

Chaffee County Transportation Advisory Board

June 13, 2024

10:00 AM – 11:30 AM

Via ZOOM Conference Call and In Person at the Methodist Mountain Conference Room in the Touber Building: <https://zoom.us/j/4328290633> ID #432 829 0633

MEMBERS PRESENT: Adriana Kuhn, Kate Garwood, Bonnie Davis, Bill DeLay, Mike Bischoff, Tom Brown

STAFF PRESENT: Keith Baker, Bill Almquist

I. Call to Order

Kuhn called the meeting to order 10:14 a.m.

II. Approval of Consent Agenda

MOTION was made by Davis, seconded by De Lay, and all approved.

III. Approval of April Minutes

Corrections to members attending/absent Tom Brown was present. Mike Bischoff and Bill De Lay were absent

MOTION was made to approve with the corrections by Brown, De Lay seconded, and all approved.

IV. Commissioner Report:

TBR routine, road resurfacing initiatives. There was a trails meeting with strong opinions. There was a lively discussion on the need for a logical and coherent plan for interface with Envision and all user groups. Discussion on CR 110 (deadman's) curve complete.

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V. Modes

A. Bustang:

- a. Crested Butte route running fine. Route has been at capacity for the last 2 days.
- b. Discussion about Spanish speaking rider issues.
- c. Due to maintenance issues, Canyon City stop has not been restarted
- d. Mountain Valley Transit (MVT) - Running well and at capacity in Salida. Discussion about the on demand calls for service.
 - i. MTV will be adding a new 14 passenger bus. Discussion on how the bus was funded, 80% of the cost was covered by grants and Medicare funding.

B. Donna: Trails Update

- a. Discussion about the trail future funding, ATIIP, GOCO, and Envision.
- b. Trails documents for future planning being updated for the multimodal plan.

C. Bonnie: Truck and Rail Update

- a. Rail: discussion on rail project to alleviate passenger traffic on I-70
 - b. Truck: discussion on Blue Triton and compliance with permit requirements.
- D. Bill: Air Update:
 - a. Importance of the airport being used for emergencies (Interlaken Fire mentioned).
 - b. Need for advertising about the airport.
 - c. Bill will be attending the Board meeting and will provide updates next meeting

VI. Survey

- A. Discussion about the survey layout and questions.

Next meeting July 11, 2024, at 10:00 a.m. at the Buena Vista Airport

Meeting adjourned 11:55 a.m.

City of Salida Community Development and Growth - Hwy. 291 and Oak Street

Sales taxes represent THE primary revenue source for the City of Salida, not construction, not real estate, not mining and not manufacturing. Tourism drives sales tax revenue which pays for city payroll, public safety, street maintenance, parks, recreation, and utility services (i.e. water, sewer, etc.). Tourism supports and funds retail sales, payrolls, pays rents and utilities, and supports home values, and as such, it also helps fund local schools.

Along with the Arkansas River, Restaurants, Shops, Arts and Festivals, Salida's historic downtown district and landmark designations have no equal in the State of Colorado. This explains Salida's broad-appeal to visitors, as well as the need to maintain and preserve historic downtown for benefit of the community. Damage to our irreplaceable historic buildings, including vehicle traffic risks to locals and tourists alike, is resulting from heavily loaded commercial trucks moving through downtown. The damaging impacts of heavy vehicles on both historic buildings and pedestrian safety are well-known – this problem is amplified in Salida due to the 'soft-brick' used to construct buildings in the 19th century and the urban nature of the narrow downtown corridor.

This dangerous situation defies logical justification in context of Salida's essential tourism income, particularly when existing and economically viable alternative commercial vehicle routes already exist. The activities of Butala Sand & Gravel and Hard Rock Paving and Redi-Mix together represent a significant source of the heavy multi-axel commercial traffic moving through the downtown historic district (product sources and deliveries of aggregate, landscaping rock, etc.).

Multiple available alternative routes exist that DO NOT transit the historic downtown tourism district, for example: Alternative One - 160, 144, 140 to Holman (6.5 miles), or Alternative Two - 160, 285 to 50 (15.5 miles), or Alternative Three - 291, 285 to 50 (19.4 Miles). In every case, the minor incremental cost increase for using the alternative routes can be calculated (the existing historic route cost is \$3.40 one-way, i.e., the 5.2 miles distance from Butala to Hardrock times \$0.65 compensation rate per mile for gas, maintenance and repair), so, the added one-way cost for selecting Alternative One is \$0.85, Alternative Two is \$6.74 and Alternative Three is \$9.30. All the existing alternative routes are practical and economically feasible.

Importantly, the real direct costs to historic buildings, tourism and public safety would now be recognized and borne by the businesses that produce the damages and risks, adding that neither Butala or Hardrock contribute to City Sales Taxes (they are both located outside of the City of Salida).

This issue is not uncommon in the State of Colorado, but fortunately, it has been addressed many times before to the mutual benefit of the effected communities and the Colorado Department of Transportation (CDOT). The established and legal process is called Devolution, which is the transference of the rights, powers, and properties specific to an existing state highway section from the State of Colorado to a local Municipality – like Salida.

Per Colorado state statute, if a state highway starts acting like a local town's main street - Devolution is possible. For example, the 2.32-mile road section of CO US Hwy. 291 beginning at US 50 and ending at the Arkansas River bridge already satisfies the devolution criteria. Reasons offered for approved CDOT

devolutions have included ‘gaining local control of traffic speed, vehicle weight and size.’ Of note, any specific changes made by the City of Salida in context of its new authority to define vehicle types, weights and sizes would naturally allow for existing utilities, waste, mail and wholesale ‘Jobbers’ to continue providing their services, i.e., food, beverages, inventories, gasoline and auto parts deliveries, etc.

The maintenance costs for the 2.32-mile section of highway transferred is covered by CDOT in the form of an UPFRONT net-present-value cash payment (equivalent to 20-years of maintenance expenses) to the municipality, i.e., paid directly to the City of Salida. Examples of previously approved devolution payments have included \$6.2 million to the City of Pueblo (5.8 miles), \$5.6 million to the City of Eagle (7.6 miles), and \$2.6 million to the City of Manitou Springs (1.4 miles).

Salida’s funds accounting system can readily accommodate the upfront cash payment, including its ongoing investment and managed distribution. Of note, the City of Salida already provides maintenance services on this section of the highway under an existing agreement with CDOT. The timing of the transfer of control and maintenance of the 2.32-mile section of Hwy. 291 from CDOT to Salida does matter, and that timing has never been better than - NOW!

The City of Salida State Hwy. 291/Oak St. Project 24848 has been approved, funded and initiated - Summer 2024. A related CDOT project consisting of a new double-lane Hwy. 50 traffic circle, will represent the location of new construction on the improved Oak St./Hwy. 291 (the beginning of the 2.32-mile section). The Oak Street improvements (i.e. road base and surface, bike lanes, cross-walks and street lights, sidewalks, stormwater management upgrades and xeriscaping) will extend to City Hall.

Consistent with the foregoing efforts to improve both the safety and appearance of the downtown corridor, the 121-year-old Salida Fire Department is being re-located to 611 Oak Street (estimated completion November 2024). Further transitional road and corridor improvements extending into and through downtown Salida will be funded via an awarded \$2.0 million Revitalizing Main Street Grant.

The expanding Salida Hospital District, a.k.a., HRRMC, with over 800 employees is Salida’s largest employer. The district comprises the distance extending beyond downtown along Oak St./Hwy.291 and continuing to the entry of the Arkansas River bridge (the end of the 2.32-mile section). A reduction in heavy commercial vehicle traffic on this section will benefit Salida’s Hospital District and the community.

The Devolution process is well-established and legally codified by the State of Colorado. The process, appropriately, begins with the review and support of the municipality (i.e. Salida mayor and council members), after which, the City of Salida submits a formal devolution request to CDOT (Region 5). The Colorado Department of Transportation then reviews and approves the request. The approval document will include the amount of the upfront maintenance payment (the payment calculation is shared by CDOT with the municipality), and will also state that the municipality will accept ownership of the 2.32-mile road section on an ‘as-is’ basis (hence, the value of finalizing the devolution process after the above referenced Projects have been completed).

The City of Salida has changed – tourism is our primary industry. Economic activities related to tourism are thriving and expanding, e.g., restaurants, river supplies and services, artwork sales and instruction,

clothing apparel and accessories, which includes related products and services (groceries, fuel, RV and auto repairs and parts, etc.). Further, approved and constructed residential developments utilizing the Hwy. 291/Oak St. corridor represent over 750 units and 3,750 possible new community members, all of whom travel to and through the downtown historic district.

The City of Salida is a community – it’s our home. Maintaining and improving what we care for, and also what supports us, requires that we recognize what our historic downtown district represents and what steps we can take in order to preserve what we both need and love. Devolution is available, demonstrated and economically practical, and with this next step - we can effectively continue to develop and preserve Salida!

The foregoing information contains numerous factual statements and references that can be supported, for example:

- Demonstrates a recent Devolution/Abandonment Colorado Transportation Commission Approval; Formal Transportation Commission (State of Colorado) Approval on 6-20-24 of Abandonment, a.k.a., Devolution, of US40 Frontage Road 0.9 miles, in Craig Colorado in which the City of Craig agrees to assume ownership and maintenance of road section on an ‘as-is’ basis. Further, the parties will enter into an Intergovernmental Agreement IGA after which the real property will be transferred to the City of Craig.
www.codot.gov/about/transportation-commission/documents-and-resolutions/commission-materials/2024-supporting-documents/06_june-2024/resolutions/tcres20240611-abandonment-u-s-40-frontage-rd.pdf
- Formal Devolution Approval by CO Transportation Commission (1-mile, \$350,000 devolution payment), City of Glenwood Springs, Nov. 2023 (a recent devolution example).
https://www.codot.gov/about/transportation-commission/approved-resolutions/2023-approved-resolutions/november-2023/tc_res_2023_11_03-devolution-of-us-6-and-i-70-frontage-road-between-devereux-road-and-the-donegan-road.pdf
- City of Eagle formally accepting the conveyance of the 7.67-mile road section received from CDOT via the approved devolution.
<https://www.townofeagle.org/DocumentCenter/View/12834>
- Rifle City Council Minutes describing the formal request and approval of its devolution, as was unanimously agreed to by city council members.
<https://www.rifleco.org/Archive/ViewFile/Item/1746>
- Current practices to address vibration and potential effects to historic buildings per the National Historic Preservation Act (NHPA).
[https://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25\(72\)_FR.pdf](https://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25(72)_FR.pdf)
- National Association of City Transportation Officials – Urban Street Design Guide, - Narrow downtown streets are common in older towns, a shared street environment allows for both pedestrians and deliveries.
<https://nacto.org/publication/urban-street-design-guide/streets/commercial-shared-street/>

If any other factual references require clarification or support, please feel free to request the source data.

Transportation Survey

We would love to hear your thoughts or feedback on how we can improve your experience!

1. Where do you live

Mark only one oval per row.

	Full time	Winter Home	Summer Home	Vacation
Buena Vista	☐	☐	☐	☐
Salida	☐	☐	☐	☐
Poncha Springs	☐	☐	☐	☐
Nathrop	☐	☐	☐	☐
Maysville	☐	☐	☐	☐
Howard	☐	☐	☐	☐
Leadville	☐	☐	☐	☐
Fairplay	☐	☐	☐	☐
SLV	☐	☐	☐	☐
In state less than 2 hours away	☐	☐	☐	☐
In state more than 2 hours away	☐	☐	☐	☐
Out of state Visitor	☐	☐	☐	☐

2. Age

 Dropdown*Mark only one oval.*☐ Under 18☐ 19-29☐ 30-39☐ 40-49☐ 50-59☐ 60-69☐ 70-79☐ 80-89☐ 90+

3. Do you have family that you drive

Check all that apply.☐ Children☐ Older Adults☐ Disabled☐ None☐ Other: _____

Safety

How do you feel about the safety of roads in Chaffee County

4. Do you think the roads in Chaffee County are safe?

 Dropdown*Mark only one oval.*☐ Yes☐ No

5. If no, why not?

Mark only one oval.

- ☐ Speed Limits
- ☐ No Bike Lane
- ☐ Poor Markings
- ☐ Shoulders none or limited
- ☐ Poor Lighting
- ☐ Traffic lights lacking at critical intersections
- ☐ Pedestrian crosswalk design, ex. not visible enough or wrong placement
- ☐ Other: _____

6. Comments

7. Do you consider any of these roads unsafe?

Mark only one oval.

- ☐ Hwy 285
- ☐ Hwy 24
- ☐ Hwy 317
- ☐ Hwy 50
- ☐ Hwy 291
- ☐ Hwy 260
- ☐ Crossman Intersection/CO 350
- ☐ Chalk Creek Intersection/CO 162
- ☐ Johnson Village/Hwy 285
- ☐ Cottonwood Pass/West Main & CO 306
- ☐ East Main st Buena Vista
- ☐ South Main St Buena Vista
- ☐ SDCEA/Loves intersection
- ☐ Poncha Blvd/CR 120
- ☐ Airport Rd/CR 140
- ☐ CR 160
- ☐ Other: _____

8. Comments

9. If Chaffee County Doubles in size how can we make the roads safer?

Mark only one oval.

- ☐ Roundabouts
- ☐ By-Pass
- ☐ Traffic Lights
- ☐ Wider roads
- ☐ Eliminate railroad signals and tracks
- ☐ Slower speeds
- ☐ More bike trails
- ☐ Mass transit
- ☐ Other: _____

10. Comments

11. Where do you commute to and from?

Mark only one oval per row.

	In Town	To Buena Vista	To Salida	To Leadville	To Front Range	Other
Buena Vista	☐	☐	☐	☐	☐	☐
Salida	☐	☐	☐	☐	☐	☐
Howard	☐	☐	☐	☐	☐	☐
San Louis Valley	☐	☐	☐	☐	☐	☐
Leadville	☐	☐	☐	☐	☐	☐
Work From Home	☐	☐	☐	☐	☐	☐

12. Approximately how many miles?

 Dropdown

Mark only one oval.

☐ 0-2

☐ 3-5

☐ 6-10

☐ 11-20

☐ 21-50

☐ 50+

13. What Type of transportation do you use in the Winter?

Mark only one oval per row.

	25%	50%	75%	100%
Car	☐	☐	☐	☐
Bike	☐	☐	☐	☐
Walk	☐	☐	☐	☐
Carpool	☐	☐	☐	☐
Bus	☐	☐	☐	☐
Work from home	☐	☐	☐	☐
N/A	☐	☐	☐	☐

14. What Type of transportation do you use in the Summer?

Mark only one oval per row.

	25%	50%	75%	100%
Car	☐	☐	☐	☐
Bike	☐	☐	☐	☐
Walk	☐	☐	☐	☐
Carpool	☐	☐	☐	☐
Bus	☐	☐	☐	☐
Work from home	☐	☐	☐	☐
N/A	☐	☐	☐	☐

15. Would you like more options?

Mark only one oval.

☐ Yes

☐ No

☐ Maybe

☐ Other: _____

16. Would you use a park and ride, van share, and/or mass transportation if available?

Mark only one oval.

☐ Yes

☐ No

☐ Maybe

☐ Other: _____

17. Comments

18. What prevents you from biking/walking or doing so more often?

Check all that apply.

☐ weather

☐ safety

☐ ability

☐ distance

☐ Other: _____

19. Comments

20. How often do you drive to a trail head?

⌵ Dropdown

Mark only one oval.

☐ Daily

☐ Few times a week

☐ Once a week

☐ Few time a month

☐ Once a month

☐ Few times a year

☐ Never

21. Would you like to use transit to any of these locations if there were scheduled runs?

Check all that apply.

- ☐ Monarch Mountain/Continental Divide
- ☐ Cottonwood Trailhead
- ☐ Ruby Mountain
- ☐ Methodist Mountain Trails
- ☐ BV to Salida
- ☐ BV to Hospital
- ☐ BV to Poncha
- ☐ BV to Walmart
- ☐ Around BV
- ☐ Around Salida
- ☐ Howard to Chaffee
- ☐ Leadville to Chaffee
- ☐ Other: _____

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Google Forms

The toll from highway crashes has an important health and economic issue Chaffee County. Each year, nearly xxx individuals are killed and xxx are injured in Chaffee County The estimated cost of these crashes is more than total number X \$75,883 (need the metrics from the police department for the last 5 years). How many crashes ????

For the purposes of this survey, road safety pertains to the measures taken to reduce the risk of road traffic injuries and death.

Do you think the roads in Chaffee County are safe?

Scale 1 to 5 – One is very unsafe and 5 Very Safe

Do you feel Chaffee County local governments are doing enough to improve the safety of the roads?

Scale 1 to 5 for each– 1 not at all satisfied and 5 very satisfied No opinion

Chaffee County

Local town government

What do you think about road safety within Chaffee County?

Speed Limits -Safe to Unsafe

Bike Lane - Inadequate to Adequate

Road Markings - Inadequate to Adequate

Road Signage - Inadequate to Adequate

Road Shoulders - Inadequate to Adequate

Lighting - Inadequate to Adequate

Traffic lights - Inadequate to Adequate

Pedestrian crosswalks - Inadequate to Adequate

Sidewalks - Inadequate to Adequate

Turn/Passing Lanes - Inadequate to Adequate

Rate these highway/roads as safe or unsafe – if you selected unsafe, provide the location(s).

Hwy 285 - Safe to Unsafe with write in box

Hwy 24 - Safe to Unsafe

Hwy 317 - Safe to Unsafe

Hwy 50 -

Hwy 291

Hwy 260

CO 350

CO 162

CO 306

CR 120

CR 140

CR 160

Other Highway/Road

How would you improve future road safety in Chaffee County - provide the location(s).

Roundabouts

By-Pass

Traffic Lights

Wider roads

Eliminate railroad signals and tracks

Slower speeds

More bike lanes

Other:

Where do you live?

Drop Down:

Chaffee County, In State, Out of State

If Chaffee County What City?

Drop down:

Are you a year-round resident of Chaffee County?

Drop Down:

Yes or No