

Things To Consider...

Design Standards

Any Recpath constructed will need to meet all local, state and federal design regulations. Chapter 14 of the CDOT Manual has recently been updated and slope requirements do not have as much flexibility as old requirements. This could cause issues with the grade requirements climbing Hoosier Pass.

CDOT

CDOT's position is that a Recpath should only transition between a separated pathway and widened shoulders in ideal locations. To go back and forth between the two causes excess safety issues.

Summit County

Careful consideration should be given within Summit County's jurisdiction as to what will be done in other jurisdictions. In response to CDOT's concerns, a separated Recpath in Summit County cannot shift back and forth abruptly to widened shoulders in Blue River and Park County unless at specific, clear, and safe areas that would have CDOT's support.

Town of Breckenridge

Towards the end of the study, the potential to have the Recpath along the east side of Highway 9 came about due to a pending sanitation easement. This option arose after the completion of community workshops so input was not collected.

Town of Blue River

Consideration needs to be given for the large number of driveway crossings in Blue River. A transportation analyst may need to be hired to determine the most feasible route with respect to safety in this area.

Park County

Due to financial constraints, a widened shoulder along Highway 9 may be the most realistic option. Public input received regarding paving County Roads through this study was about 50/50 in support/opposition by property owners who submitted feedback.

Town of Alma

The Town of Alma had a strong presence at community meetings and feedback from residents was largely positive. Despite financial constraints, a safe connection for residents to ride bicycles and/or walk should not be ignored by the Community.

In order to construct a grade separated Recpath, 20 foot wide easements would need to be obtained across affected properties. The estimated cost to obtain these easements, based on assessed values of properties involved, would be the following:

West of Highway 9: \$715,141.15

East of Highway 9 to Blue River Road: \$1,223,826.22

East of Highway 9 assuming Sanitation District easement: \$897,681.98

While this provides a rough estimate, it should be noted easement costs may vary substantially and actual costs may be lower because easements do not represent full interest in the land.

QUESTIONS???

CONTACT:

Katie Kent, Resource Specialist
Summit County Open Space & Trails
0037 Peak One Drive
PO Box 5660
Frisco, CO 80443
970.668.4092
katiek@co.summit.co.us
<http://www.co.summit.co.us/index.aspx?NID=837>



Thank you for your contributions during the Feasibility Study!
Each participant and jurisdiction involved offered excellent advice
and guidance which helped to shape the plan.



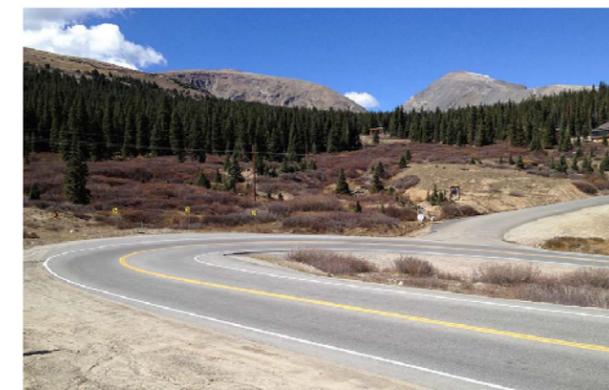
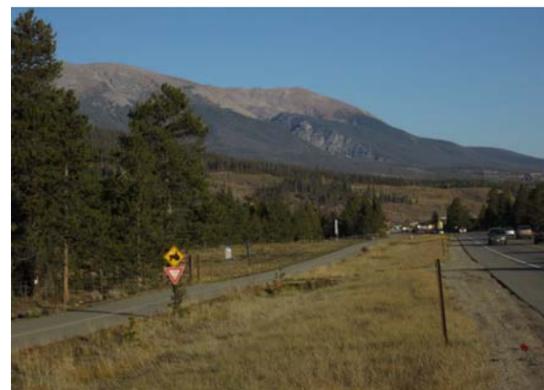
THANK YOU!!!



Hoosier Pass Recreational Pathway Feasibility Study September 2012—June 2013

The Hoosier Pass Recreational Pathway Feasibility Study is a comprehensive planning project that began in May 2012 hosting numerous meetings with relevant agencies, community members and effected jurisdictions. As a final product, Belt Collins of Boulder, CO has produced the Hoosier Pass Recreational Pathway Feasibility Study. This study includes an analysis of the 17 mile corridor, pathway alignment options with associated opportunities and constraints, design guidelines and implementation strategies.

The original project intent was for a conceptual planning process to result in one preferred alignment. However, it became apparent as the project moved forward that it was not possible to pick one specific preferred alignment without additional information and policy-maker input. Instead, each of the three alignments was thoroughly analyzed and presented in the report (<http://www.co.summit.co.us/index.aspx?NID=837>).



Community Meetings Held

This project was made possible from a grant award in June 2012 from the State of Colorado Department of Natural Resources, Division of Parks and Wildlife. The \$45,000 grant award was matched with funds from Summit County Government, Town of Breckenridge, Park County Government and the Town of Alma.

May 10, 2012: Planning/Introduction Meeting – 21 Attendees, Blue River Town Hall
October 3, 2012: Working Group Kick-off Meeting, 16 Attendees, Blue River Town Hall
November 7, 2012: Working Group Meeting – 9 Attendees, Blue River Town Hall
Alma Stakeholder Meeting – 2 Attendees, Alma Town Hall
Blue River Stakeholder Meeting – 2 Attendees, Blue River Town Hall
Breckenridge Stakeholder Meeting – 4 Attendees, Breckenridge Town Hall
December 3, 2012: Community Workshop – 15 Attendees, Breckenridge Ice Arena
December 4, 2012: Community Workshop – 22 Attendees, Alma Town Hall
December 17, 2012: BOSAC – 8 Attendees, Breckenridge Town Hall
January 3, 2013: Mayor, Managers and Commissioners – 14 Attendees, Blue River Town Hall
January 15, 2013: Blue River Town Council - 6 Attendees, Blue River Town Hall
January 16, 2013: Inter Agency Meeting – 13 Attendees
Park County Board of County Commissioners – 4 Attendees, Fairplay Town Hall
February 26, 2013: Park County affected property owners – 4 Attendees, Alma Town Hall
February 27, 2013: Summit County affected property owners – 7 Attendees, Breckenridge Town Hall
March 19, 2013: Community Workshop – 17 Attendees, Alma Town Hall
March 20, 2013: Community Workshop – 22 Attendees, Breckenridge Town Hall
May 20, 2013: BOSAC—8 attendees - Breckenridge Town Hall
May 21, 2013: Summit and Park County Commissioners—10 Attendees, Summit County Courthouse

Proposed Alignments

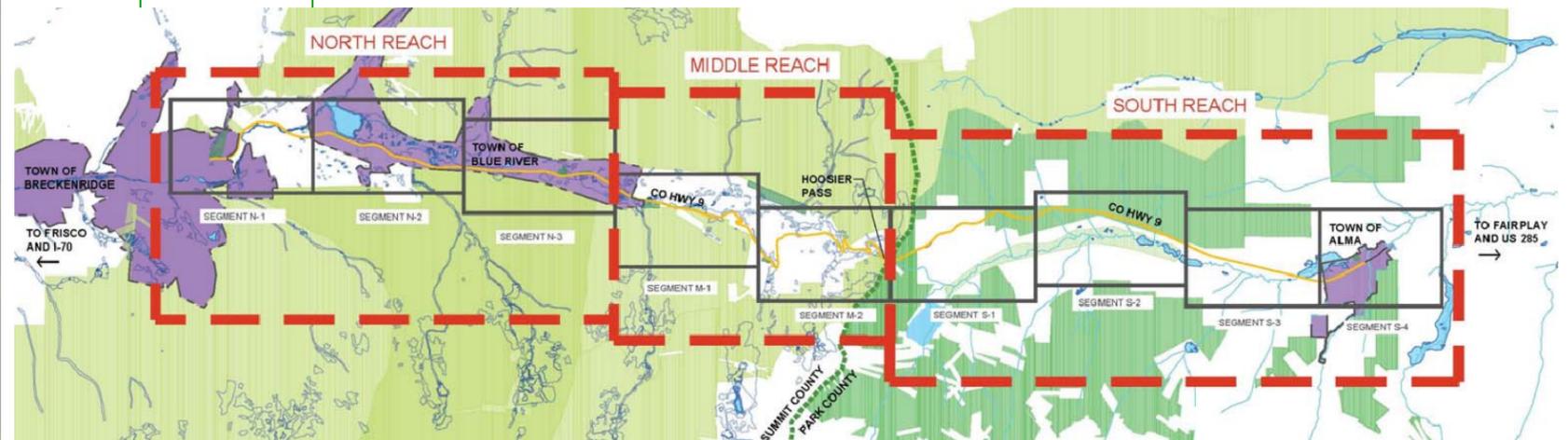
To make the plan easier to read and implement in the future, the 17 mile stretch of land was broken down into three segments. These are generally described as Breckenridge to Blue River, Blue River to Hoosier Pass, and Hoosier Pass to Alma. The report also divides the project into nine reaches to create detailed maps.

ALIGNMENT A	ALIGNMENT B	ALIGNMENT C
Paved on-highway widened shoulder (Min. 5' – Max 8') along Highway 9 Right of Way.	Paved pathway separated from Highway 9 by grade or distance (Min. 12' wide with 2' clear shoulder area)	On-road signed route using sections of existing residential roads and separated pathway where necessary to make connections.

Each of these alignments was thoroughly analyzed with regards to opportunities and constraints along with rough cost estimates. Consideration will need to be given to criteria the Towns/Counties consider their highest priority and which alignment best fits those needs, before this project can move towards implementation.

EVALUATION CRITERIA	ALTERNATIVES		
	Alternative A <i>On-Highway Paved Widened Shoulder</i>	Alternative B <i>Separated Multi-Use Pathway generally following Highway 9 corridor</i>	Alternative C <i>Combination of Shared Residential Road and Multi-Use Pathway</i>
LAND-USE			
Utilizes existing road rights-of-way and / or easements	Yes	Yes	Yes
Utilizes existing roads	Yes	No	Possibly
May require additional land acquisition and / or easements	Possibly	Yes	Possibly
Provides direct access to existing parking / trailhead areas	Yes	Yes	Possibly
Provides direct access to residential neighborhoods	Yes	Yes	Yes
DESIGN			
Meets acceptable design standards	Yes	Yes	Yes
Is capable of meeting minimum sight visibility standards	Yes	Yes	Yes
May require new bike / ped bridge or underpass structures	No	Yes	Yes
USER SAFETY			
Provides for a wide range of recreational path user needs	No	Yes	Yes
Provides for multi-modal 'commuter' user needs	Yes	Yes	No
Minimizes the number of highway crossings	Yes	Yes	No
Creates potential conflicts at driveway / side road intersections	Possibly	Possibly	Possibly
Represents a potential conflict w/ motor vehicles	Yes	Possibly**	Possibly
Provides direct access for emergency responders	Yes	Yes	Yes
PERMITTING / CONSTRUCTION			
May result in construction impacts	Yes	Yes	Yes
May result in additional regulatory reviews / compliance	Yes	Yes	Yes
May require wetland mitigation in some areas	Possibly	Possibly	Possibly
ENVIRONMENTAL			
Minimizes impacts at floodways / wetland areas	Yes	Possibly	Possibly
Minimizes impacts on vegetation	Yes	Possibly	Possibly
Minimizes impacts on wildlife corridors	Yes	Possibly	Possibly
CULTURAL / SCENIC QUALITIES			
Provides access to interpretive site opportunities	No	Yes	Yes
Provides opportunities for points of interest and scenic overlooks	No	Yes	Yes
Responds to scenic qualities / views	No	Yes	Possibly
VISITOR EXPERIENCE			
Represents a direct/semi-direct route along Highway 9	Yes	Yes	No
Represents an overall 'quality' experience	No	Yes	Possibly
Provides direct connection to secondary trail system	Yes	Yes	Yes
Facility is easily identifiable / accessible to users	Yes	Yes	Possibly
OVERALL ANALYSIS			
Meets overall project goals and objectives	No	Yes	Possibly
Implementation can be phased in overtime	Yes	Yes	Yes
Supported by public land management agencies*	Possibly	Yes	Yes
Represents relatively low maintenance needs	Yes	Yes	Yes
Is the alternative technically feasible?	Yes	Yes	Yes

*Assumes all regulatory compliance thresholds are satisfactorily completed. Final plan feasibility is contingent upon support and approval by affected municipalities and land management agencies
 **A designated pathway facility adjacent to Highway 9 and in proximity to residential driveways could represent a conflict between bicyclists and motor vehicles accessing driveways or the Highway.



Potential Implementation The plan narrates three phases which need to be recognized prior to moving forward:

Phase One: Master Plan

Individual jurisdictions should formally recognize, through use of Memorandum of Understandings (MOUs) and/or adoption of policies, the overall project vision, alignment and essential Pathway design concepts that will shape the character of the Hoosier Pass Recreational Pathway as presented in this feasibility study.

Phase Two: Implementation Plan

Each individual municipality and land management agency should acknowledge support for the feasibility study and agree to coordinate participation efforts for next steps. These include establishing uniform pathway management, operational and maintenance agreements, and formally recognizing the implementation strategies and actions identified in the Hoosier Pass Recreational Pathway Feasibility Study.

Phase Three: Funding, Design and Pathway Development

In order to advance the project, the region encompassed in the study area should acknowledge an appropriate lead agency to secure funding sources, obtain necessary regulatory compliance and clearances, and advance critical recommendations associated with land ownership, acquisitions, and access easements. This critical work will advance the initial feasibility study to a preliminary design phase. The preliminary design phase will include site survey work, pathway alignment verification and refinement of probable construction cost estimates.

These three phases are broken down into nine steps which stipulate action items to be accomplished. The first five of these action items are critical for recognition in the planning process. They include:

- Local governments should work with state and federal agencies and other stakeholders to identify a single “preferred alignment” for each phase of the project.
- Local jurisdictions/agencies, including state and federal land management agencies, should enter into intergovernmental agreements designed to foster and leverage the support of a number of organizational, advocacy and non-profit group efforts towards the development of the Hoosier Pass Recreational Pathway.
- Local jurisdictions/agencies should commit to sources of funding for environmental compliance, land acquisition, and design and construction.
- Local, state and federal land management agencies should work cooperatively to address issues effecting public access for the future Hoosier Pass Recreational Pathway.
- Local, state and federal land management agencies should support the formation of a non-profit, grass-roots organization to advance positive, locally-driven initiatives for the future Hoosier Pass Recreational Pathway.