



Official Minutes

Town Council Regular Meeting | 5:30 PM

Wednesday, August 5, 2026

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/88114453922>

Zoom Call-In Information: 1 651 372 8299 or 1 301 715 8592 **Webinar ID:** 881 1445 3922

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 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 Pro Tem Gusty Kanakis called the meeting to order at 5:30pm.

2. Roll Call and Pledge of Allegiance

Council present: Town Council Members Gusty Kanakis, Spence Neubauer, MacKenzie Hanna, Tom Priest, and Lynn Feiger. Mayor Eric Gotthelf and Council member Kate Schifani were excused absent.

Staff Members Present: Town Manager Rob Gutierrez, Town Clerk Jay Brunvand, Senior Planner Madison Harris, Planning Intern Jessica Copeland, Deputy Clerk Cindy Krieg (Zoom), Town Attorney Mike Sawyer.

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. 07-15-2026 Minutes

B. 0136 Miles End Lane - Changes to Approved Plans

C. 671 Main Street - New Garage

Motion by Lynn F., second by Spence N., to approve the August 5, 2026 Consent Agenda as presented. Motion passed 5-0.

4. Approval of Regular Agenda

Opportunity for amendment or deletions to the agenda.

Motion by Spence N., second by Lynn F., to approve the August 5, 2026 Agenda as presented. Motion passed 5-0.

5. Declaration of Conflicts of Interest – N/A

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 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.

Mr. Mark Sifers, 325 Pine St., is requesting to have a letter retracted / removed from his record regarding a trash can violation that he feels was not correct at a property he owns at 537 Pine St. He has not yet heard back from anyone and would like resolution to this matter.

Kathleen Brendza, running for County Commissioner. Ms. Brendza summarized her background and a little bit about her goals for Eagle County.

More information can be found at her website at www.brendzaforeaglecounty.com

7. Council and Committee Reports

Lynn F. – Art Fair during the 8/15 market

Lynn also mentioned the new shade structure / lounge area at the market. She would love to see more of those or see that expanded in the future.

Gusty K – Attended a QQ meeting on 7/18. The federal government stepped in to formalize a mandatory agreement with the Colorado River Compact. The lower basin states are getting some mandatory cuts, where the upper basin is more voluntary cuts.

8. Staff Reports

A. Manager's Report

Rob G. provided verbal updates:

- Had a meeting with Holy Cross Energy regarding the transmission line project. The current projected timeline is summer 2028. However, the line does require encroachment onto Union Pacific property and that engagement is still in progress.
- Rob G. and Jay B. are beginning 2027 budget conversations. We are looking at reallocating dollars to areas where it may be more needed.
- Rob G. attended the housing meeting today in Avon, at this point still trying to figure out what our local goals are and how that would tie in with a regional housing authority.

- There was a Water Treatment Plant site visit last week, and another one will be scheduled for September. There is some water line relocation still going on.
- The sidewalk project has been held up due to some challenges encountered with the contractor. The Town is working with CDOT to try to get this moving.

B. Sales Tax Update

Jay B: Sales tax is currently about \$10K down YTD, so not dramatically concerning. We could very well make this up over the rest of the year. We are mostly down due to the negative winter conditions from this past winter season.

Online sales were pretty consistent year over year from 2024 to 2025. This year is shaping up to be similar.

9. Special Presentations

Presentations are limited to 5 minutes. Invited presentations are limited to 10 minutes if prior arrangements are made with the Town Clerk.

A. Parking Study Findings

Planning Intern Jessica Copeland presented her recent parking study findings. This presentation material will be included at the end of the minutes document.

Gusty K. noted that this was very valuable information, but of course was specific to summer. He suggested trying to do a study in the winter, especially as it relates to winter parking restrictions / plowing, etc. Also in favor of marking parking spaces on Main St. if permitted by CDOT.

It was also discussed that studying times later in the evenings may provide more data around vehicles of residents who live and park on Main St. (whose vehicles are not there during the day to being at work).

Jessica C. also noted that excluding Taylor from the analysis (not from the data, but from the analysis), would make sense because visitors and people coming

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 No. 34, Series 2026 - Tennessee Pass Rail Corridor Preservation

The Vail Valley Mountain Trails Alliance has requested that the Town consider supporting regional efforts concerning the future of the Tennessee Pass rail corridor in connection with the proposed Union Pacific/Norfolk Southern merger. VVMTA has identified the merger review as an opportunity for the State of Colorado, corridor communities, and regional partners to ask Union Pacific to revisit the Heart of the Rockies Rail to Trail concept.

Eagle County has separately submitted a letter supporting the proposed merger based on assurances from Union Pacific that communication and engagement with local governments will improve. The County identified commuter rail, railbanking, rails-to-trails opportunities, railroad property matters, and assistance with rail crossings as issues that have remained unexplored or unresolved amid limited engagement by Union Pacific. Eagle County's letter does not advocate a specific disposition of the Tennessee Pass corridor or condition its support for the merger on a rail-to-trail agreement.

In 1996, during Union Pacific's merger with Southern Pacific, the State of Colorado and Union Pacific entered into a letter of intent to explore the Heart of the Rockies Rail to Trail concept. That effort resulted in feasibility work evaluating potential public trail use of the Tennessee Pass corridor. The prior study remains relevant background, but conditions, transportation needs, ownership issues, corridor conditions, and potential regional uses may have changed since that work was completed.

Union Pacific is now seeking approval for a merger with Norfolk Southern. While VVMTA has advocated using the merger review to renew discussions regarding the future of the corridor, Eagle County has taken a broader approach focused on improved Union Pacific engagement with local governments and has expressed support for the merger.

Discussion

The Tennessee Pass rail corridor runs through Minturn and has long-term significance for the Town's transportation network, recreation access, community connectivity, economic development, public safety, infrastructure, and future planning. Because the corridor passes directly through the community, decisions concerning its ownership, operation, access, crossings, maintenance, or future use could have substantial effects on the Town.

The proposed resolution would support preserving the corridor as an intact regional asset and avoiding actions that unnecessarily foreclose future options. Those options may include continued rail use, passenger or commuter rail, rail-with-trail opportunities, trail development on appropriate segments, public access, community infrastructure, or railbanking if it becomes legally applicable.

Potential future uses may not be the same throughout the entire corridor. Portions of the line may have different long-term transportation, passenger rail, recreation, environmental, engineering, or community value. A measured position would preserve the Town's ability to consider trail or public-access opportunities on appropriate segments while also protecting the possibility of future passenger or commuter rail service where that may be feasible.

The revised resolution does not endorse a single preferred use of the corridor, request immediate public acquisition, or condition the Town's position on the merger upon Union Pacific agreeing to a specific rail-to-trail initiative. Instead, it emphasizes corridor preservation, improved communication with Union Pacific, regional coordination, and evaluation of future uses based on feasibility, public benefit, community impacts, and long-term transportation needs.

The resolution would direct the Town Manager to communicate the Town's position to Governor Polis's office, relevant state agencies, state and federal representatives, Eagle County, neighboring jurisdictions, Union Pacific, the Surface Transportation Board, and other regional partners. It would also authorize staff to participate in regional discussions concerning corridor preservation, improved railroad-local government coordination, crossings, safety, infrastructure, passenger transportation, recreation, and other potential future uses.

Based on the procedural schedule available when these materials were prepared, September 25, 2026, is the working deadline for comments to the Surface Transportation Board.

Staff Recommendation

Staff recommends that Town Council consider adoption of the revised resolution as a measured statement supporting corridor preservation, improved Union Pacific engagement, and collaborative evaluation of future uses without committing the Town to a specific corridor disposition.

Ernest Saeger with VVMTA addressed the Council.

The last time the Rails to Trails concept was considered was during a merger opportunity in 1996. The Surface Transportation Board is currently reviewing the present merger application, and will release a formal public comment period sometime this fall (generally 90 – 120 days).

In 1996, the way the rail-to-trail was going to be managed was as a state park with the State managing it, which allows for flexibility and creativity to work with local, regional or state control for crossings, etc, as opposed to UP.

The request being submitted now is to ask federal, state and local leaders to ask UP to come back to the table to explore rail banking and see what other public benefit opportunities there are on this rail corridor.

Since rail banking was created as a statute, federally, in 1983, there have been 273 rail-banked corridors and over 4800 miles of rail turned into rail-to-trail. This happened in Pitkin County on the Rio Grande trail, right in our neighboring County.

Rail banking is complicated, but essentially it puts the rail in control of another entity, say a local government or stakeholder group, to manage the trail for public benefit for an interim use. The rail has the opportunity to take it back and use it for rail in the future if deemed a good fit. It would have to go through a specific process to do this. Rail banking doesn't immediately change it to a rail-to-trail, but it would start the process of going through the community engagement and understanding what the corridor can be used for.

This would not eliminate future passenger rail opportunities down the road, but per the Surface Transportation Board, this line would not be legally allowed to have passenger rail without freight as well. There are obvious environmental concerns with freight of course, such as hazardous materials and oil products, traveling along the river corridor.

The benefit to the railroad, of rail banking, is that it would still reserve the right for them to use it in the future but it prevents it from being abandoned and provides them a monetary benefit. They would be paid for the rail bank and they would save on taxes and insurance during this period.

VVMTA and Bicycle Colorado are working on a public action alert currently, with advocacy efforts locally and at the state and federal level. VVMTA has been working on this in the background for about five years, but now with this merger opportunity, they believe the timing is right to pursue this.

Mike S. explained the 3 different potential rail corridor statuses:

- Not being utilized (which is the current status – not used, but not abandoned. Managed by the rail owner)
- Abandoned
- Rail Banked

Rob G.:

It's advantageous for the railroad to remain as the status quo today. The railroad is going to do what's in its best interest. And what's in its best interest, but is also in the interest of the state. A bill was passed in 1997, and the state has continually identified the corridor as significant.

If it's going to shift from the current status to either abandoned or rail banking, that requires service transportation approval and the state will get involved because neither the state in the

service transportation board want the line to be abandoned, nor would they want anything to occur that would break it up.

Because it's too important. It's the only alternative to the tunnel. If somebody's going to come in and buy this line, you need money. That can happen. It happened in Pitkin. They bought that rail line through the transit agency. That's usually how it occurs. Either a state comes in and buys an abandoned line or a local agency with money. We're not here to determine that, or necessarily have a conversation about that, but VVMTA is asking for us to give a position on where we are with the proposed merger, and how we want to come out of that. We can have other conversations about the complexities of a deal, but I know there's what the community would prefer, but there's also the realities of a railroad that's not going to give up its rights and access to use a corridor for freight at any point in time in the future. So you need to balance the interest of the community, the interest of a private company, and the interest of the state.

Mike S. referenced some recent studies and articles for Council that can help better explain / understand rail banking.

Motion by MacKenzie H., second by Tom P., to approve Resolution No. 34 – Series 2026, A Resolution supporting preservation of the Tennessee Pass Rail Corridor, improved coordination with Union Pacific, and collaborative evaluation of future uses.

Motion passed 4-1.

Lynn F. - Nay

B. Resolution No. 38 - Series 2026, A Resolution Authorizing an Application for the Federal Lands Access Program Grant for Cemetery Road and Bridge

The Federal Lands Access Program provides funding for transportation facilities that provide access to federal lands. Cemetery Road connects U.S. Highway 24 with United States Forest Service lands and recreation facilities, including the recreation trail system and planned shooting range.

Inter-Mountain Engineering has prepared conceptual plans and rough-order-of-magnitude cost estimates for roadway, bridge, and related accessibility improvements. The roadway alternatives range from approximately \$693,571 to \$1,021,192. Bridge alternatives range from approximately \$34,272 for high-priority maintenance to approximately \$370,456 for overall rehabilitation. A separate Little Beach Park amphitheater ADA seating improvement is estimated at approximately \$48,485.

The highest-cost combination of the alternatives identified in the engineering memorandum is approximately \$1.44 million. A ten-percent Town contribution based on that conceptual amount would be approximately \$144,000. The proposed resolution therefore establishes a maximum Town contribution of \$145,000.

Discussion

The requested Council action would authorize staff to submit the grant application and demonstrate a meaningful local commitment to the project. It would not authorize construction, acceptance of a grant award, or expenditure of Town funds beyond amounts subsequently appropriated by Council.

The final application scope remains under development. Staff and the Town Engineer will continue coordinating with the United States Forest Service and other agencies to:

- Confirm the preferred roadway and bridge alternatives;
- Refine the project limits and cost estimate;

- Confirm ownership, right-of-way, and maintenance responsibilities;
- Identify federal recreation destinations and visitation;
- Evaluate utility, railroad, environmental, and permitting requirements; and
- Determine whether the amphitheater accessibility improvement should be included in the grant request.

The application may ultimately request less than the maximum conceptual project amount. The proposed contribution is therefore structured as up to ten percent of the final eligible project cost, capped at \$145,000.

Financial Considerations

The resolution authorizes the Town to identify a contribution of up to ten percent, not to exceed \$145,000, in the grant application. Any actual expenditure would remain subject to project selection, future appropriation, Council approval of the final project budget, and approval of the applicable grant or project agreement.

There was discussion between Town Staff and Council about possibly postponing this, due to not being shovel ready and also needing railroad approval for the crossing of their property. The resolution was approved so that more research can be done, though the application itself may be postponed until a later grant period.

Motion by Spence N., second by Tom P., to approve Resolution No. 38, Series 2026 – A Resolution Authorizing an Application for the Federal Lands Access Program Grant for Cemetery Road and Bridge. Motion passed 5-0.

C. Resolution No. 41 - Series 2026, A Resolution to Appoint an HPC Member

Council is asked to approve Resolution 41 - Series 2026 appointing one Historic Preservation Commission Member to the Historic Preservation Commission (“HPC”).

Introduction

The HPC is a five member commission appointed with “three year staggered terms...” - Minuturn Municipal Code (“MMC”) Sec. 19-2-30 (1). Sec. 19-2-20 of the MMC states that “At least 3 of the voting members shall be full time Residents, Property or business Owners, or designated representatives of Property or business Owners within the Town” and that “At least 2 of the voting members shall be professionals or shall have extensive expertise in a preservation-related discipline, including but not limited to History, Architecture, Landscape Architecture, American Studies, American Civilization, Construction and Building Trades; Cultural Geography, Cultural Anthropology, Environmental Expertise, Planning, Real Estate, or Archeology. The Town Council may waive this requirement on a determination that there are not eligible prospective members who meet these criteria.” There are no term limits, only that public review and appointment take place.

Staff has advertised the openings of the HPC and received one application, who is qualified to serve. Council is asked to appoint one applicant to the open three year term. Ballots were not provided as there is only one applicant at this time.

Applicant:

- Daniel Benson Brown - 802 Chickadee Ln., Gypsum (Mr. Brown is currently an advisory member of the board).

The applicant addressed Council, and noted his appreciation for being part of this commission and that he looks forward to being a voting member.

Motion by Tom P., second by MacKenzie H., to approve Resolution No. 41 – Series 2026, Appointing Dan Brown to the Minturn Historic Preservation Commission. Motion Passed 5-0.

11. Discussion / Direction Items

A. Adoption of Strategy to Enforce Water Conservation due to Drought Conditions

Town Attorney Mike S. recapped Minturn's water rights and how those work. Normally this is not an issue because the Historic User Pool has filled to its capacity.

Colorado water rights are administered first in time, first in right.

Minturn has some old water rights, 1916. There are two water rights that control the Colorado River Basin, the Shoshone Power Plant right in Glenwood Canyon (1905), and then the cameo irrigation diversion outside of Grand Junction. When you drive to Grand Junction, and you're in the canyon, and there's that colonnade that goes across the river - That is the cameo structure (1912) water right.

So those two water rights are senior to Minturn's water.

Normally, this is not an issue because in the '30s and '40s, Green Mountain Reservoir was developed, and as part of the exchange back and forth between the Front Range that gets some of that water and the West Slope, a pool of 66,000 acre feet was established in Green Mountain Reservoir. It's called the Historic User Pool.

That water essentially gets trickled out for the benefit of water users who perfected their use for municipal domestic or irrigation use up through 1977.

In every past year, the historic user pool has filled to its capacity, and it has been able to deliver water to Shoshone and to Cameo, to prevent beneficiaries of what we call the HUP from getting called out. This year, the HUP did not fill. It filled about two thirds, which frankly is something of a miracle given the water circumstances this year. What that means is that water has been released for the benefit of HUP beneficiaries now since June.

We expect a declaration that that pool has run dry, to come any day. What that means is that the first in time, first in right administration of water rights is going to kick in against beneficiaries of the HUP.

Again, not something that's ever happened before, so a bunch of water rights that we always assumed could operate without curtailment, even in dry years, are now subject to total or partial curtailment. The midterm water right is senior enough, maybe it is a partial curtailment, but because our responsibility is to provide reliable water service to our citizens, we want to make sure that we're not subject to a partial curtailment. The good news is there are two options the Town can take.

The Colorado River Water Conservation District, which is a government district that deals with water in the Colorado River Basin, they obtained approval for a substitute water supply plan for the West Slope back in June, using water that they own in Wolford Mountain Reservoir. And essentially, they will augment the town's depletions for free, so long as the town strictly enforces a one-day-per-week watering restriction.

And there are some communities out there that, unlike Minturn, that have reservoir storage, other communities don't, they're being forced to rely or benefit from the substitute water supply plan from the river district.

That's an option. It's not the one I think we need to take because Minturn, through good water planning over the last few decades, has entered into three different contracts to have reservoir

water storage on its behalf, primarily in Eagle Park Reservoir. Town also has some water in Ruedi Reservoir, which can benefit to replace against the Shoshone water call.

We have not had to use that in the past, or to the degree we have, we've used a couple acre feet of water. This year, the recommendation from staff and legal, after conferring with our water rights engineer, is that we would provide an updated release schedule to the Colorado River Water Conservation District to essentially release full amounts of what we have in storage. This would allow for the continued use of water, similar to how we've been making it today. So no additional water restrictions. The Town has already gone to 2 days per week watering restrictions. The Town could look at further augmentation planning in the future.

Enforcement of violations was discussed amongst Council, as well as additional / new communications regarding the background of why this is necessary, and what the penalties are of non-compliance.

Staff will work on some updated communications regarding the water situation and the importance of adhering to our current water restrictions.

12. Future Agenda Items

A. Future Meeting Topics

Will reschedule the ECSO Executive Session for a date when all council members can attend. Tom P. is not available on 9/2 and Lynn F. is not available on 10/7. This will be tentatively moved to 10/21, possibly later.

14. Executive Session

- A.** Motion by Tom P., second by MacKenzie H., to convene into Executive Session to determine positions relative to matters that may be subject to negotiations, develop a strategy for negotiations, and/or instruct negotiators, pursuant to C.R.S. § 24-6-402 (4)(e) - Provision of water service to Battle North property, and potential acquisition of property at 171 Main St. Motion passed 5-0.

Those to be included were the Council present, Town Manager Rob G., and Town Attorney Michael S. Motion passed 5-0.

Town Council convened into Executive Session at 7:22pm and adjourned at 8:25pm.

15. Adjourn

Motion by Spence N., second by MacKenzie H., to adjourn the meeting at 8:25pm.



Eric Gotthelf, Mayor

ATTEST:



Jay Brunvand, Town Clerk



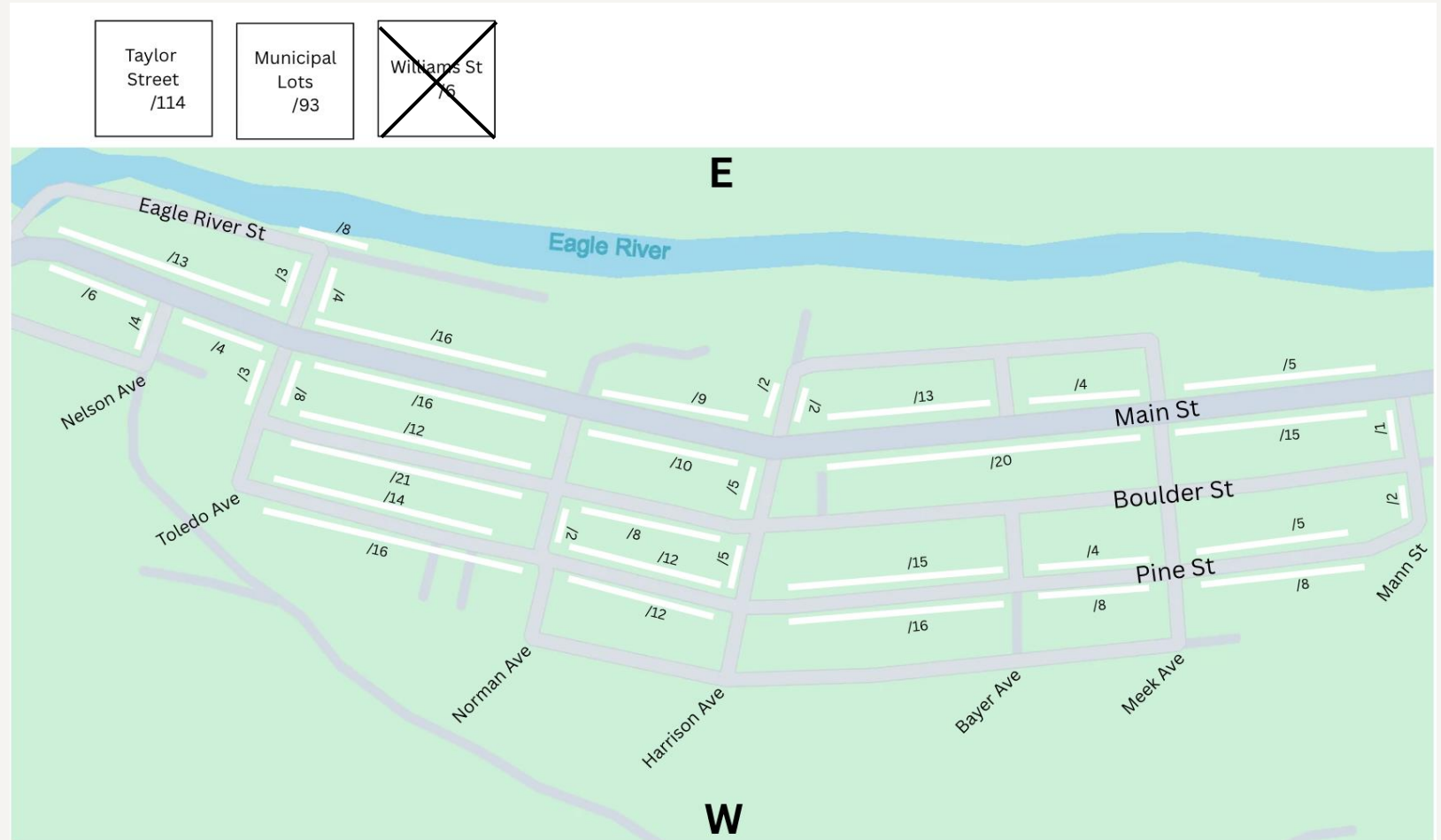
2026 Parking Study

JESSICA COPELAND

MINTURN INTERN

Outline

- Introduction & Context
- Methodology
- Analysis
- Key Findings
- Possible Next Steps & Discussion



Intro & Context: The Problem

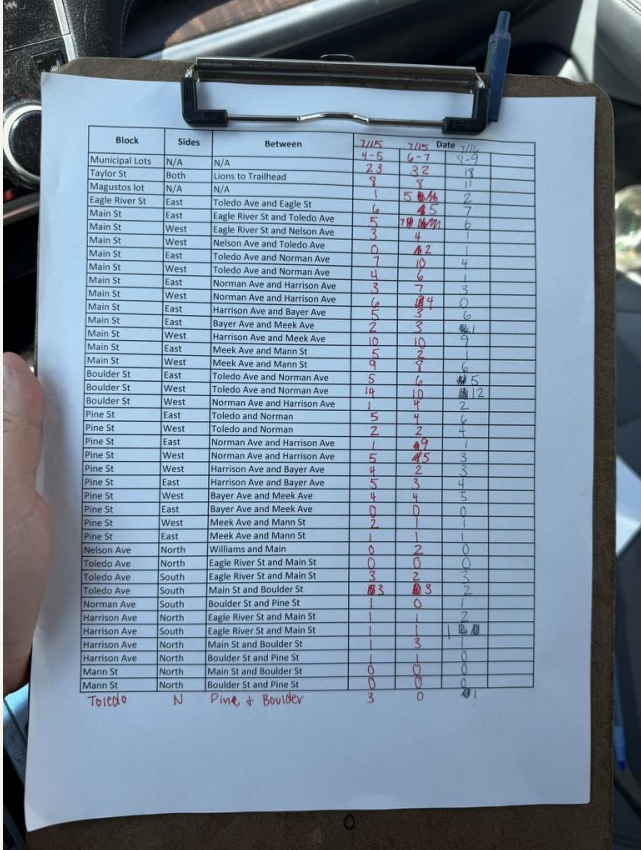
- Residents have expressed concern that there is currently not enough parking in town.
- Concern that increase in residents both in Minturn and elsewhere along Hwy 24 will overwhelm the Town's parking capacity.

Intro & Context: The Goal

- Figure out what the parking situation in Minturn currently looks like.
 - Is there a problem? If so, how do we address it?
- Provide a baseline for data-driven decisions about how to sustain sufficient parking for dwelling units and businesses in Minturn in the future.

Methodology: Data Collection & Sources

- Data collection occurred May 18 – May 25 and July 14 – July 20. May 25 (Memorial Day) excluded from this analysis.
- Data collection happened 4x daily 8-9 am, 12-1 pm, 4-5 pm, and 6-7 pm. The route was not the same each time.
- Data for total number of spots available at each location sourced from the 2022 memo titled, "Minturn Community Plan: Parking Study and Recommendations". These numbers were not independently confirmed during the 2026 study.



Block	Sides	Between	7/15	7/16	Date
Municipal Lots	N/A	N/A	4-5	16-7	17-9
Taylor St	Both	Lions to Trailhead	23	32	18
Magustos lot	N/A	N/A	9	9	11
Eagle River St	East	Toledo Ave and Eagle St	1	5	2
Main St	East	Eagle River St and Toledo Ave	4	4	7
Main St	West	Eagle River St and Nelson Ave	3	7	6
Main St	West	Nelson Ave and Toledo Ave	0	4	1
Main St	East	Toledo Ave and Norman Ave	7	10	4
Main St	West	Toledo Ave and Norman Ave	4	6	1
Main St	East	Norman Ave and Harrison Ave	3	7	3
Main St	West	Norman Ave and Harrison Ave	4	4	0
Main St	East	Harrison Ave and Bayer Ave	5	3	6
Main St	East	Bayer Ave and Meek Ave	2	3	1
Main St	West	Harrison Ave and Meek Ave	10	10	9
Main St	East	Meek Ave and Mann St	5	5	6
Main St	West	Meek Ave and Mann St	5	5	6
Boulder St	East	Toledo Ave and Norman Ave	5	6	5
Boulder St	West	Toledo Ave and Norman Ave	14	10	12
Boulder St	West	Norman Ave and Harrison Ave	1	4	2
Pine St	East	Toledo and Norman	5	4	6
Pine St	West	Toledo and Norman	2	2	4
Pine St	East	Norman Ave and Harrison Ave	1	4	1
Pine St	West	Norman Ave and Harrison Ave	5	4	3
Pine St	West	Harrison Ave and Bayer Ave	4	2	3
Pine St	East	Harrison Ave and Bayer Ave	5	3	4
Pine St	West	Bayer Ave and Meek Ave	4	4	5
Pine St	East	Bayer Ave and Meek Ave	0	0	0
Pine St	West	Meek Ave and Mann St	0	0	0
Pine St	East	Meek Ave and Mann St	1	1	1
Nelson Ave	North	Williams and Main	0	2	0
Toledo Ave	North	Eagle River St and Main St	0	0	0
Toledo Ave	South	Eagle River St and Main St	3	2	0
Toledo Ave	South	Main St and Boulder St	3	3	2
Norman Ave	South	Boulder St and Pine St	0	0	1
Harrison Ave	North	Eagle River St and Main St	1	1	2
Harrison Ave	South	Eagle River St and Main St	1	1	1
Harrison Ave	North	Main St and Boulder St	1	3	0
Harrison Ave	North	Boulder St and Pine St	0	0	0
Mann St	North	Main St and Boulder St	0	0	0
Mann St	North	Boulder St and Pine St	0	0	0
Toledo	N	Pine + Boulder	3	0	1

Methodology: Data Cleaning

- Columns with an x were missed counts or otherwise deemed inaccurate.
- Data/analysis from the following locations were excluded due to researcher error:
 - Williams Street near Magustos (raw data, May and July)
 - Toledo N between Boulder and Pine (raw data, May)
 - Pine E between Bayer and Meek (raw data, May)

Analysis: Seasonal Change in Average Occupancy

Locations with increased occupancy:

Block	Sides	Between	Spots	May #	May %	% change	July %	July #
Pine St	East	Harrison Ave and Bayer Ave	15	2	12%	87%	21%	3
Pine St	East	Toledo and Norman	14	3	20%	79%	36%	5
Harrison Ave	North	Main St and Boulder St	5	1	24%	74%	41%	2
Main St	West	Nelson Ave and Toledo Ave	4	1	16%	69%	27%	1
Pine St	West	Meek Ave and Mann St	8	1	16%	69%	28%	2
Main St	East	Meek Ave and Mann St	5	1	26%	66%	44%	2
Nelson Ave	North	Main St and Boulder St	4	1	15%	62%	25%	1
Boulder St	West	Norman Ave and Harrison Ave	8	1	16%	60%	25%	2
Main St	West	Meek Ave and Mann St	15	3	22%	57%	35%	5
Main St	West	Toledo Ave and Norman Ave	16	5	32%	53%	48%	8
Municipal Lots	N/A	N/A	93	19	21%	50%	31%	29
Pine St	East	Meek Ave and Mann St	5	1	12%	50%	19%	1
Pine St	West	Norman and Harrison	12	3	28%	42%	40%	5
Pine St	West	Harrison Ave and Bayer Ave	16	2	13%	41%	18%	3
Main St	East	Eagle River St and Toledo Ave	13	5	37%	41%	52%	7
Harrison Ave	North	Eagle River St and Main St	2	1	57%	36%	78%	2
Main St	West	Eagle River St and Nelson Ave	6	2	35%	31%	46%	3
Pine St	East	Norman Ave and Harrison Ave	12	2	13%	28%	17%	2
Pine St	West	Bayer Ave and Meek Ave	8	3	41%	26%	52%	4
Pine St	West	Toledo and Norman	16	3	18%	24%	23%	4
Main St	East	Bayer Ave and Meek Ave	4	1	32%	22%	39%	2
Toledo Ave	South	Eagle River St and Main St	4	2	57%	20%	69%	3
Toledo Ave	South	Main St and Boulder St	8	4	45%	15%	51%	4
Main St	West	Harrison Ave and Meek Ave	20	8	40%	14%	46%	9
Norman Ave	South	Boulder St and Pine St	2	1	26%	13%	30%	1
Boulder St	East	Toledo Ave and Norman Ave	12	5	38%	11%	42%	5
Main St	East	Toledo Ave and Norman Ave	16	8	47%	5%	50%	8
Taylor St	Both	Lions to Trailhead	114	11	10%	2%	10%	11

Locations with decreased occupancy:

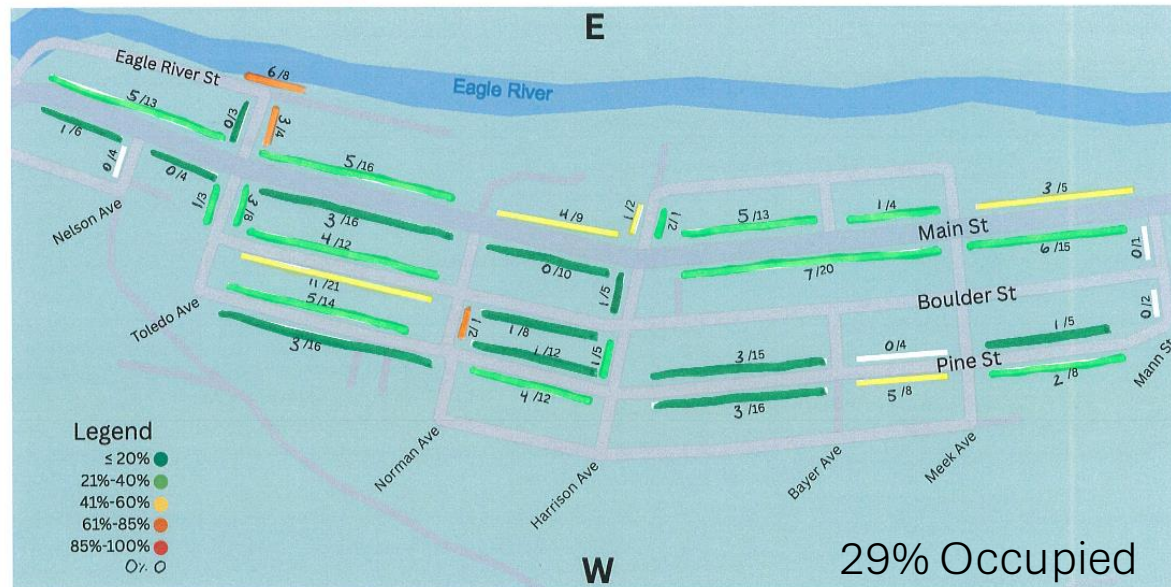
Main St	East	Harrison Ave and Bayer Ave	13	6	43%	-3%	42%	5
Eagle River St	East	Toledo Ave and Eagle St	8	6	78%	-4%	75%	6
Harrison Ave	North	Boulder St and Pine St	5	1	30%	-5%	28%	1
Boulder St	West	Toledo Ave and Norman Ave	21	12	57%	-9%	52%	11
Main St	West	Norman Ave and Harrison Ave	10	4	37%	-13%	32%	3
Harrison Ave	South	Eagle River St and Main St	2	1	36%	-17%	30%	1
Main St	East	Norman Ave and Harrison Ave	9	7	75%	-20%	60%	5
Toledo Ave	North	Eagle River St and Main St	3	2	59%	-66%	20%	1
Pine St	East	Bayer Ave and Meek Ave	4	2	44%	-98%	1%	0
Toledo Ave	North	Boulder St and Pine St	3 x	x	x		27%	1
Mann St	North	Main St and Boulder St	1	0	0% x		0%	0
Mann St	North	Boulder St and Pine St	2	0	0% x		0%	0

TOTALS					
Spots	May Avg #	May Avg %	% Change	July Avg %	July Avg #
535(M) 538(J)	139	26%	19%	31%	167

Analysis: July Weekday & Weekend Occupancy by Location, 8-9 am

Parking Occupancy: July Weekday Avg, 8-9am

Taylor Street 10/114	Municipal Lots 21/93
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Parking Occupancy: July Weekend Avg, 8-9am

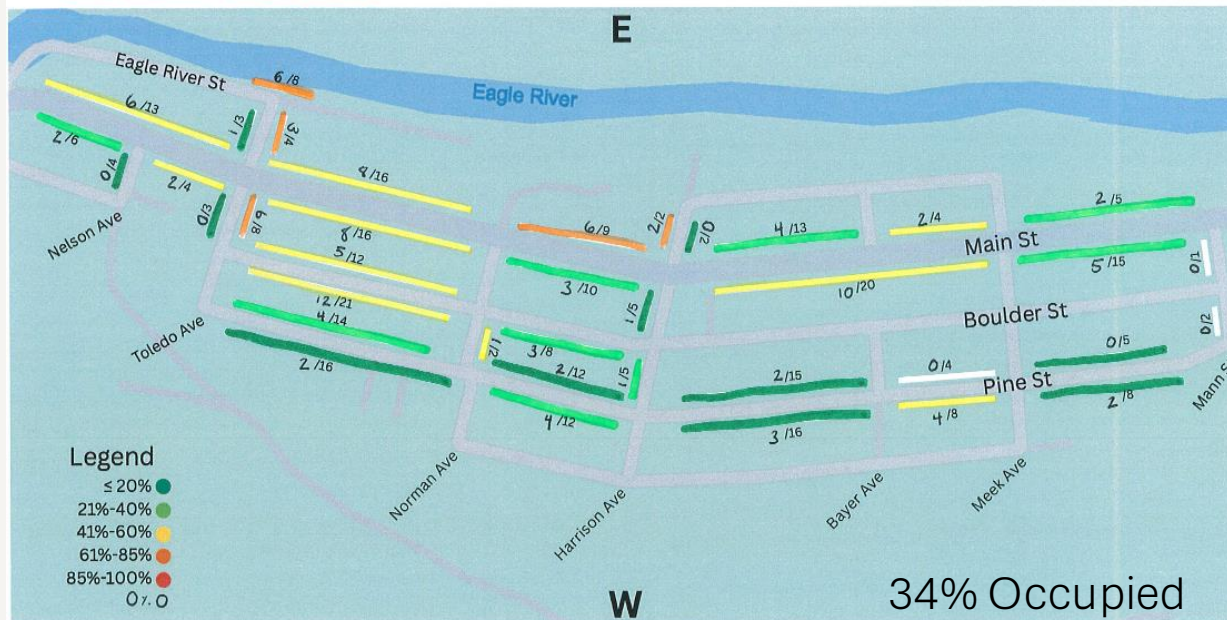
Taylor Street 20/114	Municipal Lots 24/93
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Analysis: July Weekday & Weekend Occupancy by Location, 12-1 pm

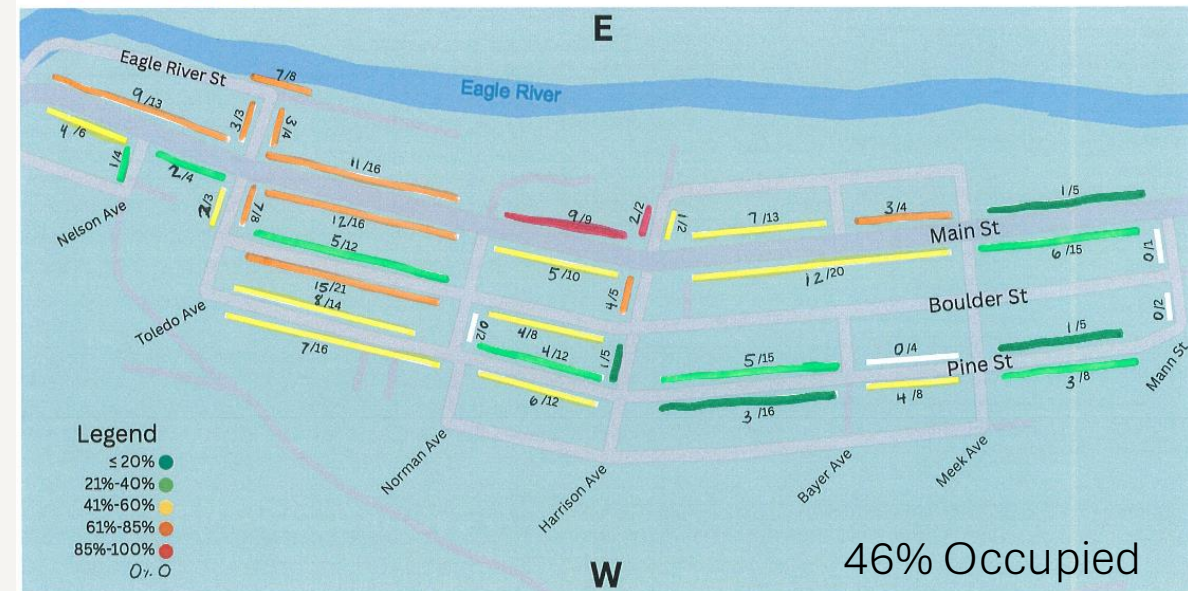
Parking Occupancy: July Week-day Avg, 12-1 pm

Taylor Street 9 /114	Municipal Lots 22/93
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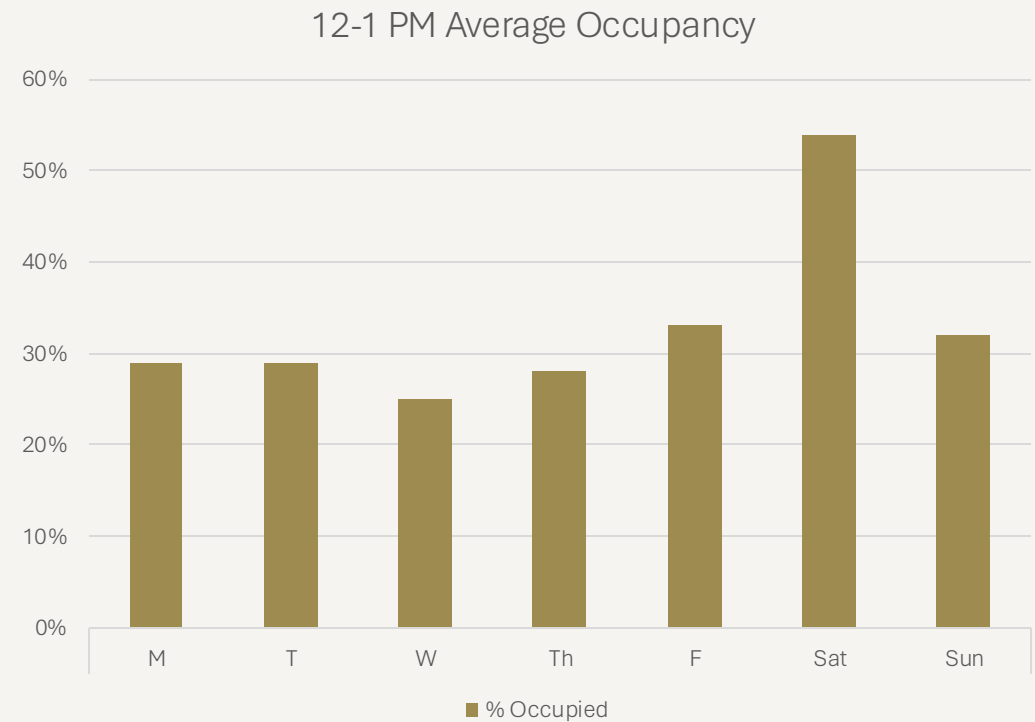
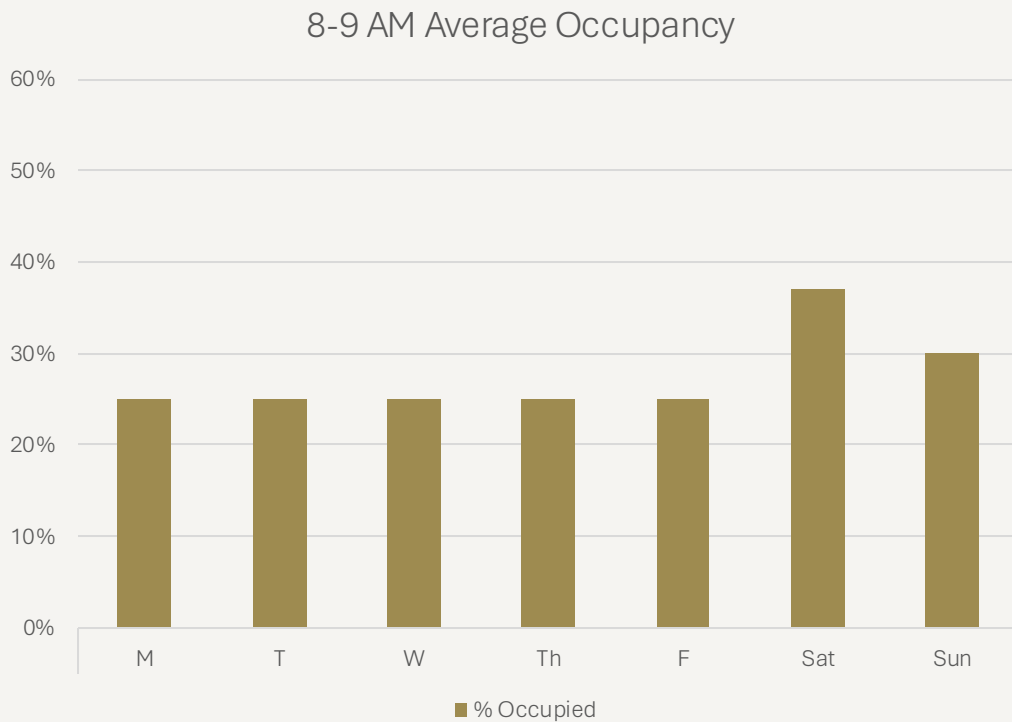


Parking Occupancy: July Weekend Avg, 12-1 pm

Taylor Street 18 /114	Municipal Lots 48 /93
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Analysis: July Morning & Midday Peaks; Town-wide Occupancy Across all Locations

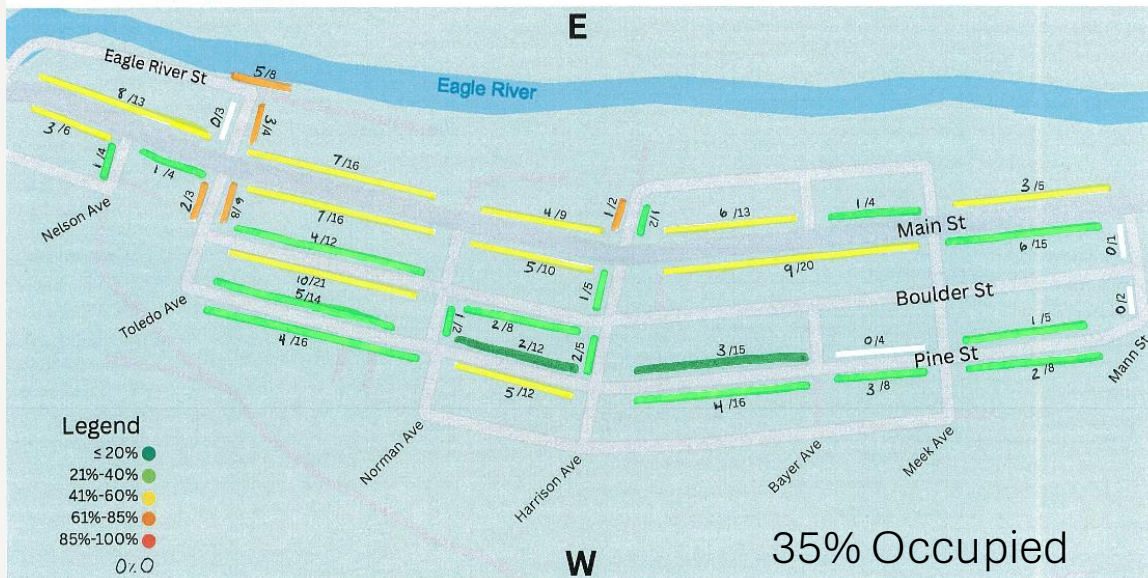


Analysis: July Weekday & Weekend Occupancy by Location, 4-5 pm

Parking Occupancy: July Weekday Avg, 4-5pm

Taylor Street
8/114

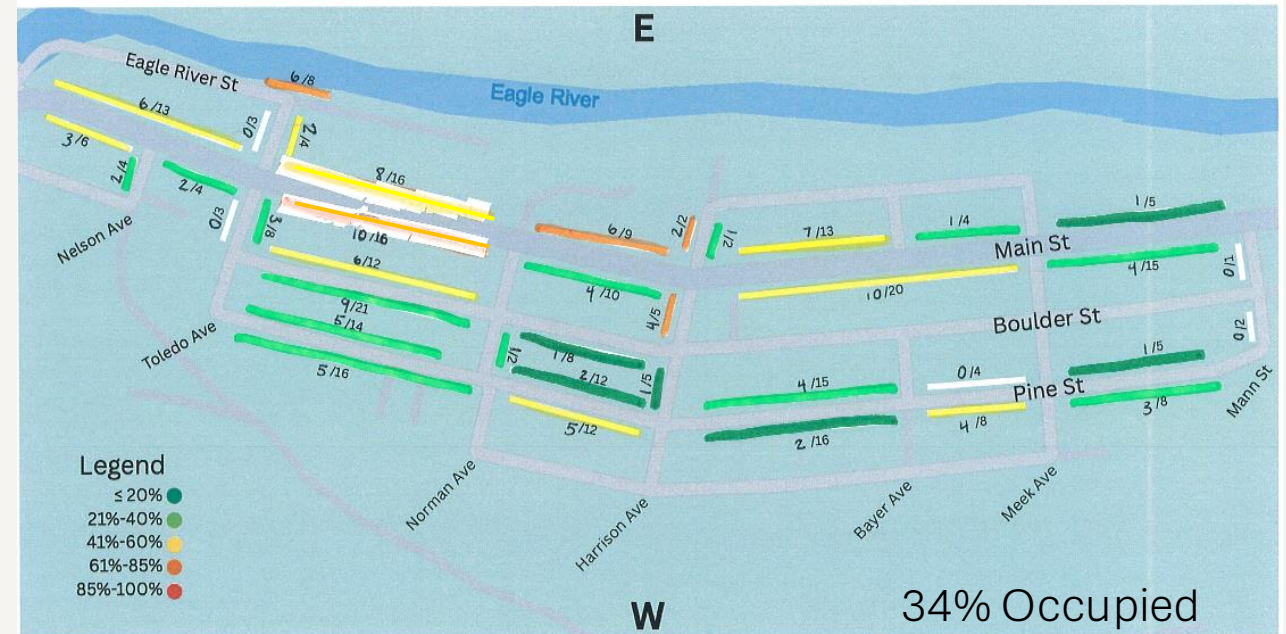
Municipal Lots
25/93



Parking Occupancy: July Weekend Avg, 4-5pm

Taylor Street
11/114

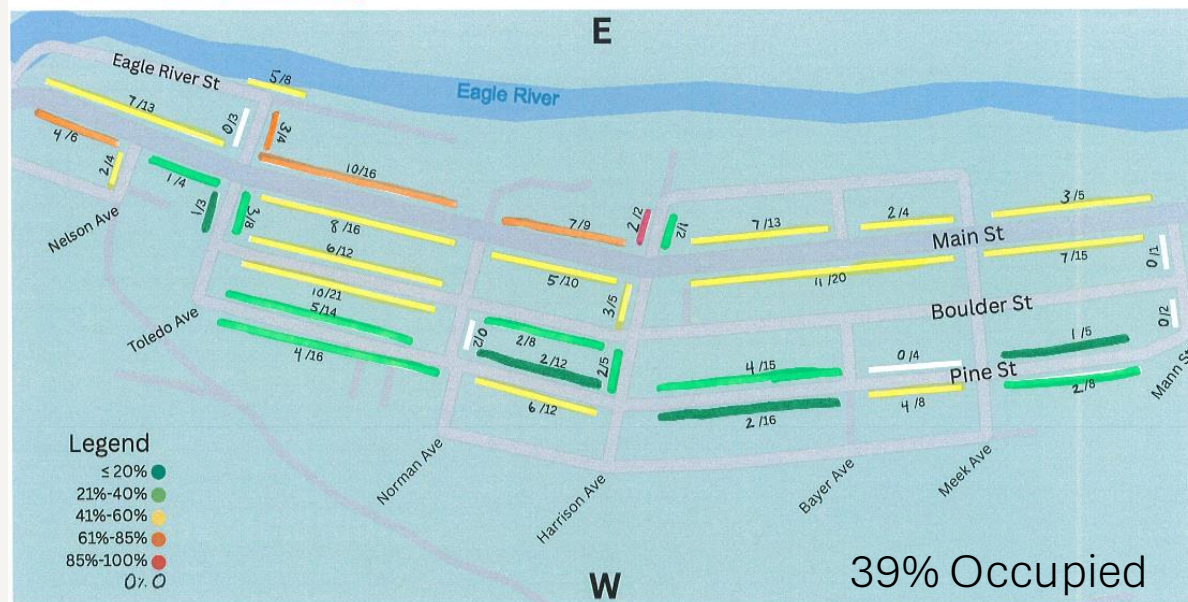
Municipal Lots
33/93



Analysis: July Weekday & Weekend Occupancy by Location, 6-7 pm

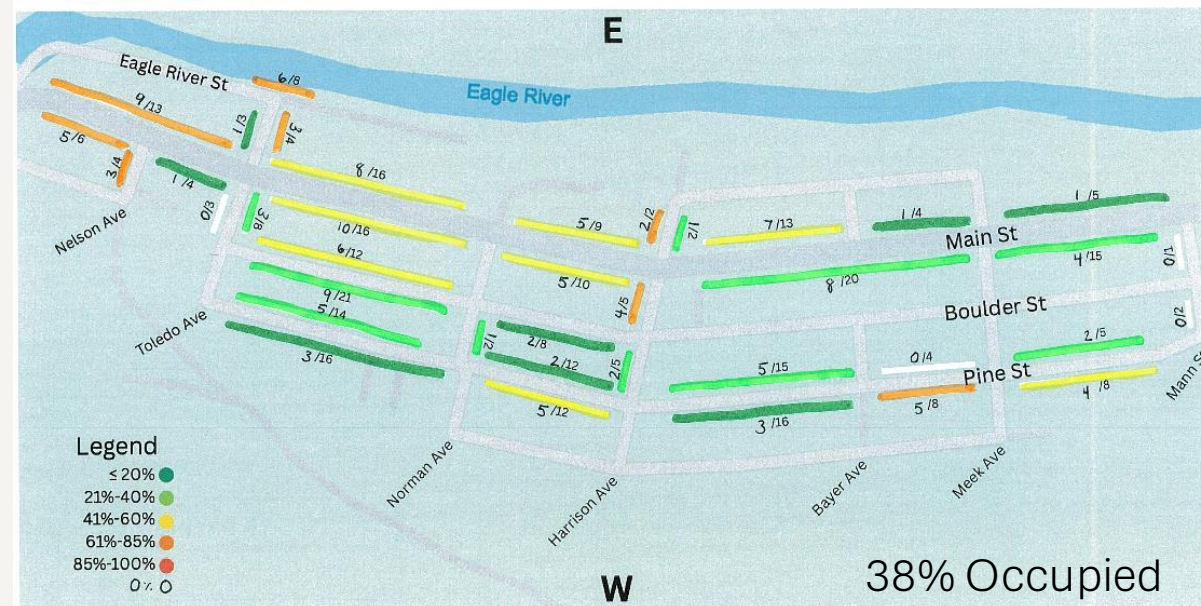
Parking Occupancy: July Weekday Avg, 6-7 pm

Taylor Street 9 / 114	Municipal Lots 33 / 93
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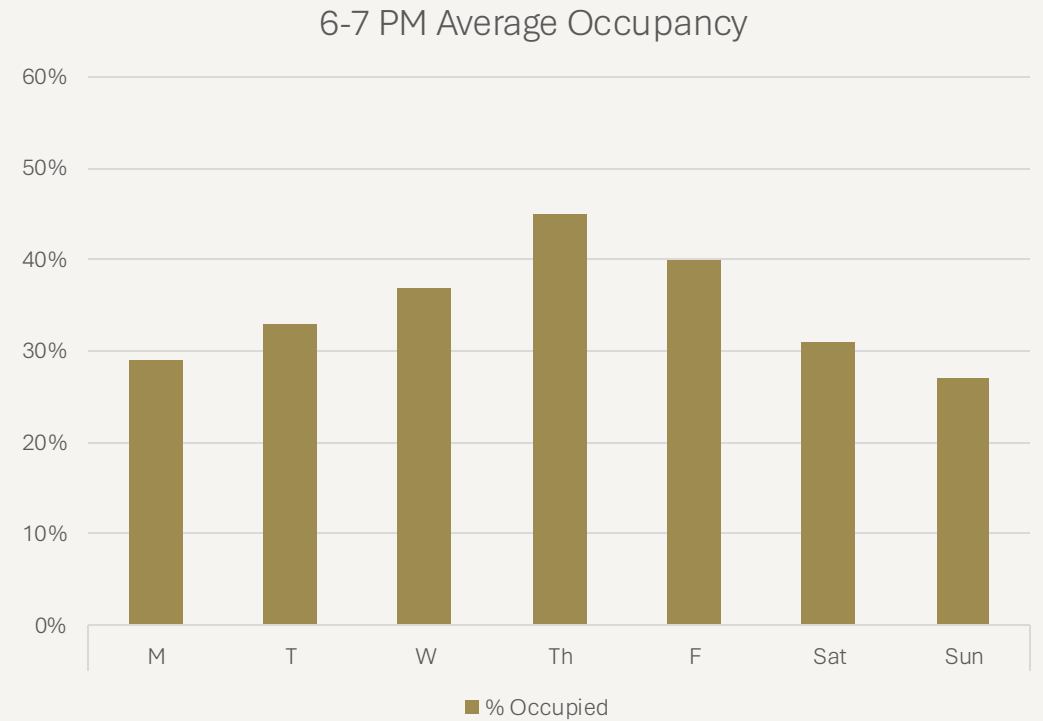
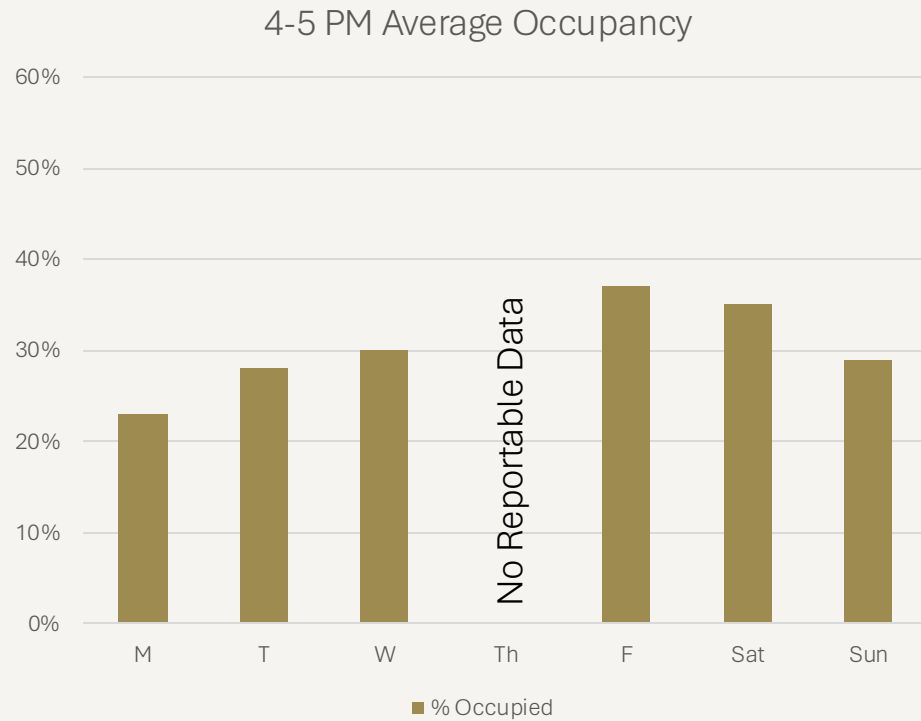


Parking Occupancy: July Weekend Avg, 6-7 pm

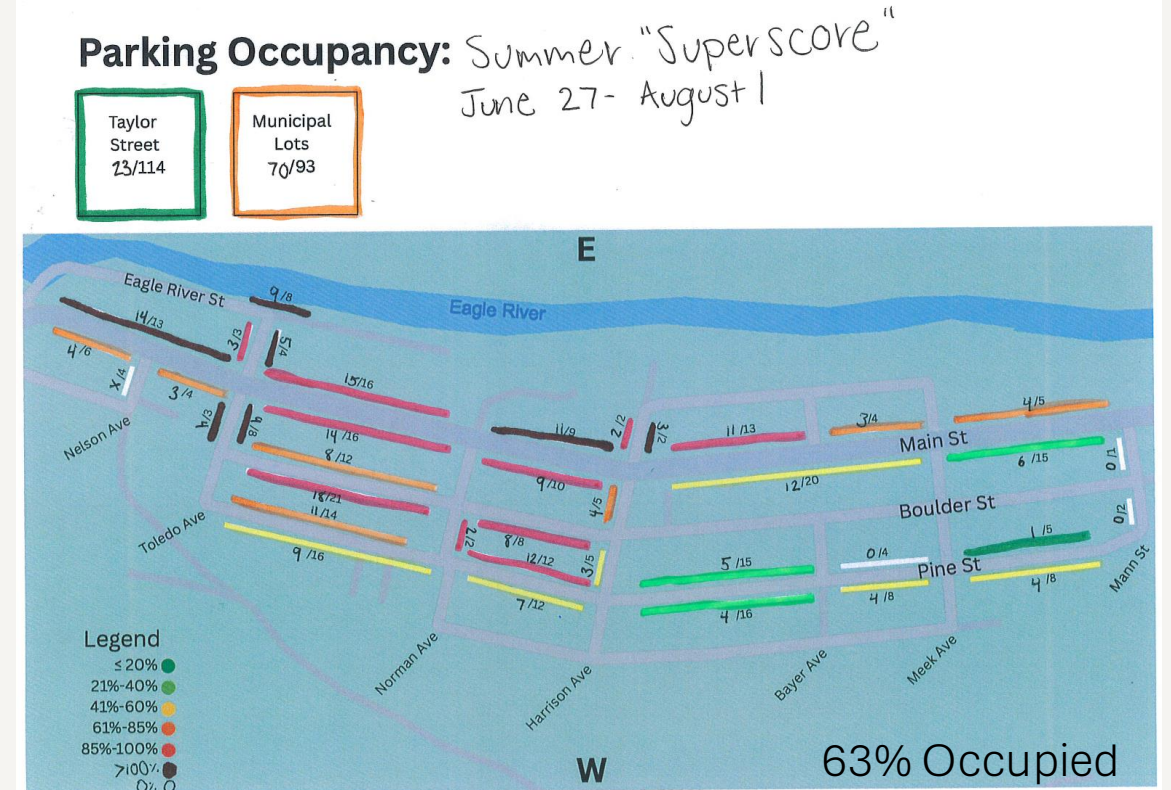
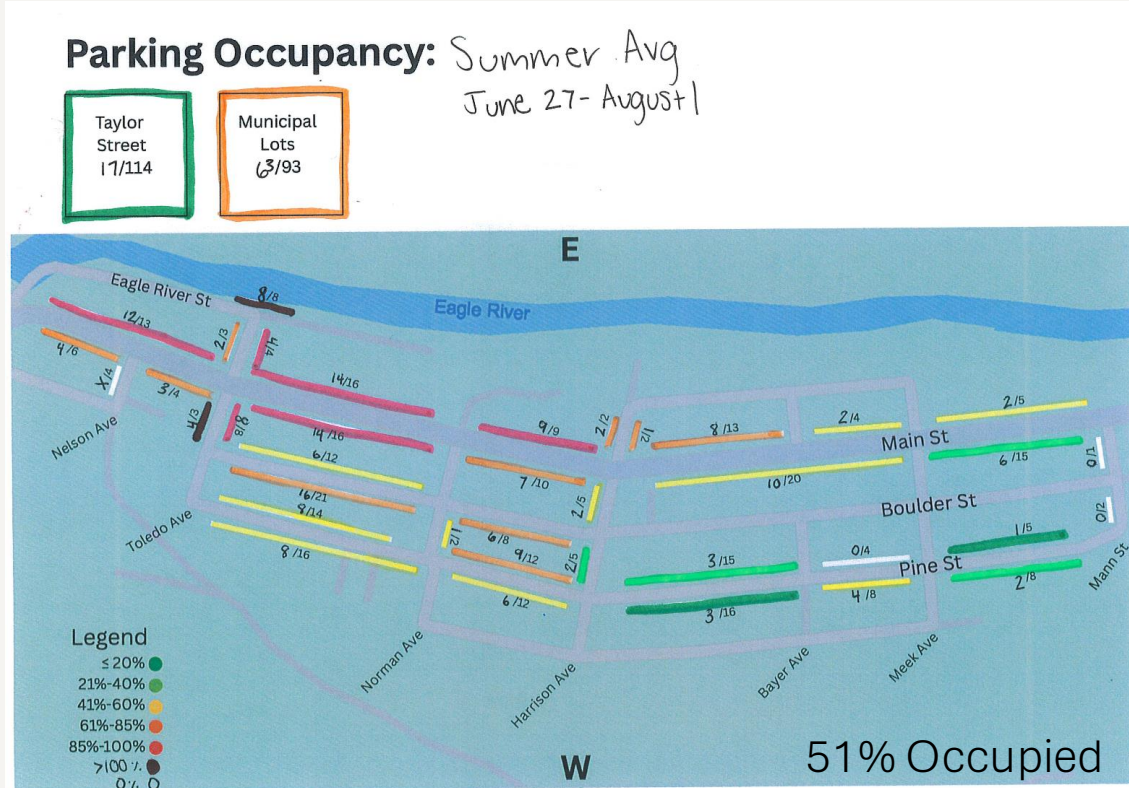
Taylor Street 16 / 114	Municipal Lots 42 / 93
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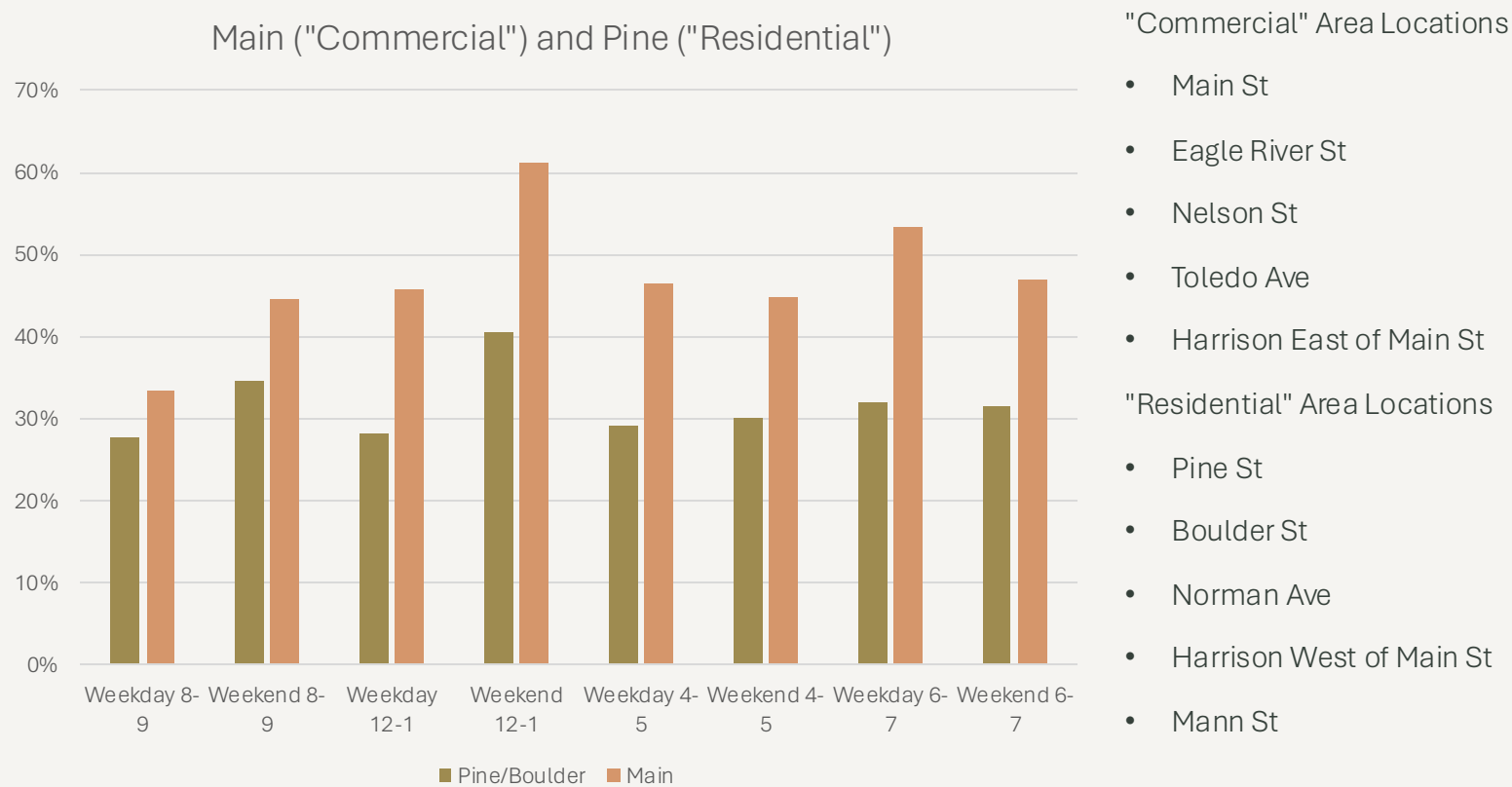
Analysis: July Afternoon & Evening Peaks; Town-wide Occupancy Across all Locations



Analysis: Saturday Minturn Markets 11:30 am-1:30 pm



"Commercial" Occupancy vs "Residential" Occupancy (Excluding Taylor and Municipal Lots)



*update since packet
went out

Top 20 Occupied Locations (≥ 4 spot capacity)

*updated since packet
went out

Block	Sides	Between	Spots	Avg # Occupied Spots	Avg % Occupied
Eagle River St	East	Toledo Ave and Eagle St	8	6	72%
Toledo Ave	South	Eagle River St and Main St	4	3	69%
Main St	East	Norman Ave and Harrison Ave	9	5	60%
Main St	East	Eagle River St and Toledo Ave	13	7	54%
Pine St	West	Bayer Ave and Meek Ave	8	4	52%
Boulder St	West	Toledo Ave and Norman Ave	21	11	52%
Toledo Ave	South	Main St and Boulder St	8	4	51%
Main St	East	Toledo Ave and Norman Ave	16	8	50%
Main St	West	Toledo Ave and Norman Ave	16	8	48%
Main St	West	Harrison Ave and Meek Ave	20	9	46%
Main St	West	Eagle River St and Nelson Ave	6	3	46%
Main St	East	Meek Ave and Mann St	5	2	44%
Main St	East	Harrison Ave and Bayer Ave	13	5	42%
Boulder St	East	Toledo Ave and Norman Ave	12	5	42%
Harrison Ave	North	Main St and Boulder St	5	2	41%
Pine St	West	Norman and Harrison	12	5	40%
Pine St	East	Toledo and Norman	14	5	36%
Main St	West	Meek Ave and Mann St	15	5	35%
Main St	West	Norman Ave and Harrison Ave	10	3	32%
Municipal Lots	N/A	N/A	93	29	31%
Harrison Ave	North	Boulder St and Pine St	5	1	28%

Key Findings: Observations

- Vehicles permanently occupying spots along Main.
- Lack of clarity around where parking is allowed.
 - Confusion between Town right of way and private property.
- "Double parked" vehicles reducing maximum occupancy.
- Difficulty turning onto Main during higher traffic due to lack of visibility around parked cars.

Key Findings: Data

- Overall, parking occupancy increased by ~19% from May to July
 - Parking in Minturn remained ~69-74% vacant during the time of the study
- July highest occupancy was observed on Saturday 12-1 pm
- Main St 100-300 Block and Eagle River St experienced the highest overall demand for parking

Possible Next Steps & Discussion

- Continue periodic parking studies as stated in the 2023 Community Plan; future studies to include qualitative data on perception of parking availability.
- Explore **DOLA Housing Planning Grant Program** [*Amount: Up to \$200,000 | Match: 25%*] to discover smart + sustainable parking accommodation for local residents and businesses amidst increasing density.
- Explore strategies for maximizing existing parking opportunities, such as defining parking spots along Main St.