

SALIDA REGIONAL PLANNING COMMISSION
August 15, 2009, 6:00 PM
APPROVED MINUTES

Planning Commissioners Present: PT Wood, Fred Rasmussen, Greg Bayne, Mary Ann Bavaria, Ted Richardson,

Planning Commissioners Absent: Judy Everett

Staff Present: Don Reimer, Dara MacDonald, Michael Yerman and Kim Antonucci

Members of the Public Present: Shawn Gillis, Lisa Malde, Anton Van Leuken, Trey Beck, Hillard Howard

Chair PT Wood opened the meeting at approximately 6:00pm.

Fred Rasmussen moved to approve the minutes of July 15, 2009; Greg Bayne seconded. All in favor. Motion carried unanimously.

No amendments to the agenda.

Salida City Planner Michael Yerman discussed the changes to the Transportation Plan, which included format changes, map clarifications (breaking out the overall map into road and trail maps) and that the Plan now included all of the agency review comments since the last public hearing. To better read the maps, three maps are provided: Map 9.1 includes all of the proposed improvements, while Map 9.2 includes only road improvements and Map 9.3 includes only trail improvements.

Ted Richardson expressed concern regarding the sequence of development and what triggers development even though the plan is conceptual. Discussion ensued regarding the requirements of developers and when these improvements will be done. Overall, it was suggested adding language regarding opportunities for implementing the plan.

The trail map was presented which includes the three trail types – developed path, striped bike lane and share the road trail types. A few changes did not make it into this version, but will make it into the final:

- CR 160 Share the Road Loop - signage

- Smokestack/Smelertown Loop

- CR 152 Share the Road Loop

- Safe Routes to School – Poncha Blvd., Teller, 7th, Park

- Sackett Street – inside city limits

- Milk Run Trail – east side of Wal Mart

The hearing was opened up to the public:

Shawn Gillis, SPOT Board. County Rd 177 along the river is a concern as a bypass to the downtown. This does not seem to be a good idea to bypass historic downtown. Developments along County Rd 177 will interrupt the viewshed. It will also reduce the likelihood of crossing the road to get to the recreation area. The road does not seem to be a vision for Salida.

Anton Van Leuken, moved here 6 years ago from upstate New York. Salida was a major attractant because Highway 50 does not divide downtown Salida. Connecting 291 and 50 is a good idea. Crossing Highway 50 is not safe. He would not like to see a collector road on the east side.

Lisa Malde, 8 years as a planning professional discussed here Concern with Collector D. Collector roads focus on vehicles. The area where Collector Road D is located should have a focus on pedestrians and bicycles. It is also set up to function as bypass which will detour people from downtown.

Hillard Howard, resident of 3 years. Originally concerned with emergency vehicles and hospital placement. Opposed to the collector on CR 177 and more trail development should be the focus. A collector here will deter trails.

Tom Jacobsen. Recently become a part-time in Tucson because of cycling. Tucson has made cycling an integral part of their transportation plan. Share the Road signs are nice, but striped shoulders should be a greater focus. Find a way to get the rights of way, but not to get piece-meal. As part of the P&Z years ago, Mr. Jacobsen recalls adding CR 177 as a collector, however, so much has changed since then, and it should be re-considered. Values have changed.

Public hearing closed at 7:10pm.

Chaffee County Development Services Director Don Reimer stated that CR177 is a prescriptive easement. The intent is not a bypass, and that is only designated as a future collector road because of the development potential of the private parcels. CR 177 is not slated for any type of construction, and will only be considered if the private property owners decide to develop. At that time, additional public hearings will be required. The reason that CR 177 is designated as a collector in this plan is because, (1) It is called out that way in the Salida Comprehensive Plan, and (2) There are lack of connections to other local roads. The likelihood that CR177 will be developed is not high.

Fred Rasmussen moved to recommend approval of the Salida Regional Transportation Plan with conditions based on the finding that the public had opportunities to review the Plan, including review agencies; public workshops were held on December 9, 2008, February 4, 2009 and May 6, 2009; and two public hearing were held on July 15, 2009 and August 19, 2009 with the Salida Regional Planning Commission.

Conditions:

1. Add language regarding plan implementation and opportunities for development for the infrastructure in the Plan.
2. Add language about collaborative planning opportunities and that larger regional issue should be considered with other agencies.
3. Add the suggestions presented by SPOT regarding trails.
4. Work with the School District to add the school bus routes.
5. Add language regarding CR 177, which is not intended to be a "byway" that bypasses downtown, but rather that it is a goal to have the right of way identified in the event of future private property development.
6. Add language that proposed alignments are intended to be "generalized", and that site specific engineering will need to be worked out as part of the development application.

Mary Ann Bavaria seconded the motion

Motion carried unanimously.