

# Appendix A. Strategic Action Plan



## Value Statements and Propositions

A strategic action plan necessarily begins with a set of value statements and propositions. These elements are drawn from the legacy Pueblo Area Council of Governments (PACOG) guidelines and are consistent with MAP-21 guidelines as well as the framework set by Colorado Department of Transportation (CDOT). Based on Moving Ahead for Progress in the 21st Century Act (MAP-21) guidelines, PACOG has, for the first time in plan development, included concrete targets in the planning goals first presented in Section 1 of this report. The comprehensive planning goals of enhancing Safety and Infrastructure Condition, providing for Congestion Relief, supporting Freight Movement & Economic Vitality, System Reliability and Environmental Sustainability, Reducing Project Delivery Delays, and Supporting Multi-Modal Transportation are the fundamental areas that PACOG is addressing in this strategic plan. Framing these tactics is a set of planning values and propositions which form the PACOG strategic plan.

## PACOG Strategic Planning Values

The following **values** form the planning framework for PACOG.

- The MPO is the appropriate agency to address the regional transportation/congestion issues facing the Pueblo MPO area.
- We strive to create a sense of shared responsibility and ownership for regional transportation/congestion problems and a shared sense of pride in the development of solutions to those problems.
- We address regional transportation/congestion issues by working together, recognizing that the collective objectives of the MPO may at times take precedence over the local objectives of individual member entities.
- We seek to form partnerships between member entities and between the public and private sectors to plan and implement transportation/ congestion solutions.
- We actively engage the governing bodies of the member entities and the general public in the transportation planning efforts of the MPO.
- We establish policies and prioritize needs based on valid data and use objective, fair and consistent processes.

## PACOG Strategic Planning Propositions

The following **propositions** form the planning framework for PACOG. These propositions are echoed in the comments from the public outreach effort conducted by PACOG. Citizens of the region stand firmly behind these concepts as found in the summary of their comments (Appendix B).

- **Safety and Infrastructure State of Good Repair:** These planning goals are of the highest importance in the region.
- **Economic Vitality:** For citizens of the region, economic vitality, through time savings for cars and trucks, transit innovations, and support of tourism are regional goals.
- **Decreased Reliance on Single Occupancy Vehicles (SOVs):** People can choose from a number of viable options for transportation.
- **Transit and Alternative Modes:** All modes of transportation are inter-connected, including walk and bicycle, and travel and transfers can be accomplished without inconvenient delays. Investment in walking and bicycling opportunities builds the region in multiple ways: health, economics and beauty.
- **Transit and Alternative Modes:** Passenger rail and/or express bus connect the Pueblo region with the other Front Range cities.

## Vision Plan Project Major Categories

Much of the PACOG Strategic Plan with respect to committed Transportation Improvement projects (TIP) projects and programmed 10-Year Capital Improvements Program (CIP) projects has been discussed in the Implementation Plan, found in Chapter 12. In the interest of completeness, the final tables are reproduced in this appendix as **Table A.1**. It is well to note that PACOG also prepares a Vision Plan, in partnership with CDOT that covers the longer, 25-year planning horizon that has been discussed throughout this 2040 Long Range Transportation Plan (LRTP) documentation. The Vision Plan includes projects that do not currently have funding. The funding and programming categories included in the Vision Plan are:

- 10-Year Capital Improvements Program (CIP) projects which are funded by CDOT
- State/Federally funded projects that are not found within the 10-year CIP

- Locally funded projects, and
- Developer driven, privately funded projects

In the interests of practicality and completeness, planning and modeling is conducted using scenarios assembled from one or all of these categories, as regional development rises and falls based on the economic, not the planning, environment. Detailed information on the four categories can be found in the Implementation Plan (Chapter 12). A summary listing of roadway projects, by funding and programming category is provided below as **Table A.1.**

## Summary

The 2040 LRTP was designed to guide development and infrastructure decisions in the PACOG region through mid-century and beyond. Many of the detailed components from plan development and implementation can be found at <http://www.pacog.net/>, the MPO website which will receive continuous update through the 2040 RTP closure. Updates to the PACOG LRTP are conducted on a 4-year cycle. The next PACOG LRTP will use the strategies developed in the current plan as a starting point. PACOG's public policies, its understanding of the wealth of human capital in the region, and sustained investment in transportation have positioned the region for ongoing sustainable prosperity.

STRATEGIC ACTION PLAN

**Table A.1: Vision Plan for Roadway Improvements**

10-Year CIP Projects – State and Federally Funded				
ID#	Project	From	To	Cost
1	I-25 through Pueblo (RAMP)	Ilex Street	City Center Drive	\$30,680,000
2	I-25 Central Corridor Access Management and Hazmat Study	Ilex Street	29th Street	\$1,450,000
3	I-25 - ITS Traffic Cameras	Milepost 109 (south of CR110/Pinon Road)	Milepost 114.8 (at northbound on/off ramp for Frontage Road)	\$18,000
4	I-25 North	13th Street	US 50B Interchange	\$12,000,000
27	I-25 Eastside Frontage Road	Dillon Interchange	Eden Interchange	\$4,200,000
5	US 50A West (EB) - Add the third lane and trail facilities; improve pedestrian crossings at signalized intersections (RAMP)	Wills Boulevard	McCulloch Boulevard	\$14,286,924
6	US 50A West (WB) - Complete the EA from Wills to McCulloch Blvd.; Add the third lane from Wills to the hill just West of Pueblo Blvd., Realign to be Parallel to the EB alignment, Construct a New Bridge, and Rebuild the Signal at US50/Pueblo Blvd to accommodate the new WB alignment and traffic flow, as well as Improve pedestrian crossings at signalized intersections	Wills Boulevard	McCulloch Boulevard	\$20,423,924
7	US 50C Drainage Improvements	Aspen Road	21st Lane	\$5,500,000
8	US 50C from 4th St. to Baxter Rd. (Mp 0.0 to 7.4)	4th Street	Baxter Road	\$7,510,000
9	US 50/Bonforte Blvd./Hudson Ave. (intersection upgrades)	Bonforte Boulevard	Hudson Avenue	\$450,000
28	US 50B (Mp 332.1 and 333.9) (Continuous left lane where US 50C and US50B meet)	Intersection of US 50C and US 50B		\$2,000,000
29	US 50 Access Management Plan	I-25	Fortino Boulevard	\$250,000
10	SH 96A at Abriendo Ave. - Intersection Improvements (Signal update, ADA Ramps and Pedestrian Crossing Improvements)	SH 96A (4th Street) and Abriendo Avenue Intersection		\$750,000
11	SH 96A at Chester Ave. - Add a left-Turn Lane and Replace the Signal	SH 96A (4th Street) and Chester Avenue		\$650,000
12	SH 96 at Acero Ave.	SH 96A (4th Street) and Acero Avenue		\$200,000
13	SH 96 at Bradford Ave.	SH 96A (4th Street) and Bradford Avenue		\$450,000
60	SH 96A West of Pueblo - Shoulder Widening, Bridge Rail Replacement, Bike Lane and Other Safety Improvements	West of Pueblo		\$4,000,000
14	SH 45 at Hollywood Dr. and at Lehigh Ave. - Signal Replacement and Pedestrian Crossing Improvements	SH 45 at Hollywood Drive and SH 45 at Lehigh Avenue		\$900,000
15	SH 45 from City Park to E. Spaulding Ave. (Mp 4.9 to 8.7)	City Park	East Spaulding Avenue	\$7,810,000
16	SH 45 North Extension Study	US 50A	I-25 at Exit 108	\$500,000
61	SH 47 Junction I-25/US 50 to East of Troy (Mp 0.035 to 0.29)	I-25/US 50 Intersection	East of Troy Avenue	\$7,741,000
62	SH 78 - Raised Median Between Bandera Parkway and Surfwood Lane	Bandera Parkway	Surfwood Lane	\$400,000
<b>Total – State and Federally Funded Projects in CIP</b>				<b>\$122,169,848</b>

STRATEGIC ACTION PLAN

**Table A.1: Vision Plan for Roadway Improvements (Continued)**

State and Federally Funded Projects – Not in 10-Year CIP				
ID#	Project	From	To	Cost
63	I-25	City Center (1st)	13th St	\$130,000,000
		13th St	US 50B	\$110,000,000
		US50B	North of 29th St	\$50,000,000
64	US 50A West Pueblo	West of Purcell	SH 45 (Pueblo Boulevard)	\$25,000,000
65	US 50B Drainage Improvements	Pueblo	Granada	\$30,000,000
66	US 50C Drainage Improvements	Santa Fe	US 50B	\$10,000,000
30	Stanton Street	Ilex Street/D Street	Arkansas River	\$4,200,000
		Arkansas River	Santa Fe Drive	\$1,300,000
35	Pueblo Boulevard	Highway 50 West	Railroad Crossing	\$11,100,000
		Railroad Crossing	Eagleridge Boulevard	\$5,200,000
		Eagleridge Boulevard	Drew Dix Boulevard	\$4,300,000
		Drew Dix Boulevard	Railroad Crossing	\$21,900,000
		Railroad Crossing	Purcell Boulevard	\$7,500,000
46	Dillon Drive	State Hwy 50 Bypass	29th Street	\$4,400,000
<b>Total – State and Federally Funded Projects Not in CIP</b>				<b>\$414,900,000</b>
Locally Funded Projects				
31	Joe Martinez Boulevard	Purcell Boulevard	Pueblo Boulevard	\$22,200,000
32	Spaulding Avenue	Pueblo Boulevard	Merriweather Drive	\$16,100,000
		Merriweather Drive	Purcell Boulevard	\$5,200,000
33	West Pueblo Connector	8th Street	Railroad Crossing	\$2,200,000
		Railroad Crossing	Atlanta Avenue	\$1,700,000
		Atlanta Avenue	18th Street	\$3,200,000
34	8th Street	Blake Street	West Pueblo Connector	\$3,700,000
40	29th Street	Wills Boulevard	Railroad Crossing	\$300,000
<b>Total – Locally Funded Projects</b>				<b>\$54,600,000</b>
Developer Driven – Privately Funded Projects				
39	Spaulding Avenue	11th Street	18th Street	\$1,400,000
		22nd Street	24th Street	\$700,000
		24th Street	29th Street	\$1,000,000
		29th Street	31st Street	\$3,100,000
40	29th Street	Railroad Crossing	Wildhorse Creek	\$700,000
		Wildhorse Creek	Pest House Creek	\$500,000
		Pest House Creek	Spaulding Avenue	\$300,000
		Spaulding Avenue	24th Street	\$1,300,000
41	Wills Boulevard	29th Street	Kachina Drive	\$2,000,000
		Crestwood	Eagleridge Boulevard	\$2,000,000
		Eagleridge Drive	Mesa View Drive	\$700,000
		Mesa View Drive	Outlook Boulevard	\$800,000
		Outlook Boulevard	Pueblo Crossing	\$400,000
42	Platteville Boulevard	Pueblo Boulevard	Dillon Drive / Drew Dix Boulevard	\$1,500,000
		Dillon Drive / Drew Dix Boulevard	Outlook Boulevard	\$3,700,000
		Outlook Boulevard	Elizabeth Street	\$1,500,000

STRATEGIC ACTION PLAN

**Table A.1: Vision Plan for Roadway Improvements (Continued)**

Developer Driven – Privately Funded Projects (Continued)				
ID#	Project	From	To	Cost
43	Outlook Boulevard	Ridge Drive	Wills Boulevard	\$2,300,000
		Wills Boulevard	Dillon Drive	\$3,100,000
		Dillon Drive	Drew Dix Boulevard	\$3,900,000
		Drew Dix Boulevard	Pueblo Boulevard	\$8,900,000
44	Troy Avenue	Rawlings Blvd.	47th St.	\$8,000,000
		47th St.	Home of Heroes Rd.	\$2,800,000
45	Constitution Road	Troy Avenue	SH 47	\$7,100,000
67	Dillon Drive	Eagleridge Blvd. / 47th St.	Home of Heroes Rd.	\$3,400,000
		Home of Heroes Rd.	Interstate 25	\$5,500,000
36	Rawlings Boulevard	Troy Avenue	Baculite Mesa Rd.	\$4,000,000
37	Jerry Murphy Road. / Overton Road	Eagleridge Blvd. / 47th St.	Home of Heroes Rd.	\$2,800,000
		Home of Heroes Rd.	Porter Draw	\$17,700,000
		Porter Draw	Pinon / Pace Rd.	\$27,900,000
47	47th Street	Walking Stick Blvd.	Troy Avenue	\$7,700,000
38	Walking Stick Boulevard	Village Green Pl.	College Trail	\$3,100,000
		College Trail	Mica St.	\$1,700,000
		47th St.	Home of Heroes Rd.	\$4,200,000
48	College Trail	Walking Stick Blvd.	Troy Avenue	\$3,300,000
		Troy Avenue	Baculite Mesa Rd.	\$1,900,000
49	Home of Heroes Road	Dillon Drive	Railroad Crossing	\$1,000,000
		Railroad Crossing	Fountain Creek	\$1,000,000
		Fountain Creek	Jerry Murphy Rd.	\$3,200,000
		Jerry Murphy Rd.	Walking Stick Blvd.	\$7,500,000
		Walking Stick Blvd.	Troy Avenue	\$5,900,000
50	Bandera Parkway	Short St.	St. Clair Avenue	\$1,800,000
		St. Clair Avenue	Goodnight Creek	\$600,000
		Goodnight Creek	Red Creek Springs Rd.	\$3,900,000
		Red Creek Springs Rd.	Lehigh Avenue	\$3,900,000
		Lehigh Avenue	Siena Drive	\$7,100,000
		SH 78	Pastora Ranch	\$8,500,000
		Pastora Ranch	Nolan Trace	\$4,100,000
51	Red Creek Springs Road	Suncrest Ln.	Goodnight Creek	\$300,000
		Goodnight Creek	Bandera Pkwy.	\$1,500,000
		Bandera Pkwy.	McCarthy Blvd.	\$3,400,000
52	Lake Avenue	Little Burnt Mill Rd.	Hollywood Drive	\$3,500,000
		Hollywood Drive	Prairie Avenue	\$3,200,000
		Prairie Avenue	St. Charles Pkwy.	\$3,400,000
		St. Charles Pkwy.	Pueblo Blvd.	\$5,800,000
53	Lehigh Avenue	Lynn Meadows Drive	Goodnight Creek	\$1,000,000
		Goodnight Creek	Bandera Pkwy.	\$3,100,000
		Bandera Pkwy.	McCarthy Blvd.	\$2,600,000
54	McCarthy Boulevard	Stonemoor Hills	Red Creek Springs Rd.	\$1,500,000
		Red Creek Springs Rd.	Lehigh Avenue	\$800,000
		Lehigh Avenue	Arroyo	\$1,200,000
		Arroyo	Siena Drive	\$1,400,000
		Siena Drive	State Hwy 78	\$1,500,000

STRATEGIC ACTION PLAN

**Table A.1: Vision Plan for Roadway Improvements (Continued)**

Developer Driven – Privately Funded Projects (Continued)				
ID#	Project	From	To	Cost
55	Nolan Trace	SH 78	Bridle Trail	\$1,200,000
		Bridle Trail	Bandera Parkway	\$2,200,000
		Bandera Parkway.	Encino Drive	\$1,400,000
		Encino Drive	Little Burnt Mill Road	\$1,300,000
		Little Burnt Mill Road.	Hollywood Drive	\$1,300,000
		Hollywood Drive	Prairie Avenue	\$1,500,000
		Prairie Avenue	Palmer Avenue	\$2,200,000
		Palmer Avenue	Lake Avenue	\$400,000
56	Bridle Trail	City Limits	Nolan Trace	\$1,600,000
57	Hollywood Drive	Raccoon Lane.	Nolan Trace	\$500,000
		Nolan Trace	Lake Avenue	\$1,200,000
58	South Pueblo Pkwy.	Greenhorn Drive	Railroad Crossing	\$6,700,000
59	Greenhorn Dr. Extension	PEWAG Facility	Lime Road.	\$4,500,000
<b>Total - Developer Driven – Privately Funded Projects</b>				<b>\$249,600,000</b>
<b>Total – All Projects</b>				<b>\$841,269,848</b>