

## MEMORANDUM

**DATE:** December 20, 2006  
**TO:** Community Advisory Committee  
**FROM:** Mary Frye, Transportation Planner  
**SUBJECT:** Draft Human Service Transportation Coordination Study and Plan  
Release Document for Public Review

***ACTION REQUESTED: Recommend Release of Draft Study and Plan for 30-day  
Public Review***

The Draft Human Service Transportation Coordination Study and Plan was distributed to CAC members in November for their review and comment. The Specialized Transportation Advisory Subcommittee Working Group has been working with PPACG staff and a consultant since May 2006 to develop the study and plan.

An overview of the project was given to CAC at the October meeting. I have received comments from both the Transportation Advisory Committee (TAC) and the CAC members. This month, Community Advisory Committee members will be asked to recommend to the PPACG Board of Directors that the document be released for public review.

Several typographical errors and formatting inconsistencies were corrected. The following comments were received from members of the CAC and the TAC. Rather than reprinting and distributing the entire document, I have noted what changes are made or are proposed in response to the comment.

1. Page 1-4: "Report Contents" - Some chapters are mentioned and others, not. It's not well-written. The chapters could be left out, with only the contents mentioned.  
*Response: This paragraph will be rewritten to describe each chapter.*
2. Page 2-1: "Study Area Overview" - 2nd Paragraph: Monument isn't mentioned, though it certainly ranks as one of the most populous communities in the County. Oversight, or is there reasoning behind it?  
*Response: Monument is mentioned in the second paragraph, fourth line, along with Manitou Springs and Palmer Lake. It is also listed in Figure 2-2, Community Populations on page 2-5. However, a map on Page 2-7 cuts off the area north of the Air Force Academy. This will be corrected.*
3. Page 2-1 3rd Paragraph: NORAD isn't spelled out the first time. The reader should be made aware of what NORAD stands for.  
*Response: This information will be added.*

4. Page 2-5: "Demographic Information" - The first paragraph is poorly written. The second paragraph treats 3% and 2% as rapid growth but fails to connect it to National Levels. I'm not so sure it's significant. They lack punctuation at the end of the paragraph also. The growth seems more steady than rapid.  
*Response: The first paragraph can be rewritten to be more explicit. The word "rapid" will be changed to "steady." A brief statement connecting this information to national trends can be added.*
5. Page 2-5 Last Paragraph: The language describing "Figure 2-4" and subsequent Figures should be with the illustration, not paragraphs away. You find yourself flipping through the pages to compare text and graphic.  
*Response: The format in this section will be changed to extent possible to accommodate this request.*
6. Page 2-9: "Transit Dependent Population" - The first two sentences say the same thing. The three characteristics of transit-dependent individuals is not consistent in the way they are written. They list the three characteristics in a specific order, then start with the last one when further describing them. The second paragraph is poorly written. The third paragraph, first sentence, does not say what is 8.7% (colorado? U.S.? EPC?) Poorly written.  
*Response: The second sentence will be deleted. The last sentence of the second paragraph will be rewritten to read "Figure 2-5 illustrates the density of low-income households in the study area, which has been updated based on 2005 estimates of population."*
7. Page 2-17: First Paragraph: Is the 70k in the US, Colorado, EPC?  
*Response: The information presented reflects 70,710 individuals in the study area. This sentence will be rewritten to correctly reference this information.*
8. Cover page-under "submitted to" change "Pikes Peak Area County of Governments" to "Pikes Peak Area Council of Governments".  
*Response: This typo will be corrected*
9. Page iv has nothing on it.  
*Response: Several pages were left blank, some intentionally because color graphics will be printed in the final document, and some were inadvertently left blank. Also, some page numbers were left off. These will be corrected as appropriate.*
10. Chapter 2: Introduction- this is a semantics issue. Colorado Springs may be the largest city in the MPO but I take exception that it is the "primary" city in the MPO. And Woodland Park, which is in the MPO, isn't mentioned. Also, Army installations are called "posts", Air Force installations are called "bases" and Woodland Park isn't in Figure 2-2. Maybe we are outside of the study area.  
*Response: The referenced sentence will be changed to describe Colorado Springs as the largest city and Woodland Park will be included in the described communities. "Posts" and "bases" will be correctly referenced.*
11. Chapter 5: page 6, is it the 2008-2035 LRTP or the 2007-2035 LRTP?

*Response: The long-range plan is currently being referred to as the “2008 through 2035 Regional Transportation Plan.” These references will be made consistent throughout the document.*

12. Page 8, 2.a. change line 2 to PPACG's Board of Directors

*Response: The Pikes Peak Coordinating Council refers to the group that the study recommends be formed to address implementation of the joint call center and brokerage. There are several inconsistent references to this group in the study. These will be corrected to be consistent and the more generic term, “coordinating council” is recommended to replace it.*

13. Chapter 8: I don't know if I fully appreciate the need for STAS to be a stand alone committee. Is this something the Board wants?

*Response: This study recommendation recognizes that to implement the study and plan recommendations, a group is needed whose responsibilities go beyond the specialized transportation services planning and unstructured coordination purposes of the current STAS. The recommendation calls for this group, referred to as the “coordinating council” to be transitioned from the current STAS to become a full standing committee of the PPACG, effectively parallel to the TAC. The current STAS membership would be expanded to add stakeholders with interests in human services transportation, job access, and specialized transportation services. It would be expected to take on a stronger policy recommendation and oversight role and provide ongoing input into technical and institutional aspects of implementing the joint call center and, later, the transportation brokerage.*

**RECOMMENDED MOTION:**

The Community Advisory Committee recommends that the PPACG Board of Directors release the Human Services Transportation Coordination Study and Plan for a 30-day public review period.