

**TOWN OF KEYSTONE
ORDINANCE NO. 2024-O-12**

**AN ORDINANCE OF TOWN COUNCIL OF THE TOWN OF KEYSTONE,
COLORADO, ADOPTING BY REFERENCE THE 2024 EDITION OF THE MODEL
TRAFFIC CODE OF COLORADO PROMULGATED BY THE COLORADO
DEPARTMENT OF TRANSPORTATION WITH AMENDMENTS, AND SETTING
FORTH IN FULL THE PENALTY PROVISIONS FOR VIOLATIONS THEREOF**

WHEREAS, Sections 42-4-110 and 42-4-111, C.R.S., authorize the Town of Keystone (“Town”) to regulate public streets, roads, alleys and other thoroughfares to protect the public health, safety, and welfare, and specifically to adopt by reference a model traffic code which embodies the rules of the road; and

WHEREAS, to protect and preserve the health, safety and welfare of its residents, the Town desires to adopt the 2024 edition of the Model Traffic Code for Colorado as promulgated by the Colorado Department of Transportation (the “2024 Model Traffic Code”) by reference with additions, deletions and modifications as specified below; and

WHEREAS, after due and proper notice in accordance with C.R.S. § 31-16-203, the Town Council conducted a public hearing on the adoption of this ordinance and the 2024 Model Traffic Code, on the date, time and place noticed and at which all interested parties were afforded an opportunity to be heard; and

WHEREAS, in accordance with C.R.S. § 31-16-206, at least three (3) copies of the 2024 Model Traffic Code are on file in the office of the Town Clerk and have been made available for public inspection at least fifteen (15) days prior to the public hearing for adoption of this ordinance; and

WHEREAS, the penalty provisions applicable to violations of the Model Traffic Code adopted hereby are set forth in full herein; and

WHEREAS, the Town Council finds that the adoption of this Ordinance is a proper exercise of the Town’s police power and that it is in the best interest of the public health, safety, and welfare of the citizens of the Town to regulate traffic and vehicles using the public rights-of-way and to prescribe the penalties for violations thereof.

**THE TOWN COUNCIL OF THE TOWN OF KEYSTONE, COLORADO,
ORDAINS:**

Section 1. The foregoing recitals are hereby affirmed and incorporated herein by this reference as findings of the Town Council.

Section 2. Adoption by Reference of the 2024 Model Traffic Code.

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Pursuant to Parts 1 and 2 of Article 16 of Title 31, C.R.S., there is hereby adopted by reference the 2024 edition of the Model Traffic Code for Colorado, promulgated and published by the Colorado Department of Transportation (hereinafter referred to as the "Model Traffic Code"). The subject matter of the Model Traffic Code relates primarily to comprehensive traffic control regulations for the Town. The purpose of this Article and the code adopted herein is to provide a system of traffic regulations consistent with state law and conforming to similar regulations throughout the state and the nation. Three (3) copies of the Model Traffic Code adopted herein are now filed in the office of the Town Clerk and may be inspected during regular business hours.

Section 3. Amendments to the 2024 Model Traffic Code.

The 2024 edition of the Model Traffic Code is adopted as if set out at length save and except the following articles and/or sections that shall be subject to the following amendments, deletions and additions:

- (1) All references to Class 1 and 2 and Class A and B in the Model Traffic Code are hereby deleted.
- (2) Amendment of Section 110.5. Section 110.5 of the Model Traffic Code, concerning automated vehicle identification systems is hereby repealed and replaced with a new Section 110.5 that is consistent with state law by the Colorado General Assembly in SB24-195 as follows:

110.5. Automated vehicle identification system.

- (1) The general assembly hereby finds and declares that the enforcement of traffic laws through the use of automated vehicle identification systems under this section is a matter of statewide concern and is an area in which uniform state standards are necessary.
 - (1.1) As used in this section, unless the context otherwise requires:
 - (a) (l) "Automated vehicle identification system" means a system whereby:
 - (A) A machine is used to automatically detect a violation of a traffic regulation and simultaneously record a photograph of the vehicle and the license plate of the vehicle; and

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- (B) A notice of violation or civil penalty assessment notice may be issued to the registered owner of the motor vehicle.
- (II) “Automated vehicle identification system” includes a system used to detect a violation of part 11 of this article 4 or a local speed ordinance, a system used to detect violations of traffic restrictions imposed by traffic signals or traffic signs, and a system used to detect violations of bus lane or bicycle lane restrictions.
- (b) “State”, notwithstanding section 42-1-102(95), means the state of Colorado acting through the Colorado state patrol in the department of public safety or the department of transportation.
- (c) “State highway” means any highway that is owned by or maintained by the state. “State highway” does not include a public highway operated by a public highway authority in accordance with the “Public Highway Authority Law”, part 5 of article 4 of title 43.
- (1.4) Nothing in this section applies to the use of automated vehicle identification systems for the purpose of collecting tolls, fees, or civil penalties in accordance with part 5 of article 4 of title 43 and section 43-4-808.
- (1.5) Except for the authorization contained in subsection (1.7) of this section, nothing in this section applies to a violation detected by an automated vehicle identification system for driving twenty-five miles per hour or more in excess of the reasonable and prudent speed or twenty-five miles per hour or more in excess of the maximum speed limit of seventy-five miles per hour detected by the use of an automated vehicle identification system.
- (1.6) Reserved.
- (1.7) Reserved.
- (2) A county, city and county, or municipality may adopt an ordinance authorizing the use of an automated vehicle identification system to detect violations of traffic regulations adopted by the county, city and county, or municipality, or the state, a county, a city and county, or a municipality may utilize an automated vehicle identification system to detect traffic violations under state law, subject to the following conditions and

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limitations and, as applicable, the requirements for state highways set forth in and any rules adopted by the department of transportation pursuant to subsection (2.5) of this section:

- (a) (I) Reserved.
- (II) If the state, a county, a city and county, or a municipality detects any alleged violation of a county or municipal traffic regulation or a traffic violation under state law through the use of an automated vehicle identification system, then the state, county, city and county, or municipality shall issue, or cause its vendor to issue, to the registered owner of the motor vehicle involved in the alleged violation, by first-class mail, personal service, or by any mail delivery service offered by an entity other than the United States postal service that is equivalent to or superior to first-class mail with respect to delivery speed, reliability, and price, a notice of violation:
 - (A) Within thirty days after the alleged violation occurred if the motor vehicle involved in the alleged violation is registered in the state; or
 - (B) Within sixty days after the alleged violation occurred if the motor vehicle involved in the alleged violation is registered outside of the state.
- (III) The notice of violation must contain:
 - (A) The name and address of the registered owner of the motor vehicle involved in the alleged violation;
 - (B) The license plate number of the motor vehicle involved in the alleged violation;
 - (C) The date, time, and location of the alleged violation;
 - (D) The amount of the civil penalty prescribed for the alleged violation;
 - (E) The deadline for payment of the prescribed civil penalty and for disputing the alleged violation; and

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- (F) Information on how the registered owner may either dispute the alleged violation in a hearing or pay the prescribed civil penalty.
- (IV) If the state, a county, a city and county, or a municipality does not receive the prescribed civil penalty or a written notice requesting a hearing to dispute the alleged violation by the deadline stated on the notice of violation, which deadline must not be less than forty-five days after the issuance date on the notice of violation, the state, county, city and county, or municipality shall issue, or cause its vendor to issue, by first-class mail, personal service, or by any mail delivery service offered by an entity other than the United States postal service that is equivalent to or superior to first-class mail with respect to delivery speed, reliability, and price, a civil penalty assessment notice for the alleged violation to the registered owner of the motor vehicle involved in the alleged violation no later than thirty days after the deadline on the notice of violation.
- (V) The civil penalty assessment notice must contain:
 - (A) The name and address of the registered owner of the motor vehicle involved in the alleged violation;
 - (B) The license plate of the motor vehicle involved in the alleged violation;
 - (C) The date, time, and location of the alleged violation;
 - (D) The amount of the civil penalty prescribed for the alleged violation;
 - (E) The deadline for payment of the prescribed civil penalty;
 - (F) Information on how to pay the prescribed civil penalty.
- (VI) If the registered owner of the motor vehicle fails to request a hearing to dispute the alleged violation by the deadline stated in the notice of violation, the registered owner waives any right to contest the violation or the amount of the prescribed civil penalty.

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- (VII) If the registered owner of the motor vehicle fails to pay in full the prescribed civil penalty by the deadline stated in the civil penalty assessment notice, a final order of liability shall be entered against the registered owner of the vehicle.
 - (VIII) Final orders may be appealed as to matters of law and fact to the county court in the county where the alleged violation or the municipal court in the municipality where the alleged violation occurred. The registered owner of the motor vehicle may assert in an appeal that a notice of violation served by first-class mail or other mail delivery service was not actually delivered. The appeal shall be a de novo hearing.
 - (IX) The state, a county, a city and county, or a municipality shall not initiate or pursue a collection action against a registered owner of a motor vehicle for a debt resulting from an unpaid penalty assessed pursuant to this section unless the registered owner is personally served the notice of violation or the final order of liability.
 - (X) If the registered owner of a motor vehicle involved in a traffic violation under state law or under traffic regulations adopted by a county, city and county, or municipality is engaged in the business of leasing or renting motor vehicles, the registered owner remains liable for payment of the civil penalty even if the registered owner was not driving the motor vehicle but may obtain payment from the lessor or renter of the motor vehicle and forward the payment to the state or the county, city and county, or municipality imposing the civil penalty.
- (b) Notwithstanding any other provision of the statutes to the contrary, the state, a county, a city and county, or a municipality shall not report to the department any conviction or entry of judgment against a defendant for violation of a county or municipal traffic regulation or a traffic violation under state law if the violation was detected through the use of an automated vehicle identification system.
 - (c) Reserved.

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- (d) (I) The state, a county, a city and county, or a municipality shall not use an automated vehicle identification system to detect a violation of part 11 of this article 4 or a local speed ordinance unless there is posted an appropriate temporary or permanent sign in a conspicuous place not fewer than three hundred feet before the area in which the automated vehicle identification system is to be used notifying the public that an automated vehicle identification system is in use immediately ahead. The requirement of this subsection (2)(d)(I) shall not be deemed satisfied by the posting of a permanent sign or signs at the borders of a county, city and county, or municipality, nor by the posting of a permanent sign in an area in which an automated vehicle identification system is to be used, but this subsection (2)(d)(I) shall not be deemed a prohibition against the posting of such permanent signs.
 - (II) Except as provided in subsection (2)(d)(I) of this section, an automated vehicle identification system designed to detect disobedience to a traffic control signal or another violation of this article 4 or a local traffic ordinance shall not be used unless the state, county, city and county, or municipality using such system conspicuously posts a sign notifying the public that an automated vehicle identification system is in use immediately ahead. The sign shall:
 - (A) Be placed in a conspicuous location not fewer than two hundred feet nor more than five hundred feet before the automated vehicle identification system; and
 - (B) Use lettering that is at least four inches high for upper case letters and two and nine-tenths inches high for lower case letters.
- (e) (I) If the state, county, city and county, or municipality implements a new automated vehicle identification system after July 1, 2023, that is not a replacement of an automated vehicle identification system:
 - (A) The agency responsible for the automated vehicle identification system shall publicly announce the

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implementation of the system through its website for at least thirty days prior to the use of the system; and

- (B) For the first thirty days after the system is installed or deployed, only warnings may be issued for violations of a county or municipal traffic regulation or traffic violation under state law detected by the system.
- (II) A state, county, city and county, or municipality may conduct an extended public information campaign or warning period for systems installed or deployed either before or after July 1, 2023.
- (f) Reserved.
- (g) (I) The state, a county, a city and county, or a municipality shall not issue a notice of violation or civil penalty assessment notice for a violation detected using an automated vehicle identification system unless the violation occurred within a school zone, as defined in section 42-4-615; within a residential neighborhood; within a maintenance, construction, or repair zone designated pursuant to section 42-4-614; along a street that borders a municipal park; or along a street or portion of a street that a county, city and county, or municipality, by ordinance or by a resolution of its governing body, designates as an automated vehicle identification corridor, on which designated corridor the county, city and county, or municipality may locate an automated vehicle identification system to detect violations of a county, city and county, or municipal traffic regulation or a traffic violation under state law.
 - (I.1) Reserved.
 - (I.2) Reserved.
 - (I.3) Before a county, a city and county, or a municipality designates an automated vehicle identification corridor on a state highway, the county, city and county, or municipality shall notify the department of transportation. If a county, city and county, or municipality designates an automated vehicle identification corridor on a state highway by ordinance or resolution before January 1, 2025, it may proceed without

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having provided this notification to the department of transportation.

- (1.4) After a county, city and county, or a municipality designates an automated vehicle identification corridor on a state highway, the county, city and county, or municipality shall coordinate with the department of transportation. Coordination must include demonstrating that the requirements set forth in subsection (2)(g)(1.7)(B) of this section have been met and, if needed, applying for a special use permit to install any devices or signage on department of transportation right-of-way if the segment of highway in question is maintained by the state. A county, city and county, or municipality shall alert the department of transportation when the automated vehicle identification corridor begins operations or permanently ceases operations on a state highway. The department of transportation shall notify the Colorado state patrol when a county, city and county, or municipality coordinates with the department of transportation to establish an automated vehicle identification corridor on a state highway.
- (1.5) Before a county, city and county, or municipality begins the operation of an automated vehicle identification system in an automated vehicle identification corridor on a county road, the county, city and county, or municipality shall notify the Colorado state patrol.
- (1.6) Before the state designates an automated vehicle identification corridor on a state highway located within the boundaries of a county, a city and county, or a municipality, and before the state begins operation of an automated vehicle identification corridor on a state highway, the state shall coordinate with the respective county, city and county, or municipality.
- (1.7) Before the state, a county, city and county, or municipality begins operation of an automated vehicle identification system in an automated vehicle identification corridor, the state, county, city and county, or municipality must:

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- (A) Post a permanent sign in a conspicuous place not fewer than three hundred feet before the beginning of the corridor; and
 - (B) Post a permanent sign not fewer than three hundred feet before each static camera within the corridor thereafter or a temporary sign not fewer than three hundred feet before any mobile camera; except that, for an automated vehicle identification corridor on which an automated vehicle identification system is used on transit vehicles for the purpose of detecting unauthorized use of a transit-only lane, post permanent signs at one-half mile or more frequent intervals; and
 - (C) Illustrate, through data collected within the past five years, incidents of crashes, speeding, reckless driving, or community complaints on a street designated as an automated vehicle identification corridor unless the automated vehicle identification system will be used exclusively to detect unauthorized usage of one or more transit-only lanes.
- (II) As used in this subsection (2)(g), unless the context otherwise requires, “residential neighborhood” means any block on which a majority of the improvements along both sides of the street are residential dwellings and the speed limit is thirty-five miles per hour or less.
 - (III) This subsection (2)(g) does not apply to an automated vehicle identification system designed to detect disobedience to a traffic control signal.
 - (IV) The state, a county, a city and county, or a municipality implementing an automated vehicle identification corridor pursuant to subsection (2)(g)(I) of this section shall publish a report on its website disclosing the number of citations and revenue generated by the automated vehicle identification corridor.
- (V) (A) Notwithstanding the provisions of subsection (2)(g)(I) of this section, the state may locate an automated vehicle identification system on a highway that is a

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part of the federal interstate highway system and may issue a notice of violation or a civil penalty assessment notice for a traffic violation under state law detected using the automated vehicle identification system.

- (B) A county, a city and county, or a municipality shall not locate an automated vehicle identification system or create an automated vehicle identification corridor on any highway that is a part of the federal interstate highway system.
- (h) The state, a county, a city and county, or a municipality shall not require a registered owner of a vehicle to disclose the identity of a driver of the vehicle who is detected through the use of an automated vehicle identification system. However, the registered owner may be required to submit evidence that the owner was not the driver at the time of the alleged violation.
- (2.5) (a) The state may use an automated vehicle identification system on any portion of a state highway. The department of transportation may promulgate rules to implement the provisions of this section relating to the use of automated vehicle identification systems by the department of transportation on state highways and prioritization for the use of automated vehicle identification systems by other entities on state highways, including but not limited to rules that:
 - (I) Specify prioritization criteria that the department of transportation will use to determine which entity is authorized to use an automated vehicle identification system if multiple entities seek authorization to use an automated vehicle identification system on the same portion of a state highway. The criteria must specify that the department of transportation must give preference to an entity that has the primary responsibility for regulation and enforcement of traffic restrictions on the portion of a state highway on which an automated vehicle identification system is to be used.
 - (II) Specify, consistent with the requirements of subsection (2)(a) of this section, the process that the state will use to notify a county, city and county, or municipality that the state will be using an automated vehicle identification system

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within its jurisdiction and the administrative and enforcement process that the department of transportation will use to administer, hear, and resolve a traffic violation detected through the use by the department of transportation of an automated vehicle identification system;

- (III) Establish, subject to the caps set forth in subsections (4)(b) and (4.5) of this section and any other provision of law, the amount of civil penalties imposed for traffic violations detected through the use by the department of transportation of an automated vehicle identification system;
 - (IV) Establish an administrative hearing process that complies with subsections (2)(a)(IV) through (2)(a)(VIII) of this section, including the ability to retain and contract with impartial hearing officers and the ability for impartial hearing officers to issue final orders required by subsection (2)(a)(VII) of this section; and
 - (V) Provide, consistent with this section, any additional requirements, guidance, or clarification that the department of transportation deems necessary or appropriate to implement this section.
- (b) It is the intent of the general assembly that the department of transportation consult with the Colorado state patrol when promulgating rules relating to the use of automated vehicle identification systems and before authorizing the use of an automated vehicle identification system by the state or a county, a city and county, or a municipality on any portion of a state highway. It is also the intent of the general assembly that the department of transportation consult with counties, city and counties, and municipalities when promulgating rules relating to the use of automated vehicle identification systems.
- (c) The provisions of this subsection (2.5) do not apply to an automated vehicle identification system on a state highway that a county, city and county, or municipality has implemented or designated by ordinance or resolution before January 1, 2025, or before the department of transportation adopts rules pursuant to subsection (2.5)(a) of this section, whichever occurs later. This subsection (2.5) does not require a county, city and county, or municipality to remove or stop the implementation of an automated

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vehicle identification system that was placed on any portion of a state highway or designated by ordinance or resolution before January 1, 2025, or before the department of transportation adopts rules pursuant to subsection (2.5)(a) of this section, whichever occurs later.

- (3) The department has no authority to assess any points against a license under section 42-2-127, C.R.S. upon entry of a conviction or judgment for a violation of a county or municipal traffic regulation or a traffic violation under state law if the violation was detected through the use of an automated vehicle identification system. The department shall not keep any record of such violation in the official records maintained by the department under section 42-2-121, C.R.S.
- (4)
 - (a) If the state, a county, a city and county, or a municipality detects a speeding violation of less than ten miles per hour over the reasonable and prudent speed under a county or municipal traffic regulation or under state law through the use of an automated vehicle identification system and the violation is the first violation by the registered owner that the state, county, city and county, or municipality has detected using an automated vehicle identification system, then the state, county, city and county, or municipality may mail the registered owner a warning regarding the violation, but the state, county, city and county, or municipality shall not impose any penalty or surcharge for such first violation.
 - (b)
 - (I) If the state, a county, a city and county, or a municipality detects a second or subsequent speeding violation under a county or municipal traffic regulation or under state law by the registered owner, or a first such violation by the registered owner, if the provisions of subsection (4)(a) of this section do not apply, through the use of an automated vehicle identification system, then, except as may be permitted in subsection (4)(b)(II) of this section, the maximum penalty that the state, county, city and county, or municipality may impose for such violation, including any surcharge, is forty dollars.
 - (II) If any violation described in subsection (4)(b)(I) of this section occurs within a school zone, as defined in section 42-4-615, C.R.S., the maximum penalty that may be imposed shall be doubled.

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- (III) Subsection (4)(b)(I) of this section does not apply within a maintenance, construction, or repair zone designated pursuant to section 42-4-614, C.R.S., or a school zone, as defined in section 42-4-615(2), C.R.S.
- (4.5) (a) If the state, a county, a city and county, or a municipality detects a violation of a county, city and county, or municipal traffic regulation or traffic violation under state law for disobedience to a traffic control signal through the use of an automated vehicle identification system, the maximum civil penalty that the state, a county, a city and county, or a municipality may impose for such violation, including any surcharge, is seventy-five dollars.
- (b) Subsection (4.5)(a) of this section does not apply within a maintenance, construction, or repair zone designated pursuant to section 42-4-614, C.R.S., or a school zone, as defined in section 42-4-615(2), C.R.S.
- (4.7) If a registered owner fails to pay a penalty imposed for a violation of a county or municipal traffic regulation or a traffic violation under state law detected using an automated vehicle identification system, the state, a county, a city and county, or a municipality shall not attempt to enforce such a penalty by immobilizing the registered owner's vehicle.
- (5) If the state, a county, a city and county, or a municipality has established an automated vehicle identification system for the enforcement of county or municipal traffic regulations or state traffic laws, then no portion of any fine collected through the use of such system may be paid to the manufacturer or vendor of the automated vehicle identification system equipment. The compensation paid by the state, county, city and county, or municipality for such equipment shall be based upon the value of such equipment and the value of any services provided to the state, county, city and county, or municipality and may not be based upon the number of traffic citations issued or the revenue generated by such equipment or services.
- (6) Reserved.
- (7) The state, county, city and county, or municipality and any vendor operating an automated vehicle identification system shall, unless otherwise provided in this section:

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- (a) Program the automated vehicle identification system to retain data only when a violation of a county or municipal traffic regulation or traffic violation under state law occurs;
 - (b) Treat all photographs and video collected by the automated motor vehicle identification system as confidential and exempt from disclosure and inspection pursuant to the “Colorado Open Records Act”, part 2 of article 72 of title 24;
 - (c) Not use, disclose, sell, or permit access to photographs, video, or personal identifiable data collected by the automated motor vehicle identification system except to the extent necessary to operate the program, including for purposes of processing violations, for other law enforcement purposes, for transferring data to a new vendor or operating system, or, pursuant to a court order, for use in unrelated legal proceedings; and
 - (d) Destroy any photographs and video of a violation collected by the automated vehicle identification system within three years after the final disposition of the violation unless the photographs or video are maintained in a separate system for other purposes allowed by law.
- (8) Notwithstanding any other provision of law, the aggregate amount of revenue, exclusive of court and operations costs, collected by the state as civil penalties for violations detected by automated vehicle identification systems must be credited to the state highway fund and used by the department only to fund road safety projects, as defined in section 43-4-803(21), C.R.S., of the type described in section 43-4-803(21)(b), C.R.S. The department shall prioritize funding to those road safety projects with the highest potential to reduce vulnerable road user injuries and fatalities while taking into account the planning capacity of each region.
- (3) Amendment of Section 225. Section 225 of the Model Traffic Code, concerning mufflers and prevention of noise, is hereby amended by the addition of a new Subsection (5) to read in its entirety as follows:
- (5) It shall be unlawful for the operator of a vehicle driving on any public or private street within the Town to use or employ the use of an auxiliary engine braking system.
 - (a) For purposes of this Section, an auxiliary engine break means any device mounted on or adjacent to the engine of a commercial motor

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vehicle which, when employed, reduces engine speed and causes the vehicle to slow without use of the vehicle's braking system.

- (b) This Subsection (5) shall not apply to authorized emergency vehicles employing an auxiliary engine break in the course of performing emergency response functions.
- (c) The Town will erect, or cause to be erected, street signage that identifies this Section's requirements.
- (d) The first violation of this Subsection (5) by any individual operator shall be punishable by a fine of up to five hundred dollars (\$500.00). A second violation by any operator shall be punishable by a fine of up to seven hundred and fifty dollars (\$750.00). A third or greater violation by any operator shall be punishable by a fine of up to the maximum fine amount authorized by Town Council.

- (4) Repeal and Replace Section 239. Section 239 of the Model Traffic Code is hereby repealed and replaced with the following language:

239. Use of a mobile electronic device.

- (1) As used in this section, unless the context otherwise requires:
 - (a) "Emergency" means a circumstance in which an individual:
 - (I) has reason to fear for the individual's life or safety or believes that a criminal act may be perpetrated against the individual or another individual, requiring the use of a mobile electronic device when the individual is driving a motor vehicle; or
 - (II) reports a fire, a traffic accident in which one or more injuries are apparent, a serious road hazard, a medical or hazardous materials emergency, or an individual who is driving in a reckless, careless, or unsafe manner.
 - (b) "First responder" means:
 - (I) a peace officer, as described in section 16-2.5-101, C.R.S.;
 - (II) a firefighter, as defined in section 29-5-203(10), C.R.S.;
 - (III) a volunteer firefighter, as defined in section 31-30-1102 (9)(a), C.R.S.;
 - (IV) an emergency medical service provider, as defined in section 25-3.5-103(8), C.R.S.; or

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- (V) any other individual who responds in a professional capacity to a public safety emergency.
- (c) "Hands-free accessory" means an accessory with a feature or function that enables an individual to use a mobile electronic device without using either hand, except to activate, deactivate, or initiate the feature or function with a single touch or single swipe.
- (d) (I) "Mobile electronic device" means a handheld or portable electronic device capable of providing voice communication between two or more persons, amusement, or the wireless transfer of data.
(II) "Mobile electronic device" does not include:
 - (A) a radio, citizens band radio, or citizens band radio hybrid;
 - (B) a commercial two-way radio communication device or its functional equivalent;
 - (C) a subscription-based emergency communication device;
 - (D) a prescribed medical device;
 - (E) an amateur or ham radio device; or
 - (F) systems that are designed for and installed within the vehicle's electronics, such as an in-vehicle security, navigation, communications, or remote diagnostics system.
- (e) "Operating a motor vehicle" means driving a motor vehicle on a public highway. "operating a motor vehicle" does not include maintaining the instruments of control of a motor vehicle while the motor vehicle is at rest in a shoulder lane or lawfully parked.
- (f) "Use" or "using" means:
 - (I) physically holding a mobile electronic device in the driver's hand or pinning a mobile electronic device to a driver's ear to conduct voice-based communication; except that an individual may use a speaker or other listening device that is built into protective headgear or a device or portion of a device that only covers all or a portion of one ear and that is connected to a wireless, handheld telephone as provided in section 42-4-1411, C.R.S.;

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- (II) watching a video or movie on a mobile electronic device, other than watching data related to the navigation of the motor vehicle; or
 - (III) writing, sending, or reading text-based communication, including a text message, instant message, e-mail, or internet data, on a mobile electronic device; except that text-based communication does not include:
 - (A) a voice-based communication that is automatically converted by the mobile electronic device to be sent as a message in written form; or
 - (B) communication concerning the navigation of a motor vehicle.
- (2) Except as specified in subsection (3) of this section, an individual shall not use a mobile electronic device while operating a motor vehicle.
- (3) It is not a violation of subsection (2) of this section to use a mobile electronic device:
- (a) to contact a public safety entity;
 - (b) during an emergency;
 - (c) when an employee or contractor of a utility is acting within the scope of the employee's or contractor's duties when responding to a utility emergency;
 - (d) when an employee or contractor of a city or county is acting within the scope of the employee's or contractor's duties as a code enforcement officer or animal protection officer; or
 - (e) during the performance of a first responder's official duties.
- (4) (a) Reserved.
- (b) (I) An individual charged with violating subsection (2) of this section shall not be convicted if the individual:
- (A) produces a hands-free accessory or proof of purchase of a hands-free accessory; and
 - (B) affirms under penalty of perjury that the individual has not previously had a charge dismissed under this subsection (4)(b).

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- (II) The court clerk may dismiss the charge if the clerk verifies that the individual has complied with both subsections (4)(b)(I)(A) and (4)(b)(I)(B) of this Section.
- (c) Reserved.
- (d) Reserved.
- (5) This Section does not apply to an individual with a commercial driver's license who is operating a commercial vehicle.
- (6) An individual operating a motor vehicle shall not be cited for a violation of subsection (2) of this section unless a law enforcement officer saw the individual use a mobile electronic device in a manner that caused the individual to drive in a careless and imprudent manner, without due regard for the width, grade, curves, corners, traffic, and use of the streets and highways and all other attendant circumstances, as prohibited by section 1402.
- (7) This section does not authorize the seizure and forfeiture of a mobile electronic device, unless otherwise provided by law.
- (5) Addition of Section 1214. The Model Traffic Code is further amended by the addition of a new Section 1214, entitled "Parking restrictions." to read as follows in its entirety:

1214. Parking restrictions.

- (1) Definitions. As used in this Section:
 - (a) *Owner*, when applied to a building or land, includes any part owner, joint owner, tenant in common, joint tenant or tenant by the entirety, of the whole or a part of such building or land.
 - (b) *Parking* means stopping, standing, parking, locating or leaving unattended in any other manner any vehicle or trailer under any circumstances.
 - (c) *Public parking area* means any parcel of property located in the Town, owned by the Town and designated by the Town for use by the public for the temporary storage of automobiles.
 - (d) *Resident* means a person who maintains their principal place of residence within the Town, either by owning, renting, or occupying a dwelling on a permanent or semi-permanent basis.
 - (e) *Street* or *streets* means any highway, alley, street, right-of-way, avenue, lane, court, place, square cover curb, bridge, viaduct, underpass, overpass, tunnel, causeway or other public way in the

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Town which has or may hereinafter be designated as open to public use, or such other properties so designated in any law of this State, including the entire width of every dedicated public right-of-way owned or controlled by the Town, it being determined that the entire right-of-way and any such public way and any part thereof is open to the use of the public as a matter of right for the purpose of motor vehicle travel. Motor vehicle travel does not include parking as defined in this Section.

- (f) *Trailer* includes boat trailers, travel trailers, pickup campers (whether or not attached to a vehicle), coaches (designed to be mounted on automotive vehicles), motorized dwellings, tent trailers and the like.
 - (g) *Vehicle* means any device which is capable of moving itself, or being moved, from place to place upon wheels or endless tracks, with or without a motor. Such term includes bicycles and snowmobiles, but does not include wheelchairs.
 - (h) *Vessel* means every description of watercraft used or capable of being used as a means of transportation of persons and property on the water, other than single-chambered air-inflated devices or seaplanes.
- (2) Parking on private property.
- (a) It is unlawful for a person to park a vehicle on any private property which has been designated and marked as provided in this Section.
 - (b) The owner or lessee of any private property within the Town may file a request in writing with Town law enforcement that certain parking spaces be designated and marked as "HANDICAP PARKING" only. Upon approval of such request, at the determination of the Town law enforcement, the owner or lessee may install, at the owner's or lessee's expense and pursuant to Town direction and specification, "HANDICAP PARKING" signs on the property, and the Town may ticket and/or tow vehicles parked thereon in the same manner as applicable to handicap parking only areas on Town streets and property. Such marked handicap parking spaces shall comply with the requirements of subsection (6).
 - (c) The owner or lessee of any private property within the Town may file a request in writing with Town law enforcement that the designated fire lanes on that property be designated and marked as "NO PARKING." Upon approval of such request, at the

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determination of Town law enforcement, the owner or lessee may install, at the owner's or lessee's expense and pursuant to Town direction and specification, "NO PARKING" signs on the designated fire lanes on that property, and the Town may ticket and/or tow vehicles parked thereon in the same manner as applicable to no-parking areas on Town streets and property.

- (d) Such property shall be and remain private property subject to enforcement for compliance with all Town ordinances, regulations and standards for private parking facilities.
- (3) Street Parking.
- (a) It is unlawful for any person to occupy any trailer when located or parked on any street in the Town, for the purpose of using such trailer as a permanent or temporary residence on an overnight basis.
 - (b) It is unlawful for any person to park or locate any vehicle or trailer on any street in the Town.
 - (c) It is not a violation of this subsection (3) for a resident, or a guest of a resident, to park a vehicle on the street in the area designated as "Loveland Pass Village," which includes Razor Drive, Razor Court, Miesel Drive, and West Hanen Road. For purposes of this subsection (3)(c), the resident must be a resident of Loveland Pass Village.
- (4) Public Parking Lots.
- (a) It is unlawful for any person to occupy any vehicle or trailer as a temporary residence on an overnight basis in any public parking area or public parking lot in the Town, except where specifically authorized by the Town Council, or where authorized by a special parking permit issued by Town law enforcement.
 - (b) It is unlawful for any person to occupy any vehicle or trailer as a permanent residence on an overnight basis in any public parking area or public parking lot in the Town.
 - (c) No vehicle or trailer may be parked or located on any public parking area or public parking lot in the Town between the hours of 2:00 a.m. and 6:00 a.m., except:
 - (1) Parking is allowed in the marked and designated parking lots allowing for overnight parking; and

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- (2) Parking is allowed pursuant to a special parking permit issued by Town law enforcement.
- (d) It is unlawful for any person to park or locate trailer not attached to a vehicle in any public parking area or lot.
- (5) Parking on vacant lots prohibited.
 - (a) It is unlawful for the owner of any vacant lot or parcel located in the Town to permit the parking or storage of trailers, whether for a fee or otherwise, at any time, upon such lot or parcel.
 - (b) This Section shall not be construed to prohibit the parking of construction trailers on vacant lots during the period of construction of a structure on such lot.
- (6) Marking of handicap parking spaces.

Handicap parking spaces shall be adequately and clearly marked, which shall require, at a minimum, the following:

- (a) An official upright sign, which may be stationary or portable, which sign is clearly visible to a person driving a motor vehicle considering parking in the space;
 - (b) A marking on the surface of the parking space designating the location, perimeters and restricted use of the space either by words, wheelchair symbol or color markings; and
 - (c) Removal of snow, ice and debris that interferes with the identification of the space as a handicap parking space.
- (7) Authority of Town law enforcement to prohibit parking.

The Town law enforcement is granted the authority to determine and designate certain streets and rights-of-way, or portions thereof, where it shall be illegal to park a vehicle of any type, and to further designate the hours and times such parking shall be prohibited. Such determination and designation shall be evidenced by a sign setting forth the parking prohibition, posted in accordance with this Code and the Model Traffic Code adopted by the Town. Once such sign is posted, it is unlawful for any person to park a vehicle of any type on the designated street or right-of-way, or portions thereof, during the designated hours and times.

- (8) Towing and storage; charges.

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Any vehicle or trailer violating the prohibitions set forth in this Article may be towed and stored at the option of the Town, provided such towing and storage from private property shall comply with applicable provisions of state law. Town-owned parking areas and lots shall not be considered private property for purposes of this Section and state law. In the event a vehicle or trailer is towed, to the extent permitted by applicable state law, the owner of the vehicle or trailer shall be charged a fee for the cost of the towing and shall further be charged a fee for the cost of the storage of the vehicle or trailer. The towing and storage of a vehicle or trailer shall be a remedy available to the Town in addition to and separate from the Town's right to charge the owner or operator of the vehicle or trailer with a violation of this Article.

(9) Driver and owner liability for violations.

No driver shall stop or park a vehicle and no owner of a vehicle shall fail to prevent the stopping or parking of that vehicle in violation of any of the prohibitions or requirements of this Section 1214. It shall constitute prima facie evidence that the registered owner of the vehicle in violation was the person who stopped or parked the unattended vehicle. In any event, both the owner and the driver are jointly and severally liable for any such violation. Vehicles parked in violation of this Article may be ticketed, towed and impounded as provided by subsection (8) and applicable state law.

(6) Section 1406(5) of the *Model Traffic Code* is hereby deleted.

(7) Repeal and Replace Section 1503. Section 1503 of the Model Traffic Code, concerning operating motorcycles and autocycles on roadways is hereby repealed and replaced with a new Section 1503 that is consistent with the state law adopted by the Colorado General Assembly in 2024 pursuant to SB 24-079 as follows:

1503. Operating motorcycles and autocycles on roadways laned for traffic.

- (1) All motorcycles are entitled to full use of a traffic lane, and no motor vehicle shall be driven in such a manner as to deprive any motorcycle of the full use of a traffic lane. This subsection (1) shall not apply to motorcycles operated two abreast in a single lane.
- (2) The driver of a motorcycle or autocycle shall not overtake or pass in the same lane occupied by the vehicle being overtaken.

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- (3) (a) A person shall not drive a motorcycle or auticycle between lanes of traffic or between adjacent lines or rows of vehicles.
- (b) (I) Notwithstanding subsections (2) and (3)(a) of this section, the driver of a two-wheeled motorcycle may overtake or pass another motor vehicle in the same lane as the motorcycle if:
 - (A) The overtaken or passed motor vehicle is stopped;
 - (B) The motor vehicles in the adjacent lanes, if the lanes are for the same direction of travel as the lane occupied by the two-wheeled motorcycle, are stopped;
 - (C) The driver of the two-wheeled motorcycle is on a road with lanes wide enough to pass safely;
 - (D) The passing motorcycle is driving at fifteen miles per hour or less; and
 - (E) Conditions permit prudent operation of the motorcycle while overtaking or passing.
- (II) When the motor vehicles that are being overtaken or passed by the two-wheeled motorcycle begin moving, the driver of the motorcycle shall cease overtaking or passing a motor vehicle pursuant to subsection (3)(b)(I) of this section.
- (III) A person overtaking or passing pursuant to this subsection (3)(b) shall not overtake or pass:
 - (A) On the right shoulder;
 - (B) To the right of a vehicle in the farthest right-hand lane if the highway is not limited access; or
 - (C) In a lane of traffic moving in the opposite direction.
- (4) Motorcycles shall not be operated more than two abreast in a single lane.
- (5) Subsections (2) and (3) of this section shall not apply to police officers in the performance of their official duties.

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- (8) Section 1701 of the Model Traffic Code, concerning the classification of traffic offenses and schedule of fines, is amended to read in its entirety as follows:

1701. Classification of Traffic Violations - Schedule of Fines.

- (1) Except as set forth herein, it is a traffic infraction for any person to violate any of the provisions of the *Model Traffic Code*, 2024 edition, as adopted by the Town. Such a traffic infraction shall constitute a civil matter for which there is not a right to a trial by jury.
- (2) All traffic violations for which six (6) or greater points are assessed against the driving license of a violator by the Department of Motor Vehicles for the State shall constitute criminal traffic offenses. Additionally, the offenses listed in subparagraphs (a) and (b) below for which fewer than six (6) points are assessed against the driving license of a violator by the Department of Motor Vehicles for the State shall constitute criminal traffic offenses. The following violations are criminal traffic offenses:
 - (a) Violations of *Model Traffic Code*) involving driving twenty-five (25) miles or more in excess of the lawful speed limit.
 - (b) Violations of *Model Traffic Code* Sections 1105 (Speed contests), 1401 (Reckless driving), 1402 (Careless driving), 1409 (Compulsory insurance), 1413 (Eluding or attempting to elude a police officer) or 1903 (School buses - stops - signs -passing).
- (3) Traffic infractions as provided in this Code shall be subject to a maximum penalty of a fine not to exceed the fine amount set forth by ordinance. Costs, surcharges and fees as authorized by law or by ordinance may be added to the fine.
- (4) Criminal traffic offenses as provided in this code shall be subject to a maximum penalty of one (1) year of imprisonment or the maximum fine amount authorized by Town Council, or both. Cost, surcharges, and fees as authorized by law may be added to the penalty.
- (5) Notwithstanding the maximum penalties established by subsections (3) and (4) above, the Court is authorized to impose conditions and requirements other than fines and/or imprisonment, including by way of example and not limitation, required attendance of an organized class on traffic safety or defensive driving, as part of a sentence for a traffic infraction or traffic offense.
- (6) Pursuant to CMCR 210(b)(4), the court may by order, which may from time to time be amended, supplemented, or repealed, designate the violations, the penalties for which may be paid at the office of the Municipal Court Clerk.

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- (9) Section 1702 of the *Model Traffic Code* is deleted.
- (10) Section 1705 of the *Model Traffic Code* is deleted and replaced with the following:

1705. Person arrested for violation.

Whenever any person is arrested by a police officer for any violation of this code, the Town law enforcement will follow its policies and procedures and this code as they pertain to summons and complaint and bond issues.

- (11) Subsection (3) of Section 1709 is hereby deleted and references contained in Section 1709 to “county court” shall be amended to read “municipal court.”
- (12) Part 18 of the *Model Traffic Code* is deleted.

Section 4. Penalties.

The following penalties shall apply to violations of the *Model Traffic Code* as adopted in this article:

- (1) All violations of the Model Traffic Code, as modified and adopted by the Town, except violations of Sections 1401, shall be punishable by a fine of not more than two thousand six hundred fifty dollars (\$2,650.00). No imprisonment shall be imposed for such violations.
- (2) Violations of Sections 1401 of the Model Traffic Code, as modified and adopted by the Town, shall be punishable by a fine of not more than two thousand six hundred fifty dollars (\$2,650.00) or by imprisonment for not more than three hundred sixty-four (364) days, or by both such fine and imprisonment.

Section 5. Interpretation.

This Article shall be so interpreted and construed as to effectuate its general purpose to conform with the State's uniform system for the regulation of vehicles and traffic. Article and section headings of the Article and adopted Model Traffic Code shall not be deemed to govern, limit, modify or in any manner affect the scope, meaning or extent of the provisions of any article or section thereof.

Section 6. Effect of Conflict.

The *Model Traffic Code* adopted constitutes a comprehensive system of regulation and enforcement dealing with vehicles and traffic. In the event that any provision

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contained in this Ordinance is in conflict with applicable state statutes which are deemed to supersede any municipal ordinance, the provision of the applicable state statute shall be controlling. In the event of any conflict between the *Model Traffic Code* and other ordinances, the Town's ordinances shall control unless state law provides that the specific provision of the *Model Traffic Code* supersedes any municipal ordinance in conflict therewith.


Section 7. Severability. Should any one or more sections or provisions of this Ordinance be judicially determined invalid or unenforceable, such judgment shall not affect, impair, or invalidate the remaining provisions of this Ordinance, the intention being that the various sections and provisions are severable.

Section 8. Codification. This ordinance may be codified and numbered for purposes of codification without the need for further approval by the Town Council.

Section 9. Effective Date. The Ordinance shall be effective on January 1, 2025.

INTRODUCED, READ AND PASSED AS AN ORDINANCE, ON FIRST READING, AND SCHEDULED FOR PUBLIC HEARING ON NOVEMBER 12, 2024, AT A REGULAR MEETING OF THE TOWN COUNCIL OF THE TOWN OF KEYSTONE, COLORADO, THIS

8TH DAY OF October, 2024.

Signed by:


FFCC105F18734F9
Kenneth D. Riley, Mayor

ATTEST:

DocuSigned by:


04E4BE3F50A1424...
Town Clerk

APPROVED AS TO FORM:

Signed by:


8975199AA1B74EC
Town Attorney

Ordinance No. 2024-O-12
Page 28 of 28

I hereby certify that the above Ordinance was introduced to the Town Council of the Town of Keystone at its meeting of October 8, 2024 and ordered published two times by the Summit Daily on October 25, 2024, and on November 11, 2024, and in full on the Town web site.

DocuSigned by:
Madeleine Sielv
ATTEST: _____
04E4BE3F50A1424...

By: Town Clerk or Deputy Town Clerk

SEAL



READ, PASSED AND ADOPTED WITH A ROLL CALL VOTE OF 7 IN FAVOR AND 0 OPPOSED ON SECOND READING, AT A REGULAR MEETING OF THE TOWN COUNCIL OF THE TOWN OF KEYSTONE, COLORADO, THIS 12th DAY OF NOVEMBER, 2024.

Signed by:
Kenneth D. Riley

FFCC105F18734F9
Kenneth D. Riley, Mayor

ATTEST:

DocuSigned by:
Madeleine Sielv

04E4BE3F50A1424...
Town Clerk

APPROVED AS TO FORM:

Signed by:
Jennifer Madsen

89751994A1B74EC...
Town Attorney

Appendix Part A. Instructions For Adopting The Model Traffic Code By Reference

(Based on parts 1 and 2 of article 16 of title 31 and part 4 of article 15 of title 30; and on section 43-2-135(1)(g))

1. Adopting Ordinance (see specimen)

(a) Form and Content. The form and content of the adopting ordinance should be patterned as closely as possible after the specimen.

(b) Exceptions. Any and all sections of the Code that are inapplicable to the municipality or county and are thereby to be deleted must be enumerated in the adopting ordinance.

(c) Penalties. Any penalties shall be subject to sections 31-16-204 or 30-35-404.

2. Introduction:

The Board of Trustees, City Council or Board of County Commissioners shall meet and introduce the adopting ordinance.

3. Notice of Hearing: (see specimen)

After introduction of the adopting ordinance the Board of Trustees, City or Town Council, Board of County Commissioners must schedule a public hearing and give notice of such hearing. Notice of the hearing shall be published twice in a newspaper published or having a general circulation in the municipality, once at least eight days preceding the hearing, and once at least fifteen days preceding the hearing. If there is no such newspaper the notice shall be posted in the same manner as provided for the posting of a proposed ordinance.

4. Content of Notice:

The notice of public hearing shall state the time and place of the hearing and shall also state that copies of the Code, being considered for adoption, are on file at the office of the City (Town) Clerk or County Clerk and are open to public inspection during regular business hours. The notice shall also contain brief explanation of the purpose of the Code, the subject matter, the name and address of the agency by which it has been developed, and the date of publication of the Code. See sections 30-35-403 or 31-16-203.

5. Copies of Code:

A link to the current CDOT Model Traffic Code must be posted online along with a link to an accessible pdf of the Model Traffic Code adopted by the City (Town) Clerk or County Clerk. Not fewer than three copies of the Code, all certified to be true copies by the City (Town) Clerk or County Clerk, shall be filed in the Clerk's office fifteen days preceding the public hearing. The current CDOT Model Traffic Code, along with an electronic copy adopted by the City (Town) Clerk or County Clerk will be available online, without charge. The current CDOT Model Traffic Code is available here:

<https://www.codot.gov/safety/traffic-safety/assets/documents>

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I hereby certify that the above Ordinance was introduced to the Town Council of the Town of Keystone at its meeting of October 8, 2024 and ordered published two times by the Summit Daily on October 25, 2024, and on November 11, 2024, and in full on the Town web site.

DocuSigned by:
Madeleine Sielv
ATTEST: _____
04E4BE3F50A1424...

By: Town Clerk or Deputy Town Clerk

SEAL



READ, PASSED AND ADOPTED WITH A ROLL CALL VOTE OF 7 IN FAVOR AND 0 OPPOSED ON SECOND READING, AT A REGULAR MEETING OF THE TOWN COUNCIL OF THE TOWN OF KEYSTONE, COLORADO, THIS 12th DAY OF NOVEMBER, 2024.

Signed by:
Kenneth D. Riley

FFCC105F18734F9
Kenneth D. Riley, Mayor

ATTEST:

DocuSigned by:
Madeleine Sielv

04E4BE3F50A1424...
Town Clerk

APPROVED AS TO FORM:

Signed by:
Jennifer Madsen

89751994A1B74EC...
Town Attorney

Ad #: JbPffWGV103GHHbtqxlm
Customer: Madeleine Sielu

AFFIDAVIT OF PUBLICATION

State of Texas, County of Bexar, ss:

Laquansay Nickson Watkins, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC, duly authorized agent of Summit County Journal and Summit Daily News, that the same weekly newspaper printed, in whole or in part and published in the County of Summit, State of Colorado, and has a general circulation therein; that said newspaper has been published continuously and uninterruptedly in said County of Summit for a period of more than fifty-two consecutive weeks next prior to the first publication of the annexed legal notice or advertisement; that said newspaper has been admitted to the United States mails as a periodical under the provisions of the Act of March 3, 1879, or any amendments thereof, and that said newspaper is a weekly newspaper duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado.

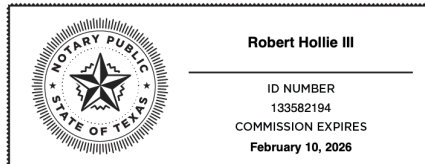
That the annexed legal notice or advertisement was published in the regular and entire issue of every number of said weekly newspaper for the period of 2 insertions; and that the first publication of said notice was in the issue of said newspaper dated 25 Oct 2024, 1 Nov 2024 in the issue of said newspaper. That said newspaper was regularly issued and circulated on those dates.

Total cost for publication: \$91.96

(Signed) Laquansay Nickson Watkins

VERIFICATION

State of Texas
County of Bexar



Subscribed in my presence and sworn to before me on this: 11/01/2024



Notary Public
Electronically signed and notarized online using the Proof platform.

NOTICE IS HEREBY GIVEN that the Town Council of the Town of Keystone, Colorado will conduct a public hearing on Tuesday, November 12, 2024, at 7:00 p.m. regarding **Ordinance 2024-O-12, A AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF KEYSTONE, COLORADO, ADOPTING BY REFERENCE THE 2024 EDITION OF THE MODEL TRAFFIC CODE OF COLORADO PROMULGATED BY THE COLORADO DEPARTMENT OF TRANSPORTATION WITH AMENDMENTS, AND SETTING FORTH IN FULL THE PENALTY PROVISIONS FOR VIOLATIONS THEREOF.**

The public hearing will be held in person at 1628 Sts John Rd, Keystone, Colorado 80435. Copies of Ordinance No. 2024-O-12 are available for inspection by the public on the Town's website: keystone.colorado.gov. Copies of the 2024 edition of the Model Traffic Code are on electronic file with the Town Clerk and are available for public inspection. The 2024 edition of the Model Traffic Code is published by the Colorado Department of Transportation, Traffic Engineering and Safety Branch, 2829 W. Howard Place, Denver, Colorado 80204. The subject matter of the Model Traffic Code relates primarily to comprehensive traffic control regulations. The purpose of the Ordinance and the Model Traffic Code is to provide a system of traffic regulations consistent with state law and generally conforming to similar regulations throughout the state and the nation. Interested parties may file written comments with the Town Clerk, at: clerk@keystoneco.gov or via mail at: 1628 Sts John Rd, Keystone, CO 80435, and must be received by 1pm on November 12, 2024. Any written comments received will be read into the record during the Public Hearing. Citizens wishing to speak during the Public Hearing must attend the Town Council Regular Meeting which will be held on November 12, 2024, at 7:00 p.m. at 1628 Sts John Rd, Keystone, CO 80435.

PUBLISHED IN THE SUMMIT COUNTY JOURNAL ON FRIDAY, OCTOBER 25, 2024 AND FRIDAY, NOVEMBER 1, 2024.