

**From:** [Trent Schaffler](#)  
**To:** [Madison Harris](#); [Cindy Krieg](#)  
**Cc:** [Trent Schaffler](#)  
**Subject:** Fw: Taylor Street Repaving Concerns  
**Date:** Sunday, April 6, 2025 2:38:32 PM

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Hello Town of Minturn Council,

After reading Rob's comments, I mirror his points list below. Lets fix the know issues and make the road right!

The element I will add is that the intersection of Taylor and Minturn road could be removed and have the residents on Taylor and in the Town Homes go down to 4th street and drive back south to their homes. This would allow for the entrance to the Town Homes to be raised and create a dead end for entrance into the Town Homes Bldg A. This would also allow for the drainage between Town Homes, Bldg A and B to be remediated and flow east versus south.

Thank you,

Trent Schaffler  
105 Lions Lane

----- Forwarded message -----

**From:** **Rob Gosiewski** <[robert.goski@gmail.com](mailto:robert.goski@gmail.com)>  
**Date:** Mon, Mar 31, 2025 at 6:13 PM  
**Subject:** Taylor Street Repaving Concerns  
**To:** Madison Harris <[planner1@minturn.org](mailto:planner1@minturn.org)>, Cindy Krieg <[events@minturn.org](mailto:events@minturn.org)>

Hello Madison & Cindy,

I was unable to attend the March 5 meeting but the minutes were circulated by neighbors and I came to the March 19 meeting to comment on the direction items found in those minutes. Earl suggested I watch the broadcast on HighFive Media - which I did yesterday - but there was very little discussion around the action items. I think the "directions given" must've happened ahead of time in the executive session?

Since I didn't learn anything new from watching the March 5 meeting I will clarify my concerns here. Can you please forward this to staff and council?

The turnout to the open-house on January 9th was well attended and there were many good contributions. Unfortunately, it seems that our participation was wasted because none of the feedback from residents was adopted.

It seems like this a great opportunity for Minturn to fix clear issues with the road.... but I was unable to hear why staff & council decided to override residents' concerns and shy away from doing more than just the bare minimum.

There is also a gap in understanding because I have not seen any drawings from Intermountain Engineering, and I could not find the packet for the March 5 meeting.

#### **A) Northern Extent of Taylor Avenue Reconstruction**

There is 141 feet of road on private land between Minturn Right-of-Ways, photos attached. Residents suggested the road should be paved at least to the Game Creek Trail (if not the final 25 feet to the bridge over Game Creek) because:

- 1) The landowners have allowed public access to our most popular trails
  - 2) The landowners are Minturn/Taylor Street residents, the majority pay Minturn taxes, and they are impacted by the Minturn North construction (where the repaving money is being sourced, as we understand)
  - 3) Public Works drives onto the private land to clear snow
  - 4) Rescue operations for hikers/bikers/skiers use the end of the road
- ... and it's just the right thing to do. The 141 feet would be 6.8% added onto the public right-of way length of 2,063 feet

#### **B) Paving Private Driveways**

It's not just a nice gesture to pave a 5-foot apron at each driveway entrance; it would be necessary to restore the areas following the major disturbances resulting from installing a swale along the east side of the road. More on this in Section E

#### **C) Taylor/Minturn Road Intersection**

Everyone who followed the Minturn North process knows the limitations of this intersection but there were good ideas at the open house to lower the first 175 feet of Taylor and move it northwest, ~5 feet farther away from the Towne Homes' driveways and allow for space to lowering "the hump" if possible. It is generally accepted that the skew angle cannot be changed. We residents do not know how deep the utilities are but it would be nice to know why this option is not being pursued. There is a fire hydrant that would need relocation, but it looks old, and Public Works has been replacing old hydrants on Taylor Street... so perhaps this one could get a relocation along with it's replacement?

#### **D) Realign Taylor Avenue away From Towne Homes Building C**

This section ties-into Section C, and residents are aware that it would "require extensive fill material and regrading", but *the road is being torn-up so, if possible, let's correct the issues!* Plus, the Town now owns that land to the north. I think Council should request a price to move the road a few feet northwest and shave "the hump" before making a final decision. Residents would be curious to know the acceptable cost threshold of making things better/safer... vs. doing nothing new. Residents also suggested that the low-spot in front of 232 Taylor also be raised as an effort to level the whole section.

#### **E) Drainage Considerations**

The minutes for this section contain a generalities, so a rough drawing/photos are needed to understand what Jeff's recommendations are. It is true that the hillside produces spring runoff that is occasionally like a creek - and residents know where those locations are. With the warm 2025 spring we may not see those "creeks" this season. Most areas experience minimal runoff, even in thunderstorms.

Myself and others were unclear how far Jeff's swale would extend, but in most areas a concrete pan at the edge of the asphalt would handle the drainage just fine, especially with periodic grates in the pan for water to drop into culverts that cross below the street.

Much of downtown Minturn is concrete pans/curbs/gutters. Attached is a photo of a pan with a drain grate in the low spot (on Eagle River St. near Toledo Ave.) Minturn North went with a mini-curb/pan design for Mile's End Lane. Everyone's lot slopes toward the edge of the asphalt and a pan would catch the water nicely. Yes, water should not just be allowed to sheet across the road; the new road should have a crown, and pan(s) where needed.

*I cannot imagine that tearing-up everyone's driveway and installing (30) culverts would be less expensive than a concrete pan with grates & vaults.* If they tried to install a culvert at my driveway they would encounter my neighbor's electric, coaxial, and maybe even gas (surprise... it's not exactly to-code up here). Also; who will keep these culverts clear? It would just go to waste if residents decide to go rogue and fill-in the swale between culverts

I've included some photos at the below link to illustrate our spring runoff, taken on a 65-degree day last week. Also a few photos from August storms in 2021 & 2022

<https://photos.app.goo.gl/3pmfdXvcTeUXVhF89>

#### **F) Width of the Roadway**

Narrowing Taylor Street was likely an easy decision from a budget standpoint (22 feet is 12% narrower than 25 feet). Once again it would be nice to see a drawing, even if rough; I am curious about alignment. Residents would likely prefer the new road aligned with the existing western edge - where possible - to allow for more right-of way parking in front of each lot. However, I could understand drainage and underground utility considerations may require it aligned down the center of the existing road, or even further east if necessary.

#### **G) Traffic Calming**

Residents liked the idea of "speed dips" because they could help with drainage water crossing the road and also because they fill-in with snow in the winter when traffic calming is much less of an issue. Our existing dips do well for us. It also seems like dips would be easier for Public Works to plow? Maybe worthwhile if it saves on the cost of a couple drainage grates/vaults/culverts?

#### **H) Parking for the Minturn Mile**

This one is my specialty as I've got the best view of the action on slippery days. The parking spots in front of my house (560 Taylor) are a touch flatter than those downhill (from 550 Taylor to 534 Taylor). Public Works makes their trailhead snow-storage pile just downhill from my driveway because if they went any lower (where it gets steeper) they wouldn't be able to back-up from the snowpile on slick days.

About a dozen people get tow-strapped out of the flatter spots in front of my house each winter, and I keep a piece of plywood handy to protect the innocent cars parked downhill of the cars that are getting dragged-out. Rarely will someone park parallel in the steep section during the winter, and it is steep enough that people naturally park parallel from 550 through 534 during summer.

Perpendicular parking is a bad idea from 550 Taylor through 536 Taylor. The most cars we've ever counted at the trailhead is 35, so 54 parking spots seems like overkill. The typical "big weekend day" has been 20-25 cars since 2016, when we moved-in.

I strongly advise that the design be altered to include a green space/snow storage area in front of 550 Taylor (sacrifice ~4 spots), and parallel parking from 540 through 536. It would also be nice to have another green space/snow storage area, equally spaced at ~532 Taylor; even if just 2 spots wide, to break-up the asphalt.

#### **I) Drainage and Grade at Minturn Towne Homes**

Back to issue of "the hump" and I hope that Jeff can take a serious look at moving the road northwest ~5 feet, which could actually allow for Lion's Lane to be flattened a bit if the elevation of the top of "the hump" was maintained.

#### **J) Minturn Towne Homes Drainage**

I understand this one the least but I thank the hardworking & involved folks on the Towne Homes HOA for trying to improve this section for the rest of Taylor Street. Perhaps lowering Minturn Road a couple inches, giving it a proper crown, and adding a concrete pan between the driveways and road would tie everything together and prevent the existing depressions from becoming potholes

This is going to be yet another large and disruptive project for Taylor Street. I believe that it should be done sensibly, in the best interest of the residents, while keeping costs reasonable. Please do not rush this through without additional study; please price some options & try again for more resident

involvement.

Thank you,

Rob Gosiewski  
560 Taylor Street