

# MEETING MINUTES



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**Meeting:** Park Avenue Neighborhood Residences, City of Aspen engineering staff, RFTA representative, Mayor of Aspen

**Consultants:** JR Engineering Representative: Trent Marshall, Michael Brake

**Date:** January 24, 2008

**Subject:** Residence Input to Safety Improvements for Park Avenue

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This meeting was publicly announced as well as personal invites were sent to all residences on Park Avenue, Midland Avenue, E. Hopkins Avenue and Regent Street.

The intent of this meeting was to gather input from the neighborhood residences in regards to Park Avenue safety improvements. The discussions were general in nature and included all aspects of safety. The following is a summary of the items discussed:

- Snow Stacking / Snow Removal
- On street parking – Snow Routes
- Parking Enforcement
- Existing Sidewalks – How to make work with new walks if necessary
- Natural Paths and pedestrian use
- Speeding
- Intersection of SH 82 and Park Ave. grades
- Sight Lines
- Pedestrian Lighting
- Bus Stops – Pullouts
- Signage

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Michael Brake of JR Engineering started the meeting with an explanation of the base map created for the meeting. The map included an aerial photo background with property lines, street centerline and street edges. The property lines and street information data was collected and measured from field surveys. The information was preliminary but provided a good representation of the constraints that will impact any design efforts. Tyler Christoff of the City of Aspen Engineering Department provided an explanation of the intent of the meeting and provided a little history of the project.

A very dynamic meeting occurred with great input from all attendees. Many in regards to the current snow stacking issue voiced concerns. Due to large amounts of snowfall the city snow plow crews have not been able to remove stacked snow. The snow stacking is creating a dangerous situation between pedestrians using the street and two-way vehicular traffic. Additionally, the snow stacking is causing on street parking to encroach further into the roadway. Substantial discussion occurred

relative to a solution to alleviate these conflicts. One solution is to create a one-way street configuration using Park Avenue and Midland Avenue. Additional discussion occurred on possibly creating defined on street parking or creating snow routes to allow for better snow removal. The one-way street configuration idea allowed for fewer impacts to the adjacent homes since the roads would not have to be widened to accommodate sidewalks. The pedestrians can use the existing street with some kind of signage and striping. Other ideas developed in regards to adding a detached sidewalk along the west side of the street. The concern about this option was the impact to driveways and existing landscaping along this corridor. Discussions about adding attached sidewalk along both sides of Park Avenue did not go well due to the need to move the street alignment to make room for the sidewalks without encroaching onto private property. Landscape impacts were also a concern with this option. Many comments were put forth as to the urbanizing of the neighborhood by adding more sidewalks. Several citizens preferred not adding concrete but coming up with other solutions to pedestrian safety. Speeding was a concern by many attendees who would like to see some options in regards to slowing down the traffic. Currently there are four stops for RFTA busses. Options to improve bus pullout at these stops are needed. Some of the neighbors would like to see some options for pedestrian lighting other than the standards being used, which are a cobra style light pole that casts light in all directions. They are interested in pedestrian level lighting that would be used to light the existing paths and bus stops.

These meeting minutes do not represent all discussion items but provides a general outline of the items discussed. Items discussed and listed in these meeting minutes do not represent a priority order.



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