



OFFICIAL MINUTES

Town Council Regular Meeting I 5:30 PM

Wednesday, April 16, 2025

Town Hall / Council Chambers - 302 Pine St Minturn, CO

The agenda is subject to change, including the addition of items 24 hours in advance or the deletion of items at any time. The order of agenda items listed are approximate.

This agenda and meetings can be viewed at www.minturn.org.

MEETING ACCESS INFORMATION AND PUBLIC PARTICIPATION:

This will be an in-person meeting with access for the public to attend in person or via the Zoom link included. Zoom Link: <https://us02web.zoom.us/j/84668575632>

Zoom Call-In Information: 1 651 372 8299 or 1 301 715 8592 **Webinar ID:** 846 6857 5632

Please note: All virtual participants are muted. In order to be called upon an unmuted, you will need to use the “raise hand” feature in the Zoom platform. When it’s your turn to speak, the moderator will unmute your line and you will have five (5) minutes for public comment.

Public Comments: If you are unable to attend, public comments regarding any items on the agenda can be submitted to Jay Brunvand, Town Clerk, prior to the meeting and will be included as part of the record.

1. CALL TO ORDER

Mayor Earle B. called the meeting to order at 5:35pm.

2. ROLL CALL AND PLEDGE OF ALLEGIANCE

Council present: Mayor Earle Bidez, Mayor Pro Tem Eric Gotthelf, Town Council members Lynn Feiger, Gusty Kanakis, Brian Rodine, Tom Priest and Kate Schifani.

Staff present: Town Clerk Jay Brunvand, Deputy Clerk Cindy Krieg (Zoom), and Town Engineer Jeff Spanel.

3. APPROVAL OF CONSENT AGENDA

Consent agenda items are routine Town business, items that have received clear direction previously from the council, final land-use file documents after the public hearing has been closed, or which do not require council deliberation.

- A. 04-02-2025 Minutes
- B. 1010 Two Elk Lane - New Single Family Residence
- C. 0186 Miles End Lane - Changes to Approved Plans
- D. 0155 Miles End Lane - New Single Family Residence
- E. 0083 Miles End Lane - New Single Family Residence
- F. 532 Main Street - Changes to Approved Plans

Motion by Gusty K, second by Tom P, to approve the Consent Agenda of April 16, 2025 as presented. Motion passed 7-0.

4. APPROVAL OF REGULAR AGENDA

Opportunity for amendment or deletions to the agenda.

Motion by Eric G, second by Gusty K, to approve the Regular Agenda of April 16, 2025 as presented. Motion passed 7-0.

5. DECLARATION OF CONFLICTS OF INTEREST

6. PUBLIC COMMENT

Citizens are invited to comment on any item on the Consent Agenda, or not on the regular Agenda subject to a public hearing. Please limit your comments to five (5) minutes per person unless arrangements have been made for a presentation with the Town Clerk. Those who are speaking are requested to state their name and address for the record.

Public Comment Opened.

Mr. Tim Paxson, 2215 Alpine Drive, Vail

Mr. Paxson wanted to let everyone know about the upcoming May 6th ERWSD board election, in which he is running (District 1). He also let everyone know how to get an absentee ballot. He also shared a little bit about his background and qualifications. He has a background in water and chemistry. More information can be found at <https://www.erwsd.org/five-candidates-running-erwsd-board>. This is a polling place election on May 6th (polling places include the ERWSD office in Vail, the EagleVail Pavilion, and the Edwards Field House). Absentee ballots can be requested through April 29th if you can't vote in person.

Mr. Ken Marchetti, Gypsum

Mr. Marchetti is running for the Eagle County Ambulance Services board, on the platform of financial expertise and transparency. Ken is a CPA with extensive experience working with metro districts and special districts. Mr. Marchetti also wanted to remind everyone that this is a polling place election on May 6th but if you can't vote in person you can apply for an absentee ballot (by 4/29). More information can be found at <https://www.eaglecountyparamedics.com/2025-board->

[of-directors-election](#). Polling places include the Edwards Field House and the Gypsum Rec Center.

Public Comment Closed.

7. COUNCIL COMMENTS & COMMITTEE REPORTS

Kate S. noted the results of the recent scholarship committee interviews and awards.

Tom P. noted that the first DDA board meeting took place on Monday 4/14. As this was the first meeting,

Gusty K., who serves on the High Five Media board, noted several of the upcoming free High Five Media free workshops that they offer to the community. These include mobile video and camera workshops, as well as many others. Information can be found on the newsletter page of the High Five Media website, <https://www.highfivemedia.org/newsletter>. Gusty K. noted that the Minturn Fitness Center board meeting took place on Tuesday, 4/15, and the MFC annual budget was approved.

Lynn F. reminded residents that the Eagle River Fire Protection District board of directors election is coming up (also on May 6th). This is a polling place election at the Edwards Field House, with absentee ballots available until April 29th. Lynn is running unopposed for District 2.

Eric G. attended the Eagle County Housing and Development Authority meeting today, he touched on some County initiatives includes homeless services, downpayment assistance programs, and other housing programs.

8. STAFF REPORTS

A. Manager's Report – Brunvand

Spring Cleaning

Public Works will begin the annual spring cleaning of the town. This work will include cleaning up the parks, raking the lawns, painting the curbs and parking logos such as handicap spaces with a fresh coat of paint, and general clean up. The intent is to have everything as nice as possible for the Town Manager onsite interviews and public functions.

The Eagle River and Little Beach Parks normally open about mid-May and the irrigation is turned on mid-late May weather dependent. Much of this is due to the effects of mud season and snow melt which makes the landscaping sensitive as the plants begin to wake up.

The Bike Park and trails also open in Mid-May. The reason for the mid-May timing is to ensure that the trails are dry and to respect wildlife. The parks, hiking, bike trail, and bike park are seasonal. Using them prior to opening may result in significant damage to the trails and plants, and stress the elk, deer, and other migrating animals as they calve and transit to summer grounds. The wildlife can get very stressed when people are hiking and hiking with their dogs. The town asks everyone to please respect trail closures for these reasons.

Bear alert

The bears are starting to wake from their winter hibernation. Again, please be on the look out and respect their needs. I saw a video of a bear that wandered out of the woods and on to a run at Keystone Ski area. Yes, the run was open and, as cute as they might be, they are wild, hungry and mean.

As a notice to all, please respect the importance of keeping a large distance from any wild animal during any season. This is important for both your safety and the wildlife's.

Seasonal Street Sweeping

The Town, annually each May, leases a large street sweeper to clean the streets and drainages. I have attached the tentative schedule for this year. This culminates with the annual clean up day. This year cleanup day is Saturday, May 31st.

Town Manager's House

I have offered to the Council to visit the Town Manager's House and several have taken up the offer. I can only take two council members at a time so if you are interested, give me a call and I will make it happen. I encourage this opportunity now as the house is vacant and we had it cleaned making this a rare opportunity.

I have reached out to several local contractors in an effort to get the house spruced up in anticipation of the new Town Manager's arrival. This work will include some roof repair and general R&M.

Town Hall Windows

This project has been pushed to June (tentatively. Could be later). Dates to be announced.

B. Manager's Report – Sickles

Note: Due to family visits and the Annual CCCMA Conference I will monitor emails in limited capacity and attend a couple scheduled virtual meetings April 18 through April 28.

A. Water Treatment Plant (WTP) Design & Engineering: I have had phone conversations and additional email information with the following organizations regarding funding for the Water Treatment Plant including potential for debt retirement from a large revenue source. **WTP Loan**

Funding

1. *ANB Bank, aka Community Bank – Avon/Eagle*
2. *Government Capital – Texas with Colorado experience in funding municipal funding*
3. *Northland Securities, Public Finance – Denver*
4. *Stifel, Nicolaus & Company, Public Finance – Denver*
5. *Meeting Scheduled April 15 with DOLA representative Desiree Santerre regarding State Revolving Fund (SRF) Pros & Cons*

B. Bellm Bridge Design & Engineering: The CDOT/IGA is on the agenda via a Resolution. This item is not currently budgeted and may require a 2025 Budget Supplement.

C. North Main Street Pedestrian Improvements (Railroad Ave): From my understanding there will be property exchanges between the project and saloon overhang. The IFB is advertised with bids due April 30.

D. Tank #2 / Steel Bolted Tank repairs: Jarod Limke is reviewing a memo from their tank specialist. If I get the memo before the meeting I will provide it at the meeting.

E. Pressure Reducing Valve (PRV) Master Meter Housing upgrades: Weather dependent and moving forward.

F. Repaving (reconstruction) of Taylor Street: Town Engineer Jeff Spanel has provided a drainage alternative with plans to review on the agenda.

G. Little Beach Park Retaining Wall repair/replacement: Waiting for Town Attorney to verify that Inter-Mountain's current contract can cover design.

H. Little Beach Park Improvements and Playground: Alternative project activity to leverage GOCO Funds is on the agenda.

I. Main St / US HWY 24 Phase II Sidewalk construction: Reject current bid from 360 Civil is on the agenda.

J. Main St / US HWY 24 Phase II Sidewalk construction: Stolfus Contract Amendment to revise the plans to include two options is on the agenda and re-bid with the purpose to stay within the current budget.

K. Prepare to update the Minturn Boneyard conservation easement management plan owned by the Town of Minturn: Waiting for EVLT staff availability.

9. SPECIAL PRESENTATIONS

10. BUSINESS ITEMS

Items and/or Public Hearings listed under Business Items may be old or new and may require review or action by the Council.

A. Resolution 14 - Series 2025, A Resolution Approving an IGA with CDOT for Bellm Bridge Replacement

Council is asked to approve Resolution 14 – Series 2025 a Resolution for the Mayor and Town Clerk/Treasurer Jay Brunvand to sign the attached CDOT Intergovernmental Agreement as follows:

- Name of Project: Town of Minturn – Bellm Bridge
- Project Number: BRO M890-004

- Sub-Account #: 26945
- This project consists of replacing Bellm Bridge (Structure ID: MINTRN-TAYLORST) over Eagle River on N Main St just north of US Highway 24 in Minturn, Colorado

Known as the project to design for replacement of the Bellm Bridge as part of the agreement, to receive \$372,279 in federal funds via Colorado Department of Transportation (CDOT) for said project.

CDOT has committed to this project.

A Summary of the 2022 Bridge Inspection Report identifies several structural and maintenance issues with the bridge. The concrete deck has wide transverse cracks and spalls, indicating surface deterioration. The steel girders show rusting and peeling paint, which are signs of corrosion. The reinforced concrete pier walls and abutments exhibit moderate abrasion and honeycombing, suggesting material degradation. The open expansion joints are missing angle armor and filled with debris. The elastomeric bearings have rusting plates. The approach roadway has patched potholes and cracks, and the bridge wingwalls have cracks and spalls. The sidewalks, medians, and curbs show vertical and transverse cracks with scaling. The reinforced concrete bridge railing has medium vertical cracks, and the timber rails are broken.

Town of Minturn Strategic Plan 2025-2027

- Vision: To ensure Minturn's future as a neighborly mountain community.
- Mission: Manage Minturn's growth, including water infrastructure and affordable housing for locals while remaining environmentally & fiscally sustainable.
- Values: Integrity, Transparency, Collaboration & Resourcefulness
- Infrastructure & Services: Bellm Bridge analysis and recommendation

Council Questions:

Lynn F. inquired about whether this project was budgeted for. Jay B. noted that it was not budgeted for in 2025 because we didn't have the grant confirmation, cost estimates or bids in time to do so. But now we have the grant in place, and this is a doable project within our budget.

Motion by Gusty K, second by Kate S, to approve Resolution 14 – 2025, as presented.
Motion passed 7-0.

B. Resolution 15 - Series 2025, Adopting the SS4A Safety Action Plan

Council is asked to approve Resolution No. 15 – Series 2025, adopting the SS4A Safety Action Plan.

As previously shared, The U.S. Department of Transportation awarded the Town of Minturn an \$80,000 Safe Streets for All (SS4A) grant for the development of a Safety Action Plan. This plan used data analysis to identify opportunities to improve roadway, pedestrian, and bike safety for the Town. The Town contracted with Stolfus and Associates to lead this project. The Project Team curated a Stakeholder Working Group (SWG) to advance the plan and incorporate feedback from diverse stakeholders in our community including residents, law enforcement, business owners,

first responders, aging populations, and more. Meetings were held over several months, and a public survey was also conducted in Q1 2025. Based on feedback from the SWG and the survey, Stolfus and Associates have drafted a Safety Action Plan for the Town to consider and adopt. The plan includes several recommendations, and later actions of the plan could and should include implementation grant opportunities to be able to execute some of the recommendations. SWG and public meetings were held over the past year to gather significant stakeholder input, and the Town received numerous responses to the public survey.

- The cost of this project was covered by the SS4A planning grant. Additional / future costs will be necessary to implement / execute the plan. These costs are not yet determined, but grant opportunities do exist to help offset these costs.

Council Questions / Comments:

Lynn F. noted that a few of the photos in the plan are photos of Red Cliff, not Minturn. Matt noted that this will get updated.

Brian R. asked for clarification that if something is not mentioned in the plan, does that mean it's not eligible for implementation grants / projects?

Matt B. noted that the plan itself would need to be updated and can be updated, but there is a process that would need to be followed to do so.

Brian R. suggested that we keep the plan as broad as possible so that we're not ruling out any potential projects down the road.

Matt B. noted that while this makes sense, having general strategies in the plan doesn't really make sense. It's best to have specific recommendations with a connection to a specific safety issue. He also noted that we could review the language in the plan to ensure it is sufficiently broad to leave the door open. He also pointed out that only the SS4A grant program requires potential projects to be listed/included in the safety action plan. Other grant programs would not have that requirement. The SS4A program is currently only slated through June 2026, and funding may not continue after that. So it's likely that we'd be looking at other grant opportunities down the road for many of these recommended safety projects.

Motion by Eric G, second by Gusty K, to approve Resolution 15 – 2025, as presented. Motion passed 7-0.

C. Highway 24 / Main St. Phase II Sidewalks:

- * Bid Rejection
- * Stolfus Contract Amendment

Reject 360 Civil, Inc. Bid US24/Main Street Phase II Sidewalks

Stolfus Engineering estimated the project \$1,294,060. 360 Civil, Inc. the sole bidder submitted a bid amount of \$1,619,753. The difference equated to \$325,693 in addition to the budgeted amount. With respect to the bidding process, Town Council should motion to reject the 360 Civil Inc. bid. A motion, second with official polling is requested.

Motion by Gusty K, second by Lynn F, to reject the 360Civil bid for US24/Main St. Phase II Sidewalks. Motion Passed 7.0.

US24/Main Street Phase II Sidewalks Stolfus Contract Amendment

CDOT Local Agency Manager Jason Huddle provided several options. Town Council considered an option to re-advertise with a Bid Alternative.

1. Grant project estimate \$1,752,500, Revitalizing Main Street \$1,402,000 (#M890-002 25362), DOLA EIAF \$220,000 (#9500) and town match \$130,500.

2. Project funds budgeted in 2025.

Stolfus Engineering has drafted a contract amendment to re-advertise with a Bid Alternative. The contract amendment proposed is \$27,000. I am recommending approval of this amendment with the goal to maintain the current plan with modifications to a new bid schedule and a bid alternative reducing the project scope. The goal is to proceed with the options that keep the US24/Main Street Phase II Sidewalk project within the 2025 budget. Due to a sole bidder the first time, more effort will be enlisted to reach other potential bidders.

A previous Resolution was approved. This contract amendment would be considered part of the original Resolution approval.

Motion by Tom P, second by Gusty K, to approve Stolfus Minturn Phase II – Bid Alternatives Contract Amendment in the amount not to exceed \$27,000. Motion passed 7.0.

11. DISCUSSION / DIRECTION ITEMS

A. Little Beach Park & Playground Design Plan B Consideration

Town Council approved Resolution 11 Series 2025 to apply for a \$50,000 T-Mobile Grant. Grant writers identified that a design was required for grant funding request. We can submit June or September if we have a design. After review with grant writers, a meeting with GOCO was set up to discuss a previous grant request and potential for a future grant request. Pages 2 & 3 include GOCO's recommendation feedback and the grant application budget. The amounts in the grant were provided by Inter-Mountain Engineering prepared January 4, 2023, Pages 4 & 5. (I have the entire document for both items Pages 2 through 5.) Dan Omasta from GOCO thought the Town's previous grant application was very competitive, however the park improvements were not shovel ready. He suggested that a shovel ready Phase would be preferred. He also suggested that the Town proceed with a design and use the design expense as a match. Debra Figueroa and I have had several discussions. Debra directed me to Inter-Mountain Engineering regarding the Little Beach Park Improvement Cost. Jeff sent me the August 29, 2023, document and suggested that I inflate the amounts to 2025. Debra and I agreed on a 10% increase. I drafted Plan B with a similar Town expense to Plan A, incorporating a plan to design the Athletic Court, Seating Areas, Amphitheater, ADA Ramp, Expand Lawn Seating, New Concession Facility and Restrooms. Use the design amount including the playground design to leverage Phase 1 of the Little Beach Park Improvements. Except for Restrooms, GOCO will not fund construction of structures, but design

may be eligible. I provided Page 6 with Plan B. Debra and I would like Town Council to consider Plan B, and we will take your consideration back to Dan Omasta at GOCO prior to Town Council committing funds.

Council Questions / Comments:

Lynn F. inquired about a restroom as part of the project, and also asked for clarification regarding historic buildings that are planned to be part of the improvements at the south end of the amphitheater. There is a plan to utilize the Meyers Barn as a concessions space. There is funding for the design of a restroom facility, but not currently for the construction of restrooms.

Brian R. inquired if the original GoCo grant application cost estimates were used again, and Katie S. responded that we inflated the estimated costs by 10% to account for increased costs for 2025 / 2026.

Direction Given from Council:

Proceed with Plan B Design / Discussion

C. Discussion – Direction – Taylor St. Paving - Drainage Discussion

Jeff S. introduced the discussion item by stating that the drainage ditch on the east side of the road that was initially proposed for Taylor does not work. There are both public and private improvements in that area, as well as utilities. A 4' concrete drainage pan is being proposed instead, which allows matching to existing driveways, and also would involve much less work on the east side of the road. The pan won't carry as much water as a ditch would, so we plan to put frequent drainage crossings in as well.

Updated Engineering Report:

A drainage alternate has been proposed from swale/culverts on the east side to a 4' concrete pan. Inter-Mountain Engineering's letter provided an explanation. Inter-Mountain Engineering is seeking direction regarding the drainage alternative. Following the letter / report are resident emails / comments related to this discussion. The plans for both alternatives are available.

The report provided in the packet from Inter-Mountain Engineering detailed the following:

Project No. 24-0060

This letter is an update to the Town Council for the Taylor Avenue capital improvement project. At the March 5 Council meeting, we presented neighborhood input, and the Council provided direction to advance the design. During conceptual design, we encountered drainage questions that merit further discussion.

Drainage Considerations:

The Town Council directed minimizing drainage flow across Taylor Avenue by the construction of a drainage ditch on the east side and the use of a crowned roadway section. The proposed roadway will be 22 feet of asphalt with 10 foot travel lanes and 2 foot asphalt shoulders similar to

what is proposed for Minturn Road. The existing Taylor Avenue roadway is in poor condition. The asphalt varies from about 22 to 25 feet in width and is located to the west side of a 40 foot right-of-way. The road slopes from east to west and the slope varies from less than 1 to over 4 percent. The ground surface on the east side of the roadway slopes to the street (some areas very steeply) and drainage flows over the street to the west. Existing culverts are located under the street at points of concentrated flow. Chapter 7 – Storm Water Planning & Design Requirements of the Minturn Municipal Code (MMC) requires a residential development to study both the minor and major storm events. The minor storm drainage system is intended to prevent damage from regularly occurring storms and the major system to prevent damage or loss of life from infrequent large magnitude storms. Wright Water Engineers, Inc. prepared the Minturn North PUD Drainage Report, which includes a detailed study of drainage from the mountainside above Taylor Avenue. Minturn North is constructing a large ditch on the west side of Taylor to collect drainage and protect properties below Taylor Avenue from the major storm event. The Minturn North ditch is 24 inches deep, with a 5 foot wide bottom and a 2:1 side slope. The width at the top of the ditch would be at least 13' on level ground.

Ditch on East side of Taylor Avenue:

Controlling a major storm to address Council direction would require an identical ditch to that provided by Minturn North. A ditch that large will not fit within the Taylor Avenue right-of-way. The first set of drawings attached to this report is a conceptual design that includes a 6 foot wide, 14 inch deep ditch along the east side of Taylor. This ditch will contain the minor storm event, allowing only a major storm event to flow across the roadway. Even with the roadway pushed to the west, this ditch will require steep driveway aprons, nearly 1,000 feet of driveway culverts and grading extending into private property. Existing natural gas, sanitary sewer, communication, and overhead electric distribution lines are located within the easterly side of the right-of-way and will require relocation. There are also private improvements including retaining walls and parking areas located within the right of way that will need to be removed or reconstructed.

Drainage ditch in Grant Avenue:

We were asked if it would be feasible to intercept drainage above the homes on Taylor Avenue by constructing a ditch within the Grant Avenue right-of-way. The following GIS photograph shows improvements that have been constructed within the Grant Avenue right-of-way. The Eagle County website identifies the photograph as approximately 20 years old, so it is likely additional obstructions exist. There is no direct access to Grant Avenue and physical access would be difficult. Access and drainage easements through the existing property between Taylor Avenue and Grant Avenue will need to be acquired. We could study further, but locating drainage facilities in Grant Avenue does not appear feasible.

The least impactful alternative would be to replace Taylor Avenue with a properly constructed roadway. Sloping the road to the west provides the best way to match existing grades on the east side of the roadway. A 4 foot wide concrete pan on the east side of the roadway would capture nuisance flows from snowmelt and minor storm events. Catch basins located in the pan would intercept and direct drainage across the road to the Minturn North Drainage system. Speed dips can be incorporated to provide both traffic calming and additional drainage collection points. Large culverts would be installed at identified points of concentrated flow. A conceptual plan has been developed and attached for this alternative.

We recommend the Council consider the alternative including a 4 foot wide concrete pan with the roadway sloped to the west for the Taylor Avenue reconstruction.

Lynn F. asked if residents will be able to drive through / over the pan with no issue.

Jeff S. noted that they would, it will only be a few inches deep.

Lynn also inquired if this is a cheaper option vs. doing it along Grant Ave.

Jeff S. noted that Grant does not work due to items / buildings that have been built up there.

Lynn F. – it looks like there is only one building that protrudes into the ROW (east side of Grant)

Jeff S. noted no construction access, no connection point to get equipment up to Grant, and there are no drainage easements to get the water back down.

Brian R. and Kate S. both noted that they were a little confused at the last meeting, and they misunderstood the direction that they gave.

Gusty K. asked about driveways, and Jeff S. noted that the plan would be to adjust the elevation of that pan so that impact to driveways would be minimal.

Tom P. asked if we could adjust the elevation of the east side of the road up, given the existing slope / grade. Or would we grade down the west side?

Jeff S. noted that we would do both. We would start out matching driveway grades, but would be a combination of both lowering the west side and raising the east side where necessary.

Council members noted that while the drainage pan option is not a perfect solution, it will be a significant improvement of the current situation.

Direction Given:

Design the 4' pan (vs. the drainage ditch)

Jeff S. noted that the concrete pan also addresses the width of the road, because the 4' will turn it into a 25' paved section of road.

Tom P. asked about the south-end hump / intersection of Minturn Road and Taylor. What if anything occurs to those areas?

Jeff S. responded that nothing changes there, per council direction. This would require changes that aren't feasible, such as raising Minturn Road 5 – 6', relocating utilities, etc.

Tom P. reiterated the safety concerns of this intersection. The idea of closing off that intersection had previously been brought up. This would address a myriad of issues. However it would create increased traffic onto 4th.

Jeff S. noted that this was brought up during the Minturn North preliminary discussions, as their traffic engineer had recommended to turn the end of Taylor into a driveway into the townhomes (essentially closing off the intersection).

Lynn F. asked for clarification as to where the traffic would be rerouted – would cars take 4th, then south to Taylor to get to the Townhomes? Jeff S. noted that is correct.

Brian R. asked if the closure would take place above the Townhomes? Jeff noted that this level of detail had not been investigated, as the idea of closing the intersection ended up not being pursued by Council.

Lynn F. noted she'd like to hear what the public thinks.

Public Comment:

Mr. Trent Schaffler, 105 Lions Lane (Townhomes):

Thinks disconnecting the intersection would solve a lot of the safety issues. From a traffic flow perspective, it's kind of a push. If the intersection were closed, then hopefully that fire hydrant could be moved. It gets buried in snow every year, and also gets hit frequently. Mr. Schaffler would be in support of closing the intersection.

Kate S. – how would you physically do this? Barricade?

Jeff. – the asphalt would just end at the disconnection. Would need to figure out some sort of turnaround.

Mr. Hany Malek – 498 Taylor:

If we close the intersection, then there is just one point of entry / exit, which creates its own safety issue. This is currently used as a truck turnaround for utility trucks, fire / emergency vehicles, etc. Recommends we look back at the comments that have been made when this idea was brought up before. Commented that he feels the drainage pan is a much better option than the ditch. Does recommend an extra culvert around 480 Taylor where it flattens out (by 4th). There is one on the south side, recommends putting one on the north side. It would help to see markings on the roads once we have a final design / plan, so residents can see how they will be impacted.

Jeff S. – If we did close the intersection, we could still provide emergency access only. Turnaround would also need to be examined.

Mr. Darin Tucholke, 530 Taylor:

North end of Taylor – not enough room for a turnaround.

South end – feels that closing the intersection would disrupt the flow of traffic for the entire neighborhood and would bottleneck. 4th is pretty narrow, and Darin does not feel it would be a good idea to funnel more traffic onto 4th.

Agrees that the Taylor / Minturn Rd intersection is dangerous, but is not aware of any accidents having taken place there. Most accidents occur at the S turn by the International Trade Building.

Regarding project budget – can we afford the pan? What is our total budget?

Mr. Rob. Gosiewski 560 Taylor St:

Offered to walk the street with plans, to show where the true problems are. Feels there are some sections that have minimal drainage issues, other areas it's really bad. Mr. Gosiewski suggested we look at where it's in dire need, and spend the money where it's truly needed. Suggests to keep working on the plans. Mr. Gosiewski also shared several photos. Regarding the north end ROW – There is a gap between ROWs (Grant Ave) – 140ft. That road gets used by people visiting the town, emergency crews / rescue. If we don't address it, that's a lot of water coming off of the hiking trail and causing damage to the new asphalt if not addressed.

Feels that closing of the intersection at Taylor and Minturn Road would be an issue for circulation. He does feel though that once they finish Minturn Road, he thinks you'll see a lot more people taking that route. It's nice to have the options. He does not think it's a fair deal to the town as a whole to close the intersection. While it would be helpful to the 3 townhomes in Building A, it would pose issues for others. Would really like to see the hump addressed. Would like to see full-resolution drawings if possible. Mr. Gosiewski asked if residents are allowed to park straddling a drainage pan? Is the pan considered part of the parking or part of the street? Earle B. clarified that it is OK to park over the pan.

Mr. Bill Hoblitzell, 262 Taylor:

Feels that a drainage pan will be very impactful for some properties, but not for others.

Any property with a steep slope will be more impacted. What is the sideslope? It's difficult to gauge the impact to each property.

Jeff S. clarified that the drawings are conceptual at this point, and of course more detail would be provided in final plans. He also stated that the plan would be to match the existing grade as much as possible.

Also not in favor of closing Taylor St. Would be concerned not just about traffic flow, but also circulation of pedestrians, bicyclists, etc. Feels that a connected road system is much more functional. Does not want to further break up our town grid.

Would like to see detailed drawings and more clarification before direction is given.

Mr. Duncan Robinson, 531 Taylor:

Echoes what Darin T. stated about reviewing the budget first, evaluating what need to be done in what areas. Asks that Council consider impacts to individual properties with this project. Right now the boundary between properties and Town road seems like right where the asphalt ends. Property owners are concerned about losing driveway. It's tight.

Regarding the hump, have we looked at adding stop signs? Can the roadway be lowered at all?

Mr. Alex Kenny, 130 Taylor (Townhomes, Building A):

Would be a proponent of closing off Taylor for safety reasons, but does understand that it would cause traffic flow issues. Would like to see more enforcement of speed. Feels that speed could become a bigger factor if we send more traffic down Minturn Road.

Mr. Nathan Lacross, 322 Taylor St.

Is it possible to push the drainage west into the drainage system that was put in with the new development? Jeff S. noted that this plan does push the water to the west side of the right of way. Where Taylor meets Minturn Road – is it possible to have that intersection come across the parcel of land that the Town acquired from Minturn North?

Jeff – That option was studied, but for that to happen, we would need to raise Minturn Rd 5 – 6 feet.

Mr. Lacross – could it just be raised at this spot? The dangerous intersection was created when the Town allowed the Townhomes to go in. Would rather see funds allocated to this, vs. a drainage pan along the whole street.

Mr. David Clapp, 392 Taylor:

Where is it going to be platted on the road? Where will the drainage be at his property?

Kate S – sounds like there is confusion on where the east end of the road starts. Jeff S. noted that it will be very close to where it is now.

Kate S. noted that the plan is to minimize impact to individual properties, and not encroach.

Jeff S. noted the pan itself is designed to catch nuisance flows, but also protect the asphalt. The pan will be essentially the same width as the asphalt that's there now.

Mr. Clapp also noted that he would prefer to keep the Taylor / Minturn Rd. intersection the way it is now (not close it off).

Additional Council Questions / Comments:

Lynn F – is it feasible to do the pan in pieces (only where necessary)? Jeff S. stated it's not a good idea to start and stop the pan, it's recommended to be continuous. Getting water back up into a pan once it's off is very difficult. The east edge of the pan won't be much different than the edge of the asphalt now.

Lynn F – more detailed drawings would help reassure residents.

Tom P – Noted that there were agreements between the Town and Cumerford when the Townhomes were built. Tom P. also noted that while the south end intersection closure does seem extreme, all of the concerns that residents raised are valid. A 90 degree intersection is not feasible. Tom P. offered to walk the street and review the south end Taylor issues.

Gusty K – Do we know the estimated timeline of when Minturn North is projected to be paving Minturn Road? Jeff S. noted we don't have an exact timeline, but it's his understanding that they are projecting to pave this summer. Gusty K. also brought up budget, and suggested that we try to

get estimates with a few different scenarios, so that we can make some final decisions. Jeff S. noted now that we have a concept, we can begin getting estimates.

Eric G. brought up connecting the contractor with residents to do individual property asphalt projects in conjunction. Jeff S. reiterated that we would definitely facilitate. We can't be part of the contracts, but we can make the introductions.

Tom P. asked for clarification regarding the target timeline for this project.

Jeff S. - We don't have a timeline yet, we were waiting on direction and design. But now that we have direction we can work on estimates and a schedule. Jeff S. also noted that it's been difficult to get bids this year, especially for asphalt work and now that we're already in spring. For the work that we currently have out to bid, we have only 2 bidders.

Brian R. asked to clarify that the parking for the Game Creek trailhead is to be covered by Minturn North. It is not in the scope of this project, correct?

Jeff - Correct.

Katie S:

Project tie-in (mobilization):

A project that could be part of the Taylor repaving is the North Main St. project. There could be some project mobilization benefits for contractors to bid both projects.

D. Discussion / Direction - Updated Town of Minturn Employee Handbook – Brunvand

Review proposed Employee Handbook changes.

Town Staff have been working for some time to address necessary changes to our existing Employee Handbook. The current handbook was created in 1998 and in the ensuing years has seen no material change. As a result, and with the consultation and recommendations of Mountain States Employers Council, the book was essentially completely reorganized and rewritten. I have attached a brief memo and the proposed manual for your review and discussion during the April 16 council meeting. The proposed manual is a new and rewritten adaptation of our Employee Manual. Although I will explain the changes and the effects of those changes, all of them have been approved by Employers Council legal and brings us into current compliance with employment law and best practices. This rewrite is much more than an update. The proposed manual streamlines the manual to cover practices and benefits and removes procedural items such as how we advertise jobs, review salary ranges, employment orientation, performance reviews, and other policy items that are better kept in a separate Policy Manual, not an Employee Manual.

The biggest change is the leave policy. The way our PTO worked in the past no longer aligns with state guidelines, so this needed to be updated. This will be updated to match state guidelines, which has a clear distinction between vacation time, personal days, and sick time.

Brian R. brought up the amount of vacation time. Is it enough to attract and retain employees in this day and age? Lynn F. also had concerns about this.

Jay B. explained the way the time off is accrued, and explained that the overall time off isn't really changing, just the way it accrues is changing.

Lynn F also pointed out that medical leave provisions have changed as well.

Discussion ensued regarding the urgency of this project, it was proposed that given the upcoming town manager interviews and other priorities, perhaps this can be pushed to the 5/21 agenda (vs. 5/7).

Direction Given:

Bring the handbook update by Resolution to the 5/21 meeting.

12. FUTURE AGENDA ITEMS

A. Future Meeting Topics – No discussion

13. ADJOURN

Motion by Gusty K, second by Kate S, to adjourn the meeting at 7:43pm.

Earle Bidez, Mayor

ATTEST:

Jay Brunvand, Town Clerk