

TOWN OF SUGAR CITY  
REGULAR MEETING MINUTES  
7/06/2022

**CALL TO ORDER** 6:51 by Mayor Del Rio

**PLEDGE OF ALLEGIANCE** Led by Mayor Del Rio

**ROLL CALL** Present – Hjar, Roberts, Tooker, Massey, Del Rio. Not Present – Willis and Pappan

**MINUTES Motion** to approve the minutes dated 6/15/2022 made by Massey, 2<sup>nd</sup> by Tooker, motion carried.

**PUBLIC COMMENT**

Tony Moreland: donation for the First Responder Recognition. Discussion over budget. Decision made to donate next year.

Willis arrived at 6:58

Tim Vallejo: Raise as a driver to \$22/hr. Discussion over budget, hours worked, labor involved, overtime, vehicles, and raise. Decision to work out budget and discuss at next meeting.

Sam Wilson: Part-time driver: Proud to work with the guys. Like the town and the people, I work with. You need to take care of your employees.

Cindy Karle there are several problems in UBMax. These girls are struggling trying to work with all the mistakes that were put in before they were here. Need to fix the budget and get the audits completed.

**REPORTS**

Clerk: Terry Short vacation request. August 12<sup>th</sup> thru Aug 15. Decision made to approve vacation days.

July 26<sup>th</sup> @ 1 there is DOT training for all town and trash personnel. Discussion over closing the office. Decision made to close the office for the training.

Debit card for trash company. Discussion over reason for having debit card for trash. **Motion** to get debit card for Sugar City Disposal made by Massey, 2<sup>nd</sup> by Willis, motion carried.

FAMLI: Health insurance for employees. No discussion.

AVC meeting July 7, 2022, at 9:30, anyone attending? No discussion.

CIRSA: Municipal Vehicle Defensive Driving course. July 19 8:30 – 5 in Denver.  
Discussion over cost and who should attend. No decision made.

Vickie: Turn the old town building into a historical building and put the history of the town over there so people can view it. No discussion. No decision.

### **OLD BUSINESS**

Not present Pappan: Clerk asked: Could they have the old flagpole? Discussion over flagpole. Decision made to give Pappan flagpole.

Office Programs: No discussion

### **NEW BUSINESS**

Release of Liability: Brian Larsen read letter (attached). Discussion over speed bumps and liability for damages done. Decision made to remove speed bumps from Baltimore.

Resolution No. 22-011: Discussion over Lot 5. Decision made to redo lot 5 and have on next agenda.

Authorized signers for Safety deposit box. **Motion** to authorize Massey, Willis, Del Rio and Davida for Safety deposit box, with two persons required to enter made by Massey, 2<sup>nd</sup> by Hjar, motion carried.

Signers for Wire Transfers: No discussion

Sam Wilson: Have some people coming to look at my wells, can they look at yours as well. Decision made that we have someone working on them already.

**APPROVAL OF BILLS:** **Motion** to approve the bills in the amount of \$19,103.88 made by Tooker, 2<sup>nd</sup> by Willis, motion carried.

### **TRUSTEES REPORTS**

Hjar: No comment

Roberts: Truss building on the tabled items. Sold? Discussion over property. No decision.

Del Rio: No Comment

Willis: Thank you to Trustee Roberts for the pancake breakfast and all the hard work that you did for that. Thank You's from everyone.

Tooker: No Comment

Massey: Get the budget completed, tired of the excuses, been hearing them for over a year.

**ADJOURN Motion** to adjourn at 8:24 made by Willis, 2<sup>nd</sup> by Hajar, motion carried.

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Clerk

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Mayor

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

From: **Brian Larsen** <[brianlarsen57@gmail.com](mailto:brianlarsen57@gmail.com)>

Date: Wed, Jul 6, 2022, 8:09 PM

Subject: Speed Bumps

To: <[cnapetty@live.com](mailto:cnapetty@live.com)>

## Use of Speed Bumps

My name is Brian Larsen, residing at [411 E. Buffalo](#) in Sugar City.

First, I would like to COMMEND you (and I am GRATEFUL to you) for stepping up to help our small town address our on-going needs and issues. I am confident that your efforts are in good faith and with honorable intent. If only the world was as SIMPLE as it sometimes APPEARS to be... This Speed Bump issue is just one example of how simple our world is NOT.

During my 40+ years working in Law Enforcement, I have logged more than 14 years in a patrol car. Among my many and varied duties as a Peace Officer I was regularly engaged in Traffic Enforcement. I have written THOUSANDS of Citations, and I've lost COUNT of how many Drunk Drivers I've arrested. I have investigated HUNDREDS of traffic accidents, including taking photographs and measurements for use in drawing Scale Diagrams of accident scenes. Part of such investigations is to identify a Primary Cause for the accident, in hopes of preventing future accidents from the same causes. I recall one such investigation where the Primary Cause of the accident had been CREATED by a local business having changed their signs on the sidewalk in front of the business (obstructing the vision of passing traffic and (more importantly) blocking the vision of patrons EXITING the parking lot. By the time those two groups (passers-by and exiting vehicles) could SEE each other, the accident was unavoidable. Not enough Reaction Time...

I have lived at 411 E. Buffalo since 1998 (24 years). We have a clear view of Baltimore Ave from Illinois to Maryland (1950 feet) from my front yard. If a vehicle is traveling at excessive speed, in either direction, it is clearly visible. My general impression, based on my observations and experience, is that there is not a significant speeding problem on that road. Further, I'm not sure there's a stretch of road in this TOWN where anyone could speed SIGNIFICANTLY (due to the condition of the road)...

### Consultation:

Assuming this Speed Bump is the result of a Speed Complaint, was any kind of Traffic Study done to determine if the Complaint was VALID?

If the Complaint was determined Valid by a Traffic Study, did the Council seek any Professional Guidance toward a solution? If so, with whom did the Council consult? Perhaps an Attorney?

Were any Government Agencies consulted? Colorado Department of Transportation? State Patrol? Crowley County? Fire Department? Sheriff's Department? Did anyone speak with the Ambulance Service? This Speed Bump could

cause serious problems while an Ambulance Crew is treating a Critical Patient. Also, a sudden severe JOLT could cause great damage to medical equipment and/or personnel.

#### Placement:

If a valid and significant speeding problem does exist on Baltimore Ave, then it would be most EFFECTIVELY addressed “at the location of the complainant’s home”. The nearest home is 100 yards away from this Speed Bump. At 100 yards away, the Speed Bump would have LITTLE effect. Eastbound Vehicles have PLENTY of time to slow after passing the home. Westbound Vehicles also have plenty of time, after the Speed Bump to accelerate BEFORE reaching this house. (This house may not even be the Complainant.)

If a “Traffic Calming” measure was focused at the HOME, then vehicles would slow as they APPROACHED the home, and only accelerate after PASSING the home.

#### Hazards:

This speed “bump” is SEVERE. Vehicles must slow to a CRAWL or risk damage to the vehicle or it’s contents, injury to passengers, or even losing CONTROL of the vehicle (potentially resulting in an accident). If a driver doesn’t SEE the warning signs, the results could be CATASTROPHIC. NOTE: This Speed Bump is the type intended for use in a PARKING LOT (not a city street). You should have, at LEAST, used a “Speed Hump” which is MUCH less aggressive.

There ARE more reasonable methods, if it was genuinely necessary to slow traffic in the area.

#### Liability:

If an accident OCCURS, and this speed bump is determined to be even PART of the cause of the accident, the town of Sugar City might be held LIABLE (and might even be SUED in Civil Court for Damages). Have you consulted your Insurance Agency about this Speed Bump?

#### Types of Speed Bumps:

There are Speed BUMPS and Speed HUMPS. Have you evaluated the DIFFERENCE?

Bumps are abrupt and aggressive. Vehicles must slow to two or three miles per hour to avoid damage.

Humps are much more gradual. Vehicles can go over them at slightly higher speeds without danger of damage or loss of control.

Both are, typically, used within a residential neighborhood or a parking lot (such as a shopping center or apartment complex).

#### Types of Signage:

There are State and Federal LAWS regarding Traffic Signs. These laws govern the Type, Size, Color, Shape, and PLACEMENT of Traffic Signs. (NOTE: The current

signs are NOT up to Code.) There are requirements for signs BEFORE vehicles REACH the Bump. Just having a sign AT the Speed Bump is NOT sufficient (or legal).

The Manual on Uniform Traffic Control Devices for Streets and Highways, or MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F.

<https://emspm.com/speed-bump-regulations/>

Speed bumps and humps are not typically used on public roadways such as highways. However, they may be installed on busy streets to increase the safety of pedestrians who are crossing the street.

Speed bumps and humps are more commonly seen on private roads such as parking lots, driveways, apartment complexes, and HOA neighborhoods.

Depending on your location, there may also be additional speed bump laws or regulations such as a minimum distance between speed bumps or humps (300 to 600 feet apart), obtaining approval from emergency services, and retaining the street curb and gutter to make way for cyclists and drainage.

#### HOA Speed Bumps Installation Considerations

With valid pros and cons, the decision to install speed bumps may be up to the discretion of the board members. Before making a final decision, here are some factors to consider.

- Homeowner Support: Does the HOA have the support of homeowners? You may want to proceed with speed bump installation if there is a petition or enough demand from homeowners.
- Approval from Emergency Services: Contact your fire department and other emergency services to see if they will approve of the speed bump. They may impose certain requirements such as specific dimensions, placement, and additional signage.
- Available Funds: Does the HOA have enough funds to install speed bumps? It can cost about \$1,000 to \$1,500 to install a single speed bump. Speed bumps may be considered a capital improvement so it is worth pursuing if you have enough reserves. If there is a pressing security concern, levying a special assessment for speed bumps may be justified.
- Insurance Coverage: Will your insurance cover potential damages, injuries, or other liabilities caused by speed bumps? You may need to update the HOA insurance policy before installing speed bumps to ensure adequate coverage.
- Consult Professionals: As with any other major HOA decision, it can be very helpful to consult professionals such as an HOA management company or HOA attorney. They can guide the HOA board on speed bump regulations and proper installation.

Section 2C.03 Design of Warning Signs Standard: 01 Except as provided in Paragraph 2 or unless specifically designated otherwise, all warning signs shall be diamond-shaped (square with one diagonal vertical) with a black legend and border on a yellow background. Warning signs shall be designed in accordance with the sizes, shapes, colors, and legends contained in the “Standard Highway Signs and Markings” book (see Section 1A.11).

Warning signs provided in this Manual cover most of the conditions that are likely to be encountered. Additional warning signs for low-volume roads (as defined in Section 5A.01), temporary traffic control zones, school areas, grade crossings, and bicycle facilities are discussed in Parts 5 through 10, respectively.

07 Section 1A.09 contains information regarding the assistance that is available to jurisdictions that do not have engineers on their staffs who are trained and/or experienced in traffic control devices.

04 Word message warning signs other than those provided in this Manual may be developed and installed by State and local highway agencies.

2C.28,29 Bump, Dip, Speed Hump W8-1,2; W17-1

Section 2C.05 Placement of Warning Signs Support: 01 For information on placement of warning signs, see Sections 2A.16 to 2A.21. 02 The time needed for detection, recognition, decision, and reaction is called the Perception-Response Time (PRT). Table 2C-4 is provided as an aid for determining warning sign location. The distances shown in Table 2C-4 can be adjusted for roadway features, other signing, and to improve visibility. Guidance: 03 Warning signs should be placed so that they provide an adequate PRT. The distances contained in Table 2C-4 are for guidance purposes and should be applied with engineering judgment. Warning signs should not be placed too far in advance of the condition, such that drivers might tend to forget the warning because of other driving distractions, especially in urban areas.

Section 2C.29 SPEED HUMP Sign (W17-1) Guidance: 01 The SPEED HUMP (W17-1) sign (see Figure 2C-6) should be used to give warning of a vertical deflection in the roadway that is designed to limit the speed of traffic. 02 If used, the SPEED HUMP sign should be supplemented by an Advisory Speed plaque (see Section 2C.08). Option: 03 If a series of speed humps exists in close proximity, an Advisory Speed plaque may be eliminated on all but the first SPEED HUMP sign in the series. 04 The legend SPEED BUMP may be used instead of the legend SPEED HUMP on the W17-1 sign. Support: 05 Speed humps generally provide more gradual vertical deflection than speed bumps. Speed bumps limit the speed of traffic more severely than speed humps. Other forms of speed humps include speed tables and raised intersections. However, these differences in engineering terminology are not well known by the public, so for signing purposes these terms are interchangeable.

<https://www.plasteak.com/20220105/how-speed-bumps-are-utilized-to-aid-in-traffic-regulation>

Statewide policies are what determine whether or not speed bumps can be implemented locally. There are requirements set for a street to be approved for speed bumps.

Firstly, there must be a minimum traffic volume (i.e 600 vehicles) within the street each day. Automobiles must also travel within a certain range of speed. The street cannot be en route to emergency services such as the Fire Department. The purpose of such measures is to make sure that bumps are installed within areas with high volume but slow moving traffic. Citizens can contact their designated traffic division if a street within their neighborhood does not have a speed bump installed despite meeting the requirements.

<https://www.gproadwaysolutions.com/blog/when-use-speed-bumps-speed-humps>

Speed bumps are designed to reduce vehicle speeds to about 2-5 miles per hour. The goal is to slow vehicles down to a minimum or even to a halt. It's an aggressive approach to reduce speeding.

Speed humps, on the other hand, are designed to reduce vehicle speeds to about 10-15 miles per hour. If you want to slow vehicles down but still allow for continuous traffic, speed humps provide a "softer" approach to reducing vehicle speed than speed bumps.

<https://wpe-dc-development.douglas.co.us/public-works/traffic/speed/>

Why can't we use speed bumps on our block?

When posted speed limits fail to slow cars down in residential neighborhoods, people often request that speed bumps be installed in streets. However, speed bumps can cause more problems than they solve such as being a hazard to the unwary, disruption for emergency and maintenance vehicles and the cause of an undesirable increase in noise. In addition, tests show that speed bumps are ineffective in controlling all types of vehicles. The driver of a softsprung sedan is encouraged to increase speed for a better ride over a speed bump, while other drivers may lose control at the same speed. For these and other reasons, Douglas County rejects the use of speed bumps as standard traffic control devices on public streets. The control of speeding in residential neighborhoods is a widespread concern that requires persistent law enforcement efforts...not speed bumps.