



**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION (TAC)
May 9, 2023
9:00 a.m.**

Zoom - <https://pueblo.zoom.us/j/94613129536>
Meeting ID: 946 1312 9536
Password: 598875
Dial by your location
+1 669 900 6833 US (San Jose)
+1 253 215 8782 US (Tacoma)

Address - 211 E D Street, Pueblo, CO 81003

**Agenda items marked with * indicate additional materials are included in the packet.
Agenda items marked with ** indicate additional materials will be sent out later.**

Individuals requiring Special Accommodations should notify the City MPO's Office (719) 553-2242 by Noon on the Friday preceding the meeting.

- 1. Call Meeting to Order**
- 2. Self-Introductions and Public Comments (non-agenda items only)**
- 3. Approval of Minutes
April 11, 2023 Minutes*
Action Required: Approve/Disapprove**
- 4. CDOT Region 2 request(s) for PACOG MPO/TPR TIP amendment(s)*
FY 2023 - 2027 Transportation Improvement Program
Administrative notification to roll forward:**
 - a) TIP Amend: #2023.016
Administrative Action:
Project Name: US50 West
STIP Number: SPB7004.999
Project Location and Description: US50A Pueblo Regional Pond G at MP 309.5
Fund Source(s): Region 2 FY25 Permanent Water Quality (PWQ) Pool
Federal Program Funds: \$ 128,325
State Matching Funds: \$ 26,675
Local Matching Funds: \$
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$ 155,000
Adding additional funds:
\$155,000 in additional funds are required due to design quantity errors and additional dewatering.

b) TIP Amend: #2023.017

Project Name: Safe Streets For All, Action Plan

STIP Number: TBD

Project Location and Description: Planning Grant

Fund Source(s): SS4A Federal funds FY 22

Federal Program Funds: \$ 681,600

State Matching Funds: \$

Local Matching Funds: \$ 174,400

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 852,000

Adding additional funds:

\$852,000 for Safe Streets for Action Plan

c) TIP Amend: #2023.018

Project Name: FTA G-30 Transit Operating Funds

STIP Number: TBD

Project Location and Description: Planning Grant

Fund Source(s): FTA G-30 5307 FY 22

Federal Program Funds: \$ 2,804,939

State Matching Funds: \$

Local Matching Funds: \$ 1,688,925

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 4,493,864

Action Requested: Informational

5. Complete Streets Walk Audit

What to expect and why you should come

Action Requested: Informational

6. HSIP Grant update*

Action Requested: Informational

7. HB 1101 & SB 213 - Jamie Grim**

Action Requested: Informational

8. Bike to Work Day – June 28th

Action Requested: Informational

9. PACE Public Meeting – June 7th

Rawlings Library – Bret Kelly B Room at 5:15 p.m.

Action Requested: Informational

10. Other Local Agencies Updates

Action Requested: Discussion

11. CDOT Updates

211 East "D" Street Pueblo, CO 81003-4132 Phone: (719) 553-2259

FAX: (719) 553-2359

E-mail: pueblo_mpo@pueblo.us

Requested: Informational

- 12. Federal Highway and Federal Transit Updates (If needed)**
Action Requested: Informational
- 13. Next TAC – June 13, 2023 - Planning Conf Room 211 E D St 81003**
Action Requested: Informational
- 14. Items from TAC Members or scheduling of future Agenda Items**
Roundtable Discussion
- 15. Adjourn at or before 11:00 am**

**Meeting minutes of
the TRANSPORTATION ADVISORY COMMISSION
(TAC)
April 11, 2023
9:00 a.m.**

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Individuals requiring Special Accommodations should notify the City MPO's Office (719) 553-2242 by Noon on the Friday preceding the meeting.

1. Call Meeting to Order

Chairwoman: Eva Cosyleon

Time of Call: 9:01 a.m.

MPO Members Present: Eva Cosyleon, Hannah Haurert

TAC Members Present: Aaron Willis, Greg Pedroza, Lachelle Davis, Rob Frej, Geoff Guthrie, Shawn Winters, Melanie Turner

CAC Members Present: Don Bruestle, Cheryl Spinuzzi

Others Present: Macario Torrez, Laurel Jones, Wendy Pettit, Glenn Krause, Tanis Manseau

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

Wendy Pettit is from Pueblo County.

3. Approval of Minutes

March 14, 2023 Minutes*

Motion to Approve: Cheryl Spinuzzi

Second: Don Bruestle

Unanimous:

4. Hwy 50 & Purcell / Drew Dix & Dillon project* – Laurel Jones

Requested: Update and presentation

Hwy 50 & Purcell completed paving, signal installation, concrete median/sidewalk, final striping, guardrail, signs, ponds, and pedestrian improvements. Final stabilizing and seeding is currently

underway. In Laurel's presentation, she had quite a few pictures of the median, and some overviews. Don Bruestle asked what the total amount that was spent on this project, Laurel said she will look into it. Eva Cosyleon asked what the lessons learned, Laurel said that they have a list but the main one is ground water, it is contaminated with Selenium. The water must be shipped to Denver to be treated. There has been about \$5m in water treatment. Eva Cosyleon asked about the other projects if they would get selenium. The ground water level was about 4 to 10 feet deep. She doesn't think the other projects will have Selenium.

Drew Dix & Dillon has two work areas; There is going to be a roundabout on Drew Dix and Frontage Rd and Dillon is going to extend from the NB offramp I-25 to the north. The red portion is going to be a bridge. The roundabout will be 160 feet diameter (WB67 semitruck). There is a fewer conflict points, allows free flow, and slow speeds down (a lot of pedestrian traffic). Phase I (Fall 2023) is installing the detour, Phase II (late 2023) is the construction of southbound I-25 ramp and westbound, Phase III will be finishing the configuration and east frontage road. If everything goes as planned it might be finished at the end of this year. The City of Pueblo will be putting the artwork on the west roundabout at Dillon and I-25. They are going to close the eastbound to northbound traffic. This work will complete the split diamond. Cheryl Spinuzzi asked about the box culvert (Exit 108). Laurel said that it is in design. Geoff Guthrie said that it is 2026 money. Design is only funded.

5. City's Projects & 2020 MMOF – Kelly Grisham

Requested: Update

6. CDOT Region 2 request(s) for PACOG MPO/TPR TIP amendment(s)*

FY 2023 - 2027 Transportation Improvement Program

Administrative notification to roll forward:

a) TIP Amend: #2023.014

Project Name: Pueblo Transit

STIP Number: TBD

Project Location and Description: Update Computer system in all transit buses.

Fund Source(s): FY23

Federal Program Funds: **\$35,000**

State Matching Funds: **\$**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$35,000

Adding additional funds:

\$35,000 is needed for computer upgrades in transit buses.

Geoff Guthrie said that this is for the GPS message board. Wendy Pettit asked what the money was from, Eva Cosyleon said that it is ARPA funds.

b) Project Name: US50B and US50C at CO231 Safety Improvements

STIP Number: SR27002.078

Project Location and Description: Intersection safety and drainage improvements at both intersections

Fund Source(s): Region 2 FY24 FASTER Safety Allocation

Federal Program Funds: **\$**

State Matching Funds: **\$8,243**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$8,243

Adding additional funds:

\$8,243 in additional State of Colorado FY24 FASTER Safety design phase funds needed for a task order amendments with Public Involvement consultant firm due to work above original scope.

This is for both intersections.

Action Requested: Informational

7. Complete Streets – Walk Audit

Action Requested: Update

One questions was what challenges everyone faces with complete streets, funding was number one and maintenance was second. There were pictures and people added what they thought would make it a complete street. Another question was what is wrong with this street, showing Goodnight Ave and Dupps Ave. People said that there were no curb ramps. Don Bruestle said that the picture with Goodnight has a power pole in the way if there are going to be directional curb ramps. A walk audit will give different perspectives. There are some ADA curb ramps, but it leads to no-where- no connecting sidewalks. Eva Cosyleon went over the results of the surveys. She was thinking Bonforte/Hudson. Prairie Ave will be re-done so it is off the list. Pueblo County results were Salt Creek and Gale to Everett on 29th Lane. The City walk audit would be in May and the County walk audit would be in June and a results meeting will be in July.

8. Transportation Alternatives Program (TAP) update

Action Requested: Informational

It was decided that Purcell Blvd Phase I is priority number 1, St Clair Corridor is priority number 2, Purcell Blvd Phase II is priority number 3, and Williams Creek Trail is priority number 4. Final applications are April 21st, Lachelle Davis said that they sent out their reviews this morning.

Purcell Blvd Phase I – A trail will be running along Purcell Blvd on the western side from McCulloch Main Phase III Trail to Joe Martinez Blvd/Medal of Honor Blvd.

St. Clair will be along St. Clair Ave from Princeton St to Prairie Ave. This will include missing sidewalk, ADA curb ramps, and bike lanes on both sides.

Purcell Blvd Phase II Trail will continue along Purcell Blvd from Joe Martinez Blvd to Liberty Point.

Williams Creek Trail will connect to McCulloch Blvd to E Sapinero Dr.

9. Other Local Agencies Updates

Action Requested: Discussion

Greg Pedroza said that Southern Airways is doing much better. The Wings and Wheels car show is this Saturday. Melanie Turner said that she is still having problems, Greg said to email him the problem. Greg said that American, Alaska, and United are seamless, the other airlines will need to get baggage and go through TSA again. Eva Cosyleon asked about the redesign, Greg said that they have a shovel ready design and is applying for FAA. This will cost about \$3m with phasing.

Greg George said that they have overlay and chip seals out for bid this week. They are doing a 5–10-year plan for Pueblo West. There will be 9 miles of roadway for asphalt

overlay this year, 10 miles for chip and slurry, and Vineland Hydrohalic QC sent out April 19th. Medal of Honor is at 70% complete and should be 90% by July. This project will start next week.

Melanie Turner said that Dillon and Eagleridge roundabout is still in design. Jackson and Adams roundabout starting design, Jerry Murphy/Chinook is going out to bid next week. She said that Main Street will not have bump outs. Don Bruestle asked if the sidewalks will be the same width. He also suggested putting in some trees.

The Safe Routes to School Monument Corridor (2nd & 12th) got approved with protected bike lanes.

10. CDOT Updates

- **National Highway Freight (\$2.5m)**

Rob Frei said that in the guidelines I-25 is the only one. This is to help with safety. Eva Cosyleon suggested looking at I-25 and Lime Rd, Rob said that it may cost \$300k. Melanie Turner asked about the Rest Area on I-25, Rob said that it is viable. Cheryl Spinuzzi suggested I-25 and Pueblo Blvd. Eva asked about the timeline money, Wendy Pettit says that it has 2 years once it's rewarded. Rob said this funding should be to fix a current problem.

Requested: Informational

Aaron Willis said that STAC on May 4th will be in person. House Bill (HB) 1101 is to increase free days in Transit. Another is to look at the TPR (Transportation Planning Region) boundaries, VMT, safety, lane miles, etc... Senate Bill (SB) 213 talks about land use and transportation implications. CDOT has not hired a Division Transportation Development Director (DTD).

Glenn Krause said that the next Colorado Association of State Transportation Agencies (CASTA) will have their meeting May 9-12. Funding announcements of 3510&5311 agreements.

11. Federal Highway and Federal Transit Updates (If needed)

Action Requested: Informational

12. Next TAC – May 9, 2023 - Planning Conf Room 211 E D St 81003

Action Requested: Informational

13. Items from TAC Members or scheduling of future Agenda Items

Roundtable Discussion

HB 1101

SB 213

14. Adjourn at or before 11:00 am

Eva Cosyleon adjourned the meeting at 10:43 a.m.



COLORADO
Department of Transportation

Region 2
5615 Wills Blvd.
Pueblo, CO 81008-2349

TO: PACOG
211 E. D Street
Pueblo, CO 81003
719-553-2244 FAX 719-549-2359
Attn: Eva Cosyleon

April 27, 2023

CDOT Region 2 request for PACOG MPO/TPR TIP amendment
FY 2023-2027 Transportation Improvement Program

Administrative notification of Roll Forward Project Funding or TIP/STIP Policy amendment in the MPO and TPR area -no TAC or Board action required.

Administrative Action:

Project Name: US50 West

STIP Number: SPB7004.999

Project Location and Description: US50A Pueblo Regional Pond G at MP 309.5

Fund Source(s): Region 2 FY25 Permanent Water Quality (PWQ) Pool

Federal Program Funds: \$ 128,325

State Matching Funds: \$ 26,675

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 155,000

Adding additional funds:

- \$155,000 in additional funds are required due to design quantity errors and additional dewatering.

Please let me know if you have any additional questions about the proposed Administrative Notification.

Sincerely,

Geoff Guthrie

Geoff Guthrie
CDOT Region 2 Planning Manager



From: [Teicher, Paul \(OST\)](#)
To: [Luann Martinez](#)
Subject: [External] SS4A Grant Award
Date: Tuesday, January 31, 2023 2:27:17 PM

External email. Please use caution.

To Whom It May Concern from the City of Pueblo,

The SS4A Planning, for the Notice of Funding Opportunity (NOFO) FY22 Safe Streets and Roads for All Action Plan, was selected for award. Congratulations! The selection is for \$681600 in Federal funding.

This email is not authorization to begin work, and it does not guarantee Federal funding. USDOT and City of Pueblo must establish and execute a signed, mutually agreed upon grant agreement prior to the disbursement of award funds. No costs incurred before USDOT signs and executes the grant agreement will be reimbursed. Below provides information on next steps.

Immediate next steps: USDOT will make public announcements related to the awards on Wednesday, February 1. We will also publish a short summary of the proposal from your application to put on our Safe Streets and Roads for All website as part of the public announcement, pursuant to Section H Part 2 of the Notice of Funding Opportunity (NOFO). If you want to modify what is provided on our website once you see it, please let me know by emailing SS4A@dot.gov. The website link is <https://www.transportation.gov/grants/SS4A>.

What to expect in the next few weeks: My colleagues at the Federal Highway Administration (FHWA) are responsible for establishing and executing a SS4A grant agreement with City of Pueblo. You can expect to hear from a FHWA representative with your State's FHWA Division Office in the near future. In the weeks ahead you will receive more information about next steps, including an invitation to an upcoming FHWA-sponsored webinar for grant recipients to describe the process leading to an executed grant agreement. The webinar will be recorded for those who are unable to attend. In the meantime, if you have questions about next steps, please direct them to FHWA using the email SS4A.FHWA@dot.gov.

Finally, we ask for your patience as we work diligently toward executing grant agreements so your important safety work may begin. This is a new program, with hundreds of new grant recipients, and it will take us time to process these grant agreements.

It's exciting to see so many communities on the path to improving roadway safety, and the whole SS4A Program team is passionate about helping you succeed. Thank you for your commitment to roadway safety.

Paul



Paul D. Teicher
Grantor, Safe Streets and Roads for All
Office of Policy Development and Coordination
Office of the Secretary of Transportation

Summary of Award Information:

Project Name: SS4A Planning

Applicant: City of Pueblo

Grant Type: Action Plan

SS4A Grant Funding Amount: \$681600

Estimated Total Project Costs: \$852000

Project Description: The award will be used by the City of Pueblo to develop a comprehensive safety action plan.



Background Paper for Proposed Ordinance

COUNCIL MEETING DATE: , 2023

TO: President Heather Graham and Members of City Council

CC: Nicholas A. Gradisar, Mayor

VIA: Marissa Stoller, City Clerk

FROM: Benjamin Valdez, Director of Transit

SUBJECT: ORDINANCE APPROVING AND AUTHORIZING THE EXECUTION OF THE OPERATING GRANT AGREEMENT, FTA G-30, DATED APRIL 5, 2023, RELATING TO AWARD NO. CO-2023-006-00, BETWEEN THE CITY OF PUEBLO, AND THE UNITED STATES OF AMERICA, DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION, IN THE AMOUNT OF \$2,804,939

SUMMARY:

Attached is a Grant Agreement between the City of Pueblo and the United States of America for FY 2022 Transit Operating expenditures.

PREVIOUS COUNCIL ACTION:

Council has previously approved the FY 2021 Operating Grant between the City of Pueblo and the Federal Transit Administration to subsidize the City's mass transit system.

BACKGROUND:

Pursuant to Federal Transit Administration Award No. # CO-2023-006-00, the City has been awarded \$2,804,939 full apportionment of FFY2022 5307 funding that will be matched by \$1,688,925 in local funds. The local funds are from City of Pueblo's general fund as dedicated by the City's FY2023 budget. These funds are intended to subsidize Pueblo Transit's additional operating expenditures incurred in FY 2023.

FINANCIAL IMPLICATIONS:

The anticipated total project cost is \$4,493,864.00. The Federal share is \$2,804,939 and the required local match is \$1,688,925.

BOARD/COMMISSION RECOMMENDATION:

Pueblo Transit Board recommends approval.

STAKEHOLDER PROCESS:

Not applicable.

ALTERNATIVES:

The alternative, should this Ordinance not pass, is for the City of Pueblo to provide all funding necessary to cover expenditures incurred in FY 2023.

RECOMMENDATION:

Approval of the Ordinance.

Attachments:

**Federal Operating Grant # CO-2023-006-00
Grant Certification**

ORDINANCE NO. _____

ORDINANCE APPROVING AND AUTHORIZING THE EXECUTION OF THE OPERATING GRANT AGREEMENT, FTA G-30, DATED APRIL 5, 2023, RELATING TO AWARD NO. CO-2023-006-00, BETWEEN THE CITY OF PUEBLO, AND THE UNITED STATES OF AMERICA, DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION, IN THE AMOUNT OF \$2,804,939

BE IT ORDAINED BY THE CITY COUNCIL OF PUEBLO, that:

SECTION 1.

The Operating Grant Agreement, FTA G-30, dated April 5, 2023, relating to Award No. CO-2023-006-00, between the City of Pueblo and the United States of America, Department of Transportation, Federal Transit Administration, a copy of which is attached hereto, having been approved as to form by the City Attorney, is hereby approved.

SECTION 2.

The Mayor is hereby authorized to execute said Grant Agreement on behalf of City of Pueblo. The City Clerk shall affix the Seal of the City to the Grant Agreement and attest the same.

SECTION 3.

The officers and staff of the City are directed and authorized to perform any and all acts consistent with the intent of this Ordinance and the attached agreement to effectuate the transactions described therein.

SECTION 4.

This Ordinance shall become effective on the date of final action by the Mayor and City Council.

Action by City Council:

Introduced and initial adoption of Ordinance by City Council on _____.

Final adoption of Ordinance by City Council on _____.

President of City Council

Action by the Mayor:

Approved on _____.

Disapproved on _____ based on the following objections:

Mayor

Action by City Council After Disapproval by the Mayor:

- Council did not act to override the Mayor's veto.
- Ordinance re-adopted on a vote of _____, on _____
- Council action on _____ failed to override the Mayor's veto.

President of City Council

ATTEST

City Clerk



Traffic Safety and Engineering Services
2829 W. Howard Pl., 4th Floor
Denver, CO 80204

April 26, 2023

Melanie Turner
Interim Traffic Engineer
mturner@pueblo.us
City of Pueblo Transportation Department

Subject: FY 2026 HSIP Application(s) Evaluation Results

Your application(s) for federal Highway Safety Improvement Program (HSIP) funds for state fiscal year (FY) 2026 have been reviewed in accordance with our requirements for selection of such projects. Below is a list of the projects submitted that were selected or not selected for funding:

Projects selected for funding - Passed the selection criteria

Grand Ave and 13th St Roundabout (\$1,485,000)
Lake Ave and Jones Ave Roundabout (1,350,000)
SH 45 (W. Pueblo Blvd) & Mirror Ave New Traffic Signal (\$870,000)

Projects not selected for funding - Passed the selection criteria but no funding available (funds exhausted on higher ranked or prioritized projects)

US 50 and Fortino Blvd / Morris Ave Intersection Improvements

Projects not selected for funding - Did not pass the selection criteria

None

For those projects selected for funding, the amount shown above represents the total federal portion (90%) awarded along with the state match (10%) provided by CDOT if the project is on a state highway. The awarded amount does not include the required local match (10%) if the project is not on a state highway.

Project selections were based on a Level of Service of Safety (LOSS), crash pattern, and Benefit/Cost (B/C) analysis. The projects were then ranked on the project's B/C ratio. Projects that were not located along state highways were prioritized over locations along state highways.

Contact your local CDOT Regional Traffic Office so that CDOT can assign a project manager to set up the project and start the local agency process. Awarded funding may be advanced for pre-construction activities (e.g., design) or construction if the project is ready to go to advertisement sooner than expected. Please work with you region local agency coordinator if advancing funding is desired. If, however, the project is delayed beyond FY 2026, funding is not guaranteed, and the award is subject to potentially being rescinded by the state.

If there are any questions about your application submission or the program, please feel free to contact me or your local CDOT Regional Traffic Office. Your participation in this program is appreciated. Thank you.

David Swenka, PE PTOE
Safety Programs, Data and Analysis Unit Manager
CDOT Traffic Safety and Engineering Services
David.swenka@state.co.us





Traffic Safety and Engineering Services
2829 W. Howard Pl., 4th Floor
Denver, CO 80204

cc: San Lee, CDOT State Traffic Engineer, Traffic Safety and Engineering Services
Jason Nelson, CDOT Region 2 Traffic Program Engineer
Matthew Jagow, CDOT Region 2 Traffic Resident Engineer
Pepper Whittlef, CDOT Region 2 Traffic Resident Engineer
Lachelle Davis, CDOT Region 2 Local Agency Coordinator
Robert Frei, CDOT Region 2 Planner
Marissa Gaughan, CDOT Multimodal Planning Branch Manager
Aaron Willis, CDOT Statewide and Regional Planning Section Manager
Ryan Sorensen, CDOT Local Agency Area Engineer
Dahir Egal, FHWA Safety Programs Engineer
Eva Cosyleon, Pueblo Area Council of Governments



Federal Highway Safety Improvement Program (HSIP) Local Agency Application (submit applications to Regional Traffic Engineer)

<https://www.codot.gov/safety/traffic-safety/safety-programs-data/hsip>

Requesting Agency: City of Pueblo Transportation Department

Submitted By: Melanie Turner

Title: Interim Traffic Engineer

Email: mturner@pueblo.us

Phone: 719-553-2702

Date: February 28, 2023

(All fields required unless otherwise noted)

1) Location (Road Number, Street, Milepost, etc.):

Intersection of Grand Ave and 13th St, Pueblo, CO 81003. See EXHIBIT A, Project Location.

2) Documented crash history (if available, otherwise CDOT crash database will be used for evaluation using the most recent available three to five years of crash data):

Between 2018 and 2022 (5 years), there were 29 crashes at this location. There were 2 fatalities, 1 in 2018 and 1 in 2019; 1 "serious injury" crash (involving 2 injured people and 1 fatality) in 2019; and 16 "other injury" crashes in the 5 year span. The other 21 crashes were "property damage only" crashes. See EXHIBIT B, crash summary and EXHIBIT C, Collision Diagram.

3) Traffic volume (if available. Average daily traffic for roadways and all approaches at intersections):

The average entering daily traffic (ADT) is approximately 13,500 vehicles per day (vpd).

13th street high total is 8,426 (vpd).

Grand Ave high total is 7,096 (vpd).

Counts were taken in 2018 and 2019. See EXHIBIT B, traffic counts.

4) Description/Illustration of existing safety concern:

Of the 29 crashes over 5 years, 18 were broadsides, 2 involved pedestrians (1 fatality), and 2 were approach turns. In addition to the 15 property damage crashes, there were 2 fatal crashes, and a crash resulting in serious injury. In the "fatalities" crashes, there were 2 fatalities, 1 serious injury and 1 other injury. See EXHIBIT D, Crash Types.

Intersection Configuration:

Currently, Grand and 13th is a signalized intersection. On the east/west approach, there are two lanes in each direction. Grand Avenue north of 13th street is one lane each direction up until the intersection where there is a left turn lane and two thru lanes. The north/south

approach of Grand Avenue has two lanes in each direction up until the intersection where there is one left turn lane, one right turn lane and a thru lane.

5) Description/Illustration of proposed improvement and the extent to which it addresses the crash problem:

Despite the fact that this is a signalized intersection, 62% of the crashes were broadsides (front to side). Because of the high percentage of broadsides, this intersection is a good candidate for a roundabout. The Federal Highway Administration has identified roundabout construction as one of the most significant accident countermeasure concepts. Current speed studies of existing Pueblo roundabouts have shown average speeds in the low 20 mph range.

Grand and 13th is in close proximity to Parkview Medical Center and Mineral Palace Park. This improvement will enhance the safety of drivers, bicyclists, and pedestrians of all ages and abilities.

6) Amount of funding requested for proposed safety improvement*

Federal share amount: \$1,485,000^

State match amount: 0^

Local match amount: \$165,000

*The federal share for HSIP projects is 90 percent. CDOT (state) will provide 10 percent match on projects located along the state highway system. Local agencies will provide 10 percent match for projects that are located off the state highway system.

^Benefit/Cost evaluation will be based off the federal and state amounts listed above.

7) Total estimated proposed safety improvement cost
(Preliminary cost estimate tabulation recommended):

\$1,650,000

For information only

8) Planned construction advertise date:

December 2025

9) Planned construction completion date:

October 2026

Additional comments or notes regarding project or funding:

This is the City's 3rd Priority.



Colorado Department of Transportation Region & State Traffic Engineers

<p>Alazar Tesfaye - Region 1 Traffic Engineer 2829 W. Howard Pl Denver, CO 80204 alazar.tesfaye@state.co.us (303) 512-4040</p>	<p>Jason Nelson - Region 2 Traffic Engineer 5615 Wills Blvd Pueblo, CO 81009 jason.nelson@state.co.us (719) 546-5411</p>
<p>Zane Znamenacek - Region 3 Traffic Engineer 222 S 6th St, Room 100 Grand Junction, CO 81501 zane.znamenacek@state.co.us (970) 683-6275</p>	<p>Katrina Kloberdanz - Region 4 Traffic Engineer 10601 W. 10th St Greeley, CO 80634 katrina.kloberdanz@state.co.us (970) 350-2211</p>
<p>Jennifer Allison - Region 5 Traffic Engineer 3803 Main Ave, Suite 100 Durango, CO 81301 jennifer.allison@state.co.us (970) 385-1449</p>	<p>San Lee - HQ State Traffic Engineer 2829 W. Howard Pl Denver, CO 80204 san.lee@state.co.us (303) 757-9345</p>

CDOT Region Boundary Map

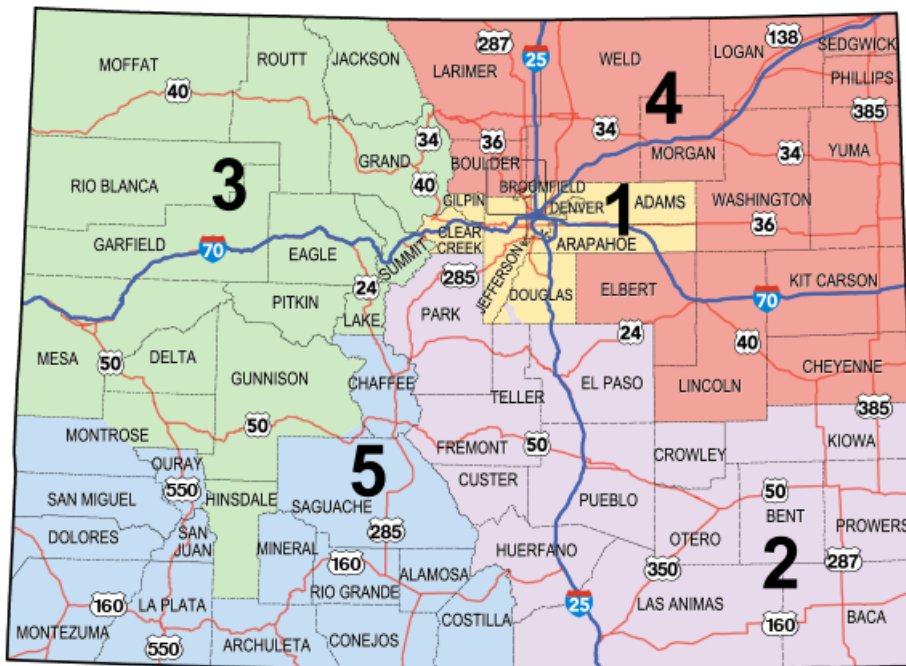
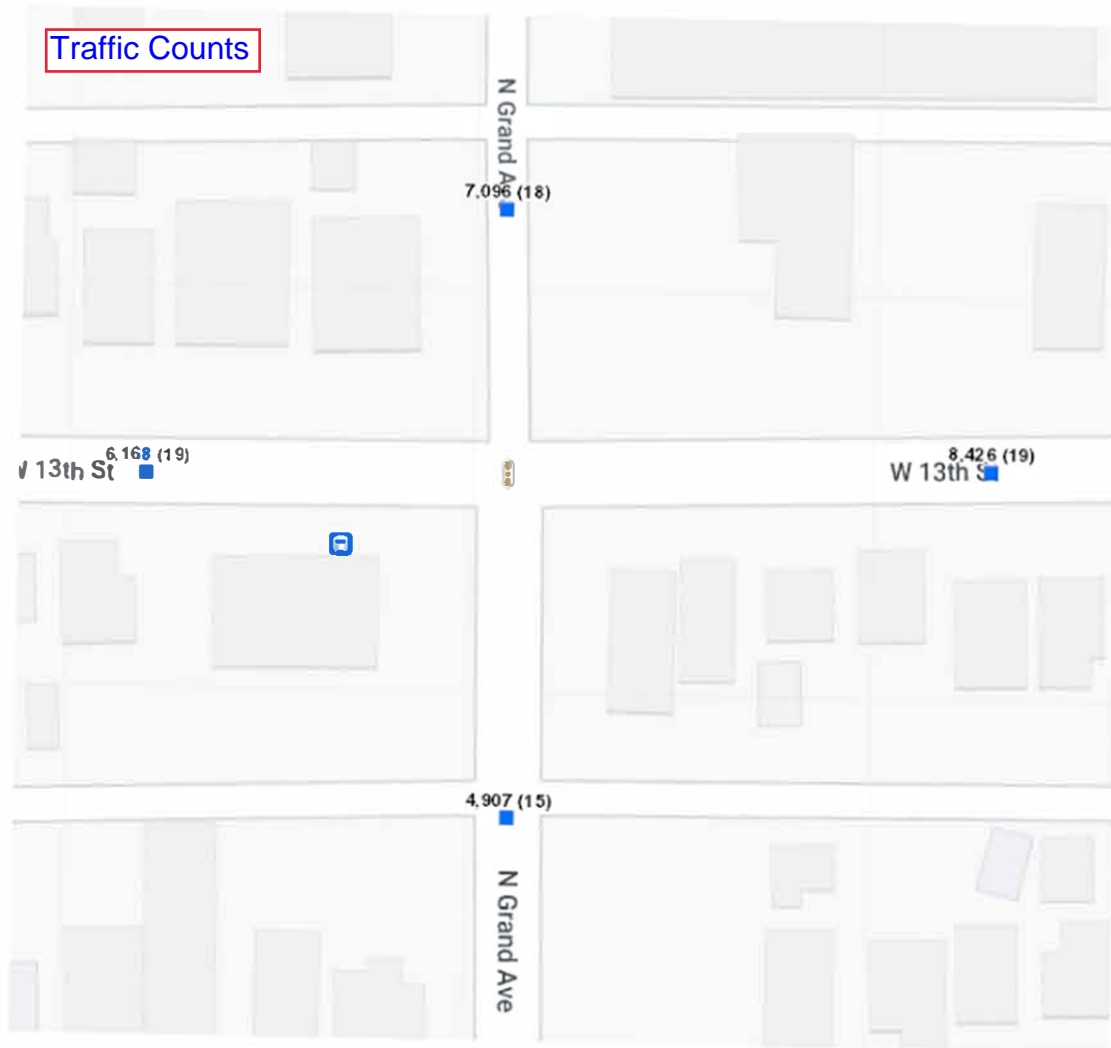


EXHIBIT A
Project Location



Aerial photo of intersection of Grand and 13th, Pueblo, CO

EXHIBIT B
Crash Summary,
Traffic Counts



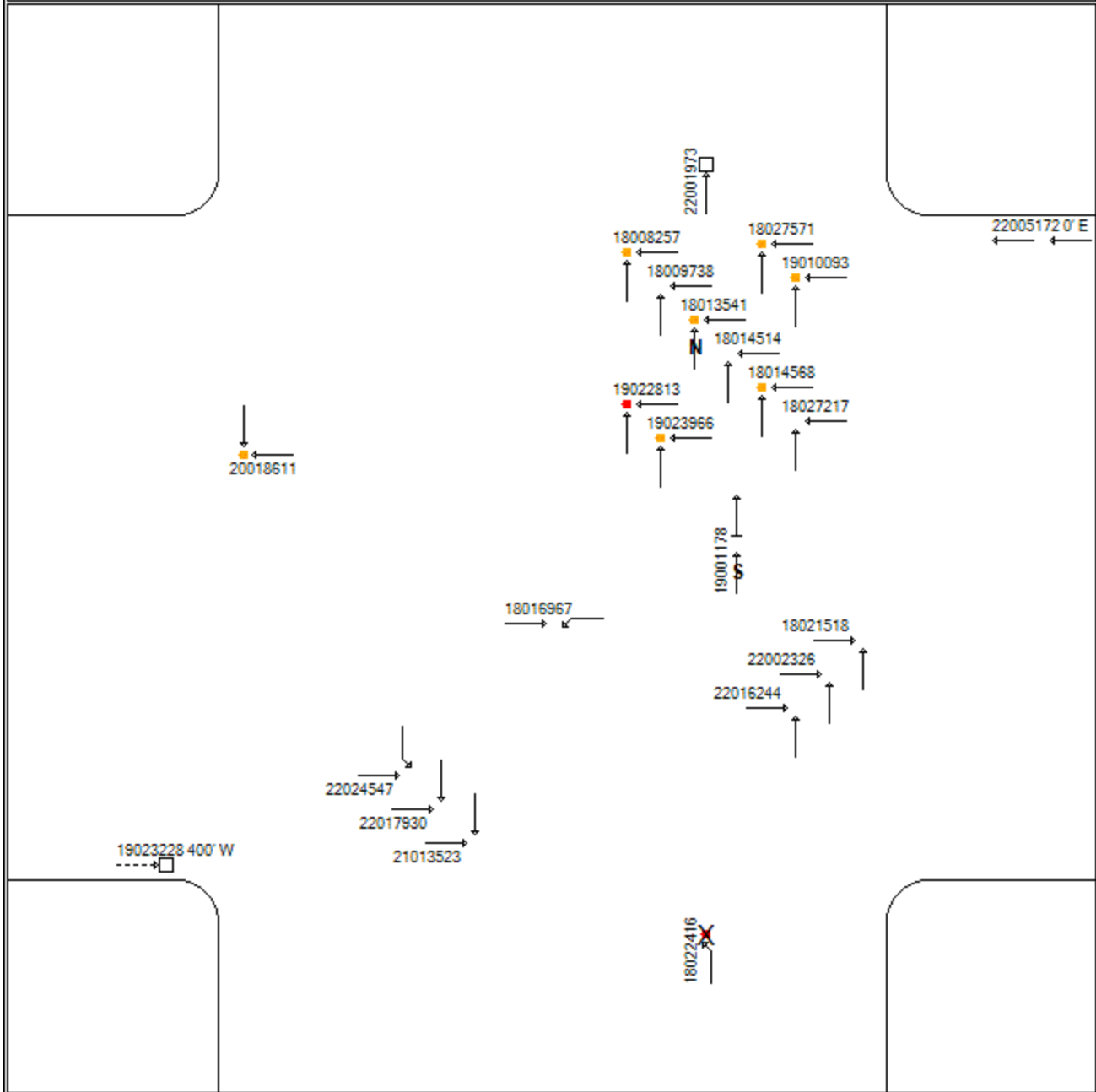
2018-2022 Summary Report

Crashes per year (intersection related only)
 Grand Ave & 13th Street 2018-2022

		2018	2019	2020	2021	2022
Crash Total	29	11	5	2	3	8
Fatalities		1	1			

2018-2022	Total	29
Fatal Crashes		2
Serious injury crashes		1
Other injury crashes		12
Property damage only crashes		15

24 Crashes
(1 crash(es) not drawn)



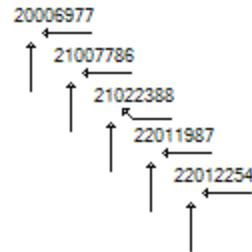
← Straight	↔ Backing	↔ Erratic	● Injury	S Sideswipe
↘ Right Turn	↔ Passing	↔ Out of Control	● Fatality	N Nighttime
↙ Left Turn	↔ U-Turn	⋯ Unknown	X Pedestrian	D DUI
⊥ Stopped	▭ Parked	□ Fixed Object	X Bicycle	



 Not to Scale
 Printed: 2/27/2023

Displaying 5 of 29 Records

Page 2 of 2

5 Crashes
(0 crash(es) not drawn)



← Straight	↔ Backing	⚡ Erratic	● Injury	S Sideswipe	 N
↘ Right Turn	↔ Passing	⚡ Out of Control	● Fatality	N Nighttime	
↙ Left Turn	↔ U-Turn	⋯ Unknown	X Pedestrian	D DUI	
⇐ Stopped	▭ Parked	□ Fixed Object	⚡ Bicycle		

Not to Scale
Printed: 2/27/2023

EXHIBIT D
Crash Types

Crash Report	Primary Street	Intersecting Street	Harmful Event	Crash Type	Road Description	# of Fatalities	Serious Injury (A)	Minor Injury (B)	Other Injury (C)	# of Injuries
--------------	----------------	---------------------	---------------	------------	------------------	-----------------	--------------------	------------------	------------------	---------------

Fatality

19022813	GRAND AVE	13TH ST	Broadside	Front to Side	At Intersection	1	1		1	3
18022416	GRAND AVE	13TH ST	Other	All Other Peds	At Intersection	1				1

Serious Injury Crash

19022813	GRAND AVE	13TH ST	Broadside	Front to Side	At Intersection	1	1		1	3
----------	-----------	---------	-----------	---------------	-----------------	---	---	--	---	---

Other Injury Crashes

19010093	GRAND AVE	13TH ST	Broadside	Front to Side	At Intersection				6	6
18008257	13TH ST	GRAND AVE	Broadside	Front to Front	At Intersection				2	2
18013541	GRAND AVE	13TH ST	Broadside	Front to Front	At Intersection				2	2
20018611	GRAND AVE	13TH ST	Broadside	Front to Side	At Intersection				2	2
18014568	GRAND AVE	13TH ST	Broadside	Front to Side	At Intersection				1	1
18027571	13TH ST	GRAND AVE	Broadside	Front to Side	At Intersection				1	1
19023966	13TH ST	GRAND AVE	Broadside	Front to Side	At Intersection				1	1
21013523	GRAND AVE	13TH ST	Broadside	Front to Side	At Intersection				2	2
22011987	13TH ST	GRAND AVE	Not Applicable	Front to Side	At Intersection				1	1
22012254	13TH ST	GRAND AVE	Not Applicable	Front to Side	At Intersection				2	2
22016244	13TH ST	GRAND AVE	Not Applicable	Front to Side	At Intersection				1	1
22024547	13TH ST	GRAND AVE	Approach Turn	Front to Side	At Intersection				2	2

Property Damage Crashes

18009738	GRAND AVE	13TH ST	Broadside	Front to Side	At Intersection					0
18012736	13TH ST	GRAND AVE	Cold Report	Front to Rear						0
18014514	GRAND AVE	13TH ST	Broadside	Front to Side	At Intersection					0
18016967	GRAND AVE	13TH ST	Approach Turn	Front to Side	At Intersection					0
18021518	GRAND AVE	13TH ST	Broadside	Front to Side	At Intersection					0
18027217	GRAND AVE	13TH ST	Broadside	Front to Front	At Intersection					0
19001178	GRAND AVE	13TH ST	Other	Side to Side Sar	At Intersection					0
19023228	13TH ST	GRAND AVE	Other	Parked Motor	Non-Intersection					0
20006977	13TH ST	GRAND AVE	Broadside	Front to Side	At Intersection					0
21007786	13TH ST	GRAND AVE	Broadside	Front to Side	At Intersection					0
21022388	GRAND AVE	13TH ST	Broadside	Front to Side	At Intersection					0
22001973	13TH ST	GRAND AVE	Not Applicable	Front to Side	At Intersection					0
22002326	13TH ST	GRAND AVE	Not Applicable	Front to Side	At Intersection					0
22005172	13TH ST	GRAND AVE	Not Applicable	Front to Rear	Non-Intersection					0
22017930	GRAND AVE	13TH ST	Not Applicable	Front to Side	At Intersection					0

EXHIBIT E
Intersection Photos



Grand Ave, north-bound



Grand Ave, south-bound



13th street, west-bound



13th street, east-bound

Federal Highway Safety Improvement Program (HSIP) Local Agency Application (submit applications to Regional Traffic Engineer)

<https://www.codot.gov/safety/traffic-safety/safety-programs-data/hsip>

Requesting Agency: City of Pueblo Transportation Department

Submitted By: Melanie Turner

Title: Interim Traffic Engineer

Email: mturner@pueblo.us

Phone: 719-553-2702

Date: February 28, 2023

(All fields required unless otherwise noted)

1) Location (Road Number, Street, Milepost, etc.):

W. Pueblo Blvd (Hwy 45) & Mirror Ave
(approximately 1,100 ft east of Milepost 1)

See Exhibit A-Intersection Photos.

2) Documented crash history (if available, otherwise CDOT crash database will be used for evaluation using the most recent available three to five years of crash data):

Between 2018 and 2022 (5 years) there were 17 crashes at this location. See summary below:
1 fatality;
1 serious injury crash;
5 other injury crashes (with a total of 7 injuries)
10 property damage crashes

For more details, see Exhibit B-Crash List.

3) Traffic volume (if available. Average daily traffic for roadways and all approaches at intersections):

Pueblo Blvd: Average daily traffic (ADT) is approximately 23,000 vehicles per day (vpd).

Mirror Ave: ADT is approximately 1000 vpd. (Counts last taken in 2009 before lots between Mirror and Acero were developed).

See Exhibit C-Traffic Counts.

4) Description/Illustration of existing safety concern:

Over the last five years, there were 1 fatal crash, 5 injury crashes, and 10 property damage crashes.

There were 7 broadsides, 2 rear-ends, a roll-over, and pedestrian crash. See Exhibit D-Collision Diagram. These numbers will grow due to new and upcoming development in the area.

Recent Development:

-Culvers and Champion Carwash (between Mirror and Acero).

Upcoming Development:

-Discount Tire (Broadmoor Rd and Pueblo Blvd)

-Barrel Brother's Liquor (on Prairie, 3 lots north of Pueblo Blvd)

-Development of Northwest corner of Mirror Ave and Pueblo Blvd (Rearranged and sold in 2022)

-Development of property at Reno and Palmer

-Circle K gas station (Pueblo Blvd, between Berkley and Lake)

-Maverik subdivision and fueling station (Northeast corner of Lake and Pueblo)

-Housing and mixed use development of former dog track site (near Lake and Pueblo Blvd)

Currently, this intersection is not signalized. This section of Pueblo Blvd is a 6-lane highway, and is a bus route. There are two through lanes in each direction, a left-turn lane, and one continuous right-turn lane (in the westbound direction). There is also a wide shoulder in the eastbound direction. See Exhibit A-Intersection photos. The level of service is F. The delay is 59 sec/veh in AM and 56 sec/veh in PM. The worst leg is southbound. See Exhibit E, excerpts from Pueblo Blvd (Hwy 45) Access Control Plan.

5) Description/Illustration of proposed improvement and the extent to which it addresses the crash problem:

When warranted, signalized intersections can stop conflicting flows of traffic entering the intersection at the same time, and can reduce the crash risk. Proven safety countermeasures at this intersection including backplates with retroreflective borders, high visibility crosswalk markings, yellow change intervals, proper lighting, etc. can further prevent risk and improve safety.

CDOT performed an access control study for Pueblo Blvd in 2022. Pueblo Blvd and Mirror Ave is slated to be signalized. See Exhibit E. Some funds have been collected for the signalization of this intersection (through the City of Pueblo subdivision process, and through access permits).

By the time this signal can be built (2026) it will probably be warranted because of all the development that will occur by then, as mentioned in response #6 above.

6) Amount of funding requested for proposed safety improvement*

Federal share amount: \$780,000^

State match amount: 90,000^

Local match amount: \$30,000

*The federal share for HSIP projects is 90 percent. CDOT (state) will provide 10 percent match on projects located along the state highway system. Local agencies will provide 10 percent match for projects that are located off the state highway system.

^Benefit/Cost evaluation will be based off the federal and state amounts listed above.

7) Total estimated proposed safety improvement cost
(Preliminary cost estimate tabulation recommended):

\$900,000

For information only

8) Planned construction advertise date:

December 2025

9) Planned construction completion date:

October 2026

Additional comments or notes regarding project or funding:

This project is the City's 1st priority.



Colorado Department of Transportation Region & State Traffic Engineers

<p>Alazar Tesfaye - Region 1 Traffic Engineer 2829 W. Howard Pl Denver, CO 80204 alazar.tesfaye@state.co.us (303) 512-4040</p>	<p>Jason Nelson - Region 2 Traffic Engineer 5615 Wills Blvd Pueblo, CO 81009 jason.nelson@state.co.us (719) 546-5411</p>
<p>Zane Znamenacek - Region 3 Traffic Engineer 222 S 6th St, Room 100 Grand Junction, CO 81501 zane.znamenacek@state.co.us (970) 683-6275</p>	<p>Katrina Kloberdanz - Region 4 Traffic Engineer 10601 W. 10th St Greeley, CO 80634 katrina.kloberdanz@state.co.us (970) 350-2211</p>
<p>Jennifer Allison - Region 5 Traffic Engineer 3803 Main Ave, Suite 100 Durango, CO 81301 jennifer.allison@state.co.us (970) 385-1449</p>	<p>San Lee - HQ State Traffic Engineer 2829 W. Howard Pl Denver, CO 80204 san.lee@state.co.us (303) 757-9345</p>

CDOT Region Boundary Map

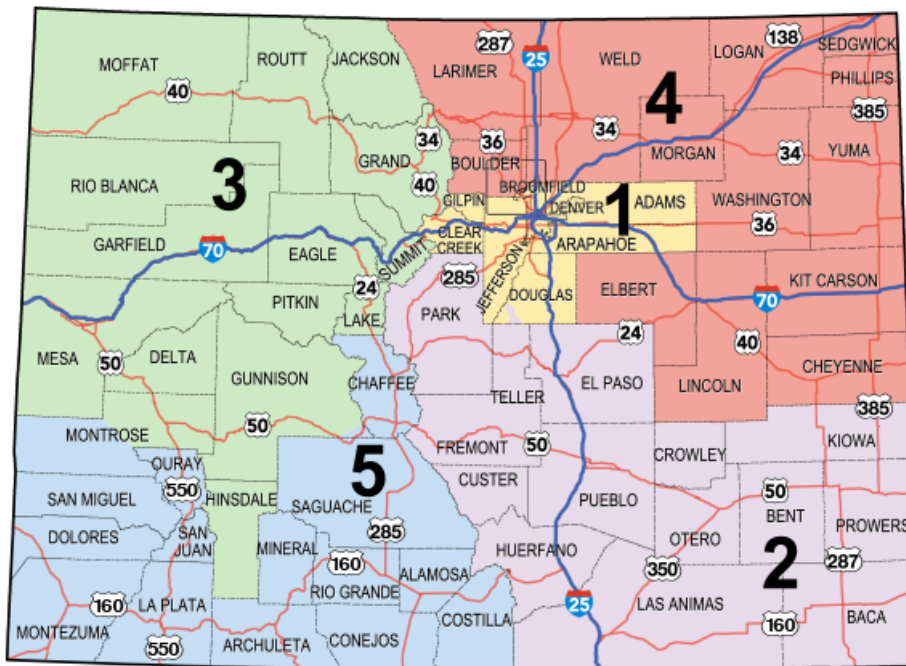


Exhibit A

Intersection Photos



Exhibit B Crash List

Crash Report	Primary Street	Intersecting Street	Harmful Event	Crash Type	Road Description	# of Fatalities	Serious Injury (A)	Minor Injury (B)	Other Injury (C)	# of Injuries
--------------	----------------	---------------------	---------------	------------	------------------	-----------------	--------------------	------------------	------------------	---------------

Fatality

21014967	HWY 45 PUEBLO BLVD	MIRROR AVE	Other	Wild Animal	Non-Intersection	1				1
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Serious Injury Crash

18017529	HWY 45 PUEBLO BLVD	MIRROR AVE	Other	Overturning	Non-Intersection	0	1			1
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Other Injury Crashes

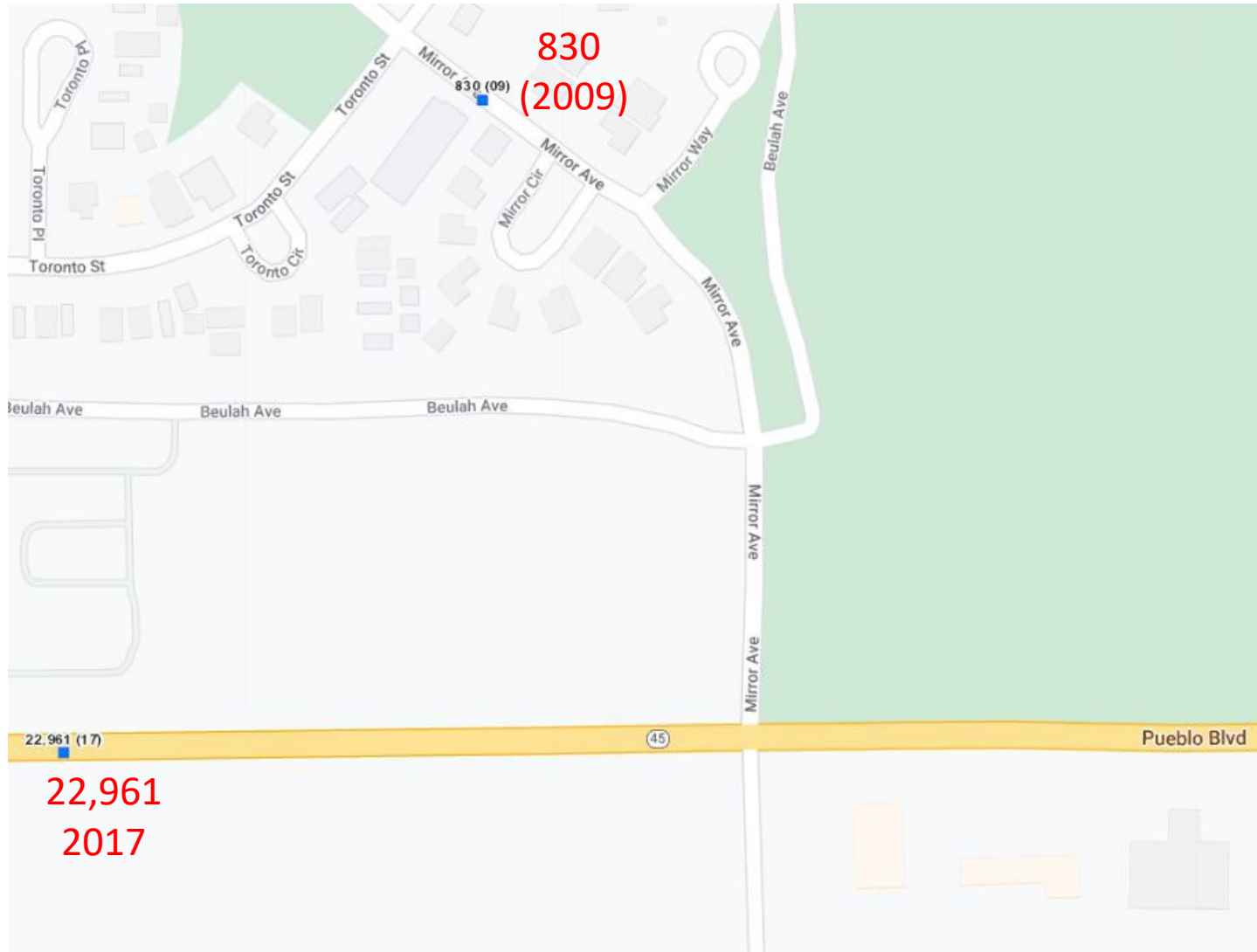
19002346	MIRROR AVE	HWY 45 PUEBLO BLVD	Broadside	Front to Side	At Intersection	0			2	2
19016524	HWY 45 PUEBLO BLVD	MIRROR AVE	Other	All Other Peds	Driveway Access Related	0			1	1
20006065	HWY 45 PUEBLO BLVD	MIRROR AVE	Other	Light/Utility Pole	Non-Intersection	0			1	1
20011006	MIRROR AVE	HWY 45 PUEBLO BLVD	Broadside	Front to Side	At Intersection	0			1	1
22007475	HWY 45 PUEBLO BLVD	MIRROR AVE	Not Applicable	Wild Animal	Non-Intersection	0			2	2

tot 7

Property Damage Crashes

18003004	MIRROR AVE	HWY 45 PUEBLO BLVD	Rearend	Front to Rear	At Intersection	0				0
18003350	MIRROR AVE	HWY 45 PUEBLO BLVD	Broadside	Side to Side Same Direction	At Intersection	0				0
19014982	HWY 45 PUEBLO BLVD	MIRROR AVE	Overtaking Turn	Side to Side Same Direction	Driveway Access Related	0				0
19023560	HWY 45 PUEBLO BLVD	MIRROR AVE	Other	Overturning	Non-Intersection	0				0
19024230	MIRROR AVE	HWY 45 PUEBLO BLVD	Broadside	Front to Side	At Intersection	0				0
20001528	HWY 45 PUEBLO BLVD	MIRROR AVE	Rearend	Front to Rear	Non-Intersection	0				0
20010283	HWY 45 PUEBLO BLVD	MIRROR AVE	Other	Wild Animal	Non-Intersection	0				0
21015204	HWY 45 PUEBLO BLVD	MIRROR AVE	Not Applicable	Front to Side	At Intersection	0				0
21017731	HWY 45 PUEBLO BLVD	MIRROR AVE	Not Applicable	Front to Side	At Intersection	0				0

Exhibit C Traffic Counts



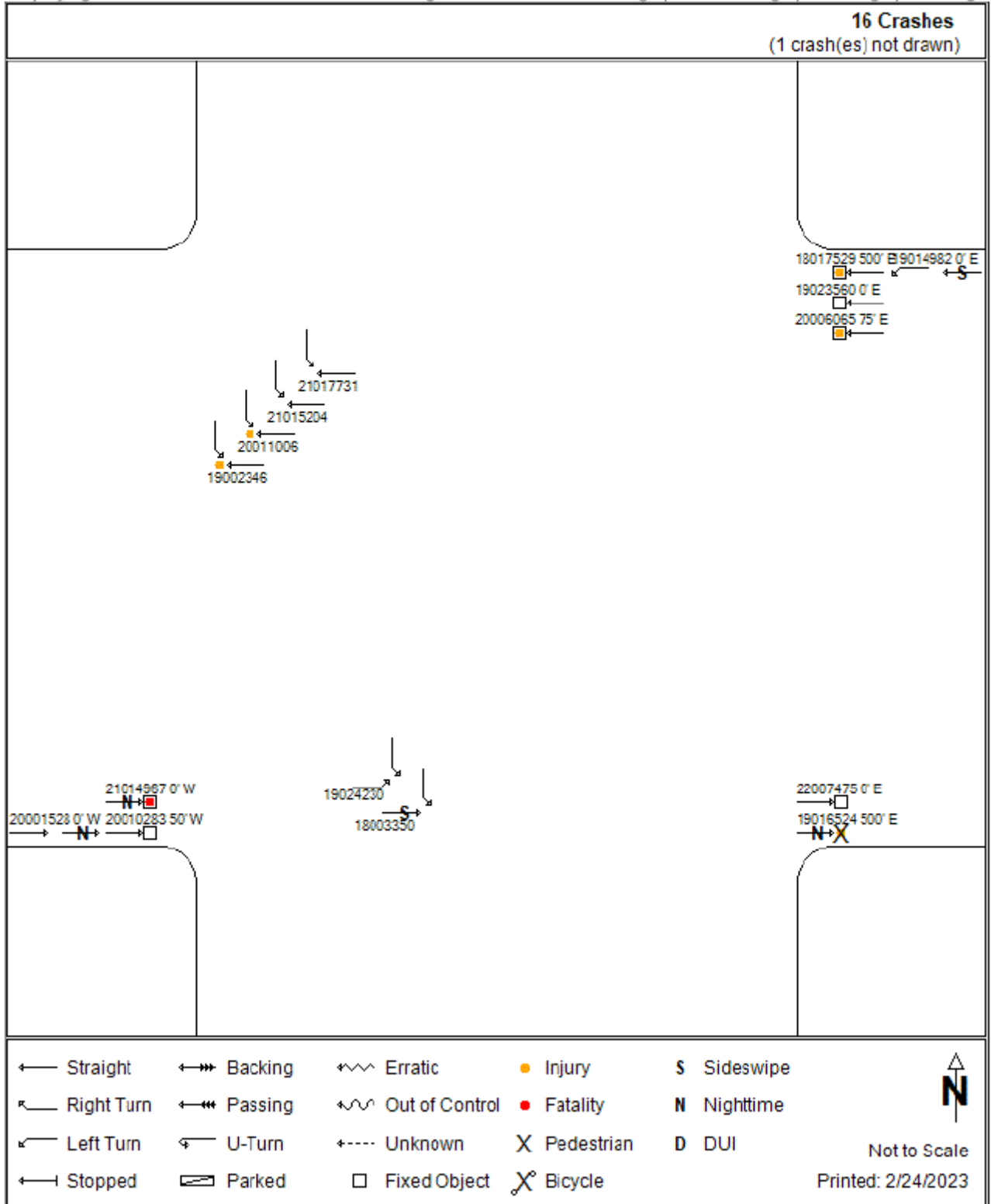
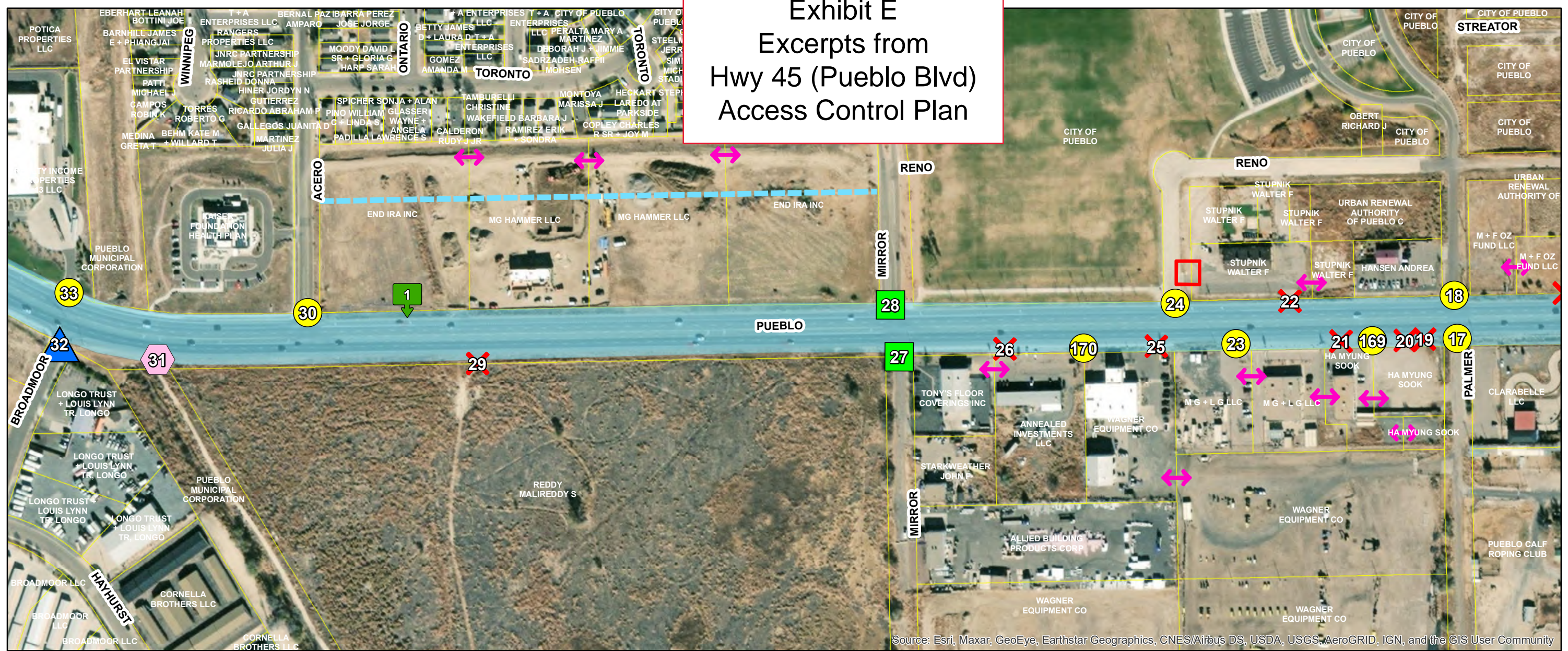


Exhibit E Excerpts from Hwy 45 (Pueblo Blvd) Access Control Plan



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend		CO-45 Recommended Access Conditions	
Milepoints	Full Movement (Signalized or other alternative intersection design)	Railroad Crossing	Ditch Access Only
Parcels	Full Movement (Unsignalized)	Curb Cut	Future Relocation Opportunities
Access Closed	Right-In, Right-Out	Existing Cross/Shared Property Access*	Highway Category - Regional Highway (NR-A)
Pedestrian Traffic Signal	3/4 Movement (No left out)	Proposed Cross/Shared Property Access*	Highway Category - Expressway (E-X)

Page 2 of 14

N

- Notes**
1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
 2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
 3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
 4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
 5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
 6. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
- *Arrows represent two properties that already have shared access or could have shared access in the future. The placement of the arrows in the figure are not mean to identify the location of any future shared access. The location of future shared access would be determined through a cooperative and public effort between the property owners and/or CDOT, City, and the County.

Access Control Plan Table^{1, 2}

Colorado State Highway 45 (Pueblo County)

March 10, 2022

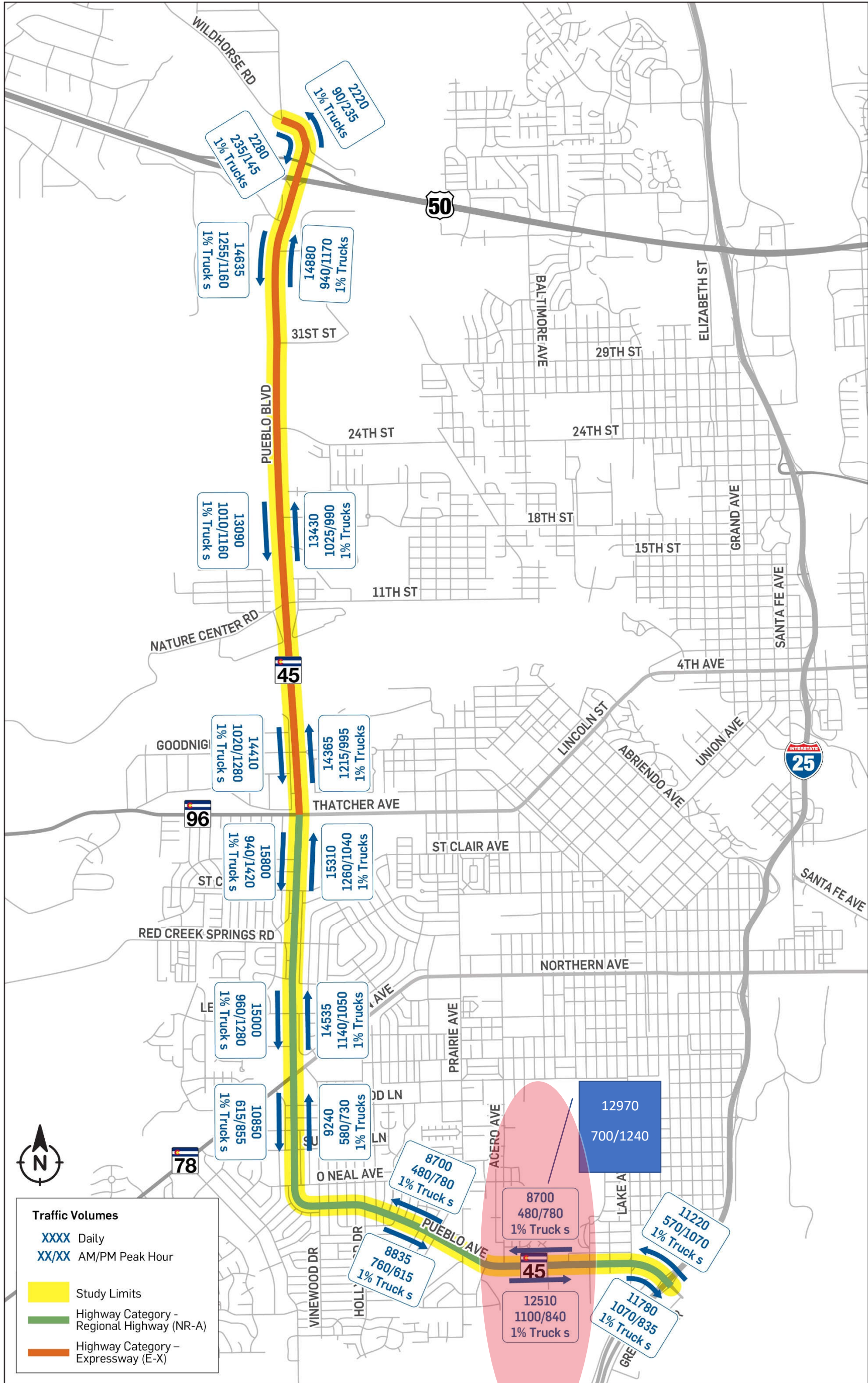
Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
170 (2)	0.705	South	New Access (Private Driveway)	Commercial (Mixed Use)	N/A	Full Movement (Unsignalized)	Access #25 and #26 to be closed when Access #170 is constructed.
26 (2)	0.740	South	Private Driveway	Commercial (Mixed Use)	Full movement (un-signalized)	Closed	Access to be closed when Access #170 constructed or access to Mirror Avenue is obtained through adjacent property.
27 (2)	0.790	South	Mirror Avenue	Commercial (Mixed Use)	Full movement (un-signalized)	Full Movement ⁵	Access control type and design should be evaluated if: <ul style="list-style-type: none"> • A traffic signal is warranted, or • A safety issue is identified, or • An operational issue is identified.
28 (2)	0.795	North	Mirror Avenue	Undeveloped/ Residential	Full movement (un-signalized)	Full Movement ⁵	Access control type and design should be evaluated if: <ul style="list-style-type: none"> • A traffic signal is warranted, or • A safety issue is identified, or • An operational issue is identified.
29 (1)	0.974	South	Private Driveway	Field Access/ Undeveloped	Full movement (un-signalized)	Closed	Parcel to south of CO 45 should gain access to Mirror Avenue if property redevelops.
Milepost 1							
30 (2)	1.046	North	Acero Avenue	Undeveloped/ Residential	Full movement (un-signalized)	Full Movement (unsignalized)	None.
31 (2)	1.107	South	Private Driveway	Field Access/ Undeveloped	Full movement (un-signalized)	Utility Access Only	Access to remain open for access to ditch only. Access to be closed if property redevelops.



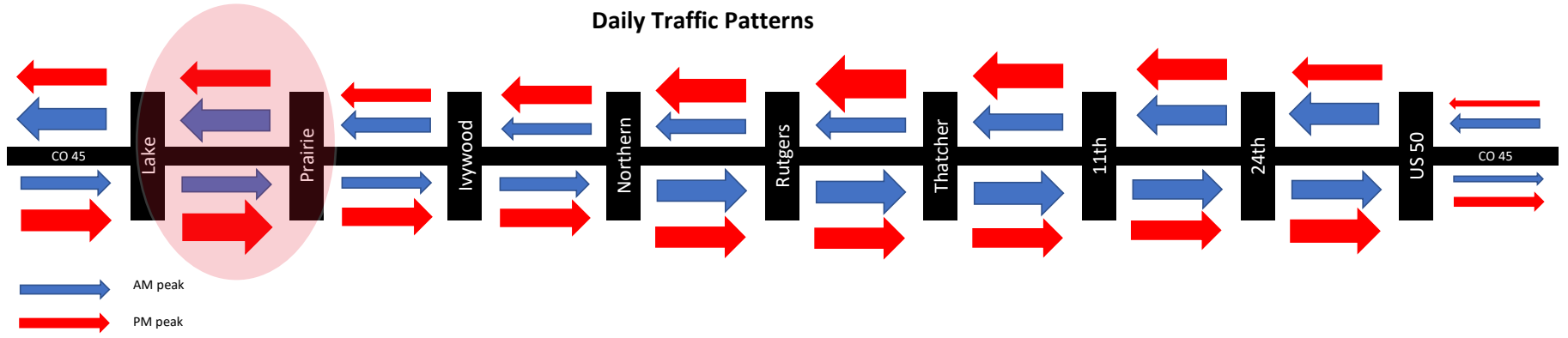
1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
 2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
 3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
 4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
 5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
 6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

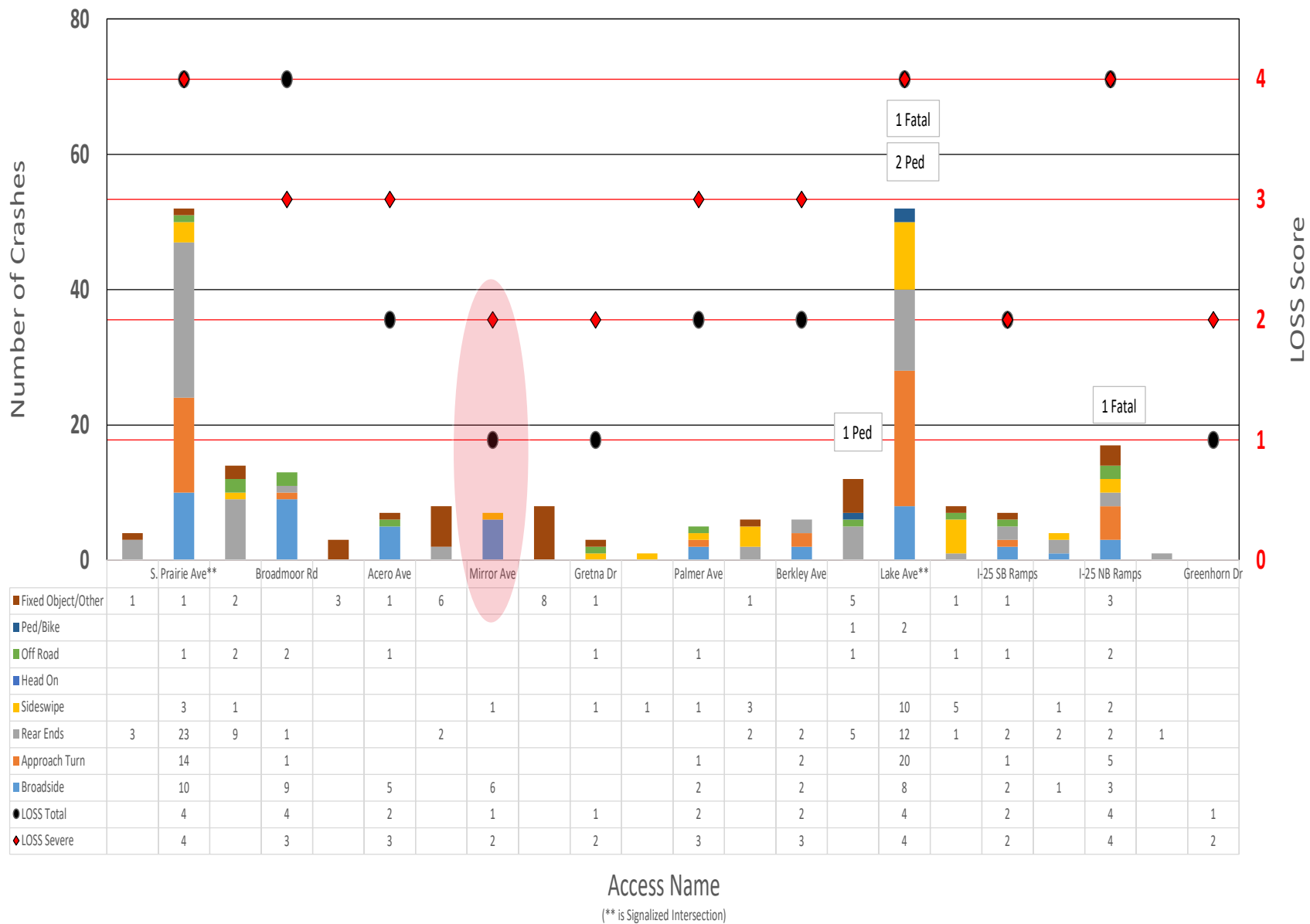
Intersection		LOS/Delay (sec/veh)*	
#	Name	AM	PM
1	Greenhord Drive	A/9 ³	A/9 ¹
2	I-25 NB Ramps		
3	I-25 SB Ramps	C/18 ²	C/15 ²
4	Lake Avenue**	B/15	B/18
5	Berkley Avenue/Private Drive	C/20 ⁴	F/85 ³
6	Palmer Avenue	F/59 ³	F/56 ³
7	Gretna Drive	C/15 ⁴	C/18 ⁴
8	Mirror Avenue	F/124 ⁴	F/228 ⁴
9	Acerro Avenue	C/18 ⁴	D/28 ⁴
10	Broadmoor Road	E/46 ⁴	F/263 ⁴
11	South Prairie Avenue**	C/24	D/41
12	Avis Avenue	B/12 ⁴	C/18 ⁴
13	Aster Street	E/43 ³	D/28 ³
14	Azalea Street	F/59 ⁴	D/28 ⁴
15	Lancaster Drive	C/16 ³	B/13 ³
16	Delphinium Street/Private Drive	D/25 ⁴	D/27 ⁴
17	Emilia Street/Private Drive	D/26 ⁴	E/37 ⁴
18	Elmwood Circle/Forsythia Street	D/26 ⁴	E/43 ⁴
19	Gladiola Street	B/13 ⁴	C/16 ⁴
20	Hyacinth Street (North)	C/19 ³	B/14 ³
21	Hyacinth Street (South)	B/15 ⁴	C/17 ⁴
22	Lynwood Lane	D/27 ³	D/29 ⁴
23	Hollywood Drive**	B/13	A/8
24	Sherwood Lane	C/22 ³	D/28 ⁴
25	Driftwood Lane	D/27 ⁴	D/34 ⁴
26	Elmwood Circle/Elmwood Lane	E/38 ³	E/38 ⁴
27	Ridgewood Lane	C/25 ⁴	D/32 ⁴
28	Vinewood Lane**	B/19	B/14
29	O'Neal Avenue	F/53 ¹	E/47 ¹
30	Surfwood Lane**	B/13	B/12
31	Redwood Lane	C/17 ²	E/44 ¹
32	Sandalwood Lane	D/25 ¹	E/38 ¹
33	Ivywood Lane**	A/9	B/13
34	Northern Ave/CO 78**	C/32	C/35
35	Glenroyal Drive	C/25 ¹	F/94 ¹
36	Lehigh Avenue**	B/17	B/13
37	Sovereign Circle	C/16 ¹	C/22 ¹
38	Red Creek Springs Rd/Rutgers Ave**	B/16	B/18
39	Sands Drive	C/18 ¹	C/20 ¹
40	St. Clair Avenue**	B/14	B/14
41	Lucille Street	D/27 ¹	D/29 ¹
42	Sage Street	D/30 ¹	E/38 ¹
43	Thatcher Avenue/CO 96**	D/35	C/33
44	Goodnight Avenue**	B/12	B/14
45	West 11th Street**	C/21	C/21
46	West 18th Street	A/0 ²	A/0 ²
47	West 24th Street**	B/11	B/10
48	West 31st Street	A/0 ²	A/0 ²
49	Spaulding Avenue**	A/7	B/15
50	Bahama Drive	C/21 ¹	D/34 ¹
51	US 50**	D/43	D/39
52	US 50 Left Turn/Wildhorse Road**	C/23	C/27
53	Capri Circle	A/9 ¹	A/9 ¹
* Delay for signalized locations is for the entire intersection and for unsignalized locations it is for the worst approach leg.			
** Signalized intersection			
1 Worst leg is eastbound			
2 Worst leg is westbound			
3 Worst leg is northbound			
4 Worst leg is southbound			





Daily Traffic Patterns





Federal Highway Safety Improvement Program (HSIP) Local Agency Application (submit applications to Regional Traffic Engineer)

<https://www.codot.gov/safety/traffic-safety/safety-programs-data/hsip>

Requesting Agency: City of Pueblo Transportation Department

Submitted By: Melanie Turner

Title: Interim Traffic Engineer

Email: mturner@pueblo.us

Phone: 719-553-2702

Date: February 28, 2023

(All fields required unless otherwise noted)

1) Location (Road Number, Street, Milepost, etc.):

Intersection of Lake Ave and Jones Ave, Pueblo, CO 81004. See EXHIBIT A, Project Location.

2) Documented crash history (if available, otherwise CDOT crash database will be used for evaluation using the most recent available three to five years of crash data):

Between 2018 and 2022 (5 years), there were 24 crashes at this location. There were: 1 fatality crash in 2018 and 9 "other injury" crashes in the 5-year span. The other 14 crashes were "property damage only" crashes. See EXHIBIT B, crash summary and EXHIBIT C, Collision Diagram.

3) Traffic volume (if available. Average daily traffic for roadways and all approaches at intersections):

The average entering daily traffic (ADT) is approximately 11,600 vehicles per day (vpd).
Lake Ave high total is 7,990 (vpd).
Jones Ave high total is 4,633 (vpd).
Counts were taken in 2022 and 2013. See EXHIBIT B, traffic counts.

4) Description/Illustration of existing safety concern:

Of the 24 crashes over 5 years, 8 were broadsides, with one being a fatality, and 5 were rearends. In addition to the 14 property damage crashes, there was 1 fatality crash that also included a minor (B) injury. In the "other injury" crashes, there were 10 injuries total, 4 were minor injuries and 6 were other (C) injuries. See EXHIBIT D, Crash Types.

Intersection Configuration:

Currently, Lake and Jones is a signalized intersection. On the east/west approach, there is one lane in each direction with left turn lanes at the intersection. Lake Avenue north of Jones is one lane each direction. Lake Avenue south of Jones is one lane SB and two lanes northbound until the intersection where one lane becomes a left turn only lane.

5) Description/Illustration of proposed improvement and the extent to which it addresses the crash problem:

Despite the fact that this is a signalized intersection, about 50% of the crashes were broadsides (front to side) with one being a fatality. Because of the high percentage of broadsides, this intersection is a good candidate for a roundabout. The Federal Highway Administration has identified roundabout construction as one of the most significant accident countermeasure concepts. Current speed studies of existing Pueblo roundabouts have shown average speeds in the low 20 mph range.

Lake and Jones Avenue is in close proximity to St. Mary Corwin Medical Center, Corwin Middle School and Lake Minnequa. This improvement will enhance the safety of drivers, bicyclists, and pedestrians of all ages and abilities.

6) Amount of funding requested for proposed safety improvement*

Federal share amount: \$1,350,000^

State match amount: 0^

Local match amount: \$150,000

*The federal share for HSIP projects is 90 percent. CDOT (state) will provide 10 percent match on projects located along the state highway system. Local agencies will provide 10 percent match for projects that are located off the state highway system.

^Benefit/Cost evaluation will be based off the federal and state amounts listed above.

7) Total estimated proposed safety improvement cost
(Preliminary cost estimate tabulation recommended):

\$1,500,000

For information only

8) Planned construction advertise date:

December 2025

9) Planned construction completion date:

October 2026

Additional comments or notes regarding project or funding:

This project is the City's 2nd priority.



Colorado Department of Transportation Region & State Traffic Engineers

<p>Alazar Tesfaye - Region 1 Traffic Engineer 2829 W. Howard Pl Denver, CO 80204 alazar.tesfaye@state.co.us (303) 512-4040</p>	<p>Jason Nelson - Region 2 Traffic Engineer 5615 Wills Blvd Pueblo, CO 81009 jason.nelson@state.co.us (719) 546-5411</p>
<p>Zane Znamenacek - Region 3 Traffic Engineer 222 S 6th St, Room 100 Grand Junction, CO 81501 zane.znamenacek@state.co.us (970) 683-6275</p>	<p>Katrina Kloberdanz - Region 4 Traffic Engineer 10601 W. 10th St Greeley, CO 80634 katrina.kloberdanz@state.co.us (970) 350-2211</p>
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CDOT Region Boundary Map

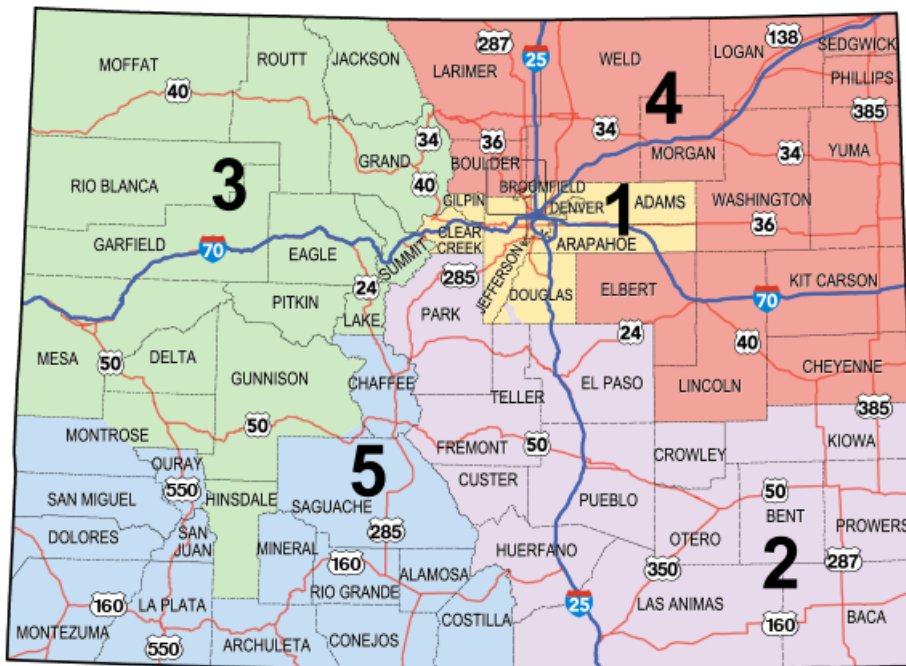


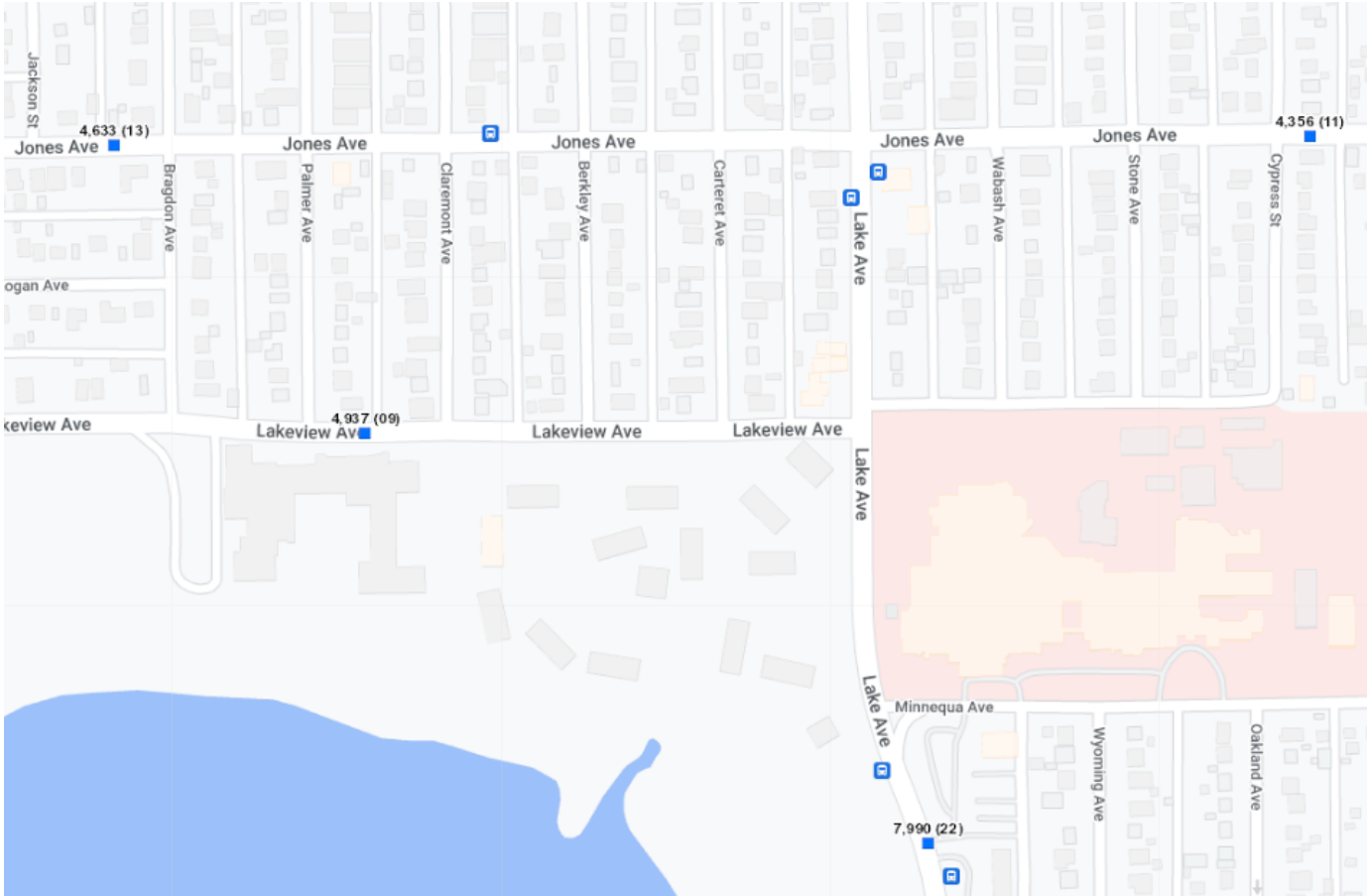
EXHIBIT A
Project Location



Aerial photo of intersection of Lake and Jones, Pueblo, CO

EXHIBIT B
Crash Summary,
Traffic Counts

Traffic Counts



2018-2022 Summary Report

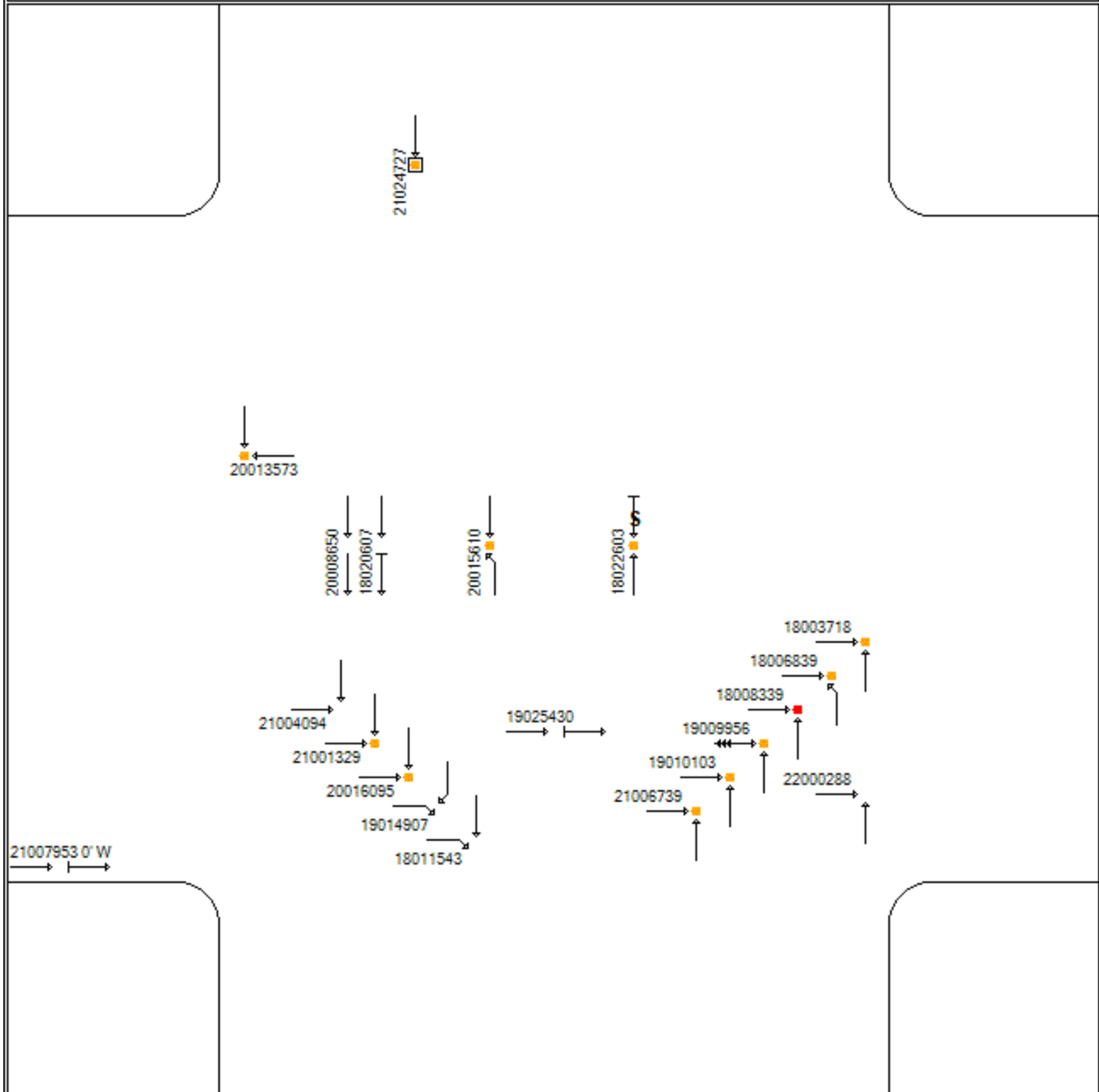
Crashes per year (intersection related only)

Lake & Jones Avenue 2018-2022

	2018	2019	2020	2021	2022
Crash Total	24	7	4	6	3
Fatalities	1				

2018-2022	Total	24
	Fatal Crashes	1
	Serious injury crashes	0
	Other injury crashes	12
	Property damage only crashes	11

24 Crashes
(4 crash(es) not drawn)



← Straight	↔ Backing	↔ Erratic	● Injury	S Sideswipe
↘ Right Turn	↔ Passing	↔ Out of Control	● Fatality	N Nighttime
↙ Left Turn	↔ U-Turn	⋯ Unknown	X Pedestrian	D DUI
⊥ Stopped	▭ Parked	□ Fixed Object	⊗ Bicycle	



 Not to Scale
 Printed: 2/24/2023

EXHIBIT E
Intersection Photos



Lake Avenue, Northbound



Lake Avenue, Southbound



Jones Avenue, Westbound



Jones Avenue, Eastbound



COLORADO
Department of Transportation

House Bill 23-1101

PACOG TAC Legislative Update



HB23-1101: Ozone Season Transit Grant Program Flexibility

- **Updates to the Ozone Season Transit Grant Program**
 - Allows transit agencies that operate in areas where ozone levels are highest during a different period than June 1 to August 31 to designate a different period of the year for its "ozone season"
 - Allows a grant recipient to retain grant money that it does not spend for use in a subsequent year
 - Clarifies that a grant recipient may use grant money for reasonable marketing expenses of their related programs
 - Clarifies that eligible transit agencies can use grant money to expand free services or free routes that are already offered

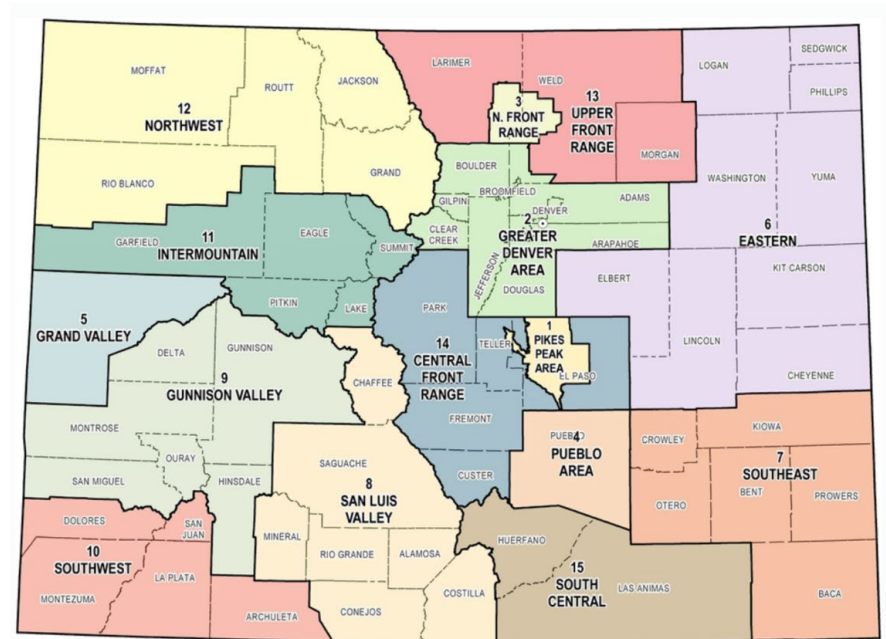


- **RTAs can go to Ballot for Increased Funding**
 - Previously RTAs were authorized to go the ballot for no more than 1% sales tax of every transaction. 1101 authorizes RTAs to seek up to 2%
- **Transit Agency Representation in TPRs**
 - On or After September 23rd, 2023, Transportation Planning Regions must include at least one voting representative to represent all transit agencies within the region
 - The representative must be appointed by the transit agency or if multiple transit agencies provide service within the region, by agreement of the transit agencies
 - The bill does not specify the process of choosing a representative or how frequently this choice should be re-visited. These decisions are up to the transit agencies to determine in coordination with the planning regions



TPR Boundary Study Provision

- SB 23-1101 was signed into law by Governor Polis on April 28
- The House passed the final bill on April 21
- The Senate passed the final bill on April 18
- The final version included the language developed in the second conference committee report
- The report included an additional freight factor for consideration, and removed language related to analyzing “equitable” representation on STAC.





Key Points

- The amendment **protects rural Colorado's transportation interests** by mandating that the number of rural TPRs can not be reduced. There are currently 10 rural TPRs and 5 urban MPOs. This number will remain the same.
- The provision outlines multiple items to be considered and **additional criteria were added to the study** at the recommendation of stakeholders in rural Colorado, such as lane miles, freight traffic, and truck vehicle miles traveled.
- This amendment codifies the stakeholding process and specifies that there will be the **opportunity for public comment across the state**.
- While SB 23-1101 requires the Transportation Commission open the rules and consider any recommendations that the study may make, the **authority to change TPR boundaries remains with the Transportation Commission**.



Abridged Amendment Language

On or before November 30, 2023, The Department Shall Complete a Study and Study Report of:

1. The boundaries of the Transportation Planning Regions (TPRs)
2. Membership of the STAC
3. Membership of the Special Interim Transit And Rail Advisory Committee (TRAC)
4. The Consistency and Transparency of the Transportation Planning Process Across the TPRs

In Conducting The Study, **The Department shall provide opportunity for public comment throughout the State** and consider input from stakeholders throughout the State.

The Department shall submit the Study Report to the Transportation Commission and to the Transportation Legislation Review Committee on or before November 30, 2023.

Following completion of the study and with consideration of its findings, the Transportation Commission shall initiate updates to the rules before June 1, 2024.



Amendment Language Cont.

Factors for consideration identified in the legislation:

1. Highway And Transit Corridors;
2. Transit District Boundaries;
3. Disproportionately Impacted Communities;
4. Miles Traveled:
 - a. Vehicle Miles Traveled;
 - b. Truck Vehicle Miles Traveled;
 - c. Transit Vehicle Revenue Miles;
 - d. And Lane Miles;
5. Population Trends;
6. Safety And Management Considerations;

7. Travel Patterns:
 - a. Commuting;
 - b. Commercial Traffic;
 - c. Freight Movement;
 - d. Tourism Impacts,
 - e. And Other Travel Patterns;
8. Transit-Oriented Development And Access To Affordable Housing;
9. Communities Of Interest;
10. Air Pollutants;
11. Criteria Pollutants;
12. Greenhouse Gas Pollutants



Moving Forward

- CDOT staff has begun gathering data and creating a mapping tool to assist in the analysis.
- HQ staff are attending TPR meetings to explain the amendment and answer any questions TPR members may have. This will continue until the study is completed.
- CDOT will keep the Transportation Commission and STAC informed during the study process.
- Tentatively considering 5 virtual/in person hybrid public meetings across the state in late summer to present data and receive input, followed by 5 additional meetings in the fall to present draft findings and recommendations.
- The legislation requires the Transportation Commission open the rule by June 1, 2024.
 - However, to coincide with the kickoff of the statewide and regional plans, CDOT is expecting to advise the TC to open its rules in December or January in order for any rulemaking to be completed (rather than initiated) by the statutory deadline so that the planning process is not delayed.



Questions?

