



Expressed Desires/Goals from Boards and Commissions for NedPeds Project, and Design Team Responses

- For now, the desire is that any signage must match the current signage displayed throughout the town
 - There will be close collaboration with PROSAB
- Investigate crosswalk locations, specifically one from the park-n-ride to the library as opposed to two, inclusion of one at Jefferson Street, the best placement within the roundabout for maximum safety, and placed to avoid parking spaces near Snyder.
 - As design progresses, the site will be walked to start determine the best locations
 - Current drawings have been updated to show a single crossing of SH 72 (2nd St.) at Jackson St.; a Jefferson St. crosswalk will be added; and the location of the walkway along Snyder is still under consideration.
- Consider one sidewalk versus two along 119
 - This is being done currently after receiving feedback
 - Sidewalks along SH 119 are no longer under consideration; a pathway is being considered for the North side.
- Consider clear delineation of bicycle ROWs
 - Current design shows separate bikeways along SH 72 west of the roundabout
- Simplify signage wherever possible
 - This will be looked at during the final design stage
- Consider traffic calming measure for drivers coming North on Bridge
 - These are being looked at, primarily in terms of increasing awareness of the roundabout and how to use it per current CDOT signage standards
- Please address run-off issues from paved businesses near roundabout
 - Calculations will be completed for runoff and the water features will be sized to that level at a minimum
- Consider including more on-street parking along Snyder to access business and provide ease of exit once business is complete
 - It appears that the best option for this parking would be along the east side of Snyder, between 2nd St. & N. Beaver Creek., there would be room for about 2-3 spaces. That would put the Snyder St. path on the west side of the street between 2nd& 119. However, given the angle parking on Snyder south of 2nd St., the best location for the path in this block would be along the east side of the street.



- The location of Snyder St. (between 2nd and 3rd) pathway/parking is still under consideration
- Ensure material for walkway is easy to maintain
 - This will be done; ranked as 2nd most important in prioritization survey
- Desire for walkway material to be plowable
 - In current plans
- Desire that walkway material is distinct and in keeping with town character
 - Include/investigate “boardwalk” concrete by whistler’s as one alternative
 - Will be done, current top options include a concrete with exposed aggregate, a hybrid design with infiltration strips, and a crusher fines path
- Desire that the walkway be replicable
 - The intent is for low cost, durable, and distinctive so it will be replicable
- Desire that the walkway be affordable
 - Low life cycle costs were the 4th most important criteria in the prioritization survey and a repeated concern from town boards; this will continue to be addressed
- Preference that the walkway be porous
 - The desire for total porosity is being balanced with other potentially competing needs such as safety and maintenance. The hope is to find a medium or preferred alternative that accomplished the needed porosity but meets the other requirements as well.
- Desire to educate stakeholders (non-boards)
 - A Public Meeting will be held by the EPA, likely in April, to educate residents with theme of what residents can do to improve habitat functionality in their backyards.
 - Additional public meetings are planned to inform and solicit feedback from residents
- Design for capacity to handle a 100 year flood without backing up
 - This goal was stated by Brian McClaren as reasonable for culvert sizing (both 2nd and East) to address the immediate issue of North Beaver Creek flooding. There will be consequences downstream in the stream channel through private property and it is recommended by the design team that both culverts be replaced to avoid simply shifting the flooding to the next bottleneck.
 - Clarification: The N. Beaver Creek crossings of 2nd St. and East St. will be



designed to handle the largest possible flow practical without increasing the risk

to adjacent properties. These culvert sizes may be limited by the channel capacity (which is on private property). Surface drainage will be designed to conventional drainage criteria (providing a minor drainage system to handle minor (5-yr) storms, while providing the capacity to convey a major (100-yr) storm

to minimize health and life hazards, damage to structures, and interruption to

traffic and services.

- Design the water quality features to serve as many functions as possible and to detain as much on street water as can be practically fit in the project
 - The narrow ROW along 2nd St., combined with the need to maintain driveway access to the various properties does put a constraint on the amount of space available for water quality mitigation features. The plan for bioswales in the Gateway Park Concept drawings will help this out.
 - The areas shown on the 30% FIR drawings as “native landscaping” will be utilized as much as practical to provide water quality treatment of the storm runoff
- Design with a goal of reducing the embodied energy (or possibly total energy) of the project to use half of the energy that Phase 1 used on a /SF basis
 - Project team investigating phase 1 energy, will report as design progresses
- Create a document indicating what concerns are being brought up at various meetings and how the design team will address them (Mayor Guerlach)
 - This will be stored separately and include all of the goals/desires along with design team responses
- Place an emphasis on the needs of the entire system to be addressed especially the upstream portions of the creek (outside of project scope). Provide recommendations and advice as possible to mitigate major flooding at the ecosystem level
 - Will continue to work with BoT and others on best way to do so
 - The Design Team recommends that the Town undergo a Major Drainageway Planning effort for the N. Beaver Creek and Middle Boulder Creek basins to provide a framework for implementing measures to mitigate major flooding in the Town.
- Quantify the benefits of the project via LEED-ND and the Sustainable Sites Initiative



- Certification matrix has been developed and key recommendations are in the Sustainability update memo
- Major design decisions should include life-cycle costs
 - Noted, will be presented for design options
- Work with PROSAB to take advantage of synergies and help inform future planning
 - Design team will do so
- The treatment of the right of way issues should be conducted in an equitable manner; while it is recognized that there will be “winners” and “losers” the design should strive to demonstrate appropriate and equal concern for all affected residents
 - Design options will recognize this and the DDA will be able to weigh in
- Life-cycle costs and impacts of the project should be given serious consideration as part of the design process
 - See related comments
- Consider some means for additional pedestrian safety at the roundabout, including tables at select crossings
 - Tables are unlikely due to plowing issues, but islands of safety beyond the existing islands with the crosswalks in between are being added on all appropriate intersections
- The design should be “self-enforcing” when it comes to where parking occurs as there is limited enforcement of illegal parking in town
 - This will be taken up with the town
- The design should address the dust issues for residents and business owners along second street
 - All of the preferred design options will limit dust exposure
- The design should address erosion issues along 2nd St
 - All of the preferred design options will address erosion issues
- Design should be include 14 ft ROWs and enough room to turn a fire truck onto
 - This will be included as a minimum
- Design should be flexible to accommodate future development
 - The location and specific design along developable parcels will accommodate future redevelopment
- Consider the design impacts on delivery vehicles
 - Space for delivery vehicles will be prioritized, though not necessarily at the expense of pedestrians
- Consider snow removal/storage in the design
 - Will be addressed in 60% round of design



- Consider including parking as part of long term flexibility
 - Parking is a future flexible use and will be incorporated to the extent possible
- Consider the long-term view
 - This is being done in terms of resilience, flexibility, and durability
- Consider any opportunities to include agriculture in project
 - The pollutants from the roadway make edible agriculture difficult in bioswales and landscaped features, but non-edibles could be grown and harvested
- Consider one side only from Park N Ride to roundabout and round about to Snyder
 - The one side alternative will likely be designed in the 60% to accommodate parking from the roundabout to Snyder
 - Current (30% FIR drawings) show the pathway only along the south side of E. 2nd St. between the roundabout & Snyder St.
- Look at on-street parking as a more sustainable option due to traffic shielding and slowing for pedestrians
 - This is being done
- Consider the navigability of the roadway when locating parking
 - Parking as well as the walkway will be located to allow a high degree of maneuverability, but also so as to slow traffic
- Ensure that the established grade is as permanent as possible and functions the best overall
 - This will be detailed in further design, but is part of the plan to date
- One way to accommodate the issue of snow impeding the roadway would be to use designated areas within the ROW as snow placement zones in the winter and parking spaces in the summer
 - This will be incorporated into the design
 - The areas currently shown as “native landscaping” can be used for snow storage
- Consider options that would not include the removal of the two large mature Spruce trees
 - Moving utility poles will likely result in their removal, but town and Xcel would need to make the decision
- Consider the inclusion of speed bumps or divots after the 30% drawing submittals
 - So far these are not included among the traffic calming methods
- Maintain visibility for residents and business owners
 - This will be a design feature



- Consider designing the parking spaces within the CBD ROW to accommodate greater maneuverability including such things as getting around trucks and clear visibility
 - Addressed above
- Consider additional and more hard surfaces for parking within the CBD
 - These will be fleshed out in later design, but has been directed by the DDA
- Consider moving the utility poles to accommodate additional ROW utilization, especially for parking
 - One parking spot would be gained from moving the poles; this will be shown on current design.
 - Utilities will be relocated as necessary to accommodate the design.
- Consider making a portion of the street two-way or with two-way functionality to provide the ability for vehicles entering from the west and not going far down the street to be able to continue to get back out without going through the eastern more neighborhood portion
 - The current design is for a one-way street, the two-way functionality will continue to be investigated and if there is sufficient cause to re-explore this option it will be done
- Consider an exposed pebble concrete as a more rustic but still very functional pathway material
 - This is one of the leading current design options for the pathway
- Consider using oval steel or concrete pipes (no PVC ovals in existence that we know of) in the under drain to use a greater volume at lower depth
 - This will be investigated if needed
- The pavement shown by the park on the east side of East down 2nd would be great for parking ambulances on for festivals
 - That paving is included on the design
- Consider mitigating ponding by mining museum corner
 - This will be investigated in the current phase of design
- Consider making an apron or more car friendly curb on mining museum corner as it gets driven over regularly
 - This will be included in the design
- 2 of the “islands of safety” around the roundabout are problematic, consider removing the ones on the North side of Bridge St. (conflicts with gas station pull out) and E side of 2nd(conflicts with Thai restaurant parking) Both are less necessary than the one along more heavily traveled entrances
 - The two will be removed from the design



Goals & Desires

3/6/2013

- Consider extending the striped bike lanes to the community center if they are going to be included
 - That is part of the current design, but the scope does end at roughly the bend in the road
 - At the 30% FIR review, CDOT noted that the striped bike lanes need to be a minimum of 5' wide (per AASHTO).
- Parking spot by driveway across from bus park n ride should be removed for better visibility
 - This will be shown in the next set of drawings
- BOT votes: North- 1 South (go with whatever the DAT decides) - 4 votes
- BOT unanimously voted to recommend Hybrid, prioritized permeability for roadway surface
- Consider undergrounding the utilities if cost-effective
 - Currently this is not cost-effective
- Vote: 5 members of the DAT voted for the walkway on the South side, 1 member voted for the North side (but not strongly) (2/20/13)
- Vote: The DDA endorsed the South Side for the walkway