



MEMORANDUM

TO: EagleVail BOG members:
FROM: Rick Pylman
DATE: April 12, 2016
RE: Pavilion Park use classification alternatives

Introduction

The purpose of this memo is to describe some options that may be available to either discourage, limit or eliminate residential land use from occurring within Pavilion Park.

The current governing documents for land use in EagleVail are the Eagle County approved Planned Unit Development Guide ("PUD") and the Amended and Restated Declaration, of Covenants, Conditions and Restrictions ("CCR's"). The PUD controls zoning and is administered by Eagle County. The CCR's are the private covenants of EagleVail and provide rules and regulations that are enforced and managed by the Property Owners Association. Amendment, abandonment or revocation of the CCR's requires a written vote of at least 51% of the membership properties.

Pavilion Park is an approximately 22 acre area that is legally described as Eagle-Vail Filing #1 Block 6, Tracts G, J and K. The Eagle_Vail Metropolitan District-Land Inventory Report provides an extensive description of the park and has been attached to this brief memo as a resource document. Both the PUD Guide and the CCR's designate Tracts G, J and K as Multi-Family lots.

To summarize from the Land Inventory Report, these Tracts were originally intended for multi-family development. Stone Creek Meadows is located on a portion of Tracts G, J and K and was originally intended to be a 232 unit development. The first phase of 37 units is the only portion that was constructed. The EagleVail Metropolitan District obtained ownership of the land sometime after this first phase of Stone Creek Meadows was completed. The remaining portion of Tracts G, J and K is assigned the remainder of the originally approved density, which totals 195 units.

The PUD Amendment approved by Eagle County did not change the Multi-Family designation and the associated unit density in place but did add recreational and park uses as allowed uses in the Multi-Family designation.

EagleVail has created and adopted various work products as Master Plan documents such as the 2008 ULI Advisory Services panel report, and the Parks Master Plan, however, these documents serve as guidelines and are advisory not regulatory.

Options to amend land use classification or prevent residential land use.

If the BOG determined that it wished to limit or prevent residential land use from occurring in Pavilion Park on Tracts G, J and K there are a few options available.

- (1) Amend the PUD. The BOG could apply for a PUD Amendment and propose to Eagle County that the Multi-Family designation and the associated density be eliminated and the land use classification changed to a park/recreation land use that allowed limited or no residential use. It is generally recognized that conditions change and the PUD zone designation allows for amendments. Any future BOG decision to request a PUD amendment to add back part or all of the removed land uses and densities would be a very difficult hurdle. The decision would be in the hands of Eagle County and no longer in control of the BOG.
- (2) Amend the CCR's. The BOG could initiate a process to attempt to gain 51% approval of the membership properties to amend the land uses and densities associated with Pavilion Park. While this leaves the decision now and any future decisions in the hands of the EagleVail owners and not with Eagle County this is a very time consuming and expensive process and is difficult to achieve.
- (3) Create a policy statement or Community Master Plan. This option would be advisory and not regulatory. The BOG could adopt a formal policy statement or draft a Community Master Plan that would recognize the PUD and CCR land use allowances and density but state that the BOG (and/or community) preference at this time is to not allow or plan for this type of development in the foreseeable future.
- (4) Enact an additional restrictive covenant, deed restriction or easement document. There may be an opportunity for the EVMD as the land owner to add some additional restrictions to the property. Perhaps an additional restriction could be crafted with a sunset provision or with an amendment option that would allow some future flexibility while assuring short term goals. This would also leave the current and any future decision in the hands of EagleVail and not Eagle County. This type of action is much more of a legal action than a land use regulation and should involve discussion with an attorney instead of a land planner.

This memo is only intended to provide a broad overview of each of these options. There is much nuance and detail to each of these options that can be further detailed in a thorough discussion or exploration of the options.

SHARED PARKING LOT AND ENTRYWAYS BETWEEN PAVILION AND NEW COMMUNITY POOL

LIFT ROAD

INGRESS AND EGRESS EASEMENT REC. NO. 130850
 RECIPROCAL EASEMENT REC. NO. 436759

RECIPROCAL EASEMENT REC. NO. 436759

55' SKI LIFT EASEMENT REC. NO. 121075

30' EVID DITCH EASEMENT REC. NO. 152856

EAGLE DRIVE

LEGEND

	PARCEL BOUNDARY
	EASEMENT
	SET-BACK
	100-YEAR ZONE AE
	ZONE-X
	PUS/HC
	LS/DS/SFC
	PUS/RF

AEI
 EDWARDS BUSINESS CENTER P.O. BOX 87
 EDWARDS, COLORADO 81632
 (970) 826-3373 FAX (970) 826-3390



EAGLE-VAIL COMMUNITY PARK SITE

AERIAL MAP – SUBJECT PARCEL (OUTLINED IN RED) & NEIGHBORING ADJACENT PROPERTIES



BASIC PARCEL INFORMATION

Legal Description:	Eagle-Vail Filing #1, Block 6, Tracts G, J, & K except Stone Creek Meadows – Phase 1 and the Lift Road public ROW (Located within Section 17, Township 5, Range 81, PCLIN)
Eagle County Account No:	R029048
Eagle County Parcel No:	2103-171-03-021
Address:	538 Eagle Drive
Parcel Size:	22.99 Acres (from Eagle County GIS information, recorded Final Plat information, Quit Claim Deed, & Warranty Deed)
Location / Adjacent To:	Community Park Site adjacent to Meadow Mountain Elementary School, Eagle Road, & New Community Pool



**Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE**

PARCEL#:

03

Site Access:

- **From the North:** The community park site directly abuts the 80-foot wide Eagle Road public ROW along its entire northern property line (approx. 1,071 feet of frontage). As this portion of Eagle Road was previously dedicated to Eagle County, it is owned and maintained by the County.
- **From the East:** The community park site directly abuts the portion of Eagle Road as it turns to the south along its entire eastern property line (i.e. the portion that runs from north to south for approx. 1,205 feet). This portion of Eagle Road resides entirely upon the neighboring Eagle County School District property located directly east of and adjacent to the park site. As this portion of Eagle Road was not dedicated to Eagle County, the School District rather than the County owns and maintains this portion of the road after it turns 90° toward the south at the school bus maintenance garage. The purpose of this section of Eagle Road is to provide roadway access to Meadow Mountain Elementary School, the Dowd Junction Facility (the old Battle Mountain High School), the large surface parking lot, and the Willow Creek Par 3 Golf Course & Golf Club Building, all of which reside upon the Eagle County School District and Colorado State Land Board properties (except the Willow Creek Golf Club building and 4 of the 9 Willow Creek Golf Course Holes, which reside upon the community park site). Further, according to the 1990 Joint Use Agreement between the Eagle-Vail Metro District and the Eagle County School District (as described within the "Tenancy" section as below), the School District reaffirmed its license to the Metro District allowing the users of that portion of the Willow Creek Par 3 Golf Course located on the School District and Land Board properties (i.e. 5 of the 9 golf holes) to utilize the School District's accessways, roadways, and parking lot facilities to access the Willow Creek Golf Course. *HOWEVER, during the title records search for the community park site, no documents of record were discovered that provide public road, right-of-way, or easement access from that portion of Eagle Road that is upon the adjacent School District property to serve the park site with access rights from the east. Therefore, the community park site currently lacks access to a public road, highway, or street along its entire eastern property line.* As such, Consultant advises the Metro District to play an active role in the School District's planning efforts of the adjacent Meadow Mountain and Dowd Junction School Facilities in order to discuss, negotiate, and possibly dedicate this portion of Eagle Road or other planned new road to Eagle County in order to secure public access rights to the park site from the east.
- **From the South:** The community park site directly abuts the 50-foot wide Eagle Drive public ROW along a portion of its southern property line at two locations, including between Cornerstone Condominiums & Stone Creek Meadows (approx. 222 feet of frontage) and just to the east of Stone Creek Meadows at the first Eagle Drive switchback (approx. 171 feet of frontage). *In addition, it is anticipated that site access can also be provided from the Stone Creek Meadows property as allowed by the First Amendment to Condominium Declaration for Stone Creek Meadows (See "Easements" within Title Review – Item #5 – below for further details).*



Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE

PARCEL#:

03

- **From the West:** As provided by the 1974 Cornerstone Condominiums Easement Agreement, the owners of all or any part of Tract J (the western portion of the park site) have the right to use the 40-foot wide access easement and right-of-way to access the community park site. The agreement also provides the owner of Tract J the further right to dedicate the easement and right-of-way to the County in the future as a public road or street. The access easement originates from the west connecting to the Eagle Drive public ROW, then runs through the northern portion of Cornerstone Lot 35, and then runs over, across, and through Tract J of the community park site to provide access to the Cornerstone Condominiums parking garage, which is located on Lot 37. *As such, public access from the west may be provided in the future to the community park site by the 40-foot wide Cornerstone Condominiums access easement (See “Easements” within Title Review – Item #1 – below for further details on the Cornerstone Condos Easement Agreement).*

Grade/Topography:

Majority of the site is gently sloping generally ranging from 2% to 8% grade (i.e. 1° to 5° in slope)

Existing Improvements Summary:

- 4,964 SF Pavilion Building, 2 story, Special Purpose Community Center – Built in 1990
- 2,000 SF Willow Creek Par 3 Golf Club Building, 2 stories – Built in 1990
- 966 SF Park & Golf maintenance equipment storage building/garage, 1 story – Built in 1990
- Portion of the Willow Creek Par 3 Golf Course (4 of 9 golf holes) & irrigation storage pond
- Large Pond & Pumphouse (adjacent to Pavilion building)
- Large natural turf open space areas – Recreation lands
- Soccer/multi-use field, Baseball/softball field, & Volleyball courts
- Large children’s playground, jungle gym & related play equipment (tot lot)
- Crusher fine pedestrian paths / cross country track
- Asphalt surface parking lot & entry driveways adjacent to the pavilion building – Parking lot to be extended to the west, shared between the pavilion building & new community pool facility with a new entryway connection (i.e. to be located to east of new pool, Parcel 04)
- Maintenance equipment storage yard & perimeter fencing
- Hockey/ice skating rink & basketball court



Community Pavilion & Pond – Built in 1990



Stone Creek Meadows





Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE

PARCEL#:

03

ZONING & LAND USE

Zoning: Eagle-Vail PUD

Existing Land Use: Eagle-Vail Community Park, Community Pavilion, Par 3 Golf Course & Golf Club, Play Fields, & Open Space

Allowable Land Use:

- **Multi-Family Lot** – A lot which may be used solely for residential purposes, upon which may be constructed a building or buildings to be used for multi-family residential purposes (condominiums, townhouses, apartments, or other comparable uses), provided that the total number of dwelling units to be constructed on a particular multi-family lot shall not exceed the number of dwelling units allowed for such lot as designated on the recorded final plat relative thereto.
 1. Eagle County Assessors Information:
 - **Recreation Lot** – The Eagle-Vail community park site is designated as “Golf Course Recreational” with the Eagle County Assessor.
 2. Eagle-Vail PUD Guide (Amended & Restated – Recorded 10.18.2006):
 - **Multi-Family Lot** – The current Eagle-Vail PUD Guide includes Eagle-Vail Filing #1, Tracts G, J, & K (i.e. the community park site) as a Multi-Family Lot within Section 4 – Use Regulations (See PUD Guide Pg. 5).
 - **PUD Guide defines land use rights (Section 2b)** – “In the event of a conflict, inconsistency, or incongruity between the provisions of this document (the Eagle-Vail PUD Guide) and the provisions in the Eagle County Land Use Regulations, the provisions of this document shall in all respects govern and control the development of Eagle-Vail.”

Thus, the correct use designation for the community park site is **Multi-Family Lot**.

Allowable Residential Density:

- **194 multi-family dwelling units** – In review of the applicable final and amended plats for the community park site, maximum allowable density information was not discovered. As such, the control document that establishes the allowable residential density for the site is the Eagle-Vail PUD Guide. According to the current 2006 PUD Guide, the Stone Creek Meadows project is approved for a total density of 232 dwelling units. Also, per the PUD Guide, Eagle-Vail Filing #1, Block 6, Tracts G, J, & K (i.e. the community park site) are designated Multi-Family Lot with the original intention for Stone Creek Meadows to occupy the majority of the park site. *HOWEVER, only Phase 1 of the project was constructed by the developer for a total actual built density of 38 dwelling units. As such, it is anticipated that there is a residual multi-family density of 194 dwelling units available for the community park site.*





**Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE**

PARCEL#:

03

Special Review Process for Multi-Family Lots – Eagle-Vail PUD Guide (Section 5):

- For multi-family residential, public approval is required from Eagle County as to the number of dwelling units and number of buildings to be constructed upon the site.
- The total enclosed floor space is limited to a maximum of 60,000 SF per acre of land for the project site (excluding underground parking garages).
- Assuming the park site is developed as a multi-family or mixed-use project, the following easements, encroachments, and encumbrances would be deducted from the 22.99 acre site:

a. Site Lease & Mortgage – Approx. 3-acre “Pavilion Property” as collateral:	3.00 acres
b. Lift Road public Right-of-Way:	0.89 acres
c. Ski Lift Easement (the portion on Tract G of park site):	0.19 acres
d. Assumed Water Utility Easement for underground transmission line:	0.22 acres
e. Pavilion Pond (existing north pond adjacent to Pavilion building):	0.70 acres
f. Willow Creek Par 3 Pond (existing south pond within par 3 golf course):	0.25 acres
g. Cornerstone Condominiums access easement & encroachments:	0.70 acres
h. New Parking Lot for pavilion & pool (does not include existing parking):	0.33 acres
Total approximate easements, encroachments, and encumbrances:	6.28 acres
- The remaining balance for potential redevelopment of the community park site is **approximately 16.71 acres** (without considering existing water, sewer, & electric utility lines).
- Thus, at 60,000 SF per acre = 1,002,600 SF maximum of enclosed habitable floor space.

Multi-Family Residential Use Restrictions & Guidelines – Eagle-Vail PUD Guide (Section 6d):

Item	Use Restrictions & Guidelines	For Community Park Site
Uses by Right	a. Multiple dwelling units b. Day care home	16.71 acres, or 727,888 SF
Prohibited Uses	a. Fractional Fee Estates b. Bed & Breakfast Home Occupation	
GRFA – Floor Area Ratio	0.50 (of lot size), defined to include all space between exterior walls excluding basements and garages (uninhabitable spaces)	363,944 SF max total floor area
Lot Coverage	0.30 (of lot size), defined as building footprint including cantilevered space and garages (excluding decks)	218,366 SF max in total building footprints
Total Impervious Cover	0.60 (of lot size), defined as all impervious materials, including all building footprints and driving & parking surfaces. 0.40 (of lot size) must be open space with pervious cover (landscaping, play fields, etc.).	436,733 SF max impervious cover 291,155 SF min pervious cover
Maximum Building Height	35-feet	



**Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE**

PARCEL#:

03

Considerations & observations of land use restrictions & opportunities for park site:

- **GRFA – Floor Area Ratio:** The 0.50 GRFA limitation (~ 364,000 SF) appears to be disproportionate and particularly limiting at approximately 1/3 of the total maximum enclosed floor space per the Special Review Criteria within the PUD Guide (~ 1,000,000 SF).
- **Lot Coverage:** The 0.30 maximum lot coverage limitation (~ 218,000 SF in total maximum allowable building footprint area) appears to be a limiting factor when compared to the Eagle County Land Use Regulations.
- **Maximum Building Height:** A maximum of 35-feet appears to be a limiting factor when compared to the Eagle County Land Use Regulations. By way of comparison, the following are dimensional limitations for the Residential Multi-Family (RMF) zone district of the Eagle County Land Use Regulations:

Item	Eagle-Vail PUD Guide Use Restriction	Eagle County Land Use Regulations (RMF Zone District)	Eagle County Regulations Same or Better?
GRFA – Maximum Floor Area Ratio	0.50:1 (of lot size)	0.50:1 (of lot size)	Same
Maximum Lot Coverage (Building footprints)	30% (of lot size)	40% (of lot size)	Better
Maximum Building Height	35-feet	45-feet	Better
Maximum Total Impervious Cover	60% (of lot size)	60% (of lot size)	Same

Further, in review of the Declaration of Protective Covenants for Whiskey Hill, as originally created and recorded in 1977 by Grouse Mountain at Vail, Ltd. (Fred Green), the building height regulation for Multi-Family Lots was approved as: “No structure located on a Multiple Unit Residential Lot (e.g. multi-family projects such as condominiums, townhomes, apartments, etc.) shall exceed six (6) stories or sixty-five (65) feet in height measured from grade at the midpoint of the structure.” As such, if this standard was approved as part of the protective covenants and recorded with Eagle County, allowing up to 6-stories or 65-feet maximum building height in the Whiskey Hill subdivision, which has far greater visual exposure than the community park site located on the valley floor, then the 35-foot maximum building height restriction for the park site is a particularly constraining factor to multi-family residential development. *It is Consultant’s opinion and conclusion that in light of higher allowable building height restrictions according to Eagle County Land Use Regulations and the Protective Covenants for the Whiskey Hill Subdivision, as part of a subsequent amendment to the Eagle-Vail PUD Guide there is possibly some available capacity to negotiate a more reasonable and feasible building height restriction with Eagle County in the range of 35 to 65 feet for multi-family residential at the community park site (Ref: Page 3, Section 14 of the Declaration of Protective Covenants for Whiskey Hill at Reception #153935, Bk 257, Pg 605, recorded with Eagle County on 7.20.1977).*





**Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE**

PARCEL#:

03

If the Metro District were to pursue a multi-family project on the community park site, it is anticipated that in order for such a project to be economically feasible for a developer, it is recommended that the Metro District pursue increases in maximum floor area ratio (GRFA), lot coverage, and building height as part of a subsequent amendment to the Eagle-Vail PUD Guide.

- **Pervious Cover:** An opportunity to possibly preserve open space and a portion of the existing playfields within the community park site may result from the 60% total impervious cover requirement. As such, a 40% minimum total pervious cover would be required (~291,000 SF) per the PUD Guide, which could possibly be used to preserve portions of the existing playfields and green space, or redevelop into an alternative recreational highest-and-best land use, and continue the current shared uses with the adjacent Meadow Mountain Elementary School (Eagle County School District) and the Vail Recreation District.



Community Park Site looking south & downhill from Eagle Drive Circle on Whiskey Hill

Shared Uses:

- The various existing Recreational Facilities located on the community park site and the adjacent school sites are shared among the Eagle-Vail Metropolitan District, the Eagle County School District RE-50J, and the Vail Recreation District as follows:
 1. **Recreational Facilities** – Located on the community park site and the adjacent school sites to the east, including the Willow Creek 9-hole, par 3 golf course, soccer/multi-use field, baseball/softball field, volleyball courts, basketball court, skating pond, horseshoe pits, playground (tot lot), cross country track, tennis courts, the school parking lot, and any future recreational facilities to be developed within the park site (the “Recreational Facilities”), are shared between the Eagle-Vail Metro District (“Metro District”) and the Eagle County School District (“School District”) through a *formal Joint Use Agreement*.
 2. **Soccer/Multi-Use Field & Baseball/Softball Field** – These two athletic fields, both located on the community park site, are also shared with the Vail Recreation District through an *informal use agreement*. School District & Metro District use takes priority over VRD use.





Tenancy (Land use agreements in place):

- There are three formal agreements in place between the Metro District and the School District that govern leased real estate, shared use of the Recreational Facilities, and irrigation water for the Recreational Facilities as located on each parties property:
 1. **Ground Lease** – Dated September 27, 1989, by which the School District and the Colorado State Land Board (“Land Board”) leased approximately 7.8-acres of their real property to the Metro District on which the Metro District has constructed five of the holes of its nine-hole, Willow Creek Par 3 golf course. The initial term of the ground lease was for ten (10) years from 10.1.1989 to 9.30.1999. The lease agreement automatically renews for ten (10) additional five (5) year terms unless one party notifies the other in writing 180 days in advance of the expiration of a current term. *Thus, the total allowable term is for sixty (60) consecutive years with the lease expiring on September 30, 2049.* Given that the current five year renewal term is from 9.30.2009 to 9.30.2014, ***the earliest that the lease can expire would be on September 30, 2014 with 180 day prior notice from either party.*** Title to that portion of the golf course improvements located on the School District property reverts to the School District upon the expiration of the lease (after the initial term and all/any renewed terms). Operation, maintenance, repair, utility costs, and construction costs of the Recreational Facilities, whether located on leased ground or land owned by the Metro District, are the sole responsibility of the Metro District. Operation, maintenance, repair, utility costs, and construction costs of the School District’s property not leased by the Metro District, including the school parking lot, are the sole responsibility of the School District. The allowable use of the leased School District property is solely for “recreation or educational purposes”. Annual rent paid by the Metro District to the School District is fixed at \$1.00 per year. *Finally, note that the Ground Lease is an unrecorded document, which was not listed as a schedule B exception to the title commitment for the community park site. As such, this document should be recorded with Eagle County to preserve each party’s vested interests in the agreement and protect the Metro District if the School District property is ever sold or its land use changes.*
 2. **Joint Use Agreement** – In exchange for the leased property and allowing the Metro District to construct a portion of the Willow Creek Par 3 Golf Course on the School District and Land Board properties, the School District is provided the use of the Recreational Facilities located on both the community park site and the adjacent school sites. Dated January 10, 1990, the Joint Use Agreement clarifies that joint use of the Recreational Facilities (see above list under Shared Uses) shall be provided; including how and when each facility will be used by each party. With the exception of the Willow Creek Par 3 Golf Course and the Tennis Courts, the School District has first priority use of all of the Recreational Facilities during the school year between August 15th and June 15th. *In addition, for any “Future Developments in the Park”, the School District will have priority use of any future recreational facilities to be located within the community park site during the school year between August 15th and June 15th.* The term of the Joint Use Agreement



**Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE**

PARCEL#:

03

runs concurrent with the terms and renewal extensions of the Ground Lease. As further established in Section 10 of the Joint Use Agreement, the School District reaffirmed its license to the Metro District allowing the users of that portion of the Willow Creek Par 3 Golf Course located on the School District and Land Board properties to utilize the School District's accessways, roadways, and parking lot facilities to access the Willow Creek Golf Course, so long as such use does not interfere with the School District's needs (Ref: Joint Use Agreement at Reception #421918, Bk 525, Pg 754, recorded on 3.29.1990).



Willow Creek Par 3 Golf Course upon the Community Park, School District, & Land Board Sites

3. **Intergovernmental Agreement Concerning Grounds Irrigation** – Recorded with Eagle County on August 1, 1997, by which the parties determined that it was in their respective interests for them to improve the Metro District's "ditch" water diversion and transmission facilities to enable the School District to irrigate its grounds and athletic fields with untreated "ditch" water rather than with potable water. The Metro District irrigates the Eagle-Vail 18-hole Golf Course, the Willow Creek Par 3 Golf Course, and its other Recreational Facilities with untreated "ditch" water. The untreated water originates from the Metro District's headgate located on the Eagle River, is then conveyed to Eagle-Vail via the Fleck Ditch and an underground water transmission line, and then the water is supplied to Trout Pond for the 18-hole golf course and to the ponds on the park site for the Recreational Facilities. The Metro District is required to irrigate all the Recreational Facilities and community park site grounds, including that portion of the par 3 golf course located on the School District property. The School District is required to irrigate its grounds and athletic fields other than the golf course. The term of the irrigation water agreement is in perpetuity, except that either party may terminate the agreement upon twelve (12) months notice to the other if the Metro District ceases to use its property for a golf course and recreation fields; or if the School District ceases to use its property for athletic fields and grounds. (Ref: Intergovernmental Agreement Concerning Grounds Irrigation at Reception #629501, Bk 733, Pg 544, recorded on 8.1.1997).





Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE

03

PARCEL#:

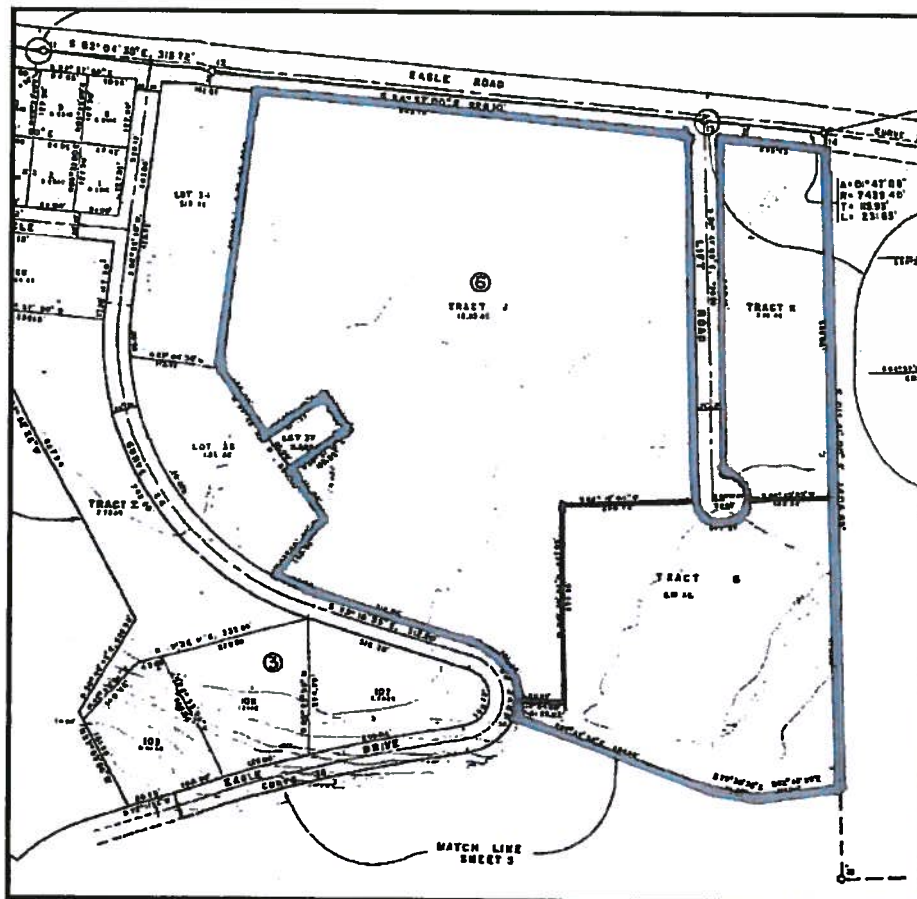
FINAL PLAT REVIEW

Applicable Final Plats:

See Tab #30 – Catalog of Final Plats, Amended Plats, & Maps for the Eagle-Vail Metro District Owned Land Assets

Final Plat Findings Affecting Site:

1. **Tracts G, J, & K** – Beginning with the initial 1972 final plat of Eagle-Vail Filing #1, and included within each subsequent 1st, 2nd, & 3rd amended plat from 1973, 1974, & 1976 respectfully, all three parcels that together comprise the community park site – Tracts G, J, & K – are a part of the recorded plat documents. During the title records search for the community park site, no documents of record were discovered that would indicate that any of these parcels were ever vacated. As part of the subsequent plat amendments that occurred from 1973 to 1981, which affected Eagle-Vail Filing #1, the Whiskey Hill Subdivision, and Stone Creek Meadows – Phase 1, only the shape and size of the far southeastern corner of Tract G of the community park site was modified to its current size of 22.99-acres. *Therefore, all three Tracts G, J, & K remain created as pursuant to the 1972 Eagle-Vail Filing #1 recorded final plat.* See final plat below depicting locations of Tracts G, J, & K and the Lift Road public ROW:



Final Plat of Community Park Site showing Tracts G, J, & K and the Lift Road public ROW



2. **Lift Road** – Lift Road was originally platted as part of the initial 1972 final plat of Eagle-Vail Filing #1, and is also included within each subsequent 1st, 2nd, & 3rd amended plat from 1973, 1974, & 1976 respectfully. Lift Road is a 50-foot wide public ROW and 90-foot in diameter cul-de-sac, which runs north to south, is located INSIDE of the community park site, and was originally intended to provide public road access to Tracts G & K. The Lift Road right-of-way is not to be confused with the portion of Eagle Road that resides on the Eagle County School District property after it makes a 90° turn toward the south at the school bus maintenance garage. Rather, Lift Road is parallel to and about 205-feet to the west of the School District/Community Park Site common property line and runs over, across, and through the soccer and baseball fields. *As a part of both the 1972 Final Plat & 1973 First Amended Plat of Eagle-Vail Filing #1, within the Certificate of Dedication, Grouse Mountain at Vail, Ltd. (Fred Green) granted and dedicated the land that comprises Lift Road (approx. 0.89-acres) to Eagle County for public use.* Also, during the title records search for the community park site, no documents of record were discovered that would indicate that Lift Road was ever vacated or removed as a dedicated public road from Eagle County records. Moreover, even though the 1981 Stone Creek Meadows – Phase 1 final plat pictorially shows the community park site, without showing Lift Road on the plat, the park site and Lift Road are not dedicated portions of the 1981 plat and, therefore does not affect anything other than Stone Creek Meadows. Lastly, as part of the 1989 Warranty Deed, which conveyed the entire community park site from Grouse Mountain at Vail, Ltd. to the Eagle-Vail Metropolitan District, all recorded easements & reservations as shown on both the 1972 Final Plat & 1973 Amended Plat of Eagle-Vail Filing #1 were excepted out of the conveyance, which includes Lift Road. *Therefore, Lift Road remains created and dedicated to Eagle County as a public access road and right-of-way as pursuant to the recorded 1972 Final Plat & 1973 First Amended Plat of Eagle-Vail Filing #1 and as excepted from the 1989 Warranty Deed. Hence, Lift Road is NOT a part of the community park site and is an encumbrance.* See above map depicting the Lift Road public ROW. (Ref: Final Plat of Eagle-Vail Subdivision Filing #1 at Reception #121075, Bk 225, Pg 302, recorded on 9.6.1972 and First Amended Plat of Eagle-Vail Filing #1, Lots 34 to 41, Tract J, Block 6 and Tract F, Block 3 at Reception #125191, Bk 229, Pg 342, recorded on 5.30.1973).
3. **Ski Lift Easement** – The initial 1972 Final Plat of Eagle-Vail Filing #1 includes a 55-foot wide Ski Lift Easement, which originates from Tract G located in the far southeastern corner of the community park site, continues uphill to the south within Tract H of the Whiskey Hill Subdivision, and terminates at the southern property line of Whiskey Hill (i.e. uphill and to the south of Eagle Drive Circle). Beginning with the 1973 First Amended Plat of Eagle-Vail Filing #1, the ski lift easement was not pictorially shown on each subsequent amended plat of Tract G of the community park site. However, as previously discussed, no documents of record were discovered during the title search that would indicate that Tract G was ever vacated or subsequently removed from the community park site. Further, Tracts G & K were not included within any of the subsequent amended plats of the community park site. Moreover, as part of the aforementioned 1989 Warranty Deed, which conveyed the community park site to the Eagle-Vail Metro District, all recorded easements & reservations

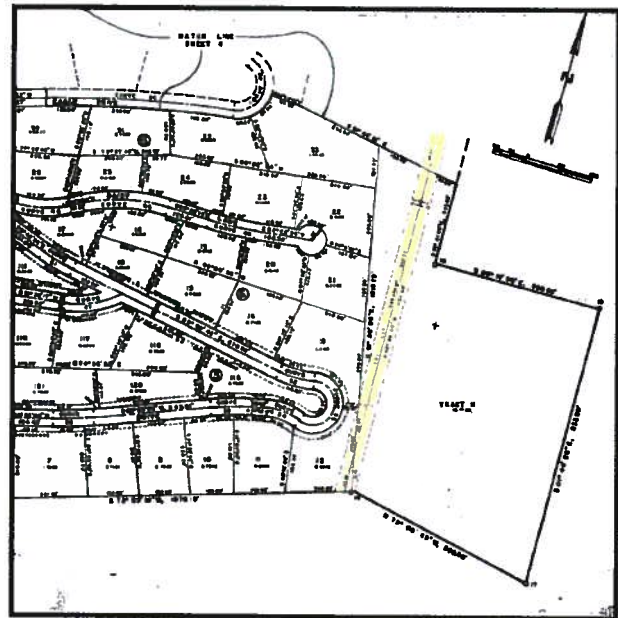
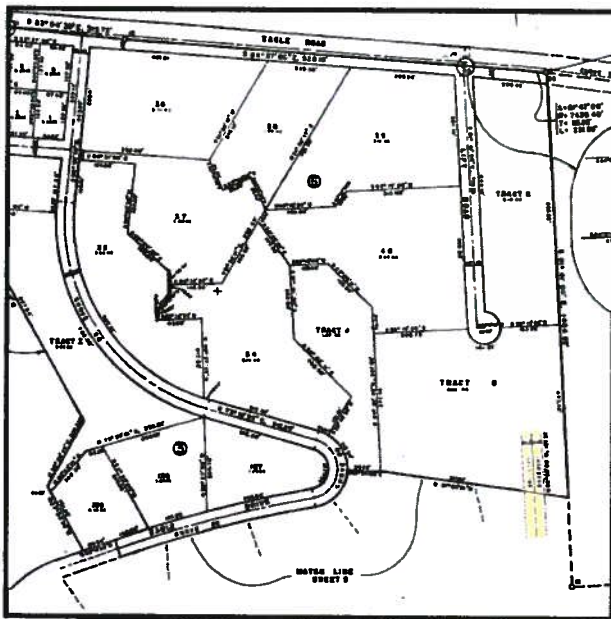


Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE

PARCEL#:

03

as shown on the 1972 Eagle-Vail Filing #1 final plat were excepted out of the conveyance, which includes the 55-foot wide ski lift easement. Therefore, the portion of the Ski Lift Easement that is over the southeastern corner of Tract G remains created as pursuant to the 1972 Eagle-Vail Filing #1 recorded final plat. It should be noted, however, that the 1977 Replat of the Whiskey Hill Subdivision, which included a portion of Block 6 and Tract H of Eagle-Vail Filing #1, subdivided the 1972 Tract H into residential homesites within the eastern portion of the Whiskey Hill Subdivision (i.e. Eagle Drive Circle & eastern extension of Daisy Lane). Although the ski lift easement remains as previously created, this portion of the easement to the south of the community park site may not be feasible since there now exist several platted lots and constructed homes within the path of the 55-foot wide easement as rendered on the 1972 plat. As such, if the Metro District were to pursue the concept of a ski lift originating from the community park site, then it is recommended that the original 1972 ski lift easement route be relocated to an alternate feasible location that reflects current conditions. The following maps depict the location of the 1972 platted ski lift easement in Tracts G & H:



1972 Filing #1 Final Plat showing the Ski Lift Easement over Tracts G & H (highlighted in yellow)

4. **Underground Water Transmission Line** – Although the plats, title review, other documents, and research, produced no findings of the specific location of a water utility easement or waterline, it is anticipated that there exists an underground water transmission line, which serves as the main irrigation water supply for the Eagle-Vail golf and recreational amenities. The waterline is located within the far southeastern corner of Tract G of the community park site and runs east to west from a headgate/drop structure at the bottom of Whiskey Creek located on the adjacent School District property to the 30-foot wide utility easement located on the adjacent Whiskey Hill Lots 28 & 29. Note that the underground waterline and the ski lift easement cross over and conflict with each other (See Focus Area Map for Parcel 03).



TITLE REVIEW

Chain of Title:

- **Quit Claim Deed** – Title was transferred in 1985 by way of Quit Claim Deed conveying 26.79-acres from Stone Creek Meadows (a Fred Green entity) to Grouse Mountain at Vail, Ltd. (also a Fred Green entity). The acreage conveyed was the entire community park site, including all of Tracts G, J, & K of Eagle-Vail Filing #1 and all of the land associated with Phase 1 of the Stone Creek Meadows condominium development. Comparing this conveyance with the 1973, 1974, 1977, & 1981 amended plats, note that 26.79-acres conveyed less 3.80-acres, which is the size of the Stone Creek Meadows – Phase 1 site, yields 22.99-acres, which is the current size of the community park site (Ref: Quit Claim Deed at Reception #328323, Bk 432, Pg 66, recorded with Eagle County on 12.11.1985).
- **Warranty Deed** – Title was transferred in fee simple interest in 1989 by way of Warranty Deed conveying the entire 22.99-acre community park site (i.e. not including the 3.80-acre Stone Creek Meadows – Phase 1 property) and Whiskey Hill Lots 28, 29, & 34 from Grouse Mountain at Vail, Ltd. (Fred Green) to the Eagle-Vail Metropolitan District. Within the same Warranty Deed, there are several items that were excepted out of the conveyance to the Metro District, including the following key exceptions that impact the site (Ref: Warranty Deed at Reception #408946, Bk 512, Pg 769, recorded with Eagle County on 9.1.1989):
 1. **Exception #4** – Easements & reservations as shown on the 1972 recorded Final Plat of Eagle-Vail Filing #1, **which includes the 55-foot wide Ski Lift Easement over a portion of Tract G and the 50-foot wide Lift Road public ROW.**
 2. **Exception #5** – Easements & reservations as shown on the 1973 recorded First Amended Plat of Eagle-Vail Filing #1 – Lots 34 to 41, Tract J, Block 6 and Tract F, Block 3, **which includes the 50-foot wide Lift Road public ROW.**
 3. **Exception #10** – Cornerstone Condominiums Easement Agreement as recorded in 1974 between Grouse Mountain at Vail, Ltd. and The Owners of Condominium Units at Cornerstone Condominiums, **which includes a 40-foot wide access easement over Tract J.**
- **Corrective Warranty Deed** – Title was transferred in fee simple interest in 2010 by way of Corrective Warranty Deed conveying Eagle-Vail Filing #1, Block 6, Lot 34 from the Eagle Valley Metropolitan Recreation and Park District to the Eagle-Vail Metropolitan District. Lot 34 of Block 6 was originally located within the Tract J area of the community park site as part of the 1972 Final Plat of Eagle-Vail Filing #1. As part of the subsequent 1973 First Amended Plat of Eagle-Vail Filing #1, Lot 34 was then relocated to the southeast corner of the Eagle Road & Eagle Drive intersection, which is its current location (i.e. immediately adjacent to and west of the community park site). As such, the purpose of the 2010 Corrective Warranty Deed was to deed the original Lot 34 land area configuration as shown on the 1972 final plat, so that it was ensured that the portion that became the larger Tract J of the community park



Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE

PARCEL#:

03

site would be owned in fee simple interest and clean title by the Eagle-Vail Metropolitan District. (References: i. Final Plat of Eagle-Vail Subdivision Filing #1 at Reception #121075, Bk 225, Pg 302, recorded with Eagle County on 9.6.1972; ii. First Amended Plat of Eagle-Vail Filing #1, Lots 34 to 41, Tract J, Block 6 and Tract F, Block 3 at Reception #125191, Bk 229, Pg 342, recorded with Eagle County on 5.30.1973; and iii. Corrective Warranty Deed at Reception #201001863, recorded with Eagle County on 2.1.2010).

Easements:

1. **Cornerstone Condominiums Easement Agreement** – In 1974, an Easement Agreement was created and recorded between Grouse Mountain at Vail, Ltd (“Grouse Mountain”) and The Owners of Condominium Units at Cornerstone Condominiums (“Cornerstone”) whereby Grouse Mountain granted a perpetual 40-foot wide, non-exclusive easement and right-of-way over, across, and through Tract J of the community park site to Cornerstone in order to provide the owners of Cornerstone condominium units with an access roadway to the Cornerstone parking structure, which is located on Lot 37 (See Final Plat of Cornerstone Condo Map below). As this easement is intended to provide private access to and from the Cornerstone parking structure, it was not conveyed or dedicated to Eagle County as a public road or ROW. However, as provided by the agreement, Grouse Mountain is permitted the right to grant to parties other than Cornerstone, including the owners of all or any part of Tract J (i.e. the Eagle-Vail Metro District), the right to use the access easement to access the community park site. The agreement provides the further right to convey and dedicate the easement in the future to the County as a public road for public right-of-way access, utility, and emergency uses. Moreover, the agreement also provides the right to relocate the easement onto other land within Tract J, at Grouse Mountain’s cost, so long as Cornerstone is provided with comparable access to its parking structure.

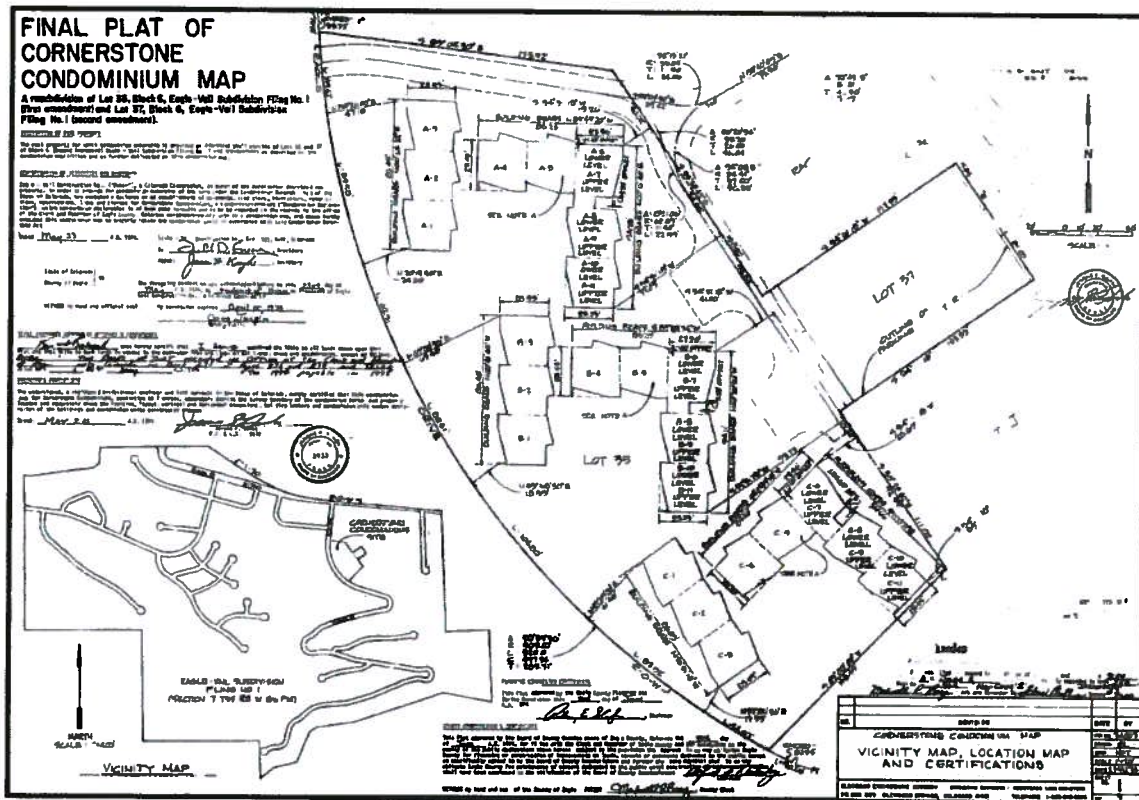
Although the agreement is appurtenant to and runs with the land, thus is binding and to the benefit of any successors in title, the Cornerstone Condominiums Easement Agreement was excepted out of the conveyance to the Metro District in its entirety according to the 1989 Warranty Deed. As such, although the Metro District owns the land that comprises the access easement upon Tract J, Grouse Mountain, not the Metro District, is bound by the terms of the Easement Agreement. As provided in the agreement, in order to secure the right to use the easement for public or private access and right-of-way to the community park site, the Metro District would need to enter into a subsequent agreement with Grouse Mountain, which would grant such rights to the Metro District. Finally, note that the agreement does not include language that contemplates any shared use of the parking structure between Cornerstone and the owners or future owner’s associations within the community park site (Ref: Easement Agreement at Reception #130850, Bk 234, Pg 943, recorded with Eagle County on 6.3.1974 and Final Plat of Cornerstone Condo Map at Reception #130849, Bk 234, Pg 942, recorded with Eagle County on 6.3.1974).



**Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE**

PARCEL#:

03



Final Plat of Cornerstone Condominium Map showing Lots 35 & 37 and the 40-foot wide access easement that runs over, across, and through Tract J of the Community Park Site

2. **Holy Cross Electric Association, Inc. Underground Right-Of-Way Easement** – In 1981, Stone Creek Meadows, a Colorado Joint Venture (“Stone Creek Meadows”) granted to Holy Cross Electric Association, Inc. (“Holy Cross”), a 10-foot wide perpetual right-of-way access & utility easement over, across, and through the Stone Creek Meadows – Phase 1 development project as well as adjacent portions of Tracts J and G of the community park site. The purpose of the agreement is to construct, operate, maintain, and repair an underground electric transmission line, distribution lines, and associated underground vaults, pad-mounted surface transformers, and equipment within the easement, in order to serve the Stone Creek Meadows condominiums and adjacent projects with electrical utility service. The route of the easement is from east to west through Stone Creek Meadows and the community park site as shown on the sketch below. As part of the agreement, Holy Cross reserved the right to remove any trees, landscaping, or other obstructions within the easement when necessary for the modification, repair, and reconstruction of its electric utilities, but must restore the surface of the ground to its former condition and replace any trees and landscaping removed or damaged by its operations. Given that the Holy Cross easement is shown only by a rough sketch within the recorded agreement, electric utility locates will need to be ordered in order to determine the specific locations of those portions

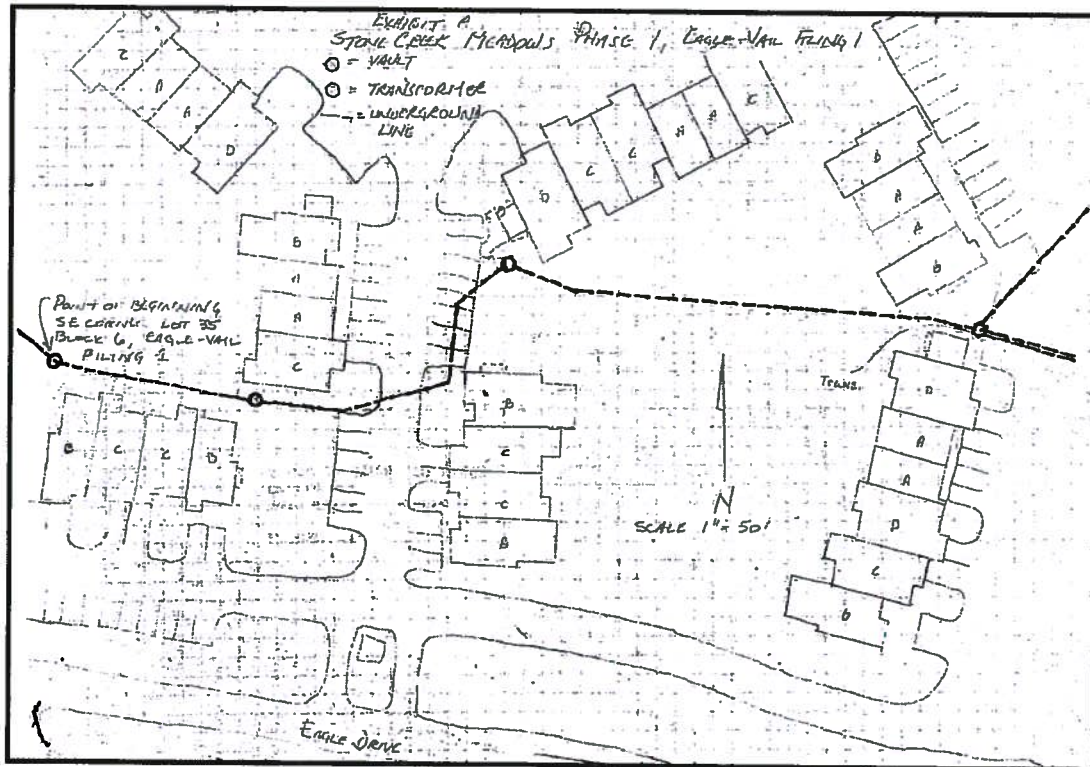


Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE

PARCEL#:

03

of the electric lines, transformers, and related electrical utilities and equipment that run through Tracts J & G prior to the planning or possible development of this portion of the community park site (Ref: Underground Right-Of-Way Easement at Reception #222414, Bk 326, Pg 51 recorded with Eagle County on 7.15.1981).



Holy Cross Electric Underground Right-Of-Way Easement shown running through the Stone Creek Meadows – Phase 1 project and adjacent portions of Tracts J & G of the Community Park Site

3. **Stone Creek Meadows Reciprocal Easement Agreement** – In 1990, an Easement Agreement was created and recorded between the Eagle-Vail Metropolitan District (“Metro District”) and the Stone Creek Meadows Condominium Association (“Stone Creek”) to provide two (2) perpetual easements with different uses and benefits to each party. The first easement (“Parcel A” as shown on map below) is owned by Stone Creek, whereby Stone Creek granted Parcel A to the Metro District to be used solely as a portion of the public community park (i.e. a portion of the baseball/softball field, irrigated green space, and crusher fine recreation path within Parcel A). The second easement (“Parcel B” as shown on map below) is owned by the Metro District, whereby the Metro District granted Parcel B to Stone Creek to be used solely for parking of motor vehicles and landscaping improvements. Although both easements were granted to each party in perpetuity, there is a reversionary clause in the agreement whereby in the event the Metro District were to discontinue the use of Parcel A as a portion of the public park, OR in the event Stone Creek were to discontinue the use of Parcel B for parking, then in either circumstance both easements shall simultaneously

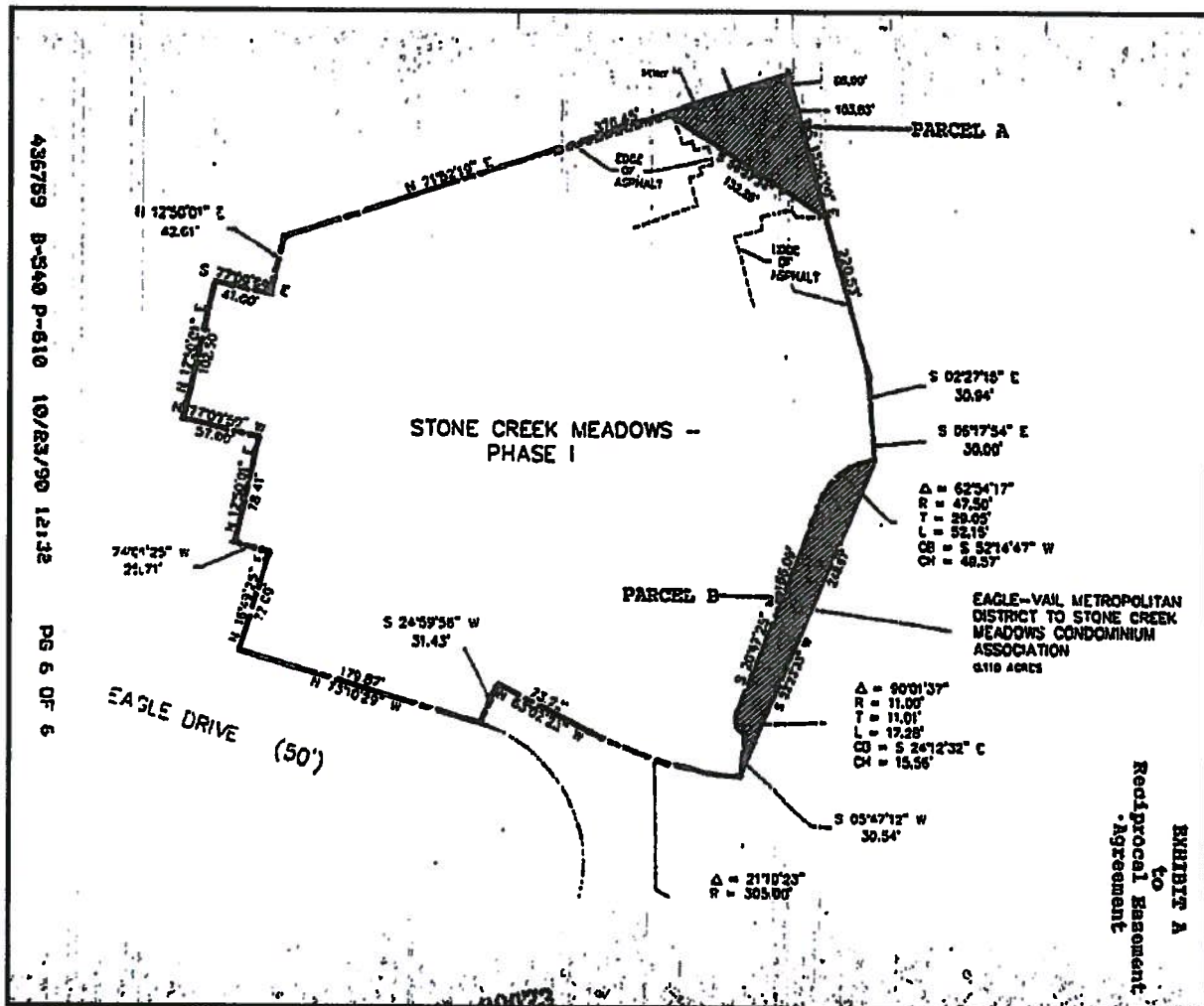


Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE

PARCEL#:

03

cease and the entire right, title, and interest in each parcel will revert back to the appropriate fee owner and each party will no longer have any right to use the other party's parcel. In summary, if the Metro District were to consider an alternative use for the community park site, then Parcel A would revert back to Stone Creek and Parcel B would revert back to the Metro District with no further encumbrance to either property. Although the eleven (11) surface parking spaces and landscaping as located to the east of Stone Creek Meadows (within Parcel B) appear as encroachments into Tract J of the community park site, these improvements are permitted as provided within the agreement (Ref: Reciprocal Easement Agreement at Reception #436759, Bk 540, Pg 610, recorded with Eagle County on 10.23.1990).



Stone Creek Meadows Reciprocal Easement Agreement showing Parcels A & B

- Holy Cross Electric Association, Inc. Trench, Conduit, & Vault Agreement** – In 1991, the Eagle-Vail Metropolitan District ("Metro District") entered into an agreement with Holy Cross Electric Association, Inc. ("Holy Cross"), at the request of the Metro District, to provide underground electric service to the Community Pavilion building, the adjacent parking lot,



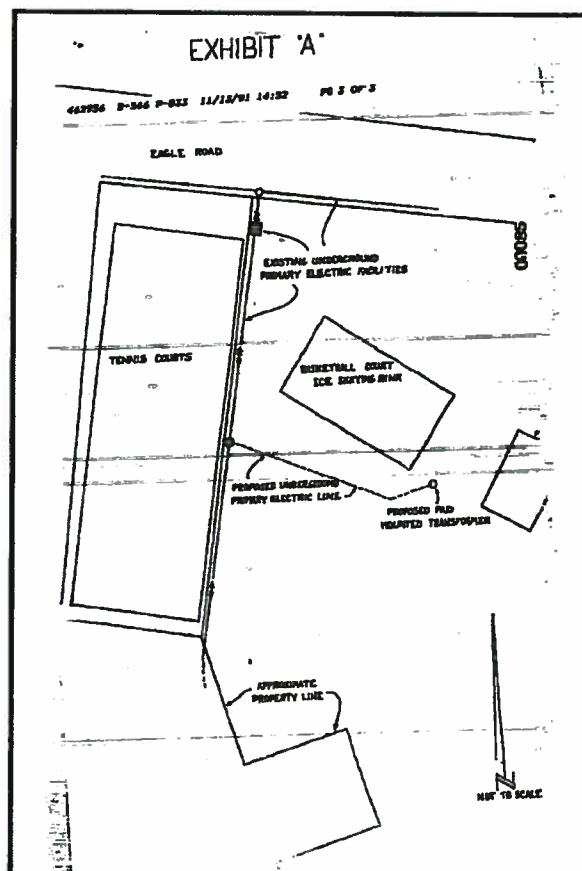


**Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE**

PARCEL#:

03

and grounds lighting for the hockey/ice skating rink & basketball court within a future easement. Although the agreement did not create specific easement locations for the project, the electric line and pad-mounted transformer are located in the far northwestern corner of Tract J of the community park site. As shown in the agreement, the route of the electric utilities and subsequent easement is immediately to the east of the new pool facility and tennis courts as spliced from an existing underground electric line running along the western property line of Tract J. As shown below, Exhibit A from the agreement provides a sketch of the electric utilities. The agreement also defines the obligations of each party for the trenching, excavation, and installation of the underground electric lines, conduit, vaults, and transformers. Given that the Holy Cross electric utilities for this project are shown only by a rough sketch (i.e. Exhibit A to the recorded agreement), electric utility locates will need to be ordered in order to determine the specific locations of the underground electric lines, vaults, transformers, and other electrical equipment that run through the northwestern corner of Tract J prior to the planning or possible redevelopment of this portion of the community park site (Ref: Trench, Conduit, and Vault Agreement at Reception #462956, Bk 566, Pg 833, recorded on 11.13.1991).



Holy Cross underground electric line, transformer, & approximate easement location shown within the far northwestern corner of Tract J of the Community Park Site





5. **First Amendment to Condominium Declaration for Stone Creek Meadows** – In 1981, concurrent with the development of the Stone Creek Meadows – Phase 1 project, the developer (i.e. Stone Creek Meadows), created and recorded a First Amendment to the Condominium Declarations for Stone Creek Meadows. The amendment replaced Section 20, Reservations, in its entirety. Within the replacement language, Stone Creek Meadows reserved for itself, and its successors and assigns, a perpetual non-exclusive easement and right-of-way under, over, across, and through the Stone Creek Meadows – Phase 1 property and the 22.99-acre community park site for the purpose of installing future utility services of all kinds (water, sewer, electric, etc.) and a roadway “providing vehicular and pedestrian ingress and egress to any portion of the property described in Exhibit B” (i.e. Tracts G, J, & K, or the community park site, as described within the amendment). Given that there is neither a timeline or expiration date condition placed on this reservation, nor a stipulation that any future development of the community park site would be exclusively for additional Stone Creek Meadows units (i.e. “a perpetual non-exclusive easement and right-of-way”), it is anticipated that site access and utility extension rights can occur from the Stone Creek Meadows – Phase 1 property to the community park site. Although no specific easement locations were provided or mapped by the amendment, this information is provided within this section merely to demonstrate that as an exception to title, it appears that the First Amendment to the Condominium Declarations provides the Metro District with the ability to extend an access and utility easement or easements over, across, and through the Stone Creek Meadows – Phase 1 property to provide roadway access and utility extensions to the community park site (Ref: First Amendment to Condominium Declaration for Stone Creek Meadows Condominiums at Reception #229603, Bk 333, Pg 247, recorded on 12.11.1981).

Encroachments:

1. **Cornerstone Condominiums** – From review of the Eagle County GIS website and upon visiting the site, there appear to be several improvements as related to the adjacent Cornerstone Condominiums project that encroach into Tract J of the community park site, including an earthen berm and asphalt surface parking located between the access drive and northern side of the parking structure, landscaping, berm, and fencing around the north, east, and south sides of the parking structure, concrete retaining wing walls at the parking structure’s eastern side, and a trash dumpster enclosure building to the east of the Cornerstone property line. These improvements are not located within the access easement and there is no provision within the Cornerstone Condominiums Easement Agreement that provides Cornerstone the right to encroach upon Tract J beyond the platted easement. Further, an additional easement agreement or other recorded document that grants Cornerstone the right to encroach upon and construct the above improvements within the Metro District’s property was not listed as a schedule B exception to the title commitment for the community park site. As Consultant is not a land surveyor, these encroachments would require field verification with such a licensed professional. See below for an aerial map from the Eagle County GIS website, which depicts the Cornerstone Condominium encroachments:



Aerial Map depicting Cornerstone Condominiums encroachments onto Tract J of the Community Park Site (Park site boundary as owned by Metro District shown in red)

2. **Shared Parking Lot & Entryways between Pavilion Building & New Community Pool** – During the title records search for the community park site, Eagle County Resolution #2009-36 was listed as an exception to title, which impacts the community park site (i.e. Parcel 03) and the adjacent new community pool/tennis facility site (i.e. Parcel 04). The Resolution as requested by the Eagle-Vail Metro District is a denial by the Board of County Commissioners for a petition to grant a variance to create an additional third point of entry to the new shared parking lot between the existing pavilion building and the new community pool facility. The Resolution limits the Metro District to two points of entry to the pavilion site and new pool site, thereby creating a shared access loop road to Parcels 03 & 04. The new improvements, which will be constructed as part of the new pool project, are anticipated to be located off the Eagle Road public ROW, with the first entry directly into the new pool site just east of the Eagle Road/Eagle Drive intersection, and the second entry at the existing eastern entrance to the pavilion parking lot. In response to the Resolution, the existing western entrance to the pavilion parking lot will be removed and vacated, thus keeping within the two entryways limit. Also, the existing pavilion parking lot will be improved and extended to the west to accommodate additional parking requirements for the new pool facility with a new driveway connection extended into the pool site. The majority of the new

**PARCEL#:**

LEGEND

SYMBOL	DESCRIPTION
[Symbol]	POOL HOUSE
[Symbol]	LAP POOL
[Symbol]	TRACT J
[Symbol]	EAGLE ROAD
[Symbol]	EAGLE-VALE PARLOR
[Symbol]	POOL HOUSE
[Symbol]	LAP POOL
[Symbol]	TRACT J
[Symbol]	EAGLE ROAD
[Symbol]	EAGLE-VALE PARLOR

GRAPHIC SCALE

0 10 20 30 40 50 60 70 80 90 100

1" = 100'

NOTES

1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.
3. ALL DIMENSIONS ARE TO THE CENTER OF THE POOL.
4. ALL DIMENSIONS ARE TO THE CENTER OF THE TRACT.
5. ALL DIMENSIONS ARE TO THE CENTER OF THE PARLOR.

(NOTE: The improvements as shown on this site plan are yet to be approved, have not been issued for construction, are not stamped, and as such, are yet to be finalized.)

1. **Lift Road** – As previously discussed, Lift Road is an encumbrance to the community park site given that the land comprising Lift Road (approx. 0.89-acres) was previously granted and dedicated to Eagle County in both the 1972 Final Plat & 1973 First Amended Plat of Eagle-Vail



**Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE**

PARCEL#:

03

Filing #1, is a dedicated public right-of-way, and no documents of record were discovered during the title search that would indicate that Lift Road was ever vacated or removed as a public road from the community park site. If the Metro District were to pursue a development project on the community park site, it is recommended that any future development be planned around the dedicated Lift Road public right-of-way, OR Lift Road is relocated from its current location and replaced, OR Lift Road is vacated and removed as a public road from Eagle County records as part of a subsequent amended plat of Tracts G, J, & K. *Given that the community park site currently lacks access to a public road or street along its entire eastern property line, it may behoove the Metro District to relocate and replace the Lift Road public ROW to an alternate location in concert with the planning of a future development project. However, if a public access ROW within an alternate location can be agreed upon and created by a collaborative planning effort between the Metro District and the Eagle County School District, to provide shared access to both adjacent parcels, than an argument can potentially be made to Eagle County that the Lift Road public ROW is redundant and thus, should be vacated and replaced by a master planned and mutually beneficial access roadway.* (Ref: Final Plat of Eagle-Vail Subdivision Filing #1 at Reception #121075, Bk 225, Pg 302, recorded on 9.6.1972 and First Amended Plat of Eagle-Vail Filing #1, Lots 34 to 41, Tract J, Block 6 and Tract F, Block 3 at Reception #125191, Bk 229, Pg 342, recorded on 5.30.1973).

2. **Condominium Declaration for Stone Creek Meadows** – In 1981, concurrent with the development of the Stone Creek Meadows – Phase 1 project, the developer (i.e. Stone Creek Meadows), created and recorded Condominium Declarations for the 38 condominium units. As outlined within the Declarations, the developer subjected the 3.80-acre Stone Creek Meadows – Phase 1 property to the Declarations (the Exhibit A property). As further described in the Declarations, a provision was made whereby the “Declarant (the developer) may subject the real property described in Exhibit B to these Condominium Declarations by recording a Supplemental Declaration or Declarations and a Supplemental Map or Maps in the Eagle County, Colorado records within seven (7) years from the date of initial recording of this Declaration.” The Exhibit B property as described by legal description in the Declarations is the balance of the community park site (i.e. Tracts G, J, & K), which at the time in 1981, was originally conceived for a total build-out of 232 dwelling units and anticipated to be subjected to the Declarations. *HOWEVER, given that the Declarations were initially recorded on 11.25.1981, with the seven (7) year condition expiring on 11.25.1988, and further given that Supplemental Declarations and Maps were not created or recorded for the Exhibit B property (i.e. the balance of Tracts G, J, & K), it is anticipated that the community park site is not encumbered by the Stone Creek Meadows’ Condominium Declarations. Although not an encumbrance to the community park site and while an exception to title, this information is provided within this section merely to demonstrate that the 22.99-acre Metro District property is not burdened by these Declarations* (Ref: Condominium Declaration for Stone Creek Meadows at Reception #229961, Bk 332, Pg 504, recorded with Eagle County on 11.25.1981).



3. **Notice of Right of First Refusal** – Concurrent with the 1989 conveyance of the 22.99-acre community park site and Whiskey Hill Lots 28, 29, & 34 from Grouse Mountain at Vail, Ltd. to the Eagle-Vail Metropolitan District, the Metro District granted to GOLF SERVICES, INC. a Right of First Refusal in the event that the District were to sell any or all of these properties at a future date. A search of the Colorado Secretary of State website reveals that GOLF SERVICES, INC. is a Colorado Corporation formed by Frederick D. Green in 1978. However, the Right of First Refusal had a seven (7) year maximum term from its recording date, thereby automatically expiring on September 1, 1996 without opportunity to renew or extend and without further notice or action required by either party to the agreement. As such, the Notice of Right of First Refusal no longer creates an encumbrance or burden to these properties and it is anticipated that the Metro District can offer any of Parcels 03, 08, 09, or 12 for sale to the open market (Ref: Notice of Right of First Refusal at Reception #408947, Bk 512, Pg 770, recorded with Eagle County on 9.1.1989).
4. **Site Lease, Lease Purchase Agreement, & Mortgage and Indenture of Trust** – On January 15, 2010, the Eagle-Vail Metropolitan District (the “District”) and the Eagle-Vail Metropolitan District Building Authority (the “Corporation”) entered into a Site Lease and a Lease Purchase Agreement, and further, the Corporation and UMB Bank, N.A. (the “Trustee”) entered into a Mortgage and Indenture of Trust (the “Mortgage”) and a Colorado UCC Financing Statement (all four, collectively the “Agreements”).

Some background information is necessary to understand the origins of the Agreements. In 1999, the District borrowed \$3.57M for improvements to the Eagle-Vail 18-hole Golf Course, including replacing the irrigation system, constructing the golf chip/put practice greens, green and bunker reshaping, upgrades to the Clubhouse building, and building additional surface overflow parking (the “Golf Course Project”). A Certificate of Participation (the “Certificate”, which is similar to a bond) was used to borrow the debt, which included a 20-year repayment term with the final payment due to the bondholders by 2019. As part of the 1999 Certificate, the earliest that the District could refinance the debt was 2009. By the end of 2009, the outstanding principal balance of the Certificate was \$2.265M.

Upon being eligible, in January 2010, the District formed the Corporation as the entity to refinance the Certificate, and as such, the Agreements were created and recorded. Further, in order to repay the bondholders, the Corporation entered into the Mortgage with the Trustee. As outlined within the Agreements, the outstanding principal balance is paid over a 10-year payment schedule with the final payment due to the bondholders by 2019. The collateral used to secure the 2010 Mortgage includes six (6) of the Metro District owned land assets and improvements, which are the subject of this land inventory report, as follows:

- i. The “**Clubhouse Property**”, which includes the Mulligans Restaurant, Clubhouse, & Cart Storage building and related parking lot (i.e. encumbers Parcel 10, the Mulligans Clubhouse Site, and thereby encumbers Parcel 01 – the Tract E portion of the Eagle-Vail Golf Course, which the clubhouse building and contiguous parking lot reside upon), the



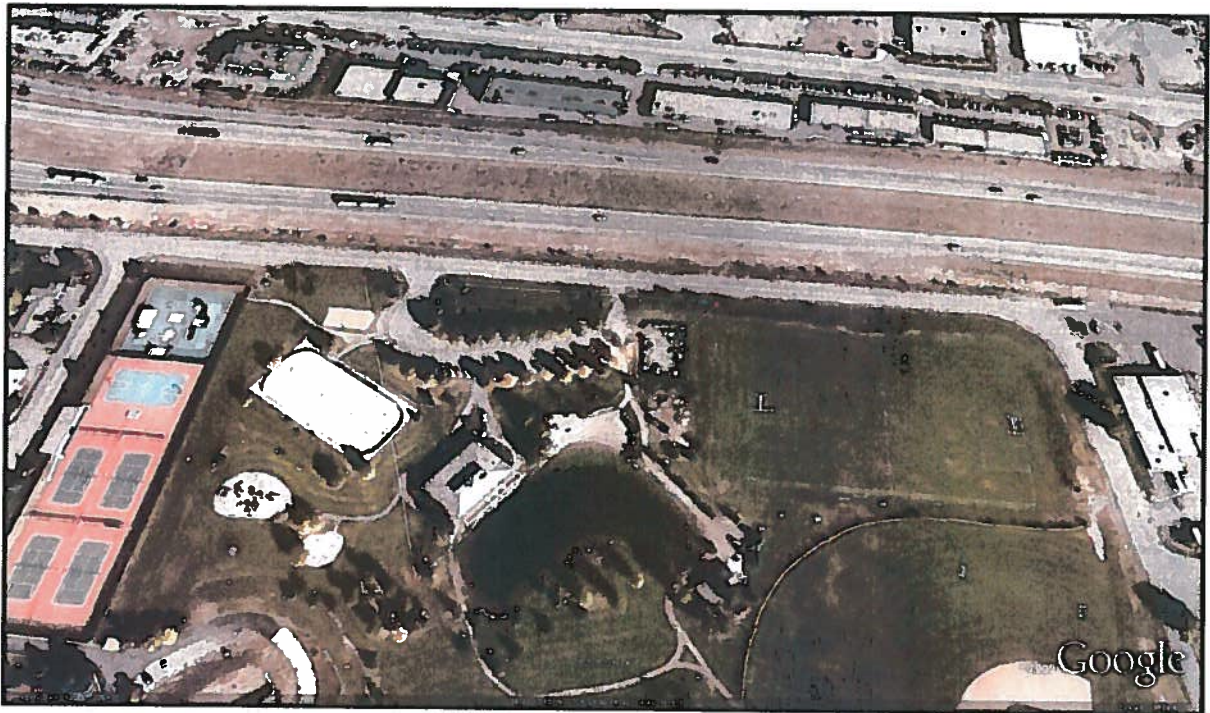
**Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE**

PARCEL#:

03

Mulligans Parking Lot site (i.e. encumbers Parcel 11), Whiskey Hill Lot 34, the golf overflow parking east lot located across Eagle Drive (i.e. encumbers Parcel 12), and Whiskey Hill Lot 28, the golf overflow parking west lot also located across Eagle Drive (i.e. encumbers Parcel 13); and

- ii. The **“Pavilion Property”**, which includes the Eagle-Vail Pavilion building, related parking lot, entry driveways, and grounds, which is located on approximately 3-acres within Tract J of the community park site (i.e. encumbers approximately 3-acres of Parcel 03 as depicted within the image below as created as part of authoring the Agreements).



Community Park Site with the “Pavilion Property” depicted in faint white lines forming a triangle around the pavilion building and parking lot, encumbering approximately 3-acres of Tract J, Block 6 (SOURCE: Robertson & Marchetti, P.C.)

The Site Lease and Lease Purchase Agreement are “companion documents” whereby the District-owned land is leased from the District to the Corporation and, in turn, the buildings, surface improvements, and the land that they sit upon are then subleased from the Corporation to the District (similar to a leaseback purchase). The Corporation’s sole purpose is to obtain the refinancing of the outstanding debt and managing the Mortgage with the Trustee. To clarify, the District is the sole owner of the above encumbered assets. If for some unforeseen reason, the District and the Corporation were to default on its payment obligations to the Trustee, then, at that point the bondholders would be entitled to take possession of the collateral. Thus, the aforementioned District-owned land assets, buildings, and related surface improvements are encumbered through the duration of the Mortgage



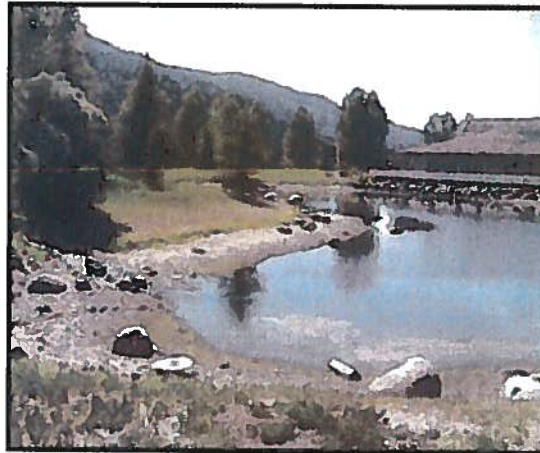
**Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE**

PARCEL#:

03

term. As such, once the District and the Corporation pay off the \$2.265M of principal debt, the collateral is then released, dissolving the above encumbrances and the District will once again take full ownership of the Pavilion Property and Clubhouse Property. A two stage release of the collateral is provided by the Mortgage as follows:

- i. First, the Clubhouse Property collateral would be released on December 1, 2013 after the District and the Corporation make 4 years of payments from 2010 to 2013, thereby paying down a total of \$835K toward the Mortgage (i.e. Parcels 10, 11, 12, 13, & a portion of 01 would no longer be encumbered after 12.1.2013 if all payment obligations are met); and
- ii. Second, the Pavilion Property collateral would be released on December 1, 2019 after the District and the Corporation make 6 more years of payments from 2014 to 2019, thereby paying down \$1.43M of principal balance of the \$2.265M total Mortgage amount (i.e. the approximately 3-acres of the Parcel 03 community park site would no longer be encumbered after 12.1.2019 if all payment obligations are met).



Community Park Site looking northwest toward Pavilion Building & Pond amenities

As described by other District consultants, the concept behind the staged release was that the most likely next candidate for possible re-development would be the Clubhouse Property in 2013, which considers initially focusing spending and planning improvement projects as approved by the November 2009 5A Ballot within the next 2 to 3 years and allows adequate time for the planning and entitlement of the Mulligans Clubhouse Site and surrounding District lots (i.e. A portion of Tract E of Parcel 01 and Parcels 10, 11, 12, & 13). Further, given that the Pavilion Property will be upgraded and improved between 2010 and 2011, including a remodel of the Pavilion building and extension of the shared pavilion/new pool parking lot and entryways, it is anticipated that this area would most likely be excluded from future re-development plans of the community park site, and/or the 3-acre area would possibly not be a candidate for re-development until 2019. (Ref: Site Lease at Reception #201001996; Lease Purchase Agreement at Reception #201001997; Mortgage and Indenture of Trust at Reception #201001998; and Colorado UCC Financing Statement at Reception #201001999, with all four documents recorded with Eagle County on 2.2.2010).





OTHER TECHNICAL & PHYSICAL IMPACTS TO SITE

1. Potential Geologic Hazards:

- According to the Colorado Geological Survey (CGS), with geologic hazard maps for the Eagle-Vail area as provided by Eagle County's GIS Department, there exist areas of potential geologic hazards within the site's boundaries. As depicted on the attached Focus Area Map for Parcel 03, there is one type of potential geologic hazard that impacts the far southeastern corner of Tract G of the community park site:

Potentially Unstable Slope / Rockfall Hazard Area (PUS/RF) – Potentially unstable areas of either active or potential falling, rolling, or sliding of large bedrock blocks, boulders, rocks, soils, and/or surface materials, located on moderate to steep slopes.

If the Metro District were to consider an alternative land use for Tract G of the community park site, this would most likely require further subdivision of the parcel into individual platted lots. Given that such further subdivision was not previously performed by the developer or approved by Eagle County as part of the Eagle-Vail Subdivision Filing #1 final or amended plats, any proposed new development for those portions of the site that contain areas of potential geologic hazards, will trigger Eagle County's "Development in Areas Subject to Geologic Hazards" standards (Ref: Section 4-420 of the Eagle County Land Use Regulations). These regulations are intended to ensure that development avoids geologic hazard areas whenever possible. Where it is not possible for development to avoid these areas, mitigation techniques are to be provided to reduce the potential impacts of geologic hazards on occupants of the property or hazards to adjacent properties and occupants. *Thus, any new development being considered for those portions of Tract G of the community park site that are impacted by the above potential geologic hazard would be required to comply with Eagle County's "Development in Areas Subject to Geologic Hazards" standards.*

Note that the Colorado Geological Survey geologic hazard maps are broad in scope and do not include details regarding how CGS determined the potential geologic hazard boundaries. Also, Consultant is not a geologist or geotechnical engineer. *As such, it is recommended that during the planning of any possible alternative land uses, that any areas identified as potential geologic hazards be confirmed and field verified by retaining a geologist or geotechnical engineer to perform a detailed geotechnical investigation &/or soils report specific to the site.*



Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE

PARCEL#:

03

NEIGHBORING ADJACENT PROPERTIES TO SITE

Direction from Site	Item / Property Description	Property Owner	Eagle County Account No.
North	Eagle Road public ROW along entire northern property line.	Eagle County – Zoned Resource (R)	None
	I-70 public highway ROW abuts Eagle Road ROW to the north.	Colorado Department of Transportation – Zoned Eagle County Resource (R)	None
East	<u>Directly abuts site to the east:</u> 1. <u>Meadow Mountain Elementary School</u> (including bus barn facility, parking lot, & portion of Eagle Road on Eagle County School District property)	<u>Directly abuts site to the east:</u> 1. <u>Eagle County School District</u> Approx. 16-acre site, Zoned Resource (R)	R004315
	<u>East of the School District site:</u> 2. <u>Dowd Junction Facility</u> (old Battle Mountain High School, including track, football field, & surface parking lot)	<u>East of the School District site:</u> 2. <u>Colorado State Land Board</u> Approx. 27-acre site, of which the School District leases approx. 7.8-acres from the Land Board, Zoned Resource (R)	R004315
South	1. Stone Creek Meadows Condominiums – Phase 1 2. Whiskey Hill Lot 20 3. Whiskey Hill Lot 21 4. Whiskey Hill Lot 28	1. Stone Creek Meadows Condominium Association 2. American National Bank 3. Timothy & Diane Parks 4. Eagle-Vail Metro District	Several R004024 R004016 R004014
West	1. Cornerstone Condominiums (Eagle-Vail Filing #1, Block 6, Lots 35 & 37) 2. New Community Pool Facility & Existing Tennis Courts (Eagle-Vail Filing #1, Block 6, Lot 34)	1. Cornerstone Condominiums HOA 2. Eagle-Vail Metro District	Several R027104



SUMMARY OF POTENTIAL DEVELOPMENT OPPORTUNITIES

Potential new land use(s) for the site:

- **Multi-Family Residential &/or Mixed-Use Type Development Projects** – The community park site is a likely candidate for multi-family residential and/or mixed-use type development projects. The allowable land use for the site is Multi-Family Lot, which currently may only be used for multi-family residential purposes. Concurrent with visioning and planning efforts, the maximum allowable density and allowable land uses should be modified within the Eagle-Vail PUD Guide. For example, if the Metro District were to consider a mixed-use type development project for the site, then it is suggested that the allowable land use be possibly changed from “Multi-Family Lot” to “Commercial Lot” as defined within the PUD Guide, or a new land use designation be created for such mixed-use type project. These modifications would allow the Metro District the ability to possibly transfer any residual dwelling units to the community park site in addition to the 194 remaining units currently allowed and create the ability for a mixed-use type development project, including multi-family residential, apartments, hotels, motels, lodges, restaurants, professional offices, commercial, retail, and other community service type uses (e.g. post office, general store, coffee shop, etc.). It is anticipated that a public approval process with Eagle County will be required in order to modify land uses and possibly increase the allowable density. However, as the land use for the community park site as currently allowed is Multi-Family Lot, it is anticipated that a multi-family residential project up to 194 dwelling units could occur without amending the Eagle-Vail PUD Guide. Approximately 16.7-acres would be available for redevelopment at the site.
- **Recreational Facilities** – If the Metro District pursues multi-family and/or mixed-use type development projects within the community park site, then, consideration should be given to closing the Willow Creek Par 3 Golf Course. Given that the Eagle-Vail PUD Guide requires that these type of development projects to provide a 40% minimum in total pervious cover (i.e. 60% maximum in total impervious cover), this provides the Metro District with an opportunity to possibly preserve portions of the existing playfields and open green space within the park site. As such, a modified or redeveloped version of the Recreational Facilities will allow for the continued shared use and enjoyment of these amenities by Eagle-Vail residents, K-8 students attending the adjacent elementary school (the Eagle County School District) and the Vail Recreation District.
- **Golf Course Recreational** – Alternatively, potentially relocate Eagle-Vail Golf Holes #3, 4, 5, & 6 from Parcel 02 to the community park site. This option will allow the Metro District to retain open green space at the park site and possibly create the opportunity for shared multi-use playfields between Eagle-Vail residents, Eagle County School District, and Vail Recreation District. Other similar highest-and-best recreational land uses can possibly be provided within the park site, such as a golf clubhouse, a multi-use playfield, or trails system.



SUMMARY OF KNOWN CONSTRAINTS & NEIGHBORING PROPERTY IMPACTS

SITE ACCESS:

- From the East – Community park site lacks access to public road, ROW, or easement from the east (i.e. the portion of Eagle Road on the adjacent Eagle County School District property is not a public ROW)

SHARED USES, TENANCIES, & RELATED AGREEMENTS:

- Ground Lease allowing a portion of the Willow Creek Par 3 Golf Course on adjacent ECSD & CSLB lands
- Joint Use Agreement between EVMD & ECSD regarding shared use of the Recreational Facilities on the community park site and the adjacent ECSD & CSLB lands
- Informal Agreement between EVMD & VRD regarding shared use of the Soccer & Baseball Fields
- Intergovernmental Agreement Concerning Grounds Irrigation between EVMD & ECSD

EASEMENTS:

- Cornerstone Condominiums Easement Agreement – 40' wide ROW easement crossing over Tract J of the park site providing Cornerstone Condo owners with driveway access to the parking structure
- Stone Creek Meadows Reciprocal Easement Agreement – Two (2) easements ("Parcels A & B") crossing over portions of Stone Creek Meadows – Phase 1 and Tract J of the park site
- Holy Cross Electric Utility Easement – 10' wide right-of-way access & utility easement crossing over Stone Creek Meadows – Phase 1 and portions of Tracts J & G of the park site
- Holy Cross Electric Trench, Conduit, & Vault Agreement – Electric utilities & easements located within the far northwestern corner of Tract J of the park site
- Ski Lift Easement – As located within the southeastern corner of Tract G of the park site
- Underground Water Transmission Line – Assumed to be located within the southeastern corner of Tract G of the park site

ENCROACHMENTS:

- Cornerstone Condominiums – Several hardscape and landscape improvements encroach into Tract J of the park site, which are located outside of Cornerstone access easement & not defined by agreement
- Shared Parking Lot & Entryways between Pavilion Building & New Community Pool – Within the far northwestern corner of Tract J of the park site; however, not technically an "encroachment" as these parking and entryway improvements will be mutually beneficial to Parcels 03 & 04

ENCUMBRANCES:

- Lift Road public ROW as previously dedicated to Eagle County for public use in 1972 (approx 0.89-acres)
- Site Lease, Lease Agreement, & Mortgage – Encumbers the "Pavilion Property" through 12/2019 (i.e. approximately 3-acres within Tract J of the site, including the Pavilion building, parking lot, & grounds)

OTHER TECHNICAL & PHYSICAL IMPACTS TO SITE:

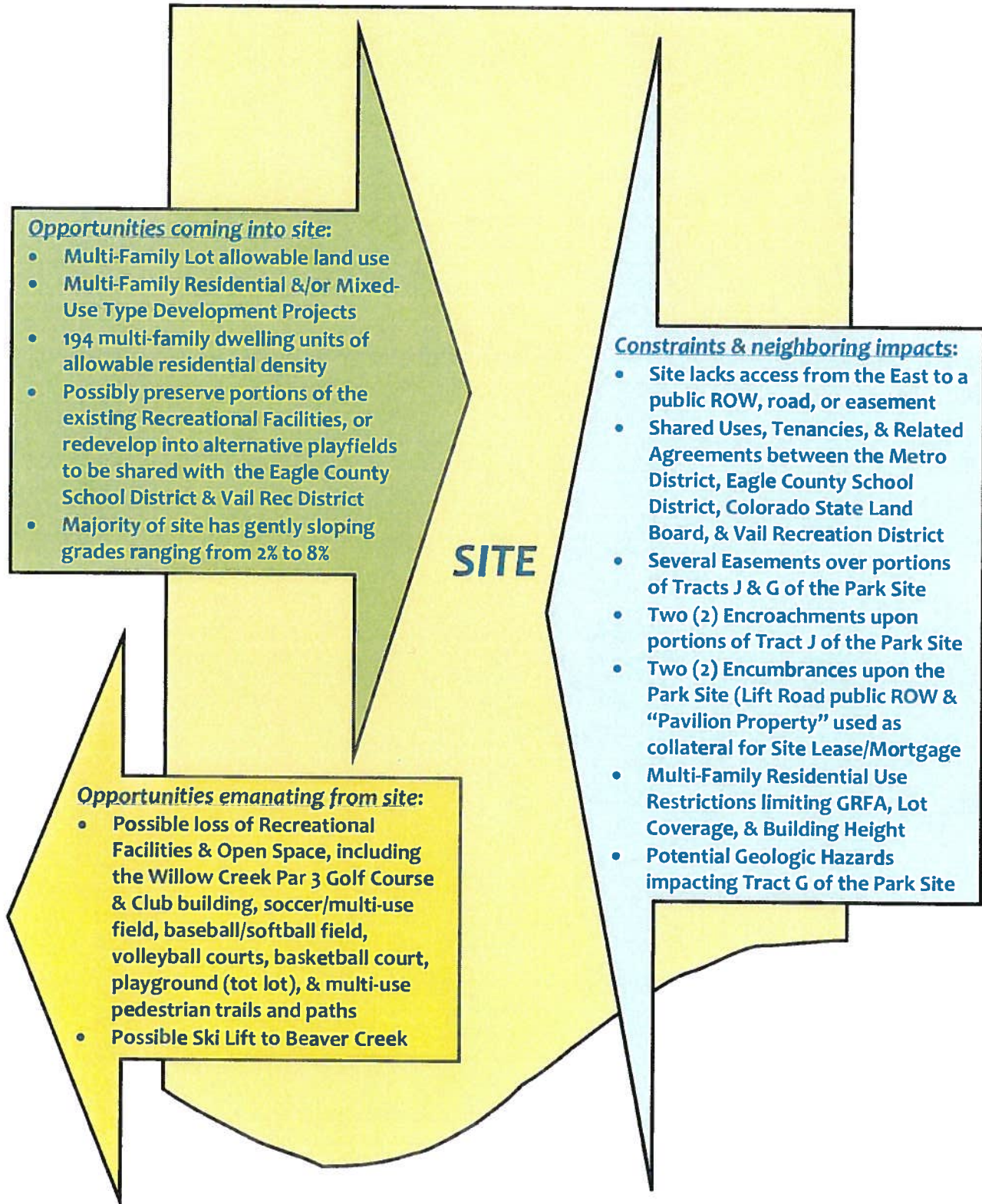
- Multi-Family Residential Use Restrictions limiting project to 50% Maximum Floor Area Ratio (GRFA), 30% Maximum Lot Coverage, & 35' Maximum Building Height
- Potential Geologic Hazards impacting the far southeastern corner of Tract G of the park site



**Eagle-Vail Metropolitan District – Land Inventory Report
EAGLE-VAIL COMMUNITY PARK SITE**

PARCEL#:

03



Memorandum

April 15, 2016

To: EagleVail Property Owners Association ("EVPOA")
Board of Directors

From: Stephen D. Daniels

Re: Proposed Resolution Calling on EagleVail Metropolitan District ("EVMD") to Request Change in Use Classification

Summary

The purpose of this memorandum is to explain the basis for adoption of a proposed resolution of the EVPOA Board that would recommend and suggest that the EVMD ask for a change in the Use Classification of properties purchased and used for recreational purposes that are currently classified as "Multi-Family Lots". Such resolution will start the process of changing i.) the allowed usage of the Tracts under the EVPOA Declaration of Covenants, and, ii.) the zoning of the Tracts under the EagleVail PUD filed with Eagle County. The preservation of the parks and open space is a priority for many property owners in EagleVail. The effect of the eventual change in Use Classification will not prevent all future development of the Tracts. It will enable both the EVMD and EVPOA to explain and justify any sale or development to property owners and residents before actions are taken.

Background

In 1989, the EagleVail property owners voted to purchase certain tracts (i.e. Tracts J, K, G and H referred to as "Tracts") from the EagleVail Developers through the EVMD in order to protect the land from development and retain it as open space. The purchase price was \$2.15 million.

These lands became Pavilion Park, the soccer field, the baseball field and holes 1, 7, 8 and 9 of the Par Three golf course. The remainder of the Willow Creek Par 3 course is owned by the school district and the Colorado State Land Board. The purchase price was paid by the property owners. After the purchase of the four Tracts, the use classification was not changed to "Recreational Lot" to reflect the conversion to recreational uses.

Most residents in EagleVail have no idea that these recreational areas are available for sale or development as multi-family housing. For instance, the ULI Report calls for the development of a community center to create a new commercial hub in the eastern part of EagleVail and create synergy for the development. The major recommendation of the 2008 ULI Report was the building of almost 500 units of residential housing on these same recreational areas. The 2015 5A Referendum promoted the idea of a new golf clubhouse with a restaurant and a Community Center. None of the disclosures in favor of 5A mentioned that this may be the first step of the development of the parks, ballfields and Par 3 with 500 units of multi-family housing.

Some in the community believe that development of as few as 100 or more new homes would be opposed by most of the EagleVail home owners and residents. The sale and development of these Tracts has been discussed as "possible" by select EVMD leaders over the last few years. Recently, it was suggested that we need a place to build "patio homes" in EagleVail.

Memorandum

When the Declaration of Covenants, Conditions and Restrictions of the EVPOA was amended in 1992, a provision states that the allowed uses could be changed by a majority vote of the EVPOA Board if the property owner makes the request and neighbors are provided notice. See Article III Section 6 which is included at the end of the memo.

Other recreational properties in EagleVail, commonly known as pocket parks, were changed in use classification in 2012 to "Recreation Lot".

Reasons in Favor of the EVPOA Resolution

1. The subject Tracts were purchased for recreational use and have always been used for recreational use. A revised Use Classification should reflect their intended and actual use.
2. One of the responsibilities of the EVPOA Board is to represent the interests of property owners in EagleVail and maintain the value of those properties. Some believe that allowing prompt development of the Tracts would decrease the value and utility of EagleVail properties. The EVPOA Board does not have any responsibility to future developers or owners of newly developed multi-family housing in EagleVail (which may not become members of the EVPOA).
3. Many property owners have no awareness that possible sale or development might occur and may be likely to oppose sale or development for "multi-family" housing. The proposed resolution, if acted on by the EVMD, would promote a discussion in EagleVail before a sale or development of the Tracts. The effect would be to either promote a consensus, or not, about a possible sale or development.
4. A future change in the Use Classification is not prevented by a current change in the Use Classification. Future development can still be accomplished with well justified plans and needs explained to the community and the EVPOA Board.
5. There are no current development or sale plans announced or contemplated for these Tracts that a possible change in Use Classification would interfere with.
6. The change in Use Classification is similar to and consistent with the previous change in "pocket parks" use.

Reasons to Oppose the EVPOA Resolution

1. If there exists an "unannounced plan" to sell or develop the Tracts, this resolution would slow that process down if, and only if, the EVMD formally made a request to change the Use Classification that resulted in a change of the Use Classification.
2. The effect of the Proposed Resolution may be non-existent if the EVMD Board does not make a request to change the Use Classification.
3. If the EVMD made a request for a change in Use Classification to Recreational Lot, that was accomplished, some believe it would reduce "flexibility" of the EVMD Board to take actions to sell or develop the Tracts.

Memorandum

Proposed Resolution

Whereas, we the Board of Directors of the EagleVail Property Owners Association have a responsibility to advocate for interests of property owners in EagleVail, and,

Whereas, certain land tracts in EagleVail known as Tracts J,K, G & H were purchase in 1989 for the purpose of recreational use, and have been used for recreational use since that time, and,

Whereas, these Tracts were never changed in use classification to their intended and actual use, and,

Whereas, it is in the best interest of EagleVail property owners and the EagleVail Property Owners Association to preserve the above named Tracts as recreational space, and,

Whereas, the EagleVail Property Owners Association Board may under its bylaws change the use classification, if requested by the owner who in this case is the the EagleVail Metropolitan District,

Now therefore, the EagleVail Property Owners Association Board both recommend, and respectfully suggest, that the EagleVail Metropolitan District make a request of the EVPOA Board to change the use classification of Tracts J,K,G & H, to Recreation Lot from Multi-Family Lot in accordance with the Declaration of Covenants, Conditions and Restrictions recorded on July 7, 1992.

EV POA Declaration of Covenants, Conditions and Restrictions as recorded July 7, 1992; Excerpt:

Section 6. Changes in Land Use Categories. The use category applicable to any Lot may be changed by a majority vote of the Board provided that such change is requested or approved by the Owner of the Lot, notice of such proposed change is given to the Owners of all adjacent Lots prior to a hearing by the Board to consider the change, and a hearing held by the Board at which all interested persons may appear and address the Board on the proposed change. Any changes in the land use categories applicable to the various Properties shall be recorded with the Clerk and Recorder of Eagle County.

Traffic Calming Committee

Jeff Layman/Mary Blair

Issue

The Traffic Calming Committee recommends further traffic calming efforts, including the installation of “speed humps”. The committee would like BOG approval for installation.

Background

In 2011, a number of community members approached the EagleVail Board of Governors with concerns about speeding and a perceived increase in the accident rate in EagleVail. A “Traffic Calming Committee” was formed to discuss ways to address this issue. The committee has implemented a number of traffic calming features.

Discussion

The purpose of this briefing paper is to outline the measures taken in the past, their effectiveness and to discuss implementing further measures.

The BOG has approved certain actions and spending over the last couple of years to reduce traffic speeds and improve traffic and pedestrian safety. This included spending on decorative crosswalks, white “bar” crosswalks, radar feedback signs, speed limit reduction, painted cart crossings, and edge striping.

County data examined in June 2013 suggested that the traffic calming program has reduced speeds in the areas where the radar feedback signs have measured speeds. It was reported at the time that we were generally seeing an approximately 10% to 20% reduction in speeds from what was first observed.

Some in the community believe that further measures are necessary. Please see the attached petitions circulated last year. Also, we solicited feedback via eblast and yard signs regarding the desirability of “speed bumps” this spring. Attached is the feedback we received.

Committee Recommendation

The Committee recommends installing asphalt “test and evaluation” speed bumps in two locations, one in the 300-400 block of Deer Boulevard and two others on Stone Creek Drive at the 1 Green- 2 Tee Crossing and the 6 Green-7 Tee Crossing, and stop and speed limit signs on Gopher Road as a means of slowing traffic speeds. More information is in the attachment, including a memorandum from the Eagle County Engineering Department.

You will note a recommendation from EC Director of Road Bridge Gordon Adams that offers the use of a portable “rubber” speed bump for testing. Gordon contacted us later and said that they could not make the portable speed bump available to us. Additionally, we have learned that these portable speed bumps are labor intensive to install and would have to be removed each fall and re-installed each spring. Otherwise, snowplows would peel them up. We do not have the forces available to do this work.

Fiscal Impact

Each speed bump is estimated to cost around \$4,000. Stop signs will cost approximately \$200 each. We have \$16,000 budgeted for this program.

Attachments

- Eagle County Engineering memo: Deer Blvd and Stone Creek Dr Speed Study
- Eagle County Engineering memo: Gopher Road Speed Study
- Sondra Slappey letter, with petition: June 2 and October 15
- 2016 Community feedback regarding the installation of speed bumps
- Collection of emails: Traff Calming Committee/EV BOG/EC Road and Bridge

MEMORANDUM

TO: Jeff Layman, Eagle-Vail Community Manager
FROM: Ben Gerdes, Engineering Department
DATE: September 28, 2015
RE: Deer Blvd and Stone Creek Dr Speed Study

The Eagle-Vail Property Owners Association's Traffic Calming Committee has requested that Eagle County study speeds on Deer Blvd and Stone Creek Dr.

Stone Creek Drive

Between July 15 and July 23, 2015 speed data was collected by Eagle County on Stone Creek Dr, approximately 50 feet south of the intersection the golf cart crossing.

In addition, Eagle-Vail provided data (8/20/15 – 9/3/15) from a radar sign located on Stone Creek Dr.

Stone Creek Dr is a two lane, suburban residential collector serving medium density residential development in the unincorporated area of Eagle-Vail in Eagle County. Stone Creek Dr has a posted speed limit of 20 mph.

The following is a summary of the data collected:

Counter	Description	Existing Posted Speed	Average Speed	85th Percentile Speed			Pace Speed	% in Pace
		(MPH)	(MPH)	1	2	Total	(MPH)	
GN6	50-ft S of Golf x-ing	20	21.0	26.7	24.3	25.6	17.0- 27.0	70.9
SCDnb	Eagle-Vail Radar	20	21.0	-	-	24	21-30	N/A

Complete results of the speed study for each location are included in Appendix A.

The 85th percentile speed exceeds the posted speed by approximately 5 mph. The Pace Speed is consistent with the posted speed and indicates a high conformance of drivers.

However, a small percentage of drivers are speeding excessively. The maximum speed recorded was over 80 mph and 35 of the total 1,392 vehicles recorded were going over 30 mph.

Deer Boulevard

Between July 15 and July 23, 2015 speed data was collected by Eagle County on Deer Blvd, approximately 300 feet southwest of the intersection with Deer Ct.

In addition, Eagle-Vail provided data (5/29/15 – 6/30/15 and 7/19/15 – 8/20/15) from a radar sign located on Deer Blvd.

Deer Blvd is a two lane, suburban residential collector serving medium density residential development in the unincorporated area of Eagle-Vail in Eagle County. Deer Blvd has a posted speed limit of 20 mph.

The following is a summary of the data collected:

Counter	Description	Existing Posted Speed	Average Speed	85th Percentile Speed			Pace Speed	% in Pace
		(MPH)	(MPH)	1	2	Total	(MPH)	
GN2	300ft SW Deer Ct	20	20.0	23.4	24.0	23.7	15.0-25.0	82.5
DBwb	5/29/15 – 6/30/15	20	20.0	-	-	22	20-29	N/A
DBwb	7/19/15 – 8/20/15	20	20.0	-	-	22	20-29	N/A

Complete results of the speed study for each location are included in Appendix A.

The 85th percentile speed exceeds the posted speed by approximately 4 mph. The Pace Speed is consistent with the posted speed and indicates a high conformance of drivers.

However, a small percentage of drivers are speeding excessively. The maximum speed recorded was over 67 mph.

Recommendation

The data collected does not indicate a widespread speeding problem on Stone Creek Dr or Deer Blvd. However, the high speed of a few drivers is very concerning.

Ultimately, the goal of traffic calming is to change behavior of drivers. As a last resort, physical alteration of the road may be a solution. Unfortunately, a solution such as speed tables impacts all drivers when only a few are creating the problem. Locating and spacing speed tables appropriately is important to their success in calming traffic.

We would encourage additional community outreach to explain the issue of speeding in the community and the impact on the quality of life in Eagle-Vail.

If the Property Owners Association decides that they do want to try a solution such as speed tables we would ask for a resolution from the Association supporting the decision. Due to difficulty with snowplowing the speed tables would need to be temporary and removed during winter months each year.

The POA would need to provide a location map, design detail, encroachment easement agreement, and an Eagle County Public Way Permit. All costs associated with installation and future maintenance of the speed tables would be the responsibility of the Association.

2015 Eagle Vail Speed Study Stone Creek Location

LOCATION: Stone Creek Dr (West)
LANDMARK: 50' South of Golf X-ing
COUNTER ID: GN 6

Site:
Wednesday, 7/15/2015, 4:00:09 PM -
Thursday, 7/23/2015, 10:29:02 AM

Speed Grand Totals Channel 1

mph	Total	Hourly Averages													
		0 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 200	
12:00 AM	2.8	0.5	0.0	1.0	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	1.4	0.1	0.4	0.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	1.3	0.5	0.0	0.3	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	1.1	0.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	1.9	0.4	0.3	0.3	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	6.4	1.9	0.9	1.6	1.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	
6:00 AM	18.6	3.8	2.4	5.8	5.4	1.0	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	
7:00 AM	37.1	5.5	5.3	14.5	9.4	2.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0	
8:00 AM	66.5	6.4	8.8	27.4	19.1	4.0	0.5	0.1	0.0	0.3	0.0	0.0	0.0	0.0	
9:00 AM	53.0	7.9	7.4	21.6	13.4	2.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	51.9	8.4	10.5	22.4	9.8	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	54.4	9.9	10.0	20.6	13.1	0.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	59.6	6.9	12.4	25.4	11.9	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	49.6	7.9	9.0	22.0	8.9	1.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	49.0	8.0	7.6	21.6	10.6	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	43.1	5.3	10.4	15.1	10.6	1.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	48.9	7.0	7.6	22.5	10.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	47.8	6.3	8.1	20.6	10.1	2.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	39.1	5.3	8.4	16.8	7.5	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	28.6	4.8	4.8	12.1	5.5	1.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	18.4	1.6	3.9	9.4	2.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	18.1	1.4	2.9	7.9	5.4	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	7.8	0.3	1.0	3.6	2.4	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	4.4	0.6	0.3	2.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	710.6	100.4	122.1	294.6	162.3	26.5	3.9	0.3	0.0	0.3	0.1	0.1	0.1	0.0	

Percentile Speeds
(mph)

10%	15%	50%	85%	90%
13.7	15.3	22.5	26.7	27.7

10 mph Pace Speed
Number in Pace

18.1 - 28.1	Average	21.7 mph
3715 (68.4 %)	Minimum	5.6 mph
	Maximum	68.5 mph

Speeds Exceeded

45 mph	55 mph	65 mph
0.1 %	0.1 %	0.0 %
5	3	1

mph	Total	Study Grand Totals												
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Channel 1	5429	765	927	2252	1243	205	30	2	0	2	1	1	1	0
		14.1%	17.1%	41.5%	22.9%	3.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

2015 Eagle Vail Speed Study Stone Creek Location

LOCATION: Stone Creek Dr (West)
LANDMARK: 50' South of Golf X-ing
COUNTER ID: GN 6

Site:
Wednesday, 7/15/2015, 4:00:09 PM -
Thursday, 7/23/2015, 10:29:02 AM

Speed Grand Totals Channel 2

mph	Hourly Averages													
	Total	0 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 200
12:00 AM	5.4	0.4	0.8	2.9	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.3	0.6	0.4	1.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.5	0.4	0.3	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.4	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.8	0.0	0.1	0.8	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	11.5	0.5	1.1	4.0	5.3	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	5.3	2.0	1.1	1.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	15.5	3.5	5.3	5.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	33.5	6.4	12.0	12.4	2.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	34.3	4.8	11.0	15.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	39.1	6.5	13.4	16.5	2.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	43.6	5.4	13.4	21.7	2.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	45.7	6.1	12.1	22.3	4.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	47.4	7.1	13.4	22.7	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	43.1	5.6	12.3	21.7	3.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
3:00 PM	50.1	7.3	14.7	23.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
4:00 PM	49.5	6.0	15.3	22.8	5.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	64.1	7.5	17.8	33.0	5.6	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
6:00 PM	51.8	5.5	14.9	26.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	41.8	3.9	14.4	19.5	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
8:00 PM	36.6	5.0	11.6	17.4	2.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	28.5	2.9	6.1	15.5	3.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	17.6	3.0	3.8	8.5	2.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	10.1	1.6	2.1	4.3	2.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	681.4	92.1	197.3	320.2	68.2	2.7	0.1	0.3	0.1	0.0	0.0	0.0	0.1	0.3

Percentile Speeds (mph)

10%	15%	50%	85%	90%
14.0	15.5	20.7	24.3	25.1

10 mph Pace Speed Number in Pace

15.5 - 25.5 4002 (76.7 %)	Average Minimum Maximum	20.2 mph 5.2 mph 84.2 mph
------------------------------	-------------------------------	---------------------------------

Speeds Exceeded

45 mph 0.1 %	55 mph 0.1 %	65 mph 0.1 %
4	3	3

Count

Study Grand Totals

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Channel 2	5221	705	1512	2450	526	21	1	2	1	0	0	0	1	2
		13.5%	29.0%	46.9%	10.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

2015 Eagle Vail Speed Study Stone Creek Location

LOCATION: Stone Creek Dr (West)
LANDMARK: 50' South of Golf X-ing
COUNTER ID: GN 6

Site:
Wednesday, 7/15/2015, 4:00:09 PM -
Thursday, 7/23/2015, 10:29:02 AM

Speed Grand Totals Combined

mph	Hourly Averages														
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	8.1	0.9	0.8	3.9	2.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	4.6	0.8	0.8	2.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	2.8	0.9	0.3	0.6	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	1.5	0.3	0.0	0.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	3.6	0.4	0.4	1.0	1.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	17.9	2.4	2.0	5.6	6.3	1.4	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	
6:00 AM	23.9	5.8	3.5	7.5	5.8	1.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	
7:00 AM	52.6	9.0	10.5	19.9	10.8	2.0	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	
8:00 AM	100.0	12.8	20.8	39.8	21.8	4.1	0.5	0.1	0.0	0.3	0.0	0.0	0.0	0.0	
9:00 AM	87.3	12.6	18.4	36.6	16.9	2.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	91.0	14.9	23.9	38.9	12.3	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	98.0	15.3	23.4	42.3	15.7	1.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	105.3	13.0	24.6	47.7	16.7	2.6	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	97.0	15.0	22.4	44.7	13.0	1.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	92.1	13.6	19.9	43.3	13.9	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	
3:00 PM	93.3	12.6	25.1	38.1	15.6	1.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	
4:00 PM	98.4	13.0	22.9	45.3	15.4	1.8	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	111.9	13.8	25.9	53.6	15.8	2.5	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	
6:00 PM	90.9	10.8	23.3	43.6	12.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	70.4	8.6	19.1	31.6	9.4	1.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	
8:00 PM	55.0	6.6	15.5	26.8	5.4	0.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	46.6	4.3	9.0	23.4	9.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	25.4	3.3	4.8	12.1	4.5	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	14.5	2.3	2.4	6.3	3.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	1392.0	192.4	319.3	614.8	230.5	29.2	4.1	0.5	0.1	0.3	0.1	0.1	0.3	0.3	

Percentile Speeds
(mph)

10%	15%	50%	85%	90%
13.8	15.4	21.5	25.6	26.6

10 mph Pace Speed
Number in Pace

17.0 - 27.0	Average	21.0 mph
7552 (70.9 %)	Minimum	5.2 mph
	Maximum	84.2 mph

Speeds Exceeded

45 mph	55 mph	65 mph
0.1 %	0.1 %	0.0 %
9	6	4

mph	Study Grand Totals														
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Channel 1	5429	765	927	2252	1243	205	30	2	0	2	1	1	1	0	
		14.1%	17.1%	41.5%	22.9%	3.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Channel 2	5221	705	1512	2450	526	21	1	2	1	0	0	0	1	2	
		13.5%	29.0%	46.9%	10.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Combined	10650	1470	2439	4702	1769	226	31	4	1	2	1	1	2	2	
		13.8%	22.9%	44.2%	16.6%	2.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Speed Summary for SCDnb 63015 - Volume by Speed - All Days

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	28	31	36	0	3	1	0	0	0	0	99
1:00 AM	1:59 AM	5	36	38	0	0	0	0	0	0	0	79
2:00 AM	2:59 AM	5	17	31	1	0	0	0	0	0	0	54
3:00 AM	3:59 AM	1	40	88	0	0	0	0	0	0	0	79
4:00 AM	4:59 AM	51	253	166	1	0	0	0	0	0	0	471
5:00 AM	5:59 AM	89	549	461	1	0	0	0	0	0	0	1080
6:00 AM	6:59 AM	72	1034	852	7	1	0	0	0	0	0	1966
7:00 AM	7:59 AM	81	1458	1224	6	1	0	0	0	0	0	2780
8:00 AM	8:59 AM	100	1360	960	6	0	0	0	0	0	0	2426
9:00 AM	9:59 AM	84	1365	909	7	0	0	0	0	0	0	2365
10:00 AM	10:59 AM	93	1274	872	12	4	0	0	0	0	0	2255
11:00 AM	11:59 AM	91	1249	870	12	2	0	0	0	0	0	2224
12:00 PM	12:59 PM	98	1174	881	3	0	0	0	0	0	0	2156
1:00 PM	1:59 PM	73	1204	820	5	0	0	0	0	0	0	2102
2:00 PM	2:59 PM	77	1126	848	8	2	1	0	0	0	0	2062
3:00 PM	3:59 PM	102	1855	810	5	0	0	0	0	0	0	2272
4:00 PM	4:59 PM	101	1329	806	3	0	0	0	0	0	0	2239
5:00 PM	5:59 PM	95	1182	725	0	0	0	0	0	0	0	1952
6:00 PM	6:59 PM	64	801	499	4	1	0	0	0	0	0	1369
7:00 PM	7:59 PM	67	574	352	3	0	0	0	0	0	0	996
8:00 PM	8:59 PM	13	439	264	2	1	0	0	0	0	0	719
9:00 PM	9:59 PM	9	286	185	2	0	2	0	0	0	0	484
10:00 PM	10:59 PM	26	144	114	2	6	2	0	0	0	0	294
11:00 PM	11:59 PM	48	69	51	0	1	2	0	0	0	0	165
Total		1463	18293	12812	90	22	8	0	0	0	0	32688
%		4.5%	58%	39.2%	0.3%	0.1%	0%	0%	0%	0%	0%	0%

Speed Summary for ERwb 6-30-15 - Volume by Speed - All Days

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	48	105	15	2	0	0	0	0	0	0	170
1:00 AM	1:59 AM	28	74	16	8	0	0	0	0	0	0	121
2:00 AM	2:59 AM	20	71	10	0	0	0	0	0	0	0	101
3:00 AM	3:59 AM	11	89	10	1	0	0	0	0	0	0	91
4:00 AM	4:59 AM	10	334	30	5	0	0	0	0	0	0	379
5:00 AM	5:59 AM	29	915	198	28	0	1	0	0	0	0	1169
6:00 AM	6:59 AM	49	1893	779	187	21	1	0	0	0	0	2930
7:00 AM	7:59 AM	34	2187	2080	381	6	1	0	0	0	0	4589
8:00 AM	8:59 AM	61	2123	1134	271	14	0	0	0	0	0	3603
9:00 AM	9:59 AM	67	2076	1123	306	16	1	0	0	0	0	3589
10:00 AM	10:59 AM	48	2141	1325	328	15	0	0	0	0	0	3857
11:00 AM	11:59 AM	50	2216	1449	406	14	0	0	0	0	0	4144
12:00 PM	12:59 PM	57	2293	1390	377	13	0	0	0	0	0	4130
1:00 PM	1:59 PM	41	2284	1548	300	10	1	0	0	0	0	4164
2:00 PM	2:59 PM	52	2182	1791	403	13	0	0	0	0	0	4441
3:00 PM	3:59 PM	78	2047	2188	446	11	1	0	0	0	0	4771
4:00 PM	4:59 PM	77	2153	2023	463	20	0	0	0	0	0	4736
5:00 PM	5:59 PM	98	1989	1528	299	10	0	1	0	0	0	3914
6:00 PM	6:59 PM	115	1576	1171	251	3	0	0	0	0	0	3116
7:00 PM	7:59 PM	75	1155	818	192	6	0	0	0	0	0	2244
8:00 PM	8:59 PM	33	750	340	62	2	0	0	0	0	0	1187
9:00 PM	9:59 PM	20	451	237	27	1	0	0	0	0	0	786
10:00 PM	10:59 PM	3	224	55	8	0	0	0	0	0	0	290
11:00 PM	11:59 PM	24	139	95	8	0	0	0	0	0	0	201
Total		1132	31401	21239	4699	175	6	1	0	0	0	58653
%		1.9%	53.5%	36.2%	8%	0.3%	0%	0%	0%	0%	0%	0%

All Traffic Solutions

5/29/2015 12:00:00 AM to 6/30/2015 11:59:00 PM

File: DBwb 63015.tdf

Speed Limit: Variable: 25, 20

Display On/Off: On

Summary Data

File	DBwb 63015.tdf
Date Range	5/29/2015 to 6/30/2015
Total Days of Data	33
Speed Limit	Variable: 25, 20
Time Range	12:00 AM to 11:59 PM
Average Speed	20.00
85% Speed	22
50% Speed	19
10 mph Pace Speed	20 to 29
High Speed	51
Low Speed	15
Display On/Off	On
Average Volume per Day	308

All Traffic Solutions

5/29/2015 12:00:00 AM to 6/30/2015 11:59:00 PM

File: EReb 6-30-15.tdf

Speed Limit: Variable: 25, 20

Display On/Off: On

Summary Data

File	EReb 6-30-15.tdf
Date Range	5/29/2015 to 6/30/2015
Total Days of Data	33
Speed Limit	Variable: 25, 20
Time Range	12:00 AM to 11:59 PM
Average Speed	25.00
85% Speed	30
50% Speed	25
10 mph Pace Speed	26 to 35
High Speed	55
Low Speed	10
Display On/Off	On
Average Volume per Day	1823

2015 Eagle Vail Speed Study Deer Blvd Location

LOCATION: Deer Blvd
LANDMARK: 300' SW of Deer Ct Intersection
COUNTER ID: GN 2

Site:
Wednesday, 7/15/2015, 3:00:00 PM -
Thursday, 7/23/2015, 9:00:00 AM

Speed Grand Totals Channel 1

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	0.6	0.0	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.6	0.0	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.8	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.8	0.0	0.1	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	3.6	1.3	1.1	1.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	6.9	0.5	2.6	3.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	9.1	0.8	3.3	3.8	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	12.6	1.6	4.5	5.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	14.7	1.9	6.4	5.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	16.0	2.4	9.0	4.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	15.7	2.1	6.0	5.9	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	13.7	2.3	6.0	5.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	13.7	2.0	7.4	3.6	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	11.1	1.0	5.4	4.1	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	14.6	1.8	7.3	4.9	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	13.3	1.0	5.8	5.8	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	13.0	1.8	4.5	6.1	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	8.4	1.0	3.3	3.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	8.6	0.4	4.1	3.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	7.5	0.3	2.4	4.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	5.3	0.0	1.4	2.8	0.9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	2.3	0.1	0.5	1.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	1.1	0.0	0.3	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	194.5	22.1	81.3	77.1	13.2	0.5	0.3	0.1	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
(mph)

10%	15%	50%	85%	90%
14.6	15.8	19.7	23.4	24.4

10 mph Pace Speed
Number in Pace

15.1 - 25.1	19.6 mph
1205 (81.7 %)	6.0 mph
	43.5 mph

Speeds Exceeded

45 mph	55 mph	65 mph
0.0 %	0.0 %	0.0 %
0	0	0

Study Grand Totals

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1471	165	588	101	4	2	1	0	0	0	0	0	0
Channel 1	11.2%	41.5%	40.0%	6.9%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

2015 Eagle Vail Speed Study Deer Blvd Location

LOCATION: Deer Blvd
LANDMARK: 300' SW of Deer Ct Intersection
COUNTER ID: GN 2

Site:
Wednesday, 7/15/2015, 3:00:00 PM -
Thursday, 7/23/2015, 9:00:00 AM

Speed Grand Totals Channel 2

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	0.6	0.0	0.0	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	0.5	0.0	0.0	0.1	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	0.6	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	1.6	0.0	0.6	0.5	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	2.4	0.4	0.8	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	6.9	0.6	1.9	3.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	9.6	0.9	3.5	4.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	13.6	1.3	5.4	6.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	13.7	0.7	5.0	6.9	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	14.3	1.4	5.6	6.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	11.4	0.6	3.7	5.7	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	11.3	1.1	4.6	4.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	10.0	0.9	4.3	4.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	9.4	0.7	4.0	3.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	11.0	0.4	5.4	4.4	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	13.1	0.6	5.3	6.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	9.8	0.4	3.6	4.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	7.8	0.6	2.8	2.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	5.8	0.0	2.4	3.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	6.5	0.0	1.8	3.4	1.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	3.6	0.0	0.6	1.6	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	2.0	0.0	0.6	0.5	0.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	0.5	0.0	0.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	166.0	10.6	61.8	76.5	16.4	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Percentile Speeds (mph)

10% 15% 50% 85% 90%
15.8 17.0 20.5 24.0 25.1

10 mph Pace Speed Number in Pace

14.8 - 24.8
1049 (83.4 %)
Average
Minimum 20.6 mph
Maximum 7.9 mph
34.6 mph

Speeds Exceeded

Count
45 mph 55 mph 65 mph
0.0 % 0.0 % 0.0 %
0 0 0

Study Grand Totals

mph	Study Grand Totals													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Total	1258	79	467	581	125	6	0	0	0	0	0	0	0	
Channel 2	6.3%	37.1%	46.2%	9.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

2015 Eagle Vail Speed Study Deer Blvd Location

LOCATION: Deer Blvd
LANDMARK: 300' SW of Deer Ct Intersection
COUNTER ID: GN 2

Site:
Wednesday, 7/15/2015, 3:00:00 PM -
Thursday, 7/23/2015, 9:00:00 AM

Speed Grand Totals Combined

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	1.3	0.0	0.0	0.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	1.3	0.0	0.0	0.6	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	1.0	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	0.8	0.0	0.0	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	2.4	0.0	0.8	1.0	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	6.0	1.6	1.9	2.1	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	13.8	1.1	4.5	7.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	18.8	1.6	6.8	8.6	1.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	26.3	2.9	9.9	11.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	28.4	2.6	11.4	12.6	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	30.3	3.9	14.6	10.6	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	27.1	2.7	9.7	11.6	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	25.0	3.4	10.6	9.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	23.7	2.9	11.7	8.0	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	20.6	1.7	9.4	7.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	25.6	2.1	12.6	9.3	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	26.4	1.6	11.0	12.5	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	22.8	2.1	8.1	10.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	16.1	1.6	6.0	6.4	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	14.4	0.4	6.5	7.0	0.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	14.0	0.3	4.1	7.4	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	8.9	0.0	2.0	4.4	2.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	4.3	0.1	1.1	1.9	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	1.6	0.0	0.4	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	360.5	32.6	143.1	153.6	29.6	1.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	

Percentile Speeds
(mph)

10%	15%	50%	85%	90%
15.3	16.3	20.1	23.7	24.7

10 mph Pace Speed
Number in Pace

15.0 - 25.0	20.0 mph
2254 (82.5 %)	6.0 mph
	43.5 mph

Speeds Exceeded

45 mph	55 mph	65 mph
0.0 %	0.0 %	0.0 %
0	0	0

mph	Total	Study Grand Totals													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Channel 1	1471	165	610	588	101	4	2	1	0	0	0	0	0	0	
		11.2%	41.5%	40.0%	6.9%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Channel 2	1258	79	467	581	125	6	0	0	0	0	0	0	0	0	
		6.3%	37.1%	46.2%	9.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Combined	2729	244	1077	1169	226	10	2	1	0	0	0	0	0	0	
		8.9%	39.5%	42.8%	8.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Solutions

7/19/2015 12:00:00 AM to 8/20/2015 11:59:00 PM

File: DBwb 8.20.2015.tdf

Speed Limit: Variable: 25, 20

Display On/Off: On

Summary Data

File	DBwb 8.20.2015.tdf
Date Range	7/19/2015 to 8/20/2015
Total Days of Data	33
Speed Limit	Variable: 25, 20
Time Range	12:00 AM to 11:59 PM
Average Speed	20.00
85% Speed	22
50% Speed	19
10 mph Pace Speed	20 to 29
High Speed	67
Low Speed	15
Display On/Off	On
Average Volume per Day	372

All Traffic Solutions
7/19/2015 12:00:00 AM to 8/20/2015 11:59:00 PM
File: Ereb 8.20.2015.tdf
Speed Limit: Variable: 25, 20
Display On/Off: On

Summary Data

File	Ereb 8.20.2015.tdf
Date Range	7/19/2015 to 8/20/2015
Total Days of Data	33
Speed Limit	Variable: 25, 20
Time Range	12:00 AM to 11:59 PM
Average Speed	25.00
85% Speed	30
50% Speed	26
10 mph Pace Speed	26 to 35
High Speed	55
Low Speed	10
Display On/Off	On
Average Volume per Day	1941

MEMORANDUM

TO: Jeff Layman, Eagle-Vail Community Manager
FROM: Ben Gerdes, Engineering Department
DATE: September 28, 2015
RE: Gopher Rd

The Eagle-Vail Property Owners Association's Traffic Calming Committee has requested that Eagle County study speeds on Gopher Rd.

Between August 21 and August 27, 2015 speed data was collected by Eagle County on Gopher Rd just east of the intersection with Deer Run.

Gopher Rd is a two lane, suburban residential road serving medium density residential development in the unincorporated area of Eagle-Vail in Eagle County. Speed limit signs are not posted on Gopher Rd.

The following is a summary of the data collected:

Counter	Description	Existing Posted Speed	Average Speed	85th Percentile Speed			Pace Speed	% in Pace
		(MPH)	(MPH)	1	2	Total	(MPH)	
GN6	Mid point of road	N/A	20.7	25.1	24.0	24.6	15.6- 25.6	78.1

Complete results of the speed study for each location are included in Appendix A.

The 85th percentile speed exceeds the posted speed by approximately 5 mph. The Pace Speed is consistent with the posted speed and indicates a high conformance of drivers.

However, a small percentage of drivers are significantly exceeding the posted speed with 1.2% of drivers exceeding 30mph.

Recommendation

The data collected does not indicate a widespread speeding problem on Gopher Rd.

Stop signs have been requested to be installed at the intersection with Beaver Rd. The traffic volumes on these roads do not warrant an all way stop.

There currently are no speed posting signs. We would recommend posting the speed limit near either end of the road as a first step in managing speed.

2015 Gopher Road Speed Study

LOCATION: Gopher Rd
LANDMARK: Mid Point of Road
COUNTER ID: GN 6

Site:
Friday, 8/21/2015, 9:19:37 AM -
Thursday, 8/27/2015, 3:42:10 PM

Speed Grand Totals Channel 1

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	1.2	0.0	0.2	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	0.5	0.0	0.0	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	0.8	0.0	0.2	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	0.8	0.0	0.2	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	1.0	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	5.3	0.0	1.5	1.8	1.2	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	9.2	0.7	2.2	4.3	1.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	21.5	1.7	5.8	10.3	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	27.2	2.2	10.3	11.0	3.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	22.1	2.3	8.1	9.4	2.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	23.9	2.3	8.4	9.6	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	18.7	1.1	7.9	7.3	2.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	22.9	2.3	6.6	11.0	2.7	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	23.3	2.3	6.7	10.6	3.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	21.1	1.4	5.3	10.1	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	19.9	1.7	6.3	8.4	3.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	21.5	3.7	7.2	7.5	3.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	20.2	3.2	8.5	6.0	2.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	18.8	1.5	5.7	9.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	15.5	1.7	5.7	6.3	1.7	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	10.2	1.3	3.7	3.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	5.0	0.2	1.7	1.8	1.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	4.5	0.0	1.2	2.2	1.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	2.5	0.0	1.0	1.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	317.5	29.4	104.1	134.3	45.8	3.1	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
15.2 16.5 20.7 25.1 25.9

10 mph Pace Speed
Number in Pace

16.2 - 26.2
1594 (77.5%)
Average
Minimum
Maximum
20.7 mph
5.6 mph
38.9 mph

Speeds Exceeded

45 mph 55 mph 65 mph
0.0 % 0.0 % 0.0 %
Count 0 0 0

Study Grand Totals

mph	Study Grand Totals													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Channel 1	190 9.2%	674 32.8%	872 42.4%	296 14.4%	20 1.0%	5 0.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	

2015 Gopher Road Speed Study

LOCATION: Gopher Rd
LANDMARK: Mid Point of Road
COUNTER ID: GN 6

Site:
Friday, 8/21/2015, 9:19:37 AM -
Thursday, 8/27/2015, 3:42:10 PM

Speed Grand Totals Channel 2

mph	Total	Hourly Averages													
		0 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 200	
12:00 AM	3.3	0.2	0.7	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	1.2	0.0	0.5	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	2.2	0.0	1.5	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	1.3	0.2	0.3	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	0.7	0.2	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	1.8	0.0	0.5	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	1.7	0.0	0.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	3.7	0.2	1.7	1.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	10.0	1.2	4.0	3.2	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	12.1	2.3	4.3	4.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	13.4	1.9	7.4	3.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	15.4	1.3	7.0	6.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	21.1	2.6	7.6	8.9	1.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	21.0	2.0	6.0	10.4	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	22.0	1.6	8.4	9.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	20.4	1.7	7.0	8.9	2.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	22.7	2.3	8.5	8.5	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	31.8	3.2	13.3	12.0	2.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	28.3	3.2	11.7	11.8	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	23.7	3.5	10.3	7.7	1.8	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	15.5	1.5	6.3	6.5	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	14.5	0.5	6.5	7.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	8.3	0.7	3.7	2.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	5.3	0.3	1.3	2.5	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	301.6	30.3	119.2	119.8	30.2	1.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Percentile Speeds (mph)

10%	15%	50%	85%	90%
15.0	16.0	20.0	24.0	25.2

10 mph Pace Speed Number in Pace

15.6 - 25.6	20.0 mph
1543 (79.7 %)	7.6 mph
	35.3 mph

Speeds Exceeded

45 mph	55 mph	65 mph
0.0 %	0.0 %	0.0 %
0	0	0

Count

Study Grand Totals

mph	Total	Study Grand Totals												
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Channel 2	1935	195	763	771	193	12	1	0	0	0	0	0	0	0
		10.1%	39.4%	39.8%	10.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

2015 Gopher Road Speed Study

LOCATION: Gopher Rd
LANDMARK: Mid Point of Road
COUNTER ID: GN 6

Site:
Friday, 8/21/2015, 9:19:37 AM -
Thursday, 8/27/2015, 3:42:10 PM

Speed Grand Totals Combined

mph	Total	Hourly Averages													
		0 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 200	
12:00 AM	4.5	0.2	0.8	2.7	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	1.7	0.0	0.5	0.5	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	3.0	0.0	1.7	1.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	2.2	0.2	0.5	0.2	1.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	1.7	0.2	0.0	0.8	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	7.2	0.0	2.0	2.5	1.8	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	10.8	0.7	2.8	5.0	2.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	25.2	1.8	7.5	12.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	37.2	3.3	14.3	14.2	4.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	34.3	4.6	12.4	14.0	3.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	37.3	4.1	15.9	13.0	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	34.1	2.4	14.9	13.4	3.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	44.0	4.9	14.1	19.9	4.6	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	44.3	4.3	12.7	21.0	6.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	43.1	3.0	13.7	19.9	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	40.3	3.4	13.3	17.3	5.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	44.2	6.0	15.7	16.0	6.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	52.0	6.3	21.8	18.0	5.2	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	47.2	4.7	17.3	21.2	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	39.2	5.2	16.0	14.0	3.5	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	25.7	2.8	10.0	10.3	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	19.5	0.7	8.2	8.8	1.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	12.8	0.7	4.8	4.8	2.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	7.8	0.3	2.3	3.7	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	619.1	59.7	223.3	254.1	75.9	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
15.1 16.2 20.4 24.6 25.6

10 mph Pace Speed
Number In Pace

15.6 - 25.6
3119 (78.1 %)
Average Minimum Maximum
20.4 mph 5.6 mph 38.9 mph

Speeds Exceeded

45 mph 55 mph 65 mph
0.0 % 0.0 % 0.0 %
Count 0 0 0

Study Grand Totals

mph	Total	Study Grand Totals													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Channel 1	2057	190	674	872	296	20	5	0	0	0	0	0	0	0	
		9.2%	32.8%	42.4%	14.4%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Channel 2	1935	195	763	771	193	12	1	0	0	0	0	0	0	0	
		10.1%	39.4%	39.8%	10.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Combined	3992	385	1437	1643	489	32	6	0	0	0	0	0	0	0	
		9.6%	36.0%	41.2%	12.2%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

June 2, 2015October 15, 2015

Eagle Vail Board of Directors
c/o Jeff Layman – Community Manager
PO Box 5660
Avon, CO 81620

Dear Board of Directors and Jeff,

I am including my previous letter written to the Board on June 2nd of this year. Thank you for your time today. I would like to see the two "test" speed humps installed asap. This is an important safety matter! Below you will find the names of those who have asked to have a speed table or hump installed. I have not made it to every house yet but will do so if necessary.

I am writing as a very concerned, full time resident of EagleVail. I also make my living selling homes in EagleVail and do and have participated on numerous committees for our community. My husband and I live at 411 Deer Blvd. and witness cars going by our house all day, every day at speeds of 30 - 40mph. We did have the luxury of reading the speed limit radar sign until it was moved as well as watching the cars out our front window. We have attempted to get fast moving vehicles to slow down and have been repeatedly given "the finger."

Last summer in 2014, we were so bothered by the excessive speeds on our part of the street that I started a petition in favor of a speed table. I have gathered signatures from most of the families who live between our house and Stone Creek Drive. Many of these families have children who are out on their bikes, playing, etc... **Every single person** that I have asked to sign the petition has done so with the exception of one lady who does not live on this stretch of the street but walks in this area. The following families with children and other residents all support a speed table:

Duncan and Shayna Horner
Jay Sapp
Linda Jones
Dave & Kate Drescher
Kari Corbin
Tom Dunn
Bill Post
Tore and Tina Berg
Sondra Slappey
Patrick Horton
Brent and Lisa Goldstein
Jamie and Will Brandt
Heidi and Pat Tellas
Brian Brugger

JJ Stautner and Tony Gora
Dan and Laura Droy
Tom Kleinhardt
Ron & Megan Kirkham
Thomas Reyes

And I am sure I can keep knocking on doors and get more signatures.

Many other unincorporated areas of Eagle County have speed tables including Arrowhead, Singletree, Homestead and Cordillera Valley Club. I have participated on the traffic calming committee and support its mission. A flashing speed reminder sign facing east is NOT ENOUGH to solve our problem although we appreciate the willingness of the community to help.

My primary concern is to get the vehicles slowing down on our part of the street, close to our house. The Tellas' who live almost on the corner of Stone Creek and Deer Blvd. would also like to see a speed table closer to their end of the street. So, maybe there is a need for more than one. There are also children who ride down this stretch of Deer Blvd. to ride their bikes to school!

My research shows that the receptivity to speed tables is far greater than a speed hump. A speed table will allow a vehicle to keep cruising as long as it slows to 15mph to go over the table. A hump that requires vehicles to almost stop is less desirable for many reasons according to my research. If the funds are available, I would recommend installing speed tables at both of the golf cart crossings on Stone Creek in addition to on Deer Blvd. along our section as well as on the sloping section between Ptarmigan Court and the turn to the Shop n Hop. That is another routine place where cars are traveling at high speeds.

Here are several links with references to the effectiveness of speed tables which are projected to cost approximately \$2500 each.

<http://www.ite.org/traffic/table.asp> (Institute of Transportation Engineers)

http://guide.saferoutesinfo.org/engineering/slowing_down_traffic.cfm (Safe Routes Info for children traveling to school) This site further references the following in terms of the effectiveness rate of a speed hump:

Treatment: Speed Humps

Description/Purpose

An elongated section of raised pavement designed to reduce motor vehicle speeds. Longer and flatter speed humps are referred to as speed tables.

Expected Effectiveness

An overall reduction of motor vehicle speeds. More specifically, 85th-percentile speeds reduced by 4 to 23 mph.

Another option is a heavy duty recycled rubber speed hump costing far less (\$500) which can be screwed into the asphalt. <https://www.trafficsafetystore.com/speed-bumps-humps/rubber-speed-hump>

There are truly lots of options. The primary complaint about speed tables is that they could reduce the time it takes an EMT vehicle to arrive. My estimate is that it could slow an EMT down, but only by 5 seconds or less (we timed this) at the most if we used tables that allow vehicles to travel at 15mph. Also, because it would be likely that an emergency vehicle would only have to encounter one table to reach its destination, this should be an acceptable, minor delay.

I applaud your work as a volunteer Board of Directors. My husband ran for the position this year but was not elected. We love the community of EagleVail and enjoy calling it our home. It has been wonderful to see all of the progress EagleVail has made in the last few years. As we continue to be a family neighborhood and one where folks like to walk on the streets, we must strive to keep our residents safe, especially the children. I do not believe that the cost to install between 2 and 4 speed tables would be prohibitive given our budget. Will you please support this action? The only folks it should bother are the ones who are speeding. I think this is an easy solution to a terrible problem and eagerly await your comments and hopeful support.

Sincerely,

Sondra Slappey
411 Deer Blvd.
PO Box 2327
Vail, CO 81658

970-376-8000
Sondra@investinvail.com

EagleVail Speed Hump/Table Petition:

Sondra Slappey
Patrick Horton
Duncan and Shayna Horner
Jay Sapp
Linda Jones
Dave & Kate Drescher
Kari Corbin
Tom Dunn
Bill Post
Tore and Tina Berg
Sondra Slappey
Patrick Horton
Brent and Lisa Goldstein
Jamie and Will Brandt
Heidi and Pat Tellas
Brian Brugger
JJ Stautner and Tony Gora
Dan and Laura Droy
Tom Kleinhardt
Ron & Megan Kirkham
Thomas Reyes
Clint Tyrell
Kim Williams
Jen Hooker
Julie Jackson
Bill Issac
Geraldyn and Pedro Campos
Danielle McNair
Kim Toms
Stacey Romer
Tom Dunn
Amy Bamford
Maggie Pavlik
John Moore
Chris Romer
Mary Blair

Jeff Layman

From: Jeff Layman
Sent: Saturday, October 24, 2015 11:52 PM
To: Mary Ellen Blair; Sondra Slappey; Jane Ross; James Deighan; Betsy Laughlin; Patrick
Cc: Ted Hanley; Kris O'Neill; Jeff Layman
Subject: Traffic Calming Committee Update

TC Committee:

I sent the following email to all 11 of our BOG members last week. I have heard from three Board members to date, one of whom didn't think an on line discussion was appropriate and another who thought putting the idea up on Facebook for community feedback would be a good idea. Betsy, as POA President is trying to keep the conversation going, but is having limited success, as you can see. I think there is a lot going on.

Due to this, I have scheduled a Traffic Calming Committee update at the November 5 EV BOG Work Session. I will ask EC's engineers to join you all, or as many as can attend to join in the conversation. This is published as a work session, will not be televised and will feel a little more like a meeting than a presentation. I'm sorry to be the one to report this, but I believe this means that installing a speed bump prior to this winter will not be possible.

In the second part of this email below is some additional suggestions given to us by Gordon Adams, the EC Director of Road and Bridge.

Jeff

EagleVail Board of Governors:

As I reported to you at our last meeting, I met with the EV Traffic Calming Committee last week and they suggested several additional measures to be taken to reduce traffic speeds. I have relayed these requests to Eagle County's Road and Bridge and Engineering Departments. You'll find the requested improvements below.

Perhaps most urgently is our request for two "testing and evaluation" speed humps to be installed in the 300-400 block of Deer Blvd and between the #1 green and #2 tee on Stone Creek Drive. Given the time of year, if this is to happen, it probably needs to be decided prior to the next Board meeting on November 5.

You may recall that at our most recent Board meeting the speed bump issue was informally deferred when some in our assembly agreed that asphalt at this time of year would be almost impossible to get. In the meantime, one of our committee members found an asphalt contractor who is willing and able to install the two speed bumps requested. The cost of two asphalt speed bumps is estimated to be about \$6,000. We have money budgeted for this project in our "traffic calming" line item. If we are going to get this done this fall, we probably will need to do them before the next Board meeting and in an "on-line, electronic" format.

Attached to this email, you'll find "petitions" from Deer Blvd neighbors supporting this installation. We will do some public education as to the reason for the speed bump test in our next eblast and also install some temporary signs soliciting feedback to a survey on our website.

Please let us know what you think about this approach. (As usual, EVMS Board members CANNOT "reply all". EVPOA and Mike Charles may have an "on-line discussion")

Jeff and your Traffic Calming Committee

- Gopher Road
 - Install new 20 mph signs for both directions.
 - Consider making the intersections along Gopher Road, i.e., Deer Run and Beaver Road, 4-way stops to require traffic from the multi-family housing to stop, thereby slowing them down.
 - Another alternative would be to install stop signs on Gopher Road, and remove them on Deer Run and Beaver Road.
 - EV will bear the costs associated with the installation of these signs.
- Deer Blvd:
 - Permit EagleVail to install a permanent, asphalt constructed, "testing and evaluation" speed hump at that location. The hump would be tested by:
 - The motoring public to understand their tolerance for the device
 - Engineering to see if the device slows traffic speeds
 - The neighbors to see what impact it has on quality of life
 - The EC Road and Bridge Department to understand the impacts to plowing operations in the winter of 2016-17
 - Signs announcing the consideration of installing the speed bump would be posted well in advance to allow feedback from the community.
- Stone Creek Drive:
 - Permit EagleVail to install a permanent, asphalt constructed, "testing and evaluation" speed hump on the golf cart crossing between the #1 green and the #2 tee box. This is on the east end of Stone Creek Drive about two blocks south of Eagle Road. The hump test would be tested similarly, as above.

The below suggestions were forwarded this week by Gordon Adams from Eagle County Road and Bridge:

- Place a rubber modular temporary speed bump at a desired location. This will be supplied to Eagle Vail (EV) as a loaner from Eagle County. EV will be responsible for the installation and maintenance. The installation should occur in the spring of 2016, or it will just get torn out this winter.
- Perform a survey/petition of the residents of their likes and dislikes of the bump. I feel that there should be 75% in favor of the bump(s) before permanent ones would be considered.
- Until spring of 2016, consider placing flags on the 20 mph signs (as used at Stone Creek and Deer Blvd when the 4 way stop was installed) and add some "slow" signs at various locations with flags as well.

- You could consider contacting the Sheriff's Department to get authorization to place signs stating something like "speed limits enforced by law" or placards below the speed limit signs stating "violators will be ticketed". Ask them to step up patrolling if they can.

On another note, I spoke to Blake regarding the installation of speed bumps in EV and he was not in favor. He said that he will most likely do damage to his plow and the bumps as well. He also said that are a lot of people with strollers and on bikes that will have a problem with the snow and ice accumulation at the bumps. He thought that the idea of the stop signs was a good one.

Speed Bump Feedback:

For:

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Stacey Romer, 616 Deer Blvd*

Fantastic. We are so happy. Needed to be there for a long time. - *Michele Garner, Owner*
Reach Destinations - Luxury Vacation Rentals mq@reachdestinations.com www.reachdestinations.com
Phone: 970-949-1993

I have lived in Eagle Vail (between two proposed speed bumps) for over 20 years. WE really needed them when the high school kids would speed down the streets (killed my dog) before the high school moved and took the wild drivers with them. I don't think it is necessary after all of these years. I don't see people speed at all in that area with all the stop signs and people walking dogs etc. I think the funds could be better spent else where. Just my opinion as I doubt it will matter..... - *Heather Lemon*
lemonvail@aol.com

My sister and I are in favor of speed bumps!! We live on Elk Ln and are shocked daily at how people just tear up our dead end street. Never quite sure where they think they're going. - *Erin and Heather McDonald*

As a primary and permanent resident of Eagle-Vail with two small children, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. In addition, as a resident of the west end of Deer Blvd. we would LOVE to propose 2 additional speed bumps our that end of the neighborhood. One on the top side of the park and one on the lower loop. People ALWAYS drive too fast there! - *Jen Hooker, 1386 Deer Blvd. East*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Jane Rohr, 37 Deer Run*

I wanted to express my support for the speed tables installation, as a resident of Eagle-Vail. I have two young children who often play out in our front yard and, despite our vigilance, they occasionally have to run out onto Deer Boulevard to retrieve a ball/frisbee/toy or to ride their bikes. It is certainly concerning to see the speed of some of the vehicles that pass by, which I try to mitigate by placing a friendly "KidAlert" safety sign outside the front of the house. As a community my hope is to better protect our children and residents using our streets and, for this reason, I support this effort. - *Duncan JB Horner, 311 Deer Boulevard*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. Most cars turn right onto Stone Creek out of Gopher, there is a blind curve there and multiple families with children. I would like to see a speed bump possibly just to the west of Gopher. - *Susan Farrell, 203 Stone Creek Dr*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Maggie Pavlik, 18 Beaver Lane*

Wanted to add my name to the list of people supporting speed bumps to temper drivers. I've seen a number of people driving far too fast down our streets. *Tara van Dernooot, 1481 Deer Blvd.*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Sacha McGuire, 38 W Deer Blvd*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *John Halloran, 18 Beaver Road*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our

20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Shana Horner, 311 Deer Blvd*

I am in favor of the speed bumps but I would like to see them in more areas. People fly around the corner of my street everyday. There are cars parked on my street every Single Day. It has been like this for the 10 years we have lived here and no one does anything about it. The Sheriff comes by and writes tickets when the plow drivers complain in the winter. I see Tom drive by but he doesn't do anything. There are too many people renting to too many people. Oh yeah I live on Riverside Ct, you guys know where that is? I guess I live on the wrong side of the tracks and that is the way it is over here. There are about 10 kids on this small cul de sac ab I don't want them to get hurt. My neighbors rent the house to too many people and there is not enough room for their cars. - *Mike Camapanle*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Suzu Black, 106 Trout Pond Lane*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Jennifer Laackman, 155 Elk Lane*

As a primary and permanent resident of Eagle-Vail with two small children, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Jen Hooker, 1386 Deer Blvd. East*

My name is Gregg Barrie, and my wife Heather and I reside at 1733 Deer Blvd. I have noticed the requests for input regarding speed bumps and want to express my support for efforts to slow and calm traffic throughout the neighborhood. I often witness vehicles traveling significantly faster than the posted 20 mph speed limit. More than that, I am appalled at the number of drivers who barely stop at posted stop signs. In fact, the number of people who simply blow through them without even slowing down is ridiculous and can be seen on a daily basis. People who are out walking, running, walking dogs, riding bikes etc deserve to feel safe in their neighborhood. In addition, our children are often out playing with friends or riding bikes and we are concerned for their safety when people ignore simple traffic laws. I believe the sheriff's office should have more of a presence in the neighborhood, even to the point of waiting on side streets to catch people blowing stop signs. Once a few people catch on that there might be an officer in the area, perhaps they will slow down.

We support the efforts to install speed bumps in strategic areas through the neighborhood. - *Gregg Barrie*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Christy Beidel*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Heather Barrie, 1733 Deer Blvd Unit A*

At Deer Blvd and Pheasant Ct, people don't even stop or slow down at our stop sign. I think many do not "see" it for some reason and some simply just ignore it. There are a lot of kids that play and bike near our intersection not to mention the many walkers with and already narrow road for 2 lanes of traffic and pedestrians. As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Laurie Mullen, 16 Pheasant Court, EV*

Just wanted to say that we live near the proposed speed bump near the entrance to The Woods and are in complete support! We have wanted a speed bump there for as long as we have lived in the neighborhood. I also wanted to mention the road near the proposed speed bump at that location. I know this is a county road, and not EagleVail's issue, but I thought that you might have some pull with the county. The road is eroding around the two culverts that run under the road at the creek. The upstream side is the worst, but you can see that the asphalt over the culverts is buckling due to the erosion. - *Becky Maddux*

Another comment on the speed bumps as someone who drives Stone Creek Drive 6-8 times a day. The one that is on the west side of Stone Creek Drive on the curve in the road. Speed bumps on a curve kind of rock the whole car side to side vs. just slowing you down. Can it be relocated to be before or after the curve? - *Sean Glackin, 342 Sone Creek Drive*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our

20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Erik and Kim Bell Williams, 221 Stone Creek Drive, East*

The only concern I have with speed bumps is how they affect snowplowing, or how damaged they may become from snowplows hitting them. Minturn uses removable bumps to eliminate the problem, and they cost much less than \$4000, though they are not used half of the year. I think the idea is a great one, and just want to be sure that you consider the potential winter issues. - *Steve Johannes*

Whiskey hill has a huge speeding issue.
Dangerous to pedestrians and cyclists
Will get worse this summer. *Henrietta*

I wanted to reach out to you about the speed bumps planned for Eagle Vail. I think this is a great idea. I used to live right there between #1 green and #2 tee and think this is a really good spot. I would also like to see speed bumps along Eagle Drive right past the Community Garden. I now live across from this area and people speed down this street coming off the hill all the time. I actually think a couple speed bumps along Eagle Drive would be beneficial. One near the Community Garden and one just past the curve before Stone Creek Meadows. Cars speeding along this road has become an increasing concern over this last year and is of concerns for the amount of people and kids that utilize this for walking and riding their bikes. - *Melissa Caffery*

As a concerned citizen of Eagle Vail, I would like to see speed tables put in on our street . We live on the west end of Eagle Vail on 1220 Deer Blvd. As people go through the second stop sign, they race up the hill sometimes exceeding 35 miles an hour. Our kids and or dogs would not stand a chance if they were hit. Please consider it. - *John Moore*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. We have five and eight year old children who often ride their bikes in the street near our home and we strongly feel that these speed bumps will provide a safer environment for them. - *Dan and Laura Droy, 440 Deer Blvd., Unit B*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. We have this issue also on Riverside neighborhood and those of us with children have been and remain VERY concerned. We have no park or playground in our neighborhood on the NORTH SIDE OF HIGHWAY 6. Therefore, the children who live in the neighborhood frequently play in the street, or at each other's houses and are often walking back and forth crossing the street. There are cars who routinely speed through and there have been close calls in the pass. Drivers make a left or right onto Riverside Drive, which is a downward gradient, and thereafter is a 'very quick left or right' they then need to make onto Riverside Court. On one corner, the west corner is a shed and landscape material that blocks the site line and site view triangle of oncoming traffic, or pedestrians and cyclists included. Drivers frequently turn left at speeds in excess of 20 miles per hour. We constantly tell the kids to avoid the intersection, and not play in the street in that location because there is a blind corner and they could easily get hit by a car, especially if someone is speeding and still in the 45 mph Hwy 6 mind set, since its such a quick series of turning movements. I believe that a speed table should be considered in the first segment of Riverside Drive before the turn east or west unto Riverside Court. I request this be considered by EagleVail's governance and the traffic calming task force, and that in next stages of the effort traffic counts and speed monitoring be done to assess the conditions I claim above and to seek appropriate traffic calming solutions. – *Pedro Campos*

As concerned residents of Eagle Vail, my husband and I wanted to express our support for the installation of speed tables in our community. Based on my personal observation (we live on Deer Blvd.), there are many vehicles traveling at speeds well over our 20 mph speed limit. I believe this is very important for the safety of our children (we have two young children) who travel to school via bicycle and for the safety of all residents. - *Kate and Dave Drescher, 336 Deer Blvd. West*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Kim Toms, 84 Lupine Lane & 70 Lupine Lane*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Patrick Horton, 411 Deer Blvd*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our

20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Corey Lamothe - 142 Elk Lane*

Hi Laura - yes, we need those speed bumps - folks drive WAY to fast thru the Stone Creek road main path! I know, we live on Stone Creek, and walk it everyday w/ friends, and always remark about the speeding on it. Believe it or not ALOT, maybe 1/2 of vehicles go 40 - 50 plus right thru the two main stop signs also. I'm soooo afraid that a child or dog will run out from the pocket park and be mashed. What a horrible tragedy that would be for all. – *Linda Lampert*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Tom Dunn, 718 Stone Creek Drive*

As a concerned resident of EagleVail, I want to express my support for the installation of speed tables. Based on my personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. I believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Bari Wiens , 176 Deer Blvd. E*

Have two small children on Deer Blvd who can't play outside without fear of speeding cars. Thanks for your support of our safety. - *Jill Stautner*

As concerned residents of EagleVail, we want to express our support for the installation of speed tables. Based on our personal observation, there are many vehicles traveling at speeds well over our 20mph speed limit. We believe this is very important for the safety of our children who travel to school via bicycle and for the safety of all residents. - *Lauren and Michael Barker, 654 stone creek drive, C14*

From Sondra Slappey:

I am on the traffic calming committee with Mary Blair. We are sending you support emails from residents. I also have about 20 names of folks who support the measure but AI do not have their email addresses. These additional names are as follows and Mary may have names to add:

Linda Jones

Tore and Tina Berg

Brent and Lisa Goldstein

Heidi and Pat Tellas

Brian Brugger

Dan and Laura Droy

Tom Kleinhardt

Tomas Reyes

Jen Hooker

Bill Isaac

James & Kyle Deighan

Danielle McNair

Kim Toms

Chris and Stacey Romer

Amy Bamford

Maggie Pavlik

John Moore

Patty Sills

Susie and Ted Vickerman

Greg & Lynette Richardson

My wife, two daughters ages 4 & 8 and I live at 356 Deer Blvd. I cannot express to you how happy we are that EV is going to install speed bumps. In fact, we are one house east of the speed bump proposed on Deer Blvd. Far too often, people will be going 35+mph by the time they pass my house. This is not only extremely dangerous to my kids, it's simply irresponsible and unnecessary. I have had verbal interactions with many, many drivers about speeding down this street and several times it became a heated exchange. People just don't "get it". Perhaps some permanent vehicle damage will encourage people to slow down! We encourage and welcome ANY and ALL measures to reduce the speeds along Deer Blvd and many other streets in our neighborhood. If these prove to be effective, (I have no doubt they will) and the Board cannot afford more speed bumps, at \$4000 each, I would imagine a donation option would be successful to raise the required funds from disgruntled home owners like us. Thanks for taking this issue to the next level. These cannot be installed anytime too soon. - *Ron Kirkham and Family*

We think these are a great idea, especially as we live on Deer Blvd (665). I can see that one is being proposed in the 300 block of Deer Blvd which hopefully should slow people down for the stop sign at

Deer Court and is a good place to put one. I am sure they have the same problem there that we have at the 3 way stop at Deer and Ptarmigan Court. People speed down the road and go right through the stop signs, it has been particularly bad this winter as each time that there has been an accident on I70 this backs up US6 and so many people take a short cut through the neighborhood to bypass that and greatly exceed the speed limit and ignore the signs and I have no doubt they do the same at Deer Court and elsewhere. It can be hard to get out of our driveway at times. I was verbally abused by someone once while walking the dogs on leashes and pointing out the signs and to slow down! He definitely did not believe the signs applied to him at all. I am curious as you said that there was study to determine where the speed bumps should be placed. Were there any other locations on Deer Blvd considered or were they just not as bad as the other areas? - *Anne Cuny*

Yes, please. Anything to slow people down inside the community. Speed bumps seem appropriate for a residential area. I appreciate the committee, staff, and board working with Eagle County to pursue this opportunity. - *Chris Romer*

Against:

As a concerned family of EagleVail, we want to express our vehement disapproval for the installation of speed tables. While we believe in the safety of the children who travel to school via bicycle and for the safety of all residents; however, we believe this is not a great solution for the community quality of life. In our opinion it would be better to educate the pedestrians, dog walkers and bicycle riding children which side of the street is the appropriate side they should be on as they travel the community's roads. Far too often our family views walkers walking with traffic as well as bikers biking against traffic. This is very dangerous behavior. Additionally, please continue to have dogs on leashes and picking up the related excrement as a high priority for better community living. The general disdain or lack of respect of the dog owners for their neighbors and community property is disappointing. - *The Keiser Family, 128 Deer Run*

Sometimes communities do things just because they exist. I am not convinced that we have a problem about speed. Has ANYONE been hurt by speeding traffic and if so how often. We put the bumps in at our condo down in florida, and in a couple years they came out. Hard on cars, hard on old folks like me who have arthritic backs. Anyway you can tell that I am against traffic bumps, and by the way i dont think that 20 miles per hour is appropriate, 25 was fine. Really stupid to think that speed bumps will help property value. Might even lower property value. Would in my opinion. On the other hand they won't effect me where i live but those are my opinions. - *Bill Senske, Eagle Vail Colorado and Napa Calif., 303 886 5300*

I do not like speed bumps but...if you are going to do them then what about Gopher Road? There are a couple of large apartment type buildings at the top of the street, Par 6 I think, and many part time young renters that are not cognizant of children, bikers and walkers and it's downhill from there to Stone Creek. Many cars per day zooming down the road. - *David Walford, 99 Beaver Road*

We have a place at 647 Stone Creek. I am opposed to adding speed bumps. Stone Creek already has several stop signs and I feel the addition of speed bumps is overkill! Than you for opportunity to comment. - *Andrea Stillman*

I'd like to express my opinion about speed bumps. I think the people who don't speed are greatly inconvenienced because of the few who speed. I much rather have a patrolman stop by and give tickets to those who speed. That may stop the ones who don't obey the speed limit. I'd much prefer this to speed bumps! - *Diane Potter, 601 Deer Boulevard*

I am not an advocate of placing the speed humps in Eagle-Vail. I do not believe it will be an effective means of addressing the speeding issue that pervades the entirety of Eagle-Vail. The speeders will slow down only in these 2 isolated areas to avoid vehicle damage and the uncomfortable bump. They will soon begin to erode the shoulder next to these humps to only have to go over it with 2 wheels. I have not been involved with this committee and I wonder if anyone has been in contact with Eagle County; the entity that provides plowing for the community; and asked their opinion of these humps. Are these going to be temporary humps that will be removed during the winter for the purposes of plowing? If so, this solution will only be in effect for half of the year. I believe the best way to get the message out that speeding will not be tolerated in Eagle-Vail is to take the money that has been earmarked for the humps and give it to Eagle County for the purpose of paying overtime for an off duty Deputy to spend time enforcing the "fines doubled" signs that are already in place. Hit the offenders where it hurts the most-their pocket books. Once word gets out that Eagle-Vail is a "speed trap", the speeding will decrease. I understand this would create a backlash of negativity towards Eagle-Vail, but if everyone stands firm this would only help in getting the word out that speeding will not be tolerated. I have been a full time resident/homeowner in Eagle-Vail since 1999, and agree that speeding is a safety concern. I also live on a cul-de-sac adjacent to one of the spots designated for one of the humps. This hump in particular would be a benefit for me. I do not speed and do not consider myself a nimby. I merely feel the humps are not the answer and I would hate to see the money spent on their placement go to waste when the demand to have them removed will inevitably arise. - *Robert Norris, 37 Lupine Lane*

there's a great question. I think it's answered by the fact that we don't see many speed bumps where streets are regularly plowed. There are some speed bumps, of sort, in Avon and they just did a bunch of work on them. You can COUNT on high maintenance cost. How about a speed camera that takes pics and sends tickets? That's portable, removable, maintenance free.....And that's IF we, the owners and residents of Eagle-Vail, think we need to calm any traffic. I think there's less than 10% of members that agree with that assumption. We've had no speed bumps since Eagle-Vail's beginning. What

circumstances have changed, in the minds of board members, to warrant our need to take any action outside what the county will do like any other county road? I think we have less teenage and young adult drivers now than in past times. Who needs protecting? from What? and why do we, the owners of Eagle-Vail, need to do it? - *Ron Sills, (312) 224-4641*

Just giving my feedback from the "future home of speed bump signs." We don't need more speed bumps, more stop signs, more stop lights more anything. I though the new people on the board where for less in Eagle Vail and immediately after they get on the board we see signs for more stuff in Eagle Vail. What we need is to ticket speeding drivers in our neighborhood. That will get people to slow down. Also, a campaign with signs to slow down for children, empowering all residents to help self police this problem by telling people to slow down, etc... would work better than speed bumps. Speed bumps are ugly and a nuisance. - *Jon Lindner*

Laura, we live at 378 Stone Creek Drive and are opposed to the installation of speed bumps. Thank you for passing this along to the decision makers. - *Larry & Lisa Frazen*

I am not in favor of the speed bump. Thanks - *Mark and Bernadine Kruse*

I am opposed to the Speed Humps on two fronts,

1-The cost for a permanent Hump is very High, 4,000 per hump x 2 = \$8,000.00

2- Then if you want it removed at a later date another cost!

What works with most people is a Sherriff sitting there and making people aware, what we want is a awareness and slower speed. Also, you can purchase temporary speed control bumps/Humps at a much lower cost and can be removed with very minimal effort. Not permanent and just as effective, lower cost, and able to be removed easily. In regards to painting strips on our street, That is a maintenance items that once you start, you need to continue. It seem to me that as I drive around, most communities DO NOT Have strips. The person walking, normally is very aware of the traffic and safety codes and is watching out for pedestrians. This is not the coastal Hi-Way with flashing crosswalks and heavy traffic. Thanks for allowing me to give my input. - *Ed Miller, cell 405.812.3467*

This to me is yet another way the HOA is spending our money on less than necessities. The flashing signs and now bumps? Do our neighbors really want them? It seems the association has more money than it needs so why not lower our dues if this is how they are proposing to use it? To our guests and people seeking a family neighborhood, it looks like a military zone. I vote NO! – *Janice Bauer*

I have 2 items on which to comment - Speed Bumps & Dogs not on leash. In both cases, the "renters" in Eagle Vail probably have no clue as to the community rules and guidelines. Are we assuming the owners who rent their homes fully brief their renters of the rules and regulations? I doubt it. I am a 20 year owner living full time at 0573 Stone Creek Drive. My suggestion is to print flyers regarding dogs

and speeding and hire someone to place the flyer at the door of every residence in Eagle Vail. This could be done quarterly at little expense. Yes, people do speed by our house even though they have just stopped at the stop sign at Elk Lane. Will they slow down for the speed bump near The Woods? I would suggest the distribution of flyers prior to spending the dollars for the speed bumps. Dogs not on a leash running through my yard and all over the golf course is getting ridiculous. I have had dogs run in my garage when I am working with the door open. We have had dogs come from the golf course through our back yard and up on our back deck. The owners of these dogs may be renters not on your email list. Again, I think a quarterly flyer stuck on every door will remind full time owners and renters that we do have rules and regulations which require compliance. - *Bob Troutman*

Is this an April fools gag? Please no speed humps!!!! - *Bill*

The proposed implementation of speed bumps in our community is a waste of resources and *should not* be approved.

Consider the accepted truths of speed bumps:

- Each speed bump slows fire truck response time by 10-15 seconds. ([Source 1](#), [Source 2](#))
- Plows don't work well with bumps and plows aren't held accountable for damage they do to them.
- Significantly increase vehicles' daily wear and tear. ([Source](#))
- Increased noise levels from engines and bouncing cargo.
- Carbon monoxide emissions increase 82% on roads with speed bumps. ([Source](#))
- Headlights' illumination angle is jarred when crossing bumps, causing a flash through windows for nearby homes.
- Speed bumps are not comfortable to drive over *at the speed limit!*

Consider the alternative solutions:

- Speed limit signs/painting: until I saw the email, I was under the impression that the speed limit in EagleVail was 25mph, not 20mph *even in the school zone*.
- If we're temporarily testing solutions, why not start with two \$15 temporary stop signs instead?
- Flashing signs that display the oncoming drivers' speed.
- Active enforcement: we have a law enforcement station within 0.5 miles of these proposed bump locations...
- We're a small community; to note the make/model, license plate, or identity of an offender should be just as feasible as noting the mere existence of the problem. Report repeat offenders. So, it comes down to the "observations and research" that was collected to renew this proposal. To keep the "theme of transparency" forefront, I think it would be appropriate to present these observations and statistics to us rather than making the blanket statement that these bumps will "keep us and *our property values* ([please provide a source for this claim](#)) safe." It is unfathomable that this 'solution' will solve more problems than it will create, and the \$16,000 price tag is only the beginning of the continued maintenance that we don't need to be roped into. If a 100-signature petition spurred this spending itch, I can guarantee 200 signatures that would condemn it. - *Brett Porterfield*

I live on Lupine Lane and just noticed the speed bump sign today. I would much rather see a reduced speed limit, and perhaps a speed camera set up than a speed bump. In the last 5 years living on this street, I haven't noticed a chronic issue with people driving too fast along Stone Creek Drive. Narrowing the stripes seemed effective enough so I really don't see the need for a speed bump as well. They are annoying, create more noise (as cars & trucks accelerate away), waste fuel, and don't fair well after many months of snowplows going over them. Not in favor. A sidewalk would be the best solution. Thanks for the opportunity to give some feedback! - *Todd Pierce*

Neutral:

Who ARE these people on the "traffic calming" committee and how many of them are there? Do they all live on Stone Creek Drive? - *Ron Sills, (312) 224-4641, resills@gmail.com*

Can you tell me what the snow plows do in the winter when they are plowing and hit a speed bump? - *Ed Miller, cell 405.812.3467*

How about taking this to the Task Force. People who live here need to know the whole story such as that (if I understand correctly) the traffic study concluded that speed bumps were not a good solution and that significant progress has already been made. Also people need to know where the money is coming from , and any legal considerations (always my angle, legal considerations can kill any deal, just kidding). Is it metro money or poa money. The joint governing decision making makes all spending seem like it comes from a pot at the end of a rainbow because no one is spending from their own budget. After the next task force meeting looking at long range spending and revenue a lot of people may feel differently about spending anything that is not a necessity for a while. Regarding the speed bumps, they should not be by anyones house as the noise cars and trucks make going over them can be annoying, I know because twice I have lived right at speed bumps. From those experiences I also know cars waste no time returning to their over speed limit speeds (that is my observation, but maybe that is why the study did not recommend them). Also unless they are the long ones (that have crosswalks on top they are a hazard, not a benefit, to anyone on a bicycle. And I ride my bike for transportation everyday and sometimes at night when it is not winter. Take it to the Task Force. Really find out what people not on the committee have to say. Thanks. – Darlynnne Littman

Thank you for acknowledging my note. I just realized I wanted to mention something else— seems like I have heard that speed bumps cause problems for snow plows, thus the "delay"—Another thought came to mind, perhaps "speed dips" would work better. They use them in Eagle and they seem to be pretty effective- just a thought. – *Phil Davis*

A few of us were discussing this issue. This is neither a vote for nor against however, organizing a committee to investigate and actually taking action seem like two separate things. Isn't the speed bump

issue something that should actually be voted on by homeowners before any action is taken? When you get a moment please let me know where I can find this information. - *grace wellwerts, 22 cottonwood*