



TO: EagleVail Board of Governors

FOR: August 18, 2016 Meeting

TOPIC: Eagle Valley Trail Route: EagleVail Business Center to Dowd Junction

BY: Ellie Caryl, ECO Trails Program, Eagle County

Summary: Thank you for the opportunity to update you on work to-date to evaluate potential paved trail routes through the EagleVail Business District, with a focus on a route along the Eagle River per the adopted EagleVail Business District master plan. Also investigated was the possibility of using a portion of the ample pavement of Highway 6 through the district for a two-way protected bike lane called a "cycletrack".

The following attachments depict and describe how these options could be constructed. At your meeting on August 18, I will provide a verbal report on where we are in this exploration phase and work with property owners to date. A preliminary cost estimate has been prepared for the river route which includes the Highway 6 "Narrows" just west of the CDOT yard. An estimate for the Cycletrack option is also attached. Please note it does not include all costs, and the \$1.5 million for the Narrows must be added to the Cycletrack cost to enable it to safely function with connection to the existing trail at Kayak Crossing. There is currently no County budget or timeline for this construction and property acquisition project. It has been explored as a priority of the EagleVail subarea plan as well as priority for closing the upvalley separated trail gap in the Eagle Valley Trail system. The design phase is funded through Preliminary work. See you on August 18!

EAGLE VAIL BUSINESS CENTER		
Preliminary Estimate	\$	4,380,534.00
Removals and Resets	\$	77,465.00
Earthwork	\$	86,818.00
Erosion Control and Revegetation	\$	112,180.00
Asphalt and Base	\$	227,375.00
Fencing and Fixtures	\$	204,275.00
Drainage Pipe and Structures	\$	35,000.00
Utilities	\$	10,000.00
Bridge, behind buildings	\$	84,000.00
Bridge, adjacent to Hwy 6	\$	616,000.00
Retaining Walls and Handrail	\$	2,514,421.00
Traffic Control	\$	132,000.00
Mobilization, Staging	\$	228,000.00
Survey/Construction Staking	\$	53,000.00
Contingency 10%	\$	438,053.00
Total w/Contingency	\$	4,818,587.00

Date: 7/27/2015

Highway 6 - Two-way cycle track configuration

Paint and Bollard Option

Item	Item Description	Unit	Cost	Quantity	Subtotal
1002	Waterblasting Removal of 4" dashed stripe	LF	\$	0.5	\$6,000.00
1003	Waterblasting Removal of 4" solid stripe	LF	\$	1.0	\$12,000.00
1008	Intersection/Driveway Crossing Marking green dash with white border (12' x 2' x 4' spacing) - thermoplastic	LF	\$	20	\$240,000.00
1017	Tubular marker installed in cycle track buffer 30 foot spacing	EA	\$	250	\$43,750.00
1032	Sharrow installation - paint	EA	\$	30	\$600.00
1012	Regulatory sign mounted to signal mast	EA	\$	300.00	\$1,200.00
1013	Regulatory or Warning sign post mounted next to street	EA	\$	300.00	\$1,200.00
1028	Traffic control	LS	\$	25,000.00	\$25,000.00
1029	Two-way cycle track - Installation - Paint and Striping	LF	\$	8.00	\$40,000.00
1030	Bike Lane Symbol Installation - Paint	EA	\$	30.00	\$600.00
1034	Pavement Marking - Paint and Striping - New dashed 4" white or yellow stripe	LF	\$	0.50	\$600.00
	15% contingency			15%	\$22,650.00
	15% mobilization			15%	\$22,650.00
	Total				\$201,210.00

Thermoplastic and Bollard Option

Item	Item Description	Unit	Cost	Quantity	Subtotal
1002	Waterblasting Removal of 4" dashed stripe	LF	\$	0.5	\$6,000.00
1003	Waterblasting Removal of 4" solid stripe	LF	\$	1.0	\$12,000.00
1008	Intersection/Driveway Crossing Marking green dash with white border (12' x 2' x 4' spacing) - thermoplastic	LF	\$	20.0	\$240,000.00
1017	Tubular marker installed in cycle track buffer 30 foot spacing	EA	\$	250	\$43,750.00
1020	Sharrow installation - thermoplastic	EA	\$	212	\$848.00
1012	Regulatory sign mounted to signal mast	EA	\$	300	\$1,200.00
1022	Tack-on Median 3" wide	LF	\$	85	\$170.00
1028	Traffic control	LS	\$	25,000.00	\$25,000.00
1031	Two way cycle track - Installation - Thermoplastic and Striping	LF	\$	16.00	\$80,000.00
1018	Bike Lane Symbol Without Arrow (thermoplastic)	EA	\$	200.00	\$9,600.00
1001	Pavement Marking - Tape - New dashed 4" white or yellow stripe	LF	\$	1.00	\$17,000.00
	15% contingency			15%	\$22,650.00
	15% mobilization			15%	\$22,650.00
	Total				\$259,468.00

NOTES:

All costs include labor to install unless otherwise noted

Costs do not include amounts for Design/Construction Engineering/ or Bidding Services

Unit costs do not include mobilization or traffic control, these costs will vary depending on how the projects are bid

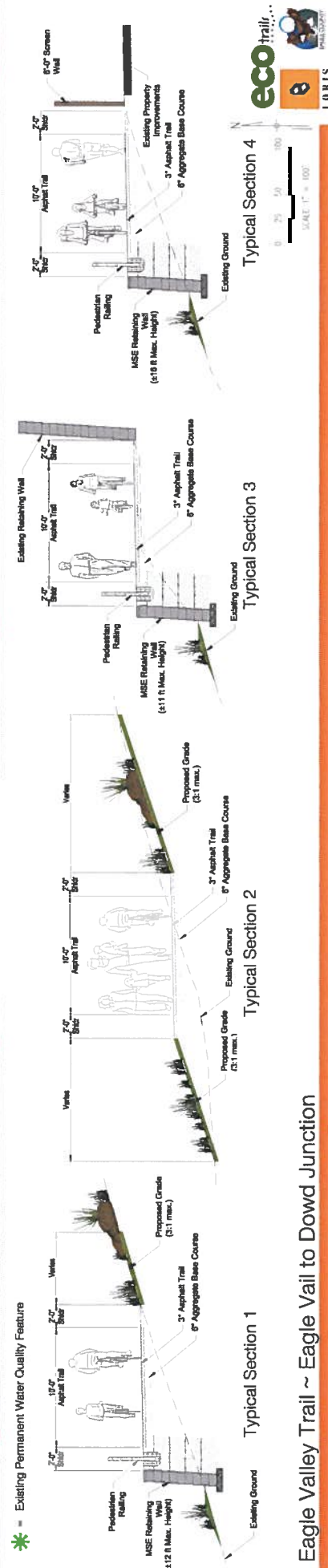
The opinion of cost shown above is a planning level cost and will need refinement during the design phase of the project

All costs are subject to change over time and dependent on available labor and market construction costs

This cost is linked to figure 20 in the Eagle County Cycle Track Feasibility Study

This assumes removal of two travel lanes

This assumes 12 driveways

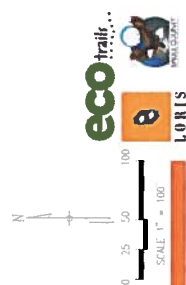
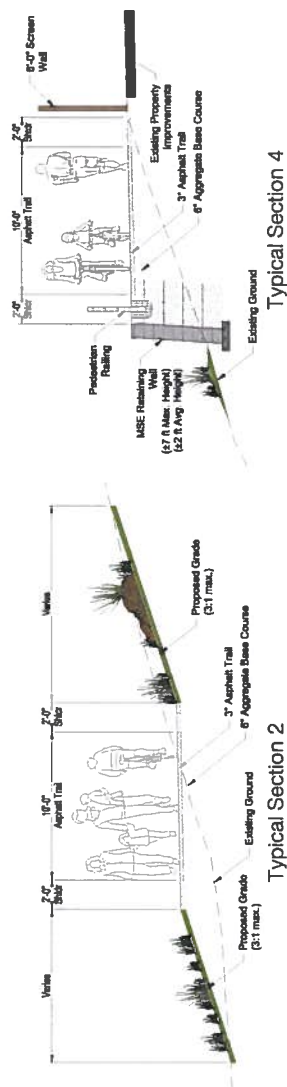


Eagle Valley Trail ~ Eagle Vail to Dowd Junction

Design Concept - Segments 1 & 2



June, 2016



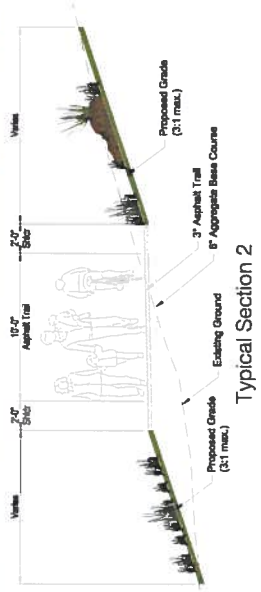
Eagle Valley Trail ~ Eagle Vail to Dowd Junction

Design Concept - Segment 2

June, 2016



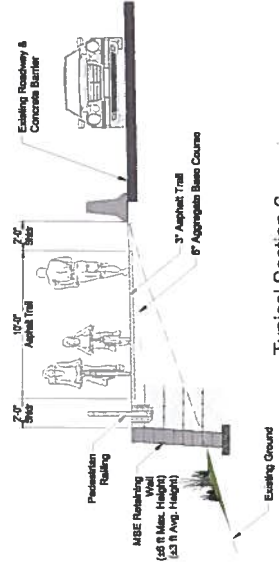
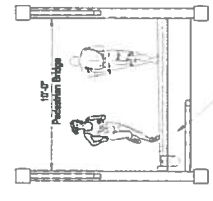
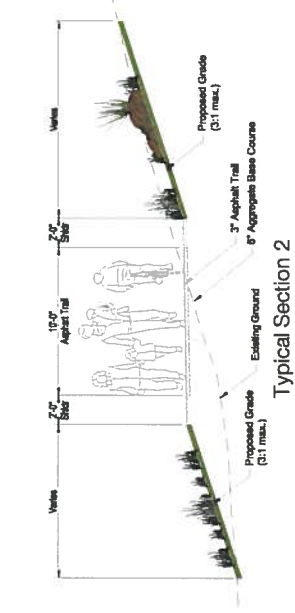
* = Existing Permanent Water Quality Feature



Eagle Valley Trail ~ Eagle Vail to Dowd Junction

Design Concept - Segment 2

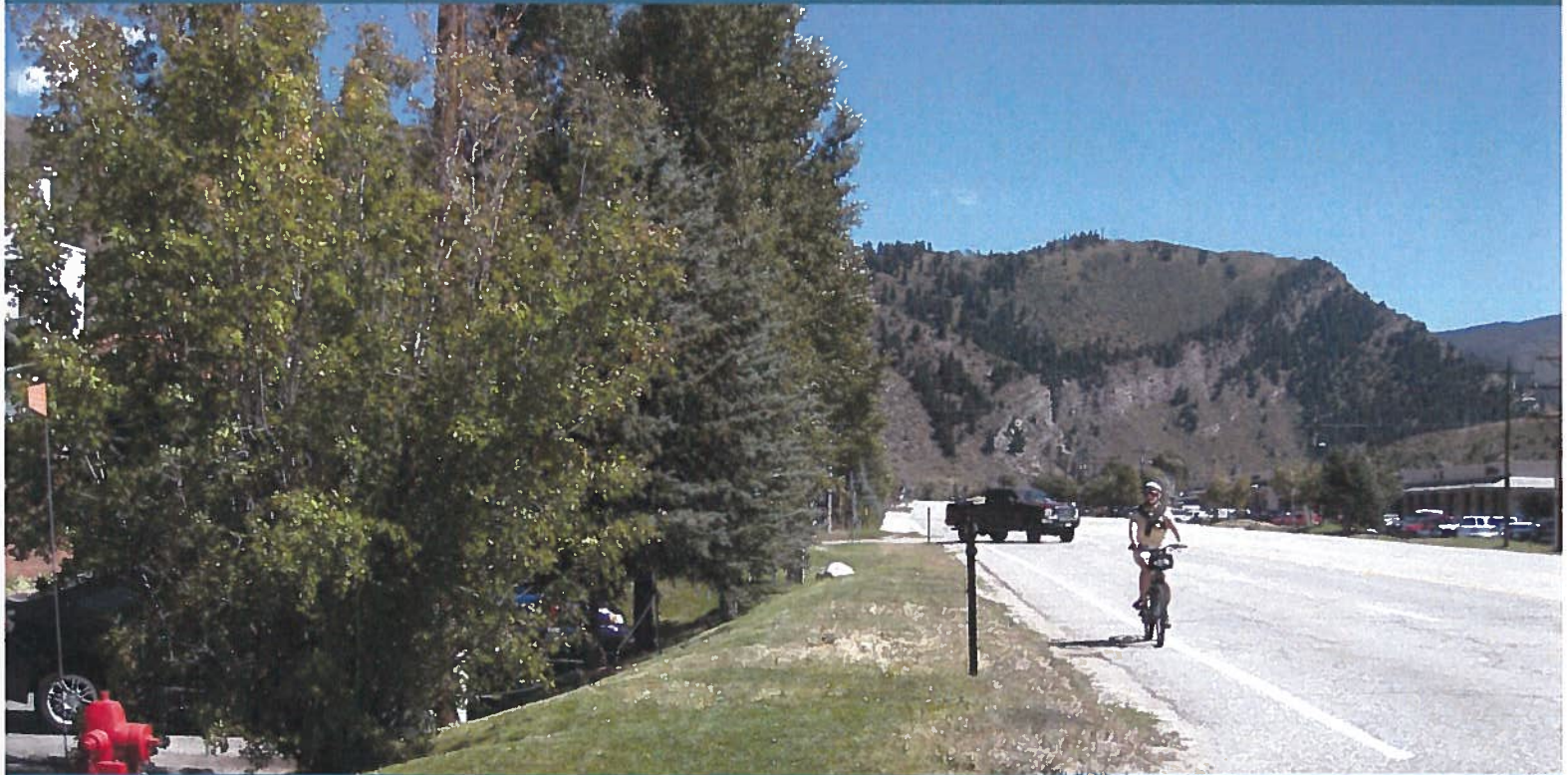
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Eagle Valley Trail ~ Eagle Vail to Dowd Junction

Design Concept - Segments 2 & 3

June, 2016



Eagle County

Eagle Vail: Business Area Cycle Track Feasibility Study

April 2015





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1. Introduction

This technical memo/feasibility study investigates the potential for the County to implement a two-way cycle track between Eagle Vail and Dowd Junction on the north side of Highway 6. A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks may be one or two-way and be at street level, or raised at sidewalk level or an intermediate level. This feasibility study includes summaries of pertinent existing plans and studies and the impacts they have on this study. In addition, this study contains a review of existing corridor/bicycle conditions within the study area and ultimately makes a determination on the feasibility of a two-way cycle track on State Highway 6.

As noted in the scope of work, the study area for this project is the north side of Highway 6 due to the location of the two completed trail segments. However, the project team felt it was necessary to conduct a high-level evaluation of the existing pavement section within the study area to eliminate any other feasible options of getting trail users safely from one completed trail segment to the other along Highway 6. During field reconnaissance and review of previous plans/studies, the team analyzed the following corridor infrastructure and transportation element:

Corridor and Transportation Infrastructure

Highway 6 Existing Pavement Width Conditions

West Segment: 63'-68', Middle Segment: 72'; East Segment 40'

Driveways and Minor Street Crossings

14 north side, 12 south side

Location of Existing Traffic Signals

One signal present on the west end of the study area that serves vehicular traffic exiting Interstate 70, and provides a protected crossing for trail users heading east bound

Location of Existing Trail Segments

Both are on the north side of Highway 6

Traffic Volumes and Turning Movements in the Corridor

Traffic volumes are low for the number of travel lanes in the study area

Presence of Parking

No on-street parking within the corridor

Shoulder Width and Condition

Varies from 2'-5'

Existing Bicycle and Pedestrian Infrastructure

Roadway shoulder is used by both bicycles and pedestrians and varies in width from 2'-5'.

Sidewalks are intermittent throughout the study area

Transit Stops

Four total – two stops on each side of the Highway 6

Access to Businesses

Number of businesses is approximately the same on the north and south side of Highway 6

Based on the high-level evaluation of the study area, it was deemed that a two-way cycle track on the north side of Highway 6 would be safest, and the most beneficial to trail users. In addition to the implementation of the cycle track, it would be recommended to reduce the speed limit along the corridor for the safety of all users. The other options considered, but not moved forward in the full evaluation process were a side path on the north side of Highway 6, one-way cycle tracks on the north and south side of Highway 6, and a two-way cycle track on the south side of Highway 6. Implementation cost, number of driveway crossings, and trail users crossing Highway 6 at-grade were a few reasons the latter options were eliminated.

2. Area Description

Eagle Vail is an unincorporated community in Eagle County that runs east west along I-70, Highway 6 (Hwy 6) and the Eagle River between the incorporated towns of Avon and Vail. The community covers two square miles with a population of approximately 4,000 residents¹. Access and cross-town route options for bicycles and pedestrians are limited due to current land uses and the mountainous geography of the area. Hwy 6 is the main corridor in town as it bisects the Eagle Vail Business Area acting as a travel spine for locals, commuters, and visitors alike.

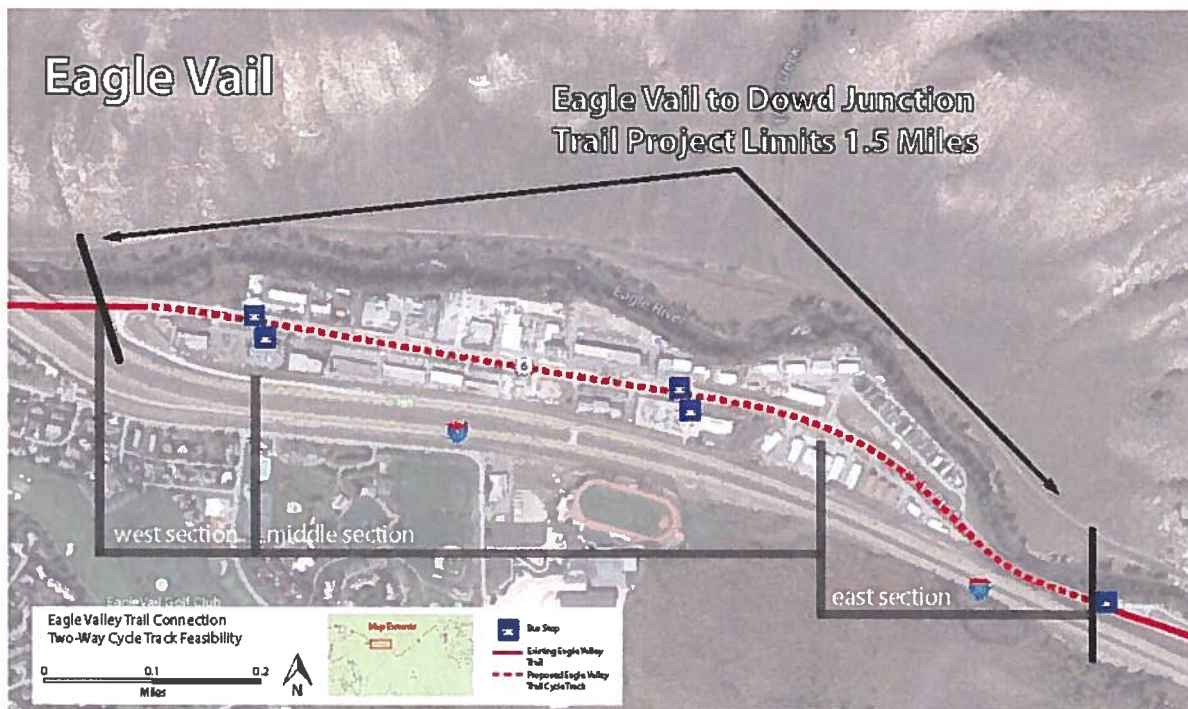


Figure 1 - Eagle Valley Trail and Business Area

¹ According to Eagle Vail website

3. Purpose and Need

The Eagle Valley Trail is a paved shared-use pathway that is on the north side of Hwy 6 within the study area; connects Eagle Vail with its neighboring communities to the east and west. This pathway is continuous with the exception of a significant gap at the Eagle Vail Business Area area (see Figure 1) between Eagle Vail and Dowd Junction. The Eagle Valley Regional Trails Plan propose the development of the missing section along the south bank of the Eagle River but there are many complexities and constraints associated with this alignment. Lack of buildable land, engineering and environmental challenges, cost of implementation and obtaining trail easements through private properties have caused implementation to slow. Based on these constraints and with limited cross-town route alternatives, Hwy 6 is the most viable option for an on-street connection. The County is examining the feasibility of implementing an on street, two-way cycle track as an option to provide cycling trail users a safe and comfortable connection between Eagle Vail and Dowd Junction, either as a temporary or permanent trail system connection.

4. Site Visit and Existing Conditions

During the on-site visit, the team took note of existing conditions along Hwy 6 and developed a list of issues and concerns surrounding the potential trail connection along the highway corridor. These are listed below and depicted in the following photographs and text sections.

Existing Conditions of note:

The current five lane cross-section is excessive for present (4,500 ADT) and projected traffic volumes (6,600 ADT) in the corridor

Hwy 6 is "squeezed" to approximately 40 feet of pavement width in the eastern section when the roadway is between the Eagle River and Interstate 70 – this is a concern, as space becomes limited for an on-street bicycle facility

A 45 mph speed limit may be incompatible with making the cycle track feel safe and inviting for many types of users (families, novice riders and tourists) who do not feel comfortable riding with traffic

Bicycle and pedestrian facilities are inconsistent, substandard and sometimes not present throughout the corridor – presently trail users ride on a shoulder that varies in width from two to five feet

14 driveways and minor street crossings exist along the north side of Hwy 6 that access local businesses and other land uses



Figure 2 - The west segment of the Eagle Valley Trail can create unsafe conditions if bicyclists do not cross the roadway at the signal and choose to travel EB in the WB shoulder

4.1 Vehicular Conditions

This section of Hwy 6 was developed by the Colorado Department of Transportation (CDOT) as a State Highway to accommodate vehicular traffic within their 100 foot right-of-way. In subsequent year's land uses have changed, development has occurred, and the need to accommodate all modes of transportation has become apparent². The roadway cross-section varies in pavement width from approximately 40 to 72 feet throughout the corridor. The configuration is either a two-lane roadway in the eastern section or a five-lane (two travel lanes in each direction and a center turn lane) roadway in the Business Area Segment (See Figures 3 and 4). The posted speed limit on Hwy 6 is 45 miles per hour through the entire corridor within the project study area.

A traffic study was conducted that evaluated existing traffic volume counts for the *Eagle Vail Commercial Area Master Plan – US 6, June 2010*. The study was conducted to determine potential capacity deficiencies along the current five-lane cross section corridor in 2010 and 2030 projections. Existing daily directional traffic counts were conducted in four locations along the corridor at 15-minute increments in May and June of 2010.

Overall, the study found that given the existing and projected future traffic volumes:

- US 6 corridor through Eagle Vail is operating significantly under capacity.
- The highest observed traffic volume was 4,571 vehicles per day at the western end of the corridor.
- The study anticipates that this number will increase to approximately 6,625 vehicles per day in 2030.
- The present five-lane cross section is designed to accommodate a capacity of 38,000 vehicles per day.
- Based on traffic volume projections and anticipated level of service, the corridor would continue to operate at an acceptable level of service if the corridor were reduced to a three-lane roadway section, which is commonly thought to accommodate up to 20,000 vehicles per day without difficulty (see Figure 5).



Figure 3 - Highway 6 five Lane cross-section looking EB



Figure 4 - Two-lane Highway 6 cross section in east segment looking west

² Eagle Vail Business Area Master Plan

Location	Daily		Peak Hour					
	Volume	Date	Weekday AM			Weekday PM Hour		
			Volume	Date	Start Time	Volume	Date	Time
West End – WB	2,859	Friday 5/7/2010	230	Friday 5/7/2010	11:00	315	Monday 5/3/2010	4:30
West End – EB	1,712	Wednesday 5/26/2010	208	Tuesday 6/1/2010	8:00	184	Tuesday 6/1/2010	12:45
West Middle – WB	2,351	Friday 5/7/2010	191	Friday 5/7/2010	11:00	263	Friday 5/7/2010	3:15
West Middle – EB	1,452	Tuesday 5/4/2010	126	Friday 5/7/2010	11:00	162	Wednesday 5/5/2010	12:15
East Middle – WB	1,009	Friday 5/28/2010	116	Wednesday 5/26/2010	7:45	102	Thursday 5/27/2010	4:30
East Middle – EB	1,751	Friday 5/28/2010	153	Friday 5/28/2010	9:45	184	Tuesday 5/25/2010	4:30
East End – WB	2,093	Tuesday 6/22/2010	167	Tuesday 6/22/2010	10:45	216	Tuesday 6/22/2010	4:30
East End – EB	1,852	Wednesday 6/23/2010	166	Monday 6/21/2010	11:00	206	Tuesday 6/22/2010	5:00

Figure 5 - Eagle Vail Hwy 6 commercial corridor existing traffic volumes

4.2 Bicycle and Pedestrian Conditions

The current Hwy 6 cross-section poses significant challenges for bicycle and pedestrian mobility in the corridor, as it offers substandard or no facilities for people who walk or bicycle. The shoulder varies in width from two to five feet throughout the corridor and is presently used as a travel way by both bicyclists and pedestrians as there is only approximately 650 feet of intermittent sidewalk along the corridor and no dedicated bicycle facilities. Both sides of the street are undefined by a formal streetscape/landscape zone or curb and gutter, thus, creating an ambiguous zone between the right-of-way, and business properties. This condition gives the impression of an even wider vehicular travel way compounding the potential for speeding and ambiguous access management. These qualities give an intimidating perspective to bicyclists and pedestrians. Additionally, it was observed that many bicycles and pedestrian were crossing the roadway at non-signalized or marked crossing locations.

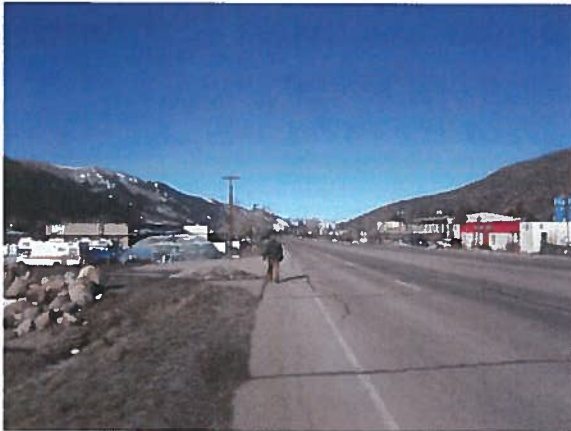


Figure 7 - Narrow shoulder may be uncomfortable for a majority of trail users



Figure 6 - Intermittent sidewalks along north side



Figure 8 - Pedestrians and bicyclists use shoulder as a travel way due to incomplete sidewalk network



Figure 9 - There are no official pedestrian or bicycle crossing points along the business corridor

4.3 Transit

The corridor accommodates the Eagle County Regional Transit System (ECO Transit) which offers five bus stops along the corridor. From east to west, there is a stop at Kayak Crossing intersection, a stop adjacent to Beaver Divers. In the west, there is a stop at Eagle Rd and one at Holy Cross Energy. Two out of the four bus stops along the corridor lack basic facilities (see Figures 10 and 11).



Figure 10 - East section ECO bus stop



Figure 11 - Middle section ECO bus stops; no shelter or sidewalk leading to facility

4.4 Driveway Access Points

The stretch of Hwy 6 through the Business District offers access for vehicular traffic to each property amounting to 14 separate access points along the north side of the roadway. In addition, many driveways have large radii which allow vehicles to maintain higher speeds while turning. Driveways and minor street crossings are where conflicts typically occur between turning vehicles and bicyclists or pedestrians. Finally, the corridor has only one signalized intersection at the far west end that allows for safe roadway crossing. This means that many pedestrians and bicyclists are crossing five lanes (72 feet of pavement) of traffic without accommodation.



Figure 12 - CDOT housing driveway north side looking west



Figure 13 - Business driveway south side looking west

5. Two-way Cycle Track: Feasibility and Implementation

Based on field observation, review of previous studies and an initial evaluation, a two-way cycle track is a feasible bicycle facility to connect the Eagle Valley Trail through the Eagle Vail Business Area on the north side of Highway 6. If properly designed, this facility type can address the issues and concerns identified earlier in this study. The configuration can be at street level with vertical protection which could include flex posts, curbs, medians, or other barriers to provide separation from vehicular traffic and can be permanent or removable, depending on the treatment.

The County and CDOT would need to come to an agreement to ensure proper and safe snow removal and de-icing of the cycle track. Regardless of available strategies or equipment, providing comfortable conditions for year-round riding requires prior planning. There are many factors that go into planning the removal of snow from any bicycle facility during a snow event and these include: type of facility, the storage of snow on or off the roadway, and the presence and type of any vertical separation element. Planning and designing ahead for snow removal and de-icing allows for the addition of an extended right-of-way or buffer for the on-street storage of snow. Prior planning should also take into consideration the options for and availability of snow removal vehicles. There are many options for small utility vehicles such as tractors and



Figure 14 - Two-way cycle track in Seattle with green conflict zones at driveway crossing

ATVs that can be easily equipped with snow removal attachments for the use on bicycle facilities. Also take into consideration the prior planning effort to mill pavement 3mm in depth where thermoplastic pavements are applied in order to avoid damage from plowing.

5.1 Facility Cross Sections through the Corridor

A Two-Way Cycle Track can be designed and implemented along Hwy 6 to provide a safe and comfortable route through the Business Area corridor that sees three-season bicycle traffic including locals (commuters), tourists, families and other users.

5.1.1 East Segment:

The East Segment from Kayak Junction to CDOT housing will most likely need to be configured as an off-street trail (see Figure 15), as discussed in the trail feasibility study that the road corridor width is narrower and constrained in this segment (construction type determined by Eagle County). However, a constrained two-way cycle track could be feasible for this segment with CDOT coordination (see Figure 16).

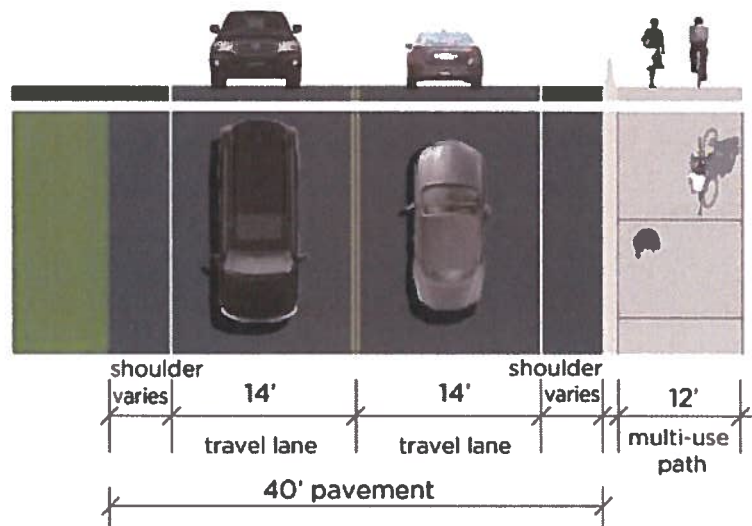


Figure 15 - Proposed east segment alternative A: separated multi-use path

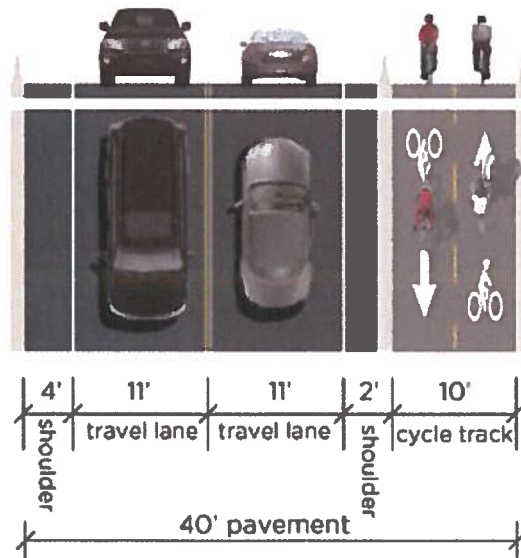


Figure 16 - Proposed east segment alternative B: two-way cycle track

5.1.2 Middle/Business Area Segment:

There are three feasible roadway cross-sections for the Middle/Business Area segment. First, an expanded pavement section that would require the roadway to be widened by approximately 5-6 feet to accommodate the five travel lanes, shoulders, and the two-way cycle track on the north side of Highway 6 (see figure 18). Second, a lane reduction would reduce the current number of travel lanes to three from five, provide wider shoulders, and the two-way cycle track (see figure 19). Third, a lane reduction, two-way cycle track and 5 foot pedestrian walkway (see figure 20).

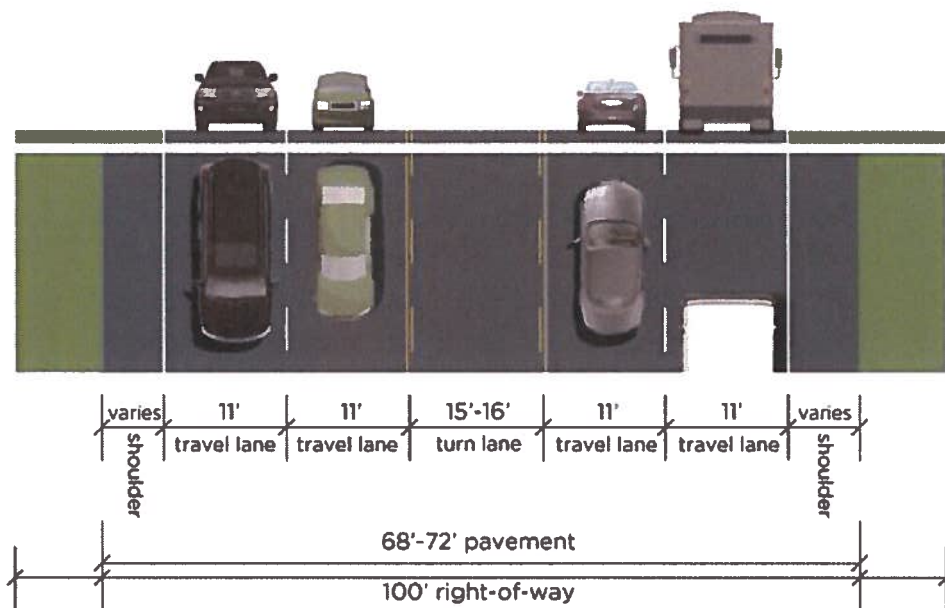


Figure 177 - Existing middle/business area segment - existing 68'-72' pavement width

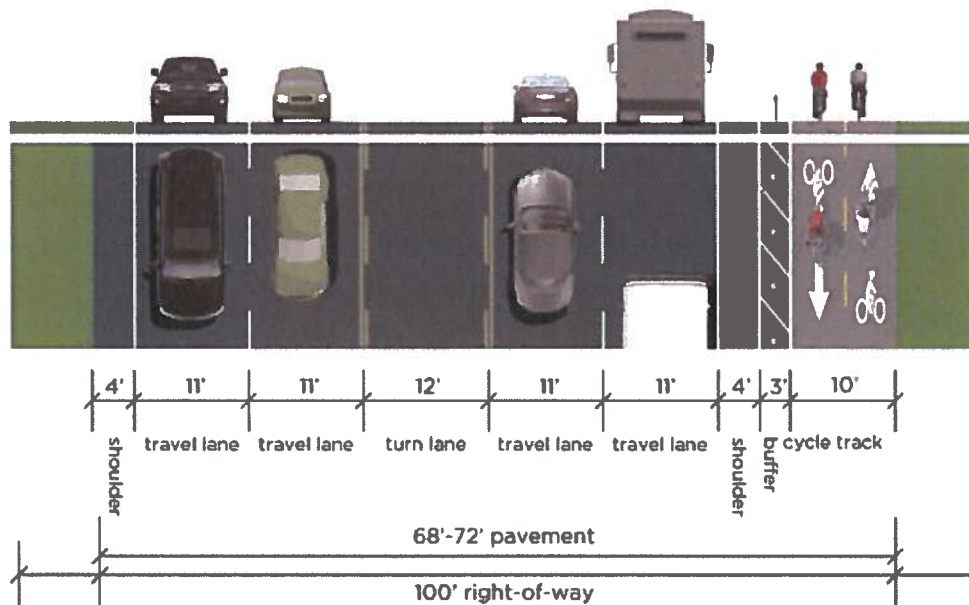


Figure 18 - Proposed middle/business area segment alternative A: no lane reduction and two-way cycle track

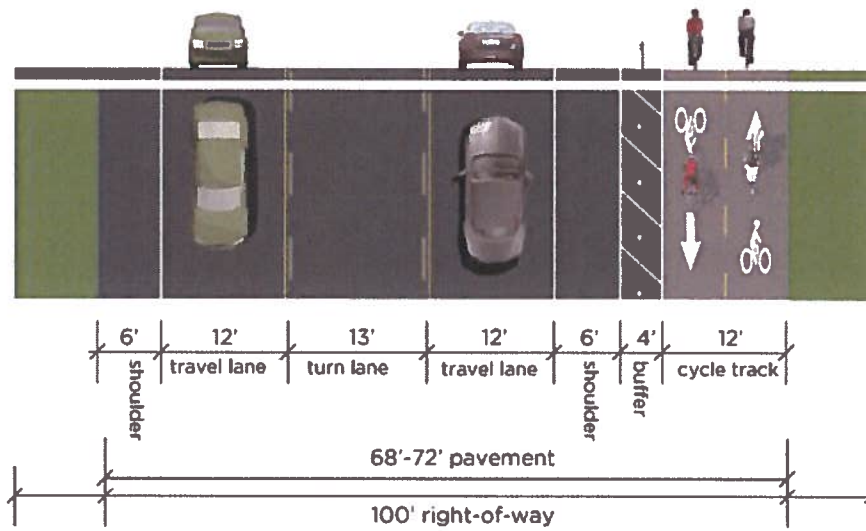


Figure 18 - Proposed middle/business area segment alternative B: lane reduction with two-way cycle track

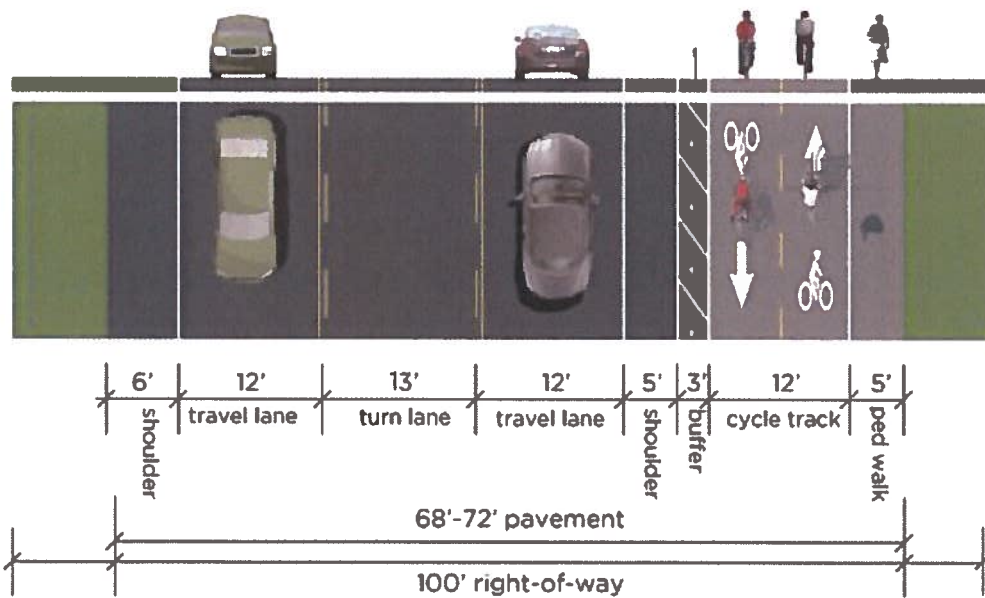


Figure 19 - Proposed middle/business area segment alternative C: lane reduction with two-way cycle track and pedestrian walkway

5.1.3 West Segment:

The West segment of the corridor as Highway 6 approaches the signalized intersection also has two options for the cycle track. First, the facility could return to an off-street multi-use pathway configuration just west of the carwash, allowing a seamless connection into the existing Eagle Valley Trail (see Figure 21). Second, the two-way cycle track could continue in an on-street configuration, as discussed above in the Middle/Business Segment and connect into the existing Eagle Valley Trail at its current location (see Figure 22).

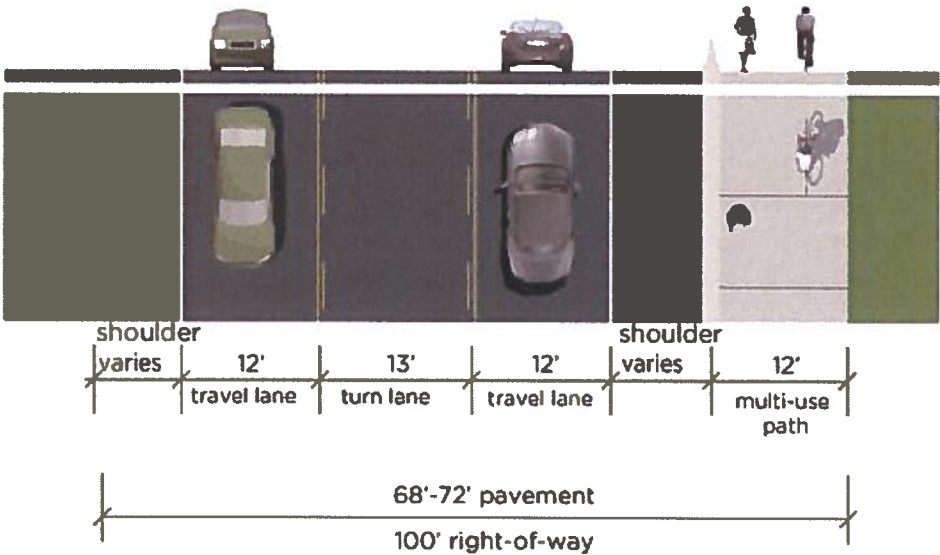


Figure 20 - Proposed west segment alternative A: multi-use pathway

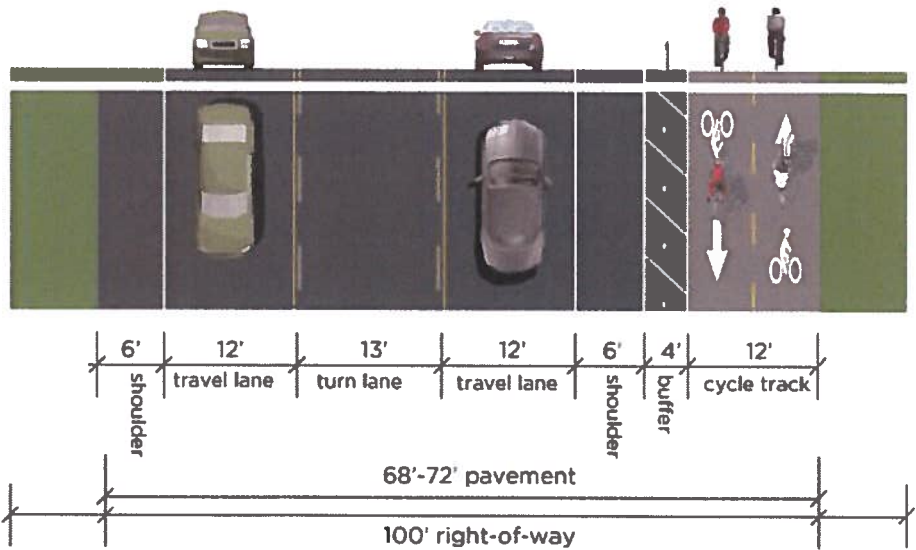


Figure 21 - Proposed west segment alternative B: lane reduction and two-way cycle track

5.2 Pedestrians and Cycle Tracks

It is typically undesirable to have pedestrians using the cycle track, as sharing the space can lead to an increase in conflicts and injury to both users. Any project to install a cycle track should also consider opportunities for sidewalks as well either as concrete curb and gutter or additional widened asphalt. In addition to the implementation of the cycle track, it would be recommended to reduce the speed limit along the corridor for the safety of all users. Past planning efforts and national research suggest higher speeds are not conducive to the safety of vulnerable road users (people who walk and bicycle). The chance of survival for pedestrians (and bicyclists) is inexorably linked to lower travel speeds (see Figure 23).

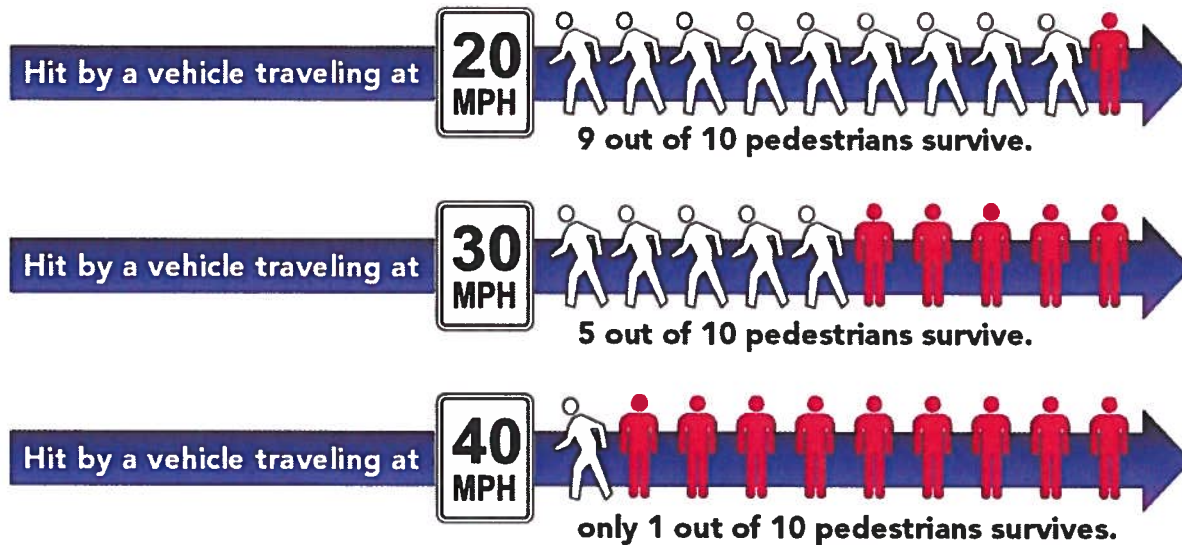


Figure 22 - Relationship between speed and pedestrian fatalities

5.3 Driveways and Minor Street Crossings

In order to achieve the safest facility possible, the 14 driveways and minor street crossing within the corridor need to be addressed during the design of the cycle track using best practices and recommended crossing treatments found within the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. In addition, CDOT's Roadway Design Guide: Chapter 14 Bicycle and Pedestrian Facilities and the Guide for the Development of Bicycle Facilities provide some important insight. As noted in the NACTO guide, driveways and minor street crossings are a unique challenge to cycle track design. A review of existing facilities and design practice has shown that the following guidance may improve safety at crossings of driveways and minor intersections:

- Color, yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic
- Motor vehicle traffic crossing the cycle track should be constrained or channelized to make turns at sharp angles to reduce travel speed prior to the crossing.



Figure 23 - Driveway crossing treatment using color



Figure 24 - Driveway crossing treatment using symbols

5.4 Bus Stops

The two existing ECO bus stops along the north side of the corridor in the middle/Business Area section will need to be incorporated into the cycle track design. Based on less frequent bus headways (30 minutes or greater), the bus stop could be a more traditional bus stop facility where the cycle track would then pass in front of the stop with signing and marking to announce pedestrian crossing for bus patrons. An alternative option would be a bus pullout that is designed to provide conflict-free bus movement and where cycle priority is important. The bay is designed to hold an entire bus when picking up and dropping off passengers directly at the curb-side so that bicycle traffic may overtake the stopped bus (see figure 26). This design also allows the bus driver to have complete view of the cycle track and oncoming bicyclists while entering and exiting the bus stop bay.

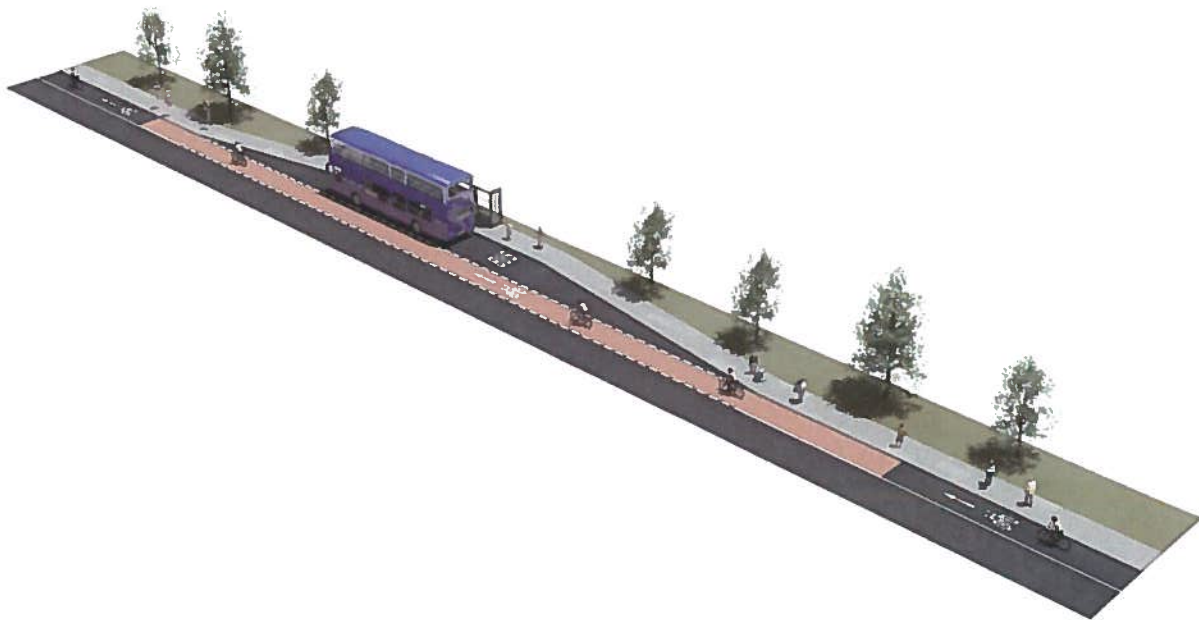


Figure 25 - Bus pull-out Example

6. Conclusion

Based on the findings from the existing conditions analysis, which evaluated the vehicular, bicycle, pedestrian, transit, and driveway access trade-offs, this study finds that a two-way cycle track provides a safe, feasible bicycle facility that is implementable along the north side of Highway 6 through the Eagle Vail Business Area. Differences in existing conditions within the east, middle and west sections along Highway 6 were considered and specific cross-sections have been developed to address each challenge or safety concern identified. In addition, a two-way cycle track represents a safe option for the type of trail users (families, young children, and visitors) that commonly use the Eagle Valley Trail. Finally, an on-street facility provides a temporary or permanent cost effective option that connects Eagle Vail and Dowd junction, until the trail segment is designed and constructed along the river.

Next Steps

CDOT coordination

Investigate potential funding sources

Business owner outreach

The first part of the paper discusses the importance of the research and the objectives of the study. It then presents a literature review of the existing research on the topic. The second part of the paper describes the methodology used in the study, including the data collection and analysis techniques. The third part of the paper presents the results of the study, and the fourth part discusses the conclusions and implications of the findings.

The study was conducted using a quantitative research design. Data was collected from a sample of 100 participants, and the results were analyzed using statistical methods. The findings of the study indicate that there is a significant relationship between the variables being studied.

The results of the study suggest that the research has important implications for the field. Further research is needed to explore the relationship between the variables in more detail.

In conclusion, the study has provided valuable insights into the topic and has contributed to the existing body of knowledge. The findings have important implications for the field and suggest that further research is needed.

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ERWC Water Quality Action Planning

Protecting and Improving Water Quality Conditions Through Education, Management Practices, Regulatory Action and Site Specific Projects



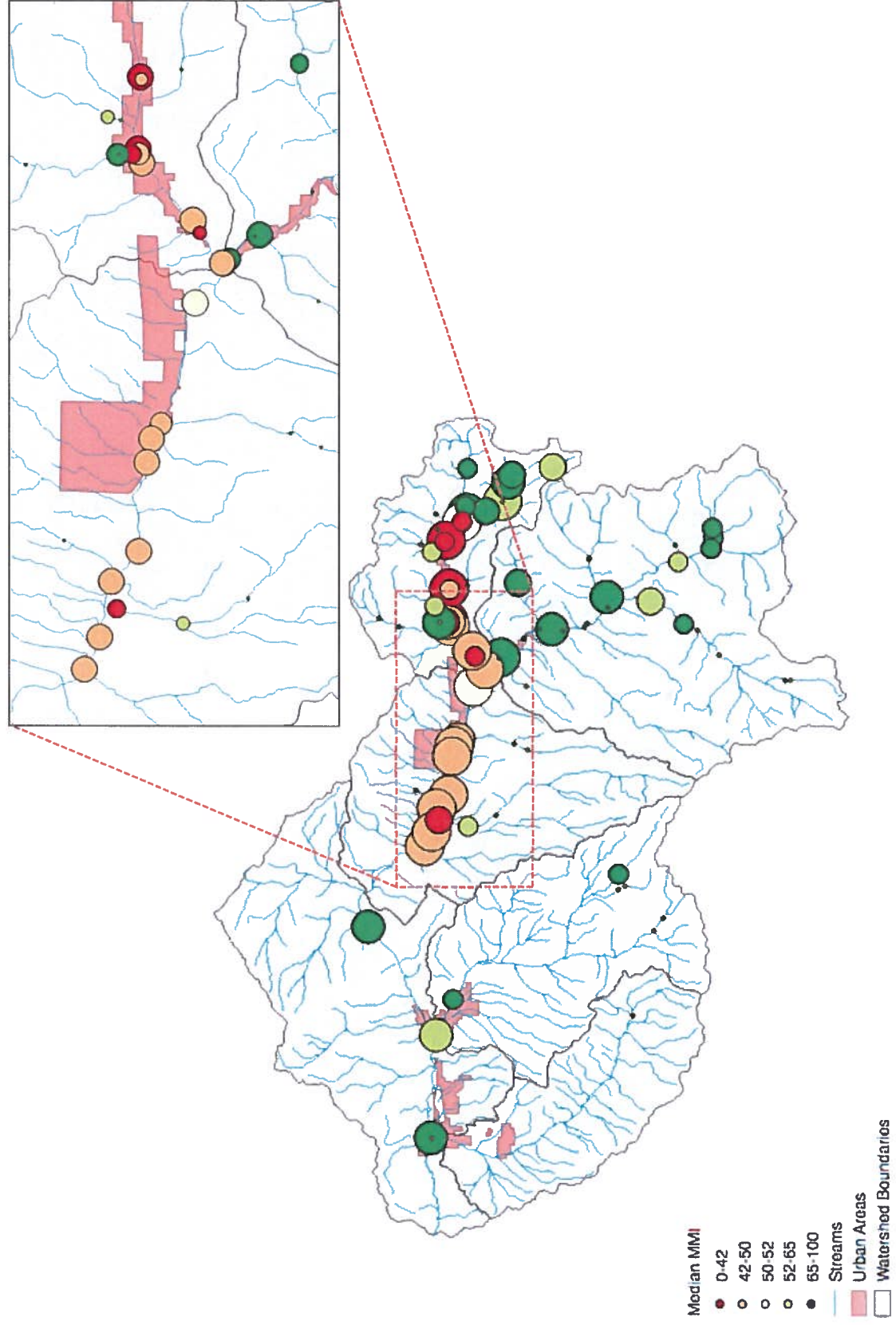
A Special Project of the Eagle River Watershed Council



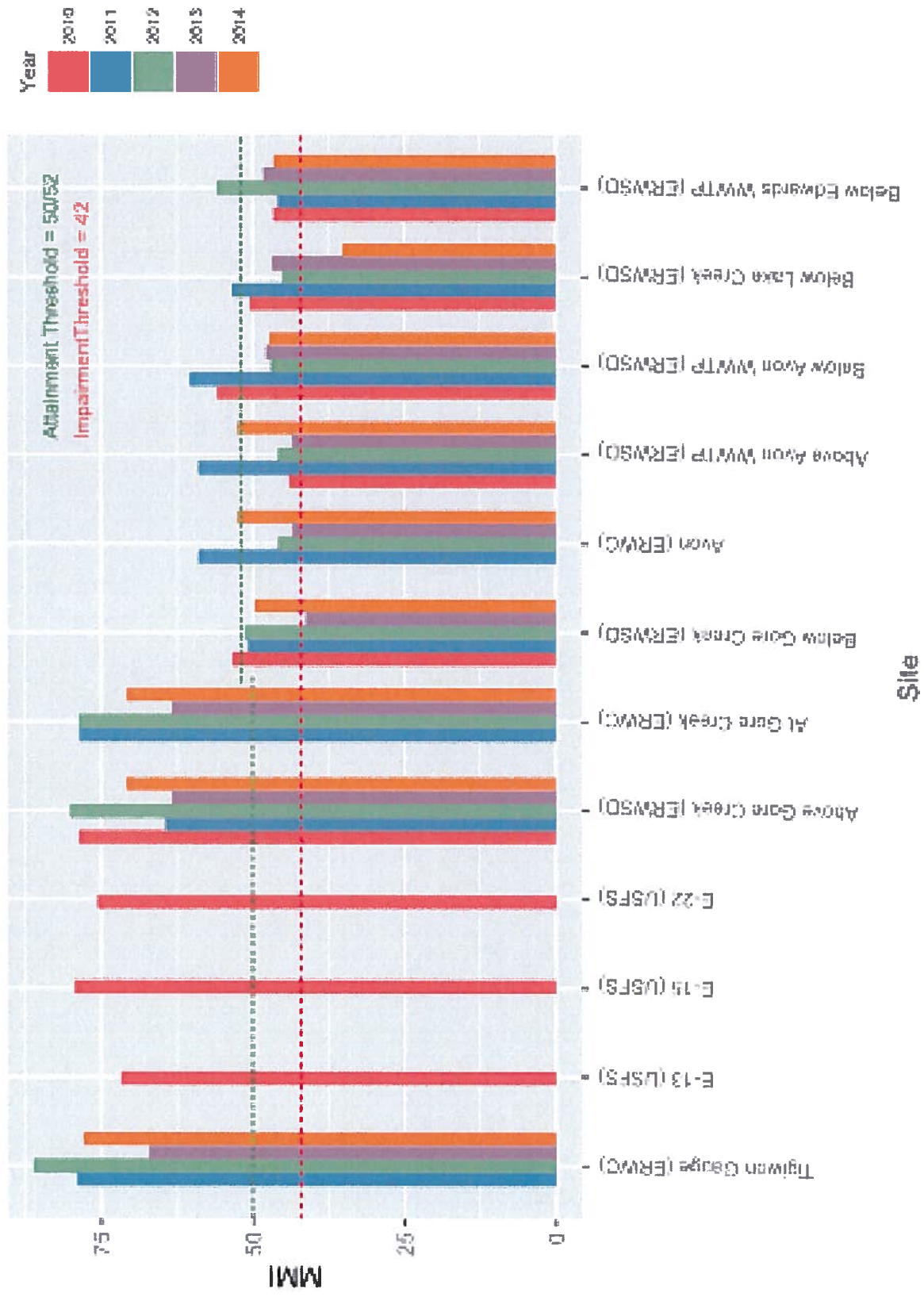
Land Planning
Collaborative



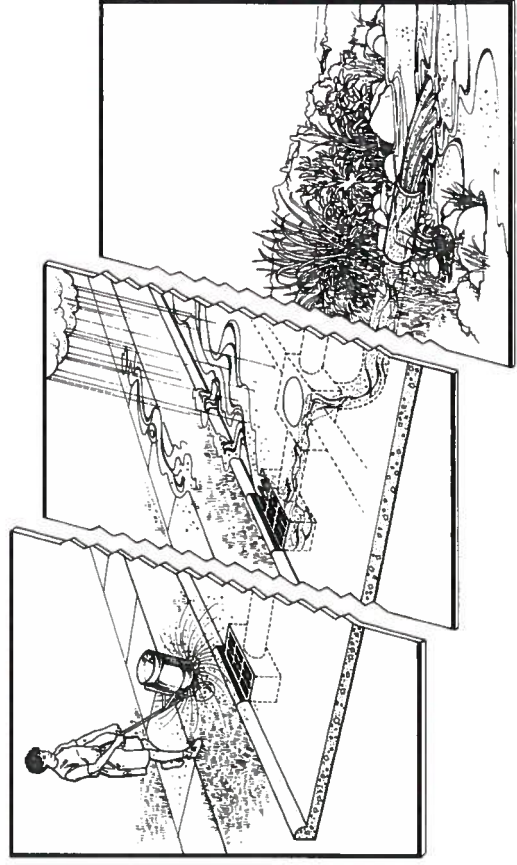
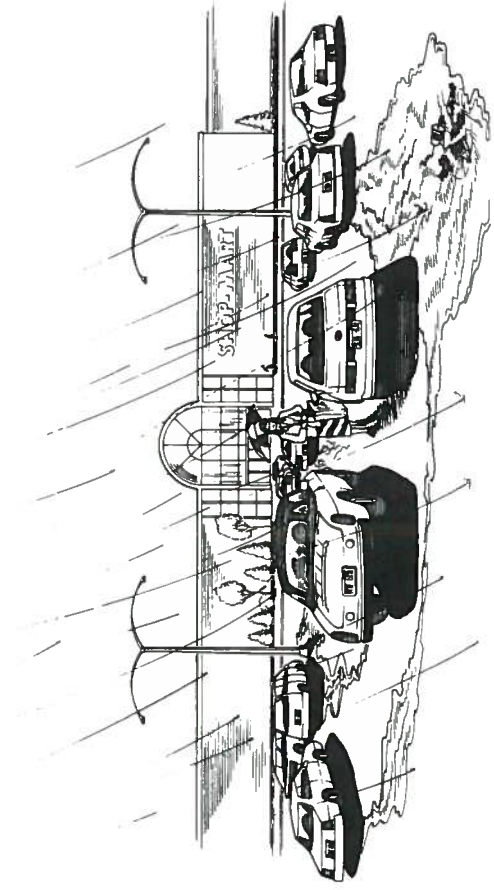
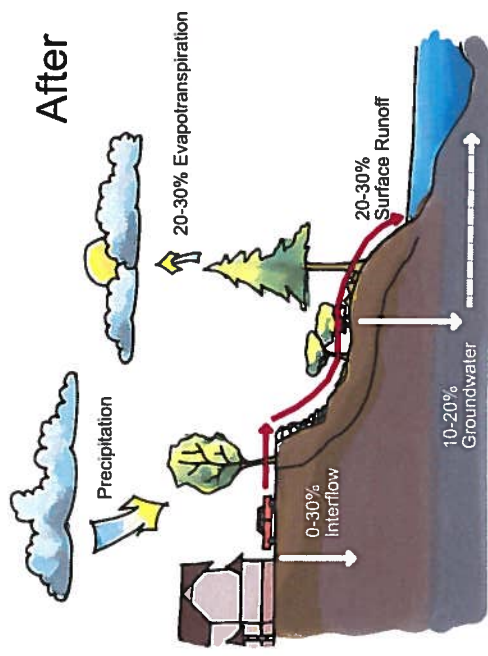
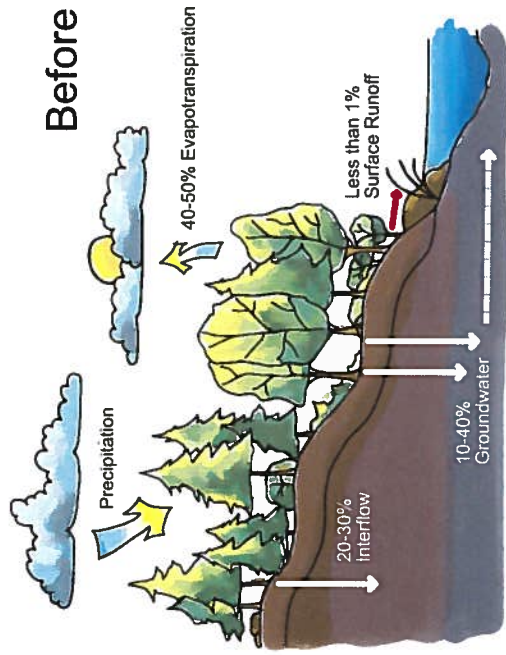
Existing Conditions



Existing Conditions



Nature of Impairment



Regulatory Review

Principle	Objective	EPA Guidance	TOV Staff Input	SAP Recommendations	Priority
EPA guiding principal	Eliminate contaminated wash water discharges into the sanitary sewer system that may result from municipal vehicle washing.	Install wash racks that discharge wash water into the sanitary sewer.	No vehicle wash areas at project sites (TSCHOLL)	n/a	
		Designate a specific wash area which is paved and bermed or sloped to contain and direct wash water to a sump connected to either a sanitary sewer, holding tank, process treatment system, or closed recycling system.	Drive off mats need to be refreshed once they get muddy/The vehicle wash water should go into the sanitary system (JK) - No vehicle wash areas usually incorporated in projects? Gravel entries receive inspections 'sometimes' (GB)	Confirm Town written policies regarding designated wash areas and connections from all such areas to sanitary sewer system	MODERATE
Employ good housekeeping practices to prevent off-site transport of waste material and chemicals.	Minimize wastes generated by automotive maintenance activities.	Stencil storm drains at municipal facility to remind employees to wash vehicles in designated wash area.		Stencil storm drains at key municipal facilities to eliminate potential for unintentional discharges	MODERATE
		Perform all maintenance activities inside or under cover.	Expert Knowledge	n/a	
		Use non-hazardous cleaners when possible.	Expert Knowledge / Is this documented or part of another sustainability effort?	Use non-hazardous cleaners when possible	MODERATE
		Replace chlorinated organic solvents with nonchlorinated ones like kerosene or mineral spirits.	Expert Knowledge / Is this documented or part of another sustainability effort?	Replace chlorinated organic solvents with nonchlorinated ones like kerosene or mineral spirits	MODERATE
		Purchase recycled products, such as engines, oil, transmission fluid, antifreeze, and hydraulic fluid, to help support the recycled products market.	Expert Knowledge / Is this documented or part of another sustainability effort?	Purchase recycled products, such as engines, oil, transmission fluid, antifreeze, and hydraulic fluid, to help support the recycled products market.	MODERATE
		Follow the spill prevention plan.	Expert Knowledge	n/a	
		Reinforce employee training and public outreach to reinforce proper disposal practices.	Expert Knowledge	Reinforce employee training and public outreach to reinforce proper disposal practices.	MODERATE
		Conduct maintenance work such as fluid changes indoors.	Expert Knowledge	n/a	
		Update facility schematics to accurately reflect all plumbing connections.	Expert Knowledge / Presume facility building plans are accurate and available	n/a	

EPA guiding principal

EPA objectives and specific guidance

Relevant TOV regulations, policies, practices

Additional comments from TOV staff

Regulatory Review

Regulatory Actions: Protection

Protect areas that provide important water quality benefits or are particularly susceptible to erosion and sediment loss.

EPA Objectives

Objective 1: Incorporate appropriate pollution prevention practices into site development and use

Objective 2: Establish site plan review and conditional approval processes to ensure the preservation of environmentally sensitive areas and areas necessary for maintaining natural hydrology.

Objective 3: Develop and implement inspection and maintenance procedures to ensure the landscapes are maintained to avoid water quality impacts

Town Regulation Assessment

Regulations generally support Objective

Regulations do not support Objective

Regulations partially support objective

Recommended Changes or Additions to Town Regulations

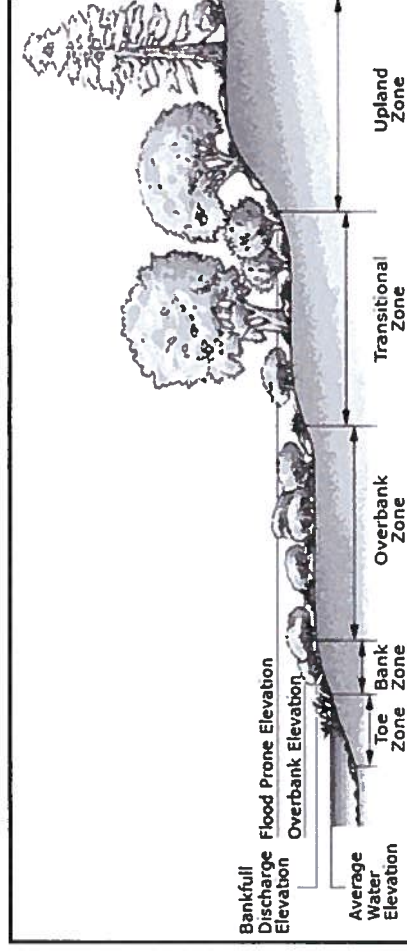
- ☒ Consider specific regulations to stabilize and cover stockpiles
- ☒ Stabilize construction sites using heavy mulch layer or other non-germinating erosion control at the close of construction season.
- ☒ Other?

- ☒ Consider specific restrictions that leave wetlands, significant wildlife habitats and woodlands undeveloped.
- ☒ Consider increasing existing stream setbacks, and/or specific protections for riparian and vegetative buffers for stream side developments.
- ☒ Consider land use prohibitions within 100 year floodplain

- ☒ Consider specific provisions for maintenance of control facilities for all erosion control plans.
- ☒ Consider requiring a SWMP permittee to be on site on all days when construction activity takes place to ensure adequate maintenance of erosion control facilities.

(The implementation priority of recommended changes or additions to Town regulations is available in the Executive Summary of this report and in Chapter 3.)

Riparian Assessment



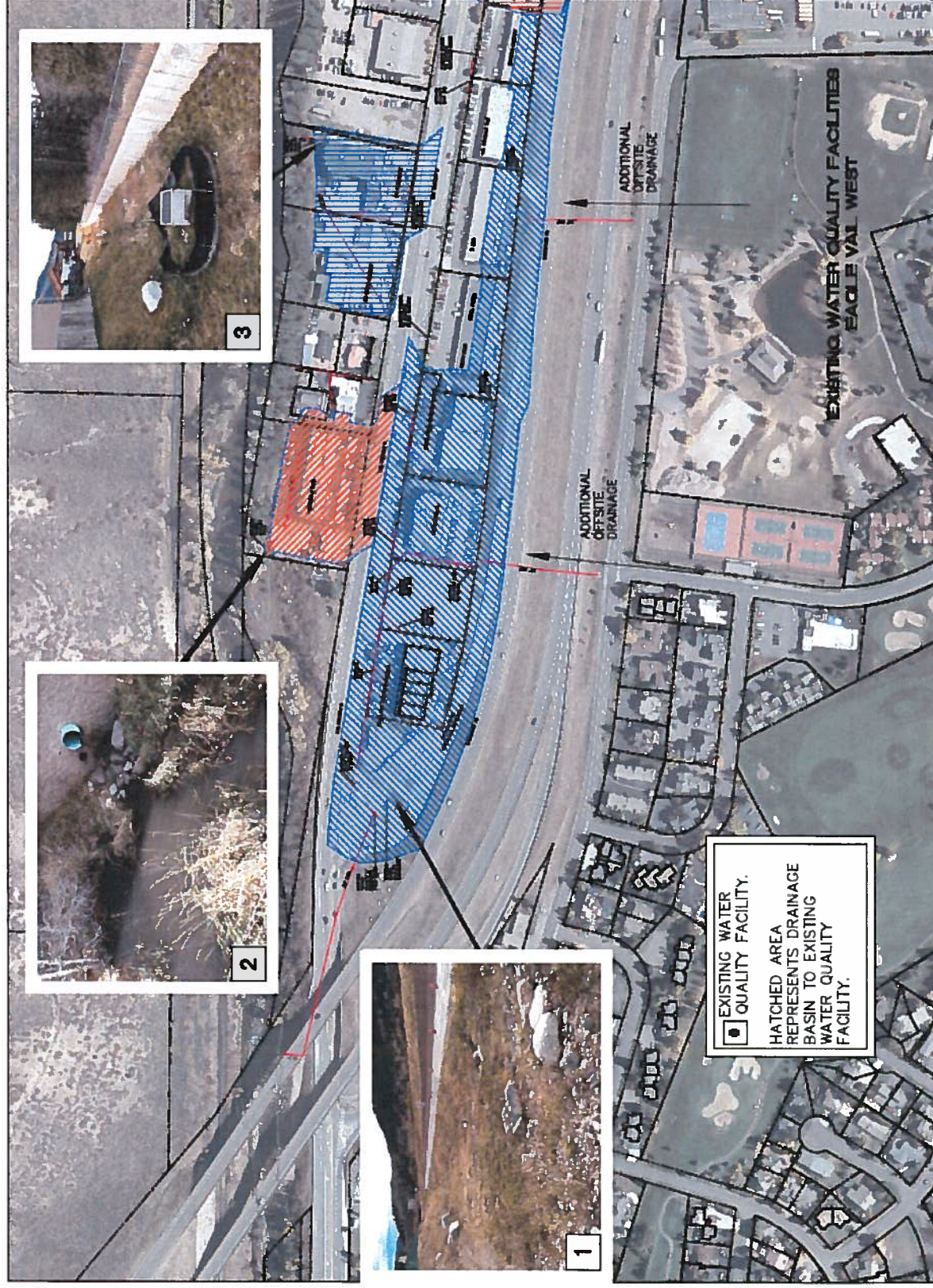
	Zone 1	Zone 2	Zone 3
Function	Bank stability, pollutant uptake and storage, wildlife habitat (terrestrial & aquatic)	Pollutant uptake, sediment control, runoff reduction via infiltration	Runoff reduction, sediment control, prevents encroachment prevention
Optimal Width	25'	50'	25' or 100-yr floodplain + 25'

	Water Quality Functions
Sediment Removal	→
Pollutant Removal	→
Bank Stability	→
Shade/Nutrients	→

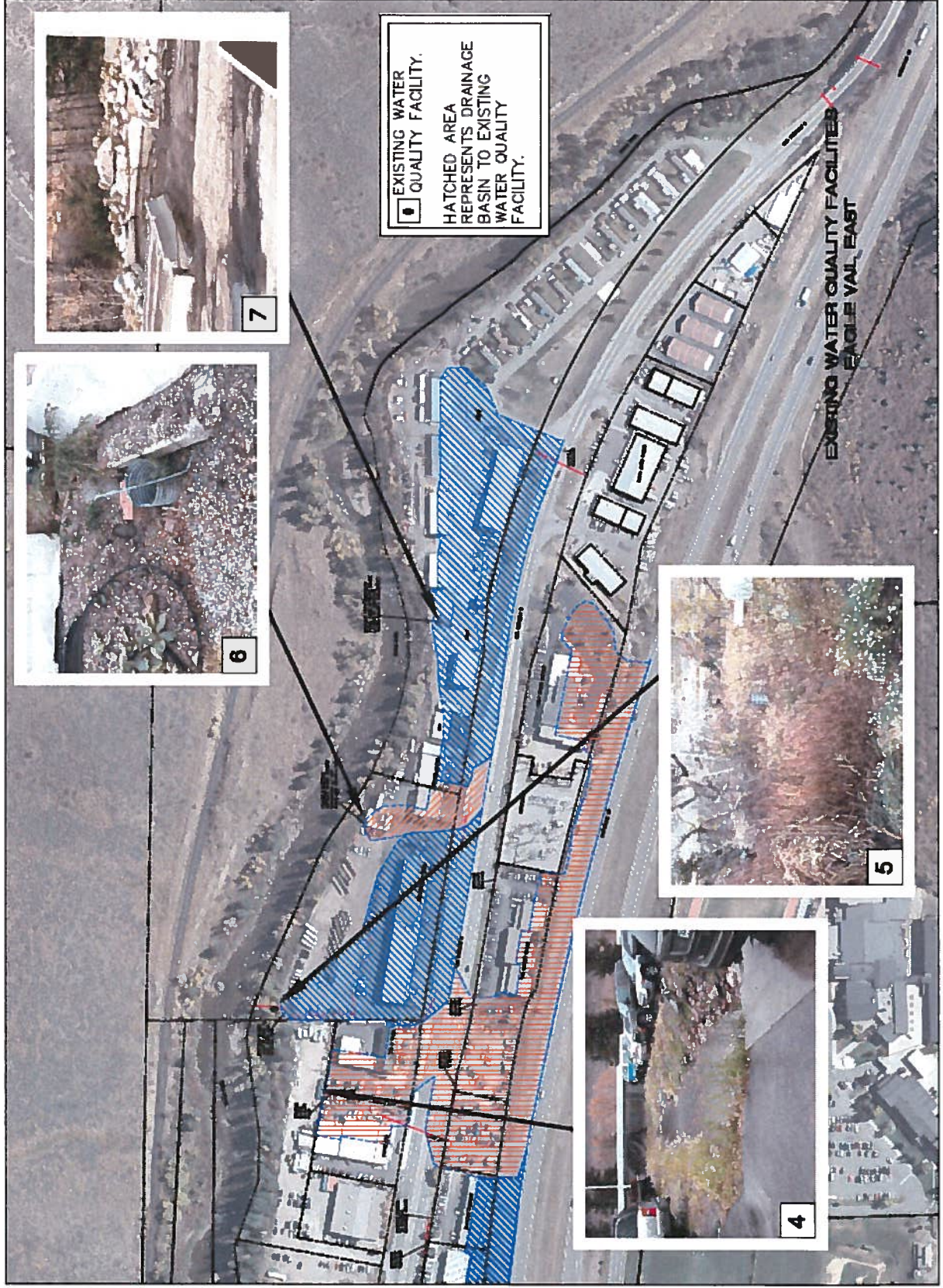
	Existing Land Uses	
Total Area Within TOV Limits	92.3 acres	168.3 acres
# Encroaching Structures	67	383
Impervious Coverage	2.6 acres (2.8%)	52.3 acres (31%)
Degraded Vegetation*	16.3 acres (16%)	
Public Land Use	43.3 acres (49%)	65.9 acres (39%)
Residential Land Use	26.9 acres (29%)	58.0 acres (34%)
Commercial Land Use	5.0 acres (5%)	13.7 acres (8%)
		7.6 acres (5%)

	Recommended Land Uses	
Vegetation	Undisturbed, mature riparian forest and overbank vegetation	Managed, mature native forest and vegetation
Use Restrictions	Highly Restricted. Uses limited to: footpaths, stormwater facilities, and roadway crossings.	Restricted to Low Impact Uses: only a limited amount of tree clearing is allowed, no impervious surfaces/septic/UST permitted.
		Native upland species or turf grass
		Restricted to Moderate Impact Uses. No impervious surfaces are allowed. Lawn, garden, compost, yard wastes, and most stormwater BMPs are permitted.

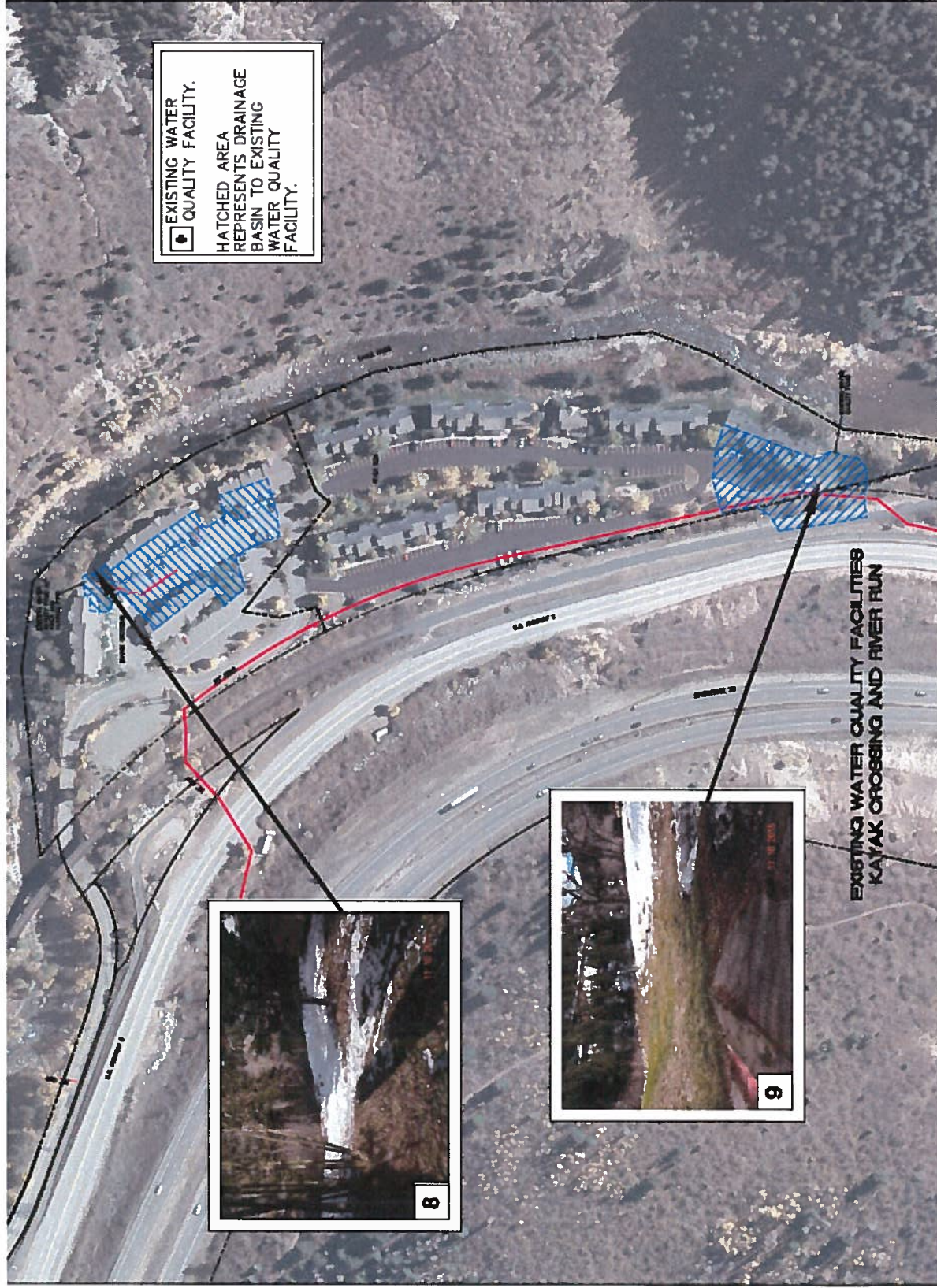
Stormwater Controls



Stormwater Controls



Stormwater Controls



Ranking Feasibility and Effectiveness

Feasibility Assessment Criteria

- Cost (capital, ongoing)
- Political Willpower
- Property Rights
- Resource Availability (staff, equipment, etc.)
- Community Expectations (suitable uses for open spaces, aesthetics, etc.)
- Leverage (action is enhanced or enabled by other actions)

Effectiveness Assessment Criteria

- Ability to reduce pollutant loading
- Ability to disrupt transport pathways
- Scale/Scope (how broad or narrow is the reach of the action)
- Location

Budget and Implementation Timeline

Budget

- Total for Phase I: \$60,800
- Collected to Date: ~ \$67,000
- Surplus will support Phase II or Phase I project overruns

Timeline

- November 2015: Project initiated
- December 2015: Draft infrastructure review completed
- January 2016: Riparian buffer mapping completed
- April 2016: Draft riparian project area identification anticipated
- May 2016: Draft regulatory review anticipated
- August 2016: Feasibility and assessment ranking anticipated
- November 2016: Final review process anticipated

THANKS
FOR YOUR PARTICIPATION

Courts Steering Committee Update

By: Jeff Layman

Issue

- Should EV apply for a GOCO grant in 2016 for the completion of Phase II of the Pavilion Park renovation?
- Should EV use all, or a portion of, the approximately \$445,000 earmarked to build courts facilities in 2017 as matching funds for a GOCO grant application?

Background

EV began its renovation of Pavilion Park two years ago by replacing the playground. The first phase was completed using EV funds and a grant from Eagle County. We failed in our effort to obtain further GOCO funds. Phase II of this project was delayed due to a lack of funding.

Discussion

The Courts Steering Committee met on 8/11/16 and agreed to recommend to the BOG that EV apply for a GOCO grant and use the funds earmarked to build courts as matching funds for the grant application, **as long as** the matching funds remain available to build courts should the grant application fail. The grant would support our efforts to continue the renovation of Pavilion Park by building courts and Phase II of Pavilion Park. At this point, we don't know how much of the funds would be used for the match.

Sara Davis, Joe Histed, David Warner, Chuck Toms, Kari Corbin and Steve Barber serve on the committee with me as facilitator.

Financial Obligation

None at this time. If the BOG chooses to authorize the staff to pursue the grant, some or all of the funds earmarked for a tennis facility (approximately \$445,000) will be committed as a match in the application.

Recommendation

Based on the recommendation of the Courts Steering Committee, the BOG should direct the staff to pursue a GOCO grant for courts and Phase II of Pavilion Park using all, or a portion of, the approximately \$445,000 earmarked to build courts facilities in 2017 as matching funds for a GOCO grant application, **as long as** the matching funds remain available to build courts should the grant application fail.

Suggested Motion

"I move to direct the EV staff to prepare a 2016 application for a Great Outdoors Colorado grant for courts and Phase II of Pavilion Park using all, or a portion of, the approximately \$445,000 earmarked to build courts facilities in 2017 as matching funds, **as long as** the matching funds remain available to build courts should the grant application fail."

Potential Sales Tax Election, November 8, 2016

By: Jeff Layman and Ken Marchetti

Issue

Whether to conduct an election on November 8 for the purpose of requesting voter approval to implement a sales tax in EagleVail.

Background

Colorado statutes were recently amended to permit metropolitan districts in unincorporated areas to collect a sales tax upon receipt of the approval of the voters in the District. The tax can be used for roads, transportation and related safety matters. EagleVail is the only community in Eagle County with significant retail businesses that does not have a sales tax. The Finance Committee has recommended that the BOG consider referring this question to voters in November.

Discussion

Please see the attached memorandum from the Finance Committee presented at last month's BOG meeting and also refer to the July 21, 2016 meeting for information on this topic. Pursuant to direction from last month's Board of Governors meeting, the attached resolution calling for a special election ("Election Resolution") has been prepared by the District's legal counsel. Specific items of note are:

1. This has been called as an "independent mail ballot election" instead of a "coordinated election" with other elections in Eagle County. That is similar to last year's election which was conducted as an independent election. Holding an independent election enables the District to separate this topic from other ballot questions that will be presented to voters this fall. It is likely to be less costly to conduct a coordinated election because the costs will be shared by all entities participating. The cost of participating in the coordinated election is likely to be \$5,000.00-\$6,000.00, as estimated by Eagle County Clerk and Recorder Teak Simonton. The independent mail ballot election is estimated to cost around \$8,000. If we choose to do a coordinated election, an intergovernmental agreement is due by August 30, 2016.
2. The proposed ballot language is an exhibit to the Election Resolution. Items in the ballot language requiring a decision are:
 - a. The "not to exceed" 3% rate in the ballot is open to discussion and further consideration by the Board. The rate could be reduced to 2% or 2.5%.
 - b. The tax increase amount of \$700,000 has been estimated assuming a 3% tax rate. If the tax rate is reduced then this dollar amount should be reduced proportionately.
 - c. The highlighted language in the ballot is optional and can be included or excluded at the option of the Board.
3. There are likely to be other ballot initiatives involving taxes this November from other governmental bodies. Eagle County may refer two sales tax questions at 0.3% each for housing and childcare, while the school district is almost sure to have two issues that would raise property taxes to benefit school operations and to repair facilities.

Recommendation

"I move to"

1. Approve the Election Resolution to seek voter approval to levy a sales tax with a rate not to exceed _____% and either with or without the optional language;
 - a. Independent or Coordinated Election
2. Table the Election Resolution to seek voter approval to levy a sales tax until the next Board of Governors meeting (not later than September 8, 2016) while further information is being gathered; or
3. Table the Election Resolution to seek voter approval to levy a sales tax indefinitely.

EV BOG – Finance Committee
Memorandum

July 20, 2016

To: Board of Directors EagleVail Metropolitan District
From: GR Rufenacht, David Warner
Re: Proposed Consideration of Ballot Initiative to Implement Sales Tax

No action is necessary at the Board meeting on July 21, 2016.

The finance committee met Tuesday evening July 19, 2016, to discuss the possible imposition of a sales tax within EagleVail. Those in attendance discussed the merits of the sales tax and the possible uses for the additional revenue.

After considerable discussion, **the Finance Committee recommends** to the Board of Directors of the Eagle Vail Metropolitan District ("Board"):

The Board direct staff to prepare an election resolution to be considered at the August 18, 2016 regular meeting, proposing a sales tax sales in the EagleVail Metropolitan District boundaries, at a rate of 2.5% to 3.0 % to be voted on by eligible electors at the November 8, 2016, mail-in-ballot election. The actual rate should be determined by the board after additional consideration and input.

Preliminary and informal discussion with businesses within the boundaries of EagleVail suggests that there will be limited opposition to the sales tax. At a tax rate of 3%, the sales tax rate in EagleVail would still be less than most communities in Eagle County.

If the board were to decide to place the sales tax on the ballot this year, the following **key dates** are important (on or about):

- September 8, 2016; Ballot resolution must be adopted (60 days)
- September 22, 2016; Comments due - support of, or opposition to, ballot proposition.
- October 8, 2016; Mailing date for ballot Notice of Election; and Ballot.
- November 8, 2016; Election Date

The following information may also be important to the Board:

1. The estimated revenue from the proposed sales tax would conservatively be \$500,000 per year. The estimated aggregate sales revenues for products subject to the sales tax within the boundaries of EagleVail is approximately \$20 million per year. Approximately 40% of the sales estimates are from retail marijuana businesses in the EagleVail business district.

EV BOG – Finance Committee
Memorandum

2. Current Colorado Statute (32-1-1106. Special financial provisions) limits the use of these revenues imposed by a Special District to: i.) safety protection, ii.) transportation, or, iii.) street improvements.
3. Possible practical uses for these revenues within EagleVail might include signage and sidewalks in the business district, burying of powerlines in the business district, road or intersection improvements, and the possible construction of a chairlift from Eagle Vail to Beavercreek.
4. If approved by voters, the Board will have to discretion to decide when and how much of the sales tax to impose.
5. The finance committee also discussed the possible imposition of an excise tax on wholesale marijuana production (grows) within EagleVail. The finance committee recommends not proposing such a tax at this time. The reason for deferring action on the excise tax include possible confusion caused by two simultaneous ballot referendums, and, the relative small amount of possible revenues from an excise tax. The wholesale sale of marijuana in EagleVail is modest and difficult to estimate.
6. The finance committee had a consensus that most of the burden of the proposed sales tax would fall on customers within the business district who many of which are not residents in EagleVail.

The finance committee would also encourage the board to promptly notify the community of the possibility of this ballot initiative to encourage conversation and debate on its merits, including a eblasts, notice of public meetings and consideration of comments and concerns before adopting a resolution to initiate a ballot referendum.

Attachments

EAGLE-VAIL METROPOLITAN DISTRICT

A RESOLUTION CALLING FOR A SPECIAL ELECTION, AUTHORIZING AN ELECTION TO SEEK VOTER APPROVAL TO LEVY A SALES TAX PURSUANT TO SECTION 32-1-1106, C.R.S., AND APPOINTING A DESIGNATED ELECTION OFFICIAL

WHEREAS, the Eagle-Vail Metropolitan District (“**District**”) is a quasi-municipal corporation and political subdivision of the State of Colorado and a duly organized and existing special district pursuant to Title 32, Article 1, C.R.S.; and

WHEREAS, the Board of Directors of the Eagle-Vail Metropolitan District has determined and hereby determines and declares it to be in the interest of the District, its residents and taxpayers and the general public to levy a uniform sales tax and to collect, retain and spend all District revenues without regard to the restrictions set forth in Article X, Section 20 of the Colorado Constitution (“**TABOR**”) or any other law, in order to carry out the objects and purposes of the District; and

WHEREAS, the District is authorized pursuant to Section 32-1-1106, C.R.S., to levy a uniform sales tax, at a rate determined by the Board, upon every transaction or other incident with respect to which a sales tax is levied by the State that occurs within any area of the District that is not also within the boundaries of an incorporated municipality, subject to approval of the registered electors of the portion of the District in which the tax is to be levied, to fund all purposes authorized by law, including traffic and safety controls and street improvements; and

WHEREAS, due to the need to pay for District expenses, including street, traffic safety and transportation systems and services, and the necessity of creating a revenue source therefor, the Board of Directors of the District has determined and hereby determines that the public interest requires that the rate of the District sales tax should be up to 3% upon every transaction or other incident with respect to which a sales tax is levied by the State that occurs within any area of the District that is not also within the boundaries of an incorporated municipality; and

WHEREAS, it is necessary to submit to the eligible electors of the District the question of levying a sales tax and receiving and spending all District revenues, the Board hereby determines that such question should be presented to the District’s eligible electors at the election to be held on November 8, 2016 (the “**Election**”), in accordance with the provisions of the Special District Act (the “**Act**”), the Colorado Local Government Election Code (the “**Code**”), and TABOR; and

NOW, THEREFORE, be it resolved by the Board of Directors of the Eagle-Vail Metropolitan District in the County of Eagle, State of Colorado that:

1. A special Election of the eligible electors of the District shall be held on Tuesday, November 8, 2016, at which Election there shall be submitted to the eligible electors of the District a question which is attached as Exhibit A.

2. The Board hereby designates Kris O'Neill as the Designated Election Official for the conduct of the election on behalf of the District, and she is hereby authorized and directed to proceed with any action necessary or appropriate to effectuate the provisions of this Resolution and of the Act, Code, TABOR or other applicable laws. The Election shall be conducted in accordance with the Act, Code, TABOR, and other applicable laws. Among other matters, the Designated Election Official shall prepare and file the mail ballot plan, arrange for the required notices of election, including the TABOR Notice, appoint election judges, and direct that all other appropriate actions be accomplished

3. The Election shall be conducted as a mail ballot election in accordance with all relevant provisions of the Election Laws. The Designated Election Official shall prepare the Plan for conducting the mail ballot Election. There shall be no election precinct or polling place. All mail ballots shall be returned to the Designated Election Official's office, located at 538 Eagle Road, Avon, CO 81620.

4. If other special districts with overlapping boundaries of the District are conducting ballot issue elections on the Election day, the District is required to enter into an intergovernmental agreement with such special districts concerning the preparation and mailing of the TABOR Notice to the registered electors within the overlapping area. Designated Election Official is authorized to enter into such agreement on behalf of the District.

5. Pursuant to Section 1-11-203.5, C.R.S., any election contest arising out of a ballot issue or ballot question election concerning the order of the ballot or the form or content of the ballot title shall be commenced by petition filed with the proper court within five (5) days after the title of the ballot issue or ballot question is set.

6. If any part or provision of this Resolution is adjudged to be unenforceable or invalid, such judgment shall not affect, impair or invalidate the remaining provisions of this Resolution, it being the Board's intention that the various provisions hereof are severable.

7. Any and all actions previously taken by the Designated Election Official, the Secretary of the Board of Directors, or any other persons acting on their behalf pursuant to the Election Laws or other applicable laws, are hereby ratified and confirmed.

8. All acts, orders, and resolutions, or parts thereof, of the Board which are inconsistent or in conflict with this Resolution are hereby repealed to the extent only of such inconsistency or conflict.

9. The provisions of this Resolution shall take effect immediately.

ADOPTED this _____ day of August, 2016.

EAGLE-VAIL METROPOLITAN DISTRICT

By _____
Chuck Toms, Chairman

ATTEST:

By _____
Secretary

EXHIBIT A TO ELECTION RESOLUTION

INSERT BALLOT ISSUE/BALLOT QUESTION LANGUAGE

SHALL EAGLE-VAIL METROPOLITAN DISTRICT TAXES BE INCREASED \$700,000 IN 2017 AND BY WHATEVER ADDITIONAL AMOUNTS ARE RAISED ANNUALLY THEREAFTER BY THE IMPOSITION OF A SALES TAX BEGINNING JANUARY 1, 2017 AT A RATE NOT TO EXCEED [3.0%] (WHICH RATE THE BOARD MAY ADJUST UP AND DOWN ANNUALLY) UPON EVERY TRANSACTION IN THE DISTRICT UPON WHICH THE STATE IMPOSES A SALES TAX, FOR PURPOSES AUTHORIZED BY LAW, INCLUDING FINANCING, CONSTRUCTING, OPERATING AND MAINTAINING STREETS, TRANSPORTATION AND SAFETY PROTECTION IMPROVEMENTS AND SERVICES, INCLUDING [PARKING LOTS, TRAILS AND TRAFFIC CALMING IMPROVEMENTS, AND BUS SERVICES]?

The first part of the paper discusses the importance of understanding the cultural context of the research. It highlights the need for researchers to be sensitive to the values and beliefs of the communities they are studying. This is particularly important in the field of education, where cultural differences can significantly impact learning outcomes. The author argues that a one-size-fits-all approach to education is not only ineffective but also disrespectful to the diverse cultures of our world.

In the second part, the author explores the challenges of conducting research in non-Western contexts. One major challenge is the lack of standardized methodologies. What works in one culture may not work in another. For example, the use of individual interviews, which is common in Western research, may not be appropriate in cultures where community and family are more important than the individual. The author suggests that researchers should adopt a more flexible and participatory approach, involving community members in the research process.

The third part of the paper focuses on the ethical considerations of cross-cultural research. It emphasizes the importance of obtaining informed consent from participants, which may require a different understanding of what consent means in different cultures. The author also discusses the potential for exploitation, where researchers from wealthier countries may benefit from the research while the local community bears the costs. To avoid this, the author advocates for a collaborative approach where the research is conducted for the benefit of the community and not just for academic purposes.

Finally, the author concludes by calling for a more inclusive and culturally responsive research paradigm. This would involve recognizing the strengths and contributions of non-Western research traditions and integrating them with Western approaches. Only by doing so can we hope to develop a more complete and accurate understanding of the world and its people.

Director of Golf Update
August 18, 2016

The golf courses remain busy and Food and Beverage operations have been strong. As we enter the last half of Peak Season, we start to see the kids return to school, but still see our biggest “group” season with corporate outings and wedding parties coming through September. We are hopeful for dry weather and busy tee sheets!

- **Dynamic Pricing Tee Time Specials**

Please see included “Utilization Comparison” Report. This report shows the increase in booking/tee sheet utilization comparing 2015 to 2016 by hour of the day. The top section shows an increase in EVERY hour except the 2:00 hour during the peak season. I believe this shows the success of the implementation and we will continue to refine the tactics into the second half of our season. As explained in last month’s report, we have implemented the “dynamic pricing” tool in the tee sheet. This tool automatically calculates the utilization of the tee sheet based each hour of the day. It then automatically applies a discount (set by our staff) to tee times in less busy times. As those times fill up, the discounts are decreased. We are experimenting with different configurations with the goal of maintaining price integrity while filling slower times of day. These discounts are only applied to the current day and one day in advance.

- **Marketing/Advertising**

Please see included marketing report from KTC Consulting. We have made lots of updates to the website at www.eaglevailgolfclub.com and are building our online strategy for Social Media and email blasts. We have most of our print advertising planned and scheduled in the Vail Daily, various magazines, hotel information booklets and others. We also have television ads planned with Comcast on various channels and a 30 min show on Altitude TV (home of the Nuggets and Avalanche) called Golf at Altitude. We are constantly monitoring our ad budget to ensure the best use of our limited marketing budget.

- **At-a-Glance Financial Update**

Please see included spreadsheet. This report shows that so far, we are having a successful year as compared to 2015. We are up in all categories except for Punch Cards and a two golf passes. Golf rounds are up by 6% and Greens fee revenues are up by 10%, just over a \$50,000 increase to date. I attribute the decrease in punch card sales partially to the increase in daily fees by using the online booking system and daily specials. Although they may not purchase the 10-punch in advance, we are seeing an increase in the overall for rounds and greens fees by offering daily specials. You will also notice in the Key Performance Indicators that we are up in each of the four categories tracked, showing an increase in the GF per round and in incremental spending by those golfers who are here. Merchandise is up by \$16,600 and we will continue to work hard to manage inventory and move merchandise into the fall.

- **Growth of the Game Programs**

We have now completed two sessions of our First Tee camps with 79 kids in June and 50 in July. The program has been a huge success as children are introduced to golf at the practice facility and spend time on the par 3 course each of 4 days. Feedback from parents has been overwhelmingly positive and we are proud to be creating new golfers! The PGA Junior League team was also a success with 14 kids participating in weekly practices and matches. We recently finished our summer session of Beginning Golf through Colorado Mountain College. This year we had 14 adults in the class. Hosting this class is great exposure for EagleVail and we hope to have created some new golfers and future customers.

- **Willow Creek Par 3**

Please see the At-a-Glance Financial Update for comparison. The par 3 course is mostly on par with previous years but we have seen a slight decrease in rounds due to poor weather the past few weeks. Due to the \$1 per round increase, we see that Greens fees are up by 4% even with the 6% deficit in rounds. We hope to see some

good soccer/FootGolf Traffic as we enter the fall soccer season but as the kids are going back to school this week and vacationers are slowing down, we will have to work hard to catch up in rounds. We are planning to shorten the hours a bit to save some payroll in the slower times. New hours will be 10-6 M-Th, 10-8 Friday and 8-8 Sa-Su. This will help as we have lost our H.S. staffers and save payroll for the remaining 4 weeks of operations. The Par 3 will close on Sept 11th as planned.

- **Food & Beverage**

Please see the At-a-Glance report. To date, Food and Beverage is up almost \$23,000 in sales over this time last year. That is nearly 18% increase year over year. I hope this trend continues and attribute the increase to having added a large tournament early in the year along with the implementation of the EagleVail Rewards program. We recently distributed a new "To Go" menu throughout the business district and are making an effort to remind non-golfers that we are open to the public. As usual, we are experiencing high turnover in our staff as teachers and students return to school but are actively recruiting and will keep the positions staffed as planned.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Ben Welsh", written in a cursive style.

Ben Welsh

Utilization Comparison

EagleVail Golf Course

DOW: All Days

Data is effective as of: 8/9/2016 11:59:00 PM

Variance

	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	Total
% Utilized	50.0%	3.9%	6.0%	2.4%	2.2%	4.3%	4.2%	3.0%	-11.1%	9.5%	0.5%	-8.4%	0.1%	1.5%
Rounds Avail.	176	74	63	36	51	56	43	20	41	(12)	0	12	20	580
Rounds Filled	86	99	123	60	68	90	84	52	(116)	111	6	(97)	2	568
Rounds Unfilled	90	(25)	(60)	(24)	(17)	(34)	(41)	(32)	157	(123)	(6)	109	18	12
Revenue	\$2,459	\$5,364	\$1,445	(\$1,084)	\$10,281	\$7,180	\$8,167	\$3,495	\$2,110	\$5,124	(\$87)	(\$2,977)	(\$304)	\$42,173
Rev / Avail Round	(\$68.47)	\$3.63	(\$1.10)	(\$2.47)	\$5.88	\$3.97	\$5.26	\$2.24	\$0.98	\$4.36	(\$0.07)	(\$2.53)	(\$0.27)	\$1.63
Rev / Filled Round	(\$52.94)	\$3.03	(\$6.52)	(\$5.23)	\$5.54	\$2.11	\$4.52	\$1.09	\$8.02	\$0.92	(\$0.66)	(\$1.15)	(\$4.61)	\$1.50

Dates1: 6/17/2016-8/9/2016

	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	Total
% Utilized	50.0%	73.0%	76.7%	81.6%	79.7%	84.2%	72.6%	70.2%	55.3%	82.3%	34.5%	48.1%	6.2%	80.6%
Rounds Avail.	180	1236	1303	1296	1300	1300	1292	1268	1289	1232	1248	1240	1220	15,404
Rounds Filled	90	902	999	1058	1036	835	938	890	713	768	431	596	75	9,331
Rounds Unfilled	90	334	304	238	264	465	354	378	576	464	817	644	1145	6,073
Revenue	\$2,795	\$35,804	\$58,151	\$72,850	\$74,963	\$52,030	\$48,077	\$44,234	\$27,876	\$31,266	\$13,893	\$13,381	\$1,211	\$476,529
Rev / Avail Round	\$15.53	\$28.97	\$44.63	\$56.21	\$57.66	\$40.02	\$37.21	\$34.88	\$21.63	\$25.38	\$11.13	\$10.79	\$0.99	\$30.94
Rev / Filled Round	\$31.06	\$39.69	\$58.21	\$68.86	\$72.36	\$62.31	\$51.25	\$49.70	\$39.10	\$40.71	\$32.23	\$22.45	\$16.15	\$51.07

Dates2: 6/19/2015-8/9/2015

	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	Total
% Utilized	0.0%	69.1%	70.7%	79.2%	77.5%	59.9%	68.4%	67.2%	66.4%	52.8%	34.1%	56.4%	6.1%	58.1%
Rounds Avail.	0	1162	1240	1260	1249	1244	1249	1248	1248	1244	1248	1228	1200	14,824
Rounds Filled	0	803	876	998	968	745	854	838	829	657	425	683	73	8,763
Rounds Unfilled	0	359	364	262	281	499	395	410	419	587	823	535	1127	6,061
Revenue	\$336	\$29,440	\$56,707	\$73,934	\$64,682	\$44,850	\$39,910	\$40,739	\$25,765	\$26,142	\$13,980	\$16,358	\$1,515	\$434,356
Rev / Avail Round	\$84.00	\$25.34	\$45.73	\$58.68	\$51.79	\$36.05	\$31.95	\$32.64	\$20.65	\$21.01	\$11.20	\$13.32	\$1.26	\$29.30
Rev / Filled Round	\$84.00	\$36.66	\$64.73	\$74.08	\$66.82	\$60.20	\$46.73	\$48.61	\$31.08	\$39.79	\$32.89	\$23.60	\$20.75	\$49.57

EagleVail - "At a Glance" Financial update

As of: August 9, 2016

Opening Date: 4/18/2015 5/7/2016

Category	YTD 2015	YTD 2016	\$\$ Change	% change
Rounds	12,172	12,897	\$ 725	6%
Group Rounds (incl. charity)	663	1083	\$ 420	63%
Pinnacle Passholder Rounds	3267	3137	\$ (130)	-4%
Green Fees \$\$	\$494,845	\$545,292	\$ 50,447	10%
Cart Fees (spectator fees only)	\$3,350	\$3,605	\$ 255	8%
Range Fees	\$43,530	\$46,518	\$ 2,988	7%
Punch Cards	\$30,855	\$21,650	\$ (9,205)	-30%
Passes	\$174,892	\$172,398	\$ (2,494)	-1%
Punch and Pass combined	\$205,747	\$194,048	\$ (11,699)	-6%
Merchandise	\$107,890	\$124,532	\$ 16,642	15%
Merchandise Margin %	37.01%	34.97%	-2.04%	
Rental Clubs	\$28,645	\$29,450	\$ 805	3%
Food & Beverage Total	\$ 126,968.00	\$ 149,741.00	\$ 22,773	18%

Key Performance Indicators	2015	2016	\$\$ change	% change
Total GF Revenue per Round	\$ 40.65	\$ 42.28	\$ 1.63	4%
GF per round Non-Passholders	\$ 55.57	\$ 55.87	\$ 0.30	1%
Merchandise Per Round	\$ 8.86	\$ 9.66	\$ 0.79	9%
F&B per Round	\$ 10.43	\$ 11.61	\$ 1.18	11%

Willow Creek Par 3 Course

Par 3 Opening Date	5/22/2015	5/25/2016	
	2015	2016	
Golf Rounds	4175	3940	-6%
FootGolf Rounds	1523	1342	-12%
Total Rounds	7713	7298	-5%
Total Greens Fees	\$ 55,567.00	\$ 57,953.90	4%
Food & Bev	\$ 3,394.00	\$ 2,884.00	-15%
Rentals	\$ 5,543.00	\$ 5,398.00	-3%
Total Revenue	\$ 67,306.00	\$ 66,235.90	-2%



July 2016 Marketing Report

EMAIL

Date Sent	Sent	Delivery	Bounced	Open	Unique Opens	Open Rate %	Unsubscribe	Clicks	Click to Open
7/1/16	5,144	5,137	112	1,635	1,096	21.34%	27	67.00%	3.10%
7/12/16	5,232	5,231	2	2,133	1,269	24.26%	42	1.85%	7.47%
7/12/16	43	43	0	49	22	51.17%	0	2.33%	4.55%

WEBSITE TRAFFIC

DASHBOARD	JULY
Sessions	10,288
Users	6,592
Pageviews	26,875
Pages/Visit	2.61
Bounce Rate	36.28%
Average Time on Site	2:15 minutes
New Visits	58.08%
Top States	Colorado 6,402 Texas 1,492 California 235 New York 189 Illinois 179 Florida 149
Top Colorado Cities	Denver 1,788 Edwards 1,441 Vail 1,027 Avon 290 Boulder 251 Breckenridge 130

TRAFFIC SOURCES	
Organic Search	5,531
Direct	1,996
Paid Search	1,996
Referral	729
Social	36
Top Referring Sites	Vail.com 482 Eaglevail.org 75 Facebook.com 16
Top Search Engines	Google / organic 4,657 Bing / organic 479 Yahoo / organic 370
TOP CONTENT	Home 8,244 Book a Tee Time 6,352 Rates 2,623 About the Course 1,324 Willow Creek Par 3 924 Rates 727 Hole 1 714

PAY PER CLICK CAMPAIGN – GOOGLE ONLY

Total Clicks (July, 2016):	1,758
Total Spent:	\$784.29
Average Cost Per Click:	\$0.44

SOCIAL MEDIA

Facebook – last 28 days (July 15-Aug 11)

Likes: +29
Reach: 9,296 (+22%)
Post Engagement: 5,586 (-13%)
Largest Audience: Men ages 25-34 (26% of total)
Top Non-Boosted Posts: 7/10/16 Happy Open Championship Week! (Reach 513, engagement 34)
7/17/16 Locked up the Birdie! (Reach 422, engagement 10)
7/15/16 Can never be too safe out there! (Reach 407, engagement 87)
Top Boosted Posts: 7/14/16 Fish & Chips Special (Reach 1.3K, engagement 43, spend \$20)
7/27/16 Tonight: FOOT GOLF! (Reach: 1.2K, engagement 58, spend \$5)
7/21/16 Tonight! Don't miss Buckets & Brews (Reach 822, engagement 26, spend \$10)

Twitter

Total # of Tweets: 362 (10 in July)
Following: 408
Followers: 264 (+6 this month)

Google+ (last 30 days)

Views 31,700
Clicks to Website: 648
Total Clicks: 1,785 (See PPC info below)
Click for directions: 861
Clicks for phone calls: 276
Phone calls: 232

EagleVail Golf Courses & Parks

Management Report
August 10, 2016

Golf Courses:

- The golf courses are in excellent condition and continue to improve on a daily basis. It was a slow beginning with the cold wet spring but things have never looked better, especially the condition of the greens. We have received a lot of positive feedback from our guests on how good the golf course is playing.
- We have been working hard on the detail aspect of the golf courses which make EagleVail unique compared to other facilities in the valley.
- We have several golf course related projects scheduled for this fall - some of which carried over from this past spring and summer:
 - Minor repairs to the head-gate in the Eagle River.
 - Irrigation/Drainage projects.
 - Continue with vegetative/ weed management.
 - Clearing and chipping brush behind #16 green and #17 tees.
- Although we are still a month away from the "First Day of Autumn" it sure feels like it's just around the corner. The Par 3 Golf Course is scheduled to close on Monday, September 12th. Immediately following we will begin our fall cultural practices in preparation for winter.
 - Deep-Tine the greens at a depth of 8-10" using ¾" solid tines.
 - Aerification of greens using 1/4" coring tines on 1" spacing to maximize the amount of thatch material removed.
 - 2X topdressing with USGA spec sand to fill-in the holes.
 - 2X fall fertilization on the greens to amend current soil deficiencies and promote root growth.
 - 3X applications of fungicide to the greens and tees for the prevention of snow mold.
 - Aerification and fertilization of all tees.
- The same process will take place on the main golf course beginning Monday, October 3rd. This process is very important to help insure healthy turf for next year. The 18 hole golf course is scheduled to close this year on Monday, October 17th.

Parks & Fields:

- The parks and fields are in good condition for this time of the year. We continue to mow and trim all the turf on a regular basis.
- All the irrigation in West Park, Ptarmigan Park, Coyote Park, and Trout Pond Park remain on water restrictions imposed by ERW&SD.

Staff:

- Our staff does an excellent job maintaining the golf courses, parks, and fields. However, the past two years have been exceptionally challenging for us to hire and retain new employees. We have explored a variety of employment avenues with little to no success. From my understanding we are not alone in this challenge. We will continue to explore different options but feel free to let me know if you have any suggestions or input on ways/opportunities to attract new hires.

Water: (see attachments)

- We continue to monitor the waterways throughout the community on a daily basis. Current stream flows in the Eagle River and Stone Creek are just below normal for this time of the year.
- With the recent monsoonal rains we reduced our total irrigation needs by 8% for the month of July and beginning of August.
- According to the U.S. Drought Monitor there are no concerns for our area at this time.

We continually strive to provide our community and guests with the best recreational experience in the valley. I look forward to seeing everyone at the next board meeting. If you have any question or concerns please feel free to contact me at your convenience.

Steven H. Barber
Director of Parks & Golf Course Maintenance

USGS station: Eagle River near Minturn

07/31/2016 streamflow: 79 CFS, 93% of normal



EAGLE RIVER
WATER & SANITATION
DISTRICT

- Median since inception (1990-2015)
- Lowest year on record (2002)
- Current year



Historical median peak: 609 CFS, June 6

U.S. Drought Monitor

Colorado

August 2, 2016
(Released Thursday, Aug. 4, 2016)
Valid 8 a.m. EDT

Drought Conditions (Percent Area)

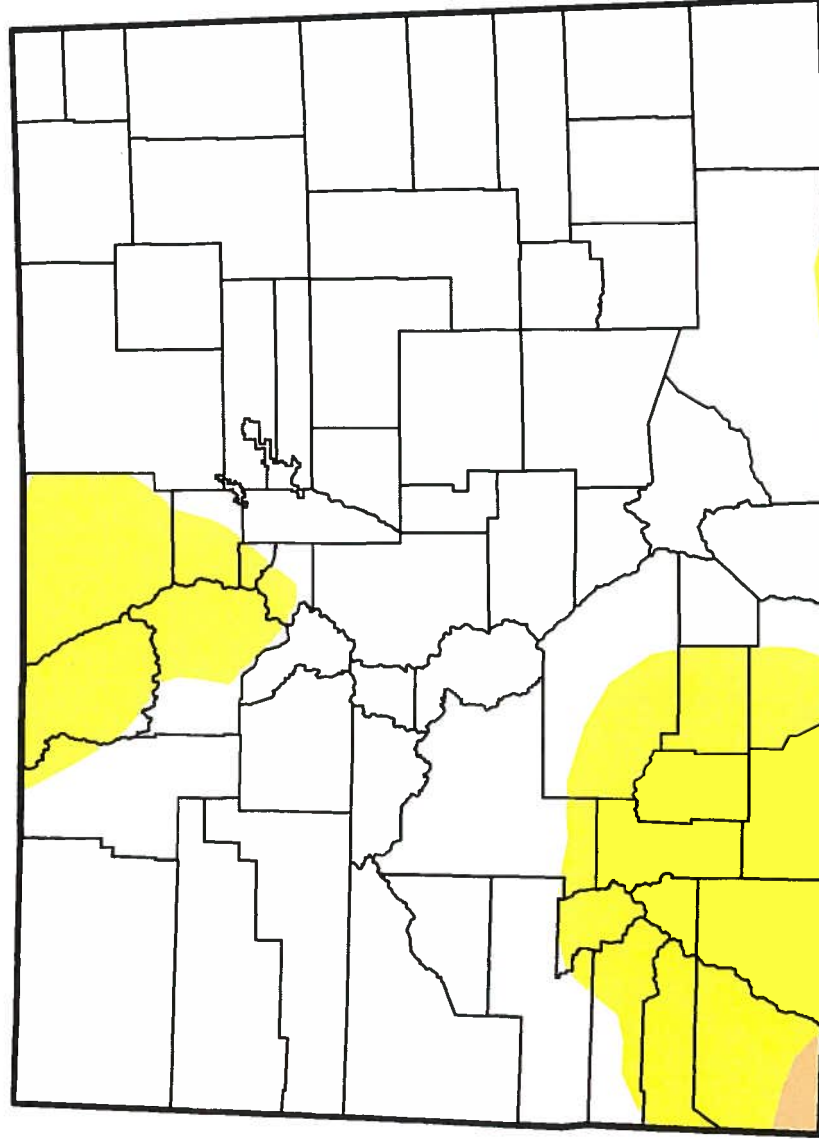
	None	D0-D4	D1-D4	D2-D4	D3-D4	D4
Current	80.95	19.05	0.38	0.00	0.00	0.00
Last Week 7/26/2016	80.95	19.05	0.38	0.00	0.00	0.00
3 Months Ago 5/3/2016	93.05	6.95	0.00	0.00	0.00	0.00
Start of Calendar Year 12/29/2015	90.02	9.98	0.00	0.00	0.00	0.00
Start of Water Year 9/29/2015	71.49	28.51	0.00	0.00	0.00	0.00
One Year Ago 8/4/2015	97.95	2.05	0.00	0.00	0.00	0.00

Intensity:



The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. See accompanying text summary for forecast statements.

Author:
Richard Tinker
CPC/NOAA/NWS/NCEP



EagleVail Community Playground Surfacing and Trout Pond Park Remodel

Prepared by: Steven H. Barber, Director of Parks and Golf Course Maintenance

Subject: The purpose of this briefing is to provide information about playground surfacing and to bring you up to date on the current plans for Trout Pond Park. This update is informational only and no recommendation is proposed at this time.

Background: *(see attachments)*

- Recently, there has been some discussion on rubber mulch and its use as a playground surface in our parks. Rubber mulch was first introduced to the parks in EagleVail back in the late 1990's. Specifically, Coyote Park and Trout Pond Park were surfaced with the "old school" small particle sized black crumb rubber mulch, which still exist today. To my knowledge there have been no complaints or health issues associated with the rubber mulch in these two parks. More recently, we have resurfaced both West Park and Pavilion Park using a larger sized rubber mulch. Rubber mulch is approved by the Consumer Product Safety Commission and the National Recreation & Parks Association as an option for playground surfacing.
- According to the United States Environmental Protection Agency "concerns have been raised by the public about the safety of recycled tire crumb used in playing fields and playgrounds in the United States. Limited studies have not shown an elevated health risk from playing on fields with tire crumb, but the existing studies do not comprehensively evaluate the concerns about health risks from exposure to tire crumb". The EPA has teamed with other organizations to further research the product. The study is currently underway and the result will be posted by the end of 2016.
- I have provided a list of approved playground surfaces as potential options as discussed at our last meeting. Playground surfaces must meet the required "critical fall height" requirement (ASTM F1292) and ADA/ABA accessibility guidelines for firmness and stability (ASTM F19551).

Next Step:

- We are scheduled to replace the outdated playground equipment in Trout Pond Park later this fall. This project also includes replacing the old rubber mulch surface that was installed nearly 17 years ago.
- Given the current discussion with surfacing, we plan to move forward with the project and install the equipment later this fall. We will postpone the installation of any surfacing until the spring of 2017 when we will have the benefit of the current EPA study. The playground equipment would be temporarily fenced off for the winter. This process is very similar to what we did in Pavilion Park.
- Once the EPA study is made public, we can discuss with the Board how to move forward based on findings from current research and recommendations from those who set the standards and guidelines for playground safety.

Consumer Product Safety Commission Playground Safety Handbook

(Approved Playground Surface Options)

1. **Engineered Wood Fiber:** (*Loose fill material*). Engineered wood fiber is a popular approved playground surface. However, it will require ongoing raking and occasional topping off during its lifetime due to compaction and decomposition. This maintenance will help ensure the correct material depth for compliance with safety and accessibility standards. Once the newly installed EWF has settled, it forms a “knitted” layer that is designed to support a variety of mobility devices including wheelchairs, crutches, and walkers.

Benefits:

- Provides superior fall attenuation
- Low installation cost
- Attractive, natural look

Basic Specifications:

- Manufactured of size-controlled softwoods and/or hardwoods that average 1”-2” in length and contain a maximum of 15% fine particles to aid in knitting.
- Contains minimal bark and is free of twigs, leaf debris, and other organic material. This product meets all applicable ASTM standards.

2. **Recycled Rubber Mulch:** (*loose fill material*). Made from recycled tire material, rubber mulch offers the best impact absorbing properties of all loose fill surfaces. Despite the somewhat higher initial investment, recycled loose fill rubber can be more economical than Engineered Wood Fiber since it doesn’t decompose, requiring fewer top-offs. Loose fill rubber drains well and will not attract insects or animals.

Benefits:

- One of the highest impact attenuation ratings
- Soft-touch, splinter free
- Doesn’t decompose

Basic Specifications:

- Rubber chunks comprised of 100% recycled tire rubber
- Most playground installations utilize six inches of loose fill rubber
- This product meets all applicable ASTM and IPEMA standards.

3. **Interlocking Tiles:** (individually glued to sub-base). Rubber tiles offer superior shock absorption, low maintenance, long wear, and accessibility. Interlocking tiles are expensive compared to other approved playground surfaces. They are great for indoor applications in addition to outdoor since there is no on site mixing required. Tile utilizes adhesive to firmly lock each tile into place.

Benefits:

- Use indoors or outdoors
- Interlocking tiles help ensure installation accuracy and security over time
- Easy to repair -- only the damaged tile needs to be removed and replaced
- Highly accessible surfacing option

Basic Specifications:

- Solid colors and multi-colored tiles
- Various thicknesses for your playground’s fall height
- Sub-base should be concrete, asphalt, or compacted subbase aggregate with suitable drainage

4. **Poured in Place Rubber:** A popular unitary surface choice, Poured in Place (PIP) Rubber is one of the best surfaces for ADA accessibility. A wide range of colors allows you to add an element of graphic fun to the playground by creating inlaid shapes and themed designs. PIP utilizes trained and certified installation crews to produce a surface that is attractive and durable. Although PIP carries one of the highest initial investment costs, it is often offset by lower maintenance costs over the life of the product.

Benefits:

- One of the most accessible options available
- Ideal for themed graphics to add play value and color
- Easy to clean – remove foreign objects with a leaf blower

Basic Specifications:

- Comprised of two layers: a cushion layer made of clean, recycled tire rubber; and a decorative wear course layer comprised of fine virgin EPDM or TPV granules
- Choose from various binder options to meet your site specific needs
- To be installed over asphalt, concrete, or compacted sub-base aggregate
- Cushion layer thickness is customized on site to meet your play equipment's unique and varying fall heights, saving you money

5. **Artificial Turf:** synthetic grass brings the look of nature to your play environment. In playground applications a cushion layer is added for additional fall height protection. After the synthetic grass layer is installed, infill rubber mix is worked in among the blades to discourage blade flattening and help reduce surface temperature. When properly installed, synthetic grass offers adequate drainage, cushioning, long wear, and ADA accessibility in playground applications.

Benefits:

- Anti-microbial, no allergens associated with natural grass
- Cooler surface temperature than many unitary surface types
- Never requires watering or mowing
- Drains quickly following a rain so children can play sooner without the worry of damage

Basic Specifications:

- Installed by trained and certified installation crews
- Comprised of two layers: a cushion layer made of rubber buffing's and urethane or porous closed-cell composite material; and a top layer
- Comes in various face weights and pile heights to meet site-specific needs
- Three types of infill available

6. **Other Considerations:**

- Sand, Pea gravel and wood chips/mulch (as long as they meet standard requirements)



Federal Research on Recycled Tire Crumbs Used on Playing Fields

Background

Related Links

- Federal Research Action Plan on Recycled Tire Crumbs Used on Playing Fields and Playgrounds
- Public Comment Now Closed: Federal Register Notice for Select Tire Crumb Studies
- Tire Crumb Questions and Answers
- Tire Crumb and Synthetic Turf Field Literature and Report List (November 2015)
- 2008 EPA Limited Scoping-Level Field Monitoring Study of Synthetic Turf Fields and Playgrounds
- Public Webinar Recording: Overview of the Federal Research Action Plan

Get EPA's Tire Crumb Research Updates

sign up

Concerns have been raised by the public about the safety of recycled tire crumb used in playing fields and playgrounds in the United States. Limited studies have not shown an elevated health risk from playing on fields with tire crumb, but the existing studies do not comprehensively evaluate the concerns about health risks from exposure to tire crumb.

Federal Research

On February 12, 2016 the U.S. Environmental Protection Agency (EPA), the Centers for Disease Control and Prevention/Agency for Toxic Substances and Disease Registry (ATSDR), and the U.S. Consumer Product Safety Commission (CPSC) launched a multi-agency action plan to study key environmental human health questions.

This coordinated *Federal Research Action Plan on Recycled Tire Crumb Used on Playing Fields and Playgrounds* includes outreach to key stakeholders, such as athletes and parents, and seeks to:

- Fill important data and knowledge gaps
- Characterize constituents of recycled tire crumb

- Identify ways in which people may be exposed to tire crumb based on their activities on the fields.

The Federal Research Action Plan includes numerous activities, including research studies. While additional research questions may require evaluation beyond this year, the information will help answer some of the key questions that have been raised. By late 2016, the agencies will release a draft status report that describes the findings and conclusions of the research through that point in time. The report will also outline any additional research needs and next steps.

Get Involved

Some studies that are a part of the *Federal Research Action Plan on Recycled Tire Crumb Used on Playing Fields and Playgrounds* were available for public comment through a Federal Register Notice. The purpose of the studies is to evaluate and characterize the chemical composition and use of synthetic turf with crumb rubber infill and exposure potential to constituents in crumb rubber infill. For example, one study that was listed in the Federal Register Notice plans to gather data from facilities with fields that contain tire crumb materials, and another study plans to gather activity data from persons who routinely perform activities on artificial turf fields with tire crumb. The number of fields that will be sampled as well as the number of field users who will be surveyed were described in the Federal Register Notice.

Existing Research and Information

Other federal, state, and local government agencies have conducted limited studies on artificial turf fields. For example, from 2009-2011, New York City and the states of New York, Connecticut and New Jersey conducted studies on tire crumb infill and synthetic turf. Also, in 2008 and 2009 the Consumer Product Safety Commission and the Agency for Toxic Substances and Disease Registry evaluated synthetic turf “grass blades” in response to concerns about lead exposure. Their evaluations estimated that any potential releases of toxic chemicals from the grass blades, such as lead, would be below levels of concern. In 2008, EPA conducted a limited Scoping-Level Field Monitoring Study of Synthetic Turf Fields and Playgrounds. The purpose of the limited study was to test a method for measuring possible emissions from using synthetic turf on playgrounds and ball fields, not to determine the potential health risks of recycled tire crumb in playgrounds or in synthetic turf athletic fields.

Limited studies have not shown an elevated health risk from playing on fields with tire crumb, but the existing studies do not comprehensively evaluate the concerns about health risks from exposure to tire crumb

EPA has developed a *Tire Crumb and Synthetic Turf Field Literature and Report List* (Nov. 2015). It is an extensive, although not exhaustive, survey of the literature from the past 12 years.

Last updated on July 26, 2016



Tire Crumb Questions and Answers

Q: What research is included in the Federal Research Action Plan?

The plan includes four research activities. 1) Outreach to key stakeholders, states, relevant federal agencies and others - EPA, CDC/ATSDR, and CPSC will convene discussions with other agencies that have researched tire crumb or have research underway, agencies that can provide expertise to inform the federal study and have discussions with key groups including tire crumb manufactures, coaches and athletes. 2) Conduct a data gaps analysis - EPA, CDC/ATSDR, and CPSC will evaluate the existing scientific information related to recycled rubber tire crumb used in artificial turf fields to build on current understanding of the state-of-the-science and inform the research activities. 3) Characterize and test tire crumb materials - EPA, CDC/ATSDR, and CPSC will test different types of tire crumb (samples from newer and older fields, for example). These tests, along with existing scientific information from the literature, will help us better understand the tire crumb materials. 4) Develop exposure scenarios - EPA, CDC/ATSDR, and CPSC will conduct several activities to better understand potential exposures that may occur when athletes, and others use artificial turf fields. This work will consider all possible ways that one may be exposed – including by breathing, unintentionally ingesting, or touching tire crumb or the chemicals in tire crumb.

Q: Which agencies are involved with the research?

This plan is led and chiefly implemented by the US Environmental Protection Agency (EPA) and the Centers for Disease Control and Prevention's National Center for Environmental Health/Agency for Toxic Substances and Disease Registry (CDC-NCEH/ATSDR), in cooperation with the US Consumer Product Safety Commission (CPSC) and other agencies. Other agencies such as National Institute of Environmental Health Sciences, the U.S. Department of Defense and California's Office of Environmental Health Hazard Assessment will provide expertise, facilities and/or sharing of information.

Q. When will the research begin and when will it end?

The research is currently underway and the plan is to release a status report with the summary of findings by the end of 2016. Some of the studies that are part of this research plan were posted for public comment (closed May 2) through a Federal Register Notice. We encourage you to review the Federal Register Notice to review the proposed studies and the public comments submitted. A link to the closed Federal Notice is posted to EPA's tire crumb research website - www.epa.gov/tirecrumb. Comments submitted through the Federal Register Notice are helping to better define the study which could impact the timeline. While this effort won't provide all the answers, the information will help answer some of the key questions that have been raised about tire crumb used in artificial turf fields and will provide a better understanding of potential exposures that athletes and others may experience by using these fields. Depending upon the findings, available resources and other considerations, additional research beyond the first year may be conducted. It is also important to note that the research is being conducted within an ambitious timeframe.

Q. Where are the fields located that will be studied?

Some of the studies that are part of this research plan were posted for public comment through a Federal Register Notice (available at Regulation.Gov). The proposed number of fields that will be sampled as well as the number of field users who will be surveyed are described in this Federal Register Notice. Once the public comments are reviewed and incorporated into the plans for the study, the number of fields and field users will be finalized.

Q. How can I get involved and find out more information about this research?

Two research studies associated with the Federal Research Action Plan were posted for public comment (closed May 2) through a Federal Register Notice (available at Regulation.Gov). You can review the closed Federal Register Notice and public comments received. The Federal Notice is posted to EPA's tire crumb research website - www.epa.gov/tirecrumb.

Q. How is the Federal Government working with California?

California's Office of Environmental Health Hazard Assessment, under contract from CalRecycle, is conducting a comprehensive evaluation of tire crumb. This evaluation is being designed to deliver the kind of information states, communities and parents are looking for so they can make better informed decisions for their communities and their families. EPA, CPSC and other federal agencies are working with the California's Office of Environmental Health Hazard Assessment to provide our expertise to assist with their evaluation of tire crumb.

Q. What advice do you have for communities who are concerned about tire crumb?

We recognize that communities, parents and state and local officials are concerned about tire crumb used in artificial turf fields. That's why EPA, ATSDR, and CPSC are launching this coordinated federal effort: to fill important data gaps, particularly with respect to understanding potential exposures to chemicals in the tire crumb. The study's findings will provide a better understanding of potential exposures that athletes, young children and others may experience by using these fields. While this one-year study won't provide all the answers, the information will help answer some of the key questions that have been raised.

Q. Are there any alternative materials/products that can be used?

EPA is aware of a few alternatives to tire crumb that can be used as infill in artificial turf, such as the use of organic materials like sand, coconut husks, or cork. In addition, CPSC has advocated that the public and homeowners use shredded mulch, pea gravel and other materials to create a shock-absorbing surface under backyard and public playgrounds.

Q. Who regulates the management and disposal of used tires and defines a product as a solid waste?

State and local governments are the primary agencies for regulating the management of used tires and have been responsible for assessing the environmental and public health impacts and challenges of managing tire piles, which can be vectors for mosquitoes and/or at risk for tire fires.

Q. How is tire crumb produced?

Tire crumb is manufactured by reducing scrap tires down to various sizes depending on its intended application and market use and by removing 99 percent or more of the steel and fabric from them. The tire crumb is classified by sifting screens that return oversize pieces back into the reduction

process. Magnets are used throughout the process to remove the wire and other metal contaminants and air separators are used to remove the fabric. The American Society for Testing Materials (ASTM) has standards for specifying different size ranges for tire crumb applications. ASTM D5603 Standard Classification for Rubber Compounding Materials-Recycled Vulcanizate Particulate and ASTM D5644 Test Methods for Rubber Compounding materials-Determination of Particle Size Distribution of Recycled Vulcanizate Particle Rubber.

Q. States and other organizations have done studies on tire crumb. What have they concluded?

Current information from a number of studies does not show an elevated health risk from playing on fields with tire crumb. However, these studies do not comprehensively address the concerns about the potential health risks associated with exposure to tire crumb.

Q. Will the results of all of this research be made public? Will states be given access to help them make decisions about use?

A. By the end of 2016, the agencies anticipate releasing a draft status report that describes the preliminary findings and conclusions of the research through that point in time. The draft status report will summarize the agencies' progress in: (1) Identifying key constituents of concern in recycled tire crumb used in artificial turf fields; (2) Assessing potential exposures to potentially harmful constituents; (3) Conducting an initial evaluation of potential cancer and non-cancer toxicity of key chemical constituents; and (4) Identifying follow-up activities that could be conducted to provide additional insights about potential risks. The results of the preliminary work on recycled tire-derived playground surface materials will also be described. The report will also outline any additional research needs and next steps.

Q: What are the various markets for crumb rubber?

A: In the U.S., markets for crumb rubber include new rubber products, playground and other sports surfacing, and rubber-modified asphalt. The crumb rubber used in these ground rubber applications consumed 975,000 tons of scrap tires in 2013, or about 25% of the volume of scrap tires generated. Sports surfaces accounted for 17% of crumb rubber use.

Ground Rubber Markets

Molded/Extruded Rubber Products (e.g. rubber gaskets)	33%
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Playground Mulch	31%
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Sports Surfaces	17%
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Asphalt	7%
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Automotive 6%

Export 6%

Source: Rubber Manufacturers Association: 2013 U.S. Scrap Tire Management Summary

Last updated on May 3, 2016

From: Sara Steel Davis
Sent: Tuesday, July 19, 2016 12:48 PM
To:

Subject: The Dangers of Crumb Rubber

On January 11, 1964, Luther L. Terry M.D., Surgeon General of the United States Public Health Service, released the first report about smoking and health. Based on more than 7,000 articles related to smoking and disease available in biomedical information, it concluded that smoking is a cause of lung cancer and laryngeal cancer in men, a probable cause of lung cancer in women and the most important cause of chronic bronchitis.

Fast forward fifty two years later, we know the dangers of tobacco and cigarette smoking and the causal effects from doing so. But the acceptance of this link was long coming and denied by many. It took many years, and cost many lives, before the link between smoking and the consequences of disease were finally accepted.

This brings me to my current concern. On May 12, 2016, there was a report on CBS evening news about the possible link between crumb rubber and cancer - especially in young children. Much to my dismay, I discovered that Eagle-Vail has used this "rubber" on the Pavilion playground. Just as the safety of cigarette smoking was debated over fifty years ago, crumb rubber, which is chopped up old tires, is being debated now. Many school districts in Colorado and other states have used it when they installed new artificial turf fields. Playgrounds have used it too. Consumers like it for a variety of reasons: It's bouncy, tires are cheap and easy to maintain over the long run and it does not degrade like other organic material. Furthermore, some states have even incentivized repurposing old tires to keep them out of landfill.

However, controversy about crumb rubber safety dates back at least ten years in Colorado. Dr. Mark Anderson, a pediatrician at Denver Health, received a call from a mother who lived in the mountains and was concerned about the crumb rubber used on the playgrounds where her children played. She was finding fibers

collecting in her dryer. In January of 2006, Dr. Anderson published an article in the Journal of Environmental Health Perspectives entitled "A case study of the tire crumb use on playgrounds: Risk analysis and communication when major clinical gaps exist". He was the first to document how little we know about crumb rubber. In addition, a retired EPA toxicologist, Suzanne Wuerthele, said that the EPA "did not do their homework before endorsing tire crumb for school yards." While at the EPA's Denver office, she said it was "a major red flag" when she learned that potentially hazardous tires were chopped up into small pieces making them easier to absorb. Wuerthele further said, "it fails the stupid test, you don't have to be a toxicologist to say this doesn't look right." She eventually published a memorandum detailing potential risks of crumb rubber which include: pulmonary toxicity, systemic toxicity and pulmonary sensitization to latex.

As far back as 2014, in a bond document, DPS facilities management, concerned with reports of the growing number young people developing cancers from playing on crumb rubber fields, recommended that all new fields should be built with "an alternative composition". The New York City Parks Department installed its last crumb rubber turf in 2008. Los Angeles Unified School district installed its last crumb rubber turf in 2009. Recognizing there is an ongoing debate about its safety, some believe an alternative product is a safer way to go.

As the debate about the safety of using old tires for playgrounds and play fields continues, the EPA has now retracted its earlier assurance that crumb rubber is safe. The concern is that children go to these playgrounds and play fields on a daily basis and there is a cumulative exposure buildup in their bodies from these toxic chemicals which can result in a buildup of cellular damage that's caused by these chemicals. This can result in disease years or decades later.

It is particularly concerning when young children put these rubber chips in their mouths and leave the playground covered in black after playing on it. Children should never knowingly be put into a situation where they are in close contact with carcinogenic chemicals.

Before any definitive information regarding the safety of doing so, and for reasons beyond my understanding, in order to keep tires out of landfill and to repurpose them, grinding the tires up and using them for playgrounds and play fields was considered a great solution and began to be used. I am deeply concerned that Eagle-Vail has allowed these chopped up tires to be used on our playgrounds without thoroughly researching the health risks. According to the EPA, chemicals that are found in tires include:

benzene, Mercury, styrene-butadiene, polycyclic aromatic hydrocarbons, and arsenic among several other chemicals, heavy metals and other carcinogens. Further studies have found that crumb rubber can emit gases that can be inhaled, and when it gets hot, it can increase the chances that volatile organic compounds (VOC's) and chemicals can "off-gas" or leach into the air.

The safety of crumb rubber continues to be debated. Some doctors and toxicologists believe that the previous studies are limited and insufficient to determine conclusively that shredded rubber surfaces are safe. In addition to Michael Blumenthal, a former Vice President of the Rubber Manufacturers Association, there are some parents, city planners, and school administrators who believe that it's an appropriate material to be used for playgrounds and play fields and it's the safest thing for a child to fall on to.

In a recent decision, acknowledging a lack of definitive information regarding the safety of crumb rubber, but recognizing and being concerned about the unusually high number of cancers in young soccer players who had grown up playing on crumb rubber fields, the Telluride School District decided to build a sand-based artificial turf field and to not use crumb rubber. Since 2014, reports began emerging about the safety of crumb rubber and Amy Griffin, a University of Washington soccer coach started making a list of young soccer players who had played on crumb rubber and have been diagnosed with cancer. At present, there are 217 young people.

The crumb rubber industry, like the tobacco industry of the '60s, discounts any concerns about this product causing cancer or any other illness. Filters and low tar and nicotine didn't help to mitigate the dangers of tobacco and smoking. According to Stephen Jewell, from Academy Sports Turf, there is a more expensive form of crumb rubber called "CushionFall" which "is a polymer that they coat the rubber with and it's supposed to reduce the volatile compounds by up to 80%". (It appears that the industry seems to know there are some health risks if they are trying to reduce the volatile compounds.)

I only wish that Eagle-Vail had made the same decision as Telluride. Parents need to know this information and then make their own decision about their children's safety. There should never be any more crumb rubber used on the playgrounds in Eagle-Vail. I'll take old swings and sand playgrounds over anything with crumb rubber chips.

Therefore, I ask that steps be taken, so that other parents and grandparents of Eagle-Vail are made aware of this risk; they must be allowed to make their own informed decisions, as to whether or

not they are willing to take the risk of exposing their children to these potential carcinogens. At a minimum, the above information should be circulated by an eblast and a Warning Notice should be posted at each playground to inform users of the potential risk. This information needs to be passed along to anyone with children.

I further request that steps be initiated to remove the product from our community. I would also ask that whoever designed or recommended the use of crumb rubber in Eagle-Vail be requested to pay the cost for the replacement of the surface so that Eagle-Vail residents do not have to pay for their lack of due diligence in recommending such a controversial product. Please make this removal a priority. The safety of our children should be our highest precedence.

Respectfully,

Sara Davis

Jeff Layman

From: Sara Steel Davis
Sent: Wednesday, July 20, 2016 9:55 AM
To: Kris O'Neill; Jeff Layman; Chuck Toms; Judd Watts
Subject: Agenda

Hi Kris-

I'm hoping that the crumb rubber issue might be added to the agenda for tomorrow night or, if it's too late for tomorrow's meeting, for the next month's board meeting. If my letter can be attached to the distributed information, I'd appreciate it. I truly believe that until we know that crumb rubber is safe, we should do as Telluride did, and avoid the stuff. It needs to be addressed.

Thank you,
Sara Davis

Sent from my iPad

Jeff Layman

From: Sara Steel Davis
Sent: Friday, July 22, 2016 3:23 PM
To:
Cc:

Subject: Re: The Dangers of Crumb Rubber

Jeff-

I appreciate that you gave this matter brief attention at the meeting last night. Your email that I received yesterday afternoon does not address the issue I'm concerned about. It appears to be an attempt to explain incomplete safety/health research about the product.

The ASTM, as I understand, is a series of committees that establish criteria for products, services, materials and systems of interested industry members who vote on a standard. Further, the two ASTM standards that you reference have absolutely nothing to do with the toxicology issue. I'm sure that crumb rubber gives great impact protection and is great to walk on. I believe my concerns warrant attention. Recognizing that the EPA has withdrawn its approval of crumb rubber until it can better determine whether it is safe or not, I found Pedro's dismissal of this matter reckless. Research is presently underway with a plan to release a status report with a summary of findings by the end of 2016. Along with the U.S. EPA, those involved with the research include the Centers for Disease Control and Prevention, National Center for Environmental Health/Agency for Toxic Substances and Disease Registry (CDC-NCEH/ATSDOR), in cooperation with the U.S. Consumer Product Safety Commission (CPSC) and other agencies. In addition, National Institute of Environmental Health Services, the U.S. Department of Defense and California's Office of Environmental Health Hazard Assessment will provide expertise, facilities and other sharing of information. The research aims to characterize and test different types of tire crumb materials, develop different exposure scenarios and will consider all possible ways that someone is exposed which includes breathing, unintentional ingesting, or touching tire crumb or the chemicals in tire crumb.

I am aware that Steve Barber has been given the task of presenting three alternative playground surfaces at the next meeting. But, I am still wondering, will Eagle-Vail do anything to inform the public about the potential risks? And, secondly, recognizing that initial concerns about crumb rubber were raised at the EPA field office in Denver a decade ago, why was the choice of surface not carefully evaluated and studied for these issues - in addition to the ones you referenced - by the architecture/design professionals, and why were the Board members asked to approve it, not advised about the controversy?

Respectfully,
Sara Davis

Sent from my iPad

On Jul 21, 2016, at 1:59 PM, Jeff Layman

wrote:

All,

This email is in response to the recent email sent by Sara Steel Davis and her expressed concern about the use of crumb rubber on our playgrounds.

Our first priority in planning and constructing our parks and playgrounds is the safety of all and to protect our children from harm. There are many standards to which we must comply when designing and building a playground. Two of them are taking care to match the surfacing to the elements employed to protect children from falls, and to insure that people using mobility devices can move through the playground. The rubber mulch that we have selected for our playgrounds meets both of these standards according to ASTM*.

Rubber mulch was first introduced to EagleVail parks in the late 1990's. Specifically, Coyote Park and Trout Pond Park were surfaced with the "old school" smaller particle sized rubber mulch. These playgrounds and their surfacing still exist today. We do not believe any concerns or health issues associated with the rubber mulch in these two parks have been expressed until now.

More recently, we have resurfaced both West Park and Pavilion Park playgrounds using a larger sized rubber mulch. Currently, rubber mulch is approved by the Environmental Protection Agency, Consumer Product Safety Commission and the National Recreation & Parks Association as a recommended option for playground surfacing. All of the new playground equipment in Pavilion Park, including the rubber mulch surfacing, was approved by the Parks Committee and by the BOG.

Extensive research has gone into the selection of the best and safest product for our playgrounds. We have attached a couple of documents that may be helpful. Additionally, we are aware that the EPA is again reviewing the research work done to date and will present another report later this year.

We plan to discuss this topic briefly at tonight's meeting under "Other Business" and should members of the Board like further information, we can add it to a future Board meeting agenda.

* **ASTM International** is an international standards organization that develops and publishes voluntary consensus technical standards for a wide range of materials, products, systems, and services.

ASTM F1951-99 states that rubber mulch meets ADA accessibility standards as a playground surface

ASTM F1292-13 certifies that rubber mulch meets critical fall height protection requirements

Thanks,

Jeff and Steve

From: Sara Steel Davis

Sent: Tuesday, July 19, 2016 12:48 PM

To:

Subject: The Dangers of Crumb Rubber

Jeff Layman

From: Sara Steel Davis
Sent: Friday, August 12, 2016 11:05 AM
To: Jeff Layman; Kris O'Neill
Subject: Agenda question

Jeff-

Recognizing that Steve Barber was given the task of presenting three alternative playground surfaces, rather than crumb rubber, at the next board meeting, I am assuming that you have it on the agenda for Thursday, August 18th. Please know that I am still wondering, and waiting for an answer, will Eagle-Vail do anything to inform the public about the potential risks? And, secondly, knowing that initial concerns about crumb rubber were raised at the EPA field office in Denver a decade ago, why was the choice of surface not carefully evaluated and studied for these issues - in addition to the ones you referenced - by the architecture/design professionals, and why were the Board members asked to approve it, not advised about the controversy?

Thank you,
Sara Davis

Sent from my iPad

Administrative Staff

Manager's Report
August 18, 2016

POA Update:

- A total of \$10,402.42 was collected in dues in July. There are eight (8) homeowners that owe for 2015 and 2016, twenty one (21) homeowners still owe dues for years past 2015 and eighteen (18) homeowners have payment arrangements.

Other Administrative Business:

- Summer is dwindling quickly! Swim Team just had their end of season banquet on August 8, 2016 and it was a lot of fun for all that attended! Our swim team coach, Claire Altenau, along with our pool manager, Joey Roberts, and several of the pool staff, did a fabulous job putting it together. There is one more Moonlight Swim this season scheduled for September 3, 2016, 8:00-10:00pm. Please plan on attending!
- The EagleVail Luau was a great success! Everyone really enjoyed the food and music! Our next event is the Crawfish Boil and will be held on August 19, 2016, 4:30-6:30pm at the Pavilion. The final ice cream social of the year will be held on September 2 at Trout Pond Park from 4:00-5:00pm. We would love to see all of you there. Don't miss out on all of this great summer fun in EagleVail!

Our next meeting will be the Special Meeting on September 1, 2016 at 5:00pm at the **EagleVail Pavilion**.

Respectfully,

Kris O'Neill
Manager of Human Resources & Administration

Manager's Report: Jeff Layman

CDOT Update

I've been corresponding with Karen Berdoulay, our new CDOT Resident Engineer about the condition of US Hwy 6 through EV. As we all know, it is in rough shape in spots and needs striping. She got back to me last month with news that we'll be waiting for a while before we get an overlay and/or reconstruction. Unfortunately our section of road wasn't selected for a FY 2020 (July 1 2019-June 30 2020) project, but she said it is now on their radar. She said that our lobbying helped in that effort. If we're able to get it on the list next year, the project can potentially be accelerated by four years, if necessary. Design on this stretch may take some time due to the fact that updated ADA ramps are necessary, not to mention bike path improvements, if the US 6 option is chosen (see Ellie Caryl's presentation at the August 18, 2016 BOG meeting).

Striping 6 was scheduled for the fall. I pointed out that cyclists and drivers alike could use the striping during our busy times this summer. She has asked the folks who do that work to re-evaluate their timeframes. I was told that they would move it up in their schedule, but to date, they have not been here. I've followed up with her.

Eagle River Water and Sanitation District

The District discovered and repaired a leak on the service line that supplies water to a residence located to the west and below the tanks at the top of Whiskey Hill. They had some difficulties due to the depth of burial of the service line and the constraints of working in that area. The repairs have been completed and they are restoring the site including doing an asphalt overlay, road clean up and hydro seeding of native vegetation. Expect to see construction vehicles in and out of that site until then.

Walkability to Transit

Stephen Lloyd Wood, a West EV homeowner has approached me about the need that he sees to improve the walkability for West EV residents to access transit services. With the building on the last lot on Deer Blvd as it backs up to Hwy 6, the closure by residents of spaces between homes with fences and the decision by Vail Resorts to charge for parking at Beaver Creek, he believes that we should do something to make it easier for them to access bus service. He points out that one now must walk east on Deer Blvd to EagleVail Road to access bus service in the area of the Shop n Hop. (See his letter in the FYI section of the packet)

Playground Safety

Sara Davis continues to express her concern about the use of rubber mulch in our playgrounds. Also, at the direction of the BOG, Steve Barber has included information regarding this product in his management report, along with Sara's emails.

September Newsletter

We'll publish our next newsletter on September 1. Please let me know if you have ideas on what topics we should cover. We'll try to put the newsletter to bed by August 16.

Berm News

You'll recall that our Design/Amenities Committee thought pursuing some way to improve on the game fencing to be installed by CDOT along I70 would be a good idea. Installing a noise barrier, berm and/or landscaping was suggested. The BOG rejected the idea of hiring an engineer to study the berm possibility after hearing that it would cost more than \$4,000.

Jake and I visited the site with Chip Bair, excavating contractor with United Companies to discuss our ideas about the idea. He told us that it could be done, but it was likely that CDOT would need detailed plans and that material would not likely be delivered for free.

I spoke with Dan Roussin from CDOT. He told me that CDOT does have very specific guidelines on noise abatement and building such structures on public rights of way. CDOT would have to enter into an IGA with the Metro District, conduct engineering studies that shows that there is a benefit to the noise abatement (berm) and construction plans that must include drainage. I was warned that this project will take time and money to move it forward. He suggested an alternative process by which CDOT might be able to designate the area a "sand storage site" in which CDOT would dispose of old sand and sediment along the way, much like they're doing in East Vail.

I proposed this alternative to CDOT's Resident Engineer Karen Berdoulay and she committed to studying the idea. If this idea has legs, it would be a multi-year proposition, but would have no cost for EV. We'll see where this goes.

In the meantime, we'll continue to look into the cost and effectiveness of a noise abatement fence and landscaping.

Board Retreat Postponed

Chuck and Tom, based on the fact that we may not have a facilitator on board yet, decided to push back the Board Retreat to September 15. I'm sure we'll need to talk more about this timetable.

"Rain Barrel" Bill Effective August 10

Under a bill that became effective this week, most homeowners in Colorado, and indeed EV, are now allowed to collect and use rainwater. A maximum of two rain barrels with a combined storage of 110 gallons or less are allowed at each household. Collected rainwater may be used to irrigate outdoor lawns, plants or gardens.

Homeowner's associations cannot ban the use of rain barrels by its members, however it can impose "reasonable" aesthetic requirements about the location and/or appearance of rain barrels. For example, an HOA may require that rain barrels be placed in backyards and/or be a certain color that blends into the outdoor landscape.

I have asked our DRC to consider how EV should approach the esthetics issue and we'd suggest that we adopt a rule would require that rain barrels comply with the statute. In the meantime, Article VI Sections 7 (No noxious or offensive activity) and 8 (No hazardous activities) of the Declaration allow us to take action to educate homeowners. Both the water district and Eagle County have concluded that they do not have the authority to enforce any aspect of the new law.

We already had concerned expressed about one homeowner who has 5-7 uncovered barrels in his backyard. We're, of course, hopeful that education will solve this concern.

Sad News

Long-time EV Lifeguard Krista Norris lost her mother to cancer last month. Trina and Bob Norris have lived in EV for many years and raised Krista and her brother right down the street. Trina passed away on July 23. We have sent condolences to Krista and her family on behalf of the BOG and our EV staff. A service to remember Trina will be held on Aug. 15 at the Gerald R. Ford Amphitheater beginning at 1 p.m. with an on-site reception immediately following. In lieu of flowers, please donate at www.earlychildhoodpartnerscolorado.org or send the donation to P.O. Box 18536, Avon, CO 81620.

Committee Updates

Finance

The committee continues to meet regularly to discuss agenda items that it established last year (attached). They've referred a sales tax to be considered by the BOG and deferred action on the Audit Report, citing the need for more time for study. They declined to recommend an excise tax or a resort fee at this time. They have also suggested that our "proof of residency" requirements for the use of EV amenities be "tightened up". We're preparing some alternative recommendations on this issue.

Design/Amenities

Working on replacement banners in the business community. They endorsed the idea of a berm and/or noise wall to replace the game fence proposed by CDOT.

Document Review

Next up is a review of POA voting procedures and the suggestion that it could be done on-line. We also need to complete our conversations regarding the definitions of "campers".

Trails

Successful in getting the USFS to agree to review the EV Trail Extension from EV around Whiskey Hill/Meadow Mountain to the USFS Dowd Ranger Station. Much needs to be done before they pick this up on October 1, 2016. (Letter attached) I have given SE Group (Travis Beck) notice to proceed with a fatal flaws resource review for cultural, botany, wetlands and wildlife that is required for US Forest Service approval. The cost will be around \$8,000 and is budgeted in the EVMD portion of the capital budget "Trails Construction".

Finance Committee Long Range Agenda and NOTES:

July 12, 2016

Finance Committee:

Cindy Gilbert, Tracy Walters, GR Rufenacht, Andy Larson, Stephen Daniels, Darlynn Littman, Skip Moss, Linda Fox, David Warner, Bo Pihl, Chuck Toms, Ann Cuny, Ken Marchetti, Financial Consultant; Kris O'Neill, Administrative Manager; Jeff Layman, Community Manager; Steve Barber, Director of Parks and Golf Course Maintenance; Ben Welsh, Director of Golf.

Long Range Agenda (items in **BOLD** have priority)

NOTES: **Decisions and Directions from past meetings**

January 13, 2016

- **Establish Committee Priorities (items in BOLD have priority)**
- **POA and MD**
 - **Mission and Roles**
 - **EVMD Service Plan**
 - **EVPOA Declaration**
 - **Physical Assets of each**
 - **Overlapping MD and POA boundaries**
 - **Map: Overlapping footprint**
 - **Numbers: 2027 EVMD/1446 EVPOA---23 “Exceptions”/1446 EVPOA**
- **Replacement Reserve Study**
 - ✓ Consultant or Staff Study?
 - Staff Study: Some debate on the issue, but most seemed to think that was unnecessary at this point.
 - ✓ Replacement or New?
 - **Focus on Replacement**
 - ✓ \$10,000 minimum level per item?
 - **\$10,000 likely. Start with \$100,000 “chunks”.**
 - ✓ How many years out?
 - **20 years, broken into 5 year periods**
- To what extent do we “freeze” spending on necessary items? What about “mission critical” items?
- **Golf Course Financial Analysis**
 - ✓ **Expenditures/Revenues, including all capital**
 - ✓ **Inclusion of debt amounts to the golf expenditure and revenue section of the budget**
 - ✓ **Consider allocating “golf staff” time to other community expenses, i.e., parks, pool, snow removal, etc.**
- Simplify Financial Reports:
 - ✓ Ken said that he would be open to looking at other models of reporting the data.

January 27, 2016

- Arranged for tour of clubhouse and maintenance facilities, completed subsequently.
- Suggestion made by one committee member to combine this committee with “legal” and make it a combination “Finance/Legal” Committee. The suggestion was rejected by a majority of committee members.
- Reviewed update Reserve Study. Five year columns not exactly what we were looking for. Committee gave some additional thoughts to staff.
- Tentative 20 year reserve expenditures at least \$10M, but all items not yet complete.
 - ✓ Ken suggested that we conclude whether we can fund the reserve based on current revenue projections and if not, discuss ideas on how to raise more revenue or reassess priorities. There was little conversation on this, other than to agree to discuss it further.
- Develop a “Strategic Capital Plan” to include larger financial issues, i.e., maintenance facility, tennis courts, clubhouse, etc.

March 24, 2016

- Reviewed current work on Reserve Study and made several suggestions to improve the product.
- **Should we conduct an audit for the EVPOA in 2015?**
 - Estimated by Ken to cost \$5,000-\$6,000.
 - Lots of discussion, no conclusion.

March 29, 2016

- **Reserve Study:**
 - Clarified that Reserve Study focuses on what it will take to keep things operating as they are. If major renovation, rebuilding, or addition to a facility is desired, funding will have to be developed outside of this document. To this end, Tennis Courts and the Maintenance Facility amounts have been placed in the “C” priority category. Fields renovation and Willow Creek needs were put on the “C” priority list due to the Board’s historical thinking that these lands will be developed at some point.
 - Committee accepted the study as presented knowing that it is an “every changing document” and that it is never actually complete. “We’ve done about as much as can be done and gone into as much detail as necessary at this point”, one participant said. These results give us an idea of the “order of magnitude” facing us.

May 3, 2016

- Brief Review of Reserve Study
- Long Range Financial Plan Discussion
 - At the suggestion of one cmte member, we changed the title of this document to “Long Range Financial *Projection*”.
- **Golf Course Financial Analysis:**
 - The debt amount for the ’99 COPS is included in the golf course Statement of Revenues, Expenditures and Fund Balances, Golf Operations and Capital Balances. This can be found on the EV website at <http://www.eaglevail.org/index.htm>;

“Financials 2016 Adopted Budget” in the Quick Links on the right side of the page. Please see page 1D, Summary Page D.

- 2009 5A funds have not been allocated at this time.
- Consider allocating “golf staff” time to other community expenses:
 - “Golf Staff” time (Maintenance Department) for “other community expenses” are calculated at nearly \$30,000 with overhead. This amount is included now in the “Calculation of POA Reimbursement of Expenses to the MD” and is attached. The committee decided to waive this reimbursement for 2016 and plan for it in the 2017 budget.
- EV FireHouse:
 - It was pointed out that this newly reacquired building is not reflected in the Reserve Study. We will remedy that.

Additional Questions:

1. How do we fund the Reserve Study A priority items?
 - a. Sales tax? Mill levy increase?
2. Are there other ways to govern and fund EagleVail?
 - a. Task Force suggested that it change. No consensus on how or what.
 - b. Attorneys suggest that EVMD could take on POA functions.
3. Should the EVPOA conduct an audit?
 - a. Not at this time

May 17, 2016

Review Long Range Financial Projection

June 7, 2016

Golf Operations Presentation by Steve Barber and Ben Welsh

- Golf
- Maintenance
- Capital

EVPOA Audit:

- Estimated by Ken to cost \$5,000-\$6,000.
 - Not at this time.

June 23, 2106

- Resort Fee
 - Long conversation with no apparent consensus on whether to implement or not. Continued conversation necessary.
- Sales Tax
 - Consensus reached to tentatively recommend this be put to the voters, the sooner the better.

- Develop a projected incremental mill levy sufficient to cover the POA's contribution to MD facilities and operations.
 - 2017: 2.216 mills = \$180,000
- Develop a projected incremental mill levy sufficient to cover the projected shortfall in revenues over 20 years.
 - 2017: 4.5 mills = \$365,000
- Develop a projected incremental mill levy sufficient to cover POA Operations and completely eliminate POA assessments.
 - 2017: 4.711 mills = \$306,059
- Irrigation Master Plan
 - Steve is working with Irrigation Planners to get proposals.

July 19, 2016 Agenda

Audit Report:

Dan Cudahy, Matt Jones

- ✓ Members asked that we file for a 60 day extension to allow more time to review. Cudahy and Jones agreed.

Golf Course Capital Expenditures Presentation:

Steve Barber and Ben Welsh

- 2016 Expenditures Updated Forecast
- Irrigation System
- Maintenance Equipment
- Maintenance Facility
- Golf Carts, GPS Lease
- Clubhouse
- Willow Creek Clubhouse
- Golf Course (Bridges, etc.)

Sales Tax Discussion:

Matt Jones

- What it can be used for
- Timing of election cycle
- Who collects it
- Politics
- Next Steps
- Identify what we'll use it for
 - Members voted to recommend to the BOG to refer a sales tax question to the voters in November 2016 in the range of 2.5-3%.
 - Ken Marchetti, attending via phone, will have Collins's office write the resolution and ballot language.

Excise Tax Discussion

Matt Jones

- What it can be used for
- Timing

- Who collects
- Politics
- Next Steps
- Identify what we'll use it for
 - Members decided not to recommend pursuing this tax to the BOG.

Resort Fee: Further thoughts?

- ✓ Members did not recommend pursuing a resort fee at this point.

Follow Up on Proof of Residency Ben Welsh

- ✓ Members suggested that we look at our policy and perhaps tighten it up. Ben will be developing a draft policy for review.

These items have not yet been reviewed in detail by the Finance Committee:

- POA Budget
 - Why have line item expenditures increased over time?
 - Why have dues escalated since 2010?
- POA Finance
 - Reconsideration of POA funding of MD assets
 - Dues progression: 2010-2016
 - Benefits of POA/MD consolidating expenses
 - Costs of POA/MD consolidating expenses
 - Allocate POA expenditures to MD line items
 - Is there a correlation between revenues, property values and the level of maintenance and reinvestment?
- Accountant and Audit
 - Separate POA/EVMD Accounting firms?
- Future Spending
 - Business Center Powerline Burial
 - Traffic Calming: Speed humps
 - Stone Creek Sidewalk/Drainage
 - Clubhouse
 - Maintenance
 - Irrigation
 - Parks Master Plan
 - EV Trail Extension
 - Tennis Courts
 - Berm and/or Noise Reduction Fence



United States
Department of
Agriculture

Forest
Service

White River
National
Forest

Eagle/Holy Cross Ranger District
P.O. Box 190
Minturn, CO 81645
(970) 827-5715
FAX (970) 827-9343

File Code: 2350

Date: July 5, 2016

Jeff Layman
EagleVail Metropolitan District
PO Box 5660
Avon, CO 81620

Dear Jeff,

Thank you for such a well-thought out and professional proposal for an extension of the EagleVail Trail. I appreciated meeting with your team and hearing what you had in mind.

First off, I'd like to say that the concept of building the proposed segment of trail from Stone Creek to the Meadow Mountain area is something my staff and I are very supportive of – it would further connect communities, no-doubt be popular with our recreating public, and help promote a healthy lifestyle. I'm also very glad to see that the Vail Valley Trails Connection has endorsed your proposal as their highest priority in the valley.

As we discussed in our previous meeting, the White River National Forest has seen a dramatic reduction in staffing over the recent months. This reality has forced me and my staff to have to really prioritize what work we take on and to also be realistic about when we accept new projects. I strive to prioritize our work in advance of the next fiscal year in order to remain fair to proponents, and to not create an unrealistic workload for my employees.

For these reasons I have decided that I will formally accept your project proposal on October 1st of this year (the first day of Fiscal Year 2017). At that point, I can commit my staff to begin the environmental review process and other steps in moving the project forward. I realize that this is not exactly the timeline that you had proposed, but I do think that with some of the good work you've done already, we'll be able to work well together in October and through the winter months.

The community of EagleVail has always been a great local partner, and I look forward to working with you and your staff on this proposal this fall. In the meantime, if you have any further questions, please feel free to reach out.

Sincerely,

AARON W. MAYVILLE
Acting District Ranger



EagleVail Community Relations/ Compliance

Board Report

August 18, 2016

Priorities:

◆ Banners

I have been working with the Design Amenities Committee to replace the banners that decorate the business district as well as the pavilion park and pool parking lots. We are still working out the details of the finding the longest lasting and best materials to accomplish the task at hand.

◆ Property Maintenance

I am working several angles to get the vacant lots on Deer Blvd and Riverside Ct mowed. Per our policy we must give an owner 30 days' notice before we can enter their property to take care of the maintenance and bill the owner. The Riverside lot has reached the 30 days and will be mowed by a contractor during the week of August 8th. There are a couple of other locations that are still in need of attention.

◆ Signs

8 new signs will be placed around the community in the weeks to come. All of the signs will have speed limit signs on them along with 6 golf cart/ pedestrian signs for the summer and a x-c skier/ pedestrian for the winter months. One of the new signs will be set up for a radar feedback sign that will be used from time to time as other locations. One sign is a dedicated speed limit sign.

◆ Trailers

Trailers are still being brought onto many properties throughout the community. Each time someone new brings a trailer in I attempt to make contact or write a notice of violation to begin a conversation and continue communication to minimize issues.

◆ Recent Incident

I have included a flyer that staff has written about a situation with someone dumping food waste in an area between two properties on Elk Lane. I am unable to determine who is doing this but I am in hopes that the flyer, which will be posted to all residents on Elk Lane, will get this mess cleaned up and stopped.

As always, if you have any questions or concerns please feel free to contact me at any time.

Respectfully submitted,

Ted Hanley

EagleVail Violations

8/10/2016

Violation #	Date	Address	EagleVail Violation Log Sheet Violation/Observation	# of violations
16-136	7/18/2016	340 #1 Elk Ln	garbage	1
16-137	7/19/2016	91 Lupine Ln	property maintenance	1
16-138	7/26/2016	15 W) Beaver Rd	garbage	1
16-139	7/26/2016	99 Coyote Cir	garbage	1
16-140	7/26/2016	193 W) Deer Blvd	garbage	1
16-141	7/26/2016	119 E) Deer Blvd	garbage	1
16-142	7/27/2016	15 W) Lupine Ln	DRC violation	1
16-143	8/2/2016	14 E) Elk Ln	Yard Waste	1
16-144	8/2/2016	155 Elk Ln	Yard Waste	1
16-145	8/2/2016	340 Elk Ln	Yard Waste	1
16-146	8/2/2016	18 E) Deer Blvd	Yard Waste	1
16-147	8/2/2016	63 W) Deer Blvd	Yard Waste	1
16-148	8/2/2016	34 Larkspur Ln	Garbage	1
16-149	8/3/2016	14 Gopher Rd	DRC Violation	1
16-150	8/5/2016	27 S) Lark Ct	trailer	1
16-151	8/5/2016	11 Doe Ct	trailer	1
16-152	8/5/2016	1060 Deer Blvd	parking	1
16-153	8/5/2016	35 B) Lark Ct	animal failure to control	1
16-154	8/8/2016	192 B) Larkspur Ln	lock-off and DRC violation	1
16-155	8/8/2016	18 A) Riverside Ct	property maintenance building	2
16-156	8/8/2016	1348 Deer Blvd	property maintenance lot	2
16-157	8/8/2016	1339 B) Deer Blvd	DRC Violation	1
16-158	8/8/2016	1339 A) Deer Blvd	DRC Violation	1

The first part of the paper discusses the importance of understanding the local context in which a project is implemented. This includes a thorough analysis of the social, economic, and cultural factors that may influence the success or failure of the intervention. The second part of the paper presents a detailed description of the project itself, including its objectives, activities, and the resources that were mobilized to implement it. The third part of the paper discusses the challenges that were encountered during the implementation of the project, and the strategies that were used to overcome these challenges. The fourth part of the paper presents the findings of the evaluation, and discusses the implications of these findings for the design and implementation of similar projects in the future.

The findings of the evaluation suggest that the project was successful in achieving its objectives, and that the intervention had a positive impact on the community. However, there were some limitations to the study, and further research is needed to confirm the findings. The authors conclude by emphasizing the importance of ongoing monitoring and evaluation in order to ensure the sustainability of the project's impact.

Hi Jeff,

Thanks so much for your interest in, and input on, this situation, which really has affected my lifestyle negatively, enough to make me consider leaving EagleVail if it doesn't change. I've actually brought this up at the Daily as a great think piece on community planning — or, rather, the lack thereof — but I work with the magazines division and not the newspaper itself, and my suggestions the news department put a news reporter on it have led nowhere.

To answer your question: Yes, the only way to access Hwy 6 from what you call the West End of EagleVail — without trespassing — is to go all the way to the Shop N Hop, about a mile. And if you're actually heading to Avon, Beaver Creek, Edwards or anywhere else to the west, that's a mile in the wrong direction, then another back the other way. In a car, it's no big deal, just irritating; on foot, however, it's a big deal.

Now for some background: About a dozen years ago, when my wife and I purchased our place at 1469 Deer Blvd. — on the south side, across the street from our neighbors whose homes literally are on Hwy 6 — one huge attraction for us was the easy access to Hwy 6 and both the ECO and Avon bus systems, as well as the relatively pleasant walk via Stonebridge and Hurd Lane into Avon. I'm sure you remember the empty lot on the south side of Hwy 6 about halfway between River Oaks and the Shop N Hop through which many local residents passed on their way to the bus stops, or to EagleVail's West Park — so many people, in fact, there were distinct walking paths worn into the ground. Most of us figured that was public land of some sort; and, in fact, I've always wished it were another entrance to EagleVail for cars, as well.

Anyway, for years, my wife and I — and many of our neighbors — were able to walk and/or ride bikes into Avon to do errands, get the mail, have a meal, whatever; and it was great to be able to walk out of the house, catch the Avon bus directly to the Elk Lot and be in Beaver Creek Village for work as a ski instructor within about 20 minutes. For the extra exercise, and to save wear and tear on my car, I often walked home from the Elk Lot, too, typically via Hurd Lane. My wife and I also loved taking the ECO busses to Vail and back for skiing instead of bothering with their whole parking scenario.

Then, I'd say about six years ago, the owners of that empty lot, now 1604 Deer Blvd, built the largest duplex allowable on the property — to the chagrin of his neighbors — and put up a fence on the backside, I figure to alleviate noise, etc., from Hwy 6. And I certainly understand the desire they must share with all their neighbors living right on Hwy 6 both to block as much sound and commotion from the highway as possible and to keep people like me from crossing their property at all hours of the day or night.

With that pedestrian and/or bike access not available anymore, meanwhile, people like me — who resent being forced to drive a car for anything and everything — looked for and found other ways to get through; and one by one, every homeowner who didn't already have a fence built one, too — many with locked gates for their personal use, by the way — forcing the rest of us to use fewer and fewer places. For awhile, the best path through was the east side of 1536 Deer Blvd, and "Hoy," the owner, graciously let us pass until he got fed up with unruly drunks stumbling through in the wee hours of the morning and provoking shouting matches with him. So he built a fence!

That left only one reasonable, not-too-challenging route through the west side of 1486 Deer Blvd, across the street from my house, which featured a climb over River Oaks' split rail fence and a harrowing climb or descent of a steep, challenging embankment that was nearly impossible in winter. And guess what! That owner built a fence, too, effectively completing what I'm calling the West EagleVail Fence. There still may be an access or two left, but I assure you they are dangerous, especially at night and in the winter. And it's trespassing in the first place; I wouldn't be surprised if someone doesn't get hurt, or sued, or both, eventually if something's not done.

Obviously, when our EagleVail forefathers, or whoever, originally planned the community, they didn't consider its residents might prefer to walk or ride their bikes into town or use busses that may not even have existed. But today, residents like me who enjoyed the access I've described for years now have had that valuable asset to their lifestyle taken away. It's not the fault of anyone in particular, just a sad statement about how bad urban planning leads to flawed communities. In this day and age, we should be moving forward on non-vehicular transportation and improving access to public transportation, not backwards like this.

Yes, a public easement of some sort is probably the only way to correct this planning oversight. If I could sell a strip of my lot to do it, I would; but I'm on the wrong side of the street.

I hope I've effectively told the sordid tale of the West EagleVail Fence. I'd love to show you personally, if you'd like, so come on over. I challenge you, in fact, to take the bus! The nearest bus stops are just a couple hundred feet away — but as the saying goes, "You can't get there from here!"

Ironically, this all has come to pass just as ECO Trails, I believe, completes that section of rec path from the Beaver Creek roundabout to Stonebridge — which is pretty much inaccessible to many residents of West EagleVail, who live just across the highway. And this reminds me, poignantly, of a similar situation in Vail in which at least one person was killed trying to cross I-70 — ostensibly between the Matterhorn neighborhood and the post office — contributing in a way to the demand for, and now the reality of, the underpass being constructed there now.

Please let me know how — or through whom — I can continue to work to bring attention to this frustrating issue. I'm sure I'm not the only EagleVail resident who feels the same way. I can attend meetings, I guess, and send similar missives to others, such as the EVPOA, ECOTransit, ECO Trails, Eagle County, etc. If it comes down to my writing a story, or even a series, about it myself, you're at the top of my list of sources to call. Heck, maybe you can be the champion of this cause!

Obviously, I could go on forever, as this is a major pet peeve of mine — my wife's heard it all, believe me! I do vow to keep the issue alive until something is done, however ... or sell our home and move to Riverwalk.

Thanks for your time and consideration. I look forward hearing from you again soon.

Sincerely,

slw



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Vail Lifestyle Magazine | Vail Valley Home | Beaver Creek Magazine | EAT | ART



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Forest
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File Code: 2350

Date: July 5, 2016

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