



Grand Avenue Corridor Open House Summary

Meeting Date: April 16, 2025

Meeting Time: 5:00- 7:00 pm

Meeting Location: Eagle Town Hall, 200 Broadway, Eagle, CO 81631

Meeting Format: Open House with Project Stations- 14 Display Board and 2 Roll-Plots

Overview: Stolfus & Associates, Inc. (Stolfus), in partnership with the Town of Eagle staff, planned and advertised an Open House for the Grand Avenue Corridor Design Project. The meeting was advertised for approximately three weeks through multiple channels, including email notifications, The Town of Eagle's website, individual flyers, The Chamber of Commerce website and direct mail postcards. Approximately 40 people, including stakeholders, elected officials, and Town staff, attended to learn more about the project which is aimed at improving the Grand Avenue Corridor.

Consultant Support Staff in Attendance	Town of Eagle Staff in Attendance
Jenna Siegel, Stolfus	Martha Miller, Town of Eagle
Michelle Hansen, Stolfus	Tom Gosiorowski, Town of Eagle
Betsy Timbers, Stolfus	Larry Pardee, Town of Eagle
Meg Robie, DHM	
Max Rusch, Stolfus	
Sheryl Beckman, Stolfus	

Meeting Purpose: The open house and comment period were designed to gather stakeholder feedback on the most recent design plans and to provide an overview of the status of the project. Verbal feedback received is noted below.

Project Materials: All project materials were accessible and made available to the public immediately following the open house on the Town's website. Documents on the Town's website, <https://www.townofeagle.org/938/Grand-Avenue-Corridor-Plan>, include the following:

- Display boards
- The design roll-plot
- A comment form

Open House Summary: Key Takeaways and Community Feedback

The open house confirmed that the community continues to show strong support for the proposed improvements along Grand Avenue. Attendees demonstrated a clear understanding of the project's goals, particularly its emphasis on safety, multimodal mobility, and improved connectivity. There is ongoing interest in ensuring the project accommodates all users — including pedestrians, bicyclists, and drivers — while also addressing congestion concerns. Some attendees raised thoughtful questions about specific design elements, such as the choice between shared versus



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separated bike and pedestrian paths. Additionally, the location of the paths sparked conversations in relation to the proposed roundabouts, the railroad right of way, and sidewalk crossings. The public generally recognized the safety benefits of access management strategies like right-in/right-out movements and fewer access points, acknowledging that these measures will enhance safety along the corridor. Concerns remain about the project's implementation, particularly around funding and the timeline for moving from design to construction. Questions such as "How will this

be funded?" and "When will we see this built?" were recurring themes. While some private property owners expressed concerns about potential impacts, the majority of participants understood how the project aligns with and supports the corridor's core values:



- **Multimodal mobility**
- **Connectivity**
- **Sustainability**
- **Economic Vitality**
- **Vibrance and Sense of Place**
- **Equity**
- **Feasibility**

Overall Project Plan Feedback

Feedback received during the open house aligned with several key themes:

- Timeline for moving the project from design to construction
- Alignment and location of bike lanes
- Construction impacts related to proposed roundabouts
- Project cost and potential funding opportunities
- Impacts to property owners and local businesses
- Right-of-way acquisition process and related concerns

Overall, the event reinforced that while there is strong community understanding and support for the project's goals, continued engagement will be important to address design details, property concerns, and implementation questions.



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Online Feedback

Feedback received online via a comment form from the Open House (note- comments have not been edited and appear as received). Respondents indicated the following project values as being the most important to them:

Project Core Value	Symbol
Multimodal Connectivity	
Connectivity	
Feasibility	

Local Full-Time Resident:

Major step backward in bicycle safety due to the significant increase in the number of driveways and roundabout crossings to cross town. This change will dramatically reduce the likelihood of using my bike to run errands. In addition, it will reduce the likelihood of up valley visitors visiting Eagle via the EVT. The EVT will now end at Nogal Rd and resume at Violet Ln. Please assume that I will increase my use of carbon fuels due to the changes to Grand Ave. I do not expect to use the plaza spaces.

Recreation User:

I love the increased bike lanes and the safety they provide. Could you add a safer way for bikes around the roundabout at Eby Creek and Hwy 6? Riding a bike around that roundabout is very scary and dangerous up against the wall. I'm ok with the wider section between the fence and wall but as you enter the roundabout the sidewalk is very narrow and not bike or pedestrian friendly. I want to bike from downtown to the post office rather than always driving. Plan on using the plaza spaces for bicycle parking and connection to bikeway and sidewalk. Additional thoughts on plaza spaces, honestly, I don't understand how they will be used other than as a pedestrian or bike cut through. A path would be fine. I'd rather have safer bike paths connecting chambers and downtown.





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Property Owner:

I was disappointed to see the bike path on the north side was moved to the south side. It is the only direct way for bikes from up valley to get to and from Gypsum. The old path works great. The new one doesn't. You would now have to cross many streets and driveways. I would think EVA bike would hate this too. Please consider what is there. The new option is much more dangerous for bikes. I won't use the plaza spaces, please consider using any extra spaces for the bike path on the north side.



Property Owner:

Thank you for sharing and communicating the work to date. It helps to see it and informative talking with those directly involved. The Grand Avenue plan is certainly grand and continues to consume money with no end in sight to fund actual roadwork. The sign board showing breakout of \$65M estimated cost and the current \$ 17.7M funding potentially available does not appear to be part of the information on the public website. Please add so that people have a sense of reality. Consider whether investment in one roundabout and associated median barrier on each end of the prototype roundabout can be done as an actual prototype to gain feedback. It could provide actual data on traffic flow, safety, business, and community impact showing the before and after. Feedback and data to date is based on design concepts, drawings, traffic modeling, consulting expertise, community feedback yet to be validated with some actuals specific to Grand Avenue. I plan on using the plaza spaces for ambience when walking downtown. Include the necessary space for plaza spaces in plan, but make low priority for funding below funding traffic flow and utilities.





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