



EAGLE COUNTY
Regional Airport



EAGLE COUNTY REGIONAL AIRPORT MASTER PLAN

Appendix C





C. LANDSIDE TRANSPORTATION

C.1 LANDSIDE TRANSPORTATION PLANNING CHALLENGES

As part of this Master Plan for the EGE facility, the airport has the opportunity to address several existing challenges that impede safe, clear, and functional use of the landside transportation system. Outreach to airport staff, passengers, operators, and airlines at the initiation of the Master Plan effort identified the following non-exclusive list of challenges for consideration as part of this planning effort:

- Congestion at the terminal frontage (curbside)
- Insufficient curbside space for all types of surface transportation
- Unclear or missing wayfinding signage
- Non-intuitive and disconnected parking/lot usage
- Insufficient accessible parking
- Substandard pedestrian and bicycle facilities
- Pending introduction of new facilities to serve international travel with undefined landside access and parking needs
- Substantial and constrained use of rental car quick turnaround (QTA) facilities

C.2 LANDSIDE TRANSPORTATION BEST PRACTICES

Identification of and collaboration over the challenges mentioned above prompted examination of the feasibility and applicability of the following best practices for this site:

- Separation of arrivals, departures, and/or type of surface transportation users
- Evaluation of two-way and/or one-way roadway facilities
- Evaluation of feasibility and value of adding an additional access to the airport from Cooley Mesa Road
- Evaluation of traffic calming strategies
- Optimization of curbside access
- Improvements to and organization of parking
 - Making parking organization as intuitive as possible
 - Evaluate consolidation of some lots
 - Develop pricing strategies for all lots
 - Consider phased deployment of revised parking organization
 - Provide uninterrupted space for certain types of parking
- Consideration of structured parking to consolidate surface lots
- Intentional deployment of improved pedestrian and bicycle infrastructure
- Improvements to on-site wayfinding (signage and intuitive design)
- General improvement to site circulation:



- Minimize turning conflicts
- Allow queueing space
- Identify parking organization based on right-in/right-out access to reduce conflicts
- Accommodate bus, fire, delivery, and other unique vehicle requirements in logical and safe patterns and locations

C.3 SITE OBSERVATIONS

The project team completed onsite observations of the landside transportation network on Friday, February 10, 2023, to specifically examine parking utilization and curbside circulation. The observations collected are described herein and illustrate general considerations that relate to landside vehicular circulation, curb side operations and functionality, and parking utilization and organization. Additional observations specific to curb side and parking are detailed below.

C.3.1 General Observations

- Lack of gated access to parking lots (with the exception of the Epic Mountain and High Mountain Taxi lot located immediately to the west of the terminal)
- Arrows are sometimes hard to see at night, a condition which leads some people to do unsafe U-turns
- Curbside access starts too far to the west and creates a conflict point

C.3.2 Curbside Observations

- Drivers park and block the crosswalks.
- Some vehicles speed after they have dropped off passengers.
- The departures area (on the east side of the terminal) will start queuing up, which subsequently blocks access to the arrivals area (on the west side of the terminal).
- Access to the ECO Transit bus stop gets blocked by people who utilize the area as an extension of the curb frontage at the terminal, causing the bus to stop in the travel lane.
- The entrance to the Epic Mountain and High Mountain Taxi lot is blocked occasionally, also due to curbside parking.
- Some passengers utilize the curbside temporarily to access the counters just inside the terminal for additional help with their rental cars.
- Despite several crosswalks, a substantial amount of jaywalking activity was observed in between the established crosswalks.

C.3.3 Parking Observations

Overall, all parking areas were utilized at 55 percent on the day of the team's field observations. There were three parking lots with utilization rates over 70 percent, including the Signature EGE parking lot, employee parking lot, and short-term parking.


TABLE 1: PARKING UTILIZATION (OBSERVATIONS FROM 2/10/2023)

Area	Available Spaces	Utilized Spaces	% Utilized
Signature EGE	233	227	97%
Employee Parking	106	98	92%
Short-term Parking	233	175	75%
Administration Parking	14	6	43%
Long-term parking	464	194	42%
Rental Car Ready Lot	240	98	41%
Signature EGE	110	39	35%
Permit Parking	76	18	24%
30-minute Parking	30	6	20%
Transportation Network Companies (TNC)	10	1	10%
Cell phone waiting lot	45	1	2%
Total	1,561	863	55%

In addition to overall parking utilization, additional observations about the parking areas included:

- The airport does not enforce use of the 30-minute parking spaces but does enforce use of the short- and long-term parking lots by manually checking license plates.
- Restricted curb areas limited to drop-off or pick-up are utilized for short-term waiting areas.
- While waiting to pick up passengers, some people will park on the curb while they run in to access facilities inside the terminal.
- UPS/FedEx vehicles utilize the rental car ready lot or the short-term parking lot in lieu of the short-term parking lot.
- There are only 15 ADA parking spaces.
- There is not an established walkway through parking lots for pedestrian access or clear pedestrian wayfinding.
- The rental car companies are spread out across several different lots for rental return, cleaning, and ready areas.

C.4 CURRENT TRANSPORTATION OPERATIONS

As part of the effort to gain more information and input on the operations of all transportation occurring to, from, and within the airport, the Master Plan team held meetings with rental car companies and ground transportation (GT) companies, transportation network companies (TNCs), the transit provider (ECO Transit), and the parking management firm (LAZ Parking).



C.4.1 Rental Car Companies and GT

The airport is currently served by five different rental car operators (Hertz, SIXT, Avis/Budget, Dollar/Thrifty, and Enterprise/National) and two major ground transportation companies (High Mountain Taxi and Epic Mountain Express). While there are many additional private car services available to travelers through EGE, High Mountain and Epic Mountain are the predominant providers. The fleet for the rental car companies primarily includes sport utility vehicles (SUVs) to accommodate skiing baggage and winter driving conditions. Many of the vehicles for the ground transportation companies are either large SUVs and/or sprinter vans that carry many passengers. Representatives from the rental car companies shared that their operations run smoothly due to the close proximity of the rental ready lot, the rental return lot, and the quick turnaround (QTA) facility.

All onsite rental car companies contract with the QTA facility for services after each vehicle rental including interior/exterior washing and fueling. Based on operational data from the winter season in 2023, a maximum of 300 vehicles were processed per day, with a minimum of 50-100 cars per day on the slowest days. The busiest day for the QTA is typically Saturday, when 200-300 cars are usually serviced, and the rest of the week is less busy. In addition to the rental cars that are processed for Eagle Airport passengers, the operator for the QTA also noted that some rental car companies will use the QTA facility to prep vehicles that are going to other mountain airports/areas like Aspen and Telluride. This facility also processes a substantial number of vehicles at the beginning of the winter season prior to vehicle distribution across the resort communities. There is current capacity for approximately 400 vehicles a day. Right now, the size of the quick turnaround is adequate with capacity to accommodate additional daily cars. The daily volumes also vary because not all vehicles have the same pick-up and drop-off location (some are one-way rentals).

On the peak days during the high season, almost all the vehicles are returned, cleaned, and released within about 15 minutes. This time encapsulates:

- The car arriving in the return lot
- The car rental provider checking the car in and closing the contract out (generally all completed using a handheld process)
- The car arriving at the QTA where it is washed, cleaned, filled up with gas, and maintained (if needed)

At the end of this process, the car is driven to the ready lot. Most rental car providers have an employee in a chase car to provide rides to/from vehicles and across the multiple lots used for rental car operations.

The Master Plan team requested data from all rental car companies to provide information about the current pick-ups/drop-offs for low and high peak days as well as anticipated future pick-up/drop-offs. Information was provided by Hertz, Avis/Budget, Enterprise/National, and Epic Mountain Express. Information for SIXT and Dollar/Thrifty was approximated from QTA data. Because no data was provided by High Mountain Taxi, the data from Epic Mountain Express is replicated here for High Mountain Taxi for planning purposes. From the data provided, the Master Plan team determined that the companies are anticipating future growth between 23-36%



over current volumes. As a result, the team applied a reasonable estimate of 30% to the current numbers to anticipate the future volumes:

- **High Season:** During the high season (winter months), total pick-ups/drop-offs for rental car companies is approximately 380. Current GT volume is estimated to be at 70 pick-ups/drop-offs (vehicles). Applying a 30% increase, this Master Plan anticipates a total of 494 total pick-ups/drop-offs for rental car companies and 91 for GT.
- **Low Season:** During the low season (non-winter months), total pick-ups/drop-offs for rental car companies are approximately 110. Ground transportation is estimated to be at 20 pick-ups/drop-offs. Applying a 30% increase to the future numbers, a total of 143 total pick-ups/drop-offs are anticipated for rental car companies and 26 for GT.

C.4.2 Transportation Network Companies (TNC)

Like the other transportation providers, the TNC providers experience a peak winter season with higher demands than the non-winter months. With the current operations, there is confusion and tension between drivers and riders because drivers are directed to pick-up/drop-off at the designated area within the parking area, and customers are expecting curb access for both pick-up and drop-off. This puts the drivers in an uncomfortable position because they risk getting a bad rating and/or no tip if they follow the airport's rules for where they need to pick-up/drop off riders.

One provider (Lyft) talked about how the supply is so low that they don't have any drivers waiting to get dispatched for a ride. They expect the drivers are coming mostly from Vail in on-demand situations. There is some anecdotal evidence that visitors will load a rental car full of baggage and the rest of the party will request a TNC to the destination. Rides can be scheduled in advance, but one provider (Lyft) said that option is likely unavailable when the driver supply is really low.

C.4.3 Transit

Eco Transit is the regional transit provider, and currently one route serves the airport. Ridership at the airport does not occur until 8 AM, and it is unclear whether it is for airport staff commuting or airport trip purposes. During the midday period between 10 AM and 2 PM, the ridership activity is between 2-6 people. This is when most people are accessing the bus stop that serves the airport. The ridership information does not show a large difference based on seasonality, and generally the ridership is consistent. All trips to the airport are served by a 40-foot bus.

To stop at the airport, the bus has to get off of Cooley Mesa Road and navigate the existing loop road to get to the bus stop located just west of the terminal. This travel into the airport property adds time to the overall route (approximately five minutes).

C.4.4 Parking

LAZ Parking is the airport's parking management vendor and took over parking operations in 2023. Because they have only recently been awarded the contract for parking operations, the items discussed are listed as potential ideas to be addressed

as part of the preferred concept opposed to current operations. An overarching theme that was discussed is to set up the pricing based on type and distance to the terminal: the parking that is closest to the terminal will be at the highest price point and will serve short term parking needs, and parking rates will decrease for longer term parking further away from the terminal. Generally, LAZ would prefer to have one entrance for each lot. A number of additional ideas were discussed and are labeled on a map in **Figure 1**.

FIGURE 1: POTENTIAL PARKING IDEAS



C.5 ALTERNATIVES AND EVALUATION

C.5.1 Transportation

A variety of alternatives have been developed for both circulation and parking organization.

Design Criteria

The following design criteria were established for use as concepts were developed.


TABLE 2: ROADWAY DESIGN CRITERIA

ITEM	Unit					Notes
Design Speed	MPH	15	20	25	30	
Design Vehicle	N/A					WB-50
Lane Width	FT	15	15	30	30	Assume 15' for a single lane and 30' for two lanes
Horizontal Curve Radius	FT	47	105	200	300	CDOT Roadway Design Guide 2018 Table 3-2 Town of Gypsum Public Works Manual Table 3.07.I
Superelevation Rate	%	Assumed 2% (low-speed facilities)				
Deceleration Length	FT	-	-	-	235	CDOT Roadway Design Guide 2018 Table 10-3
Acceleration Length	FT	-	-	-	180	CDOT Roadway Design Guide 2018 Table 10-4
Redirect Taper Ratio	N/A	-	-	7.5:1	8:01	CDOT Roadway Design Guide 2018 Table 9-10
Median Width	FT	4	4	6	6	CDOT Roadway Design Guide 2018 7.2.1.112 – may be used under very restricted conditions
Median Width	FT	12	12	30	30	CDOT Roadway Design Guide 2018 7.2.1.112 – desirable to provide protection for left turn lanes

Input from Airport Staff

The Master Plan team met with airport staff several times to discuss alternatives and ideas for circulation and parking organization. The following themes were voiced from the airport staff:

- General
 - Desire for safe facilities and improved ADA access
 - Encouragement to think about circulation and parking organization with a fresh slate (unconstrained by existing conditions & patterns)
 - Need to think about snow storage and snow removal
 - Pedestrian access is missing throughout the site which is problematic for people who have parked and need to walk to the terminal or Signature EGE
 - Preference to avoid major changes that would require significant design solutions for the substantial elevation difference between Cooley Mesa Road and the airport's landside facilities
 - Open to moving the QTA and rental car operations to be offsite
- Circulation
 - Clarity on directing people once they are on-property and before they get to the airport
 - Expanded curb access
 - Western airport entrance – roundabout intersection desired
 - Eastern airport entrance



- Preference to have ground transportation (GT) accessing the airport here
 - Consideration for roundabout
- Need to avoid substantial utilities facilities that are currently located just west of the eastern rental storage lot, almost directly across from the Signature EGE entrance
- Concern about people stopping in bypass lanes that are located immediately in front of the terminal
- Preference for keeping separate curb accesses for arrivals and departures opposed to separating vehicle types (GT versus private vehicle) due to the preference of GT service providers to park and meet customers inside to help with baggage
- Preference for a loop option for people to access FIS and then leave the airport but also have an option to continue back to the main terminal if they have taken a wrong turn
- Open to having an additional airport entrance that is not necessarily located at an existing intersection along Cooley Mesa Road (which may restrict turning movements)
- Assume curbside drop off and skycap will generally remain in their current locations
- Parking
 - Open to covered and/or structured parking
 - Electric vehicle charging stations are being installed and need to be included in the plan but do not need to remain at their current location (permit parking lot)
 - Long term parking lot can reach capacity during peak times
 - Rental car storage lots can be very full during peak times
 - Signature EGE continues to ask for more parking
 - Desire to accommodate charter buses
 - Assume that demand for GT services will continue to grow
 - Would like to keep a designated space for transportation network companies (TNCs)
- Phasing
 - Improvements will need to be phased over a multi-year program
 - The airport will maintain air service during construction, so improvements must consider implementation while in use
 - Funding for improvements is not all immediately available and will not all be granted to the airport at one time

Potential Circulation Improvements

This analysis of facility requirements will result in a package of recommendations of improvements for circulation, parking, and safety for landside users. The general themes and improvements that will be addressed are listed here:



- Multimodal
 - Improve sidewalks, bicycle access, and bus stop location/access to the bus stop to allow people to safely walk, bike, and ride transit to/from the airport and improve safe access to the terminal from the parking areas.
- Traffic Calming
 - Evaluate considerations to manage speeds across the property (e.g. raised crosswalks, mini traffic circles, medians, curb extensions, and/or landscaping).
- Curbside Access
 - Organize dual columns of curbside access with two lanes each (a parking lane and a bypass lane).
- Wayfinding
 - Improve wayfinding to direct people as clearly as possible around the property.
- Intersection Improvements at Cooley Mesa Road
 - Evaluate intersection improvements, including installation of roundabouts.
- Electric Vehicle (EV) Charging Considerations
 - Maintain or expand number of EV charging facilities on-property.
 - Identify additional opportunities for EV charging for rental vehicles, employees, and those using long term parking.

Circulation Alternatives

Considerations for All Concepts

Three alternatives were developed for consideration for circulation. The three concepts are described below, with the associated benefits and constraints. The concepts consider several elements that influence how the concepts are organized:

- Location of the QTA/rental car operations (immediately adjacent to the airport vs. offsite)
- Potential GSE expansion area immediately west of the future FIS exit
- FIS access
- Number and location of access points from Cooley Mesa Road

Concept 1 and 1a - Double Terminal Frontage with FIS Loop

This concept is similar to existing conditions, with improved curbside access. There are two entrance points to the airport located at the east and west ends, with the option for a four-way intersection or roundabout. The main roadway (shown in blue) is two-way and has two adjoining one-way loops heading east, which provide two curbside access points for drop-off/pick-up to the airport. The smaller loop on the eastern side of the airport is specifically for the FIS arrivals. The larger loop on the west side of the airport has two one-way roads for enhanced curbside access. All



loops connect back to the main roadway, giving traffic the option to exit at either end of the airport. These concepts are shown in **Figure 2** and **Figure 3**.

This concept offers the following benefits:

- Double curb access with two expanded curbside access points immediately in front of the terminal
- Similar to existing conditions and easy for passengers to adapt to
- Loop for FIS access
- Allows the QTA and some rental car activity to remain immediately adjacent to the airport for the near term
- Supports phased implementation if/when the QTA and all rental car operations move offsite

This concept offers the following challenges:

- Potential GSE expansion area is reduced in size
- Two main access points of the airport remain
- Curb side access is not maximized immediately in front of terminal
- Reduces available parking immediately in front of terminal

FIGURE 2: CONCEPT 1 (WITH CURRENT ROADWAY FOOTPRINT)

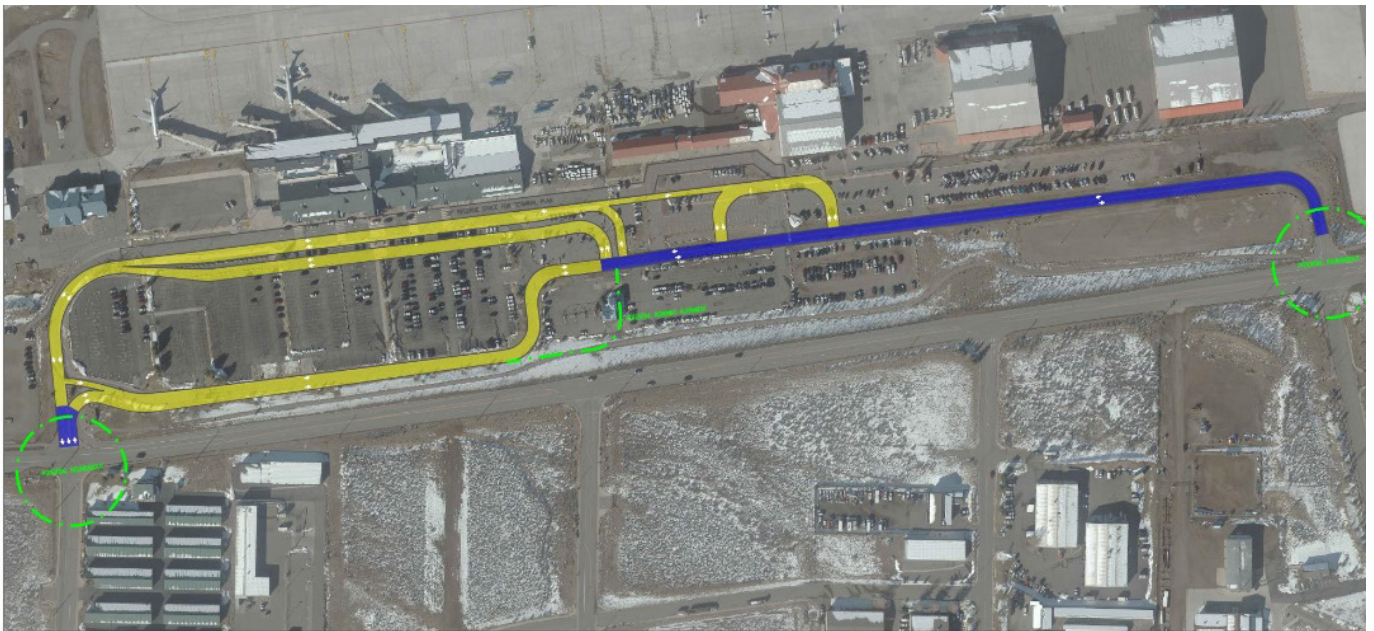


FIGURE 3: CONCEPT 1A (WITH FULL LOOP)



Concept 2 - Double Terminal Frontage with Expanded FIS Loop

This concept provides an additional entrance point to the landside portion of the airport from Cooley Mesa Road. The main two-way roadway, shown in blue, provides access to the FIS loop and larger loop in front of the terminal. The FIS loop connects to the main roadway through a four-way intersection or roundabout. Traffic can connect from this loop directly to the larger loop or return to the main roadway. The larger loop on the west side of the airport is one-way and has two roads for access to curbside drop-off/pick-up and short-term parking. Traffic in this loop can exit at the west end of the airport or merge back with the option to exit in the center or at the east end of the airport. The exits at the west and east ends of the airport have the potential for a roundabout in place of a four-way intersection. This concept is illustrated in **Figure 4**.

This concept offers the following benefits:

- Double curb access with two expanded curbside access points immediately in front of the terminal
- Loop for FIS access
- Additional airport access point
- Supports phased implementation if/when the QTA and all rental car operations move offsite

This concept offers the following challenges:

- Additional airport access point may confuse people on where/how to enter/exit the airport

- Reduces available parking immediately in front of terminal

FIGURE 4: CONCEPT 2



Concept 3 - Peninsula Loops with FIS Loop

This concept maximizes curbside access and has three entrances located at the east end, in the center, and at the west end of the airport where there is an option of a four-way intersection or a roundabout. The main two-way roadway provides access to the FIS loop and its attached, larger loop. This larger loop provides one-way access to curbside drop-off/pick-up and parking. This loop returns traffic to the FIS loop or main roadway with the options to exit through the east or center access points to the airport. The west entrance to the airport gives access to the western-most loop which provides additional curbside pick-up/drop-off and parking access. Traffic from this loop can exit at the western access point, continue to the other loops, or connect to the main roadway to exit.

This concept offers the following benefits:

- Expands curbside access
- Clearly separates arrivals and departure traffic
- Loop for FIS access
- Allows rental car companies to be more centrally located to where customers where access the vehicles
- Additional airport access point

This concept offers the following challenges:

- Additional airport access point may confuse people on how to enter/exit the airport
- Does not allow for a phased improvement to transition from current conditions to future conditions if moving the QTA off site

- Reduces available parking immediately in front of terminal

FIGURE 5: CONCEPT 3




TABLE 3: CIRCULATION ALTERNATIVES SUMMARY

Concept # and Name	Access points to Cooley Mesa Rd	FIS access	Benefits	Challenges
1 and 1a- Double Terminal Frontage with FIS Loop	2	Yes	– Double curb access with two curbside access points immediately in front of the terminal – Similar to existing conditions and easy for people to understand – Loop for FIS access – Allows the QTA and some rental car activity to remain immediately adjacent to the airport for the near term – Allows for a phased improvement if/when the QTA and all rental car operations move offsite	– Potential expansion area is reduced in size – Two main access points of the airport remain – Curb side access is not maximized immediately in front of terminal. – Reduces available parking immediately in front of terminal
2-Double Terminal Frontage with Expanded FIS Loop	3	Yes	– Double curb access with two curbside access points immediately in front of the terminal – Loop for FIS access – Additional airport access point – Allows for a phased improvement if/when the QTA and all rental car operations move offsite	– Additional airport access point may confuse people on how to enter/exit the airport – Reduces available parking immediately in front of terminal
3-Peninsula Loops with FIS Loop	3	Yes	– Expands curb side access – Clearly separates arrivals and departure traffic – Loop for FIS access – Allows rental car companies to be more centrally located to where customers where access vehicles – Additional airport access point	– Additional airport access point may confuse people on how to enter/exit the airport – Does not allow for a phased improvement to transition from current conditions to future conditions if moving the QTA off site – Reduces available parking immediately in front of terminal

Circulation Preferred Concept

Based on the summary of the different circulation concepts above, the preferred concept is 1/1a - Double Terminal Frontage with FIS Loop. This concept is identified as the preferred concept for several reasons, with the main benefits being that it supports phased implementation, allows for structured parking and parking flexibility in the interim, and would work with or without the airport moving rental car operations offsite.

Potential Parking Improvements

The circulation alternatives provide an important starting point, and the preferred circulation alternative will influence the final parking recommendations. However, several ideas were identified for parking considerations:



- Organization
 - Adjusting the location and organization of different types of parking
- Technology Solutions
 - Parking spaces available in the different lots
 - Gates managing access
- Payment Strategies
 - Kiosks that allow people to pay as they are leaving

Parking Organization

Considerations for Parking Organization

The parking concepts consider these elements:

- Rental car operations
- Potential GSE expansion area immediately west of FIS exit
- Signature EGE parking
- Waiting area (“cell phone lot”)
- Covered and structure parking opportunities (future considerations)
- Combining short-term parking with “less than 30-minute use” for simplicity

These concepts are different than the circulation concepts in that they are major themes that influence how the parking is organized.

Concept 1 - Rental Car Operations Onsite

This concept would keep rental car operations onsite. While the location of the ready lot and rental car storage lots may change, the operations would remain the same from the user perspective - picking up and returning vehicles close to the terminal. This would allow the current QTA to remain in place.

This concept offers the following benefits:

- Ease of access for picking up and dropping off rental cars
- Do not need to move the QTA
- Shuttle service not required

This concept offers the following challenges:

- QTA takes a lot of space in a highly desirable location relatively close to the terminal

Concept 2 - Rental Car Operations Offsite

This concept would move rental car operations offsite. While some of the elements of the rental car operations could remain close to the terminal, this would move the storage of rental cars and the QTA offsite and would clear that existing space for other uses in a desirable area close to the terminal.



This concept offers the following benefits:

- Opens up additional space for parking close to the terminal
- Potential to consolidate rental car operations and storage

This concept offers the following challenges:

- Will require a shuttle service to access the facility
- Can be confusing/inconvenient to customers that are used to accessing the existing rental car ready lot

Concept 3 - Structured Parking

For many of the parking areas, a preliminary high-level assessment has determined there are several locations that would be appropriate for structured parking.

This concept offers the following benefits:

- Structured parking efficiently utilizes the available space(s)
- May allow rental car operations to stay close to the terminal
- Phasing structured parking can be compatible with multiple concepts when certain thresholds are met

This concept offers the following challenges:

- Higher construction costs/increased airport investment
- Aesthetically unpleasing

Organization by Parking Areas

To think about parking organization, different parking areas were defined with square footage to determine the appropriate number of parking spaces. The following tables lay out potential parking organization given the main themes presented in the previous three concepts above.

All parking spaces were estimated with the assumption of 350 square feet including aisles and organization unless otherwise noted.

Provision of accessible spaces will be evaluated in more detail once an overarching concept is selected.



Concept 1 - Rental Car Onsite

Keeping rental car operations onsite reduces available parking but provides easy access for customers who are picking up and dropping off rental cars. It is assumed that this will remain in place at least for the near term, with future plans to adjust operations if rental car operations demonstrate need for a larger area.

TABLE 4: POTENTIAL PARKING ORGANIZATION WITH CONCEPT 1 (RENTAL CAR ONSITE)

Parking Area	Existing Type	Proposed Type	Parking Change	Total Spaces (approximate)
A	Rental car overflow	Rental car overflow AND Signature EGE parking	+45	625
B	Long term parking	Long term parking and employee parking	No change	360
C (estimated with 400 sq ft per space)	Employee parking, GT, 30 minute parking, rental car ready lot	GT, short term parking, rental car ready lot	-49	570
D	Rental car return lot (mostly)/Signature EGE	Permit parking	-50	30
E	Rental car return lot/Signature EGE (mostly)	Permit Parking	-20	30
F	QTA, QTA storage, and Signature EGE	No change	No change	Not typical parking facility
G	Signature EGE and cell phone waiting lot	No change	No change	320
H	Rental car overflow	No change	No change	220
Total	N/A	N/A	-74	2,155

FIGURE 6: PARKING AREAS – CONCEPT 1





Concept 2 - Rental Car Offsite

This concept assumes that rental car operations will be moved offsite, which offers more available space for surface parking close to the terminal.

TABLE 5: POTENTIAL PARKING ORGANIZATION WITH CONCEPT 2 (RENTAL CAR OFFSITE)

Parking Area	Existing Type	Proposed Type	Parking Change	Total Spaces (approximate)
A	Rental car overflow	Rental car overflow AND Signature EGE parking	+45	625
B	Long term parking	Long term parking and employee parking	No change	380
C	Employee parking, GT, 30 minute parking, rental car ready lot	GT, short term parking	-20	570
D	Rental car ready lot (mostly)/Signature EGE	Permit parking	-50	30
E	Rental car ready lot/Signature EGE (mostly)	Short term parking	-20	30
F	QTA, QTA storage, and Signature EGE	Short term parking AND/OR rental car returns	+340	340
G	Signature EGE and cell phone waiting lot	Signature EGE (60%) and GT waiting area (40%)	No change	180 for Signature EGE/120 for waiting area
H	Rental car overflow	Signature EGE parking	No change	250
Total	N/A	N/A	+295	2,525

FIGURE 7: PARKING AREAS – CONCEPT 2





Concept 3 - Structured Parking

The structured parking concept assumes that three locations provide the opportunity for three levels of parking. Due to increased capacity that is created from structured parking, it is assumed this allows rental car operations to remain onsite. Assuming a parking structure with up to three levels (2 additional) for these three parking areas provides an additional 2,110 parking spaces.

**TABLE 6: POTENTIAL PARKING ORGANIZATION WITH CONCEPT 3
(STRUCTURED PARKING, ASSUMES RENTAL CAR REMAINS ONSITE)**

Parking Area	Existing Type	Proposed Type	Parking Change	Total Spaces (approximate)
A	Rental car overflow	No change in near term, structured parking if rental car remains onsite	+1,040 (assumes 3 levels for structured parking)	1,560
B	Long term parking	No change in near term, structured parking in future	+720 (assumes 3 levels for structured parking)	1,080
C	Employee parking, GT, 30 minute parking, rental car ready lot	GT, short term parking	-20	570
D	Rental car ready lot (mostly)/Signature EGE	Permit parking	-50	30
E	Rental car ready lot/Signature EGE (mostly)	Short term parking	-20	30
F	QTA, QTA storage, and Signature EGE	QTA, QTA storage (no Signature EGE parking)	No change	Not typical parking facility
G	Signature EGE and cell phone waiting lot	Signature EGE (60%) and GT waiting area (40%)	No change	180 for Signature EGE/120 for waiting area
H	Rental car overflow	Signature EGE parking, potential for structured in the future	+440 (assumes 3 levels for structured parking)	660
Total	N/A	N/A	2,110	4,230

FIGURE 8: PARKING AREAS – CONCEPT 3





Summary

As noted above, the parking concepts are flexible, and the details can be refined as the overall recommendations of this Plan move forward into implementation. The structured parking option (Concept 3) provides the greatest increase in parking and allows rental car operations to remain onsite. Concept 2 provides the second greatest number of parking spaces, with an additional 250 spaces. Concept 1 reduces the number of parking spaces due to the spatial requirements of the preferred circulation concept that was identified.

TABLE 7: PARKING ORGANIZATION SUMMARY

Concept	Parking Change	Total Spaces
Concept 1 - Rental Car Onsite	-74	2,155
Concept 2 - Rental Car Offsite	+295	2,525
Concept 3 - Structured Parking	2,110	4,230

Parking Preferred Concept

The preferred concept in the near-term is Concept 1 - Rental Car Onsite. As airport development and enplanements increase, the airport will transition to Concept 3 - Structured Parking. Structured parking expands access immediately near the terminal without the need for offsite rental car operations.

C.5.2 Feedback Received

Airport Feedback

After presenting the preferred circulation and parking concept to airport staff, the Master Plan team received the following feedback from airport staff:

- Circulation
 - Desire to accommodate two truck loading docks, one to serve the terminal and one to serve airside operations.
 - Support for two curb accesses to maximize the area immediately in front of the terminal.
 - Ultimate vision to move some or all of the quick turnaround (QTA) facility to be offsite to maximize space immediately in front of the terminal.
- Parking
 - Hesitation associated with structured parking and the associated cost.
 - Desire for more organization associated with parking inside the ring road so that people arriving at the airport park near the ticketing (eastern area) and people departing the airport have transportation services near the baggage claim (western area).
 - Valet parking is an important service to provide.



Interested Parties Feedback

Rental Car Feedback

- Desire to think about overall organization from the perspective of the airport user.
- Ideas for Efficiencies
 - Combining the return line with the queue for the QTA: In the current condition, on the east side of the QTA, each provider has a lane for clean and dirty based on the direction they are facing. Having this space be organized as a combined return/dirty line, with the storage of clean cars elsewhere, would provide additional space for queuing of the dirty cars.
 - Combining the clean line with the ready lot: To avoid moving the vehicles from the clean line to the rental ready lot, whenever the vehicles were done being serviced at the QTA, they would move directly into an adjacent rental ready lot.
- Things to Avoid
 - Moving the return and/or ready lot offsite (requiring a shuttle bus): From a customer perspective, renting a car from Eagle Airport is straightforward and easy to navigate, as passengers are able to walk directly to and from the rental car to the terminal. The introduction of a shuttle bus to a more-remote facility would add time and inconvenience into the overall operations.
 - Moving the QTA offsite: A critical aspect of turning the vehicles around so quickly is because of the close proximity to the QTA. An offsite QTA location would significantly impact the turnaround time, increase congestion (because the vehicle would need to be driven through the airport), and induce risk because the vehicles would access a public road to go to an offsite facility. Car rental companies also want to limit the amount of time that employees are driving the vehicles, since that is one of the biggest risks rental car operators deal with.

TNC Feedback

The following are improvements the TNC providers would like to integrate into their airport operations:

- Curb access for pick-up/drop-off: Both providers expressed they would like to be able to pick-up/drop-off at the curb. If both is not an option, it's more important to allow drop-off at the curb. Other airports have pick-up areas in designated areas away from the terminal, so that condition is generally more accepted. All riders are generally expecting to be dropped off at the curb in alignment with conditions at most other airports. If pick-up has to occur in a designated area, it would be helpful to have wayfinding signage to direct people to that location to reduce confusion.
- Staging area for waiting for trips: One provider (Uber) talked about having a staging area. It would be good to have a waiting area for drivers before they are dispatched for a ride. Ideally want it to be within a five-minute drive to



the terminal if possible. If there are plans for any EV charging stations, it would be great to have those chargers in the staging area if possible. In some airports, the staging area is also the cell phone waiting lot. Some are shared with taxis while others are a separate designated lot.

- If drop-off remains in a designated place outside of curbside at the terminal, combine with a staging area: If drivers still need to drop off riders in a designated place, it would be ideal to also have that area function as an area for staging as well until the driver gets dispatched for the next ride.

Transit Feedback

Eco Transit would like to continue to serve the airport but would prefer to have a bus stop on Cooley Mesa Road outside of the airport circulation within the property. Eco Transit anticipates there would be pushback from current riders, but an on-street stop location on Cooley Mesa Road would reduce overall route time and provide better service to bus passengers who are not accessing the airport but who are instead headed to the industrial area to the south of Cooley Mesa Road. Eco Transit generally locates bus stops on the far side of intersections (downstream of the intersection in the direction that the bus is headed); however, Eco Transit would instead prefer to have stops on the east side of the main airport entrance intersection with Cooley Mesa Road (Spring Creek Road).

Public Feedback

Throughout the course of the project, the following landside transportation-related feedback was received:

- Support for a roundabout at the airport entrance.
- Possibility of fast charging for electric vehicles.
- Add bike racks outside the front of the terminal.
- Signage added to the airport exit to communicate to travelers that they are in the Town of Gypsum as part of overall navigation.
- Consider traffic generation and need for intersection improvements at Cooley Mesa Road and Eldon Wilson Road to maintain safe traffic pattern for the future.
- Investigate a new exit and overpass off of I-70 westbound from Eagle. Believe this would alleviate congestion on Grand Avenue and roundabouts.
- Please address increased traffic into Eagle as part of this plan, especially improving the access to/from Highway 6.

Concept Adjustments in Response to Feedback

Truck Loading Docks

Two loading dock locations were identified, and the team developed options for access to those locations by confirming truck turning movement requirements. The terminal loading dock is recommended to be on the eastern side of the terminal expansion. The airside operations loading dock is recommended to be on the western

side of the expanded snow removal equipment (SRE) building. The potential loading docks are described and illustrated on an aerial below, with the yellow showing the outline of the truck movement, the pink showing the direction of the truck, and the numbers with the sequence of the truck movement.

Terminal Loading Dock

The access to the terminal loading dock considered two options:

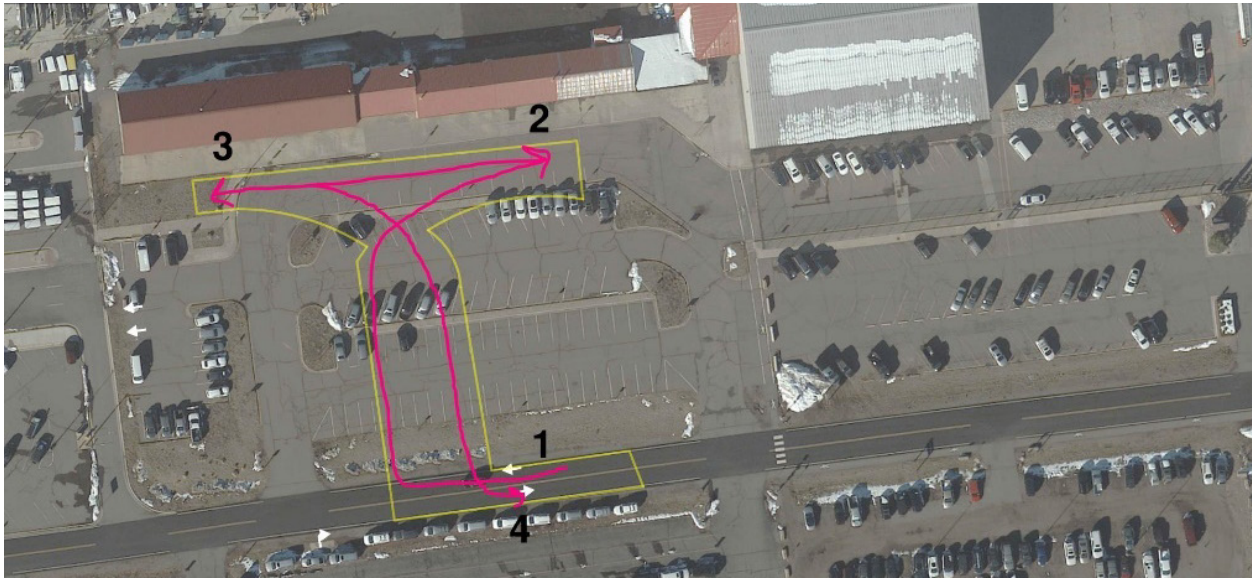
- FIS Ring Road – East: Because the FIS will not be busy at all times of the day, having trucks utilize this roadway would be an efficient use of space for two different types of uses. It would require some coordination with deliveries to avoid negatively interfering with FIS operations.

FIGURE 9: FIS RING ROAD - EAST



- Between FIS Ring Road and Ring Road: This would be a separate loading zone access for trucks only to enter just west of the exit of the FIS Ring Road. There would be space for trucks to queue while a truck in front of them is making a delivery, allowing for trucks to get off the main roadway and prevent additional queuing. Trucks would exit the FIS Ring Road exit.

FIGURE 10: BETWEEN FIS RING ROAD AND RING ROAD



The last option (Between FIS Ring Road and Ring Road) is recommended and has been integrated into the recommended concept, as it takes the least amount of space for the truck operations and provides a queuing area that is off of the main roadways.

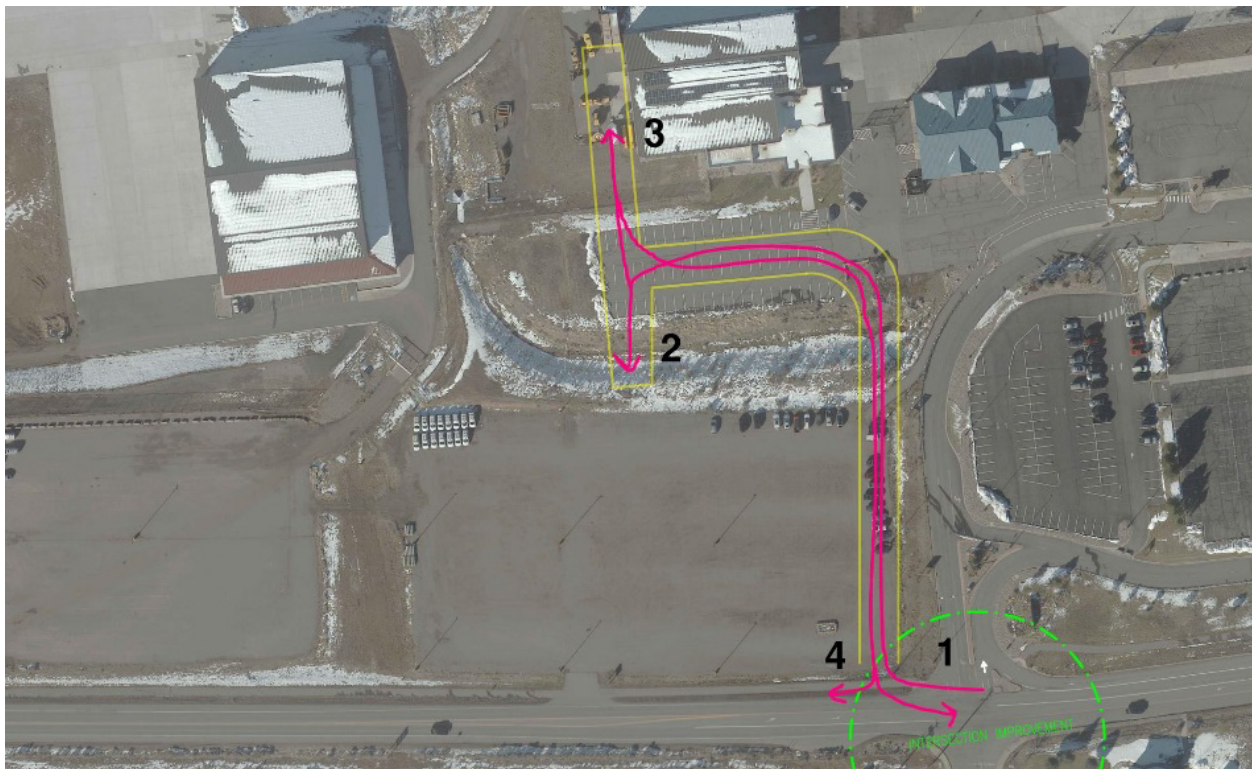


Airside Operations Loading Dock

The access to the airside operations loading dock considered three options:

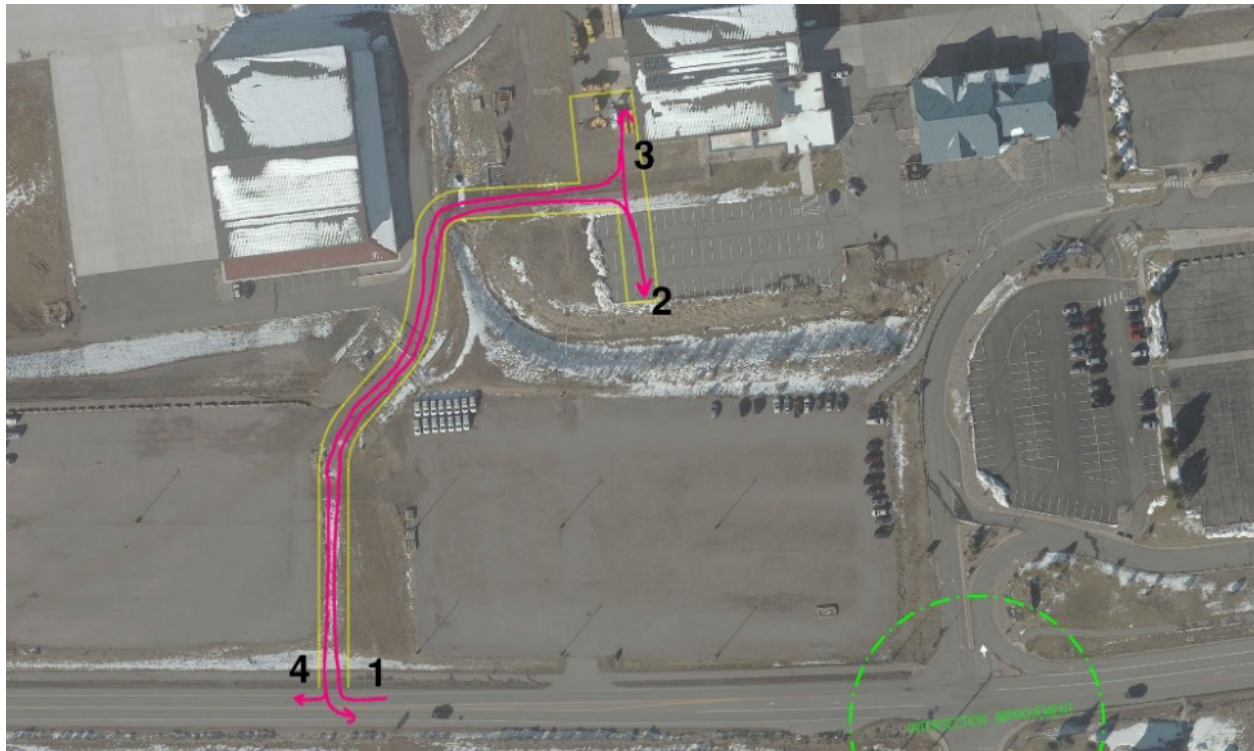
- Long Term Parking Lot – East: Provide an access through the long-term parking lot and then utilize the administrative parking lot area for staging and backing into the loading dock. This would generally take up the middle row of parking spaces of the parking lot, and some additional parking spaces on the western end as well as the northern row of parking. This requires trucks to share the access with passenger vehicles that are access the long-term parking lot as well.

FIGURE 11: LONG TERM PARKING LOT - EAST



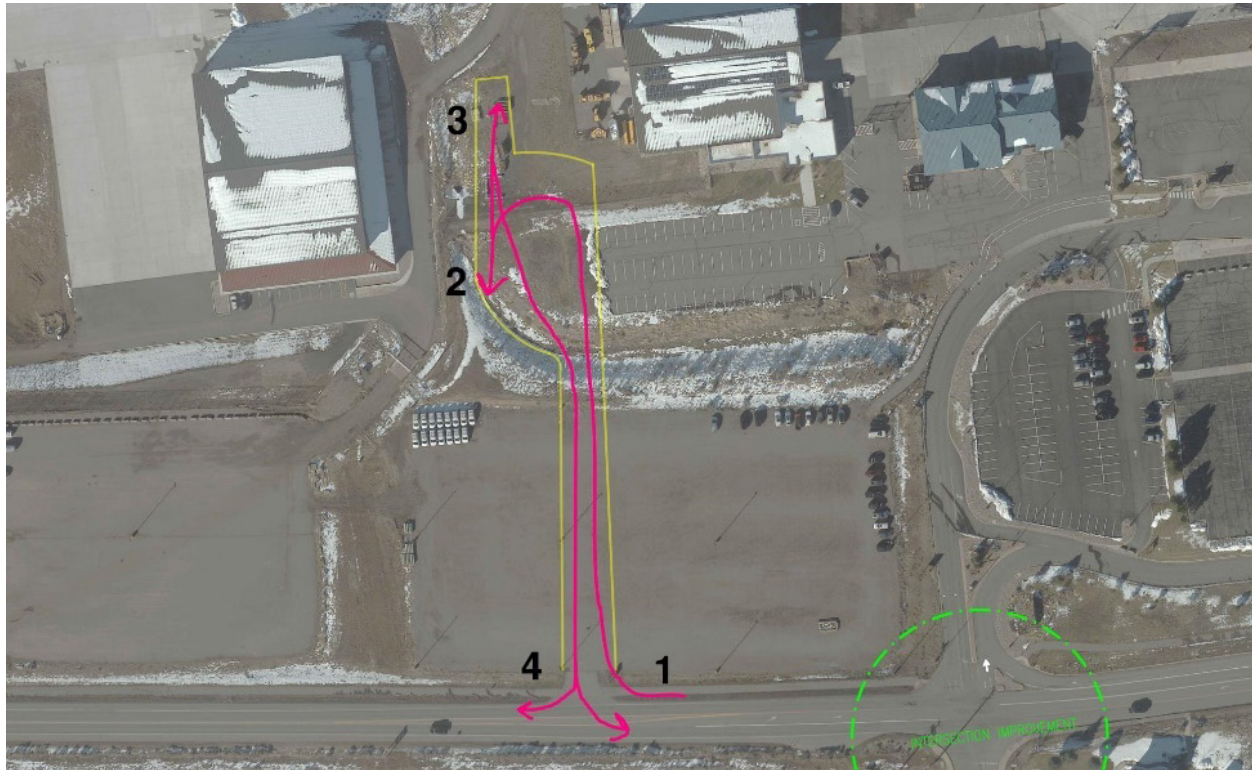
- West of Long-Term Parking Lot: Creating a new access point between the current long term parking lot and the overflow parking lot to the west. This would utilize the restricted gate access currently in place on the access road and use the western end of the administrative parking lot as the area for the turnaround to back into the loading dock.

FIGURE 12: WEST OF LONG-TERM PARKING LOT



- Long Term Parking Lot – West: This would provide access through the long-term parking lot straight back to the loading dock and utilizing the area to the west for the turaround to back into the loading dock. This requires trucks to share the access with passenger vehicles that are access the long-term parking lot as well.

FIGURE 13: LONG TERM PARKING LOT - WEST



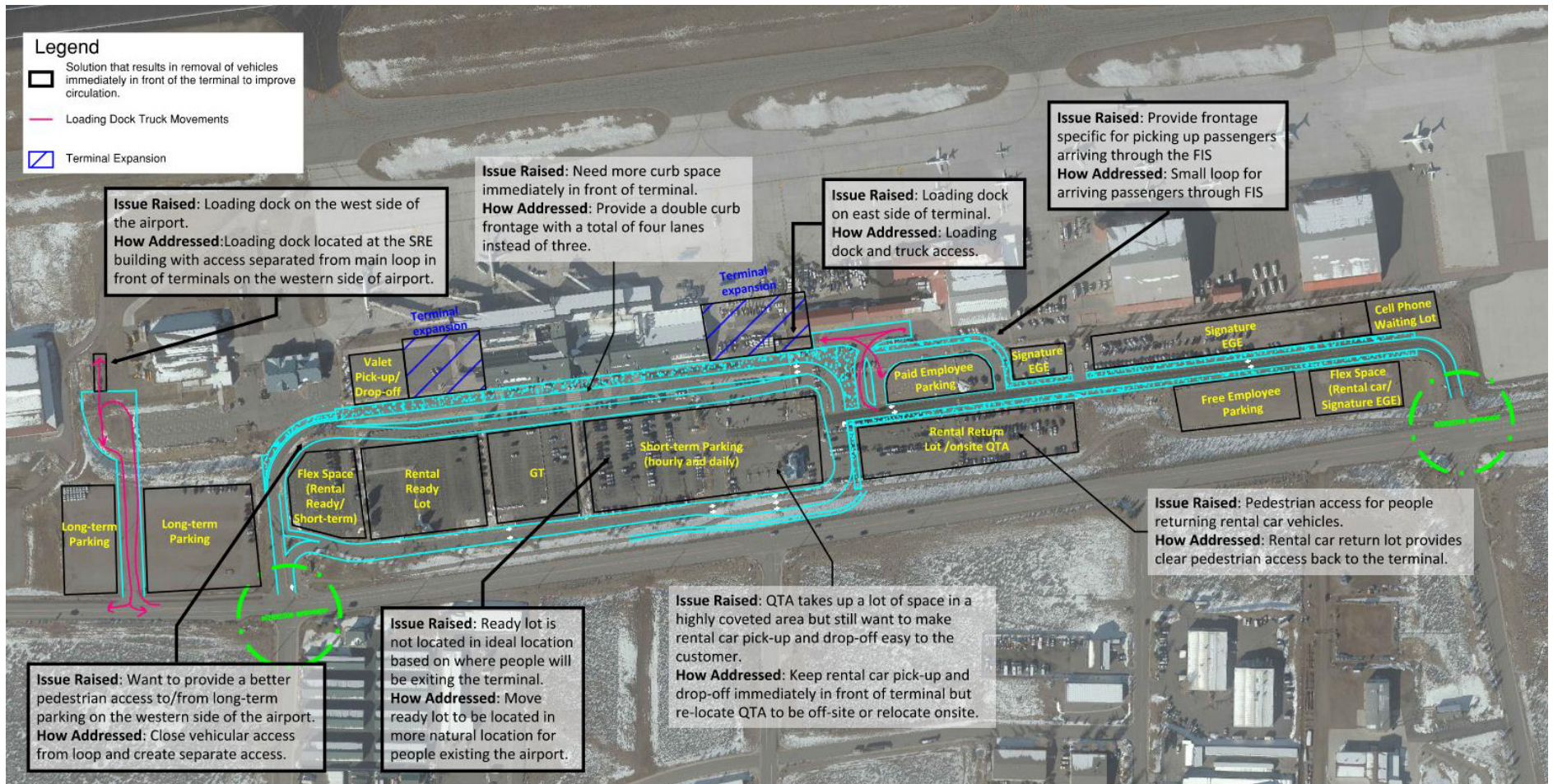
The last option (Long term Parking Lot – West) is recommended and has been integrated into the recommended concept , as it provides the most direct access to the loading dock and impacts the fewest parking spaces.

Rental Car Operations

After receiving the feedback that the consolidated rental car center (CONRAC) is not preferred and the most important element of EGE rental car operations is making it easy for customers to pick up and drop off rental cars, the recommended concept was adjusted to remove the CONRAC. Instead, the recommended concept moved some or all of the quick turnaround (QTA) facilities to be offsite and adjusted the rental car drop off to be bumper to bumper queuing.

The issues and how things were addressed are included in **Figure 14**.

FIGURE 14: ISSUES AND CONCERNS ADDRESSED





C.6 RECOMMENDED CONCEPT

C.6.1 Circulation Recommended Concept

The circulation recommended concept is similar to the preferred concept, with the noted following changes as listed:

- Connection between FIS ring road and main ring road removed
- Access for two loading docks (terminal and airside operations)
- Moving some or all of the operations of the QTA offsite
- Rental car drop off will be located in a bumper to bumper queuing organization to maximize space and efficiency in returning vehicles

FIGURE 15: RECOMMENDED CIRCULATION CONCEPT



Access Points to/from Cooley Mesa Road

The recommended concept is to keep the existing two access points with Cooley Mesa Road. Both of these intersections have been identified to have a roundabout as a recommended improvement for the future. This would improve overall safety for these two intersections and make left turns in and out of the airport easier and safer. The conversion of these intersections to roundabouts will require coordination with the Town of Gypsum.

C.6.2 Parking Recommended Concept

The parking recommended concept is different from the preferred concept based on the discussions and feedback associated with rental car operations and structured parking:

- Rental car ready lot and return lot will remain onsite, with the existing QTA to remain onsite initially. The QTA will ultimately move, in whole or in part, to an offsite location.



- Structured parking is not necessary with the creation of an offsite parking lot on airport property south of Cooley Mesa Road near the eastern edge of the airport (across from Costco).
- Valet parking counter, pickup, and dropoff should be located to the west of the terminal expansion, with storage of vehicles offsite.
- Some of the landside parking areas should be identified for flexible parking usage depending on the seasonality and the demand for different types of parking.

Overall adjustments to existing parking are shown in **Table 8** and **Figure 16**.

TABLE 8: PARKING AREA CHANGES

Area	Existing Type	Proposed Type
A1	Rental car overflow	No change
A2	Rental car overflow	Signature EGE
B1	Long term parking	No change
B2	Permit parking	No change
B3	Administration parking	No change
B4	Mountain High Taxi / Epic Mountain Express	Terminal expansion and valet counter
C1	Employee parking	Flexible space for rental car ready lot (winter) and short-term parking (non-winter)
C2	Short-term parking	Rental ready lot
C3	GT	GT
C4	30 minute parking/Rental car ready lot	Short term parking
D	Rental return lot/ Signature EGE	Truck loading dock
E	Signature EGE	FIS ring road/employee parking (paid)
F	QTA dirty and clean lines/ Signature EGE	Rental return lot and dirty line
G1	Signature EGE	Signature EGE
G2	Signature EGE	Cell phone waiting lot and vehicle staging
H1	Rental car overflow	Employee parking (free)
H2	Rental car overflow	Flexible space for rental car overflow/ Signature EGE
Offsite	N/A	Rental car overflow, valet parking storage, GT staging

FIGURE 16: RECOMMENDED PARKING AREAS



Existing parking space counts are based on current parking spaces if the parking areas are paved/striped. Unpaved existing parking spaces and proposed spaces are estimated using a parking calculator that estimates parking based on the available space. Conservative numbers are utilized for the unpaved existing parking spaces, but, since parking spaces are not striped, the actual number of parking spaces is realistically much lower due to inefficiencies without the striping. Also included as



part of the assumptions is the type of parking. While most of the existing parking is currently organized in a 90-degree layout, most of the proposed parking is recommended to be 45 degrees to maximize number of spaces. The only parking areas where this is not recommended are the following:

- Short term parking (retain 90 degrees)
- Signature EGE (75 degrees)
- Flexible space for rental car ready lot (winter) and short-term parking (non-winter) (45 degrees)
- Rental car return lot (assume 15' lanes with bumper-to-bumper parking with 25' car lengths)

It is important to note that these are estimates only and no design work has been completed to refine these numbers. As parking changes move further into design, these recommendations will need to be refined with design to confirm the organization and number of spaces. **Table 9**, **Table 10**, and **Table 11** describe the overall parking space numbers that are adjusted by different areas of the airport and **Table 12** shows the parking changes for the entire airport. There are parking reductions for the areas west of the terminal and in front of the terminal, with an overall increase in parking. The parking increase occurs primarily from developing the offsite area to the east to be a parking lot which is anticipated to serve as a rental car overflow, valet parking storage, and GT staging area. Total estimated parking will go from 2,268 to 3,485 for a 53% increase in parking spaces.

TABLE 9: PARKING RECOMMENDATION WEST OF TERMINAL

Area	Proposed Type	Existing	Proposed	Change
A1	Rental car overflow	620	620	N/A
A2	Signature EGE			
B1	Long term parking	464	350	-114
B2	Permit parking	14	14	N/A
B3	Administration parking	76	76	N/A
B4	Mountain High Taxi / Epic Mountain Express	Terminal expansion and valet counter		
Total		1,084	970	-114

TABLE 10: PARKING RECOMMENDATION IN FRONT OF TERMINAL

Area	Proposed Type	Existing	Proposed	Change
C1	Flexible space for rental car ready lot (winter) and short term parking (non-winter)	N/A	70	+70
C2	Rental ready lot	240	90	-150
C3	GT	154	100	-54
C4	Short term parking	322	340	+18
Total		716	600	-116



TABLE 11: PARKING RECOMMENDATION EAST OF TERMINAL/OFFSITE

Area	Proposed Type	Existing	Proposed	Change
D	Truck loading dock	Adjustments made in other rows		
E	FIS ring road/employee parking (paid)	N/A	50	+50
F	Rental return lot and Dirty line	117	110	-7
G1	Signature EGE	110	160	+50
G2	Cell phone waiting lot and vehicle staging	45	45	N/A
H1	Employee parking (free)	106	100	-6
H2	Flexible space for rental car overflow/ Signature EGE	N/A	60	+60
Offsite	Rental car overflow, valet parking storage, GT staging	N/A	1,300	+1,300
Total		378	1,825	1,447

TABLE 12: PARKING RECOMMENDATIONS FOR ALL AREAS

Area	Proposed Type	Existing	Proposed	Change
A1	Rental car overflow	620	620	N/A
A2	Signature EGE			
B1	Long term parking	464	350	-114
B2	Permit parking	14	14	N/A
B3	Administration parking	76	76	N/A
C1	Flexible space for rental car ready lot (winter) and short-term parking (non-winter)	N/A	70	+70
C2	Rental ready lot	240	90	-150
C3	GT	154	100	-54
C4	Short term parking	322	340	+18
D	Truck loading dock	Adjustments made in other rows		
E	FIS ring road/employee parking (paid)	N/A	50	+50
F	Rental return lot and Dirty line	117	110	-7
G1	Signature EGE	110	160	+50
G2	Cell phone waiting lot and vehicle staging	45	45	N/A
H1	Employee parking (free)	106	100	-6
H2	Flexible space for rental car overflow/ Signature EGE	N/A	60	+60
Offsite	Rental car overflow, valet parking storage, GT staging	N/A	1,300	+1,300
Total		2,268	3,485	1,217

Parking Enhancements

While the recommendation described here does not include covered or structured parking, those enhancements can be considered on an ongoing basis to see if they will provide benefits and enhance customer experience. Solar canopies can provide protection to vehicles to reduce snow clearing in the winter and overheating in the summer while providing solar energy to address overall sustainability goals. This was discussed with rental car companies as a potential option for providing some level of protection to rental cars.

At this time with the planned development of the offsite land, structured parking is not recommended. However, if it is later determined that developing that land is infeasible or cost prohibitive, it is recommended to revisit structured parking near the terminal. Based on conversations about structured parking, it is currently preferred to the west of the terminal where the long-term parking and rental car overflow is located.



C.6.3 Action Plan/Future Considerations

As these recommendations move forward, several considerations need to be discussed and coordinated with different entities. The following are items that have been discussed as part of this master plan update, documented here to be resolved during design:

- Intersections with Cooley Mesa Road: Coordination with the Town of Gypsum will be necessary to identify the details associated with the recommended roundabouts for the two intersections with Cooley Mesa Road. Current and future information about traffic volumes, speeds, and turning movements will be necessary to develop the design and implementation plan.
- Coordination with Signature EGE: As the needs for Signature EGE change moving forward, it will be important to continue coordinating on the parking demands experienced by their clients to make adjustments to the available parking.
- QTA partners related to phasing and ultimate location: While the initial improvements retain the QTA onsite, the ultimate vision is to have the QTA located offsite. Regular communication will need to occur with the QTA about what and when to relocate offsite. Current conversations with the QTA provider indicate that the current facility can process approximately 400 vehicles per day, and, at their peak, they are currently only processing 300 vehicles per day. Once the volumes increase by 25%, it will be time to start thinking about adjusting the location of the QTA to be offsite. Another opportunity for thinking about the QTA is when repairs and upgrades need to occur. Since this is an aging facility, constructing new elements of the facility offsite will likely be another natural progression for the future of the QTA.
- LAZ Parking: As the parking provider for the Eagle Airport, there will need to be continued coordination with LAZ Parking associated with parking organization, including paving, striping, restricted access, and pricing (including dynamic pricing).
- Minor enhancements:
 - ADA parking: as each parking area is redeveloped, each design must consider code requirements to bring the number of accessible spaces up.
 - Cell phone/waiting lot: including facilities such as restrooms in the cell phone lot will limit trips through the main loop.
 - Regular striping/signing maintenance: the winter weather experienced in Eagle County damages traffic controls. A program to prioritize maintenance of striping and signing to encourage driver compliance is recommended.



C.7 INPUTS TO THE MASTER PLAN

C.7.1 Phasing

The phasing of recommended landside improvements at EGE was developed to address the airport's highest priorities first while also tackling the improvements in a logical manner so that operational disruptions are minimized. The phases are organized so that moving parking areas and/or revising vehicular circulation occurs in an organized fashion.

Phase 1: Ring Road Improvements

In the first phase of improvements, the focus will be on the ring road immediately in front of the terminal. The work will include implementation of expanded curb access and reorganization of the parking located within the ring road. This includes moving the rental car ready lot to the west to be closer to where people exit the terminal from baggage claim. With these improvements, the future of the QTA needs to be addressed as far as whether the ring road will accommodate the QTA in the near-term or whether the facility should be relocated offsite. It is anticipated that this first phase will have two different phases, one with the QTA remaining onsite and then subsequently relocating the QTA offsite.

Temporary accommodation may need to be provided for parking/access to the admin building and the SRE building until the new access is provided in Phase 4.

Phase 2: East of Terminal Improvements

During this phase, improvements will be made to the parking lots to the east of the terminal, and sidewalks will be added to the east to allow people to safely access the parking areas. The new rental car return lot will be prepared in anticipation of its change of use in the next phase. The improvements to the Signature EGE lots will be completed as well before moving onto the next phase.

Phase 3: FIS Ring Road and Terminal Truck Loading Dock

The current Signature EGE and rental car return lots will be adjusted to accommodate the terminal truck loading dock and the FIS ring road. To maximize available space, the area within the FIS ring road will be utilized for parking and is preliminarily identified to be employee parking (paid).

Phase 4: Western Parking Lots and SRE Truck Loading Dock

The last phase addresses the parking lots to the west of the terminal and creates an access to a truck loading dock on the west side of the airport to serve the SRE building and airside operations. The parking lots would be paved and striped to maximize available parking spaces.

Unrestricted Improvements

Whenever deemed appropriate, the EGE team can move forward with the following:



- Reconstruction of the western entrance to the airport from Cooley Mesa Road, potentially into a roundabout intersection.
- Reconstruction of the eastern entrance to the airport from Cooley Mesa Road, potentially into a roundabout intersection.
- Construction of parking, perimeter fencing, access controls, and other facilities at the offsite lot to the east of the airport on the south side of Cooley Mesa Road.
- Install electric vehicle (EV) charging stations in all parking areas.
- Provide secure bicycle storage to employees.
- Improve wayfinding signage including access to/from Cooley Mesa Road and within airport property.
- Coordination between CDOT, Eagle County, Town of Eagle, and Town of Gypsum to address regional transportation concerns related to airport access to/from Highway 6 and I-70.

C.7.2 Cost Estimates

The Master Plan team developed conceptual cost estimates for the recommended improvements, packaged in accordance with the phases of work identified in Section 8.1 of this memo. The costs include high-level assumptions related to the cost of the construction elements and also include design and construction engineering costs. The table below identifies the conceptual per-phase costs (based on 2023 cost data).

TABLE 13: LANDSIDE IMPROVEMENTS CONCEPTUAL COSTS

Phase	Conceptual Cost Range
1	\$17-18 million
2	\$11-13 million
3	\$3-4 million
4	\$12-14 million
Offsite Lot	\$18-20 million