

To Water Resources and Agricultural Review Committee
From Jeffrey Woodruff Pitkin County Commissioner, Commissioner
District #4, Snowmass and Capitol Creek
RE Motor Vehicle Collision Prevention, HB25-1303
31 March 2025, Old Supreme Court, State Capitol

State Testimony, Committee on HB25-1303 and the impact on Roaring Fork Valley

Thank you Madam Chair, Committee Members and Staff We appreciate the Committee's focus on the community aspect of motor vehicle collision prevention and vulnerable road user protection as it pertains to the Roaring Fork Valley.

1. wildlife habitat
 1. balance wildlife movement and wildlife friendly fencing (and similar measures to protect vulnerable road users, wildlife),
 2. work in cooperation with CPW (today we are seeing an increase in electric fences in our watershed to protect from depredation)
 3. scenic view protection- preference given our natural surroundings for underground options, whereas cost favors culverts and fences over bridges
2. can we prioritize (fund) the corridors with the highest risk?
 1. can we allocate based on high priority migration corridors that also have demonstrable need, i.e. the highest number of wildlife fatalities.
 2. similar to the way we allocated CDOT funding for risky intersections, based on # of human fatalities).
 3. CPW migration corridors (deer and elk)- % of land secured, wildlife crossing feasibility
3. *Watershed biodiversity and connectivity study Abundant wildlife population. Declines in population have become a concur. Science to protect and restore biodiversity. A non profit organization in the Vally has already mapped our watershed. The study involved a comprehensive analysis of wildlife-highway interactions on Highways 82 and 133, building on existing data and analyses. The prioritization process identified six wildlife corridors and highway crossing zones, which are described below. Notably, all six of these prioritized wildlife corridors and highway crossing zones have been identified as areas with high driver safety concerns due to wildlife-vehicle collisions by CDOT. High priority sites (3 total on highway 82 and 133 in the roaring fork valley were selected based on migration corridors for deer and elk, costs, and then whether the land is secured (ie proximity of a conservation easement) and feasibility.*
4. *Economics and insurance (Balance the enterprise funding with savings in insurance and compensation)*
 1. *Wildlife-vehicle collisions were the leading cause of crashes reported to law enforcement, accounting for 30% of all crashes.*
 2. *The annual cost of reported wildlife-vehicle collisions, including the value of the wildlife killed, is estimated at \$5.2M.*
 3. *As many as 2-4 times more collisions with wildlife are never recorded, for example when an animal is hit but dies away from the road.*
(Italics #3 and #4, from Biodiversity Study and RF Passages)
5. This bill works for front range and western slope communities. Vulnerable users (front range) and deer and elk migration (mountain west)
 1. ADA compliance (detectable warning systems like truncated domes for ADA compliance)
 2. outdoor recreation (grade and detection/warning for vision impaired, typ.),
 3. recreation paths do not always account for accessibility, even though federal mandates (DOJ).

Status: State Bill postponed indefinitely.