



Downtown Estes Loop Project March 25th Public Meeting Summary

April 20th, 2015

Note: This summary is the same that was distributed to Town Board members in their packet of information on Friday April 10th in advance of the April 15th Town Board Meeting.

Meeting Logistics and Format

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

A series of boards were provided around the room to detail the history of the project, the purpose and need, and alternatives under consideration. The meeting boards and presentation from the meeting are both posted on the project website: <http://downtownestesloop.com/public-outreach/march-25-public-meeting/>

Presentation Summary and Recommendations

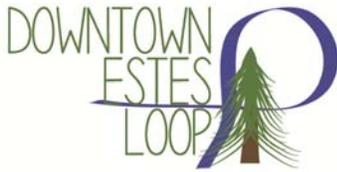
The presentation gave an overview of the project, project history, the purpose and need statement, and a description of the alternatives screening process. Two levels of alternatives screening were conducted- including an initial screening and a more detailed comparative screening. The initial screening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

Public Meeting Question and Answer Session

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

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

Seventeen comment forms were received at the public meeting, and put into the attached comment matrix word-for-word. 110 additional comments were received over the alternatives screening comment period which extended from March 25th through April 8th. Comments were received through the project website, the project email address, project hotline, through drop-off at Town Hall and via a



Downtown Estes Loop Project March 25th Public Meeting Summary

mailing list provided on the comment form. Emails were also sent directly to the Estes Park Trustees. All comments received are included as attachments 1 and 2 to this summary. The Trustees were encouraged by the Town Administrator to forward comments received to the project email address. Comments received from the Trustees are recorded on an attached spreadsheet (Attachment 3).

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

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

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

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

Attachments

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



Meeting Summary Appendix

Public Meeting Question and Answer Session

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

Q 1. Did you look at parking?

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

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

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

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

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

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

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



Downtown Estes Loop Project March 25th Public Meeting Summary

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

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

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

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

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

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

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

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

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

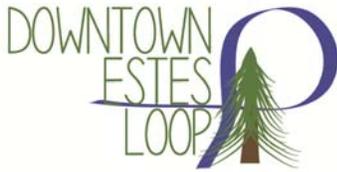
A. The One Way Couplet is anticipated to reduce emergency response times during heavy travel periods by improving travel times. The net changes in travel times and their implications on emergency response providers and business economics will be addressed in the EA along with measures to mitigate those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

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

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

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

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



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

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

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

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

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

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

Q 15. How will emergency response times be affected?

A. See previous question and response.

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

A. See previous question and response.

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

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

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

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

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

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



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

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

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

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

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

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

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

A. Yes.

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

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

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

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

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

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

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

ATTACHMENT 1 – PUBLIC COMMENTS RECEIVED March 25th to April 8, 2016

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

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

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

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

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

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

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

Downtown Estes Loop Road Alignment Project

Attachment 1 - Summary of Public Comments Received

Public Comments Received March 25 - April 8, 2015

Identifier #	Method Comment was received	Date Received	Do you live, work, or own property along the alignment/ study area?	How did you hear about meeting	Attended previous meeting	Alleviate Congestion and Delay	Minimize Impact to Existing Parking	Important Impact to Parks (Yes = y)	Minimize Downtown Economic Impact	Accommodation of Bike and Peeds	Minimize Impact to private right-of-way & need for relocations	Other	Important Other (describe)	Describe Advantages and Disadvantages Alternatives Presented	Other comments on the project	Resident Neighborhood Needs	Economic	Environmental	Future participation Multi-Job/Local	Questions about the project answered	Alternative 1: Support/Do Not Support/Indifferent
52	Web Form	3/28/2015	y	NA	Newspaper	NA	y	NA	NA	NA	y	NA	NA	NA	NA	NA	NA	NA	NA	NA	Support
53	Web email	3/29/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Support
54	Web email	3/29/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	N/A
55	Web Form	3/29/2015	NA	NA	Newspaper	NA	NA	NA	y	NA	NA	NA	NA	This will irreparably harm the downtown merchants and thus harm us all because of loss of sales tax revenue	From the article in this weeks paper it appears that the city is bound and determined to implement the "plan" because of the federal money, with a suggestion that maybe we can make changes later-I'm not in the least convinced about that. Obviously, it's going to happen, regardless of public input, unless someone is able to put it to the voters as happened with the town restoration funding earlier.	NA	NA	NA	NA	NA	Not Support
56	Web Form	3/29/2015	NA	NA	I follow the website.	NA	NA	NA	y	NA	NA	y	Maximize being able to navigate downtown in any direction. No one way!!!	Leaving Elkhorn and Moraine 2 way would continue to allow access from west of the Donut House (both sides of the river) to the western part of Elkhorn. Any one way plans would route you along Riverside and back through the heart of downtown traffic. Estes business district does not stop at Moraine and Elkhorn! Also, if one way is instituted, east bound traffic (nice hike, let's stay for dinner) would not route back through downtown and hurt business.	Just because there is a budget available, it doesn't mean that it has to be used! It would seem to me that a parking structure in the post office lot would be a far better use of funds. Also, construction itself would hurt business and make it hard to get around town.	NA	NA	NA	NA	NA	Not Support
57	Web Form	3/29/2015	NA	NA	Newspaper, email notice	NA	y	y	y	y	y	NA	NA	Alternative 1 (one-way couplet) clearly most effectively minimizes impact and reduces congestion. All other alternatives have too much impact and most don't reduce congestion enough, especially in light of projected traffic increases.	Despite the uproar at the public meeting, most residents that I have spoken to think the Town is doing an excellent job. All but one support Alternative 1. The one non-supporter thinks not doing anything is best.	NA	NA	NA	NA	Yes. Very thorough and clear approach to considering the various alternatives.	Support
58	Web Form	3/29/2015	y	y	EP News	NA	y	NA	NA	NA	NA	NA	NA	It is time to stop being the ire of visitors' complaints. I hear from far and wide about the cheeziness that Estes has become: its' impossible congestion in the summers and on holidays; of the lousy bill of fare offered to the public in the downtown corridor and the element it attracts. Trying to work on various projects in the area requires transiting the downtown corridor on a daily basis. Needless waste of time. Seriously, it's time to change the equation: build the loop. NOW!	NA	y	NA	y	Yes, but too many dissenting voices against the obvious plan needed now. Build the LOOP!	Support	

*NA = No Answer

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

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

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

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

Downtown Estes Loop Road Alignment Project

Attachment 1 - Summary of Public Comments Received

Public Comments Received March 25 - April 8, 2015

Identifier #	Method Comment was received	Date Received	Do you live in the city limits	Do you live, work, or own property along the alignment/ study area?	How did you hear about meeting	Attended previous meeting	Alleviate Congestion and Delay	Minimize Impact to Existing Parking	Important Impact to Parks (Yes = No)	Minimize Downtown Economic Impact	Accommodation of Bike and Peaks	Minimize Impact to private right-of-way & need for relocations	Other	Important Other (describe)	Describe Advantages and Disadvantages Alternatives Presented	Other comments on the project	Resident Neighborhood Needs	Economic	Environmental	Future participation Multi-Job/lot	Questions about the project answered	Alternative 1: Support/Do Not Support/Indifferent	
84	Web Comment form	4/5/2015	n	y	Everyone in town	n	NA	NA	NA	NA	NA	NA	y	The proposed plan will absolutely ruin this beautiful town's charm. We already have the north bypass which is hardly even used. The alternative route is already there. With proper signage the North bypass could be so easily be utilized as the alternative for this entire ridiculous project. Just expand the north park headquarters to be the main entrance for Estes side of the park	NA	NA	NA	NA	NA	NA	Not Support		
85	Web Comment form	4/5/2015	y	y	a neighbor	n	NA	NA	NA	y	NA	NA	NA	They will bottleneck at Moraine, and therefore NOT be the cure. My suggestion: Do none of the proposed	I do suggest a walkway/bike path be established off the roadway along Moraine, from Mary's Lake Road to downtown area. I also suggest the phone company building be given tax incentives to move their operation to somewhere else, and that area be turned into parking or more store-front.	NA	NA	NA	NA	NA	Not Support		
86	Web Comment form	4/6/2015	n	n	Through the newspapers and comments from those who live in Estes Park	n	y	y	y	y	y	NA	NA	Under the PROJECT DESCRIPTION tab the link to PRESENTATION MATERIALS FROM OPEN HOUSES goes to a 404 ERROR PAGE. <i>Note:the project team fixed on 04-06-2015.</i>	NA	NA	NA	NA	NA	NA	N/A		
87	Web Comment form	4/6/2015	n	y	Friends	n	NA	NA	y	NA	y	y	NA	Inconvenience to everyday life outside the 10 week peak!!!	The best alternative is to not mess up what you have. There is an alternative to the downtown path to RMNP. It is an alternative route to the Park via THE LOOP past the Stanley Hotel entrance (Highway 34). It remains a viable bypass to downtown, that is under utilized and poorly indicated. I've noticed since this issue has arisen, that the foot patrols in summer have stopped directing traffic and the street lights are poorly timed. Go back to one stop for all directions for pedestrian movement. Do not mess up what I moved back to Estes to enjoy. The small town feel of downtown!!!!	Get money from the State for the bridges behind the Post NAice and make up the difference with a special funding. Do not need a highway through down with a bottle neck just past the Donut Haus. Three lanes to one is stupid and is exactly how the out of towners will see it and use it. CONFUSION!!!!	NA	NA	NA	NA	NO!	The answer I need is. we ain't doing this!	Not Support
88	Web email	4/3/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	<i>See Long Letter Comment - Attachment 2</i>	NA	NA	NA	NA	NO!	The answer I need is. we ain't doing this!	Not Support	
89	Web Email	4/4/2015	n	n	Through the Town of Estes Park notices	y	y	NA	NA	y	NA	NA	NA	This is complicated. In reading studies conducted in other communities considering one-way couplet there are pros and cons. My own personal experience has been good with one-way couplets in communities large and small. The Downtown Estes Loop study to-date appears to be thorough with metric measurements on variety of components. I was impressed with presentation during the Board Study Session in March. In my opinion there is a serious traffic issue through the downtown corridor and I think this is an opportunity for assistance (experts and funding) in addressing this challenge. While I have heard many people state that people return to Estes Park year after year because it is the same: many people I know have said that they do not come to Estes Park any longer because of traffic and there is nothing new to do and see. However, they will go to the Park avoiding the tourist season. I support the Downtown Estes Loop project alternative one-way couplets and encourage the Town Board to support this.	Doing nothing and staying the same is a more risky alternative for Estes Park and its future, with the estimated increase in population along the front range. Denver's growth in population and increase in housing prices are significant and indicates a sophisticated demographic with resources that Estes Park should target. The only way to compete and be successful in attracting new visitors is with change; a progressive plan for the future. Sometimes we just need to take a risk and make bold decisions... for the future. We know the risks now in losing guests to other communities: let's please not continue this.	NA	NA	NA	NA	Support			

*NA = No Answer

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

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

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

Identifier #	Method Comment was received	Date Received	Do you live, work, or own property along the alignment/ study area?	How did you hear about meeting	Attended previous meeting	Alleviate Congestion and Delay	Minimize Impact to Existing Parking	Important Impact to Parks (Yes = No)	Minimize Downtown Economic Impact	Accommodation of Bike and Peaks	Minimize Impact to private right-of-way & need for relocations	Other	Important Other (describe)	Describe Advantages and Disadvantages Alternatives Presented	Other comments on the project	Resident Neighborhood Needs	Economic	Environmental	Future participation Multi-Modal	Questions about the project answered	Alternative 1: Support/Do Not Support/Indifferent		
110	Website Comment	4/8/2015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	<p>I do not have property directly impacted by the loop but as owner of Stanley Village I am concerned about the management of our town's resources. As a second generation business person and a former town planner and public works director I have seen lots of change. One thing I am certain of is that getting people past your door faster does not increase business. Near by parking does.</p> <p>Trying to get people through town faster is not a new idea. It first came up in the 1950's and resulted in the building of the Wonderview Bypass in 1958. This was a very controversial project with the down town merchants fearful that it would kill down town. The town agreed to not allow commercial development to occur along it and it has functioned as designed for more than 50 years. The central idea was to provide a means for those with no interest shopping and just wanting to get to the park a means to do so and allow down town to be a slow traffic/pedestrian shopping environment. The Moccasin Circle Bypass augmented the idea on the south side. I believe that people wanting to get to the other side of town quickly have reasonable alternatives now even though spur 66 does get jammed up eastbound. This could be helped by signage inside RMNP and improvement to Moccasin Circle.</p> <p>I think this loop would decrease business in many locations and see no way that it will increase business. This is especially true with no increase in adjacent parking.</p>	NA	NA	NA	NA	NA	NA	NA	Not Support

ATTACHMENT 2 – LONG LETTER PUBLIC COMMENTS

(As noted in Attachment 1)

Downtown Estes Loop Road Alignment Project

Public Comments Received March 25 - April 8, 2015 (Long Letters)

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

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

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

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

Identifier #	Method Comment was received	Date Received	Comment	Alternative 1: Support/ Do Not Support/ Indifferent
107	Website Comment	4/7/2015	<p>Letter to the Editor:</p> <p>Estes Loop - A reconfiguration of the downtown highways</p> <p>During the last Estes Loop Meeting held at the events center, I asked the question "How should I feel about this?" I explained, in short the decision by the Board to pursue the grant based on a route they choose to be the best, with the information available. Then the public meetings and a multitude of options came out in the following months with a final analysis of the only affordable choice is the one-way couplets. The only other choice was do nothing and pay the piper the price of no action. I have been involved in as many committees and meeting pertaining to this project as I could afford to be and still maintain my full time working life. The answer to my question came at the end of the meeting, on a one on one, and that was, "You should feel frustrated and confused". Well I have struggled with the decision to support the only choice of one-way couplets or no action. I pride myself in being "community-minded leader" rather than a "what's in it for me person". A leader doesn't take a non-committal role when dealing with issues of public concern.</p> <p>My dad is an old school guy and some of the best advice he ever gave me was to use a pro's and con's list when trying to make tough decisions. I have tried to use this method in making my own assessment of the Estes Loop project. In December 2014, I went on the record for supporting the two way couplet, as has CDOT, rather than the one-way couplet because of the available options it allows us. Below is my conclusion printed in the newspaper:</p> <p>Conclusion:</p> <p>For years visitors have told us that we have a traffic problem, and now is the time, thanks to the availability of funds and the help of CDOT, to do something about it. In my opinion, Concept 2 is the best choice for our community. It doesn't impact the streets in front of our stores, it doesn't divert returning traffic away from downtown, removes traffic that wasn't going downtown anyway, improves Riverside and eliminates the dangerous intersection at Moraine and Riverside</p> <p>I served on the Transportation Visioning Committee, which as a citizen's group, came up with several options to reduce downtown traffic congestion. I have listened and discussed this project with people who are in favor of the project as is, those that are in favor of no action and those that want a different option. Most decisions come with emotion and unfortunately they don't always yield the best results.</p> <p>Using the old pro's and con's approach, I have come up with a similar conclusion. We must continue the NEPA Study and move to affirm the Town Boards original grant application.</p> <p>Pros:</p> <ol style="list-style-type: none"> 1) Traffic congestion will be reduced- Riverside/Elkhorn and Moraine/Riverside intersections improved 2) Visitor experience will be enhanced and we will be more desirable to visit 3) Visitor and resident safety will be increased on Elkhorn, Moraine and Riverside 4) A third bridge has been included in the project helping to mitigate the flood potential. 5) Completion of the Riverwalk, improving commercial properties in that area 6) The roads Elkhorn, Moraine and Riverside will finally be repaved and restriped 7) The (unfunded) next phase is a Transit Parking Structure-which all of the Trustee insisted on including in this grant application <p>Cons:</p> <ol style="list-style-type: none"> 1) The great unknown of how this will actually impact local businesses in the downtown area 2) We do not have the option of closing East Elkhorn for a pedestrian mall 3) The left turn for people going back through downtown may be problematic causing stacking issues 4) East Elkhorn has no east bound traffic in front of their stores <p>In my personal opinion, we have no better choice than to move forward with this project.</p> <p>The decision is not mine to make but as a voting informed citizen I am confidence our Town Trustees will make the best decision for the community. I will support their decision and continue to work with my fellow citizens, business associates and the Town for the betterment of the community of Estes Park.</p>	Support

ATTACHMENT 3 – PUBLIC COMMENTS RECEIVED BY TOWN TRUSTEES

(Forwarded to Project Team)

Downtown Estes Loop Road Alignment Project

Attachment 3 - Comments sent to Trustees

Comments Emailed to Trustees April 2015

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

Downtown Estes Loop Road Alignment Project

Attachment 3 - Comments sent to Trustees

Comments Emailed to Trustees April 2015

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