

2

EXISTING TRANSPORTATION SYSTEM



2.0 Existing Transportation System

2.1 Roadway Element

Pueblo’s roadway system consists of over 2,400 miles of public roadways, of which approximately 420 miles are referred to as major roadways—those classified as minor arterials or above. These major roadways serve to transport people and goods to destinations in the region as quickly and safely as possible. Roadways continue to be the dominant transportation system in Pueblo, as they have since the 1940s, when automobiles and motorized buses superseded walking and rail as the dominant forms of transportation nationwide.

2.1.1. Use of Roadways

The dominance of the automobile for work trips in the region is shown by reviewing five years of data from the American Community Survey (ACS). The ACS is an ongoing annual national household and travel database that provides states and communities the information they need to plan investments and services. One important value of the ACS is that it supplements the U.S. Census long form by providing small-area information annually on a PACOG 2045 Long Range Transportation Plan (LRTP) are based on the ACS 5-year (2014–2018) data, the most recent available and the release most consistent with the Regional Transportation Plan (RTP) timeline.

Commute Mode Share

The ACS 5-year estimates confirm the continued use of automobiles as the favored mode of transportation for Pueblo-area workers. Mode choice by workers is an important indicator of mobility, since much of the transportation system is designed for peak-hour use, when the work force is on the way to or from work. **Table 2.1** and **Figure 2.1** show that in Pueblo County, driving alone is the dominant mode of travel to work, registering between 79.7 percent (2014) and 85.4 percent (2018) of total work trips, according to ACS estimates. Driving alone trends upward over this five-year interval whereas carpooling trends downward; carpooling accounts for 12.3 percent at its peak in 2014 down to 9.6 percent in 2018. Public transit, walking and biking account for 5.1 percent (2014) and 2.6 percent (2018) of work mode. Working at home shows approximately 3.0 percent of the total mode choices for work trips in 2014 and 2.4 in 2018. These commute mode shares have remained relatively stable over the latest five years of ACS estimates. The events of 2020 with respect to Covid-19 likely will have a strong influence on work trip mode, which will be visible in subsequent long range planning efforts.

Table 2.1: 5-Year Commute Mode Share

| Mode | 2014 | 2015 | 2016 | 2017 | 2018 |
|--------------------|-------|-------|-------|-------|-------|
| Drove Alone | 79.7% | 79.9% | 80.5% | 81.5% | 85.4% |
| Carpooled | 12.3% | 12.2% | 11.6% | 11.2% | 9.6% |
| Public Transit | 1.1% | 1.0% | 1.2% | 1.1% | 0.7% |
| Walked or Bicycled | 2.6% | 2.7% | 2.5% | 2.1% | 1.4% |
| Other | 1.4% | 1.2% | 1.4% | 1.2% | 0.5% |
| Worked at Home | 3.0% | 3.0% | 2.9% | 2.9% | 2.4% |

Source: Data from U.S. Census Bureau, American Community Survey (ACS), accessed May 15, 2020, <https://data.census.gov/cedsci/table?t=Commuting&g=05000000US08101&tid=ACSST1Y2018.S0801&hidePreview=false>.

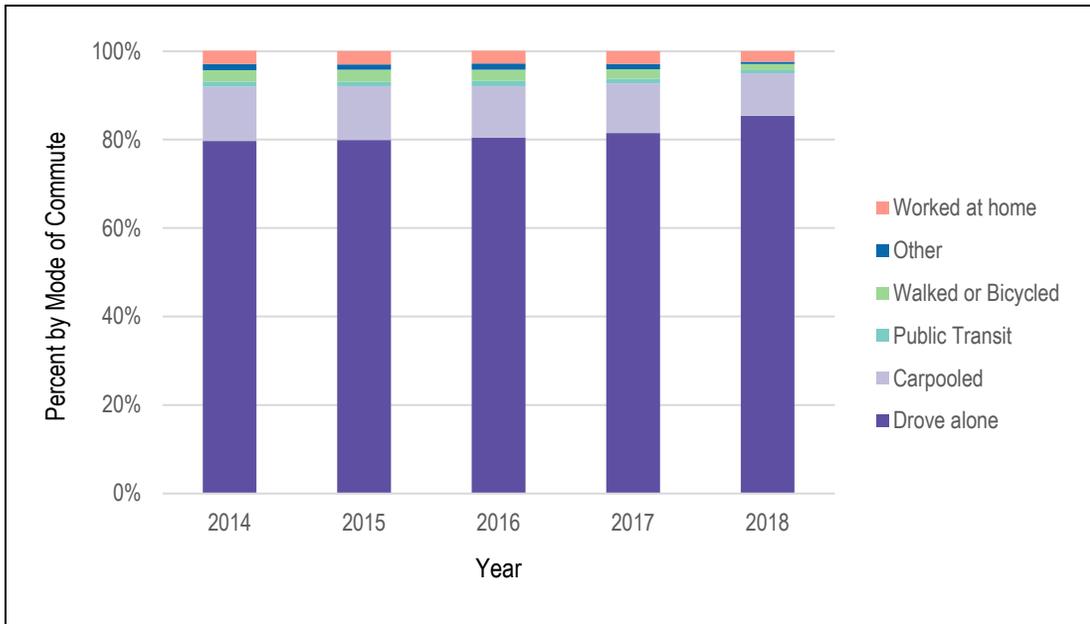


Figure 2.1: Mode Share by Year (2014–2018)

Source: Data from U.S. Census Bureau, American Community Survey, accessed May 15, 2020, <https://data.census.gov/cedsci/table?t=Commuting&q=05000000US08101&tid=ACSST1Y2018.S0801&hidePreview=false>.

Commuter Direction / Balance

The U.S. Department of Commerce’s U.S. Census Bureau maintains a number of data programs related to employment statistics. The Census Bureau’s data and informational webpage “Longitudinal Employer-Household Dynamics” (LEHD) makes available several data products that may be used to research and characterize workforce dynamics. The LEHD Origin-Destination Employment Statistics (LODES) dataset features a geographic crosswalk allowing county work flows to be summarized. Year 2017, the most recent available, was used.

Figure 2.2 and Table 2.2 show the county-level picture with respect to work commuting. A work trip is defined as the home origin and the worker’s main destination and does not include trips such as deliveries or field visits conducted as part of a workday. As shown by the circular green arrow, most workers in the county (40,149 or 55 percent) live and work within the county. The two straight green arrows show all work trips coming into Pueblo County (14,259 or 19 percent) from any direction and leaving the county in any direction (18,773 or 26 percent).

Note that while the arrows are placed at the west and east borders of the county, the work trips are flowing from all points outside the county. As an example, some of the 14,259 work trips come into the county from Colorado Springs at the county’s northern border.

The significance of reviewing worker flows is that, in general, work trips generate about one in five of all person trips made in a region and thus account for a significant portion of daily traffic and congestion. Work trips are typically made in the peak periods requiring attention to the peak hour performance of major highway facilities.

EXISTING
TRANSPORTATION
SYSTEM

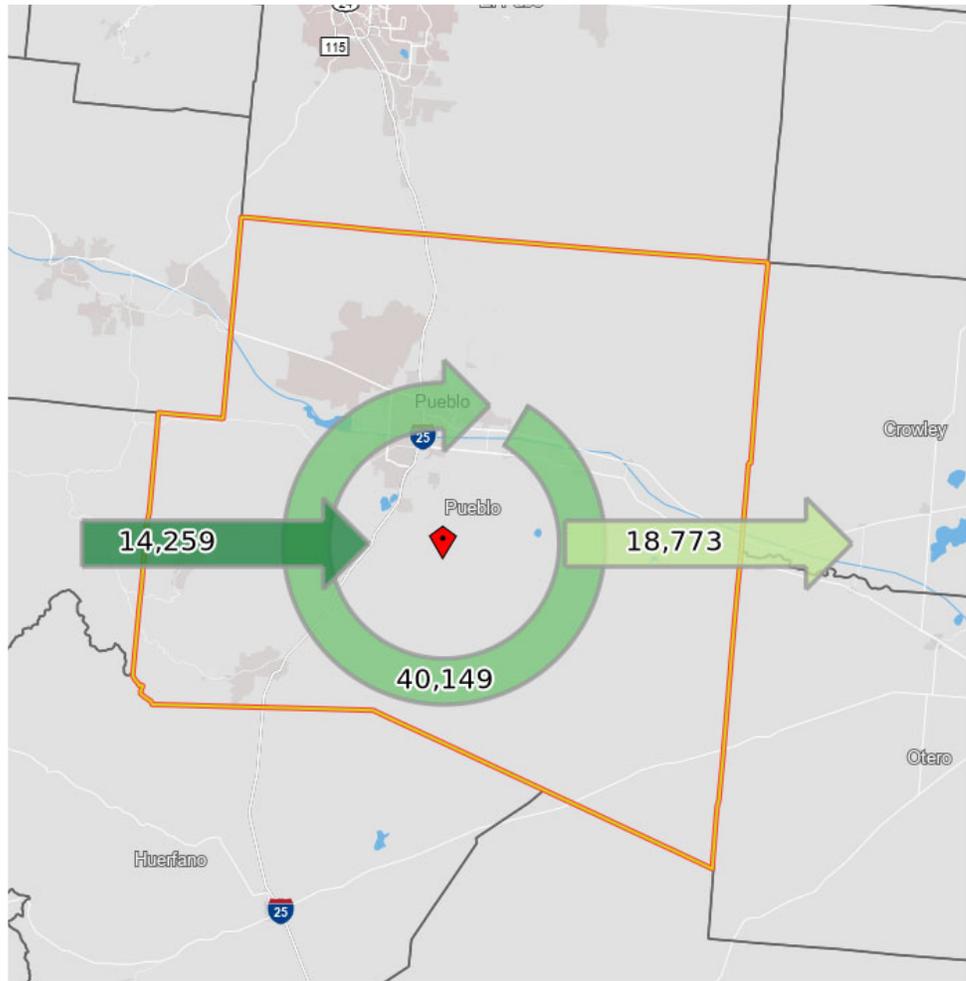


Figure 2.2: Pueblo County Commuter Flows

Source: Data from U.S. Census Bureau, "On the Map," ACS 2017 LODES Data, accessed May 15, 2020, <http://onthemap.ces.census.gov/>.

Table 2.2: Commute Patterns in Pueblo County (2017)

| Place of Residence / Place of Work | Workers | Percent |
|--|---------------|-------------|
| Workers who Live and Work in Pueblo County | 40,149 | 55% |
| Workers who Enter Pueblo County to Work | 14,259 | 19% |
| Workers who Leave Pueblo County to Work | 18,773 | 26% |
| Total Workers in Pueblo County | 73,181 | 100% |

Source: Data from U.S. Census Bureau, "On the Map," ACS 2017 LODES Data, accessed May 15, 2020, <http://onthemap.ces.census.gov/>.

EXISTING
TRANSPORTATION
SYSTEM

2.1.2 Functional Classifications of Roadways

Roadways are organized around the Federal Highway Administration (FHWA) functional classification scheme with five key categories:

1. **Freeways:** Freeways are high-capacity roadways that accommodate high-speed, long-distance travel through the metro area. Access is strictly controlled and limited to Major Arterials connected by grade-separated interchanges at a minimum spacing set by the Colorado Department of Transportation (CDOT) and the FHWA.
2. **Expressways:** Expressways accommodate high-speed, long-distance travel to/from and through the surrounding area. Access to adjacent land uses is limited. Full movement intersections are at-grade and signalized or grade-separated interchanges.
3. **Principal Arterials:** Principal arterials provide a high level of mobility and favor that mobility over access to adjacent land uses. They provide access between lower classification streets (minor arterials and collectors) and higher classification streets (expressways and freeways).
4. **Minor Arterials:** Minor arterial streets balance mobility of through traffic with access to adjacent land uses. Travel speeds and capacity are lower than for principal arterials. Separate turn lanes, especially continuous left turn lanes, may be used to permit access to land uses on both sides of the street.
5. **Collectors:** Collectors are roadways that collect traffic from nearby local streets.

Neighborhood collectors remain in the neighborhood and are residential in character. Mixed-use collectors form the edge of neighborhoods and have a wider right of way to allow for future turn lanes or additional width in the future. Residential homes are typically not allowed to face mixed-use collectors. Business collectors serve commercial development and may be in industrial areas, mixed use neighborhoods, or regional commercial shopping areas. Access to and from many businesses is provided and speeds are lower than on arterial roadways.

These five classifications serve as a means of understanding the existing highway system in the region and are also used as a framework in the PACOG travel demand model. They are shown in **Figure 2.3**.

The two major roadways that bisect Pueblo County, Interstate 25 (I-25) and U.S. Highway 50, carry almost all of the traffic that goes through Pueblo. These two roads form the framework of the state highway network through Pueblo that comprises 250 of the 420 miles of major roads. Other significant state highways that traverse the region include State Highway (SH) 96 and SH 78. Additionally, SH 45 runs the majority of the way through the urban section of Pueblo, carrying traffic from the south interchange with I-25 to U.S. Highway 50A. SH 10 also cuts through the southern portion of Pueblo County but is not generally utilized by Pueblo traffic; rather it is a connection between La Junta and Walsenburg.

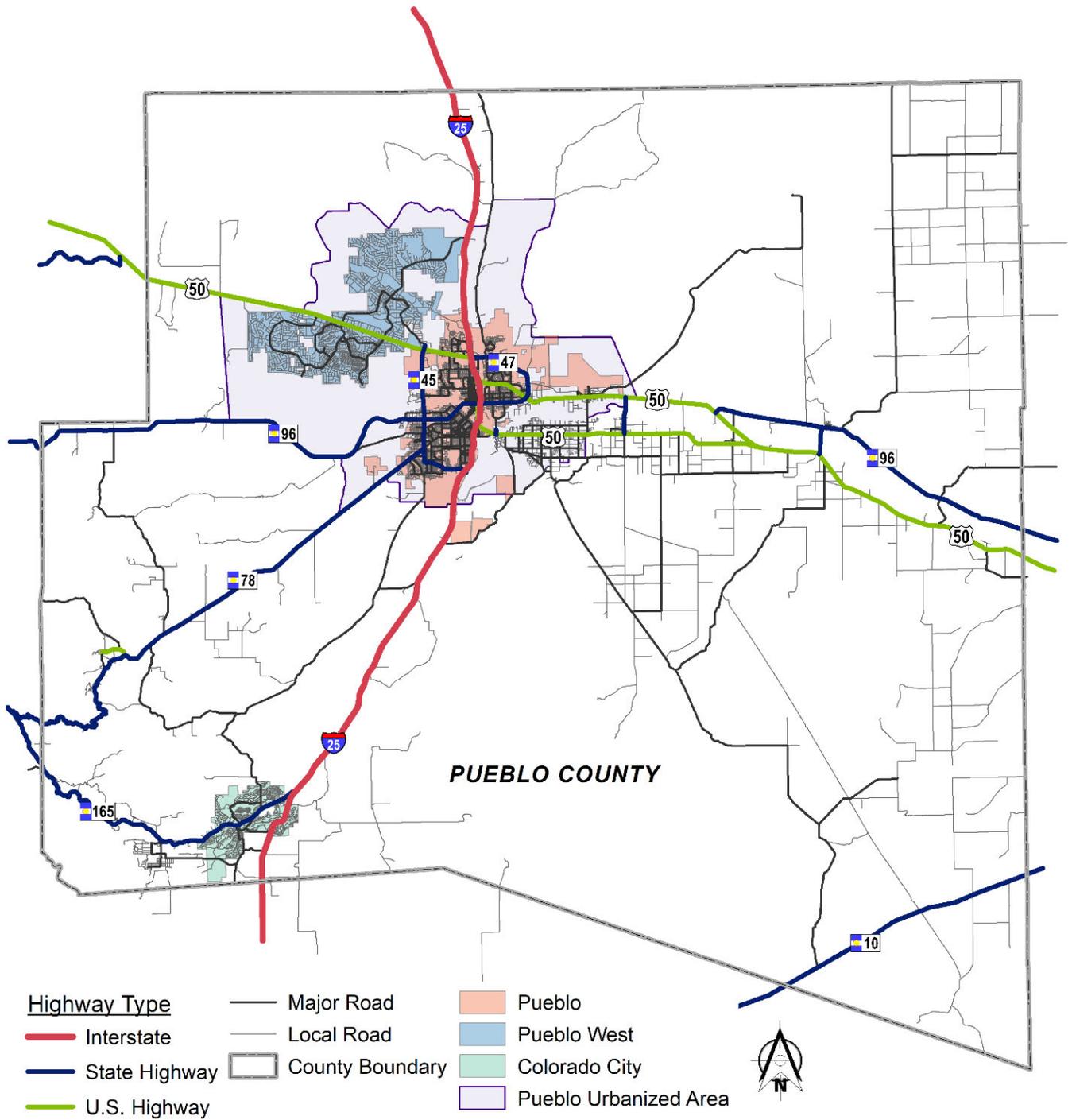


Figure 2.3: Roadways by Functional Classification



2.1.3 Scenic Byways

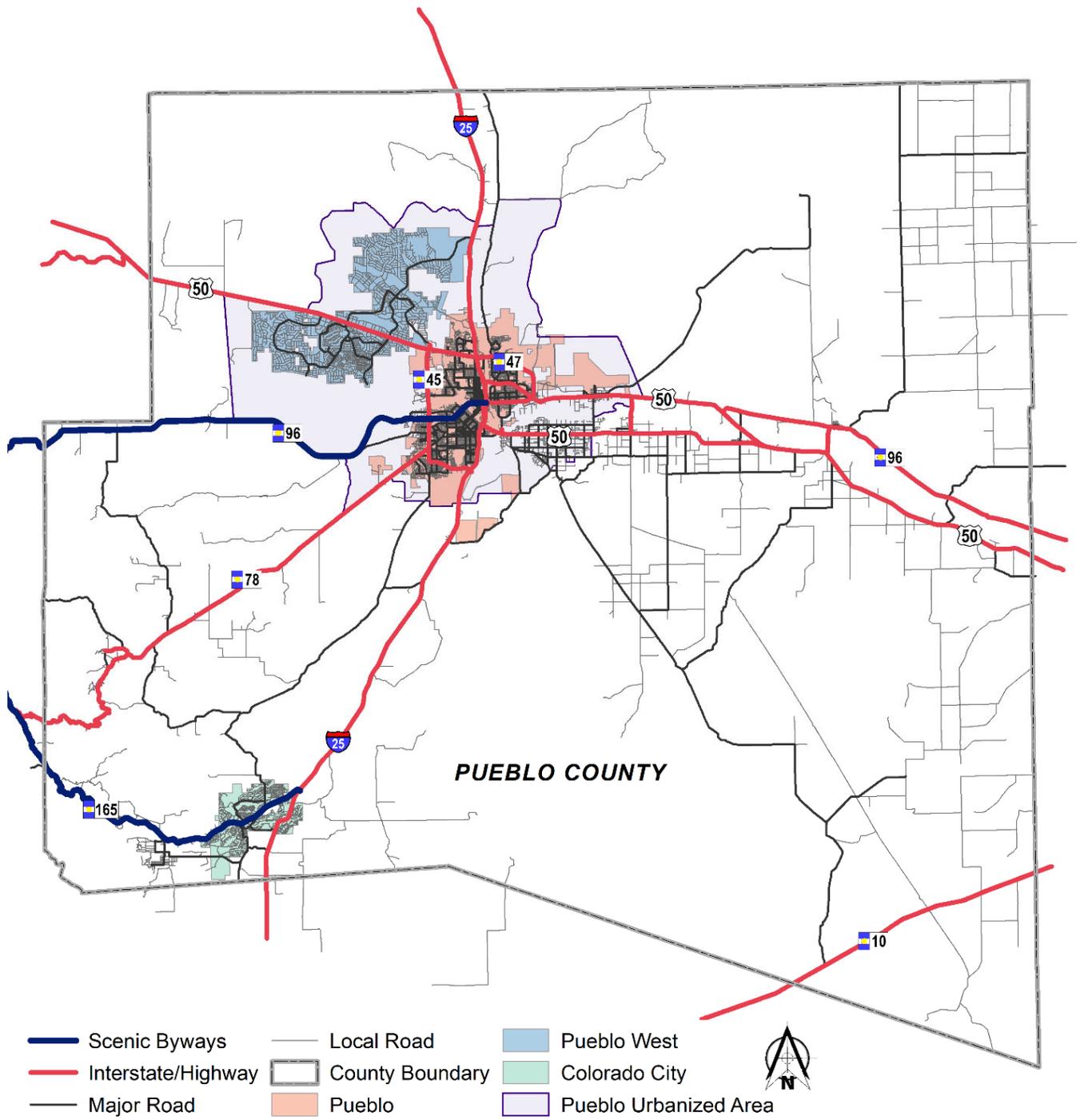
Within Pueblo County and the PACOG Metropolitan Planning Organization (MPO)/Transportation Planning Region (TPR) boundary there is a single designated FHWA scenic byway, as shown in **Figure 2.4**. This is the Frontier Pathways National Scenic and Historic Byway, which lies on SH 96 and SH 165; its headquarters and Information Center are located at El Pueblo History Museum, where travelers can learn about several cultures and their relationships with each other through murals, artifacts, and tales of the colorful history of Native Americans, Mexicans, and the early settlers.

This byway is significant because it provides access to the San Isabel National Forest and Lake Isabel. It was in this area that the first auto-based recreation facilities within the U.S. Forest Service were created in 1919. Arthur Carhart, whose ideas included establishing the first developed campground in the National Forest system at Squirrel Creek, was the first “recreational engineer” in the Forest Service. The Frontier Pathways Scenic and Historic Byway emphasizes history, nature, and recreation throughout its span. Stories of nineteenth-century pioneers are scattered across the region and tell of survival and success.

The byway hosts distinctive exhibits and lands found nowhere else. Bishop’s Castle is one such display. Comprising over two million acres, the Pike and San Isabel National Forests showcase nature in alluring combinations. The majestic Sangre de Cristo Mountains tower above with 22 peaks reaching at least 13,000 feet; they extend for 50 miles, easily seen from a number of points along the byway. Lake Isabel offers adventure year-round; and Lake Pueblo State Park provides over 7,000 acres of outdoor recreation.



EXISTING
TRANSPORTATION
SYSTEM



- Scenic Byways
- Interstate/Highway
- Major Road
- Local Road
- County Boundary
- Pueblo
- Pueblo West
- Colorado City
- Pueblo Urbanized Area

Figure 2.4: Frontier Pathways National Scenic and Historic Byway



EXISTING
TRANSPORTATION
SYSTEM

2.1.4 Commercial Vehicle Routes

The City and County of Pueblo do not designate truck routes as roadways specifically designed and designated for truck traffic. The routes that commercial vehicle use are primarily the state highways in and out of the Pueblo, coupled with the principal arterials in Pueblo West and those that encircle the city. In addition, parts of Overton Road; DOT Road, which leads to the Transportation Test Center; and 36th Lane south from U.S. Highway 50 serve as commercial corridors.

Primary locations served by commercial truck traffic include the Airport Industrial Park (AIP) and the Target Distribution facility, the largest activity node nearby. Additional truck traffic through the AIP services the Pueblo Chemical Agent-Destruction Pilot Plant in the northern portion of the Pueblo Chemical Depot, although in early 2015 the United States began destroying its largest remaining stockpile of chemical-laden artillery shells and neutralizing 2,600 tons of aging mustard gas agent. As of April 2020, 50 percent of the mustard gas agent had been destroyed, reaching a significant milestone for the facility.

Truck traffic also originates from the Evraz Rocky Mountain Steel Mill on the south side of the City of Pueblo, with traffic primarily loading directly onto I-25 at Indiana Avenue. Additional truck traffic is found serving the other industrial areas including those along Dillon Drive/Platteville Avenue in the northwest portion of the community, the industrial areas surrounding the rail yards in the central Pueblo area, and the industrial parks scattered around the city.

One significant issue that has been discussed in the last few years is the lack of redundant roadways to serve commercial traffic if an incident occurs on I-25. This condition exists throughout the MPO area.

2.1.5 Hazardous Materials Routes

The chief of the Colorado State Patrol is authorized by the Colorado Revised Statutes (C.R.S.) §42-20-108 (1) and (2) and §§42-20-403, 504, and 508 to promulgate rules and regulations for the permitting, routing, and safe transportation of hazardous and nuclear materials by motor vehicle within the state of Colorado, both in interstate and intrastate transportation. Pursuant to C.R.S. §42-20-108.5, the chief is authorized to adopt rules and regulations that exempt agricultural products from the hazardous materials rules. The locations of the hazardous materials routes in Pueblo County are shown in **Figure 2.5**.

The Department of Public Safety Division of State Patrol’s rules and regulations concerning the permitting, routing, and transportation of hazardous and nuclear materials and the intrastate transportation of agricultural products in Colorado can be found on the State Patrol website:
<https://www.colorado.gov/pacific/csp/hazardous-materials>.

2.1.6 Nuclear Materials Route

The transportation of nuclear materials by motor vehicle must comply with the following Code of Federal Regulations (CFR) provisions established by federal law and regulations: 49 CFR Parts 107, 171, 172, 173, 177, 178, 180, 387, and 397. These are also enforced by the State Patrol pursuant to C.R.S. §42-20-108. The locations of the nuclear materials routes in Pueblo County are shown in **Figure 2.6**.

According to the 2018 C.R.S. § 42-20-402 (3)(b), nuclear materials do not include “wastes from mining, milling, smelting, or similar processing of ores and mineral-bearing material.”

EXISTING
TRANSPORTATION
SYSTEM

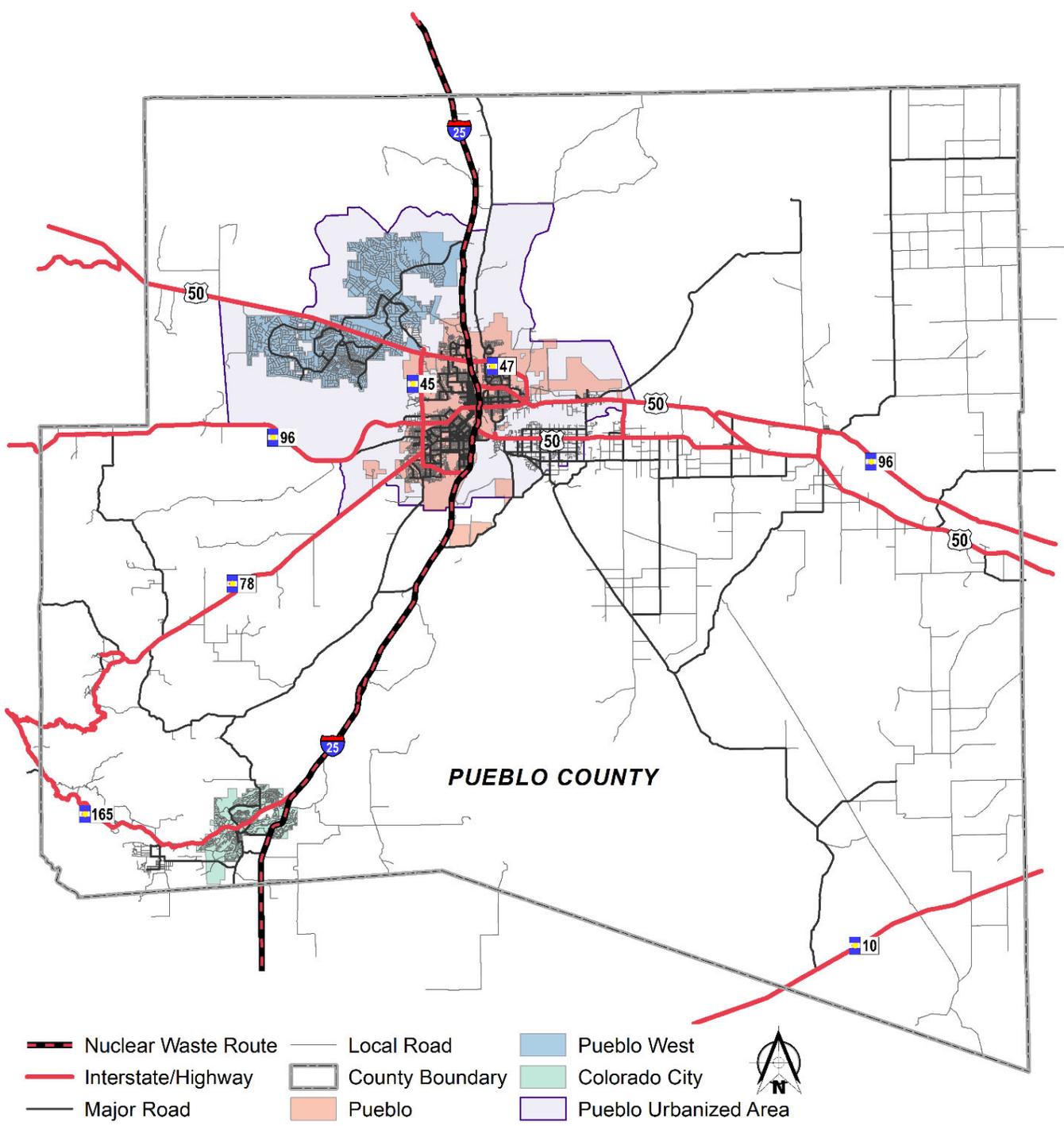


Figure 2.5: Hazardous Materials Routes in Pueblo County

EXISTING
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SYSTEM

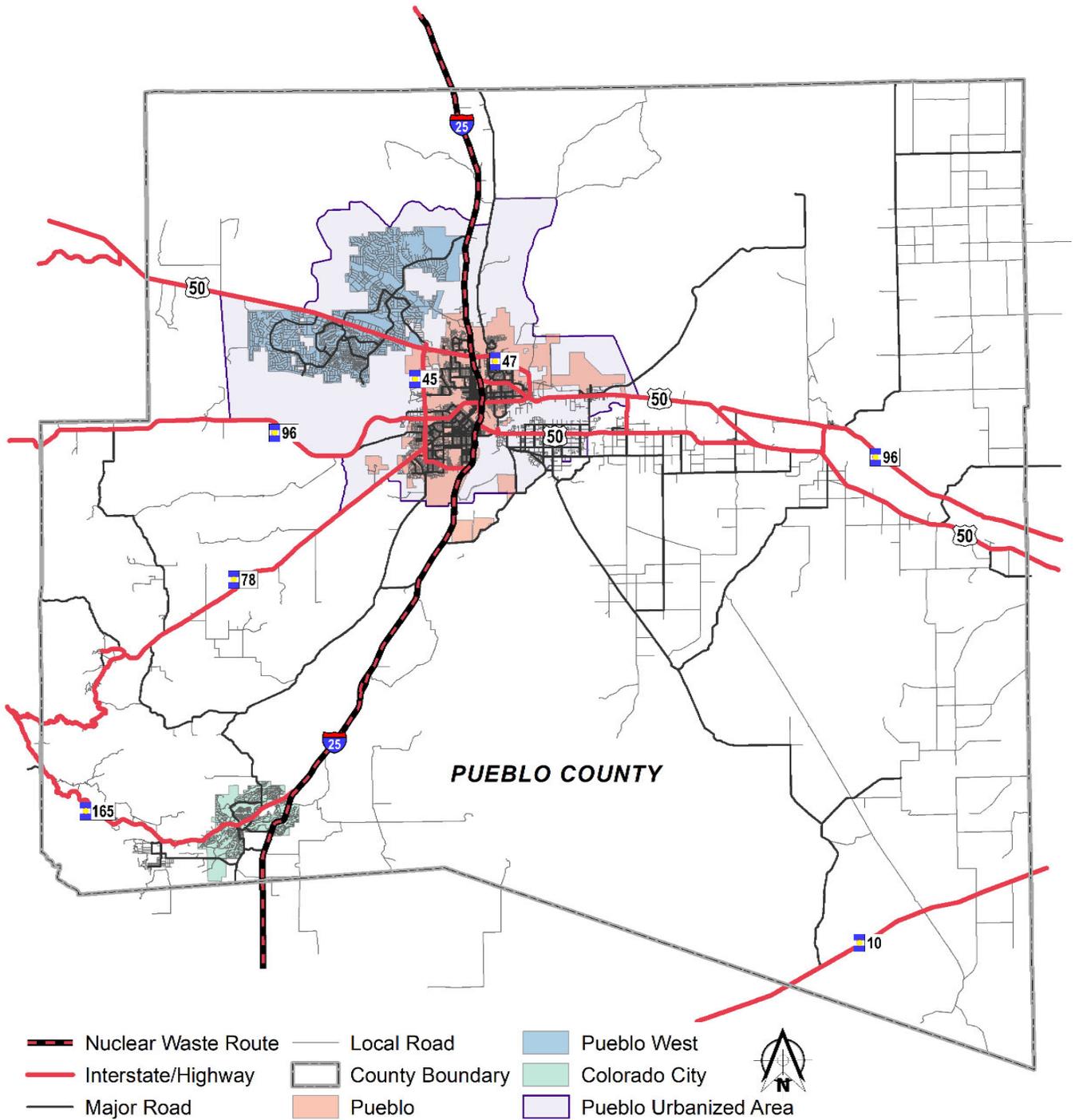


Figure 2.6: Nuclear Waste Routes in Pueblo County

2.1.7 Pavement & Bridge Condition

Pavement and bridge condition measurements and remediation are a logical starting point to serve the mobility goals set in the 2045 LRTP. The Pueblo region depends largely on the automobile mode and the truck freight mode for transportation. Establishing a set of baseline existing conditions for highways involves considering all eight of the 2045 LRTP goals presented in Section 1: (1) safety, (2) infrastructure condition, (3) congestion reduction, (4) system reliability, (5) freight movement and economic vitality, (6) environmental sustainability, (7) reduced project delivery delays, and (8) multimodal transportation. Of the eight LRTP planning categories cited in Chapter 1, four relate most directly to the highway network:

1. Safety
2. Infrastructure condition
3. System reliability
4. Freight movement and economic vitality

Focusing on the supply side of roadway transportation—the road network—is the most efficient way to reach the LRTP goals. If roads and bridges are in proper condition, safety, infrastructure condition, system reliability, and freight movement/vitality will be attainable goals. For this reason, two comprehensive reporting measures were applied to all CDOT and selected city and county infrastructure in Pueblo County: pavement condition and bridge condition.

CDOT Online Transportation Information System (OTIS)

CDOT provides comprehensive traffic and road condition data to PACOG via the Online Transportation Information System (OTIS) system. Information is provided on current and projected traffic volumes, state highway attributes, summary roadway statistics, and road and bridge conditions. Current year, historical, and trend data (forecasted traffic) are also provided. PACOG received the most current statistics, drawn from 2018 condition reports, from the OTIS database. Pueblo County provided city and county data, where available. In keeping with a focus on giving priority to

maintaining the higher functional classification roads, or facility roads (see Chapter 1, **Table 2.1**, PACOG Planning Goal 2: Infrastructure Condition), the CDOT on-system condition databases were the primary source of data for this condition report. An effort to collect pavement and bridge condition data at city and county locations is anticipated to be a continued goal of the MPO.

Table 2.3 summarizes the state highways within the Pueblo MPO along with their total centerline miles of pavement and pavement condition. Many of the roadways individually achieve an 80 percent or higher percentage of miles in the high plus moderate category of total miles. Those roadways with Primary Drivability Life Class (PDLC) values less than 80 percent represent segments that require investment. Note that **Table 2.3** reflects a snapshot of conditions during 2018 and may not capture construction upgrades that were completed during late 2019 and 2020.

Figure 2.7 and **Table 2.3** show that in Pueblo County, 12 percent of the centerline miles fall into the “High” PDLC category (compared with 36 percent five years ago); 49 percent fall into the “Moderate” category (compared with 40 percent five years ago); and 39 percent fall into the “Low” category (compared with 24 percent five years ago). The total percentage of “High + Moderate” PDLCs is thus 61 percent (compared with 76 percent five years ago). This 61 percent value falls short of the 80 percent value identified as a target by CDOT across the state, and furthermore it is degraded from the county average PDLC value of five years ago, showing the work that needs to be done to maintain and improve roads in Pueblo County.

Figure 2.7 shows the 15 state highways, some by CDOT segment, cited in **Table 2.3** as well as the 80 percent target. For example, in Pueblo County, 63 percent of the I-25 miles rate in the high or moderate drivability class. Chief among those that rate below 80 percent in the drivability index are all of U.S. Highway 50 (CDOT segments A, B, and C). Six of the roads in the county are at or above the desired 80 percent threshold, having in fact a 100 percent PDLC value: (1) SH 45, (2) SH 47, (3) SH 78B, (4) SH 165, (5) SH 227, and (6) SH 231.

EXISTING
TRANSPORTATION
SYSTEM

Table 2.3: State Highway Centerline Miles and Conditions in Pueblo County

| Highway | Miles of Centerline (MOC) | Primary Drivability Life Class (MOC) | | | High + Moderate % of Total (MOC) | Target High + Moderate % of Total MOC |
|-----------------------|---------------------------|--------------------------------------|---------------|--------------|----------------------------------|---------------------------------------|
| | | High | Moderate | Low | | |
| I-25 | 43.70 | 1.55 | 25.96 | 16.18 | 63% | 80% |
| U.S. Highway 50A | 18.60 | 0.87 | 7.73 | 9.99 | 46% | 80% |
| U.S. Highway 50B | 33.40 | 3.00 | 20.47 | 9.93 | 70% | 80% |
| U.S. Highway 50C | 17.07 | 0.00 | 7.95 | 9.11 | 47% | 80% |
| SH 45 | 8.94 | 3.30 | 5.64 | 0.00 | 100% | 80% |
| SH 47 | 4.60 | 1.03 | 3.57 | 0.00 | 100% | 80% |
| SH 78A | 23.87 | 5.51 | 5.34 | 13.03 | 45% | 80% |
| SH 78B | 1.49 | 1.49 | 0.00 | 0.00 | 100% | 80% |
| SH 96A | 29.47 | 0.00 | 20.10 | 9.37 | 68% | 80% |
| SH 96B | 18.70 | 0.00 | 5.06 | 13.64 | 27% | 80% |
| SH 165 | 18.18 | 12.79 | 5.39 | 0.00 | 100% | 80% |
| SH 209 | 1.51 | 0.00 | 0.00 | 1.51 | 0% | 80% |
| SH 227 | 0.30 | 0.00 | 0.30 | 0.00 | 100% | 80% |
| SH 231 | 2.02 | 0.00 | 2.02 | 0.00 | 100% | 80% |
| SH 10 | 15.00 | 0.00 | 6.36 | 8.64 | 42% | 80% |
| Total | 251.75 | 90.80 | 101.67 | 59.29 | N/A | N/A |
| % of Total MOC | | 36% | 40% | 24% | 76% | 80% |

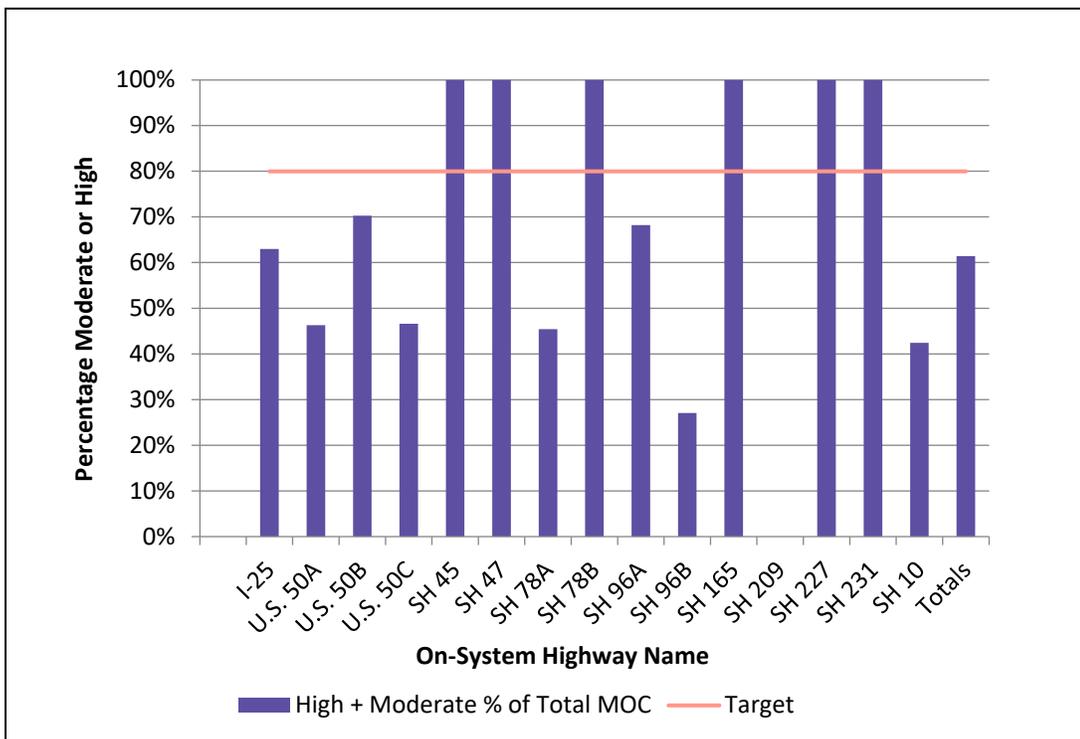


Figure 2.7: Pueblo State Highways by Primary Drivability Life Class

Bridge Condition for On-System Structures

At the state level, CDOT has the goal of maintaining the percent of the state highway total bridge-deck area that is not structurally deficient at or above 90 percent. All bridge condition values on state highways in Pueblo County were tabulated using data accessed through OTIS Highway Data Explorer.³ Quality checks removed from the data all culverts, ramps and adjacent routes, as well as roads that lie under bridges. **Table 2.4** shows the total bridges in the county by highway name with the number of bridges that fall under one of three classifications: “Poor,” “Fair,” or “Good.” The Poor category is considered structurally deficient. **Table 2.4** shows that 8 percent of the bridges in the county are structurally deficient and that 92 percent, higher than the CDOT target of 90 percent, are in fair or good condition.

The eight bridges in Poor condition are:

1. The southbound I-25 bridge at milepost 95.901 (unique ID: L-18-W), with a rating of 23.3 percent. Also rated Poor in the previous LRTP.
2. The northbound I-25 bridge at milepost 95.901 (unique ID: L-18-M), with a rating

of 45.0 percent. Also rated Poor in the previous LRTP.

3. The southbound I-25 bridge at milepost 97.862 (unique ID: K-18-CL) with a rating of 17.9 percent. Also rated Poor in the previous LRTP.
4. The northbound I-25 bridge at milepost 97.862 (unique ID: K-18-CK) with a rating of 19.5 percent. Also rated Poor in the previous LRTP.
5. The EBNB bridge at milepost 1.136 on US Highway 50C (unique ID: K-18-R) with a rating of 42.1 percent. Also rated Poor in the previous LRTP.
6. U.S. Highway 50 Business Route at milepost 16.199 (unique ID: L-19-F) with a rating of 45.1 percent. New to the Poor rating list; rated Fair the previous LRTP.
7. SH 96 at milepost 37.966 (unique ID: K-17-F) with a rating of 38.9 percent. New to the Poor rating list; rated Good in the previous LRTP.
8. SH 231 at milepost 1.514 (unique ID: K-19-A) with a rating of 48.6 percent. New to the Poor rating list; rated Fair in the previous LRTP.

Table 2.4: Bridge Conditions for CDOT Facilities in Pueblo County

| Highway | Poor | Fair | Good | Total |
|------------------|------|------|------|-------|
| I-25 | 4 | 16 | 24 | 44 |
| U.S. Highway 50A | 0 | 0 | 1 | 1 |
| U.S. Highway 50B | 0 | 3 | 7 | 10 |
| U.S. Highway 50C | 2 | 1 | 3 | 6 |
| SH 45A | 0 | 0 | 4 | 4 |
| SH 47A | 0 | 1 | 6 | 7 |
| SH 78A | 0 | 0 | 2 | 2 |
| SH 96A | 1 | 2 | 7 | 10 |
| SH 165A | 0 | 0 | 2 | 2 |
| SH 209A | 0 | 0 | 2 | 2 |
| SH 231A | 1 | 0 | 0 | 1 |
| SH 10A | 0 | 0 | 8 | 8 |
| Total | 8 | 23 | 66 | 97 |
| % of Total | 8% | 24% | 68% | 100% |

³ “Highway Data Explorer: Structures,” CDOT Online Transportation Information System (OTIS), accessed May 15, 2020, <http://dtdapps.coloradodot.info/otis/HighwayData>.



EXISTING
TRANSPORTATION
SYSTEM

Bridge Condition City and County Facilities

After obtaining on-system bridge conditions from the CDOT OTIS database, off-system bridge information was requested from local entities. The City of Pueblo submitted three

bridge reconstruction projects to be included as City priorities in the Vision Plan and Fiscally Constrained Plan project lists. **Table 2.5** lists these off-system bridges, their associated sufficiency ratings, and cost estimates to repair or replace. It is anticipated that this list will be expanded prior to the next LRTP cycle.

Table 2.5: Bridge Conditions in Pueblo County

| Structure Number | Location | Sufficiency Rating | Cost |
|------------------|--|--------------------|---------------|
| PUEUNIN-0.0-COR | Union Ave. Bridge over the Arkansas River | Poor / 48.2 | \$ 14,000,000 |
| PUEHAR-0.1-FRNT | Mel Harmon Drive Bridge over Mall Dr. and Railroad | Fair / 76.1 | \$ 10,000,000 |
| PUEJKSN-0.0-ADM | Jackson Street Bridge over Bessemer Ditch | Good / 96.8 | \$ 2,000,000 |

2.2 Transit Element

Transit services of all categories form a key segment of transportation existing conditions in Pueblo. These resources include the Pueblo Transit bus system, the Citi-Lift Program (Americans with Disabilities or ADA Services), and a range of long-distance express bus and existing and potential rail services in or near the region.

safe, reliable, and timely transit service to the public in a courteous and professional manner as cost effectively as possible. **Table 2.6**, which shows the 11 current routes' hours of operation and frequency, can be summarized as follows:

- All buses operate Monday through Friday typically for a 12-hour period, with more frequent service in the AM and PM peaks.
- Saturday service is available for all bus services.
- General frequency is 60 minutes with about half of the routes providing 30-minute frequency during the weekdays.
- No Sunday bus service is provided.

2.2.1 City of Pueblo Bus System

A key resource in the PACOG region is the transit system. Pueblo Transit operates under the City of Pueblo with a mission to provide

Table 2.6: Pueblo Transit System Route Profiles

| Route Number/Name | Hours of Operation | | Frequency (minutes of headway) | |
|----------------------------|--------------------|--------------------|--------------------------------|----------|
| | M-F | Saturday | M-F (peak hour) | Saturday |
| Route 1 - Eastside | 6:30 AM to 6:30 PM | 8:30 AM to 6:30 PM | 30 | 60 |
| Route 2 - Bessemer | 6:30 AM to 6:00 PM | 9:00 AM to 6:00 PM | 30 | 60 |
| Route 3 - Irving Place | 6:30 AM to 6:30 PM | 8:30 AM to 6:30 PM | 30 | 60 |
| Route 4 - Berkley / Beulah | 6:00 AM to 6:30 PM | 8:00 AM to 6:30 PM | 30 | 60 |
| Route 6 - Pueblo Mall | 6:30 AM to 6:30 PM | 8:30 AM to 6:30 PM | 30 | 30 |
| Route 7 - Highland Park | 6:30 AM to 6:30 PM | 8:30 AM to 6:30 PM | 30 | 60 |
| Route 8 - Highway 50 West | 6:00 AM to 6:00 PM | 8:00 AM to 6:00 PM | 60 | 60 |
| Route 9 - University | 6:30 AM to 6:30 PM | 8:30 AM to 6:30 PM | 60 | 60 |
| Route 10 - Belmont | 6:00 AM to 6:00 PM | 8:00 AM to 6:00 PM | 60 | 60 |
| Route 11 - Red Creek Ride | 6:00 AM to 6:00 PM | 8:00 AM to 6:00 PM | 60 | 60 |
| Route 12 - Lake Avenue | 6:30 AM to 6:30 PM | 8:30 AM to 6:30 PM | 60 | 60 |

Source: Data from NelsonNygaard Consulting Associates and Felsburg Holt & Ullevig, *Pueblo Transit Study Final Report*, June 2017, https://www.pueblo.us/DocumentCenter/View/19597/Pueblo-Transit-Study_Final-Report_062617?bidId=.

Table 2.7 shows 2017 boardings on the City of Pueblo bus transit system. **Table 2.8** shows the make, model, year, useful life year, mileage, and useful mileage for each Pueblo Transit fixed-route vehicle. With 84 percent of the fleet meeting or exceeding useful life and/or mileage in the next three years, Pueblo Transit maintenance costs are expected to grow exponentially to keep the fleet in service and meet service needs. To help ease the burden and offset the replacement timeline, Pueblo Transit has acquired three new heavy-duty vehicles and anticipates acquiring an additional two heavy-duty and two medium-duty vehicles in 2021. A duty vehicle to offset the replacement

timeline on those vehicles as well.

Bus fares on the system are sold at the Pueblo Transit Center as single use, daily pass, adult 35-day pass, and 22-ride pass. Bus fare may also be purchased online or paid in-person with exact change to the driver. Elderly, disabled, and student rates are made available by the transit provider. **Table 2.9** shows the current rate structure.

Figure 2.8 shows the fixed-route bus transit system with the routes highlighted. The fleet of the City of Pueblo transit system is 100 percent lift-equipped or low-floor with wheelchair ramps.

Table 2.7: Pueblo Transit System 2017 Average Ridership

| Route | Weekday | Saturday |
|----------------------------|--------------|--------------|
| Route 1 – Eastside | 240 | 100 |
| Route 2 – Bessemer | 200 | 95 |
| Route 3 – Irving Place | 150 | 80 |
| Route 4 – Berkley / Beulah | 140 | 70 |
| Route 6 – Pueblo Mall | 480 | 300 |
| Route 7 – Highland Park | 430 | 200 |
| Route 8 – Highway 50 West | 250 | 100 |
| Route 9 – University | 300 | 150 |
| Route 10 – Belmont | 260 | 130 |
| Route 11 – Red Creek Ride | 250 | 195 |
| Route 12 – Lake Avenue | 300 | 180 |
| Total | 3,000 | 1,600 |

Source: Data from Nelson\Nygaard Consulting Associates and Felsburg Holt & Ullevig, *Pueblo Transit Study Final Report* 2017, pp. 2–7, https://www.pueblo.us/DocumentCenter/View/19597/Pueblo-Transit-Study_Final-Report_062617?bidId=

EXISTING
TRANSPORTATION
SYSTEM

Table 2.8: Pueblo Transit Fixed-Route Vehicle Inventory (2020)

| Make | Model | Year | Useful Life | Mileage | Useful Mileage |
|--------|-----------------|------|-------------|---------|----------------|
| GILLIG | Low Floor | 2003 | 2014 | 136,187 | 500,000 |
| GILLIG | Low Floor | 2003 | 2015 | 46,822 | 500,000 |
| GILLIG | Low Floor | 2006 | 2018 | 729,069 | 500,000 |
| GILLIG | Low Floor | 2006 | 2018 | 524,329 | 500,000 |
| GILLIG | Low Floor | 2010 | 2022 | 419,362 | 500,000 |
| GILLIG | Low Floor | 2010 | 2022 | 418,077 | 500,000 |
| GILLIG | Low Floor | 2010 | 2022 | 425,001 | 500,000 |
| GILLIG | Low Floor | 2010 | 2022 | 409,470 | 500,000 |
| GILLIG | Low Floor | 2010 | 2022 | 410,665 | 500,000 |
| GILLIG | Low Floor | 2018 | 2030 | 100,682 | 500,000 |
| GILLIG | Low Floor | 2019 | 2031 | 56,858 | 500,000 |
| GILLIG | Low Floor | 2021 | 2033 | 1,442 | 500,000 |
| GILLIG | Low Floor 40 ft | 2010 | 2022 | 419,380 | 500,000 |
| GILLIG | Low Floor 40 ft | 2010 | 2022 | 380,621 | 500,000 |
| NABI | OPTIMA | 2007 | 2019 | 340,553 | 500,000 |
| NABI | OPUS | 2009 | 2021 | 216,782 | 500,000 |
| NABI | OPUS | 2009 | 2021 | 259,992 | 500,000 |
| TMC | MILLENNIUM | 2006 | 2018 | 472,778 | 500,000 |
| TMC | MILLENNIUM | 2006 | 2018 | 488,371 | 500,000 |

Source: Data from FTA regional liaison and Pueblo Transit operations manager, email communications, March 3, 2021.

Table 2.9: Pueblo Transit System Fares (2020)

| Type | Single Use | Unlimited 35 Day | 22 Ride Pass |
|---------------------|------------|------------------|--------------|
| Adult | \$1.25 | \$44.00 | \$21.00 |
| Elderly or Disabled | \$0.60 | \$25.00 | \$11.00 |
| Student | \$1.00 | \$34.50 | \$16.00 |

Source: "Pueblo Transit: Bus Fares," City of Pueblo, Colorado, accessed May 15, 2020, <https://www.pueblo.us/490/Bus-Fares>.

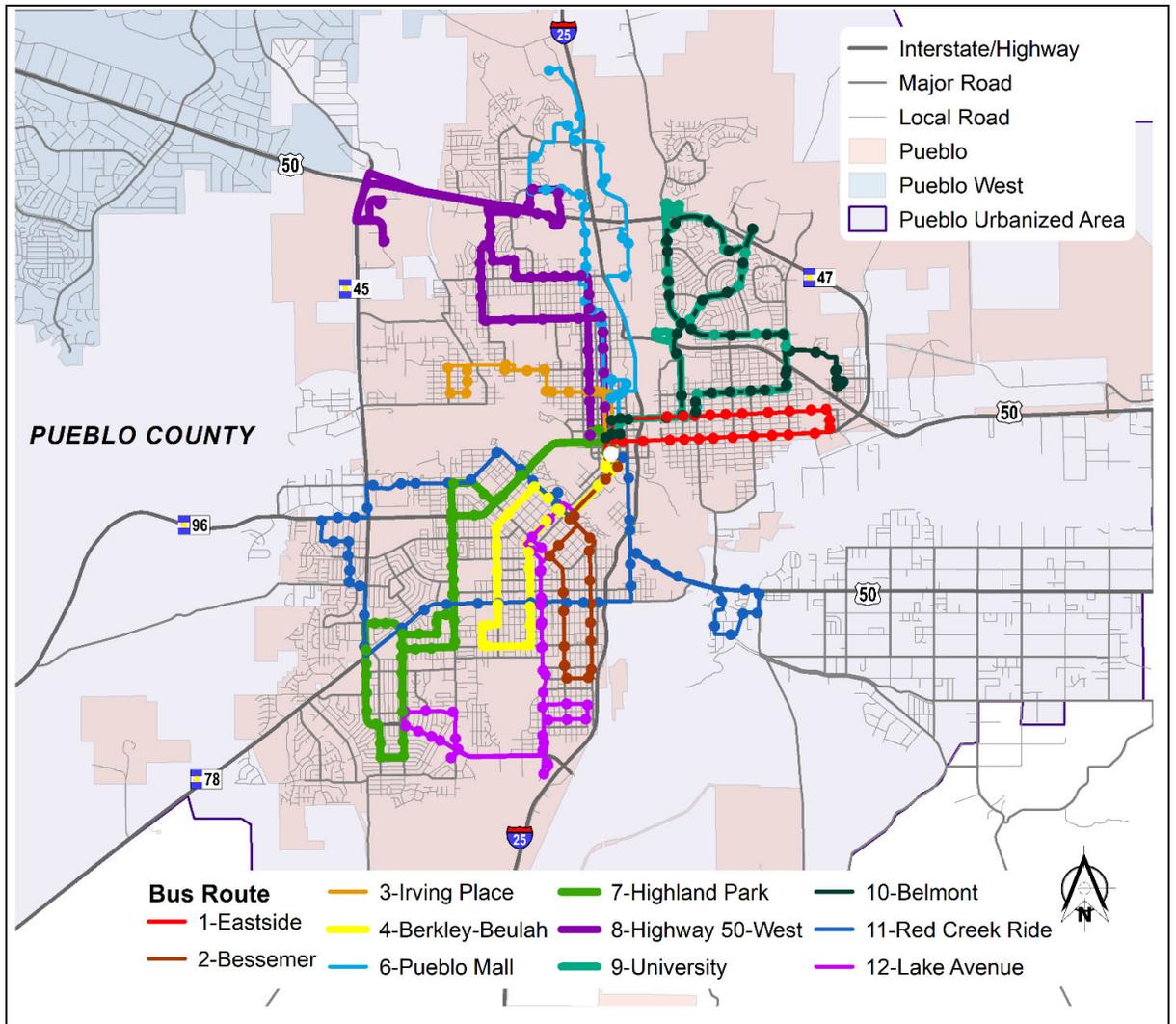


Figure 2.8: Pueblo Transit System Route Map

The 4,638-square-foot Pueblo Transit Center located at 123 Court Street in Pueblo was built in 1996. In addition to providing a hub for bus transfers, this covered facility has a customer service counter to sell fare instruments and provide route information. Pullouts are provided for 11 buses. Restrooms are available for both employees and the public. All transit operations are conducted from a separate building that includes an administrative office, bus storage, bus wash, and vehicle and radio shop. This building, built in 1979, is 33,750 square feet and is located at 350 S. Grand

Avenue. A 2019 study investigated potential sites for the relocation of this facility.⁴

In 2011, the Pueblo Transit Center became the ticket agent location for Greyhound. The Greyhound ticket office is open 7:30 am to 3:30 pm, Monday through Saturday. Greyhound serves Pueblo with 12 daily stops. Since 2011, the Pueblo Transit Center has also become the boarding point for Los Paisanos and El Paso-Los Angeles Limousine Express (interstate providers), Beeline Express (linking Pueblo with Wichita, Kansas), and Chaffee Shuttle (linking Poncha Springs, Colorado, with Pueblo).

⁴ Pueblo Transit Relocation Study, Administration and Maintenance Facility, Master Plan, Pueblo Transit, October 2019.

EXISTING
TRANSPORTATION
SYSTEM

2.2.2 Citi-Lift Program

Citi-Lift is an ADA paratransit service provided for individuals who, because of their disability, are unable to use the fixed-route bus service. Citi-Lift provides comparable service to the regular fixed-route service in terms of shared rides, origin-to-destination service, service area, and hours and days of service. All rides are \$2.50 per one-way trip in 2020. The cost of rides may be subject to change. Citi-Lift operates during the same days and hours as the fixed-route bus service. In general, this span of service is weekdays, 6:00 am to 6:30 pm; Saturdays, 6:00 am to 6:30 pm; and Sundays and holidays, services not available. The service area includes all areas within the Pueblo city limits and corridors that are within three-quarters of mile of the fixed-route bus system.

2.2.3 Amtrak Service

Currently there is no passenger rail service in Pueblo County. As shown in **Figure 2.9**, Amtrak operates the following two long-distance trains through Colorado:

1. The Southwest Chief (daily Chicago-Kansas City-La Junta-Trinidad-Albuquerque-Los Angeles).
2. The California Zephyr (daily Chicago-Denver-Emeryville/Bay Area).

The Southwest Chief has a station at La Junta, Colorado, about 60 miles east of Pueblo, allowing access and egress to rail in a convenient fashion. The California Zephyr is connected to Pueblo via the regional bus system, which shuttles passengers from its trains between Union Station in Denver and Pueblo.

There is continuing concern that the present route of the Southwest Chief may be altered if sufficient capital funding is not found to modernize the line. The existing route, which stretches from Chicago to Los Angeles, traveling from Lamar to La Junta and then down to Trinidad in Colorado, is in jeopardy of

being moved out of the state completely due to expenses associated with upgrading and replacing the track. One possible alternate route could bring Amtrak service into Pueblo. A second alternative is to move the route out of Colorado completely. Amtrak has been working with the states and communities that would be affected and continuously shares issues and information. A study published in 2014 by the Federal Railroad Administration (FRA), the *Southwest Multi-State Rail Planning Study* discussed the means of bringing additional passenger rail investment to Colorado.⁵

In a new funding win in early 2020, the State of Colorado received funding through a USDOT grant to conduct a feasibility study for extending Amtrak’s Southwest Chief route to Colorado Springs.⁶ The Southwest Chief has three stops in Colorado: Lamar, Trinidad, and La Junta. The Front Range Passenger Rail Commission and CDOT are seeking to analyze the possibility of a spur line from La Junta to Pueblo and Colorado Springs, allowing a section of the Southwest Chief to serve those communities. Funding comes from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program, which funds rail safety projects and rural infrastructure upgrades.

The study includes a schematic that links Colorado with routes in Arizona, California, Nevada, New Mexico, and Utah. According to the federal study, other states to the west may be willing to join Colorado in an attempt to expand Amtrak passenger rail service. The report stresses the future importance of rail in connecting midsized cities to larger metropolises and an anticipated rise in Amtrak ridership by 2050.

Stakeholder jurisdictions have also been proactive in advocating for retention of the Southwest Chief passenger rail service. Several Transportation Investment Generating Economic Recovery (TIGER) grants were awarded to municipalities (the cities of Garden

⁵ U.S Department of Transportation, Federal Railroad Association, *Southwest Multi-State Rail Planning Study: Technical Background Report*, September 2014, https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/14124/FRA%20SW%20Study%20Technical%20Background%20Report.pdf.

⁶ Colorado Politics News, February 28, 2020, https://www.coloradopolitics.com/news/state-receives-to-study-extending-southwest-chief-to-colorado-springs/article_2ccf1f80-5a46-11ea-bcc5-e702d983eac.html.

EXISTING
TRANSPORTATION
SYSTEM

City, Kansas, and La Junta, Colorado, both in 2014. These grants focus investment on the La Junta subdivision of the BNSF, which carries the Southwest Chief. Investment in the Southwest Chief rail corridor will make a substantial difference in the quality of passenger rail service in Kansas and eastern Colorado,

which has declined in speed and reliability over the last 15 years. Good passenger rail service contributes significantly to the health and vitality of many rural communities along the route, providing mobility and access to economic opportunity.

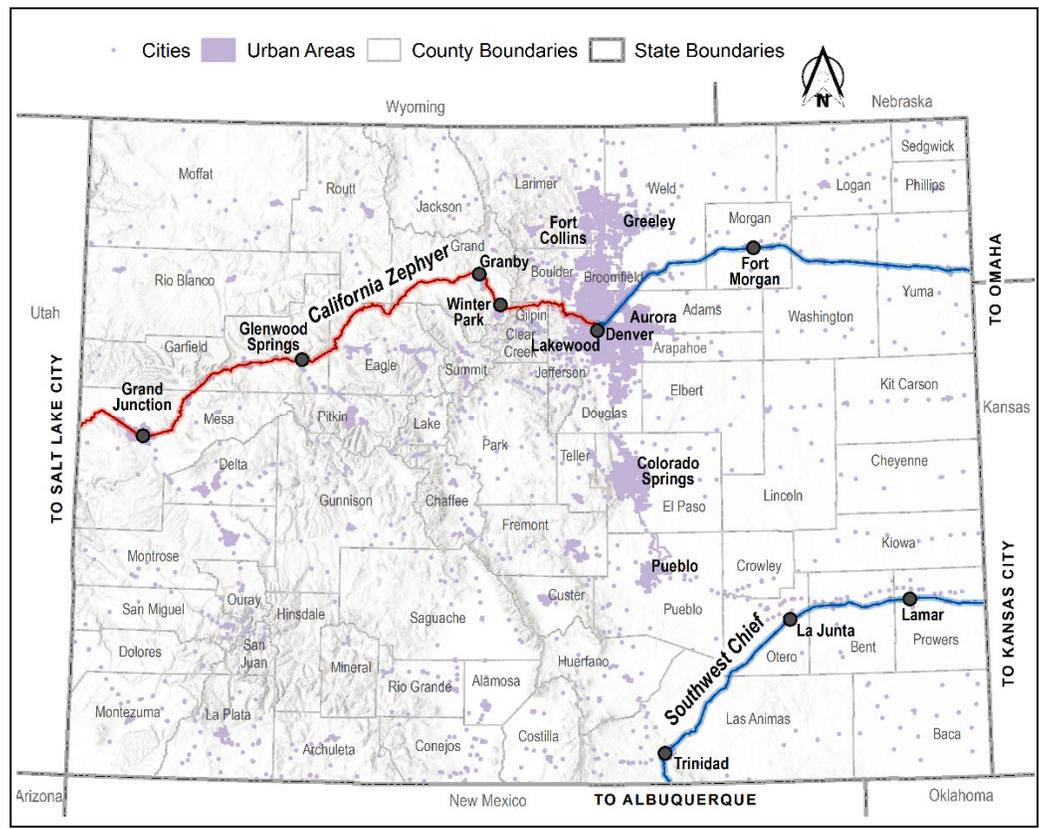


Figure 2.9: Amtrak Passenger Rail Service near Pueblo in 2015

2.2.4 North-South Intercity Rail Service Opportunities

North-south passenger rail service is also desired to serve the major person travel movements in Colorado between Fort Collins and Pueblo. The development of this type of service through the Pueblo area is most likely to gain momentum through collaboration with Front Range partners. Between 2004 and 2012, the Front Range Express (FREX) bus service served the area between Colorado Springs and the Denver metro area, demonstrating that a strong north-south transit market exists. Although discussed, FREX service was not extended south to Pueblo during that period. In July 2015, CDOT introduced Bustang Interregional Express Bus

service connecting commuters to and from Denver along the I-25 and I-70 corridors. North-south connections with service from Fort Collins to Colorado Springs as well as an east-west line linking West Glenwood with Denver were launched. In early 2018, service was added between Lamar and Pueblo along U.S. Highway 50. The new program, dubbed "Outrider," initially focused on rural Colorado. By May 2018, the Outrider program had expanded, adding a line between Pueblo and Alamosa.

In 2017, the Southwest Chief and Front Range Passenger Rail Commission was tasked with facilitating the implementation and operation of future passenger rail to support this growth and expand transportation options.

future passenger rail to support this growth and expand transportation options. To support local planning in anticipation of these potential rail services, Pueblo County prepared a station area plan to evaluate the feasibility of possible station locations, identify trackage improvements, and recommend amenities and other improvements that will enhance the passenger experience. The study identified the Union Depot Station Area as the preferred station area for the Amtrak Southwest Chief and Front Range Passenger Rail Station.

2.2.5 Rocky Mountain Rail Authority & High-Speed Rail Corridor

During 2008–2009, the Rocky Mountain Rail Authority (RMRA) was formed by intergovernmental agreements between Colorado cities, towns, counties, and transportation districts. Both the City of Pueblo and Pueblo County served as members and had seats on the RMRA Board of Directors. RMRA contracted with CDOT to analyze a high-speed corridor alternative as part of a larger passenger rail feasibility study. According to the RMRA fact sheet, the development of best candidate rail corridors and stations as well as a standing committee to provide follow-on support were recommended.⁷

The high-speed rail feasibility study was also coordinated with the CDOT Rail Relocation Implementation Study, which investigated moving interstate coal shipments and other goods using freight trains from the existing

system connected downtown to the Union Depot area. According to the Colorado Cultural Resource Survey: Pueblo’s North Side Neighborhood, “In 1890, Frank Julian Sprague contracted with the Richmond, Virginia, Union Passenger Railway to design and build an electrically powered public transportation system

tracks in the I-25 Corridor onto new tracks on the Eastern Plains.⁸ If implemented, the relocation would permit passenger service to operate on the existing tracks or the use of the right-of-way to construct separate tracks for passenger trains.

In 2018, CDOT released the *Colorado Freight and Passenger Rail Plan*.⁹ Pueblo leadership participated in the discussion and development of freight and passenger facilities in the state and in Pueblo County. The findings relevant to Pueblo included:

- The yearly economic impact of a stop in Pueblo would be approximately \$3.4 million.
- A 2016 Amtrak study found that a Pueblo stop could attract 14,000 new riders annually and generate approximately \$1.45 million in ticket revenues. However, significant track upgrades between La Junta and Pueblo and completion of Positive Train Control safety systems are needed to accommodate 79 mile per hour speeds. Cost estimates for needed investments to support this extension are not currently available.

The evolution of passenger rail and freight rail shows opportunities for investment in Pueblo County, at both the state and national levels.

2.2.6 Light Rail / Trolley

Public transit has existed in the City of Pueblo since 1878, when a horse-drawn streetcar serving the entire city. The result was the first successful electrified streetcar system in the United States.

According to the *Colorado Cultural Resource Survey: Pueblo’s North Side Neighborhood*, “In 1890, Frank Julian Sprague contracted with the Richmond, Virginia, Union Passenger Railway to design and

⁷ Transportation Economics & Management Systems, Quandt Consultants, and GBSM, *High-Speed Rail Feasibility Study Executive Summary*, Rocky Mountain Rail Authority, March 2010, <http://rockymountainrail.org/documents/RMRAExecutiveSummary-FINAL.pdf>.

⁸ Colorado Department of Transportation, *Colorado Rail Relocation Implementation Study: Final Report*, January 2009, [https://www.codot.gov/admin/library/studies/study-](https://www.codot.gov/admin/library/studies/study-archives/railroadstudy/documents/finalreport-2009/r2c2_final_report-full020609.pdf)

[archives/railroadstudy/documents/finalreport-2009/r2c2_final_report-full020609.pdf](https://www.codot.gov/admin/library/studies/study-archives/railroadstudy/documents/finalreport-2009/r2c2_final_report-full020609.pdf).

⁹ CDOT, *Colorado Freight and Passenger Rail Plan*, 2018, <https://www.codot.gov/about/transportation-commission/documents/2018-agendas-and-supporting-documents/july-2018/link-files/02-b1-sfprp-draft-final-july-2018-tc.pdf>.



EXISTING TRANSPORTATION SYSTEM

build an electrically powered public transportation system serving the entire city. The result was the first successful electrified streetcar system in the United States.

According to the *Colorado Cultural Resource Survey: Pueblo's North Side Neighborhood*, "In 1890, Frank Julian Sprague contracted with the Richmond, Virginia, Union Passenger Railway to design and build an electrically powered public transportation system serving the entire city. The result was the first successful electrified streetcar system in the United States. Within a few years, cities across the country installed extensive electric streetcar systems," transporting more passengers at higher speeds and with less pollution than horse-drawn or steam-powered conveyances."¹⁰ The trolley system in Pueblo existed until 1947, and much of the City of Pueblo developed around these historic trolley line routes.

While the Pueblo area today is likely too small to support the development of a modern light rail system, continued changes in the cost of gasoline are stimulating public discussion of local transit needs in the Pueblo community. Corridor preservation for future transit development will become increasingly important as the Pueblo urbanized area continues to expand.

The City of Pueblo, in cooperation with Pueblo Transit, has been a consistent advocate of a rubber tire downtown trolley. A planning committee has developed options to potentially serve two key markets:

1. Tourists visiting Pueblo – A potential trolley route with 10- to 15-minute headways may serve the Historic Arkansas River Project (HARP), El Pueblo Museum, the convention center, and the commercial areas of downtown (Main Street / Union Avenue).
2. Residents and employers of Pueblo – A potential trolley route with 30-minute headways may link three existing neighborhoods and 10 of the 25 largest

employers in Pueblo. This route would also link these homes and employment sites to the commercial amenities in downtown Pueblo.

2.3 Non-Motorized Element

2.3.1 Introduction

Non-motorized transportation, also known as active transportation, includes walking, bicycling, and variants such as small-wheeled transport (skates, skateboards, and scooters) and wheelchair travel. These modes provide both recreation (they are an end in themselves) and transportation (they provide access to goods and activities), although users may consider a particular trip serves both objectives. For example, some people choose to walk or bicycle rather than drive because they enjoy the activity, even though it takes longer. In the context of the PACOG LRTP, two non-motorized modes are presented: walking and bicycling.

The Pueblo area has a relatively mild climate and gentle topography, which makes travel by non-motorized modes an enjoyable experience for participants throughout most of the year. During the past 20 years, the City of Pueblo, Pueblo County, and other local and state agencies have continued to construct and improve sidewalks, trails, and a wide range of bicycle and walking facilities. Further enhancements to the non-motorized transportation system will play an ever-increasing role in accommodating the non-motorized travel needs of Pueblo residents and visitors.

In order for bicycling and walking to become comfortable and convenient transportation options, these modes must be fully integrated into everyday decisions, such as where new schools will be located, how residential communities will be designed, and how each roadway will be built, among others. It is far more cost effective to provide for bicycle and

¹⁰ Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (Oxford: Oxford University Press, 1985), p.108 as quoted in Adam Thomas, Historitecture, LLC, *Colorado Cultural Resource Survey: Pueblo's North Side Neighborhood*

Phase I, City of Pueblo Historic Preservation Commission, April 2007, p. 35, <https://www.pueblo.us/DocumentCenter/View/645/North-Side-Survey-Report?bidId=>

pedestrian mobility from the start than it is to retrofit later.

A previous Pueblo Comprehensive Plan (2002), as well as the adopted 2035 Long Range Transportation Plan (2008) and the 2040 Long Range Transportation Plan (2015), clearly saw the need to identify key facilities to establish a framework for a citywide network of sidewalks, trails, and recreational amenities linking major activity centers, parks, and other features of Pueblo. Safe and convenient non-motorized travel provides many benefits, including reduced traffic congestion, user cost savings, road and parking facility savings, economic development, a better environment, and health benefits to the community by encouraging regular physical activity.

The ultimate goal of a transportation system is to provide access to goods, services, and activities. In general, the more transportation options available, the more attractive the lifestyle. In urban areas, walking and cycling are often the fastest and most efficient way to perform short trips. A built environment that is hostile to non-motorized transport reduces everybody’s travel choices and drives dependency on automobiles. The results of automobile dependency are increased traffic congestion, higher road and parking facility costs, increased consumer costs, and greater environmental degradation. Adequate pedestrian and cycling conditions are essential to guarantee everyone a minimal level of mobility (referred to as “basic mobility”).

Non-motorized travel can contribute to the local economy by supporting tourism. This can be accomplished by providing suitable pedestrian and cycling facilities to tourist attractions, by creating trail connections to specific tourist attractions, and by providing public transit access to tourist destinations. Pedestrian-friendly conditions also improve the commercial and cultural vibrancy of communities. Increased pedestrian traffic helps create a safer and more pleasant environment. Once visitors arrive in a community, they often explore it by walking or bicycling. Some trail networks are themselves destination tourist attractions, bringing hundreds

¹¹ ETC Institute, *2020 City of Pueblo Community Survey: Findings Report*, City of Pueblo, March 2020,

of visitors and significant visitor dollars annually to the community.

Local interest in and support for public parks also contributes to pedestrian and bicycle activity in the MPO area. A community survey has been administered in the City of Pueblo every two years since 2010. The information gathered from these surveys helps the City establish budget priorities and refine policy decisions, with the survey questions evolving over time. In 2020, the community survey assessed citizen satisfaction with the quality of municipal services.¹¹ Two survey questions and their results define issues that have relevance to the non-motorized component of the LRTP:

1. **“Satisfaction with City services.** Eighty-five percent (85%), *who had an opinion*, were satisfied (rating of 4 or 5 on a 5-point scale) with the quality of the city’s fire and EMS services; **59% were satisfied with the quality of City parks and recreation programs** and facilities, and 58% were satisfied with the quality of police services.” (p. ii, boldface added)
2. **“Parks and Recreation.** Seventy-one percent (71%) of the residents surveyed, *who had an opinion*, were satisfied (rating of 4 or 5 on a 5-point scale) with the location of city parks; 69% were satisfied with the number of city parks, and 65% were satisfied with the maintenance of city parks.” (p. iii)

Additionally, City of Pueblo residents indicated the two areas within Parks and Recreation that should receive the most emphasis over the next two years were the maintenance of city parks and the city’s youth recreation programs. (p. 21)

A take-away from these community survey results is that residents of Pueblo rate the quality of their local parks highly and are satisfied with the number and location of parks.

<https://www.pueblo.us/DocumentCenter/View/26250/20-Pueblo-Survey-Report>.

2.3.2 Walk Mode

The City of Pueblo builds, maintains, and improves pedestrian facilities to achieve full compliance with the ADA. The City’s sidewalk program is the central feature of the pedestrian effort. A key component of the sidewalk program is the curb-ramp installation program, which installs an average of 237 curb ramps a year to address the needs of people with disabilities and others. Funding for the program has come largely from Community Development Block Grant (CDBG) funds; requests for curb ramps are included in neighborhood requests for annual selection of CDBG projects. Between 2009 and 2013, over 280,000 linear feet of sidewalks were installed in the City of Pueblo. During that same time period, 1,180 ADA ramps were installed. The City of Pueblo has continued to invest in non-motorized infrastructure. In 2019–2020, the City repaired 125 ADA ramps on SH 45, SH 96, and U.S. Highway 50C. The City has plans to repair another 212 ramps during the summer of 2020. The work plan has more than 15 ramps on the list for repair in the calendar year (CY) 2022 overlay project (U.S. Highway 50B). By the end of CY 2022, all ADA ramps requiring repair will be fixed.

As awareness grows within the community on the value and pleasure of the walking mode of travel, further emphasis on pedestrian infrastructure and safety will grow. The 2045 LRTP reflects this interest and commitment with a concerted effort to support *multimodal transportation* (goal 8). This goal includes efforts to collect observed trail use, improve the school routes for students, and support infrastructure improvements related to the walk mode.

2.3.3 Bicycle Mode

The Pueblo region completed its first Bikeway System Plan in 1979. The plan was updated in 1990 and again in 1999 when supplemental efforts that included St. Charles Mesa, Pueblo West, and Pueblo County were incorporated. Since the 1999 update, the City of Pueblo has made a strong effort to expand and promote multiple forms of non-motorized transportation and to incorporate the planning efforts into the 2030, 2035, 2040, and currently the 2045 LRTPs.

In order to provide a bikeway system that attracts both resident and visitor bicyclists and enhances opportunities for bicycling in Pueblo, the City has pursued development of a comprehensive bikeway network that provides a high level of service and seamless travel for the bicyclist. Over the past several years there have been significant strides in expanding and improving this bicycle network.

Bike facilities, both on- and off-street, are defined as follows:

- Bike Lane – a portion of the roadway designated for bicyclist use.
- Bike Route – a specially designated shared roadway that is preferred for bicycle travel for certain recreational or transportation purposes.
- Bikeway – a generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
- Multi-Use Trail (path) – a concrete or asphalt path physically separated from motor vehicle traffic, except at road crossings. It accommodates a variety of users (including bicyclists and pedestrians) for both recreation and transportation purposes.
- Local Service Bikeway – a local circulation route for bicyclists, including any neighborhood street not classified as a primary route.
- Primary Route – Generally an on-street route.

Each of these components plays a part in the overall regional planning for bicycling in Pueblo. Note also that many bicycle facilities are designed to serve both cyclists and pedestrians. The ideal development plan also references the general principles identified for continued development of the bikeway network, which include:

- Connecting bicyclists to desired destinations, such as employment centers, commercial districts, transit stations and bus routes, institutions, and recreational destinations.



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- Providing the most direct and convenient routes possible.
- Providing an alternative route for less experienced bicyclists.
- Filling in existing gaps in the bikeway network.
- Targeting locations with the potential for implementation in the next 10 years.
- Leading a bicyclist to safe street crossings.
- Accommodating bicyclists and pedestrians on any new or improved bridges.

The publication of the updated Pueblo Bicycle and Trails Maps in 2010, which is still current in 2020 and available both online and as a paper version, has encouraged community input into

the City’s bikeway system. The maps, shown in **Figure 2.10** and **Figure 2.11**, categorize the bike routes using the same nomenclature as one would see associated with downhill skiing. Green was established as the color designating suitability for all riders, blue for intermediate riders, and black for experienced riders. The assignments were based on roadway character, adjacent land use, roadway width, traffic volume, and traffic speed. The maps also emphasize safety, providing bicyclists with information on riding in traffic, left-turn options, trail courtesy, hand signals, advice on riding in darkness, communication techniques, and theft prevention, as well as several other tips.

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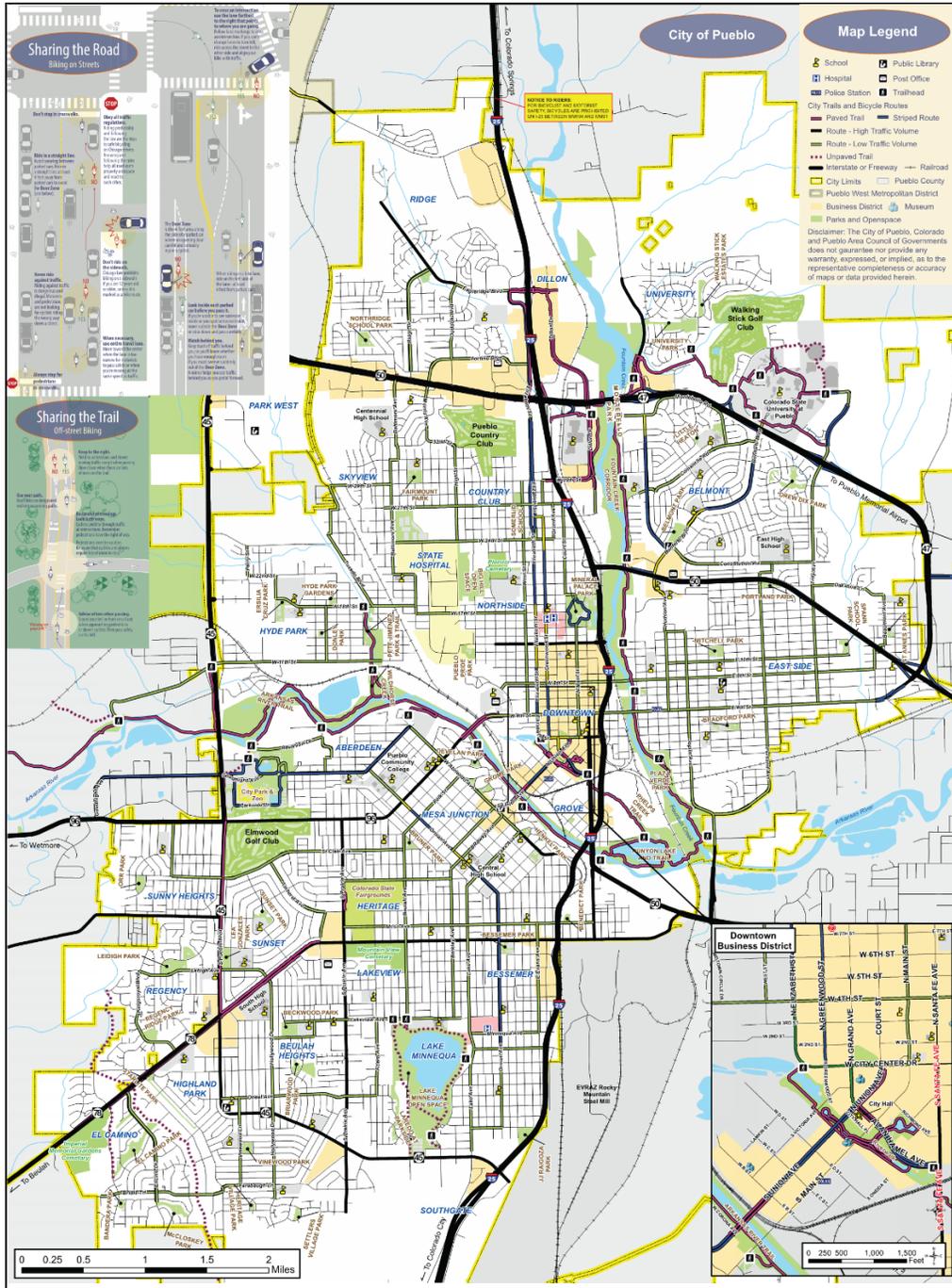


Figure 2.11: Pueblo Bicycle and Trails Map – City of Pueblo

2.3.4 Pueblo Bicycle Survey

The 2020 *Pueblo Regional Bicycle & Pedestrian Master Plan* contains an appendix dedicated to in-depth pedestrian and bicycle questions.¹² The appendix noted the following:

- A total of 233 respondents between 16 and 75 years of age with a balanced range of ages participated: 17 percent were age 25–34; 28% were age 35–44; 21 percent were age 45–54; 22 percent were age 55–64 and 9 percent were age 65–74.
- Respondents were equally weighted between male and female. (p. 126)

The questions that were posed covered the gamut of non-motorized infrastructure, education and awareness, bicycle parking, and community events. Some of the key take-away from the survey is the very broad support for investment in bicycle infrastructure and programs, including backing for the following efforts:

- **Tourist & New Resident Package:** Collaborate with United States Postal Service, local hotels, and tourism officials to include a pedestrian welcome package for new residents and tourists, which includes information about bikes, trails, transit and other active amenities offered in Pueblo (45% strongly support).
- **Education and Awareness Campaigns:** An education/awareness campaign can be as large or small as necessary to fit the time and budget of the implementation staff. Campaigns can include everything from Public Service Announcements (PSAs) on local media outlets, billboards, and bus wraps to fliers around the community, interactive booths at farmers markets, and announcements or notices through the schools (51% strongly support).
- **City-Wide Wayfinding and Signage Program:** Development of a comprehensive wayfinding signage program connecting bike routes between neighborhoods and destinations (44% strongly support).

- **Bike Parking in Parking Lots:** A policy to encourage increased parking spaces allocated for cyclists – (40% strongly support).
- **Commuter Incentive Program:** Provide resources and incentives for residents and students to commute by bicycle or on foot. Create partnerships with local businesses to provide incentives, discounts, and services to participants. Run contests with prizes to engage people. Design a website to centralize information (45% strongly support).
- **Regular & Glow-In-the-Dark Paint:** Use of regular and glow-in-the-dark paint to help delineate bike lanes (47% strongly support).
- **Decriminalization of skateboarding, the use of scooters and roller skates:** Update codes to legitimize the use of skateboards, scooters, skates, and other forms of human powered transportation (36% strongly support).
- **Impounded Bike Program:** Work with Pueblo Police Department to reintroduce impounded bikes into the community through a local non-profit (40% strongly support).
- **Establish Downtown Bike, Pedestrian, & Transit Mall:** Create a pedestrian mall along Union Avenue and Main Street, past the city center (41% strongly support). (pp. 147–157)

In summary, strong support for bicycle investment is in place in the City of Pueblo.

2.3.5 Non-Motorized Outreach

An important facet of encouraging non-motorized travel is advocacy. The City of Pueblo and PACOG, as well as other advocates of non-motorized travel in the region, have come together in a variety of ways to promote pedestrian and bicycle modes.

¹² PACOG, *Pueblo Regional Bicycle & Pedestrian Master Plan*, “Appendix C: Bike & Pedestrian Master Plan: Survey,” December 16, 2020,

<https://www.pueblo.us/DocumentCenter/View/27610/New-Bicycle-and-Pedestrian-Master-Plan>.

EXISTING
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Organizations and Group Action

The Pueblo Transportation, Planning, and Parks departments work together with citizen groups, such as Pueblo Active Community Environments (PACE) and the Pueblo Department of Public Health and Environment (PDPHE) to plan and develop bike improvements for the community. PACE is a grassroots community group that plays a significant role in regional bicycle planning. The group recognizes that bikeways provide benefits to both the cycling and non-cycling public. Bikeways attract more bicyclists, resulting in cleaner air, less noise pollution, and overall quality of life benefits. Bikeways also use public dollars efficiently by reducing road maintenance costs and enhancing economic development.

Social Media

PACE actively supports a Facebook account and a website (<http://www.activepueblo.net>) to promote events through a community calendar, to share ideas on where to bike, to provide electronic access to the bike maps, to promote Safe Routes to School programs, and to provide tips and videos on bicycle safety.

Special Events

Special events are an important means of encouraging bicycling and increasing ridership locally for youth and adults alike. Through participation in PACE, the City actively supports special events. These events are planned each year with the specific goal of attracting new bicyclists, celebrating the local infrastructure, and focusing on safe bicycling practices. A number of events have been initiated to promote various bicycling, walking and active living activities throughout the community for fun, fitness, and transportation, including:

- Bike to Workdays
- Downtown Bike Tour with police escort on Bike to Workdays
- Bike Commuter Cup Challenge
- Bike/Walk to School Day
- National Trails Day
- Costume Cruiser Rides
- Arkansas Point Mountain Bike Race
- Angelo’s Criterion de Pueblo Bike Race

- Dog Track Road Rides
- Red Gate Mountain Bike Rides
- Transportation Technology Center Road Rides
- Minnequa Lake Mountain Bike Rides

PACE volunteers also collaborate and work with officials and students at Colorado State University–Pueblo to help create a more bicycle-friendly and active campus and to create a more seamless non-motorized transportation system.

Bicycle Parking

Another factor that may encourage more cycling is improving the availability of adequate bicycle parking. While there are some downtown locations and employers that provide bike racks, overall bike parking is limited in Pueblo. In 2009, the City adopted an ordinance through the Pueblo Municipal Code requiring new construction or renovations that provide over 40 vehicle parking spaces to also provide bicycle parking. In 2009, several bike racks were installed throughout the downtown area by the Pueblo Downtown Association and more racks were added by the Urban Renewal Authority in 2011. PACE has produced a brochure on tips for selecting and installing bike racks for theft prevention and improved utilization. The PACE website encourages businesses to install bike racks and sponsor a bike rack elsewhere, and it lists local vendors that will build bike racks. A partnership has also been developed with the local community college welding students to build low-cost, high-quality bike racks for schools and local businesses.

Economic Benefits

Various communities in Colorado have captured the economic benefits of bicycling. Now more than ever, Pueblo is poised to reap the economic benefits of promoting bicycling within the community. Infrastructure, sporting events, recreational biking, bicycling facilities, and a desired way of life lead to a greater understanding of how bicycling can complement the City’s economic outlook. Pueblo has a unique opportunity to enhance the bicycle culture and appeal to its residents, future residents, employers, and visitors.

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TRANSPORTATION
SYSTEM

At the national long-distance bicycle level, Pueblo lies along three national bike routes with numerous long-distance cyclists passing through Pueblo on their coast-to-coast rides. Pueblo’s collaboration with the business community in fostering a more bicycle-friendly atmosphere for these visitors is a work in progress. The goal is to encourage bicyclists to spend an extra day in Pueblo, utilizing hotels, shopping, and dining, and to discover the rich historical, architectural and recreational aspects of the city. National programs offering discounts could be implemented by local businesses to display their support for cycling and welcome these visitors.

The Pueblo Economic Development Corporation (PEDCO) actively promotes Pueblo as a city in which to relocate or start a business.¹³ Many employers and their employees want to live and work in a place where a bicycling culture is prevalent, where it is possible to bike to work, the store, the library, and school. There is a growing population of Americans who want to live in a community where they have transportation alternatives with which to enjoy local amenities and services. Pueblo lends itself to this type of bicycle culture and promotes a vibrant lifestyle for both employers and employees. The City continues to embrace and support the local bicycle culture and use it as a tool to attract employers, business, and visitors. The bicycle friendly nature of Pueblo will complement other quality-of-life characteristics such as natural beauty, open space, and recreational opportunities.

Summary

The non-motorized modes of walking and bicycling are key components of the PACOG 2045 LRTP. Investment in facility expansion such as trails can readily serve both of these non-motorized modes. Continued investment in this important means of mobility is of great importance to the region. Recommendations to further develop interest in bicycle and non-motorized travel include:

- Disseminate current and appropriate bicycling information to and from local enforcement agencies.

- Evaluate bicycle-vehicle crashes for any infrastructure improvements or targeted community education campaigns needed.
- Continue to work closely with local enforcement agencies to create innovative, pro-active education campaigns including enforcement that fosters the safety of bicyclists, pedestrians, and motorists.
- Continue to encourage and coordinate official trainings for local enforcement agencies to ensure all City personnel are knowledgeable of current local, regional, and national bicycle policies and ordinances.
- Review and potentially update enforcement techniques for handling special events such as critical masses and other protests to further bridge the communication gap between bicyclists and local enforcement agencies.
- Promote a constructive process to determine what types of behavior require enforcement agency involvement.
- Continue to support and encourage infrastructure development, bicycle sporting events, recreational biking, and bicycle facilities. This does not necessarily mean financial assistance, but is intended to encompass support through coordination efforts, promotion, and education.

2.4 Aviation

The Pueblo Memorial Airport (Airport Code: PUB) is 1 of 17 Commercial Service airports in Colorado and is the only airport in Pueblo County. It occupies 2,308 acres of land for aeronautical purposes. The airport is owned and operated by the City of Pueblo and offers aviation services through private companies that lease space from the airport. Some of these aviation services are flight training, commercial flights, hangar facilities, aircraft repair, fueling facilities, and a space for a potential restaurant or related facility. In addition to the airport property, the adjacent AIP consists of approximately 1,476 acres divided into 75 parcels. The City originally held the land for the industrial park and sells or leases parcels to

¹³Pueblo Economic Development Corps, accessed January 28, 2021, <https://www.pedco.org/>.



EXISTING TRANSPORTATION SYSTEM

prospective businesses. The AIP is actively marketed by PEDCO.

The airport serves air carriers, air taxis, general aviation, and military aircraft. It is used for general aviation and by one airline, subsidized by the Essential Air Service program. Federal Aviation Administration (FAA) records say the airport had 4,345 passenger boardings (enplanements) in CY 2008, 5,192 in CY 2009 and 11,641 in CY 2010. The FAA’s National Plan of Integrated Airport Systems for 2011–2015 called it a non-primary commercial service airport based on enplanements in 2008 and 2009 (between 2,500 and 10,000 per year). In 2018, when Pueblo Memorial Airport surpassed 10,000 passenger boardings, it graduated into a new category.

The 2018 passenger trip total qualified the airport for a \$1 million entitlement grant under the FAA Airport Improvement Program.¹⁴ The higher enplanement total in 2018 can be attributed to the airport’s airline partner, United/SkyWest Airlines, beginning service to and from Pueblo as well as a ramp-up in advertising. The funding can be used for infrastructure projects at the airport such as pavement, airfield upgrades, and safety-related initiatives. The funding will be made available in 2020. The Pueblo Airport now offers one-stop service to 440 destinations through Denver International Airport.

Pueblo Memorial Airport plays an important role in the community, both as a transportation hub and as a center of economic activity. The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of Pueblo Memorial Airport and all airports in the state. Combining on-airport activity and visitor spending, PUB is responsible for 775 jobs; the total annual economic activity attributed to the airport, which includes direct, indirect, and induced impacts, totaled \$38,660,000.¹⁵

2.5 Summary

The Pueblo region contains all aspects of an excellent transportation system. The roadway element provides the key means of transportation with a full complement of interstate and state highways. This section provided an overview of Pueblo County roadways, scenic byways, commercial vehicle routes, hazardous materials routes, and nuclear materials routes and presented a tabulation of condition ratings for on-system and off-system road pavement and bridges in the region. On the transit side, the region supports a city bus system, the Citi-Lift program (ADA services), and long-distance bus service with links to nationwide Amtrak service. On the non-motorized side, the Pueblo region has invested heavily in all aspects of non-motorized infrastructure, including sidewalk repair and replacement, as well as construction of curb ramps designed to ADA standards. Trails and related facilities that serve both pedestrian and bicycle mode have also been the focus of continued non-motorized investment in the region. Social media and concerted public involvement are important and ongoing tools used to support non-motorized efforts in the region. The Pueblo Memorial Airport is the final transportation asset discussed in this section of the 2045 LRTP; this facility won a \$1 million entitlement grant under the FAA Airport Improvement Program when it surpassed 10,000 enplanements in 2018, and its impacts on the community’s economic growth continue to expand.

¹⁴ Ryan Severance, “Pueblo Airport Eclipses 10,000 Passengers in 2018,” *Pueblo Chieftain*, January 11, 2018, <https://www.chieftain.com/news/20190111/pueblo-airport-eclipses-10000-passengers-in-2018>.

¹⁵ CDOT, *2020 Airport Economic Impact Report*, January 2020, <https://www.codot.gov/programs/aeronautics/studies-plans-reports/2020ceis/2020ceisreports/pueblo-memorial-pub.pdf>.