



# Town of Minturn Safe Streets for All (SS4A) Report



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# Chapter 1

# INTRODUCTION

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# Introduction

The Town of Minturn received an \$80,000 grant from the Federal Highway Administration (FHWA) through the Safe Streets for All program to create a Safety Action Plan to prevent roadway deaths and serious injuries. The Town provided the required match of \$20,000 resulting in a \$100,000 funding program to create a Safety Action Plan.

This Safety Action Plan is built on the Safe System approach—a holistic and proactive strategy designed to enhance the safety of all road users. Unlike traditional methods that place the burden of safety primarily on individuals, the Safe System approach recognizes the interconnected nature of human behavior, vehicles, infrastructure, and organizational policies.

At its core, the Safe System approach acknowledges that human errors are inevitable and that transportation systems should be designed to accommodate these mistakes without resulting in fatalities or serious injuries. While the Town’s efforts alone cannot eliminate all severe crashes, adopting this approach fosters a more forgiving and resilient roadway environment for all users.

By embracing the principles of the Safe System approach, the Town of Minturn is committed to building a safer, more equitable, and efficient transportation network. This plan not only aims to save lives but also to enhance quality of life and improve the transportation experience for all users.

## 1.1 FHWA Requirements for Safety Action Plan

The table below lists the requirements for a Safe Streets for All Action Plan, a description of those elements, and where in this Safety Action Plan they are addressed.

Table 1: FHWA Requirements

FHWA Requirement	Description	Corresponding Safety Action Plan Section
Leadership Commitment and Goal Setting	An official public commitment by the governing body to reach zero roadway fatalities and serious injuries.	1.2 Vision Zero Commitment
Planning Structure	A committee charged with oversight of the Action Plan	3.1 Stakeholder Working Group
Safety Analysis	Analysis of existing conditions and historical trends of crashes.	2 Existing Conditions Safety Review
Engagement and Collaboration	Robust engagement with the public and relevant stakeholders that allows for community representation and feedback.	3 Public Engagement
Equity Considerations	Inclusive and representative plan development with identification of underserved communities.	1.3.2 Equity Considerations
Policies and Process Changes	Assessment of current policies to identify opportunities to improve prioritizing transportation safety.	2.1 Existing Policy Foundations



**Table 1: FHWA Requirements**

Strategies and Project Selections	Identification of a comprehensive set of data and stakeholder driven projects and strategies and prioritization of those projects and strategies.	4.2 Project Recommendations
Progress and Transparency	Method to measure progress over time and ensure ongoing transparency with the public.	5 Next Steps—Progress Tracking and Implementation

This plan aims to meet all these requirements and provide a comprehensive Safety Action Plan for the Town of Minturn which can be used to apply for FHWA funding.

## 1.2 Vision Zero Commitment

An essential element of a Safe Streets for All Action Plan is an official public commitment to an eventual goal of zero roadway fatalities and serious injuries. There has been one fatality and two serious injuries resulting from crashes in the past ten years in Minturn.

The Safety Action Plan provides safety improvement recommendations that aim to reduce the risk of crashes occurring that result in serious injury or death. On April 2nd, 2025, the Town of Minturn adopted a resolution that commits to zero roadway fatalities and serious injuries by 2030. Adopting this resolution demonstrates that Minturn values road safety and pledges to continue to consider how the actions of the town affect the transportation risk.

The text of the ordinance is provided as an appendix to this report.

## 1.3 Community Description

### 1.3.1 Introduction to Minturn

Minturn is a mountain town with a population of 1,033 people according to the 2020 US Census. Located along US Highway 24 just south of Interstate 70, the town is surrounded by resort towns like Vail to the East and Avon to the West. Nestled in the mountains, Minturn is a hub for outdoor recreation year-round with plenty of opportunities for biking, hiking, and skiing. Tourists and residents enjoy downtown Minturn's restaurants and shops and often snow-mobile, bike, or use golf carts to get around town.



Figure 1: Picture of Minturn water tower from Main St

### 1.3.2 Equity Considerations

To ensure Safe Streets for All, the FHWA requires that a Safety Action Plan take into consideration equity and whether there are any communities in the area which will require special attention due to historic inequity. The project team used the Town's population characteristics to identify if Minturn is home to any underserved communities, which would have merited more analysis. Underserved communities as defined by the USDOT include any tribal land, US Census Tracts identified in the Equitable Transportation Community Explorer (ETEC) Explorer, and U.S. Census tracts identified in the Climate and Economic Justice Screening (CEJST) Tool. Using these tools, it was determined that in Minturn does not have any underserved communities.



The background of the entire page is an aerial photograph of the town of Minturn, Colorado. The town is situated in a valley, surrounded by dense evergreen forests. In the background, there are large, rocky mountains under a sky with dramatic, colorful clouds from a sunset or sunrise. A river or stream flows through the town, and a railway line is visible on the left side of the image.

# Chapter 2

## EXISTING CONDITIONS SAFETY REVIEW



# 2 Existing Conditions Safety Review

## 2.1 Existing Policy Foundations

### 2.1.1 Policies and Standards

The project team reviewed the policies and standards of Minturn in the preparation of this Safety Action Plan to determine where policies needed to be changed or enacted to improve roadway safety. The team analyzed the Municipal Code, the Land Use Code, the Building Permit Process, and others. The team found that Minturn had a robust set of policies governing the town and no enhancements were necessary.

Table 2 lists the policies and standards the project team reviewed.

Table 2: Minturn policies and standards reviewed for this Safety Action Plan

Policy/Standard	Reviewed?	Enhancement Required?
Minturn Town Charter and Municipal Code	Yes	No
Land Use Code	Yes	No
Building Permit Process	Yes	No
Special Events Process	Yes	No
Historic Preservation	Yes	No
Engineering and Planning Standards	Yes	No
2023 Minturn Community Plan	Yes	No

### 2.1.2 Speed Limits

Speeding is a major concern for Minturn residents based on feedback from the Stakeholder Working Group, Town Council, and the public. Minturn is a small mountain community located on a major US Highway, attracting tourists, semi-trucks, and commuter traffic. Figure 2 displays the current speed limits in Minturn. The speed limit drops from 45 mph to 25 mph when you enter downtown Minturn but increases to 35 mph and then 45 mph while still in residential areas.



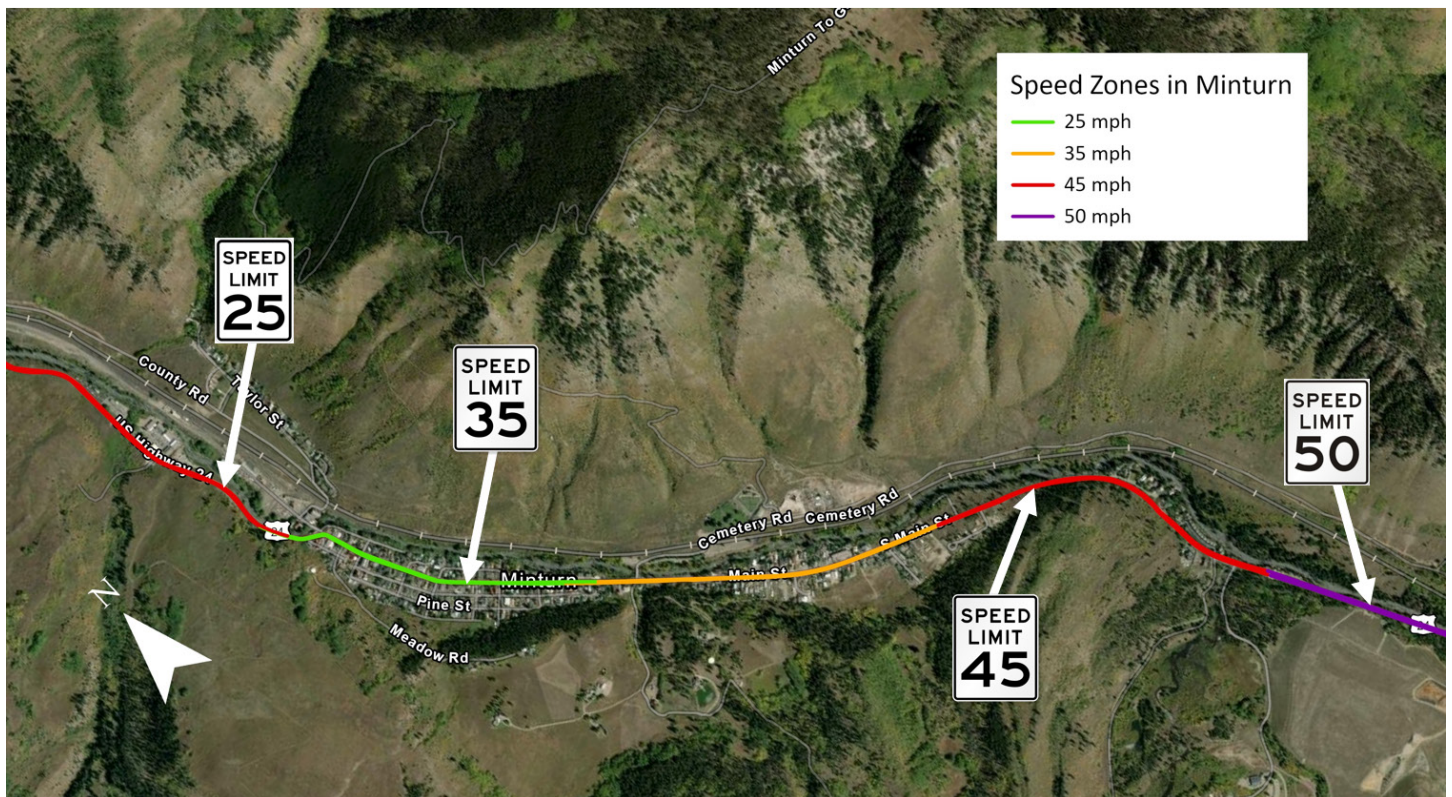


Figure 2: A map showing the speed limits along US 24 in Minturn

The Eagle County Sheriff’s Office conducted speed studies in 2022 and 2024 to analyze speed limit compliance. Table 3 shows the results of those studies.

**Table 3: Speed Studies Results Performed in Minturn.**

Intersection	Main St & Cemetery Rd	Main St & Toledo Rd
Year Study Conducted	2022	2024
Posted Speed Limit (mph)	35	25
85th Percentile Speed (mph)	39	29
50th Percentile Speed (mph)	35	26

### Speeds of Vehicles traveling by Main St & Cemetery Rd on 10/14/2022

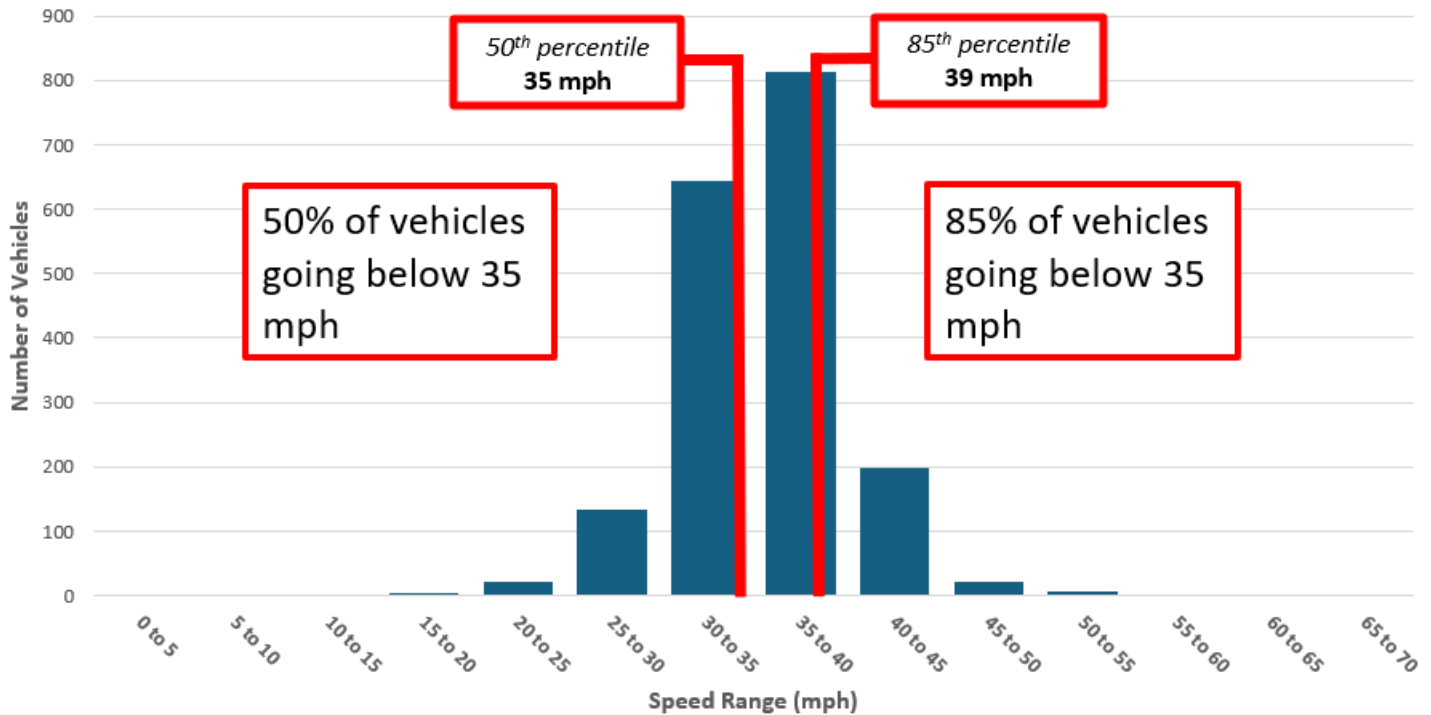


Figure 3: Histogram of the Main St & Cemetery Rd Speed Study showing what speed each vehicle seen was going and where the 50th and 85th percentile speeds come from.

The speed studies identify the 50th and 85th percentile speeds. Figure 3 shows a histogram of vehicle speeds from the Cemetery Rd Speed study and where the 50th and 85th percentile speeds are. The 85th percentile speed is typically considered a reasonable and prudent speed for a speed limit per the Federal Highway Administration, and they recommend setting a speed limit within 5 mph of the 85th percentile speed. Based on the data collected in 2022 and 2024, the 85th percentile speed remains within 5 mph of the posted speed limit, which indicates vehicles are typically traveling the speed limit. However, there is more context around the road, including the residential community and local business character and presence of vulnerable road users (pedestrians and bicyclists) making many members of the community concerned about vehicle speeds on Main Street.

## 2.2 Multimodal Network Assessment

Surveys of the public and the Stakeholder Working Group indicated pedestrian and bike safety were of major concern. The project team conducted an analysis of the multimodal network to identify areas where pedestrian or bike safety could be improved. Pedestrians and bicyclists are most vulnerable roadway users since they have no protection from vehicle impacts. Figure 4 shows that a pedestrian's ability to survive a crash drops from 89% to 35% when vehicle speed goes from 25 mph to 45 mph.



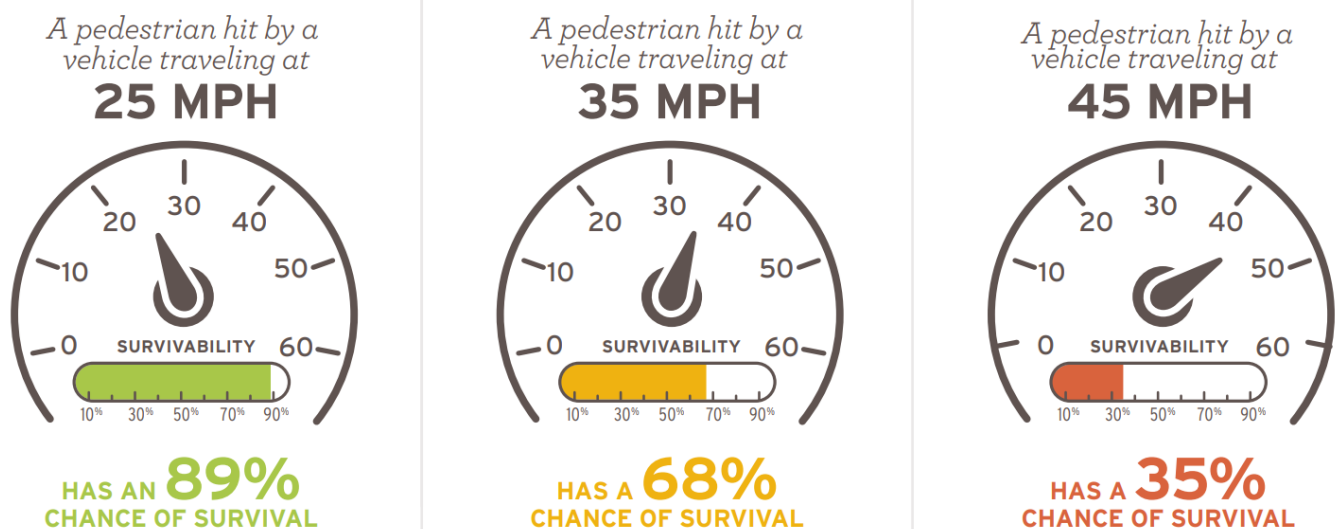


Figure 4: Graphic depicting impact of vehicle speed on pedestrian survivability of crashes from the FHWA Guide to Small Town and Rural Multimodal Networks

Figure 5 shows Minturn’s multimodal facilities. Minturn is a historic mountain community with amenities including parks, trails, and businesses. Visitors and residents regularly access these amenities by walking and biking.

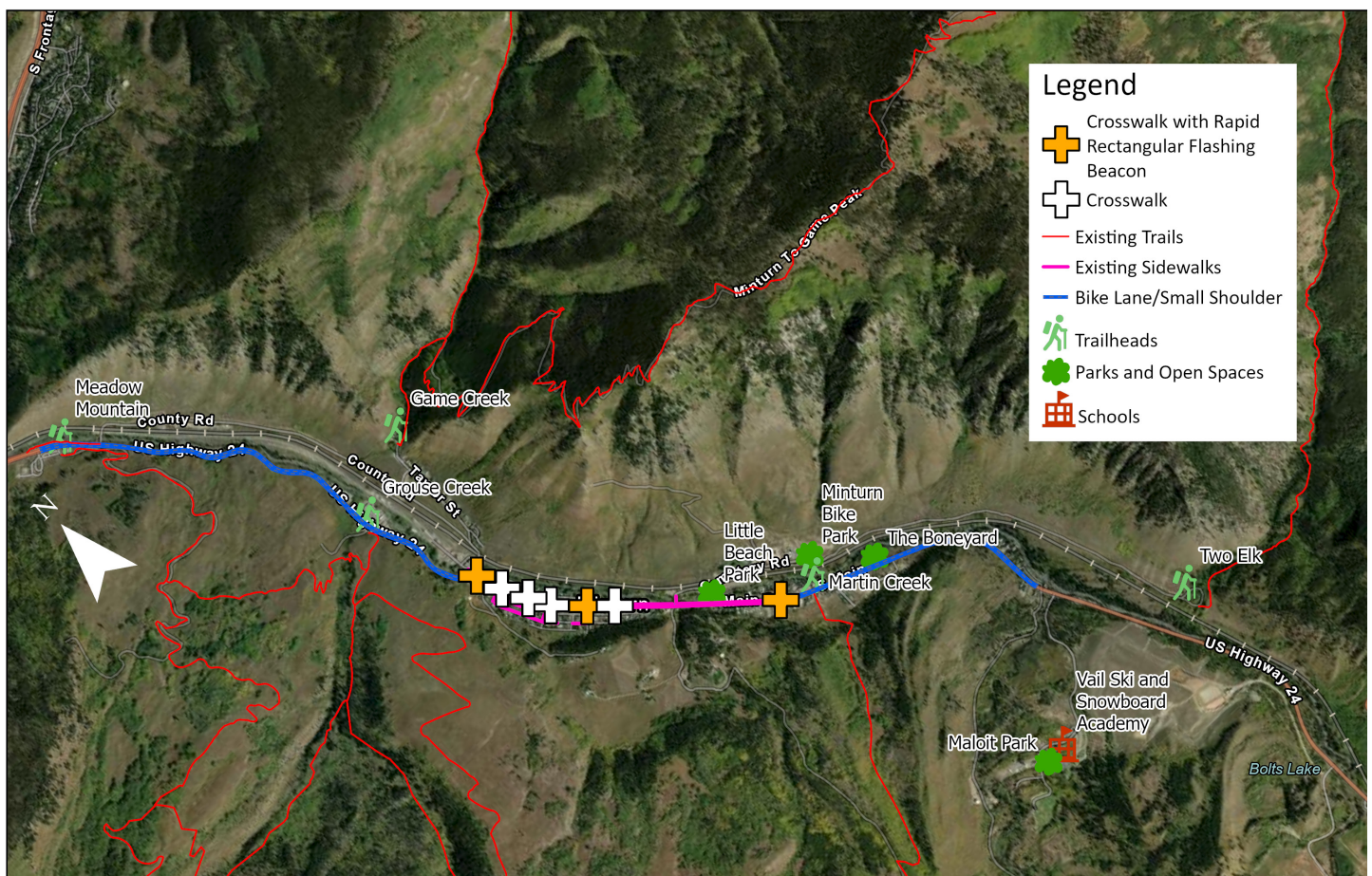


Figure 5: A map of the existing multimodal infrastructure in Minturn.



## Crosswalks

Minturn has seven crosswalks throughout the town that cross US Highway 24, the highway which serves as the Main Street through town. Three crosswalks have Rectangular Rapid Flashing Beacons, see Figure 6, that warn drivers of crossing pedestrians.



Figure 6: A Rectangular Rapid Flashing Beacon in downtown Minturn from Google Maps Street View



Figure 7: Map of existing crosswalks in Minturn, color differentiation for crosswalks with Rectangular Rapid Flashing Beacons



## Sidewalks

Based on a review of existing facilities, the town's sidewalk network, shown in Figure 8, is incomplete. Sidewalks stretch from Railroad Avenue in the north to a little south of Cemetery Rd along US 24. Sidewalks are available in portions of downtown Minturn; however, the network is not connected throughout the side streets causing pedestrians to walk alongside the road to reach downtown in some areas. Since the sidewalk ends in the south part of town, pedestrians must walk along US 24 to reach facilities like the Boneyard, the Martin Creek Trailhead and Maloit Park.

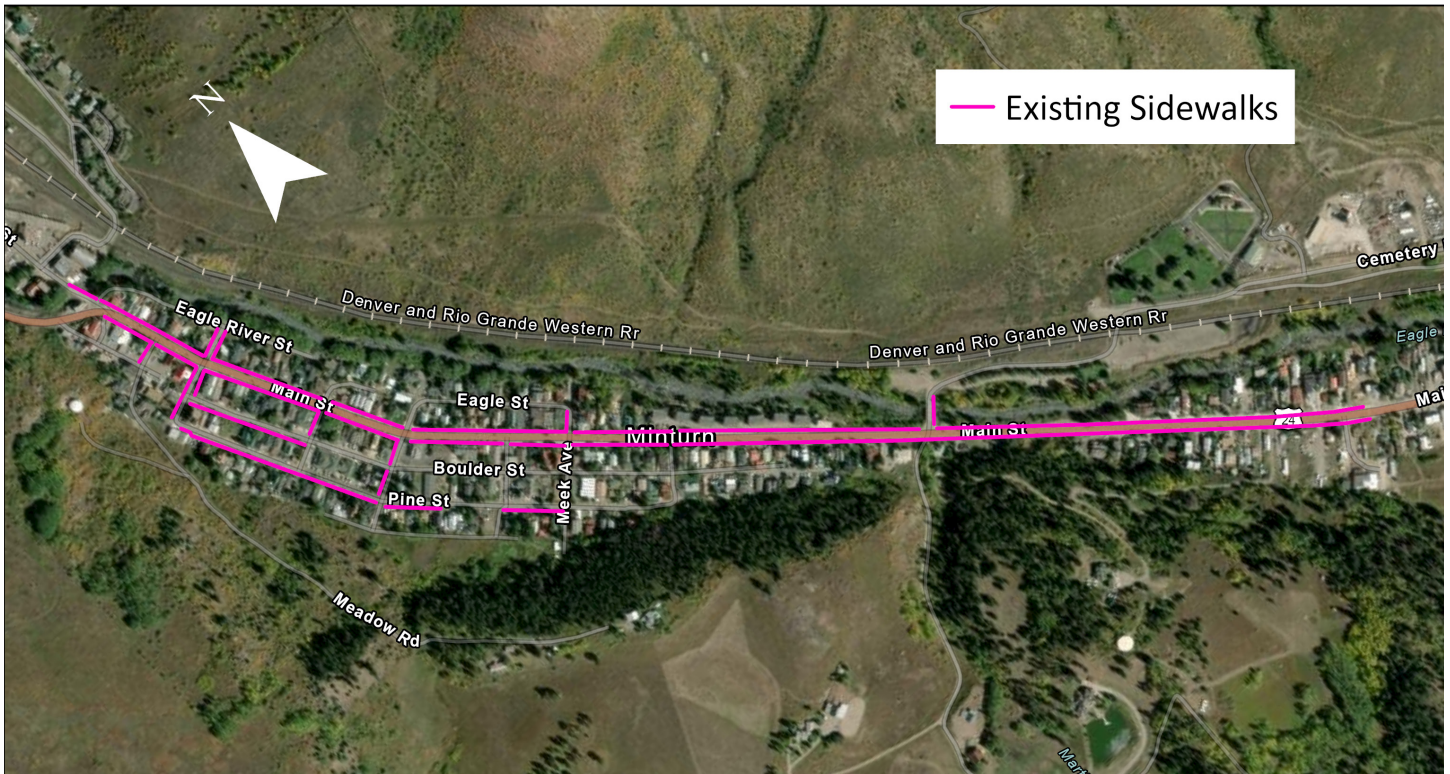


Figure 8: Map of where sidewalks exist in Minturn.



## ***Bike Facilities***

Existing bike facilities are sparse throughout the town. Entering Minturn from the south along US 24 there is a narrow, unprotected shoulder along the road which ends when you enter downtown. The narrow shoulder is replaced by street parking lanes on both sides of the street. The street parking stretches from downtown Minturn to Mann Street, where the street narrows again and a small shoulder reappears. A typical example of what the shoulder along US 24 looks like is shown in Figure 9. A map of where the shoulder exists within Minturn is shown in Figure 10.



Figure 9: Narrow shoulder along US 24 in Minturn at Cemetery Rd





Figure 10: Map of bike facilities in Minturn.

## Trails and Open Spaces

Four trails and four parks are accessible from the town of Minturn. The trails traversing the mountains surrounding Minturn are shown in Figure 11. The parks in the area are shown in Figure 12.



Figure 11: A map of trailheads and trails near Minturn.



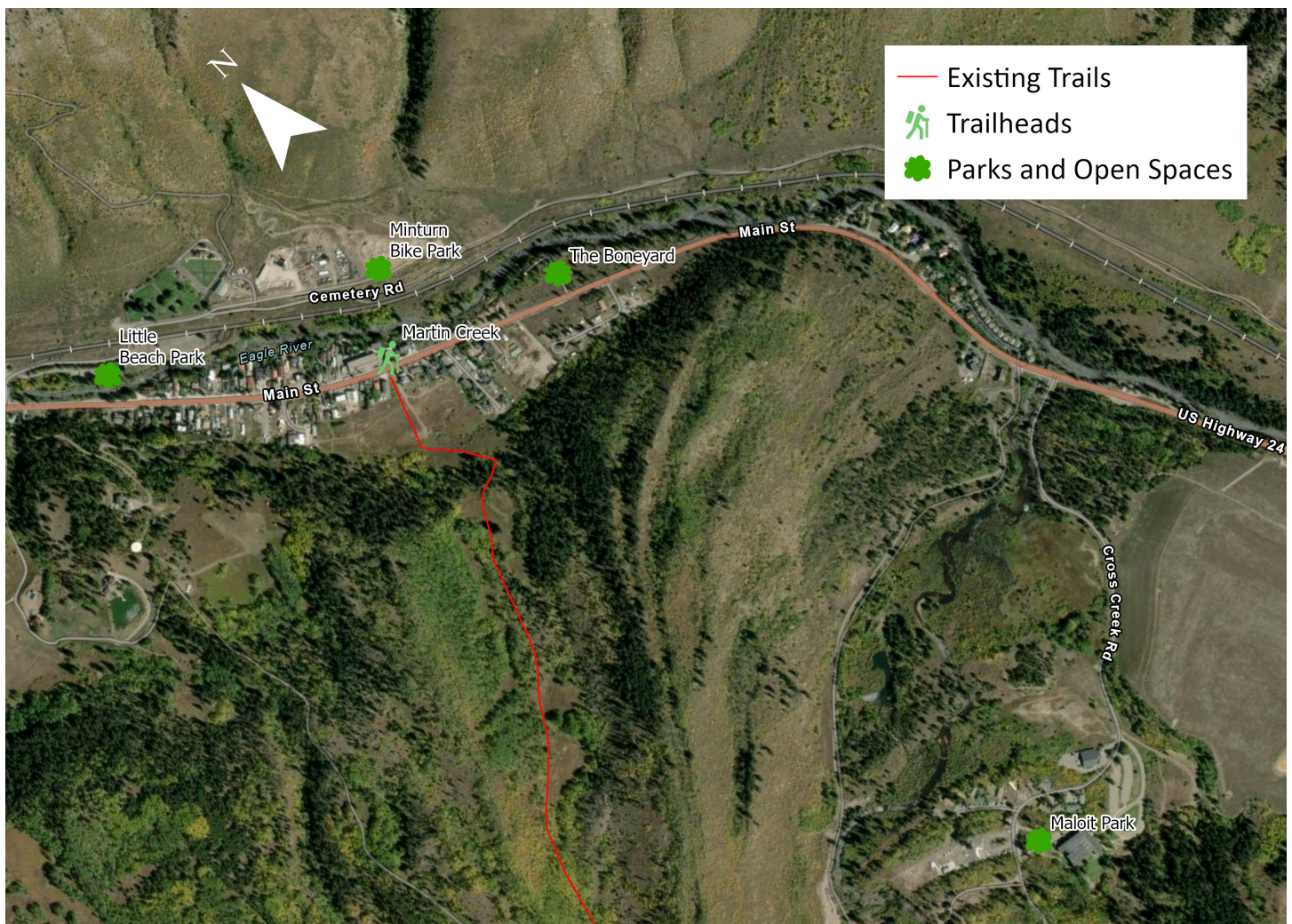


Figure 12: A map showing the parks located near Minturn.



## 2.3 Crash Analysis

### 2.3.1 Crash Data Overview

The crash analysis utilized the most recent seven years of data (January 2017 to December 2023). A seven-year period provides a comprehensive dataset to identify statistically significant patterns while minimizing the influence of anomalies or outliers that could skew the analysis if a shorter timeframe were used. On average, approximately 12.3 crashes occur annually in Minturn, including 2.1 injury crashes per year, resulting in an average of 2.7 injuries per year. locations.

Table 4 summarizes the crash totals and Figure 13 shows a map of the crash locations.

**Table 4: Minturn Crash History from 2017 to 2023**

Year	PDO Crashes	Injury Crashes	Injuries	Fatal Crashes	Fatalities	Total
2017	8	7	11	0	0	15
2018	11	1	1	0	0	12
2019	12	1	1	0	0	13
2020	12	2	2	0	0	14
2021	7	2	2	0	0	9
2022	16	1	1	0	0	17
2023	5	1	1	0	0	6
Total	71	15	19	0	0	86
Average/Yr	10.1	2.1	2.7	0.0	0.0	12.3

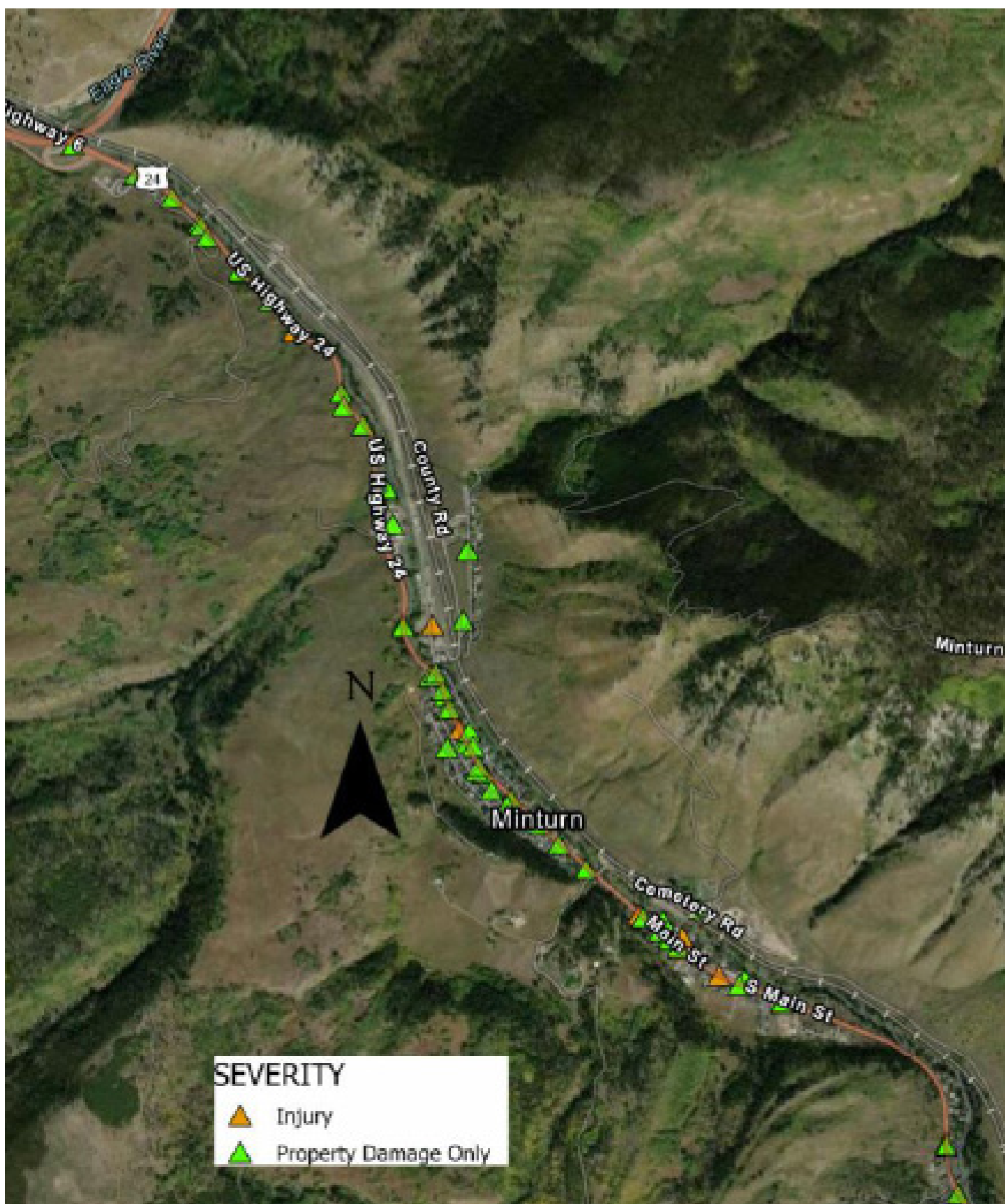


Figure 13: Map of all crashes in Minturn by severity from 2017 to 2023



### 2.3.1.1 Crash Types

From 2017 to 2023, the most common type of crash involved collisions with fixed objects, making up 23.3% of all crashes. Crashes involving parked cars were also frequent, accounting for 18.6%, followed by rear-end (front-to-rear) crashes at 15.1%.

Table 5 below shows the full breakdown of crash types.

**Table 5: Crash Distribution by Type**

Crash Type	Total Crashes	Percent of Total
Fixed Object	20	23.3%
Parked Car	16	18.6%
Front to Rear	13	15.1%
Front to Side	13	15.1%
Sideswipe Opposite Direction	5	5.8%
Sideswipe Same Direction	4	4.7%
Wild Animal	3	3.5%
Bicyclist Motorized Bicycle	3	3.5%
Overturning	2	2.3%
Front to Front	2	2.3%
Rear to Side	2	2.3%
Pedestrian	2	2.3%
Other	1	1.2%

Weather was a contributing factor for fixed object crashes and parked car crashes. Eleven of the fixed object and four of the parked car crashes had weather conditions associated with them. A breakdown of fixed crashes are shown in Table 6. Embankments accounted for the highest number of fixed object crashes, representing 40% of total crashes.

**Table 6: Fixed Object Crash Distribution**

Crash Type	Total Crashes	Percent of Total
Embankment	20	23.3%
Delineator/Milepost	16	18.6%
Curb	13	15.1%
Guardrail (DR2447 Retired)	13	15.1%
Guardrail Face	5	5.8%
Tree	4	4.7%
Large Rocks or Boulder	3	3.5%
Light Pole/Utility Pole	3	3.5%
Concrete Highway Barrier	2	2.3%
Ditch	1	5.0%

### ***2.3.1.2 Vulnerable Road Users***

Between 2015 and 2023, a total of 118 crashes were reported in Minturn, five of which involved Vulnerable Road Users (VRUs), representing approximately 2% of all crashes during that period. While Minturn is not experiencing a disproportionate number of VRU-related incidents, enhancing safety for these users remains a priority. Focusing on both driver behavior and infrastructure improvements—such as lowering speed limits, promoting pedestrian safety, and integrating technologies that enhance awareness and communication—can significantly improve outcomes for VRUs. The following sections provide a more detailed analysis of contributing factors and outline potential countermeasures.

### ***2.3.1.3 Intersection Crashes***

Intersection-related crashes were analyzed to identify locations with the potential for crash reduction. The magnitude of safety problems at intersections was assessed through the use of Safety Performance Functions (SPF). The SPF reflects the relationship between traffic exposure, measured in Average Annual Daily Traffic (AADT), and crash count, measured in crashes per year. The SPF models provide an estimate of the expected crash frequency and severity for a range of AADT among similar facilities. The concept of LOSS characterizes the safety of a roadway segment in reference to its expected frequency and severity. If the level of safety predicted by the SPF represents a normal or expected number of crashes at a specific level of AADT, then the degree of deviation from the norm can be stratified to represent specific levels of safety.



<b>LOSS I</b>	Indicates low potential for crash reduction
<b>LOSS II</b>	Indicates low to moderate potential for crash reduction
<b>LOSS III</b>	Indicates moderates to high potential for crash reduction
<b>LOSS IV</b>	Indicates high potential for crash

The intersection, intersection-related crashes and the LOSS results are summarized in Table 7. LOSS I and II represent better than average safety conditions. The location experiencing LOSS III conditions was further evaluated to determine whether a crash pattern existed at that location. No crash patterns were identified.

**Table 7: Intersection LOSS**

Intersection	Property Damage Only (PDO)	Injury	LOSS (ALL)	LOSS (SEVERE)
<b>Minturn Road</b>	1	0	II	II
<b>Railroad Avenue</b>	3	0	III	II
<b>Toledo Avenue</b>	2	0	II	II
<b>Norman Avenue</b>	3	1	II	II
<b>Harrison Avenue</b>	2	0	II	II
<b>Mann Avenue</b>	0	1	II	II
<b>Cross Creek Road</b>	1	0	II	II

## 2.3.2 Systemic Crash Analysis & High Injury Network

### 2.3.2.1 Systemic Crash Analysis

Systemic safety crash analysis involves identifying crash causes and determining appropriate countermeasures for mitigation. This process includes identifying the most common crash types, focusing on specific facility types, and evaluating the contributing factors associated with these incidents.

Traditionally, this approach prioritizes fatal and serious injury crashes. However, since Minturn does not exhibit a significant issue with such incidents, this analysis can be applied to all crash types to enhance overall roadway safety. Four crash categories were identified in Minturn as the most common crash types, accounting for the highest total number of crashes. Collectively, these categories represent approximately 93% of all crashes in Minturn from 2017 to 2023.

### **Systemic Category 1: Roadway Departure Crashes- Fixed Object and Overturning Crashes**

Roadway Departure Crashes – Fixed object and overturning crashes account for 28% of all crashes. Common contributing factors include speeding, limited curve visibility, and distracted driving. Potential safety countermeasures include advanced warning signs, object markers, traffic calming measures, and lighting enhancements.

### **Systemic Category 2: Parked Car and Rear-End Crashes**

Rear-End Crashes account for 37% of all crashes. Common contributing factors include speeding, weather conditions, tailgating, and heavy traffic conditions. Potential safety countermeasures include improved pavement friction and traffic calming measures.

### **Systemic Category 3: Broadside and Side Swipe Crashes**

Broadside and Side Swipe Crashes account for 28% of all crashes. Common contributing factors include poor visibility, failure to yield to Right-of-Way (ROW), and distracted driving. Potential safety countermeasures include clear sight triangles, traffic calming measures, and speed management.

### **Systemic Category 4: Vulnerable Road Users**

Vulnerable Road user crashes account for 7% of all crashes. Common contributing factors include speeding, distracted driving, and failure to yield to ROW. Potential safety counter measures include traffic calming, adequate lighting, roadway designs for all users, speed management, retroreflective active beacons.

### ***2.3.2.2 High Injury Network***

High Injury Networks (HINs) are a strategic tool used by local agencies to address traffic fatalities and serious injuries. HINs identify roadway segments with the highest concentrations of severe collisions within a transportation network. Rather than determining whether a specific location is inherently dangerous, a HIN highlights corridors where the risk of injury is higher, helping prioritize safety improvements.

Currently, Minturn does not have a corridor with a high enough injury risk to warrant this analysis. However, implementing the strategies outlined in this safety action plan will support the town's Vision Zero initiative by maintaining and enhancing roadway safety.







# Chapter 3

## PUBLIC ENGAGEMENT



# Public Engagement

## 3.1 Stakeholder Working Group

In September 2024, a Stakeholder Working Group (SWG) was formed to guide the development of the Safety Action Plan. SWG members supported the development of the plan by providing feedback specific to safety in Minturn and recommendations on areas for safety analysis. The SWG is a diverse compilation of interested and engaged stakeholders including residents, business owners, and representatives from the town, county, and state involved in transportation and law enforcement.

SWG members included:

- Michele Meeter – Town Manager (through February 2025)
- Katie Sickles – Interim Town Manager (February – 2025 to present)
- Cindy Krieg – Town Treasurer
- Brian Rodine – Town Council Member
- Spence and Stephanie Neubauer – Business Owners and Residents
- Brady Schlichting – Business Owner and Resident
- Jim Sebben – Resident
- Hannah Conoley – Resident
- Pat Nolan – Health Aging Program Coordinator for Eagle County
- Scott Peterson / Heath Mosness – Eagle County Sheriff’s Office
- Dave Snyder – CORE Transit
- Dave Levy – CORE Transit
- Zebulon White – CDOT Region 3 Traffic and Operations
- Sanjiv Gupta – CDOT Headquarters
- Dahir Egal – Federal Highway Administration



Figure 14: Graphic depicting community roles of Stakeholder Working Group members

The SWG met five times from September 2024 to April 2025. Table 8 shows the details of the five stakeholder working Group meetings convened for this plan.





**Table 8: Stakeholder Working Group Meetings Details**

Meeting Date	Topics
September 17th, 2024	Introductions to group, SS4A process overview
October 29th, 2024	Crash and Policy Analysis, Launch of ArcGIS site
January 7th, 2025	More Crash Analysis, ArcGIS site feedback, Multimodal Assessment
February 26th, 2025	Preliminary Project Recommendations
April 2, 2025	Presentation of Safety Action Plan Draft

## 3.2 Community Outreach Activities

During plan development, a series of community outreach activities were scheduled and executed to educate the community on the Safe Streets for All, (SS4A) program and to gather opinions from outside the Stakeholder Working group.

### **Town Council Presentation Meeting #1 – November 20th, 2024**

The project team presented information about the goals and process of the SS4A program to the Minturn Town Council. Members of Council brought up concerns of speeding and the current Minturn speed limit. Additional discussion included project funding and positioning Minturn for implementation funding.

### **Pop-Up Event - “First Friday” February 7th, 2025**

The project team joined one of Minturn’s monthly Friday community events at a local restaurant, The Chicken Shack, to collect feedback from town residents on safety and share information about the project.

Over 110 people responded to a survey about transportation safety in Minturn. The surveys showed respondents’ top concerns were speeding and pedestrian and bike safety, aligning with the Stakeholder Working Group feedback. Respondents ranked infrastructure and enforcement as the places they see have the most potential for safety improvements. Asked when they felt unsafe traveling around town, 76% of respondents said when they were biking or walking, they felt the most vulnerable.

### **Virtual Public Meeting – February 25th, 2025**

The project team held a public meeting over zoom which community members could attend to learn more about the project and provide feedback on preliminary safety recommendations.

Attendees raised similar concerns to those from the Stakeholder Working Group and the Pop-Up event, mostly about pedestrian and cyclist safety, especially for school-aged children who walk or bike to a bus stop.

### **Town Council Meeting #2 – April 2nd, 2025**

The project team provided the Minturn Town Council with an overview of overall findings and recommendations that will be included in the Safety Action Plan. To support the SS4A Safety Action Plan, a Vision Zero resolution was adopted, creating a concrete goal of accomplishing zero fatalities from traffic by 2030.

Through these events, the project team engaged over two hundred people in the community. This engagement provided valuable feedback for consideration and incorporation into the plan.



## 3.3 Location-Based Feedback through ArcGIS Storyboard



Figure 15: Website To Support the Minturn SS4A project

In fall of 2024, the project team launched a website with information about the SS4A project using an ArcGIS StoryMap. The StoryMap contained information about the project schedule and purpose, crash data maps and information about Minturn's multimodal network. The main purpose of the website was to educate the community about the project and gain feedback about safety concerns in the area.

The website contained a section dedicated to collecting safety concerns. Users were able to drop a pin at specific locations and share their feedback selecting specific categories of concern.



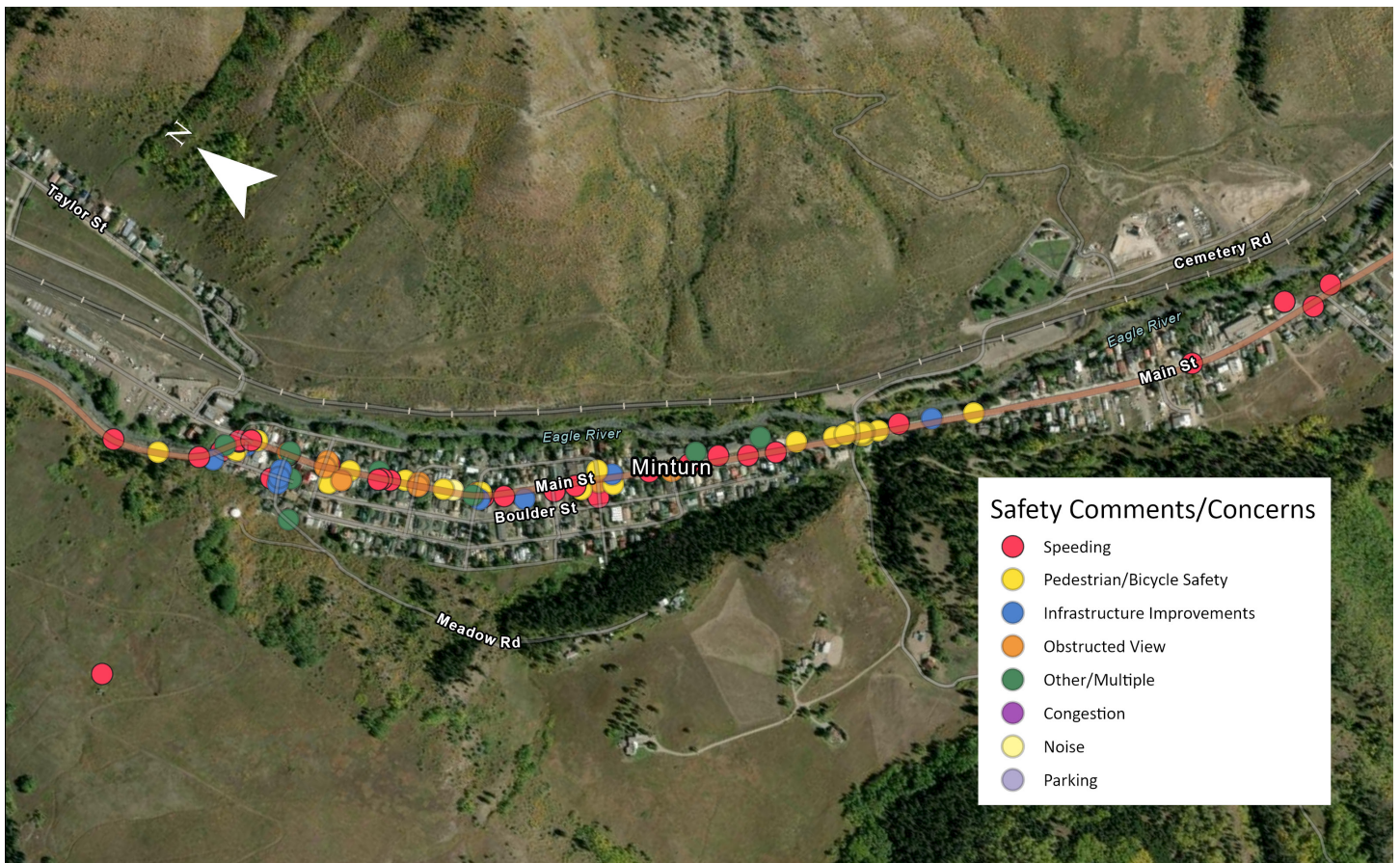


Figure 16: A map of the comments collected on the ArcGIS StoryMap website color coded by area of concern.

From the site's launch in the fall of 2024 to when it closed to responses on 12/31/2024, users added 121 comments to the website. The map above shows where comments were located, color coded by the type of concern which included: Speeding, Pedestrian/Bike Safety, Infrastructure Improvements, Obstructed View, Other/Multiple, Congestion, Noise, and Parking. Figure 17 shows the percentage of comments on the StoryMap belonging to each category.

### StoryMap Comments by Safety Concern

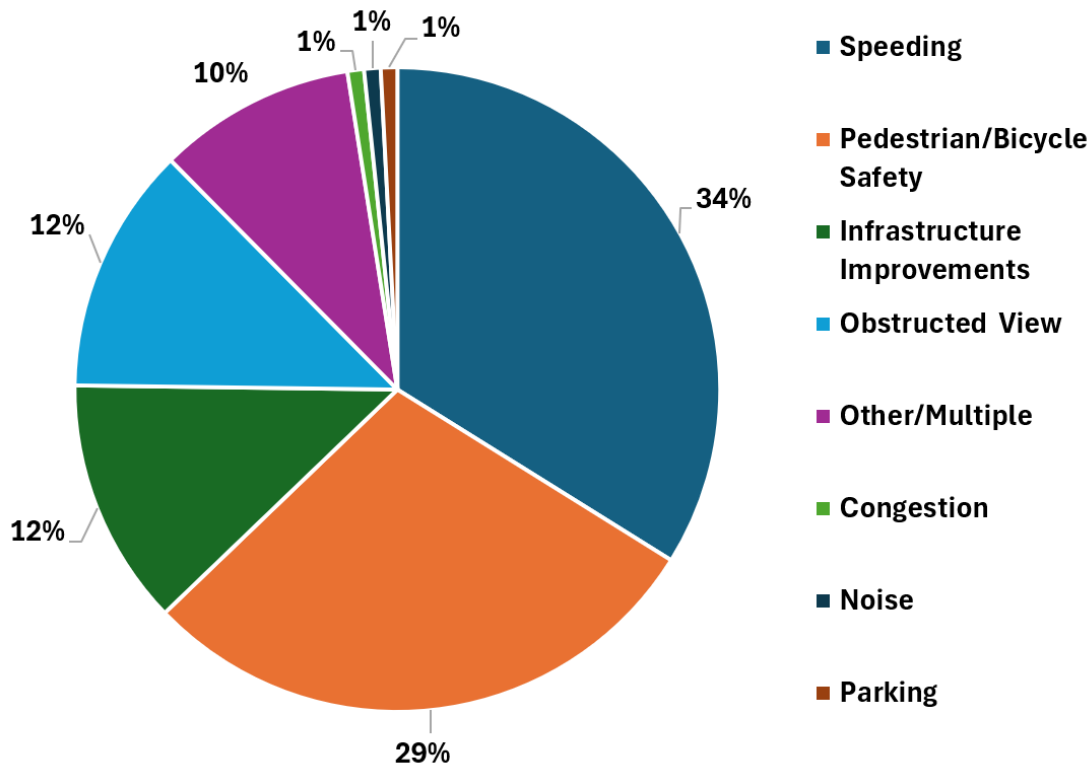
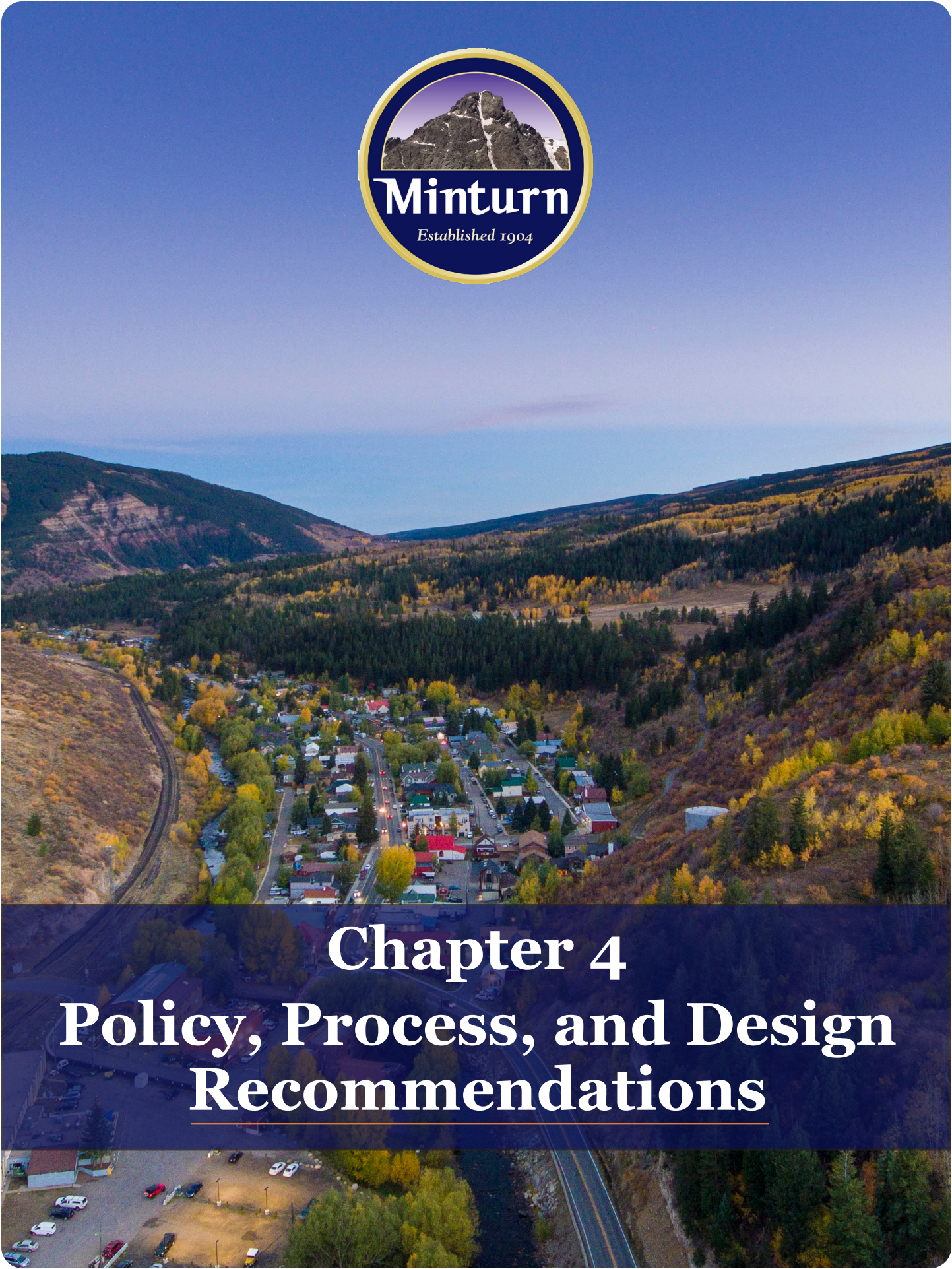


Figure 17: Website Public Feedback

## 3.4 Key Takeaways

Through community events, a public website, and regular meetings with the Stakeholder Working Group, the project team gathered valuable feedback from a large group of invested and engaged stakeholders. Each group agreed that pedestrian and bicyclist safety and speeding were their top safety concerns, which encouraged the project team to focus on project recommendations related to making multimodal travel in Minturn safer and calming traffic through the town. Specific feedback also included the location of bus stops where narrow sidewalks exist. This feedback influenced further analysis and plan development. Community input and support helped create a comprehensive, feasible, and safe plan for the Town of Minturn and its residents.



The background of the entire page is an aerial photograph of a town nestled in a valley. The town has a mix of residential and commercial buildings, with some featuring red roofs. The surrounding hills are covered in dense evergreen forests, with some areas showing yellow and orange autumn foliage. In the distance, more mountains are visible under a clear blue sky. A river or stream flows through the town, and a road with a yellow center line runs alongside it. A parking lot with several cars is visible in the lower left corner.

# Chapter 4

## Policy, Process, and Design Recommendations



# Policy, Process, and Design Recommendations

## 4.1 Safe Systems Approach

The Safe Systems Approach is a systemic strategy endorsed by the Federal Highway Administration for eliminating serious injuries and deaths on roadways. The approach identifies that everyone is responsible for preventing serious injuries and fatalities and the system needs to be comprehensive to accommodate human errors and vulnerabilities. The objectives of the Safe System Approach are Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care.



Figure 18: Safe System Approach's Objectives and Principles.

## 4.2 Project Recommendations

The main concerns raised at both the stakeholder meetings and community outreach events were pedestrian and bicyclist safety and vehicles speeding. The project team incorporated this information into the decisions made while formulating the plan recommendations. To analyze the potential safety impacts of the recommendations, relevant crash modifications (CMFs) were selected from the US Department of Transportation's Crash Modification Factors Clearinghouse. CMFs are factors used to estimate how a recommendation will affect crash rates. A CMF less than 1 means the crash rate may be reduced by implementation of the recommendation.

### 4.2.1 Multimodal Recommendations

The project team, with assistance from the Stakeholder Working Group and the Town Council, developed the following multimodal recommendations:

1. Completing and Enhancing the Sidewalk Network
2. Improving and Adding Crosswalks
3. Creating a Designated Bike Route



## Completing and Enhancing the Sidewalk Network

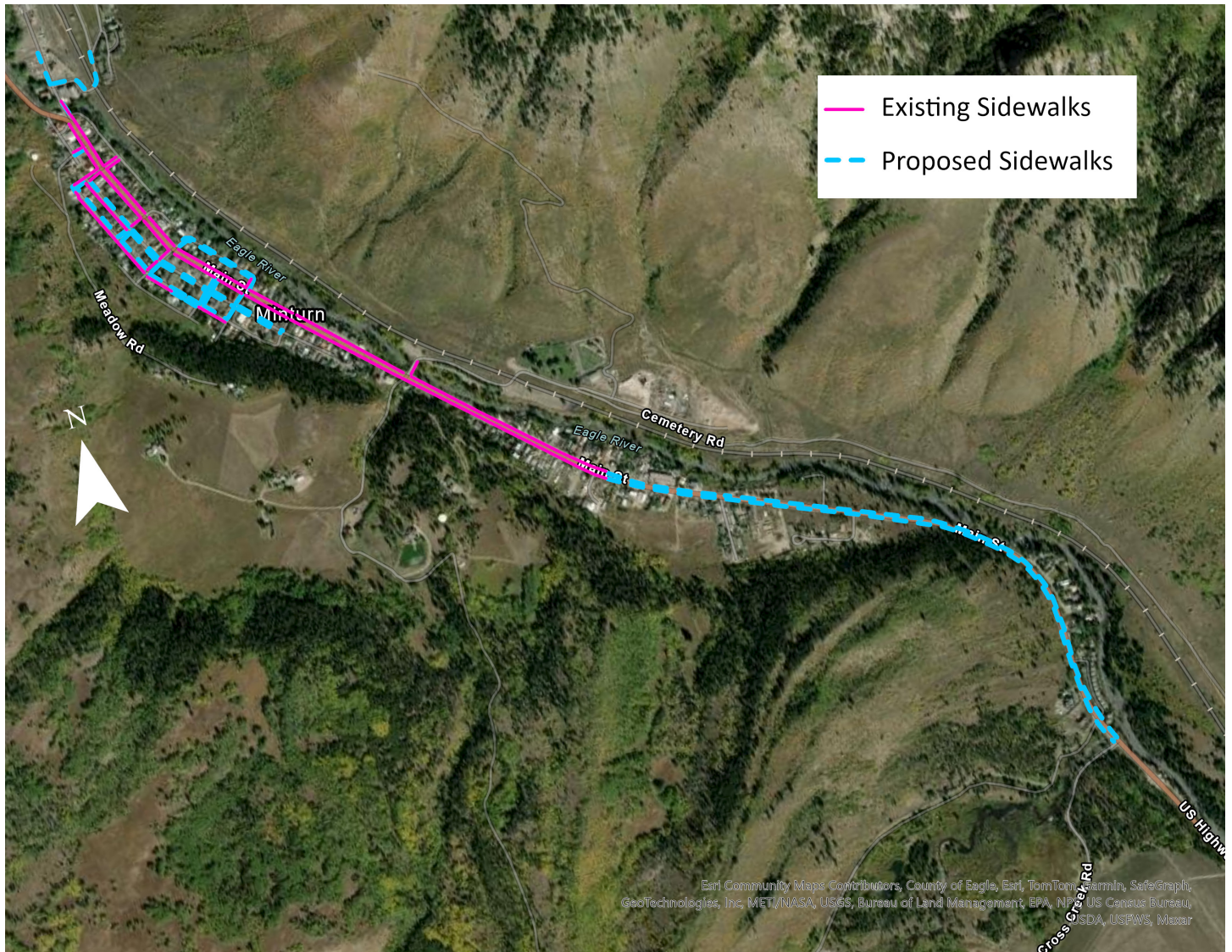


Figure 19: A map of existing and proposed sidewalks in Minturn.

Currently sidewalks mostly exist along Main Street/US Highway 24 in the north and central region of Minturn. Pedestrians in the south of town must walk along the street in the dirt or snow to reach downtown Minturn. The map above shows the areas in blue in Minturn where the project team recommends adding sidewalks. The map illustrates a connected sidewalk system by adding sidewalks along the side streets in downtown Minturn and adding sidewalks to South Minturn up to Cross Creek Road. In addition to adding sidewalks, the team recommends widening the sidewalks in the central region of Minturn from three feet to five feet to accommodate multiple travelers in parallel. Widening the sidewalks has a CMF of 0.31 for crashing involving bicyclists, meaning an estimated crash reduction of 69%. The CMF for installing sidewalks is 0.60 for pedestrian involved crashes, meaning a reduction in crashes by 40%. Both of these countermeasures are estimated to reduce the potential for vulnerable road user crashes and improve safety for bicyclists and pedestrians.



## Improving and Adding Crosswalks

Figure 20 is a map depicting existing and proposed crossings in Minturn, with Rectangular Rapid Flashing Beacons (RRFB).

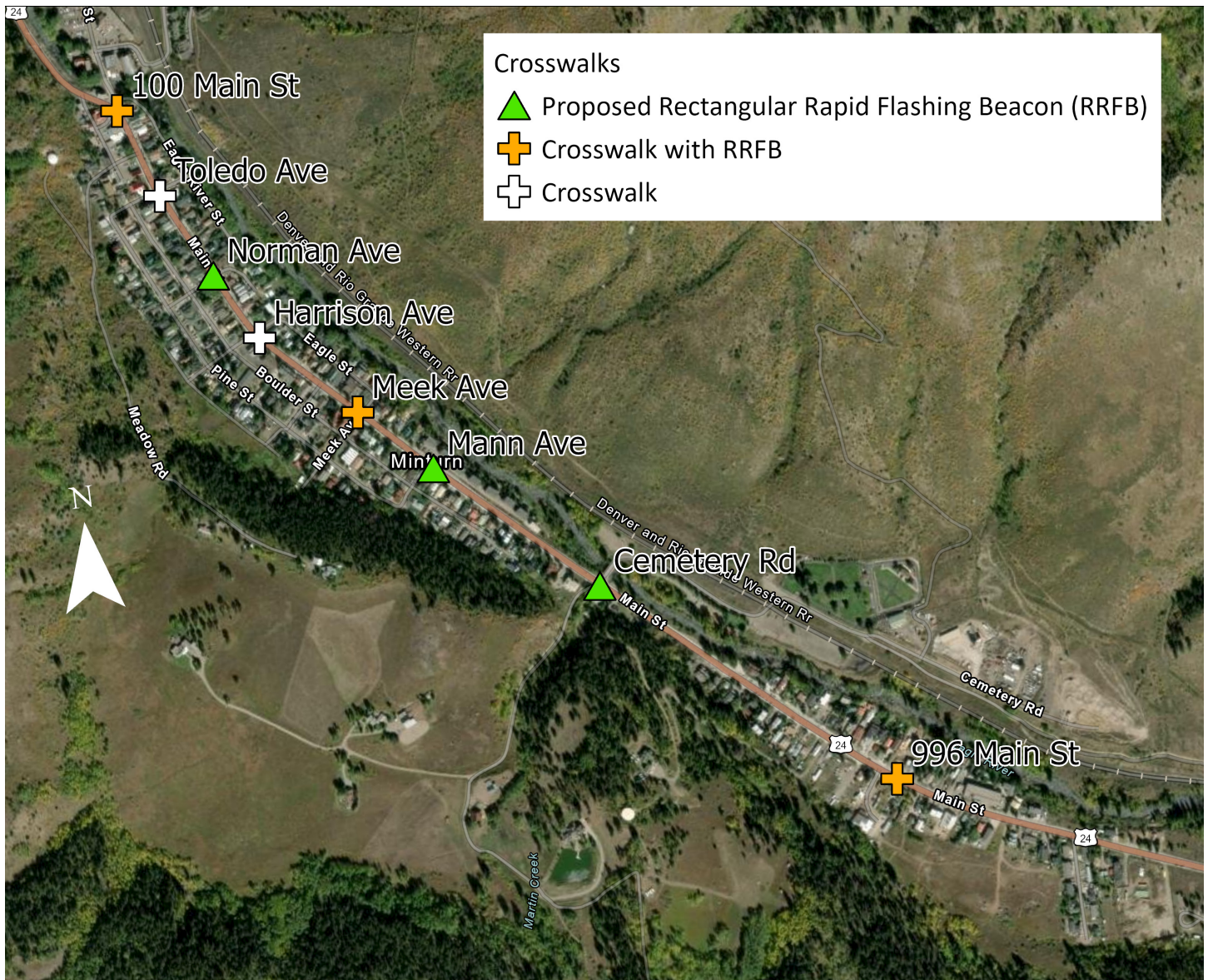


Figure 20: Existing and Proposed Crossings in Minturn, with RRFBs

The Town of Minturn is unique, that it currently does not have any existing stoplights or stop signs. As a result, pedestrians and cyclists rely on drivers to stop at crossings when pedestrians or cyclists are present. Currently there are seven crossings in Minturn along US Highway 24, three of which are equipped with Rectangular Rapid Flashing Beacons (RRFBs). To enhance multimodal safety, the project team recommends adding a crossing at US 24 and Cemetery Road with a RRFB to allow safer, more convenient access to open spaces on Cemetery Road and connection between the east and west sides of the street. The project team also recommends enhancing the existing crossings at Main Street and Norman Avenue and Main Street and Mann Street with RRFBs to alert vehicles of the presence of pedestrians. Installing a Rectangular Rapid Flashing Beacon is associated with a CMF of 0.31, corresponding to an estimated 9% reduction in crashes between vehicles and pedestrians. Based on the CMF, adding RRFBs could be impactful in preserving pedestrian safety in Minturn.



## Creating a Designated Bike Route

Figure 21 is a map showing a proposed alternate bike route that goes along Pine Street in the downtown area of Minturn.



Figure 21: A map showing a proposed alternated bike route that goes along Pine St in the downtown area of Minturn.

Figure 21: A map showing a proposed alternated bike route that goes along Pine St in the downtown area of Minturn. As described in the Existing Conditions section of this plan, there are limited bike specific facilities in Minturn. There is a narrow shoulder along US Highway 24 for bicycle use; however, it is unprotected and is interrupted within town by street parking in the north and central areas of Minturn. Due to high traffic volume on US 24, FHWA bikeway safety guidelines recommend a bike lane rather than have bikes on US Highway 24. However, Minturn's Main Street is too narrow with existing on-street parking to have bike lanes which meet federal standards. Parking is also limited and desirable in Minturn due to its density and size.



Rather than eliminate street parking, this plan recommends designating a bike route through town that deviates from US 24 when possible. Due to traffic flow and side street constraints, the proposed bike route crosses Main Street via Toledo Ave to reach Pine Street. At the end of Pine Street, the route would return to Main Street via Mann Avenue. Pavement markings arrows and signage would be included on the proposed bike route to help guide tourists and residents toward local facilities and back to US Highway 24. There are no CMFs associated with bike routing signage or shared lane marking, but these recommendations should not affect traffic safety negatively. Signage and pavement markings alert drivers to the presence of bicyclists and encourage drivers to exercise more caution.



Figure 22: Example bike route sign from Provincetown, Massachusetts



Figure 23: Example of a bike pavement marking or sharrow painted on a road.



## 4.2.2 Traffic Calming Recommendations

The following traffic calming measures are being recommended as part of the Safety Action Plan.

1. Extending the 25 miles per hour (mph) Speed Limit Zone
2. Speed Feedback Signs
3. Curb Extensions

### *Extending the 25 mph Speed Limit Zone*

Figure 24 shows a map of the existing speed zones in Minturn shown in green. The yellow box indicates the recommendation of the areas where the speed limit is currently 35 and 45 mph that should be reduced to 25 mph.

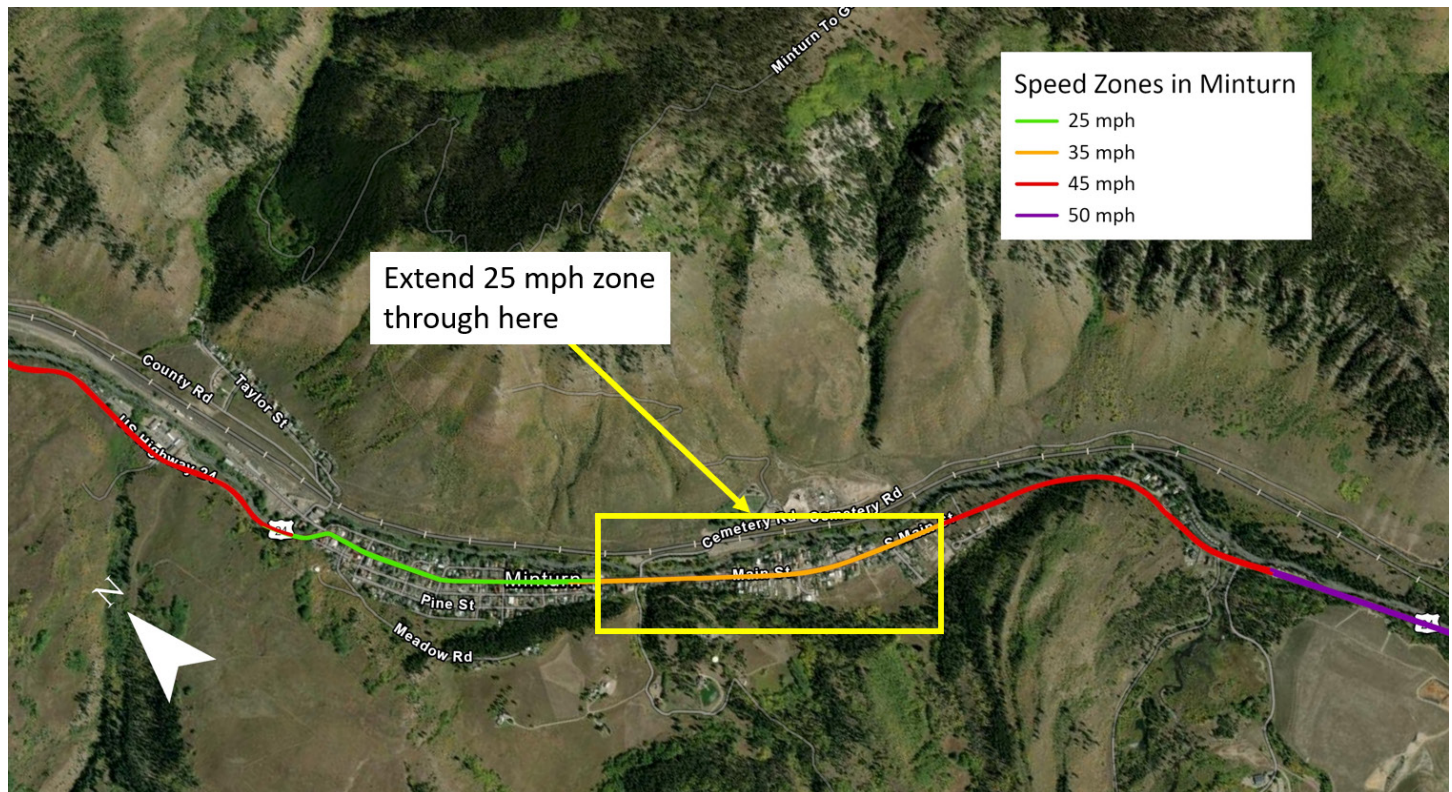


Figure 24: Speed Zones Proposed

The speed limit through Minturn currently drops from 45 mph to 25 mph as you enter town but increases to 35 mph and then 45 mph before you leave town. This increase in speed occurs in residential and recreational areas where t people are traveling by walking or biking. According to the FHWA, the speed at which a vehicle impacts a pedestrian drastically affects the pedestrian's chances of survival, with it being more than twice as likely a pedestrian will survive if speeds are reduced from 45 mph to 25 mph. This plan recommends extending the 25-mph zone through the area where currently the speed limit is 35 mph, as seen on the map above. Based on data analysis, lowering the speed limit in this 1800-foot stretch, will help protect multimodal users while having limited impact on traffic flow through the town. Reducing the speed limit by 10 mph corresponds to a CMF of 0.54, meaning an estimated potential crash reduction factor of 46%.



## Speed Feedback Signs

While lowering the speed limit acts as a policy change to make lower speeds more enforceable, this plan also recommends adding an additional speed feedback sign in Minturn. Currently, Minturn has two speed feedback signs, one at the north edge of town for southbound traffic, and the other in the southern part of town for northbound traffic. Figure 25 illustrates the current speed feedback signs' locations.

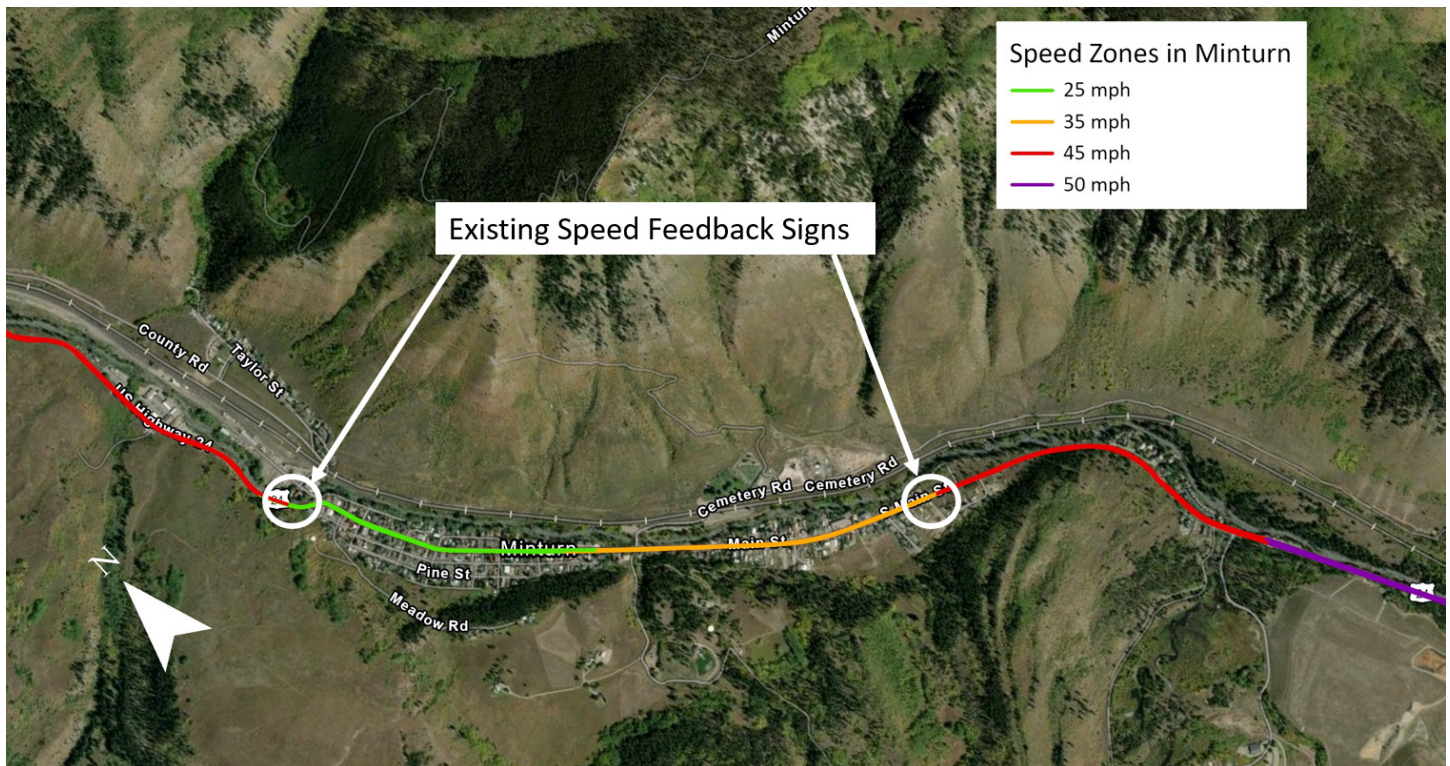


Figure 25: Existing Speed Feedback Sign locations.



Figure 26: Example speed feedback sign.

This plan recommends adding an additional speed feedback sign by the northbound entrance to downtown Minturn, to help drivers notice the speed limit change in that area from 35 mph to 25 mph and be cognizant of their own speed. Figure 27 shows the proposed location for this sign.



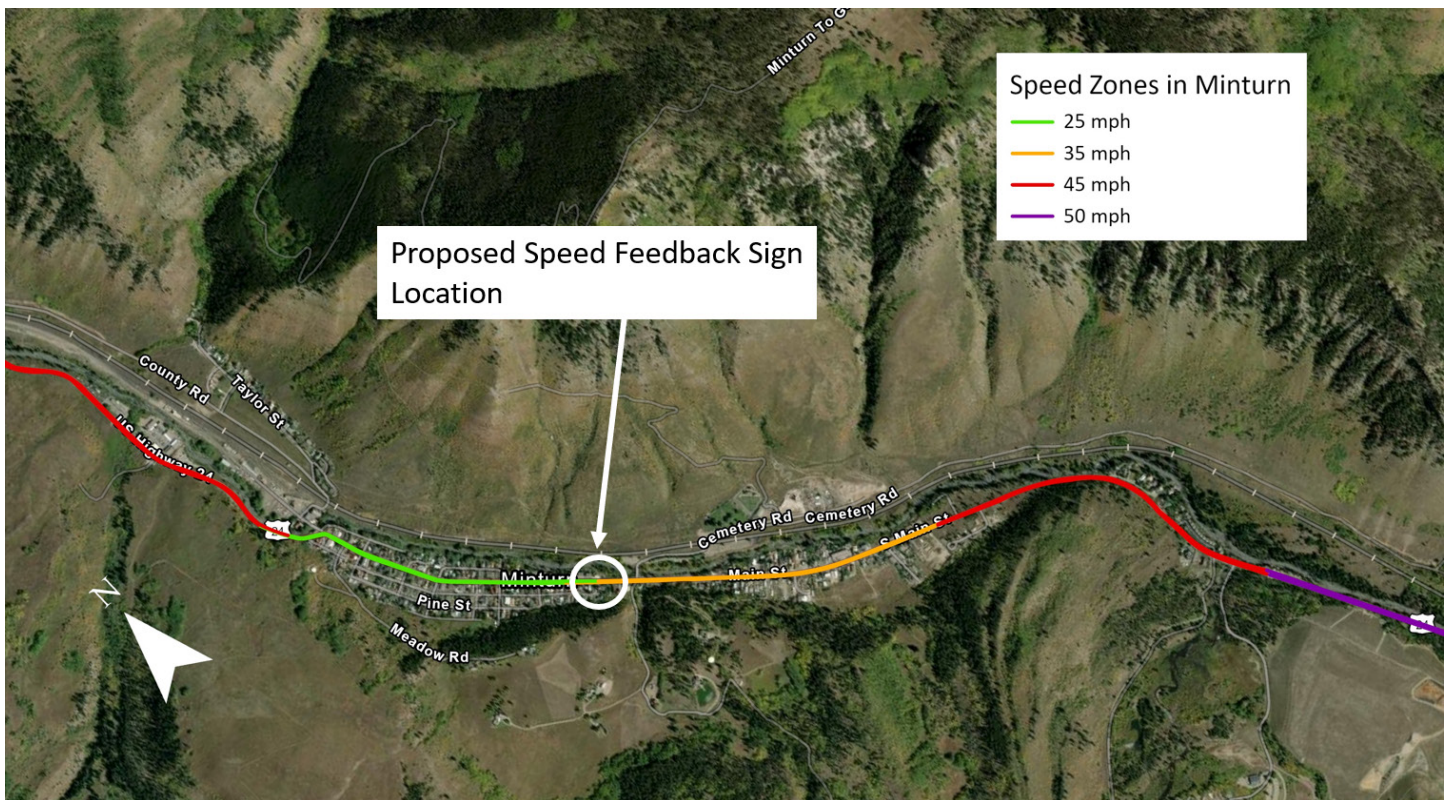


Figure 27: Proposed location of new speed feedback sign

Installing a speed feedback sign is associated with a CMF of 0.95, meaning only a 5% estimated potential reduction in crashes. Nevertheless, according to the FHWA, speed feedback signs have been shown to be an effective and simple way to reduce speeds, and reduced speeds can reduce crash severity.

### ***Curb Extensions***

Infrastructure changes can also help with slowing speeding traffic by changing the appearance of the width of the roadway. This plan recommends adding curb extensions at the entrance and exit to the northern area of town. Figure 28 is a map of existing crossings in Minturn with proposed curb extension locations.



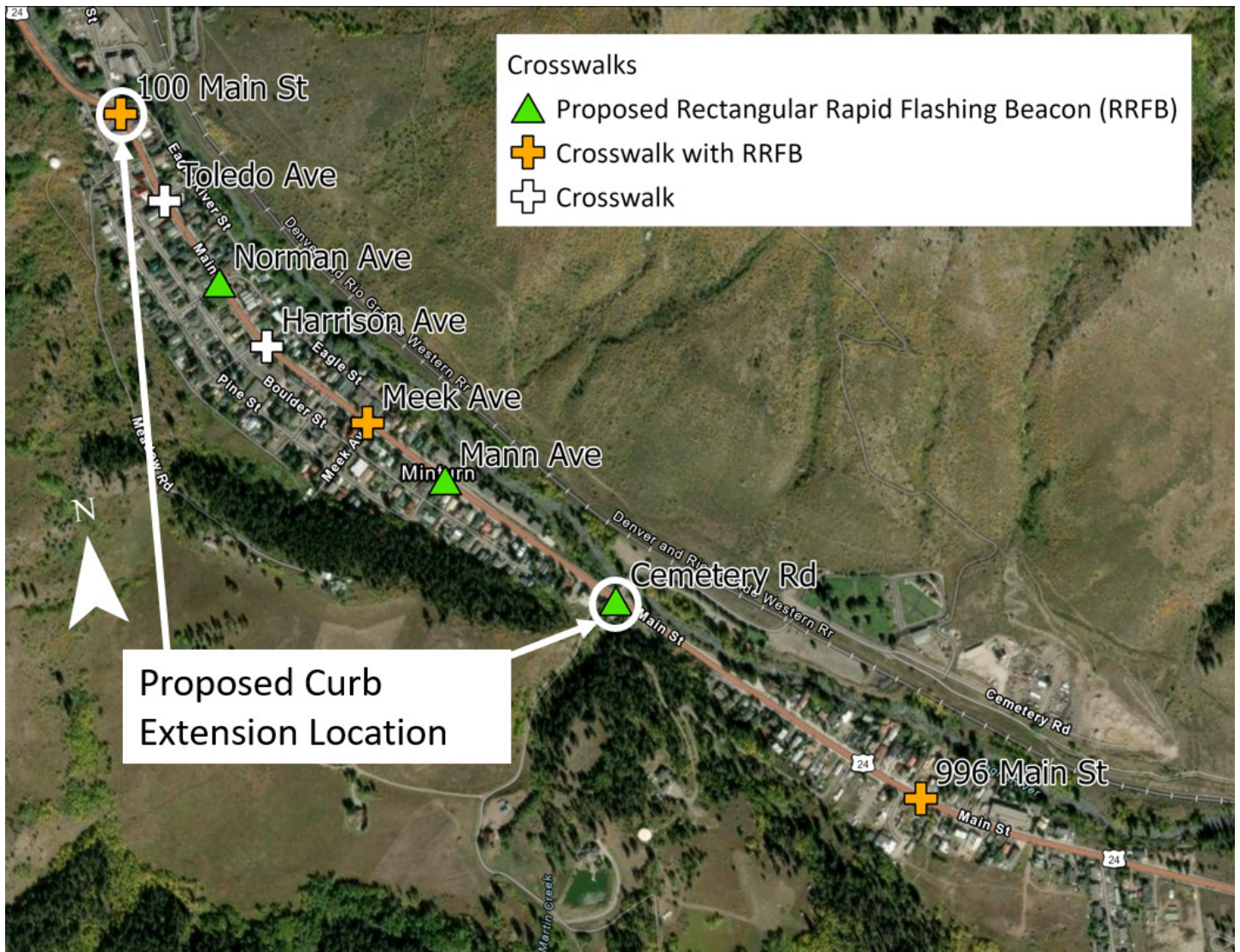


Figure 28: Existing and Proposed Curb Extensions



Figure 29: Compact curb extensions along US 6 in Silt, Colorado



Curb extensions narrow the road at a crossing, alerting drivers to the presence of pedestrians while making crossings shorter for the pedestrians. By narrowing the road, curb extensions also alert drivers they are entering an area that they need to move more slowly through. Another benefit of curb extensions is they prevent cars from parking close to an intersection, providing a clearer line of sight for vehicles attempting to make a turn. Due to the limited nature of Minturn's parking, this plan recommends a more condensed style of curb extension, like the ones shown in Figure 29 along US Highway 6 in Silt, CO. Assuming curb extensions which extend 4 ft out into the street on each side, the CMF for that improvement would be 0.07, or a 93% reduction in crashes.

Table 9 summarizes the area of each project and its potential timeline to completion, prioritized by time to completion.

**Table 9: Project Prioritization**

Project	Multimodal Safety	Traffic Calming	Timeline
Improving and Adding Crosswalks	X		Short-Term
Creating a Designated Bike Route	X		Short-Term
Extending the 25 mph Speed Limit Zone	X	X	Short-Term
Speed Feedback Signs		X	Short-Term
Curb Extensions	X	X	Mid-Term
Completing and Enhancing the Sidewalk Network	X		Long-Term

#### Time Line Description:

- Short-Term: Less than 2 years to completion
- Mid-Term: 2 to 10 years to completion
- Long-Term: 10+ years to completion



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## Chapter 5

Policy, Process, and Design 5 Next Steps—  
Progress Tracking and Implementation

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# Next Steps—Progress Tracking and Implementation

## 5.1 Plan Implementation

This plan has suggested a variety of safety recommendations intended to support the Town of Minturn in continuing their journey to a safer transportation system for all users. The Town of Minturn is committed to working in partnership with state and county agencies to reach zero fatalities and serious injuries by 2030.

To implement these recommendations, the Town needs to identify funding for these projects and complete them. Funding opportunities include the SS4A program, which allows communities with a Safety Action Plan to apply for funding to develop this Safety Action Plan further, test the effects of recommendations from this plan, and implement projects recommended in this plan. Potential grant projects are shown below in Table 10.

Table 10: Example Grant Funding and Potential Projects

Grant Type	Projects
SS4A Planning & Demonstration Grant	Implement temporary curb extensions and related infrastructure at crossings. Piloting a speed safety camera system. Temporary parking modification to permit bicycle lanes on US 24. Review solutions for improving the intersection of US 24/Main Street & Eagle River Street. Coordination and planning for a Rails to Trails project on railroad.
SS4A Implementation Grant	Capital improvement project (curb extensions, pedestrian crossings, RRFBs, speed feedback signs). Widening US 24 to allow bike lanes. Filling in sidewalk gaps throughout the Town and along the highway.
Other Multimodal Safety Programs	Stand-alone crossing safety improvement. Bicycle route implementation.

## 5.2 Progress Monitoring

Documentation of steps taken to implement recommendations from this plan should be regular to ensure progress is made.

In order to make the implementation of the Safety Action Plan transparent to the public, the Safety Action Plan will be posted on the Town website once finalized. The same webpage will contain information about the program, updates on projects related to the program, and include a section for crash data updates. Crash data updates should be available annually at a minimum. The Town should work with local agencies to collect and report crash data accurately. Tracking serious injuries and fatalities from crashes yearly will allow those implementing the plan to make sure recommendations are still appropriate and keep the town accountable to the Vision Zero goal of zero serious injuries or fatalities by 2030.





# Chapter 6

## Appendix A: Public Engagement

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# Appendix A: Public Engagement

## 6.1.1 Stakeholder Working Group Poll Results

The results from the first Stakeholder Working Group Meeting poll:

*Top transportation safety concern:*

1. Speeding
2. Pedestrian Bike Safety
3. Distraction

*Most potential safety improvements:*

1. Policy
2. Infrastructure
3. Education/Outreach
4. Enforcement
5. Multimodal

*When do you feel the least safe?*

1. Biking
2. Walking
3. Driving and Parking (tied)

## 6.1.2 Pop-Up Event Survey Results

The results from the 110 surveys filled out online and in person:

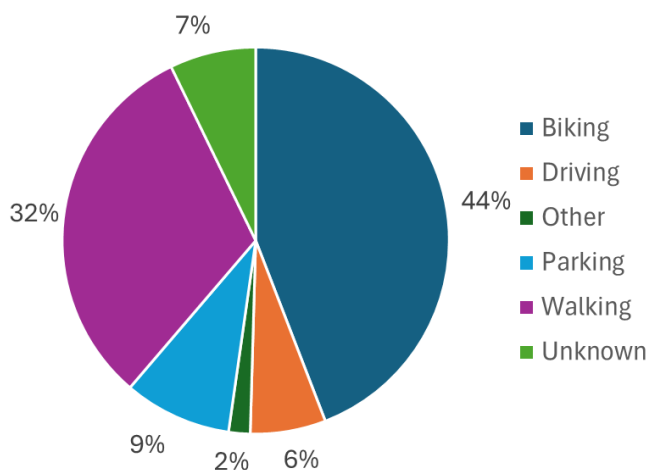
*Top transportation safety concern:*

1. Speeding
2. Pedestrian/Bike Safety
3. Distraction
4. Maintenance
5. Impairment

*Most potential for safety improvements:*

1. Infrastructure
2. Enforcement
3. Multimodal
4. Education/Outreach
5. Policy

*When do you feel the least safe?*



## 6.1.3 SWG Meeting Notes



### Stakeholder Working Group Virtual Meeting Minutes September 17, 2024 9:00 – 10:30 am

#### Virtual Attendees:

Name	Organization
Matt Brown	Stolfus
Sheryl Beckman	Stolfus
Tony Bertolini	Stolfus
Niki Hines	Stolfus
Mikayla Britsch	Stolfus
Jim Sebben	Minturn Resident
Karl Bauer	Eagle River Fire
Scott Peterson	Eagle Deputy Sheriff
Sanjiv Gupta	CDOT
Dahir Egal	FHWA
Spence Neubauer	Business Owner
David Levy	Core Transit
Patricia Nolan	Healthy Aging Minturn
Brady Schlichting	Business Owner
Dave Snyder	Core Transit
Michelle Metteer	Town of Minturn
Hannah Conoley	Minturn Resident

#### Agenda

- I. Meeting Kickoff, Michelle Metteer
  - a. Matt introduces the goal and overview of the meeting
    - i. Introducing what SS4A is and what committee participation looks like
  - b. Michelle Metteer welcomes the group and emphasizes the need for the SS4A project.
- II. Project Team Introductions
  - a. Consultant project team introduces themselves and adds their qualifications
- III. SWG Committee Introductions.
  - a. Committee members introduce themselves and explain their role in the Town and why they wanted to join the SWG.
  - b. Committee member backgrounds include state/city/county leadership positions, community liaisons, local residents, and business owners.





# Minturn SS4A Stakeholder Working Group (SWG)

## Virtual Meeting #2

October 29<sup>th</sup>, 2024

9:00am -10:30am

### Attendees:

Name	Organization
Matt Brown	Stolfus
Sheryl Beckman	Stolfus
Mikayla Britsch	Stolfus
Jim Sebben	Minturn Resident
Sanjiv Gupta	CDOT
Dahir Egal	FHWA
David Levy	Core Transit
Patricia Nolan	Healthy Aging Minturn
Brady Schlichting	Business Owner
Michelle Metteer	Town of Minturn
Hannah Conoley	Minturn Resident
Zebulon White	CDOT

### Meeting Notes:

#### Introduction

- Matt introduces himself and the Stolfus team and invites the group to introduce themselves if they did not attend the last meeting.
- Zeb White, the only person who didn't attend the last meeting, introduces himself as a CDOT Traffic and Safety Office representative.
- Matt introduces the meeting by going over what a Safety Action Plan is and all the required Safety Action Plan elements for the SS4A process and what each of those elements means for Minturn
  - For example, a stakeholder working group is required
- Matt asks if the group has any questions, none respond
- Matt introduces the meeting topics which are required parts of the Action Plan:
  - Safety analysis
  - Engagement and Collaboration



# Minturn SS4A Stakeholder Working Group (SWG)

## Virtual Meeting #3

January 7<sup>th</sup>, 2025

9:00am -10:30am

### Attendees:

Name	Organization
Sanjiv Gupta	CDOT HQ
Zebulon White	CDOT Region 3
Spence Neubauer	Business Owner
Stephanie Neubauer	Business Owner
David Levy	CORE Transit
Cindy Krieg	Town of Minturn
Jim Sebben	Resident
Matt Brown	Stolfus
Sheryl Beckman	Stolfus
Mikayla Britsch	Stolfus

### Meeting Notes:

#### Introduction

- Matt introduces himself and the rest of the group introduces themselves.
- Matt overviews the agenda for the meeting, beginning with a recap of the previous meetings with new information about equity, engagement, and a Multimodal Assessment.

#### Recap

- Project schedule recap
  - Matt describes that the project team started this process in October and now that it is early January, the team is deeper into analysis and looking toward formatting strategies and plans. He emphasizes that keeping to schedule is important so Minturn can take advantage of opportunities like the FHWA Implementation grants due in late February.





# Virtual Open House Summary & Minturn SS4A Stakeholder Working Group (SWG) Virtual Meeting #4

February 26<sup>th</sup>, 2025

9:00am -10:30am

## Attendees:

Name	Organization
Sanjiv Gupta	CDOT HQ
Zebulon White	CDOT Region 3
Katie Sickles	Interim Town Manager
Cindy Krieg	Town Treasurer
Dave Levy	CORE Transit
Dave Snyder	CORE Transit
Heath Mosness	
Jim Sebben	Resident
Patricia	Aging Communities
Spence Neubauer	Business Owner
Hannah Conoley	Resident

## Virtual Public Meeting Summary: February 25<sup>th</sup>

### Overview

The project team hosted a virtual public meeting Tuesday, February 25<sup>th</sup>. The team presented an overview of the SS4A process and goals, shared the engagement and data efforts that have been performed, and shared the preliminary recommendations which were also shared with the Stakeholder Working Group.

### Discussion

Matt responded to questions from the group about the plan and the recommendations. Concerns were raised about the feasibility of the recommendations, and available funding for implementation, and how upcoming developments would impact them. Matt explained that funding depended on the SS4A program, sharing that the program has funded trillions of dollars to date. Matt also shared there would be further discussion about feasibility with

CDOT and about how developments might affect recommendations. More broadly, attendees commented on the lack of sidewalks and the increase in developments south of town, resulting in more children on the roads. Ideas were shared about ensuring curb extensions don't affect snow removal and providing a separate bike path in the south of town, instead of sidewalks on both sides of the street.

## Meeting Notes:

### Introduction

- Matt previewed the agenda
- Matt explained we are reviewing project ideas, which is on track with the project schedule.

### Engagement Recap

- Sheryl explained that public engagement is important to make sure that the stakeholder group recommendations and feedback align with the broader public. She described recent engagement events with the communities.
- Pop Up Event, 2/7: Over 110 surveys were submitted. Sheryl shared the results generally aligned with the stakeholder group in terms of multimodal concerns and speeding concerns being top of mind.
- Virtual Public Meeting, 2/25: The team shared they received feedback and concerns specific to upcoming developments and feasibility and effectiveness of recommendations and how they will work with CDOT and eventually get funded.
  - Matt asked if there were any other takeaways from the Virtual Public Meeting
    - Cindy adds that factoring in the Minturn North Development was discussed.

### Policies and Standards

- Matt explained that reviewing policies and standards is required per the SS4A program and explained this has been completed by the project team. Document review included the municipal code, land use code, building permit process, and other niche codes like special events and historic preservation.
- Matt noted he did not see gaps in these policies
- Matt asked if anyone had any additional policies they would recommend for review.
  - Cindy believes all documents have been reviewed
  - Matt shared we did not investigate access onto the highway as this falls under CDOT jurisdiction



## Recommendations

- Mikayla goes over the recommendations the project team has formulated based on stakeholder concerns and Minturn's unique characteristics to tackle pedestrian safety and traffic calming.
- Mikayla shared the multimodal recommendations, including completing the Minturn sidewalk network, improving and adding crossings with flashing beacons, and creating an alternate bike route not along US 24. For the bike path, the proposed recommendation included redirecting bikes from US 24 to Boulder Street.
- Mikayla then went over the recommendations relating to traffic calming, which include extending the area that is 25 mph, adding and improving speed feedback signs at the entrances to town, and adding an infrastructure piece to slow traffic like a speed table, speed cushion, or curb extensions. Mikayla mentions that there is currently a speed study which has been completed and CDOT is currently reviewing.
- Matt asks if anyone has questions about recommendations they saw or didn't see.
  - Spence asked about the Rails to Trails project which would create a path along the railroad by Eagle River, as an alternative bike path.
    - Matt mentions that a long-term solution mentioned at the virtual public meeting was turning the railroad into the trail, which is difficult due to ownership of the right of way.
  - In terms of redirecting bike traffic, Matt explained we haven't investigated roadway improvements in the roads off Main Street.
  - Health asked whether riding on a residential street where cars are entering and leaving would increase cyclist crashes along the alternative bike route
    - Matt answered that they anticipate that this would mostly be used recreationally and that this would be a lot fewer vehicles and cyclists so this would be less of a concern.
  - Jim asked if any signage or pavement markings would be put on US 24 with this alternative bike route.
    - Matt responded that this is just an alternative option, and people would not be rerouted, but the pavement marking would not be on US 24.
    - Jim said he is concerned about how to get to the route from living on Main Street.
    - Matt responded there may be signage and mapping if this project is funded.
    - Jim asked if there are any talks about changing and rerouting truck traffic especially during the market.

- Matt responded that this is not being discussed due to US 24 being a state highway, which means the only way to limit truck traffic is if there are weight restrictions. He mentioned that advertising public events is one way to possibly reduce traffic.
- Cindy responded truck radii on side streets is very difficult and trucks get stuck if they try to avoid Main Street.
- Jim mentioned that they could go through Silverthorne or be rerouted.

## Closing

- Sheryl reviewed that in the 2023 Minturn Community Survey the feedback aligns with what stakeholders and the public have said so far.
  - Speeding and infrastructure still remain as top of mind.
- Next steps
  - Matt reviewed the next steps of this process leading to the town council meeting, mainly finalizing recommendations and drafting the Safety Action Plan
  - Matt also added the caveat that these recommendations are not final and are open to feedback and further development.

## Discussion

- Jim asked how feasible these recommendations are?
  - Matt said that is why we have this group and CDOT participation and asked Zeb to chime in
  - Zeb added that these are all effective options, and most are acceptable except for the speed cushion and speed table idea. About the truck traffic rerouting, Zeb mentioned that a reroute to highway 91 would be a significant and difficult detour.
  - Zeb shared that CDOT HQ denied the speed reduction and CDOT R3 is pushing back against that and looking into it more.
    - Sheryl asked if there is anything the group can do to help this pushback.
    - Zeb said that changes like curb extensions and speed feedback signs will help reinforce the need for these lower speeds.
    - Matt agreed with Zeb and shared that we would like to keep this reduction idea as a recommendation and that changing 1000 ft of



roadway to a lower speed limit should not alter the roadway characteristics significantly.

- Zeb said that keeping the recommendation in the plan is a good idea based on context dependent ways of changing speed limits beyond the 85<sup>th</sup> percentile.
- Spence says that the issue with the bulb-outs was the CDOT requirements which made them impede parking and shares that this would need a policy change
  - Matt shares that the bulb-outs in Delta and Silt were scaled much more appropriately and that we can come up with a solution which will reduce parking a little but not much. He shares that since the test used in Minturn was temporary and not physical it did not have a lot of the benefits of a real curb extension with regards to line of sight
- Spence shared that enforcement is an issue. He says it's not helpful when people don't know it's there. Spence shared that the deputy that used to live in Minturn left and now there is less of a presence.
  - Matt shared that it is an effective way to reduce speeds and that from Cindy he heard that speed enforcement is contracted out through 2026.
  - Cindy said that is something to discuss further.
- Spence commented that he used that route when he was biking and enjoyed it but shared that Boulder Street is one way past the post office. He shared he used Pine and crossed at Toledo due to that. He also shared that the driveways were not an issue since it is a very walkable street.
  - Sheryl asked if those streets are paved.
  - Spence responded that they are.
- Spence asked about the idea of adding chicanes
  - Zeb responded that chicanes and curb extensions are something CDOT is open to, but it will require back and forth with CDOT.
  - Matt responded that we have investigated chicanes but are worried about reducing parking.
  - Spence thought that the angled nature of chicanes would help not reduce parking.
- Cindy shared that she likes the condensed bulb out idea if it does not take away parking as much but recognizes that it is a bigger discussion.
- Cindy also brought up that part of Boulder Street is one way and so is Eagle River Street.
  - Matt responded that bicycles are supposed to follow legal traffic flow and that will require more investigation.

- Zeb mentioned that in Palisade they are converting a Frontage Rd to one way and using the other side of the street as a shared path.
  - Spence shared that for Eagle River the golf carts and snowmobiles use that street the wrong way and that is sort of ignored.
- Hannah shares she agrees with Spence
  - Spence clarified that meant using Pine St since it is two way and crossing at Toledo.
  - Matt shared his idea to access Main Street facilities.
- Cindy shared in the chat March 19<sup>th</sup> is still the Town Council date.
- Jim asked if the city has any money to spend on any of these projects without grant funding.
  - Cindy shared that they would be looking into grant funding and smaller items could be in the 2026 budget but for large items grant funding would be necessary.



# Minturn SS4A Stakeholder Working Group (SWG) Virtual Meeting #5

April 2<sup>nd</sup>, 2025

9:00am – 10:00am

## Attendees:

Name	Organization
Katie Sickles	Town of Minturn
Cindy Krieg	Town of Minturn
Sanjiv Gupta	CDOT
Heath Mosness	Eagle County Sheriff's Office
Kimber Walker	CORE Transit
Matt Brown	Stolfus
Sheryl Beckman	Stolfus
Mikayla Britsch	Stolfus

## Meeting Notes:

### Introduction

- Matt reviewed the agenda, highlighting the recent Notice of Funding Opportunity from the FHWA.
- Matt explained that the project team is in the final stage of the SS4A plan, mentioning that he and Sheryl will present the project progress and recommendations to the Town Council this evening.

### Completion of Safety Action Plan

- Matt reviewed the SS4A requirements and shared at this meeting the group will address Leadership Commitment and Goal Setting and Progress Transparency.
- For Leadership Commitment and Goal Setting, the Town Council is meeting on 4/2 to discuss and provide a Vision Zero Resolution.

- Cindy noted the Town Council will most likely adopt the Vision Zero Resolution, and at a later meeting the Town Council will adopt the Safety Action Plan
- Matt shared that the Progress and Transparency piece has to do with publishing the report on the Minturn website and having crash data available and updated on the Minturn website.

## Leadership and Goal Setting/Vision Zero Commitment

- Matt explained that the FHWA requires a community commitment to reducing serious injuries and fatalities on roadways.
- Matt further explained that since Minturn has had one fatality in 2015 reaching zero is very achievable.
- Matt shared an example resolution and explained the resolution is a commitment to maintaining and lowering the number of serious injuries and roadway deaths.
  - Matt asked if anyone had questions.
  - Katie Sickles, interim Town Manager, asked if this Vision Zero Commitment has to do with future infrastructure and developments Minturn may make.
  - Matt replied that it does.
  - Katie asked if since they are redoing the land use code if Vision Zero should be included there.
  - Matt said that Vision Zero is something that can be used in plans in the future.
  - Cindy added that the Vision Zero resolution is a goal whereas the Safety Action Plan is the actual set of recommendations toward reaching zero deaths and injuries.
  - Matt agreed and added a recommendation to set a 5-year timeline to provide time for recommendations to be implemented and to position Minturn to achieve zero fatalities and serious injuries in the near term.

## Progress and Transparency

- Matt explained the process after plan adoption.
- Matt explained the plan will be posted on the Town website making project updates and crash data available to the public. He also explained that the team is researching best practices from other communities.



## Notice of Funding Opportunity

- Matt introduced that the FHWA announced a Notice of Funding Opportunity for the SS4A program at the end of March.
- Matt explained that applications for the funding opportunity must be submitted by June 26<sup>th</sup>, 2025, which the timing of this plan should align with, since the plan should be adopted by the Town Council by May.
- Matt described that there are additional steps before that final deadline, including time for technical questions and pre-eligibility review. Additionally, the agency that has ownership, in this case CDOT, needs to agree with the SS4A plan recommendations.
- Only one application can be submitted per cycle, and a 20% match is required.
  - o Cindy asked if this opportunity is expected to be repeated annually.
  - o Matt responded that there are no guarantees right now about federal funding, but shared the announcement of this funding opportunity is encouraging.
  - o Matt asked if Sanjiv Gupta, with CDOT could provide any insight into possible federal funding opportunities.
  - o Sanjiv said that he is equally unable to predict future funding and recommended submitting a request for this cycle even if the application isn't perfect.
- Matt explained there are two types of grants, Implementation and Planning, and Demonstration, sharing the difference between the types.
  - o Implementation grants are construction projects, and only about 40 to 70 grants are awarded with larger award amounts.
  - o Planning and Demonstration grants are much smaller amounts but there are 400-700 of these awards, including the SS4A Grant Minturn received to complete this plan.
  - o Implementation grants are used to fund projects and strategies mentioned in a Safety Action Plan whereas the Planning and Demonstration grants can be used to develop an action plan, enhance an existing plan, or perform a demonstration to inform or update an action plan.
    - For example, Matt mentioned that testing out curb extensions could be an example of how demonstration grants are used.
  - o Katie mentioned that they are looking for funding to complete sidewalk projects and asked if this is something that this funding can be used for.
    - Matt said that this funding can be used for sidewalks, but the grant writing process is not insignificant.
- Matt shared ideas for projects for these grants:

- Example projects for an Implementation Grant:
  - Bundling several infrastructure projects into a capital improvement project
  - Highway widening for bike lanes.
  - Sidewalk gap projects throughout the town and along the highway
- Matt also added other projects could be funded by HSIP or multimodal grants to do crossing safety improvements or bicycle route implementation.
- Example projects for Planning and Demonstration projects:
  - Implement temporary curb extensions and related infrastructure.
  - Piloting a speed safety camera system
  - Temporary parking modification to allow bike lanes on US 24.
  - Review solutions for the intersection in the north of town.
  - Rails to trails coordination and planning
- Matt asked for feedback about these ideas.
  - Katie asked about how the Town Council will prioritize projects.
    - Matt reiterated that only one of these projects could be pursued in this grant cycle.
  - Katie suggested the idea of putting mirrors up at intersections since a constituent recommended that to her.
    - Matt said that anything in CDOT right of way would have to be approved and those are typically not seen on public streets. He asked if that idea was to address line of sight concerns turning onto US 24
    - Katie replied it is.
    - Matt said other projects like curb extensions with minor limitation of parking would be the suggested way to address line of sight long-term.
  - Katie asked about the suggestion Matt mentioned to “review solutions for the intersection at the north of town” and what that meant.
    - Matt explained that he added that as a possibility since it is an area with lots of potential pedestrian, bike, and trail connections.
    - Katie said to add a Bellm Bridge project to that since that project is a part of that area.
  - Matt asked if any of these ideas should be shared at the Town Council tonight.
    - Cindy said that tonight the presentation can be high-level and at the staff level look into the grants.
    - Katie agreed.



- Matt added that the project team can do a work session and go over these in more depth to produce a priority, and said mentioning the Notice of Funding Opportunity could be a promising idea.

## Next Steps

- Matt said the team is going to present the work on the SS4A done so far to the Town Council tonight. Next, the team will work toward publishing the plan and establishing a reporting system which is only required to have information updated annually. The final steps of the project will be deciding whether to prepare a grant application prior to June 26, 2025.
- Matt asked if there were any additional questions.
  - Katie asked if the plan is to have the Town Council adopt the plan by resolution before publishing it to the website and Matt agreed with that as the appropriate steps.
  - The group discussed the timing of when the Town Council could adopt the plan.
    - The group discussed having the plan adopted by April 16<sup>th</sup> or the first week of May, since that will allow the most time for applying for funding.
      - There was also discussion about having an executive summary if possible.
  - Cindy asked if the document would be evolving or if it would be final.
    - Matt said to get funding from the SS4A program for projects the Town would need to update via the process with supplemental grants.
    - Katie shared that is why she thinks all those ideas from the supplemental grant ideas section of the presentation should be in the plan.
- The group finished by discussing the Town Council meeting details.

## 6.1.4 Pop-Up Event Summary

### Pop-Up Event Summary – Minturn SS4A

Prepared by Stolfus & Associates

February 20, 2025

On February 7<sup>th</sup>, the Stolfus Engagement Lead Sheryl Beckman hosted a Pop-Up Event in Minturn at the First Friday event at the Crazy Chicken. The goal of the Pop-Up was to raise awareness of the SS4A plan in Minturn and get additional feedback from the public on safety traveling around in Minturn.

Event attendees were provided a survey with a series of questions specific to safety in Minturn and areas to prioritize and identify for safety improvements. The event was well attended, with 81 surveys filled out in person and an additional 30 filled out online.

#### Question # 1:

Survey participants were asked to rank their top transportation safety concern: The results of the survey were as follows with speeding being the top concern and impairment ranking as the least concerning item relating to safety.

1. Speeding
2. Pedestrian/Bike Safety
3. Distraction
4. Maintenance
5. Impairment

#### Question #2:

Survey participants were asked to rank the items below for potential safety improvements. Infrastructure ranked the highest with policy ranking the lowest.

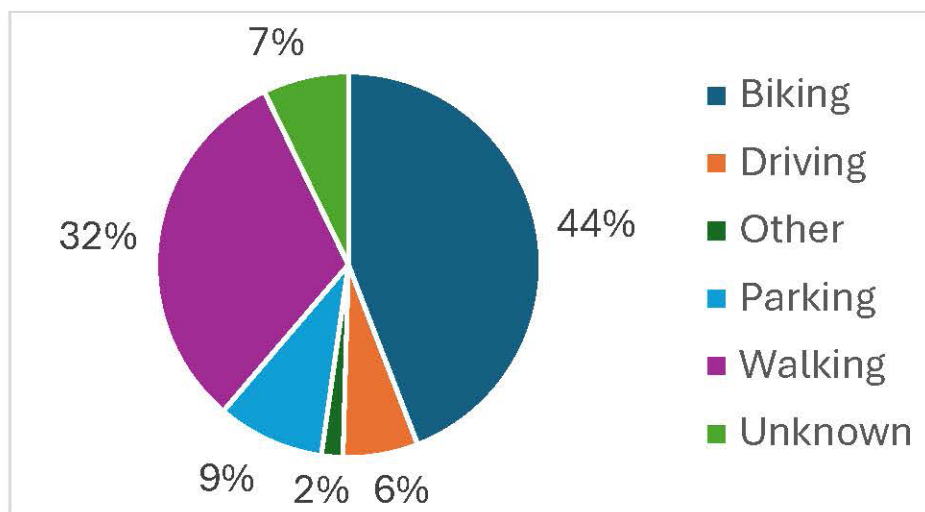
1. Infrastructure
2. Enforcement
3. Multimodal
4. Education/Outreach
5. Policy

#### Question #3:

Survey participants were asked when they feel the least safe travelling around town and why. Responses are categorized in the pie chart below. Participants said they felt the least safe when biking in Minturn with 44 % of responses noted, followed by walking at 33%, parking at 9%, and parking at 7%.







### Open-Ended Questions

Survey respondents also had the opportunity to explain why they felt the least safe travelling in that way. Respondents who chose biking expressed frustration about the lack of bike infrastructure through town and that needing to use narrow, limited sidewalks or share the narrow road with cars who are not expecting them makes them feel unsafe. They also mentioned concerns about cars and bikes being unable to see onto US 24 when turning. Those who chose parking as their main concern expressed frustration with limited parking options and difficulty seeing when turning onto US 24. Respondents who chose driving mentioned speeding and traffic through town as concerns. Respondents who chose walking shared they felt it was unsafe crossing the street or walking down it due to fast cars and narrow sidewalks. They also mentioned concerns with sidewalk maintenance in the winter when ice and snow pile up. Those who marked “other “expressed similar concerns to the others about crossing the street in Minturn with fast cars.

Survey participants were asked if they had any other ideas or suggestions. The following comments were received:

- Adding parking and maintaining existing parking
- Do more park and sidewalk maintenance
- Adding more bus stops/routes
- Biking
  - Adding a bike path or lane through Minturn
  - Add Bike Sharrows
- Pedestrian
  - More flashing beacons on sidewalk crossings

- Extending the sidewalk network
  - More crosswalks
  - Raised crosswalks
  - Widening sidewalks
- Speeding
  - Traffic calming (speed bumps)
  - Lowering the speed limit
  - Adding a traffic signal

**Conclusion:**

Most respondents rated biking or walking as the way they felt the least safe. Pedestrian and Bike Safety were also ranked as the second and third biggest safety concerns. This reiterated themes from the Stakeholder Working group that Minturn values multimodal accessibility. The top ranked concern was Speeding, which also aligns with feedback from the Stakeholder Working Group and concerns expressed in the survey comments about why people feel unsafe walking or biking. Fewer comments mentioned concerns over parking or driving, indicating these topics do not come to mind when thinking of safety.



The background of the slide is a photograph of a vast, snowy mountain landscape. In the foreground, two skiers are visible on a snow-covered slope. To their left is a small, rustic wooden cabin with a snow-laden roof. The middle ground is a steep, snow-covered hillside dotted with evergreen trees and exposed rock layers. The sky is a clear, pale blue.

# Chapter 7

## Appendix B: Crash Data

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## 7.1.1 Crash Data

CRASH LISTING																				
#	Hwy	MP	Date	Time	Severity	Location	Road Description	# of Veh	Road Contour	Road Condition	Lighting	Weather	Ramp	Accident Type	Dir	Vehicle Type	Drugs/Alcohol	Human Factor	Speed	Vehicle Movement
1	24	144.8	1/30/2015	2224	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY	DARK UNLIGHTED	SNOW/SLEETHAIL	N	EMBANKMENT CUTFILL SLOPE	E	SUV	ALCOHOL/DRUGS	UNKNOWN	040	GOING STRAIGHT
2	24	145.1	2/26/2015	0130	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY/WAS ICY ROAD TREATMENT	DARK UNLIGHTED	SNOW/SLEETHAIL	N	SIGN	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	025	OTHER
3	24	144.5	3/4/2015	0635	INJ	ON	NON-INTERSECTION	2	CURVE ON-GRADE	SNOWY	DAYLIGHT	NONE	N	SIDESWIP (OPPOSITE DIRECTION)	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	035	OTHER
4	24	144.2	3/25/2015	0903	INJ	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEETHAIL	N	OVERTURNING	S	SUV	NO IMPAIRMENT SUSPECTED	UNKNOWN	030	GOING STRAIGHT
5	0	0	7/18/2015	1555	FAT	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	OVERTURNING	S	SUV	R/XMEDICATION/DRUGS	UNKNOWN	083	GOING STRAIGHT
6	24	144	7/19/2015	0530	PDO	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	SIGN	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	040	AVOIDING OBJECT/VEHICLE IN ROAD
7	24	145.37	8/5/2015	2144	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK UNLIGHTED	NONE	N	PARKED MOTOR VEHICLE	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	001	ENTERING/LEAVING PARKED POSITION
8	24	145.61	8/8/2015	1522	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	BROADSIDE	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	005	GOING STRAIGHT
9	0	0	11/16/2015	0839	PDO	ON	AT INTERSECTION	2	CURVE ON-GRADE	SNOWY/WAS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEETHAIL	N	APPROACH TURN	N	SUV	NO IMPAIRMENT SUSPECTED	UNKNOWN	002	MAKING LEFT TURN
10	0	0	11/17/2015	1953	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DARK UNLIGHTED	NONE	N	TREE/SHRUBBERY	NE	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	020	OTHER
11	24	144.75	12/12/2015	1120	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY/WAS ICY ROAD TREATMENT	DAYLIGHT	NONE	N	REAR-END	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	010	GOING STRAIGHT
12	24	144.4	12/12/2015	1010	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEETHAIL	N	EMBANKMENT CUTFILL SLOPE	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	035	OTHER
13	0	0	12/13/2015	2332	INJ	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DARK LIGHTED	NONE	N	EMBANKMENT CUTFILL SLOPE	E	SUV	ALCOHOL INVOLVED	UNKNOWN	010	GOING STRAIGHT
14	24	143.8	1/7/2016	1300	INJ	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DAYLIGHT	NONE	N	OVERTURNING	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	045	OTHER
15	0	0	1/10/2016	1332	INJ	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SLUSHY	DAYLIGHT	NONE	N	OVERTAKING TURN	E	SUV	NO IMPAIRMENT SUSPECTED	UNKNOWN	020	MAKING U-TURN
16	24	144.27	2/19/2016	0001	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT	NONE	N	EMBANKMENT CUTFILL SLOPE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	030	OTHER
17	0	0	3/7/2016	0914	PDO	ON	NON-INTERSECTION	2	CURVE ON-GRADE	SNOWY/WAS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEETHAIL	N	HEAD-ON	S	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	015	GOING STRAIGHT
18	24	145.49	3/31/2016	1326	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	UNKNOWN	N	PARKED MOTOR VEHICLE	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	005	BACKING
19	24	144.55	5/19/2016	2105	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK UNLIGHTED	NONE	N	WILD ANIMAL	N	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	040	GOING STRAIGHT
20	24	145.82	6/14/2016	2357	INJ	OFF LEFT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK LIGHTED	NONE	N	LARGE BOULDERS OR ROCKS	SE	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	UK	GOING STRAIGHT
21	24	145.5	6/19/2016	1405	INJ	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR-END	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	ASLEEP AT WHEEL	025	GOING STRAIGHT
22	24	144.1	6/24/2016	0823	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	CONCRETE BARRIER	N	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	050	OTHER
23	0	0	8/4/2016	1914	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAWN OR DUSK	RAIN	N	PARKED MOTOR VEHICLE	S	OTHER - SEE REPORT	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	010	MAKING LEFT TURN
24	24	145.24	8/30/2016	0759	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR-END	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	UK	OTHER
25	24	146.35	10/11/2016	1734	PDO	OFF RIGHT	AT DRIVEWAY ACCESS	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	LIGHT/UTILITY POLE	UK	HIT & RUN - UNKNOWN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	OTHER
26	24	145.4	10/11/2016	1953	INJ	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	030	GOING STRAIGHT
27	24	143.8	10/25/2016	1830	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK UNLIGHTED	NONE	N	WILD ANIMAL	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	040	GOING STRAIGHT
28	24	144	11/17/2016	1100	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEETHAIL	N	GUARD RAIL	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	020	OTHER
29	24	145.19	11/17/2016	1134	PDO	ON	NON-INTERSECTION	2	CURVE ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEETHAIL	N	HEAD-ON	W	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	025	OTHER
30	24	145.2	11/27/2016	1445	PDO	ON	INTERSECTION RELATED	4	CURVE ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEETHAIL	N	UNKNOWN	E	OTHER - SEE REPORT	NO IMPAIRMENT SUSPECTED	UNKNOWN	015	OTHER
31	0	0	12/29/2016	1015	PDO	ON	NON-INTERSECTION	3	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEETHAIL	N	PARKED MOTOR VEHICLE	W	SUV	NO IMPAIRMENT SUSPECTED	UNKNOWN	010	MAKING RIGHT TURN
32	0	0	12/29/2016	1730	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DARK LIGHTED	NONE	N	PARKED MOTOR VEHICLE	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	005	SLOWING
33	24	147.7	4/30/2020	0242	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DARK UNLIGHTED	SNOW/SLEETHAIL	N	DELINEATOR POST	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	DRIVER INEXPERIENCE	045	OTHER
34	0	0	4/29/2025	0300	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DARK UNLIGHTED	NONE	N	EMBANKMENT CUTFILL SLOPE	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	DRIVER INEXPERIENCE	035	OTHER
35	24	146.15	4/29/1930	0704	INJ	OFF RIGHT	NON-INTERSECTION	5	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	PARKED MOTOR VEHICLE	W	PASSENGER CAR/VAN	ALCOHOL/DRUGS	UNKNOWN	UK	WEAVING
36	0	0	4/29/1938	1100	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	PARKED MOTOR VEHICLE	E	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	005	BACKING
37	24	145.33	4/29/1933	1144	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR-END	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	010	GOING STRAIGHT
38	0	0	4/30/1970	1155	INJ	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	BROADSIDE	E	SUV	NO IMPAIRMENT SUSPECTED	DRIVER PREOCCUPIED	025	GOING STRAIGHT
39	24	146.25	4/30/2000	1315	INJ	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	BICYCLE	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	MAKING LEFT TURN
40	24	150.5	4/30/1957	1450	PDO	ON	NON-INTERSECTION	2	CURVE ON-GRADE	ICY	DAYLIGHT	NONE	N	SIDESWIP (OPPOSITE DIRECTION)	N	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	DRIVER INEXPERIENCE	015	SLOWING
41	24	145.18	4/27/1946	1543	PDO	ON	INTERSECTION RELATED	2	CURVE ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEETHAIL	N	SIDESWIP (OPPOSITE DIRECTION)	W	TRUCK 6'WV > 10'WBUSSES > 15 PEOPLE	NO IMPAIRMENT SUSPECTED	UNKNOWN	015	OTHER
42	24	147	4/28/1958	1035	INJ	ON	AT DRIVEWAY ACCESS	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	APPROACH TURN	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	005	MAKING LEFT TURN
43	24	144.2	4/27/1953	1705	INJ	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAWN OR DUSK	NONE	N	EMBANKMENT CUTFILL SLOPE	W	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	050	OTHER
44	24	146	4/30/1952	1715	INJ	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK UNLIGHTED	NONE	N	BICYCLE	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	035	GOING STRAIGHT
45	24	145.33	4/27/1955	1800	INJ	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DARK UNLIGHTED	NONE	N	PEDESTRIAN	W	HIT & RUN - UNKNOWN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	OTHER
46	24	146	4/27/1956	1939	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK UNLIGHTED	NONE	N	PEDESTRIAN	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	030	GOING STRAIGHT
47	24	144.5	4/29/1951	1949	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK UNLIGHTED	NONE	N	EMBANKMENT CUTFILL SLOPE	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	OTHER
48	24	999.99	5/20/2018	0824	PDO	ON	AT INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAWN OR DUSK	NONE	N	WILD ANIMAL	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	040	GOING STRAIGHT
49	24	145.52	3/30/2018	0655	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DARK UNLIGHTED	NONE	N	LIGHT/UTILITY POLE	NW	HIT & RUN - UNKNOWN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	OTHER
50	24	144	11/22/2018	0732	PDO	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	GUARD RAIL	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	GOING STRAIGHT
51	24	145.1	3/15/2018	0754	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	BROADSIDE	NE	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	010	MAKING LEFT TURN
52	24	144.5	12/18/2018	0801	INJ	ON	NON-INTERSECTION	2	CURVE ON-GRADE	WET	DAYLIGHT	NONE	N	SIDESWIP (OPPOSITE DIRECTION)	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	DRIVER PREOCCUPIED	040	GOING STRAIGHT
53	24	144	11/23/2018	0859	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SLUSHY/WAS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEETHAIL	N	GUARD RAIL	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	035	OTHER
54	0	0	17/2018	0925	PDO	ON	AT INTERSECTION	3	STRAIGHT ON-GRADE	SNOWY/WAS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEETHAIL	N	UNKNOWN	W	SUV	NO IMPAIRMENT SUSPECTED	UNKNOWN	015	OTHER
55	24	145.41	1/25/2018	1208	PDO	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	SNOWY	DAYLIGHT	NONE	N	PARKED MOTOR VEHICLE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	BACKING
56	24	146.99	11/26/2018	1400	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	N	SIDESWIP (SAME DIRECTION)	S	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	CHANGING LANES
57	0	0	3/29/2018	1552	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SNOWY	DAYLIGHT	NONE	N	PARKED MOTOR VEHICLE	SE	HIT & RUN - UNKNOWN	NO IMPAIRMENT SUSPECTED	UNKNOWN	025	OTHER





#	Hwy	MP	Date	Time	Severity	Location	Road Description	# of Veh	Road Contour	Road Condition	Lighting	Weather	Ramp	Accident Type	Dir	Vehicle Type	Drugs/Alcohol	Human Factor	Speed	Vehicle Movement
58	24	144.4	2/19/2018	1645	PDO	ON	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEETHAIL	N	DELANEATOR POST	W	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	030	OTHER
59	24	143.4	5/6/2019	1051	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	REAR- END	SE	SUV	NO IMPAIRMENT SUSPECTED	UNKNOWN	030	SLOWING
60	24	144.06	9/28/2019	0011	PDO	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK UNLIGHTED	NONE	N	WILD ANIMAL	E	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	030	SLOWING
61	24	144	1/3/2019	0737	INJ	OFF RIGHT	NON-INTERSECTION	1	HILLCREST	DRY/WMS ICY ROAD TREATMENT	DAYLIGHT	NONE	N	EMBANKMENT CUT/FILL SLOPE	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	DRIVER PREOCCUPIED	040	GOING STRAIGHT
62	24	145	8/22/2019	0824	PDO	OFF R MEDIAN	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	SIDESWIPE (OPPOSITE DIRECTION)	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	OTHER
63	24	145.48	3/5/2019	0820	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEETHAIL	N	REAR- END	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	010	GOING STRAIGHT
64	24	144	4/12/2019	0930	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT	NONE	N	CURBRAISED MEDIAN	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	035	MAKING RIGHT TURN
65	24	143.81	10/21/2019	0946	PDO	ON	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	SNOW/SLEETHAIL	N	DOMESTIC ANIMAL	S	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	030	GOING STRAIGHT
66	24	143.8	5/14/2019	1045	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	BROADSIDE	W	SUV	NO IMPAIRMENT SUSPECTED	UNKNOWN	040	MAKING RIGHT TURN
67	24	145.34	10/16/2019	1124	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR- END	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	005	GOING STRAIGHT
68	0	0	11/22/2019	1217	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT	NONE	N	OVERTURNING	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	DRIVER INEXPERIENCE	030	OTHER
69	24	143.69	12/16/2019	1615	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	NONE	N	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	010	MAKING LEFT TURN
70	24	143.8	10/14/2019	1656	PDO	ON	AT INTERSECTION	2	CURVE ON-GRADE	DRY	DAWN OR DUSK	NONE	N	SIDESWIPE (SAME DIRECTION)	N	SUV	NO IMPAIRMENT SUSPECTED	UNKNOWN	010	MAKING RIGHT TURN
71	24	144	3/2/2019	1751	PDO	ON	NON-INTERSECTION	2	CURVE ON-GRADE	WET	DAWN OR DUSK	NONE	N	REAR- END	W	SUV	NO IMPAIRMENT SUSPECTED	DRIVER PREOCCUPIED	030	GOING STRAIGHT
72	24	145	2/13/2019	1950	PDO	ON	NON-INTERSECTION	2	CURVE ON-GRADE	SNOWY	DARK UNLIGHTED	SNOW/SLEETHAIL	N	UNKNOWN	S	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	045	OTHER
73	0	0	10/5/2020	0827	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	UNKNOWN	UNKNOWN	UNKNOWN	N	PARKED MOTOR VEHICLE	UK	HIT & RUN - UNKNOWN	NO IMPAIRMENT SUSPECTED	UNKNOWN	UK	GOING STRAIGHT
74	0	0	9/29/2020	0900	PDO	ON	AT INTERSECTION	2	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	N	BROADSIDE	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	UK	MAKING U-TURN
75	24	147	2/16/2020	1119	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-GRADE	WET/WMS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEETHAIL	N	REAR- END	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	SLOWING
76	6	174	9/6/2020	1400	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	SNOW/SLEETHAIL	N	TREES/SHRUBBERY	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	025	GOING STRAIGHT
77	24	145.09	1/14/2020	1406	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	APPROACH TURN	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	025	GOING STRAIGHT
78	24	145.17	7/13/2020	1404	INJ	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	PARKED MOTOR VEHICLE	N	SUV	NO IMPAIRMENT SUSPECTED	DRIVER FATIGUE	020	GOING STRAIGHT
79	6	174	2/13/2020	1506	PDO	ON	INTERSECTION	2	HILLCREST	DRY	DAYLIGHT	NONE	N	REAR- END	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	GOING STRAIGHT
80	24	145	11/25/2020	1559	PDO	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	APPROACH TURN	E	SUV	NO IMPAIRMENT SUSPECTED	DRIVER UNFAMILIAR WITH AREA	005	MAKING U-TURN
81	0	0	7/30/2020	1707	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	UNKNOWN	S	TRUCK GVW > 10K/BUSES > 15 PEOPLE	NO IMPAIRMENT SUSPECTED	UNKNOWN	005	GOING STRAIGHT
82	24	145	12/16/2020	1716	INJ	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DARK UNLIGHTED	NONE	N	OVERTURNING	SE	TRUCK GVW > 10K/BUSES > 15 PEOPLE	NO IMPAIRMENT SUSPECTED	DRIVER UNFAMILIAR WITH AREA	040	UNKNOWN
83	0	0	12/31/2020	1717	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DARK UNLIGHTED	NONE	N	REAR- END	SE	TRUCK GVW > 10K/BUSES > 15 PEOPLE	NO IMPAIRMENT SUSPECTED	DRIVER PREOCCUPIED	040	GOING STRAIGHT
84	0	0	5/6/2020	1732	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	PARKED MOTOR VEHICLE	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	005	BACKING
85	24	145.21	1/23/2020	1734	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DARK UNLIGHTED	NONE	N	PARKED MOTOR VEHICLE	N	HIT & RUN - UNKNOWN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	GOING STRAIGHT
86	24	147	8/19/2020	2149	PDO	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK UNLIGHTED	NONE	N	WILD ANIMAL	SE	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	045	GOING STRAIGHT
87	024	144.50	2/2/2021	00:09:00	PDO	Ran off right side	Non-Intersection	1		Joy	Dark - Unlighted	Sleet or Hail	N	Embarkment	Northwest	SUV	No Apparent Contributing Factor	No Contributing Action	40	No Contributing Action
88	024	145.30	4/1/2021	02:30:00	Injury	Vehicle crossed center median into opposing lane	Non-Intersection	2		Dry	Dark - Lighted	Clear	N	Parked Motor Vehicle	North	Pickup Truck/Utility Van	DUI/DWAI/DUID	Reckless Driving	25	Reckless Driving
89	024	145.20	2/13/2021	08:22:00	PDO	On Roadway	Non-Intersection	2		Joy	Daylight	Clear	N	Parked Motor Vehicle	North	Medium/Heavy Trucks, GVWR/GCW/R 10,001 or Over	No Apparent Contributing Factor	No Contributing Action	20	No Contributing Action
90	024	147.50	6/17/2021	10:15:00	PDO	On Roadway	Non-Intersection	2	Straight	Dry	Daylight	Clear	N	Bicyclist/Motorized Bicycle	East	Unknown			0	
91	080	TAYLOR	2/4/2021	13:10:00	PDO	On Roadway	Non-Intersection	2		Wet	Daylight	Clear	N	Rear to Side	East	Passenger Car/Passenger Van			3	
92	024	145.30	8/3/2021	17:04:00	PDO	On Roadway	Non-Intersection	2	Straight	Dry	Daylight	Clear	N	Side to Side-Same Direction	North	Passenger Car/Passenger Van	Looked/Did Not See	Careless Driving	5	Careless Driving
93	024	147.11	8/20/2021	18:45:00	PDO	On Roadway	At Intersection	2	Straight	Dry	Dawn or Dusk	Clear	N	Front to Side	East	SUV	No Apparent Contributing Factor	Failed to Yield ROW	0	Failed to Yield ROW
94	024	144.50	4/23/2021	21:05:00	Injury	On Roadway	Non-Intersection	1		Dry	Dark - Unlighted	Clear	N	Other Non-Collision	West	Passenger Car/Passenger Van	DUI/DWAI/DUID	Careless Driving	50	Careless Driving
95	024	145.01	10/14/2021	21:41:00	PDO	Ran off right side	Non-Intersection	1	Curve Left	Snowy	Dark - Unlighted	Snow	N	Overtuning/Rollover	Southeast	Passenger Car/Passenger Van	Driver Inexperience	Other Contributing Action (Describe in Narrative)	35	Other Contributing Action (Describe in Narrative)
96	024	145.35	6/2/2022	00:45:00	PDO	On Roadway	Non-Intersection	2	Straight	Dry	Dark - Unlighted	Clear	N	Parked Motor Vehicle	North	Passenger Car/Passenger Van	Driver Inexperience	Other Contributing Action (Describe in Narrative)	25	Other Contributing Action (Describe in Narrative)
97	024	143.70	9/1/2022	00:57:00	PDO	Ran off right side	Non-Intersection	1	Straight	Dry	Dark - Unlighted	Clear	N	Concrete Highway Barrier	West	Pickup Truck/Utility Van	Other Factor (Describe in Narrative)	Other Contributing Action (Describe in Narrative)	40	Other Contributing Action (Describe in Narrative)
98	024	145.111	9/4/2022	04:30:00	INJ	On Roadway	Non-Intersection	2	Straight	Dry	Dark - Unlighted		N	Parked Motor Vehicle	West	Passenger Car/Passenger Van	Not Observed	Reckless Driving	45	Reckless Driving
99	024	145.179	9/5/2022	06:56:00	PDO	Ran off right side	At Intersection	1	Curve Left	Dry	Dark - Unlighted	Clear	N	Curb	North	Passenger Car/Passenger Van	No Apparent Contributing Factor	No Contributing Action	25	No Contributing Action
100	024	145.00	6/5/2022	08:02:00	PDO	Ran off right side	Non-Intersection	1	Curve Left	Dry	Daylight	Clear	N	Overtuning/Rollover	East	Passenger Car/Passenger Van	No Apparent Contributing Factor	Speeding	40	Speeding
101	024	144.10	2/23/2022	10:15:00	PDO	Vehicle crossed center median into opposing lane	Non-Intersection	2	Curve Right	Joy	Daylight	Cloudy	N	Side to Side-Opposite Direction	East	Passenger Car/Passenger Van		Too Fast for Conditions	50	Too Fast for Conditions
102	024	144.43	4/1/2022	10:54:00	PDO	Ran off left side	Non-Intersection	1	Curve Left	Dry	Daylight	Clear	N	Embarkment	West	Passenger Car/Passenger Van		Careless Driving	50	Careless Driving
103	024	145.401	7/15/2022	11:42:00	PDO	On Roadway	Driveway Access Related	2	Straight	Dry	Daylight	Clear	N	Front to Rear	South	Pickup Truck/Utility Van	Other Factor (Describe in Narrative)	Other Contributing Action (Describe in Narrative)	5	Other Contributing Action (Describe in Narrative)
104	024	144.78	2/2/2022	12:00:00	PDO	Ran off right side	Driveway Access Related	1	Curve Right	Snowy	Daylight	Clear	N	Guardrail Face	West	Passenger Car/Passenger Van	No Apparent Contributing Factor	Too Fast for Conditions	15	Too Fast for Conditions
105	024	145.313	3/16/2022	14:44:00	PDO	On Roadway	Non-Intersection	2	Straight	Dry	Daylight	Clear	N	Parked Motor Vehicle	North	Passenger Car/Passenger Van	No Apparent Contributing Factor	No Contributing Action	2	No Contributing Action
106	024	144.10	11/3/2022	14:46:00	PDO	Ran off right side	Non-Intersection	1	Curve Right	Snowy	Daylight	Snow	N	Overtuning/Rollover	South	Pickup Truck/Utility Van	No Apparent Contributing Factor	Other Contributing Action (Describe in Narrative)	25	Other Contributing Action (Describe in Narrative)
107	024	145.830	11/12/2022	15:19:00	PDO	On Roadway	Non-Intersection	2	Straight	Dry	Daylight	Clear	N	Front to Side	North	Passenger Car/Passenger Van	Looked/Did Not See	Careless Driving	5	Careless Driving
108	024	145.407	9/12/2022	16:08:00	PDO	On Roadway	At Intersection	2	Straight	Dry	Daylight	Clear	N	Front to Front	North	Pickup Truck/Utility Van	Looked/Did Not See	Careless Driving	10	Careless Driving
109	024	144.66	5/12/2022	17:11:00	PDO	On Roadway	Driveway Access Related	2	Straight	Dry	Daylight	Clear	N	Front to Rear	East	Passenger Car/Passenger Van	Distacted/Other Occupant	Careless Driving	45	Careless Driving
110	024	145.054	8/7/2022	19:54:00	PDO	On Roadway	Non-Intersection	2	Straight	Dry	Daylight	Clear	N	Parked Motor Vehicle	West	SUV	Other Factor (Describe in Narrative)	Over-Correcting/Over-Steering	0	Over-Correcting/Over-Steering
111	080	RAILR	3/28/2022	05:01:00	PDO	Ran off right side	At Intersection	1	Curve Left	Dry	Dark - Unlighted	Clear	N	Embarkment	Southeast	SUV	Not Observed	Careless Driving	10	Careless Driving
112	080	TOLLE	8/25/2022	14:30:00	PDO	On Roadway	Non-Intersection	2	Straight	Dry	Daylight	Cloudy	N	Rear to Side	West	Passenger Car/Passenger Van	Looked/Did Not See	Improper Backing	5	Improper Backing
113	024	145.125	2/14/2023	01:58:00	PDO	On Roadway	Non-Intersection	2	Straight	Joy	Dark - Unlighted	Snow	N	Parked Motor Vehicle	North	Passenger Car/Passenger Van	Not Observed	Too Fast for Conditions	35	Too Fast for Conditions
114	024	145.407	8/19/2023	08:05:00	PDO	On Roadway	Intersection Related	2	Straight	Dry	Daylight	Clear	N	Front to Rear	West	Passenger Car/Passenger Van	Distacted - Talking on Phone/Holding	Careless Driving	25	Careless Driving
115	024	145.615	6/2/2023	08:32:00	INJ	On Roadway	At Intersection	2	Straight	Dry	Daylight	Clear	N	Front to Side	South	SUV	Not Observed	Speeding	35	Speeding

#	Hwy	MP	Date	Time	Severity	Location	Road Description	# of Veh	Road Contour	Road Condition	Lighting	Weather	Ramp	Accident Type	Dir	Vehicle Type	Drugs/Alcohol	Human Factor	Speed	Vehicle Movement
116	024A	146.241	6/17/2023	12:00:00	PDO	On Roadway	At Intersection	2	Straight	Dry		Clear	N	Front to Rear	South	SUV	Aggressive Driving	Followed Too Closely	20	Followed Too Closely
117	024A	146.800	3/16/2023	13:21:00	PDO	On Roadway	Driveway Access Related	2	Straight	Wet	Daylight	Clear	N	Front to Rear	South	Medium/Heavy Trucks, GVWR/5CWR 10,001 or over	No Apparent Contributing Factor	Improper Backing	0	Improper Backing
118	024A	146.372	6/6/2023	20:00:00	PDO	On Roadway	Non-Intersection	2	Straight	Dry	Daylight	Clear	N	Parked Motor Vehicle	North	Unknown			0	







# Chapter 8

## Appendix C: Vision Zero Commitment



## 8.1.1 Vision Zero Commitment

### TOWN OF MINTURN, COLORADO RESOLUTION 13 – SERIES 2025

#### A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF MINTURN ADOPTING A VISION ZERO POLICY

**WHEREAS**, the life and health of all persons living and traveling within the Town of Minturn are our utmost priority, and no one should die or be seriously injured while traveling on our town streets;

**WHEREAS**, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable;

**WHEREAS**, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, equitable mobility for all;

**WHEREAS**, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles;

**WHEREAS**, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes;

**WHEREAS**, one person in the Town of Minturn lost their life to traffic death in the last ten years, and traffic crashes are among the leading cause of deaths in the United States;

**WHEREAS**, the Town of Minturn's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists;

**WHEREAS**, according to the Eagle County Sheriff's Office, pedestrians and bicyclists are involved in 6 percent of collisions and account for 23 percent of traffic injuries in the Town of Minturn;





**WHEREAS**, the injury rate for pedestrians and bicyclists involved in collisions is approximately 60 percent;

**WHEREAS**, speed is recognized as a major determining factor of survival in a crash;

**WHEREAS**, the Town of Minturn is working toward reducing vehicle speeds because the likelihood of a pedestrian surviving a crash is 10 percent if hit by a vehicle moving 40 mph;

**WHEREAS**, children, older adults, people of color, people with disabilities, people who are unhoused, and people with low income face a significantly disproportionate risk of traffic injuries and fatalities;

**WHEREAS**, people of color are disproportionately affected by racial profiling and inequitable enforcement of traffic violations;

**WHEREAS**, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution;

**WHEREAS**, successful Vision Zero programs are a result of both a complete government approach (i.e., interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plans;

**WHEREAS**, Vision Zero resolutions have been adopted by many jurisdictions across the United States; and

**WHEREAS**, the Town of Minturn is already in the process of developing a Safe Streets for All Action Plan.

**NOW, THEREFORE, BE IT RESOLVED, by the Town Council of the Town of Minturn, State of Colorado, as follows:**

1. The Town of Minturn adopts the goal of zero traffic deaths and serious injuries, stating that no loss of life or serious injury is acceptable on our streets.
2. The Town of Minturn adopts the goal of eliminating traffic deaths and serious injuries by 2030 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.



3. The Town of Minturn adopts the goal of eliminating racial profiling and inequitable enforcement of traffic violations.
4. The Town of Minturn adopts the Vision Zero policy attached hereto as Exhibit A and makes it part of this Resolution, effective immediately.
5. The Town Clerk shall certify the adoption of this Resolution, effective immediately, by the Town Council.

**INTRODUCED, READ, APPROVED, RESOLVED, AND ADOPTED THIS 2<sup>nd</sup> DAY OF APRIL 2, 2025.**



**Earle Bidez, Mayor**

**Attest:**



**Jay Brunvand, Town Clerk/Treasurer**





# What is the **Vision Zero Network**?

Stay Updated

**The Vision Zero Network is a collaborative campaign to help communities reach their goals of Vision Zero — eliminating all traffic fatalities and severe injuries — while increasing safe, healthy, equitable mobility for all.**

As a nonprofit project, the Vision Zero Network is committed to build momentum and advance Vision Zero in communities across the U.S. Our goal is safe mobility for all.

We recognize that everyone has the right to safe mobility, whether walking, bicycling, driving, riding a scooter, using a wheelchair, or riding transit. Yet, each year in the U.S., tens of thousands of people are killed, and millions more injured, in preventable traffic crashes. These are our friends, family members, colleagues, and neighbors. We *can* prevent these tragedies.

## **What does the Vision Zero Network do?**

The Vision Zero Network helps communities across the nation recognize this public health crisis and mobilize for positive change. Our work includes the following:

- Providing a strong advocacy voice for Vision Zero and the Safe System approach at the national level;
- Supporting efforts of public sector staff and community-based leaders to set and advance Vision Zero goals;

- Providing learning opportunities, including peer exchanges, informational calls and webinars, and other forums to facilitate sharing of promising safety strategies, as well as guidance on challenges for policymakers, practitioners, community advocates and others;
- Establishing and promoting high standards for Vision Zero recognition and progress (more [here](#));

We mobilize stakeholders to recognize that “Enough is Enough” and work to make changes to prioritize safe mobility for all. For our communities to succeed in keeping people safe on our streets, sidewalks, and bikeways, it will take real change, a shift to the status quo. Read more about [Vision Zero](#).

## How the Network Makes a Difference

The Network convenes leaders in the realms of transportation planning & engineering, policymaking, public health, community advocacy, research, and the private sector to develop and share promising strategies and to support strong, distributed leadership to make Vision Zero a reality on the ground. Leaders in these diverse fields are critical to build understanding and buy-in for Vision Zero and to implement meaningful policies and practices that ensure safe mobility for all.

Communities of all sizes and types across the nation face similar challenges — and opportunities — in advancing safe mobility. A few noteworthy examples include disproportionately negative impacts in certain areas and communities, including [people of color and low-income people](#), and [people walking and biking](#).

The Vision Zero Network offers support and resources for all communities committing to Vision Zero. (Note that the Vision Zero Network does not represent or speak for individual community-led Vision Zero efforts. If you’re interested in activities in a specific community, please contact them directly.)

Our available, [online resources](#) include Best Practices in developing Vision Zero Action Plans, High-Injury Networks, community engagement strategies, and racial equity priorities, as well as supportive resources from organizations around the world. Anyone interested in following Vision Zero efforts can subscribe to our [monthly e-Newsletter](#).



To: Mayor and Town Council  
From: Cindy Krieg  
Date: March 27, 2025  
Agenda Item: Resolution Adopting a Vision Zero Policy

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**REQUEST:**

Approve / Adopt Resolution No. 13 – Series 2025, adopting a Vision Zero Policy.

**INTRODUCTION / ANALYSIS:**

As part of the Safe Streets for All Action Plan efforts, the Town of Minturn has been introduced to the Vision Zero Network. The Vision Zero Network is a collaborative, nonprofit campaign helping communities across the Country set and reach the goal of Vision Zero — eliminating traffic fatalities and severe injuries among all road users — while increasing safe, healthy, equitable mobility.

**What are the key elements of a strong Vision Zero community?**

1. A clear goal of eliminating traffic fatalities and severe injuries has been set.
2. The Mayor has publicly, officially committed to Vision Zero.
3. Leadership and collaboration across all key departments and community partners.
4. A Vision Zero Action Plan that is data-driven, equitable, and grounded in the Safe System Approach, with:
5. Identification of a High Injury Network (HIN)
6. Prioritization of infrastructure improvements and safe speed management
7. Clear actions to address disparities in roadway safety risk
8. Clear systems of accountability, transparency, and evaluation

Some of the above key elements are happening now, while others are long-term goals that align with our Safe Streets for All ongoing efforts. The Vision Zero Network ([www.visionzeronetwork.org](http://www.visionzeronetwork.org)) offers support and resources for all communities committed to Vision Zero.

**COMMUNITY INPUT:** Ongoing

**BUDGET / STAFF IMPACT:**

- No impact to Town of Minturn budget or staff requirements with regard to this request

**STRATEGIC PLAN ALIGNMENT:**

- This proposed resolution supports all proprieties identified in the 2025-27 Strategic Plan

**RECOMMENDED ACTION OR PROPOSED MOTION:**

- Approve / Adopt Resolution 13 – Series 2025

**ATTACHMENTS:**

- Resolution 13 – Series 2025
- Supporting background information about the Vision Zero Network

PO Box 309 • 302 Pine St • Minturn, CO 81645 • [www.minturn.org](http://www.minturn.org) • [info@minturn.org](mailto:info@minturn.org) • 970-827-5645

