Town of Estes Park is totally unique in its history and location and I feel too many people fail to understand that concept. Hasn't our Town lost enough of its Heritage and Traditions without destroying more of it so people can possibly drive through it more quickly? One thing I have learned about our post-modern governments is that they never re-evaluate what is passed to see if it meets its goals or is actually counterproductive. In this situation there will be no turning back the clock when the loop is constructed and destroys more of our Town's uniqueness. Though the loss of a business or a home won't affect those making the decision to proceed with the Loop, it will affect the lives of others drastically.

Mr. Lancaster you are right about the wind, most of us old-timers don't even notice it. I can say the same thing about the traffic. It occurs in other parts of the Town when we have our special events out at the Fair Grounds. Most people as Dave's BBQ sign states should "Be Nice or Leave". In this situation just be nice as you leave.

David K Novic

The Warming House

A-41

Downtown Estes Loop Road Realignment Project

Comment Form

Name _____

Physical Address _____ Mailing Address _____

E-Mail _____

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES ___ NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): close off Elkhorn & make it a Pedestrian Mall similar to Pearl Street in Boulder. Parking Garage will not be utilized the major part of the year

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept: Have police & town owners & employees use parking at Fair Grounds & take shuttle



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Name Karen Randinis

Physical Address 207 Evergreen lane Mailing Address _____

SP, CO

E-Mail Krandinitis@msn.com

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): Something needs to change

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): favorite! Flow of cars!

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): NO!

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): no. where does sidewalk go

Other Concept:



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES ___ NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

I love that this is being talked about.
Traffic is awful.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-43

Downtown Estes Loop Road Realignment Project

Comment Form

Name SANDY Chockla
Physical Address 3145 Fish Creek Rd Mailing Address Same
Estes Park CO 80517
E-Mail schockla@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette

Estes Park News

Press Release

Town Email

Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

#4 **No Action (Existing Conditions):** _____

Something needs to be done to improve things

#2 **Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):** _____

this one is OK since most people probably aren't heading east on elkhorn anyway

#1 **Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):** _____

I like this one best because it doesn't force people eastbound on elkhorn to go out + around to combine on elkhorn

#3 **Concept 2 (All 2-Way, Riverside widened to 4-Lanes):** _____

takes away too much current structures

Other Concept: A parking structure near the Post office is essential for any of the concepts to work. if you reduce the number of parking spacing with the roadways you'll probably make people go around + around looking for parking



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

*you should put a priority on the downtown parking structure
over the parking structure at the visitors center*

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-44

Downtown Estes Loop Road Realignment Project

Comment Form

Name _____

Physical Address _____ Mailing Address _____

E-Mail _____

Do you live in the city limits? ___YES ___NO

Do you live, work, or own a property along the loop alignment? ___YES ___NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___YES ___NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): _____

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): _____

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): _____

Other Concept: _____



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
__YES __NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

*Leave the traffic flow as I S = NO CHANGE
except put a light at the donut house*

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



A-45

Downtown Estes Loop Road Realignment Project

Comment Form

Name Ken Arndt

Physical Address 750 South LN Mailing Address _____

Estes Park 80517

E-Mail deercrestguy@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): Not This One

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): OK Not the Best

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): I Like Concept 2
with pedestrian walkway

Other Concept: _____



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

THANKS Great meeting

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-45

Downtown Estes Loop Road Realignment Project

Comment Form

Name John Ericson

Physical Address _____ Mailing Address _____

E-Mail Jerison @ Estes. OR

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): No

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): No

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): No

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept: Moraine one way - Riverside 4 lanes
(or 2 lanes EB & WB)



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

• Too much detail w/o Overview

• 2003 Study Recommendation not furnished

• Need for Roundabouts

• Future of National Park Transit Center
(P.O. Parking facility)

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
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Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-46

Downtown Estes Loop Road Realignment Project

Comment Form

Name John McGRATH

Physical Address 549 PONDEROSA DRIVE Mailing Address _____

ESTES PARK, CO 80517

E-Mail jjmack333@aol.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

* Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): THIS MAKES THE MOST SENSE AND GIVES THE MOST RELIEF TO TRAFFIC CONGESTION.

ROOM FOR BIKE LANES AND MAYBE WIDENING THE SIDEWALKS ON ELKHORN, TOWN RESIDENTS WOULD QUICKLY GET USED TO IT,

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

PLUS WE KNOW HOW TO GET AROUND THE WHOLE TOWN NOW TO AVOID "TOURIST-CONGESTION." ☺

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

PLEASE, PLEASE, PLEASE DO ALL THAT YOU CAN FOR
PEDESTRIANS AND CYCLISTS. THIS IS A RARE OPPORTUNITY
TO CHANGE THE TRANSPORTATION CULTURE IN ESTES PARK.

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-47

Downtown Estes Loop Road Realignment Project

Comment Form

Name BILL URQUHART

Physical Address 1955 HOMESTEAD LN Mailing Address SAME

E-Mail W.L.URQUHART@GMAIL.COM

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette **Estes Park News** Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): PREFERENCE
MAKE RIVERSIDE THE ROUTE; CONVERT ELKHORN (PART) TO
PEDESTRIAN MALL

Other Concept:



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?

YES NO

If yes, which group(s) interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental/History

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

THE TOWN & RMMP MUST ALSO WORK

TOWN - POLICEMEN AT MAJOR INTERSECTIONS

DURING WEEKEND FESTIVALS & PARK FREE DAYS

ALSO, MUCH BETTER COMMUNICATION RE TRAFFIC/PKG.

PARK - BEEF UP FALL RIVER ENTRANCE

ON 34 BYPASS (A 40 MPH ROAD WITH NO

TRAFFIC LIGHTS.

**You can submit this comment form, or provide input on the
project in the following ways:**

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-48

Downtown Estes Loop Road Realignment Project

Comment Form

Name Brooke Burnham
Physical Address 2175 Carriage Mailing Address same
EP, CO 80517
E-Mail bburnham@visitestespark.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions):

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):
for at least part time ped mall

Other Concept: Pedestrian flow & safety has gotten much worse in the past 9 years - since the "wall cross" for pedestrians & cross walks and since ~~pedestrians~~ the corner cops haven't been as prevalent



Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES ___ NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental/History
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

I think any changes and/or investment need to be part of a longer, longer-term development plan based on clear strategic community goals. This would no doubt include additional, easy-to-access parking as well as speedy, reliable public transport.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-49

Downtown Estes Loop Road Realignment Project

Comment Form

Name _____

Physical Address _____ Mailing Address _____

E-Mail _____

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: husband

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): _____

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): _____

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): _____

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): Preferred option w/ modified intersection at Riverside + Rockwell

Other Concept: Go back to stopping traffic all way for pedestrian crossings. Current system puts people in the street stopping traffic all the time





Downtown Estes Loop Road Realignment Project

Comment Form

Name Cynthia L. Sisson

Physical Address 221 Lott Street Mailing Address 221 Lott Street

Estes Park

E-Mail c2s?pt@yahoo.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: Other Estes Park residents

Were you previously involved with the 2013 planning efforts for this project? YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): } Absolutely needs to be reworked to improve traffic and BICYCLE Accessibility.

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way): I live on Davis Hill and work at hospital. This is awkward - especially on icy road days. There are only 2 roads onto Davis Hill. This eliminates one access ~~to~~ going onto the Hill. Poorly conceived for Davis Hill residents

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way): Also, getting from Davis Hill to Lake Estes by bicycle is currently a nightmare - these 2 suggestions compound the difficulty.

Concept 2 (All 2-Way, Riverside widened to 4-Lanes): I like this option best: maintains access to homes and businesses. Would work with move towards rd pedestrian and bicycle traffic down town. The lights make sense.

Other Concept: Definitely need stop signs / lights at fuel junction of Macassin bypass and moraine. Very Bad intersection



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Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
 YES ___ NO

If yes, which group(s) interest you?

- Resident/Neighborhood Needs
 Economic/Businesses
 Environmental/History
 Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

I am glad that consideration to re-work traffic flow is occurring.

PLEASE Encourage Pedestrian and bicycle traffic - with good roads for bicyclists & pedestrian motorists are safer.

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

Or Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-51

Downtown Estes Loop Road Realignment Project

Comment Form

Name STEVE THORN

Physical Address 731 COLUMBINE DR Mailing Address 731 COLUMBINE AVE DRIVE
ESTES PARK 80517

E-Mail _____

Do you live in the city limits? ___ YES NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting (circle one)?

Estes Park Trail Gazette Estes Park News Press Release Town Email Social Media

Other: _____

Were you previously involved with the 2013 planning efforts for this project? ___ YES NO

Based on the 4 transportation concepts shown today, please indicate your preference and concerns about potential impacts:

No Action (Existing Conditions): NOT GOOD

Concept 1 (Elkhorn/Moraine/Riverside ALL 1-Way):

Concept 1A (Elkhorn: 2-Way, Moraine and Riverside: 1-Way):
HOPE FULLY THIS COULD BE THE BASIS OF A BETTER PLAN

Concept 2 (All 2-Way, Riverside widened to 4-Lanes):
EVEN IF THE PARKING IS ELIMINATED THE TRAFFIC WILL NEGATIVELY IMPACT THE PARK

Other Concept:
PARKING GARAGE ON HWY 36 SIDE OF VISITOR CENTER COULD HOLD MORE VEHICLES & DOWNTOWN LOTS COULD BE MONITORED & A SIGN COULD WARN TRAFFIC "LOTS FULL"



TOWN OF ESTES PARK



COLORADO
Department of
Transportation

Downtown Estes Loop Road Realignment Project

Comment Form

Would you be interested in participating in small group meetings focused on the topic areas listed below?
___ YES ___ NO

If yes, which group(s) interest you?

- ___ Resident/Neighborhood Needs
- ___ Economic/Businesses
- ___ Environmental/History
- ___ Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

What other comments do you have regarding the project?

PEDESTRIAN TRAFFIC NEEDS TO BE MONITORED +
DIRECTED
THERE NO REGARD FOR THE LIGHTS

You can submit this comment form, or provide input on the project in the following ways:

web: www.downtownestesloop.com

email: info@downtownestesloop.com

hotline: 970-480-7045

Mail the form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

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The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517



COLORADO
Department of
Transportation

A-52

Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name TERESA MARIA WIDAWSKI
Physical Address 1740 Windham Dr. Mailing Address Po Box 2128
Estes Park
E-Mail tm@veruscommercial.com

Do you live in the city limits? ___ YES NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting? Email

Have you attended previous meetings on this project? YES ___ NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) _____

Please describe advantages and disadvantages of the alternatives presented:

Option One - I support it!



Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name Amanda Gordon
Physical Address 741 Copper Hill Rd Mailing Address Box 284
Glen Haven CO 80532
E-Mail mandygordon@q.com

Do you live in the city limits? ___ YES NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting? E.P NEWS

Have you attended previous meetings on this project? ___ YES NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) _____

Please describe advantages and disadvantages of the alternatives presented:

While I prefer Alt 6 (4-lane Riverside), I realize
Alt 1 presents the best value w/ minimal
impact. I hate one-way lanes, but I don't
see any other viable options.



Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Other comments on the project:

Have we considered using roundabouts in any of the intersections? Maybe for the 34/36 intersection as well.

Elkhorn/Moraine is too small, but the other intersections are bigger.

If interested in participating in future small group meeting focused on specific topics, please indicate which groups interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

Were your questions about the project answered at the public meeting?

Yes.

Thanks for crunching the numbers on the various options. I can see why the board selected Alt. 1.

Please leave your completed comment form in the drop box located at the exit.

Comments may also be submitted by April 8th via the following methods:

Print and Mail this form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 S. Syracuse Way, Suite 600
Centennial, CO 80111

Or Print and Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517

Or Online at:

www.downtownestesloop.com

**Please visit the project website for updated project information
www.downtownestesloop.com**



COLORADO
Department of
Transportation

Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name Ann Turley
Physical Address 665 Freeland Ct. Mailing Address _____
EP CO 80517
E-Mail aynee8@hotmail.com

Do you live in the city limits? YES ___ NO
Do you live, work, or own a property along the loop alignment? ___ YES NO
How did you hear about this meeting? email, paper, TABS
Have you attended previous meetings on this project? YES ___ NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) make the downtown more shuttle and pedestrian focused - keep parking on the outskirts -

Please describe advantages and disadvantages of the alternatives presented:

The advantage of Alternative 1 - keeps Riverside from being 4 lanes -
least mitigation
new bridges replacements.
don't over park the downtown!



Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Other comments on the project:

I want to commend the town for creating another forum for input regarding the Downtown Estes Loop Road project. This process occurred a few years ago and through that process the town heard that the one way couplet was the preferred choice. It surprises me that it is now, after it was ostensibly decided, that people decided to complain. Where were they when input was being asked for ~~two~~ a couple of years ago.

If interested in participating in future small group meeting focused on specific topics, please indicate which groups interest you?

Resident/Neighborhood Needs

Economic/Businesses

Environmental

Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

Were your questions about the project answered at the public meeting?

Please leave your completed comment form in the drop box located at the exit.

Comments may also be submitted by April 8th via the following methods:

Print and Mail this form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 S. Syracuse Way, Suite 600
Centennial, CO 80111

Or Print and Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517

Or Online at:

www.downtownestesloop.com

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www.downtownestesloop.com**



COLORADO
Department of
Transportation

Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name RICHARD SLAYDON

Physical Address 221 E. RIVERSIDE DR.

Mailing Address PO BOX 1736

ESTES PARK CO 80517

ESTES PARK CO 80517

E-Mail RickeyD66@aol.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting? EMAIL

Have you attended previous meetings on this project? YES NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) GETTING THIS PROJECT PASSED.

Please describe advantages and disadvantages of the alternatives presented:

ALT. 1 IS THE ONLY PLAN WITHIN BUDGET. IT CAN BE EXPANDED IN THE FUTURE. IT IS THE ONLY LOGICAL PLAN.



COLORADO
Department of Transportation

Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Other comments on the project:

I OWN THE PROPERTY AT THE CORNER OF E. RIVERSIDE DR.
AND IVY ST. I WILL HAVE TO MOVE, AND I AM TOTALLY
IN FAVOR OF THIS PROJECT. ESTES PARK NEEDS
THIS BYPASS AND I AM WILLING TO MAKE THE MOVE.

If interested in participating in future small group meeting focused on specific topics, please indicate which groups interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

Were your questions about the project answered at the public meeting?

YES!

Please leave your completed comment form in the drop box located at the exit.

Comments may also be submitted by April 8th via the following methods:

Print and Mail this form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 S. Syracuse Way, Suite 600
Centennial, CO 80111

Or Print and Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517

Or Online at:

www.downtownestesloop.com

**Please visit the project website for updated project information
www.downtownestesloop.com**



Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name Kathy Hickey

Physical Address 254 ~~R~~ East Riverside Mailing Address _____

E-Mail _____

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting? letter in mail

Have you attended previous meetings on this project? YES ___ NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) _____

Please describe advantages and disadvantages of the alternatives presented:

Thank you for all of your hard work. I am grateful for all of the well prepared presentations. I agree that Option 1 is the best option and look forward to your updates. Thank you.



Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name Tom Gastz

Physical Address 2855 Gray Fox Dr Mailing Address →

E-Mail tgastz@yachoo.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting? Paper

Have you attended previous meetings on this project? YES NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) _____

Please describe advantages and disadvantages of the alternatives presented:

- The one-way loop (Att. #1) appears to be the only choice to make a much needed improvement in traffic in town.

- Parking is key; we need funding for a parking structure on Elk Horn. I hope a medium-sized garage can be put in at the proposed theater site off Elk Horn. The theater is a bad idea and the space could serve as parking.



TOWN OF ESTES PARK



COLORADO
Department of
Transportation

Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name Kimberly Campbell

Physical Address _____ Mailing Address _____

E-Mail _____

Do you live in the city limits? ___ YES NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting? _____

Have you attended previous meetings on this project? YES ___ NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) _____

Please describe advantages and disadvantages of the alternatives presented:

4 way lanes on Riverside is not acceptable.
The one way loop is the best alternate.

It will be painful during construction, but we've
got to start somewhere to reduce traffic
and save the charm of downtown Estes Park.



Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name JIM GUNTOR

Physical Address 255 CYTEWORTH RD Mailing Address PO BOX 1903

ESTES PARK ESTES PARK

E-Mail _____

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO INTSRSECT E. RIVERSIDE

How did you hear about this meeting? _____

Have you attended previous meetings on this project? YES ___ NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) _____

Please describe advantages and disadvantages of the alternatives presented:

TRAFFIC FLOW DOWNTOWN IS TERRIBLE + NEEDS FIXED.
I THINK ALTERNATIVE 1 IS GOOD PLAN



Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name Bick Silverman

Physical Address 1459 S So Vrain Ave

Mailing Address _____

EP 80517

E-Mail

flsilver@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting? Media - EP News

Have you attended previous meetings on this project? YES NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) _____

Please describe advantages and disadvantages of the alternatives presented:

You demonstrated there is a serious problem. No alternative is excellent - Alt 3 seems the best choice. I think you did due diligence in considering Alternatives that people submitted. There is no perfect answer. Don't let perfect be enemy of ~~some~~ improvement.



Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name Shane A. Knell

Physical Address 233 E Riverside Dr Mailing Address P.O. Box 4554

Estes Park, CO

E-Mail sknell@estes.org

Do you live in the city limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting? Town email

Have you attended previous meetings on this project? ___ YES NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) Keeping the To of EP home that I live in, intact.

Please describe advantages and disadvantages of the alternatives presented:

Preserve natural area and park on Riverside.



Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Other comments on the project:

My experience indicates that E.P. traffic signals could be better timed and coordinated. All signals (including library pedestrian crossing) should be sequenced for time of day traffic flow through downtown.

Signage could improve existing bypass route utilization of 34-bypass, Mary's Lake Road, Moccasin bypass.

Future traffic projections could be affected by mass transit routes from Boulder, Longmont, Loveland.

If interested in participating in future small group meeting focused on specific topics, please indicate which groups interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

Were your questions about the project answered at the public meeting?

Please leave your completed comment form in the drop box located at the exit.

Comments may also be submitted by April 8th via the following methods:

Print and Mail this form to:

Felsburg Holt & Ullevig
Attention: Estes Project Team
6300 S. Syracuse Way, Suite 600
Centennial, CO 80111

Or Print and Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517

Or Online at:

www.downtownestesloop.com

**Please visit the project website for updated project information
www.downtownestesloop.com**



COLORADO
Department of
Transportation

Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name June Howard
Physical Address 11 Dripping Springs Lane Mailing Address P.O. Box 3273
Drake, CO 80515 Estes Park, CO 80517
E-Mail citygirl@europa.com

Do you live in the city limits? ___ YES NO

Do you live, work, or own a property along the loop alignment? YES ___ NO

How did you hear about this meeting? EP News

Have you attended previous meetings on this project? ___ YES NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) Increase economic impact by increasing parking.

Please describe advantages and disadvantages of the alternatives presented:

1. Increase parking
2. Increase local economics
3. Leave traffic roads unchanged.



COLORADO
Department of
Transportation

Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name DONALD HOLMES
Physical Address 210 2ND ST. Mailing Address (SAME)
EP
E-Mail ~~donald~~ donholmes2017@live.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting? EP Newspaper

Have you attended previous meetings on this project? YES NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) _____

Please describe advantages and disadvantages of the alternatives presented:

I AGREE WITH A PERSON WHO COMMENTED
THAT WE NEED A MASTER PLAN (BY THE
TOWN OF EP) BEFORE WE GO ON WITH
THIS PROJECT. (OUR TOWN Administrator
agreed) [I will sign]



Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name E Gordon Slack

Physical Address 1535 Raven Cir #B

Mailing Address P.O. Box 1227

Estes Park, CO 80517

Estes Park, CO 80517

E-Mail _____

Do you live in the ^{town} ~~city~~ limits? YES ___ NO

Do you live, work, or own a property along the loop alignment? ___ YES NO

How did you hear about this meeting? Newspaper

Have you attended previous meetings on this project? ___ YES NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) _____

Please describe advantages and disadvantages of the alternatives presented:

- 12-month solution to a 3-month problem
- All alternatives simply move the choke point to where both highways narrow to two ~~lanes~~ lanes
- Loop is too disruptive



Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name Michael + Daniela Ringston

Physical Address 2401 LACKSPAR Mailing Address _____

E-Mail EPbighorn@gmail.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting? word of mouth

Have you attended previous meetings on this project? YES NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) _____

Please describe advantages and disadvantages of the alternatives presented:

Alternative!
All alternative's seem to create more conflict. Creates more confusion and destroys what we are - a small town. The loss of parking in each plan build on the problems we already have.



Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Name JEAN RISSMILLER
Physical Address 416 PAWNEE LN Mailing Address PO Box 2192
Estes PARK ESTES PARK
E-Mail jean.rissmiller@smcclothing.com

Do you live in the city limits? YES NO

Do you live, work, or own a property along the loop alignment? YES NO

How did you hear about this meeting? letter, word of mouth

Have you attended previous meetings on this project? YES NO

Please indicate which of the following are most important to you with this project.

- Alleviate Congestion and Delay
- Minimize Impact to Existing Parking
- Minimize Impact to Existing Parks (particularly along Riverside Drive)
- Minimize Downtown Economic Impact
- Accommodation of Bicyclists and Pedestrians
- Minimize Impact to private right-of-way & need for relocations
- Other (please describe) _____

Please describe advantages and disadvantages of the alternatives presented: If we have a voice,

ALT #2 is the BEST way to route traffic, improve traffic access to all the shops on Elk Horn (East and West) especially for shop owners on Elk Horn west of Monaine.

A one way on Monaine GREATLY affects elk horn and Monaine merchants in the mid-late afternoons when visitors exit the Park & come into town to shop. Late afternoon is when MOST SALES are made & having limited flow away from downtown merchants will kill our late afternoon revenue opportunity. NOT TO MENTION the increase in emergency response time!
JUST FIX PARKING AND INCREASE BUS SERVICE INTO THE TOWN AND PARK.



TOWN OF ESTES PARK



COLORADO
Department of
Transportation

Downtown Estes Loop Road Project March 25th Public Meeting

Comment Form

Please Submit by April 8th

Other comments on the project:

*After hearing public comments
I think we should
Kill this Project! Increase
Parking & Increase Bus/Coach
Service into the Park to alleviate
congestion in town.*

If interested in participating in future small group meeting focused on specific topics, please indicate which groups interest you?

- Resident/Neighborhood Needs
- Economic/Businesses
- Environmental
- Multi-Modal Transportation (Auto, Pedestrians, Bicycles, Recreation)

Were your questions about the project answered at the public meeting?

Please leave your completed comment form in the drop box located at the exit.

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Attention: Estes Project Team
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Or Print and Drop off at:

The Town of Estes Park
Public Works Department
170 MacGregor Avenue
Estes Park, CO 80517

Or Online at:

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