

PUEBLO AREA COUNCIL OF GOVERNMENTS

2035 LONG RANGE TRANSPORTATION PLAN

Chapter 1

Introduction and Plan Overview

January 24, 2008

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1.1 Plan Overview

The **Pueblo Area Council of Governments (PACOG)** is the Metropolitan Planning Organization (federal designation) and Transportation Planning Region (state designation) for the Pueblo County region. The policy board of the *Metropolitan Planning Organization (MPO)* is the PACOG Board, charged with carrying out the metropolitan transportation planning process.

The requirement for metropolitan planning is established under the requirements of Title 23 United States Code, Section 134. To carry out the transportation planning process required by this section, a Metropolitan Planning Organization shall be designated for each urbanized area with a population of more than 50,000 individuals by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population (including the central city or cities as defined by the Bureau of the Census).

Since the 1962 Federal-Aid Highway Act, federal enabling legislation for expenditure of surface transportation funds has required metropolitan area transportation plans and programs to be developed through a *continuing, cooperative, and comprehensive (3-C)* planning process. The PACOG MPO is charged with carrying out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a Metropolitan Transportation Plan and a Transportation Improvement Program (TIP). The plan and the TIP program encourage and promote the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities). They also foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.

The Metropolitan Transportation Plan refers to the official multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO through the metropolitan transportation planning process.

This document serves as the official transportation plan for both the State of Colorado and for the Federal Government.

The Pueblo Area Long Range Transportation Plan (LRTP) is a 25+-year plan for the development of transportation programs and projects within the Pueblo Area. The Plan identifies the *Existing Conditions* for each of the transportation modes and identifies the need for and location of future facilities. The *Preferred Plan* sets out a strategy to meet the transportation goals of the region between 2005 and 2035 while the *Fiscally Constrained Plan* applies financial constraints to that same strategy. The LRTP also includes the *Coordinated Public Transit—Human Services Transportation Plan*, prepared as a locally developed, coordinated public transit-human services transportation plan to assure Pueblo’s eligibility for projects funded through three programs in SAFETEA-LU: the Job Access and Reverse Commute Program (JARC, Section 5316), New Freedom (Section 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310).

The LRTP has been developed by the Pueblo Area Council of Governments (PACOG) in cooperation with the jurisdictions and agencies responsible for development and maintenance of the transportation system. These jurisdictions and agencies include:

- The City of Pueblo
- Pueblo County
- Pueblo West Metropolitan District
- The Pueblo Memorial Airport
- Colorado Department of Transportation (CDOT), Region 2
- CDOT Division of Transportation Development
- CDOT Office of Finance, Management, and Budget

The study process, scope, initial results and assumptions were developed in collaboration with City and County Staff and were reviewed by the PACOG Transportation Advisory Commission (TAC), which is comprised of the Transportation Technical Committee (TTC) and the Citizens Advisory Committee (CAC).

1.2 Purpose and Scope

The need for the Pueblo Area Long Range Transportation Plan flows from Federal Legislation adopted in 1991 that requires state and local agencies to develop long range transportation plans for any region that receives federal funding for transportation projects. Section 5303

of the 2005 reauthorization of the Federal Highway Act, SAFETEA-LU, requires Metropolitan Planning Organizations to produce long-range plans that are based on the eight SAFETEA-LU Planning Factors summarized below. These factors are meant to establish a comprehensive framework within which individual programs can be funded.

In order to accomplish the objectives stated in section 5303(a) of SAFETEA-LU, each State is required to develop a statewide transportation plan and a statewide transportation improvement program for all areas of the State. Table 1 below summarizes the SAFETEA-LU planning factors considered in this LRTP.

Table 1-1: SAFETEA-LU Planning Factors

Supporting the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

- 1. Increase the safety of the transportation system for motorized and nonmotorized users;**
- 2. Increase the security of the transportation system for motorized and nonmotorized users;**
3. Increase the accessibility and mobility of people and freight;
- 4. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;**
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and,
7. Emphasize the preservation of the existing transportation system.

Note: Bold indicates expanded Planning Factors in SAFETEA-LU from the TEA-21 Planning Factors

1.3 Consistency with State and Federal Planning Requirements

All processes and procedures contained in this plan were conducted in accordance with the Colorado Department of Transportation Plan Development Guidelines and the FHWA / USDOT requirements

contained in §5303 of the SAFETEA-LU legislation.

1.3.1 Safety and Security

Two specific Planning Requirements of SAFETEA-LU involve safety and security. These planning requirements are addressed through: 1) Provision of crash location, road conditions and roadway congestion data; 2) delegation of security issues to the Pueblo County Department of Emergency Management; and 3) provision of access mapping information to local emergency management agencies.

In Chapter 2 of this plan (Existing Conditions), information is presented regarding crash locations, road conditions, and roadways with congestion.

Within Pueblo County, the Pueblo County Department of Emergency Management (DEM) handles most of the focus on the Security element. They are the coordinating agency for the City, County, School Districts, State, Metropolitan Districts, and other communities in the Pueblo region. The MPO has one representative appointed to the DEM Coordinating Committee.

DEM has four principal responsibilities – Emergency Preparedness, Emergency Response Teams, Public Information, and the Pueblo Chemical Stockpile Emergency Preparedness. Much of the information used by DEM is homeland security or law enforcement based and is not generally available for publication. Rather than trying to duplicate the efforts of this local agency that has the responsibilities, the PACOG MPO/TPR defers to the Pueblo County Department of Emergency Management and Coordinating Committee.

The Colorado Department of Transportation, in coordination with local agencies also works toward the elimination of hazards and to improve safety of the roadway system in the PACOG MPO/TPR area. These include guard rail installation, divider installation, installation and upgrading of traffic control devices, working with the local police and Sheriff's departments to conduct education and enforcement activities.

1.3.1.1 Emergency Management Mapping Efforts

In developing the 2035 Plan, study staff worked with the City of Pueblo Fire Department to provide improved mapping and information services. Projects included information for the study and recommendation of new and relocated Fire Stations using the socio-economic and demographic information that is maintained by the MPO. Other projects included the creation of specific GIS mapping for the Fire Department of the local roadways, railroad facilities and yards, access points to rail yards and facilities that accommodate Fire Department Vehicles, access to the non-motorized trail system for the two rivers, and information as to the location of schools and employment centers.

Maps were provided at a number of different scales for use in the Fire Station map books that are maintained for each vehicle. Additionally copies of these maps were submitted to the Insurance Service Office Community Rating process.

A map collection packet prepared for Pueblo Fire Station #3 is an example of the MPO services provided to public safety agencies. This map packet utilized the following information used in the preparation of the 2035 LRTP.

- City of Pueblo Corporate Map
- Bike and Trails Map
- Schools, Colleges, Universities
- Employment Centers
- Land Uses – Parks and Recreation Facilities
- Land Uses – Commercial and Business Areas
- Land Uses – Heavy Industrial Zoned Areas
- Railroad Facilities
- Rail access points from Roadways
- Major Roadway network
- State Highway system

Other maps include slopes and terrain as they relate to rural or wild land firefighting.

The following maps (Figures 1.1 and 1.2) are examples from the emergency management planning and security mapping efforts that were provided to the Fire Department.

Figure 1.1: Fire Department Railroad Access Map

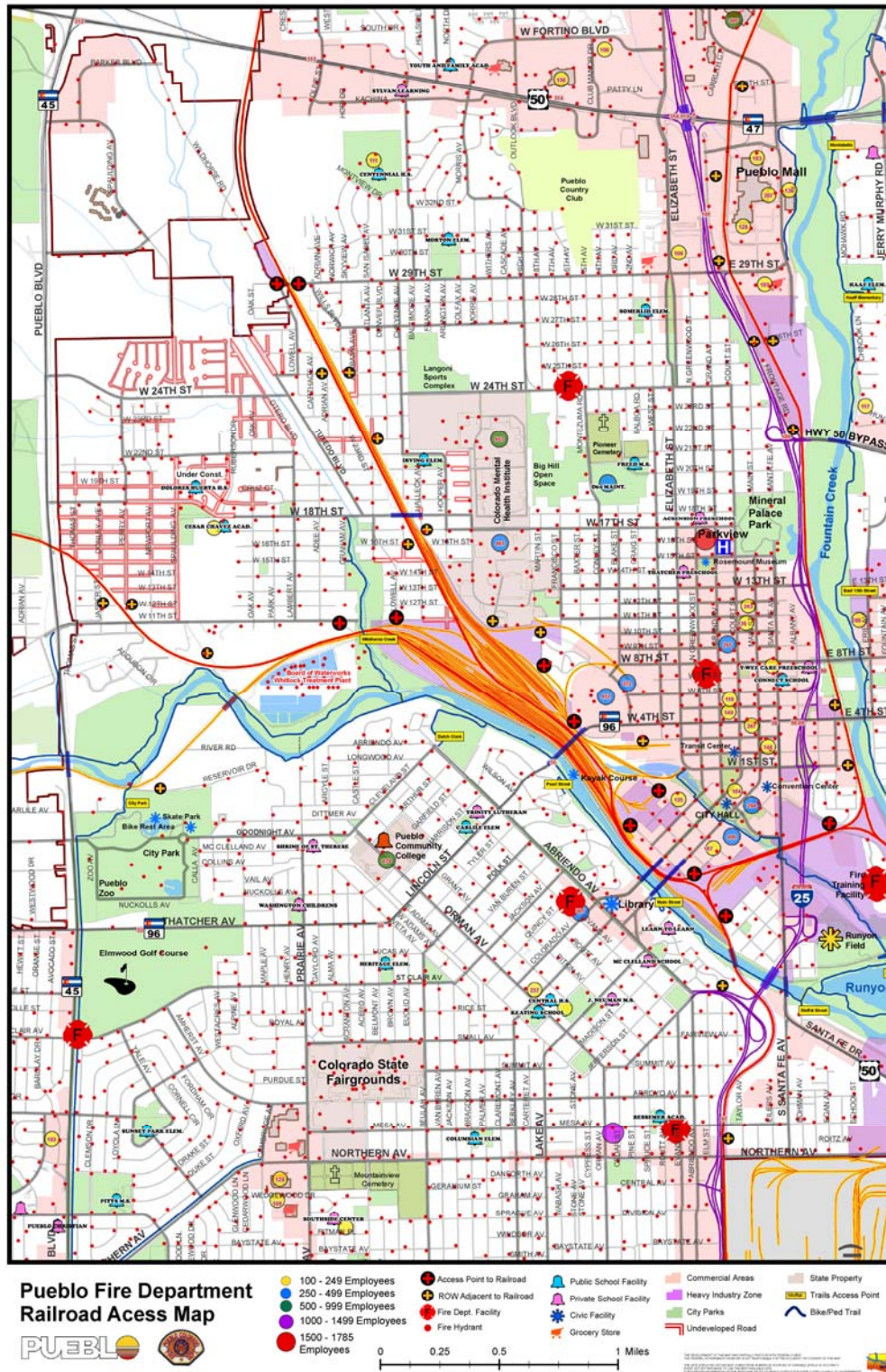
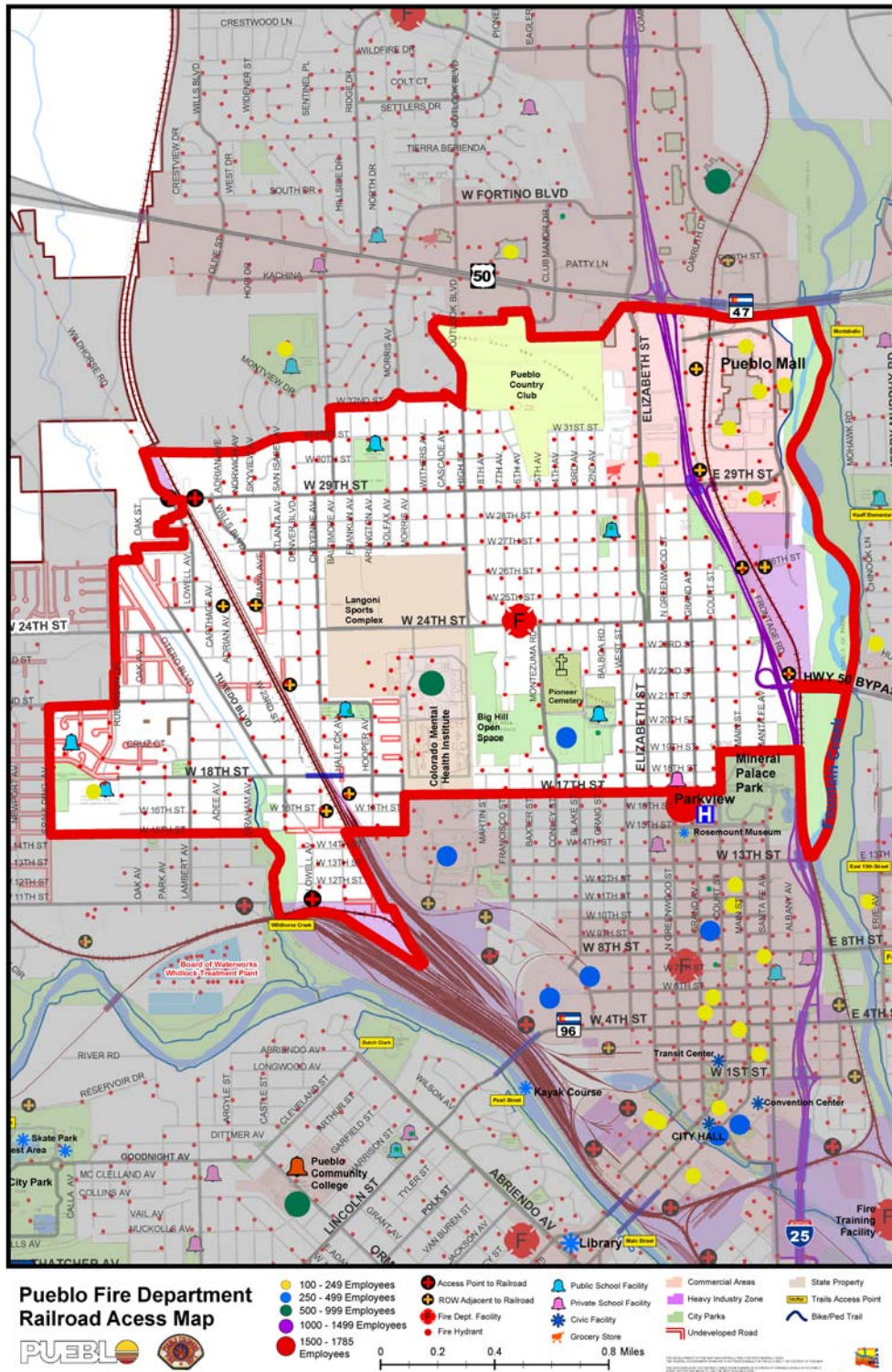


Figure 1.2: Fire Department Station Mapping



1.4 Evolution of Current Issues and Strategies from the 2030 LRTP

The planning effort for the 2030 Long Range Plan identified a series of 17 “Transportation Issues” that the transportation plan should address. These issues were presented at the 2035 Long Range Plan Public Open Houses in 2006-07 and provided guidance for the plan.

Figure 1-3 identifies these 17 issues along with their general location.

Figure 1-3: Transportation Issues Addressed in the 2030 LRTP

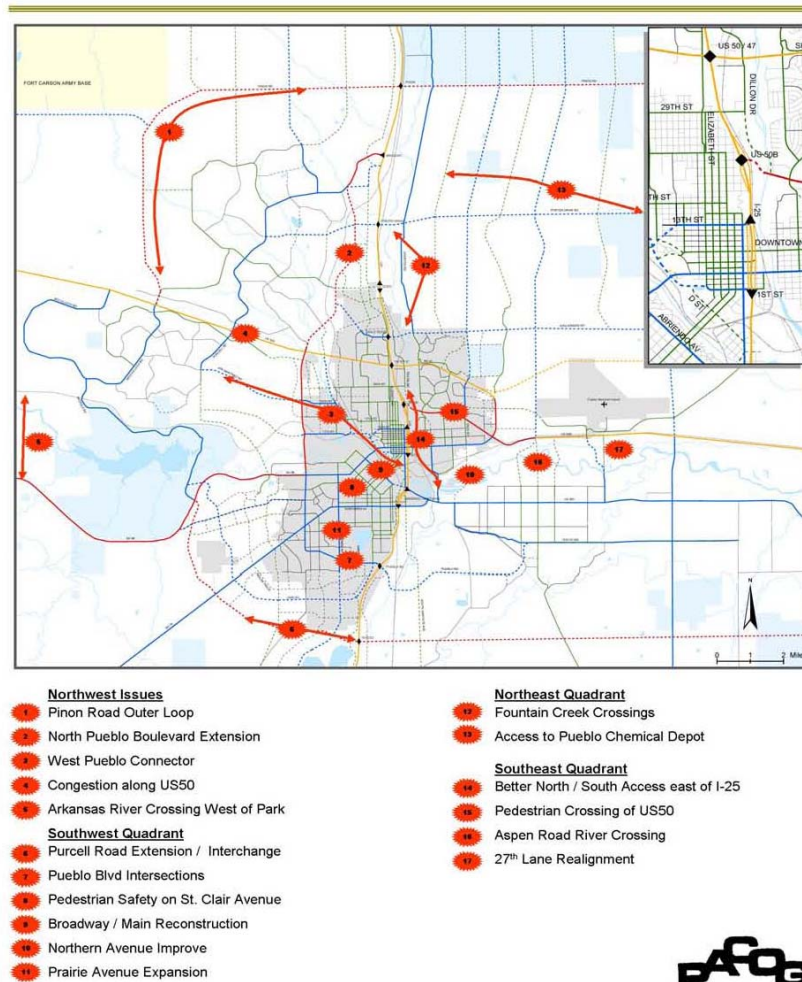




Table 1-2: Status of 2030 Transportation Issues

Project	2007-20012 TIP	2035 LRTP
<p>Pinon Road Outer Loop-West This project is not included in the 2035 LRTP due to the development of an open space buffer around Ft. Carson</p>		NO
<p>West Pueblo Connector Part of this project is included in the Honor Farm Master Plan and the issue will be studied as part of the Highway 50 West corridor study in 2007-2009</p>		YES
<p>North Pueblo Boulevard Extension This project is still desired. The funding for the development of this roadway has not been identified and with the loss of the Pinon Loop, the role of this proposed State Highway is greater in the future transportation network.</p>		YES
<p>Congestion along US50 Corridor As more residential and Commercial development occurs in Pueblo West, the issue will grow. The issue will be studied as part of the Highway 50 West corridor study in 2007-2009.</p>		YES
<p>Arkansas River Crossing - West of Lake Pueblo As previously identified, the crossing of the Arkansas River would improve access to and from western Pueblo County</p>		YES
<p>Purcell Road Extension (South of South Pointe) This future Road is needed to connect I-25 with State Hwy 78 and State Hwy 96</p>		YES
<p>Pueblo Blvd Intersections – South Side As development occurs along the southern section of Pueblo Blvd, many of these intersections will be reconstructed.</p>		YES
<p>Pedestrian Safety at St. Clair Ave. This project is still needed due to the traffic on Pueblo Blvd.</p>		YES
<p>27th Lane Realignment This project is needed to provide better</p>		YES



<p>connectivity between the St. Charles Mesa and the State Highways – 47, 50, and 96 and the Airport Industrial Park. This roadway is shown as extending to Baculite Mesa and providing additional connectivity.</p>		
<p>Aspen Road Crossing of Arkansas River With the rebuilding of Aspen Road north of the Arkansas River, the crossing is desired as part of a parallel to I-25.</p>		YES
<p>Broadway / Main Reconstruction Until such time as I-25 is reconstructed, there is a need for better north-south connectivity between portions of Pueblo south of the Bessemer Ditch and the Downtown/Harp areas. Construction and operational changes have been made at this intersection, but improved functions are needed between Lake Ave and Union Ave along Abriendo Ave.</p>		YES
<p>Northern Avenue Improvements Widening and improvements were made to the lane alignments and parking on East Northern from Bohmen to Taylor, to improve traffic and pedestrian safety at Northern and Santa Fe.</p>		NO
<p>Better Access – North to South, East of I-25 (Erie/Joplin/ SH 227) This is a route east of the Fountain Creek parallel to I-25, which would allow traffic from the St Charles Mesa to have access to downtown at 4th and 8th Streets and north to US 50B without using I-25. From US 50B the same traffic could continue along Dillon Drive to major retail and commercial areas.</p>		YES
<p>Access to Pueblo Chemical Depot This project is under construction as part of the Pueblo Chemical Depot demilitarization project. This connection will also create a second major access to the Airport Industrial Park, Pueblo Chemical Depot, and the Transportation Technology Center.</p>	YES	
<p>Fountain Creek Crossings – North of State Hwy 47 In the 2035 LRTP, an additional crossing of the Fountain Creek is included north of the Eagleridge/47th crossing. It is expected that the construction of this connection will be</p>		YES



funded by development in the area.		
<p>Prairie Avenue Extension South From Farabaugh With the beginning of the construction of commercial property along the southern section of Pueblo Blvd and the creation of the Lake Minnequa Urban Renewal Area, this roadway should be extended as part of the development of the surrounding area.</p>	LOCAL	
<p>Freeway/Expressway Parallel to I-25 to El Paso County As part of the development of the 2035 LRTP, some consideration is given to a major connection between State Hwy 47 in Pueblo County and State Highway 21 (Powers Blvd) or the Banning-Lewis Ranch Parkway in El Paso County. The need for such a facility will depend on the actual future development in the NE Quadrant of Pueblo County.</p>		YES

1.4.1 Implementation of these projects

Funding for the implementation of transportation projects has been and remains the greatest source of uncertainty since the adoption of the 2030 plan. The cost of constructing projects has risen substantially in the last few years and as a result, many have become simply cost prohibitive under current funding sources.

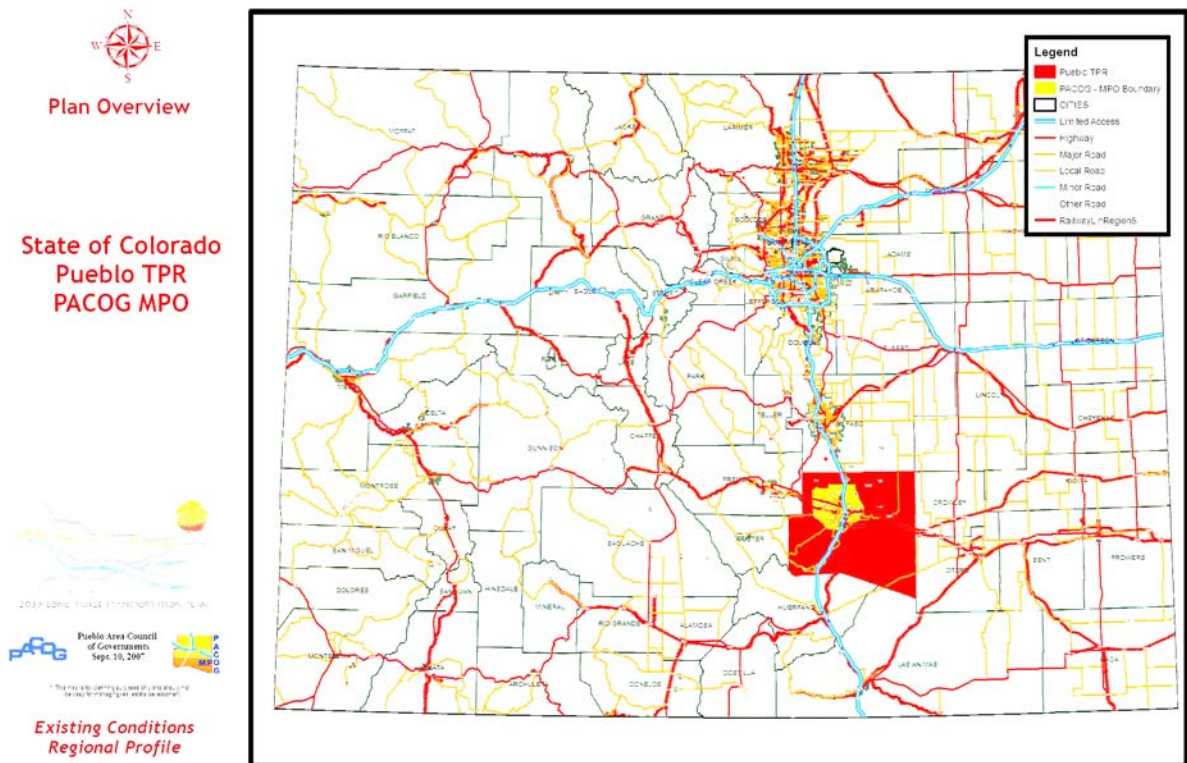
While the development of a Long Range Transportation Plan is an important part of the regional planning and development process, the primary instrument for project selection and timing will be the six-year Transportation Improvement Program which considers the actual availability of transportation revenues in the region.

This issue is addressed in more detail in Chapter 9 – Fiscally Constrained Plan.

1.5 Study Area for the 2035 LRTP

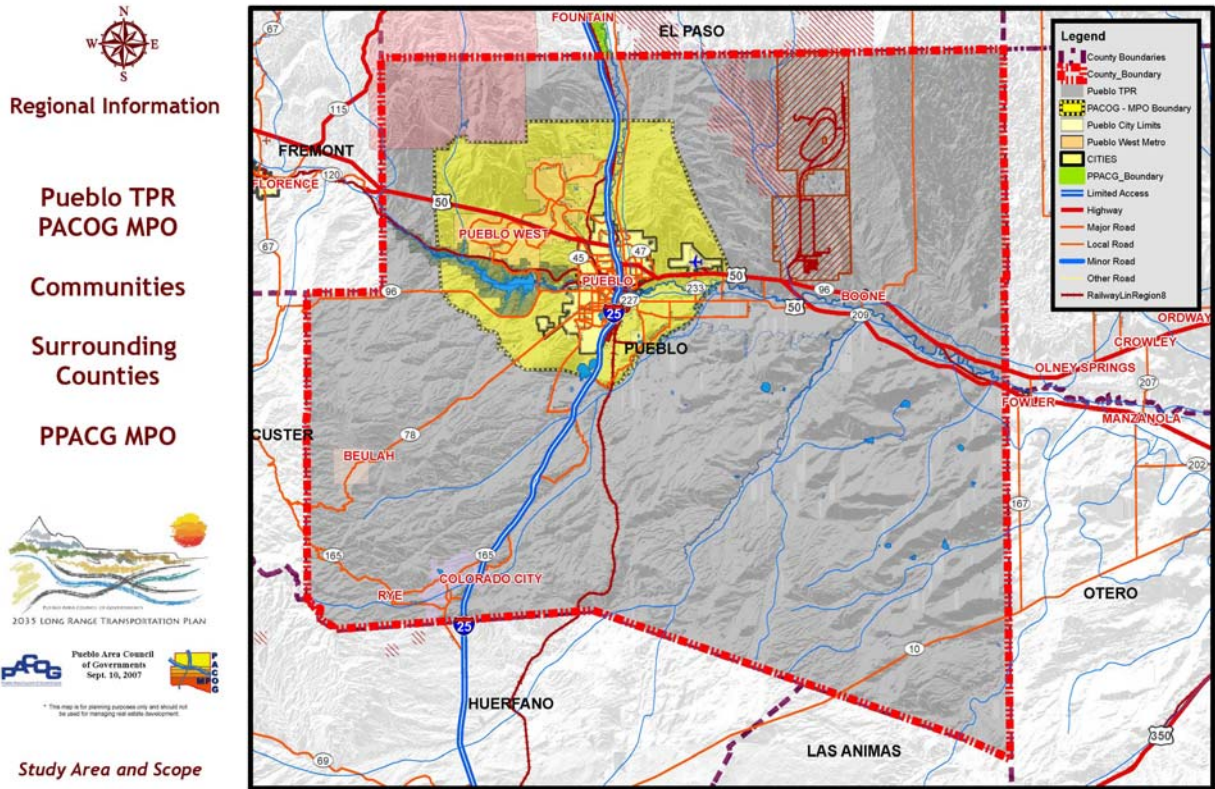
As with the 2030 Plan, the study area for the Long Range Transportation Plan includes the entire Pueblo Transportation Planning Region (Pueblo TPR) with a focus on the area of the MPO. The boundaries for the Pueblo TPR are concurrent with those of Pueblo County. Pueblo County is located in the southern portion of the State of Colorado.

Figure 1-4: Location of Pueblo County in Colorado



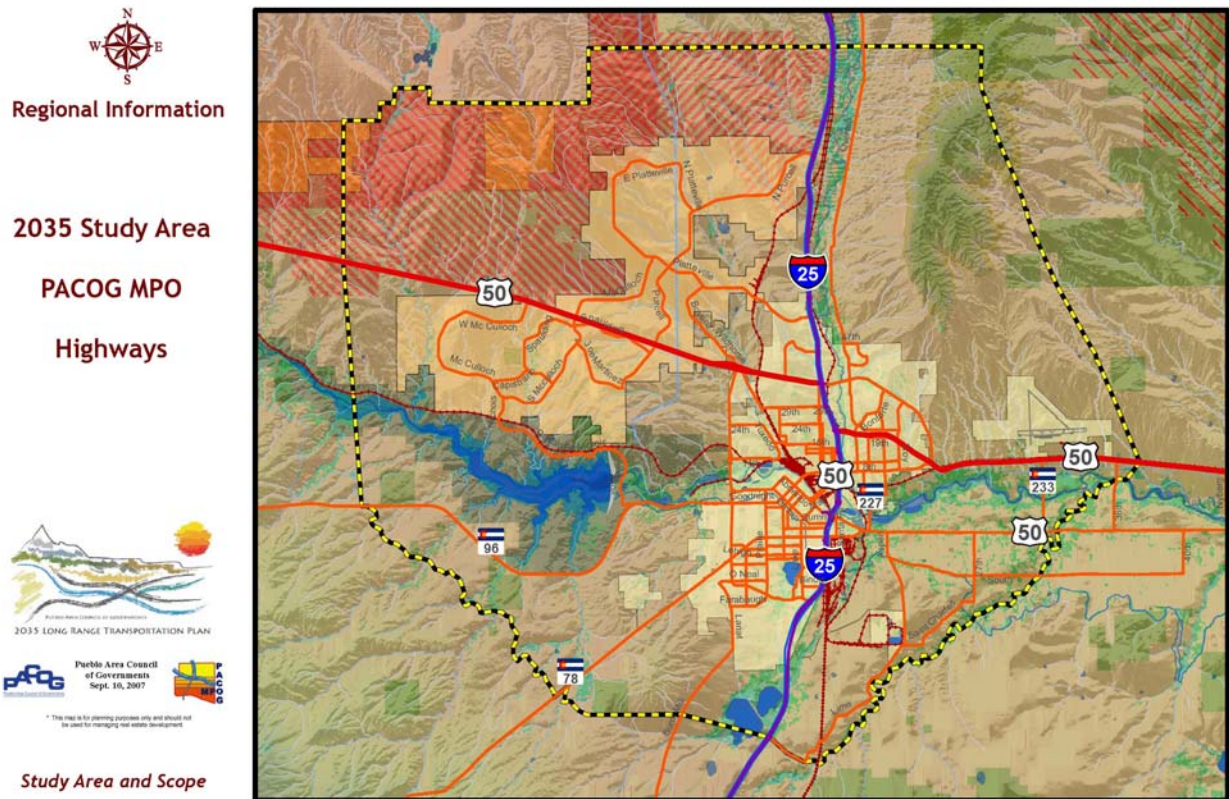
The primary or “3C” study area is the Pueblo Metropolitan Planning Area designated by agreement of the US Census Bureau, FHWA, FTA, CDOT, and the MPO. It is slightly larger than the Pueblo Urbanized Area as designated by the 2000 Census and is illustrated in Figures 1-4 to 1-7. This area was defined for urban transportation planning under the provisions of TEA-21 and was unchanged in SAFETEA-LU. The “3C” process results in plans and programs that consider all transportation modes and support metropolitan community development and social goals.

Figure 1-5: PACOG MPO and Pueblo TPR



Two communities, the City of Pueblo and the Pueblo West Metropolitan District, comprise the bulk of the 3C area’s population and employment. There are several other smaller unincorporated communities within this area, including Salt Creek, Blende, Baxter, and the Saint Charles Mesa. These are well known to Pueblo area residents, but do not have any official governing organization or town charter. The area of Pueblo County surrounding the MPO area contains two incorporated towns, Boone in the northeast and Rye, located in southwest Pueblo County. Several other unincorporated communities, including Avondale, Beulah, and Colorado City are located in this contiguous region. Pueblo County has a varied topography, ranging from mountain peaks in the southwest to the rolling plains in the eastern half of the County. Major roadways include Interstate 25 running north and south and US Highway 50 (A, B, and C in the Pueblo Area) running east and west.

Figure 1-6: 2035 LRTP Study Area

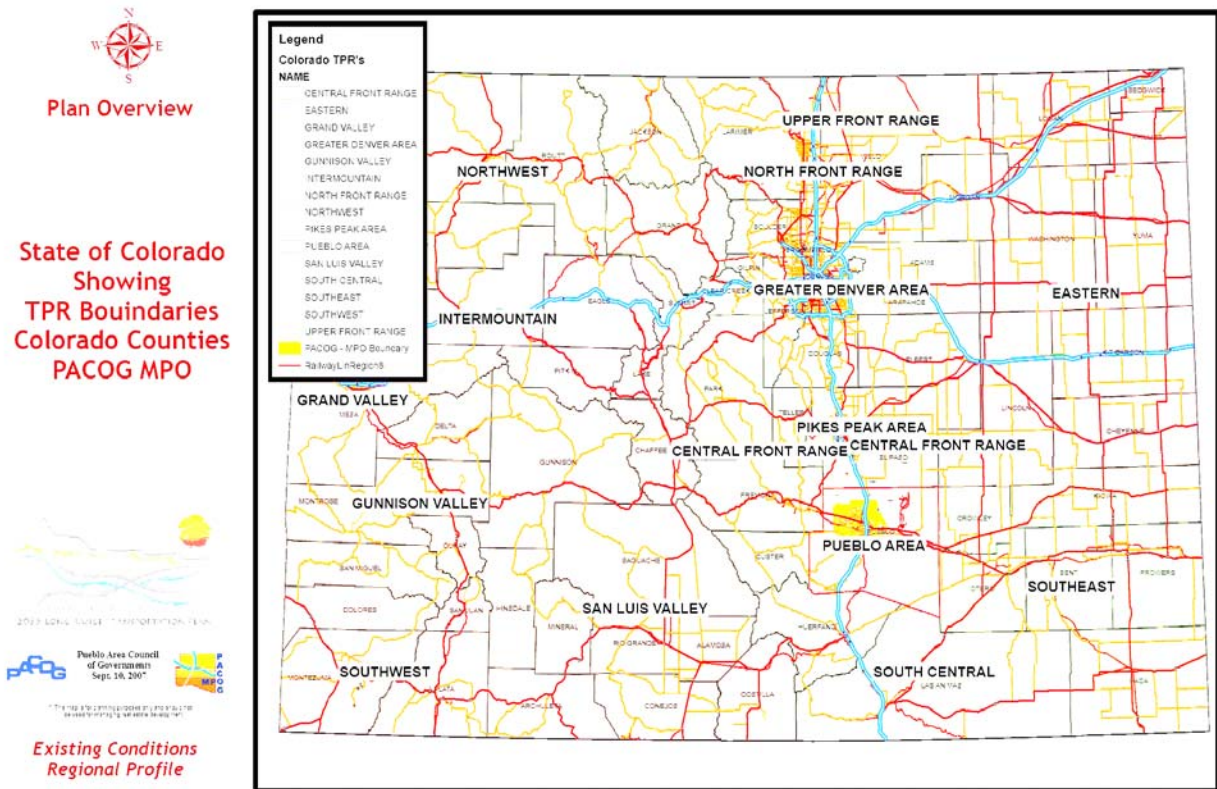


The MPO is about 15% of the area of the county, but accounts for approximately 90% of Pueblo County’s resident and worker population. However, there are two facilities located outside of the MPO Study Area, the Pueblo Chemical Depot and the Transportation Technology Center, which are among the more important employers in Pueblo. Both of these are located in northeastern Pueblo County. Each accounts for several hundred jobs, and both have the potential of experiencing significant job increases over the next several years.

Figure 1-6 shows the study area for this plan and identifies the urbanized planning area, unincorporated urban areas, and incorporated urban areas that are the focus of this plan.

The Pueblo TPR is adjacent to three rural TPR’s – Southeast, South Central, and the Central Front Range. The Pueblo TPR also shares a common boundary with the Pikes Peak Area MPO at the county line between Pueblo and El Paso Counties.

Figure 1-7: Surrounding MPO's and TPR's



1.6 Regional Vision

1.6.1 Planning Considerations

Transportation systems affect most significant aspects of human society including:

- Settlement patterns;
- Land development and land use;
- Economic activity including employment and wages;
- Goods movement and trade;
- Energy and resource allocation;
- Work, education, health care, social life, and commerce;
- General social environment and equity;
- Environmental quality; and
- Overall livability of communities and metropolitan areas.

How and how well a transportation system functions has deep and long-term consequences for the quality of both the built and natural environments and the persons who inhabit them.

The Pueblo Area Regional Transportation Vision provides for a well-integrated multimodal transportation system that serves individual, local, regional, state, and national needs to support the continued development of a quality community with sustainable growth, economic vitality, and adequate mobility options. This Vision is supported by four goals that together form the basis for the proposed projects and programs of the Long Range Plan.

1.6.2 Goal 1: Mobility

Plan, develop, and maintain a safe and efficient transportation system to preserve and enhance the present and future mobility needs of the Pueblo Region.

- 1.1 Maintain, protect and improve safety for the multi-modal transportation system users;
- 1.2 Improve and expand public transportation and transit services to provide access to regional medical facilities, employment centers, social activities, and to other essential life services;
- 1.3 Develop, improve and maintain pedestrian facilities to create a barrier-free walkable community;
- 1.4 Minimize traffic congestion by emphasizing transportation system management and operations techniques with travel demand management strategies to improve passenger carrying capacity of the network;
- 1.5 Develop an alternative roadway connection between Pueblo West and Downtown to reduce congestion on US 50 and I-25;
- 1.6 Develop plans to improve operation and safety of I-25 through the region;
- 1.7 Develop alternate routes to accommodate local trips parallel to I-25 and US 50;
- 1.8 Identify additional crossing locations of the Arkansas River to improve mobility for all transportation modes;

1.6.2 Goal 2: Livability

Balance the mobility needs of the community with the community objective of creating a livable human and natural environment. Plan and develop transportation along with land use planning activities.

- 2.1 Involve community organizations and neighborhood

- groups in the transportation planning process;
- 2.2 Minimize air, noise and other adverse transportation impacts on residential areas;
- 2.3 Protect, and support the revitalization of existing neighborhoods by minimizing the volume of through traffic generated outside the neighborhood;
- 2.4 Improve pedestrian access and circulation within, and between neighborhoods, and commercial pedestrian oriented business areas such as Downtown;
- 2.5 Consider plans for new employment centers when planning transportation programs and facilities.

1.6.3 Goal 3: Intermodalism

Encourage the use of transportation modes other than the single-occupant automobile. Focus on developing facilities that link modes together.

- 3.1 Improve and expand public transportation and transit services through the urbanized area to provide access between one's home and the workplace;
- 3.2 Ensure connectivity between major activity centers by developing and promoting mode transfer points (e.g., park-and-ride facilities, bike-on-bus, etc.) to enhance the use of alternative modes within the inter-modal transportation system;
- 3.3 Adopt and maintain a Regional Trails Plan that identifies the future alignment of all regionally significant off-street trails and on-street bicycle facilities.
- 3.4 Identify possible locations for future Park and Ride facilities (bus and commuter rail), trailhead locations, and public transportation transfer locations.
- 3.5 Identify locations of existing or future freight transfer points.

1.6.4 Goal 4: Strategic Planning

Implement and maintain the planned transportation system in a coordinated and cost-effective manner.

- 4.1 Adopt and maintain a Corridor Preservation Plan that identifies the future alignment and classification of all regionally significant roadway corridors.
 - 4.2 Assist local governments in identifying the need for advance corridor preservation, right-of-way reservation and/or dedication, and potential funding sources – public and private – for the construction of identified transportation facilities;
 - 4.3 Prioritize improvements and programs based on the
-

value of community benefits with respect to costs and available funding opportunities.

- 4.4 Develop a transit operations and funding plan that can guide Transit System service area enhancements, service expansion, and service efficiency.

1.8 Public Participation in the 2035 LRTP

The PACOG Long Range Transportation Plan has been developed in accordance with the PACOG Public Involvement Program (PIP) adopted in August 2004. The PIP guidelines include the broad goals of keeping people informed and involved on a continual basis and facilitating cooperation and consensus building. Public participation in accordance with the PIP began with the development of Quadrant Studies prepared for the 2030 Plan and continues through the development of the 2035 Plan.

1.8.1 Public Input Process

The public input process for the Plan included several components:

1. The primary ongoing form of public input to the planning process has been the involvement of the *MPO Transportation Advisory Commission*. The Transportation Advisory Commission (TAC) is made up of the Transportation Technical Committee (TTC) and the Citizens' Advisory Committees (CAC). The TTC includes representatives from all agencies with responsibilities for various transportation modes including but not limited to automobiles, bicycles, airports, pedestrians, transit systems, passenger and freight rail systems, and commercial vehicles.

The CAC has representatives from the Pueblo County Planning Commission, the City of Pueblo Planning and Zoning Commission, the 2010 Commission (volunteer citizen group), the Pueblo Economic Development Corporation (PEDCO) and three representatives of the community-at-large appointed by the PACOG Board. These members of the CAC have an understanding of the overall community, development processes, and the interaction between development and the transportation system. In early 2007, four meetings of the TAC were partially or entirely devoted to input to the 2035 Plan and the TAC continues to review the plan and process.

2. A series of four *independent public meetings* was conducted as
-

part of the planning process. Meetings were held in Colorado City, Pueblo West and two within the City of Pueblo. Four additional public meetings were held in June 2007, primarily focused on *input to the Coordinated Human Services Transit Plan (see Chapter 5)*, but also with input collected to the broader issues of the 2035 Plan. Planning staff collected verbal and written comments on issues expressed by citizens at the meetings.

3. Written surveys were collected, both from participants at the public meetings and from a web-based version of the same survey.

4. A Long Range Planning contact list was established of parties interested in transportation in the PACOG Region. Email notifications and messages have been sent to this contact list on a continuing basis, with relevant transportation information, notices of meetings, special communications and notification of approaching agenda deadlines for the TAC and PACOG Board. In addition, this information is posted to the MPO website <http://www.PACOG.net>.

5. Reasonable notice has been provided for all public meetings along with adequate opportunity to comment on issues and draft documents prior to and following the meetings. Public notice has included press releases and public service announcements of regional and statewide transportation planning activities open to the public.

6. Periodic review of the effectiveness of the regional transportation planning public involvement process has been conducted to ensure that the process provides full and open access to all interested parties. Revisions have been made to the process as necessary.

2035 Plan Public Meetings

PACOG hosted 12 meetings for the development and/or amendment of the Long Range Transportation Plan. Meetings included presentations to the Transportation Advisory Commission (TAC), public open houses, and meetings in four quadrants of the community. Table 1-3 below lists the public meetings over the development of the planning process.

All public involvement activities have been held in locations that were ADA accessible to disabled populations and those with limited transportation options.



Meeting Date	Location	Number in Attendance
1-09-2007	Colorado City (County, SW Quadrant)	4
1-23-2007	Pueblo West	29
1-30-2007	Rawlings Library, Pueblo (County, NW Quadrant, City North)	14
1-31-2007	Rawlings Library, Pueblo (City, south)	10
February 1, 2007	Pueblo City Hall	Transportation Advisory Committee Meeting, 12
March 1, 2007	Pueblo City Hall	Transportation Advisory Committee Meeting, 12
April 5, 2007	Pueblo City Hall	Transportation Advisory Committee Meeting, 12
May 3, 2007	Pueblo City Hall	Transportation Advisory Committee Meeting, 12
June 14, 2007	Pueblo Transit Authority	15
June 20, 2007	SRDA	12
June 22, 2007	City/County Dept. of Housing	1
June 28, 2007	AARP	3
Totals	12 meetings	136

1.8.3 Public Input Survey Findings

A total of 26 surveys were received. Fifteen (57.6%) listed Pueblo West (zip 81007) as location of residence. 19% were aged 66 or over; 27% were 56-65; 11% were 46-55; 31% were 36-45; 11% were 26-35; and .04% were under 25. 42% learned of the meetings through newspaper ads, with 38% listing “other sources” as how they learned of the meeting. 73% drove to the meeting, with a mean distance from residence to the meeting of 3.97 miles.

Table 1.4 below summarizes the percentages of survey respondents indicating a given issue was important to improving the effectiveness of the transportation system. The most often reported issues were better maintenance, improved bicycle access and facilities, and more roadway capacity. Better maintenance was the most strongly reported priority by the on-line respondents. The least often chosen priorities were lower speeds, lower travel times, and better transit connections. Several attendees at the meetings wrote in landscaping and commuter trains as important issues.

**Table 1.4: Transportation Improvement
Priorities in 2035 Plan Public Input
Surveys**

Priorities	% Responding
Better maintenance	15.4
Improve Bicycle access and facilities	14.1
More roadway capacity	11.5
Better roadway connections	10.2
Improved sidewalks & pedestrian paths	10.2
Less congestion	8.9
Better traffic control devices	6.4
Improve Public Transportation	5.1
Safety improvements	3.8
Lower speeds	3.8
Lower travel times	2.5
Better Transit connections	2.5
Landscaping along roads	2.5
Commuter Train north	2.5

Respondents were also asked to rank the importance of four broad transportation system goals. Results are summarized in Table 1.5. Implementing and maintaining the planned transportation system in a coordinated and cost-effective manner was ranked significantly higher than other goals. Planning, developing and maintaining a safe and efficient transportation system to preserve and enhance the present and future mobility needs of the Pueblo region was the lowest ranked goal.

Table 1.5: Respondent Rankings of Transportation Goals	
Goal	Mean Ranking (4=highest; 1=lowest)
Coordinated & Cost-Effective Implementation	3.16
Encouraging Multi-Modal Transportation	2.75
Balancing Mobility With Livability	2.3
Safe, Efficient Transportation System	2.1

At the Public Input Meetings staff members heard a wide variety of concerns from those in attendance in addition to those reported on the surveys. The results ranged from operations/maintenance to those speaking about improving multi-modal options throughout the community. In Pueblo West, the majority of the concern was the congestion along the Highway 50 West corridor and the desire to create an additional connection to the City of Pueblo. Related to this is an overall desire to have greater connectivity between various activity centers.

Generally there were comments requesting two or three connections or transportation modes to and from where people live. At each meeting, concern was expressed with the overall conditions of roadways throughout the community. The issues of bicycle and pedestrian improvements were made regarding *all* parts of the community. People understood that they have both a need and desire to get between the places of work and home efficiently, *and a strong*

desire to make the local community transportation system friendlier for pedestrians and bikes. These are quality of life issues for those who attended the Public Input Meetings.

1.9 Environmental Justice

In accordance with state and federal requirements and policies, the development of the Long Range Transportation Plan considered the three fundamental principles of environmental justice:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Areas characterized by a predominance of low-moderate income and high minority concentration populations are exhibited and discussed in Chapter 5, the Coordinated Human Services-Public Transit Plan. These areas will need to be further studied in comparison with locations of substantial environmental impact to determine whether disadvantaged populations in Pueblo are disproportionately exposed to environmental hazards. More specific spatial analysis has been initiated by the MPO, combining census data with parcel-level data from the Pueblo County Assessor. This helps to identify portions of the study area that could be affected in the future by transportation related Environmental Justice issues.