

**Minutes of the
TRANSPORTATION ADVISORY COMMITTEE
July 9, 2014
8:30 a.m.**

Community Room of the Pueblo Municipal Justice Center, 200 S. Main St.

Agenda Items Marked With * Indicate Additional Materials Were Included In Packet

1. *Call Meeting to Order*

Chairman: Scott Hobson

Time of Call: 8:46 am

MPO Members Present: Reyna Quintana, Scott Hobson

TAC Members Present: Alf Randall, Dan Centa, Don Bruestle, Wendy Pettit

CAC Members Present: Kristen Castor, Salvatore Piscitelli, Joan Armstrong, Michael Snow

Others Present:

2. *Introductions and Public Comments (non-agenda items only).*

No introductions. Scott mentioned the fact that the Police Community Room is not available for the September meeting. The conference room in the old council chambers on B Street which is now the HR office is being looked into for the September meeting.

3. *Approval of Minutes of the regular meeting held on June 4, 2015**

Alf Randall noticed that items number 4 & 5 on the June minutes stated there were no Policy or Administrative Notifications for September. A correction was made as there were no Policy or Administrative Notifications for June.

Motion to Approve: *Joan Armstrong*

Second: *Salvatore Piscitelli*

Unanimous

4. *CDOT Region II TIP/STIP Regular Agenda Item(s)*

There were no Policy Notifications for July.

5. *CDOT Region II TIP/STIP Administrative Notification*

There were no Administrative Notifications for July

6. *Comments on Chapter 1, 5, and 10 of the Long Range Transportation Plan*

Scott discussed Chapters 1, 5 and 10 and how we have been completing reviews of these chapters. He stated that he would send comments made to the TAC. He also said that once all chapters are complete, we will compile a whole document to be reviewed.

No further comments on these 3 chapters by the TAC.

7. *Review of Chapters 2, 3, and 8 of the Long Range Transportation Plan**

Dan Centa asked the TAC to look at table 2.1. He asked if there is a comparison to see if Pueblo is at, above or below other cities when it comes to modes of travel. Scott answered that we should be able to pull data for other front range cities and run a comparison. The group recommended looking at all modes including transit to see how we compare. Salvatore Piscitelli mentioned the article in the paper

regarding shutting down some of the bus routes for maintenance. He wanted to know why we would do that. Dan Centa answered that this all due to a grant several years back. For the purchase of several new buses at one time. Now all those buses are breaking down and need to be maintained. Scott mentioned that we will be adding the capital replacement plan for the buses to chapter 2.

Dan Centa pointed out the graphic on page 4 of chapter 2. The graphic seems to show the wrong impression as it looks like we are getting a large influx of people from Canon City while in reality the majority of people are heading north. He suggested revising the graphic to show 4 directions because people are very visual and we want the graphic to be easy to read. Don Bruestle had a question regarding the last sentence on page 4 which states "...92% of Pueblo West residents work outside the city." He wondered if the word "city" is in reference to Pueblo West because Pueblo West is not a city. Scott stated this is something we need to look into. And that we may need to break down the numbers from the graphic into percentages in each direction. Table 2.2 on page 4 brought confusion to the ratio of residents to workers. Scott replied that we do need more clarification on the residents vs. workers categories and we may need to talk to Don Vest about the numbers.

Dan Centa made a general comment regarding all the graphics and that they need to be clearer and are currently very blurry. Scott mentioned that there is a template for maps to be redone.

Wendy Pettit wanted to review the graphic on page 8. She stated the numbers need to be referenced to what they are. Scott asked if we even want this graphic in the plan and the TAC replied that it is valid but the numbers need to be referenced on a list.

In reference to page 11 of chapter 2 Dan Centa asked how we all of a sudden jumped to CDOT without including city and county information for pavement condition. He stated we need to include all three entities. Alf Randall wondered where the information came from and what it is being used for. He gave an example that SH47 is currently under construction yet table 2.3 on said page shows this particular highway have 100% of high to moderate drivability class. In addition SH233 was overlaid last year yet the table shows it having 0% of high to moderate drivability class. Scott replied that the data came directly from CDOT. He suggested possible using a Pie Chart for the pavement condition for each of the three entities. Alf Randall said he was uncomfortable putting that much attention to pavement condition because it implies that it is the only way projects are prioritized when so much more goes in to it than that. There needs to be an overall discussion on all that gets measured to show what all goes into prioritizing projects. Dan Centa suggested maybe a series of Pie Charts to compare 4 different categories (congestion, accidents, bridge conditions and pavement conditions) for all three entities. He also suggested moving this section as it seems out of place in the chapter.

Dan Centa reviewed page 22 of chapter 2 and asked if the number of ramps installed is representing just the city of Pueblo ramps installed. Then asked about the ramps installed via developer projects, CDOT projects and county projects. Reyna informed the TAC that she was the one to obtain the ramp data and it is just for the City of Pueblo. The city Public Works department does not have data on other types of projects. Wendy Pettit said that Ajin from CDOT might know how many curb ramps from CDOT projects have been installed. Michael Snow mentioned that the data regarding ramps is missing 2008 information. Scott suggested writing some text in the chapter stating that there are multiple ways the ramps are chosen to be replaced but that this list is only representative of city projects. There are other entities that install ramps throughout the city.

Dan Centa mentioned the sentence on page 27 within chapter 2 that says "In 2009, several bike racks were installed throughout the downtown area by the Pueblo Downtown Association with more racks planned to be added by the Urban Renewal Authority in 2011." He found it odd that it is now 2015 and the sentence is referring to plans for 2011, he feels this needs to be re-worded.

Dan Centa, in reference to page 29 in chapter 2 had a question regarding the accuracy of the data on the number of jobs and total wages for the airport. The data was from the 2003 study by the CDOT Aeronautics Division and is outdated. A more recent study from the CDOT Aeronautics Division should be obtained to provide more accurate data.

Within chapter 3 a general comment was made by Alf Randall regarding the maps not showing the urbanized area which is shown in the legend. Scott mentioned that in addition, the city boundary makes the maps hard to read. Michael Snow asked if the graphics will be clearer in the final document. Reyna replied the graphics will be clearer and many are being used as place holders.

Alf Randall stated that he has major issues with chapter 8. Page 7, table 8.5 seems to show some private projects within the state and federal funded project section which creates an inaccurate dollar amount. Reyna confirmed that essentially what needs to be done is for some of the projects from table 8.5 to be moved to table 8.6. One other concern from table 8.5 that Alf brought to the TACs attention was that Joe Martinez is shown as being separate from the West Pueblo Connector, but he thought we were not separating the two. Wendy suggested meeting with Maureen from HDR and Ajin from CDOT to discuss these projects. Scott stated we were having a meeting next week with CDOT and HDR and will include Wendy in the meeting request.

Michael Snow mentioned that on page 4 of chapter 8 the text implies that CIP projects are committed. However CIP projects are not committed until they become a project in the TIP. Wendy suggested stating that there are CIP and STIP projects and every year projects move to the TIP where they become committed.

Scott mentioned we will be having several public meetings for the Long Range Transportation Plan. The first will be at Rawlings Library the week of July 27th.

8. Revised List of Projects and Roads for the Long Range Transportation Plan*

Postponed until the next meeting

9. PowerPoint Presentation of Model with Fiscally Constrained Project Changed*

Postponed until the next meeting

10. Staff Reports

-Proposed Staffing Update

- **Transportation Planning Technician**

Scott stated that we are getting the go ahead for the Technician position from Council.

- **Transportation Program Manager**

Scott said he has the description for the manger position but will be discussing this with the PACOG Board before the city will put the job description out for the public.

11. Items from TAC members or scheduling of future agenda items

The new Transportation bill has gone through the Senate. It proposes adding funds of 10 to 15 percent from metropolitan planning. It also recommended and 80% reduction for Tiger Grants.

Adjournment

Chairman Scott Hobson adjourned the meeting at 10:34 a.m.