Town Council
WORK SESSION
Monday, January 31, 2022
Public Meeting Room / Eagle Town Hall
200 Broadway Eagle, CO

This agenda and the meetings can be viewed at www.Townofeagle.org.
Times listed are approximate and are subject to change.

TOWN COUNCIL MEETING ACCESS INFORMATION AND PUBLIC PARTICIPATION

1. This will be an in-person meeting with Zoom access.

   ACCESS THE ONLINE MEETING HERE

   Work sessions of the Town Council are not meetings requiring public comment. The public is allowed to attend. However, public comment will not be scheduled and will only be taken at the discretion of the Mayor. The Council shall take no final or official action, vote, nor make any motions.

   For technical difficulties, please email jenny.rakow@townofeagle.org and we will do our best to assist you.

PRESENTATIONS 4:00 PM - 6:30 PM

1. Agenda
2. Original RFP Issued by Town of Eagle
3. Phase 2 Technical Memo
4. Preliminary Corridor Conceptual Design
5. Preliminary Access Management Plan
6. Preliminary Corridor and Roundabout Alignment
7. FHWA Bulletin Roundabout Safety
8. Phase 1 Update June 1, 2021
9. Letters of Concern
10. GACP Phase 2 Council Update Cover Letter
11. Grand Avenue Council Update Presentation Phase 2

I hereby certify that the above Notice of Meeting was posted by me in the designated location at least 24 hours prior to said meeting.

Jenny Rakow, CMC
Town Clerk

AGENDA

TO: Eagle Town Council

FROM: Grand Avenue Corridor Plan Project Team

DATE: **4:00 January 31, 2022**

SUBJECT: **Grand Avenue Corridor Plan Phase 2 Update**

This agenda is intended to organize the meeting for the Grand Avenue Corridor Plan between members of the project consultant team with the Eagle Town Council. This meeting is being held to update the Town Council on the development of the Corridor Plan through Phase 2. The project team will provide a comprehensive update of the work accomplished over the past 6 months with focus on the major recommendations for the corridor.

1. Welcome and Introduction
   (Brandy Reitter, Town of Eagle & Pedro Campos, Zehren and Associates)
2. Stakeholder Committee Remarks
   (Martha Miller, Chair of Stakeholder Group)
3. Project Overview Phase 1 & 2 and Major Recommendations
   (Pedro Campos, Zehren and Associates, Samantha Lorenz, Terra Soma, Kari McDowell, McDowell Engineering)
4. Traffic Modelling & Access Management
   (Greg Schroeder & Kari McDowell, McDowell Engineering)
5. Technical Overview & Union Pacific Railroad
   (Gary Brooks, Alpine Engineering)
6. Economic Overview
   (Sarah Dunmire & Andrew Knudtsen, Economic Planning Systems)
7. Conceptual Gateway and Urban Design
   (Pedro Campos & Jesse Gregg, Zehren and Associates)
8. Phase 3: 30% design plans
   (Gary Brooks, Alpine Engineering)
9. Land Use Code & Related Town Projects
   (Chad Phillips, Town of Eagle)
10. Council Discussion, Questions and Answers
    (All – Town Council, Consultant Team, Stakeholders and Staff)

-END-

Request for Proposals

Town of Eagle, Colorado

U.S. Highway 6 / Grand Ave. Corridor Plan

Published: June 30th, 2020

Town of Eagle Highway 6 Corridor Plan

The Town of Eagle, Colorado, invites all qualified consultants to submit a proposal to develop a Master Corridor Plan for Highway 6/ Grand Ave. This plan will serve as a guide for residents, property owners, developers, City Staff, and elected officials in making sound land use, infrastructure, design, and development decisions in the corridor plan area.

Proposals are due no later than July 29th, 2020 at 5:00 pm MDT. A principle of the firm must sign the proposal cover letter and the proposal itself. Late submittals will not be accepted. Please mail one (1) unbound printed copy of the proposal to the Town of Eagle address below, and submit one digital copy in PDF format to the email address below by the deadline:

Bill Shrum, Assistant to the Town Manager
Town of Eagle
PO Box 609, 200 Broadway
Eagle, CO 81631
970-386-9652
Bill.shrum@townofeagle.org

Introduction and Background

The Town of Eagle (Town) is requesting proposals from qualified consultants for a highway corridor master plan. The selected firm will have demonstrated experience in similar surveys for comparable communities.

The Town of Eagle is located approximately 120 miles west of Denver in Eagle County. The Town has a population of approximately 6,670 people and is currently experiencing high growth pressures. Influenced by western slope ranching, federal lands, and two world-class ski resorts (Vail and Beaver Creek), the Town has a mix of rich historical agriculture and new recreation economies that influence the growth and development of the community.

The plan site is U.S. Highway 6 from the Eby Creek roundabout on the east to the Town's western edge along the highway in Eagle, Colorado. The road is bordered by rural residential zoning and the Union Pacific Railroad running parallel on the north, with the Eagle River just beyond. On the south is Eagle's historic Downtown, along Broadway Ave, and a mix of commercial and low density residential through the center of Town and into the West Eagle neighborhoods. Some state and county facilities are along this route, as well as some new residential development planned along the route and to the southeast of the Sylvan Lake roundabout. The Haymeadow development south of the plan site has a requirement to construct a Brush Creek Road extension which will intersect US Hwy 6 roughly in the middle of the plan site.

The Town recently received control of this portion of Highway 6 from the Colorado Department of Transportation and is now responsible for infrastructure and maintenance costs. The current state of the infrastructure is poor, and the Town anticipates the need to improve water, wastewater, stormwater, communications, electrical and lighting infrastructure along this route. The Town has also had exploratory conversations about locating a commuter rail stop and pedestrian tunnel to Downtown in Town-owned land on the north of US Hwy 6.

Scope of Work

The primary goals of the Corridor Master Plan are to:

- Create a positive image along the corridor through thoughtful and high-quality development that is unique to the Town and consistent with the community's goals.
- Set the location and design guidelines for the Town's western Highway 6 gateway.
- Generate private investment in the Highway 6/ Grand Ave. Corridor.
- Facilitate the redevelopment of deteriorated areas.
- Increase jobs and generate new tax revenue through new development.
- Create a gateway employment and commercial corridor to Eagle.
- Identify, understand, and recommend improvements for public infrastructure required to support development, including water, wastewater, power, stormwater control, parking, and road networks.
- Create an access control plan that includes suggestions for street and driveway attachments, multi-modal transportation, and recommendations for strategic property acquisition.
- Multi-modal applications need to include pedestrian friendly attributes that encourage alternative transportation like bike lanes, sidewalk/trail connections, pedestrian refuges, properly signaled cross walks, and traffic calming measures.
- The plan needs to consider current efforts to design the Brush Creek Road extension and intersection at Highway 6/ Grand Ave. as well as a pedestrian bridge that connects the Eagle River Park to Highway 6/ Grand Ave. and downtown.
- Ensure a coordinated and collaborative approach with other city departments, public agencies, and other relevant interests including Eagle County, CDOT, and Union Pacific Railroad.
- Recommend a zone district(s) for the corridor that would support the intent of the plan.
- Ensure community buy-in through a public engagement process that includes a minimum of three public meetings.
- Create an infrastructure plan that is coordinated with other city department and public agency initiatives for Highway 6/ Grand Ave. and includes implementation strategies and a timeline for improvement of public infrastructure along the corridor.
- Define an implementation strategy that includes short-term and long-term strategies as well as public, private and public-private financing options, and provide specific recommendations for Town Council action.
- Engineering design and documents will be done to a 30% level with drawings, specifications, schedule, and budgeting.

Expected Deliverables

The Consultant team will be responsible for providing the Town with all raw data, maps, GIS layers, reports, etc. produced throughout this project in their original native format. All GIS data generated and gathered during the project to be included in the final document will be provided back to the Town for use in form of both Map Packages (.mpk) for all map documents created and Layer Packages (.lpk) files for all GIS feature data created. If ArcMap 10.5 is not available, then all GIS data should be provided with both shapefiles and layer files. Deliverables should include a 30% design with cost estimates, engineering designs, specifications, budgeting, schedules, and phasing plan based on public input.

The Consultant team will provide at least 2 copies of all draft documents, including technical reports, memos, maps, etc. in original native format. The Consultant will provide one reproducible copy of the final Highway 6/ Grand Ave. Corridor Master Plan as approved by the Town and electronic copies of all documents. The

Consultant will also provide all reports, draft documents, maps, and the final Plan in electronic form in both PDF and true native format (i.e. Microsoft Word, Adobe Illustrator, etc.). All files generated shall become the property of the Town.

Proposal Content

Interested consultants shall submit proposals that clearly demonstrate the ability to provide the services as outlined in this Request for Proposals (RFP). The following information shall be organized in the order listed below to facilitate fair and equal evaluation to the responses. Proposals must be no more than 15 pages plus a cover letter in 8.5" x 11" format and should include the information below. Required forms and resumes are not considered in the total page count. If selected, the contents below will become exhibits in the Town's Professional Services Contract. Proposals shall be formatted to include the following information under tabs/ sections organized and labeled as follows:

1. Cover Letter: A cover letter shall be provided which succinctly explains the consultant's interest in the project. The letter shall contain the name, address and phone number of the person who will serve as the consultant's principal contact with the Town and shall identify individuals(s) who will be authorized to make presentations on behalf of the consultant.
2. Technical Scope of Work: Provide a technical scope of work that includes a detailed discussion of the process to be used, including public involvement.
3. Detailed Project Deliverables: Describe in detail the project deliverables (reports, maps, charettes, meetings, materials for meetings, data, spatial data, etc.) and format.
4. Schedule: A proposed timeline for completing the work, including milestones and proposed products/ deliverability in sufficient detail to allow an assessment of the firm's ability to provide the resources necessary to meet the schedule. Include a chart with start and end months.
5. Town Responsibilities: Identify all products/ services that are expected to be provided by the Town.
6. Cost for Services: Each proposal shall include a fee schedule for services with hourly rates, job title, and budgeted hours of all personnel involved on the consultant team. The project budget must include an itemized breakdown of all the tasks/ items contained in the scope of work. Subcontractors can be used for this project, but the proposal must include their name, scope of work, and budget.
7. Qualifications and References: Submit summarized resumes of all personnel who will be involved in completing the scope of services. Please include their experience in performing the required and necessary services or functions. Provide at least three (3) references for completed projects of similar size by the Consulting team during the past three (3) years, preferably involving members of the consultant team. List all similar projects conducted in the last five (5) years.
8. Conflict of Interest & Litigation: Statement regarding any conflicts of interest and listing of any litigation involving the firm in the past five (5) years and lawsuit dismissal and/or termination outcomes.

Communications and Resources

The Assistant to the Town Manager, Bill Shrum, will be the project lead for the Town. The department staff is available as a resource for the following areas of the project:

The Town is accustomed to file sharing platforms such as DropBox, Google Drive, and Sharepoint.

Applicant questions: Questions shall be sent via email to Bill Shrum, Assistant to the Town Manager at

bill.shrum@townofeagle.org. Questions with responses will be emailed to all parties who express interest via email to the same address.

Waiver of Informalities:

The Town may, at its election, waive any minor informalities or irregularities in proposals received or reject any or all proposals.

Proposed Timeline

The submittal process and will follow the scheduled dates for delivery:

1. RFP Issued ..... June 30, 2020
2. Written requests for additional information due..... July 20, 2020
3. Responses to requests for additional information to be posted..... July 23, 2020
4. Proposals due ..... July 29, 2020
5. Interviews scheduled for finalists (if needed) ..... Mid- August, 2020
6. Town selects firm and enters into a Services Contract..... August 21, 2020

Criteria for Selection

The contract will be awarded to the team that best demonstrates the ability to complete the Highway 6/ Grand Ave. Master Corridor Plan and meet the expectations of the Town. The project team must have experience working with Union Pacific Railroad or an equivalent, as well as the State of Colorado Department of Transportation. Cost will be a consideration in evaluating proposals; however, the Town is not required to award the contract to the lowest cost proposal. All proposals will be evaluated based on the following:

- Demonstrated ability to complete the Plan and meet the expectations of the Town.
- Project understanding.
- Experience and proficiency of the project manager and team with economic analysis, business development strategies, western rural/resort design, and corridor plans.
- Assurance that the final product will include design elements that will maintain or enhance the character of the Town and reinforce branding.
- Proposed project budget.
- Proposed project approach, including methods for community engagement. Attention will be paid to technical and innovative solutions.
- Feedback from professional references and reputation of Consultant team.
- Responsiveness of Proposal.

RFP Terms and Conditions

1. Proposals that do not include all submittal requirements outlined herein shall not be considered;
2. At the Town's sole discretion, the Town may choose to republish this RFP;
3. The Town reserves the right to accept or reject any and/or all proposals and to waive any informalities or irregularities in said proposals. The RFP does not bind the Town to hire a consultant when, in the Town's sole discretion, the Town determines not to do so;
4. Funding for the plan is contingent on a grant award from the Department of Local Affairs. The Town cannot engage contract services until proper authorization for the award is provided by the State of Colorado;
5. Until such time the professional services agreement is executed, there are no express or implied obligations or commitments on the part of either the Town or the Consultant concerning either this RFP or any proposal associated with it;
6. At the Town's sole discretion and with notice being provided to the Consultants, the Town may amend the Selection Process and/or Tentative Project Schedule at any time;
7. By submitting materials for the Town's consideration pursuant to this RFP, the Consultant is waiving any claim of confidentiality, trade secrets or privilege with respect to materials submitted. All submittal materials are subject to disclosure under the Colorado Open Records Act;
8. If warranted, any updates, revisions or modifications to this RFP shall be posted on the Town of Eagle's website at: www.townofeagle.org during the advertising period, and it shall be the responsibility of the Consultant to review the website during the advertising period to verify if any such updates, revisions or modifications have been made to this RFP; and
9. No oral questions will be answered. If additional information or clarification is desired, email requests should be made to the Town at the email address listed above.
10. The selected firm will work under a Professional Services Agreement (see Attachment A) once an Agreement is negotiated, the following documents will be required by the selected firm prior to the commencement of any work:
    - Signed contract by both the Town and the consultant(s).
    - Proof of insurance per Professional Services Agreement.
    - A Town of Eagle Business License. A Town of Eagle Business License is required of any person who transacts or carries on any business, trade, profession, or occupation in the Town of Eagle.
11. Being selected under this solicitation will not preclude the firm from being considered for any other projects advertised by the Town.

Additional Information

The Town of Eagle has the following AutoCAD layers available for use: Water, Wastewater, Property Line, and Stormwater.

Other documents and plans that should be reviewed and taken into account as part of this planning process. Documents published by the Town of Eagle are available online at https://www.townofeagle.org/727/Long-Range-Planning-Projects

1. Elevate Eagle – The Town of Eagle's Comprehensive Plan and Land Use Code Update (in progress)
2. Eagle River Corridor Study (2015)
3. Eagle Area Community Plan (2010)
4. Downtown Colorado Inc. Community Assessment (2019)
5. West Eagle Sub-Area Plan (2011)
6. Eagle County Housing Needs Assessment (2016)
7. Downtown Parking Study (2017)
8. Brush Creek Road Extension Map and Files
9. Last Mile Study (2019) – ECO Transit
10. ECO Trails Study (2019) – Eagle County
11. Climate Action Collaborative (2016) – Walking Mountains and Eagle County

ATTACHMENT A
Sample Professional Services Agreement &
Standard Contract Terms and Conditions

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT FOR PROFESSIONAL SERVICES (the "Agreement") is made and entered into this XXth day of April, 2019 (the "Effective Date"), by and between the Town of Eagle, 200 Broadway, Eagle, CO 81631, a Colorado statutory municipal corporation (the "Town"), and _____, an independent contractor with a principal place of business at _____, City, CO ZIP ("Contractor") (each a "Party" and collectively the "Parties").

WHEREAS, the Town requires professional services; and

WHEREAS, Contractor has held itself out to the Town as having the requisite expertise and experience to perform the required professional services.

NOW, THEREFORE, for the consideration hereinafter set forth, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

I. SCOPE OF SERVICES

A. Contractor shall furnish all labor and materials required for the complete and prompt execution and performance of all duties, obligations, and responsibilities which are described or reasonably implied from the Scope of Services set forth in **Exhibit A**, attached hereto and incorporated herein by this reference.

B. A change in the Scope of Services shall not be effective unless authorized as an amendment to this Agreement. If Contractor proceeds without such written authorization, Contractor shall be deemed to have waived any claim for additional compensation, including a claim based on the theory of unjust enrichment, quantum merit or implied contract. Except as expressly provided herein, no agent, employee, or representative of the Town is authorized to modify any term of this Agreement, either directly or implied by a course of action.

II. TERM AND TERMINATION

A. This Agreement shall commence on the Effective Date and shall continue until Contractor completes the Scope of Services to the satisfaction of the Town, or until terminated as provided herein.

B. Either Party may terminate this Agreement upon 30 days advance written notice. The Town shall pay Contractor for all work previously authorized and completed prior to the date of termination. If, however, Contractor has substantially or materially breached this Agreement, the Town shall have any remedy or right of set-off available at law and equity.

III. COMPENSATION

In consideration for the completion of the Scope of Services by Contractor, the Town shall pay Contractor $XX,XXX for work as described in Exhibit A. This amount shall include all fees, costs and expenses incurred by Contractor, and no additional amounts shall be paid by the Town for such fees, costs and expenses.

Contractor shall not be paid until the Scope of Services is completed to the satisfaction of the Town.

IV. PROFESSIONAL RESPONSIBILITY

Contractor hereby warrants that it is qualified to assume the responsibilities and render the services described herein and has all requisite corporate authority and professional licenses in good standing, required by law. The work performed by Contractor shall be in accordance with generally accepted professional practices and the level of competency presently maintained by other practicing professional firms in the same or similar type of work in the applicable community. The work and services to be performed by Contractor hereunder shall be done in compliance with applicable laws, ordinances, rules and regulations.

B. The Town's review, approval or acceptance of, or payment for any services shall not be construed to operate as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement.

C. Because the Town has hired Contractor for its professional expertise, Contractor agrees not to employ subcontractors to perform any work under the Scope of Services.

V. OWNERSHIP

Any materials, items, and work specified in the Scope of Services, and any and all related documentation and materials provided or developed by Contractor shall be exclusively owned by the Town. Contractor expressly acknowledges and agrees that all work performed under the Scope of Services constitutes a "work made for hire." To the extent, if at all, that it does not constitute a "work made for hire," Contractor hereby transfers, sells, and assigns to the Town all of its right, title, and interest in such work. The Town may, with respect to all or any portion of such work, use, publish, display, reproduce, distribute, destroy, alter, retouch, modify, adapt, translate, or change such work without providing notice to or receiving consent from Contractor.

VI. INDEPENDENT CONTRACTOR

Contractor is an independent contractor. Notwithstanding any other provision of this Agreement, all personnel assigned by Contractor to perform work under the terms of this Agreement shall be, and remain at all times, employees or agents of Contractor for all purposes. Contractor shall make no representation that it is a Town employee for any purposes.

VII. INSURANCE

A. Contractor agrees to procure and maintain, at its own cost, a policy or policies of insurance sufficient to insure against all liability, claims, demands, and other obligations assumed by Contractor pursuant to this Agreement. At a minimum, Contractor shall procure and maintain, and shall cause any subcontractor to procure and maintain, the insurance coverages listed below, with forms and insurers acceptable to the Town.

1. Worker's Compensation insurance as required by law.

2. Commercial General Liability insurance with minimum combined single limits of $1,000,000 each occurrence and $1,000,000 general aggregate. The policy shall be applicable to all premises and

operations, and shall include coverage for bodily injury, broad form property damage, personal injury (including coverage for contractual and employee acts), blanket contractual, products, and completed operations. The policy shall contain a severability of interests' provision, and shall include the Town and the Town's officers, employees, and contractors as additional insureds. No additional insured endorsement shall contain any exclusion for bodily injury or property damage arising from completed operations.

3. Professional liability insurance with minimum limits of $1,000,000 each claim and $1,000,000 general aggregate.

B. Such insurance shall be in addition to any other insurance requirements imposed by law. The coverages afforded under the policies shall not be canceled, terminated or materially changed without at least 30 days prior written notice to the Town. In the case of any claims-made policy, the necessary retroactive dates and extended reporting periods shall be procured to maintain such continuous coverage. Any insurance carried by the Town, its officers, its employees or its contractors shall be excess and not contributory insurance to that provided by Contractor. Contractor shall be solely responsible for any deductible losses under any policy.

C. Contractor shall provide to the Town a certificate of insurance as evidence that the required policies are in full force and effect. The certificate shall identify this Agreement.

VIII. INDEMNIFICATION

Contractor agrees to indemnify and hold harmless the Town and its officers, insurers, volunteers, representative, agents, employees, heirs and assigns from and against all claims, liability, damages, losses, expenses and demands, including attorney fees, on account of injury, loss, or damage, including without limitation claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever, which arise out of or are in any manner connected with this Agreement if such injury, loss, or damage is caused in whole or in part by, the act, omission, error, professional error, mistake, negligence, or other fault of Contractor, any subcontractor of Contractor, or any officer, employee, representative, or agent of Contractor, or which arise out of a worker's compensation claim of any employee of Contractor or of any employee of any subcontractor of Contractor. Contractor's liability under this indemnification provision shall be to the fullest extent of, but shall not exceed, that amount represented by the degree or percentage of negligence or fault attributable to Contractor, any subcontractor of Contractor, or any officer, employee, representative, or agent of Contractor or of any subcontractor of Contractor. If Contractor is providing architectural, engineering, surveying or other design services under this Agreement, the extent of Contractor's obligation to indemnify and hold harmless the Town may be determined only after Contractor's liability or fault has been determined by adjudication, alternative dispute resolution or otherwise resolved by mutual agreement between the Parties, as provided by C.R.S. § 13-50.5-102(8)(c).

IX. CONFIDENTIAL INFORMATION

The Town expressly acknowledges that the Contractor now possesses or will possess information of a confidential or secret nature in both written and unwritten form that has unique commercial value ("Confidential Information"). For purposes of this Agreement, Confidential Information includes, without limitation, trade secrets, processes, methods, computer programs or databases, data, know-how, inventions, improvements, techniques, marketing plans, product plans, strategies, and forecasts. The Town expressly acknowledges that the Town's relationship with the Contractor creates a relationship of trust and confidence between the Town and

the Contactor with respect to the Confidential Information and covenants not to use, disclose, disseminate, re-brand or solicit the use of said Confidential Information unless mandated by law or governing statutes, or the Contractor provides prior written consent.

X. ILLEGAL ALIENS

A. Certification. By entering into this Agreement, Contractor hereby certifies that, at the time of this certification, it does not knowingly employ or contract with an illegal alien who will perform work under this Agreement and that Contractor will participate in either the E-Verify Program administered by the United States Department of Homeland Security and Social Security Administration or the Department Program administered by the Colorado Department of Labor and Employment to confirm the employment eligibility of all employees who are newly hired to perform work under this Agreement.

B. Prohibited Acts. Contractor shall not knowingly employ or contract with an illegal alien to perform work under this Agreement or enter into a contract with a subcontractor that fails to certify to Contractor that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this Agreement.

C. Verification.

1. If Contractor has employees, Contractor has confirmed the employment eligibility of all employees who are newly hired to perform work under this Agreement through participation in either the E-Verify Program or the Department Program.

2. Contractor shall not use the E-Verify Program or Department Program procedures to undertake pre-employment screening of job applicants while this Agreement is being performed.

3. If Contractor obtains actual knowledge that a subcontractor performing work under this Agreement knowingly employs or contracts with an illegal alien who is performing work under this Agreement, Contractor shall: notify the subcontractor and the Town within 3 days that Contractor has actual knowledge that the subcontractor is employing or contracting with an illegal alien who is performing work under this Agreement; and terminate the subcontract with the subcontractor if within 3 days of receiving the notice required pursuant to subsection 1 hereof, the subcontractor does not stop employing or contracting with the illegal alien who is performing work under this Agreement; except that Contractor shall not terminate the subcontract if during such 3 days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien who is performing work under this Agreement.

D. Duty to Comply with Investigations. Contractor shall comply with any reasonable request by the Colorado Department of Labor and Employment made in the course of an investigation conducted pursuant to C.R.S. § 8-17.5-102(5)(a) to ensure that Contractor is complying with the terms of this Agreement.

E. Affidavits. If Contractor does not have employees, Contractor shall sign the "No Employee Affidavit" attached hereto. If Contractor wishes to verify the lawful presence of newly hired employees who perform work under the Agreement via the Department Program, Contractor shall sign the "Department Program Affidavit" attached hereto.

XI. MISCELLANEOUS

A. Governing Law and Venue. This Agreement shall be governed by the laws of the State of

Colorado, and any legal action concerning the provisions hereof shall be brought in Eagle County, Colorado.

B. No Waiver. Delays in enforcement or the waiver of any one or more defaults or breaches of this Agreement by the Town shall not constitute a waiver of any of the other terms or obligation of this Agreement.

C. Integration. This Agreement constitutes the entire agreement between the Parties, superseding all prior oral or written communications.

D. Third Parties. There are no intended third-party beneficiaries to this Agreement.

E. Notice. Any notice under this Agreement shall be in writing and shall be deemed sufficient when directly presented or sent pre-paid, first class United States Mail to the party at the address set forth on the first page of this Agreement.

F. Severability. If any provision of this Agreement is found by a court of competent jurisdiction to be unlawful or unenforceable for any reason, the remaining provisions hereof shall remain in full force and effect.

G. Modification. This Agreement may only be modified upon written agreement of the Parties.

H. Assignment. Neither this Agreement nor any of the rights or obligations of the Parties hereto, shall be assigned by either Party without the written consent of the other.

I. Governmental Immunity. The Town and its officers, attorneys and employees, are relying on, and do not waive or intend to waive by any provision of this Agreement, the monetary limitations or any other rights, immunities or protections provided by the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, *et seq.*, as amended, or otherwise available to the Town and its officers, attorneys or employees.

J. Rights and Remedies. The rights and remedies of the Town under this Agreement are in addition to any other rights and remedies provided by law. The expiration of this Agreement shall in no way limit the Town's legal or equitable remedies, or the period in which such remedies may be asserted, for work negligently or defectively performed.

K. Subject to Annual Appropriation. Consistent with Article X, § 20 of the Colorado Constitution, any financial obligation of the Town not performed during the current fiscal year is subject to annual appropriation, shall extend only to monies currently appropriated, and shall not constitute a mandatory charge, requirement, debt or liability beyond the current fiscal year.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

TOWN OF EAGLE, COLORADO

_____

Town Manager

ATTEST:

_____

Jenny Rakow, Town Clerk

CONTRACTOR

By: _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing instrument was subscribed, sworn to and acknowledged before me this ___ day of _____, 2019, by _____ as _____ of _____.

My commission expires:

(S E A L) _____
Notary Public

EXHIBIT A
SCOPE OF SERVICES

[The Scope of Services will be inserted here once finalized.]

NO EMPLOYEE AFFIDAVIT

[To be completed only if Contractor has no employees]

1. Check and complete one:

☐ I, _____, am a sole proprietor doing business as _____. I do not currently employ any individuals. Should I employ any employees during the term of my Agreement with the Town of Eagle (the "Town"), I certify that I will comply with the lawful presence verification requirements outlined in that Agreement.

OR

☐ I, _____, am the sole owner/member/shareholder of _____, a _____ [specify type of entity – *i.e.*, corporation, limited liability company], that does not currently employ any individuals. Should I employ any individuals during the term of my Agreement with the Town, I certify that I will comply with the lawful presence verification requirements outlined in that Agreement.

2. Check one.

☐ I am a United States citizen or legal permanent resident.

The Town must verify this statement by reviewing one of the following items:

- *A valid Colorado driver's license or a Colorado identification card;*
- *A United States military card or a military dependent's identification card;*
- *A United States Coast Guard Merchant Mariner card;*
- *A Native American tribal document;*
- *In the case of a resident of another state, the driver's license or state-issued identification card from the state of residence, if that state requires the applicant to prove lawful presence prior to the issuance of the identification card; or*
- *Any other documents or combination of documents listed in the Town's "Acceptable Documents for Lawful Presence Verification" chart that prove both Contractor's citizenship/lawful presence <u>and</u> identity.*

OR

☐ I am otherwise lawfully present in the United States pursuant to federal law.

Contractor must verify this statement through the federal Systematic Alien Verification of Entitlement ("SAVE") program and provide such verification to the Town.

_____ _____

Signature Date

DEPARTMENT PROGRAM AFFIDAVIT

[To be completed only if Contractor participates in the Department of Labor Lawful Presence Verification Program]

I, _____, as a public contractor under contract with the Town of Eagle (the "Town"), hereby affirm that:

1. I have examined or will examine the legal work status of all employees who are newly hired for employment to perform work under this public contract for services ("Agreement") with the Town within 20 days after such hiring date;

2. I have retained or will retain file copies of all documents required by 8 U.S.C. § 1324a, which verify the employment eligibility and identity of newly hired employees who perform work under this Agreement; and

3. I have not and will not alter or falsify the identification documents for my newly hired employees who perform work under this Agreement.

_____ _____

Signature Date

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing instrument was subscribed, sworn to and acknowledged before me this ___ day of _____, 2019, by _____ as _____ of _____.

My commission expires:

(S E A L) _____

Notary Public

PROPOSAL FORM A

PROPOSAL VALIDITY AND COMMITMENT TO SIGN AGREEMENTS

I (authorized agent) _____ having authority to act on behalf of (Company name) _____ do hereby acknowledge that (Company name) _____ will be bound by all terms, costs, and conditions of this proposal for a period 90 days from the date of submission; and commit to sign the Agreements.

FIRM NAME:_____

ADDRESS:_____
Street

ADDRESS:_____
City State Zip

PHONE:_____

DATE:_____ _____
(Month-Day-Year) Signature of Officer/Title

DATE:_____ _____
(Month-Day-Year) Signature of Officer/Title

Indicate Minority Ownership Status of Bidder (for statistical purposes only):
Check One:

_____ MBE (Minority Owned Enterprise)
_____ WBE (Women Owned Enterprise)
_____ Small Business

PROPOSAL FORM B

CONTRACTOR DISCLOSURES

The Contractor submitting this RFP shall answer the following questions with regard to the past five (5) years. If any question is answered in the affirmative, the Firm shall submit an attachment, providing details concerning the matter in question, including applicable dates, locations, names of projects/project owners and circumstances.

1. Has the Firm been debarred, suspended or otherwise prohibited from doing business with any federal, state or local government agency, or private enterprise?

   Yes ___ No ___

2. Has the Firm been denied prequalification, declared non-responsible, or otherwise declared ineligible to submit bids or proposals for work by any federal, state or local government agency, or private enterprise?

   Yes ___ No ___

3. Has the Firm defaulted, been terminated for cause, or otherwise failed to complete any project that it was awarded? Yes ___ No ___

4. Has the Firm been assessed or required to pay liquidated damages in connection with work performed on any project? Yes ___ No ___

5. Has the Firm had any business or professional license, registration, certificate or certification suspended or revoked? Yes ___ No ___

6. Have any liens been filed against the Firm as a result of its failure to pay subcontractors, suppliers, or workers? Yes ___ No ___

7. Has the Firm been denied bonding or insurance coverage, or been discontinued by a surety or insurance company? Yes ___ No ___

8. Has the Firm been found in violation of any laws, including but not limited to contracting or antitrust laws, tax or licensing laws, labor or employment laws, environmental, health or safety laws?

   Yes ___ No ___

   **With respect to workplace safety laws, this statement is limited to willful federal or state safety law violations.*

9. Has the Firm or its owners, officers, directors or managers been the subject of any criminal indictment or criminal investigation concerning any aspect of the Firm's business?

   Yes ___ No ___

10. Has the Firm been the subject to any bankruptcy proceeding?

    Yes ___ No ___

Legal Matters

1. Claims, Judgments, Lawsuits: Are there or have there been any claims, judgments, lawsuits or alternative dispute proceedings involving the Firm that involve potential damages of $10,000 or more in the past 48 months?

   ____ *Yes* ____ *No* If yes, provide details in an attachment.
2. Complaints, Charges, Investigations: Is the Firm currently or has the firm been the subject of any complaint, investigation or other legal action for alleged violations of law pending before any court or governmental agency within the past 48 months ?

   ____ Yes ____No *If yes, provide details in an attachment.*

<u>Required Representations</u>

In submitting this RFP, the Firm makes the following representations, which it understands are required as a condition of performing the Contract Work and receiving payment for same.

1. The Firm will possess all applicable professional and business licenses required for performing work in Eagle, Colorado.

2. The Firm satisfies all bonding and insurance requirements as stipulated in the solicitation for this project.

3. The Firm and all subcontractors that are employed or that may be employed in execution of the Contract Work shall be in full compliance with the Town of Eagle's requirements for Workers' Compensation Insurance.

4. If awarded the Contract Work, the Firm represents that it will not exceed its current bonding limitations when the Contract Work is combined with the total aggregate amount of all unfinished work for which the Contractor is responsible.

5. The Firm represents that it has no conflicts of interests with the Town of Eagle if awarded the Contract Work, and that any potential conflicts of interest that may arise in the future will be disclosed immediately to the Town.

6. The Firm represents the prices offered and other information submitted in connection with its proposal for the Contract Work was arrived at independently without consultation, communication, or agreement with any other offeror or competitor.

7. The Firm will ensure that employees and applicants for employment are not discriminated against because of their race, color, religion, sex or national origin.

PROPOSAL FORM C

EXPERIENCE / REFERENCES

Please provide a minimum of 3 references where your firm has performed similar work to what is being requested in the RFP and within the past 36 months. Please include ONLY the following information:

- Name
- Contact
- Title
- Mailing Address
- Telephone Number
- Project Name, Amount and Date completed

*Please list any Municipalities that you have done work for in the past 48 months.

PROPOSAL FORM D

PROPOSED PRICING SCHEDULE

Proposal of Cost Based on Proposed Scope of Services:

Proposed Services	Position	Rate/Hour	Est. Quantity/Hrs	Extended Cost

Total Cost as Proposed, and not to exceed:

$_____

In blank above insert numbers for the sum of the bid.

_____

Firm Name

_____

Name of Firm Representative

_____

Representative Signature

Grand Avenue Corridor Plan

TECHNICAL MEMO | NOVEMBER 2021

UPDATED JANUARY 2022

ALPINE ENGINEERING, INC

ECONOMIC PLANNING SYSTEMS

MCDOWELL ENGINEERING

TERRA SOMA

ZEHREN AND ASSOCIATES, INC

INTRODUCTION

The ***Preliminary*** **Grand Avenue Corridor Concept Plan** was developed based on:

- Response to the Town's original Request for Proposals issued June of 2020 outlining specific areas of focus, expectations, and aspirations for the project (attached anew).
- Input from a range of stakeholders through focus groups, online sessions, walking audits and a four-day design charrette
- Project guiding principles and town identified goals (project and long-range)
- Technical expertise consistent with national best practices and guides in multi-modal corridor design, and sustainable, smart growth town design principles and practices

The purpose of the memorandum is to summarize and explain the key technical reasoning that has been used to help inform design concepts to date.

Guiding Principles

The Stakeholder Committee created a series of 'Guiding Principles' to help guide the approach to shaping the design concept and engagement process. These Guiding Principles include:

- **Improve mobility of Grand Avenue:** Promote a context sensitive design approach to enable safe, convenient, and accessible connections for people of all ages, abilities, incomes, and backgrounds using all travel options.
- **Better connect and prepare Eagle for growth:** Coordinate transportation with land use for anticipated growth so that Grand Avenue serves as a gateway to businesses, manages vehicle traffic, improves pedestrian and bicycle access, and connects people locally and regionally to key destinations, including the riverfront and downtown.
- **Promote sustainable solutions:** Embrace best practices in green infrastructure design and sustainable materials to address climate change and protect Eagle's natural environment.
- **Support existing and future business:** Honor the unique character of the corridor while improving the economic well-being through attractive and appropriate development, public-private partnerships, and strategies to help existing businesses, including access management.
- **Celebrate diversity:** Create an inclusive, welcoming, and safe environment for all through public engagement, design delivery, and investments that promote equity throughout the length of the corridor.
- **Stewardship of place:** Improve the corridor's sense of place and identity through aesthetics, art, placemaking and urban design that celebrate Eagle and support the image and public life of the street.
- **Invest wisely:** Apply an incremental (phased) and financially feasible approach to implementation that honors past plans and the community's vision for the corridor.

What does a Multimodal Street and Improving Mobility of Grand Avenue Mean?

Streets are more than conduits for motor vehicle travel and minimizing vehicle delay. Streets play a vital role to the personal, economic, and environmental health and well-being of a community. For example:

- Streets are attractive, inviting, and safe for all users, or they are not.
- Streets encourage a variety of transportation options, including walking, bicycling, using transit, pushing loved ones in a stroller or wheelchair, or they limit choices.
- Streets foster public life and the exchange of goods (commerce), culture, and knowledge, or they contribute to social isolation and economic decline.
- Streets help manage climate change and create visual interest with street trees and other treatments, or they contribute more greatly to pollution emissions.

Streets are ecosystems unto themselves that when they are equitable by design, they help communities realize their full economic, social, and sustainability potential.

The vision for Grand Avenue, developed through this planning process, represents a vision of streets that put **people and place first**. The future of Grand Avenue is **multimodal.** Multimodal involves all forms of travel, including transit, pedestrian, bicycle, and motorized users and account for land use factors that affect accessibility. Through a boulevard-like design, Grand Avenue becomes a gateway into Eagle, better connecting people to local business and celebrating the unique qualities of the community while **maximizing modal choice.** This in turn, increases overall corridor capacity and safety, and promotes more compact, and mixed-use land use development partners. Multimodal street investments combined with human-scale, walkable land use practices (e.g., minimum building setbacks, mixed-use buildings, parking management and Transportation Demand Management strategies, and other public-private partnerships) create a more sustainable growth pattern, often reducing local vehicle miles traveled (VMT).

Multimodal streets are healthier and are more equitable. Walking, bicycling, and public transit provide mobility options that help advance social and economic opportunities for populations that have historically been underserved, including low-income individuals and families, people of color, older adults, children, and people with disabilities. To achieve more equity in design, transportation planning decisions and investments must prioritize the safety, comfort, and convenience/efficiency of people walking, biking, and using transit, while still accommodating vehicle traffic.

This shift in how we plan, and design streets aligns with the Guiding Principles of the Grand Avenue Corridor Plan and Stakeholder Committee.
To achieve a more balanced, safe, complete, and welcoming multimodal corridor the practice in how streets are designed, evaluated, and maintained means traditional planning and engineering measures, such as vehicle Level of Service (LOS), vehicle throughput and long-range

traffic projections, can no longer take the driver's seat as the sole measure of performance or decision making. Shifting streets from auto-centric to multimodal means new methods are needed to remain future minded without limiting the project from investing in quality infrastructure to support walking, biking and transit.

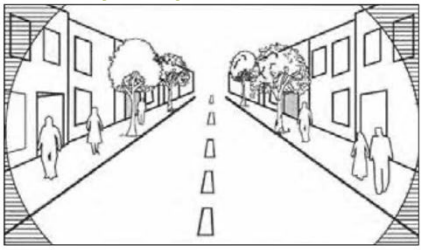
Grand Avenue must serve a broad range of mobility, social, economic, and environmental needs. To address these needs and remain future minded, the technical team is applying a rigorous, context-sensitive, and evidenced-based design approach to the technical development of the conceptual corridor plan.

TECHNICAL DECISION-MAKING & BEST PRACTICES THAT INFORM CONCEPT DESIGN & TRAFFIC MODELING CONSIDERATIONS

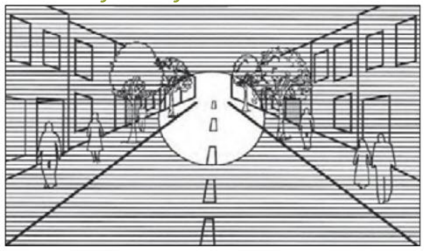
A successful corridor implements the guiding principles mentioned above with consideration to several aspects of design. These considerations are as follows:

Safety

Driver's field of vision at 15 MPH



Driver's field of vision at 30-40 MPH



▲ *A Driver's field of vision increases as speeds decrease.*

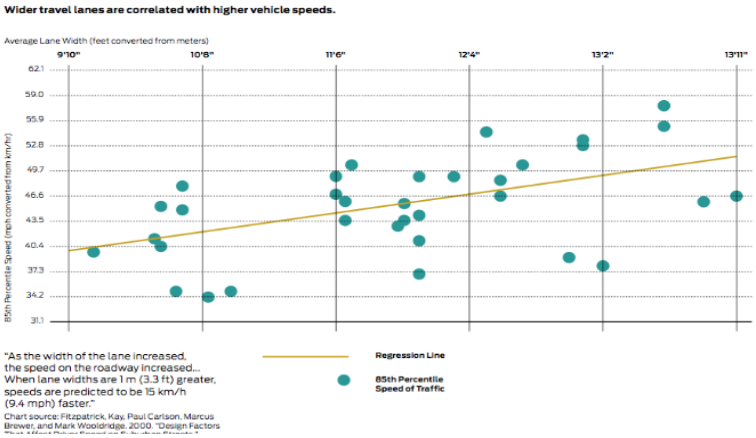
People's driving behavior and thus vehicle speeds match the **design speed** of the street. Streets should be designed to achieve the **'target' speed**—the speed the community want motorists to drive—by applying engineering treatments that give greater visual cues and have proven traffic calming affects like lane width, street trees, medians, and edge treatments including building form and its relationship to street. Traffic speeds have a direct effect on the safety and comfort of people walking, scooting, or bicycling. The higher the traffic speeds the more separation is needed between the different types of street users who share the space and the greater attention needed to mixing points –driveway, street, and intersection crossings.

Today, Grand Avenue is posted at 35 mph, but the visual cues (or lack there-of) create an environment where traveling at speeds above the posted speed is common. As a result, motorists traveling at higher speeds have shorter reaction time and have longer braking distances, which has resulted in many close calls with people crossing Grand Avenue (observed on the walking and biking audits) and a high crash rate between motorists. Crash data was collected from the Town's Police Department. Of the 114 reports over the last 4 years, the three top crash types reported were 40% rear ends, 30% side swipes, and 18% head on crashes.

The future corridor should be designed for a **target speed of 25 mph** which better supports people and businesses. The vision concepts and recommendations for the corridor present tools, such as medians*, roundabouts*, street trees, bikeways*, and walkways* to improve the

safety and access for all users and ensure motorists to drive at the desired target speed. *(*Federal Highway Administration (FHWA) Proven Safety Countermeasures effective in reducing roadway crashes.)*

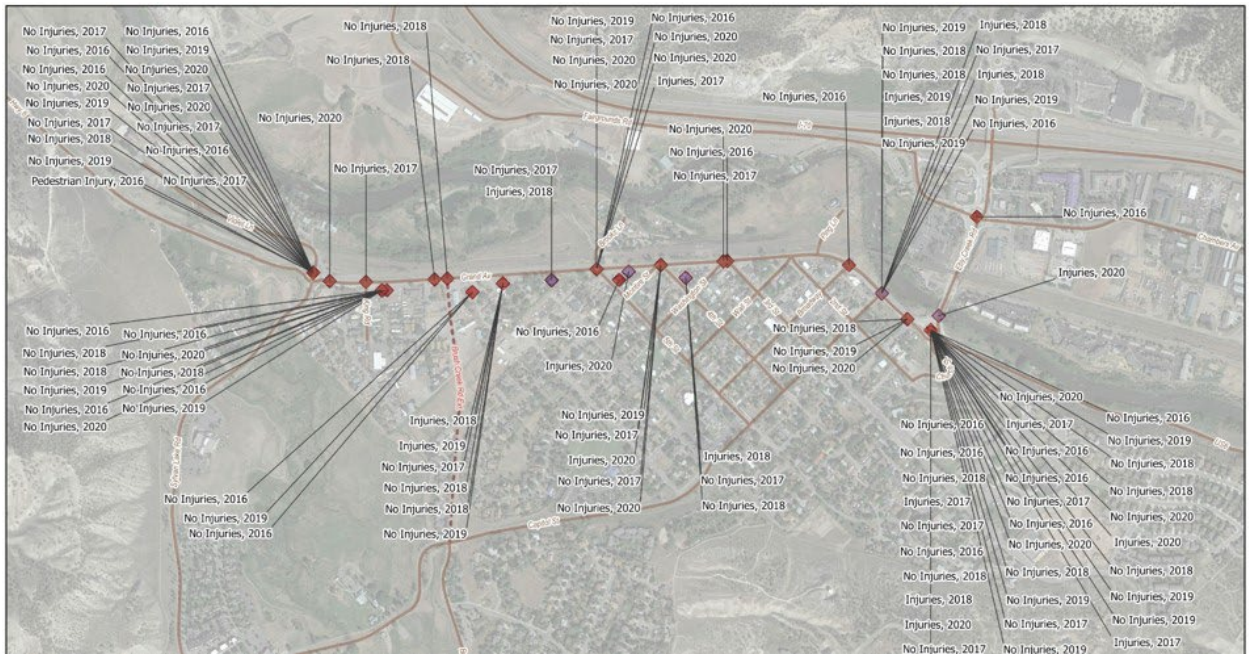
More and more cities are setting their default lane width to 10-feet and giving themselves permission to go higher (up to 12). The AASHTO Green Book encourages flexibility in design within certain parameters, as evidenced by the AASHTO publication, *A Guide to Achieving Flexibility in Highway Design and FHWA's Achieving Multimodal Networks: Applying Design Flexibility & Reducing Conflicts*. For example, 10-foot lanes are well within AASHTO guidelines depending on desired target speed and context of adjacent land uses.



Studies show that narrowing travel lane widths in built up (town/urban) areas have a positive impact on a streets safety (helps to manage motorists speeds) without impacting traffic operations and capacity (Urban Street Design Guide, NACTO and "The Truth About Wide Lanes," Pedestrian and Bicycle Information Center).

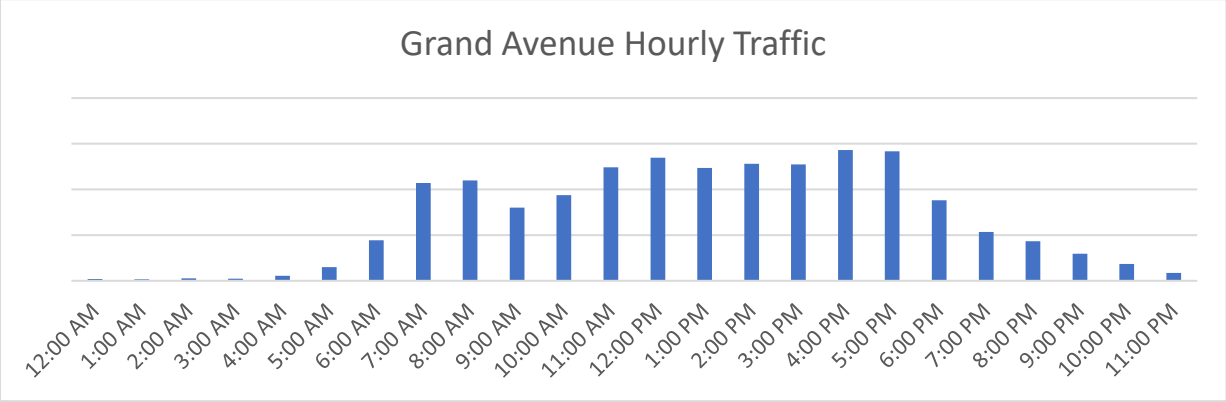
Safety

Grand Avenue's crash rate is twice Colorado's average for similar two-lane facilities. To further this comparison, the Grand Avenue corridor primarily only has accesses on one side of the street, making this statistic more alarming. Left turning movements cause most of the crashes due to abrupt stopping in the travel lane or turning in front of an oncoming vehicle. Additional traffic volume will exasperate this condition.



User Data, Travel Demand, & Capacity

Traffic count data was collected in 2018 and again in 2021 at key intersections along the corridor. The counts included intersections and the associated turning movements, as well as 24-hour volume, vehicle classification and speed counts on selected street segments. Counts were taken for pedestrians, bicycles, and vehicles. Grand Avenue's traffic volumes are fairly consistent throughout the day, avoiding the major peaks that occur in bedroom communities. This data aligns with the shift from Eagle being a bedroom community for the Eagle Valley and now seeing more people coming to Eagle for employment than leaving. Peak traffic volumes on the corridor occur from 4-6pm.

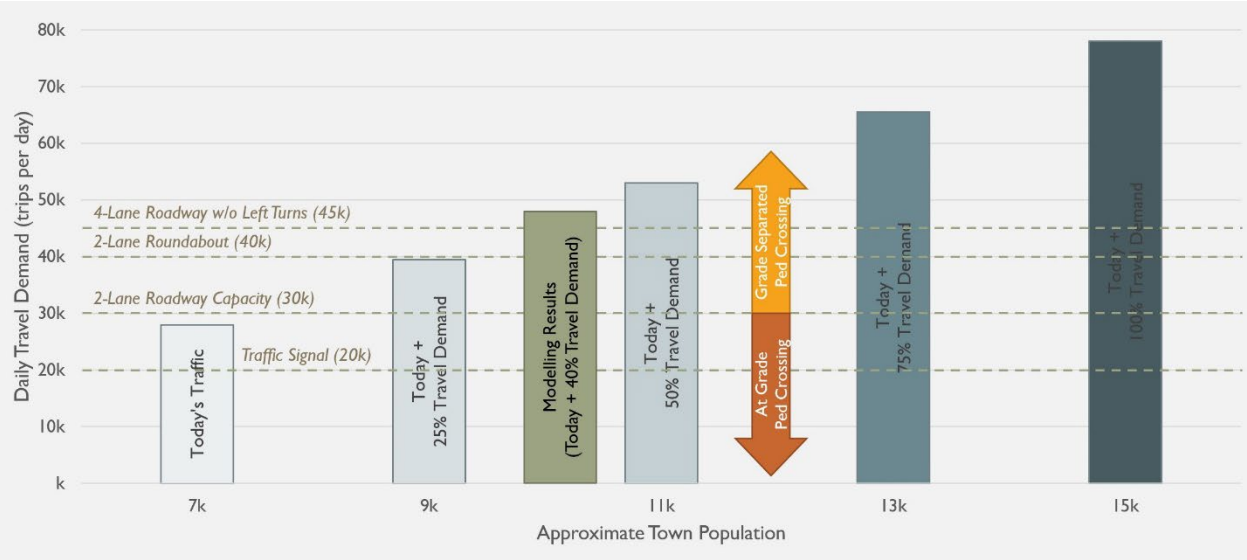


These counts were used to understand the existing conditions and to inform the forecast of future traffic volumes and travel demand. Travel demand estimates for the Town of Eagle and the surrounding region indicate that the Grand Avenue corridor will not be able to successfully move the future vehicle traffic demand. Current traffic volumes on the Grand Avenue corridor are almost 30,000 vehicles per day. This is the same traffic volume that is experienced on

Interstate 70 near Eagle. Eagle and the surrounding are expected to see continual growth into the future. Future traffic projections were calculated for the Town of Eagle's approved development projects, vacant land, and areas that are likely to be redeveloped based upon the associated zoning for each parcel. The Town of Gypsum also provided their growth projections for use in the analysis.

With 1,500 – 2,000 dwelling units currently approved for development within the Town of Eagle, and another 1,700 – 2,200 possible in vacant areas, the population of Eagle is likely to double as the remaining vacant land is built out. Including anticipated commercial and public facilities, the travel demand on the Grand Avenue corridor is anticipated to reach 70,000+ vehicle trips per day. It is worth noting that this is a 'build out' scenario and not associated with a 20-year growth projection. Additionally, travel demand does not equal vehicle trips. Travel demand can be met by shifting the demand to other locations or modes of travel, such as walking, biking, and transit. Not all this demand will end up as a vehicle trip. The more attractive and direct the multimodal facilities are, the more likely they are going to be used.

The following graphic depicts the current traffic, forecasted traffic growth (at 25% intervals) and general capacities of a roadway network. It should be noted that capacity thresholds shown below are approximate based upon industry standards and are best utilized in comparing different uses of infrastructure treatment.



The current two-lane Grand Avenue is already exceeding capacity in the vicinity of Eby Creek Road during peak travel times. This is noticeable by the backups that occur between Capitol Street and Eby Creek Road during the morning and evening travel peaks. As traffic grows, the corridor will continue to degrade in operations.

Generally, a two-lane roadway can accommodate up to approximately 30,000 vehicle trips per day. We are currently at approximately 28,000vpd on the Grand Avenue corridor. If the

corridor was widened to a four-lane facility, it could be anticipated to accommodate up to 45,000vpd. However, a two-lane roundabout can only accommodate approximately 40,000vpd. Therefore, because the two-lane roundabout has a lower capacity than a four-lane roadway section, the roundabout is the capacity constraint on this corridor.

In 2012+/-, CDOT and the Town of Eagle upgraded the Eby Creek Road corridor from traffic signals to roundabouts. In this upgrade, they noted that the two-lane Eby Creek Road roundabout was constrained by the surrounding topography and could likely not be improved to increase capacity above its' current operations. The Eby Creek Road traffic analysis determined that ultimately, construction of either the Airport interchange or East Eagle interchange would be required to alleviate traffic at the Eby Creek Roundabout. This finding is consistent with the outcome of the Grand Avenue Corridor Plan traffic analysis.

The safety and operational merits of roundabouts decrease as they are increased to a three-lane roundabout. The Eby Creek and Grand Avenue corridors are already constrained to the capacity of the existing two-lane roundabout at Eby Creek Road. Therefore, the consideration of a three-lane roundabout does not provide any additional benefit to the corridor.

Detailed corridor analysis was performed using the microsimulation tool, VISSIM. This modeling tool performs a detailed, site-specific analysis and allows us to further refine the results shown in the previous graphic. Additionally, we can understand the pedestrian, bicycle and transit interactions and impacts within the corridor.

Results of the corridor-specific VISSIM microsimulation traffic analysis showed that the forecasted traffic will exceed the capacity of the four-lane section with two-lane roundabouts at approximately 40,000 vehicles per day. This equates to approximately 40% of Eagle's travel demand.

The VISSIM model confirmed that the capacity of a two-lane section on Grand Avenue will be exceeded within the next few years with minimal growth in travel demand.

The VISSIM model confirmed that at-grade pedestrian and bicycle crossings would impede traffic flow on Grand Avenue, further supporting the recommendation of grade-separated pedestrian crossing of Grand Avenue.

Alternate Routes and Connectivity Needed

Eagle's roadway transportation network funnels drivers from local streets in their neighborhoods, to collector streets such as Capitol Street, Brush Creek Road and Sylvan Lake Road, and then onto the main arterial corridors of Grand Avenue and Eby Creek Road. Our singular access to Interstate 70 is on Eby Creek Road via the Eagle River bridge. Alternate accesses are via Gypsum and Wolcott, which are 7 and 10 miles away, respectively. The high traffic volumes on Grand Avenue are the result of the Town's roadway hierarchy and having only a single access to Interstate 70 over the Eagle River. Thus, Eagle's roadway network is currently constrained by the capacity Grand Avenue and Eby Creek Road.

The Town also has few redundancies for when things go wrong, creating a fragile road network where one clog can grind traffic to a halt. The development of a highly connected street network (such as downtown Eagle's street grid) on a larger scale for the Town will better distribute the load of traffic than funneling everyone through a few regional connections. Future consideration should be given to everyday tasks required of residents, such as accessing the grocery store and post office via Grand Avenue and Eby Creek Road. The Town should consider pursuing a Transportation Master Plan to address many of these shortcomings.

It is imperative that future alternative routes be developed and implemented. These routes would provide "relief valves" by allowing trips that are only interested in passing through Eagle to have a more direct option and provide necessary redundancy on our roadway network. Both the planned airport interchange in Gypsum and a new Fairgrounds Road extension will be required. It was noted that an East Eagle interchange is not anticipated to significantly reduce Grand Avenue traffic volumes. Additionally, the Town's emergency services providers indicated a strong preference of having a secondary route available for evacuations, stressing the importance of a second Eagle River crossing. The scope of these route(s) are beyond this project, but they should be actively pursued.

Grade-Separated Pedestrian Crossings

At approximately 30,000 vehicles per day, it is unrealistic for a pedestrian or bicycle to safely cross a roadway without the aid of a traffic signal. Signalization of a pedestrian crossing can also cause congestion, lowering the overall vehicular throughput, as the volume of traffic on the roadway is reaching capacity. Therefore, it is recommended that all pedestrian and bicycle crossings of Grand Avenue are grade separated. At-grade pedestrian crossings will be reserved for the lower volume side streets.

Pedestrian and Bicycle Network

Well-connected Street networks (and paths) provide an increase in options for distributing travel patterns more evenly and result in reducing traffic and greater convenience and directness of travel for all users. More direct routes increase opportunities for active transportation, rewarding the short trip, as people walking, and bicycling are more sensitive to trip distance. In addition, street connectivity allows for better and faster emergency responder access due to more routing options. The gridded, well-connected street pattern of Downtown

Eagle benefits the project in that it allows for better distribution of mobility and offers multiple points of access to/from Grand Avenue. The Town recognizes the need to build in key street network connections, such as the Brush Creek Extension. This is a planned extension of Brush Creek Road from Capitol Street to Grand Avenue that was planned to alleviate the traffic impacts caused by the proposed Haymeadow development. Haymeadow has an obligation within in their development agreement to construct this roadway connection after their 300th home is built.

A healthy, equitable corridor provides each modal choice the ability to operate safely and efficiently. This means in the multimodal transportation planning paradigm that capacity is focused on the movement of people and goods versus capacity solely in terms of vehicle volumes or speeds. This is a key method to remain future minded and not limit the project from investing in quality infrastructure. People/goods capacity analysis favors transit, carpools, freight, and bicycles while still adequately accommodating single occupancy vehicles.

Move more people, not just cars.
source: Institute Transportation Engineers (ITE) *Implementing Context Sensitive Design on Multimodal Corridors: A Practitioner's Handbook*

A common observation during the Spring 2021 walking audits was many school-age pedestrians and cyclists traveling in both directions on the gravel shoulder located on the south side of the roadway. Public outreach comments confirmed that the community preferred sidewalks and a bikeway on the south side of Grand Avenue, as the ECO Trail on the north side of Grand Avenue is not frequently used for shorter trips. While bicycle facilities are typically designed on both sides of an arterial corridor, it is acceptable and actually preferred for a two-way bicycle facility in areas where there are constraints (railroad) and amenities/destinations primarily on one side of the street. Special care needs to be taken when designing access crossings of a two-way bicycle facility. This topic is addresses in the Public Street and Shared Commercial Access sections of this memorandum.

With the constrained Right of Way width of Grand Avenue, it became necessary to prioritize which amenities would fit on the corridor. The inclusion of a sidewalk and bicycle facility on the south side of Grand Avenue was determined to serve a greater need than the existing ECO Trail on the north side of Grand Avenue. In the short term, the ECO Trail can be re-located to the proposed bicycle facilities on the south side of Grand Avenue or on the Town's planned 5th Street and Howard Street bike route. Long term, it is recommended that a new ECO Trail is developed north of the railroad as these properties redevelop. The Town's long-range plans and Planning Department should work towards implementing this vision. The proposed bicycle facilities on Grand Avenue are not intended to replace, but instead create a backbone between additional existing and future Town bicycle routes and trails.

Multimodal Corridor Efficiency

Multimodal use includes all forms of travel for the Grand Avenue Corridor. This includes transit, pedestrian, bicycle, and motorized users. The corridor is being designed to maximize modal choices, which, in turn, increase overall corridor capacity, increase safety, and optimize economic vitality. Today safe, comfortable, connected, and attractive walkways and bikeways are largely non-existent, and where they exist have major gaps.

More people will choose to walk and/or bike when these four key design principles are addressed:

1. **Safety:** street/ walkway/ bikeway design reduces the frequency and severity of crashes and minimizes conflicts between users (this includes between people walking and bicycling).

2. **Comfort:** facilities minimize stress, anxiety, and personal security/safety concerns (e.g., exposure to weather, pollutants, noise, crime). For example, separation between moving vehicles and people walking through landscaped boulevards adds to a person's sense of comfort by street trees providing shade which gives protection from natural elements—sun or rain. The litmus test in comfort is an 8-80 approach: would you let your child walk or bike here or would an older adult be able to comfortably navigate? Safety and comfort are closely related.

3. **Connectivity & Coherence:** facilities provide direct and accessible connections to key destinations; the short trip that can be made by walking or bicycling is rewarded because it is faster, more continent; support in closing network gaps; and provide legibility through wayfinding.

4. **Attractiveness:** public space design that is welcoming and attractive provides sensory experiences that help invite people to the street, and thus draw people to walk, bike or use transit.

These core principles have been applied and studied around the world. Here is an example of how the Dutch apply them in their *Dutch (CROW) Design Manual for Bicycle Traffic (2016):*

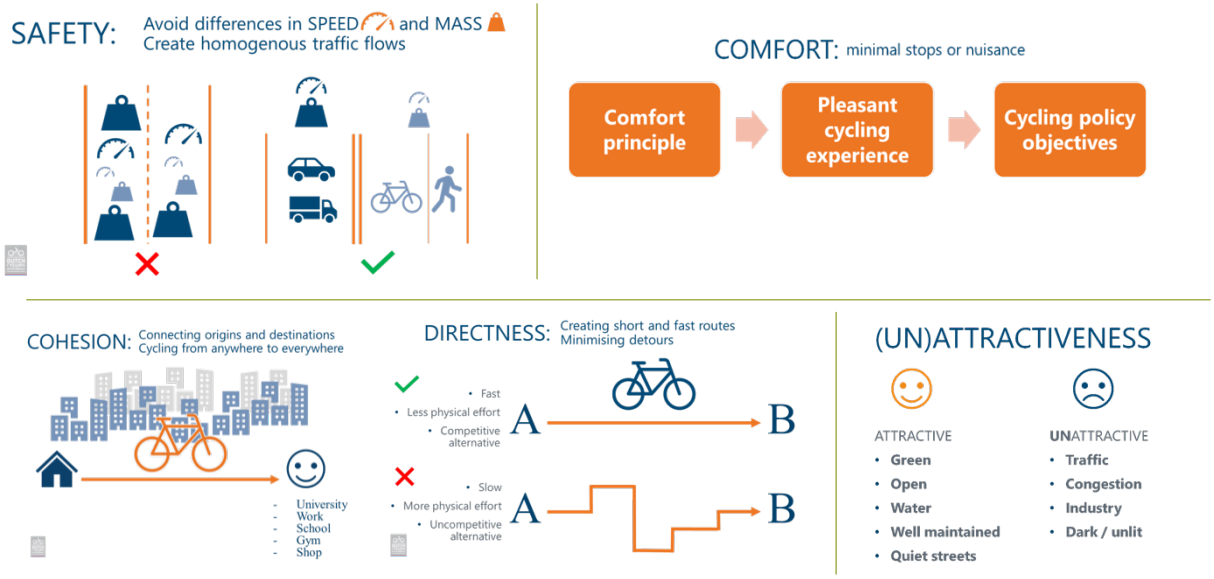


Image Credits: https://dtvcapacitybuilding.com/blog/5-design-principles-for-successful-bicycle-infrastructure/

Right of Way Constraints - Railroad

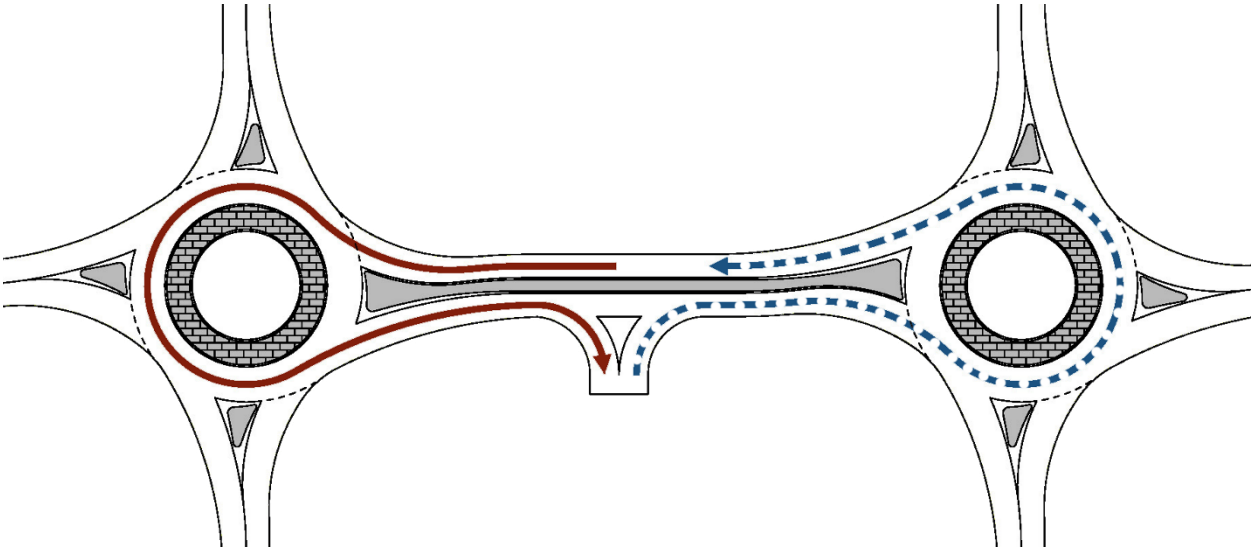
The Union Pacific Railroad (UPRR) is located on the north side of Grand Avenue. There are three existing crossing points along the corridor – two public and one private. Additional future development or redevelopment may need additional crossing permitting as projects become viable. The proposed corridor will be partially located within the existing railroad property. The Town has begun preliminary conversations with the railroad to understand the feasibility of acquiring some of this property. A 10% conceptual plan was submitted to UPRR in December 2021 as a basis on starting the land acquisition negotiations. The UPRR utilizes a third-party consultant, RailPros, as their review agency. The Town of Eagle is currently (January 2022) pursuing a contract with RailPros to review the Town of Eagle's corridor plans with the goal of land acquisition and acquiring approval for upgraded railroad crossings at these three locations. The Town of Eagle went through a similar process 20 years ago for the construction of the Sylvan Lake Road roundabout. The Colorado Public Utilities Commission approval is needed to obtain the new railroad crossing permits. Conversations with the railroad will continue as the project progresses and are likely to take two to three years.

Intersection Configuration

Roundabouts will control the major intersections of Grand Avenue to the public streets. Roundabouts are a Federal Highway Administration (FHWA) proven safety counter measure due to reductions in crashes, especial the most serious injury or fatal crash types. They help to

better manage traffic, increasing intersection capacity by 30-50%[1] compared to conventional intersections while managing corridor speeds –25 mph. Modern roundabouts are designed with horizontal deflection in the traveled way to slow down entry speeds prior to the circular intersection. This deflection requires a larger land acquisition area from the UPRR. However, the safety and performance gains from this deflection are critical to the success of the corridor.

Due to the anticipated traffic volumes, stop controlled (either all way or minor approach configurations) and traffic signals do not provide the performance, reductions in crash rates, and desired operations for Grand Avenue. The Grand Avenue Corridor is attenuated by existing roundabouts located on the west and east sides of the project. The Corridor Concept Plan recommends 6 two-lane roundabouts (two existing, four new) (Sylvan Lake, Brush Creek, 5th, 3rd, Broadway, and Eby Creek). Roundabouts are powerful gateway tools. In Golden, CO, retail sales increased 60% after the addition of a strong series of roundabouts.[2] Roundabouts also help with access management control and reduce the number of conflict points at intersections. Feedback from the team's corridor walking audits in Spring 2021 confirmed that many drivers were already using the roundabouts to make left turn movements due to the lack of gaps in traffic during peak travel times. When asked for the reason for this driver behavior, participants often cited safety concerns or the fact that it is faster to make a right turn in traffic and then use the roundabout to access their destination that would have normally been accessed by a left turn. The following graphic shows how a left turn is performed using a roundabout when there is a raised center median.



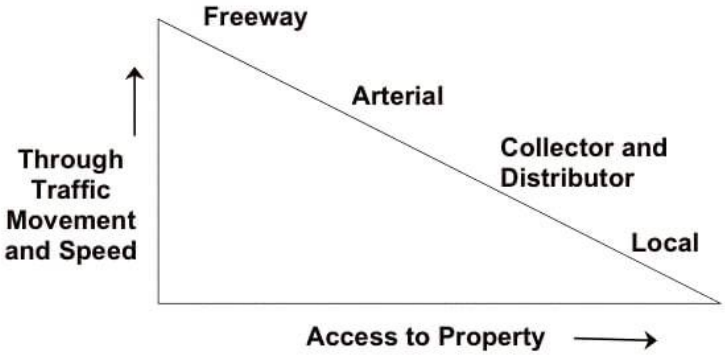
[1] AARP, Walkable and Livable Communities Institute, *Livability Fact Sheet Modern Roundabout*, AARP https://www.aarp.org/content/dam/aarp/livable-communities/livable-documents/documents-2014/Livability%20Fact%20Sheets/AARPLivabilityFactSheet-Modern-Roundabouts-33116.pdf

[2] AARP Livability Fact Sheet Modern Roundabout

Roundabouts increase yielding behavior of motorists due to low speeds, improving intersection crossing for people walking and bicycling. The splitter island reduces crossing distances and people only need to one direction of traffic at a time.

Road Classification and Utilization

One road cannot do it all. We are being asked to prioritize many different uses on the Grand Avenue Corridor. Due to the current geometric constraints and lack of alternative routes, Grand Avenue is being asked to do it all.



Given the Guiding Principles described in the introduction, we are balancing the needs of pedestrians, bicycles, transit and cars. Of these goals, the necessity to keep vehicular traffic moving has the largest impact on the character of the Grand Avenue Corridor design. Based upon the crash data analysis, it was obvious that with current traffic volumes, the left turns are unsafe. This all led to the decision of recommending a corridor of connected roundabouts with a center median to eliminate these hazardous movements. The corridor is already pushing the capacity limits of a two-lane road. Additionally, Public Works and emergency service providers requested a wider roadway section to accommodate their needs. Therefore, it makes sense to consider a four-lane roadway section from the start. The maximum capacity of a four-lane roadway section is approximately 40,000vpd. Our forecasted travel demand with buildout of the Town's vacant parcels will nearly double this volume. Therefore, in additional to constructing alternate routes, the design needs to implement access management principles to increase the safety and capacity of the corridor.

Alternatively, if moving cars was not including in the guiding principles and suitable alternative routes were developed, a different character would have been explored. This section likely could have been a two-lane section with lower traffic volumes and at-grade pedestrian crossings. Significant trip reduction would be required via alternative routes to handle the offset of the traffic volumes.

Access Management

The Grand Avenue Corridor's public and private accesses will be managed. Good corridor access management provides several benefits, including overall corridor capacity and efficiency, increase in safety and reduction in crash rates and severity, reliable and predictable travel times, as well as economic benefits by keeping the market area that is accessible due to these consistent travel times. In addition to roundabouts, mentioned above, other access management tools and strategies include:

- center medians
- consolidated or shared driveway entry/exit
- side street and backage street use (parking, business waste storage and utilities)
- cross access easements

An Access Management Meeting was held with the property owners in December 2021. The participants were given a copy of the draft Access Management Plans dated December 2021. Included in these plans is a matrix and table that provides a pathway for the equal treatment of accesses along the corridor. Access management concepts were presented with breakout sessions for landowners to meet in smaller groups and ask specific questions with the consultant team and Town staff. Public comments were collected at this meeting. Another outcome of this meeting was a group of the West Eagle property owners decided to meet offline to discuss an access management solution that would work for their needs and will share their results back to the team.

Public Street Access

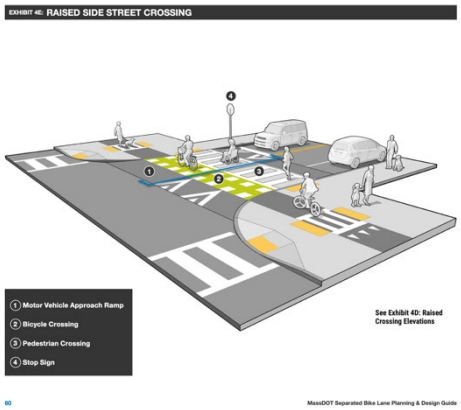
Town streets serving as a critical street connection were recommended for a full movement, roundabout at the intersection with Grand Avenue. These are spaced approximately 1,000 feet apart. This provides adequate spacing to accommodate using the roundabouts for left turn movements as well as accommodate corridor progression.
There are six proposed roundabouts on the corridor: existing Eby Creek Road, Broadway, Third Street, Fifth Street, Brush Creek Road Extension, and existing Sylvan Lake Road.

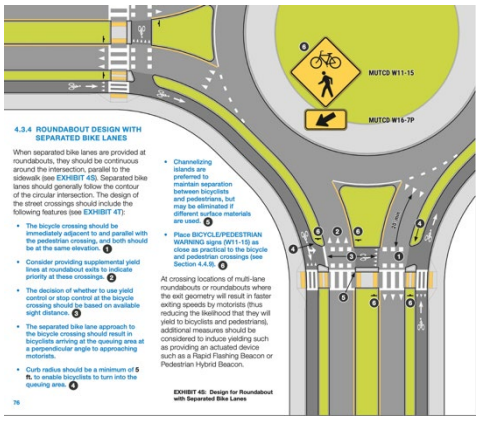
Grade-separated pedestrian crossings of Grand Avenue are required given the current and forecasted traffic volumes. At-grade pedestrian crossings would be allowed on the lower volume side streets only.

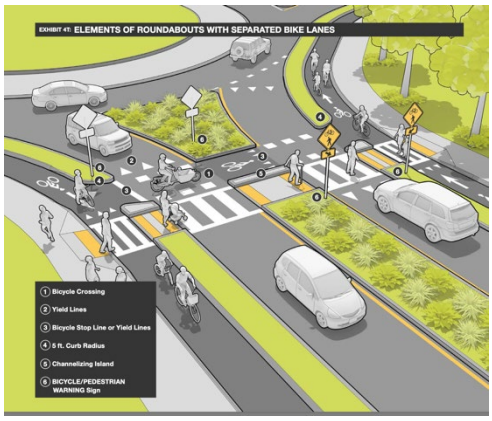
Shared Commercial Access

A center median will be implemented for the Grand Avenue corridor. The median provides a physical barrier to prevent left turning movements on and off the corridor. There are seven proposed shared commercial accesses on Grand Avenue corridor. This is a significant reduction from the current 33 private accesses on the corridor now. This nearly five-fold reduction in accesses allows for reduced conflict areas, safer operations on the corridor, and a much-improved pedestrian and bicycle experience along the alameda.

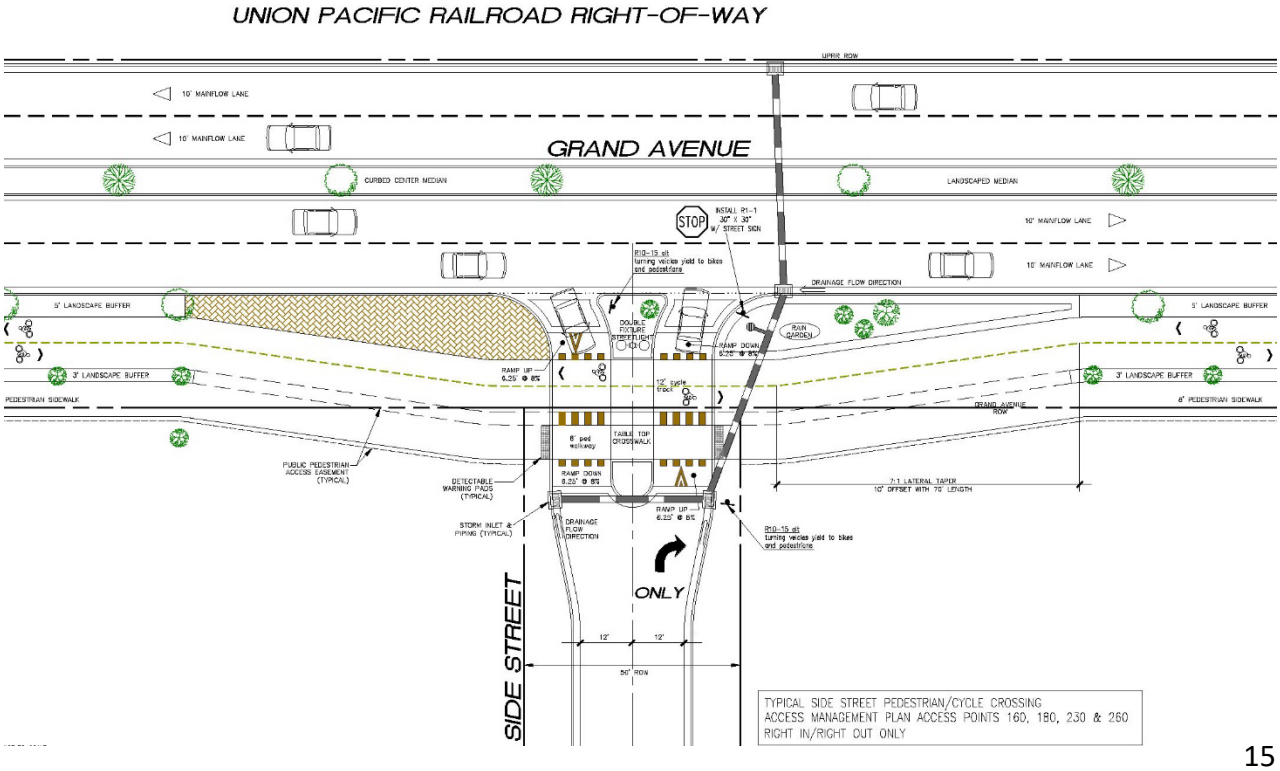
The shared commercial accesses will incorporate a forward-thinking design that prioritizes pedestrians and bicycles over the automobile. This increases the awareness and safety of all users. When there are two-way bicycle facilities on one side of the street, it is imperative that drivers are aware of the contra-flow bicycles. A raised pedestrian and bicycle crossing is a common practice in many European countries and has recently been adopted in the United States. Refer to the MassDOT graphics below.







The MassDOT Separated Bike Lane Planning and Design Guide illustrates the cycle/pedestrian crossings with recommended design elements including striping and signage to promote a high level of safety for the non-motorized users. The design team intends to use elements of the design shown as a guide but will need to adapt the layout for specific intersections within the Grand Avenue Corridor. Some intersections could also benefit from the installation of flashing beacon signage at major crossings.



Center Median

A center median will be implemented for the Grand Avenue corridor. The median provides physical separation of the major traffic streams, provides an aesthetic landscaping buffer, and manages inbound and outbound left turns. The median also provides speed attenuation with the "narrowness" of the view corridor. Finally, the motorist can concentrate on traffic flows in the direction of travel and not worry about opposite directional traffic. Center medians can better facilitate at-grade bicycle and pedestrian crossings. Bicycles as the median also functions as a refuge and minimizes the exposure of crossing a wide roadway. Additionally, the median treatments minimize the amount of jaywalking. The result is a corridor that will reduce crash rates, improve overall operational efficiency, and provide safer interfaces with pedestrians and bicycles.

Backage Road Connections

Many parcels are adjacent to "backage" roads. A backage road is a public or shared access that offers access to a parcel from the back side or adjacent side. When a parcel can be accessed from these locations, there are less conflicts and generally better and safer access connections to the public street system. Furthermore, by having the access relocated, the Grand Avenue corridor will perform better and have less conflicts. Cross access and backage road connections should be provided as parcels on the corridor redevelop.

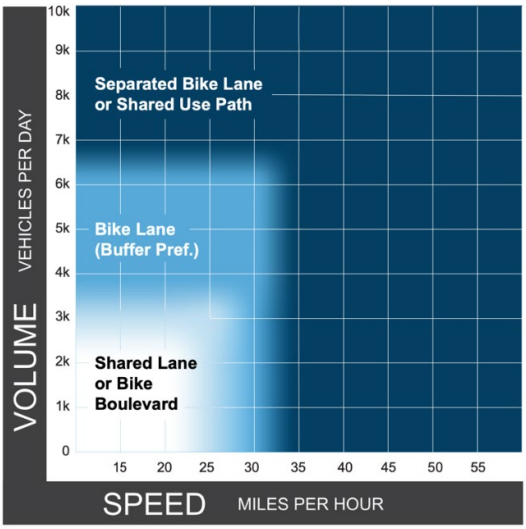
Parking Considerations

There is no parking proposed along the Grand Avenue corridor. Parking considerations along the corridor were closely evaluated and it was determined that the amount of area needed for parking was not in the best interest of many of the other uses that are necessary. These include the overall balance of providing adequate multimodal connectivity and throughput efficiency within the constrained area on the Grand Avenue corridor. Parking has been recommended to be located on the adjacent gridded street network between 5th Street and 2nd Street, including McIntyre Street, Washington Street, and Wall Street, as each of these roadways have more available area to properly implement parking. Additionally, as parcels along the Grand Avenue corridor redevelop, they are more likely to locate buildings closer to the corridor and locate on-site parking in the rear of the parcel, which aligns with the backage road connections. In this way the parking that will be available along the side streets better aligns with the future land use configurations.

Associated Land Uses

Revitalization along the corridor will be favorable due to many economic benefits. Predictable travel times by all modes of transportation will be a benefit to businesses located both on and adjacent to the Grand Avenue corridor. Strategically placed transit stops that are close to business and residential areas will encourage increased ridership. Active bicycle and pedestrian facilities will increase exposure to business opportunities. As redevelopment along the corridor occurs in the future, multimodal friendly designs and land use practices should:

- Maximize building frontage built to the street and window glassing and public-private partnerships to expand the public realm to support outdoor dining, seating and other pedestrian amenities
- Ensure appropriate heights that honor viewsheds,
- Promote parking and Transportation Demand Management (TDM) strategies like secure bicycle parking
- Provide optimal circulation to all users, especially focusing on pedestrian links (ultimately all building users are people on foot)

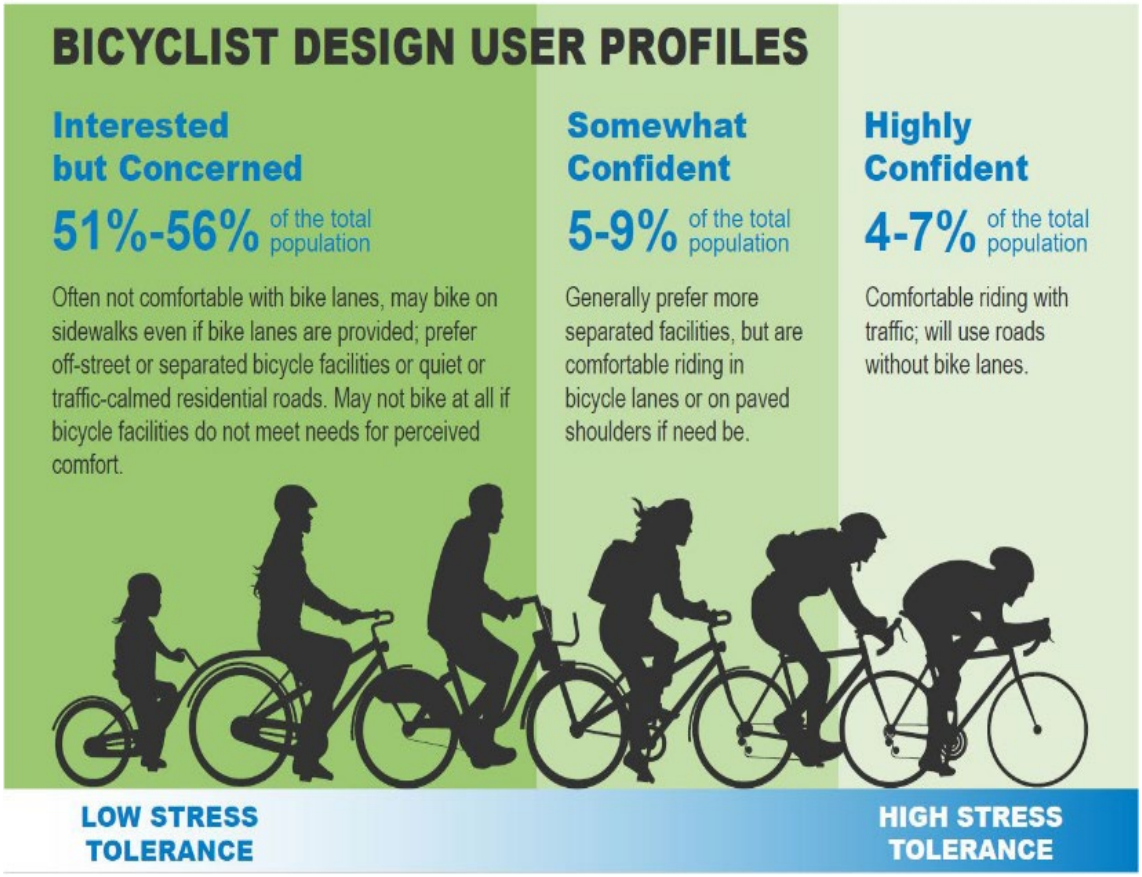


Choosing Bicycle Facilities

Key factors: Volume of vehicles, speed of vehicles, user type/levels of traffic stress, land-use characteristics

The higher number of vehicles per day on a road and higher vehicle speeds creates a more stressful bicycling (and walking) environment and thus correlates with a greater need to provide more separation between people walking and bicycling if the facility is going to be accessible and equitable to a greater amount of the population –*interested but concerned* (see below).

Research has found that the largest group within a community's population are people who are "interested but concerned" in bicycling. They have a low tolerance for traffic stress. This group tends to avoid bicycling on high motorist volume and high-speed streets unless there is a separated facility. If safety and **comfort** is not met people in this group will likely not bike, or not bike as often. To maximize the potential of bicycling as a viable transportation option it is important to use this group as the target user, which will serve bicyclists of all ages and abilities (event the Somewhat Confident and Highly Confident bicyclist).



Based on this chart, Grand Avenue today and in the future falls into the traffic volumes that warrant greater separation between people biking and diving, even if speeds are reduced. *Note: Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speeds.*

Source: FHWA Bikeway Selection Guide (2019)

Guidance for bikeway facility type

(for all ages all abilities) NACTO Bikeway Design Guide:

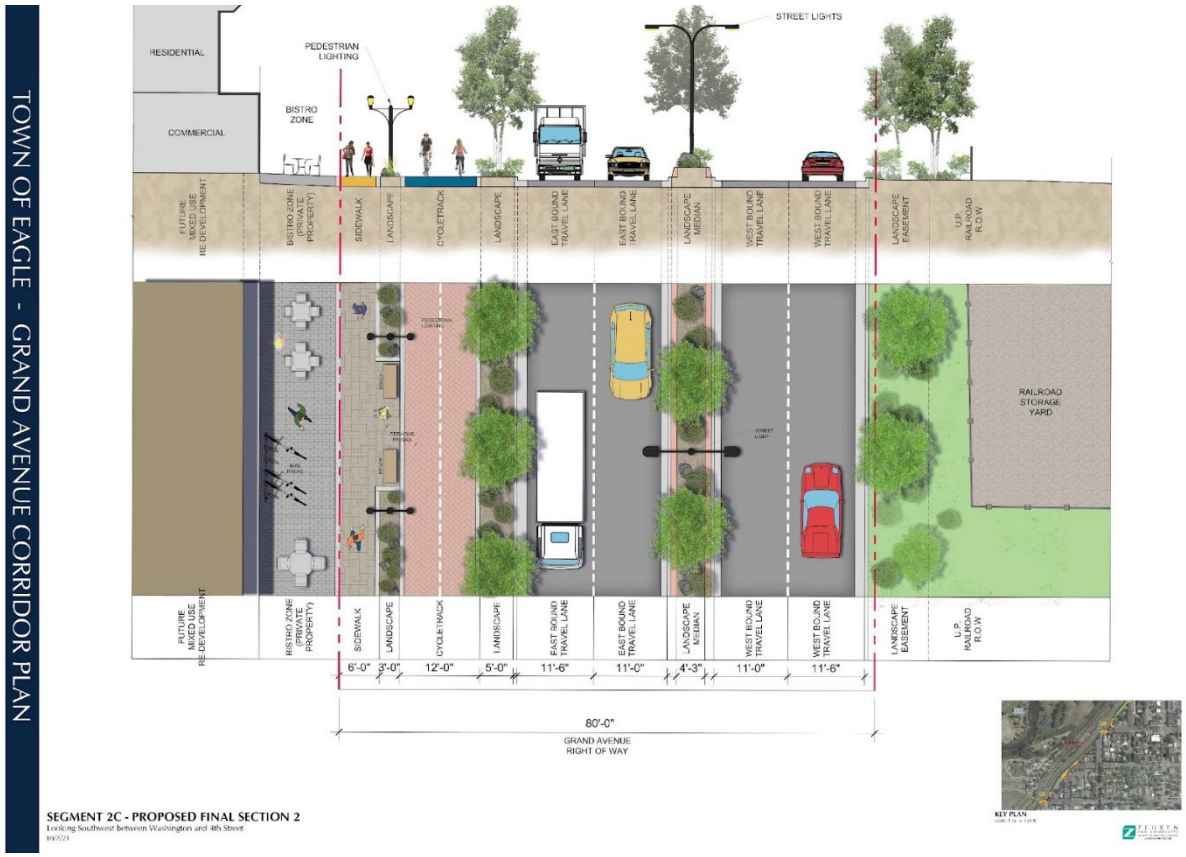
≤ 20 mph	≤ 1,000 – 2,000	single lane one-way	< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

Public input, including from police, is to lower speeds to 25 mph; even with achieving speed reductions, given the amount of car traffic and number of lanes a protected (separated) bike lane is recommended to promote an all ages and abilities facilities and thus use

Full build-out future will likely have

Corridor today

While pedestrian volumes are not measured today on Grand, the hope is for future development to be more walkable, pedestrian-oriented, and thus pedestrian volumes to increase. Therefore, the concept is showing separating pedestrian and bicycle facilities to **reduce conflicts between these user groups. While building for a future that encourages mode shift (key to managing, or limiting, traffic growth).**



In addition to the above, here are a few context-sensitive realities of Grand Avenue that have informed design:

- Existing segment of Eco Trail supports low stress and a range of ages and abilities
- Wrong way bicycling happens on the business/town side of Grand Avenue
- Most destinations exist on one side of the road (town side)
- Two-way protected bike lanes (also called cycle tracks) make sense when (i) most destinations are located on one side of street; (ii) there is already an occurrence of wrong-way bicycling; and (iii) there is an opportunity to minimize or consolidate driveways and crossings

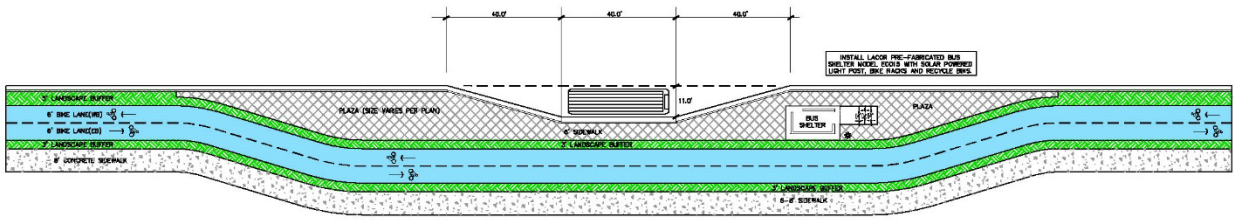
Walkway Environment

Current town sidewalk code is 6-feet. With the "Alameda" Promenade (pictured above) there is a 3-foot buffer between the bike space and walkway. This space allows for street furniture such as lighting and benches, which support in keeping the six-foot space an effective 'walk-talk' for people to walk side-by-side. In commercial districts 8-foot sidewalks are preferred (this aligns with feedback from stakeholders). Due to right of way constraints/needs this should be further explored through private-public partnerships and/or land-use code updates. Note that the current design includes deflection approaches to each of the roundabouts and this creates areas where the distance from the sidewalk to the existing southern Right-of-Way line exceeds 8' for approximately 62% of the corridor between the Sylvan Lake Roundabout and the proposed Broadway Roundabout.

Goals to make the area more pedestrian friendly and support future land use decisions means that conflicts between people walking and bicycling need to be reduced, thus the separation between the bikeway and walkway in design concept.

Transit

The design team met with ECO Transit staff to review the project and receive feedback for the number, location and design of proposed future transit stops along the corridor. ECO Transit provided geometric standards for the bus pullout and bus shelters which is shown in the exhibit below. There are 6 new transit stops proposed between Sylvan Lake Road and Broadway. The stops are paired with one each on the north side and one each on the south side typically at the exit locations from the proposed roundabouts.



TYPICAL TRANSIT STOP
PER ECO TRANSIT STANDARDS

Stormwater/Drainage and Utilities

Proposed stormwater facilities within the corridor will be in line with the Town of Eagle's Drainage Master Plan. Runoff from newly created impervious areas will be treated for water quality per the specifications listed in the Denver Urban Drainage and Flood Control Manual prior to being released to discharge points north of Grand Avenue. It is anticipated that the landscape buffers that separate the bike path and sidewalk can be used as stormwater retention/water quality facilities such as bioswales, rain gardens and sand filter basins. The use of some mechanical systems such as Water Quality Vaults may be required to meet the water quality treatment volume. These stormwater treatment elements can be incorporated into the overall landscape aesthetic.

It is anticipated that water mains will be upsized to accommodate future growth and redevelopment of parcels adjacent to Grand Avenue. The town will supply the team with the new sizing for the water mains as part of the 30% plans. Sewer mains will also be upsized or upgraded as needed and the underground backbone for broadband will be part of the utility improvements.

ECONOMIC & MARKET CONDITIONS SUMMARY

The Eagle Grand Avenue Corridor Market Study was completed in May 2021 and analyzes the demographic, economic, and residential conditions in the Town of Eagle to provide land use recommendations along the corridor that are supported by market conditions. The major findings from the study are summarized below. Overall, the Town is in a strong position and can provide policies to help direct employment growth and residential supply.

1. ***Household growth in Eagle has been strong with the presence of permanent residents and homeowners.***

   The Town gained an average of 19 permanent resident households annually over the past decade. Additionally, over this time Eagle gained an average of 25 owner occupied units annually while second homeowner units declined by a total of 63 units. The decline in second homes and rental units illustrates a transition towards long-term homeowners.

2. ***The residential market has reached new peaks with a 25 percent price appreciation over the past year and strong prices across all unit types.***

   From 2019 to 2020, the average sale price increased by 25 percent to reach $763,000. The average price over the past five years was $665,500. The residential market is extremely strong in Eagle with minimal price differential between new and existing units. Over the past year, Eagle experienced the highest sales volume of nearly 200 sales. Additionally, all product types are doing well and in demand. There is flexibility and potential for a variety of housing types along Grand Avenue.

3. ***The employment context is strong in Eagle County and Eagle, with an expansion over the past five years of 175 jobs per year in Town.***

   The countywide base has now reached 33,500 jobs as of 2018. Annual growth has averaged 3.1 percent over the past five years. The report includes a commuting pattern analysis, which shows a highly integrated employment framework within Eagle County. Among a range of detailed findings, the report shows that 76 percent of residents in Eagle commute out for work, while 84 percent of local job holders commute into Eagle. Within Eagle, the job growth has been strong. Since 2010, jobs have increased by nearly 900 jobs and the current total is approximately 4,600 jobs. Eagle accounts for 14 percent of the countywide job base and recently captured nearly 20 percent of countywide growth, indicating that it is an increasingly important job center for the valley.

4. ***There is demand for 20,000 to 35,000 square feet of office space in Eagle based on an average growth of 12 to 20 office related jobs annually.***

   Of the 175 new jobs annually in Eagle, approximately 12 to 20 were office related. Eagle gained nearly 100 jobs in Professional and Technical Services since 2010 or an average of 12 jobs per year. Based on an average of 350 square feet per employee, this employment growth results in demand for 20,000 to 35,000 square feet of office space. This supports the option for mixed use development along the corridor and the expanding local workforce.

5. ***Sales tax has been consistently strong in Eagle across most consumer categories and even more so since the collection of out-of-state online sales.***

   In 2020, Eagle had a total of over $6.5 million in sales tax revenue, which is more than double since 2013 with an increase of over $3.6 million. The Wayfair decision went into effect in 2019, which allowed municipalities to collect sales on online purchases even if a business is not located in the state. The average annual growth rate prior to this decision from 2013 to 2018 was 10 percent, and afterwards from 2019 to 2020 it was 15 percent. Sales tax revenue has continually increased in Town and even more so since the collection of additional online sales. The Town of Eagle is a strong economic driver locally and in the County. It is able to benefit from the local, pass-through, and online sales of residents, workers, and visitors.

PUBLIC FUNDING AND FINANCING TOOLS

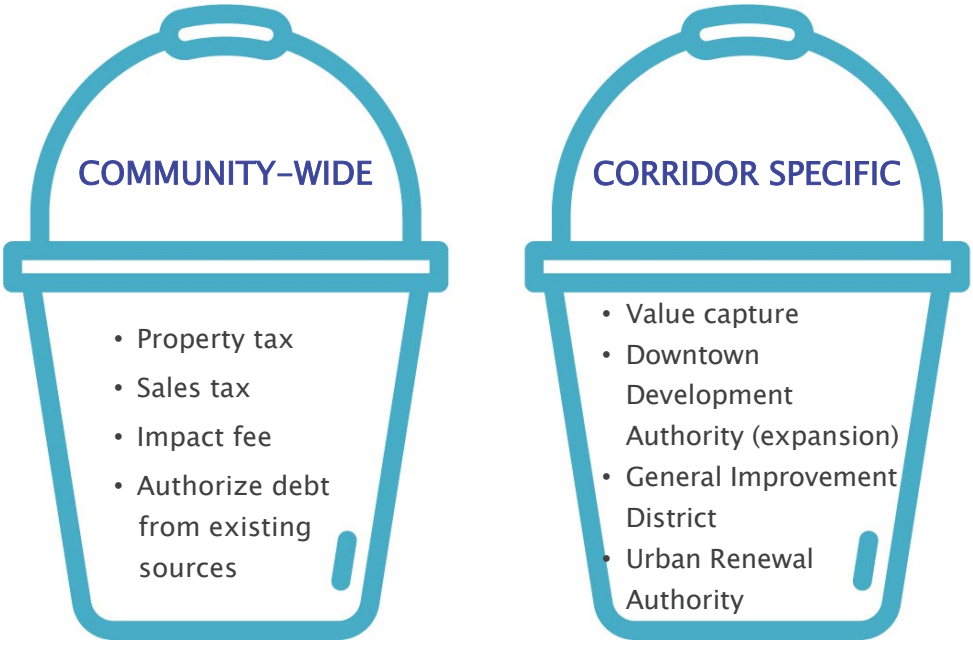
This section provides an overview of why public funding and financing is required to make the Grand Avenue Corridor Plan a reality. Public funding and financing tools are grouped into two categories of community-wide and corridor specific. Each corridor-specific value capture strategy is described in detail below along with an applicable case study.

Overview

In order to implement the Grand Avenue Corridor Plan, a variety of funding and financing tools will be required. The Plan is estimated to cost between $20 to $40 million to implement. The Town of Eagle currently has approximately $4.2 million of funding reserved for this project through its capital improvements fund. The remaining project costs will need to be covered through Town-wide funding sources as well as value capture strategies to reduce the gap and burden on the community.

The Grand Avenue Corridor Plan needs support from residents and businesses along the corridor as well as from the larger community. This creates two groups or buckets of funding tools that can be applied community-wide or specific to the Grand Avenue Corridor, as shown below in **Figure 1**. There should be proportionality between each of these groups based on the cost and benefit. Overall, everyone benefits to a degree and the corridor can become a Town asset.

Figure 1. Funding and Financing Options

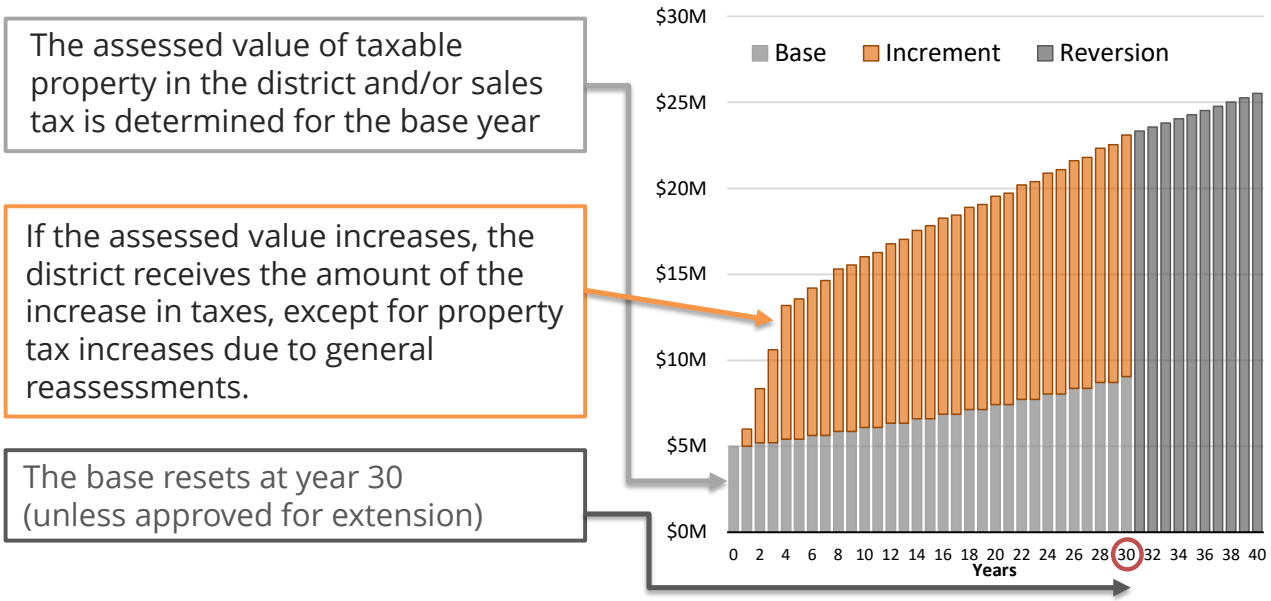


The community-wide funding tools include a property tax, sales tax, impact fee, and an authorization of debt from existing town sources. The corridor specific funding tools include value capture strategies, Downtown Development Authority (DDA) expansion, General Improvement District (GID), and Urban Renewal Authority (URA). These buckets illustrate a variety of options available for Eagle to utilize. There is not a single solution to funding the Grand Avenue Corridor Plan. It will require a combination of different tools from each bucket to create a solution and most likely an issuance of debt to close the gap for project funding. Additionally, the Plan will take years to implement and complete, which gives the funding options time to accrue and development to create value.

Tax Increment Financing

Tax increment financing (TIF) is a value capture strategy where new property and/or sales tax revenue generated from new development is captured and used for public improvements and infrastructure costs. TIF is not a new tax. It captures the 'increment' or additional value created by new development. The original base value, before development or redevelopment occurs, continues to flow to each taxing entity for the lifetime of the TIF. It is used in DDAs for 30 years and in URAs for 25 years. **Figure 2** illustrates how TIF works in a DDA with a 30-year timeframe.

Figure 2. Tax Increment Financing (TIF)



Downtown Development Authority

Downtown Development Authority (DDA) is a district-based quasi-public agency governed by a council-appointed board designed to improve economic areas specified as a "central business district." A DDA has the ability to use TIF, including property, sales, and/or lodging tax. Once TIF is initiated by a DDA, it has a limited life span of 30 years and then can be approved for extension for an additional 20 years. A DDA redirects TIF into civic improvements and programing within the established DDA boundary. In addition to TIF, a DDA can assess a mill levy of up to 5 mills. To establish a DDA there must be an election with the majority of the property owners in favor. A DDA can be expanded at any time if a property owner petitions to join and is approved by the board. In 2020, Eagle established a DDA along Broadway Street. The DDA was established to provide funding for large projects and public improvements including streetscape, mobility improvements, new mixed-use development, and shared parking facilities. The Eagle DDA only uses property TIF and does not include a tax increase. In 2021, the DDA approved a bond for $27 million for small business grants and improvements to the downtown area. With the DDA already established, it could be expanded to include portions of the Grand Avenue Corridor by property owners filing a petition for inclusion.

Grand Junction, Colorado

In 1981, Grand Junction established a DDA with the goal of economic development. The DDA focuses on enhancing the vitality of downtown through grants, capital investments, and improvements to public amenities. The boundary of the DDA is non-contiguous and includes the central business district, rail district, and river district. Funding for the district is through TIF, which was extended for an additional 20 years and captures 50 percent of the property increment revenue. Additionally, Grand Junction's DDA levies a 5 mills property tax. The DDA has funded large capital projects, including main street enhancements and the renovation of Avalon Theatre, and non-capital programs.

General Improvement District

General Improvement District (GID) is a legal entity, separate from the town, and the town council acts as the board of directors. As a separate entity, a GID is not liable for the town's debts, nor is the town liable for the debts of the general improvement district. It has the authority to build improvements, provide services, charge fees, and impose taxes. A GID is a public financing district that applies an additional property tax or assessment to a specific improvement area to pay for new public infrastructure improvements. A GID is usually used to fund roads, utilities, public parking garages, pedestrian improvements, and stormwater. It can levy a property tax and/or an assessment with a varied fee structure based on the proportional benefit received from the public infrastructure. A GID is formed by a petition with at least a majority of the property owners in the proposed district.

Grand Junction, Colorado

The Dos Rios development in Grand Junction established a GID in 2019 to fund utilities, communication facilities, and roads within the district. Grand Junction City Council sits as the governing board and the GID levies a 7 mills property tax. The GID has a bonding capacity of $10.7 million to use for public improvements.

Urban Renewal Authority

Urban Renewal Authority (URA) is a municipal corporation, separate from the town, with the goal to eliminate blight. URAs eliminate blight or slum through purchasing, rehabilitating, and selling land for urban renewal or redevelopment. It is formed by town council decision and requires a blight study to determine eligible areas and an urban renewal plan. URAs use TIF to capture the value of private development and reinvest it within the URA boundary to fund public improvements. URAs have a limited life of 25 years and can use property and/or sales tax increment. For recently adopted URAs, each taxing entity determines their level of involvement with their tax levy.

Avon, Colorado

In 2007, Avon created a URA to improve the Town Center Core with plans to create a main street through the east and west side of town. Avon URA encompasses approximately 225 acres plus right-of-way. From 2007 to 2020, the URA spent over $12 million on URA projects. Additionally, there is potential for an additional $12 million to $16 million in TIF revenue for projects through 2032, when the TIF expires.

Benefits Summary

Each of the value capture strategies are summarized below in **Table 1**. These tools could be implemented along portions or throughout the Grand Avenue Corridor to help fund the plan. It is important to note that other tools and strategies will need to be used in combination with one or more of these to meet the funding gap and reduce the burden for the Town. For example, a DDA expansion in combination with a GID could work well together for corridor specific funding.

Table 1. Summary of Value Capture Strategies

DDA	GID	URA
TIF can provide grants and funding for public improvements, façade improvements, streetscape, etc.	New property tax to fund public infrastructure, such as roads, utilities, sidewalks, bike lanes, etc.	TIF can provide grants and funding for public improvements, façade improvements, streetscape, etc.
TIF is not a new tax	Ongoing revenue source for the district, that is additive to the existing property tax base	TIF is not a new tax
Expires after 30 years; option for extension up to 20 years and receive 50% of increment	Typically runs in perpetuity until the sunset stipulated by original electors	Expires after 25 years
Funds can be used for physical improvements and economic development programs	Funds can be used for infrastructure improvements as well as programs to manage those improvements	Funds typically used for infrastructure improvements and other purposes that mitigate blight

URBAN DESIGN AND LANDSCAPING

A key guiding principle of the effort is 'Stewardship of Place'. Via this principle, ***the corridor plan seeks to improve the sense of place and identity through aesthetics, art, placemaking and urban design that celebrate Eagle and support the image and public life of the street.*** Subservient to the technical parameters and dimensional controls of new multimodal transportation facilities, urban design and landscaping elements will help bring to life the new areas where people will be moving along the corridor and establish a cohesive sense of place currently lacking with Grand Avenue.

Urban Design Elements

Layered upon the new multi-modal framework of the new corridor, coordinated urban design elements and landscaping will create a new and fresh image and identity for the Town. These elements include vehicular lights, pedestrian bollard lights, benches, bicycle racks, trash receptacles, tree grates and public art. They are proposed primarily along the south side of the roadway integrated with the new two-way cycle-track, the pedestrian walkway, and transit facilities. Collectively and playing off each other these elements will help soften the corridor and create the right appeal to support the businesses along Grand Avenue and stimulate redevelopment.

New Gateways

Likewise, new gateways are contemplated on the east and west side of the corridor near the Eby Creek Road and the Sylvan Lake Road roundabouts. These will help announce and demarcate the downtown area and commercial areas within the corridor. Secondary gateways are also proposed at new roundabouts to help capture drive by traffic into Grand Avenue and downtown businesses to fully realize the economic potential of the corridor improvements.

Design Inspiration

The urban design and gateway elements will draw upon existing elements already used on Broadway, Eby Creek and on the pedestrian bridge over I-70 and be adapted for use within the corridor. Their design can play up the historic roots of the town as well as its new emerging outdoor orientation and identity. Historic and relevant new themes and imagery are recommended to be fused in the design of elements

Public Art

The integration of public art is called for at select locations and is an opportunity for community expression uniquely tied to place and the soul of the community. Rotating displays to support special events programming will be incorporated into the final design to support a cohesive and coordinated program.

Landscaping

Landscaping along the corridor is proposed to be waterwise and apply the principles of xeriscaping. Native and adaptable plant species will be utilized, and large areas of turf grass will

be avoided. Rock ground covers will be used in hard to maintain areas, including medians and buffer landscape areas. Shade trees will be included in the center median as well as along the south side of the corridor. Trees are proposed provide shade with dappled light, to soften the overall appearance of the corridor, and to create an appealing streetscape environment. Accents of flowering perennials and ornamental grasses will be called for at special locations to add color, texture and interest and announce special areas. Shrubs will be used strategically for screening and establish visual and physical separations where needed.

Landscaping will be integrated into functional design of the corridor, especially in the form of rain gardens and bioswales as part of the storm water design strategy. Landscaping will also help accomplish safety goals by providing buffer and separation between the cycle track and vehicular travel lanes, by screening views of opposing traffic, and by making the overall corridor feel narrower and smaller in scale, thus slowing down traffic. Irrigation will be primarily drip and rely on non-potable water sources as much as is possible.

NEXT STEPS:

Alternative Routes

As mentioned previously, alternative routes will need to be developed and implemented to handle future travel demand from the Town and local region's transportation needs. The routes could include the Airport Interchange and a Fairgrounds Road connection. The development of an alternative route is a separate project in itself; the exact location depends on many factors and will have varying levels of effectiveness. The overall message is that without a future alternative route or routes, the Grand Avenue Corridor will be forced to handle more travel demand traffic than it is capable of, and the corridor (as well as much of the Town's transportation infrastructure) will not perform acceptably.

Grade Separated Pedestrian and Bicycle Crossings

Traffic volumes on the corridor are such that at-grade bicycle and pedestrian crossings of Grand Avenue will not be feasible. The Grand Avenue Corridor Plan will identify possible locations for grade-separated bicycle and pedestrian crossings. The design of these crossings is not included in the scope of this project and should be actively pursued by the Town.

Land Use Code Update

The Town of Eagle is currently undertaking an update to the Land Use Code. Findings from the Grand Avenue Corridor Plan should be relayed to the Land Use Code consultant team for inclusion.

Railroad Coordination

The Town of Eagle is currently (January 2022) pursuing a contract with RailPros to review the Town of Eagle's corridor plans with the goal of land acquisition and acquiring approval for upgraded railroad crossings at these three locations. The Town of Eagle went through a similar process 20 years ago for the construction of the Sylvan Lake Road roundabout. The Colorado

Public Utilities Commission approval is needed to obtain the new railroad crossing permits. Conversations with the railroad will continue as the project progresses and are likely to take two to three years.

Access Management Plan

The Town of Eagle should apply the Access Management Plan to the properties on the corridor as they enter into Town's planning process for redevelopment. The Town should facilitate further discussions with West Eagle property owners on their access preferences.

-END-

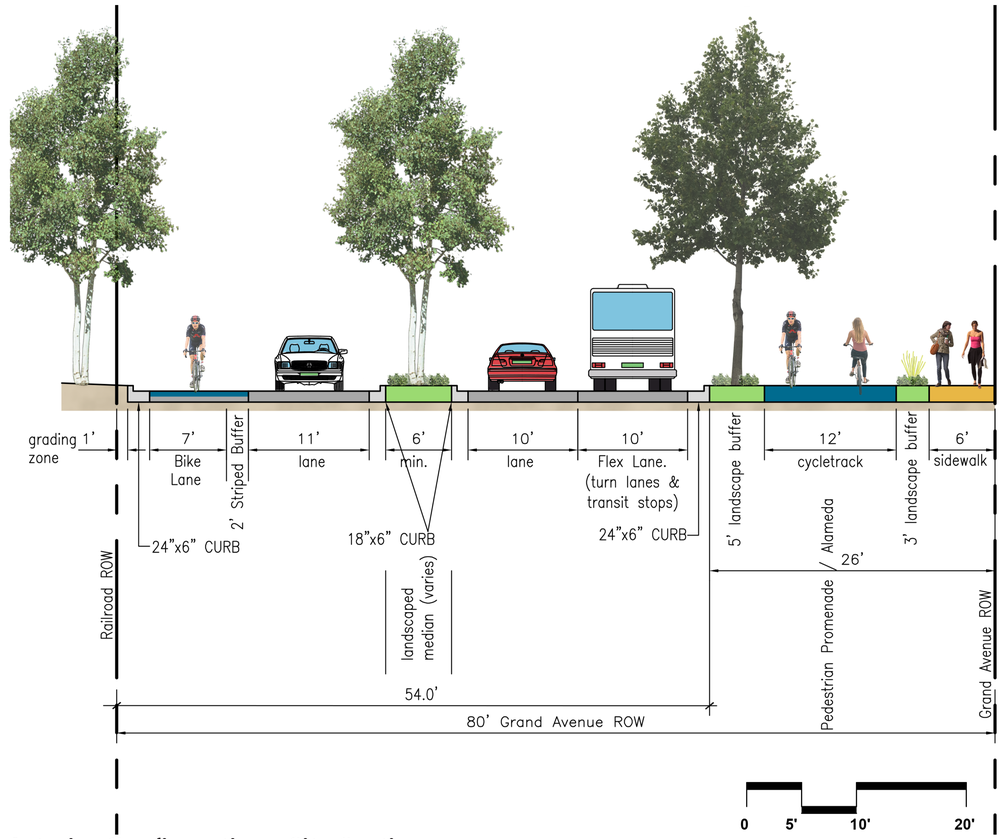
TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN

10/7/21

TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN

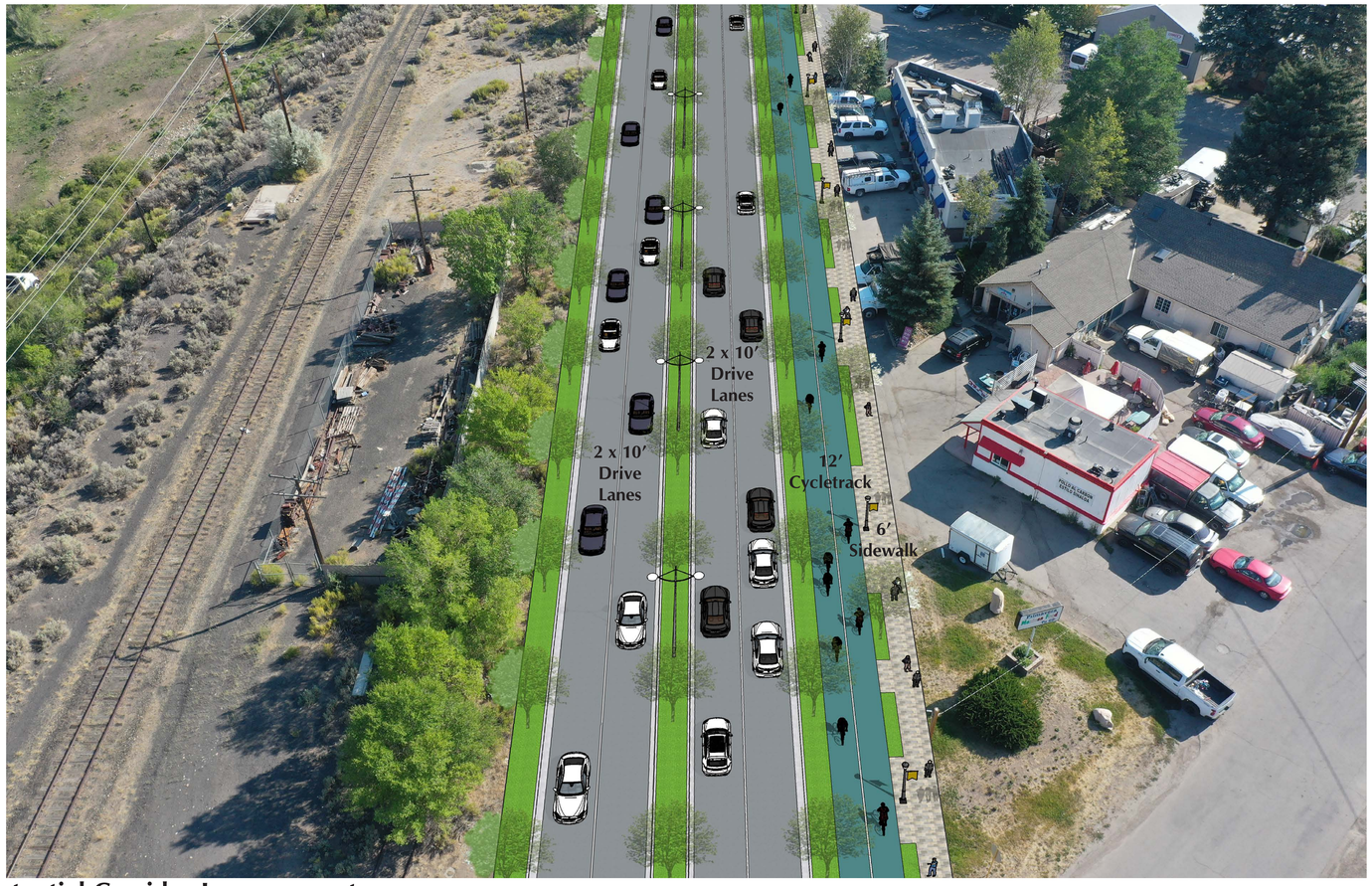
Existing Aerial View

Looking Northeast between 3rd and 4th Street



Interim Configuration - Site Section

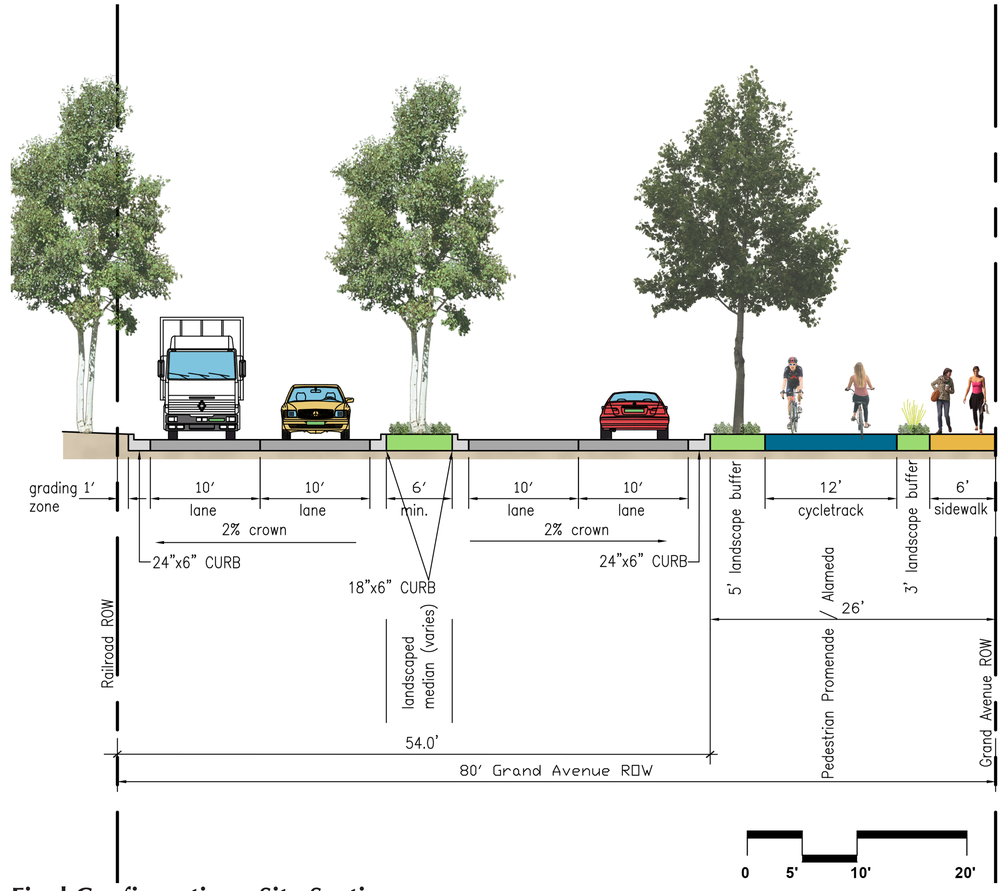
(80' ROW) 26' WIDE ALAMEDA, 2 LANE



Potential Corridor Improvements

Looking Northeast between 3rd and 4th Street

10/7/21



Final Configuration - Site Section

(80' ROW) 26' WIDE ALAMEDA, 4 LANE

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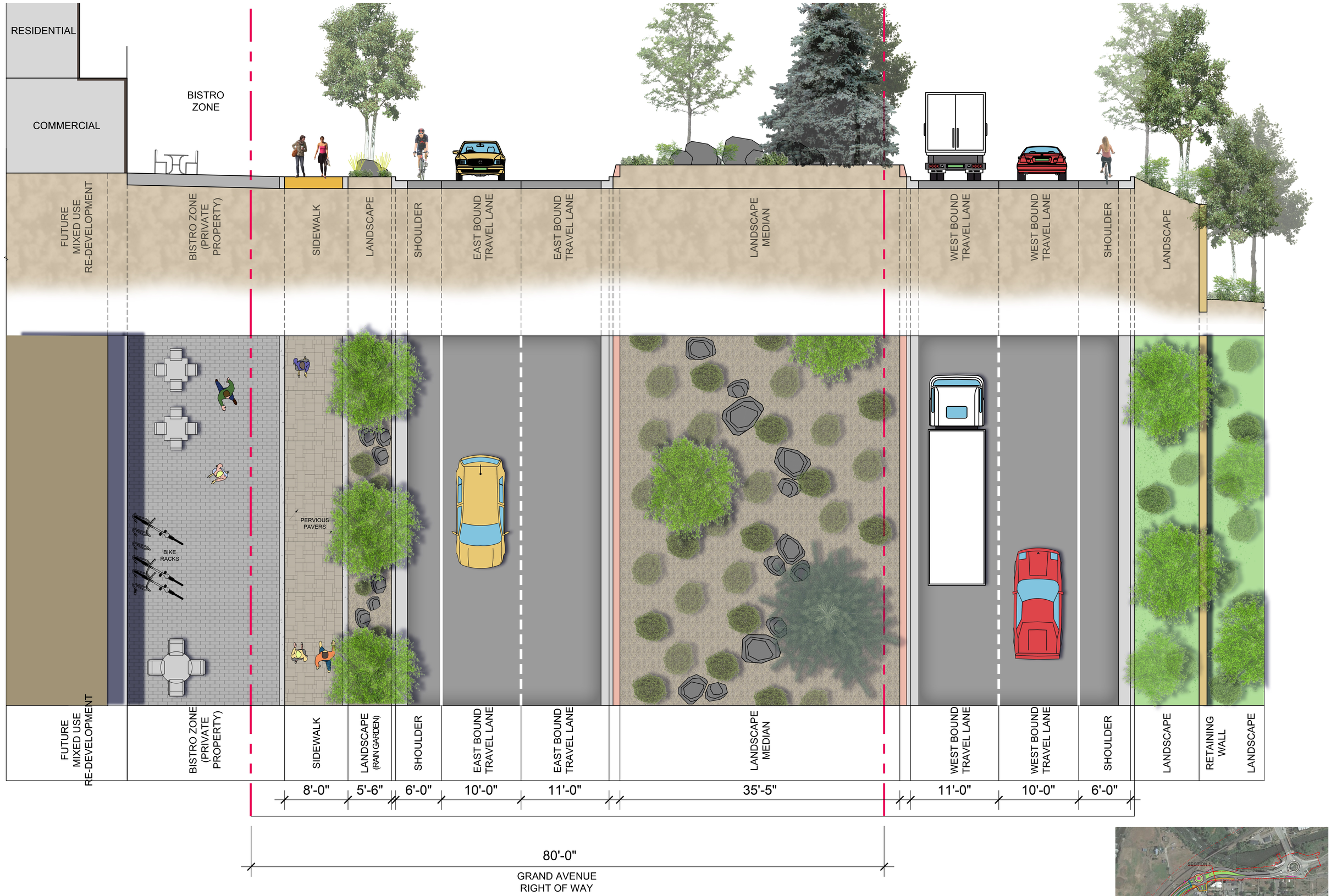
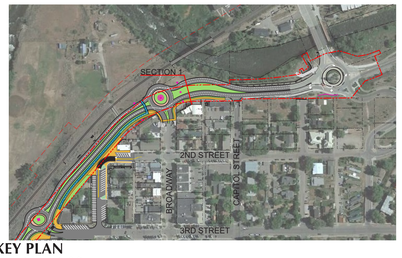
TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN





KEY PLAN
Scale: 1 in. = 150 ft.

SEGMENT 1 - PROPOSED FINAL SECTION 1

Looking Southwest between Capitol and Broadway Street
10/7/21

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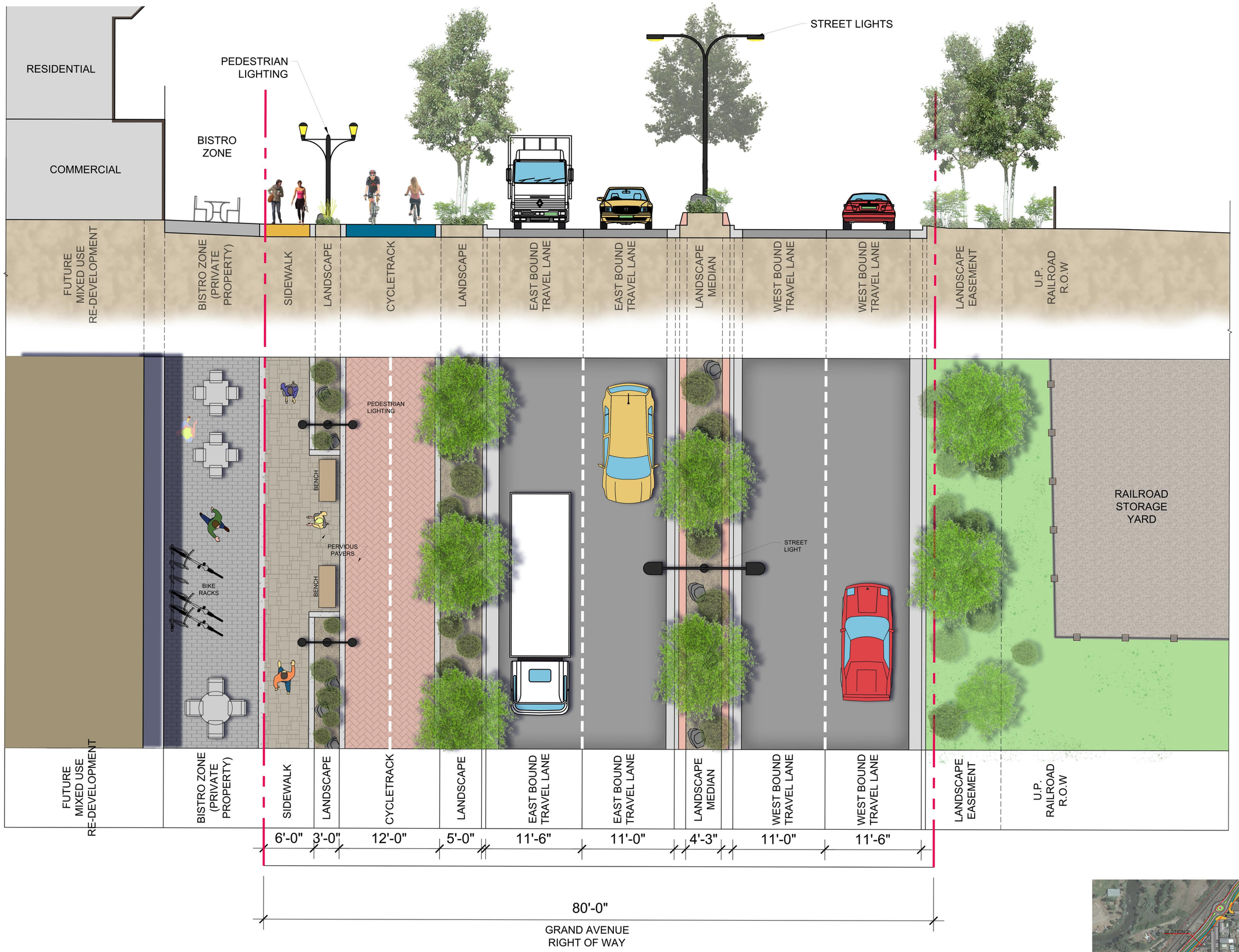
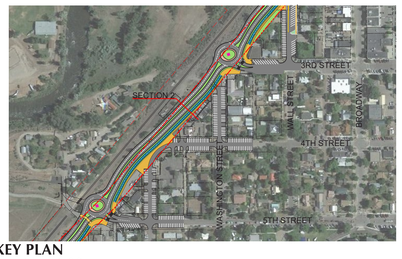
LANDSCAPE ARCHITECTURE

TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN





KEY PLAN
Scale: 1 in. = 150 ft.

SEGMENT 2C - PROPOSED FINAL SECTION 2

Looking Southwest between Washington and 4th Street

10/7/21

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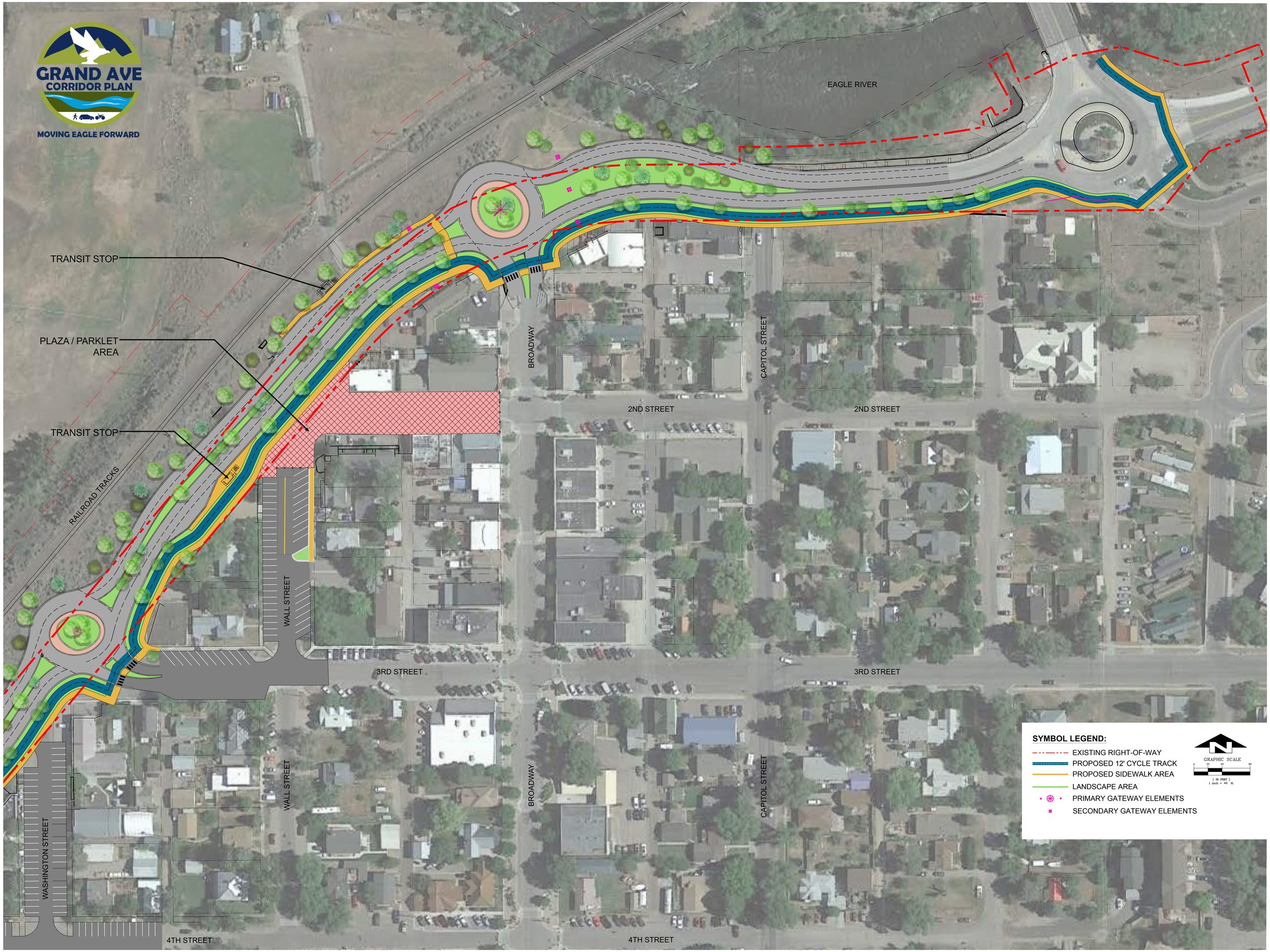
LANDSCAPE ARCHITECTURE

TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN



CORRIDOR SECTION 1 ENLARGEMENT PLAN

Grand Ave Corridor

12/1/21

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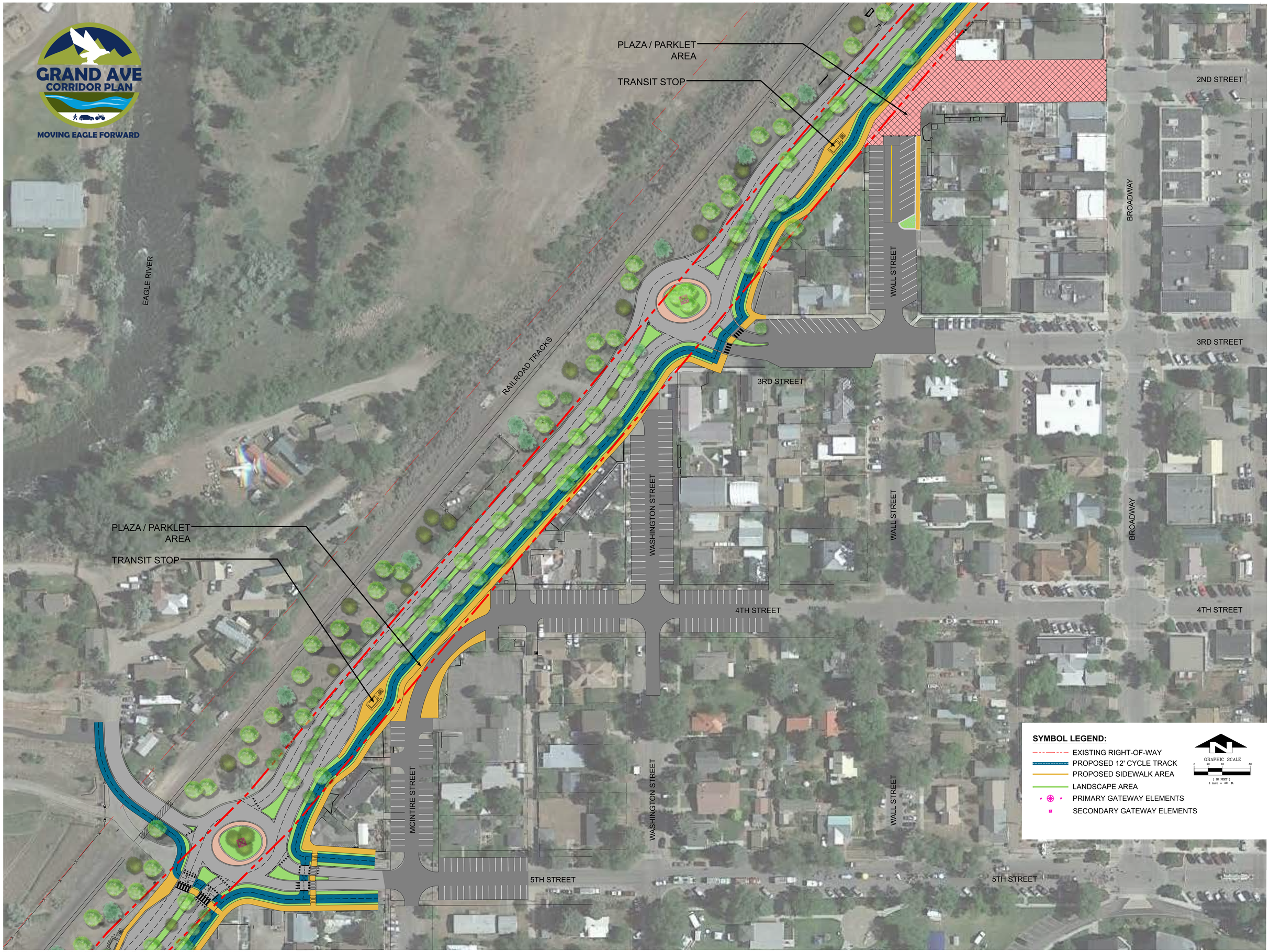
LANDSCAPE ARCHITECTURE

TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN



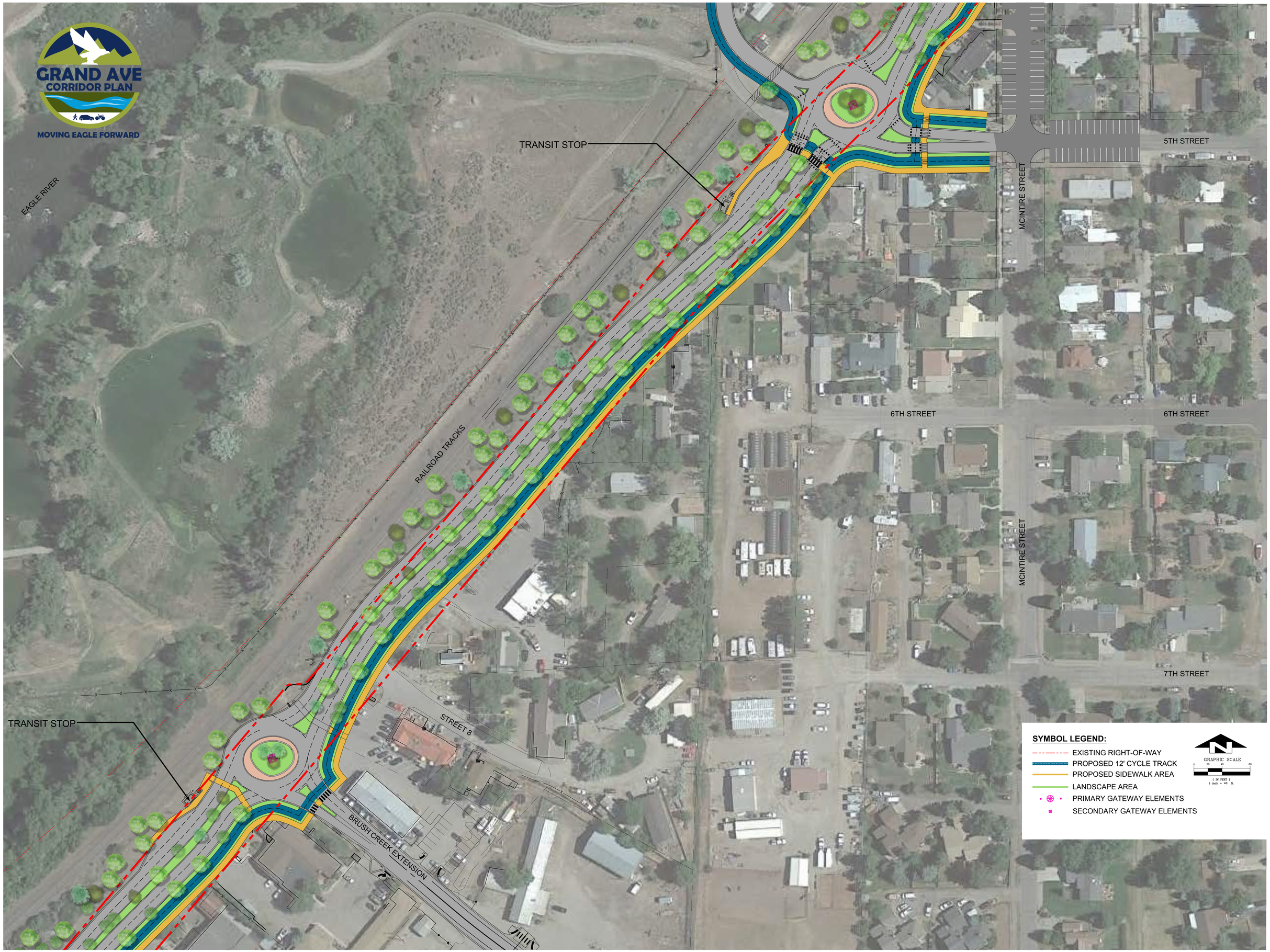
CORRIDOR SECTION 2 ENLARGEMENT PLAN

Grand Ave Corridor

12/1/21

ZEHREN AND ASSOCIATES
ARCHITECTURE • PLANNING • INTERIORS
LANDSCAPE ARCHITECTURE

TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN



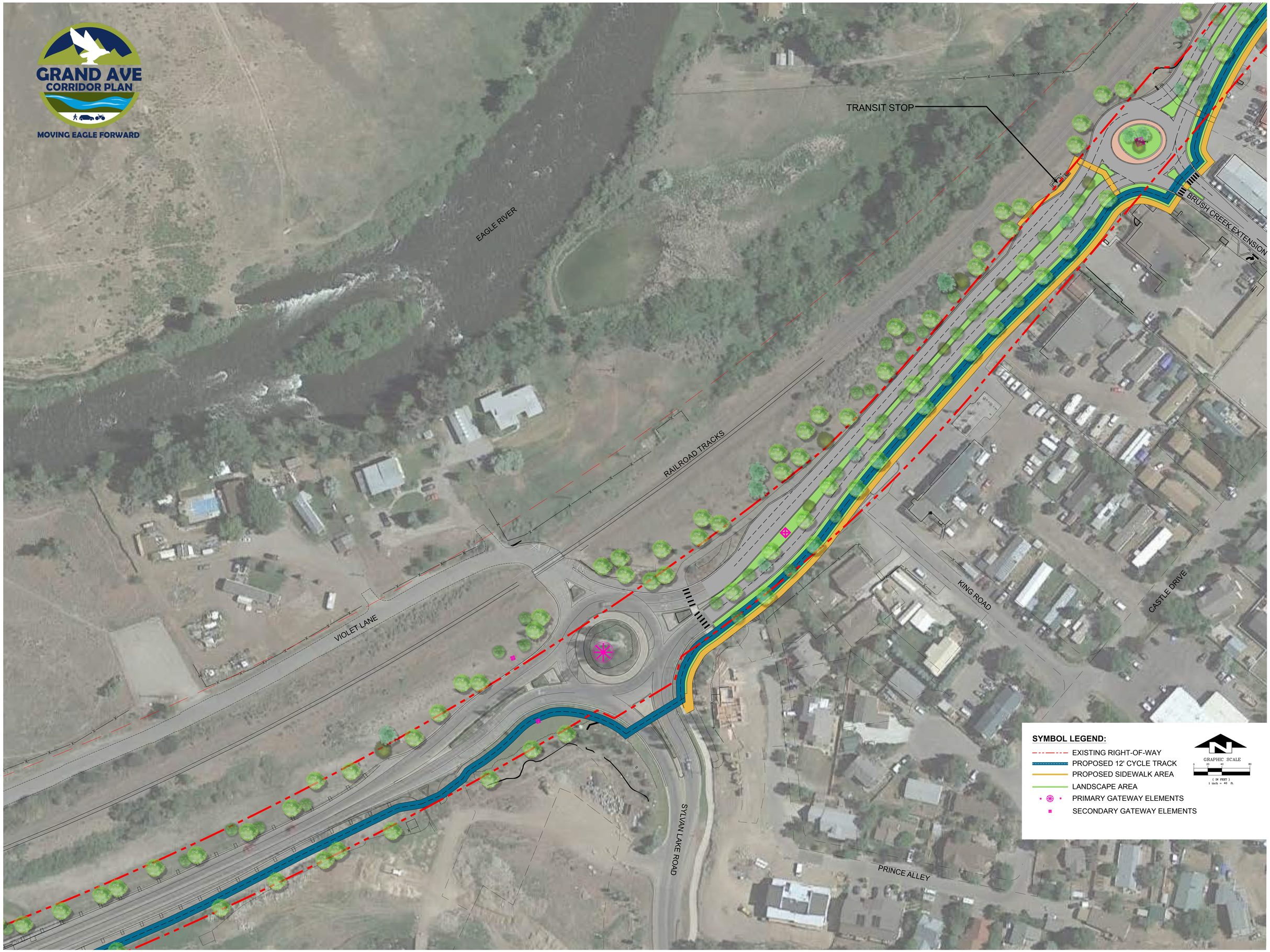
CORRIDOR SECTION 3 ENLARGEMENT PLAN

Grand Ave Corridor

12/1/21

ZEHREN AND ASSOCIATES
ARCHITECTURE • PLANNING • INTERIORS
LANDSCAPE ARCHITECTURE

TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN



CORRIDOR SECTION 4 ENLARGEMENT PLAN

Grand Ave Corridor

12/1/21

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LANDSCAPE ARCHITECTURE

TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN

CORRIDOR SECTION 5 ENLARGEMENT PLAN

Grand Ave Corridor

12/1/21

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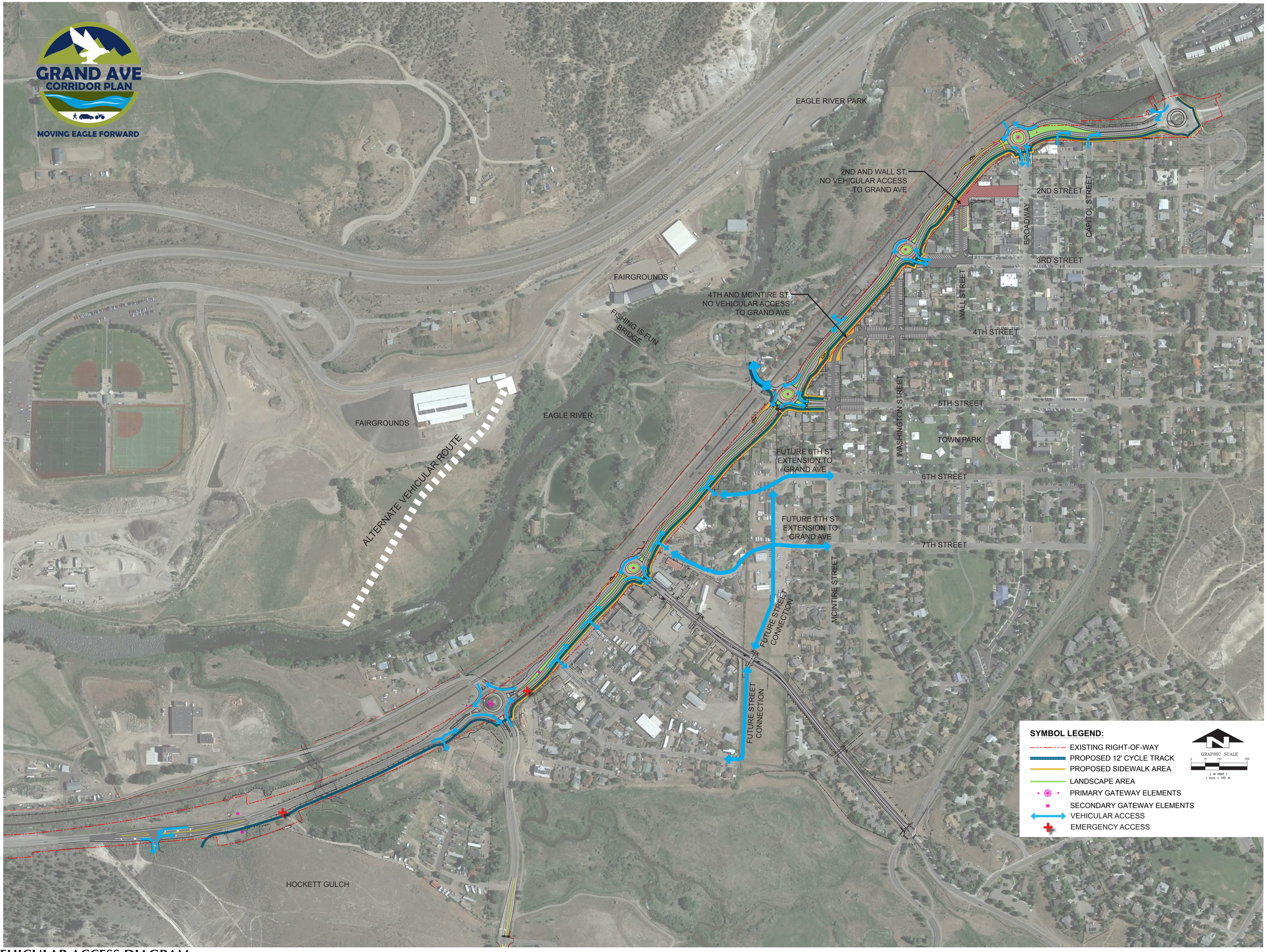
LANDSCAPE ARCHITECTURE

TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN



VEHICULAR ACCESS DIAGRAM

Grand Ave Corridor

12/1/21

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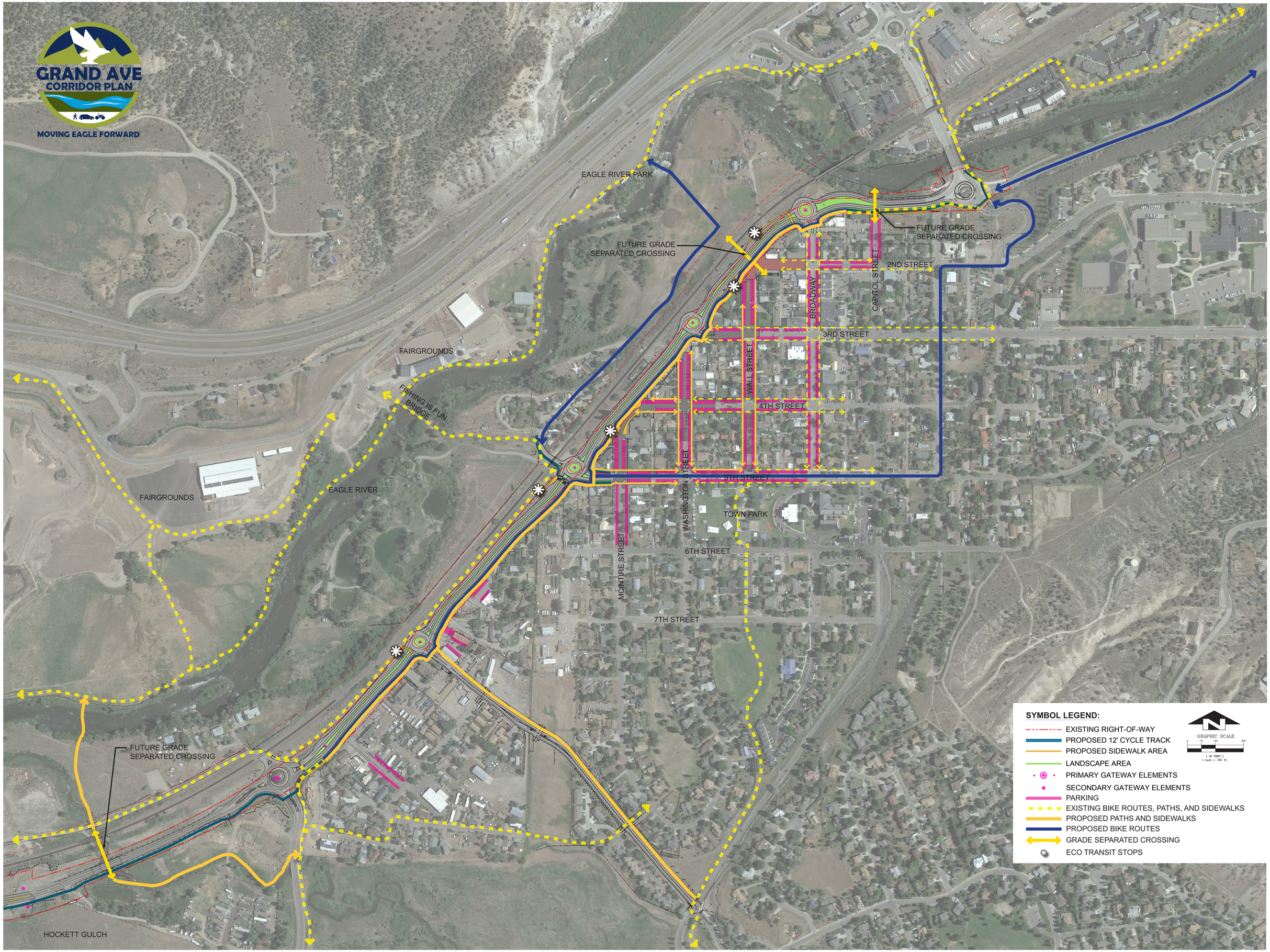
LANDSCAPE ARCHITECTURE

TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN



BICYCLE AND PEDESTRIAN CIRCULATION DIAGRAM

Grand Ave Corridor

12/1/21

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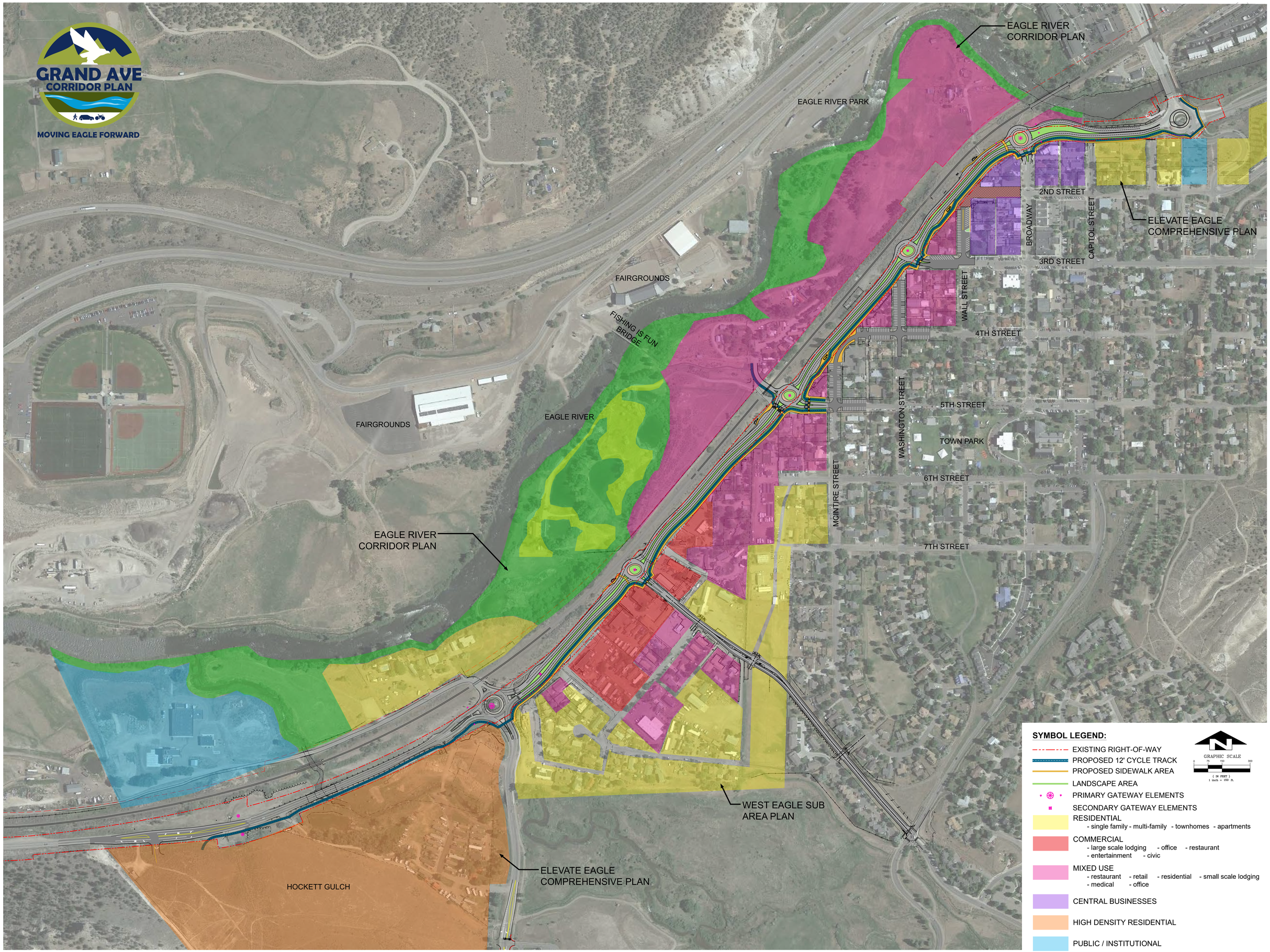
LANDSCAPE ARCHITECTURE

TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN



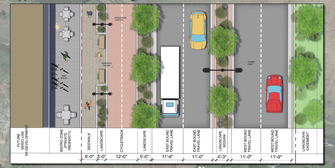
ZONE OF INFLUENCE AND FUTURE LAND USE DIAGRAM

Grand Ave Corridor Plan

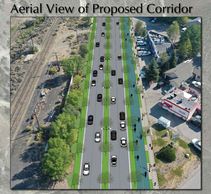
12/1/21

TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN

Typical Corridor Enlargement Plan



Aerial View of Proposed Corridor



Western Gateway Elements

Art Features

Streeetscape Elements

Pedestrian and Bicycle Promenade

Sidewalk

Landscape Buffer

Cycle Track

Landscape Character

Jessen Plaza

Eastern Gateway Elements

Festival Street

Palmer Plaza

Typical Corridor Section

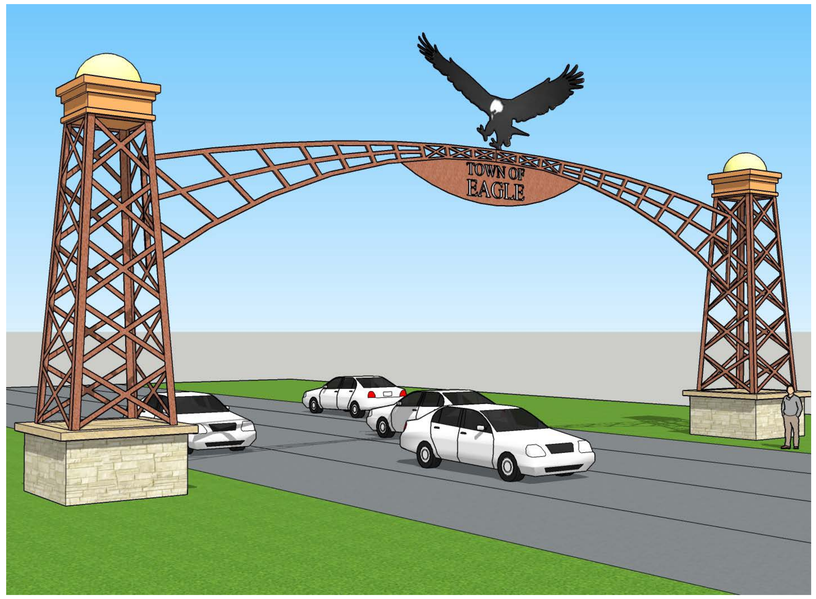
GRAND AVE CORRIDOR PLAN

MOVING EAGLE FORWARD

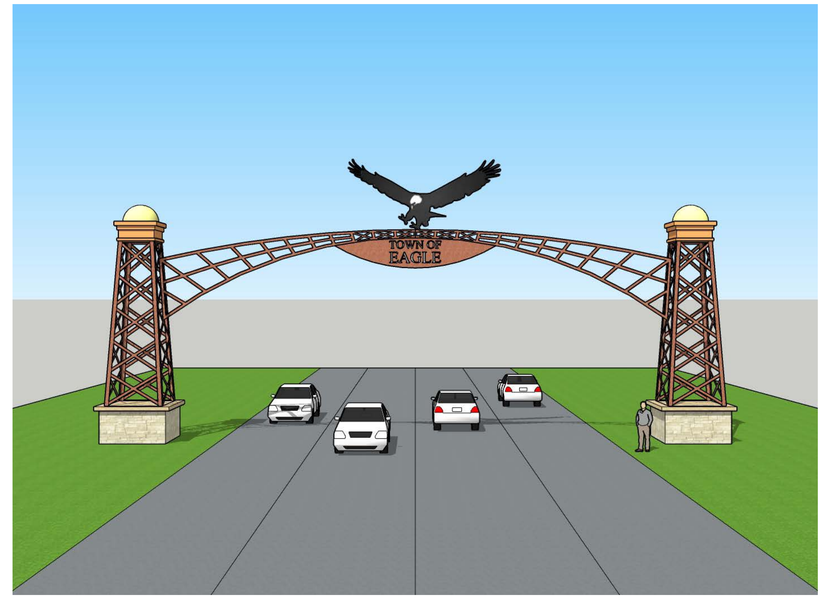
ZEHREN AND ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE

10/7/21

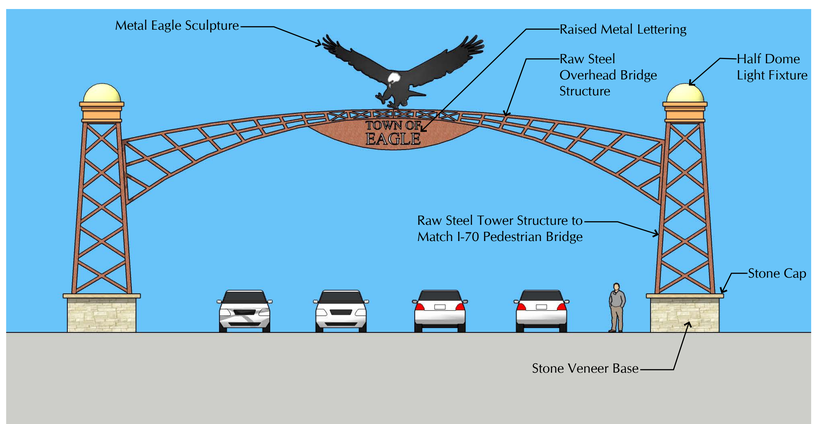
TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN



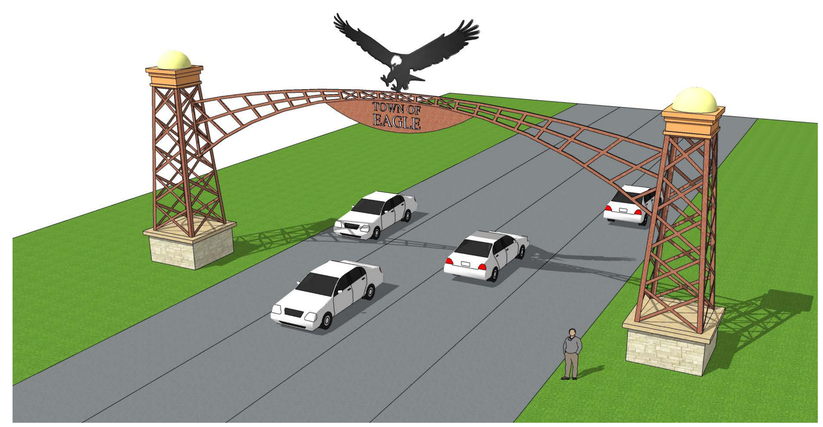
Primary Gateway Element



Entry View

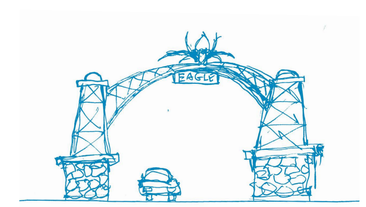


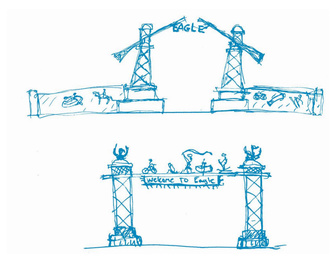
Elevation View



Aerial View

Design Inspiration / Existing Gateway Elements Eby Creek Rd.





Concept Sketches

Location Plan

CONCEPTUAL GATEWAY ELEMENTS

Grand Ave Corridor
1/26/22

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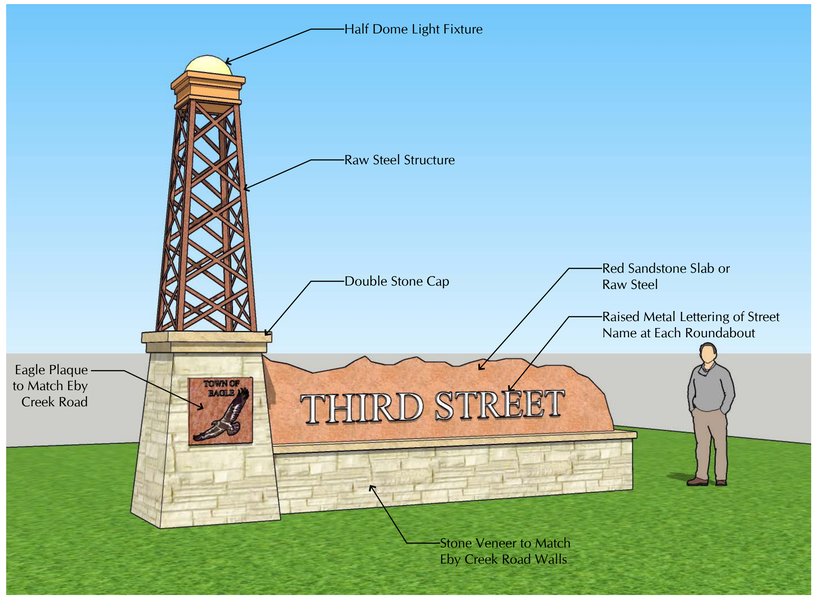
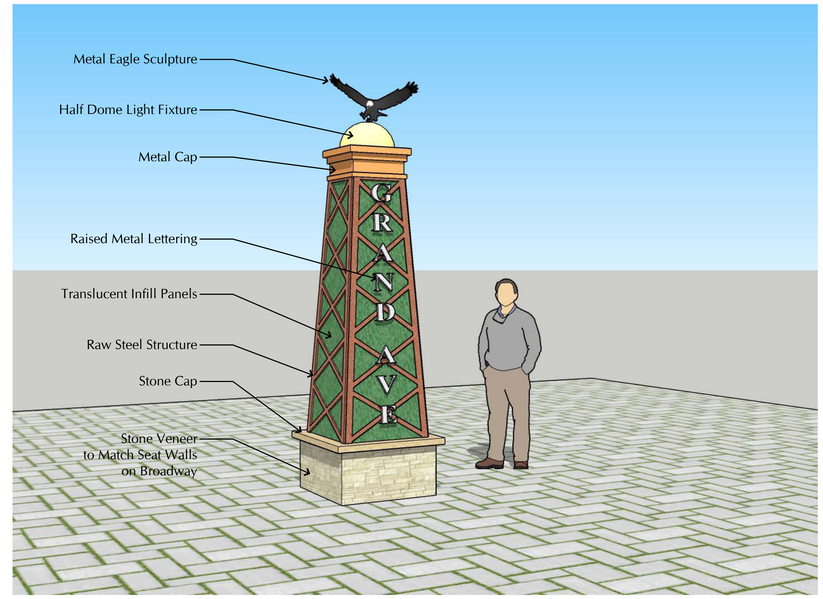
TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN

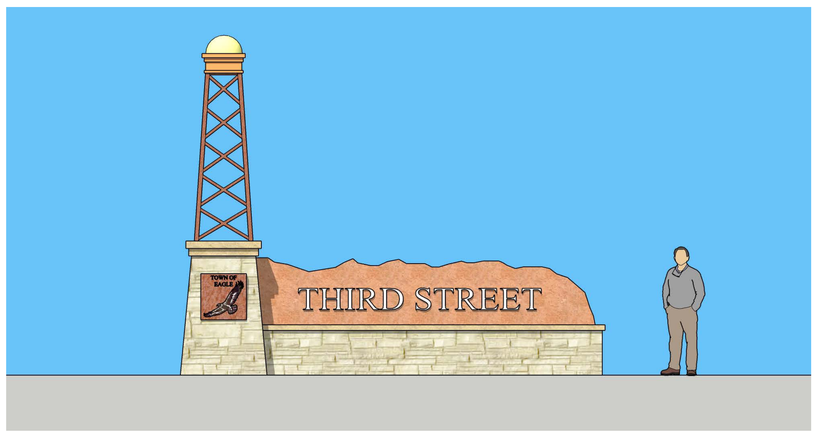


Secondary Gateway Element

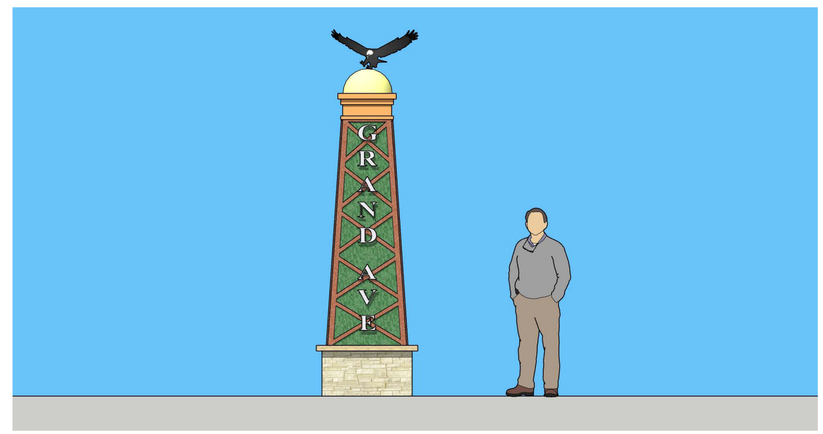


Tertiary Gateway Element

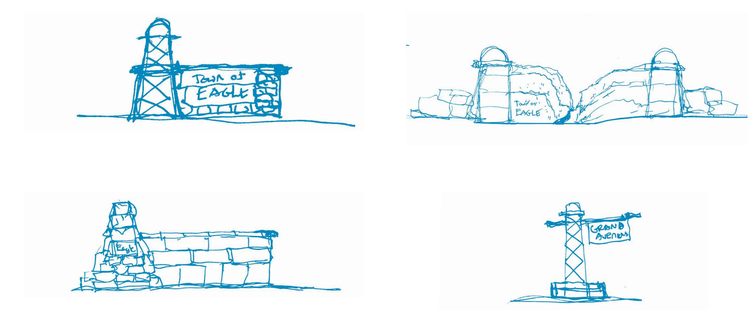
Design Inspiration / Existing Gateway Elements at Eby Creek Rd. & Broadway



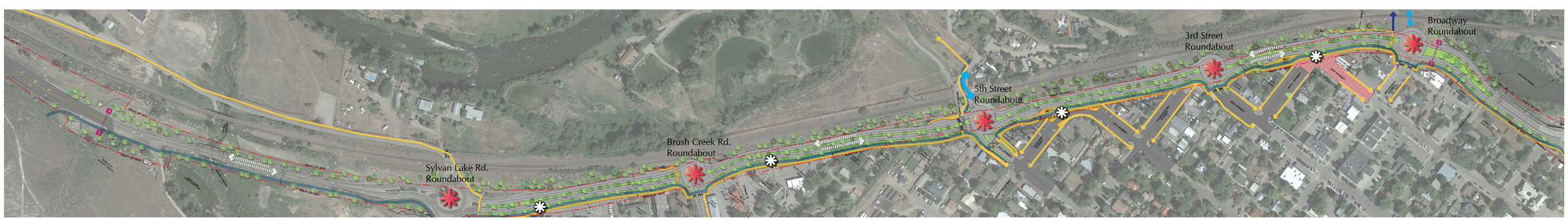
Elevation View



Elevation View



Concept Sketches



Location Plan

Symbol Legend

Secondary Gateway Element

Tertiary Gateway Element

CONCEPTUAL GATEWAY ELEMENTS

Grand Ave Corridor

1/26/22

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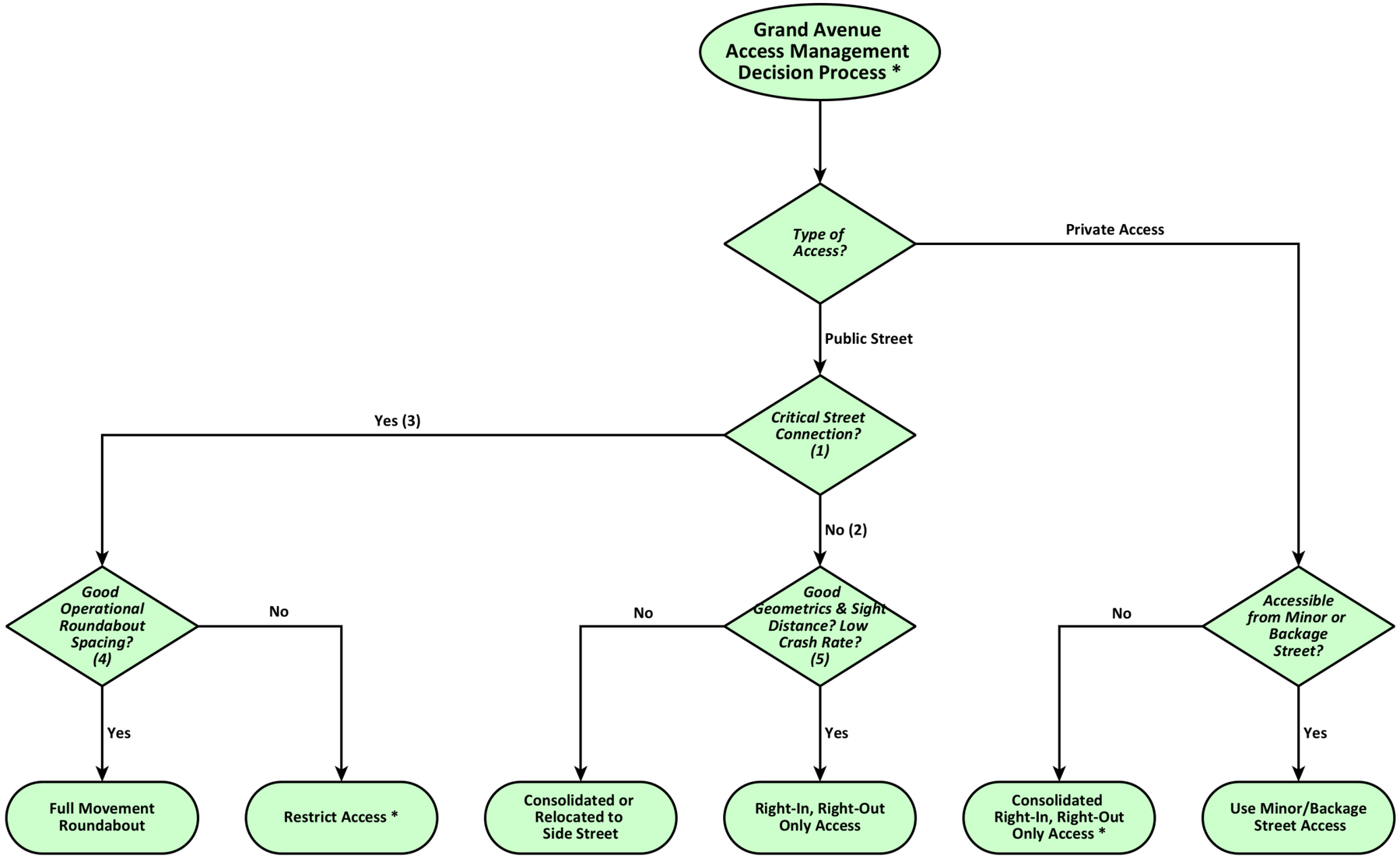
Photo Simulation – Existing Grand Avenue Corridor

Photo Simulation – Proposed Roadway with Pedestrian / Bicycle Facilities

Photo Simulation – Proposed Roadway and Furnishings

Photo Simulation – Proposed Corridor with Minor Landscape Elements

Photo Simulation – Full Implementation of Corridor Plan



(1) - Critical street connection criteria based upon: access spacing, school accessibility, emergency provider preferred routes, transit routes, key multimodal connectivity, location of railroad crossings, and higher traffic volumes.
(2) - Includes 2nd St, 4th St, 6th St, 7th St, and King St.
(3) - Includes Broadway, Capitol St, 3rd St, 5th St, and Brush Creek Road Extension.
(4) - Within 1000' of roundabout.
(5) - Geometrics and sight distance per AASHTO national standards.
* Indicates that engineering judgement to be applied

Grand Avenue Corridor Plan
Access Management Plan – December 02, 2021
Access Management Decision Process
Sheet 1 of 9

Access #	Access Side	Description	Access Type	Existing Access Control	Access Consolidation	Backage/Local Road Available	Critical Street (flowchart)	Public Street (flowchart)	Private Access	Notes	When and Who?
100	S	Hockett Access	Private Driveway	Full		Yes			Yes	Give developer option for building RAB instead of turn lanes, re-evaluate need for acceleration lane with 25mph posted speed limit	Corridor Project
110	S	RV Lot Entrance	Private Driveway	Full		Yes			Yes		Corridor Project
120	S	Sylvan Circle Condos	Private Driveway	RIRO					Yes		No Changes
130	S	Sylvan Lake Road	Public Street	RAB			Yes				No Changes
140	N	Violet Ln	Public Street	RAB			Yes				No Changes
150	S	Emergency Access	Emergency	Emergency							No Changes
160	S	King Road	Public Street	Full				Yes		Interim condition to allow 3/4 access until BCRE RAB is constructed	Corridor Project
170	S	Corky's Gas	Business Parking Lot	Full	Yes	Yes			Yes	Access per #160 and #180, Approximately 200 ft. of unrestricted access	Redevelopment or Corridor Project
180	S	Driveway	Business Driveway	Full	Yes				Yes	Consolidated Access Point with Neighboring Properties	Redevelopment or Corridor Project
190	S	Driveway	Business Driveway	Full	Yes				Yes	Consolidated Access Point with Neighboring Properties	Redevelopment or Corridor Project
200	S	Eagle Grand Hotel	Business Parking Lot	Full	Yes	Yes			Yes	Access via BCRE	Redevelopment, Corridor Project, or Haymeadow Development
210	S	Castle Dr (BCRE)	Public Street	Full			Yes			Development timing contingent on Haymeadow	Corridor Project or Haymeadow Development
220	S	CDOT/Grand Ave Grill West Entrance	Business Parking Lot	Full	Yes	Yes			Yes	Access via BCRE	Redevelopment, Corridor Project, or Haymeadow Development
230	S	Castle Drive / Grand Ave Grill East Entrance	Business Parking Lot	Full	Yes				Yes	Provide backage connections to neighboring parcels	Corridor Project
240	S	Moe's BBQ West Entrance	Business Parking Lot	Full	Yes				Yes		Redevelopment or Corridor Project
250	S	Moe's BBQ East Entrance	Business Parking Lot	Full	Yes	Yes			Yes	Access via #260	Redevelopment or Corridor Project
260	S	Driveway (SSK Properties)	Private Driveway	Full	Yes				Yes	Extend 6th Street East	Redevelopment or Corridor Project
270	S	Driveway (SSK Properties)	Business Driveway	Full	Yes	Yes			Yes	Access via #260 and backage	Redevelopment or Corridor Project
280	S	Eagle Vet	Business Driveway	Full	Yes	Yes			Yes	Shared Access at property line with #290 and backage	Redevelopment or Corridor Project
290	S	Driveway (Fritzler/USFS)	Private Driveway	Full	Yes	Yes			Yes	Access via 6th Street	Redevelopment or Corridor Project
300	S	Driveway (Fritzler/USFS)	Private Driveway	Full	Yes				Yes		Redevelopment or Corridor Project
310	S	5th St	Public Street	Full			Yes				Corridor Project
320	N	Brooks Ln	Public Street	Full			Yes				Corridor Project
330	N	Existing School Bus Pullout	Railroad Access	Full						To be coordinated with ECO Transit and ECSD	Corridor Project

Access Type:
Full – Full Movement, 3/4 – "Three-Quarters" Access (Right-In, Right-Out, Left-In), RIRO – Right-in, Right-Out, RAB – Roundabout, Emergency – Emergency Vehicles Only, Closed – Access Closed or Relocated

Access Consolidation:
The combination of one or more accesses for a parcel or parcels.

Backage/Local Road Available:
Indicates that access can be from an adjacent road located on the side or rear boundaries of the parcel.

When and Who:
Corridor Project = Town Expense
Redevelopment = Land Owner Expense
Haymeadow Development = Developer Expense

Access #	Access Side	Description	Access Type	Existing Access Control	Access Consolidation	Backage/Local Road Available	Critical Street (flowchart)	Public Street (flowchart)	Private Access	Notes	When and Who?
340	S	Primavera Liquor	Business Parking Lot	Full	Yes	Yes			Yes	Access via 5th Street	Redevelopment or Corridor Project
350	S	Boyz Toyz & Sonz	Business Parking Lot	Full	Yes	Yes			Yes	Access via McIntire	Redevelopment or Corridor Project
360	S	McIntire St	Public Street	Full	Yes			Yes		Internal Connection to 4th	Corridor Project
370	S	4th St	Public Street	Full	Yes			Yes		Internal Connection to McIntire St	Corridor Project
380	N	Railroad Storage Access	Railroad Access	Full							Corridor Project
390	S	Primavera Mexican Food	Business Parking Lot	Full	Yes	Yes			Yes	Access via 4th Street	Redevelopment or Corridor Project
400	S	A.G Roofing Parking Lot	Business Parking Lot	Full	Yes	Yes			Yes	Access via Washington St	Redevelopment or Corridor Project
410	N	Railroad Storage Access	Railroad Access	Full	Yes						Corridor Project
420	S	Washington St	Public Street	Full				Yes			Corridor Project
430	S	3rd St	Public Street	Full			Yes				Corridor Project
440	S	Service Master Clean	Business Parking Lot	Full		Yes			Yes	Access via 3rd Street	Redevelopment or Corridor Project
450	S	Driveway	Private Driveway	Full		Yes			Yes	Access via Wall Street	Redevelopment or Corridor Project
460	S	Wall St	Public Street	Full				Yes		Internal Connection to 2nd Street	Corridor Project
470	S	W 2nd St	Public Street	Full				Yes		Internal Connection to Wall Street	Corridor Project
480	S	Apartment and Bonfire Brewing Parking	Residential and Business Parking Lot Access	Full	Yes	Yes			Yes	Access via 2nd Street	Redevelopment or Corridor Project
490	N	Ping Ln	Private Driveway	Full					Yes	Relocate to North Leg of Broadway	Redevelopment or Corridor Project
500	S	Butters Commercial Access	Business Parking Lot	Full	Yes	Yes			Yes	Access via Broadway or 2nd	Redevelopment or Corridor Project
510	S	Broadway St	Public Street	Full			Yes	Yes			Corridor Project
520	N	Ping Ln Relocation	Private Driveway	Closed					Yes	Access relocated from #490	Redevelopment or Corridor Project
530	S	Bike Shop & Alpaca Store Parking Lot	Business Parking Lot	Full	Yes	Yes			Yes	Access via alleyway	Redevelopment or Corridor Project
540	S	Alley	Public Street	Full				Yes		NEED TO DISCUSS	Corridor Project
550	N	Swallow Oil Parcel Access	Private Driveway	Full	Yes				Yes	Access via North Leg of Broadway RAB (#520)	Redevelopment or Corridor Project
560	S	Capitol St	Public Street	3/4			Yes	Yes			Corridor Project
570	N	Private River Access	Private Driveway	RIRO					Yes	Access to Remain	No Changes
580	S	Church Street	Public Street	RAB		Yes		Yes			No Changes

Access Type:
Full – Full Movement, 3/4 – "Three-Quarters" Access (Right-In, Right-Out, Left-In), RIRO – Right-in, Right-Out, RAB – Roundabout, Emergency – Emergency Vehicles Only, Closed – Access Closed or Relocated

Access Consolidation:
The combination of one or more accesses for a parcel or parcels.

Backage/Local Road Available:
Indicates that access can be from an adjacent road located on the side or rear boundaries of the parcel.

When and Who:
Corridor Project = Town Expense
Redevelopment = Land Owner Expense
Haymeadow Development = Developer Expense

Grand Avenue Corridor Plan
Access Management Plan - December 02, 2021
Critical Connections
Sheet 4 of 9

Future Pedestrian Connection
Future Connection (Planned)
Future Connection (Location Undetermined)

0 600 1,200 ft

Grand Avenue Corridor Plan
Access Management Plan - December 02, 2021
Future Access Configuration
Sheet 5 of 9

Full Movement
Roundabout
3/4 Movement (no Left-Out)
RIRO (Right-In, Right-Out)
RO (Right-Out only)
Emergency
Access Consolidated
Future Connection (Location Undetermined)
Future Connection (Planned)
Future Pedestrian Location

0 100 200 ft

N

Grand Avenue Corridor Plan
Access Management Plan - December 02, 2021
Future Access Configuration
Sheet 6 of 9

Full Movement
Roundabout
3/4 Movement (no Left-Out)
RIRO (Right-In, Right-Out)
RO (Right-Out only)
Emergency
Access Consolidated
Future Connection (Location Undetermined)
Future Connection (Planned)
Future Pedestrian Location

0 100 200 ft

Grand Avenue Corridor Plan
Access Management Plan - December 02, 2021
Future Access Configuration
Sheet 7 of 9

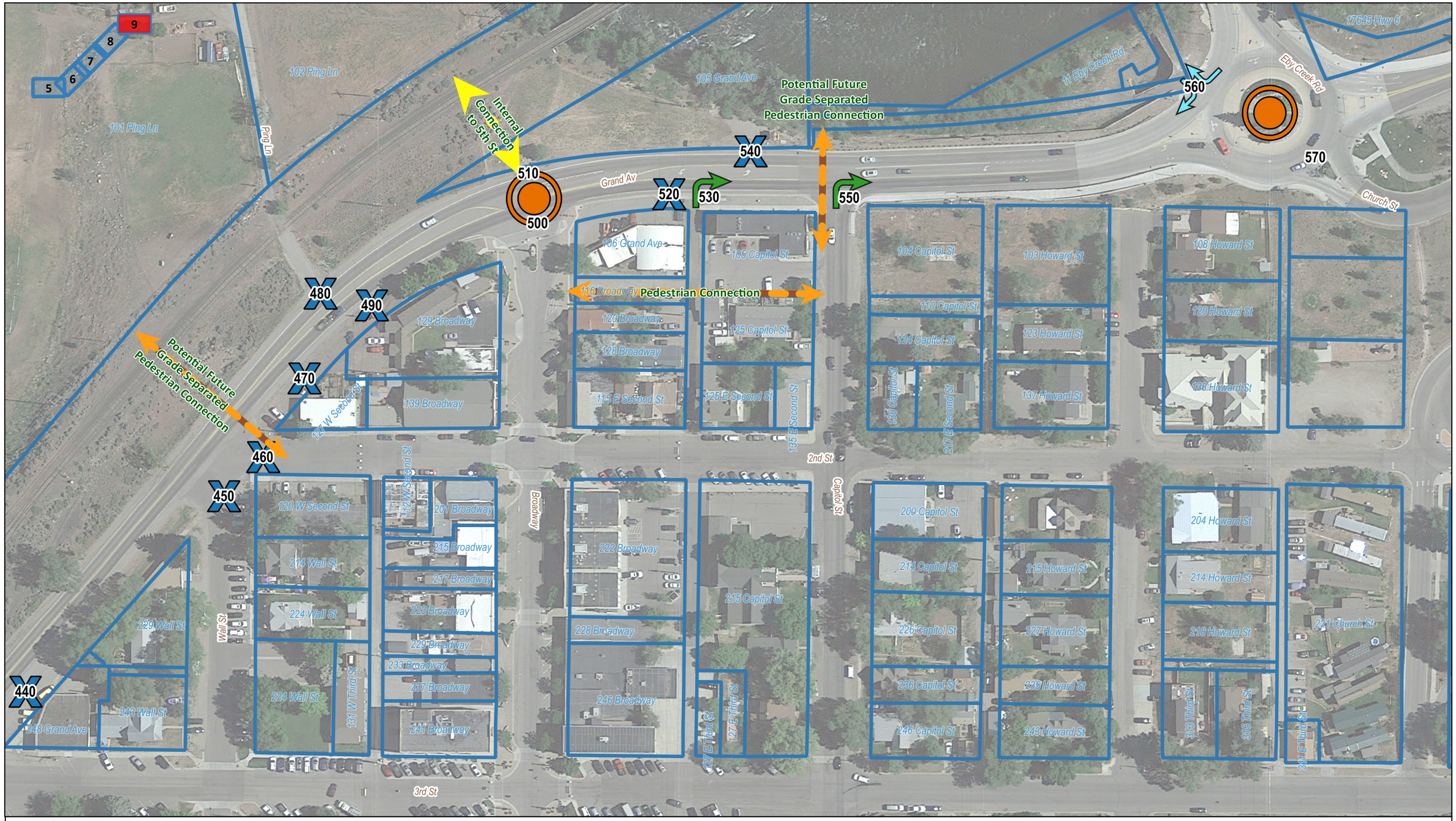
Full Movement
Roundabout
3/4 Movement (no Left-Out)
RIRO (Right-In, Right-Out)
RO (Right-Out only)
Emergency
Access Consolidated
Future Connection (Location Undetermined)
Future Connection (Planned)
Future Pedestrian Location

0 100 200 ft

Grand Avenue Corridor Plan
Access Management Plan - December 02, 2021
Future Access Configuration
Sheet 8 of 9

Full Movement
Roundabout
3/4 Movement (no Left-Out)
RIRO (Right-In, Right-Out)
RO (Right-Out only)
Emergency
Access Consolidated
Future Connection (Location Undetermined)
Future Connection (Planned)
Future Pedestrian Location

0 100 200 ft



Grand Avenue Corridor Plan
Access Management Plan - December 02, 2021
Future Access Configuration
Sheet 9 of 9

Full Movement
Roundabout
3/4 Movement (no Left-Out)
RIRO (Right-In, Right-Out)
RO (Right-Out only)
Emergency
Access Consolidated
Future Connection (Location Undetermined)
Future Connection (Planned)
Future Pedestrian Location

0 100 200 ft

N

1" = 40'
(at 24"x36")

102 PING LANE

101 PING LANE

CONVERT PRIVATE CROSSING TO PUBLIC CROSSING TO SERVE DEVELOPMENT PARCELS NORTH OF UPRR

EXISTING UPRR PRIVATE CROSSING (PING LANE)

PROP. TRANSIT STOP WITH BUS SHELTER

PARCEL A
22069.08 SF
0.5066 AC

RAILROAD TRACKS

UPRR ROW LINE (APPROX)

PING LANE

78.1' R.O.W.

SWALLOW OIL PARCEL (TOWN OF EAGLE)

EAGLE RIVER

RIGHT OF WAY

104.3' R.O.W.

95.5' R.O.W.

80.0' R.O.W.

OFFICE BUILDINGS

RETAIL BUILDING

OFFICE BUILDING

ALLEY

CAPITOL STREET

VACANT LOT (PING HOTEL)

ALLEY

BROADWAY STREET

80.0' R.O.W.

60.0' R.O.W.

BREWERY

60.0' R.O.W.

2ND STREET

ALLEY

RIGHT OF WAY

TRANSIT STOP

RIGHT OF WAY

WALL STREET

PRIVATE RESIDENCE

80.0' R.O.W.

80.0' R.O.W.

SERVICE MASTER

ALPINE ENGINEERING INC.
3470 HWY 6 & 24, UNIT 19 PO BOX 97
EDWARDS CO 81632 / 970.926.3373
WWW.ALPINECIVIL.COM

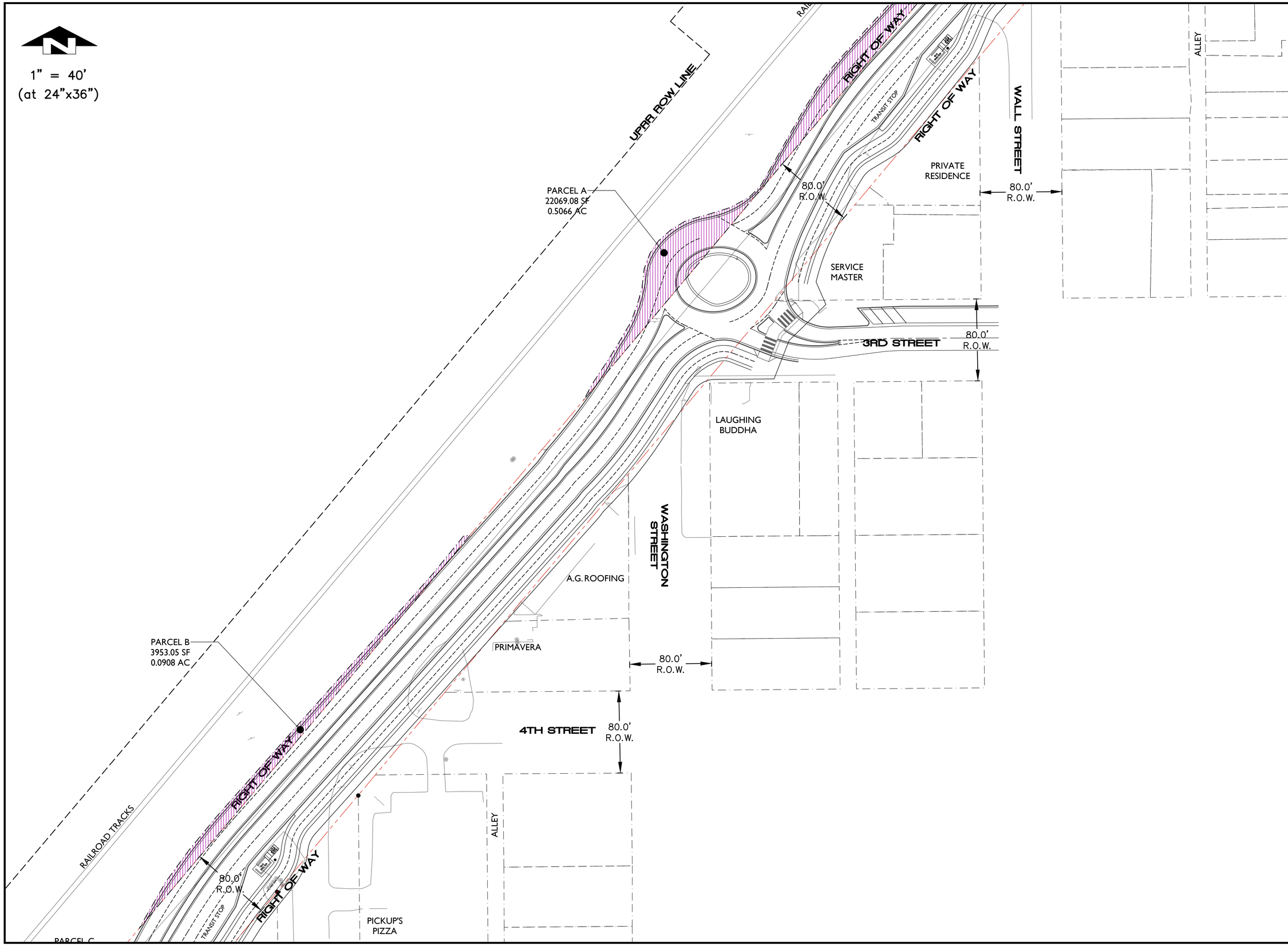
GRAND AVENUE CORRIDOR STUDY
EAGLE, COLORADO

NO.	DATE	REVISIONS	BY

DESIGNED GB
DRAWN RF
CHECKED MCW
JOB NO. -----
DATE 09/14/2020

SHEET C1.1

1" = 40'
(at 24"x36")



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DRAWN RF
CHECKED MCW
JOB NO. -----
DATE 09/14/2020

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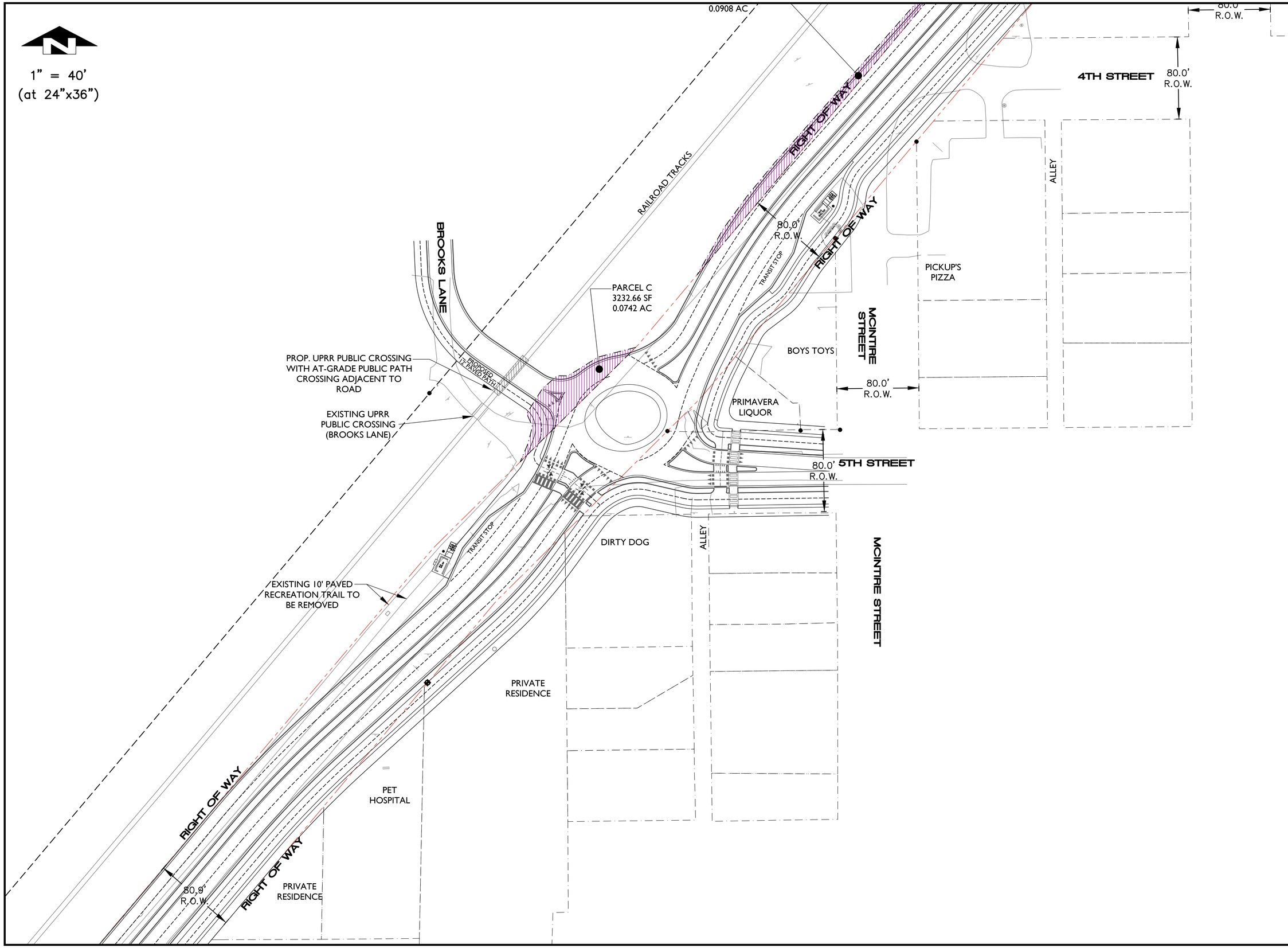
(at 24"x36")



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GRAND AVENUE CORRIDOR STUDY
EAGLE, COLORADO

NO.	DATE	REVISIONS	BY

DESIGNED GB
DRAWN RF
CHECKED MCW
JOB NO. -----
DATE 09/14/2020

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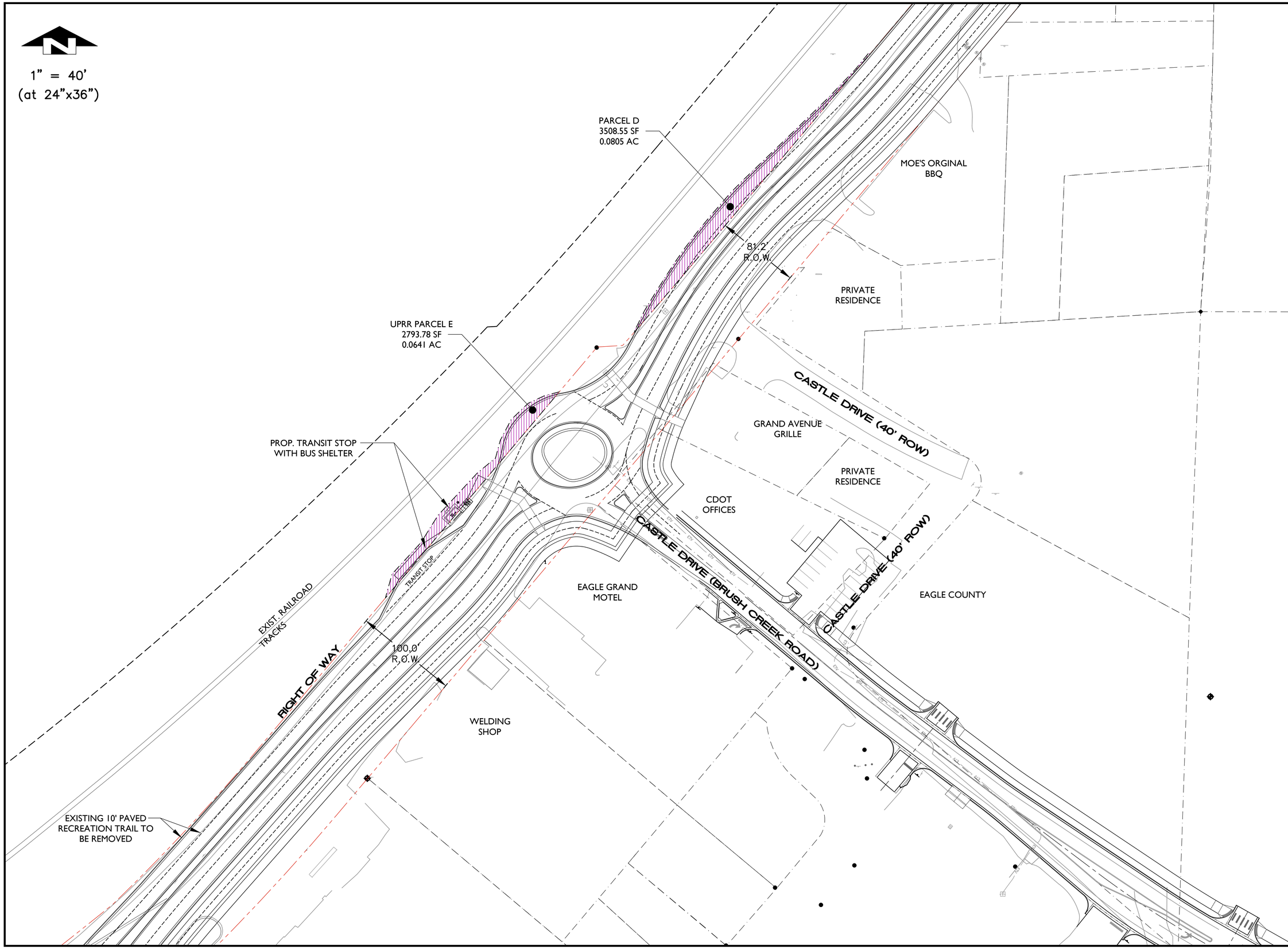
(at 24"x36")



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EDWARDS CO 81632 / 970.926.3373
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GRAND AVENUE CORRIDOR STUDY
EAGLE, COLORADO

NO.	DATE	REVISIONS	BY

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CHECKED MCW
JOB NO. -----
DATE 09/14/2020

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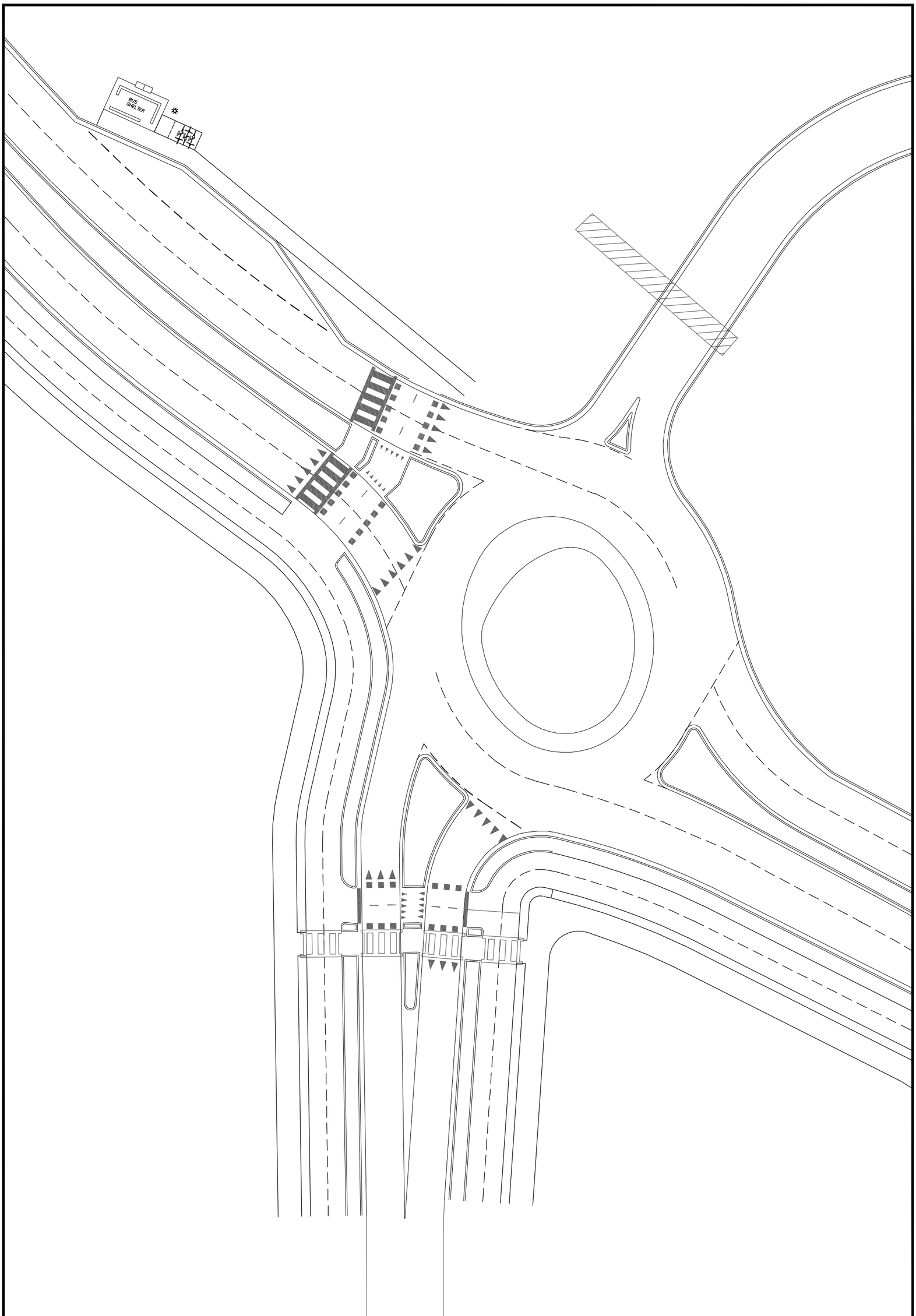

SHEET 1

DESIGNED	GLB
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CHECKED	RF
JOB NO.	1
DATE	TODAY

NO.	DATE	REVISIONS	BY

Grand Avenue Corridor Plan

TYPICAL TRANSIT STOP EXHIBIT

ALPINE ENGINEERING INC.
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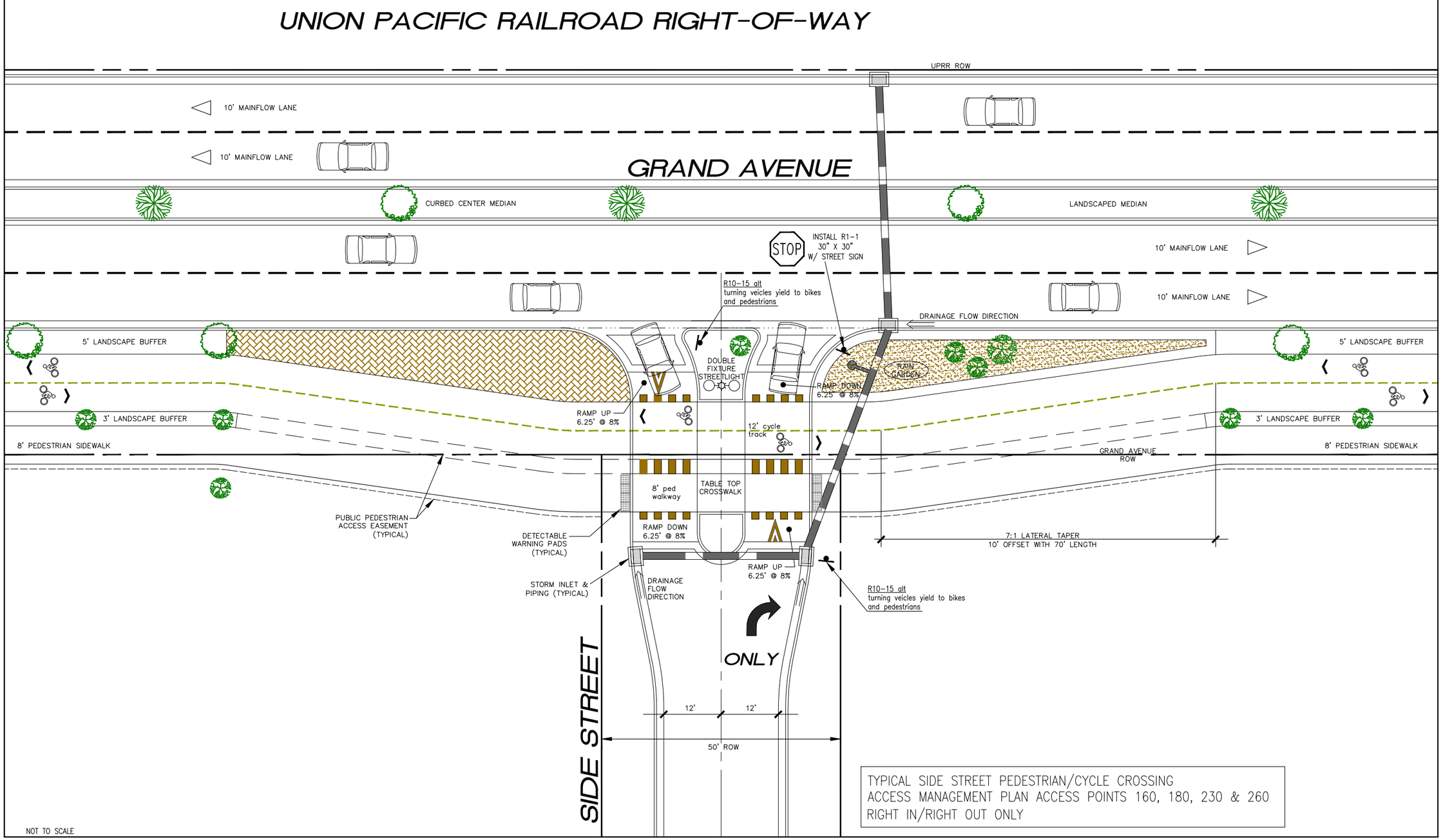
EDWARDS CO 81632 / 970.926.3373
WWW.ALPINECIVIL.COM



TYPICAL SIDE STREET PEDESTRIAN/CYCLE CROSSING
ACCESS MANAGEMENT PLAN ACCESS POINTS 160, 180, 230 & 260
RIGHT IN/RIGHT OUT ONLY

ALPINE ENGINEERING INC.
34510 HWY 6 LINIT A6 / PO BOX 97
EDWARDS CO 81632 / 970.926.3373
WWW.ALPINECIVIL.COM

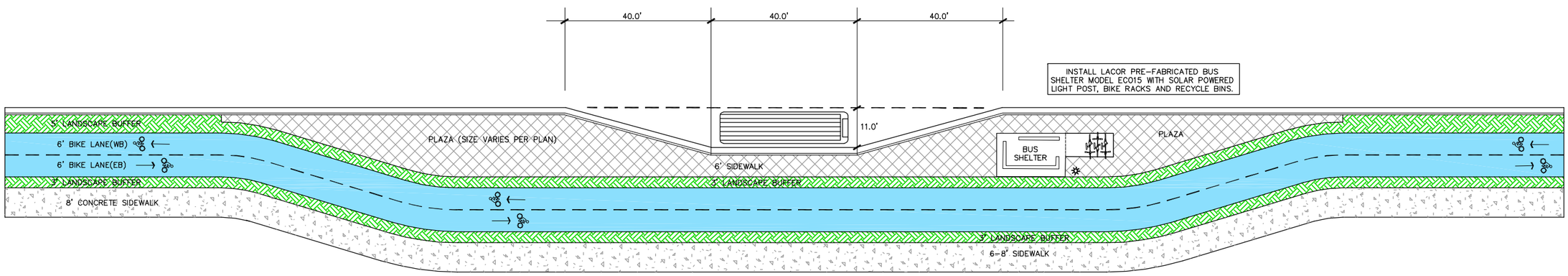
Grand Avenue Corridor Plan
Typical Side Street Pedestrian Crossing

NO.	DATE	REVISIONS	BY

DESIGNED GLB
DRAWN GLB
CHECKED RF
JOB NO. 1
DATE TODAY

SHEET 1

O:\Eagle\Grand_Ave_Corridor\dwg\Work\MTJ-SITE-GACP-Model-ACAD.dwg, 1/27/2022 9:52:56 AM, AutoCAD PDF (General Documentation).pc3



TYPICAL TRANSIT STOP

PER ECO TRANSIT STANDARDS

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Grand Avenue Corridor Plan
TYPICAL TRANSIT STOP EXHIBIT

NO.	DATE	REVISIONS	BY

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DATE TODAY

SHEET 1

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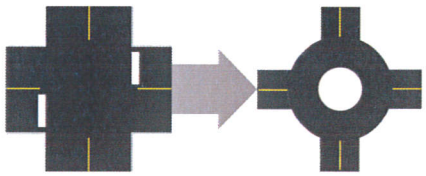
U.S. Department of Transportation
Federal Highway Administration

OFFICE OF SAFETY
Proven Safety Countermeasures

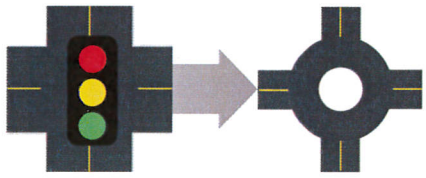
Safety Benefits:

Two-Way Stop-Controlled Intersection to a Roundabout



82%
reduction in fatal and injury crashes.[1]

Signalized Intersection to a Roundabout



78%
reduction in fatal and injury crashes.[1]

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://safety.fhwa.dot.gov/provencountermeasures/ and https://safety.fhwa.dot.gov/intersection/roundabouts/index.cfm.

FHWA-SA-21-042

Roundabouts

The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts is an environment where crashes that cause injury or fatality are substantially reduced.

Roundabouts are not only a safer type of intersection; they are also efficient in terms of keeping people moving. Even while calming traffic, they can reduce delay and queuing when compared to other intersection alternatives. Furthermore, the lower vehicular speeds and reduced conflict environment can create a more suitable environment for walking and bicycling.

Roundabouts can be implemented in both urban and rural areas under a wide range of traffic conditions. They can replace signals, two-way stop controls, and all-way stop controls. Roundabouts are an effective option for managing speed and transitioning traffic from high-speed to low-speed environments, such as freeway interchange ramp terminals, and rural intersections along high-speed roads.

Illustration of a multilane roundabout. Source: FHWA

Example of a single-lane roundabout. Source: FHWA

1 AASHTO. The Highway Safety Manual, American Association of State Highway Transportation Professionals, Washington, D.C., (2010).

ZERO IS OUR GOAL

Town of Eagle

GRAND AVE
CORRIDOR PLAN

Phase 1 Update

- Phase 1 Recap
- Community Engagement - Terra Soma
- Mapping Analysis - Zehren and Associates
- Traffic - McDowell Engineering
- Economic Analysis - Economic Planning Systems

TOWN OF EAGLE
EST. 1905

Town Council Update Packet
June 1, 2021

Memorandum

TO: Bill Shrum, Assistant Town Manager, Town of Eagle

FROM: Pedro Campos, Principal, Zehren and Associates, Inc.

DATE: May 27, 2021

SUBJECT: **Grand Avenue Corridor Plan – Project Update Town Council Worksession June 1, 2021**

Dear Bill,

Thank you for the opportunity to meet with the Eagle Town Council on Tuesday, June 1, 2021 to provide an update on the Grand Avenue Corridor Plan. Our team is looking very forward to sharing our progress and findings to date, and very importantly, discussing the current and future direction of the project with the Council.

The overall project is structured into (3) phases to be accomplished across an approximate 18-month period. The project started in the late Fall of 2021 and the first phase 'Phase One' is nearing completion. Given this milestone, during the work session the consultant team plans to make a presentation focused on the most important information. We will then move into a high-level discussion with Council centered around the most important aspects of the effort, including land use, design character, traffic, multi-modal transportation, and connectivity.

On behalf of the overall team and along with this memorandum please find a detailed Phase One project summary for the Council's review in advance of the work session. Phase One has included the project start-up, overall organization, topographic surveying, traffic counts, land inventory, real estate analysis, review of past relevant information, and significant stakeholder and community engagement. The attached summary provides detail across these various activities and representative of the whole team and disciplines involved in the effort.

Bill, we have worked long and hard together as a true interdisciplinary team alongside you, staff, and the stakeholder group to get this far. It has been a remarkable and profound experience, and we are proud of our collective efforts to date for the Town of Eagle. Therefore, it is with great enthusiasm and professional commitment that the Grand Avenue Corridor Plan consultant team looks toward the update with Town Council next week!

Very Sincerely,

Pedro Campos
Principal, Land Planner & Landscape Architect

GRAND AVENUE SEGMENT ANALYSIS: CONTENTS

PHASE 1 RECAP
4.....Project Statement
5.....Guiding Principles
6.....Guiding Goals
7.....Phase 1 Meeting Schedule
8.....Project Workflow

COMMUNITY ENGAGEMENT
9.....Engagement Overview
10.....Project Kickoff
11.....Virtual Walk
12-13.....Social Pinpoint Ideas Wall Summary
14.....In Person Walking Audit Summary
15-17.....Walking Audits Guide

MAPPING ANALYSIS
18.....Social Pinpoint Interactive Mapping Summary
19.....Key Discussion Topics Across the Corridor
20.....Segment 1 Map Analysis
21-23.....Segment 1 Walking Audit Discussion Topics
24.....Segment 1 Interactive Map Comments
25.....Segment 2 Map Analysis
26-28.....Segment 2 Walking Audit Discussion Topics
29.....Segment 2 Interactive Map Comments
30-31.....Segment 3 and Segment 4 Map Analysis
32-33.....Segment 3 and 4 Walking Audit Discussion Topics
34-35.....Segment 3 and 4 Interactive Map Comments

TRAFFIC
36-37.....Traffic Data
38-40.....Town of Eagle's Current Transportation History/Guidance/Regulation
41-42.....Base Traffic Modeling for the Corridor
43-47.....Roadway Networks and Capacity

ECONOMICS
49-81..... Eagle Grand Avenue Corridor Market Study

The Grand Ave. Corridor Plan is a transformational long-range public project that aims to improve mobility, establish a strong sense of place and identity, and create interconnectivity between major destinations within walking distance of downtown commercial core.

Purpose of the Guiding Principles

To begin to address the many needs of the Grand Avenue Corridor and set the stage for the community engagement and design steps ahead, the project team worked with the appointed Stakeholder Committee to begin to identify guiding principles to inform the development of the Grand Avenue Corridor Plan. The guiding principles seek to balance many of the Stakeholder Committee's top concerns around:

- Multimodal Mobility
- Safety
- Connectivity
- Sustainability
- Economic Vitality
- Sense of Place
- Feasibility

Application of the Guiding Principles

The application of the following guiding principles is two-fold:

- In the visioning phase of the Corridor Plan, the guiding principles will assist in directing input to better help the project team, stakeholder committee, and Town crystalize project priorities that inform the guiding principles and goals. These principles are living and organic and will grow and change as the project continues. We will ask questions such as: Did we define the right principles based on the community's vision and priorities? Are we missing any goals, or do we need to change any? If we missed a key element or need to rephase the principles, steps will be taken during the process at checkpoints to ensure that they are changed in accordance to feedback and insights gained along the road.
- In the design concept phase of the Corridor Plan, the guiding principles will be applied to ensure designs preserve the community's vision for Grand Avenue and balance goals and specific project needs.

GRAND AVENUE GUIDING PRINCIPLES:

1. **Improve mobility of Grand Avenue:** Promote a context sensitive design approach to enable safe, convenient, and accessible connections for people of all ages, abilities, incomes and backgrounds using all travel options (driving, transit, walking, biking, parking). *(*This principle aligns with the Town's Scope of work in the RFP - see next page for RFP Goals.)*
2. **Better connect and prepare Eagle for growth:** Coordinate transportation with land use for anticipated growth so that Grand Avenue serves as a gateway to businesses, manages vehicle traffic, improves pedestrian and bicycle access, and connects people locally and regionally to key destinations, including the riverfront and downtown.
3. **Promote sustainable solutions:** Embrace best practices in green infrastructure design and sustainable materials to address climate change and protect Eagle's natural environment.
4. **Support existing and future business:** Honor the unique character of the corridor while improving the economic well-being through attractive and appropriate development, public-private partnerships, and strategies to help existing businesses, including access management.
5. **Celebrate diversity**: Create an inclusive, welcoming and safe environment for all through public engagement, design delivery, and investments that promote equity throughout the length of the corridor.
6. **Stewardship of place:** Improve the corridor's sense of place and identity through aesthetics, art, placemaking and urban design that celebrate Eagle and support the image and public life of the street.
7. **Invest wisely:** Apply an incremental (phased) and financially feasible approach to implementation that honors past plans and the community's vision for the corridor.

Current Project Goals

(as defined by the Town (in RFP) and added to by Stakeholder Committee)

Transportation/Mobility

- Create an access control plan that includes suggestions for street and driveway attachments, multi-modal transportation, and recommendations for strategic property acquisition.
- Multi-modal applications need to include pedestrian friendly attributes that encourage alternative transportation like bike lanes, sidewalk/trail connections, pedestrian refuges, properly signaled cross walks, and traffic calming measures.
- The plan needs to consider current efforts to design the Brush Creek Road extension and intersection at Highway 6/ Grand Ave. as well as a pedestrian bridge that connects the Eagle River Park to Highway 6/Grand Ave. and downtown.
- Ensure that wildlife habitat for local animals such as elk and deer, is considered when looking at access across the corridor.
- Ensure welcoming, and accessible street for all through design delivery, and investments that promote equity throughout the length of the corridor.

Guiding Principles Addressed: Improve mobility of Grand Avenue, Better connect Eagle, Promote sustainable solutions, Celebrate diversity, Invest wisely

Economic/Built Environment

- Create a positive image along the corridor through thoughtful and high-quality development that is unique to the Town and consistent with the community's goals.
- Generate private investment in the Highway 6/ Grand Ave. Corridor.
- Facilitate the redevelopment of deteriorated areas.
- Increase jobs and generate new tax revenue through new development.
- Create a gateway employment and commercial corridor to Eagle.
- Define an implementation strategy that includes short-term and long-term strategies as well as public, private and public-private financing options, and provide specific recommendations for Town Council action.

Guiding Principles Addressed: Better connect Eagle, Support existing and future businesses, Stewardship of Place, Invest wisely

Land Use/Planning

- Set the location and design guidelines for the Town's western Highway 6 gateway.
- Recommend a zone district(s) for the corridor that would support the intent of the plan.
- Identify, understand, and recommend improvements for public infrastructure required to support development, including water, wastewater, power, stormwater control, parking, and road networks.
- Create an infrastructure plan that is coordinated with other city department and public agency initiatives for Highway 6/ Grand Ave. and includes implementation strategies and a timeline for improvement of public infrastructure along the corridor.

Guiding Principles Addressed: Promote sustainable solutions, Support existing and future businesses, Stewardship of Place, Invest wisely

Equity

- Ensure that the public engagement process is inclusive and gathers input from a diverse set of community members.

Guiding Principles Addressed: Celebrate diversity, Invest wisely

GRAND AVENUE PHASE 1 MEETING SCHEDULE

Town of Eagle Highway 6 / Grand Ave. Corridor Plan Schedule - Phase 1

MONTH	
PREP PHASE: Contract Negotiation	
PHASE 1: Project Start-up, Info Review & Gathering, Inventory, Analysis, Stakeholder and Community Engagement	
October 30, 2020	Start-up (ALL)
December 3, 2021	Community Engagement Coordination Meeting
December 11, 2021	Social Pinpoint Onboarding
December 14, 2021	Community Survey Meeting
December 15, 2020	All Team Meeting
January 15, 2021	Stakeholder Committee Appointed by Town Council
January 19, 2021	All Team Meeting
January 21, 2021	Project Team Update #1
January 22, 2021	Stakeholder Committee Meeting #1: Introduction
January 25, 2021	Community Engagement Coordination Meeting
January 27, 2021	Completed Survey of Corridor (SGM/ AEI)
February 5, 2021	Project Team Update #2
February 11, 2021	Traffic Counts (MDE)
February 25, 2021	Stakeholder Committee Meeting #2: Project Orientation
March 3, 2021	Project Team Update #3
March 8, 2021	Eagle Grand Ave Economic and Demographic Overview (EPS)
March 17, 2021	Project Team Update #4
March 11, 2021	Stakeholder Committee Meeting #3: Guiding Principles & Engagement Orientation
March 18-25, 2021	Vail Daily Newspaper Ad
March 25, 2021	Virtual Webinar Project Kick Off Meeting
April 7, 2021	Project Team Update #5
April 8, 2021	Virtual Walk Meeting (TS)
April 15, 2021	Fisrt In Person Walking Audit: Segment 1
April 21, 2021	Project Team Update #6
April 28, 2021	Grand Avenue Team Check In
April 28, 2021	Walking Audit Train the Trainer
April 29, 2021	Walking Audit #2: Segment 2
April 30, 2021	Landowners Webinar (ZAA / EPS)
May 6, 2021	Stakeholder Committee Meeting #4: Update
May 6, 2021	Walking Audit #3: Segment 3+
May 10, 2021	Touching Base with the Vail Daily for an Article
May 13, 2021	Walking Audit #4: Segment 1
May 15, 2021	Vail Daily Grand Avenue Article Published
May 18, 2021	Grand Avenue Progress Meeting
May 20, 2021	Walking Audit #5: Segment 2
May 25, 2021	Grand Avenue Check-In Meeting
Ma 27, 2021	Landowner Meeting #1 (ZAA / EPS)
May 27, 2021	Final Walking Audit #6: Segment 3+
May 28, 2021	Land Owner Meetings #2 and #3 (ZAA / EPS)
June 1, 2021	Council Update on Phase 1

*Every Tuesday since November 10th there has been a 30 min-1 hour, weekly check in with the Town of Eagle Staff

GRAND AVENUE PHASE 1 WORK FLOW DIAGRAM

TOWN OF EAGLE
GRAND AVENUE CORRIDOR PLAN

GRAND AVE CORRIDOR PLAN

PHASE ONE
(November 2020 – June 2021)

We are Here

1. Team & Town Start Up

2. Guiding Principles and Goals

2. Information Review & Gathering, Survey

3. Inventory of Corridor - land-use / street sections

4. Analysis of Corridor
   - Block-by-block opportunities / constraints
   - Existing Conditions Analysis: Adjacent properties, Traffic, Soft Real Estate parcels

5. Stakeholder and Community Engagement
   - Advisory Committee Appointed - Jan 12, 21
   - Stakeholder Committee Mtg 1 - January 22, 21
   - Stakeholder Committee Mtg 2 - February 25, 21
   - Stakeholder Committee Mtg 3 - March 11, 21
   - Stakeholder Committee Mtg 4 - May 6, 21
   - Community Engagement:
     - Webinar Project Intro/Orientation - March 25
     - Online Surveys - March/April
     - Virtual Walk - April 8, 2021
     - In Person Walks - April 15th - End of May 2021
     - Online Map Social Pinpoint - April/May, 2021

6. Town Council
   - PZC & Town Council Update Mtg - June 1, 2021

PHASE TWO
(June – November 2021)

- Internal Kick-off Charrette (Consultant Team & Town Staff)
- On-site weeklong Design Charrette
- Stakeholder Meeting and Community Open House (during Charrette)
- External Agency Outreach
- Conceptual Corridor Planning – 2 Scenarios
- Urban Design Toolkit for Corridor
- Gateway Conceptual Design – East and West
- 3D modelling of (2) Scenarios
- Analysis of (2) Scenarios – Traffic, Infrastructure, Economics, Mobility
- Community Open House and Stakeholder Meeting – input of preferred scenario
- Phase 2 Summary
- PZC & Town Council Update Meeting

PHASE THREE
(November 2021 – April 2022)

1. Preliminary Design (30%)

2. Preferred Scenario Modeling

3. Implementation & Phasing Plan

4. Stakeholder and Community Engagement
   - Stakeholder Committee Meeting
   - Community Engagement: Celebration

5. Town Council
   - PZC and Town Council adoption

ZEHREN AND ASSOCIATES

PROCESS AND SCOPE OF WORK

GRAND AVENUE ENGAGEMENT OVERVIEW: ENGAGEMENT OVERVIEW

The Grand Avenue Corridor Plan has a 3-phase process to gather big-picture and design input from citizens to establish a long-term vision for the future

1. Phase 1 is focused on establishing core building blocks for the project: understanding existing conditions; developing guiding principles; collecting ideas from citizen-experts on their vision; better understanding needs; and starting to promote the project.

2. Phase 2 is focused on establishing the shared vision through the Charrette process.

3. Phase 3 is focused on getting feedback on a draft plan.

MAR 25 — Project Kickoff Presentation & Ideas Wall Launch

APRIL 8 — Virtual Walkshop & Virtual Map Launch

APR 25,29 — Walking Audits

APRIL, 29 — Property & Landowner Focus Group Event

MAY 6, 13, 20, 27 — Walking Audits

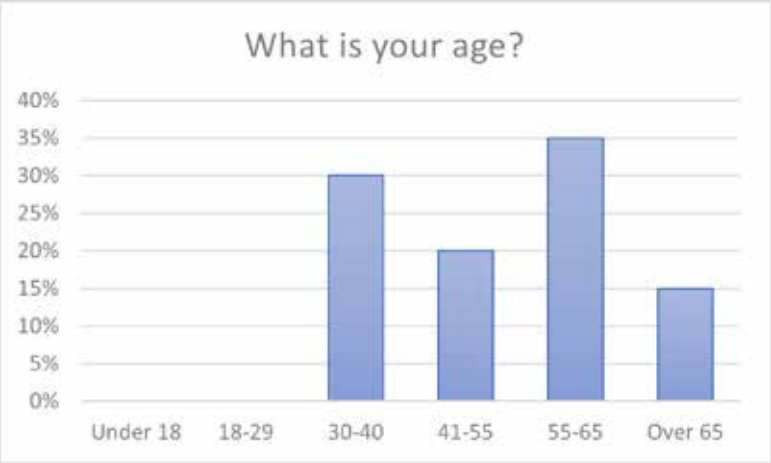
During the winter and spring of 2021, the Consultant Team and the Town hosted stakeholder committee meetings to establish guiding principles and goals; a Project Kick off Webinar; a Virtual Walkshop or Corridor Walk; a Focus Group with corridor property, business, and landowners; and 6 in-person Walking Audits. These events gave the team a chance to work closely with citizen-experts to understand the needs and desires of the community at-large, which will be grounded in helping to inform Phase 2. There were multiple opportunities to engage with the team throughout the phase 1 process, starting out primarily online through the project website (eaglecolorado.mysocialpinpoint.com) and Zoom events, moving into in-person opportunities due to the ease of public health rules due COVID-19 Pandemic ease of gathering restrictions.

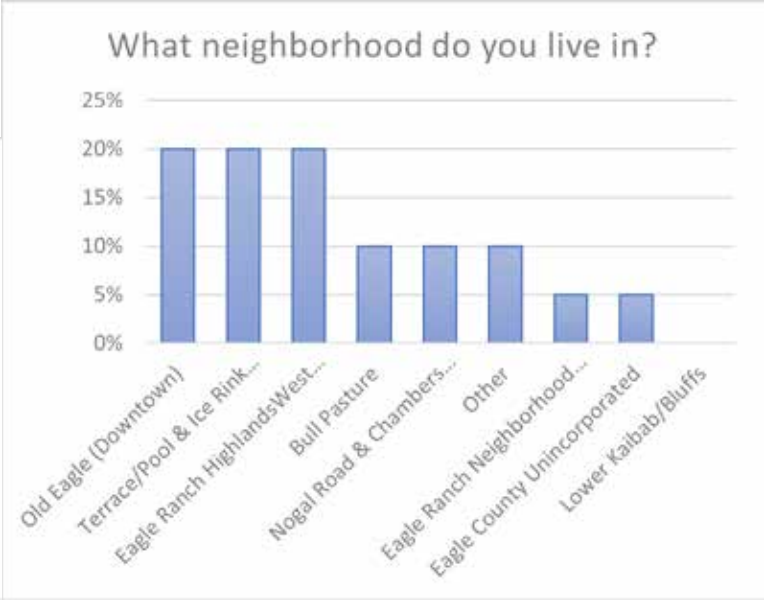
As the project continues there will be many more opportunities for in-person and online engagement.

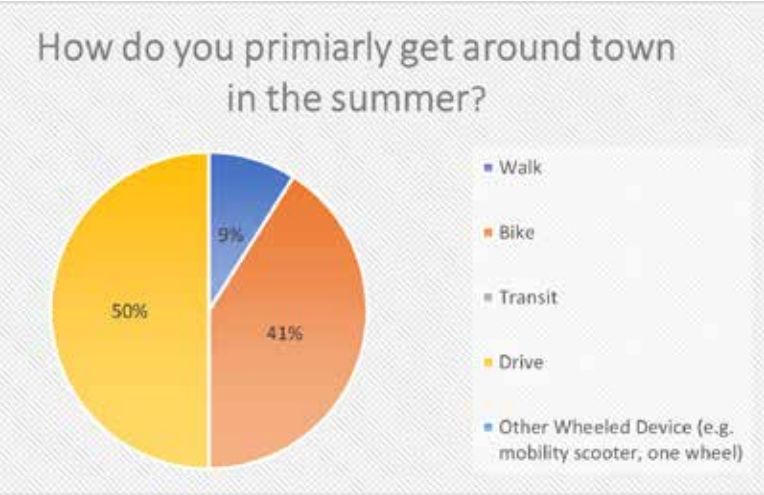
Project Kick-Off (March 25)

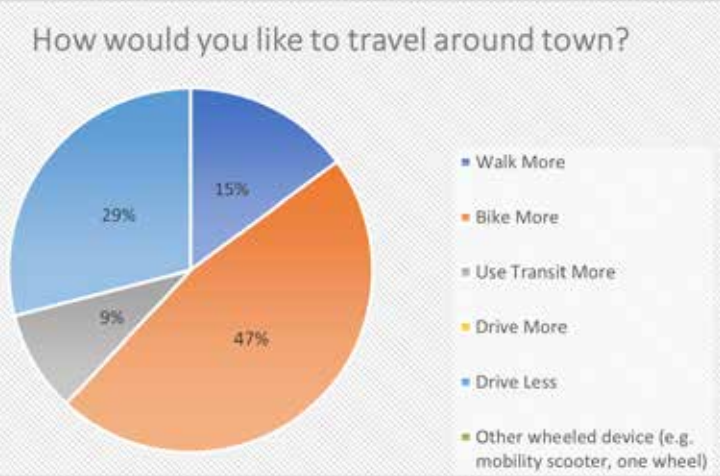
An overview and launch of the project.

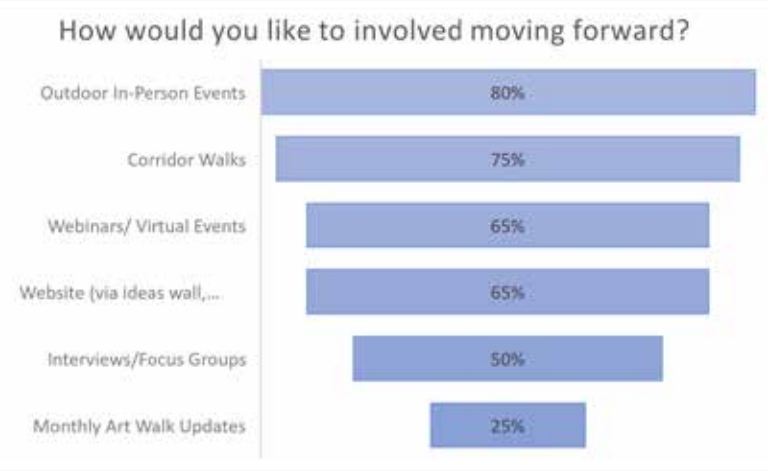
- 46 community members registered
- 25 community members attended
- 54% attendance rate











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Virtual Walk (April 8)

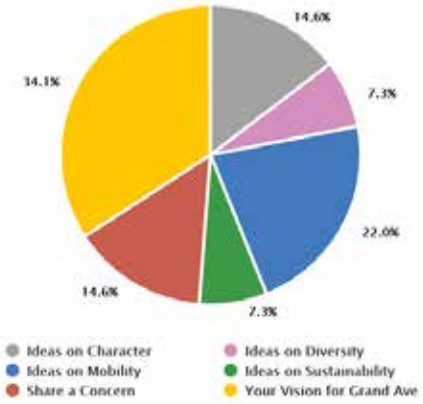
- 37 community members registered

At registration people were asked to provide one word that describes Grand Avenue today, and one word to describe grand avenue in the future. During the session, a presentation on evidence-based best practices to land use and transportation were presented, including key concepts like how communities are working towards more "complete streets" to ensure the safety and access of all users, and people of all ages and abilities. Breakout rooms were used to facilitate small group 'walks' of the corridor to share ideas, concerns, and challenges.

One word that comes to mind about Grand Avenue (Hwy 6)
TODAY:

FUTURE:

Summary of the Social Pinpoint Ideas Wall



Your Vision for Grand Ave:

- More green –trees, flowers—to create an "inviting, lush, and shaded route"
- Look to Edwards for examples
- Corridor gets a facelift; "tacky signs" removed
- Southside of Grand Ave. is "bursting with small-town charm—walkable, bike-friendly, well-lit, enticing strorefronts, attractive street trees, and good signage"
- Safe crossings for wildlife
- We work with Union Pacific Railroad to secure property to widen the right of way of Grand Ave.
- The "front door" or Eagle is improved
- Another access point to I-70 is included
- More people are attracted to "our fun mountain town"
- The street is designed for "safety, efficiency and attractiveness; consider the buildings that will sit along Grand Ave."
- Roundabouts
- "Guiding principles are spot on!"
- "A welcoming place that tells you about our community and creates access for you"

Your project Guiding Principles are spot on! Let's envision a place where everyone feels a strong stake in their community and a commitment to making things better. Let's also look beyond the boundaries of Grand Ave. to consider and define a synergistic relationship with the Eagle River Corridor and our Downtown Core. Beyond coexistence, let's build a cohesive vision that capitalizes on all our assets, making Eagle all it can be.

2 months ago

My two cents: It's time to update Eagle. Like it or not, our town is growing and we need to grow with it. It's time for more restaurants, more communal outdoor eating areas, etc. Think about our own version of the Riverwalk in Edwards. That's what would should be updating our Grand Avenue to look like. Time to make it grow and attract more people to our fun mountain town.

a month ago

GRAND AVENUE ENGAGEMENT OVERVIEW: Ideas Wall - Social Pinpoint

While the plan may address some of the ingress, egress issues with so many streets and business access points, controlling speed on this corridor will be critical to make it more user friendly, to calm traffic and to safely allow for access to businesses (in/out), with multimodal transportation.

2 months ago Like +2Dislike

Create a pedestrian (walking and bike) corridor on the south side of Grand Avenue that will allow for access along the corridor from West Eagle to the downtown area of Eagle. If this requires entry into the old eagle neighborhoods and connects West Eagle, then that works. The current walkability and rideability on the south side of Grand Avenue can be improved in many ways.

2 months ago Like +3Dislike

Ideas on Mobility:

- Safe pedestrian & bike facilities and crossings; fill the gap of the bike path
- Walkability and rideability on the southside of Grand Ave. can be improved in many ways
- Safety: "slowing down automobile speeds, supporting parking, and pedestrian travel;" "control-ling speed will be critical to make it more user friendly, to calm traffic, and to safely allow for ac-cess to businesses with multimodal transportation."
- Plan/space for a possible passenger rail stop—the historic stop was between 3rd and 4th streets
- Add center turn lane
- Roundabouts
- Connectivity
- Honor views

Ideas on Character

- Celebrate Grand Ave as a the gateway, entrance, front-door of Eagle through signage and art
- Create a sense of place; pride in the community
- Encourage people to "stop, look, visit, spend money"
- "Clean, approachable, green and safe"
- Support revitalization and growth
- Accessible by all means of travel
- New ways to use the railroad if not for active rail use like "Rail Explorers" - pedal powered carts placed on defunct rail lines

It is important to create pride in our community to get buy in from everyone. The overall vision and plan should support all encumpassing needs and the result will be revitalization/growth. Clean, approachable, green and safe.

2 months ago Like +3Dislike

Ideas on Sustainability

- Goals are unattainable until the volume of traffic is addressed
- Sustainability always needs to be a thought
- Eagle can be a leader
- Green infrastructure techniques for stormwater

use of green infrastructure techniques for stormwater management (quality and quantity), use of locally sourced sustainable materials and designs for infrastructure, a model for the new way of doing things

2 months ago Like +2Dislike

Inclusion of diverse populations in the panning process. Door to door outreach to those in the immediate vicinity and inclusion of their input in the process.

2 months ago Like +2Dislike

Ideas on Diversity

- Respectful to business that have been on Grand for years
- Inclusion
- Everyone has a voice!
- Door to door outreach

My only concern is that there will be hesitancy to not change enough of Grand Ave. As a few other people have already said the time is now to update and change. We need to improve our "front door" as someone said and have people see our town as a great place to come visit and spend money. We need to update so much, like in this picture. This is a great opportunity for us to grow, and as a community that has grown so much in recent years, we CAN'T be afraid to be bold. Let's give this 100%.

24 days ago Like +4Dislike

Share a Concern

- Grand Avenue is not creating a good first impression
- Hard to turn left onto the corridor
- Don't let the good work that results sit on a shelf
- Concern that there will be hesitancy to not change enough on Grand; "we can't be afraid to be bold"
- "How do we balance a slower downtown/Grand Ave while accommodating the growing traffic?"

GRAND AVENUE SEGMENT ANALYSIS: In Person Walking Sudits

Walking Tours: Thursdays April 15 - May27th - 4:30-6pm

1. April 15th: Walking Tour Segment 1 - Eby Creek Roundabout to 2nd St. Intersection
   7 attendees - 2 community memebers, 2 town staff, 3 consultants (ZAA and McDowell)
2. April 29th: Walking Tour Segment 2 - 2nd St. Intersection to 5th St. Intersection
   12 attendees – 7 community members, 2 town staff, 3 consultants (ZAA, McDowell, AEI)
3. May 6th: Walking Tour Segment 3+ - 5th St. Intersection to Sylvan Lake Roundabout
   16 attendees – 10 community members, 2 town staff, 4 consultants (ZAA, McDowell, AEI)
4. May 13th: Walking Tour Segment 1
   6 attendees – 2 community members, 3 town staff, 2 consultants (ZAA and AEI)
5. May 20th: Walking Tour Segment 2
   13 attendees – 8 community members, 2 town staff, 3 consultants (ZAA and McDowell)
6. May 27th: Walking Tour Segment 3+
   TBD attendees

WE SHAPE OUR STREETS; OUR STREETS SHAPE US

The design of the built environment—streets, buildings, trails, parks and plazas—has a direct affect on our behavior and the choices we make. For example:

- Streets are attractive, inviting, and safe for all users, or they are not.
- Streets encourage a variety of transportation options, including walking, bicycling, using transit, pushing loved ones in a stroller or wheelchair, or they limit choices.
- Streets foster public life and the exchange of goods (commerce), culture, and knowledge, or they contribute to social isolation and economic decline.
- Streets allow us to connect to our environment and relax by providing spots to sit, or they limit opportunities for rest.
- Streets are ecosystems where trees provide a canopy to help cool the street and create visual interest for walking, or they contribute to heat gain and walking will be less pleasant and therefore less prevalent.

The walking audit allows us to uncover relationships between the built environment and the ability of a place to foster diversity and transportation choice or to hinder it, among other community values.

> "Everyone should have access to spaces and places that make it safe and easy for us to walk [and bike]...Walkable communities are good for social connectedness, good for business, good for the environment, and most importantly, good for our personal health."
>
> - Vivek H. Murthy, former U.S. Surgeon General

THE WALKING AUDIT - A TOOL FOR CHANGE

Walkable streets and communities place the person back at the center of the design scale, while accommodating the automobile. When we design places around the human foot, we create places that are more equitable and socially, environmentally, and economically vibrant.

The walking audit is a tool that allows people to come together in meaningful dialogue; to observe and deepen understanding of the nuance of how people move and use a street; and tap into peoples' knowledge of place and community to unleash lasting, collaborative solutions for the public good. This method uncovers many things, but highlights patterns among different people, uses, and modes.

When you lead a walking audit, you are teaching yourself and the group a new way of seeing while experiencing a place from the most natural, traditional way of town building - the human foot.

"The walking audit put new tools in the community's toolbox, allowing the community to plug into existing resources and offer solutions to their issues. It reminded the community that they have a voice; a voice in leading change." Walking Audit Participant | Cincinnati, OH

What invites people to the street?

People will walk (or bike) when they feel safe, comfortable, and have convenient connections that reward the short trip. Streets that create a sense of welcome, and foster diversity produce a liveliness that make people come back time and time again.

The walking audit allows you to examine the quality of streetscape features that support safety, comfort, convenience, efficiency and welcome. The basic components include:

- Path and street width, including presence of good sidewalks, trails, and/or bike lanes
- Speed of traffic
- Block length and pattern
- Buffers and edges, including landscaping and shade trees
- Parking
- Location and form of buildings
- Proximity to destinations and transit
- Intersection, crossing, and driveway design, including ADA ramps
- Seating and lighting
- User behavior

HUMAN FACTORS

Cultures and climates are different, but many aspects of people's behavior are universal: we evolved to walk and we are social creatures. Designing streets to achieve walkability and overall livability starts with understanding people's behaviors and needs.

What is the first thing we want to master and the last thing we want to loose? Our ability to walk.

People in motion require 3-4 feet for strolling width, which accounts for movement such as arm or baggage swing, swaying, speed, moving around or over obstacles, direction change.

Two people in motion require 6-8 feet for social walking or walking with children, and to allow for others to pass.

LEVELS OF QUALITY

What makes a street more successful? Understand and compare quality in built environment and its ability to either contribute to successful street life or hinder it. The following scoring chart allows you to see a composite score in assessing how walkable or people-friendly a street is by design.

Safety

1. 0 1 2 3 4 5
Separation from traffic (e.g. presence of sidewalks, bike lanes, trails) and appropriate motorist speeds

2. 0 1 2 3 4 5
Street, intersection and driveway design are compact and crossings are clearly marked to reduce conflicts and risks of accidents

3. 0 1 2 3 4 5
Feeling Secure: Natural surveillance, well lit/ lighting is human scale, diversity of functions, reasonable viewing distances, lively public realm (number of people and potential to be seen)

Comfort

4. 0 1 2 3 4 5
Sense of enclosure and human scale: building form

5. 0 1 2 3 4 5
Buffer from traffic, clear edges (e.g. landscaping, street trees, on-street parking)

6. 0 1 2 3 4 5
Accessible to everyone (e.g. room to walk, bike, and access transit, good surfaces, no obstacles)

7. 0 1 2 3 4 5
Opportunities to sit, stay, relax, walk/bike socially, and enjoy positive elements of climate (sun/shade, heat/coolness, shelter from wind/rain)

Convenience

8. 0 1 2 3 4 5
Short blocks, connected street and trail network, rewards the short trip

9. 0 1 2 3 4 5
Mix of uses, proximity and connectivity to destinations

Welcome / Liveliness

10. 0 1 2 3 4 5
Defined street, district, or town character (e.g. art, design, vistas/ views preserved)

11. 0 1 2 3 4 5
Imageability and complexity: sense of arrival or welcome, rich sensory experiences

12. 0 1 2 3 4 5
Sociability: number of people, diversity of people and activities (e.g. siting, talking, standing, people watching, dining) (day-night, summer-winter)

WALKING AUDIT AGENDA

Meet/Welcome/Introductions (15 min)

- Gather together
- Hand out safety vests and masks (if needed)
- Pass around sign-in sheet (as needed)
- Provide a welcome. The point of the walking audit exercise is to:
  a) Experience the area from the pedestrian (human scale) experience and from different views —we all wear different hats, and bring different perspectives
  b) Foster good discussion; we will not cover every detail
  c) Discuss observations, challenges and potential opportunities (ideas)
  d) Learn together and see together in new and different ways
- Ask everyone to introduce themselves - name and if they are wearing a "specific hat" (e.g grand ave property owner, elected, community member, trail planner)
- Let's lace up our shoes and begin!

Walk & Talk (60 min)

As you 'walk' down the corridor the common structure for stopping and talking at locations includes:

- As a leader, note something you see and want the group to think about and/or discuss. For example, at the roundabout you might say something like: "Roundabouts are great tools for creating gateways. Notice how they make a terminating vista with the center tree and plantings."
- Then ask: What is working or not working with this current design? Give prompts as needed (e.g. are there high visibility marked crossings? Do they exist on all legs?).
- Then ask: What would make this location/issue better? (You might also give a for example to guide the thinking.)

Closing Circle (15 min)

As a closing, gather in a circle and discuss the following questions:

- What common issues did we find?
- What common ideas emerged?
- AHA! Moment: Close, by having each person share something they learned or a key takeaway.

Key Materials:

- Safety Vests
- Face Masks (due to COVID)
- 35 ft Measuring Tape
- Camera for recording conditions

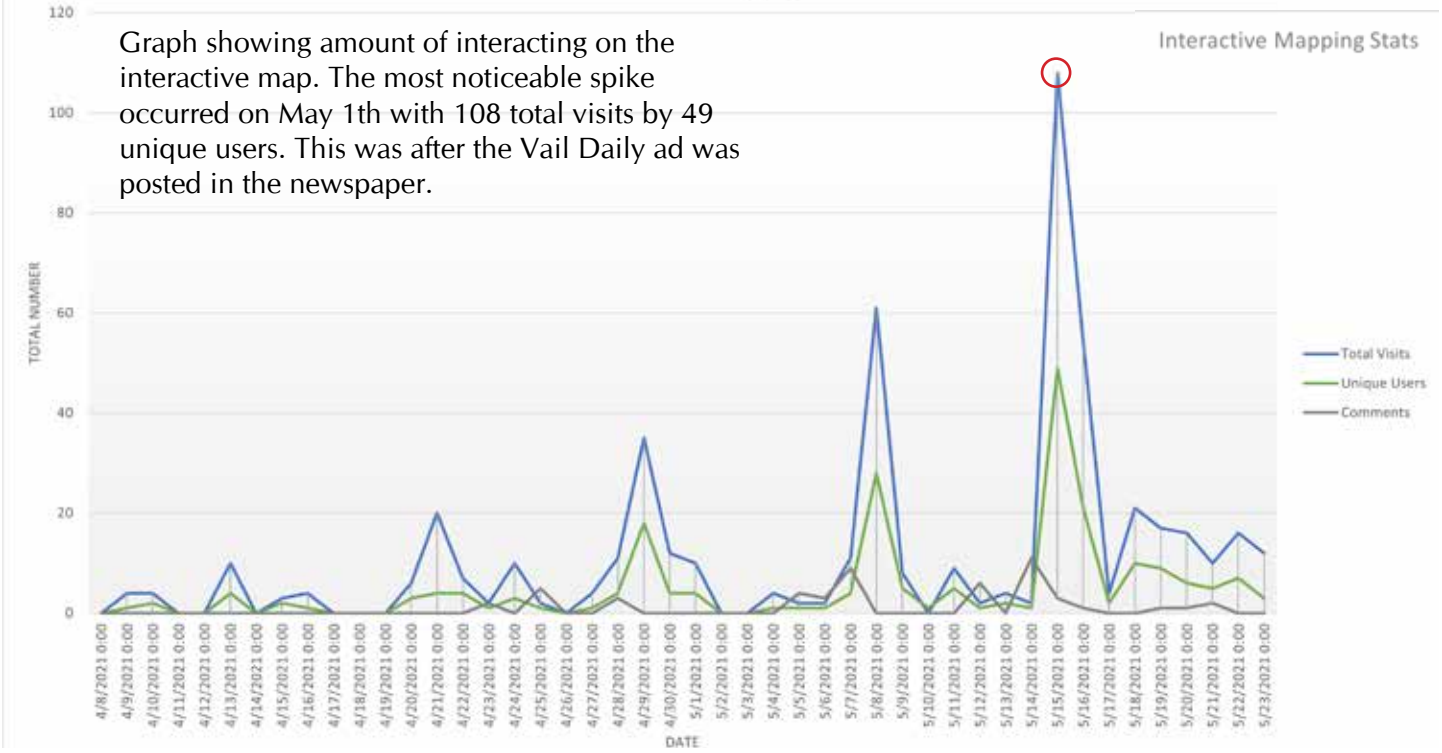
Participants using wheelchairs or strollers helps to better understand accessibility needs.

Social Pinpoint Interactive Mapping: April 8th - ongoing

1. Launched April 8th
2. As of May 25rd:

- 522 total visits to the map
- 226 unique users
- 18 unique stakeholders who made 51 comments

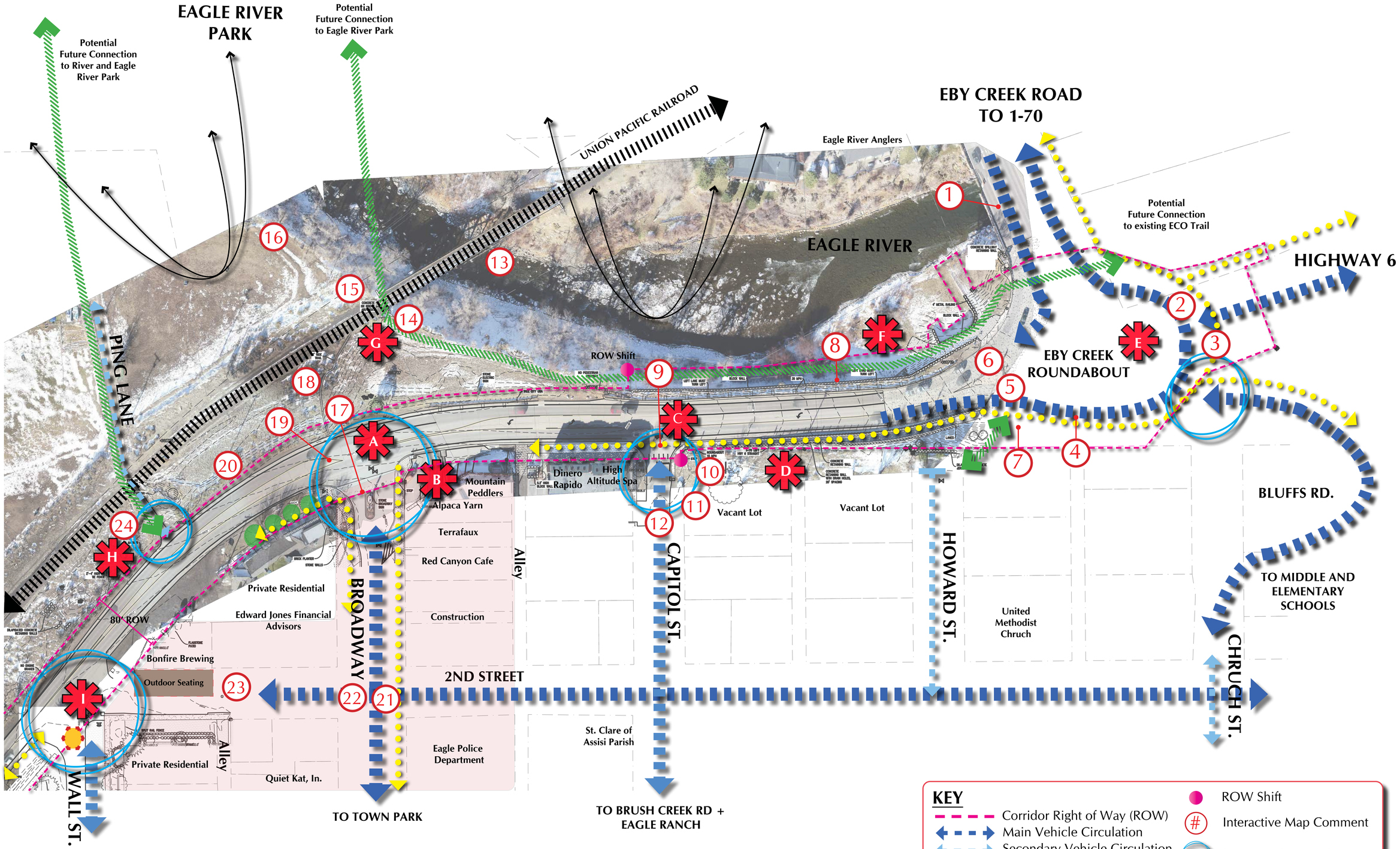
Graph showing amount of interacting on the interactive map. The most noticeable spike occurred on May 1th with 108 total visits by 49 unique users. This was after the Vail Daily ad was posted in the newspaper.



GRAND AVENUE SEGMENT ANALYSIS: Key Discussion Topics

- ACCESS MANAGEMENT: Driveways, skewered intersections, alternative routes, highway interchanges
- SAFETY: Missing sidewalks, bike lanes, lighting at night, access for all ages and abilities, using the north vs. south paths, where do people really walk?
- TRAFFIC FLOW: Turning lanes, roundabouts, medians, width of the street, new road extensions
- PARKING: Existing parking in the ROW, role of side streets, future parking?
- THE RAILROAD: Right of way, easements, crossing to other side, illegal crossings, future use?
- CONNECTING EAGLE: Eagle river access, town parks, utilizing the street network, informal paths
- SUPPORTING BROADWAY: What will the character of Grand Ave be, what type of businesses, alternative main entrances into town, lively and vibrant
- GATEWAYS: Beautifying the corridor, wayfinding, signs, drawing people in, welcoming people to come back, how can we make Grand Ave represent the character of Eagle?

Above: Word cloud generated from the 259 responses to the Community Survey Question #53: The Town is conducting a long-range plan for the Grand Ave Corridor - link - What is most important to you about this process? To learn more about the Grand Ave Corridor Study, click here - > https://townofeagle.org/938/Grand-Avenue-Corridor-Study



SEGMENT 1 ANALYSIS

EBY CREEK ROUND ABOUT TO 2ND STREET INTERSECTION

SCALE: 1" = 50'

0 25' 50'

SEGMENT 1 ANALYSIS: Key Discussion Topics from Walking Tours

A

Top of Broadway:

- Many people miss Broadway due to speed and lack of sense of entry to the street
- Hard to turn left onto street when oncoming traffic is speeding towards you – similarly hard to turn right when going around the turn to Eby Creek
- Sidewalks continue along Broadway to the top but then generally end. Going to Eby Creek the sidewalk ends in an abrupt drop – witnessed one kid dismounting bike to go down the drop then get back on to his bike in order to ride to Eby Creek roundabout. Heading towards 2nd Street, there is one of the few sidewalk segments which is buffered from the travel lane with nice street trees.
- Witnessed several people cross to the other side of Grand Ave, dangerously avoiding cars, sometimes standing in middle of the road until it is clear, in order to get to railroad tracks for more direct route across the river – this is technically illegal but MANY people do it
- Discussion about potential roundabout at the Broadway and Grand Avenue intersection to calm traffic, strengthen the gateway into Broadway, and provide safer crossings. calm traffic and provide more access to other side of road
- Strong want and natural desire line to connect Broadway to the river

B

Infront of the Alpaca Store:

- The section has no sidewalk, sidewalk ends abruptly at the top of Broadway and does not pick up again until by Dinero Rapido – opportunity to continue this sidewalk and connect missing pieces
- Expansive sea of parking that is unused: "Never parked here in 30 years" (Stakeholder)
- We measured ~17' from back of curb to the ROW. This space has potential to be reallocated to better address access management, parking needs, beautification, and/or pedestrian/ bicycle needs
- Alley entrance is not well defined, hard to access the parking in the back and bike shop right up against ROW along the alley

C

Capitol Street Intersection

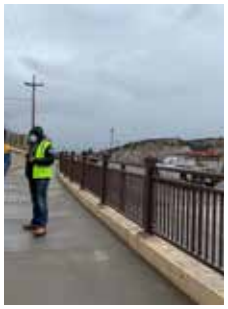
- When you turn from Capitol onto Grand Ave it "screams for something to be happening" (Stakeholder)
- Challenging sightlines: motorists must pull all the way across the crosswalk in order to see from Capitol on to Grand to turn
- Cars get backed up on Grand to turn left onto Capitol Street and is hard with oncoming traffic
- Address Street Access Management: Multiple suggestions to potentially make Capitol a one-way street in the direction from 2nd Street to Grand, allowing right-turn only onto Grand Ave
- Address Intersection Design: One idea was to make Capitol have its own turning lane onto Grand Ave so motorists can flow more easily into traffic.
- Odd wall at the corner of Capitol and Grand along vacant lot – potential to add some sort of monument or entry sign to welcome people to Eagle and advertise the entrance to Broadway
- Noticeable change in ROW at the corner of Grand and Capitol

SEGMENT 1 ANALYSIS: Key Discussion Topics from Walking Tours

D

Capitol Street Vacant Lot and Varying Sidewalk Widths

- Discussion on what to do with the vacant lot sitting at the corner of Capitol – has a lot of potential to be something more, but a big challenge is ACCESS – Capitol is already very backed up, cannot put more pressure on the street, would need to come in through the back
- Varying sidewalks from small 4′ by the wall, up to 6′ then to 10′ along the entrance to roundabout and then back to 5′ at the cinch. If a second travel lane is needed along Eby Creek road, there is an opportunity to gain space by moving the retaining wall and/or changing the sidewalk design/location. To consider: at what cost? Would the current pedestrian environment and comfort felt be preserved even by moving or changing the design of the sidewalk? Would private land need to be acquired?
- Generally, people feel much safer walking here due to the large sidewalk and the railing separating them from the moving cars



E

East Entry Monument Opportunities

- General flow around Eby Creek roundabout works well - Worst times are around 7:45am when people want to go to school and at the 5p rush hour
- Many people come all the way to Eby Creek just to be able to go back the way they came because cannot make a left turn at some points of the day
- Only one way to cross on the far side for pedestrians and have to go all the way around, often ices up in the winter and is dangerous, has a small pinch point
- Potential to put a sign or a monument on the large wall welcoming people to Eagle – alternative would be inside the roundabout, art or sign – warning not to have "sign pollution" with too many wayfinding objects by the roundabout
- Lighting: existing lighting at the roundabout is relatively good at night, however, gets progressively worse as continue down road to Broadway

F

Access to the River

- Key question raised: How to access to the river by crossing on the other side of the bridge and making a connection to the existing eco trail?
- Gan we go under the bridge? Maybe slide? Way to use the existing road to our advantage?
- Are there ways to use the walls e.g. make them larger on the side of the river to extend the road? Or push wall into ROW near the vacant lot to gain more space?
- There is a noticeable change in the ROW where it extends towards the river, however it is a very steep drop and working against grade which might be challenging and/or cost prohibitive

SEGMENT 1 ANALYSIS: Key Discussion Topics from Walking Tours

G

Alternative Routes Across the River

- Talked about alternative routes from past plans to access river and cross over to River Park
- Two alternatives have been looked at and developed, one would be using some of railroad right of way and crossing over. The other would be doing switchbacks below and being able to make a path across. Both of these options would require a more formal connection across Broadway to the other side and cooperation from private land owners and Union Pacific – think that Union Pacific could be agreeable, especially if it is phrased in way that this solution and partnership would help provide a safer, legal connection to people on foot and bicycle and it is a need the community has addressed in multiple plans

H

Alternative Routes North + Planning for Future Development

- Another alternative route to the river is through Ping lane and private property
- The railroad has told us we can only have the existing crossings, we may be abele to move them but not add more, therefore existing ones are incredibly important
- Important that the plan has ACCCESS and ALTERNATE ROUTE to the river, Broadway, and in general play a large role
- This area is slated for future development so access across Grand Ave to the railroad and beyond will be incredibly important

I

Pedestrian Zones and Closing Streets

- Generally, many people love the closed down 2nd Street
- The outdoor seating at Bonfire has really been a hit and there are many people who enjoy sitting outside and having a beer with friends
- Noticeable is the use of the ROW here for parking, many people are parking in the ROW on the town side, and even part of the patio for Bonfire is technically in the ROW
- Complex, skewed intersections: Wall Street, 2nd Street, and Grand Avenue create a challenging and complex intersection for all users. For example, due to the angle of Wall St. sightlines and turns are difficult for motorists. Additionally, left turns off of Grand are challenging due to sightlines and motorists speeds
- Higher motorist speeds observed: People come zooming through the area, we were almost hit by a car coming through down Wall Street in a rush to beat the traffic - angle of the intersection makes it so that cars can come speeding in, rather than taking a right hand turn and having to slow to make it
- Talk about shutting off access from Grand to these two streets, potential to completely close, or make it a right hand turn so still accessible to emergency vehicles and people who need to come in and out of Wall Street and provide more parking for Broadway

SEGMENT 1 ANALYSIS: Social Pinpoint Interactive Mapping Comments

1. There is no sidewalk on this side of the street. This makes it more difficult to access businesses on the west side of the road.
2. Crossing the street here on bike or foot is scary. People are whipping around that roundabout and not using their blinkers, so you never know when it's safe to cross. It would be a good place to have blinking lights to let cars know someone is trying to cross.
3. This is one of the hardest parts on my route to get to City Market. Would be nice to have blinkers, a bridge or something to keep bikers and pedestrians safe from cars. Lots of us have to walk/bike for post office and grocery
4. The sidewalk narrows, making pedestrian travel less comfortable. The sidewalk here is often covered in snow/ice/gravel.
5. When going around the roundabout up to Church, this leg of the roundabout is dangerous. People do not yield as they believe everyone is going west on Highway 6. I got hit a couple of weeks ago, and on my way back from picking up my car from the repair shop, a truck pulling a camper failed to yield and I had to stop in the middle of the roundabout for him not to hit me.
6. The roundabouts need to be wider. I was traveling in this roundabout and got sideswiped by a dump truck, causing significant damage to my car (none to the dump truck and I got a ticket even though I'd passed him and he came into my lane OUTSIDE of the roundabout). The dump truck driver said it was the third time (! And I got the ticket...) he'd been in a roundabout accident because they're too narrow.
7. A stairway up the hill would be useful for access to the homes above
8. Needs to connect roundabout with a bike lane or path to the connector to the existing path that starts a bit before Moes. There is no shoulder and with traffic and a rough edge trucks especially get very close because they do not even have room to give space with the oncoming traffic.
9. There should be more traffic calming along the corridor to interrupt and/or slow the steady stream of cars coming from Gypsum and Sylvan Lake Road during peak hour traffic. It's difficult to make a RIGHT turn onto Grand Ave. from Capitol Street in particular because of sight distances.
10. Crossing Capitol here on foot or on a bike is challenging from a safety perspective.
11. In the mornings, it is often difficult to turn right onto HWY 6...there are so many cars and trucks going so fast. Sometimes people will slow down and let you in, which is nice. But, it makes for a tough morning nearly every day.
12. Make Capitol one-way (north traffic pattern) and make Broadway one-way (south traffic pattern). Even just experiment for a 6 month trial period. That way it could be determined if businesses on Broadway will be positively affected and the residents on Capitol will also be positively affected.
13. Add the railroad bridge to the National & State Historical registry.
14. Provide an alternate pedestrian/bike river crossing to the railroad bridge especially if and when the railroad becomes used again.

SEGMENT 1 ANALYSIS: Social Pinpoint Interactive Mapping Comments

15. If development occurs north of the railroad tracks require the developer to build a pedestrian underpass/bridge to connect with the Broadway commercial area to prevent US 6 and the railroad from isolating this new development from the existing town

16. If you cross the river here rather than engaging the issue of the railroad tracks, it might be possible to place a competing grocery store on this peninsula of the river. The competition would be good for the local community. It would be an aggressive political move, though. Gypsum has been more characteristically bold along those lines. Eagle hasn't. That may be, pun intended, a bridge too far.

17. Better signage about the no left turn here. Also some better lighting at night for this intersection Making Capitol one way is a good idea but the signage has to be very clear and enforced

18.Any crossings here to access the railroad bridge are technically illegal, as all properties north of the HWY are private property.

19. Crossing Broadway And Hwy 6

20. It might be interesting to design bus stop shelters that evoke the old west style small train platforms

21. Make Broadway one-way (south traffic pattern) and make Capitol one-way (north traffic pattern). Even just experiment for a 6 month trial period. That way it could be determined if businesses on Broadway will be positively affected and the residents on Capitol will also be positively affected.

22. Preserve historic buildings on Broadway and throughout downtown, Use Downtown Development Authority to incentivize restoration of historic properties in town. Focus redevelopment on Grand Ave

23. Possibility for a pedestrian only street on second street between the US6 or the alley and Broadway as a passenger gateway to downtown when arriving by rail or transit, good example of this is Oak Street Plaza in fort Collins

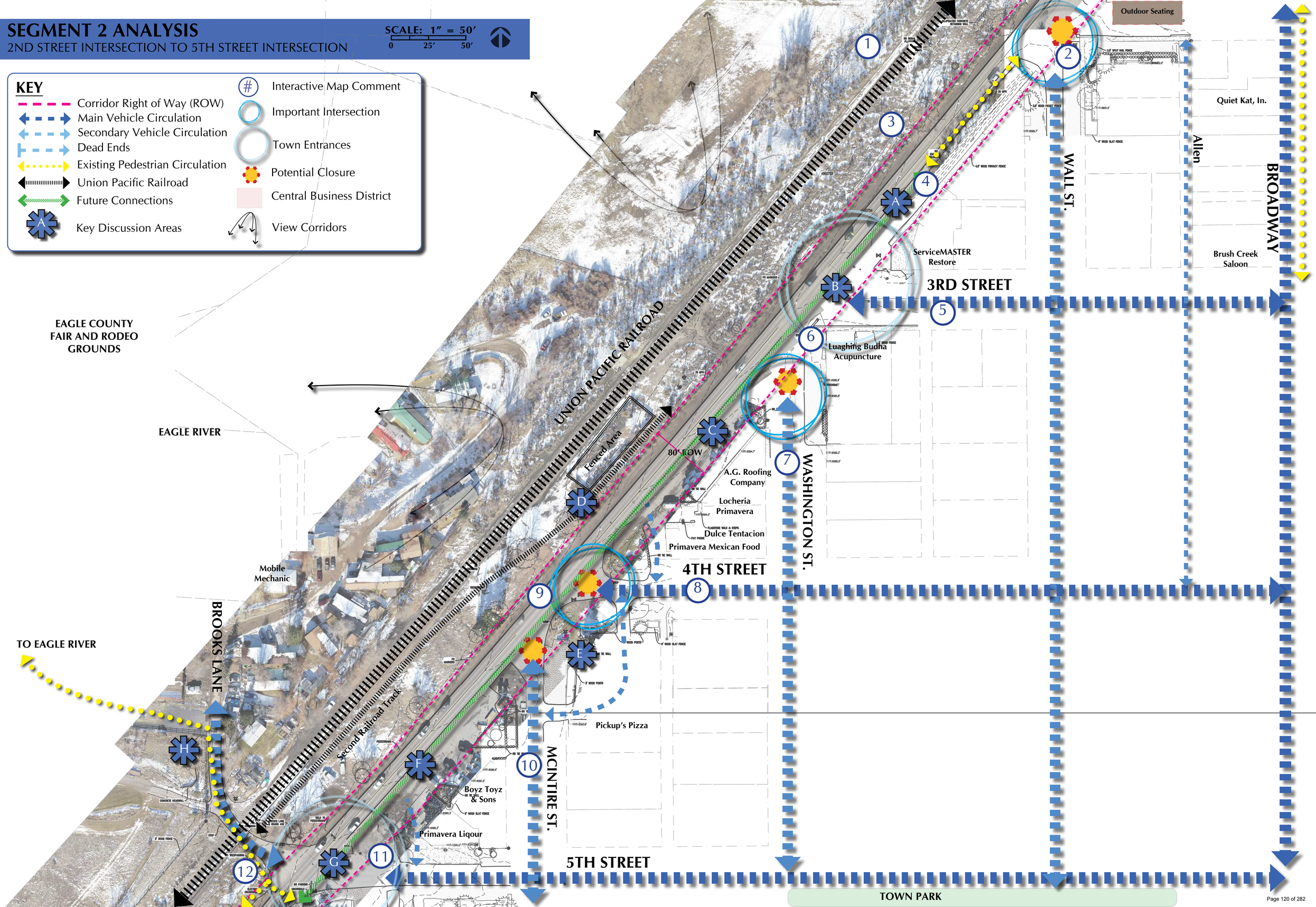
24. Planning for access and available utilities for the development of the on-river land sites are important for future development of the properties. Not planning for this will cause problems for any future connection between downtown and the river.

SEGMENT 2 ANALYSIS

2ND STREET INTERSECTION TO 5TH STREET INTERSECTION

SCALE: 1" = 50'
0 25' 50'

TOWN OF EAGLE GRAND AVENUE CORRIDOR PLAN STUDY



SEGMENT 2 ANALYSIS: Key Discussion Topics from Walking Tours

A

Missing Sidwalks:

- There is a sidewalk shortly from the corner of Broadway and Wall Street but it ends abruptly as approach the cleaning store – some remnants of a sidewalk in the asphalt, but it is just a sea of concrete
- Neighboring building hugs the sidewalk, but no "eyes on the street" with the back of the building, so unsafe feeling due to a blank wall and limited or non existent glassing, which helps to create the feeling of being watched over
- Sidewalk detached with a green buffer with drainage, provides an example of what a landscape zone (e.g. rain garden) could look like along Grand Avenue

B

3rd Street. Intersection

- 3rd Street, Washington Street, and Grand Ave intersection is a complex, skewed intersection.
- Key observations include:
  - a huge see of asphalt
  - important connector to key destinations (schools, emergency service, Broadway...)
  - opportunity for a gateway
  - opportunity for a roundabout
  - skewed intersection that suggests closure of Washington Street to Grand Ave
  - dangerous,potential crashes as people coming out of Washington do not see people at 3rd
- Need to identify the character of Grand Ave. Key discussion points included:
  - what types of businesses do we want to have on Grand Ave?
  - do we want drive throughs or mom and pops? A bit of both?
  - aesthetics matter a lot, currently not a great first impression coming into town, trash, and debris
  - opportunity to clean up side streets for more desirable parking, ROW on side streets = Grand's

C

Companies Using the ROW for Own Use

- Obstacles and conflicts to walking: Walking along road to A.G. Roofing is a bit scary, no sidewalk and participants noted that certain cars will veer aggressively left to beat the traffic and park along road
- Companies are using the ROW to park and place their own products. Some planters are all the way up to the ROW. General consensus that this looks trashy and not appealing as a main thoroughfare
- What companies do we want along Grand Avenue?
- Access control: the only way that the business is able to park their vehicles here, is because there is no access control funneling cars from Grand Ave through a driveway, the large span of asphalt lets anyone come from any angle off of Grand Ave and park in front of their shop, chaotic and dangerous for people walking

SEGMENT 2 ANALYSIS: Key Discussion Topics from Walking Tours

D

Railroad ROW

- Noticed an enclosed area on opposite side of Grand Ave – participants brought up maybe being able to barter with the Railroad for more space on that side of the road since Grand Ave is pushed up to the north side of the ROW and little space on the railroad side
- Saw a second pair of tracks appear and disappear probably from old train station, begs question if they need all the space?

E

Awkward Intersections

- The 4th Street and McIntire intersection is an awkward one where people will pull up waiting to go left from 4th street and go right from McIntire creating a dangerous, high potential for accidents.
- Participant Idea is to close 4th Street and make it a property that can sell off
- McIntire generally not very used except when people come speeding in right off of Grand Ave – when coming from Eby Creek trying to turn left, they cause a backup as try to turn against oncoming traffic
- All the properties on the road, i.e. Pickup's Pizza, etc. can access their businesses from side streets – witnessed someone not wanting to stand in line at 4th street cut through the Pickup Pizza parking lot to cut onto McIntire
- Potential to close down these roads and make it a single right turn area not accessible to or from Grand Ave.
- Area is quite dirty, and could use some cleaning up and beautification, opportunities to have more side street parking, but would need to make it clear and more appealing to others coming in

F

Parking in the ROW

- Boyz and Toyz uses the ROW to park many of their vehicles (cars and 4x4s), planters are in the ROW – area needs ACCESS management and control
- Sea of pavement, no sidewalk available, many people flying down Grand Ave, generally do not feel safe
- The liquor store has parking but it is NOT in the ROW, however the only way they can have so many parking spots is because there is no access control and anyone can pully into the parking lot and park there – good example of parking, BUT would need more control
- Witnessed woman go to liquor store then drive against traffic to the stop sign and turn left out of liquor store onto 5th street, barely avoiding a collision with someone who turned right off of Grand Ave

SEGMENT 2 ANALYSIS: Key Discussion Topics from Walking Tours

G

5th Street Intersection

- Vital intersection in town, leads into downtown, connects to Capitol and the rest of neighborhoods, and is a key connection point across to the Eco Trail and the river - MUST keep open
- Generally, very little access control, very hard to turn left out of the road, people get backed up along 5th Street, and similar issue turning left from Grand Ave onto 5th Street where people get backed up
- Key area where people can cross over to the north side of Highway 6 to the pedestrian and bike path, as well as, access the river via Brooks Lane.
- There is a need for higher visibility crosswalk markings and features that help promote motorist yielding behavior. While there is the presence of a Rectangular Rapid Flash Beacon (RRFB) to help with crosswalk visibility, due to faded crosswalk markings and higher motorist speeds people shared that motorists do not always stop when a pedestrian is present and people often have to run across
- Generally, not useful to cross onto the north side despite Eco Trail. We saw multiple bikers and walkers on the south side go against traffic to get to Moe's and businesses beyond. We also witnessed bikers hugging south side along with traffic going up Grand Ave along the portion next to Moe's rather than use the Eco Trail
- Across Grand near Brooks Lane, off a little circle turnout owned by the railroad, there is a noticeable change in the ROW as the easement the Eco Trail has from the railroad for a 100' ROW disappears, and the ROW goes back to the normal alignment of 80'. At this point, the road shifts north once more to be right next to the railroad ROW

F

River Connections

- Brooks Lane is one of the only existing ways to cross the river for pedestrians and cyclists
- There is poor signage and almost no one will notice that the crossing is there, have to know where to go
- Opportunities to increase signage and formalize access to the river as an interim solution

SEGMENT 2 ANALYSIS: Social Pinpoint Interactive Mapping Comments

1. I think a bypass for traffic that should avoid town should run on this side of the railroad tracks. Depending upon the cost, it could run over the tracks. A signal could be set up for future train use. The tracks might be brought back into use. It would be wrong to build a road that crosses over them without including a gated signal. Alternatively, it may be cheaper to tunnel under the land on the town side of the railroad bridge. That drops in grade without having to mess w/ the existing bridge.
2. It might make sense to close off this street at Grand Ave with the goal of making safer, more traditional, and less complex intersections.
3. Future rail station between Third and Second Street.
4. Walking path along the highway from 2nd street to King rd would be nice.
5. This should be the primary entrance point to Broadway from Grand Ave. It's a wide street with developed parking that leads to the heart of downtown.
6. This intersection is a kamakazi mission in the mornings. When my daughter went to Mountain Tots, I would literally pray every morning that I could safely turn right onto Hwy 6. With the odd intersection and with people trying to turn left from the other street, in addition to intense traffic on Hwy 6, it felt incredibly unsafe.
7. It might make sense to close off this street at Grand Ave with the goal of making safer, more traditional, and less complex intersections.
8. This whole intersection can be closed. Abandoning the last block of 4th St, and adding a building here in the former right of way would give the abutting residential neighborhood a quieter feel isolated from the bustle of Grand Ave. Selling the lot would also raise funds for the development project.
9. On 5th Street, 4th Street, and 3rd Street, the ability to turn left from Westbound Grand Ave and entering onto Westbound Grand Ave should be made easier and safer.
10. It might make sense to close off this street at Grand Ave with the goal of making safer, more traditional, and less complex intersections.
11. This intersection needs some traffic control. There are times it takes as long as 10 minutes to turn left from 5th to Grand. Some turn lanes and/ or traffic control devices would help. Please do not put a roundabout at this already very dangerous intersection. A roundabout will just make people speed more and not pay attention to the people and bikes in this area. Bikes, pedestrians and speeding cars don't mix and that is what you have at this intersection. Very dangerous!
12. Extending this path all the way would be a great opportunity

TOWN OF EAGLE GRAND AVENUE CORRIDOR PLAN STUDY

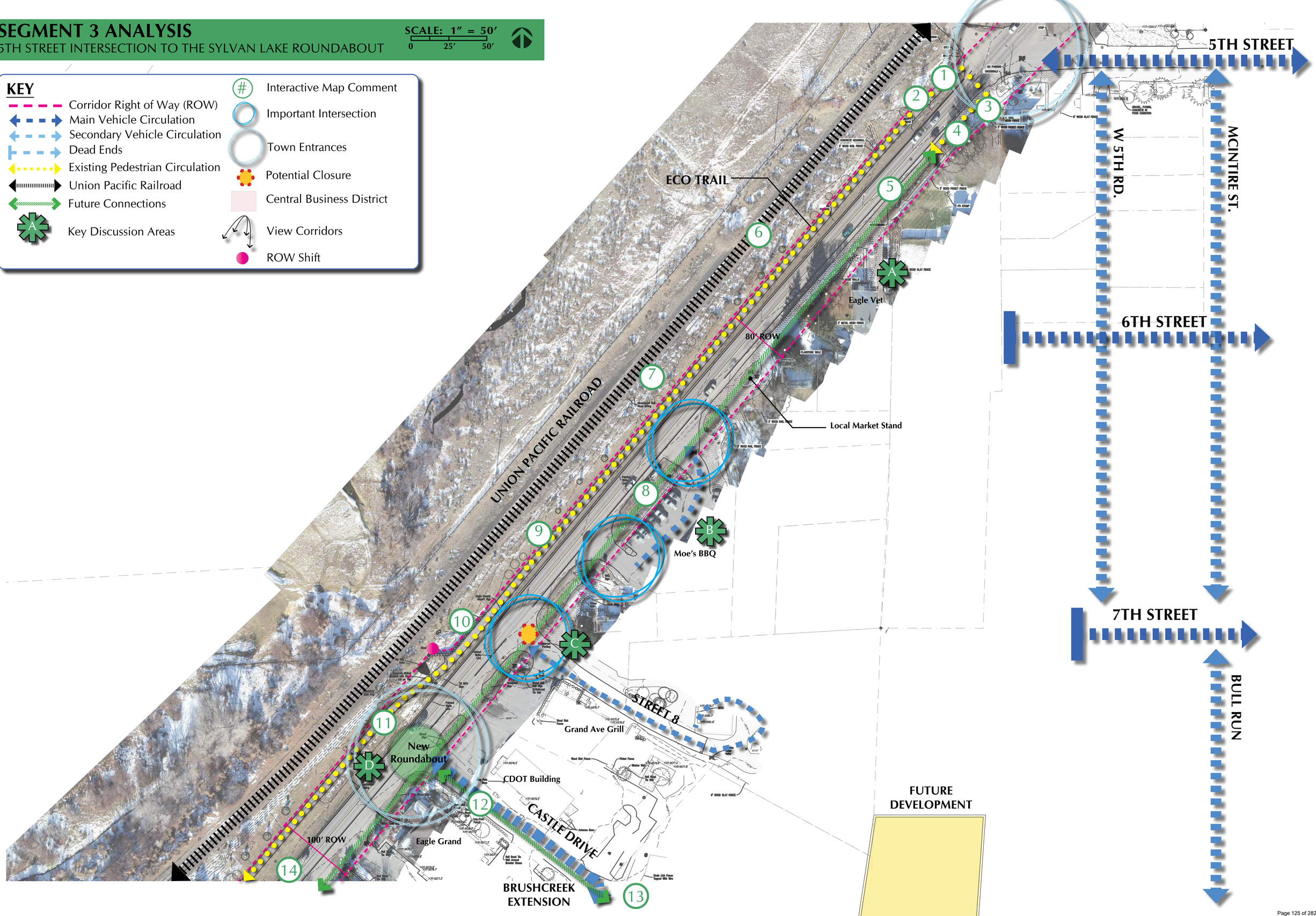
SEGMENT 3 ANALYSIS

5TH STREET INTERSECTION TO THE SYLVAN LAKE ROUNDABOUT

SCALE: 1" = 50'
0 25' 50'

KEY

- Corridor Right of Way (ROW)
- Main Vehicle Circulation
- Secondary Vehicle Circulation
- Dead Ends
- Existing Pedestrian Circulation
- Union Pacific Railroad
- Future Connections
- Key Discussion Areas
- Interactive Map Comment
- Important Intersection
- Town Entrances
- Potential Closure
- Central Business District
- View Corridors
- ROW Shift



SEGMENT 3 ANALYSIS

5TH STREET INTERSECTION TO THE SYLVAN LAKE ROUNDABOUT

SCALE: 1" = 50'

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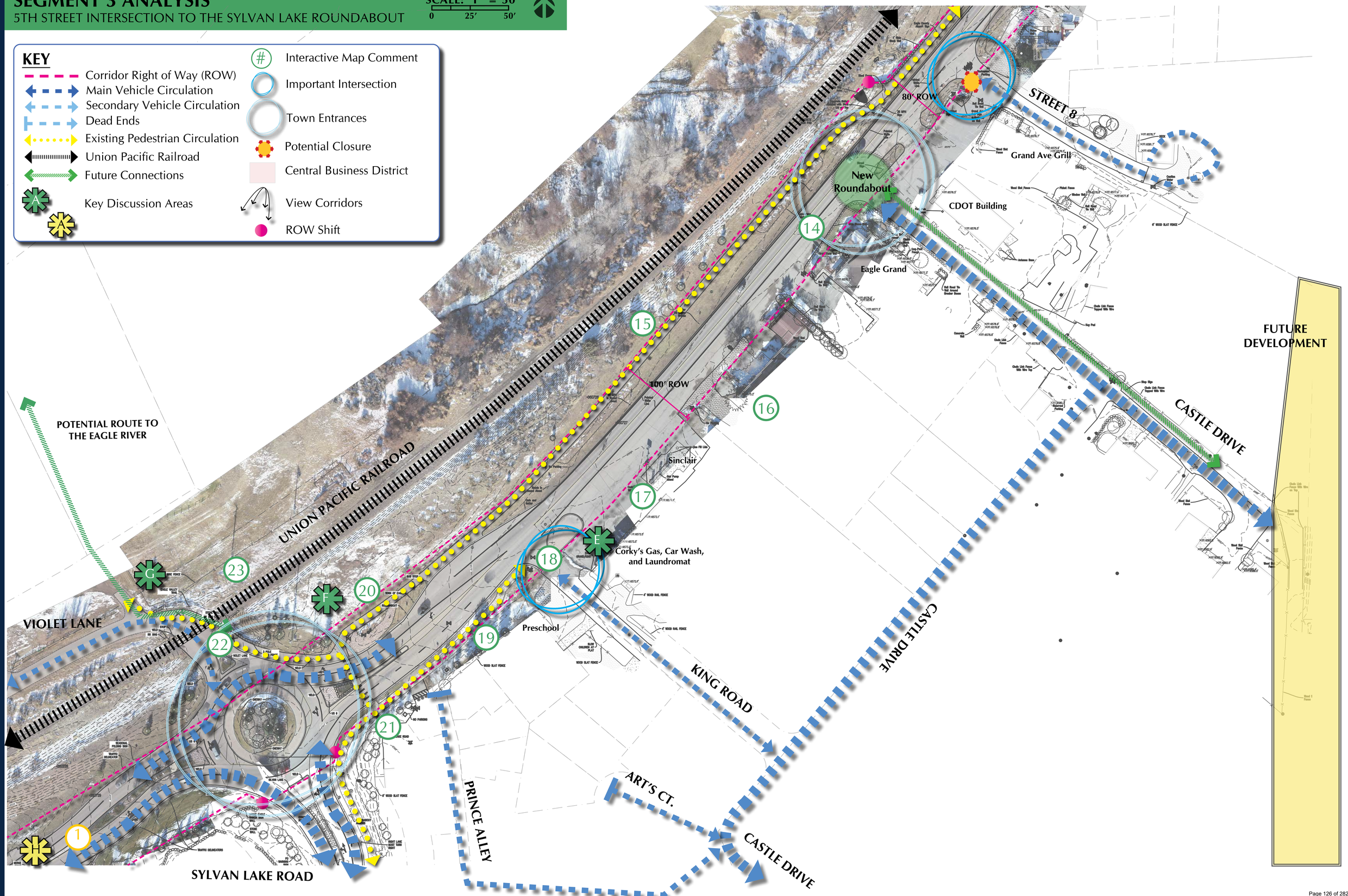
TOWN OF EAGLE GRAND AVENUE CORRIDOR PLAN STUDY



SEGMENT 3 ANALYSIS: Key Discussion Topics from Walking Tours

A

Parking along the Corridor

- Outside of the Eagle Vet, people parallel park in the ROW
- There is little space between the sidewalk and the property line
- Witnessed people walking and biking against traffic
- Do we want parking along Grand Ave? If so what type and where?
- Does parking style vary between and/or within segments?

B

Access Management by Moe's BBQ

- It is very hard to turn left out from Moe's – often have to wait a long time just to turn during rush hour
- Example of scary access management area where multiple driveways exist that are overly wide and angled, allowing for high-speed entry
- There is a small pull out where a pop-up farmer's market occurs. Consider the local impact changes may make; keep the local feel while helping make things safer

C

Awkward Intersections with Potential to Close

- The street between the Grand Ave Frill and by Moe's is accessible by other roads, which has potential to be closed since there are many ways to get around to it
- The pull-in area by the Grand Ave Grill was allowed during COVID, but may need to be reorganized as it is not ok now

D

- Brush Creek Road Extension
- A new roundabout is proposed along Capitol Street near the CDOT office building and the Grand Hotel
- During walks we went and looked at where the roundabout is proposed to be
- Talked about having a median in the middle of the road that comes from the roundabout

SEGMENT 3 ANALYSIS: Key Discussion Topics from Walking Tours

E

ROW encroachment and Safety

- Corky's is an establishment in Eagle, he has been here for a long time, he joined in a walk
- Corky's Gas station property has no sidewalks, people feel very unsafe walking here. There is a preschool on the other side of the road and no one usually uses Grand to get there, they will take the back roads to stay safe
- Right turns from Grand Ave to the preschool are dangerous because of the proximity of the merge lane that occurs on this leg of the roundabout

F

Crosswalks, Connections and Safety

- The crosswalk is very important to connect the two sides of Grand Avenue
- People usually don't feel to safe walking across the crosswalk, flashing lights may be better to make it safe, motorists often cannot see people walking from the west. Potential reasons include: (i) geometry of the roundabout encourages higher exit/entry speeds and (ii) complexity with it being a double lane roundabout and thus more crossing distance and multiple lanes of traffic to watch for
- Participant pointed out that the landscaping is often not pruned. This can make it hard for motorists to see pedestrians and cyclists
- Trucks go super speed through the roundabout often going over the curbs – dangerous, if they drive it often enough they know how to go fastest through
- The Eco Trail is nice, but people usually use the south side of the road rather than crossing to the north side. This is due to a number of reasons including: that the trail is broken and not continuous, people do not feel safe crossing the roundabout or at 5th street to access the trails, it is generally more convenient to always walk along the south side since it is closer to businesses and neighborhoods
- There is nice landscaping along the Eco Trail, an easement from the railroad allows there to be landscaping

G

Connection to River Park

- Violet lane could potentially have a connection to the river park here
- Would need to talk with property owners about access to the other side, provides another connection across, maybe will help relieve some of the traffic if can go all the way across

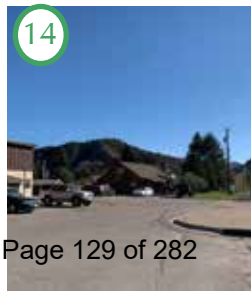
H

Gateway Opportunities

- Heading in from the West, toward the roundabout, has the potential for a sign or piece of art that people can see and realize that they have arrived in Eagle
- Opportunities for wayfinding
- Past this it is never very comfortable for pedestrians to walk, and the bike path is separate and goes under a bridge on the other side
- Many people pick up speed as exit out of town

SEGMENT 2 ANALYSIS: Social Pinpoint Interactive Mapping Comments

1. Great opportunity to improve pedestrian and bike access and safe crossing.
2. ECO trail end. Would be nice to have this continue on to connect to the trail to the east.
3. This intersection is a nexus of all modes of movement (walking, biking, traffic, buses, etc.). This person represents the connection that is needed at this point for both the north and south sides of Grand Avenue into town along 5th street and the importance to make this a safe and easy way for pedestrians to move at this intersection.
4. This is an incredibly dangerous place to cross, especially at night. It brings to light the importance/need of finding safer approaches to crossing Grand Ave. If you are not from this area (as many are not coming from the airport or Gypsum), you may not even notice the crosswalk and flashing lights, but a person may be crossing. At the normal speeds of 40mph+ often on this road, it is unsafe for pedestrians to cross here, or anywhere along the corridor. consider elevated bridges.
5. If space allows, consider adding an extra driving lane both directions
6. Is there a way to purchase land from Union Pacific along the north side of the highway? There have been previous discussions with UP about this and there has never been a purchase. This could be an option to get more space through the corridor that should be explored.
7. I've found it frightening to bike along Grand Ave, but there is no other way to get to Grand Ave grill and Moes by bike. Love those milk shakes!
8. It would be helpful if this map showed the limits of right-of-way
9. A sidewalk/bike path along this section would be helpful. Then, people could safely walk or ride to Moe's or Grand Avenue Chill from town.
10. Grand avenue should become two roads. One has the business access and a sidewalk on one side. The other should be dedicated to thru traffic (HWY 6). Both of the roads should connect in only one point by a round about where the current crosswalk is. Between the two roads should be a concrete barrier with trees and flowers.
11. This is where the bypass needs to be built by Haymeadow. Pressure should be leveraged by the town to complete this ASAP - the community needs the "third" entrance to the Brush Creek Valley and this would improve West Eagle too.
12. I can attest to the need for a left turn lane along this corridor. I need to turn left to go to my home on Castle drive around 5:10pm every weeknight, and it takes forever. It is also very dangerous. Two years ago, while waiting to make this turn, I was rear ended and my car was totaled. Luckily I was uninjured. Cars are always going around me on the right (onto the grass) to get past me while I wait to turn so maybe there should be some signage to prevent this from occurring.
13. This area seems to have the most opportunity for redevelopment. Consider working a deal to transfer development rights from Haymeadow to the Grand Ave corridor to get more density here in town at more affordable prices using existing infrastructure and preserve ranch land outside of town.
14. Needs left turn lanes and medians to control access! Traffic can substantially backup during peak hour due to left turns throughout the corridor, but particularly in this area.



SEGMENT 3 ANALYSIS: Social Pinpoint Interactive Mapping Comments

15. Rarely ever see bikes or pedestrians on the ECO Trail. It would be more useful on this side of the street if there were other places to safely cross to get to businesses such as Moe's and Grand Avenue Grill, and there is no consistent or safe pedestrian/bicycle path on the south side.
16. Properties along this segment should be accessed from Castle Drive, etc. to minimize conflict points on Grand Ave. corridor. This could create opportunities for more on street parking. In general, the commercial properties along the corridor are poorly utilized and under capitalizing on the traffic volumes that the corridor sees. It would be nice to see some of the elements of the West Eagle Area Plan incorporated here.
17. Biking and pedestrian should be on this side.
18. Speed limit should be lowered after exiting the Sylvan Lake Roundabout.
19. This bus stop is terribly located. The bus has to block traffic flow just as it is exiting the roundabout
20. It might be interesting to design bus stop shelters that evoke the old west style small train platforms.
21. This crosswalk needs further development. Flashing markers to inform motorists of a crossing there would help. I am always afraid of causing an accident here when crossing at this crosswalk
22. Could Sylvan Lake Road someday be extended to a fairgrounds interstate exit to reduce traffic on Grand Ave and Eby Creek Road, provide direct access to the Brush Creek Valley and lessen the bottleneck at the Eby Creek Road and US 6 roundabout? Maybe this could be an alternative to the unbuilt airport exit.
23. A bypass, as per my other comment, would rejoin the road here. Traffic that needed to get to and from the airport, wanting to avoid Eagle, could take the bypass. Traffic coming out of Eagle Ranch could take the bypass. Then, it might be possible to still make a right hand turn from some of those streets that so many people want closed off. The bypass would, also, blend in well with any new exits, and their infrastructure, should they come along.

SEGMENT 4 ANALYSIS: Social Pinpoint Interactive Mapping Comments

Due to concerns about safety along Segment 4 of the Corridor (from Sylvan Lake Roundabout to the western edge of town) we did not walk this area, but rather included the roundabout in our Segment 3 walks.

Though we did not walk it, Segment 4 plays an undeniably crucial role in this project as a western gateway into town that welcomes people, especially those coming from the airport. Segment 4 is characterized by several fundamental things: the Sylvan Lake Road roundabout, tall fill slopes along both sides of the roadway on approaches to the bridge over Brush Creek and turn lanes that have been proposed for the Hockett Gulch development parcel. These are key elements that we will be looking at as we progress into the designing aspects of the project in Phase 2.

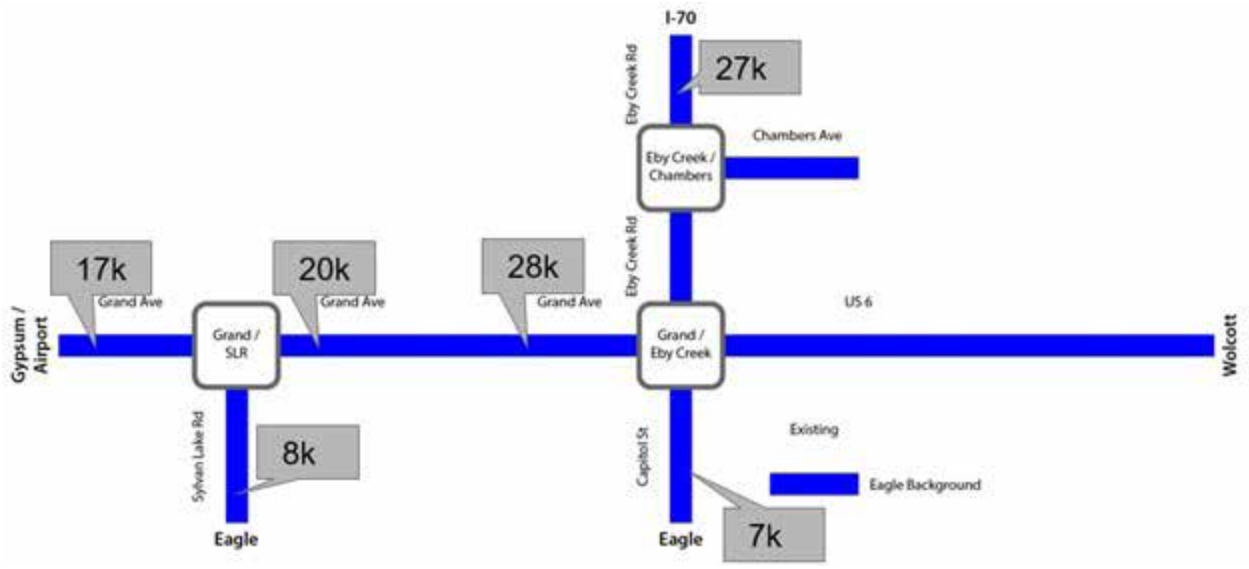
1. There should be an entry monument. I like the idea of a large ranch gate spanning the road announcing the arrival to our town.

GRAND AVENUE: Traffic Data Collection

- McDowell Engineering collected peak hour turning movement counts at three roundabout locations in December 2020 to help inform traffic trends and augment the Town's major traffic data collection effort in December 2018. identified:
  - •10-14% traffic decrease due to COVID-19
  - •40% of Eagle traffic is staying within Eagle
  - •40% of Eagle traffic is travelling to the Chambers or I-70 area
  - •20% of Eagle traffic is travelling to/from west of the Sylvan Lake Roundabout/Gypsum
  - •Traffic from west of the Sylvan Lake Roundabout/Gypsum makes up approximately two-thirds of Grand Avenue traffic at the Sylvan Lake Road roundabout
  - •Traffic from west of the Sylvan Lake Roundabout/Gypsum makes up approximately 25% of traffic at the Chambers/I-70 Area

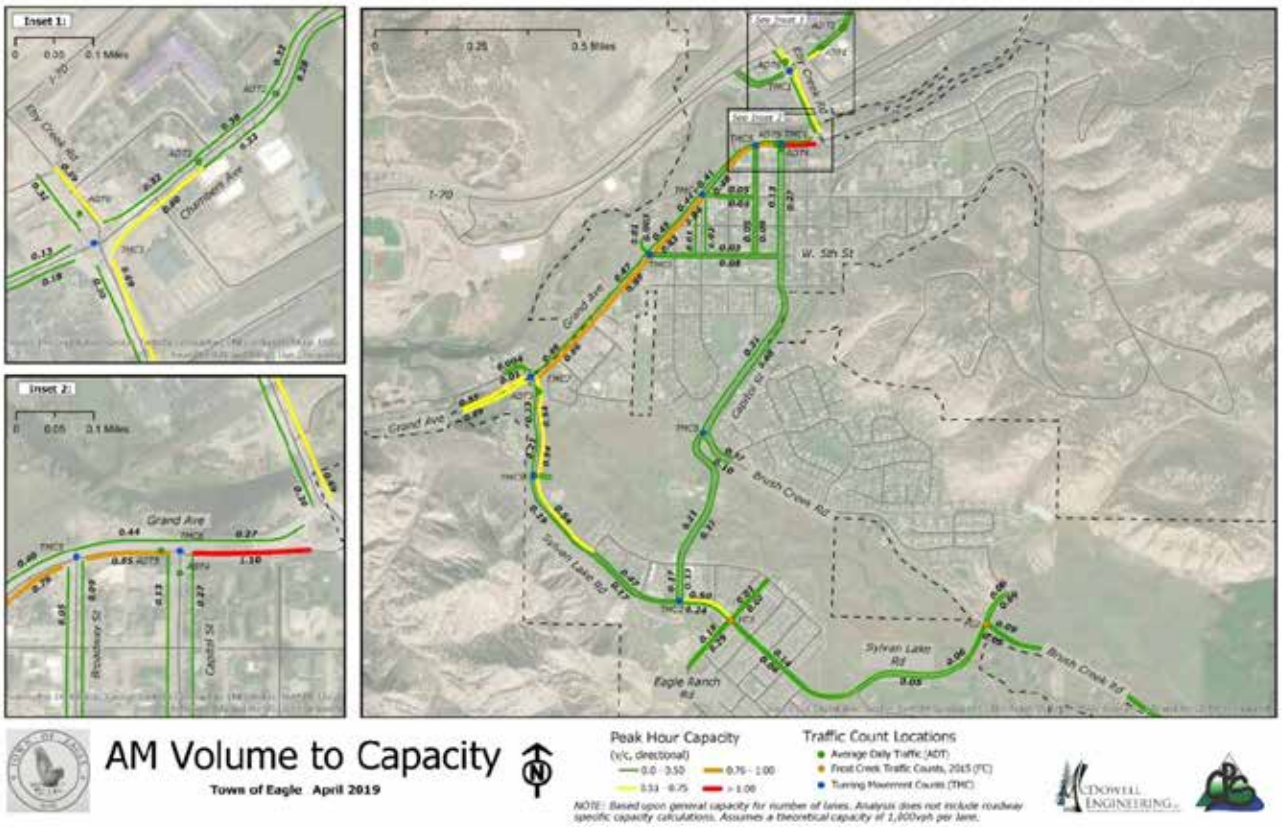
This Year 2020 data has been seasonally adjusted from the December counts

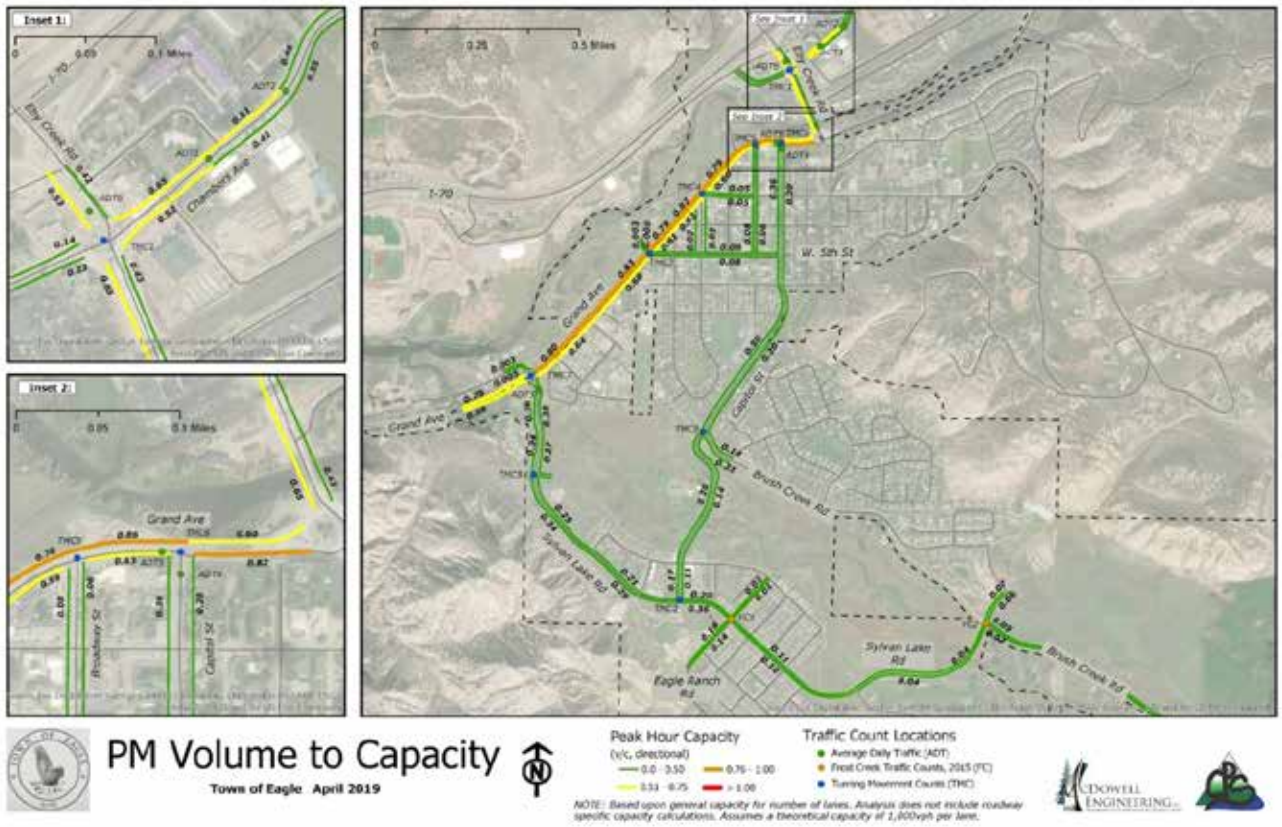
2020 Daily Vehicular Traffic (vpd)



GRAND AVENUE: Traffic Data Collection

The current volumes relative to the theoretical roadway capacities were mapped in GIS.
<<Available as a High-Resolution pdf if necessary.>>

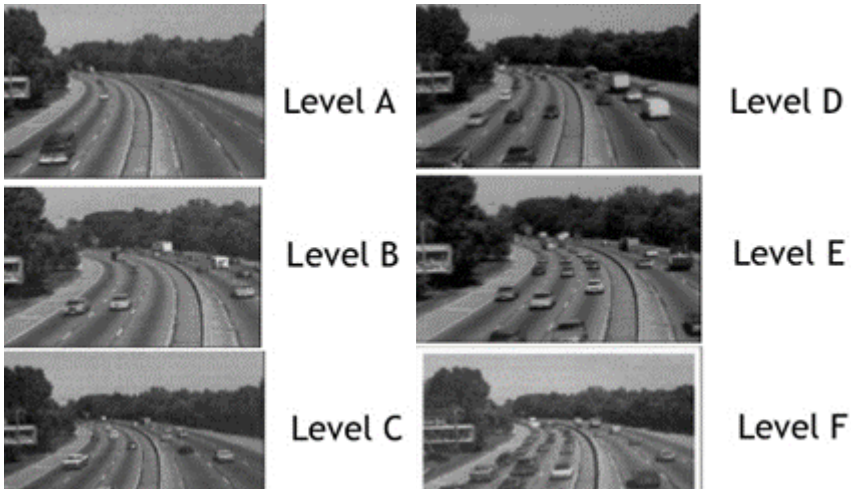




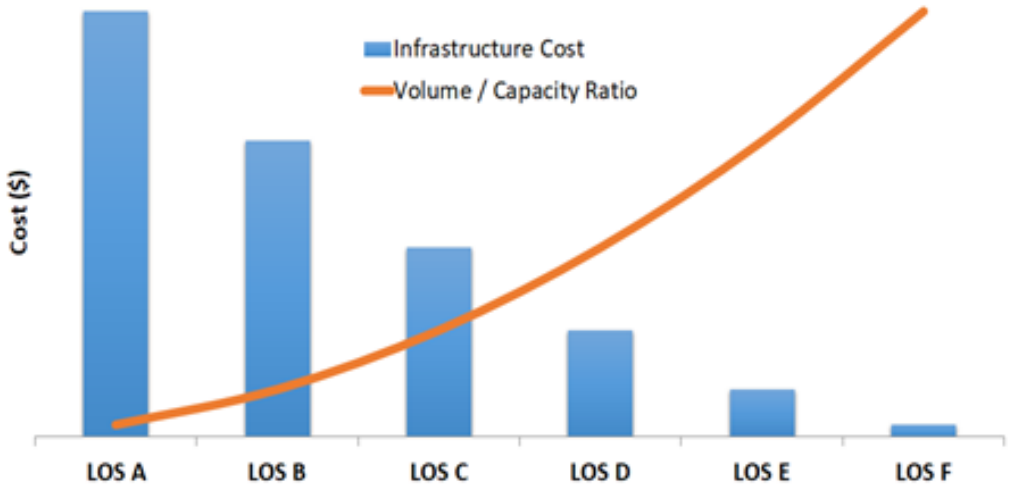
GRAND AVENUE: Town of Eagle's Current Transportation History/Guidance/Regulation

- **US Highway 6 Devolution:** This project is possible because the Town took over ownership of US 6 in 2016. CDOT gave the Town $1.6M for the 1.6-mile stretch. Grand Avenue is no longer a CDOT highway. Therefore, the Town's design standards can apply to the corridor as opposed to CDOT's highway standards.

- **No Transportation Master Plan:** The Town of Eagle does not have a current Transportation Master Plan (TMP). A TMP is used to set transportation policy for the Town. A TMP identifies necessary short-term and long-term improvements to accommodate the anticipated growth.
- **Town of Eagle Land Use Code:** The Code requires new developments to meet adequate facility standards. For traffic operations, this is set at a HCM Level of Service C or better. This is a more rigorous standard than most municipalities use



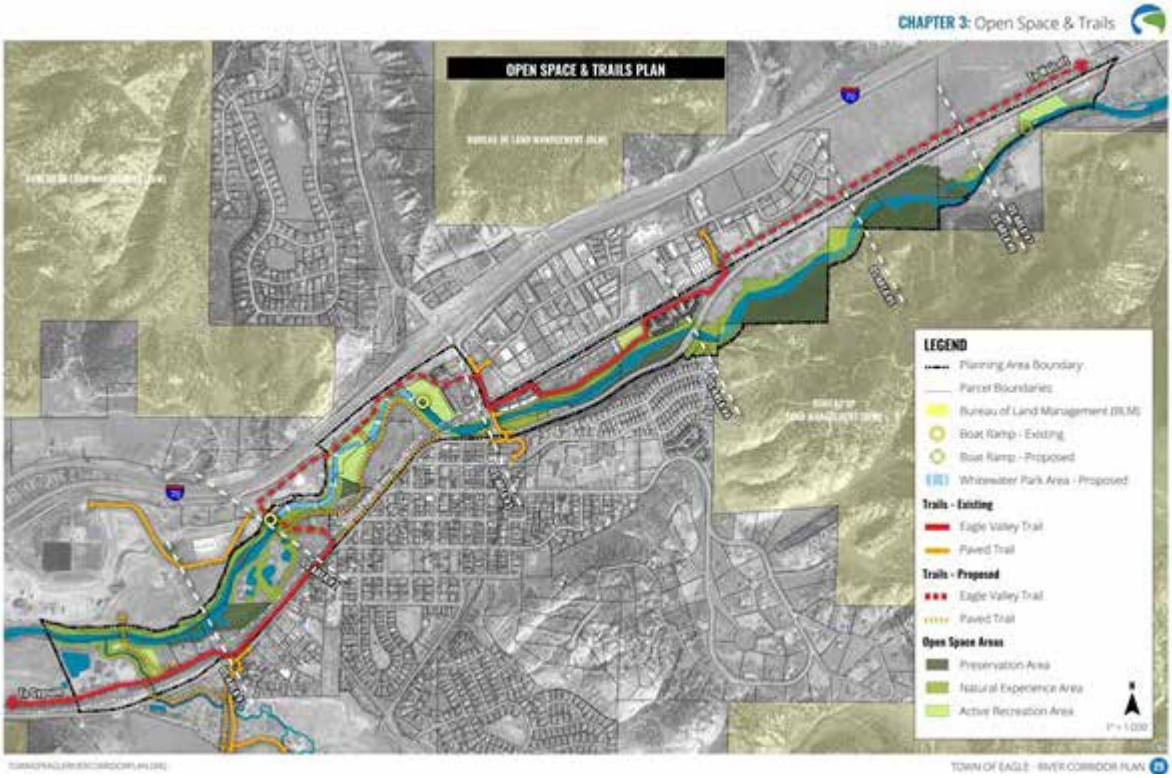
- A higher level of service requirement generally requires more infrastructure and related cost.



GRAND AVENUE: Town of Eagle's Current Transportation History/Guidance/Regulation

- **2020 Elevate Eagle Comprehensive Plan:** The Town of Eagle's Comprehensive Plan identifies multiple traffic/transportation-related goals.
  - •Goal 1-2: Expand and Diversify the Town's Economic Opportunities
  - •Goal 2-4: Connect Neighborhoods Through a Walkable and Trail-Oriented Environment
  - •Goal 3-3: Maintain the Incredible Trails. Find Opportunities for Expansion and Connections
  - •Goal 4-3: Support and Demonstrate Sustainability
  - •Goal 5-1: Expand our Public Transportation Network and Options
  - •Goal 5-2: Improve Vehicular Traffic Circulation
  - •Goal 5-3: Expand Safe & Convenient Pedestrian and Bicycle Circulation
  - •Goal 5-4: Provide Equitable and Sustainable Public Services and Infrastructure
  - •Goal 5-5: Use Technology to Further Connect the Community ad Become More Efficient, Sustainable, and Improve Quality of Life

- **Subarea Plans:** The key multimodal transportation connections identified in the River Corridor Plan, West Eagle Subarea Plan, and Brush Creek Road Extension Analysis have been incorporated into the Grand Avenue Corridor Plan's traffic modeling.



- **Climate Action Collaborative:** The Town of Eagle is a member of Eagle County's Climate Action Collaborative. The Collaborative has identified a goal of reducing greenhouse gas emissions.

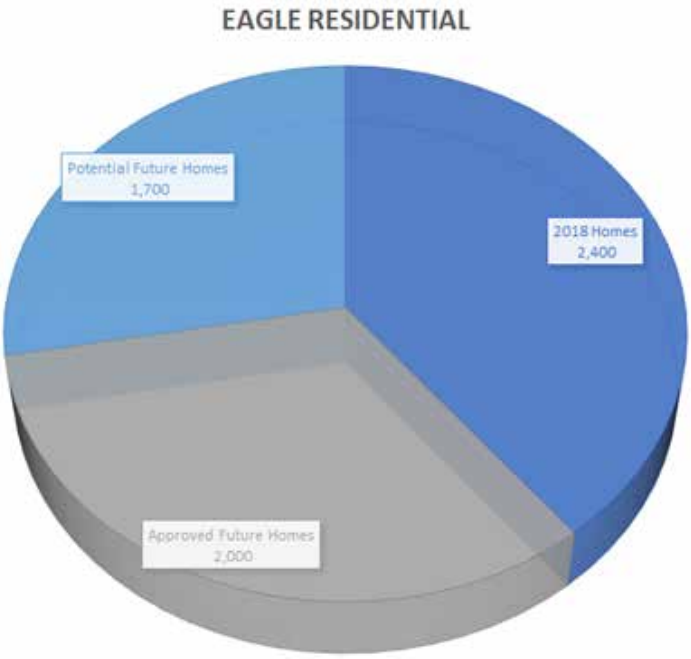
- **Historic Eby Creek Road Corridor Design:** CDOT and the Town of Eagle constructed improvements to the Eby Creek Road corridor in 2014. This design assumed a future interchange(s) to reduce traffic flow through the corridor. Therefore, the US 6 and Eby Creek Road roundabout is not designed to accommodate long-term traffic growth. This decision was made due to topographic and adjacent parcel constraints at the intersection. An additional I-70 connection(s) would be required to accommodate future traffic growth.

- **Railroad Requirements:** The design team began preliminary conversations with the Union Pacific Railroad and the Colorado Public Utilities Commission (PUC), the agency approving railroad crossings. There are currently three railroad crossings on the Grand Avenue Corridor: Ping Lane, Brooks Lane, and Violet Lane.

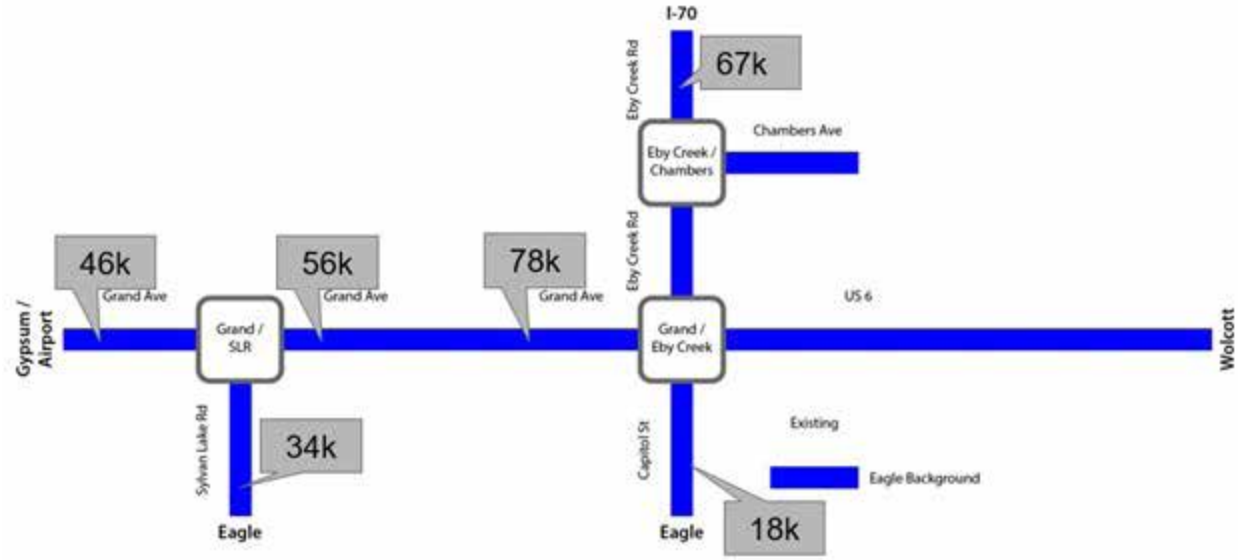
  - The Union Pacific line through the Town of Eagle is classified as an active rail line.
  - The PUC will allow the three existing railroad crossings to remain.
  - The Town cannot add additional vehicular railroad crossings.
  - The PUC would allow for the existing railroad crossings to be shifted if necessary.
  - The crossings will require new permits and upgrades as each access is improved or traffic is added to the crossing.
  - Pedestrian crossings could be added. They would need to be grade-separated.
  - The status of restarting rail operations on the line from Leadville to Wolcott is currently unknown. According to the PUC, there are many barriers and if the line is reactivated, operations would likely take 10+ years for permitting, track repair, etc.
  - Right of Way (ROW) acquisition from the railroad is a long and difficult process. The Town has completed this process before for construction of the Sylvan Lake Road roundabout. This would likely be an arduous three-year process.
  - The Town of Eagle currently has a maintenance agreement that allows for simple landscaping and clean up within the railroad ROW.

GRAND AVENUE: Base Traffic Modeling for the Corridor

- McDowell Engineering has prepared base traffic modeling for the Grand Avenue Corridor. This modelling was based upon:
  - The Town's comprehensive December 2018 traffic data with a seasonal adjustment factor to bring it to a peak traffic month equivalent,
  - Approved development projects within the Town of Eagle and other areas contributory to the Grand Avenue Corridor,
  - Future land use assumptions from the Town's Subarea Plans or Zoning,
  - Additional guidance from the Town of Eagle Community Development Director, Public Works Director, and Town Engineer on parcels not covered by any of the above, or parcels that are considered underdeveloped and may redevelop in the future,
  - (If an area was considered already built out, it was not included in the future growth model as this traffic was captured in our traffic data collection efforts. Only new traffic was reflected in the TAZ analysis.),
  - Gypsum's anticipated growth projections as provided by the Gypsum Community Development Director.

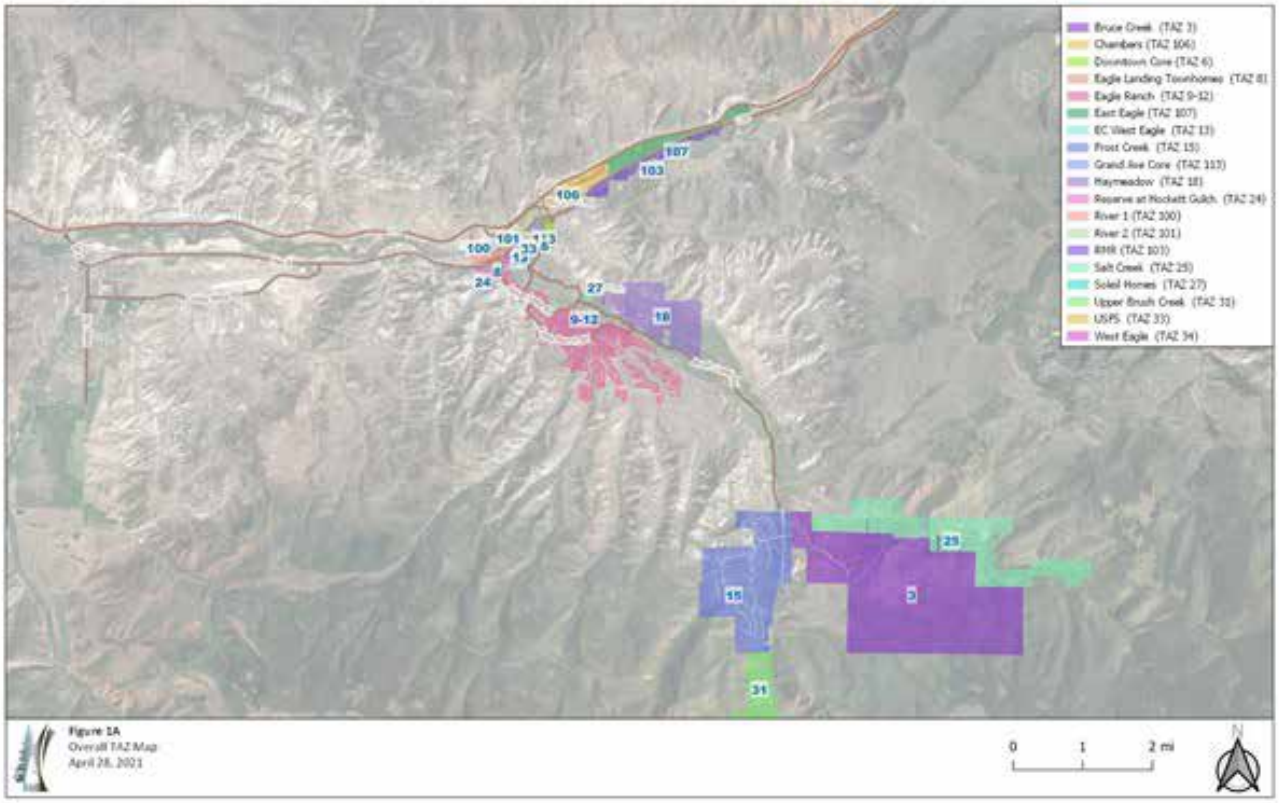


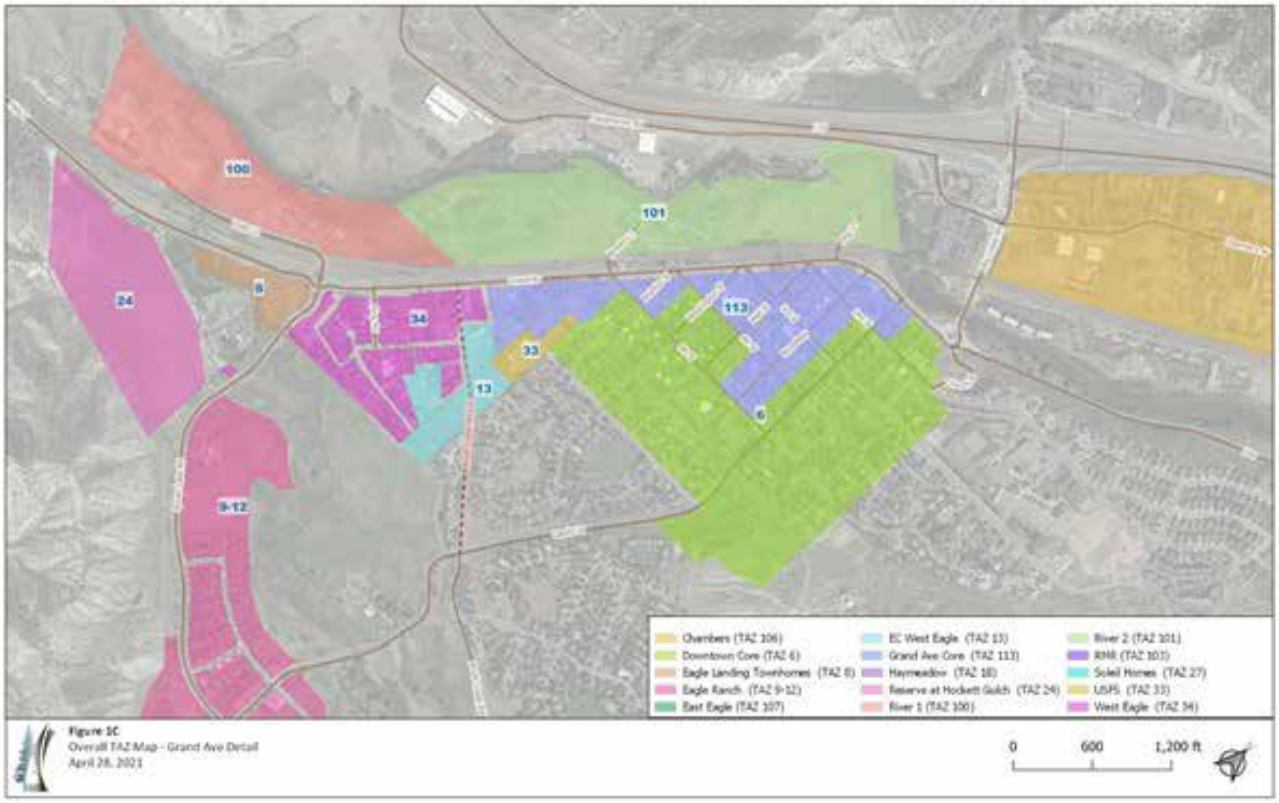
- The traffic model is looking at buildout conditions. The buildout timeframe is dependent upon the economy. This could be anywhere from 20 years to 100+ years.
- Travel demand does not equal vehicle trips. Travel demand can be influenced by multimodal reductions, shared trips to multiple destinations, people working from home, and other means of people choosing to change their travel patterns.



GRAND AVENUE: Base Traffic Modeling for the Corridor

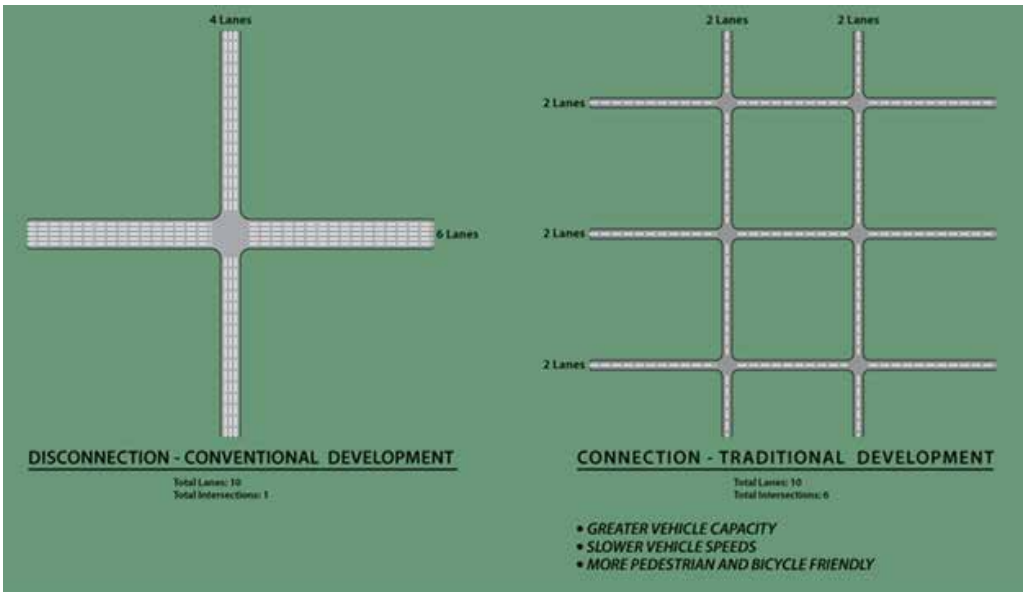
- The Traffic Analysis Zone (TAZ) maps and growth assumptions were vetted with the Town's Community Development Director, Public Works Director, and Town Engineer.

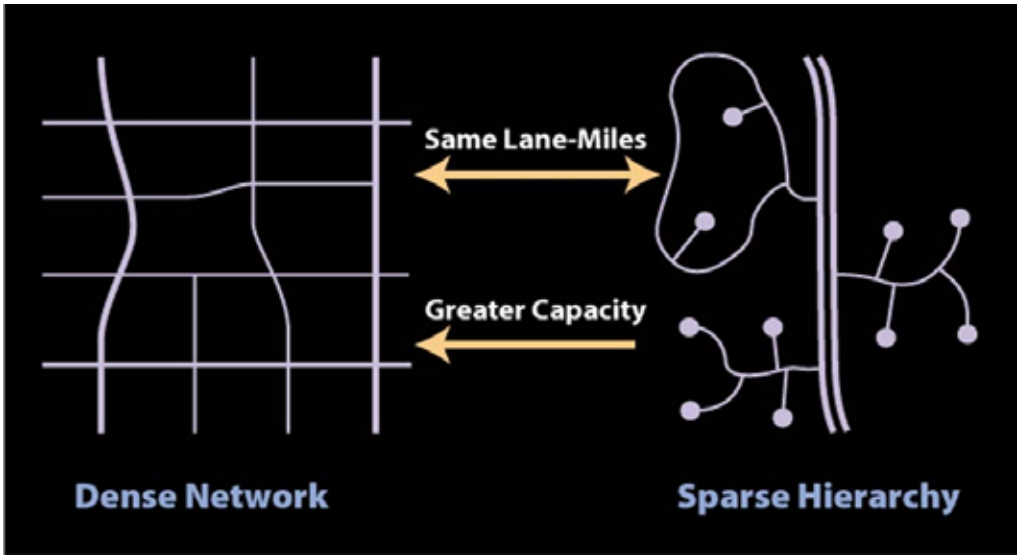


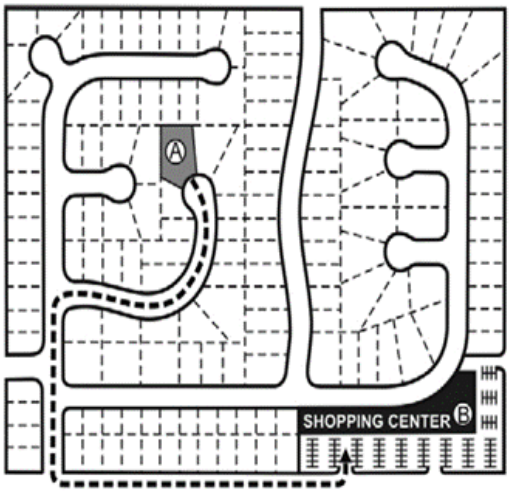


GRAND AVENUE: Roadway Networks and Capacity

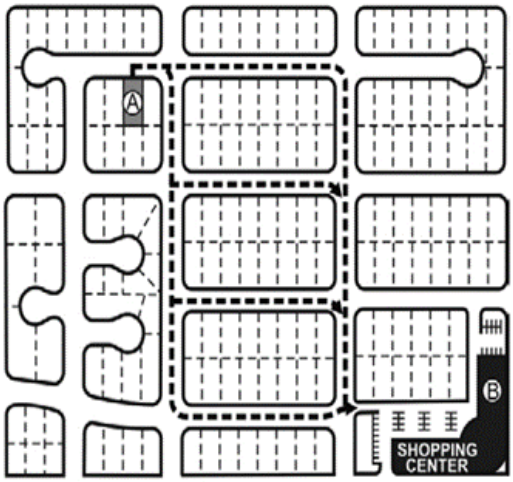
- Network connectivity was discussed with the Stakeholder Group and at Community Outreach Events.
- A well-connected street grid can provide a much higher transportation network capacity that a disconnected system. For example, downtown Eagle has a great gridded street network.
- This gridded street network can also apply to a bigger picture vision for the Town.







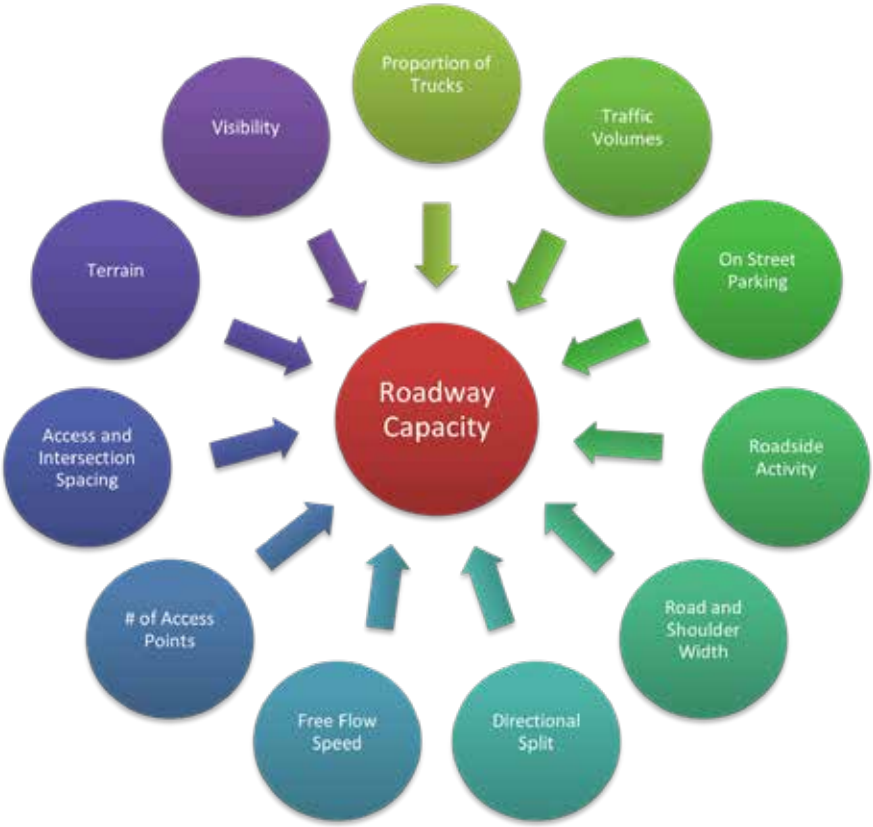
(A) Conventional suburban hierarchical network.



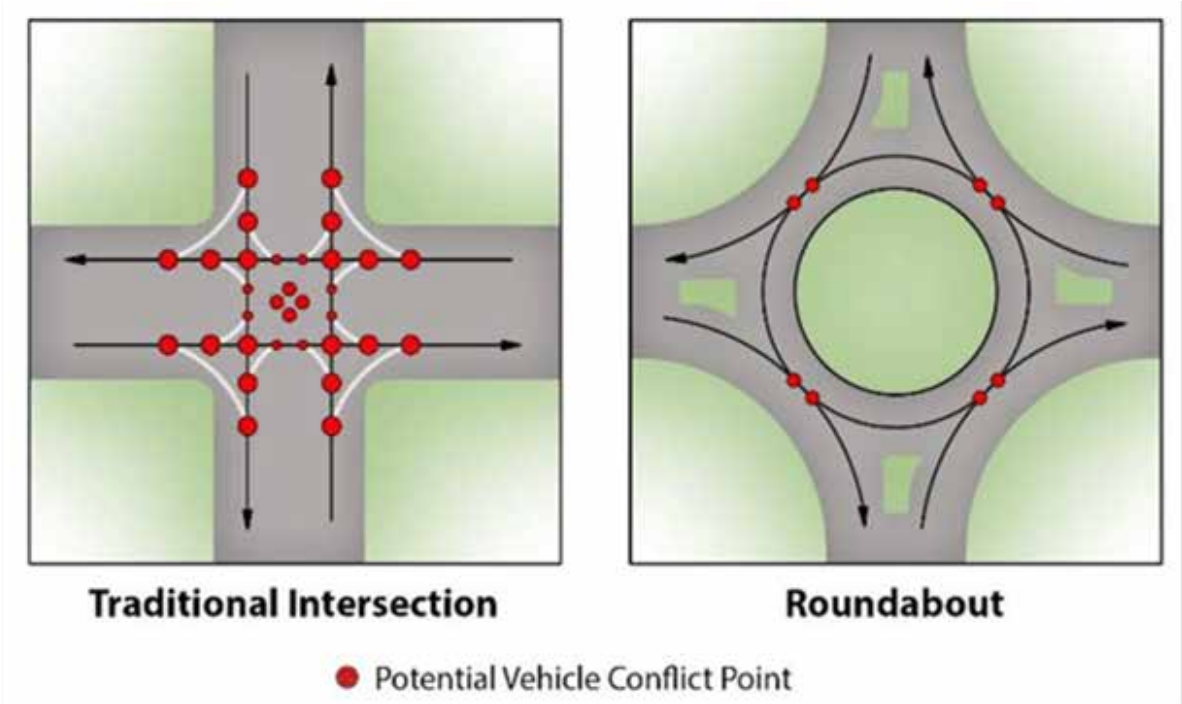
(B) Traditional urban connected network.

GRAND AVENUE: Roadway Networks and Capacity

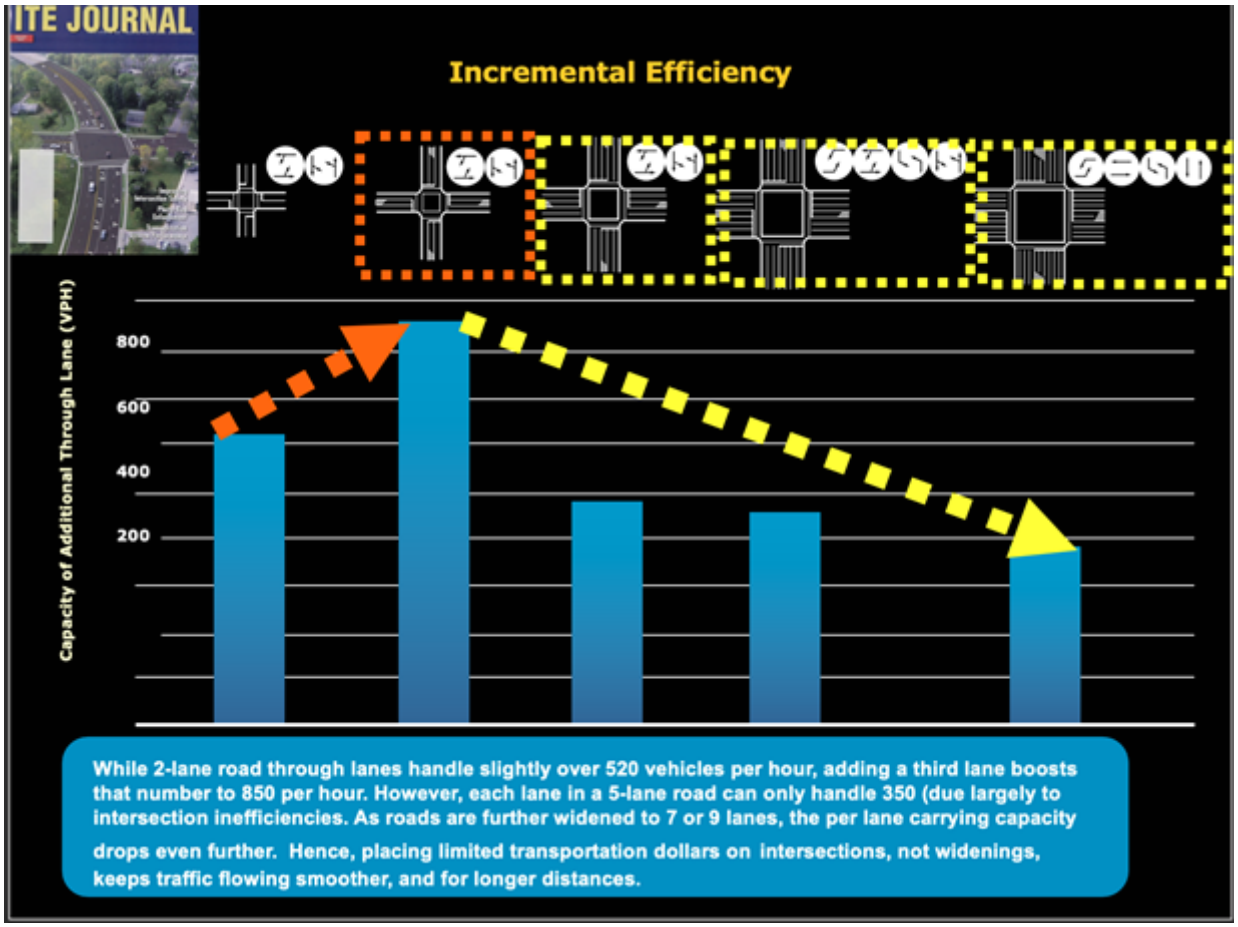
- The capacity of a roadway is based upon a multitude of factors.
- All these factors will need to be considered as we move forward with the Grand Avenue Corridor Plan project.
- Changing any of these factors will result in a change of roadway capacity.
  - Access control has a major impact on the safety and capacity of the corridor.
    - Shared/Consolidated Accesses
    - Restricted Movements at Accesses
    - Alternative Access from Side Streets or Frontage/Backage Roads
    - Use of Roundabouts for Full Turning Movements
  - Many participants of the Walking Audits identified the high speeds and conflicts at 2nd Street through 5th Streets' intersections. The skewed intersection geometry causes transportation and mobility challenges. They suggested that we consider closing some of the smaller connections for safety.



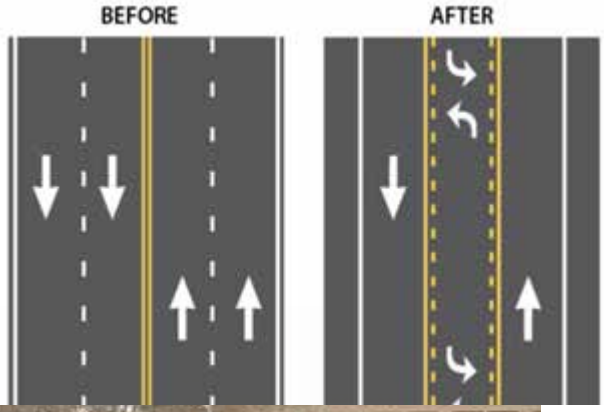
- For example, a roundabout has fewer conflict points, slows traffic, and yet provides a higher capacity than a traditional stop sign controlled or signalized intersection. Roundabouts generally require more ROW at the intersection, but less land along the roadway for turn lanes, etc.



- As a roadway is widened past a three-lane section, the incremental efficiency decreases.
  - A three-lane section allows a separate turn lane for left turning vehicles, allowing mainline traffic to continue past the left turning vehicle that is waiting for a gap in traffic to make their maneuver.
  - A five-lane section (two through lanes in each direction with a center left turn lane) does not return the same capacity per lane mile as a three lane section.



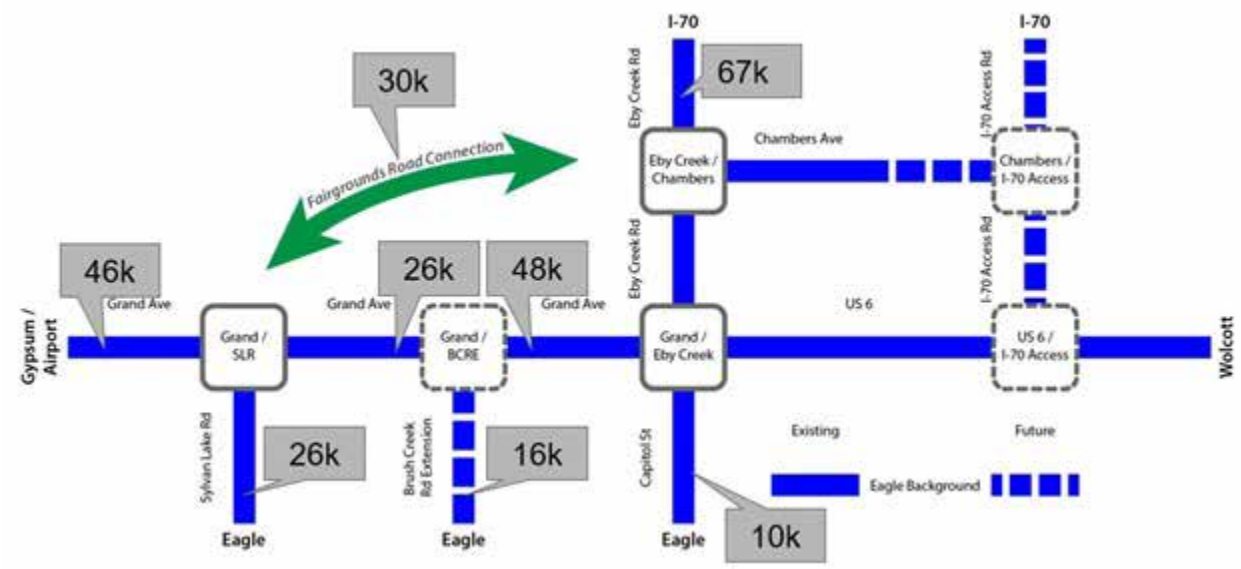
- Many communities have also identified that a wider roadway section leads to less vibrancy on a corridor. Therefore, communities are doing "road diets" or "right-sizing" projects on their streets. This is currently a common trend in the transportation industry. This is an example from New Mexico.
  (Photo Credit: Samantha Lorenz (Thomas))



GRAND AVENUE: Roadway Networks and Capacity

- Providing alternate connectivity for the Grand Avenue Corridor will increase the capacity and redundancy of the Town's transportation network. Several connections and their respective impact on the Grand Avenue corridor have been discussed.
    - Airport Interchange (High impact, high cost)
    - East Eagle Interchange (Low impact, medium cost)
    - Fairgrounds Road connection (High impact, low/medium cost)
    - A Transportation Master Plan would typically guide policy on planned connections.

Buildout Daily Travel Demand (vpd)



Draft Report

Eagle Grand Avenue Corridor Market Study

The Economics of Land Use

Prepared for:
Town of Eagle

Prepared by:
Economic & Planning Systems, Inc.

EPS #203082

May 27, 2021

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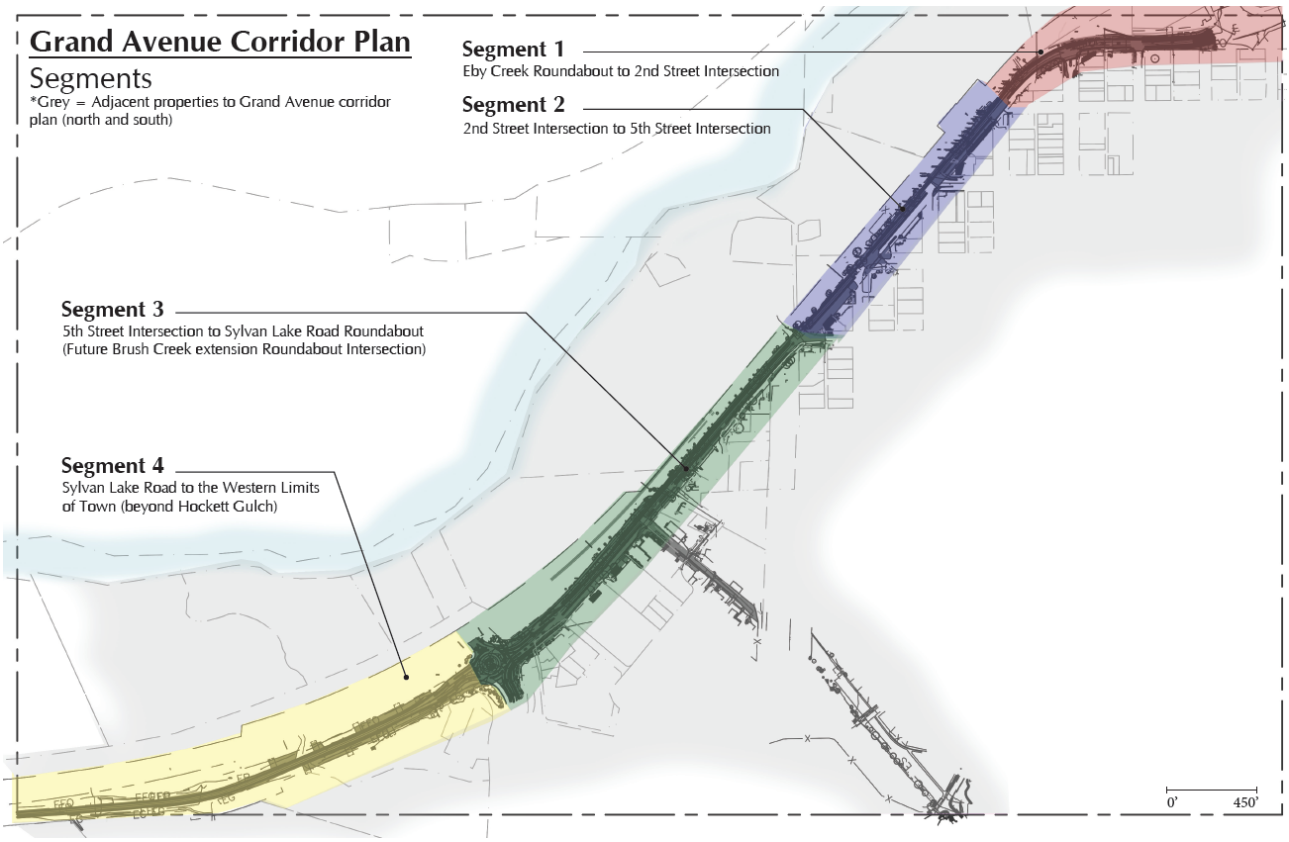
1. Introduction

This report was prepared by Economic & Planning Systems for the Town of Eagle in support of the Grand Avenue Corridor Plan. The Grand Avenue Corridor Plan is a transformational long-range public project along Grand Avenue in the Town of Eagle. The study corridor extends from the Ebby Creek roundabout on the east to the limits of Town on the west, as shown in **Figure 1**. The Corridor Plan aims to improve mobility, establish a strong sense of place and identity, and direct future development along the corridor such that it creates connectivity between major destinations and enables walkability along the corridor and to the downtown commercial core. This report analyzes the demographic, economic, and residential conditions in the Town of Eagle to provide land use recommendations along the corridor that are supported by market conditions.

Figure 1. Grand Avenue Corridor Study Area



Scope of Work

The report is presented in three chapters following the Summary of Findings as follows:

- **Economic and Demographic Framework** – This chapter provides economic and demographic trends affecting development opportunities in Eagle and the larger market area of Eagle County including population and households, demographic characteristics, employment, and commuting patterns.

- **Residential Demand Analysis** – This chapter provides building permit activity and trends in the market area to document the percentage of growth driven by base economic segments and second homes.

- **Residential Supply Analysis** – This chapter provides an overview of the current housing supply in the market area and Eagle through sales data of owner occupied units for various product types.

2. Summary of Findings

The major findings from the Town of Eagle Grand Avenue Corridor Market Study are summarized below. Overall, the Town is in a strong position and can provide policies to help direct employment growth and residential supply.

1. ***Household growth in Eagle has been strong with the presence of permanent residents and homeowners.***
   The Town gained an average of 19 households annually over the past decade, which only includes permanent residents. Additionally, over this time Eagle gained an average of 25 owner occupied units annually while second homeowner units declined by a total of 63 units. The decline in second homes and rental units illustrates a transition towards long-term homeowners.

2. ***The residential market has reached new peaks with a 25 percent price appreciation over the past year and strong prices across all unit types.***
   From 2019 to 2020, the average sale price increased by 25 percent to reach $763,000. The average price over the past 5 years was $665,500. The residential market is extremely strong in Eagle with minimal price differential between new and existing units. Over the past year Eagle experienced the highest sales volume of nearly 200 sales. Additionally, all product types are doing well and in demand. There is flexibility and potential for a variety of housing types along Grand Avenue.

3. ***The employment context is strong in Eagle County and Eagle, with an expansion over the past five years of 175 jobs per year in Town.***
   The county-wide base has now reached 33,500 jobs as of 2018. Annual growth has averaged 3.1 percent over the past five years. The report includes a commuting pattern analysis, which shows a highly integrated employment framework within Eagle County. Among a range of detailed findings, the report shows that 76 percent of residents in Eagle commute out for work, while 84 percent of local job holders commute into Eagle. Within Eagle, the job growth has been strong. Since 2010, jobs have increased by nearly 900 jobs and the current total is approximately 4,600 jobs. Eagle accounts for 14 percent of the countywide job base and recently captured nearly 20 percent of countywide growth, indicating that it is an increasingly important job center for the valley.

4. ***There is demand for 20,000 to 35,000 square feet of office space in Eagle based on an average growth of 12 to 20 office related jobs annually.***
   Of the 175 new jobs annually in Eagle, approximately 12-20 were office related. Eagle gained nearly 100 jobs in Professional and Technical Services since 2010 or an average of 12 jobs per year. Based on an average of 350 square feet per employee, this employment growth results in demand for 20,000 to 35,000 square feet of office space. This supports the option for mixed use development along the corridor and the expanding local workforce.

5. ***Sales tax has been consistently strong in Eagle across most consumer categories and even more so since the collection of out-of-state online sales.***
   In 2020, Eagle had a total of over $6.5 million in sales tax revenue, which is more than double since 2013 with an increase of over $3.6 million. The Wayfair decision went into effect in 2019, which allowed municipalities to collect sales on online purchases even if a business is not located in the state. The average annual growth rate prior to this decision from 2013 to 2018 was 10 percent, and afterwards from 2019 to 2020 it was 15 percent. Sales tax revenue has continually increased in Town and even more so since the collection of additional online sales. The Town of Eagle is a strong economic driver locally and in the County. It is able to benefit from the local, pass-through, and online sales of residents, workers, and visitors.

3. Economic & Demographic Framework

This section provides an overview of the economic and demographic conditions within the Town of Eagle and surrounding Eagle County. Population, households, and employment trends are documented to set the context for the local real estate market.

Population and Household Trends

The Town of Eagle had a population of 7,150 residents in 2020, shown below in **Table 1**. From 2000 to 2010, Eagle nearly doubled in size by gaining a total of 3,124 residents or an average of 312 residents per year, which represents approximately 30 percent of the total growth in Eagle County over this time period. Population growth reduced during the decade from 2010 to 2020 with a total gain of 633 residents or an average of 63 residents per year.

Similarly, Gypsum had considerable amounts of growth from 2000 to 2010 with a total of 2,515 residents or an average of 252 residents per year, which accounts for 24 percent of the total growth in the County over this time. Since 2010, Gypsum gained 637 residents or an average of 63 residents per year to reach a total of 7,128 residents in 2020.

From 2010 to 2020, the Town of Eagle and Gypsum each accounted for approximately 10 percent of countywide population growth. Currently, the Town of Eagle accounts for approximately 12 percent of the total 58,747 Eagle County residents. Over the past decade Eagle County gained 6,550 residents or an average of 655 residents per year, which is an annual growth rate of 1.2 percent.

In 2020, the Town of Eagle had a total of 2,272 permanent households, not including second homeowners. Eagle gained 185 households since 2010 or an average of 19 households per year. The represents 8 percent of the total household growth in Eagle County. From 2010 to 2020, Eagle County gained 2,256 households, an average of 225 households per year to reach a total of 21,492 households in 2020.

Table 1. Eagle County Population and Households, 2000-2020

Description	2000	2010	2020	2000-2010 Total	2000-2010 Ann. #	2000-2010 Ann. %	2010-2020 Total	2010-2020 Ann. #	2010-2020 Ann. %
Population									
Town of Eagle	3,393	6,517	7,150	3,124	312	6.7%	633	63	0.9%
Avon	5,700	6,447	7,083	747	75	1.2%	636	64	0.9%
Basalt	2,496	2,916	3,471	420	42	1.6%	554	55	1.8%
Edwards	8,220	10,266	11,376	2,046	205	2.2%	1,110	111	1.0%
Gypsum	3,976	6,491	7,128	2,515	252	5.0%	637	64	0.9%
Minturn	1,082	1,027	1,120	-55	-6	-0.5%	93	9	0.9%
Red Cliff	281	267	291	-14	-1	-0.5%	24	2	0.9%
Vail	4,703	5,305	6,077	602	60	1.2%	772	77	1.4%
Unincorporated	11,808	12,961	15,051	1,153	115	0.9%	2,091	209	1.5%
Eagle County	**41,659**	**52,197**	**58,747**	**10,538**	**1,054**	**2.3%**	**6,550**	**655**	**1.2%**
Eagle as % of County	*8.1%*	*12.5%*	*12.2%*						
Households									
Town of Eagle	1,159	2,187	2,372	1,028	103	6.6%	185	19	0.8%
Avon	1,955	2,321	2,520	366	37	1.7%	199	20	0.8%
Basalt	987	1,205	1,442	218	22	2.0%	237	24	1.8%
Edwards	2,838	3,642	3,974	804	80	2.5%	332	33	0.9%
Gypsum	1,272	2,014	2,187	742	74	4.7%	173	17	0.8%
Minturn	398	420	457	22	2	0.5%	37	4	0.8%
Red Cliff	111	117	127	6	1	0.5%	10	1	0.8%
Vail	2,242	2,604	2,974	362	36	1.5%	370	37	1.3%
Unincorporated	4,186	4,726	5,439	540	54	1.2%	713	71	1.4%
Eagle County	**15,148**	**19,236**	**21,492**	**4,088**	**409**	**2.4%**	**2,256**	**226**	**1.1%**
Eagle as % of County	*7.7%*	*11.4%*	*11.0%*						

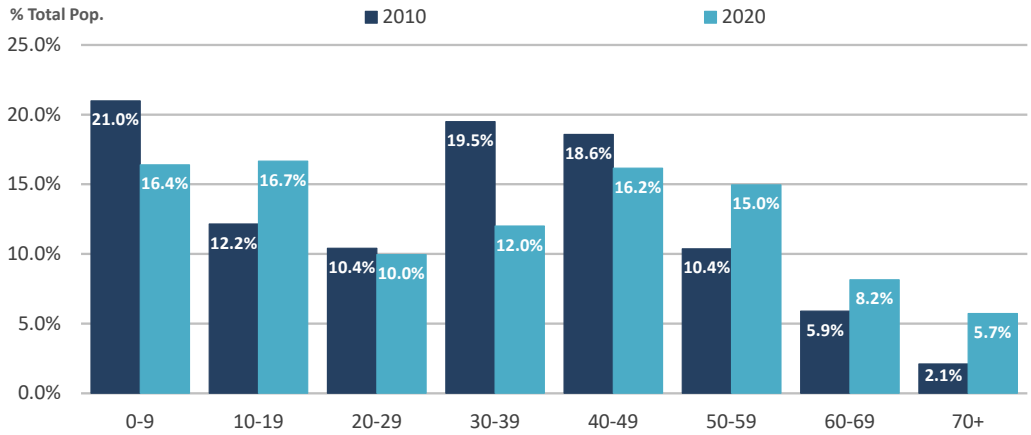
Source: U.S. Census; ESRI Business Analyst; Economic & Planning Systems

From 2010 to 2020, the Town of Eagle shifted to a relatively older demographic with 14 percent of residents aged 60 and older and 15 percent of the population between ages 50 and 59, as shown in **Figure 2**. Over this timeframe, children aged 9 and younger declined by 4.6 percent, while ages 10 to 19 increased by 4.5 percent. The Town continues to have a strong presence of families, notwithstanding the recent decline in the number of younger children.

In 2020, the Town and Eagle County both had a median age of 36 years old, although the age distributions vary. The most significant contrast is the number of young professionals, ages 20 to 29. In the County this age group accounts for 15 percent of the total population, while in the Town it only accounts for 10 percent of the population, as show in **Figure 3**.

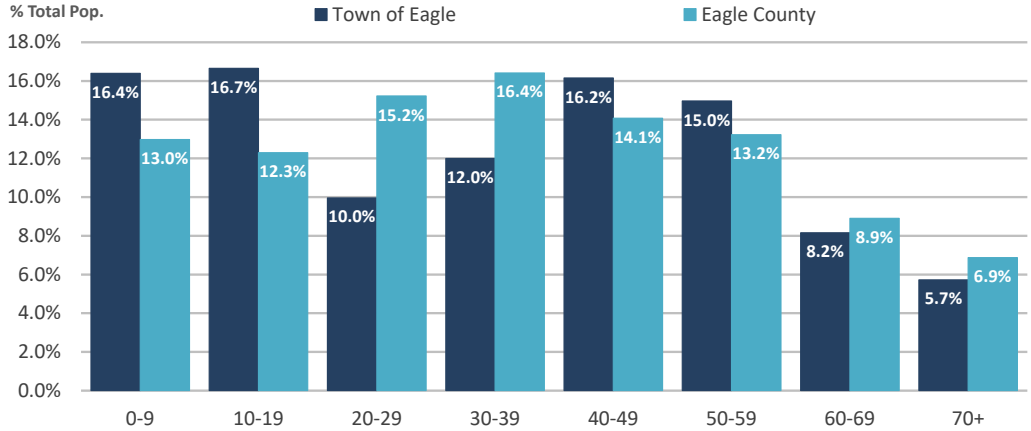
The Town has a larger proportion of children, 19 years old and younger, and adults, ages 40 to 59, compared to the County. This represents the large number of families in the Town of Eagle and the composition which includes a solid base of permanent and long-time residents. Other areas of the County, such as resort communities, have higher levels of seasonal workers, which tends to be young adults who work in the service industries that support the resort.

Figure 2. Town of Eagle Age Distribution, 2010-2020



Source: U.S. Census; ESRI Business Analyst; Economic & Planning Systems

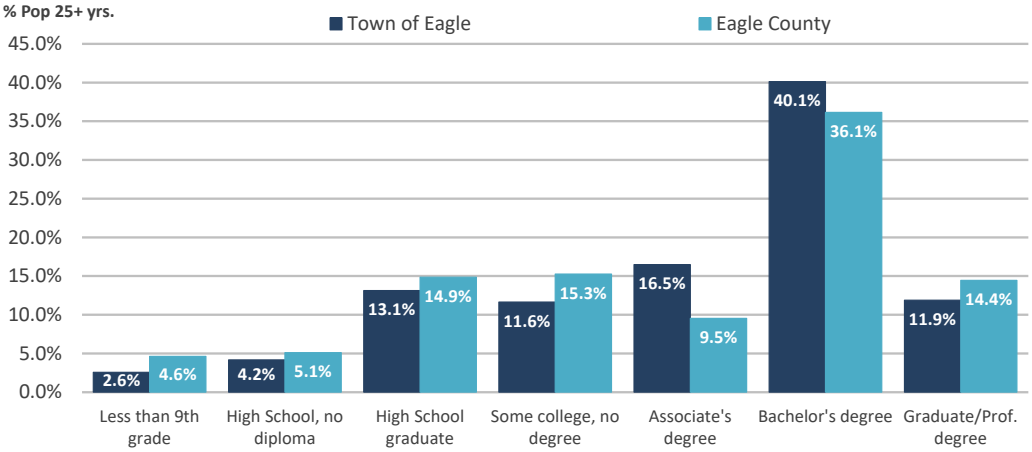
Figure 3. Age Distribution, 2020



Source: U.S. Census; ESRI Business Analyst; Economic & Planning Systems

The Town and County have a similar educational attainment distribution of the population 25 years and older, shown in **Figure 4**. The Town had slightly higher educational attainment than the County with 69 percent of residents achieved either an Associates, Bachelor's, Graduate, or Professional degree compared to 60 percent in the County. A small portion of residents in the Town, 6.7 percent, and County, 9.7 percent, have not graduated High School.

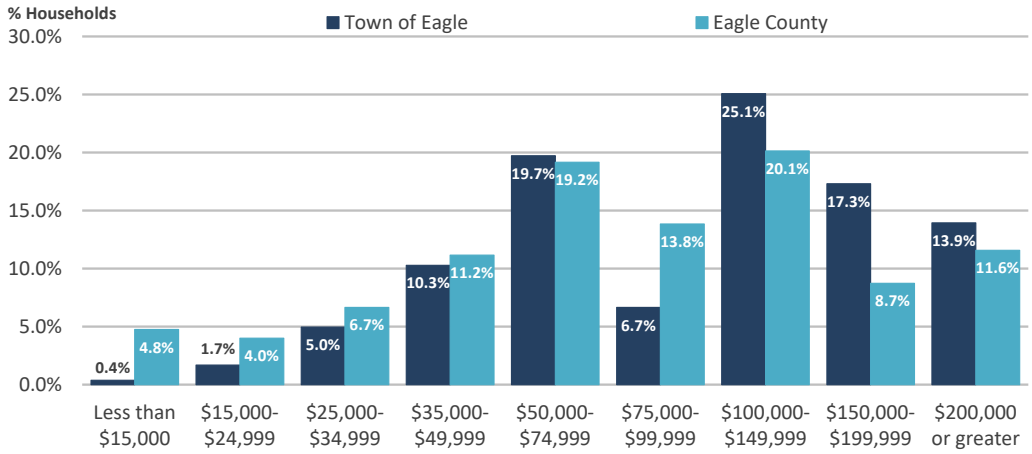
Figure 4. Educational Attainment, 2020



Source: ESRI Business Analyst; Economic & Planning Systems

In 2020, the median household income in Eagle County was $81,200 and in the Town of Eagle it was $108,500, which was the highest countywide. The Town of Eagle and Eagle County household income distribution is shown below in **Figure 5**. The Town had 56.3 percent of households with an income of $100,000 or more and only 2.1 percent with household incomes below $25,000. In Eagle County, 40.4 percent of households had an income of $100,000 or more and 8.8 percent with a household income below $25,000.

Figure 5. Household Income Distribution, 2020



Source: ESRI Business Analyst; Economic & Planning Systems

Housing Trends

Housing growth in the Town of Eagle and Eagle County has slowed over the most recent decade, compared to the decade from 2000 to 2010. In 2020, the Town of Eagle had a total of 2,543 housing units, of which 6.7 percent were seasonal/recreational units (second homeowners), shown in **Table 2**. From 2010 to 2020, Eagle increased by a total of 122 units or an average of 12 housing units per year. Owner occupied units increased the most with a total of 249 units or an average of 25 units per year. Renter occupied units and seasonal/recreational units each declined by a total of 63 units or an average of 6 units per year.

Eagle County had a total of 33,909 housing units as of 2020, of which 36.6 percent were seasonal/recreational units (second homeowners). From 2010 to 2020, Eagle County gained 2,597 housing units or an average of 260 units per year. Owner occupied units increased by 2,405 units or an average of 241 units per year. Renter occupied units declined over this time period by a total of 149 units or an average of 15 units per year. While seasonal and recreational units increased by 341 units or an average of 34 units per year. The decline in renter units in the Town and County is likely due to units changing ownership to homeowners as well as second homeowners who use the unit seasonally. The most significant data point in the table below is the decrease in seasonal housing units within the Town to Eagle, indicating that the desirability of the community draws full-time residents.

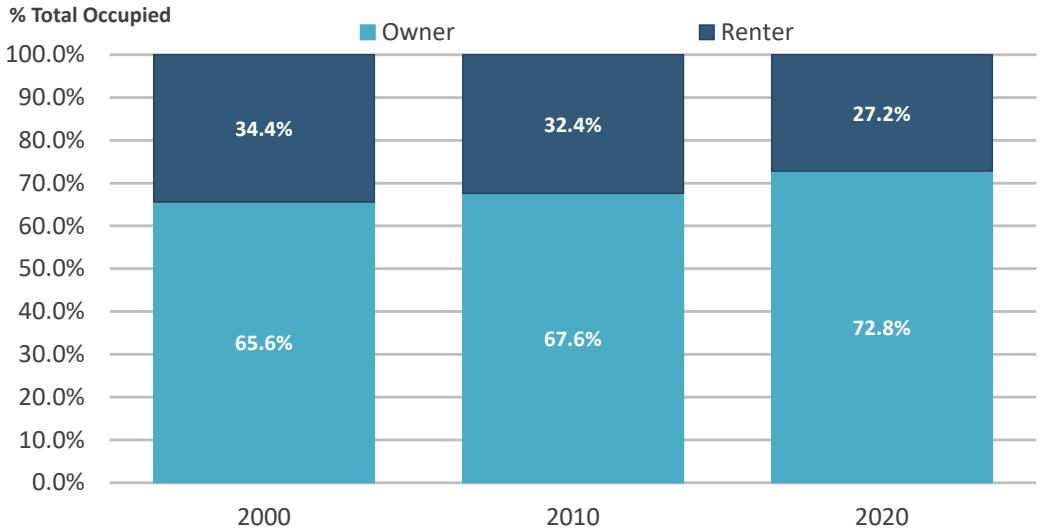
Table 2. Housing Units by Occupancy, 2000-2020

				2000-2010			2010-2020		
Description	2000	2010	2020	Total	Ann. #	Ann. %	Total	Ann. #	Ann. %
Town of Eagle									
Owner	760	1,479	1,728	719	72	6.9%	249	25	1.6%
Renter	399	708	645	309	31	5.9%	-63	-6	-0.9%
Seasonal/Rec	83	234	171	151	15	10.9%	-63	-6	-3.1%
Total	**1,242**	**2,421**	**2,543**	**1,179**	**118**	**6.9%**	**122**	**12**	**0.5%**
Eagle County									
Owner	9,649	12,343	14,748	2,694	269	2.5%	2,405	241	1.8%
Renter	5,499	6,893	6,744	1,394	139	2.3%	-149	-15	-0.2%
Seasonal/Rec	6,963	12,076	12,417	5,113	511	5.7%	341	34	0.3%
Total	**22,111**	**31,312**	**33,909**	**9,201**	**920**	**3.5%**	**2,597**	**260**	**0.8%**

Source: U.S. Census; ESRI Business Analyst; Economic & Planning Systems

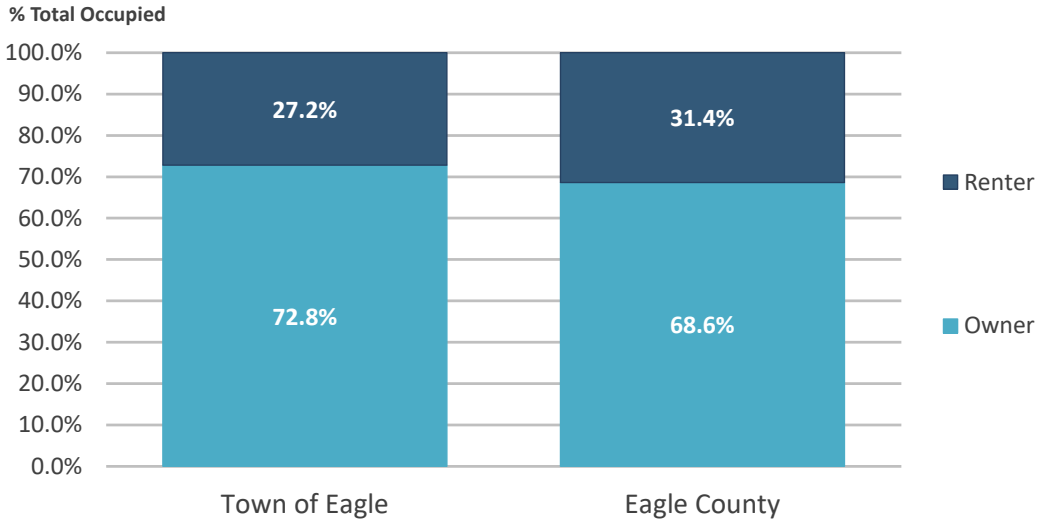
Homeownership in the Town of Eagle is strong and has increased over the past two decades. Since 2000, owner occupied units increased by 7.2 percentage points from 65.6 percent to 72.8 percent, shown in **Figure 6**. Over this time renter occupied units declined from 34.4 percent to 27.2 percent. The Town has a higher rate of homeownership compared to the County, which is 68.6 percent homeowners, shown in **Figure 7**. Similarly, the County has a larger percentage of renter occupied units than the Town at 31.4 percent. The data indicate a lack of diversity of housing within the Town of Eagle. While not the focus of this report, the reduction of rental housing is likely an indication of a reduction in the units that address the needs of an important segment of any community, including Eagle.

Figure 6. Town of Eagle Housing Tenure, 2000-2020



Source: U.S. Census; Esri Business Analyst; Economic & Planning Systems

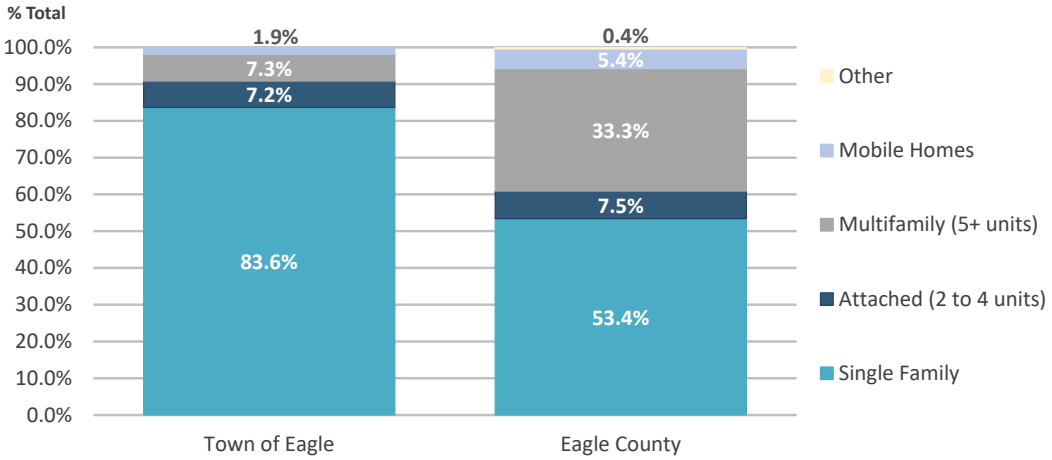
Figure 7. Comparison of Housing Tenure, Town of Eagle and Eagle County, 2020



Source: U.S. Census; ESRI Business analyst; Economic & Planning Systems

Single family housing units are the most common housing type available in Eagle and Eagle County, representing 83.6 percent in Eagle and 53.4 percent in Eagle County, as shown in **Figure 8**. Additionally, 7.2 percent of the Town's inventory are attached housing with 2 to 4 units, 7.3 percent is multifamily housing with 4 or more units, and 1.9 percent is mobile homes. In Eagle County, the overall residential inventory is more diverse compared to the Town of Eagle. The County's inventory includes 7.5 percent attached housing with 2 to 4 units, 33.3 percent multifamily with 5 or more units, 5.4 percent is mobile homes, and 0.4 percent is other, which includes RVs and vans.

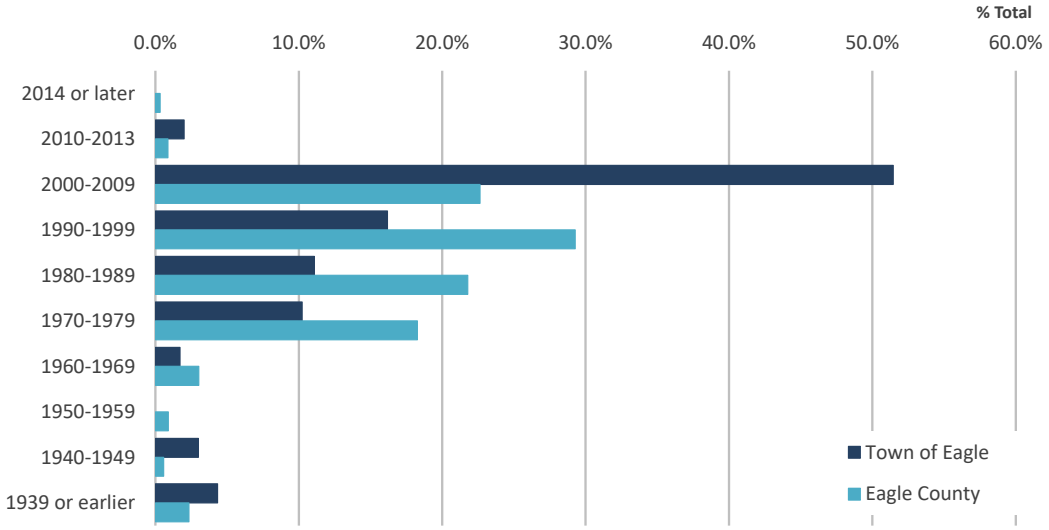
Figure 8. Housing Unit by Structure Type, 2018



Source: U.S. Census; Economic & Planning Systems

The housing inventory is shown by year built for Eagle and Eagle County below in **Figure 9**. The majority, 51.5 percent, of the units in Eagle were built between 2000 and 2009. This is largely representative of Eagle Ranch development. From 2010 to 2018, there was minimal development in Eagle with only 42 units or 2.0 percent of the total inventory. Eagle County had the majority of housing constructed between 1970 and 2009 with 18.3 percent built in the 1970s, 21.8 percent build in the 1980s, 29.3 percent built in 1990s, and 22.6 percent built in 2000s. From 2010 to 2018, Eagle County had 387 units constructed representing 1.2 percent of the total inventory.

Figure 9. Housing by Year Built, 2018



Source: U.S. Census; Economic & Planning Systems

Employment Trends

Eagle County gained 4,700 jobs from 2013 to 2018 reaching a total of nearly 33,500 jobs countywide, as shown in **Table 3**. The annual growth rate averaged 3.1 percent in the County over this timeframe. Many of these jobs are located up valley in Avon, which has 9,500 jobs, and in Vail with 8,400 jobs. Eagle had strong job growth over this 5-year period gaining 873 jobs, which represents 19 percent of the countywide growth, indicating it is an increasingly important job center in the County.

Table 3. Employment by Jurisdiction, 2013-2018

							2013-2018		
Employment	2013	2014	2015	2016	2017	2018	Total	Ann. #	Ann. %
Town of Eagle	3,729	4,013	4,187	4,381	4,520	4,602	873	175	4.3%
Gypsum	1,726	1,880	2,025	2,110	2,205	2,477	751	150	7.5%
Avon	8,077	8,516	8,927	9,111	9,202	9,457	1,380	276	3.2%
Edwards	3,068	3,223	3,361	3,434	3,428	3,510	441	88	2.7%
Vail	7,714	7,823	8,039	7,982	8,039	8,416	702	140	1.8%
Eagle County	**28,768**	**29,748**	**31,008**	**31,700**	**32,403**	**33,474**	**4,706**	**941**	**3.1%**

Source: QCEW; Economic & Planning Systems

Since 2010, the Town of Eagle has gained nearly 865 jobs or an average of 108 jobs each year to reach a total of 4,597 jobs, shown in **Table 4**. Eagle accounts for approximately 14 percent of the total employment in Eagle County. Nearly all industries have seen employment growth over this time period. Industries sectors with the largest employment growth were Construction with 365 jobs (42 percent of total job growth), Professional and Technical Services with 97 jobs (11 percent), Health Care with 95 jobs (11 percent), Public Administration with 86 jobs (10 percent), and Retail Trade with 69 jobs (8 percent), as shown in **Figure 10**.

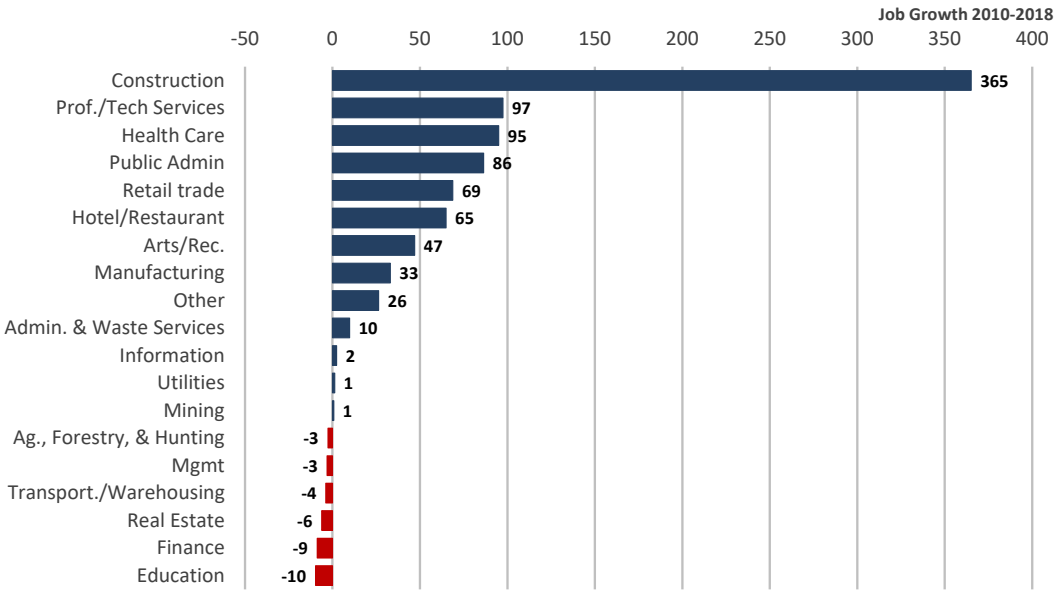
The job growth in Professional and Technical Services and Public Administration illustrate growth in office jobs, which could translate into demand for future office development. Based on job growth from 2013 to 2018, Eagle gained an average of 175 jobs per year, of which approximately 12 to 20 of those jobs were office related. Based on an average of 350 square feet per employee, this employment growth results in demand for 20,000 to 35,000 square feet of office space.

Table 4. Town of Eagle Employment by Industry, 2010-2018

Industry	2010	2018	2010-2018 Total	2010-2018 Ann. #	2010-2018 Ann. %
Ag., Forestry, & Hunting	16	13	-3	0	-2.2%
Mining	0	1	1	0	---
Utilities	7	8	1	0	2.1%
Construction	485	850	365	46	7.3%
Manufacturing	31	64	33	4	9.6%
Retail trade	338	406	69	9	2.3%
Transport./Warehousing	52	48	-4	0	-0.9%
Information	73	75	2	0	0.4%
Finance	91	83	-9	-1	-1.2%
Real Estate	88	81	-6	-1	-0.9%
Prof./Tech Services	128	225	97	12	7.3%
Mgmt	11	8	-3	0	-4.0%
Admin. & Waste Services	228	238	10	1	0.5%
Education	992	982	-10	-1	-0.1%
Health Care	138	233	95	12	6.8%
Arts/Rec.	94	141	47	6	5.2%
Hotel/Restaurant	332	397	65	8	2.3%
Other	107	133	26	3	2.8%
Public Admin	523	609	86	11	1.9%
Total	**3,732**	**4,597**	**865**	**108**	**2.6%**

Source: QCEW; Economic & Planning Systems

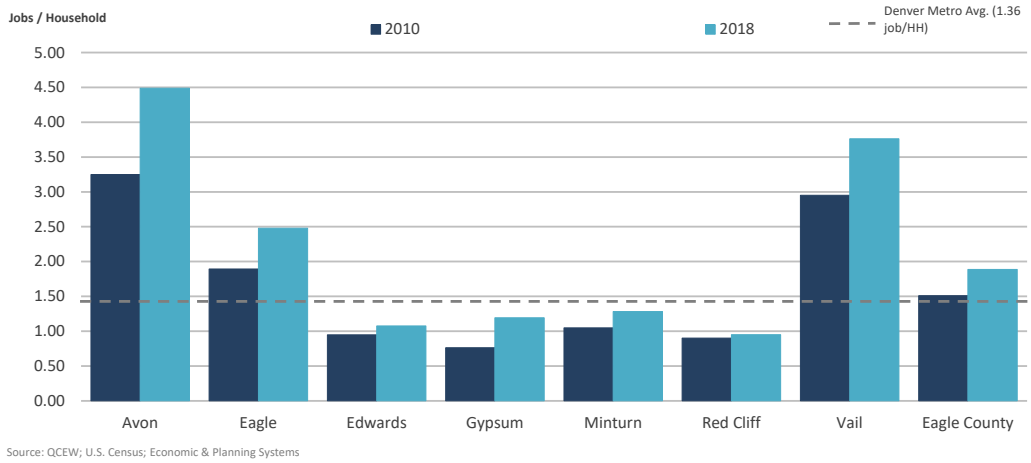
Figure 10. Town of Eagle Employment Growth by Industry, 2010-2018



Source: QCEW; Economic & Planning Systems

The jobs to household ratio compares the total jobs in an area to the number of households. In Denver Metro, the average jobs per household is 1.36, shown as the dashed line for comparison in **Figure 11**. From 2010 to 2018, the jobs to household ratio increased in each jurisdiction. The largest ratios are in Avon and Vail with 4.49 and 3.76, respectively. Eagle had a lower ratio of 2.48 while the average for Eagle County was 1.89 jobs per household.

Figure 11. Jobs to Household Ratio, 2010-2018



Sales Tax

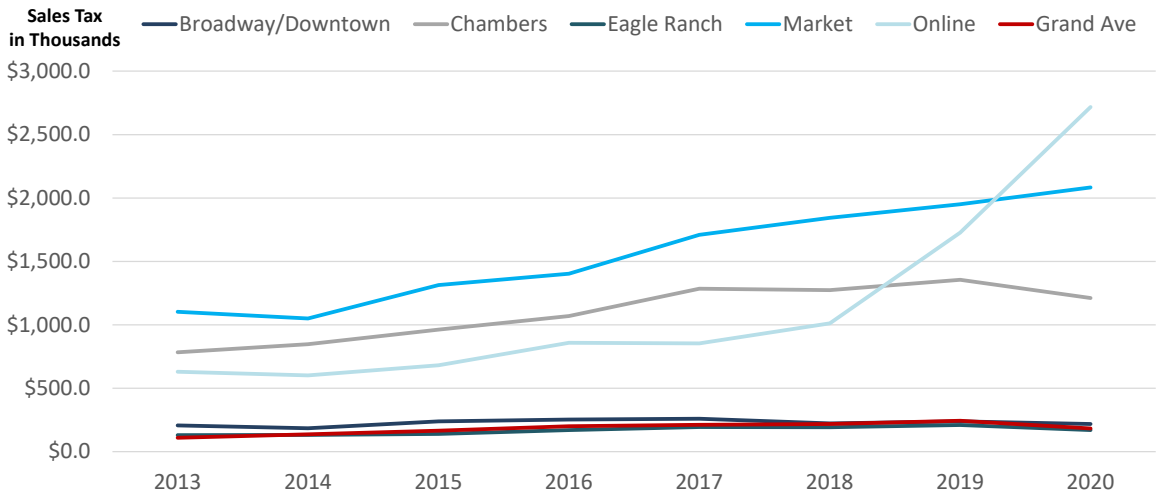
In 2020, the Town of Eagle had over $6.5 million sales tax revenue, the highest it's been over the past 8 years, shown in **Table 5**. The higher sales tax revenue in 2019 and 2020 are partially due to the increased revenue from online sales from the Wayfair decision in 2018. The Wayfair decision allowed states and municipalities to collect sales tax on goods purchased online. Since 2013, sales tax more than doubled with an increase of $3.6 million or an average of $517,000 per year. The Grand Avenue Corridor collected $182,600 in 2020, which was one of the lowest earning areas in the Town of Eagle, second to Eagle Ranch. This past year sales tax revenue was down along Grand Avenue, accounting for 2.8 percent of the town wide sales tax. The previous years, from 2016 to 2019, the corridor performed better with an average of $218,900 per year or 4.7 percent of the Town's sales tax. The largest earning areas in Eagle, excluding online sales, were Market with $2.0 million and Chambers with $1.2 million, shown in **Figure 12**. Both of these areas are located adjacent to I-70 and offer highway related services with gas stations, restaurants, and hotels.

Table 5. Town of Eagle Sales Tax in Thousands, 2013-2020

Description	2013	2014	2015	2016	2017	2018	2019	2020	2013-2020 Total	2013-2020 Ann. #	2013-2020 Ann. %
Grand Ave	$109.9	$136.6	$166.2	$200.9	$212.5	$218.9	$243.4	$182.6	$72.6	$10.4	7.5%
Broadway/Downtown	$207.8	$184.9	$238.6	$254.3	$260.8	$222.7	$239.5	$218.8	$11.1	$1.6	0.7%
Chambers	$784.5	$847.9	$962.5	$1,069.5	$1,285.3	$1,274.2	$1,354.7	$1,212.3	$427.8	$61.1	6.4%
Eagle Ranch	$129.9	$132.2	$139.7	$170.3	$195.0	$192.2	$210.9	$170.5	$40.5	$5.8	4.0%
Market	$1,103.0	$1,049.6	$1,313.1	$1,403.5	$1,710.2	$1,843.3	$1,951.3	$2,083.2	$980.2	$140.0	9.5%
Online	$630.7	$601.1	$681.0	$858.9	$854.2	$1,011.9	$1,727.6	$2,717.6	$2,086.9	$298.1	23.2%
Total	**$2,965.8**	**$2,957.3**	**$3,501.1**	**$3,957.5**	**$4,518.0**	**$4,763.3**	**$5,727.3**	**$6,584.9**	**$3,619.1**	**$517.0**	**12.1%**

Source: Town of Eagle; Economic & Planning Systems

Figure 12. Town of Eagle Sales Tax by Location, 2013-2020



Source: Town of Eagle; Economic & Planning Systems

In 2020, the Town of Eagle performed well in terms of sales tax revenue, despite the pandemic. The only sales categories that declined from 2019 were auto, bar/restaurant, and lodging. Retail increased the most over this time due to the increased internet sales. In 2020, retail accounted for the largest portion of sales with $2.2 million or 34.2 percent followed by food with $1.6 million or 25.4 percent and bar/restaurant with $775,300 or 11.8 percent, shown in **Table 6**.

Table 6. Town of Eagle Sales Tax by Type in Thousands, 2013-2020

									2013-2020		
Description	2013	2014	2015	2016	2017	2018	2019	2020	Total	Ann. #	Ann. %
Auto	$55.5	$66.9	$70.3	$82.8	$99.1	$107.3	$111.0	$106.8	$51.4	$7.3	9.8%
Bar/Restaurant	$524.3	$565.1	$641.4	$677.4	$753.6	$774.7	$891.5	$775.3	$251.0	$35.9	5.7%
Building	$141.5	$143.5	$181.0	$226.2	$326.0	$308.0	$371.6	$491.6	$350.0	$50.0	19.5%
Food	$878.7	$813.7	$1,052.4	$1,075.3	$1,338.7	$1,429.9	$1,518.7	$1,670.1	$791.4	$113.1	9.6%
Liquor	$135.6	$137.7	$157.4	$201.3	$233.4	$251.7	$261.3	$283.6	$148.0	$21.1	11.1%
Lodging	$201.7	$213.0	$255.3	$313.0	$340.5	$360.1	$347.2	$196.7	-$5.0	-$0.7	-0.4%
Misc.	$149.8	$110.4	$135.7	$204.0	$230.7	$274.5	$304.3	$347.9	$198.1	$28.3	12.8%
Retail	$466.3	$474.1	$593.5	$735.6	$734.1	$790.6	$1,476.7	$2,255.1	$1,788.7	$255.5	25.3%
Utility	$412.4	$427.8	$414.1	$441.9	$462.0	$466.4	$445.0	$457.9	$45.5	$6.5	1.5%
Total	**$2,965.8**	**$2,957.3**	**$3,501.1**	**$3,957.5**	**$4,518.0**	**$4,763.3**	**$5,727.3**	**$6,584.9**	**$3,619.1**	**$517.0**	**12.1%**

Source: Town of Eagle; Economic & Planning Systems

Commuting Patterns

Out-Commuting

The number of residents who commute from Eagle to other areas for work is shown below in **Figure 13** along with the population and median household income for each jurisdiction. Overall, 76 percent of Eagle residents work in areas outside of Eagle. Many commute up valley with 12 percent commuting to Vail for work, 11 percent to Avon, and 7 percent to Edwards. A smaller portion commute down valley from Eagle with 7 percent commuting to Gypsum. Additionally, 24 percent of residents also work in Eagle, shown in **Table 7**. From 2010 to 2018, this portion of residents who live and work in Eagle increased by 6.8 percentage points.

Figure 13. Eagle Residents Out-Commuting: Destination & Median Household Income

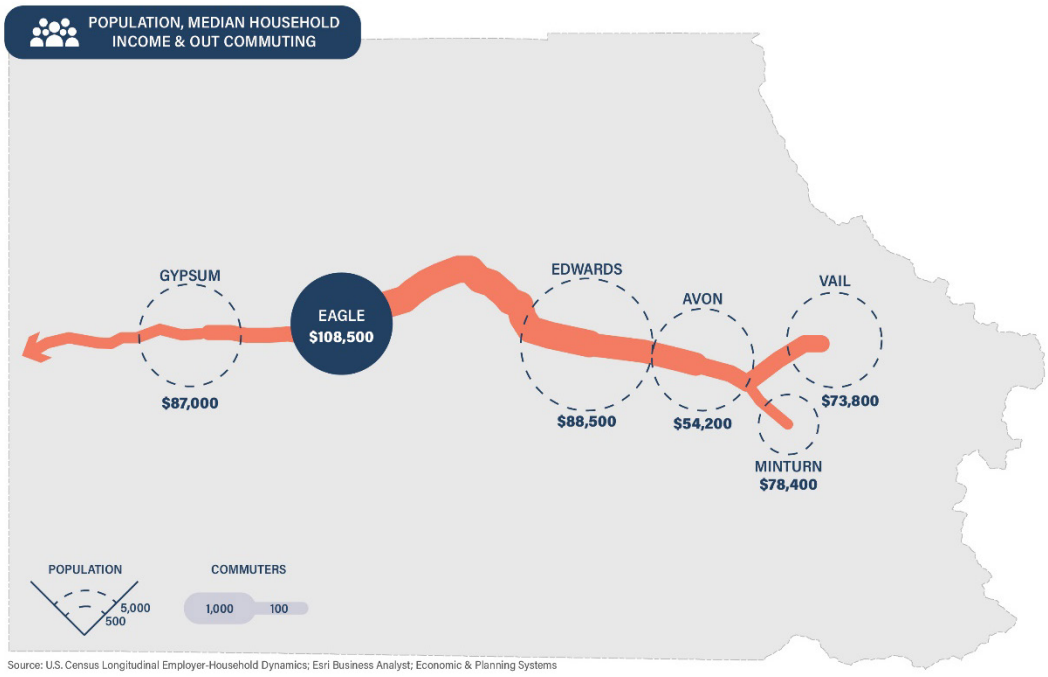


Table 7. Town of Eagle Out-Commuting, 2002-2018

Commuting	2002	2010	2018	2002-2018 Total	2002-2018 Ann. #	2002-2018 Ann. %
Eagle Residents						
Work in Eagle	131	313	598	467	29	10.0%
Out-Commuters	540	1,570	1,952	1,412	88	8.4%
Total Residents	**671**	**1,883**	**2,550**	**1,879**	**117**	**8.7%**
Work in Eagle	19.5%	16.6%	23.5%			
Out-Commuters	80.5%	83.4%	76.5%			
Total Residents	**100.0%**	**100.0%**	**100.0%**			

Source: LEHD; Economic & Planning Systems

In-Commuting

The number of employees who commute into Eagle from other areas is shown in **Figure 14** along with the total employment and average annual wages for each jurisdiction. Overall, approximately 84 percent of Eagle's employees live outside of Gypsum and commute in for work. Many workers commute from down valley with 13 percent commuting from Gypsum, 3 percent from Dotsero, and 3 percent from Glenwood Springs. From up valley, about 7 percent commute from Edwards and 4 percent commute from Vail to Eagle for work. Additionally, approximately 16 percent of workers live in Eagle, shown below in **Table 8**. From 2010 to 2018, the portion of workers who live in Eagle increased by 5.5 percentage points.

Figure 14. Eagle Workers In-Commuting: Home Location & Avg. Wages

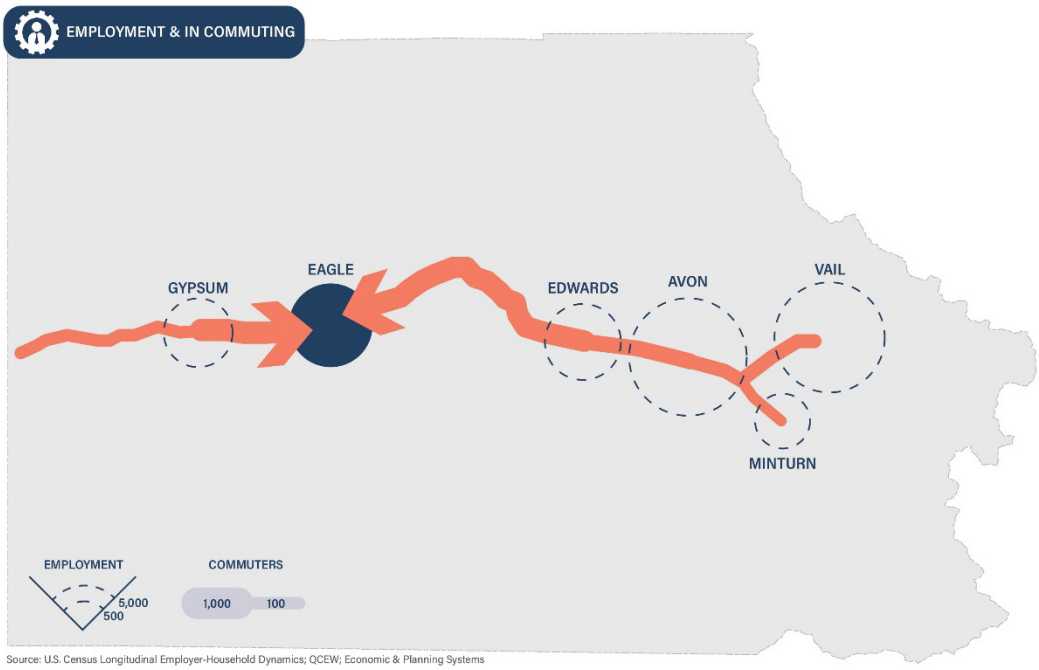


Table 8. Town of Eagle In-Commuting, 2002-2018

Commuting	2002	2010	2018	2002-2018 Total	2002-2018 Ann. #	2002-2018 Ann. %
Eagle Workers						
Live in Eagle	131	313	598	467	29	10.0%
In-Commuters	2,379	2,717	3,169	790	49	1.8%
Total Workers	**2,510**	**3,030**	**3,767**	**1,257**	**79**	**2.6%**
Live in Eagle	5.2%	10.3%	15.9%			
In-Commuters	94.8%	89.7%	84.1%			
Total Workers	**100.0%**	**100.0%**	**100.0%**			

Source: LEHD; Economic & Planning Systems

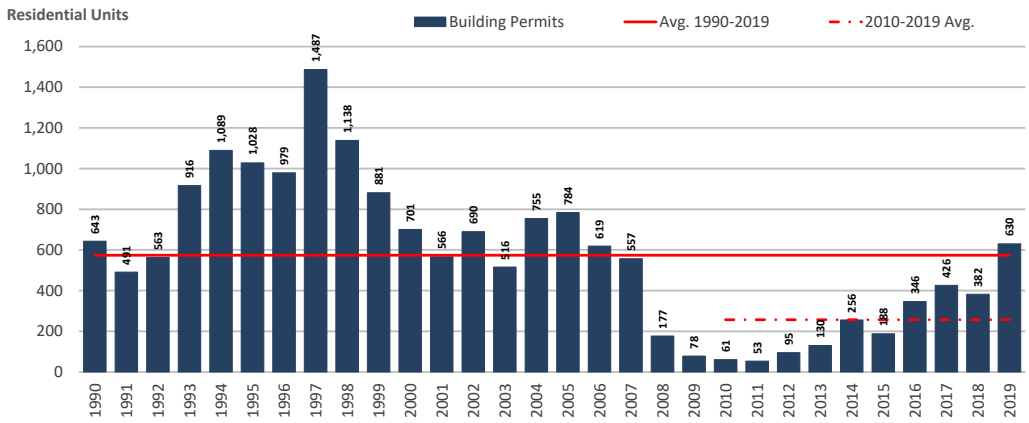
4. Residential Demand Analysis

This section provides the residential demand conditions and trends within Eagle County. The rate of housing development for communities within the County are examined to frame the degree of growth that has occurred over the past few decades with an emphasis on the amount of residential growth in the past five years.

Building Permits

Eagle County had a strong amount of development during the 1990s, with the largest amount of growth occurring between 1994 to 1998 with an average of 1,100 units per year. The County's building activity was minimal during the recession and began to recover in 2014, with 256 units permitted that year, as shown in **Figure 15**. From 2015 to 2019, the market had an average of 394 dwelling units permitted annually.

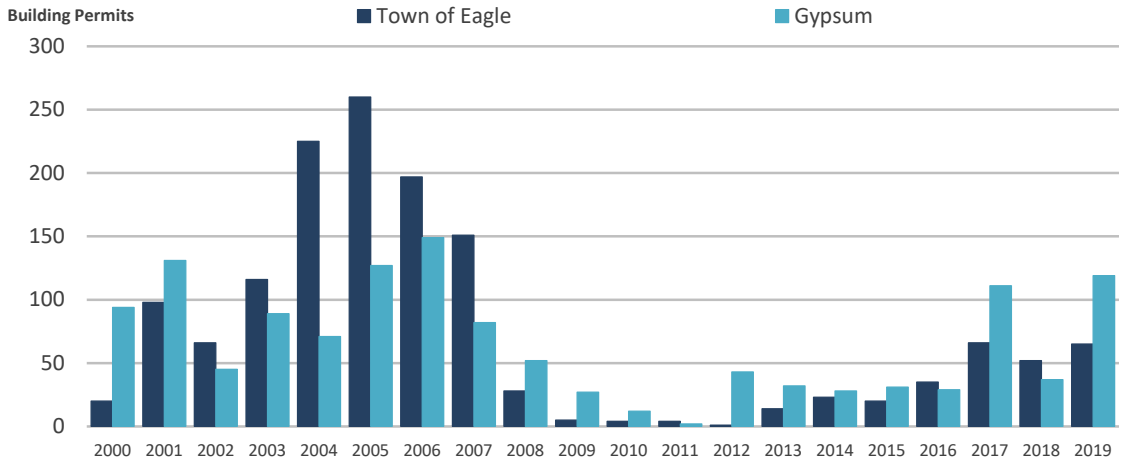
Figure 15. Eagle County Residential Building Permits, 1990-2019



Source: U.S. Census Bureau; Economic & Planning Systems

Prior to the recession, the Town of Eagle outpaced Gypsum in building permit activity. During this time Eagle was capturing approximately 30 percent of all residential growth in the County. Coming out of the recession, Gypsum had more residential growth compared to Eagle and has since been capturing a larger market share, shown in **Figure 16**. Since 2010, Gypsum has increased by 444 housing units and Eagle has increased by 284 housing units.

Figure 16. Residential Building Permits, 2000-2019



Source: U.S. Census; Economic & Planning Systems

From 2015 to 2019, Eagle County has grown by nearly 2,000 housing units, or an average of 394 units annually. The Town of Eagle accounts for 12 percent of this growth with a total of 238 units or an average of 48 units per year, shown in **Table 9**. Over this time, Gypsum and Avon had slightly more housing growth than Eagle with an average of 65 units per year in Gypsum and 72 units per year in Avon. Overall, there is a significant amount of residential growth occurring up and down valley in Eagle County.

Table 9. Residential Building Permits by Jurisdiction, 2015-2019

Description	2015	2016	2017	2018	2019	2015-2019 Total	2015-2019 Ann. #	2015-2019 % Total
Eagle County								
Town of Eagle	20	35	66	52	65	238	48	12.1%
Gypsum	31	29	111	37	119	327	65	16.6%
Minturn	4	5	9	9	2	29	6	1.5%
Vail	26	11	48	47	41	173	35	8.8%
Avon	8	7	10	47	290	362	72	18.4%
Other	119	294	248	242	178	1,081	216	54.8%
Total	**188**	**346**	**426**	**382**	**630**	**1,972**	**394**	**100.0%**

Source: U.S. Census; Economic & Planning Systems

5. Residential Supply Analysis

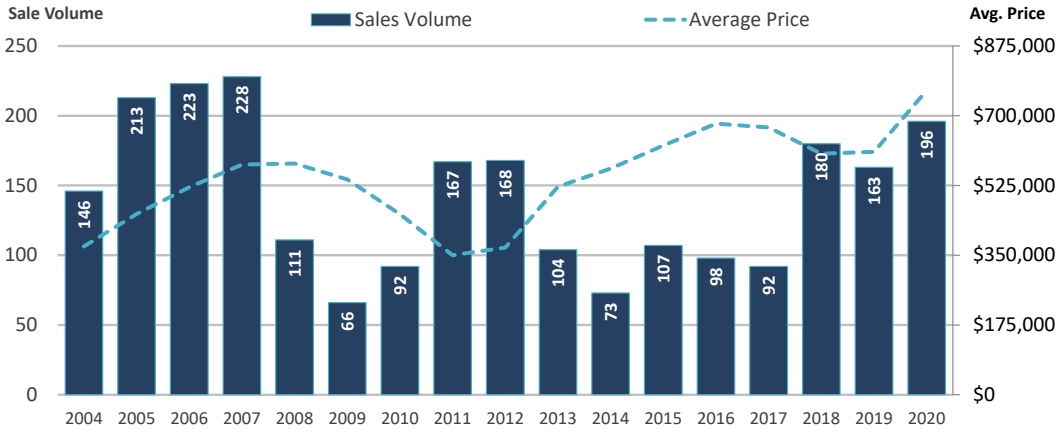
This section provides an overview of the current supply of residential units through the sales of owner-occupied units. This compilation of existing housing units showcases the current state of the residential market in the Town of Eagle.

Residential Conditions

Sales Volume

The volume of residential sales in the Town of Eagle from 2004 to 2020 is shown below in **Figure 17** with the average annual sale price overlayed. Overall, Eagle had over 2,400 sales over this timeframe with an average of 143 sales per year. The Town accounts for approximately 14 percent of the countywide sales. Residential activity has picked up recently and Eagle had the largest number of sales this past year since 2007 with nearly 200 sales.

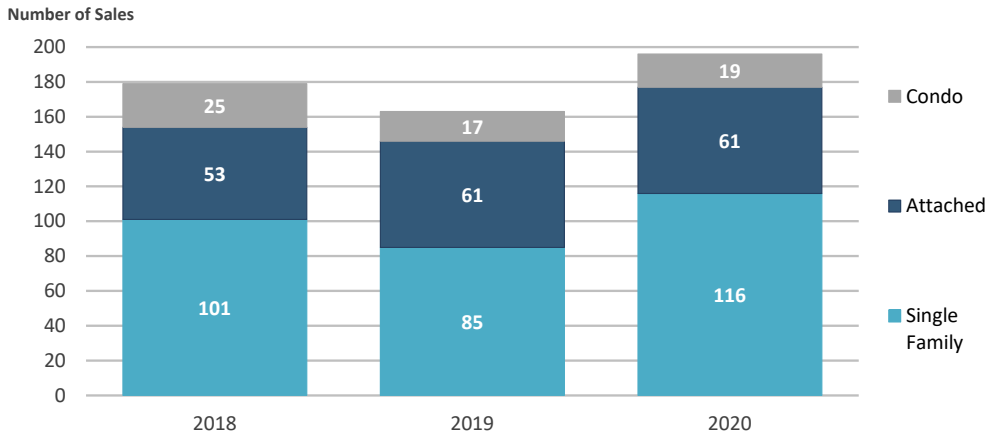
Figure 17. Town of Eagle Sales Volume and Average Price, 2004-2020



Source: MLS; Economic & Planning Systems

In 2020, the majority of home sales in Eagle, 59 percent, were single family detached units, while 31 percent were attached units (such as duplex or townhome units), and 10 percent were condominium units, shown in **Figure 18**. The increase in residential sales in 2020 from the pervious years was specifically in single family detached units, which had 116 sales in 2020 compared to 101 sales in 2018 and 85 sales in 2019. In 2020, attached and condo units had relatively the same number of sales as prior years.

Figure 18. Town of Eagle Sales Distribution by Home Type, 2018-2020

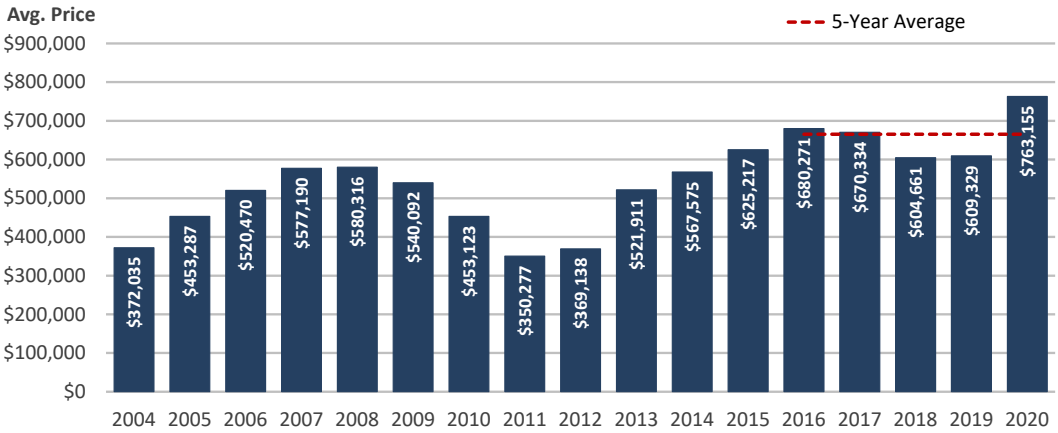


Source: MLS; Economic & Planning Systems

Average Price

The average sale price in the Town of Eagle hit an all-time high in 2020 at $763,000, shown in **Figure 19**. Eagle experienced a 25 percent price appreciation from $609,000 in 2019 to $763,000 in 2020. This is a significant increase in price due to the increased demand. The average price over the past five years, from 2016 to 2020, was $665,500. The Town has a strong residential market that had especially high demand and price points over the past year. Since recovery from the Great Recession in 2013, Eagle experienced average price increases most years with the average price staying in the $600,000 range.

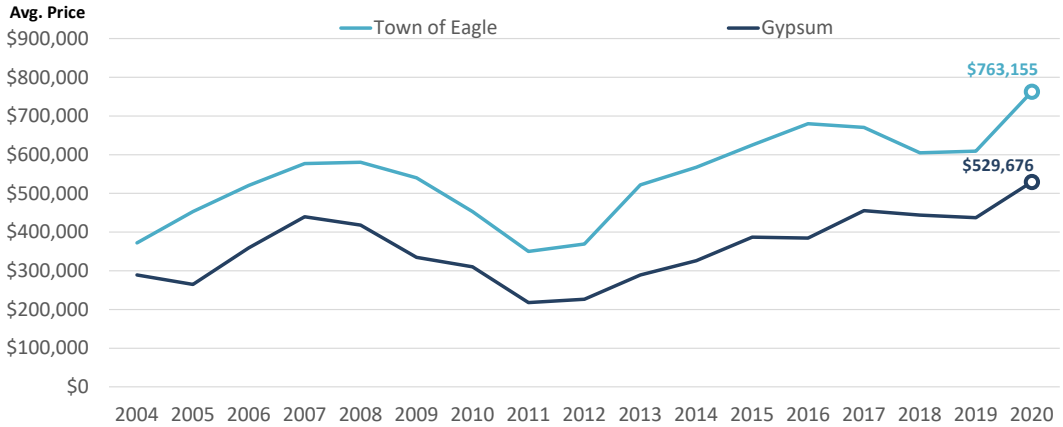
Figure 19. Town of Eagle Average Annual Price, 2004-2020



Source: MLS; Economic & Planning Systems

The Town of Eagle and Gypsum experienced similar trends in average home price from 2004 through 2020. They each hit a high in 2007 and 2008 before declining during the Great Recession then steadily increased from 2013 to around 2017, shown in **Figure 20**. Eagle and Gypsum had an increase in average price in 2020 to reach a new high for this time period. Eagle consistently had a higher average annual price compared to Gypsum by an average of $185,000. Over the past five years, this price gap increased to an average of $215,000.

Figure 20. Average Annual Sale Price, 2004-2020



Source: MLS; Economic & Planning Systems

Price Distribution

In the Town of Eagle, there is a concentration of approximately 30 percent of homes within a price range of $300,000 to $500,000, nearly all of which are attached and condo units, as shown in **Table 10**. Single family detached units are concentrated between $550,000 to $750,000 with 37 percent of the total single family detached units. From 2018 to 2020, the average price of a single family home was nearly $850,000. Additionally, 9 percent sold for over $1.5 million. The average price over this time period for attached units was $451,000 and $356,000 for condo units. In comparison, countywide home sales were much higher with 33 percent over $1.5 million. From 2018 to 2020, the average price of a single family detached unit was $1.6 million.

Table 10. Recent Sale Price Distribution by Unit Type, 2018-2020

Sale Price	Town of Eagle					Eagle County				
	SFR	Attached	Condo	Total	% Total	SFR	Attached	Condo	Total	% Total
Less than $300,000	2	1	0	3	0.5%	6	1	2	9	0.2%
$200,000 - $300,000	3	5	16	24	4.2%	16	23	87	126	2.6%
$300,000 - $400,000	3	50	30	83	14.5%	118	103	261	482	10.0%
$400,000 - $500,000	10	72	9	91	15.9%	151	135	237	523	10.9%
$500,000 - $550,000	18	12	5	35	6.1%	59	54	69	182	3.8%
$550,000 - $600,000	37	15	1	53	9.2%	78	67	66	211	4.4%
$600,000 - $650,000	27	12	0	39	6.8%	61	79	60	200	4.2%
$650,000 - $700,000	31	8	0	39	6.8%	59	75	79	213	4.4%
$700,000 - $750,000	30	0	0	30	5.2%	54	43	51	148	3.1%
$750,000 - $800,000	22	0	0	22	3.8%	38	57	33	128	2.7%
$800,000 - $850,000	15	0	0	15	2.6%	33	48	36	117	2.4%
$850,000 - $900,000	16	0	0	16	2.8%	30	33	38	101	2.1%
$900,000 - $950,000	11	0	0	11	1.9%	27	34	35	96	2.0%
$950,000 - $1,000,000	8	0	0	8	1.4%	28	33	39	100	2.1%
$1,000,000 - $1,100,000	15	0	0	15	2.6%	50	39	44	133	2.8%
$1,100,000 - $1,200,000	12	0	0	12	2.1%	55	45	43	143	3.0%
$1,200,000 - $1,300,000	10	0	0	10	1.7%	49	42	37	128	2.7%
$1,300,000 - $1,400,000	7	0	0	7	1.2%	31	32	39	102	2.1%
$1,400,000 - $1,500,000	7	0	0	7	1.2%	29	30	30	89	1.8%
Greater than $1,500,000	54	0	0	54	9.4%	653	447	482	1,582	32.9%
Total	**338**	**175**	**61**	**574**	**100.0%**	**1,625**	**1,420**	**1,768**	**4,813**	**100.0%**

Source: MLS; Economic & Planning Systems

From 2018 to 2020, there was minimal average price difference between existing and new homes in Eagle, shown in **Figure 21**. New homes are defined as sold within 5 years of being built. The average price of new units was $701,000 and the average price of existing units was $780,000. Existing units had a higher average price due to extremely high demand and lack of new construction. Additionally, of the homes sold during this timeframe 80 percent were exiting units. On a price per square foot basis, new and existing units were more tightly concentrated, shown in **Figure 22**. The average price per square foot for a new unit was $299 and existing units averaged $266 per square foot.

Figure 21. Town of Eagle New vs. Existing Home Price, 2018-2020

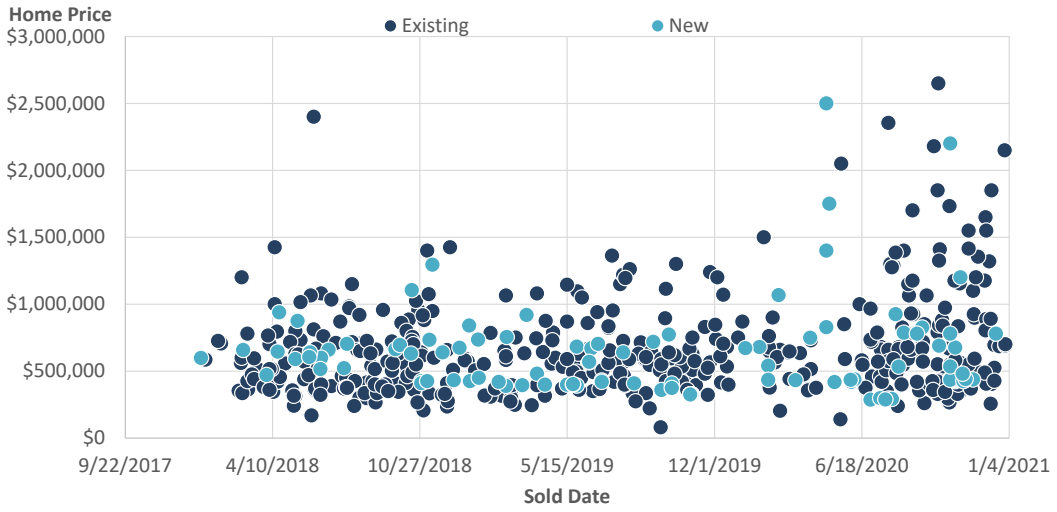
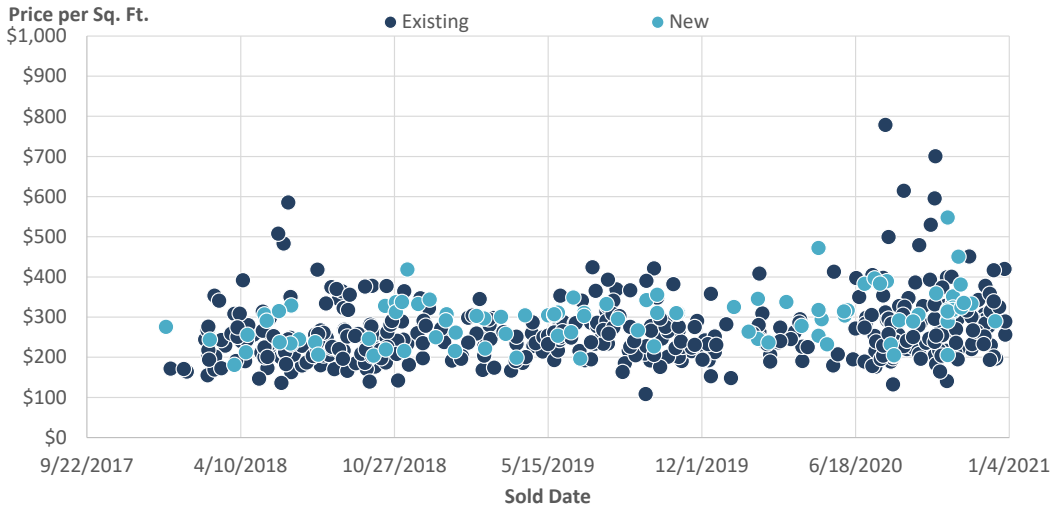


Figure 22. Town of Eagle New vs. Existing Price per Square Foot, 2018-2020



From 2018 to 2020 in Eagle, single family detached units had the highest prices reaching up to $3.9 million, shown in **Figure 23**. Attached and condo units had lower price points and reached a ceiling price of $695,000 and $569,000, respectively. The price per square foot was more concentrated regardless of unit type, as shown in **Figure 24**. The average price per square foot over this time period was $342 for condominium units, $301 for single family units, and $283 for attached units.

Figure 23. Town of Eagle Home Price by Unit Type, 2018-2020

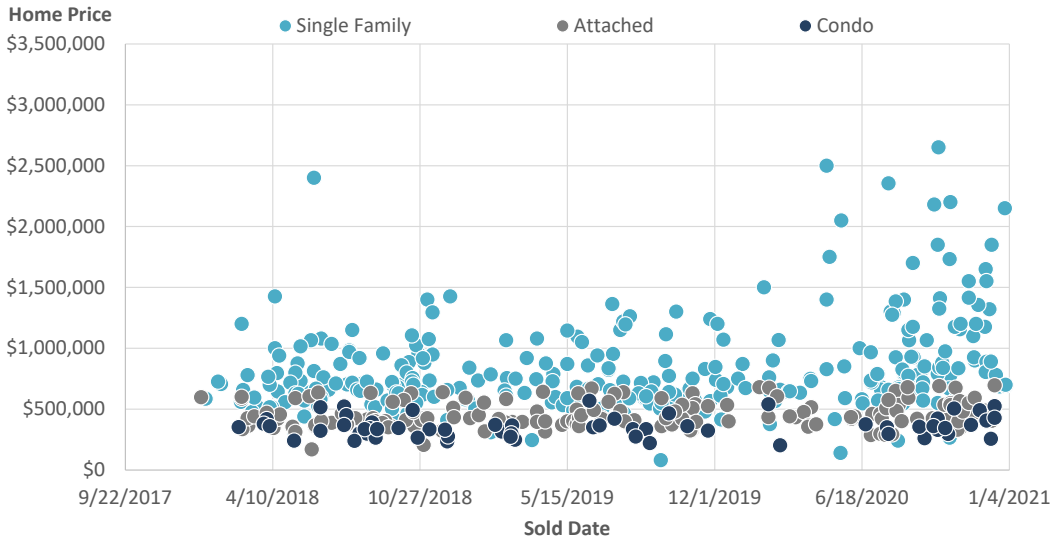
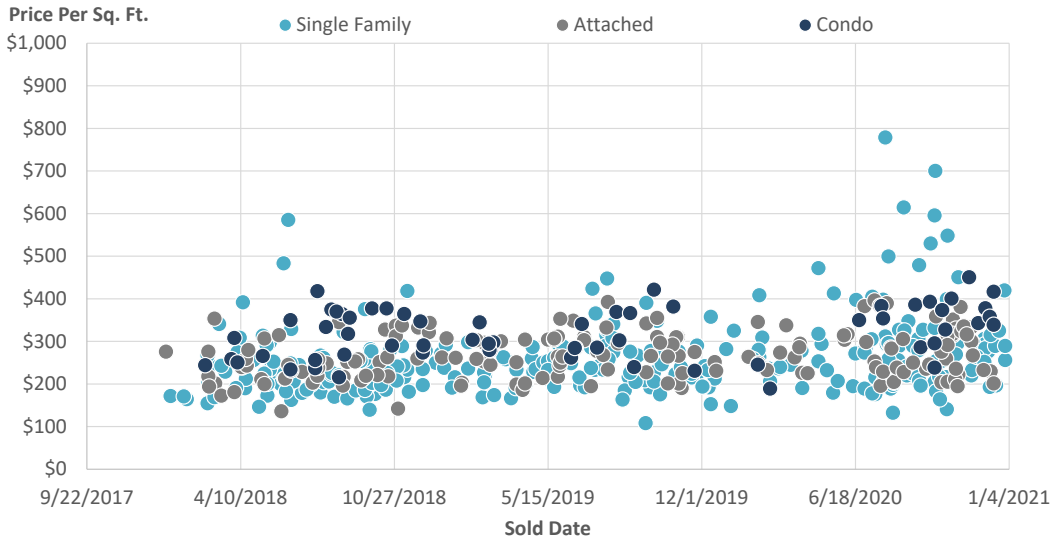
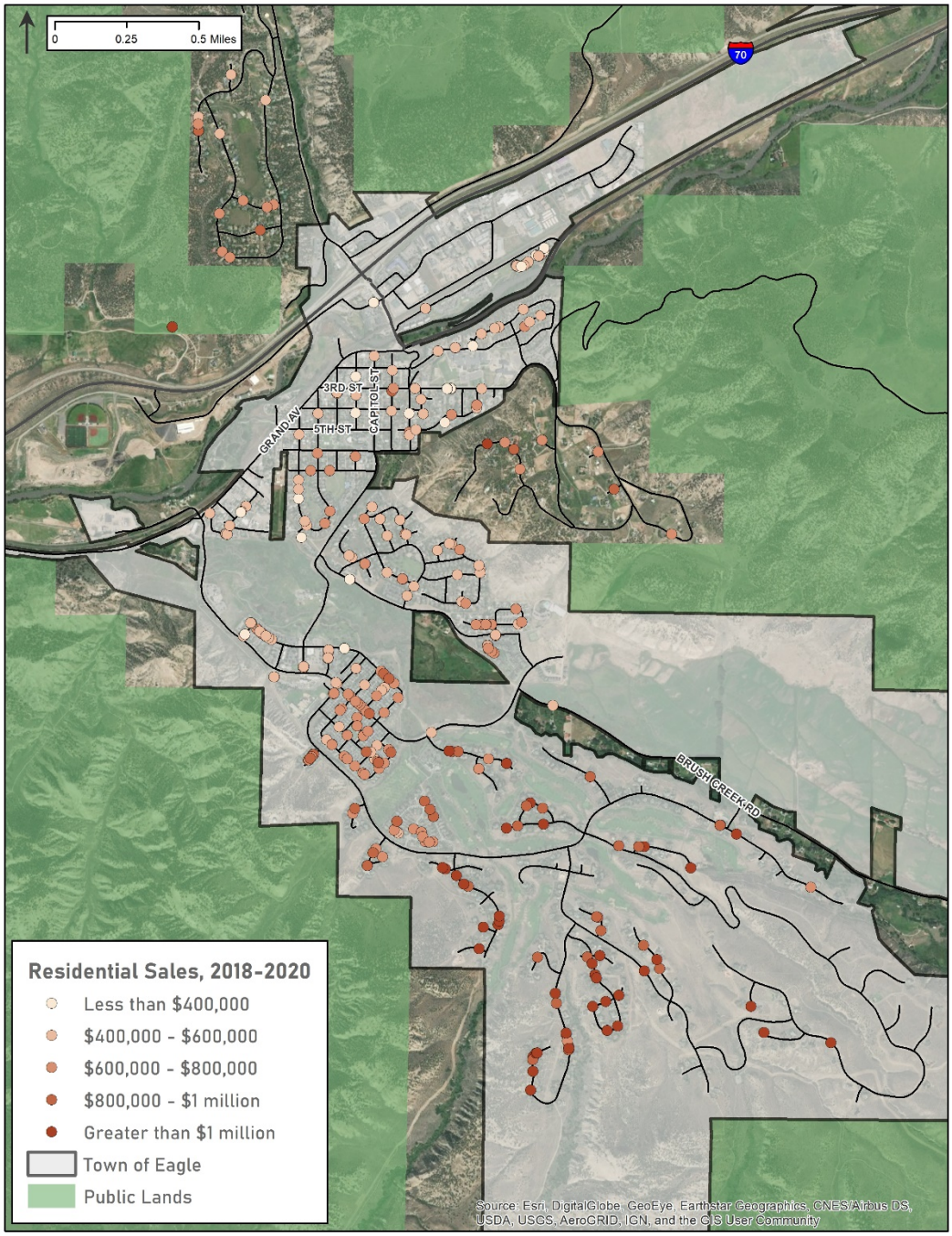


Figure 24. Town of Eagle Price per Square Foot by Unit Type, 2018-2020



The price of homes sold between 2018 and 2020 is shown below in **Figure 25**. Homes in and near the downtown area are mostly attached and condo units and have lower price points. Homes in Eagle Ranch were the most expensive, which are mostly larger lot single family detached units. The average price in Eagle Ranch was $778,000 with many homes over $1 million. The average price in the Town of Eagle, excluding Eagle Ranch, was $563,000. The further away from downtown Eagle, the more expensive homes become. Denser units, such as condos, townhomes, and duplexes are often more affordable due to lower development fees and land costs. The smaller lots and the ability to share utilities and infrastructure lowers the overall price.

Figure 25. Residential Sale Price, 2018-2020



From:	James Harrison
To:	Pedro Campos
Cc:	Kevin Sharkey; Chad Phillips; Peyton Heitzman; Anne McKibbin; shaneryandickman@gmail.com; Kristen Miller; Dan Brown; Anthony Powell; Kim Bradley; Janet Bartnik; Ellen Bodenhemier; Brandy Reitter; Martha Miller; Tom Gosiorowski; Kim Fritzler; Jesse Gregg; Greg Schroeder; Kari McDowell Schroeder; Lorenz, Samantha; Andrew Knudtsen; Sarah Dunmire; Gary Brooks
Subject:	Re: GACP Phase 2 Stakeholder Meeting #3 - Technical Memo updated with Original June 2020 Request for Proposals
Date:	Wednesday, November 17, 2021 7:53:41 AM

Good morning all,

I will be unable to attend the meeting on December 9.

Thank you to the team for all the work that has gone into this project.

I think we do the Town a disservice without examining more carefully an alternative (or alternatives) to the proposed design. I am not convinced that adding four roundabouts to a one-mile section of road is the right solution for Eagle. I believe that this design creates a road that resembles the road from I-70 to the Beaver Creek Resort entrance through Avon. That road has no businesses fronting it. It is purely a transportation corridor.

I believe that we should explore an alternative that promotes commercial development facing Grand Avenue in the downtown section of this road (which could be defined as 3rd to Broadway). I realize this may have adverse traffic impacts. I also realize there are other options to get around this section of road, especially for those who do not live in Eagle (I-70).

I am also concerned that the roundabouts may not be safe for cyclists or pedestrians. Cars turning into town at one of the roundabouts will cross both a cycle track and a pedestrian cross walk that have cyclists/ebikes/scooters/pedestrians coming from both directions. I think this may create conflicts. Additionally, re-activation of the railroad line could create the opportunity for people to get on and off trains in Eagle. Crossing Grand Avenue from the north to the south at the roundabouts will feel much like crossing the roundabout currently on Eby Creek Road. My experience of that crossing is that it feels unsafe even for able-bodied individuals.

Without looking at whether there is an alternative that accomplishes the goal of encouraging commercial development on Grand Avenue in the downtown area and provides fewer opportunities for conflict between cyclists/pedestrians/vehicles, I cannot conclude that this is the best design for Eagle.

Thank you for considering my comments.

Jamie Harrison

> On Nov 16, 2021, at 11:49 AM, Pedro Campos <pedroc@zehren.com> wrote:
>
> <20211116 GACP Technical Memorandum Final Draft Stakeholder Group Review.pdf>

From:	Dan Brown
To:	Pedro Campos; Kevin Sharkey; Chad Phillips; Peyton Heitzman; Anne McKibbin; shaneryandickman@gmail.com; Kristen Miller; Anthony Powell; Kim Bradley; Janet Bartnik; Ellen Bodenhemier; James Harrison; Brandy Reitter; Martha Miller; Tom Gosiorowski; Kim Fritzler
Cc:	Jesse Gregg; Greg Schroeder; Kari McDowell Schroeder; Lorenz, Samantha; Andrew Knudtsen; Sarah Dunmire; Gary Brooks
Subject:	RE: GACP Phase 2 Stakeholder Meeting #3 - Technical Memo updated with Original June 2020 Request for Proposals
Date:	Monday, December 27, 2021 7:01:36 AM
Attachments:	image002.png

Stakeholder Group

I had intended to provide this feedback in the most recent meeting, but it was apparent that the meeting had a focus on other matters, so I withheld comment at that time so we could get through that work. I am sending this email to voice my input on the current design considerations.

Overall, I believe the team has done an excellent job at integrating all the input we received from the community and Stakeholder group in the development of this plan.

I am in support of pretty much every aspect of the plan and believe it aligns with the desires of the business community I represent in my role as VP of the Eagle Chamber. Things like the use of roundabouts, a 4-lane divided roadway, no frontage parking, and multimodal access are all things I support.

My comments today relate specifically to the bicycle track and my personal experience as an avid bike rider.

In general, the Team has determined there are two major restricting factors on this roadway:

1. The roadway cannot manage the expected traffic flow (eventually) modeled by the engineers, unless another alternate route is developed in the future at a huge cost, and
2. There is simply not enough room between the rights-of ways to do everything we want to do, and that the community has asked for.

So, in my mind, something has to give, as we simply cannot do it all. I believe the current design is trying to do too much in effort to please everyone.

In its current configuration, I believe the "bicycle track" creates a number of traffic and safety concerns (at the roundabouts and other crossings and ingress/egress points for businesses), and based on its design, will limit it from being a straight, efficient, throughway for eco-transit, eco-tourism or just simply getting from point A to Point B.

The Eco-Trail is one of the primary assets of this community and completing a connection through Eagle was a huge priority of mine when I was asked to participate in this planning effort. Without knowing anything about this roadway, I assumed we would be able to create a separated, straight shot to connect our corridor across Eagle. With what we now know about the limitations on space in this corridor, it appears to me that it simply isn't possible to do that, without giving up what I consider to be more important aspects of the design. AND because I think there are multiple

alternate ways to deliver that connection, without sacrificing the connectivity of the ECO Trail or the needs of the roadway.

In its current configuration, a biker traveling on the bicycle track would not only have to navigate what may be four (4) roundabouts that have at least one (1) and maybe three (3) vehicle and pedestrian crossings/each (depending how far around the roundabout you traverse), but a biker will also cross other street access points and multiple ingress/egress entrances for businesses along the bicycle track as they travel Grand Avenue. I cannot say exactly, but I am guessing no less than 10-15 crossings of one sort or another. That creates a huge number of potential points of conflict for problems and certainly dispels the idea of a throughway for bikes that is efficient across this stretch of Grand Avenue. Therein lies my big concern, see below.

In an effort to get a bicycle track along Grand Ave, we sacrifice safety and efficiencies for bikers and lose the ability to use that space more effectively.

So, I am asking what other options do we have? From my perspective there are various alternate routes to bring people through Town, until you get far enough west to have the space on Grand Avenue to create a bicycle track and/or reconnect to the ECO Trail. The Town streets are wide and straight, with plenty of room to create protected bike lanes. Additionally, there is adequate access on the side streets to reach the businesses along Grand Avenue by bike, just like cars will with the parking being there too. Without a bicycle track on Grand Avenue in the restricted section, we could also reconfigure the pedestrian area on Grand Ave to be wider and multimodal, used only for those short sections of travel from a side street access to the store you are going to, much like in old downtown. Or maybe create capacity for another vehicle travel lane in the future, should it be needed.

I am suggesting this needs some significant consideration and maybe, like with Grand Ave, a planning effort. But that work has not been done. There has been no significant effort to plan an alternative and see what that would look like. I suspect that was because the will of the community and stakeholder group was to put it on Grand Avenue, but that was all before the modeling and engineering was done that shows we cannot fit it all safely. We have only been given the option of no bike route or the bicycle track shown. Given that choice, I would pick having the bicycle track. But why not evaluate what this might look like if we moved the bicycle track off Grand Ave and created a different route through Town?

At the worst, we would determine there is no better alternative. At the best, we might find a solution that improves what we can do on Grand Ave. for the community.

I am simply one voice here and will follow the lead of the majority, as I think so much great work has been done, and no matter what, this will be a vast improvement.

Nonetheless, I felt compelled to voice this thought and allow others to consider it in their analysis.

Thanks in advance for your thoughtful consideration of this information. And thanks to all that have put so much time into advancing this planning process this far.

Dan B. Brown, CPG, CP
President
Eagle, CO

Tel. (800) 763-1363
Cell (216) 214-5591

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From: Pedro Campos <pedroc@zehren.com>
Sent: Tuesday, November 16, 2021 1:50 PM
To: Kevin Sharkey <kevin.sharkey@eaglecounty.us>; Chad Phillips <chad.phillips@townofeagle.org>; Peyton Heitzman <peyton.heitzman@townofeagle.org>; Anne McKibbin <amck1959@gmail.com>; shaneryandickman@gmail.com; Kristen Miller <kristen.miller@engelvoelkers.com>; Dan Brown <dbrown@partnersenv.com>; Anthony Powell <powell.ae@gmail.com>; Kim Bradley <kbradley@slifer.net>; Janet Bartnik <janet.bartnik@townofeagle.org>; Ellen Bodenhemier <ellen.bodenhemier@townofeagle.org>; James Harrison <jharrismed@gmail.com>; Brandy Reitter <brandy.reitter@townofeagle.org>; Martha Miller <millerreynolds4@gmail.com>; Tom Gosiorowski <tom.gosiorowski@townofeagle.org>; Kim Fritzler <kim@slifer.net>
Cc: Jesse Gregg <jesseg@zehren.com>; Greg Schroeder <greg@mcdowelleng.com>; Kari McDowell Schroeder <kari@mcdowelleng.com>; Lorenz, Samantha <samantha@terrasoma.com>; Andrew Knudtsen <aknudtsen@epsdenver.com>; Sarah Dunmire <sdunmire@epsdenver.com>; Gary Brooks <brooks@alpinecivil.com>
Subject: GACP Phase 2 Stakeholder Meeting #3 - Technical Memo updated with Original June 2020 Request for Proposals

Greetings All:

I hope you are well. I'm emailing a reminder about the next Stakeholder meeting scheduled for **9:30 – 11am Thursday, December 9, 2021.**

I'm also attaching **an updated Technical Memo** sent previously for the group's review in advance of the meeting. In this version, at the suggestion of one of our Council project liaisons, Ellen, and Town Manager, Brandy, we have added **the original RFP document that was issued by the Town in June of 2020.**

The intent is to give the group additional context on the project priorities and emphasis of the RFP which had very significant input from former Councilors Andy Jessen and Adam Palmer who were the original Council liaisons to the project. The RFP is at the end of the memo.

From:	James Harrison
To:	Dan Brown
Cc:	Pedro Campos; Kevin Sharkey; Chad Phillips; Peyton Heitzman; Anne McKibbin; shaneryandickman@gmail.com; Kristen Miller; Anthony Powell; Kim Bradley; Janet Bartnik; Ellen Bodenhemier; Brandy Reitter; Martha Miller; Tom Gosiorowski; Kim Fritzler; Jesse Gregg; Greg Schroeder; Kari McDowell Schroeder; Lorenz, Samantha; Andrew Knudtsen; Sarah Dunmire; Gary Brooks
Subject:	Re: GACP Phase 2 Stakeholder Meeting #3 - Technical Memo updated with Original June 2020 Request for Proposals
Date:	Tuesday, December 28, 2021 8:14:41 AM
Attachments:	image002.png

Thank you for taking the time to write this analysis, Dan. I share Dan's concerns 100%. I believe that the two-track bike lane on the south side of the road is a safety hazard. Motorists entering the roundabouts, especially from the south side, tend to look one way (to the left) to see if there is traffic. Cyclists coming from the right on a track that is designed to facilitate speed (wide lanes) are at risk. We should be exploring other alternatives to help make this a multi-modal community.

Jamie Harrison

On Dec 27, 2021, at 7:01 AM, Dan Brown <dbrown@partnersenv.com> wrote:

Stakeholder Group

I had intended to provide this feedback in the most recent meeting, but it was apparent that the meeting had a focus on other matters, so I withheld comment at that time so we could get through that work. I am sending this email to voice my input on the current design considerations.

Overall, I believe the team has done an excellent job at integrating all the input we received from the community and Stakeholder group in the development of this plan.

I am in support of pretty much every aspect of the plan and believe it aligns with the desires of the business community I represent in my role as VP of the Eagle Chamber. Things like the use of roundabouts, a 4-lane divided roadway, no frontage parking, and multimodal access are all things I support.

My comments today relate specifically to the bicycle track and my personal experience as an avid bike rider.

In general, the Team has determined there are two major restricting factors on this roadway:

1. The roadway cannot manage the expected traffic flow (eventually) modeled by the engineers, unless another alternate route is developed in the future at a huge cost, and
2. There is simply not enough room between the rights-of ways to do everything we want to do, and that the community has asked for.

To: Mayor Scott Turnipseed

Cc: Brandy Reitter, Chad Phillips

From: Tom Boni

Date: January 20, 2022

Re: Grand Avenue Study

The future configuration of Grand Avenue is one of the most important decisions facing the Town of Eagle. The idea of a series of roundabouts continuing the traffic pattern of Eby Creek Road along Grand Avenue through the Town raises a number of concerns. The most important question this design solution raises is:

Should the design prioritize vehicular traffic over the needs of pedestrians and bicyclists?

My experience as a pedestrian crossing Eby Creek Road at its intersection with Grand Avenue and again at Chambers Avenue has been difficult particularly while pushing my granddaughter in a stroller. As a motorist it has also been difficult to scan the traffic around the circle and be aware of pedestrians and bicycles at the same time. Children riding bicycles and or children crossing the road are dangerous additions to the vehicular traffic.

I realize that there have been many hearings on this study, and I am late in providing these comments. I have shared my concerns earlier with Jamie Harrison, a member of the Highway 6 (grand Avenue Design) Stakeholder Committee, who also had similar concerns and shared them with the committee.

Given the importance of this design for the future "feel" of the Town, I believe that we should pause the process to evaluate and consider the pros and cons of one or two alternative designs that add more consideration to the pedestrian and bicycle movements and also considers how this major public investment might leverage the rehabilitation/vitalization of commercial development along this section of road. The additional work should also consider how we might stage future improvements sequentially so we have an initial improvement that might alleviate traffic concerns in the near term.

This pause will cost the Town additional design funds and prolong the time frame for this study. However, it will also demonstrate to the citizens that whatever the final design, the Town has carefully evaluated several alternatives prior to making a final decision. This is worth the additional expense and time.

At the end of this additional work, it may be that vehicular traffic movement must drive the design because the only way to accommodate vehicular traffic is to place four additional round abouts between the existing roundabouts at Eby Creek Road and Chambers Road.

Memorandum

TO: Brandy Reitter, Town Manager, Town of Eagle

FROM: Pedro Campos, Principal, Zehren and Associates, Inc.

DATE: January 27, 2022

SUBJECT: **Grand Avenue Corridor Plan: Phase 2 Town Council Update (January 31, 2022)**

Dear Brandy,

Thank you for the opportunity to meet with the Eagle Town Council on Monday, January 31, 2022 to provide an update for the Grand Avenue Corridor Plan. The consultant team is looking very forward to sharing the progress and key recommendations, and very importantly, discussing the current and future direction of the project with the Council. The overall project is structured into (3) phases. The project started in the late Fall of 2020 and the second phase 'Phase Two' is nearing completion. The goal of the update is to confirm the recommended direction for the Corridor with Town Council, and so the Consultant team can advance into the third and final phase of the project. The team will present materials developed to date and thereafter engage in an in-depth discussion with Council centered around the most important aspects of the effort, including multi-modal transportation, traffic and access management, community connectivity, and overall design character.

In preparation for the project update, the team has prepared the following materials:

1: Agenda for the Meeting
2: Original Request for Proposals issued by the Town of Eagle
3: Phase 2 Technical Memorandum with rationale for current Corridor Plan recommendations
4: Preliminary Corridor Conceptual Design Plans, Maps, and Diagrams
5: Preliminary Access Management Plan
6: Preliminary Corridor and Roundabout Alignment Technical Plans
7: Federal Highway Administration Bulletin – Roundabout Safety Statistics
8: Phase 1 Update (prepared and presented June 1, 2021)
9: Letters of Concern (Stakeholders Jamie Harrison, Dan Brown, and resident Tom Boni)

Brandy, we have worked long and hard together as a true interdisciplinary team alongside you, staff, and the stakeholder group to get this far. It has been a remarkable and profound experience, and we are proud of our collective efforts to date for the Town of Eagle. Therefore, it is with excitement and professional commitment that we look forward to the update with Town Council next week.

Very Sincerely,

Pedro Campos
Principal, Land Planner & Landscape Architect

Grand Avenue Corridor Plan

Council Update

January 31, 2022

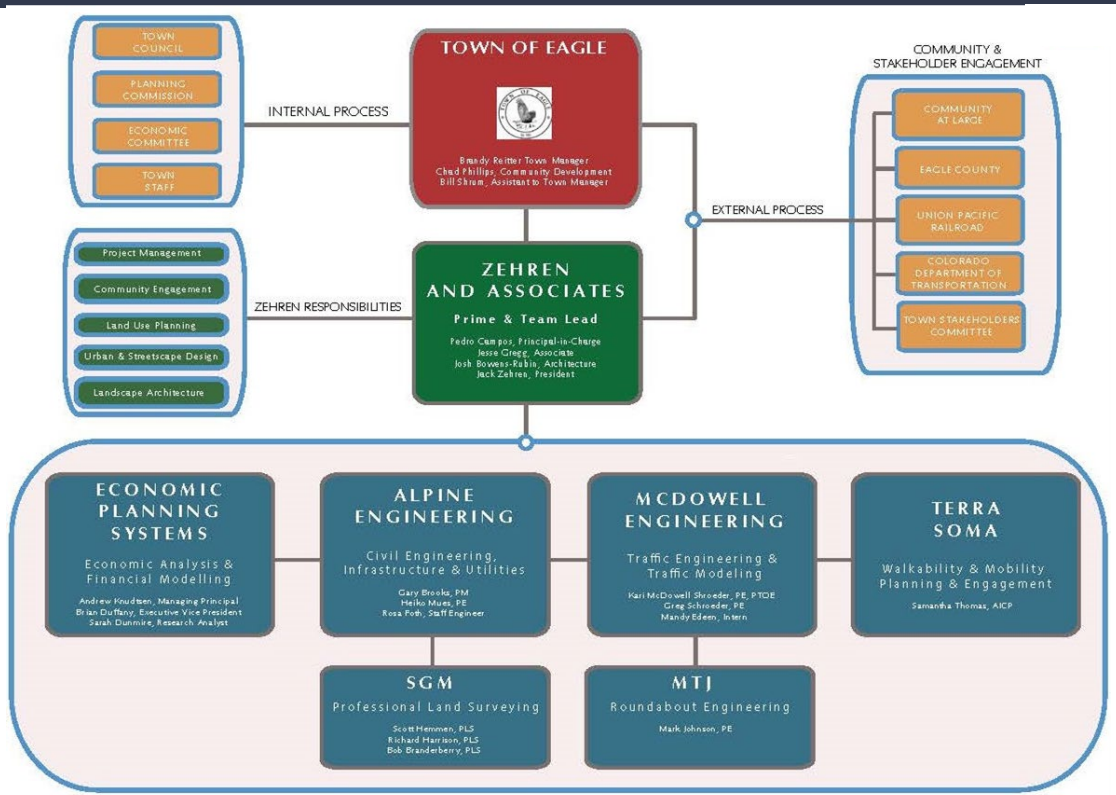
1. Welcome, Introductions & Agenda

Agenda

1. Welcome and Introduction
2. Stakeholder Committee Remarks
3. Project Overview – Phase 1& 2
4. Traffic Modeling & Access Management
5. Technical Overview / Union Pacific Railroad
6. Economic Overview
7. Conceptual Gateways & Urban Design
8. Phase 3: 30% Design Drawings
9. Land Use Code & Related Town Projects
10. Council Discussion / Q & A

Consultant Team

Roles & Expertise



TOWN OF EAGLE
GRAND AVENUE CORRIDOR PLAN

GRAND AVE CORRIDOR PLAN

PHASE ONE
(November 2020 – June 2021)

1. Team & Town Start Up

2. Guiding Principles and Goals

2. Information Review & Gathering, Survey

3. Inventory of Corridor - land-use / street sections

4. Analysis of Corridor
   - Block-by-block opportunities / constraints
   - Existing Conditions Analysis: Adjacent properties, Traffic, Soft Real Estate parcels

5. Stakeholder and Community Engagement
   - Advisory Committee Appointed - Jan 12, 21
   - Stakeholder Committee Mtg 1 - January 22, 21
   - Stakeholder Committee Mtg 2 - February 25, 21
   - Stakeholder Committee Mtg 3 - March 11, 21
   - Stakeholder Committee Mtg 4 - May 6, 21
   - Community Engagement:
     - Webinar Project Intro/Orientation - March 25
     - Online Surveys - March/April
     - Virtual Walk - April 8, 2021
     - In Person Walks - April 15th - End of May 2021
     - Online Map Social Pinpoint - April/May, 2021

6. Town Council
   - PZC & Town Council Update Mtg - June 1, 2021

PHASE TWO
(June – November 2021)

We are Here

- Internal Kick-off Charrette (Consultant Team & Town Staff)
- On-site weeklong Design Charrette
- Stakeholder Meeting and Community Open House (during Charrette)
- External Agency Outreach
- Conceptual Corridor Planning – 2 Scenarios
- Urban Design Toolkit for Corridor
- Gateway Conceptual Design – East and West
- 3D modelling of (2) Scenarios
- Analysis of (2) Scenarios – Traffic, Infrastructure, Economics, Mobility
- Community Open House and Stakeholder Meeting – input of preferred scenario
- Phase 2 Summary
- PZC & Town Council Update Meeting

PHASE THREE
(November 2021 – April 2022)

1. Preliminary Design (30%)

2. Preferred Scenario Modeling

3. Implementation & Phasing Plan

4. Stakeholder and Community Engagement
   - Stakeholder Committee Meeting
   - Community Engagement: Celebration

5. Town Council
   - PZC and Town Council adoption

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Santa Barbara, California (805) 563-9080
www.zehren.com

PROCESS AND SCOPE OF WORK

Appointed Project Stakeholder Committee

Martha Miller
(Chair)

Tony Powell
(Vice Chair)

Jamie Harrison
(Secretary)

Kristen Miller

Shane Dickman

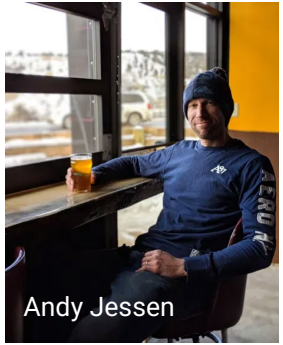
Kim Bradley

Dan Brown

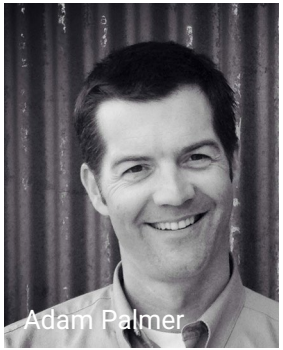
Anne McKibbin

Kevin Sharkey

In Memoria



Andy Jessen



Adam Palmer

Seth Bossung

Town of Eagle Staff Team

Janet Bartnik
Appointed Council Liaison

Ellen Bodenhemier
Appointed Council Liaison

Brandy Reitter
Town Manager

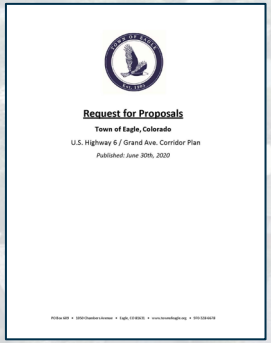
Chad Phillips
Community Development Director

Tom Gosiorowski
Public Works Director

2. Stakeholder Committee Remarks

3. Project Overview Phase 1 & 2

WHAT IS THE PLAN ABOUT?


Request for Proposals

Town of Eagle, Colorado

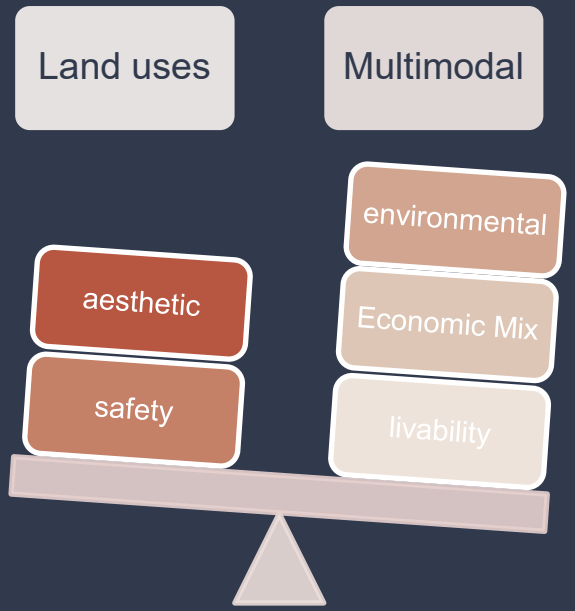
U.S. Highway 6 / Grand Ave. Corridor Plan

Published: June 30th, 2020

The Grand Ave. Corridor Plan is a transformational long-range public project that aims to improve mobility, establish a strong sense of place and identity, and create interconnectivity between major destinations within walking distance of downtown commercial core.

Plan Guiding Principles

Corridor Planning: Context Sensitive Solutions



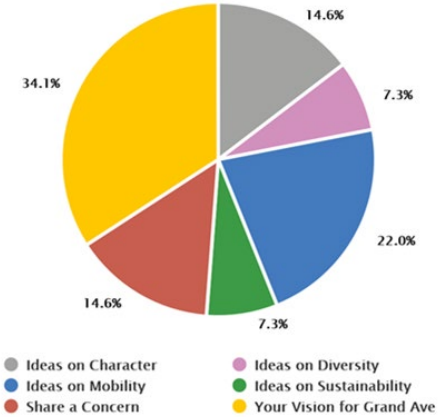
A collaborative, multidisciplinary process that involves all stakeholders in planning and designing transportation facilities that:

- Meet the needs of users and stakeholders;
- Address objectives and considerations for surrounding area and its land uses, commercial and economic mix, and scenic, aesthetic, historic and environmental resources;
- Respect design objectives for safety, efficiency, multimodal mobility, capacity and maintenance;
- Integrate community objectives and values relating to compatibility, livability, sense of place, urban design, cost and environmental impacts.

(FHWA, CDOT, ITE "Creating Walkable Urban Thoroughfares")

Online Engagement: Social Pinpoint Ideas Wall

Launched March 3, 2021 // 49 unique stakeholders // 40 comments



Social Pinpoint | Grand Ave Home (mysocialpinpoint.com)

Your project Guiding Principles are spot on! Let's envision a place where everyone feels a strong stake in their community and a commitment to making things better. Let"s also look beyond the boundaries of Grand Ave. to consider and define a synergistic relationship with the Eagle River Corridor and our Downtown Core. Beyond coexistence, let's build a cohesive vision that capitalizes on all our assets, making Eagle all it can be.

2 months ago — Like +1Dislike

Create a pedestrian (walking and bike) corridor on the south side of Grand Avenue that will allow for access along the corridor from West Eagle to the downtown area of Eagle. If this requires entry into the old eagle neighborhoods and connects West Eagle, then that works. The current walkability and rideability on the south side of Grand Avenue can be improved in many ways.

2 months ago — Like +3Dislike

use of green infrastructure techniques for stormwater management (quality and quantity), use of locally sourced sustainable materials and designs for infrastructure, a model for the new way of doing things

2 months ago — Like +2Dislike

inclusion of diverse populations in the panning process. Door to door outreach to those in the immediate vicinity and inclusion of their input in the process.

2 months ago — Like +2Dislike

It is important to create pride in our community to get buy in from everyone. The overall vision and plan should support all encompassing needs and the result will be revitalization/growth. Clean, approachable, green and safe.

2 months ago — Like +3Dislike

My only concern is that there will be hesitancy to not change enough of Grand Ave. As a few other people have already said the time is now to update and change. We need to improve our "front door" as someone said and have people see our town as a great place to come visit and spend money. We need to update so much, like in this picture. This is a great opportunity for us to grow, and as a community that has grown so much in recent years, we CAN'T be afraid to be bold. Let's give this 100%.

24 days ago — Like +4Dislike

Online Engagement: Social Pinpoint Mapping

As of May 27, 2021:

- Launched April 8, 2021
- 522 visits
- 226 unique users
- 18 Stakeholders
- 51 comments
- Spikes in use after meetings and newspaper articles

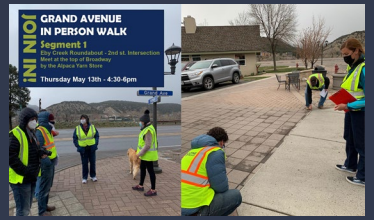
Unappealing
Dangerous
Antiquated
Trashy
Underutilized
Ugly
Busy
Fine
Haphazard
Tough to Negotiate (for all modes)
Cluttered
Chaos
Congested
Car
Traffic
Commercial
Mess
Arterial
Gateway
Random
Needs Help
Opportunity
Uninviting
Rundown
Not So Grand
Potential

Connect to River & Broadway
Better for Pedestrians
Safe
Beneficial
Beautiful
Dynamic
Welcoming
Sidewalks
Collaborative
Restricted
Destroyed
Accessible
Mobility
Clean
Community
Centerpiece
Vibrant
Grand
Headache
Gem
Alive
Potential
Organized
Attractive
Crisp
Inviting
Necessary
Trees
Hope
Arterial
Gateway
Boulevard
Streamlined

Community Survey

Word cloud generated from the **259** responses to the **Community Survey Question #53: The Town is conducting a long-range plan for the Grand Ave Corridor - link - What is most important to you about this process?** To learn more about the Grand Ave Corridor Study, click here - > https://townofeagle.org/938/Grand-Avenue-Corridor-Study

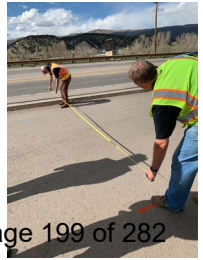
In Person Walking Audits



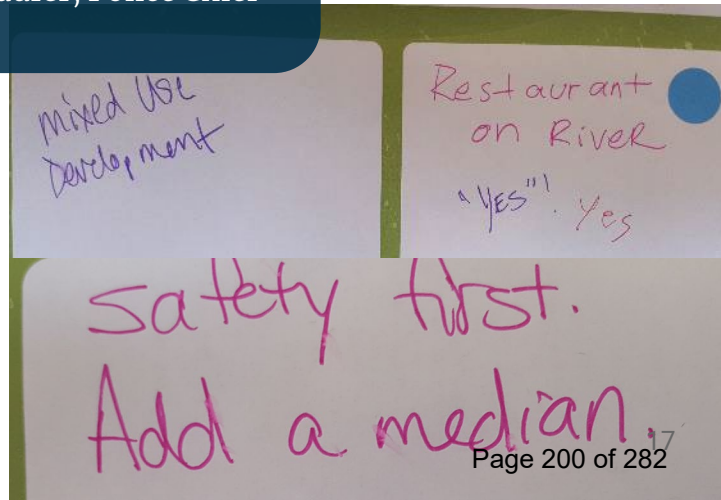
- We hosted a total of **6** walking audits: April 15th (7 attendees) & 29th (12), May 6th (16), 13th (6), 20th (14) & 27th (14)
- Thursdays in Eagle from 4:30-6pm

Key Discussion Topics:

- ACCESS MANAGEMENT
- SAFETY
- TRAFFIC FLOW
- PARKING
- THE RAILROAD
- CONNECTING EAGLE
- SUPPORTING BROADWAY
- GATEWAYS

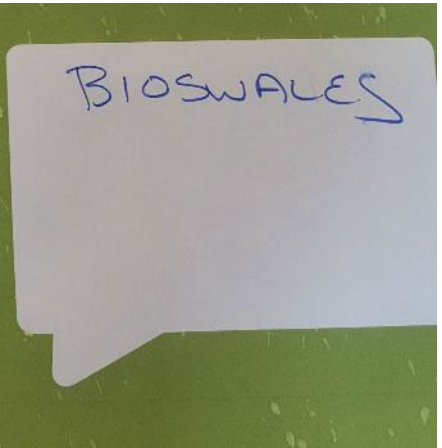


*"Reduction in speed is necessary; post at 25 mph. **Encourage the activity we want to see.**"* -Joey Staufer, Police Chief



"Think big, go bold"

-Chris Romer, Vail Valley Partnership



Key Themes from Charrette
(building from previous engagements)

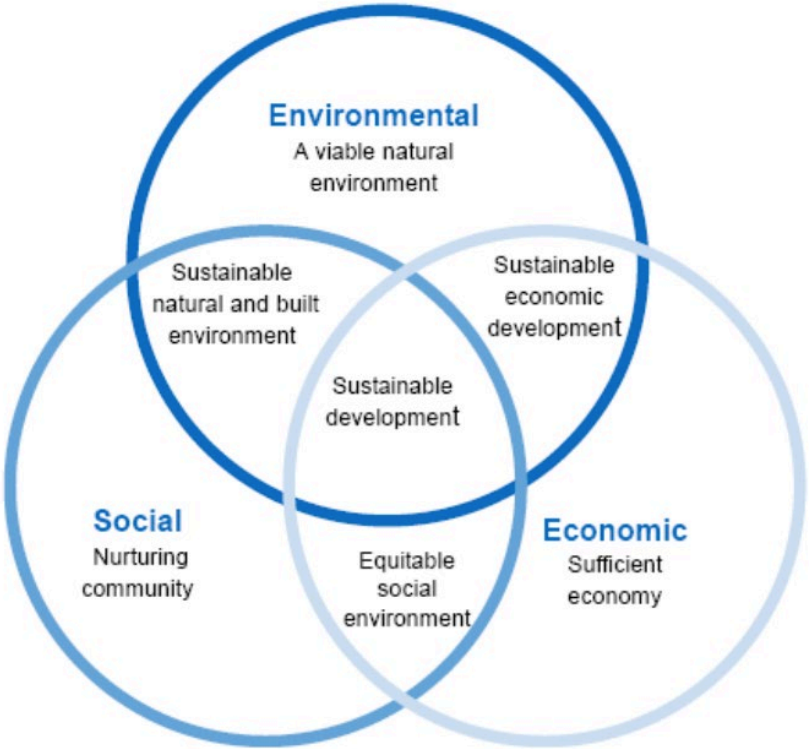
- Safety
- Beautify & Green
- Business & Family Friendly
- Manage the 'Flow'
- Wayfinding & Gateways
- Roundabouts
- Connect the Network
- Placemaking
- Complementary Uses
- South-Side vs North-Side Bike Movement
- Parking

Process: Developing Starter Scenario Concepts

Streets of the Future

Town of Eagle

Toward Net-Zero Carbon Emissions by 2030…



Healthy Community by Design

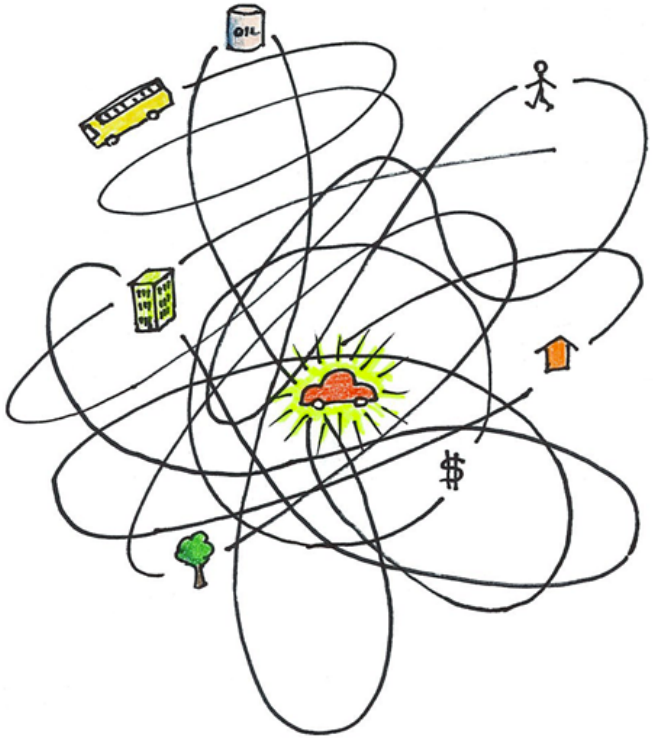
Which street would you prefer to walk, bike or do business on?

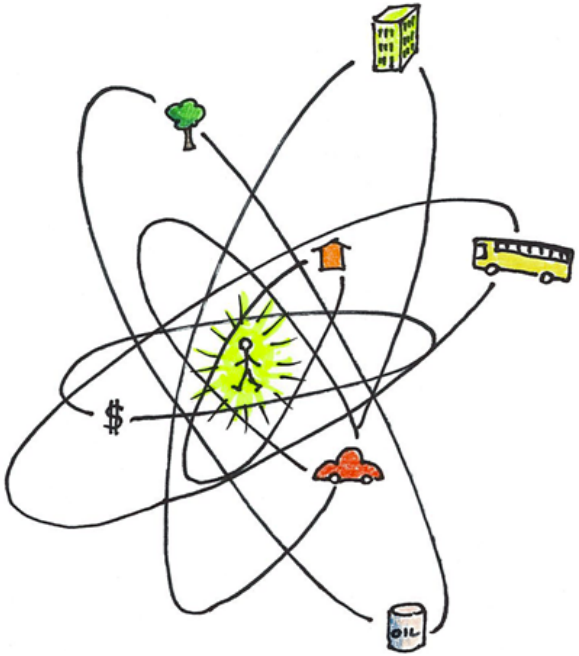
78 ft
STOP / STOP
AHEAD

14 ft

Speeds ↓ from **35-40 mph** to **19 mph**
Noise levels ↓ **77%**

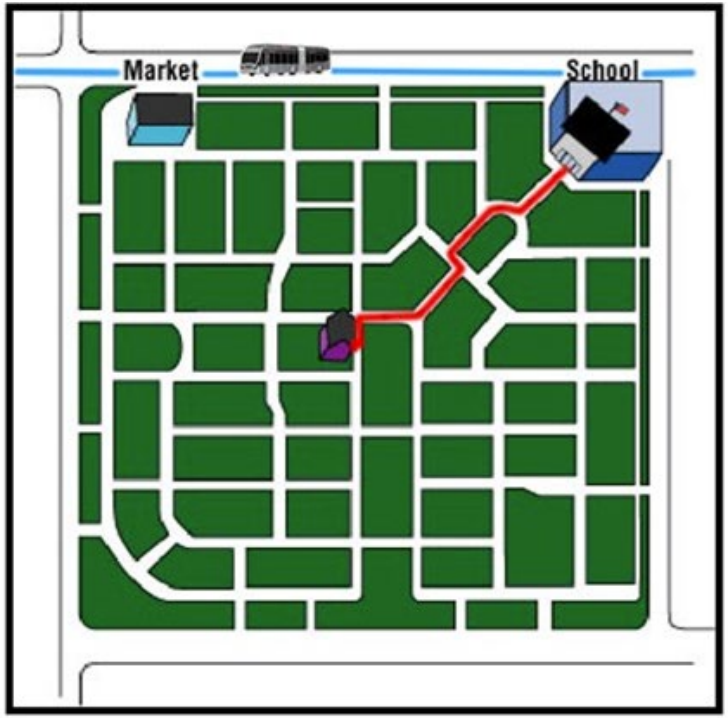
<u>Paradigm Shift:</u> *Transportation projects build community, not just move people and goods through communities.*





Street & Multimodal Network

Driving-only transportation pattern

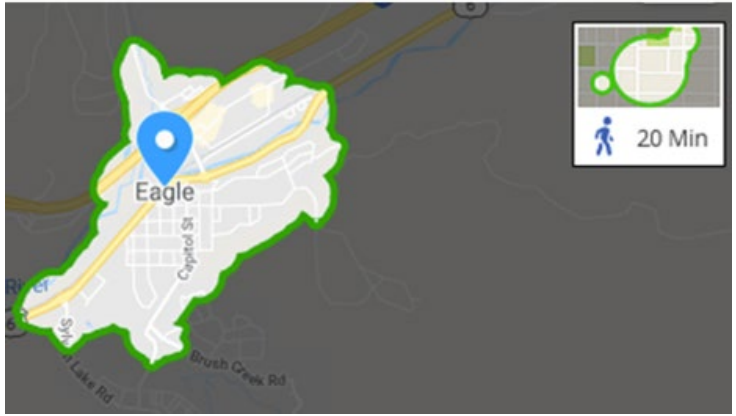


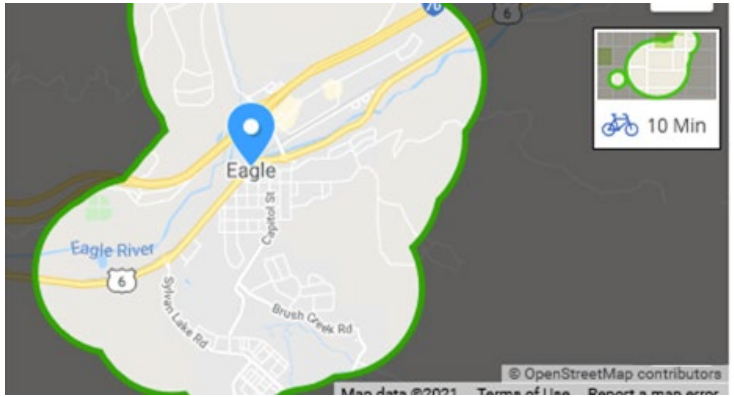
Walkable connected transporation network

Walking & Bicycling Mean Business

- **10 point increase** in Walk Score **increases commercial property values** by **5-8%** *(CEOs for Cities)*
- **Protected bike lanes (cycle track)** replaced parking on Salt Lake City's Broadway Ave:
  - Retail sales **increased 8.8%** *(compared to a 7% increase citywide)*
  - After changes, **59%** of **business owners** on street **supported**; **18% opposed**

    (Salt Lake City Department of Transportation)

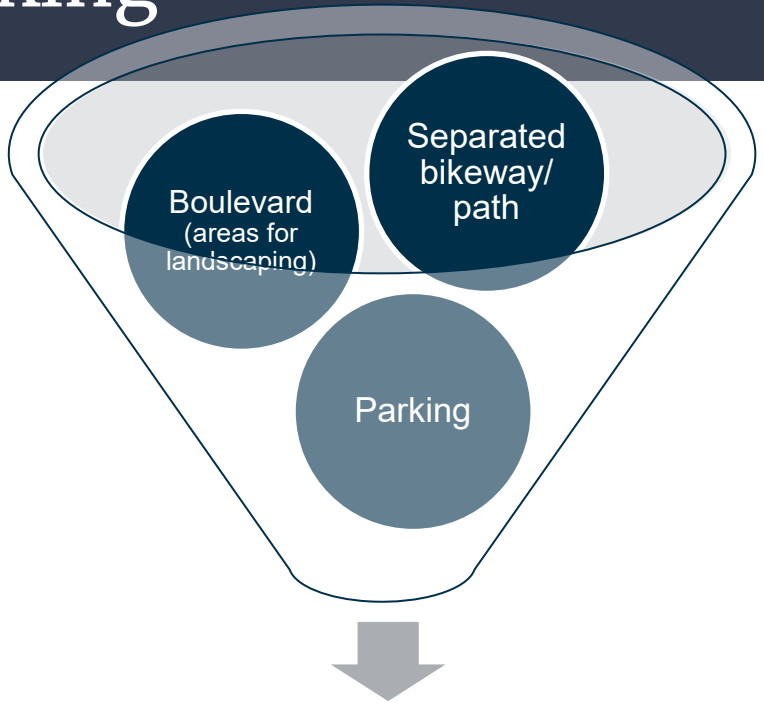




About **46%** of all trips taken in a private vehicle are **3 miles or shorter** in length.

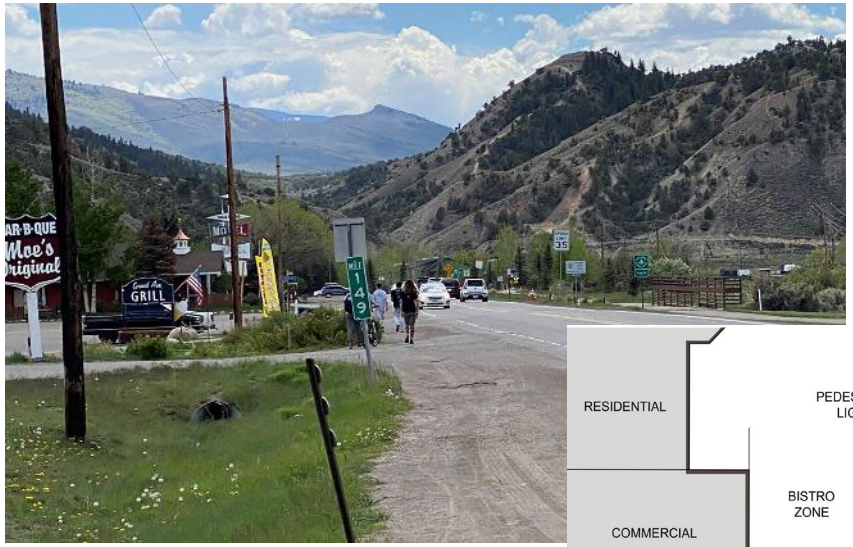
National Household Travel Survey 2017

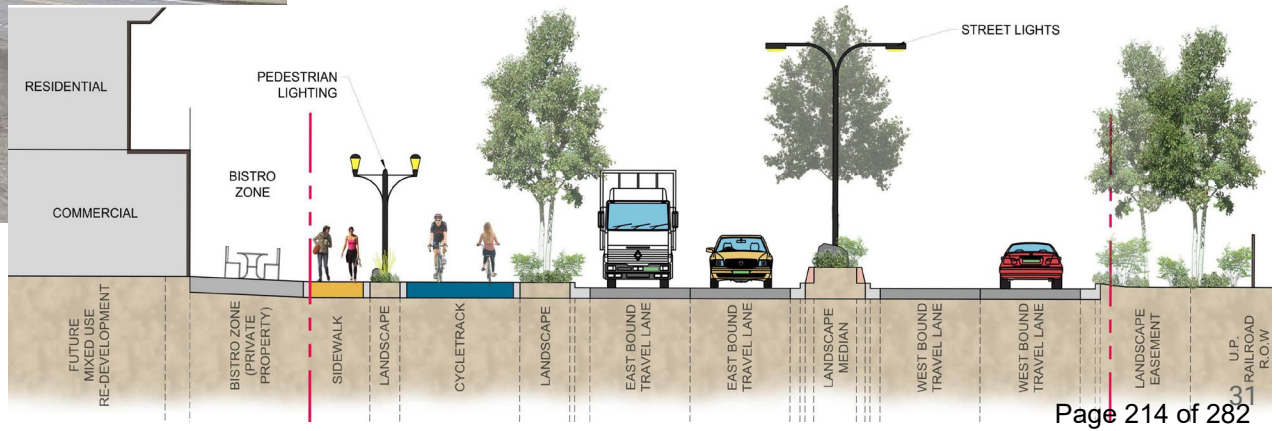
Decision-making



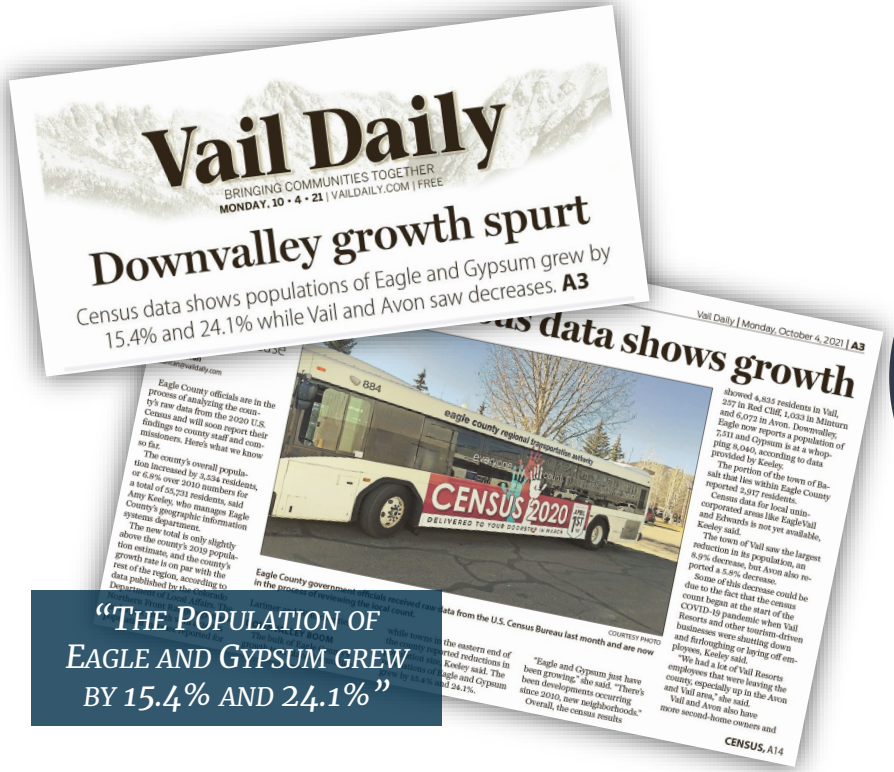
How do we balance these ideas and needs within the Grand Avenue Corridor Plan, especially in the full build scenario?

Bicycle and Pedestrian Facilities





Traffic Analysis & Modeling


Vail Daily

BRINGING COMMUNITIES TOGETHER

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Downvalley growth spurt

Census data shows populations of Eagle and Gypsum grew by 15.4% and 24.1% while Vail and Avon saw decreases. A3

Vail Daily | Monday, October 4, 2021 | A3

Census data shows growth

Eagle County officials are in the process of analyzing the county's raw data from the 2020 U.S. Census and will soon report their findings to county staff and commissioners. Here's what we know so far.

The county's overall population increased by 3,534 residents, or 6.8% over 2010 numbers for a total of 55,731 residents, said Amy Keeley, who manages Eagle County's geographic information systems department.

The new total is only slightly above the county's 2019 population estimates, and the county's growth rate is on par with the rest of the region, according to data published by the Colorado Department of Local Affairs. The

Latinos and Hispanics, who received raw data from the U.S. Census Bureau last month and are now reviewing the local count.

COURTESY PHOTO

while towns in the eastern end of the county reported reductions in population, Keeley said. The towns of Eagle and Gypsum grew by 15.4% and 24.1%.

"Eagle and Gypsum just have been growing," she said. "There's been developments occurring since 2010, new neighborhoods."

Overall, the census results showed 4,835 residents in Vail, 257 in Red Cliff, 1,033 in Minturn and 6,072 in Avon. Downvalley, Eagle now reports a population of 7,511 and Gypsum is at a whopping 8,045, according to data provided by Keeley.

The portion of the town of Basalt that lies within Eagle County reported 2,917 residents.

Census data for local unincorporated areas like Eagle-Vail and Edwards is not yet available, Keeley said.

The town of Vail saw the largest reduction in its population, an 8.9% decrease, but Avon also reported a 5.8% decrease.

Some of this decrease could be due to the fact that the census count began at the start of the COVID-19 pandemic when Vail Resorts and other tourism-driven businesses were shutting down and furloughing or laying off employees, Keeley said.

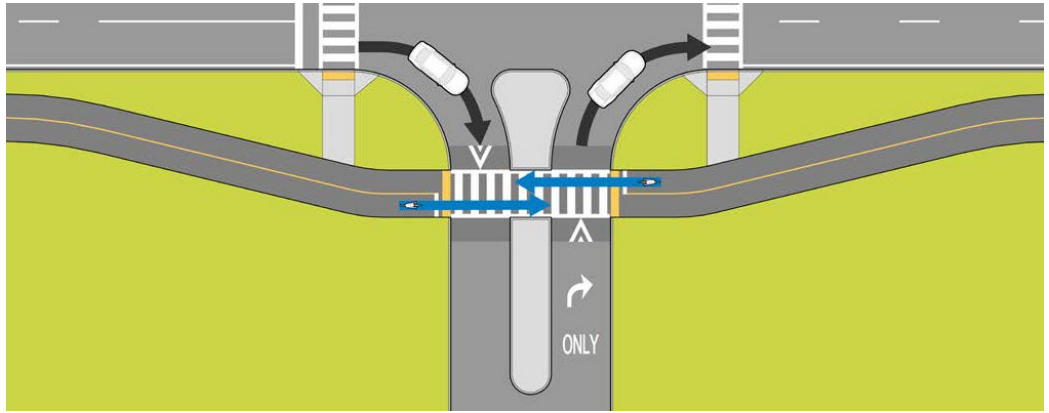
"We had a lot of Vail Resorts employees that were leaving the county, especially up in the Avon and Vail area," she said.

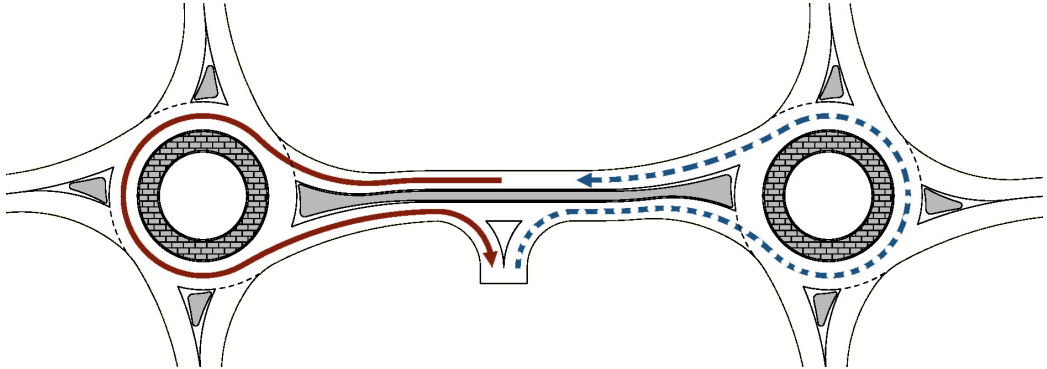
Vail and Avon also have more second-home owners and

CENSUS, A14

"The Population of Eagle and Gypsum grew by 15.4% and 24.1%"

Access Management





Overall Corridor Plan

Overhead Gateway Element
Left Turn Lane
Bus Stop
Brush Creek Roundabout
Railroad Tracks
Bus Stop
6th Street Roundabout
Railroad Tracks
3rd Street Roundabout
Bus Stop
Roundabout Roundabout
Railroad Tracks
Railroad Tracks
Fish River
Highway 6
Highway 6
Highway 6

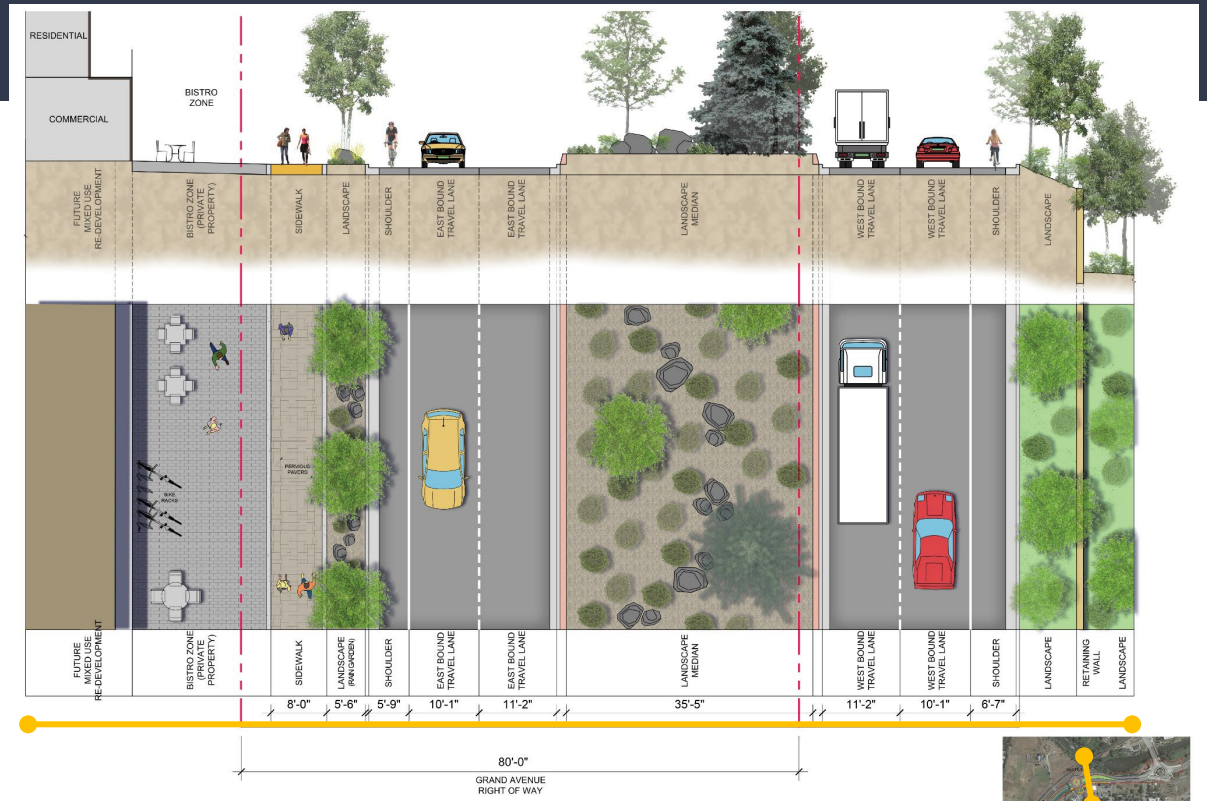
Existing Corridor – Aerial View

Existing Aerial View
Looking Northeast between 3rd and 4th Street

Proposed Corridor – Aerial View

Potential Corridor Improvements
Looking Northeast between 3rd and 4th Street

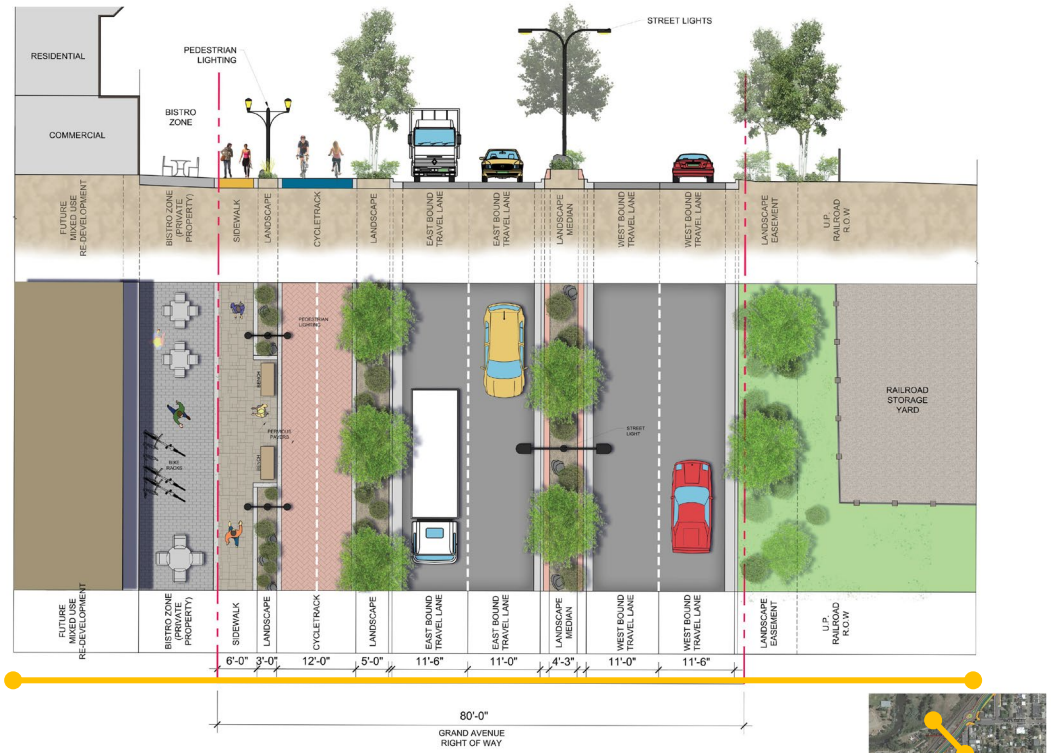
Overall Corridor Section (East of Broadway)



SEGMENT 1 - PROPOSED FINAL SECTION 1
Looking Southwest between Capitol and Broadway Street
10/7/21

GRAND AVE CORRIDOR PLAN

Overall Corridor Section



SEGMENT 2C - PROPOSED FINAL SECTION 2
Looking Southwest between Washington and 4th Street
10/7/21

GRAND AVE CORRIDOR PLAN

Photo Simulation – Existing Grand Avenue Corridor

Photo Simulation – Proposed Roadway with Pedestrian / Bicycle Facilities

Photo Simulation – Proposed Roadway and Furnishings

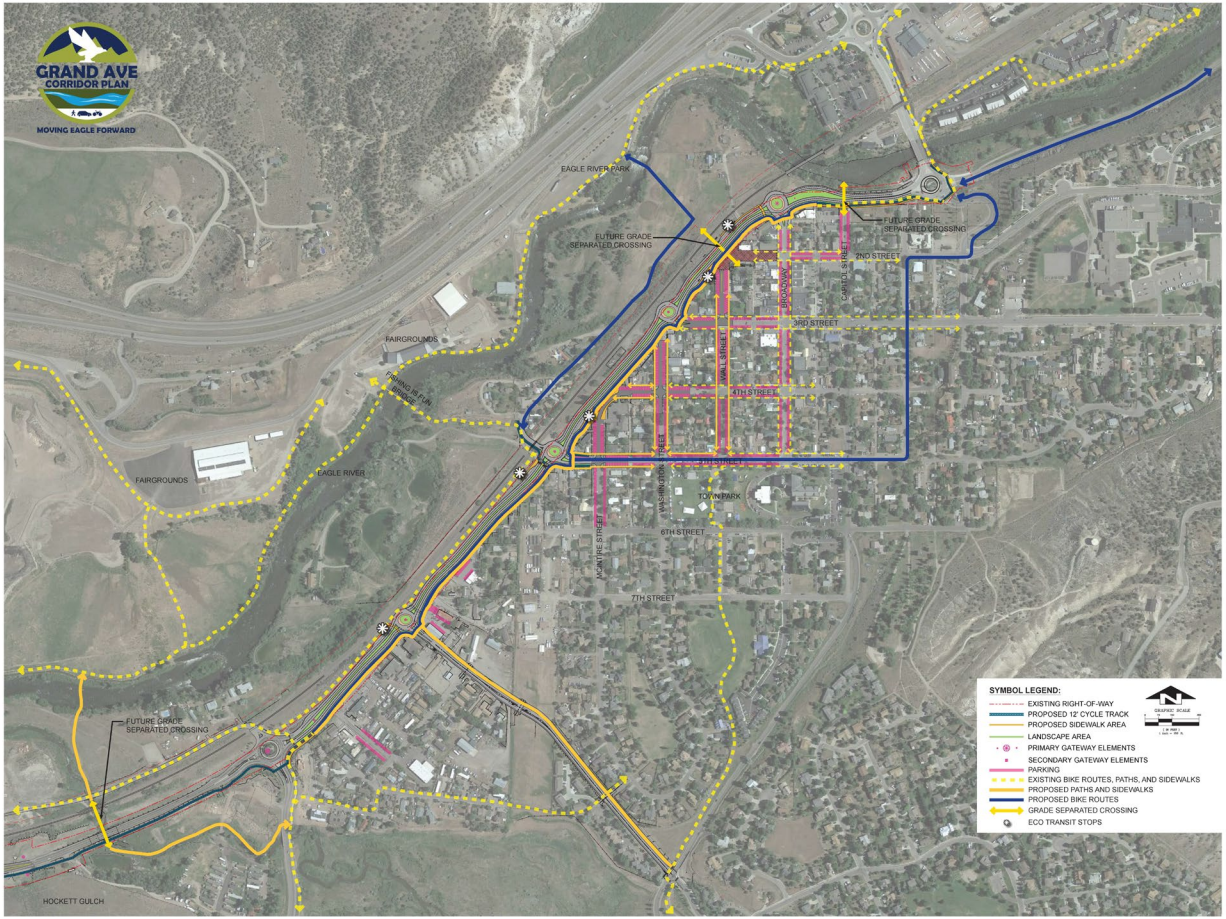
Photo Simulation – Proposed Corridor with Minor Landscape Elements

Photo Simulation – Full Implementation of Corridor Plan

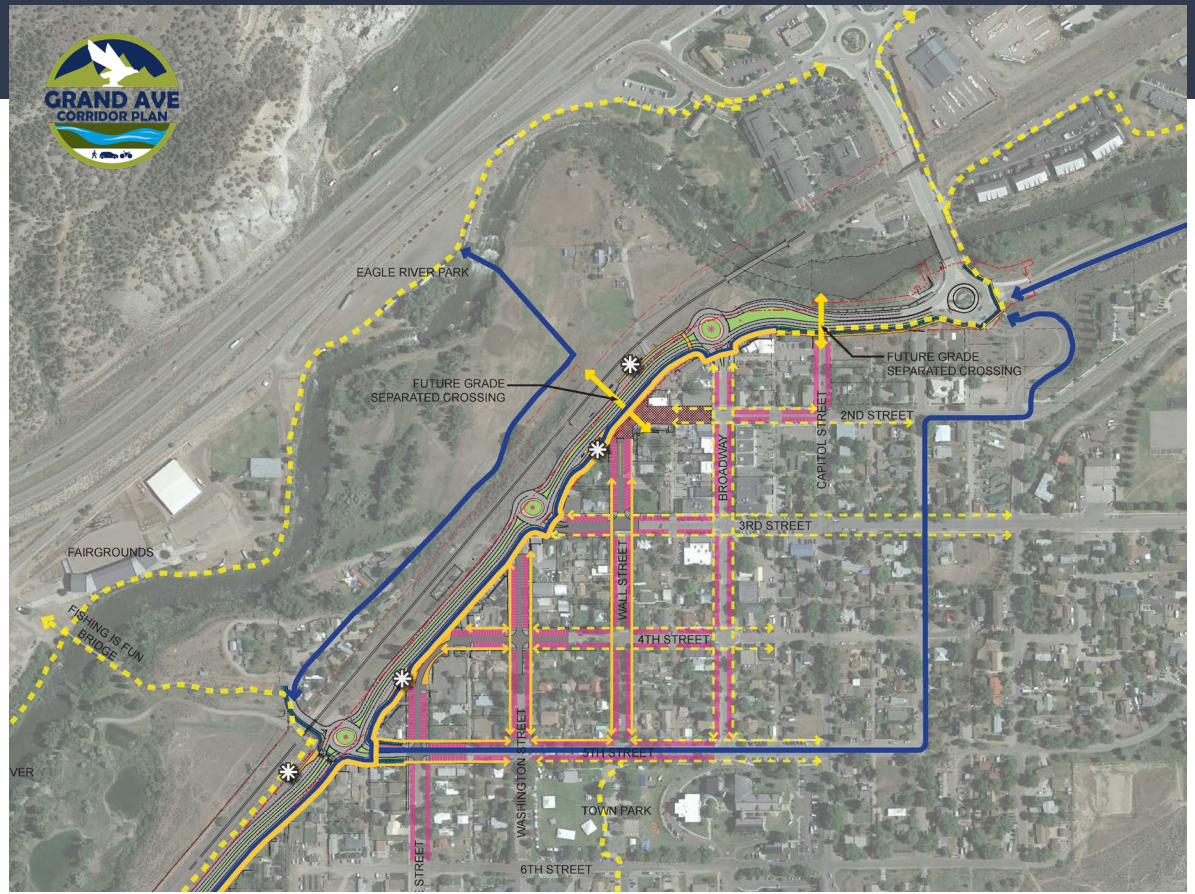
Parking

4th and McIntire Street Connected at Corner (No Vehicular Access to Grand Avenue)
3rd Street Roundabout
Railroad Tracks
5th Street Roundabout
Parking
Sidewalks Extended along Downtown Streets
2nd and Wall Street Connected at Corner (No Vehicular Access to Grand Avenue)

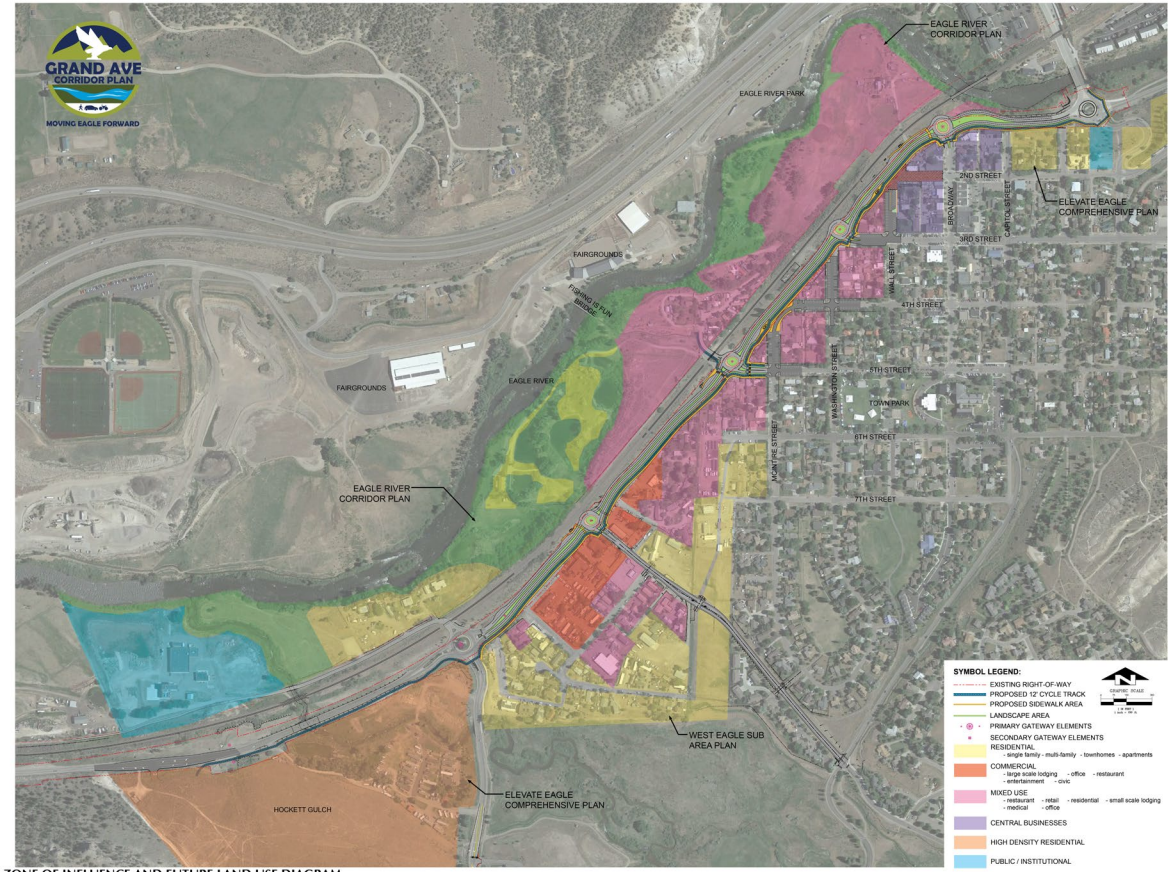
Bicycle and Pedestrian Circulation



Bicycle and Pedestrian Circulation



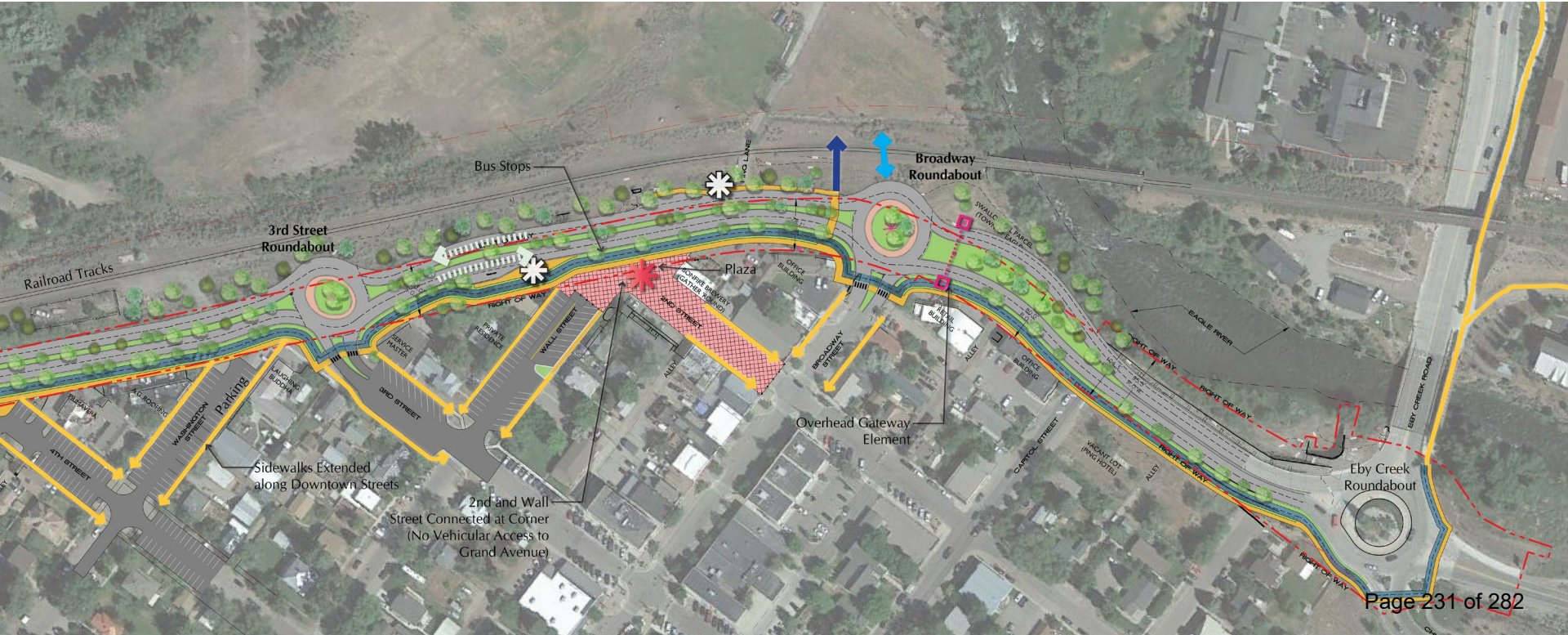
Future Land Use Map



ZONE OF INFLUENCE AND FUTURE LAND USE DIAGRAM
Grand Ave Corridor Plan
12/1/21

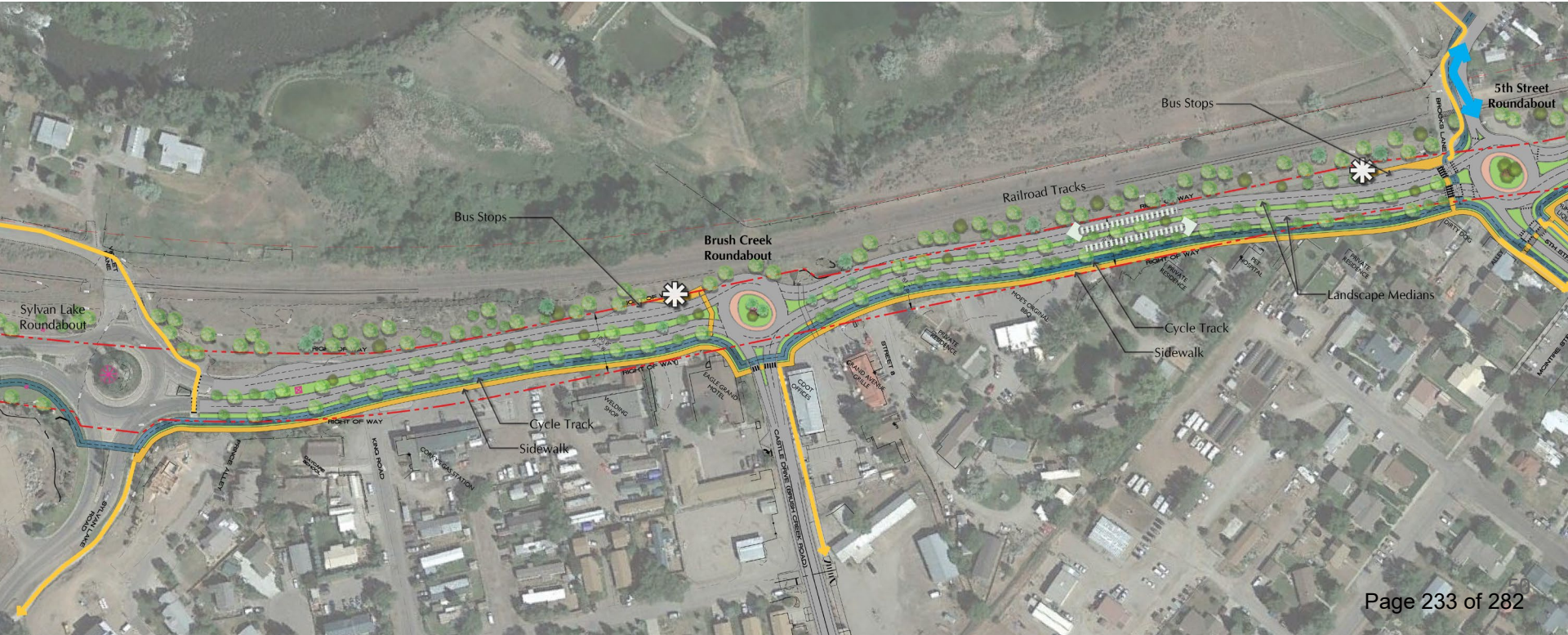
Corridor Plan

Segment 1

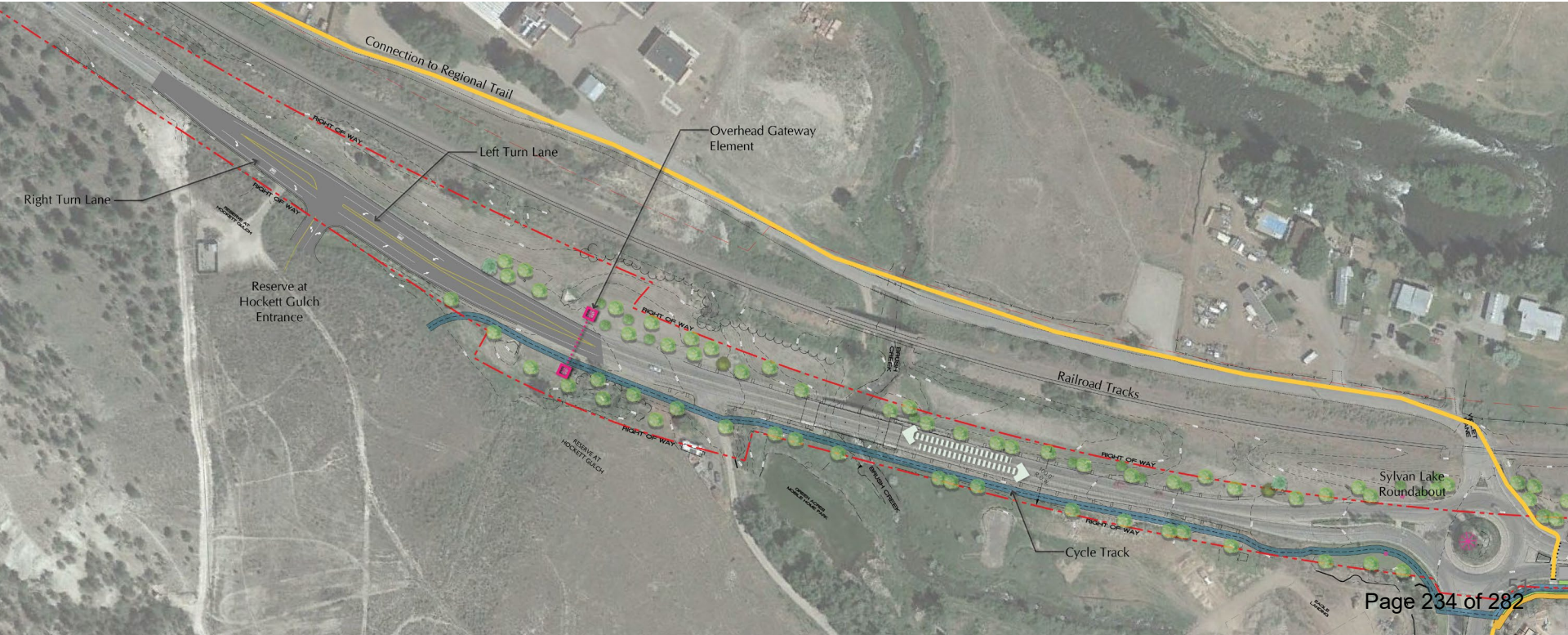


Corridor Plan
Segment 2

Corridor Plan
Segment 3



Corridor Plan
Segment 4

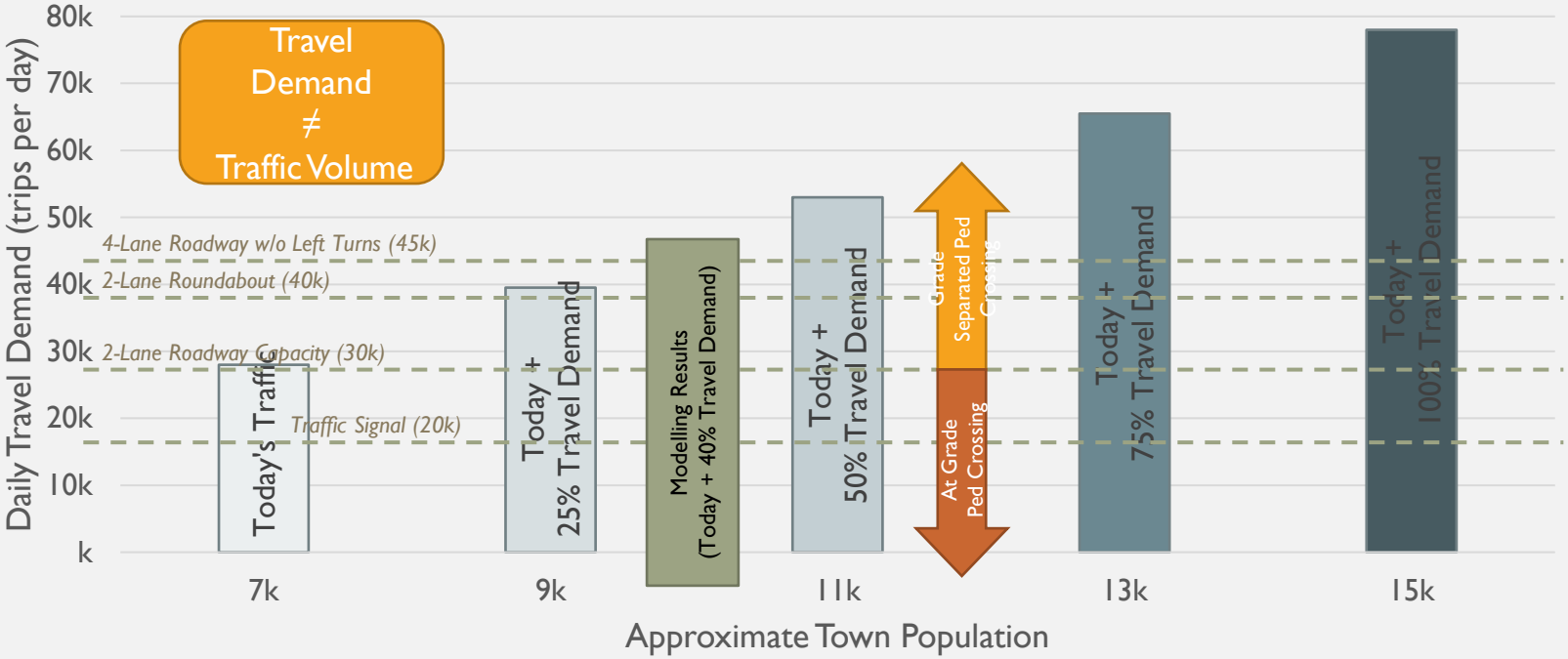


4. Traffic Modeling and Access Management

DESIGN DECISIONS

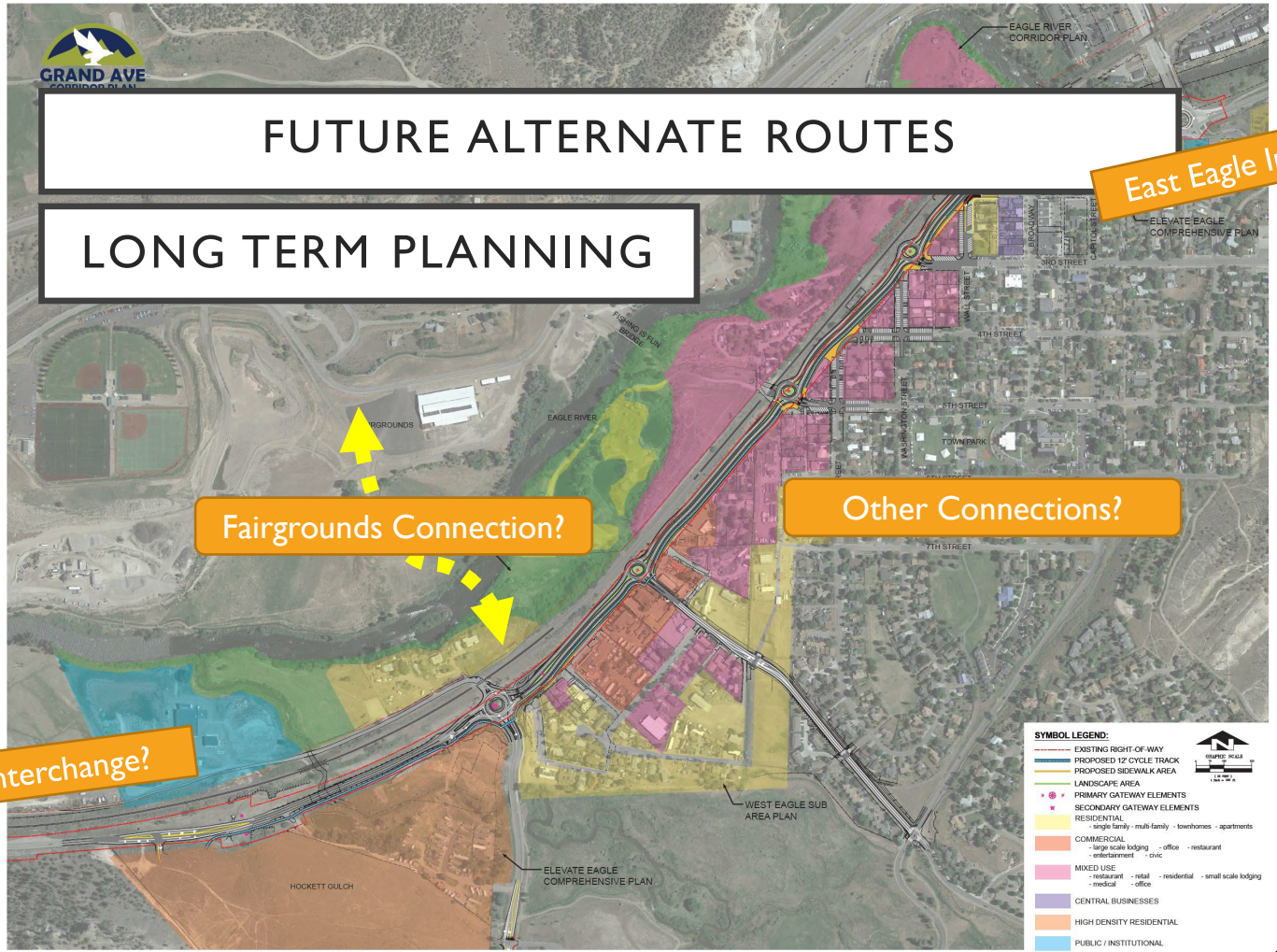
- Need a Strategic Gridded Street Network
- Need an Airport Interchange and Fairgrounds Road Extension
- Corridor of Connected Roundabouts
- Implement Access Management
- Make Walking/Biking the Easy Choice
- Grade-Separate the Pedestrian and Bicycle Crossings of GACP

TRAVEL DEMAND VS CAPACITY



FUTURE ALTERNATE ROUTES

LONG TERM PLANNING



ZONE OF INFLUENCE AND FUTURE LAND USE DIAGRAM
Grand Ave Corridor Plan
10/7/21

East Eagle Interchange?

Fairgrounds Connection?

Other Connections?

Airport Interchange?

TOWN OF EAGLE - GRAND AVENUE CORRIDOR PLAN

MICROSIMULATION TRAFFIC MODELING

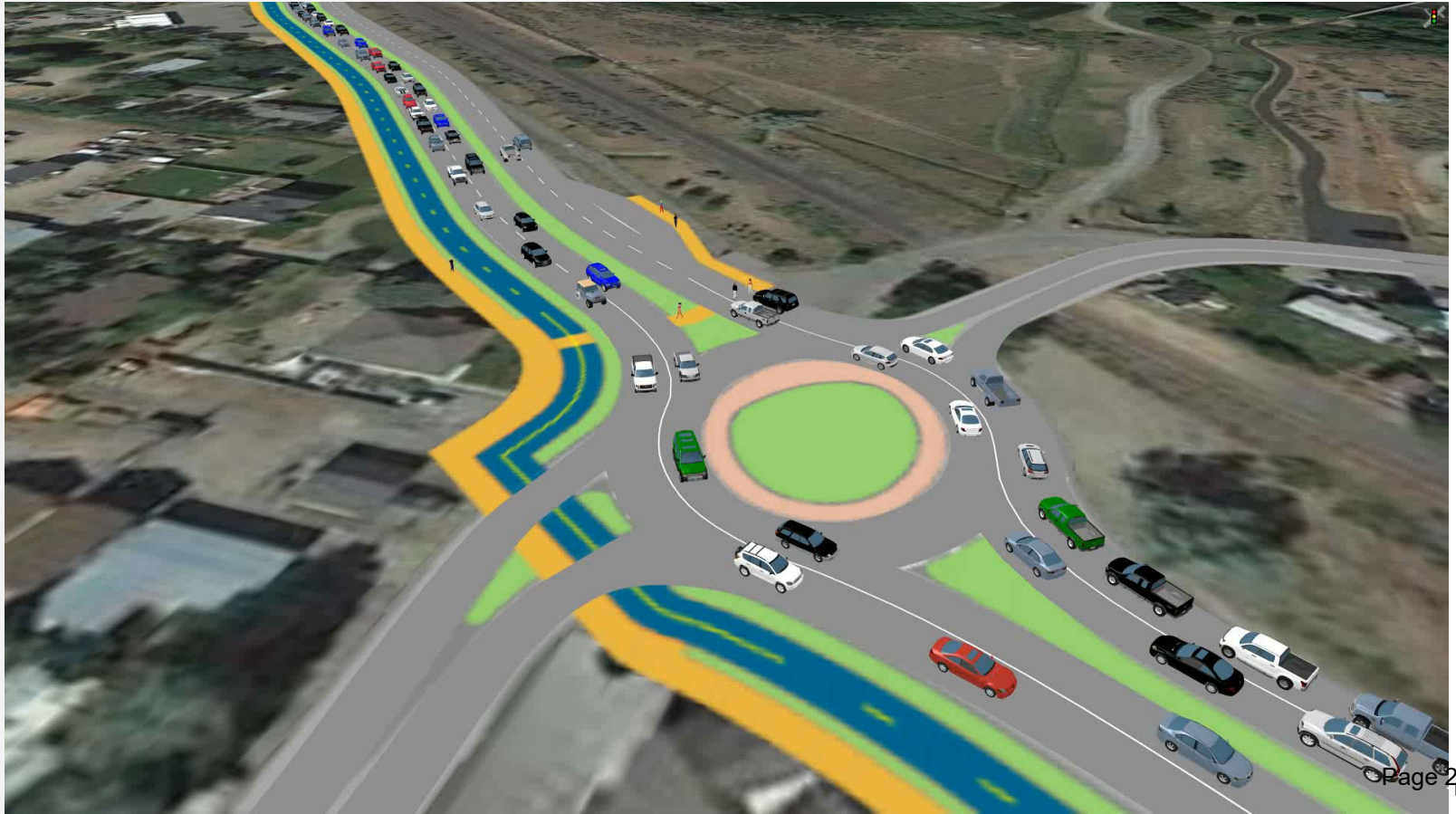
Corridor works up to approximately 40,000vpd (40% of new Travel Demand)

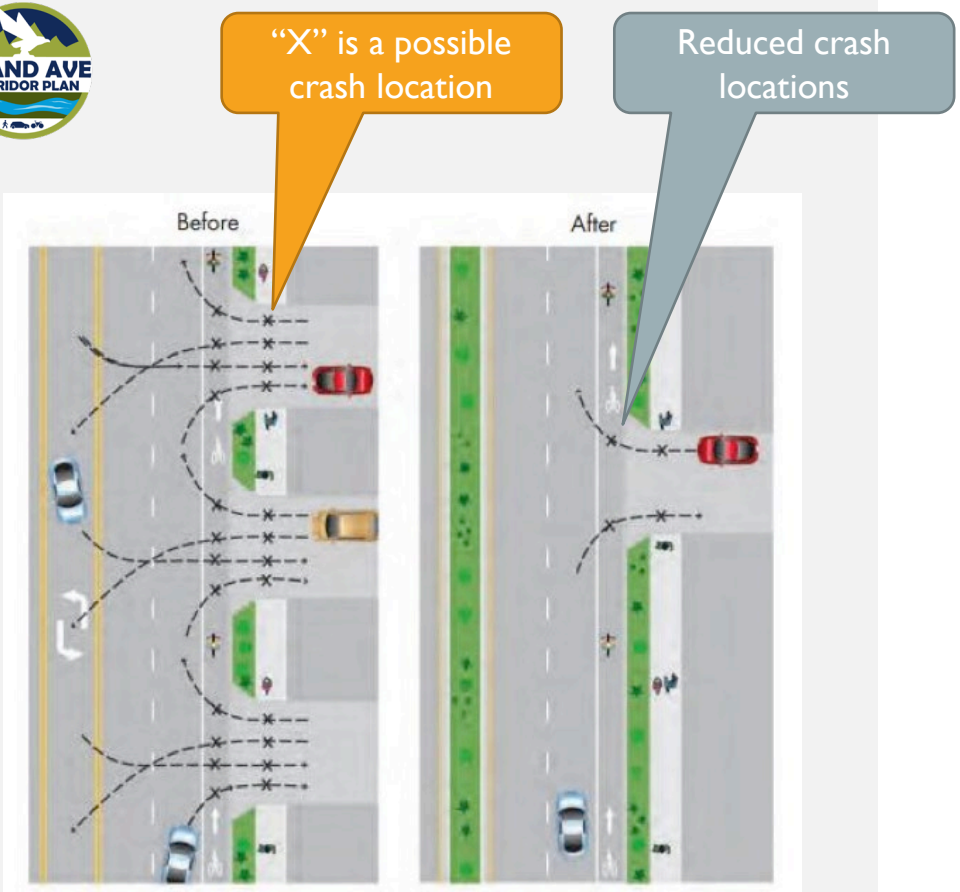
MICROSIMULATION TRAFFIC MODELING

> 40,000vpd shows system and corridor failures

MICROSIMULATION TRAFFIC MODELING

Grade-Separated Crossings for Pedestrian and Bike

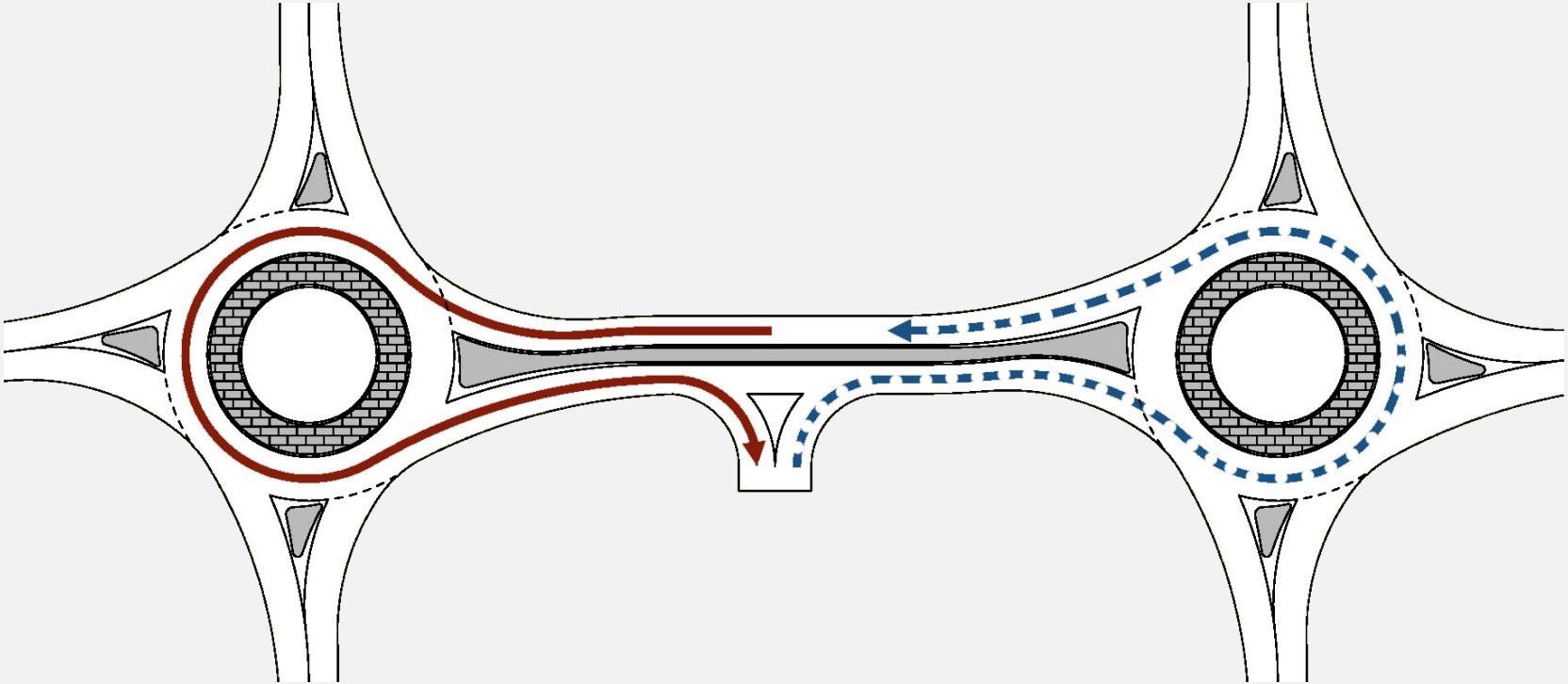


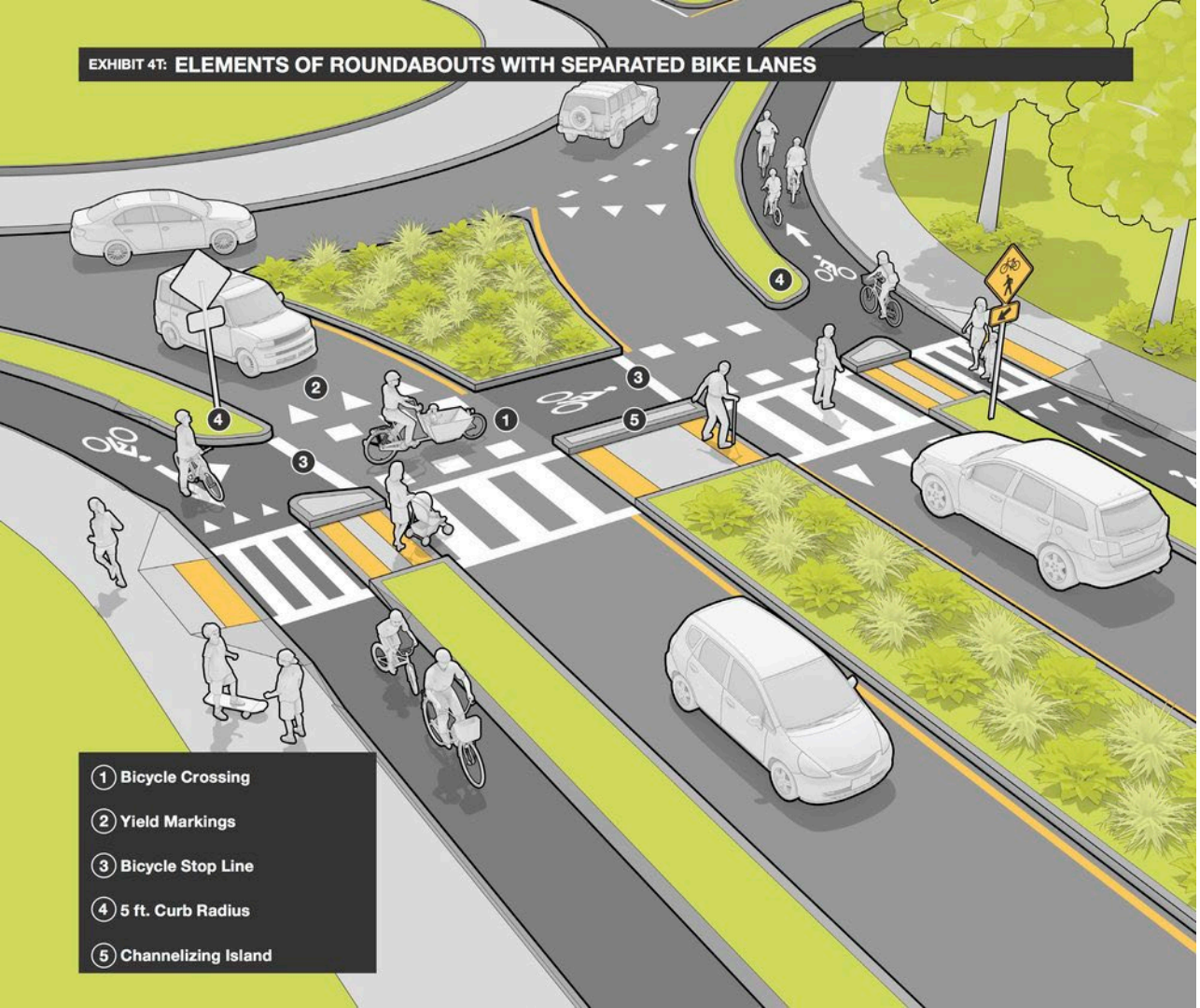


WHAT IS ACCESS MANAGEMENT?

- Proactive management of access points to land use parcels adjacent to roadway.
- Good access management promotes safe and efficient use of transportation network.
- Techniques:
  - ROW Management
  - Access Spacing
  - Access Consolidation
  - Turn Lanes
  - Median Treatments
  - Off Corridor Connections

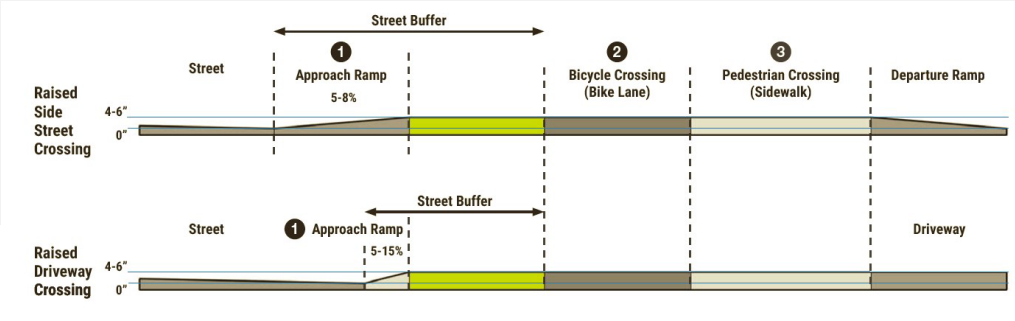
ROUNDABOUTS TO MAKE LEFT TURNS

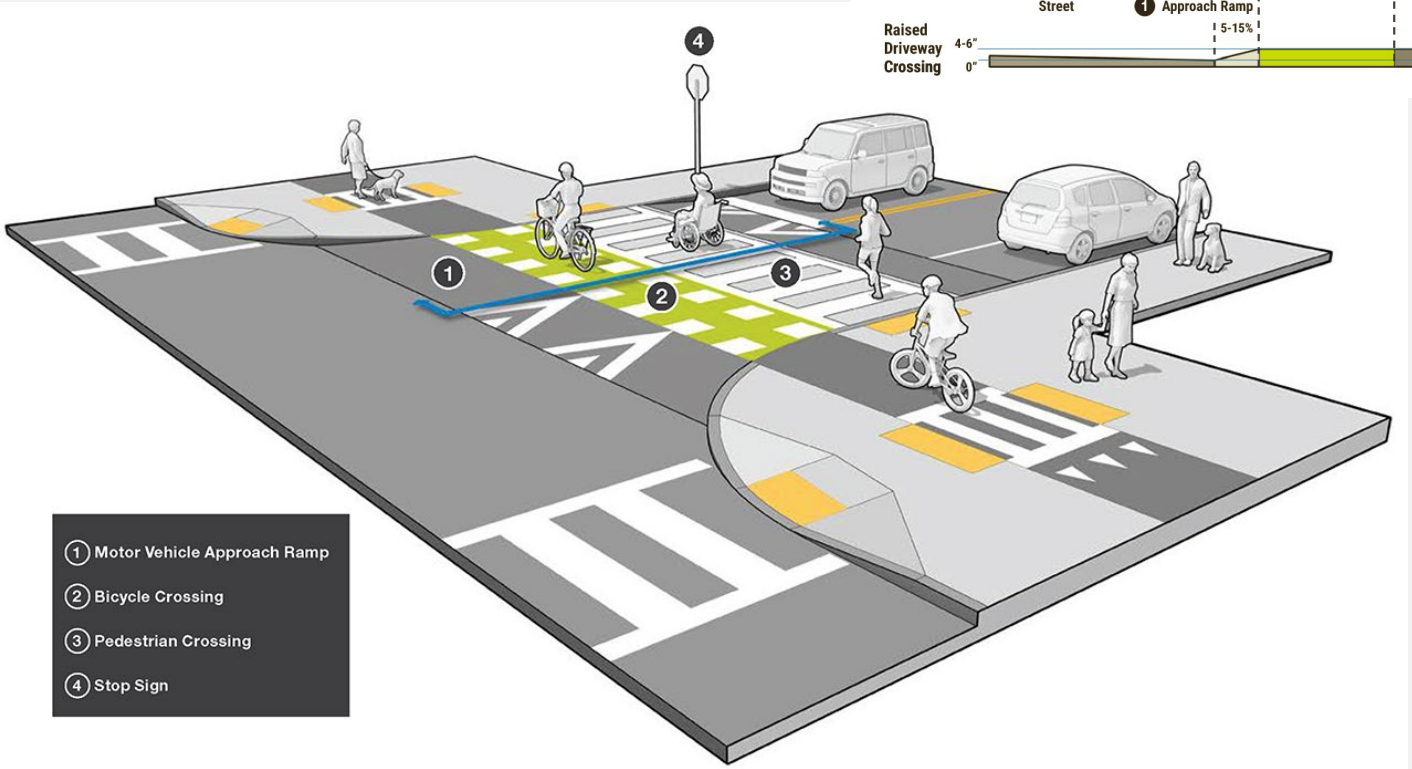




- Low speed in/out increases yielding behavior of motorists
- Crossings well marked for both pedestrians and bicyclists
- Other crossing tools can be applied like raised crossings, RRFB

Source: [MassDOT Separated Bike Lane Planning and Design Guide]





Source: [MassDOT Separated Bike Lane Planning and Design Guide]

VEHICULAR ACCESS DIAGRAM

VEHICULAR ACCESS DIAGRAM
Grand Ave Corridor
12/1/21

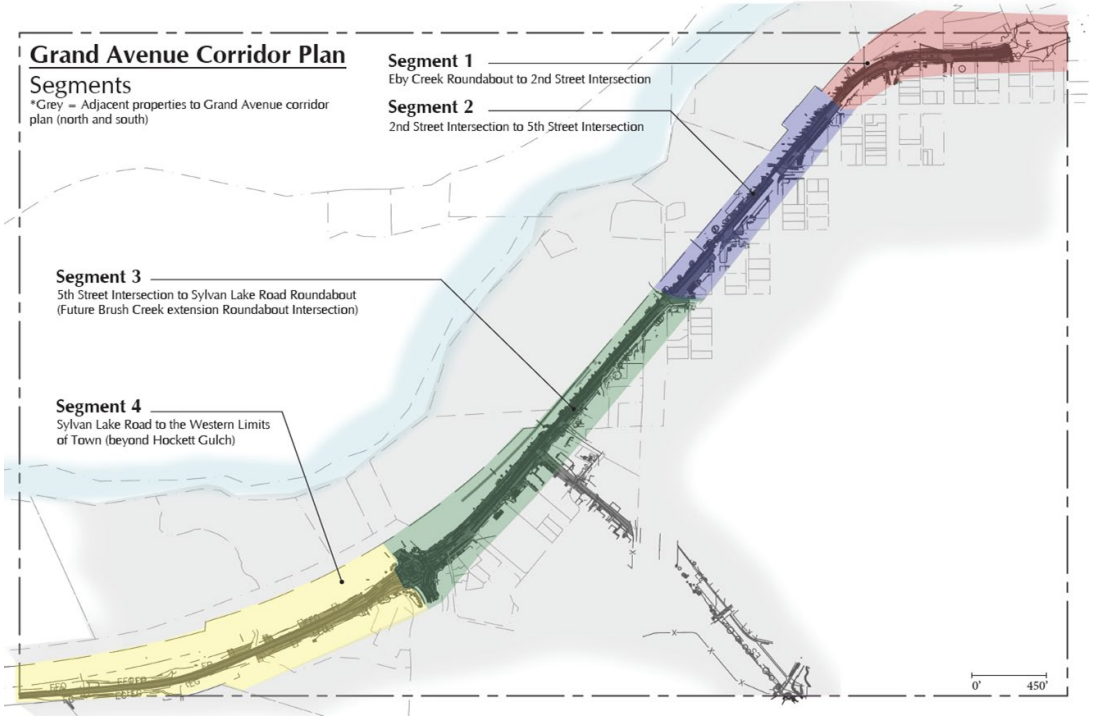
RAILROAD

- February 2021 – Started Initial Conversation w/ RR
- December 2021 – 10% Design Submitted
- January 2022 – Town is working on Contract with RailPros

5. Technical Overview / Union Pacific Railroad

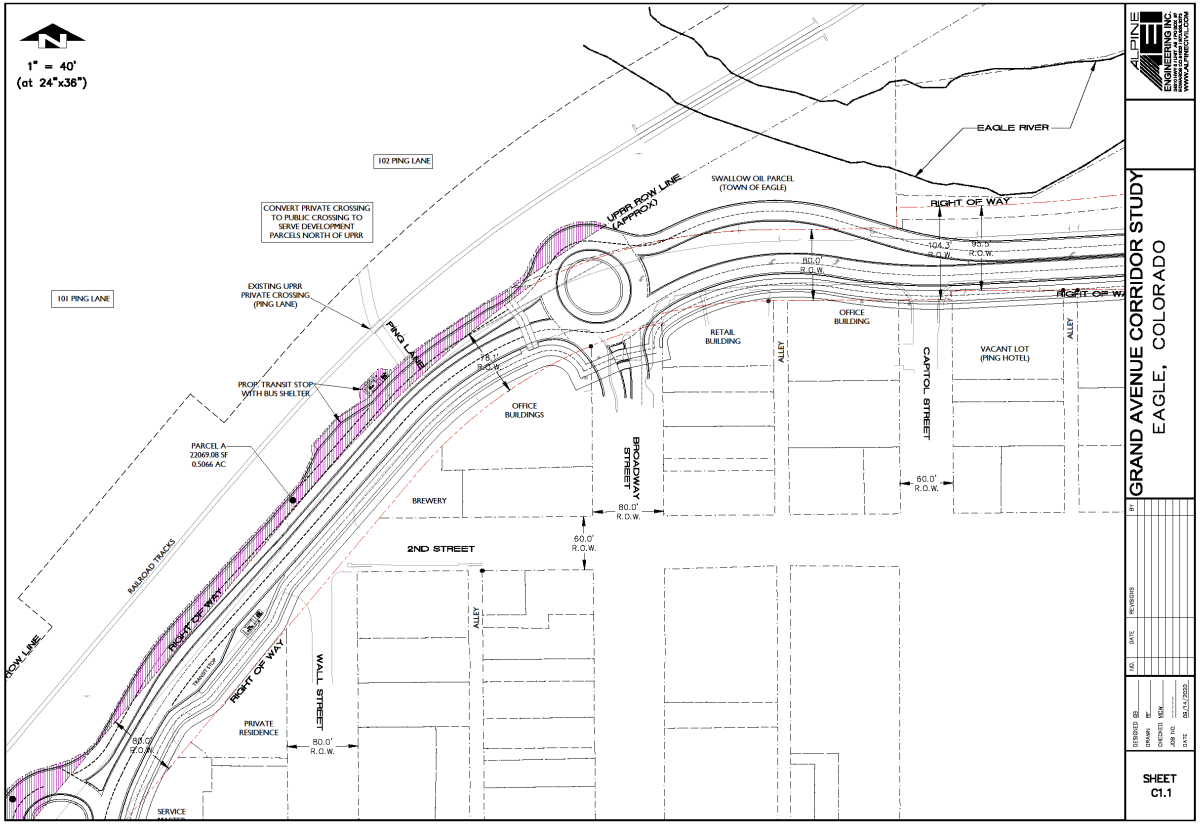
Opportunities/ Constraints of the Right of Way (ROW)

- UPRR property is directly adjacent to the Grand Avenue ROW for segments 2-4.
- There are only 3 existing at grade crossings of the railroad tracks to serve the parcels north of UPRR ROW (Case & Johnson parcels, Brooks Lane and Violet Lane)
- UPRR has indicated that no new crossings will be issued along this section of the corridor.
- Numerous private property parcels along the south side of Grand Avenue with associated driveways and parking within the existing ROW. Providing access to these parcels may affect the design options



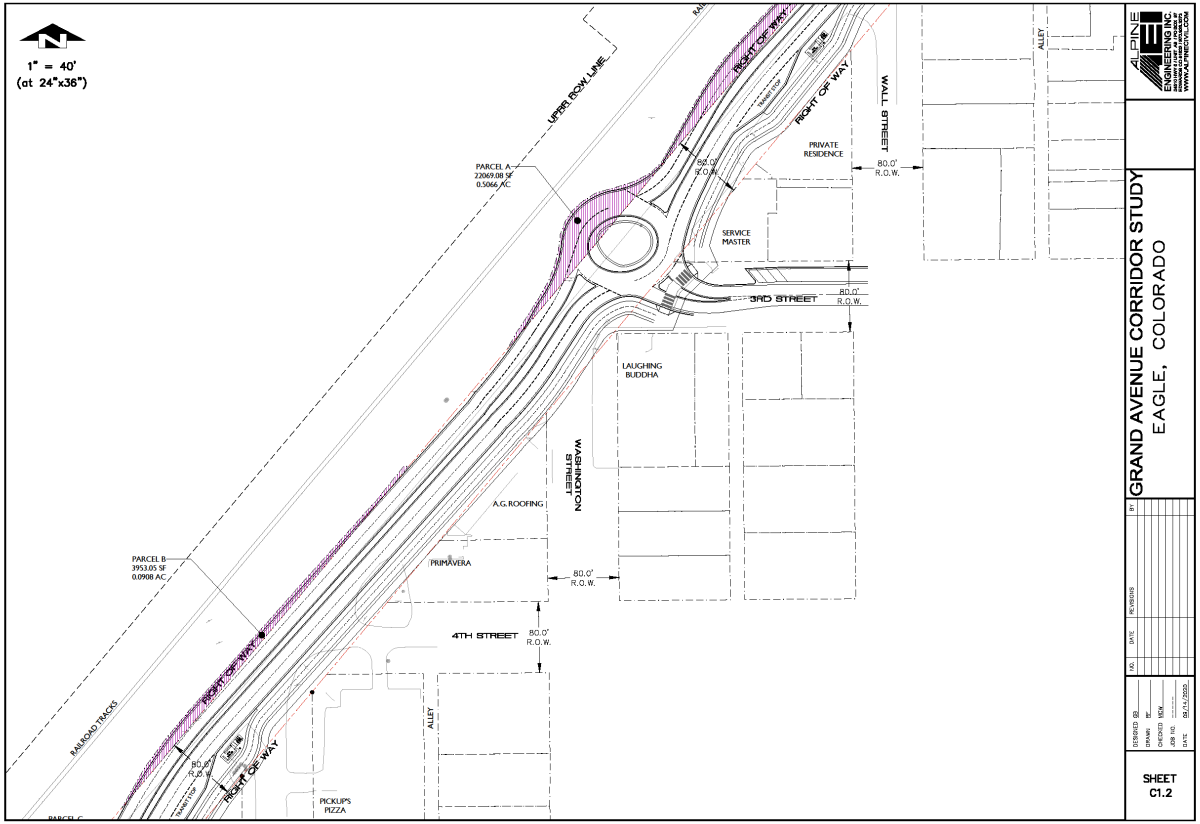
Union Pacific Railroad Right-of-Way

Acquisition Parcels – Broadway to 3rd Street



Union Pacific Railroad Right-of-Way

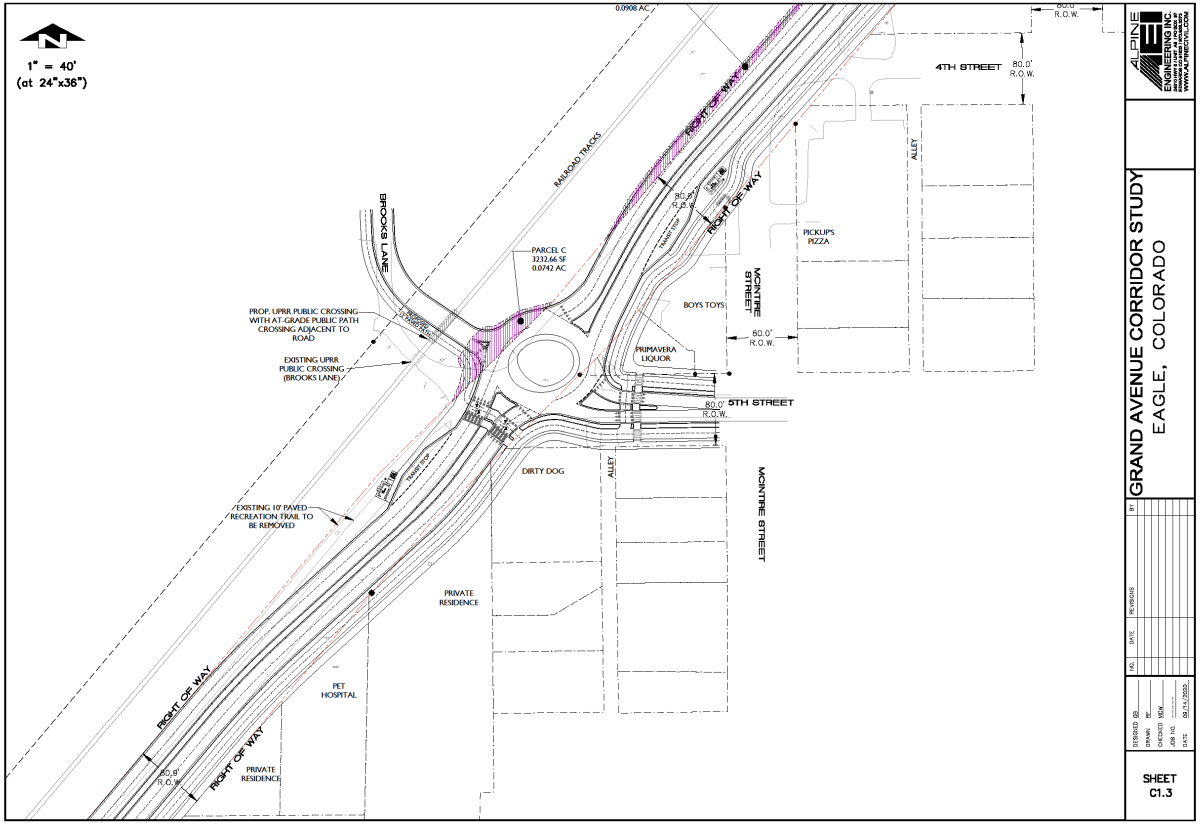
Acquisition Parcels – 3rd Street



GRAND AVE CORRIDOR PLAN

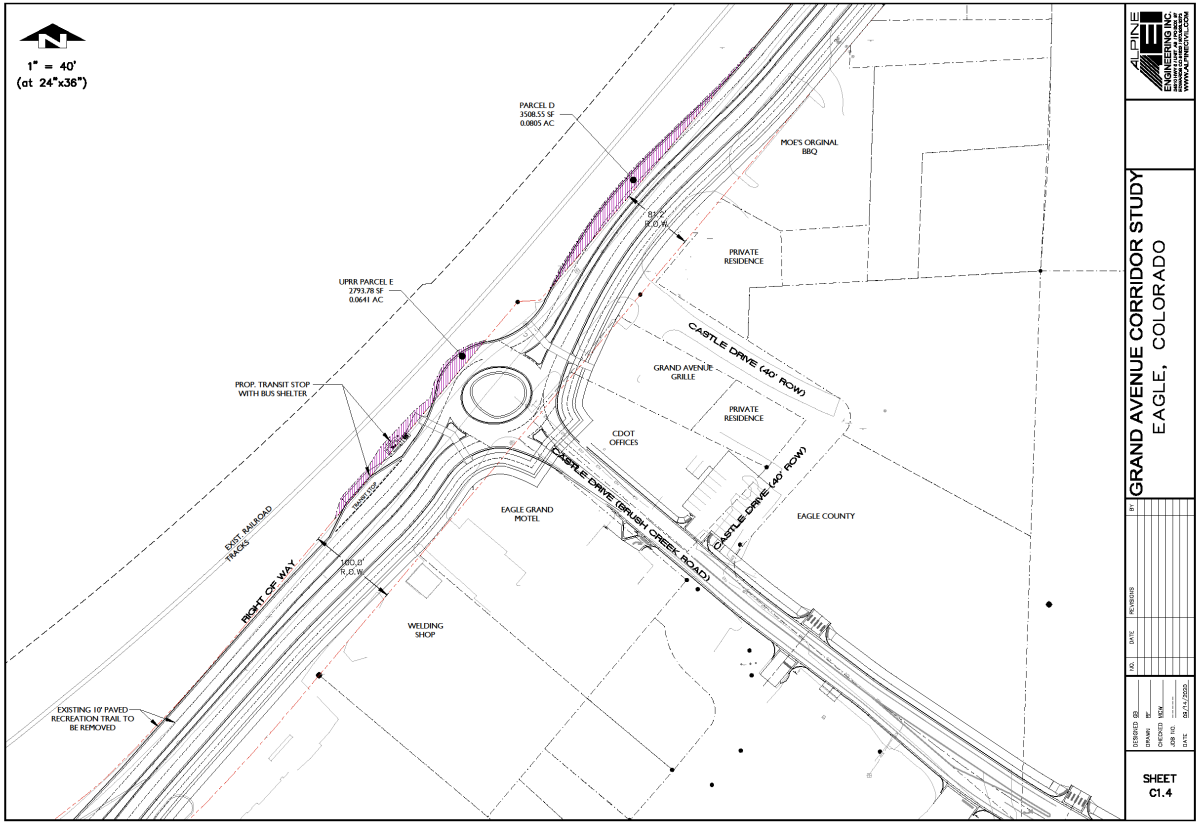
Union Pacific Railroad Right-of-Way

Acquisition Parcels – 5th Street



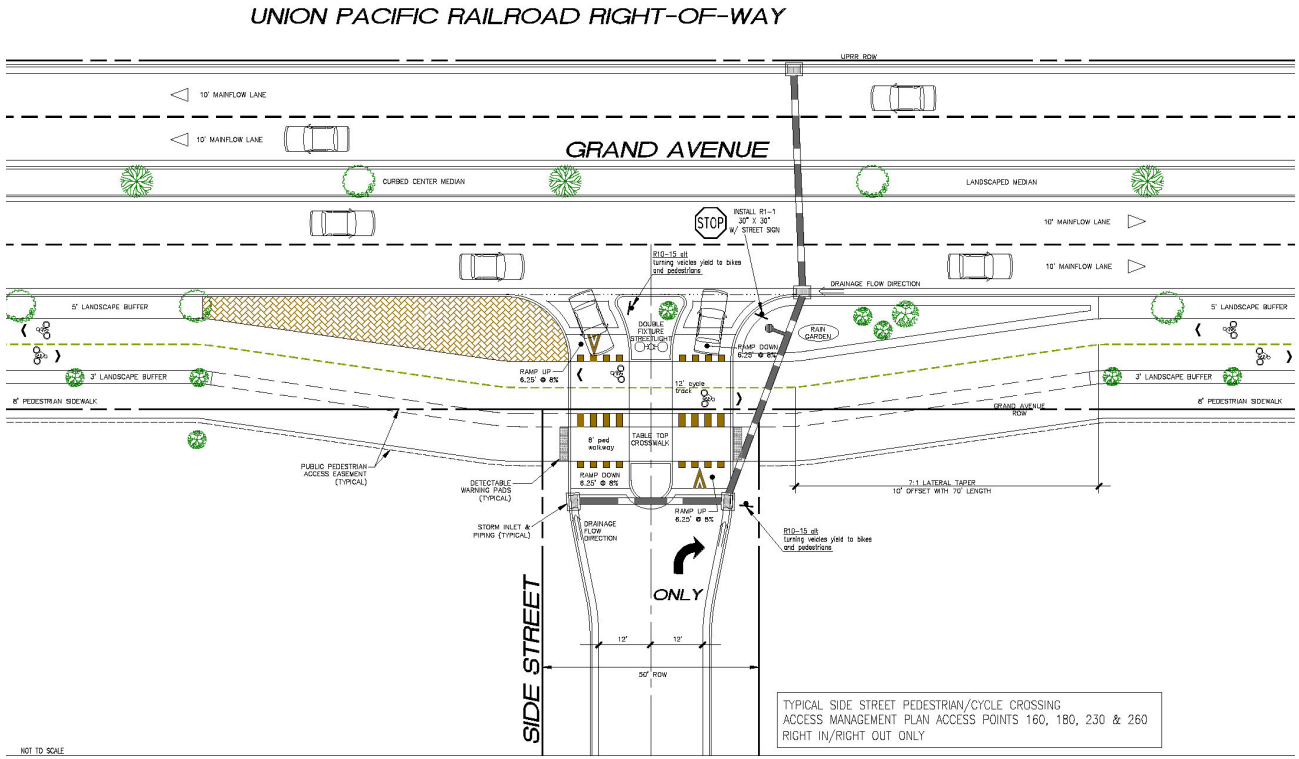
Union Pacific Railroad Right-of-Way

Acquisition Parcels – Brush Creek Road



GRAND AVE CORRIDOR PLAN

Typical Side Street Intersection



TYPICAL SIDE STREET PEDESTRIAN/CYCLE CROSSING
ACCESS MANAGEMENT PLAN ACCESS POINTS 160, 180, 230 & 260
RIGHT IN/RIGHT OUT ONLY

6. GRAND AVENUE FUNDING & FINANCING

Town of Eagle

INTRODUCTION

GRAND AVE FUNDING AND FINANCING

- Overview
  - How can the Town of Eagle develop an implementation plan that works?
  - What 'buckets' of funding can be used as sources?
  - What is a proportional benefit allocation that motivates all members of the community?
- Specific Focus
  - What benefits will accrue to property owners along Grand Avenue?
  - Similarly, how will the larger community of Eagle benefit?
  - What is a proportional share that shows the corridor has 'skin in the game?'

FUNDING AND FINANCING OPTIONS

TOWN OF EAGLE

COMMUNITY-WIDE

- Property tax
- Sales tax
- Impact fee
- Authorize debt from existing sources

CORRIDOR SPECIFIC

- Value capture
- DDA (expansion)
- General Improvement District
- Urban Renewal Authority

- Need support from larger community, not only residents and business owners along Grand Ave
- Should have a proportionality between each group
- Everyone benefits to a degree

WHY IS IT NECESSARY?

GRAND AVENUE CORRIDOR

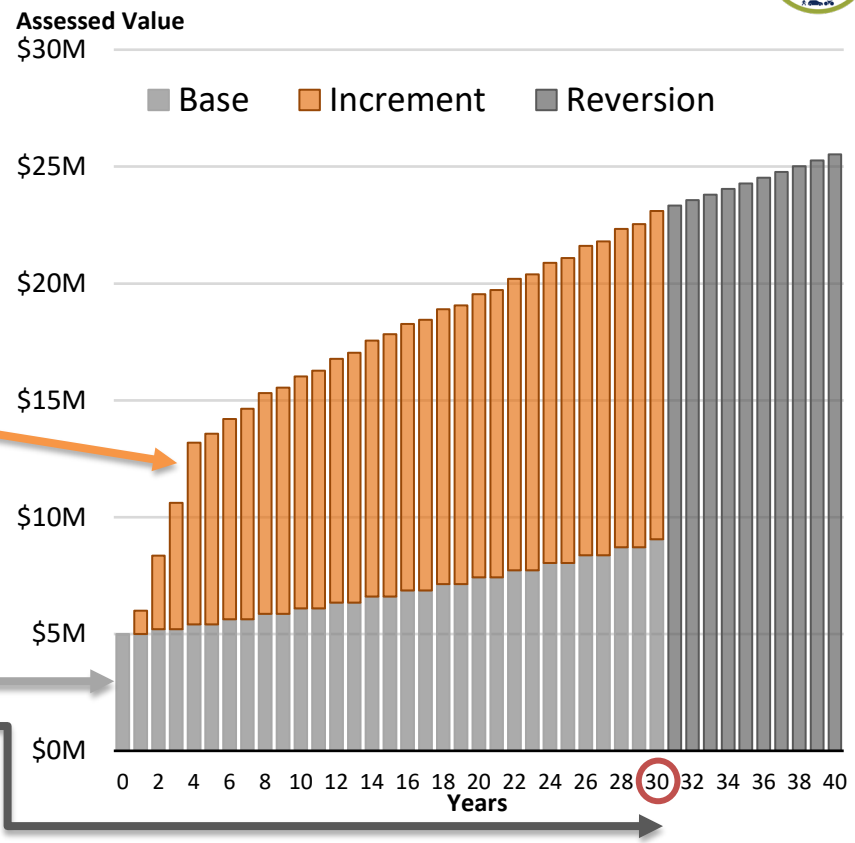
- Implement Grand Avenue Corridor Plan
  - Transformational goals related to character
  - Address traffic needs
  - Urban design and infrastructure improvements
  - Align economic, fiscal, and land use policy
- Town Funding currently available: $4.2 million
- Total project cost could range from $20M up to $40M
  - Requires Town-wide funding sources
  - Also requires value capture strategies to reduce the gap and burden on community

TAX INCREMENT FINANCING (TIF)

The assessed value of taxable property in the district and/or sales tax is determined for the base year

If the assessed value increases, the district receives the amount of the increase in taxes, except for property tax increases due to general reassessments.

The base resets at year 30 (unless approved for extension)



DOWNTOWN DEVELOPMENT AUTHORITY

- A DDA, like an Urban Renewal Authority, redirects TIF into civic improvements and programming within a recognized boundary.
- TIF (Tax Increment Finance) is **based on net new assessed valuation** within the district, most often generated by redevelopment. Without new private development, no TIF.
- The DDA has a duration of **30 years**, after which the TIF flows to the existing taxing entities (unless approved for extension)
- The purpose is to improve property values or structures in districts recognized as the concentrated area of governance and commerce.
- Can levy up to 5 mills in new property tax
  - Eagle's DDA does not

Pros:

- Does not affect existing payments from property owners
- Entity already established – extension by owners opting in
- In strong markets, increment can be substantial

Cons:

- Generates revenue only as investment is built
- Redirects revenues that would otherwise flow to other taxing entities

DOWNTOWN DEVELOPMENT AUTHORITY

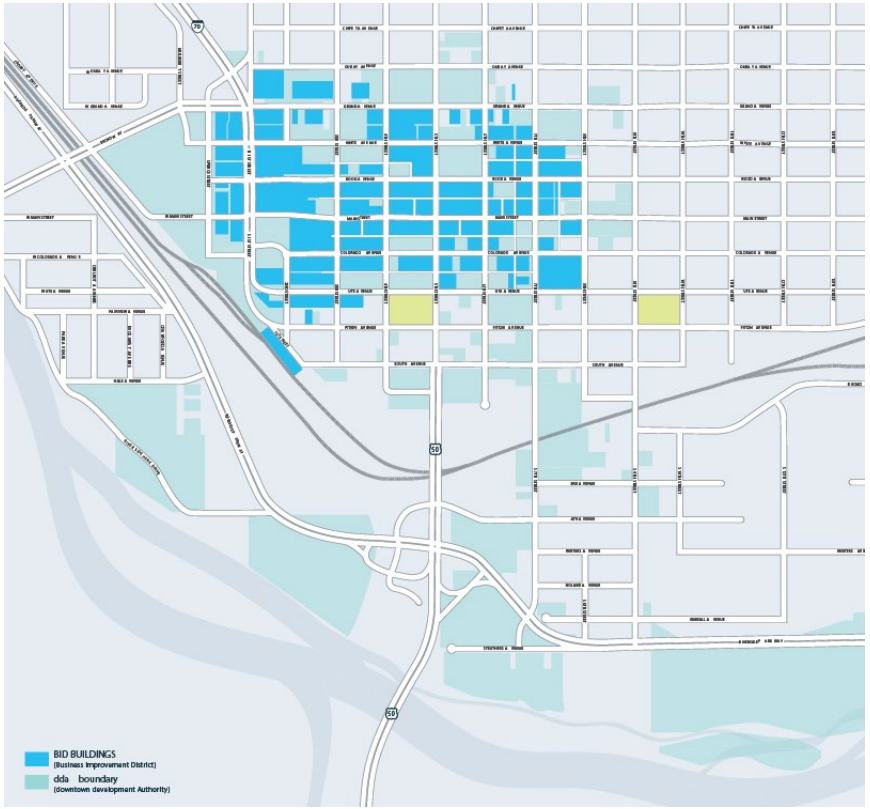
EAGLE, CO

- Approved in 2020
- No property tax increase
- Uses property TIF
- Funding for large projects & public improvements
  - Streetscape
  - Mobility improvements
  - New mixed-use development
  - Shared parking facilities
- Bond approval for $27 million
  - Small business grants
  - Improvements to downtown area

DOWNTOWN DEVELOPMENT AUTHORITY

GRAND JUNCTION, CO

- Established in 1981
- Focuses on economic development efforts to enhance the viability of Downtown through grants, capital investments and improvements to public amenities
- DDA boundary includes properties in Central Business District, Rail District, and River District
- Uses TIF – 50% of property tax increment revenues
- Levies a 5-mill property tax
- Funds big capital projects (Main Street Uplift, Avalon Theatre revamp) and non-capital programs



GENERAL IMPROVEMENT DISTRICT

- A GID is a public infrastructure district that applies an additional property tax or assessment to a specific improvement area to pay for new public infrastructure improvements
- Generally used to fund roads, utilities, parking garages, pedestrian improvements, storm water, etc.
- Can levy a property tax and/or an assessment (varied fee structure)
- Formed by a petition with at least a majority of the property owners in proposed district
- Eagle could take an incremental approach allowing developers to opt in as they redevelop

Pros:

- Bonds can be issued to pay for up-front infrastructure costs
- Flexibility with determining assessment ratio

Cons:

- New tax on top of existing baseline
- Logistical challenges surrounding an election

GENERAL IMPROVEMENT DISTRICT

DOS RIOS – GRAND JUNCTION, CO

- Established in 2019 for the Dos Rios development
- City Council sits as the governing board
- Levies a property tax 7 mills of assessed value
- Funding for utilities, communication facilities, and roads within district
- Bonding capacity of $10.7 million

URBAN RENEWAL AUTHORITY (URA)

- Municipal corporation – separate from the Town
- Goal to eliminate slum or blight through purchasing, rehabilitating, and selling land for urban renewal or redevelopment
- TIF is based on net new assessed valuation within the district, most often generated by redevelopment. Without new private development, no TIF.
- Property tax and/or sales tax for TIF increment for a maximum of 25 years
- TIF Bonds issued by the Authority
- Formed by City Council decision
- Requires a blight study to determine eligible area and an urban renewal plan

Pros:

- Does not affect existing payments from property owners
- In strong markets, increment can be substantial
- Not a new tax

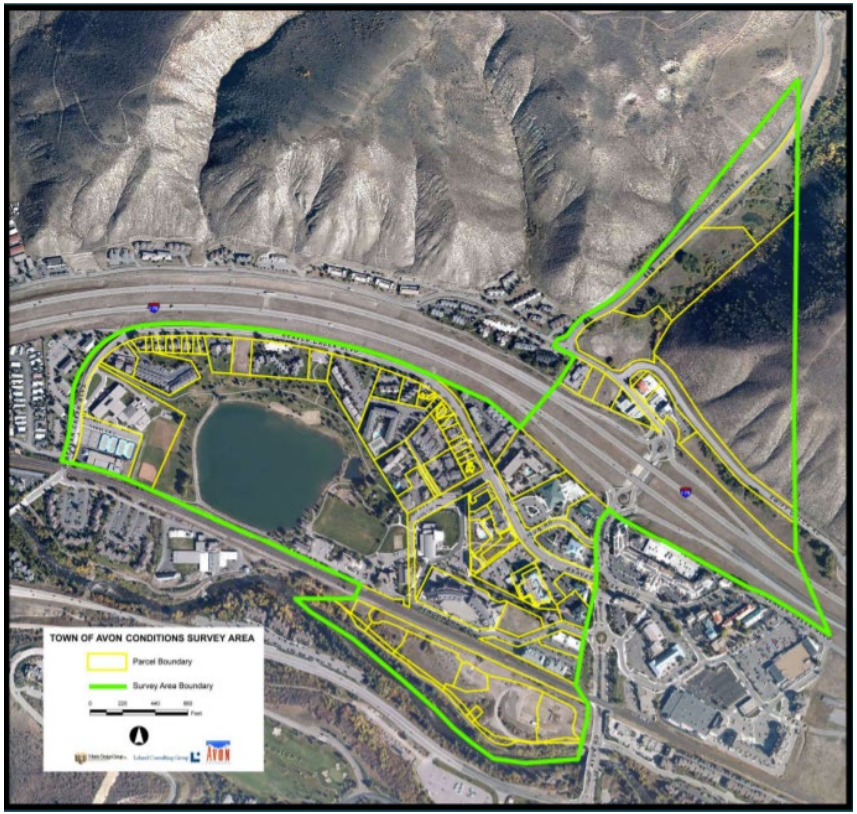
Cons:

- No taxing authority
- Must prove findings of blight
- Generates revenue only as investment is built
- Redirects revenues that would otherwise flow to other taxing entities

URBAN RENEWAL AUTHORITY

AVON, CO

- Created in 2007 to improve Town Center Core and includes plans to create a Main Street through both East and West side of Avon
- Includes 225 acres plus ROW; about 100 individual parcels
- TIF expires in 2032
- From 2007 to 2020 spent over $12M on URA projects
- Potential for an additional $12-16M in TIF revenue for projects through 2032



BENEFITS SUMMARY

VALUE CAPTURE STRATEGIES

DDA

- TIF can provide grants and funding for public improvements, façade improvements, streetscape, etc.
- TIF is not a new tax
- Expires after 30 years; option for extension up to 20 years and receive 50% of increment
- Funds can be used for physical improvements and economic development programs

GID

- New property tax to fund public infrastructure (roads, utilities, sidewalks, bike lanes, etc.)
- On-going revenue source for the district, that is additive to the existing property tax base
- Typically runs in perpetuity until the sunset stipulated by original electors
- Funds can be used for infrastructure improvements and programs to manage those improvements

URA

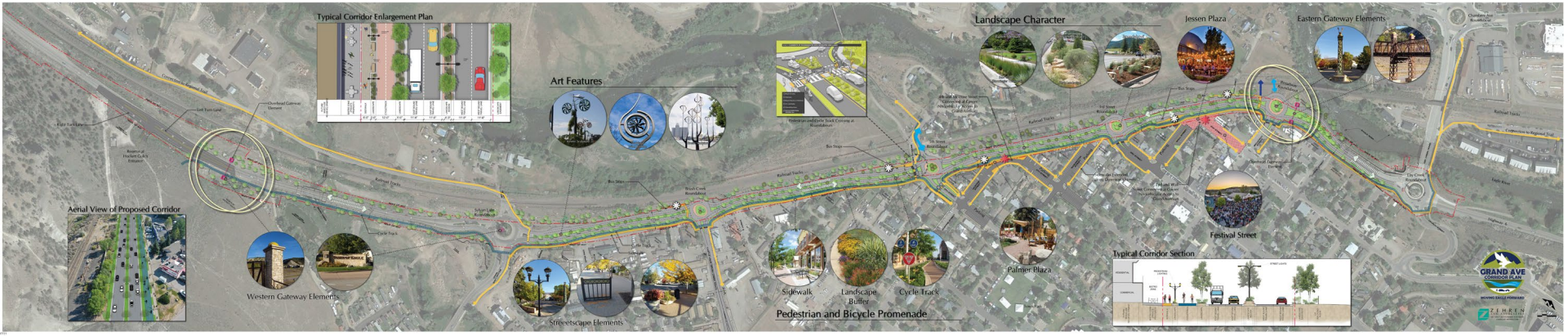
- TIF can provide grants and funding for public improvements, façade improvements, streetscape, etc.
- TIF is not a new tax
- Expires after 25 years
- Funds typically used for infrastructure improvements and other purposes that mitigate blight

NEXT STEPS – PHASE 3

- Evaluate community-wide solutions in light of corridor specific solutions
- Refine 3 recommended options
- Estimate the bonding capacity coming form various tools after refining the potential development program
- Evaluate the proportional benefit

7. Urban Design / Conceptual Gateway Design

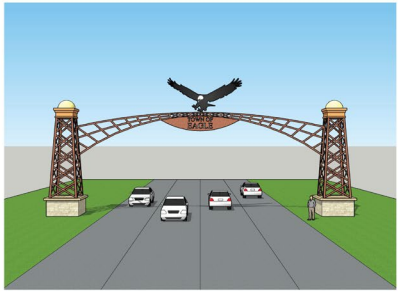
Place-making Urban Design Elements: gateways, landscaping, lighting, signage, furnishings, art.



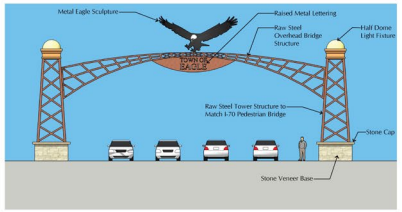
GRAND AVE CORRIDOR PLAN

Conceptual Gateways

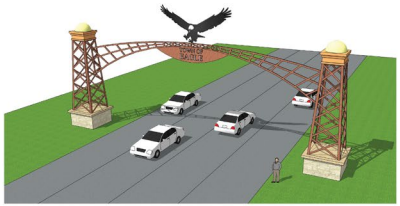
Primary Gateway Element



Entry View

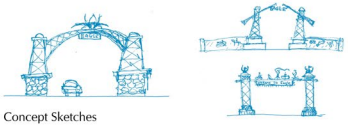


Elevation View



Aerial View

Design Inspiration / Existing Gateway Elements Eby Creek Rd.



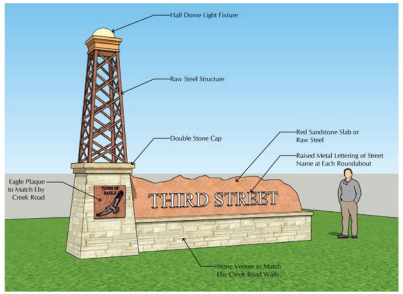
Concept Sketches

Location Plan

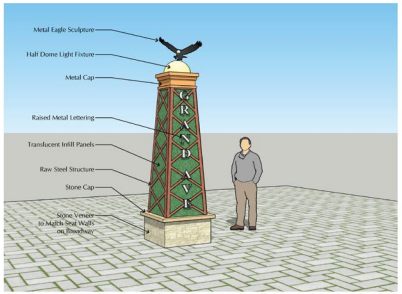
CONCEPTUAL GATEWAY ELEMENTS
Grand Ave Corridor
1/26/22

GRAND AVE CORRIDOR PLAN

Conceptual Gateways

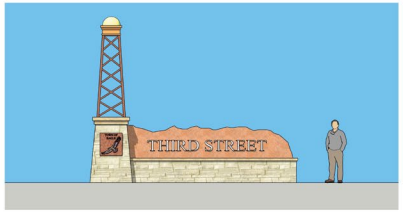


Secondary Gateway Element

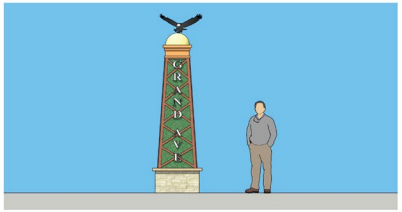


Tertiary Gateway Element

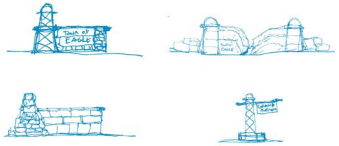
Design Inspiration / Existing Gateway Elements at Eby Creek Rd. & Broadway



Elevation View



Elevation View



Concept Sketches

Location Plan

Symbol Legend

Secondary Gateway Element

Tertiary Gateway Element

CONCEPTUAL GATEWAY ELEMENTS
Grand Ave Corridor
1/26/22

ZEHREN AND ASSOCIATES

GRAND AVE CORRIDOR PLAN

Photo Simulation – Existing Grand Avenue Corridor

Photo Simulation – Proposed Roadway with Pedestrian / Bicycle Facilities

Photo Simulation – Proposed Roadway and Furnishings

Photo Simulation – Proposed Corridor with Minor Landscape Elements

Photo Simulation – Full Implementation of Corridor Plan

8. Phase 3: Corridor Plan 30% design Plans

9. Other Relevant Town Planning Projects

10. Council Discussion

Discussion

1. Does Council support the current direction?
2. Are there are any major concerns or questions?
3. Can the team advance into Phase 3 and 30% design plans?

Thank You!

TOWN OF EAGLE Est. 1905

GRAND AVE CORRIDOR PLAN