

Edwards Metropolitan District Highway, Sidewalk and Trail/Path Needs And Funding Sources

Edwards Metropolitan District is seeking feedback on the need for highway improvements to the Edwards Spur Road (Edwards Village Boulevard between I-70 and Highway 6) and West Highway 6 between Squaw Creek Road and Edwards Spur Road.

Attached are some very preliminary engineering concepts for improvements to Edwards Spur Road and to Highway 6 west of the Edwards main intersection. Traffic studies have been conducted and these improvements are expected to be needed over the next 20 years, some immediately and others longer term. The exact construction solution (for example, a signalized intersection or a roundabout at Highway 6 and the Spur Road or whether Highway 6 in west Edwards should be three lanes or four lanes) has not yet been determined.

The basic proposal is to implement (with the approval of the voters in Edwards Metro District) a small sales tax (0.5% for operations, maintenance and replacements which continues indefinitely) and 0.45% for debt that won't start until the debt is issued and will sunset when the debt is repaid. This sales tax will be used to fund Edwards' contribution to these improvements with the remainder of the funding to be provided by Eagle County and CDOT. Edwards' expected share is 10%, to be matched with 10% by Eagle County and the remaining 80% to be provided by CDOT. A property tax was considered but a sales tax is believed to more closely align the impacts creating the need for the improvements with the funding sources paying for the improvements.

A preliminary rough estimate of the funding needs is included in the attached materials along with what this proposal will cost individuals who shop or dine in Edwards. One benefit of this proposal is that the tax is borne by the people who shop and dine in Edwards even though they may not live in Edwards.

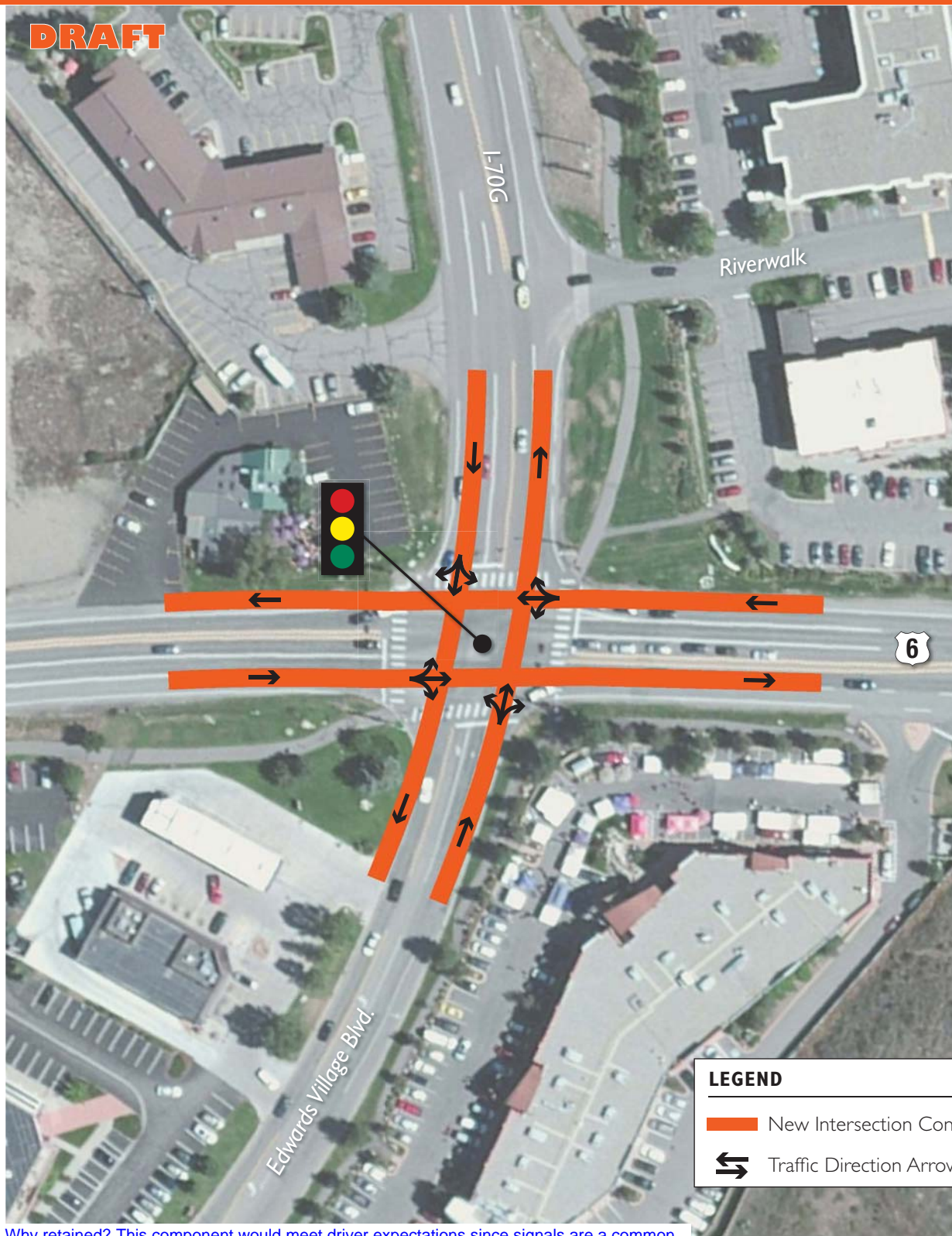
Edwards Metropolitan District is interested in your feedback. Do you believe there is (or will be) a need for these improvements within the next 20 years?

If so, do you agree a small sales tax would be the best way to pay for the local funding for these improvements or do you believe there is a better way to fund the improvements?

Would you be willing to adopt a resolution of support for this?

Would you be willing to provide an information summary similar to the attachment to your constituents?

DRAFT



LEGEND

- New Intersection Configuration
- ↔ Traffic Direction Arrows

Why retained? This component would meet driver expectations since signals are a common traffic control device and pedestrians/bikes/vehicles understand the operations of signals. Environmental impacts would be minimized due to lane configuration and much of the existing infrastructure would be utilized.

NOTE: Signalized intersection may include additional through lanes, turn lanes, and medians

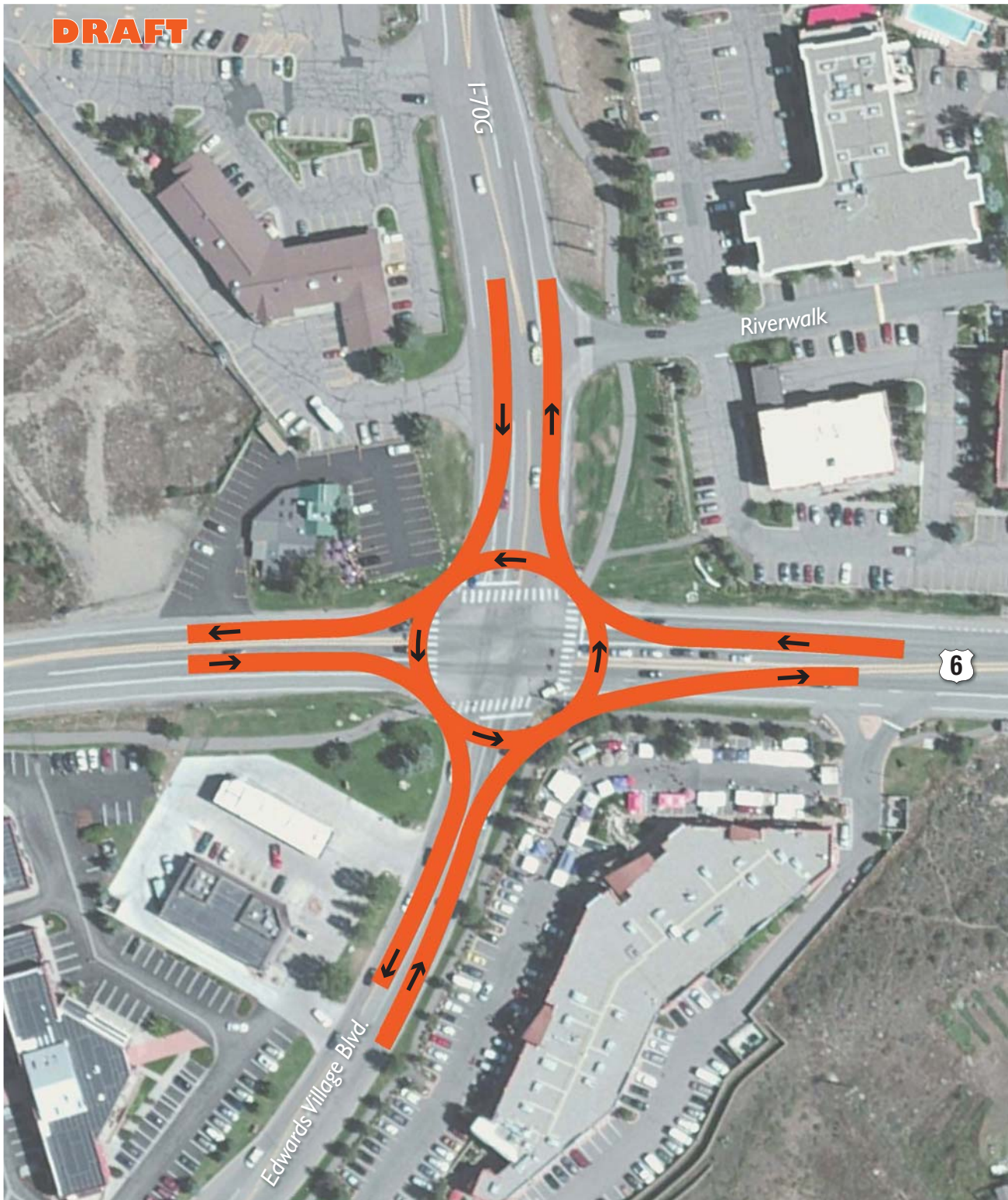
Tier I Components
US6-I
US 6 / I-70G Intersection
Signalized Intersection





12-475 11/09/15

I-70G Edwards Interchange Upgrade Phase 2





LEGEND

-  New Intersection Configuration
-  Traffic Direction Arrows

Why retained? A roundabout would be an acceptable intersection in the mountain region and meets driver expectations. Roundabouts provide improved safety due to slower speeds and reduced conflict points, flexibility in configuration to minimize right-of-way impacts, and would add to the community character with landscaping and aesthetic features.

Tier I Components
US6-2
US 6 / I-70G Intersection
Roundabout

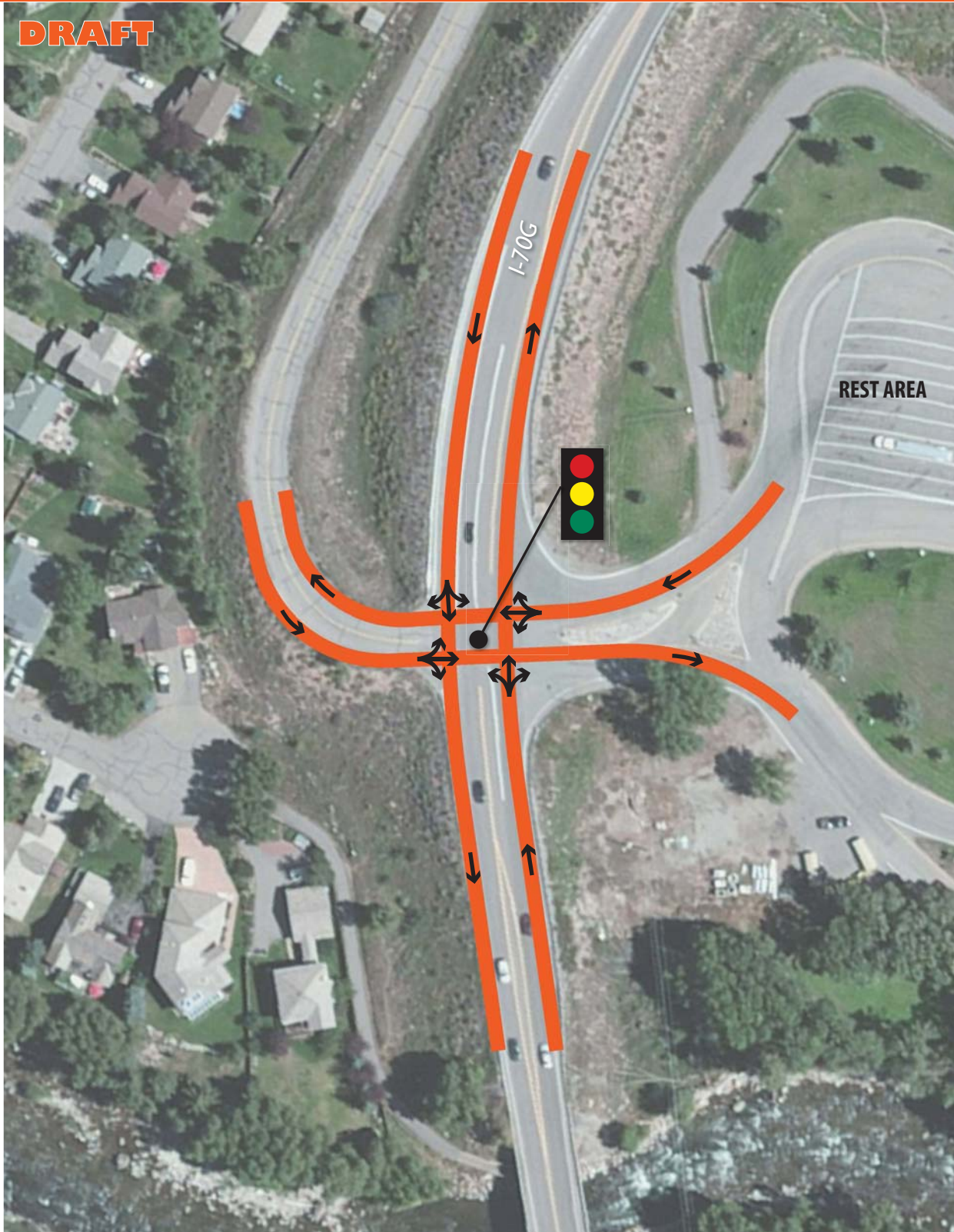


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I-70G Edwards Interchange Upgrade Phase 2



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LEGEND

 New Intersection Configuration

 Traffic Direction Arrows

Why retained? Would meet driver expectations since signals are a common intersection configuration and pedestrians/bikes/vehicles understand the operations of signals. Environmental impacts would be minimized and much of the existing infrastructure would be utilized.

Tier I Components

RA-I

Rest Area / I-70G Intersection
Signalized Intersection

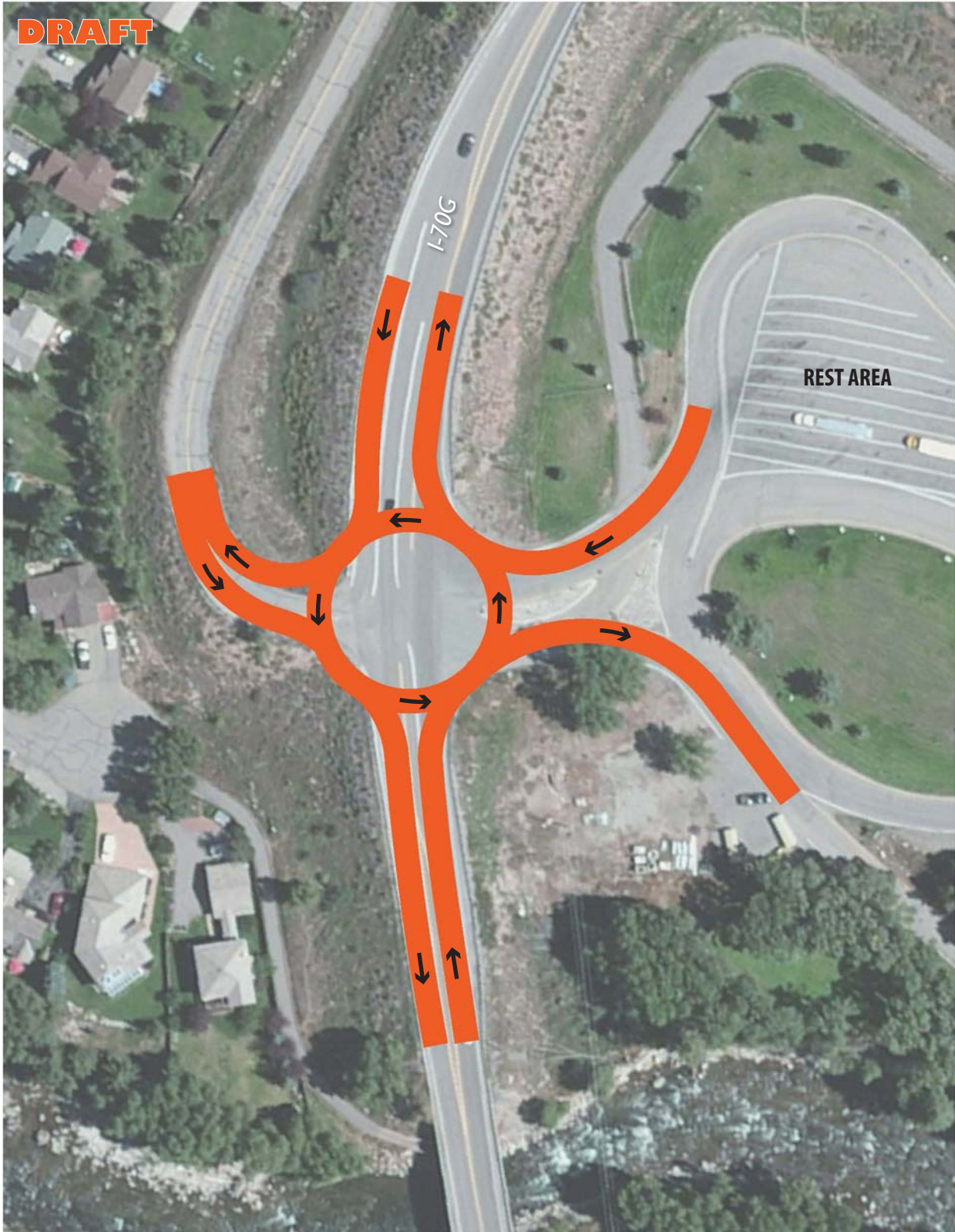


12-475 11/09/15

I-70G Edwards Interchange Upgrade Phase 2



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LEGEND

 New Intersection Configuration

 Traffic Direction Arrows

Why retained? A roundabout meets driver expectations. Roundabouts provide improved safety due to low speeds and reduced conflict points, flexibility in configuration to minimize right-of-way impacts, and would add to the community character with landscaping and aesthetic features.

Tier I Components

RA-2

Rest Area / I-70G Intersection Roundabout



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LEGEND

- Existing Trail
- - - New Trail
- Existing Sidewalk
- Existing At-Grade Crossing
- - - New Trail Grade-Separated Crossing
- Existing Bus Stop

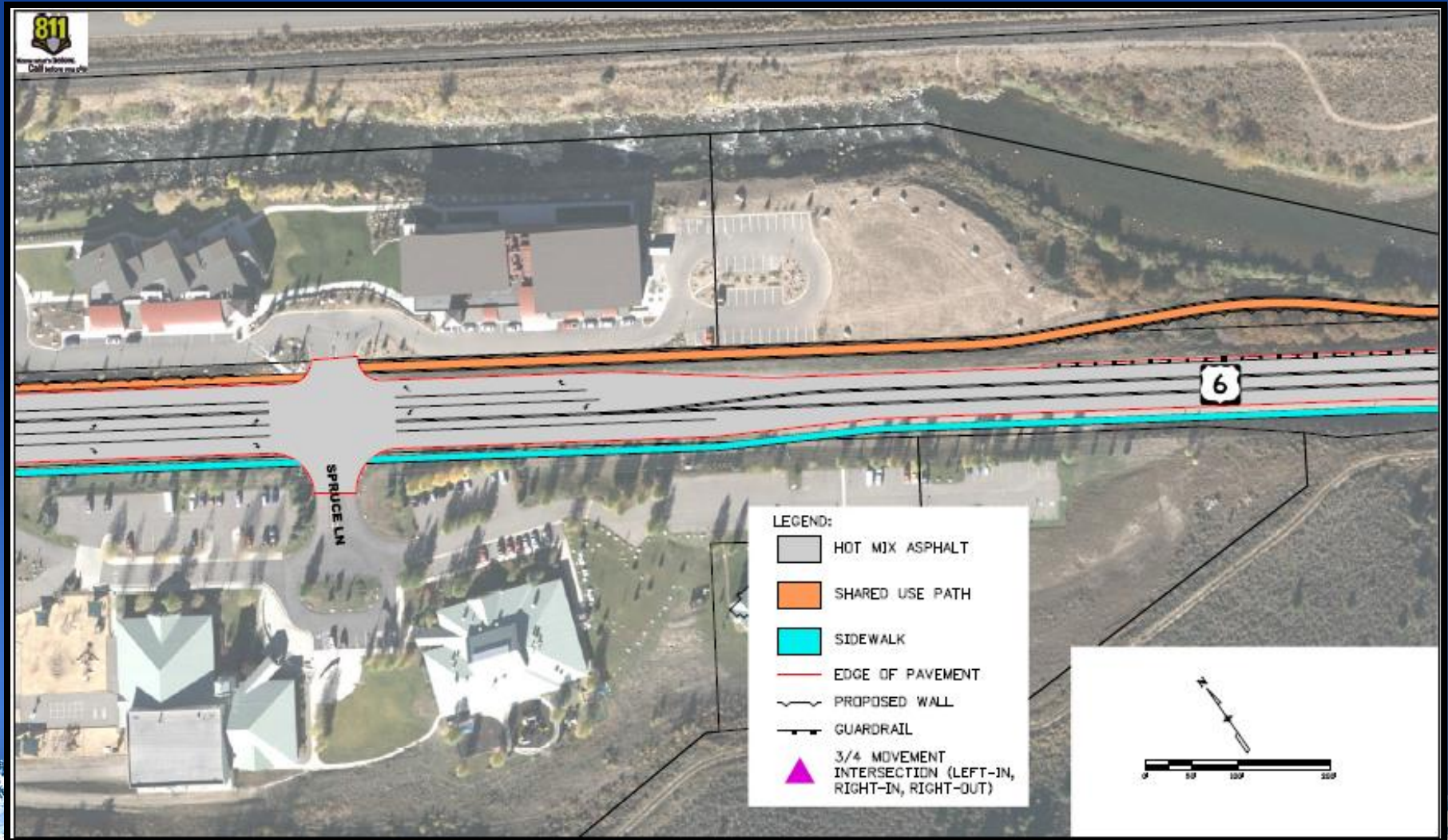
Why retained? This component would balance connectivity and safety by providing a separate corridor for much of the trail system, and minimizing impacts during construction. Note: Pairing this component with PBT-2, additional connections can be made during Tier 2 screening.

Tier I Components
PBT-1

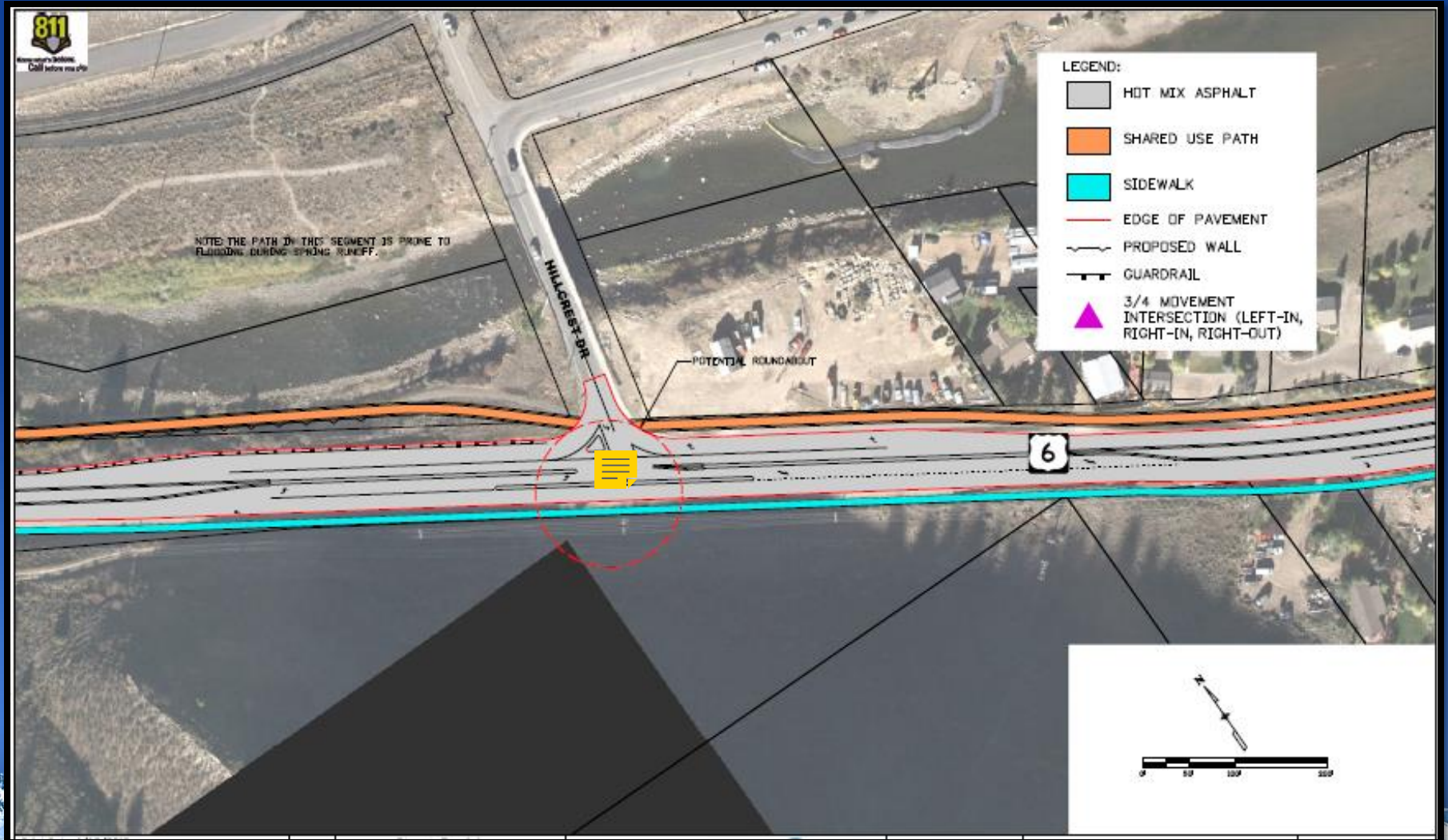
Pedestrian, Bike & Trail Connections
Expand Existing Trail with
US 6 Grade-Separated Crossing

Spruce Lane

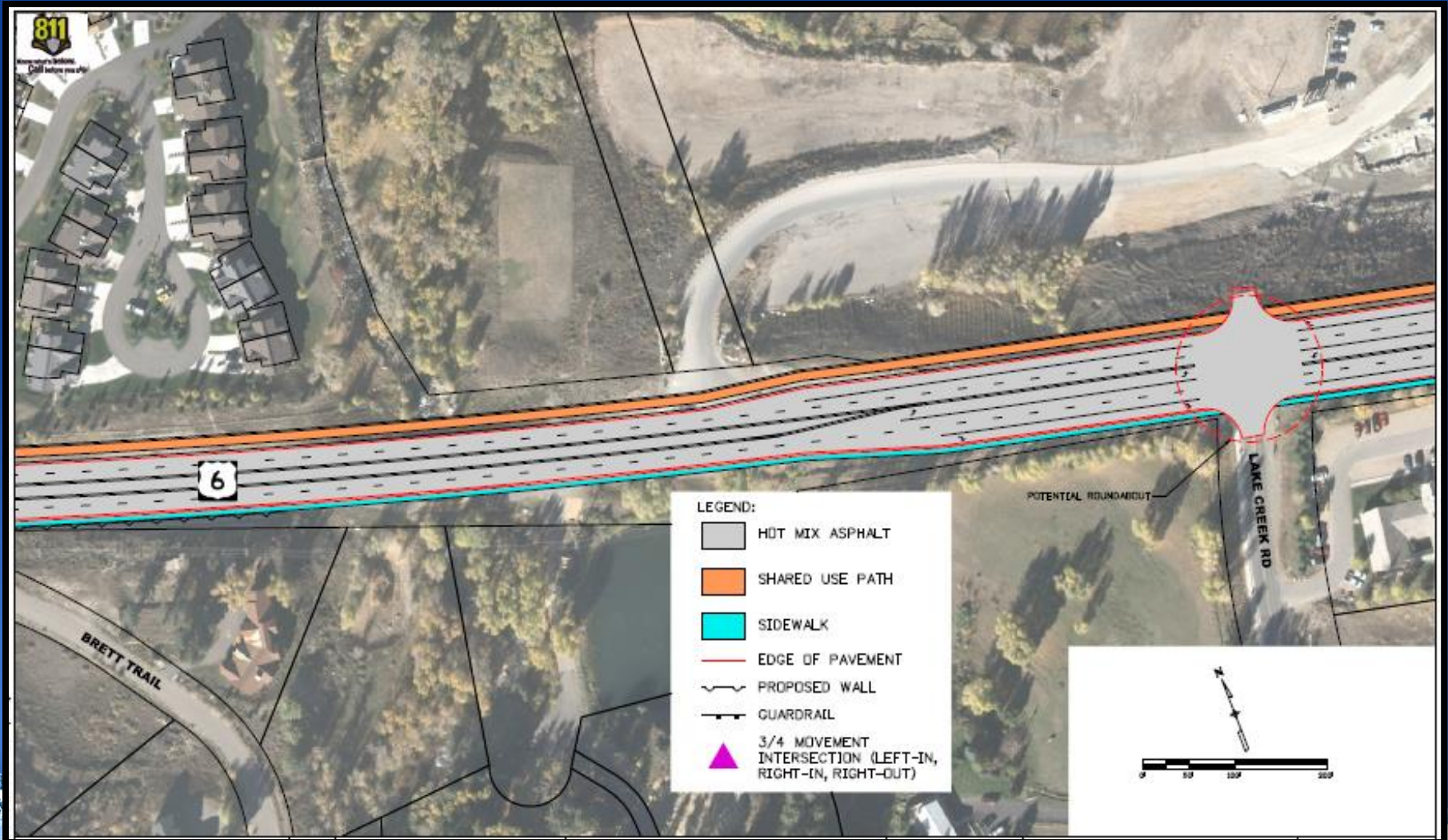
St Clare/Family Learning Center



Hillcrest Road



Lake Creek Rd



Existing Condition

Table 2: Intersection LOS (Existing Conditions)

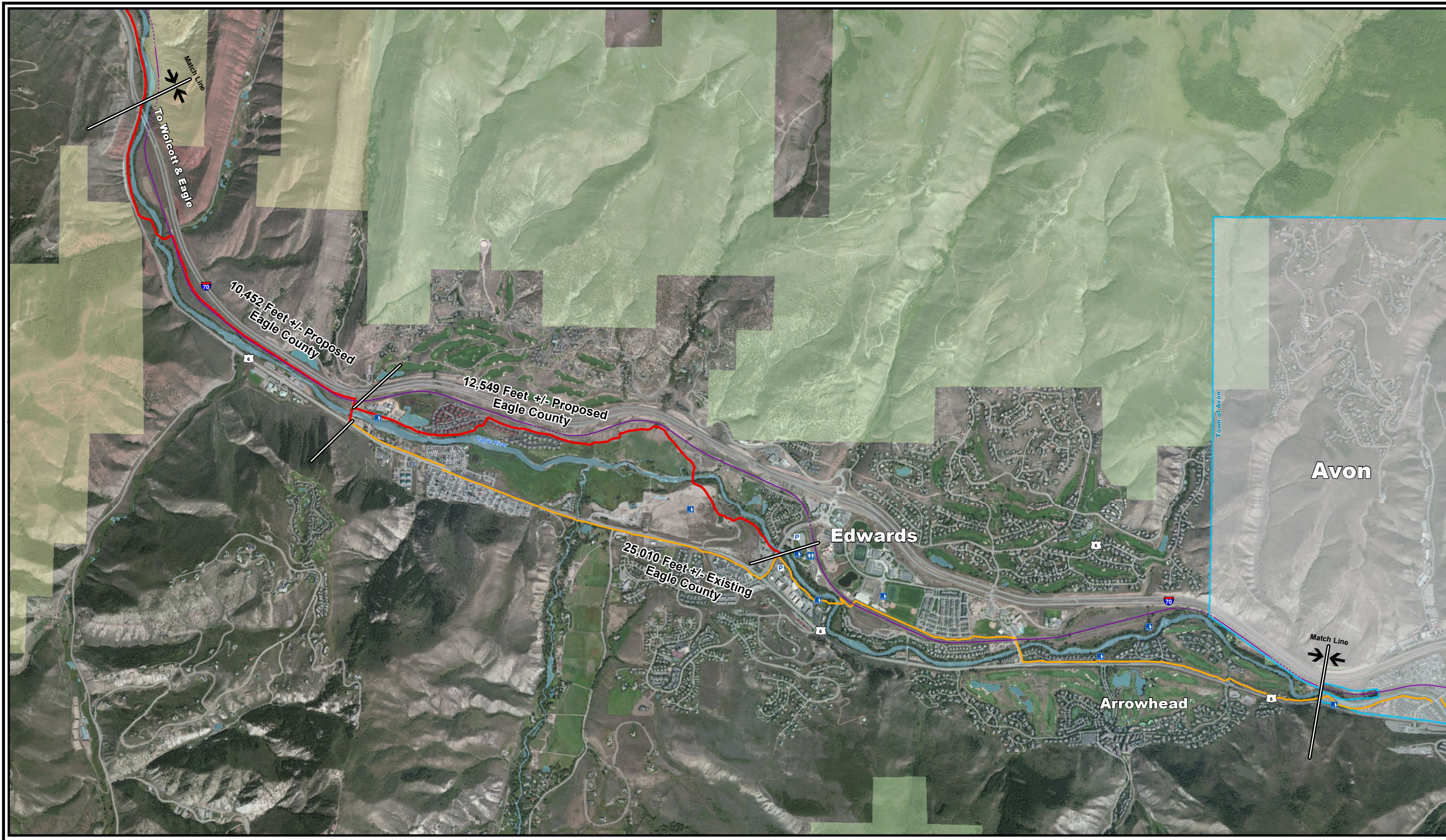
US Hwy 6 Intersection	Intersection Type	LOS (Avg. Vehicle Delay (sec))	
		AM Peak Hour	PM Peak Hour
Squaw Creek Road	Unsignalized Full Movement	B (14.9)	B (13.0)
Spruce Ln (St Clare of Assisi)	Signalized Full Movement	B (15.4)	B (10.4)
Hillcrest Drive	Unsignalized Full Movement	F (>180.0)	C (19.0)
Arrow Grass Rd / Aspen Ave	Unsignalized Full Movement	F (>180.0)	F (62.2)
Lake Creek Road	Unsignalized Full Movement	F (>180.0)	C (22.8)
Edwards Village Center	Unsignalized Full Movement	E (47.9)	D (34.7)

2040 No Action – Intersection LOS

Level-of-Service Results (2040 No-Action Alternative)

US Hwy 6 Intersection	Intersection Type	LOS (Avg. Vehicle Delay (sec))	
		AM Peak Hour	PM Peak Hour
Squaw Creek Road	Unsignalized Full Movement	C (22.9)	D (29.1)
Spruce Ln (St Clare of Assisi)	Signalized Full Movement	B (11.2)	A (7.6)
Hillcrest Drive	Unsignalized Full Movement	F (>180.0)	F (65.6)
Arrow Grass Rd / Aspen Ave	Unsignalized Full Movement	F (>180.0)	F (>180.0)
Lake Creek Road / Eagle River Access	Single-Lane Roundabout	F (>180.0)	F (133.8)
Edwards Village Center / West End Access	Unsignalized Full Movement / 3/4 Left-In*	F (>180.0)	F (>180.0)


*3/4 Left-In Access accommodates right-in, right-out, and left-in only (no left out)




Eagle Valley Regional Trail System

Edwards to Avon Mileage

- Existing Eagle Valley Trail
- Preferred Eagle Valley Trail Alignment
- Rail & Trail Can Share
- Constrained for Rail & Trail Shared
- Town Boundary
- P Park
- P Parking
- R Restrooms
- T Trailhead
- BLM
- State of Colorado
- US Forest Service
- Wilderness Areas





This map was created by the Eagle County GIS Department. Use of this map should be for general purpose only. Eagle County does not warrant the accuracy of the data contained herein.

**Edwards Metropolitan District
Spur Road Phase II Construction Funding Estimated Needs**

	WORKING DRAFT	
	Current Construction Funding Commitment	Estimated Construction Funding Needs ⁽³⁾
CDOT RPP (Regional Priority Project) Funding	\$3,000,000	\$3,000,000
CDOT FASTER ⁽¹⁾ Funding	\$6,000,000	\$6,000,000
CDOT Commitment (80%)	\$9,000,000	\$9,000,000
Eagle County(10%)	\$1,125,000	\$1,125,000
Edwards Commitment (10%) ⁽²⁾	\$1,125,000	\$1,125,000
Unidentified Sources		\$3,750,000
Total	\$11,250,000	\$15,000,000

(1) Funding Advancement for Surface Transportation and Economic Recovery (Colo SB 2009-108)

(2) Edwards has stated if CDOT will fund 80% and Eagle County 10% then Edwards will find a way to fund the remaining 10%

(3) Predesign Rough Estimate

West Highway 6 Construction Funding Estimated Needs

CDOT	TBD
Eagle County	TBD
Edwards	TBD
Planning Order of Magnitude Engineer's Estimate	\$22,500,000

East Highway 6 Construction Funding Estimated Needs

CDOT	TBD
Eagle County	TBD
Edwards	TBD
Planning Order of Magnitude Engineer's Estimate	\$20,000,000

Roadway Landscaping

TBD

Trails and Paths (Cost Sharing to be Determined)

\$2,500,000

Ongoing Sidewalk, Path and Landscape Maintenance

Annual Operations, Maintenance and Administration Budget	\$250,000
Replacements and Major Repairs (Annual Funding)	\$200,000
	\$450,000

Potential New Edwards Sales Tax of 0.5% or 1%

How much will the sales tax raise?

Estimated Taxable Sales per year	\$90,000,000
Tax for Operations, Maintenance & Replacements (0.5%)	\$450,000
Tax for Debt Service (0.5%)	\$450,000

Approximate Cost if done through Property Tax

To Raise \$450,000 per year for Operations, Maintenance & Replacements	2.9 mills
To Raise \$450,000 per year for Capital	2.9 mills
Total	5.8 mills

What Property Tax will cost per \$500,000 Home/Business

	Residential	Business
Operations, Maintenance & Replacements	\$116	\$421
Capital	\$116	\$421
Total	\$232	\$841

How much does a family or business need to spend on taxable items **in Edwards** to equate to property tax above

\$23,200	\$84,100
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How much will it cost for specific items?

	<u>0.5%</u>	<u>1.0%</u>
\$20 Lunch	\$0.10	\$0.20
\$100 Dinner	\$0.50	\$1.00
\$500 Clothes	\$2.50	\$5.00
\$2,000 Bike	\$10.00	\$20.00
\$100 Groceries	\$0.00	\$0.00

How will Edwards Sales Tax Rate Compare?

	<u>Vail, Avon or Eagle</u>	<u>Village at Avon</u>	<u>EagleVail</u>	<u>Edwards @ 0.5% Rate</u>	<u>Edwards @ 1% Rate</u>
Local Sales Tax	4.00%	5.15%	0.00%	0.50%	1.00%
County Sales Tax	1.50%	1.50%	1.50%	1.50%	1.50%
State Sales Tax	2.90%	2.90%	2.90%	2.90%	2.90%
Total Sales Tax	8.40%	9.55%	4.40%	4.90%	5.40%