



November 7, 2012

Jay Harrington
Town of Carbondale
511 Colorado Avenue
Carbondale, CO 81623

Re: State Highway 133 Access Control Plan – Access Point 83

Dear Jay:

Colorado Rocky Mountain School has some concerns with the current draft of the Access Control Plan (“ACP”). We did not request an access point on school property. The School’s master plan does not call for development of its open space or any other impediments to its view plane. As such, access point 83 does not seem possible without condemnation of school property. Our initial reaction to the ACP was to urge Atkins, CDOT, and Town Staff to eliminate access point 83 and revert to a full movement intersection at Delores Way as was presented in the June 2012 version of the plan.

However, after further consideration of the ACP, the community problems that could be solved with an intersection at access point 83, and the needs of CRMS, we would like to offer a proposal that we feel is in the best interest of the entire community.

CRMS will support the ACP as currently presented, including the location of access point 83. In addition, at such time as Garfield County vacates the historic County Road 106 right-of-way through the residential core of the CRMS campus, CRMS will convey to the Town the necessary land to make a connection between Delores Way west of the Blue Roof Plaza and access point 83.

We believe that conveyance of the land between Delores Way and access point 83 at the time of the vacation of the historic 106 right-of-way will accomplish the following goals of the entire community: First, vacation of the 106 right-of-way will allow us to exercise control over whom can access our campus and thereby provide security to our student population; second, conveyance of the right-of-way to make the Delores Way connection will enable construction of a new signalized intersection at access point 83, thereby solving the current and future traffic dilemma at the Delores Way/Highway 133 intersection; and third, completion of the bike path on the west side of Highway 133 will provide trail users, our Satank neighbors, Carbondale Community School families, and all other pedestrians and cyclists with a safe and viable route.

We have the full support of the CRMS Board to make this proposal, but final agreements will be subject to our Board’s approval. We request that the Town of Carbondale indicate in writing its support for this proposal, specifically including the Town’s support for a request by CRMS to vacate the historic County Road 106 right-of-way. Once we have the Town’s commitment for such support, we will file an application with Garfield County to vacate the 106 right-of-way in a manner consistent with this proposal.

Thank you in advance for bringing this concept to the attention of Town Trustees.

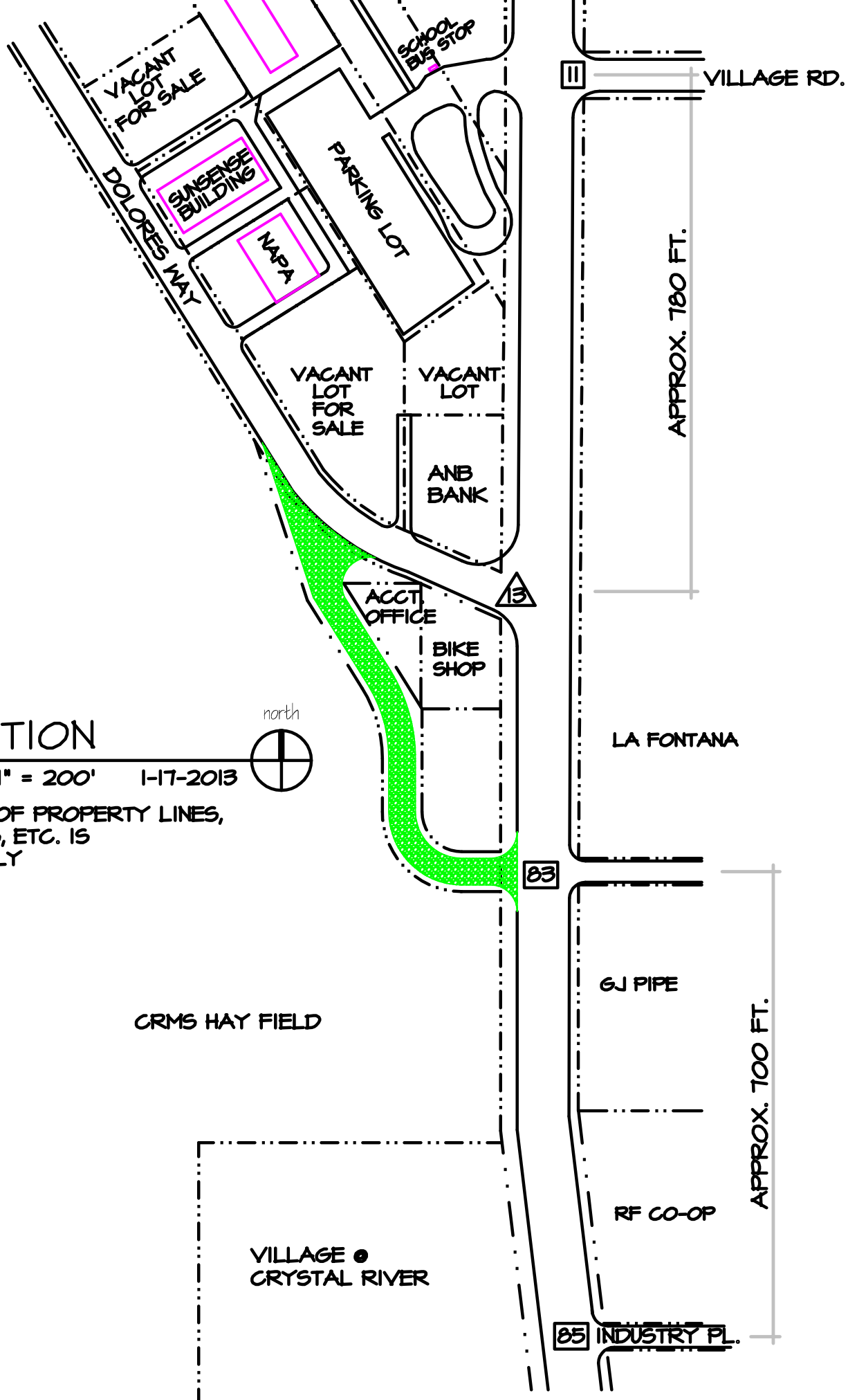
Sincerely,

Joe White

cc: Mayor Stacy Patch Bernot
Daniel Roussin
Larry Green

Colorado Rocky Mountain School

1493 County Road 106 / Carbondale, Colo. 81623 / 970-963-2562 tel / 970-963-9865 fax / www.crms.org



CDOT OPTION

APPROX. SCALE: 1" = 200' 1-17-2013

NOTE: DEPICTION OF PROPERTY LINES,
ROADS, BUILDINGS, ETC. IS
APPROXIMATE ONLY



January 17, 2013

John Martin, Mike Samson, and Tom Jankovsky, Garfield County Commissioners

Re: Highway 133 Access Control Plan

Dear Commissioners,

Thank you for this opportunity to share our concerns regarding the Draft State Highway 133 ACP, as it affects the Dolores Way intersection. Since this is the only vehicular access to our homes, we are very familiar with the intersection, and are surprised that CDOT thinks it does not currently experience “safety or operational issues.” Making a left turn out of Dolores Way is not for the faint of heart, especially at those times of day when parents are dropping off or picking up their children at the Community School. It is just a matter of time before someone gets killed at this intersection. The situation will only get worse when roundabouts replace the traffic lights which currently serve to create breaks in the traffic.

We have been told that the Dolores Way intersection cannot be signalized because it is too close to the signal at Village Road, #11. The solution proposed by CDOT is to create a new road to a new intersection opposite the entrance to La Fontana and Grand Junction Pipe, called #83. The existing intersection, #13, would then become right-in, right-out only. New intersection #83 would have the potential to be signalized.

The attached drawing entitled “**CDOT Option**” is an approximation of what this new configuration would look like. It has 2 major flaws (not to mention creating a bizarre scenario where one must turn right in order to turn left, but can still turn left in order to turn right, when exiting Dolores Way):

1. It requires CRMS to give up productive agricultural land which CRMS does not want to sell.
2. It would require a new traffic light which would slow traffic on 133. To make matters worse, the 700 foot distance between Intersections #83 and #85 (Industry Place) is even less than that between Dolores Way and Village Road. Therefore, a signal at #83 would preclude the roundabout at #85 called for by the ACP. Eventually, #85 will be the entrance to a commercial development on the Village at Crystal River property, so it will need a signal or roundabout much more than it does now.

We have long seen the RFTA Park and Ride as the obvious route to connect Dolores Way to a signalized intersection with Highway 133. The Town of Carbondale says that a road can’t be put through there because the 20 foot access easements which provide internal circulation through the Carbondale Business Park are too narrow to accommodate more traffic, and because RFTA won’t allow it.

It would not be hard to create a new wider route through the Business Park. There is vacant land for sale just south of the NAPA store, and just north of the building which houses Sunsense. Instead of trying to buy an acre of hayfield from an unwilling seller, why not look at buying 8000 square feet from a willing seller? Trimming a 20 to 40 foot wide strip from either of these lots will still leave the sellers with very buildable lots, while providing some income to cover property taxes on the land while the sellers wait for the market to recover. It’s a win-win solution. The “**Neighbors’ Options**” 1, 2 & 3 are just three of the ways in which this scenario might work.

As far as RFTA’s objections are concerned, we believe that it makes more sense to ask a governmental entity to compromise in the name of safety than it does to force CRMS to give up productive agricultural land. RFTA has legitimate concerns that additional traffic would interfere with bus traffic, but there are ways to assure buses would still have free movement. “**Neighbors’ Option 1**” is our best shot at it, but your engineers could no doubt do better.

We understand that it will take significant time and money to build what we are suggesting, but it would be cheaper than the CDOT option, especially factoring in land acquisition costs. More importantly, all the CDOT Option would accomplish is to move the Dolores Way intersection farther away from one signalized intersection by moving it too close to another intersection which CDOT has prioritized for signalization. What a waste of tax dollars!

The options we are suggesting will also require a cooperative effort among governmental entities which may not like to cooperate with each other. But given all that CRMS contributes to our community, does it make sense to force CRMS to do something which they see as counter to their best interests, just because we can't cooperate amongst ourselves?

We would also like to encourage you to work cooperatively with the other governmental entities to build the pathway proposed in the ACP for the west side of Highway 133. Another huge safety problem is bicyclists who cross 133 at Dolores Way, because there is no path to get them safely to the crosswalk at Village Road. Because the construction of this path will necessitate grading and landscaping modifications at the Park & Ride, it would be efficient to build the path at the same time as the new Dolores Way connector road.

Once again, we sincerely thank you for listening to our concerns and suggestions.

Nancy Smith, 27 Mesa Avenue
Clay Shiflet and Sarah Murray, 55 Mesa Avenue
Margaret Palmer, 38 Pine Street
David Powers, 78 Pine Street
Kevin Cyr, 160 Pine Street
Joseph and Debra Burleigh, 65 S. Pine Street
Briar Gorman, 111 Sopris Avenue
Dylan Mace, 111 Sopris Avenue
Charles Moore, 23 S. Cedar Street
Jean Perry and Clint Wilfley, 70 Cedar Street
Amy Butowicz, 1234 County Road 106
Greg Forbes, 1227 County Road 106
Teresa Salvadore, 1122 County Road 106
Brad Hendricks, 1054 County Road 106
Thane and Betsy Lincicome, 98 Glenwood Avenue

Cc: Joe White, Director of Finance, Colorado Rocky Mountain School
Janet Buck, Senior Planner, Town of Carbondale

THIS OPTION WOULD
HAVE LEAST IMPACT ON
THE PARK & RIDE.
SCHOOL BUS STOP AND
TRAIL WOULD MOVE AS
SHOWN.

NEIGHBORS' OPTION 1

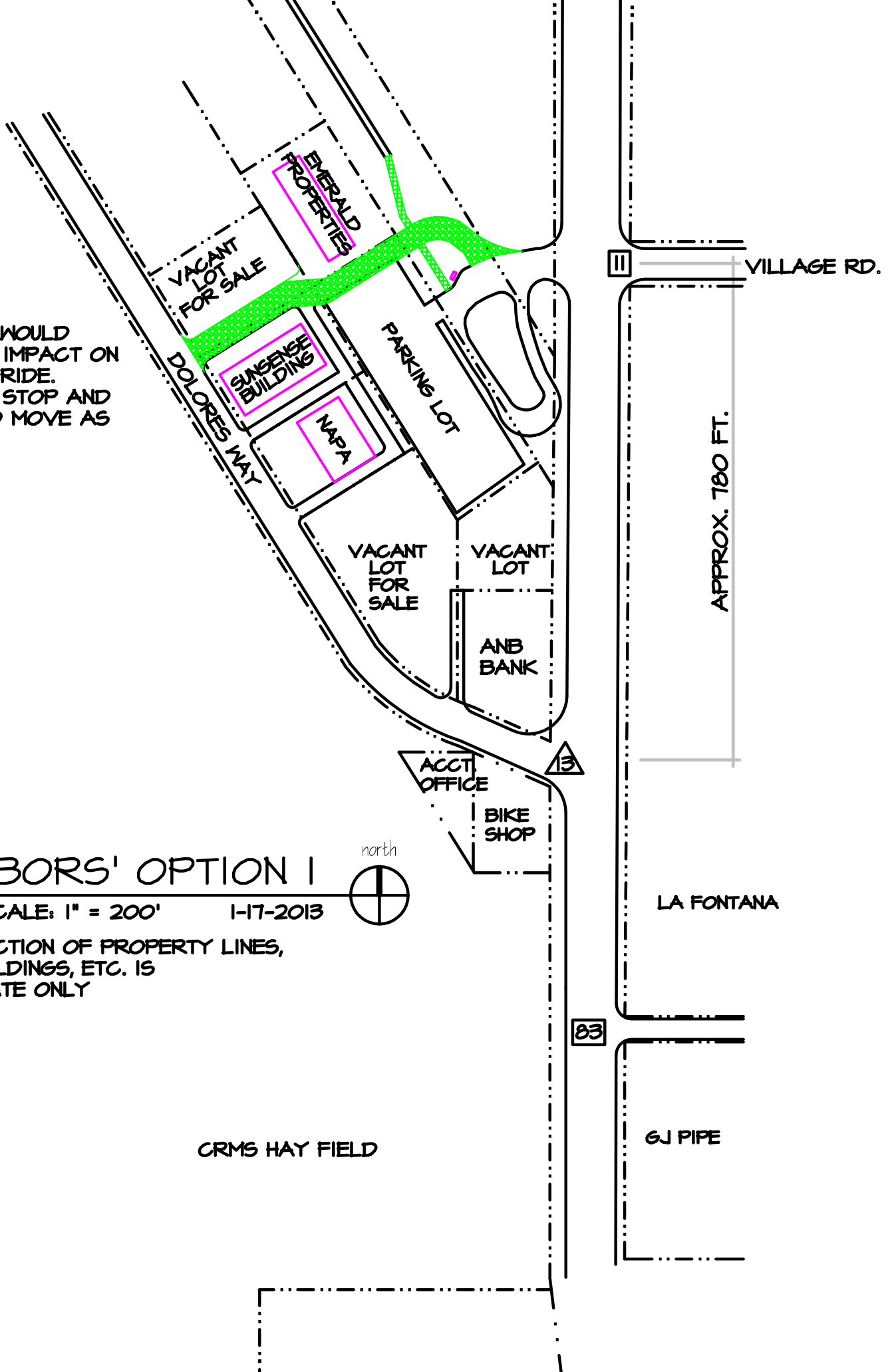
APPROX. SCALE: 1" = 200'

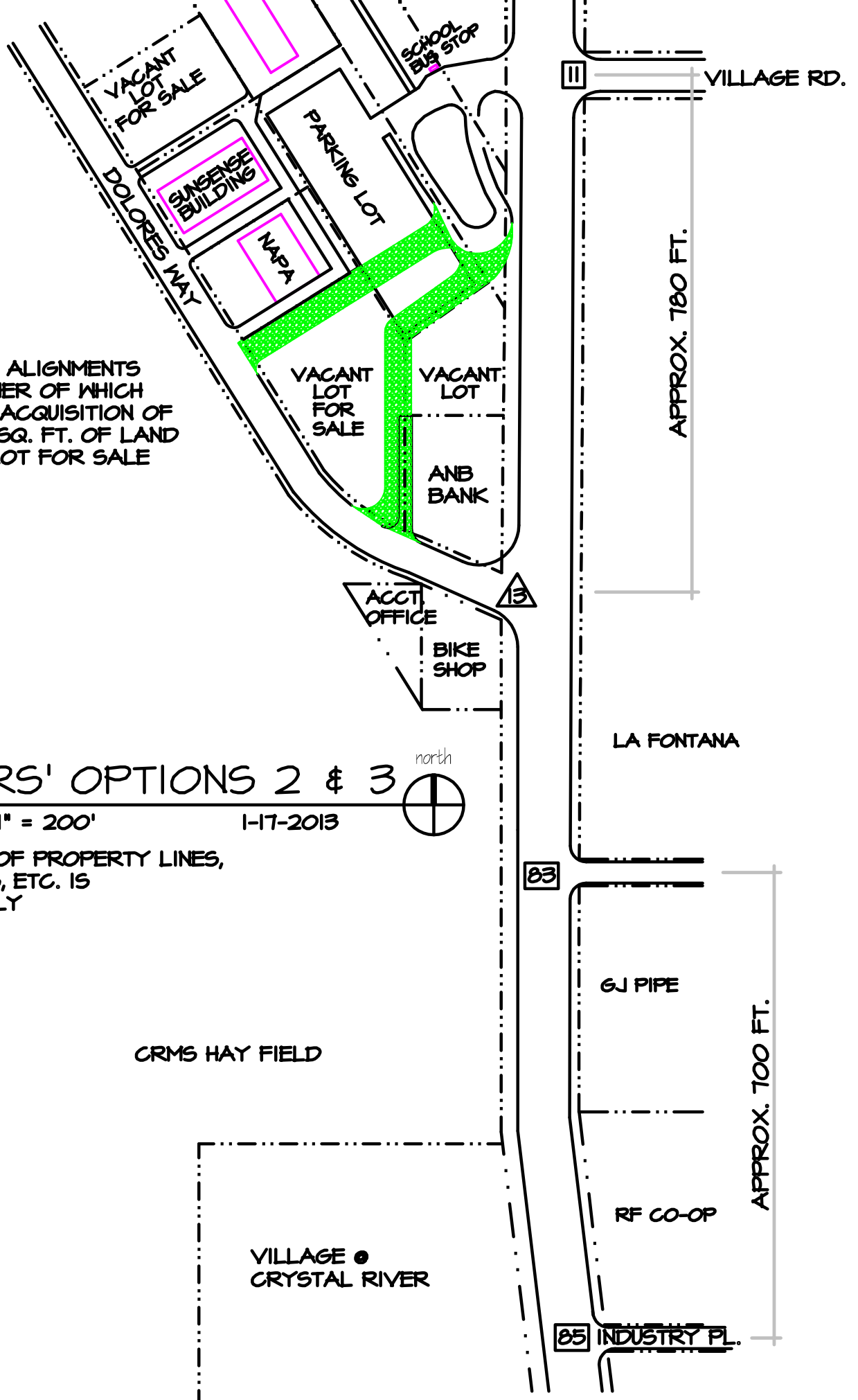
1-17-2013

north



NOTE: DEPICTION OF PROPERTY LINES,
ROADS, BUILDINGS, ETC. IS
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TWO ALTERNATE ALIGNMENTS
ARE SHOWN, EITHER OF WHICH
WOULD REQUIRE ACQUISITION OF
APPROX. 8000 SQ. FT. OF LAND
FROM VACANT LOT FOR SALE

NEIGHBORS' OPTIONS 2 & 3

APPROX. SCALE: 1" = 200'

1-17-2013



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CRMS HAY FIELD

VILLAGE ●
CRYSTAL RIVER

-----Original Message-----

From: Stacey Patch Bernot

Sent: Friday, February 15, 2013 6:53 AM

To: Jean Perry; John Foulkrod; Pam Zentmyer; John Hoffmann; Allyn Harvey; Frosty Merriott; Elizabeth Murphy

Cc: Jay Harrington; Larry Ballenger; Cathy Derby

Subject: RE: letter

Hi Jeannie-

During the Access Control Plan (ACP) process, which took over a year, we looked at every access point along Hwy 133. The Dolores intersection is one of a handful that are safety concerns for our board and the community at large. Our board discussed at length the intersection at Dolores and what feasible options were on the table in the near term and down the road.

A connection through RFTA's property to Village has been requested numerous times by our board over the years, even when the approvals went into place for that use. Each time the Town has been flat out denied by RFTA due to their concerns of safety, and ultimately not wanting more crossings of the corridor. Those denials over the years have been unfortunate because the connection through Village seems so simple. When I was newly elected this was one of my biggest contentions on Hwy 133 especially since I had a child at CCS and lived on the north end of Town, so I knew the safety issue all too well hearing and seeing many close calls. As the Town's RFTA rep, I haven't been on RFTA a year, and I too was shut down by RFTA staff when I approached them about this connection when I came onto the RFTA board.

The Town needed to look at other options for that intersection, and at a few other intersections that proved problematic. The BOT along with our consultants, CDOT, staff and the public reviewed and came up with our current ACP. We even had a joint meeting with the Garfield County Commissioners in Carbondale publicly noticed to go through the entirety of the ACP. At that meeting we discussed specifically Dolores way, not just for the safety for Satankians (your word not mine) but also for the business owners, families of CCS, neighbors in Kay PUD, customers, CRMS walkers, bikers, and Dolores Way lovers. The Village Road idea was looked at and explained why it wasn't going to work. The options in the ACP seemed to satisfy the Commissioners, and we requested that if there were issues we should discuss them jointly as the ACP serves both jurisdictions.

The preferred alternatives for Dolores Way were unsatisfactory to some people, but instead of coming in during the year long process and at our meetings to share that with our board, a special meeting on Tuesday 1/22 was held. Our board was unable to attend because of our board meeting and so a discussion covering our mutual constituencies did not occur. This meeting also occurred after our board had voted overwhelmingly to approve the ACP in order to satisfy the agreement the Town and Garfield County made with CDOT.

Since I wasn't at the 1/22 meeting I have no idea on how the ACP, and the process the Town went through was presented to the public present. Without firsthand knowledge I am not

confident that the current options for Dolores contained in the ACP were explained and discussed comprehensively. Maybe our board would have accepted the additional language, or maybe citizens concerned about the ACP would have come to the same realization our board did regarding the feasible options for Dolores. That is in part why I denied the modifications to the ACP.

I, along with my fellow board members, agreed to enter into the ACP and the process it entailed. The Town and Garfield County executed an IGA laying out the terms of the process of the ACP. Since I agreed to this process, no matter the outcome, I felt it imperative that I abide by what I agreed the Town would do. I understood after our joint meeting with Garfield County that we were moving ahead of adoption of the ACP, it wasn't until a follow up meeting at a BOCC meeting, that a Commissioner felt the ACP process needed another meeting. The Town adopted the ACP unaware that there was dissatisfaction with the current ACP by Garfield County or any users of Dolores Way. Honoring our public process is extremely important in Carbondale, and I felt that Garfield County circumvented our process and stifled transparent open dialogue on the issue of Dolores Way.

The ACP is not a perfect document, and there are citizens that don't agree with options for other intersections. That happens with process, a person can agree or disagree with the outcome.

Before our Board reopens and amends the ACP a discussion should happen so that interested parties understand the issues and feasible solutions, in addition other outside issues (like closing off the county road through CRMS) should not be lumped into the ACP. Looking over the maps included with the amended language, a few of the Village Road options caused safety concerns by our board members. Garfield County now decides if they would like to keep this language, and if so another conversation between our boards will occur, or the BOCC can adopt the document that the Town adopted back in December.

You can call me whatever names you'd like, and feel free to make assumptions on why something was or wasn't done. Just know that I don't have it out for Satank, or any user of Dolores Way, I just like my colleagues, want a safe highway where people, bikes, and automobiles can coexist. I choose not to be ignorant to problems facing our community because I educate myself on the issue comprehensively and discuss concerns with whomever would like to chat. Oh, and by community I include those who reside outside our town boundary, after all my family all lives just outside the line.

Jeannie- we're all in this together so let's work with one another. Stop by any Tuesday morning at the Village Smithy from 7-8:30 am and I'll buy you a cup of coffee or tea before you head up to work. Maybe we can chat about this and figure out a solution, or if you prefer.

Thanks,

Stacey Bernot
Mayor

Town of Carbondale
511 Colorado Avenue

Carbondale, CO 81623
970.510.1345
www.carbondalegov.org

From: Jean Perry [perrywilfley@yahoo.com]

Sent: Friday, February 15, 2013 2:52 AM

To: Stacey Patch Bernot; John Foulkrod; Pam Zentmyer; John Hoffmann; Allyn Harvey; Frosty Merriott; Elizabeth Murphy

Subject: letter

Dear Carbondale Trustees (with the exception of John Hoffmann),

I would call you all big ducklings in a small pond, but that would be an insult to ducks everywhere. The proposal by Garfield County commissioners, CDOT and residents of Satank to connect Dolores Way with the traffic light at Village Road is sane and practical, (maybe that's why you won't approve it?) especially compared to the idea of a right-turn only at Dolores and Hwy 133.

That intersection is a ticking time bomb as far as safety's concerned. With the business traffic for Ajax Bike & Sport, American National Bank Bank, NAPA, The Paint Store, etc. and all the soccer moms coming and going twice a day, someone's gonna lose more than an eye... Yet it's not a priority for Carbondale, even though all those businesses are inside the town limits. Are you sure you're not cutting off your nose to spite your Satank?

We Satankians get the message loud and clear (even those of us who "only came to town about twice a year." - Steve Earle) But this plan is sound; the land is already for sale and the light is already there. And there would be no need for traffic to cross the precious Rio Grande Trail except at the light where all the traffic on Hwy 133 currently crosses it. Plus, I don't imagine RFTA will be too happy when their brand new park 'n ride is in constant use as a u-turn for everyone trying to get to Dolores from the south, but we could ask the Carbondale representative/RFTA board member about that. She just so happens to be mother duck, i.e., the most outspoken opponent of the proposal. What a small pond it is.

Jeannie Perry
Satank