

RESOLUTION 22-19

A RESOLUTION AUTHORIZING THE TOWN OF ESTES PARK BOARD OF TRUSTEES TO APPROVE AN APPLICATION FOR GRANT FUNDING TO THE COLORADO PARKS AND WILDLIFE COLORADO THE BEAUTIFUL COLORADO STATE TRAILS PROGRAM FOR CONSTRUCTION OF THE FALL RIVER TRAIL PROJECT.

WHEREAS, potential funding is available through a grant program administered by Colorado Park and Wildlife; and

WHEREAS, the Town of Estes Park (Town) will be constructing the Fall River Trail starting in 2019; and

WHEREAS, the Town is supporting the required 30 percent cost share; and

WHEREAS, the grant funding will be used for the construction of the Fall River Trail to provide residents and visitors with better access between historic downtown Estes Park and Rocky Mountain National Park (RMNP) and points in between; and

WHEREAS, the Fall River Trail will be owned and maintained by the Town of Estes Park for at least 25 years; and

WHEREAS, it is in the best interest of the Town to submit this grant application for the Fall River Trail project as other funding sources are pending or yet to be identified.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF ESTES PARK, COLORADO:

1. The Town of Estes Park Board of Trustees hereby approves the submission of a grant application to Colorado Parks and Wildlife for the Colorado the Beautiful program.
2. The Town will maintain the Fall River Trail in a high-quality condition and the Town Board will appropriate funds for maintenance in its annual budget.
3. If the grant is awarded, the Town Board hereby authorizes the Mayor to sign the grant agreement with CPW.

4. The resolution to be in full force and effect from and after its passage and approval.

DATED this 29th day of July, 2019.

TOWN OF ESTES PARK



Mayor

ATTEST:



Town Clerk



TOWN OF ESTES PARK

August 12, 2019

Kate Litfin, State Trails Assistant
Colorado Parks and Wildlife
Colorado the Beautiful
State Trails Program
13787 S. Highway 85
Littleton, CO 80125

Dear Ms. Litfin:

Please accept this letter as a commitment of match funds for the Fall River Trail project as identified in the CPW Colorado the Beautiful grant application submitted on August 1, 2019. The Town of Estes Park expects to secure these funds in the 2020 Town budget.

The Town of Estes Park budget is on an annual basis and the 2020 budget will be determined in November of 2019. Fall River Trail is a top priority for the Town and we are committed to providing adequate municipal funding to complete the project. We can confidently say that the stated grant application match funds will be secured with the Town 2020 annual budget allocation and available to use for this project.

Please feel free to contact me if you have any questions.

Sincerely,

Duane Hudson
Finance Director

GRANT APPLICATION CHECK LIST

MANDATORY:

- Signed letter of resolution from Governing Body
- Exhibit A - Application
- Exhibit B - Budget (Unprotected Excel CPW form)
- Environmental Forms (not required for Regional Trails Planning grants)
- Maps/Photographs/Graphics (5 page max, pdf, letter sized pages)
- Letters of Support (maximum of 5). No letters from clubs or groups specifically working on the project
- Project can be completed within 2.5 years from receiving grant
- Required MATCH funding is secured, including CASH match funds
- CPW Area Wildlife Manager has been contacted and informed of construction projects by July 1st. Note that ALL projects will be reviewed by CPW for wildlife impacts
- (Construction only) Project area is owned by public land agency or has easement that designates the area to be open to public outdoor recreation for at least 25 years
- (Construction Only) Formal Environmental Assessment (EA) or NEPA has been completed with final approval for the project area (federal lands only).

ADDITIONAL PROJECT HIGHLIGHTS:

- Youth Corps or youth organization will be used on the project (name of organization)
- Volunteers will be utilized on the project (name organization)

COLORADO THE BEAUTIFUL CONSTRUCTION APPLICATION

Applicant or Organization Name: Town of Estes Park		
Mailing Address: 170 MacGregor Ave, PO Box 1200, Estes Park, CO 80517		
Applicant Lead Contact Name: Christy Crosser		Title: Grants Specialist
Telephone: 970 577 3574	Email: ccrosser@estes.org	Is this the primary contact for this grant: X YES <input type="checkbox"/> NO

PROJECT MANAGER (this person will have day-to-day responsibility for the project)

Name: Ryan Barr		
Mailing Address: 170 MacGregor Ave., PO Box 1200, Estes Park, CO 80517		
Telephone: 970 577 3575	Email: rbarr@estes.org	

PRIMARY PARTNER INFORMATION (IF APPLICABLE)

Name:		
Mailing Address:		
Partner Contact Name:		Title:
Telephone:	Email:	Is this the primary contact for this grant: <input type="checkbox"/> YES <input type="checkbox"/> NO

Project Title: Fall River Trail	
Grant Request: \$363,076.55	Required Match: \$108,922.96
Total Project Cost: \$471,999.51(cost of the entire trail is \$7.3 million)	

Project Summary: Please write a short (1 paragraph) summary of your project. This information will be posted online and in grant application and reviewer information packets.

The Town of Estes Park, in Larimer County, is requesting \$363,076.55 to support construction of a 375-foot segment of a planned 2.5-mile multimodal trail that will start at Rocky Mountain National Park's (RMNP) boundary at Aspenglen Campground. This segment will build upon two connected segments of trail that follow Fall River along Fish Hatchery Road from the RMNP boundary to the United Methodist Church auxiliary parking lot, which are funded through CPW LWCF and CPW Colorado State Trails grants in 2018 and 2019. The segment described in this application will extend the trail from the church parking lot to a private driveway just before the junction of Fish Hatchery Road and US34.

Engineering plans have been developed for the entire 2.5-mile trail extension, and these plans are available upon request. Trail construction from the RMNP boundary to the United Methodist Church auxiliary parking lot on Fish Hatchery Road is funded, and construction is scheduled to begin in fall 2019. The next logical and sequential segment of this proposed trail starts at this parking lot point on Fish Hatchery Road and continues to follow Fish Hatchery Road before the junction with US34. That short segment is the scope of this request. It would essentially complete the Fish Hatchery Road half of the Fall River Trail, leaving only the US34 segment to be funded and built.

This proposed trail segment is 375 feet long. It will be 10 feet wide, ADA accessible, and constructed with 6 inch thick colored concrete. The trail will align between the road and the river, on the south side of the road. The primary trail components aside from the concrete trail include some utility work, culverts, and minimal but necessary tree removal to accommodate the trail routing.

Estes Park is a town with a year-round population of about 6000, and 4.6 million visitors per year, drawn by the area's rich outdoor recreation offerings. The mission of the Town of Estes Park is to provide high-quality, reliable services for the benefit of our citizens, guests and employees, while being good stewards of public resources and our natural setting. Completion of the Fall River Trail is a top strategic objective of the Town trustees and government. The Town of Estes Park is responsible for ensuring that this project is completed. Through its procurement process, the Town will select a qualified construction contractor to conduct the work. The project will be monitored by the Town Project Manager. Town and grant regulations will be followed, working closely with the Town Finance Department to ensure that documentation is audit-worthy.

LAND OWNERSHIP

1. Provide the name/s of the property owners:

2. The trail corridor is controlled by: Fee Simple Lease Easement License Right Of Way
 Other:

USER INFORMATION (Please check all that apply)

<input checked="" type="checkbox"/> Hiking	<input type="checkbox"/> Motorcycling	<input type="checkbox"/> Equestrian
<input checked="" type="checkbox"/> Walking	<input type="checkbox"/> Four-Wheeling	<input checked="" type="checkbox"/> ADA Access
<input checked="" type="checkbox"/> Running	<input type="checkbox"/> All-Terrain Vehicle	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Skateboarding	<input type="checkbox"/> Snowmobiling	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> In-Line Skating	<input type="checkbox"/> Snowshoeing	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Biking	<input type="checkbox"/> X-Country Skiing	<input type="checkbox"/> Other

TRAIL SURFACE

<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Other
<input type="checkbox"/> Natural	<input type="checkbox"/> Crusher Fines	<input type="checkbox"/> Other

PROJECT LOCATION (For multiple project sites attach a separate list.)

Nearest Town or City: Estes Park

County: Larimer

Latitude & Longitude Coordinates: 40°23'48.5"N 105°34'02.1"W

State Senate District #: 15

Refer to <https://leg.colorado.gov/find-my-legislator>

State Representative District #: 49

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Acreage of new trailhead	.0	Miles of trail grooming	
Miles of new trail construction	375 feet	Miles of trail being planned	2.5 miles
Miles of trail maintenance	375 feet	Miles of trail reroute	0
Miles of trail reconstruction		Miles of inter-connecting trail	375 miles
Miles of trail to be signed		Other	
Miles of trail restoration	0	Other	

Applicant Authorized Signature:  Date: 7-31-19
 (From Applicant Organization)

Land Agency Authorized Signature: _____ Date: _____
 (From project location land agency, if different from applicant)

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NARRATIVES

1. COMMUNITY NEED: (15 points)

The Town of Estes Park has a year-round population of about 6,000 within town limits. The Estes Valley area, which includes the Town as well as unincorporated Larimer County including Drake, Glen Haven, and Pinewood Springs, has a year-round population of about 12,000. A popular destination for retirees, Estes Park has the highest median age in the state, at 51.5.

Estes Park is by far the most popular access point for Rocky Mountain National Park (RMNP), which is the third most visited national park in the United States. RMNP saw 4.6 million visitors in 2018, and almost 1 million in July 2018 alone. The economy here is dominated by tourism, with 42% of Estes Park jobs in food service, lodging, and retail—typically work that is low-paying and seasonal in nature. Another 21% of jobs are in health care and social assistance. The Estes Park R-3 School District had 1119 students enrolled, k-12, in 2018-19. Over 39% of students are eligible for free/reduced lunch district-wide. Approximately 30% of students at the school come from households where English is a second language. According to the US Census, the median household income, as of 2019, was \$53,025.

Estes Park is a community that cares about trails and values the experiences it has on them. Many retirees report moving here so that they can enjoy their experiences on trails, in Estes Park's beautiful natural environment. In addition to the 350 miles of trail in RMNP, in-town trails like the Lake Estes Trail, administered by EVRPD, and the Downtown Riverwalk, managed by the Town, draw at least 400,000 walkers, cyclists, and joggers annually. (Trails Master Plan, pp. 67-75). Estes Park's waterways, including Fall River, are perennial favorites for anglers. At the schools, running and mountain biking are among the most popular youth sport teams. For low-income residents, and seasonal workers who come to Estes Park, trails serve a utilitarian purpose—they are a safe and free way to get from one place to another without a car.

The Fall River Trail will be the first multimodal link between two of the most visited areas of Estes Park—historic downtown and RMNP. It will give residents and visitors a safe, free way to travel between the two places. It will allow them to connect with several trail networks in order to experience miles of the Estes Valley by foot, bike, e-bike, or e-scooter. This project has been clearly and repeatedly identified as a top priority by the Estes Valley community. A major multi-phase project that the Town completed in 2010 with substantial local contributions brought the trail from Elkhorn Avenue to its current eastern terminus at Sleepy Hollow Court; the current project will complete that effort. The 2016 Estes Valley Trails Master Plan, discussed in greater detail elsewhere in this application, engaged a wide swath of community stakeholders who identified the Fall River Trail as the Estes Valley community's top trail priority based on a matrix of factors including public support, connectivity provided, potential for high usage, shovel readiness, and other factors. The Estes Park Town Board of Trustees identified the Master Plan's recommendations for trail connectivity as a 5-7 year goal, and the Fall River Trail as a 1-year objective in its 2019 Strategic Plan.

For Estes Park residents, this project will greatly improve the walking/running/cycling options in town and mitigate a glaring safety concern between two major trail networks. Currently,

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although US34 has a posted speed limit of 40mph, and has narrow, sloping shoulders, people still walk or ride alongside, year-round. The Fall River Trail will make this much safer. It will also reclaim the beauty of the Fall River corridor for the community. The location is gorgeous, with abundant trees, the constant rushing sounds of water in the river, and plenty of wildlife viewing—but few people are able to experience these things due to the speed of traffic in the road.

2. SCOPE (15 points)

We are requesting \$363,076.55 to support construction of the Fall River Trail, a 2.5 mile trail that will connect downtown Estes Park and Rocky Mountain National Park. The project will start at the Rocky Mountain National Park Boundary at Aspenglen Campground and follow Fish Hatchery Road to its junction with US34. From there, it will travel eastward to connect with an existing trail that currently dead ends at Sleepy Hollow Court.

When complete, this project will link the trails of RMNP with downtown Estes Park, with its miles of trails in and around town, substantially improving the entire network and providing new opportunities to get outdoors and explore the area without an automobile. The trail will follow Fall River, the original path of entrance into the National Park, and provide access to cultural landmarks, scenic vistas, and wildlife viewing opportunities. It will be the first paved, multimodal trail connection between downtown Estes Park and the main areas of RMNP. There is currently no trail in this location.

Engineering plans have been developed for the entire 2.5-mile trail extension, and these plans are available upon request. Trail construction from the RMNP boundary to the United Methodist Church auxiliary parking lot on Fish Hatchery Road is funded, and construction is scheduled to begin in fall 2019. The next logical and sequential segment of this proposed trail starts at this parking lot point on Fish Hatchery Road and continues to the private entrance drive on Fish Hatchery Road before the junction with US34. It was determined to end this section before the private entrance drive to avoid any potential issues with construction and access. That short segment between this proposed construction support to the intersection with US34 would complete the Fish Hatchery Road of the Fall River Trail, leaving only the US34 segment to be funded and built. This segment was specifically selected for the Colorado the Beautiful grant opportunity because it continues sequentially with the LWCF and CPW-funded segments already funded, building on the success of those two funded pieces. In terms of construction complexity, this is a relatively simple segment, and thus a good fit for the level of funding available.

This proposed trail segment is 375 feet long. It will be 10 feet wide, ADA accessible, and constructed with 6 inch thick colored concrete. Ten feet width is desired to establish a multi-use path that will accommodate a variety of users. The trail will align between the road and the river, on the south side of the road. In addition to the trail itself, construction components include:

Utilities: Some utility work will be required in this relatively short trail section, The work will include resetting a fire hydrant near the east end driveway and adjusting 4 water valves along the trail. These tasks will likely be performed by the contractor, under the supervision of the Town Water Division.

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Drainage features: In order to manage storm water runoff and successfully drain water from the trail. An existing corrugated steel pipe (18”) culvert will be extended 21.5 feet and riprap (9”) will be installed at the downstream end.

Trees: A minimal number of trees will be removed to accommodate the trail alignment.

Most of the Right of Way for this segment of trail is owned by the Town of Estes Park. The parking lot parcel is owned by Estes Park Condos/Bugle Pointe on Fall River, and an easement will be required for this segment. We do not anticipate any problem with that easement, as Estes Park Condos is aware and supportive of the Fall River Trail, already has trail construction taking place in their ROW, and has provided support letters for the project.

Usage estimates gathered in 2015 during the Estes Valley Trails Master Plan process on similar trails (Lake Estes Trail and Downtown Riverwalk, which will ultimately connect with the Fall River Trail) suggest we might expect up to 200,000 users per year on the Fall River Trail.. Because bikes are not allowed on the Riverwalk, we think bicycle usage will more closely follow the Lake Estes Trail, which saw 57% walkers/hikers, 18% joggers, and 20% bicycles. This trail will connect one National Park campground and over fifteen lodges and hotels with downtown Estes Park, which we hope will mean many visitors riding rather than driving into town while here—so bicycle usage may be as high as 30% or 40% of total usage. Complete results of the Master Plan trail counts can be found on the Trails Master Plan at <https://www.colorado.gov/pacific/evrpd/news/estes-valley-trails-master-plan-complete> (70-75).

Because e-bikes and e-scooters have only recently become popular, we do not have statistics about current usage on existing Estes Valley trails. The Town of Estes Park expects their popularity to continue to grow, though. This trail, with its gentle uphill grade, will accommodate e-bike riders, and we expect them to be among the trail’s user groups.

3. TIMELINE (15 points)

Below are the required permits for trail work. The selected construction contractor along with the Town are responsible for securing all required permits before and during construction. We do not anticipate any problems with securing any of these permits.

USACE Nationwide 404 (Linear Transportation) Permit - 12 weeks. We have already applied for this permit as of July 2019.

CDOT - Special Use Permit - 6 weeks

CDOT - Utility Permit - 6 weeks

Stormwater Construction Permit - 4 weeks

Town of Estes Park ROW Permit - 1 week

This segment of trail is centered along and even crosses the Town right-of-way (ROW) line and an easement will be required from the Bugle Pointe on Fall River Condominiums. We do not anticipate an issue with this due to the property manager’s continued support for the trail, see attached support letter from Mark Needham. Bugle Pointe has a 20 foot wide Pedestrian, Hike, and Bike Easement along their property up to the United Methodist Church auxiliary parking lot east to the private drive, a distance of approximately 375 feet.

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An initial review by our Colorado Parks and Wildlife Area Representative revealed no concerns related to construction of this project (see attached letter.) They recommended that, when building the trail along Fish Hatchery Road, we avoid working in the area during the elk calving season—a recommendation we will certainly heed. Additionally, they recommended that we limit tree removal along Fish Hatchery Road, and even consider planting more trees. This short segment is directly adjacent to the roadway and we will remove a limited number of trees, and those only when absolutely necessary.

4. ACCESS (10 points)

The Estes Valley has a wide variety of trails, managed by numerous local and federal agencies, including the Estes Valley Recreation and Park District (EVRPD), Town of Estes Park, YMCA of the Rockies, US Forest Service, and Larimer and Boulder Counties.

The largest and most comprehensive trail network in the Estes Valley is within Rocky Mountain National Park (RMNP). RMNP has over 350 miles of trail, ranging from easy lake walks to multi-day backcountry adventures. It is the third most visited park in the US National Park system, with over 4.59 million visitors in 2018. 85% of visitors come to RMNP through Estes Park, with the highest concentration entering by way of the Beaver Meadows and Fall River entrance stations. There are currently no multi-modal trails accessing either of these entrances. The Park Service estimates that 60% of visitors to RMNP are from Colorado; its annual pass sales (typically sold to people who intend to visit repeatedly in the course of a year) are greater than Glacier, Grand Canyon, Grand Teton, and Yellowstone combined.

In town, the Estes Valley Recreation and Park District (EVRPD) manages 11 miles of trails: the Lake Estes Trail, which is paved and 3.85 miles long, and sees over 200,000 users per year; the Fish Creek Trail, which is partly paved and partly a packed gravel surface, and is 2.8 miles long, and the Homer Rouse Trail, which is 3 miles long, unpaved, and follows the original road cut of Highway 7 to the Lily Lake and Twin Sisters Trailheads in RMNP. The Town of Estes Park manages several trails, including the Riverwalk in downtown Estes Park, the sidewalk along Highway 7 and Lakeshore Drive that connects to the Fish Creek Trail, a segment of trail along Elkhorn Avenue continued to Fall River Road, and the sidewalks along MacGregor and Dry Gulch Roads. The YMCA of the Rockies, the US Forest Service, the Bureau of Reclamation, and Larimer and Boulder Counties manage other trails in the area. Further information about these trails may be found in the Estes Valley Trails Master Plan:

<https://www.colorado.gov/pacific/evrpd/news/estes-valley-trails-master-plan-complete> (70-75).

The proposed Fall River Trail, when complete, will become the first multimodal linkage between the trails in downtown Estes Park (including the Riverwalk and Lake Estes trails) and the road and trail network of RMNP. It will access over 15 hotels and lodges, and numerous residences in the Fall River corridor before connecting to Aspenglen Campground, a 50-site campground located just inside the park boundary. The trail will also provide improved access to the Historic Hydroplant Museum on Fish Hatchery Road, which was built by FO Stanley in 1909 to power the iconic Stanley Hotel.

The Fall River Trail will benefit the entire community. Trails are open to anyone, at all ages and levels of fitness. All a person will need to enjoy this trail is a pair of shoes or a bike. Low-income

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residents have community options to get a gently used bicycle for free, including through local nonprofit Bright Christmas and the school district.

The Fall River Trail will offer two benefits to Estes Park's lower-income residents. First, it gives workers at the numerous businesses along Fall River Road and Fish Hatchery Road the possibility to bike or walk safely to work. Service sector jobs like these make up more than 40% of Estes Park's economy, yet locations on Fall River Road are currently only safely accessible by car. Not all service sector workers have cars, so this will improve both health and safety and make it easier for people to work in these locations. Second, although Estes Park sits at the doorstep to one of the most popular national parks in the US, many children who grow up here only visit RMNP on school field trips, once a year. Current points of entry to the park pass through entrance stations that are often clogged with cars, especially at busy times. This new trail will allow for a more relaxed, self-service entry for people not driving cars.

Estes Park is currently addressing e-bike and e-scooter policy on trails. We anticipate that e-bike users will be among the users of the Fall River Trail, with some restrictions on speed. This will broaden the range of users, and potentially encourage use by Estes Park's older residents (Estes Park has the highest median age in Colorado, at 51.5), as well as making the gentle but steady grades of sections of the trail less daunting for novice riders. The National Park Service e-bike policy is currently being formulated, and it is anticipated that e-bikes will be allowed on multi-use trails in RMNP by the time the trail is completed.

5. PLANNING (10 points)

A road along Fall River has existed at least as long as Estes Park has (2017 was the Town centennial). Fall River Road was completed in 1920, providing motorized access to the high peaks of newly established Rocky Mountain National Park along a route used by Native American hunters. The Fall River Trail in its current form is referenced in an Estes Valley master plan from 2001, and the trail from Elkhorn Avenue to the current trail terminus on US34 was completed in 2010 after several phases of construction using CDOT American Recovery and Reinvestment Act, Town, and Estes Park Urban Renewal Authority funding as well as other local contributions. That trail currently ends at Sleepy Hollow Court on US34.

Estes Park has been a destination for people seeking adventures on trails since the first white settlers in the 19th century, and as the Town has grown, different trail networks have grown with it, as described in 4. Because these trail networks have evolved independently, the connections between them have historically been disjointed: built to different standards, geared to different users, and with signage that only references that particular system, even when existing in close proximity to another trail network. Recognizing that this lack of connectivity weakens each component and makes them less useful and enjoyable, partner agencies including the Town, RMNP, the Estes Valley Recreation and Park District, and others began working in 2015 on a Trails Master Plan for the Estes Valley, facilitated by the National Park Service Rivers, Trails, and Conservation Assistance Program and funded with a grant from GOCO, that would focus on connectivity and coherence. This plan was completed in 2016, and is available here:

<https://www.colorado.gov/pacific/evrpd/news/estes-valley-trails-master-plan-complete>

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In the Estes Valley Trails Master Plan, the Fall River Trail was identified as the top community priority (see pp. 89 and 116), and is the top-ranked project in terms of community significance based on public support, improved connectivity, number of users benefited, ADA improvement, and other factors. That plan was generated through two days of stakeholder interviews with community groups, followed by three public meetings hosted by the Town of Estes Park. A project website provided a second forum for people to engage the project. Need for more trail access to Rocky Mountain National Park from town was a frequent comment. The Town Board has identified improved trails as a strategic 5-7 year goal, and the Fall River Trail as a 1-year objective, annually since.

The Town held two public events in July 2015 to engage and solicit feedback from community stakeholders specifically about the Fall River Trail. The events were publicized on the Town website and social media, as well as through email notifications and specific postcard invitations to residents of the trail corridor. In addition to town staff, 35 people attended the first public meeting and 12 more came the second day. During the summer, the Town hosted a booth at Bond Park, in the heart of downtown, to solicit feedback from people passing by. This was an informal process. Broadly speaking, people were supportive of the trail, with concerns generally pertaining to traffic disruption and loss of trees along the route—which the Town will minimize.

The Town of Estes Park held a community meeting in March 2019 to update the community on progress on the trail, as well as to address questions and concerns. RMNP planning and engineering staff were on hand to answer questions about the RMNP section of the trail. The meeting was publicized through local newspapers and social media, as well as postcard invitations to residents and businesses along the trail route. Total attendance was 36 people, including Town engineering staff. Most attendees were local residents and property owners. Participants were supportive and interested in learning about progress of the project.

This project enjoys ardent support from other agencies and user groups, including the National Park Service/Rocky Mountain National Park; the Estes Valley Recreation and Park District; Larimer County; Trust for Public Land; the Estes Park R-3 School District; the Estes Park Cycling Coalition; the Estes Park High School Cross-Country Team; Rocky Mountain Conservancy; Estes Park Education Foundation; Estes Park Health; UC Health; Families for Estes; and many others, who have supplied numerous support letters and advocated for the project in the community.

6. COLLABORATION AND MATCHING FUNDS (10 points)

The Fall River Trail was conceived of as part of a collaborative planning process, and has attracted many enthusiastic supporters who understand the incredible opportunity this trail project presents to create a nonmotorized connection between Estes Park and RMNP. In addition to the enthusiasm of our community, which is hinted at in our support letters, the following partners have invested financially in this project.

- **Estes Valley Recreation and Park District** committed \$400,000 to this project in 2018, to support the Land and Water Conservation Fund section along Fish Hatchery Road. They have further committed \$300,000 in 2019 toward the trail.
- **Rocky Mountain National Park** also supports this project. They have authorized and are planning construction of a connector trail to bridge the space between Aspenglen

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Campground and the end of the Town's segment of trail. RMNP is a federally designated wilderness, and without this connector trail, campers will not be able to legally ride bicycles from their campsites directly to the Fall River Trail.

- **Larimer County Department of Natural Resources** committed \$10,000 to this project in 2019.
- **The Trust for Public Land Colorado Community Trails Program** has provided significant coalition-building and fundraising strategy support.
- As described above, this project has already received grant awards in the amounts of \$400,000 from the **Land and Water Conservation Fund**, in 2018, and \$250,000 from the **Colorado State Trails** program in 2019.
- For the 375 foot segment covered in this application, the required 30% match of \$108,922.96 will be supplied through the **Town of Estes Park's Town 1A Trail and Larimer County Open Space** funds.

Potential other funding sources for completing this project include:

- **Federal Lands Access Program (FLAP)**. The Town submitted an application in early June that would complete the trail from Fall River Court; their decision is expected after GOCO decisions in the fall. FLAP typically issues an RFP every three years.
- **Great Outdoors Colorado (GOCO) Connect Initiative**. The Town is submitting an application for this funding opportunity (awards of up to \$2 million) in August 2019. Funding would reduce the unfunded section of trail to less than a mile.
- Colorado Department of Transportation will issue a Request for Proposals (RFP) sometime in 2019 for the Federal **Transportation Alternatives Program (TAP)**. If the Fall River Trail is not fully funded at that time, we will apply there for funding for the US34 section of trail. TAP typically issues an RFP every 3 years.
- Finally, the **Land and Water Conservation Fund (LWCF)** will have another grant cycle this fall, with expected awards of up to \$750,000; if necessary, and if the outstanding segment fits their parameters, we will apply for these funds.

Note that only LWCF is expected to be a yearly opportunity; negative decisions from funders this year will likely cause a multi-year delay in completion of this project.

7. URGENCY AND NEED FOR FUNDS (5 points)

The Fall River Trail is a community effort of many partners over many years, and in 2019, we find ourselves with less than 2 miles of trail remaining unfunded. When those 2 miles are funded and the trail is built, the impact on Estes Park will be game-changing. But, we need to get those 2 miles funded in order for all those other efforts to truly bear fruit.

As described above, there are a number of large funding opportunities in 2019, including Colorado the Beautiful. Only one of those opportunities will repeat in 2020 and 2021. If we are unable to secure adequate funding in 2019, a multi-year delay in completion of the trail is likely to occur. We will not know the results of those other applications before this application is submitted. But, we do know that the unique opportunities presented this year, including Colorado the Beautiful, are our best opportunity to complete a project that is fully planned and ready to go.

Community and state funds are being invested in this project now. The Town of Estes Park budgeted \$200,000 toward this project from its Open Space Fund this year. In 2014, Estes Park

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voters supported a 1% sales tax increase. A portion of this sales tax revenue is designated for trail improvements; that source of funding will be available through 2024. EVRPD's Board has approved \$300,000 toward this project for 2019. RMNP is planning to build a connector trail to make it possible to ride bicycles from Aspenglen Campground to the Fall River Trail, specifically in anticipation of this project's completion. We have already received over \$1.8 million in funding toward completion of this project, which has a total cost of \$7.3 million. An award from Colorado the Beautiful would bring it substantially closer to being fully funded, leaving only the US34 section of trail to be built

Our community is passionate and excited about this project now, as is demonstrated by our support letters. In developing this project, we have involved many community stakeholders who are hopeful and excited to see the two trail networks connected. If fundraising falters and the project remains incomplete, their interests will move elsewhere.

The Town is committed to leveraging funds to keep the project moving at an ambitious pace because over time, the cost of construction will increase—and, in the absence of the leverage opportunities presented now, completion of the project will be delayed. Finally, although there have not been fatal accidents along the trail corridor, as long as people are walking and riding bikes on this narrow, winding road, the possibility is real that one could occur. Completing the project sooner reduces that risk. As visitation continues to grow in Estes Park, and traffic congestion to increase (a recent study by CDOT suggests it could grow by up to 700% in the next 25 years), more people may choose to walk or ride their bikes in the road—making a fatal accident more likely.

8. MAINTENANCE (10 points)

The Town of Estes Park is mindful of the damage that weather can cause to trails, as many local trails sustained damage during the 2013 floods that has only recently been repaired. For that reason, the Fall River Trail will be built from concrete, which is the most durable and easy to maintain, as well as being bike-friendly and ADA-accessible. All Town trails are subject to an outside annual review by the town's insurance, and the Fall River Trail will be added to that review to ensure that it remains safe and in good condition. The segment that would be funded by a Colorado the Beautiful grant will be maintained and managed by the Town.

The Fall River Trail, once built, will become a part of the Town of Estes Park's trail network, and will be managed by the Parks Division, on the same management and maintenance schedule as our other trails. Like other in-town trails, it will be kept open year-round. The Fall River Trail will be plowed during normal plowing operation times—usually any time there is an inch or more of snow. Additionally, it will be swept regularly, particularly after wind or rain events that deposit debris and dirt on the trail, and trees and bushes will be pruned to maintain the 8-foot clearance needed for bicyclists and walkers. In season, the Town will mow and trim to keep vegetation off the trail, as it does with the other trails it manages. Parks Division staff will remove noxious weeds and invasive species so that they won't spread or degrade the trail, following all local, state, and federal regulations with regard to chemical use within waterways, riparian areas, and wetlands.

EXHIBIT A

The Town Parks Maintenance Supervisor estimates that the cost of this additional work on the completed trail will be about \$5,000 per year, based upon the cost of maintaining our other, most similar trails. The current annual cost of trail maintenance is approximately \$30,000. The Town is planning to increase funding appropriately so that the Parks division can add this new trail to its maintenance workload year-round. Because there is currently no trail at this location, no trail traffic rerouting during construction will be necessary.

9. CONTINGENCY/ABILITY (10 points)

Committed sources of funds for the Fall River Trail project are described in 6. For the 375 foot segment that is the subject of this application, the Town of Estes Park is supplying the \$108,922.96 required matching funds through its 1A Trails and Larimer County Open Space funds. If Colorado the Beautiful funding is not awarded, that match will be reallocated to address other priorities within the Town. Although those funds will not be lost, they will not be used to advance the Fall River Trail project, and the unfunded section of trail will be longer and thus costlier as we continue pursuing funding. We will continue to apply for funding, including the CPW State Trails Program; the Town of Estes Park has invested in a professional grant writer to work specifically on this project, identifying funding opportunities and applying for things until it is completed. Additionally, the Town benefits from Trust for Public Land's Community Trails Program's expertise identifying and pursuing funding opportunities.

Recent large grants successfully managed by the Town of Estes Park include a Federal Emergency Management Agency Public Assistance Disaster Response and Recovery Grant, for \$5 million in 2013; Housing and Urban Development Disaster Recovery for \$4 million in 2015 and 2016; and our new Transit Hub and Parking Facility from the US Department of Transportation Federal Transit Administration and CDOT, \$4,029,000.00 in 2012- 2014. In all three cases, all reporting and close-out requirements were completed, with the exception of one quarterly report on the Parking Facility project, which was missed in 2013 during the Colorado floods. We were proactive in explaining the delay and FTA accepted the timely explanation.

Town grants staff are familiar with federal and state grant requirements including the 2CFR Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. The Finance Department's two professional staff with grant financial management experience include the Finance Director with over 32 years of federal grant financial management, compliance and audits; and a Grant Accountant with over 3 years of experience in reimbursement requests, tracking grant expenses and revenues and grant close out processes. The Public Works Department also has staff who are experienced with federal grants including project managers. Experience includes compliance, reimbursements, reporting and close out. Staff also attends grants management training as appropriate.

The Town of Estes Park uses a robust accounting system, Sungard Public Sector (i.e. Superior) that maintains complete documentation of expenditures and revenues. The Town is subject to single audits and conducted its Comprehensive Annual Financial Report for year ending December 31, 2017; July 31, 2018; and Single Audit for year ending December 31, 2017; July 31, 2018. The audit firm is Anton Collins Mitchell, LLP.

Non-Federal Environmental Form

ENVIRONMENTAL CHECK LIST (for projects outside of NEPA requirements) **(Construction Grants Only)**

Applicants are responsible to complete this form with county/local government staff or an environmental consultant to address the following environmental impacts associated with the project, including: securing all necessary permits, licenses, clearances, and environmental analysis documentation necessary to comply with local, state, or federal law. Please fill out the table below and associated narratives.

All applicants will be evaluated for wildlife and aquatic impacts in a separate evaluation process by CPW wildlife staff.

ENVIRONMENTAL CONSIDERATIONS Indicate potential for adverse impacts	NOT APPLICABLE Resource does not exist	NEGLIGIBLE IMPACTS Exists but no or negligible impacts	MINOR IMPACTS	IMPACTS EXCEED MINOR	MORE DATA NEEDED TO DETERMINE DEGREE OF IMPACT
1. Plants species of special concern and habitat; state/federal listed or proposed for listing		X			
2. Water quality/quantity – surface and ground water considerations		X			
3. Wetlands/floodplains			X		
4. Storm water runoff		X			
5. Sedimentation		X			
6. Disturbances to neighboring properties		X			
7. Soil/erosion		X			
8. Introduction or promotion of non-native species		X			
9. Environmental disturbances during construction		X			

MITIGATION: Please describe how any impacts exceeding negligible will be mitigated, some considerations below:

- Alternative design or trail route system
- Protection of critical habitat, channeling use through less sensitive habitat areas
- Re-vegetation of disturbed areas and control of invasive species
- Management of users and related activities with signs, fencing, and education programs
- Consideration of runoff when selecting project materials, such as uncured concrete that would encourage seepage
- Comprehensive storm water runoff plan

This application refers to the section of the proposed Fall River Trail that extends from the parking lot of United Methodist Church on Fish Hatchery Road to the junction of US34 (Fall River Road) and Fall River Court. The segment is approximately 0.65 miles long. No work is planned in Fall River, and CPW did not recommend any steps to mitigate impact on Fall River when it reviewed project plans, NEPA, and project site in spring 2017. No

Non-Federal Environmental Form

changes have been made to the project plan since then that impact Fall River. Per CPW's recommendations, the Town will plan construction to avoid elk calving season in order to avoid disrupting the elk or precipitating elk/human conflict. The Town will ensure that removal of trees along the trail is minimized, and that where possible trees are planted to provide a screen between trail and properties along the trail. Appropriate signage will keep people on the trail once it is built. Noxious weeds, inventoried in 2015 at less than 10% of the plant community, will be treated prior to construction to minimize spreading. Revegetation following the project will restore disrupted areas and help protect the river environment. This will help maintain wildlife habitat and enhance viewing and environmental education opportunities. Nearby wetlands will be marked to avoid disruption during construction; disruptions are expected to be minimal.

BENEFIT: Please describe if the project will have a positive impact on sensitive species; some consideration below:

- Habitat improvement such as restoration of native habitat, wetlands restoration, erosion reduction, sediment reduction, river corridor clean-up, or plantings with a diversity of species and plant types for habitat restoration, and the reduction or elimination of non-native plant species
- Education of users through environmental education programs

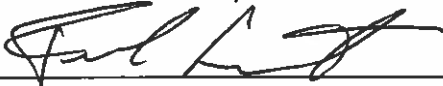
This trail will provide a clearly delineated non-motorized path from which visitors are able to view Estes Park's natural environment and see its famous wildlife, as well as providing access to Rocky Mountain National Park via Aspenglen Campground. When complete, the trail will provide greatly improved opportunities for residents and visitors to the Estes Valley to travel on foot and by bike into town and RMNP, reducing the number of cars on the road and thus improving air quality in the area.

ENVIRONMENTAL COMPLIANCE: The applicant is responsible for adhering to all applicable environmental compliance regulations including: Migratory Bird Treaty Act; concurrence with US Fish and Wildlife Service if any federally listed species of concern exist in project area; Clean Water Act section 404; US Army Corps of Engineers 404 permits; raptor buffer guidelines and incorporation of CPW recommended wildlife best management practices; CO Senate Bill 40 (33-5-101-107, CRS 1973 as amended); Colorado Historical, Prehistoric and Archeological Resources Act. **All required permits must be acquired prior to submitting a non-motorized trails grant application.**

Printed name of applicant:

An authorized person must sign here, such as the applicant's executive director, county commission chairperson, or city council chairperson. Must be same person as Application Checklist.

Frank Lancaster, Town Administrator



Signature of applicant

7/31/2019

Date

Chase Rylads, District Wildlife Manager (Estes Park District), Colorado Parks and Wildlife

Printed name, title of authority:

County/local government natural resource specialist or hired consultant that completed this checklist must sign here. The applicant and title of authority must be different.



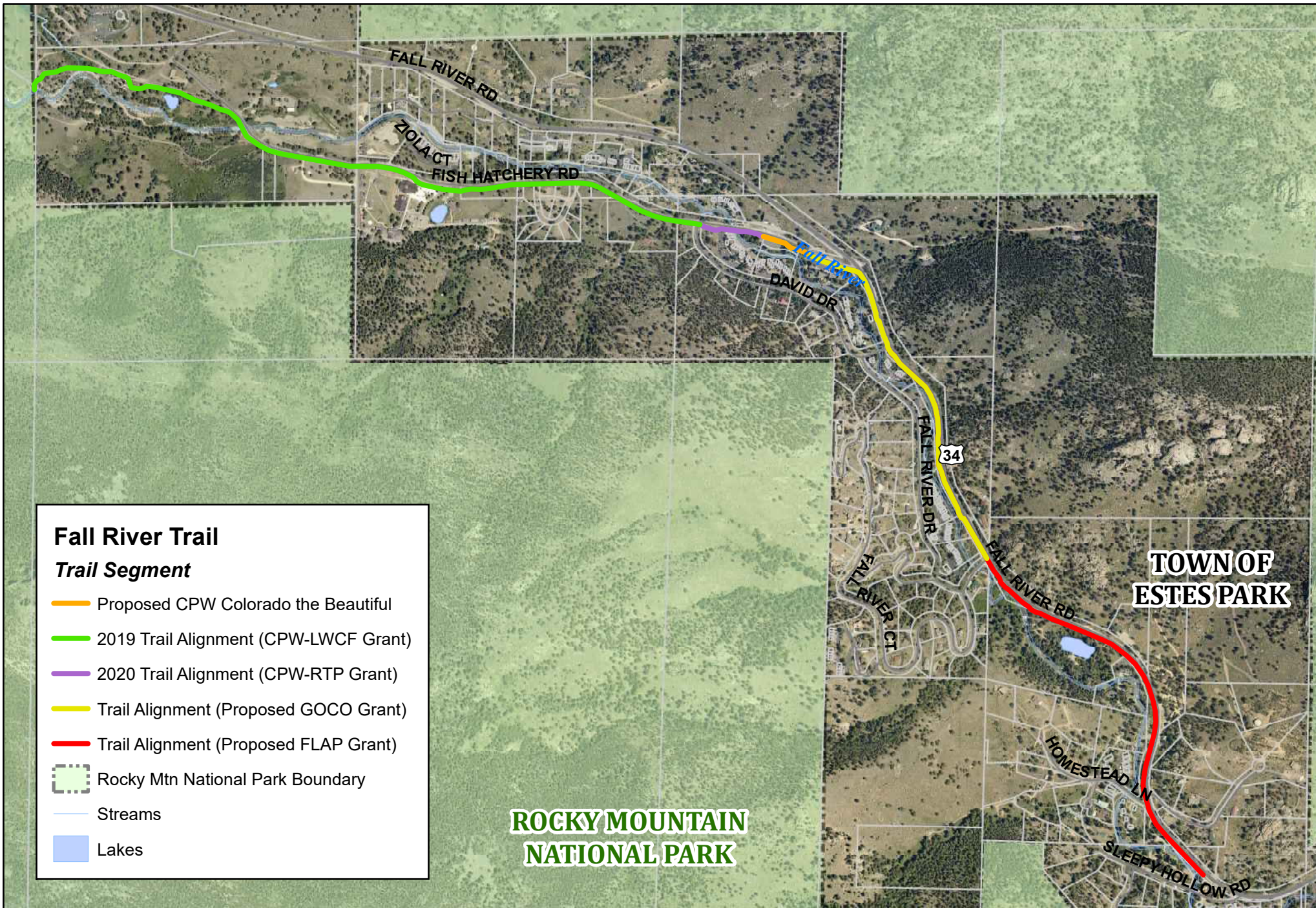
Signature authority:

07/29/2019

Date

Exhibit B
Budget Form - Project Name: Fall River Trail

SOURCE OF FUNDS	Date Secured				CPW Trails Grant Request [A]	Total Project Match [B]	Total Funding (\$) [C]	
CASH								
CtB Grant Request	TBD				\$ 363,076.55		\$ 363,076.55	
Town of Estes Park (CtB Match)	2020					\$ 108,922.96	\$ 108,922.96	
							\$ -	
IN-KIND								
							\$ -	
TOTAL SOURCES OF FUNDS					\$ 363,076.55	\$ 108,922.96	\$ 471,999.51	
[CASH] Description of Work								
Qty	Unit	Unit Price	Total (B*D)	CPW Funds	Total Project Match (\$)	Total Funding (\$)	Balance [should be 0]	
Category 1 - Contracted Services - Contractor								
Construction Services (Removals, Potholing, Sweeping, Mobilization, Construction Surveying, etc.)				\$ 117,270.00	\$ 117,270.00		\$ 117,270.00	0
Ground Work (Clearing & Grubbing, Tree Retention & Protection, Excavation, Removal & Disposal of Sediment, Topsoil, Erosion Control, Seeding, Mulching, etc.)				\$ 51,610.00	\$ 51,610.00		\$ 51,610.00	0
Traffic Control (Flagging, Barricades, Signs, Traffic Control Management & Inspection, Pavement Marking Paint, etc.)				\$ 62,465.00	\$ 62,465.00		\$ 62,465.00	0
				\$ -			\$ -	0
Category 2 - Salary/Wages								
Grant Administration (documentation management, reporting per grant requirements, reimbursement requests, and grant close out)	200	HR	\$ 37.00	\$ 7,400.00	\$ 7,400.00	\$ -	\$ 7,400.00	0
				\$ -			\$ -	0
Category 3 - Materials/Supplies - Contractor								
Construction Materials (Concrete, Aggregate Base Course, Asphalt, Riprap, Corrugated Steel Pipe, Truncated Domes)				\$ 123,020.00	\$ 89,331.55	\$ 33,688.45	\$ 123,020.00	0
				\$ -			\$ -	0
Additional Categories								
Trail Easements	1	EA	\$ 20,234.51	\$ 20,234.51	\$ -	\$ 20,234.51	\$ 20,234.51	0
Utility Relocations	1	EA	\$ 55,000.00	\$ 55,000.00	\$ -	\$ 55,000.00	\$ 55,000.00	0
Contingency	1	EA	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ -	\$ 35,000.00	0
				\$ -			\$ -	0
USE OF FUNDS - CASH SUBTOTAL				\$ 471,999.51	\$ 363,076.55	\$ 108,922.96	\$ 471,999.51	\$ -
[IN-KIND] Description of Work								
Qty	Unit	Unit Price	Total (B*D)	CPW Funds	Total Project Match (\$)	Total Funding (\$)	Balance [should be 0]	
Category 1 - Contracted Services								
				\$ -		\$ -	\$ -	0
				\$ -		\$ -	\$ -	0
				\$ -		\$ -	\$ -	0
Category 2 - Salary/Wages								
				\$ -		\$ -	\$ -	0
				\$ -		\$ -	\$ -	0
				\$ -		\$ -	\$ -	0
Category 3 - Materials/Tools								
				\$ -		\$ -	\$ -	0
				\$ -		\$ -	\$ -	0
				\$ -		\$ -	\$ -	0
Additional Categories								
				\$ -		\$ -	\$ -	0
				\$ -		\$ -	\$ -	0
				\$ -		\$ -	\$ -	0
IN-KIND SUBTOTAL						\$ -	\$ -	
TOTAL PROJECT COST					\$ 363,076.55	\$ 108,922.960	\$ 471,999.51	
30% REQUIRED MATCH						\$ 108,922.965		



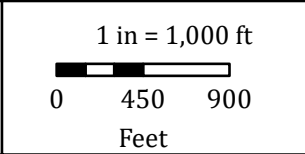
Fall River Trail

Trail Segment

- Proposed CPW Colorado the Beautiful
- 2019 Trail Alignment (CPW-LWCF Grant)
- 2020 Trail Alignment (CPW-RTP Grant)
- Trail Alignment (Proposed GOCO Grant)
- Trail Alignment (Proposed FLAP Grant)
- Rocky Mtn National Park Boundary
- Streams
- Lakes

**ROCKY MOUNTAIN
NATIONAL PARK**

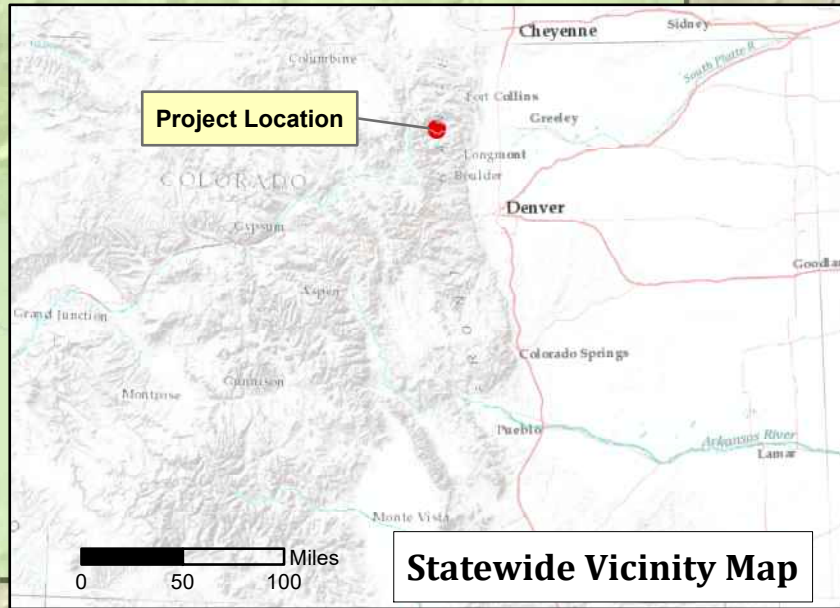
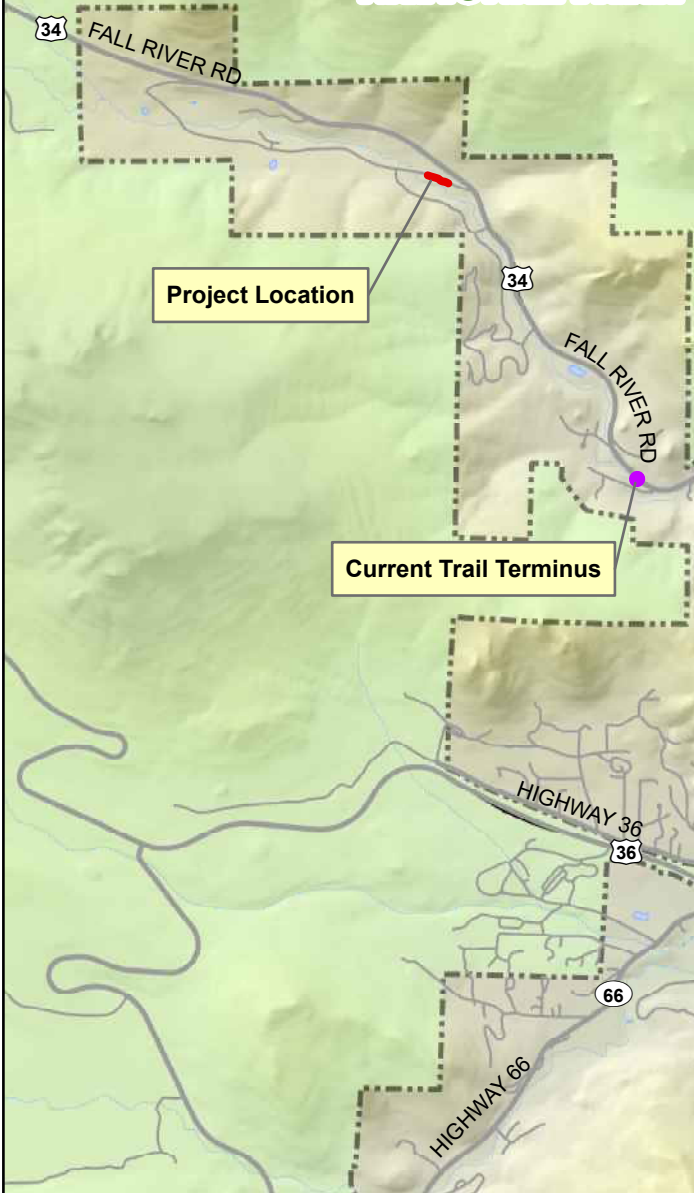
**TOWN OF
ESTES PARK**



This draft document was prepared for internal use by the Town of Estes Park, CO. The Town makes no claim as to the accuracy or completeness of the data contained hereon.

Due to security concerns, The Town requests that you do not post this document on the internet or otherwise make it available to persons unknown to you.

ROCKY MOUNTAIN NATIONAL PARK



Current Trail Terminus

TOWN OF ESTES PARK

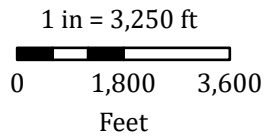


ESTES PARK COLORADO

Town of Estes Park

Public Works Department

Fall River Trail Colorado the Beautiful Vicinity Map



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Figure 1: Trail segment begins at first entrance to parking lot for United Methodist Church, along Fish Hatchery Road.



Figure 2: Eastern side of parking lot.



Figure 3: Trail will follow the right side of the road as pictured. Removal of trees will be minimized.



Figure 4: there is no shoulder along Fish Hatchery Road on either side as the road approaches US34



Figure 5: Approaching the private driveway just before US 34 that marks the end of the segment.



Figure 6: This driveway marks the end of the trail segment that is the subject of this application.

Estes Park High School
1600 Manford Avenue
Estes Park, CO 80517



www.estesschools.org
Tel: 970-586-5321
Fax: 970.586.1108

To whom it may concern,

I am writing to express my overwhelming support for the continued development and expansion of the pedestrian trail network in the Estes Park community. As a coach of the Estes Park High School Cross Country and Track teams, the ability for my athletes to access safe trail networks is extremely important to me. Creating a route for safe multimodal access to the National Park from downtown Estes Park will also be a huge improvement to our local community.

While coaching, I am not able to supervise my group of up to 35 athletes all at once when they are out on a training run. To mitigate the risks that arise from their interaction with traffic I try to plan our routes on roads with low traffic or wide shoulders, but by far the safest option is to send them out on purpose-built pedestrian trails. Unfortunately, despite being an active town with high pedestrian traffic, Estes Park has a marked lack of pedestrian trail options. The creation of the proposed multimodal trail along US34 (Old Fall River Road) would add a valuable new running route option for our team, and one which I would feel safe sending my athletes to train on.

The expansion of this trail would not only provide a safe running route for my athletes, but would also be the first multimodal trail to connect downtown Estes Park to Rocky Mountain National Park. As visitation to the National Park continues to increase traffic congestion becomes an ever increasing problem. The creation of this trail would provider a locals and visitors alike with a safe alternative option to access the National Park by means or walking or biking. I was very excited to hear about this project and hope that you will seriously consider awarding your grant to the Town of Estes Park.

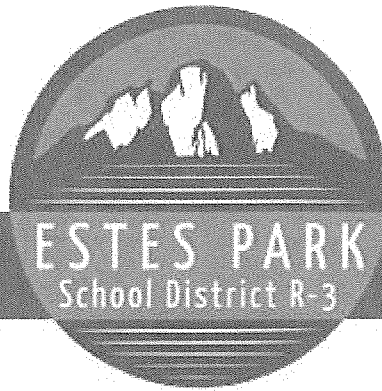
A handwritten signature in black ink, appearing to read "Alexander Harris".

Sincerely,

Alexander Harris
EPHS Cross Country & Track Coach

Estes Park School District R-3

1605 Brodie Avenue
Estes Park, CO 80517



www.estesschools.org

Tel: 970.586.2361
Fax: 970.586.1108

July 12, 2019

Great Outdoors Colorado

Re: Fall River Trail Project

As the Superintendent of Schools for Estes Park School District R-3, I would like to express my support for the proposed Fall River Trail Project as outlined in the Trails Master Plan for the Estes Valley. The district feels this is a very important project for our community that will allow for improved pedestrian safety, multi-generational trail use and access, and help to provide recreational opportunities to all members of the Estes Park Community.

Our school district is invested in a culture of health and wellness, it is something that we highly prioritize for our students as they grow throughout their educational career. We believe that healthy habits, when started young, can lead to a fulfilling and active lifestyle as children become adults.

As a wellness focused mountain community with a climate that allows for year round outdoor activity, we strive to be able to promote biking and walking as a mode of transportation to community members of all ages and abilities.

This project is in alignment with these health and wellness goals that we set for both our students and their families, as well as for the greater community. The completion of this trail project will allow for a connection to Rocky Mountain National Park and add a great new place for walking, running and biking.

Your consideration for grant funding of this project would be greatly appreciated in many areas of the community.

Sincerely,

A handwritten signature in black ink, appearing to read "Sheldon Rosenkrance". The signature is fluid and cursive, with a long horizontal line extending to the right.

Sheldon Rosenkrance
Superintendent of Schools



July 28, 2019

To Whom It May Concern:

I am delighted to provide this letter of support on behalf of my staff, my many guests, and the local Estes Park citizens who use the portion of the Fall River Road Trail that is completed and runs along Fall River in front of Castle Mountain Lodge. The trail now extends from the west end of Historic Downtown Estes Park to a point several hundred yards west of the Covered Bridge that leads across the River to my Lodge.

Right now many of my guests leave their cars parked on my property and walk or ride the shuttle to Town. In the morning and evening people walking, some with their dogs, make great use of the trail. My lodge installed and services Doggie Pooper Bag stations in front of our lodge and we mow and clean up that area. It is our front door and we are proud of the trail!

With great regularity I am asked by guests "when will the trail be finished into the park". I am certain that the extension of the trail to Rocky Mountain National Park will not only be used as soon as it is finished but it will also create a reason for RMNP to move forward with their Trail system that is in the planning stages. The trail will be a wonderful way for people to leave their cars at the lodges or their homes and walk or bike into the park. In the 18 years I have owned and operated lodges in Estes Park I have promoted trails, bicycles, and our shuttle service to not only help our guests have a wonderful outdoor experience but to help reduce the auto traffic and parking congestion in downtown. Every lodge and private home along Fall River has parking spaces so we can help people enjoy the area without always driving.

I hope that you will carefully consider the Town of Estes Park's grant application and be a partner to complete this much needed trail extension. Thanks.

Sincerely,

Christopher Wood

Owner, Castle Mountain Lodge and McGregor Mountain Lodges
1520 Fall River Rd.
Estes Park, CO 80517

McGregor Mountain Lodge
2815 Fall River Rd.
Estes Park, CO 80517
1-800-835-8439
www.McGregorMountainLodge.com
Spectacular Panoramic Views

Castle Mountain Lodge
1520 Fall River Rd.
Estes Park, CO 80517
1-800-852-7463
www.CastleMountainLodge.com
On Fall River



July 26, 2019

Colorado Parks and Wildlife
State Trails Program
13787 U.S. Hwy. 85 N., Littleton, CO 80125

To Whom It May Concern:

The Mission of the Estes Park Cycling Coalition (EPCC) is to promote and increase cycling of all kinds in the Estes Valley, through advocacy, education, partnerships and community building. This letter is intended to demonstrate EPCC's strong support of the Town of Estes Park's application for the 2019 Colorado Parks and Wildlife Colorado the Beautiful through the State's Trail Program for the Fall River Trail Extension Project.

This supports construction of a segment of this trail that brings value and benefits to this community for residents and visitors. The existing trail ends along Highway 34, Fall River Road and the plan is to extent this trail to Rocky Mountain National Park. This will be the first multimodal trail to the park. We are especially interested in the proposed trail for bicyclists because US34 is not a safe or pleasant bike ride with narrow or no shoulders to ride on, fast vehicles passing us and limited line of sight with tight curves. This new trail will provide cyclists with a continuous route that includes connection to roads and trail in RMNP and trails in town: Lake Estes and Fish Creek Trails.

Estes Park is the primary gateway community to RMNP, the third most visited National Park in the country. Traffic congestion in downtown Estes Park during the height of the summer tourist season has been a longstanding issue and makes bike travel through this corridor dangerous resulting in people deciding not ride bikes. This will provide a more inviting and safe option for cyclists while at the same time reducing traffic congestion.

The Estes Park Cycling Coalition hopes Estes Park will be successful with this grant application and looks forward to working together to keep Estes Park a premiere destination in Colorado.

Sincerely,

Mike Lewelling
President, Estes Park Cycling Coalition



ESTES PARK
ECONOMIC DEVELOPMENT CORPORATION

July 29, 2019

Public Works Department
Town of Estes Park
PO Box 1200
Estes Park CO 80517

Re: Grant Application for the Construction and Completion of Fall River Trail

To Whom It May Concern:

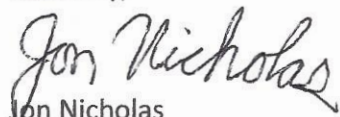
The Estes Park Economic Development Corporation (Estes Park EDC) writes this letter in support of a grant application for construction and completion of the first ADA-compliant, multimodal trail connecting downtown Estes Park to Rocky Mountain National Park (RMNP). RMNP is the third-most visited National Park in the country, with 4.59 million visitors in 2018.

In 2018, the Fall River Road entrance accounted for 24% of total RMNP visitors and was easily the second-most visited entrance to RMNP. Numerous lodging properties along Fall River Road make it a corridor that would benefit from multimodal access to both RMNP and downtown Estes Park, reducing traffic congestion and air pollution and enhancing the visitor experience of RMNP. Because this trail will be detached from Fall River Road, it will enhance bicycle and pedestrian safety.

From 2002 to 2010, the Town of Estes Park invested in other portions of this trail as resources allowed. The 2013 Colorado floods caused significant damage to local infrastructure and required prioritization of a number of other capital projects. Increased park visitation will continue to place increasing demands on local infrastructure. The Town of Estes Park anticipates that it will be able to complete the final portion of the trail with a grant from Central Federal Lands Highway Division as well as funds from Great Outdoors Colorado and the Colorado Department of Wildlife. This trail project will be 2.5 miles in length.

This project has garnered broad community support, including from project partners such as the Estes Valley Recreation and Park District, Rocky Mountain National Park, Rocky Mountain Conservancy, Colorado Parks and Wildlife, Larimer County and other community groups. Estes Park EDC joins in supporting this important project that will provide significant benefits to both visitors to RMNP and our local businesses. We support this grant application and respectfully ask grant approval for completion of this important multimodal project.

Sincerely,



Jon Nicholas
President/CEO

533 Big Thompson Avenue Suite 103
Estes Park, CO 80517

970-577-1031
www.estesparkedc.com

BUSINESS CONNECTED