

PACOG/ADA Advisory Committee  
Minutes of the Meeting  
January 7, 2021

Meeting was called to order at 1:02

Present: Todd Berisford, Charles Roy, Joe O'Brien, Eva Cosyleon, Steven Meier, Sharon Campbell, Heather Norton, Kristen Castor, Don Bruestle, Chantal Woodyard, Susan Lindeman, Regina-Renee Ward

### **Guest Speakers**

Todd Berisford introduced Charles Roy, Public Works Engineering Manager. He will be working with us on specific projects. He can substitute for Todd Beresford as necessary.

### **Public Works: Todd Berisford, ADA Coordinator**

We are continuing with Greenwood Street rehabilitation and we have enough funding to do curb ramps at more intersections. Northern will be paved from the bridge over I-25 up to where it curves toward Avondale to, Minnequa Ave from I-25 to Orman, 24<sup>th</sup> from Pueblo Blvd. up to Tuxedo, High Street at 24<sup>th</sup> to Morris, Hudson from 4<sup>th</sup> to highway 50 and Grand at Center City to 4<sup>th</sup> street. The Community Development Block Grant (CDBG) curb ramp funded projects for this year are beginning. They include City Center to Santa Fe, Northern including trails and streetscapes, and Prairie to Pueblo Boulevard. There are some smaller projects such as the area around Southside Safeway and Northern Avenue Streetscapes and trails.

We are now working on the question of sidewalk width. Hudson to Amarillo on 4<sup>th</sup> is 4 ft. when we are aiming for 5 ft. in public spaces. It was done by Colorado Department of Transportation (CDOT.) This creates a problem if we extend sidewalk width to five feet. There is not enough room to transition from 4 ft. to 5 ft.

### **PEDCO: Joe O'Brien**

City Planning, Public Works, and the Task Force for Development have noted that there was a policy change in 2018 extending all sidewalks to five feet wide. Eva Cosyleon spoke to Kim Arline of Pueblo Active Community Environment (PACE) and reported that she felt that 4' would be sufficient for bike-ability. PACE is more concerned about connectivity and while this includes curb ramps and accessible pathways, 4' is sufficient for their needs.

Todd Berisford says to pour a 100 ft. of sidewalk it costs \$5 a square foot or \$2000. Five foot sidewalk would be \$2500. That's a 20% increase. The ADA specifically calls for 4 foot sidewalks in residential areas. That is sufficient for most wheelchairs given the average width of a wheelchair at about 28 inches. The ADA requires 4' in residential areas. Homeowners would also incur the additional cost if they were required to replace the sidewalk.

Chantal Woodyard would like to do some more research. The consumer members of the committee will discuss the issue further at the January 14 work-session to come up with an answer before the next regular meeting. Joe O'Brien will send bullet points for his stance.

Bike lanes are really only feasible on arterial routes so they would not be an alternative in residential areas because the streets are not wide enough.

Joe O'Brien asked if there has ever been a large number of complaints from people with disabilities about sidewalks. Todd Berisford says the complaints are from all citizens about broken and impassible sidewalks. The curb ramp requests fit into the Community Development Block Grant program. The city does have responsibility for maintaining ramps and putting them in where the CDBG program does not reach.

Joe O'Brien said one third of the new housing requests are in Pueblo West. Pueblo lags and this makes it hard to bring in new companies with a large work force. The price of the land itself is low by comparison to Colorado Springs and has not changed in years. That means someone who is investing in the land can't make much of a profit on re-sale. Steven Meier says the city has annexed land, Charles Roy will be updating standards, and our Committee has an important role to play.

## **Transportation**

Kristen Castor explained that the committee Eva Cosyleon represents is the Consumer Advisory Committee to the Transportation Advisory Committee is our link to local, state, and federal planning. Anything we want to see happen with public transit, roadways, railways, etc. has to be in the plan. Eva Cosyleon provided a link to the ongoing 25 year Transportation Plan. It is: **[pacogmovestheregion-2045.com](http://pacogmovestheregion-2045.com)** . Kristen Castor says there is supposed to be a Regional Transportation Authority and maybe sidewalks. That's been paused because of the economy.

Heather Norton brought up the problem of cars parking too close to corners so that there is no way for approaching vehicles to see each other or pedestrians. Kristen Castor said there are a few intersections on Hwy.50 that

are very dangerous for pedestrians to cross. There are reports of wheelchair users being hit. Charles Roy said it can be resolved through the traffic engineer at the city. Don Bruestle said some cities use pedestrian bridges.

**The meeting adjourned at 2:35**

The results of the Work Session vote on sidewalk width were 4 in favor of going back to four foot sidewalks in residential areas only and 1 against.

The next regular ADA Committee Meeting is February 4 from 1-3 by Zoom. Captioning will be enabled.