


Grand Lake, Colorado

Grand Avenue Streetscape Masterplan



Adopted by the Town of Grand Lake Board of Trustees on February 23, 2015



"The rustic village of Grand Lake is moving into the future on the wings of the past, always striving to protect its natural environment, to preserve its history, and to ensure its quality of life for everyone."

Grand Lake Vision Statement

Grand Avenue Streetscape Masterplan

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GRAND LAKE, COLORADO SIGNATURE
GUIDELINES

-Town of Grand Lake

2006 COMPREHENSIVE LAND USE PLAN

-Winston Associates, Inc.

GRAND LAKE COMMUNITY ASSESSMENT

-Downtown Colorado, Inc.

-USDA Rural Community Development Initiative

*-Colorado Office of Economic Development and
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-Colorado Department of Local Affairs

2014 GATEWAY COMMUNITY LIVABILITY
ASSESSMENT & RECOMMENDATIONS REPORT
FEDERAL LANDS LIVABILITY INITIATIVE

-The Conservation Fund

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Section 1.0

Introduction

1.0 Introduction | Project Introduction

Project Introduction and Scope

The Town of Grand Lake has enlisted the assistance of design professionals to develop a Streetscape Masterplan for Grand Avenue from Portal Road to Hancock Street. This project is an action item listed in the Grand Lake Downtown Assessment.

The Grand Avenue Streetscape Masterplan is a comprehensive effort to enhance the function and appearance of the street. Through meetings with the Town, public outreach, case studies, and investigation of existing conditions, the design team was able to understand certain strengths, weaknesses, and opportunities that exist on Grand Avenue. Through this analysis, design solutions were formulated and reviewed through meetings with the Town, Design Committee, and public outreach meetings.

The scope is a 100' corridor from Portal Road to Hancock Street. A diagram of the project scope is shown below and to the right in images 6.1 and 7.1. For some areas on Grand Avenue, public and private collaboration will be necessary to achieve the design intent of the Masterplan.

Purpose of this Masterplan

The purpose of this Masterplan is to provide a holistic and inclusive streetscape plan for Grand Avenue. The plan identifies existing problematic conditions on Grand Avenue and provides a variety of solutions for how they could be solved. Additionally, the streetscape masterplan suggests design measures that benefit street function, safety, walkability, and appearance.

How to use the Grand Avenue Streetscape Masterplan

The design ideas in this document are explained through the use of written explanation, 2-dimensional plan and section drawings, and 3-dimensional perspective and axonometric views. These are not construction documents but visual explanations of the ideas presented.

In the Streetscape Masterplan, design ideas are broken down and presented in a format that is meant to clarify the design intent. For instance, the greenway being its own design challenge and facing its own obstacles, is not addressed in the section focusing on curb extensions. Solutions for the greenway are presented within its own category.

By utilizing the action plan, cost estimates, and funding opportunities, the Town should be able to grasp the implications and costs of individual projects and phase accordingly. Additionally, certain design ideas presented within the Masterplan are not barred from being completed individually. The Town, while consulting the action plan, should be prepared to accomplish these when practical and financially feasible.

Definitions

- **Streetscape:** The visual elements of a street, including the road, adjoining buildings, street furniture, trees and open spaces, etc, that combine to form the street's character.
- **Masterplan:** A plan giving comprehensive guidance or instruction. A comprehensive long-term strategy.



[6.1] Satellite imagery of Grand Avenue from Portal Rd. to Hancock Street. Project scope area dashed.

Key Criteria for Streetscapes

The Grand Avenue Streetscape Masterplan adheres to accepted guiding principles and criteria for great streets. Understanding what has and has not worked elsewhere can help to inform future decisions that will affect Grand Avenue. Above all else, there is a simple list of questions that can be asked about the existing streetscape versus any design proposal or modification to Grand Avenue:

1. Is the streetscape accessible to all?
2. Is movement of all users and modes of transportation safe and effective with proper visibility and lighting?
3. Does the streetscape promote community identity and reflect the Town of Grand Lake's values?
4. Is the design flexible and able to be modified or utilized in other ways?
5. Is it feasible to be maintained?
6. Does it create new and interesting space for people and pedestrians while balancing the need for vehicular space?
7. Does the streetscape promote and stimulate business growth?

Economic Benefits

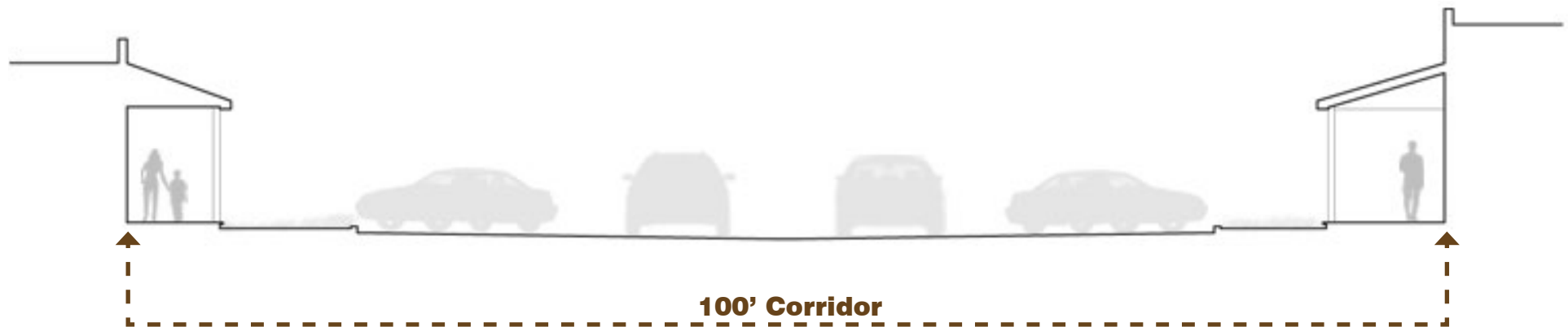
No single plan or combination of Streetscape improvements can singlehandedly bring quantifiable financial returns for the Town and businesses. For successful, sustainable, long-term revitalization, a comprehensive approach is mandatory. Ideas such as partnerships among the various groups that have a stake in the Downtown Districts, promotions to communicate the Town's unique characteristics, and economic restructuring to enhance the successful business while creating a balanced commercial mix opportunity for new businesses, should be explored.

A main goal of this Plan is to make Grand Lake a more pedestrian- and bicycle-friendly town. Creating a continuous pathway for pedestrians by connecting the West end of Grand Avenue with the East end will likely promote more pedestrian activity along the entire length of the corridor and throughout town. Numerous studies suggest investments in walkability, pedestrian safety, ADA compatibility and attractive street environments bring financial returns. According to the Commission for Architecture and the Built Environment's study called Paved with Gold: the Real Value of Good Street design, On a seven-point pedestrian environment scale, every one point increase in walkability was associated with 5.2% higher retail

prices and 4.9% higher commercial rents. Another publication by the New York Department of Transportation summarizes that the loss of parking and possibly business traffic due to streetscape improvements may essentially be offset by the addition of safer public areas and means of mobility. (e.g. biking lanes, curb extensions, etc.)

"Once potential customers are already on-site, encouraging them to linger for greater duration by creating a more comfortable and enjoyable public realm could potentially result in their patronizing local businesses more than they otherwise would. Interventions that are often pursued by cities with this goal in mind include functional improvements such as providing benches, tables and chairs and wayfinding signage, reducing noise and increasing shade (or sun, depending on the weather); urban design enhancements such as distinctive paving, landscaping, pedestrian-scale street lighting and public art; and creating more activities for visitors through event programming and food concessions. Many of these improvements might also draw more customers by helping the space function more as a destination in its own right."

-New York Department of Transportations -The Economic Benefits of Sustainable Streets



[7.1] Street section showing project scope of 100' corridor on Grand Avenue in town right-of-way.

Public Outreach Dates:

7.5.2014 - Public Outreach Booth in Town Square Park

7.17.2014 - Distribution of Grand Avenue Business Surveys

7.17.2014 - Public Outreach Meeting in G.L. Community House

7.19.2014 - Public Outreach Booth in Town Square Park

9.27.2014 - Public Outreach Meeting in G.L. Board Room

Outreach Events

Public Outreach was a critical component of the Grand Avenue Streetscape Masterplan. Feedback was considered from many different stakeholder groups. This was accomplished through two public outreach booths, two public outreach meetings, a Grand Avenue business survey, an email to connect the public with the masterplan team, and meetings with the Grand Lake Design Committee and other groups and organizations.

Outreach Conclusions

- Above all else, keep intact Grand Lake's rustic and authentic character.
- Parking can be a big problem on busy summer days at the height of the tourist season.
- Direction should be more clear some obvious visitor destinations around town (the Lake, Public Restrooms, etc.)
- Maximize the exposure of recreational opportunities in and around town.
- The signage in town should be affordable and implementable.
- The signage should not appear urban or modern.



[8.1] Public Outreach Booth #1



[8.2] Example of an Image Board from Public Outreach Meeting #1

Boardwalks **Wildflowers** **Look** **Shops** **Small Place** **Looks Classic** **Quaint** **Open** **Building** **Play** **Lighting** **Historic** **Commercialized** **Rustic** **Wood** **Great Town** **Way** **Landscaping** **Kids** **Parking** **Stoplights** **Small-town** **Flowers**



[9.1] Public Outreach Booth #2

*What we learned from visitors:***What is liked:**

Boardwalks
 Quaint, small-town vibe
 Grand lake the way it is
 Rustic, historic nature
 Parking
 Classic, wood looks
 Open feel
 Quaint, locally owned shops
 Not commercialized
 Historic building fronts

What is in need of change or improvement:

Maintain boardwalks
 Fill vacant lots
 Hard to find parking
 Catch up with the times
 Extend boardwalk west
 Don't change anything
 More family offerings
 More landscaping and flowers
 Night-sky compliant lighting
 Dining areas adjacent to street
 Stop lights
 Family-Oriented tours

Public Outreach Booths

In the Summer of 2014, two public outreach booths were held in Town Square Park and input was gathered from three important stakeholder groups: visitors and tourists, 2nd home owners, and permanent residents.

At the booth, passersby were asked what they liked about Grand Avenue and what would they change or improve. Responses were varied, and not all pertained to Grand Avenue specifically, but the below compilation of answers given are an example of the diversity of opinions about the future of Grand Avenue.

*What we learned from 2nd Home Owners:***What is liked:**

Authentic blend of old/new
 Boardwalks
 Small town/country vibe
 Parks and open spaces
 Locally-owned businesses
 Historic architecture
 Free parking
 Flowers and landscaped areas
 The town hasn't changed much

What is in need of change or improvement:

"Park and Walk" from West Grand Ave.
 Improve flower boxes and landscaping
 Incentivize business and fill vacant lots
 Reduce overhead utility lines
 Parking for oversized vehicles
 Widen the road
 Develop the 'west downtown'
 West Grand Ave. Restrooms
 Creates smaller parks along Grand Ave.

*What we learned from permanent residents:***What is liked:**

Boardwalks
 Western, unique, not-too-modern vibe
 Width of the street
 Locally owned businesses
 Free parking
 Human-scale, walking town
 Family oriented, playground

What is in need of change or improvement:

Additional seating around town and lake
 Allow more unique/vibrant/colorful storefronts
 Clean up entrance to town
 Streetscape elements that translate to winter
 Grand Ave. to be 1-way
 Over-road "gateway" sign
 ADA Accessibility
 Add more colorful greenery along Grand Ave.
 Fill vacant lots and encourage business
 Divert traffic to Park Ave.
 More native landscaping

Public Outreach Meeting #1

At the first Public Outreach Meeting, we chose to gauge public desires by showing presentation boards with different streetscape and wayfinding images from towns around the country. Attendees of the meeting were asked to place a colored dot on images that they liked or felt drawn towards. Green, blue and yellow dots meant they liked the image. A red dot meant they did not like or were drawn towards the streetscape or wayfinding imagery.

The goal was to understand what images to which people were drawn. Streetscape designs are a combination of many different designed elements, such as seating and landscaping, path widths

and amenities. The purpose of the exercise was not to pinpoint exact design elements but simply to judge the streetscapes and wayfinding as a whole, allowing the design team to dissect the images that were either predominately liked or disliked and attempt to understand why.

Some of the major aspects learned from this initial public outreach meeting are listed below as “likes” or “dislikes” and were useful in initial schematic planning. Some of the items became driving forces of the streetscape design.

Likes:

- Outdoor dining areas
- Grand Lake streetscapes that incorporate greenery, landscaping, seating, color, and unique shop signage
- Outdoor seating areas on opposite side of thoroughfare adjacent to building frontage
- Lush streetscapes with plentiful landscaping
- Streetscapes that emanate a distinct culture or community feeling
- Large pedestrian walkways
- Outdoor fireplace and seating areas as a feature of streetscape
- The new boardwalk in Town Square Park
- Temporary elements that replace parking spots with seating or dining amenities
- Pedestrian-only streets
- Maintained lamp-post gardens
- Seating on boardwalk

Dislikes:

- Streetscape views of west Grand Lake Avenue- large dirt and asphalt areas
- Streetscapes lacking landscaping and greenery
- Images of Grand Lake that show unkempt landscaping and underutilized gravel greenways
- Streetscape images from more urban areas
- Areas of boardwalk with few other streetscape features
- Unmaintained or buckled boardwalks



[10.1 & 10.2] "Idea Boards" and public participation at the Public Outreach Meeting #1 in the Grand Lake Community House.

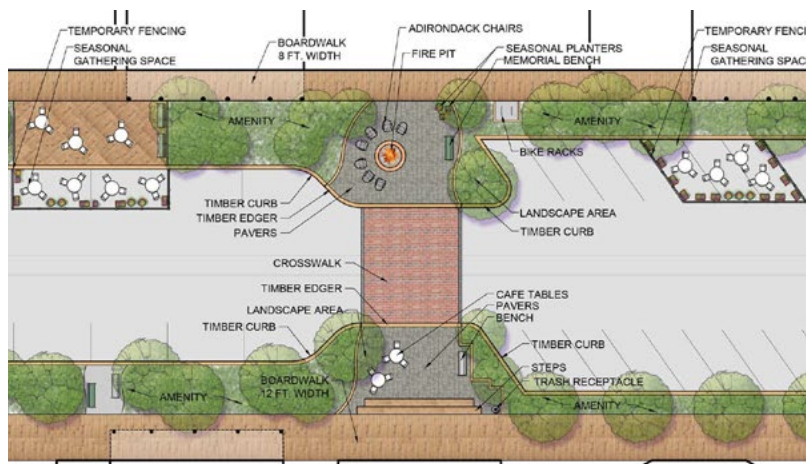
Public Outreach Meeting #2

At the second public outreach meeting, schematic streetscape concepts were presented. The below points were some of the major takeaways from the public feedback received:

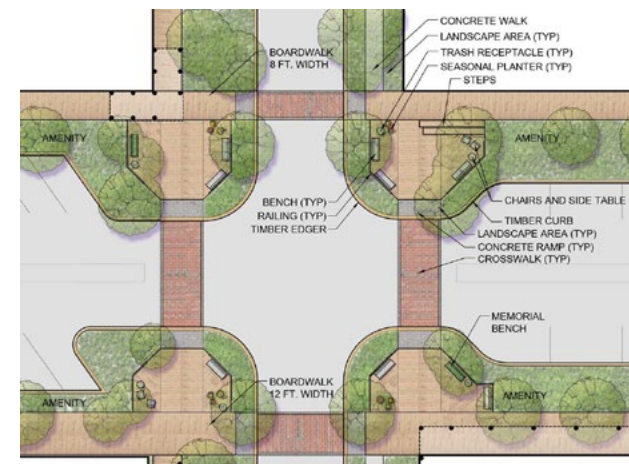
- Any parking scheme that results in large reductions to the existing diagonal parking from the last 4 blocks of Grand Avenue will not be well received. Diagonal parking should be kept as the parking scheme for the final 4 blocks, and diagonal as well as parallel are still options for the first 4 blocks.
- Overall, less 'design' should take place on the last 4 blocks (the Historic District). Therefore, the focus was on the following items for the final 4 blocks of Grand Avenue (east side/historic district):
 1. Provide standardized, consistent access to the boardwalk at block corners, as well as develop standards of construction and materials to make the boardwalk friendlier to users of all ages and abilities.
 2. Develop options for utilization of the current greenways at their current size.
 3. Reduce the size of the curb extensions and allow for easier snow removal and maintenance while still providing this space.
- Temporary curb extensions at the mid block (planter boxes and other temporary barriers) could allow summer crowds an easier, safer way to cross the street.
- The first 4 blocks of Grand Ave (western side) has greater need for a cohesive design and deserves more of the focus of the masterplan. Multi-

use paths, landscaping, lighting, signage... We gathered that those are all more important than adding street parking to west grand ave. If possible, we should prioritize these while allowing opportunities for curb cuts and vehicles to access these businesses easily and with more traffic control (since there is currently none). These 4 blocks will still utilize the 'gateway' concepts of trees and a more natural feel, allowing a transition into the historic district.

- A dedicated snowmobile/bike path must be incorporated into at least the first 4 blocks of Grand Avenue.
- For both the wayfinding and streetscape masterplans, directing pedestrians to the lakefront should be a high priority.



[11.1] Schematic mid-block crosswalk and amenity areas presented at Public Outreach Meeting #2.



[11.2] Schematic intersection of "Historic District" presented at Public Outreach Meeting #2.

1.0 Introduction | Recommendations from Supporting Documents

Several documents currently exist that are the result of much effort by the Town, various committee and groups, members of the community, and private consultants. These documents should be used in conjunction with the Grand Avenue Streetscape Masterplan in prioritizing and planning future Town projects.

The comments listed below are suggestions and passages from those three documents.



Town of Grand Lake, Colorado
Comprehensive Land Use Plan
Winston Associates - January 2006

-1.2.1- Strategy One, Seasonal Economic Stability: Explore application of the four point main street approach for the central business district, Alleviating traffic congestion in the busy summer months.
-1.2.3- Strategy Three, Image and Visibility Improvements: Upgrading the central business districts' waterfront and improving visibility to Grand Lake from Grand Avenue; Establishing design guidelines for architecture, signage, and landscaping in the central business district; stabilizing and upgrading the moraine cut on Grand Avenue; Creating additional pedestrian connections throughout the central business district; More thorough snow removal on boardwalks in the winter and shoulder months; Upgrading and enforcing

maintenance of alleys in the central business district.
-2.2.6.2- Grand Lake should improve this entry image while shoring up the unstable slopes of the moraine cut. One possible design approach is to use locally found materials (boulders, treated timbers, and planting pockets) in a retaining wall system.
-2.2.7.3- Currently no public transportation agency provides transit service in Grand Lake. Public officials and members of the public have indicated a willingness to support a system should an agency initiate service.
-2.5.1- ...locating buildings close to the right-of-way line creating an inviting public street with a sense of enclosure.
-2.5.2- Grand Lake has struggled with a clearly defined Town entry.
-3.1- Vision: Trees regrown; Build out with sense of humor still intact; Our community will be livable, walkable, safe, and distinctive while also retaining a small town character.
-3.2- Goals: Preserve unique rustic small town character; Set higher aesthetic standards for architecture, landscaping, lighting, and signage for highly visible 34 properties and for the central business district; Improve the livability of Grand Lake- create additional pedestrian connectivity, improve access and visibility to Grand Lake and create additional Town facilities to promote community building.
-3.3- Objectives: Revitalize the waterfront with additional recreation programming and expanded pedestrian oriented views while opening up views of Grand Lake from Grand Avenue; create a "walker friendly" central business district.
-3.4- Public Survey Findings: The need to improve on the Towns seasonal image and provide more code enforcement for alley/street cleanliness and illegal parking; The need for more robust design guidelines for architecture, lighting, signage and landscaping; Affected property owners are not willing to tax themselves (in a Business Improvement District-BID) to extend streetlights and the boardwalk from

Ellsworth to Highway 34.

-3.5- Weaknesses- A new design guideline package for architecture, lighting, signage, and landscape will provide welcomed consistency for home and business owners; Needs- The central business district can benefit from safer and more visible pedestrian crosswalks.

-4.2.1- Pedestrian Circulation/Boardwalk Extension: A majority of the public participants felt strongly that the Town should extend the boardwalk to the Grand Lake waterfront in a more comprehensive way. Streets where logical boardwalks should occur include Hancock, Pitkin, Garfield, and Ellsworth - south of Grand Avenue to Grand Lake creating a continuous "boardwalk loop" walk along the waterfront. Working in conjunction with other waterfront revitalization strategies, the extended boardwalk will "open up" the waterfront views and accessibility to Town visitors. For instance, rearranging parking on Pitkin and Garfield, south of Grand Avenue, to be parallel rather than head-in, wider view corridors of Grand Lake will be possible. By wrapping the boardwalk down these side streets from Grand Avenue, visitors will be more likely to patronize businesses facing Pitkin and Garfield and be encouraged to walk down to the waterfront.

-4.2.2- Boardwalk Extension - West of Ellsworth: Businesses on Grand Ave, west of Ellsworth to West Portal generally have large building setbacks with parking in front. The feel of this area is quite different from the businesses east of Ellsworth- with their overhead canopies, landscape strips, and boardwalks. This plan recommends extending a version of the boardwalk, landscape strip and lights, where feasible, from Ellsworth to West Portal. This will benefit business owners and citizens of Grand Lake in the following ways:

- By extending the boardwalk, landscape strip, and lights to West Portal, visitors entering the central business district will see a unified streetscape treatment.
- This extension and consistency can visually and physically link together all business on Grand Avenue.

- The boardwalk extension can tie into the proposed moraine wall system creating an aesthetic natural gateway into the central business district.

- Extending the landscape strip will serve pedestrians well by defining a clear walkway to the central business district.

- Limits and defines the areas where cars pull into and out of parking lots on Grand Ave.

An affordable and durable design option to be considered when the boardwalk is extended beyond Broadway to the west is to create a designated pedestrian walk out of a patterned concrete that resembles wood.

-4.2.4- Lake Visibility from the Central Business District / Parking Strategies:

- Garfield and Pitkin streets between Grand Avenue and the waterfront represents the best opportunities to open up views of the Lake from Grand Avenue. Currently, cars park head-in or at 90 degrees on both sides of Garfield and Pitkin streets. In effect, this allows the length of the vehicle to screen out lake views from Grand Avenue.

- Lake views can be opened up more to the public's eye from Grand Ave. if the parking stalls on these street segments were redesigned to accommodate parallel parking (parallel to the storefronts) rather than the existing condition of head in/90 degree parking.

-4.2.4.1- Limited Parking on the waterfront: The intent is to create a pedestrian plaza with a few cars on it, rather than a street with some people on it.

-4.4.1- Central Business District Design Advisory Board (CBDDAB): A central business district design advisory board would provide a peer review for the quality of development taking place in the highly visible central business district. Design review board members should review the design of the proposed structures/ renovations within the central business district and make recommendations to town staff. The composition of this board will be key in determining quality projects.

-4.4.1.2- Design Guidelines: Many communities have

discovered that capitalizing on their best assets- such as historic buildings and traditional downtown layout- is just a part of the story. Design guidelines are standards that establish consistent visual quality and are established for architecture, landscape, signage, and lighting in the central business district. 1) Create a design ordinance, 2) Create a design review board, 3) Create Design Guidelines.

-4.4.2.1- Snow removal from the boardwalk: Snow removal on the boardwalk during the snow season is critical in letting visitors know that even though it is winter- Grand Lake is "open for business." Nothing will chase potential customers away faster than a dangerous and icy business entrances. The overhead canopies will help with keeping snow off of the boardwalk in some areas on Grand Avenue, but there are many other areas, especially north-facing businesses, that do not have canopies and that are subject to heavy snow loads and ice. If a business is closed for the winter months, an arrangement should be made so that snow removal is paid for while the owner is away.

-4.4.3- Alley Cleanup and on-going maintenance: Unkept alleys can create a negative impression for visitors and residents alike.

-5.1.1- Business Improvement District (BID): The central business district may consider the establishment of business improvement district or BID. By definition: A BID is publicly sanctioned, yet privately directed organization that supplements public services to improved shared, geographically defined, outdoor public spaces and their maintenance. Moreover, such organizations subscribe to a self-help doctrine, whereby a compulsory self-taxing mechanism generates multi-year revenue.

-5.3.1- Architectural Guidelines: All boardwalk conditions should be designed to Americans with Disabilities Act (ADA) standards and strive to address the needs of disabled individuals. New additions should match the existing central business district. The extension of canopy elements, lighting, boardwalks, planting areas, fenestration patterns,

structural rhythms, and use of materials should exhibit a seamless transition between existing and new construction. Large setbacks from the street right-of-way should be discouraged for new building construction. New construction should not incorporate precise replication of town center architecture but utilize similar colors, materials, textures, pattern repetition, rhythm and proportions to achieve architectural unity.

-5.3.2- Landscape Guidelines (gravel strip treatment): There is currently no uniformity to the landscape strips that separate the Town's boardwalk from parking spaces. Some landscape areas are unsightly with little more than gravel and weeds covering the ground. Other strips are very well maintained, landscaped with grass and planter boxes.

Recommended:

- Consistent guidelines to direct the design of the landscape strips. Certain uniform items (signage, lighting) should be applied to entire commercial landscape strip.
- Encourage owners to provide outdoor art, benches, sculpture plinths in the landscape strip that do not obstruct movement.
- Stepping stones or other defined walkways should be placed to help guide pedestrians through the landscape strip. These defined paths should be maintained in winter.
- Hanging baskets and other flower boxes should be utilized throughout town. Currently, Grand Lake is only using approx. 20% of its available water. Additional water could be used to help support vast landscape improvements.

- The gravel strips in the CBD shall be landscaped and treated uniformly on a block-by-block basis, permanent and automatic irrigation systems should be installed in all landscape/gravel strips.
- Distinct formalized pedestrian pathway connections should occur at a minimum of every 25' within the landscape/gravel strips.

-5.3.4- Lighting Guidelines: Architectural/landscape lighting should provide the user with illumination

1.0 Introduction | Recommendations from Supporting Documents

Town of Grand Lake, Colorado Comprehensive Land Use Plan (cont.)

levels appropriate for the designed activity (i.e. parking, walking, outdoor dining). Illumination levels should also be reasonably uniform throughout the site and strive to minimize glare. Uniform lighting styles should be utilized throughout the Grand Lake central business district. Lights should be designed to be of pedestrians scale and consistent with Grand Lake's western/rustic style. Lights should be designed to protect the night sky from light pollution.

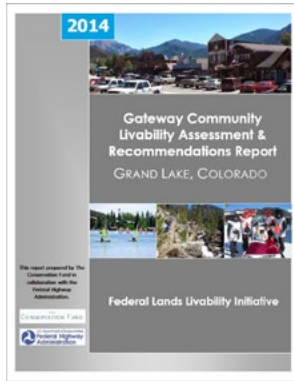


Grand Lake Community Assessment *Downtown Colorado, Inc., USDA, DOLA,* *March 4-5, 2013*

- Recommendation: Designate parking areas and incentives for downtown employees to use side streets and Park Avenue. Designated parking areas should be created for downtown employees.
- Observation: There is a lack of consistency along the Grand Avenue Streetscape from one block to another.
- Recommendations:
 - Downtown elements should be used to identify and define the core (elements such as boardwalk, enhanced landscaping, wayfinding signage, pedestrian lighting and other specialized elements need to be confined to the downtown core, not spread throughout the entire community.) Identify the appropriate locations for the boardwalk.
 - Create a master streetscape plan for downtown including a defined area for the historic boardwalk treatment. Historic boardwalks should only be located in the downtown core. Before any more boardwalks are built, a plan should be put in place for repairing and maintaining the existing boardwalk area. Allow for boardwalk transition on perpendicular streets (Vine to Pitkin). Propose a new streetscape standard for transitional land use areas west of Vine and on adjacent streets such as Park Avenue.
 - Review the restrictions currently in place regulating the boardwalk and the greenbelt area. As part of a

master streetscape plan, determine a set of rules and regulations for these areas that make sense and promote a consistent streetscape theme that makes sense to the town and Grand Avenue business and property owners. Encourage a dialogue between property owners and town to prepare, upgrade, expand and provide annual maintenance of boardwalk and greenbelt.

- Develop a block-by-block plan for the greenbelt area and boardwalk that coincides with grade change, property use and access. The Town of Grand Lake is eclectic, historic and unique. The proposed master streetscape plan can embrace the town's character through streetscape elements that play to this theme. The historic, old western charm of the boardwalks and covered walkways can be enhanced with interesting seating, such as vibrantly colored rocking chairs, benches and porch swings. The greenbelt area should be considered carefully when it comes to potential cost, climate and ongoing maintenance. Consider using additional potted plants and hanging baskets from the covered walkway posts to make an attractive landscape.



**Gateway Community Livability Assessment
& Recommendations Report**
Federal Lands Livability Initiative
The Conservation Fund
Federal Highway Administration
2014

-Transportation Access & Choice: Key Observations:
There is good walkability in the compact Grand Lake downtown area. Outside the downtown area, however, few streets have sidewalks or bicycle facilities.

-Strategies: Add sidewalks, curb extensions, crosswalks, parking, and landscaping to make small towns more walkable and economically viable; Improve connections between neighborhoods and main streets, schools and parks, housing and services; Incorporate community design and land use planning, mobility and accessibility, public health, environmental protection, and economic development.

-The town should explore the feasibility of a bikeway and ADA-compliant pedestrian pathway or sidewalks in the downtown area to connect local businesses, services, and recreational attractions.

-The town should explore adopting a Complete Streets plan to guide road improvements.

-Repair of existing sidewalks and/or development of new sidewalks on key connecting streets for ADA-

compliant pedestrian access to town amenities.

-Upgrades to shared-use (including equestrian) paths and/or creation of new paths and bikeways.

-Identification of key locations in town and at area destinations for bike racks and other supporting infrastructure.

-Recommendation: Consider developing “blitz” events that engage residents and spur fast change to the downtown streetscape. An art blitz, for instance, could solicit local professional, amateur, and/or school age artists to create public art on downtown walls and/or buildings in a one-day or weekend festival setting.

-Coordinate with Colorado State Bicycle and Pedestrian Plan (CDOT plan).

-Facilitating pedestrian friendly communities can further enhance the effectiveness of transit systems.

Design Sources Referenced

As mentioned, the Grand Avenue Streetscape Masterplan has drawn upon the experience and research of well-known organizations. Some of the sources are established organizations of professionals who have compiled results of what works in planning. The Town is encouraged to reference these sources whenever public projects are in the design phase. Additionally, the Town should encourage design professionals to utilize these sources and ensure that new construction on Grand Avenue is in line with or ahead of the curve of accepted modern practices in town planning. The following is a list of those sources, with additional information of how to access this information:

1. 20 Ingredients of an Outstanding Downtown

"There is a new shift taking place across North America and downtowns are back! So how do you make your downtown a thriving destination? We found out. Over a 5-year period, we surveyed more than 400 successful downtowns and downtown districts in the U.S. and Canada. What we found were the 20 most common ingredients that led to their success. Learn these ingredients so that your downtown efforts become a revenue gainer and not a money drainer. This three-part series teaches you how to make your downtown outstanding for both local residents and visitors."

<http://www.rogerbrooksinternational.com/20-ingredients-of-an-outstanding-downtown/>

2. Pavement to Parks

Pavement to Parks is an organization revitalizing and recapturing public pedestrian spaces in San Francisco. Although it is a city of much larger scale than Grand Lake, many of the same pedestrian and vehicular issues are faced. From their website: "San Francisco's streets and public rights-of-way make up 25% of the city's land area; more space than all the public parks combined. Many of our streets are excessively wide and contain large underutilized areas, especially at intersections. San Francisco's "Pavement to Parks" program seeks to test the possibilities of these underused areas of land by quickly and inexpensively converting them into new pedestrian spaces."

<http://pavementtoparks.sfplanning.org/index.html>

3. National Association of City Transportation Officials: Urban Street Design Guide & Urban Bikeway Design Guide

"NACTO facilitates the exchange of transportation ideas, insights and best practices among large cities, while fostering a cooperative approach to key issues facing cities and metropolitan areas."

"The Urban Street Design Guide and Urban Bikeway Design Guide provide cities with state-of-the-practice solutions for 21st century transportation infrastructure. Drawing on the experience and expertise of leading practitioners, these guides together present a blueprint for complete streets that are safe and enjoyable for everyone using them."

<http://nacto.org/> & <http://nacto.org/usdg/>

4. Americans With Disabilities Act: Design Standards

"The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation. It also mandates the establishment of TDD/telephone relay services. The current text of the ADA includes changes made by the ADA Amendments Act of 2008 (P.L. 110-325), which became effective on January 1, 2009. The ADA was originally enacted in public law format and later rearranged and published in the United States Code."

<http://www.ada.gov/>

5. American Planning Association: Great Places in America: Great Streets

"A street comprises the entire three-dimensional visual corridor, including the public realm and how it relates to the adjacent land uses. Submissions should document the street's character across this realm. Streets of different types are eligible, ranging from pedestrian realms through arterial roadways, but each should have a definable beginning and end. Special emphasis is placed on streets that are complete, that is, streets that service and take into account all users — not just motor vehicles."

<https://www.planning.org/greatplaces/>

6. Smart Growth America: National Complete Streets Coalition

"What are Complete Streets? Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations."

<http://www.smartgrowthamerica.org/complete-streets>

Section 2.0

Existing Conditions

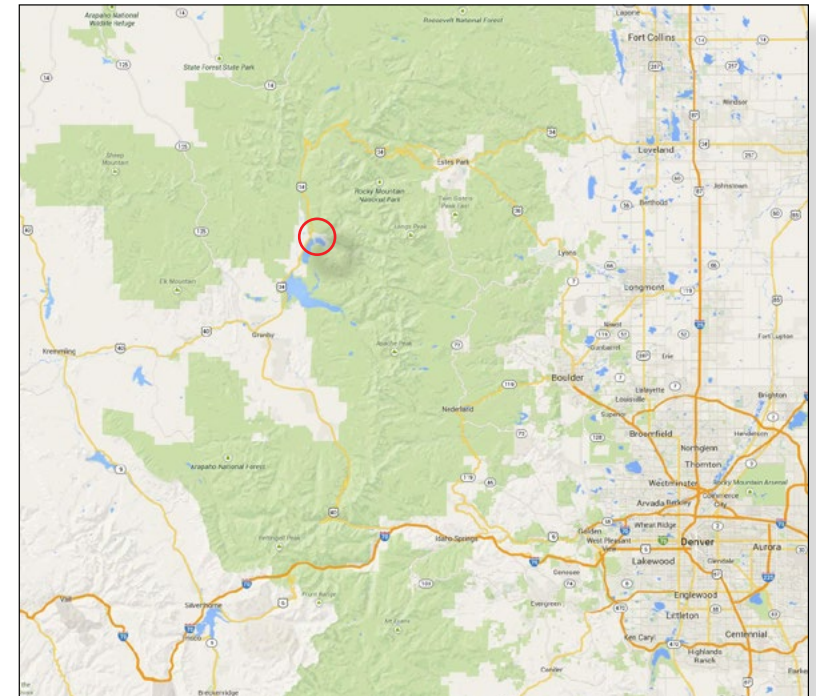
2.0 Existing Conditions | The Town of Grand Lake

Grand Lake defines Colorado authenticity.

Since its establishment in 1881, the town has represented resilience, ruggedness, and the doorstep to recreation. Located on Colorado's largest natural body of water and bordering Rocky Mountain National Park on three sides, the assets of this mountain town are endless. Sun, snow, water, ice, mountains and lakes embrace the town in a mix of remarkable beauty and extreme weather.

A loyal group of permanent residents anchor the town and are supported by second home owners and a steady influx of tourists and visitors. Those devoted to the town understand the history and memory of the rustic Town of Grand Lake is of great importance. Keeping the Town's rugged, adventurous identity intact was an ongoing theme during the Streetscape Masterplan design process. If Grand Lake wishes to remain a relevant destination, and progress in terms of livability and accessibility, it must evolve carefully and deliberately in order to stay true to its identity.

Throughout the process of the Streetscape Masterplan, design decisions were made after carefully considering how a certain design challenge could be solved using the most authentic and appropriate form and materials. Understanding the Town's position as one of the last bastions of historical Colorado authenticity has been critical in informing design decisions throughout the project. As the Town of Grand Lake continues to strive to improve the function and appearance of Grand Avenue, the continued support of other Town stakeholders will be critical. This Masterplan is intended to support all those interested in making Grand Avenue an efficient, visually compelling, pedestrian-oriented, and economically vibrant downtown street.



[18.1] Grand Lake (circled) in proximity to Denver



[18.2] Historical photograph from Grand Lake (image courtesy of Judy Capra)



[19.1] **It all begins here.** The Colorado River headwaters provide not only water to the town, but also various opportunities for sight-seeing and recreation.



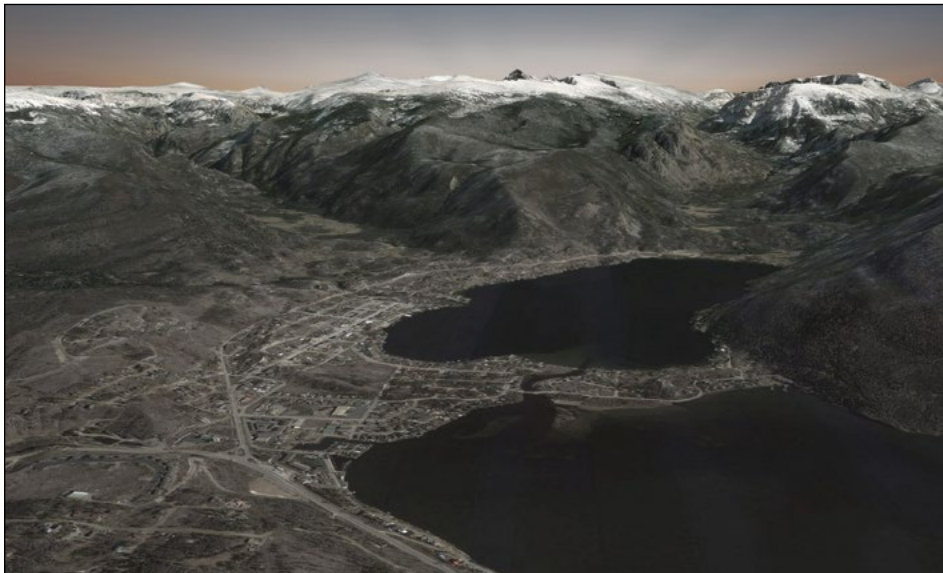
[19.2] **Endless thrills.** Snowmobiling is one of Grand Lake's most important winter sports. It draws tourism to the town during the long winter season.



[19.3] **Full sails.** The Town's greatest asset is the lake, from which the town takes its name and provides a multitude of recreation opportunities. Additionally, the Lake has become a holding-pond for water traveling through the Alva B. Adams tunnel.



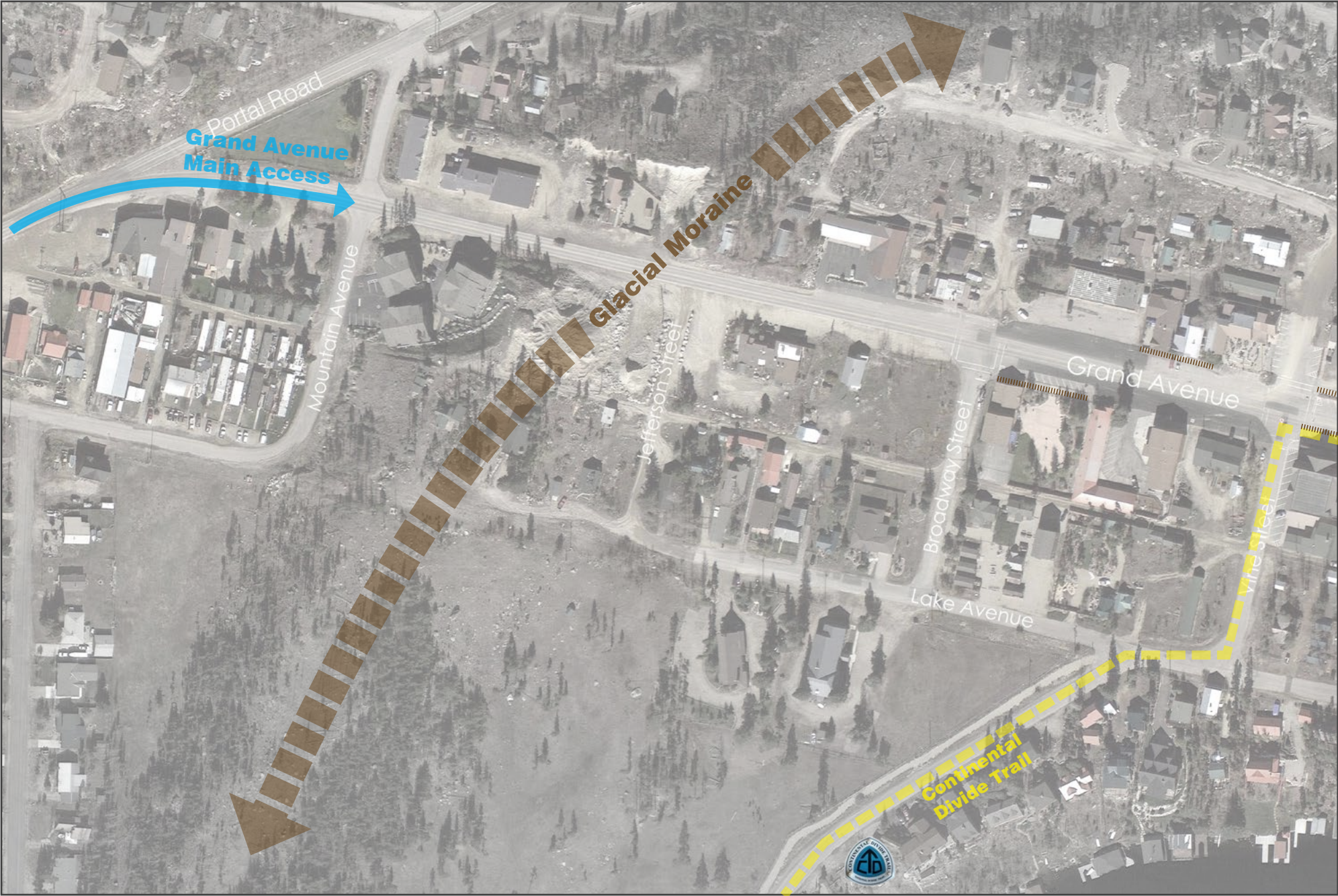
[19.4] **Western Gateway to the Park.** The Town of Grand Lake is the western entrance gatekeeper of Rocky Mountain National Park. In the summer months, the draw of the park benefits the Town immensely.



[19.5] Grand Lake is shown here in its geographical context. Nestled within prominent mountains near the continental divide, Grand Lake has the best view of Mount Craig, the large mountain at the top right of the image.



[19.6] A historical photograph of Grand Avenue. Much has changed around Grand Lake, but the town has kept its rustic feel. (Photograph from Judy Capra)



Overall satellite view of Grand Avenue.



GRAND LAKE

First Impressions of Grand Avenue



The slight-right onto Grand Avenue from Portal Road marks the starting point for the Streetscape Masterplan. Wayfinding Signage helps to guide visitors in the right direction.

The undefined street in this area of Town is immediately apparent. This portion of the street is not immediately inviting or celebratory. Unless one knows their destination is nearby, the street says, "keep going." The street remains largely undefined for the first four to five blocks, from Portal Road to Vine Street. Pedestrian activity presently is not encouraged.



A view further down the street shows the corridor past the glacial moraine. The town comes into view in the background. This reveal of the town could be much more celebratory.

The glacial moraine in full view. The dismantling of this geological feature has left a barren hillside. In the future, it would best serve the town to identify and protect historical and geological landmarks and important features.



Parking and Road Conditions



Once one has descended the hill into town, some similar themes continue, such as the undefined street and dirt adjacent to the road and Grand Avenue businesses. Parking is haphazard and improvised.

In other areas, large areas of asphalt make the road feel much wider than it actually is. Lack of street definition and pedestrian space not only make it unsightly, but dangerous given pedestrians do not have dedicated space.



Streetscape Design Transition



Nearing Vine Street, the street remains undefined. Vehicles utilize a gas pump that is not separated or defined from the street or pedestrian traffic.

Past Vine Street, the existing streetscape design transitions to what we have come to understand as the central business district of Grand Lake. The final four blocks consist of a driving lane, diagonal parking, a greenway buffer, and boardwalk pedestrian path adjacent to the building fronts.

This arrangement is much more defined than the first four blocks, however other problems arise. For instance, when full, the parking completely blocks views from the street to the pedestrian zone, and likewise from the pedestrian zone to the street.

Side streets that intersect Grand Avenue are not celebrated in the manner appropriate for their destination. In this example, the street is the major pedestrian path to the lake. Dumpsters, parking, and no inviting elements hinder it from serving as a major pedestrian distributor to the lake.

Grand Avenue currently does not feel like a complete street. In this view, one cannot determine if pedestrian activity is happening behind the line of cars.

Another one of the major pedestrian problems with Grand Avenue is the distance one must cross the street. These wide intersections do nothing to protect pedestrians crossing them. Additionally, these intersections are currently not celebrated with any significant design feature.



2.0 Existing Conditions | Grand Avenue Today

Pedestrian Feel and Streetscape



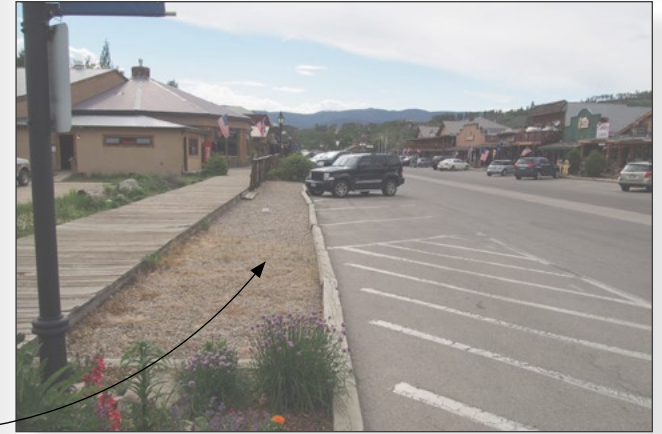
The boardwalk is the single-most important pedestrian element in the town, providing a discernible path of travel throughout portions of town. This image gives the feeling of one boardwalk condition: a narrow path of travel with many obstructions to negotiate.

An example of underutilization of the greenway. This space, currently gravel with a few planters, could host a number of functions to add to the pedestrian experience with minimal effort and development.



This portion of boardwalk on the south side of the street is not covered by a canopy. The greenway has been developed with landscape features and greenery, however no infrastructure exists to promote lingering of pedestrians such as benches or tables/chairs.

The boardwalk continues in front of a vacant lot. This lack of development comes from a requirement of businesses to develop and maintain the greenway in front of their building. If this requirement remains unchanged, no development will occur in front of vacant lots or businesses without tenants.



An example of access to the boardwalk shows boards forming a ramp up to the appropriate elevation. This type of ramp is difficult to standardize and tends to warp and deform over time similar to any other area of the boardwalk. For this reason, a more durable ramp material is recommended.

A view of the boardwalk in front of Town Hall. The boardwalk is new and built to a higher level of durability. This section of greenway is irrigated which allows lush grass to grow.





Pedestrian Feel of Streetscape

This section of greenway contains some useful streetscape elements. A wildlife-proof trash can and a bike rack serve important purposes, but the weeds growing within the gravel contribute to an unkempt appearance.

Some businesses are built with facades that are setback from the boardwalk allowing for easier pedestrian movement and business access. Elements placed on the boardwalk such as benches or newsstands may serve important roles, but sometimes impede pedestrian traffic.



Some areas of boardwalk, like this one adjacent to Town Square Park, are not covered by canopies. Grass grows in the greenway and the feel is less confined. The park being an important place for public congregation, the open feel is appropriate.

This section of boardwalk on Garfield Street incorporates lots of successful elements: plentiful seating with ample walking room, plantings that are minimal in area but carefully maintained, pedestrian paths from the parking to the walking path, and colorful shading elements. The boardwalk here utilizes a steel angle for a termination element at the edge.



There are few areas where steps or extended ramp are needed to gain the proper elevation of the boardwalk, but this is one such example at the corner of Grand Ave. and Pitkin St.

Access to the boardwalk from street parking must be considered. Here, flagstone pavers are used to allow pedestrian movement.



2.0 Existing Conditions | Grand Avenue Today

Boardwalk and Greenway



• An example of how the boardwalk can warp over time. The use of treated lumber only goes so far, and the Town as well as town businesses should be prepared to maintain them. Standardized, durable construction techniques can help to lengthen the life of the boardwalk.

This unique situation shows the greenway tapering from approximately 8' to 4'. It is easier to maintain plantings in a smaller greenway, but the road should not be widened to do so. A wider greenway is preferred, potentially with a 4' section of plantings within. This allows for a smaller area of plant maintenance, but the opportunity to fill the remaining area with other amenities.



• An example of a well-maintained lamppost garden is shown. One downside to the current lamppost gardens is they do not allow for pedestrian movement if the boardwalk is overcrowded.

Some leftover spaces are created between Grand Avenue businesses. Creative seating or gathering solutions could utilize this space. It could also display a sculpture piece of some kind.



• Seating in the greenway should face either the boardwalk or a direction parallel to the direction of the boardwalk travel. This orientation is the least desirable. If cars were parked in the empty spaces shown, the seated view would be of headlights. If turned 180 degrees, seated people gain the view of pedestrians traveling and life within the boardwalk.

A rare concrete curb is shown with an irrigated greenway. This type of curb looks cleaner and has less variation than the timber curbs. However, since timber curbs are used almost exclusively in town, one may wonder why this area is deserving of such contrast.





Existing street lampposts number 5 per block per side of street (10 total per block).



A few drinking water fountains are available in public spaces. These elements are appropriate for the active visitors that visit, and due to the dry climate.



Curb extensions could make for better installation points for regulatory road signs, rendering this stop sign planter box obsolete.



Wildlife-proof trash containers reflect the natural wood tones of the Town and should be replicated in new areas of streetscape development.



Bike racks should be plentiful within the greenway to encourage bicycle traffic.



If possible, allow for a curb or boundary element to physically protect but not obstruct fire hydrants.



This example of a stamped concrete ramp up to boardwalk elevation is effective and durable.



The memorial benches are a common element seen throughout town and a program that should continue.



Smoking should be discouraged from the boardwalk altogether. These cigarette disposal stands encourage smoking near business entrances.



Unique seating elements using natural materials are encouraged, especially when placed in recessed facades or within the greenway.

Grand Avenue: Strengths, Weaknesses, and Opportunities

Strengths

- The Town has an amazing natural destination in town: Grand Lake. The lake is the major draw of the town and is a major economic force.
- Grand Avenue attracts a lot of visitors during high-tourism season.
- There are recreational opportunities year-round in Grand Lake.
- The boardwalk is a great circulatory motivator, it wants to be walked on and take people through town. It is also an iconic element that is unique and associated with Grand Lake.
- The vibrant summer flowers and plantings along Grand Avenue are a huge draw.
- Vibrant and diverse businesses create a draw for visitors to stay and engage with the Town.

Weaknesses

- Boardwalk can be overly-crowded on certain days during high-tourism season. In other areas, the boardwalk can be cluttered.
- No discernible street blocks or pedestrian paths in the “rustic district.” There is little to no “streetscape” development on these first four blocks.
- The greenway overall is underutilized.
- The boardwalk, which is wood, is degrading and warping in areas.
- Snow often can be a burden and pile up on town streets and boardwalks.
- There are few dedicated paths for pedestrians from the diagonal parking to the boardwalk.
- Pathways and emphasis to the Lake are absent from Grand Avenue.
- Many plantings require intensive maintenance to keep beautiful.

Opportunities

- There is great opportunity to make the Grand Avenue streetscape into a more inviting pedestrian atmosphere, while keeping intact the authentic nature of the Town.
- A more thoughtful and defined ‘corridor’ should lead one into town.
- The Greenway should be utilized for a variety of new functions including seating, shade, planting, movement and circulation, exhibition of art or sculpture, congregation, etc.
- The boardwalk foundation should be upgraded to provide better support and longevity.
- The Town and business owners should devise a way to share the responsibility for both boardwalk and greenway.
- There is an opportunity to create a more celebrated entrance or gateway to the Lake.
- Plantings should incorporate durable, native species that require less maintenance and reflect the local environment and vegetation.
- Create spaces that promote lingering and encourage visitors to stay and frequent local businesses.

Section 3.0

Vision



Five Guiding Principles:

1) Protect and enhance the historic and rustic nature of the Town of Grand Lake.

2) Give identity and character to Grand Avenue.

3) Provide vehicles, pedestrians and bicyclists with safe, accessible and efficient routes through town.

4) Promote economic vitality through enhanced boardwalk and sidewalk experience.

5) Provide a master plan that is realistic and feasible.

Four Grand Avenue Interventions:

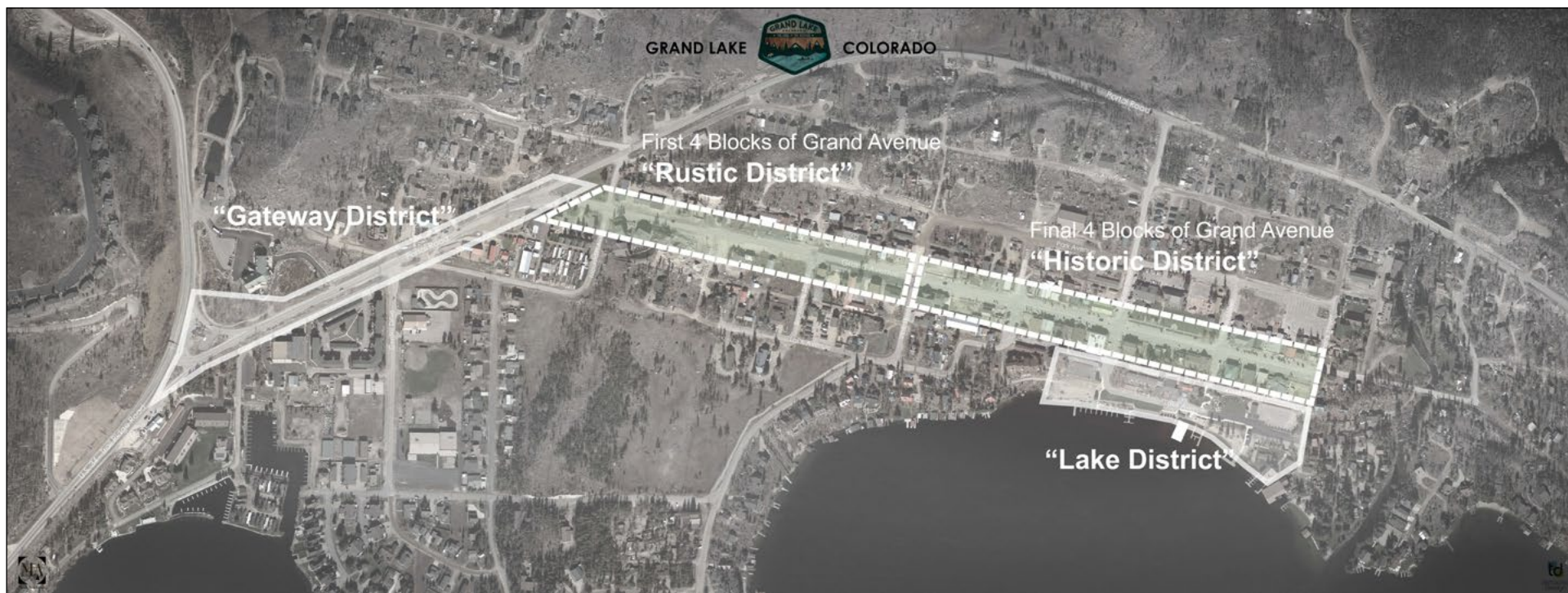
Through investigation of existing conditions and consultation of the 5 Guiding Principles, the design team has identified four major interventions. This organization breaks down and simplifies the understanding of what is being proposed.

1) Define the blocks of the first four blocks of Grand Avenue (Portal Rd. to Vine St.) with a driving lane, bike/snowmobile lane, greenway, and sidewalk.

2) Enhance the corners from Vine St. to Hancock St. with curb extensions to gain pedestrian space and safety.

3) Create seasonal mid-block extensions to bring pedestrian space and activity to the street.

4) Create and clarify greenway regulations and development strategies to fully utilize this pedestrian space.



[31.1] Preliminary Town of Grand Lake District Identification



[31.2] Rustic District (Portal Rd. to Vine St.)
Characterized by current undefined blocks, no continuous pedestrian paths, and businesses that are not immediately adjacent to one another or in line with the 100' right of way corridor.



[31.3] Historic District (Vine St. to Hancock St.)
Characterized by businesses immediately adjacent to one another and at the edge of the 100' corridor, pedestrian boardwalks, and continuous diagonal parking.

District Creation

Within the context of the 4 Interventions, an emphasis on "District Creation" is made by utilizing different design solutions in different areas of the Town. On Grand Avenue, two major districts are created. They are shown above and to the left as the "Rustic District" and "Historic District".

Intervention 1 focuses entirely on the Rustic District from Portal Road to Vine Street. Interventions 2-4 pertain to the Historic District from Vine Street to Hancock Street and are broken down to accomplish specific goals.





Section 4.0

Streetscape Concepts

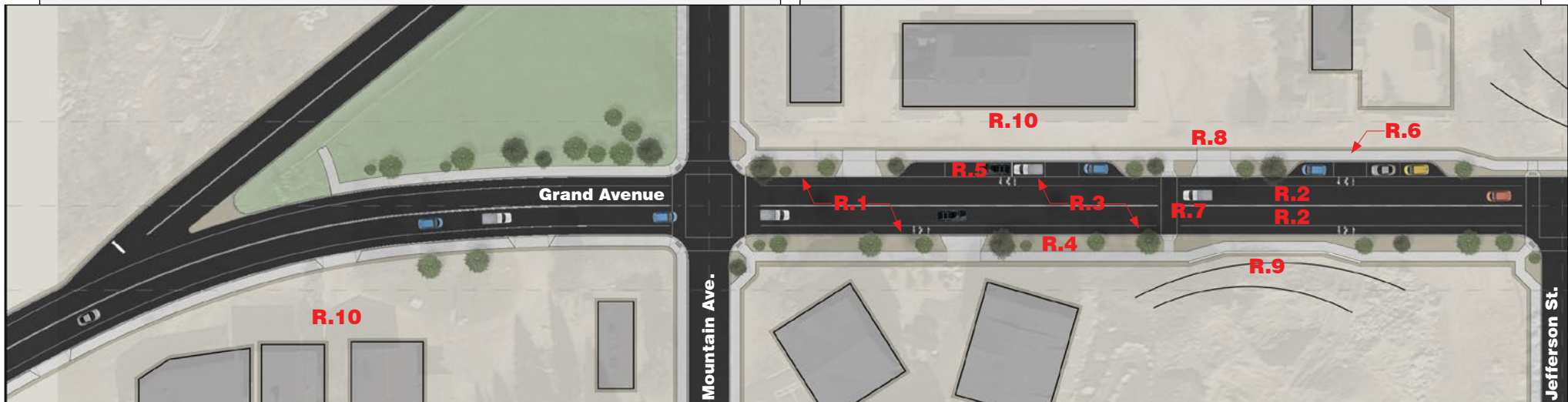
Features of West Grand Avenue

Within the “Rustic District”, a number of elements have been introduced to improve safety, function, and visual appearance.

R.1 *The street is physically defined* with the addition of multiple streetscaping elements. This adds greatly to the safety of the street, by allowing vehicles, bicycles, and pedestrians separate lanes in which to travel. A more attractive “complete street” is created, exhibiting a thoughtful approach to vehicle and pedestrian

common, the snow-covered lane serves snowmobile traffic.

R.4 *A “native-planting” greenway is introduced* from Mountain Avenue to Vine Street. This greenway is 9’ and meant to resemble the tree-lined portions of Trail Ridge Road, and should be planted with exclusively native plantings and boulders that require little to no maintenance after initial landscaping construction. The greenway should be allowed to grow somewhat “wild,” exhibiting the natural beauty of Colorado.



separation with natural landscape elements.

R.2 *Dedicated vehicular lanes* are 12’ and defined by a center stripe and side stripe adjacent to the bike/snowmobile lane.

R.3 *Dedicated bike/snowmobile lanes* are 5’ and defined by a side stripe adjacent to the driving lane and a curb. This lane serves a dual purpose depending on the season. In the summer, the lane acts as a dedicated bicycle lane from Portal Road to Vine Street. In the winter, when snowmobile traffic to and from town is much more

R.5 *Street parking can be introduced* on West Grand Avenue in two different ways. Parallel parking can take the place of the greenway in certain areas providing a 20’x9’ wide parking stall. This solution does not alter the pedestrian path. A second option is diagonal parking stalls which push the pedestrian path out nearer to the edge of the 100’ corridor. Currently, only around 12 striped street-parking stalls exist on these first four blocks of Grand Avenue. In the above drawing, 53 street-parking stalls are indicated.

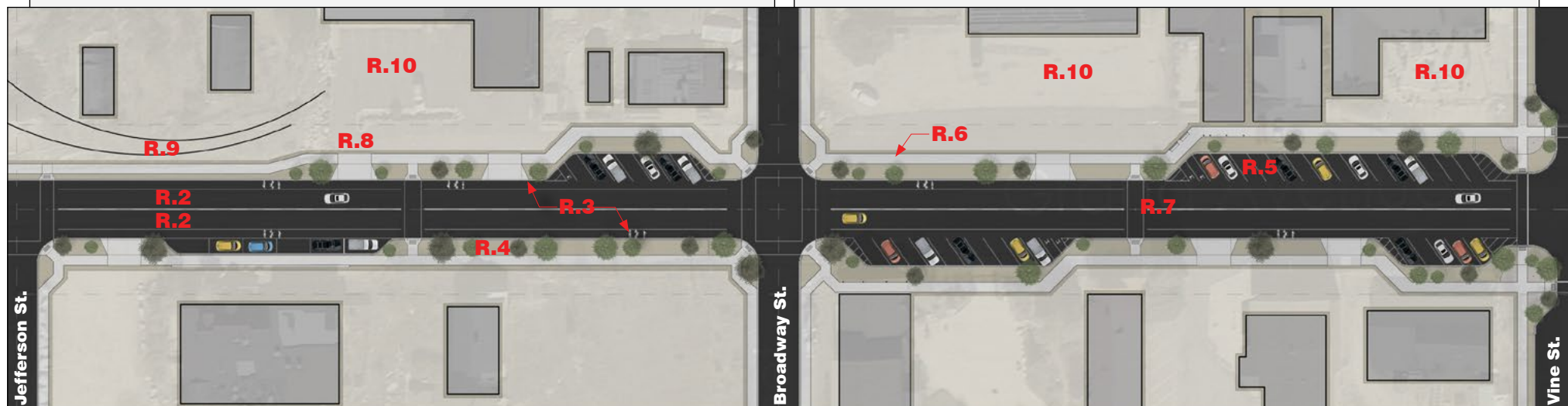
R.6 *A new pedestrian-only walking path* is 6’ and constructed of

either concrete, stamped concrete, or crusher-fines firm and stable path.

R.7 *Mid-block crosswalks* contribute to more fluid and safe pedestrian travel around Grand Avenue by providing another option for crossing the street.

R.8 *Curb-cuts for private business access* allow for businesses to maintain private parking lots. The number of these should be limited and shared if possible between businesses.

R.10 *Space for private-business parking* is accomplished by keeping the street, greenway, and pedestrian path as narrow as possible. By doing so, it allows ample room between the sidewalk and the business for solutions that fit individual needs. This may mean space to park in front of a business, or landscaped space meant for pedestrian use. These businesses now have the infrastructure to deliver pedestrians to their front door, and can use this space in a way that is most beneficial to them and to the general appearance of the street.



R.9 *Retaining walls for grade change* may be necessary if the sidewalk grade ends up significantly higher than space adjacent to it near private businesses. They may also be necessary if the grade surrounding the sidewalk is higher than the sidewalk grade. The most notable area this may occur is near the glacial moraine as this grade rises rapidly near the street. Stairs or ramps may be necessary to make up for this grade change. They should not impede or interfere with the major pedestrian path.

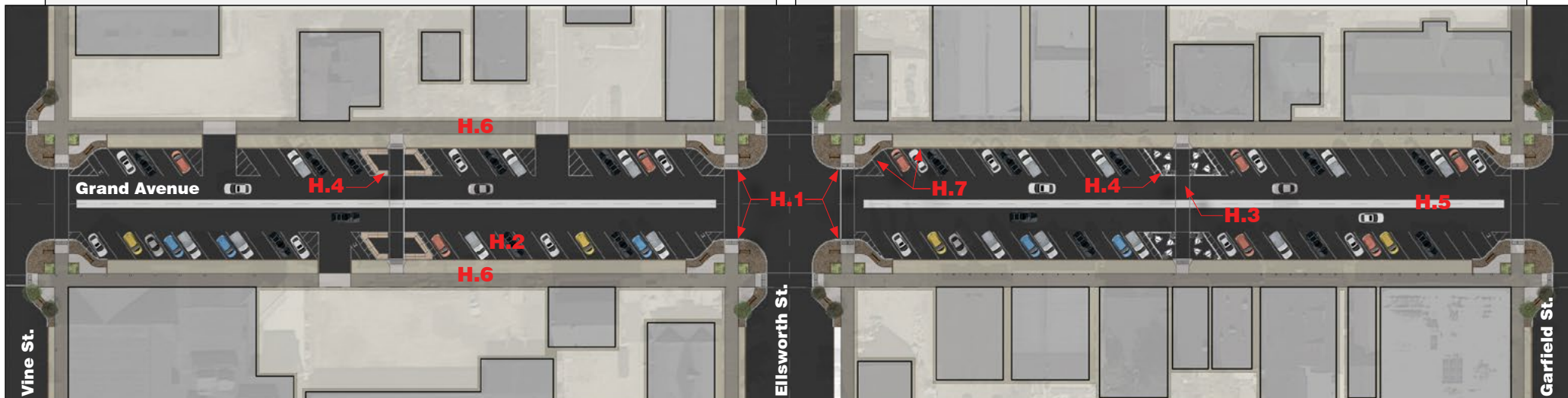
R.11 *Additional elements* such as new lamp-posts and trash cans bring in elements that are currently successful on the last four blocks of Grand Avenue. Introducing them earlier brings a consistency to the entire street which effectively lengthens the central business district of the Town.

Features of East Grand Avenue

Within the “Historic District,” only a few major interventions occur. Many existing elements of this portion of the street are left intact, especially those which are important defining elements of the town, such as boardwalks and boardwalk protective awnings.

H.1 *Curb extensions* at the corners of intersections serve many purposes. First and foremost, they create a safer intersection for pedestrians, allowing them to be within pedestrian space longer

create space for the curb extensions, make space for the mid-block crosswalks and temporary curb extensions, and to open up the street with better visual connection between road and boardwalk, allowing for a more open feel and eliminating the feeling of being behind a wall of cars while in the pedestrian space. On these four blocks, diagonal street-parking stalls on Grand Avenue is reduced from 247 to 215 with 14 new motorcycle-only spaces. This number is intended to be made up in additional street parking in the Rustic District, as well as additional side-street parking and new Park Avenue stalls.



while crossing the street, as well as the ability to be within protected space while looking both ways for oncoming traffic past parked cars. They are proven to naturally slow vehicular traffic, which also creates a safer intersection. Additionally, the extension of the curb creates pedestrian space that can be utilized in many ways that benefit walkability and promote pedestrians staying within the central business district.

H.2 *Diagonal parking* is maintained on these four blocks of Grand Avenue. A few, selected parking spots are eliminated in order to

H.3 *Mid-block crosswalks* allow for additional pedestrian options of crossing the street. In meetings with stakeholders, it was learned that people cross the street organically anyway, so providing a safer option while encouraging pedestrian activity in general is the main idea behind these new crosswalks.

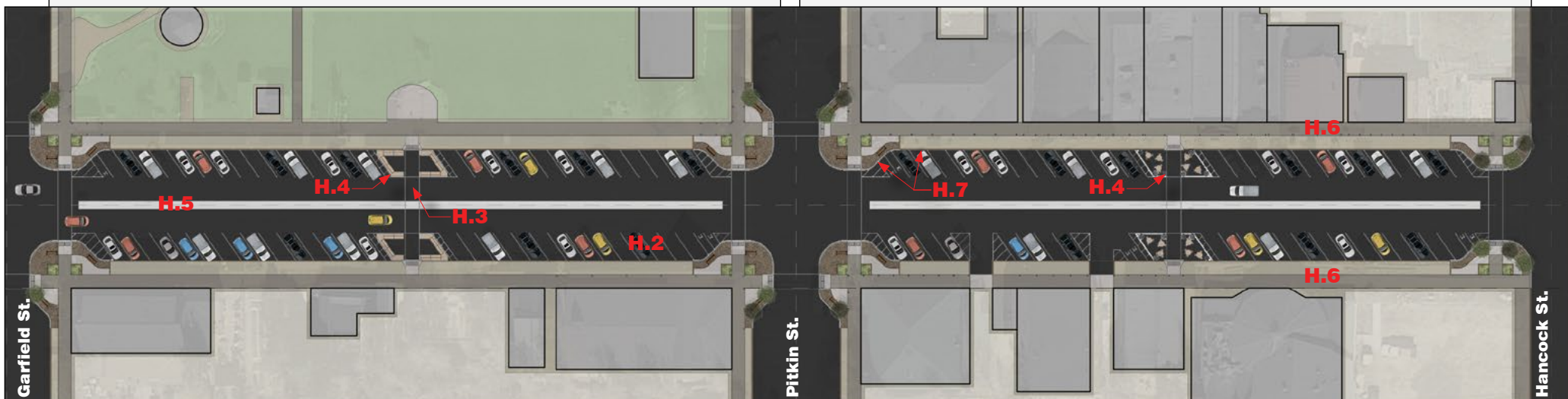
H.4 *Temporary mid-block curb extensions* work in conjunction with the mid-block crosswalks. These extensions are temporary, summer-season seating elements and barriers that turn a portion

of the street into pedestrian space, extending activity from the boardwalk into the street in a protected area. Since they will be on an asphalt surface, shading elements are encouraged to be used. These areas will bring life and vibrancy to the street that typically only allow for a view of a line of parked cars.

H.5 *The center-road drain pan* remains intact.

H.6 *A more versatile boardwalk and greenway* is created. Through a better partnership between the Town and private businesses, as

This allows for them to negotiate the curves of these shapes. The straight sections of curb are to remain as timber 6x6 similar to the existing condition. These timber curbs, which are durable and less expensive to replace than concrete, keep intact a western, rustic feel.



well as guidelines and suggestions presented later in this plan, the boardwalks and greenways will take on new purpose and function. The boardwalk, being the defining element of the downtown core, is to be further connected with what is known as the “greenway” to form new types public space. This includes resting and congregation space, as well as spaces needed for functions such as bike storage.

H.7 *Two different curbs are utilized* to serve different purposes. The curb extensions or bulb-outs are formed with concrete curbs.

4.0 Streetscape Concepts | Rustic District

Intervention #1: Define the blocks of the first four blocks of Grand Avenue (Portal Rd. to Vine St.) with a driving lane, bike/snowmobile lane, greenway, and sidewalk.

Rustic District: Defining Grand Avenue

The major design goals for the streetscape of the Rustic District are as follows:

1. Create a welcoming gateway into the Town of Grand Lake.

This welcoming should reflect the rustic nature of the Town and its surroundings. For this reason, natural vegetation and xeriscaping is to be used in the greenway. This portion of the town is meant to feel more 'wild' and exhibit natural beauty, similar to Rocky Mountain National Park. A tree corridor in combination with a greenway of rocks, shrubs, and natural grasses should give this appearance. Careful planting of trees will not obstruct businesses, but rather enhance their appearance and presence on the street.

2. Invite pedestrians and other users to activate these blocks.

By introducing pedestrian paths and protecting pedestrians with curbs, this portion of the street should see an influx of pedestrian traffic. In turn, real estate on these four blocks should prove more valuable and attractive since it will be better connected with the more active portion of Grand Avenue. Additionally, dedicated snowmobile and bike lanes should improve the function of a street with multiple users. New street parking will encourage visitors to park earlier on Grand Avenue, rather than looking for a spot in the crowded Historic District.

Features of West Grand Avenue

- R.1** *Physically define Grand Avenue with curbs.*
- R.2** *12' Dedicated vehicular lanes.*
- R.3** *5' Dedicated bike/snowmobile lanes.*
- R.4** *A "native-planting" greenway.*
- R.5** *Street parking.*
- R.6** *6' pedestrian-only walking path.*
- R.7** *Mid-block crosswalks.*
- R.8** *Curb-cuts for private business access.*
- R.9** *Retaining walls for grade change.*
- R.10** *Space for private-business parking.*
- R.11** *Additional streetscape elements.*

This "park and walk" scheme contributes to a net gain in street parking stalls on Grand Avenue. Other streetscape elements can help to invite pedestrians to use this space. Lamp posts, trash cans, and seating elements all contribute to walkability.

3. Create a natural greenway that requires minimal maintenance after construction.

The design of this greenway need not be complex, but instead should mimic as close as possible the surrounding area's features and plantings. For instance, boulders require no maintenance, provide a place to sit, and are found in abundance in the area. Surrounding them should be trees found naturally in the area. Shrubs, grasses, and wildflowers should be introduced if they will regrow naturally each season and do not require maintenance.



[39.1] Rustic District sidewalk perspective.

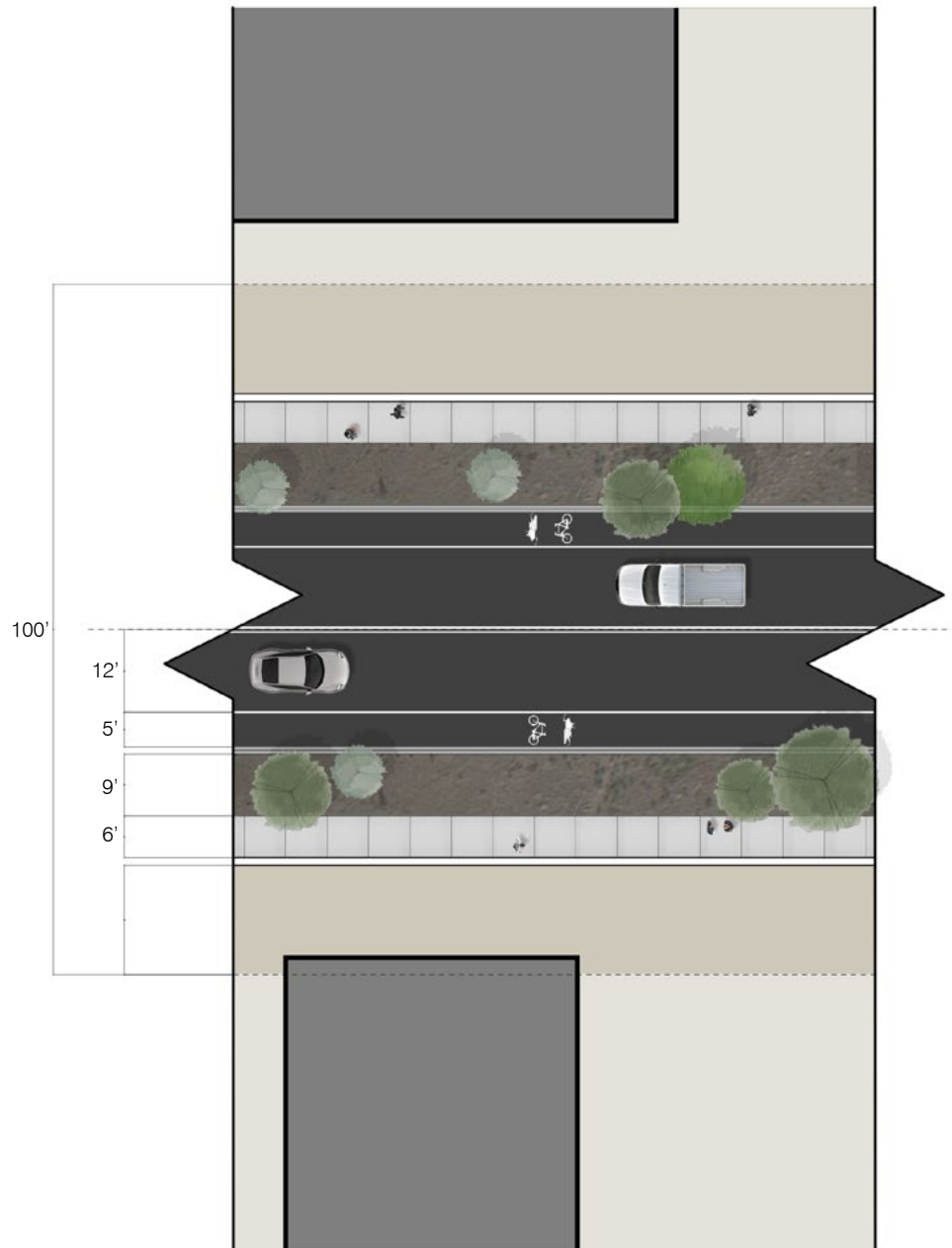
Rustic District: Multiple Solutions for Varied Conditions

The Rustic District contains a variety of existing conditions. In contrast to the existing Historic District, there is very little order or regulating features to these blocks. As explained in Existing Conditions, the building setbacks vary greatly. The solution to this is to allow for three different street arrangements based on the needs of individual businesses and what makes sense for each portion of street.

In all of the options for the Rustic District, a minimum overall width is desired while still incorporating all the necessary elements. This minimum width will allow for the most flexibility of what happens between sidewalk and business frontage.

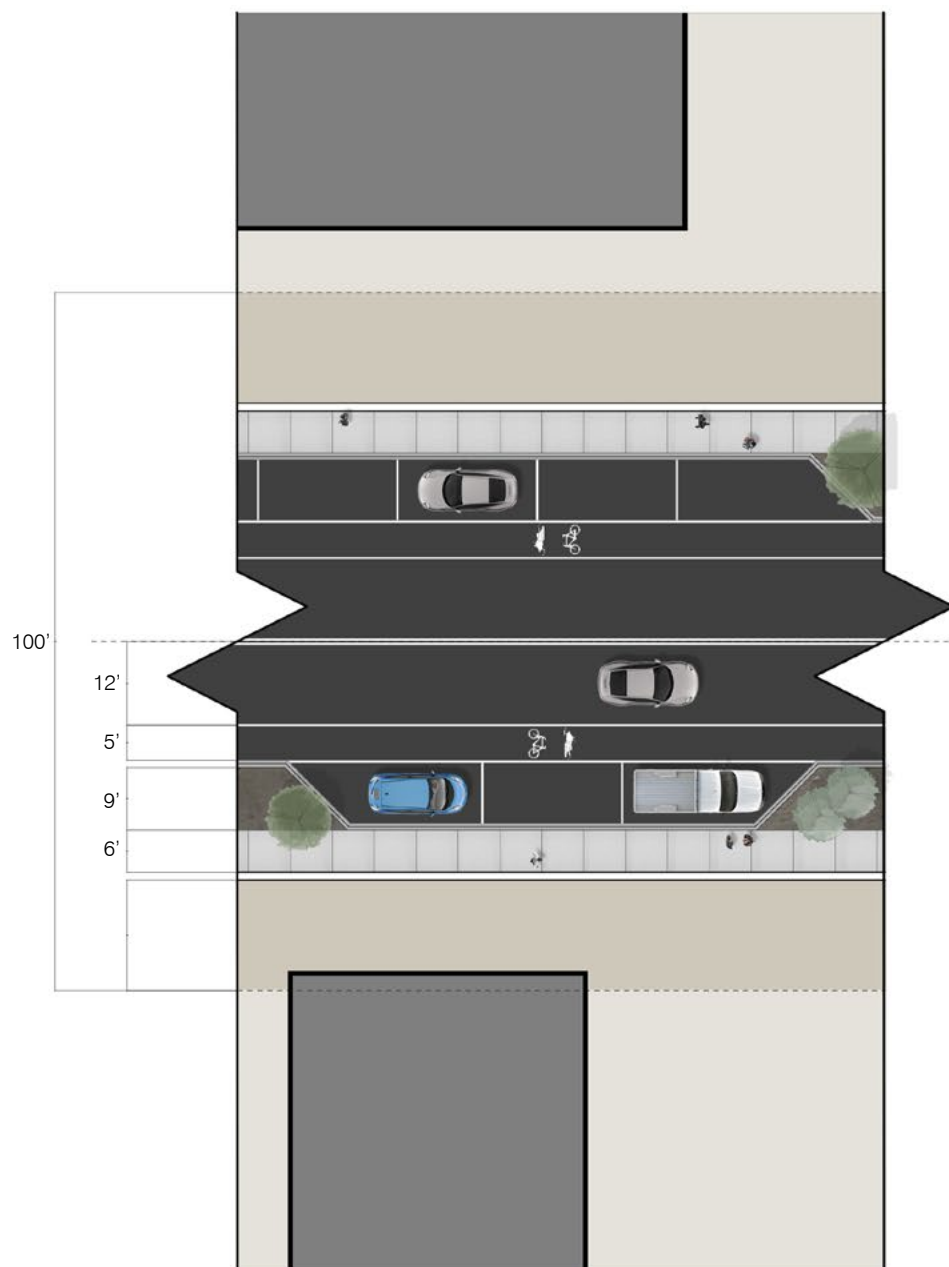
In **Street Option A**, the lack of street parking allows for a full, 9' greenway and 6' sidewalk. This will create the “corridor” or “gateway” effect desired by the landscaping as a proper way to enter the Town. **Street Option B** allows for parallel parking but at the expense of the greenway, which yields in order to make room. This solution should be used sparingly because of this. This will likely be the best solution in front of businesses that require street parking due to lack of off-street parking. **Street Option C** is the widest scheme as it incorporates diagonal parking. This option would be most appropriate for areas of Grand Avenue that have existing diagonal parking or pedestrian pathways immediately in front of private businesses.

In the Rustic District, the north and south sides of the street need not be part of the same Street Option. For instance, a particular stretch of street could have Street Option A implemented on the north side of the street and Street Option B on the south side.



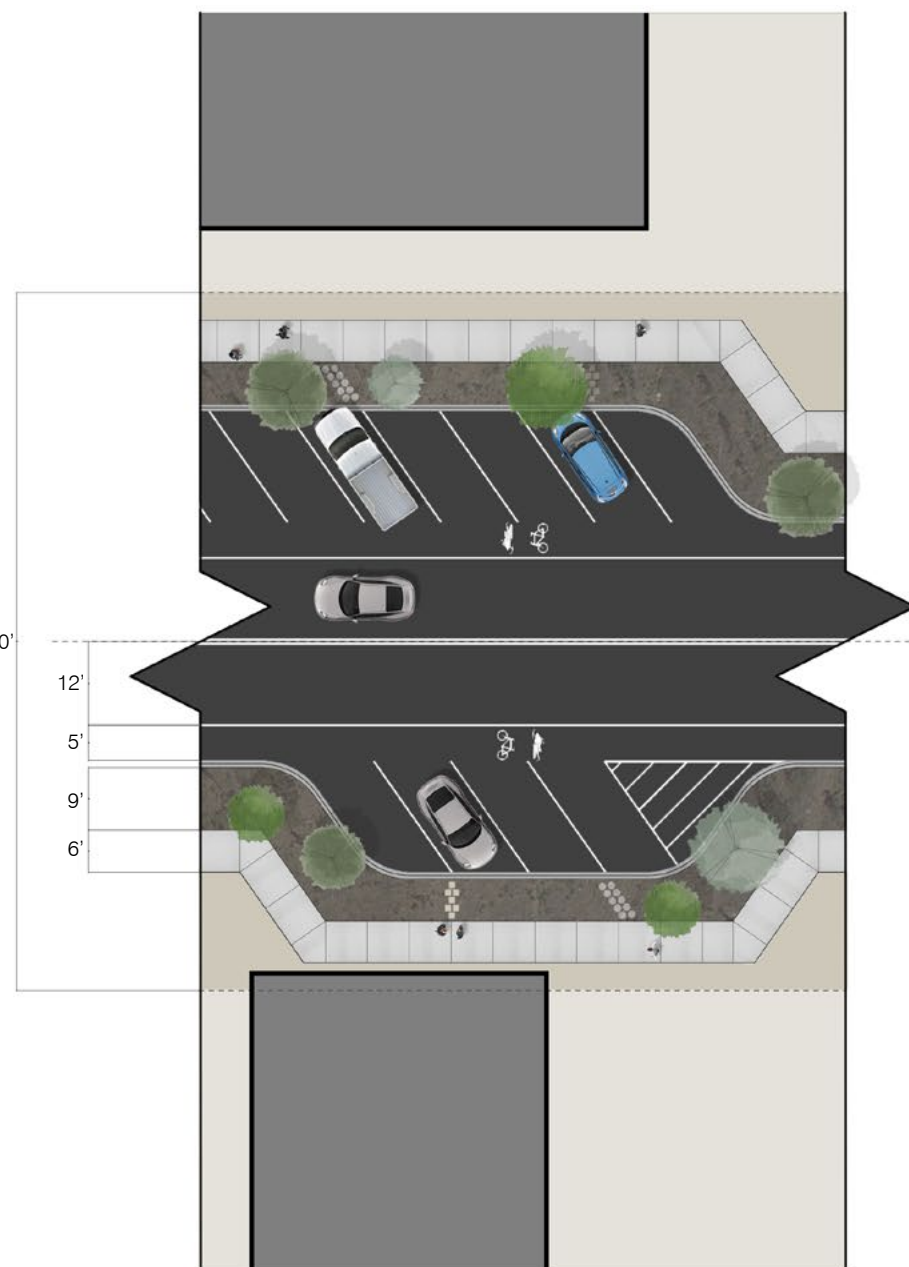
[40.1] Street Option A

Driving lane, bike/snowmobile lane, greenway, pedestrian path



[41.1] **Street Option B**

Driving lane, bike/snowmobile lane, parallel parking, pedestrian path

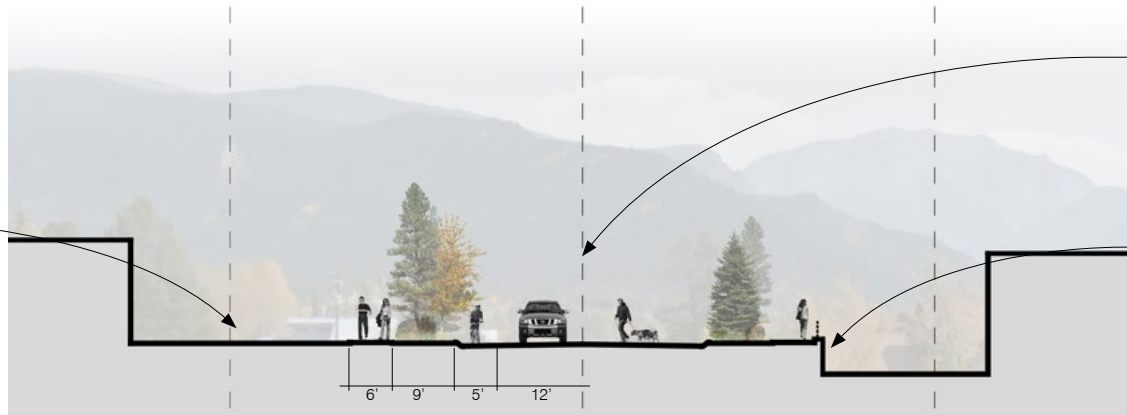


[41.2] **Street Option C**

Driving lane, bike/snowmobile lane, diagonal parking, greenway, pedestrian path

Rustic District

Buildings in this district are differing dimensions from the road. Ample space is left to work out what happens immediately in front of businesses.



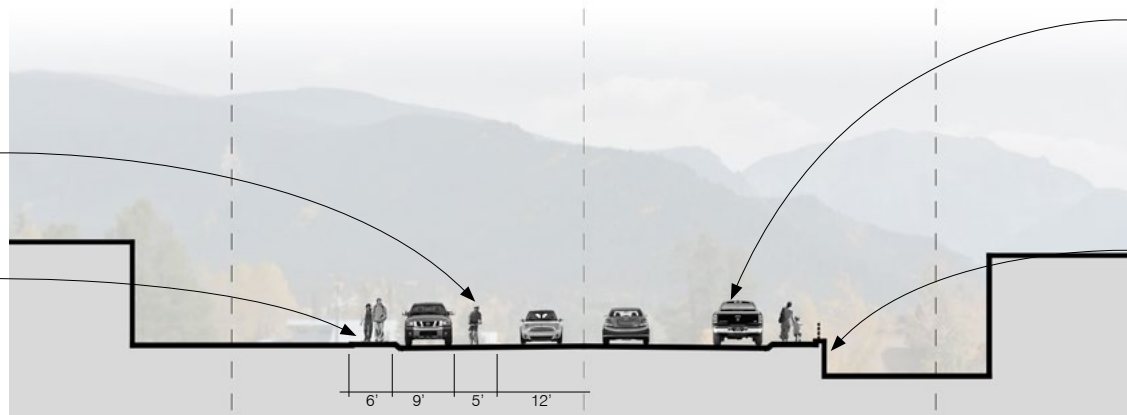
[42.1] Street Section - Option A

Option A is the best-case scenario, where street parking is not necessary and tree-lined streets create a buffer for pedestrian traffic.

Retaining walls may be necessary if grade requires.

The bike lane becomes a snowmobile lane in the winter. Signage will be necessary to clarify this, as the road striping will be covered by snow.

The walking path in this district could be concrete or a packed, crushed gravel.

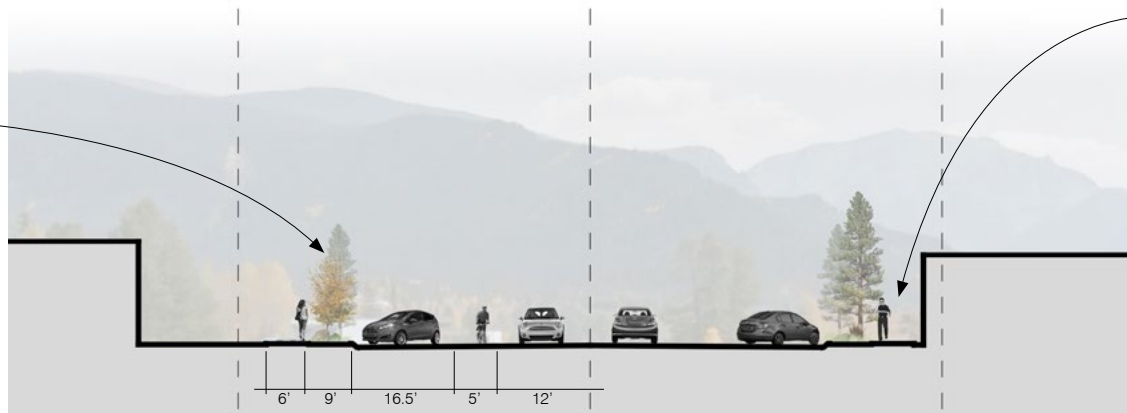


[42.2] Street Section - Option B

Option B should be used in moderation. Since the greenway yields to parallel street parking, the corridor effect of trees is not exhibited by this option.

Retaining walls may be necessary if grade requires.

Use native landscaping along with boulders and rocks to produce a "wild" effect in these greenways.



[42.1] Street Section - Option C

In option C, a wider overall street (due to the addition of diagonal parking) pushes the pedestrians closer to the business fronts. This could be desirable for businesses where the building siting lends best to this condition.



[43.1] Rustic District Aerial Perspective



[44.1] Rustic District Perspective



4.0 Streetscape Concepts | Historic District: Curb Extensions

Intervention #2: Enhance the corners from Vine St. to Hancock St. with curb extensions to gain pedestrian space and safety.

Curb Extensions/Pedestrian Corner Enhancements

The addition of curb extensions as proposed in this Plan will better define and delineate the traveled way as being separate from the parking spaces and street. According to American Association of State Highway and Transportation Officials. 2004b. Guide for the Planning, Design and Operation of Pedestrian Facilities. Washington, DC: AASHTO and many other walkability and safety studies, curb extensions provide the following benefits:

- Reduce pedestrian crossing distance and exposure to traffic;
- Improve driver and pedestrian visibility at intersections;
- Separate parking maneuvers from vehicles turning at the intersections;
- Visually and physically narrow the traveled way, resulting in a calming effect;
- Encourage and facilitate pedestrian crossing at preferred locations;
- Keep vehicles from parking too close to intersections and blocking crosswalks;
- Provide wider waiting areas at crosswalks
- Reduce the effective curb-return radius and slow turning traffic;
- Provide space for level landings as well as double perpendicular curb ramps with detectable warnings.

In addition to a safer vehicular and pedestrian experiences, the curb extensions will become new areas for landscaping, sitting, street lighting and general congregation spaces. Furnishings such as benches should match the existing memorial benches to create a sense of consistency. Natural boulders and log stumps should also be considered as sitting implements to reflect the local surroundings and alpine environment. It is expected that the Town maintains this new amenity.



[46.1] Enlarged corner condition

Features of Pedestrian Corner Enhancements

1. Extension of the boardwalk.
2. Stamped concrete, secondary walking paths.
3. Lamppost and wayfinding signage garden.
4. Stamped-concrete ADA accessible ramps.
5. Variable zone of seating, native plantings, congregation area.
6. Concrete curbs.
7. Multiple types of seating elements, man-made and natural.



[47.1] Aerial view of Historic District



[48.1] Intersection condition



[49.1] Perspective of Pedestrian Corner Extensions

4.0 Streetscape Concepts | Historic District: Mid-Block Connectors

Intervention #3: Create seasonal mid-block extensions to bring pedestrian space and activity to the street.

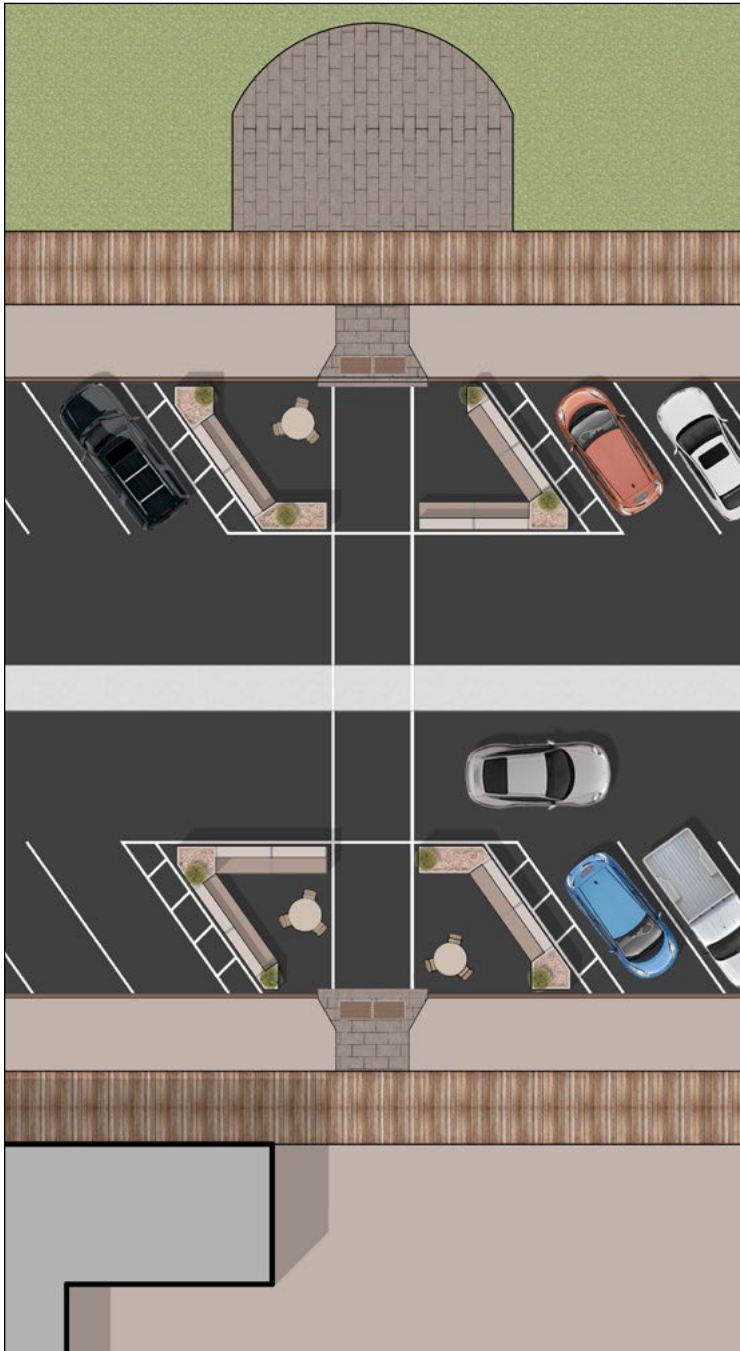
Seasonal Mid-Block Crosswalks and Pedestrian Congregation Zones

The use of non-permanent mid-block curb extensions as proposed in this Plan will enhance pedestrian safety by reducing random mid-block crossings. Furthermore, these areas can be

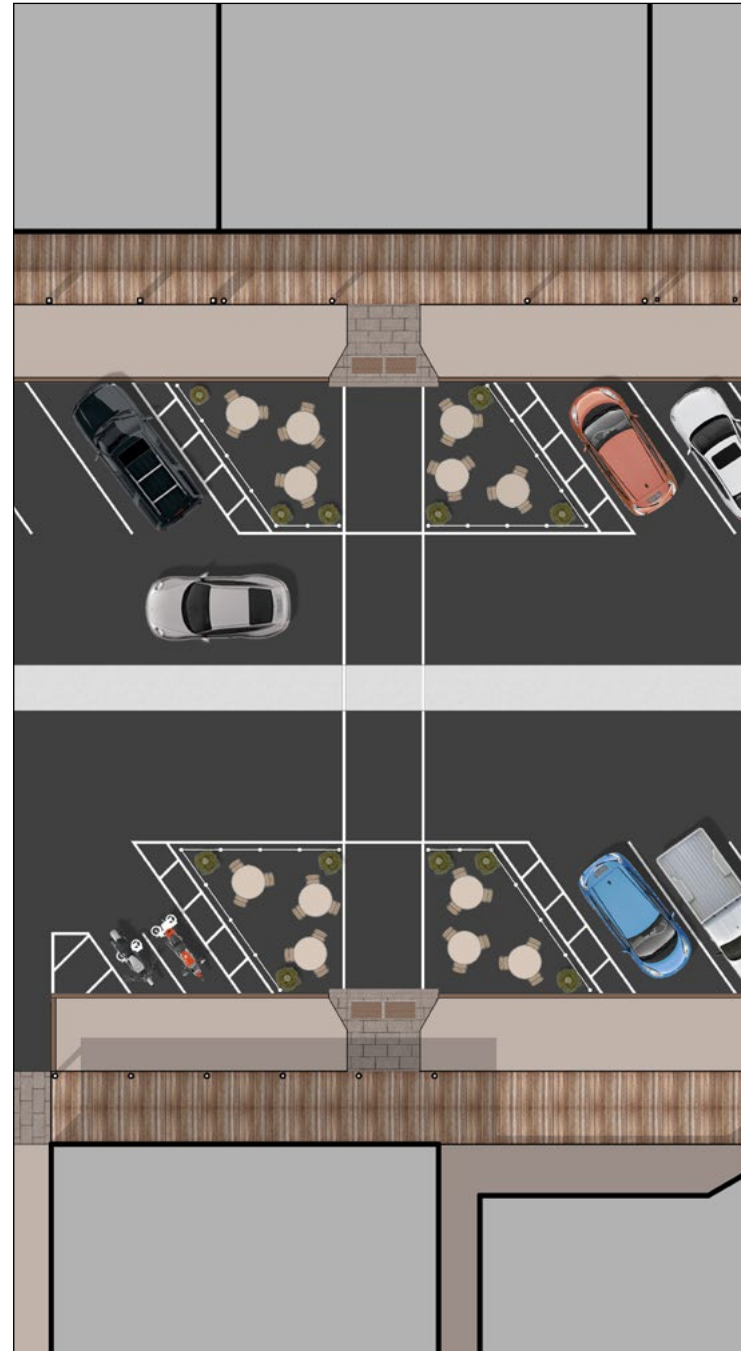
used for public gatherings and introduction of natural, seasonal landscaping. During the winter months when snow removal is at its peak, these temporary buffer elements made of wood, metal and natural looking composite materials, will be stored at the Town's public works facility. This will allow for ease of snow removal operations. It is expected that the Town maintains this new amenity. While the extension is seasonal, the crosswalk is intended to be utilized year-round.



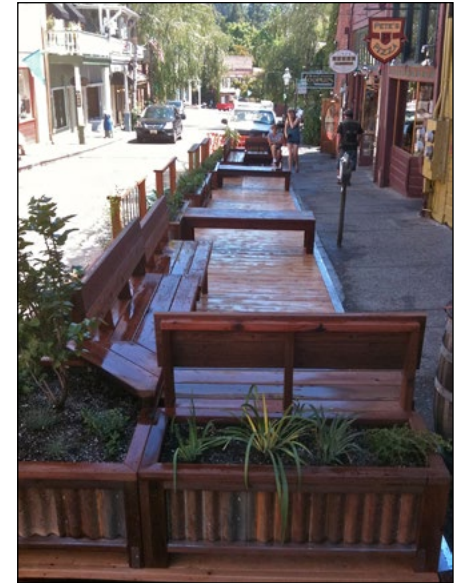
[50.1] Perspective view of mid-block crosswalks and seasonal pedestrian curb extensions



[51.1] Option A: Modular planter boxes and benches.



[51.2] Option B: Tables, chairs, and plants surrounded by protective fence.



[51.3 & 51.4] Examples of seasonal modular outdoor furniture from another town. The areas create separation from the street and make lively pedestrian zones.

Intervention #4: Create and clarify boardwalk and greenway regulations and development strategies to fully utilize this pedestrian space.

In order to provide the most vibrant and functional pedestrian space, the boardwalk and greenway should be zones that work in conjunction with one another and share responsibilities. Currently, the boardwalk is for circulation, and the greenway holds nearly everything else and does not typically permit movement parallel to the boardwalk. The boardwalk is often crowded with visitors, and obstructions in the boardwalk can be problematic.

The recommendation is to supplement the circulatory role of the boardwalk by allowing the greenway to offer additional pedestrian paths. The design of boardwalk and greenway should remain varied based on the desires of the business owners, as the greenway on Grand Avenue is not suited to a homogeneous solution.

Currently, business owners on Grand Avenue have the responsibility to maintain the greenway adjacent to the boardwalk in front of their business. The streetscape masterplan does not recommend changing this. However, more must be done by the town to encourage and incentivize further development of quality pedestrian space.

Enhancing the Boardwalk and Greenways

In most areas downtown, the buildings are constructed to the public right-of-way line. This is the classic western Town relationship between the building, the boardwalk, and the street. By necessity and design, downtown businesses should routinely be able to use the public right-of-way to carry out their daily commercial tasks. The manner in how the boardwalk is used, as well as how the buildings are maintained, have a tremendous impact on how downtown is perceived as a whole.

The following suggestions have been developed to offer the Town and the private property owner guidance in developing and fostering the unique character of the downtown Boardwalks and Greenways.

Boardwalk Extensions

During the summer months, the Boardwalk at times becomes congested. By extending the Boardwalks in certain areas and at varying widths, this problem could be alleviated. Furthermore, the additional areas could be used for public gathering spaces, outdoor performances and public dining areas.

Construction of these extension should match the adjacent boardwalk in material and construction methodology as detailed in the municipal code. However, in areas where the boardwalk extension does not allow for the current code construction requirements, such as major grade differentiations, engineered construction plans that meet a current building codes will be required.

In some areas, a step may be required to get the boardwalk down to the appropriate grade. Again, all applicable building codes will need to be studied and followed. For this instance, a material change may be warranted and recommended especially where the boardwalk is currently covered. Drip lines from overhanging roofs and decks are problematic for wood and composite decking due to advance weathering and potential ice build-ups. Concrete or other weather resistive materials should be considered in these cases.

The Greenways

Currently the greenways are underutilized and disjointed. By engaging these areas for additional seating, landscaping

moments and secondary travel ways for congested boardwalks, business owners could capitalize on additional pedestrian traffic. The more time the consumer is in front of the business, the more opportunities for that business to attract the customer. With this in mind, here are a few of the many potential greenway opportunities:

- Native fauna and indigenous landscaping gardens for both beautification and education
- Rock or boulder gardens that promote Xeriscaping
- Stamped and concrete areas that potentially have local animal tracks embedded for a visitor experience and educational

purposes

- Public art installations that are both functional and expressive of this unique alpine landscape
- Seating areas for the weary traveler
- Protected areas for inclement weather and outdoor diners

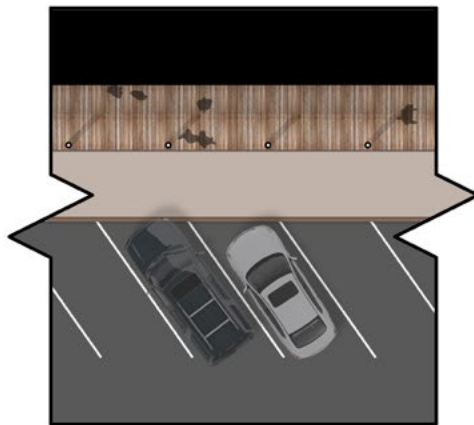
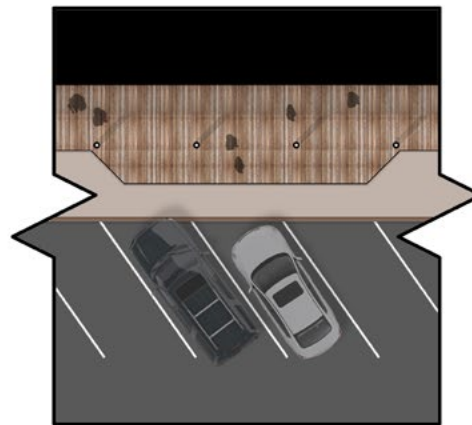
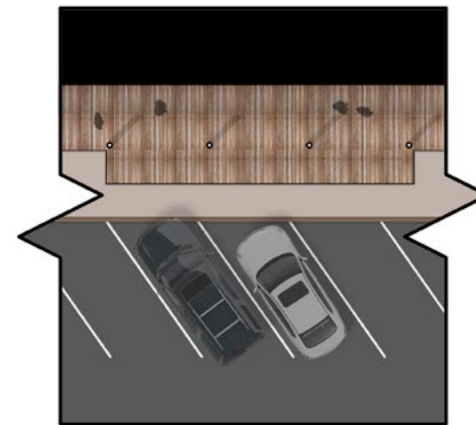
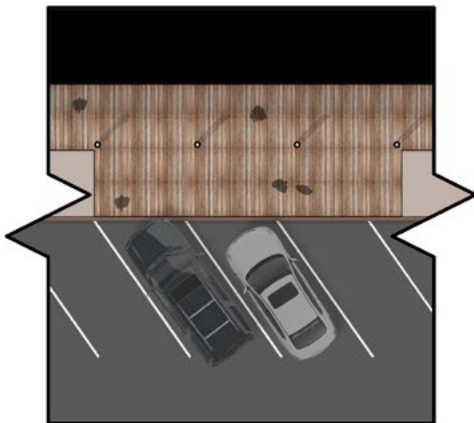
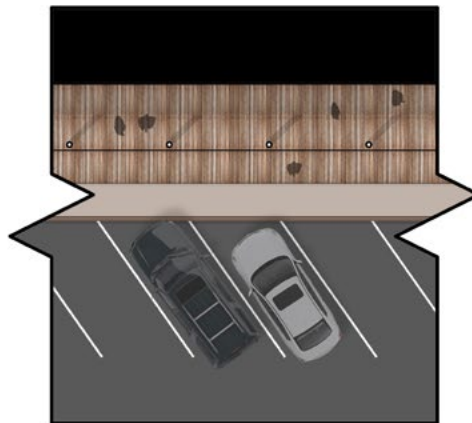
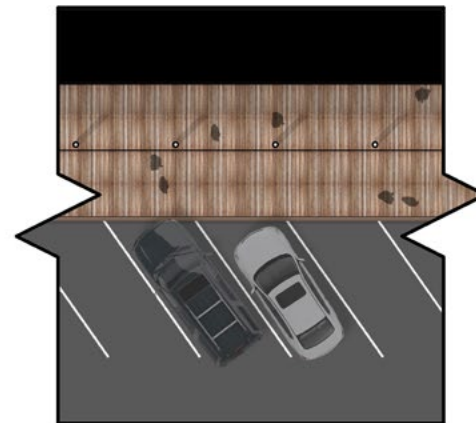
Implementation of and final design guidelines for the greenways should be developed and overseen by the Town's Greenways Board and/or a new organization such as the Boardwalk-Greenway-Business Alliance.



[53.1] The boardwalk and greenway working together to create better pedestrian space.

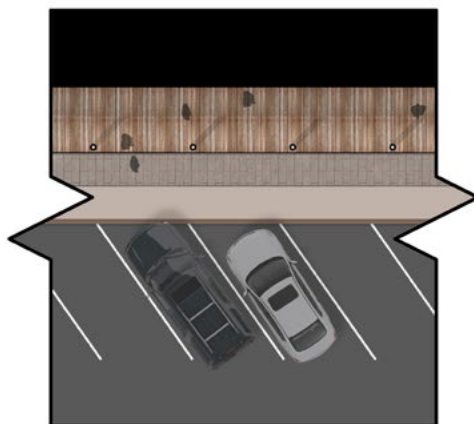
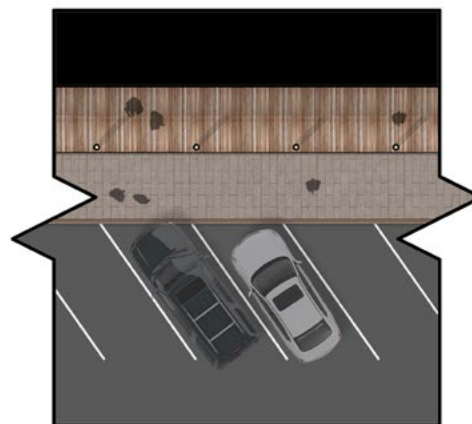


[54.1] The boardwalk and greenway working together to create better pedestrian space.

**A****B****C****D****E****F**

Boardwalk Configurations

- A) 8' boardwalk, 8' greenway
- B) 12' boardwalk, 4' greenway
- C) 12' boardwalk, 4' greenway
- D) 16' boardwalk
- E) 12' stepped boardwalk
- F) 16' stepped boardwalk
- G) 8' boardwalk, 4' stamped concrete, 4' greenway
- H) 8' boardwalk, 8' stamped concrete

**G****H**

Boardwalk Options and Configurations

The boardwalk, in order to work together with the greenway to create better pedestrian space, must have the flexibility to take on different configurations based on specific need. The options presented on this page show how the boardwalk could widen, step down, transition to stamped concrete, or transition to greenway in a number of ways. These options provide a myriad of options to be chosen from by business owners. These options show only boardwalk and greenway configurations and not what could potentially fill the space (tables and chairs, benches, plantings, etc.).



[56.1] Street section of the Historic District. The major dimensions of the street, boardwalk, and greenway remain unchanged.

Some recommended features and activities for the Boardwalk & Greenway:

- A clear pedestrian path on the boardwalk measured from building front to canopy columns or a minimum of 6' clear path.
- If the boardwalk is not extended to wider than the standard 8', a navigable pedestrian path is strongly encouraged in the greenway. This path is intended to be an overflow pedestrian route if the boardwalk is overcrowded.
- The boardwalk is recommended to be wood and not a composite material.
- If merchandise is displayed outside of the storefront, it is recommended it not obstruct the 8' pedestrian boardwalk.
- Installation of elements in the greenway such as:
 - Native plantings and wildflowers
 - Boulder gardens for seating and visual interest
 - Seating benches
 - Tables and chairs
 - Shading elements such as umbrellas above tables
 - Sculptures or artwork
- Water features
- Temporary or seasonal features, such as snow/ice sculptures
- Fire pits (if a more controlled location is preferred, consider Town Square Park)
- Natural features are preferred. For instance, and with exceptions, a log bench is preferred over a metal bench. Plastic and composite materials are not recommended.
- Face seating elements away from or perpendicular to parked cars.
- Reduce the size of the lamppost gardens to reduce area of maintained gardens and to allow for more options of greenway development.



[57.1] The boardwalk and greenway working together to create better pedestrian space.

Section 5.0

Implementation

Grand Lake Streetscape Master Plan Prioritized 10-year Action Plan

This Prioritized Action Plan is intended to serve as an interactive tool for the Town of Grand Lake staff, committees and community members. It is divided into short, mid and long-term time frames and within those time frames, there are A, B and C priorities. A priorities should be done first, B priorities follow the foundational steps established by A action items and C are the final (although not unimportant) priorities for that term. Each of these action items should be completed prior to moving onto the next term. However, if the opportunity arises to move something up in terms or priority, it should not be overlooked (i.e. specific funding, grant awards, donations, seasonal availability, volunteer time, etc.)

Short Term Action Items – 2015-2017

General

- (A) Develop detailed design guidelines, maintenance agreements and use agreements for seasonal mid-block pedestrian zones, greenways and corner bump-outs.
- (A) Update all code sections referencing the greenways and boardwalks to align with the design concepts and recommendations of this Master Plan and associated design guidelines.
- (A) Explore traditional and alternative funding sources for the streetscape masterplan implementation
 - Fees/fines
 - Sponsorship
 - Grants
 - Assessment fees/Taxes
 - Special District development (Public or Business Improvement District)
- (B) Evaluate and map the existing infrastructure within the

entire Grand Avenue corridor, including but not limited to water, storm sewer, sanitary sewer, drainage, electric, cable, and phone. This should be used to develop future site plans for all improvements.

- The Town should plan for any improvements to these utilities to occur prior to or in conjunction with streetscape, greenway and boardwalk improvements to minimize impacts to the improvements resulting from this master plan.

Rustic District

- (A) Design detailed site plans for the Rustic District between Mountain Avenue and Vine Street. This would include an accurate land survey, phasing plan, engineered road design and landscape architecture. The design would include, but is not limited to:
 - » 12' wide Dedicated vehicular lanes (2)
 - » 5' wide Dedicated bike/snowmobile lanes adjacent to the driving lane and curb.
 - » Street parking – determine which areas should have parallel parking and which areas should have diagonal parking stalls
 - » 6' pedestrian-only walking path constructed of either concrete, stamped concrete, or crusher-fines
 - » 9' wide “Native-planting” greenway from Mountain Avenue to Vine Street.
 - » Irrigation for landscape areas – per block and per side of the street
 - » Mid-block crosswalk locations
 - » Curb-cuts for access to existing and proposed businesses
 - » Retaining walls
 - » Private business parking solutions
 - » Locations of lamp posts, trash cans and other site elements.
 - » Extensions of electrical service for lampposts.

- (A) Conduct engineering-based and environmental studies of proposed design/improvement areas, including but not limited to storm water management, utilities, and geotechnical reports.

Historic District

- (A) Develop a phasing plan for corner bump-outs, mid-block crosswalks and greenway and boardwalk improvements.
 - » Corners should be done by intersection
 - » Midblocks should be done on both sides of the street
 - » Greenways are encouraged to be completed by block
- (B) Design detailed site plans for the corner bump-outs – each intersection should be detailed out, a “standard” template should not necessarily be used due to varying site conditions. Plans should include an accurate land survey base, engineering drawings, and landscape drawings. These plans may include but are not limited to:
 - » Boardwalk extensions and access points from the street
 - » Utility improvements, relocation, additions
 - » Curb and gutter realignment
 - » Parking space striping
 - » Landscape improvements
 - » Irrigation water for landscape within the bump-outs – per block and per side of the street
 - » Sign and light relocation or additions

Boardwalk and Greenways

- (A) Form a Boardwalk-Greenway-Business Alliance, which should be tasked with the following:
 - » Design Guidelines for the boardwalks and greenways.
 - * *This would require revisions to the current municipal code for all applicable chapters.*
 - » Create a design review committee to examine all applications for improvements to the greenways and

boardwalks.

- * *This would require revisions to the current municipal code for all applicable chapters.*

- (B) Develop Design Guidelines for boardwalks and Greenways. This may include, but is not limited to
 - » Boardwalk:
 - * Boardwalk standard width is 8' minimum.
 - * Boardwalk construction is to be consistent with construction details and regulations in Municipal Code.
 - * Wooden boardwalk is required on Grand Avenue from Hancock Street to Vine Street.
 - * Boardwalks may be extended to wider than the minimum 8'.
 - * Greenways:
 - * Greenways are areas parallel to boardwalks from Hancock Street to Vine Street.
 - * Corners and mid-block access points are ADA accessible.
 - * All greenways must have a use or purpose, or a combination of them as defined in this document.
 - * Uses and purposes not allowed in the greenway include display or sale of goods, excluding patio dining.
- (B) Determine the cost-sharing for improvements and ongoing maintenance of greenway and boardwalk areas between the Town and business owners.
 - » Evaluate the opportunity to form a partnership between the Town and business owners to realize improvements to the Greenway system.

Mid Term Action Items – 2018-2021

General

- (A) Finalize funding mechanisms for streetscape improvements outside of grants or cyclical funding (GOCO, etc.)
- (A) Create a fund for greenway and Grand Avenue maintenance
- (B) Maintain and add in all areas where appropriate:
 - » Wildlife-proof trash cans
 - » Lamp posts
 - » Water bottle fillers
- (C) Work with local banks to offer low-interest loans to businesses for façade improvements.
- (C) Continue to pursue funding through grants, partnerships and programs.

Rustic District

- (A) Construct streetscape improvements within the Rustic District in a phased manner as designed. This includes completing improvements for entire block side at a time or both sides of the same block at a time if resources are available.
- (B) Town takes over maintenance of completed Rustic District right-of-way improvements at end or contractor warranty maintenance period.

Historic District

- (A) Maintain existing elements unless noted, also see Wayfinding Master Plan for details on sign improvements and additions.
- (B) Construct corner bump-out improvements by intersection and by phase as noted in the phasing plan.

- (B) Town takes over maintenance of completed corner bump-outs
- (C) Design detailed site plans for mid-block crosswalks. Each crosswalk area should be detailed out, a “standard” template should not necessarily be used due to varying site conditions. These crosswalk areas may also be incorporated with the seasonal mid-block pedestrian zones. Plans should include an accurate land survey base, engineering drawings, and landscape drawings. These plans may include but are not limited to:
 - » Boardwalk extensions and access points from the street
 - » Utility improvements, relocation, additions
 - » Curb and gutter realignment
 - » Parking space striping
 - » Landscape improvements
 - » Irrigation water for landscape within the permanent landscape areas of these bump-outs
 - » Sign and light relocation or additions

Boardwalks and Greenways

- (A) Design or accept/review individual boardwalk/greenway improvements. This can occur by block or by address as determined in the design guidelines.

Long Term Action Items – 2022-2024

General

- (A) Budget for long-term funding for maintenance of all Grand Avenue improvements

Rustic District

- (A) Budget for long-term funding for maintenance of landscape and walks within the Rustic District corridor

Historic District

- (B) Construct any improvements tied to mid-block crosswalks, and/or implement seasonal mid-block pedestrian zones.
- (B) Town will maintain all seasonal mid-block pedestrian zones as well as:
 - » Town will store materials in the off-season.
 - » Town will add seasonal plantings and seating opportunities in the late spring/early summer every year.

Boardwalks and Greenways

- (A) Budget for long-term maintenance of the boardwalks and improvements in the greenways.
- (A) Develop a life cycle schedule for boardwalk replacements to assist with Town maintenance budgeting

PRELIMINARY ENGINEERS OPINION OF PROBABLE COST FOR the GRAND LAKE STREETSCAPE					
January 2015					
Description		Est. Qty	Unit	Unit Cost	Total
PROFESSIONAL SERVICES					
1	Design Survey	1	LS	\$ 25,000.00	\$ 25,000.00
2	Civil Engineering Design	1	LS	\$ 40,000.00	\$ 40,000.00
3	Electrical Engineering Design	1	LS	\$ 15,000.00	\$ 15,000.00
4	Bid Procurement	1	LS	\$ 10,000.00	\$ 10,000.00
5	Construction Observation	1	LS	\$ 25,000.00	\$ 25,000.00
6	Geotechnical Testing	1	LS	\$ 25,000.00	\$ 25,000.00
7	Construction Surveying and As-builts	1	LS	\$ 45,000.00	\$ 45,000.00
Subtotal				\$	185,000.00
			30% Contingency		\$ 55,500.00
			Total		\$ 240,500.00
PHASE 1 - WEST END					
8	Mobilization	1	LS	\$ 20,000.00	\$ 20,000.00
9	Traffic Control	1	LS	\$ 20,000.00	\$ 20,000.00
10	Construction Bond	1	LS	\$ 86,000.00	\$ 86,000.00
11	Saw Cut Asphalt	3,600	LF	\$ 2.00	\$ 7,200.00
12	Demo Misc	1	LS	\$ 10,000.00	\$ 10,000.00
13	Subgrade prep - 12"	46,500	SF	\$ 1.00	\$ 46,500.00
14	Import Class 6 - 6" (Curb & Gutter)	200	TONS	\$ 40.00	\$ 8,000.00
15	6" Vertical Curb with 1.5' Gutter (Concrete)	3,100	LF	\$ 30.00	\$ 93,000.00
16	Corner Curb Ramp	10	EA	\$ 1,500.00	\$ 15,000.00
17	Mid Block Curb Ramp	11	EA	\$ 1,000.00	\$ 11,000.00
18	Asphalt Parking – 6"	370	TONS	\$ 140.00	\$ 51,800.00
19	Import Class 6 - 6" (Asphalt Parking)	310	TONS	\$ 40.00	\$ 12,400.00
20	Asphalt Milling - 2"	7,800	SY	\$ 2.00	\$ 15,600.00
21	Asphalt Overlay – 3"	1,300	TONS	\$ 110.00	\$ 143,000.00
22	Striping	1	LS	\$ 15,000.00	\$ 15,000.00
23	Vehicle Curb Cuts	11	EA	\$ 2,500.00	\$ 27,500.00
24	Import Class 6 - 6" (Sidewalks)	650	TONS	\$ 40.00	\$ 26,000.00
25	Concrete Sidewalks - 4"	2,300	SY	\$ 35.00	\$ 80,500.00
26	Storm Infastructure	1	LS	\$ 200,000.00	\$ 200,000.00
27	Electrical (40 lights, conduit and line)	40	EA	\$ 6,000.00	\$ 240,000.00
28	Irrigation Lines	3,600	LF	\$ 15.00	\$ 54,000.00
Subtotal				\$	1,182,500.00
			30% Contingency		\$ 354,750.00
			Total		\$ 1,537,250.00

PHASE 2 - EAST END						
28	Mobilization	1	LS	\$	15,000.00	\$ 15,000.00
29	Traffic Control	1	LS	\$	15,000.00	\$ 15,000.00
30	Construction Bond	1	LS	\$	14,000.00	\$ 14,000.00
31	Saw Cut Asphalt	830	LF	\$	3.00	\$ 2,490.00
32	Demo Misc	1	LS	\$	20,000.00	\$ 20,000.00
33	Subgrade prep - 12"	8,000	SF	\$	2.00	\$ 16,000.00
34	Import Class 6 - 6" (C&G and Conc Paving)	190	TONS	\$	60.00	\$ 11,400.00
35	6" Vertical Curb with 1.5' Gutter (Concrete)	830	LF	\$	50.00	\$ 41,500.00
36	Asphalt Paving (3" thick) patch	90	TONS	\$	200.00	\$ 18,000.00
37	Mid Block Curb Ramp	8	EA	\$	1,000.00	\$ 8,000.00
38	Removal of Striping	2,400	SF	\$	4.00	\$ 9,600.00
39	Striping	1	LS	\$	50,000.00	\$ 50,000.00
40	4" Concrete Sidewalks (Stamped)	490	SY	\$	60.00	\$ 29,400.00
Subtotal						\$ 250,390.00
30% Contingency						\$ 75,117.00
Phase 2 Total						\$ 325,507.00
Grand Total						\$ 2,103,257.00
NOTES:						
1.) Unforeseen situations such as replacement of soft subbase, relocation of utilities, increase in asphalt product costs, etc. could alter actual cost of construction.						
2.) This opinion of probable cost is based on conceptual plans and current construction prices as of the date the opinion was prepared. Once final plans are prepared the estimated quantities will change. A thirty percent contingency has been added in order to account for possible changes.						
3.) Landscaping features and designs are not included in this cost estimate						

Federal Lands Access Program (FLAP)

The Federal Lands Access Program (Access Program) provides funds for projects on Federal Lands access transportation facilities that are located on or adjacent to, or that provide access to Federal lands. Grand Lake provides access to federal lands.

Eligible activities

- Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal lands access transportation facilities located on or adjacent to, or that provide access to, Federal land, and—
 - adjacent vehicular parking areas;
 - acquisition of necessary scenic easements and scenic or historic sites;
 - provisions for pedestrians and bicycles;
 - environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
 - construction and reconstruction of roadside rest areas, including sanitary and water facilities; and
 - other appropriate public road facilities, as determined by the Secretary.
- Operation and maintenance of transit facilities.
- Any transportation project eligible for assistance under title 23 of the United States Code that is within or adjacent to, or that provides access to, Federal land.

Federal Transportation, Community, and System Preservation (TCSP) Program US Department of Transportation-SAFETEA-LU

The TCSP Program is intended to address the relationships

among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships

Colorado Department of Transportation (CDOT) Statewide Bicycle and Pedestrian Plan

Goals and Investment Decision Criteria

The Statewide Bicycle and Pedestrian Plan is based on broadly supported statewide goals listed below that can be achieved in part through more bicycling and walking, particularly for transportation.

Enhance Safety

- Reduce crash rate or potential threat of crashes
- #### Increase Bicycling and Walking Activity
- Improve (corridor) bicycling or walking conditions
 - Expand permanent data collection infrastructure

Expand Recreational Opportunities and Enhance Quality of Life

- Enhance Scenic Byways
- Create access to public lands
- Provide multi-use pathways near populations
- Preserve and enhance downtown character

Improve Public Health

- Reduce disease/obesity in children, adults, and seniors
- Improve Environment, Air Quality, and Fossil Fuel Independence
- Reduce carbon-based vehicle miles traveled through increased bicycling and walking

Provide Transportation Equity

- Provide mobility options to under-served populations
- Provide safe active transportation to schools and learning centers

- Provide pedestrian mobility for seniors and disabled populations

Maximize Transportation Investments

- Complete or connect network or system
- Reduce motor vehicle traffic congestion
- Enhance multi-modal efficiency (expand utility of public transportation)

Improve State/Regional Economy

- Provide better access to jobs
- Bolster tourism
- Induce mode shift to bicycling, walking, and transit = more household disposable income.

Economic Restructuring

•**Public or Business Improvement District:** The development of a public or business improvement district could help facilitate and pay for the expansion and development of parking areas, streetscapes and other improvements as well as improve maintenance of these improvements.

DESIGN

•**Governor's Office of Economic Development and International Trade:** This agency has several programs from economic development assessments to small business development centers.

•**Small Business Administration and Economic Development Administration:** These are two Federal Programs that can assist local businesses in business startup, expansion and relocation.

•**DOLA** can provide preliminary design funds to Grand Lake to enhance Main Street or Town Center plans. In addition, DOLA, EDA, USDA and, even CDOT, can help fund the construction cost of sidewalks, gutter, signage, decorative street lighting, trees, benches and trash receptacles as a part of an overall streetscape project.

•**Local banks** should be asked to offer low-interest loans to businesses for façade improvements.

Potential Sources of Funds include the following list:

•**Heritage Tourism Office/Colorado Tourism Office Grants** – The Colorado Tourism Office Marketing Matching Grant Program provides funding to not-for-profit organizations in the State of Colorado for the purpose of promoting the state or a region as a tourism destination. For more information, visit the website <http://www.colorado.com/Articles.aspx?aid=42247>

•**Colorado Department of Transportation** CDOT Enhancement Program Funds are available for pedestrian and bicycle, trails, acquisition of easements on historic sites, landscaping and beautification improvements along State Highways.

•**Community Development Block Grant** - These are federal funds that are distributed by DOLA. The Division of Housing and Division of Local Government have funds available, as does the Office of Economic Development and International Trade. DLG money is used for public facilities, including roads, streetscapes, parking lots, blight removal, storm drainage, planning, preliminary design; DOH money is used to construct housing, and OED money is used for Economic Development. Visit each agency's website to learn details.

•**Energy Mineral Impact Grant** –These grants are for public infrastructure. These funds could assist the community with public infrastructure improvements, including roads, streetscapes, parking lots, blight removal, storm drainage, planning, preliminary design, etc.

•**Governor's Office of Economic Development and International Trade** – This agency has several programs from economic development assessments to small business

development centers. For more information: <http://www.advancecolorado.com/>

• **Governors Energy Office (GEO)** and USDA Rural Development (RD) Energy Programs - Both agencies have new funding programs to retro-fit both public and business HVAC and lighting systems. The Town of Grand Lake could utilize new technology and renewable energy sources to reduce energy costs. The Town could install the new streetlights to more energy-efficient LED type lights.

• **Great Outdoors Colorado (GOCO)** - GOCO uses a portion of Lottery proceeds to help preserve, protect, enhance and manage Colorado's wildlife, park, river, trail and open space heritage.

• **United States Department of Agriculture-Office of Rural Development**- Funds are available to finance acquisition, construction, conversion, enlargement, repair, modernization or the development of Colorado rural businesses. Typically, these are guaranteed loans. <http://www.rurdev.usda.gov/co/rural-bus.htm>

• **Nonprofit Foundations**-Colorado Foundations such as Daniels Fund, Boettcher, Adolph Coors, El Pomar, The Colorado Trust, Gates Family, Colorado Health, Temple Hoyne Buell, Helen K. and Arthur Johnson, Kenneth King, Bonfils Foundations and The Gay and Lesbian Fund for Colorado traditionally fund community priority projects through not-for-profit organizations in many communities.

• **CSU-DOLA Rural Technical Assistance Program** - The program provides service on a wide range of projects with disciplines in the following areas: Landscape Architecture, Architecture and Interior Design, Historical Preservation, Research

and Planning, Economic Development, Community Needs Assessment, Parks, Trails, and Open Space Planning, Web Page Design and Maintenance. The program utilizes students from CSU and other higher education programs in Colorado to perform this service. Student work is supervised by experienced community development specialists to ensure that work is completed on time and within the guidelines set by the community.