TOWN OF EAGLE

Safety ACTION Plan

Safe Streets for All
JUNE 2025

prepared for the
town of Eagle
by KLJ

Engineering, Reimagined

TOWN OF EAGLE, COLORADO
RESOLUTION NO. 45
(Series of 2025)

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO ADOPTING THE ADOPTING THE TOWN OF EAGLE SAFE STREETS FOR ALL (SS4A) COMPREHENSIVE SAFETY ACTION PLAN

WHEREAS, the Town of Eagle, Colorado, is committed to ensuring the safety, health, and well-being of all residents and visitors who travel on its streets and transportation networks; and

WHEREAS, traffic-related fatalities and serious injuries are preventable and pose a significant public health and equity challenge for communities across Colorado and the United States; and

WHEREAS, the federal Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act) established the Safe Streets and Roads for All (SS4A) program to support regional, local, and Tribal efforts to prevent roadway deaths and serious injuries through the development and implementation of comprehensive safety action plans; and

WHEREAS, the Town of Eagle has engaged in a data-driven and community-informed planning process to identify roadway safety issues, establish a vision for zero roadway fatalities and serious injuries, and prioritize safety strategies and infrastructure investments; and

WHEREAS, the resulting **Town of Eagle Safe Streets for All Safety Action Plan** aligns with the principles of the U.S. Department of Transportation's National Roadway Safety Strategy and Colorado's Moving Towards Zero Deaths initiative; and

WHEREAS, the Safety Action Plan was developed in accordance with SS4A program requirements;

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO AS FOLLOWS:

1. The Town of Eagle Town Council hereby formally adopts the Safe Streets for All Safety Action Plan as the guiding document for improving roadway safety throughout the Town.

2. The Town commits to using the Action Plan to guide future transportation planning, policy decisions, and infrastructure investments with the goal of eliminating traffic-related fatalities and serious injuries.

3. The Town authorizes the use of the Safety Action Plan in support of current and future grant applications, including applications to the U.S. Department of Transportation's SS4A Implementation Grant program.

4. The Town encourages collaboration across municipal departments, regional partners, developers, and community organizations to support and implement the safety strategies outlined in the Plan.

5. This Resolution shall be effective immediately upon its passage.

INTRODUCED, READ, PASSED AND ADOPTED ON June 24, 2025.

TOWN OF EAGLE, COLORADO

_____
Scott Turnipseed, Mayor

ATTEST:

_____
Jenny Rakow, Town Clerk

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes seven components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6,** and **8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5,** and **7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: Town of Eagle, CO **UEI:** [to be added]

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Town of Eagle Safety Action Plan	[to be added]	06/24/2025

Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☑ **YES**

☐ **NO**

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Eagle Safety Action Plan	R1-2, 52

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☑ **YES**

☐ **NO**

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Eagle Safety Action Plan	154-5, 171-4

3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☑ **YES**

☐ **NO**

Note: Availability and level of detail of safety data may vary greatly by location. The Fatality and Injury Reporting System Tool (FIRST) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Eagle Safety Action Plan	8-48
"	38-39 (crash maps)

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☑ **YES**

☐ **NO**

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Eagle Safety Action Plan	154-199

5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☑ **YES**
☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Eagle Safety Action Plan	203-222

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☑ **YES**
☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Eagle Safety Action Plan	114-9 (project list)
"	130-46 (criteria)

7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☑ **YES**
☐ **NO**

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Town of Eagle Safety Action Plan	52, 222

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?

☑ **YES**
☐ **NO**

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
Town of Eagle Safety Action Plan	06/24/2025	R1-2

CONTENTS

PROJECT IDENTIFICATION

PUBLIC ENGAGEMENT SUMMARY

STANDARDS AND POLICY GUIDELINES

Figures and Tables

EXISTING CONDITIONS ANALYSIS

FUTURE CONDITIONS AND ALTERNATIVES DEVELOPMENT

PROJECT IDENTIFICATION

PUBLIC ENGAGEMENT SUMMARY

STANDARDS AND POLICY GUIDELINES

Index of Terms

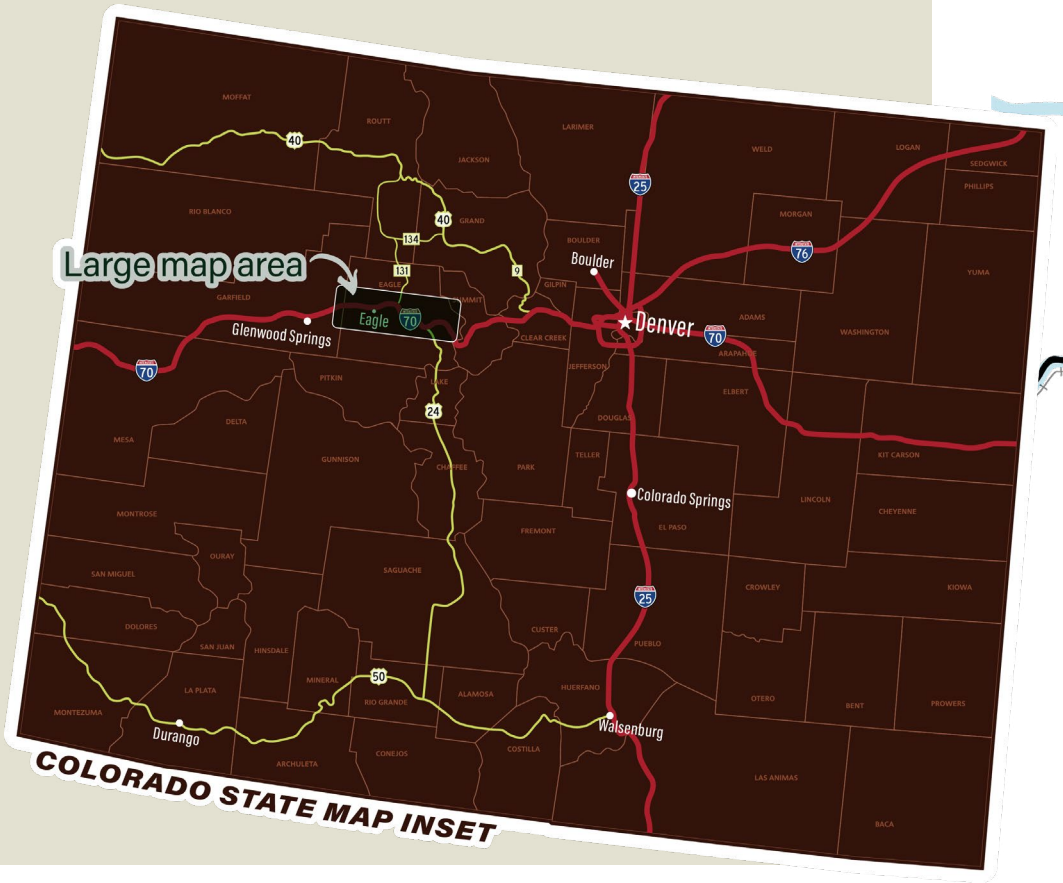
Existing Conditions
ANALYSIS

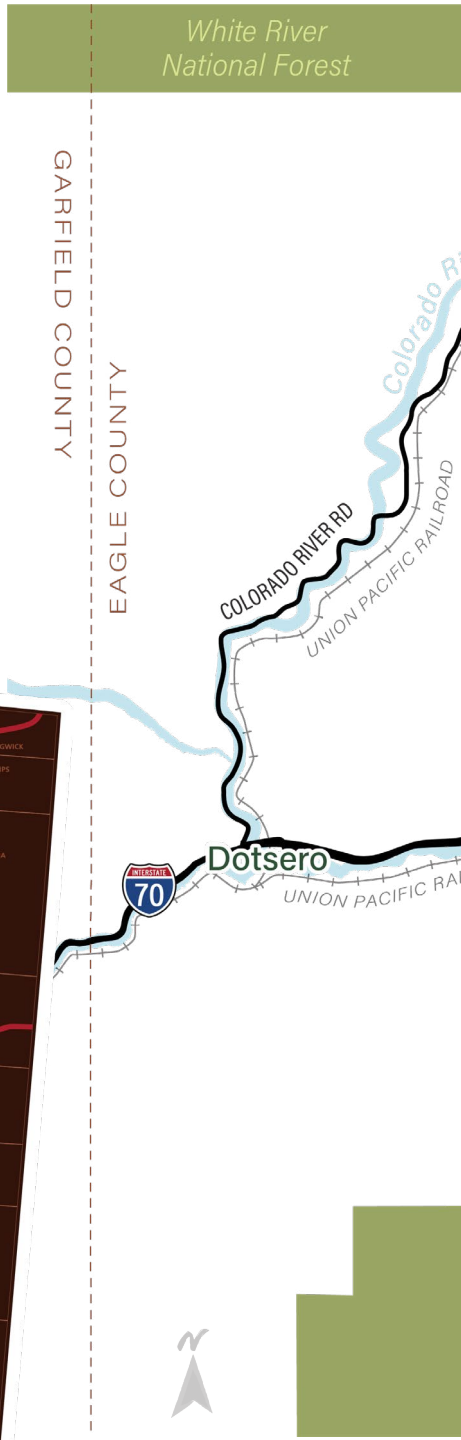
INTRODUCTION

Executive Summary and Plan Goal

Eagle is a vibrant and growing mountain community situated in a picturesque valley in Eagle County, Colorado. The natural surroundings of Eagle are a common draw to the area, but the Town is also a center of commerce and government services, including as the county seat and the home of multiple entertainment, restaurant, service, and retail businesses. Residents, workers, and visitors in Eagle utilize the transportation systems of the Town as they live their everyday lives. Those systems can introduce a risk of safety concerns as people use them.

Why this plan, and why now? The Safe Streets for All Action Plan—commonly known as SS4A—is funded by the U.S. Department of Transportation (USDOT)'s Safe Streets and Roads for All grant program. USDOT's objective is to promote a safe mobility experience for every person, regardless of where they are traveling or how they choose to get there. The Town of Eagle was awarded a Planning and Demonstration SS4A grant in Fiscal Year 2023 to develop this plan. The specific goals of this plan are located on page 52 of the Future Conditions and Alternatives Development section, and each goal will contribute to the safest possible mobility experience throughout Eagle.





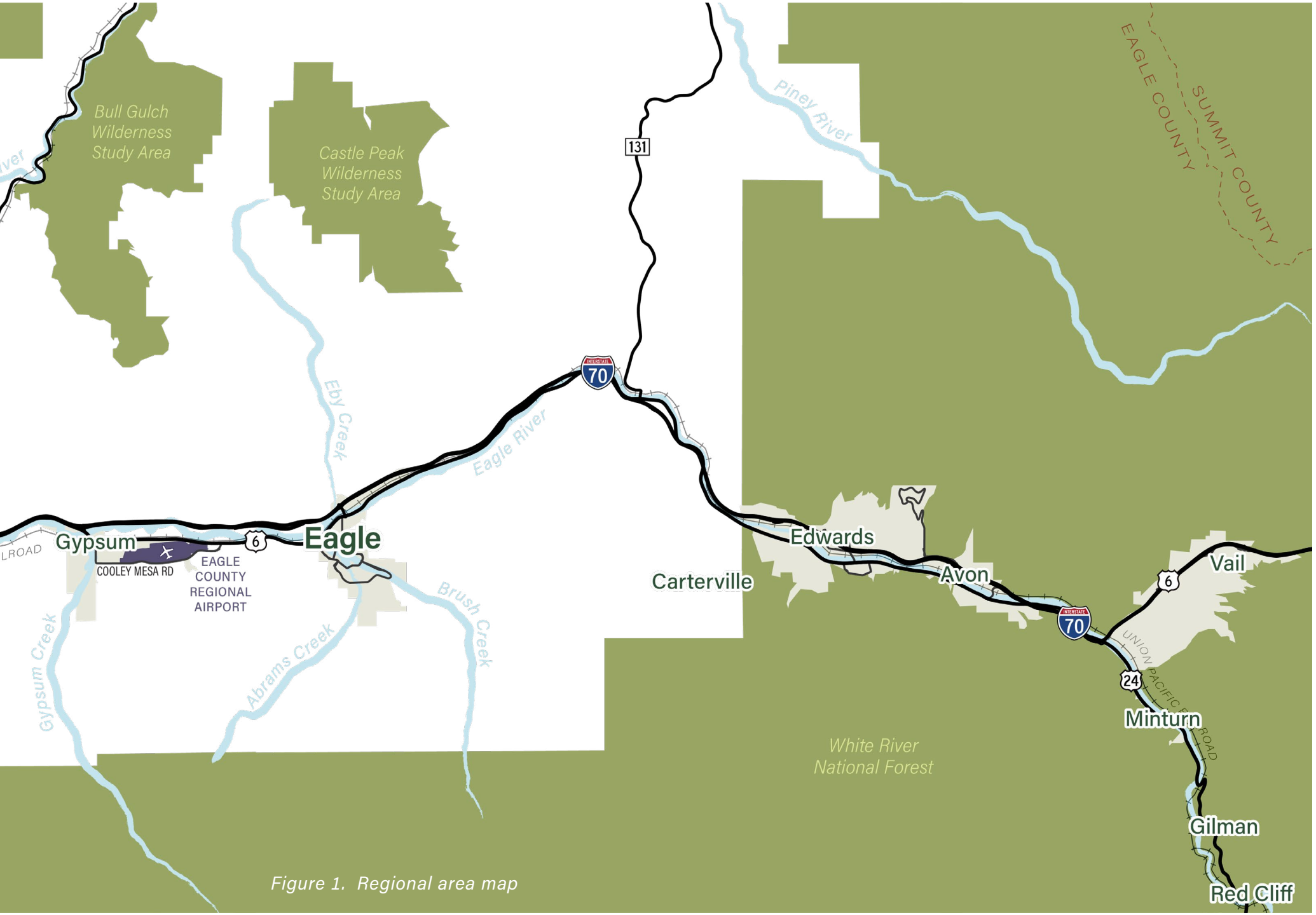
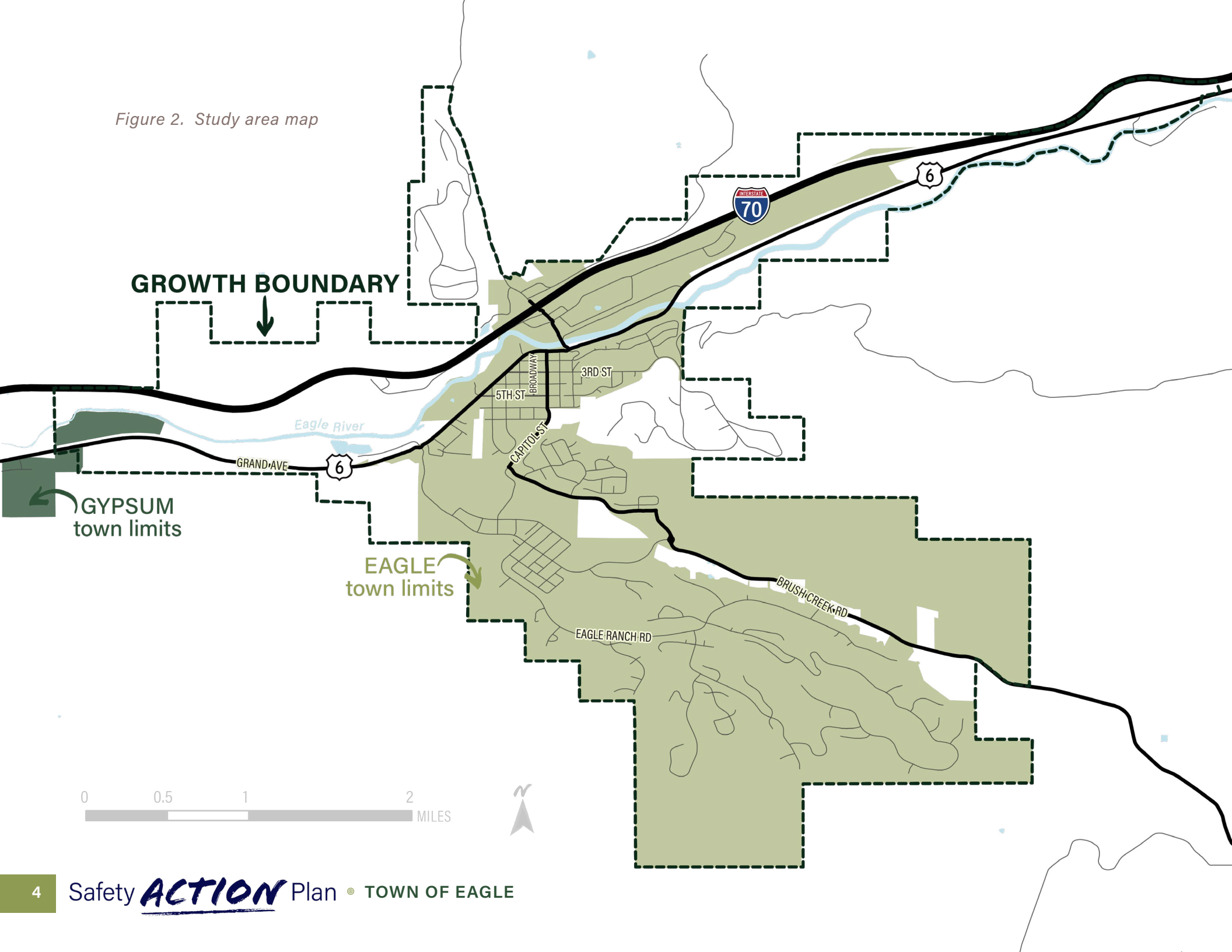


Figure 1. Regional area map

Figure 2. Study area map



This report begins the journey to meet USDOT's objective by detailing the extent and condition of Eagle's transportation networks today. While Interstate 70 and U.S. Highway 6 are the busiest and most prominent parts of these networks, local streets, county highways, Forest Service roads, bridges, sidewalks, and informal paths are also part of the picture. The Core Transit system, freight and truck traffic, and private facilities like parking lots and access roads have also been considered in this analysis.

About the Existing Conditions Analysis

THEMATIC GROUPING

This plan is divided into three primary sections: PEOPLE, PLACES, and SYSTEMS. Each community's transportation network consists of these three intertwined components.

HOW TO USE THIS ANALYSIS

By dedicating a section to each of the three primary topics, this is a comprehensive and focused snapshot of the elements of transportation in Eagle today. All sections should be referenced to get a full understanding of that network; however, readers concerned with specific topics may gravitate to specific sections. For example, equity-minded readers may focus on the People section; planners and advocates for better public spaces may focus on the Places section.

Most of this Analysis' information is offered directly as narrative paragraphs. The paragraphs are supplemented by data reflected in maps, tables, and charts. The crucial information is located in the primary sections, while detailed data and supplemental maps can be found in the report appendices.

IT IS ESSENTIAL TO ENSURE THAT SAFETY MEASURES AND INTERVENTIONS ARE NOT ONLY EFFECTIVE BUT ALSO FAIR AND JUST, WITHOUT ANY FORM OF DISCRIMINATION OR BIAS.

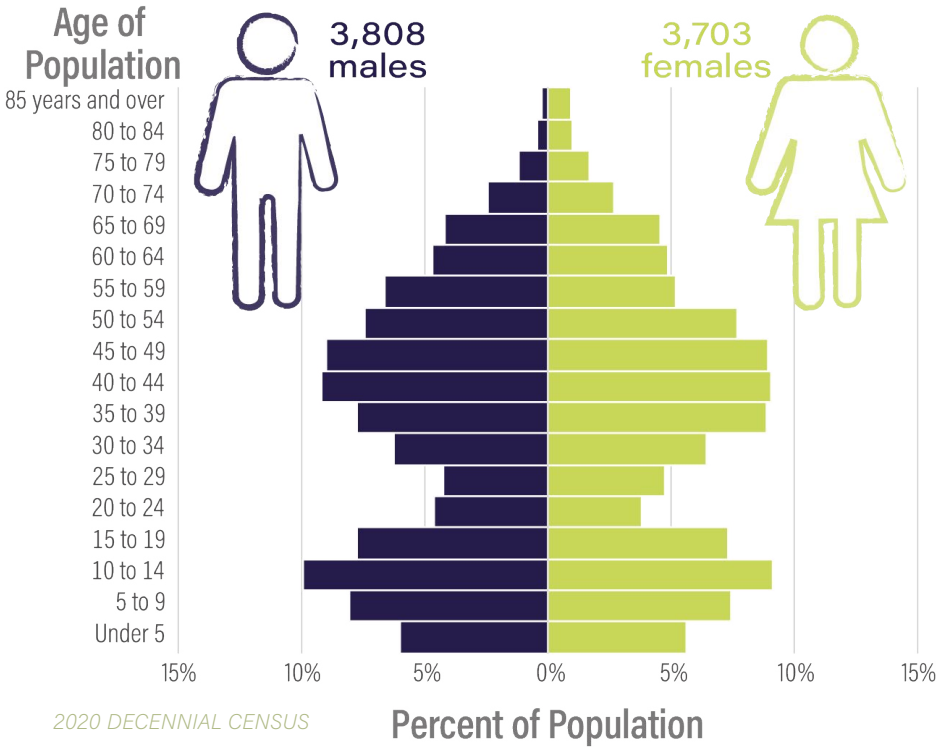
PEOPLE

What this section covers

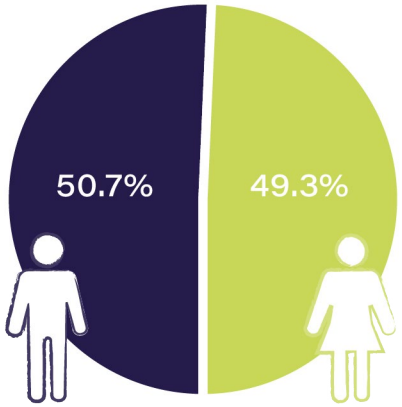
The transportation network serves residents, employees, and visitors to Eagle alike. In addition, youth traveling to and from school and through-travelers along I-70 are part of the picture, and many do not exclusively or primarily drive alone to get around. The Existing Conditions analysis—and the full SS4A project—aim to promote greater safety for all of these groups. This section details and provides nuance about the people that depend on a robust and complete network to reach their destinations.

Demographics

Town of Eagle's Population by Age and Gender



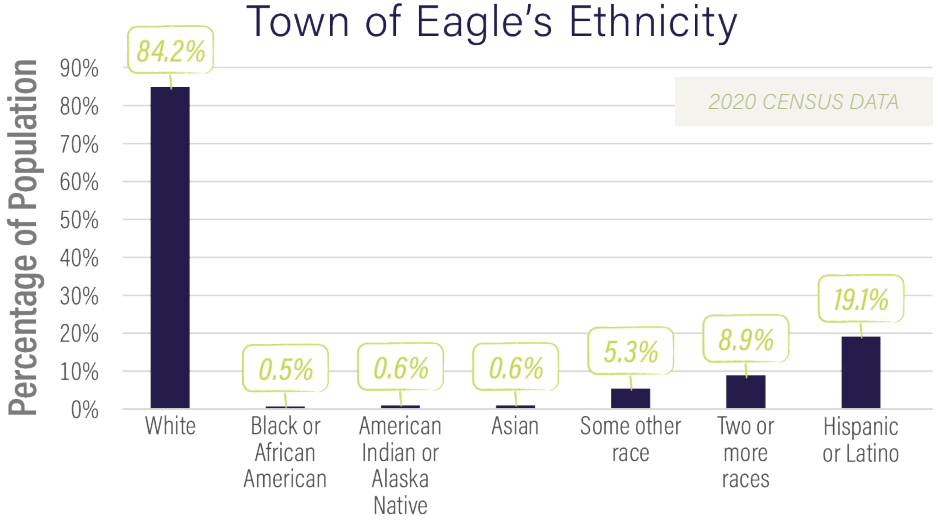
2020 DECENNIAL CENSUS



2020 CENSUS DATA

The median age of Eagle residents is 32.1, well below the County average of 37.4 and the State average of 37.7. The largest age group in the town of Eagle is 10 to 14 years old. There is also a large amount of the population between the ages of 40 to 49. The town of Eagle has a relatively low percentage of the population over the age of 65.

Town of Eagle's Ethnicity



There is a slight majority of male residents (50.7%) compared to female residents (49.3%) in the town of Eagle.

The majority of Eagle's population, 84.2%, identifies as non-Hispanic white, followed by 19.1% identifying as Hispanic or Latino. Eagle has less than one percent each of Black or African American, American Indian or Alaskan Native, and Asian populations.

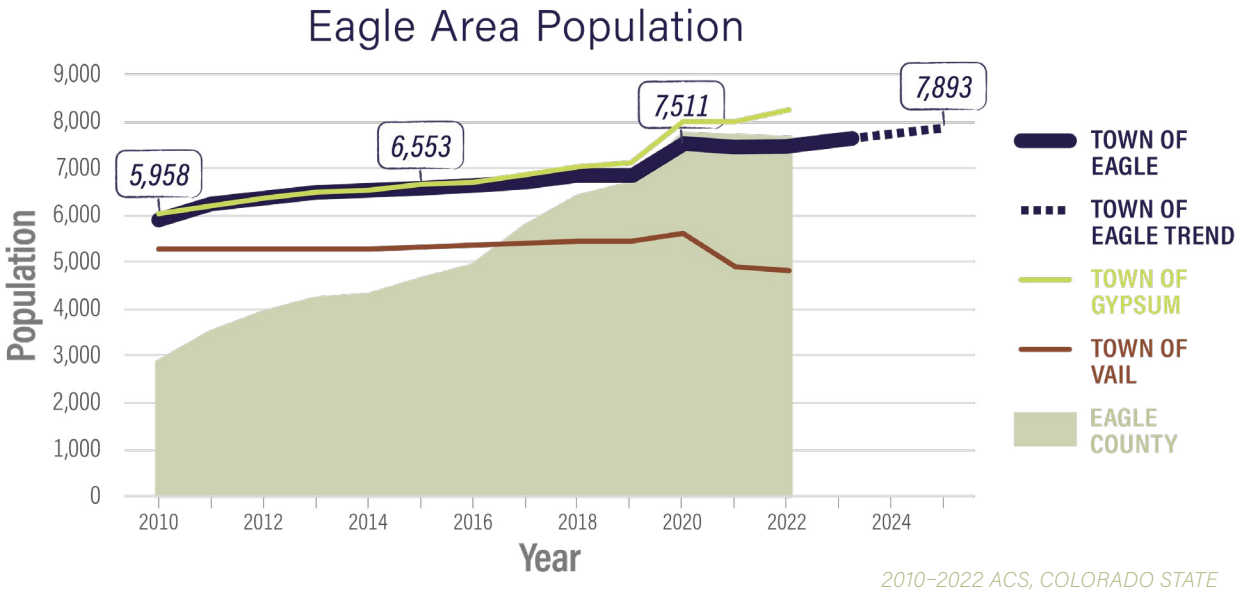
Analysis

Eagle's role as the county seat and a frequent visitor destination **adds** complexity to understanding who uses the Town's transportation network. While more services today can be accessed online, multiple daily trips to and through Eagle are from non-residents throughout the Valley. Eagleites, especially year-round residents, experience the resulting safety and congestion challenges. Local transportation systems have been designed with Eagle's status as a local activity hub in mind, but they are still not in ideal condition for supporting this frequent trip status.

The following sections dig deeper into how Eagle has evolved with demographic growth and change, and analyze the role of commuters, students, and transit riders, in understanding who travels around Eagle.

TRENDS

The town of Eagle's population has increased steadily over the last fifteen years. The 2020 Decennial Census reported a significant increase in population that has since slowed to the average growth rate of 1.8%. If that rate continues, Eagle's population is expected to reach 7,893 by the end of 2025, as illustrated in the chart above. The Census only counts and reports full-time residents; the population is expected to be somewhat higher due to seasonal residents.



2010–2022 ACS, COLORADO STATE DEMOGRAPHERS OFFICE

NOTABLE CONCENTRATIONS

EQUITY

Equity considerations play a crucial role in the development and implementation of safety action plans. It is essential to ensure that recommended safety measures and interventions are not only effective but also fair and just, without any form of discrimination or bias. One of the primary reasons that equity is pivotal in safety planning is the pursuit of social justice; it upholds the principle that every individual, regardless of their background, identity, or socioeconomic status, has an equal right to safety.

The federal government has promoted equity and social justice in multiple ways. This including the USDOT's funding of SS4A plans, with the Justice40 Initiative, and through Executive Order 14096, in which President Joseph R. Biden, Jr. directed a whole-of-government approach to seeking environmental justice and correcting inequities that have historically had negative impacts on human health and our environment. The goal of Justice40 is to ensure that communities that have been traditionally marginalized, underserved, and overburdened by pollution and transportation barriers, receive at least 40% of the benefits from Federal investments, of which USDOT-funded SS4A implementation projects are a part.

Moreover, equity-focused safety plans aim to reduce or eliminate disparities, identifying and correcting the root causes of these disparities. Acting in this way ensures that vulnerable or marginalized communities are not disproportionately affected by safety risks.

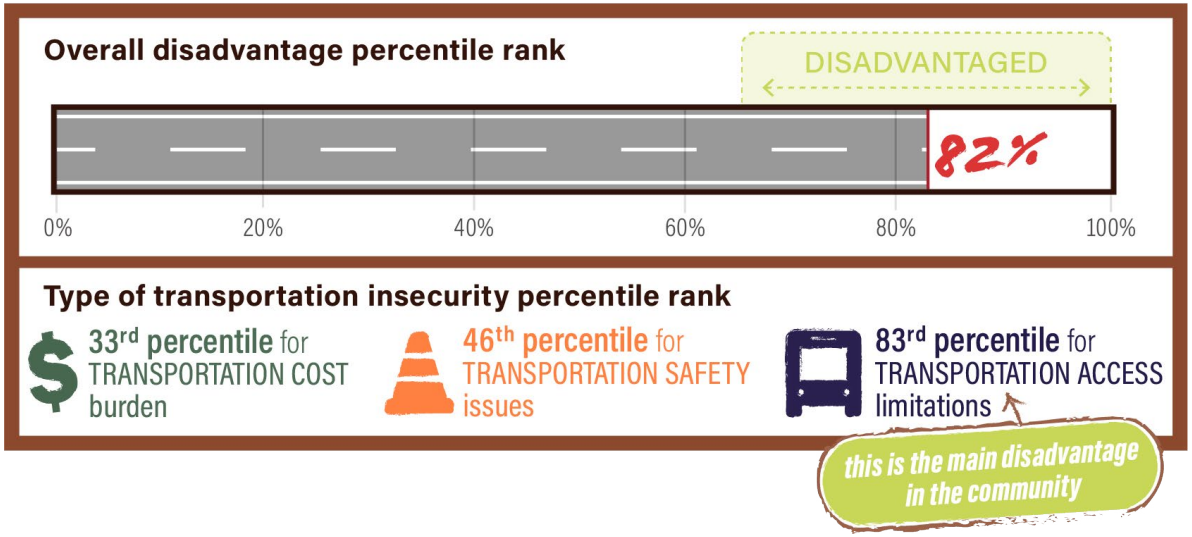
This approach—when combined with authentic community engagement—can foster trust within the community and make safety plans more effective by tailoring interventions to the specific needs of various groups. Furthermore, sustainable safety plans necessitate community support and involvement, making an equitable approach a key factor in ensuring long-term sustainability.

The ultimate goal would be substantial quality-of-life improvements to community members and travelers within Eagle. Enhanced mobility, diverse active transportation options, and ease of access along Grand Avenue will allow for freer movement throughout town and along the project corridor. According to the USDOT Equitable Transportation Community (ETC) Explorer, Census tracts within the Town of Eagle rank in the 82nd percentile for transportation insecurity; of the three factors that contribute to transportation insecurity (cost, safety, and access), a lack of access was highest at an 83rd percentile ranking.[1]

As noted by the USDOT ETC Explorer, no Census tracts in Eagle have residents designated as underserved. However, as illustrated in the accompanying graphic, the high overall percentile rank is categorized as disadvantaged by the ETC. Additionally, while the Town of Eagle does not encompass designated underserved Census tracts (4.04 and 4.05), portions of Eagle County include underserved Census tracts, as does neighboring Garfield County to the immediate west of Eagle County.

Equity considerations may also drive innovation in safety planning, encouraging adaptations and solutions tailored to different contexts and needs. Ultimately, an equitable approach to safety

Percentile rank of Town of Eagle Census tracts for transportation insecurity (100 is most disadvantaged)



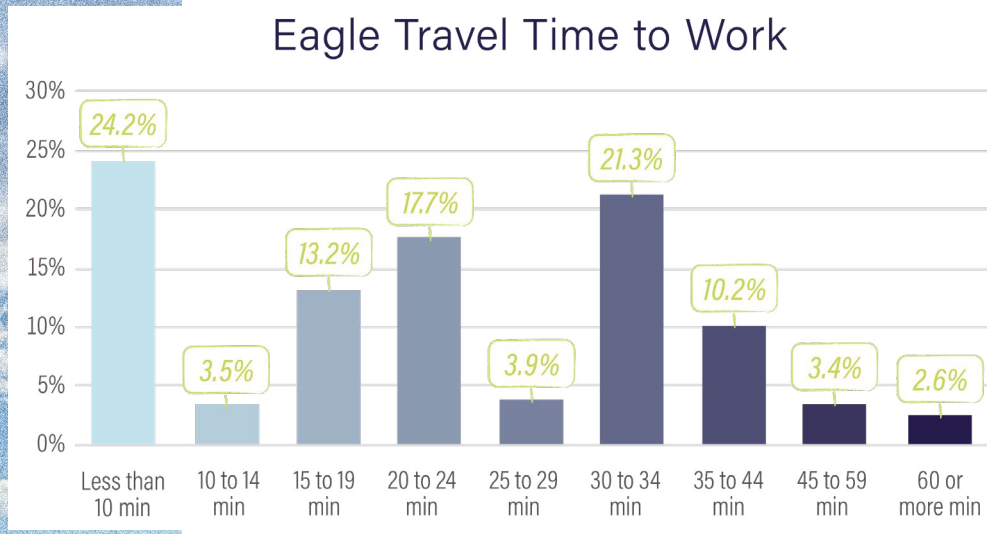
promotes public health, economic well-being, human rights, and the overall well-being of Eagle. It recognizes that everyone has the right to live in a safe environment, and that the Town government has a role in promoting this goal.

While there are many ways to identify and define disadvantaged and underserved populations, for the purposes of this Safety Action Plan, the process aligns with the federal Justice40 initiative. The Safety Action Plan focuses on:

HISTORICALLY DISADVANTAGED COMMUNITIES	AREAS OF PERSISTENT POVERTY	TRANSPORTATION INSECURITY/ TRAVEL BARRIERS
A composite measure of Census tracts that experience disadvantages in six key categories: transportation access, health, environmental, economic, resilience, and equity.	These are characterized by a range of socioeconomic indicators such as low household income levels, high unemployment rates, limited access to quality education and healthcare, inadequate infrastructure, and lack of economic opportunities. These areas often experience ongoing cycles of economic hardship and face systematic barriers to upward mobility and prosperity.	Census tracts with populations facing high barriers to travel and are unable to regularly and reliably satisfy the travel needed to meet day-to-day needs.

The Town of Eagle's Net Zero Action Plan (NZAP) documents that Eagle's 2020 greenhouse gas emissions baseline inventory calculates total emissions at 85,078 tons of CO_2. Forty-seven percent (47%) of these emissions are attributed to transportation. All transportation improvements that focus on increasing road capacity, decreasing congestion and delay would contribute to reduction in CO_2, NOx, and $PM_{2.5}$ over time. These should be measured and used to justify inclusion of each project; any measurement that would not contribute to any of these reductions should be carefully considered to determine if that can be changed. Offsetting with carbon credits or other reduction projects elsewhere—while appearing to work on an overall "scorecard" of Eagle's air quality—could still have disproportionate negative impacts to some people and are therefore not recommended.

Overall changes should facilitate and encourage biking and other non-vehicular modes of travel as an alternative to driving when possible, helping to achieve the goal of reducing vehicle miles traveled (VMT). Forty percent of Eagle's transportation emissions result solely from automobile travel within Eagle town boundaries, whereas 60% is from automobile travel in and out of Eagle. Since driver behavior has greenhouse gas impacts that expand beyond Eagle's town boundaries, the Town's partnerships with Eagle County, the Climate Action Collaborative, and other regional jurisdictions would be needed to realize meaningful VMT reductions.



2022 AMERICAN COMMUNITY SURVEY

COMMUTERS AND PATTERNS

Comprising the largest portion of the commuting population, 24.2% of Eagle's residents commute less than ten minutes to work. The second largest portion of the commuting population is 21.3% commuting thirty to thirty-four minutes to work. There is a low percentage of the commuting population that commutes sixty minutes or more to work.

Percentage by Mode

Because of the small sample size of the Town of Eagle's commuters, Countywide figures are reported for this analysis: 78.7% of commuters drive alone, 10.5% drive as part of a carpool, 4.3% use public transit, and 6.5% walk, bike, or use another means.

In- and out-commuters

Nearly 2,600 employees commute into the Town of Eagle for work and about 1,600 Town residents commute out.[2] The significant number of in-commuters provides challenges for the Town's economic resilience. Delayed or impossible travel into work caused by road closures, inclement weather, and other hazards can prevent businesses from operating normally and cause interruptions in public services.

Locals

The remaining percentage of workers both live and work in town. While not fully known at this point, there is some expected number of residents who primarily work from home.

Most common routes

Because Eagle's local economy is comprised of many small employers, there are a variety of work destinations. The largest concentrations of workers are downtown, the Chambers Avenue corridor, the Sylvan Lake Road corridor, and at the Eagle Valley Schools campus. U.S. Highway 6 (US-6)/Grand Avenue and Interstate 70 (I-70) are the most heavily trafficked routes. The Systems chapter details current traffic flows, reported in aggregate.

Data to inform further equity analysis

Supplementing the designation of Census tracts as underserved and the federal definitions of equitable investment, the SS4A utilized in-person open houses, pop-up events, and stakeholder committee meetings to inquire about the presence of inequities across Eagle. These qualitative touchpoints will inform where and how the final SS4A plan recommends safety improvements.

IMPROVING CAPACITY, AND SUBSEQUENTLY CORRIDOR SAFETY, IS A CRITICAL IMPROVEMENT FOR THE TOWN OF EAGLE AND THE REGIONAL ECONOMY.

PLACES

What this section covers

Our transportation network exists to move us from place to place in our everyday lives. This includes where we work, play, attend school, fulfill our household needs, and return to our homes, as well as ensuring visitors can get to and through the Eagle Valley. This section supplements the People section of the Existing Conditions Analysis by detailing the places that transportation systems connect.

Network

A total of 70.8 miles of centerline road are located within the Town boundary. The network is comprised of these road types:

- **Interstate:** Limited access highway designed to carry traffic over long distances, designated as the highest-level principal arterials
- **Other Principal Arterials:** designed to carry traffic over long distances but may have some direct access
- **Major Collectors:** designed for intra-community travel, may have multiple lanes and fixed-transit stops
- **Minor Collectors:** designed with more direct access driveways and fewer lanes than major collectors
- **Local Streets:** designed for locally serving traffic only with short routes and multiple direct access driveways; not designed for through traffic right-of-way (ROW)

Curb-to-curb ROW in Eagle varies, although most are 35 feet or narrower. This area must accommodate all traffic, ranging from pedestrians to large trucks and transit buses.

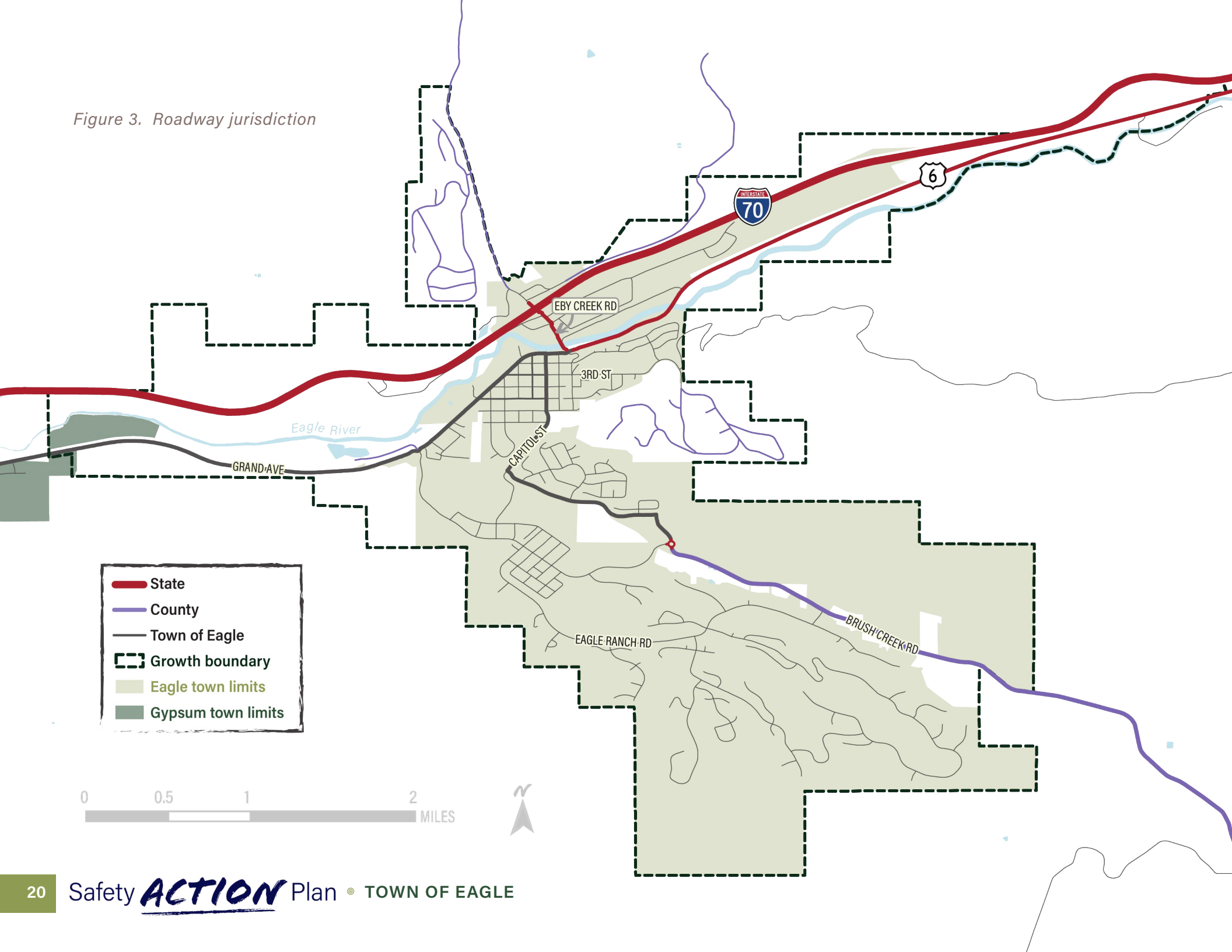
A recent article by the *Vail Daily*[3] reported that the Colorado State Patrol issued 2,181 citations for speeding in Eagle County in 2023, the second time in four years the County has reported the highest citations in the State. The width of the road ROW may impact the ease of speeding in this environment. Capacity and multimodal access improvements should be balanced by an analysis of the needed ROW to promote safety on different classifications of streets in Eagle.

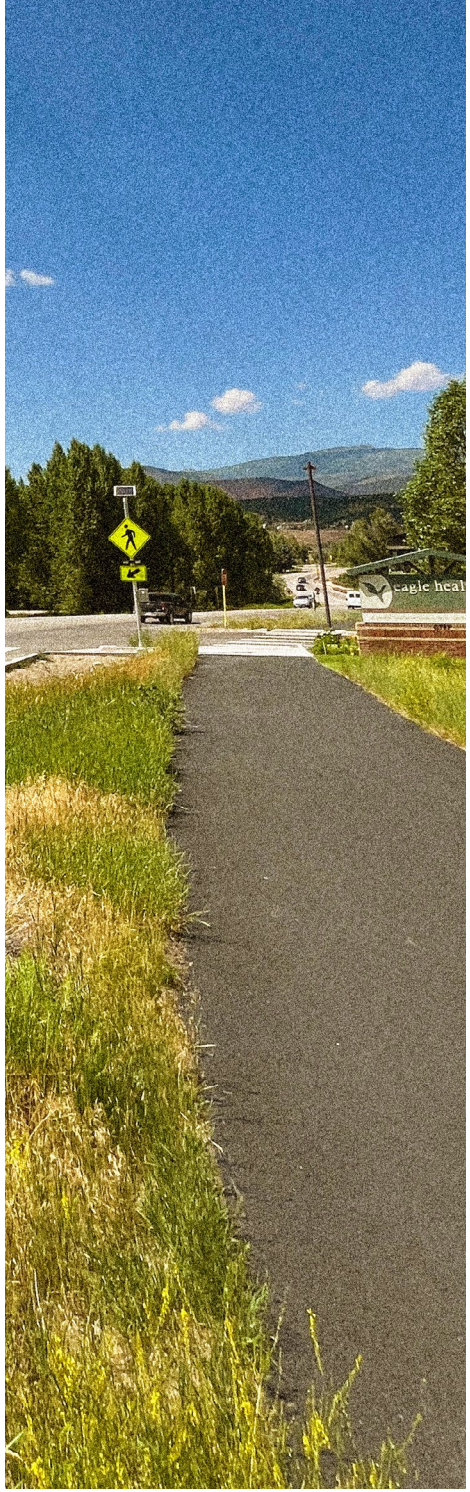
CDOT and County Jurisdiction

The Colorado Department of Transportation (CDOT) typically controls the right-of-way within a prescribed distance from each side of the centerline of highways, including I-70 and US-6 through stewardship agreements made with the Federal Highway Administration.

County roads include those public highways that have not been specifically deeded or dedicated to CDOT. Eagle County Road and Bridge Department conducts regular maintenance, snow clearance, sign maintenance, and other tasks for County roads as well as selected Bureau of Land Management (BLM) and U.S. Forest Service roads. Only a small portion of these roads lie within the SS4A study area, but many county roads form connections to the rest of the region, e.g., County Road 400 to the south.

Figure 3. Roadway jurisdiction

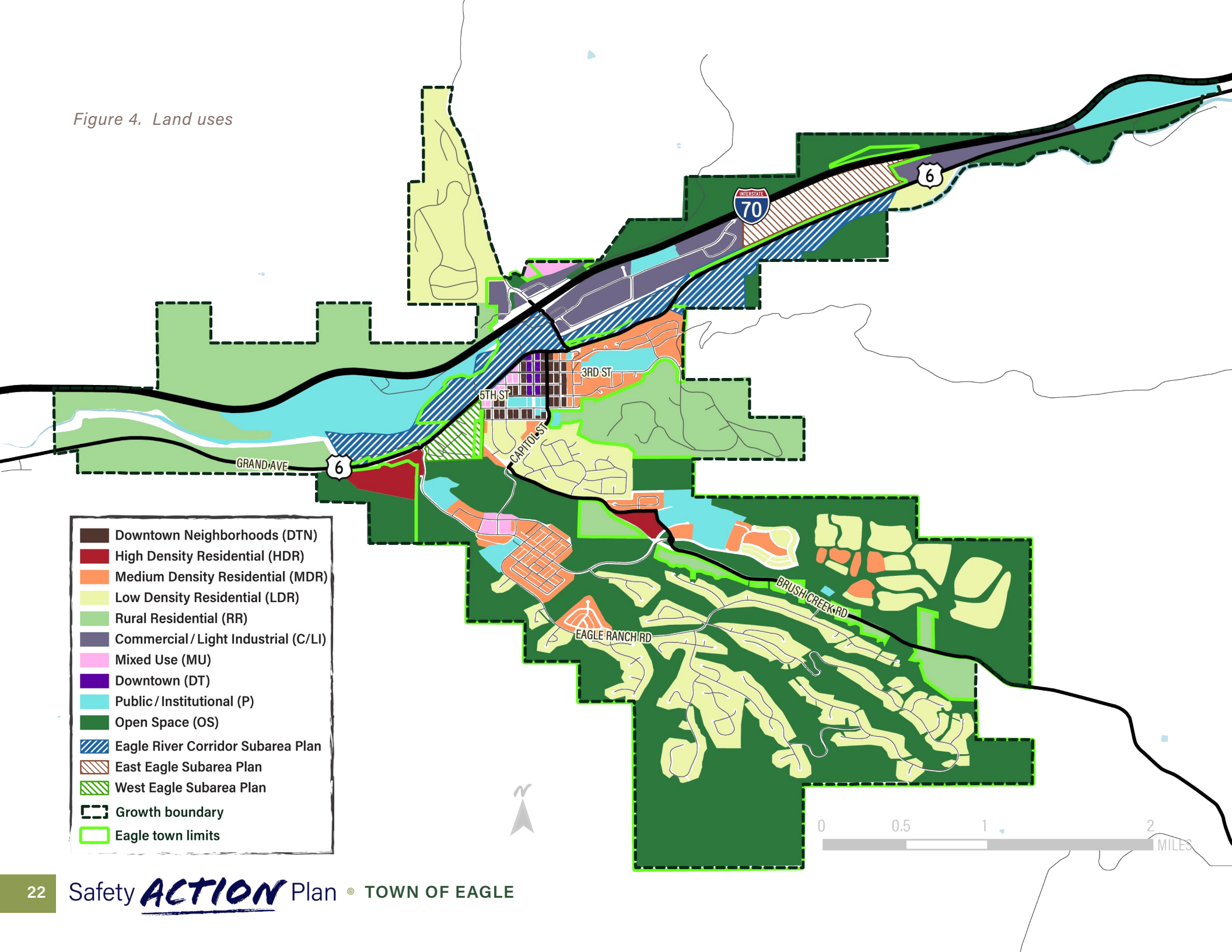




Predominant Land Uses

Figure 4 on page 22
provides a visual snapshot of the Town's current land uses, with categories that have been in effect since 2020. The community utilized the Elevate Eagle Comprehensive Plan as an opportunity to update the list of zoning designations to better reflect current conditions. These land uses define the most appropriate places for developments of different uses and densities, and ultimately inform how the Town proactively guides development and redevelopment.

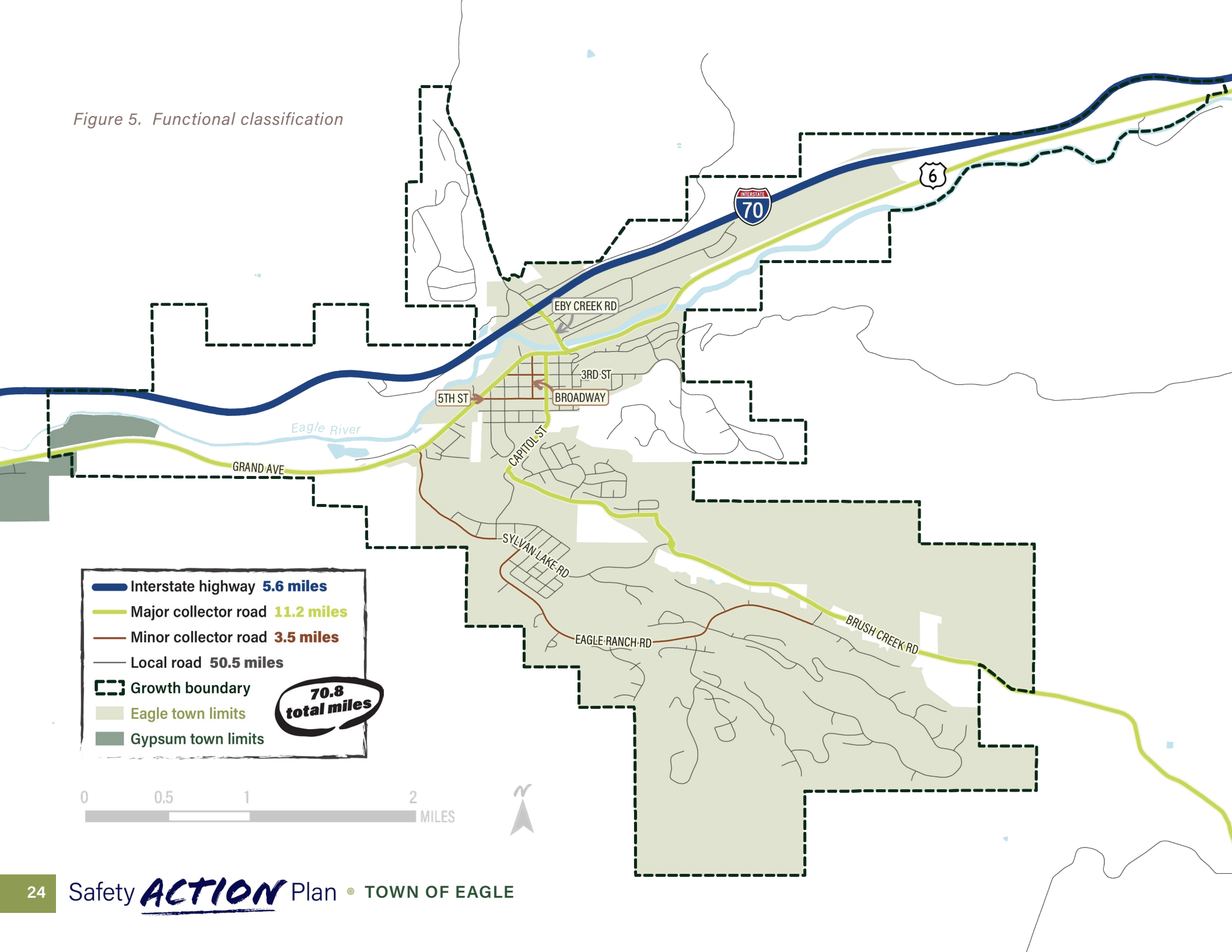
Figure 4. Land uses



Functional Classification

Functional classification (FC) defines how each road segment serves traffic flow and what funding sources support its maintenance. The FC system in Eagle helps ensure efficient operation of traffic and appropriate system maintenance and project funding sources. Roads that provide access to abutting land are considered local, while all other roads are considered major or minor collectors (if they serve both land access and traffic circulation) or the Interstate Highway, providing the highest level of through traffic. Any new additions to Eagle's road network must be classified accordingly.

Figure 5. Functional classification



As shown in Figure 5, the town of Eagle contains few major thoroughfares and most roadways within the study area are classified as local roads. Within downtown Eagle, Broadway Street, 3rd Street, and 5th Street are classified as minor collectors. Elsewhere in the study area, Grand Avenue and Brush Creek Road are classified as major collectors for their entire length, while Eby Creek Road is a major collector between I-70 and Grand Avenue and Capitol Street is a major collector between Grand Avenue and Brush Creek Road. Sylvan Lake Road is a minor collector from Grand Avenue to Capitol Street and Eagle Ranch Road is a minor collector for traffic in the southern portion of the study area.

Activity Hubs

US-6, designated as Grand Avenue through town, carries significant local trips as well as adding through traffic at selected times. I-70 is the most heavily trafficked route through Eagle, and these east-west routes operate in tandem.

The CDOT documents I-70 closure incidents. From 2018 to 2021 there were 51 closures to I-70 segments directly adjacent to the Project. Thirty-eight (38) closures were classified severe, nine (9) moderate, and four (4) were minimal closures. Twenty-five of these were full closures, requiring traffic from I-70 to be

diverted to alternate routes. Grand Avenue is the nearest viable east-west alternate route, and is the only option in parts of the County. As a result of incidents and construction on I-70, Grand Avenue experiences extenuating safety and capacity issues during closure events.

Agencies in Eagle County have been re-studying the viability of an I-70 interchange to improve access to the regional airport, located between Eagle and the Town of Gypsum to the west.[4] If a new I-70 interchange project materialized and intermittent or longer-term closures were needed, Grand Avenue would likely become the primary construction detour for the duration of such a project. Improving capacity, and subsequently corridor safety, is a critical improvement for the Town of Eagle and the regional economy.

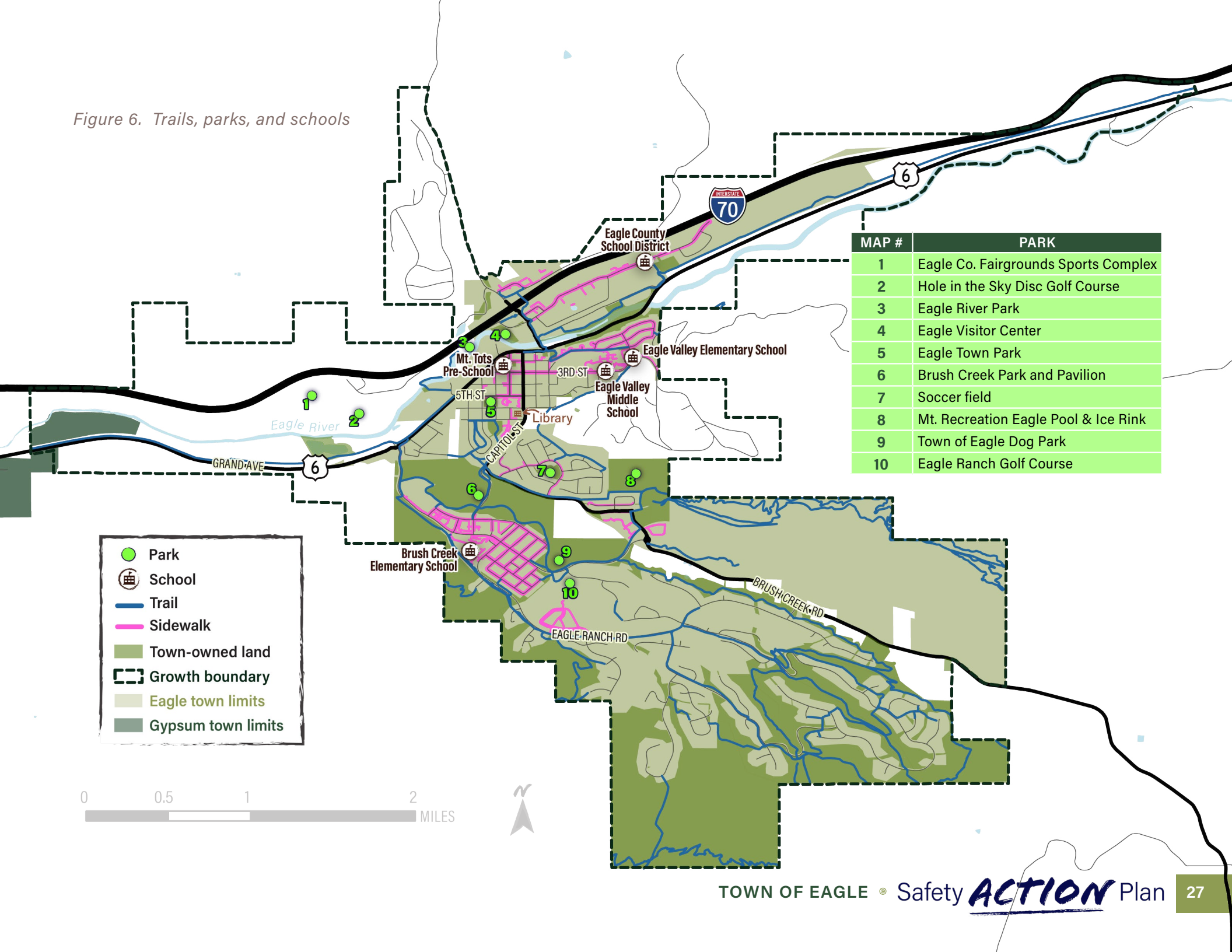
The Eagle County RE-50J School District operates three schools within the study area. Two, Eagle Valley Middle and Eagle Valley Elementary, are clustered together between 2nd and 3rd Streets. The third, Brush Creek Elementary, is located on Eagle Ranch Road. A private preschool is also located at 3rd and Washington Streets, near US-6. High school and charter students travel to schools in the neighboring towns.

All of the local parks are accessed by people using all modes of transport. Eagle Town Park is downtown between 5th and 6th Streets. In the southern part of town, Brush Creek is accessed from Capitol Street and the Dog Park is located on Sylvan Lake Road.

Other parks in the study area are co-located with other recreation facilities and form activity hubs: Chambers Park and Eagle River Park and other open spaces are located along the north bank of the Eagle River and are near the County Fairgrounds, and the disc golf course lies to the east. The Eagle Pool and Ice Rink facilities are in Brush Creek. A County-operated BMX Park is also located nearby.

See Figure 6 for study area trails, parks, and schools.

Figure 6. Trails, parks, and schools

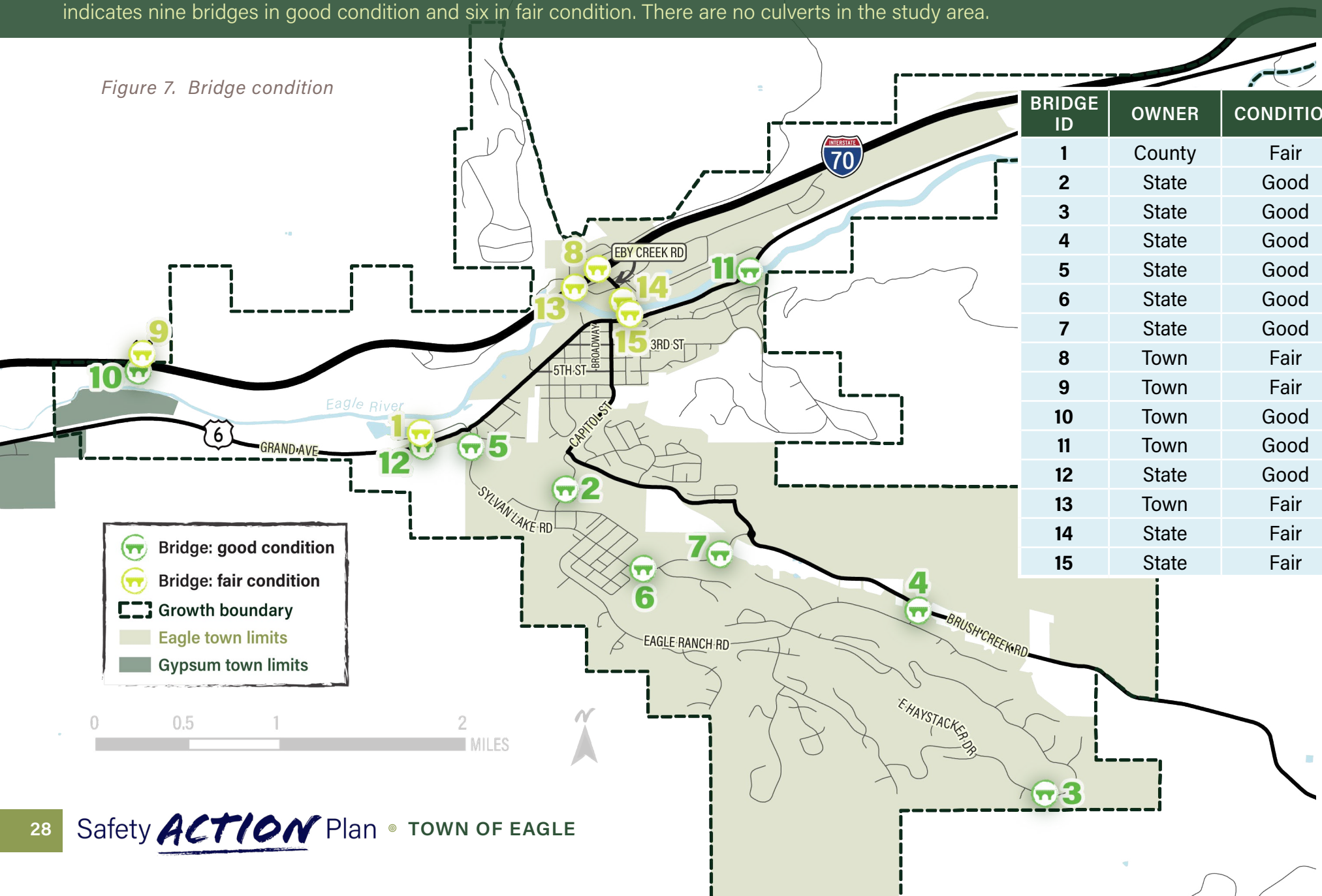


MAP #	PARK
1	Eagle Co. Fairgrounds Sports Complex
2	Hole in the Sky Disc Golf Course
3	Eagle River Park
4	Eagle Visitor Center
5	Eagle Town Park
6	Brush Creek Park and Pavilion
7	Soccer field
8	Mt. Recreation Eagle Pool & Ice Rink
9	Town of Eagle Dog Park
10	Eagle Ranch Golf Course

Bridges and Culverts

Keeping bridges in good condition can be a challenging and expensive part of transportation network maintenance; they can be chokepoints as they represent limited crossing over bodies of water or other roadways. Within the study area, the National Bridge Inventory indicates nine bridges in good condition and six in fair condition. There are no culverts in the study area.

Figure 7. Bridge condition

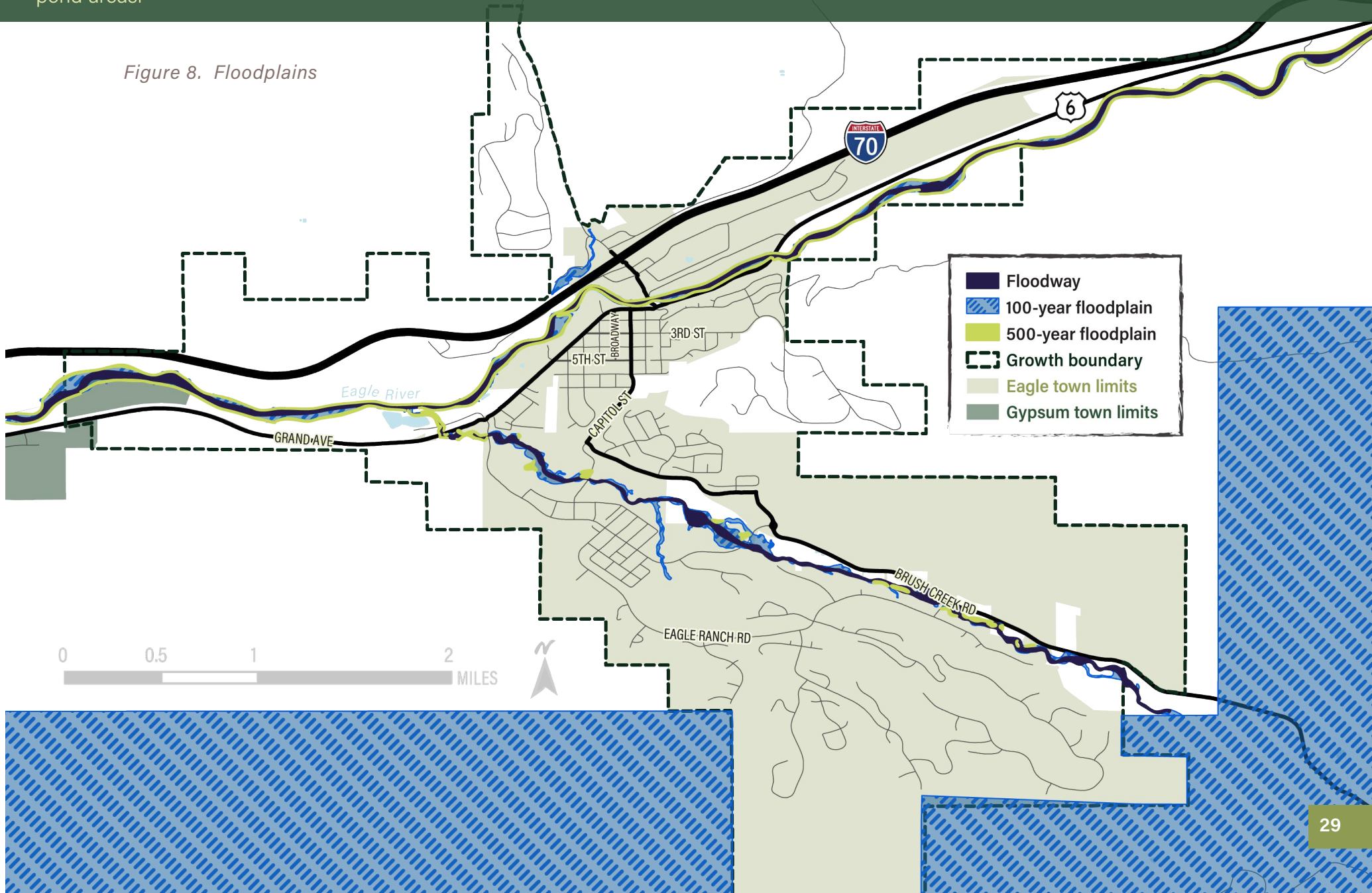


BRIDGE ID	OWNER	CONDITION
1	County	Fair
2	State	Good
3	State	Good
4	State	Good
5	State	Good
6	State	Good
7	State	Good
8	Town	Fair
9	Town	Fair
10	Town	Good
11	Town	Good
12	State	Good
13	Town	Fair
14	State	Fair
15	State	Fair

Hazards, Natural Features

The natural, unimproved areas of Eagle offer multiple assets to the community, including habitat for flora and fauna, cooling and absorption, and human connection to nature. In some locations existing vegetation also provides natural filtration and buffer from the River and wetland/ pond areas.

Figure 8. Floodplains



The Eagle River cuts through the town from west to east, paralleling I-70 and Grand Avenue. Just west of the Eagle town boundary, Brush Creek branches southeast and traverses the town's southern reaches. Both streams are flanked by floodways and 100-year floodplains. The mountainous terrain surrounding Eagle to the south and east also constitutes a 100-year floodplain.

The terrain and development of Eagle within two mountain valleys presents challenges to coexisting with water. Stormwater management strategies already in place help the Town mitigate hazards and avoid adverse environmental impacts to water quality, wetlands, and habitat, which improves environmental sustainability and quality of life for all flora and fauna within the town and region. However, to coexist with these natural features, there are limited available spaces to build transportation infrastructure that can be safely operated.

Community Facilities

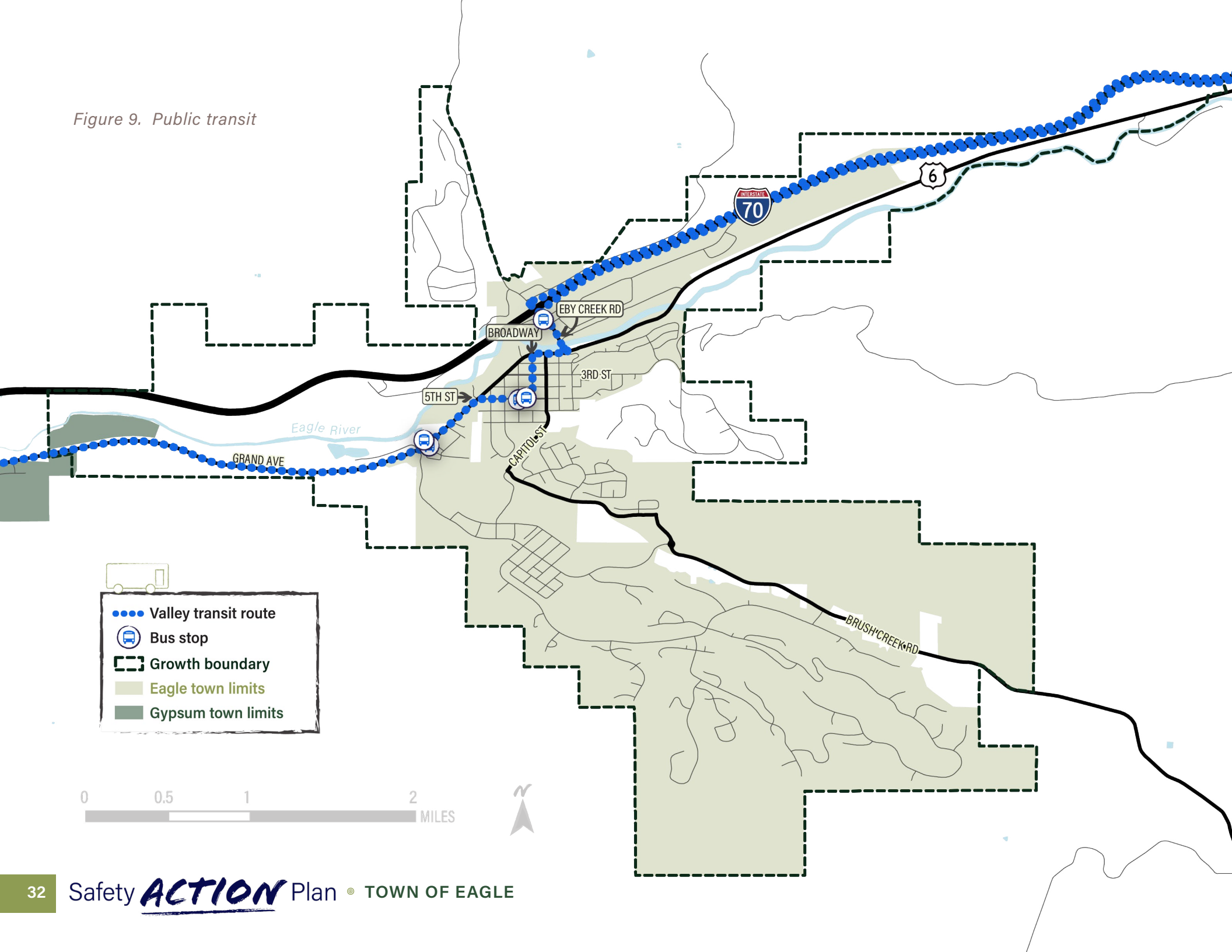
BICYCLE AND PEDESTRIAN FACILITIES

There are no separated bike lanes within the Town of Eagle. Pedestrian and bicycle infrastructure is less mature than the roadways in Eagle, as with many other Colorado communities. Eagle's small size and low traffic speeds on many local roads mean that using the road ROW is an easier proposition; however, safety of pedestrians and cyclists is less assured in these locations. The existing network includes sidewalks through most of downtown and Eagle Ranch. Newer areas like the Brush Creek Road vicinity as well as rural routes extending to the edges of Town have few or no sidewalks.

Sidewalk coverage on at least one side of the street is present for limited numbers of blocks in Town. Downtown and newly developed areas like Hockett Gulch show greater levels of sidewalk coverage. Many of the local streets of Eagle Ranch and other neighborhoods do not have sidewalks. While their low levels of auto and truck traffic allow for pedestrians to utilize the street ROW, the ideal safety experience would include addition of sidewalks on at least one side of the street.

A connecting segment of the planned Eagle County Regional Trail System has been previously built and currently terminates at 5th Street.

Figure 9. Public transit



TRANSIT

Core Transit (previously known as the Eagle Valley Transit Authority) provides one fixed route through Eagle, with daily service from roughly 5:15 am to 11:00 pm. This route stops at several existing bus stops within the Eagle limits. There are two (2) bus stops east of Grand Avenue along 5th Street. One is along the north side of 5th Street between Broadway Street and Wall Street and servicing the westbound vehicles; the second stop is on the south side at 5th and Wall Street servicing eastbound travelers. The current transit stops at the Town Park (three blocks east of 5th & Broadway Street) serve both Grand Avenue and Broadway, and the single stop on Eby Creek Road serves travelers in both directions for the park and ride facility and surrounding commercial area.

Open Spaces

Limited numbers of open spaces exist within the study area. The SS4A will address them because of the potential for crashes and safety incidents occurring in off-road environments. These are more likely to be single-vehicle crashes, including overturns and striking fixed objects. The current incidence of safety incidents occurring in open spaces is unknown, but will be studied in concert with the road network.

Network Additions

RECENTLY ADDED

A pedestrian bridge over I-70 provides north-south walk/bike access, with ramps connecting to Eby Creek Road on both sides of the bridge and to Market Street on the north.

Additionally, there is a paved walking path that starts at the Rectangular Rapid Flashing Beacon (RRFB) at the northwest side of the intersection of Grand Avenue and 5th Street. The walking path ends to the west, at the intersection of Grand Avenue and Sylvan Lake Road.

ENVISIONED

The Grand Avenue reconstruction project will reconfigure a portion of this east-west arterial from Sylvan Lake Road to Eby Creek Road, widening the roadway from two to four lanes while adding roundabouts and separate multi-use paths to significantly improve safety. This project will be funded through a USDOT RAISE grant and local matching funds.

The Eagle County Regional Trail System will provide a cross-valley trail connection to the Grand Avenue pedestrian/bicycle facility. When Eagle County's trail is complete, riders will be able to travel east toward Breckenridge or west toward Aspen via bike within this designated regional trail system, of which the Project's bikeway/multi-modal path will help complete a key connection within the regional system.

Safety Needs

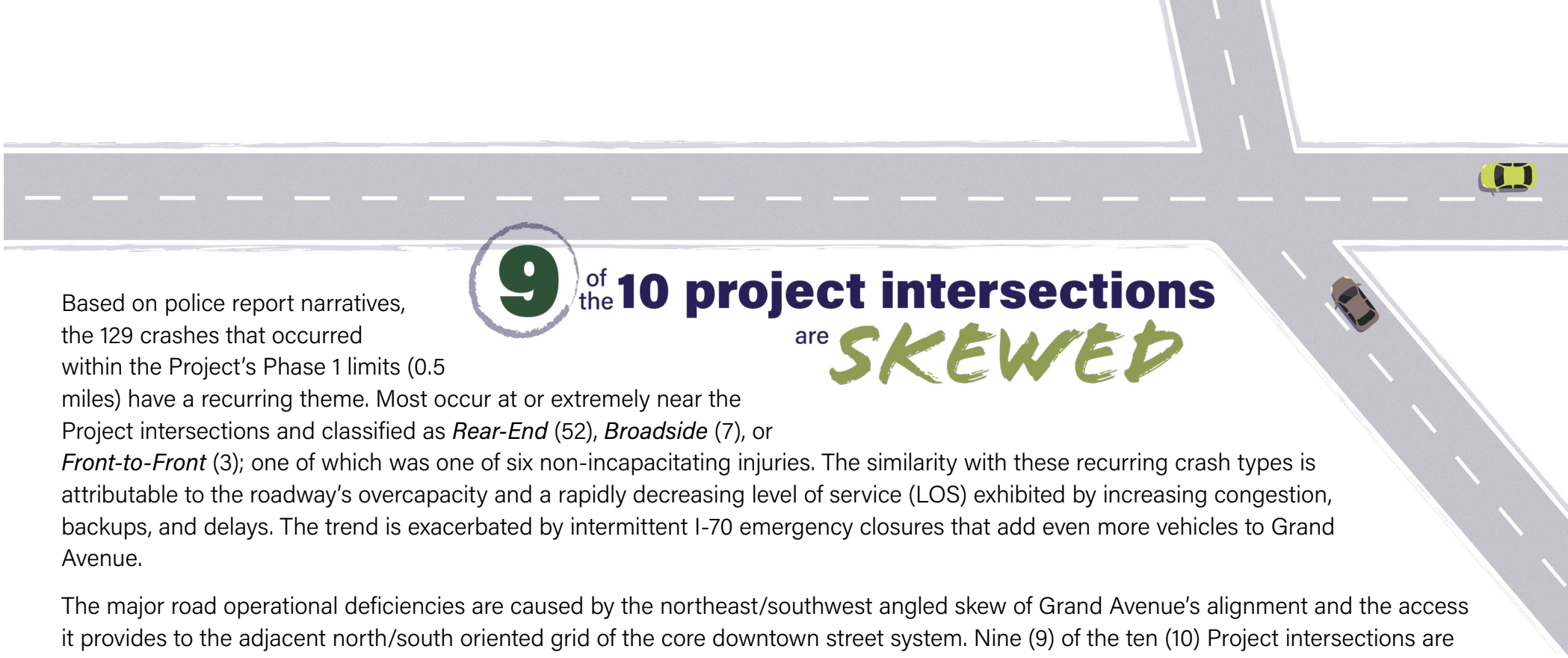
A review of reported crash data within Eagle between 2018 and 2023 indicates that fatal crashes are low, and have occurred only along Interstate 70 within that timeframe. However, multiple locations in the study area have shown a recurring incidence of crashes with major, minor, or no injuries. This subsection reports on where crashes are clustered and provides detailed trends by type.

CRASHES BY TYPE/ SEVERITY

From 2013 to 2023, there were **three (3) accidents involving bicyclists:** 2013 saw one (1) vehicle/bicycle accident located at the intersection of Grand Avenue and Capitol Street resulting in a reported possible injury; 2017 (no injuries) and 2020 (possible injury to bicyclist) both saw one (1) vehicle/bicycle related accident, both located at the Grand Avenue and Eby Creek Road intersection/roundabout.

Also in 2020, there was **one (1) accident involving a pedestrian without reported injuries** at the Eby Creek Road roundabout. Notably, all ped/bike crashes along Grand Avenue have occurred where sidewalk facility is currently present, between Broadway Street and Eby Creek Road. A goal of the planned Grand Avenue project (see Envisioned on page 34) is to improve the safety of and access to the existing pedestrian facility by constructing separated, dedicated ped/bike facilities with improved intersection controls and safety features.

Due to the corridor's relatively low posted speed limit of 35 mph and high rate of in-town congestion and backups, which likely prevents speeding and/or illegal passing during AM and PM peak travel times, 100 of the total 129 crashes resulted in *property damage only (PDO)*. However, there were still injuries; 27 of the total 129 crashes document *injuries* to either a driver or passenger of the primary, secondary, or tertiary vehicles involved in a given crash. The data documents six (6) of these vehicle-to-vehicle crashes resulting in *non-incapacitating injuries* and 23 crashes reported *possible injury* to drivers and/or passengers. Additionally, there were six (6) single-vehicle collisions with wild animals.



9 of the 10 project intersections are SKEWED

Based on police report narratives, the 129 crashes that occurred within the Project's Phase 1 limits (0.5 miles) have a recurring theme. Most occur at or extremely near the Project intersections and classified as *Rear-End* (52), *Broadside* (7), or *Front-to-Front* (3); one of which was one of six non-incapacitating injuries. The similarity with these recurring crash types is attributable to the roadway's overcapacity and a rapidly decreasing level of service (LOS) exhibited by increasing congestion, backups, and delays. The trend is exacerbated by intermittent I-70 emergency closures that add even more vehicles to Grand Avenue.

The major road operational deficiencies are caused by the northeast/southwest angled skew of Grand Avenue's alignment and the access it provides to the adjacent north/south oriented grid of the core downtown street system. Nine (9) of the ten (10) Project intersections are skewed, some well beyond 90 degrees, producing blind corners and poor site distances. These road alignment characteristics, added to the litany of other factors such as lack of signalized intersections and dedicated west-bound left turn lanes, narrow unpaved shoulder (north side), no road median, and no dedicated/separated ped/bike facilities, with the addition of winter snowfall and potential for wildlife collisions, create an unsafe travel corridor travelers of all modes. This is evident by the crash data revealing the high number and recurrent types of crashes in the past 11 years.

There are no reported fatalities within the town boundary. Colorado's state fatality rate is 1.09 per 100 million VMT, with 596 fatalities statewide for 2019. Regardless of crash fatality history, Stolfus's forecasted increase in average daily traffic (ADT) to 2033, which calculated a LOS F for the entire corridor, could certainly be a contributing factor in the likelihood of one or more fatalities occurring within the Project limits in the near future. Therefore, the traffic analysis warrants the scope of the Project's engineering and design improvements. The series of roundabouts and separated pedestrian/bicycle facilities is directed specifically at preventing the potential for future fatalities through design that is statistically proven to reduce the number, frequency, and severity of crashes. Given the Project's proposed attributes, it clearly is in alignment with the USDOT's National Roadway Safety Strategy to prevent fatalities and serious injuries.

Figure 10. Crash density

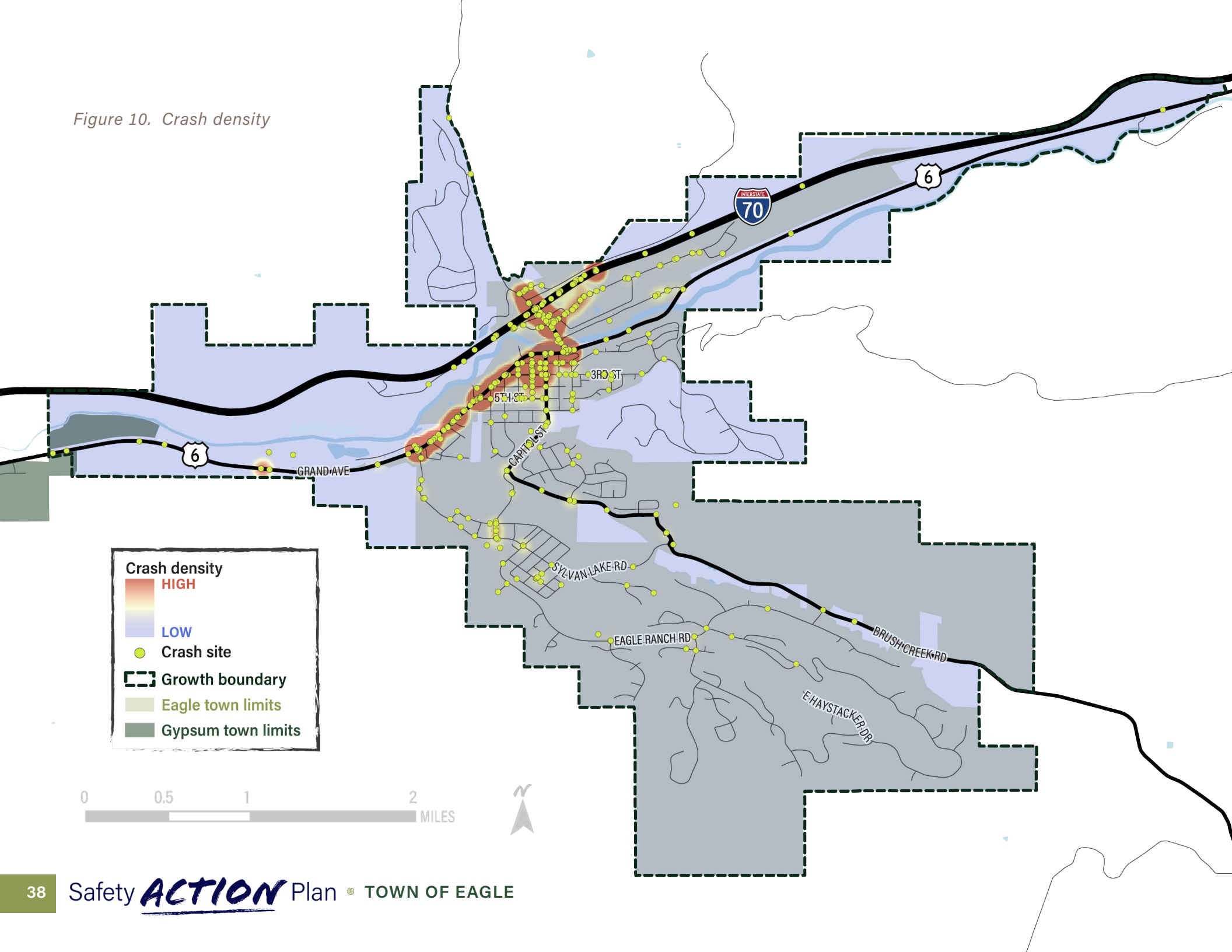
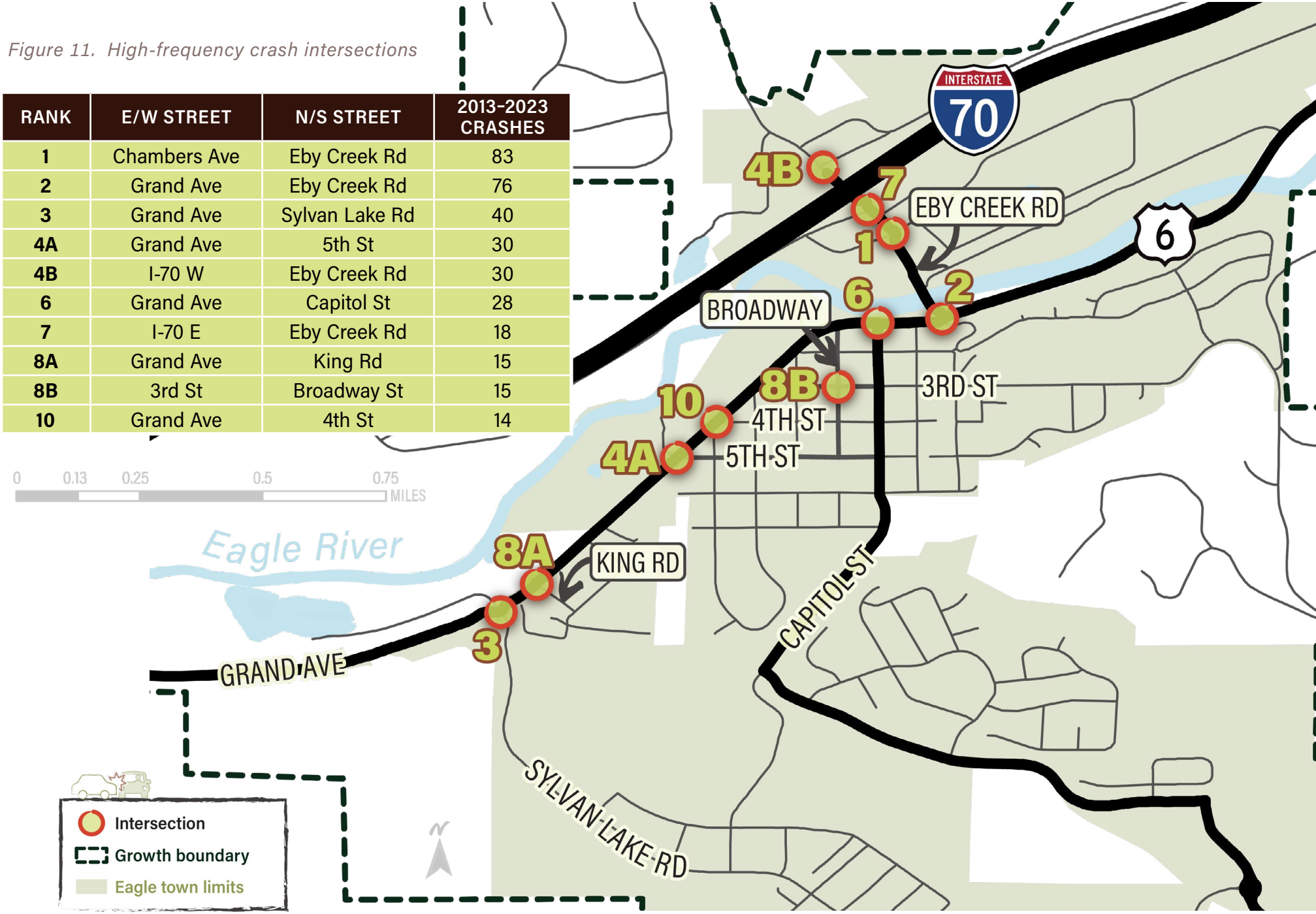


Figure 11. High-frequency crash intersections

RANK	E/W STREET	N/S STREET	2013-2023 CRASHES
1	Chambers Ave	Eby Creek Rd	83
2	Grand Ave	Eby Creek Rd	76
3	Grand Ave	Sylvan Lake Rd	40
4A	Grand Ave	5th St	30
4B	I-70 W	Eby Creek Rd	30
6	Grand Ave	Capitol St	28
7	I-70 E	Eby Creek Rd	18
8A	Grand Ave	King Rd	15
8B	3rd St	Broadway St	15
10	Grand Ave	4th St	14



WITHOUT THIS INFRASTRUCTURE,
THE PEOPLE THAT CALL EAGLE HOME AND THE PLACES THAT
COMPRISE THE COMMUNITY WOULD NOT BE CONNECTED.

SYSTEMS

What this section covers

Local streets and sidewalks, regional highways, and specialized structures like trails and bridges all form what we call the Eagle transportation network. Without this infrastructure, the people that call Eagle home and the places that comprise the community would not be connected. This final chapter inventories what systems and their long-term plans are in place, how heavily they are used, and what gaps or challenges are needed to ensure a safe travel experience.

Prior Plans

The following planning efforts have informed this analysis and the overall SS4A:

- Eagle Net Zero Climate Action Plan (2020)
- Elevate Eagle Comprehensive Plan Update (2021)
- East Eagle Subarea Plan (2021)
- Town of Eagle Strategic Plan (2022)
- Grand Avenue Multimodal Reconstruction Project RAISE Grant Application (2024)
- Quality of Life and CIP Community Survey (2024)

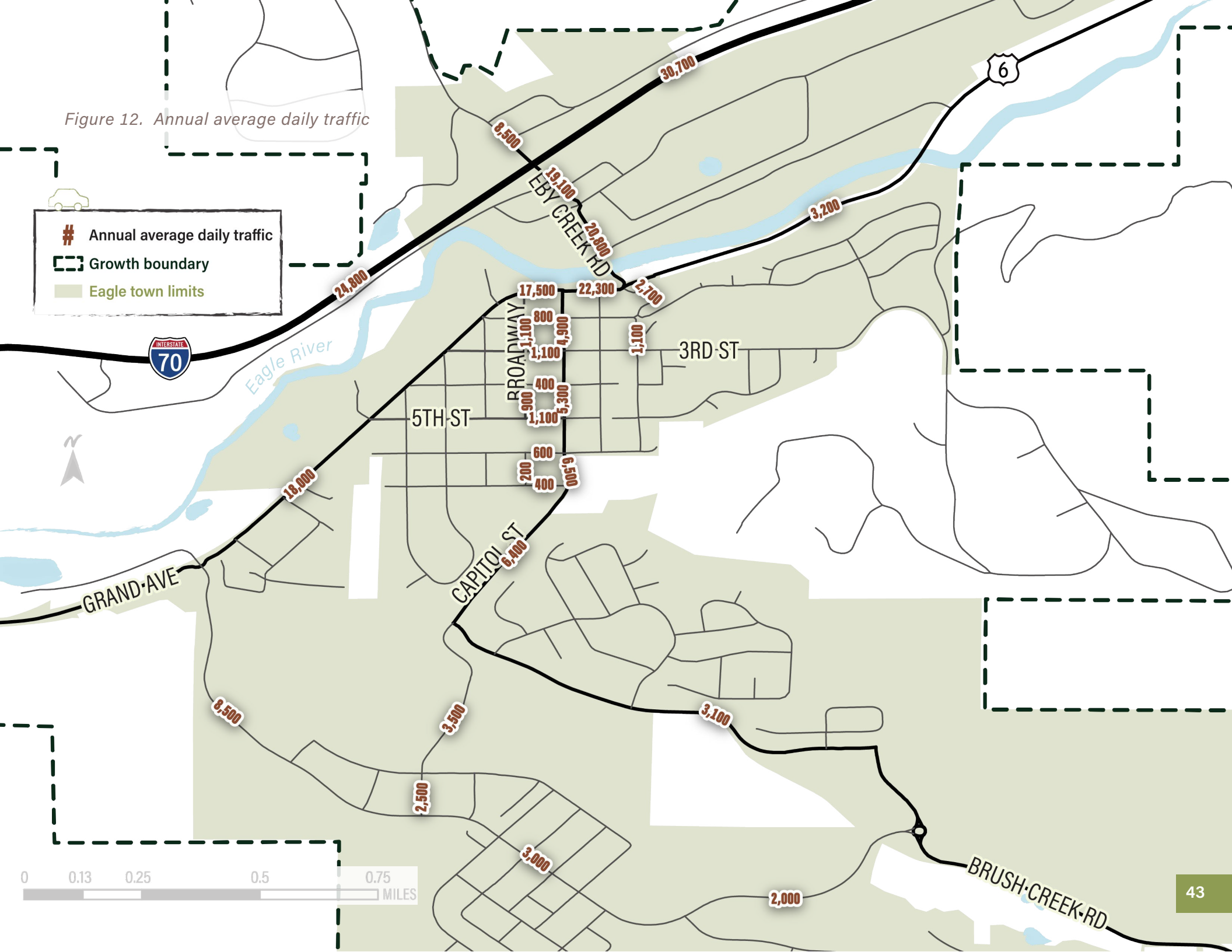
Overall Traffic Volumes and Annual Average Daily Traffic (AADT)

Aside from I-70, which records average daily traffic counts of nearly 25,000 west of Eby Creek Road and nearly 31,000 east of Eby Creek Road, the most highly traveled roadways within the study area are Eby Creek Road and Grand Avenue.

Eby Creek Road between I-70 and Grand Avenue sees about 20,000 vehicles per day, giving its direct access to I-70 and the town's primary commercial development areas. West of Eby Creek Road, Grand Avenue carries over 17,000 vehicles per day as it serves downtown Eagle and connects the town to nearby Gypsum.

Elsewhere, Capitol Street, Sylvan Lake Road, and Brush Creek Road are the next busiest corridors, with thousands of vehicles traveling daily to access other commercial and residential areas of Eagle.

Figure 12. Annual average daily traffic



Transportation System Inventory

LEVEL OF SERVICE

In addition to improving freight mobility and tourism, the Grand Avenue Project has the propensity to create sufficient multi-modal LOS for residential development and supportive local commercial opportunities that are either being studied and considered for development or are in process of being planned.

Stolfus completed the Grand Avenue Preliminary Engineering Traffic Report in 2022[5] which provides documentation of existing and forecasted LOS D, E, and F (failure) for Grand Avenue. Considering just the existing commuter patterns to and from the town, this not only impacts the maintenance of key transportation infrastructure such as Grand Avenue, but it also has implications for multi-modal transportation and traffic safety.

KLJ compared existing CDOT and Streetlight traffic volumes to the previous Traffic Report and made some minor adjustments to best represent currently observed traffic conditions within the study area.

The results of the existing LOS analysis show that some intersections/roundabouts on Eby Creek Road exhibit a reduced LOS compared to previous study documentation. However, the roundabouts along Eby Creek remain at a LOS A or B but do show some queuing during peak AM and PM travel times. This is due to how roundabouts operate—allowing a steady flow of traffic with minor stops and starts. Queuing is usually a problem when vehicles start backing up outside of the intended storage area or if queued vehicles block other access along the roadway. Queuing deficiencies were not found within the existing network but are expected to worsen as traffic within the area grows or during recreational peak occurrences. Intersection LOS for AM and PM can be seen in Figure 13 on page 46 and Figure 14 on page 47, respectively (detailed results can be viewed by request in supplemental report *Traffic Analysis Results*).

PAVEMENT CONDITIONS / PCI DATA

Paved roads tend to deteriorate over time, especially as wear-and-tear is exacerbated by heavy traffic loads, inclement weather, and snow clearance. A manual survey was conducted to rate the condition of pavement on all Town roads, resulting in ratings by block from 0 to 100 and known as a Pavement Condition Index (PCI). A rating above 85 indicates *Excellent* condition, while the observed condition gradually degrades as the rating gets lower. Figure 15 on page 48 indicates the PCI score by block throughout the study area. I-70 was not rated.

While there were no blocks with a PCI score below 20, some blocks experience either a *Very Poor* or *Poor* condition, with ratings between 21 and 35. These include several blocks of each of Howard Street, Castle Drive, Chambers Avenue, and Sylvan Lake Road. Single blocks of King Road, Marmot Lane, and Third Street are also included. The Town's State of Good Repair goals would indicate these as the highest

priorities for milling and repaving. Roadways that have met or exceeded their useful life may instead be redesigned and rebuilt as the Town's Capital Investment Plan dictates, simultaneously prioritizing improvement of the condition and safety of existing transportation infrastructure within the existing footprint.

Blocks with PCI scores rated as *Marginal* (between 40 and 48) would be the next priorities, and are primarily on Second, Fourth, Mayer, and Capitol Streets, additional blocks of Third Street, Chambers Avenue, and Sylvan Lake Road. A handful of individual blocks on minor streets also received Marginal PCI ratings.

TRANSIT SYSTEM

Fixed-route transit in Eagle is limited, as Core Transit's Valley Route is the only route that serves the town. As shown previously in Figure 9. Public transit on page 32, it makes three stops within the study area: Grand Avenue and Sylvan Lake Road, 5th Street and Wall Street, and the Chambers Park N Ride on Eby Creek Road just south of I-70. Service runs **twice** hourly at Chambers Park N Ride and at the other two stops.

PEDESTRIAN/BIKE SYSTEMS

The pedestrian and bicycle facilities mentioned on page 31 are starting points but do not currently form a coherent, connected network. As a result, bicycling and walking through town can mean using a combination of public ROW dedicated as sidewalk, ROW primarily for auto traffic, private property, and open space to form a complete route.

Commercial and Freight Uses

The presence of multi-axle trucks is a necessity to bring in goods and keep Eagle's economy running. Trucks resupplying retail stores and restaurants, bringing construction materials and supplies to sites, and conducting transloading activity at the Eagle County Regional Airport are all present in the community, comprising 8.4% all motor vehicles in a 2023 survey. At the same time, their presence can lead to more severe crashes and a greater impact on deteriorated road conditions.

Selected traffic counts indicate the extent of freight traffic in Eagle. Along Grand Avenue, average daily traffic numbers generated from I-70 and Eby Creek Road included 860 Single Unit Trucks and 270 Combination Trucks. The project will be critical to last-mile freight planning within its Complete Streets and multimodal approach, improving the mobility and accessibility for trucks accessing the area for last-mile deliveries and ensuring all users can coexist safely on the widened road.

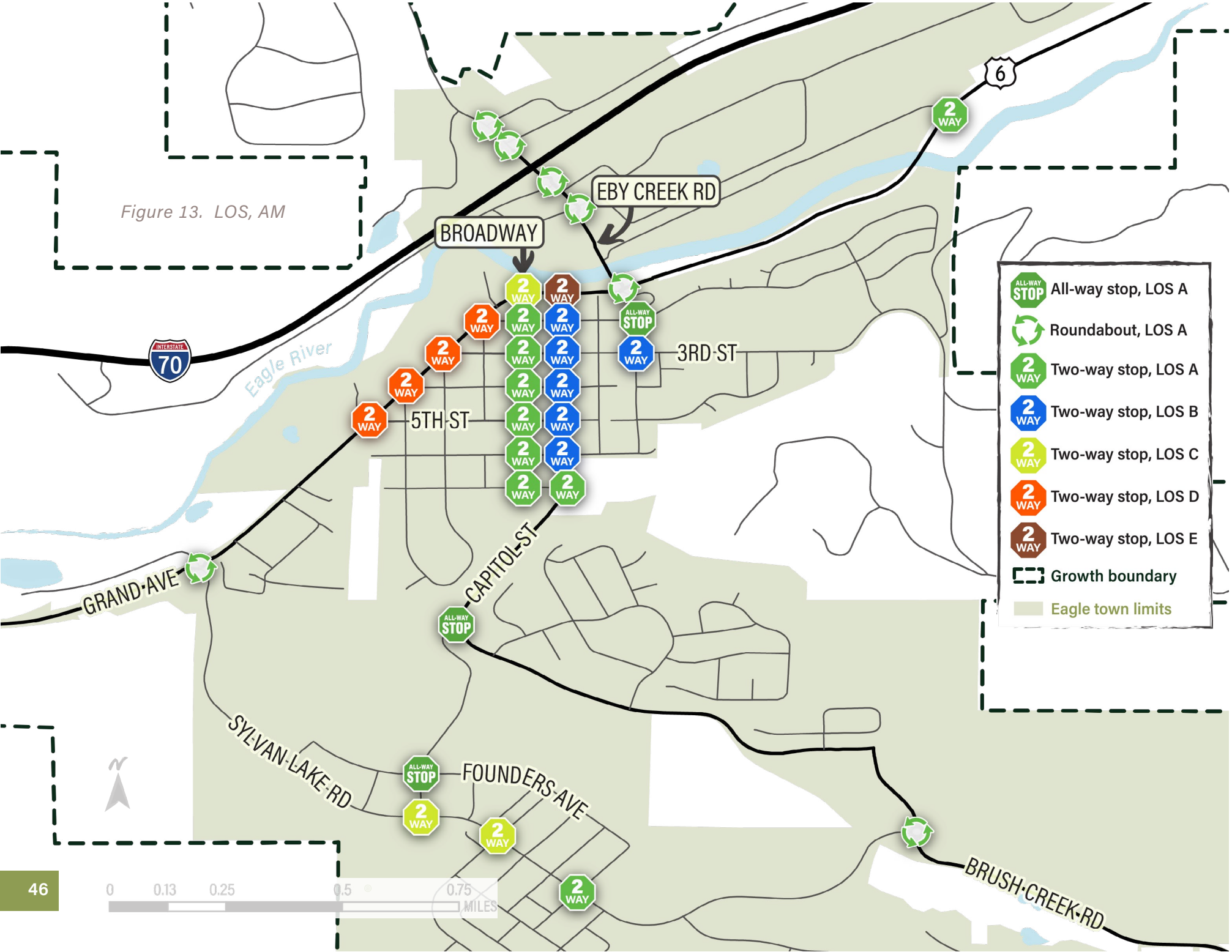
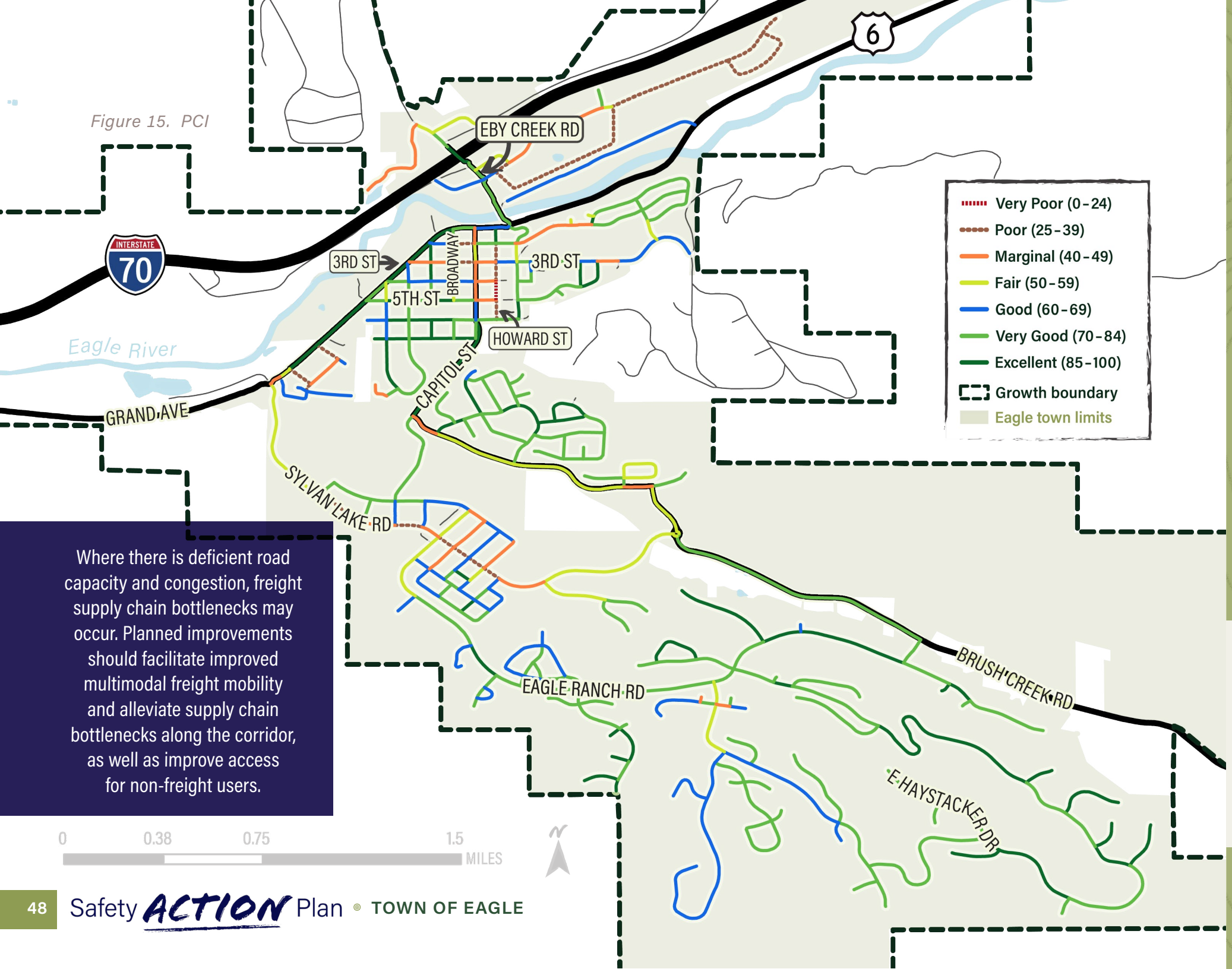


Figure 13. LOS, AM

Figure 14. LOS, PM

Figure 15. PCI



Where there is deficient road capacity and congestion, freight supply chain bottlenecks may occur. Planned improvements should facilitate improved multimodal freight mobility and alleviate supply chain bottlenecks along the corridor, as well as improve access for non-freight users.

EXISTING CONDITIONS ANALYSIS APPENDIX

Technical Methodology

This analysis utilized the U.S. Census Bureau's 2018-2022 American Community Survey Five-Year Estimates and 2020 Decennial Census data for the Town of Eagle and Eagle County, unless otherwise noted. State figures were provided by the Colorado State Demographer's office.

Traffic counts and AADTs have been provided by StreetLight data. Nineteen Traffic Analysis Zones (TAZs) in the Eagle and Gypsum areas were utilized in the StreetLight platform.

Endnotes

1 https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---State-Results/

2 Elevate Eagle Comprehensive Plan (2020)

3 https://www.vaildaily.com/news/eagle-county-speeding-tickets/

4 https://www.vaildaily.com/news/theres-new-interest-in-building-an-i-70-interchange-for-the-eagle-county-airport/

5 Grand Avenue Preliminary Engineering Traffic Report. Stolfus & Associates, Inc. (December 2023)

Future Conditions and Alternatives

DEVELOPMENT

GOALS

By 2045, the future condition of the Eagle transportation network should have significantly enhanced safety for all users. To reach that milestone, the **primary plan goals** are:

- Continue to promote a network with zero fatal or serious injury crashes.
- Be proactive in preventing fatalities and serious life- altering injuries.
- Provide safer mobility for all members of our community.

These primary goals will be supplemented through **secondary goals:**

- Advance equity-related solutions with place-based interventions, including neighborhoods requiring improved infrastructure, and through partnerships around the region.
- Use the Town Council's role in capital budgeting and transportation project planning to promote roadway safety.

FORECAST MODELING WAS PERFORMED FOR THE NO BUILD AND SEVEN (7) BUILD MODEL ALTERNATIVES.

FUTURE CONDITIONS

CHAPTER 1 — FUTURE CONDITIONS

What this section covers

Future traffic conditions were modeled for the 2045 No Build Scenario (baseline future scenario) and seven (7) forecast scenarios were modeled in order to to evaluate the relative transportation system benefits resulting from these modeled transportation network improvements.

As a key component of the Town of Eagle's SS4A planning efforts, future traffic conditions were modeled for the 2045 *No Build Scenario (baseline future scenario)* along with the completion of alternatives analyses to evaluate seven (7) unique *Build* scenarios. In total, eight (8) forecast models were generated: the No Build, plus seven (7) Build alternatives. Alternatives were designed to replicate a potential multimodal improvement to a corridor or set of corridors, including key intersections within the Town's network. The purpose was to evaluate the relative transportation system benefits resulting from these modeled transportation network improvements. Each alternative considered the addition of one or more localized and/or regional transportation network improvement.

Overall, analysis shows that the existing 2024 levels of congestion, delay, and related multi-modal safety issues along Grand Avenue become exacerbated by 2045, and are projected to cause failing AM and PM intersection LOS to the Grand Avenue corridor, as well as I-70 WB Ramps at Eby Creek Road, and Chambers Avenue at Eby Creek Road.

To inform future system wide safety solutions, the seven scenarios developed provide a view of the varying degrees of influence each alternative, or combination of alternatives, could potentially have on improving multimodal traffic safety and operations within the Town of Eagle's transportation network.

A major component of the future conditions analysis was the calculation of future traffic Volume to Capacity (V/C) ratios which identified road corridor locations with the most significant capacity and congestion deficiencies. As deficiencies are shown to worsen over time, they inevitably have the potential to effect the safety of all multimodal transportation system users.

Forecasting future conditions via multiple alternatives provides a detailed operation- and safety-based traffic engineering perspective to then apply holistic solutions which are focused on addressing the needs of the most safety compromised corridors, intersections, and pedestrian/bicycle network facilities.

Traffic and Operations 2045 Forecasting

METHODOLOGY AND ASSUMPTIONS

Forecasted 2045 data for travel patterns (Trip Generation and Origin/Destination or "O/D") and traffic operations (Volume/AADT, Volume/Capacity ratio, LOS) were generated using findings and inputs from existing conditions and previous traffic and planning documentation e.g., Grand Avenue Preliminary Engineering Traffic Report by Stolfus & Associates, Inc. (dated December 20, 2023 and referred to herein as the *Grand Avenue Report*), Streetlight Data, Future Land Use, and the 2025–2033 CIP. From this baseline existing conditions data inventory, 2045 *No Build (baseline future scenario)* and seven (7) *Build* Alternative scenarios were produced.

REGIONAL ROADWAY GROWTH RATES

Regional roadways were assigned growth rates to account for incoming and outgoing traffic that isn't captured within the Transportation Analysis Zones (TAZs). The Grand Avenue Report included historic growth rates along Grand Avenue/US-6, which according to CDOT, ranged from 1.55% to 2.38% per year. Future traffic volumes (AADT) were forecasted to the year 2045 and used to evaluate corridor congestion and delay (V/C ratios) as well as intersection LOS. The regional roadways and their associated growth rates can be seen in Table 1.

Table 1. Regional Roadway Annual Growth Rates

I-70	2.0%
GRAND AVENUE / US 6	2.0%
BRUSH CREEK ROAD	0.5%

FUTURE TRIP GENERATION (ORIGIN/DESTINATION) ANALYSIS

Trip generation was based on findings from the Grand Avenue Report. Projected traffic volumes for the Eagle County Regional Airport were based on the Master Traffic Study Update for the Town of Gypsum by Felsburg Holt & Ullevig dated September 2022. Trips from the Grand Avenue Report Traffic Analysis Zones (TAZs) were assigned to match the current study TAZs which can be seen in Figure 1 on page 56. StreetLight data was used to create origin/destination (O/D) data between each of the TAZs to assign the trip generation data throughout the roadway network within the area shown in Figure 1. Regional roadways were included in the O/D data to distinguish between traffic entering, exiting, and passing through the Town and areas outside and adjacent to the Town's growth boundary. The *2045 No Build trip generation by TAZ* data and map can be seen in Table 2 and in Figure 2 on page 57, respectively.

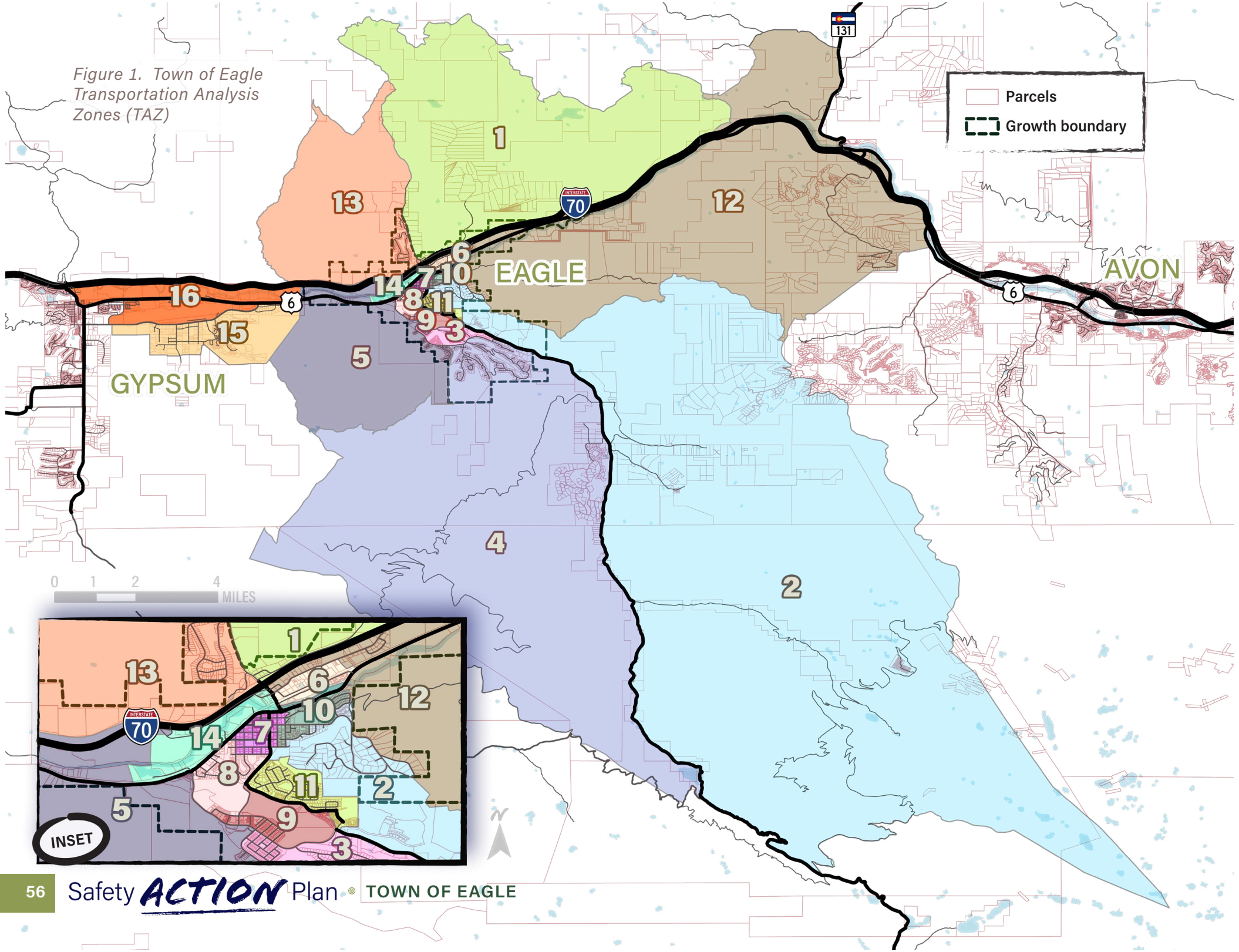


Figure 1. Town of Eagle Transportation Analysis Zones (TAZ)

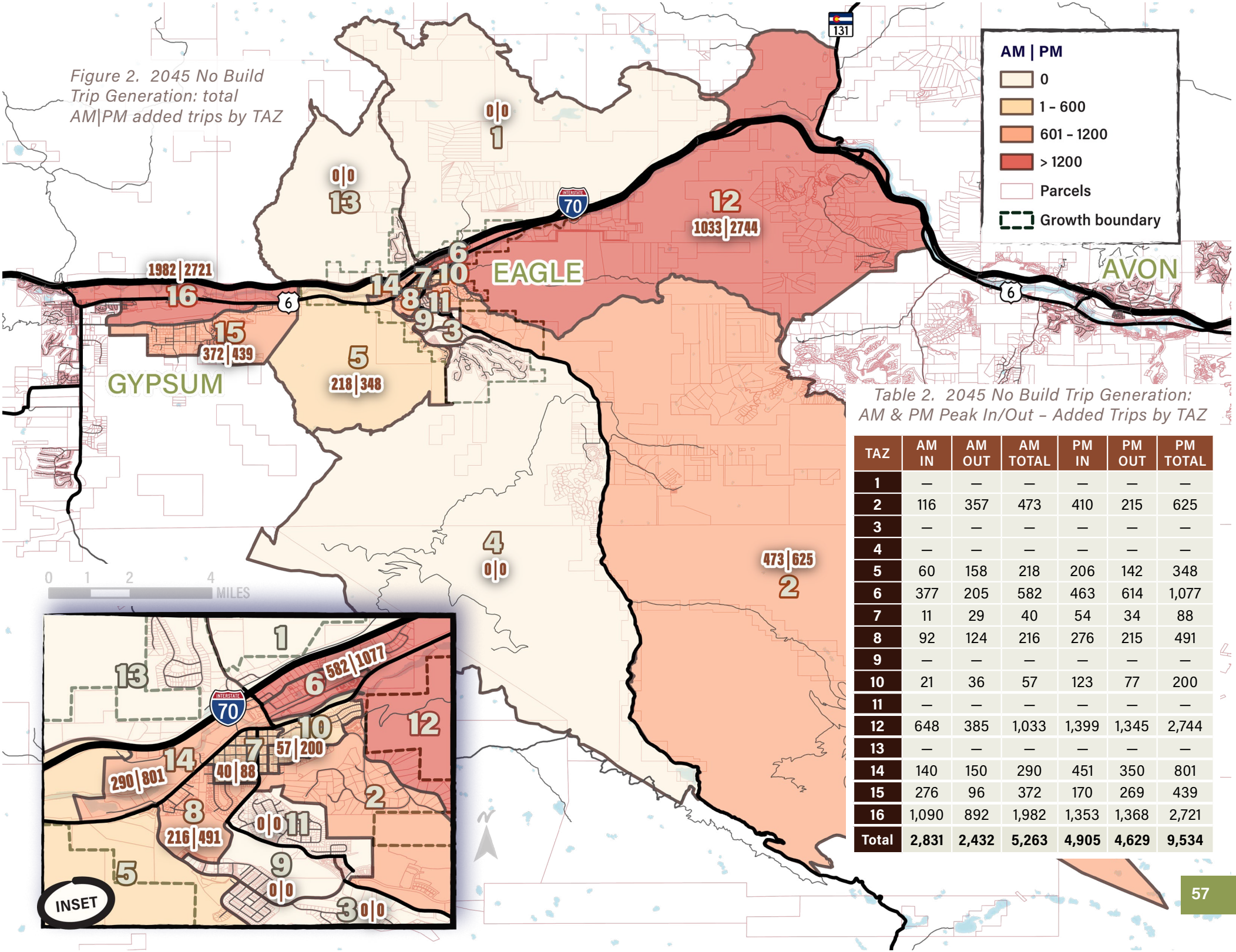


Figure 2. 2045 No Build Trip Generation: total AM|PM added trips by TAZ

Table 2. 2045 No Build Trip Generation: AM & PM Peak In/Out – Added Trips by TAZ

TAZ	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL
1	–	–	–	–	–	–
2	116	357	473	410	215	625
3	–	–	–	–	–	–
4	–	–	–	–	–	–
5	60	158	218	206	142	348
6	377	205	582	463	614	1,077
7	11	29	40	54	34	88
8	92	124	216	276	215	491
9	–	–	–	–	–	–
10	21	36	57	123	77	200
11	–	–	–	–	–	–
12	648	385	1,033	1,399	1,345	2,744
13	–	–	–	–	–	–
14	140	150	290	451	350	801
15	276	96	372	170	269	439
16	1,090	892	1,982	1,353	1,368	2,721
Total	**2,831**	**2,432**	**5,263**	**4,905**	**4,629**	**9,534**

2045 *No Build* Scenario Network Conditions

Areawide network analysis of future conditions was based on original forecast outputs from the Grand Avenue Report and amended with available data from Streetlight Data. The 2045 *No Build* Scenario provided the baseline forecast AADT data for the functionally classified network, including local roads (70.8 miles total/92 unique road segments) and LOS for 40 intersections within the Town's growth boundary. Results of the No Build forecast were used to inform Build Scenario Alternative 1 which is the primary baseline Build scenario utilized to generate the SS4A study's project needs and identification, recommended engineering and planning solutions, and project prioritization.

FUTURE NO BUILD CORRIDOR AADT & VOLUME TO CAPACITY (V/C) RATIOS

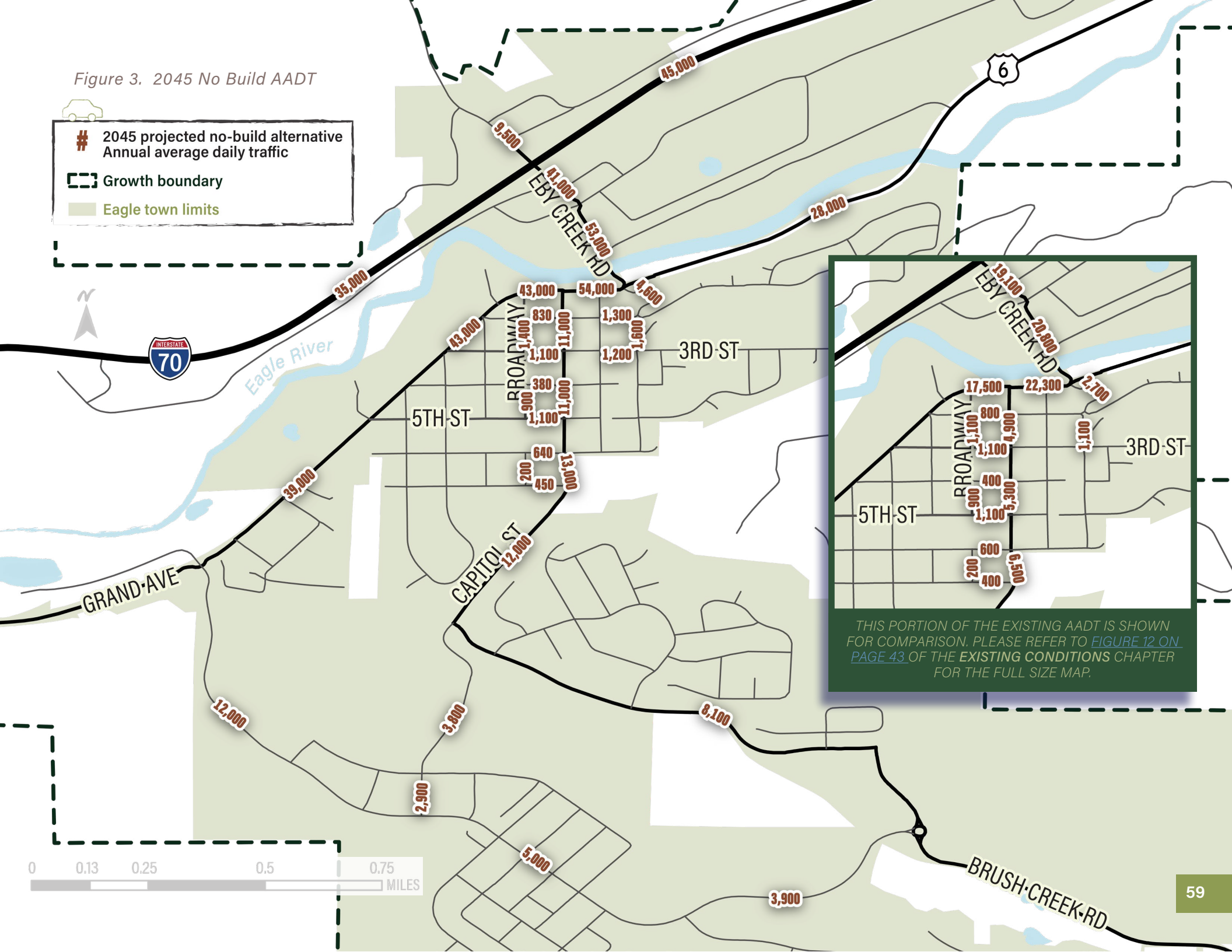
At a planning level, roadway capacities are a function of roadway functional classifications and the number of travel lanes present. 2045 Vistro model results for AADT were used to establish planning-level V/C ratios for roadway segments.

For the forecasted period from 2024 to 2045, Table 3 summarizes the change (delta) in conditions between existing (2024) and forecasted (2045 No Build) corridor volumes (AADT). Sizable volume increases are forecasted for I-70, Eby Creek Road, and Grand Avenue, which remain the top high-volume corridors within the Town of Eagle. Eby Creek Road between I-70 and Grand Avenue is forecasted to carry approximately 52,500 vehicles per day. West of Eby Creek Road, Grand Avenue is forecasted to carry approximately 53,600 vehicles per day. Capitol Street, Sylvan Lake Road, and Brush Creek Road are forecasted to continue

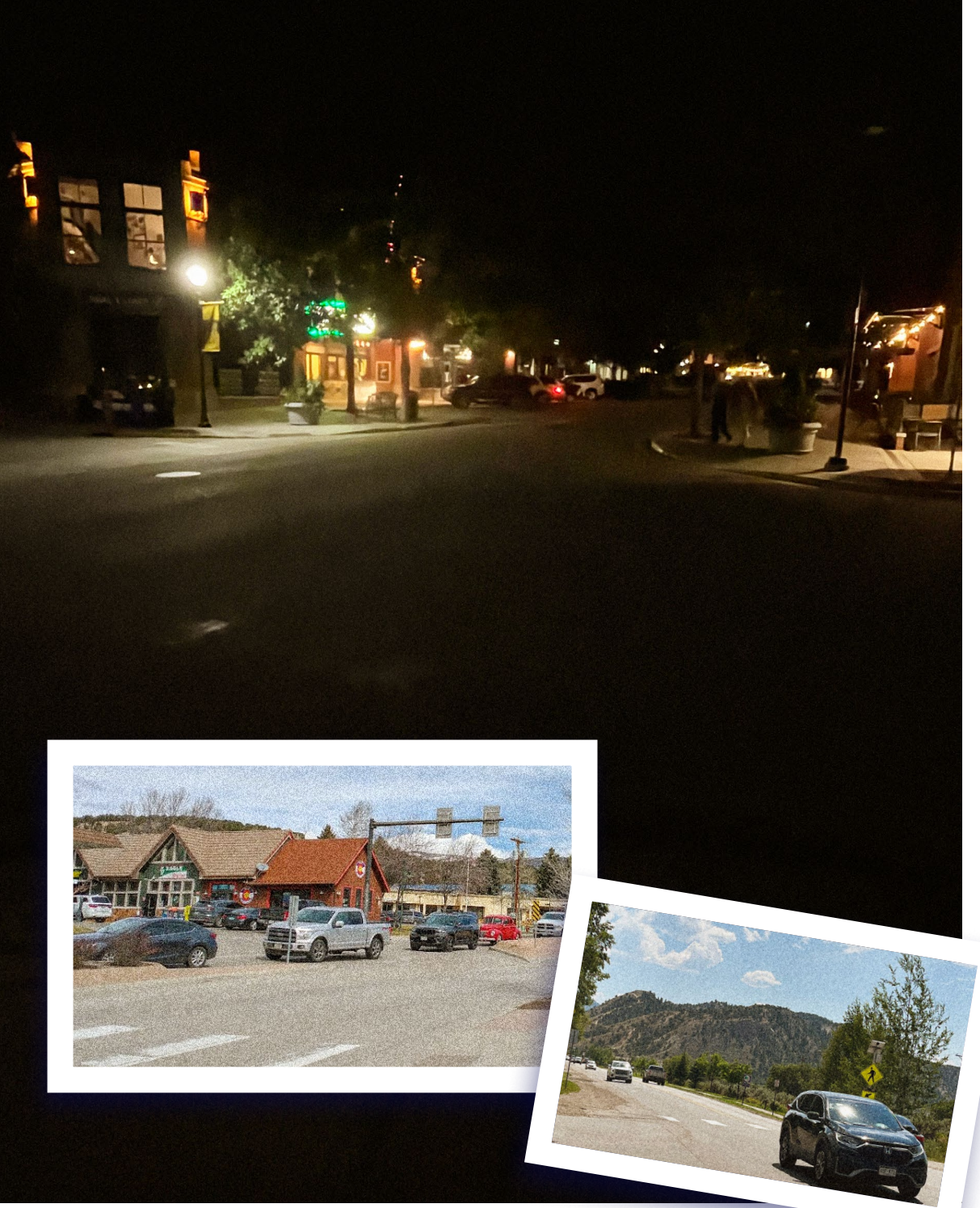
Table 3. Corridor AADT Change (2024 to 2045 No Build)

CORRIDOR SEGMENT	2024 EXISTING AADT	2045 NO BUILD AADT	DELTA
Eby Creek Rd – Chambers Ave to Grand Ave	20,750	52,550	31,800
Grand Ave – Eby Creek Rd to Capitol St	22,300	53,600	31,300
Grand Ave – Capitol St to Broadway St	17,550	43,450	25,900
Grand Ave – Broadway St to 2nd St	17,100	42,850	25,750
Grand Ave – 2nd St to 3rd St	17,200	43,100	25,900
Grand Ave – 3rd St to 4th St	17,700	43,500	25,800
Grand Ave – 4th St to 5th St	17,300	41,100	23,800
Grand Ave – 5th St to Sylvan Lake Rd	17,950	39,150	21,200
Capitol St - Grand Avenue to 2nd St	4,700	11,350	6,650
Capitol St – 2nd St to 3rd St	4,900	10,850	5,950
Capitol St – 3rd St to 4th St	5,300	11,200	5,900
Capitol St – 4th St to 5th St	5,300	11,300	6,000
Capitol St – 5th St to 6th St	6,200	12,150	5,950
Capitol St – 6th St to 7th St	6,500	12,500	6,000
Capitol St – Brush Creek Rd to Founders Ave	3,550	3,800	250
Capitol St – Founders Ave to Sylvan Lake Rd	2,500	2,850	350
Sylvan Lake Rd – Capitol St to Grand Ave	8,550	12,050	3,500
Sylvan Lake Rd – Eagle Ranch Rd to Ewing St	2,950	5,000	2,050
Sylvan Lake Rd – Ewing St to Brush Creek Rd	2,050	3,850	1,800
Brush Creek Rd – Capitol St to Sylvan Lake Rd	3,050	8,100	5,050
Grand Ave – Eby Creek Rd to Nogal Rd	3,200	27,800	24,600

Figure 3. 2045 No Build AADT



*THIS PORTION OF THE EXISTING AADT IS SHOWN FOR COMPARISON. PLEASE REFER TO FIGURE 12 ON PAGE 43 OF THE **EXISTING CONDITIONS** CHAPTER FOR THE FULL SIZE MAP.*



being among the higher volume network corridors, as evidenced by the 2045 No Build scenario forecasted traffic volumes.

Figure 3 on page 59 graphically depicts corridor AADT locations in the 2045 No Build scenario.

FUTURE NO BUILD INTERSECTION LEVEL OF SERVICE (LOS)

Intersection "LOS" is a letter grade used to describe traffic operations where LOS "A" is "free flow" travel with nearly no delay and LOS "F" represents gridlocked congestion. Generally, LOS D, E, and F are considered deficient (congesting to congested conditions) and in need of operational engineering improvements.

For the forecasted period from 2024 to 2045, Table 4 summarizes the change (delta) in conditions between existing (2024) and forecasted (2045 No Build) intersection LOS. Under 2024 existing traffic conditions, one of 40 intersections analyzed experienced LOS D or worse (congesting/congested) conditions in the AM Peak (3 percent of network intersections) and five intersections experienced LOS D or worse in the PM Peak (15 percent of network intersections). In the forecasted 2045 No Build conditions, network intersections experiencing LOS D or worse are projected to increase from one to 10 in the AM Peak (30 percent of network intersections) and increase from five to 10 in the PM Peak (35 percent of network

intersections). In the 2045 No Build Scenario, LOS is forecasted to deteriorate across most network roadways.

Figure 4 on page 62 and Figure 5 on page 63 graphically depict intersection LOS locations in the AM and PM peak times for the forecasted 2045 No Build scenario.

Table 4. Intersection LOS Change (2024 Existing to 2045 No Build)

INTERSECTION NAME	2024 EXISTING		2045 NO BUILD		COMPARISON	
	AM	PM	AM	PM	AM	PM
I-70 WB Ramps & Eby Creek Rd	A	A	A	F	–	A to F
I-70 EB Ramps & Eby Creek Rd	A	A	E	B	A to E	A to B
Chambers Ave & Eby Creek Rd	A	B	F	F	A to F	B to F
Grand Ave & Eby Creek Rd	A	A	F	F	A to F	A to F
Grand Ave & Capitol St	C	E	F	F	C to F	E to F
Grand Ave & Broadway St	B	C	F	F	B to F	C to F
2nd St & Grand Ave	C	D	F	F	C to F	D to F
3rd St & Grand Ave	C	F	F	F	C to F	–
4th St & Grand Ave	D	E	F	F	D to F	E to F
5th St & Grand Ave	C	E	F	F	C to F	E to F
Grand Ave & Sylvan Lake Rd	A	A	E	F	A to E	A to F
2nd St & Capitol St	B	B	B	C	–	B to C
3rd St & Capitol St	B	B	C	C	B to C	B to C
4th St & Capitol St	A	B	B	B	A to B	–
5th St & Capitol St	A	B	B	B	A to B	–
6th St & Capitol St	B	B	C	C	B to C	B to C
7th St & Capitol St	A	A	B	B	A to B	A to B
Brush Creek Rd & Capitol St	A	B	C	C	A to C	B to C
Sylvan Lake Rd & Capitol St	B	B	B	C	–	B to C
Sylvan Lake Rd & Eagle Ranch Rd	C	C	C	D	–	C to D
Sylvan Lake Rd & Ewing St	A	A	A	B	–	A to B
Grand Ave & Nogal Rd	A	A	B	D	A to B	A to D

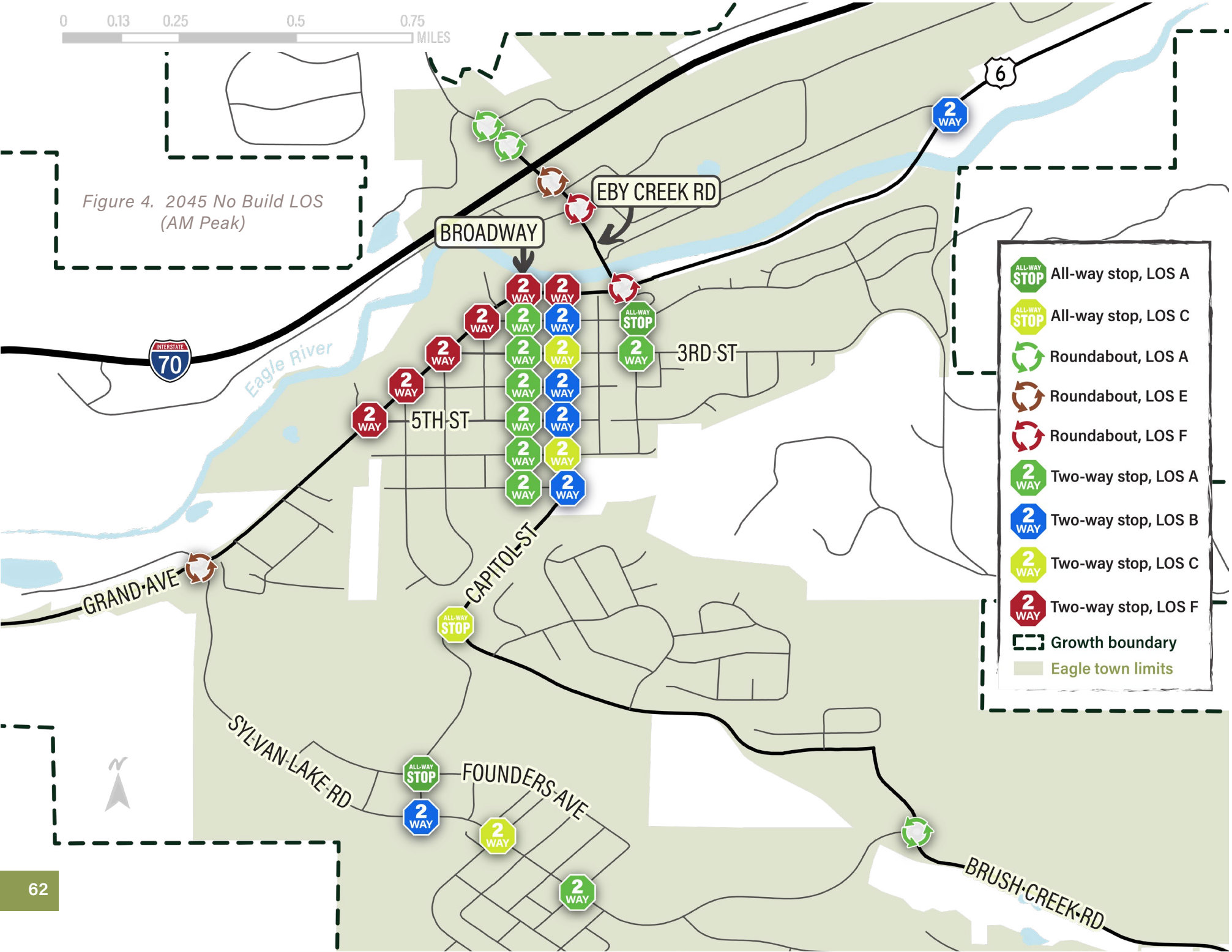


Figure 4. 2045 No Build LOS (AM Peak)

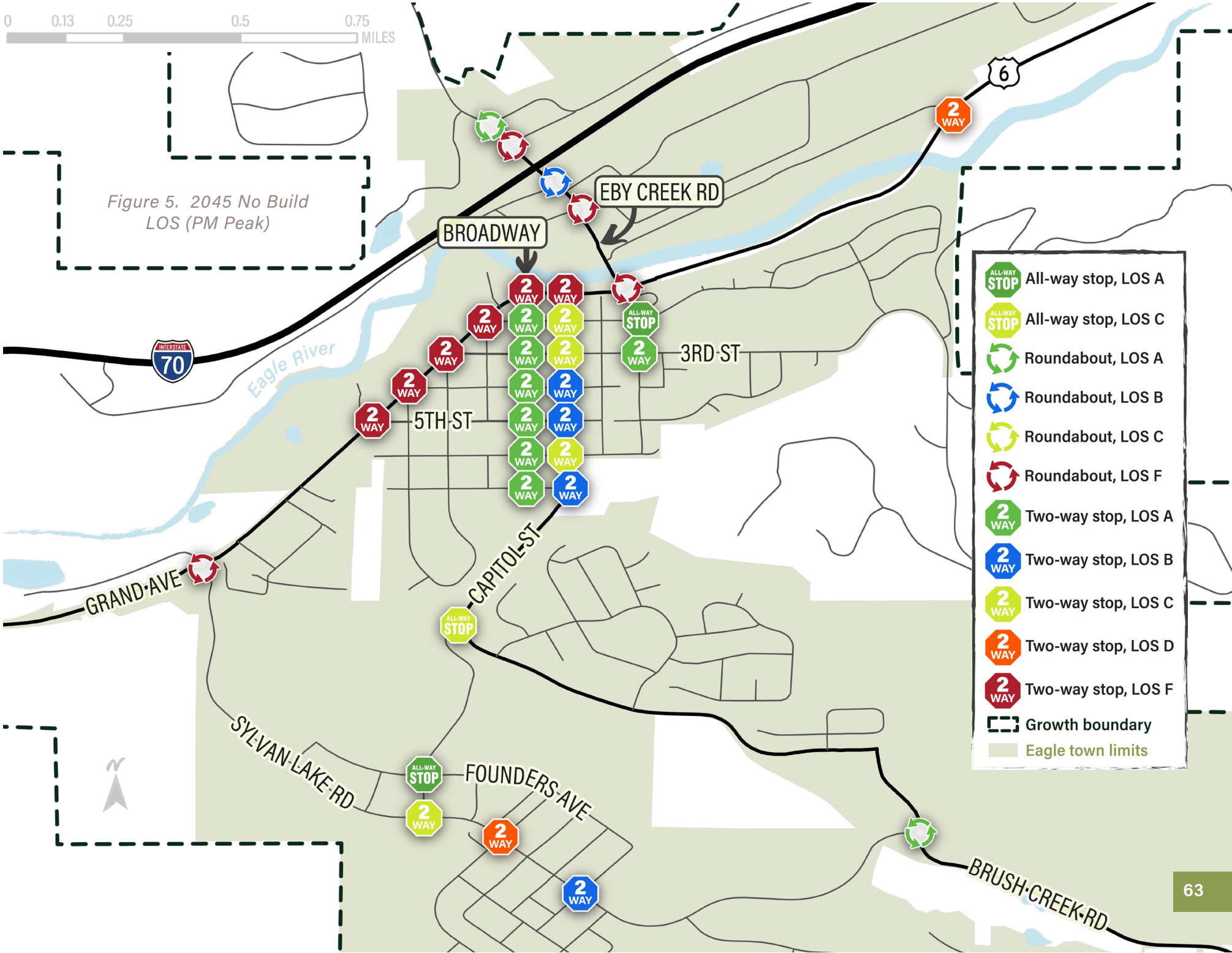


Figure 5. 2045 No Build LOS (PM Peak)

ALTERNATIVES WERE DESIGNED TO REPLICATE A POTENTIAL MULTIMODAL IMPROVEMENT TO A CORRIDOR.

ALTERNATIVES

What this section covers

Alternatives analyses were completed to evaluate seven (7) unique Build scenarios in order to to evaluate the relative transportation system benefits resulting from these modeled transportation network improvements.

2045 *Build* Scenario Network Conditions (Alternatives)

The following seven (7) alternative build scenarios incorporate four (4) different potential local and/or regional capital improvement projects. Each alternative provides a unique 2045 forecasted scenario showing various future AADT and LOS outcomes.

ALTERNATIVE 1

2045 NO BUILD + COMMITTED PROJECTS (ADDITION OF BRUSH CREEK ROAD EXTENSION)

Note that Alternative 1, which includes the Brush Creek Road Extension project as a committed road network improvement, provides the basis for project needs and final project identifications, detailed in the following chapters.

For the period from 2024 to 2045, Table 5 summarizes the change (delta) in conditions between existing (2024) and Alternative 1 (2045) corridor volumes (AADT and V/C ratios). Like the No Build scenario, significant volume increases are forecasted for I-70, Eby Creek Road, and Grand Avenue, even with the addition of Brush Creek Road Extension. These roads remain the top high-volume corridors. In Alternative 1 conditions, Eby Creek Road between I-70 and Grand Avenue is forecasted to carry approximately 53,000 vehicles per day. West of Eby Creek Road, Grand Avenue is forecasted to carry approximately

Table 5. Corridor AADT Change (2024 Existing to 2045 Alternative 1)

CORRIDOR SEGMENT	2024 EXISTING AADT	2045 ALT 1 AADT	DELTA
Eby Creek Rd – Chambers Ave to Grand Ave	20,750	52,550	31,800
Grand Ave – Eby Creek Rd to Capitol St	22,300	53,600	31,300
Grand Ave – Capitol St to Broadway St	17,550	51,350	33,800
Grand Ave – Broadway St to 2nd St	17,100	50,750	33,650
Grand Ave – 2nd St to 3rd St	17,200	51,050	33,850
Grand Ave – 3rd St to 4th St	17,700	51,500	33,800
Grand Ave – 4th St to 5th St	17,300	48,700	31,400
Grand Ave – 5th St to Sylvan Lake Rd	17,950	43,000	25,050
Capitol St – Brush Creek Rd to Founders Ave	3,550	3,800	250
Capitol St – Founders Ave to Sylvan Lake Rd	2,500	2,850	350
Sylvan Lake Rd – Capitol St to Grand Ave	8,550	11,050	2,500
Sylvan Lake Rd – Eagle Ranch Rd to Ewing St	2,950	4,200	1,250
Sylvan Lake Rd – Ewing St to Brush Creek Rd	2,050	3,100	1,050
Brush Creek Rd – Capitol St to Sylvan Lake Rd	3,050	6,050	3,000
Grand Ave – Eby Creek Rd to Nogal Rd	3,200	27,800	24,600

51,000 vehicles per day. Capitol Street, Sylvan Lake Road, and Brush Creek Road are also forecasted to continue to be among the high-volume corridors under the Alternative 1 scenario.

Figure 6 on page 69 graphically depicts corridor AADT locations in the 2045 Alternative 1 scenario.

For the period from 2024 to 2045, Table 6 summarizes the change (delta) in conditions between existing (2024) and Alternative 1 (2045) intersection LOS. In Alternative 1, network intersections experiencing LOS D or worse persist, and are projected to **increase** from one (2024 conditions) to 11 in the AM peak (32 percent of network intersections) and **increase** from five to 12 intersections in the PM Peak (35 percent of network intersections).

Table 6. Intersection LOS Change (2024 Existing to 2045 Alternative 1)

INTERSECTION NAME	EXISTING		2045 ALT 1		COMPARISON	
	AM	PM	AM	PM	AM	PM
I-70 WB Ramps & Eby Creek Rd	A	A	A	F	–	A to F
I-70 EB Ramps & Eby Creek Rd	A	A	E	B	A to E	A to B
Chambers Ave & Eby Creek Rd	A	B	F	F	A to F	B to F
Grand Ave & Eby Creek Rd	A	A	F	F	A to F	A to F
Grand Ave & Capitol St	C	E	F	F	C to F	E to F
Grand Ave & Broadway St	B	C	F	F	B to F	C to F
2nd St & Grand Ave	C	D	F	F	C to F	D to F
3rd St & Grand Ave	C	F	F	F	C to F	–
4th St & Grand Ave	D	E	F	F	D to F	E to F
5th St & Grand Ave	C	E	F	F	C to F	E to F
Grand Ave & Sylvan Lake Rd	A	A	E	F	A to E	A to F
2nd St & Capitol St	B	B	A	B	B to A	–
3rd St & Capitol St	B	B	B	A	–	B to A
4th St & Capitol St	A	B	A	A	–	B to A
5th St & Capitol St	A	B	A	A	–	B to A
Brush Creek Rd & Capitol St	A	B	B	B	A to B	–
Sylvan Lake Rd & Capitol St	B	B	B	C	–	B to C
Sylvan Lake Rd & Ewing St	A	A	A	B	–	A to B
Grand Ave & Nogal Rd	A	A	B	D	A to B	A to D
Grand Ave & Brush Creek Rd	–	–	F	F	– to F	– to F

As detailed in preceding Table 5 and Table 6, even with the addition of a completed Brush Creek Road Extension (Alternative 1), the overall impact on the Town's transportation network still reveals major increases in traffic volumes with very limited minor improvements to LOS grades, which are isolated to one downtown corridor; those notable changes include slight LOS improvements seen along Capitol Street from the intersections of 2nd Street to 5th Street. This section of Capitol Street is currently in the Town's Capital Improvement Plan (CIP) and is programmed to be reconstructed. However, in this 2045 Alternative 1 Build condition, Table 5 shows the 30,000+ increase in AADT along Grand Avenue. This volume increase over the 20-year forecast period causes steady LOS decline and has major adverse LOS effects that impact every Grand Avenue intersection.

Significant system-wide improvements to congestion and LOS are only incrementally achieved as major subsequent network improvements are added to the Town's local and regional transportation network (i.e., Grand Avenue Reconstruction Project and I-70 interchange projects). These network additions, and strategic combinations of network additions, are detailed in Alternatives 2 through 7. Major network wide improvements to congestion and LOS along the heavily congested corridors and at the worst functioning intersections are not observed until the full buildout scenario comes to fruition, as detailed in Alternative 7.

Figure 7 on page 70 and Figure 8 on page 71 graphically depict intersection LOS AM and PM peak locations for the forecasted 2045 Alternative 1 scenario.

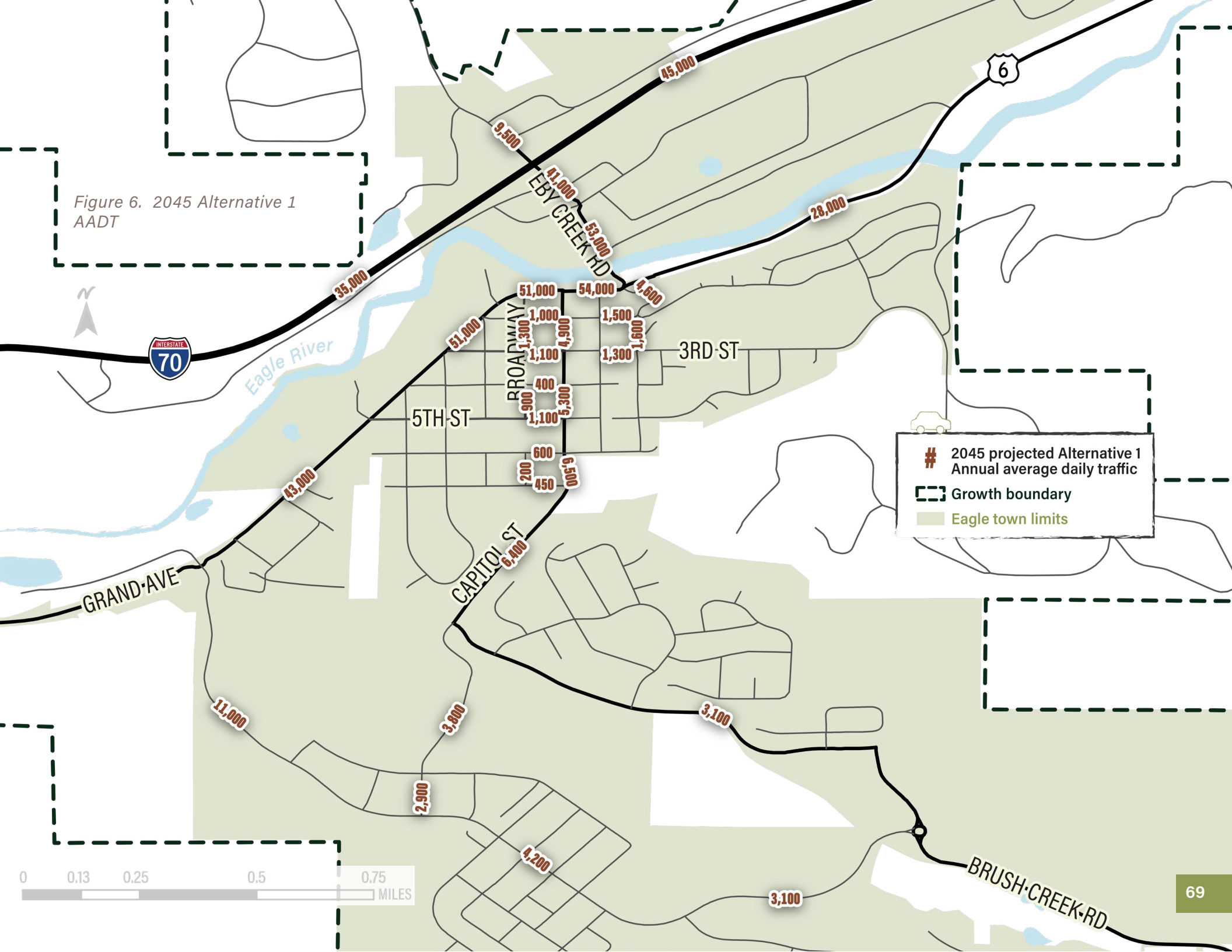


Figure 6. 2045 Alternative 1 AADT

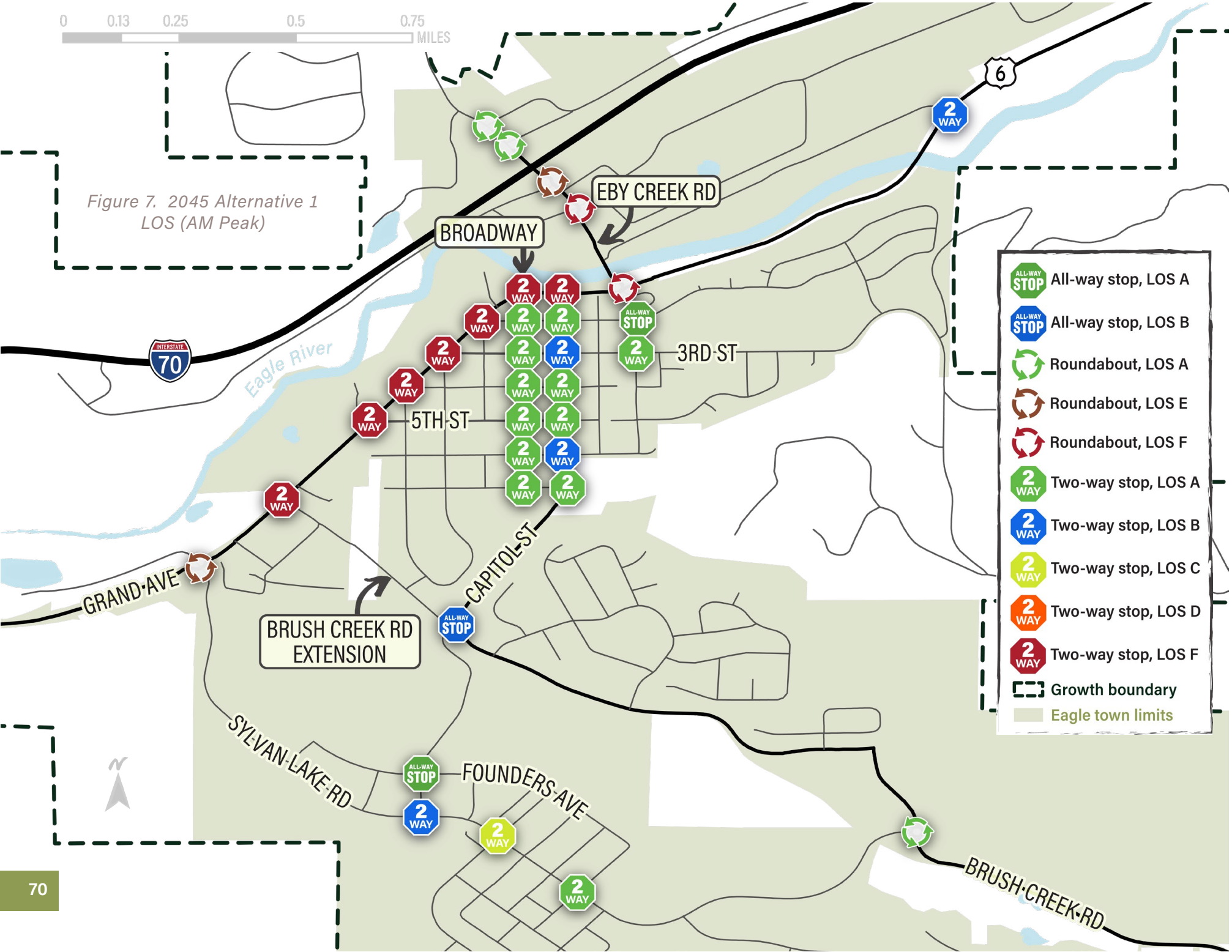


Figure 7. 2045 Alternative 1 LOS (AM Peak)

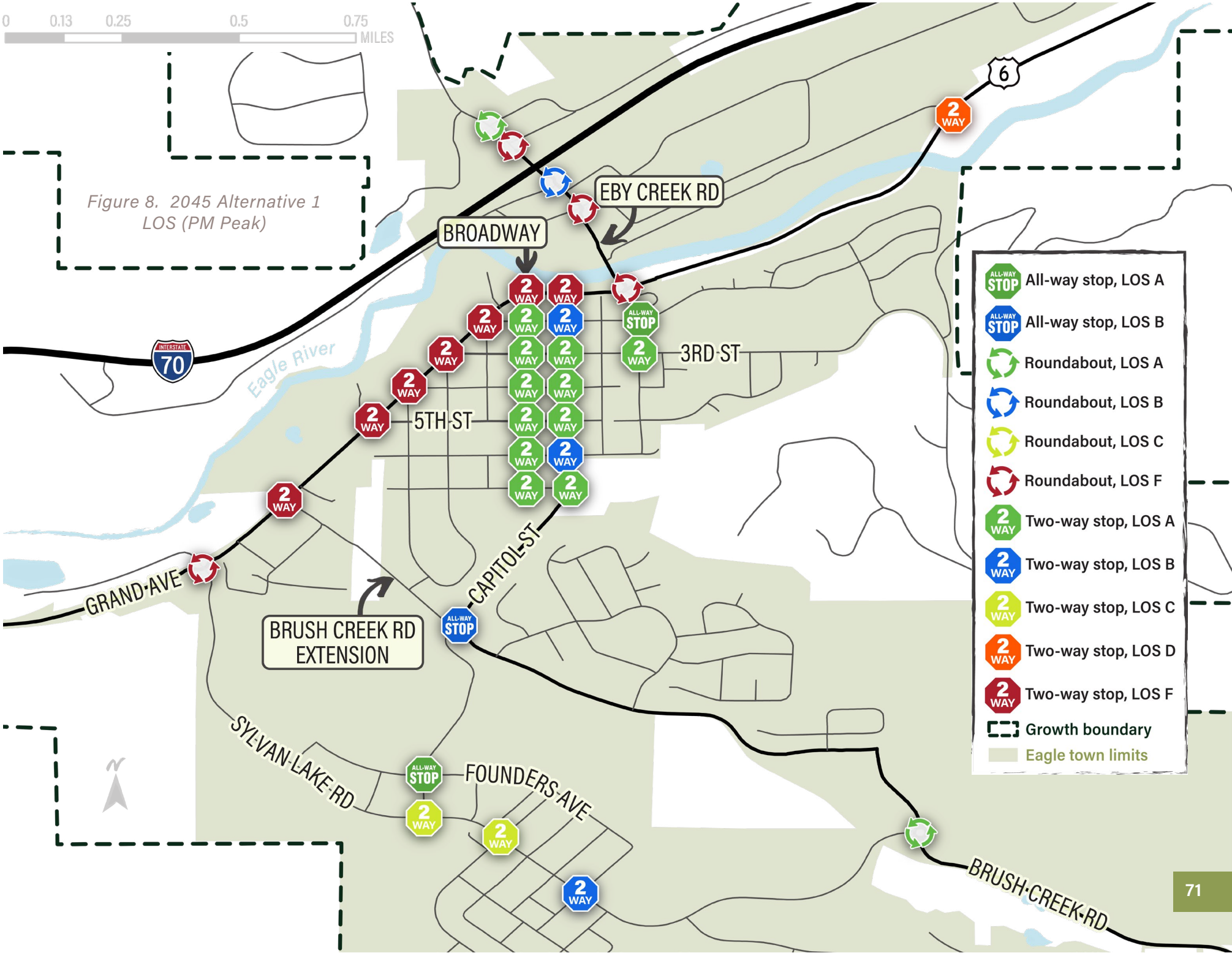


Figure 8. 2045 Alternative 1 LOS (PM Peak)

ALTERNATIVE 2

2045 NO BUILD + GRAND AVENUE PROJECT

Alternative 2 includes the proposed improvements to Grand Avenue which includes additional lanes for capacity, roundabouts, and restricting access along the corridor. The planned improvements improve the operations of the corridor; however, the volume of traffic still results in multiple intersections failing.

ALTERNATIVE 3

2045 NO BUILD + BRUSH CREEK ROAD EXTENSION + GRAND AVENUE PROJECT (ALTERNATIVES 1 AND 2 COMBINED)

Alternative 3 includes the Brush Creek Extension and Grand Avenue Reconstruction Project which provides capacity improvements and additional connectivity between the southeast area of Eagle and Grand Avenue. As shown in Alternative 1, benefits to the downtown area are seen as vehicles can access Grand Avenue using the Brush Creek extension. However, this has the result of adding traffic to Grand Avenue west of Capitol Street which creates additional delays seen at the intersections along that section.

ALTERNATIVE 4

2045 NO BUILD + NEW I-70 EAST INTERCHANGE EAST OF EAGLE

Alternative 4 includes the proposed new I-70 interchange connecting Grand Avenue/US 6 to I-70 on the eastern side of Eagle. Significant growth is expected to occur in east Eagle which would benefit from the new interchange allowing traffic to bypass Eby Creek Rd. However, the high volumes seen along Grand Avenue between Sylvan Lake Road and Eby Creek Road are not addressed with this improvement and therefore, operational deficiencies are expected to remain.

ALTERNATIVE 5

2045 NO BUILD + NEW I-70 WEST INTERCHANGE AT AIRPORT VICINITY IN GYPSUM

Alternative 5 includes the proposed new I-70 interchange connecting Cooley Mesa Road to I-70 west of Eagle near the Eagle County Regional Airport. Significant growth is expected to occur due to the airport and surrounding areas which would benefit from the new interchange allowing traffic to bypass Grand Avenue through Eagle. Grand Avenue is expected to see improvements within Eagle, however, there are still deficiencies in the intersection operations and roadway capacities.

ALTERNATIVE 6

2045 NO BUILD + BRUSH CREEK ROAD EXTENSION + GRAND AVENUE PROJECT + NEW I-70 WEST INTERCHANGE AT AIRPORT VICINITY IN GYPSUM (ALTERNATIVES 1, 2, AND 5 COMBINED)

Alternative 6 includes the Brush Creek Road Extension, Grand Avenue improvements, and I-70 interchange west of Eagle. The combination of these improvements results in a significant benefit to the roadway system with many of the operationally deficient intersections improving to adequate LOS. In this Alternative 6, Eby Creek Road is still showing operational deficiencies due to the anticipated future development plans in east Eagle.

Table 7 and Table 8 on page 74/page 75 show 2045 AADT and LOS change (delta) results, respectively, for Alternatives 1 through 7.

Table 7. 2045 AADT Change for Alternatives 2 through 7

CORRIDOR SEGMENT	FUTURE NO BUILD	ALT 1	ALT 2	ALT 3	ALT 4	ALT 5	ALT 6	ALT 7
Eby Creek Rd – Chambers Ave to Grand Ave	31,800	0	0	200	-6,450	-10,200	-12,000	-18,350
Grand Ave – Eby Creek Rd to Capitol St	31,300	0	-100	2,600	0	-13,750	-11,300	-19,500
Grand Ave – Capitol St to Broadway St	25,900	7,900	5,700	12,400	0	-13,600	-13,300	-9,650
Grand Ave – Broadway St to 2nd St	25,750	7,900	-10,750	-7,050	0	-13,600	-13,300	-20,400
Grand Ave – 2nd St to 3rd St	25,900	7,950	-10,650	-6,950	0	-13,600	-13,450	-20,300
Grand Ave – 3rd St to 4th St	25,800	8,000	-50	5,700	50	-13,600	-8,750	-15,500
Grand Ave – 4th St to 5th St	23,800	7,600	650	6,150	-50	-13,100	-7,900	-14,200
Grand Ave – 5th St to Sylvan Lake Rd	21,200	3,850	1,350	3,950	0	-12,450	-6,450	-15,400
Capitol St – Grand Ave to 2nd St	6,650	-6,650	-5,900	-6,650	0	-100	-6,650	-6,650
Capitol St – 2nd St to 3rd St	5,950	-5,950	-50	-2,850	0	-100	-5,950	-4,050
Capitol St – 3rd St to 4th St	5,900	-5,900	0	-3,500	50	-100	-5,900	-4,800
Capitol St – 4th St to 5th St	6,000	-6,000	0	-3,500	0	-100	-6,000	-4,800
Capitol St – 5th St to 6th St	5,950	-5,950	50	-3,500	50	-100	-5,950	-4,800
Sylvan Lake Rd – Capitol St to Grand Ave	3,500	-1,000	700	-1,300	-400	-100	-350	-150
Sylvan Lake Rd – Ewing St to Brush Creek Rd	1,800	-750	-650	-1,700	-150	0	-1,050	-850
Brush Creek Rd – Capitol St to Sylvan Lake Rd	5,050	-2,050	550	150	350	250	-2,100	-1,650
Grand Ave – Eby Creek Rd to Nogal Rd	24,600	0	-1,100	-2,800	-7,300	-1,100	-1,100	-15,150

Comparison of Existing to Future No Build

Comparison of Future No Build and Alt #

Table 8. 2045 LOS Change for Alternatives 2 through 7

INTERSECTION NAME	FUTURE NO BUILD		ALT 1 - BRUSH CREEK		ALT 2 - GRAND AVE		ALT 3 - GRAND/BRUSH	
	AM	PM	AM	PM	AM	PM	AM	PM
Market St & Eby Creek Rd	-	-	-	-	-	-	-	-
I-70 WB Ramps & Eby Creek Rd	-	A to F	-	-	-	-	A to B	F to C
I-70 EB Ramps & Eby Creek Rd	A to E	A to B	-	-	-	-	E to F	-
Chambers Ave & Eby Creek Rd	A to F	B to F	-	-	-	-	-	-
Grand Ave & Eby Creek Rd	A to F	A to F	-	-	-	-	-	-
Grand Ave & Capitol St	C to F	E to F	-	-	-	-	-	F to C
Grand Ave & Broadway St	B to F	C to F	-	-	-	-	-	-
2nd St & Grand Ave	C to F	D to F	-	-	F to -	F to -	F to -	F to -
3rd St & Grand Ave	C to F	-	-	-	F to C	F to E	F to E	F to C
4th St & Grand Ave	D to F	E to F	-	-	F to -	F to -	F to -	F to -
5th St & Grand Ave	C to F	E to F	-	-	F to B	F to D	F to E	F to C
Grand Ave & Sylvan Lake Rd	A to E	A to F	-	-	E to C	-	E to F	F to C
2nd St & Church St	-	-	-	-	-	-	-	-
3rd St & Church St	-	-	-	-	-	-	-	-
2nd St & Capitol St	-	B to C	B to A	C to B	-	C to B	B to C	C to B
3rd St & Capitol St	B to C	B to C	C to B	C to A	-	-	-	C to B
4th St & Capitol St	A to B	-	B to A	B to A	-	-	-	B to A
5th St & Capitol St	A to B	-	B to A	B to A	-	-	-	B to A
6th St & Capitol St	B to C	B to C	C to B	C to B	-	-	-	C to B
7th St & Capitol St	A to B	A to B	B to A	B to A	-	-	-	B to A
2nd St & Broadway St	-	-	-	-	-	-	A to B	-
3rd St & Broadway St	-	-	-	-	-	-	-	-
4th St & Broadway St	-	-	-	-	-	-	-	-
5th St & Broadway St	-	-	-	-	-	-	-	-
6th St & Broadway St	-	-	-	-	-	-	-	-
7th St & Broadway St	-	-	-	-	-	-	-	-
Brush Creek Rd & Capitol St	A to C	B to C	C to B	C to B	-	-	-	C to A
Founders Ave & Capitol St	-	-	-	-	-	-	-	-
Sylvan Lake Rd & Capitol St	-	B to C	-	-	-	-	-	C to B
Sylvan Lake Rd & Eagle Ranch Rd	-	C to D	-	D to C	-	-	-	D to C
Sylvan Lake Rd & Ewing St	-	A to B	-	-	-	-	-	-
Sylvan Lake Rd & Brush Creek Rd	-	-	-	-	-	-	A to B	-
Grand Ave & Nogal Rd	A to B	A to D	-	-	-	D to F	B to E	-
Grand Ave & Brush Creek Rd	-	-	- to F	- to F	-	-	- to F	- to A

Comparison of Existing to Future No Build

Comparison of Future No Build and Alt #

ALT 4 - EAST INT		ALT 5 - WEST INT		ALT 6 - ALT 3 & 5		ALT 7 - ALL		INTERSECTION NAME
AM	PM	AM	PM	AM	PM	AM	PM	
–	–	–	–	–	–	–	–	Market St & Eby Creek Rd
–	F to C	A to B	–	–	A to C	–	F to C	I-70 WB Ramps & Eby Creek Rd
E to D	B to A	E to B	B to C	E to B	A to B	E to A	–	I-70 EB Ramps & Eby Creek Rd
F to E	–	–	–	F to D	B to F	F to C	–	Chambers Ave & Eby Creek Rd
–	–	F to D	–	F to D	A to E	F to A	F to E	Grand Ave & Eby Creek Rd
–	–	–	–	F to C	E to C	F to C	F to C	Grand Ave & Capitol St
–	–	F to D	–	F to B	C to D	F to B	F to D	Grand Ave & Broadway St
–	–	F to D	–	F to –	D to –	F to –	F to –	2nd St & Grand Ave
–	–	–	–	F to B	F to C	F to B	F to C	3rd St & Grand Ave
–	–	–	–	F to –	E to –	F to –	F to –	4th St & Grand Ave
–	–	F to E	–	F to A	E to B	F to A	F to B	5th St & Grand Ave
–	–	E to A	F to E	E to A	A to B	E to A	F to B	Grand Ave & Sylvan Lake Rd
–	–	–	–	–	–	–	–	2nd St & Church St
–	–	–	–	–	–	–	–	3rd St & Church St
–	–	–	–	B to A	–	–	C to B	2nd St & Capitol St
–	–	–	–	C to B	–	C to B	C to B	3rd St & Capitol St
–	–	–	–	B to A	B to A	B to A	B to A	4th St & Capitol St
–	–	–	–	B to A	–	B to A	–	5th St & Capitol St
–	–	–	–	C to B	–	C to B	C to B	6th St & Capitol St
–	–	–	–	B to A	–	–	B to A	7th St & Capitol St
–	–	–	–	–	–	–	–	2nd St & Broadway St
–	–	–	–	–	–	–	–	3rd St & Broadway St
–	–	–	–	–	–	–	–	4th St & Broadway St
–	–	–	–	–	–	–	–	5th St & Broadway St
–	–	–	–	–	–	–	–	6th St & Broadway St
–	–	–	–	–	–	–	–	7th St & Broadway St
–	–	–	–	C to B	–	C to B	C to B	Brush Creek Rd & Capitol St
–	–	–	–	–	–	–	–	Founders Ave & Capitol St
–	–	–	–	–	B to C	–	–	Sylvan Lake Rd & Capitol St
–	–	–	–	–	–	–	D to C	Sylvan Lake Rd & Eagle Ranch Rd
–	–	–	–	–	A to B	–	–	Sylvan Lake Rd & Ewing St
–	–	–	–	–	–	–	–	Sylvan Lake Rd & Brush Creek Rd
–	D to F	–	D to F	–	A to C	B to A	D to C	Grand Ave & Nogal Rd
–	–	–	–	– to A	– to E	– to B	– to E	Grand Ave & Brush Creek Rd

ALTERNATIVE 7

2045 NO BUILD + BRUSH CREEK ROAD EXTENSION + GRAND AVENUE PROJECT + NEW I-70 EAST INTERCHANGE EAST OF EAGLE + NEW I-70 WEST INTERCHANGE AT AIRPORT VICINITY IN GYPSUM (ALTERNATIVES 1, 2, 4, AND 5 COMBINED).

Alternative 7 is the cumulative 2045 long-term build scenario providing forecasted traffic conditions that include all four of the major network improvements from the previously detailed Alternatives which include:

- Brush Creek Road Extension (Alternative 1)
- Grand Avenue Reconstruction Project (Alternative 2)
- New I-70 interchange east of Eagle (Alternative 4)
- New I-70 interchange at airport vicinity in Gypsum (Alternative 5)

Table 9 provides data comparisons between the existing 2024 and forecasted 2045 AADT for Alternative 7. Like Alternative 1, sizable volume increases are still forecasted for I-70, Eby Creek Road, and Grand Avenue, and these roads remain the top high-volume functionally classed corridors.

Under Alternative 7 conditions, Eby Creek Road between I-70 and Grand Avenue is forecasted to carry approximately 34,200 vehicles per day (Table 7). West of Eby Creek Road, Grand Avenue, is forecasted to carry approximately 34,100 vehicles per day. Grand Avenue volumes drop down to approximately 23,000 west of Broadway Street. Capitol Street, Sylvan Lake Road, and Brush Creek Road (and Extension) are forecasted to continue to be busy collector route corridors under Alternative 7 conditions, however overall system congestion is improved for most higher volume roads.

Figure 9 graphically depicts Alternative 7 corridor AADT at full buildout conditions in 2045.

Table 9. 2024 to 2045 Alternative 7 Corridor AADT (Change)

CORRIDOR SEGMENT	2024 EXISTING AADT	2045 ALT 7 AADT	DELTA
Eby Creek Rd - Chambers Ave to Grand Ave	20,750	34,200	13,450
Grand Ave - Eby Creek Rd to Capitol St	22,300	34,100	11,800
Grand Ave - Capitol St to Broadway St	17,550	33,800	16,250
Grand Ave - Broadway St to 2nd St	17,100	22,450	5,350
Grand Ave - 2nd St to 3rd St	17,200	22,800	5,600
Grand Ave - 3rd St to 4th St	17,700	28,000	10,300
Grand Ave - 4th St to 5th St	17,300	26,900	9,600
Grand Ave - 5th St to Sylvan Lake Rd	17,950	23,750	5,800
Capitol St - Grand Ave to 2nd St	4,700	4,700	0
Capitol St - 2nd St to 3rd St	4,900	6,800	1,900
Capitol St - 3rd St to 4th St	5,300	6,400	1,100
Capitol St - 4th St to 5th St	5,300	6,500	1,200
Capitol St - 5th St to 6th St	6,200	7,350	1,150
Capitol St - 6th St to 7th St	6,500	7,650	1,150
Capitol St - Brush Creek Rd to Founders Ave	3,550	3,800	250
Capitol St - Founders Ave to Sylvan Lake Rd	2,500	2,850	350
Sylvan Lake Rd - Capitol St to Grand Ave	8,550	11,900	3,350
Sylvan Lake Rd - Eagle Ranch Rd to Ewing St	2,950	4,450	1,500
Sylvan Lake Rd - Ewing St to Brush Creek Rd	2,050	3,000	950
Brush Creek Rd - Capitol St to Sylvan Lake Rd	3,050	6,450	3,400
Grand Ave - Eby Creek Rd to Nogal Rd	3,200	12,650	9,450

Figure 9. 2045 Alternative 7 (Cumulative Build Scenario) AADT

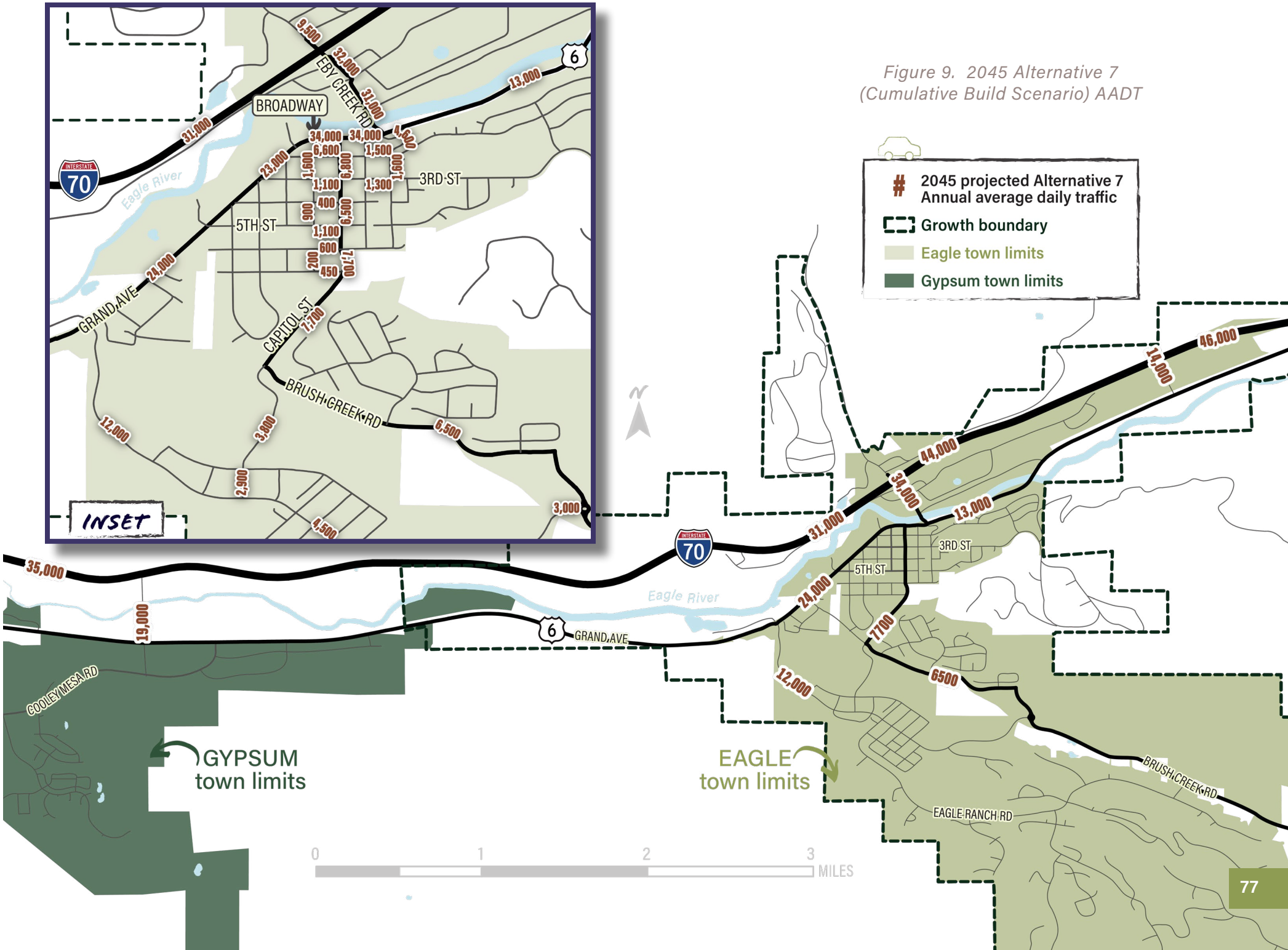


Table 10 shows that in Alternative 7, network intersections previously experiencing LOS D or worse begin showing improved functionality and higher LOS grades across the network. In the full buildout, intersection LOS is projected to improve system wide, changing from one LOS D or worse intersections (2024 conditions) to zero in the Alternative 7 LOS AM peak; and from five LOS D or worse intersections (2024 conditions) to four intersections (12 percent) in the Alternative 7 LOS PM Peak.

The introduction of east and west I-70 interchanges that provide two additional access points to Grand Avenue/US 6, is forecasted to relieve some, but not all system congestion; LOS improves for some intersections but continues to decline for some of the busiest intersections along Eby Creek Road south of I-70 and along Grand Avenue. The benefit of the added interchanges is that a significant projected traffic volume could utilize the new connections to I-70 to access heavily visited destinations such as the Eagle County Regional Airport, completely bypassing Eby Creek Road and Grand Avenue.

As detailed in Table 7 on page 73 and Table 8 on page 74, with the addition of the Alternative 7 full buildout scenario in 2045, the overall impact on the Town's transportation network shows system wide network improvements, exemplified by the positive changes noted within the projected intersection LOS grades. The Alternative 7 build scenario is the key point at which the addition of all four forecasted cumulative network additions finally shows major network-wide improvements for most corridors and intersections that function at unacceptable levels of congestion and LOS under 2024 conditions (ex: the Grand Avenue Corridor between Sylvan Lake Road and Eby Creek Road). The PM peak still shows some deficiencies along Eby Creek Road, but overall, LOS is significantly better with the addition of all four local and regional network improvements.

Table 10. Intersection LOS Change (2024 to 2045 Alternative 7)

INTERSECTION NAME	2024 EXISTING		2045 ALT 7		COMPARISON	
	AM	PM	AM	PM	AM	PM
I-70 WB Ramps & Eby Creek Rd	A	A	A	C	–	A to C
I-70 EB Ramps & Eby Creek Rd	A	A	A	B	–	A to B
Chambers Ave & Eby Creek Rd	A	B	C	F	A to C	B to F
Grand Ave & Eby Creek Rd	A	A	A	E	–	A to E
Grand Avenue & Capitol St	C	E	C	C	–	E to C
Grand Ave& Broadway St	B	C	B	D	–	C to D
2nd St & Grand Ave	C	D	–	–	C to –	D to –
3rd St & Grand Ave	C	F	B	C	C to B	F to C
4th St & Grand Ave	D	E	–	–	D to –	E to –
5th St & Grand Ave	C	E	A	B	C to A	E to B
Grand Ave & Sylvan Lake Rd	A	A	A	B	–	A to B
4th St & Capitol St	A	B	A	A	–	B to A
7th St & Capitol St	A	A	B	A	A to B	–
Brush Creek Rd & Capitol St	A	B	B	B	A to B	–
Sylvan Lake Rd & Capitol St	B	B	B	C	–	B to C
Sylvan Lake Rd & Ewing St	A	A	A	B	–	A to B
Grand Avenue & Nogal Rd	A	A	A	C	–	A to C
Grand Ave & Brush Creek Rd	–	–	A	A	– to A	– to A

Figure 10 on page 80 and Figure 11 on page 81 graphically depict Alternative 7 corridor intersection AM and PM peak LOS at full buildout conditions in 2045.

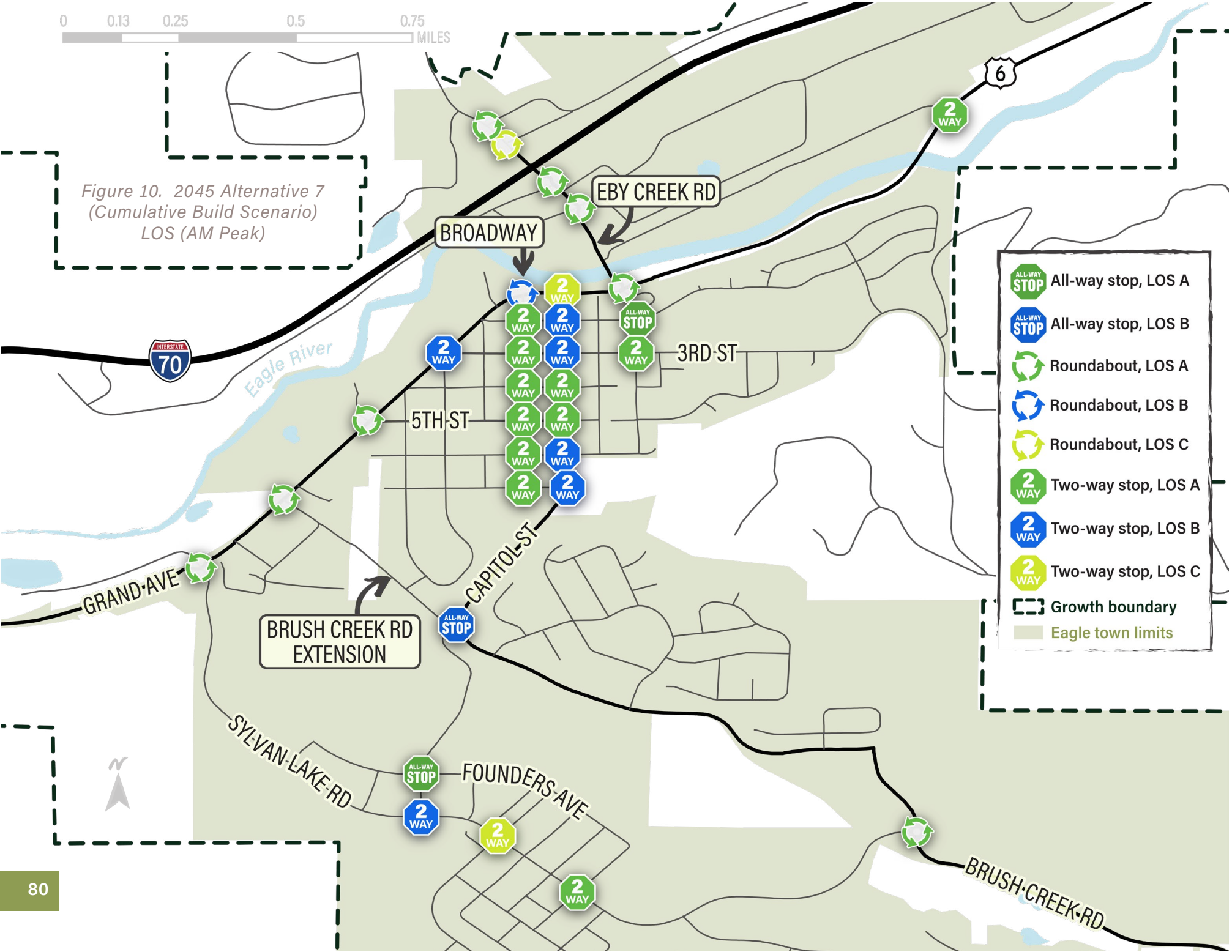


Figure 10. 2045 Alternative 7 (Cumulative Build Scenario) LOS (AM Peak)

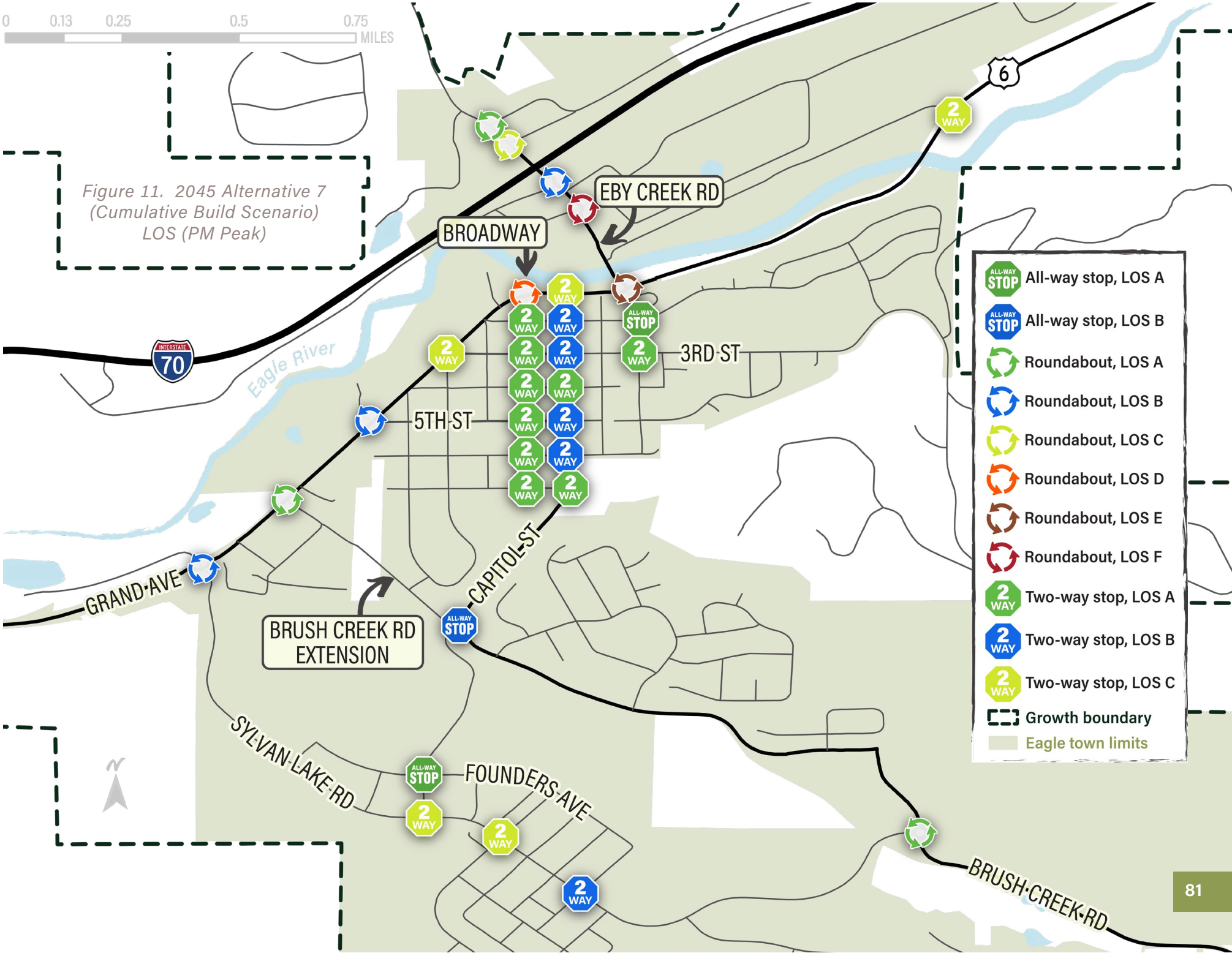


Figure 11. 2045 Alternative 7 (Cumulative Build Scenario) LOS (PM Peak)

FUTURE CONDITIONS & ALTERNATIVES APPENDIX

Technical Methodology

This analysis utilized the U.S. Census Bureau's 2018-2022 American Community Survey Five-Year Estimates and 2020 Decennial Census data for the Town of Eagle and Eagle County, unless otherwise noted. State figures were provided by the Colorado State Demographer's office.

Traffic counts and AADTs have been provided by StreetLight data. Nineteen Traffic Analysis Zones (TAZs) in the Eagle and Gypsum areas were utilized in the StreetLight platform.

Traffic Analysis

Full traffic analysis results are available in the Town of Eagle SS4A Traffic Analysis Results supplemental document (upon request from the Town of Eagle).

Project
IDENTIFICATION

FINAL PROJECT RECOMMENDATIONS ARE INCLUSIVE OF SYSTEMATIC AND SPECIFIC TRANSPORTATION SS4A SAFETY POLICIES.

BACKGROUND

What this section covers

Previous planning documents, anticipated growth and development, and previously committed projects were reviewed as part of the project identification process.

Consistency and Relevancy Review

As a precursor to the new project identification process, planning documentation reviews were completed to ensure that previously identified community-wide development projects that remain incomplete, were carried forward and reflected in this SS4A plan. Planning documents that informed the project identification process included the following:

- Eagle Net Zero Climate Action Plan (2020)
- Elevate Eagle Comprehensive Plan Update (2021)
- East Eagle Subarea Plan (2021)
- Amended West Eagle Subarea Plan (2021)
- Eagle River Corridor Subarea Plan (2015)
- Town of Eagle Strategic Plan (2022)
- Open Space and Trails Master Plan (2022)
- McDowell Grand Avenue Traffic Report (2022)
- Stolfus Grand Avenue Traffic Report (2023), including:
  - Multiple Additional Traffic Impact Studies (1998–2023)
    - Eagle Transportation Plan; Ping Lane; Red Mountain Ranch; Haymeadow TIS; Reserve at Hockett Gulch (RHG); West Eagle Housing TIS
- Grand Avenue Multimodal Reconstruction Project RAISE Grant Application (2024)
- Quality of Life and CIP Community Survey (2024)
- Sylvan Lake Road Traffic Calming and Pedestrian Improvement Project (2025) – Gamble Street to Eagle Ranch Rd.
- Current CIP/5 Year plan committed projects (2025-2033)

EXISTING SAFETY POLICIES

KLJ analyzed the Town's existing transportation safety policies, albeit the limited safety policy that currently exists (see bullet points below and refer to the Project Identification Appendix for the full ordinances). KLJ examined overall system issues and needs deficiencies to provide final project recommendations, shown later in this chapter, which are inclusive of systematic and specific transportation SS4A safety policies.

- Ordinance No. 16
- Electric Assisted Bicycles Ordinance (2024)

Anticipated Town Growth and Development

As part of the consistency and relevancy review, existing planning documents reviewed provided details of planned development within the Town of Eagle's growth boundary. The Town of Eagle anticipates future community and transportation development projects that will influence population and employment growth as well as transportation network expansion. These include new road connections, Planned Unit Developments (PUD), and sub area plans. The anticipated growth from future development was incorporated into the traffic model and included in the 2045 forecasted traffic condition No Build and Build alternatives results.

WITHIN MUNICIPAL BOUNDARY

New Roads

- Brush Creek Road Extension

Community Development

- Hockett Gulch PUD; West Eagle Subarea Plan (High Density Residential Development); Eagle River Corridor Subarea Plan

OUTSIDE MUNICIPAL BOUNDARY/WITHIN GROWTH BOUNDARY

Development

- Reserve at Hockett Gulch; East Eagle Subarea Plan; Eagle River Corridor Subarea Plan

Economic Activity Hubs

Eagle County is defined by the "spine" of Interstate 70 connecting the largest communities and major destinations in an east-west corridor. The Town of Eagle is one of these centers, attracting multiple trips as in-commuters and students make regular trips into town, as well as for everyday activities including shopping, health care appointments, and trips to and from the Eagle County Government Center. This section describes how this pattern is expected to continue through 2045.

As detailed previously in the Future Conditions section, future trip generation was forecasted for the Town of Eagle to better understand future traffic patterns to inform potential system needs and project recommendations. Figure 1 identifies the location of the core economic hubs present in Eagle and which TAZs contain these economic centers fall within. Daily, these economic hubs attract in-commuters, in addition to the local trips occurring within Town. As shown, in Figure 1 (with additional details in Table 2 on page 57 of the previous chapter), added trips to Eagle total approximately 5,300 in the AM peak travel time, and approximately 9,500 added trips in the PM peak time, almost double that of the AM. Additionally, forecasted trip generation reveals that the key economic hub areas correlate to the TAZs with the highest forecasted trip generation rates. TAZs 6, 7, 8, and 10 are all within or near these core economic hubs. This information provides visibility as to where future added network trips are likely to occur, what key roadways will be impacted by added trips, and consequently how the locations of these added trips contribute to future congestion, delay, and potential safety impacts. Knowing this information helps to anticipate future network capacity needs and make informed project recommendations to best accommodate demands placed on the transportation network that are being generated by future growth.

2025–2033 Capital Improvement Plan (CIP) Committed Projects

The Town of Eagle's currently committed 2026 to 2033 CIP projects that relate to the SS4A plan include the following. Recently completed or in progress capital improvement projects listed earlier than the year 2026, were excluded from this SS4A plan's CIP project list.

Street Replacement Projects: Capitol Street; 2nd to 5th Street Fourth Street; Broadway to Howard	Eby Creek Road Curb and gutter Repair
Annual ADA Ramp Replacements	Broadway St. Concrete Replacement/ADA Ramps
	Brush Creek Road Extension
	Grand Avenue Multimodal Reconstruction Project (MRP)

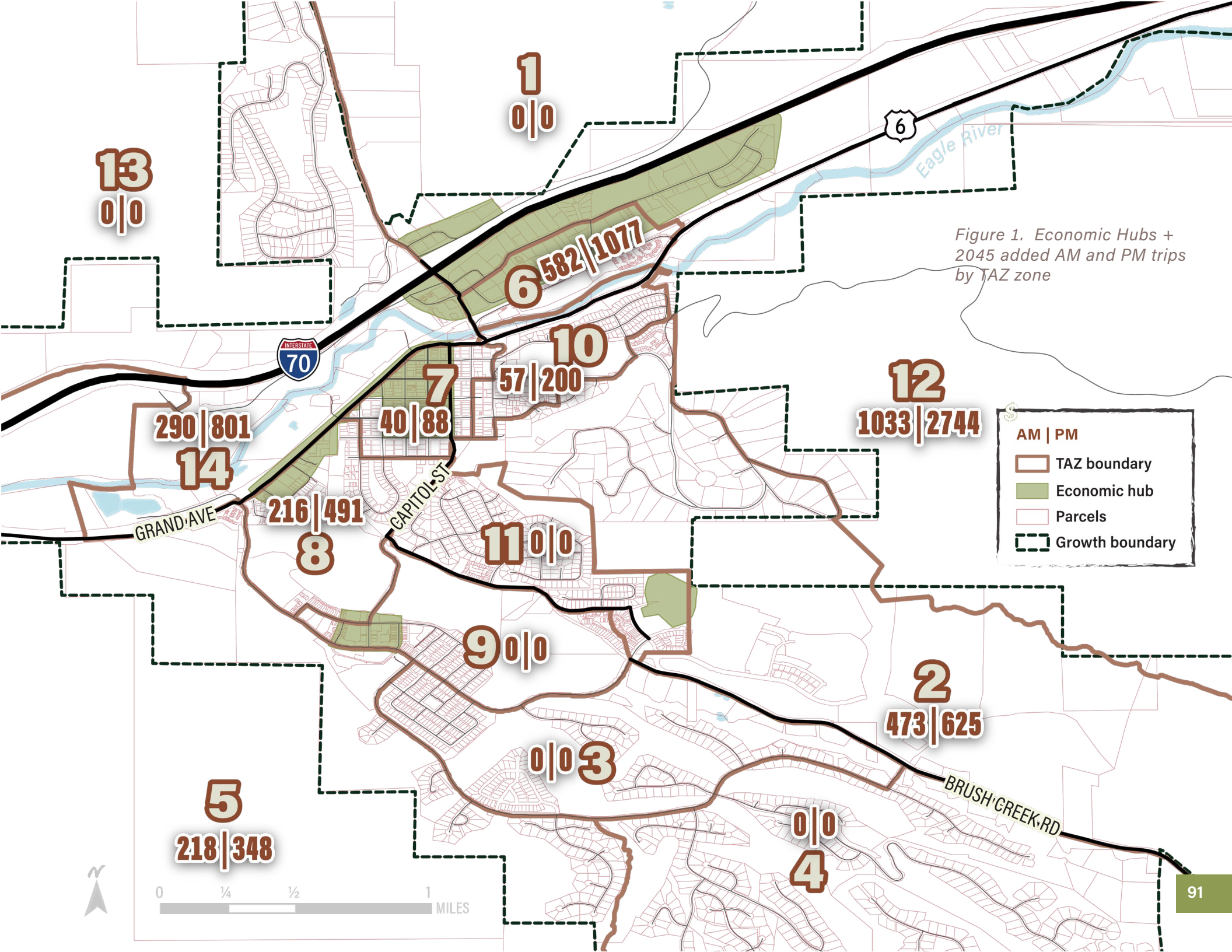
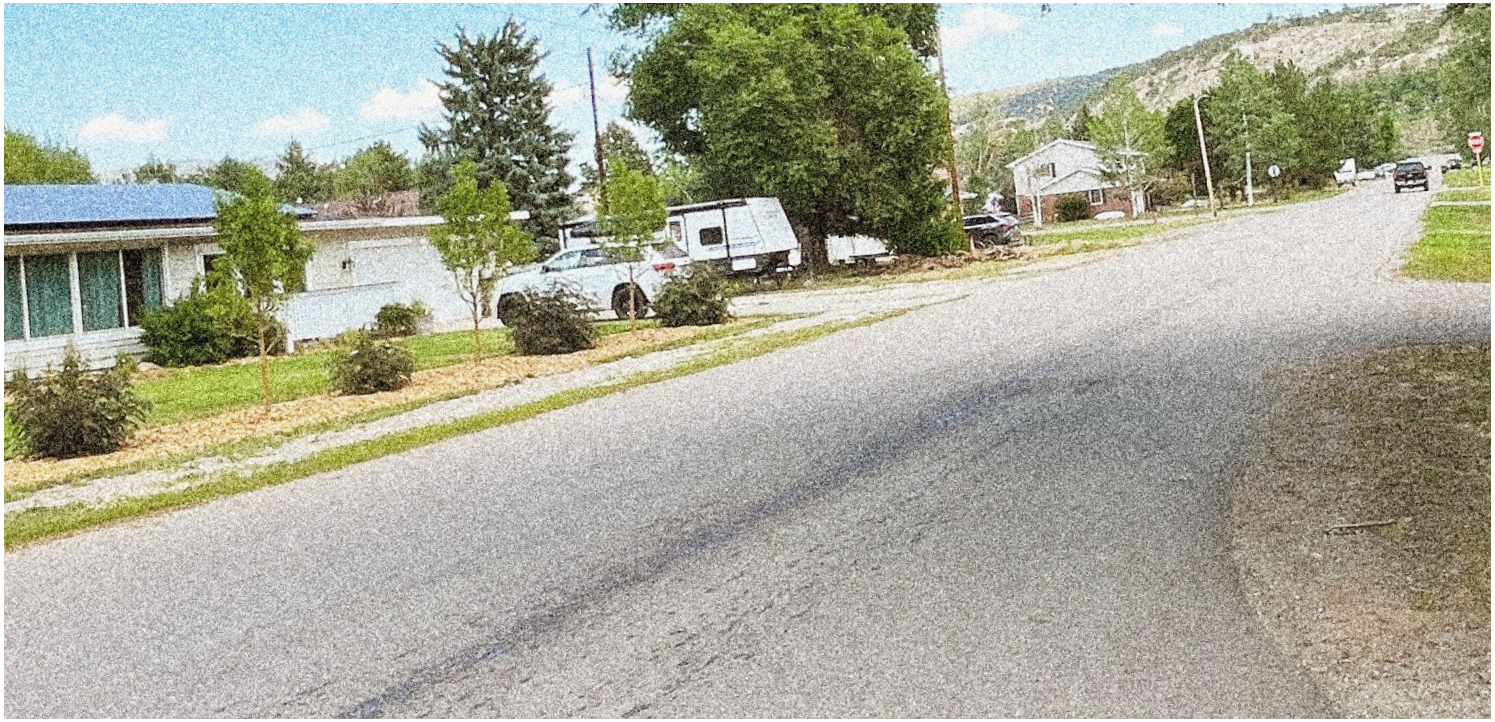


Figure 1. Economic Hubs + 2045 added AM and PM trips by TAZ zone



THE GEOSPATIAL PROJECT NEEDS IDENTIFICATION PROCESS WAS THE FIRST STEP TOWARDS BUNDLING AND PRIORITIZATION OF PROJECTS.

ISSUES

What this section covers

Details of the applied project identification methodology and the resulting location-based project needs identifications resulting from this issues and needs analysis.

Issues and Needs Analysis

The SS4A plan's existing conditions analysis, public and stakeholder feedback, forecasted 2045 No Build and Build alternative scenario conditions, consistency and relevancy review (known areas of town growth and development, and economic and community hubs inventory) and 2026–2033 CIP project list provide comprehensive documentation of existing and forecasted transportation system issues and needs identification.

These data sets formed the basis of categories to aid in identifying where the most critical transportation system safety issues and network operational and maintenance deficiencies exist today and in the future. This inventory and review process was the lead-in to the preliminary project needs identification process, in which key categories were analyzed utilizing GIS to conduct system-wide corridor, intersection, and pedestrian/bicycle system geospatial compositing analyses.

The following subsections (and appendices) provide details of the applied preliminary (new) project identification methodology and the resulting location-based project needs identifications resulting from this issues and needs analysis. This geospatial project needs identification process was the first step towards identifying projects, identifying engineering and planning based solutions, and finally, bundling and prioritization of projects where applicable. This robust data analysis provides prioritized and defensible planning project recommendations to best address the most critical SS4A programmatic safety-based transportation needs for the Town of Eagle.

Multimodal Network: Deficiencies and Gaps Identification

KEY CATEGORIES ANALYZED

For identifying the Town of Eagle's system-wide transportation deficiencies and gaps, network-wide GIS spatial analysis was conducted which incorporated identified key existing and future conditions. These key conditions included the following categories:

AREA WIDE CATEGORIES

Equity Analysis

Growth Estimates

Existing Crash Data

- High frequency crash intersections
  - Collision Types (e.g., rear end, sideswipe, etc.)
  - Bicycle/Pedestrian Related Crashes

Public Input Comments

- Safety related hot spots
- Multi-modal network issues/deficiencies and system wide community needs

INTERSECTION AND CORRIDOR CATEGORIES

Road Network and Traffic Data

- Transportation Analysis Zones (TAZs)
  - Trip Generation
- Future Traffic Conditions
  - Intersection Control Type
  - Future LOS D or worse (congesting to congested)
  - Functional Classification
  - Pavement Conditions
  - Future ADT

Volume to Capacity (V/C) Ratio

PEDESTRIAN AND BICYCLE NETWORK CATEGORIES

School Walk Audit Routes/ School Route Walkshed Buffer Area

Eagle Valley Elementary & Middle School

Walking School Bus Routes

All other Identified Network Gaps

TRANSIT SERVICE IMPROVEMENTS

Concurrently with this SS4A plan, Core Transit conducted a 10 Year Transit Development and Capital Plan[1] and produced a set of preliminary alternatives specific to future transit stop locations and route frequencies for fixed-route transit service within the Town of Eagle's growth boundary.

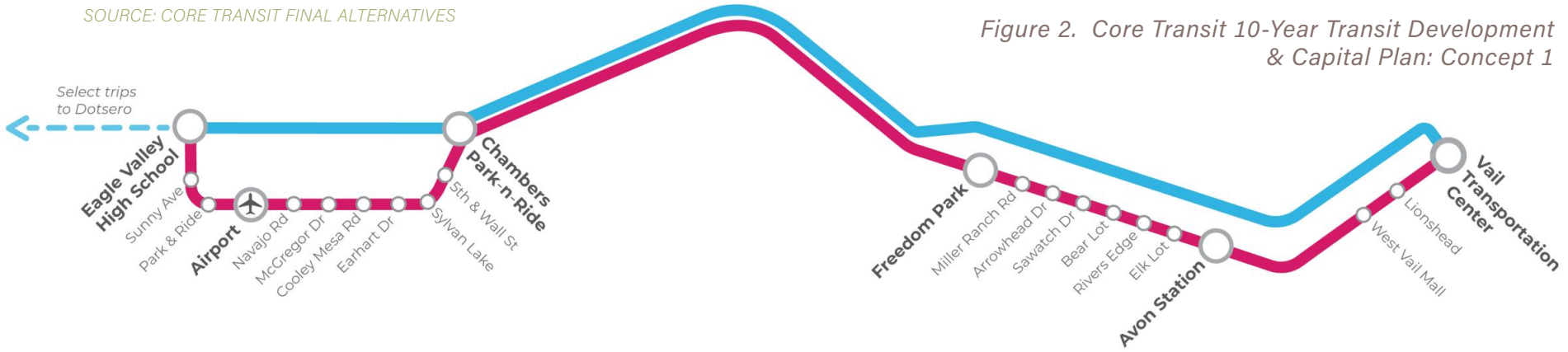
Stops and Route Additions

The alternative route additions include the following:

- Joint service featuring an express route that would run between Eagle Valley High School and the Vail Transportation Center, with the only Eagle stop at the Chambers Park-n-Ride, supplemented by a local route with stops at the Chambers Park-n-Ride, 5th and Wall Streets, and Sylvan Lake Road at Grand Avenue/US 6 (see Figure 2).
- Joint service with a Lower Valley Circulator stopping at Capitol Street and Sylvan Lake Road, Capitol Street and Brush Creek Road, 5th and Wall Streets, the Chambers Park-n-Ride, and the City Market, supplemented by an express route stopping only at the Chambers Park-n-Ride (see Figure 3).
- A single local route with stops at the Chambers Park-n-Ride, 5th and Wall Streets, and Sylvan Lake Road at Highway 6; this is mostly akin to Core Transit's current Valley West route (see Figure 4).

SOURCE: CORE TRANSIT FINAL ALTERNATIVES

Figure 2. Core Transit 10-Year Transit Development & Capital Plan: Concept 1

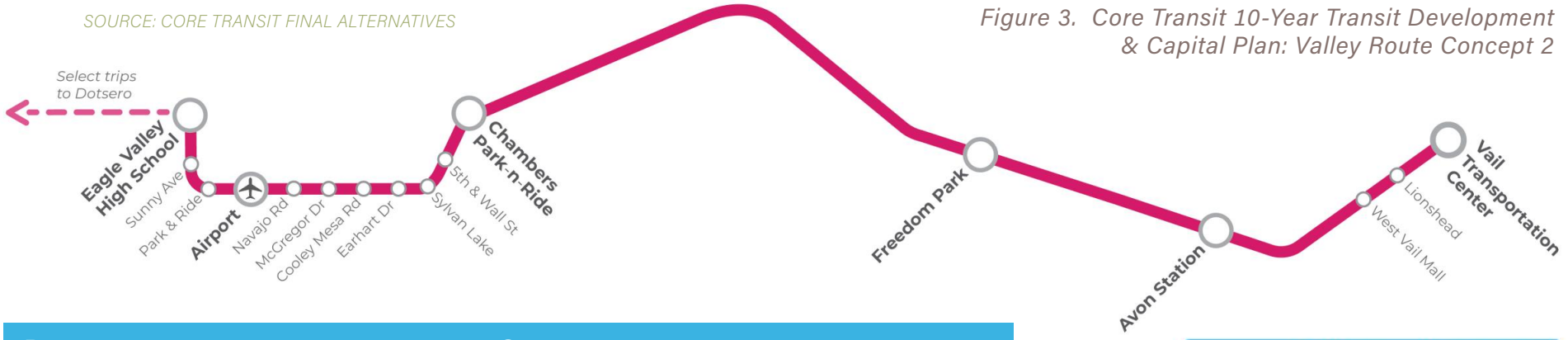


Pros	Cons
• Direct connection between the airport and Avon / Vail • Express from Eagle Valley High School and Chambers to Vail	• Lower frequencies compared to other alternatives

Pattern	Frequency
Local	30 mins
Express	30 mins

SOURCE: CORE TRANSIT FINAL ALTERNATIVES

Figure 3. Core Transit 10-Year Transit Development & Capital Plan: Valley Route Concept 2



Pros	Cons
• Simple and high frequency • Provides direct connection between the airport and Avon/Vail	• Slower from Eagle Valley High School to Vail compared to other alternatives • Vail – Eagle/Gypsum riders deviate to Freedom Park and Avon Station

Pattern	Frequency
Local	20 mins
Express*	2x/day

*Stops at Eagle Valley High School, Chamebers, and Vail Transportation Center

SOURCE: CORE TRANSIT FINAL ALTERNATIVES

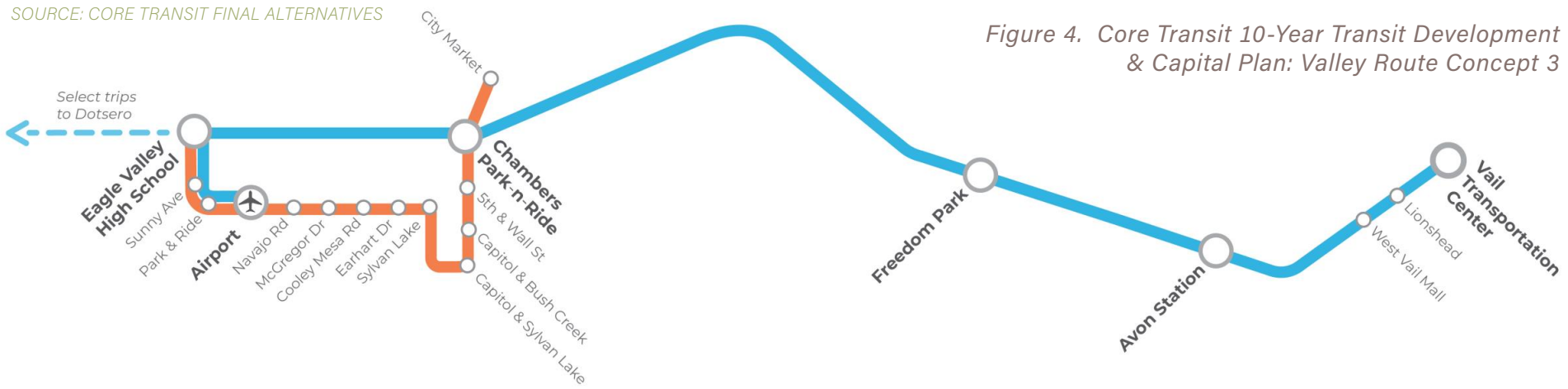


Figure 4. Core Transit 10-Year Transit Development & Capital Plan: Valley Route Concept 3

Pros	Cons
• High frequency on express route • Express option from Eagle Valley High School • More locations served in Eagle	• Requires a transfer from up-valley to the airport and most Eagle/Gypsum stops • Vail – Eagle/Gypsum riders deviate to Freedom Park and Avon Station

Pattern	Frequency
Local	30 mins
Lower Valley Circulator	30 mins

Safety and Logistics

Safety and logistics concerns for Core Transit service in the Town of Eagle are directly related to existing LOS and congestion at existing stops on Grand Avenue, just north of Sylvan Lake Rd. Left turn movements from 5th St. on to Grand Avenue are an issue, especially at peak AM and PM commute times. Core Transit's alternatives development analysis for examining future transit service routes and frequencies has noted that boardings and alighting have increased 46% over the last year. Noting the recent increase in transit ridership, Core Transit has proposed an option to increase route frequencies to accommodate the increased demand at existing stops.

Based on forecasted levels of congestion on Grand Avenue, an increase to route frequencies present further potential challenges to transit movement and route logistics. Improvements to existing transit stop location efficiencies, i.e., the ability of Core Transit to meet ridership demand via an increase in route frequency, as well as the ability to maintain trip schedules in the face of forecasted degradation to intersection LOS along Grand Avenue, will ultimately rely upon the completion of new road projects that include the Grand Avenue Project and Brush Creek Road Extension. However, other potential routing solutions exist: With the anticipated completion of the Capitol Street reconstruction project in the near-term, which will improve the roadway between Grand Avenue and 6th Street, the Capitol Street Corridor may provide an interim alternate route solution to the existing turning movement challenges at 5th Street and Grand Avenue. Additionally, this route option may need to be considered as a dedicated transit "detour" route once the Grand Avenue Project were to reach its construction phases. A third alternate route exists as well, whereby westbound transit could avoid a left turning movement from 5th Street onto Grand Avenue by utilizing 5th Street to travel eastbound to Capitol Street, then traveling south to Sylvan Lake Road, then proceed west to Grand Avenue. This re-route option would require relocating the current westbound Grand Avenue transit stop to a point south of the roundabout at Grand Avenue and Sylvan Lake Road.

There is also the potential to add a new transit stop north of I-70 at the City Market. This is a logical location based on high levels of patronage and trip generation forecasts and is advantageous for the Town of Eagle and transit riders. However, logistics remains a challenge. Factors that contribute to these challenges are due to site logistics that include limitations of available space to safely accommodate the addition of a dedicated transit stop, bus turning movement requirements, and the Town Market parking lot and vicinity being privately held property.

Accessibility/ADA

Multimodal access to the existing and potential future transit stops locations (i.e., City Market) will be improved upon by closing existing pedestrian and bicycle network gaps, thus improving and expanding the multimodal network. The current CIP has programmed annual improvements to ADA ramp replacements and street reconstruction projects at Capitol Street (from 2nd to 5th Street) and 4th Street (from Broadway to Howard), and the eventual Brush Creek Road Extension project will improve accessibility. Funding for the Grand Avenue

Project is still undetermined, but future improvements to Grand Avenue will provide significant improvements for pedestrian and bicycle access to transit stop locations.

Preliminary Project Identification

METHODOLOGY AND ASSUMPTIONS

The first step in project identification was to utilize GIS spatial analysis of key existing and future conditions at the intersection, corridor, and ped/bike network levels of analysis. Corresponding tabular data from GIS was output to accompany the system gaps and preliminary project identification and prioritization process.

Categories for intersections (40 total), and corridors (92 total road segments/corridors) included the following:

- **Forecasted Intersection LOS** (for intersections only)
- **Crashes**; categorized by Fatal/Serious, Minor, and Property Damage Only
- **Public Comments**
- **PCI** (for corridors only)
- **Forecasted V/C – Future AADT** (for corridors only)

Pedestrian and bicycle network gaps/proposed future sidewalk and trail connections were inventoried separately from intersections and corridors with their own set of ranking and scoring criteria, detailed in the following Alternative 1 subsection titled Pedestrian & Bicycle Network Needs Analysis Summary on page 111.

The GIS spatial analysis process provided location-based preliminary project identifications indicating where conditions show concentrations/densities of transportation network operational deficiencies (LOS and V/C), safety issues (Crashes), and/or network gaps (pedestrian/bike network). The spatial analysis also documented where overlap exists for noted system deficiencies between intersections, corridors, and the ped/bike network.

This spatial analysis, along with scoring and weighting of the categories provided a preview of the overall transportation and safety-based issues present at a given study location and provided the basis for preliminary project identifications and prioritization.

PRELIMINARY SCORING ASSIGNMENT AND RANKING METHODS

Using a scoring range from 0–5 for each of the existing or future conditions (except for pedestrian and bicycle gaps scoring and weighting, which differed slightly, as described in detail later in this chapter and in the Project Identification Appendix), scoring and weighting was set for individual categories and assigned scores categorically, as detailed in the Preliminary Project Identification Methodology found in the Project Identification Appendix. Intersections, corridors, and pedestrian/bicycle system categories were included in the scoring, weighting, and ranking process as follows:

INTERSECTIONS	CORRIDORS	PEDESTRIAN AND BICYCLE SYSTEM GAPS
Crashes – Baseline Scoring	**Crashes – Baseline Scoring**	**Crashes**
◎ Crashes – Augmented Scoring	◎ Crashes – Augmented Scoring	**Schools**
LOS	**Volume to Capacity Ratio (V/C) = Future ADT / Capacity Thresholds**	**Transit**
Public Comments	**PCI**	**Parks**
	Public Comments	**Public Comments**
		Economic Hubs
		LOS
		PCI

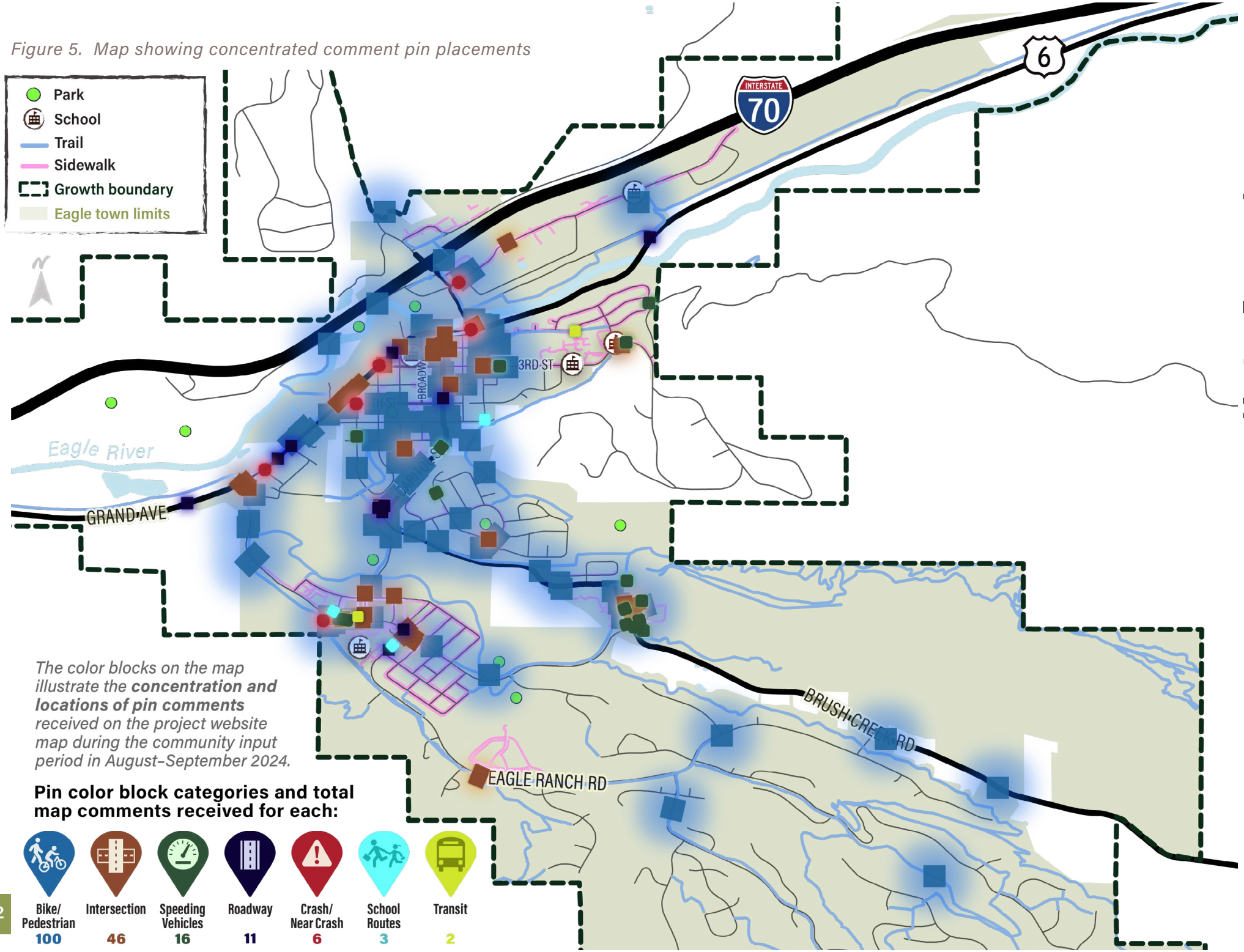
RAW SCORING

Based on the established scoring criteria, the individual categories were given a raw total score for each preliminary project identification location for intersections, corridors, and pedestrian/bicycle segment gaps.

WEIGHTED SCORING

Once raw scores were tallied for each preliminary project needs location, weighting was applied to each of the categories to provide a weighted total score for each of the intersection, corridor, and pedestrian/bicycle sidewalk and trail system gaps. Final weighting results for each preliminary project need are also shown in detail in the Project Identification Appendix.

Figure 5. Map showing concentrated comment pin placements



*The color blocks on the map illustrate the **concentration and locations of pin comments** received on the project website map during the community input period in August–September 2024.*

Pin color block categories and total map comments received for each:

Bike/ Pedestrian	Intersection	Speeding Vehicles	Roadway	Crash/ Near Crash	School Routes	Transit
100	46	16	11	6	3	2

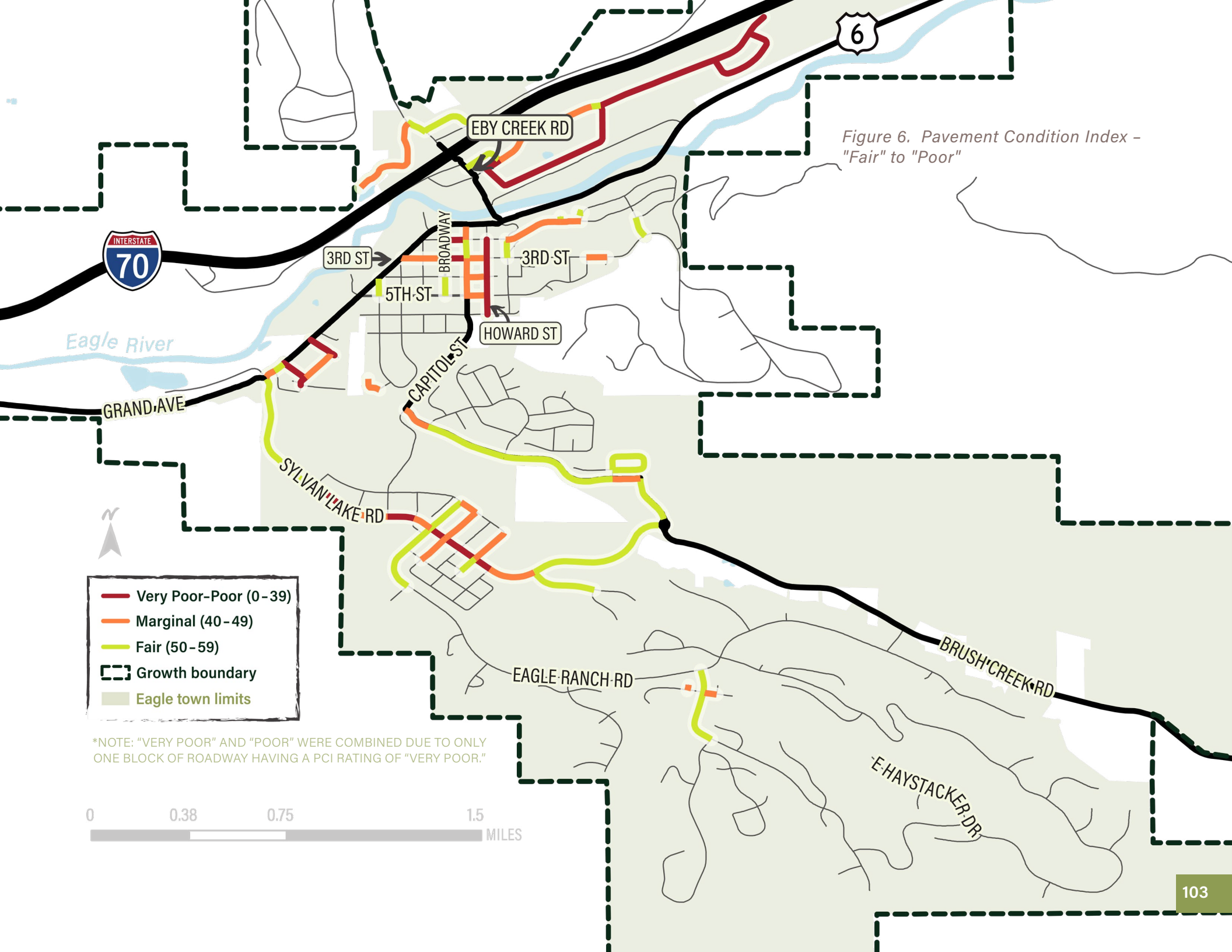
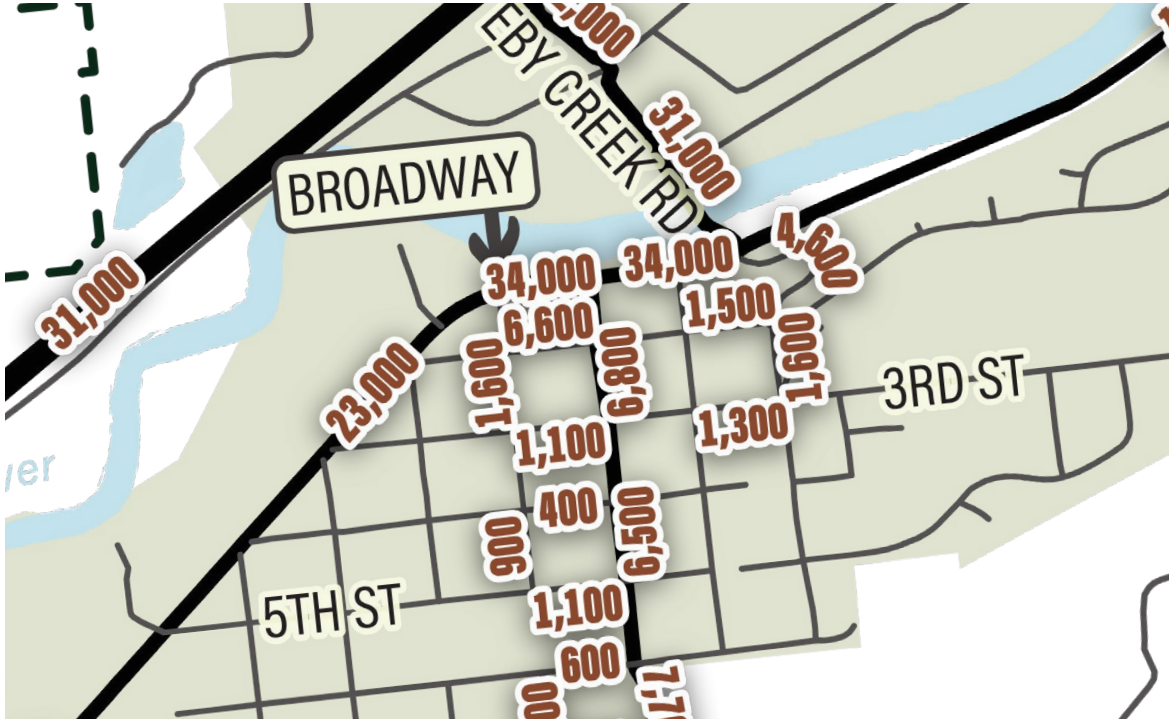
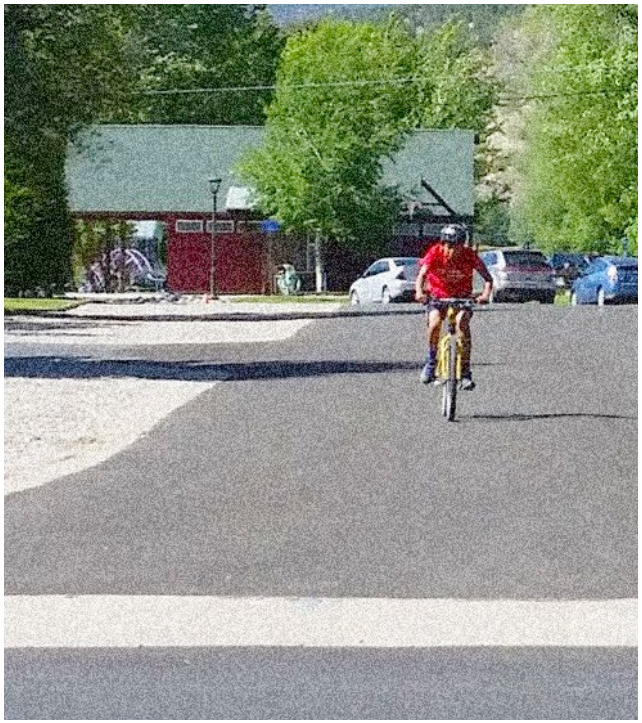


Figure 6. Pavement Condition Index – "Fair" to "Poor"





ENGINEERING SOLUTIONS AND RECOMMENDATIONS FOR THE RANKED INTERSECTIONS, CORRIDORS, AND PEDESTRIAN/ BICYCLE SEGMENT GAPS ARE PROVIDED.

Alternative 1 (No Build + Committed) Network-Wide Needs Recommendations

INTERSECTION AND CORRIDOR NEEDS ANALYSIS SUMMARIES

After the preliminary project needs identification locations were assigned weighted scores and ranked, they were presented to Town staff at two rounds of Community Stakeholder Group (CSG) Meetings (#4 and #5) to solicit feedback. Minor revisions to the weighting of categories were applied to the scoring and ranking rubric and the resulting project needs identification rankings for intersections and corridors were finalized based on Alternative 1 forecasted data and the previously detailed categories (refer to the Project Identification Appendix). Engineering based recommendations for the ranked intersections and corridors are provided in the following analysis summaries found in Table 1 on page 106 and Table 2 on page 108, with the corresponding project needs locations shown in Figure 7 on page 110.

PROJECTS

What this section covers

Preliminary project identification: scoring, ranking, and results along with recommendations.

Table 1. Intersection Needs Identification and Recommendations

PPID	INTERSECTION	CRASH SCORE[1]	LOS SCORE[1]	PUBLIC COMMENT SCORE[1]	RECOMMENDATIONS
1	Grand Ave & Eby Creek Rd	4	5	4	LOS issues remain without additional routes to I-70. Install RRFB on RAB egress crossings.
2	Eby Creek Rd & Chambers Ave	3.67	5	2	LOS issues remain without additional routes to I-70. Install RRFB on RAB egress crossings.
3	Grand Ave & 5th St	3.33	5	1	Reconstruct intersection as 2x1 RAB with improved two stage crossings.
4	Grand Ave & Capitol St	3.17	5	1	Reconstruct intersection as RIRO with median separation between EB and WB traffic.
5	Grand Ave & 2nd St	2.67	5	1	Reconstruct intersection as 2x1 RAB with improved two stage crossings.
6	Eby Creek Rd & I-70 WB Ramps	3	5	0	Potential to change intersection control type for I-70 ramps to address capacity concerns. Adding additional routes east or west of Eagle would also improve capacity concerns. RRFB on east side of RAB on exit.
7	Grand Ave & 4th St	3	5	0	Reconstruct intersection and restrict access to minor approaches.
8	Grand Ave & Sylvan Lake Rd	3	5	0	Restripe RAB to include 2 EB lanes.
9	Eby Creek Rd & I-70 EB Ramps	3	4	0	Potential to change intersection control type for I-70 ramps to address capacity concerns. Adding additional routes east or west of Eagle would also improve capacity concerns. RRFB on east side of RAB on exit.
10	Grand Ave & Broadway	1.12	5	1	Reconstruct intersection as 2x1 RAB with improved two stage crossings.
11	Grand Ave & King Rd	1.26	5	0	Reconstruct intersection and restrict access to minor approaches.
12	Grand Ave & 3rd St	1.22	5	0	Reconstruct intersection as RIRO with median separation between EB and WB traffic.

1 SCORING IS BASED ON A SCALE FROM 0 TO 5 WITH 0 REPRESENTING A LOW NEED AND 5 REPRESENTING A HIGH NEED.

PPID	INTERSECTION	CRASH SCORE[1]	LOS SCORE[1]	PUBLIC COMMENT SCORE[1]	RECOMMENDATIONS
13	Brush Creek Rd & Field St	1.06	1	5	Provide infill of ped/bike network for additional connections to existing crossings.
14	Capitol St & Sylvan Lake Rd	2.67	2	1	Make use of the median on the east side of the intersection to add a two-stage crossing.
15	Grand Ave & Nogal Rd	1.06	4	0	Change intersection control type to continuous green T to improve EBL out of Nogal onto Grand Ave. Construct additional EB and WB lanes for capacity.
16	Sylvan Lake Rd & Gamble St	1.02	1	4	Construct a two-stage crossing on the west side of intersection with RRFB and restricting the EBL movement.
17	Sylvan Lake Rd & Eagle Ranch Rd	1.1	2	2	Install RRFB at existing crossing. Sight distances to be maintained by trimming foliage within the sight triangles.
18	Capitol St & 4th St	1.06	1	3	Capitol St improvements planned are expected to address the issues regarding a lack of pedestrian facilities and crossings along the corridor. Consider raised crossings. Less traffic expected on western approach with completion of the Grand Ave project.
19	Capitol St & 6th St	1.06	1	3	Capitol St improvements planned are expected to address the issues regarding a lack of pedestrian facilities and crossings along the corridor. Consider raised crossings.
20	Capitol St & Brush Creek Rd	1.1	1	2	Improve signage on approach to intersection for trail crossings. Consider raised crosswalks.
21	Brush Creek Ter & Golden Eagle	0	1	3	Add ADA ramp on East side with crosswalk.
22	Eagle Ranch Rd & Aidan Rd	0	1	2	Crosswalk restriping and signing inventory check.
23	510 Brush Creek Ter	0	1	2	Add trail connection between development and existing trail network.
24	Polar Star Rd & Mill Rd	0	1	2	Add pavement width or gravel shoulder on the southern side of the roadway for bicyclists and pedestrians.
25	Broadway & 3rd St	1.3	1	0	Change control type to All Way Stop or Mini RAB.

1 SCORING IS BASED ON A SCALE FROM 0 TO 5 WITH 0 REPRESENTING A LOW NEED AND 5 REPRESENTING A HIGH NEED.

Table 2. Corridor Needs Identification and Recommendations

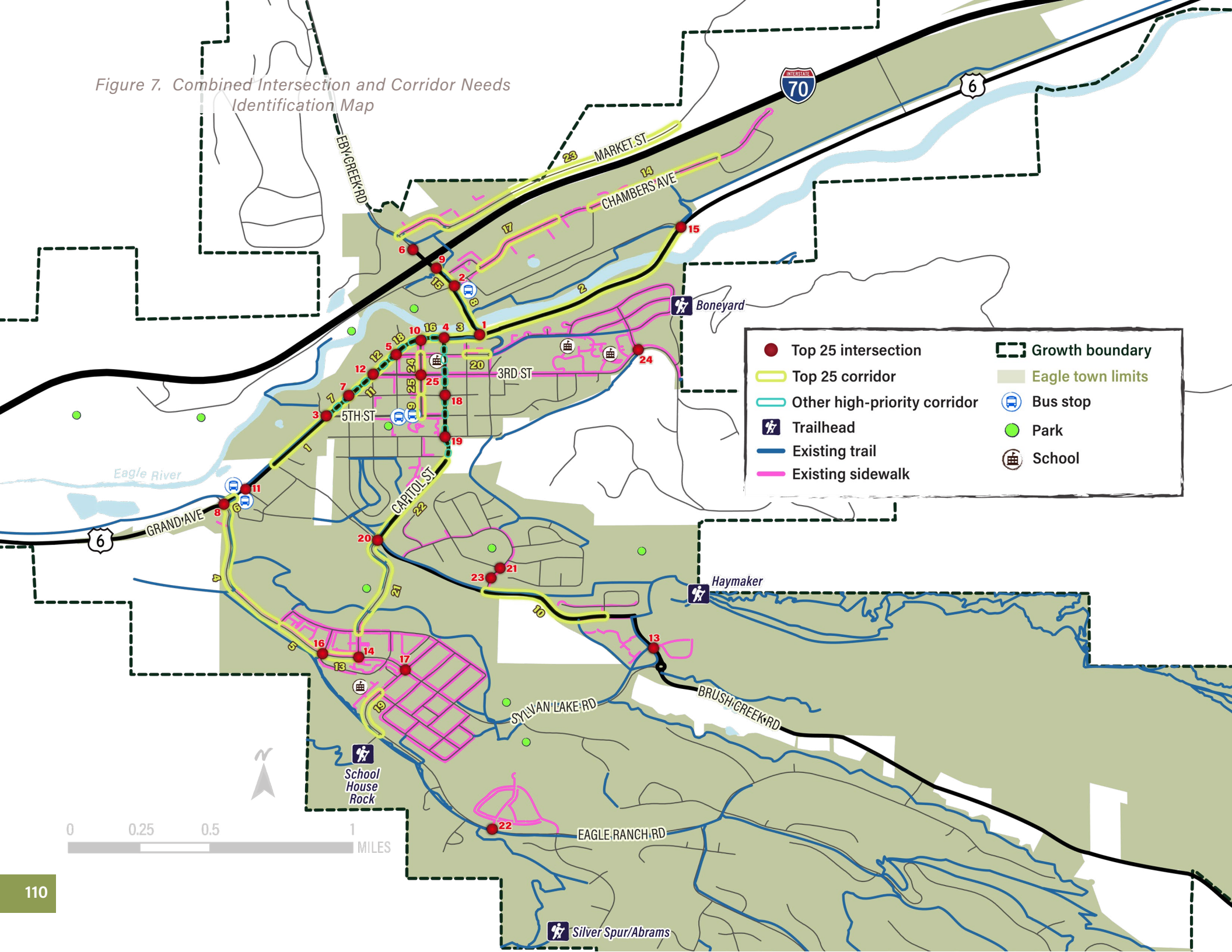
PPID	CORRIDOR	TERMINI	TERMINI	CRASH SCORE[1]	V/C SCORE[1]	PCI SCORE[1]	PUBLIC COMMENT SCORE[1]	RECOMMENDATIONS
1	**Grand Ave**	Castle Dr	5th St	4	5	0	3	Reconstruct 2-lane undivided to 4-lane divided roadway with improved pedestrian and bicycle facilities.
2	**Grand Ave**	Eby Creek Rd	Nogal Rd	3	5	3	1	Reconstruct 2-lane undivided to 4-lane divided roadway.
3	**Grand Ave**	Capitol St	Eby Creek Rd	3	5	2	0	Reconstruct 2-lane undivided to 4-lane divided roadway with improved pedestrian and bicycle facilities.
4	**Sylvan Lake Rd**	Grand Ave	Pearch St	3	4	3	0	Construct additional northbound lane to address capacity concerns. Provide a trail connection between residences on west of Sylvan Lake and trails found east of Sylvan Lake, including a crossing.
5	**Sylvan Lake Rd**	Pearch St	Gamble St	3	3	5	0	Add additional northbound lane to address capacity concerns.
6	**Grand Ave**	Sylvan Lake Rd	Prince Alley	0	5	4	1	Reconstruct 2-lane undivided to 4-lane divided roadway with improved pedestrian and bicycle facilities.
7	**Grand Ave**	5th St	4th St	1.08	5	1	1	Reconstruct 2-lane undivided to 4-lane divided roadway with improved pedestrian and bicycle facilities.
8	**Eby Creek Rd**	Grand Ave	Chambers Ave	1.63	5	1	0	No significant improvements to the roadway segment will solve the capacity issues seen. Additional routes/ connections to/from I-70 from Grand Ave would alleviate the capacity problems seen on this segment.
9	**Broadway**	5th St	4th St	5	0	3	0	Potential for raised crosswalks to improve visibility and reduce speeds.
10	**Brush Creek Rd**	Brush Creek Ter	Tanager Cir	3	0	3	3	Maintain existing pedestrian and bike facilities.
11	**Grand Ave**	4th St	3rd St	1.39	5	0	0	Reconstruct 2-lane undivided to 4-lane divided roadway with improved pedestrian and bicycle facilities.
12	**Grand Ave**	3rd St	2nd St	0	5	0	1	Reconstruct 2-lane undivided to 4-lane divided roadway with improved pedestrian and bicycle facilities.

1 SCORING IS BASED ON A SCALE FROM 0 TO 5 WITH 0 REPRESENTING A LOW NEED AND 5 REPRESENTING A HIGH NEED.

PPID	CORRIDOR	TERMINI	TERMINI	CRASH SCORE[1]	V/C SCORE[1]	PCI SCORE[1]	PUBLIC COMMENT SCORE[1]	RECOMMENDATIONS
13	**Sylvan Lake Rd**	Gamble St	Capitol St	0	3	4	1	Construct additional northbound lane to address capacity concerns.
14	**Chambers Ave**	Sawatch Rd	Marmot Ln	3	0	5	0	No safety concerns were identified. Access consolidation could be considered to reduce conflict points. Improve wayfinding signage along this segment.
15	**Eby Creek Rd**	Chambers Ave	I-70 EB ramps	0	5	1	0	No significant improvements to the roadway segment will solve the capacity issues seen. Additional routes/ connections to/from I-70 from Grand Ave would alleviate the capacity problems seen on this segment.
16	**Grand Ave**	Broadway	Capitol St	0	5	1	0	Reconstruct 2-lane undivided to 4-lane divided roadway with improved pedestrian and bicycle facilities.
17	**Chambers Ave**	Loren Ln	Eagle Park East Dr	3	0	4	0	No safety concerns were identified. Access consolidation could be considered to reduce conflict points. Improve wayfinding signage along this segment.
18	**Grand Ave**	2nd St	Broadway	0	5	0	0	Reconstruct 2-lane undivided to 4-lane divided roadway with improved pedestrian and bicycle facilities.
19	**Eagle Ranch Rd**	Horton St	Longview Ave	3	0	3	0	No safety concerns were identified.
20	**2nd St**	Howard St	Church St	3	0	1	1	No safety concerns were identified.
21	**Capitol St**	Founders Ave	Brush Creek Rd	3	0	1	1	Potential to add transition between shared use trail and a dedicated bike facility through New Eagle.
22	**Capitol St**	Brush Creek Rd	7th St	1.24	0	0	3	No apparent safety concerns are seen.
23	**Market St**	Eby Creek Rd	Dead end	1.71	0	3	0	No apparent safety concerns are seen. Access consolidation could be considered to reduce conflict points.
24	**Broadway**	3rd St	2nd St	2.03	0	1	0	Potential for raised crosswalks to improve visibility and reduce speeds.
25	**Broadway**	4th St	3rd St	1.47	0	2	0	Potential for raised crosswalks to improve visibility and reduce speeds.

1 SCORING IS BASED ON A SCALE FROM 0 TO 5 WITH 0 REPRESENTING A LOW NEED AND 5 REPRESENTING A HIGH NEED.

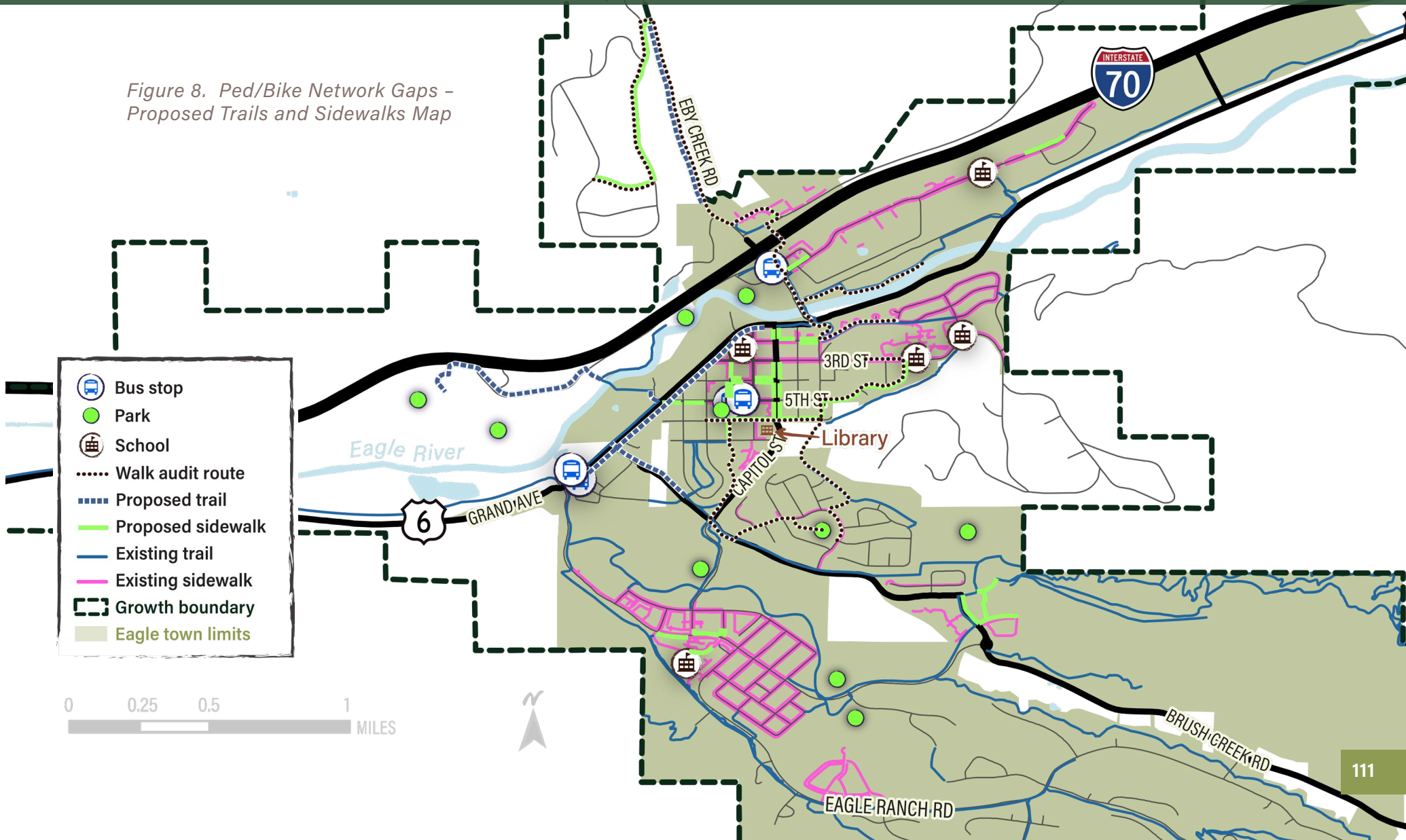
Figure 7. Combined Intersection and Corridor Needs Identification Map



PEDESTRIAN & BICYCLE NETWORK NEEDS ANALYSIS SUMMARY

An analysis of the existing pedestrian and bicycle (ped/bike) infrastructure network revealed system wide gaps affecting ped/bike connectivity. Many corridors with high ped/bike traffic, including those often used by children as routes to and from school, were found to lack the infrastructure to ensure the safety of pedestrians and/or bicyclists. By determining the gaps with the greatest potential for ped/bike traffic and for increasing town-wide connectivity, and by referencing school route walk audits that were conducted, a proposed trail and sidewalk network was identified, shown in Figure 8.

Figure 8. Ped/Bike Network Gaps – Proposed Trails and Sidewalks Map



These identified ped/bike corridor segment gaps were then individually scored and ranked according to eight categories that prioritized the identified gaps based on how much ped/bike improvement they would provide to the system, thereby, improving safety, mobility, and connectivity considerations. These categories were:

- **Crash:** If a corridor segment saw any collisions during the timeframe of the provided crash dataset, it received points. Proposed trails and sidewalks that are not along a roadway received no points by default.
- **PCI:** If a corridor segment roadway had a PCI of 70 or lower, it received points. Proposed trails and sidewalks that are not along a roadway received no points by default.
- **LOS:** If a sidewalk or trail corridor segment serves an intersection with a future LOS of D or worse, it received points. Proposed trails and sidewalks that are not along a roadway received no points by default.
- **Transit:** If a proposed trail or sidewalk provided immediate connectivity to a transit stop, it received points.
- **School:** If a proposed trail or sidewalk would provide safer connectivity to a school, it received points. This applied to proposed trails and sidewalks that are either within 0.25 miles of a school or are along a dedicated walk audit route.
- **Park:** If a proposed trail or sidewalk is within 0.25 miles of a park, it received points.
- **Econ:** If a proposed trail or sidewalk would provide immediate connectivity to an economic hub, as defined by the Town's land use categories, it received points.
- **Public Comment:** If a corridor segment received any public comments during the public engagement phase of this plan, it received points.

Each input was awarded 5 points if it met the requirements. The categories were then weighted to ensure the proposed trails and sidewalks that would provide the most relief to the ped/bike network were the most highly prioritized. After weighting was applied, each proposed trail and sidewalk segment gap was ranked according to its weighted point total. The weighted segment gaps results are shown in Table 3 with their corresponding locations shown in Figure 9.

Table 3. Ped/Bike Network Needs Identification

WEIGHTED MAP ID	STREET	FROM	TO	WEIGHTED TOTAL
1	2nd St	Capitol St	Howard St	2,110
2	Capitol St	4th St	3rd St	2,035
3	Grand Ave	Castle Dr	5th St	2,010
4	2nd St	Howard St	Church St	1,960
5	4th St	Broadway	Capitol St	1,885
6	Chambers Ave	Eby Creek Rd	Sawatch Ct	1,735
7	4th St	Wall St	Broadway	1,700
8	Sylvan Lake Rd	Gamble St	Capitol St	1,685
9	Sylvan Lake Rd	Capitol St	MacDonald St	1,685
10	Capitol St	2nd St	Grand Ave	1,685
11	Chambers Ave	Sawatch Ct	Loren Ln	1,585
12	Capitol St	5th St	4th St	1,535
13	5th St	Grand Ave	McIntire St	1,510
14	Grand Ave	4th St	3rd St	1,325
15	Freestone Rd	Sylvan Lake Rd	Sylvan Lake Rd	1,285
16	Capitol St	6th St	5th St	1,235
17	Grand Ave	Prince Alley	King Rd	1,210
18	Grand Ave	Broadway	Capitol St	1,160
19	Wall St	5th St	4th St	1,160
20	Grand Ave	5th St	4th St	1,160
21	Grand Ave	3rd St	2nd St	1,160
22	Grand Ave	2nd St	Broadway	1,160
23	Wall St	4th St	3rd St	1,125
24	Brush Creek Rd	Bull Pasture Rd	Field St	1,085
25	Eby Creek Rd	Market St	Mesa Dr	1,085
26	5th St	McIntire St	Washington St	1,060
27	Field St	Brush Creek Rd	Soleil Cir	1,010
28	Trail	Field St	Ice Park	1,010
29	Whiting Rd	Whiting Ct	Young St	950
30	Church St	6th St	5th St	950
31	Market St	Eby Creek Rd	Dead end	875
32	MacDonald St	Sylvan Lake Rd	Founders Ave	750
33	6th St	Broadway	Capitol St	710
34	6th St	Capitol St	Howard St	710
35	Wall St	7th St	6th St	710
36	6th St	Wall St	Broadway	710
37	Whiting Rd	Church St	Whiting Ct	450
38	Whiting Rd	Young St	3rd St	450
39	6th St	Howard St	Church St	375

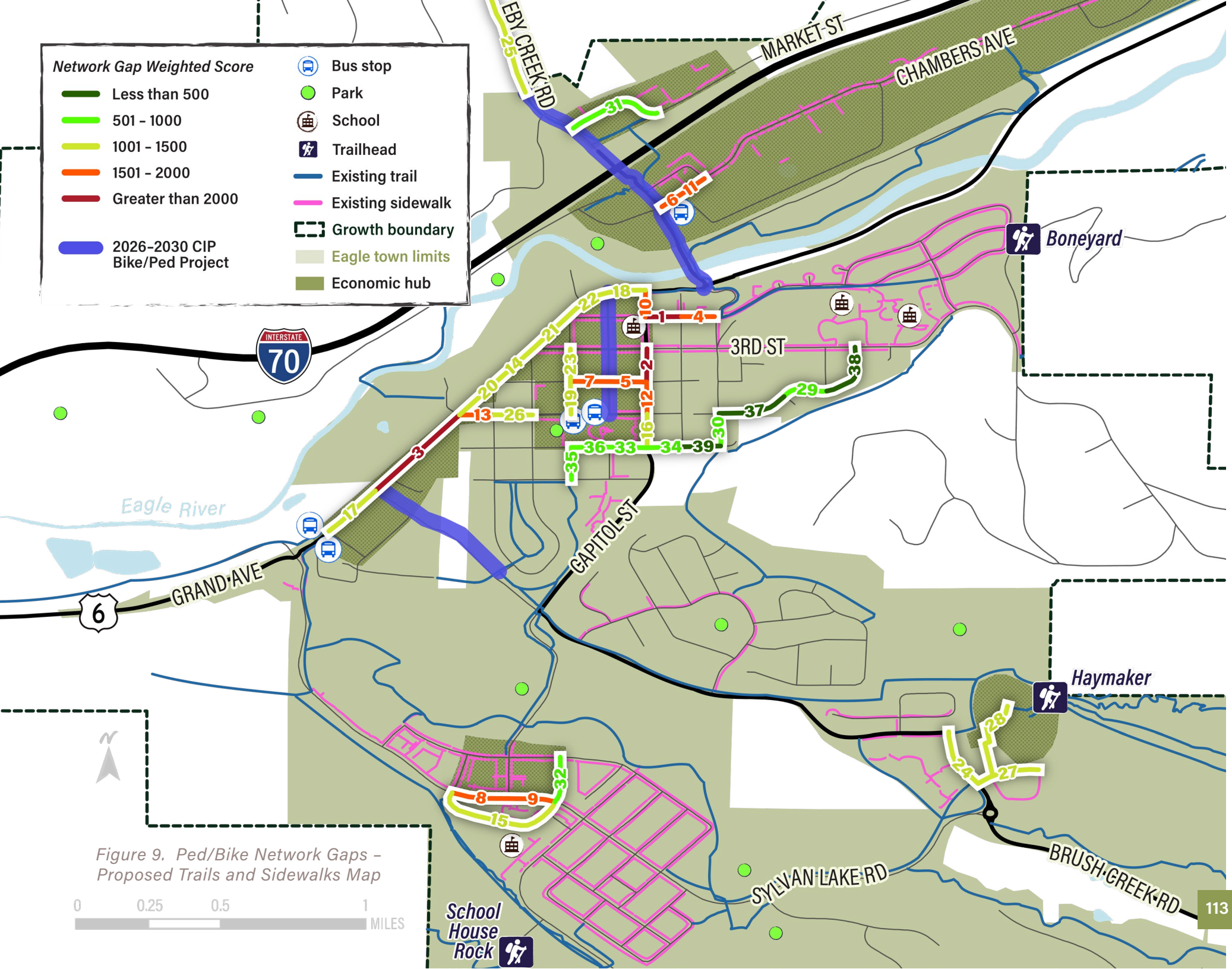


Figure 9. Ped/Bike Network Gaps – Proposed Trails and Sidewalks Map

BRIDGES

Based on findings from the Existing Conditions chapter, within the Town's growth boundary there are currently no bridges in poor condition. As bridges approach and/or pass their 50-year lifespan, they may become candidates for maintenance or replacement projects. Refer to the Existing Conditions chapter's Figure 7 on page 28 which depicts existing bridge conditions and their location.

Projects

The next step towards establishing a master SS4A project list was to compile the previously identified project **needs** and bundle into comprehensive multimodal **projects**. Where feasible and logical from a system-wide planning perspective, specific intersection, corridor, ped/bike, and transit system needs were combined into singular cohesive projects. Where an intersection, corridor, or ped/bike project were not easily combinable with another project type (based on location, or other factors), those projects remain as standalone projects. Additionally, the Town's current 2026 to 2033 CIP projects have been added to the project list with all new projects identified from the area-wide issues and needs analysis and project identification and ranking process. **A total of 24 projects (bundled and/or standalone) have been identified for final project recommendations.** Projects and their recommendations are detailed in Table 4 with project locations shown in Figure 10 on page 119.

Table 4. Town of Eagle, CO: SS4A Projects Recommendations

PROJECT MAP ID#	PROJECT	NEEDS MAP ID# (RANK)	TERMINI	TERMINI	PROJECT RECOMMENDATION
1	Capitol St - Segment 1 (CIP Project)	**Int:** 18, 19 **Ped/Bike:** 2, 10, 12, 16	Grand Ave	6th St	Reconstruct Capitol St from Grand Ave to 6th St (CIP). Construct new sidewalk on east and west sides of Capitol St to provide dedicated ped/bike facilities for enhanced safety and system connectivity. Install raised ped/bike crossings at intersections of 4th, 5th, and 6th Streets.
2	Broadway St (CIP Project)	**Int:** 25 **Corr:** 9, 24, 25	Grand Ave	5th St	Concrete Replacement/ADA Ramps (CIP project). Change control type to All Way Stop or Mini RAB at intersection of Broadway & 3rd St. Add raised crosswalks at all other intersections to improve visibility, reduce speed, and heighten driver awareness of ped/bike traffic.

PROJECT MAP ID#	PROJECT	NEEDS MAP ID# (RANK)	TERMINI	TERMINI	PROJECT RECOMMENDATION
3	4th St (CIP Project)	**Ped/Bike:** 5, 7	Wall St	Howard St	Reconstruct 4th St. roadway from Broadway to Howard. Construct new sidewalk connection on north and south side of 4th St (where absent) to improve ped/bike safety and system connectivity through the downtown economic hub. Add raised crossings and/or cross walk markings. Eventually, complete sidewalks on 4th St, west to Grand Ave.
4	Eby Creek (CIP Project)	**Int:** 2, 6, 9 **Corr:** 8, 15	Grand Ave	I-70 Interchange	Installation of RRFBs as needed on the roundabout multi-lane egresses to improve intersection multi-modal safety. Future capacity concerns at this corridor location, as detailed in Alternatives 5, 6, and 7 Build scenarios, may warrant future analysis of existing interchange configuration to address future capacity concerns. Addition of alternative routes (i.e., future I-70 interchanges east and/or west of Eagle) would also improve capacity concerns along this corridor. Repair and/or reconstruct curb and gutters as needed (existing CIP project).
5	Brush Creek Rd. Ext. (CIP Project)	NA	Capitol St	Grand Ave	Construct Collector Roadway. Construct parallel Multiuse Trail on north side of Brush Creek Road Ext. alignment.
6	Grand Ave - Segment 1	**Int:** 8, 11 **Corr:** 1, 3 **Ped/Bike:** 14, 18, 20, 21, 22	Eby Creek	5th St	Reconstruct as four lane divided arterial roadway. Construct RAB at Broadway and Grand Avenue. Restrict 2nd St access to minor approaches to eliminate left turn movements from 2nd St. onto Grand Avenue, and from Grand Avenue onto 2nd St. e.g., close Grand Ave./2nd St intersection access (or) restrict turning movements to Right-In-Right-Out (RIRO) only. Construct separated pedestrian and bicycle multi-use trail facility on east side of Grand Avenue corridor to improve safety and ped/bike system connectivity.
7	Grand Ave - Segment 2	**Int:** 1, 3, 4, 5, 7, 10, 12 **Corr:** 6, 7, 11, 12, 16, 18 **Ped/Bike:** 3, 17	5th St	Sylvan Lake Rd	Reconstruct as four lane divided arterial roadway. Construct RABs at 5th St and Brush Creek Rd Extension. Addition of Separated Pedestrian and Bike Multiuse Trail on east side of Grand Avenue corridor to improve safety and system connectivity. Construct separated pedestrian and bicycle multi-use trail facility on east side of Grand Avenue corridor to improve safety and ped/bike system connectivity.
8	Walk Audit Trail - Segment 1 (Church St and Whiting Rd)	**Ped/Bike:** 29, 30, 37, 38	Church St (6th St to 5th St)	Whiting Rd (5th St to 3rd St)	Construct new Multiuse Trail “walk audit" connection to improve ped/bike safety and system connectivity between downtown commercial hub and Eagle Valley Elementary and Middle school campuses.

PROJECT MAP ID#	PROJECT	NEEDS MAP ID# (RANK)	TERMINI	TERMINI	PROJECT RECOMMENDATION
9	Walk Audit Trail - Segment 2 (Wall St and 6th St)	**Ped/Bike:** 33, 34, 35, 36, 39	7th St to 6th St	6th St to Church St	Construct new Multiuse Trail "walk audit" connection to improve ped/bike safety and system connectivity between downtown commercial hub and Eagle Valley Elementary and Middle school campuses.
10	Sylvan Lake - Segment 1	**Int:** 14, 16, 17 **Corr:** 13 **Ped/Bike:** 8, 9	Gamble St	Eagle Ranch Rd	Construct new two stage (north/south) crossings with Rectangular Rapid Flashing Beacons (RRFBs); (1) on the west side of the Sylvan Lake/Gamble intersection by restricting the east-bound-left (EBL) movement from Sylvan Lake to Gamble which will reroute those movements to Pearch St or Capitol St; (2) on the east side of Sylvan Lake/Capitol St intersection. Install additional RRFB at the existing Sylvan Lake/Eagle Ranch Rd crossing. Sight distances to be maintained by trimming foliage within the sight triangles at these intersections. Construct new sidewalk segment on south side of Sylvan Lake Rd between Gamble and Capitol, and on north side of Sylvan Lake Rd between Capitol and MacDonald St to close ped/bike network gaps and improve safe school route connectivity and ped/bike user safety. Add crossing markings at these intersections where worn or absent.
11	Sylvan Lake - Segment 2	**Corr:** 4, 5	Grand Ave	Gamble St	To address future long-term capacity concerns and use of Sylvan Lake Rd as an emergency route, construct additional Sylvan Lake Rd northbound lane. Provide a trail connection between residences (mobile home park) on the west side of Sylvan Lake and connecting trails found east of Sylvan Lake. Where feasible, consolidate new crossing with existing crossing to the south, to reduce access points/crossing redundancy, and add ped/bike x-ing painted roadway markings and signage as needed.
12	Brush Creek Rd. (East Segment)	**Corr:** 10	Brush Creek Terrace	Tanager Cir.	Maintenance to existing ped/bike intersection crossing markings along this corridor/segment of Brush Creek Rd. Install RRFB at intersection of Tanager Circle to mitigate known speeding issues and preventative measure against future vehicle/ped/bike conflicts for traffic volumes entering/exiting Mountain Recreation center.

PROJECT MAP ID#	PROJECT	NEEDS MAP ID# (RANK)	TERMINI	TERMINI	PROJECT RECOMMENDATION
13	Brush Creek Rd/Mountain Recreation	**Int:** 13 **Ped/Bike:** 24, 27, 28	Bull Pasture Rd	Field St	At the Mountain Recreation center, construct three new Multiuse Trail connections in open space east of Brush Creek Rd to improve ped/bike safety and system connectivity. Install RRFB at Brush Creek Rd/Bull Pasture Rd trail/sidewalk crossings and add/update on-street ped/bike crossing markings at this intersection. Add RRFB at intersection of Brush Creek Rd. and Field St.
14	Highway 6	**Int:** 15 **Corr:** 2	Eby Creek	Nogal Rd	Change intersection control type to continuous green T to improve EBL from Nogal onto Grand Ave. To address future road capacity concerns on US 6, reconstruct existing 2-lane undivided roadway to 4-lane divided roadway.
15	Chambers Ave	**Corr:** 14, 17 **Ped/Bike:** 6, 11	Eby Creek	Dead End	Construct new sidewalk connections and improve wayfinding signage along Chambers from Eby Creek to Loren Ln to improve ped/bike safety and system connectivity through this busy commercial area. Add RRFB, raised crossings, and/or cross walk markings at high usage areas such as the Post Office.
16	2nd St	**Corr:** 20 **Ped/Bike:** 1, 4	Capitol St	Church St	Construct new sidewalk where missing on north and south sides of 2nd St to close ped/bike network gaps / improve system connectivity and ped/bike user safety.
17	5th St	**Ped/Bike:** 13, 26	Grand Ave	Washington St	Construct new sidewalk connection on south side of 5th St from Grand Ave to Washington St to complete ped/bike safety and system connectivity through the downtown economic hub to Eagle Town Park and Eagle County Government Center. Add raised crossings and/or cross walk markings at McIntire St and Washington St.
18	Wall St	**Ped/Bike:** 19, 23	3rd St	5th St	Construct new sidewalk connection on east and west side of Wall St. (where missing) to improve ped/bike safety and system connectivity through the downtown economic hub. Add raised crossings and/or cross walk markings at 3rd, 4th, and 5th St intersections.
19	Market St	**Corr:** 23 **Ped/Bike:** 31	Eby Creek	East to City Market Access	Construct new sidewalk segment to close gap/complete connections to improve ped/bike safety and system connectivity for access to Town Market and commercial areas at crossing to City Market. Add RRFB and cross walk markings.

PROJECT MAP ID#	PROJECT	NEEDS MAP ID# (RANK)	TERMINI	TERMINI	PROJECT RECOMMENDATION
20	MacDonald St	**Ped/Bike:** 32	Sylvan Lake Rd	Founders Ave	Construct minor new sidewalk segment on west side of MacDonald St on approach to Sylvan Lake Rd to close existing sidewalk gap and improve network and safe school route connectivity and ped/bike user safety.
21	Capitol St - Segment 2	**Int:** 20 **Corr:** 21, 22	6th St	Founders Ave	Improve signage and add raised crosswalks for trail crossings on approach to Capitol St/Brush Creek Rd intersection. Consider addition of an asphalt widened road shoulder and/or curb and gutter construction from 7th St. to just north of Founders Ave. At approximately 160 feet north of Founders Ave, where the west-side sidewalk along Capitol St transitions to shared use asphalt trail, add a marked or raised crosswalk with signage for safe access to existing sidewalk termini on the east-side sidewalk along Capitol St.
22	Brush Creek Terrace	**Int:** 21, 23	Brush Creek Rd	Golden Eagle	Add an ADA ramp on east side of Brush Creek Terrace with a crosswalk at Golden Eagle. Add trail spur/connection between 510 Brush Creek Terrace residential complex (west side of Brush Creek Terrace roadway) and the existing trail network.
23	Polar Star Drive	**Int:** 24	Polar Star Dr	Mill Rd	Various bike users utilize unsanctioned trails that terminate on the southern side of Polar Star Dr near its intersection with Mill Rd, and cross at this point to access sidewalks along the North side of Mill Rd. Potentially add ped/bike crossing signage near the unsanctioned trail termini (at Mill Rd/Polar Star Dr. intersection) and/or add pavement width or increase gravel shoulder width to the south side of Polar Star Dr to provide refuge from the roadway for these ped/bike trail users.
24	Transit: City Market	**Transit**	City Market	City Market	Addition of new Core Transit Stop and ped/bike facility at City Market location if local circulator route is approved .

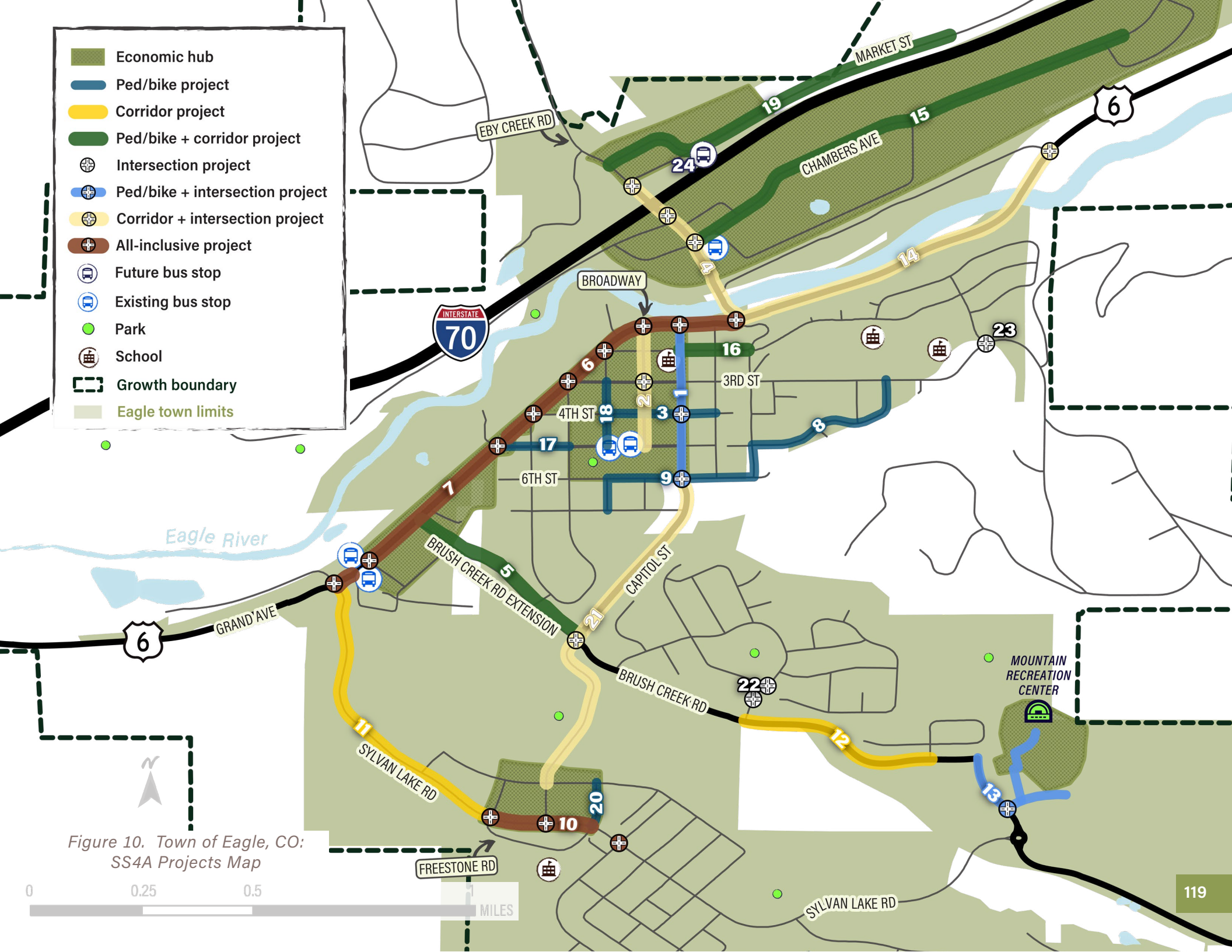


Figure 10. Town of Eagle, CO: SS4A Projects Map

PROJECT IDENTIFICATION APPENDIX

Endnotes

1 Core Transit 10-Year Transit Development & Capital Plan

ORDINANCE NO. 16
(Series of 2014)

AN ORDINANCE OF THE TOWN OF EAGLE, COLORADO AMENDING TITLE 11 OF THE EAGLE MUNICIPAL CODE OT INCLUDE A NEW CHAPTER 11.09 CONCERNING THE USE OF OFF HIGHWAY VEHICLES ON TOWN STREETS.

Section 1. That Title 11 of the Eagle Municipal Code, concerning vehicles and traffic, is hereby amended to include a new Chapter 11.09 to read as follows:

Chapter 11.09

OFF-HIGHWAY VEHICLES

Sections:

11.09.010 Definitions. As used in this Chapter, unless the context otherwise requires, the following terms shall have the meanings hereinafter designated unless such meaning is excluded by an express provision:

A. "Off-highway vehicle" shall mean any self-propelled vehicle which is designed to travel on wheels in contact with the ground, which is designed primarily for use off of the public highways, and which is generally and commonly used to transport persons for recreational purposes, as further defined in Article 14.5 of Title 33, C.R.S.

B. "Off-highway vehicle route" means any road, trail, or other public way owned or managed by the Town of Eagle and designated for off-highway vehicle travel.

11.09.020 Off-highway Vehicle Routes Designated. In accordance with Section 33-14.5-108, C.R.S., all Town streets, roads, and alleys except any street or road which is part of the State highway system, within the Town of Eagle are hereby designated as limited off-highway vehicle routes. Off-highway vehicles shall be permitted on such routes for the limited purpose of traveling to or from the owner's or operator's residence or place of storage directly to or from a recreational site that allows the use of such vehicles.

11.09.030 Regulations Concerning the Operation of Off-Highway Vehicles Within the Town. No off-highway vehicle shall be operated on the public streets, roads, and alleys within the Town except in accordance with the following:

A. Every off-highway vehicle operated on the Town's streets, roads and alleys shall be currently registered with the Colorado Division of Parks and Wildlife.

B. No owner of an off-highway vehicle shall operate such vehicle, or permit it to be operated, on the Town's streets, roads and alleys when the owner has failed to have an insurance policy complying with the requirements for motor vehicles or a certificate of self-insurance, in full force and effect. When an accident occurs, or when requested to do so following any lawful traffic contact, or during an investigation by a peace officer, no owner or operator of an off-highway vehicle shall fail to present to the requesting officer immediate evidence of a complying policy or certificate of self-insurance in full force and effect as required by law.

C. No person shall operate an off-highway vehicle at a speed greater than is reasonable and prudent under the conditions then existing, and in no event greater than fifteen miles per hour (15 mph).

D. Any person who drives an off-highway vehicle in such a manner as to indicate either a wanton or willful disregard for the safety of persons or property shall be deemed guilty of reckless operation of an off-highway vehicle.

E. Any person who operates an off-highway vehicle in a careless and imprudent manner, without due regard for the width, grade, curves, corners, traffic, pedestrians and use of the streets, and all other attendant circumstances, shall be deemed guilty of careless operation of an off-highway vehicle.

F. A person operating an off-highway vehicle on any street or alley shall observe all official traffic control devices, including signs and signals, as set forth in the Model Traffic Code for Colorado Municipalities, as adopted by reference by the Town of Eagle, and shall further operate such off-highway vehicle in the manner required for vehicles under the Model Traffic Code for Colorado Municipalities, as adopted by reference by the Town of Eagle, except as otherwise provided in this Chapter.

G. No off-highway vehicle shall be operated on any public street, road, or alley between the hours of sunset and sunrise unless such off-highway vehicle is equipped with at least one lighted headlamp and one lighted tail lamp, each having the minimum candle power prescribed by the regulations of the State of Colorado.

H. No off-highway vehicle shall be operated on any public street, road, or alley unless such off-highway vehicle is equipped with brakes and a muffler and spark arrester which conform to the standards prescribed by the regulations of the State of Colorado.

I. No person, shall operate an off- highway vehicle within the Town unless such person has a current valid driver's license and is at least sixteen (16) years of age.

J. Any operator of an off-highway vehicle on Town streets and alleys that is under the age of eighteen (18) years shall wear a safety helmet. In the case of "dune buggies", any person under the age of sixteen (16) years shall have the proper safety restraints as required by Section 42-4- 237, C.R.S., while such vehicle is operated on Town streets and alleys.

K. An off-highway vehicle operated within the Town shall not carry more people than such vehicle is designed to carry.

L. An off-highway vehicle operated on Town streets and alleys shall not tow objects or people behind such vehicle.

M. No off-highway vehicle shall be operated on sidewalks within the Town.

N. Operators of off-highway vehicles on Town streets and alleys shall use proper hand signals to warn other drivers of their intentions such as to turn or stop.

O. All operators of off-highway vehicles within the Town shall wear proper eye protection.

11.09.040. Penalties.

It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Chapter. Any person who violates any of the provisions of Section 11.09.020 and subsection (A), (B) and (D) of Section 11.09.030 commits a Class B municipal offense. Any person who violates any other provision of this Chapter, not resulting in appreciable damage to the property of another or any injury or death to any person, commits a non-criminal

municipal offense. Any violation of this Chapter which does result in appreciable damage to the property of another or an injury or death to any person shall be deemed a Class B municipal offense. The municipal judge is hereby authorized to promulgate a penalty assessment schedule for violations of this Chapter in accordance with Rule 210(b)(5) of the Colorado Municipal Court Rules of Procedure.

Section 2. Any ordinance or part thereof in conflict with this ordinance is hereby repealed.

INTRODUCED, READ, PASSED, ADOPTED, AND ORDERED PUBLISHED at a regular meeting of the Board of Trustees of the Town of Eagle, Colorado, held on May 13, 2014.

TOWN OF EAGLE, COLORADO

By: _____
Yuri Kostick, Mayor

ATTEST:

_____
Sarah Braucht, Town Clerk

Publication Date:

May 22, 2014

Trustee McKibbin introduced, read and moved the adoption of the ordinance titled,

AN ORDINANCE OF THE TOWN OF EAGLE, COLORADO AMENDING TITLE 11 OF THE EAGLE MUNICIPAL CODE OT INCLUDE A NEW CHAPTER 11.09 CONCERNING THE USE OF OFF HIGHWAY VEHICLES ON TOWN STREETS.

and upon adoption that it be published pursuant to law and recorded in the Book of Ordinances.

Trustee Kostick seconded the motion. On roll call, the following Trustees voted "Aye":

McKibbin, Kostick, _____

Jessen, Benitez, _____

Seabury, Resa, _____

_____.

Trustees voted "Nay":

_____, _____, _____

_____.

Absent: Knabel

PROOF OF PUBLICATION

STATE OF COLORADO)
)
COUNTY OF EAGLE)

I, Jenny Rakow, Town Clerk for the Town of Eagle, do solemnly swear and affirm that I published in full a true and correct copy of ORDINANCE 02, SERIES 2024 "AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO, AMENDING TITLE 11 OF THE EAGLE MUNICIPAL CODE BY THE ADDITION OF A NEW CHAPTER 11.13, TO REGULATE ELECTRIC ASSISTED BICYCLES " on the Town of Eagle's web site, www.townofeagle.org, on the 13th day of March 2024.

Witness my hand and seal this 13th day of March 2024.

Jenny RakowTown
Clerk

OFFICIAL TOWN OF EAGLE Est. 1905 SEAL

Ordinance Effective Date:

March 24, 2024

TOWN OF EAGLE, COLORADO
ORDINANCE NO. 02
(Series of 2024)

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO, AMENDING TITLE 11 OF THE EAGLE MUNICIPAL CODE BY THE ADDITION OF A NEW CHAPTER 11.13, TO REGULATE ELECTRIC ASSISTED BICYCLES

WHEREAS, the Town Council wishes to amend the Eagle Municipal Code by adding a new Chapter 11.13, establishing regulations for the operation of electric assisted bicycles.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO AS FOLLOWS:

Section 1. The Eagle Municipal Code is hereby amended by the addition of a new Chapter 11.13, to read as follows:

CHAPTER 11.13. – ELECTRIC ASSISTED BICYCLES.

Section 11.13.010. – Definitions.

For purposes of this Chapter, the following terms shall have the following meanings:

Electric assisted bicycle means a bicycle with fully operable pedals and an electric motor that conforms to one of the classes as follows:

1. *Class 1 Electric Assisted Bicycle* means an electrical assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and has a maximum speed of twenty (20) miles per hour.

2. *Class 2 Electric Assisted Bicycle* means an electrical assisted bicycle equipped with a motor that can provide assistance regardless of whether the rider is pedaling and provides less than seven hundred and fifty (750) watts of power.

3. *Class 3 Electric Assisted Bicycle* means an electrical assisted bicycle equipped with a motor capable of providing more than seven hundred and fifty (750) watts of power or capable of speeds in excess of twenty (20) miles per hour.

Operator means an individual who is in actual physical control of an electric assisted bicycle.

Section 11.13.020. – Safety and speed.

A. The speed limit for all electric assisted bicycles is fifteen (15) miles per hour in all areas of Town when operated on a designated bike path, sidewalk, or non-motorized trail. Any electric assisted bicycle operated on the roadway must abide

by the posted speed limit and be operated in compliance with the Model Traffic Code, as adopted by the Town.

B. Helmets shall be worn for all operators, riders, and passengers of all classes of electric assisted bicycles under the age of eighteen (18).

C. An operator shall come to a complete stop at all intersections and stop at all crosswalks with pedestrians present, before proceeding.

D. An operator shall not use a mobile phone while operating an electric assisted bicycle, unless they are utilizing hands free methods.

E. An operator shall not allow more passengers on an electric assisted bicycle than the electric assisted bicycle is originally designed and built for. This shall not prevent the use of aftermarket products, such as child carriers.

F. All electric assisted bicycles shall be equipped with a permanently affixed headlight and taillight if used between dusk and dawn. Headlights and taillights shall be visible from at least two hundred (200) feet and shall be activated when electric assisted bicycles are operated between thirty (30) minutes before sunset and thirty (30) minutes after sunrise. Handheld lights and rider-worn lights are not acceptable substitutes.

G. Operators shall at all times yield the right-of-way to pedestrians, equestrians, bicycles, wildlife, and all uphill traffic. Pedestrians have the primary right-of-way.

Section 11.13.030. – Locations for operation.

A. Electric assisted bicycles may be used on designated bike paths, sidewalks, and non-motorized trails or operated on roadways in compliance with the Model Traffic Code, as adopted by the Town.

B. Electric assisted bicycles are prohibited on all-natural surface (dirt, gravel, grass) trails, other than Second Gulch Trail.

C. Electric assisted bicycles are prohibited at the BMX bike park.

D. Electric assisted bicycles shall be operated on the right-hand side of all sidewalks, bike paths, and non-motorized paths, except where the sidewalk or path width is less than thirty-six (36) inches wide.

E. An operator shall dismount from their electric assisted bicycle on the sidewalks in the following areas:

1. Downtown Broadway: Broadway Street between Grand Avenue and 5th Street, half a block (to alleyway) in each direction from Broadway Street on cross streets and sidewalks only. The dismount zone does not include the street surface.

2. Downtown Eagle Ranch: Capitol Street between 1000 Capitol Street and Sylvan Lake Road, and two hundred (200) feet each direction along Founders Avenue, from the intersection of Founders Avenue and Capitol Street on sidewalks only. The dismount zone does not include the street surface.

F. Parks, streets, or other public spaces that are hosting special events shall be closed to electrical assisted bicycle usage beginning fifteen (15) minutes prior to the designated special event start time, as designated on the special event permit, and shall remain closed until fifteen (15) minutes after the end time of the special event, as designated on the special event permit, unless such special event is specifically for the use and primary purpose of electric assisted bicycle education, training, or competitions.

G. The Chief of Police or designee may, with or without notice, temporarily close any public space, park, or other public property to the use of electric assisted bicycles when in the interest of public safety, or due to an emergency incident.

Section 11.13.040. – Violation and penalty.

It is unlawful to violate any provision of this Chapter. Violations of this Chapter shall be punished as provided in Chapter 1.12 of this Code.

Section 2. Severability. If any article, section, paragraph, sentence, clause, or phrase of this Ordinance is held to be unconstitutional or invalid for any reason, such decision shall not affect the validity or constitutionality of the remaining portions of this Ordinance. The Town Council hereby declares that it would have passed this Ordinance and each part or parts hereof irrespective of the fact that any one, or part, or parts be declared unconstitutional or invalid.

Section 3. Safety. This Ordinance is deemed necessary for the protection of the public health, safety and welfare.

INTRODUCED, READ, PASSED, ADOPTED AND ORDERED PUBLISHED ON MARCH 12, 2024.

TOWN OF EAGLE, COLORADO

Scott Turnipseed, Mayor

ATTEST:

Jenny Rakow, Town Clerk

OFFICIAL SEAL

Preliminary Project Identification Methodology

Methodology and Assumptions

The first step in project identification was to utilize GIS to input key existing and future conditions inputs at both the intersection and corridor levels of analysis. Corresponding tabular data from GIS was output to accompany the system gaps and preliminary project identification and prioritization process.

Conditions inputs for intersections (40 total), and corridors (92 total road segments/corridors) included the following:

- Forecasted Intersection Level of Service (LOS); **For intersections only*
- Crashes; broken out by Fatal/Serious, Minor, and PDO
- Public Comments
- Pavement Condition Index; **For corridors only*
- Forecasted Volume to Capacity ratio (V/C) - Future ADT; **For Corridors only*

Pedestrian and Bicycle Network Gaps / Proposed future sidewalk and trail connections inputs were inventoried separately from Intersections and Corridors with their own set of ranking and scoring criteria, detailed in the pages that follow.

The GIS spatial analysis process provided location-based preliminary project identifications indicating where conditions inputs show concentrations/densities of transportation network operational deficiencies (LOS and V/C), safety issues (Crashes), and/or network gaps (pedestrian/bike network). The spatial analysis also documented where overlap exists for noted system deficiencies between intersections and corridors.

This spatial analysis, along with scoring and weighting of the conditions inputs provided a preview of the overall transportation and safety-based issues present at a given study location and provides the rationale for preliminary project identifications and prioritization.

Preliminary Scoring Assignment and Ranking Methods

Using a scoring range from 0-5 for each of the existing conditions inputs (with the exception of Pedestrian and Bicycle Gaps scoring which differed slightly), the following scoring (and weighting) was set for individual existing condition inputs and assigned categorically as follows:

Crashes - Baseline Scoring

- 5 - Fatal/serious injury
- 3 – Minor injury
- 1 – Property Damage Only (PDO)

Crashes - Augmented Scoring

With the crash data, to achieve a more granular Crash scoring system, crash data scoring was augmented as follows:

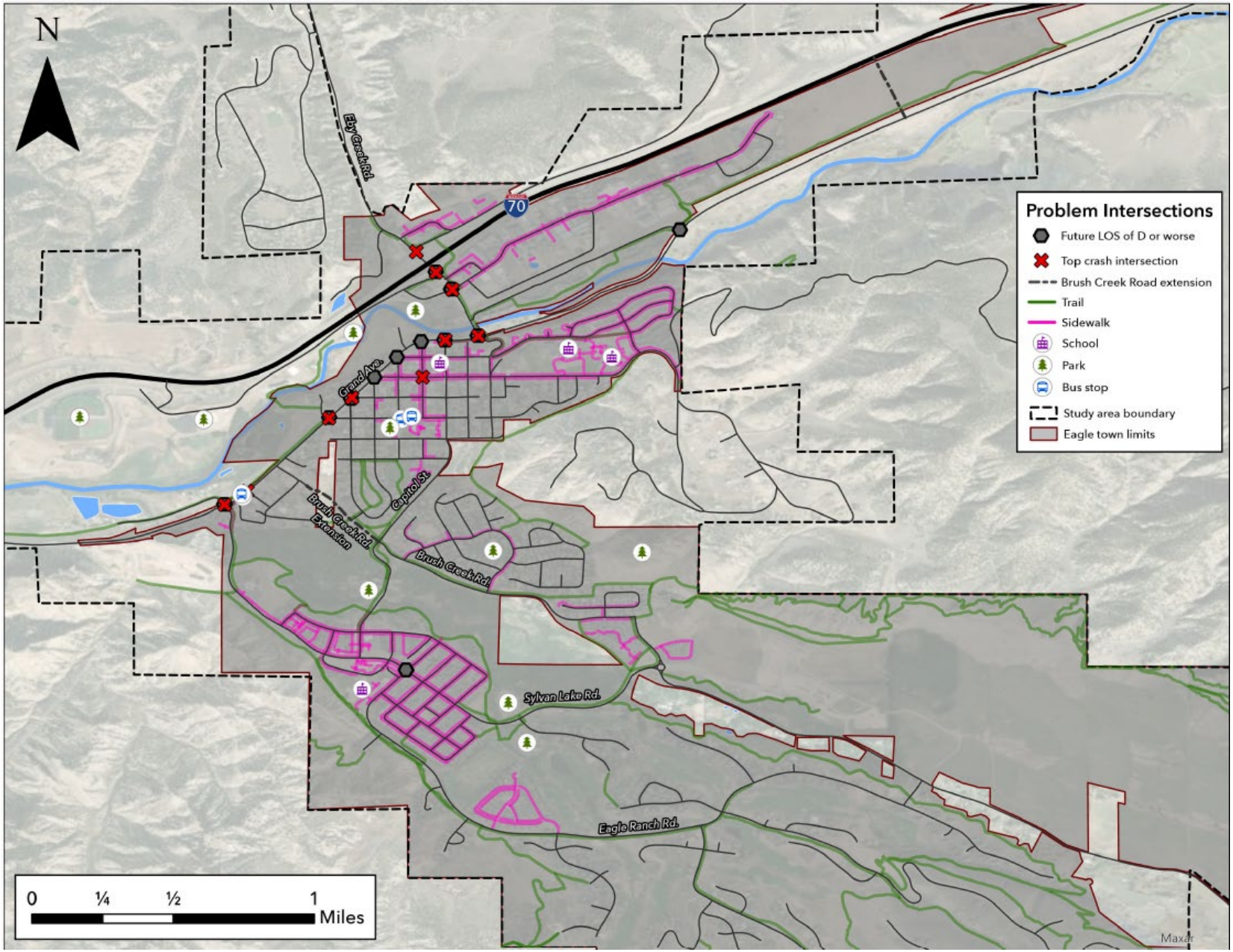
- Any incapacitating injury crash: automatic **5**.
- If the most serious crash at a location was a minor injury crash, the score ranged from just above **2.5** to **4** via the following formula: *2.5 + 1.5 * ([minor injury crashes at location] / [max number of minor injury crashes at any location])*. The maximum was considered separately for intersections and corridors.
    - Example A: At Grand Avenue & Capitol Street, "minor injury" is the most serious severity and there were four of them. The most minor injury crashes at any *intersection* were nine (Grand Avenue & Eby Creek Road), so the formula spits out *2.5 + 1.5 * (4 / 9) = 3.17*.
- If the most serious crash at a location was a PDO crash, the score ranged from just above **1** to **2.5** via the following formula: *1 + 1.5 * ([PDO crashes at location] / [max number of PDO crashes at any location])*. The maximum was considered separately for intersections and corridors.
    - Example B: On Eby Creek Road between Grand Avenue and Chambers Avenue, "PDO" is the most serious severity and there were eight of them. The most PDO crashes along any *corridor* was 19 (Grand Avenue between Castle Drive and 5th Street), so the formula spits out *1 + 1.5 * (8 / 19) = 1.63*.
- If there were no crashes at a location, it was assigned a score of **0**.

LOS

*Note: for a given intersection, the lower of the two LOS ratings between the AM peak and PM peak was used.

- 5 – LOS F
- 4 – LOS E
- 3 – LOS D
- 2 – LOS C
- 1 – LOS A and B (or unknown)

Figure A-1 - Problem Intersections Spatial Analysis



Public Comments

- 5 – More than 10 Comments
- 4 – 5 to 9 Comments
- 3 – 3 to 4 Comments
- 2 – 2 Comments
- 1 – 1 Comment
- 0 – No Comment

PCI

- 5 – Poor or Very Poor (<40)
- 4 – Marginal (40-49)
- 3 – Fair (50-59)
- 2 – Good (60-69)
- 1 – Very Good (70-84)
- 0 – Excellent (85-100)

Volume to Capacity Ratio (V/C) = Future ADT / Capacity Thresholds

To appropriately score V/C ratios, KLJ utilized data from generalized average two-way daily traffic lower limit thresholds by level of service (see Table 1 on the following page). The data shown in Table 1 is typical and used for varying roadway types and the typical capacity (Vehicles Per Day [VPD]) of each roadway. Using these values assisted with calculating the V/C ratio for each roadway based on the geometry and intended use/functional classification of Town of Eagle study area roadways.

- KLJ used capacity values from Table 1 for each roadway using the following rationale:
    - I-70 is considered a 4 lane Interstate Freeway (Rural) – 67,100
    - Ramps can be considered ¼ of the Freeway value – 16,775
    - Although Functional Classification Map shows Highway 6 and Eby Creek as Major Collectors, for this exercise, we used the capacity for an undivided arterial (Rural) road, based on the use – 15,400
    - Chambers Ave. and Sylvan Lake Rd. between Pearch St. and Hockett St. are Divided Collectors/Local Streets (Rural) 2 Lane – 12,700
    - To be conservative since some roadways should be considered rural and others are urban, we used Un-Divided collectors/Local Streets (Rural) 2 Lane for the remaining roadways – 12,200

KLJ did not use any scoring/weight to V/Cs below 0.6 as there is little to no impact on operations within this range. To calculate these values, we assigned a corresponding "Facility Type" (i.e., Un-Divided Arterials Rural, Local Streets Rural, etc.) to each of the roadways. The ADT values shown in Table 1, are based on the Highway Capacity Manual (HCM) 6th Edition.

Table A-1 - Average two-way daily traffic lower limit thresholds

Facility Type	# of Lanes	B	C	D	E (Capacity)
Interstate Freeways & Expressways (Urban)	6	63,500	87,500	106,600	121,000
	4	42,300	58,300	71,100	80,700
Interstate Freeway & Expressways (Developing)	6	62,100	85,600	104,300	118,400
	4	41,400	57,000	69,500	78,900
Interstate Freeway & Expressways (Rural)	6	52,800	72,800	88,700	100,700
	4	35,200	48,500	59,100	67,100
Divided Arterials (Urban/Developing)	6	28,300	39,000	47,600	54,000
	4	18,800	25,900	31,500	35,800
	2	9,400	13,000	15,900	18,000
Divided Arterials (Rural)	6	25,500	35,100	42,800	48,600
	4	17,000	23,400	28,500	32,400
	2	8,500	11,700	14,300	16,200
Un-Divided Arterials (Urban/Developing)	4	17,900	24,700	30,100	34,200
	2	9,000	12,400	15,100	17,100
Un-Divided Arterials (Rural)	4	16,200	22,300	27,100	30,800
	2	8,100	11,100	13,600	15,400
Divided Collectors/Local Streets(Urban/Developing)	4	14,700	20,200	24,700	28,000
	2	7,200	10,000	12,200	13,800
Divided Collectors/Local Streets(Rural)	4	13,400	18,400	22,500	25,500
	2	6,700	9,200	11,200	12,700
Un-Divided Collectors/Local Streets(Urban/Developing)	4	13,800	19,000	23,200	26,300
	2	7,000	9,600	11,700	13,300
Un-Divided Collectors/Local Streets(Rural)	4	12,700	17,600	21,400	24,300
	2	6,400	8,800	10,700	12,200
V/C Ratio		0.52	0.72	0.88	1.00

Based on this approach to calculating V/C ratios, KLJ applied the following scoring/ranking:

V/C

- 5 – 1.0 or greater
- 4 – 0.9 to 1.0
- 3 – 0.8 to 0.9
- 2 – 0.75 to 0.8
- 1 – 0.6 to 0.75
- 0 – 0 to 0.5

Pedestrian and Bicycle System Gaps

- 5 – Condition Met
- 0 – Condition Not Met

Raw Scoring

Based on the established scoring criteria previously detailed, the individual existing condition inputs were given a raw total score for each preliminary project identification location for intersections, corridors, and pedestrian/bicycle segment gaps. Refer to the following tables.

Table A-2 – Raw Scoring Intersection Example: Grand Avenue & Eby Creek Rd

Intersection Conditions Inputs			Raw Total
Crashes	LOS	Public Comment	
4.00	5.00	4.00	13.00

Table A-3 - Corridor Example: Grand Avenue – Castle Drive to 5th St.

Corridor Conditions Inputs				Raw Total
Crashes	V/C	PCI	Public Comment	
4.00	5.00	0.00	3.00	12.00

Table A-4 - Pedestrian and Bicycle Gap Example: Grand Avenue – Castle Drive to 5th St.

Pedestrian and Bicycle Gaps Conditions Inputs								Raw Total
Crash	PCI	LOS	Transit	School	Park	Economic Hub	Public Comment	
5	0	5	0	5	5	5	5	30

Weighted Scoring

Once raw scores were tallied for each condition input's preliminary project location, weighting was applied to each input to provide a weighted total score for each intersection or corridor, and pedestrian/bicycle sidewalk and trail system gaps, as follows:

Table A-5 – Weighting: Intersections and Corridors

Intersections and Corridors Weighting	
Input	Weight
Crash	1.00
V/C	1.00
LOS	1.00
Public Comment	0.67
PCI	0.5

Table A-6 – Weighting: Pedestrian and Bicycle Gaps

Pedestrian and Bicycle Gaps Weighting	
Input	Weight
Crash	100
School	90
Park	75
Transit	70
Public Comment	67
Econ	60
LOS	30
PCI	15

Finally, the weighted scoring scale was applied to each individual intersection, corridor, and ped/bike segment gap to provide a final weighted score, to assist with project prioritization, based on the existing conditions inputs and their respective scoring criteria, as follows.

Table A-7 – Weighted Scoring Intersection Example: Grand Avenue & Eby Creek Rd

Scoring				
Crashes	LOS	Comment	Raw Total	Weighted Total
4.00	5.00	4.00	13.00	11.67

Table A-8 - Weighted Scoring Corridor Example: Grand Avenue – Castle Drive to 5th St.

Scoring					
Crashes	V/C	PCI	Comment	Raw total	Weighted Total
4.00	5.00	0.00	3.00	12.00	11.00

Table A-9 – Weighted Scoring Pedestrian / Bike Network Example: 2nd St. – Capitol St. to Howard St.

Crash		PCI	LOS	Transit	School	Park	Econ	Public Comment	Raw Total	Weighted Total
5		0	5	0	5	5	5	5	30	2110

The full, final scoring tabular data for intersections, corridors, and ped/bike segment gaps, is provided below.

Intersections: Scoring/Ranking

Table A-10 – Intersections Preliminary Project Weighted Scoring / Ranking Results

Gaps Analysis and Project Ranking Rubric (Intersections)			EXISTING CONDITIONS DATA INPUTS								Scoring			
			2045 Forecasted Level of Service (LOS)		Crashes	Crash Type - Counts by Intersection			Public Comments					
New "Preliminary Project Identification" Map ID #	Intersection	Intersection Control type	2045 Alt 1 AM LOS	2045 Alt 1 PM LOS	Total Crashes by Intersection	Fatal / Serious	Minor	PDO	Total Public Comments by Intersection	Public Comment Description	Crashes	LOS	Public Comment	WEIGHTED TOTAL
1	Grand Ave & Eby Creek Rd	Round about	F	F	66	0	9	57	6	Some commenters want a RRFB on the east side of the roundabout; others are concerned that e-bikes are going too fast here	4.00	5.00	4.00	11.67
2	Eby Creek Rd & Chambers Ave	Round about	F	F	83	0	7	76	2	Both comments believe this intersection to be unsafe for pedestrians.	3.67	5.00	2.00	10.00
3	Grand Ave & 5th St	Two-way stop	F	F	28	0	5	23	1	Comment notes that the south side of Highway 6 is not good for bicycles or pedestrians.	3.33	5.00	1.00	9.00
4	Grand Ave & Capitol St	Two-way stop	F	F	26	0	4	22	1	Comment calls for a crosswalk across Capitol St Street.	3.17	5.00	1.00	8.83
5	Grand Ave & 2nd St	Two-way stop	F	F	5	0	1	4	1	Comment calls for this intersection to be redesigned, possibly as a roundabout.	2.67	5.00	1.00	8.33
6	Eby Creek Rd & I-70 WB Ramps	Round about	A	F	30	0	3	27	0		3.00	5.00	0.00	8.00
7	Grand Ave &	Two-	F	F	12	0	3	12	0		3.00	5.00	0.00	8.00

Gaps Analysis and Project Ranking Rubric (Intersections)			EXISTING CONDITIONS DATA INPUTS								Scoring			
			2045 Forecasted Level of Service (LOS)		Crashes	Crash Type - Counts by Intersection			Public Comments					
New "Preliminary Project Identification" Map ID #	Intersection	Intersection Control type	2045 Alt 1 AM LOS	2045 Alt 1 PM LOS	Total Crashes by Intersection	Fatal / Serious	Minor	PDO	Total Public Comments by Intersection	Public Comment Description	Crashes	LOS	Public Comment	WEIGHTED TOTAL
	4th St	way stop												
8	Grand Ave & Sylvan Lake Rd	Round about	E	F	39	0	3	36	0		3.00	5.00	0.00	8.00
9	Eby Creek Rd & I-70 EB Ramps	Round about	E	B	18	0	3	15	0		3.00	4.00	0.00	7.00
10	Grand Ave & Broadway	Two-way stop	F	F	6	0	0	6	1	Comment believes the sudden end of the sidewalk to be unsafe for bikers.	1.12	5.00	1.00	6.79
11	Grand Ave & King Rd	One-way stop			13	0	0	13	0		1.26	5.00	0.00	6.26
12	Grand Ave & 3rd St	Two-way stop	F	F	11	0	0	11	0		1.22	5.00	0.00	6.22
13	Brush Creek Rd & Field St	All-way stop			3	0	0	3	13	Most commenters want this intersection to regain signalization, like it had before Sylvan Lake Rd Road was relocated farther south. Commenters believe the crosswalk crossing Brush Creek Road to be unsafe.	1.06	1.00	5.00	5.39
14	Capitol St & Sylvan Lake	Two-way	B	C	3	0	1	2	1	Commenter wants to decrease the crossing distance for	2.67	2.00	1.00	5.33

Gaps Analysis and Project Ranking Rubric (Intersections)			EXISTING CONDITIONS DATA INPUTS								Scoring			
			2045 Forecasted Level of Service (LOS)		Crashes	Crash Type - Counts by Intersection			Public Comments					
New "Preliminary Project Identification" Map ID #	Intersection	Intersection Control type	2045 Alt 1 AM LOS	2045 Alt 1 PM LOS	Total Crashes by Intersection	Fatal / Serious	Minor	PDO	Total Public Comments by Intersection	Public Comment Description	Crashes	LOS	Public Comment	WEIGHTED TOTAL
	Rd	stop								pedestrians at this intersection.				
15	Grand Ave & Nogal Rd	Two-way stop	B	D	3	0	0	3	0		1.06	4.00	0.00	5.06
16	Sylvan Lake Rd & Gamble St	Two-way stop			1	0	0	1	8	Most commenters want a RRFB to ensure safety of children walking Rd to Brush Creek Elementary, which is just south of this intersection and connected to it via sidewalk.	1.02	1.00	4.00	4.69
17	Sylvan Lake Rd & Eagle Ranch Rd	Two-way stop	C	C	5	0	0	5	2	Sight distance is an issue here; one commenter wants this to be a roundabout.	1.10	2.00	2.00	4.43
18	Capitol St & 4th St	Two-way stop	A	A	3	0	0	3	3	All three comments at this intersection call for sidewalks along the entire Capitol St corridor.	1.06	1.00	3.00	4.06
19	Capitol St & 6th St	Two-way stop	B	B	3	0	0	3	4	Most commenters believe this intersection to be unsafe for pedestrians. Crosswalk improvements suggested.	1.06	1.00	3.00	4.06
20	Capitol St & Brush Creek Rd	All-way stop	B	B	5	0	0	5	2	One commenter wants bikes to slow down as they cross Brush Creek Road; the other awaits the completion of the Brush Creek Road extension.	1.10	1.00	2.00	3.43

Gaps Analysis and Project Ranking Rubric (Intersections)			EXISTING CONDITIONS DATA INPUTS								Scoring			
			2045 Forecasted Level of Service (LOS)		Crashes	Crash Type - Counts by Intersection			Public Comments					
New "Preliminary Project Identification" Map ID #	Intersection	Intersection Control type	2045 Alt 1 AM LOS	2045 Alt 1 PM LOS	Total Crashes by Intersection	Fatal / Serious	Minor	PDO	Total Public Comments by Intersection	Public Comment Description	Crashes	LOS	Public Comment	WEIGHTED TOTAL
21	Brush Creek Ter & Golden Eagle	Two-way stop			0	0	0	0	3	All three comments at this intersection call for a marked crosswalk.	0.00	1.00	3.00	3.00
22	Eagle Ranch Rd & Aidan Rd	One-way stop			0	0	0	0	2	Both commenters believe traffic on Eagle Ranch Rd Road to be moving too quickly at this intersection.	0.00	1.00	2.00	2.33
23	510 Brush Creek Ter	One-way stop			0	0	0	0	2	Both comments call for a crosswalk across Brush Creek Terrace.	0.00	1.00	2.00	2.33
24	Polar Star Rd & Mill Rd	One-way stop?			0	0	0	0	2	Both comments call for this intersection to be an all-way stop.	0.00	1.00	2.00	2.33
25	Broadway & 3rd St	Two-way stop	A	A	15	0	0	15	0		1.30	1.00	0.00	2.30

Corridors: Scoring/Ranking

Table A-11 – Corridor Preliminary Project Weighted Scoring / Ranking Results

Gaps Analysis and Project Ranking Rubric (Corridors)				CONDITIONS INPUTS								Scoring				
				Functional Classification (FC)	Pavement Condition Index (PCI)	Roadway Capacity	Future Average Daily Traffic (ADT)	Future Volume / Capacity (V/C)	Crashes	Crash Type - Counts by Intersection	Public Comments					
New "Preliminary Project Identification" Map ID #	Street	From	To	FC Type	PCI Score	Vehicles Per Day (VPD)	2045 Alt 1 ADT	2045 Alt 1 V/C Ratio	Total Crashes by Corridor	Fatal / Serious	Minor	PDO	Total Public Comments by Corridor	Crashes	V/C	PCI	Public Comment	WEIGHTED TOTAL
1	Grand Ave	Castle Dr	5th St	Major Collector	92	15400	43000	2.79	22	0	3	19	3	4.00	5.00	0.00	3.00	11.00
2	Grand Ave	Eby Creek Rd	Nogal Rd	Major Collector	???	15400	28000	1.82	6	0	1	5	1	3.00	5.00	3.00	1.00	10.17
3	Grand Ave	Capitol St	Eby Creek Rd	Major Collector	61	15400	54000	3.51	3	0	1	2	0	3.00	5.00	2.00	0.00	9.00
4	Sylvan Lake Rd	Grand Ave	Pearch St	Local	51	12200	11000	0.90	6	0	1	5	0	3.00	4.00	3.00	0.00	8.50
5	Sylvan Lake Rd	Pearch St	Gamble St	Local	35	12700	11000	0.87	1	0	1	0	0	3.00	3.00	5.00	0.00	8.50
6	Grand Ave	Sylvan Lake Rd	Prince Alley	Major Collector	47	15400	43000	2.79	0	0	0	0	1	0.00	5.00	4.00	1.00	7.67
7	Grand Ave	5th St	4th St	Major Collector	81	15400	49000	3.18	1	0	0	1	1	1.08	5.00	1.00	1.00	7.25

Gaps Analysis and Project Ranking Rubric (Corridors)

				CONDITIONS INPUTS									Scoring				
				Functional Classification (FC)	Pavement Condition Index (PCI)	Roadway Capacity	Future Average Daily Traffic (ADT)	Future Volume / Capacity (V/C)	Crashes	Crash Type - Counts by Intersection			Public Comments					
New "Preliminary Project Identification" Map ID #	Street	From	To	FC Type	PCI Score	Vehicles Per Day (VPD)	2045 Alt 1 ADT	2045 Alt 1 V/C Ratio	Total Crashes by Corridor	Fatal / Serious	Minor	PDO	Total Public Comments by Corridor	Crashes	V/C	PCI	Public Comment	WEIGHTED TOTAL
8	Eby Creek Rd	Grand Ave	Chambers Ave	Major Collector	80	15400	53000	3.44	8	0	0	8	0	1.63	5.00	1.00	0.00	7.13
9	Broadway	5th St	4th St	Minor Collector	56	12200	900	0.07	1	1	0	0	0	5.00	0.00	3.00	0.00	6.50
10	Brush Creek Rd	Brush Creek Ter	Tanager Cir	Major Collector	51	12200	6100	0.50	2	0	1	1	3	3.00	0.00	3.00	3.00	6.50
11	Grand Ave	4th St	3rd St	Major Collector	91	15400	52000	3.38	5	0	0	5	0	1.39	5.00	0.00	0.00	6.39
12	Grand Ave	3rd St	2nd St	Major Collector	97	15400	51000	3.31	0	0	0	0	1	0.00	5.00	0.00	1.00	5.67
13	Sylvan Lake Rd	Gamble St	Capitol St	Local	40	12700	11000	0.87	0	0	0	0	1	0.00	3.00	4.00	1.00	5.67
14	Chambers Ave	Sawatch Rd	Marmot Ln	Local	37	12700	???	N/A	8	0	1	7	0	3.00	0.00	5.00	0.00	5.50
15	Eby Creek Rd	Chambers Ave	I-70 EB ramps	Major Collector	78	16775	41000	2.44	0	0	0	0	0	0.00	5.00	1.00	0.00	5.50
16	Grand Ave	Broadway	Capitol St	Major Collector	78	15400	51000	3.31	0	0	0	0	0	0.00	5.00	1.00	0.00	5.50
17	Chamb	Loren	Eagle	Local	43	12700	???	N/A	16	0	1	15	0	3.00	0.00	4.00	0.00	5.00

Gaps Analysis and Project Ranking Rubric (Corridors)

				CONDITIONS INPUTS									Scoring				
				Functional Classification (FC)	Pavement Condition Index (PCI)	Roadway Capacity	Future Average Daily Traffic (ADT)	Future Volume / Capacity (V/C)	Crashes	Crash Type - Counts by Intersection			Public Comments					
New "Preliminary Project Identification" Map ID #	Street	From	To	FC Type	PCI Score	Vehicles Per Day (VPD)	2045 Alt 1 ADT	2045 Alt 1 V/C Ratio	Total Crashes by Corridor	Fatal / Serious	Minor	PDO	Total Public Comments by Corridor	Crashes	V/C	PCI	Public Comment	WEIGHTED TOTAL
	ers Ave	Ln	Park East Dr															
18	Grand Ave	2nd St	Broadway	Major Collector	92	15400	51000	3.31	0	0	0	0	0	0.00	5.00	0.00	0.00	5.00
19	Eagle Ranch Rd	Horton St	Longview Ave	Local	56	12200	???	N/A	2	0	1	1	0	3.00	0.00	3.00	0.00	4.50
20	2nd St	Howard St	Church St	Local	81	12200	1500	0.12	2	0	1	1	1	3.00	0.00	1.00	1.00	4.17
21	Capitol St	Founders Ave	Brush Creek Rd	Local	73	12200	3800	0.31	4	0	1	3	1	3.00	0.00	1.00	1.00	4.17
22	Capitol St	Brush Creek Rd	7th St	Major Collector	93	12200	6400	0.52	3	0	0	3	3	1.24	0.00	0.00	3.00	3.24
23	Market St	Eby Creek Rd	Dead end	Local	56	12200	???	N/A	9	0	0	9	0	1.71	0.00	3.00	0.00	3.21
24	Broadway	3rd St	2nd St	Minor Collector	83	12200	1400	0.11	13	0	0	13	0	2.03	0.00	1.00	0.00	2.53
25	Broadway	4th St	3rd St	Minor Collector	69	12200	1100	0.09	6	0	0	6	0	1.47	0.00	2.00	0.00	2.47

Pedestrian / Bicycle Segment Gaps: Scoring/Ranking

Table A-12 - Pedestrian / Bicycle Network: Preliminary Project Weighted Scoring / Ranking Results

Weighted Map ID	Street	From	To	Crash	PCI	LOS	Transit	School	Park	Econ	Public Comment	Raw Total	Weighted Total
1	2nd St	Capitol St	Howard St	5	0	5	0	5	5	5	5	30	2110
2	Capitol St	4th St	3rd St	5	5	0	0	5	5	5	5	30	2035
3	Grand Ave	Castle Dr	5th St	5	0	5	5	0	5	5	5	30	2010
4	2nd St	Howard St	Church St	5	0	0	0	5	5	5	5	25	1960
5	4th St	Broadway	Capitol St	0	5	0	5	5	5	5	5	30	1885
6	Chambers Ave	Eby Creek Rd	Sawatch Ct	5	5	5	0	0	5	5	5	30	1735
7	4th St	Wall St	Broadway	5	5	0	0	5	5	5	0	25	1700
8	Sylvan Lake Rd	Gamble St	Capitol St	0	5	5	0	5	5	5	5	30	1685
9	Sylvan Lake Rd	Capitol St	MacDonald St	0	5	5	0	5	5	5	5	30	1685
10	Capitol St	2nd St	Grand Ave	0	5	5	0	5	5	5	5	30	1685
11	Chambers Ave	Sawatch Ct	Loren Ln	5	5	0	0	0	5	5	5	25	1585
12	Capitol St	5th St	4th St	0	5	0	0	5	5	5	5	25	1535
13	5th St	Grand Ave	McIntire St	0	0	5	5	0	5	5	5	25	1510
14	Grand Ave	4th St	3rd St	5	0	5	0	0	5	5	0	20	1325
15	Freestone Rd	Sylvan Lake Rd	Sylvan Lake Rd	5	0	0	0	5	0	0	5	15	1285
16	Capitol St	6th St	5th St	0	5	0	0	5	5	0	5	20	1235
17	Grand Ave	Prince Alley	King Rd	0	5	5	5	0	0	5	5	25	1210
18	Grand Ave	Broadway	Capitol St	0	0	5	0	0	5	5	5	20	1160
19	Wall St	5th St	4th St	0	0	0	0	5	5	0	5	15	1160
20	Grand Ave	5th St	4th St	0	0	5	0	0	5	5	5	20	1160
21	Grand Ave	3rd St	2nd St	0	0	5	0	0	5	5	5	20	1160
22	Grand Ave	2nd St	Broadway	0	0	5	0	0	5	5	5	20	1160
23	Wall St	4th St	3rd St	0	0	0	0	5	5	5	0	15	1125
24	Brush Creek Rd	Bull Pasture Rd	Field St	0	5	0	0	0	5	5	5	20	1085

Weighted Map ID	Street	From	To	Crash	PCI	LOS	Transit	School	Park	Econ	Public Comment	Raw Total	Weighted Total
25	Eby Creek Rd	Market St	Mesa Dr	0	0	0	0	5	0	5	5	15	1085
26	5th St	McIntire St	Washington St	0	0	0	5	0	5	0	5	15	1060
27	Field St	Brush Creek Rd	Soleil Cir	0	0	0	0	0	5	5	5	15	1010
28	Trail	Field St	Ice Park	0	0	0	0	0	5	5	5	15	1010
29	Whiting Rd	Whiting Ct	Young St	5	0	0	0	5	0	0	0	10	950
30	Church St	6th St	5th St	5	0	0	0	5	0	0	0	10	950
31	Market St	Eby Creek Rd	Dead end	5	5	0	0	0	0	5	0	15	875
32	MacDonald St	Sylvan Lake Rd	Founders Ave	0	5	0	0	0	5	5	0	15	750
33	6th St	Broadway	Capitol St	0	0	0	0	0	5	0	5	10	710
34	6th St	Capitol St	Howard St	0	0	0	0	0	5	0	5	10	710
35	Wall St	7th St	6th St	0	0	0	0	0	5	0	5	10	710
36	6th St	Wall St	Broadway	0	0	0	0	0	5	0	5	10	710
37	Whiting Rd	Church St	Whiting Ct	0	0	0	0	5	0	0	0	5	450
38	Whiting Rd	Young St	3rd St	0	0	0	0	5	0	0	0	5	450
39	6th St	Howard St	Church St	0	0	0	0	0	5	0	0	5	375

Walk Audit Notes

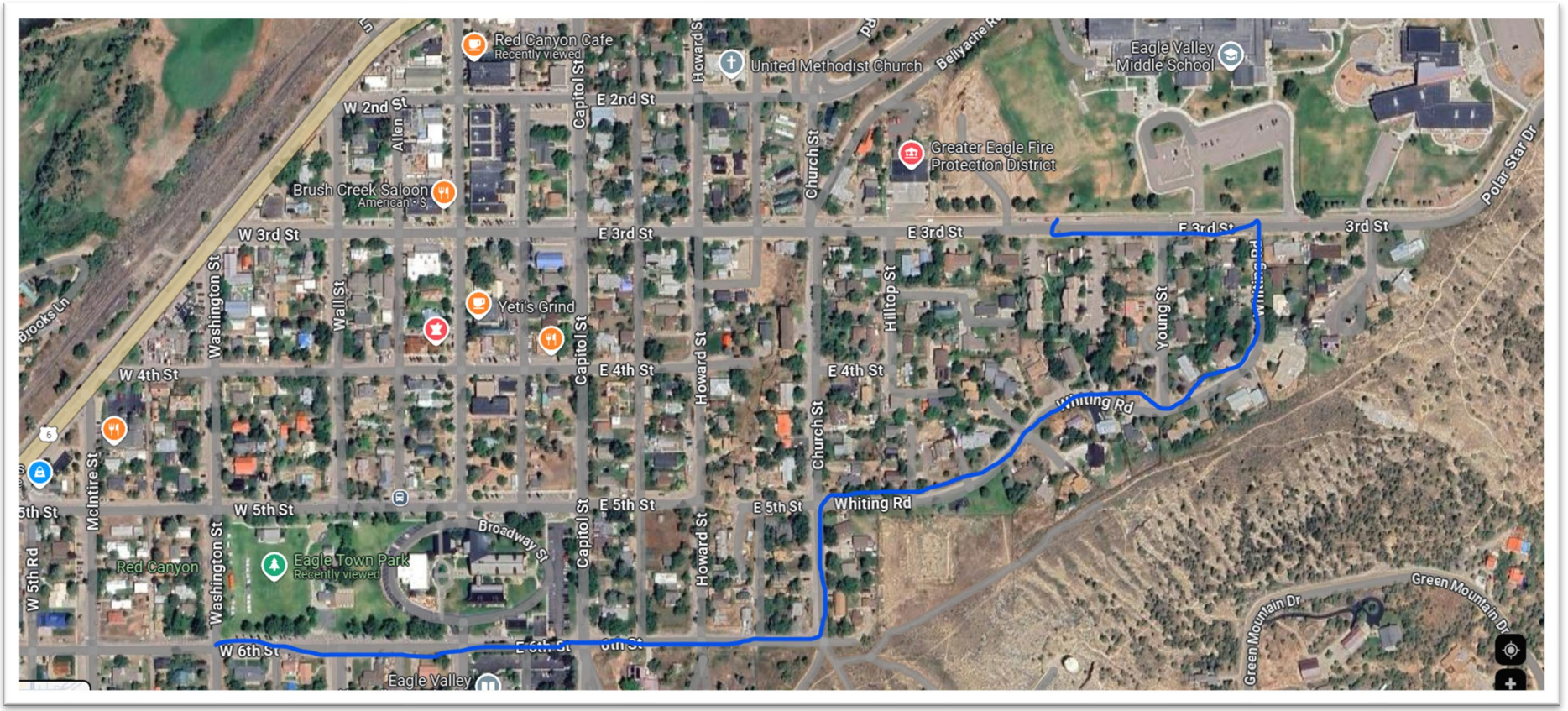
Walk Audit Notes – September 13, 2024

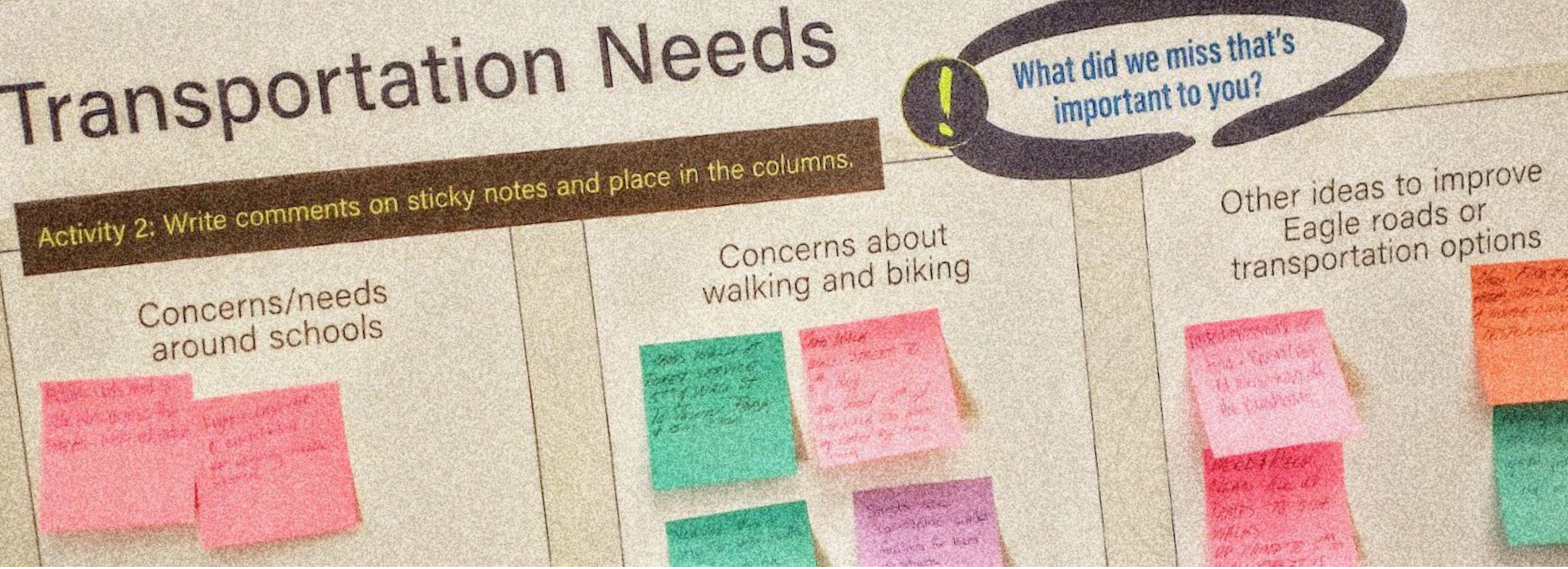
Schools: Eagle Valley Elementary & Middle Schools
Route: Start at Town Park, follow 6th Street to Capitol, Church, Whiting, end at 3rd

- Along 6th Street – no sidewalks; converting slant parking to parallel parking along the edge of Park/County buildings could allow for space to add these or other paths.
- Need for crosswalk on the south side of 6th Street at Capitol.
    - There is an existing crosswalk on the north side of intersection, but it crosses between grass and gravel. Not ADA accessible and doesn't align with the most logical walk route.
- No shoulder or sidewalk on Capitol.
- Howard Street is designated bike route with sharrows
    - Newly repaved and sharrows added, may attract more users this school year with these improvements.
    - Possible wayfinding to direct walkers and bikers to the designated low-impact routes.
    - Farther north on Howard at 3rd, there are high-quality sidewalks and curb cuts. If this be replicated on the blocks between 4th and 6th, that would serve students taking the more logical route to/from the schools.
- Whiting has low auto traffic but also no sidewalks. The walking route may be blocked by parked cars, especially at playground on the south side of Whiting where cars park curbside.
- Signalized RRB pedestrian crossing at Young at 3rd, which connects to middle school entrance.
- Sidewalk on both sides of 3rd, but not wide enough. Should be minimum of six feet to be ADA compliant and allow for mobility devices. There appears to be ample ROW to make this change.
- Westbound auto traffic on 3rd picks up speed due to the downhill grade; there is good visibility, signage, and several raised speed tables/crosswalks, but the crosswalks are west of the first intersection (Runyon Court); speed table and signage may be helpful if any students cross there.
- During the walk audit, the bike rack was completely full at Elementary *(in the far top right corner of satellite view of route on page 1)*.

	Eagle Ranch	Upper Eby Creek	Lower Eby Creek	Town Park	Terrace Park	Villas
Departure Time:	**7:45 AM**	**7:45 AM**	**7:55 AM**	**8:05 AM**	**8:05 AM**	**7:55 AM**
Location:	Eagle Ranch Dog Park	Bus Stop at Mesa Dr and Pinion Ln.	Bus Stop at Mesa Dr and Nielson Gulch rd.	In front of Stage	Meet at large park playground	
Route:	Follow Eagle Ranch neighborhood paved path past the fishing pond and across capitol to bull run park and meet up at the town park with the other group.	Pinion Ln east to Mesa Dr. left on Mesa Dr. follow Mesa Drive to the 2nd bus stop.	Mesa Dr to Eby Creek rd. Take Eby creek Rd to first roundabout and turn left in front on the bank. Take sidewalk to pedestrian bridge over i70. Follow sidewalks past 2 roundabout and take Bluffs rd. up the hill to 2nd street.	Take 6th Street towards Capitol. Cross Capitol and take 6th up the hill, turn right on Whiting and follow Whiting through neighborhood and cross on crosswalk in front of pre-school parking lot.	Take the paved neighborhood path behind the terrace all the way to 6th and Church. Follow Whiting through neighborhood to crosswalk on 3rd street by preschool parking lot.	Take pedestrian path west towards Eby creek rd. Join sidewalk and cross roundabout towards bluffs rd. take bluffs Rd up the hill and take a left on 2nd street.

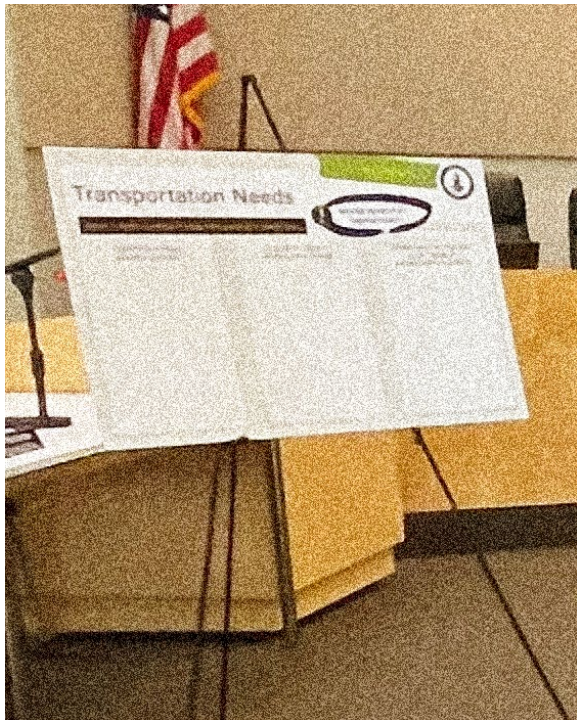
Figure A-1 – Walk Audit Corridor: Whiting Rd to W. 6th St.



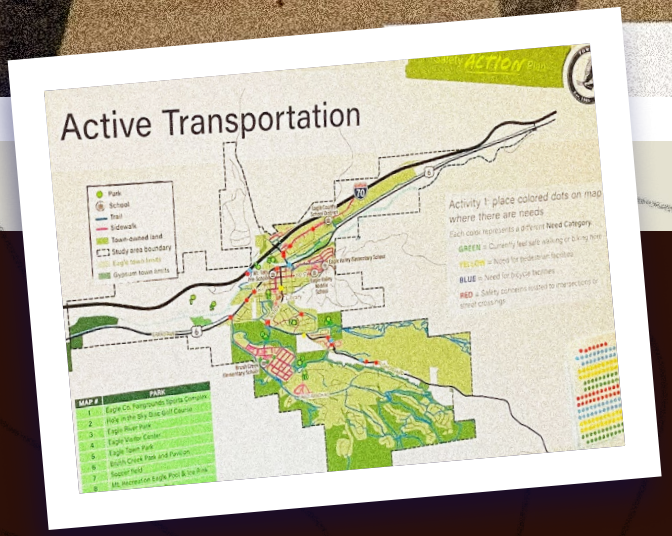


Public Engagement

SUMMARY



THE MOST COMMON TAKEAWAY WAS THE NEED FOR IMPROVED BIKE AND PEDESTRIAN INFRASTRUCTURE.


Active Transportation
ACTION Plan
Park
School
Trail
Sidewalk
Town-owned land
Study area boundary
Activity 1: place colored dots on map where there are needs
Each color represents a different Need Category
GREEN = Currently feel safe walking or biking here
YELLOW = Need for pedestrian facilities
BLUE = Need for bicycle facilities
RED = Safety concerns related to intersections or street crossings
MAP #
PARK
1 Eagle Co. Fairgrounds Sports Complex
2 Hdq. Hole Sky Disc golf Course
3 Eagle River Park
4 Eagle Visitor Center
5 Eagle Town Park
6 Brush Creek Park and Pavilion
7 Soccer field
8 Mt. Hellman Eagle Pool & Ice Rink

ROUND 1

CHAPTER 1 — ROUND 1 SUMMARY

What this section covers

This chapter of the Public Engagement summary details the public events of round 1, beginning in September 2024, and the combined results of all responses to the interactive activities, and the overall themes that community members offered.

Overview of Round 1

Gathering public feedback for the Eagle Safety Action Plan started early August 2024 with the launch of the project website, which was available for public input for two months. In September, the project team held the first stakeholder meeting, and KLJ coordinated three in-person engagement events. The Steering Committee met in person in Eagle in September and November, with email communication occurring between that time. KLJ completed and analyzed all in-person and online feedback received through November 2024.

Stakeholder Engagement

STAKEHOLDER IDENTIFICATION

KLJ took an equitable approach to foster public and stakeholder engagement for the plan's development. Outreach was coordinated with the identified stakeholder groups, encouraging participation in the planning process either through an advisory capacity (Steering Committee) or through public engagement activities. Stakeholder groups include:

- Eagle County
- Town of Eagle
- Eagle Police Department/Emergency Response
- Eagle County School District
- Mountain Recreation (Parks and Rec)
- CDOT Region 3
- Eagle County Regional Transportation Authority (CORE Transit)

STEERING COMMITTEE

During the first stakeholder meeting, the Town of Eagle heard from representatives from eight different organizations including the CDOT, Eagle Police Department, Eagle County, Core Transit, Mountain Recreation, Eagle County Schools, and the Town of Eagle. The Town had multiple staff members representing the areas of planning, community development, engineering, and communication and marketing.

STAKEHOLDER MEETING #1

The stakeholder group was very engaged, offering helpful insights regarding transportation needs and safety concerns within Eagle. KLJ facilitated conversations with the group on a variety of topics ranging from crash data, area planning efforts, active transportation, driver behavior, safe routes to school, transit, and serving underrepresented populations.

Key Talking Points

Crash Data

Eagle police have not documented a fatal crash in the past five years. There have been several significant injury crashes, that occur in the same hot spots. There are more bike and pedestrian crashes happening than are reported to police.

Active Transportation

There was a general concern for the safety of cyclists and pedestrians, pointing to the need for more sidewalks and safe street crossings, along with bike lanes and more separated paths. Connectivity to key destinations such as parks and wayfinding to help walkers and bikers navigate to trails, parks, and low-impact active transportation routes. The speed of e-bike riders and proper bicycle etiquette was another topic discussed by the committee.

Driver Behavior

Speeding vehicles was an area of concern, but there was a consensus that it is difficult to change driver behavior.

Safe Route to School

Eagle County School District representatives brought up concerns about the safety of kids walking or biking to school. Many students take the bus to school, and most parents drive their kids to the bus stop because they don't feel safe having their children walk or bike to school. The area schools hold bi-annual Walk and Wheel Days, in which teachers meet students in different locations and facilitate a walking school bus. Areas of need include more sidewalks or pathways, getting children safely across the roundabouts, and more visible and safe crossings. The committee also discussed the need for more walking and biking education.

Transit

Core Transit has started their 10-year strategic planning process, and they anticipate seeing needs of the community to emerge, which will help to better serve Eagle with transit.

Underrepresented Populations

The Town of Eagle partnered with the Palmer Foundation to distribute door hangers with SS4A project information to low-income and Hispanic neighborhoods. Committee members also suggested going to the bus stops to gather feedback directly from transit riders.

In-Person Engagement

KLJ planned and executed three in-person events representing the scoped **Round 1** of public engagement for the Town of Eagle Safety Action Plan, with the following attendance:

- September 12, 2024 Open House at Eagle Town Hall – 11 attendees
- September 13, 2024 Coffee Chat Pop-up at Yeti's Grind – 24 attendees
- September 14, 2024 Pop-up at Eagle Farmers' Market – 32 attendees
- **Total community members engaged: 67**

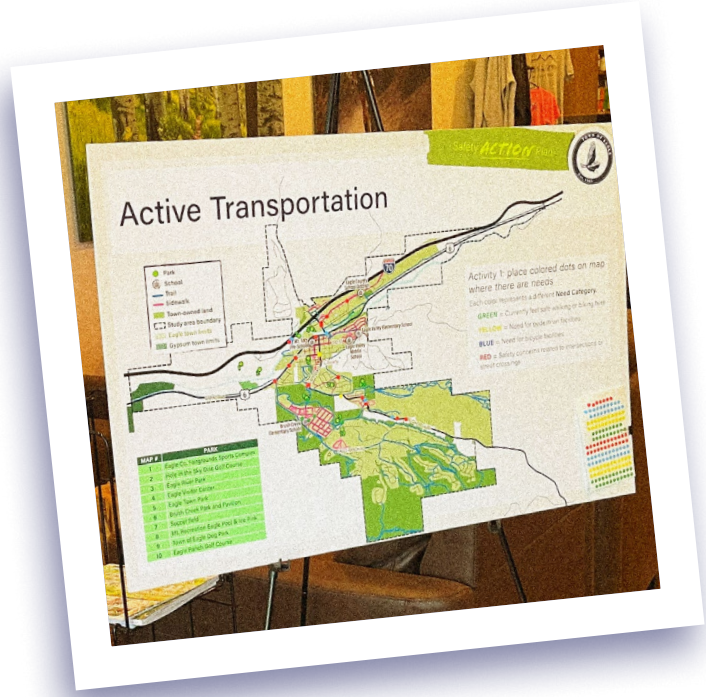
A set of posterboards and interactive activities were offered at each event. Two posterboards offered information on transportation inequities, and on historical crash data from 2013–2023. The following sections detail the public responses online and in-person events, and the takeaways from the major concerns.

What We Heard

ACTIVITY 1: ACTIVE TRANSPORTATION

After all three events, 42 total dots had been placed on this map, to assess residents' comfort with the active transportation system and to indicate safety needs by category. 7 dots indicated places where participants felt safe walking or biking, while the other 35 dots recommended safety improvements in these categories: 19 for intersection or street crossing safety concerns, 12 for requested bicycle facilities, and 4 for requested pedestrian facilities.

17 dots were placed in or near downtown, 9 were placed along Brush Creek Road south of Sylvan Lake Road, 9 in the Eagle Ranch neighborhood, 5 in the East Eagle subarea, and 2 in the West Eagle subarea. The single location with the largest number of placements was the roundabout at Highway 6 and Eby Creek Road, with five total (three for street crossing concerns and two for bicycle facility needs).

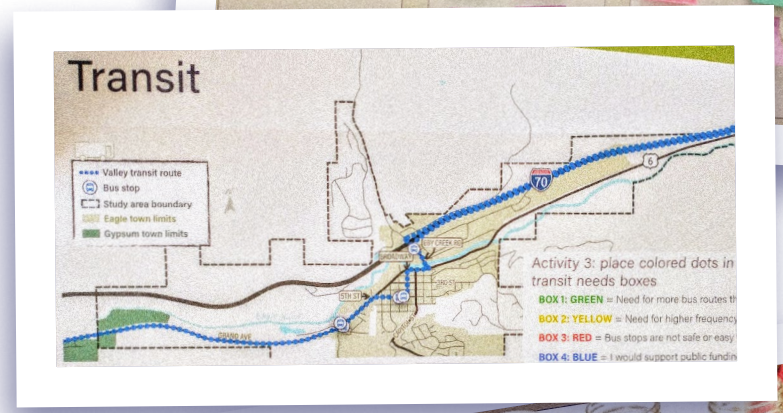


ACTIVITY 2: TRANSPORTATION NEEDS

Participants were invited to write out any specific safety concerns/needs around schools, about walking and biking, and other ideas to improve Eagle roads or transportation options. Within the three categories, 24 sticky note comments were placed. Some of the common themes included the need for flashing beacons at crosswalks, completing missing sidewalk gaps, more crosswalks, improved/expanded bike path network, and the need for regulation of e-bike speed.

ACTIVITY 3: TRANSIT NEEDS

To gain a better understanding of the transit needs of the Eagle community, the public was asked to share feedback on the existing transit system and areas for improved service. This activity received the least amount of engagement, and when asked to provide comments about the transit system most people indicated they are not transit users. Among the participants who said they would like to use transit, only eight dots were placed on the board.



DOT COLOR	CATEGORY	TOTAL
GREEN	Need for more bus routes that travel through town.	3
YELLOW	Need for higher frequency or longer operation times.	2
BLUE	I would support public funding for improved transit.	2
RED	Bus stops are not safe or easy to travel to.	1

ACTIVITY #4: RANKED PRIORITIES FOR PLAN (MASON JAR VOTES)

Participants were asked to rank their top three project priorities by placing colored poker chips into mason jars. The jars were ordered as follows: Intersection improvements (modifications to signals, signage, safety enhancements for crossing), Flow of Vehicle Traffic, Safety and accessibility of youth walking and biking to school, Improved pedestrian experience (sidewalks, shared use paths, and safe crossings), Improved bicycle experience (bike lanes, buffered bike lanes, shared use paths, safe crossings), and Driver Behavior (speeding, distracted

driving, and drivers not yielding to bikes and pedestrians). Participants were provided with three chips: blue = 1st place, red = 2nd place, and white = 3rd place. Overall, there were 55 votes spread over six project priorities. Table 1 outlines the top three priorities when tallying all votes and the top three ranked by 1st, 2nd, and 3rd choices.

Table 1. Top three mason jar priorities

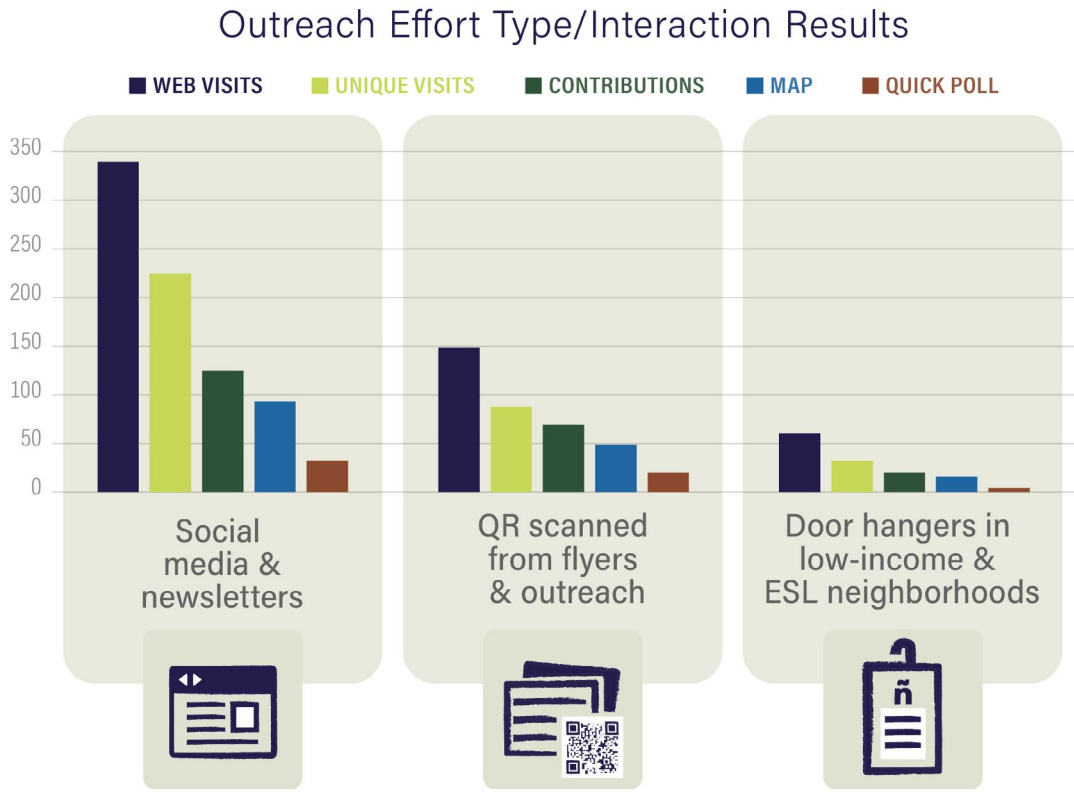
RANKING BY TOTAL VOTES		RANKING BY 1ST, 2ND, & 3RD CHOICE	
Intersection Improvements	14	Safety and accessibility traveling to school	11
Safety and accessibility traveling to school	12	Driver Behavior	6
Improved bicycle experience	10	Intersection Improvements	7

Online Engagement

The project website launched early August and was open for public comment from August 5 to October 12, 2024. The website received the highest number of visits in the first month of public feedback, which is a result of Town of Eagle targeted outreach efforts through social media posting, newsletter articles, and flyer distribution at the Biztober Fest event. During the second week of September, the KLJ team conducted a series of in-person public engagement events in Eagle. While speaking with the community, the team saw a spike in direct website visits from the QR code on flyers.

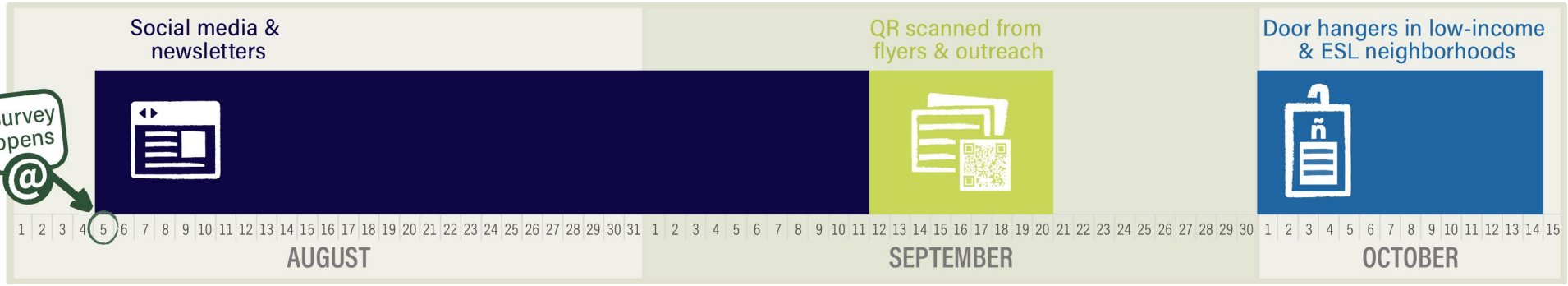
Website visitation tapered off after September 20, but there was another spike during the first week of October after the Town of Eagle distributed door hangers to the low-income and English as a Second Language (ESL) neighborhoods.

Figure 1. Public outreach results by type



Online feedback closed for public comment on October 14. Overall, there were 679 website visits, 381 were unique visitors to the site. Between the quick poll response and the map comments, there were 249 total contributions.

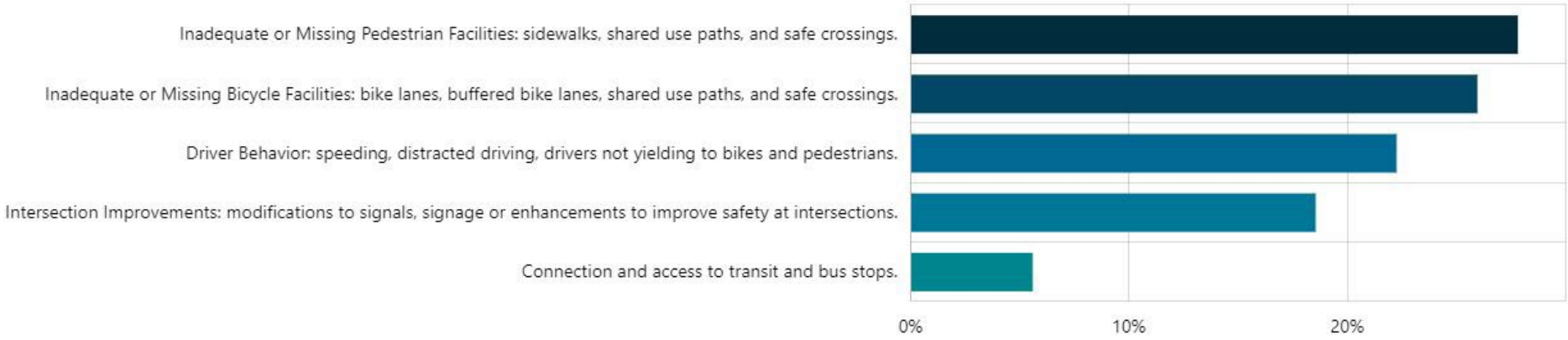
Figure 2. Public outreach timeline



QUICK POLL

Website visitors had the opportunity to respond to a quick poll, which asked participants to identify their biggest concern regarding the safety of streets and roads in Eagle. The results are displayed in Figure 3. Among the 65 responses, inadequate or missing pedestrian facilities received the highest number of votes. Lack of bicycle facilities saw the second highest response, followed closely by driver behavior.

Figure 3. Quick poll public ranking



INTERACTIVE MAP

The public shared their concerns and ideas for improving Eagle roads by placing map pins and comments on an interactive map. Pins were placed on the map in seven different categories, which are listed in Figure 4 in order of the number of comments received. The concentrated pin placements are illustrated on the map in Figure 5.

Within each category common themes emerged, and, in some cases, these themes can be seen across multiple categories. Refer to the Public Engagement Appendix for a complete listing of comments.

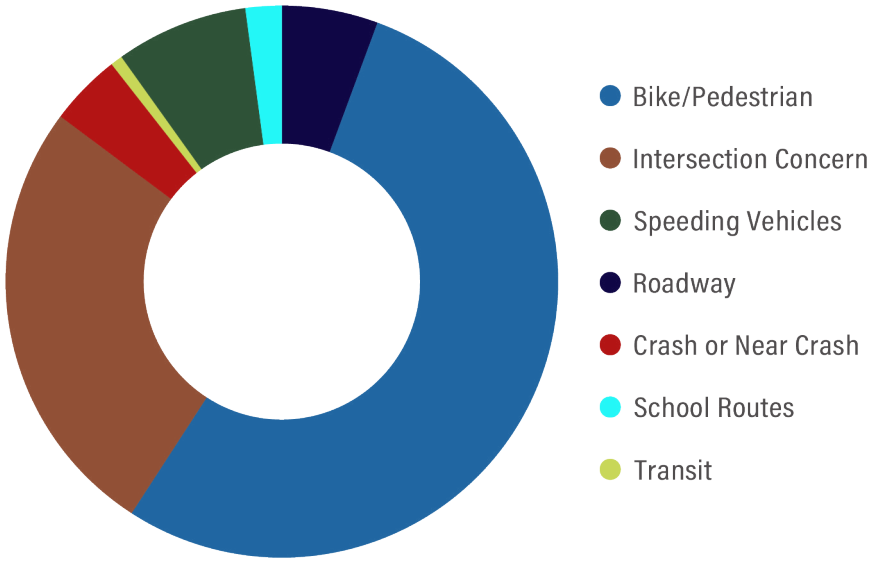
Bikes & Pedestrians

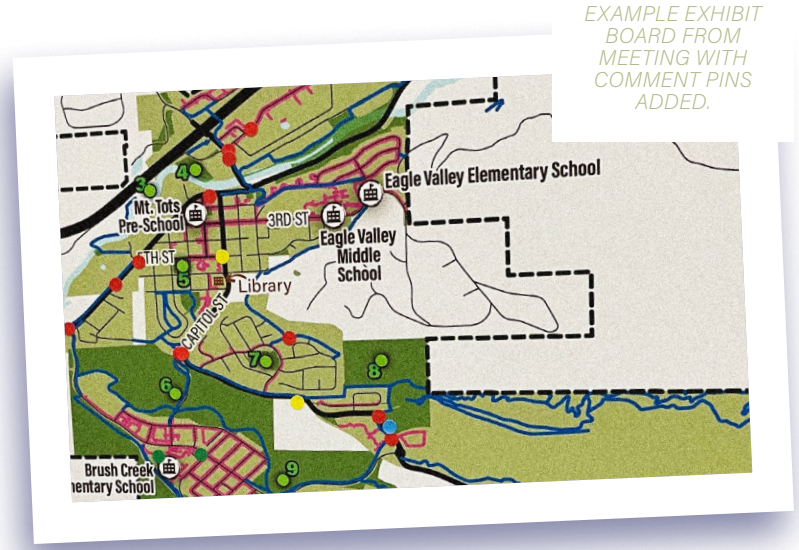
The greatest concern in the Bike/Pedestrian category was related to unsafe intersections which included comments about the need for more visible intersections or flashing beacons, vehicles failing to stop for bicyclists and pedestrians, and poor line of sight or blind corners. The second common theme was the need for bike paths or to fill the gap between sidewalk sections. Other common themes included e-bike speed and failure to stop for pedestrians, need for crosswalks, the condition of the sidewalk or path, and vehicle speeds.

Intersection Concerns

Unsafe or busy intersections were the most common comments related to intersection concerns and these comments ranged from need for improvements, too many vehicles, need for a four-way stop, roundabouts, visible intersections, pedestrian crossings needed, near miss or crash, and that the overall feel of the intersection was unsafe. Line of sight or poor visibility was another common theme and comments listed reasons such as blind corners, vegetation overgrowth, or vehicles parked on the street. Respondents also noted speeding vehicles, concerns about children crossing the street, difficulty turning left, and drivers failing to stop for bikes and pedestrians.

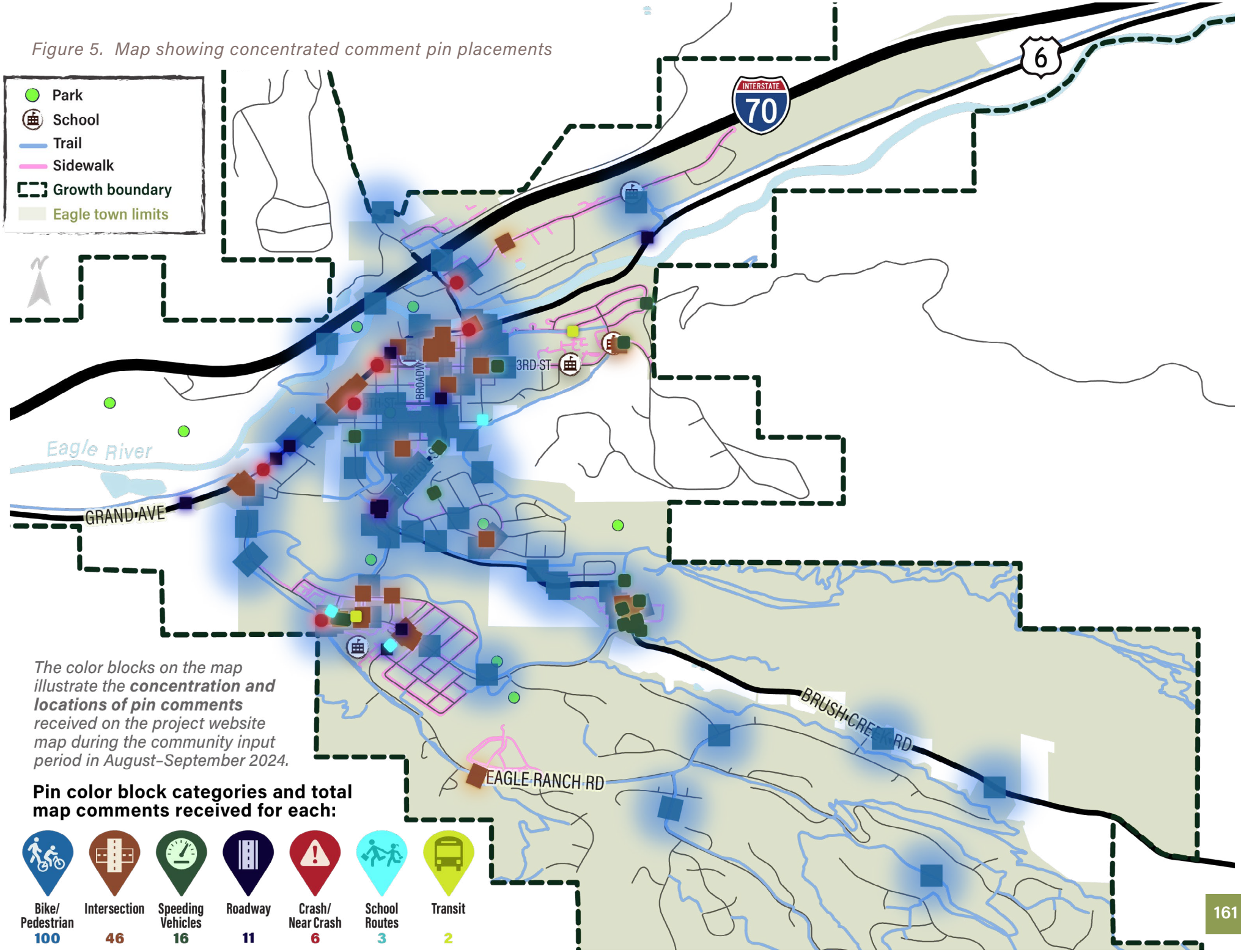
Figure 4. Map pin category results





EXAMPLE EXHIBIT BOARD FROM MEETING WITH COMMENT PINS ADDED.

Figure 5. Map showing concentrated comment pin placements



*The color blocks on the map illustrate the **concentration and locations of pin comments** received on the project website map during the community input period in August–September 2024.*

Pin color block categories and total map comments received for each:

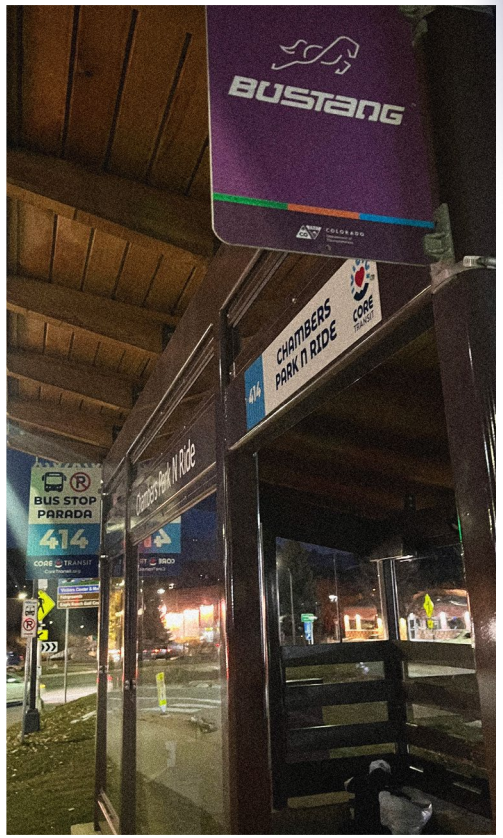
Bike/ Pedestrian	Intersection	Speeding Vehicles	Roadway	Crash/ Near Crash	School Routes	Transit
100	46	16	11	6	3	2

Speeding Vehicles

Vehicle speed was a recurring topic that came up in other categories including bike and pedestrian, intersection concerns, roadway, and school routes. Within the speeding vehicle category, the most common concern was that drivers did not follow the posted speed limit with specific comments pointed to more enforcement, slower traffic around schools, slower speeds on residential roads, lower speed limit and a need for more speed bumps. There were also several comments related to drivers failing to stop for bikes and pedestrians, with pointed concerns at the roundabout crossings, schools, and crosswalks that need more visibility.

Roadway Concern

While the roadway category had fewer pins, it is important to note that some of the comments from this section also came up in other areas. The key points include dangerous intersections due to speeding vehicles, need for bike and pedestrian infrastructure, and difficulty to perform left turns. The connection from Brush Creek Road to US-6 was also a comment that came up multiple times.



Crash or Near Crash

Some comments attributed a crash or near crash to visibility or line of sight, noting cars parked on the road. Difficulty making left turns on to US-6 was another common theme, with crash or near crash map pins at the intersection of US-6 and roads on the south side of town.

School Routes

There were only three pins placed for the school routes category. Some comments were related to traffic speed around schools, which was also a concern addressed in the intersection and speeding vehicle categories. Within the intersection and speeding vehicle categories, there were specific concerns about the safety of children crossing the street, which also referenced vehicles not stopping for pedestrians, youth rushing across the street, and street crossings that were not visible.

Transit

The two transit pins placed referenced the need for a bus route that goes through town. During in-person public engagement, the team spoke with residents at the Farmer's Market

who also noted a need for more bus routes or a collector route through town that would link residents to the major transit stops serviced by CORE Transit and Bustang. While speaking with Eagle County residents, many people mentioned that they did not use transit because the existing transit services were not easily accessible.

E-bikes

While speaking with the public during the second week of September, the KLJ Team heard reoccurring comments about e-bike regulations. Concerns were raised about the speed of e-bikes through town and along multi-use pathways. Several people commented that e-bike users do not follow the rules of the road, including stopping at stop signs and yielding to pedestrians. Website feedback resulted in nine comments that specifically addressed e-bike speed and failure to stop for pedestrians. Committee members shared that many of the issues with e-bikes stemmed from younger riders in middle and high school.

Overall Themes and Takeaways

MAJOR CONCERNS

Throughout public engagement, there were several roadways and intersections that were listed as areas of concern, but the areas of greatest significance include US-6, Grand Avenue, Eby Creek Road, Capitol Street, Chambers Avenue, Brush Creek Road, and Sylvan Lake Road.

US-6 DOWNTOWN	EBY CREEK ROAD	BRUSH CREEK ROAD
It is congested during peak times, left-turn movements from downtown are difficult with limited visibility.	There is a need for safety improvement for bicycles and pedestrians crossing the street where traffic enters the roundabouts. How can we improve traffic flow and prevent near crashes at roundabouts?	It is a narrow "one-for-all" road segment. How can we better protect cyclists using this segment to/from town? How can we mitigate wildlife incursions?

Some of the major safety concerns included the need for safer intersections ranging from the need for added crossings in some areas to more visible intersections. Driver behavior also received repetitive comments with specific concerns regarding driver speed and failure to stop for bikes and pedestrians. Line of sight was another common theme, often listed in relation to crash and near crash areas, along with intersections needing more visible street crossings.

NEED FOR SAFER INTERSECTIONS	REGULATION OF E-BIKES
There is a need for additional crossings, sidewalks, and markings. How can we reduce driver speeding and improve yielding to bikes and pedestrians?	How can we promote safety for riders and surrounding system users? Is there a more nuanced policy than banning e-bikes on trails altogether?

The most common takeaway was the need for improved bike and pedestrian infrastructure ranging from the addition of multi-use pathways, street crossings, and sidewalks. Old Town Eagle was frequently listed as an area without complete sidewalks and the need for infrastructure to help improve connectivity and accessibility to local parks on Capitol Street; Eagle Town Park and an identified route to Eagle Valley Elementary and Middle Schools presents a need for sidewalks and safer street crossings.

E-bike speeds and regulations were brought up several times during in-person engagement, steering committee meetings, and through online engagement on the interactive map. The Town of Eagle implemented a new e-bike ordinance after learning what was heard during in-person engagement. The Eagle e-bike regulations will help to ensure safety for riders, pedestrians and motorists.

OTHER KEY TAKEAWAYS

The need for more bicycle and pedestrian education was brought up through both public engagement and stakeholder engagement. While many of the comments lend to education geared specifically for school-aged children, there may also be value in offering education for bike commuters, e-bike riders, and the broader community on pedestrian safety. Based on comments related to bikes and e-bikes failing to stop at intersections, review of Colorado Bicycle Law could be beneficial to all active transportation users. Common concerns noted that pedestrians are difficult to see when crossing the street, and committee members noted this is most challenging when people wear dark colors. Education related to bicycle and pedestrian visibility may help improve safety for both vulnerable road users and drivers.

HOW HAS ENGAGEMENT CONTRIBUTED TO OUR GOALS?

- Engage with a diverse range of stakeholders to understand issues and barriers that may exist within the town's transportation system.
  Achieved and ongoing
- Provide ample opportunities in a variety of ways for the public to engage and provide feedback on the plan's development.
  Achieved and ongoing; we will utilize the website as an ongoing opportunity, and have directed all event participants there, including through the use of flyers.
- Utilize input received to develop a safety action plan that is truly reflective of the community.
  Processing feedback to fold into plan document in early 2025.
- Outreach will be coordinated to the identified stakeholder groups for participation in the planning process either through an advisory capacity (Steering Committee) or through public engagement activities.
  One new stakeholder group was identified: the nonprofit *Adaptive Access*, which provides adaptive transportation solutions for users with disabilities and fits the Community Advocate category. We have now engaged with 7 of the identified groups; see Stakeholder Engagement on page 171.

Based on light attendance of the September 12, 2024 Open House, the Round 2 open house to share draft recommendations/solutions with the community was held at the Eagle Valley Middle School during their Spring 2025 community night.

Looking Ahead

- KLJ will convene the steering committee for subsequent monthly meetings in 2025. These will be opportunities to report on preliminary issues KLJ has identified, and to receive substantive feedback on the Alternatives Analysis, Project Prioritization, and Transportation Safety Plan as these materials are developed. These meetings will continue throughout the remaining period of performance and six total are still envisioned. KLJ will conduct one work session with Town Council prior to the public open house in Round 2. KLJ will facilitate the meeting to include discussion of key project information, input received from the public to date, and recommendations that have been developed.

- **Round 2** of the public engagement effort will consist of sharing information gathered during the first round of engagement and present draft solutions. KLJ will coordinate one open house for the public and stakeholders, and accompanying website content to solicit further feedback. The timing of this round of events will occur in late winter/early spring 2025.

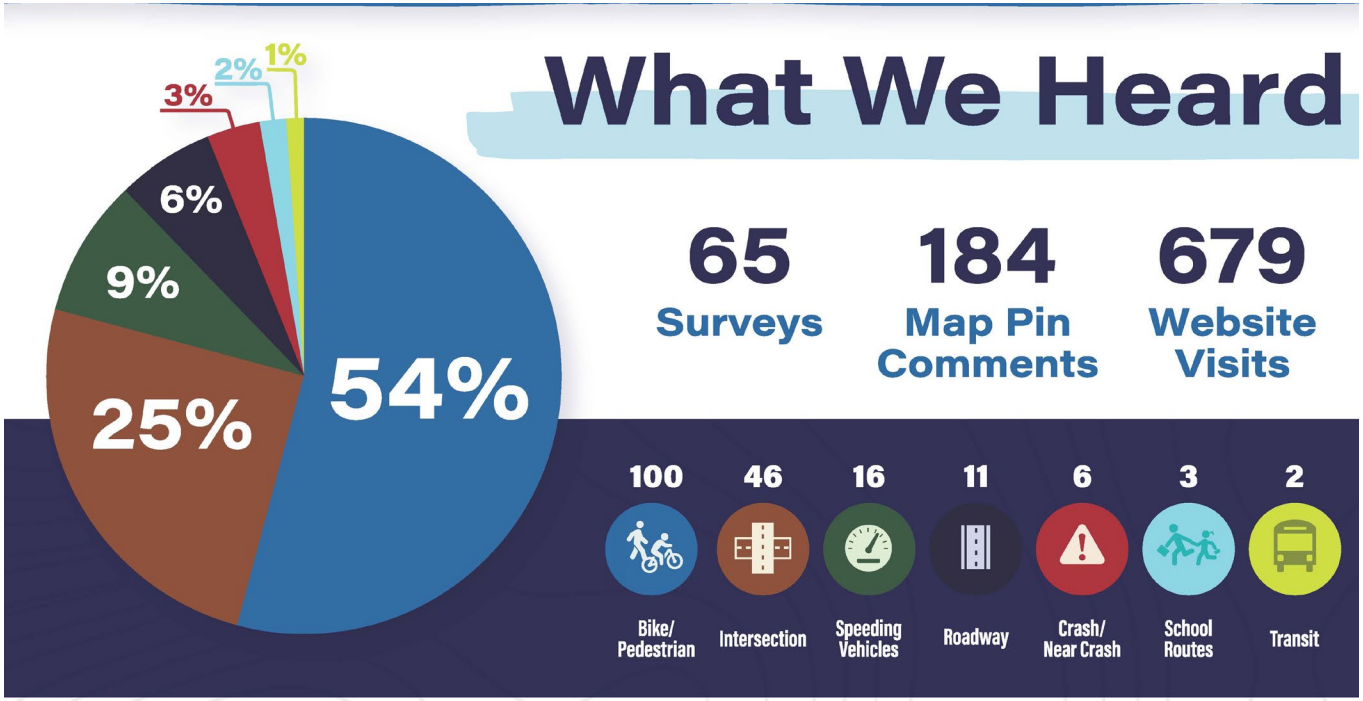
Project Engagement Progress After Round 1

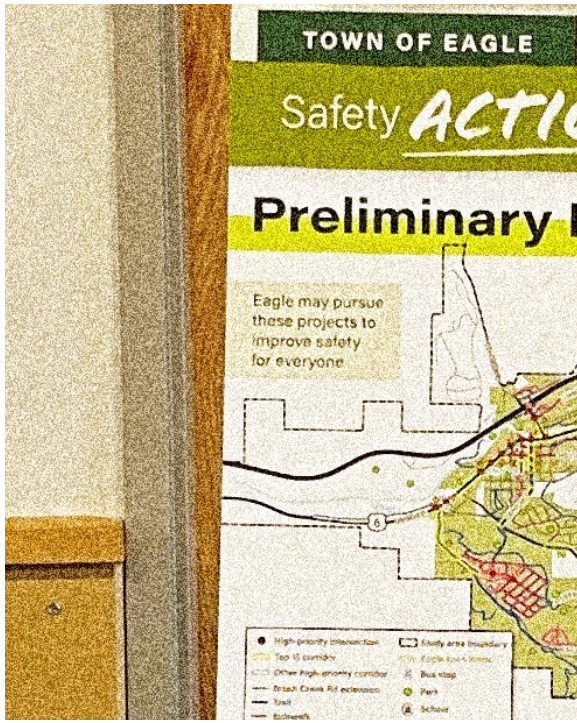
Shaded squares are completed.

TASK	2024							2025				
	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
Public Engagement Plan												
Steering Committee Meetings (6x)												
Project website												
Social Media and Marketing												
Public Open Houses/ Pop-up Events (3x)												
Stakeholder Meeting												
Public Engagement Summary												
Town Council Work Session												

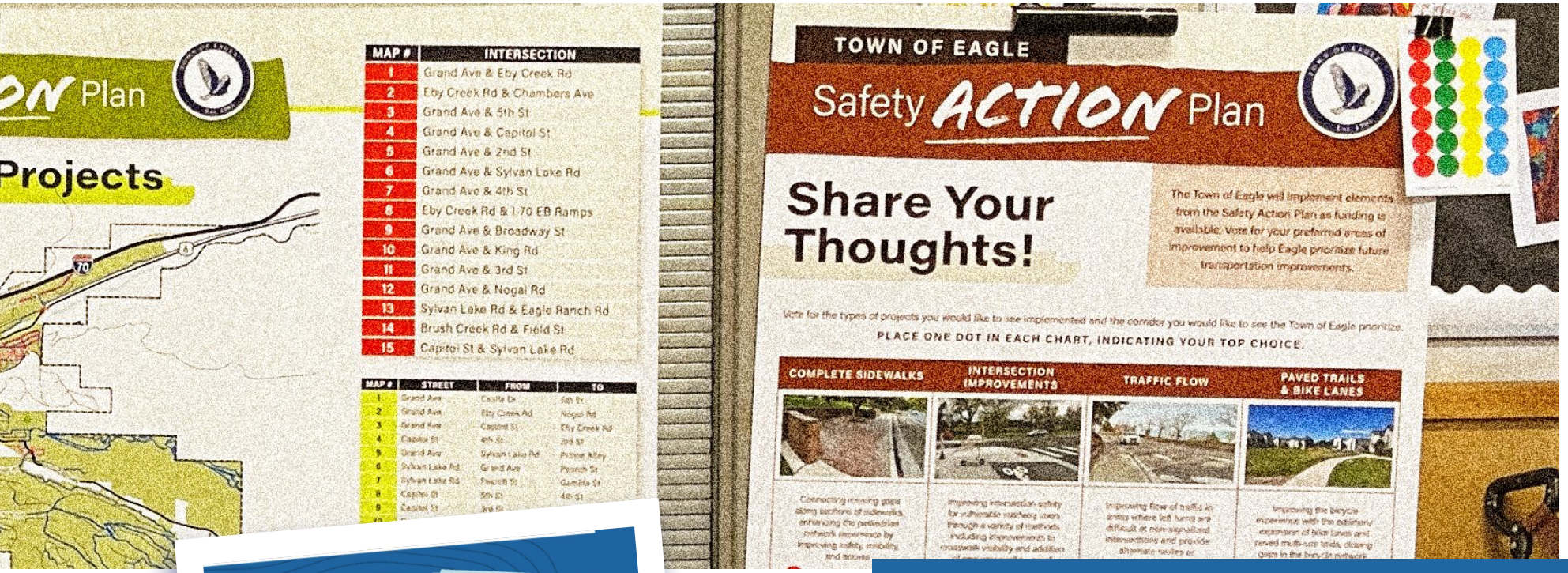
Please note that the completed November 2024 Steering Committee Meeting is discussed in the Round 2 section, as the meeting summarized the findings of Round 1 engagement.

What We Heard





THREE COMMON THEMES WERE IDENTIFIED THROUGH THE LIST OF COMMENTS SUBMITTED ONLINE.


Projects
MAP #
INTERSECTION
1 Grand Ave & Eby Creek Rd
2 Eby Creek Rd & Chambers Ave
3 Grand Ave & 5th St
4 Grand Ave & Capitol St
5 Grand Ave & 2nd St
6 Grand Ave & Sylvan Lake Rd
7 Grand Ave & 4th St
8 Eby Creek Rd & I-70 EB Ramps
9 Grand Ave & Broadway St
10 Grand Ave & King Rd
11 Grand Ave & 3rd St
12 Grand Ave & Nogal Rd
13 Sylvan Lake Rd & Eagle Ranch Rd
14 Brush Creek Rd & Field St
15 Capitol St & Sylvan Lake Rd
MAP #
STREET
FROM
TO
TOWN OF EAGLE
Safety ACTION Plan
Share Your Thoughts!
The Town of Eagle will implement elements from the Safety Action Plan as funding is available. Vote for your preferred areas of improvement to help Eagle prioritize future transportation improvements.
Vote for the types of projects you would like to see implemented and the corridor you would like to see the Town of Eagle prioritize.
PLACE ONE DOT IN EACH CHART, INDICATING YOUR TOP CHOICE.
COMPLETE SIDEWALKS
INTERSECTION IMPROVEMENTS
TRAFFIC FLOW
PAVED TRAILS & BIKE LANES


Lo Que Eschuchamos
TOWN OF EAGLE
Est. 1905
• Infraestructura mejorada
• Preocupaciones sobre la

ROUND 2

CHAPTER 2 — ROUND 2 SUMMARY

What this section covers

This summary details the second round of public events in the spring of 2025 and the project ranking and goals that resulted from community feedback.

Overview of Round 2

The second round of engagement took place in the spring of 2025, with in-person touchpoints during the second week of March and online feedback was available from March 3 through April 15. Community members were asked to weigh in on some of the projects identified in the plan to help the Town of Eagle with future project prioritization.

Community touchpoints were held at Yeti's Grind and during the Eagle Valley Middle School Community Night, both on the same day. Overall, the team spoke with 32 different people during the touchpoints in March. Although these numbers were fewer than the first round of engagement, the team had more personal conversations with community members.

Conversations & Lived Experiences

During the **Middle School Community Night**, several middle school students talked about their experience ***walking and biking*** to school and area parks. Some students mentioned walking along Capitol Street and the challenges they face crossing at some of the intersections. Many mentioned they would like to be able to walk or bike to more places in town, because they feel they have more independence

Eagle County employees spoke about a proposed housing development at the vacant site on the northeast corner of Capitol Street and Grand Avenue, which would include underground parking. This would generate more trips from the core of downtown, and there is a need for an improved **MULTIMODAL NETWORK**, better access to multi-use paths, and bike and pedestrian improvements along US-6.

THERE WAS AN ELEMENTARY SCHOOL-AGED GIRL WHO SPENT TIME LOOKING AT THE MAPS AND THE CRASH DATA WITH HER DAD. THE GIRL POINTED OUT THE LOCATION BY THE POST OFFICE WHERE HER MOM WAS ***HIT BY A CAR*** *WHILE SHE WAS ON HER BIKE.*

Road **cyclists** and mountain bikers riding to popular trailheads shared their experiences when ***sharing the road*** with vehicles, and there are conflicts with cars and bikes.

Stakeholder Engagement

STAKEHOLDER MEETING #2

The second stakeholder meeting covered the findings from the existing conditions analysis and a summary of the first round of public engagement. Stakeholder groups represented include Town of Eagle, CORE Transit, Eagle County School District, CDOT, Eagle County, and Mountain Recreation.

Key Talking Points

Existing Conditions

Eagle police have not documented a fatal crash in the past five years. There have been several significant injury crashes, that occur in the same hot spots. There are more bike and pedestrian crashes happening than are reported.

- *Grand Avenue:* The committee discussed roadway capacity along the corridor and the need for a new interchange east of Eagle to help mitigate traffic along Grand Ave/US-6. The greatest area of concern was congestion at the roundabouts, especially the Sylvan Lake roundabout. It was also noted that the westbound commuters coming from Avon have trouble turning onto Capitol when traveling to the downtown area.
- *Pedestrian Safety:* There was significant concern about the safety of pedestrians when crossing the street, especially during low-light conditions. There is a need for higher visibility crosswalks to make it easier for drivers to see pedestrians. Committee members also discussed pedestrian safety education related to street crossing and being visible to drivers.

Public Engagement

An overview of public engagement including participation numbers, common themes, and community needs was shared with the committee. The committee discussed methods to collect public feedback from a greater cross-section of the Eagle population, along with increasing awareness among transit riders.

STAKEHOLDER MEETING #3

During the third meeting the project team covered the original network analysis, scoring criteria, and the preliminary results for project prioritization. Meeting attendees included representatives from the Town of Eagle, Core Transit, Eagle County, CDOT, Eagle County School District, and Eagle Police Department.

Key Talking Points

Project Weighting

Committee members wanted to have a higher weighing of crashes, using a safety component. The group felt that public comment was important, and it should receive a higher score. They also wanted to deemphasize pavement conditions, noting that the Town of Eagle would regularly maintain and resurface roadways. Intersections or roadway corridors and intersections that see repeat crashes should also receive a higher score.

Roadway Closures

Crashes that have bigger impacts on traffic such as longer road closures may lead to a higher probability of additional crashes, and these should be ranked higher, especially during peak travel times.

Public Comment

Committee members felt that public comment was important and should have a higher ranking. The group discussed elevating projects that have several similar comments in one area. *Certain intersections were weighted much higher because of the number of comments received.*

Emergency Management

Stakeholders wanted to see projects elevated if corridor improvements would help offer additional evacuation routes during natural disasters. One example was the Brush Creek Road extension.

Transit

There was discussion about future transit expansion and how this might tie into project prioritization and the need for pedestrian improvements at bus stops.

STAKEHOLDER MEETING #4

Meeting topics for the fourth meeting included an explanation of the revised rubric, revised results for top intersections and corridors, prioritization maps, multimodal network gaps analysis, and looking ahead at the second round of public engagement. During the fourth meeting there was representation from the Town of Eagle, Core Transit, Eagle County, Mountain Recreation, and CDOT.

Most of the discussion was focused on the multimodal gaps analysis, the first area of need was pedestrian crossings and complete sidewalks on 6th Street between Capitol and Broadway. Brush Creek and Terrace Road was also an area of concern because there is missing sidewalk and many children that use this route. The committee wanted to include missing infrastructure between the downtown area and popular recreation facilities such as Haymaker Trailhead and the pool. The project map shows multimodal gaps outside of Town limits, but the committee recognized the importance of keeping these on the map, as this would require coordination between Eagle County and Town of Eagle.

STAKEHOLDER MEETING #5

The fifth meeting started with an overview of public engagement, with notes about conversations during in-person touchpoints. The project team presented traffic forecasting and alternative scenarios for 2045 and facilitated discussion with the committee about goal setting for the Safety Action Plan. Groups present at the fifth meeting include Town of Eagle, Core Transit, Eagle Police Department, Eagle County, and Eagle County School District.

Key Talking Points

Public Engagement

Conversations about speaking with students during the Community Night event at Eagle Valley Middle School and how it was beneficial to hear their thoughts on walking and biking to school, especially along Capitol Street. Committee members discussed bicycle education in schools, and that E-Bike rules and bike etiquette should be part of that education.

Traffic Forecasting

Committee members wanted to see how transit improvements might help to reduce trip reductions. There was a question raised about EV vehicles and trucks or freight vehicles, noting that heavier vehicles can lead to more wear and tear on roads and could impact future street reconstruction. There was also discussion about the growth in Gypsum and how this will continue to have congestion implications in Eagle.

Goal Setting

The project team lead an interactive discussion using Miro Board. The group had a brainstorming session to come up with some of the goals for the plan. Some of the goals include Town Leadership committing budget for safety improvements, mobility vs. accessibility, equity solutions, strengthening partnerships, and safety specific themes.

STAKEHOLDER MEETING #6

During the final meeting, the project team presented the data from the final round of public feedback with discussion about the community prioritization of the top five projects. There was also discussion on the final project identification. The final meeting was attended by representatives from the Town of Eagle, Core Transit, Eagle County, and Eagle County School District.

Most of the discussion focused on the top projects and how the goals of the Safety Action Plan tie into the project list. The committee felt that data informed projects would be easier to get grant funding for. There was discussion about Safe Routes to School and the number of kids that live in the no-bus zone. Representatives of the school district were interested in projects that would help to improve walking and biking safety for students. Finally, committee members felt it was important to have a mechanism to track data over time to measure the success of the plan.

Public Feedback

Community members were asked to prioritize top projects, the in-person activity reflected the questions on the website.

- **Types of Projects:** Participants were asked to select one from a list of different types of projects including complete sidewalks, intersection improvements, traffic flow, and paved trails and bike lanes. Responses were the same online and in-person with intersection improvements as the top priority, followed by bicycle facilities, completed sidewalks, and traffic flow as the lowest priority.

IN-PERSON RANKING	ONLINE RANKING
Intersection Improvements	Intersection Improvements
Paved Trails & Bike Lanes	Paved Trails & Bike Lanes
Complete Sidewalks	Complete Sidewalks
Traffic Flow	Traffic Flow

- **Top Projects:** Participants were provided with a list of the top five projects and asked to select their top priority. Projects included Capitol Street, Grand Avenue Corridor, Brush Creek Road Improvements and Brush Creek Extension, Eby Creek Road and Market Street, and the I-70 Interchage east of Eagle. Project prioritization showed varied responses between in-person and online respondents. Capitol Street ranked highest in-person, while it was the third highest priority online. Capitol Street is one of the routes to school, and this project probably received the majority of student responses. Grand Avenue was the top priority online, possibly because this corridor is used by many working adults in the community. Brush Creek Road ranked second for both engagement methods. There were some people drawn to Eby Creek Road and Market Street in-person—again, students who want to use active modes to get to City Market might find these improvements beneficial. However, this project only had one vote online. The I-70 Interchange ranked fourth online, likely by traveling adults who would benefit from additional access to the interstate. The interchange was the lowest priority in person. Grand Avenue ranked fourth in-person.

IN-PERSON RANKING	ONLINE RANKING
Capitol Street	Grand Ave Corridor
Brush Creek Rd	Brush Creek Rd
Eby Creek Rd & Market Street	Capitol Street
Grand Ave Corridor	I-70 Interchange
I-70 Interchange	Eby Creek Rd & Market Street

Website Feedback

During the second phase of engagement, the survey was open for public feedback for just over six weeks. There were 202 website visits, 154 of these were unique, and 34 contributions. There were three survey questions, project types, top projects, and an option for additional comments (refer to the Public Engagement Appendix for a list of comments). There were three common themes identified through the list of comments submitted online.

COMMON THEMES

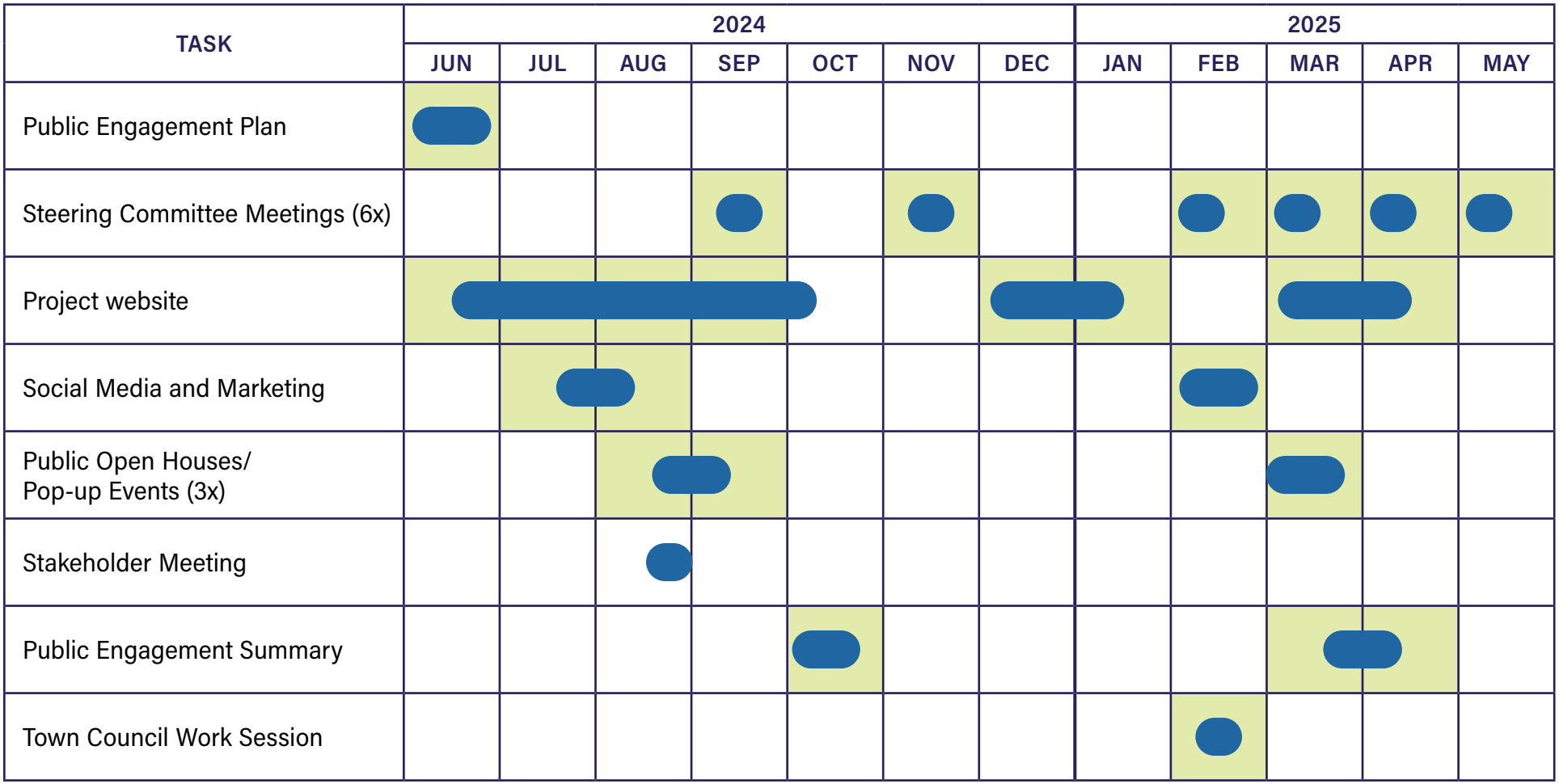
Separated bike lanes/paths and sidewalks.

Improved crosswalks, better crosswalk signage, improved line of sight.

Capitol Street Improvements: reduce on-street parking to improve visibility, add 4-way stop at 2nd Street, better crosswalks. Capitol & Brush Creek needs safety improvements.

Project Engagement Progress After Round 2

Shaded squares are completed.



PUBLIC ENGAGEMENT APPENDIX

A. Stakeholder Attendance

Organization	Name	Meeting 1 09/05/2024	Meeting 2 11/14/2024	Meeting 3 02/12/2025	Meeting 4 03/12/2025	Meeting 5 04/14/2025	Meeting 6 05/13/2025
CDOT	Drew Stewart	*		*			
CDOT	John Kronholm		*		*		
Core Transit	Dave Levy	*	*	*	*	*	*
Core Transit	Dave Snyder	*	*				
Core Transit	Tanya Allen	*					
Eagle County	Ben Gerdes	*	*	*	*	*	*
Eagle County School District	Christof Abraham	*	*				*
Eagle County School District	Michele Miller	*					
Eagle County School District	Eric Mandeville		*	*		*	*
Eagle County School District	Brooke Cole			*			
Eagle Police Department	Luke Causey	*		*		*	
Mountain Recretion	Ture Nycum	*	*		*		
Town of Eagle	Ryan Johnson	*	*	*	*	*	*
Town of Eagle	Peyton Heitzman	*	*	*	*	*	*
Town of Eagle	Sydney Dynek	*	*	*	*	*	
Town of Eagle	Jamie Wilson	*					
Town of Eagle	Kyle Brotherton		*	*	*	*	*

B. Round 1 Website Comments Received

Map Pin Category	Comment	Map Placement
Bike/Pedestrian	Safety concern: mounted riders, especially electric bikes are a major safety concern to the children playing on the gym equipment. Make this a bike dismount area...from marker to the round feature on the north side..and also, build a bike lane around the park.	750 Broadway Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Bike trail sign..."slow" then "human walking dog" symbol ....same intersection..electric bikes are dangerous and traveling too fast.	200 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Flashers could help slow vehicles, but the speed bumps do an alright job.	908 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Need "bike stop" signs to slow people down as they cross. Sometimes bike don't stop and its hard to see them cross over brush creek rd from the path, especially when the sun is setting.	Brush Creek Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	Need flashers and bike stop signs or chicanes or something. Kiddos from the Eagle Villas area do not stop when heading north from school. Hard for cars to see them.	17645 US Route 6, Eagle, Colorado 81631, United States
Bike/Pedestrian	Difficult to turn left or right when vehicles are parked on the west side of capitol st.	135 East 2nd Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Need flashers here. People drive fast and pedestrians can't get across	601 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	I live in Green Acres Rv park. I walk/ bike from my house often and love to access the open space. In order to access the open space I have to run across sylvan lake road. Folks drive quite fast and it doesn't always feel safe. To use the cross walk from the new apartments you have a small area you have to walk on the shoulder. I would love to see a small patch of sidewalk connecting our neighborhood community safely to the open space.	20 Green Acres Lane, Eagle, Colorado 81631, United States
Bike/Pedestrian	Extend sidewalk to path	1020 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Add sidewalk	785 Sylvan Lake Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	Make this a one direction trail (downhill). Too many blind corners for two-way trail.	1194 East Haystacker Drive, Eagle, Colorado 81631, United States
Bike/Pedestrian	Consider widening road and adding shoulders/path for pedestrians and cyclists.	200 Capitol Street, Eagle, Colorado 81631, United States

Bike/Pedestrian	Unsafe crossing Chambers at this roundabout especially as cars are rounding the corner onto Chambers	131 Chambers Avenue, Eagle, Colorado 81631, United States
Bike/Pedestrian	Pedestrians coming from the bus stop, crossing onto Chambers do not always use the crossing button and are not seen until they are right in front of you. Also very dangerous as cars do not stop even when the crossing sign is flashing. I would like to see a bus stop placed somewhere along Chambers, possibly Justice Center area.	21 Loren Lane, Eagle, Colorado 81631, United States
Bike/Pedestrian	Many use Bull Run as a walking loop. We need sidewalks to keep people out of the street.	712 Bull Run, Eagle, Colorado 81631, United States
Bike/Pedestrian	Sidewalks should have been installed up and down Howard with the new street	404 Howard Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Not only are the cars not stopping but the neither are the e-bikes the just blow through this crosswalk area. This is two fold. E-bike and pedal bikes need to get off the bike and walk across at cross walk not blow through it.	601 Wall Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Cars entering from highway 6 make this a really busy street. We need sidewalks here.	330 West 5th Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	6th and 7th have increase cars traveling off of hwy 6. Need sidewalks	309 West 7th Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Bikes need to obey the rules of the road. Kids are riding e-bikes as if they are pedal bikes and blowing through intersections without stopping or even looking. E-bikes are creating way more issues when kids ride them like electric motorcycles. This is happening all over the town.	601 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	south side of hwy 6 is not good for bikes and peds	432 West 5th Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	E-bikes go way to fast for pedestrians that are on the sidewalk. The speed they are going is like an electric motor cycle. An accident waiting to happen.	17645 US Route 6, Eagle, Colorado 81631, United States
Bike/Pedestrian	This is such a dangerous corner for pedestrians crossing the road from Field Street and for mountain bikers who cross without looking. People speed through this, and while the police presence helps while it's there, as soon as it leaves, people speed again. Please consider a raised crosswalk here.	1833 Sylvan Lake Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	There is no traffic sign that states stopping for pedestrians, and cars are flying through! I was almost hit several times with my 3 month old son and dog. It is a Colorado law for there to be a stop sign.	1833 Sylvan Lake Road, Eagle, Colorado 81631, United States

Bike/Pedestrian	A crosswalk is necessary here for all the walkers and bikers in this Townhome community. Many people come and go from the townhomes here and there is no safe place to cross.	510 Brush Creek Terrace, Eagle, Colorado 81631, United States
Bike/Pedestrian	This intersection needs a crosswalk for bikers and pedestrians. It is frequently used by people accessing the Terrace park and the bike path that continues to Ring Neck. I have witness many near misses with kids crossing here.	542 Golden Eagle, Eagle, Colorado 81631, United States
Bike/Pedestrian	consider widening shoulder on Brush Creek road or providing a rec path for cyclists	3021 Brush Creek, Eagle, Colorado 81631, United States
Bike/Pedestrian	We live on the corner of 7th and Capitol and see so many people, including kids, walking/biking on Capitol from 7th down towards Eagle Ranch. There is a great path through the little park behind us that would take them through safely but I don't think everyone knows about it. Maybe signage directing walkers/bikers down a block would be helpful and add to their (and drivers) safety?	621 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	East of here there is a sidewalk and bike path and then nothing to the west through the old town. Needs a continuous sidewalk along 2nd.	333 East 2nd Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Need sidewalks along Capitol	406 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Sidewalk needs to be resurfaced, it's bumpy, causing cyclists to choose to ride in the road instead.	28 Snow Owl, Eagle, Colorado 81631, United States
Bike/Pedestrian	Need to discourage cyclists from riding on Capitol between downtown and Brush Creek rd. There is a narrow road with no shoulder and it creates a dangerous situation when cars are try to pass cyclists. They need to take the slightly longer route on the bike path.	200 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Seeing kids on ebikes (class 2 & 3-no pedaling) literally racing each other on 6th all the time. Need to enforce the new regulations.	128 West 6th Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Enforce the ebike regulations! Still seeing many kids AND adults speeding along the multi-use paths, dodging dogs, small children and seniors out walking. They literally are racing on the paths and on the roads around the County building.	750 Broadway Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	lack of sidewalks/rec path on Capitol between Grand Ave and 6th Street is very dangerous.	323 Capitol Street, Eagle, Colorado 81631, United States

Bike/Pedestrian	recreation path is in really poor shape between 6th street (behind the cemetery) all the way to Ringneck (in the Terrace neighborhood)	200 6th Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	need an improved path along Grand Ave on the business/residential side of road (south side?)	550 Grand Avenue, Eagle, Colorado 81631, United States
Bike/Pedestrian	big pothole in the path behind the Exhibit hall along the path	426 Fairgrounds Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	Sketchy crossing anywhere in front of these businesses. As a pedestrian, you can't see vehicles very well. Vehicles can't see pedestrians very well.	717b Sylvan Lake Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	It would be great to have a nice, safe way to cross the river here (utilizing the tracks). Otherwise, you need the busyness of Eby Creek Road or you have to go all the way down to Brooks Ln/Fairgrounds	105 Grand Avenue, Eagle, Colorado 81631, United States
Bike/Pedestrian	Bike path is not practical. From most places in town, you need to cross Highway 6 to get on the path and then cross Highway 6 again, somewhere where there is no crosswalk to get to any of the businesses	630 Grand Avenue, Eagle, Colorado 81631, United States
Bike/Pedestrian	The southside (north-facing) sidewalk is almost never shoveled in the winter and the northside (south-facing) sidewalk was under construction all of last winter, leaving no safe places for pedestrians. Construction is complete, but use of both sides of the street would be ideal.	490 East 3rd Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Path needs maintenance since it's very rough. Needs resurfaced.	802 Brush Creek Terrace, Eagle, Colorado 81631, United States
Bike/Pedestrian	Path needs resurfaced. Difficult to use by anything other than a full suspension bike.	3 Canvas Back, Eagle, Colorado 81631, United States
Bike/Pedestrian	This is for all old town areas. The lighting seems less than adequate throughout the residential area. Some are too dim..some are blocked by trees. It's too dark and beary. If a bad light belongs to holy cross make them fix it or just fix it and charge them back. Thanks for reading my rant.	235 West 7th Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	The number of people and kids on ebikes that blow through this roundabout from Church without looking is insane. Ebikes are becoming a hazard nuisance of the wealthy. No one is pedaling these things.	17645 US Route 6, Eagle, Colorado 81631, United States
Bike/Pedestrian	Bikes should not be allowed on Grand Avenue with a bike path next to it. Cars are too stupid to slow down and instead cross into oncoming traffic to pass. Bikes are not vehicles and sharing the road is not safe or realistic.	630 Grand Avenue, Eagle, Colorado 81631, United States

Bike/Pedestrian	Close this section of 2nd to through-traffic. Create a pedestrian only space with landscaping.	112 West 2nd Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Need continuous sidewalks on either side of Capitol St. This should have been required when the street was turned into a road when the connection was made to Eagle Ranch. Worst planning ever.	512 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Crossing the bike path to one side of Capitol and then right back makes zero sense. The roadway makes an S curve on a hill which makes it harder to navigate for both drivers and bikers. Just continue the bike path on the SW side of the road.	909 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Needs a crosswalk. The bike/walking path just ends. Drivers are looking left for traffic not right for pedestrians.	105 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Needs a crossing light around roundabout. Very dangerous!	17645 US Route 6, Eagle, Colorado 81631, United States
Bike/Pedestrian	Need flashing crosswalk signs at this roundabout.	17645 US Route 6, Eagle, Colorado 81631, United States
Bike/Pedestrian	The 2nd street bike path is cracking and has giant side to side cracks.	464 2nd Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Better monitoring for distracted driving along Capitol. So many drivers are visibly looking at their phones while driving. It is very unsafe for pedestrians to cross Capitol.	Brush Creek Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	Need better pedestrian crossing markers (painted crosswalks, flashing signs) all along Capitol from 2nd to 6th streets.	601 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Improve cyclist safety on Brush Creek Rd. Consider adding shoulders/bike path/bike lane for this heavily utilized road. Speed limit enforcement.	2821 Brush Creek, Eagle, Colorado 81631, United States
Bike/Pedestrian	If there's no plan to connect Nogal Rd to Chambers, then there needs to be a legit pedestrian path to get to Chambers from Nogal Rd. Not fun having to walk/drive all the way around	942 Chambers Court, Eagle, Colorado 81631, United States
Bike/Pedestrian	Another crosswalk that vehicles rarely stop for pedestrians at. Is there a way to make this crosswalk more visible?	125 West 7th Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	There is a crosswalk here but cars rarely stop for pedestrians. Is there a way to make this more visible to drivers?	128 West 6th Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	It would be helpful to have a pedestrian crosswalk here. There isn't really a sidewalk and cars don't stop for people crossing the road to get to the park.	205 West 5th Street, Eagle, Colorado 81631, United States

Bike/Pedestrian	Pedestrian sign covered by tree. No crosswalk. No stop sign. Blindspot, kids flying out on bikes.	206 Brush Creek Terrace, Eagle, Colorado 81631, United States
Bike/Pedestrian	Continue the sidewalk/rec path where there is a disconnect.	1313 Brush Creek Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	This intersection is in need of marking the roadway with large white pedestrian/bike crossing stripes to Golden Eagle from the bike path that cuts between houses to Ringneck cul de sac. Road way signs stating Pedestrian crossing in both directions would also be VERY helpful. This is a VERY POPULAR route for walkers, bikes, parents with strollers, kids going to the Terrace Park, etc. Also popular with town bikers going to pool/bike park/tennis facilities. I've witnessed several near kid misses on bikes from drivers that don't live in the neighborhood going to the popular Terrace Park and are unaware of the crossing.	510 Brush Creek Terrace, Eagle, Colorado 81631, United States
Bike/Pedestrian	A 75% of our neighbors do not stop for those trying to cross the street, on any crosswalk on Capital. I call it Colfax, it's that busy. They need to slow down as well.	211 6th Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	The change at this intersection from a gutter/dip to a raised crosswalk at 5th and Capitol was brilliant. Please consider making this change at 4th/Capitol and 3rd/Capitol.	502 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	This crosswalk needs a flashing light and people/bikes need to stop. It's a blind approach for cars and very hard to see pedestrians.	377 Sylvan Lake Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	There are 3 crosswalks within a 1/4 mile on this section of Sylvan Lake Rd (4 if you count the informal crossing at the trailer park). The Eagle path crossing and the newly created one at the Pikes/Medical center are less than 500' apart. Wouldn't it make sense to combine these 2 and close one of them? Every ped crossing is an opportunity for someone to get hit by a vehicle.	Sylvan Lake Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	Please paint pedestrian crosswalk stripes across Sylvan Lake Rd at EVERY intersection through this entire Village Homes section. There are walkers and bikers crossing everywhere, and they need protection from the knuckleheads who drive 30+ mph through this area.	945 Sylvan Lake Road, Eagle, Colorado 81631, United States

Bike/Pedestrian	All locations where GOLFERS / GOLF CARTS cross public roads should be marked in the same way as PEDESTRIAN crossings... large white paint strips on the roadway... and enforced in the same way as all other pedestrian / bike crossings. BE CONSISTENT, FOR PETE'S SAKE!!!	143 Fourth of July Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	Eby Creek road desperately needs a bicycle/ pedestrian lane. From Maverick to Eby Creek subdivision.	306 Eby Creek Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	sidewalk ends near Sinclair gas station and pedestrians have to walk on the street heading east	205 Chambers Avenue, Eagle, Colorado 81631, United States
Bike/Pedestrian	Blind pedestrian stop that's dangerous for drivers and pedestrians.	1833 Sylvan Lake Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	Giant crack in the path is dangerous for small wheels and kids	339 Sylvan Lake Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	Giant crack in the path is dangerous for small wheels and kids	339 Sylvan Lake Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	Higher speeds and poor sight distance near pedestrian crosswalk. Improvements such as RRFB may be necessary	717 Sylvan Lake Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	No pedestrian accessibility between the Museum and the river park. Need to find a safe, designated way to connect these two on the Fairgrounds road in the IMMEDIATE future. Bike path ends at the river park.	100 Fairgrounds Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	No ablitily to use the existing pathway and safely cross to businesses here. Have to use dirt path on other side of road, which isn't a safe option either	678 Grand Avenue, Eagle, Colorado 81631, United States
Bike/Pedestrian	Crossing street here is challenging, while there are lines, it's a very busy intersection where cars typically don't notice pedestrians trying to cross within the crosswalk.	211 6th Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Echo individual's comment from 3rd/hilltop regarding the sidewalk & curb issue	311 East 3rd Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	flashing crosswalk signs for all roundabout crosswalks	17645 US Route 6, Eagle, Colorado 81631, United States
Bike/Pedestrian	need flashing crosswalk signs at every intersection from Grand Ave to 6th St	226 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Pedestrian safety, not safe to walk or ride bikes on Capitol St., Need sidewalks/bike path between Grand Ave and Sylvan Lake Rd	422 Capitol Street, Eagle, Colorado 81631, United States

Bike/Pedestrian	Install blinking crosswalk signs at all intersections on Capitol St between Grand Ave and 6th St	200 Capitol Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	There is a gap between this sidewalk and the path on Brush Creek Road. It would be nice to have a connection here.	1313 Brush Creek Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	Blind corner under the bridge. A mirror or makings could help keep people from drifting into the other lanes.	Hardscrabble Drive, Eagle, Colorado 81631, United States
Bike/Pedestrian	The vegetation in the summer at this crossing obscures vehicles and pedestrians' from being able to see each other.	377 Sylvan Lake Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	The end of the bike path isn't very smooth transition to the road, and would benefit from a crosswalk or signage to encourage cars to slow down as people cross	1720 Eagle Ranch Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	There is an informal path here that has severely washed out with all the crazy rain storms. It used to be a very nice gravel path, but now is very treacherous for bikes and walkers/runners. It would be nice to formalize this connection in concrete (preferably in a bike friendly manner)	726 Prince Alley, Eagle, Colorado 81631, United States
Bike/Pedestrian	Many people cross the main Brush Creek Road to walk the dirt path that goes by the horses over to Sylvan Lake Rd. This cross walk needs to be reinvigorated to keep people safe as they cross, and to deter speeders on Brush Creek Rd	1301 Brush Creek Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	Many vehicles speed down this hill out of the Terrace, and anyone living at the 510 Brush Creek Ter (Pinon Valley) Townhomes must enter and exit here. There are no sidewalks, crosswalks, or "Pedestrian Crossing" signs here. And many people cross with kids and dogs daily. It would be great to have a cross walk, or some way to cross the street from the townhomes to the bike/walking path.	510 Brush Creek Terrace, Eagle, Colorado 81631, United States
Bike/Pedestrian	Mtn bikers cross where there's no crosswalk, pedestrians coming from Soleil are blocked by a berm which makes them hard to see by the speeding drivers coming off the roundabout	1833 Sylvan Lake Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	There is a pedestrian crossing here at the moment however cars frequently speed and do not stop for pedestrians. Unfortunately, no mountain bikers using this area to access haymaker use the crossing as it isn’t a direct path on their route and they cross at their will. Please consider either a raised crossing to reduce speed or some other way for pedestrians and cyclists to cross safely before there is a serious accident. There is also a bit of a blind spot when trying to use the existing crossing from coming down from Field Street.	339 Sylvan Lake Road, Eagle, Colorado 81631, United States

Bike/Pedestrian	One (or more) of the curbs along the right side of 3rd street (when travelling uphill) isn't accessible. The curb is a full height dropoff instead of the gentle slope to street height.	340 Hilltop Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	The sidewalk ends at Hwy 6/Broadway (heading east along Hwy 6). The 8 inch (approx) dropoff from sidewalk to parking lot here is very challenging for bicycles (especially when hauling a bike trailer with children).	116 Broadway Street, Eagle, Colorado 81631, United States
Bike/Pedestrian	Crosswalk traffic generally ignored by vehicle traffic. Suggest flashing lights.	17645 US Route 6, Eagle, Colorado 81631, United States
Bike/Pedestrian	Missing pedestrian connection near alpine bank and Sinclair	131 Chambers Avenue, Eagle, Colorado 81631, United States
Bike/Pedestrian	This area is very highly trafficked by pedestrians and cyclist. Kid camps, the school nearby, and families from the neighborhood use this crossing all hours of the day and night. Cars lined up in front of Endorphin create a blind spot and make it hard to see people in the crosswalk. Usually, cars are already going 35 and it creates a very dangerous situation. Flashing lights for pedestrian crossing will greatly improve safety in this area.	85 Freestone Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	This is a very dangerous intersection to cross because cars traveling east and west cannot see pedestrians fast enough. This is a highly trafficked walkway due to the elementary school, walking and bike paths as well as the gym and coffee shop.	717 Sylvan Lake Road, Eagle, Colorado 81631, United States
Bike/Pedestrian	This is one of our main streets through town and there is not a good sidewalk system. Please consider funding sidewalk improvements in this area. This intersection is also problematic in that cars speed and launch off of the dip in the road which then damages the road when the cars hit the ground on the other side!	406 Capitol Street, Eagle, Colorado 81631, United States
Intersection Concern	Line of sight is limited. Consider a larger no-parking zone or a 4-way stop.	856 Sylvan Lake Road, Eagle, Colorado 81631, United States
Intersection Concern	This intersection is dangerous as shrub growth creates a blind spot and with the removal of the stop sign drivers speed through the intersection and do not yield to pedestrians. I would suggest the return of a stop sign for best safety practices or at minimum building a speed bump to control speeds and pedestrian safety.	339 Sylvan Lake Road, Eagle, Colorado 81631, United States

Intersection Concern	There really needs to be sidewalks and pedestrian crossings in this area. This is especially true since the town has approved high density developments downtown. People need to be able to get around without cars and to the bus stops. Think about strollers or wheelchairs.	135 East 4th Street, Eagle, Colorado 81631, United States
Intersection Concern	turning left (west) in the AM is so unsafe.	448 Grand Avenue, Eagle, Colorado 81631, United States
Intersection Concern	so hard to turn left (west) on why 6 from here.	West 4th Street, Eagle, Colorado 81631, United States
Intersection Concern	Agree with other commenters here. Someone - most likely a young biker trying to get to or from the bike park will be hurt. Cars do not stop at the pedestrian crosswalk and it is difficult to see traffic when coming from Field St. I think a raised crosswalk similar to those in other locations on Sylvan Lake would be helpful and a flashing pedestrian sign. sign	1833 Sylvan Lake Road, Eagle, Colorado 81631, United States
Intersection Concern	Blind Corner and VERY dangerous as cars speed to fast down sylvan lake road. YOu need to add speed bumps to slow down traffic or a three way stop sign. Seems the town has ignored those requests. At the very minimum add a sign stating CO state law to stop for pedestrians in the cross walk. This traffic and speeding situation is only going to get worse as the Haymeadow development starts to fill up. Town also needs to keep the tall grass cut back due to the blind intersection	1833 Sylvan Lake Road, Eagle, Colorado 81631, United States
Intersection Concern	Way too many speeding vehicles. This will only continue to get worse as hay meadow develops.	339 Sylvan Lake Road, Eagle, Colorado 81631, United States
Intersection Concern	This intersection is unsafe for pedestrians. Ever since the stop sign was removed and the roundabout fully opened it is a speedway in both directions along Brush Creek Road. Motorists speed, do not abide by the CO pedestrian law of stopping if someone is in the cross walk. Either put the stop signs back or put in speed bumps to slow people down. The temp speed limit sign does nothing. Also put up a sign that highlights it's a CO law to stop for pedestrians in a cross walk.	1833 Sylvan Lake Road, Eagle, Colorado 81631, United States
Intersection Concern	Cars travel too fast here and it is dangerous for pedestrians and bikers. A speed hump and crosswalk lights are essential.	717 Sylvan Lake Road, Eagle, Colorado 81631, United States

Intersection Concern	This intersection is a concern for kids crossing here especially during the school year. Visibility is low to parked cars. Please put a speed hump here to slow cars down. This is necessary.	856 Sylvan Lake Road, Eagle, Colorado 81631, United States
Intersection Concern	Poor visibility especially turning from second to Capitol	227 Capitol Street, Eagle, Colorado 81632, United States
Intersection Concern	busy intersection, needs some work. maybe a roundabout?	126 Eagle Ranch Road, Eagle, Colorado 81631, United States
Intersection Concern	Poor visibility beyond the vegetation if you are in a small vehicle coming from the west and entering the roundabout. Shorter vegetation would solve the problem.	902 Grand Avenue, Eagle, Colorado 81631, United States
Intersection Concern	People turning onto 3rd St. from Hwy. 6 driving way too fast to enter a residential area	236 West 3rd Street, Eagle, Colorado 81631, United States
Intersection Concern	Unsafe intersection design including site distance, sign pollution, ADA, drainage, and speeding cars.	1857 Sylvan Lake Road, Eagle, Colorado 81631, United States
Intersection Concern	The design of this intersection is poor in that there is a significant quantity of asphalt for pedestrians to cross Sylvan Lake Road. It would be nice to have bulbouts here. Alternatively, is there sufficient space for a roundabout?	761 Sylvan Lake Road, Eagle, Colorado 81631, United States
Intersection Concern	This intersection is quite dangerous. Motorists move fast along this section of Eagle Ranch Road. Motorists and pedestrians exiting Aidan Road do not have good visibility when looking east.	900 Eagle Ranch Road, Eagle, Colorado 81631, United States
Intersection Concern	I hope this is closed or a roundabout. I keep waiting for a Tbone accident here, so dangerous making a left.	127 West 2nd Street, Eagle, Colorado 81631, United States
Intersection Concern	NO visibility to pull onto Capitol from Second Street. Push back the parking.	130 Capitol Street, Eagle, Colorado 81631, United States
Intersection Concern	Traffic on Polar Star Dr tends to be going too fast. The bike trail comes out at the intersection. This intersection should be a 3 way stop.	Polar Star Drive, Eagle, Colorado 81631, United States
Intersection Concern	Sight lines are difficult for turning onto Founders due to cars parked on the roadway. Dangerous to pull onto Founders for both drivers and bikers / pedestrians.	495 Founders Avenue, Eagle, Colorado 81631, United States
Intersection Concern	Poor sight lines to make left turns due to cars parked too close to intersections.	135 East 2nd Street, Eagle, Colorado 81631, United States
Intersection Concern	Turning left onto Hwy 6 is nearly impossible. Definitely need a solution ASAP	433 Grand Avenue, Eagle, Colorado 81631, United States

Intersection Concern	Need better signage to make cyclists stop. I see a lot of children riding their bikes not stopping. At certain times of the day you can't see cyclists b/c of shadows.	Brush Creek Road, Eagle, Colorado 81631, United States
Intersection Concern	Busy intersection, need more space for right turning vehicles from Capitol onto Sylvan. Remove the on street parking in front of the brick building on the corner on Capitol and Sylvan.	1203 Capitol Street, Eagle, Colorado 81631, United States
Intersection Concern	Busy intersection, need more space for right turning vehicles from Capitol onto Sylvan. Remove the on street parking in front of the brick building on the corner on Capitol and Sylvan.	1203 Capitol Street, Eagle, Colorado 81631, United States
Intersection Concern	Semi blind corner when making left turn from parking lot onto Chambers especially when vehicles are not obeying the speed limit.	761 Chambers Avenue, Eagle, Colorado 81631, United States
Intersection Concern	Traffic in the mornings block the roundabout making it difficult to head west on HWY 6	Sylvan Lake Road, Eagle, Colorado 81631, United States
Intersection Concern	Busy intersection, need more space for right turning vehicles from Capitol onto Sylvan. Remove the on street parking in front of the brick building on the corner on Capitol and Sylvan.	1099 Capitol Street, Eagle, Colorado 81631, United States
Intersection Concern	Difficult to make a left turn onto Capitol from 2nd when cars are parked on Capitol visibility is limited. Solution to reduce parking within 10ft of intersections.	135 East 2nd Street, Eagle, Colorado 81631, United States
Intersection Concern	Hard to see around building when making right turn from Capitol onto HWY 6 especially with the vehicles not obeying the speed limit. Also difficult to not block the intersection for pedestrians when trying to see around the building to turn right.	104 Capitol Street, Eagle, Colorado 81631, United States
Intersection Concern	This intersection needs road and sign markings. It is heavily used by kids and adults that are walking, skateboarding, rollerblading, jogging or biking as they are going from Golden Eagle to the path that goes between the houses to Ring Neck.	510 Brush Creek Terrace, Eagle, Colorado 81631, United States
Intersection Concern	Enhance sight distance for the Eagle Ranch intersection by making 40'-50' from the intersection on the SB side of Sylvan Lake no parking. SUVs often park here and make it difficult to see NB traffic on Sylvan Lake Rd when stopped at Eagle Ranch Rd.	856 Sylvan Lake Road, Eagle, Colorado 81631, United States

Intersection Concern	A roundabout at this intersection would solve sight distance problems and slow speeding southbound cars on Sylvan Lake Rd. It would also have the added benefit of clearing the bottleneck queue that forms from school drop off during rush hour.	856 Sylvan Lake Road, Eagle, Colorado 81631, United States
Intersection Concern	Intersection, especially during school year mornings/afternoons, line of sight turning left is hard to see, turning right onto Church from 3rd is a tight turn etc. Have seen many near crashes here. Plus add in pedestrian (children mainly) walking/biking to/from school, it is a significant challenge to navigate.	221 Church Street, Eagle, Colorado 81631, United States
Intersection Concern	A difficult intersection with low sight distances and pedestrian traffic. Needs additional safety improvements.	843 Sylvan Lake Road, Eagle, Colorado 81631, United States
Intersection Concern	The crossing could use a flashing light. It does not have good sight distance, is a school bus stop and a common way for kids to get to Brush Creek Elementary.	900 Eagle Ranch Road, Eagle, Colorado 81631, United States
Intersection Concern	Almost impossible to turn left on to hwy 6	West 4th Street, Eagle, Colorado 81631, United States
Intersection Concern	Too many times cars on 2nd st do not stop for the stop sign. I have had near collisions (as i am traveling on Capital st) at least 5 times.	135 East 2nd Street, Eagle, Colorado 81631, United States
Intersection Concern	Very difficult to get on hwy 6 in the mornings.	105 Capitol Street, Eagle, Colorado 81631, United States
Intersection Concern	Many kids and people go from the bke trail north on Wall st and cross 6th st, rarely do ebikes stop to look for cars or other bikes on 6th st. Also cars go very fast on 6th st because there are no stop signs til McIntire. I think we need a stop sign or two (at Wall and Broadway)	715 Broadway Street, Eagle, Colorado 81631, United States
Intersection Concern	Hwy 6 traffic does not yield to pedestrians and bicyclists at crosswalk.	902 Grand Avenue, Eagle, Colorado 81631, United States
Intersection Concern	High traffic intersection that needs increased safety. Flashing beacons will help to slow down drivers and increase safety for pedestrians, especially kids walking and biking to school.	85 Freestone Road, Eagle, Colorado 81631, United States
Intersection Concern	People cross Chambers without looking for cars entering roundabout. Between 3:30 and 5:30 pm it's dangerous	17645 US Route 6, Eagle, Colorado 81631, United States
Intersection Concern	Add a four way traffic stop here to create gaps in traffic. This will allow cars to make the western direction turn. This will also help create breaks in traffic heading East, allowing cars to merge easier onto Grand Ave from Capital.	432 West 5th Street, Eagle, Colorado 81631, United States

Intersection Concern	There are no pedestrian markers to stop vehicles when crossing this area. Need pavement markers or a flashing sign.	135 East 2nd Street, Eagle, Colorado 81631, United States
Speeding Vehicles	Speeding vehicles and large trucks with engine braking creating unnecessary noise. Please put up a sign on brush creek rd similar to Hwy 6 when entering Eagle to not allow engine braking. This has to be a nuisance for Brush Creek Rd residents and also Soleil Homes. With all the additional truck traffic for construction, it is getting ridiculous.	56 Soleil Circle, Eagle, Colorado 81631, United States
Speeding Vehicles	Firstly, this map marks this as Sylvan Lake Rd rather than Brush Creek Rd and Field St. Many vehicles ignore the speed limit sign and even the pedestrian crossing signs. There used to be a stop sign at this intersection prior to the realignment of Brush Creek/Sylvan Lake. If the stop sign(s) cannot be restored, at least some rumble strips or bumps should be strongly considered. With the increased number of cyclists riding to the bike park and accessing it from Field St as well as the upcoming increase in traffic as Haymeadow becomes populated, a stop or at least accentuated "slow" zone is warranted.	1833 Sylvan Lake Road, Eagle, Colorado 81631, United States
Speeding Vehicles	Intersection concern + speeding vehicles - Every since the town put in the roundabout and removed the stop sign cars drive way too fast down Bursh Creek Road. Most exceed the speed limit. It is very dangerous and only a matter of time before someone gets hurt, or worse... Please reconsider what you did here...	339 Sylvan Lake Road, Eagle, Colorado 81631, United States
Speeding Vehicles	There are consistently speeding vehicles that don't see people and bikes crossing at this blind crosswalk. Request to add a stop sign or speed bump here.	1833 Sylvan Lake Road, Eagle, Colorado 81631, United States
Speeding Vehicles	Speed bumps would be amazing thru here. So many bikers and pedestrians walking.... Drivers don't slow down thru round about, they only speed up!	1833 Sylvan Lake Road, Eagle, Colorado 81631, United States
Speeding Vehicles	After people get through the speedbumps on Capitol that end around 6th street, they speed up until they get to the stopsign at the three way stop. I would love to see one more speedbump put in around 7th to help slow folks down. Until then, kudos to Eagle PD who are often out there ticketing the speeders!	621 Capitol Street, Eagle, Colorado 81631, United States
Speeding Vehicles	Traffic needs to be slowed along Polar Star and as it moves passed the schools. There are so many children, bikers, and wildlife present. As a neighbor, I witness close calls daily that would be avoided by reduced speeds and ideally a 3-way stop.	908 Polar Star Drive, Eagle, Colorado 81631, United States

Speeding Vehicles	Vehicles come flying off the boneyard/bellyache road into the neighborhood and make this corner very unsafe. We have witnessed numerous near crashes as well as incidents involving neighborhood kids.	432 Bluffs Drive, Eagle, Colorado 81631, United States
Speeding Vehicles	Backing up after parked along McIntire, I am shocked by the speed of vehicles along a nice residential street. Waiting to get hit when slowly backing up just to see. Zero respect for each other it seems.	641 Mcintire Street, Eagle, Colorado 81631, United States
Speeding Vehicles	Speeding on both 3rd and 2nd streets.	420 East 3rd Street, Eagle, Colorado 81631, United States
Speeding Vehicles	Consider lowering the speed limit on streets in the Terrace with no sidewalks. There are a lot of young kids in the neighborhood.	213 Golden Eagle, Eagle, Colorado 81631, United States
Speeding Vehicles	This stretch along Bull Pasture Road has always been a concern for me. The crosswalk here is not lit and has no warning lights. Vehicles routinely speed along this stretch in front of the tennis courts. It is especially problematic during hockey season as the days get shorter (less light) and parents are in a hurry to drop off kids for practice and games. Most drivers seem unaware that there is even a crosswalk at this location.	1701 Bull Pasture Road, Eagle, Colorado 81631, United States
Speeding Vehicles	Speeding vehicles on capitol from Grand Ave to Sylvan Lake Rd	200 Capitol Street, Eagle, Colorado 81631, United States
Speeding Vehicles	People are speeding through this intersection, regularly going above the speed limit. Bikers coming from Haymaker and pedestrians coming from Soleil neighborhood are in danger of getting hit. Maybe a raised crosswalk here like we have near Brush Creek Pavilion and Searby Street among others would be helpful.	1833 Sylvan Lake Road, Eagle, Colorado 81631, United States
Speeding Vehicles	Cars fly through here all the time and put other vehicles, pedestrians, bikers, and families at risk.	717 Sylvan Lake Road, Eagle, Colorado 81631, United States
Speeding Vehicles	There is consistent speeding on this road during all hours of the day. This is dangerous for many reasons including, pedestrians, bikers, kids, castle peak residents etc.	717 Sylvan Lake Road, Eagle, Colorado 81631, United States
Roadway	Mark as a turn lane for cars turning left	138 Eagle Ranch Road, Eagle, Colorado 81631, United States
Roadway	This street needs to have some pedestrian infrastructure. This is a residential area of town and one of the main streets. Maybe consider making this street a one way?	430 Capitol Street, Eagle, Colorado 81631, United States

Roadway	The Brush Creek Road needs to get started ASAP. Traffic on Capitol St. is out of control and cars drive too fast. All the new development in Eagle Ranch and Haymeadow, Hockett Gulch, etc., etc., etc. have impacts to the whole town traffic patterns. Capitol St. cannot be expected to handle it all. Remember, people actually live downtown!	102 Shorthorn Drive, Eagle, Colorado 81631, United States
Roadway	Tough to get onto the Eagle Valley Trail from Highway 6 or vice versa. High speeds and little room for error.	US Route 6, Eagle, Colorado 81631, United States
Roadway	That raised concrete median seems out of place in front of the Pike and will be interesting to see how it works covered in snow.	16435 Grand Avenue, Eagle, Colorado 81631, United States
Roadway	grand ave needs pedestrian facilities	248 Grand Avenue, Eagle, Colorado 81631, United States
Roadway	left turns in and out of castle drive is a challenge at peak times, and no bike and pedestrian facilities	710 Castle Drive, Eagle, Colorado 81631, United States
Roadway	The connection between Brush Creek Road and Hwy 6 is long overdue and making Capital Street unsafe with heavy driving pressure. The line to turn Right at Capital Street and Hwy 6 is often backed up a couple of blocks both in the mornings and evenings. With the addition of the Haymeadow Apartments soon to be filled and then 400+ houses to follow the amount of traffic at this intersection and at Capital and Hwy 6 is about to get exponentially worst at both these times and in general. Adequate roads need to be put in place to support the approved developments.	Brush Creek Road, Eagle, Colorado 81631, United States
Roadway	When will this road from Capitol to Hwy6 through the Bull Run pasture be started? It's already late, as the apartment / condo buildings in the new Haymeadow (name?) area are being completed? This lack of foresight and planning is going to become a huge problem very soon. Get started here!	Brush Creek Road, Eagle, Colorado 81631, United States
Roadway	When will this be turned into a ROUNDABOUT? This is a ridiculous intersection, and will become even more problematic once the Haymeadow residents start driving through here.	126 Eagle Ranch Road, Eagle, Colorado 81631, United States
Roadway	The open access along the EB US6 is a problem. Cars often use it to accelerate where pedestrians and bikes share this space.	776 Grand Avenue, Eagle, Colorado 81631, United States
Crash/Near Crash	I have almost been hit many times by traffic coming from the north that aren't expecting to yield to other drivers in the roundabout	17645 US Route 6, Eagle, Colorado 81631, United States

Crash/Near Crash	Always trucks parked there at the liquor store and cannot see the oncoming traffic. Very dangerous.	436 Mcintire Street, Eagle, Colorado 81631, United States
Crash/Near Crash	3rd/Grand is a main intersection and turning left is very hard to do, little gaps in traffic during high traffic times	236 West 3rd Street, Eagle, Colorado 81631, United States
Crash/Near Crash	eBikers not stopping to check traffic before crossing Chambers.	50 Chambers Avenue, Eagle, Colorado 81631, United States
Crash/Near Crash	I witness near crashes on a daily basis. When there are cars lined up in front of endorphin and color coffee it creates a blind spot for vehicles turning right coming from Gambel St onto Sylvan Lake Road. We hear slamming brakes, horns, etc. due to near crashes.	85 Freestone Road, Eagle, Colorado 81631, United States
Crash/Near Crash	It is very dangerous to make a left hand turn into Castle Dr	50 King Road, Eagle, Colorado 81631, United States
School Routes	Horrible traffic flow. Unsafe for drivers and pedestrians/bikes.	134 Eagle Ranch Road, Eagle, Colorado 81631, United States
School Routes	Find a way to calm youth down this large hill with bikes/rolling into this intersection with vehicles.	561 East 6th Street, Eagle, Colorado 81631, United States
School Routes	This crossing is heavily trafficked with kids walking and biking to/from school. Drivers rarely stop and are often speeding creating a high risk. A sign with flashing lights for kids to press would be greatly appreciated.	12 Gamble Street, Eagle, Colorado 81631, United States
Transit	We need an in town bus	761 Sylvan Lake Road, Eagle, Colorado 81631, United States
Transit	It would be great to have transit services located within or near different neighborhoods (Bluffs, Eby Creek, Terrace, Eagle Ranch, etc.)	697 2nd Street, Eagle, Colorado 81631, United States

C. Round 2 Website Comments Received

Do you have any additional comments regarding safety improvements to Eagle roads?

24 Comments

1	The bike path from Walcott ends in a complete mess. Someone who rides a bike should be involved in the development and planning to connect this to more path. Furthermore, it should connect to businesses and attractions that people want to visit, increasing tourism revenues for local businesses.
2	Grand Ave can have minor improvements that could go a long way to help improve instead of waiting for a major construction project to make it four lanes. Look at lowering the speed to 30 mph and then 25 mph around Broadway. Consider only adding one roundabout at 5th and add a center median lane.
3	I think better lighting along the main arterial roads and more appropriate crosswalk signage. Capitol between Grand Ave and Brush Creek is a nightmare between pedestrians and vehicles!
4	Enforce fines for distracted driving. Improve sight lines and enforce parking set backs. Ticket those parking in set backs on 2nd and Capitol particularly around the church. Better pedestrian crossings on Capitol from Grand Ave to 5th St.
5	Pedestrian and bike safety and visibility at some intersections is challenging. The plans for highway 6 round abouts will enhance vehicle flow, particularly at peak times. Designated and ideally separated bike lanes and sidewalks are needed, particularly on capital.
6	Eagle's traffic issues would be substantially reduced by a Costco/Gypsum I 70 interchange.
7	Priority pedestrian and bike infrastructure.
8	On Brush Creek road there need to be more "give cyclist 3 ft" signs. I noticed there is a new one, but in silt they have them every mile. I can be riding on the line on the right, and I still get buzzed and people yelling and honking at me. I think if more signs along that whole stretch would help.
9	Repainting the lines in the park and ride and the cross-walk lines throughout eagle.
10	Please find a solution to the bicycles not using the crosswalk at the junction of Field Street.

11	Create a simple four-way stop at Capital and Second Street until further changes can be made in the future. It is impossible to see around all the cars that park there now. There are children on bikes, people walking. Something terrible is going to happen there soon
12	There needs to be a flashing crosswalk at 3rd for kids going to and from Evms and Eves. Also, the curb and gutter at 3rd and Church isn't ADA compliant and makes it so kids don't ride scooters or bikes that way.
13	slower speed at roundabouts, crosswalks are not safe! crosswalks are too close to the actual center of the circle / scary, Chambers/ Fairgrounds intersections and one from the sidewalk along grand crossing onto Church do not feel safe to cross. Too many people think it is a racetrack!!
14	It seems like US-6 is our biggest pain point- both vehicle and safety for pedestrians/bikes
15	Grand Ave improvement would be great
16	Need to improve pedestrian cross walks. Have seen way too many close calls where vehicle speeding and distraction almost created a deadly situation.
17	Providing feedback through this survey was difficult since there were only 3 questions.
18	From the county building heading west on Capitol St. there should be extension markers or corrugated road surface to mark the double yellow line that west bound traffic frequently crosses when entering the curve in the road.
19	Focus on things that build and connect our community and foster a sense of community! Thanks
20	Prioritize separated ped/bike paths from vehicles.
21	Improve the 3-way stop at Capital and old Brush Creek Road (Eagle Ranch Entrance) there are times where there are too many cars, bikers, walkers and kids and it is just chaos for what the intersection can handle safely.
22	The biggest improvements would be access to pedestrian and bike lanes through all parts of town and the connectivity of those lanes. Eagle has some portions of trails that are disconnected. Then reduce flow, one way to do that is to divert Gypsum traffic to i-70 through an interchange.
23	add bike lanes
24	There is a great need for the sidewalk to continue on seventh Street where it abruptly ends in the bull pasture park, to safely get pedestrians to major community centers like the town park in the library.

Standards and Policy
GUIDELINES

INTRODUCTION

Advancing safety in the transportation network includes interventions aside from—and in addition to—project-specific reconstructions, infrastructure additions, and control type changes. The policy and regulatory ecosystem of Eagle ensures wraparound focus on safety improvement and addresses the federal SS4A requirements. This chapter presents a menu of policy and education options that will move Eagle toward the safety goals of the plan. Each option is tagged with its relevance to the following objectives:

Correct an existing safety concern.

Prevent a potential future safety concern.

Support a project on the horizon.

Educate the community on safety actions.

Collaborate within Town government or across the community.

> PROJECTS AND STRATEGIES MUST BE DIRECTLY RELATED TO ADDRESSING THE SAFETY PROBLEM(S) IDENTIFIED IN THE ACTION PLAN AND APPLICATION.

What this section covers

Standards and guidelines that will advance Eagle toward achievement of SS4A goals across the Town's transportation network.

Future Functional Classifications

The future functional classification system for the Town of Eagle, which includes the addition of approximately 0.38 miles of the forthcoming Brush Creek Road Extension (*Major Collector road extension from Capitol Street to Grand Avenue*) was analyzed to determine how closely the percentages for each classification falls within the percentages recommended by the FHWA. Table 1 reflects the comparisons.

Based on the future system percentages, and with consideration that the Town of Eagle does not have any Principal or Minor Arterial functionally classified roadways, the future system percentages fall within the FHWA recommended guidelines.

Table 1. Functional Classification System Distribution

FHWA FUNCTIONAL CLASS	FUTURE SYSTEM %	FHWA RECOMMENDATION %
Interstate	7.9%	1–3%
Principal Arterial	NA	2–6%
Minor Arterial	NA	2–6%
Major Collector	16.3%	8–19%
Minor Collector	4.9%	3–15%
Local Streets	70.9%	62–74%

LOS Standards

The following section outlines the criteria for evaluating the level of service (LOS) standards, which play a crucial role in assessing the current and future performance of the Town of Eagle's transportation infrastructure.

Traffic operations are described in terms of LOS, based on the methodologies described in the Highway Capacity Manual (HCM). LOS is a qualitative measure developed to quantify traffic operations by incorporating traffic volumes, roadway geometry, and other parameters to estimate the delay per vehicle. LOS at intersections provides a means for identifying intersections that are experiencing operational difficulties, as well as providing a scale to compare intersections. The scale is based on the ability of an intersection or street segment to accommodate the amount of traffic using it. The LOS scale ranges from "A" to "F". LOS A indicates near free-flow traffic conditions with little delay and LOS F indicates breakdown of traffic flow with very high amounts of delay.

In summary, the level of service for intersections is a valuable tool for transportation professionals to evaluate and manage traffic operations. By assessing and improving LOS, agencies can enhance traffic flow, reduce congestion, and improve the overall quality of transportation networks while ensuring safety for all road users.

LOS FOR ROADWAYS

A capacity deficiency exists when actual traffic exceeds the vehicular capacity of a roadway. The acceptable capacity of a highway is influenced by numerous factors, encompassing location, route options, roadway geometrics, the positioning of major intersections, access management, peak-hour traffic volumes, and traffic control measures. Each segment of the highway possesses a finite capacity, representing the maximum number of vehicles it can accommodate across all its lanes. For planning purposes, the level of service for a roadway link is determined by comparing the link's traffic volume to its roadway capacity. For a more comprehensive understanding of the LOS, please refer to Table 2 for additional clarification. Values are used as a guideline and should not be used for operational analysis purposes or final design.

In most scenarios within the Town of Eagle, traffic analysis will predominantly focus on two lane collector and local roadways and intersections. The prevailing practice is to maintain a level of service B for the local roadway systems and a level of service C for urban highways and major collectors, and intersection operations. These selected LOS standards align with the guidelines set forth in the CDOT's Roadway and Design Guide 2023 (the 2025 edition will be available on May 25th, 2025)[1] as well as the Eagle County Engineering Criteria Manual.[2]

Table 2. Level of Service Definitions for Roadways

LOS	TRAFFIC FLOW	VEHICLE/ CAPACITY RATIO
A	Free Flow (Below Capacity)	< 0.60
B	Stable Flow (Below Capacity)	0.75
C	Stable Flow (Below Capacity)	0.80
D	Restricted Flow (Near Capacity)	0.90
E	Unstable Flow (Approaching Capacity)	1.00
F	Forced Flow (Over Capacity)	>1.00

LOS FOR INTERSECTIONS

LOS for intersections is a crucial metric used to evaluate the operational performance and efficiency of road intersections. Assessing the LOS helps understand how well an intersection is functioning and whether it meets the needs of road users.

LOS C or better is generally desirable, and LOS D may be appropriate for urbanized areas in many agencies in Colorado. Additionally, each approach to the intersection should be designed to have the highest LOS practical. The LOS thresholds for intersection delay are shown in Table 3 on page 205.

LOS for Signalized Intersections

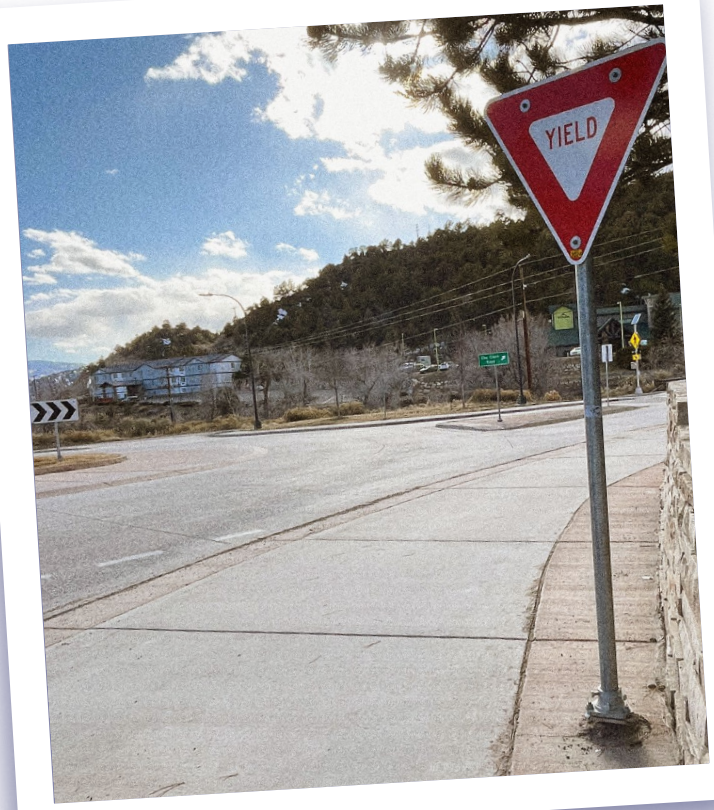
For signalized intersections, the LOS is based on the average stopped delay per vehicle. The procedures used to evaluate signalized intersections use detailed information on geometry, lane use, signal timing, peak hour volumes, arrival types and other parameters. This information is then used to calculate delays and determine the capacity of each intersection.

LOS for Unsignalized Intersections

Side-Street Stop Controlled Intersection. Overall intersection LOS is undefined for side-street stop-controlled intersections within the HCM. The LOS for the side-street stop-controlled intersections is based on the delay experienced by movements within the intersection, rather than on the overall stopped delay per vehicle at the intersection. For side-street stop-controlled intersections the through traffic on the major (uncontrolled) street experiences minimal to no significant delay at the intersection. Conversely, vehicles turning left and going across the

Table 3. Intersection Delay and Level of Service Thresholds

LOS	AVERAGE DELAY (SECONDS PER VEHICLE)		DESCRIPTION
	UNSIGNALIZED INTERSECTION	SIGNALIZED INTERSECTION	
A	≤ 10	≤ 10	Near free-flow traffic
B	> 10 and ≤ 15	> 10 and ≤ 20	Minor delays
C	> 15 and ≤ 25	> 20 and ≤ 35	Some delays, but not resulting in significant traffic congestion
D	> 25 and ≤ 35	> 35 and ≤ 55	Delays with some traffic congestion
E	> 35 and ≤ 50	> 55 and ≤ 80	Significant delays with significant traffic congestion, approaching capacity
F	> 50	> 80	Breakdown of traffic flow, major traffic congestion



major street from the minor street, or vehicles turning left from major street to minor street experience more delay than other movements and at times can experience significant delay. Vehicles on the minor street which are turning right from the minor street experience less delay than those turning left or going across from the same approach. Due to this situation, the LOS assigned to a side-street stop-controlled intersection is based on the average delay per vehicle for vehicles for the minor street approach and left turn major street approach.

All-way Stop Control and/or Roundabout. LOS for all-way stop controlled and/or roundabout intersections are also based on delay experienced by the vehicles at the intersection. Since there is no major street, the highest delay could be experienced by any of the approaching streets.

LOS for Pedestrian and Bicyclists

Traffic analysis should incorporate multimodal assessments, as the most recent edition of the Highway Capacity Manual provides methodologies for evaluating bicycle and pedestrian LOS. Additionally, the Town of Eagle has established trail regulations set forth in their Eagle Area Open Lands Conservation Plan.[3]

Traffic Impact Study Guidelines

A Traffic Impact Study (TIS) is a tool used to manage roadway access and objectively evaluate anticipated safety and operational impacts of proposed development on the surrounding transportation system. The primary responsibility for assessing the traffic impacts associated with a proposed development rests with the developer, to ensure public agencies understand the projected impacts of new development on the roadway networks.

A TIS could be required for any type of development and associated trips being generated to objectively assess the safety and operational impacts of the development or modified land use on Eagle's roadway system, with local modifications to minimize safety problems as the Town grows. These impacts are typically due to the generation of new traffic volumes or shifts in travel patterns. Depending on the impacted roadways CDOT may be required to sign off on the developer's TIS.

If the development does not meet the above trip generation requirements, the developer should be required to submit a short memo to the County Highway Superintendent documenting why a TIS is not required or that the County Highway Superintendent has waived the requirements for a TIS.

The following are general recommendations for the Town of Eagle in the establishment of, and requirements for a TIS:

- Define the TIS in the Town code.
- Codify when a TIS is required. Establish a criterion and the ability to waive certain elements for unique circumstances. The waiver process should be similar to a variance process, whereas applicants must justify the reasons why a study is not necessary. The ordinance may provide for a condensed study requirement, or a temporary waiver that includes conditions when the study will be required in the future, an example is a project developed in phases.
- Establish a list of consultants who are qualified to prepare the studies.
- Require the developer/applicant to pay for the TIS.

TRIP GENERATION MEMO

Where the daily trip end generation is less than 100 (10 peak hour trip ends) and no access changes are proposed for the development, the Trip Generation Memo will be required.

INTERMEDIATE TRAFFIC IMPACT STUDY

Where the proposed development will present the following conditions, an intermediate level TIS will be required:

- The daily trip end generation is between 100 and 500, and there are less than 50 peak hour trip ends (when the peak hour occurs on the adjacent facility), and;
- The LOS of the adjacent facility, when the development is completed, equals or exceeds the LOS standard established for that facility. Point of Access only.

TRAFFIC IMPACT STUDY

A full TIS shall be prepared by the applicant for developments with greater than 500 daily trip ends or more than 50 peak hour trip ends (during the peak hour on the adjacent facility). The geographic area to be included in the TIS will be determined in coordination with the town engineer.

Corridor Preservation and Right-of-Way (ROW)

Due to the nature of the geography and topography within and surrounding the Town of Eagle, future growth is limited to locations within the Town's growth boundary where lower slopes allow for new development. Within areas identified by the Town of Eagle for new development, it is important to ensure the preservation of adequate right-of-way (ROW) for new roadways that will provide access to future areas of residential, commercial, and/or industrial development. An example of future corridor preservation (ROW preservation) is the future Brush Creek Road Extension. Land has been preserved within this future road ROW to preserve adequate future road width requirements for this future collector roadway. As the Town of Eagle considers new development, consideration of the type of development, density and type of land use should be factored in order to ensure preservation of the required ROWs appropriate to the intended future land use and the access requirements for both vehicle and multimodal facilities.

Access Management

Effective management of access points plays a crucial role in establishing a safe and efficient road network. This encompasses regulating entry and exit points on roadways, including the spacing of intersections and placement of driveways. Such control measures are pivotal for preserving or enhancing the smooth operation of the road system and, importantly, for bolstering safety by minimizing the risk of crashes.

Access control guidelines serve multiple purposes, chiefly safeguarding the public's investment in the road infrastructure and providing developers with clear directives for project planning. These guidelines are designed to strike a balance between the broader public interest in unhindered mobility and property owners' rights to access their properties. Access, in this context, pertains to ensuring convenient entry and exit points along roadways, which are essential at both ends of a journey. Mobility, on the other hand, refers to the ability to move freely and easily between locations. Most roadways fulfill both these functions to varying degrees, contingent upon their functional classification.

Efficient management of driveway access throughout the entire road network may necessitate coordinated efforts among the Town and the County in areas near the Town boundary.

Access spacing and Access configuration guidelines may be formulated to offer direction in making determinations regarding the type and placement of new access points in Eagle. These guidelines are typically employed in situations involving safety or operational concerns, evaluations of access during permit issuance or plat review processes, and in conjunction with planning studies and improvement initiatives.

There are some examples of high levels of access along various road segments within the Town of Eagle (i.e., Grand Avenue). Studies have shown that this increases the potential for crashes. Where high levels of access exist, or where undesirable access conditions are located, access management strategies can be implemented.

Access management refers to a set of techniques that can be used to control access on streets and highways. It is typically focused on functionally classified collector and arterial roads. Access management techniques generally reduce the number of accesses or increase the spacing between accesses onto major thoroughfares. They can also include aligning offset intersections.

An example of an offset intersection that should be corrected are the multiple intersections with side street access along Grand Avenue. Crash records show a documented history of crashes between opposing turning traffic movements. Improvement to offset or skewed intersections can improve safety.

The benefits of access management include improved traffic movement, reduced crashes, and fewer vehicular conflicts. When access management strategies are implemented, traffic flow is made more efficient, the roadway can manage more traffic and congestion levels decrease, resulting in fewer crashes.

Efforts to reduce access (private driveways or small subdivision access) along collector or arterial roads where access is excessive should be undertaken when possible. The planning phase of a new road project is the best time to consider how access can efficiently and safely be provided. New development plans should also be carefully reviewed to determine whether planned access will interfere with safety or mobility along an adjacent highway.

Table 4 summarizes recommended access spacing standards for the Town of Eagle, including direction for signal spacing, intersection spacing, driveway access density, and direct property access.

The access spacing for private access points is based on Stopping Sight Distance. Stopping Sight distance is defined as the minimum distance needed by motorists to see an object on the roadway ahead and bring their vehicles to safe stop before colliding with the object. Table 5 is the minimum spacing for unsignalized private access points. Note that this table is based on a level roadway without any horizontal and vertical curvature. In areas with vertical and horizontal curves, additional distance may be needed.

Table 4. Town of Eagle Access Spacing Guidelines

CLASS	SUB CLASS	CROSS STREET (FEET)	SIGNAL (MILE)	ACCESS DENSITY (PER MILE)	DIRECT ACCESS
Primary Arterial	Rural	2,640 F 1,320 D	1/2	4	Exception only
	Urban	1,000	1/4	5	Exception only
Collector	Rural	1,320	1/4	5	Yes
	Urban	1,000	1/4	5	Yes
Local	Local				

F – FULL MOVEMENT; D – DIRECTIONAL ONLY

Table 5. Minimum spacing for unsignalized private access points

SPEED LIMIT (MPH)	MINIMUM SEPARATION (FEET)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730

SOURCE: AASHTO GREEN BOOK, 2004

Access management guidelines and practices should generally be implemented at the county and local levels as these agencies are typically involved at the planning stages of development proposals. However, effective access management requires mutual support and effective communication at all governmental levels. Therefore, it is important to consider how access management guidelines are implemented as part of Town planning and development review procedures.

Roundabouts

Roundabouts are a traffic control measure that offer potential traffic operational benefits when implemented at the proper location. Roundabouts also offer the following safety benefits:

- Roundabouts have fewer vehicular conflict points in comparison to conventional intersections. The potential for high-severity conflicts, such as right angle and left-turn head-on crashes, is greatly reduced with roundabout use.
- Low speeds generally associated with roundabouts allow drivers more time to react to potential conflicts, also helping to improve the safety performance of roundabouts. Low vehicle speeds help reduce crash severity, making fatalities and serious injuries for vehicles and pedestrians uncommon at roundabouts.

- Pedestrians need only cross one direction of traffic at a time at each approach as they traverse roundabouts (i.e., crossing in two stages) as compared with the existing intersections, reducing exposure and delay by reducing vehicular gap requirements.

Because of the reduced collisions and safety benefits offered by roundabouts, and the relatively high pedestrian traffic generated within the Town of Eagle, it is recommended that the Town continue to consider this measure for future construction at any location having a high level of traffic and identified safety concerns such as along the Grand Avenue corridor.

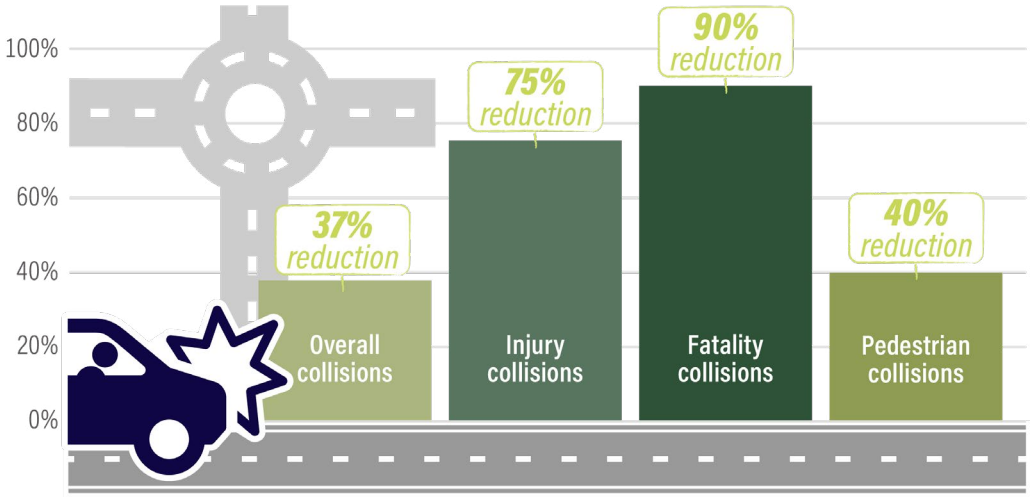


Figure 1. Collision Reduction with Roundabouts

Roundabouts can substantially reduce the number and severity of crashes at an intersection in comparison to traffic signal use. The expected reductions are shown in Figure 1. Future roundabouts should be considered for larger developments and to resolve identified issues susceptible to correction by a roundabout. Use of roundabouts is supported when/if determined to be appropriate, due to the safety and mobility benefits they provide. Figure 1 graphically depicts collision reduction statistics by type/severity when incorporating roundabouts into intersection design.

EXAMPLES OF INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) can provide a means of directly interacting with real time situations to mitigate negative outcomes. Video data can be collected and monitored to help predict conflict zones and provide faster response times to crashes. Advanced traffic management systems can help provide timely information for existing queuing along roadways and alert vehicles of an upcoming crash to help prevent additional crashes. In lieu of the Town of Eagle currently having no traffic signals, ITS can still play a role in providing traffic safety prevention measures. Pending future growth and development in the Town of Eagle and the decisions made regarding intersection traffic control, ITE options could have positive value regarding traffic safety prevention efforts. Additional information regarding ITS can be found on the U.S. Department of Transportation website.[4]

What this section covers

Procedures and resources to utilize to determine appropriate speed limits and crossings that work with transportation infrastructure.

Townwide Speed Limits Review

One strategy to affect driver behavior outside of construction projects is to review Town-wide speed limits. Sometimes, the posted speed limit does not match the land use context or the driver's comfort. Reviewing the speed limits on roads and right-sizing them to the speeds drivers travel can reduce the need for speed enforcement and lower overall driver speeds, in concert with warrants for CDOT-operated roads. A review of speed limits can also bring to light problem corridors which lowering the posted speed without infrastructure interventions will not work. That can put further emphasis on projects listed later in this report. Recently in Colorado, the cities of Denver and Boulder have reviewed their citywide speed limits. Additionally, communities of all sizes have done the same in Minnesota in response to an incentive codified in their state law.

Figure 2. Speed limit sign and flashing lights on Third Street

USLIMITS2

The Federal Highway Administration (FHWA) provides a web-based expert system tool, called USLIMITS2, designed to help practitioners with conducting an engineering study for setting reasonable, safe, and consistent speed limits for specific segments of roads. USLIMITS2 is applicable to all types of roads.[5] However, it is not applicable to school zones, construction zones, or roads with variable speed limits. FHWA also offers free technical assistance to local agencies interested in learning more about setting safe speed limits.

DEFAULT SPEED LIMITS

The National Association of City Transportation Officials (NACTO) guide, *City Limits: Setting Safe Speeds for Urban Streets*, provides speed limit setting guidance. It identifies two general approaches for setting default speed limits:

> Cities have two options for setting default speed limits: citywide or by category of street (e.g., major, minor, alley).
>
> Citywide speed limits are generally easier to implement and may be easier for drivers to follow. However, in cities where there is clear differentiation between major arterial streets and local or minor streets, setting speed limits based on category of street can sometimes allow cities to lower speed limits on a number of streets below what would be allowable citywide (i.e., 20 mph on minor streets vs. 25 mph citywide.
>
> If cities have the authority to set default speed limits, they should decide whether to implement citywide limits or category limits based on what makes the most sense given the total conditions.[6]

If setting a default citywide speed limit, NACTO recommends using 25 mph:

> Setting or lowering default citywide speed limits is an inexpensive scalable way to quickly improve safety outcomes, and establish a basis for larger safety gains. Default citywide limits also provide consistent expectations and messages about speed across the jurisdiction, which is easier for drivers to follow.[7]

If setting speed limits using categories, NACTO recommends:

> **Major streets: 25 mph:** A 25 mph speed limit on urban multi-lane streets has demonstrable safety benefits for all users. Major streets feature a combination of high motor vehicle traffic volume, signalization of major intersections, and an inherently multimodal street environment.[8]
>
> **Minor streets: 20 mph:** A 20 mph speed limit on minor streets supports safe movement and contextually appropriate design on the majority of city streets. Since minor streets tend to have either very low volumes or operate at the speed of the most cautious driver, cities can apply a category speed limit to minor streets without detailed review of street characteristics. Minor streets include physically small streets where low speeds are often already present, as well as low-vehicle-volume streets with few or no transit stops.[9]
>
> **Alleys and shared streets:** 10 mph.

SLOW ZONES

The NACTO guide identifies that cities can define "slow zones":

> Slow Zones are specifically designated areas with slower speeds than otherwise similar streets in the same jurisdiction. Neighborhood-scale or site-specific zones are useful for addressing high-priority areas such as areas with elevated collision rates or sensitive land uses (schools, parks, etc.). Cities should create slow zones based on their own location-specific needs, but several types of slow zones are relatively common.[10]

CORRIDOR SPEED LIMITS

The NACTO guide includes additional details for analyzing speeds on major streets if a jurisdiction is not able to set default citywide or category speed limits. The guide recommends setting safe speed limits by evaluating conflict density and activity level.

Their recommendations state that streets with high activity and high conflict density should have 20 mph speed limits while urban streets with low activity levels and low conflict density should have maximum speed limits of 35 mph.

NCHRP SPEED LIMIT PROCEDURE

The National Cooperative Research Program completed a report titled Posted Speed Limit Setting Procedure and Tool sponsored by the American Association of State Highway and Transportation Officials (AASHTO) and in cooperation with the FHWA. The report explains a speed limit setting procedure as well as an online tool to determine a suggested speed limit.[11]

The procedure uses road type, signal and access density, land use context, number and type of vehicle lanes, bike and pedestrian activity and infrastructure, on-street parking activity and type, and crash rates. The report lists four possible speed limit setting options listed highest (fastest) to lowest (slowest):

1. The 85th percentile speed rounded to the closest 5-mph increment (C85)
2. The 85th percentile speed rounded down to the nearest 5-mph increment (RD85)
3. The 50th percentile speed rounded to the closest 5-mph increment (C50)
4. The 50th percentile speed rounded down to the nearest 5-mph increment (RD50)

Figure 3. Marked crosswalk on Eby Creek Road with curb cuts and flashing beacons

Crosswalk Policy

A consistent approach and methods for treating uncontrolled intersections and crosswalks will improve pedestrian safety throughout the city. Consistent marking creates a better understanding of when to expect a pedestrian crossing for drivers and pedestrians alike. A consistent methodology also makes it easier for the general public to request to enhance intersections or to understand why one place is prioritized over another for marking. Crosswalk policies are used across the country and in Colorado.

CDOT POLICY

The *CDOT Pedestrian Crossing Installation Guide* denotes best practices for deciding whether to install a marked pedestrian crossing based on peak-hour traffic counts for both pedestrians and motor vehicles.[12] Generally, the following minimum traffic requirements should be met at the proposed crossing location:

For motor vehicles:

- 1,500 average daily traffic, OR
- Peak-hour traffic exceeds 10% of average daily traffic.

For pedestrians:

- 20 pedestrians in any hour, OR
- 18 pedestrians per hour in any two hours, OR
- 15 pedestrians per hour in any three hours.
- When measuring pedestrian traffic, each young (school-aged), elderly, and/or disabled pedestrian counts double.
  A "school crossing" is defined as a location where ten or more student pedestrians cross per hour.

The policy also includes complex design guidelines for pedestrian crossings based on average pedestrian and vehicular traffic counts, vehicular speed, vehicle queueing, stopping sight distance, street width, and intersection control type, with special considerations for school crossings and crossings near transit stops.

Municipal crosswalk policies in Colorado, including the *Grand Junction Pedestrian Crossing Treatment Installation Guidelines* (2016)[13] and the City of Boulder *Pedestrian Crossing Treatment Installation Guidelines* (2011),[14] broadly adhere to the statewide policy.

LOCAL ROAD RESEARCH BOARD GUIDELINES

The Minnesota Department of Transportation's Local Road Research Board (LRRB) published an exhaustive study of crosswalk policies, the *Pedestrian Crosswalk Policy Development Guidelines,* in 2020.[15] The study includes a quick reference guide for twelve pedestrian collision countermeasures, including their design, cost, benefits, and location considerations.

The guide also provides recommendations for hypothetical roadway segments based on several criteria, including the number of lanes in each direction, whether the roadway has a raised median, average annual daily vehicle traffic, and vehicular speed. It is a valuable resource for jurisdictions nationwide to determine which pedestrian crossing measures would be most effective to implement in their own communities.

Complete Streets Policy/Resolution

A Complete Streets policy or resolution can cement the Town's and elected leadership's dedication to improving transportation safety. A policy implements a vision for streets and roads to be designed and operated in a safe and acceptable way as well as responsive to community needs. According to Smart Growth America, a non-governmental organization, an ideal Complete Streets policy includes the following ten discrete elements, with several strategies for making each element a reality. The ten elements are included in Appendix B on page 243.

Adoption of such a plan would incorporate many elements of this comprehensive safety action plan. The main purpose would be to cover Town departments outside of Public Works. Countless jurisdictions nationwide have implemented Complete Streets policies. For an example of a municipal Complete Streets policy in the western United States consider Complete Streets Tucson (2019), determined by Smart Growth America to be the best policy in the region when evaluating based on the above framework.[16] However, though adherence to the framework is ideal, not all Complete Streets policies are created equally, and many jurisdictions implement less expansive policies. For one such example within Colorado, consider the Town of Parker Complete Streets Policy (2018).[17]

Participatory Budgeting

A set-aside budget line item to address sidewalk gaps may bring the existing networks gaps into focus and help Eagle prioritize filling the gaps. A participatory budgeting format provide an allocation of funding where residents choose from among options where to spend the funds. The allocated funding each year could be voted on by the community at-large or by a smaller steering/stakeholder committee that represents different neighborhoods or constituencies in Eagle. Participatory budgeting is used in other communities across the country for prioritizing all types of project sizes.

DENVER

Denver's participatory budgeting program, The People's Budget, presents roadway projects alongside those pertaining to other issues and allows residents to submit ranked-choice ballots to determine the most widely desired projects. Each yearly cycle focuses on a different area of the city. The cycle for which project design and construction began in 2025, focused on West Denver, resulted in safety improvements to high-pedestrian and high-collision intersections throughout the area.

URBAN INSTITUTE GUIDELINES

The Urban Institute published their Best Practices for Inclusive Participatory Budgeting in 2022.[18] It outlines the following nine best practices:

1. Dedicate adequate funds to participatory budgeting projects and to planning for participatory budgeting activities.
2. Use funding sources that can be spent on uses other than capital projects.
3. Prioritize engaging people with low incomes, people of color, and historically excluded people.
4. Pay people for their time.
5. Provide many options for discussion and voting.
6. Combine participatory budgeting with broader education about the city budget and opportunities for prioritizing larger budget issues.
7. After voting has concluded, follow up with community members on all decisions, next steps, and their experiences with the process.
8. Track and monitor your goals around outreach and inclusion.
9. Once you have successfully piloted participatory budgeting, craft legislation that ensures it will continue over time.

Multimodal Wayfinding Plan

A wayfinding system, commonly consisting of signage, route markers, and maps, assists the users of a multimodal network in navigating the network and orienting themselves geographically. Wayfinding systems are useful for residents and visitors alike to efficiently reach popular public and private destinations, and to choose the route that is most appropriate for their chosen mode.

ST. LOUIS PARK, MN

The University of Minnesota's Humphrey School of Public Affairs, in collaboration with the City of St. Louis Park, published a study on multimodal wayfinding, titled Multi-Modal Wayfinding in St. Louis Park, in 2021.[19] This study supported the implementation of a citywide multimodal wayfinding system, with dual goals to help users reach their destinations more quickly, safely, and comfortably via the multimodal network, and to increase overall use of the network. The study included ten recommendations, with the most relevant to Eagle being installation of physical wayfinding elements that direct multimodal users toward lower-stress routes and the use of durable materials that can be easily maintained.

Intersection Enhancements

The predominance of two-lane roadways with pedestrian and/or bicycle infrastructure in Eagle means there are few enhancements needed within the roadway. The exceptions are within the prioritized projects that are listed in the Project Identification and Project Prioritization chapters. By contrast, intersection enhancements may be beneficial to improve safe conditions across Town. The priority enhancements should be considered for intersections that have a multimodal safety concern, high conflict volume between vehicles and pedestrians, or where there is space generally available to maximize multimodal safety. The improvements listed below are referenced from the *Improving Intersections for Pedestrians and Bicyclists* by the FHWA.[20]

CURB EXTENSIONS

Curb extensions are areas where the sidewalk or curb is extended into the parking lane to improve visibility between pedestrians and vehicles while reducing the crossing distance for pedestrians. Additional benefits include turning vehicles having a reduced speed and preventing parking at corners of an intersection. Turning radii should be considered and the design should accommodate larger vehicles as needed based on land use. Based on location, landscaping and hardscaping should be considered.

CORNER ISLANDS

Corner islands provide a separation between crosswalks at the corners of intersections. The separation helps prevent confusion for drivers by providing a clear direction where a pedestrian plans to cross the roadway. The turning radii of vehicles should be accounted for and accommodate larger vehicles as needed, especially where freight deliveries occur and along the fixed routes utilized by Core Transit and Bustang.

BIKE RAMPS

Bike ramps are transition areas between bike lanes along the travel lanes to a pathway near an intersection. This improvement is helpful at intersections with high vehicular traffic volumes to minimize additional delay added to the crossings. Additionally, bike ramps consolidate conflict points at intersections between vehicles, bicyclists, and pedestrians. Widths of shared paths should be able to accommodate all user types at the intersection.

RAISED CROSSWALKS

Raised crosswalks are ramped speed tables spanning the width of the roadway and are typically used at midblock crossing locations or at the entrance to a minor street at an intersection. The raised crosswalk makes pedestrians more prominent in the driver's field of vision and removes the need for pedestrians to change grade when crossing. This improvement may reduce speeds of drivers and improve yielding. Drainage and snowplowing can be a concern and should be accounted for at locations with raised crosswalks.

RECTANGULAR RAPID FLASHING BEACONS (RRFB)

To increase driver awareness and visibility of pedestrians' presence at uncontrolled, marked crosswalks, the Town can continue to install pedestrian-actuated RRFBs to accompany a pedestrian warning sign, similar to those on Third Street near Eagle Middle School and on Eby Creek Road.

Figure 4. Third Street mid-block crossing with RRFB in use

RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers. RRFBs are particularly effective at multilane crossings with speed limits less than 40 miles per hour. FHWA research suggests that RRFBs can reduce pedestrian crashes up to 47 percent and increase motorist yielding rates as high as 98 percent at marked crosswalks but varies depending on location conditions.

Operations and Maintenance

MULTIMODAL AND WINTER MAINTENANCE

Local municipalities across the country with inclement winter weather have conducted studies and reevaluated internal operations to best maintain multimodal facilities in those conditions. For example, the City of Minneapolis, Minnesota studied pedestrian and bicycle winter maintenance in 2018, where they outlined different alternatives to clearing snow and ice on sidewalks and bikeways.[21] The City of Boulder revamped their ice and snow clearing operations to include bikeway-specific methods and rewrote their plow operator's manual.[22]

In 2019, the NACTO gathered case studies exploring downsized street sweeping and snow plow equipment to use in constrained areas for walking and biking.[23] Case studies included Boston, Massachusetts; Salt Lake City, Utah; Cambridge, Massachusetts; and Chicago, Illinois. Eagle can consider in partnership with the Public Works Department how best to approach clearing of snow and ice beyond roadways.

ROUTING AND WAYFINDING

Waze for Cities is a partner program run by Waze (whose parent companies are Google and Alphabet), a phone-based navigation app that has increased market share versus other GPS-based navigation tools. Partners that use Waze for Cities can input real-time and planned road closures. The inputs affect how both the Waze and Google Maps apps will route drivers to their destinations. This free service can be used to better route drivers through changing traffic controls over the course of construction projects, such as Capitol Street and Highway 6/Grand Avenue reconstructions.

CRASH METRICS MONITORING

Monitoring crash data metrics on an annual basis are one way that the Town of Eagle can track the safety benefits of system improvements over time. Incorporating annual crash statistics, particularly for crashes resulting in serious injury or fatality, into tools such as GIS and/or GIS Online, provide a means to view a "crash" dashboard to monitor this data, and gauge the effectiveness of safety improvements. It is recommended that the Town develop a GIS database and update available crash data on an ongoing annual basis.

Table 6. Crash Metric Tracking Tool

YEAR	TOTAL POPULATION	TOTAL CRASHES	CRASHES PER 1000 PERSONS	INJURY CRASHES	INJURY CRASHES PER 1000 PERSONS
2013	6,706	65	9.69	7	1.04
2014	6,765	89	13.16	6	0.89
2015	6,847	82	11.98	14	2.04
2016	6,939	92	13.26	7	1.01
2017	7,033	74	10.52	8	1.14
2018	7,242	93	12.84	11	1.52
2019	7,371	102	13.84	12	1.63
2020	7,526	83	11.03	7	0.93
2021	7,494	58	7.74	3	0.40
2022	7,496	17	2.27	1	0.13
2023	7,328	17	2.32	0	0.00
2024	7,546	N/A	N/A	N/A	N/A

STANDARDS & POLICY GUIDELINES APPENDIX

Endnotes

1 CDOT Roadway Design Guide 2023 Accessed from https://www.codot.gov/business/designsupport/bulletins_manuals/2023-cdot-roadway-design-guide

2 "8.6 Level of Service." *Chapter 8, Roadway Standards. Eagle County Engineering Criterial Manual.* Eagle County, December 2024. Accessed from https://online.encodeplus.com/regs/eaglecounty-co-ecm/doc-viewer.aspx?secid=194#secid-196

3 Town of Eagle Trail Regulations. Accessed from https://www.townofeagle.org/336/Trail-Regulations

4 ITS information accessed from https://www.transportation.gov/grants/ss4a/ITS-use-cases

5 "USLIMITS2." Office of Safety Programs, Federal Highway Administration, U.S. Department of Transportation. Accessed from https://highways.dot.gov/safety/speed-management/uslimits2

6 City Limits: Setting Safe Speed Limits on Urban Streets. Page 46. National Association of City Transportation Officials, Summer 2020. Accessed from https://nacto.org/wp-content/uploads/NACTO.CityLimits.Spreads.pdf

7 Ibid., page 47.

8 Ibid., page 49.

9 Ibid., page 50.

10 Ibid., page 54.

11 *Posted Speed Limit Setting Procedure and Tool: User Guide.* 2021. National Academies of Sciences, Engineering, and Medicine. Washington, DC: The National Academies Press. https://doi.org/10.17226/26216

12 *Pedestrian Crossing Installation Guide.* December 14, 2021. Colorado Department of Transportation. Accessed from https://www.codot.gov/safety/traffic-safety/assets/documents/cdot-pedestrian-crossing-guidelines-2021.pdf

13 *Pedestrian Crossing Treatment Installation Guidelines.* February 2016. City of Grand Junction. Accessed from https://www.gjcity.org/DocumentCenter/View/10278/City-of-GJ-Ped-Crossing-Treatment-Guidelines-PDF-AC

14 *City of Boulder Pedestrian Crossing Treatment Installation Guidelines.* November 2011. City of Boulder. Accessed from https://bouldercolorado.gov/media/6190/download?inline

15 *Pedestrian Crosswalk Policy Development Guidelines.* May 2020. Report No. MN 2020RIC01. LRRB, Minnesota Department of Transportation. Accessed from https://mdl.mndot.gov/index.php/.flysystem/fedora/2023-02/2020ric01.pdf

16 "Complete Streets Tucson." February 5, 2019. City of Tucson. Accessed from: https://www.tucsonaz.gov/files/sharedassets/public/v/1/government/departments/transportation-and-mobility/documents/tucson.complete.streets.policy.2.5.2019.pdf

17 "Town of Parker Complete Streets Policy." November 2018. Town of Parker. Accessed from https://parkerco.gov/DocumentCenter/View/25632/Parker-Complete-Streets-Policy

18 "Best Practices for Inclusive Participatory Budgeting." August 2022. Stacy, Christina; Fedorowicz, Martha; Dedert, Rebecca. Accessed from https://www.urban.org/sites/default/files/2022-09/Best%20Practices%20for%20Inclusive%20Participatory%20Budgeting.pdf

19 Multi-Modal Wayfinding in St. Louis Park. 2021. Benesh, Meredith; Emory, Katie; Duhn, Melissa; Hong, Chris. Accessed from https://hdl.handle.net/11299/229555

20 Improving Intersections for Pedestrians and Bicyclists Informational Guide. April 2022. Report No. FHWA-SA-22-017. Federal Highway Administration, U.S. Department of Transportation. Accessed from https://rosap.ntl.bts.gov/view/dot/66821/dot.66821.DS1.pdf

21 "Pedestrian and Bicycle Winter Maintenance Study." April 2018. City of Minneapolis. Accessed from https://lims.minneapolismn.gov/Download/FileV2/19466/Winter-Maintenance-Study.Final.pdf

22 "Snow and Ice Response Review." December 2024. City of Boulder. Accessed from https://bouldercolorado.gov/projects/snow-and-ice-response-review

23 "Case Studies: Downsized Street Maintenance Vehicles." October 25, 2019. NACTO. Accessed from https://nacto.org/latest/downsized-street-maintenance-vehicles/

A. Bicycle and Pedestrian Toolkit

Multimodal transportation is beneficial to the environment, encourages active living, facilitates mobility independence, and provides access to key destinations such as downtown Eagle, parks, schools, recreation amenities, and trailheads. Bicycle and pedestrian education was identified by community members and the Steering Committee as a need within the Eagle Safety Action Plan.

This toolkit contains a series of actions that the community can take, with the Town's encouragement and support, to improve safety as pedestrian and bicycle activity increases. The toolkit was designed to help the Town of Eagle respond to this need and to facilitate education for individuals using active modes of transportation whether traveling to school, commuting to work, or engaging in walking and biking as a leisure activity. For the purpose of the Eagle Bike & Pedestrian toolkit, the term pedestrian is inclusive to people walking, running, biking, riding on scooters, skateboards, or skates, and using a wheelchair or mobility device. Bikes and bicycles are exclusive to cyclists using any type, including tricycles and adaptive bikes.

Gear Up to Be Seen

Just because bikes and pedestrians can see vehicles approaching, does not mean that the vehicle can see them. Lighter and brighter colors are visible from further distances; when walkers and bikers wear dark colors between the hours of dusk and dawn, they are nearly invisible to drivers. Bright colors allow drivers to see bicycles and pedestrians from a further distance, which provides a greater reaction time for the driver to slow down as they approach vulnerable road users. When a vehicle is traveling at 50 mph, the driver requires roughly 75 feet to react and slow down, but it takes 200 feet to come to a complete stop.

Bicycles and pedestrians should gear up to be seen by wearing light or bright colors, using reflective gear, and using flashing lights. When bicycles and pedestrians are more visible, drivers have more time to react and slow down or safely come to a complete stop, which also helps to keep bicycles and pedestrians safer.

Figure 1. Estimated visibility distances for cyclists based on attire color.

Colorado Law: Cyclists riding between dusk and dawn should have a headlamp on the front of the bike, flashing red light on the back of the bike, and two side reflectors on the wheels or on the person.

Resource: This video demonstrates the visibility and reaction time of drivers for pedestrians wearing dark versus bright colors.

Uses: social media, presentations, and looping video at a pop-up booth focused on bike and pedestrian safety.

Messaging Sample: Bikes and pedestrians, gear up to be seen! Wear bright and reflective clothing and use lights to increase visibility when walking or biking during hours between dusk and dawn. This gives drivers more time to see you and react, allowing enough time to safely slow down.

Crosswalk Safety

Colorado Law states that pedestrians always have the right-of-way at all intersections and crosswalks, even if the lines are not marked or painted. While there are laws that protect vulnerable road users, human error should be accounted for; drivers may be inattentive, or they may not see pedestrians for multiple reasons. The Crosswalk Policy, Raised Crosswalks, and Rectangular Rapid Flashing Beacon recommendations in the Policy Roundup section below will also supplement pedestrian safety at street crossings.

Safe Street Crossing Education & Messaging

To help increase the safety of bicycles and pedestrians, it is important that they engage in safe practices when crossing the street. Sharing safety messaging such as crosswalk and pedestrian safety is helpful to share in the spring as youth start walking and rolling places, during the summer, and as kids prepare to head back to school in the fall. October is National Pedestrian Safety Month, and this is also a good time to remind the community of people on the streets, especially with Halloween or any October community events.

> ***Stop, Look, & Listen*:** Before crossing the street, stop at the curb or edge of the road. Look in both directions and over your shoulder for vehicles, before proceeding. Listen, for oncoming traffic; there may be a vehicle approaching on an adjacent street, hill, there may be a bend in the road that is not visible from the curb. If you see a vehicle approaching, wait for them to stop before crossing.
>
> ***Unplug, Phones Down:*** Before crossing the street, remove earbuds and store devices in your pocket or bag to stay alert and keep hands free.
>
> ***Make Eye Contact:*** Watch for vehicles and make eye contact with the driver before stepping into the road. Making eye contact is non-verbal communication between the driver and a bicyclist or pedestrian; the driver may use additional gestures such as hand motions, communicating to the pedestrian that the driver is waiting for the pedestrian to safely cross.
> ***Cross Walks & Signalized Crossings:*** When available, cross at a clearly marked crosswalk or signalized crossing.
> ***Avoid Crossing Between Parked Cars*:** Vehicles parked on the street can create blind spots for oncoming traffic, pedestrians should avoid crossing the street between parked cars, to increase their visibility to drivers.

Driver Education & Awareness

While pedestrian awareness is an important goal, these steps focus on actions that drivers must also take. Educating drivers on pedestrian and bicycle crossing safety along with providing reminders for safe driver behavior and rules of the road are critical to meeting the safety goals of this Plan.

Always Watch for Pedestrians: Look for bikes and pedestrians at all intersections, especially when turning. When traveling through an intersection, remember that some pedestrians have a lower profile such as children, individuals using a mobility device, or people using recumbent bicycles. It is also important for drivers to watch for pedestrians when passing parked vehicles, as there may be people entering or exiting the vehicle.

Avoid Distractions: Keep your hands free and eyes on the road to help keep other roadway users safe and watch for people crossing the street. Distracted drivers have slower reaction times and may not be able to safely yield for someone crossing the street. Each year, CDOT does a distracted driving campaign and the website has graphics and videos that local agencies are encouraged to use to help spread the message to discourage distracted driving.

Approaching Crosswalks: When approaching a crosswalk at a traffic light or stop sign, stop behind the crosswalk. Never stop in the middle of the crosswalk and do not pass other vehicles who are stopped at a crosswalk. When approaching a crosswalk without a stop sign or red light, slow down and watch for pedestrians. If there are individuals in the crosswalk, wait until they clear your half of the road before proceeding.

Resources

The Colorado Department of Transportation (CDOT) has a resource page that provides educational content along with videos and social media content that is helpful to spread the word about crosswalk safety and Colorado Law.
CDOT Information for Pedestrians

Bike Safety

Whether biking to Eagle parks and community resources, enjoying recreational rides on popular trails, or bike commuting to work, school, or for errands bike safety is important. There are some bike safety tips that apply to all riders such as wearing a helmet and making sure the bike is ready to ride. There are also tips and rules that apply to cyclists biking on the roads.

Helmet Safety: Although Colorado does not require users of regular pedal bikes, scooters, or skateboards to wear helmets while riding, it is a critical part of safety education for all ages, especially youth. Wearing a properly fitted helmet can reduce the severity of brain injuries during a crash by 88% and could also be lifesaving.

> ***Resource:*** This video by Bicycle Colorado demonstrates proper fitting for bike helmets, and it offers step by step instruction on how to teach helmet fitting. This is a great skill to include during a Bike Rodeo event.
>
> ***Community Partner:*** Partner with local health professionals, such as ThinkFirst/Injury Prevention with Vail Health to offer helmet safety demonstrations and possibly free helmet giveaways during an Eagle community event.

ABC Quick Check: Inspecting your bike is also a key to having a safe ride, making sure all the moving parts are properly tuned and in good working order. This is a good reminder to youth and other riders who may not use their bike during the winter months, checking the bike after several months of sitting is good practice before the first spring ride.

> **Air:** Check tire pressure and make sure the tires are not worn out.
>
> **Brakes:** Make sure the brakes work properly and with hand brakes, check to see that the levers don't hit the handlebars when fully squeezed.
> **Cranks, Chain, & Cog:** Spin the pedals and cranks to see if the chain drives the rear wheel. Clean the chain of all debris and gunk, then add chain lube. Check to make sure the gear levers and derailleurs (gear-changing mechanism) work to shift the chain between gears.

Rules of the Road: Bicycles have the right to ride on the road, in general cyclists should follow the same laws as a car when they bike on the street. It is important to know that cyclists should ride with the flow of traffic, never against it. Pedestrians have the right of way and bicycles need to yield to pedestrians.

Figure 2. Road sign and traffic signal rules for cyclists, according to the Colorado Safety Stop Law.

Colorado Safety Stop: In 2022, the State of Colorado passed a special stop law for bicycles and low-speed mobility devices, which is intended to improve safety for cyclists by reducing intersection accidents, which is done by allowing cyclists to get out of the intersection and away from vehicles sooner.[i]

- When the intersection is clear and cyclists have the right-of-way, they may treat a stop sign as a yield sign and treat a red light as a stop sign.
    - Bicyclists can yield and then proceed through an intersection with a stop sign.
    - When approaching a red light, cyclists should come to a complete stop, and when it is safe to proceed, they can continue through the intersection even if the light is red.

Hand Signals: When riding in traffic it is important to use hand signals, this helps other road users including vehicles, other cyclists, and pedestrians to know when a cyclist is going to turn. There are multiple methods to facilitate hand signals, but the most common method is to use the left arm for both right and left turns. When the left arm is at a 90-degree angle that signals a right turn, holding the left arm straight indicates a left turn. The rider may also hold the right arm out straight to communicate a right turn.

Figure 3. Cyclist indicator etiquette for stops and turns.

Announce When Passing: While some think it is proper etiquette to let other riders and walkers know when passing, it is part of Colorado Bicycle Law. When passing other mobility users (bicycle, pedestrian, scooter, mobility device), riders should announce that they are passing. Riders who need to pass should always pass on the left, thus the phrase "passing on your left".

Defensive Cycling

Road Positioning: Cyclists should ride on the right side of the lane, when it feels safe. If there are sidewalks, but no bike lane and if the city ordinance allows, then a cyclist can ride on the sidewalk to stay out of traffic.

When to Take the Lane: Riders can use the full lane at any time to avoid obstacles, to be more visible, to prepare for a left turn or to discourage drivers from passing when it is not safe. Cyclists may also take the lane when traveling on a one-way road, or if the road is narrow and does not have a shoulder. Bicycle boulevards or designated bicycle corridors such as Howard Street are also appropriate for cyclists to take the lane, and this should be encouraged.

Winter Biking: During the winter months, Eagle roads may be snowy or icy and after plowing the streets, the right shoulder or bike lane may be full of snow or debris. Winter weather cyclists may need to take the full lane more often during the winter to avoid road hazards. Riders should stay loose while biking in the elements and should avoid quick stops or compressing the brake levers to the full extent. When sharing tips about winter cycling, it is important to include education on being visible, as there are fewer hours of light during the winter months.

Driver Education & Awareness: Based on public feedback in the Eagle Safety Action Plan, there was significant concern about driver behavior in Eagle. To help reduce conflicts between drivers and bicycles/pedestrians, it is just as important to educate drivers on bicycle law, along with driving behaviors that help to keep cyclists safe.

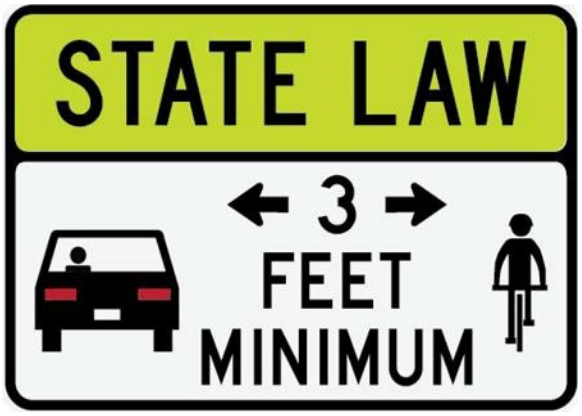


Figure 4. Road signs indicating motorist requirement for three-foot clearance from cyclists.

3 Foot Law: Colorado Law states that drivers must give 3 feet of space when passing a bicyclist on the road. The 3-foot distance should start from the widest point of the vehicle, which is typically the side mirrors.

- ***Signage:*** Placing signs along popular bike routes such as Brush Creek and Sylvan Lake Road could help to remind drivers to give proper distance when passing a cyclist. CDOT has approved two types of signage for Colorado roads.
- ***CDOT Roadways:*** CDOT is in the process of adding signage along Colorado highways that are designated bike routes and scenic byways that are well known for cycling. If there are state roads that the Town of Eagle is aware of as popular cycle routes, contact one of CDOT Region 3 Bicycle and Pedestrian Representatives to request signing the roadway.

Passing on Double Yellow: Drivers may pass over a double yellow line to pass a cyclist when it is safe and clear to do so, but they must still give 3 feet of space between the vehicle and the bicycle.
On-Street Parking: When parking on the street, drivers should avoid parking in a bike lane. They also need to use extra caution to make sure cyclists are not approaching before opening their car door or pulling out of their parking space.

Right Turns: Drivers should use caution and check their blind spots for cyclists and pedestrians before making a right turn on the street, or into a parking lot. In areas where there is heavy foot or bike traffic, Eagle can encourage drivers to go slow and watch for walkers and bikers before turning.

Bike Safety Education & Programming: Each area of bike safety and driver awareness can be distilled into simple messages that can be shared on social media for regular on-going community wide education. Town of Eagle could also include multiple topics in the monthly newsletters, creating an occasional feature on bike. Social media and newsletter articles could align with statewide campaigns such as Colorado Winter Bike to Work Day (February), Walk and Bike to School Days (May & October), Colorado Bike Month (June), or National Bike Month (May), and National Car Free Day (September). Breaking down the Eagle e-bike information into occasional reminders would familiarize community members with the Town of Eagle policies related to e-bike usage in town, on trails, and multiuse pathways.

Engaging the community through local programs and events contributes to a bike-positive culture and brings awareness of the need for Eagle streets to be safe for all users. Adding bike safety activities to existing Town of Eagle events is an effective and efficient strategy, but the Town could also develop a stand-alone event dedicated to safe streets if the staff capacity exists. Partnering with other community groups will help in sharing resources and limit the planning burden on Town staff. Examples may include:

- Pop-up booth at community events: Bicycle, pedestrian, and driver safety education and activities.
- Stand-alone event, such as a bike safety skills clinic at the kick-off of summer with local partners offering helmet safety education and other bicycle resources. Another example would include closing one or more blocks to traffic to encourage non-motorized travel and community gatherings. This could incorporate bike and pedestrian safety activities, bike rodeo, and may also be a great time for the Town of Eagle to share information about upcoming transportation safety improvements.
- Safe Streets Demonstration: Add temporary safety features to specific intersections or roadway segments that enhance safety for vulnerable road users. This might also include signage to encourage bikes and pedestrians to practice safety or remind drivers of bikes and pedestrians crossing the street or traveling on the road.

Safe Routes to School

Partnering with the Eagle County School District to support the bi-annual Walk and Wheel Days is one of the easiest ways to integrate Safe Routes to School programming into the community. There are several ways to partner and support the efforts that the school district is currently doing, these could range from a Safe Route Proclimation from the Town Board, social media promotions and education, encouraging Town staff and elected officials to participate in the walking and biking trains, or co-hosting an after-school bike rodeo. More concentrated efforts might include seasonal walk audits or dedicated safety programming that emphasizes safe routes to schools or parks.

Educational Messaging: The information provided in the above sections will be used in Safe Routes educational messaging, although simplified for a youth audience or safety tips that teachers or parents might share with youth. Share information to remind drivers of youth walking and biking to school or parks.

Key SRTS Education Components

- ***Be Visible:*** Wear bright colors, use reflective gear, and use bike lights so drivers can see you in the dark.
- ***Crosswalk/Pedestrian Safety:*** Watch for vehicles on the road, use crosswalks and sidewalks when available, make eye contact with drivers before crossing, keep your head up and phone down, and avoid crossing between parked cars.
- ***Bike Safety***
  - Helmet Safety: protect your cranium, wear a helmet when biking, skating, or using a scooter.
  - ABC Quick Check: Air, Brakes, and Chain
  - Hand Signals: use hand signals when biking on the road to help drivers know when you are going to turn.

Driver Awareness

- Watch for children walking, biking, and rolling to schools and parks.
- Slow down when approaching schools and parks, help keep Eagle kids safe.
- Avoid distractions, keep devices stored and help keep Eagle roadways safe.
- Always stop behind crosswalks to allow pedestrians to safely cross the street.
- Before putting the car in reverse, watch for pedestrians and make sure it is clear.
- During daylight savings and Halloween, remind drivers that children may be walking and biking.

Figure 5. Level of Traffic Stress (LTS) scale for rating comfort of the pedestrian experience.

Walk Audits: Invite members of the school district, law enforcement, EMS, local businesses, individuals with adaptive needs, and organizations serving youth to participate in walk audits around schools, parks, and recreation amenities. Assess the road conditions, document barriers, look for areas of improvement, and ask the group to rate their perceived level of comfort walking along each route. Conducting walk audits can lend support when applying for grant funding for multimodal and safety improvements around schools and parks.

Eagle Safe Streets: The CDOT Safe Routes to School program provides funding for non-infrastructure projects such as the implementation of regular Safe Routes to School programming and safety education. The Town of Eagle could address community feedback from the Safety Action Plan, related to the need for education and awareness of vulnerable road users, through the development of an Eagle Safe Streets program. With a safety minded education program, the Town of Eagle could utilize SRTS funding to provide walking and biking education to youth, and if desired, the Town could expand the program over time to benefit Eagle residents and visitors.

Possible Program Elements

- **Signage:** See the Multimodal Wayfinding Plan section below. This can be supplemented with targeted messages for youth, to remind them to practice safety when walking and biking. Signage may also be used to remind e-bike users of Town ordinance and policies.
- **Education in Schools:** Partner with the schools to expand their existing safe routes program. This might include requesting grant funds to help purchase supplies and equipment to facilitate education.
- **Bike Safety Demonstration:** Providing an opportunity for youth to practice bike safety skills during a community event or bike rodeo. Skills might include helmet safety, hand signals, rules of the road, and a variety of obstacles that teach riders to feel comfortable making turns, stopping, or safely dodging an obstacle in the road. CDOT offers a complete curriculum for bicycle and pedestrian safety, which is broken into different grade levels. This resource also provides sample activities and directions for setting up bike skills stations.
- **Incentive Programs:** Encourage youth to walk and bike to schools and parks or to engage in safe behaviors by providing little rewards.
  - Partner with the Eagle Police Department to reward kids with a coupon for a sweet treat when they are wearing helmets while biking, skating, or riding a scooter.
  - Develop a passport that youth can get stamped each time they use active modes to get to school, recreation centers, the library, or community events. Once they reach a goal of a certain number of trips they can redeem for a prize. This can also be done through the honor system using something simple like Google Forms.
  - Work with the schools on Walk & Wheel Days to provide prizes which can be awarded through a drawing to students who participate in Walk & Wheel Day.

Commuter Education

On average, the ideal bike commute on a pedal-powered bike is under ten miles; typically, 20-40 minutes one way. More advanced riders may be willing to pedal up to 60 minutes one way for a bike commute. E-bike commuters can travel further in a shorter amount of time, and they may travel up to 25 miles for a one-way commute. The Town of Eagle should consider the following factors in developing an approach to commuter education; this information could be gathered through public engagement tied to multimodal projects or as a quick online poll that could be conducted through social media or newsletter.

Commuter Research

- Frequent Trips: The most frequent trips people take are to and from work, dropping off and picking up children at school and after-school programs, shopping for groceries and other everyday household needs, and medical trips.
- Distance Traveled: start by trying to understand the average distance people travel to these everyday destinations. Estimate the distance to these locations from higher-density neighborhoods. Put together a mileage chart for destinations that fall within 5-10 miles. The chart might include different neighborhoods' distance to downtown, local parks, schools the Healthcare Center, and in-town transit stops.
- Popular Routes: review area maps and identify some of the low-impact routes. It may also be beneficial to talk to local cyclists about their preferred routes around town. Riders are often willing to volunteer their time to pedal around different areas of the community and share maps from apps like Strava that track their ride histories.

Route Planning: The first part of commuter education is helping riders to understand the safest bicycle routes around town and how to plan their route to various destinations. Start by sharing the mileage chart with approximate distances to and from popular destinations and encourage the community to try walking or biking for short trips.

Sample Messaging: Try swapping local car trips with non-motorized modes of travel, e.g., "Walk, bike, or roll from downtown Eagle to the pool, it's less than 2 miles!" Develop a simple map with low-stress routes around town, or list the preferred streets and trails for walkers and bikers. Encourage people who live or work along these routes to try walking or biking instead of driving. Those new to

commuting are more likely to start with short trips along routes that are safe and easy to navigate. Use cycling route planning websites to help commuters explore longer distances to different destinations.

Trip Planners

- Bikemap: This route generator is great for trip-planning in town or regionally. Anyone can input start and end points to find a route and generate some basic info about the route. Creating an account will allow someone to save their route and see what routes other people have saved in the area.
- Cycle Travel: Best for longer commute distances, regional bike travel, and bike touring.

Community Rides: The best way to learn different bike routes is to get out and pedal. Plan community rides and feature different routes each time, with different start and end destinations. Partner with local businesses and organizations to spearhead community bike rides. Remember to encourage bike safety and practice using all rules of the road during the rides. Make sure riders are aware of the level of difficulty, for instance determining if the route is kid-friendly or good for new riders.

Connecting to Transit: Coordinate with CORE Transit to gather helpful information to share about using the transit system. Key information includes system maps, the bus schedule, location of transit stops, and info on how to ride. CORE staff may be able to offer a group travel-training program that will help community members of all ages learn the basics of riding the bus. Refer to the mileage chart and route planning to develop a few different bike routes to the Eagle bus stops, then encourage riders to bike to bus stops and use transit for longer trips that may be uncomfortable on a bike. Encourage transit users to lock up their bikes at the bus stop when commuting to the bus stops.

Sample Messaging: Ditch the car and try bike commuting. Have too long of a commute? Bike to one of the Eagle bus stops and take CORE Transit for your longer regional trip. Learn more about using the bus, follow the link below.

Bike Commuting 101: Bring it all together and combine different components of bike commuter education with bike safety and rules of the road to help build a community of Eagle bike commuters. Appendix A contains a series of tips to promote everyday bicycling, especially for casual or new cyclists.

Off Road Trails

Start with existing maps of paved, multi-use trails, and supplement these with information on how to access different trail segments, including from transit stops, parking areas, or low-stress routes that connect to the trails. Wayfinding is also an important tool to help generate awareness for the location of trails, especially for visitors and new people to the Eagle community. Wayfinding should incorporate area maps and directional signage, as indicated in the Multimodal Wayfinding Plan section below. It is also helpful to incorporate trail etiquette and rules into maps and or at key trail access points.

Trail Etiquette: Post e-bike policies for all trails, including dirt and paved trails. Communicate which trails prohibit e-bikes and which trails allow e-bikes, along with the class type of e-bikes that are permitted on certain trails. Educate trails users through signage, social media, newsletter, and print resources of proper trail etiquette to help all trail users to have an enjoyable experience.

- Slower trail users should stay to the right side of the trail.
- Trail users should announce when passing, and they should always pass on the left.
- When stopping for a break, move to the side of the trail to allow space for other trail users to pass.
- In areas where there are multiple types of users, it is important to share trail right-of-way information.
    - Bikes yield to pedestrians.
    - Bikes yield to equestrians
    - Pedestrians yield to equestrians
    - Uphill travelers have the right-of-way
    - E-bikes should slow down for other trail users
- Posting e-bike speed limits at trail access points and along sections of paved trails, especially in areas where there are blind corners, or trail sections that often encounter multi-user conflicts.
- Avoid hiking and biking on muddy trails, as this leads to compacted soils, erosion, negative impacts to drainage and native plant species, and expensive trail repairs.
- Leave it better than you found it, so everyone has the opportunity to enjoy Eagle trails.

[i] "Colorado introduces changes to bike laws." Colorado State Patrol, Department of Public Safety. Accessed from https://csp.colorado.gov/press-release/colorado-introduces-changes-to-bike-laws

B. Resources from the Bicycle and Pedestrian Toolkit

Bike Safety Resources

Colorado Bike Law: This website includes legal language for various bicycle laws in Colorado.

Bicycle Colorado: Bicycle Colorado is the one-stop shop for all things bicycle in Colorado, with a variety of resources including rules of the road, trail etiquette, e-bikes, and more.

CDOT Bike & Pedestrian Program: This is the CDOT hub for bike and pedestrian resources, including rules of the road, bicycle safety resources, Safe Routes to School, Colorado design and policy information, and CDOT contacts. Statewide Bicycling Manual: CDOT's bike manual breaks down rules of the road and other safety information into easily digestible information and it is a great resource to use when developing educational content.

Town of Eagle Bike Ranking: People for Bikes has a city ranking for biking, across the US. Currently Town of Eagle has a 21% ranking for small US communities. This can be a useful tool as the Town of Eagle works towards making streets safer for bicycles and pedestrians. The website also includes a toolkit to improve the overall city score. Often People for Bikes is used in tandem with League of American Bicyclists.

League of American Bicyclists: LAB is a nationwide organization focused on bicycle advocacy, education, and helping to make communities more bikeable. Many communities go through an application process to become a LAB designated city, with multiple excellence levels (bronze, silver, gold, platinum).

Safe Routes to School Resources

Walk Audit Toolkit

- AARP Walk Audit: Through the Livable Communities initiative, AARP has created a toolkit to help cities and towns to create communities with safe, walkable streets for all ages and stages of life.
- Safe Routes Partnership: This quick guide to facilitating a walk audit is a great resource for conducting walk audits with local organizations.

Safe Routes Resources

- Safe Routes Partnership: Spend some time going through the Safe Routes Partnership website, this is an excellent resource for educational materials, curriculums, tips for developing local SRTS programs, helping to support grant

applications, and much more. Safe Routes Partnership produces a variety of publications that are easy to download, and they also offer free monthly webinars.

- Colorado Safe Routes to School: CDOT supports SRTS and provides resources from hosting Walk and Wheel Days, curriculum, and everything that Colorado communities need to submit a successful Colorado SRTS grant application. Subscribe to the newsletter to get updates on other SRTS programs throughout the state, programs, trainings, and of course the NOFA for the next SRTS call for projects.

Bicycle Commuting Resources

The Town may be able to support more and safer bicycling for commuters with the following resources and tips:

- Share a selection of bike routes, mileage, and benefits of biking. Encourage bike commuting with bike safety tips (listed below), the best way to dress, and how to be visible to drivers.
- Develop a commuter incentive program to get local employers and riders excited about biking for transportation. Tracking commuter participation can be done through an online form where riders enter their mileage and trips, or by using existing community bike websites such as Love to Ride. A free community group can be created on Love to Ride, encourage people to sign up, and link their Strava app account for easy tracking. The gamifying effect of tracking mileage against colleagues and other Eagle community members promotes more participants to choose to bike when possible.
- Partner with local businesses to offer special discounts to people who pedal to the business for a specific day, week, or month. Seek donations from businesses to offer prizes for different categories such as the longest commute, most consecutive days, or most trips made by bike. Some communities have developed a monetary incentive program, in which commuters receive a small monetary incentive for distance traveled. A model example is the Montrose Area Bicycle Alliance, who created a Colorado Bike Month program.

New and casual bicyclists may also benefit from basic information on how to improve the experience and weave it into their regular routines. The Town may create an information sheet with these tips and tricks:

- Layering: information about proper bicycle attire for different seasons and the importance of wearing moisture wicking layers or layers that shield and protect from wind or rain.

- Office Kit: keep extra items at the office such as deodorant, face wash, change of clothes, and snacks.
- Basic Maintenance: share info about basic bike maintenance, especially the importance of carrying a pump and patch kit for flat repair. Coordinate with a local bike shop to offer a bike maintenance clinic a few times per year.
- Lock It Up: remind riders of all ages of the importance of securing their bike and using durable locks.
- First Mile-Last Mile: offer route planning information to successfully navigate to area bus stops, using public transit, and neighboring communities that might offer micromobility services.

C. The Complete Streets Policy Elements

1) Establishes commitment and vision
   a) Clear in intent, stating firmly the jurisdiction's commitment to a Complete Streets approach, using "shall" or "must" language
   b) Mentions the need to create a complete, connected network
   c) Specifies at least one motivation or benefit of pursuing Complete Streets
   d) Specifies equity as an additional motivation or benefit of pursuing Complete Streets
   e) Specifies modes, with a base of four modes, two of which must be biking and walking

2) Prioritizes underinvested and underserved communities
   a) Establishes an accountable, measurable definition for priority groups or places, using either quantitative or qualitative methods
   b) Includes policy language that requires the jurisdiction to prioritize underinvested and underserved communities, preferably including neighborhoods with insufficient infrastructure or a concentration of people disproportionately represented in traffic fatalities

3) Applies to all projects and phases
   a) Requires all new construction and reconstruction/retrofit projects to account for the needs of all modes of transportation
   b) Requires all maintenance projects and ongoing operations (resurfacing, repaving, restriping, rehabilitation, etc.) to account for the needs of all modes of transportation
   c) Specifies the need to provide accommodations for all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right of way and/or sidewalk
4) Allows only clear exceptions
   a) Includes only exceptions that do not weaken the intent of the Complete Streets policy
   b) States who is responsible for approving exceptions
   c) Requires public notice prior to granting an exception
5) Mandates coordination
   a) Requires private development projects to comply
   b) Specifies a requirement for coordination between various agencies (planning, engineering, transportation, public works, city council, etc.)
6) Adopts excellent design guidance
   a) Directs the adoption of specific design guidance and/or requires the development or revision of internal design policies/guidelines
   b) Sets a specific timeframe for implementation
7) Requires proactive land use planning

a) Requires new or revised land use policies, plans, zoning ordinances, or equivalent documents to specify how they will support and be supported by the community's Complete Streets vision
b) Requires the consideration of community context as a factor in decision-making
c) Specifies the need to mitigate unintended consequences

8) Measures progress
   a) Establishes specific performance measures under multiple categories (access, economy, environment, safety, health, etc.)
   b) Establishes specific performance measures for the implementation process
   c) Embeds equity in performance measures by measuring disparities by certain demographics (income, race, vehicle access, language, etc.) as relevant to the jurisdiction
   d) Specifies a timeframe for recurring collection of performance measures
   e) Requires performance measures to be released publicly
   f) Assigns responsibility for collecting and publicizing performance measures to a specific individual, agency, or committee
9) Sets criteria for choosing projects
   a) Establishes specific criteria to encourage funding prioritization for Complete Streets implementation
   b) Specifically addresses how equity will be embedded in project selection criteria
10) Creates a plan for implementation
   a) Requires that related procedures, plans, regulations, and other processes be revised within a specified timeframe
   b) Requires workshops or other training opportunities for transportation staff
   c) Assigns responsibility for implementation to a committee that includes both internal and external stakeholders representative of underinvested and vulnerable communities
   d) Creates a community engagement plan with specific strategies for who, when, and how they will approach public engagement in the project selection, design, and implementation process, with special consideration given to overcoming barriers to engagement for underrepresented communities.

KLJ