



**CITY COUNCIL EXECUTIVE COMMITTEE MEETING
CITY COUNCIL CHAMBERS, THIRD FLOOR, CITY HALL,
#1 CITY HALL PLACE, PUEBLO, COLORADO 81003.**

**MONDAY, JULY 28, 2025
5:30 PM**

Individuals Requiring Special Accommodations Should Notify the City's ADA Coordinator at (719) 553-2295 by Noon on the Friday Preceding the Meeting.

Executive Committee meetings are special meetings of the City Council and are informal Council meetings for the purpose of receiving information and discussion among Council Members; no official action is taken at such meetings. The public is invited to attend, but public comment is generally not received unless otherwise noted.

Agenda

CALL TO ORDER

PRESENTATIONS

- A. CITY UPDATE** 5:30 PM
Brian McCain, Chief of Staff
5 minute presentation
- B. PUEBLO MASTER DRAINAGE PLAN - STATE FAIR AND BESSEMER NEIGHBORHOOD BASIN** 5:35 PM
Noah Stamm: Drainage Engineer - City of Pueblo Stormwater
Melissa Bryant: PE Project Manager - RESPEC (Engineering Consultant)
15 minute presentation
- C. SPEED ENFORCEMENT CAMERAS** 6:00 PM
Deputy Chief Kenny Rider
Sergeant Michael Sincerbox - Traffic
15 minute presentation

EXECUTIVE SESSION

- A. FOR THE PURPOSE OF DETERMINING POSITIONS RELATIVE TO MATTERS THAT MAY BE SUBJECT TO NEGOTIATIONS, DEVELOPING STRATEGY FOR NEGOTIATIONS, AND/OR INSTRUCTING NEGOTIATORS, UNDER C.R.S. SECTION 24-6-402(4)(E)(I) AND THE FOLLOWING ADDITIONAL DETAILS ARE PROVIDED FOR IDENTIFICATION PURPOSES: TO DISCUSS A POTENTIAL PEDCO PROJECT(S).** 6:25 PM
Jeff Shaw - PEDCO President & CEO
30 minute presentation

ADJOURNMENT

PUEBLO MASTER DRAINAGE PLAN STATE FAIR AND BESSEMER NEIGHBORHOOD BASIN

CITY OF PUEBLO



JULY 28, 2025



AGENDA

- / Introductions
- / Goals / Approach / Challenges
- / Project Schedule
- / Phase I Deliverables
- / Next Steps
- / Questions



GOALS

- / Complete H&H Analysis, Planning, & Conceptual Design
- / Determine how to improve conveyance in areas
- / Identify opportunities for flooding reduction

CHALLENGES

- / Topography
- / Limited ROW
- / Fully developed communities

APPROACH

- / Model existing system
- / Determine opportunities for
 - / upsizing infrastructure
 - / separating outfalls
 - / infrastructure relocations
- / Identify potential detention
- / Identify opportunities for Green Infrastructure

PROJECT SCHEDULE

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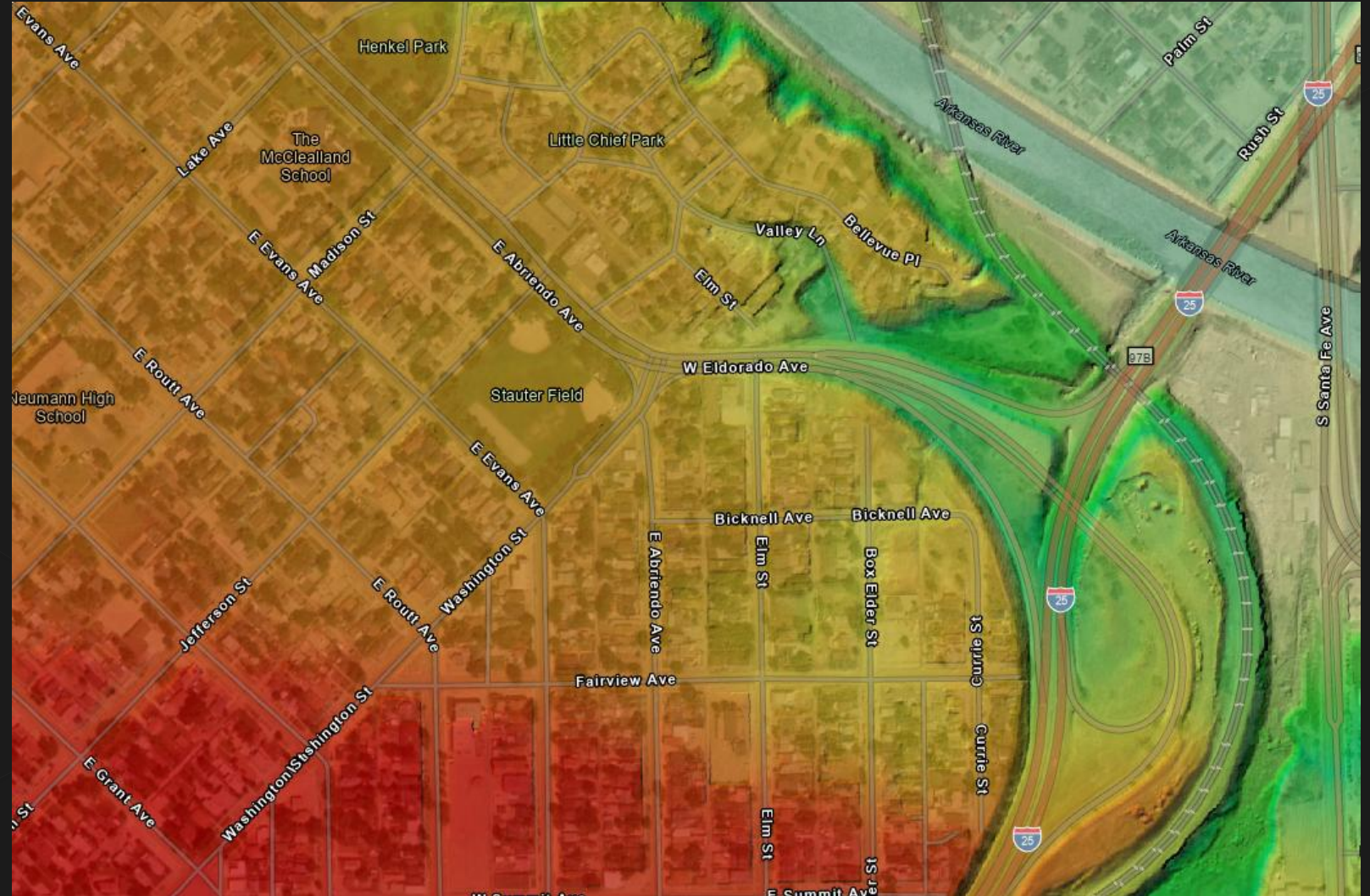
◆ Deliverables

◆ Meetings-Kickoff/Progress/Staff Coordination/City Council

City Review Period

PHASE I BASELINE HYDROLOGY & HYDRAULICS

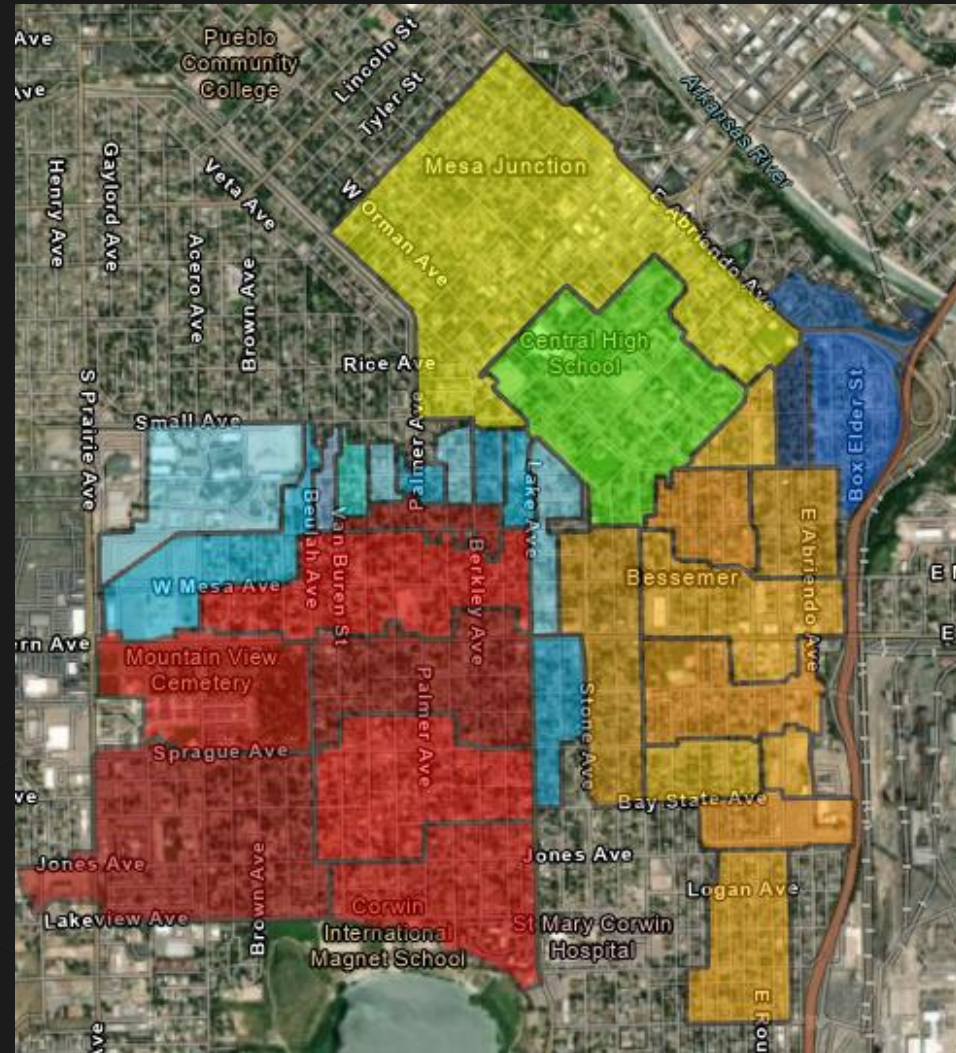
- › **DEM (Digital Elevation Model) to determine surface flow patterns**



PHASE I BASELINE HYDROLOGY & HYDRAULICS

› Watershed delineation based on surface flow patterns and subsurface storm sewer system conveyance

- / Summit
- / Carteret
- / Routt



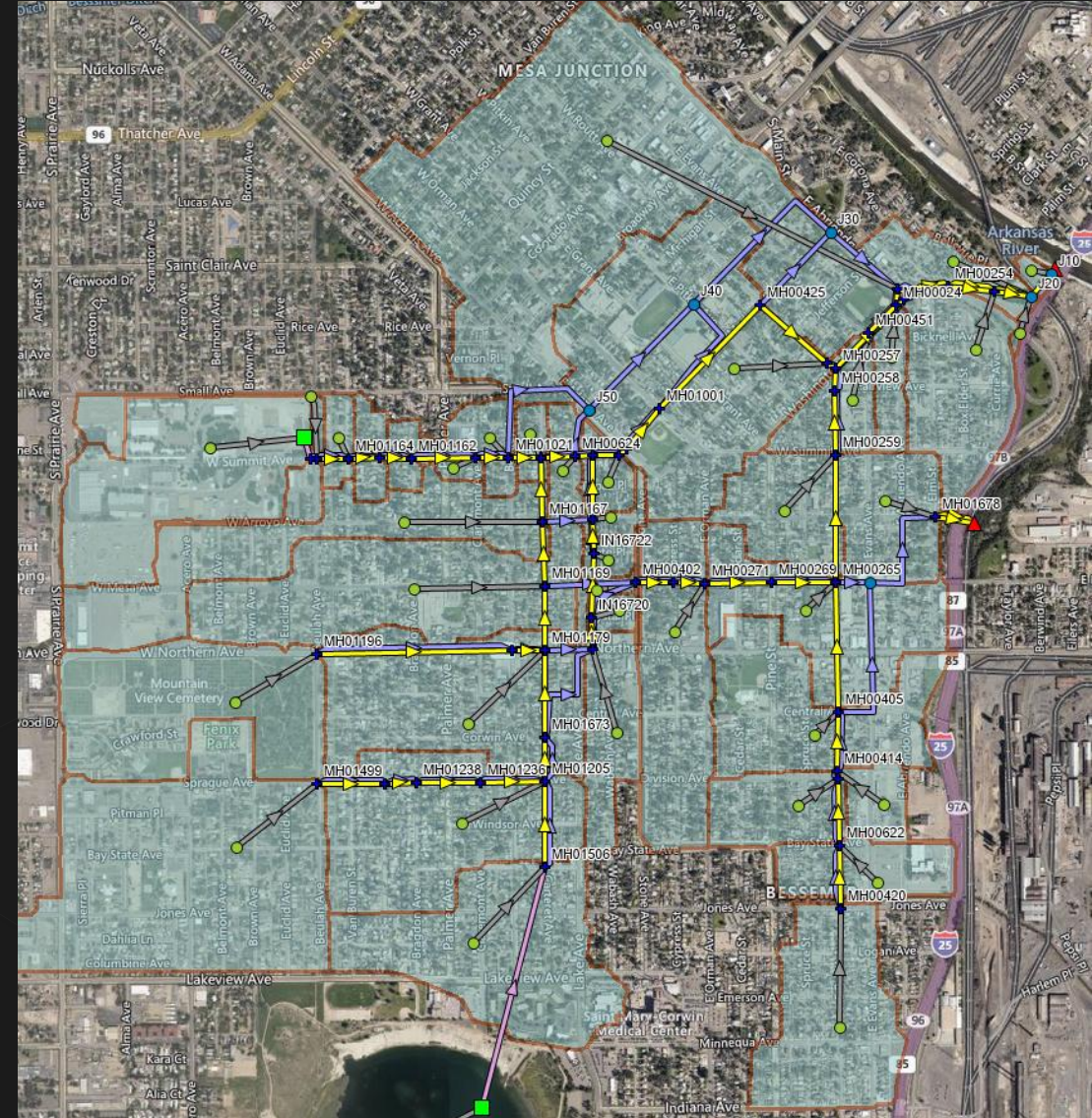
PHASE I BASELINE HYDROLOGY & HYDRAULICS

› GIS Data Collection

- / Stormwater Manholes
- / Stormwater Pipes
- / Stormwater Outfalls
- / Open Channels
- / Box Culverts, Vaults, Pump Stations

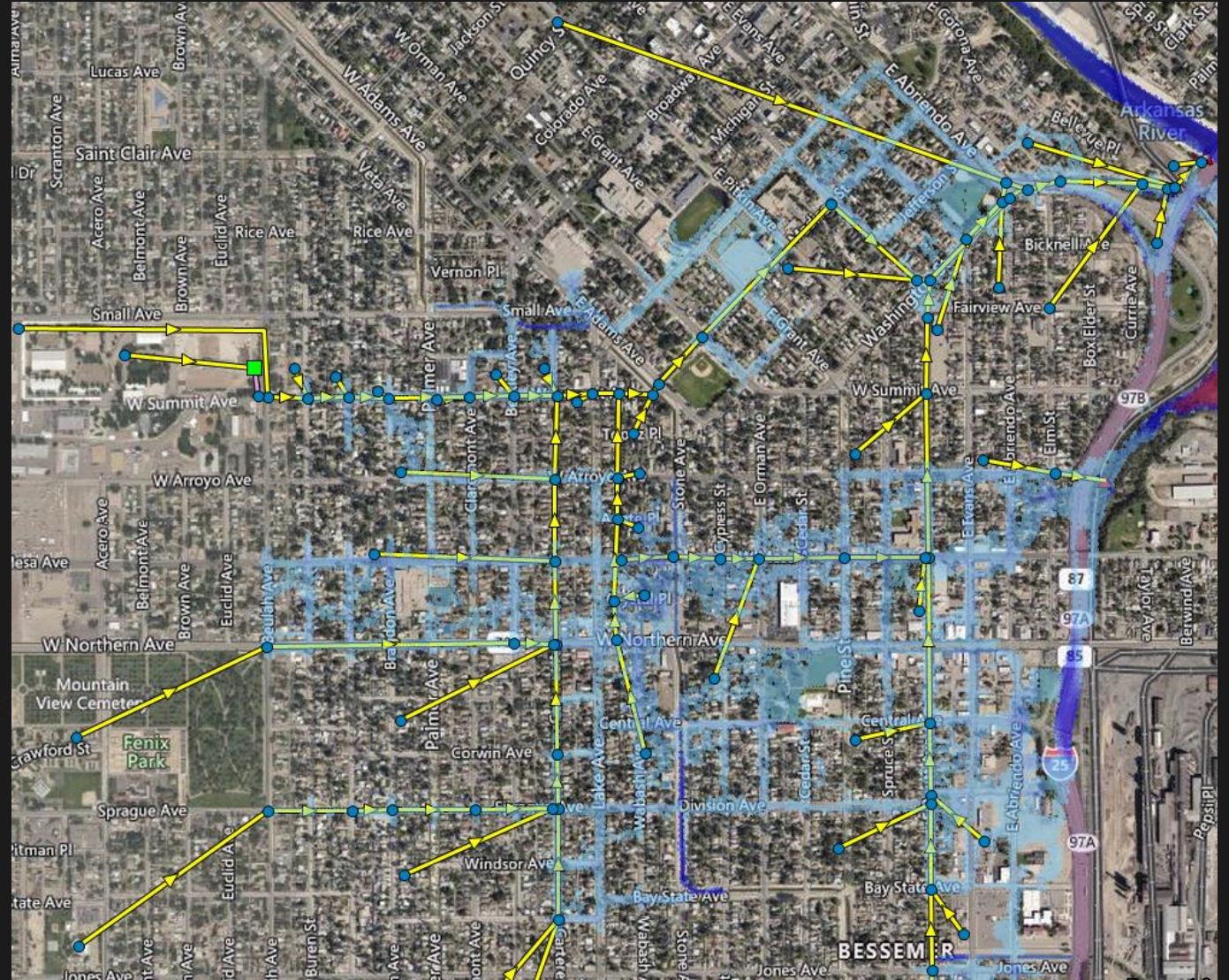
› Comprehensive hydraulic analysis of storm sewer system

› SWMM Model Analysis



PHASE I BASELINE HYDROLOGY & HYDRAULICS

- › **2D Integrated PCSWMM Analysis**
 - / 100-Year Flow Analysis
- › **Determine undersized pipes**
 - / 79% of pipes undersized



NEXT STEPS

› Phase II Alternatives Analysis

- / Identify and make 3 recommendations for improvements
- / Develop feasibility costs

› Conceptual Designs

- / 3 conceptual drawings
- / Cost estimates for each design



QUESTIONS



Melissa Bryant, PE, CFM, PMP
Colorado Water Program Manager

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TRAFFIC SAFETY INITIATIVE

AUTOMATED VEHICLE IDENTIFICATION SYSTEM

PHOTO RADAR ENFORCEMENT CAMERAS

SGT. MICHAEL SINCERBOX

JULY 28, 2025



VISION ZERO INITIATIVE

WHAT IS VISION ZERO?

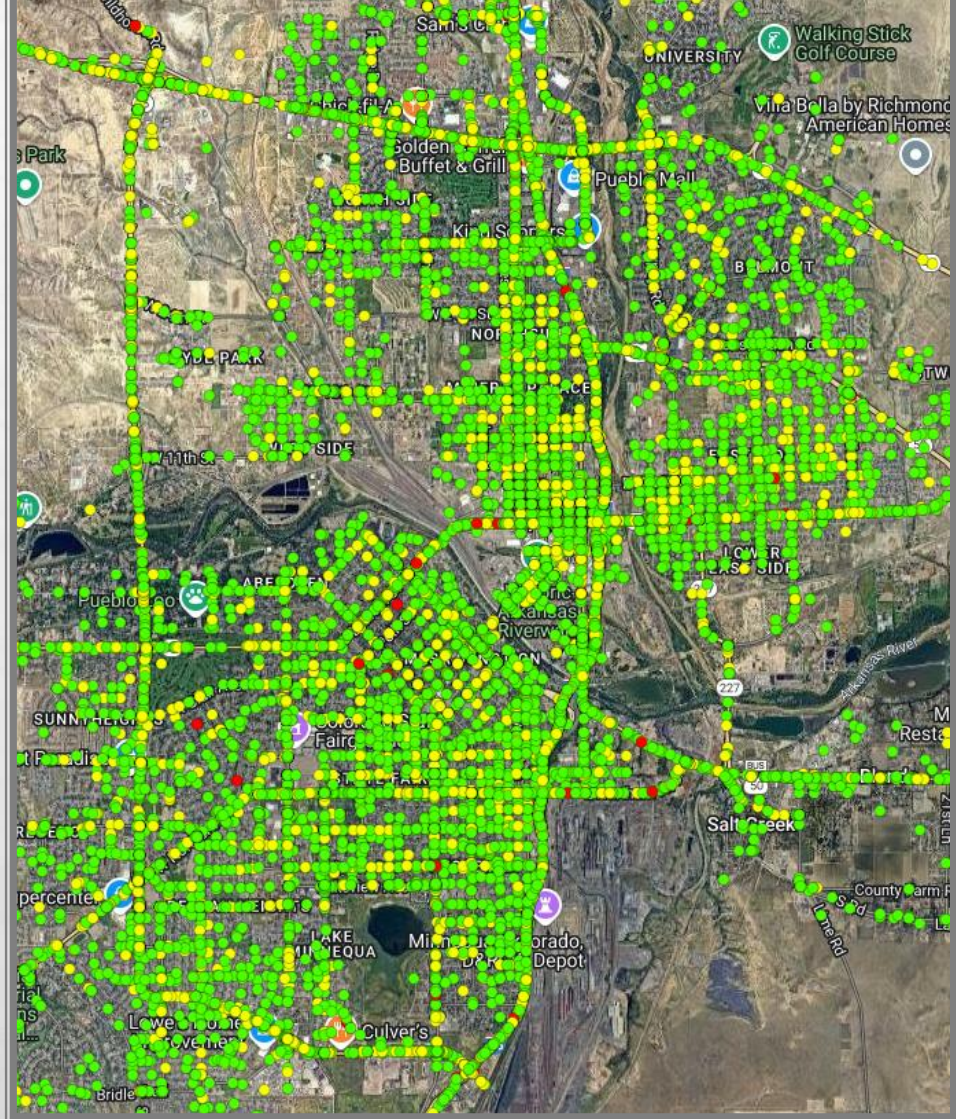
VISION ZERO IS A FUNDAMENTALLY DIFFERENT WAY TO APPROACH TRAFFIC SAFETY.

THE GOAL OF THE PROGRAM IS TO REDUCE FATAL CRASHES TO ZERO

USE OF TECHNOLOGY

SPEED SAFETY CAMERAS (SSCS), ALSO CALLED PHOTO RADAR OR AUTOMATED SPEED ENFORCEMENT (ASE), USE SPEED MEASUREMENT DEVICES TO DETECT VEHICLES THAT ARE EXCEEDING THE SPEED LIMIT. LOCAL GOVERNMENTS HAVE FOUND THAT WHEN USED APPROPRIATELY AS PART OF A BROADER STRATEGY SSCS CAN REDUCE TRAFFIC FATALITIES – ESPECIALLY AROUND SCHOOLS AND CONSTRUCTIONS ZONES. SSCS HAVE BEEN SHOWN TO REDUCE ROADWAY FATALITIES AND INJURIES BY 20 TO 37 PERCENT.

TRADITIONAL APPROACH	VS	VISION ZERO
Traffic deaths are INEVITABLE		Traffic deaths are PREVENTABLE
PERFECT human behaviour		Integrate HUMAN FAILING in approach
Prevent COLLISIONS		Prevent FATAL AND SEVERE CRASHES
INDIVIDUAL responsibility		SYSTEMS approach
Saving lives is EXPENSIVE		Saving lives is NOT EXPENSIVE

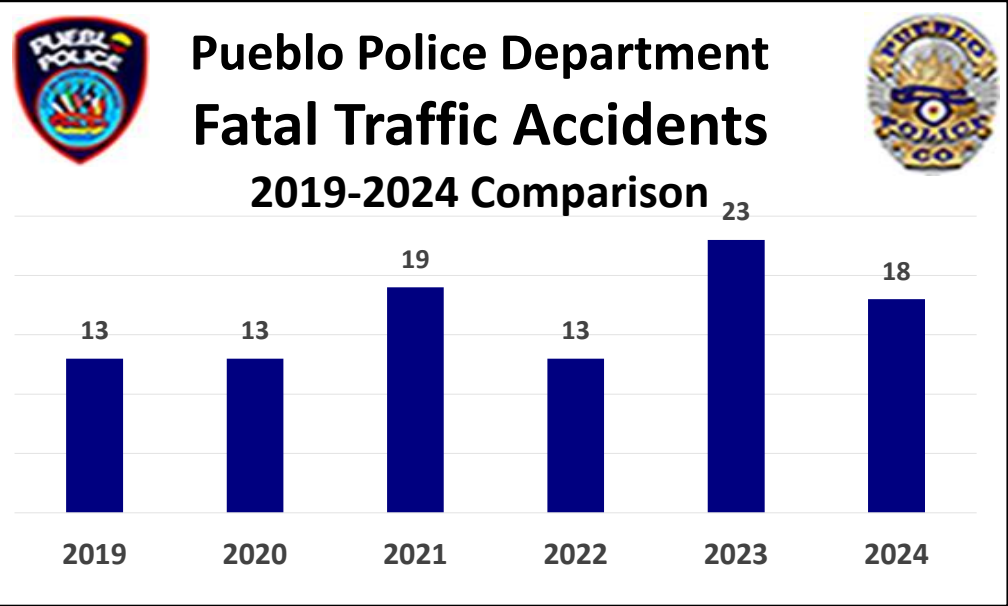


CRASHES 2016-2023

- **PROPERTY DAMAGE CRASH**
- **INJURY CRASH**
- **FATAL CRASH**

[HTTPS://COUNTY.PUEBLO.ORG/PUBLIC-WORKS-DEPARTMENT/PUEBLO-COUNTY-CRASH-RECORD](https://county.pueblo.org/public-works-department/pueblo-county-crash-record)

SPEED KILLS...



• **REDUCED SPEED=REDUCED SBI AND FATAL CRASHES**

Hit by a Vehicle Traveling at:



9 out of 10 people will survive



5 out of 10 people will survive



1 out of 10 people will survive

Speed a factor in Pueblo Fatal crash

2024- 5 (28%)

2023 – 7 (30%)

2022 – 10 (76%)

2021 – 7 (36%)

2020 – 5 (38%)

2019 – 5 (38%)

WHAT ARE AUTOMATED VEHICLE IDENTIFICATION SYSTEMS (AVIS)

**USED TO CHANGE DRIVING BEHAVIOR ON SPECIFIC
ROADWAYS**

**NOT USED AS A REVENUE
SOURCE**



WHERE CAN AVIS BE DEPLOYED

GOVERNING AUTHORITY

- SB 23-200 (UPDATED JUNE 1ST, 2024)
- CRS 42-4-110.5
 - RESIDENTIAL (ROADWAY SPEED UNDER 35MPH)
 - SCHOOL ZONES
 - CONSTRUCTION ZONES
 - ROADWAYS ADJACENT TO MUNICIPAL PARKS
 - TRAFFIC SAFETY CORRIDORS

AFID TRAFFIC SAFETY CORRIDOR AS DEFINED BY SB23-200

- A MUNICIPALITY MAY DESIGNATE ALL OR A PORTION OF A STREET AS A CORRIDOR WITHIN WHICH THE MUNICIPALITY MAY LOCATE A SYSTEM TO DETECT TRAFFIC VIOLATIONS UNDER SPECIFIED CIRCUMSTANCES. BEFORE A MUNICIPALITY CREATES A CORRIDOR, IT MUST POST A PERMANENT SIGN IN A CONSPICUOUS PLACE NOT FEWER THAN 300 FEET BEFORE THE BEGINNING OF THE CORRIDOR AND A PERMANENT SIGN NOT FEWER THAN 300 FEET BEFORE EACH CAMERA WITHIN THE CORRIDOR THEREAFTER
- CORRIDOR DESIGNATION IS A REQUIREMENT FOR STATE HIGHWAY ESTABLISHMENT AND NON-RESIDENTIAL AREAS WITH SPEED OVER 35 MPH
- CDOT HAS SPECIFIC REQUIREMENTS AFTER CORRIDOR DESIGNATION.



- THE CITY OF PUEBLO HAS OVER 1000 MILES OF PAVED ROADS WITHIN THE CITY LIMITS WITH AN ESTIMATED POPULATION OF 113,522 (2023).
- THE CITY OF PUEBLO HAS 6 STATE AND US HIGHWAYS WITHIN THE CITY LIMITS: 50, 47, 78, 96, 45 & 227
- THE PUEBLO POLICE DEPARTMENT HAS 5 OFFICERS AND 1 SUPERVISOR WITHIN THE TRAFFIC DIVISION. THESE OFFICERS HAVE ADVANCED TRAFFIC TRAINING, AND THEIR MAIN MISSIONS ARE TRAFFIC ENFORCEMENT, TRAFFIC INVESTIGATION AND TRAFFIC SAFETY.
- ALL OFFICERS OF THE PUEBLO POLICE DEPARTMENT HAVE BEEN BASICALLY TRAINED FOR TRAFFIC ENFORCEMENT AND INVESTIGATION BUT ARE ALSO TASKED WITH OTHER PATROL, INVESTIGATIONS, AND ADMINISTRATIVE DUTIES.

WHY DO WE NEED TRAFFIC SAFETY CORRIDORS

CORRIDOR DESIGNATION REQUIREMENTS

SB23-200 CRS 42-4-110.5



ILLUSTRATE, THROUGH DATA COLLECTED WITHIN THE PAST 5 YEARS ONE OR MORE OF THE FOLLOWING:

- INCIDENTS OF CRASHES
 - NORTHERN AVE (HWY 78) – 1456 CRASHES
 - PUEBLO BLVD (HWY 45) – 451 CRASHES
 - THATCHER AVE/LINCOLN ST/4TH ST (HWY 96) – 475 CRASHES
 - SANTA FE AVE/DR(HWY 50B) -833 CRASHES
- INCIDENTS OF RECKLESS DRIVING
- CITATIONS
 - NORTHERN AVE 2319 CITATIONS ISSUED (1078 SPEEDING)
 - PUEBLO BLVD – 1888 CITATIONS ISSUED (1030 SPEEDING)
 - THATCHER AVE/LINCOLN ST/4TH ST – 2873 CITATIONS ISSUED (1663 SPEEDING)
 - SANTA FE AVE/DR(HWY 50B) 1930 CITATIONS ISSUED (1232 SPEEDING)
- COMMUNITY COMPLAINTS
 - THE TRAFFIC DIVISION AND POLICE DEPARTMENT HAS RECEIVED NUMEROUS COMPLAINTS OF RECKLESS DRIVING ON ALL PROPOSED CORRIDORS OVER THE PAST 5 YEARS AND BEYOND

PROPOSED CORRIDOR TIER 1

Corridor	From	To
Dillon Drive	Eagleridge	W. 29 th St
W 29 th St	Dillon Drive	Baltimore Ave
Pueblo Blvd (CO Hwy 45)	W. 11 th St	Lake Ave
Thatcher Ave/ Lincoln Ave/W. 4 th St (US Hwy 96)	Bandera Parkway	Midtown Circle Dr
Northern Ave (CO Hwy 78)	Ventana Way	Santa Fe Dr
Prairie Ave	Thatcher Ave	Pueblo Blvd
E. 4 th St (US Hwy 96)	N. Bradford St	Beaumont Ave.
Santa Fe Ave/Santa Fe Dr (US Hwy 50B)	W. 13 th St.	Northern Ave
N. Joplin Ave (CO Hwy 227)	E 4 th St	Stockyard Rd
Troy Ave	Cesar Chavez Parkway	Hwy 50 B
Cesar Chavez Parkway	Dillon Dr.	Mile Marker 3 (City Limits)

Corridor	From	To
Tuxedo Blvd	W. 25th St	W. 18th St
W 24th St	Pueblo Blvd	Tuxedo Blvd
W. Abriendo Ave/E. Abriendo Ave.	Cleveland St	Washington St
Main St	E. Abriendo Ave	W. 13th St
Union Ave	W. Abriendo Ave	City Center Dr.
Lake Ave	E. Abriendo Ave	Pueblo Blvd

PROPOSED CORRIDOR

TIER 2



CDOT PROCESS FOR AVIS ON STATE HIGHWAYS





Local agency AVIS infrastructure cannot be installed on CDOT infrastructure or structures unless there is a signed agreement (Senate Bill 8, Maintenance Agreement, Intergovernmental Agreement, etc.) specifically allowing installation.



A local agency cannot start the implementation of an AVI Corridor or deploy speed safety cameras on state and US highways until both the AVIS application and the special use permit are approved.



Should operational, safety, or AVIS compliance issues arise from the AVI Corridor, the CDOT Region Traffic Engineer reserves the right to remove all equipment at the expense of the local agency within CDOT Right-Of-Way.



Local Agencies are required to cover all ongoing costs of their AVIS implementations.

CDOT TRAFFIC SAFETY CORRIDOR GUIDANCE

CITATION PROCESS

- **VIOLATION DETECTED (11 MPH OR MORE OVER THE POSTED SPEED LIMIT)**
 - **EVIDENCE- DRIVER PHOTO, LICENSE PLATE PHOTO, VIDEO, SPEED OF OFFENDER**
- **VIOLATION VERIFIED BY POLICE DEPARTMENT EMPLOYEE**
- **CITATION MAILED TO REGISTERED OWNER OF THE VEHICLE**
 - **\$40 FINE FOR NORMAL SPEED ZONE VIOLATION (NO POINTS)**
 - **\$80 FINE FOR SCHOOL ZONE OR CONSTRUCTION ZONE SPEED VIOLATION (NO POINTS)**
 - **PERSONAL SERVICE FOR ANY MISDEMEANOR TRAFFIC VIOLATION (+25 MPH OVER LIMIT) MANDATORY COURT APPEARANCE**
- **DISPUTE PROCESS**
 - **CONTEST DRIVER IDENTIFICATION**
 - **NOT GUILTY PLEA HANDLED WITHIN MUNICIPAL COURT**

COSTS

- SHOULD BE PUT THROUGH THE RFP (REQUEST FOR PROPOSALS) PROCESS FOR PRECISE COSTS AND EQUIPMENT CAPABILITIES
- VERA MOBILITY AVERAGE COST OF CAMERA PER MONTH (CURRENT RED-LIGHT CAMERA VENDOR)
- \$7000 PER MONTH PER CAMERA
 - 15 CAMERAS (11 PERMANENT MOUNTED CAMERAS & 4 PEDESTAL CAMERAS)
- TOTAL CAMERA COST
 - \$105,000 PER MONTH
- EMPLOYEE COSTS
 - USE OF SPECIAL LIMITED AUTHORITY CIVILIAN EMPLOYEES (3)
 - \$7166 PER PERSON, PER MONTH
- TOTAL PER MONTH @ \$126,500

COLORADO COMMUNITIES WITH PHOTO RADAR ENFORCEMENT

Denver

Aurora

**Fort
Collins**

Boulder

**Colorado
Springs**

**Manitou
Springs**

STATISTICS

(BOULDER AND AURORA HAD SIMILAR RESULTS)

FORT COLLINS

- EACH CAMERA GENERATES APPROXIMATELY 30 CITATIONS PER DAY
- 14 CAMERAS (7 AREAS WITH DUAL DIRECTION OR MOBILE UNITS)
- 30 DAY MONTH
- 12,600 CITATIONS PER MONTH
- \$40 CITATION
- \$504,000 WITH 100% PAY RATE PER MONTH
- \$302,400 WITH 60% PAY RATE PER MONTH

REVENUE

- CAMERAS GENERATE APPROXIMATELY 30 VIOLATIONS PER DAY AT START AND STATISTICALLY REDUCE TO 15 PER DAY ONCE AFTER 1 YEAR OF DEPLOYMENT. (BASED ON INDUSTRY STANDARDS)

FIRST YEAR

- 15 CAMERAS= 13500 CITATIONS IN 30 DAY PERIOD (30 VIOLATIONS PER CAMERA PER DAY)
 - \$40 CITATION = \$540,000 PER MONTH WITH 100% PAY RATE
\$324,000 PER MONTH WITH 60% PAY RATE

SUBSEQUENT YEARS

- 15 CAMERAS= 6750 CITATIONS IN A 30 DAY PERIOD (15 VIOLATIONS PER CAMERA PER DAY)
 - \$40 CITATION = \$270,000 PER MONTH WITH 100% PAY RATE
\$162,00 PER MONTH WITH 60% PAY RATE

ORDINANCE SHOULD REFLECT:

- USE OF REVENUE GENERATED BY CITATIONS ONLY BE USED FOR TRAFFIC SAFETY
 - POLICE DEPARTMENT (EMPLOYEE AND PROGRAM COSTS, TRAFFIC SAFETY ENFORCEMENT AND EQUIPMENT)
 - PUBLIC WORKS (ROAD SAFETY PROJECTS, EQUIPMENT, ETC.)

THINGS TO CONSIDER

- **MOVE ON WITH THE RFP PROCESS FOR VENDOR**
- **AMENDMENT TO THE MODEL TRAFFIC CODE 1101 TO REFLECT CHANGES IN LAW.**
- **ESTABLISH TRAFFIC SAFETY FUND FROM REVENUE GENERATED BY CITATION REVENUE. TRAFFIC SAFETY FUND CAN ONLY BE USED FOR TRAFFIC SAFETY MEASURES**
- **WHAT TRAFFIC SAFETY CORRIDORS WOULD YOU LIKE TO ESTABLISH, TIER 1 AND/OR TIER 2 OR VARIANCE?**
- **ESTABLISH BI-ANNUAL REPORTING ON THE PERFORMANCE OF THE ADOPTED SPEED CORRIDOR AND MAKE ADJUSTMENTS AS NEEDED.**

QUESTIONS