



Minturn Safe Streets for All (SS4A)

Update for Town Council

November 20, 2024

SS4A Project Leads



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Project Manager*



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Community Engagement Lead*



Agenda

- Introductions
- SS4A Overview & Schedule
- SWG Formation and Feedback
- Data Integration
- Next Steps
- How do you get involved
 - Virtual Public Meeting
 - Pop-Up Event (TBD)
 - ARG GIS Storyboard



SS4A Overview & Schedule

- Minturn awarded \$80k in federal SS4A funding to develop a Safety Action Plan- Spring 2024
- Goals of a Safety Action Plan
 - Use data analysis to find trouble areas
- Determine projects and strategies to improve roadway safety
- Guide development through Safe Systems Approach
- Safe System Approach
 - Federal approach to zero deaths and serious injuries on roadways



SS4A Action Plan Elements

- Leadership Commitment and Goal Setting
- Stakeholder Working Group
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policies and Process Changes
- Strategies and Project Selections
- Progress and Transparency



Engagement and Collaboration

Development of a Stakeholder Working Group

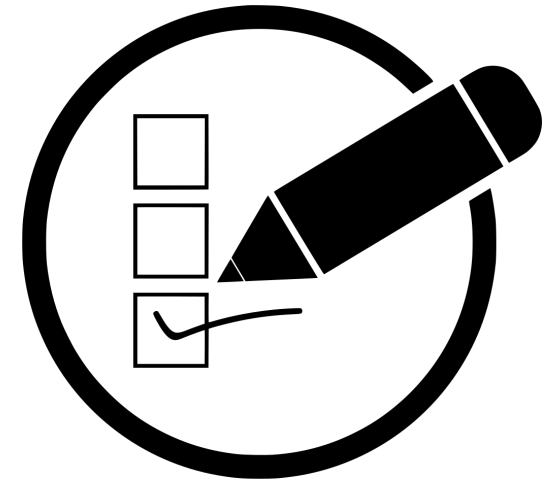
- Invited approximately 20 people to participate including Eagle County Sheriff, Eagle River Fire, business owners, residents, education, healthy aging , FHWA, and CDOT
- Serve as community ambassadors for SS4A Safety Action Plan, attend meetings share and disseminate project information to fellow residents
- Two meetings to date: Sept. & November
- Three additional meetings scheduled



Engagement and Collaboration

Poll Question Responses

- What is your top transportation concern
 - **1st- Speeding**
 - 2nd- Ped/ Bike Safety
 - 3rd- Distraction
 - Impairment and maintenance brought up in discussion
- When do you feel the least safe travelling around town
 - **1st- Biking**
 - 2nd- Walking
 - Tie for 3rd- Driving and Parking
- Rank the following based on potential for safety improvement
 - **1st- Policy (including speed limits)**
 - 2nd- Infrastructure
 - 3rd- Education/ outreach
 - 4th- Enforcement
 - 5th- Multimodal



Engagement and Collaboration

What we heard at Meeting #1 / 2 (September)

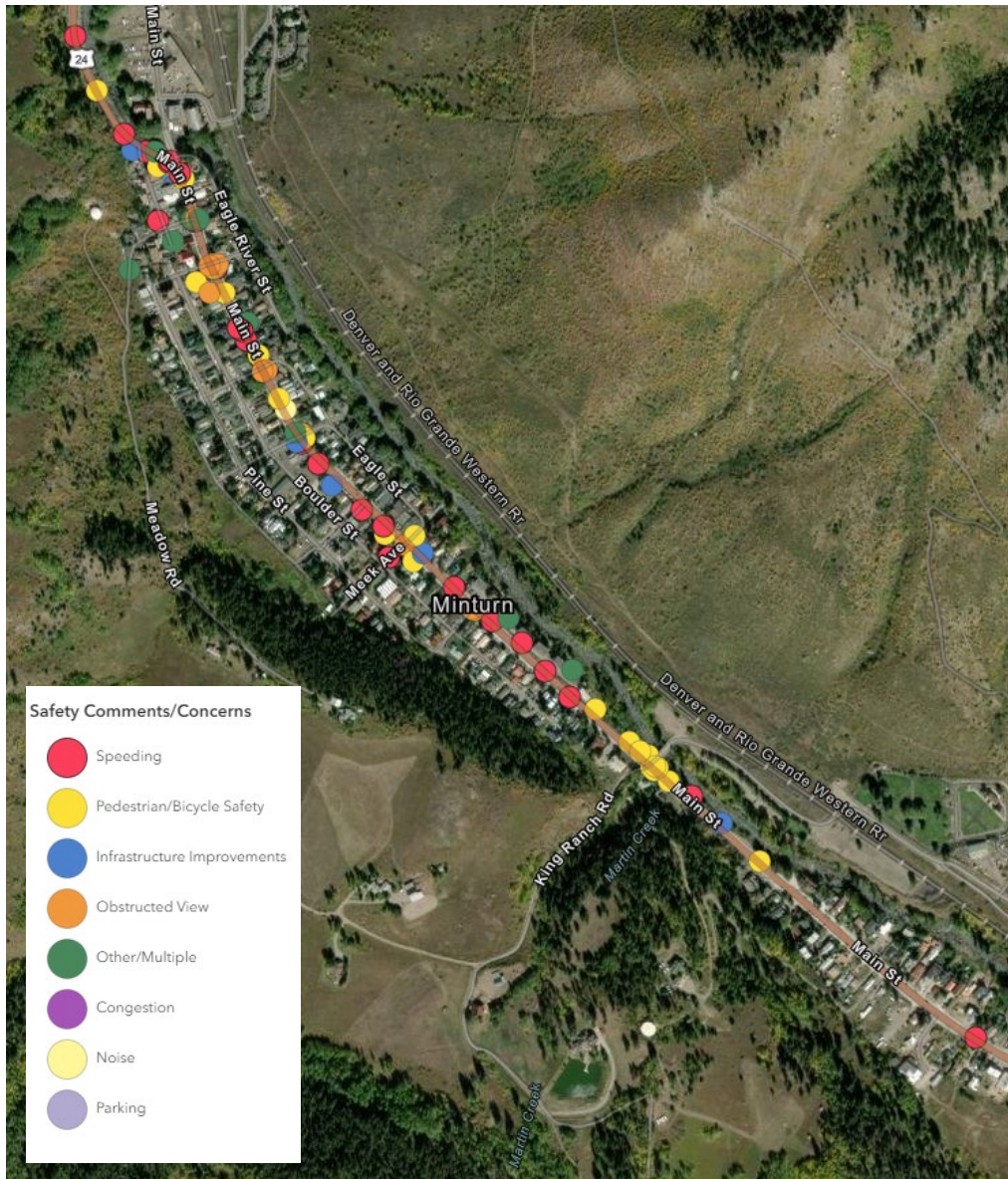
- Strong desire to make Minturn safer and improve traffic moving through Town (especially along Main Street)
- Improve bike and pedestrian safety
- Concerns about speeding and the speed limits
- Lines of sight are difficult turning onto Main Street
- Lack of enforcement resources
- Desire to maintain parking resources
- Increased commute traffic through Minturn

What we heard at Meeting #2 / 2 (November)

- Continued concern for speeding and pedestrian and bike safety
- Desire for more data on heavy vehicle traffic and impairment
- Concern for balancing bike mobility with parking demand

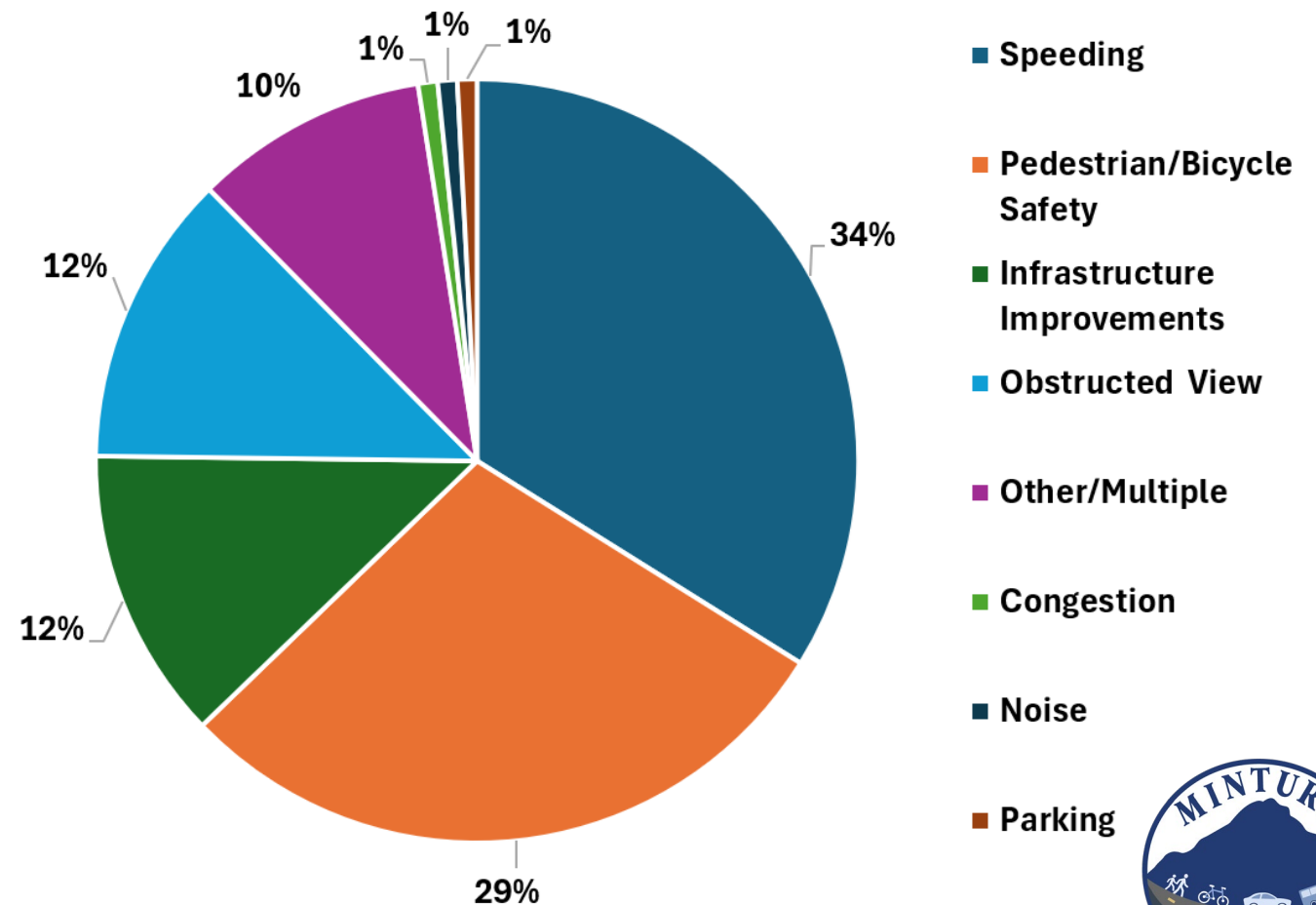


Engagement and Collaboration - Interactive Story Map



What we saw on the interactive map:

StoryMap Comments by Safety Concern



<https://arcg.is/15inPv>

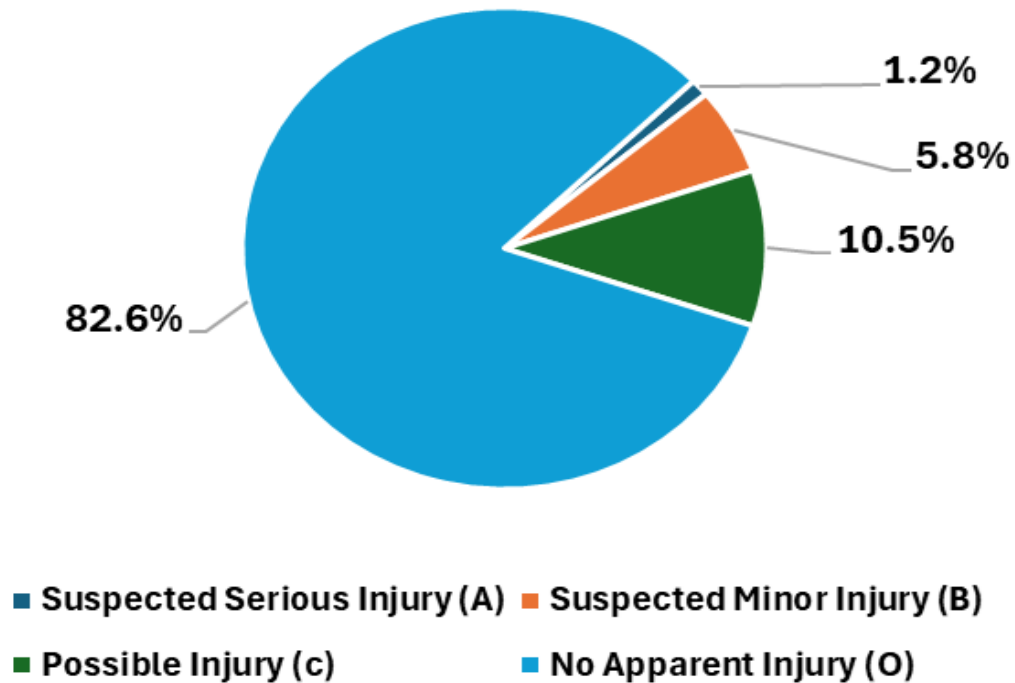




Safety Analysis

Safety Analysis

**Minturn Crashes
2017-2023**



86 total crashes (2017-2023)

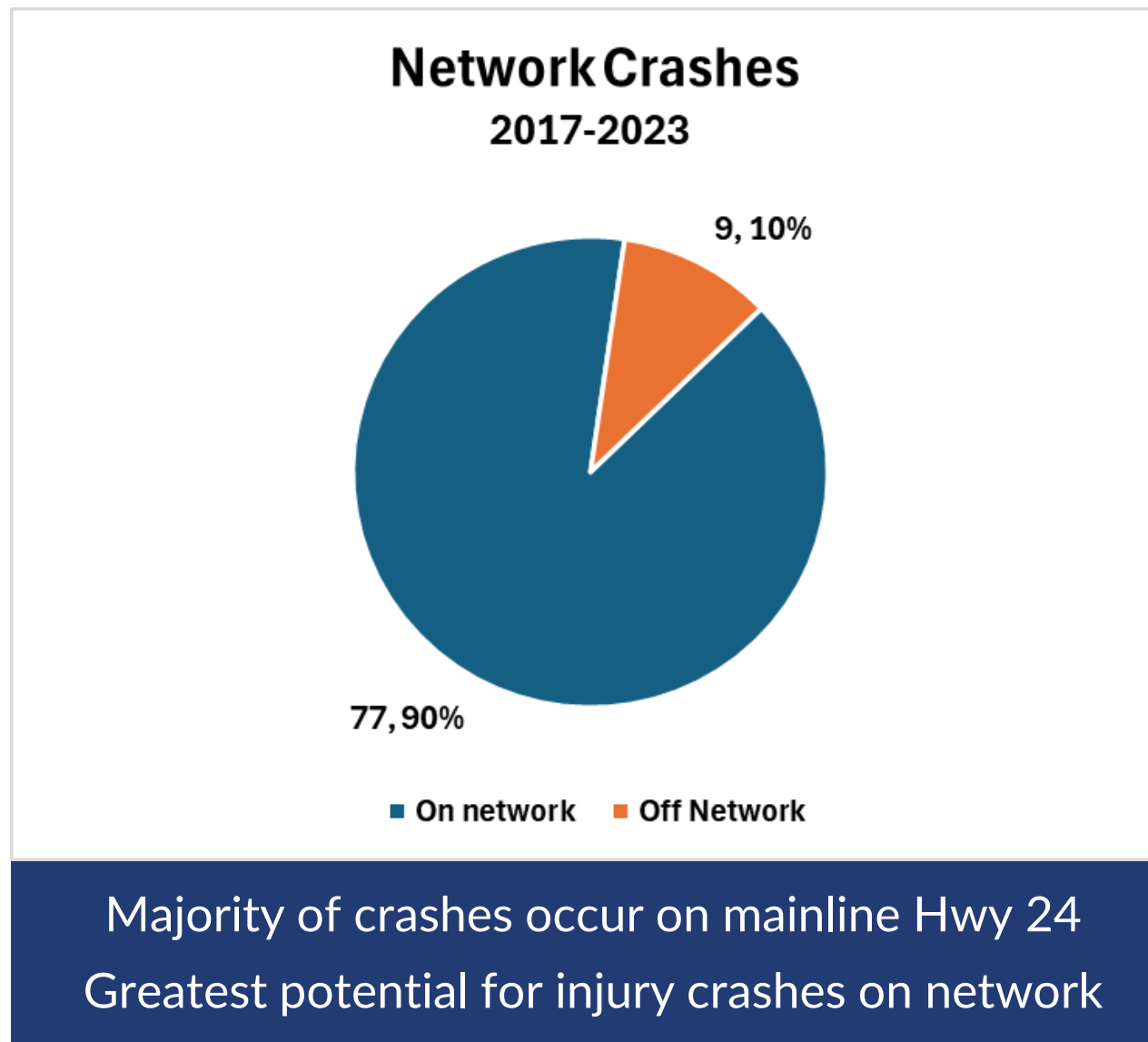
Injuries from crashes:

- 1 serious injury
- 7 minor injuries
- 11 possible injuries

The most recent fatality took place in 2015

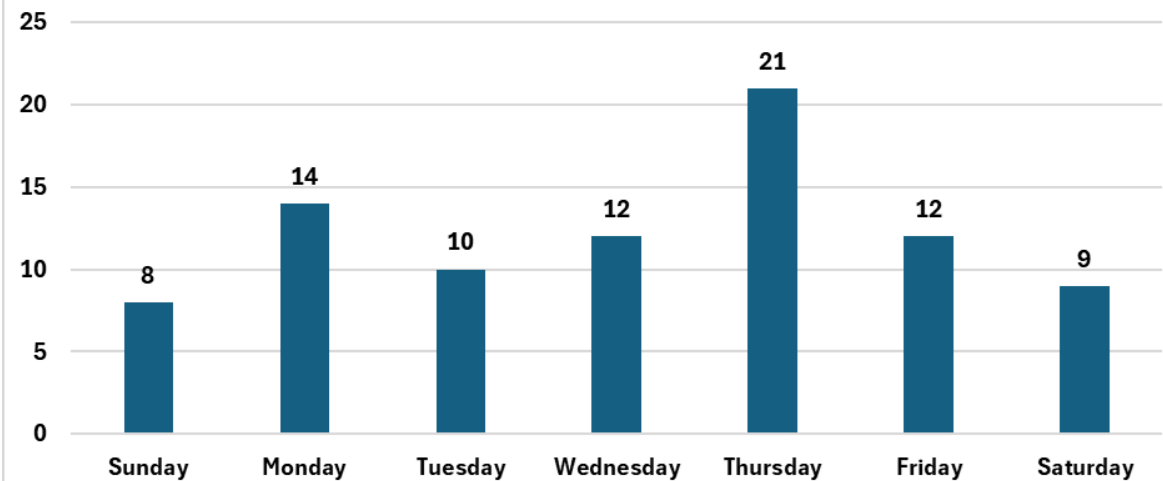


Safety Analysis

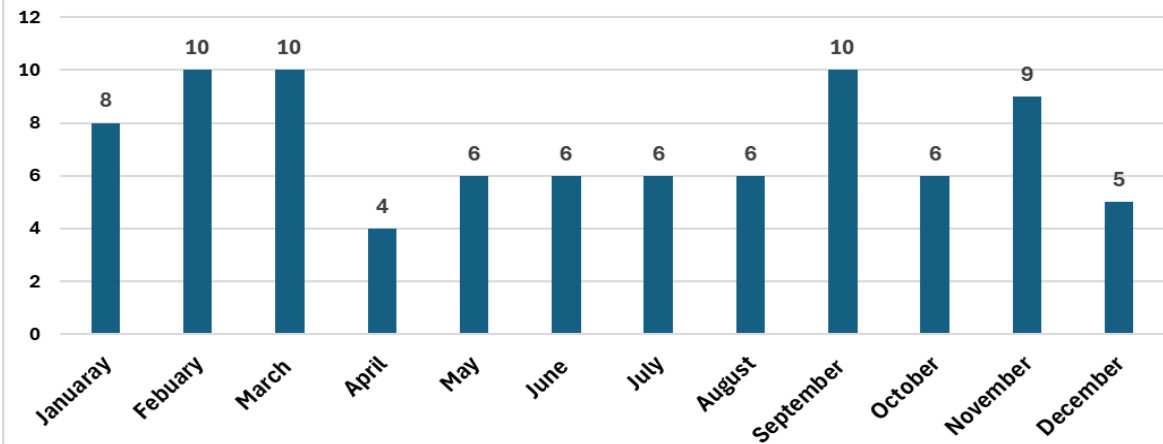


Safety Analysis

Crashes by Day of Week
2017-2023

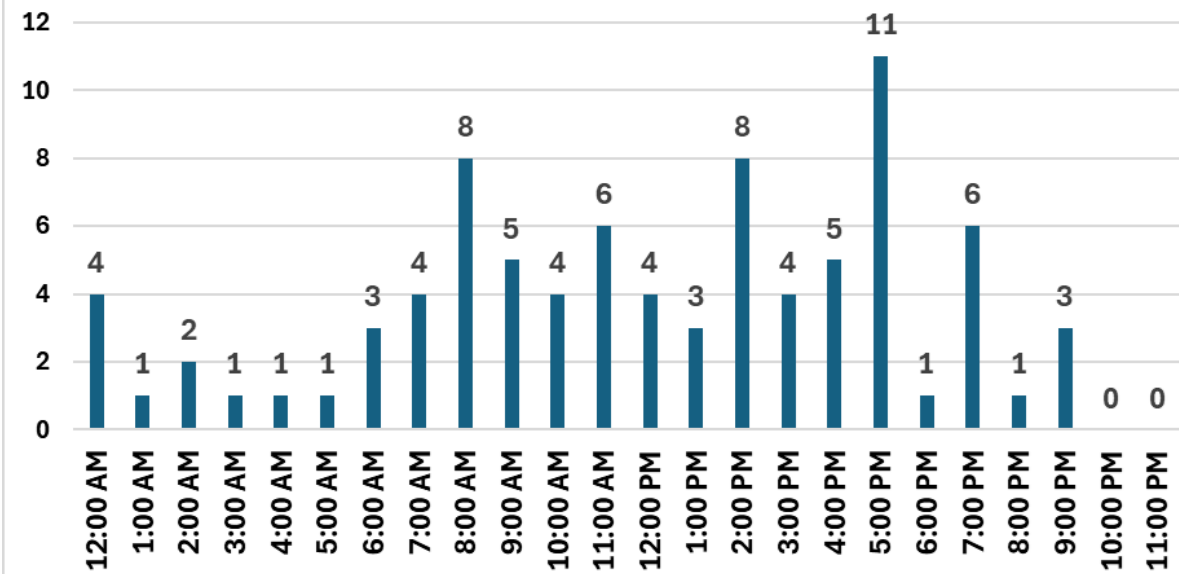


Crashes by Month of Year
2017-2023

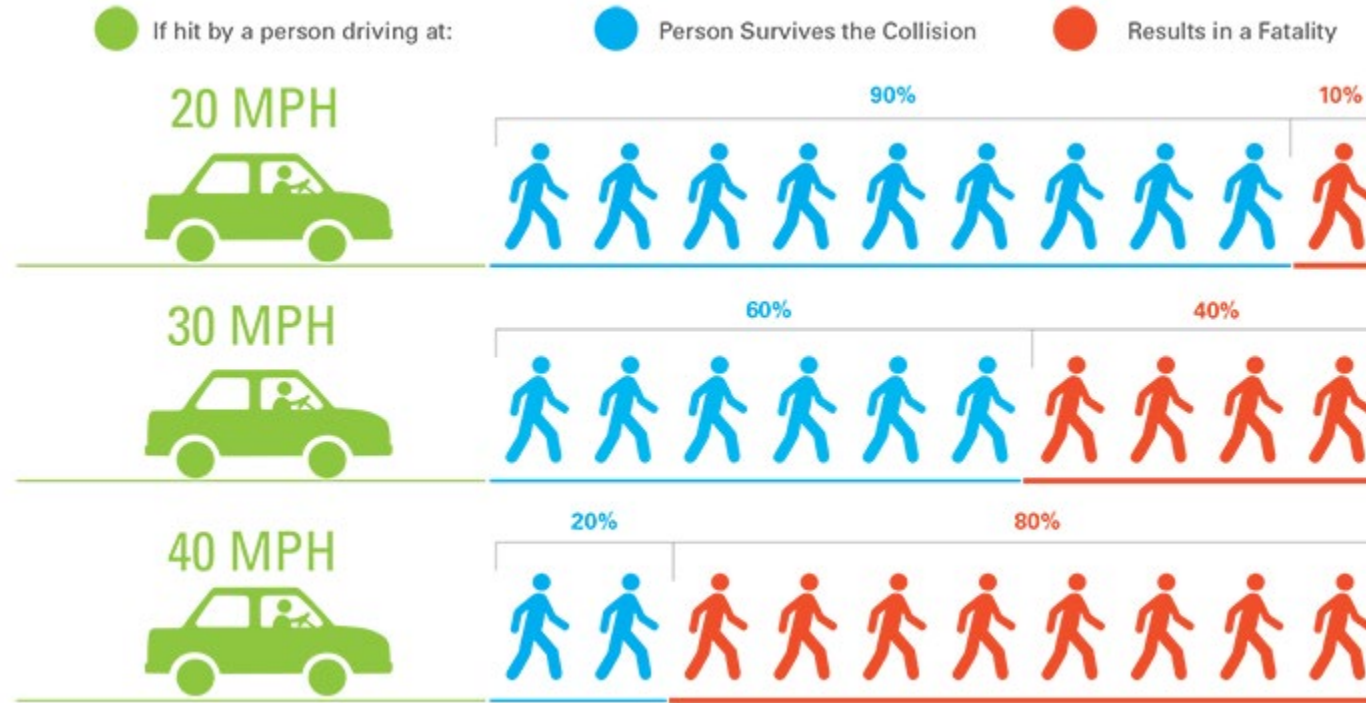


Crashes by time of day, day of week, and month of year

Crashes by Time of Day
2017-2018



Speed Limits



Speed Limits

Speed Mitigation Measures

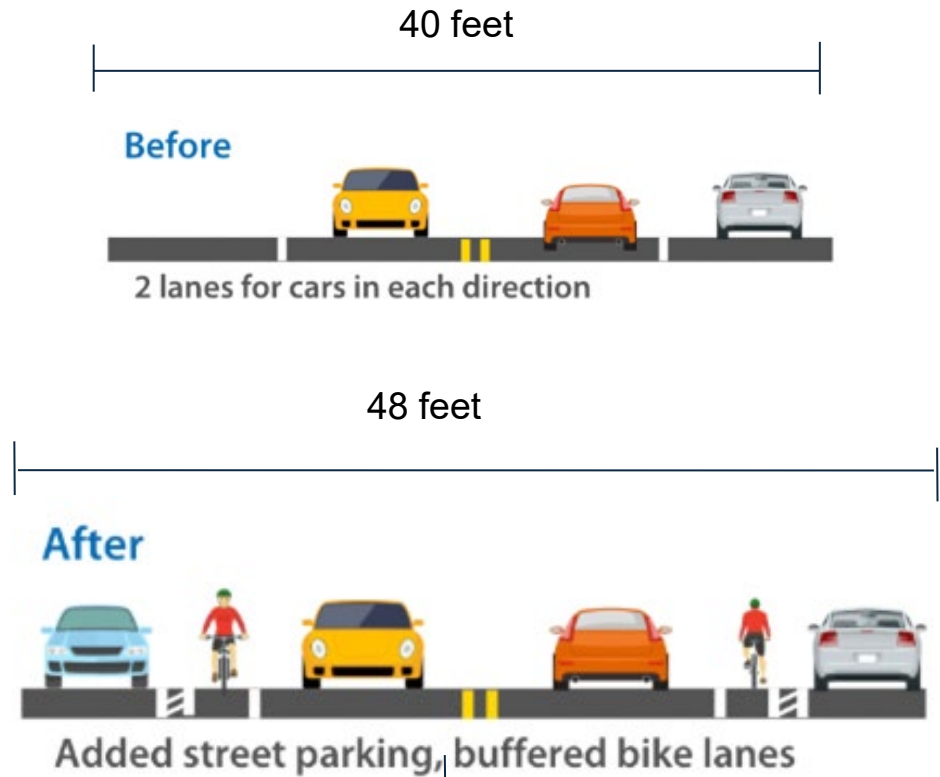
- Speed management countermeasures (from FHWA)
 - Speed Bumps
 - Speed Humps, Speed Tables, Speed Cushion
 - Speed Feedback Signs
 - Heightened Enforcement
 - Curb Extensions
 - Bulb-outs, Chicanes, Chokers
 - Median Island
 - Road Narrowing



Bicycle Safety

- Guidance would be bike lane with buffer for Main St section of Hwy 24

- Widening the 40' cross section to 48'+ is needed to add bike lanes with buffer for the sections to maintain parking



Bicycle Safety

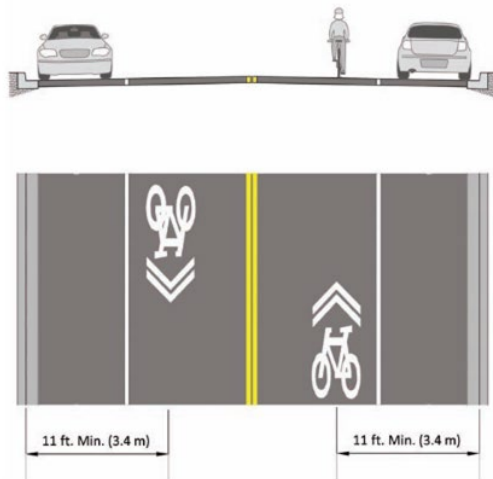
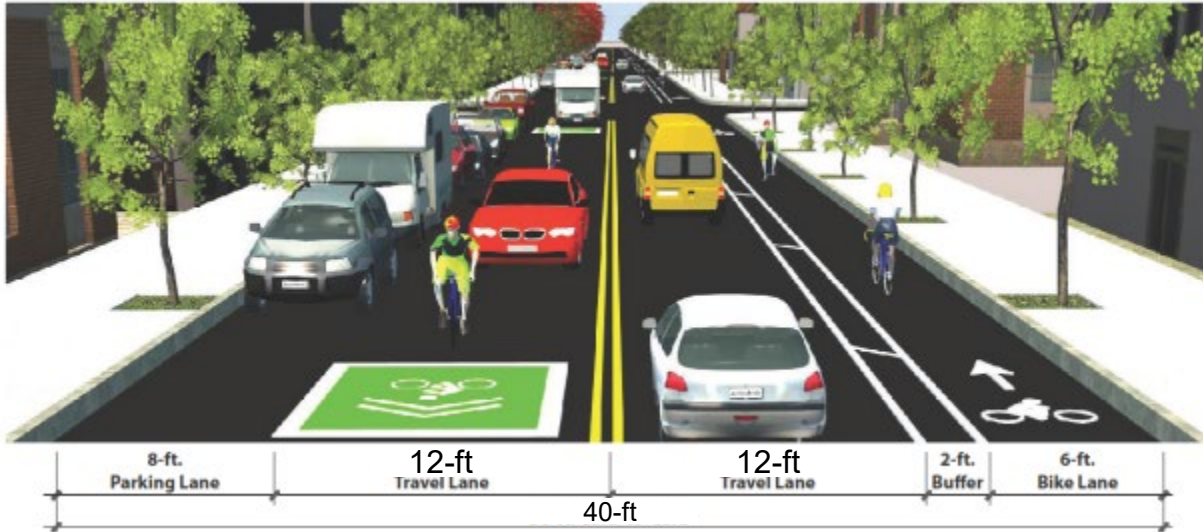


Figure 4-5. Typical Shared-Lane Marking Cross Section on Street with Parking

- Combination of bike lane with buffer is possible if parking is limited to one side
- At a minimum, high visibility bike share the road striping can be used in areas where restriping is not possible
- For areas outside of downtown, maintaining a 4-foot minimum shoulder with bike lane striping can be beneficial



Pedestrian Safety



Countermeasures (from FHWA) along Main St section:

- High visibility crosswalk markings, nighttime lighting, parking restrictions on approach
- In-street pedestrian crossing sign
- Curb extensions
- Rectangular Rapid-Flashing Beacon (RRFB)



Next Steps

1. Conclude Technical Analysis
2. Multimodal Transportation Safety Assessment
3. Strategies and Project Selections
4. Stakeholder Working Group #3 (Jan 7th)
5. Online Public Meeting, Q1 2025
6. Town Council Update, March 2025
7. Safety Action Plan Submittal, April 2025

How To Get Involved

- Upcoming Pop-Up Event
- Virtual Online Public Meeting
- Comments Welcome on the ARC-GIS Storyboard

<https://arcg.is/15inPv>

Thank you for your participation!



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