



Town of Green Mountain Falls

Regular Board of Trustees Meeting Agenda

P.O. Box 524; 10615 Green Mountain Falls Road

Green Mountain Falls, CO 80819

Tuesday, March 2, 2021 at 7:00 p.m.

Online Meeting ONLY**

Join the Zoom Meeting by clicking on the following link:

<https://us02web.zoom.us/j/84604281219?pwd=TmVvQmlKQlhWMk4vWTRjM0Vabm9oZz09>

Meeting ID: 846 0428 1219 Passcode: 198871

To make a **public comment** please **pre-register** by 4pm on the day of the meeting via email: clerk@gmfco.us

REGULAR MEETING:

TIME*		ITEM	DESIRED OUTCOME
7:00	1.	CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE	
7:00	2.	ADDITIONS, DELETIONS, OR CORRECTION TO THE AGENDA	
7:00	3.	PERSONS PRESENT NOT ON THE AGENDA: 3 MINUTES PER SPEAKER	
7:05	4.	CONSENT AGENDA <ul style="list-style-type: none"> a. Bring into record Accounts Payable February 1 to February 12, 2021 b. Board of Trustees Meeting Minutes February 16, 2021 c. Approval of an Attorney Engagement Agreement between the Town of Green Mountain Falls and Wilson Williams LLP 	BOT Action Desired
7:10	5.	Consideration of Managed Parking Request for Proposal	BOT Action Desired
7:30	6.	Consideration of Revocable Permit Rev2021-01/Resolution 2021-09 for grading and construction of a retaining wall in the Right-o-Way, south of 10330 El Paso Avenue	BOT Action Desired
7:40	7.	Consideration of Grading Permit GR2021-02 for Retaining Wall and Erosion Control at 10860 Ora Street	BOT Action Desired
7:50	8.	Recommendation to approve a new member to the PRT Committee: Jay Kita	BOT Action Desired
7:55	9.	Recommendation of approval of Officers elected by the PRT Committee: Chair: Jesse Stroope and Vice Chair: Jay Kita	BOT Action Desired
8:00	10.	Recommendation to approve a new alternate to the FMC: Nathan Scott	BOT Action Desired
8:05	11.	Consideration of a Special Event Permit: Bronc Day	BOT Action Desired
8:20	12.	Manitou Springs School District 14 Presentation to the BOT	Information Only
8:35	13.	CORRESPONDENCE <ul style="list-style-type: none"> a. Letter from Murray Dahl Beery & Renaud LLP b. El Paso-Teller County Authority Board Meeting Agenda 	Information Only
8:40	14.	REPORTS <ul style="list-style-type: none"> a. Trustee Reports b. Committee Reports <ul style="list-style-type: none"> a. FMC Annual Plan and Priorities c. Staff Reports 	Information Only
8:50	15.	ADJOURN	

*Please note: Times are approximate.

**The Town shall provide reasonable accommodation for those with disabilities on a case by case basis. Please send accommodation requests to clerk@gmfco.us by 4pm on the date of the meeting.

Town of Green Mountain Falls
Vendor Invoices Journal
February 27, 2021

Date	Reference	Entity Number	Name	Acct Number	Acct Name	Amount
1-00-00-2000	General-Accounts Payal					
12/31/2020	94891	wilsoncompany	Wilson & Company	2-10-00-4030	Capital Improvement-Administration-Grants - State - DOLA 2 (Flood Recovery)	7,292.10
01/31/2021	P36C0361418	wagnercat	Wagner CAT	1-70-02-5136	General-Public Works-Operations-Equipment - Repair and Service	4.03
02/04/2021	P39C0361544	wagnercat	Wagner CAT	1-70-02-5136	General-Public Works-Operations-Equipment - Repair and Service	45.66
02/10/2021	20352327	Pinnacol	Pinnacol Assurance	1-00-00-1300	General-Prepaid Expenses	679.00
02/10/2021	444	LawDebEiland	LAW OFFICES OF DEBRA EILAND	1-20-02-5114	General-Interdepartmental-Operations-Services - Town Attorney	1,275.00
02/10/2021	Interest	LawDebEiland	LAW OFFICES OF DEBRA EILAND	1-20-02-5114	General-Interdepartmental-Operations-Services - Town Attorney	9.87
02/19/2021	17764	springsit	Springs IT	1-20-02-5110	General-Interdepartmental-Operations-Services - IT	335.00
02/22/2021	Rental Refund	paulstrange0000	Paul Strange	1-10-00-4401	General-Administration-Gazebo - Rentals	200.00
02/27/2021	02272021	brianbundy0000	Brian Bundy	1-10-01-5002	General-Administration-Labor-Labor - Part Time	580.00
Total For 1-00-00-2000 General-Accounts Payable						10,420.66

Jane Newberry, Mayor

Angie Sprang, Town Manager

TOWN OF GREEN MOUNTAIN FALLS
Regular Board of Trustee Meeting
February 16, 2020 – 7:00 P.M.
MEETING MINUTES

Board Members Present

Mayor Jane Newberry
Trustee Margaret Peterson
Trustee Katharine Guthrie
Trustee Dyani Loo

Board Members Absent

Trustee Chris Quinn

Town Attorney

Not present

Town Manager

Angie Sprang

Public Works

Not present

Town Clerk

Matt Gordon

Marshal's Dept.

Virgil Hodges

Administrative Assistant

Not present

Planning Director

Not present

1. Call to Order/Roll Call/Pledge of Allegiance

Mayor Newberry called the meeting to order at 7:00 pm. The Pledge of Allegiance was recited.

2. Additions, Deletions, or Corrections to the Agenda

Mayor Newberry moved to approve the agenda as presented. Seconded by Trustee Loo. Motion passed unanimously.

3. Persons Not Present on the Agenda

(3 minutes given per speaker)

Resident Piazza requested to share comment during the Public Forum. Resident Ochkie shared public comment related to Agenda Item #6 and recommended that signage be placed on Hondo and Belvedere to make hikers aware of dangerous ice flows. Town Manager Sprang offered to bring these points up to the Public Works staff to place signs at the recommended areas. Resident Blasi saved his comments for the Public Forum. Resident Bratton shared public comment related to the closure of Catamount Trail and agreed with Resident Ochkie, made specific suggestions for what the signs should say, and endorsed Nathan Scott to be on the FMC as an Alternate Member. Resident Morrow requested to comment during the Public Forum.

4. Consent Agenda

a. Bring into record Accounts Payable for 1/18/2021 to 1/29/2021

b. BOT Meeting Minutes from 2/2/2021 BOT Meetings

Trustee Guthrie asked if the CIRS premium was an annual amount. Town Manager Sprang confirmed that it was. Trustee Guthrie asked another question related to a fountain line item on the accounts payable. Town Manager Sprang committed to double checking on the line item to find out what it was and to provide an answer at either the next meeting or via email.

Mayor Newberry moved to approve the Consent Agenda. Seconded by Trustee Guthrie. Motion passed unanimously.

Trustee Guthrie went on to request a correction to the 2/2 meeting minutes related to the CDBG grant submitted by the Town and requested that the minutes reflect that fishing was the priority.

Mayor Newberry moved to approve the 2/2 meeting minutes as amended. Seconded by Trustee Guthrie. Motion passed unanimously.

Resident Dixon shared public comment related to Parking and Signage.

5. FMC Alternate Member Approval: Nathan Scott

Mayor Pro Tem Peterson asked if a committee volunteer member application should be included in the agenda packet for the BOT's consideration. The other members echoed the same question and determined that an application was necessary.

Mayor Newberry moved to continue the consideration of Nathan Scott. Seconded by Trustee Guthrie. Motion passed unanimously.

6. Consideration of a Recommendation made by the Parks, Recreation, and Trails Committee to temporarily close access to section of Catamount Trail, post awareness signage, and to contact Colorado Springs Utilities for mitigation of ice flows

Mayor Pro Tem Peterson expressed that she wasn't comfortable with the portion of the recommendation requesting to contact Colorado Springs Utilities. Mayor Newberry agreed and expressed that CSU lets community members use their property. Trustee Loo asked who would be responsible for monitoring when Catamount Trail could be opened again. Mayor Newberry expressed that Public Works would likely be the people to monitor the trail. Trustee Guthrie asked questions related to signage and where it should be placed and expressed agreement with Mayor Newberry that the Town should not reach out to CSU. Trustee Loo deferred to the BOT regarding contacting CSU and asked how much it would cost to create signs. Town Manager Sprang shared that signs cost \$3 to \$5 and expressed that Town Staff would place signage at the BOT's request. Mayor Newberry outlined areas where signage would be most effective including placing signage on Hondo and Catamount.

Resident Dixon commented that CSU may want to inspect the bridge on the trail for issues once the ice thawed.

Mayor Pro Tem Peterson moved to place awareness signage. Seconded by Trustee Guthrie. Motion passed unanimously.

7. Community Forum regarding Parking and Signage and a Presentation by Parking and Signage Consultant Jon Cain

Consultant Cain began his presentation that he would be directly reading the slides of his presentation. Consultant Cain opened his first slide outlining the parking and signage issues facing GMF. Consultant Cain then went on to provide a brief introduction about himself and his expertise related to Parking and Signage projects. Moving on, Consultant Cain outlined the current process timeline that the Town has faced in tackling the parking and signage issues within the Town. Continuing his presentation, Consultant Cain provided an overview of the stakeholder interview and meeting process and went on to discuss the themes and goals identified from stakeholder interviews regarding parking and signage in GMF. Consultant Cain then shared details on the creation of a parking and signage survey and letter inspired by the themes discovered in the stakeholder process. Consultant Cain then detailed the survey results. The survey was hosted online, had 11 questions, was qualitative, and anonymous as an option. The survey had 179 participants and 6 participants did so more than once. Consultant Cain then went on to address each question individually and shared results of each question to the BOT.

Consultant Cain then went on to discuss parking and signage policy goals gathered through the stakeholder interviews, community feedback, and survey results. Consultant Cain further expanded on parking improvement goals for GMF identified through the stakeholder interviews, community feedback, and survey results. Consultant Cain then detailed six recommendations to the BOT to improve signage and parking management within Town limits.

Consultant Cain then went into detail on three alternatives of parking management which were 1) Status Quo, 2) Donation Boxes and Increased Citation, 3) Contractor Managed Parking System in Town to include paid public parking and the evaluation criteria he used to assess each alternative. Consultant Cain concluded that alternatives one and two would not adequately address the parking and signage issues in GMF and would not recommend these alternatives to the Town. Consultant Cain concluded his discussion of alternatives by recommending that the BOT support alternative three.

Consultant Cain expanded his recommendations by giving recommendations on how to run a paid parking management program. Those recommendations included which seasons to target, the hours of paid parking, the maximum costs of paid parking in GMF, and the days to operate the paid parking program. Based on these recommendations, Consultant Cain then provided a revenue estimate based on a model developed by himself. According to Consultant Cain's model, the average ticket for each parking space would be \$14 and determined that gross revenue from the program running at 50% would be \$157,000.

Consultant Cain ended his presentation with a thank you the BOT, stakeholders, community members, and Town Staff and advised the BOT that his recommendations are strictly advisory.

Mayor Newberry opened the Public Forum following Consultant Cain's presentation. Resident Piazza shared public comment. Resident Blasi shared public comment. Resident Bratton shared public comment. Resident Morrow shared public comment. Resident Stroope shared public comment.

Mayor Newberry opened the floor to questions from the Board. Trustee Guthrie asked how easy adjustments to the plan would be. Consultant Cain shared an example from his program and expressed that the process of adjusting the plan is easy. Trustee Loo asked about the signage rollout in Idaho Springs. Consultant Cain then shared his experience of installing signage across Idaho Springs and the value by community members of rusted metal signs in Idaho Springs. Trustee Guthrie asked about the possibility of charging different rates in different areas around GMF. Consultant Cain detailed that Idaho Springs has 4 zones for different paid parking areas. Trustee Peterson shared that donation boxes are not feasible as an option. Trustee Loo asked how long it would take to roll out interim signage. Town Manager Sprang shared that a draft Ordinance and RFP could be included at the next BOT meeting. Trustee Loo then asked would increase usage of trails continue in future summers.

Trustee Guthrie moved to begin a pilot paid parking program in GMF. Seconded by Mayor Pro Tem Peterson. Motion passed unanimously.

8. CORRESPONDENCE

9. REPORTS

- a. Trustee Reports**
- b. Committee Reports**
- c. Staff Reports**

Town Manager Sprang shared that CSU and the forest service will be working with the Town to work on encroachment issues.

Town Marshal Hodges shared that the Town has a new reserve officer and he will start in the next month or two.

10. ADJOURNMENT

Mayor Newberry adjourned the meeting at 8:57 PM.

Matt Gordon, Town Clerk/Treasurer

Jane Newberry, Town Mayor

ATTORNEY ENGAGEMENT AGREEMENT

THIS ATTORNEY ENGAGEMENT AGREEMENT is a contract for legal services effective upon execution between **WILSON WILLIAMS LLP** ("Wilson Williams") and **TOWN OF GREEN MOUNTAIN FALLS, COLORADO** (the "Client").

FOR AND IN CONSIDERATION of the mutual promises and undertakings herein set forth the parties agree as follows:

1. Legal Services. Wilson Williams agrees to provide the following legal services:

- Assist, advise, and represent Client with the re-drafting of its land use code; and
- Other duties as assigned.

Wilson Williams will exercise its best efforts on behalf of the Client and furnish the said services faithfully, with due diligence, and in accordance with the Colorado Rules of Professional Conduct. Wilson Williams is acting as an independent contractor therefore the Client will not be responsible for FICA taxes, health or life insurance, vacation, or other employment benefits.

2. Staffing. Nina P. Williams is the designated Attorney for this engagement to complete the legal services contemplated by this Agreement.

3. Fees and Expenses. The Client will compensate Wilson Williams for professional legal services as follows: Nina P. Williams - \$165.00/hr. Paralegal services from within the firm will be billed at \$95.00 per hour. Expenses such as photo copying will be charged at the rates set forth on the attached **Schedule of Costs**. Current rates may be changed upon the express approval of both parties, in advance. Wilson Williams will issue a detailed, itemized invoice each month, and the Client will pay each invoice within 30 days after receipt.

- Wilson Williams total fees and expenses, including those fees and expenses billed on this same matter by Nina Williams through her previous law firm of Murray Dahl Beery & Renaud, LLP shall not exceed \$32,600 total for work relating to the land use re-write project, within the parameters of the Client's Request for Proposals, and Ms. Williams' November 9, 2020 proposal to Client.


4. Termination. This Agreement may be terminated by either party upon notice in writing to the other. If Wilson Williams terminates this Agreement it will do so in such a manner as not to jeopardize the interests of the Client's matters then pending and will give the Client reasonable opportunity to secure other legal counsel.

5. File Retention and Destruction. will retain files received from and developed in handling the Client's matter for seven (7) years following the

conclusion of the matter. Wilson Williams will then give the Client the opportunity to receive the files, and if declined, Wilson Williams will dispose of them in a proper manner.

IN WITNESS WHEREOF the parties have set their hands and seals effective as of the date and year as signed below.

WILSON WILLIAMS LLP

By: 
Nina P. Williams, Partner

Date: _____

CLIENT

TOWN OF GREEN MOUNTAIN FALLS, COLORADO

By: _____
Jane Newberry, Mayor

Date: _____

Schedule of Costs

1. **Long Distance Telephone Charges:** There is no charge for long distance calls.
2. **Faxes:** There is no charge for faxes.
3. **Copying and Scanning:** Document scanning and copying charges are \$.10 per page for black and white copies, and \$.50 per page for color copies made within the Firm. Copying, collating, binding, and scanning performed outside the Firm shall be charged at actual cost. The decision to use outside scanning, copying, collating and binding services shall be made on a case-by-case basis as the circumstances require.
4. **Deliveries:** Items delivered by commercial messenger service are billed at the actual rate charged by the service.
5. **Legal Research:** The charge to the Client includes the usage amount billed directly to the Firm from its on-line legal research provider in relation to the Client's case.
6. **Mileage:** Mileage is charged at a rate consistent with the guidelines published by the IRS.
7. **Other Costs:** Other third party costs will be billed to clients at the same rate the Firm is billed for the third party services.

WILSON WILLIAMS LLP
PRIVACY POLICY NOTICE

Attorneys, like other professionals, who advise on certain personal matters, are required by federal law to inform their clients of their policies regarding privacy of client information. Attorneys have been and continue to be bound by professional standards of confidentiality that are even more stringent than those required by law. Therefore, please understand that your privacy is important to us and we will always protect your right to privacy. Maintaining your trust and confidence is a high priority to this law firm. The purpose of this notice is to comply with the law by explaining our privacy policy with respect to your personal information.

NONPUBLIC PERSONAL INFORMATION WE COLLECT:

In the course of providing our clients with legal services, we collect personal information about our clients that is not available to the public and which is provided to us by our clients or obtained by us with their authorization or consent.

PRIVACY POLICY:

As a client of Wilson Williams LLP, rest assured that all nonpublic personal information that we receive from you is held in confidence, and is not released to people outside the firm, except as agreed to by you, or as is permitted or required by law and applicable ethics rules.

CONFIDENTIALITY AND SECURITY:

We retain records relating to professional services that we provide so that we are better able to assist you with your professional needs and, in some cases, to comply with professional guidelines. We restrict access to nonpublic, personal information about you to those people in the firm who need to know that information to provide services to you (and their support personnel). In order to guard your nonpublic personal information, we maintain physical, electronic, and procedural safeguards that comply with our professional standards as well as federal regulations.

Please call the attorney you work with if you have any questions. Your privacy, our professional ethics, and the ability to provide you with quality service are very important to us.



Green Mountain Falls

COLORADO
OFFICE OF THE TOWN MANAGER

10516 Green Mountain Falls Road
PO Box 524
Green Mountain Falls, CO 80819
www.gmfco.us

To: GMF Board of Trustees
From: Angie Sprang, Town Manager
Date: 26 February 2021
Re: Managed Parking Request for Proposals (RFP)

Background/Discussion

The Town of Green Mountain Falls has a long-standing reputation as one of the most delightful spots in the Rocky Mountains. Located eight miles west of Manitou Springs, the Town is known for its small-town mountain charm, scenic backdrop, and access to the world class outdoor recreational opportunities that abound throughout the region.

In 1887, W.J. Foster bought the Valley the Town sits in and built a summer resort in the area for Tourists. Soon thereafter, the Colorado Midland Railway came through the valley and began bringing a steady stream of tourists seeking to explore the scenic beauty of the American West to the Town. In those days, a ten-cent ride bought an opportunity to spend a holiday in the Town's Hotel and Cottages, enjoying the cool mountain breezes while taking in the verdant countryside.

While the Colorado Midland stopped bringing visitors to Town in 1923 the reputation of Green Mountain Falls as a destination for tourists to soak in the picturesque beauty of the Rocky Mountains has persisted. Thousands of annual visitors come to experience the Town's amenities- the restaurants and shops, burgeoning art community, beautiful Lake and historic gazebo, and access to an extensive and beautiful Trail System.

Over the past few years, visits to the Town have increased dramatically. In the High Tourism season, traffic congestion in Town has increased as it has become increasingly difficult to find a parking space in one of the Town's 250 public parking spaces. This has impacted the Community in Green Mountain Falls, as

During the high tourism season in the summer, the Town's approximately 250 public parking spaces have been increasingly filled to capacity with increasing regularity by users of the Town's trail system, and traffic congestion has increased as visitors circulate, looking for somewhere to park. Illegal parking in the Town Right of Way and on private property has become an increasing concern, and the Town has struggled with the increased burden on trash and public restroom facilities. This has also created a burden for Business Owners, as it has become increasingly difficult to find nearby parking on heavily congested days, causing would be customers to leave in search of other opportunities.

In the summer of 2020, these issues reached a flash point when the "Safer in the Great Outdoors" public health order went into effect. Under this order, individuals were encouraged to stay home as much as possible but were also encouraged to enjoy parks and open space while following social distancing guidelines. The previous issues that the Town had been experienced related to visitor traffic were instantly compounded with thousands of additional visitors looking to enjoy all the amenities that Green Mountain Falls has to offer.

In summer 2020, the pro bono services of Jon Cain, Consultant, were secured to conduct a Parking and Signage study resulting in the attached [Town of Green Mountain Falls 2021 Parking and Signage Study](#).

On Tuesday, February 16, 2021, the Town Board of Trustees approved the following recommendations of the Consultant:

General Recommendations

1. The Town Board should adopt by Resolution an Official Parking Plan that includes the creation of "Residential Only Parking Zones" limited to Residents of Town, their guests, and potentially Short-Term Rental users.
2. The Town Board should adopt by Resolution an Official Signage Plan that dictates standards for Signage displayed in the Town Right of Way, along with standards for Wayfinding Signage related to Parking and Trails usage.

3. The Town Staff should utilize their Sign Making Capability to install “interim wayfinding” signage related to Parking Facilities, Trails, the Downtown Businesses and other points of interest.
4. The Town should establish a “Trails Welcome Center” near the Pool where visitors can receive information about the Town and the Trails System.
5. The Town should form a Community Stakeholder Group and work with the Kirkpatrick Foundation to develop permanent Wayfinding Signage for the Town and funding strategies to install it.

Managed Parking Recommendations

1. Paid Parking in Green Mountain Falls should initially be operated between April and October.
2. The hours of operation for such a program should be between 6:00 AM and 4:00 PM.
3. The Program should offer free parking to all residents of the City, and potentially to nearby community members if approved by the Board of Trustees.
4. The Program should offer 2 hours of Free Parking followed by 2 hours of parking for \$2 an hour. After that time, the cost should increase to \$5 an hour for a maximum charge of \$34 an hour for 10 hours of parking.
5. The program should be initially operated Friday-Sunday only with an option to expand to weekly if the Town determines it to be beneficial.

Recommendation/Conclusion

Per the 7 “Next Steps” recommendations of the Consultant listed on page 6 of the Consultant’s [Town of Green Mountain Falls 2021 Parking and Signage Study](#) report, and the Town Board of Trustees request at the Tuesday, February 16, 2021 Board of Trustees public meeting Town Staff presents to the Board: (1) Town of Green Mountain Falls 2021 Parking and Signage Study, (2) Managed Parking Request for Proposal, (3) DRAFT Parking Services Agreement, and (4) DRAFT Ordinance No. 2021-XX an Ordinance of the Board of Trustees of the Town of Green Mountain Falls adding a New article XV to the Green Mountain Falls Municipal Code Authorizing Special Code Enforcement of Town Parking Rules.

Town Staff requests that the Board of trustees **CONSIDER APPROVAL** the [DRAFT Managed Parking Request for Proposals \(RFP\)](#). The RFP, if approved by the BOT this evening, will be posted tomorrow March 3, 2021 and begin collecting proposals from third party parking management contractors.

Town Staff included the first/rough DRAFTS of the following documents: (1) the DRAFT Parking Services Agreement, and (2) the DRAFT Ordinance No. 2021-XX an Ordinance of the Board of Trustees of the Town of Green Mountain Falls adding a New article XV to the Green Mountain Falls Municipal Code Authorizing Special Code Enforcement of Town Parking Rules. Comments from the BOT and Town Staff will be forwarded to the Town Attorney for review and inclusion in the final program. A final vendor contract, as well as final drafts of the Parking Services Agreement and Ordinance No. 2021-XX . 2021-XX an Ordinance of the Board of Trustees of the Town of Green Mountain Falls adding a New article XV to the Green Mountain Falls Municipal Code Authorizing Special Code Enforcement of Town Parking Rules, will be negotiated and presented at the BOT meeting for final review and consideration of final approval on Tuesday, April 6, 2021 that will take into account all of the above considerations discussed by the Board this evening. Should the BOT agree with the two (2) following additional recommendations from the Consultant (below), these items will be included. Additional Recommendations for Board Consideration this evening are:

1. Include an escape clause in the contract in case the fees for parking services exceed revenue generated.
2. Consider a Gross Revenue split with the Contractor during the Trial Period (will avoid the above situation but will need contract appendix to dictate costs the contractor can deduct from Gross Proceeds to come up with the split. Just realized in my plan I called for gross revenue split, it should be net split after expenses deducted.

The above items address bullet points one (1) and two (2) in the “Next Steps” outlined in the Consultant’s report recommendations listed on page 6 of the Consultant’s [Town of Green Mountain Falls 2021 Parking and Signage Study](#) report.

Bullet points three (3) and four (4) can be addressed by the creation of a citizen led Wayfinding Signage Task Force. Jesse Stroope and Dyani Loo have both expressed interest in leading such a task force.

Bullet point five (5) may be considered by and best addressed by the Parks Recreation and Trails (PRT) Advisory Committee.

Bullet point six (6) is part of the future roll out done by the third-party parking management firm in conjunction with Town Staff.

Bullet point seven (7) mentions a stakeholder's group. This group was created upon initially embarking on the Parking and Signage Study process in August 2020.

Request for Proposals
Managed Parking
for the
Town of Green Mountain Falls, Colorado



Published: March 3, 2021

Proposal Deadline: March 22, 2021 at 5:00 pm

Purpose

Obtain competitive proposals from qualified individuals or firms interested in Managing Parking in the Town of Green Mountain Falls.

Background

The Town of Green Mountain Falls has a long-standing reputation as one of the most delightful spots in the Rocky Mountains. Located eight miles west of Manitou Springs, the Town is known for its small-town mountain charm, scenic backdrop, and access to the world class outdoor recreational opportunities that abound throughout the region.

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During the high tourism season in the summer, the Town's approximately 250 public parking spaces have been increasingly filled to capacity with increasing regularity by users of the Town's trail system, and traffic congestion has increased as visitors circulate, looking for somewhere to park. Illegal parking in the Town Right of Way and on private property has become an increasing concern, and the Town has struggled with the increased burden on trash and public restroom facilities. This has also created a burden for Business Owners, as it has become increasingly difficult to find nearby parking on heavily congested days, causing would be customers to leave in search of other opportunities.

In the summer of 2020, these issues reached a flash point when the "Safer in the Great Outdoors" public health order went into effect. Under this order, individuals were encouraged to stay home as much as possible but were also encouraged to enjoy parks and open space while following social distancing guidelines. The previous issues that the Town had been experienced related to visitor traffic were instantly compounded with thousands of additional visitors looking to enjoy all the amenities that Green Mountain Falls has to offer.

In summer 2020, the pro bono services of Jon Cain, Consultant, were secured to conduct a Parking and Signage study resulting in the Town of Green Mountain Falls 2021 Parking and Signage Study. This request for proposal has been released to procure the services of a parking management company/firm to implement managed parking and install necessary parking related signage within the Town of Green Mountain Falls.

Project Budget and Timeline

The project budget has not been established. Interested consultants should provide a scope of work and a practical budget for undertaking the project. The respondent should consider GMF's overall operating budget and limited staff to be as efficient as possible. Suggestions and solutions that minimize the expenses associated with tasks are welcome.

The Town intends to select a parking management company and have an executed contract by April 6, 2021. With the intention for installation and managed parking to begin in April 2021/May 2021.

Inquiries and Addenda

The Town will not be holding formal pre-proposal meeting. Project related questions may be submitted up to Thursday, March 18, 2020 at 5:00 PM and should be submitted to Town Staff:

Angie Sprang, manager@gmfco.us

Virgil Hodges, marshal@gmfco.us

Any addenda issued to this RFP will be distributed to all known RFP holders. No addenda to this RFP will be issued by the Town after Thursday, March 18, 2020 at 5:00 PM.

Project Overview & Scope of Services

In the 2019 Comprehensive Update, Plan GMF, residents and stakeholder groups created a vision for the Town. Its implementation does support managed parking and parking is listed in the top ten (10) of priorities for the Town of GMF. Attached is a DRAFT Parking Services Agreement which outlines in sections 2-14 the general scope services the Town of GMF is interested in implementing. Another available resource is the attached DRAFT Ordinance No. 2021-XX an Ordinance of the Board of Trustees of Town of Green Mountain Falls adding a New Article XV to the Green Mountain Falls Municipal Code Authorizing Special Code Enforcement of Town Parking Rules, the Town of Green Mountain Falls 2021 Parking and Signage Study, and the Town of GMF 2019 Comprehensive Plan. The successful proposal will take into thoughtful consideration all these resources. It is of upmost importance that any recommended installations by the parking management company match the general authentic look and feel of the Town. Maintaining authenticity in our small town is a top priority!

Submittal Requirements

Cover letter. Cover letter shall that succinctly explains the respondent's interest in the project.

Statement of project understanding. Narrative describing the respondent's understanding and approach to the project's objectives.

Qualifications. Provide names, titles, and responsibilities of key personnel responsible for the management and completion of this project. Include qualifications and experience, highlighting work in communities like GMF.

Work Plan and Schedule. Work plan for accomplishing the project, including tasks to be performed, summary of deliverables, with detailed schedule. Include expectations for GMF Staff and Intern time to be used to reduce the overall budget

Fee Proposal. Fee proposal that includes total project cost and a breakdown of costs. Tasks can be itemized as "optional" and bid independently to allow flexibility in fees.

References. Information about other work performed by the Consultant on similar projects and at least three (3) references from clients with whom the Consultant has performed similar services.

Each proposal should be submitted electronically, to the Town Manager and Town Marshal contacts listed below, in a portable document format no later than Monday, March 22, 2021 at 5:00 pm.

Angie Sprang
Town Manager
manager@gmfco.us
719-684-9414 ext. 5

Virgil Hodges
Town Marshal
marshal@gmfco.us
719-684-9415

Method of Evaluation and Award

Receipt, registration, and opening of proposals will be conducted by committee to include at a minimum the Town Manager and Town Marshal. Responses to the RFP and modifications to proposals received after the deadline will be considered late and will not be accepted.

Proposals will be evaluated on a combination of criteria:

- Experience, qualifications, and technical capability of consultant and proposed staff;
- Demonstrated understanding of the project and scope of work, project approach, and methodology;
- Demonstrated experience in similar towns and projects
- Schedule and plan for managing and delivering the desired project; and
- Cost of service and billing rates.

The Town is not required to take the lowest priced proposal. The Town reserves the right to evaluate the proposals in the manner deemed to be in the best interest of the Town. After evaluation of proposals, the Board of Trustees may award a contract or resolicit the RFP to obtain additional proposals. The Town of Green Mountain Falls reserves the right to reject any and all proposals.

Resources Available

Town of Green Mountain Falls 2021 Parking and Signage Study

[2019 Comprehensive Plan](#)

DRAFT Parking Services Agreement

DRAFT Ordinance No. 2021-XX an Ordinance of the Board of Trustees of Town of Green Mountain Falls adding a New Article XV to the Green Mountain Falls Municipal Code Authorizing Special Code Enforcement of Town Parking Rules

About the Town

Green Mountain Falls was built on tourism and has appreciated great success since the late-nineteenth century when its famous landmark, Gazebo Lake, was excavated. At that time, the streets were laid out with two hotels and about 100 tent cabins. A small train depot beside the lake brought visitors from across the country to relax in the cool mountain valley. Today, many of the vacation homes in Green Mountain Falls have been converted to year-round homes, but several historic buildings and Victorian houses remain. These include the Church in the Wildwood, built in 1889, the Hotel Outlook, originally a manse for the church, and the Lakeview Terrace Hotel.

The entrance to downtown was recently memorialized by a Town Hall, municipal offices, and fire station, off Highway 24 at Green Mountain Falls Road. Gazebo Lake still represents the center of GMF, with a cluster of small, local businesses surrounding it. The community attracts world-renowned artists every year for the Green Box Arts installation and the trails system brings hikers all summer to enjoy the spectacular views and quaint small town.

TOWN OF GREEN MOUNTAIN FALLS

ORDINANCE NO. 2021-_____

AN ORDINANCE OF THE BOARD OF TRUSTEES OF THE TOWN OF GREEN MOUNTAIN FALLS ADDING A NEW ARTICLE XV TO THE GREEN MOUNTAIN FALLS MUNICIPAL CODE AUTHORIZING SPECIAL CODE ENFORCEMENT OF TOWN PARKING RULES

WHEREAS, the Board of Trustees desires to expand their authorize specific persons to issue summonses and complaints for violations of Town parking regulations, provided that such individuals shall have no authority to detain or arrest individuals or impound property;

WHEREAS, the Board of Trustees finds and determines that this Ordinance is authorized under the Colorado Municipal Court Rules of Procedure ("MCRP");

WHEREAS, MCRP Rule 204(b)(3) provides that "[a] summons and complaint may be issued by a peace officer. . . .";

WHEREAS, MCRP Rule 203(d) defines a "peace officer" to be "a duly appointed law enforcement officer of the state of Colorado or any political subdivision thereof, authorized by the constitution, statutes, charter, or ordinances to enforce municipal charter and ordinance violations";

WHEREAS, the definition of "peace officer" in the MCRP is determinative of who may serve as a peace officer for purposes of serving municipal summonses and complaints under MCRP Rule 204(b)(3), and the definition of "peace officer" in Title 16 and other Colorado state statutes is not relevant to the issue of who may service municipal summonses and complaints under the MCRP;

WHEREAS, this Ordinance is consistent with the MCRP, because it is enacted by the Board of Trustees of the Town of Green Mountain Falls, which is a political subdivision of the state of Colorado, and it authorizes special code enforcement officers of the Town to enforce municipal ordinance violations;

WHEREAS, it is the intent of the Board of Trustees that this Ordinance authorize special code enforcement officers of the Town to issue summonses and citations for violations of the Town's parking regulations.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE TOWN OF GREEN MOUNTAIN FALLS, COLORADO:

Section 1. A new Article XV of the Town of Green Mountain Falls Municipal Code is hereby added to read as follows:

ARTICLE XV – SPECIAL PARKING CODE ENFORCEMENT OFFICERS

Sec. 2-310. – Creation.

There is created the position of special code enforcement officer. All special code enforcement officers shall be hired or designated as a special code enforcement officer by the Town Manager, and may be employees, agents or independent contractors (or employees thereof) of the Town. Such special code enforcement officers may be hired on a temporary or permanent basis, and may work full- or part-time hours.

Sec. 2-311 – Authority.

(a) Special code enforcement officers shall have the authority to enforce all parking regulations set forth in this the Town of Green Mountain Falls Municipal Code, including without limitation, the parking regulations set forth in the Model Traffic Code adopted by the Town in Chapter 10.04.

(b) Special code enforcement officers may issue Municipal Court summonses and complaints for violations of the Code provisions they are authorized to enforce pursuant to subsection (a) hereof; provided that special code enforcement officers shall have no authority to detain or arrest individuals, or impound property.

Section 2. Severability. If any article, section, paragraph, sentence, clause, or phrase of this Ordinance is held to be unconstitutional or invalid for any reason, such decision shall not affect the validity or constitutionality of the remaining portions of this Ordinance. The Board of Trustees hereby declares that it would have passed this Ordinance and each part or parts hereof irrespective of the fact that any one, or part, or parts be declared unconstitutional or invalid.

Section 3. Safety. The Board of Trustees finds that the adoption of this Ordinance is necessary for the protection of the public health, safety and welfare.

Section 4. Effective Date. This Ordinance shall become effective 30 days after publication.

ADOPTED AND ORDERED PUBLISHED the __ day of _____, 2021, at the Green Mountain Falls Town Hall, 10615 Green Mountain Falls Road, Green Mountain Falls, Colorado 80819.

Jane Newberry, Mayor

ATTEST:

Town Clerk/Treasurer

Published in the Pike Peaks Courier, _____ 2021.

PARKING SERVICES AGREEMENT

This Parking Management Services Agreement is made and entered into this ____ day of _____, 2021, by and between the TOWN OF GREEN MOUNTAIN FALLS, a Colorado statutory Town (hereinafter called "Town"), and [PARKING COMPANY NAME].

WHEREAS, the Town and Parking Company Name desire to enter into a long-term agreement to manage the parking facilities owned by the Town pursuant to the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the foregoing and for good and valuable consideration, the sufficiency and adequacy of which is hereby acknowledged, the parties agree as follows:

1. **Definitions.** In this agreement:

(a) "Balance of Revenue" means Net Revenue minus Management Fee (as that term is defined in Section 4, below).

(b) "Gross Revenue" means all revenue collected by Parking Company Name in connection with the operation of the Parking Facilities.

(c) "Net Revenue" means Gross Revenue minus Transaction Fees and Taxes.

(d) "Operating Expenses" means those expenses paid by Parking Company Name without reimbursement from the Town and listed in Exhibit A. All other costs in connection with the Parking Facility, including, but not limited to snow removal, capital maintenance of the Parking Facilities, lighting, line painting, litter removal, asphalt repairs, and grading for the Parking Facilities, are specifically excluded from the definition of Operating Expenses and shall be paid directly by the Town.

(e) "Parking Facilities" or "Parking Facility" shall be as defined by Section 7 of this Agreement.

(f) "Parking Zones" refers to a designated area of the Town to be managed in accordance with this agreement.

(g) "Taxes" means all transaction value, ad valorem, sales and use taxes, rates, charges or assessments levied, rated, charged or assessed or required to be collected or paid (or both collected and paid) in the operation of the Parking Facilities.

(h) "Transaction Fees" means all transaction fees charged by a credit or debit card processing institution for processing payments of Gross Revenue by a credit card and third-party advance reservation sales commissions such as those charged by the Application for each usage of the Park Green Mountain Falls app.

2. **Engagement.** Subject to the terms and conditions of this Agreement, Parking Company Name shall provide all labor, supervision, tools, materials, equipment, and management necessary

to provide Parking Management Services in designated Commercial and Residential permit only parking areas of the Town in accordance with the terms and conditions set forth in this agreement.

Parking Company Name shall additionally carry out the Town's Policies and execute directives from the Town pertaining to parking facility management in matters related to the terms and conditions of parking in the Parking Facilities as well as other matters not specifically listed herein.

3. **Term and Termination.**

(a) The initial term of this Agreement shall be for thirty-six (36) months, from [DATE] (the "Commencement Date") to [DATE], unless terminated earlier as may be permitted in this Agreement. Upon the expiration of the Initial Term, this Agreement may be extended for any number of additional one (1) year terms (individually, a "Renewal Term") unless either party notifies the other in writing at least thirty (30) days prior to the expiration of the Initial Term or a Renewal Term that the party does not want the term to renew, and then the Agreement shall end at the end of the current Term. Where used in this Agreement, "Term" shall include the Initial Term and any Renewal Term(s). Each twelve (12) consecutive month period during the term of this Agreement shall be referred to as an "Operating Year."

(b) Either party shall have the right to terminate this Agreement in the event the other party has failed to perform any of the terms and conditions specified herein, if said failure has been called to the attention of the breaching party in writing via certified mail or email and that party has not corrected said failure within thirty (30) days, or within such additional time as is reasonably necessary, of its receipt of written notice. In the event of such termination, this Agreement shall terminate immediately, and all compensation and other fees shall be paid through the termination date.

4. **Management Fee.** As compensation for the services rendered by Parking Company Name, the Town will pay Parking Company Name a monthly management fee equal to [X], as that term is hereinafter defined (the "Management Fee"). The Management Fee shall be calculated and paid monthly.

(a) Parking Company Name shall deposit the Gross Revenue daily into the Town's designated bank account.

(b) On or before the 15th day of each month, Parking Company Name will give the Town a report with statistics and analysis for the preceding calendar month setting out information required by the Town, to include the following information in a format agreeable to the Town:

a. Total Number of Vehicles Parked in the Commercial Facilities, broken down by the following demographics:

- i. Non-Permitted Users
- ii. Town Residents
- iii. County Residents
- iv. Employees

- v. Teachers
- b. Average length of stay for each demographic of user listed above.
- c. Total number of parking violations and warning issued by Parking Company Name Ambassadors.
- d. Gross Revenue collected by Parking Company Name in connection with the operation of the parking facilities, along with any other revenue sources not specifically mentioned herein.
- e. Total transaction fees charged by any processing institution for the processing of payments by credit card or any other application.
- f. Total number of Residential Permits, broken down by the following demographics:
 - i. Town Residents
 - ii. County Residents
- g. Log of complaints received regarding the parking facilities and their resolution.
- h. Log of Ambassador “QR Check Ins” for the appropriate time period.
- i. Itemized list of expenses incurred by Parking Company Name related to the management of the parking facilities with proof of payment.

Upon receipt and review of said statement, the Town will submit an invoice for the Management Fee to Town Council for approval and payment to Parking Company Name.

(c) The Town will notify Parking Company Name within fifteen (15) calendar days after receiving any invoice for payment, of any defect in the invoice or the work that may result in the Town declining to pay all or part of the invoiced amount. The Town may withhold payment from Parking Company Name in whole or part, if:

- a. Parking Company Name is in breach of this Agreement; or
- b. The reporting required by the Town as defined herein is incorrect or incomplete and requires remedy.

(d) All Taxes, if any, separately stated as required by law, shall be collected by Parking Company Name from customers and transmitted to the taxing authority as required.

(e) If this Agreement commences on any date other than the first of the month, then the parties shall adjust all revenues, expenses, deposits and accounts receivable as of midnight the evening before the Commencement Date.

(f) Work done by Town Staff in relation to the Administration of Paid or Permitted Parking Management, or in relation to the installation, maintenance, and upkeep of required elements of the paid parking system shall be billed to Parking Company Name at a rate of \$50.00 per hour.

5. **Gross Revenue, Cash Deposits, Disbursements and Controls.** Parking Company Name shall install and maintain a system of internal controls covering income and expenses.

(a) **Gross Revenue.** Parking Company Name shall install and maintain an accurate and efficient accounting system for Gross Revenue of the Parking Facilities approved by the Town. All records pertaining to Gross Revenue including, without limitation, monthly parking records, citations issued by Parking Company Name, coupon and validation sales and redemption records, daily reports and deposit slips shall be available for examination and audit to the Town and its authorized representatives upon fifteen (15) days written notice by the Town to Parking Company Name.

(b) **Disbursements.** Parking Company Name shall install and maintain at its main office in an accurate and efficient accounting system for disbursements of the Parking Facilities. Such system shall evidence all monies disbursed by Parking Company Name with respect to the management of the Parking Facilities. All records pertaining to disbursements shall be maintained by Parking Company Name but shall be available to the Town and its authorized representatives for examination and audit upon fifteen (15) days written notice by the Town to Parking Company Name.

(c) **Pricing.** The Town shall provide parking pricing by location to Parking Company Name no later than **fifteen (15) days** in advance of each season during the Term. The Town is responsible for updating pricing on signage, while Parking Company Name is responsible for updating pricing in the kiosks and all other point of sale locations including but not limited to online sales and mobile applications. The Town reserves the right to adjust pricing at any time provided the Town communicates such changes to Parking Company Name in writing with at least thirty (30) days advance written notice.

6. **Meetings.** The Town shall appoint an individual to serve as liaison with Parking Company Name for the purpose of reviewing all matters under this Agreement. As requested by either the Town or Parking Company Name, at a mutually agreeable time and place, the Town's and Parking Company Name's representatives shall meet to carry out these purposes. Parking Company Name shall at least annually present a reporting regarding the management of the Parking Facilities to Town Council, to include review of all matters under this Agreement.

7. **Parking Facilities.**

(a) There shall be a commercial parking zone consisting of Miner Street and the cross avenues between 17th-14th from Center Alley to the North to Parking Company Name 70 to the South. Included in this area are four (4) parking lots at the following locations:

[Include description of areas]

(b) There shall be a Residential Permit Parking Only zone that includes the following areas:

[Include description of areas]

(c) These parking zones are subject to change as deemed necessary by the Town in the Town's sole discretion (each shall be considered a "Parking Facility" and collectively, the "Parking Facilities" for the purposes of this Agreement).

8. **Rates.** Rates for parking in the paid zone shall be set as follows: First Hour Free, Second Hour Free, Third Hour Two (2) dollars, 4th hour Two (2) dollars, and subsequent hours \$5 per hour. Parking fees will “reset” after 3 hours. This rate structure may be adjusted by the Town as it deems necessary in its sole discretion.

9. **Enforcement.** Parking Company Name shall enforce the Town's parking regulations in the areas designated in Section 7 of this Agreement. Parking Company Name shall not enforce the Town's other parking regulations. Parking Company Name's compensation under this agreement is not based upon and shall not be affected by the number of citations issued. The process for parking violations issued by Parking Company Name in the parking facilities designated by this Agreement shall be as follows:

a. Upon identification of a violation of the rules of the parking facilities, Parking Company Name shall be authorized to leave a parking penalty assessment on the windshield of the offending vehicle.

b. Parking Company Name shall generate a report that includes the following information:

- i. Make and Model of Vehicle
- ii. License Plate Number
- iii. Picture of Violation
- iv. Description of Violation

c. Parking Company Name shall leave notice of violation on the offender vehicle, and within seven (7) days, if the revenue from the violation is not collected, Parking Company Name shall bring said report to Town Hall where a designated agent of the Town will issue a Town Citation to the offender.

10. **Hours of Operation.**

(a) Paid parking shall operate in the Paid Zones between the hours of 6:00 a.m. to 4:00p.m. during each day, or at such other times as determined by the Town.

(b) Management of the Residential Parking Facilities will operate between the hours of 5:00 am and 6:00 p.m. each day. There shall be a Parking Company Name Employee available to respond to issues in the residential permitted areas of the Town in person within 1 hour to handle requests during these hours.

(c) These Times are subject to change as is deemed necessary by the Town in its sole discretion.

11. **Signage.**

(a) Parking Company Name agrees to pay for all instructional signage recommended and agreed upon with the Town for the Parking Facilities. The signage will be branded as the Town requires, and the Town and Parking Company Name agree to work together to secure all governmental approvals and permits required for such signage per Exhibit B.

(b) Parking Company Name agrees to install and update all signage related to the parking facilities in regard to hours of operation, cost, and other information.

(c) Work done by Town Staff in relation to the Installation or Updating of Signage for Parking Management shall be billed to Parking Company Name at a rate of \$50.00 per hour.

12. **Equipment.** The Town and Parking Company Name acknowledge and agree that Parking Company Name has installed at the Parking Facilities the equipment set forth on Exhibit C (hereinafter, the “Equipment”) to be installed at Parking Company Name’s expense. The Town reserves the right to require Parking Company Name to replace equipment related to the Parking Facilities deemed faulty or obsolete by the Town.

13. **Maintenance.** Parking Company Name shall maintain the Equipment in working order, including but not limited to those items listed in Exhibit B. The cost of maintaining the Equipment shall be Operating Expenses. Parking Company Name will conduct maintenance and updating of the Equipment in a timely manner.

14. **Staffing & Complaints.** Parking Company Name shall employ at the Parking Facilities a sufficient number of honest, competent and courteous personnel capable of managing and maintaining Parking Facilities in accordance with the terms and conditions hereof such that the Parking Facilities shall be operated in a first-class manner similar to other first-class parking facilities of similar type in the area.

(a) Parking Company Name shall advertise all open positions for employment in the Town of Green Mountain Falls locally, in the following mediums:

- a. On the Park Green Mountain Falls Website
- b. On the Town of Green Mountain Falls Facebook Page
- c. Other mediums as dictated by the Town.

(b) The number of persons employed at the Parking Facilities shall be satisfactory to the Town and shall be increased or decreased as required by the Town. The staffing levels of the parking facilities shall adjust seasonally, as follows:

- a. Parking Company Name shall respond to after hour requests in the Residential Permit Areas between the hours of 5:30 p.m. and 9:00 p.m. within 1 hour; and requests after 9:00 p.m. by 10 a.m. the next morning.
- b. Parking Company Name shall provide an employment schedule to the Town on Monday of each week for that week.
- c. Parking Company Name will cause stickers with QR codes to be installed

throughout the Residential Permitted Area and Commercial Parking District. Ambassadors will scan these codes when on rounds and a record of this will be provided to the Town along with other reporting requirements required for monthly payment of the parking fee by the Town.

d. Personnel shall be screened by Parking Company Name before hiring and shall be employed, disciplined, discharged, promoted and directed in the performance of their duties by Parking Company Name, including in accordance with OSHA regulations. All personnel providing services hereunder shall be and remain, at all times, employees of Parking Company Name and shall not be considered the employees or agents of the Town for any purpose. Parking Company Name shall provide all necessary executive and supervisory personnel who are not stationed at the Parking Facilities but are required for the proper management of the Parking Facilities. Records of Criminal Background Check and Drug Screening must be completed for each employee and made available to the Town.

e. Parking Company Name's employees shall present a clean, neat, professional and easily recognized appearance as a Parking Company Name employee. Parking Company Name shall provide each employee with matching uniforms. The uniforms shall include shirts with the Parking Company Name Logo and clean and fitted pants or bottoms, all approved by the Town. In addition, Parking Company Name shall provide each employee with an identification badge with the employee's name, photo, and the Parking Company Name Logo. The identification badges shall be worn or attached to an outer garment when the employee is performing services under this Agreement.

f. Parking Company Name shall negotiate and obtain any necessary labor agreement.

g. The Town shall have the right to require the removal of any employee from the Parking Facilities whose conduct shall not reasonably satisfy the Town.

(c) Parking Company Name agrees to handle and record in a prompt and courteous manner all complaints by patrons of the Parking Facilities pursuant to a protocol to be determined by the Town, as follows:

a. Parking Company Name shall monthly provide a log to the Town of Complaints received. That log shall consist of the related Citation number (if applicable), the name of the complainant, their complaint, and a brief note regarding how the complaint was resolved.

b. In the case that Parking Company Name is not able to resolve a complaint in a timely fashion, they will notify the Town in writing of the complaint, the nature of the complaint, as well as the name and contact information of the complainant.

15. **Compliance with Laws.** Parking Company Name shall comply with all federal, state and municipal laws, ordinances and regulations pertaining to the Parking Facilities or the business conducted therein by Parking Company Name including, without limitation, laws relating to equal opportunity employment and federal, state and municipal tax withholding laws. Any reasonable expense incurred by Parking Company Name by reason of this section shall be included as Operating Expenses.

16. **Insurance.**

(a) Parking Company Name shall obtain and maintain the following types of insurance in not less than the indicated amounts in companies authorized to do business in the state where the Parking Facilities are located:

- (i) Parking Company Name shall obtain and maintain, with respect to all persons employed by it at or for the Parking Facilities, Worker's Compensation Insurance as follows:

Part A:	Statutory
Part B- Each accident	\$1,000,000

- (ii) Parking Company Name shall obtain and maintain commercial general liability (CGL) (including bodily injury and property damage) insurance and shall include the Town as an additional insured, in the amount of \$1,000,000 combined single limit each occurrence, \$2,000,000 aggregate.

- (iii) Parking Company Name shall obtain and maintain automobile liability insurance and shall include the Town as an additional insured, in the amount of \$1,000,000 combined single limit each occurrence, \$2,000,000 aggregate.

- (iv) Parking Company Name shall obtain and maintain excess liability insurance over the CGL, GKLL and Employer's Liability coverages and shall include the Town as an additional insured in the amount of \$5,000,000.

- (v) Parking Company Name shall obtain and maintain crime insurance on all its employees as follows:

Employee Dishonesty:	\$100,000
Theft, Disappearance, Destruction (Money, Securities – Inside) :	\$100,000
Theft, Disappearance, Destruction (Money, Securities – Outside):	\$100,000
The Town's Property:	\$100,000

(b) Certificates evidencing such insurance and naming the Town as an additional insured with respect to Parking Company Name's operations, shall be furnished by Parking Company Name within five (5) days of the Effective Date and Parking Company Name must provide an updated certificate evidencing insurance at the commencement of each Operating Year. Premiums with respect to the policies which Parking Company Name must obtain shall be paid by Parking Company Name.

17. **Indemnities.**

(a) Parking Company Name shall, at its own cost and expense, defend, indemnify and hold the Town, and its officials, officers, employees, trustees and agents harmless against and with respect to any and all claims, proceedings, complaints, investigations, demands, causes of action, interest, penalties, damages, liabilities, losses, costs and expenses, arising out of, based upon or

relating or pertaining to claims made by third parties and attributable to the negligence or willful misconduct of Parking Company Name or any of its agents, servants or employees, including, without limitation, property damage and injury or death to any person.

(b) NEITHER PARTY SHALL BE LIABLE FOR ANY INDIRECT, CONSEQUENTIAL, OR PUNITIVE DAMAGES (OR ANY COMPARABLE CATEGORY OR FORM OF SUCH DAMAGES, HOWSOEVER CHARACTERIZED IN ANY JURISDICTION), ARISING OUT OF OR RESULTING FROM THE PERFORMANCE OR NONPERFORMANCE OF ITS OBLIGATIONS UNDER THIS AGREEMENT, REGARDLESS OF THE FORM OF ACTION, WHETHER IN CONTRACT, NEGLIGENCE, TORT, STRICT LIABILITY, PRODUCTS LIABILITY OR OTHERWISE, AND EVEN IF FORESEEABLE OR IF SUCH PARTY HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.

(c) The provisions in this Section shall survive the expiration or earlier termination of this Agreement.

18. **Security.** The Town expressly acknowledges that Parking Company Name's obligations in connection with the management, operation and promotion of the Parking Facilities, and employment of persons in connection therewith, do not include the rendition of service, supervision, or furnishing of personnel in connection with the personal safety and security of employees, tenants, customers, or other persons within and about the Parking Facilities. Parking Company Name does not have knowledge or expertise as a guard or security service, and does not employ personnel for that purpose, nor do Parking Company Name's employees undertake the obligation to guard or protect customers against the intentional acts of third parties. The Town will determine, at the Town's discretion, whether and to what extent any precautionary warnings, security devices, or security services may be required to protect patrons in and about the Parking Facilities.

19. **Permits and Licenses.** Parking Company Name shall apply for and secure, in its own name, all municipal permits and licenses required for the Parking Facilities and carry out the responsibility under all such permits and licenses to the public and to the agencies having jurisdiction. Any expenses incurred by Parking Company Name in discharging its responsibilities under this Section shall be Operating Expenses.

20. **Notices.** Any notice, approval or other communication required hereunder shall be deemed given if sent by certified mail, return receipt requested, to the address set forth below or to such other address as was last designated by a written notice of the other party:

If to the Town:

Town of Green Mountain Falls
Attn: Town Administrator
10615 Green Mountain Falls Road
Green Mountain Falls, Colorado, 80819

Telephone No: 719-684-9414

If to Parking Company Name:

21. **Modification.** This Agreement shall constitute the entire agreement between the parties hereto, and it may not be amended except in a written document signed by each party.

22. **Benefits and Burdens.** The terms and conditions hereof shall be binding upon and shall inure to the benefit of the Town, Parking Company Name and their respective successors and assigns.

23. **Independent Contractor.** Parking Company Name is an independent contractor; nothing herein shall be construed to create a fiduciary relationship, partnership, joint venture or other business relationship between the parties.

24. **Severability.** In the event that any one or more of the provisions contained herein shall, for any reason, be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provisions of this Agreement, but this Agreement will be construed as if such invalid, illegal or unenforceable provisions had never been contained herein, unless the deletion of such provision or provisions would result in such a material change so as to cause completion of the transactions contemplated herein to be unreasonable.

25. **Governing Law and Venue.** This Agreement shall be governed by and construed in accordance with the laws of the state of Colorado. Venue for any legal action relating to or arising out of this Agreement will be in the Courts of El Paso County, State of Colorado.

26. **Assignment and Subcontracting.** Parking Company Name covenants and agrees that it will not assign or transfer its rights, duties or obligations hereunder without first obtaining the written consent of the Town. Any attempts by Parking Company Name to assign or transfer without such prior written consent of the Town shall, at the option of the Town, automatically terminate this Agreement and all rights of Parking Company Name hereunder. Such consent may be granted or denied at the sole and absolute discretion of the Town.

27. **No Third-Party Beneficiary.** The enforcement of this Agreement, and all rights of action relating to enforcement, are strictly reserved to the Parties. Nothing in this Agreement gives or allows any claim or right of action by any person or other entity on this Agreement, including subcontractors and suppliers. Any person who or other entity other than the parties that receives services or benefits under this Agreement is an incidental beneficiary only.

28. **TABOR.** The Parties understand and acknowledge that the Town is subject to Article X, § 20 of the Colorado Constitution ("TABOR"). The Parties do not intend to violate the terms and requirements of TABOR by the execution of this Agreement. It is understood and agreed that this Agreement does not create a multi-fiscal year direct or indirect debt or obligation within the

meaning of TABOR and, therefore, notwithstanding anything in this Agreement to the contrary, all payment obligations of the Town are expressly dependent and conditioned upon the continuing availability of funds beyond the term of Town's current fiscal period ending upon the next succeeding December 31. Financial obligations of the Town payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available in accordance with the rules and regulations of the Town of Green Mountain Falls and other applicable law. Notwithstanding any other provision of this Agreement concerning termination, upon the Town's failure to appropriate such funds, this Agreement shall automatically terminate.

29. **Governmental Immunity.** The Parties intend that nothing herein will be deemed or construed as a waiver by the Town of any rights, limitations, immunities or protections afforded to it under any federal, state or local constitutional, statutory or common law including, but not limited to, the Colorado Governmental Immunity Act (C.R.S. §§ 24-10-101 through 120), as that Act may from time to time be amended.

30. **Work by Illegal Aliens Prohibited.**

(a) Parking Company Name hereby certifies that, as of the date of this Agreement, it does not knowingly employ and/or contract with an illegal alien and that Parking Company Name will participate in the E-verify Program or the Colorado Department of Labor and Employment Program in order to confirm the employment eligibility of all employees who are newly hired for employment in the United States.

(b) Parking Company Name shall not knowingly employ or contract with an illegal alien to perform works under this Agreement. Further, Parking Company Name shall not enter into a contract with a subcontractor that fails to certify to the Parking Company Name that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this Agreement.

(c) Parking Company Name hereby certifies that it has confirmed the employment eligibility of all employees who are newly hired for employment to perform work pursuant to this Agreement through participation in either the E-verify Program or the Colorado Department of Labor and Employment Program.

(d) Parking Company Name is prohibited from using the E-Verify Program or the Colorado Department of Labor and Employment Program to undertake pre-employment screening of job applicants while this Agreement is being performed.

(e) If Parking Company Name obtains actual knowledge that a subcontractor performing work under this Agreement knowingly employs or contracts with an illegal alien, Parking Company Name shall be required to: (a) notify the subcontractor and the Town within three (3) days that Parking Company Name has actual knowledge that the subcontractor is knowingly employing or contracting with an illegal alien; and (b) terminate the subcontract with

the subcontractor if within three (3) days of receiving the notice, required pursuant to C.R.S. § 8-17.5-102(2)(III)(A), the subcontractor does not stop employing or contracting with the illegal alien; except that Parking Company Name shall not terminate the Agreement with the subcontractor if during such three (3) days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.

(f) Parking Company Name shall comply with any reasonable request by the Colorado Department of Labor and Employment made in the course of an investigation that the Department is undertaking pursuant to the authority established in C.R.S. Title 8, Article 17.5.

(g) If Parking Company Name violates this Subsection, the Town may terminate this Agreement for breach of Agreement. If this Agreement is so terminated, Parking Company Name shall be liable for actual and consequential damages to the Town.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS THEREOF, the Town and Parking Company Name have caused this Agreement to be executed as of the date first set forth above.

**TOWN OF GREEN MOUNTAIN FALLS,
COLORADO**

By: _____

Its: _____

ATTEST:

Office of the Town Clerk

PARKING COMPANY NAME

By: _____

Its: _____



Parking and Signage Study 2021



Green Mountain Falls
Colorado

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EXECUTIVE SUMMARY

This report outlines the findings and recommendations of a study of parking and signage in Green Mountain Falls between August of 2020 and February of 2021. It is intended to provide practical recommendations to better manage parking and signage in Green Mountain Falls.

Goals of the Study

This study was intended to identify practical first steps, strategies, and long-term actions that will help the Town achieve the following goals:

- Reduce Parking and Traffic Congestion throughout Town.
- Reduce Illegal Parking in the Town Right of Way and on Private Property.
- Improve the Capacity of the Town Marshall to manage Public Safety in Town Limits.
- Minimize the impacts of Tourism on Residents and Business Owners.

Community Outreach & Stakeholder Engagement

This Study was completed in consultation with Community Members and Stakeholders via 1:1 Interviews, a Stakeholder Meeting, 2 Community Forums, Social Media Engagement and an Online Electronic Survey that received 179 responses. See the Survey Methodology and Results Section for results and methodology, as well as Appendices for Survey Questions, Complete Results and Demographics.

Project Timeline

- Initial meeting between Town Staff and Consultant (8.1.2020)
- Letter to Initial Stakeholder Group (8.20.2020)
- 1:1 Interview Process with Stakeholders (8.20.2020 - 9.25.2020)
- Stakeholder Workshop (9.26.2020)
- GOCO Resilient Communities Trails Application (10.8.2020)
- Community Mail Notice of Forum & Survey (12.5.2020)
- Community Forum and BOT Presentation (12.15.2020)
- Community Survey (12.5.2020-1.19.2021)
- 1:1 Interviews with Survey Respondents (12.5.2020-Present)
- Participant Engagement (12.5.2020-Present)
- Trails Committee Meeting Presentation (1.25.2021)
- Data Analysis (1.20.2020-2.01.2020)
- Draft Plan Development & Alternative Policy Analysis (2.01.2020-2.10.2020)
- 2nd Community Forum & Presentation and Recommendations to the BOT (2.16.2021)
- Final Report Preparation (2.16.2020-)
- Program Rollout (TBD)

Recommendations

The Consultant provided two sets of recommendations to the Town Board that could help the Town achieve the goals of better parking and signage management; “General Recommendations” that should be taken and “Managed Parking Recommendations” that should be taken if a Managed Parking Program is to be implemented. These recommendations are strictly advisory and non-binding.

General Recommendations

- The Town Board should adopt by Resolution an Official Parking Plan that includes the creation of “Residential Only Parking Zones” limited to Residents of Town, their guests, and potentially Short-Term Rental users.
- The Town Board should adopt by Resolution an Official Signage Plan that dictates standards for Signage displayed in the Town Right of Way, along with standards for Wayfinding Signage related to Parking and Trails usage.
- The Town Staff should utilize their Sign Making Capability to install “interim wayfinding” signage related to Parking Facilities, Trails, the Downtown Businesses and other points of interest.
- The Town should establish a “Trails Welcome Center” near the Pool where visitors can receive information about the Town and the Trails System.
- The Town should form a Community Stakeholder Group and work with the Kirkpatrick Foundation to develop permanent Wayfinding Signage for the Town and funding strategies to install it.

Managed Parking Recommendations

- Paid Parking in Green Mountain Falls should initially be operated between April and October.
- The hours of operation for such a program should be between 6:00 AM and 4:00 PM.
- The Program should offer free parking to all residents of the City, and potentially to nearby community members if approved by the Board of Trustees.
- The Program should offer 2 hours of Free Parking followed by 2 hours of parking for \$2 an hour. After that time, the cost should increase to \$5 an hour for a maximum charge of \$34 an hour for 10 hours of parking.
- The program should be initially operated Friday-Sunday only with an option to expand to weekly if the Town determines it to be beneficial.

Direction of the Town Board on February 16, 2021

On February 16, 2021, the Town Board unanimously approved of all of the recommendations included in this report and directed Town Staff to begin implementing the recommendations of this report.

Following the meeting on February 16, 2021, the Consultant has made two additional recommendations based on feedback from the second community forum: The Town should

include an “escape” clause in their contract with any parking management firm in the case that fees to the parking company exceed revenues generated by the Parking Facilities, and 2) that the Town consider a Gross Revenue split with the Parking Contractor company during the Trial period of the contract.

Next Steps

- The Town should complete and pass by resolution an official Parking Plan. This should include designation of both Residential Parking and Paid Parking Zones in Town. Example plans have been attached to this report.
- The Town should finalize and publish an RFP for Parking Management Services to begin in the May of 2021. An example scope of service document has been attached to this report.
- The Town should utilize existing resources such as the Sign making machine to begin to create interim “wayfinding signage” to be utilized during the Summer of 2021.
- The Town should create a “Signage Task Force” to begin working with the Kirkpatrick Foundation, Friends of Ute Pass and other Stakeholders to develop a Signage plan to guide long term guidelines for Regulatory, Wayfinding, and Other Signage throughout Green Mountain Falls.
- The Town should begin looking at the feasibility of creating a Trails Welcome Center near the Swimming Pool to create an “entry point” into the Town for Visitors. This could be home to wayfinding materials such as Maps as well as Parking and Trails Ambassadors.
- The Town should work with the Contractor selected to manage parking in Green Mountain Falls to publish community information regarding how the program will work as quickly as possible. This should include information such as how to register vehicles, who is able to park for free, hours of operation in the paid parking zones and restrictions on parking in the residential zones.
- The Town should create a Stakeholder Task Force to examine the state of Parking Operations at the end of 2021. This Task Force should provide the Town Board with recommendations to improve the program for year two of the pilot to be implemented in 2022.

Jonathan Cain
February 25, 2021

INTRODUCTION

Background

The Town of Green Mountain Falls has a long-standing reputation as one of the most delightful spots in the Rocky Mountains. Located eight miles west of Manitou Springs, the Town is known for its small-town mountain charm, scenic backdrop, and access to the world class outdoor recreational opportunities that abound throughout the region.

In 1887, W.J. Foster bought the Valley the Town sits in and built a summer resort in the area for Tourists. Soon thereafter, the Colorado Midland Railway came through the valley and began bringing a steady stream of tourists seeking to explore the scenic beauty of the American West to the Town. In those days, a ten-cent ride bought an opportunity to spend a holiday in the Town's Hotel and Cottages, enjoying the cool mountain breezes while taking in the verdant countryside.

While the Colorado Midland stopped bringing visitors to Town in 1923 the reputation of Green Mountain Falls as a destination for tourists to soak in the picturesque beauty of the Rocky Mountains has persisted. Thousands of annual visitors come to experience the Town's amenities- the restaurants and shops, burgeoning art community, beautiful Lake and historic gazebo, and access to an extensive and beautiful Trail System.

Over the past few years, visits to the Town have increased dramatically. In the High Tourism season, traffic congestion in Town has increased as it has become increasingly difficult to find a parking space in one of the Town's 250 public parking spaces. This has impacted the Community in Green Mountain Falls, as

During the high tourism season in the summer, the Town's approximately 250 public parking spaces have been increasingly filled to capacity with increasing regularity by users of the Town's trail system, and traffic congestion has increased as visitors circulate, looking for somewhere to park. Illegal parking in the Town Right of Way and on private property has become an increasing concern, and the Town has struggled with the increased burden on trash and public restroom facilities. This has also created a burden for Business Owners, as it has become increasingly difficult to find nearby parking on heavily congested days, causing would be customers to leave in search of other opportunities.

In the summer of 2020, these issues reached a flash point when the "Safer in the Great Outdoors" public health order went into effect. Under this order, individuals were encouraged to stay home as much as possible but were also encouraged to enjoy parks and open space while following social distancing guidelines. The previous issues that the Town had been experienced related to visitor traffic were instantly compounded with thousands of additional visitors looking to enjoy all of the amenities that Green Mountain Falls has to offer.

Impact on the Community

In 2019, the Town adopted a new Comprehensive Plan, *Plan GMF: Looking Forward*. The plan states that it is intended to be a guide to “Town Leaders, Staff, and the Community” for important decisions, policies, and goals. It “reflects the voice of the community and will serve as a guiding document for shaping the future of the Town”.

Parking and Signage are 2 of the Top priorities mentioned in the Comprehensive Plan (Looking Forward, pg. 14). It specifically mentions a number of steps desired by the Community in relation to management of parking in Town, such as:

- Adding parking for events and signage and wayfinding for tourists (pg. 29)
- Adding Trail Head Parking (pg. 29, 35)
- Creating Official, branded signage and wayfinding to direct Tourists (pg. 32)
- Adding parking for tourists facilitating safe backing movement (pg. 42)
- Ensure that signage is consistent with the Town’s rustic identify (pg. 48)
- Implementing a parking strategy with easy access and clear directions (pg. 49)
- Develop a Parking and Trails Smart Phone Application (pg. 74)
- Identify appropriate location for temporary and spillover parking from peak hiking days and community events (pg. 75)

COMMUNITY OUTREACH & ENGAGEMENT

Timeline of the Process

- Initial meeting between Town Staff and Consultant (8.1.2020)
- Letter to Initial Stakeholder Group (8.20.2020)
- 1:1 Interview Process with Stakeholders (8.20.2020 - 9.25.2020)
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- Final Report Preparation (2.16.2020-)
- Program Rollout (TBD)

Initial Stakeholder Group

An initial group of 10 stakeholders were identified at the beginning of this process to discuss parking and signage in Green Mountain Falls. 2 of these identified individuals did not participate, Amily Biedelman and Dakota Griffith. This group was comprised of the following Business Owners, Chamber of Commerce Members, Community Members:

- Mayor Jane Newberry
- Town Marshall Virgil Hodges
- Katherine Guthrie
- Amily Biedelman
- Dakota Griffith
- Jesse Stroope
- Julie Simmons
- Clay Gafford
- Darlene Avery
- Town Manager Angie Sprang

Stakeholder Interview Questions

Participants were sent a letter (see appendices) informing them of the Study and asking for their participation in 1:1 interviews and a stakeholder meeting. Upon approval, Stakeholders were contacted via telephone and asked the following questions:

- Do you think that Green Mountain Falls has problems re: Recreation & Tourism Parking?
- Would you like the Town to manage parking?
- Are you comfortable with Paid Parking?
- If the Town did manage parking, how can we make sure that Residents are not impacted?
- Would you consider free or reduced cost parking for folks living close to Town?
- What kind of signage do you think is needed to ensure people know about the Program?
- Do you have any visions regarding how Signage “should be” in Town?
- Do you have any thoughts regarding pricing for parking?
- Would you be interested in looking at technology or a management company to manage a program?
- If paid parking is implemented, would you support an “all day fee” or “surge pricing” model?
- Should Paid Parking be seasonal or operated year-round?
- Do you think the community might have negative reactions to a managed parking program?
- Do you have any ideas about how to address these potential issues?
- Do you have any thoughts regarding how the public should be informed about parking in Town?
- In terms of a parking plan, do you think there are any other considerations related to paid parking in Town that should be considered?
- Is there anything that has not been discussed that is important to consider?

Themes from the Interviews

- Green Mountain Falls has a Parking Problem related to Recreational Tourism.
- It would be beneficial for the Town to find a way to better manage public parking.
- The capacity of the Town Staff to manage such a program is important to consider.
- We should ensure that the impact of any such program on Residents and Community Members is low.
- We should ensure that the Town remains “Welcoming” to Visitors.
- Green Mountain Falls has a signage problem.
- There is “sign pollution” in Town.
- There should be reasonable standards for signage displayed in Town.
- It is important that the Town have Beautiful and Welcoming signage that is representative of our History and Community.
- Wayfinding Signage should be clear and concise.

Stakeholder Meeting on September 26, 2020

Following the Interview process, this same group of Stakeholders met at Town Hall on September 26, 2020 to discuss the results of the interviews and to discuss concerns related to parking and signage issues in Green Mountain Falls as well as opportunities for the Town to better manage each.

The Stakeholder Group also discussed how Community Engagement and Outreach in relation to the Study.

Problems identified

- The Town owns approximately 250 public parking spaces. During times of high congestion these spots are quickly filled to capacity. This limits available parking for nearby businesses and community assets such as the Church.
- When Parking is full, people tend to park illegally in the Town Right of Way and on Private Property. This can create vehicular/pedestrian conflicts, conflicts with private property owners, and it can prevent emergency vehicle access and potentially evacuation of the Town.
- There are economic impacts on areas businesses when Parking is full. It makes it difficult for patrons of local businesses to “find a seat” or visit a shop in Town, causing would be customers to leave to shop somewhere else.
- The Town has a small budget and staff, and the increased demand on the Public Restrooms and Trash Services has made it difficult to maintain these facilities.
- There are problems with both Regulatory and Wayfinding Signage in Green Mountain Falls. Tourists often have difficulty navigating to the Trail Heads and other Points of Interest, there is “signage pollution”, and there is a need to create and improve welcoming “Wayfinding and Informational Signage” throughout Town.
- Most of the Town’s Trail Heads are located at the top of steep residential streets. There is not always room for Pedestrians to walk and vehicles to drive. Conflicts between trail users and private property owners near these trail heads can be substantial, and there are no restroom facilities or adequate trash facilities in these areas, creating impacts on the Town in terms of management.
- The Town has 1 Marshall on duty charged with keeping the Peace. He is charged with all of the duties of a Public Safety Officer and has limited capacity to take on more work.

Opportunities identified

- If the Town had access to more data related to how people visit Green Mountain Falls it may provide more opportunities to better manage the impact on Residents and Business Owners in the future.
- The Town has a small budget and no capacity to hire additional staff or to take on capital improvement and infrastructure projects. Additional sources of revenue could help fund road improvements, improved restroom and trash facilities and improved ability to pay and train the Town Staff.
- Many Hikers do not shop or dine in the community before going out on a hike or when they return. There may be opportunities to encourage Hikers to shop and dine in Town if we can better understand manage this traffic in the future.
- It would be good to minimize the impact of Dogs on the Trails, and to limit conflicts over their presence.
- The “entrance” to Green Mountain Falls from the Highway should be improved. There is potential to work with the Fire District to welcome people and ensure they know where they are going.
- It would be good to create a “Trails Welcome Center” (Virtual Trail Head) so that visitors to Town can stop for information about parking, restaurants, shops and trail maps before heading out.
- There may be opportunities to improve wayfinding and regulatory signage inexpensively using the Town’s Sign Making Machine in the short term and to explore opportunities for “better” signage down the road.
- It would be good to create “resident only parking areas” in neighborhoods.
- Any plan for parking management should be designed to provide maximum benefit to residents of the Town of Green Mountain Falls while also maintaining the atmosphere of the town to preserve its economic vitality.

Community Notice and Virtual Forum

Imperative to this Study was outreach and engagement between the consultant, the Town Board, Stakeholders, and the General Public on issues related to Parking and Signage in Green Mountain Falls. This study was undertaken during the COVID-19 pandemic and Public Health Guidelines necessitated that the majority of community outreach and engagement was virtual.

The Town sent out a Notice of Survey and Virtual Forum to all P.O. Boxes in Town on December 5. The Virtual Community Forum was held on December 15, at the regularly scheduled Board of Trustees meeting. The Survey was electronic and available on the Town's website between December 5, 2020 and January 19, 2021.

The Survey was designed by Jonathan Cain in consultation with Town Staff and the Community Stakeholders that met on September 26th. Questions were designed to be qualitative and responses were anonymous although respondents were given opportunities to leave contact information if they wanted to be contacted further. Participants were also given several opportunities to provide feedback regarding questions in the survey.

At the Community Forum, a presentation was given to the Public and the Board of Trustees regarding the process to that point, the survey, and future steps in the Parking and Signage study. The public was given an opportunity to ask questions and to give 3 minutes of public comment.

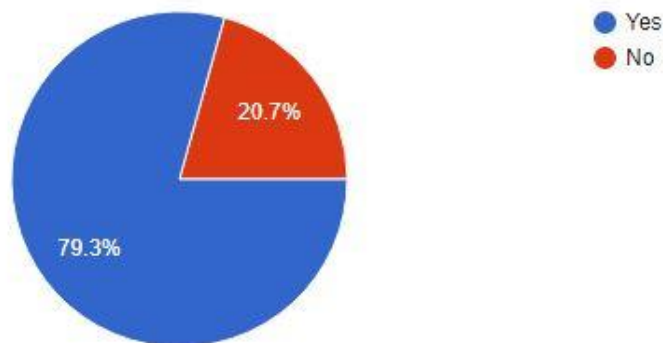
SURVEY RESULTS

The Online Digital Survey consisted of 12 questions with opportunities to provide “long form” feedback following each multiple-choice question. The survey was designed to be “qualitative”, which is a research methodology designed to gain in depth information about people’s underlying reasoning and motivations regarding a topic. As such, it was anonymous, although respondents were given an opportunity to enter contact information for further engagement opportunities. An analysis of responses found that of the 179 responses to the survey, 6 participants were found to have participated in the survey more than 1 time. Feedback from the questions has been paraphrased in some instances to reflect multiple answers. See appendix for complete results.

Question 1

Do you think that the Town has any issues related to Recreational and Tourism Parking?

179 responses



Feedback

- Residential Parking should be preserved on Residential Streets.
- Charging for Parking would ensure Visitors pay for the services they use in Town.
- Installing Parking Meters may negatively impact our Town’s Image.
- Paid Parking would allow for more enforcement and the maintenance of trash and restroom facilities.
- Creating a simple solution would be best.
- Better Signage throughout Town is needed.
- We need to make sure there is no Impact on Business Owners or Residents.

Question 2

If the Town does institute Paid Visitor Parking, how would you like to see revenue from such a program utilized?

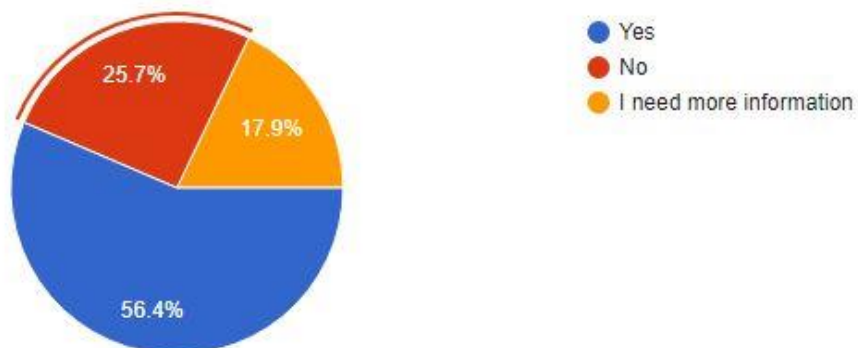
Answers

- Residential Parking should be preserved on Residential Streets.
- Charging for Parking would ensure Visitors pay for the services they use in Town.
- Installing Parking Meters may negatively impact our Town's Image.
- Paid Parking would allow for more enforcement and the maintenance of trash and restroom facilities.
- Creating a simple solution would be best.
- Better Signage throughout Town is needed.
- We need to make sure there is no Impact on Business Owners or Residents.

Question 3

Would you be comfortable with the Town charging visitors (not residents or guests of residents) for Parking?

179 responses



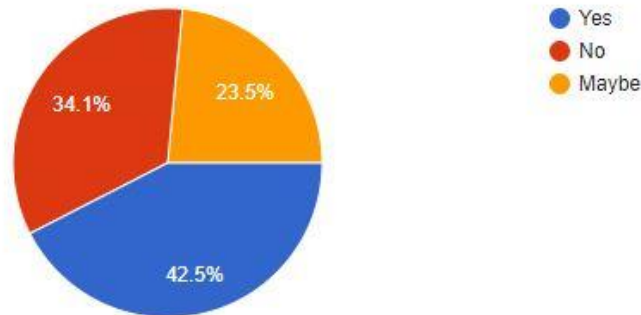
Feedback

- Yes
- Charging for Parking is an easy way to generate revenue for our Town.
- Concerned about how the program would work- do not take away Town Atmosphere.
- Littering, Dog Waste, and Congestion on Roads are a public health problem.
- We should make sure there are free options.
- We should not charge people to go to our Restaurants and Shops.
- Any program should be seasonal, no need for year-round management.

Question 4

If the Town does institute Paid parking, should free or reduced cost parking for folks that live in close proximity to Green Mountain Falls be considered?

179 responses



Feedback

- Yes
- It depends on what “Close Proximity” means.
- Only residents of the Town should park for free.
- A free or low-cost option should be available to Locals.
- Everyone should pay.
- Concerns about how this would be managed and enforced.
- No

Question 5

What is the most important thing for the Town to consider in regard to Parking?

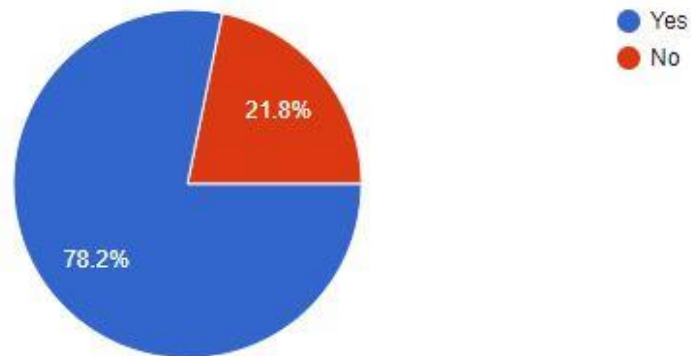
Answers

- Clear Communication and Creating properly designated areas are crucial.
- We do not want to “lose” visitors”.
- It is important that we control the littering, trespassing, and other problems that happen when Town gets congested.
- The Town should have more enforcement tools.
- We need to keep tourists from parking in residential areas and on private property.
- It is crucial that we protect local businesses.
- We need to consider that we only have 1 Marshall, and he has limited capacity to manage all of these issues.

Question 6

Do you think the Town has issues with Signage for Wayfinding related to Trails?

179 responses



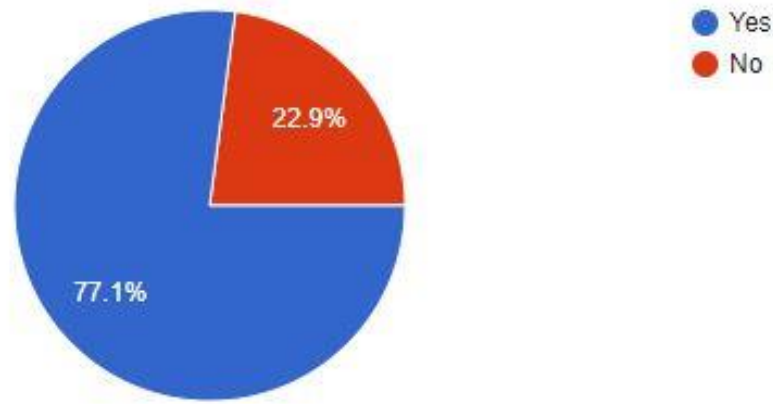
Feedback

- Yes and No. We have a lot of signs, but people get lost. Updated Trails Maps and Digital Trails Maps could help.
- No.
- Improved and Available Trails Maps would help.
- Clear and Concise Signage and Communication are needed.
- We need better signage for folks on Ute Pass Avenue, so they know where to go when they come into Town.
- A centralized "Trails Center" could help augment the Ambassador Program.
- We have many "homemade signs". Regulatory Signs should be standardized, no one should put up public signs without following the standards.

Question 7 (question did not have open feedback available)

Would you like to see Signage in Town standardized?

179 responses

**Question 8**

Would you like to see the Town replicate the "Classic" wooden signage or design something new?

Answers

- Classic
- No preference as long as it is welcoming and functional.
- A digital signboard somewhere might be helpful.
- It must be attractive.
- We should preserve the classic look of our Town.
- Pricing is a concern.
- Maintain "rustic" signage to help maintain our sense of place.

Question 9

What is the most important consideration in regard to Signage?

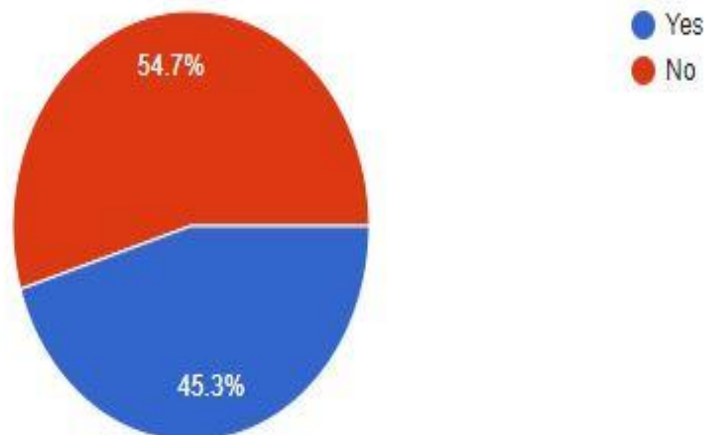
Answers

- Short and Readable
- Easy to Understand
- Consider the viewshed.
- Tradition and Aesthetics
- No more sign pollution.
- Uniformity
- Signs should be simple

Question 10

Do you think the Town has issues with where the Trail Heads are located in Neighborhoods?

179 responses



Feedback

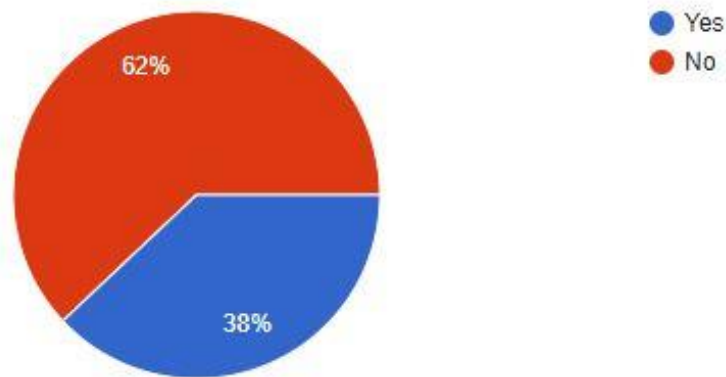
- No
- As long as hikers know where to go there is no issue.
- As long as the Trailheads are accessible from public roads they are fine. We should not restrict public access to the roads.
- Potential for Trail Access on Fountain Avenue along with Trailhead.
- Pedestrian access is fine. Vehicles driving and parking on these roads and private driveways is a problem, as is trash and restroom facilities.
- Vehicle and Pedestrian conflicts on these roads are a serious problem.
- Trailheads should be located at designated trail parking areas in Town.

Question 11

Feedback

Would you like to see the Town "consolidate" some of the Trail Heads in Town?

179 responses



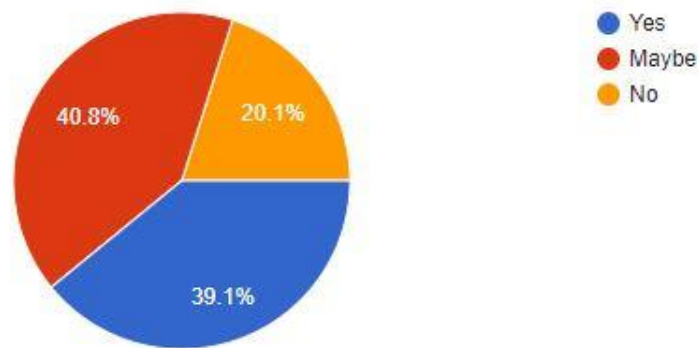
Feedback

- No
- Need more information.
- Many Trails can be accessed from other points around Town. This could be a good thing.
- It could be beneficial to have access into the Trails in less residential areas.
- Boulder Street Thomas Trail Head is overrun, and an actual "trailhead" may be possible somewhere else. There is liability in terms of pedestrians in the roadway and blind corners.
- We have to create a better management plan for Trailheads. Litter, Dogs and other problems have become endemic.
- It may be possible to limit some trails to one way use to alleviate congestion.

Question 12

Should the Town consider expanding the ambassador program and creating a "virtual trail head" in town to help control visitor traffic during peak times of the year?

179 responses



Feedback

- No
- Our Trails are our "signature". We need to make sure they are not negatively impacted.
- This could be helpful.
- Not sure what this would entail.
- Perhaps consider seasonal trail closures.
- Paid Parking could help.
- We do not want to penalize visitors. We should encourage them to stay and find ways to encourage them to spend money while they are here.

PROBLEM STATEMENT AND POLICY GOALS IDENTIFIED

Parking

Green Mountain Falls has a parking problem and should actively manage the Town's Parking Resources.

Nearly 80% of the respondents to the Survey agree that Green Mountain Falls has a problem related to Recreational and Tourism Parking during peak tourism Seasons. There are a number of user groups that currently utilize Public Parking in the Town, including members of the Community accessing community assets such as the Church or Downtown Businesses, Visitors to the Community coming to shop and Dine Downtown, and Visitors coming to enjoy the Trail System.

Trail Users tend to stay in parking spots for six hours or more at a time. This impacts other public parking users, and causes people to park illegally in the Town Right of Way and on Private Property and creates a number of other public impacts and conflicts between different users of the Parking Facilities. It would be beneficial for the Town to manage Parking.

Policy Goals of a Parking Management Program

- **Illegal Parking** in the Town Right of Way and on Private Property must be minimized to address Public Safety Concerns, Reduce Conflicts, and improve Emergency accessibility.
- **Traffic and Parking Congestion heavily impact the Town** and its Residents during peak Tourism seasons. Any program should make it easier for Residents and Community members to Park near Community Assets downtown, and for Trail Users to park and access the Trails safely.
- **The Capacity of Town Staff, particularly of the Town Marshall** should be taken into account in regard to the management of the program.
- **The effect on the Town Budget** should be considered, in relation to the cost of any program.
- **The impact of Visitor Traffic on Residential Areas** should be minimized, and visitor parking in Residential areas should be limited.
- **The Town should remain welcoming** to residents, community members, and visitors alike.

Signage Improvements

The Town should improve Regulatory, Wayfinding, and Placemaking Signage.

Many folks that participated in the Stakeholder Meetings, the Community Survey and in other engagement initiatives such as Social Media outreach agree that Green Mountain Falls needs to make improvements to signage in Town. Many believe that there is “Sign Pollution” in Green Mountain Falls that could be addressed through the creation of an official signage plan in Town.

Policy Goals to Improve Signage in Green Mountain Falls

- **Don’t wait for funding:** The town has access to a simple signage making machine that could be utilized to create Regulatory Signage and simple “interim” wayfinding signage related to parking and the trails while working on funding and other considerations for a larger program. This could alleviate some problems in the coming Tourism season.
- **Signage should be simple and clearly worded.**
- **Signage provides a critical sense of place for the community.** New Wayfinding and Placemaking Signage should be created that is beautiful and builds on the history of Green Mountain Falls.
- **Regulatory Signage** should conform to DOT Standards
- **A signage plan** should be created to regulate signage in the Town Right of Way

INITIAL RECOMMENDATIONS

There are six actions that should be taken by the Town to immediately begin addressing the opportunities identified through this process to improve signage and parking management in Green Mountain Falls. The Town Board unanimously approved these initial recommendations on February 16, 2021 at their regularly scheduled Board Meeting.

- The Town Board adopt by Resolution an official parking plan. This document should identify public parking areas, residential parking areas, ada accessible parking and other standards and regulations related to parking in Town. Two example documents have been attached to this report.
- The Town Board adopt by Resolution an official Signage Plan that dictates standards for Signage displayed in the Town Right of Way. This plan should also lay forth locations for wayfinding signage for Trails and Public Parking areas.
- The Town Board consider adopting “Residential Parking Only” areas in which parking is limited to Residents of the Town, their guests, and potentially users of Short-Term Rentals.
- The Town Board work with the Trails Committee and Friends of Ute Pass to create a “Trails Welcome Center” near the pool where visitors can receive information about Town and the Trails.
- The Town Staff utilize the metal sign making machine acquired last year to install “interim wayfinding” signage to begin to address challenges related to trail access and locations of public parking this summer.
- The Town continue to work with the Kirkpatrick Foundation to develop wayfinding signage for the town, along with “design standards” for such signage, and funding strategies to install such.

MANAGED PARKING POLICY ANALYSIS

Alternative Analysis

Three alternatives were considered in relation to Parking Management opportunities in Green Mountain Falls.

Alternative 1: Maintain Status Quo

The Town would formally adopt an official Town Parking Plan that would designate legal and illegal parking practices throughout the Town. The Town would also begin the process to create and adopt an official signage plan and begin working on short- and long-term strategies to improve regulatory, wayfinding and placemaking signage throughout the Town.

Alternative 2: Install Donation Boxes and Increase Enforcement

The Town would formally adopt an official Town Parking Plan that would designate legal and illegal parking practices throughout the Town. The Town would also begin the process to create and adopt an official signage plan and begin working on short- and long-term strategies to improve regulatory, wayfinding and placemaking signage throughout the Town.

The Town would additionally install donation boxes or create another mechanism for visitors to donate funds to the town and the Town would utilize current staff to increase enforcement of illegal parking and other hazardous parking practices in Town.

Alternative 3: Hire a Private Contractor to Manage Parking

The Town would formally adopt an official Town Parking Plan that would designate legal and illegal parking practices throughout the Town. The Town would also adopt an official signage plan and begin working on short- and long-term strategies to improve both regulatory and wayfinding signage throughout the Town. The Town would create and publish an RFP for the management of Parking Services within Town Limits. This Parking Contractor would provide the town with directional signage related to the Parking Facilities and Trail System, Paid “Parking Ambassadors” that would actively manage and enforce parking restrictions in public parking areas, and could be involved in the creation and management of a “Trails Welcome Center” in Town.

Evaluation Criteria

The Community Outreach and Engagement process undertaken in this study provided several criteria that could be considered to determine whether or not alternative policies may address the problems related to parking and signage in Green Mountain Falls that have been identified.

In terms of best practice, any policy undertaken by the Town should at least partially address the problems that have been identified by the Community, minimize impact on Residents, Business Owners and Community Members, and should not create additional administrative duty for Town Staff without providing for a adequate source of revenue to allow that work to occur. The following criteria were used to analyze each of these alternatives.

- Would the program reduce illegal parking and traffic congestion in Town?
- Would the program reduce parking in the Town Right of Way and on Private Property?
- Would the program improve the Capacity of the Town Marshall to manage Public Safety in the Town Limits?
- Would the program allow for the creation and management of the “Trails Welcome Center”, “Residential Only Areas”, and increase the capacity of the Town to manage Trash and Public Restroom Facilities?
- What is the impact on Residents, Business Owners and Community Members of such a program?

Alternative 1: Maintain Status Quo

The Town would formally adopt an official Town Parking Plan that would designate legal and illegal parking practices throughout the Town. The Town would also begin the process to create and adopt an official signage plan and begin working on short- and long-term strategies to improve regulatory, wayfinding and placemaking signage throughout the Town.

The Town would utilize current staff to increase enforcement of illegal parking and other hazardous parking practices in Town.

Would the program reduce parking and traffic congestion in town?

Traffic and Parking Congestion in the Town is influenced by two main factors: 1) Visitors circling and looking for a place to park, and 2) Visitors that remain in parking spaces for the long periods of time (6 hours) required to complete the average hike in Green Mountain Falls, limiting other demographics of users (such as those coming to dine and shop and residents looking to access community resources) ability to find available parking spaces.

The creation of a formalized Parking and Signage plan coupled with improved wayfinding signage related to the Trail System and Parking Resources would make it easier for visitors to find parking and access to the Trail System, however there would be no mechanism to create “turnover” in parking spots in the public facilities.

Would the program reduce illegal parking in the Town ROW and Private Property?

The Parking Plan would give the Town better “enforcement” powers to deal with folks that are parking illegally in the Right of Way or on Private Property. Additionally, the Town could designate “Residential Only” permitted areas in which it would be illegal to park without a permit and could sign these areas accordingly. This would give the Town Marshall an increased ability to issue citations for parking illegally.

The Town has only 1 Marshall who is tasked with the Public Safety of the entire Town. His workload is currently at Capacity related to managing all of his regular duties. This alternative would not improve his capacity to manage illegal parking during peak tourism season.

Would the capacity of the Town Marshall to manage Public Safety in the Town Limits?

This alternative would not provide the Town Marshall with the capacity to enforce time-based violations of parking areas, as practices like “tire chalking” have been deemed illegal. This program would not improve the capacity of the Town Marshall to take on additional Parking Management duties as would be required to materially change the situation. This alternative would not allow the Town to hire additional personnel to help manage parking congestion and the resulting conflicts between Visitors to the Town and Private Property Owners that have been occurring in the Residential areas.

Could the Town create and manage a “Trails Welcome Center”, “Residential Only areas” and better manage Public Restroom Facilities and more Trash Facilities?

The Town could create residential only areas through the Parking Plan and sign them accordingly. There would be no additional enforcement to help Residents when conflict arises with visitors parking illegally in these areas. The Town would have no increased capacity to better manage public restroom facilities and trash facilities.

A Trails Welcome Center could be created by the Town; however, the current Trails volunteer group would have limited capacity to staff such a facility as would be required for it to be successful. There would be no capacity of the Town to help fund such a facility or to create trail maps or other resources for visitors to the Town.

What is the impact on Residents and Business Owners of such a program?

This program would create cost in terms of administrative time and materials necessary to create the residential parking zone, a trails welcome center and additional wayfinding signage and materials required to make such efforts successful and it would have no revenue source to support those efforts. Nearly all the participants in this process recognize that parking and traffic congestion in Green Mountain Falls is problematic in Tourism season, and this alternative is unlikely to completely address those concerns as it does not fully provide a mechanism to alleviate the problem. Parking areas Downtown will likely remain heavily impacted, making it difficult for patrons to visit Downtown businesses. The Town Marshall will have no increased capacity to address Parking Management issues that impact the Public Safety of the Town.

Alternative 1 Scorecard

Criteria	Alternative 1: Status Quo
Parking and Traffic Congestion	Would not address.
Reduce Illegal Parking	Gives the City enforcement powers but no capacity to enforce.
Town Capacity	Would not address.
Impact on Residents	Gives the City enforcement powers but no capacity to enforce.
Impact on Businesses	Would not address.

Conclusion

Though this alternative could potentially somewhat reduce illegal parking in town and could potentially have a positive impact on Residents, it does not meet the goals of the community as expressed by the Stakeholder Group or the Community Survey. It does not provide the Town with the capacity to better manage impacts of visitor traffic on the Town, and it does not reduce parking or traffic congestion in Town during high tourism periods. As such *the consultant does not recommend* this alternative.

Alternative 2: Take Actions from Alternative 1 + Install Donation Boxes

The Town would formally adopt an official Town Parking Plan that would designate legal and illegal parking practices throughout the Town. The Town would also begin the process to create and adopt an official signage plan and begin working on short- and long-term strategies to improve regulatory, wayfinding and placemaking signage throughout the Town.

The Town would additionally install donation boxes or create another mechanism for visitors to donate funds to the town and the Town would utilize current staff to increase enforcement of illegal parking and other hazardous parking practices in Town.

Would the program reduce parking and traffic congestion in town?

Traffic and Parking Congestion in the Town is influenced by two main factors: 1) Visitors circling and looking for a place to park, and 2) Visitors that remain in parking spaces for the long periods of time (6 hours) required to complete the average hike in Green Mountain Falls, limiting other demographics of users (such as those coming to dine and shop and residents looking to access community resources) ability to find available parking spaces.

The creation of a formalized Parking and Signage plan coupled with improved wayfinding signage related to the Trail System and Parking Resources would make it easier for visitors to find parking and access to the Trail System, however there would be no mechanism to create “turnover” in parking spots in the public facilities.

Would the program reduce illegal parking in the Town ROW and Private Property?

The Parking Plan would give the Town better “enforcement” powers to deal with folks that are parking illegally in the Right of Way or on Private Property. Additionally, the Town could designate “Residential Only” permitted areas in which it would be illegal to park without a permit and could sign these areas accordingly. This would give the Town Marshall an increased ability to issue citations for parking illegally.

The Town has only 1 Marshall who is tasked with the Public Safety of the entire Town. His workload is currently at Capacity related to managing all of his regular duties. This alternative would not improve his capacity to manage illegal parking during peak tourism season.

Would the capacity of the Town Marshall to manage Public Safety in the Town Limits?

This alternative would not provide the Town Marshall with the capacity to enforce time-based violations of parking areas, as practices like “tire chalking” have been deemed illegal. This program would not improve the capacity of the Town Marshall to take on additional Parking Management duties as would be required to materially change the situation. This alternative would not allow the Town to hire additional personnel to help manage parking congestion and the resulting conflicts between Visitors to the Town and Private Property Owners that have been occurring in the Residential areas.

Could the Town create and manage a “Trails Welcome Center”, “Residential Only areas” and better manage Public Restroom Facilities and more Trash Facilities?

The Town would likely generate some revenue from increased citations and donation boxes, although it is unlikely that such a program would generate consistent or adequate revenue that can be used to increase the Town’s capacity to manage such programs. The creation of “Donation Boxes” is also problematic as they create a target for theft and cash money deposited in such boxes is difficult to audit. It was suggested that “virtual” donation boxes could be created, however this would still not likely result in a consistent or adequate source of revenue.

The Town could create residential only areas through the Parking Plan and sign them accordingly. There would be no additional enforcement to help Residents when conflict arises with visitors parking illegally in these areas. The Town would have no increased capacity to better manage public restroom facilities and trash facilities.

A Trails Welcome Center could be created by the Town; however, the current Trails volunteer group would have limited capacity to staff such a facility as would be required for it to be successful. There would be no capacity of the Town to help fund such a facility or to create trail maps or other resources for visitors to the Town.

What is the impact on Residents and Business Owners of such a program?

This program would create cost in terms of administrative time and materials necessary to create the residential parking zone, a trails welcome center and additional wayfinding signage and materials required to make such efforts successful and it would have no revenue source to support those efforts. Nearly all the participants in this process recognize that parking and traffic congestion in Green Mountain Falls is problematic in Tourism season, and this alternative is unlikely to completely address those concerns as it does not fully provide a mechanism to alleviate the problem. Parking areas Downtown will likely remain heavily impacted, making it difficult for patrons to visit Downtown businesses. The Town Marshall will have no increased capacity to address Parking Management issues that impact the Public Safety of the Town.

Alternative 2 Scorecard

Criteria	Alternative 2: Citations and Donation Boxes
Parking and Traffic Congestion	Will not address
Reduce Illegal Parking	Will give the City more enforcement powers but no more capacity to control.
Town Capacity	Does not provide additional capacity to manage impacts.
Impact on Residents	Will not give the City additional capacity to manage impact.
Impact on Businesses	Would not address.

Conclusion

Though this alternative could potentially somewhat reduce illegal parking in town and could potentially have a positive impact on Residents, it does not meet the goals of the community as expressed by the Stakeholder Group or the Community Survey. It would not provide a source of significant source of sustainable revenue to the Town to better manage impacts from visitor traffic. It does not provide the Town with the capacity to better manage impacts of visitor traffic on the Town, and it does not reduce parking or traffic congestion in Town during high tourism periods. As such *the consultant does not recommend* this alternative.

Alternative 3: Hire a Parking Contractor to manage Public Parking in Town

The Town would formally adopt an official Town Parking Plan that would designate legal and illegal parking practices throughout the Town. The Town would also begin the process to create and adopt an official signage plan and begin working on short- and long-term strategies to improve regulatory, wayfinding and placemaking signage throughout the Town.

The Town would create and publish an RFP for the management of Parking Services within Town Limits. This Parking Contractor would provide the town with directional signage related to the Parking Facilities and Trail System, Paid “Parking Ambassadors” that would actively manage and enforce parking restrictions in public parking areas, and could be involved in the creation and management of a “Trails Welcome Center” in Town.

Would the program reduce parking and traffic congestion in town?

This program would quickly create significant physical and digital resources to direct visitors to designated parking areas in Town. It would additionally provide the Town with additional “Staff” to enforce parking management infractions in Town, significantly adding to the Capacity of the Town Marshall to deal with other hazardous and unsafe parking conditions in the Right of Way and on Private Property.

The program could create “free parking” for Downtown Businesses and additionally create an “Economic Incentive” for folks to avoid parking in public parking spaces for long periods of time. All of these factors would make it easier for visitors to find parking when they come to Green Mountain Falls, better managing the congestion related to “finding a spot” in town.

Would the program reduce illegal parking in the Town ROW and Private Property?

The Parking Plan would give the Town better “enforcement” powers to deal with folks that are parking illegally in the Right of Way or on Private Property. Additionally, the Town could designate “Residential Only” permitted areas in which it would be illegal to park without a permit and could sign these areas accordingly. This would give the Town Marshall an increased ability to issue citations for parking illegally.

The Parking Management company would be staffed by “parking ambassadors” that could assist the Town Marshall in the management of Parking Issues in the Public Parking areas and in Residential Permit only areas. The Parking management company would also maintain significant digital and physical resources for visitors to Town, along with physical presence in Town when people are parking. This will increase visitor information regarding where it is appropriate to park, potentially decreasing illegal parking in the Right of Way and on Private property, while simultaneously providing the Town Marshall with increased capacity and help to deal with visitors that continue to park illegally or unsafely in Green Mountain Falls.

Would the capacity of the Town Marshall to manage Public Safety in the Town Limits?

The Parking Ambassadors Staff would be available to assist the Town Manager in the management and enforcement of public parking issues in town, giving him more capacity to manage illegal and hazardous parking issues. Additionally, they will provide both digital and physical resources to visitors that will help minimize unsafe or hazardous practices.

Could the Town create and manage a “Trails Welcome Center”, “Residential Only areas” and better manage Public Restroom Facilities and more Trash Facilities?

This alternative would provide the Town with a steady and dependable source of revenue to augment efforts to better manage public facilities throughout Town. It would also provide a revenue source for future improvements to the Town, such as upkeep of the Pool, Paving of Roads, hiring of additional staff, etc.

What is the impact on Residents and Business Owners of such a program?

Under this alternative, “Parking Turnover” of spaces downtown would make it easier for Residents and Visitors alike to find spaces near community assets Downtown. Residents of the Town, their guests, and potentially short-term rental users would not be paid to park in any area of the City, and rate structures could be set up so as to promote “Free Parking for Dining and Shopping” in Green Mountain Falls.

The Parking Management company could significantly increase the Capacity of the Town to better manage visits to Town during peak tourism seasons. They would be available to assist Residents and Business owners when issues related to parking are encountered and would provide an invaluable educational resource to visitors of the Town.

Turnover created by this program will also help to ensure that parking spaces are available to guests of the Town when they come to Dine and Shop. This will have a positive impact on area businesses when coupled with a potential program to promote parking and dining Downtown.

Finally, this program may promote car pooling and “off peak” visitation to Green Mountain Falls as visitors that are able to may visit during the week or during times of the year when there is no paid parking. This will benefit Business Owners and Residents by shifting some of the “load” on the parking facilities more evenly.

Alternative 3 Scorecard

Criteria	Alternative 3: Contracted Paid Parking Management
Parking and Traffic Congestion	Would allow Town to manage and encourage Turnover.
Reduce Illegal Parking	Would increase Capacity of the Town to manage.
Town Capacity to handle visitors	Would improve.
Impact on Residents	Would protect residential parking and provide enforcement
Impact on Businesses	Would make it easier to find parking to patronize businesses

Conclusion

This alternative will address all of the criteria that were considered under the scope of the Study. Given that Visitor Traffic to Green Mountain Falls increased exponentially last year during the COVID-19 Pandemic, and the fact that a similar condition may exist this summer and development at Red Devil Mountain will eventually increase traffic to Town, *the*

Consultant recommends that the Town Board consider a two-year pilot managed parking program to be managed by a contractor selected through an RFP process to manage Public Parking Resources in Green Mountain Falls.

CONCLUSIONS AND RECOMMENDATIONS FOR A MANAGED PARKING PROGRAM

Managed Parking Recommendations

These recommendations were unanimously approved by the Town board on February 16, 2021.

- The Town should attempt a 2 year Pilot of a Managed Parking Program.
- There is no initial need for a year-round Parking Management Program in Green Mountain Falls. The Program season should run between April-October, and there should be an option to increase the time of this season if it becomes necessary.
- The goal of this program is to target long term users of the Parking Lots that are staying for 6 hours or more to hike. As such, the program should operate between the hours of 6 AM and 4 PM. Parking in the Public Lots should be free in the off hours, as long as it conforms to the Town Parking Plan.
- The Program should offer 2 initial hours of free parking. After that period, the Town should charge \$2 an hour for the next two hours. This will promote free and low-cost parking for patrons of Downtown Businesses and those staying less than 4 hours. After 4 hours, the price of parking should increase to \$5 an hour. This would make the cost of a 2 hour stay free; the cost of a 4 hour stay \$4, and the costs of stays longer than 4 hours would increase at a rate of \$5 an hour to a maximum charge of \$34. The cost for a 6-hour hike would be \$14.
- The Town does not have good data regarding when “peak visits” in Town occur, and there has been some disagreement as to whether the program should be run 7 days a week or simply on Weekends. It is recommended that the Town begin operating the program Friday-Sunday, with an option to expand to 7-day operation if it is deemed necessary.

REVENUE ESTIMATES

The Town has approximately 250 public parking spaces. The revenue model for this report was based on the assumption that 25-50% of those spaces are filled to capacity by visitors parking for longer than 4 hours. Revenue from users staying less than 4 hours was not included in this model.

The Consultant met with the Green Mountain Falls Trails Committee and many other stakeholders that estimate that the average hike in Green Mountain Falls takes 6 hours. This was used as the “average” length of stay to calculate revenue estimates.

Based on these factors, a revenue estimate was built to calculate how much revenue the Parking Facilities might generate per day during May-October, Friday- Sunday based on the following estimate: 25% of the Parking Facilities utilized for “Long Term” parking in May, September, and October, and 50% of the Parking facilities utilized for “Long Term” parking in June, July and August.

<i>Parking Inventory</i>	<i>Free Period</i>	<i>Low Cost</i>	<i>High Cost</i>	<i>Pre-Stay Duration (Hours)</i>
250	2	\$2.00	\$5.00	4

<i>Post Stay Duration</i>	<i>Total Duration Stay</i>	<i>Hours of Operation</i>	<i>100% Turns</i>
2	6	10	1.67

<i>1 Stall Average Ticket</i>	<i>Average * Turns</i>	<i>Daily System Revenue</i>	<i>Per Space Annual Gross</i>
\$14.00	\$23.33	\$5,833.33	\$8,516.67

	30 DAYS	WEEKENDS	FRI-SUN
JANUARY			
FEBRUARY			
MARCH			
APRIL	\$43,750.00	\$11,666.67	\$17,500.00
MAY	\$43,750.00	\$11,666.67	\$17,500.00
JUNE	\$87,500.00	\$23,333.33	\$35,000.00
JULY	\$87,500.00	\$23,333.33	\$35,000.00
AUGUST	\$87,500.00	\$23,333.33	\$35,000.00
SEPTEMBER	\$43,750.00	\$11,666.67	\$17,500.00
OCTOBER	\$43,750.00	\$11,666.67	\$17,500.00
NOVEMBER			
DECEMBER			
GROSS	\$437,500.00	\$116,666.67	\$175,000.00

CONTRACT CONSIDERATIONS

If the Town does hire a Parking Management Contractor, this private group will provide a significant level of service to the Town, to include the following:

- Physical and Digital parking resources available to community members and visitors to the Town, to include parking signage, maps, a parking centered website and parking ambassadors that can help inform visitors of parking procedures in Green Mountain Falls. This contractor may manage the “Trails Welcome Center” and additionally assist Trails Ambassadors. The Parking Company could also develop a parking and trail finding application as desired by the GMF Comprehensive Plan (pg. 74)
- Additional capacity to enforce parking in the parking lots and in residential permit only parking areas. This would include administrative management related to processing registrations and complaints as well as enforcement capacity to manage the program in the public parking areas.
- Professional management staff up to date and trained in state-of-the-art parking management techniques and technology that will best allow the Town to maintain its welcoming small-town atmosphere and limit parking meters in Town.
- The Parking Contractor will provide quantitative, actionable data to the Town related to parking facilities use over the pilot program, allowing the Town to make an informed decision about parking management at the end of the 2-year trial.

These services will also provide the Town with a consistent and stable revenue source to fund needed capacity improvements throughout the Town related to Trash Management, Public Restrooms, the Swimming Pool, Roads and Park Maintenance, and staff capacity.

These services will come at a cost. Typically, municipalities pay between 40-70 percent of the revenue from parking facilities to the Parking Contractor for these services. There are essentially 2 models that are utilized by Municipalities to pay for such services. 1, the Town could pay the Contractor a monthly or annual fee for their management services, or 2, the Town could split the Gross Proceeds of the Parking Revenue with the Contractor by prearranged agreement.

Fee Alternatives

Alternative 1: Fee Based System

Under this alternative, the Town and the Parking Contractor will mutually agree upon a monthly management fee. This fee will be based on the cost of services provided by the Parking Contractor and will not be related to the overall revenue generated by the Parking Facilities.

Pros: The Town will always know exactly how much money the Parking Contractor is owed, monthly and annually.

Cons: While annually the management cost of the facilities will likely remain constant, there will be fluctuation month to month between the Fee to manage parking services and the revenue the facility generates.

Alternative 2: Revenue Share

Under this alternative, the Town and the Parking Contractor will agree on costs to the Parking Contractor related to running the facilities that will be written into the management contract. The Parking Contractor will deduct these costs from the gross monthly proceeds of the parking facilities and provide the Town with an accounting for those costs with their monthly report. The Town Board will then approve or deny these costs and will pay the Parking Management Company an amount to include operating costs plus a percentage of the net revenue in return for managing the system.

Pros: This creates an incentive for the Parking Management Company to operate the parking facilities in a first-class manner consistent with the wishes of the Town. It also ensures that the Town will never pay a fee in excess of the revenue generated by the system.

Cons: There is some administrative difficulty related to accounting for all of the costs related to the parking system on a monthly basis. It will require regular meetings with the parking management company to ensure that costs are set properly and may require agreement modifications if the program is ever modified.

It is recommended that the Town attempt to utilize Alternative 2 as the Fee Alternative for this Contract.

Best Practices

- All revenue from Violation of the Parking Management system should go to the Town. Parking Ambassadors can generate and leave violations for visitors that violate the rules of the parking facilities, and these violations should be approved by the Town administratively and adjudicated in Town Court.
- Revenue from the Parking Facilities should be deposited into an account owned by the Town daily. The Parking Management company should provide for an accounting and report of monthly activity to be provided to the Town Board that should be used to approve or deny any payments made to the Parking Contractor.
- The Contract should have an escape clause to protect the Town in the event that management fees ever exceed the revenue generated by the parking facilities.

Appendix 1

Stakeholder Letter

Hello [participant],

My name is Jonathan Cain. I am the Assistant City Administrator for the City of Idaho Springs and am the Director of Community Outreach and Engagement for the Clear Creek Economic Development Corporation. In my work for the City of Idaho Springs and Clear Creek County I have helped my community create and manage a public parking program that includes Free Residential Permitted Parking and Paid Public Parking. I also have experience creating equitable public processes and facilitating community engagement. I have been selected to help facilitate public engagement and input regarding a managed parking and signage plan for the Town of Green Mountain Falls.

Parking Management is a Context Sensitive problem: What works in Idaho Springs will not necessarily work in Green Mountain Falls. Your Town has different challenges, opportunities, concerns, and assets to protect. It is important to keep the specific challenges of Green Mountain Falls in mind as we move forward with the creation of your own plan tailored to your specific Community needs. I am excited to have this opportunity to help you work through that process.

I would like to start this by conducting a *confidential* phone interview with you so that I can get to know you and better understand your concerns related to parking and its related signage.

Can I call you at [date] for this purpose? If another time works better, I'm happy to work within your schedule. Please let me know what works best for you!

We have had some difficulty identifying a day that works for everyone for an initial workshop to “kick this process off”; however, I believe that will be solidified soon.

In the meantime, here is a general overview of the process that has been envisioned for this project:

1. Phone Call Interviews of Stakeholders involved in the Project.
2. Initial Workshop Session (remote) to discuss the implementation of the project:
3. Creation of Final Report Signage and Parking Plan - including Data analysis from Surveys and Stakeholder interviews
4. Creation of Draft Ordinances
5. Present Proposal to BOT and work through any changes they may require.
6. Build Program Materials (Signage, Marketing Documents, Website, Map)
7. Program Roll Out & Education Process
8. Follow Up Community Survey
9. Review and Adjust as Necessary

I am excited to work with Green Mountain Falls as you think about Parking and Signage in your town.

Sincerely,

Jonathan Cain

Appendix 2

Stakeholder Interview Questions

1. Do you think that Green Mountain Falls has any problems related to Recreation and Tourism parking?
2. Would you like the Town to manage parking?
3. Are you comfortable with Paid Parking?
4. If the Town did manage parking, how can we make sure that Residents are not impacted?
5. Would you consider allowing free parking or reduced cost parking for Residents that live in close proximity to Green Mountain Falls?
6. What kind of signage do you think we need to ensure people know about the parking program?
7. Do you have any thoughts regarding pricing for parking?
8. Would you be interested in looking at technology or a management company to help manage the program?
9. Would you support an “all day fee” or a “surge pricing model”?
10. Should Paid Parking be seasonal in nature or should it be “turned on all year”?
11. Do you think the larger community might have any negative reactions to a managed parking program like we have discussed? Do you have any ideas related to how we can address these issues?
12. Do you have any thoughts related to how we should inform the public about parking resources in Green Mountain Falls?
13. In terms of a parking plan, do you think there are any other considerations related to parking in the Town that should be incorporated?
14. Is there anything that I have not asked you that you think is important to consider as we build this parking plan?

Appendix 3

Community Forum and Survey Notice



Please join the Town of Green Mountain Falls and the Board of Trustees for a

Parking and Signage Community Forum

on December 15, 2020 at 7:00 PM via Zoom

<https://us02web.zoom.us/j/85299412887?pwd=QjMwMVMvNmNoYzBjcC8vOEszRkkyZz09&from=addon>

Meeting ID: 852 9941 2887
Passcode: 548393

Appendix 4

Public Parking Spaces



Appendix 5

Parking Plan Example #1

TOWN OF GREEN MOUNTAIN FALLS, COLORADO PARKING PLAN

This Parking Plan governs the parking of vehicles within the Town of Green Mountain Falls, Colorado. Parking in violation of this Plan is unlawful as provided by [SECTION REFERENCE] of the Green Mountain Falls Municipal Code.

Section 1. Parking motor vehicle on private ground. No person shall park or stand a motor vehicle or other personal property on premises of another or in the lawful possession of another without the permission of the owner or person in possession thereof.

Section 2. Parking lot use. No person shall perform maintenance work except for the minimum emergency repairs required to move a vehicle or otherwise use the Town parking lots for any other purpose than parking vehicles, unless approved by the Town Board.

Section 3. Stopping, standing, or parking in alleys.

- (A) No person shall stop, stand or park a vehicle within an alley in a business district, except for the expeditious loading or unloading of materials; and no person shall stop, stand or park a vehicle in any other alley in such a manner or under such conditions as to leave available less than ten (10) feet of the roadway for the free movement of vehicular traffic.
- (B) No person shall stop, stand, or park a vehicle within an alley in such a position as to block the driveway or entrance to any abutting property.

Section 4. Town parking facility hours. For the purposes of this Parking Plan, the Parking Lots in the following locations shall be deemed to be “Town Parking Facilities” [LIST]

Except as otherwise provided herein, no person shall park any vehicle for more than twelve (12) consecutive hours in any Town Parking Lot unless otherwise designated by official signs. [LIST EXCEPTIONS & CONDITIONS]

Section 5. Handicap parking.

- (A) Notice of handicap parking spaces shall be given by posting a single approved sign giving notice of the applicable restrictions, and any time or other limitations thereon, at the front of the space or on a wall or fence beside the space. When possible, the curb in the handicap parking space shall be painted blue.

- (B) To be legally parked in a handicap parking space, a vehicle must display an approved appropriate tag or license plate or license plate.
- (C) Permanent handicapped parking spaces shall be provided as follows **[BULLET LIST SPACES]**
- (D) The Town Board may by resolution designate temporary handicap parking spaces to accommodate persons with disabilities who do not have off-street parking available on their property, or whose off-street parking does not permit reasonable access for them.
 - (a) Such designation shall be requested on forms provided by the town.
 - (b) Such designation shall be for one (1) year from the date of the resolution approving the same and may be extended one (1) year at a time by making renewal application on forms provided by the town.
 - (c) If the person for whom such designation was approved dies, relocates, recovers, or becomes rehabilitated with regard to such person's disability, the authority for the designation shall be immediately revoked and the signs removed.

Section 6. Loading zones.

- (A) Loading zones are hereby established in the following locations and parking in such locations is prohibited except to load or unload passengers or materials:

Name of street or alley	Portion affected (terminal limits)
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- (B) The Town Board may, by resolution, authorize the Public Works Director to designate special parking zones for loading and unloading passengers or materials and to delete such special parking zones by posting or removing appropriate signs.

- (C) When official signs are erected giving notice thereof, no person shall park a vehicle for the purpose of loading or unloading materials within the "Downtown area" *except during the following hours:

Loading of Materials Restricted to 5:00 A.M.-10:00 A.M.

*For purposes of this parking restrictions, the Downtown Historic District shall be the Historic Preservation District of the Town, as designated and defined by Section 22-3 of the Green Mountain Falls Municipal Code.

(EXAMPLE All of Blocks 7,8,15,16,20,22,25,28 and 33; the West 1 foot of Lot 9, all of Lots 10,11 and 12, Bloc 9; and the South 40 feet of Lots 1 and 2, Block 17; all within the Town of Green Mountain Falls, Colorado)

Section 7. Parking on certain streets.

- (A) Vehicles may be parked on the east side of 8th Avenue from High Street north to the Town limits, facing a southerly direction with the left-hand wheels parallel to and within twelve (12) inches of the left-hand curb or as close as practicable to the right edge of the left-hand shoulder.

- (B) Vehicles may be parked on the North side of Wall Street, facing west and within twelve (12) inches of the curb or as close as practical to the North Curb/Walls.

Section 8. Stopping, standing, or parking during certain hours on certain streets. When official signs are erected giving notice thereof, no person shall stop, stand, or park a vehicle between the hours specified herein on any day. As defined by the Model Traffic Code currently in force within the Town upon any of the streets as follows:

<i>Name of street</i>	<i>Portion affected (terminal limits)</i>
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Regulations in effect: from - to

Section 9. Parking prohibited at all times on certain streets. When official signs are erected giving notice thereof, no person shall at any time park a vehicle upon any of the following described streets or parts thereof:

<i>Name of street</i>	<i>Portion affected (terminal limits)</i>
Colorado Boulevard	South side: from the west line of 13 th Avenue, west to a point 60 feet west of said west line of 13 th Avenue

Section 10. Parking time limited on certain streets. In accordance with the Model Traffic Code currently in effect within the Town and when official signs are erected giving notice thereof, no person shall park a vehicle for a period of time longer than the time periods listed below between the hours listed below upon any streets or parts of streets as follows:

<i>Name of street</i>	<i>Portion affected (terminal limits)</i>
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Section 11. Bus parking. In accordance with the Model Traffic Code currently in effect within the Town and when official signs are erected giving notice thereof, no person shall park any vehicle other than a bus on the south side of Water Street, between 15th Avenue and 16th Avenue.

(1) OTHER STUFF

Section 12. Parking on certain streets during winter conditions. Vehicles may only be parked on the North side of Street from 19th to 23rd Avenue facing east due to the steep slope between the dates of November 1 and March 1 for reasons of safety due to the potential of adverse conditions.

Section X. Residential Permit Only Areas.

(A) Residential Permit Parking Only areas are hereby established at the following locations:

a. Places where this exists bullet listed.

(B) Residents living within this zone are required to have a permit to park on the Street.

(C) Any registered resident of the Town or their registered guests may park in these locations.

a. Frequent Guests may be registered under long term permits.

b. Infrequent Guests may be registered under short term permits.

c. Residential permits shall be renewed yearly.

**PARKING PLAN EXAMPLE 2 TOWN OF GREEN MOUNTAIN FALLS
ORDINANCE NO. 2020-__**

AN ORDINANCE ADDING A NEW ARTICLE III TO CHAPTER 8 OF THE GREEN MOUNTAIN FALLS MUNICIPAL CODE CONCERNING PARKING ON RESIDENTIAL STREETS AND IN DOWNTOWN

WHEREAS, the Board of Trustees finds that serious adverse effects in certain areas and neighborhoods of the Town result from motor vehicle congestion, particularly the parking of motor vehicles on the streets of such areas and neighborhoods by nonresidents who do not visit or conduct business with residents but who nonetheless use Town resources;

WHEREAS, these serious adverse effects upon residential neighborhoods include without limitation increased polluted air, excessive noise, trash, and refuse caused by the entry and exit of such motor vehicles, unreasonable burden placed upon residents in obtaining parking near their residences, detriment to the natural rural mountain character of such residential areas and neighborhoods, and increased hazard to children and other pedestrians;

WHEREAS, many of these serious adverse effects are not limited to residential neighborhoods, but also impact specific downtown areas of the Town;

WHEREAS, the permit program established by this Ordinance will help relieve these serious adverse effects by nonresidents coming into the Town;

WHEREAS, uniform parking regulations restricting residents and nonresidents alike would not serve the public interest. Rather, such regulations would contribute to community and neighborhood decline while ignoring alternatives to trail access and automobile travel available to nonresidents who park in these areas. For this reason, a system of preferential resident parking is most desirable;

WHEREAS, for the foregoing reasons, the Town desires to amend its municipal code regarding parking on residential streets and in downtown areas; and

WHEREAS, the amendments to the municipal code set forth herein serve the health, safety and welfare of the residents of the Town.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE TOWN OF GREEN MOUNTAIN FALLS, COLORADO:

Section 1. Chapter 8 of the Green Mountain Falls Municipal Code is hereby amended by the addition of a new Article III to read as follows:

ARTICLE III – Parking

Sec. 8-41. - Purpose.

This Article is enacted in response to the serious adverse effects caused in certain areas and neighborhoods of the Town by motor vehicle congestion, particularly

parking of motor vehicles on the streets of such areas and neighborhoods by nonresidents who do not visit or conduct business with residents. In order to protect these areas and neighborhoods, it is necessary to enact parking regulations restricting parking by nonresidents, while providing the opportunity for residents to park and do business near their homes.

Sec. 8-42. - Definitions.

The following definitions shall apply in the interpretation of this Article:

One-day visitor permit means a permit issued under this Article that is valid for one 24-hour period, whose owner or principal operator may not reside within the Town.

Parking permit means either a residential parking permit issued to residents of the Town pursuant to this Article, or a one-day visitor permit issued pursuant to this Article.

Public street means any road, street, or similar facility under the jurisdiction of and maintained by a public agency and open to public travel.

Residential parking permit means a parking permit issued under this Article to a vehicle whose owner or principal operator resides within the Town.

Area marked for residential parking means an area designated pursuant to Section 8-46 of this Article.

Vehicle means a machine propelled or pulled by power other than human power designed to travel along the ground by use of wheels, treads, tracks, runners or slides and shall include, without limitation, an automobile, truck, motorcycle, tractor, field machinery, bus, camper, utility and travel trailer, bulldozer, earth moving or compacting equipment, backhoe or truck bed/box.

Sec. 8-43. – Residential Parking Permit Issuance.

(a) The Town shall issue residential parking permits to residents upon application to the Town Clerk and for a fee established by resolution of the Board of Trustees. The application shall require, at a minimum, the name of the owner or operator of the vehicle to be permitted, the residential address of the owner or operator of the vehicle to be permitted, the owner or operator's state driver's license number, and the vehicle make, model and license plate number. The applicant shall provide proof of residency as required by the Town Clerk.

(b) Residential parking permits shall be issued specific to a vehicle listed on the application to the Town Clerk. To be valid, each residential parking permit shall be permanently adhered to the inside bottom driver side corner of the windshield of the vehicle to which the residential parking permit is registered. A residential parking permit that is not permanently adhered shall not be a valid permit.

(c) There shall be no limit to the number of residential parking permits issued to a residence, provided that no residential parking permit shall be issued for a vehicle whose owner or principal operator does not reside ~~within the Town~~at the residence.

(d) An applicant may obtain a replacement residential parking permit in the same manner and for the same fee as the original residential permit upon providing evidence satisfactory to the Town Clerk that the original permit has been lost or destroyed.

(e) Each residential parking permit issued by the Town shall be valid for one year from the date of issuance by the Town Clerk.

Sec. 8-44. – One-Day Visitor Permit Issuance.

(a) The Town shall issue one-day visitor permits to residents upon application to the Town Clerk and for a fee established by resolution of the Board of Trustees. The application shall require, at a minimum, the name of the resident requesting the one-day visitor permit and the residential address of the resident requesting the one-day visitor permit. The applicant shall provide proof of residency as required by the Town Clerk.

(b) One-day visitor permits shall be issued to residents and are intended for use by guests of residents. One-day visitor permits are not specific to a vehicle upon issuance. However, to be valid, each one-day visitor permit shall be fully filled out in ink or permanent marker and displayed inside the vehicle dashboard so that the permit is easily visible and decipherable from outside the vehicle. A one-day visitor permit that does not provide all required information or that is displayed improperly shall not be a valid permit.

(c) Each residence is limited to five (5) packs of one-day visitor permits per calendar year, with each pack containing twenty (20) blank permits.

(d) Each blank one-day visitor permit issued by the Town shall be valid for one year from the date of issuance by the Town Clerk. Once filled out by the resident or guest and placed into use, each one-day visitor permit shall be valid for one 24-hour period.

Sec. 8-45. – Residential Street Parking.

(a) It is unlawful for any person to park a vehicle on any public street in an area marked for residential parking without displaying a valid parking permit issued by the Town authorizing the vehicle to be parked in that area. In addition to any other requirements of this Article, a parking permit must be current, displayed at all pertinent times the vehicle is parked, and visible from the roadway for the parking tag to be deemed valid.

(b) The Town Manager shall direct the installation of all necessary signage or pavement markings to establish the residential areas in which this Section shall apply, ~~as follows:~~

~~(1) Official signs indicating that parking is restricted on public streets in a residential area shall be posted at each public vehicular entrance to the restricted area.~~

~~(2) Official signs with double arrows shall be posted at intermediate points within the restricted area indicating the extent of the restricted area.~~

(c) The following are exempt from the requirements of this Section:

(1) A vehicle owned by or operated under contract to a utility and in actual use in the construction, operation, removal or repair of utility property or facilities or engaged in authorized work;

(2) A vehicle that is owned by or operated under contract to a federal, state, or local governmental agency and was being used in the course of official government business;

(3) An authorized emergency vehicle; and

(4) A motor vehicle used for delivery or service business purposes, including without limitation vehicles such as moving vans and sanitation, repair, electrical and plumbing service vehicles, while conducting business.

Sec. 8-46. – Designation of Area to be Marked for Residential Parking.

(a) The Board of Trustees shall designate by ordinance those residential areas within the Town with chronic parking problems as areas to be marked for residential parking.

(b) The Board of Trustees, in making a determination of designation under this Section, shall consider the following criteria:

(1) The extent to which vehicles parking in the area are vehicles displaying out of state or out of town license plates indicating that the vehicle belongs to a nonresident of the Town;

(2) The extent to which residents cannot obtain adequate public street parking adjacent to or near their residences because of widespread use of parking spaces by out of town vehicles;

(3) The effect on the health, safety, and welfare of the residents along the public street from intensive use of the residential public street,

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including increased polluted air, excessive noise, trash, and refuse caused by the entry and exit of non-resident vehicles;

(4) The deterioration of the residential environment as a result of traffic congestion and insufficient parking in the area, including detriment to the natural rural mountain character of such residential areas and neighborhoods and increased hazard to children and other pedestrians;

(5) The extent that the designation of a residential parking permit area would be likely to reduce traffic congestion and any other problems identified in this Section; and

(6) Evidence of support of the residents in the proposed area to be marked for residential parking for the institution of a residential parking permit system and the willingness of those residents to bear the costs incidental to the issuance of permits authorized by this Article.

(c) As soon as practicable following the adoption of an ordinance designating or extending a residential parking permit area, the Town Clerk shall mail to the occupant of every address within the area to be marked for residential parking a written notice containing the following information:

(1) The existence and boundaries of the area to be marked for residential parking;

(2) The parking restrictions applicable to all vehicles on public streets in the designated area;

(3) The effective date of the ordinance; and

(4) The procedures and associated fees to obtain parking permits.

Sec. 8-47. – Parking in Private Driveway or on Private Property.

It is unlawful for any person to park or stand a vehicle, whether occupied or not, otherwise than temporarily for the purpose of, and while actually engaged in, loading or unloading, in a private driveway or on private property without the express consent of the owner or person in lawful possession of such driveway or property.

Sec. 8-48. – Metered Parking.

(a) It is unlawful for any person to park a vehicle in any Town-owned or Town-controlled on or off-street, paid or permit-required parking lot or parking space at any time without immediately depositing or causing to be deposited payment in the parking meter for the time used during the applicable hours of operation and on the applicable days of operation of such parking meter, as

indicated by the sign accompanying such parking meter, or without displaying a valid residential parking permit authorizing such vehicle to be parked at the location. In addition to any other requirements of this Article, a parking permit must be current, displayed at all pertinent times the vehicle is parked, and visible from the roadway for the parking tag to be deemed valid.

(b) Vehicles displaying a valid residential parking permit may be parked in a Town-owned or Town-controlled on or off-street paid parking lot or parking space without paying the meter. One-day visitor parking permits remain subject to the requirements of this Section and must observe all requirements when parking in any Town-owned or Town-controlled on or off-street paid parking lot or parking space.

(c) Parking meters shall display the dates and times that parking restrictions are in place and shall display the hourly or daily charges which are reasonably necessary to defray the expenses incurred incident to this Article.

(d) The Town Manager shall direct the installation of all parking meters and all necessary signage or pavement markings to establish the areas in which this Section shall apply, as follows:

(1) Official signs indicating that parking is restricted in a Town-owned or Town-controlled on or off-street parking lot shall be posted at each entrance to the parking lot.

(2) Official signs indicating that parking is restricted in Town-owned or Town-controlled on or off-street parking spaces shall be posted where practicable to give notice of the restricted area. Official signs with double arrows shall be posted at intermediate points within the restricted area indicating the extent of the restricted area.

(e) The following are exempt from the requirements of this Section:

(1) A vehicle owned by or operated under contract to a utility and in actual use in the construction, operation, removal or repair of utility property or facilities or engaged in authorized work;

(2) A vehicle that is owned by or operated under contract to a federal, state, or local governmental agency and was being used in the course of official government business;

(3) An authorized emergency vehicle; and

(4) A motor vehicle used for delivery or service business purposes, including without limitation vehicles such as moving vans and sanitation, repair, electrical and plumbing service vehicles, while conducting business.

Sec. 8-49. – Duplication of Parking Permits Prohibited.

It is unlawful for any person to duplicate or attempt to duplicate by any means a parking permit issued pursuant to this Article. It is a violation of this Article for any person to display on any motor vehicle a duplicate parking permit.

Sec. 8-50. - Effect of Issuance of Parking Permit.

A parking permit issued pursuant to this Article does not excuse compliance with any other provisions of applicable law relating to parking, including without limitation restricted parking for persons with disabilities. A parking permit shall not guarantee or reserve a parking space within an area marked for residential parking. A permit issued pursuant to this Article shall not authorize the standing or parking of any vehicle in any place or during any time when the stopping, standing or parking of vehicles is prohibited or set aside for specified vehicle types. The issuance of a parking permit shall not excuse the observance of any traffic regulation.

Sec. 8-51. – Enforcement.

The Town Marshal shall enforce the requirements of this Article. The Town Marshal is authorized to designate the position of Parking Enforcement Officer to be under the direct supervision of the Town Marshal to enforce this Article, which Parking Enforcement Officer must be certified by Peace Officer Standards and Training (POST). The Parking Enforcement Officer may be a deputy Town marshal.

Sec. 8-52. – Impoundment.

The Town Marshal is authorized to remove or have removed any vehicle left any place in the Town which reasonably appears to be in violation of this Article. All costs incurred by such impoundment, including towing expenses, shall be the responsibility of the owner and occupant of the property. ~~If such costs are not paid after billing, the Town may place a lien against the property upon which the vehicle was stored for the amount of any costs the Town has incurred. Such lien shall remain against the property and may be foreclosed through court at the option of the Town.~~

Sec. 8-53. – Violations; Penalty.

(a) It is unlawful for any person to fail to comply with the terms of this Article. Violations shall constitute a civil offense punishable by one or more of the following penalties:

- (1) Loss of parking permit privileges;
- (2) Impoundment of the vehicle;

(3) Termination of the right to receive residential parking permits in the future; and

(4) A fine not to exceed ~~one thousand dollars~~ four hundred ninety nine dollars (\$4,000.00).

(b) Each separate act in violation of this Article, and each and every day or portion thereof during which any separate act in violation of this Article is committed, continued, or permitted, shall be deemed a separate offense.

(c) Any remedies provided for in this Article shall be cumulative and not exclusive and shall be in addition to any other remedies provided by law.

Section 2. Safety Clause. The Board of Trustees hereby finds, determines and declares that this Ordinance is promulgated under the general police power of the Town of Green Mountain Falls, that it is promulgated for the health, safety and welfare of the public and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The Board of Trustees further determines that this Ordinance bears a rational relation to the proper legislative object sought to be attained.

Section 3. Severability. If any clause, sentence, paragraph, or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 4. Effective Date. This Ordinance shall be effective thirty (30) days after publication.

INTRODUCED AND ORDERED PUBLISHED the ____ day of _____, 2020, at the Green Mountain Falls Town Hall, 10615 Green Mountain Falls Road, Green Mountain Falls, Colorado.

ADOPTED AND ORDERED PUBLISHED the ____ day of _____, 2020.

Jane Newberry, Mayor

ATTEST:

Laura Kotewa, Town Clerk/Treasurer

Published in the Pike Peaks Courier, _____ 2020.

Response	Do you think that the Town has any issues related to Recreational and Tourism Parking?	Would you like to provide feedback related to this question?	Do you think that the Town should consider managing Parking within Town Limits? This could include creating "Residential Only" zones, adding parking areas, Paid Visitor Parking areas, or other active management of parking	Would you like to provide feedback related to this question?	If the Town does institute Paid Visitor Parking, how would you like to see revenue from the program utilized?
1	Yes	Too many cars on main st and hikers on roads	Yes		Maintain our parks and clean up our town. Weeds growing every where and no grass in the parks.
2	Yes	Congestion in town is heavy during the tourism season. We should prioritize creation of a better parking situation for residents.	Yes	I think this is a great way to provide a revenue source for the town and to improve the residents and tourists experience while here.	I'd like to see it go towards building staff capacity, building programs, and paying for infrastructure. I think a transit system that could alleviate congestion at the trailheads would be great.
3	Yes		Yes		To maintain trails and support parking enforcement
4	Yes		Yes		Trail and/ or road maintenance
5	Yes		Yes	Yes, without a driveway we have to use the portion of the side of road the town has agreed to. On our side residential roads we end up with hikers parking where they should not. It makes it difficult all summer to park near our home.	Use toward town improvements and upkeep.
6	No	i think theres enough parking but not good signage.	Yes	maybe a parking tag, or set hours for parking for business spaces by blue moose	pay for restrooms, maybe a paid meter system like manitou, revitalizing the lake path around the lake
7	Yes		Yes		Parking area and trails maintenance, improvement and enforcement.
8	Yes	On weekends in the summer there are so many cars on the main road and people/dogs walking in the road and crossing the road without looking that it makes it difficult to drive and get to our house. The parking where it is forces people to walk on the main road.	Yes		Parks and road maintenance
9	No	Yes!	Yes	Yes	Improving road maintenance, signage for trails and streets to keep hikers off of private property and help for the Marshal.
10	Yes	We have concerns about illegal parking by hikers.	Yes		Back to road maintenance.
11	Yes	Designated trails parking would be nice	I need more information		More road maint.
12	Yes	During peak season parking fills from the pantry down to the pool where even finding parking by the post office to get mail can be a pain.	I need more information	I would hesitate to make paid parking spots and rather see the unpaved parking areas paved and clear parking spots lined for visitors.	Use it to maintain parking areas around town.
13	No	No	No	I don't think it is necessary, I've never had trouble parking anywhere in town even with tourists present.	I'd like it to go towards keeping our parks up or community events.
14	Yes	Parking in residential areas, trash...	Yes		ROADS!!!
15	Yes	It would be nice to have additional pay to park parking closer to trail heads. Nearby Manitou Springs has figured out the process and would be a good model.	Yes		Purchase land nearer to trail heads to create additional paid parking. If Denver is any kind of model, we will continue to get more hiking traffic as Colorado Springs grows.

16	No	Parking is not an issue but speeding on Ute Pass Avenue is much more an issue	No	Please address the speeding issue	Paid parking will only keep visitors from coming to town
17	Yes	Some days we are just too crowded with both foot and vehicular traffic	I need more information	There would be a lot of "room for error" in any implementation of this, so I would suggest a thorough dialog.	Let the problem help pay for it's own solution; roll that revenue back into parking/crowd/signage/trail maintenance.
18	Yes		I need more information		Public Safety and Road maintenance
19	Yes		I need more information		Not sure at this point. Most likely clean up etc.
20	No	Leave it alone this little wanta be town needs all it can GMF does not meet the criteria to be a town so back off the trails and hikers	No	Leave it alone Kirkpatrick bs will cause more confusion then summer hikers	Greed is ugly like it would make a difference in the budget. The lake would still be a mess with no working restrooms so why?
21	Yes		Yes		Put back into the parks and trails, to include trash management and maintenance.
22	No	We must need some bigger issues to worry about, since this is such a big concern.	I need more information	Keep GMF warm and welcoming. The current signage and possibly some additional signage that does not allow parking in residential areas near trail heads and encourages people to park at designated trail parking areas should be sufficient.	Don't charge for parking.
23	Yes		Yes		Road and trail maintenance
24	Yes		I need more information		Road maintenance
25	Yes		Yes		Road and park improvement
26	Yes		Yes		Parks/trails and town improvement/upkeep
27	Yes	With the influx of people visiting town (hiking, dining, fishing, or park use) the parking and waste situation is becoming problematic. Parking spaces in front of the restaurants and bar are now being used for overflow hiker parking along with residential streets. I run our trails very early in the morning (before sunrise) and bring a small bag with me to collect trash on the trails but more frequently along the designated hiker parking area parallel to the road on my way home. During summer months, I completely fill the bag with waste left behind by people parking there. I draw the line at feminine hygiene products, toilet paper, and dog poop. Vault toilets at a designated parking area would resolve some of the waste issues we currently have. I am full-time teacher but work minimal hours at the Pantry in the summer. This summer, our biggest complaint from patrons was the lack of parking. We had people parking at the Chipita Park Rd./Mountain Rd. parking area near the creek trail. This required they walk .75 miles in order to have breakfast. We also had multiple reservations call to cancel because there were no parking spots available when they arrived in town.	Yes	See above	I believe the increase of visitors is the draw of our hiking trails. I would love to see a vault toilet at a designated parking area (most people would prefer go outdoors than use a porta-potty).

28	Yes	Too many folks visit and use town services but provide zero in the way of funding for anything.	Yes	This would allow those that live here the peace that they live here for	More policing and enforcement of speeding for # 1. No special treatment for locals nor visitors speeding. Not saying that's the case but lack of manpower and time for ticketing leads to a fess pass and zero revenue from those that ignore the speed limit laws.
29	No	I have been coming to gmf for 60 years and my family for 100 years. You have always had parking issues. Charging isn't a solution it's a new problem.	No	You will create significant cost just to manage this. Don't charge.	You need to clearly define all aspects of this program beyond if you are going to charge and you aren't even close.
30	Yes		Yes		Fire Mitigation
31	Yes	Guests tend to follow directions — not parking on Hindo — but a more clearly designated parking area would be helpful.	Yes		Road maintenance.
32	Yes	Demand has outpaced supply, efforts to address are late or inadequate.	Yes	The town of Vail has all residential areas off limits to parking; residents, utility, delivery, etc excepted, strictly enforced. Enforcement is the key. Establishment of strategic parking plan for GMF that includes convenient public parking should reduce the enforcement burden.	Any way the Town wants, but maintenance of the parking plan should be included.
33	Yes	VRBO we ruining the towns character	Yes		Fix the bathrooms and the signage
34	Yes		Yes		To cover costs associated with program, enforcement and any remaining to parks upkeep.
35	Yes		Yes	One concern with this is use of Sallie Bush. Requiring guests of an event to pay for parking after someone has paid to rent the facility wouldn't be acceptable. Maybe the renters could get parking passes with a date and time on them to give their guests.	Law enforcement and street maintenance, trail info (handouts)
36	Yes		I need more information		Pay for parking patrol to be able to write tickets for violating.
37	Yes	Peak times specifically, there is total disregard for the neighborhoods and retail spaces.	Yes	I'd like to see retail only parking too	Trail clean up, road repairs, better restrooms if we're truly going to keep encouraging hikers.
38	Yes	The biggest issue is that the Town is not making any money off of parking. Parking along the stream and gazebo area seems to fill up quickly.	Yes	Right now, the Town is incurring costs associated with the tourism (porta-pots for example). There is no reason why the Town can't charge for the premium parking spaces along the stream and gazebo for non-residents to help with the costs of providing the recreation we provide. It would be nice for the restaurants to be able to validate parking somehow, but if we follow the Manitou model even restaurant patrons would have to pay to park.	"Care and feeding" of the tourism attractions (trails, rest rooms etc...). Fire Mitigation.
39	Yes	The biggest issue is that the Town is not making any money off of parking. Parking along the stream and gazebo area seems to fill up quickly.	Yes	Right now, the Town is incurring costs associated with the tourism (porta-pots for example). There is no reason why the Town can't charge for the premium parking spaces along the stream and gazebo for non-residents to help with the costs of providing the recreation we provide. It would be nice for the restaurants to be able to validate parking somehow, but if we follow the Manitou model even restaurant patrons would have to pay to park.	"Care and feeding" of the tourism attractions (trails, rest rooms etc...). Fire Mitigation.
40	No	There is plenty of parking	Yes		I'm not sure. I love the quaintness of this town and definitely think it's a great idea to pay for parking but not sure where that revenue would be best utilized.

41	Yes	There is plenty of parking for hikers in GMF but they all want to park close to the trailheads and that is where the problem lies. Premium parking for hikers is by the gazebo and along the stream. This, however, takes parking away for businesses in that area. Having hikers park in the Joyland parking lot would help alleviate some of the overparking by the stream and gazebo.	Yes	Designated parking zones would be beneficial to locals, businesses and non-local visitors.	The upkeep and maintenance of the parking areas and of the trails.
42	No	Clean up the dump at the end of Olathe and make it summer parking.	I need more information	There is enough visitor parking	Working toilets for hikers. Ones that don't stink and are maintained
43	Yes	The only problem I've noticed is that there is confusion on where parking is located.	I need more information	I'm not entirely certain I see the need for paid visitor parking, but would listen to arguments either way. Clear concise signage would be the most helpful step.	To pay for implementation, administration, and maintenance of such areas. Anything more should go to trail maintenance.
44	Yes		Yes		Use the revenue to monitor and enforce parking, toward park and trails maintenance, and recreational facilities.
45	Yes	The only problem I've noticed is that there is confusion on where parking is located.	I need more information	I'm not entirely certain I see the need for paid visitor parking, but would listen to arguments either way. Clear concise signage would be the most helpful step.	To pay for implementation, administration, and maintenance of such areas. Anything more should go to trail maintenance.
46	Yes		Yes		Toward general upkeep of trails or areas associated with parking.
47	Yes		Yes		Upkeep & maintenance
48	Yes	We need to make them pay for parking.	Yes		Pay the employees better so they will stay. Fix the roads up, and the downtown looks terrible.
49	No		No		For the trails upkeep
50	Yes		Yes		Build a dog park Fund a town gym Invest in snow removal FERRIS WHEEL! Weekly helium balloons for every resident.
51	No	Stop complaining about tourists, they might want to live here one day.	I need more information	Who would manage these areas.	Lower taxes
52	Yes		Yes	During seasonal peaks....ONLY!!	For the parking only....
53	Yes	There is not clear information of where to park (including the vacant lots) and not enough enforcement of illegal parking.	I need more information	I am opposed to paid visitor parking, but we do need Residential Only and Visitor Parking areas designated	I oppose this. But if you go forward with it, the money should be put towards trail maintenance.
54	Yes	Not enough parking is a fallacy, there are always spaces if visitors know where to find them (by tennis courts up to Sallie Bush, etc.) The Town has also failed to move the debris at the end of Olathe for several years. That would open approx. 10 more spaces. Same for the diagonal parking on El Paso behind the fire station - another approx 8 space, overgrown.	Yes	Active management costs time & money. There are many successful models for donations. "Active" should mean more police presence during busy summer weekend hours.	This is a loaded question. You assume there will be excess revenue after the expense of enforcement. Doubtful.
55	Yes	Traffic and parking on residential roads has become serious and hazardous to residents as well as visitors.	Yes	Visitors should be required to walk to the trails from downtown.	Roadwork and/or fire prevention efforts in residential areas.
56	Yes		Yes		Public Restrooms, Fencing and Parking Signs, Resources for the trails committee such as printed maps

57	Yes	Due to the virus, we have had many more people coming into our town to escape the bigger cities and to enjoy the outdoors. The town did not prepare adequately for the number of visitors... we didn't have functioning toilets or enough trash containers for the amount of people.	I need more information	Not sure if the "town" should deal with this since we only have a few employees and it is very difficult to get the needed help from volunteers.	Help get our swimming pool functioning
58	Yes		Yes		I do not think there will be enough revenue to worry about!
59	Yes		Yes		Parks and trail maintenance
60	Yes	Absolutely yes...there are huge issues. These people come up to our town to hike our trails with their pets off leash running in our yards and off the trails. The trash and shit on my road was insane this year. The majority of them do nothing but cost us money and time picking up what they leave behind. They don't spend any money in our town and our residents are the ones put out...thats an issue.	Yes	I would love to have visable signs to let hikers kno not to park in front of residents. Driveways or in the roadways on narrow roads. Big signs saying you don't live up here ya don't try and park here. Ya came to hike....start down there!	To maintain the trails and and the roads to the trails. the trash these people bring in and don't take with them.
61	Yes	Overcrowding. During certain times of the year, there are a lot of cars parked from basically the East end of Olathe all the way through Town to the lot by the bridge/lake. Additionally, issues on Hondo with hikers not picking up their dog poop, esp in the 'dead zone' in the area where there are just summer cabins and above the trail that goes from Iona up to Hondo.	Yes	I like the idea of paid parking, more designated spaces around Ute Pass Ave and better instructions and signs on where to park and how to get to the trails from parking.	To keep things functional for all and accommodate for visitors: additional signage, additional porta-potties, additional dog waste stations. To benefit residents: use parking revenue to hire some more people to do snowplowing in the winter (i.e. not waiting until 10 am and plowing as the snow starts to accumulate, prioritizing the steepest roads to protect safety of drivers and emergency access).
62	Yes	We are so popular!	Yes	Paid parking or annual parking pass for visitors	Town and trail maintenance, several more dog waste stations along the hiking areas.
63	Yes	There isn't enough parking for the number of tourists, and there aren't clear signs indicating where people can and cannot park.	Yes		Trail maintenance as many of the people that come here and park are here to use our trails. One of the biggest issues (especially during peak season) is dog poop being left along roads and on trails. Installing more receptacles and bag stations would be extremely beneficial to the cleanliness of our town.
64	Yes	People park cars at the trail heads and tickets are not issued and they are not towed. There needs to be a hotline or something we can do quickly to call a tow-truck or ticket writer, etc...so that signage will be taken seriously.	Yes	I like the idea of paid parking for visitors (in approved areas) with free parking for residents in all areas (except in managed visitor paid parking lots). I like the idea of paid visitor parking lots. Property owners should be issued at least 3-5 car placards or dashboard sheets to be placed on dashboard to identify owners' cars and those of residents' guests (with the proper address included on it). (No stickers please). If paid parking extends outside of visitor lots into individual parking places around town, Businesses should have marked spaces that are free to customers ONLY and/or have some free parking passes to provide to customers. Residents and property owners in town should have free parking in those individual spaces around town as well.	Exclusively for fire mitigation so we continue to have a forest (but a healthy one) for people to visit. People might happily pay for parking if they know that this is the 'cause' that the money is earmarked for.
65	Yes	Parking for hikers is inadequate and takes away from business parking	Yes	Yes-there needs to be designated parking for hikers and it should be enforced	Improve road and lake area maintenance/beautification

66	Yes	People will generally police themselves and do the right thing (i.e., park where allowed, be courteous, walk on paths out of traffic) but there is an 80/20 rule that makes the minority of poor behavior a problem.	Yes		Creating safe access to trails and walking paths; maintaining commercial parking and ADA accessibility; Public Works staff funding, equipment, and infrastructure; bare minimum parks and roads LOS; a hundred ways besides giving every citizen a voice to complain about everything they don't get out of \$100k/yr
67	Yes	Differentiating trail and restaurant/lake parking would be helpful	I need more information	I think a free option is needed (eg manitou) but it can be further from trails than paid options	Infrastructure improvement
68	Yes		I need more information		Education or ground upkeep
69	Yes		Yes		Trail development & maintenance & economic development
70	Yes		Yes		Pave more streets!!!
71	Yes	There isn't enough parking for the number of tourists, and there aren't clear signs indicating where people can and cannot park.	Yes		Trail maintenance as many of the people that come here and park are here to use our trails. One of the biggest issues (especially during peak season) is dog poop being left along roads and on trails. Installing more receptacles and bag stations would be extremely beneficial to the cleanliness of our town.
72	Yes		Yes		Pave more streets!!!
73	No		Yes		Road and trail maintenance
74	Yes	I think that sometimes hikers park where they're not supposed to.	No	I think parking should be free to everyone, but that there should be designated residential areas.	Put back into schools and road maintenance.
75	No	No	No	No	Not sure
76	Yes	There is no clear management in terms of numbers of hikers and parking, and facilities.Green Mountain Falls is primarily residential. The two uses will certainly clash and are incompatible at the level being seen. Management has become important.	Yes	Visitor parking should be limited to non residential areas. Paid parking will undoubtedly lead to some illegal parking. Not sure how paid parking plan would be implemented or enforced.	Town's discretion for most urgent need.
77	Yes	vehicles parked on narrow residential streets to get closer to the trailheads because most hikers are lazy. driveways being blocked, parking around the lake on busy days.	Yes	we need to manage the hikers and where they park, PD needs to do their job and enforce parking issues.	improve the town looks, get rid of the dirt piles, help PW get some help, fix up the lake park.
78	Yes	It has overwhelmed our town. I don't know if business revenue has increased but wear and tear has.	Yes	Yes, yes, yes!	ROADS and trails.
79	Yes	Yes	Yes	Parking is an issue for businesses and residents.	Roads, pool, lake upkeep
80	No		Yes		Maintain the lake and creek
81	Yes	At peak hours (summer mornings or Saturday Evening near the Moose) there is a problem. The lack of signage for trails affects this because people wander into neighborhoods to park closer to the forested trails instead of being directed from established parking areas to the trails.	No	The town resources are too limited to manage paid parking (tickets / Metermaids?); if visitors were directed to reasonable locations and told where they were going (maps?!?) some of the strain on neighborhoods would have been reduced	I don't see this as a reasonable option. Paid parking drives people further afield, and they will move into random 'free' areas. This would be a non-starter
82	Yes	I think that sometimes hikers park where they're not supposed to.	No	I think parking should be free to everyone, but that there should be designated residential areas.	Put back into schools and road maintenance.
83	Yes	There should be a hiking only parking lot that is well advertised and furnished with directions to trails, rules for trail usage, especially for dogs.	Yes	Not now	For a trail monitor and public toilets.

84	No	Ample parking, if you know where to find it	No	Too overcomplicate a simple issue: just increase signage	Parks & Rec
85	Yes		Yes		On the roads.
86	Yes	Especially in regards to signage and clearly marking what's available. I am wondering what will happen when the amazing skyspace is dedicated next summer ... I would imagine more people will be coming! and clear signage so important. It seems that there are plenty of space, but they are not marked clearly.	No	I would prefer not to complicate things, but to keep it simple! There could be donation boxes set up in clearly marked public parking areas, but to get more formalized seems like too much for GMF to handle, and takes away the some of the spirit of this place.	I'm not sure. I hope this DOES NOT HAPPEN
87	Yes	Provide shuttle service from Joyland.	I need more information		Trail maintenance, signage and expansion.
88	No		No	Town visitors patronize our town businesses and town businesses generate tax revenue for GMF. Why would we want to discourage visitors from coming to hike, shop, or dine???? Paid parking is irritating in a small town that, according to its long range plan, wants to encourage new businesses, visitors, hikers, vacationers, etc.	Don't do it!!
89	Yes	People seem to park in private parking even when posted not to park.	Yes		activities for children and teens.
90	No	It would be good to have designated parking for trails.	Yes	We need parking for trails, and clear signage for these sites.	We don't favor paid parking, but if we have it, the revenue should go to trails
91	Yes	Cars parking in front of houses. Congestion from cars driving to trailhead and turning around.	Yes	Paid parking for hikers.	Trail maintenance, bathroom facilities
92	Yes		I need more information	If I go to hike in some mtn trail & there is a p'king fee, I don't stay there, I go elsewhere.	I've lived here since 2004 & I've heard too many times by this city office GMF doesn't want new businesses or people to come here. "stay a sleepy town" So the bd has chosen to raise property tax to meet the budget. frustrating to me
93	Yes		Yes		Pave more streets!!!
94	Yes	Think the correct legal term is "Shitload of problems".	Yes		Trail and Parking expenses and improvement.
95	Yes	I feel the community needs to take a more active roll in surfacing answers to our growth opportunities as the next 3 years unfold. We need to be pro-active as we envision our growth, needs, safety.	Yes	I'd like to see our city be looking to answers for our future. I feel we need to be more responsive to our needs as we experience growth than we may have been in the past. Planning is monument to our future.	reinvested in our community with handling our rural life and visitors.
96	Yes	Plenty of parking, hikers just don't know where to park	Yes	Have signage that supports where hikers can park and where businesses have parking for their clients.	Maintain the trails
97	No		No		On reducing taxes if enough revenue
98	Yes	Inadequate parking to accommodate needs of the town.	Yes	Would like up to 3 permits per household issued to homeowners for parking in Residential Only zones. Paid Parking by seasonal permit for frequent visitors. Daily or hourly paid parking for infrequent visitors. Active enforcement.	Designated and earmarked for Law enforcement, Trails and Fire Mitigation only.
99	No	I've not been in town long, but I think the town should consider both sides of this coin - restrictive measures versus the opportunity it brings to everyone.	No		Reduction of short-term rental fees
100	Yes	It is out of control, especcally weekends but even during the week in the summer it is bad	Yes		Roads
101	Yes		Yes		The fees should go towards trail management.
102	No	Better signage for visitors would be helpful.	No	Better signage would probably resolve most parking issues.	Paid parking would discourage visitors and should not be considered.

103	Yes		I need more information		Town trash dumpsters
104	Yes		Yes	Do not build more parking lots. Make a deal with the Joyland tract owner.	For trails
105	Yes	Inadequate parking and no public bathroom facilities	Yes	Hiking plus the incredible James Turrell installation (Green Box) will swamp the town with visitors this summer . The installation will bring art people from around and outside the US(think mini Marfa Texas). And you need a car to get there. You need to have a plan in place or it will be chaos. Think the Incline and the mess in Manitou Springs	Trail maintenance and public bathrooms.
106	Yes	Trash on the roads	Yes		Yes please
107	Yes	The businesses and churches in town appreciate the influx of visitors but often there is not enough parking, as everyone knows. The only time it is an inconvenience for me personally it is on Sunday mornings when I am trying to attend Church In The Wildwood- well, before Covid. I support ways to expand in town parking and continue to keep roads private, no public parking.	Yes		Not sure. Perhaps install restrooms near the park by the swimming pool
108	Yes	No, I live at the other end of town where it isn't an issue but on Belvidere I'm sure it always will be.	I need more information		Need more info
109	Yes	The businesses and churches in town appreciate the influx of visitors but often there is not enough parking, as everyone knows. The only time it is an inconvenience for me personally it is on Sunday mornings when I am trying to attend Church In The Wildwood- well, before Covid. I support ways to expand in town parking and continue to keep roads private, no public parking.	Yes		Not sure. Perhaps install restrooms near the park by the swimming pool
110	Yes		Yes		My understanding is that the Town has inadequate budget for many things, would trust the town to budget this money with normal approvals. Would like to see some used for improved public works and maintenance
111	Yes	People parking every where	Yes		More rest rooms signage and up grade GMP roads and the trails and parks!
112	Yes		Yes		Public Works and maintenance
113	Yes	You bet I would!	Yes	Yes	At least some revenue for policing
114	Yes	This year emphasized the over-use of our trails by out-of-town hikers	Yes	Residents need to be assured that they will be able to park in front of their own homes. And why NOT paid parking? It can pay for itself. A donation box is a foolish idea - who would manage it? How easy is it to get ripped off? And really, it's a silly notion that people will donate to hike. Paid parking it is!	General fund is fine.
115	Yes	The hikers were taking over even business parking with out supporting businesses.	Yes		Going to the roads, pool, trails, parks.

116	No	I think we need better communication and more locations for trail maps. I am not in favor of any knee jerk reactions. I believe that 2020 has produced increased usage in trails' use due to the initial Covid 19 closures and restrictions in El Paso County recreational sites starting as early as March 2020. I think we will see a decrease in numbers (hopefully) as the Covid 19 restrictions are lessened in the summer of 2021 and both private and public sites are opened unrestricted.	No		Not in favor of paid visitor parking.
117	Yes	The hikers were taking over even business parking with out supporting businesses.	Yes		Going to the roads, pool, trails, parks.
118	Yes	The hikers were taking over even business parking with out supporting businesses.	Yes		Going to the roads, pool, trails, parks.
119	Yes		Yes	Look at Manitou Springs for ideas on paid parking. More spaces could be created by moving the split rail fence along the tennis courts back a few feet and designating diagonal parking. Consider window stickers for residents to allow on street parking in areas on the way to / near trailheads.	Use it for maintenance of paid parking areas, and areas impacted by the visitors (portapotties, trash cans, signage).
120	No	Seems to be plenty of designated parking downtown	I need more information		Make the town more attractive to visitors
121	Yes	Visitors are parking in areas they shouldn't/residential driveways, along the side of the road making it hard to get by.	Yes	We need residential only zones, added parking areas, I am totally against paid parking, I don't visit Manitou for dining or shopping because of paid parking.	Don't do it
122	No		Yes		Fund the pool/parks
123	Yes	Hikers parking on streets with No Hiker	Yes	"Residential only" zones are needed.	street maintenance
124	Yes	Parking signs needs to be enforced	I need more information		General operating fund
125	Yes	I think this is an issue that can be easily addressed by our community	Yes	I like this idea as it could raise money for the town.	I would like to see the revenue utilized for town maintenance and beautification.
126	Yes	Trailhead parking is not obvious for visitors	No	We need better signage	No
127	Yes	There is zero available parking at trailheads; hikers are forced to walk uphill a long way before they can even get on a trail, so hikers can be seen all over town as they park where they can (by Fountain Creek) in order to head up roads to the various trailheads.	I need more information	"Paid Visitor Parking" is a deterrent. Why force visitors to pay? They will only go elsewhere and this will hurt the few businesses that rely on out-of-towners to spend at their establishments.	trail maintenance; make visitors feel welcome
128	Yes		Yes		Pave more streets!!!
129	Yes		Yes		No opinion; CP (Chipita Park) homeowner.
130	Yes	More public parking is needed.	No	Charging for parking will drive away business like it did in Manitou.	Just don't.
131	Yes		Yes		Road maintenance in GMF; hiking trails developed/maintained; support special events like craft fairs, music on the lake, and additional holiday decorations
132	No	No	No		No
133	Yes	I quit shopping in Manitou and I will quit eating in GMF if I have to pay to park	No	Why mess up a peaceful little town by charging for parking?!	Pay the one policeman Virgil more to write tickets
134	Yes	The town has ample parking but uses it for a dump site for town maintenance who has their own work yard.	I need more information	Residential zones must be maintained prior to considering this as roads are not cared for regularly anymore.	Only to maintain and improve roads, parks and trails no more money to administration.

135	No	The no parking in residential areas helps with this issue.	No	I think this will keep local people from coming to GMF and will hurt local businesses.	Road maintenance.
136	Yes		Yes		Maintain and expand parking areas
137	No	While it does get congested in the summer I do not believe this is a problem and I do not believe paid parking is the solution to this.	No		Upkeep and maintenance of trails and downtown area such as adding dog poop bag and trash stations downtown.
138	Yes		Yes	I think residents should be given a guest pass or two (with limits, of course) for visiting family/friends staying overnight or multiple days at a time. That way if there's not adequate parking at the residence itself, guests could use that pass to park for free while visiting. Like a pass you could hang from the rearview mirror or something.	Pave more roads and fix the dam pond! It's such a waste that it's not been maintained properly. It needs drained, dredged out deeper, vegetation planted, logs/rocks layed for habitat, etc. so that fish can thrive. It's a big reason lots of people have moved here, only to catch dinky fish, if any at all. :(Good fishing would attract more visitors too!
139	Yes		Yes		Fire Mitigation
140	Yes	Parking lot for day hikers. Have them pay	I need more information	I am a resident in Chipita Park. Often I eat at the pantry blue moose and lucky duck. I dont think I should have to pay to park just to eat a meal.	Build a parking lot.
141	Yes		Yes	Residential parking zones would be good and additional parking for hikers.	Clean restrooms not portable potties.
142	Yes	Too much traffic (people are not paying attention to pedestrian's and people on bikes.) Weekends are difficult to enjoy in our town as cars are parked everywhere!	Yes	Limit the areas to park, to reduce the overuse of the park and trails. As our population continues to grow on the Southern Front Range, this will increase the Caring Capacity of our Natural Resources. Which may result in an negative effect on the Ecosystem in Green Mountain Falls. All the ideas listed in the question could be potential solutions, or some type of combinations of the zones and parking areas.	Reinvesting the Monies to the existing Park and trails, to ensure the integrity has improved and isn't falling into disrepair. Also to help meet statuary requirements by EPA, ADA guidelines for public areas, etc. and maintaining our roads and walking/biking areas, including picking up trash left behind by visitors.
143	Yes	Too many people being encouraged to come here	I need more information		Major Fire Mitigation
144	Yes	Hikers parking along residential streets. There is a big problem with people coming to town and leaving their garbage where they park.	Yes	Paid parking is a great idea. The fees can be used towards enforcement and the maintenance of the town (the trash they leave behind, financial burden of restroom supplies, enforcing the leash laws that people don't care about). It will keep the swelling numbers down of people coming from afar during a pandemic.	See above.
145	Yes		Yes		Trail maintenance, additional signage, road maint.
146	Yes	Most if the issues seem to be in front of businesses and the post office	Yes		Snow plowing
147	Yes		I need more information		Revenue should be put into maintaining the naturescape, park area and possibly grants available for businesses to make improvements to their structures or businesses.
148	No	Better signage could be used but paid parking isnt necessary. I despise the idea of paid parking.	No		I believe funds should be used on town projects that accent natural features. For example dirt roads are fine. Natural. For me it's important to use natural materials for all projects (Stone and such).
149	No	Covid created higher parking usage which will reduce somewhat in the future and I believe the twon has enough public parking to handle all hikers.....signage needs to be clear.	No	The charm of GMF is its "small town" atmosphere. Paid parking will discourage visitors who use the restaurants.	minimal interference

150	No		Yes	Management of parking by designating parking spots.	maintaining streets
151	Yes	It really isn't apparent where one is supposed to park.	Yes	I think there should be more parking, period, before requiring payment is considered.	I defer to longer term residents.
152	Yes	Illegal parking on roads. Being blocked in and unable to leave our home due to illegal parking. Dogs off leash attacking resident dogs	Yes	Better parking/no parking signs. Paid lots	Paying a deputy or someone to patrol for parking violations on residential roads. Fixing our streets. Invest in a tow truck. No parking signs on residential roads
153	Yes		Yes		General maintenance
154	Yes		I need more information	Resident parking is a must, I would like to see residents be issued a pass of some sort and not charged the fee to park in town. Not everyone is able to walk to the lake, church or restaurants/shops.	Road management and public works projects.
155	No	I have always found easily available parking in town at the height of tourist season.	No	See above.	Road improvements.
156	No		No		More funding for Parks and trails
157	No		No		Maintaining trails
158	No		No		Create a parks dept.
159	Yes	The parking issue seems to be mostly related to lack of proper signage. Would also help to have targeted enforcement during busy summer weekends.	No	I don't like the idea of having paid parking in our tiny mtn town. Management: sure, if it means having the Marshal work on summer weekends.	Not necessary. Ask for donations instead.
160	Yes	I whole hearted agree with Judy Plaza. It would really ruin the charm of Green Mountain Falls to have parking meters. What is the cost of installation? Next I guess we would have to hire someone to collect, monitor and fine those not complying. would money from parking pay that for all of that? Mainly do we want to look at city parking meters everywhere? I hold my breath for a big NO! Sandy Turley Bennett	No	See comments above. I cringe to picture turning Green Mountain Falls into a city with parking meters along our mountain roads.	Need more info.Need more info.
161	Yes		Yes		Restroom Facilities
162	Yes		Yes		Back into parks and Rec, pool, trails
163	Yes		Yes		Back to parks/rec. (pools and trails)
164	Yes		Yes		Pave more streets!!!
165	Yes		Yes		Back to parks/rec. (pools and trails)
166	Yes	the primary issue appears to be unclear and inconsistent signage	I need more information		Trail maintenance and restrooms
167	No	There is more than enough parking for the hikers	Yes	Residential parking should be the most important and we as residents should be able to call to have the hikers that park where they shouldn't towed away	Mitigation put big dumpsters out for us to put the tree limbs and such.

		Has an accurate parking survey been done that shows we do not have enough public parking in GMF. I have not ever observed where all the public parking has ever been full. Even during this past summer when we had more visitors than usual, I never observed where all the public parking spaces were taken. Some wayfinding and parking signage improvements may help people park in the proper areas and find their way. If there needs to be some compromise, maybe a small lot of most desirable spaces could be paid parking with all other spaces unpaid. Unless there is an issue with all spaces filled, I feel unlimited parking should be fine except for the business area. Many folks hiking or doing other activities in town may need several hours of parking. Could/should there be longer term/overnight parking (not to exceed a few nights). When there isn't enough parking at our cabin for family/friends visiting us at our cabin, I have parked one of our vehicles in town. I have also had to park in town overnight due to snow/ice that prevented us from getting up the hill. bn			
168	No		No	People should still be ticketed/towed when blocking a driveway or parked in a fire lane. I agree with most folks that trailhead parking needs to be in designated areas in town and not on residential streets or the business district.	Put back into parking, signage and administration.
169	Yes	Y	Yes	Y	Maint
170	No		No		To pave more of the town roads
171	No	There is more than enough parking for the hikers	Yes	Residential parking should be the most important and we as residents should be able to call to have the hikers that park where they shouldn't towed away	Mitigation put big dumpsters out for us to put the tree limbs and such.
172	Yes	The amount of inconsiderate hikers that have plagued our beautiful town is sickening.	Yes	Paid visitor parking is a must! The trash and rude mentality of these yuppies is hurting the beauty of our small town. Paid parking, will help fund maintaining our trails.	To better our community
173	Yes	Yes, on this survey. Most of the problems are very seasonal	I need more information	Some management is definitely in order., but must be carefully thought out	I can't believe there will be any net revenue after cost of meters, cost for enforcement personnel etc Only in the summer would there be income from such a plan
174	Yes	Only bad during 3 summer months	Yes	Better signage about appropriate use of parking places is best solution	Not likely to be any revenue after cost of meters and enforcement costs
175	Yes	The issues will be much more challenging when the new observatory opens. This facility must provide adequate parking, hopefully some outside city limits	Yes	Only if town able to enforce resident only parking in neighborhoods	This enforcement will certainly cost more than it generates
176	Yes		Yes		Pave more streets!!!
177	Yes	Issues include: too many vehicles & tourists for a small town, visitors parking in No Parking zones on residential streets, unauthorized parking by visitors in residents' driveways, no enforcement of current signage.	Yes	Enforcement would be necessary.	Fire mitigation or hiring of staff to enforce the parking rules and other rules in town and on the trails.
178	Yes		Yes		Signage and clean up from visitors
179	Yes	The issue is the hikers not those using the park, restaurants, etc.	Yes	Manage the hiker parking by limiting the number of spaces with signage. The forest service/county/state control the number of hikers at trails by limiting the parking.	Road Maintenance

Would you be comfortable with the Town charging visitors (not residents or guests of residents) for Parking?	Would you like to provide feedback related to this question?	If the Town does institute Paid parking, should free or reduced cost parking for folks that live in close proximity to Green Mountain Falls be considered?	Would you like to provide feedback related to this question?	What is the most important thing for the Town to consider in regard to Parking?	Do you think the Town has issues with Signage for Wayfinding related to Trails?
Yes	We need to get some revenue from the hikers creating the problems or why do we even want them.	Yes	CP residents should get free parking passes and people visiting local businesses.	Most of the issues were created by HGMFF trails and they should be responsible for providing parking space for hikers.	Yes
Yes	I think this is reasonable. I think visitors coming to use our towns amenities are used to paying for parking when they are engaged in recreation/leisure.	Yes	This is critical. I think our community is larger than town limits.	Parking is a public resource, and when we don't manage it it hurts everyone. No One likes to pay for parking, and I think we should find ways to keep it affordable and reasonable, but also we need to create revenue from this program.	Yes
Yes		Yes		Enforcing no parking near trail heads	Yes
Yes		Yes		Residents access and safety.	Yes
No		Yes		We obviously want people to come to our town that support the local economy. How, residents should not have to deal with extra parking in our areas or in places they should not. In addition there is often trash left in the lot or parking areas in town. We could use more trash cans in that area that are bear proof to combat.	No
Yes		Yes	people in the ute pass area like crystola, chipita park are considered part of the gmf community and have a vested interest in the town	signage for updated trailheads and signs right off 24 so people ca follow something like a green arrow or a symbol to designated parking	Yes
Yes		No		Signage and enforcement.	No
Yes		Yes		Making sure it is monitored and warnings and tickets issued as needed.	No
Yes	Yes	Maybe		Controlling the hiker parking and keep people from parking in no parking areas!	Yes
Yes		No		Control of illegal parking , respect for others , including residents.	Yes
I need more information		Maybe		Enforcement of parking regulations	Yes
I need more information	Adding any sort of paid parking would require a meter attendant to police. I don't see the overall profit outweighing the costs.	Maybe	Providing reduced parking costs for individuals in the area would involve additional oversight by the town to manage.	I would like to see paved parking areas across the church, across the blue moose, bottom of spruce, kitty corner to spruce.	Yes
No	I don't think it necessary to charge visitors to park because it would make it more difficult for residents to find parking without paying. I think it should be left as is. Free for all. Too many small towns charge for parking making it a hassle. It's hard too for people to enjoy our town if they have to worry about having money to park here and if they need to rush to get back to their cars. GMF is perfect without causing this inconvenience. Don't create paid parking.	Yes	I think if it must be done, free passes should be given out to residents and those who live in the county. Or maybe have free passes for anyone available to pick up somewhere if the person knows where to get them. This is a good option for commuters or frequent visitors.	Free parking should continue.	Yes
Yes		Maybe	Not sure how this would be enforced.	Controlling the number of people who come in.	Yes
Yes		Yes	I live in Chipita Park. Reduced parking or a parking sticker for locals would be nice.	It needs to support itself. Trash collection, enforcement etc should be funded by the parking.	Yes

No		No		Do not do it	Yes
I need more information	Again, how this were specifically implemented would be the difference between easing some frustrations of the community, or adding frustration.	Maybe	Any such plan should be aimed at finding the balance between being neighborly to nearby communities, and mildly discouraging overuse of parking/recreation facilities.	Let's not become a greedy, heavy-handed, exclusive enclave and lose our small, slow, quiet, mountain town lifestyle and charm	No
I need more information		Maybe		Parking should be toward highways and as far away from residents as possible so we dont have to deal with constant noise and traffic	No
Yes		Yes		Location are a security	Yes
No	Greed will kill you in the end	Yes	Are you kidding me can you do social distancing in your little town with parking spaces. Get off this and fix your pool or restroom or roads parking you people dream this how to scam money from who ever. Aren't your scamming grants enough!!!	It's not a problem and they go away after three months. Who's way are they in tell me a any real problems they create. I've been in GMF twenty years we're lucky they come to our town inspite of your rules and regs on hiking and no restroom facilities is a health crime	Yes
I need more information	How will you know if the person is a guest of a resident?	Yes		Marking the parking for the trails so it is clear.	Yes
No	The time and resources to implement, administer and enforce the program would probably not be worth the resources.	No		Keeping GMF warm and welcoming.	No
Yes		Yes		Enforcement needs to actually happen if	Yes
I need more information		Maybe		More area for designated trail parking.	Yes
Yes		No		Revenue	Yes
Yes		Yes		There needs to be ample tourist parking while not losing the charm of the town.	Yes
Yes	Charging for parking would encourage more people to carpool for recreation and provide income for the town.	Yes	Chipita Park, Cascade, Crystola, Woodland Park. We should honor those that live in the lower Ute Pass, all been affected by the increase of visitors.	Create a condensed space for visitors to park. This should include a vault toilet, trash cans, visitor information kiosk, and digital trail maps (QR code) to reduce the amount of trash on the trails.	Yes

Yes	Yes, Its needed and is acceptable in any tourists towns. Pay as you play is the rule of the land and if folks want to be here they pay. Juat like neighboring Manitou. They found issues with overcrowding and decided to capitolize on it. My actual hope would be to reduce folks wanting to overcrowd but time will tell on that one.	Yes	GReat Point! Chipita & Cascade should be parking for free too. They are a part of thus community and dont want to make them feel like outsiders.	Do it soon please. Decide where this is going to be.	Yes
No	Sets the distinct tone of we don't want you here. If you don't want us here why should we spend money here.	Yes	You shouldn't charge..	Setting the perception that we don't want visitors. Social media will kill the town for setting this perception.	No
Yes		Maybe		Make visitors pay and enforce Resident Parking Only	Yes
Yes	They have paid parking for the incline (though it's private) perhaps a volunteer Dropbox with one's license plate, name, phone# and envelope for a couple dollars.	No		Keep it consistent with the rustic wooden signs, not bold and distracting.	Yes
Yes	Only in designated public parking areas.	No	Too hard to implement	Make it convenient to visitors so that the temptation to drive to trailheads and/or violate parking regs is reduced.	Yes
Yes		Yes	All residents of the pass should be exempt.	Treat it as a management issue not as a fund raising issue	Yes
Yes		Yes		Finding a way for residential passes	Yes
Yes	It needs to be reasonable. On behalf of the local businesses, we don't want to discourage people from coming here.	Maybe		Balancing the impact of visitors with the town's desire to have visitors	Yes
I need more information	Would it be hourly parking, daily or could a parking pass be purchased?	Maybe		Having bathrooms available and garbage cans for trash.	Yes
Yes		Maybe	But not sure how that would be enforced.	Impact to the retailers. Would they be able to "validate"? I don't think visitors coming to spend money in town should have to pay for parking. It's the wear and tear on the residential streets and "hiker parking" that needs to be offset somehow.	Yes
Yes	Even National Parks charge for day passes. We should too.	Yes	Year-round residents and property owners should have a car sticker so that they are not charged for parking.	Maintenance of the parking system and enforcement for violators.	Yes
Yes	Even National Parks charge for day passes. We should too.	Yes	Year-round residents and property owners should have a car sticker so that they are not charged for parking.	Maintenance of the parking system and enforcement for violators.	Yes
Yes		No	This would require too much oversight. Keep it simple and just charge the same amount for all visitors.	Needs to be well marked and off residential streets. The signage needs to be aesthetic pleasing.	Yes

Yes	Absolutely! This is a fairly easy way for the town to generate revenue from an already established customer base, hikers. Being able to have a full day for FREE entertainment is very rare. Hikers will pay to continue to hike in this area.	No	If I, as a GMF's resident, go to Manitou Springs, I have to pay to park. There is not a free or reduced cost for anyone living in the Pass. Therefore, I feel only full-time GMF locals should be able to park for free.	Keeping local businesses in mind so that parking is not having to be policed by them. That there is clear and plenty of signage to indicate where visitors are to park.	No
No	There is enough parking	Maybe		Make it welcoming	Yes
I need more information		Maybe	I think it depends on a definition of close proximity. El Paso County? Teller County? Only Cascade and Chipita Park? .	Sufficient spaces.	Yes
Yes		Yes		Paid parking may add value and respect for our natural resources but should not result in a cost to our local businesses. Ideally, paid parking would incentivize visitors to patronize businesses.	Yes
I need more information		Maybe	I think it depends on a definition of close proximity. El Paso County? Teller County? Only Cascade and Chipita Park? .	Sufficient spaces.	Yes
Yes		Yes		Visitor paid parking	No
Yes		Yes		Space Available	No
Yes	They are overrunning our town.	No	GMF residents are GMF residents. You dont see Manitou giving us discounts do ya. Why should we give them discounts? They're not paying taxes here.	The Town is being overrun by hikers parking all over even in my yard sometimes.	Yes
No		Yes		How terrible this would be for our image.	No
Yes	While the guests to our town are valuable and honored, they make it super annoying to get in and out of town, especially when hikers block the roads, the littering, and the dog poop. Makes sense for them to pay for the inconvenience to us.	Yes		Littering	Yes
I need more information	It would depend on where the parking is located.	Yes		People who bought houses on the trailhead streets knew that they were on a trailhead street and really need to just deal with it.	No
Yes	During seasonal peaks....ONLY!	Yes	Close Proximity? What does this mean?...property owner, resident, guests	preserving the original intent this town was founded for	Yes
No	We are not some tourist trap like Manitou Springs. This would drive away visitors to businesses.	Yes	This would be extremely hard to implement.	Better marking for visitor parking areas, and signs showing available parking lots	Yes
No	Make it donation-based. Pure profit.	No	How would the enforcers differentiate nearby vs. further away?	Signage. Direct visitors to the ample parking that already exists.	Yes
Yes		No	If they drive and park here they should pay here.	Safety of residents of the town.	Yes
Yes		No		Signage	Yes

No	Definitely not!	Yes	We shouldn't charge people to visit our town. Our businesses are barely making it due to the virus .	We need designated signage for parking. Utilize the areas we have (Joyland, parking area by lake). Also, consider the parking area on Denver off of Hondo. If we are going to have paid parking, this area could be the metered parking area since it is closer to the trailhead.	Yes
Yes		No		Control the mess we had this summer!	Yes
Yes		Maybe		If we have pay parking , we need to provide bathrooms, trash cans, other services for our guests.	No
Yes	Yes I am in favor of the town charging something for nonresidents to aide in the upkeep of our trails.	No	If your here to hike you need to pitch.	There needs to be a way to make sure there is enough parking for our restaurants. Manitou has done a descent job of charging. The price to park and shop and eat is very reasonable maybe do anything over 2 hours jumps to trail prices..	No
Yes	See above - paid parking for hikers, possibly requiring short-term rental properties to charge a per-diem rate for parking since many residences only have one spot for off-stree parking or rely fully on on-street parking.	No	Too difficult to administer and would create way more problems than solutions - buy the machines similar to Manitou and use a system that allows people to pay with card, cash or App (i.e. ParkZone).	Please, please keep our trails open and accessible to visitors and use managed parking to help make this possible.	Yes
Yes		No		Keep the trails open! Capitalize from how popular our trails are!	Yes
Yes		Yes		Appropriate signage for residential areas so non residents are aware of where they cannot park.	Yes
Yes	This is very easily done using cell phone payment stations (assuming you can get all cell services working well in town). Another option to make this more automated but not require a cell phone: Visitors can reserve a numbered parking spot and pay on line (print out receipt) before leaving home (just like the theatre). Previously reserved spots can be marked with a red light (like parking lots at the airport or grocery stores in large cities). Open spots can have a green light. Otherwise, it is not hard to have the old fashioned method of one attendant taking money in a lot or pay station for those who did not previously reserve and they can issue a dashboard marker of payment. You can also have a board with numbered spaces corresponding to numbered parking spots. People leave the cash in the locked transparent space/box and it is checked by "ticket writing personnel" (does not require sheriff status employee) periodically and tickets are issued or towing/booting occurs if not paid.	Maybe	Not free to close proximity visitors, but at a discounted rate. The best way to do this for frequent visitors, is to provide a discounted full year parking pass for sale (like a ski pass). Could be sold on line or at a pay station. Make it more than the one time visitor wants to spend but a good deal if you park 3 or 4 times per year. Don't over complicate this. Frequent visitors will self select for this discount if they live close by and come frequently. Then you don't have to pre-qualify people by where they live or anything complicated like that. They either live close enough and want to come often or not. And if so, the annual parking pass is a great deal but also provides some revenue for the town.	To make parking areas clear and ENFORCE all parking rules without exception. Otherwise there is no point in having them.	Yes
I need more information		Yes		Enforcement	Yes

			Residents have VIP parking access to trails. Create safe paths out of traffic and trail access they don't need rec parking. Nearby visitors can park for free at TH and walk. Intent is to exercise and visit the glory hole that is GMF. Residents who don't have off-street parking may need some accommodation, but the ROW parking is dangerous in most instances and increases erosion issues. Complicated; may require flexibility.		
Yes		No		Enforcement	Yes
I need more information	Free options are needed	Yes	I live in chipita park and consider green mountain falls my town. A low cost annual option would make sense	Use targeted parking restriction to enhance business and community center experience	Yes
I need more information		Maybe		I am not sure	Yes
Yes		No	Town residents pay taxes to the town. Those who live nearby don't.. if people are parking in town limits, they are impacting town assets.	An easy way to enforce without ugly signage.	Yes
Yes		No		Designated areas are clear where visitors can park. Significant violations for those who don't park in designated areas.	No
Yes		Yes		Appropriate signage for residential areas so non residents are aware of where they cannot park.	Yes
Yes		No		Designated areas are clear where visitors can park. Significant violations for those who don't park in designated areas.	No
Yes		No		Emergency vehicle, Residential and business access	No
No	Parking should be free!	Yes	Parking should be free! We are not that cool of a town that needs to charge for parking, because a lot of our tourism comes from hiking, and no one should have to pay to hike.	Make it free!	Yes
No	No	No	No	Leave alone	No
Yes	May reduce numbers of hikers which I am ok with. Most businesses will likely be opposed.	No	Not sure how GMF would enforce so many different parking areas, fees, proof of residency etc.	Keeping hikers from parking on side streets, illegally. Attempts happen frequently and since the Marshall's Dept. has limited resources, enforcement lacks.	Yes
Yes	very few hikers stay in town and "help our businesses" they just hike, toss garbage and dog crap and leave. If they actually had to pay to park, there might be fewer people coming up here to destroy our town.	No		keep the residential streets clear for egress in case of an emergency. The trash and dog crap needs to be dealt with. And humans pooping on Hondo needs to be addressed. It's been witnessed.	Yes
Yes		No	If they are not from here, they should pay for parking.	The residents comfort rather than that of the hikers.	Yes
Yes		Yes		Blocking parking for businesses and in residential areas	No
No		Yes		lot at entry of town	Yes
No	The number of paying guests, even at peak times, would be small. if you want to limit the impact of visitor parking, setting a fee would be counter productive. Will you charge the Church of the Wildwood for a fee for special events? Will you charge a fee for visitors during the summer car show or to watch Bronc Days??	No	Don't introduce Paid Parking	The best way to limit visitor parking would be to designate VISITOR PARKING and show people where to go. Unfortunately, common maps do not cover GMF well and don't show people where to go. If the town added large scale signage to direct people it would be much less work to direct people.	Yes
No	Parking should be free!	Yes	Parking should be free! We are not that cool of a town that needs to charge for parking, because a lot of our tourism comes from hiking, and no one should have to pay to hike.	Make it free!	Yes
Yes	Invariably we shall need toilets at parking and the Town should not need to provide or service them.	No	Enforcement would require another employee. Hopeless.	Keeping hikers from taking up retail spaces in town.	Yes

No	Donation-based systems leave a beeter feeling w/ visitors. Also: pure profit	Maybe		Signage to direct vistors	Yes
Yes		No		I live on Hondo ave. People park all over the road,	No
No	See above comment. We don;t have the capacity to formalize and charge for parking. Admin is a mess, and doing this takes away from the spirit of this town.	No	Again, this complicates things even further!!	Not having more auto traffic on residential streets, clearly marked parking areas,	Yes
No	I live in Chipita Park and visit GMF often. Could GMF adjacent residents be excluded from parking fees?	Yes	See previous comment.	Make it available, welcoming and easy to use.	Yes
No	We are a small town that is a vacation and hiking destination. We should be a welcoming small town that people enjoy and want to come back to. We do not need, nor should we institute Paid Parking!!!	No	That sound like a nightmare to administer. Do not institute Paid Parking!!!	To be a welcoming, friendly community that visitors want to visit and patronize our businesses!	Yes
I need more information		Maybe		Not enough available parking, people park in residential parking.	Yes
No	We would like our visitors to feel welcomed here, as opposed to being money makers	Yes	We oppose paid parking	To provide adequate parking, and clear communication on where it is.	Yes
Yes	Or validated by purchases from businesses or restaurants in town.	Maybe		Signage needs to direct people where to go to be effective or the parking issues will continue.	Yes
No		No	how would this be enforced & by whom? When GMF doesn't follow thru w/ laws that are on the town website now	GMF needs to follow thru w/ issues & fines, etc now that they ignore, dogs not leashed, diseased trees, etc	No
Yes		No		Designated areas are clear where visitors can park. Significant violations for those who don't park in designated areas.	No
Yes	Very interested in a nominal charge. Other places do - think Manitou charges parking for Incline.	Yes		Don't piss off the residents	Yes
I need more information		Yes	We should also allow seniors free parking.	I'd like to see the town to be aware that the residents want to reach out to visitors, while understanding the residents should not bear the cost - pass on to visitors. . .	Yes
Yes	Great way to bring in revenue for the town. Hikers are an established base and no marketing would be needed.	No	I don't get parking fee relief when I go to Manitou	Have visible, well maintained lots and signage	Yes
No		No		?	Yes
Yes	Would like up to 3 permits per household issued to homeowners for parking in Residential Only zones. Paid Parking by seasonal permit for frequent visitors. Daily or hourly paid parking for infrequent visitors.	Yes	Paid Seasonal permits similar to seasonal lift tickets in ski areas.	Enforcement and well designated new parking areas which will not be in the central business district of town. Exiting CBD parking to remain but designated.	Yes
Yes		Yes		Fairness and enforcement	Yes
Yes	I don't know how this would be enforced since law enforcement is rarely around.	Yes	How would you know who lives where?	Getting it under control	Yes
Yes		Maybe	Free or reduced cost should only be offered to residents of Chipita Park and Cascade.	Residential parking needs. Most residents do not have adequate driveways and need street parking. Tourists should not be given street parking in residential areas, regardless of whether those areas are convenient for trail access.	Yes
No	How would this be managed/policed?	No		Signage and cleaning up the existing paring areas.	Yes

I need more information		Yes		Residents parking	Yes
I need more information		Maybe		Keeping small town atmosphere with cheap paid parking	Yes
	I live in Woodland Park but attend church in GMF. If I have to pay to park to attend the church, we will leave Church in the Wildwood. With only 40 members the church cannot afford defectors. Sunday parking in the summer is already a hassle, so you need to figure out a balance between hikers and church goers and the art crowd.				
Yes		Yes	I live 5 miles from GMF. I don't mind paying but maybe an annual reduced price pass so we can hike and attend church.	Figure it out and execute. You have 4-6 months. See above.	Yes
Yes		Yes		It's residents	Yes
			I can't imagine how this would ever be managed. Perhaps there could be a locals annual pass that could be purchased at a low rate.	Maintaining a healthy ratio of hikers and what the trail system can accommodate while being maintained by a volunteer trail crew	Yes
I need more information		Maybe			
			The wisest way to implement any change along these lines is to do it in small steps. If you go too far and people avoid the town, it wouldn't bother me but the town budget might suffer.		
I need more information		Maybe		What are the goals?	No
			I can't imagine how this would ever be managed. Perhaps there could be a locals annual pass that could be purchased at a low rate.	Maintaining a healthy ratio of hikers and what the trail system can accommodate while being maintained by a volunteer trail crew	Yes
I need more information		Maybe			
Yes		Yes		designating and improving visitor parking while preserving adequate parking for locals	Yes
Yes	This is the only way to fix the parking problem!	No	Where do one draw the line If one person pays EVERYONE pays.	Having the paid parking pay for itself.	Yes
Yes		No		Control	Yes
Yes	Yes	Maybe	Yes	Control	Yes
	This town gets very little benefit from the hikers that use our parking. There is no empirical evidence that the town gets much if any money from the hikers at either the restaurants or our two gift shops. If this gets some cash to offset the wear and tear from the hikers and/or encourages a few of them to go elsewhere, then good.				
Yes		Yes	Our neighbors in Ute Pass consider GMF part of their neighborhood.	I think asking people to pay for parking is not going to hurt the Town image or discourage people or make them feel disenfranchised at all. I think it will bring "value added" to what we offer. I don't think the Town's prices will be exorbitant.	Yes
Yes		Yes		Will we loose visitors?	Yes

No	I believe that 2020 has produced increased usage in trails' use due to the initial Covid 19 closures and restrictions in El Paso County recreational sites starting as early as March 2020. I think we will see a decrease in numbers (hopefully) as the Covid 19 restrictions are lessened in the summer of 2021 and both private and public sites are opened unrestricted. It would be such an asset to El Paso County if Waldo Canyon could be re-opened.	No	Not in favor of paid parking in our community. Again, I would consider this a knee jerk reaction to a unprecedented situation that will process into something manageable in 2021.	Concise and correct communication to visitors.	Yes
Yes		Yes		Will we loose visitors?	Yes
Yes		Yes		Will we loose visitors?	Yes
Yes	Needs to be proportionate to a parking ticket to be effective.	No		Needs to be effective in preventing / reducing non-compliant parking.	Yes
No	We want more tourists, not less.	Maybe		More signs for direction	Yes
No	I believe it would deter tourism	No	Don't do it	parking areas need to be clearly marked	Yes
Yes		Yes		How to truly "serve" the people and citizens of Green Mountain Falls by representing the voice of the Townspeople.	No
I need more information		Maybe	Consider a GMF parking sticker for those folks at minimal cost.	Enforce NO HIKER PARKING on streets where signs are located.	Yes
I need more information		Maybe		Not make visitors feel unwelcome	Yes
Yes		No	For people who work in GMF they could purchase a discounted annual parking pass.	The current situation is annoying for everyone, I think it is time for solutions.	Yes
No	It will make use seem less inviting.	No	It makes us less inclusive	Better signage at trailheads	Yes
No	It's a deterrent to visitors. Why punish them for wanting to come here and hike? Charge them for parking and they will just go elsewhere or park by the pond where it's free (though it fills up in the summer). Make hikers welcome and they will keep coming back and spending money at the few businesses that rely on them.	No	I am against charging people to park here. Why push them away?	Create more spaces; make it free; make GMF a welcoming place and people will come here more often and spend their money here after they've hiked our trails.	Yes
Yes		No		Designated areas are clear where visitors can park. Significant violations for those who don't park in designated areas.	No
Yes		Yes	When I bought my home in CP in 2002, the homeowner's association provided yellow stickers that said "Chipita Park Resident" and homeowners in GMF had green stickers with that designation for their cars. Seems pretty simple.	No opinion; CP homeowner.	Yes
No		No		Need more free parking, not pay.	No
Yes		Yes		Location of parking lots	Yes
No	No	No	No	No	No
No	Give me a break! Take your survey and go home	Yes	How will you do that?!!!!	Stupid idea!	Yes
I need more information	Again the money can't be reallocated and to what end? The town doesn't maintain the trails, or the bathrooms that have been built twice on grant money	No	I don't get reduced parking in Manitou	Remove all the public works debris and people parking their RVs and trailers on public property	Yes

No	It will hurt local businesses.	Yes	They provide a large portion of income to the local businesses.	Long term impacts	Yes
No	everyone should be treated the same in the area around the lake	No	define "close proximity"?	equal treatment	Yes
No	I am against this due to the fact that we live in Cascade (on the GMF side) and consider ourselves residents of GMF yet would be charged for parking.	Yes	I believe it should be free for green mountain falls and cascade residents.	Possibility of resident parking filling up.	No
Yes		Maybe	Employees of businesses in town should be given free or discounted passes. That was an issue in Manitou when they first rolled out paid parking.	The opinions of people who live here, not visitors. Visitors will come!	Yes
Yes		Maybe		Providing visitors of residents parking passes	Yes
I need more information	Would nearby residents have to pay?	Yes		It would be hard to charge people who visit GMF to park unless they are hiking because there is no business to justify pay to park	Yes
No	We should encourage visitors to come and spent their money in the local businesses. Let's say they have paid for 2 hrs, they go on their hike and get back with only 15 minutes to spare, they are going to hop in their car and leave. If parking is free they will most likely wander around into stores or restaurants and support local businesses.	Yes		Space do visitors don't have to park in residential areas.	Yes
No	Make available parking stickers for yearly use \$\$\$. Manitou Springs has a good model that could be implemented here, as well. They have residential tags/parking areas and visitors pay to park. With COVID19, people are used to making reservations. During peak trail times/visitation weekends, we require them to make a reservation for a parking space. This helps regulate numbers of people, cars, dogs visiting our beautiful town! This helps with safety issues too.	Yes	Locals, will be friendlier to the concerns of the Environment and Ecosystem (Hopefully). Uncertain how this would be enforced, implemented and monitor.	To have some level of control. To meet the goal and vision of why the Parking Program of Green Mountain Falls should be implemented in the first place.	Yes
Yes		No		Stop Kasee from taking over the town!!!	No
Yes	I have no problem with the town creating extra revenue this way.	No	Fuck 'em.	Validate parking for people shopping and eating in town.	Yes
Yes		Maybe		Directing visitors to the proper places to park, and enforcement of illegal parking along roadsides.	Yes
Yes	Will this affect snow storm times? Many people cannot drive up their roads in snowy conditions. How will this affect us if we have to park in town for the night and hike home?	Maybe	Woodland Park, Chipita Park and Cascade only. If we include Colorado Springs then what is the point	Businesses	Yes
Yes		Yes	We live in Cascade and often come to GMF for the Pantry. Depending on price, paying for parking may discourage that.	Enforcement. Who will be responsible for it and how will it be enforced?	Yes
No		No		Better signage to navigate the town and find parking lots would be ideal. Some lots I've noticed are hard to find unless you know the area.	Yes
No		Yes		the benefit of some income vs the benefit of maintaining a welcoming town without the added cost of managing and policing paid parking.	Yes

No		Yes		Not having enough free parking for local residents to utilize local business.	Yes
I need more information	I don't think all visitor parking should be paid, but perhaps the most prime parking should be.	No	You have to draw the line somewhere. I think 80819 is reasonable, as that's who is paying taxes.	That there be enough of it to make visiting and living here pleasant, and that you can't expect visitors to follow unclear rules or do a lot of weird work just to follow rules. Make parking easy and everyone will be happy.	Yes
Yes	Paid parking is a great way to earn money for our town	Maybe	Make parking around the blue moose and Mucky duck for customers only	Clear parking spaces, clear no parking signs	No
Yes	Small fee, credit card accepted. Easy.	Yes	Sticker	Visibility	Yes
Yes		Yes	free parking for residents of GMF/Chipita Park (includes people that have summer cabins)	I do not think it is a good practice to make people coming to eat out our restaurants or worship at church pay for parking as well.. I would like to see designated parking for these establishments that do not charge.	Yes
No		Yes		There is no problem.	Yes
No		Maybe		There is no problem.	No
No		Yes		I have never had a problem with parking	Yes
No		No		Low item on priority list for town	Yes
No	Not in keeping with our town's character, heritage, and charm.	Maybe	No paid parking, please!	Signage directing visitors to the already ample parking that exists. Also, only focus on busy summer weekends.	Yes
I need more information	I don't see how this could be workable without the financial problems I mentioned above.	Yes	I see more problems created than resolved with this plan.	Do we really want to begin drastically change the environment of our beautiful mountain town. That would just be step #1.	Yes
Yes		Yes	Limit to Cascade, Chipeta Park,	traffic and it's impact on our community is significant and we should benefit from this SOMEHOW.	Yes
Yes		No		Revenue and access for guests	No
Yes		Maybe		Keeping residential streets clear of visitor vehicles.	No
Yes		No		Designated areas are clear where visitors can park. Significant violations for those who don't park in designated areas.	No
Yes		Maybe		Keeping residential streets clear of visitor vehicles.	No
I need more information	Maybe charging for parking during peak summer weekends only, not any other time.	Yes		Clear signs. People stop and ask us all the time where they are supposed to park. It would be great if there were clear signs that said "hiker parking here" or something to that effect.	Yes
Yes		Maybe		Consider being able to call the marshal to have these vehicles towed	No

I need more information	Possibly charge for a few highly desirable parking areas and charge everyone for these few spots.	No	Charge everyone.	Our warm welcoming small town image.	Yes
Yes	Charge them	No	Everyone should just pay to help pay for maintenance	Signage / enforcement	Yes
No		Yes		It should be open to everyone	No
Yes		Maybe		Consider being able to call the marshal to have these vehicles towed	No
Yes		Yes		Maintaining our natural beauty	Yes
I need more information	Depends how it is managed. Important that patrons of our restaurants do not have to pay extra to park near the cafe of their choice. Likewise the churches and small businesses. Or folks attending events when the Gazebo has been rented	Maybe	Any one who receives their mail at our post office would be a good example. If we pay property taxes, or rent from someone who does, we should definitely have free or reduced parking	To accommodate visitors without penalizing residents & business	Yes
I need more information		Yes	Our town limits are very hard to know, many who live nearby are post office users & support local business creating sales tax revenue	Limiting infringement of private property	Yes
Yes	Only if town able to ENFORCE resident only parking in neighborhoods	Yes	Legal city limits very Hard to know, even to residents	If downtown costs, many more will park in neighborhoods	Yes
Yes		No		Designated areas are clear where visitors can park. Significant violations for those who don't park in designated areas.	No
Yes	Any effort to reduce the number of visitors would be welcomed.	No		Enforcement	Yes
I need more information		Maybe		Which areas and no parking in front of residences or church	Yes
I need more information	The issue is the volume of hikers. That needs to be controlled through very limited parking.	No		The safety of our residential streets.	Yes

Would you like to provide feedback related to this question?	Would you like to see Signage in Town standardized?	Would you like to see the Town replicate the "Classic" wooden signage in town or design something new?	What is the most important consideration related to Signage?	Do you think the Town has issues with where the Trail Heads are located in Neighborhoods?	Would you like to provide feedback related to this question?
	Yes	Wood signs don't last something new with longitive is needed. We bought a sign machine for this didn't we?	Don't over do it.	Yes	Trail Heads need to be relocated to impact the least amount of residents. Trespass issues that have come to the surface needs to be addressed.
We need to come up with a comprehensive signage plan.	Yes	The wood is amazing and makes us unique. let's not get disneyland signs.	That it is illustrative of our city and maintains the sense of place that has always existed here. We don't need a new sense of place.	Yes	All the trails generally connect. Why do we need so much public access on narrow and street residential streets?
	Yes	Classic	Ease of use	Yes	
	Yes	Classic	Clarity	Yes	
	No	I like the classic wooden. We have several people of talent in our town including photography and woodwork - I would use their skill and good judgment.	Keeping hikers from parking on side streets and where they shouldn't.	Yes	It is hard to deter people from parking and leaving bags of dog waste on our roads. We had someone who was hiking leave the dog waste bag right at our stairs. That being said I want everyone to enjoy the trails.
there isnt good reception in town and many out of towners are monkey see monkey do and just follow the group in front on where tongo	Yes	sure, as long as its accompanied by maps	large maps showing trails and where to access them and what roads are acceptable to direct foot traffic	No	the trailheads cant really be moved. every single neighborhood along the front range with nearby trails has to deal with hiker traffic. its a necessary evil. the town should capitalize with parking meters and gain revenue from it
	Yes	New, readable, prominent, standardized signage.	Visibility and enforcement.	No	
I think the trail signage is appropriate and is standardized but the trail color circles. It would be nice to have a printed map available clearly indicating private property.	Yes	No keep it rustic	We have so many signs throughout the town it is comical. So many they get ignored?..	No	I don't but I am sure the people who live near them do. Where else would the trailheads go? Not an easy solution.
Yes	Yes	Signage should be representative of the feel of the town.	Very readable and easy to recognize. We have 2 to 3 signs on Belvedere that state "No Parking for Hiking " and people tell me all the time they didn't see these signs.	Yes	Trail Heads should not be close to residents so people are looking in your windows.
Some signage confusing. Several people have gotten lost.	Yes	Classic	That it is clear and understandable!	Yes	
	Yes	Yes	Enforcement , and as few signs as possible	No	Each trail head I believe was bought before council, now you want to change those approvals. No matter where the trail heads are located your going to impact residents.
Adding signs in the parking areas for hikers with a basic map to the trails along with road markers directing them to the various trails maybe helpful.	Yes	Whatever the choice make it a standard across all signage in town.	Legibility	Yes	Occasionally hikers will park in residential areas closer to trails.
I think it could be nice if we provided maps for people to take from the trail parking areas.	No	Keep it classic, GMF should stay traditional in its appearance.	Keeping it traditional and classic is the most appealing.	No	I think the trail heads are fine, it's nice for us to be able to have them so close. It is a perk for residents, and tourists get to see how life is like in a small mountain town.
Signage should be available but discreet. Not anything huge.	No	Classic wooden	Obvious but not obnoxious. Wooden signs would work.	No	I do think it's tough when you live close to trail head and have to deal with hikers who don't have a clue where they are going or are really not capable of handling the trails.
I give directions all the time when I hike there.	Yes	Something that keeps with the town's character would be nice.	It's easy to understand and is visable.	Yes	There really needs to be some parking closer to the trail heads. You could charge more fir those premium spots and less if they're willing to walk from downtown.

Signage is an issue both to and on the trails.	Yes	Would rather the town address the speeding problem on Ute Pass Avenue	Trail signage	No	Owners were aware that trailheads were close by
I don't actually have any strong opinion on the subject, but the question was "required"	Yes	We should absolutely have some sort of aesthetically pleasing signage. Whether that be "Old West/Victorian" or some sort of "Colorado Nouveau"; having "plain jane, strictly functional" signage might be the most cost-effective way to go, but it negatively impacts the visual experience of town for residents and visitors alike.	Signs should feel friendly, not bossy. People should look forward to their next "sign reading experience", not dread nor be annoyed by it.	No	Again, I have no strong opinion on this, but the question was "required"
	No	Like the old look	To keep people hiking or walking from vac. Rentals out of our driveways , off our stairs , off our property, pick up their trash and dog waste and not leave dog poop bags in our driveway, respect residents pets and not harass wildlife	Yes	Trail access for dewey trail should of been from highway. All impacted neighbors signed a petition except 2 neighbors who were moving not wanting Grandview to be part of trail because of noise, trash and safety concerns and attended several meetings
	Yes	Classic wooden signs are fine	Aesthetics and visibility	Yes	
We could address any problems with the trails committee oh ya you fired those volunteers smart move over one guys complaints then he leaves town for the year	No	Classic miniature signage are you kidding me just get some signage up it's pathetic the way you treat our few biz folks no wonder this over taxed town ain't worth it or making it except giving Kirkpatrick people free run again greed maybe he will buy you a new lake if you let this one turn to a mud pit	Get some, get some on the state hiway any signage is good if designed to fit the the current flavor of the town not like kirkpatricks farm stand made of tin	Yes	Provide parking that's safe and restroom access
	Yes	Wooden signage	That it is clear	No	
	Yes	Something standard and affordable. Classic would be fine too.	Durability, cost, necessary, simple communication.	No	The historic trailhead locations should not be changed.
	Yes	Something that fits the aesthetic of town would be ideal. Nothing modern.	Visibility & consistency	No	
There's confusion about the Dewey my trail.	Yes	Classic signage seems best.	No confusion about directions to trails.	Yes	Need simple entrances to some of the trails.
	Yes	New design	Correctness	No	
	Yes	I would have to see potential ideas to comment on this.	I think perhaps paper maps of trails and adequate sized signage would be helpful.	Yes	
I am constantly directing people to trail heads. Additionally, the signage on the trails needs to be improved. Crystal Trail, Thomas Trail, and Catamount (blue) Trail have switchbacks being cut so frequently it causes erosion issues and people get off trail.	Yes	Classic is a nice idea but it doesn't really matter.	Make it easy to see and follow.	No	Sure it is an issue for those that live near them but I can't think of how this could be remediated. Additionally, if you choose to live near a busy trail then the crowds are simply a hazard of that choice. We should not think of ways to keep people out, rather we need to work on correcting any problems.

Unless we have paid parking don't encourage hiking more in town. Enough is enough.	Yes	Not sure because living here I don't need signage and don't notice it.	Keep it simple but have a master sign somewhere but only if we have paid parking	Yes	Yes and no. If we (GMF) aggressively add trails it's gonna be bad to worse. One in This town seem to want to focus on being a trail destination for some reason. Not sure why some folks believe their legacy hinges on this in their mind. Enough is Enough.
	No	No...high maintenance	Low maintenance/cost	No	Your issue isn't with location it is with educating people.
	Yes	Classic	That it not be overwhelming or tacky	Yes	
	Yes	Classic! Keep GMF "quaint"	Keep it wooden, clearly placed,	No	
Many of the residential roads cannot support the increases in wandering traffic safely and without incident. Especially dead end roads that have a published trailhead. This is crazy. In our case (Thomas Trailhead on Boulder St), most if not all wandering traffic turns around in our driveway, with some apologetic, but most not. Some hostile.	Yes	The helpful signage should be classic, regulatory signage should be CONSISTENT and DISTINGUISHABLE from the classic.	Regulatory signage should be consistent and authoritative.	Yes	Especially on dead end roads. ALL trail maps should show routes from the town center and consider unpublishing trailheads in residential areas. This would stand a good chance of reducing traffic and parking problems on residential streets. See next question.
The town should be clearly marked for where to park and where the trailheads are	Yes	The old style is nice	Clear and consistent	Yes	
	Yes	No. I prefer the rustic signage.	Being consistent	Yes	
A few signs to the trailheads would be handy from the main street, and I would like to see kiosks at the parking spots with flyers about the trails and the town (including expected behavior) - although I kind of enjoy talking to visitors about the town and trails. The "instructions" should also be on a sign in the parking area.	No	Don't care	That it be in place where people start out.	Yes	Not sure what we can do about it
Town should have a permanent map made so people could take a picture on their cell phone.	Yes	Either	Visual from parking and at trail heads	Yes	Sign that informs the distance and possible time it may take
	Yes	Classic wooden and consistent, in keeping with the era the town was founded. Let's get rid of the plastic and metal random looking signs	Consistency and charm	No	As long as there is signage and in conjunction with stewards, some level of education, enforcement and/or a presence on the residential streets during peak times to keep visitors to the side of the road, encourage quiet. Then again, I don't live at a trail head, rather at a point on the road that causes a lot of confusion for hikers and have spent some days directing traffic one after another
Clear, unambiguous trail information, maps and hiker etiquette need to be posted in multiple areas where visitors park. Lack of maps showing the relative trail location is causing confusion and needs to be in the parking area (so visitors can make proper decisions about which trail to go on).	Yes	What the signs are made of in not nearly as important as getting signage and maps. Cost to the Town should come into consideration for this as well.	Simplicity! Wordy signage will be ignored.	No	As long as the trailheads are accessible from public roads, they are fine. Roads are public areas and while we can restrict parking along those roads, public access on the roads should not be restricted. Trail heads in locations off public roads have been there for many years (>50 yrs in some instances). Tourism revenue from hiking and hotels/short-term rentals is a vital source of income for the Town.
Clear, unambiguous trail information, maps and hiker etiquette need to be posted in multiple areas where visitors park. Lack of maps showing the relative trail location is causing confusion and needs to be in the parking area (so visitors can make proper decisions about which trail to go on).	Yes	What the signs are made of in not nearly as important as getting signage and maps. Cost to the Town should come into consideration for this as well.	Simplicity! Wordy signage will be ignored.	No	As long as the trailheads are accessible from public roads, they are fine. Roads are public areas and while we can restrict parking along those roads, public access on the roads should not be restricted. Trail heads in locations off public roads have been there for many years (>50 yrs in some instances). Tourism revenue from hiking and hotels/short-term rentals is a vital source of income for the Town.
Hiking around GMF is awesome but for those that have never been here, it's hard to figure out where to start.	Yes	Definitely need keep with aesthetically pleasing wood signage.	Please don't make it metal and generic looking.	Yes	

Very much so! I helped with the signage survey this summer and was surprised how many locals have their own privately made signs indicating a variety of concerns: parking, noise, no trespass. Roads that do not have access to a trailhead need to be clearly marked so hikers are not led in the wrong direction. The little "No Outlet" signs are not effective.	Yes	The look of the sign is not as important as the content of the sign.	Once again, back to when I did the sign survey, wordy signs (bear country, etc) will not be read. Signs need to be visual with pictures and a minimum on words to catch the attention of your audience. They also need to be colorful to grab attention and large enough to be seen.	No	Some of these trailheads have been in place for decades, some more recent. Regardless, the trailheads are located on either private or GMF historic property. If there are issues with their location, this feels more like a personal issue vs a town issue.
The maps are not easy to find and are hard to follow	No	Wooden. I love our small town feel	Keep it classy and welcoming	No	
Clear concise information is needed, whether signage or an internet platform. At this point I prefer signage.	Yes	It needs to look attractive and be accurate. I am more interested in clear and concise than style.	That it is clear and concise.	No	As long as hikers know where to go there doesn't appear to be an issue.
Yes, but not limited to trails.	Yes	The classic signage is good but interested in seeing alternatives as well.	Communication	Yes	Hikers looking in windows and leaving trash in yards is most unwelcome. It would be good to have a standard for how close to a home a trailhead can be placed.
Clear concise information is needed, whether signage or an internet platform. At this point I prefer signage.	Yes	It needs to look attractive and be accurate. I am more interested in clear and concise than style.	That it is clear and concise.	No	As long as hikers know where to go there doesn't appear to be an issue.
	Yes	Keep Classic	Visibility	No	
	Yes	Classic	Clarity	No	
People who live here put up rude signs, and make all kinds of signs that make the town look trashy. GMF used to have class. People walking on the roads to get to trails is dangerous, someone is going to get hurt. Everybody asks for directions and people are rude.	Yes	yes classic wooden signage like what we have keeps us authentic please	making it so people can find their way to the trails so they stop asking me on the street. making it look classy.	Yes	someone is going to get run over walking on these roads to get to trailheads
	No	No opinions	Destroying our community image.	No	
There were still hikers up Hondo all summer regardless of the signs.	Yes	I think we could incorporate classic elements into a modern design	Clarity	Yes	
	Yes	Classic.	Standardized signage on a replacement basis only.	No	Again, if you bought a house on a street with a trailhead, deal with it.
	Yes	Classic or rustic	clear and attractive....the steel for example "No trespassing" or the like look BAD	No	Trail were here first...a complaining resident should have done their home work before purchasing
Most trailheads are well marked, but not the little "trail" signs or even the colored dots that show how to get there through the streets leading to them.	Yes	Classic wooden	Clearly visible but not obtrusive	No	Can't move the trailheads; just provide better information
Need maps & signs.	Yes	Something sustainable.	Ease of use, technology: QR code scans	No	Trailhead locations have existed in neighborhoods for generations.
Maps are not very good. Cell phones for hikers often do not work in Green Mt. Falls so using google does not help hikers finding the correct road or trail beginning.	Yes	Whatever is most useful and durable.	Durability.	Yes	Some of our residents are really bothered by vandalism.
	Yes	Classic	There's never too many- "sign, sign, everywhere a sign" should be the motto	No	There's an issue with unleashed dogs near the Boulder St trailhead- Trailhead location is not the issue, attitude of neighbors is the issue

We need updated maps located throughout the town by each parking area.	Yes	Keep the ones we already have	Less signs the better...have them at each designated parking area with the maps. Signage explains residential areas - be considerate - pick up your trash and dog waste - stay on trails - where toilets are located.	No	If you buy a home next to a trailhead you should expect there to be hikers coming through. GMF is known for its trails. This is a great thing!
No	Yes	Keep it classic!	Not an eye sore!	Yes	No
	Yes	Classic wood	Consistency and design.	No	
Even when there were multiple signs flashing and not...people do what they want.	Yes	Classic would be fine	Simplicity	No	On my street that's not a issue.
ItSigns at the bottom of Belvidere and Hondo would be helpful (Catamount Trail .3 miles away, etc.). And better signs in parking areas to help people understand which direction to head for which trail.	No	Perhaps consider standardizing new signs, but don't try to replace everything. Let's be practical and keep it reasonably affordable. Also, If Chris Keeseee wants to buy and maintain wooden signs for certain parts of town, by all means go for it :)	Keep it Simple and Clear so the reader of the sign knows what to do.	No	I live on Hondo and hundreds of hikers pass by my house. All is good. Happy to see so many people visiting from all over the world to visit our trails.
not enough signs on how to get to trailheads.	No	no	understandable, visible	No	we live in the mountains and are lucky enough to live where the trails aare so close by
There isn't signage along the main roads (mainly ute pass Ave) that indicate where the trailheads are actually located, which leads to people driving up to trailheads and adding unnecessary traffic to roads that residents have to deal with.	Yes	Wooden signage would look nice, however it should all be very clear and concise.	Having enough of it and placing it in high use areas that are easy to find for people coming to visit.	No	
Signs pointing to trails with the signs located in town would be helpful. Readily available maps need to go hand in hand with signs.	Yes	That's fine to use the classic signage; just mind the cost. Does our new 'sign machine' make wooden signs that match? If not, do whatever this expensive sign machine is best at.	Needs to be clear and helpful and placed in the right spots to make a difference for the visitor. Maps need to be made available and are just as important as signs. Most important: enforce whatever threats (towing/booting/tickets) provided on the signs, swiftly and consistently. Word gets around quickly: "oh, they never tow here" and then the threat is meaningless.	No	I lived on Belvidere for several years and now live on Hondo. Hikers walking up the street are no problem in either place. They are spread out enough that it does not cause congestion. They have not, and do not, come on to our property or cause any issues. If we 'consolidate' trail heads that would be a great deal of congestion in one or 2 places. I believe that the more trail heads we have, all spread out, the better for our town (and this is even more important during Covid). Also, when trail heads are in neighborhoods, it should be even more clear that parking is not allowed (if rules are enforced).
Better/more detailed/larger maps/signage	Yes	Design no maintenance metal signage that provides appearance of "classic wood"	It needs to be highly visible with clarity and detail	No	Not as long as parking is prohibited at the trail heads

Literacy too, but that's a more global issue	Yes	Pick a style and design and stick with it. Publish an RFP for artists and give small reward.	Consistency and distribution. Visiting guests will check online.	Yes	Good luck with that one. Need neighborhood cooperation and benefit.
Add large trail maps and directions would be helpful	Yes	Enough detail that a phone picture can pick up info.	That it works	Yes	Residential/trail user disagreements are good for no one
	Yes	Classic		Yes	
The town right of ways should be developed to provide trail experience from ute pass Ave rather than on driven roads.	Yes	Something new	Attractiveness that brings in a viewing and updated design	Yes	
	Yes	Don't care either way	Short and readable	No	
There isn't signage along the main roads (mainly ute pass Ave) that indicate where the trailheads are actually located, which leads to people driving up to trailheads and adding unnecessary traffic to roads that residents have to deal with.	Yes	Wooden signage would look nice, however it should all be very clear and concise.	Having enough of it and placing it in high use areas that are easy to find for people coming to visit.	No	
	Yes	Don't care either way	Short and readable	No	
	Yes	No opinion	Consistency	No	
Make it clear where the trails are/how to get there.	No	Classic would be cool! But also seems expensive.	Readability.	No	
No	No	No	N/a don't think it matters	No	No
A centralized information kiosk or sign with clear instructions is needed.	Yes	Wood deteriorates faster. A classic look could be achieved with more permanent material.	There are too many signs in GMF in general so would not like to see a proliferation. Suggest expert advice.	Yes	Yes! Heavy recreational usage in the midst of or next to residences are incompatible. There can't be a reasonable expectation of quiet or intrusion in one's own back yard.
the hikers have trouble figuring out where they are supposed to go, instructions are not clear.	Yes	something new	that the wording isn't aggressive but the instructions are clear.	Yes	
	Yes	It doesn't matter, it just needs to be visible and enforced.	Visibility	No	I really don't have enough information to answer that accurately. I live at a trailhead and my biggest concern is the people that want to park at the trailhead. They use it as a parking lot and leave their trash, change their oil (Yes, really) and can be very loud.
	Yes	Sure. That would fit with the area.	That it fits in with our little mountain town.	Yes	
	No	Classic	Arrows pointing the way	Yes	
PLEASE UP UP SOME SIGNS WITH MAPS!!!! I have done several stints as a trail ambassador and I repeatedly wished for a map handout and large scale map that I could reference. It won't cost much to print a stock of maps and build a large scale map next to a "Visitor Parking" sign	Yes	Classic would be great, but please INCLUDE A MAP!!	If you haven't guessed, I would INCLUDE A MAP (can I make that a 20 point font??)	Yes	Visitors who have misleading or incomplete information have intruded in certain areas, raising sensitivities to property owners. Some of this is the inevitable process of 'newbies' who don't have a clue, but the major part of the problem is the result of well intentioned folks who don't have adequate information. Tell them what to do and they won't be a problem.
Make it clear where the trails are/how to get there.	No	Classic would be cool! But also seems expensive.	Readability.	No	
Not now	No	We cannot afford any new signage. Those who live or own here know their way around just fine.	Minimal trail prompters	Yes	Not now

Add web-based and physical signage to show hikers where to go	Yes	Depends on cost. Also sustainability w/ maintenance	Clear & concise	No	trailheads have been in place for decades, if not for generations.
	No	The signage is fine	Its fine.	Yes	
Well, this also seems pretty messy, with one resident at least questioning trailheads! I believe there is a good map available already printed and ready to go with good markers for trailheads. PRT and Friends of Ute Pass Trails should cooperate and collaborate on best way forward.	No	I like keeping signage welcoming and "classic" ... I am not in favor of expensive more corporate / commercial looking signage. I was aghast that the town paid 24,000 for a sign making machine that produces DOT looking signage. What????!!	Clear, welcoming, classic mountain town feel	No	As long as there is no vehicular traffic going to those trailheads to "check it out" even if they can't park ... Better information on all trails on a consolidated map may also help spread out foot traffic going to trailheads. I'd love to see signs at Belvidere and Boulder (?) that says Residents & Residential Guest Vehicles Only permitted on this street. Please park in town and walk.
Need more signage.	Yes	Something new but nature colors.	Readable.	Yes	Shuttles could help get hikers to/from trailheads and out of the adjacent neighborhoods.
I think good signs directing hikers to FREE parking and to trail heads would be very helpful.	No	Stay with the classic signs. We are a small town and people that come to vacation like the old time western feel.	Make sure it is clear and understandable.	No	
	Yes	yes	Placement	Yes	
Most people don't, though a few may have issues	Yes	Classic wooden signage is good	Signs should be clear/communicative and not too many	No	Certain individuals have issues, but the people we know want to welcome and share our beautiful trails
Need more positive and clear directional signs telling where people should park right upon entering instead of a bunch of signs saying where not to park.	Yes	Either keep the classic or create something new that mimics small town charm. Not modern.	Positivity- Directing people where they can do things instead of where not to do things.	No	
	Yes	use what has already been designed rather than spending more money GMF doesn't have	large print & easy to read, such as block print	No	GMF doesn't monitor parking of the guests using short term rental property, too many cars are present at these houses & park on neighboring drives, houses, etc
	Yes	Don't care either way	Short and readable	No	
Maps are crappy, inaccurate, and not available. Vast improvement needed. Always thought London Underground maps were terrific - told you what you needed to know and simple, easy to use.	Yes	Classic wood. Something cheap, replaceable, and recognizable	Well placed, visible, consistent	Yes	Think the trailheads would be more manageable with good signage and organized parking. Hikers tend to wander around a lot looking for things.
	Yes	Keep it classic, our visitors comment on it recognizing that we're unique in the area.	Keep it classical in design with wooden materials.	No	
Need simple to read, visible signs for trailheads	Yes	Doesn't matter	See above...simple, easy to read	No	Trailheads have been in place for decades. There has been increased foot traffic due to 2020 events but when a person buys a house by a trailhead, they should expect traffic during the peak times.
	Yes	?	?	No	
Need to provide directional signs to the various trail heads.	Yes	Classic wooden signage or in character with image of the town.	Concise and accurate	No	Dispersion of trail heads is important to prevent congregation in a single area of access.
	Yes	Unsure	Clear signage for those who do and don't live in GMF	No	
	Yes	Classic	That it is clear as far as direction	Yes	
	Yes	Classic wooden signage, or a slightly updated classic look that matches with the town's main sign would be best.	Visibility. The signs we have now are too small and too infrequent for anyone to be able to see them.	No	
More signs and map distribution would be helpful.	No	Something new.	Short messages that are easy to read while walking or driving.	No	Just need more signs.

I don't really know	Yes	it would depend on what the new looked like, otherwise keep the classic	clear but not "obtrusive"	Yes	
A new hiker wouldn't know which trail they were walking to	Yes	Keep wooden signage	Keep town looking "classic" old town	No	Some street parking should be allowed in the neighborhoods for hikers
The question begs an obvious answer. We've met many hikers who have no clue how to get to trailheads.	Yes	Don't care	Accuracy and respect private property	Yes	See above
	Yes	No opinion	I'd like it to conform and no be gaudy	Yes	
I think simply having more And perhaps improved trail maps available at the kiosk by the lake would be a fine improvement	No	Classic	Tradition and aesthetics	No	
	No	People like this area because it's classic. "New" is for the larger cities.	Leave it the way it is.	No	
I think simply having more And perhaps improved trail maps available at the kiosk by the lake would be a fine improvement	No	Classic	Tradition and aesthetics	No	
	Yes	I think the wooden signage is unique and adds to town history and character, would like to see new signage be similar	Maintaining tasteful style/character while being visible and effective	Yes	
May be maps would help.	Yes	Cost comparing Not to spend more on signs than the parking fee is bring in.	Making it clear and understandable.	No	
	Yes	Classic wooden signage style in a weather resistant material.	Consistency	Yes	
Yes	Yes	Not sure, needs discussion	That it be simple...Easy to understand...emphatic	Yes	Yes
Signs are almost nonexistent. They get stolen, they fall down and are not replaced and they are HARD TO SEE.	Yes	A combination	Get rid of some of the sign pollution, but make sure things are clearly marked.	Yes	People are struggling with the hikers that hike 6 across on their roads, let their dogs mess in their yards, drop trash everywhere and generally act like they own the place and the residents are their servants. Sometimes they are dangerous -- won't yield to cars -- sometimes they are thoughtless. The dogs chase wildlife and children, no joke. I don't know how this would be fixed but it's a REAL concern.
Yes and no. We have plenty of signs but yet hikers still seem to get lost. So maybe updating trail maps or putting the maps virtual like all the QR code's people have to scan for menus at restaurants.	Yes	Both. The classic looks so good on the town but maybe make it digital.	Ruining the view of nature. Also making it clear, this generation really does not know directions. So maybe adding street names.	Yes	

I actually feel that there should be more and better locations for updated, correct and comprehensive information concerning where to and where not to park.	Yes	Standardized is the operative word.	Standardized and correct.	No	
Yes and no. We have plenty of signs but yet hikers still seem to get lost. So maybe updating trail maps or putting the maps virtual like all the QR code's people have to scan for menus at restaurants.	Yes	Both. The classic looks so good on the town but maybe make it digital.	Ruining the view of nature. Also making it clear, this generation really does not know directions. So maybe adding street names.	Yes	
Yes and no. We have plenty of signs but yet hikers still seem to get lost. So maybe updating trail maps or putting the maps virtual like all the QR code's people have to scan for menus at restaurants.	Yes	Both. The classic looks so good on the town but maybe make it digital.	Ruining the view of nature. Also making it clear, this generation really does not know directions. So maybe adding street names.	Yes	
Make trail maps immediately available (at parking area). Trails maps should include how to get from parking areas to trailheads.	Yes	Type used does not matter.	It must be effective for the majority of users. For the approach to trailhead i.e. going up Belvidere, utilize countdown mileage (1, 3/4, 1/2, 1/4) or have spacing such that a first timer doesn't wonder if he is going the right way. Keep them on the beaten path. Signs will need to be a useful/visible size.	No	
Better signage or a better app	Yes	no	rustic look	No	
	Yes	The Wood signs are beautiful, but I am not sure they hold up to the weather	standardized signs that hold up to the weather	Yes	The maps offered aren't very clear and trailheads aren't clearly marked
	No	Leave as is	History and hometown feels. No need to change.	No	
	Yes	Classic OK	Clearly visible.	No	Trailheads are OK, but GMF needs to enforce NO HIKER PARKING on those streets.
	Yes	Replicate signage	Friendly signage	No	
I think there could be concise, friendly and consistent signage that is branded beautifully.	Yes	I would take our cues from Vail or Aspen.	Clarity and aesthetic.	No	
	Yes	Classic	Clear signage on where to park	No	
	No	classic is fine	Make it clear, and provide trail maps so that people can see where they're going.	Yes	All trailheads are located deep inside neighborhoods. It would be great if one or two new trails could be created that connect to neighborhood trails, without hikers having the roam the streets just to get to them.
	Yes	Don't care either way	Short and readable	No	
	Yes	No opinion; CP homeowner	Visibility	Yes	My answer is based on conversations with GMF residents.
	No	Doesn't matter	Visibility	No	
	Yes	Wooden signs	Use as few as possible	Yes	
No	No	No	No	No	No
Trail users are idiots	No	No	People don't read them	Yes	
	No	Classic Wood	Don't impact our views	No	

	Yes	Either	Clear communication	No	
	Yes	should be based on reasonable cost	easy to read and understand for people in a car	Yes	
	No	Replicate. The signs have charm to them.	Keeping the small historic town feel with the signs.	No	
There needs to be signage in the parking areas telling hikers where the trailheads are, like a map. I also think hikers wanting to access the western trail head need to be directed to the Belvedere entrance. So many people walk up Hondo and it's simply not safe. The road is too narrow, there's no shoulder, blind spots, etc. and hikers are constantly in the middle of the road. It's a huge hazard!	Yes	Yes! I like the wooden signage idea.	Clear instructions. The signs used to direct hikers when the Hondo side trail access was closed were confusing. So many hikers just ignored them.	Yes	
	Yes	Classic	Provide Maps as well as Signs	Yes	
	Yes	Idc	Readable	Yes	Can there be another entrance along Fountain ave for the falls? Along with property for parking?
	Yes	Whatever is last expensive.	Cost	No	
I have had people in the past, asking me where are some of the trails located. Clearly listing of trails and maintaining our signage is key to a uniform look / feel for GMF.	Yes	Sure it looks nice and fits in with the image and historical preservation of GMF's history.	Don't over do it clear, concise information on visible signs would be perfect. (Don't forget ADA guidelines for all public access!)	Yes	We don't see how this can be improved up to the reservoir, unless there is a dedicated public access that is new, but would require obtaining the land, making improvements, and updating all signage for a new public access not through neighborhoods. This would be a considerable investment, planning, implementation and maintaining of new public access.
	No	maybe	keeping people away	Yes	
People come to this town absolutely clueless about finding trailheads. Most of the time they can't find the maps on their cell phones because the service is spotty in town. Trail access isn't clearly marked from designated public parking areas. There are maps around town, but not at parking areas. Please add leash law info to said maps!	No	New. They should be clear to read such as the DOW signage around town.	Leash law, info about leaving no trace (trash), and a reminder that this is a residential area and hikers need to be considerate of private property and vehicles on the road (some groups walk 5 people deep and will not walk single file for a vehicle).	Yes	These are residential neighborhoods and hikers don't pay much respect to that fact.
	Yes	Something new	Durable, accurate, easy to discern	No	
I often pass people heading to trails who are confused and unsure if they are headed the right direction.	Yes	Classic wooden	Rustic and fitting with our atmosphere	No	
	Yes	Replicate	Easy to find.	Yes	
	Yes	Classic is best. Using natural materials and rustic design further elevate the town's charm.	Classic signage is best. Using natural materials and rustic design further elevate the town's charm.	No	
	Yes	classic is fine	uniformity and clarity	Yes	better signage

	No	Classic wooden	To much signage is distracting and to controlling	Yes	
I moved here a year ago an it's still mysterious to me.	Yes	Classic or something harmonious with Classic. No modernist garbage.	That it convey information. Not being sarcastic at all; but having everything visible, clear, and easily understood by a visitor in a moving car is a standard to shoot for.	No	I only said no because there is no option to not know. You probably should have a 3rd option on a lot of these questions.
	Yes	Doesn't matter, make no parking signs clear and recognizable	Clear signs	Yes	
	Yes	Classic. The town looks like a hallmark Christmas movie	Visibility	No	
	Yes	no	keep to the atmosphere of the town,	No	
	Yes	I don't care.	That we get some.	No	Somebody is always going to be unhappy. Leave trailheads alone.
	No	Doesn't matter.	No problem with signage.	No	
	Yes	Same	Visualibilty and consistency	No	
	Yes	Classic	Visability	No	
Not enough signage pointing to the attractions (waterfalls, trails)	Yes	Classic, if it is sustainable & well maintained.	Simple, concise, readable.	No	Trail Heads have existed around Town for generations.
	No	I strongly prefer any changes to follow the look of rustic mountain village...not modern or industrial.	As few as possible to get the job done, and rustic in style.	Yes	
	Yes	classic wooden signage	should be identical on both sides of town and welcoming	No	Not really. If any problems they would be eliminated with proper signage so people don't need to ramble around looking for the trail head. Otherwise, all trail heads are reasonably placed within neighborhoods.
	Yes	Classic	Clarity	No	It's just part of living here
	Yes	Classic	Making it easy for visitors to understand where it is appropriate to park.	Yes	
	Yes	Don't care either way	Short and readable	No	
	Yes	Classic	Making it easy for visitors to understand where it is appropriate to park.	Yes	
	Yes	doesn't matter, consistency would be good	That it is clear, professional, and welcoming	No	The issue is not where the trailheads are located, it's the inconsistent signage
	Yes	Classic	Stop putting up redundant signs	Yes	

Some improvements would help. But too many signs becomes a challenge too.	Yes	Something that fits our town, is affordable, and low maintenance	It helps folks and makes them feel welcome.	Yes	Trailheads need to start at designated trail parking areas in town.
	Yes	New	Needs to be obvious	Yes	
	No	It is ok the way it is currently	It does not need to be updated	No	
	Yes	Classic	Stop putting up redundant signs	Yes	
	Yes	N/a	The lack there of	Yes	
Correct Signage leading to trailheads is badly lacking. I frequently see folks following APPS like All Trails etc leading them across private property or on unimproved road right of ways.	No	Some of both. The Historic Wooden signs are part of our heritage & should be used as much a possible. Modern metal signs have their place also	Make it clear and hard to remove.	No	Yes this causes problems, but these trailheads are historically established and usually provide access to trails in National Forest etc. These should not be blocked off, but parking very close at such trailheads is not feasible.
I'm occasionally, make that oftentimes, needing to help people find their ways. Good maps should be made available. Many online are erroneous	No	Use both, they each have their place	Clear wording. Is it a regulated/enforced or just a suggestion?	Yes	Unavoidable, most trails begin in neighborhoods . If you're charged to park in the village, you'll simply find a place in a neighborhood, infringing on residents
Legal access to trailheads very hard to find, even for residents. We need good signs and reliable maps. Original trail comm had a map with parking lots shown for each trailhead. No longer available. Some online phone maps wrong and lead across private property	No	Wooden ones very nice but not too durable. Use sturdy metal in downtown areas	Clarity and enforcement	Yes	It cannot be avoided unless you close all trails. I live here! I pay taxes. I want access to ALL trails for me & my guests
	Yes	Don't care either way	Short and readable	No	
More signage is needed to direct visitors from parking areas to trailheads.	No	No opinion	No opinion	Yes	I live at the Catamount trailhead on Hondo Ave and the number of hikers has made living there miserable. I'm currently looking to move to a different location.
	Yes	Open to both	Not to overdo it	Yes	
They are promoting unsafe and highly irregular access to the trails.	No	No.	Limit the parking spaces for hikers through signage and enforcement.	Yes	The access on Hondo is extremely dangerous at the volume of hikers experienced in the last several years. Shut the access on Hondo due to public safety or limit the hiker parking to 20 spaces.

Would you like to see the Town "consolidate" some of the Trail Heads in Town?	Would you like to provide feedback related to this question?	Should the Town consider expanding the ambassador program and creating a "virtual trail head" in town to help control visitor traffic during peak times of the year?	Would you like to provide any feedback related to Parking, Signage, or this Survey?
Yes	Hikers clog the streets and are a hazard to residents trying to get to there property.	Maybe	Charge the hikers, fix our parks and provide toilets. Please
Yes	We could easily formalize access points into the trail system that minimize impact on residential areas like trash.	Yes	We need to make hard decisions that people won't always like.
No		Yes	No
Yes		Yes	No
Yes		Yes	Some additional signage can help add some organization to the activities over the summer and fall. I don't want to take actions that would take away from the income they add to our town over this time. It would be nice though to keep hikers parking in the right area and reduce the waste/trash they leave.
No	they already are consolidated	No	the ambassador program is a joke. better signage and enforcement of parking will resolve the bulk of the issues
No		Maybe	No more than what I've indicated in the survey. Contact me if you want/need more information from me.
Yes	Aren't most trailheads in town since there is no parking near the actual trailheads?	Maybe	We have We've lived in GMF for over 30 years and hike our trails all of the time. In the last two years we feel we are being forced off our trails. Too many people and so many signs of overuse and abuse. This isn't really about signage pr parking but it is a part of an overall issue.
Yes	If consolidation is possible that would be great.	Maybe	Yes
Yes		Maybe	Glad that you are asking for opinions of the community.
No	That would. just increase impact on certain residential areas at least with trail heads scattered impact is reduced for all	No	Need more information
Yes	If it makes sense to do so sure.	Maybe	No comment
No	I don't think it necessary.	No	I appreciate you asking the residents to complete surveys regarding town matters and I hope our voices are all fairly taken into account. I think parking should remain free, the trail head signs I think are ok but maps could be provided for ease of access to tourists, and I think the signage in town should remain traditional to the old wooden signs, they're perfect, we don't need or want anything different!
No		Yes	No
No	Better trail maps and marked trail heads would help.	Maybe	Yes

No		No	With proper signage an ambassador program is not required. I hike alot and most people are looking for directions on the trail not to the trail but signs to the trail would be great. I believe most residents that complain about parking and trail issues are residents that don't use them. We hike alot and encourage visitors to come and enjoy the trails in GMF
No	Personally, I like having options. This might make ambassador's jobs more difficult, which is worth considering, but removing access points would probably just lead to hikers making their own "social trail" access points, possibly through private property.	Maybe	I'm glad to see some dialog happening, this is an issue which effects everyone in town and deserves some hashing out.
Yes	Trailheads are known for creating increased crime	No	The residents receive no benefit from the heavy traffic, parking noise etc. Except those that own vac. Rentals. Residents should have a say
Yes		Maybe	Not right now
No	The town who is capable besides dick bratton and you pushed him in the dirt and his twenty volunteers who does that what kind of arrogant power hungry fools would run off volunteers	No	You guys can't keep a restroom open now your going to do virtual parking that's a joke right
No	Consolidating the trail heads will place a heavier burden on just that area.	Maybe	What is a virtual trail head?
No		Yes	All access to trails should start in town for visitors parking in town and continue on the roads until folks ge
No	This would only promote congestion at trailheads	No	I think the ambassador program is an ineffective use of resources, even though it is volunteer based. Instead, volunteers could be working to maintain trails.
No	More trailheads make for less parking issues.	Maybe	No.
No		Yes	2 separate questions - yes to the first - maybe on the second
Yes		Maybe	I think I've covered it.
No	Having separate trail heads spreads people out nicely.	Maybe	No

No	Actually less trails please	Maybe	Is this effective ? Any studies been done?
No	It won't solve anything.	No	Put the effort into roads.
Yes		Yes	Make visitors pay to park
No		Maybe	We should always bear in mind that GMF started as a vacation community. Surveying guests may be helpful as to how they access (or miss the access) to trailheads may be helpful.
Yes	ALL trailheads should start in the vicinity of the town center. There is no reason whatsoever that designated trails can't include city streets as part of a "trail".	Yes	Thank you for taking this issue on. These questions are spot-on and I have new confidence in PRT and BOT efforts to solve this without discouraging recreation and business development.
No		Yes	Actually do something.
Yes		Yes	N/A
No	It would just make for more foot traffic for those poor unfortunates who live where the consolidated trailheads are located	Yes	Not sure what "control" means, or how we can do it.
No		No	No
Yes	Or make them one way? Start on one end and come out the other	Yes	Education and enforcement are key, and consistency
No	This is a completely unnecessary cost in money and manpower to try to do this. These trailheads have been there for many years. All property owners need to realize that, in order to keep the Town viable, we need the tourism from the hiking community.	Maybe	I'm not sure how to implement a "virtual trail head". However, it was discussed at a BoT meeting this year about a rotating trail closure to give folks a break. That does seem viable.
No	This is a completely unnecessary cost in money and manpower to try to do this. These trailheads have been there for many years. All property owners need to realize that, in order to keep the Town viable, we need the tourism from the hiking community.	Maybe	I'm not sure how to implement a "virtual trail head". However, it was discussed at a BoT meeting this year about a rotating trail closure to give folks a break. That does seem viable.
No		Yes	Not at this time

No	Not sure what trailheads you would "consolidate"? Each trailhead is unique in where it leads. This question does not make much sense.	Maybe	I am part of the Ambassador program and while it is a step in the right direction as to informing hikers, it is not the total solution to this problem. Ambassadors need to have the tools to do their job correctly and this includes trail maps. There also needs to be Ambassador stations, by the gazebo and by the stream, where hikers can go for information and maps. Ambassadors need to provide trail info BEFORE the hikers hit the trails, not while they are on the trails. I would love to see the Ambassador program expand and hopefully it will be before the peak of hiking season next year. Don't understand what a "virtual trailhead" is?? Are you counting hikers and saying the trails are at capacity? Who would enforce this?
No		Yes	Clean up Olathe. Make it parking and not the town storage or dump. Put in parking spots and trail info
No	This seems pointless, difficult, confusing, and frustrating.	Yes	Please do not consider a shut down of trails, the trails are a jewel of the town. I've never had an issue with a hiker, but have enjoyed the trails immensely.
Yes	Consolidation could reduce nuisance traffic at trailheads	Maybe	Glad to see these needs being addressed and perhaps in time to implement plans before next summer.
No	This seems pointless, difficult, confusing, and frustrating.	Yes	Please do not consider a shut down of trails, the trails are a jewel of the town. I've never had an issue with a hiker, but have enjoyed the trails immensely.
No		No	N/A
No		Maybe	No
Yes	I just as soon we shut the trails down because of all these people visiting here all the time overrunning our town. they leave trash everywhere, and use the bathroom on our trails, let their dogs run a muck and leave dog mess, trash, and dirty toilet paper everywhere. the town doesn't have any damn money to fix it.	Maybe	Paid parking, yes please!
No		No	This is a waste of time. Our trails have historical importance. Don't destroy this.
Yes		Yes	Thanks for issuing this survey!
No		No	People in this town complain to much and need to volunteer more if they don't like something.
No	What do you mean consolidate?	Maybe	What is the Ambassador Program? You will always have parking issues during peak times no matter what you implement. The steel/plastic signs look bad.
No	Don't screw up our trails just because of tourists	Yes	Do not charge for parking
No	What does this mean?	Maybe	You have asked 2 questions and provide room for one response.
Yes	This may be necessary especially if there is a common parking area.	Yes	Trails are nice but I do think we should not create any more trails.
No		Maybe	The wording of several questions is bias. The fact that it can be filled out multiple times by the same person invalidates the survey data.

No	Definitely not! Each trail and trailhead is unique	No	We should address the parking issues while at the same time ensure that people feel welcomed to visit our town. We are not Breckenridge or Manitou. Both of these cities have retail stores, restaurants, etc. Making visitors pay to visit our small town that really has nothing but the trails and lake seems a little odd. Let's direct visitors where to park, place trash cans throughout the town and make sure we have adequate toilets during peak seasons.
Yes	No	No	No
No		Maybe	Yes
No	I would like information in that	Maybe	I really hope you do something about these issues. This year's traffic was insane. The trash was ridiculous. Maybe if they spent a little money they would be more curious guests in our home.
No		No	I'm appreciative of the opportunity to provide feedback.
No		Maybe	thank you.
No		Yes	No
No	I lived on Belvidere for several years and now live on Hondo. Hikers walking up the street are no problem in either place. They are spread out enough that it does not cause congestion. They do not come on to our property or cause any issues. If we 'consolidate' trail heads that would be a great deal of congestion in one place and I cannot imagine WHY anyone would want to do something like that!! The more trail heads we have and the more spread out they are, the better (esp for Covid).	Maybe	I'm not sure what is meant by a 'virtual trail head'. An information center with maps would be very helpful but this sounds like a 'consolidation of trail heads' which is a very poorly considered idea. It has consequences that have not been well thought through (severe congestion); not a good idea ever and especially not a good idea during Covid. Feedback re survey: Since there is no limit to how many times each person can fill this out, I'm not sure how valid your results will be.
No	Not necessarily if the hiker parking issue is addressed	Maybe	Communication, clarity, detail, visibility and enforcement must be addressed consistently with a brief grace period if paid parking is instituted.

Yes	Even more luck with this. Makes the most sense with the creation of signage for loops and distance.	Yes	HGMFF may want to host this at Green Box property or other lot and pay for maintenance/program costs.
Yes		Maybe	No thanks
Yes		Yes	
	A trail system through neighborhoods should be developed as well so there are endless options for residents and visitors to walk. Sometimes on the mountain trails, sometimes on the neighborhood trails		
No		No	N
No		Yes	I appreciate the trails so much. It is the "signature" of this town. Please don't do anything stupid that would negatively impact the use of these trails.
No		Yes	No
No		Yes	I appreciate the trails so much. It is the "signature" of this town. Please don't do anything stupid that would negatively impact the use of these trails.
No		Maybe	No
No		No	No thank you!
No	No	No	No
Yes	Absolutely, yes. Boulder Street Thomas Trailhead is overrun and an actual trailhead "designation" can be moved to a less residentially populated area. Boulder Street has become so populated with hikers, I believe there is liability in terms of children and hikers in the road on blind corners.	Yes	No
Yes		Maybe	no
Yes		Yes	We were not prepared for the huge numbers of hikers this year. Nor their dogs and families. The roads to the trailheads were crowded and not everyone moves out of the way of vehicles. This is amazing to me and also causes resentment from residents, or at least me.
Yes		Maybe	Sure
No		Maybe	No
No	Why "consolidate"? Where would you remove trailheads??? One of the major joys of living in GMF is that I can walk out my door and be on a semi wild hike that does not intrude on my neighbors.	Maybe	What is a 'virtual trailhead'??? I am very well connected on trail use (AllTrails, Strava, etc..) and I don't know what you mean. As an aside, All Trails is a mess. I am part of the 'Trails Ambassador' program and I would be happy to pass along my observations from the limited time we worked this fall.
No		No	No thank you!
No	I would have to see a plan map.	Maybe	Not now

No	What do you mean by 'consolidate'? Make sense to DISTRIBUTE to hiker volume	Yes	Ambassadors seem to be a positive development. What do you mean by "Virtual"?
Yes		Yes	Put in paid parking.
No	I don;t know what this means ... a consolidated MAP, yes ... how can you consolidate trailheads?	Maybe	I think I covered it above ... I'm glad for the survey ... I do hope that the survey is considered and useful.
No	No need for more congestion unless it is at a remote parking spot with shuttles.	Yes	Uniform with a consistent new symbol.
No		No	Keep GMF a friendly, small, welcoming town, and let the visitors come and support the small businesses.
Yes		Yes	N/a
No	It's better to spread the people to different trailheads	No	Things have been working well with our trail visitors. Lets not make it difficult for people to come here.
No		Yes	Include the stakeholders group to come up with the questions next time and sort through the feedback for next steps. This makes any decisions seem more fair to the community.
No	if people are complaining now about THs, where is GMF going to get more land to enlarge current THs?	No	GMF needs to carry through w/the 10 yr planning mtgs rather than coming up w something else to chg the focus of issues
No		Yes	I appreciate the trails so much. It is the "signature" of this town. Please don't do anything stupid that would negatively impact the use of these trails.
No	Keep hikers more spread out	Yes	This is one of the most readable and user friendly surveys I have seen recently. Hats off!
Yes		Yes	no
No	Don't know how feasible that would be or why the town would consider this?? Why condense the hikers to less trailheads? Wouldn't you want to spread this out instead?	Maybe	What is a virtual trailhead? Is this to limit the amount of hikers on the trails? Who would police this? Don't know much about the Ambassador program but that doesn't seem to be in their scope of job duties.
No		No	?
No	Dispersion of trail heads is import to prevent congregation and congestion in a single area for staging access. How does this help when the hikers still need to get to the trails by some means whether walking or busing?	Yes	Thanks for providing this method of obtaining input from the property owners.
Yes		Yes	No
Yes		Yes	No
No		Maybe	No
No	How could trailheads on opposite sides of town be consolidated?	No	Some questions did not seem relevant or possible.

Yes		Maybe	I think in addition to the above issues you should add problems with trash
No		Maybe	No
No	I don't understand "consolidate"	Yes	No
Yes		Yes	No
No		Maybe	I don't know what this means
			Once the goal is defined and satisfied that should be the end of this campaign. W/O getting into a long treatise on this town and its efforts, successes and failures over the years, I've been here 20+, this doesn't need to become a solution in search of a problem. The Ute Pass area is "fragile" in my estimation, economically, so any disruption involving the taking of money for parking might be dangerous. This isn't Manitou Springs, which is good physically, but bad economically. They can charge for parking, people will still come. West of Manitou I doubt that works as well. I'm OK with it, I don't need any people visiting here. But GMF, like all municipalities, is in constant search for more funding.
No		No	
No		Maybe	I don't know what this means
Yes	Don't understand this question	Yes	.
Yes		Yes	If GMF wants to fix the parking trash signage and restroom problem it needs to have paid parking to pay for it!
Yes		Yes	No
Yes	Needs to be discussed	Maybe	Yes
Yes	Make an official trailhead near the Pool.	Yes	People need to remember we don't OWE the hikers anything. They are coming into OUR neighborhood. We don't need to be cowed by hikers, or friends of hikers. We still need to have peace in our homes!
Yes		Yes	Nope

Yes	If possible - not many areas to do this.	No	Trail map communication is a key source of communication.
Yes		Yes	Nope
Yes		Yes	Nope
No		Yes	Virtual Trailhead should be at the respective parking location(s).
No		Yes	No
No		Maybe	no
No		No	There are many, countless, valuable, reasons that Green Mountain Falls is a hidden gem. If people want to find the trails, they can easily, and park legally while maintaining respect and consideration for locals and guests. Let's keep this small and simple for the fortune that holds. Leave the trails alone, and add parking if that will help generate revenue that can aid help to some of the other items of concern to many in town.
Yes		Yes	GMF doesn't seem to enforce current parking rules.
Yes		Maybe	No
No		Yes	Thank you so much for asking my opinion I am optimistic that the town will come up with some beautiful and practical solutions.
No		Yes	Better signage
Yes		Maybe	Sorry, I don't understand that question. A "virtual" trailhead implies some online version, not sure what the purpose of that would be.
No		Yes	I appreciate the trails so much. It is the "signature" of this town. Please don't do anything stupid that would negatively impact the use of these trails.
No		Maybe	As a nearby homeowner (Chipita Park) who is disabled, I can only patronize businesses with close parking.
No		Maybe	Not at this point
Yes		Maybe	No
No	No	No	No
No		No	No
No		Maybe	Cell service is poor in town

No		Maybe	No
Yes	define "consolidate"	Maybe	need a lot more detail to discuss intelligently
No		No	We need to remember that many residents live here because of the small down minimalist feel. By adding parking meters and kiosks for trails this might take away from this.
Yes	As stated before, I think the designated trailhead on the west end of town should be on the end of Belvedere. The Hondo side should still be accessible for local residents, but signage should direct visitors to the Belvedere entrance. It's so much safer for everyone (much wider road for hikers and vehicles to pass eachother safely).	Maybe	No thanks
Yes		Yes	Paid parking is a great idea
Yes		Maybe	No
No		Maybe	We need to welcome visitors to our town and in return, they will support our local businesses which will bring in more tax dollars.
Yes	Only if it is feasible and reasonable to do so. We live on sunny side of GMF so don't have a lot of foot traffic in our area. You would have to ask the residents (full time) that live around the 'consolidated' trail head for their input.	Maybe	No. Think we have covered it in the questions and how we answered them.
No		Maybe	NO
No	Need further clarification	No	What is a "virtual trail head"? Leash laws need to be reinforced and enforced. Final signage should go to a town vote (not just to the Trustees).
No		Maybe	.
No		Maybe	No
Yes		Yes	No
No		Maybe	NA
Yes		Maybe	no

Yes		Yes	I have seen locals parked across from the church for months at a time, tying up two parking spaces, so it isn't just visitors taking up space. Maybe if the town would mark parking spaces and non-parking areas there would be more efficient parking and less problems.
Yes	If there is little or no law enforcement, it seems better to consolidate.	Maybe	No
Yes		Yes	Make no parking signs clear, make parking areas clear
Yes		Yes	Sure
No		No	no
No	See above. Leave trailheads alone.	Maybe	No
No	Leave trailheads alone.	No	No
No		Maybe	There is plenty of parking in this town. Direct outsiders with readability signs of where to park.
No		No	No
No	I don't know what you mean by 'consolidate'	Yes	Thank-you for the opportunity!
No	need more info	Maybe	need more info.
No	This depends significantly on what you are intending and what trail heads would be included.	Maybe	no
Yes		Maybe	ParkMobile app or something similar would be great
Yes		Yes	No
No		Yes	I appreciate the trails so much. It is the "signature" of this town. Please don't do anything stupid that would negatively impact the use of these trails.
Yes		Yes	No
No		No	No
Yes		Maybe	No

Yes	Agree with trail heads in town at the designated trail parking areas.	Yes	No additional feedback
Yes	Bigger and consolidated	Yes	N
No		No	Visitors should not be penalized for visiting. We should only encourage more of them and optimize them to stay and spend more in businesses in town
Yes		Maybe	No
Yes	Certain trailheads congest the towns main roads while others cut through private property	Yes	Please references prior responses
No	I'm not sure what you mean by this, but the fewer trailheads there are, the more congested any given one will be. Spreading out the usage is better	Maybe	This can be a very good idea if carried out at peak usage times
No	The fewer trailheads the more impact on a certain neighborhood.	Maybe	Must be well organized with clear maps.
No	Limiting trailheads Will simply put more pressure on some . Folks will simply trespass more	Yes	Summer residents pay taxes and deserve same protection and usage as full time residents
No		Yes	I appreciate the trails so much. It is the "signature" of this town. Please don't do anything stupid that would negatively impact the use of these trails.
Yes	As long as it does not result in more hiker traffic in certain residential areas or shuttles through residential areas. Ideally hikers would not have to enter onto residential streets.	Yes	Thank you for considering the issues addressed in this survey!
No		Yes	Trail signs needed as many ask as they walk by where to find them even with the maps Add maps to the east side of the lake where parking is already
Yes		Maybe	Please see answers above.



To: Planning Commission
From: GMF Planning & Land Use
Date: February 8, 2021
Re: Revocable Permit Rev2021-01, Resolution 2021-09

Background

The Applicant is requesting the Planning Commission's consideration of a Revocable Permit for grading and construction of a retaining wall in the Right-of-Way, south of 10330 El Paso Avenue. The Applicant appeared before the PC in October 2020 for a grading permit and zoning variance to construct a single-family home addition at the subject property. The Town Engineer approved (January 2021) the grading plan for the project but could not include the unpermitted construction of the retaining wall because of its location in the Town ROW. The Applicant is requesting the structure, which was constructed in early Fall 2020, be approved by the PC and BoT for compliance with GMF Zoning Code.

Planning Commission Recommended Actions:

- Public hearing
- Review proposed project application for compliance with Green Mountain Falls Zoning Code
- Recommend approval, disapproval, or approval subject to conditions to the Board

Discussion

Sec. 18-61 -72 – Revocable Permits; Permits Required

Summarily, it is unlawful for anyone to occupy the subsurface, surface, or above-surface of the public property without first requesting permission from the Board of Trustees. Staff has been exploring amended language for Section 18 to facilitate permitting and enforcement. A Revocable Permit is established by code to be limited to one year and carries a minimum insurance requirement. *The Planning Commission or the Board of Trustees is authorized to impose on the permittee at any time additional conditions or provisions relating to the revocable permit for the use or occupancy of public property that are reasonable and necessary to protect the public health, safety and welfare.*

Sec. 18-74. - Surface uses.

GMF Zoning outlines the uses and requirements for occupying the surface (see link, above). Sec. (f)(1)(a) prohibiting any structure from interrupting the flow of traffic could be a concern and was flagged by the Town Engineer for public service access. Public Works staff did not express an issue regarding plowing or maintenance and as of this report, Town Marshal had not commented on EMS access. The Applicant has provided the safety reasons for constructing the retaining wall and should provide additional explanation to the PC regarding its maintenance and whether it could cause any interruption to traffic or town services. Code allows for a structure to be permitted and the Board can revoke such permission at any time.

Conclusion and Recommendation

Staff believes this structure can be reasonably permitted after Town Engineer reviews the grading and fill for the wall and establishes that it will not cause off-site erosion concerns or additional sediment loading into the waterway, south of the property and recommends the Planning Commission forward approval to the Board.

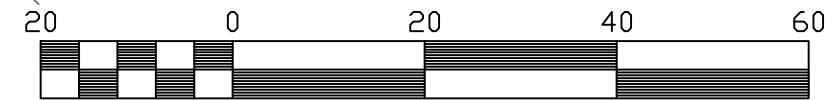
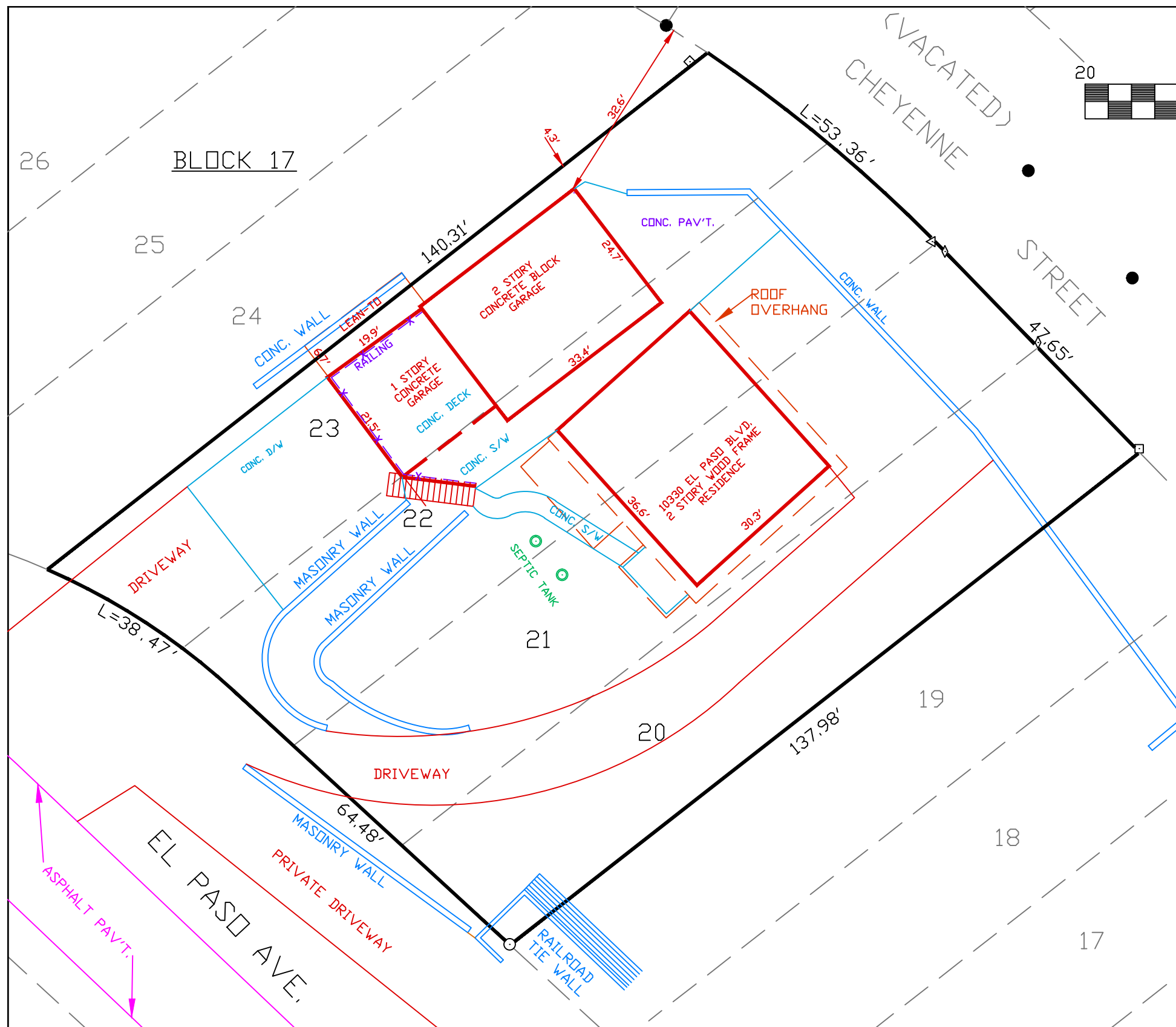
December 21, 2020

To The
Town of Green Mountain Falls,

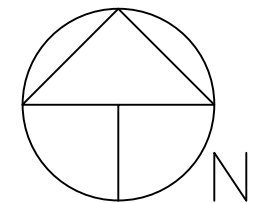
This letter is for reasoning of why the Retaining Wall was placed where it is to shore up existing front yard of 10330 El Paso Avenue, and making front driveway at the same time, and not disturbing the Private or Public Right of Way.

I used the electrical power pole as a starting point to be able to shore up the existing Disconnect for 10330 El Paso & 10320 El Paso & Gas Meter for 10330 El Paso only. This wall helps protect anyone from driving into or damaging either of these Main services, and still leaving Public Right of Way with 22 Feet at top and 25 Feet at the bottom.

Thankyou
Cord Smith



Scale 1" = 20'



IMPROVEMENT LOCATION CERTIFICATE

Title information was not provided by the client
This survey does not constitute a title search or opinion.

Legal description: Lots 20-23 inclusive, Block 17, Green Mountain Falls Addition No. 2

I hereby certify that this Improvement Location Certificate was prepared for, Cord Smith, that it is not a land survey plat or improvement survey plat, and that it is not to be relied upon for the establishment of fence, building, or other future improvement lines. I further certify that the improvements on the above described parcel on this date, September 25, 2020 except utility connections, are entirely within the boundaries of the parcel, except as shown, that there are no encroachments upon the described premises by improvements on any adjoining premises, except as indicated, and that there is no apparent evidence or sign of any easement crossing or burdening any part of said parcel, except as noted.

September 25, 2020

Oliver E. Watts Colo PE-LS 9853 Date
For and on behalf of Oliver E. Watts, Consulting Engineer, Inc.
614 Elkton Drive Colorado Springs, CO 80907 (719) 593-0173
olliewatts@aol.com
Celebrating over 41 years in business

DRAWN BY: O.E. WATTS

DATE: 9-23-20

DWG. NO.: 20-5520-03

THRU 9-25-20

SURVEYED BY: DVF, GG, 1987 DEW, ESW

REVISIONS

OLIVER E. WATTS
CONSULTING ENGINEER
COLORADO SPRINGS

PROJECT

10330 EL PASO BOULEVARD
LOTS 20-23
ADD. NO. 2 TO GREEN MTN. FALLS
EL PASO COUNTY, COLORADO

SHT. NAME

IMPROVEMENT
LOCATION
CERTIFICATE

SHT. NO.

1
OF
1

10330
EL PASO Ave

GAS

ELECTRIC
DISCONNECT FOR
10330 & 10320
EL PASO Ave

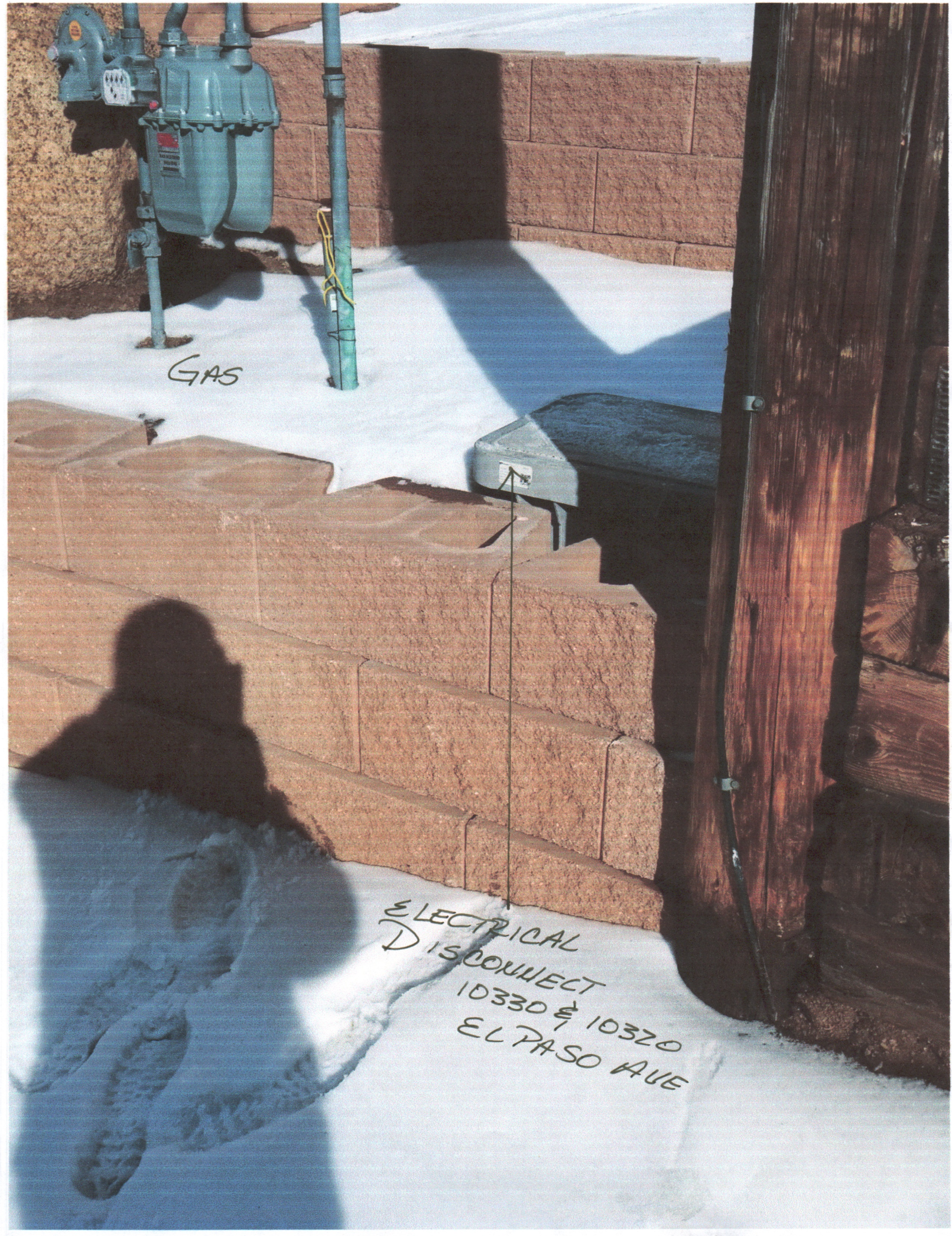
NEW RETAINING
WALL 10330
EL PASO AVE.

10320
EL PASO Ave

EXISTING RETAINING
WALL 10320 EL PASO

ELECTRICAL
DISCONNECT
FOR 10330 & 10320
EL PASO AVE





GAS

ELECTRICAL
DISCONNECT
10330 & 10320
EL PASO AVE



22 ft Drive Way



10330 EL PASO AVE.

10320 EL PASO AVE.

DRIVE
WAY

25 FT

EL PASO Ave



Green Mountain Falls

COLORADO
OFFICE OF PLANNING & LAND USE

10516 Green Mountain Falls Road
PO Box 524
Green Mountain Falls, CO 80819
www.gmfco.us

To: GMF Board of Trustees
From: GMF Planning & Land Use
Date: 25 February 2021
Re: Revocable Permit Rev2021-01, Retaining Wall at 10300 El Paso Avenue

Background/Discussion

The attached memo and supplemental documents were reviewed at the February 9, 2021 regular Planning Commission meeting for a recommendation to the Board for the grading and construction of a retaining wall in the public right-of-way along El Paso Avenue.

The Planning Commission held a public hearing and voted to recommend approval of the Revocable Permit to maintain the structure with the condition that Town Engineer review the grading and erosion control to prevent off-site drainage.

The draft license agreement, established by Resolution 2021-09, is valid for one year, to include an initial fee set by the Board. The 2021 Fee Schedule lists a scale ranging \$100- \$400 for initial staff review, PC and BoT review. After the first year, the applicant must renew the license prior-to December 31 with a fee also set by the Board, processed administratively without public hearing unless Town Clerk receives an objection.

As the Zoning Code is being amended and will include significant updates to Section 18.61 et seq., there will likely be a new procedure for licensing in 2022, at which time the Board and staff will determine, by Ordinance, how to issue licenses.

Recommendation/Conclusion

Staff has reviewed the materials and concurs with Planning Commission's recommendation to approve Rev2021-01 with the condition that the structure, site plan, and grading is evaluated by Town Engineer to prevent off-site drainage and erosion. Staff recommends an initial licensing fee of \$250.

The licensing renewal will be reevaluated by staff in December 2021 when the amended Zoning Code has been established by Ordinance, creating a process for all revocables to remain in compliance with regulations.

NONEXCLUSIVE REVOCABLE LICENSE AGREEMENT

THIS NONEXCLUSIVE REVOCABLE LICENSE AGREEMENT is made **this ____ day of _____, 20__**, by and between the Town of Green Mountain Falls, a Colorado municipal corporation having an address of 10615 Unit B, Green Mountain Falls Road, Green Mountain Falls, Colorado, 80819 (the "Town"), and Cord Smith with an address of _____ 10330 El Paso Avenue__ ("Licensee").

WHEREAS, Town owns certain real property described in **Exhibit A** attached hereto and incorporated herein by this reference (the "Property");

WHEREAS, Licensee desires to place certain improvements in, on, under, and/or above the Property as described and/or depicted in **Exhibit A** attached hereto and incorporated herein by this reference (the "Improvements"); and

WHEREAS, the Town is agreeable to Licensee's use of the Property for location of the Improvements subject to the terms and conditions of this Agreement, which are in accordance with the requirements of Article III of Chapter 18 of the Green Mountain Falls Municipal Code.

NOW THEREFORE, in consideration of the mutual promises and conditions herein contained, the parties covenant and agree as follows:

SECTION 1. THE LICENSE

Subject to the terms and conditions of this Agreement, the Town hereby grants Licensee a nonexclusive revocable license (the "License") allowing Licensee to use the Property solely for the Improvements.

SECTION 2. USE OF PROPERTY

1. This License is deemed to be a nonexclusive revocable license for the Improvements. This License shall not prohibit or prevent the Town from using the Property or from granting other and further rights for uses of the Property, provided such uses do not unreasonably interfere with the Improvements.

2. Licensee shall not install any improvements on the Property other than the Improvements.

3. Licensee acknowledges that its use and occupancy hereunder is of the Property in its present, as-is condition with all faults, whether patent or latent, and without warranties or covenants, express or implied. Licensee acknowledges that the Town shall have no obligation to repair, replace, or improve any portion of the Property to make such Property suitable for Licensee's Improvements.

4. Within thirty (30) days of termination of this Agreement, if directed by the Town, Licensee shall remove the Improvements and return the Property to substantially its original condition at Licensee's sole expense

SECTION 3. TERM AND TERMINATION

1. The License granted herein shall expire on December 31 of the current year, provided that Licensee shall be deemed to have requested the annual renewal of the License for each and every subsequent year and the License shall renew every year with no further notice by Licensee being required until Licensee provides written notice of Licensee's desire to not renew the License granted herein.

2. Either party may terminate the License by giving written notice to the other party specifying the date of termination, such notice to be given not less than fourteen (14) days prior to the date specified therein, except if the Town determines there is a present existing or imminent danger to the public health, safety or welfare, the License may be revoked upon less notice as determined by the Town in its sole discretion.

SECTION 4. MAINTENANCE

Licensee shall, at its own expense, keep and maintain in good repair the Improvements.

SECTION 5. DAMAGE TO PROPERTY

Licensee shall be solely responsible for all damage to the Property arising out of or resulting from the use of the Property by Licensee. Licensee shall correct and repair any damage to the Town's satisfaction within seven (7) days of notification or of Licensee's knowledge of the damage unless otherwise directed by the Town.

SECTION 6. INSURANCE

Licensee agrees to procure an insurance policy which includes and covers the Property that is the subject of this Agreement, and to name the Town as an additional insured thereon. Such insurance policy shall at a minimum include liability and property damage insurance, with a combined single limit for bodily injury and property damage in amounts no less than the limits set forth in the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, *et seq.*, as they may change from time-to-time. A Certificate of Insurance showing the Town as an additional insured thereon shall be provided to the Town within thirty (30) days of execution of this Agreement. The failure to provide the Certificate of Insurance shall be grounds for immediate revocation of this License Agreement.

SECTION 7. INDEMNIFICATION

Licensee agrees to indemnify and hold harmless the Town, its officers, employees and insurers, from and against all liability, claims and demands arising out of the existence of the Improvements on the Property. Licensee agrees to investigate, handle, respond to, and to provide

defense for and defend against any such liability with legal counsel of the Town's sole choice, claims or demands at his sole expense, or, at the option of the Town, agrees to pay the Town or reimburse the Town for the defense costs incurred by the Town in connection with any such liability, claims or demands. Licensee also agrees to bear all other costs and expenses related thereto, including court costs and attorney fees, whether or not any such liability, claims or demands alleged are groundless, false or fraudulent.

SECTION 8. GOVERNMENTAL IMMUNITY

Both parties are relying on and do not waive or intend to waive by any provision of this Agreement the monetary limitations or any other rights, immunities, and protections provided by the Colorado Governmental Immunity Act, C.R.S. §24-10-101 *et seq.*, as from time to time amended, or otherwise available to either part, and their officers and employees.

SECTION 9. NOTICES

Any notice given pursuant to this Agreement by either party to the other shall be in writing and mailed by certified mail, return receipt requested, postage prepaid, and addressed to the other party at the addresses first set forth above.

SECTION 10. MISCELLANEOUS

1. Agreement Binding. This Agreement shall inure to the benefit of and be binding upon the heirs, successors and assigns of the parties hereto, subject to any other conditions and covenants contained herein.

2. Governing Law and Venue. The laws of the State of Colorado and applicable federal, state and local laws, rules, regulations and guidelines shall govern this Agreement. Any action arising out of this Agreement shall be brought in a court of competent jurisdiction in El Paso County, Colorado.

3. Amendment. This Agreement may not be amended except in writing by mutual agreement of the parties, nor may rights be waived except by an instrument in writing signed by the party charged with such waiver.

4. Headings. The headings of the sections of this Agreement are inserted for reference purposes only and are not restrictive as to content.

5. Assignment. Licensee may not assign or transfer this Agreement, except upon the express written authorization of the Town.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date first set forth above.

[Remainder of page intentionally blank. Signatures on following page.]

**TOWN OF GREEN MOUNTAIN FALLS,
COLORADO**

ATTEST:

Matthew Gordon, Town Clerk

LICENSEE

By: _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing Professional Agreement for Services was subscribed, sworn to and
acknowledged before me this _____ day of _____, 20____ by
_____,as _____ of _____.

My commission expires:

(S E A L)

Notary Public

Revocable Permit Rev2021-01
10330 El Paso Avenue
Cord Smith, Applicant

EXHIBIT A

Revocable Permit Rev2021-01
10330 El Paso Avenue
Cord Smith, Applicant

EXHIBIT B



Green Mountain Falls

COLORADO
OFFICE OF PLANNING & LAND USE

10516 Green Mountain Falls Road
PO Box 524
Green Mountain Falls, CO 80819
www.gmfco.us

To: GMF Board of Trustees
From: GMF Planning & Land Use
Date: 26 February 2021
Re: Grading Permit Gra2021-02, Retaining Wall and Erosion Control at 10680 Ora Street

Background/Discussion

The attached memo and supplemental documents were reviewed at the February 9, 2021 regular Planning Commission meeting for a recommendation to the Board for a grading permit and erosion control plan at 10680 Ora Street.

The Planning Commission approved the project, as it meets GMF Zoning Code standards. The grading was conditionally approved with the condition of Town Engineer review to confirm the erosion control measures would be sufficient to prevent off-site drainage. The applicant, who was prepared to mobilize for grading and construction in January, requested staff forward the site plans to Town Engineer; review and approval is still pending.

Recommendation/Conclusion

Staff has reviewed the materials and concurs with Planning Commission's recommendation to approve Gra2021-02, Grading Permit with Erosion Control Plan for retaining wall and erosion mitigation at the subject property. Staff recommends the Board conditionally approve the project as well based-on Town Engineer's findings that appropriate erosion control measures are implemented.



To: Planning Commission
From: GMF Planning & Land Use
Date: February 3, 2021
Re: Grading Permit GR2021-02 for Retaining Wall and Erosion Control at 10860 Ora Street

Background

The Applicant is requesting the Planning Commission's consideration for a grading and erosion control permit and LU approval for the construction of a retaining wall at the subject property.

Planning Commission Recommended Actions:

- Public hearing
- Review proposed project application for compliance with Green Mountain Falls Zoning Code
- Approve, approve subject to conditions, or disapprove

Discussion

Sec. 16-306. - R-1 10,000 Single-Family Residential District.

The subject property is a 10,380 SF parcel in the Hillside Overlay Zone.

Sec. 17-83 – 17-89. - Grading permit and erosion control plan; when required.

The proposed project is to grade, fill, and construct a retaining wall beneath the single-family residence (see Letter of Intent, attached) and will disturb approximately 1,490 SF. All earth disturbance will take place on the subject parcel and not encroach the ROW, which appears to have been partially vacated at one time. Staging for equipment will be on the homeowner's parking area. Some additional clarification will help determine whether this would be in the ROW.

Sec. 17-92. - Erosion control plan.

The code requires all earth disturbance of 300 SF or 50 CY require an erosion control plan. GMF Zoning Code gives Planning Commission authority over this review and recommendation for approval:

For land-disturbing activity of three hundred (300) square feet or fifty (50) cubic yards or more, whichever is applicable, and having no proposed road construction, the Town may waive the submission of an erosion control plan if, upon site inspection, determination is made that the site does not have the potential to cause erosion or off-site damage. However, a plan is required for all land-disturbing activity involving one (1) acre or more, or involving the construction of any public road, or any commercial construction.

The existing public process, while timely for contractors prepared to mobilize, allows the PC to place the burden and liability on the applicant's engineer and Town Engineer. Staff believes that third party review for projects having the potential to cause off-site drainage and erosion is a reasonable condition for development and can be done relatively quickly with any additional erosion control measures required by the Town Engineer.

Sec 17-93 – Conditions of Issuance

The Planning Commission may place additional conditions on the applicant and project regarding the construction, staging, hours of operation, insurance requirement, etc.

Recommendation

Staff believes the proposed project is in compliance with the policies and standards in Section 17 and recommends approval of GR2021-02 with the condition that Town Engineer review grading plan and erosion control measures.

Contact: Drake Carter
719-582-3044
drakecarter@solidearth.co



1/25/2021

Project:
10860 Ora St Retaining Wall
Letter of Explanation

- i. The purpose of this proposed project is to construct a more permanent and better reinforced retaining wall at the 10860 residence. The wall will provide stabilized sub soils for existing patio, deck, and foundation as well as reduce sluffing of soils and subsequent loss of fines downstream. The wall will also help retain soils for a new staircase for access to the home. Adequate drainage has been designed into wall as well to ensure ponding of water does not take place. As seen on C1 relocation of wall will help improve driveway access as well as improve useable space in that area.0
- ii. Proposed start date has been set as 2/8/2021, with project completion scheduled for 3/28/2021

Solid Earth hereby proposes to furnish the material and perform the labor necessary for the completion of the above stated work as outlined in this proposal. Material and labor are guaranteed for a period of one year. Any damages due to severe weather, vandalism, animals, or acts beyond the control of Solid Earth Civil Constructors Inc. are not covered under warranty.

Acceptance of this proposal binds the recipient to making progress payments upon receipt of invoice. Collection fees and/or legal fees will be the responsibility of the project owner and/or prime contractor.

Any alteration or deviation from the above stated scope of work will be executed upon owners' approval and may or may not affect the pricing listed in this contract.

This proposal shall become an exhibit of any contract/change order resulting from it.

Respectfully submitted,

Drake B. Carter
Solid Earth Civil Constructors Inc.

ACCEPTANCE OF PROPOSAL

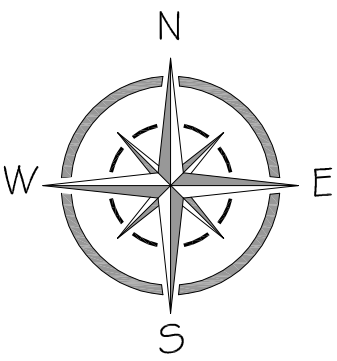
Pricing is void 30 days from date of proposal.

The above specifications, prices, and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payments will be made as outlined above.

Signature	Date

TOPOGRAPHIC SURVEY

10860 ORA STREET
GREEN MOUNTAIN FALLS, COLORADO.



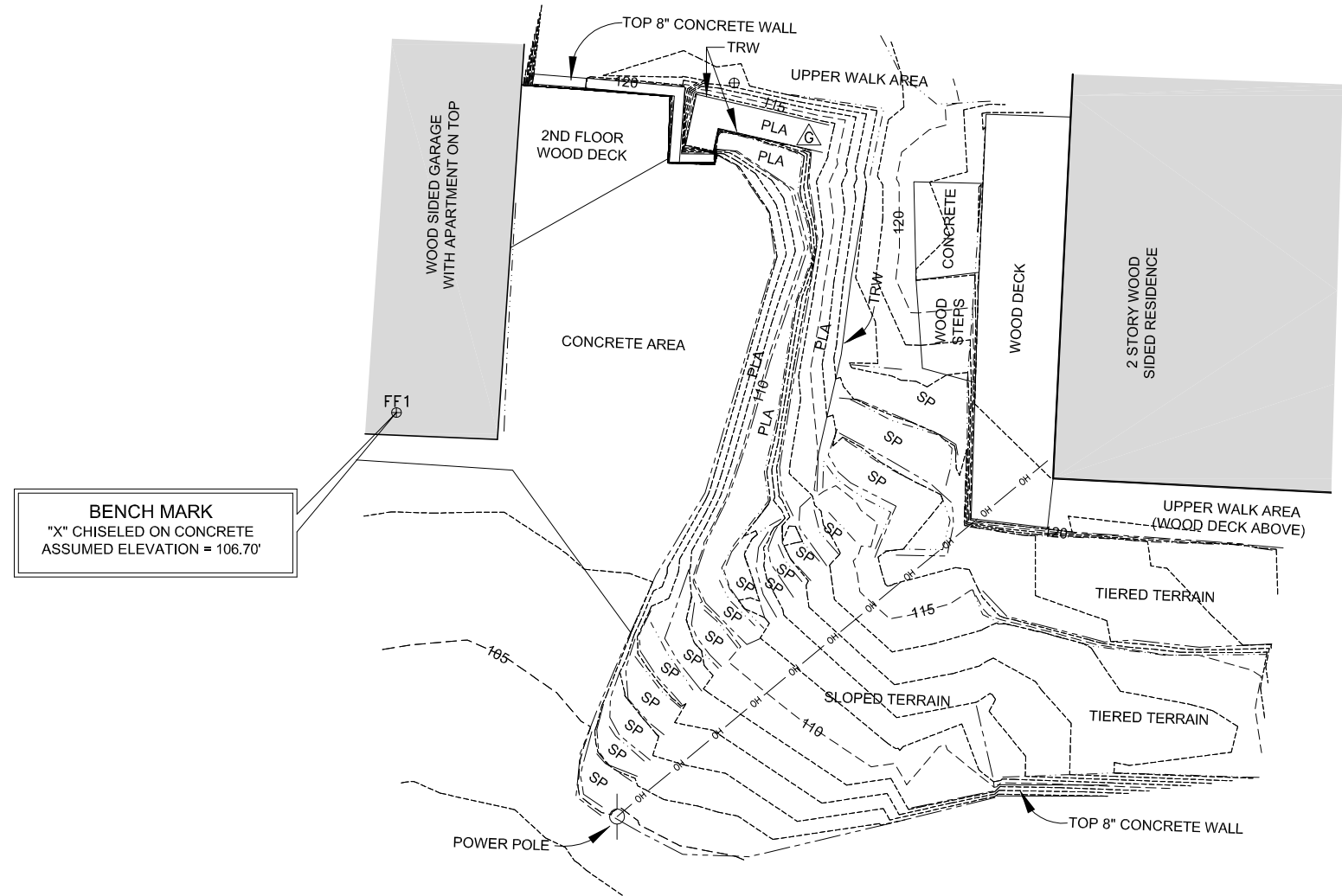
SCALE 1" = 10'



LEGEND

- TRW = TIMBER RETAINING WALL
SP = STEP (CONCRETE/CONCRETE BLOCKS)
PLA = PLANTER AREA (TIERED AREA)
FF1 = FINISHED FLOOR ELEVATION = 106.70'
⚠ = GAS METER
⊕ = STORM DRAIN

- EDGE OF TERRAIN
RETAINING WALL (CONCRETE BLOCKS)
OVERHEAD POWER LINE

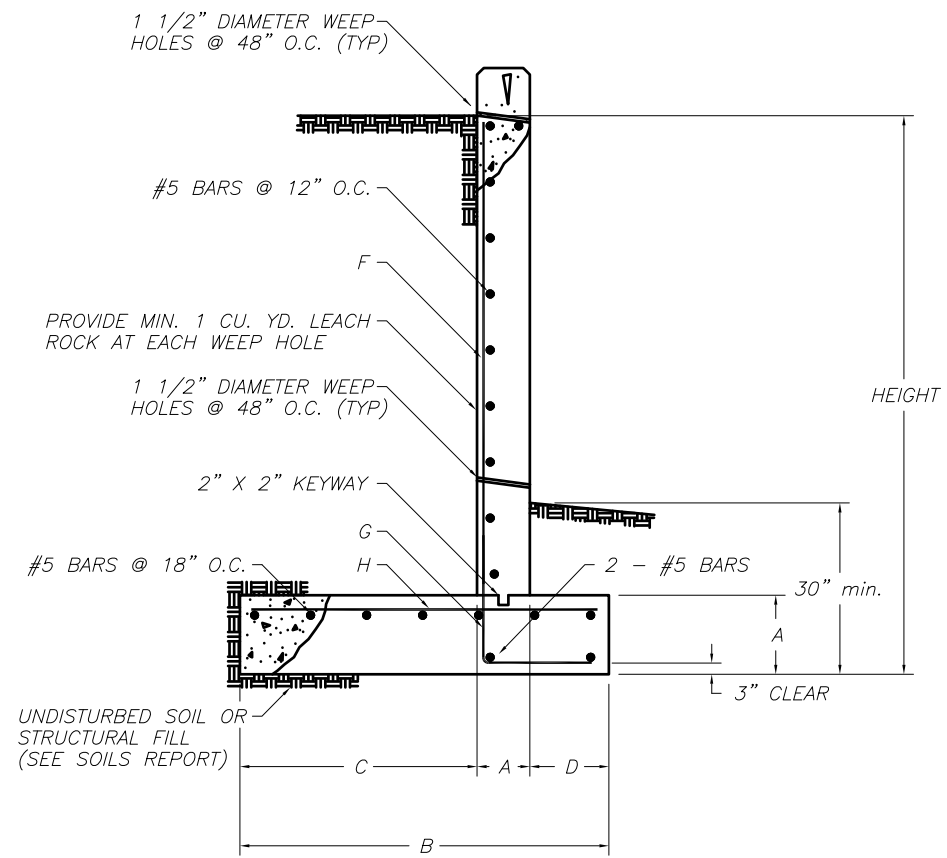
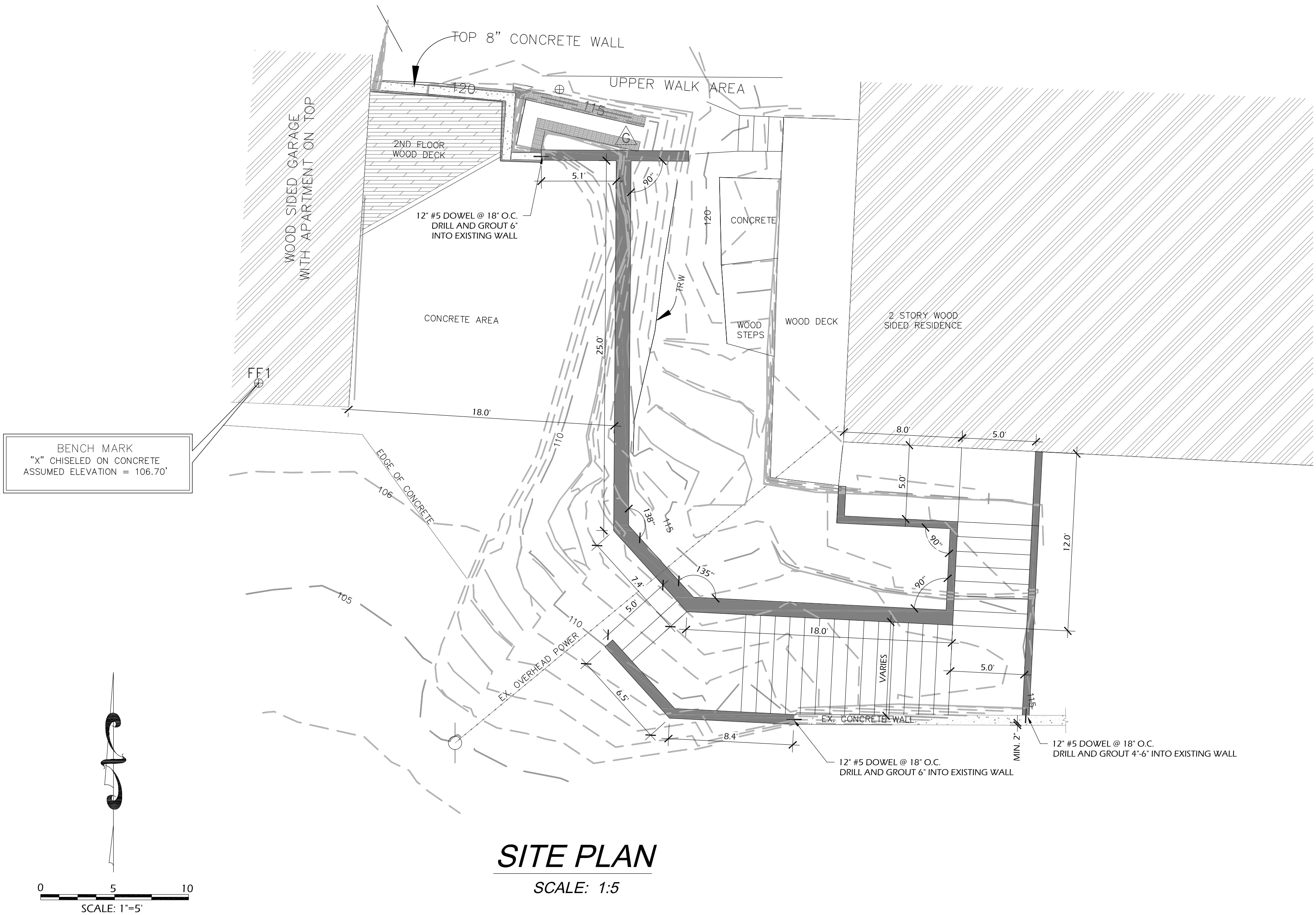


BENCH MARK
"X" CHISELED ON CONCRETE
ASSUMED ELEVATION = 106.70'

PROJECT: SOLID EARTH DESCRIPTION: TOPO 10860 ORA STREET GREEN MOUNTAIN FALLS, CO	
SHEET: 1 OF 1	JOB NUMBER: 2020-196
DATE: 5-5-2020	FILE NAME: 2020-196 FIELDTOPO
SCALE: 1" = 10'	REF. JOB NO.

Cardinal Points
Surveying Inc.

(719) 253-0874 - (719) 253-0878 fax 4601 Eaglendale Place, Suite 110
Pueblo, Colorado 81008

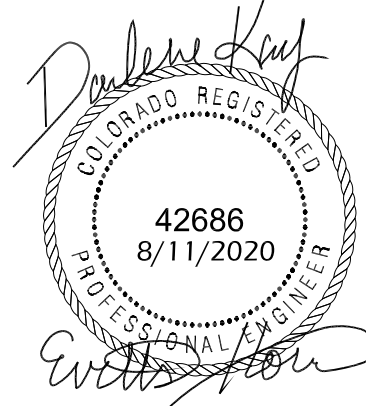


HEIGHT OF WALL	A	B	C	D	E	F	G	H
4'	8"	3'-0"	1'-8"	8"	#5 @ 18"	#5 @ 18"	20"	18"
6'	12"	4'-6"	2'-8"	10"	#5 @ 18"	#5 @ 18"	24"	18"
8'	12"	5'-6"	3'-6"	12"	#5 @ 18"	#5 @ 18"	30"	22"
10'	12"	6'-8"	4'-6"	14"	#5 @ 10"	#5 @ 10"	36"	24"
12'	14"	8'-0"	5'-6"	16"	#6 @ 10"	#6 @ 10"	42"	30"

- NOTES:
- ALL CONCRETE SHALL ATTAIN 4000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
 - ALL REBAR SHALL CONFORM TO ASTM STANDARD A615, GRADE 60.
 - ALL REBAR SHALL HAVE A MINIMUM OF 1 1/2" CONCRETE COVERAGE.
 - BACKFILL SHALL BE LEVEL AS SHOWN, WITH NO SURCHARGE.
 - RETAINING WALL SHALL BE KEPT INDEPENDENT OF RESIDENTIAL FOUNDATION.
 - SOIL BEARING CAPACITY SHALL BE A MINIMUM OF 3000 PSF.



1910 ASPEN CIRCLE
PUEBLO, CO 81006
TEL 719.696.8274



STAMP:

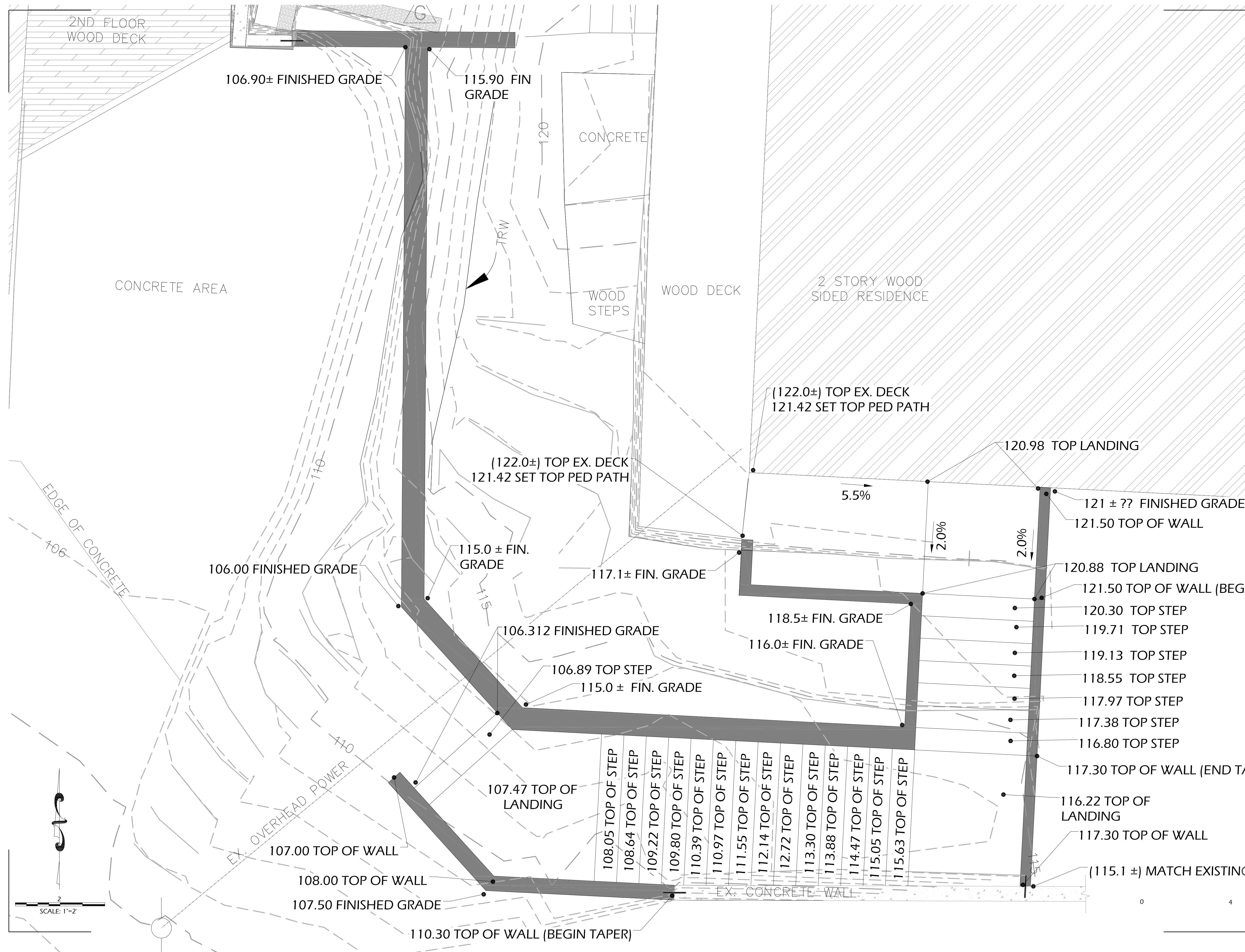
**GRADING MODIFICATION -
RETAINING WALLS**

PROJECT NUMBER: 2020-0007-18
DRAWN BY: [blank]
CHECKED BY: [blank]
DATE: JULY 2020

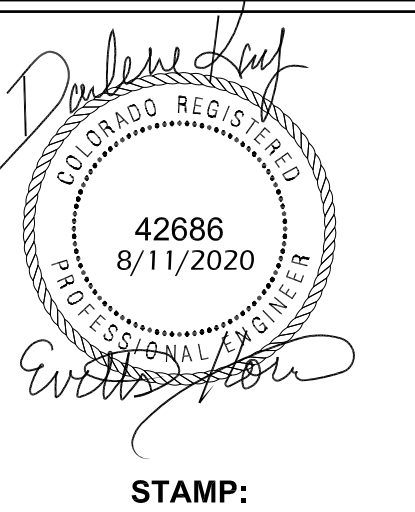
ISSUE RECORD:

SITE
PLAN

C1



1910 ASPEN CIRCLE
PUEBLO, CO 81006
TEL 719.696.8274



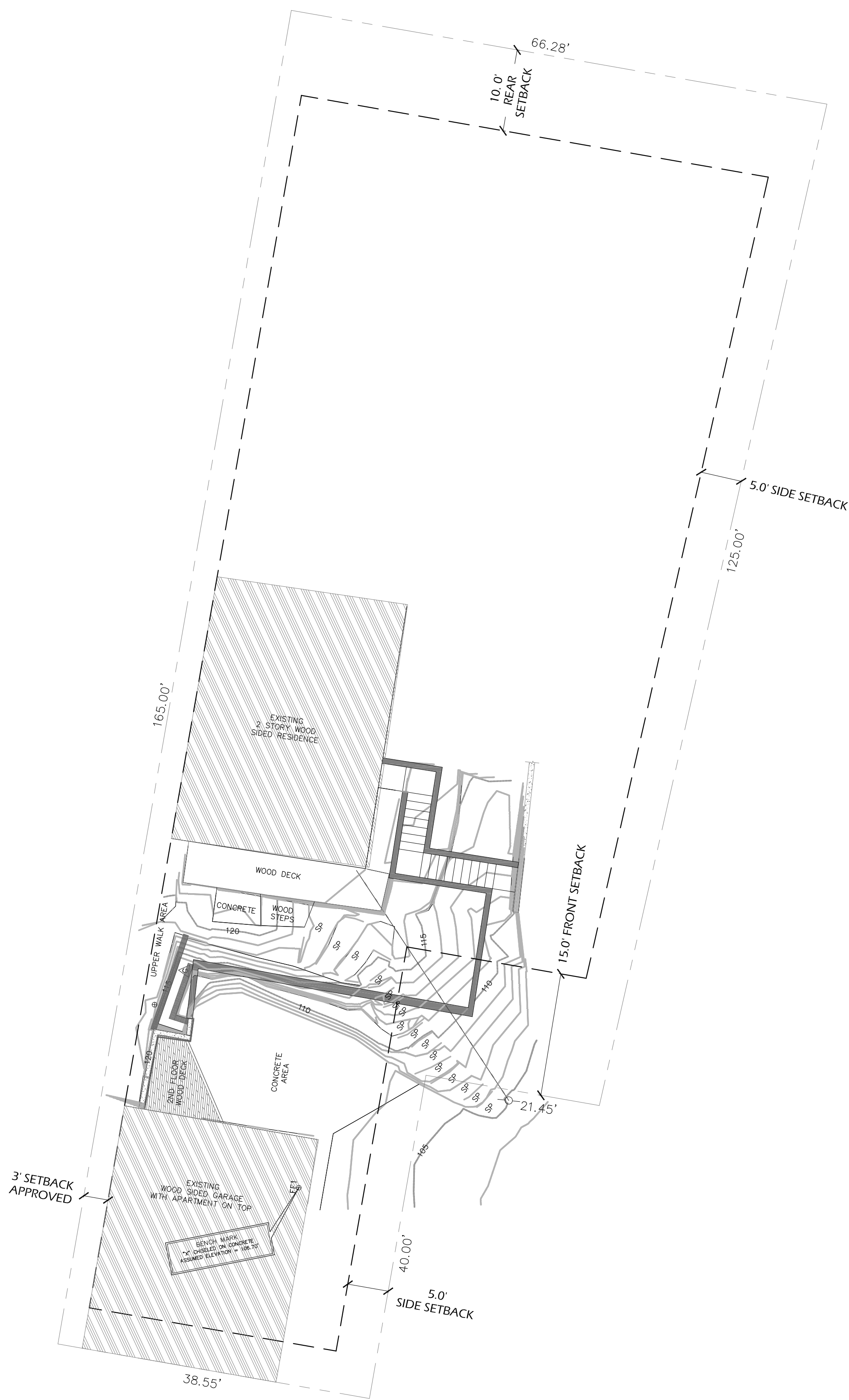
GRADING MODIFICATION - RETAINING WALLS

PROJECT NUMBER: 2020-0007-18
DRAWN BY: [Signature]
CHECKED BY: [Signature]
DATE: JULY 2020

ISSUE RECORD:

SPOT
ELEVATIONS
PLAN

C2



SITE PLAN

SCALE: 1:10



SITE PLOT
PLAN
C1

<div>PROJECT NUMBER: 2020-D007-B</div> <div>DRAWN BY:</div> <div>REVIEWED BY:</div> <div>DATE: JAN 2021</div> <div>ISSUE RECORD:</div> <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div>GRADING MODIFICATION - RETAINING WALLS</div> <div>10860 ORA STREET GREEN MOUNTAIN FALLS EL PASO COUNTY, COLORADO</div>	<div>STAMP:</div>	<div>1910 ASPEN CIRCLE PUEBLO, CO 81006 TEL 719.696.8274</div>	<div><div>DKHorn</div><div>Engineering & Design Inc.</div></div>
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EL PASO COUNTY - COLORADO

8308201046
10860 ORA ST

Total Market Value
\$302,863

OVERVIEW

Owner:	BUTTS MICHAEL, BUTTS KELLY
Mailing Address:	PO BOX 845 GREEN MTN FLS CO, 80819-0845
Location:	10860 ORA ST
Tax Status:	Taxable
Zoning:	-
Plat No:	381
Legal Description:	LOT 4 BLK 35 GREEN MOUNTAIN FALLS ADD 4, TOG WITH PT OF NW4 SEC 8-13-68 DESC AS FOLS: BEG AT NW COR OF LOT 4 BLK 34 OF SD SUB, TH NWLY 46.80 FT TO SW COR OF LOT 4 BLK 35, TH ANG R 30<47'21" NELY 125.00 FT TO NW COR OF SD LOT 4 BLK 35, TH ANG L 90<00' & ALG ARC OF CUR TO L HAVING A RAD OF 1590.62 FT A C/A OF 00<35'11" AN ARC DIST OF 16.28 FT, TH ANG L 90<00' TO THE TANG OF SD CUR, SWLY ALG A LN RAD TO SD CUR 165.00 FT, TH ANG L 90<00' SELY ALG A CUR TO R HAVING A RAD OF 1425.62 FT A C/A OF 01<32'57" AN ARC DIST OF 38.55 FT TO POB, TOG WITH A PT OF ORA ST DESC AS FOLS: BEG AT NW COR OF LOT 4 BLK 34 IN GREEN MOUNTAIN FALLS 4TH ADD, TH NWLY 46.80 FT TO SW COR OF LOT 4 BLK 35, ANG R 120<47'21" ELY ALG A CUR HAVING A RAD OF 465.62 FT A C/A OF 00<57'46" AN ARC DIST OF 24.63 FT, ANG R 90<00' FROM THE TANG TO SD CUR SWLY 40.00 FT TO POB

MARKET & ASSESSMENT DETAILS

	Market Value	Assessed Value
Land	\$34,700	\$2,480
Improvement	\$268,163	\$19,170
Total	\$302,863	\$21,650

RESIDENTIAL - TWO STORY (1)

Market Value \$268,163

Assessment Rate	7.15	Above Grade Area	1,612
Bldg #	1	First Floor Area	768
Style Description	TWO STORY	Above First Floor Area	844
Property Description	FRAME AVERAGE QUALITY	Lower Level Living Area	0
Year Built	1983	Total Basement Area	-
Dwelling Units	1	Finished Basement Area	
Number of Rooms	7	Garage Description	Detached
Number of Bedrooms	4	Garage Area	720
Number of Baths	1.75	Carport Area	-

LAND DETAILS

Sequence Number	Land Use	Assessment Rate	Area	Market Value
1	SINGLE FAMILY RES.	7.150	10130 SQFT	\$34,700

SALES HISTORY

	Sale Date	Sale Price	Sale Type	Reception
+	07/02/2009	\$205,000	Good sale	209076506
+	11/24/1998	\$0	-	98173119

TAX ENTITY AND LEVY INFORMATION

County Treasurer Tax Information

Tax Area Code: **HBG** Levy Year: **2020** Mill Levy: **99.762**

Taxing Entity	Levy	Contact Name/Organization	Contact Phone
EL PASO COUNTY	7.755	FINANCIAL SERVICES	(719) 520-6400
EPC ROAD & BRIDGE SHARE	0.165	-	(719) 520-6498
TOWN OF GREEN MOUNTAIN FALLS	17.588	LAURA KOTewa	(719) 684-9414
EPC-GREEN MTN FALLS ROAD & BRIDGE SHARE	0.165	-	(719) 520-6498
MANITOU SPRINGS SCHOOL NO 14	53.144	SUZI THOMPSON	(719) 685-2011
PIKES PEAK LIBRARY	3.855	MIKE VARNET	(719) 531-6333
GREEN MTN FALLS/CHIPITA PARK FIRE	17.090	JEFF IDLEMAN	(719) 684-2293



Disclaimer

We have made a good-faith effort to provide you with the most recent and most accurate information available. However, if you need to use this information in any legal or official venue, you will need to obtain official copies from the Assessor's Office. Do be aware that this data is subject to change on a daily basis. If you believe that any of this information is incorrect, please call us at (719) 520-6600.



To: GMF Board of Trustees
From: GMF PRT Committee Secretary and Town Clerk/Treasurer Matt Gordon
Date: February 26, 2021
Re: Election of Jay Kita to the PRT Committee

At their meeting scheduled on 2/16/2021, the PRT Committee reviewed and unanimously approved a Committee Volunteer Application submitted by resident Jay Kita. On behalf of the PRT Committee, Town Staff is recommending that the BOT approve the election of Jay Kita to the PRT Committee.



The Town of Green Mountain Falls

P.O. Box 524, 10615 Green Mountain Falls Road, Green Mountain Falls, CO 80819
(719) 684-9414 www.gmfco.us

Committee Volunteer Application

Volunteer Position applying for: PRT Advisory Committee

Name: Jay E Kita

Street Address: 10640 Illinois (corner Illinois and Colorado)

City, State: Green Mtn Falls, CO Zip Code: 80819

Phone Number: (719)237-3037 Email address: Jay.Kita.1@gmail.com

How many years have you been a resident of Green Mountain Falls: Nine years (Oct 2012)

Current Employer/Occupation: MicroChip Corp / Engineer. Will retire June 2021

Work Experiences that may apply: No direct linkage

Other Volunteer Experiences that may apply: _____

Zoning Board Chairman, Grand Isle VT (1989-1993)

YAA & Pee Wee Football Coach, Woodland Park CO

Board Member / Advancement Coordinator BSA Troop 524 (Woodland Park, CO)

Any Special Qualifications that may apply to this volunteer position: I wouldn't call this 'special', but I am one of the bigger users of the local trails

Other Current Volunteer Positions you hold: I am one of the 'Trail Ambassadors'

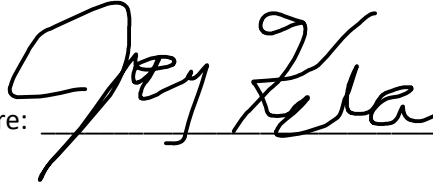
Reasons for choosing this Volunteer Opportunity: The extended discussion of concerns over trail and parking use in GMF (PRT & BOT meetings in Jan/Feb) aligns with my decision to firm up my retirement plan (staying in town). I had applied for a PRT slot when the committee was formed, but I believe that the application was lost (I got no response from the former town clerk, and I assume his email was defunct)

*Please attach any other relevant information/documentation that would enhance your application.

By signing below, you acknowledge that the Town of Green Mountain Falls IS NOT liable for any harm and/or injury sustained while volunteering at any Town facilities or activities.

You also agree that all information you have provided in this application is true to the best of your knowledge.

Volunteer Signature: _____

A handwritten signature in black ink, appearing to read "Jay Zela", written over a horizontal line.

Date: 2/9/2021

Are you 18 years or older? ☒ YES ___ ☐ NO ___

If NO, Guardian Signature: _____



To: GMF Board of Trustees
From: GMF PRT Committee Secretary and Town Clerk/Treasurer Matt Gordon
Date: February 26, 2021
Re: Election of Officers to the PRT Committee

On 2/17/2021 at their regularly scheduled meeting, the Parks, Recreation, and Trails Committee unanimously elected new officers. The elected officers are listed below.

Chair: Jesse Stroope
Vice Chair: Jay Kita

On behalf of the PRT Committee, Town Staff is recommending that the BOT approve the election of Jesse Stroope to the position of Chair and the election of Jay Kita to the position of Vice Chair.



To: GMF Fire Mitigation Advisory Committee
From: GMF Town Clerk/Treasurer, Matt Gordon
Date: February 16, 2021
Re: Approval of Alternate Member

On 1/28/2021 at their regularly scheduled meeting, the Fire Mitigation Advisory Committee unanimously elected an Alternate to the FMC. The elected Alternate is listed below.

Alternate: Nathan Scott

On behalf of the FMC, Town Staff is recommending that the BOT approve the election of Nathan Scott to the position of Alternate on the FMC.



The Town of Green Mountain Falls

P.O. Box 524, 10615 Green Mountain Falls Road, Green Mountain Falls, CO 80819
(719) 684-9414 www.gmfco.us

Committee Volunteer Application

Volunteer Position applying for: Fire Mitigation Committee
Name: Nathan Scott
Street Address: 6910 Colorado St.
City, State: GMF, CO Zip Code: 80819
Phone Number: 719-619-6666 Email address: nathan.scott76@gmail.com
How many years have you been a resident of Green Mountain Falls: 3
Current Employer/Occupation: self
Work Experiences that may apply: GIS and IT work w/in local gov't;
briefly Town Clerk for GMF
Other Volunteer Experiences that may apply: Planning Commission in 2019
Any Special Qualifications that may apply to this volunteer position: FA4 drone certified;
could use drone for mitigation surveys
Other Current Volunteer Positions you hold: none
Reasons for choosing this Volunteer Opportunity: I feel that fire danger
is a growing threat to the community.

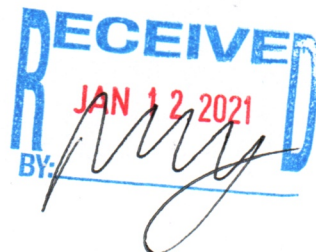
*Please attach any other relevant information/documentation that would enhance your application.

By signing below, you acknowledge that the Town of Green Mountain Falls IS NOT liable for any harm and/or injury sustained while volunteering at any Town facilities or activities.
You also agree that all information you have provided in this application is true to the best of your knowledge.

Volunteer Signature: Nathan Scott Date: 1/12/21

Are you 18 years or older? YES ☒ NO ☐

If NO, Guardian Signature: _____





Town of Green Mountain Falls
P.O. BOX 524
GREEN MOUNTAIN FALLS, CO 80819
(719) 684-9414 www.gmfco.us

Special Events Permit Application

Title of Event: 83rd Annual Ronce Day
Organization Name: Pikes Peak Chamber of Commerce
Organization Contact Name: Margaret Federson
Phone: 719-684-2130 Email: margaret80409@gmail.com
Dates of Proposed Event: 719-761-9326 Sat July 31st Start Time: 10am End Time: 4pm
Anticipated Number of Attendees: 800
Request for Town utilities: Electric ☒ Water ☐ Gas ☐

Type of audio/visual equipment proposed: PA System

would also like set up Friday July 30th after 3pm

Office Use:

Board Approval Date: _____

State Special Event Liquor License Approval Date: _____

Valid Liability Insurance will be submitted by: _____

Final fee assessment will be paid by: _____

Board of Trustees conditions for permit: _____

Town Clerk

Date

Mayor

Date

Event Permit Fee: _____

Traffic Control Fee: _____

Additional fees: _____

Description - Pancake Breakfast?, Parade, Vendor Booths,
musical entertainment, food, gold panning, kids games.
Covid protocols will be followed.

Special Event Permit Checklist

Thank you for considering historic Green Mountain Falls for your upcoming event. Any short-term activity that has the potential to impact public property or services must be permitted. Applications can be submitted up to twelve (12) months prior to an event, but no later than sixty (90) days prior to the special event date. Updated liability insurance and final fees are due thirty (30) days prior to event.

1. Completed Special Event Permit Application Form, signed and dated
2. Consent and General Release Form, signed and dated
3. Event details
 - a. Security (not provided by GMF)
 - b. Trash plan
 - c. Traffic plan
4. Certificate of Liability Insurance
5. Site plan sketch showing the proposed location of the following:
 - a. Street closures and barricades
 - b. Parking
 - c. Trash/recycling bins
 - d. Restrooms
 - e. Food, beverage, retail vendors
 - f. Signage
 - g. Audio/visual equipment
6. State of Colorado Special Event Liquor License Application with required documents
7. Applicable fees

The undersigned representative of Pikes Peak Chamber of Commerce (organization) in consideration of privileges granted to him/her for use of the public properties of the Town of Green Mountain Falls for 83rd Annual Bonfire Day 7/31/21 (event title/date of event), does hereby release, discharge, and agree to hold free and harmless the Town of Green Mountain Falls from any and all actions, and causes of action arising out of or relating to any loss, damage, or injury including death of any participant or spectator, while in or on the premises of any public property within the Town of Green Mountain Falls for any purpose related to the above mentioned event.

By signing the foregoing release, the undersigned hereby acknowledges understanding that

- all participants and spectators must obey all regulations, laws, and ordinances of the Town of Green Mountain Falls, including but not limited to §7-54; §7-103; 10-273; §11-97
- he/she has read the foregoing release, and the attached statement for conducting a special event in the Town of Green Mountain Falls
- understands both documents and signs this agreement voluntarily.

Signature of Applicant: _____

Margaret Peterson

Date: _____

2-25-21

Presentation to the Green Mountain Fall Board of Trustees

March 2, 2021





MANITOU SPRINGS
SCHOOL DISTRICT 14

CORE VALUES

Relationships:

We value authentic connections grounded in trust and respect between ALL people.

Deep Learning:

Our community practices: dynamic, divergent, critical, and global thinking.

We challenge each learner to master, transfer, and apply the knowledge, skills, and abilities needed for success.

Opportunity:

We provide accessible and engaging opportunities for purposeful growth and visionary learning.



MANITOU SPRINGS
SCHOOL DISTRICT 14

MAJOR IMPROVEMENT STRATEGIES

1 / ALL MEANS ALL: MSSD MULTI-TIERED SYSTEM OF SUPPORTS (MTSS)...Through embedded professional learning and collaboration across all schools, each school will develop the skills, structures, and alignment of resources within their school to successfully implement MTSS with all students and families. Tier I instruction will include a focus on good first instruction which includes culturally responsive strategies and embedded social-emotional learning

2 / FEEDBACK TOWARDS A CULTURE OF GROWTH...Through embedded professional learning and collaboration across departments and schools, each school and department will develop a system that supports the professional growth and development of 100% of the school's staff.

3 / THE OVERLAPPING OF GOOD FIRST INSTRUCTION, SEL & CULTURALLY RESPONSIVE PRACTICES... Through embedded professional learning and collaboration across departments and schools, each school will develop site-specific approaches to ensuring that no child is opting out (passively, actively) and that every child is engaged positively academically, behaviorally, and emotionally.

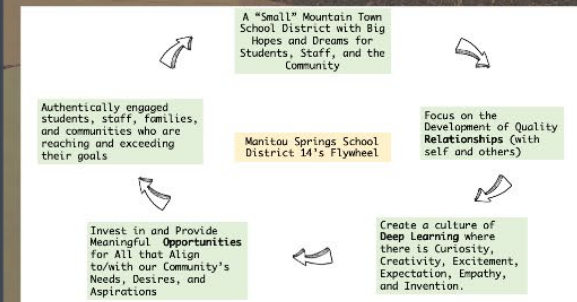
Relationships.

**BE.
HERE.
NOW.**

Deep Learning.

Opportunity.

Manitou Springs School District 14



STRATEGIC OUTCOMES 3-5 YEARS

1 / All students will read at grade level or beyond.

2 / All students will graduate on time and will be college & career ready.

3 / We will recruit, retain, and develop the best staff (in all positions).

4 / All students will be surrounded by highly effective staff who are continuously exploring and growing professionally.

5/ All students and families will be engaged in school- and district-related activities that are connected to their interests, goals, talents, areas of growth, and best hopes for the present and the future.

6/ All students and staff will learn and thrive in clean, caring, safe, inclusive, STEM and Arts-integrated environments that are current, dynamic, collaborative, exciting, and creative.

7/ There will be the elimination of subgroup gaps.

8/ There will be strong communication systems created by providing transparent information in clear, accurate, and timely methods while also seeking input from all stakeholders.

9/ We will develop and implement a long-term capital improvement plan that includes a plan for technology.

10/ There will be a strong and productive relationship between the Superintendent and the Board of Education.

11/ All students will experience character and social-emotional learning experiences.

12/ A complete and effective continuum of support will be available to all students, families, and staff.



COVID-19 Impact to Schools

- Changing schedules to due to the need to quarantine or positivity rates in the county/city
- New instructional models (hybrid, synchronous, asynchronous, remote, Fuel Ed, e-Connect Learning Days)
- Financial impact to the district (received over a \$1 million dollars to off-set the impact)
- Decline in enrollments (for example some parents moved children to homeschooling)
- Continue to think, collaborate, and problem-solve creatively to meet the needs of students, staff, and families







MANITOU SPRINGS
SCHOOL DISTRICT 14





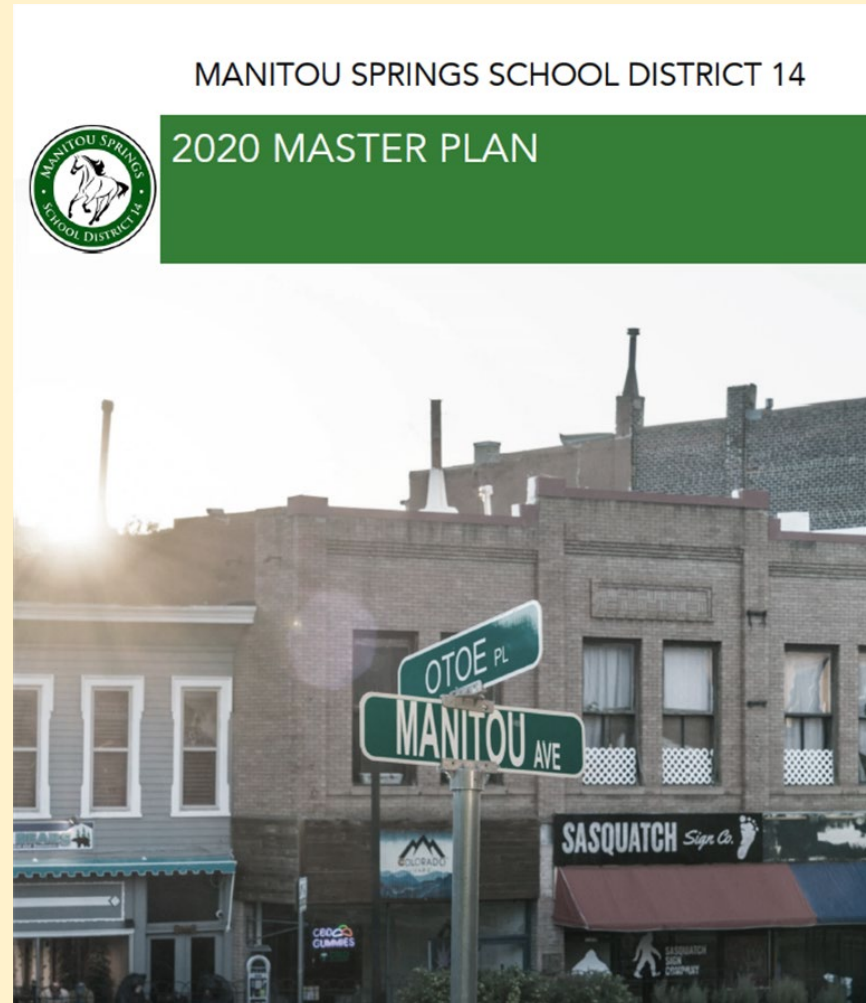
MANITOU SPRINGS
SCHOOL DISTRICT 14

Ute Pass Elementary School



Facilities Master Plan & BEST Grant

[Facilities Master Plan](#)



New Partnerships

- AmeriCorps
- TESSA
- Peak Education



MANITOU SPRINGS
SCHOOL DISTRICT 14

MANITOU SPRINGS SCHOOL DISTRICT

Now Enrolling for the 2021 - 2022 School Year!

719 685 2024 - www.mssd14.org



SCHOOL CHOICE

Manitou Springs Elementary School

719 685 2195 - mse.mssd14.org

Ute Pass Elementary School

719 685 2227 - upe.mssd14.org

- 3 & 4 year old Preschool
- Music, Art, Computer, PE and free violin in grade 3rd to 5th grade and 6th grade band
- After-School enrichment program (Connect 14)
- iPads and Laptops to extend student access to high quality literature, writing opportunities, and research
- Family engagement, fostered and celebrated
- Gifted and Talented Program
- Language-rich, interactive classrooms
- Award winning and state recognized Performing and Visual Arts programming
- Staff that are committed to our core values of Relationships, Deep Learning and Opportunity

Manitou Springs Middle School

719 685 2127 - msm.mssd14.org

Manitou Springs High School

719 685 2074 - msh.mssd14.org

- Exploratory opportunities, Band, Choir, Orchestra, Computer Science, Spanish, French and German
- Variety of after school clubs (Game Club, Matchwiz, Robotics, Forensics, Knowledge Bowl, Thespian, etc.)
- Partners with the community to offer hands-on learning experiences
- Robust course offerings for post-secondary and workforce readiness
- Career and Technology Education courses to provide students with lifelong career success
- Concurrent Enrollment courses through UCCS and PPCC for college credit
- 12 College Board AP placement courses for college credit
- 18 CHSAA - sponsored athletic teams

RELATIONSHIPS, DEEP LEARNING, OPPORTUNITY

Green Box Arts

- Looking towards summer camps/learning opportunities

2020-21
School Year

RELATIONSHIPS.
DEEP LEARNING.
OPPORTUNITY.

405 EL MONTE PLACE
MANITOU SPRINGS, COLORADO
80829

www.mssd14.org



MSSD 14



Nina P. Williams

February 18, 2021

Town of Green Mountain Falls
c/o Town Manager Angie Sprang
via: Electronic Mail

Dear Ms. Sprang,

Effective March 1, 2021, Nina P. Williams and Geoff Wilson will no longer be associated with the law firm of Murray Dahl Beery & Renaud LLP. They intend to form a new law firm, by the name of Wilson Williams LLP, which will be active as of March 1, 2021. While employed at Murray Dahl Beery & Renaud LLP, Ms. Williams provided legal representation to you, in the limited capacity of assisting and advising with the Town's Land Use Code Re-write project. In light of their departure, you may choose whether you want to have Ms. Williams and Mr. Wilson continue to represent you as a member of Wilson Williams LLP; have another lawyer from Murray Dahl Beery & Renaud LLP continue to represent you; or engage another lawyer or law firm of your choosing.

In order to facilitate a smooth transition, please advise Nina Williams in writing at your earliest convenience of your choice of attorney. You may respond by noting your choice below, and signing and emailing this letter to Ms. Williams at nwilliams@mdbrlaw.com.

If you have any questions, please call at 303-493-6675. Thank you for your prompt attention to this request.

Sincerely,

A blue ink signature of Geoffrey Wilson, written in a cursive style.

Geoffrey Wilson

A blue ink signature of Nina P. Williams, written in a cursive style.

Nina P. Williams

☒ I wish to be represented by Nina Williams and Geoff Wilson, and authorize the transfer of all paper and electronic files to their new law firm, Wilson Williams LLP

☐ I wish to be represented by Murray Dahl Beery & Renaud LLP, and would like to be contacted by Murray Dahl Beery & Renaud LLP to discuss its continuing representation of me

☐ I wish to be represented by _____ and authorize the transfer of all paper and electronic files to him/her at the firm of _____.

A blue ink signature of Angie Sprang, written in a cursive style.
By: _____

Attorneys at Law

710 Kipling Street, Suite 300 Lakewood, Colorado 80215 Main 303.493.6670 Fax 303.945.7960
Direct 303.493.6675 nwilliams@mdbrlaw.com



AUTHORITY BOARD MEETING AGENDA

February 24, 2021 1:00 PM Meeting Held Remotely

1. Call to Order.
2. **VOTE.** Act on requests of Authority Members who have asked to be excused.
3. Introductions.
4. Public to be Heard: (Any item not on the agenda).
 - a. Authority Employee of the Year
5. **VOTE.** Consent Calendar: These items will be acted on unless a specific item is called for discussion by an Authority Member or a citizen wishing to address the Authority.
 - A. Approve the Minutes of the January 27, 2021, Board Meeting.
 - B. Approve the February 2021 Financial Statement and authorize payment of the monthly bills.
6. **VOTE.** Approve Authority Resolutions.
 - A. None.
7. Report by the CEO.
8. Reports by Standing Committees.
 - A. **DISCUSSION.** DRC/PSAP Managers Committee – No meeting, no report.

9. Old Business.
 - A. **DISCUSSION.**
10. New Business.
 - B. **DISCUSSION/VOTE.** Discuss moving the March meeting to March 31, 2021 due to Spring Break.
 - C. **DISCUSSION/VOTE.** Discuss closing the US Bank Money Market account and transferring the account balance to the Authority main account.
11. Director's Comments.
12. Executive Session: If necessary.
13. **VOTE.** Adjourn: (Next meeting – March 24 or 31, 2021).



To: GMF Board of Trustees
From: Fire Mitigation Committee Chair David Douglas
Date: 2/26/2021
Re: Fire Mitigation Committee Annual Plan and Priorities

At its last meeting held on 2/17/2021, the Fire Mitigation Advisory Committee completed discussions regarding their Annual Plan and Priorities. The FMC took the time to simplify their approach and identified the three most critical needs that the FMC would like to focus on for Green Mountain Falls in 2021. Those priorities are notification and evacuation, public information/education, and lastly fuels mitigation. Each priority will focus on several projects that include an evacuation plan for the Town, the creation of wildfire educational brochures, as well as hazard assessments, the planned removal of nuisance trees, and vegetative management treatments within the community.

To tackle these large issues facing the community effectively, the FMC is in the process of establishing subcommittees for each priority. These subcommittees, upon their approval and establishment by the BOT, will be chaired by FMC members and will seek to create a broader volunteer base to draw from for the FMC projects listed above. The FMC has committed to following the Rules of Procedure outlined in Ordinance 2020-03 Article XIV Section 2-297 for the establishment and running of each subcommittee and welcomes the BOT's guidance through this process.

Respectfully submitted,

David Douglas
FMC Chair