Town of Snowmass Village
Community Connectivity Plan

Prepared for:
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FEHR & PEERS

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INTRODUCTION

Snowmass Village is rich in history and heritage and brings many people together including Town residents and visitors from around the world. It has a unique sense of place and scenic beauty where wildlife still prospers and people enjoy the Colorado western lifestyle, skiing, hiking, and many other activities throughout the year.

In 2015, 2017, 2019, and 2021 Snowmass Village Town Council adopted a variety of goals to take the necessary steps to improve the overall connectivity of the community. The Community Connectivity Plan was first developed in 2015/2016 to recommend strategies and projects to improve overall connectivity and safety to key destinations within the Town for people biking, walking, and taking transit. Specifically, the Community Connectivity Plan initially identified projects relating to: crossings of Brush Creek Road, connectivity-related trails and walkways, transit, the Sky Cab (Skittles), parking and traffic calming. While these projects remain important, over time it has become clear that creatively and effectively connecting the three commercial nodes of the Snowmass Center, the Base Village, and the Snowmass Mall has become the top priority of the remaining projects.

ASSETS, OPPORTUNITIES AND CHALLENGES

Snowmass Village benefits from laudable shuttle and transit systems consisting of the local Village Shuttle service and the regional Roaring Fork Transit Authority (RFTA), which connects residents to nearby Aspen and as far away as Denver with the newly offered *Bustang*. The Village Shuttle has 8 different routes plus an on-call-service that connects neighborhoods and commercial nodes within the Village, reduces vehicle trips, allows for consolidated parking locations, and eliminates the need for providing excessive parking throughout the Village. With two great transit assets covering the vast majority of the travel distance for residents, the first and last mile of travel needs to become a focal point of opportunity for connectivity in Snowmass Village. The "first and last mile" concept explains the importance of connecting cyclists and pedestrians to the transit stops or final destination in a safe, expedient, and convenient manner. The first and last miles of connectivity are crucial elements of a multi-modal transportation option to make it a viable alternative to the automobile. The Town will continue to work with RFTA and other partners on first and last mile initiatives such as We-Cycle and other innovative solutions.

Snowmass Village is a mountain town in the truest sense of the word. Built on the side of a mountain, topography is a challenge. For this reason, accessible routes aren't always possible, but ADA design guidelines should be followed for connection routes whenever feasibly possible. A pedestrian or cyclist could experience an elevation gain of 1,400 feet in only 4 miles of travel within Town limits. With that in

mind, pedestrians and cyclists need all the help they can get! Some ideas to be explored further for pedestrian and cyclist connections not only include on-grade solutions, but also various options above and below grade, all of which should be appropriately designed to fit within the context of our unique, natural environment for use in multiple seasons. In addition, the opportunity to provide public art in key places will make the first and last mile more interesting for users. Alternative options should be explored to enhance the bicyclists and pedestrian experience so that more users decide to choose multi-modal routes. Further, new technologies such as electric bicycles will make many areas within the Town accessible by more people without a vehicle.

Comfortable transit shelters made of natural materials exist in locations such as the intersection of Sinclair and Brush Creek roads. These shelters should be the norm for all transit stops in the Village and be the inspiration for finding context-based design solutions for sidewalks, crosswalks, bike racks, bike lanes and other connectivity solutions. Context-based design solutions result in connectivity features that reflect the unique, natural character of Snowmass Village. Appropriately designed connections should provide safe passage for pedestrians and bicyclists to neighborhoods, commercial nodes and transit shelters throughout town in order to complete the desired multi-modal transportation options.

The "complete streets" transportation policy can guide a context-based street design approach that enables safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. The more connection options we provide with trails, paths, walks, transit, cables, and bridges the more we lessen the need for the auto and the demand for parking to preserve our natural environment for better uses. Further study should be employed to develop appropriately designed on-grade and above-grade bicyclist and pedestrian connections from neighborhoods and commercial nodes to transit shelters, from neighborhoods to commercial nodes, from neighborhoods to neighborhoods and from commercial node to commercial node.

COMMUNITY ENGAGEMENT

Community engagement was done throughout the Community Connectivity Plan's development process in 2015/2016. Initial community engagement sought to understand existing issues and opportunities and to vet candidate solutions. In some cases, Community Connectivity Plan community engagement was done in conjunction with similar efforts for the Parks, Open Space, Trails and Recreation (POSTR) plan. Specifically, community engagement for the Community Connectivity Plan included:

- Meetings to understand existing issues and opportunities for connectivity in Snowmass Village:
    - Stakeholder meetings on October 5, 2015, with a variety of groups including representatives from transit agencies, public utilities, homeowners associations, Aspen Ski

Company, recreational users, people with disabilities, employee housing, merchants, lodging owners/managers and families.
    - A public open house on October 6, 2015. Over 60 people attended, primarily residents of Snowmass Village or other communities in the Roaring Fork Valley.
    - Web-based engagement including an online survey and wiki map. Seventy-two online surveys were completed: approximately 60 percent by residents and 40 percent by visitors. 670 wiki map comments were submitted.
- A public open house on January 27, 2016. Over 30 people attended, primarily residents of Snowmass Village or other communities in the Roaring Fork Valley. The purpose of this open house was to vet candidate solutions.
- A Steering Committee, consisting primarily of Snowmass Village residents, was formed and engaged multiple times through the plan's development process.
- The Snowmass Village Planning Commission held three meetings discussing the CCP and making recommendations to the Town Council.
- Multiple presentations to Town Council have taken place

Appendix A includes a raw summary of feedback received through the community engagement process.

2021 PLAN REINVIGORATION

In February of 2021, the Town Council adopted a new Council Goal Statement. The Goal Statement specifically states:

Safety, Connectivity, and Transit

Maintaining a safe multi-modal transportation network is critical; this includes efforts to establish respectful and safe utilization of our multi-use trail system by all of those that enjoy it. The Town Council commits to adopting a Community Connectivity Plan that focuses on making the community physically connected for both commuters and recreational users; especially between the Mall, Base Village, and the Center and along the Highline, Owl Creek and Brush Creek corridors. The identified solutions need to be intuitive, creative, and efficient and should include opportunities such as art walks and alpine gardens. Knowing that the effective integration of the Village Shuttle is integral to multi-modal solutions, the Council is committed to developing a high-quality Transit Station at the Mall.

With this goal formally adopted, the 2016 CCP, which was never formally adopted, was reintroduced, reviewed and updated to meet this Council goal.

PLAN ORGANIZATION

This plan begins with a vision for community connectivity then is organized according to the types of recommendations developed:

- Brush Creek Road pedestrian crossings
- Trails and walkways
- Transit
- Sky Cab Gondola
- Parking
- Traffic calming

Each section includes a summary of the public input received (largely in 2015/2016), technical assessments of candidate solutions, recommendations, recommendation prioritization and action plans. The following section describes the process used to prioritize recommended solutions.

VISION & GOALS

VISION

Snowmass Village will create a year-round, safe, complete and well-connected transportation network of walkways, bikeways, trails and public transportation for residents, visitors and the workforce to utilize. The complete transportation network will promote a walkable community and improve access to key destinations by ensuring that safe and convenient connections can be made between various nodes and destinations. The network will be used to increase year-round mobility for pedestrians, contributing to a high quality of life for residents and a great visitor experience.

GOALS

The Town will know it has achieved its Vision when several goals are met. Goals are the end conditions towards which the Town will strive. Together with the goals and next steps identified in the Town's Comprehensive Plan the community can achieve this vision.

Goal 1: People of all ages and fitness levels feel safe utilizing walkways, bikeways, and trails that intuitively connect residential areas to key destinations including Town Park Station, the Recreation Center, Snowmass Center, Base Village, the Mall, transit stops or stations, and other destinations.

Goal 2: Walkways, bikeways and trails will provide year-round travel.

Goal 3: Pedestrian Crossings of Town roadways are safe and comfortable, including Brush Creek Road, Owl Creek Road and Highline Road.

Goal 4: A transit system that is convenient for accessing primary Town destinations and that is intuitive to both residents and visitors.

Goal 5: That the Snowmass Center, Base Village and the Snowmass Mall be connected via infrastructure such as the Sky Cab Gondola (Skittles), Benedict Trail, elevators, escalators, and other walkways that are convenient and intuitive and that contribute positively to a great visitor experience and economic vitality. This physical connection extending between the new Mall Regional Transit Center and the Post Office will function as the unique, fun "Main Street" or "Promenade" of the Village. This funky Main Street/ Promenade will be a public place for strolling with commercial activity, open spaces and other amenities that will make the connections between the nodes an enticing, intuitive walk.

Goal 6: Now that the Snowmass Center and Base Village have had their connection improved via on-grade crossings, exploring the feasibility of additional connection opportunities, such as gondola, pedestrian bridge, exterior escalator/ elevator, staircase, or other conveyance needs to be **the top priority**.

Goal 7: A parking system that contributes to the Town's economic vitality in a way that is convenient and intuitive while respecting the natural environment and promoting alternative forms of transportation.

Goal 8: Adequate investment in infrastructure is made to construct and maintain a walkway, bikeway, and trail system.

Goal 9: Evaluate projects to ensure that costs are appropriate for the benefits derived and that projects will deliver value commensurate to the capital investment.

Goal 10: When undertaking a design of improvements identified in the plan, the projects need to reflect the natural character of the Village to the greatest extent possible.

Goal 11: Context-based design solutions provide safe and dignified pedestrian and bicyclist connections which lessen the demand for auto travel and parking need, thus preserving the natural environment.

Goal 12: Implement the Brush Creek Park (Trail) project outlined in the 2016 POSTR Plan. The project would include a trail and stream restoration along Brush Creek from the Snowmass Mall to the Mayfly Trail and eventually to Town Park.

Goal 13: Consider systems and infrastructure that can accommodate new technologies such as scooters, e-bikes, bike share, and other transportation innovations.

PROJECT PRIORITIZATION

Individual projects for Brush Creek Road pedestrian crossings and trail/walkways were prioritized according to their benefit to the Snowmass Village community. Safety, access to key destinations, and reach of impact were determined to be valuable criteria for measuring projects' benefit. These criteria were determined based on professional planning and engineering judgement to reflect Town Council's goal for community connectivity. The community engagement process was used to verify these criteria's nexus to community values.

SAFETY

Safety accounts for vulnerable users' exposure to areas of safety concern, the likelihood of a serious injury or fatality in the event of a collision, built environment deficiencies and the known or perceived frequency of events. **Appendix B** includes an expanded analysis of Brush Creek Road pedestrian crossings and trails/walkways; the following sections present a summary of this analysis. Criteria ratings are:

High- project is expected to improve safety a high amount.

Medium- project is expected to improve safety a moderate amount.

Low- project is expected to improve safety a minimal amount.

ACCESS TO PRIMARY NODES

As identified through Town Council's goals and community engagement, primary nodes in Snowmass Village for both residents and visitors include Town Park Station/Snowmass Village Recreation Center, Snowmass Center, Snowmass Base Village and Snowmass Village Mall. A half mile is generally considered to be a reasonable walkshed to such destinations in similar rural/suburban towns. Criteria ratings are:

High- project is within ½ mile of two or more primary nodes.

Medium- project is within ½ mile of one primary node.

Low- project is not within ½ mile of a primary node.

REACH OF IMPACT

Reach of impact accounts for the number of residents and visitors likely to be affected by a particular project. It accounts for whether a project serves either residents or visitors (or both) and whether a project is part

of the core transportation system in Snowmass Village, including Brush Creek Road, Owl Creek Road and Highline Road. Criteria ratings are:

High- project serves both resident and visitor populations and is part of the core transportation system.

Medium- project will only serve either resident populations or visitor populations and is part of the core transportation system.

Low- project will only serve either resident populations or visitor populations and is not part of the core transportation system.

RECOMMENDED PROJECTS

A NOTE REGARDING THE 2021 UPDATE

Most of these recommended projects were first reviewed and recommended in 2015/2016. Several of these locations have had initial improvements made and some of the projects have been completed. Appropriate notes have been made in italics next to each project to clarify the current status. The designs as shown are simply initial concepts and are not to be considered to be approved by the Town Council. Rather the designs should be considered illustrative of potential solutions.

BRUSH CREEK ROAD PEDESTRIAN CROSSING RECOMMENDATIONS

Brush Creek Road is the primary roadway into and out of Snowmass Village. Uncontrolled marked crosswalks across Brush Creek Road exist at the following locations:

- Just west of the intersection with Highline Road
- At Town Park Station (Clubhouse Drive)
- Sinclair Road
- Upper Kearns Road/Wood Road
- Just west of Hawk Ridge Lane

Community engagement identified potential concerns at some existing uncontrolled marked crosswalks. Additionally, community engagement identified two potential new locations for uncontrolled marked crosswalks: Owl Creek Road and Faraway Road.

In general, marked crosswalks with appropriate enhancement devices are appropriate when sufficient pedestrian crossing demand exists. Commonly applied rules-of-thumb are 20 pedestrians per hour based on FHWA's *Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations* or when the crossing serves a trail. Other important criteria for determining when to mark a crosswalk include sufficient sight distance for drivers and pedestrians to see each other when there are no other controlled or enhanced crossings nearby.

Pedestrian counts were not collected at all crossing locations as a part of the Community Connectivity Plan. For planning purposes, pedestrian crossing demand was estimated based on feedback from the public, stakeholders and Town staff. As the Town moves forward with implementation of recommendations, it may be appropriate to conduct pedestrian counts.

Based on a preliminary review of existing Brush Creek Road crossings, the following locations were dismissed from further study:

- Just west of Hawk Ridge Lane – According to feedback from the public, stakeholders and Town staff, sufficient pedestrian crossing demand does not exist at this location. This location is not on a clear pedestrian desire line. Instead of a crosswalk, the need identified through the community engagement process was for a walkway along Brush Creek Road between the bus stop on the north side of Brush Creek Road west of Hawk Ridge Lane and the trail that connects to employee housing south of Brush Creek Road. The Town should pursue such a walkway and then determine if sufficient pedestrian crossing demand exists for a marked crosswalk. If demand is not sufficient for the marked crosswalk it may be appropriate to remove the marked crosswalk.
- Upper Kearns Road/Wood Road – This location was very commonly cited by the public as an area of pedestrian crossing concern. A roundabout has been constructed at this location in 2016 to address traffic congestion and pedestrian crossing concerns. (completed)

Recommendations were developed to address design deficiencies and safety concerns at the remaining locations. In general, based on the traffic volumes (Average Daily Traffic), speed limit or 85th percentile speeds, crossing distance and sight distance, research from FHWA's *Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations* indicates that these locations are candidates for marked crosswalks alone. However, given the low level of yield compliance observed in the community, the large number of visitors to Snowmass Village who may be unfamiliar with the roadway network and the high level of concern identified by members of the community, Rectangular Rapid Flashing Beacons (RRFBs) are recommended at several locations. RRFBs should be accompanied by continental markings and W11-2 signs with W16-7p placards.

Continental markings

W11-2 sign and W16-7p placard

Appendix B includes an expanded analysis of remaining Brush Creek Road pedestrian crossings. A summary of that analysis along with recommendations at each location is provided below.

TOWN PARK STATION/CLUBHOUSE DRIVE

This location is an existing marked crosswalk that serves Town Park Station, the bus stop on the south side of Brush Creek Road and Clubhouse Drive. According to feedback from the public, stakeholders and Town staff, pedestrian volume is high, and pedestrians are typically observed crossing to the west of the existing marked crosswalk. **Figure 1** shows the recommended long-term design concept for Town Park Station/Clubhouse Drive, which includes relocating the crosswalk, enhancing the crosswalk with continental markings, signage, RRFBs and street lighting, and connecting the new crosswalk to Town Park Station with a new walkway. *This improvement has been completed.*

SINCLAIR ROAD

This location is an existing marked crosswalk that connects the bus stop south of Brush Creek Road to Sinclair Road. According to feedback from the public, stakeholders and Town staff, pedestrian demand is approximately 20 pedestrians per hour. The marked crosswalk at this location is located at the top of a vertical curve. Pavement markings at this location cannot be seen from an appropriate stopping sight distance of 250 feet; however, a pedestrian can be seen from such a distance. **Figure 2** shows the recommended long-term design concept for Sinclair Road, which includes enhancing the crosswalk with continental markings, signage, RRFBs, street lighting, a raised median and a curb extension on the north side of the intersection. The signage and RRFBs will be visible from the appropriate stopping sight distance of 250 feet. *A RRFB has been installed at this location.*

Another potential long-term option at this location would be to remove the vertical curve. The Town may wish to consider this with future maintenance or construction projects on Brush Creek Road; however, this may also introduce steep, uninterrupted grades in this portion of Brush Creek Road.

OWL CREEK ROAD

This location has been improved by installing a marked crosswalk with associated signage; connects bus stops on either side of Brush Creek Road. According to counts from December 28, 2012, pedestrian demand is less than 20 pedestrians per hour. However, feedback from the public, stakeholders and Town staff indicated that this crossing is on an existing desire line between the two bus stops and connects key trip generators and attractors such as multifamily housing and Anderson Ranch Arts Center. Traffic volumes on Brush Creek Road are approximately 9,000 vehicles per day north of Owl Creek Road and approximately 11,000 vehicles per day south of Owl Creek Road. The Town is considering a roundabout at this location to improve safety, reduce traffic congestion and improve pedestrian crossings (shown in **Figure 3**) Until a final design determination is made on a roundabout at Owl Creek Road the Town will consider moving forward

with certain elements of the alternative long-term design concept; however, the Town should strive to minimize potential throw-away costs until a final determination is made. *A RRFB has been installed on Brush Creek Rd. at this location. In addition, two RRBF's were installed on Owl Creek near Gambel Way and one additional RRBF was installed near Fairway Drive.*

FARAWAY ROAD

This location is not an existing marked crosswalk; however, the crossing connects the bus stop north of Brush Creek Road to Faraway Road. According to feedback from the public, stakeholders and Town staff, pedestrian demand is approximately 20 pedestrians per hour. Traffic volumes are higher at this location than other locations east of Owl Creek Road (approximately 11,000 vehicles per day versus 9,000 vehicles per day). **Figure 5** shows a potential long-term design concept for Faraway Road, which includes installing a crosswalk with continental markings, signage, RRFBs, street lighting, a raised median and a channelized right-turn island on the intersection's southwest corner. *A RRFB has been installed at this location.*

Figure 1: Proposed Intersection Improvement: Brush Creek Road/Clubhouse Drive

Figure 2: Proposed Intersection Improvement: Brush Creek Road/Sinclair Road

Figure 3: Proposed Intersection Improvement: Brush Creek Road/Owl Creek

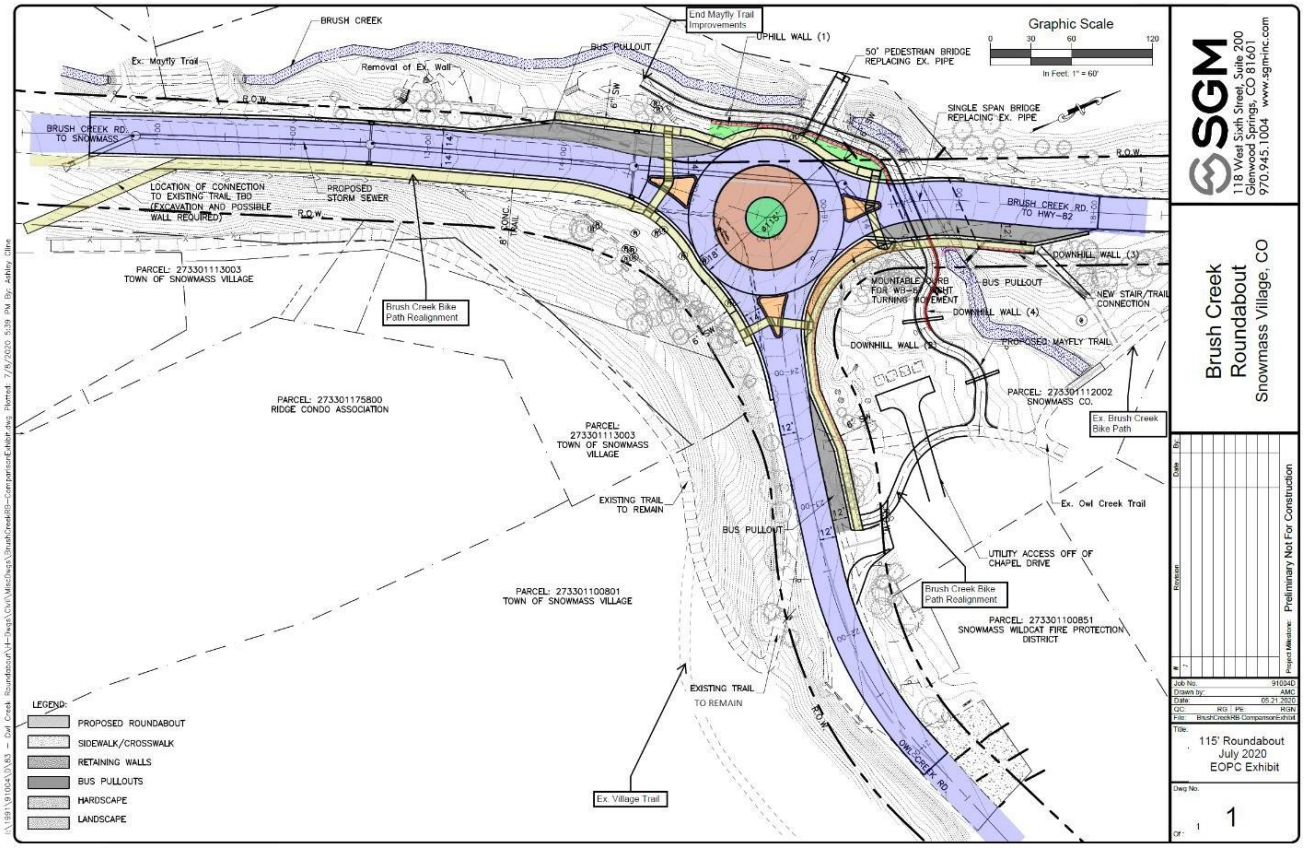


Figure 4: Proposed Intersection Improvement: Brush Creek Road/Owl Creek (Interim Design Alternative)

Figure 5: Proposed Intersection Improvement: Brush Creek Road/Faraway Road

COMMUNITY FEEDBACK

Community support was generally high for each of these proposed improvements. Participants at the January 27, 2016, Open House were asked specifically whether or not they supported RRFBs, decorative street lighting and sidewalks in the area of the proposed crossing improvements. Participants overwhelmingly supported the RRFBs and sidewalks. Many participants noted concerns regarding street lighting and light pollution so appropriate light fixture selection will be important to ensure that street lighting does not take away from Snowmass Village's dark skies.

PROJECT PRIORITIZATION & ACTION PLAN

Table 1 shows a prioritization assessment for the remaining crossings based on the criteria defined previously.

TABLE 1 – BRUSH CREEK ROAD CROSSING PRIORITIZATION ASSESSMENT

Crossing Location	Prioritization Criteria		
	Safety	Access to Primary Nodes	Reach of Impact
West of Highline Road	Medium	Low	Medium
Town Park Station/Clubhouse Drive	High	Medium	High
Sinclair Road	High	Low	Medium
Owl Creek Road	Medium	Medium	High
Faraway Road	Medium	High	Medium

Source: Fehr & Peers.

Improvements to Town Park Station/Clubhouse Drive and Sinclair Road have a high effect on safety given that they are already existing marked crosswalks (during occurrences of higher traffic volumes, safety issues can arise at marked crosswalks that do not feature appropriate enhancement devices): Town Park Station/Clubhouse Drive is reported to have high pedestrian crossing volumes, and Sinclair Road's visibility is problematic given its presence on a vertical curve. Because they have the greatest effect on safety, these two projects should be the highest priority Brush Creek Road crossing projects for the Town. Owl Creek Road and Faraway Road are nearly as high in priority given the indicated safety concerns amongst the public, stakeholders and Town staff. The location west of Highline Road is lower in priority given that the public, stakeholders and Town staff did not indicate safety concerns at this location and indicated that

pedestrian volume is low. Projects at these three locations should follow improvements to Town Park Station/Clubhouse Drive and Sinclair Road.

ACTION PLAN

Over time, the Town should strive to implement the recommendations at each of these crossings; however, these recommendations are long-term design concepts, and their cost is high: 2015 cost estimates can be found in the appendix.

As the cost of long-term design concepts is high, the Town should first implement components of each crossing that are the most important and essential to increasing safety without causing significant throwaway costs as the long-term design concepts are implemented. To minimize throwaway costs, curbs, sidewalks, light fixtures and RRFBs should be placed in their ultimate locations as determined through refined design of the long-term design concepts. This phasing will allow for improvements to be made at all four locations in the short term with less funding. The most important safety components include: RRFBs, crosswalk markings, raised medians and street lighting.

TRAIL AND WALKWAY RECOMMENDATIONS

Snowmass Village's roadways were built through natural features, some with environmentally sensitive areas or through severe grades. The majority of Snowmass Village's roadways did not incorporate on-street trails or walkways. As a result, visitors and residents continually find it challenging to navigate the roadway system on foot. The Brush Creek Trail is a wonderful trail that provides good access to many key destinations in Town throughout the year. However, the Brush Creek Trail has disjointed areas and many people who visit Snowmass Village do not understand the trail system well enough to feel comfortable walking it to/from various destinations. Many people, both residents and visitors, walk along the roadways which can be uncomfortable and potentially unsafe.

Fifteen trail and walkway projects are recommended based on an analysis of key destinations and existing walkways, community feedback received throughout the Community Connectivity Plan's outreach, and Town staff engagement.

The remaining locations are recommended for the following reasons:

- Trail #1 along Fanny Hill from Snowmass Village Mall to top of Village. *(Discovery Trail completed) Walkway* #7 along Upper Kearns Road from Snowmass Center to Base Village Plaza. A walkway was completed on the west side of Kearns Rd. The east side is to be completed with the Snowmass Center project. The vertical connection from Wood Road/ Carriage Way to the plaza still needs to be improved.
- Trail #2 across the ski slope from Snowmass Village Mall to Tom Blake Trail to connect Snowmass Village Mall more directly to residences on Wood Road (summer only).
- Walkway #3 along Brush Creek Road from Snowmass Village Mall to Divide Road to provide a walkway to employee housing at Mountain View.
- Walkway #4 (Staircase #13), a shortcut across Brush Creek from Mountain View to Snowmass Village Mall to provide a more direct walkway to employee housing at Mountain View than Walkway #3. This includes a connection between Brush Creek Road and Brush Creek Lane to replace the existing railroad tie staircase
- Trail #5 underneath the existing Sky Cab Gondola from Base Village to Snowmass Village Mall to facilitate pedestrian travel between the two destinations when the Sky Cab Gondola is not running, when lines for the Sky Cab Gondola are long or when people prefer to walk (summer only). Further consideration should also be given to more effectively utilizing the existing Benedict Trail to improve this connection.
- Walkway #6 along Brush Creek Road from Upper Kearns Road to Divide Road to connect Snowmass Center to employee housing at Mountain View.

- Walkway #8 along Brush Creek Road from Faraway Road to Upper Kearns Road to connect residential areas off of Faraway Road to Snowmass Center and Base Village.
- Walkway #9 along Owl Creek Road and Brush Creek Road from the fire station to Faraway Road to provide a walkway to Anderson Ranch, including the chapel, and to eventually connect to Snowmass Center in conjunction with Walkway #8.
- Walkway #10 along Highline Road between Owl Creek Road and Brush Creek Road to complete the Brush Creek Road-Owl Creek Road-Highline Road loop for pedestrians. The existing soft surface East Brush Creek trail alignment should also be considered to improve this segment.
- Walkway #11, a connection between Town Park Station and the Brush Creek Road undercrossing to improve connectivity for transit passengers to the undercrossing.
- Staircase #12, a connection between Brush Creek Road and the north side of the pedestrian Wood Bridge (near Wood Bridge Condominiums).
- #14 Staircase/ Elevator / Escalator/ and other options - An exterior vertical connection between the One Snowmass parking lot (Lot 7) and the Base Village Plaza in a similar location as the second SkyCab was considered.
- Walkway #15 – an enhancement to the existing Benedict Trail, connecting Daly Lane and Snowmass mall area

Figures 6 and 7 show the locations of recommended trail and walkway projects.

Figure 6: Proposed Trails and Walkways

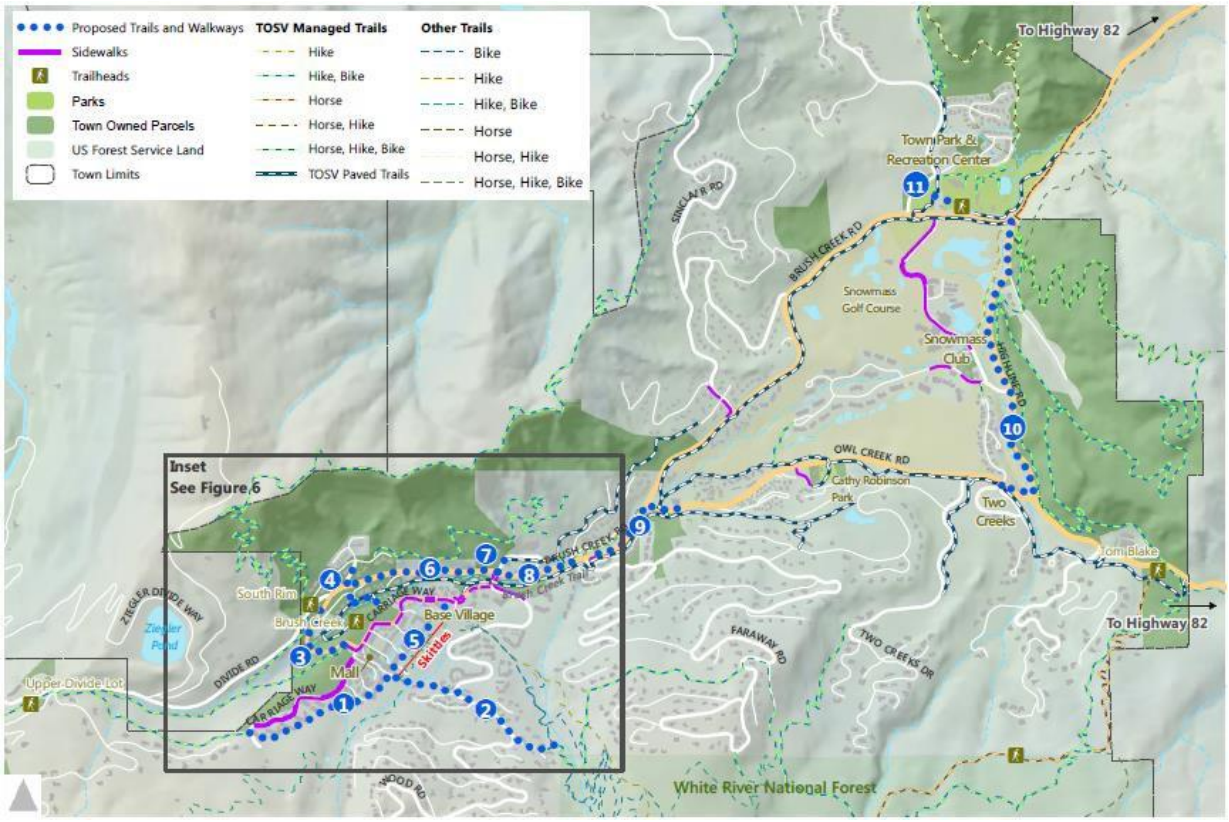


Figure 7: Proposed Trails and Walkways (Inset)

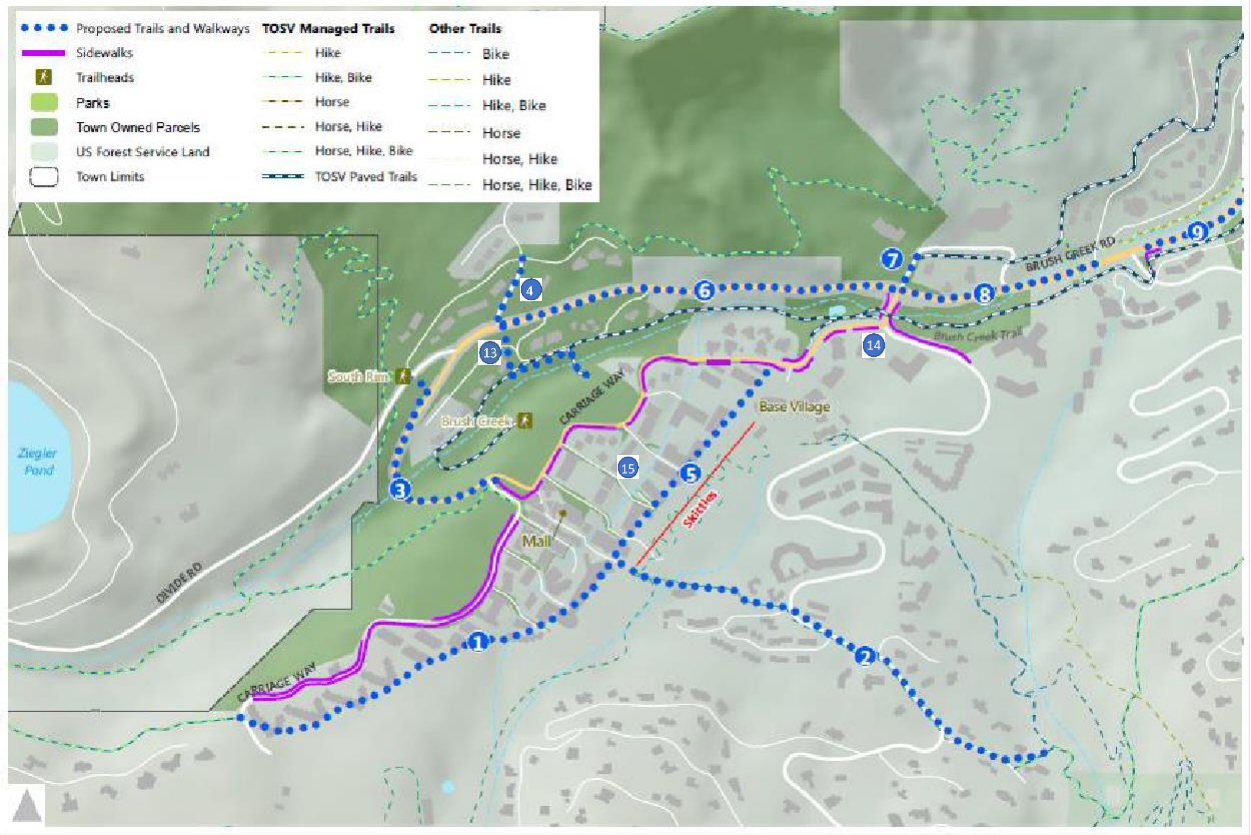


Table 2 shows the proposed material type and side of roadway (where applicable) for the recommended trails and walkways.

TABLE 2 – TRAILS/WALKWAYS AND PROPOSED MATERIAL TYPE

	Trail/Walkway Location	Material Type	Side of Roadway
2	Across Slopeside from Snowmass Village Mall to Tom Blake Trail	Detached, natural surface trail; portions boardwalk over wetlands; summer only	N/A
3	Along Brush Creek Road from Snowmass Village Mall to Divide Road	Attached, hard surface[1]	South/west
4	Shortcut across Brush Creek from Mountain View to Snowmass Village Mall	Detached, hard surface[2]	N/A
5	Underneath the existing Sky Cab Gondola Base Village to Snowmass Village Mall	Detached, natural surface trail; summer only	N/A
6	Along Brush Creek Road from Upper Kearns Road to Divide Road	Attached, hard surface[1]	TBD based on further feasibility assessment
8	Along Brush Creek Road from Faraway Road to Upper Kearns Road	Attached, hard surface[1]	North
9	Along Owl Creek Road and Brush Creek Road from fire station to Faraway Road	Attached, hard surface[1]	Brush Creek Road – north Owl Creek Road – north
10	Along Highline Road between Owl Creek Road and Brush Creek Road	Attached, hard surface[1]	West
11	Connection between Town Park Station and Brush Creek Road undercrossing	Detached, hard surface[2]	N/A

Notes:

1) Attached, hard surface walkways will generally be concrete sidewalks. Depending upon location, sidewalks will be separated from travel lanes by vertical curb and gutter, valley gutter, retaining walls and/or guard rail. Sidewalks also may require retaining walls adjacent to steep slopes.
2) Detached, hard surface walkways will generally be concrete sidewalks separated from travel lanes by natural landscaping. Depending upon location, retaining walls may be necessary where steep slopes exist.

Source: Fehr & Peers.

COMMUNITY FEEDBACK

Community feedback on walkway types such as attached, hard surface walkways (sidewalks) was generally positive with the majority of community outreach participants supporting concrete trails and sidewalks in Snowmass Village. Participants at the January 27, 2016, Open House, which included residents, merchants and other Town stakeholders, were asked specifically whether or not they supported sidewalks and most supported sidewalk installation at high-priority locations in Snowmass Village.

PROJECT PRIORITIZATION & ACTION PLAN

Prioritization of projects in a Master Plan such as this is a difficult chore at best. The prioritization below is based on safety, access to key destinations and ease of use. Of course, the Town Council will have the final say as to which project(s) will be undertaken. It is expected that a review of these projects, as part of the annual budget process, will determine which projects should go to design and then which projects should be implemented. Suffice it to say, in all cases, the sitting Town Council will ultimately determine the prioritization.

Table 3 shows a prioritization assessment for each of the trails and walkways based on the criteria defined previously.

TABLE 3 – TRAIL/WALKWAY PRIORITIZATION ASSESSMENT

	Trail/Walkway Location	Prioritization Criteria		
		Safety	Access to Key Destinations	Ease of Use
2	Across Slopeside from Snowmass Village Mall to Tom Blake Trail	Low	High	Low
3	Along Brush Creek Road from Snowmass Village Mall to Divide Road	Medium	High	Medium
4	Shortcut across Brush Creek from Mountain View to Snowmass Village Mall	Medium	High	Low
5	Underneath the existing Sky Cab Gondola Base Village to Snowmass Village Mall	Low	High	Low
6	Along Brush Creek Road from Upper Kearns Road to Mountain View	Medium	High	Medium

8	Along Brush Creek Road from Faraway Road to Upper Kearns Road	High	High	High
9	Along Owl Creek Road and Brush Creek Road from fire station to Faraway Road	High	High	High
10	Along Highline Road between Owl Creek Road and Brush Creek Road	Medium	Medium	Medium
11	Connection between Town Park Station and Brush Creek Road undercrossing	Low	Medium	Medium

Source: Fehr & Peers, 2016.

Walkways #8 and #9 are likely the highest priority for the town as each of their prioritization criteria rates as high. After these two walkways, several projects meet all of the criteria at least a medium level: trail/walkway #3, #6 and #10. These three walkways form a second priority tier, along with Walkway #4 which meets the safety prioritization criteria at a medium level. The remaining trails/walkways, #2, #5 and #11 form the lowest priority tier for the Town.

An action plan for implementation of trail/walkway projects is:

First Tier:

- Walkway #8 along Brush Creek Road from Faraway Road to Upper Kearns Road. This project is estimated to cost approximately $344,100.
- Walkway #9 along Owl Creek Road and Brush Creek Road from the fire station to Faraway Road. This project is estimated to cost approximately $397,000.
- Walkway #3 along Brush Creek Road from Snowmass Village Mall to Divide Road. This project is estimated to cost approximately $328,100.
- Walkway #4, a shortcut across Brush Creek from Mountain View to Snowmass Village Mall. This project is estimated to cost approximately $297,000.
- Walkway #6 along Brush Creek Road from Upper Kearns Road to Mountain View. This project is estimated to cost approximately $561,500
- Walkway #10 along Highline Road between Owl Creek Road and Brush Creek Road. This project is estimated to cost approximately $854,400.

Figures 8-11 show more detail regarding what many of these proposed trails and walkways could look like.

Second Tier - the remaining projects that have a low priority but still merit construction based on the benefits that they provide (in no particular order):

- Trail #2 across Slopeside from Snowmass Village Mall to Tom Blake trail. This project is estimated to cost approximately $120,800.
- Trail #5 underneath the existing Sky Cab Gondola from Base Village to Snowmass Village Mall. This project is estimated to cost approximately $75,400.
- Walkway #11, a connection between Town Park Station and Brush Creek Road undercrossing. This project is estimated to cost approximately $45,400.

IMPLEMENTATION & MAINTENANCE CONSIDERATIONS

New trail and walkway construction should respect the history and enhance the sense of place of Snowmass Village keeping the rural character through sustainable solutions. Natural surface trails can be used in areas that cross steep terrain where hiking or mountain biking are the primary focus. Crusher fines trails can be used in areas where steep grades do not cause erosion. Benches, boulders, and native plants should be used in some areas adjacent to trails or walkways for aesthetics, buffers, seating and rest and integration into the natural surroundings.

Hard surface walkways can be constructed of asphalt, but concrete is recommended for accessibility, durability and longevity. The majority of the hard surface walkways proposed along Brush Creek Road and Highline Road will require retaining walls due to grades and potential disturbance to adjacent wetland areas. Careful planning and design must minimize the impacts to natural systems and match the character of the community to the extent possible. Safety fencing will be needed in areas where the walls exceed 30 inches in height and other areas where the walkway may be elevated above steep grades below. Guard rails between traffic lanes and trails/sidewalks will help with the safety of vehicles and pedestrians. The Town has implemented many great design and character elements over time and in recent years. The Siloam stone walls that have been constructed in some new areas of Town, such as on the towers on the Wood Road bridge over Brush Creek, are proposed to be matched with the additional stone walls. Guard rail and safety fencing must meet required standards and must be designed with a rustic rural mountain character that fits with the overall aesthetics of Snowmass Village. Guard rails and other walls may require special winter maintenance practices to ensure that snow can be cleared from the road. Proper design will be necessary to mitigate freeze-thaw damage. Figures 8-11 are provided for illustrative purposes only.

New, hard surface walkways should be cleared of snow in the wintertime to ensure year-round function. Existing hard surface walkways that primarily serve a transportation function should be cleared of snow in

the wintertime until year-round parallel walkways are constructed. **Figure 12** shows paved trails that are currently plowed or groomed (for Nordic skiing) in the winter as well as the proposed trails that are currently groomed but should be plowed to serve a transportation function. Proposed plowed trails are either primary or secondary. On primary trails, plowing is currently essential to safe transportation function. Once primary trails are plowed, continuing to or groom secondary trails provides little value so they will likely be more well-used if plowed. As the Town constructs the walkways recommended by this plan, it may be reasonable to revert to the Town's current winter maintenance practices.

Figure 8: Walkway #3 Concept

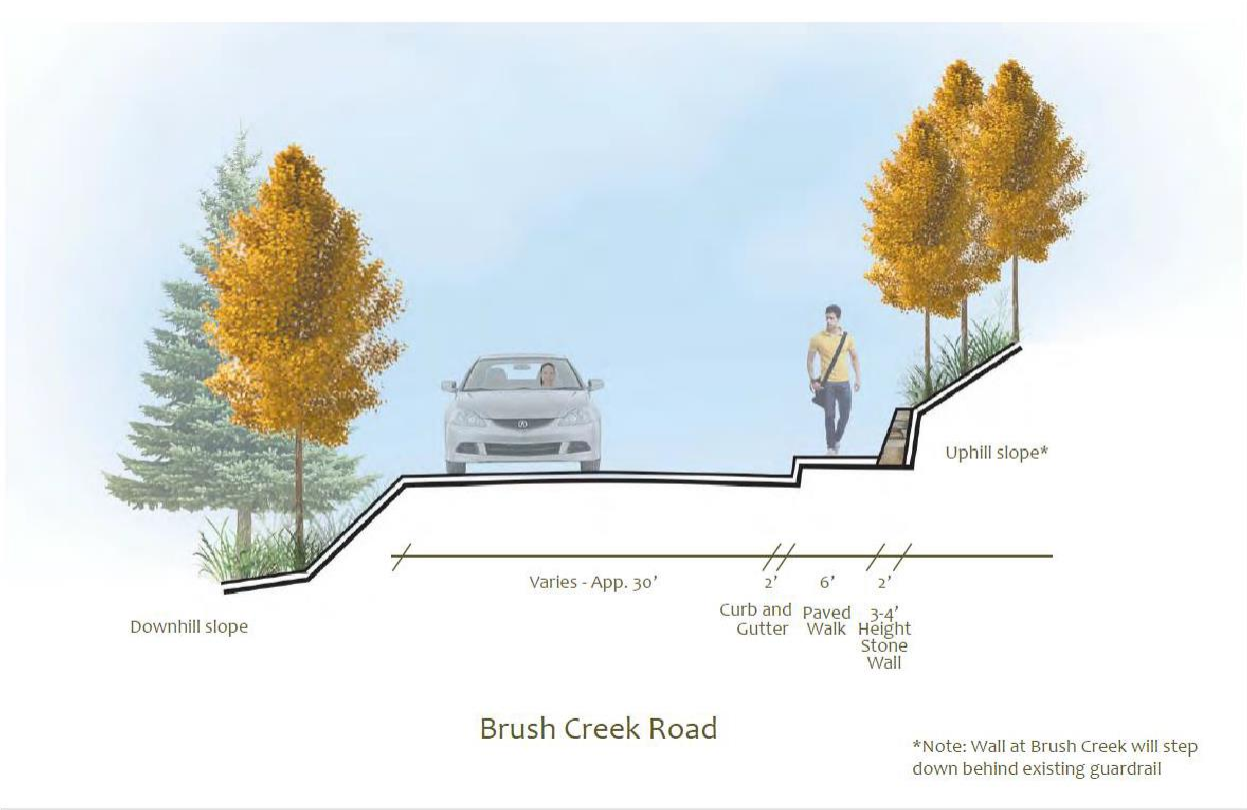
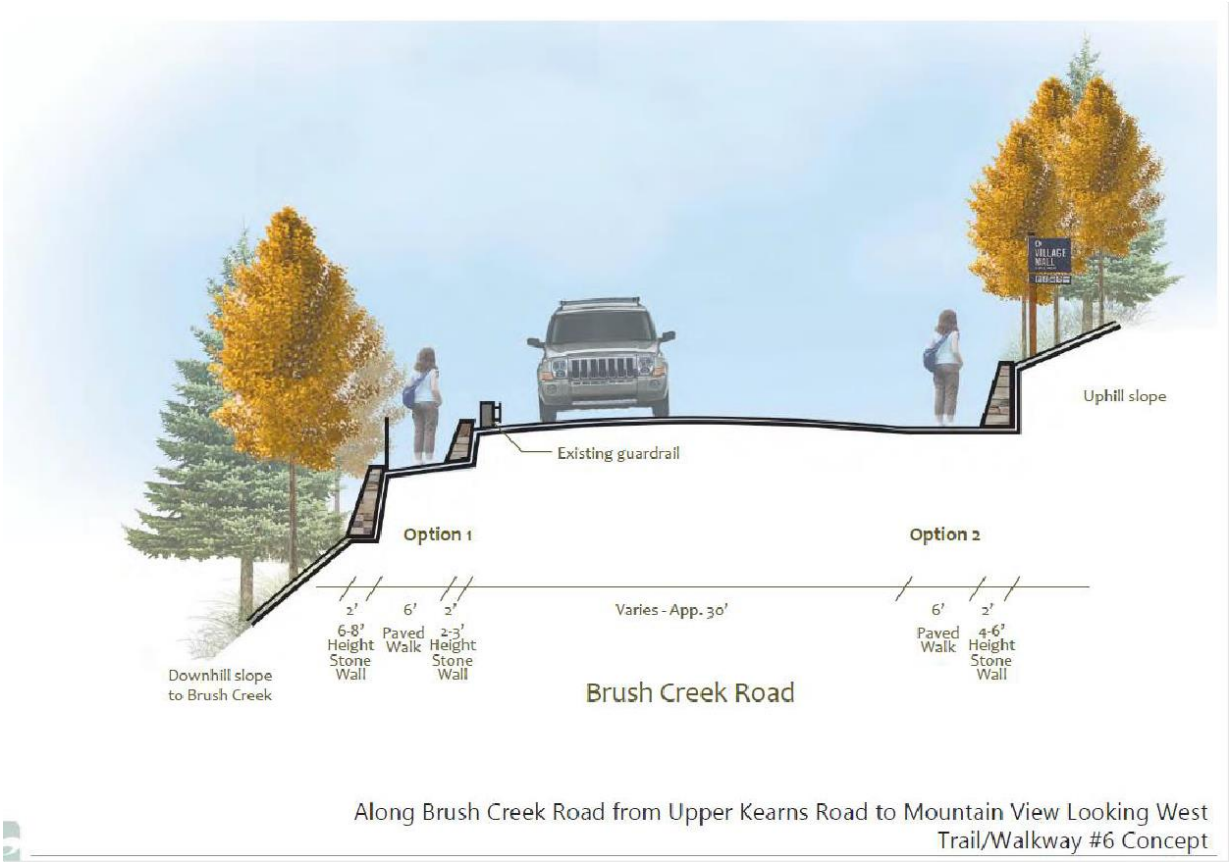
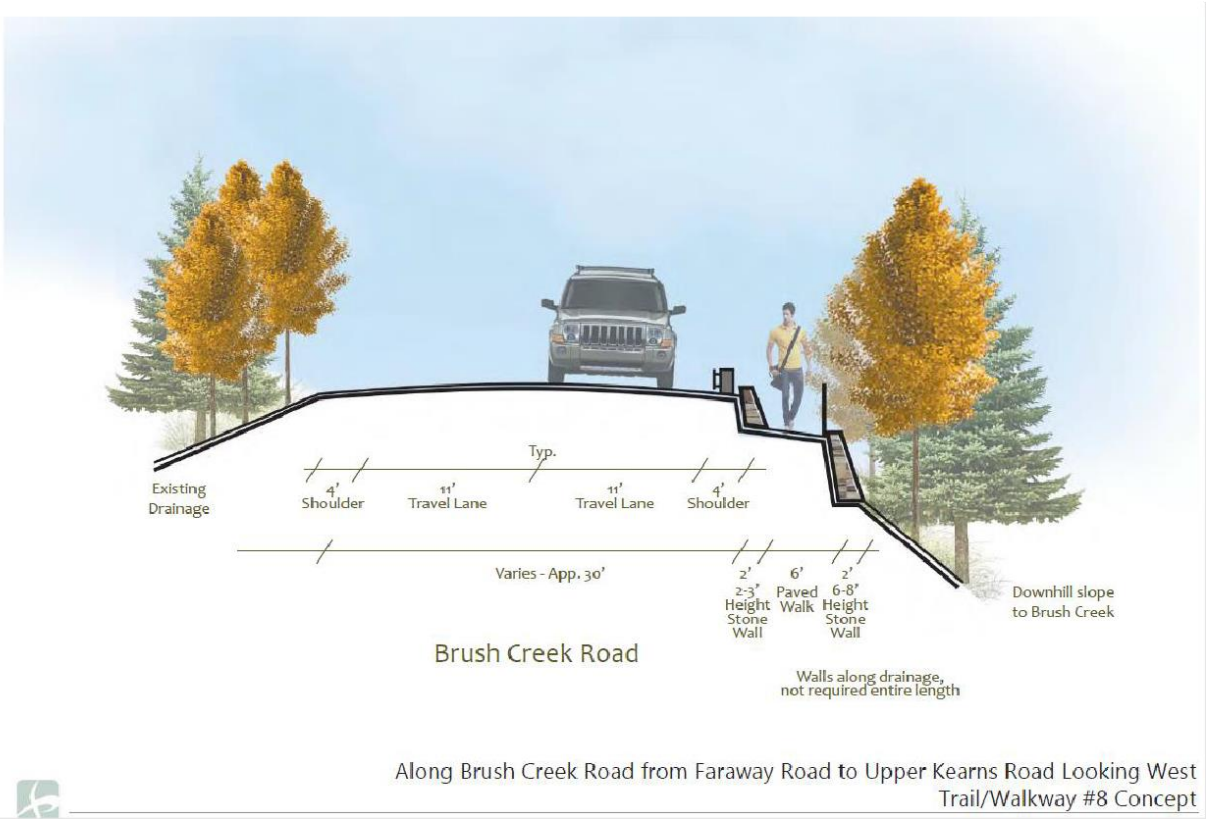


Figure 9: Walkway #6 Concept



Along Brush Creek Road from Upper Kearns Road to Mountain View Looking West
Trail/Walkway #6 Concept

Figure 10: Walkway #8 Concept



Along Brush Creek Road from Faraway Road to Upper Kearns Road Looking West
Trail/Walkway #8 Concept

Figure 11: Walkway #10 Concept

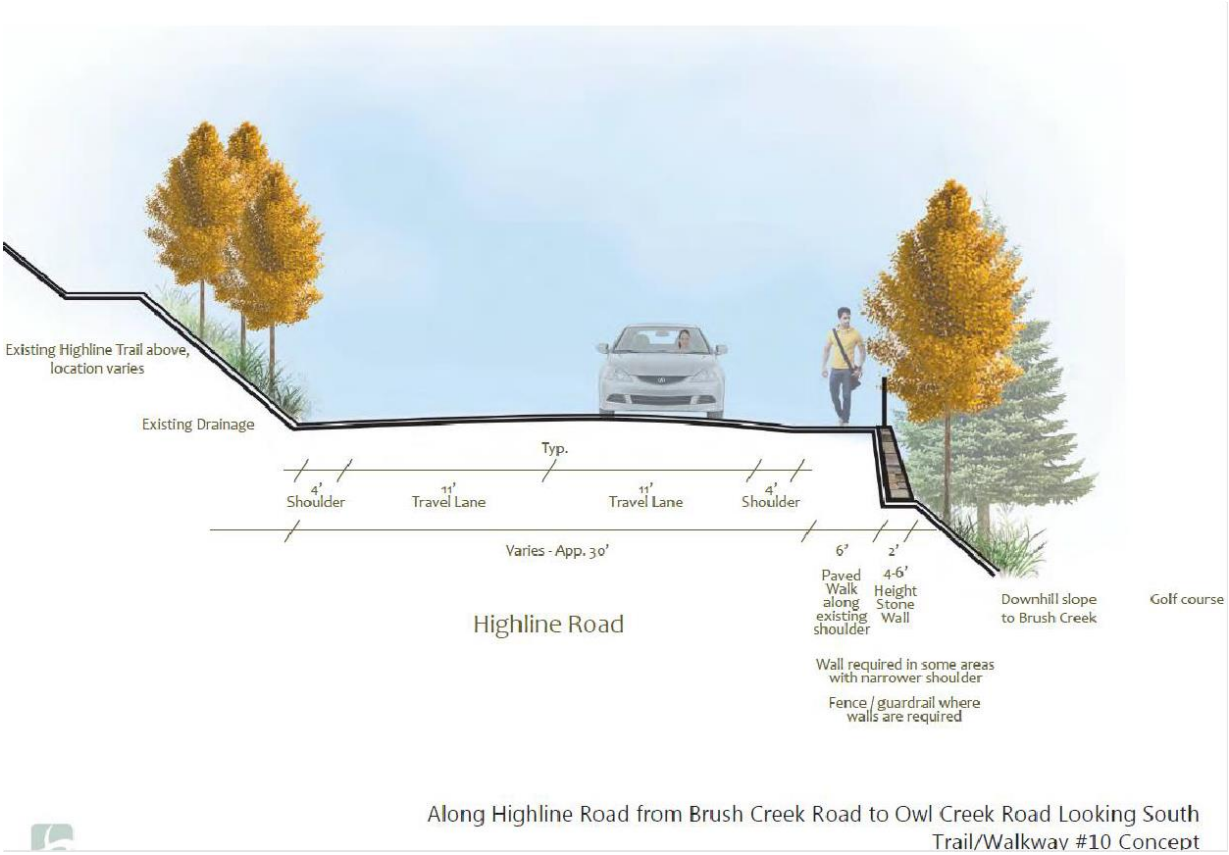
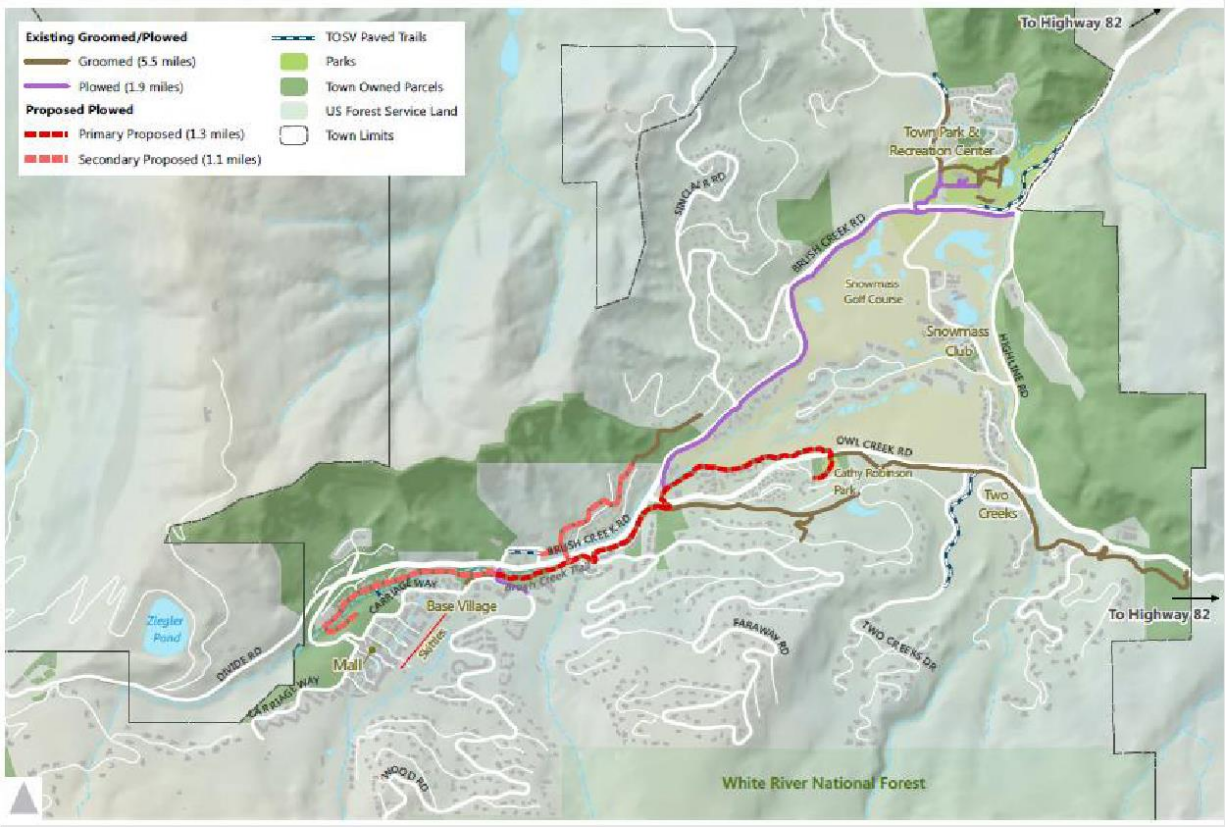


Figure 12: Existing and Proposed Winter Maintenance



TRANSIT RECOMMENDATIONS

Snowmass Village's transit system already comprehensively provides service throughout the town. Recommendations for transit arose from a review of the existing transit system's operations as well as community engagement. Not all community input regarding the transit system was feasible for implementation (such as more direct service with fewer stops, which decreases system accessibility for many patrons or quicker demand-responsive service which is already provided at a very high service rate). In general, recommendations for transit were well-received by the community at the January 27, 2016, public meeting.

An action plan for implementation of transit projects is to first implement low-cost projects and then program funding for higher cost projects.

The first phase of low-cost projects includes recommendations to make the transit system more intuitive and easier to navigate for users. These improvements consist of the following four recommendations:

- Refine the town-wide consolidated route map on the Snowmass Shuttle Web site, including stop locations on individual route maps and schedules. The approximate cost of this recommendation is $2,000 in labor. (completed)
- Provide kiosks at major stops with the consolidated route map, individual route maps and schedules. The approximate cost of this recommendation is $2,000 in labor and $3,000 per kiosk. Given the implementation of four kiosks throughout the Town, this recommendation will cost a total of $14,000.
- Add wayfinding signage to transit stations at the Snowmass Village Mall, Base Village, Snowmass Center and Town Park Station. The cost for sign design and manufacturing is approximately $5,000.
- Create a "Snowmass Circulator" (or another name to be selected by the Town) that operates frequently, at convenient service hours and that accesses key destinations with direct routing. In the wintertime, Route 4 already has 10-minute headways and stops at key destinations (a sidewalk is already programmed for construction to connect the bus stop at Upper Kearns Road to the Snowmass Center). Route 8 also accesses many of these key destinations but currently operates at longer headways and has slightly less direct routing. The "Snowmass Circulator" would likely be either a re-branding of Route 4 or a consolidation of Route 8 with Route 4 to provide the same routing year-round.

  The "Snowmass Circulator" should be the most prominent route on Snowmass Shuttle marketing materials (maps, Web site, etc.) and should be the easiest bus to access at the Snowmass Village Mall, the Base Village and Town Center Station. Over time, buses can be wrapped differently so that "Snowmass Circulator" is more easily identifiable.

Note that key challenges would need to be addressed as a part of the "Snowmass Circulator" implementation. Specifically, Route 4 currently serves a significant park-and-ride demand so buses departing Town Station can fill up (which would prevent buses from picking up passengers along Brush Creek Road). Trailer buses, which are extra buses provided during surges in demand, could be used to address this challenge although it may increase the system's operating costs. Additionally, Route 8 currently has Federal funding and its consolidation with Route 4 may jeopardize that funding.

The approximate cost of the initial phase of rebranding is $2,000 to change informational materials and signs. The Park City, Utah Main Street Trolley is an example of branded transit service that is easily recognizable and understood by even short-term visitors (although trolley-type vehicles are not recommended in Snowmass Village). Other similar examples exist, including the Meadow Circulator in Big Sky, Montana and a downtown circulator in Montpelier, Vermont.

The second phase of recommended projects should be implemented through funding for projects that are capital-intensive. The two projects identified under this phase are:

- Implement GPS technology on buses so that General Transit Feed Specification (GTFS) data can be released. This will cost approximately $500,000 for the equipment for each bus, predictive software and data management. GPS technology and GTFS data will allow for two significant service improvements:
    - Real-time bus arrival information can be provided at transit stations and major stops; this infrastructure should be prioritized at locations served by the "Snowmass Circulator".
    - Real-time bus arrival information can be accessed via smartphone apps.
- Work with RFTA to double the frequency of buses between the Brush Creek Road/SH 82 intercept lot and Snowmass Village destinations, allowing for an easier transfer between the VelociRFTA BRT line and local buses to Snowmass Village. The cost of this recommendation should be determined by RFTA. (Completed, 15-minute BRT service is in place)

SKY CAB GONDOLA RECOMMENDATIONS

The SkyCab Gondola, or Skittles, was considered based on input from a variety of sources during the Community Connectivity Plan process. Some aspects of planning for upgrades/replacement of the Sky Cab gondola are clear based on feedback received from the community; other aspects still need to be explored further. Components of the gondola being considered are the alignment, terminals, capacity and technology.

The existing alignment of the SkyCab was considered as well as relocating a transportation corridor to either along the Benedict Trail (Art Walk) or along Carriage Way. The SkyCab's primary purpose is to connect the Base Village and the Mall; therefore, it is recommended to retain the existing Sky Cab alignment based on a consideration of the importance of visual cues for visitors and community feedback. The visual cues between Base Village and the Mall are oriented along Fanny Hill, where the existing gondola is located. People going between the Base Village and the Mall are able to more clearly see their destination and the visually apparent transportation option make traveling between these two nodes more intuitive. Retaining the existing alignment also received the highest level of support amongst the community. Relocating the SkyCab or a new transit option to the Benedict Trail and Carriage Way received little support from the community at the January 27, 2016, open house. (The Benedict Trail is still recommended to be improved as a walking connection between Base Village and the Snowmass Mall)

The existing Sky Cab uphill terminus at the Mall was considered against two alternative termini: slightly uphill from the Mall and at the top of the Village/Carriage Way. Given that there are already existing multimodal transportation options and proposed projects (Trail #1 already programmed in **Figure 7**), access to the top of the Village and along Carriage Way is already being provided. The current terminus provides access to the highest density of destinations, where most users want to travel. The upper and existing termini alternatives received approximately equal levels of support at the January 27, 2016, open house.

The option of an at-grade solution, below-grade solution or maintaining the above-grade option was explored. The construction cost of a below- or above-grade option would be significantly greater than an at-grade alternative. At the January 27, 2016, open house, the above-grade and at-grade options received approximately equal levels of support and the below-grade options received little support. Based on these considerations, it is recommended that an all-weather, at-grade facility be considered.

Various technologies including the existing attached gondola, a detached gondola, an open-air detached cab, or walkway (possible including portions with conveyors or escalators) were considered as a part of this planning process. All above-grade technologies are expensive to operate and maintain and can only be open during limited-service hours. Although a new, above-grade gondola can move over 3,000 people per

hour (compared to 860 people per hour on the SkyCab), each of these technologies moves only small increments of passengers at a time (for example, 10 passengers per gondola cab). Given the nature of travel between the Mall and the Base Village, which can be heavily influenced by crowds leaving ski school or departing a concert, even very high-capacity gondola options will still require wait times that exceed the walk time between the Mall and the Base Village.

A walkway can move large surges of people more effectively than a gondola or other above-grade technologies. Such a walkway could consist entirely of non-mechanized elements (concrete paths and stairs) or could also include mechanized elements such as people movers or escalators. The walkway is the only option that does not require a service operator to be present during all open service hours (although conveyors or escalators still incur operations and maintenance costs). Due to the short distance of this facility, a walkway is an effective and likely a cost-efficient option. The public outreach process revealed that, in the summer, many residents and visitors are using the existing trail system instead of the SkyCab currently.

A next step for the Town is to conduct a more comprehensive analysis and community engagement process to determine if a walkway is a well-supported alternative to a gondola. This process should explore various visions and designs for both walkways (both with and without mechanized elements) and gondolas. A more detailed feasibility study for replacing the SkyCab gondola with a new gondola should investigate the existing alignment with the potential for a second terminal near the top of the Village (the Snowmass Village Mall could be a mid-station). To generate a thorough understanding of feasibility, the study should include conceptual designs for gondola alternatives and walkway alternatives to both the Top of the Village and across Brush Creek from Base Village to the Snowmass Center, as well as planning-level cost estimates. A successful consultant team would likely include gondola designers to assess above-grade options and landscape architects to assess walkway/bridge options. The study should seek to engage those most affected by the Sky Cab Gondola, including, Aspen Skiing Company, stakeholders from the Snowmass Village Mall and Base Village as well as stakeholders from nearby condominium properties.

PARKING RECOMMENDATIONS

This plan considered parking within the Town of Snowmass through an observation of existing parking at key destinations, Town recommendations and extensive public feedback.

An action plan for the implementation of parking projects is to first implement low-cost projects and then program funding for projects that are capital-intensive.

The first set of recommendations is to add additional ADA spaces and wayfinding signage. As redevelopment occurs, Town staff should work with property owners at the Snowmass Village Mall and Base Village to implement ADA spaces for easy Slopeside access. Additionally, the Town should provide wayfinding signage from major roads in Snowmass Village to key parking facilities, including exploring exchanging existing signage to be more intuitive and easily direct users to desired destinations. In particular, the Town should identify locations where additional signage would direct motorists at key decision points.

The second phase recommendation is to implement an Intelligent Transportation System (ITS) for real-time parking information. This system could use a variety of technologies so that visitors know the number of spaces available at major parking facilities at any time. This information is typically communicated via wayfinding signage or Web-based technologies (including Web sites and smartphone applications). Primary parking facilities for implementation include the Snowmass Village Mall, the Base Village, Two Creeks and Town Park Station. This system is estimated to cost about $100,000 depending on the extent of its implementation.

Further study should address overall parking supply and occupancy in the Town, especially on peak days. This should address future parking demand, management plans for specials events, potential changes to the Town's parking supply, and opportunities for park-and-ride from parking facilities outside of the Town.

TRAFFIC CALMING RECOMMENDATIONS

A consideration of public input throughout the planning process raised the need for multimodal facilities and traffic calming at two primary locations: along Brush Creek Road and along Snowmass Club Circle.

The Town should consider implementing speed humps on Snowmass Club Circle and Clubhouse Drive. Both roads already meet many of the guidelines for speed humps (it is two lanes, has segments longer than 750 feet without stop signs, and has a speed limit less than 30 miles per hour). The Town should further study whether undesirable speeds are actually occurring on Snowmass Club Circle and Clubhouse Drive (typically determined as five miles per hour over the speed limit) and whether speed humps will significantly affect emergency response times and transit service. Additionally, if there are undesirable speeds on these roads, the Town should engage property owners to ensure that a significant number of property owners support speed humps.

The Town should also consider climbing shoulders for bicyclists on Brush Creek Road and Owl Creek Road. Up to four feet of shoulder width is desirable; however, this may be difficult to implement in many locations due to cross grades and drainage. In many cases, the Town may use 11-foot travel lanes to accommodate shoulders. The Town may choose to implement climbing shoulders as their own projects or, alternatively, the Town may find it more cost-efficient to implement these improvements with other construction or maintenance projects along Brush Creek Road and Owl Creek Road (including proposed trail/walkway projects).

APPENDIX A: PUBLIC OUTREACH SUMMARY

Snowmass Community Connectivity Plan

Public Outreach Summary

Public input on the safety, convenience, and accessibility of the transportation network in the Town of Snowmass Village was provided through stakeholder meetings, an open house, an online surveys and an interactive online mapping tool. This range of engagement venues provided residents, visitors and other users an opportunity to provide input on the current state of walking, biking, transit and driving into and within the Town.

People Walking

The public expressed a desire to increase the connectivity and safety of walking between nodes in Snowmass Village. There is a general agreement that walking is a desirable mode of transportation, but gaps and a lack of understanding of the network and its destinations serve as the major barriers to walking. Particularly for visitors, the system of trails and walkways is not intuitive. Additional signage and wayfinding could improve the navigability of the Town for pedestrians. Signage should denote the direction and distance to destinations as well as difficulty of the facility.

Another major concern for pedestrians is the crossing of Brush Creek Road. The most challenging locations for crossing Brush Creek Road are at Town Park Station, Sinclair Road, Owl Creek Road, Faraway Road, Kearns Road and Divide Road. The primary issues for pedestrians crossing at these locations are poor sight distance, insufficient lighting at night, nonexistent or poorly placed marked crosswalks, vehicle speeds, conflicts as access points, and insufficient traffic control devices given the traffic speed and volumes. Trail crossings at other locations including along Owl Creek Road and Carriage Way were also mentioned as making users feel unsafe. Many of these crossings provide access to heavily used bus stops.

In addition to safer crossings, the need for improved pedestrian facilities along roadway segments was a common sentiment from the public. This included additional walkway connections at locations including along Brush Creek Road between Divide Road and the Mall, from Brush Creek Road to Snowmass Club Circle, on Upper and Lower Kearns Road, along Highline Road, along Upper and Lower Woodbridge Road and on Owl Creek Road just east of Brush Creek Road. Additional trail locations are desired from the Sinclair Road/Meadow Road intersection to the Rim Trail, from the Rim Trail to the Snowmass Center, between Tom Blake Trail and the Mall, and from the Brush Creek Trail to residences north of the Recreation Center. Trails could also be improved by providing access to a larger range of users. The public suggested that this could be done through improved lighting, additional spaces designated to lingering and enjoying the views, easier trails with reduced grade that are ADA accessible, and additional maintenance including snow plowing.

People Taking Transit

Through the public outreach process, the community expressed a general satisfaction with the Town of Snowmass Village transit, the Village Shuttle; some feedback was provided to improve the convenience, accessibility and connectivity of the transit system. A general improvement to the system could be attained through more wayfinding, signage, schedules maps and information about dial-a-ride services

to make the use of transit more convenient and intuitive, especially at the Recreation Center, Base Village and the Mall. Users expressed a desire for a more fluid and intuitive way to travel between the Mall and Base Village. They also suggested the need for improved transit service to The Treehouse, Anderson Ranch Art Center and additional transit service to Mountain View Apartments, the employee housing complex.

Improved access to the Village Shuttle for pedestrians and RFTA riders was also heard throughout public outreach. Additional pedestrian-scale lighting and walkways to bus stops was discussed, particularly mentioning the Brush Creek Road and Owl Creek Road bus stop. Improved access to Town Park Station was also a recurring comment. More bike racks on buses would allow for an improved integration between bicycling and transit.

The public noted the desire for increased frequency and reduced headways throughout the system, especially during the evenings. Residents and visitors expressed the desire for improved transit connections between Snowmass Village and Aspen, recommending an express route with fewer stops and shorter travel time. The public also addressed the need for improvements connecting RFTA and Village Shuttle, such as improved timing, which would make transit more convenient and desirable. Comments requested transit service hours to the Recreation Center that match the Recreation Center hours of operation.

A common theme through public outreach was the dislike of the Skittles. Most users found the Skittles to be an inefficient mode of transportation, with long lines during peak hours, insufficient operating hours, and a long travel time given its travel distance. Recommendations for replacement included moving walkways, a more defined trail and more gondolas on the same line.

People Biking

Improvements for people biking were focused on making bicycling safer and more enjoyable. A concern from people driving was that many bicyclists ride on Brush Creek Road and Owl Creek Road, where there are currently narrow rights of way for vehicles and people biking to share the road. A wider shoulder or bike lane was recommended for these roads, as well as other roads in the Town that don't have a parallel trail network. Improving the trail network was also a common theme; this focused on improved maintenance as well addressing sections of steep grade. A lack of bike parking and difficulty locating bike routes was also cited as a barrier to bicycling. The public also had programmatic recommendations including increased enforcement and education for all users of the trail and roadway network.

People Driving

Comments addressing the needs for people driving were focused on parking, intersection queueing and vehicle speeds. The need for additional parking at trailheads was noted by numerous members of the public. The need for parking for horse trailers at trailheads was also expressed. Business owners relayed the need for more short-term parking for customers at the Mall. Other groups noted the insufficient amount of ADA and van accessible parking throughout the Town. Four primary locations that experience a notable amount of queueing are Owl Creek Road westbound at Brush Creek Road, Carriage Way and Wood Road, Brush Creek Road and Upper Kearns Road and at The Treehouse during peak hours.

Feedback from the public noted that traffic speeds through Town are high, resulting in unsafe conditions, particularly on Owl Creek Road and Brush Creek Road. Traffic calming devices were recommended to address the issue of speeding.

Phase II of Public Outreach

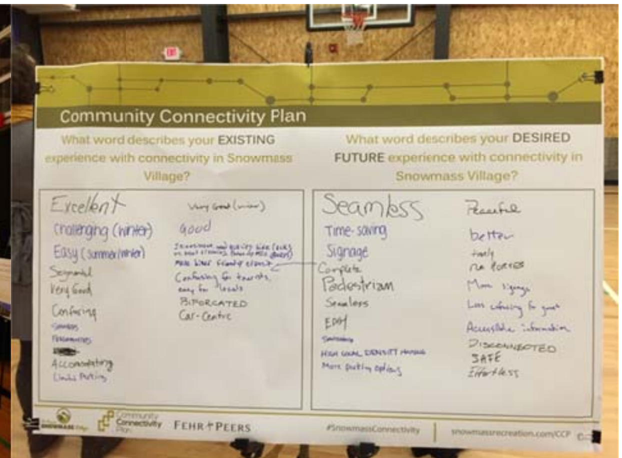
The second phase of public outreach was conducted on January 27, 2016. The public was presented with various recommendations in the following categories:

- Crossings of Brush Creek Road
- Proposed trails and walkways
- Sky Cab technology, termini and alignment alternatives
- Transit
- Parking

These recommendations were the result of feedback received during Phase I of public outreach—October 5-6, 2015 meetings, the online Web Map and online survey.

Attendees at the public meeting in January designated their preferred alternatives and showed their support for recommendations through sticker dot voting. These results were accounted for in the determination of prioritized and preferred recommendations in the Community Connectivity Plan. Once attendees had visited all of the topic's boards, they were given five Snowmass dollars to spend on the above five topics. The resulting distribution of dollars was:

- Proposed trails and walkways- $62
- Crossings of Brush Creek Road- $42
- Sky Cab technology, termini and alignment alternatives- $33
- Transit- $16
- Parking- $15


Community Connectivity Plan
What word describes your EXISTING experience with connectivity in Snowmass Village?
What word describes your DESIRED FUTURE experience with connectivity in Snowmass Village?
Excellent
Challenging (winter)
Easy (summer/winter)
Very Good
Confusing
Accommodating
Good
Confusing for tourists
easy for locals
BIFORCATED
Seamless
Time-saving
Signage
Complete
Pedestrian
Peaceful
better
Accessible information
DISCONNECTED
SAFE
Effortless
FEHR PEERS
#SnowmassConnectivity
snowmassrecreation.com/CCP


Proposed Locations

October 5-6, 2015 Public Outreach Boards

Community Connectivity Plan

Goals

IMPROVE pedestrian connections within the Village

IDENTIFY opportunities for both hard and soft surface trails

DEVELOP infrastructure solutions to better connect the nodes of the community from the perspective of many user types

BUILD a transportation system that is easy to navigate and travel around without the need for a car

ENHANCE the overall connectivity of the community so that both residents and visitors can travel between major origins and destinations with ease

CREATE operational and safety standards and prioritize future projects

Process

- Gather baseline data and conduct initial outreach (September-October 2015)
- Draft Plan Development (November 2015-January 2016)
- Input on Draft Plan (February 2016)
- Plan presented to Town Council for adoption (March 2016)

Project Timeline

- Community outreach
- Town Council meetings
- Plan deadlines

SEPT

OCT
- First Community Open House

NOV
- Continued outreach through web surveys and intercept surveys

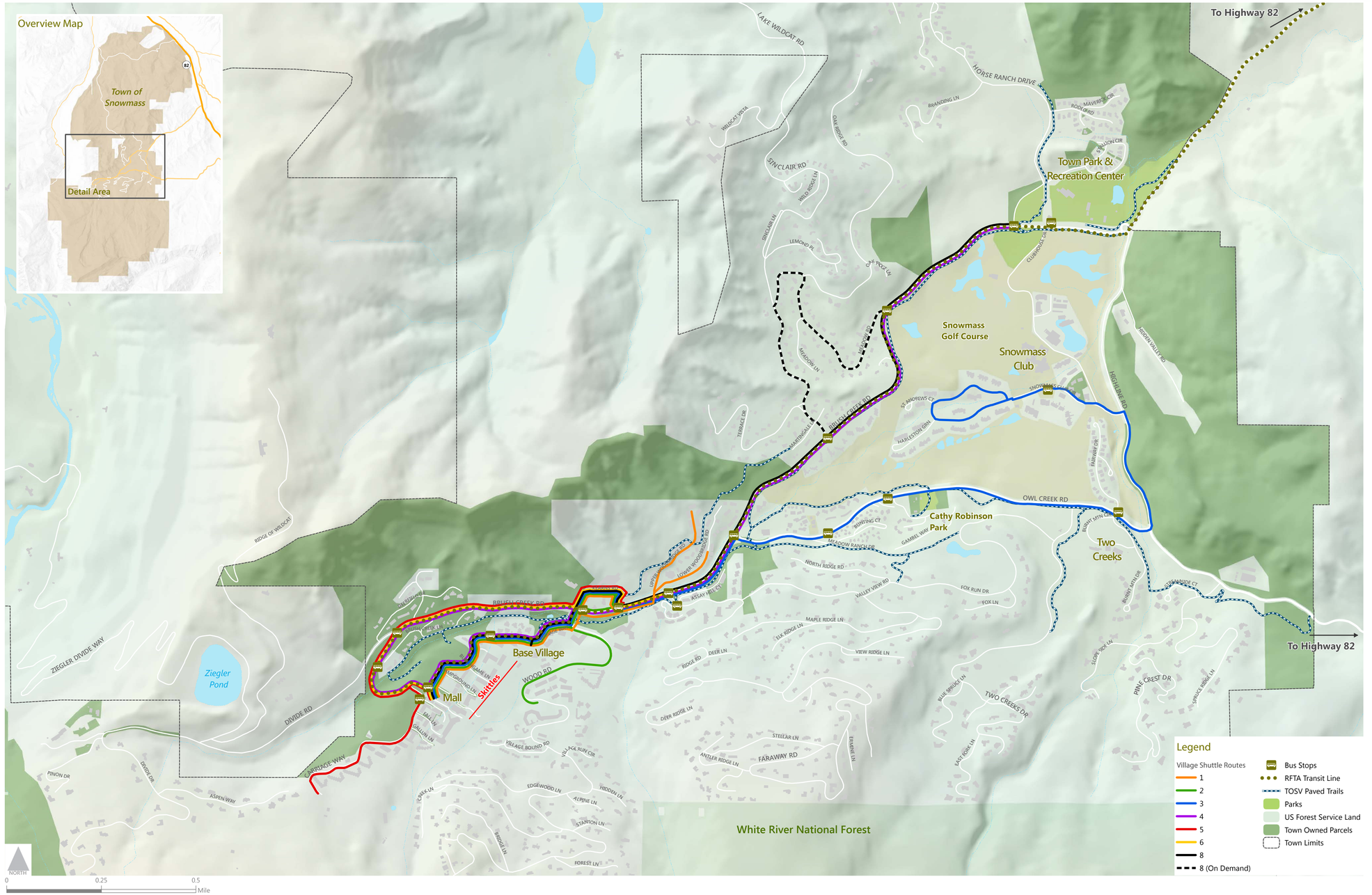
DEC
- First draft of plan due
- Review draft with Town Council

JAN '16

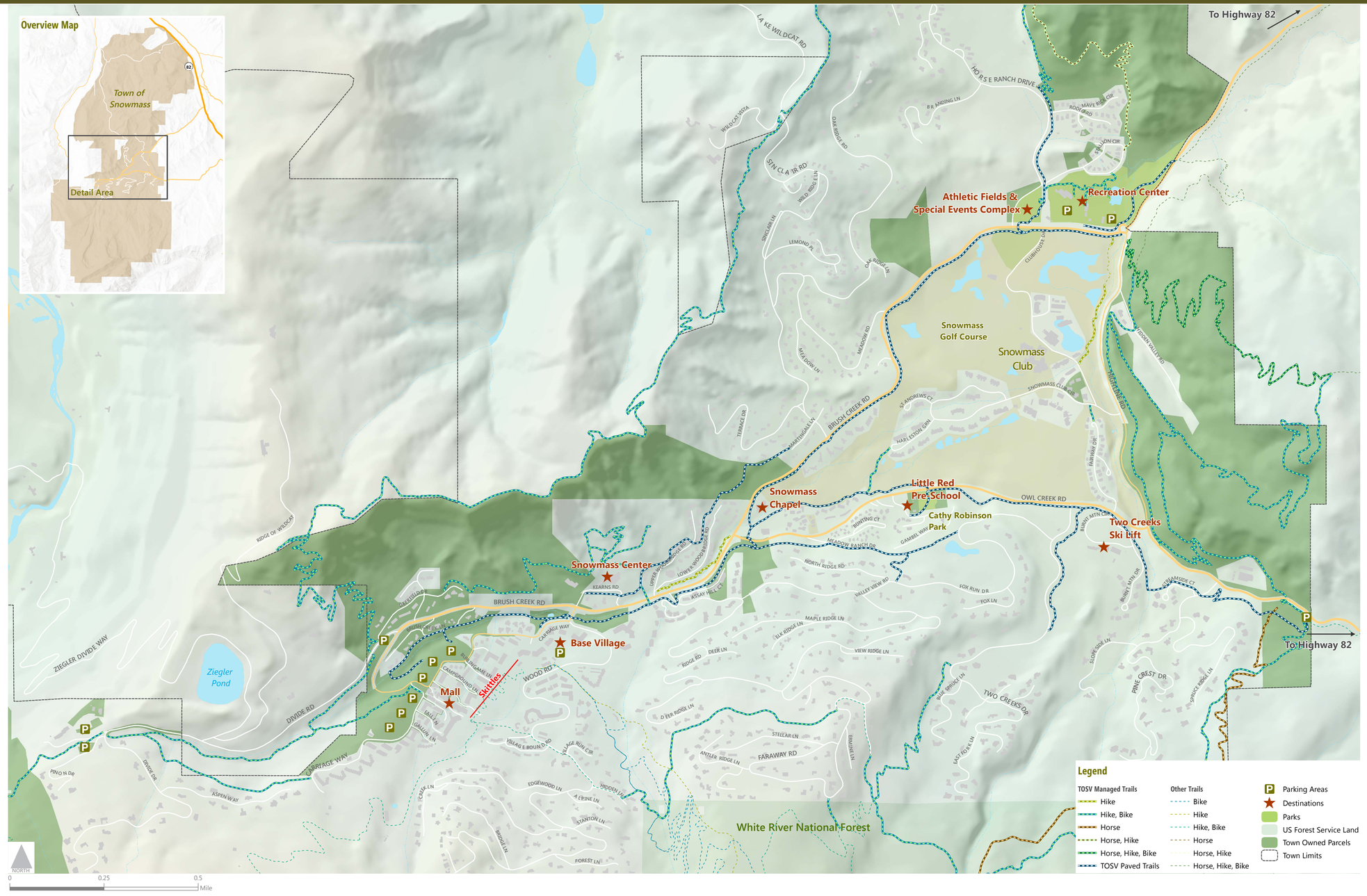
FEB '16
- Community input on draft plan

MARCH '16
- Final draft of plan due
- Plan presented to Town Council

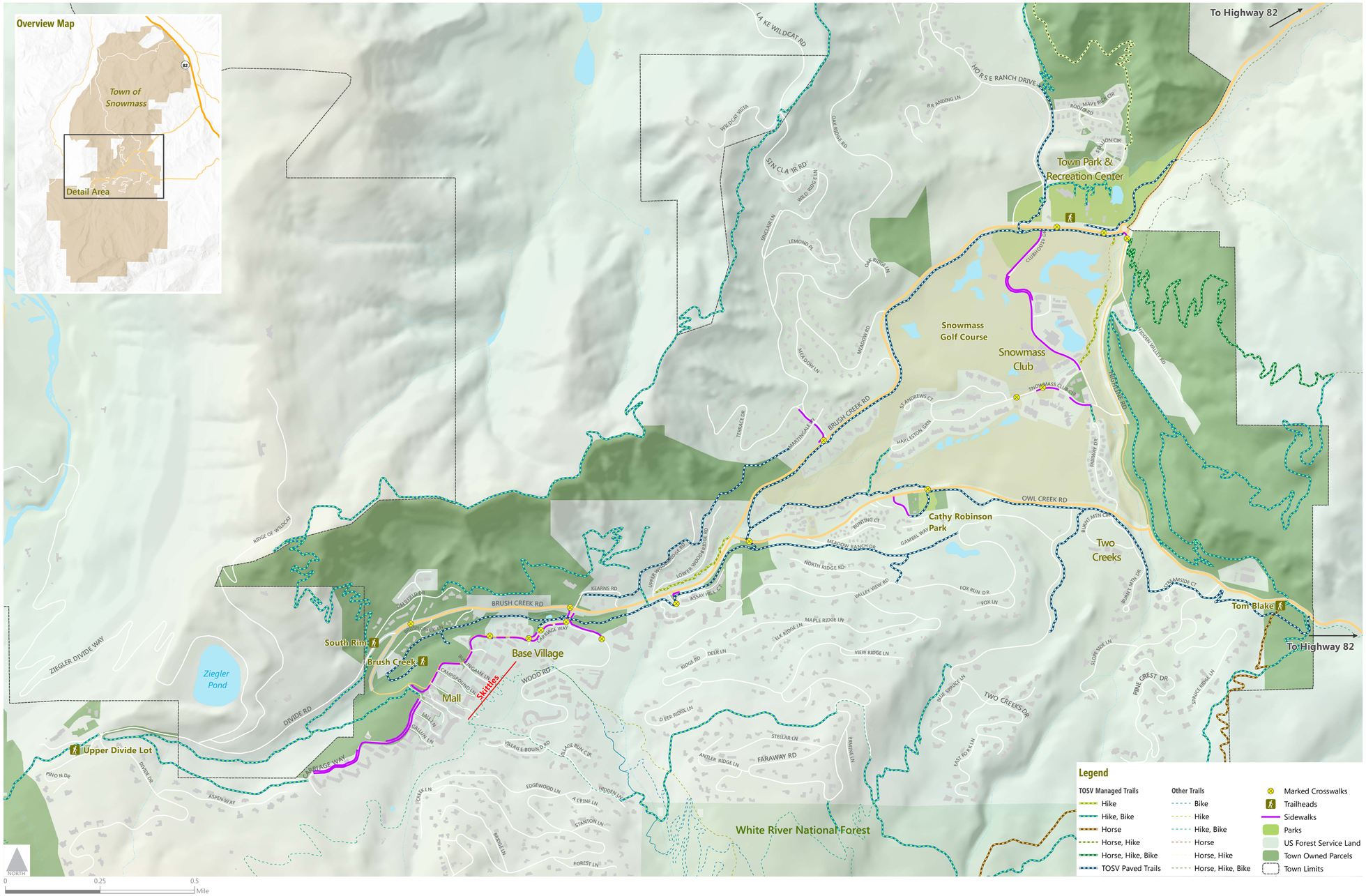
Community Connectivity Plan: Existing Transit System



Community Connectivity Plan: Existing Public Parking and Major Origins/Destinations



Community Connectivity Plan: Existing Bicycle and Pedestrian Network



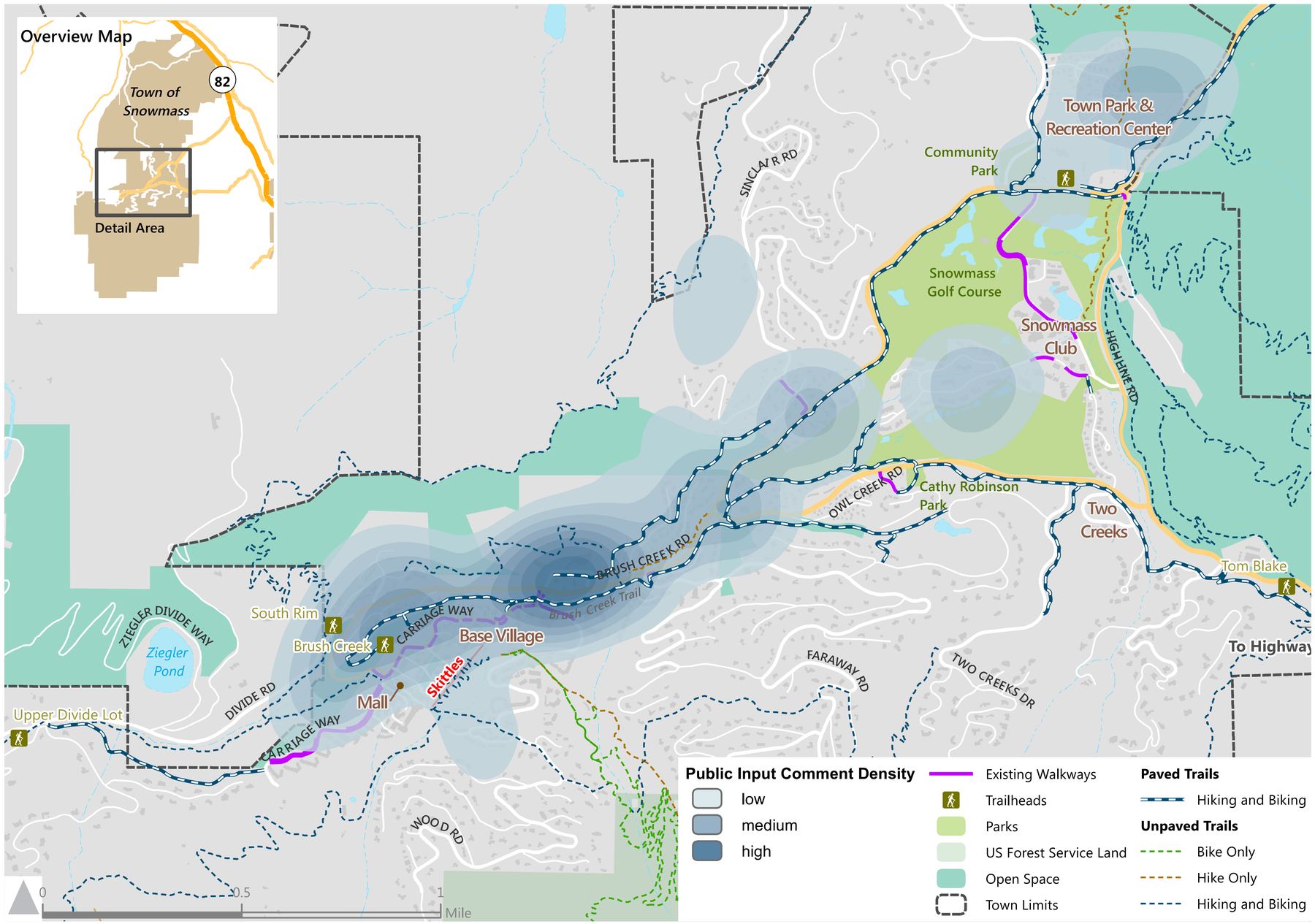
Community Connectivity Plan

What word describes your EXISTING experience with connectivity in Snowmass Village?

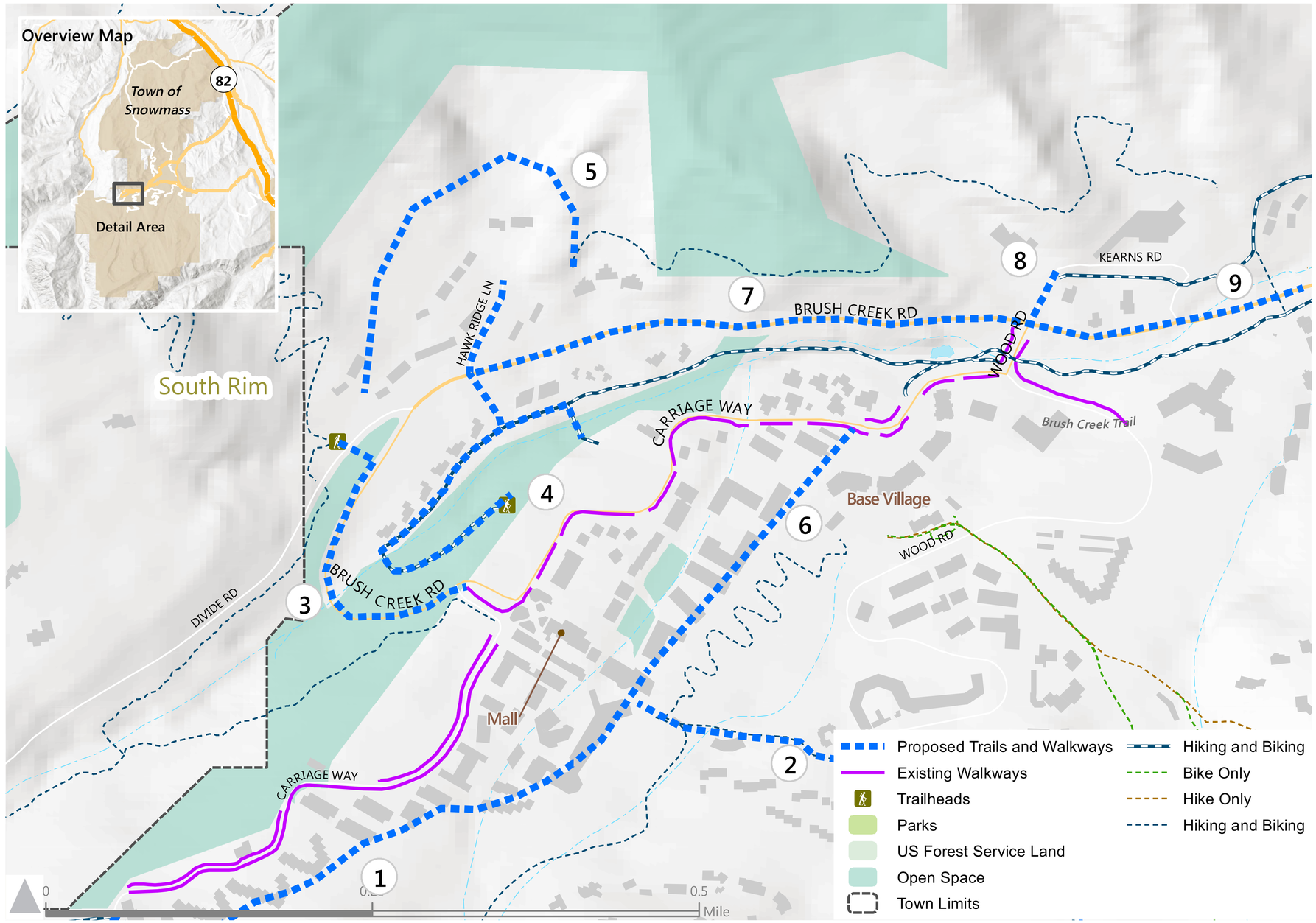
What word describes your DESIRED FUTURE experience with connectivity in Snowmass Village?

January 27, 2016 Public Outreach Boards

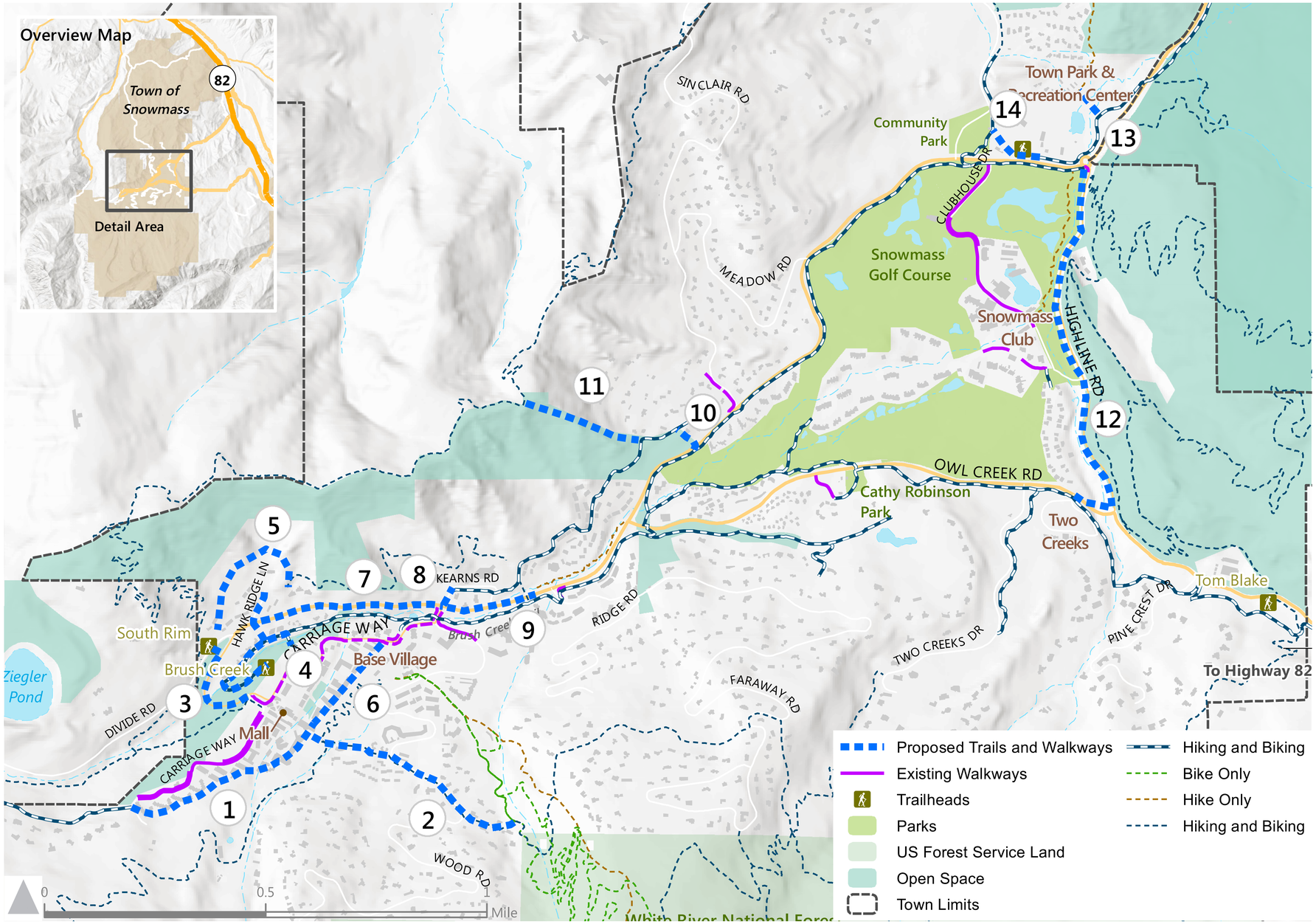
Trail and Walkway Recommendations: Comment Density



Trail and Walkway Recommendations: Proposed Locations



Trail and Walkway Recommendations: Proposed Locations



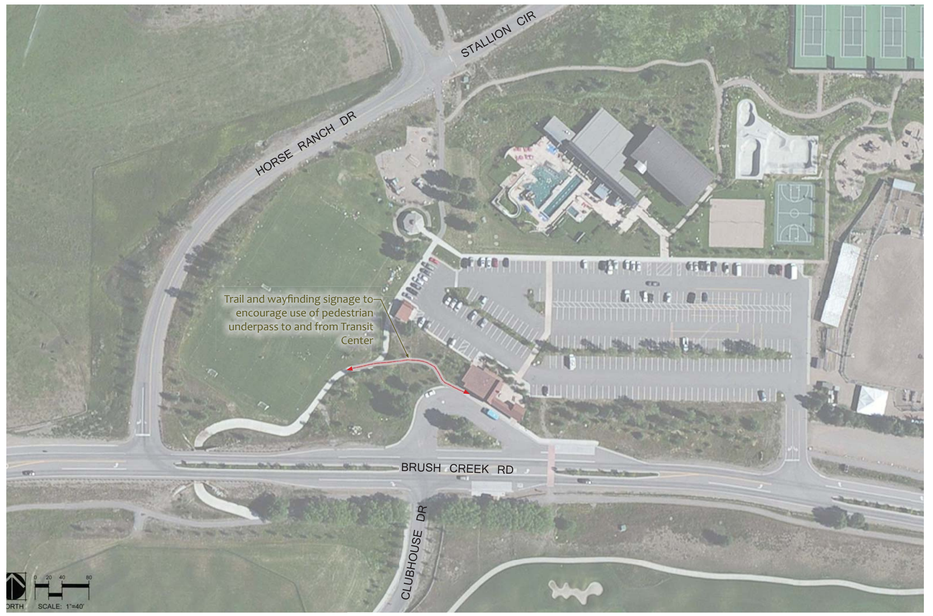
Trail and Walkway Recommendations: Prioritizing the Locations

Segment Number	Segment Name	Priority *(Place a sticker on each of your top 3 choices)*
1	From Mall to top of Village along Fanny Hill (Summer/Fall only)	
2	From Mall to Tom Blake Trail (Summer/Fall only)	
3	Along Brush Creek from Mall to Divide Road	
4	From Mountain View to Mall	
5	From Mountain View to South Rim Trailhead	
6	From Base Village to Mall under existing Skittles (Summer/Fall only)	
7	Along Brush Creek Road from Upper Kearns Rd to Mountain View	
8	Along Upper Kearns Rd from Brush Creek Rd to Snowmass Center	
9	Along Brush Creek Road from Faraway Road to Upper Kearns Rd	
10	From Brush Creek Trail to Melton Ranch Trail	
11	Rim Trail connection	
12	Facility along Highline Road	
13	Brush Creek Trail to Rodeo Subdivision	
14	Connection through Recreation Center to Community Park	

Trail and Walkway Recommendations: Facility Type Feedback

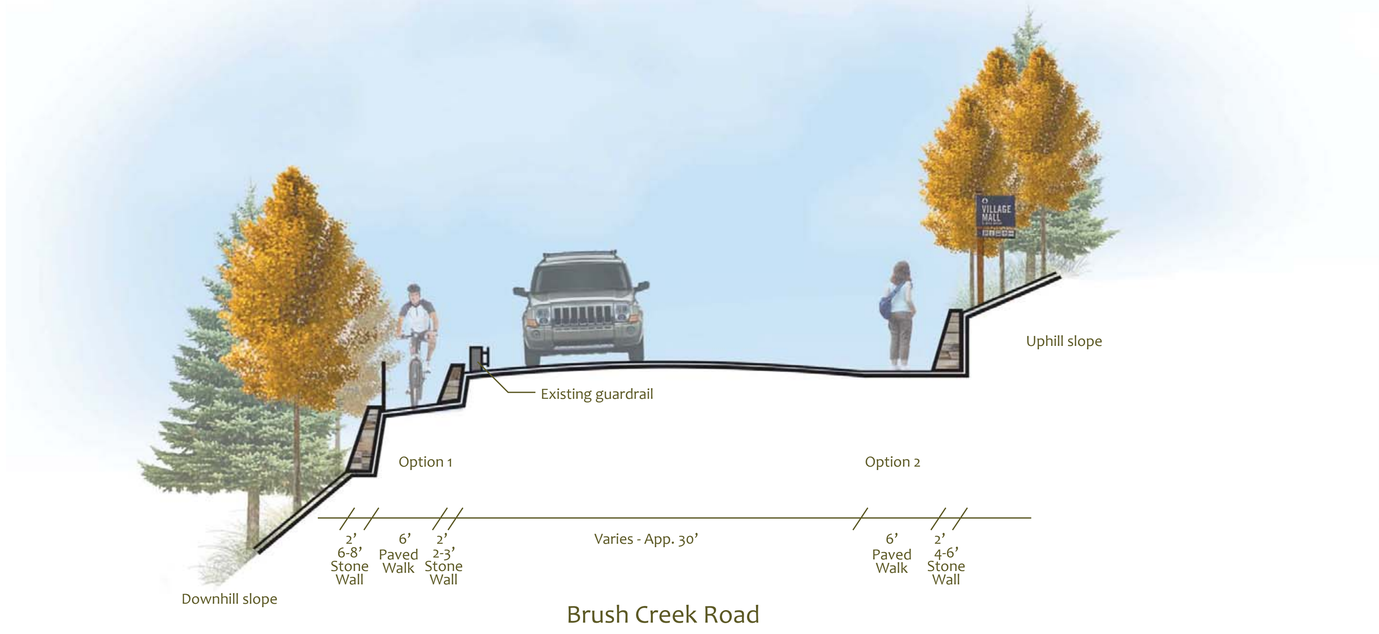
Segment Number	Segment Name	Recommended Facility Type	Support this facility type? Yes	No
1	From Mall to top of Village along Fanny Hill (Summer/Fall only)	Trail		
2	From Mall to Tom Blake Trail (Summer/Fall only)	Trail		
3	Along Brush Creek from Mall to Divide Road	Sidewalk		
4	From Mountain View to Mall	Stairway, Walkway		
5	From Mountain View to South Rim Trailhead	Trail		
6	From Base Village to Mall under existing Skittles (Summer/Fall only)	Trail		
7	Along Brush Creek Road from Upper Kearns Rd to Mountain View	Sidewalk		
8	Along Upper Kearns Rd from Brush Creek Rd to Snowmass Center	Sidewalk		
9	Along Brush Creek Road from Faraway Road to Upper Kearns Road	Sidewalk		
10	From Brush Creek Trail to Melton Ranch Trail	Bike Route/Trail		
11	Rim Trail Connection	Trail		
12	Facility along Highline Road	Wide shoulder		
13	Brush Creek Trail to Rodeo Subdivision	Multi-use Path		
14	Connection through Recreation Center to Community Park	Multi-use Path		

Community Connectivity Plan: Trail Alignments



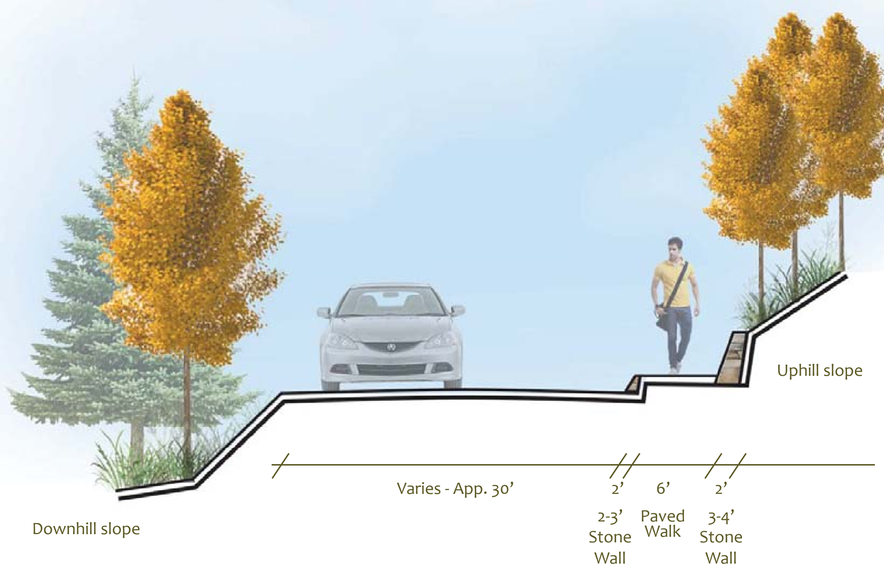
Community Connectivity Plan: Trail Cross-Sections

Along Brush Creek from Upper Kearns to Mountain View
Looking West

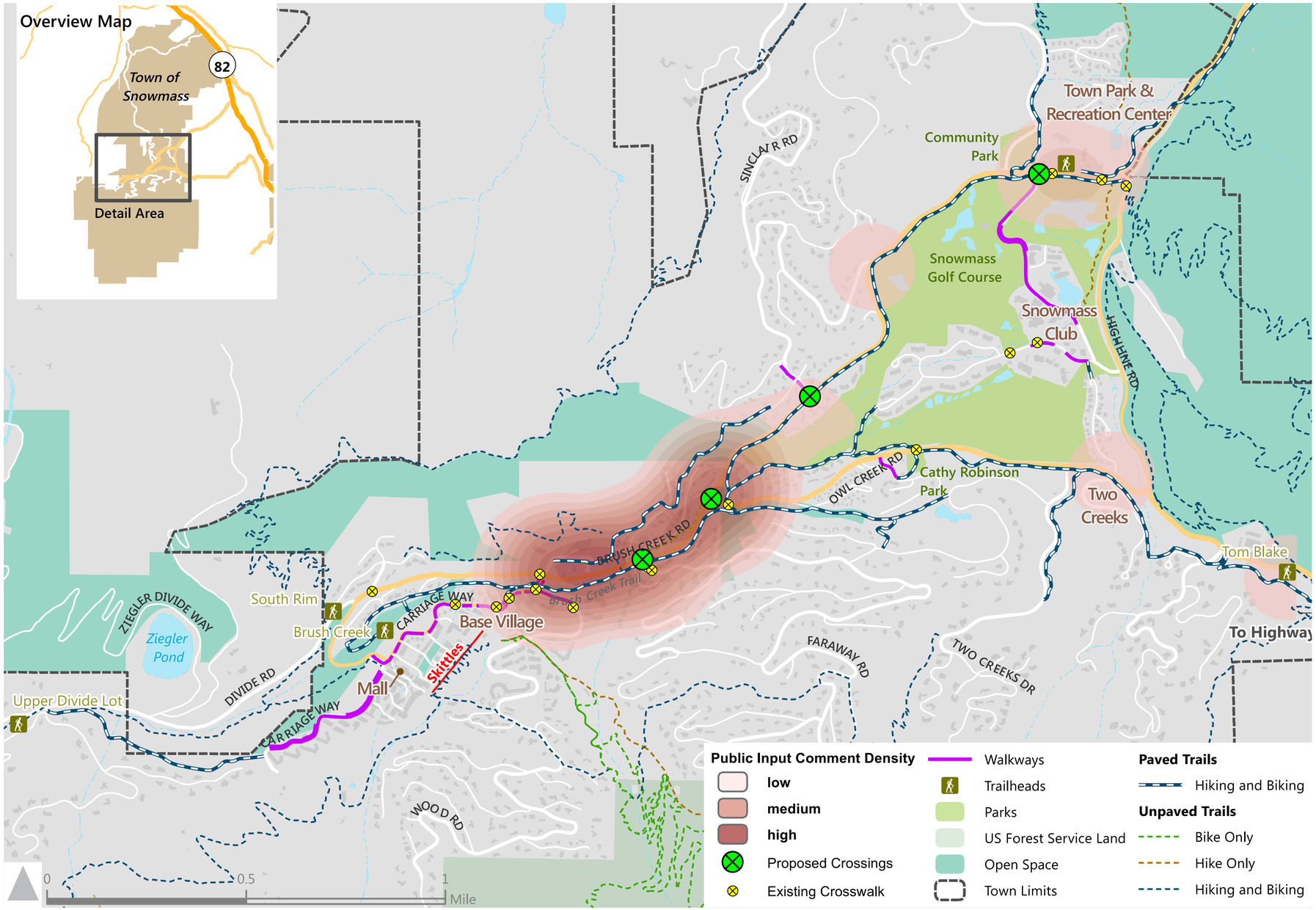


Brush Creek Road

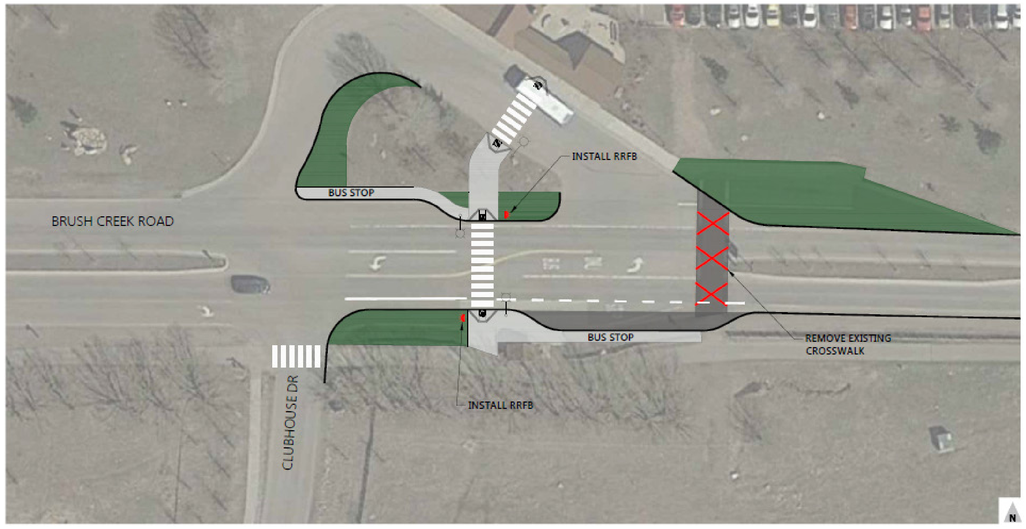
Along Brush Creek from Mall to Divide Road
Looking East



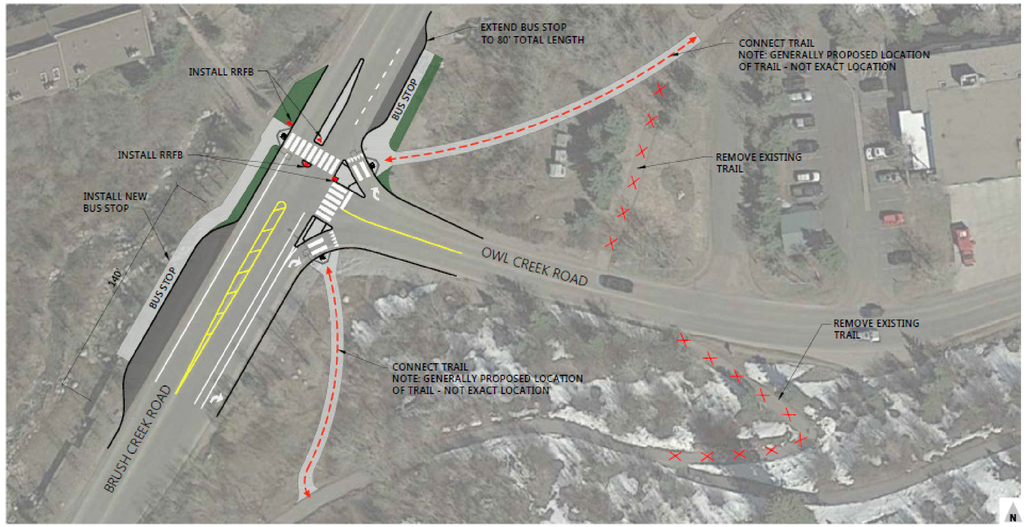
Brush Creek Road Crossings: Comment Density Map



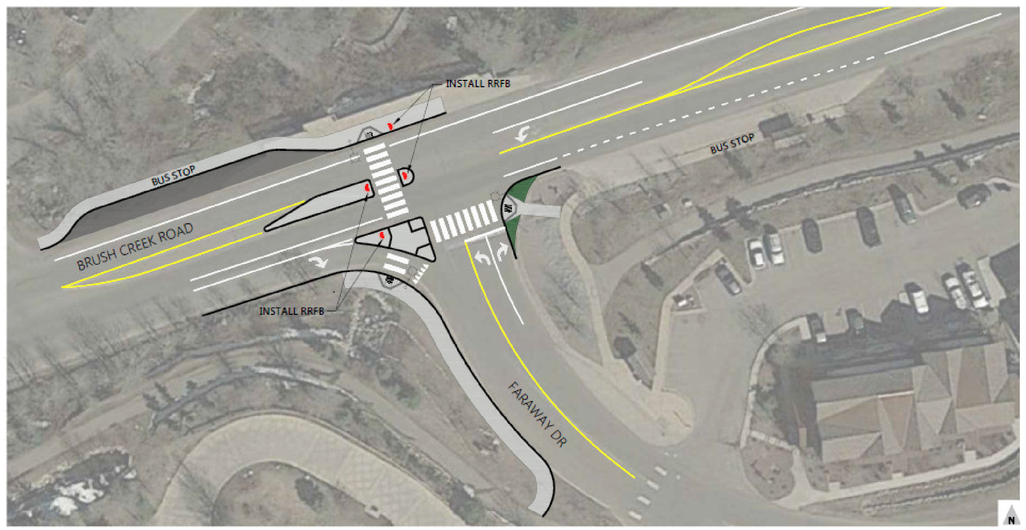
Brush Creek Road Crossings: Proposed Designs



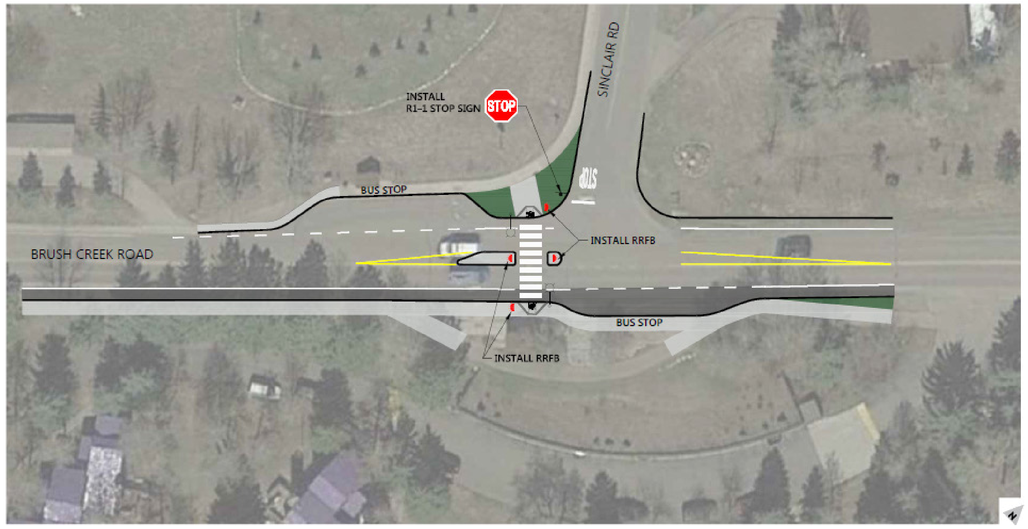
Brush Creek Road and Clubhouse Drive at Town Park Station



Brush Creek Road and Owl Creek Road

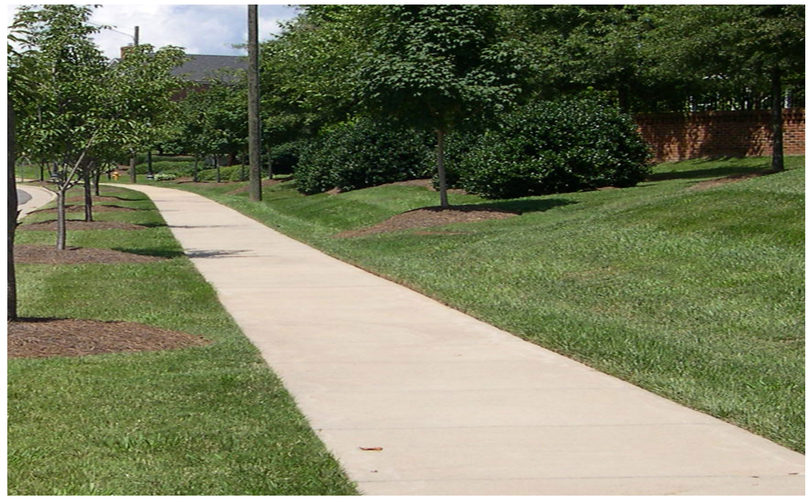


Brush Creek Road and Faraway Road



Brush Creek Road and Sinclair Road

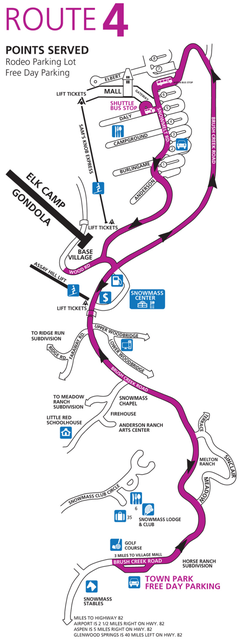
Brush Creek Road Crossings: Additional Amenities

Rectangular Rapid Flashing Beacon (RRFB)	Lighting	Sidewalks
		
Support?	**Support?**	**Support?**

Transit: Recommendations

Transit service to key destinations	Support?
• Modify Route 4 with new branding. This "Snowmass Circulator" will be easily identifiable, have 10 minute headways, and will stop at key destinations.	

Improve regional and local connections	Support?
• Work with RFTA to better coordinate service along 82 with service to Town of Snowmass Village	
• Display next bus arrival time at Brush Creek/Intercept Lot	
• Double frequency of bus service between Town Park Station and Brush Creek/Intercept Lot through agreement with RFTA	



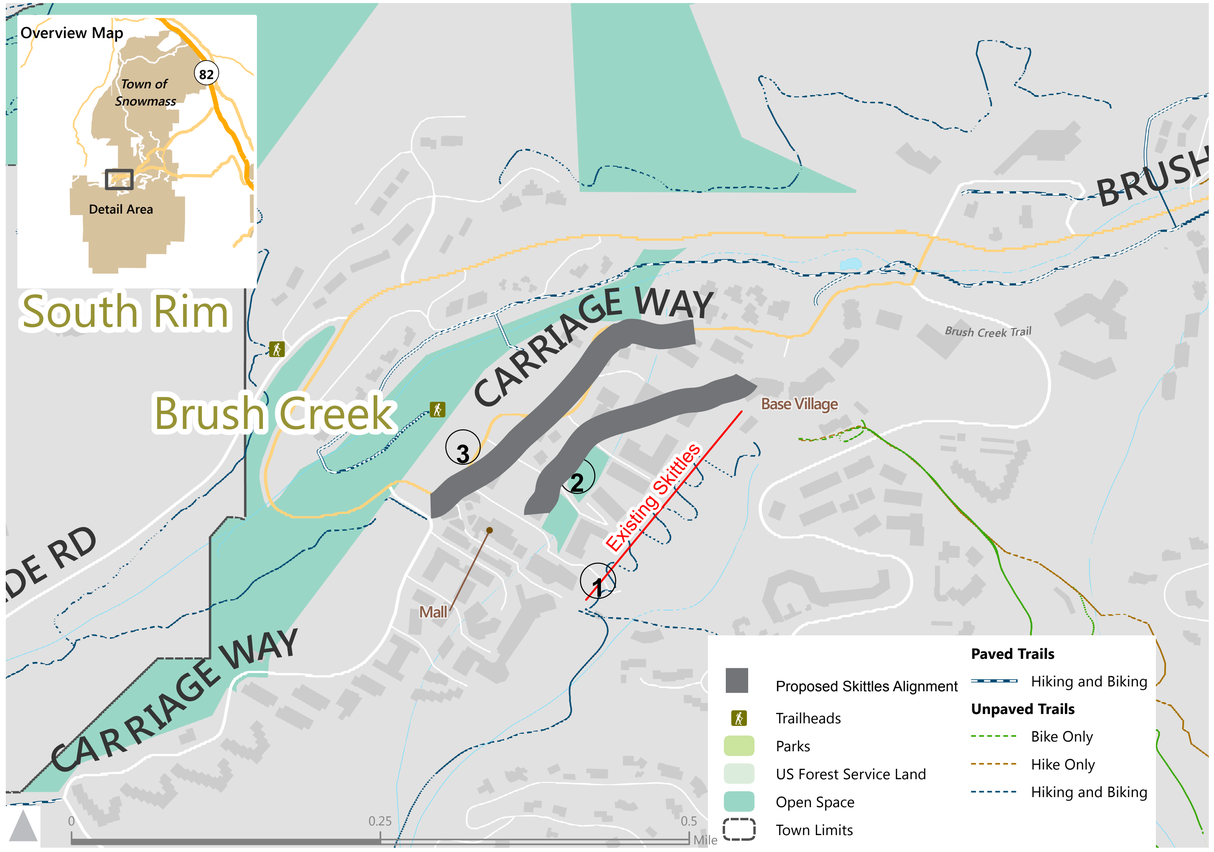
Make transit more intuitive	Support?
• Focus wayfinding at Mall, Base Village, Snowmass Center and Town Park Station • Provide real-time bus arrival information via smartphone • Have town-wide consolidated route map on website, and include stop locations with route information • Kiosks with map at major stops • Educate visitors about "Demand Responsive Service"	

SkyCab Gondola Alternatives

	Above Ground			At-Grade/ Below Ground		At-Grade
Name	Enclosed Cab (attached)	Enclosed Cab (detached)	Open Air Cab (detached)	Escalator	Conveyor	Walkway
Example						
Person Capacity	860 persons per hour	3,000-4,000 persons per hour	2,800 persons per hour	2,000 persons per hour	1,500-4,000 persons per hour	No capacity limit
Expense	$$$	$$$	$$	$$	$	$
Pick your favorite, comments						

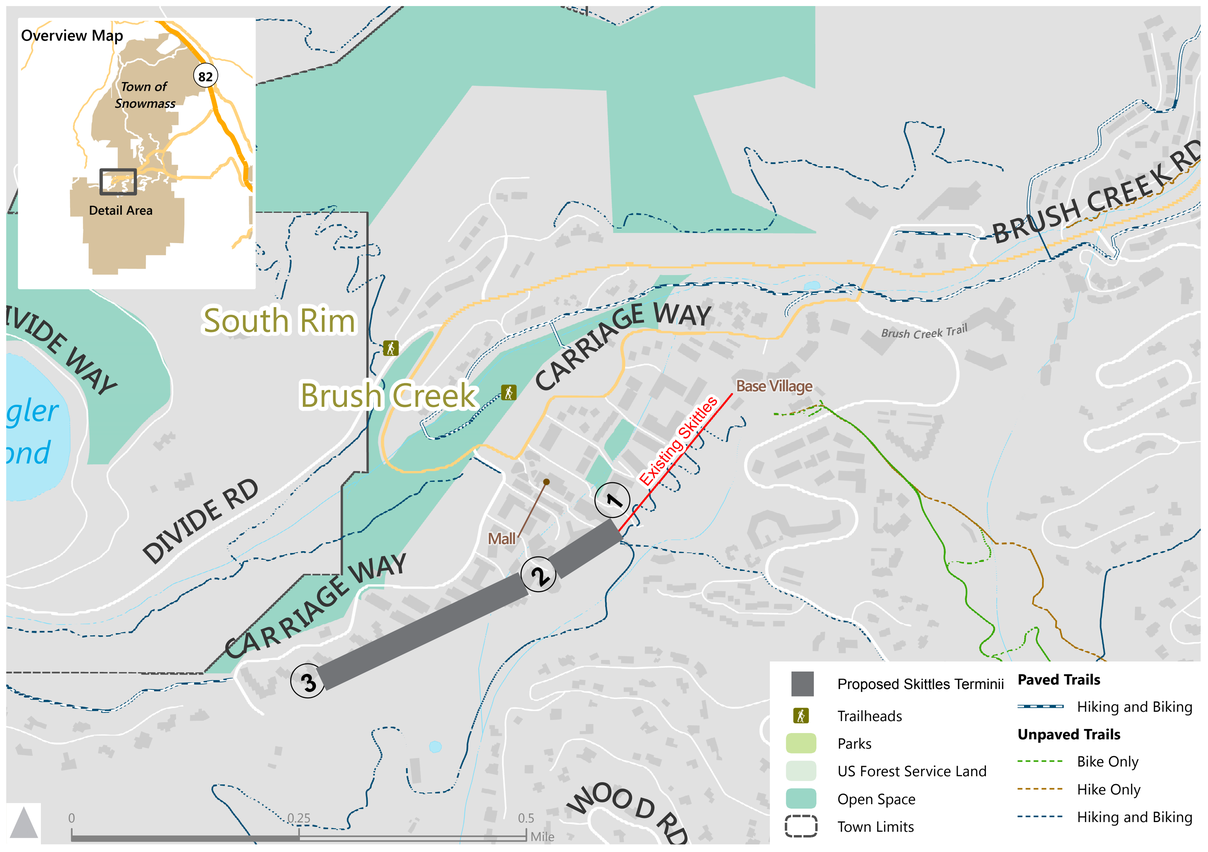
Which grade do you prefer?	**Above Grade**	**Below Grade**	**At Grade**

Skittles Alternatives



Select your preferred alignment

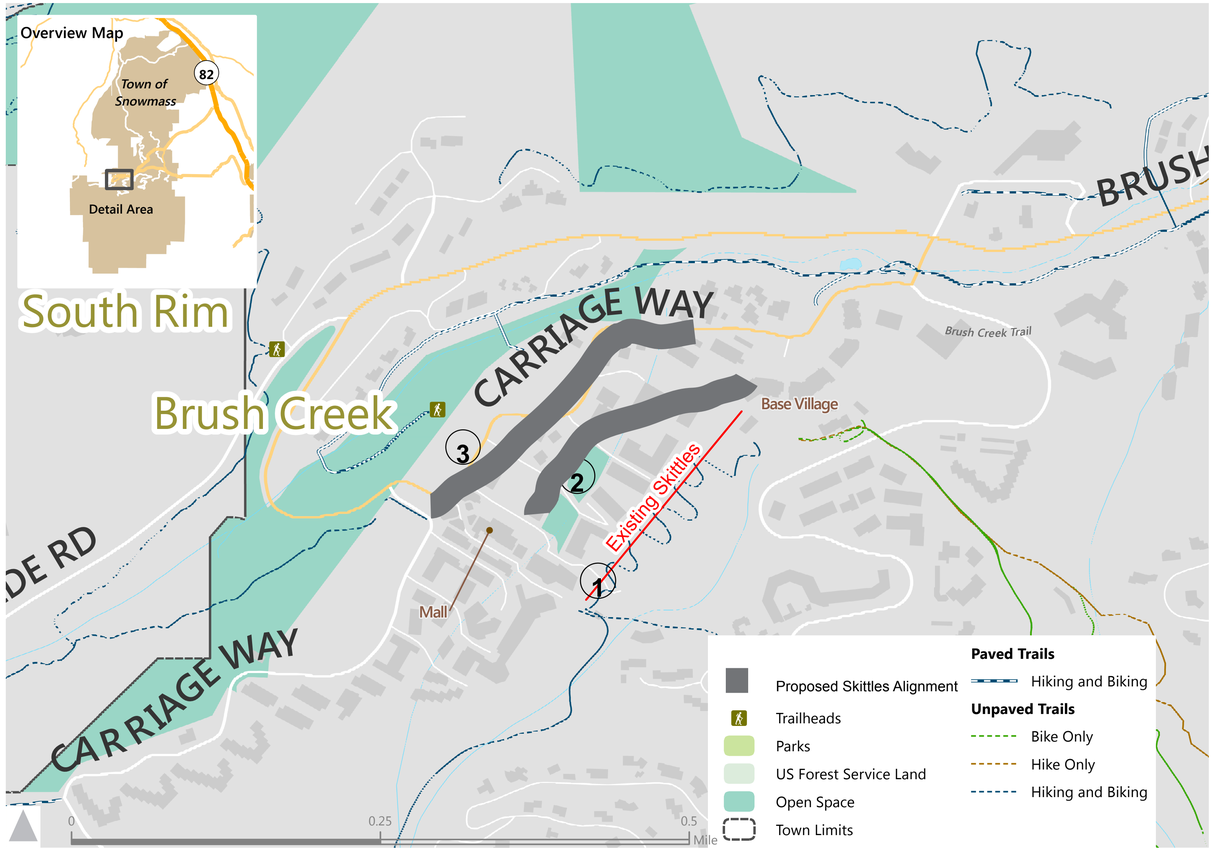
Current Alignment (1)	Middle Alignment (2)	Carriage Way Alignment (3)



Select your preferred terminus

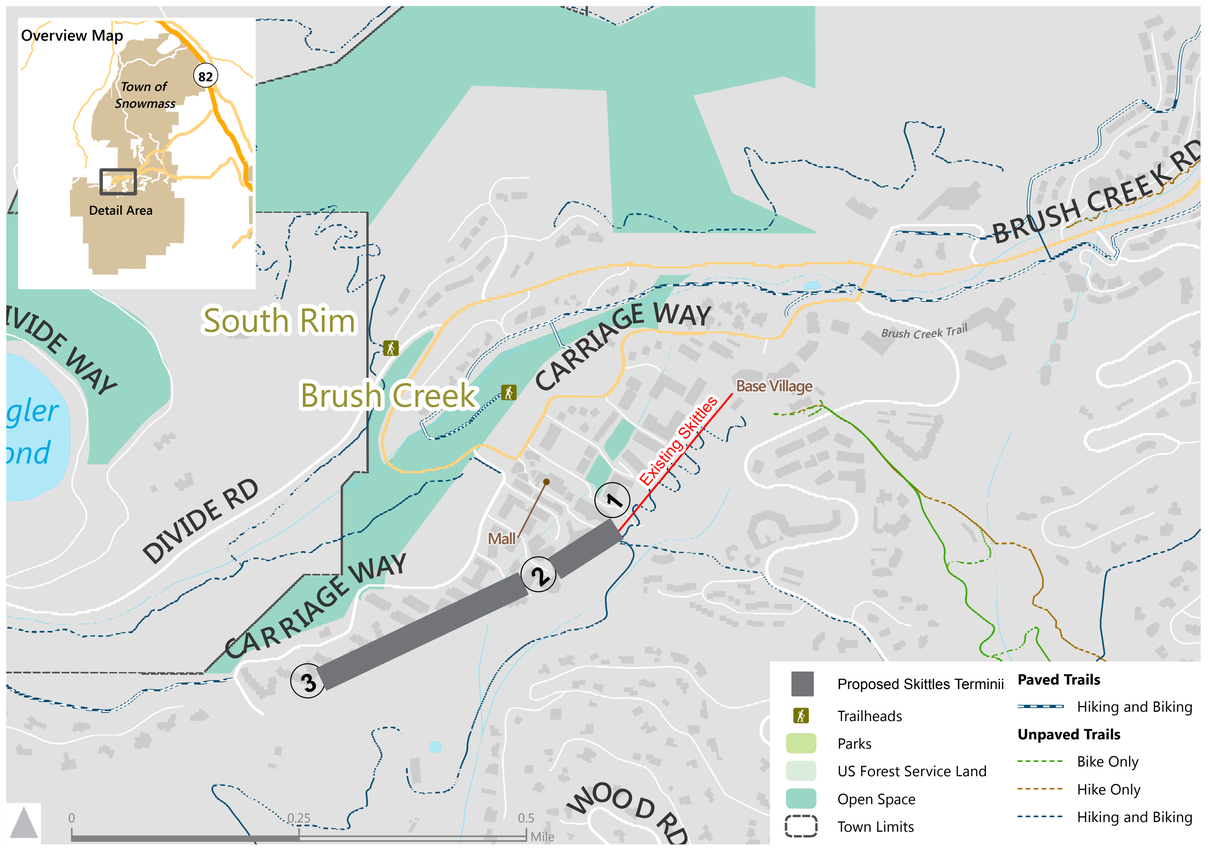
Terminus 1	Terminus 2	Terminus 3

SkyCab Gondola Alternatives



Select your preferred alignment

Current Alignment (1)	Middle Alignment (2)	Carriage Way Alignment (3)



Select your preferred terminus

Terminus 1	Terminus 2	Terminus 3

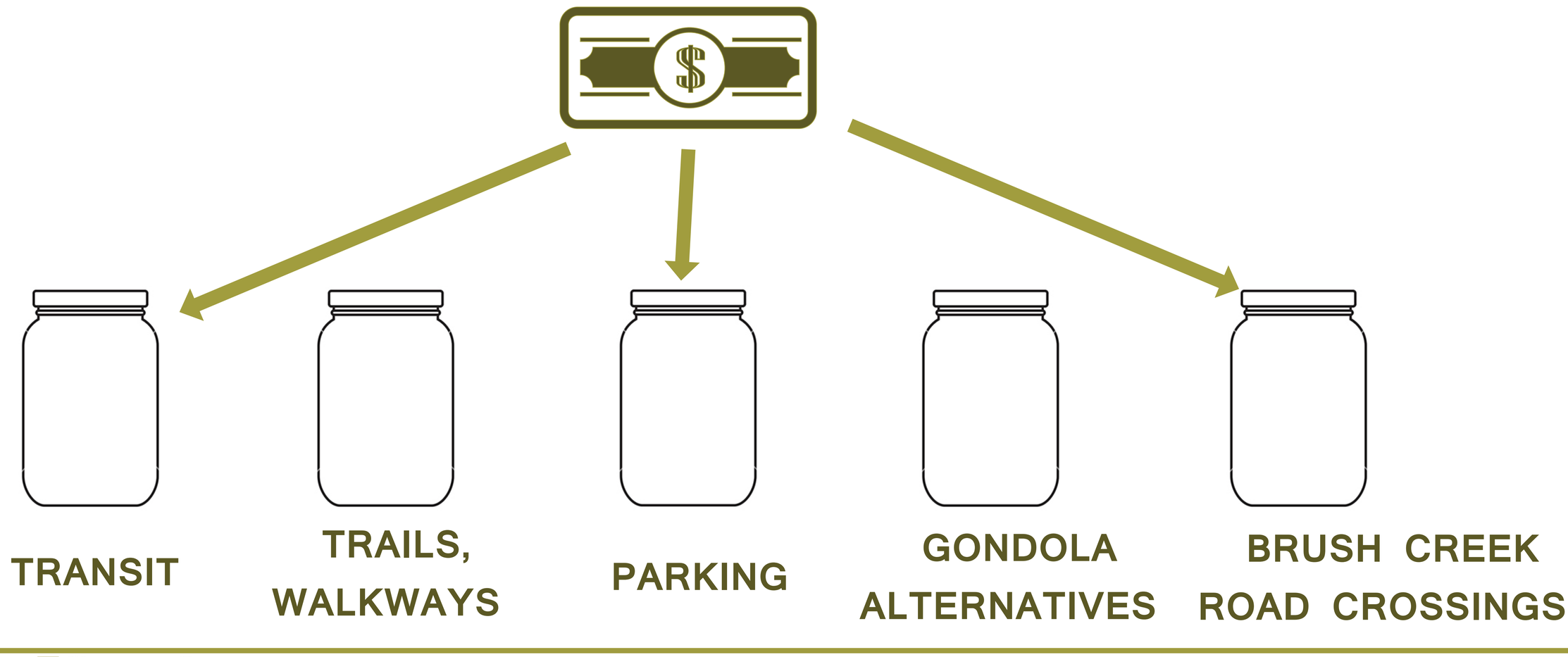
Parking: Recommendations

Improve trailhead parking	Support?
• Add horse corral and horse parking at Two Creeks • Add signage at trailhead parking explaining wildlife closure • Expand Tom Blake trailhead parking	

Improve parking visibility and availability	Support?
• Provide maps and wayfinding signage with parking information, especially at Base Village • Implement ITS system at Base Village Garage and at junction with 82 to let drivers know which lots are full	

Improve ADA parking	Support?
• Identify ADA parking spaces easily accessible to ski lifts	

How do you want to spend your dollars in Snowmass?



APPENDIX B: BRUSH CREEK ROAD CROSSING AND TRAIL/WALKWAY ASSESSMENTS

APPENDIX B1: BRUSH CREEK ROAD CROSSING ANALYSIS

Crossing Location	Safety						Access to Primary Nodes	Reach of Impact	
	Existing Marked Crosswalk?	Winter Saturday ADT	Ped. Volume	Speed Limit/ 85th %tile	Crossing Distance	Sight Distance		Residents, Visitors or Both?	Core Trans. System?
Just west of Highline Road	Yes	Appr. 9,000	Crossing serves a trail; minimum pedestrian volume does not need to be met	30 MPH/ Not provided	46 ft	>200 ft	• Town Park Station/ Recreation Center: 0.1 miles (however, does not provide direct access) • Snowmass Center: >1/2 mile • Base Village: >1/2 mile • Village Mall: >1/2 mile	Mostly residents	Yes
Town Park Station/Clubhouse Drive	Yes	Appr. 9,000	The public, stakeholders and Town staff indicate that pedestrian volume is high, much greater than 20 pedestrians per hour	30 MPH/ Not provided	62 ft	>200 ft	• Town Park Station/ Recreation Center: 130 feet • Snowmass Center: >1/2 mile • Base Village: >1/2 mile • Village Mall: >1/2 mile	Residents and visitors	Yes
Sinclair Road	Yes	Appr. 9,000	The public, stakeholders and Town staff indicate that pedestrian volume is approximately 20 pedestrians per hour	35 MPH/ 37 MPH	60 ft	>250 ft*	• Town Park Station/ Recreation Center: >1/2 mile • Snowmass Center: >1/2 mile • Base Village: >1/2 mile • Village Mall: >1/2 mile	Mostly residents	Yes

Owl Creek Road	No	Appr. 9,000	Pedestrian crossing volume is low, less than 20 pedestrians per hour; however, the crossing is on a desire line between key trip origins and destinations	35 MPH/ Not provided	78 ft	>250 ft	• Town Park Station/ Recreation Center: >1/2 mile • Snowmass Center: 0.45 miles • Base Village: >1/2 mile • Village Mall: >1/2 mile	Residents and visitors	Yes
Faraway Road	No	Appr. 11,000	The public, stakeholders and Town staff indicate that pedestrian volume is approximately 20 pedestrians per hour	35 MPH/ 37 MPH	62 ft	>250 ft	• Town Park Station/ Recreation Center: >1/2 mile • Snowmass Center: 0.2 miles • Base Village: 0.3 miles • Village Mall: >1/2 mile	Residents and visitors	Yes

Notes: *Sinclair Road crossing is on top of a vertical curve. Sight distance to a two foot high object meets stopping sight distance criteria from *A Policy on Geometric Design of Highways and Streets*. However, pavement markings cannot be seen from 250 feet away.
Source: Fehr & Peers.

APPENDIX B2: TRAIL/WALKWAY ANALYSIS

Trail/Walkway Location		Safety				Access to Primary Nodes	Reach of Impact	
		Existing Parallel Walkway?	Winter Saturday ADT	Ped. Volume	Speed Limit/ 85th %tile		Residents, Visitors or Both?	Core Trans. System?
1	Along Fanny Hill from Snowmass Village Mall to top of Village (unpaved trail)	Yes – sidewalk along Carriage Way	N/A	Town staff suggest this is low.	N/A	• Town Park Station/ Recreation Center: >1/2 mile • Snowmass Center: >1/2 mile • Base Village: 0.25 miles • Village Mall: 0 miles	Mostly visitors	No
2	Across Slopeside from Snowmass Village Mall to Tom Blake Trail	No	N/A	Town staff suggest this is low.	N/A	• Town Park Station/ Recreation Center: >1/2 mile • Snowmass Center: >1/2 mile • Base Village: 0.25 miles • Village Mall: 0 miles	Mostly visitors	No
3	Along Brush Creek Road from Snowmass Village Mall to Divide Road	No	Appr. 3,000	Town staff suggest this is medium.	30 MPH	• Town Park Station/ Recreation Center: >1/2 mile • Snowmass Center: >1/2 mile • Base Village: 0.3 miles • Village Mall: 0 miles	Mostly residents	Yes

4	Shortcut across Brush Creek from Mountain View to Snowmass Village Mall	No	N/A	Town staff suggest this is medium.	N/A	• Town Park Station/ Recreation Center: >1/2 mile • Snowmass Center: >1/2 mile • Base Village: 0.3 miles • Village Mall: 0 miles	Mostly residents	No
5	Underneath existing Sky Cab Gondola Base Village to Snowmass Village Mall	No	N/A	Town staff suggest this is high.	N/A	• Town Park Station/ Recreation Center: >1/2 mile • Snowmass Center: 0.3 miles • Base Village: 0.1 miles • Village Mall: 0 miles	Mostly visitors	No
6	Along Brush Creek Road from Upper Kearns Road to Mountain View	No	Appr. 3,000	Town staff suggest this is medium.	30 MPH	• Town Park Station/ Recreation Center: >1/2 mile • Snowmass Center: 0.1 miles • Base Village: 0.2 miles • Village Mall: 0.5 miles	Mostly residents	Yes
7	Along Upper Kearns Road from Brush Creek Road to Snowmass Center	No	Appr. 1,500	Town staff suggest this is medium.	25 MPH	• Town Park Station/ Recreation Center: >1/2 mile • Snowmass Center: 0 miles • Base Village: 0.1 miles • Village Mall: 0.5 miles	Residents and visitors	No
8	Along Brush Creek Road from Faraway Road to Upper Kearns Road	Yes – Brush Creek Trail	Appr. 11,000	Town staff suggest this is medium.	35 MPH	• Town Park Station/ Recreation Center: >1/2 mile • Snowmass Center: 0.1 miles • Base Village: 0.2 miles • Village Mall: 0.5 miles	Residents and visitors	Yes

9	Along Owl Creek Road and Brush Creek Road from fire station to Faraway Road	Yes – Brush Creek Trail	Appr. 3,000 (Owl Creek Road) – 11,000 (Brush Creek Road	Town staff suggest this is medium.	35 MPH	• Town Park Station/ Recreation Center: >1/2 mile • Snowmass Center: 0.2 miles • Base Village: 0.3 miles • Village Mall: >1/2 mile	Residents and visitors	Yes
10	Along Highline Road between Owl Creek Road and Brush Creek Road	Yes – Highline Trail	Appr. 2,500	Town staff suggest this is low.	30 MPH	• Town Park Station/ Recreation Center: 0.3 miles • Snowmass Center: >1/2 mile • Base Village: >1/2 mile • Village Mall: >1/2 mile	Mostly residents	Yes
11	Connection between Town Park Station and Brush Creek Road undercrossing	No	N/A	Town staff suggest this is low.	N/A	• Town Park Station/ Recreation Center: 0 miles • Snowmass Center: >1/2 mile • Base Village: >1/2 mile • Village Mall: >1/2 mile	Residents and visitors	No

Source: Fehr & Peers.

APPENDIX C: COST ESTIMATES

621 17th Street #2301
Denver, Colorado 80293
303.296.4300

FEHR PEERS

DATE: April 13, 2016

Snowmass Village - Community Connectivity Plan

Brush Creek Road Cost Estimate

Planning Level Estimate of Probable Cost

Brush Creek Road/Clubhouse Drive (Town Park Station)				
Item	*Quantity*	*Unit*	*Cost*	*Total*
Remove Concrete Curb & Gutter	145	LF	$5.00	$725.00
Remove Concrete Sidewalk/Curb Ramp	2,500	SF	$2.00	$5,000.00
Remove AC Pavement	2,040	SF	$2.00	$4,080.00
Remove Paint/Thermo Striping and Markings	200	SF	$4.00	$800.00
Relocate Existing Sign and Post	2	EA	$400.00	$800.00
Concrete Curb & Gutter	180	LF	$40.00	$7,200.00
Concrete Sidewalk/Curb Ramp	1,590	SF	$10.00	$15,900.00
Curb Ramp (Incl. Concrete, Forming and Grading)	4	EA	$3,500.00	$14,000.00
Roadway Paving (3" AC/8" Class II AB)	1,200	SF	$8.00	$9,600.00
Crosswalk Striping	400	SF	$6.60	$2,640.00
Limit/Center Line Striping (Thermo)	100	LF	$6.60	$660.00
Install 2 RRFB System with W11-2 Signage	1	EA	$20,000.00	$20,000.00
Install Decorative Street Lights	2	EA	$6,500.00	$13,000.00
			Subtotal	*$94,405.00*
Approximate Design and Engineering Fees	20%			$18,900.00
Contingency	25%			$23,600.00
			Total	*$136,905.00*

Brush Creek Road/Sinclair Road				
Item	*Quantity*	*Unit*	*Cost*	*Total*
Remove Concrete Curb & Gutter	255	LF	$5.00	$1,275.00
Remove Concrete Sidewalk/Curb Ramp	1,270	SF	$2.00	$2,540.00
Remove AC Pavement	300	SF	$2.00	$600.00
Remove Paint/Thermo Striping and Markings	100	SF	$4.00	$400.00
Relocate Drainage Inlet Along Pipe	1	EA	$7,500.00	$7,500.00
Relocate Existing Sign and Post	3	EA	$400.00	$1,200.00
Concrete Curb & Gutter	650	LF	$40.00	$26,000.00
Concrete Sidewalk/Curb Ramp	3,900	SF	$10.00	$39,000.00
Curb Ramp (Incl. Concrete, Forming and Grading)	2	EA	$3,500.00	$7,000.00
Roadway Paving (3" AC/8" Class II AB)	2,080	SF	$8.00	$16,640.00
Crosswalk Striping	100	SF	$6.60	$660.00
Limit/Center Line Striping	700	LF	$6.60	$4,620.00
Install 4 RRFB System with W11-2 Signage	1	EA	$40,000.00	$40,000.00
Install Decorative Street Lights	2	EA	$6,500.00	$13,000.00
			Subtotal	*$160,435.00*
Approximate Design and Engineering Fees	20%			$32,100.00
Contingency	25%			$40,100.00
			Total	*$232,635.00*

Brush Creek Road/Owl Creek Road				
Item	*Quantity*	*Unit*	*Cost*	*Total*
Remove Concrete Curb & Gutter	270	LF	$5.00	$1,350.00
Remove AC Pavement	5,950	SF	$2.00	$11,900.00
Remove Paint/Thermo Striping and Markings	300	SF	$4.00	$1,200.00
Relocate Existing Sign and Post	4	EA	$400.00	$1,600.00
Concrete Curb & Gutter	1,060	LF	$40.00	$42,400.00
Concrete Sidewalk/Curb Ramp	2,200	SF	$10.00	$22,000.00
Curb Ramp (Incl. Concrete, Forming and Grading)	5	EA	$3,500.00	$17,500.00
Roadway Paving (3" AC/8" Class II AB)	7,200	SF	$8.00	$57,600.00
Crosswalk Striping	330	SF	$6.60	$2,178.00
Limit/Center Line Striping	910	LF	$6.60	$6,006.00
Pavement Legends (Thermo)	60	SF	$8.50	$510.00
Install 4 RRFB System with W11-2 Signage	1	EA	$40,000.00	$40,000.00
Install Decorative Street Lights	3	EA	$6,500.00	$19,500.00
			Subtotal	*$223,744.00*
Approximate Design and Engineering Fees	20%			$44,700.00
Contingency	25%			$55,900.00
			Total	*$324,344.00*

621 17th Street #2301
Denver, Colorado 80293
303.296.4300

FEHR PEERS

DATE: April 13, 2016

Brush Creek Road/Faraway Road

Item	*Quantity*	*Unit*	*Cost*	*Total*
Remove Concrete Curb & Gutter	120	LF	$5.00	$600.00
Remove Concrete Sidewalk/Curb Ramp	640	SF	$2.00	$1,280.00
Remove Paint/Thermo Striping and Markings	1,200	SF	$4.00	$4,800.00
Relocate Existing Sign and Post	4	EA	$400.00	$1,600.00
Concrete Curb & Gutter	610	LF	$40.00	$24,400.00
Concrete Sidewalk/Curb Ramp	4,180	SF	$10.00	$41,800.00
Curb Ramp (Incl. Concrete, Forming and Grading)	4	EA	$3,500.00	$14,000.00
Roadway Paving (3" AC/8" Class II AB)	1,100	SF	$8.00	$8,800.00
Crosswalk Striping	390	SF	$6.60	$2,574.00
Limit/Center Line Striping	1,200	LF	$6.60	$7,920.00
Pavement Legends (Thermo)	120	SF	$8.50	$1,020.00
Install 4 RRFB System with W11-2 Signage	1	EA	$40,000.00	$40,000.00
Install Decorative Street Lights	3	EA	$6,500.00	$19,500.00
			Subtotal	*$168,294.00*
Approximate Design and Engineering Fees	20%			$33,700.00
Contingency	25%			$42,100.00
			Total	*$244,094.00*

**Does not include grading for trail relocation or retaining wall for bus stop relocation*

Note: These cost estimates are based on quantity take-offs estimated from aerial conceptual designs. Unit costs are based on recent bid results in Colorado and other states in the western United States. These cost estimates do not include costs related to grading, drainage, right-of-way, utility relocation or landscaping.
These cost estimates assume that an electrical service point is available adjacent to the project site. These cost estimates to not include service connection fees paid to the utility company.
Detailed civil engineering design should refine these designs accounting for feasibility. Civil engineering design should be refined to at least a 35 percent level and preferably a 60 percent level for project programming (with appropriate contingencies assumed). Detailed civil engineering design should address grading, drainage, right-of-way, utility relocation and landscaping. Additionally, detailed civil engineering design should verify underground utilities and identify an electrical service point.

Typical assumed dimensions:
Sidewalk width - 6 feet
Center island width - 6 feet - 10 feet
Travel lane width - 11 feet
Shoulder width - 4 feet

1101 Bannock Street
Denver, Colorado 80204
303.892.1166

DATE: March 23, 2016

Snowmass Village - Community Connectivity Plan

Trail/Walkway Cost Estimate

Planning Level Estimate of Probable Cost

#1 Along Fanny Hill from Snowmass Village Mall to top of Village (unpaved trail) - Project Already Programmed

#2 Across Slope side from Snowmass Village Mall to Tom Blake Trail

Item	*Quantity*	*Unit*	*Cost*	*Total*
Clearing and Grubbing Fine Grading Site Prep	3,010	l.f...	$2.50	$7,525.00
6' Wide Crusher Fines and or Natural Surface Trail	3,010	l.f...	$12.00	$36,120.00
Stone Walls (2-3' Height)	170	l.f...	$165.00	$28,050.00
Stone Walls (4-6' Height)	105	l.f..	$330.00	$34,650.00
Wayfinding Signage	3	ea	$3,000.00	$9,000.00
Plants for Revegetation and Wetland Disturbance Mitigation	1,225	s.f..	$4.00	$4,900.00
Seed Mix for Revegetation	2,160	s.f..	$0.25	$540.00
			Subtotal	*$120,785.00*

#3 Along Brush Creek Road from Snowmass Village Mall to Divide Road

Item	*Quantity*	*Unit*	*Cost*	*Total*
Clearing and Grubbing Site Prep	1,400	l.f..	$2.50	$3,500.00
6' Wide Concrete Trail	1,400	l.f..	$30.00	$42,000.00
Stone Walls (2-3' Height)	120	l.f..	$165.00	$19,800.00
Stone Walls (4-6' Height)	420	l.f..	$330.00	$138,600.00
Stone Walls (6-8' Height)	130	l.f..	$440.00	$57,200.00
Guard Rail (Type 3)	550	l.f..	$40.00	$22,000.00
Safety Fencing	575	l.f..	$35.00	$20,125.00
Wayfinding Signage	2	ea	$3,000.00	$6,000.00
Plants for Revegetation and Wetland Disturbance Mitigation	4,400	s.f..	$4.00	$17,600.00
Seed Mix for Revegetation	4,900	s.f..	$0.25	$1,225.00
			Subtotal	*$328,050.00*

#4 Shortcut Across Brush Creek from Mountain View to Snowmass Village Mall

Item	*Quantity*	*Unit*	*Cost*	*Total*
Clearing and Grubbing Site Prep	860	l.f..	$2.50	$2,150.00
6' Wide Concrete Trail	860	l.f..	$30.00	$25,800.00
Stone Walls (2-3' Height)	20	l.f..	$165.00	$3,300.00
Stone Walls (4-6' Height)	60	l.f..	$330.00	$19,800.00
Stone Walls (6-8' Height)	480	l.f..	$440.00	$211,200.00
Safety Fencing	540	l.f..	$35.00	$18,900.00
Wayfinding Signage	2	ea	$3,000.00	$6,000.00
Plants for Revegetation and Wetland Disturbance Mitigation	2,240	s.f..	$4.00	$8,960.00
Seed Mix for Revegetation	3,440	s.f..	$0.25	$860.00
			Subtotal	*$296,970.00*

#5 Underneath existing Sky Cab Gondola Base Village to Snowmass Village Mall

Item	*Quantity*	*Unit*	*Cost*	*Total*
Clearing and Grubbing Site Prep	1,380	l.f..	$2.50	$3,450.00
6' Wide Concrete Trail	1,380	l.f..	$30.00	$41,400.00
Stone Walls (2-3' Height)	140	l.f..	$165.00	$23,100.00
Wayfinding Signage	2	ea	$3,000.00	$6,000.00
Seed Mix for Revegetation	5,520	s.f..	$0.25	$1,380.00
			Subtotal	*$75,330.00*

#6 Along Brush Creek Road from Upper Kearns Road to Mountain View

Item	*Quantity*	*Unit*	*Cost*	*Total*
Clearing and Grubbing Site Prep	2,690	l.f..	$2.50	$6,725.00
6' Wide Concrete Trail	2,690	l.f..	$30.00	$80,700.00
6' Wide Crusher Fines and or Natural Surface Trail	1,000	l.f..	$12.00	$12,000.00
Stone Walls (2-3' Height)	300	l.f..	$165.00	$49,500.00
Stone Walls (4-6' Height)	900	l.f..	$330.00	$297,000.00
Guard Rail (Type 3)	900	l.f..	$40.00	$36,000.00
Safety Fencing	1200	l.f..	$35.00	$42,000.00
Wayfinding Signage	2	ea	$3,000.00	$6,000.00
Plants for Revegetation and Wetland Disturbance Mitigation	7,200	s.f..	$4.00	$28,800.00
Seed Mix for Revegetation	10,760	s.f..	$0.25	$2,690.00
			Subtotal	*$561,415.00*

1101 Bannock Street
Denver, Colorado 80204
303.892.1166

DATE: March 23, 2016

#7 Along Upper Kearns Road from Brush Creek Road to Snowmass Center - Project Already Programmed

#8 Along Brush Creek Road from Faraway Road to Upper Kearns Road

Item	*Quantity*	*Unit*	*Cost*	*Total*
Clearing and Grubbing Site Prep	1,185	l.f..	$2.50	$2,962.50
6' Wide Concrete Trail	1,185	l.f..	$30.00	$35,550.00
Stone Walls (2-3' Height)	25	l.f..	$165.00	$4,125.00
Stone Walls (4-6' Height)	60	l.f..	$330.00	$19,800.00
Stone Walls (6-8' Height)	490	l.f..	$440.00	$215,600.00
Guard Rail (Type 3)	550	l.f..	$40.00	$22,000.00
Safety Fencing	550	l.f..	$35.00	$19,250.00
Wayfinding Signage	2	ea	$3,000.00	$6,000.00
Plants for Revegetation and Wetland Disturbance Mitigation	4,400	s.f..	$4.00	$17,600.00
Seed Mix for Revegetation	4,740	s.f..	$0.25	$1,185.00
			Subtotal	*$344,072.50*

#9 Connection Between Faraway Road to Owl Creek Road and up to the Fire Station

Item	*Quantity*	*Unit*	*Cost*	*Total*
Clearing and Grubbing Site Prep	1,516	l.f..	$2.50	$3,790.00
6' Wide Concrete Trail	1,516	l.f..	$30.00	$45,480.00
Stone Walls (2-3' Height)	215	l.f..	$165.00	$35,475.00
Stone Walls (4-6' Height)	822	l.f..	$330.00	$271,260.00
Wayfinding Signage	1	ea	$3,000.00	$3,000.00
Plants for Revegetation and Wetland Disturbance Mitigation	9,096	s.f..	$4.00	$36,384.00
Seed Mix for Revegetation	6,064	s.f..	$0.25	$1,516.00
			Subtotal	*$396,905.00*

#10 Along Highline Road between Owl Creek Road and Brush Creek Road

Item	*Quantity*	*Unit*	*Cost*	*Total*
Clearing and Grubbing Site Prep	5,015	l.f..	$2.50	$12,537.50
6' Wide Concrete Trail	5,015	l.f..	$30.00	$150,450.00
Stone Walls (2-3' Height)	365	l.f..	$165.00	$60,225.00
Stone Walls (4-6' Height)	1,255	l.f..	$330.00	$414,150.00
Stone Walls (6-8' Height)	120	l.f..	$440.00	$52,800.00
Guard Rail (Type 3)	1,455	l.f..	$40.00	$58,200.00
Safety Fencing	1,455	l.f..	$35.00	$50,925.00
Wayfinding Signage	2	ea	$3,000.00	$6,000.00
Plants for Revegetation and Wetland Disturbance Mitigation	11,000	s.f..	$4.00	$44,000.00
Seed Mix for Revegetation	20,060	s.f..	$0.25	$5,015.00
			Subtotal	*$854,302.50*

#11 Connection Between Town Park Station and Brush Creek Road Undercrossing

Item	*Quantity*	*Unit*	*Cost*	*Total*
Clearing and Grubbing Site Prep	685	l.f..	$2.50	$1,712.50
6' Wide Concrete Trail	685	l.f..	$30.00	$20,550.00
Wayfinding Signage	2	ea	$3,000.00	$6,000.00
Plants for Revegetation and Wetland Disturbance Mitigation	4,110	s.f..	$4.00	$16,440.00
Seed Mix for Revegetation	2,740	s.f..	$0.25	$685.00
			Subtotal	*$45,387.50*

Sub Total	$3,023,217.50
Approximate Design and Engineering Fees	$226,741.31
10% Contingency	$302,321.75
	$3,552,280.56

1. Estimate does not include any necessary ROW acquisition, street lighting, T.E. signage, site drainage structures or intersection ramps
2. Retaining wall quantities and Wetland Mitigation Requirements are estimated based on field study and aerial map study of existing site conditions
3. Trail Length Estimates are based on line work takeoffs generated over aerial maps
4. Estimate assumes drainage will be captured through swales or pans adjacent to the trails/walkways and or sheet flow through cross slope.
5. Estimate does not include curb and gutter along the streets to retain the rural character of Snowmass Village
6. This cost estimate is preliminary and subject to change