

**Parks and Recreation Advisory Board
Meeting Minutes
May 14, 2015**

Members Present: Jackie Hilaire, Gary Feffer, Alex Johnson, Charles Castle, Hank Scarangella , John Maynard, Mina Liebert, Ron Ilgen, Scot Hume

Alternate Present: Jason Rupinski

Alternate Absent: Bob Lally

Staff Present: Kim King, Karen Palus, Kurt Schroeder, Julie Lafitte

Call to Order

Jackie Hilaire convened the meeting at 7:32am

Citizen Discussion

- Bill Koerner (Trails and Open Space Coalition) gave a brief summary and handout of TOSC's recently completed study on the economic benefits of cycling which had been presented at the Downtown Lowdown on May 20. (See handout at end of minutes.)
- John Demmon (Friends of Garden of the Gods)
 - Invited Board members to the 20th Anniversary and Grand Opening of the renovated Visitor and Nature Center on May 16
 - Mentioned FOGG's relationship with Rocky Mountain Field Institute and praised them for their work in the Garden.
- Jeff Norton and Gail Humm (Pikes Peak Pickleball Association)
 - Gave an update on their grant application
 - Mentioned they will be doing a 30-day analysis of how many people play each day at MVP
 - Requested support from the Parks Board for \$100,000 from City budget to match the grant money they are applying for (to fund new concrete courts in MVP)
- Jim Bensberg (Cheyenne Cañon Conservationists)
 - Jim Bensberg asked the Parks Board to rescind the minor amendment to the North Cheyenne Cañon Master Plan which allows a trail to be built from the Broadmoor to Seven Falls. Karen advised that a Board member would have to make a motion to re-open the decision about the trail, and a majority would have to vote in favor in order to restart the process. Jackie Hilaire deferred discussion on the subject until the North Cheyenne Cañon Trail Lighting update further down the agenda and invited Mr. Bensberg to stay for that discussion.
 - Mr. Bensberg also renewed his request for High Drive to be opened to two-wheeled motorized traffic, if not all types of motorized traffic. Ms. Hilaire informed him that this could not be considered until the Forest Service NEPA evaluation has been concluded and reiterated that the Parks Advisory Board cannot override the federal government.

Approval of Minutes – April 9, 2015

Motion: Charles Castle/Second: Gary Feffer Approved - Unanimous

Ceremonial Items (These took place at 10:00am.)

- Kim King and Joan Clemons recognized VISTA Volunteer Grace Hayes and presented her with a certificate signed by Mayor Bach
- Karen Palus introduced new PR&CS employees Michelle Rue and Amy Rodriguez, and interim Golf Manager Pat Gentile

Presentations (All presentations appended to these minutes.)

- Rocky Mountain Field Institute Overview
 - Jennifer Peterson, Executive Director of Rocky Mountain Field Institute updated the Board on the work RMFI is doing in the area.
- Regional Non-Motorized Transportation System Plan
 - Emily Lindsey of the Pikes Peak Area Council of Governments presented the recently completed plan and answered questions.
- Update on I-25/Cimarron Interchange Project
 - Leslie Mace showed the CDOT plans for the interchange. The groundbreaking will take place on May 27.

Staff Reports

- Update on North Cheyenne Cañon Trail Lighting
 - Chris Lieber announced that the Broadmoor had decided not to place lighting along the proposed trail at this time.
 - After some discussion about the proper course regarding re-opening the Master Plan minor amendment as Mr. Bensberg had requested, Ms. Hilaire asked if anyone would like to make such a motion. No motion was made.
- The Smart Controller Overview was delayed until the June 11 meeting as Eric Becker was unavailable to give the report since he was in the field surveying damage to the parks system.
- In the interest of time, Karen Palus gave the members Greenway Collaborative flyers. Tilah Larson will give an update at the June 11 meeting.
- Kurt Schroeder showed photos of storm damage from the May rains. (Presentation at end of minutes).

Board Business

- Charles Castle mentioned that he would be participating in the Springs in Bloom plantings on May 16.
- Mr. Castle also submitted these notes regarding Meadows Park Community Center prior to the meeting:
 - NFL Play 60. Colorado Springs was one of 12 Parks & Rec departments selected for the program (\$7000 cash, \$500 sports equipment). Broncos players visited on May 11. Karen served as emcee for the ceremony.
http://www.denverbroncos.com/multimedia/videos/Springs_community_center_awarded_Play_60_grant/99f3847e-95fd-42df-a8a7-0a787ef04073 .
 - NRPA Out of School Time. \$10k additional funds provided to continue support of programming (before and after school, school breaks). \$30k provided last year. Meadows Park staffers (Michelle Martinez, Ronnye Goodman) visited NRPA HQ this week to present to the 2015 class of fund recipients. Walmart Foundation money to NRPA, who selects P&R Depts offering meal programs with goal to eliminate hunger.

- Summer 2015: 5 camps June 1-July 24; bike camp, week camp at Cheyenne Cañon, week camp with Boy Scouts, one week Peace Camp with Peace & Justice Commission and Broadmoor Community Church, 10th Mt Division teen leadership camp.
- Blue Moon Trail Run Series. Last Fridays June-August. Kids' series. Food, beer garden. Ute Valley and Piñon Valley parks.
- Ron Ilgen and John Maynard reported that they attended the May 13 Summit House RFP presentations; expect to announce the selected proposal in the next week .
- Jackie Hilaire encouraged everyone to attend the Horticultural Arts Society annual plant sale in Monument Valley Park. She briefly mentioned that the Public Art Commission has acquired 3 more pieces to the permanent collection but did not elaborate.
- Gary Feffer attended the Starsmore Hummingbird Festival and reported that the staff and volunteers had once again presented a wonderful event.
- Alex Johnson asked for a report on the flood damage to be presented at the next meeting.

Adjournment

There being no further business the meeting was adjourned at 10:31am. Following the regular meeting a Joint Budget Workshop with the TOPS Working Committee began at approximately 10:35.

DRAFT



Cycling in the Pikes Peak Region: The Economic Benefits



A new study by the Pikes Peak Area Council of Governments demonstrates bicycling's economic benefits to the region.

\$27,857,838

Direct economic impact of bicycling activities in the Pikes Peak region in 2010

For each dollar invested in cycling infrastructure, the region could receive **\$1.80 to \$2.70 in direct economic benefits.**

For an additional **\$1.5 million** investment, the region can create a connected system that could yield up to **\$4 million** in direct benefits.

This makes bicycling among the most cost-effective transportation investments the region can make.



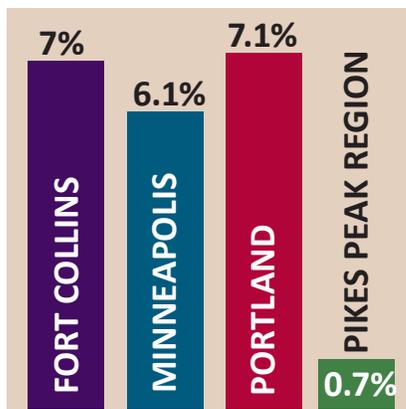
2.5 million auto trips are made each day in the region.

- 20 percent are less than 5 miles.
- 20 percent take less than 5 minutes.
- 43 percent take less than 10 minutes.

If only **1%** of trips under 5 miles were converted to bicycle trips, the economic impact would be **\$4.5 million** per year, and the percent of cyclists would approach half that of Fort Collins.

“Bike-friendly communities tend to be the ones that are growing. Twelve of the top 15 places where people most want to live are bike-friendly communities, and bike-friendly states have the highest job growth rates.”

*Steve Clark, consultant,
League of American Bicyclists.*



Percent of commuter cyclists

Increasing the number of commuter cyclists in our region to just half that of our benchmark cities would cost approximately **\$10–15 million** per year for 3–5 years in trail connections and other bicycle-related infrastructure projects, yielding a total economic benefit of

\$81 million per year.

We could triple our economic benefit thanks to the latent demand for cycling facilities and to our cycling-friendly weather conditions.



Pikes Peak Area
Council of Governments
Communities Working Together

Read the full study on
www.ppacg.org.



Trails and
Open Space
Coalition

“If you invest in bicycling infrastructure, businesses will follow. SRAM is a great example of that.”

Cory Sutela, SRAM (bicycle components manufacturer)



Cyclists' direct spending

Types of Cycling Trips	Expenditures per Cycling Day	Annual Direct Economic Impact
Resident: Commuter Days	\$3.56	\$941,061
Resident: Utilitarian Days	\$4.00	\$2,374,896
Resident: Recreational Days	\$3.00	\$2,077,881
Non-Resident Recreational Days	\$250/overnight	\$19,818,000
	\$110/day	\$2,646,000
Total		\$27,857,838



80,000 cyclists visit the region and stay overnight each year

22,400 cyclists visit for the day

ANNUAL IMPACT: \$22,646,000

The Pikes Peak region's 16 local governments join together in PPACG to collaborate on issues that cross political boundaries and to reach solutions that benefit the entire region. PPACG's primary focus is regional planning in transportation, aging issues, and air and water quality. We are the region's designated Metropolitan Planning Organization for transportation and its air- and water-quality lead planning agency. PPACG also administers the Pikes Peak Rural Transportation Authority and provides direct services to citizens through the PPACG Area Agency on Aging, Connect for Health Colorado and the State Health Insurance Assistance Program.



ROCKY MOUNTAIN FIELD INSTITUTE

Jennifer Peterson, Ph.D.
*Executive Director
Rocky Mountain Field Institute*

*CITY OF COLORADO SPRINGS
PARKS AND RECREATION ADVISORY BOARD*

May 14, 2015

ROCKY MOUNTAIN FIELD INSTITUTE

- **MISSION:**

- Rocky Mountain Field Institute promotes the conservation and stewardship of public lands in the Southern Rocky Mountain region through volunteer-based trail and restoration projects, environmental education, and restoration research.

- **ABOUT:**

- Established in 1982.
- 501(c)(3) designation.
- Trail construction/maintenance, fire and flood mitigation, sustainable recreation access, watershed restoration, environmental education, effectiveness monitoring of restoration treatments.

KEY PROGRAMS



VOLUNTEER STEWARDSHIP

- Community-based approach.
 - Volunteers
 - Youth Corps
- ~2,300 volunteers/year.
- ~250 workdays/year.
- Diverse groups and partners.



ENVIRONMENTAL EDUCATION

- Informal and formal:
 - Earth Corps.
 - Pikes Peak Regional Crew Leader Training.
 - Fire Restoration Skills Training.
 - Technical trainings (timber steps, etc.)



RESTORATION RESEARCH

- Effectiveness monitoring.
- Wetland restoration research.
- Waldo Canyon monitoring.



GARDEN OF THE GODS PARK



PIKES PEAK



BEAR CREEK WATERSHED



WALDO CANYON/BLACK FOREST BURN SCARS



CHEYENNE MOUNTAIN STATE PARK



BARR TRAIL

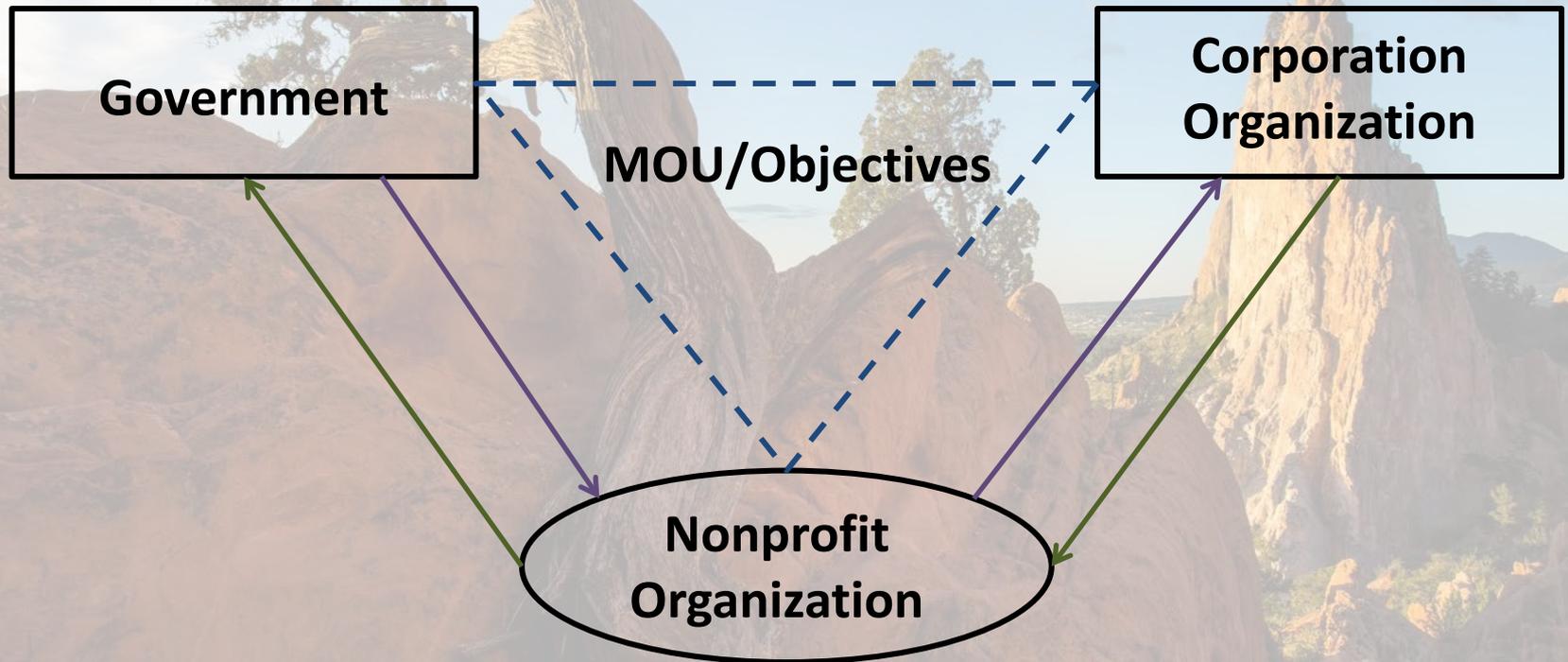


SHELF ROAD CLIMBING AREA



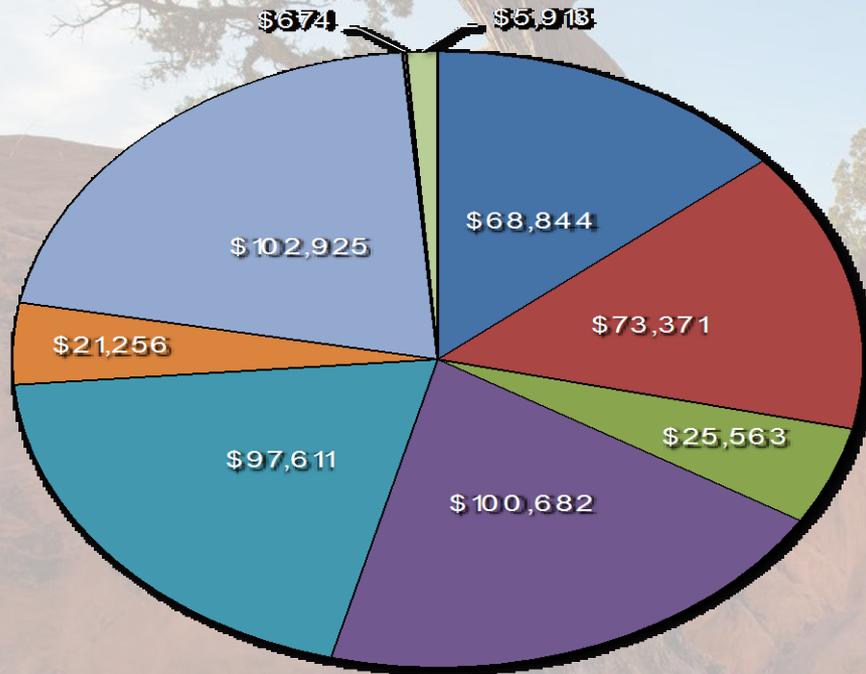
KIT CARSON PEAK

COLLABORATIVE PARTNERSHIPS



2014 REVENUE SOURCES

Revenue



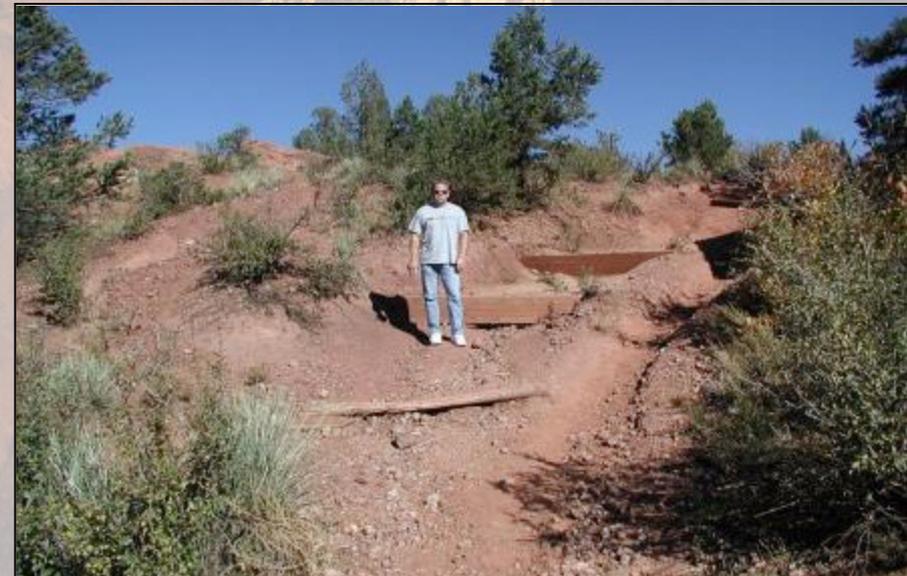
- Individual Contributions (14%)
- Corporate Contributions (15%)
- Organization Contributions (5%)
- Foundation Contributions (20%)
- Fee for Service (20%)
- Government Contracts (4%)
- Government Revenue (21%)
- Other Revenue (<1%)
- In-Kind Support (1%)

Total Revenue: \$496,839

GARDEN OF THE GODS PARK

- 1,392 acres
- 2 million visitors per year
- 100x the visitor density of Rocky Mountain National Park

RESOURCE DAMAGE



RMFI AND GARDEN OF THE GODS

- **HISTORY:**

- 1909: Park conveyed to the City to “remain free to the public...”
- 2000: Garden of the Gods Restoration Report completed by RMFI.
- 2002: *Garden of the Gods Restoration Program* initiated by RMFI in partnership with the City of Colorado Springs.

- **IMPACT:**

- 14,122 community volunteers
- 62,070 volunteer hours
- 473 workdays
- Volunteer value = \$1.4 million
- Restored and stabilized over 50 acres of damaged park lands
- \$415,931 raised by RMFI since 1999 (\$81,676 from City)













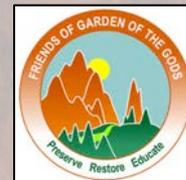
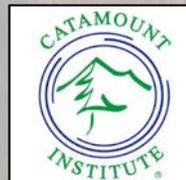
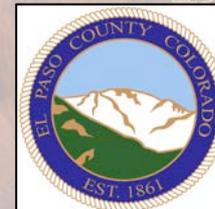
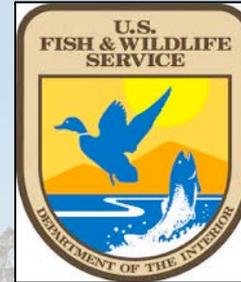
RMFI AND GARDEN OF THE GODS

- 2015 Work Plans:
 - 60 workdays
 - 5-day summer camp with Catamount Institute
 - 4-6 youth only days
- 2015 Work Objectives:
 - Primary focus on eastside of park
 - Closing and restoring redundant social trails
 - Restoring erosion gullies
 - Creating sustainable climbing access trails in central park
 - Gray Rock and Kindergarten Rock
- Supported by Lyda Hill, City of Colorado Springs, LART, Inasmuch Foundation, Broadmoor Garden Club.

FUTURE NEW PROJECTS

- City of Colorado Springs:
 - Palmer Park
- City of Manitou Springs:
 - Red Mountain Trail
 - Wildcat Canyon
 - Williams Canyon Cave of the Winds
- U.S. Forest Service:
 - Upper Monument Creek

CONCLUSION





PIKES PEAK REGIONAL NONMOTORIZED TRANSPORTATION SYSTEM PLAN



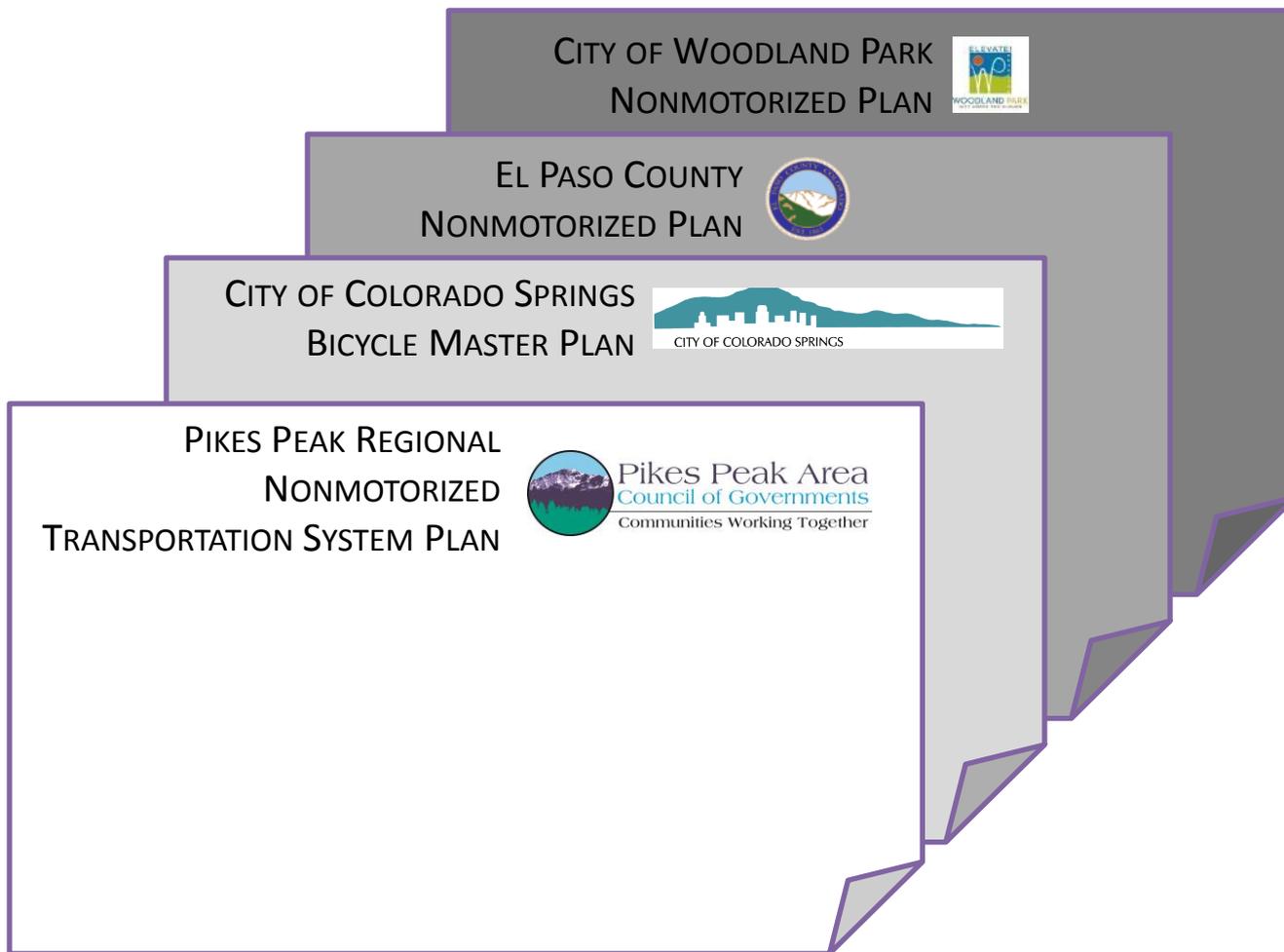
MAY 2015

PLAN GOALS & OBJECTIVES

- Establish a continuous and coordinated regional nonmotorized transportation network to increase bicycling and walking
- Reduce the number of bicycle and pedestrian accidents
- Encourage organizations to improve traffic safety, education and enforcement
- Promote public awareness and acceptance of nonmotorized transportation modes
- Create a traveling environment in which bicycling and walking are attractive alternatives

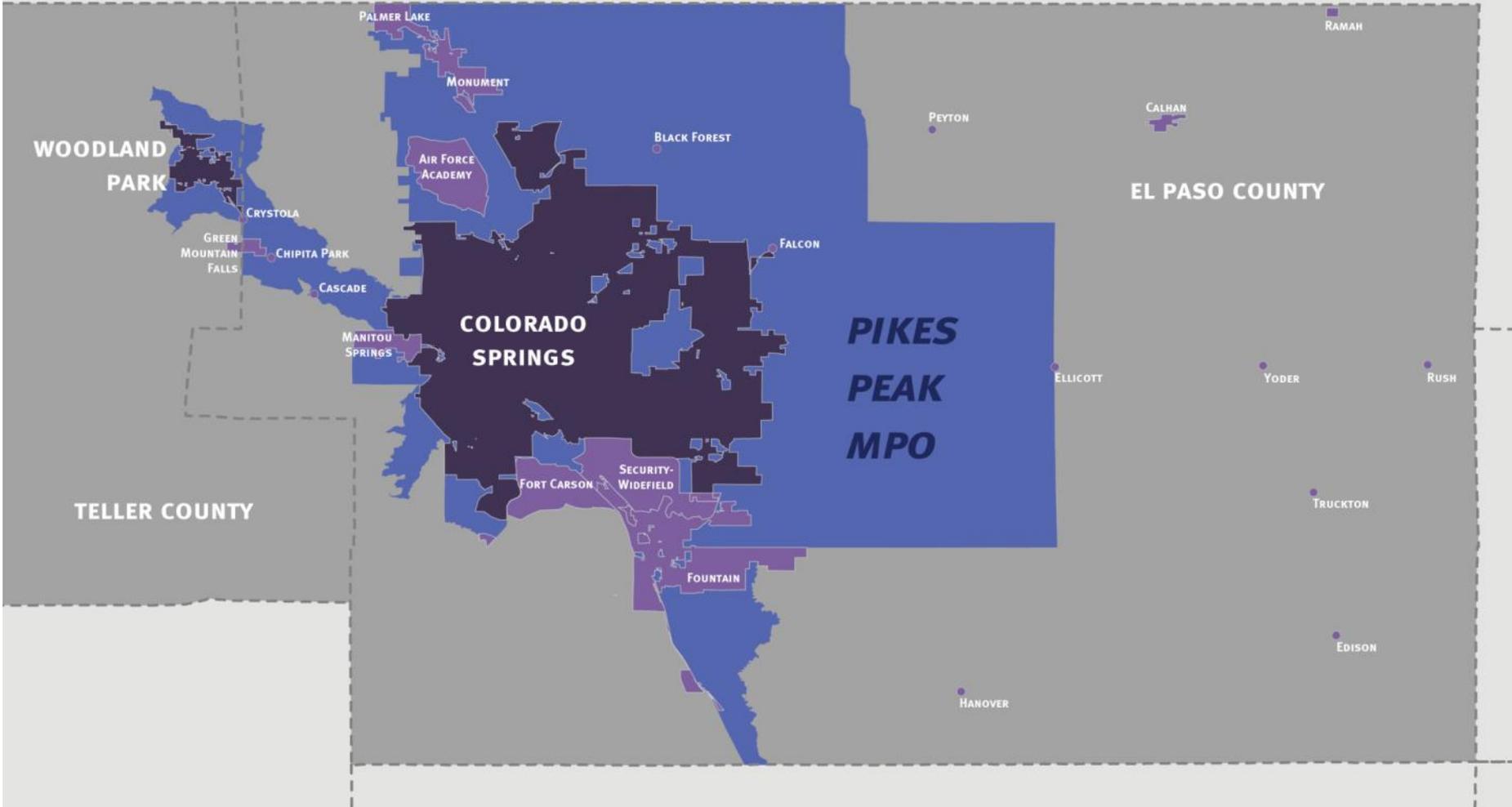


DEVELOPMENT OF PLANS



MAP OF STUDY AREA

Place and County: US Census TIGER/Line
MPO Boundary: Pikes Peak Area Council of Governments
Cartography by Steer Davies Gleave 2013



- **Public Input** – Nov 2013 meetings, interactive website map, continuous opportunity to submit comments
- **Stakeholder Task Force** – Reps from advocacy groups (bicycling, pedestrian, trails and special needs), public health, schools/universities, business, gov't advisory groups, etc.
- **Technical Task Force** – Technical staff from jurisdictions, military installations and CDOT
- **Project Mgmt. Team** – PPACG, City of Colorado Springs, El Paso County, and City of Woodland Park
- **PPACG Community Advisory Committee**
- **PPACG Transportation Advisory Committee**
- **PPACG Board of Directors**
- **Active Transportation Advisory Committee** (for City of Colorado Springs Corridors)



STAKEHOLDER PRIORITIES

- Focus on connectivity
- Standardize infrastructure
- Develop a regional wayfinding system approach and improve access to information/maps
- Produce long-term strategy for nonmotorized improvements across the region
- Build from the Front Range Trail as the spine of the network



EXISTING CONDITIONS

- Small pockets conducive to nonmotorized travel, but the motorized network and other physical barriers create impediments to travel
- Culture of cycling/walking and active living in the region
- Some excellent examples of trails – the Pikes Peak Greenway
- Generally, a disconnect between on- and off-road nonmotorized infrastructure (physical disconnect and wayfinding disconnect)
- Lack of east-west connectivity = major barriers to east-west travel
- Sidewalk quality/condition varies
- Varying standards for infrastructure across region: trail types, quality, maintenance, lighting, and crossings.



PRIORITIZATION CRITERIA

CONNECTIVITY



MOBILITY



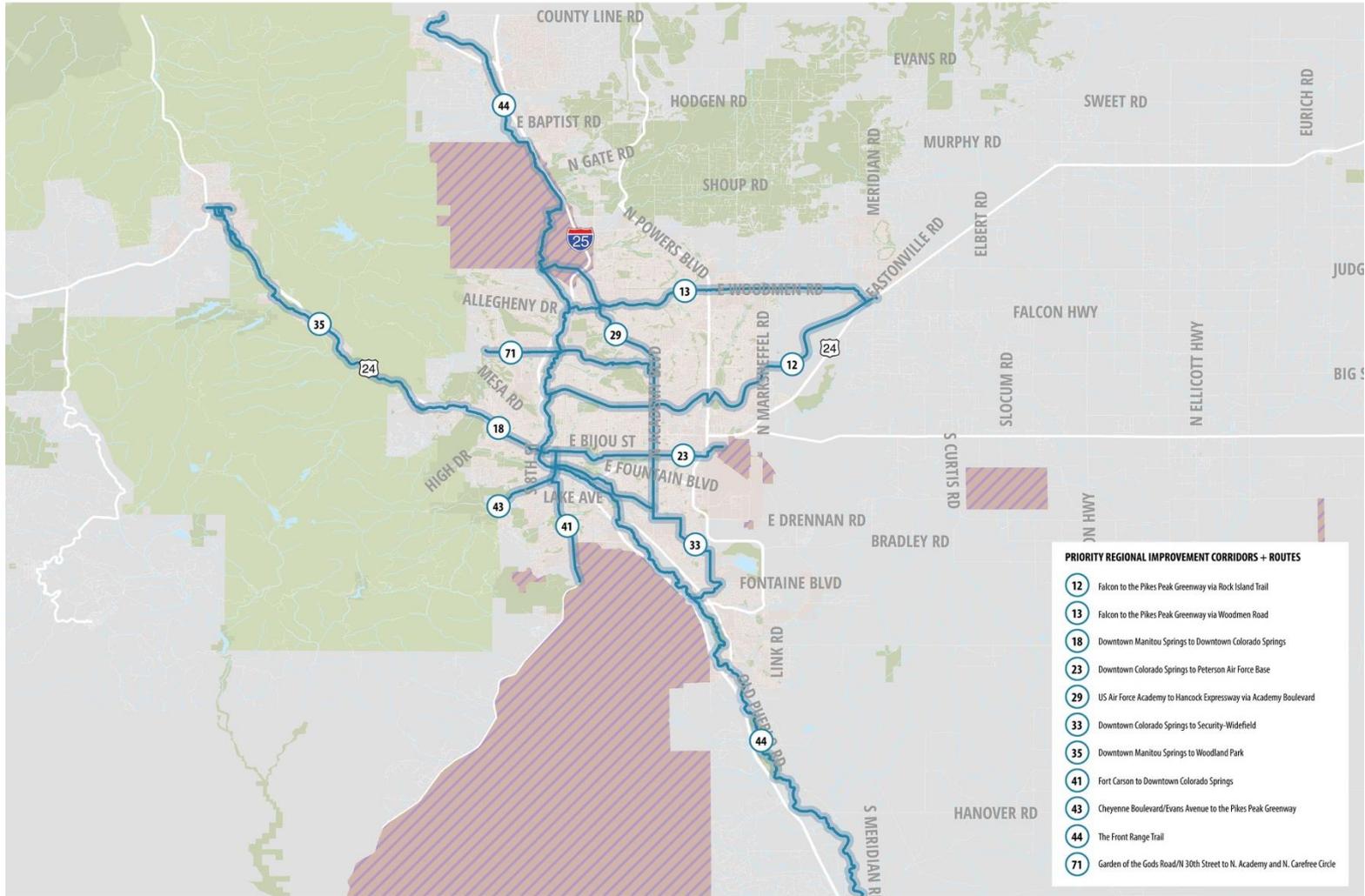
LIVABILITY



DELIVERABILITY



TOP IMPROVEMENT CORRIDORS AND ROUTES



- Existing Conditions Report
- Corridor Report
- Peer City Review
- Design Standard Toolkit
- Wayfinding Report
- Economic Impact Report



ECONOMIC IMPACT REPORT

- Bicycling contributes about \$28 million in direct economic impact to the local economy each year
 - *\$22 million is out-of-town day and overnight cyclists*
- There is tremendous growth potential in the cycling economy for a small investment
 - *For each \$1 invested in cycling, the region could yield \$1.80 - \$2.70 in benefits*
- Making key trail connections and other system investments could increase direct economic impact to \$81 million per year and reduce short auto trips
 - *20 percent of regional trips are less than 5 miles and take less than 5 minutes*



HOW TO PARTICIPATE

If you were unable to attend one of the public meetings: watch the presentation and Q&A from the Manitou meeting on our website.

www.walkbikeconnect.org

Questions? travel@ppacg.org

REGIONAL TRANSPORTATION PLAN SERIES

Learn about upcoming opportunities for input:

www.ppacg.org

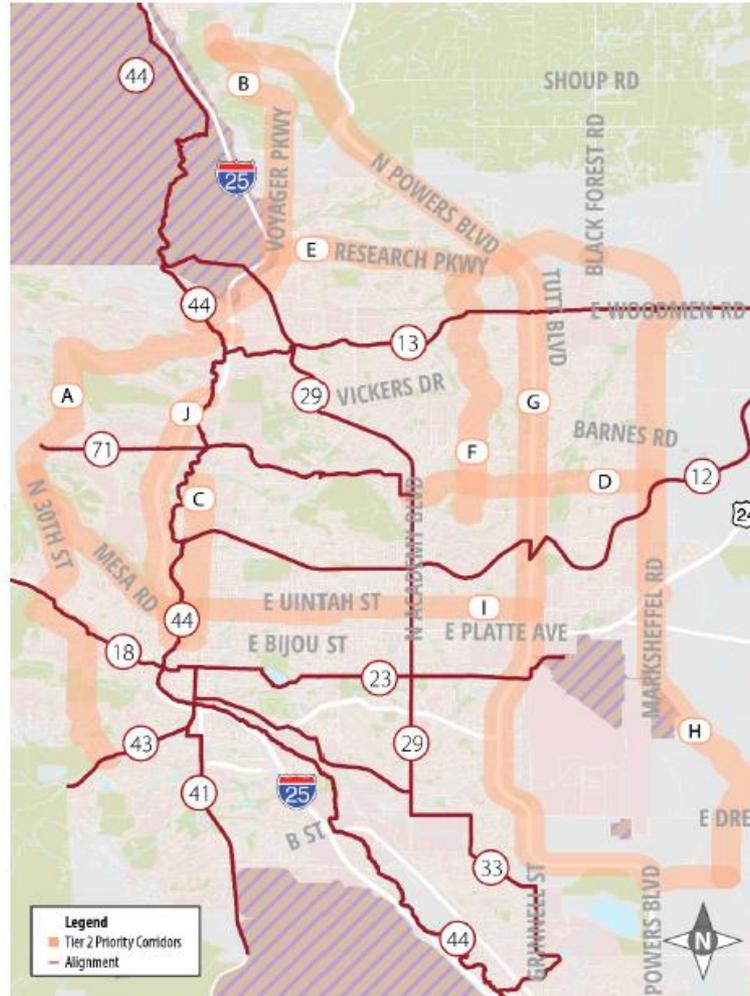
UTE PASS TRAIL MEETING | May 20 from 5:30 to 7:30 at Centennial Hall



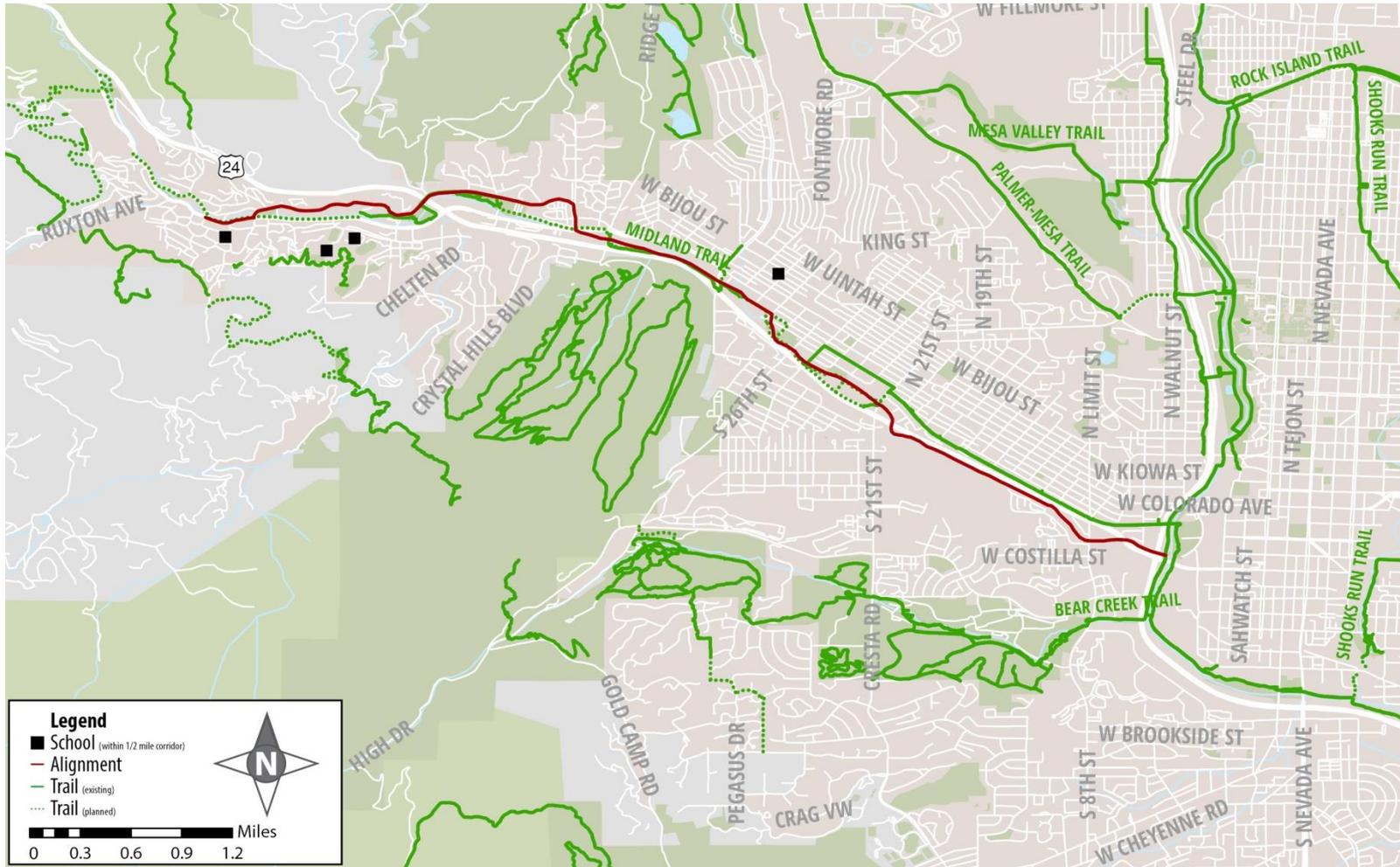


QUESTIONS?

ADDITIONAL PRIORITY CORRIDORS: CITY OF COLORADO SPRINGS



SYNERGY WITH OFF-ROAD SYSTEM



CORRIDORS, ROUTES, AND PROJECTS

Corridor

- Big-picture 'areas' for improvement
- Regional connections to key origins and destinations



Route

- Focused alignment within a given corridor
- Regional scale
- Exact details unknown but general idea of how route might connect with the system



Project

- Specific location, features, design identified
- Ranges from an intersection improvement to specific infrastructure
- Not usually an entire route



IMPLEMENTATION – FUNDING SOURCES

Local entities lead project proposal, design, and construction. Potential funding via PPACG include:

- **State/Federal funding:** Jurisdictions must ensure projects are in RTP to be eligible. Will be added to Transportation Improvement Program (TIP) once awarded.
 - **Transportation Alternatives Program (TAP)** – CDOT and PPACG Call for Projects, jurisdictions submit priorities and funding match of 20%.
 - **Safe Routes to School** – CDOT annual Call for Projects.
- **Pikes Peak Rural Transportation Authority (PPRTA)** – Must be consistent with voter-approved list of projects.
- **Grants from public health entities or lottery funding** – (e.g., Kaiser Permanente Walk and Wheel, LiveWell Colorado and Great Outdoors Colorado)
- **Incorporate into design of larger infrastructure (usually roadway) projects**

Additional local funds (bike tax, PPRTA) are available: talk to your local staff!



CITY COST ESTIMATES

Regional Route	SDG		City of Colorado Springs
	Low	High	
12	\$5,250,000	\$9,650,000	\$5,628,078
13	\$2,440,000	\$5,210,000	\$3,894,701
18	\$2,350,000	\$4,750,000	\$1,881,368
23	\$1,090,000	\$1,650,000	\$6,431,810
29	\$11,000,000	\$64,000,000	\$19,445,083
33	\$1,750,000	\$4,000,000	\$4,745,863
35	<i>out of city</i>		
41	\$3,400,000	\$6,680,000	\$4,783,503
43	\$510,000	\$870,000	\$1,903,234
44	<i>no comment received</i>		
71	\$1,700,000	\$5,500,000	\$3,375,792



HOW COST ESTIMATES DEVELOPED

- Cost estimates within the region plan are based on a average per-mile or per-facility estimate. This provided us with a cost range for each regional route.
- The cost estimates DID NOT include right of way because project specifics haven't been identified.
- The City of Colorado Springs is working up more detailed cost estimates for regional routes within the City.



AVERAGE COST EXAMPLE

Table 5.36: Regional Route 44: Treatments and approximate costs

Reference	Treatment	Number/Miles	Approximate Cost
R44IMP1	Connectivity	23 locations	\$1,150,000 - \$1,500,000
R44IMP2	Railroad Crossing	1 location	\$275,000 - \$500,000
R44IMP3	Underpass	3 locations	\$750,000 - \$900,000
R44IMP4	Surface Quality	7.5 miles	\$2,367,000 - \$2,970,000
Total approximate material costs			\$4,542,000 - \$5,870,000



Project Update

Lesley Mace, PE
CDOT Project Manager

Colorado Springs Parks Board
May 14, 2015

Agenda

- Purpose and Benefits
- Status
- Project Configuration
- General Schedule
- Team Members

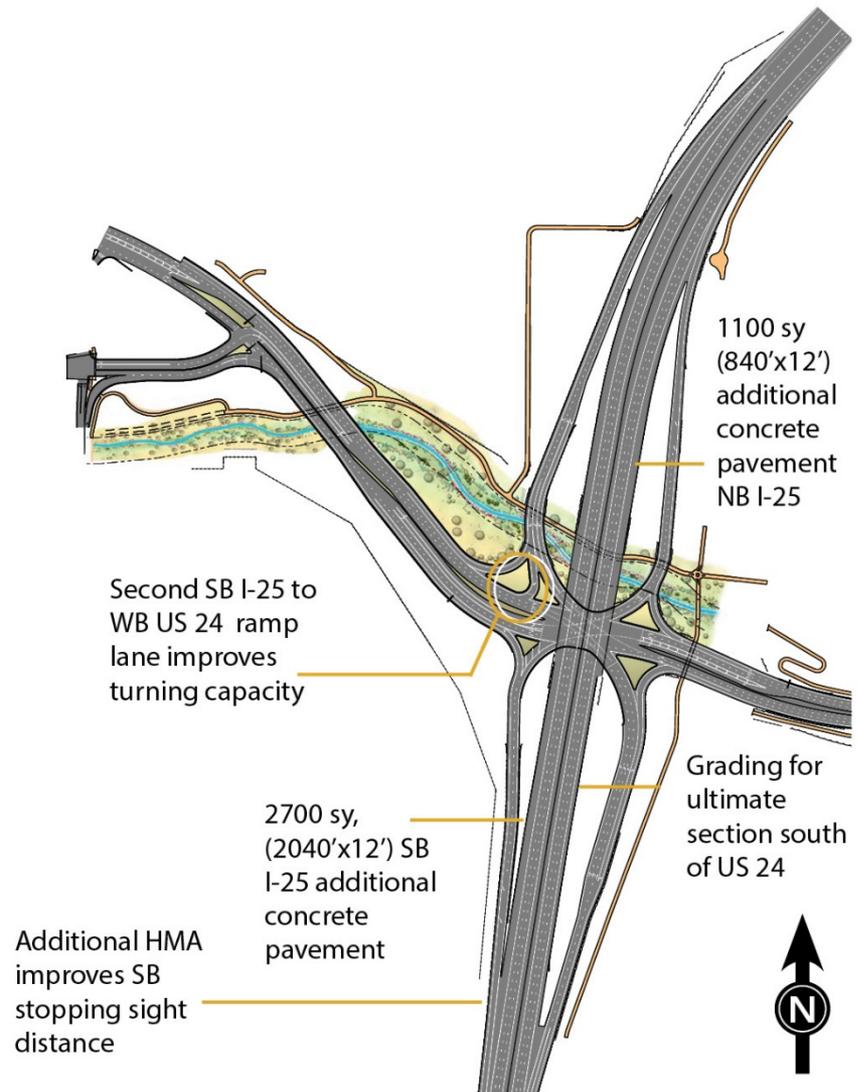
Purpose and Benefits

- Improve Safety
- Improve Capacity
- Provide 6-lanes on I-25
- Improve Interchange Traffic Flow
- Improve Trail Connectivity

Status

- Kraemer North America and Tsiouvaras, Simmons Holderness Design/Build Team Selected
- Notice To Proceed 1 Issued April 2, 2015
- Design efforts underway
- Initial site preparations underway
- Initial Construction Phase is beginning in June

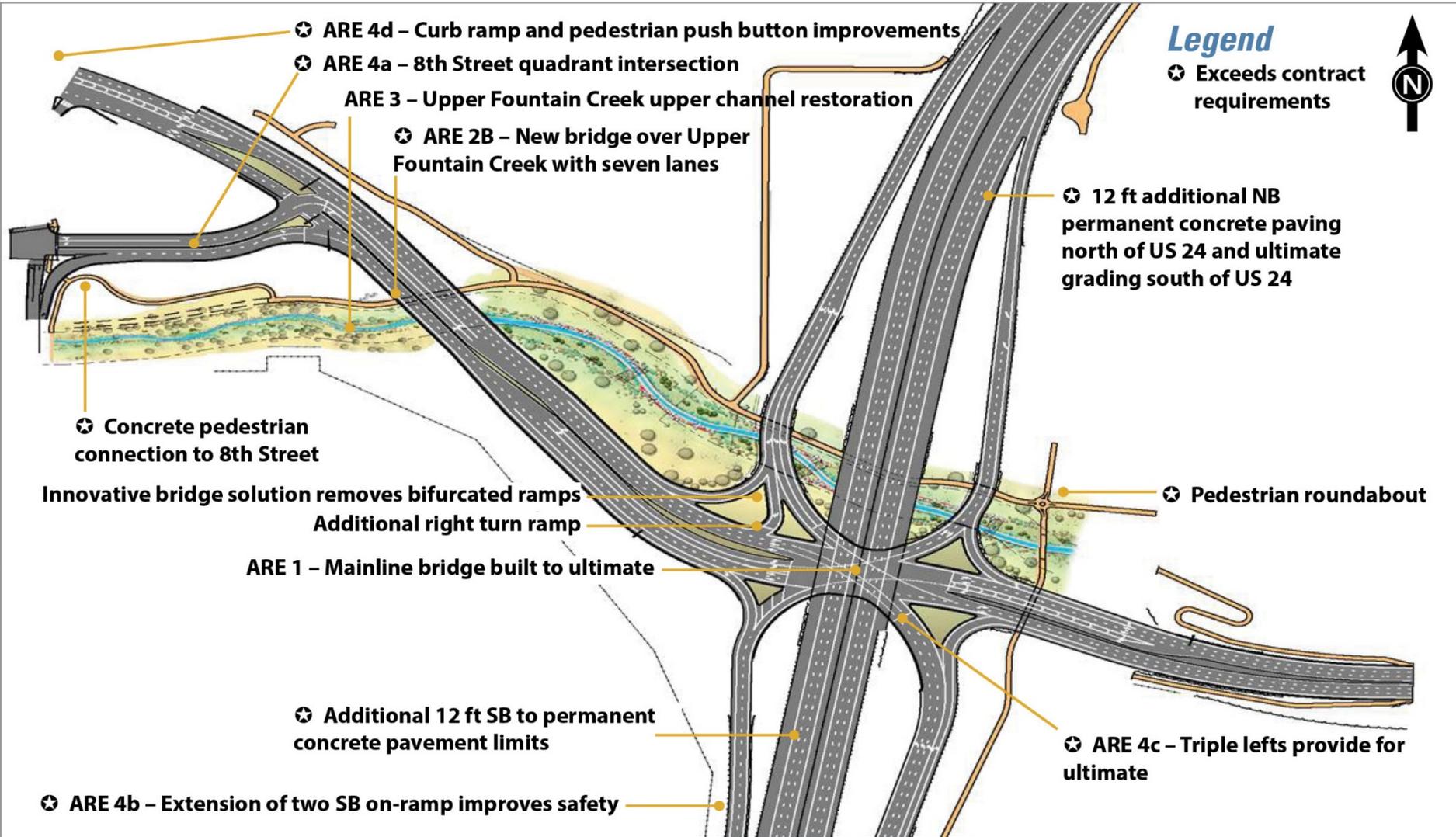
Project Configuration



I-25 / Cimarron Interchange

DESIGN-BUILD PROJECT

COLORADO DEPARTMENT OF TRANSPORTATION



I-25 / Cimarron Interchange

DESIGN-BUILD PROJECT

COLORADO DEPARTMENT OF TRANSPORTATION



FM 11 11 14

US 24 Eastbound



I-25 / Cimarron Interchange

DESIGN-BUILD PROJECT

COLORADO DEPARTMENT OF TRANSPORTATION



FM 11 11 14

Northern View



I-25 / Cimarron Interchange

DESIGN-BUILD PROJECT

COLORADO DEPARTMENT OF TRANSPORTATION



FM 11 11 14

Western View from ATB Park



I-25 / Cimarron Interchange

DESIGN-BUILD PROJECT

COLORADO DEPARTMENT OF TRANSPORTATION



FM 11 11 14

Trail Network



Project Schedule

- Notice to Proceed April 2, 2015
- Design Underway April 2015
- Phase 0 Construction (Work Offline) June 2015
- Phase 1 Construction (Mainline Work) March 2016
- Project operationally complete Fall 2017
- Construction Completion April 2018

I-25 / Cimarron Interchange

DESIGN-BUILD PROJECT

COLORADO DEPARTMENT OF TRANSPORTATION

Phase 0

June 2015 to March 2016

Maintenance of Traffic

There are no impacts to the traveling public in Phase 0.

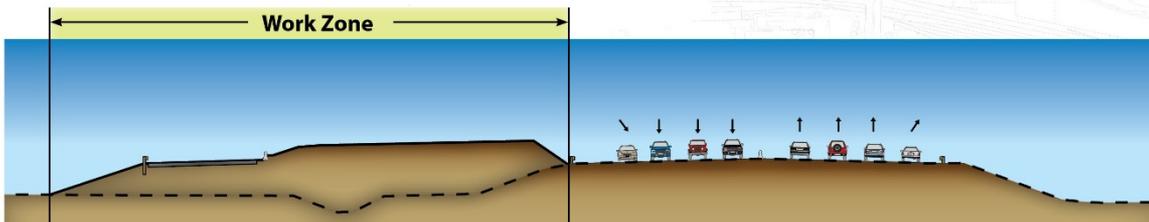
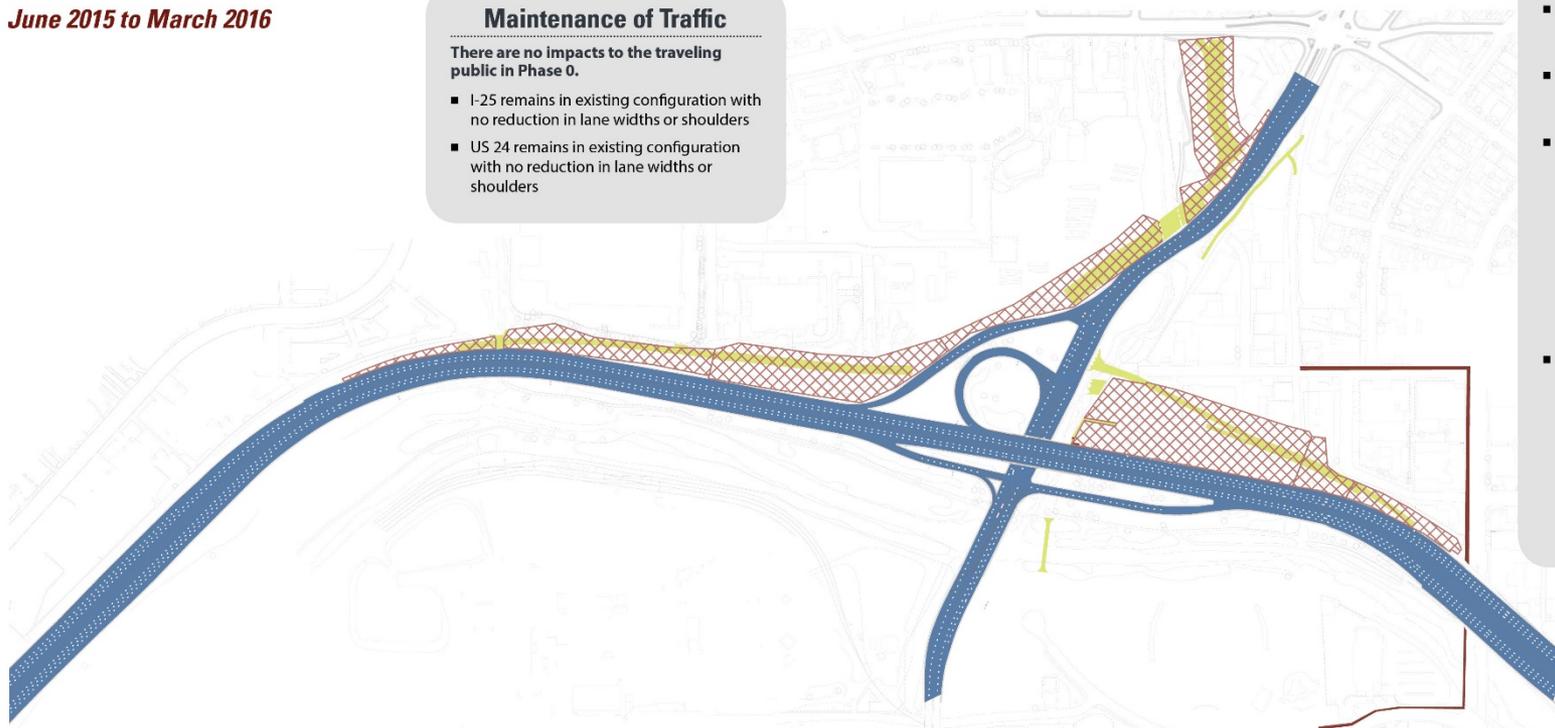
- I-25 remains in existing configuration with no reduction in lane widths or shoulders
- US 24 remains in existing configuration with no reduction in lane widths or shoulders

Key Construction Activities

- **Utilities** – construct 3000 feet of electric duct bank plus multiple water, gas, and fiber optic lines
- **Drainage** – install 60-inch storm sewer line, directionally jack and bore under I-25 with no traffic impacts
- **Roadway and Embankment**
 - SB I-25 off-ramp embankment, cut and fill
 - SB I-25 on-ramp embankment, fill
 - I-25 SB – off- and on-ramp; install walls and paving
 - ARE 4a – 8th Street quadrant intersection – embankment and paving
 - US 24 – build off line pavement
- **Bridges and Structures**
 - Temporary SB I-25 off-ramp over Upper Fountain Creek
 - EB US 24 bridge over Upper Fountain Creek
 - Pedestrian bridge over Monument Creek
 - Bear Creek Concrete Box Culvert extension

Legend

- Construction
- Location of Traffic
- Pedestrian/Bicycle Route
- Embankment



Phase 0 Typical Section of I-25 South of Upper Fountain Creek

I-25 / Cimarron Interchange

DESIGN-BUILD PROJECT

COLORADO DEPARTMENT OF TRANSPORTATION

Phase 1

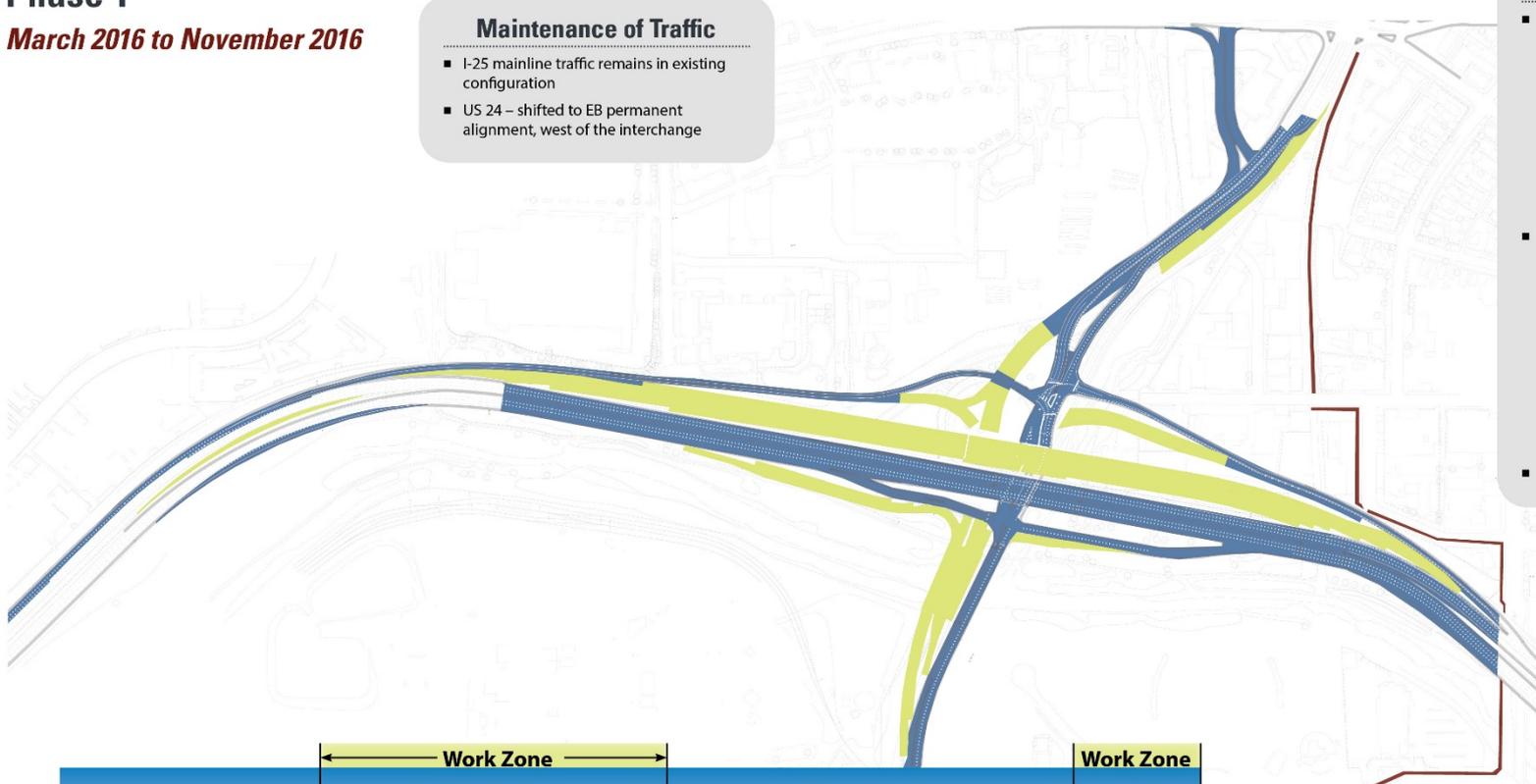
March 2016 to November 2016

Maintenance of Traffic

- I-25 mainline traffic remains in existing configuration
- US 24 – shifted to EB permanent alignment, west of the interchange

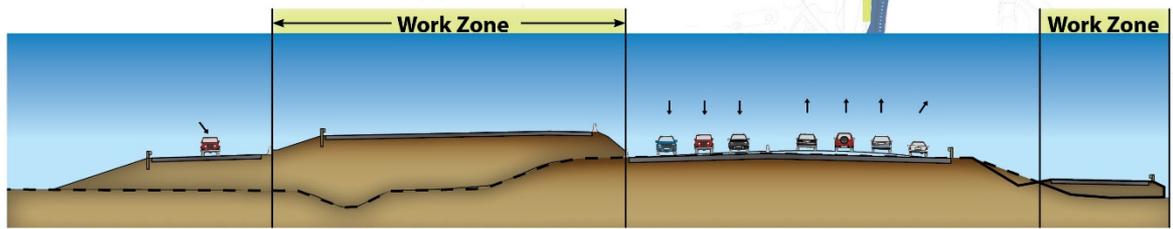
Key Construction Activities

- **Roadway and Embankment**
 - NB I-25 off-ramp fill south of US 24
 - Fill under new I-25 SB on-ramp
 - SB I-25 south end – fill under new alignment
 - Pave US 24 and Cimarron tie-ins
 - South end overlay as needed for tie-in (cross slope corrections)
 - Fastrack crossovers north/south end to shift NB onto new SB alignment
- **Bridges and Structures**
 - SB I-25 bridge
 - Cimarron over Lower Fountain Creek
 - US 24 over Upper Fountain Creek (remaining WB structure)
 - SB I-25 off-ramp over Upper Fountain Creek
 - Pedestrian bridge over Upper Fountain Creek
 - Temporary NB I-25 on-ramp bridge over Upper Fountain Creek
- **Trails – Fountain Creek path**



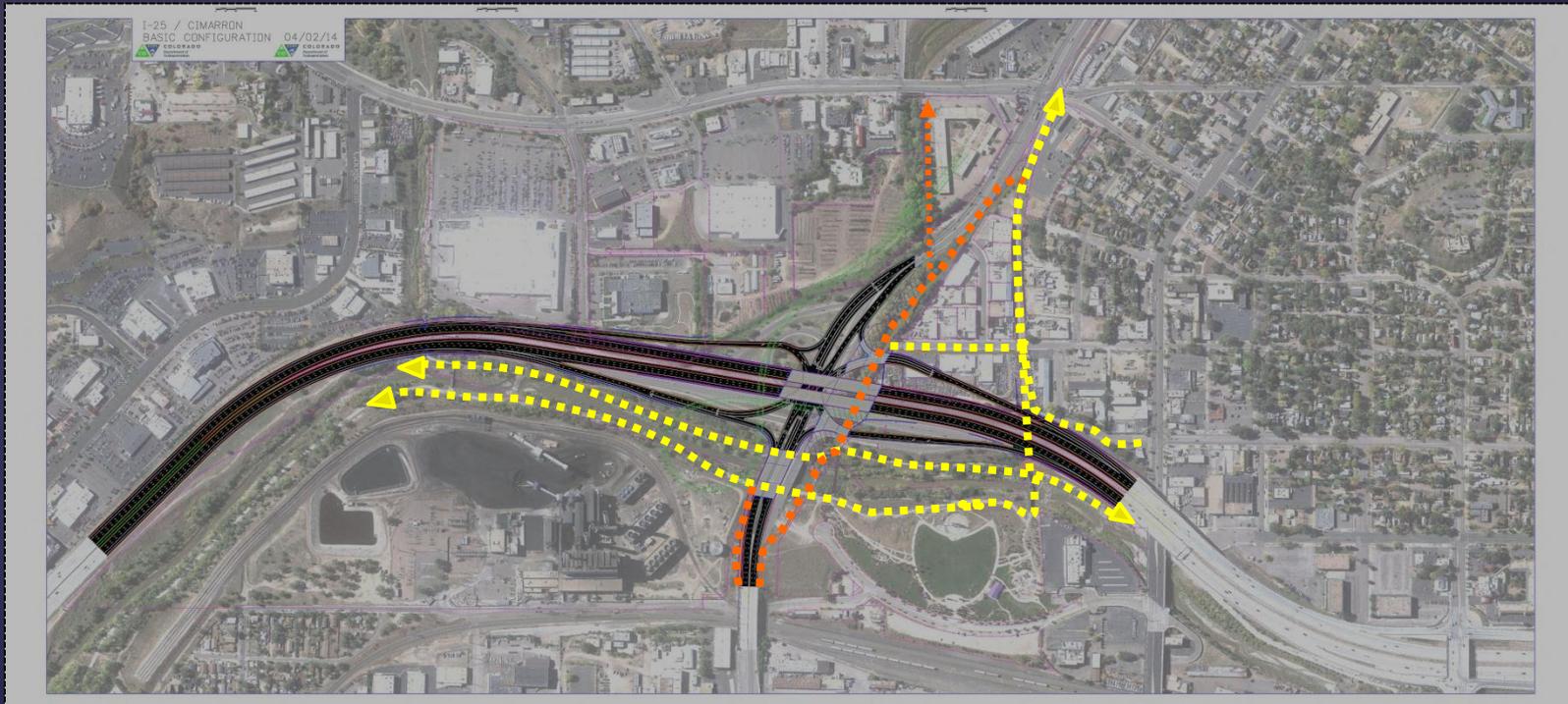
Legend

- Construction
- Location of Traffic
- Pedestrian/Bicycle Route



Phase 1 Typical Section of I-25 South of Upper Fountain Creek

Trail Network



- Connectivity
- Improve Safety
- Compatibility with Trails Master Plan
- Enhance Experience for Trail User

America the Beautiful Park Compatibility

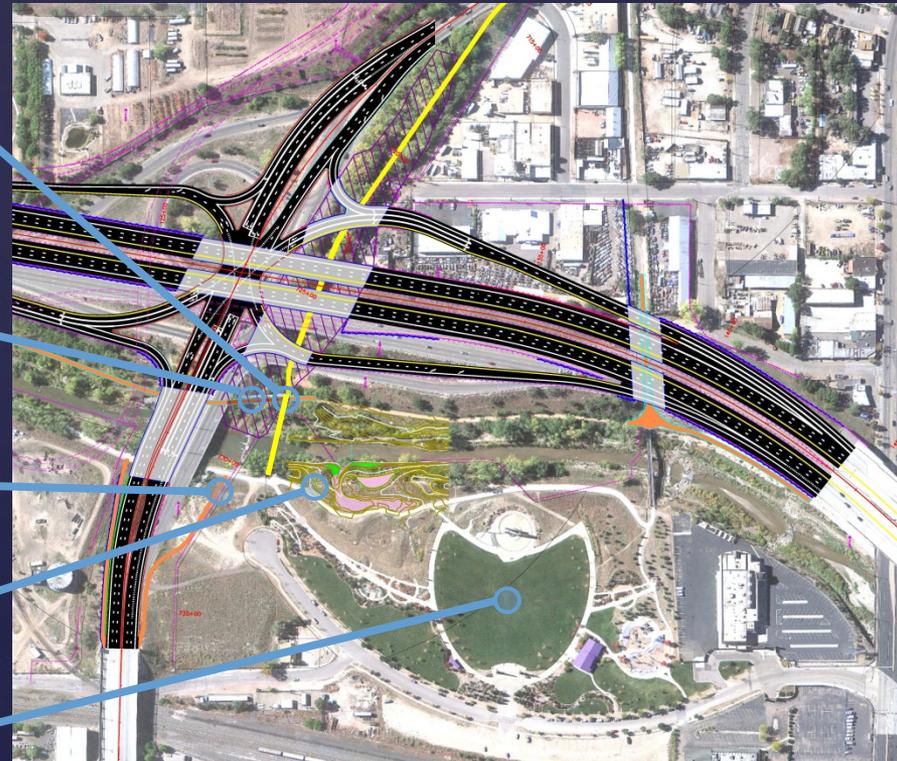
Alignment for Future
Pedestrian Bridge Connection
to the Park

Reset Existing Pedestrian
Bridge over Fountain Creek

Connections from Cimarron
Street to Park & Trail

Creekside Improvements

America the Beautiful Park



Aesthetics/Landscaping/Trails Technical Team

- Allen Beauchamp, Al Brody, Dave Van DerWege – Bicycle Community
- Tasha Brackin – El Paso County Parks
- Victoria Chavez, Jennifer Irvine – El Paso County Traffic
- Stuart Coppedge – RTA Architects
- Brett Iverson – Colorado Springs Police Dept. Homeless Outreach Team
- Bill Koener – Trails and Open Space Coalition
- Chris Lieber, Connie Perry – City of Colorado Springs Parks, Recreation and Cultural Services
- Dave Munger – Council of Neighbors and Organizations
- Elena Nunez – Colorado Springs Utilities
- Jim Rees – City of Colorado Springs Urban Renewal Authority
- Brian Risley – CRP Architects
- Nolan Schriener – Land Planner / Architect
- Jon Severson – Urban Single Track Project
- Larry Small – Fountain Creek Watershed Flood Control & Greenway District

Questions/Discussion

Parks, Recreation & Cultural Services

May 2015 Flood Damage Report

Kurt Schroeder
Parks and Recreation Advisory Board
May 14, 2015



























