



Section 6: Future Parks, Recreation, Tourism, Transportation, & Trails

6.1 INTRODUCTION

This section includes a description of improvements that the Town of Basalt would like to see for its parks and recreation, tourism, transportation, and trails networks. Section 6.2 outlines improvements to parks and recreation and tourism facilities. Improvements to the mid-valley transportation network are addressed in Section 6.3, and Section 6.4 addresses future trails, sidewalks and pathways in the Three Mile Planning Area.

6.2 FUTURE PARK, RECREATION & TOURISM IMPROVEMENTS

ADDITIONAL PLANNING ACTIVITIES NEEDED

The Town expects undertaking the following planning activities in order to better meet the needs of the its citizens and tourist activities

1. Master Plan for non-river Active and Passive Town Parks. A detailed parks master plan should be prepared for Basalt parks which are not on the river. (A separate plan for the river parcels is addressed below.) Once funding is available the Town should prepare this master plan. It is envisioned that the Plan would address the following:

- A. Identify the type of parks and who they will serve – e.g. neighborhood parks, recreational, active or passive parks, nature parks, dog parks, and who should provide and maintain those types of amenities, the developers or the Town;
- B. Determination of activities for each of the Town's Parks;



- C. Depiction of activity zones within each park;
- D. Upgrades for Arbaney Park. This park has successfully met many of the Town's park needs and offers many recreational activities. However, the infrastructure is aging and improvements are needed. The activities could be better organized. The soccer field needs to be enlarged. Converting the historic Arbaney Barn from Public Works storage to activities for the Basalt and Regional Heritage Society would be included in the Plan.
- E. Updating Southside Park. This park is underused. The neighborhood should be involved in redesigning a more usable park.
- F. Additional tot lot facilities to serve the Willits residential developments.
- G. Community Garden locations within the town limits.
- H. Activities for a park on the Meyer Property if that property is annexed to Town.
- I. Activities for the north and south parks on the Stott's Mill Property if that property is annexed to Town. Examine the potential for an adult sized soccer field in the future if the property to the east is amended into the Town UGB.
- K. Determine park needs that can't be met with the current lands available or expected to be available for park uses. Means of meeting those unmet needs should be addressed in future updates of the Master Plan.
- L. Establishment of policies addressing the potential joint use of lands for parks and drainage detention purposes. The policies should address what types of park activities or open space uses are potentially compatible with lands that are occasionally inundated with stormwater and what park activities and open space uses, if any, are compatible with lands that are inundated more frequently. The policies should address the level of credit toward parkland dedication that will be granted for lands that are also used for stormwater detention purposes.

2. Riverpark Planning: Since the *1999 Master Plan* was adopted the Town has been working to create a riverfront park and open space system. This master plan should address activities for different areas as well as detailed site design for access, parking, circulation, special event facilities, trail alignments, river edge treatment, and connections to other parks and residential areas. An important part of this effort is to ensure that activities complement rather than conflict with each other, for example high activity family and tourist recreation and environmental goals. This Plan should build on the prior planning activities undertaken for the River Corridor.

3. Other governmental coordination: The Town also needs to continue its efforts to coordinate with the activities of other governmental entities to meet open space and recreational goals.

- A. Coordination with CDOW. The 1996 Three Mile Plan stated that further development of Lake Christine as a regional park and recreational activity center should be pursued and a park master plan developed. The Town's effort in this area was halted as a result of the current policies of the CDOW to protect the wildlife in this area. The Town is still interested in a land trade where some of the Lake Christine area that the Town is



interested in using for more active uses is traded for valuable wildlife areas that the Town owns.

- B. Coordinate with the Crown Mountain Park Recreation District. Crown Mountain Park continues to be a major focus for the development of both active recreational facilities and natural open space.
- C. Coordinate with entities building trails, such as RFTA and the Mid Valley Trails Committee to ensure that the trails meet tourism needs, access Town parks and recreation facilities, and access other Town facilities.

LAND ACQUISITION

The Town is currently evaluating several land acquisitions to accommodate park and recreation needs as follows:

1. **Riverfront Park and Open Space System:** The Master Plan shows the proposed Riverfront Park and Open Space System as a series of public open spaces along the Roaring Fork River and at the confluence of the Roaring Fork and Fryingpan Rivers. The Town has purchased several properties as summarized in Chapter 2. Annexation, redevelopment and development proposals should not be approved unless they dedicate the land area designated for park and open space on the *2002 River Stewardship Plan* or the Future Land Use Plan Map. Additional parcels will need to be purchased.
2. **Two Rivers Parkway:** This corridor is an important extension of the River Front Park, Trail and Open Space System and provides great potential for tourism. Additional information on the Parkway is found in Sections 6.3 and 6.4. Most of the land area needed for the Parkway has been acquired by the Town since the *1999 Master Plan*, but additional parcels may be needed.
3. **Hillside Parcels:** The Town is also seeing the value in acquiring some key hillside parcels for their scenic, environmental, and recreational opportunities.
4. **Other:** The parks master plan discussed previously will identify other parcels that should be acquired by the Town.

6.3 FUTURE ROADWAY AND TRANSPORTATION SYSTEM IMPROVEMENTS

The following is a list of transportation improvements that are under consideration and could result in significant improvements to the Town's traffic circulation. Most of the locations of the improvements described below are shown on the Figures 3a, 3b, and 3c, Transportation Network.

SHORT-TERM IMPROVEMENTS

Potential short-term improvements being considered for completion within the next five years include:



1. ***Replacement of the Emma Bridge:*** The Emma Bridge was closed to vehicular traffic and traffic was routed to the new Midland Avenue Bridge in September of 1998. Currently, the Emma Bridge is open to pedestrians and bicycles only. Concerns have been raised regarding negative impacts from the bridge on the ability to carry water and the *River Stewardship Plan* recommended that it be replaced with a pedestrian bridge with a clear span. Because this bridge provides such a critical pedestrian link to the Middle and Elementary Schools, Arbaney Park and the CDOT Park and Ride it is important that this bridge be replaced in any river improvement or redevelopment of the Roaring Fork Mobile Home Park.

2. ***Implementation of the Two Rivers Greenway Master Plan from Midland Avenue west to Highway 82:*** In 2007 the Town adopted a roadscape plan for Two Rivers Road to meet a number of goals, including providing safe bicycle and pedestrian connections between East and West Basalt, calming traffic to improve safety and enhance the scenic and recreational values of the road corridor, and improving river access and parking. Steps should be taken to implement the Plan in phases. Recommended improvements include:
 - Constructing a trail/bike path connecting downtown Basalt to existing and proposed trails in the vicinity of the Willits Lane/Two Rivers Road intersection with Highway 82;
 - Connection to, and improvements at, the Highway 82 underpass trail (beneath the lower bypass bridge) and adjoining CDOT right-of-way including the CDOT material storage area and the open space/riparian areas between Two Rivers Road and the river;
 - River access improvements including designated fishing access points, parking areas/pull-outs, and handicapped accessibility where possible;
 - Traffic calming and aesthetic parkway improvements including narrower driving lanes, reduced speed limits, chicanes, signage, striping, landscaping improvements, and entry elements/parks at both ends of the River Parkway;
 - Improvements to the recycle area to improve safety, aesthetics, and policing; and
 - Environmental repair and upgrade to the riparian habitat including replanting, restoring disturbed areas, creation of fish habitat, and protection of existing undisturbed areas.

3. ***In-Town Improvements to Two Rivers Road (“East Entrance” at Highway 82 to Midland Avenue):*** Taking over Two Rivers Road from CDOT in 2003 opened up a number of opportunities for Basalt to meet town goals. Some improvements were made such as the pedestrian improvements at Midland Avenue and Two Rivers Road and the creation of additional angled parking in that area. Some potential improvements include:
 - Traffic calming and speed control improvements;
 - Additional sidewalks and pedestrian improvements;
 - Additional angled and parallel parking;
 - Creation of additional downtown streetscapes with reduced building setbacks, street trees, plazas and similar improvements; and
 - Improvements associated with the development of Fisherman’s Park and related river access concerns.



With the Two Rivers Greenway Master Plan being complete, the Town should undertake another study for the eastern portion of Two Rivers Road. The Town should study the intersection of Two Rivers Road and Cottonwood Drive to determine if any improvements should be made to make that intersection better.

4. ***Safe Routes to School Improvements:*** The Town should continue to participate in the Safe Routes to School program and follow through with implementing improvements identified in this effort, many of which dovetail with other transportation improvements listed in this section.
5. ***Pedestrian Safety Improvements on Highway 82:*** Throughout Basalt's Three Mile Planning Area there are several key locations where pedestrians encounter significant safety issues while attempting to cross Highway 82. This is particularly acute at RFTA bus stops. Possible safety improvements and policies include: highway signage identifying transit locations and high levels of pedestrian activity, pedestrian or transit activated warning lights, reduced speeds, increased enforcement and double fines in high pedestrian activity areas, and installation of pedestrian underpasses.
6. ***Intersection Improvements at East Valley Road / Original Road and Highway 82:*** The Town and CDOT have identified this intersection as needing signalization to reduce potential hazards for vehicles and pedestrians. Vehicular movements from East Valley Road and Original Road are difficult due to the multiple-lane highway, high speeds, curve and super-elevation of Highway 82. Transit activity and traffic associated with an existing and new medical facility, and multi-family and single-family housing in the area are adding to the safety concerns. CDOT began the design process in 2006 for a new traffic signal at this intersection. Town funds are budgeted to install the signal in 2007. Other long-term improvements as identified below in Item #10 may be needed at this intersection.
7. ***Intersection Improvements at El Jebel Road and Highway 82:*** Improvements have been made at the intersection of El Jebel Road and Highway 82 since the *1999 Master Plan* was adopted to address intersection alignment, lane configurations, and vehicle stacking problems on the east, north and south sides of the intersection. Pedestrian circulation problems were partially addressed by the construction of a pedestrian underpass as part of the Highway 82 four-lane project. Continually increasing traffic volumes are expected at this intersection due to the ongoing recreational development at Crown Mountain Park, build out of existing development approvals at Orchard Plaza, development at Willits/Sopris Meadows, anticipated development/redevelopment of the Crawford property, and continued build out of developments on Missouri Heights. The *State Highway 82 Access Control Plan* recommends the addition of islands to facilitate free right turns at this intersection. In addition, an eastbound/southbound double left turn lane is recommended from Highway 82 onto El Jebel Road. Widening of El Jebel Road is needed, including a new lane to accommodate separate right turn and through lanes at the Highway 82 intersection.



- 8. *Midland Avenue Underpass at Highway 82:*** Growth in the portion of Basalt south of Highway 82 has created a need for better connections across Highway 82. New residential development, the location of the high school, existing and planned industrial and business growth, and the location of a major CDOT Park and Ride south of Highway 82 all contribute to the need for greatly improved connections. The most important need is a safe pedestrian crossing for transit, trail, and school access.

A traffic analysis and transportation planning study is being done by the Town to address future transportation needs related to the above growth. A solution that has previously been considered is a new Midland Avenue Underpass at Highway 82. This project is prioritized highly in the Intermountain Transportation Planning Region's 2030 Regional Transportation Plan. However, the scarcity of State and Federal funds for projects like this makes the prospects for funding it highly uncertain. The underpass would provide grade-separated access between the north and south sides of Highway 82 within East Basalt. Access to Highway 82 from Midland Avenue would remain the same as today, down-valley by the slip lane off Emma Road, and up-valley by Emma Road through the roundabout. This underpass improvement would provide a major pedestrian sidewalk and bike path link between the downtown core and south side destinations such as the CDOT Park and Ride and the high school. The underpass would also improve access to a transit station identified for this area of Town adjacent to Highway 82.

- 9. *Intersection of Basalt Avenue and Highway 82:*** As noted in Item #8 above, better pedestrian connections are needed across Highway 82 including the existing intersection at Basalt Avenue. Creation of an urban scale intersection, as opposed to the current high-speed highway intersection, is recommended in addition to the Midland Avenue Underpass. One suggested improvement is the development of a pedestrian crossing table, a raised platform with contrasting surface treatments including stone or brick textures and earth tone concrete colors. Traffic signals and signage including crosswalk signs and timing devices can be designed based on typical urbanized in-town intersections. Another suggestion is a pedestrian bridge over Highway 82 to be built in conjunction with a transit facility.

An ongoing traffic analysis and transportation planning study suggests that significant traffic congestion will be experienced at this intersection if growth envisioned in this master plan is realized. This study intends to examine a number of potential solutions that may be needed to accommodate the growth in traffic volumes. The study should be completed and plans made to implement the needed solutions.

- 10. *Area Served by Willits Lane and East Valley Road:*** Increasing traffic volumes are expected to cause increasing congestion at the east intersection of Willits Lane with Highway 82. The close proximity of this intersection to the East Valley Road / Original Road intersection with Highway 82 may eventually degrade the efficiency of the planned new traffic signal at the latter intersection discussed in #6 above. Other improvements are planned to increase the efficiency of the entire transportation system in this area. The extension of Original Road from Highway 82 to Willits Lane is recommended in the *State Highway 82 Access Control Plan* to improve



circulation patterns in this area. Plans are being made for the phased implementation of this project in conjunction with redevelopment of properties in this area. Other improvements to the frontage roads and the local road system adjacent to Highway 82 should also be investigated.

The Town anticipates that improvements of the type mentioned above will likely be funded through the combined efforts of CDOT, existing development approvals, future development proposals, and the Town.

11. *West Valley Road and Blue Lake Subdivision West Entrance Road (JW Drive):*

Additional traffic volumes and congestion at the El Jebel Road intersection with Highway 82 may increase congestion at this intersection. However, the *State Highway 82 Access Control Plan* excludes signalization of this intersection to preclude traffic growth on JW Drive and West Valley Road. The Access Control Plan does recommend the addition of bus stops at this intersection along with a pedestrian overpass or underpass with adequate lighting.

12. *Improvements to the Upper CDOT Bridge:* Engineering and hydrological/river stabilization improvements are needed at this bridge to correct design problems that are contributing to excessive deposition of sediment at the bridge, bank erosion, and channel instability on the Roaring Fork River. Any improvements should be consistent with the River Stewardship Plan.

13. *Bus Feeder System:* The Town needs a bus feeder system in order to accomplish the following:

- Provide connection between the East and West Basalt town centers;
- Coordinate with future express bus or rail service along Highway 82;
- Further the Town's goals and policies related to pedestrian and transit issues;
- Mitigate increased demand for parking within the town centers; and
- Reduce traffic impacts and demand for expensive roadway and intersection improvements.

Initial routes for a future bus feeder system have been discussed with RFTA and are supported by the goals and policies of this plan. (See Figures 3a, 3b, and 3c, Transportation Network).

14. *Access Control Plan for Highway 82:* An Access Control Plan for Highway 82 from the Garfield County line to Emma Road was adopted by the Town, Eagle County and CDOT in 2002. Implementation of the plan allows the Town and adjoining counties a more active role in review of access issues affecting pedestrians, trails, and the character of Highway 82. The Plan identifies improvements anticipated to be needed at certain intersections, most of which have been discussed above and some of which have been completed. The Plan limits the number of future accesses to Highway 82 that will be permitted and calls for the future elimination or consolidation of some accesses. Implementation of the recommendations of the Access Control Plan should be made in conjunction with new developments or as funds



are otherwise available. The Town should also consider preparing a similar access control plan with Pitkin County and CDOT for the remaining Pitkin County portion of Highway 82 within Basalt's Three Mile Planning Area.

15. ***Additional Parking for Downtown:*** Additional parking downtown has been identified as an important transportation improvement. There is potential for developing a downtown parking facility through private, public, or joint venture options, most likely associated with mixed-use redevelopment proposals. Planning for a future parking location also needs to consider proximity to potential transit stations.
16. ***Trails/Sidewalks:*** Additional sidewalk, trail and pathway improvements are outlined in Section 6.4 Future Trails, Sidewalks and Pathways.
17. ***Park and Ride Facilities:*** The Existing Aspen to Buttermilk EIS for Highway 82 requires additional park and ride facilities throughout the valley. Some of these facilities will likely be located within the Town's Three Mile Planning Area and need to meet the Town's goals and objectives regarding transit improvements and land use.
18. ***Traffic Signal Changes:*** Modifications to traffic light sequencing can have significant impacts on traffic capacities and speeds. Transportation improvements involving additional computerization and timing for existing and future traffic lights within the Three Mile Planning Area will become important as traffic volumes increase.
19. ***Bus shelter Improvements:*** The safety and enjoyment of bus riders need to be increased. The Town, in cooperation with the Eagle County Regional Transportation Authority and RFTA, has constructed improved bus shelters in Town. Additional needed improvements include construction of additional shelters, bicycle locks and storage facilities, sidewalk connections to transit stops, safety lighting, and pedestrian traffic signals.
20. ***Re-classification Study:*** Classifications of State Highways can have significant impacts on access, need for frontage roads, speeds, and character and intensity of adjacent land uses. Highway 82 has an expressway (E-X) classification. The Town previously requested a Non-Rural Arterial (NR-B) classification for Highway 82, and this Plan continues to endorse the Town's recommendation for the lower classification in keeping with Basalt's small-town character.
21. ***Mass Transit/Rail Station Construction:*** As stated previously, RFTA continues to pursue better mass transit alternatives to serve Basalt and the Roaring Fork Valley. There is a need for the Town to participate in the future design and construction of two mass transit stations, one each in East and West Basalt.
22. ***Traffic Calming:*** Traffic calming options are noted throughout this Transportation Section as part of major projects. These concepts can be broadly applied on a smaller scale throughout all Basalt's neighborhoods as an important part of the transportation plan for the Town.



Traffic calming options are an effective tool for maintaining small-town community character and a better balance between vehicular and alternate modes of transportation.

23. **Major Rural Roadways:** Portions of Basalt's Three Mile Planning Area are served by two-lane rural roadways. These areas include Emma, the Fryingpan River Valley, Missouri Heights, and the Sopris Creek area. Some of these roadways are experiencing significant increases in traffic volumes. These roadways, in their current configuration, help to define Basalt's urban edge and rural small-town character. Basalt's transportation plan does not support major capacity improvements on these rural roadways in response to additional development pressure. Narrow road widths, slower speeds, drainage ditches, and agricultural fencing are acknowledged elements of rural roadways.
24. **Willits Lane:** Information is being compiled on the availability of existing right-of-way and characteristics of the vehicular and pedestrian facilities on Willits Lane as a first step in preparing a master plan for its improvement. Improvements to be considered include a better, safer and more uniform trail system and the possible need for traffic calming measures, all to be done within the context of the needs of the users of the roadway and the neighborhood through which it passes. The Town is hopeful that most of the improvements can be funded through impact fees paid by the developers of the Willits project and other developers building in this portion of Town.

6.4 FUTURE TRAILS, SIDEWALKS AND PATHWAYS

PROPOSED IMPROVEMENTS

The locations of the trail improvements are shown on Figures 11a, 11b, 11c, 11d, and 11e, Parks and Trails Map.

High Priority Connecting Trails

The highest priority trail improvement needs are for trails that provide connections between the East Basalt and West Basalt town centers or connections across Highway 82. The top four regional trail connections are outlined below:

1. **Willits Trail:** This segment begins at the East Willits Lane/Highway 82 intersection and continues along Willits Lane to East Valley Road and the West Willits Lane/Highway 82 intersection. Various improvements to this trail have been made since the previous Master Plan was published. The trail is now mostly continuous, with the exception of one short segment where insufficient right-of-way has thus far prevented the construction of the trail. Trail segments have been constructed of various materials (some hard surface, some soft surface), in various widths, and varying between separated and attached to the roadway. Efforts are underway to prepare a master plan for Willits Lane, which will include a plan for completing and improving the trail to make it safer, more attractive and more functional for its users. Implementation of the plan is expected after it is completed and adopted.



2. ***Two Rivers Road Parkway Trail:*** This trail is envisioned to follow Two Rivers Road from Midland Avenue to the Original Road Intersection with Highway 82. This alignment offers extensive, continuous river frontage, fishing access to the Roaring Fork River and riparian and wildlife habitat.

In 2006, the Town undertook a roadscape plan for Two Rivers Road and revisited options for trail improvements along Two Rivers Road. In 2007, the Town adopted the Two Rivers Greenway Master Plan. The preferred option in the adopted plan uses a 10 foot concrete path at its eastern end and a three to five foot soft-surface path at its western end. The preferred option also provides for midway trail connections to the Emma Trail in order to provide a multi-use trail connection between East and West Basalt. Please see #2 under the Section 6.3 above.

3. ***Midland Avenue Underpass:*** This trail segment will provide a pedestrian/bicycle connection alongside the Midland Avenue Extension under Highway 82, with sidewalk connections to the CDOT Park and Ride and Basalt High School. The Town of Basalt has applied for funding for this project through CDOT's State Transportation Improvement Plan (STIP) process. The project is prioritized highly in the Intermountain Transportation Planning Region's 2030 Regional Transportation Plan. However, the scarcity of State and Federal funds for projects like this makes the prospects for funding it highly uncertain.
4. ***Rio Grande Trail:*** This provides a recreational, tourist, and commuter corridor for pedestrians and bicyclists between Glenwood Springs and Aspen. This amenity is being provided as part of the valley-wide transportation system. Recent improvements to the trail have been or are being made in the Basalt area. By the end of 2006, it is anticipated that a continuous, paved multi-purpose trail will exist from Aspen to Carbondale along this corridor. RFTA has established a goal of completing the trail to Glenwood Springs by 2010.

Other High Priority Trail Improvements

Listed below are additional planned projects for local and regional connecting trails.

1. Bicycle/pedestrian bridge crossing the Roaring Fork River along the east side of the Lower CDOT Bypass Bridge located between East Basalt and West Basalt. Construction of this bridge is underway and scheduled for completion in 2007.
2. Trail across Sopris Creek to connect the Emma Road Trail to the proposed pedestrian/bicycle bridge near the Lower CDOT Bypass Bridge (referenced in Item #1 above). Bicyclists and pedestrians can then access the existing underpass and the Willits Trail from the Emma Road Trail. This trail is under construction as part of Project #1 above.
3. Improvements to the Highway 82 underpasses;
4. Extensions of the trail segments along the Fryingpan Road;
5. Pedestrian/bicycle bridge alongside the Hooks Spur Bridge to connect the Rio Grande Trail to the Willits Trail. In 2006, the Mid Valley Trails Committee completed an off-road path connecting the Rio Grande Trail and the existing vehicular bridge at Hooks Spur, including a



pedestrian walkway on the bridge. The Willits Trail project should include provisions for a safer crossing of Willits Lane to the Willits Trail. A separate bicycle/pedestrian bridge alongside the Hooks Spur Bridge remains a long-term goal.

6. Additional trail connections between the Rio Grande Trail and Crown Mountain Park.

Other Trails

The third category includes paths in more rural or environmentally sensitive areas. These include access to public lands, hiking trails, and fishing access trails along the Roaring Fork River and Fryingpan Rivers. These trails require more care to ensure that they do not harm the riparian environment or negatively impact critical habitat areas. Some rural trails are shown on the trails mapping while others are not, due to mapping limitations. Key trail components or areas recognized for future planning and improvements are described below:

1. Fisherman easements and designated access points are desired along both the Roaring Fork and Fryingpan Rivers. Access points need to be consolidated and clearly identified to prevent damage to riparian areas. Environmentally sensitive areas should be avoided or protected from impacts;
2. Trail connections to and within the Basalt State Wildlife Area are not shown on the trails map, consistent with current policies of the CDOW regarding this wildlife protection area. Future options for access and trail activities in the Basalt Mountain and Lake Christine areas should be studied in conjunction with the CDOW;
3. Access to the public lands in the East Sopris Creek, Sopris “Crown”, and “Light Hill” areas should be pursued. These access points should be considered only in locations that are consistent with existing BLM access points and policies in order to protect environmentally sensitive areas. At the time this master plan was being prepared the Town was investigating access above the High School and near the Town’s one million gallon water tank in the vicinity of B Hill;
4. Trail-head improvements including parking, signage, restrictions, etc. should be planned for public land access points where possible, and where the improvements can be accommodated without adverse environmental or neighborhood impacts; and
5. Trail connections for accessing the high ridges surrounding Basalt (Basalt Mountain, ridge above the high school, and the ridge above the Meyer Farm that links to the Arbaney-Kittle Trail) should be created to permit Basalt residents to walk directly from town to reach these ridges.

Other Trail Connections

The fourth category is comprised of those connections between various parts of Town, many of which are sidewalks. These improvements include:

1. Sidewalks in the roundabout area;



2. Sidewalk/trail from Highway 82 to the trails being provided as part of the Southside Development. (See also the Midland Avenue Underpass discussed in Section 6.3);
3. Trail/sidewalk improvements from the tunnel at El Jebel to Crown Mountain Park and residential areas in the vicinity. Improvements are needed on both the north and south sides of Highway 82;
4. Trails within the Crown Mountain Park, including passive and active trails;
5. Additional alley and pathway connections, such as the “Boy Scout Trail”, from Downtown Basalt to the immediately adjacent residential areas;
6. Additional pedestrian safety devices such as “neck downs” (places where the street narrows at pedestrian crossings), pedestrian warning signals and signs, traffic/speed tables, landscaping; and
7. Pedestrian trail improvements along El Jebel Road.

Trail Loops

The result of many of the trail improvements listed above is several trail loops connecting East Basalt to West Basalt. The major trail segments creating these loops would include the Willits Trail, Two Rivers Parkway Trail, Emma Road Trail, the Rio Grande Trail, and the trail along Midland Avenue Extension.

