

To: Minturn Town Council
From: Michelle Metteer
Date: November 1, 2023
RE: Town Manager Update



Safe Streets for All (SS4A) Grant Award

The town of Minturn has been awarded a SS4A grant in the amount of \$80,000 for the creation of a Safety Action Plan (Plan). This Plan will identify the primary areas of risk to pedestrians, vehicles, and multimodal forms of transportation. The town will look to utilize this Plan toward supporting larger grant applications to address transportation safety within town.

Colorado Association of Ski Towns (CAST) Update

On Friday, October 20th I attended the CAST meeting hosted in Vail. A variety of topics were covered including sustainable tourism, a producer-recycling program being implemented by the State, housing and more. Of note was an update that included the potential for legislation to come through at the upcoming legislative session that would propose the taxing of short-term rental properties as commercial.

WaterWise Water Conservation Symposium

I attended the WaterWise Conservation Symposium at Metro State University in Denver on October 24th. This symposium brought together a wide range of water users and suppliers to discuss opportunities for water conservation. Much of the discussion surrounded non-functional turf and programs for eliminating the ability to implement non-functional turf moving forward. Of particular interest was the opposition to artificial turf as a replacement option. Minturn has minimal town-owned non-functional turf, but through the revision of the code and the definition of an SFE the town can see greater water savings in the future.

Downtown Development Authority Financial Analysis Review

Minturn general counsel Mike Sawyer and I participated on a call with Cemetery representatives Kendra Carberry, attorney and Sidney Harrington, administrator in hopes of finding common ground pertaining to the multiple wildlife impalements on the Cemetery fence. The disagreements were wide ranging and extensive. The conversation did not find opportunities to move forward collaboratively in removing the spears on the top of the fence posts. However, the Cemetery representatives offered the Council the opportunity to pay for the remainder of the fence remediation. The Cemetery representatives said if this opportunity is of interest to the Council, they will take the option back to their board for consideration.

Eagle County Housing Action Plan

Avon, Vail, Eagle County, Eagle, and Minturn all participated in the Eagle County Housing Action Plan kick-off meeting on Friday, October 20th. The towns of Avon, Vail and Eagle County are paying for the match to the grant award for creating the plan. We are currently reviewing the RFP and hope to go through the process of selecting a firm to facilitate the creation of the plan by the end of the year.

Main Street/HWY 24 Speed Limits

Council member Brian Rodine brought to my attention the adjustments CDOT is making in how the department determines speed limits on State Highways. See article: <https://www.cpr.org/2023/09/15/cdot-lower-speed-limit-change-colorado/>. I was unsuccessful with reaching out to Crystal Armendariz, Minturn's CDOT Government Liaison, so I reached out to John Kronholm, CDOT's Region 3 Resident Engineer in requesting the consideration of reducing speeds along HWY 24. More to come. John forwarded me the included brochure and has asked the Minturn wait until the new process is in place.

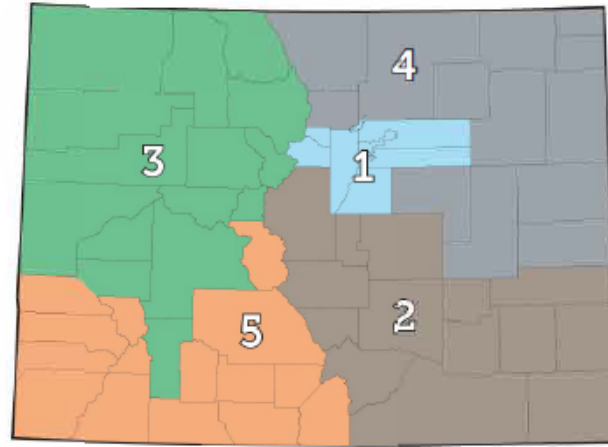
A uniform speed of vehicles helps traffic move more safely and efficiently.

The Colorado Department of Transportation's (CDOT) goal is to establish speed limits that maximize safety and that are respected by motorists. By using sound engineering principles, CDOT can provide a balanced transportation system that gets motorists to their destination as safely and efficiently as possible.



WHAT YOU CAN DO

If you believe that there is a safety or speed limit concern posted on a roadway, (City Street, County Road or Highway), you may report this to an official in charge of that road. If the segment is a portion of the State Highway System, ... including U.S. and Interstate routes, contact the local agency (city/town, or county) where the speed limit concern is located and discuss your concerns with the appropriate local agency staff or elected officials. If the local agency agrees that there is a speed limit concern, the local agency will need to contact the CDOT Region Traffic Engineer to request a speed study.



SETTING REALISTIC
COLORADO
SPEED LIMITS

COLORADO
Department of Transportation



COLORADO
Department of Transportation

SPEED LIMIT PRINCIPLES

Setting speed limits to realistic levels helps to protect the public by reducing the potential for vehicle conflicts while moving traffic efficiently. Speed limits also provide a basis for enforcement and sanctions for those who travel at speeds excessive for conditions which could endanger others.



- 30 mph in any residential district
- 40 mph on open mountain highways
- 55 mph on non-interstate open highways
- 65 mph on interstate highways, freeways, or expressways

The absolute speed limits, listed below, are the maximum lawful speed limits and may not be legally exceeded under any circumstances.

- 75 mph
- Posted work and school zones

Colorado traffic laws apply to all state highways, county roads, and city streets and requires that speed limits shall not be higher or lower than the *prima facie* speed limits unless a thorough traffic investigation or survey, also known as a speed study, has justified the change. For state highways, the speed study is typically conducted and approved by the Safety and Traffic Engineering Branch of CDOT.

Each speed study follows requirements within the Manual on Uniform Traffic Control Devices and traffic engineering standards. Factors which may be considered include:

- 85th percentile speed data (speed of 85% of drivers)
- Existing development

- Observed crash history
- Road characteristics
- Environmental factors
- Parking practices and pedestrian /bicycle activity

Some believe that lower speed limits are the solution to all accidents and traffic control problems. Studies have shown that most people will drive as they perceive the conditions of the roadway, ignoring a speed limit that is unrealistically low or high. A speed limit that is "too low" may actually decrease the overall safety of the roadway.

SAFETY

CDOT uses a variety of traffic control devices to help reduce crashes on Colorado's roadways. These devices include signs, traffic signals, flashing beacons, and pavement markings. When it is raining, snowing, foggy or icy, Colorado law requires us to adjust our speed so we are able to travel safely even if the speed we travel is below the posted speed limit. We are also required to drive with tires which meet or exceed Colorado's Traction Law. We all play a role in keeping our roads safe and should always drive carefully, especially in work and school zones.

TYPES OF SPEED LIMIT SIGNS

Once a speed limit is determined, signs are posted along the roadway segment. The following speed limit and speed limit advisory signs reflect a few types you may see along a road when traveling.

THE LAW

Speed limits are posted primarily to regulate motorists to the speed considered reasonable and safe by the majority of drivers on a particular roadway. *Prima facie* speed limits are those which "at first appearance" are reasonable and prudent under normal conditions.

In Colorado, *prima facie* speed limits are:

- 20 mph on narrow, winding mountain roads
- 25 mph in any business district

Regulatory Speed Limit and Variable Speed Limit



Black and white sign shows the maximum speed limit under ideal conditions.



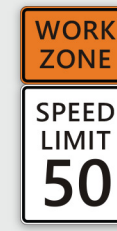
Variable speed limits that change based on road, traffic, and weather conditions.

Advisory Speed



Black and yellow sign to advise motorists of a safe speed. Typically, they are used with a warning sign.

Regulatory Work Zone Speed Limit



Used to identify maximum speeds within a work zone. These speed limits may not be exceeded under any circumstances.

Regulatory School Zone Speed Limit



This regulatory speed limit is in effect during a specific time and may not be exceeded under any circumstances.