

Town of Marble
Regular Meeting of the Board of Trustees
May 5, 2022 7:00 P.M.
Marble Community Church, 121 W. State St. Marble, Colorado
Agenda

7:00 P.M.

- A. Call to order & roll call of the Regular Meeting of the Board of Trustees
- B. Mayor's comments
 - a. Tim Hunter appreciation for 12 years of service
- C. Oath of Office for Amber, Larry & Tony
- D. Consent Agenda
 - a. Approve April 7, 2022 regular meeting minutes
 - b. Approve Current Bills, May 5, 2022
 - c. Approval AVLT Easement request, Children's Park, Brent & Dave Erickson
- E. Administrator Report
 - a. Consider establishing Planning & Zoning Commission, Ron
- F. Presentations
 - a. Lead King Loop Public Listening Session Discussion, Amber
 - b. CTO Proposal Update, Amber
 - c. Stay the Trail Presentation, Ryan Dull
 - d. Treasure Mountain Resort Traffic & Parking Plan, Chris Cox/Stuart Gillespie
 - e. Marble Trails Plan
 - 1. Survey results, Amber
 - 2. Petition results MBA, Charley
 - 3. Marble Trails Plan Revised Presentation, Mike Pritchard RFMBA
- G. Land use issues
 - a. Parks & Recreation Committee Report, Brent
- H. Old Business
 - a. Historic Preservation Update, Emma
 - b. Discussion Short Term Rental Cap proposal, Ron
 - c. Special Event Venue Permits on Private Property discussion, Ryan
- I. New Business
 - a. Establish Communication position, Amber
 - b. Approve 2022 Marble Business and SRT licenses, Ron
- J. Adjourn

Minutes of the Town of Marble
Regular Meeting of the Board of Trustees
April 7, 2022

A. Call to order & roll call of the Regular Meeting of the Board of Trustees – The meeting was called to order by Mayor Ryan Vinciguerra at 7:07 p.m. Present: Tim Hunter, Josh Vogt, Larry Good, Emma Bielski and Ryan Vinciguerra. Also present: Ron Leach, Town Administrator and Terry Langley, minutes.

B. Mayor's comments

C. Consent Agenda – Emma Bielski made a motion to approve the consent agenda. Larry Good seconded and the motion passed unanimously.

- a. Approve March 3, 2022 regular meeting minutes
- b. Approve Current Bills, April 7, 2022

D. Administrator Report

a. April 5th Election Report, Ron – Ron thanked all the candidates for running and the election judges for serving and the Hub for hosting the polling place. Results were: Amber McMahill 49, Larry Good 42, Josh Vogt and Tony Petrocco tied with 29. After consultation with the town attorney, there will be a recount within 10 days of the election. The votes will also be canvassed at that time. The recount and canvas are scheduled for April 14. The candidates are welcome to be there for the recount. If the vote is still a tie, the election will be decided by chance such as drawing or name, flipping a coin. There is one Uniformed and Overseas Citizens Absentee Voting Act (UOCAVA) voter – a person who lives overseas but is registered here. The law requires that they get an absentee ballot and that there is a waiting period of eight days for that vote to be sent back in. Ron disclosed that he did not see the UOCAVA designation and so the absentee ballot was sent out late.

b. Marble Trails Plan Up-Date, Ron – Ron explained that Mike Pritchard, Roaring Fork Mountain Bike Association (RFMBA) gave a presentation to the park committee in February for a possible mountain bike and hiking trail. The presentation was given at the town council meeting at the regular meeting on March 3. At the end of the presentation and discussion, Ron recommended a land use review and he conducted that with Mike. Mike sent a recap of that meeting and proposed the following time line: a ground truthing walk of the proposed trails with town representatives in late April prior to the May meeting, provide a written update at the May meeting, hold a public open house and survey in mid-June, present a final draft plan to the town council at the July meeting and a final plan to the town council for consideration in August with construction to begin in September. Ryan reported that the original presentation is available on the town website. Linda Menard reported that the easement goes through her property and asked about them coming on private property. Emma explained that the entire design is open to community feedback and is not set in stone. It is a proposal only. Charlie Speer asked about the schedule, particularly the fact that the early July meeting is a holiday week. She asked about getting on the May agenda with an anti-bike path presentation. Ryan said she was more than welcome to present on May 5. Ryan suggested letting the plan develop before addressing objections. Izzy Palans asked if this was a done deal and if there was any question about whether there would even be any trail. Ryan explained that no decision has been made on whether there will be any bike trail.

Amber McMahill asked if there could be a preliminary survey done right away about the concept – “how do you feel about a bike path going down the alleys?...along the river?”. Ryan said a preliminary survey would be a great idea. Ryan asked Lise Hornbach and Charlie Speer if they would be willing to work on that. Charlie Manus asked who Mike Pritchard is and what gives him the right to decide what happens in Marble. He spoke against the project and the way it was presented as an apparent done deal. He resents anyone putting bike trails through town in residential areas. He feels it will only increase traffic in Marble along with resulting parking, rest rooms, ATVs on the trails, dogs and other issues. He said there is a possibility of a trail from the school down to the park. Tim explained that the concept was commissioned by Tom and Steuart Walton. Paul Harris spoke to parking issues. Susan Blue spoke to the feeling that outside people are trying to turn Marble into a theme park for their entertainment. Connie Hendrix said that she and Charlie have experience with developing trails and the hurdles that need to be jumped including legalities, budgets and tax dollars. She spoke to working together and avoiding splits between groups of people and not settling for the first plan. Heidi Treleven spoke to the desire for peace and quiet, the environmental impact of cutting trees, litter, animals and birds. Tony Treleven spoke for the need for some trails but against the large scope of the project and the short time frame proposed for study, input and beginning construction. Kelsey Been spoke in favor of the plan and the safety of separating motorized traffic from bikes and pedestrians. Mike Yellico spoke in favor a trail through town. He understood that the proposal presented was intended to be whittled down. Ryan explained that the plan and dates are flexible. There will be a feedback opportunity at the open house and there can be more than one open house. He asked that Ron speak to Mike about extending the time line. Larry Good spoke to the different visions people have for the town and the time that such proposals take. Emma Bielski said that the trail system would not work without community consent. This is an opportunity that the town can take advantage of or can decide not to pursue. Tim Hunter said he was upset with the first meeting and the plans. He thanked citizens for coming and encouraged them to come to all of the meetings. He spoke to slowing the process down and the need for community input on the future of the town. Josh Vogt explained that that the entire proposal is not on the table. He also feels that this isn't a plan that will draw mountain bikers. He supports separating the different types of vehicle use. He feels that the plan needs to be studied and revised in the best interest of the community. He agreed that the proposed timeline is unrealistic.

c. John Armstrong, Crystal Valley Environmental Protection Association (CVEPA), talked about the donation of the wetlands to the Trust for Land Restoration (TLR). Pat Willets, TLR, spoke to the history of TLR and the environmental health and legal issues that can impede the development of conservation areas of formal mining lands. They consulted with the Aspen Valley Land Trust (AVLT) but AVLT decided not to accept the land due to fears to do with possible liability issues connected to the slag pile from a former smelter site on the property. Therefore, TLR accepted the donation with a goal to keep the land in conservation. They are working with the Colorado Department of Public Health and Environment (CDPHE) to develop a plan for cleanup and decide who is the proper long-term owner to donate it to. They plan to host a walk through and to hear what people's vision for the property is. If the cleanup is estimated to cost more than \$25,000, the state required that TLR find a government agency to be the fiscal agent. They would ask the Town of Marble consider being the fiscal agent for the project. Pat gave an example of how it might work: CDPHE would provide the funding and the scope of work. The work would be completed and certified by the state. The town would pay and then submit for reimbursement. Tim Hunter asked if the cleanup would only involve the slag piles and if those piles

were currently leaching into the river. Testing indicates there is arsenic and lead in the slag pile but that it is inert. Because the pile is close to a road, the material is being ground into finer particles. Although he does not think it is a health hazard unless someone ate it, for anyone to own the property and allow public use, the responsible thing is to clean it up. Tim asked if it would be more cost efficient to move the road. Pat explained that the cleanup would be fairly unobtrusive and would involve a split rail fence around the pile.

E. Gunnison Public Lands Initiative (GPLI) Presentation, Lizzie McArthur – GPLI Community Organizer introduced Jeff Widen, Senior Regional Conservation Representative for Wilderness Society and Julie Slivika, Wilderness Workshop Policy Director. Lizzie reported on the history of GPLI: 10 years ago visible changes began happening in Gunnison County public lands including more people and more impact on the landscape. In working on what could be done, a working group was formed with stakeholders from the following organizations: Backcountry Hunter & Anglers, Gunnison County Stockgrowers Association, Gunnison Trails, High Country Conservation Association, Gunnison Valley OHV Alliance of Trailriders, Gunnison County Sno Trackers, Trout Unlimited, The Wilderness Society, the Upper Gunnison River Water Conservation District and the Crested Butte Mountain Bike Association. The proposal was to designate wilderness and special management (sma) areas within existing public lands in Gunnison County. This was not an attempt to change the landscape but, rather, to keep it the way it is now with existing trails or uses.

The Treasure Mountain area is being proposed for wilderness designation. Reasons for this include the biodiversity significance, elk range habitat, Ptarmigan habitat, rare plant communities, overlap with roadless areas and a sma for research sites for Rocky Mountain Biological Lab (RMBL). Draft legislation will be released by Senator Michael Bennet and that will be followed with public input. For more information you can go to www.gunnisonpubliclands.org. Contact Lizzy with questions at iTInfo@gunnisonpubliclands.org. They ask for a letter of support from the town of Marble. Jeff explained that the purpose of the group was to bring the community together at the suggestion of Senator to suggest legislation. They came together with respect for each other's opinions and suggestions. No one would get everything they wanted, but they could come together without it being perfect. The initial proposal was released in 2017, revised and rereleased in 2019. Two main designations are wilderness and different types of sma. A third area, including Treasure Mountain, under discussion were areas in which they had not gathered enough input to be included in the proposal. The boundaries as proposed go from Skyline Saddle/New York Falls to North Pole Basin and can be viewed at <https://www.gunnisonpubliclands.org/explore-the-map>. Wilderness designation would mean no motorized or mechanized recreation and no new road development. Existing private rights, patented mining claims, legal uses and valid oil and gas leases are respected and grandfathered. No new ones are allowed. Livestock operations continue. Firefighting and rescue operations can be allowed. Uses are defined by the Wilderness Act of 1964. Emma and Tim spoke in support. Josh said that this would not change the use of Crystal private land but would help keep the upper Crystal wild and would protect the public lands from development. Josh Vogt made a motion to send a letter of support. Emma Bielski seconded and the motion passed unanimously.

F. Land use issues

a. Consider Ordinance #2 approving Hamra driveway license to encroach, Ron – Dave Hamra and Laura Walton attended by phone. Emma recused herself. Ron explained that the property is located at

1st and Main. They merged two lots, have OWTS designed, and have architectural design. They need a license to encroach as the driveway would cross the alley between the two lots. Josh asked about a well that looks like it is in the 1st street right of way it was explained that it is one of the test wells. Josh spoke about the removal of trees before the approval. Mike Yellico explained that it was simply a clearing of the lot that had already begun but was delayed due to Brad Kline's health issues. Josh Vogt made a motion to approve the license to encroach. Tim Hunter seconded and the motion passed unanimously with Emma having recused herself. Josh Vogt made a motion to approve Ordinance 2-22 An Ordinance Approving a License to Encroach Between the Town of Marble and Laura Walton and David Hamra. Larry Good seconded and the motion passed unanimously with Emma having recused herself.

b. Consider approval Thompson Park Easement request, Brent – lawyers from AVLT and Kendall Bergemeister, town attorney, worked on the easement. AVLT suggested some changes that Kendall has not commented on but there are no major structural issues between the attorneys. The request can be approved tonight or can be tabled until next month. Josh asked if there was an urgency to approve and asked for more clarity on the cost sharing and on some of the missing items so would like to wait on the approval. Brent said the May meeting would work for them as far as timing with Holy Cross is concerned. Ron explained that the cost sharing was originally for what would be a common draft site for the fire department and AVLT. AVLT decided they did not want to go that route so that item will be dropped. Tim asked if there would be annual maintenance and Josh said that the agreement says maintenance is the responsibility of AVLT. Brent explained that the floating valve is more cost effective and does not disturb the bank. Emma spoke to the mutual cooperation with AVLT and supports approving the easement tonight. Josh spoke to waiting for a complete document. The decision was tabled until May's meeting.

c. Parks & Recreation Committee Report, Brent – Brent said that feedback is always welcome and that they have not made any decisions regarding the bike trail proposal. They are making plans for work this summer and one of the focuses will be safety in the park, including with the walls and the pit. Tim spoke to ensuring that any bike trails not go near holes, rebar and iron pieces. Brent said that the proposal was for trails more in the aspen grove. Dates for Marblefest are Aug 6-7. The plan is for more food trucks, arts & crafts as a result of feedback/surveys. Tim asked about a long-term plan setting a location for the bonfire – close to the entrance, away from the trail. They would like to go ahead and burn the materials that are there now. They would like to wait until after Oct 31 to begin gathering/stacking for next year and future fires. He expressed thanks to Amber for the grant they just received.

G. Old Business

a. CTO Proposal Update, Amber – Amber reported that the grant was awarded and includes \$14,000 for a messaging/marketing program to ensure that everyone is putting out the same information. The remaining \$11,000 is for signage in the park. How the grant will fit into LKL plans is on the agenda for tomorrow's LKL stakeholder meeting.

b. Hepola Wetlands discussion, Josh – The TLM is looking for an entity to take ownership of the property after the clean-up is complete. AVLT, the Forest Service, CPW or the Town of Marble are

possibilities. Due to the issues we have experienced with the LKL and Beaver Lake, Josh suggests the town consider owning it. Emma would like Pam Hepola's blessing. Ron spoke to a possible conflict with acting as the fiscal agent and working toward ownership. Amber said that there had been talk of a management group and that Marble should encourage and be part of that.

c. Special Event Venue Permits on Private Property discussion, Ryan – Ryan has spoken to Kendall regarding a special event venue permit/restrictions. Kendall is working on that. Discussion of the parameters needs to continue.

d. American Recover Plan Funds for school – \$16,000 or half of the amount has been given to the school to help pay for a social worker. The second half is to be spent next year.

e. Update on walls at Millsite historical preservation. Emma has been in conversation with Katie Todt from Lueki and Associates regarding preservation efforts. Katie suggested bands for security and stabilization. Emma has asked them for engineering help.

New Business

a. Short Term Rental (STR) discussion, Josh – Josh reported that there were 7-8 STRs several months ago. Currently there around 10, 3 without permit. He would like to set a limit on STRs tonight. Larry suggested having capping STRs on the next agenda. Josh Vogt made a motion to direct Ron and Kendall to draft an ordinance to cap STRs at 10 licenses. Ryan spoke to the need for transparency and public input and suggests putting it on the next agenda. Richard Wells suggested a moratorium on licenses. Larry Good seconded the motion. Josh, Tim and Larry voted yes. Emma voted no. The motion passed 3-1.

New Business – Tim asked council to please keep working toward a P&Z commission. This will be added to agenda.

I. Adjourn – Tim Hunter made a motion to adjourn. Josh Vogt seconded and the motion passed unanimously. The meeting adjourned at 10:18 p.m.

Respectfully submitted,
Terry Langley

Town of Marble
Deposit Detail-General Fund
April 2022

Date	Name	Memo	Account	Amount
04/05/2022		Deposit	*General Fund -0240	11,128.47
		David Hamra & Laura W...	Septic Permits	-1,023.00
		Elevate Payment Alliance	Marble Fest	-2,500.00
		Marble Chamber	Marble Fest	-4,000.00
	Colorado Stone Quarry CSQ	Deposit	CSQ Maintenance Payments	-300.00
	State of Colorado	Deposit	Colorado Trust Fund	-456.83
	Gunnison County	Deposit	General Sales Tax	-511.91
	Colorado Stone Quarry CSQ	Deposit	CSQ Lease Agreement	-2,329.23
	Gunnison County	Deposit	General Sales Tax	-7.50
TOTAL				-11,128.47

Town of Marble
Deposit Detail-Money Market Fund
April 2022

Date	Name	Memo	Account	Amount
04/08/2022		Deposit	Money Market -1084	2,849.19
		Deposit	Taxes	-2,849.19
TOTAL				-2,849.19
04/08/2022		Deposit	Money Market -1084	6,182.25
		Deposit	General Sales Tax	-6,182.25
TOTAL				-6,182.25
04/15/2022		Deposit	Money Market -1084	990.23
		Deposit	Highway Use Tax (HUTF)	-990.23
TOTAL				-990.23
04/30/2022		Interest	Money Market -1084	0.68
		Interest	Interest Income	-0.68
TOTAL				-0.68

Town of Marble
Deposit Detail-Campground Account
April 2022

Date	Name	Memo	Account	Amount
04/30/2022		Deposit	Campground Account -6981	2,064.97
		Deposit	Campground/Store Revenues	-1,845.37
		Deposit	Sales Tax	-219.60
TOTAL				-2,064.97

Town of Marble
Check Register
 April 8 through May 3, 2022

Num	Date	Amount
Alpine Bank	04/13/2022	-50.00
Alpine Partners 11367	04/13/2022	-1,250.00
Artist Group Int	04/13/2022	-2,000.00
Aspen Maintenance Supply LLC 11377	05/02/2022	-517.45
Aspen Tree Service 11393	05/02/2022	-2,663.00
Century Link 11379	05/02/2022	-235.69
Colorado Department of Revenue	04/22/2022	-578.85
Colorado Mountain News Media 11380	05/02/2022	-31.12
11382	05/02/2022	-14.42
Daly Property Services, Inc. 11378	05/02/2022	-2,346.10
Frances Bogle 11386	05/02/2022	-300.00
Holy Cross Electric	04/11/2022	-92.46
Jon Stovall 11385	05/02/2022	-300.00
Law of the Rockies 11376	05/02/2022	-2,326.50
Marble Water Company 11369	05/02/2022	-360.00
Mint Talent Group	04/13/2022	-1,250.00
Mountain Pest Control, Inc. 11371	05/02/2022	-142.00
Ragged Enterprises, LLC 11381	05/02/2022	-310.00
Richard Wells 11370	05/02/2022	-297.00
Roaring Fork Valley Co-Op 11372	05/02/2022	-32.94
Ron Leach 11383	05/02/2022	-1,260.00
Sopris Engineering LLC 11374	05/02/2022	-312.50
Terry Langley 11384	05/02/2022	-300.00
The Crystal Valley Echo 11375	05/02/2022	-135.00

Town of Marble
Check Register
April 8 through May 3, 2022

<u>Num</u>	<u>Date</u>	<u>Amount</u>
Tracey Harris 11387	05/02/2022	-300.00
United States Treasury 11392	05/02/2022	-1,290.50
Valley Garbage Solution, LLC 11373	05/02/2022	-10.00
Verdancy Studio 11368	05/02/2022	-425.00

**Town of Marble
Payroll Report
May 2022**

<u>Date</u>	<u>Num</u>	<u>Name</u>	<u>Type</u>	<u>Amount</u>
United States Treasury				
05/02/2022	11392	United States Treasury	Liability Check	-1,290.50
Total United States Treasury				-1,290.50
Charles R Manus				
05/02/2022	11388	Charles R Manus	Paycheck	-723.10
Total Charles R Manus				-723.10
Richard B Wells				
05/02/2022	11389	Richard B Wells	Paycheck	-1,119.08
Total Richard B Wells				-1,119.08
Ronald S Leach				
05/02/2022	11391	Ronald S Leach	Paycheck	-3,277.92
Total Ronald S Leach				-3,277.92
Theresa A Langley				
05/02/2022	11390	Theresa A Langley	Paycheck	-131.59
Total Theresa A Langley				-131.59
TOTAL				-6,542.19

Town of Marble
Budget vs. Actual
 January 1 through May 2, 2022

	Jan 1 - May 2, 22	Budget	\$ Over Budget	% of Budget
Income				
Intergovernmental				
Cigarette Tax	113.35	200.00	-86.65	56.7%
Colorado Trust Fund	456.83	1,500.00	-1,043.17	30.5%
General Sales Tax	22,636.14	140,000.00	-117,363.86	16.2%
Highway Use Tax (HUTF)	3,261.17	10,000.00	-6,738.83	32.6%
Mineral Lease Distribution	0.00	500.00	-500.00	0.0%
Other Permit & License Fees	0.00	0.00	0.00	0.0%
Severance Tax	0.00	100.00	-100.00	0.0%
Intergovernmental - Other	0.00	0.00	0.00	0.0%
Total Intergovernmental	26,467.49	152,300.00	-125,832.51	17.4%
Licenses & Permits				
Building Permits	200.00	4,000.00	-3,800.00	5.0%
Business Licenses	50.00	1,500.00	-1,450.00	3.3%
Driveway Access Permits	0.00	0.00	0.00	0.0%
Other Licenses & Permits	0.00	500.00	-500.00	0.0%
Septic Permits	1,023.00	3,000.00	-1,977.00	34.1%
Licenses & Permits - Other	0.00	0.00	0.00	0.0%
Total Licenses & Permits	1,273.00	9,000.00	-7,727.00	14.1%
Other Revenue				
Campground/Store Revenues	9,444.18	40,000.00	-30,555.82	23.6%
CSQ Lease Agreement	6,987.69	30,000.00	-23,012.31	23.3%
CSQ Maintenance Payments	900.00	3,600.00	-2,700.00	25.0%
Donations	0.00	2,000.00	-2,000.00	0.0%
GOCO Proceeds	0.00	0.00	0.00	0.0%
Holy Cross Electric Rebates	149.94	500.00	-350.06	30.0%
Insurance Proceeds	0.00	0.00	0.00	0.0%
Interest Income	3.05	500.00	-496.95	0.6%
Non-Specified	1,652.69	2,000.00	-347.31	82.6%
Parking Program Revenue	0.00	100.00	-100.00	0.0%
Settlement Proceeds	0.00	0.00	0.00	0.0%
SGB Lease Agreement	0.00	2,700.00	-2,700.00	0.0%
Transfers (In) Out	0.00	1,000.00	-1,000.00	0.0%
Tree Maintenance Program	0.00	0.00	0.00	0.0%
Other Revenue - Other	0.00	0.00	0.00	0.0%
Total Other Revenue	19,137.55	82,400.00	-63,262.45	23.2%

	Jan 1 - May 2, 22	Budget	\$ Over Budget	% of Budget
Taxes				
Additional License Tax	0.00	500.00	-500.00	0.0%
Delinquent Property Tax	0.00	0.00	0.00	0.0%
General Property Tax	0.00	28,190.00	-28,190.00	0.0%
Property Tax Interest	0.00	100.00	-100.00	0.0%
Special Use & Sales Tax	0.00	0.00	0.00	0.0%
Specific Ownership Tax	0.00	1,500.00	-1,500.00	0.0%
Taxes - Other	14,106.69	0.00	14,106.69	100.0%
Total Taxes	14,106.69	30,290.00	-16,183.31	46.6%
Total Income	60,984.73	273,990.00	-213,005.27	22.3%
Gross Profit	60,984.73	273,990.00	-213,005.27	22.3%
Expense				
General Government				
Abated Tax	0.00	0.00	0.00	0.0%
Bank Fees	0.00	0.00	0.00	0.0%
Building/Bathroom Construction	0.00	0.00	0.00	0.0%
Campground Expenses	1,722.89	25,000.00	-23,277.11	6.9%
Church Rent	0.00	600.00	-600.00	0.0%
Civic Engagement Fund	0.00	1,500.00	-1,500.00	0.0%
Dues & Subscriptions	0.00	500.00	-500.00	0.0%
Elections	1,225.00	4,000.00	-2,775.00	30.6%
Legal Publication	57.18	1,000.00	-942.82	5.7%
Marble Fest Expense	5,750.00	20,000.00	-14,250.00	28.8%
Marble Water Co 2017 Tap Fee	0.00	0.00	0.00	0.0%
Marble Water Co Monitoring Well	0.00	0.00	0.00	0.0%
Marble Water Co Past Due	0.00	0.00	0.00	0.0%
Marble Water Co Payment				
Interest - MWC	0.00	0.00	0.00	0.0%
Marble Water Co Payment - Other	0.00	0.00	0.00	0.0%
Total Marble Water Co Payment	0.00	0.00	0.00	0.0%
Office Expenses	3,743.28	10,000.00	-6,256.72	37.4%
Parking Program Expenses	620.00	5,000.00	-4,380.00	12.4%
Recycle Program	1,102.00	3,000.00	-1,898.00	36.7%
Salaries				
Enforcement Officer	0.00	0.00	0.00	0.0%
Park Employee	0.00	0.00	0.00	0.0%
Planning Consultant	0.00	0.00	0.00	0.0%
Town Administrator	0.00	0.00	0.00	0.0%
Salaries - Other	0.00	0.00	0.00	0.0%
Total Salaries	0.00	0.00	0.00	0.0%

	Jan 1 - May 2, 22	Budget	\$ Over Budget	% of Budget
Treasurers Fees	0.00	500.00	-500.00	0.0%
Tree Maintenance Program	0.00	0.00	0.00	0.0%
Unclassified	297.00	3,000.00	-2,703.00	9.9%
Weed Mitigation Program	0.00	1,000.00	-1,000.00	0.0%
Workshop/Travel	0.00	2,000.00	-2,000.00	0.0%
General Government - Other	0.00	0.00	0.00	0.0%
Total General Government	14,517.35	77,100.00	-62,582.65	18.8%
General Government - Operating				
Payroll Tax	0.00	0.00	0.00	0.0%
General Government - Operating - Other	0.00	0.00	0.00	0.0%
Total General Government - Operating	0.00	0.00	0.00	0.0%
Loan Payment - Citi Mortgage	0.00	0.00	0.00	0.0%
Other Purchased Services				
Bank Building Maintenance	0.00	0.00	0.00	0.0%
Earth Day Expenses	0.00	4,000.00	-4,000.00	0.0%
Grant Writing	0.00	1,000.00	-1,000.00	0.0%
Liability & Worker Comp Insc	1,367.71	6,500.00	-5,132.29	21.0%
Park Improvements	0.00	0.00	0.00	0.0%
Utilities	721.98	4,500.00	-3,778.02	16.0%
Other Purchased Services - Other	0.00	0.00	0.00	0.0%
Total Other Purchased Services	2,089.69	16,000.00	-13,910.31	13.1%
Purchased Professional Services				
Planning	3,840.00	0.00	3,840.00	100.0%
Audit	0.00	9,500.00	-9,500.00	0.0%
Boundaries Survey/Master Plan	0.00	0.00	0.00	0.0%
Engineering-Water Augmentation	0.00	500.00	-500.00	0.0%
Engineering Services & Insp.	672.50	3,000.00	-2,327.50	22.4%
Legal - General	9,925.83	25,000.00	-15,074.17	39.7%
Legal - Water Augmentation Plan	0.00	0.00	0.00	0.0%
Legal Expense - Special Project	0.00	0.00	0.00	0.0%
Municipal Court	0.00	1,500.00	-1,500.00	0.0%
Purchased Professional Services - Other	0.00	0.00	0.00	0.0%
Total Purchased Professional Services	14,438.33	39,500.00	-25,061.67	36.6%
Roads				
Snow & Ice Removal	15,308.60	30,000.00	-14,691.40	51.0%
Street Maintenance	3,125.00	25,000.00	-21,875.00	12.5%
Roads - Other	0.00	0.00	0.00	0.0%
Total Roads	18,433.60	55,000.00	-36,566.40	33.5%

	<u>Jan 1 - May 2, 22</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
Wages & Benefits				
FICA/Medicare	2,158.95	8,000.00	-5,841.05	27.0%
Total Wages	27,675.35	100,000.00	-72,324.65	27.7%
Wages & Benefits - Other	0.00	0.00	0.00	0.0%
Total Wages & Benefits	29,834.30	108,000.00	-78,165.70	27.6%
Total Expense	79,313.27	295,600.00	-216,286.73	26.8%
Net Income	-18,328.54	-21,610.00	3,281.46	84.8%

IRRIGATION SYSTEM LICENSE AGREEMENT

This Irrigation System License Agreement (“Agreement”) is entered into between the Town of Marble (the “Town”), a Colorado statutory town, and the Aspen Valley Land Trust (“AVLT”), a Colorado nonprofit corporation. The Town and AVLT may be referred to below individually as a “Party” or collectively as the “Parties.”

Recitals

- A. The Town is the owner of the unvacated streets and alleys within the townsite as shown on the plats thereof recorded in the real property records of Gunnison County, Colorado.
- B. AVLT owns Lots F, G, H, I, K, L, M N, O, P and Q, Block 15, Town of Marble, according to the plat recorded October 2, 1975 at Reception No. 307946, also known as 212 E. Main Street (the “Park”), subject to certain deed restrictions included in the Warranty Deed recorded April 26, 2018 at Reception No. 652828 in the real property records of Gunnison County, Colorado (the “Deed Restrictions”).
- C. The Town owns Lots R and S, Block 15, East Marble (the “Jailhouse Parcel”).
- D. AVLT desires to provide a supply of irrigation water to the Park, and in furtherance thereof, desires to install an irrigation water pump and pipeline on and under a portion of the platted E. 2nd Street. The Town is willing to grant AVLT a license to install such pump and pipeline, subject to the terms and conditions of this Agreement.

Agreement

In consideration of the foregoing recitals and the covenants and conditions set forth herein, the Parties agree as follows:

1. Grant of License. The Town hereby grants to AVLT, subject to the terms and conditions set forth in this Agreement, a non-exclusive revocable license (the “License”), for the construction, repair, replacement, maintenance, removal, and operation of an irrigation water pump and underground pipeline to deliver water from the Crystal River to the Park (the “Water System”) on and underneath the area illustrated on Exhibit A (the “License Area”), being a portion of East 2nd Street between the Crystal River and E. Main Street.
2. Design and Construction; Maintenance and Repairs.
 - a. Subject to express cost-sharing language in this Agreement to the contrary, all costs of installation, maintenance, and repairs of the Water System shall be the responsibility of AVLT.
 - b. Prior to construction, AVLT shall:
 - i. Survey and flag all block corners that are adjacent to the 2nd St. right of way between the Crystal River and the AVLT property;
 - ii. Obtain Town approval of the final design of the Water System including the design and location of any above-ground improvements; and
 - iii. Complete a utility locate within the License Area.

Commented [KKB1]: AVLT to provide

- c. AVLT shall cause the pipeline to be installed underground, at a depth of no less than ___ feet except where it daylights at the river and the Park; and outside but within 5 feet of, the western edge of the existing improved traveled north/south path in the 2nd St. right of way.
- d. Except during performance of necessary installation, repair or maintenance work on the Water System, AVLT shall not disturb the surface of the Town streets nor otherwise interfere with the use of Town streets by the public.
- e. When the surface of Town streets must be disturbed for necessary installation, repair, or maintenance work on the Water System, AVLT will obtain approval of the dates and times that the surface will be disturbed, and shall provide the Town with 72 hours of advance notice prior to causing any disturbance to the surface of any Town property.
- f. Any work that necessitates a disturbance to the surface of Town property shall be performed as expeditiously as possible and the property shall be returned to its pre-existing condition as described in Section 4 below, as expeditiously as possible.
- g. AVLT shall post warning signs on both sides of any disturbed surface to notify the public that the area is under construction.
- h. Installation of, and work on, the Water System shall be performed in accordance with all applicable state and local laws and codes. AVLT shall obtain all necessary permits for the work. Where so required, the work shall be performed by a licensed contractor. The Town shall have the right to approve the contractor(s) completing the work, and such approval shall not be unreasonably withheld.

3. Obstructions.

- a. AVLT shall have the right, upon prior consultation and coordination with the Town, to cut, remove, clear away, trim and control, by any reasonable means, including machinery or otherwise, any and all trees, brush and shrubbery within the License Area, which now or hereafter, may interfere with the safe construction, operation and maintenance of the Water System and related equipment.
- b. The Town shall not allow any building or other structures to be placed or remain above the License Area in such a manner as to interfere with the safe operation or maintenance of the Water System. Upon receipt of written notice from AVLT identifying material, structures or property deemed by AVLT to interfere with the safe operation or maintenance of the Water System, the Town shall cause the material or structures to be removed.

4. Reclamation.

- a. AVLT must restore the disturbed area, at its sole cost and expense, as near as reasonably practicable to the same condition as such area existed prior to AVLT's construction activities.
- b. AVLT shall backfill all disturbances caused by the underground excavation and AVLT shall restore the surface of the Town property as near as reasonably practicable to its original contour and will replace or rebuild any and all damaged property, the damage to which is caused by the installation, operation or maintenance of the Water System. The

restoration shall be accomplished as soon as reasonably practicable after work is performed.

c. AVLT shall remove all surplus excavation and spoils from the Town property.

5. As-Built Survey. AVLT shall provide to the Town, upon installation of the Water System, a survey showing the “as-built” location of the Water System.

6. Performance Guarantee.

a. AVLT shall complete the installation of the Water System before October 31, 2022.

b. In order to assure the completion of the Water System in a good and workmanlike manner and in accordance with all other terms of this Agreement, AVLT shall provide a financial guarantee (“Security”) in the amount of \$5,000.00. Such security may be in the form of good funds, to be held in escrow by the Town, or a performance bond in a form acceptable to the Town.

c. When the Water System is completed, AVLT may request in writing that the Town release the Security. If the Water System has been completed in accordance with this Agreement, the Security shall be released. If, however, the Water System has not been completed in accordance with this Agreement, the Town shall not be obligated to release the Security until any deficiencies are corrected.

d. If the Town determines that AVLT has not constructed any or all of the Water System in a timely manner or in accordance with this Agreement, the Town may draw on the Security such funds as may be necessary, in the Town’s discretion, to complete the Water System.

e. AVLT shall keep the Town apprised of its construction schedule, and shall notify the Town prior to backfilling any underground improvements so that the construction of the underground improvements may be inspected by the Town.

7. Duty to Prevent Damage or Interference. The Water System shall be installed and the Water System and License Area shall be used in such a manner as not to cause any damage or destruction of any nature whatsoever to personal property and existing improvements located on Town property. AVLT shall promptly correct or repair any and all such damage caused by AVLT and AVLT's agents or employees while performing construction or maintenance work on the Water System, at AVLT's sole cost and expense. The Water System shall be installed and the Water System and License Area shall be used in such a manner as to cause as little as possible interference with or interruption of the use of any adjoining lands owned by the third parties and any utilities installed over, across, or underneath Town property.

8. AVLT’s Property. The Town agrees that the Water System shall remain the property of AVLT, removable at the sole discretion of AVLT.

9. The Town’s Property. The Town shall remain the fee title owner of the License Area and shall be entitled to the full use and enjoyment of the License Area, subject only to the rights conveyed to AVLT in this License.

10. Compliance with Deed Restrictions. AVLT shall operate the Park in conformance with the Deed Restrictions.

11. Water Supply for Jailhouse Parcel.

- a. The Water System may be used by the Town to provide water for irrigation of landscaping on the Jailhouse Parcel.
- b. The Water System and the irrigation system for the Park shall be designed and constructed to allow connection of an irrigation system for the Jailhouse Parcel at a later date and subsequent conjunctive irrigation of the Jailhouse Parcel.

12. Water Rights.

- a. AVLT may adjudicate a water right for the Water System at its expense. AVLT shall name the Town as a co-applicant in such adjudication to the extent of the Town's pro rata beneficial use (on the Jailhouse Parcel).
- b. The place of use of the adjudicated water right shall be limited to the Park and Jailhouse Parcel, and shall not be subsequently changed or enlarged without the prior written consent of the Town.
- c. AVLT shall, at its expense, attempt to contract with the Colorado Water Conservation District for replacement water as reasonably practicable to prevent the curtailment of the Water System when it would otherwise be out of priority due to a call from below the confluence of the Roaring Fork and Fryingpan Rivers.

13. Term: Termination. The License shall be perpetual in duration, subject to termination by mutual agreement of the parties, or by the Town in accordance with this paragraph. The Town may terminate this Agreement upon AVLT's breach of the Agreement, provided that the Town gives AVLT notice of such breach and 7 days to cure a breach that by its nature is capable of being cured within 7 days, or a reasonable amount of time to cure a breach that by its nature is not capable of being cured within 7 days, provided that AVLT commences the cure within 7 days and pursues it with reasonable diligence. Additionally, the Town may terminate the Agreement without cause at any time 25 years or more after the date of this Agreement, provided that the Town provides AVLT with no less than one year's notice prior to such termination.

14. Limitation of Liability of The Town. Notwithstanding anything contained in this agreement or in applicable law, neither The Town, nor its officers, employees, agents, staff, officials or contractors shall have any liability or responsibility whatsoever in connection with the Water System, such responsibility being hereby expressly and completely assumed by AVLT except for the following which shall be excluded from and not be subject to the immediately preceding clause in this Section and for which the Town, its officers, employees, agents, staff, officials, and contractors shall be expressly and completely liable and responsible: the provision of water to the Jailhouse Parcel as agreed to in this Agreement; and the operation of the Water System and the irrigation system on the Park Parcel and Jailhouse Parcel.

15. Indemnification by AVLT. AVLT shall indemnify and hold the Town harmless from any and all claims for damage to real and personal property and injuries to or death suffered by persons by reason of the construction, repair, maintenance, or operation of the Water System excluding those claims for damages, injury, or death caused by the Town or its officers, employees, agents, staff, officials or contractors.

16. No Waiver of Immunity. No provision of this Agreement shall be interpreted to waive or limit any rights or defenses against liability available to the Town pursuant to law, including but

not limited to the rights and defenses available pursuant to the Colorado Governmental Immunity Act, C.R.S. 24-10-101, et seq. and Article 11, Section 1 of the Colorado Constitution.

17. Amendment and Validity. No addendum, amendment, change or modification of this Agreement shall be binding between the Parties unless in writing and executed by the Parties hereto.

18. Applicable Law. This Agreement shall be interpreted, construed and governed by the laws of the State of Colorado. Jurisdiction and venue for any action arising out of or relating to this Agreement or the interpretation, enforcement, or determination of the rights and duties of the Parties under this Agreement shall be the District Court of Colorado, in Gunnison County, Colorado.

19. Attorney Fees. If any action is brought in a court of law by any Party as to the enforcement, interpretation or construction of this Agreement, the prevailing Party in such action shall be awarded reasonable attorney fees as well as all costs incurred in the prosecution or defense of such action.

20. Counterparts. A copy of this Agreement may be executed by each Party, separately, and when each Party has executed a copy thereof, such copies taken together shall be deemed to be a full and complete contract among the Parties.

21. Recording. This Agreement may be recorded in the real property records of Gunnison County, Colorado.

22. Authorization. By executing this Agreement, each person signing on behalf of each Party acknowledges and represents to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Party have the legal capacity and have been duly authorized to do so.

Executed on the date set forth below.

Town of Marble

By: _____
Ryan Vinciguerra, Mayor

_____ Date

Attest: _____
Ron Leach, Town Clerk

ASPEN VALLEY LAND TRUST

By: _____
Title: _____
Date: _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this ____ day of _____, 2022, by _____ as _____ of the Aspen Valley Land Trust. Witness my hand and official seal. My commission expires: _____.

Notary Public

From: Amber McMahill

Sent: Thursday, April 14, 2022 7:56 PM

To: Ryan Vinciguerra; Ron Leach Town of Marble; Emma Bielski; Larry Good; Josh Vogt; Tim Hunter

Subject: Lead King Loop Stakeholder Group Update

As you are aware the LKL Stakeholder Group (the consolidated group formed from the original LKL Steering Committee under the facilitation of the Center for Public Lands) has been meeting since January to really focus on community priorities and solutions. This group includes Kevin Warner and Shelly Grail from the Forest Service, Marlene Crosby and Commissioner Roland Mason from Gunnison County, John Groves from CPW, Ron Leach on behalf of the town, and representatives of the residents of Marble, Crystal, Daniel's Hill, user groups, CVEPA and Treasure Mountain Ranch.

During our last meetings on April 7th and 8th, we worked on creating a proposal that could be presented at the upcoming public listening session. I wanted to let you all know the proposal before the listening session.

While the details are still being fleshed out the basic concept is phasing out truck and trailer parking in the Town of Marble and creating a parking lot at the base of Daniel's Hill.

Phase 1 - This Summer

The Town of Marble would move forward with the reservation system at the Millsite Park with roughly $\frac{1}{2}$ of the current capacity (around 12 Truck and Trailer Spots). This would be preceded by heavy frontloading and messaging letting people know of the limited parking, a new reservation system (fee or for free), and the lack of parking in other areas. It is expected that we will still have those who arrive unaware of the system and enforcement would be more law encouragement. The county will offer additional support in enforcing other illegal parking on county road 3 and we will utilize natural barriers or signs to make truck and trailer parking difficult outside of those spots.

Alternatively, we can limit the parking this summer and implement the reservation system next summer.

Phase 2 - Summer 2023 - 2025

Treasure Mountain Ranch is currently seeking approval for a private parking lot at the base of Daniel's Hill. This is required in their master plan for the Crystal development. The parking area will be private but they do not anticipate needing it for guest use until 2025. They have offered to allow truck and trailers as well as limited vehicle parking inside this lot temporarily. Spots would shift from the Millsite Park to the TMR lot (overall number would remain the same so if 5 spots at TMR, Millsite would reduce spots by 5). During this time the Forest Service will be working through the needed process to build their lot at the bottom of Daniel's Hill.

Phase 3 - Final Phase Summer 2025

Upon completion of the Forest Service Parking Lot, all truck and trailer spaces would be phased out of the Millsite Park. The new lot would include facilities, signage, trash receptacles, and a reservation

system. There would be landscaping to help mitigate the effect on neighbors.

Other aspects:

Along with this plan several other projects can be implemented to help alleviate the pressure of OHV use in Marble and general issues on the LKL.

Permit System: By using a permit system we have a way for people to see if there is parking available in Marble, it will take a year or two for people to learn the program. In addition, we can use the permit as a way to inform, control and even ban users. We can even set a decibel level for machines.

These are additional components that might or might not be presented at the public listening session but are in the middle of discussion.

Decibel Testers: The Forest Service has purchased multiple handheld decibel testers that Forest Protection Officers will be utilizing this year and writing tickets for machines that exceed the limits. They have suggested we can utilize the same types of handheld testers, although in a more educational capacity - letting people know where their machine stands and how high their noise actually is as many riders wear headphones that muffle their noise.

Signage: The County has pledged a kiosk at the turn-off and the Forest Service will have one at the top of Daniel's Hill. This, combined with the Town of Marble's Kiosk will help inform visitors.

Gate: There is consensus on creating a "gate" at the bottom of Daniel's Hill. A gate in this regard is a rough patch or obstacle drivers and riders must cross to start up the trail. This would be accompanied by a sign letting people know if they can't safely get through that they need to park and hike. This will hopefully reduce the number of unsuitable vehicles on the road.

Park and Walk: It is the hope, that with the increased vehicle parking at the Millsite Park a push can be made through education and signage for visitors to park and walk. This idea is enhanced by a trail through town for walkers that will allow them to safely navigate Marble and all the "hot spots" eventually leading them from the Millsite Park, Slow Grooving and the Hub, Thompson Park and Beaver Lake.

Trail up Daniel's Hill: The Forest Service and all involved are very interested in the idea of creating a trail up Daniel's Hill that will separate the hikers from the vehicles. This will require a lot of planning, however. They have already discussed with AVLTT and would like to work with them and potentially RFMBA for the project.

Education/Rebranding: This element is heavy in all the other aspects and was discussed at great length from signage, collaborative efforts, unified messaging and training and beyond.

MINUTES FOR LEAD KING LOOP STAKEHOLDER GROUP
MEETING #3, APRIL 7-8, 2022
Marble Community Church, 121 West 2nd St. Marble, CO 81623

EXPECTED MEETING OUTCOMES:

Develop short-, medium- and long-term recommendations for the U.S. Forest Service and Gunnison County to be presented to the community at the public listening session on April 28th

PRE-WORK : Complete management strategies [survey](#)

THURSDAY, APRIL 7

MEDIA COMMUNICATIONS

- Convening meeting minutes will be posted on the Center for Public Lands (CPL) website, centerforpubliclands.org
- Goal for the meeting: Compose ideas that will receive public feedback at the public listening session (April 28). At the last convening meeting, we will refine these into formal recommendations.
- CPL will report on the group collectively to the media, but not share individual opinions of representatives/stakeholders. Representatives are welcome to share their perspectives, but should not speak on behalf of anyone else in the group to the media.
- If any member gets contacted by the media, they should inform the rest of the group so others are aware.
- Public Listening Session will include stations where people can interact with different representatives/members of the LKL Stakeholder group.

Q-SORT PRIORITIES SURVEY

- <https://www.centerforpubliclands.org/marble-survey>
- See Slides.
- 198 responses so far.
- Statistical analysis on the Q Sort results will be presented at the next convening meeting.
- “Respect” and “Quality of Life” are still considered broad terms.
- Top Priorities
 - Disproportionate Impact
 - Quality of Life
 - Respect
 - Tranquility
 - Visitor Volume
 - Wildfire Prevention
 - Wildlife Habitat

ROARING FORK OUTDOOR VOLUNTEERS: DEVELOPING INCLUSIVE MANAGEMENT STRATEGIES

- RFOV was not able to attend
- Discussion of Francisco Valenzuela article

- Signage and education in people’s native language (i.e. Spanish) was put forward as a priority for inclusivity

MANAGEMENT STRATEGIES DISCUSSION

- See slides for Action Items Survey
- Strategy to potentially consider: Banning ATVs on the streets in the Town of Marble or banning trailer parking on County Road 3.
 - Another option: Undo 2016 CR3 Exemption.
- Enforcement and funding for enforcement is a large issue.
 - County could enforce parking on the county road.
- Implementing a parking lot on public land would probably take 2-3 years. The more support, the faster the process.
 - If the parking lot was on private property it would be constructed faster.
- Management strategies
 - Parking issues to consider and questions to note:
 - Identify existing legal parking
 - Confirm if there is a length limit (i.e. trailer)
 - Ensure there are adequate places for cars to turn around
 - Include pullouts on the road as part of parking discussion
 - How many parking spots are needed?
 - Include education/signage
 - Is it possible to ban parking on CR3?
 - Parking needs increased enforcement
 - Consider what infrastructure should accompany parking (i.e. signs, bathrooms)
 - How will parking availability be communicated to the public?
 - Parking could be reserved or permitted
 - Explore concessionaire models
 - Shuttle service for ATVs with offsite parking
 - Parking on private property in town—at any time, private land could be opened to parking; zoning/permits would be handled by the town.
 - Permit/reservation system for motorized users (issues to consider):
 - Who manages the system?
 - Where would it be managed?
 - What would the permit be for, who is the target audience?
 - How would locals be permitted?
 - How do you figure the total capacity of users allowed?
 - What about users coming from Crested Butte?
 - What are the unintended consequences of a reservation system (i.e. displacement)?
 - Can a permit be just for weekends or holidays?
 - Unintended consequence of permitting/reservations: more visitors during the week
 - Would permits limit group sizes?

- Could offer an unlimited amount of permits, using permits to communicate about regulations
- Would people get permits online or in-person?
- Season of year—when would reservations be used?
- Permitted parking could be implemented?
- How would overnight use be handled?
- Education and Other Strategies for consideration during tomorrow’s session:
 - Signage at bottom of Daniel’s Hill
 - Education and outreach
 - Information center
 - Separate trail for soft path users
 - Downgrade road to a trail
 - Noise and dust education
 - Alternating days for different users
 - Kiosk, educational flyers, bilingual
 - Responsible recreation
 - Pictures/warnings about road condition

U.S. FOREST SERVICE AND GUNNISON COUNTY ADVISE ON PROPOSED STRATEGIES

Forest Service-

- Every recommendation will require partner funding
- Hiring challenges are particularly hard right now, so even funding doesn’t guarantee staff, for enforcement for example.
- If parking at the bottom of Daniel’s Hill got support, it would be a viable option for the county to work with the FS and collaborate with different entities.
- Enforcement will play a huge role with any of the recommendations and will likely be limiting factor.

County-

- OHV Resolution: Current resolution allows OHV on the road until the beginning of May
 - County will discuss renewing it in late April, and will likely implement a short extension
 - Ultimate outcome will hinge on some of the recommendations from the LKL stakeholder group

FRIDAY, APRIL 8

WORKSHOP: MANAGEMENT ACTION PROTOTYPES (8:30AM-3PM WITH LUNCH BREAK)

A work session to think through many aspects of actions under consideration. Key points from the presentations each group gave following their morning work session are included below.

- Community survey to gauge feelings on ATV use suggested
- Town of Marble owns Town Park with deed restrictions (must always be a park)
 - Deed restrictions say that there needs to be parking for guests to the Town Park, but most of the time these spots are taken by truck/trailer parking
 - Town of Marble is considering enforcing some of this parking.

REFINING MANAGEMENT ACTIONS

- **Parking**
 - If Treasure Mountain Ranch gets a permit for a parking lot, how can you guarantee that other members of the community don't try and get their own...this would not limit the amount of vehicles?
 - Daniel's Hill residents' sentiments about the parking lot: does not benefit them, but benefits Town of Marble
 - Non-motorized users need a parking space
 - There should be more to offer the public than just a parking lot
 - Parking lot intention: reduces amount of users, toilet, and educational information, reservation system
 - Limits volume

Prototype 1: Parking

Suggestion to the community: Phase out truck and trailer parking in the Town of Marble and create alternative parking options at the base of Daniel's Hill to improve quality of life for Marble residents

Current Phase: 2021 (Now)

- 20+ truck and trailer spots at Millsite Park
- 10+ truck and trailer spots on town and county roads

Phase 1: Summer 2022

- Cap truck and trailer parking in town at a limited amount depending on public input
- Truck and trailer parking only at turn around at Millsite Park
- Use natural barriers to prevent illegal truck and trailer parking

Phase 2: Summer 2023-2025

- Transition truck and trailer parking out of town to privately owned area at base of Daniel's Hill
- As spots move out of town; in town spots are reduced

Phase 3: Summer 2025+

- Parking lot at base of Daniel's Hill on Forest Service Land (subject to NEPA review and public input)
- Eliminate truck and trailer parking in town

Note that the parking proposal can be combined with a reservation system to better manage and limit the volume of traffic in town and on the Lead King Loop. Enforcement and education will also constitute critical components of this approach. Please see the separate prototypes with ideas for a reservation system, enforcement, and education.

Prototype 2: Reservations/Permits

- Who: Town of Marble and USFS partnership manages parking
 - Town of Marble enforces parking
- Where: Parking lot on USFS land at bottom of Daniel's Hill
- Why: Alleviate impacts of high-volume road use
- What: Online reservation system for parking – 7 days a week
- Potential reservation options:
 - Recreation.gov, build own reservation system
 - Reservation with campground in Town of Marble
- Education through reservation system:
 - Information provided upon reservation
- Parking management:
 - Overnight parking, half day, and full day options
 - Separate area for overnight parking
 - Fees different per permit type ex. ~ \$40 overnight
 - Fees go towards maintenance and facilities
 - Funding for maintenance and facilities could be supplemented by other partnerships
 - Fees different by vehicle type:
 - ~ \$25 for Trailer – 16 ft
 - * Do we charge by ATV or by trailer?
 - ~ \$10-15 for Passenger vehicles
 - No ATVs at all in passenger vehicle area
- Target audience: Recreators, everybody pays, limited parking for trucks/trailers, limited parking for passenger vehicles
- Locals: Can still drive to Loop, parking not necessary
- Parking restrictions: No trailer parking in the Town of Marble or CR3

Prototype 3: Education

- Goals for education
 - Consistency of information regarding parking, Town info, LKL
 - Encouraging responsible recreation
 - Respecting the landscape and wildlife in the Upper Crystal River Valley
 - “Culture change”
- Kiosk at Intersection
 - Most funding, including installation, provided by the county
 - Town of Marble and FS would design the kiosk
 - Completed before June 21st
- Triple Kiosk located in the park by the fire station
 - “Law Encouragement” about parking
 - Includes map, LKL info, avalanche info, etc.
 - Funded by Town of Marble

- Ideas for public information regarding parking
 - Something informing people that the parking lot is full
 - Variable message board at Intersection of Hwy 133
 - Pre-programmed; can turn on and off
 - USFS FB page and Gunnison County website; advertise locally in Roaring Fork and Crystal Valley
 - Advertise in newspapers, local OHV shops, radio stations
- USFS FPO presence for education and enforcement on LKL
 - Majority of weekends
 - Partner funded from the Town of Marble and Gunnison County
- Town of Marble Signage- Ideas
 - Directions to parking lot
 - “No trailer parking beyond this point”
 - Implemented and funded by the Town of Marble and county
 - Prevents congestion and traffic in town
 - Redesigning signage at Daniel’s Hill
 - Entrance Chute/Gate
- Speed board- tells how fast people are driving (County is looking at funding/implementation)
- Decibel readers for OHV visitors
- Information on tourism in the Town of Marble and the Lead King Loop needs a consistent message to inform visitors so they are able responsible decisions when recreating in the Upper Crystal Valley. This is imperative to respect the residents, wildlife and landscape in Marble and the surrounding public lands. When visitors are informed with consistent messages and practices, they are more likely to respect the community. Educational solutions that will be implemented this summer consists of two informational kiosks, widespread outreach informing the public about parking in the Town of Marble, and a Forest Service Forest Protection Officer (FPO) presence for education and enforcement on the Lead King Loop.
- Other options
 - Designating the road to a trail
 - Creating a non-motorized trail beside the road
 - Either to Crystal or the top of Daniel’s Hill
 - Avalanche tracks may be an issue
 - Reduce motorized vs non-motorized conflicts
- Questions of feasibility for the USFS
 - Private property owners regarding trucks/trailers to park on their land: Do they need permits or completely prohibited?
 - Does designating a road to a trail lower the threshold of vehicles allowed?
 - Turning OHVs “street legal”

FINALIZING PUBLIC PRESENTATION

- Public Listening Session
 - What are locals hearing or seeing from visitors to town that needs to be addressed?

- What do visitors want to know about when they get to Marble?
- Clear about funding and where it will be used (i.e. education and enforcement)
- There should be a virtual presentation or recording for people who are not able to attend the public listening session

Rubric used to evaluate prototypes

On a scale from 1-5 (1 being lowest, 5 being highest), score how the prototype meets the identified community need.

	Score	Comments
Disproportionate Impact		
The plan promotes safe use of the area by many user types (i.e. birders, hikers, photographers). Volume and types of motorized vehicle use give people a range of experiences, including access for non-motorized users. Parking needs of all user types are met.		
Quality of Life		
The proposed action will create a circumstance where community members enjoy going outside. Effects of recreation use such as congestion or noise are limited and show improvement over time.		
Respect		
The proposed action will promote positive interactions between people, including those from different user groups. The action will cultivate a cultural shift over time, leading to high compliance with regulations and adherence to informal rules of etiquette. There will be a decrease in off-road impacts to the environment.		
Tranquility		
The proposal includes measures keep noise and dust levels at a minimum.		
Visitor Volume		

The volume of visitation enabled by the plan is at a level such that people can safely enjoy being outdoors. Includes measures to ensure roads aren't congested and parking is sufficient.		
Wildfire prevention		
Proposal accounts for fire prevention measures and ensures information about best practices for fire prevention are known and followed.		
Wildlife Habitat		
Wildlife are given space and use the habitat. Impacts to sensitive areas are minimized. Elk, birds, etc., are healthy and reproducing sustainably.		
TOTAL SCORE		(Out of 35)

Memorandum

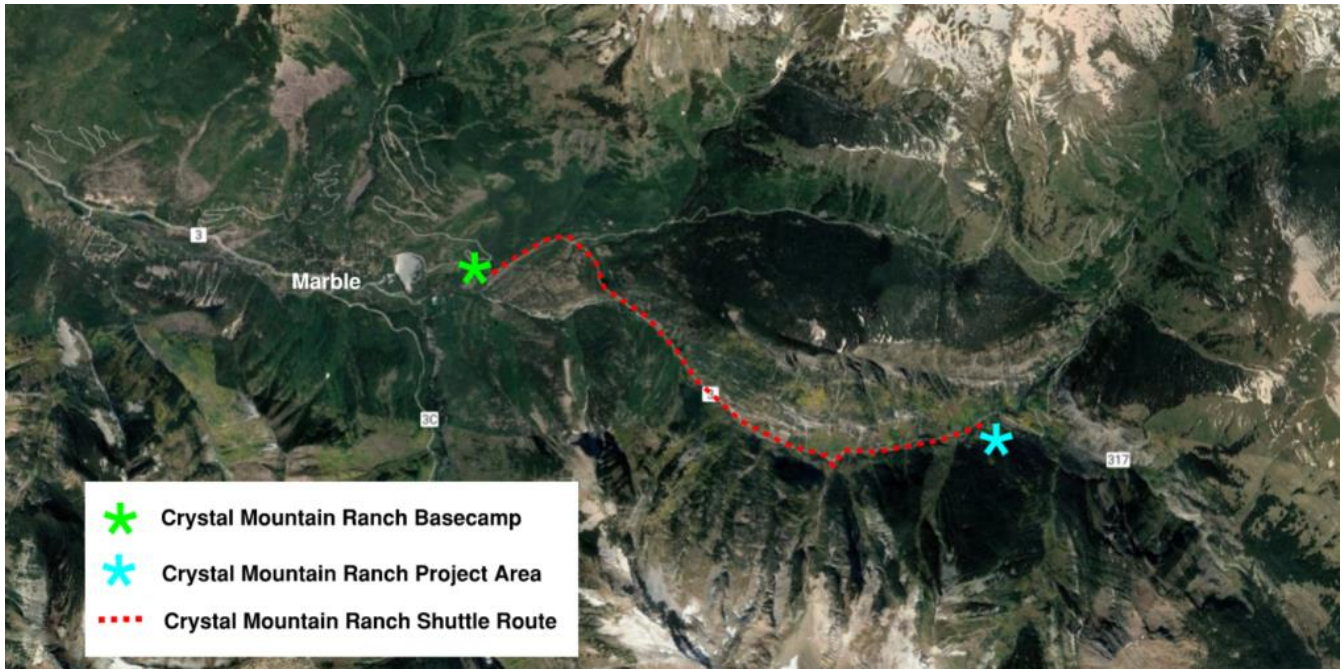
Date: November 24, 2021
To: Stuart Gillespie & Jason Jaynes
From: Charlie Alexander & Nikki Silva
Subject: Treasure Mountain Ranch Traffic Study

DN21-0710

Introduction

Treasure Mountain Ranch (TMR) is a collection of commonly owned mining claim parcels totaling +/- 700 acres including the Townsite of Crystal, Crystal Mill, 2+ miles of North/South Fork Crystal River and Crystal River in Gunnison County. FS 314 and FS 315 cross the various properties. The property owners would like to expand the existing commercial camping operation and develop a recreation resort accommodation with high-quality facilities and programming on the property. As part of the formal application process, a traffic study was completed to understand the transportation impacts to FS 314 caused by Treasure Mountain Ranch (TMR) to FS 314. **Figure 1** displays the project location, proposed shuttle basecamp location, and proposed shuttle route. This memorandum summarizes the trip generation from TMR, traffic data, and estimates the impact to traffic by determining the percent of increased traffic along FS 314 created by TMR. The analysis focuses on daily traffic impacts on an average Saturday (the day of the week where FS 314 is most traveled) for the months of June through October because background traffic is the highest and TMR occupancy is expected to be the highest in those months.

Figure 1. Treasure Mountain Ranch Project Area Background



Project Assumptions

The following are assumed as part of the TMR project:

- A TMR basecamp will be located to the east of Marble. The basecamp is where TMR guests will be encouraged to leave their personal vehicles and either hike/tour into TMR or utilize the shuttle provided by TMR to minimize trips on FS 314. It is assumed that 50% of guests will utilize the shuttle or hike/tour to TMR and 50% will utilize personal vehicles. For a more conservative trip generation analysis, it was assumed that the 50% not utilizing personal vehicles were utilizing the shuttle. Hiking/touring mode share was not included in part of the analysis.
- Twenty cabins will be constructed. Approximately fifteen cabins will be one-bedroom cabins and will house two adults. The other five cabins will be two or three bedrooms. It is assumed that an occupied cabin contains 2.5 people.
- There will be pre-determined in and out times for employees and guests taking the shuttle to minimize or eliminate empty shuttle trips.
- Service trips (i.e., transporting food, supplies, etc.) to the site will be combined with guest and employee shuttle trips.

Trip Generation Assumptions

Trip generation was developed for the project site to determine the number of trips TMR will create on FS 314. Trip generation was calculated for estimated occupancy as well as 100 percent occupancy. TMR expects occupancy to be 70% in June, 88% in July, 85% in August, 88% in September and 60% in October. **Table 1** displays the trip generation by month for the estimated occupancy scenario. **Table 2** displays the trip generation by month for the 100 percent occupied scenario. Although it is not likely that TMR will be 100 percent occupied for all months of the year, it will be important to understand the greatest possible impacts for June through October where background traffic is expected to be the highest. Daily trips were calculated based on a Saturday, which is the day with the highest background traffic on FS 314. When TMR is 100 percent occupied, it is estimated that 30-31 daily (Saturday) trips will be added through Marble, 5 shuttle daily (Saturday) trips will be added along FS 314, and 15-16 personal vehicle daily (Saturday) trips will be added along FS 314. **Figure 2** displays a graphical summary of trips added to/from CO 133 through Marble, shuttle trips on FS 314, and personal vehicle trips on FS 314 for estimated and 100 percent occupancy. The assumptions and calculations performed in the trip generation analysis outlined in **Table 1** and **Table 2** are described by column below:

- A. Month (assumption)** – analyzing June through October due to the combination of the highest amount of background traffic and expected occupancy in these months.
- B. Occupancy (assumption)** – analyzing expected occupancy and 100% occupancy to understand the range of trips that could be generated to site.
- C. Average length of stay (assumption)** – 2.5 days for all guests.
- D. Number of cabins (assumption)** – 20 cabins to be constructed at TMR.
- E. Days in month (assumption)** – number of days in calendar month of analysis.
- F. Average number of people per cabin (assumption)** – there are a mix of one-bedroom (two-person occupancy) and two- to three-bedroom cabins. On average, it is assumed there are 2.5 people per cabin.
- G. Number of person trips (trip ends) (calculation)** – calculates the total number of person trips accessing TMR based on the occupancy, average length of stay, number of cabins, average number of people in the cabin, and days of the month.
 - Calculation G = $(E/C)*D*B*F*2$
- H. Average vehicle occupancy (assumption)** – two people per personal vehicle.
- I. Number of vehicle trips from CO 133 through Marble (trip ends) (calculation)** – calculates the total number of vehicles traveling through Marble.

- Calculation I = G/H
- J. Private vehicle mode share (assumption)** – 50% of vehicles will access TMR in their personal vehicles in the months of study (June – October).
- K. Number of personal vehicle trips on FS 314 (trip ends)** – multiplies the number of vehicles traveling through Marble by the private vehicle mode share to calculate the total number of personal vehicle trips on FS 314.
 - Calculation K = I*J
- L. Number of guests utilizing shuttle to/from basecamp (calculation)** – Calculates the number of people who are not utilizing a private vehicle to access TMR and will be utilizing the shuttle.
 - Calculation L = G*(1-J)
- M. Employee round trips (trip ends) (assumption)** – assumes that for every 5 one-way “party” trips there is one staff member.
- N. Total guests and employees utilizing shuttle (calculation)** – sums the number of guest and employee trips on the shuttle.
 - Calculation N = L+M
- O. Total people and employees utilizing shuttle (calculation)** – calculates the number of shuttle trips on FS 314. There is a CAT shuttle that can transport 9 guests/employees and a side-by-side that can transport 5 guests/employees, averaging 7 guests/employees per vehicle.
 - Calculation O = N/7
- P. Number of shuttle trips on FS 314 (monthly)** – sums the total number of personal vehicle trips and shuttle trips.
 - Calculation = K+O
- Q. Average number of vehicles to/from CO 133 to/from base camp (through Marble) on a Saturday (calculation)** – calculates the average number of vehicles traveling through Marble on an average Saturday. The highest percentage of background traffic is experienced on a Saturday. An average Saturday experiences approximately 5% of monthly traffic.
 - Calculation Q = I*0.05
- R. Average number of private vehicles to/from base camp to/from TMR on a Saturday (calculation)** – calculates the average number of personal vehicle trips traveling along FS 314 on a Saturday. The highest percentage of background traffic is experienced on a Saturday. An average Saturday experiences approximately 5% of monthly traffic.
 - Calculation R = K*0.05

- S. Average number of shuttle trips to/from base camp to/from TMR on a Saturday (calculation)** – calculates the average number of shuttle trips traveling along FS 314 on a Saturday. The highest percentage of background traffic is experienced on a Saturday. An average Saturday experiences approximately 5% of monthly traffic.
- Calculation S = $O \times 0.05$

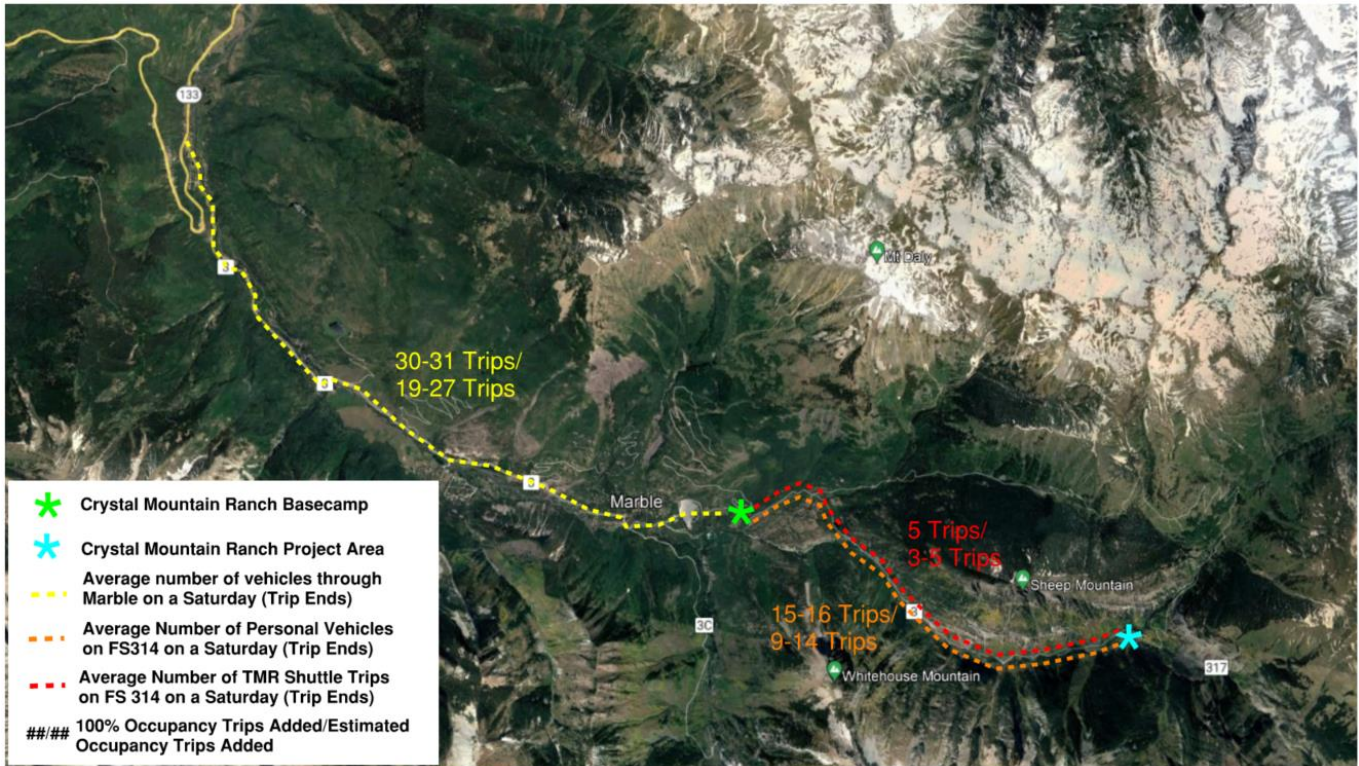
Table 1. Trip Generation - Estimated Occupancy

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
Month	Occupancy	Average length of stay	# of cabins	Days in month	Average # of people per cabin	# of person trips (trip ends)	Average vehicle occupancy (# of people per car)	Number of vehicle trips on CO 133 through Marble (trip ends)	Private vehicle mode share	Number of personal vehicle trips on FS314 (trip ends)	Number of guests utilizing shuttle to/from basecamp	Employee trips (trip ends)	Total guests and employees utilizing shuttle	Number of shuttle trips	Total number of trips on FS 314 (monthly)	Average number of vehicles to/from CO 133 to/from base camp (through Marble) on a Saturday	Average number of private vehicles to/from base camp to/from TMR on a Saturday	Average number of shuttle trips to/from base camp to/from TMR on a Saturday
June	70%	2.5	20	30	2.5	840	2	420	50%	210	420	96	516	74	284	21	11	4
July	88%	2.5	20	31	2.5	1,091	2	546	50%	273	546	99	645	92	365	27	14	5
August	85%	2.5	20	31	2.5	1,054	2	527	50%	264	527	99	626	89	353	26	13	4
September	88%	2.5	20	30	2.5	1,056	2	528	50%	264	528	96	624	89	353	26	13	4
October	60%	2.5	20	31	2.5	744	2	372	50%	186	372	99	471	67	253	19	9	3

Table 2. Trip Generation - 100% Occupancy

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
Month	Occupancy	Average length of stay	# of cabins	Days in month	Average # of people per cabin	# of person trips (trip ends)	Average vehicle occupancy (# of people per car)	Number of vehicle trips on CO 133 through Marble (trip ends)	Private vehicle mode share	Number of personal vehicle trips on FS314 (trip ends)	Number of guests utilizing shuttle to/from basecamp	Employee trips (trip ends)	Total guests and employees utilizing shuttle	Number of shuttle trips	Total number of trips on FS 314	Number of vehicles per Saturday to/from CO 133 to/from base camp (through Marble)	How many private vehicles per Saturday to/from base camp to/from TMR?	Average number of shuttle trips to/from base camp to/from TMR on a Saturday
June	100%	2.5	20	30	2.5	1,200	2	600	50%	300	600	96	696	99	399	30	15	5
July	100%	2.5	20	31	2.5	1,240	2	620	50%	310	620	99	719	103	413	31	16	5
August	100%	2.5	20	31	2.5	1,240	2	620	50%	310	620	99	719	103	413	31	16	5
September	100%	2.5	20	30	2.5	1,200	2	600	50%	300	600	96	696	99	399	30	15	5
October	100%	2.5	20	31	2.5	1,240	2	620	50%	310	620	99	719	103	413	31	16	5

Figure 2. Trip Generation Summary



Data Collection

Two traffic data sets on FS 314 were provided. Both data sets were collected on FS 314 between Marble and Crystal and both are used to assist in determining the impacts to traffic along FS 314.

Traffic Data Set 1

Raw Data

Traffic data on FS 314 between Marble and Crystal reported as 17,180 “hits” between the first week of June and July 23, 2020. The raw “hits” include all modes of transportation including 4WD vehicles, dirt bikes, bicycles, hikers, and ATVs. The data was extrapolated using seasonal adjustments to obtain traffic data for June through October and modal split data was obtained to determine the amount of traffic by mode.

Seasonal Adjustments

The Colorado Department of Transportation (CDOT) has several continuous counter locations throughout the state which count number of vehicles each day of the year. Continuous counters

allow us to understand the percent of traffic occurring each month of the year. **Figure 3** displays the CDOT continuous count locations in the area in Gunnison County and Pitkin County. Data from each count location was averaged together to determine the seasonal adjustment by month. **Table 3** displays the relative percent of traffic by month for the combined Gunnison County and Pitkin County count locations. The seasonal adjustments were used to extrapolate the months of June through October.

Figure 3. CDOT Continuous Count Locations

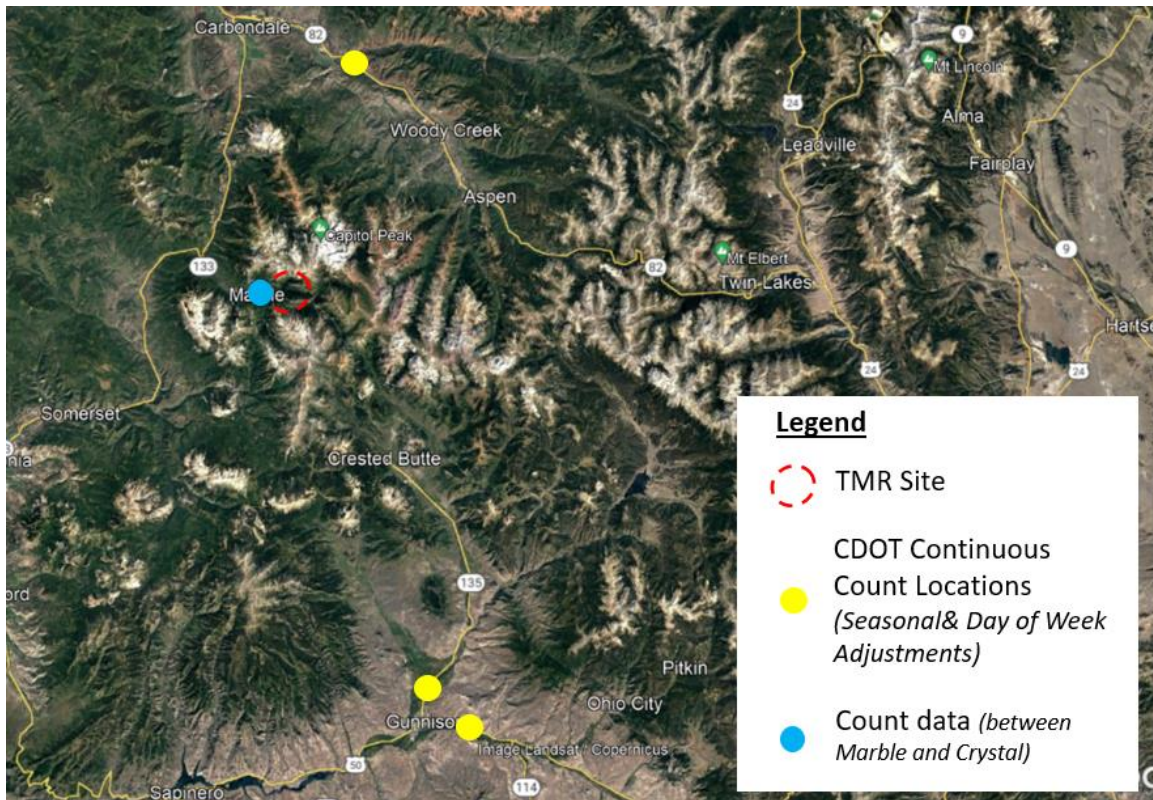


Table 3: Traffic Volume Ratios from CDOT Continuous Counters

Jun	Jul	Aug	Sep	Oct
x	1.2x	1.2x	x	0.8x

Mode Split

Mode split data was obtained for the 2019 and 2021 seasons. **Table 4** displays the results from the mode split data. The raw traffic counts included all “hits” and did not separate by mode. The mode split data helps determine the percent of the “hits” that were “wheeled”.

Table 4: Mode Split Data

Mode	Modal Split
4WD Auto	26%
ATV	32%
Dirt Bike	5%
Hiker	34%
Bicycle	4%

Estimated Data

The seasonal adjustment and mode split data was used to estimate the June through October monthly traffic counts "hits" and for "wheeled" hits. Monthly counts were converted to Saturday daily counts to understand the peak daily background traffic. **Table 5** displays the estimated monthly and daily traffic counts for the June through October study period for data set 1.

Table 5: Data Set 1 - Estimated Traffic Counts by Month

	Jun	Jul	Aug	Sep	Oct
Estimated total "hits" per month	10,525	12,630	12,630	10,525	8,420
Estimated total "hits" per day (Saturday)	526	632	632	526	421
Estimated "wheeled" hits per month ¹	6,998	8,397	8,397	6,998	5,598
Estimated "wheeled" hits per day (Saturday)	350	420	420	350	280
Estimated 4WD Autos per month	2,732	3,279	3,279	2,732	2,186
Estimated 4WD Autos per day (Saturday)	137	164	164	137	109

Notes:

1. Includes all modes with the exception of hikers

Traffic Data Set 2

There were also four traffic counts collected in the summer of 2021. **Figure 4** displays the four locations that counts were collected. Location 4 was utilized for the purposes of our analysis. The count is located on FS 314 between Marble and Crystal and traffic data was collected from July 16, 2021 to October 12, 2021. July and October were partial months of data and were extrapolated out to a full month of data. This data set only includes 4WD vehicles (i.e., it does not include other modes such as hikers, ATVs, or bikers). **Table 6** displays the estimated monthly and daily traffic counts for the July through October study period for data set 2.

Figure 4. 2021 Traffic Count Locations



Table 6: Data Set 2 - Estimated Traffic Counts by Month

	July	August	September	October
Monthly Traffic Volumes ¹	3,956	3,460	4,550	5,017
Daily (Saturday) Traffic Volumes	198	173	228	251

Notes:
 July and October did not have a full month of data available and were extrapolated as an estimate.

Traffic Impact Results

For both data sets, the percent increase to traffic on FS 314 was calculated to understand the impacts the TMR project will have on FS 314. **Table 7** and

Table 8 display the percent of trips added to FS 314 for 100 percent occupancy and partial occupancy for "wheeled" and 4WD vehicles for data set 1, respectively.

Table 9 displays the percent of daily (Saturday) trips added to FS 314 for 100 percent and partial occupancy for data set 2. Since data set 1 was extrapolated due to the CDOT seasonal adjustments on surrounding state highways, the seasonal adjustments may not be directly reflective of the traffic on FS 314. For example, the CDOT seasonal adjustments estimates a much lower traffic volume for the months of September and October, which yields a higher percent of traffic growth than expected for the 4WD vehicle impacts for data set 1.

Table 7: Data Set 1 – Estimated Trips Added – “Wheeled” Trips Summary

Total for “Wheeled” Vehicles Summary	Jun	Jul	Aug	Sep	Oct
TMR Daily (Saturday) Trips Added - Partially Occupied (total Trips)	14	18	18	18	13
% Trips Added (Saturday) - Partially Occupied	4.1%	4.3%	4.2%	5.0%	4.5%
TMR Daily (Saturday) Trips Added - 100% Occupied	20	21	21	20	21
% Trips Added (Saturday) - 100% Occupied	5.7%	4.9%	4.9%	5.7% ¹	7.4% ¹
Notes:					
1. Data Set 1 likely underestimates existing FS 314 traffic levels in September and October, which would overstate growth resulting from TMR in these months.					

Table 8: Data Set 1 – Estimated Traffic Counts by Month – 4WD Vehicle Trips Summary

Total for 4WD Vehicle Summary	Jun	Jul	Aug	Sep	Oct
TMR Daily (Saturday) Trips Added - Partially Occupied (total Trips)	14	18	18	18	13
% Trips Added (Saturday) - Partially Occupied	10.4%	11.1%	10.8%	12.9%	11.6%
TMR Daily (Saturday) Trips Added - 100% Occupied	20	21	21	20	21
% Trips Added (Saturday) - 100% Occupied	14.6%	12.6%	12.6%	14.6% ¹	18.9% ¹
Notes:					
1. Data Set 1 likely underestimates existing FS 314 traffic levels in September and October, which would overstate growth resulting from TMR in these months.					

Table 9: Data Set 2 - Estimated Traffic Counts by Month – 4WD Vehicle Trips Summary

	July	Aug	Sept	Oct
TMR Daily (Saturday) Trips Added - Partially Occupied (total Trips)	18	18	18	13
% Trips Added (Saturday) - Partially Occupied	9.1%	10.4%	7.9%	5.2%
TMR Daily (Saturday) Trips Added - 100% Occupied	21	21	20	21
% Trips Added (Saturday) - 100% Occupied	10.6%	12.1%	8.8%	8.4%

Conclusions

A trip generation analysis was performed to determine the traffic impacts the TMR project would have on FS 314. Trip generation was performed for estimated occupancy and 100 percent occupancy to understand the greatest possible impacts in the months of June through October where background traffic is the highest. When TMR is 100% occupied, it is estimated that 30-31 daily (Saturday) trips will be added through Marble, 5 shuttle daily (Saturday) trips will be added along FS 314, and 15-16 personal vehicle daily (Saturday) trips will be added along FS 314. Daily trips were calculated based on a Saturday because that is the day of the week with the highest background traffic on FS 314.

Overall, the effect of the TMR project is:

- Increasing "wheeled" traffic, including 4WD, ATVs, dirt bikes, and bicycles, on FS 314 by 5-6 percent.
- Increasing 4WD traffic by 8-15 percent.

**Marble Concept Trails Plan
April 29, 2022 Update from RFMBA**

for May 5, 2022 Town of Marble Trustees Meeting

Please see below for Role Descriptions for involved entities including RFMBA and STI.

1. Late 2021 / Early 2022: RFMBA worked with interested locals and STI to develop a "*Draft Marble Concept Trails Plan*". RFMBA worked with STI to evolve the proposal map and develop a report that considers opportunities, constraints, trail types, and more.
2. Feb. 7, 2022: "*Draft Marble Concept Trails Plan*" was presented by RFMBA to Town of Marble Parks Committee. Substantive feedback was provided that led to significant revisions to the Millsite Park area, Thompson/Children's Park area, and introduced the 'Public Alley Trails' trail type to potentially increase the safety and quality of trail experience available, compared to the initial focus of the 'Singletrack Sidewalk' trail type adjacent to the town's roadways. Draft plan was shared with CPW for future input.
3. March 3, 2022: "*Marble Concept Trails Plan*" was presented by RFMBA to both the Marble Charter School's board of directors, and to the Town's Board of Trustees during their monthly meetings. MCS board members voiced interest in the proposal given the focus on youth cycling with the proposed trails. Town Trustees each shared feedback on the overall proposal, as well as some specific recommendations and concerns. RFMBA requested Town Trustee support to enter a public feedback phase, and to develop the proposal further into an evolved version that would be subject to further review and public feedback before any approvals.

A majority of Trustees voiced support for developing the proposal further.

Recommendations discussed included a request that the proposal allow for phased or partial approval so that viable trail segments or areas may proceed towards approval sooner than others. Town Administrator Ron Leach offered to work with RFMBA to ensure that the upcoming process aligns with Town of Marble's planning and zoning, and other requirements. Concept plan was shared with CPW for future input.

4. March/April, 2022: A schedule for the planning process was proposed with Town's staff that included public feedback sessions and multiple rounds of review. Town published the *Marble Bike/Pedestrian Trail Survey* requesting feedback on proposed in-town trails/routes, and potential trails beyond the town's boundary. Since the March 3rd Trustee Meeting, this trail planning process has raised questions and concerns from many community members, increasing the need to accelerate public feedback and revisions to the concepts shared in prior months.

RFMBA & planning consultant Singletrack Trails Inc. recently performed on-the-ground assessment for the trail concepts that were added over recent months. All 'public alley trail' concepts, along with a majority of 'singletrack sidewalks' have been determined to be not viable, or not valuable. Concept Proposal maps are now revised to indicate a limited scope of concept trails, for presentation at May 5th Trustee Meeting. The focus

Marble Concept Trails Plan
April 29, 2022 Update from RFMBA

indicated on the attached two maps remains on developing safe youth cycling opportunities for locals. The proposed routes are limited to:

- a. Millsite Park bike skills trail (0.8 miles currently, a shorter trail is also possible)
 - b. Marble Charter School to Millsite Park connector trail (0.1 miles)
 - c. Designated Route from Marble Charter School to Thompson/Children's Park, utilizing State Street's existing dirt roads, existing doubletrack, new way finding signage, 250' of potential soft surface singletrack sidewalk adjacent to one block of paved road, and a paved road crossing.
5. Results of the *Marble Bike/Pedestrian Trail Survey* (due ~May 2nd) should strongly influence any continued proposal for the above described trails and route designations. RFMBA values this public survey and anticipates future public feedback during meetings and surveys to determine what trails may be appropriate or valued by a majority of those living, and owning property, in the Town of Marble.
 6. The formation of the Marble Bike Association - MBA is a positive indication that trails, and time spent outdoors, are valued for contributing to the health and wellbeing of local community members. We value that MBA seeks to increase local feedback on any proposal, and will seek local consensus over time, as long as it may take.
 7. RFMBA is pleased to defer to the judgement of MBA's locally focused and experienced members when it comes to local trails. RFMBA aims to be of service to the Marble Bike Association's, and the Town of Marble's, goals and decisions as it relates to any version of a proposal for improved local trail access moving forward.
 8. RFMBA will only engage with continued public feedback to evolve this proposal upon direction from Town of Marble Trustees. Further, during any continued public feedback, we will transition to assisting upon request, not leading, MBA members on their efforts to secure approvals for any local trails proposal.

Roles

Town of Marble

Public land manager, responsible for reviewing the trails proposal from concept through any final phases, for potential approval. The Town would be the owner of any trails constructed on park lands or public rights-of-way. The Town would be responsible for long term maintenance of trails it owns, but will rely on RFMBA, local volunteers, and others for annual maintenance needs. The Town is the applicant for the proposed trails given its land ownership.

Marble Bike Association - MBA

Recently formed organization comprised of Marble locals who believe in planning By Our Community, For Our Community. MBA members enjoy biking around town, but also aim to be inclusive of joggers, dog walkers, and others who enjoy similar experiences.

Marble Concept Trails Plan
April 29, 2022 Update from RFMBA

Roaring Fork Mountain Bike Association - RFMBA

Non-profit organization that advocates for creating and sustaining high quality mountain bike trails and experiences, as well as shared-use trails for hikers, runners, dog walkers, and others. RFMBA's capacity includes trail design, fundraising for trail construction projects, construction of trails with volunteers and staff, and maintenance of trails through group volunteer events, independent trail stewardship training (Trail Agent Program), and paid staff (Seasonal Trail Crew Program).

RFMBA initiated the proposal for the Marble Trails Plan, focused on developing a plan that will be seen as valued and successful by residents and private landowners in Marble. As noted above, RFMBA is pleased to defer to, and support as requested, the recently formed Marble Bike Association's locally focused trail efforts. RFMBA funding relationships allow for the current planning process and potential future trails to be constructed without dedicated funding from the Town of Marble or other sources. RFMBA intends for a thorough review and approvals process (in respect to the Town of Marble's requirements) and will provide oversight on the quality of the implementation of any approved trails.

Singletrack Trails, Inc. (STI)

Soft surface trail experts, headquartered in Grand Junction, CO, with extensive trail projects around the country. Contracted by RFMBA to provide trail planning services, cost estimations, and if trails are approved, construction of new trails. STI will also provide graphic design, fabrication, and installation for any approved signage related to new trails or designated routes. STI will apply for a permit to build trails within the Town of Marble. RFMBA will pay invoices for STI's services on this project.

Contacts:

Mike Pritchard, RFMBA Executive Director, mike.pritchard@rfmba.org
Annie McFarland, STI Planning Director, annie.mcfarland@singletracktrails.com

TOWN OF MARBLE COLORADO

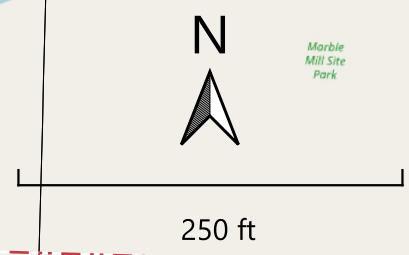
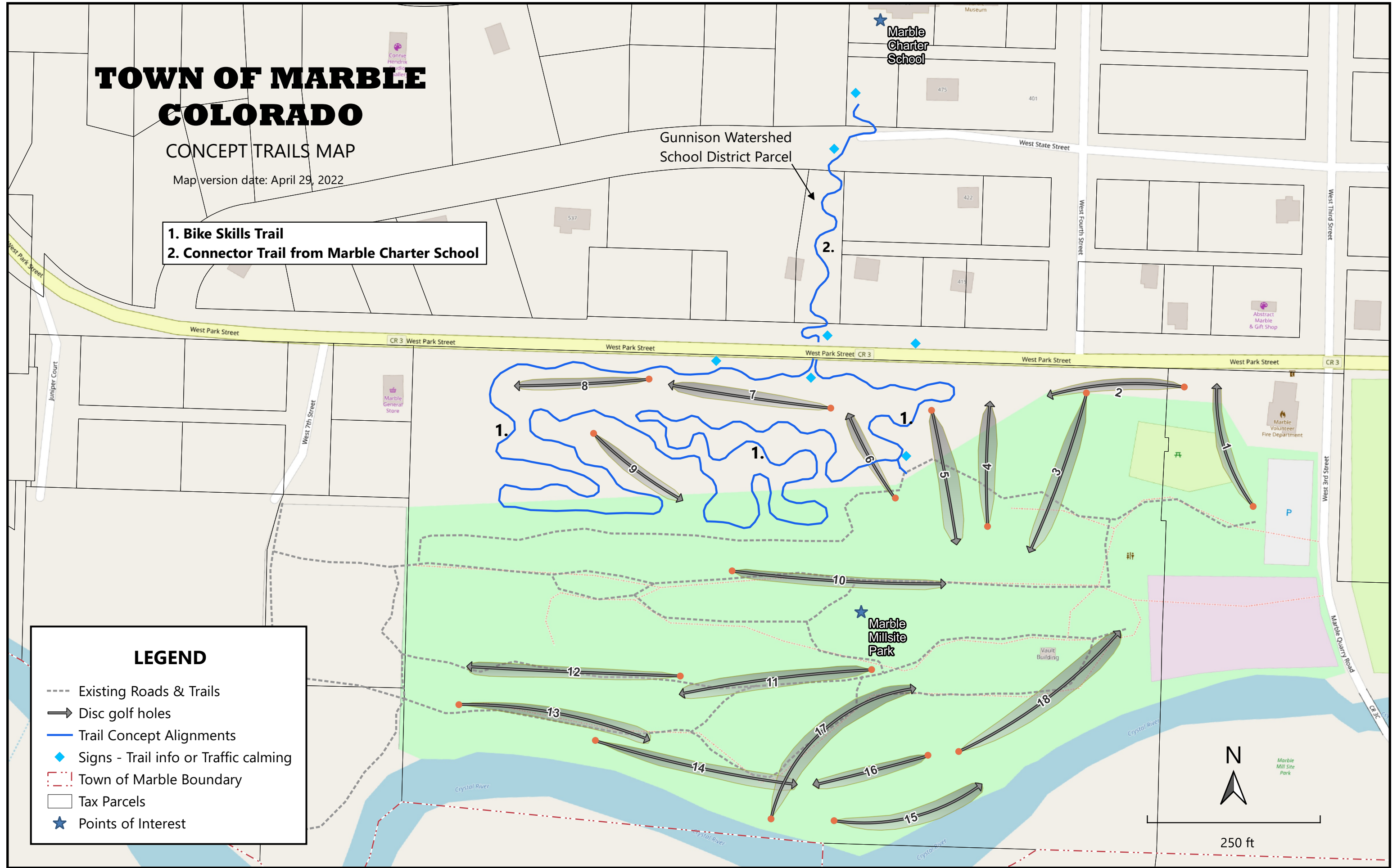
CONCEPT TRAILS MAP

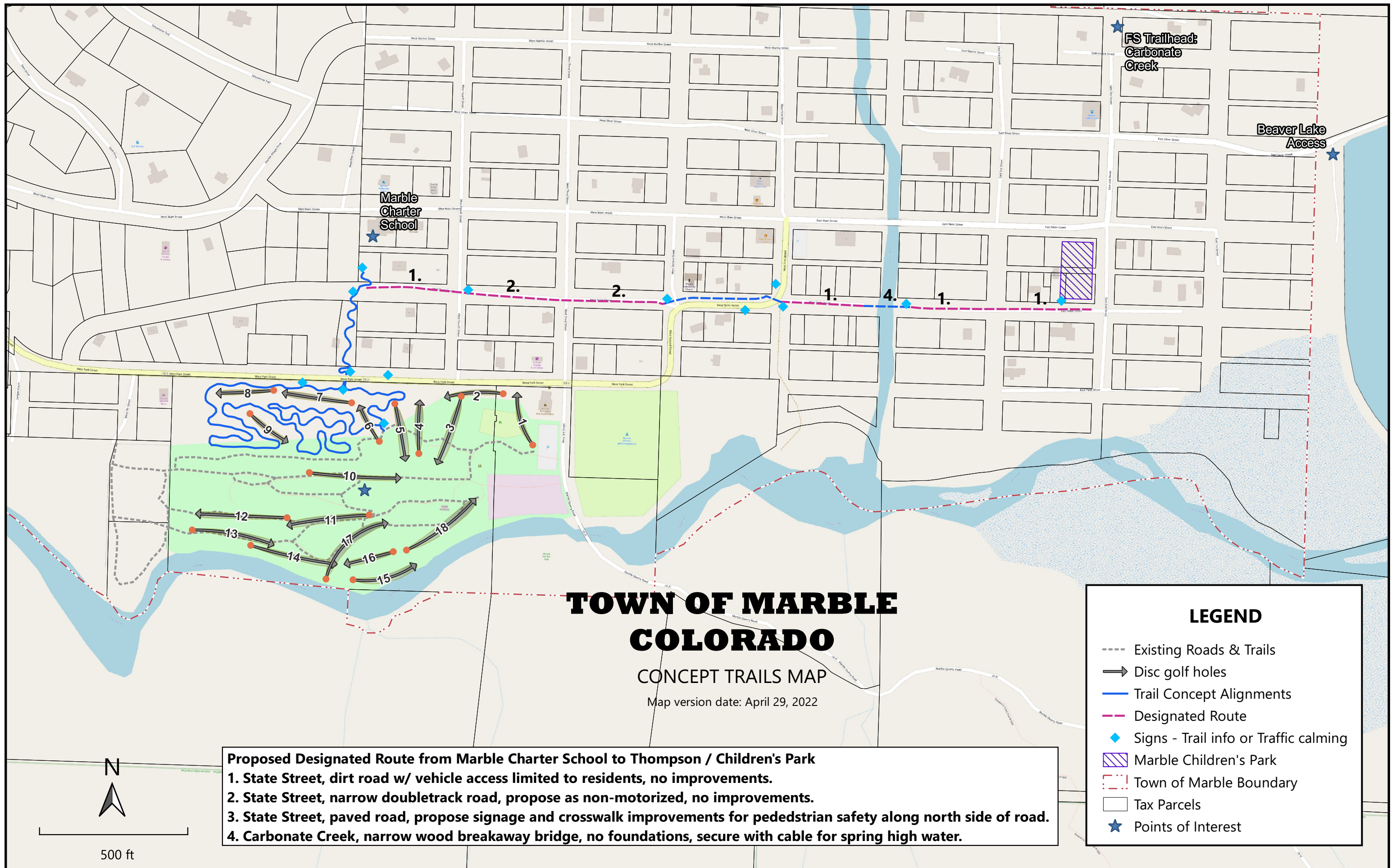
Map version date: April 29, 2022

- 1. Bike Skills Trail
- 2. Connector Trail from Marble Charter School

LEGEND

- Existing Roads & Trails
- Disc golf holes
- Trail Concept Alignments
- Signs - Trail info or Traffic calming
- Town of Marble Boundary
- Tax Parcels
- Points of Interest





TOWN OF MARBLE COLORADO

CONCEPT TRAILS MAP

Map version date: April 29, 2022

Proposed Designated Route from Marble Charter School to Thompson / Children's Park

- 1. State Street, dirt road w/ vehicle access limited to residents, no improvements.**
- 2. State Street, narrow doubletrack road, propose as non-motorized, no improvements.**
- 3. State Street, paved road, propose signage and crosswalk improvements for pededstrian safety along north side of road.**
- 4. Carbonate Creek, narrow wood breakaway bridge, no foundations, secure with cable for spring high water.**

LEGEND

- Existing Roads & Trails
- ➔ Disc golf holes
- Trail Concept Alignments
- Designated Route
- ◆ Signs - Trail info or Traffic calming
- ▨ Marble Children's Park
- - - Town of Marble Boundary
- Tax Parcels
- ★ Points of Interest



500 ft

Marble Bike/Pedestrian Trail Survey Summary

Where do you live?

91 responses



91 total responses. I eliminate responses by non-owners outside of the Upper Crystal (there were 5).

Town of Marble = 53 responses

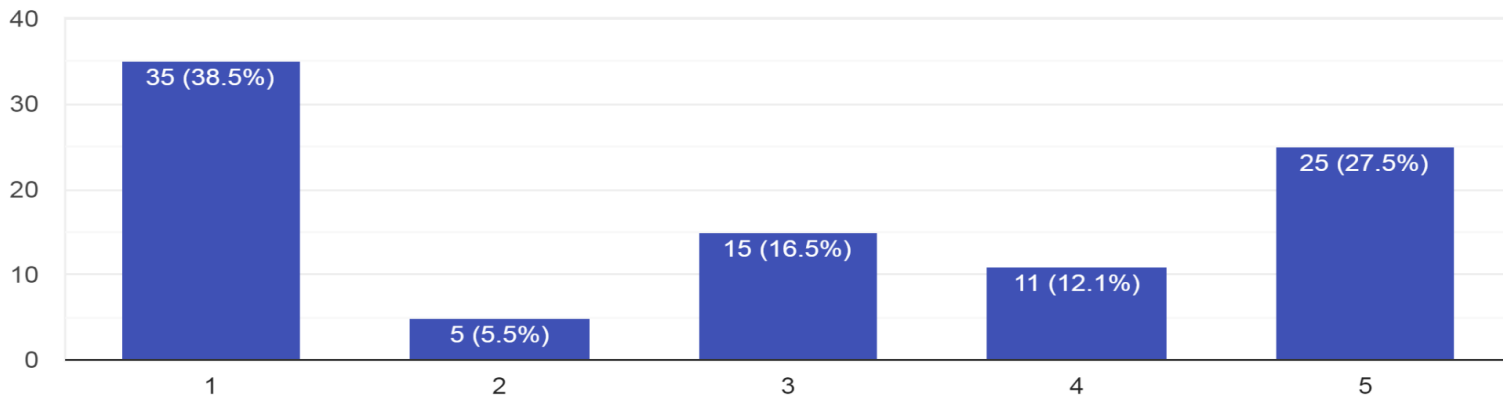
Upper Crystal (CntyRd 3) = 24 responses

Other (second homeowner, seasonal business owner, a person who works daily within Marble but lives down valley)= 14

Individual Trail Responses

Skills Trail in Park: This trail provide an opportunity for kids to build bike handling skills and confidence. These trails will include beginner featu...d areas,retaining the beauty of the existing trees.

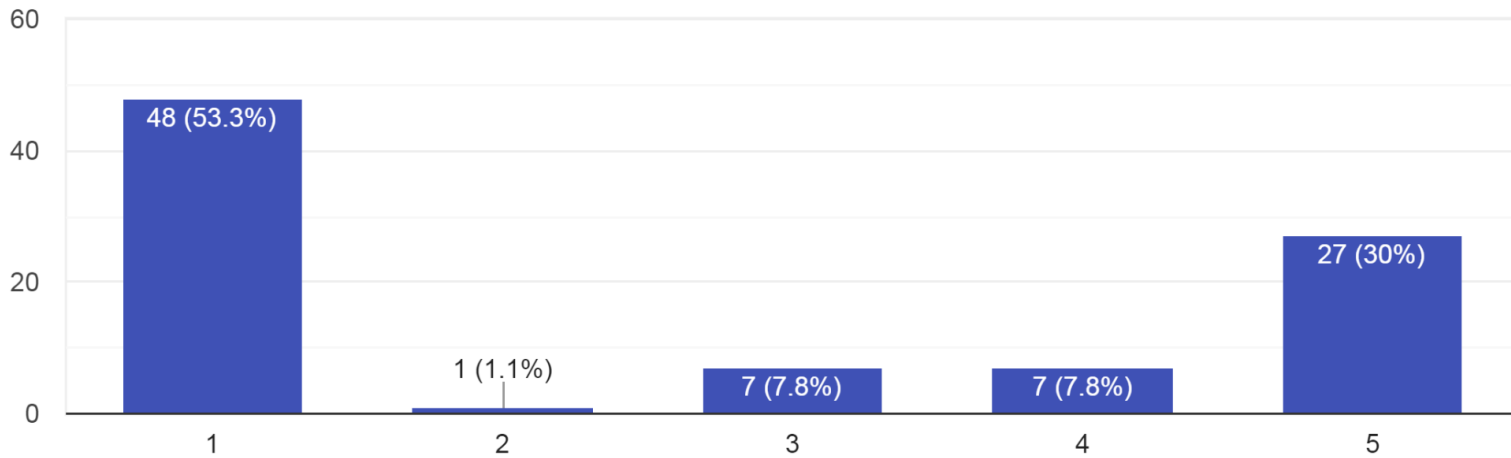
91 responses



Marble Bike/Pedestrian Trail Survey Summary

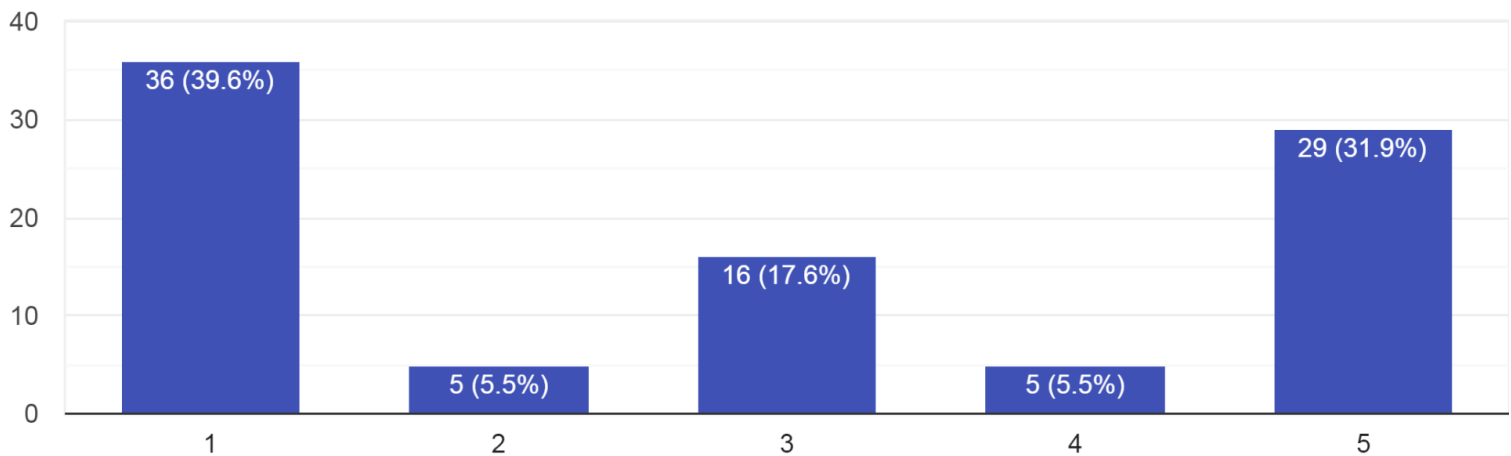
Main Connecting Trail: This trail would run East to West through town, starting at the Millsite Park, and ending at Beaver Lake. It would allow people to...to established roads, but try to avoid main roads.

90 responses



Trails on the Roadsides: This trail would run alongside current high traffic roads by creating a more established (but not paved) path beside the road a... walk or bike through town in a more safe manner.

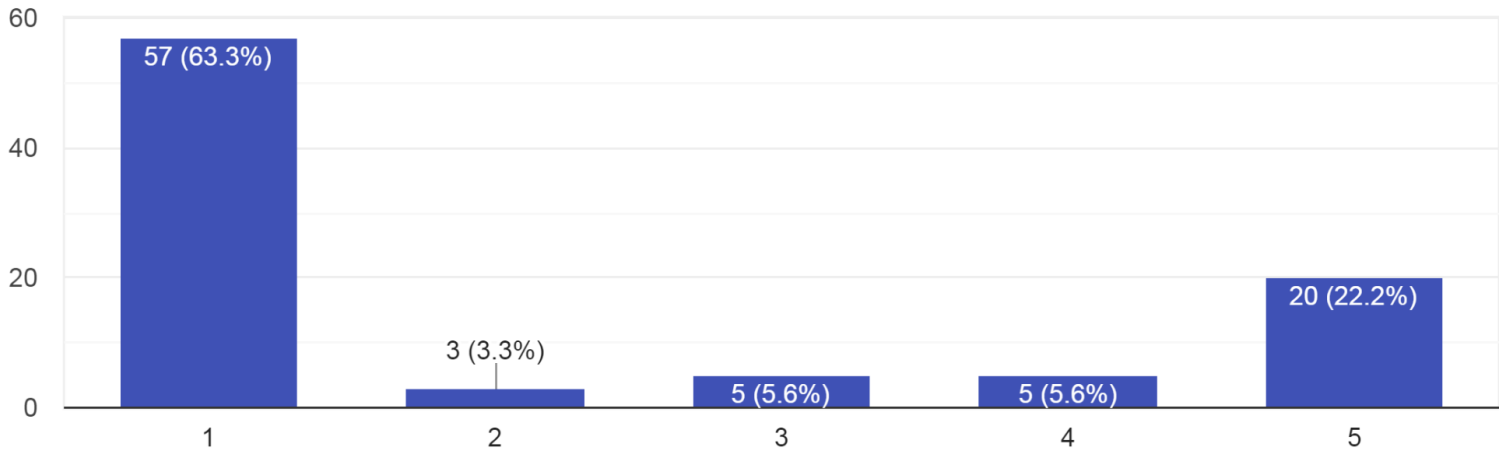
91 responses



Marble Bike/Pedestrian Trail Survey Summary

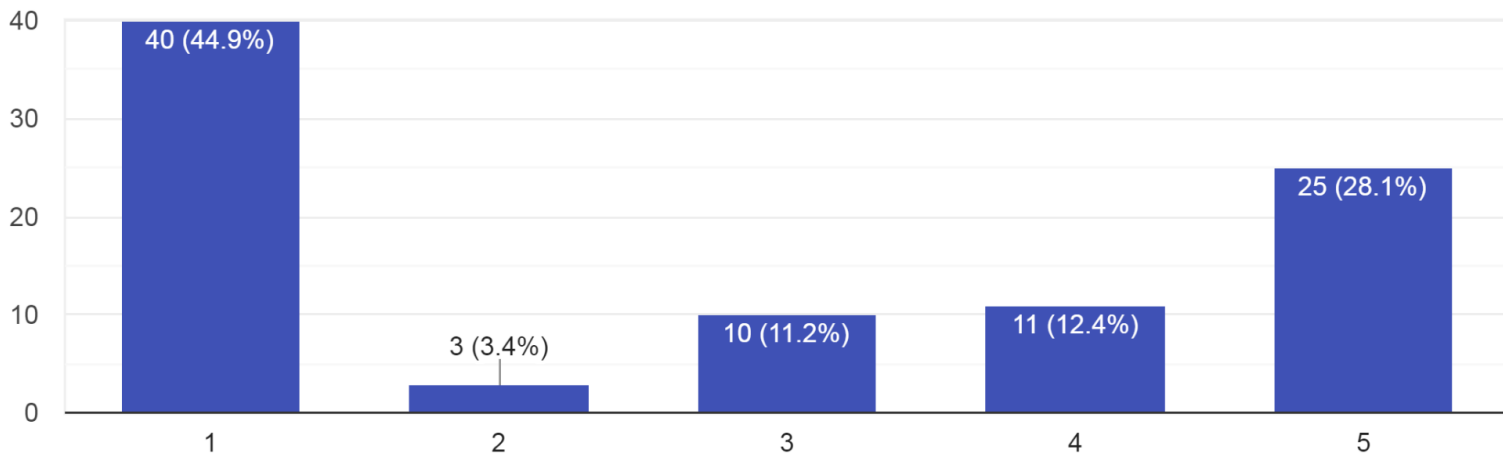
Public Alley Trails: This trail(s) would run through current unused town alleys and roads allowing for a system of getting through town away from traffic...uld be made to minimize trails through yards, etc.

90 responses



Serpentine to Town: This trail would be on the already established back route from Serpentine to the Charter School, alternatively (or in addition) ...ng forward would this be a concept worth pursuing?

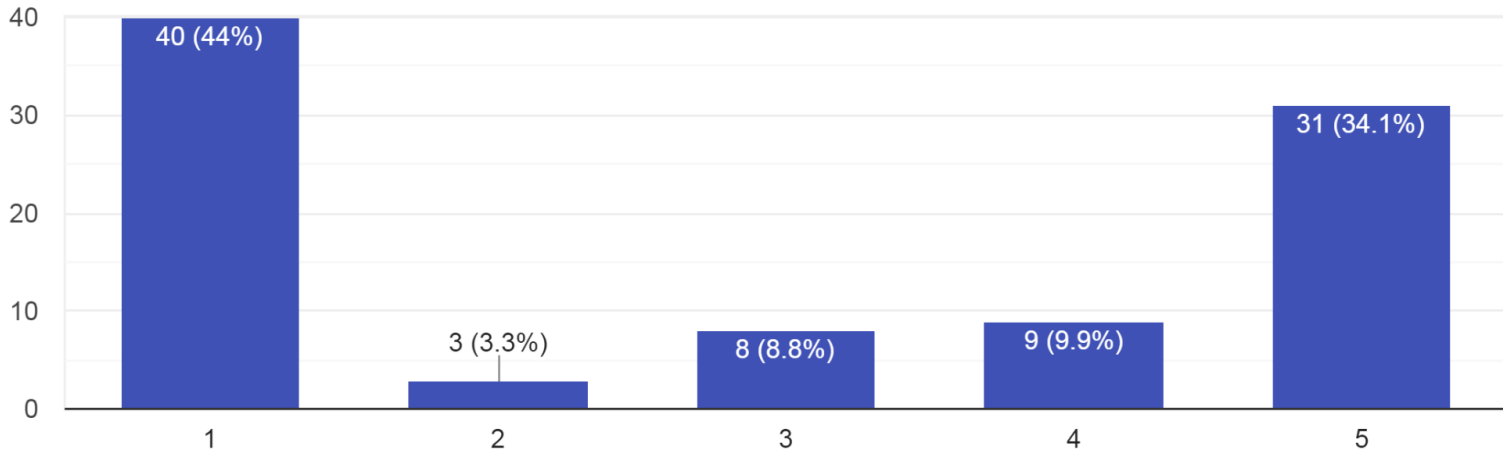
89 responses



Marble Bike/Pedestrian Trail Survey Summary

Trail up Daniel's Hill: This trail would run up Daniel's Hill and provide a way to separate hikers and vehicles. Future Trail Potential: Although a l...nd our control, we could only encourage the idea.****

91 responses



Weighted Scores: 1= -1, 2= -.5, 3= 0, 4= .5, 5=1

I assigned each score a weighted score as shown above and tallied the totals:

- Skills Trail: -7
- Main Connecting Trail: -14
- Roadside Trail: -13
- Alley Trail: -36
- Serpentine Trail: -11
- Daniel's Hill Trail: - 6

Marble Bike/Pedestrian Trail Survey Summary

Seems like a waist of money as people can easily ride their bikes on the streets already and this brings unwanted attention and attraction to a place where everyone goes to be left alone in the wilderness.

NO TRAILS PERIOD AROUND/IN MARBLE AREA!!!

Bad idea completely! No trails in Marble wanted

I think this is an incredible opportunity for the kids in the town of Marble. It will provide a safe way to maneuver through town for adults, children and pets alike.

Keep it rustic, keep it off private and or the defunct alleyways in town and don't complicate our rural lifestyles by pushing the non existent need for a mountain bike trail system

This is proposed plan unnecessary!!

I moved to Marble for the peace and quiet which is disappearing quickly. Making Marble into a bike park is a bad idea for all. The streets are adequate for bike traffic as is. If this goes through the next big push will to be to connect Marble to the Crystal River Valley bike path, that nobody wants, and overrun Marble with bike traffic. Tell the Roaring Fork Mountain Bike Association to take a hike, like most of the locals do.

This proposal will creat even more tourism traffic. As a business owner not an issue. As a resident it creates more problems than it solves. Overall I'm against it.

I think Mountain biking and Marble are a great mix

We fully support these trails for the children in town to be able to use. We hope this happens!

This is a donated benefit that we need to take advantage of. Speaking as an avid mountain-biker, this will NOT attract anyone from the outside looking for a place to ride. The new trails built in Coal Basin barely get much traffic and those are awesome 'real' mountain bike trails, but there is just not enough of them for bikers to drive to make the visit unless you are already local. Examples of trail systems that do draw visitors include Prince Creek in Carbondale, the Snowmass trail system and park, then down toward Grand Junction and Fruita. Those mountain bikers that you see in our town either are local, are already here for some other reason, or they want to see the Crystal Mill. Lastly, it would be very nice not to have to swerve around pedestrians and walking down our streets, and to get our local kids off the streets(mainly RT 3) as they navigate and play around the town in the summer.

I hope creativity can solve these issues.

Marble needs structure and foundation like 22 years ago.

Send your kids to Snowmass for bike stuff or take them to Coal Basin or let them ride through town Like I did. Boulder kids learn to ride with traffic so ours can too.

Walking through town is amazing as is, we don't need to give tourists any more leisure. We don't need to have any of this. We can improve on what we have and make it more magical by adding art through the Millsite, signs to explain the ruins and history. No bikes need to be down there it is dangerous for people walking to run into bikers... Trust me I have almost been obliterated by out of town mountain bikers... GO TO SNOWMASS. Add more signs to explain and share what people are seeing because that is the biggest issue. People don't have direction. So if we add all these things to town how are we going to encourage people to see the ruins and experience nature in Marble? If we add all this traffic, the wildlife will be effected and trash will become a major issue, already is in the mill site and around town.

I am hoping this takes some years to finalize because all of this needs consideration.

We have access to some of the best high country back roads in CO and why can't they just bike up there, they do anyway. I have yet to see a ton of bikes in town... I am unsure as to why this is being proposed because we don't attract bikers on a regular basis we have some locals who bike but they are quite happy with how it is. By the time most of this is finished the kids whos parents who want this, their kids will be driving and want nothing to do with riding on flat ground. I was once a marble kid who didn't want to be in Marble when I turned a certain age and then I started driving the bike went bye bye. Granted My son will enjoy the extra work he will have building all of this stuff when he turns 13.

Marble Bike/Pedestrian Trail Survey Summary

The alleyways would not impact me personally, however i do not see the point of them if there are direct pedestrian/bike routes from end to end of town. I think it would greatly impact the people who's properties are along those alleys in a negative way. I also am concerned about the reality and safety of the breakaway bridges seeing as there is no guard rail. I don't think there needs to be 5! I think potentially one well constructed non motorized bridge would be great. The totality of the project looks like a theme park not designed for the people who choose to live here year round but are expected to maintain it. I'm also concerned about the amount of tourist traffic it will create and where these people will be parking??

Bikes can go on back paths just as they are. We already have a parking problem, why encourage more people to come and then make them feel unwelcome with parking restrictions. Just a path or sidewalk along the roads that currently exist would allow locals to push baby carriages, walk dogs, have bikes off the road, without being a draw for visitors. Mountain bikes are for mountains and unfinished dirt trails. They don't want to be in peoples back yards where their kids and dogs play. And the mill park is a resource of great beauty, please do not encourage overuse. The kids like to ride bikes and make jump offs just like it is. They want to make their own fun not have adults ruin the natural setting and privacy. With trails all through town our beautiful trees would come down. It is a horrible idea. A sidewalk or path along route 3 would be sufficient. The old roadbeds have moved and you would have many property owners whose land is next to the back paths arguing over boundaries. And there are many beautiful old trees along those lanes, they are wildlife corridors. Please don't develop those lanes.

I would like to see short trail in Marble for people to use alongside the road not a trail through the alleys so we preserve the wildlife, habit and beauty of town. A short trail will not encourage tourists to come visit us just for these trails.

One trail through town for safety, makes sense as do trails in the mill site park where there is already public access A web of trails through town that has been proposed would be detrimental to the town, our wildlife and nature that is already being encroached on, we already see an overwhelming amount of litter that the town does not seem to have the means or infrastructure to keep under control especially at Beaver Lake and along the banks of the Crystal - not to mention this would be devastating to our residents way of life, privacy and property values. Furthermore, before approving any trails through alley ways or side streets I would like to see research shown that this is safer, as I believe it will actually be more dangerous to our children crossing from alleys across the busy main streets. I would like the town to be shown precedence where this has been done successfully in other locations similar to ours before proceeding.

I am VERY strongly opposed from going through alley ways. These alley ways have never been used and would be cutting through peoples yards. There is absolutely no reason for this and to have 4 trails within 2 blocks of each other. KEEP these trails OUT of the middle of town and through peoples property. I would not be able to let my kids play in our backyard without having to worry about strange people that could possibly take them or the snooping around they would do around our house. This would cut right beside our bedroom window. DO NOT let this pass!!

I strongly disagree with using the alley ways and going through town. Keep it at the park

I walk a lot on the road in Marble and sometimes it is difficult in the summer with all the traffic. Trails for walkers would be wonderful addition to marble. I also snowshoe in the winter on the groomed trails in the millsite park. Anything that keeps people outside and active is a plus for everyone.

It would be very helpful to have a safer option to walk or bike across town. I live and work in Marble and alternate routes would allow myself an opportunity to get more exercise year round and not experience conflicts with automobiles and other motorized traffic.

The environmental impact of trail building should be a huge consideration for us; trails that correspond with other existing roads, routes & places should be encouraged.. trails that require minimal environmental damage/additional impact for Wildlife.

We need to limit ALL vehicular traffic on Daniel's hill/Lead King Loop; creating an additional trail for hikers would be unnecessary damage/impact to the environment. Let's use the road/trail we have and work towards reducing vehicles.

Marble Bike/Pedestrian Trail Survey Summary

Hello! I have been unable to attend any of the City Council meetings on this topic, but as the father of four kids, I am in favor of this initiative. Currently, there are hardly any areas for kids to ride bikes, safely, in town. Our property @ 610 W. Main would directly border the "alley trail" as proposed. While it's not ideal, we understand that it has to go through someone's property, so it would be hypocritical for us to raise a stink about this, if our kids are going to be using the trail system. Looking forward to the project!

No trails in alleys. More public meetings, No construction 2022-2023. Construction time line should be up to Marble residents not RFMBA or Waltons. Mayor should not have input, conflict of interest.(Slow Groove BBQ)

Let's create a safe alternative route for non-motorized traffic in Marble.

I STRONGLY disagree with putting bike paths through the middle of Marble and through the middles of peoples property. The proposed bike paths would cut my property in half. One bike path would be within feet of my bedroom window and another bike path would be on the other side of my house. I do not see a need to have 5 bike paths within 2.5 city blocks. Me and my family love riding bikes. But out the bike paths somewhere that isn't going through peoples property.

Bike paths should not cut through peoples property. These alley ways haven't been used in 60 plus years. Put bike paths along a river or in the mountains where someone would actually want to ride bikes. When I ride my bike I wouldn't want to be riding within feet of peoples houses. This would destroy the town and residents so tourists could enjoy themselves.

An invitation to allow more people in the town, and trails running right besides peoples homes. No, just NO!

My concerns include:

* The proposed plan has no public input and does not meet the needs of the children's safety, nor the needs of the residents and homeowners in the Town of Marble.

* The proposed use of alleyways ignores the fact that people's backyards are their last and only refuge of privacy of their homes in Marble. The influx of tourists has already invaded our living situation in Marble dramatically, increasing noise, dogs running loose, dust, disrespect for personal properties (just last year, I found human feces on my property, with toilet paper, used female tampons, with a facial mask used to cleanse themselves, and my property is posted No Trespassing), children that do not have an awareness of respect for others private property and enter it without permission, lack of privacy in our yards, depositing of trash on private property,... the list goes on. So, it is an impossible request to ask residents to give up their only hope for peace, solitude and positive outdoor living experience, by asking them to forfeit their backyards to put public trails, after we have sacrificed so much already to commercial tourism in our community.

* Alleyways are traditionally for residents to access the backs of their properties and they are still utilized for that today, regardless of whether or not they are gravelled. Some people have their homes facing the alleys, others have received variances to utilize the alleys to put in utilities and the church was granted use to build the breezeway to connect their buildings.

* Maintenance will be a yearly task. On the main roads, snow plowing is extremely aggressive, because it has to be. Do you believe there will be much left of a bike path after a winter of snow plowing in Marble.

* I have a hard time believing these created paths will be created and utilized by mainly locals. It won't take 5 minutes after a plan such as proposed to be passed, before someone requests a business permit to rent bikes and hand out maps for the path and advertise it to the world. The same goes for winter activities and wintertime is the ONLY season the permanent residents can enjoy the peace and serenity of living in Marble, without tourist invading our home life. Do we need to make ALL of Marble into a tourist attraction? Do not the rights of homeowners and residents mean ANYTHING, anymore. Is commercializing Marble ALL that matters?

*Wildlife needs to be considered for Marble is their home first and foremost. Deer birth their babies in these secluded areas, where the paths are proposed, Mountain lions sun themselves in these areas. Moose travel these alleyways. The wildlife use these areas to get away from the influx of tourists, to bed down, raise their children and to access the river for food and water. They deserve to be considered in any bike path design. We have a responsibility to maintain a healthy habitat for them, as well.

* In regard to a path from the school up to Serpentine Trail, there are many challenges. First, do we really want to direct children toward an area that would be enticing for them to explore, such as the private property bordering Slate Creek to the

Marble Bike/Pedestrian Trail Survey Summary

East, that has acres of sheds, marble blocks tools and vehicles on it? Second, West Main is bordered by ancient trees, many of which would have to be destroyed to widen the road for a bike path. As well this road has several deep, aleuvial fan ditches that would need to be filled. West Main, in places is not in the platted roadway, so surveying and placing the road in it's proper place would need to be done, before building a bike path. These are just a few challenges on this road.

* I am not against a bike and walking path for children and adults. My thought is to utilize the park, take a path from the school to the park and avoid all these other challenges and liabilities. The park can be made safe, by mitigating the dangerous Millsite ruins, and protecting the historical value. The park is designated for the use by the community and has over 25 acres to be developed to fulfill all recreational needs of our greater communities. I believe efforts should be directed and monies would be better spent, with less maintenance, toward developing awesome recreational activites in our park. We could have the best place to recreate, walk, bike and have family and community gatherings, if we realized the full potential of our town park.

I really think we need to consider how we're going to handle our current less than ideal. parking situation and lack of regulation control before we look at adding more tourist draws. This little town can't handle what we have now.

I am 100% opposed to this bike path. This will negatively impact my property value and rob me of privacy. I have personally sought legal council and will continue to do so.

There's already a trail from Serpentine to Beaver Lake with a bridge, it's called Main Street. I'm 100% opposed to any new bike paths or trails as there is a road around every block. There are many designated trails currently surrounding Marble to hike and get away from traffic.

Concerns: Parking, unwanted ATV/dirt bike/e-bike use of trails, dogs, noise, safety of cyclists crossing roads in unexpected places, further deterioration of how marble is different, what this will do to local friendships and relationships, litter/human waste, more RFV tourism, maintenance/liability, increase in fences by unhappy property owners. I could see compromising for one trail along paved road but I ride my bike around town with no problem.

I am mostly concerned that some people will use these trails for ATV or motorbikes. How do you stop those people from getting on the trails? We have no enforcement.

I'm not in favor of trails that encroach on yards and residential space.

Just because someone wants to throw money at a project, doesn't mean it's a good idea. Can see a lot of daily wildlife disruption with this project as it is built and as it will draw in more tourism, (something we barely just got a handle on and probably aren't ready to adjust for again). If a bike park is something that the rest of the town wants, we should place it closer to the school or maybe down by the airstrip. The Mill Site Park has been domesticated enough.

I feel we don't need this in our town. Who is going to pay to maintain? What about all the extra trash on the trails? What about the issues we already have with tourist? This will only bring in more people. People hear mountain biking trails in marble and they will flock to the area. I mean look at it now in summers. We live here in this quiet town for a reason. Let's keep it like that. Your going to have a whole town of pissed off people if this is approved.

Thank you for taking the time to put this together! All of the trails above sound great!

A coordinated system of pedestrian/bicycle trails is vital to the health and safety of the residents of the town of marble

I fully support any bike/walking trails in and around the Town of Marble. I feel strongly that this will enhance the quality of life for those of us that live here. It is a great opportunity to connect our community!

Leave us alone. Why would we bring more people into town where we already don't have parking, housing, and struggle with tourists.

Longtime locals don't need or want any of this. We already have too many tourists for this small town.

I'm happy to see human powered activities as a focus but believe this will make motorists drive faster and bring more tourism when we already don't have parking.

Marble Bike/Pedestrian Trail Survey Summary

First, I understand change is inevitable, however, not all change is good. The fact a bike trail would be running through my backyard where during the summer we spend most of our time to avoid the summer traffic at the front of our house is incredibly disheartening. Finding a home in the mountains to get away from the over crowding of what Colorado has become was a dream for us. Preserving some of the natural beauty of this state should be something we start to really get back to. Not just for our own sanity, but for the wildlife and the earth itself. The more we overbuild the more we lose of what Colorado use to be. There should be no shame in keeping some things sacred.

If there's an issue with getting around town on foot or bike because vehicles are driving too fast the vehicles driving too fast should be addressed. We shouldn't be giving the vehicles more incentive to drive fast by moving the foot and bike traffic into nature disturbing the wildlife and habitat.

Improvements to trails and roads increase traffic. This is a fact. Our biggest challenge in Marble seems to be how we can handle the already excessive traffic in our area. Why would we spend time and allocate effort into generating more traffic when we cannot even sort out current over crowding issues? Stop! Unless it is an issue of safety, leave this alone.

One path through town on a platted roads (not alleys), and a trail up Daniels Hill would seem sufficient to address safety issues related to pedestrians on roads with heavy vehicluar traffic. I would support this and hope the improvements would be as low impact and as natural in appearance as possible (i.e no metal signs, no pavement...). There is no need to create a larger bike trail system through our alleys. Alleys are not meant to be public thoroughfares. They are for access to adjacent properties and utility easements. Who is in favor of attracting more people to town and inviting them to travel right by our home windows? Obviously someone who does not live in town came up with this idea! A Serpentine to town trail is admittedly established. We do not need to improve it and invite more users to it. Instead spend the time sorting out our over crowding issues!

There are a good number of people in this town who appreciate Marble's natural setting, and would much rather see a rough natural path through the Mill Site Park (or anywhere!) than a manicured, widened walkway/bike path. Why do we find the need to "improve" nature? What is so wrong with taking a minimalist approach? We should walk our talk when we say, "leave no trace." A skills park sounds like a fun idea on the surface, but in the Historic Mill Site Park? Really? I am super opposed to this. Let Carbondale do this, and let Marble celebrate its raw nature. If someone wants to hone their biking skills on a path of slain trees that are treated with poison as opposed to single track, tree rooted path, then let them find this elsewhere. The existing path is great! It says so much about Marble. It is in the center of our community, but when on it, you feel miles away from anywhere, immersed in nature. Many of us moved to Marble because of this feeling, We didn't move here to change it.

Marble is at a critical juncture; we can either try to save and celebrate our raw, relatively untouched natural setting, or we can become like most every other town and add all sorts of diversions that steal the focus from our natural setting. Once in place, there is no turning back, so really think about what you change. We live in such a rare and beautiful place. Keeping Marble as natural as possible feels like a responsibility. When making any such decision, I would like to see us ask: does this proposal protect the wild nature of Marble; and does it show a commitment to the environment and sustainability? If not, forget it!

NO bike paths are necessary.

No new construction is necessary.

People, including kids, can walk or ride down current side roads if they choose.

Why is this proposal, which is vague and incomplete, even being considered?

Who is this really for?

Why isn't this survey on the Town of Marble website? If someone is not on social media how would they know to fill it out?

Why is the survey skewed to being in favor of the proposal versus a survey that asks what the community actually wants?

Will the survey results (including comments) be made available to the public?

Why is there a rush?

Who does the Marble Town Council represent?

Marble Bike/Pedestrian Trail Survey Summary

I simply don't see the need for this trail, and especially one that goes through alleyways behind or in front of or actually on private property—that would be invasive to the privacy of residents. And I believe these trails would be used more for visitors, not kids, and the resulting invasion of even more people in our town. We still haven't solved the issues of ATVs, why on earth are we starting another tourist attraction??? Marble is a town of around 100 citizens, we simply do not need separate bike/hike trails through town. If traffic and speeding are the issues, why not deal with those??? And this project was begun by folks who do not even live in Marble...who are they to decide what the town needs????

I don't have a home in town but spend half my time there—please stop this project before it begins. Or keep it to one bike lane next to county road 3 connecting the 2 parks if you find it necessary. Thanks.

These views are shared by [her partner] as well.

Leave it. Enough is enough.

Bike trails for the kids are needed to keep bikers and walkers away from tourist cars and side by sides. Start with the mill site park and one trail connecting the school to the parks.

The bike trail is unnecessary.

I would love to see any trails that help separate pedestrians from motorized vehicle traffic and also to see opportunities for youth to participate in learning new skills in our community without having to go to Carbondale. I don't have a strong preference for in town trail location(s) but think one route or a loop would be ideal to offset local trips in a safe manner.

Something specifically for kids would be the most beneficial thing for our town, especially with regards to bike skills.

Why are they making this a priority when we have so many other things to worry about.

There already is a bike trail in Redstone . The town of Marble is unable to accommodate the current number of visitors and I reject your premise that this trail will not create a draw and increase the level off visitation to Marble (If you build it they will come)

I can not support any of your ideas. This town would be negatively affected by your proposal by bringing "in" more recreationalist. Just like any developer, you try and sugar coat it with "the kids need this, or the locals will like this". I won't buy what your selling.

The trails/paths through town? By looking at your proposed trail map you have a path on every street. Not needed, our streets are quite enough. Marble does not need your funding or your trails. Enough is enough, just please stop the building of everything.

These trails seem unnecessary and invasive on local property owners. A pump track will only increase traffic to town where there is already too much in the summer. If worried about pedestrian safety why not ban unlicensed vehicles in town and get more local law enforcement for current roads.

Seem like half baked ideas asked in a manner that creates confused answers with some questions proposing multiple ideas and future pipe dreams tacked on for good measure. I like the idea of a walking trail away from cars and four wheelers but don't see a clear practical plan presented anywhere

As a local business owner who uses Daniel's Hill and the back route on Serpentine Trail past the school to access trails approved by USFS for equine use, I strongly disagree with any bike trails in town. It would have a severe negative impact on my business and the safety of our horses, employees and clients. In addition, increased use via these proposed extended trail routes could negatively affect the wildlife especially during calving and hunting seasons. I am not fully opposed to a skills trail at Mill Site Park but feel that this needs to come with additional studies related to infrastructure such as bathrooms and parking.

I think this is a tremendous opportunity for our town and it would be a shame if we could not figure out how to take advantage of it

Marble Bike/Pedestrian Trail Survey Summary

I really appreciate all of your work to make a safer bike and pedestrian route for our community.

As we further develop Marble's amenities, we need to budget for maintenance and enforcement of rules. A continuing challenge for our area is that without enforcement, we have a free for all approach combined with overuse, that is really damaging to the environment and quality of life. This plan has some great components, but what is to keep motorized use off of these trails?

Bike paths would be fantastic. Efforts should be made to not impact property owners negatively but to enhance their value and create safe routes. In addition to Daniel's hill or as an alternative bike paths could be created on old ski hill rights of way above the lake.

Some of the alley trails have problematic prescriptive easement and possible loss of rights of way. Negotiations need to occur with property owners for possible best routes. Daniel's Hill road should be closed to vehicular traffic if it's to be used for bikes and hiking, otherwise limitations due to geography, geology, hazards and wildlife make this an impossibility. Conservation easements could be placed on Town of Crystal properties within National Forest Service Lands to connect the trail system. We could use help to achieve this.

I love this and any improvement of safety. During the summer I walk daily along Park from the church to my property affront the gallery. It's hit and miss whether I see ppl speeding.

I would, however, rather see a real solution the trailer parking issue. I know it's a battle. I also know it's only going to get worse.



The [local business] does our best to help communicate. We will pass on whatever the town decides regarding parking.

Did you know we get an average of 20 to 50 calls a day asking for town of Marble general information?

We would like the Town Trustees of Marble, Colorado, at the May Town Meeting, to officially reject the Town of Marble Colorado Concept Trails Map, dated 03.01.22 and presented to the Trustees on 03.03.22. We would like the Trustees to direct RFMBA (Roaring Fork Mountain Bike Association) to conduct a minimum of three (3) public ~~open house~~ ^{meeting} input sessions prior to submitting any revised proposals.

PRINTED NAME	SIGNATURE	ADDRESS	RESIDENT (R) PROP OWNER (O) COMMUNITY (C)	EMAIL	DATE
LISE HORNBACH	<i>Lise Hornbach</i>	<i>Marble</i> 265 W. State St.	C, O + R		4/11/22
Jared Tetzlaff	<i>Jared Tetzlaff</i>	310 E. Silver St.	R, O, C		4-11-22
Dana Tetzlaff	<i>Dana Tetzlaff</i>	310 E. Silver St.	R, O, C		4-11-22
Charley Parker	<i>Ch. A. Parker</i>	420 W. Silver St.	R, O, C		4-11-22
Scott Wilson	<i>Scott Wilson</i>	333 E. STATE ST.	R, O, C		4-11-22
DANNE R. HENS	<i>Danne R. Hens</i>	13199 Hwy 133 Redstone	R, O, C		4-11-22
SHARIE HASTIE	<i>Sharie Hastie</i>	223 W. PARKS	R, O, C		4-11-22
CUNNIE HENDRIX	<i>Cunnie Hendrix</i>	645 West Main	R, O, C		4/11/22
CHARLES MAXUS	<i>Charles Maxus</i>	645 W. Main	R, O, C		4-11-22
MELISSA SIBELINGER	<i>Melissa Sibelinger</i>	15 Gallo Hill Drive	R, O, C		4-11-22
CHRISTINE K. SIBELINGER	<i>Christine K. Sibelinger</i>	15 GALLO HILL DR MARBLE	R, O, C		4/11/22



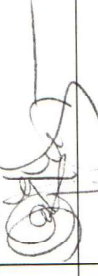




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PRINTED NAME	SIGNATURE	ADDRESS	RESIDENT (R) PROP OWNER (O) COMMUNITY (C)	EMAIL	DATE
KIMBERLY SPEER "CHARLEY"	Kimberly Speer	300 W. State St	ROC		4/11/22
Michael Lambert		300 W. State St.	ROC		4/11/22
STEVE MENARD	Steve Menard	223 W PARK ST	ROC		4-11-22
JIM BROWNEY	Jim Browney	415 W. PARK ST	OC		4-11-22
ASATHNOW		200 CT 102	C		4/12/22
AMBER CROWLEY	Amber Crowley	415 W Park St	O		4/12/22
Minka Bensch	Minka Bensch	590 Redstone Blvd	C		4/12/22
James Bensch	James B.	590 Redstone Blvd	C		4/12/22
Ivo Bensch	Ivo Bensch	590 Redstone	C		4/12/22
Nicole Ludlow	Nicole Ludlow	158 City Rd 3 Marble	C		4/12/22
Ben Ludlow	Ben Ludlow	158 County Rd 3 Marble	C		4/12/22

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PRINTED NAME	SIGNATURE	ADDRESS	RESIDENT (R) / PROP OWNER (O) / COMMUNITY (C)	EMAIL	DATE
SHAWNE RODGERS		701 W PARK ST	O/R		
Megan Rodgers		701 W PARK ST	O/R		
Wanda Menard		223 Sparkst	ROC		4/12/22
Rory Mesner		330 W Silverst	ROC		4/12/22
Kurt Weidmann		234 Babcat Ln	C		4/12/22
Crystal Chambers		^{Redstone} Redstone/ Marble	C		com 4-12-22
Brian Bentley		350 E State Marble	RCO		4/12/22 marble.com
Nina Vidal		1050 Vitosway Carbondale CO	C		4/12/22
Shannon Stecklein		223 W. Main St. Marble, CO	ROC		4/13/22
William Stecklein		223 W. Main St. Marble, CO	ROC		
KEVIN R. COX		5121 CR 3 Marble, Co.	R, C		4-13-22

We would like the Town Trustees of Marble, Colorado, at the May Town Meeting, to officially reject the Town of Marble Colorado Concept Trails Map, dated 03.01.22 and presented to the Trustees on 03.03.22. We would like the Trustees to direct RFMBA (Roaring Fork Mountain Bike Association) to conduct a minimum of three (3) public ~~open house~~ ^{meeting} input sessions prior to submitting any revised proposals.

PRINTED NAME	SIGNATURE	ADDRESS	RESIDENT (R) PROP OWNER (O) COMMUNITY (C)	EMAIL	DATE
Jennifer Cox		5121 (R) 3 Marble	R/C		4/13/22
Susan Blum		105 E. Main St.	R/O/C		4/13/22
Mary Ellen Jones		615 W. Park St	R/O/C		4/13/22
Heidi Treben		200 E. State St.	O/C		4/13/22
Tony Truhon		200 E State St	O/C		4/13/22
Jizzy Palans		146 Holland Dr	O/C		4/13/22
Glenn Bennett		301 W Main St	R/O		4/13/22

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PRINTED NAME	SIGNATURE	ADDRESS	RESIDENT (R) PROP OWNER (O) COMMUNITY (C)	EMAIL	DATE
Carol Parker		420 W. Silver Marble, CO	owner		4/12/22
Tina & Kathy Hanks		115 W. Park Marble	owner		4-12-22
Molly Jacober		12803 Hwy 133 Redstone, CO 81623	Community		4/12/22
Gregory Stojorgi		5566 CR 3	Com.		4/12/22
Joseph W. Brown		223 EAST MAIN STREET	ROC		4/13/22
PAUL E. HARRIS		223 E. MAIN ST	RC		4/13/22
DAVID W. BROWN		223 E. MAIN ST	R		4-13-22
DAN FINHOLM		384 Duke Hill Rd. Hotchkiss Co	C		4-13-22
ROBERT PETERSEN		120 W. MARBLE ST. MARBLE CO	ROC		COM
KEVIN WEBER		380 MEADOW LANE MARBLE CO	ROC		4-14-22
Susan Weber, DUM		380 Meadow Lane Marble, CO 81623	ROC		4/14/22

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PRINTED NAME	SIGNATURE	ADDRESS	RESIDENT (R) PROP OWNER (O) COMMUNITY (C)	EMAIL	DATE
JUDY MORANDE	<i>Judy Morande</i>	100 W. Marble Marble	ROC	[REDACTED]	4/14/22
GARY BASCOM	<i>Gary Bascom</i>	303 W. Park St.	O-C	[REDACTED]	4/14/22
Diane Madigan	<i>Diane Madigan</i>	State Drive	O-C	[REDACTED]	4/14/22
Csina Tassim	<i>Csina Tassim</i>	292 Redstone Co Redstone Co 630 W Park St	O-C	[REDACTED]	4/14/22
Monique Villalobos	<i>Monique Villalobos</i>	Marble Co	R-C	[REDACTED]	4/14/22
				[REDACTED]	
				[REDACTED]	
				[REDACTED]	
				[REDACTED]	
				[REDACTED]	
				[REDACTED]	