



2

EXISTING TRANSPORTATION SYSTEM

BACK OF SECTION DIVIDER

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 "major roadways" – those classified as a Minor Arterial or above. These major roadways serve to transport people and goods to and from destinations around 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 took over from walking and rail as the dominant form of transportation nationwide.

2.1.1. Use of Roadways

The dominance of the auto for work trips in the region is shown by reviewing five years of data from the American Community Survey (ACS)¹. 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 providing small-area information annually on a

rolling basis instead of once a decade. The Census Place-to-Place work flows and means of transportation data used for this section of the PACOG Long Range Transportation Plan (LRTP) are based on the 5-year (2009-2013) ACS, the most recent available and the release consistent with the RTP time line. The place-to-place data contain total work flows both into and out of each Census Place.

The ACS 5-year estimates confirm the continued use of automobiles as the favored mode of transportation for Pueblo area workers. Mode use by workers is an important indicator, since much of the transportation system is designed for peak-hour use, when the work force is on their way to or returning from work.

Commute Mode Share

Table 2.1 and **Figure 2.1** show that in Pueblo County, driving alone is the dominant mode of travel to work, registering around 80% of total work trips between 2009 and 2013, according to ACS estimates. Carpooling accounts for about 12% of commute trips, while telecommuting, non-motorized modes, and public transit account for the remaining 8%. These commute mode shares have remained stable over the latest 5 years of ACS 5-year estimates.

Table 2.1: 5-Year Commute Mode Share

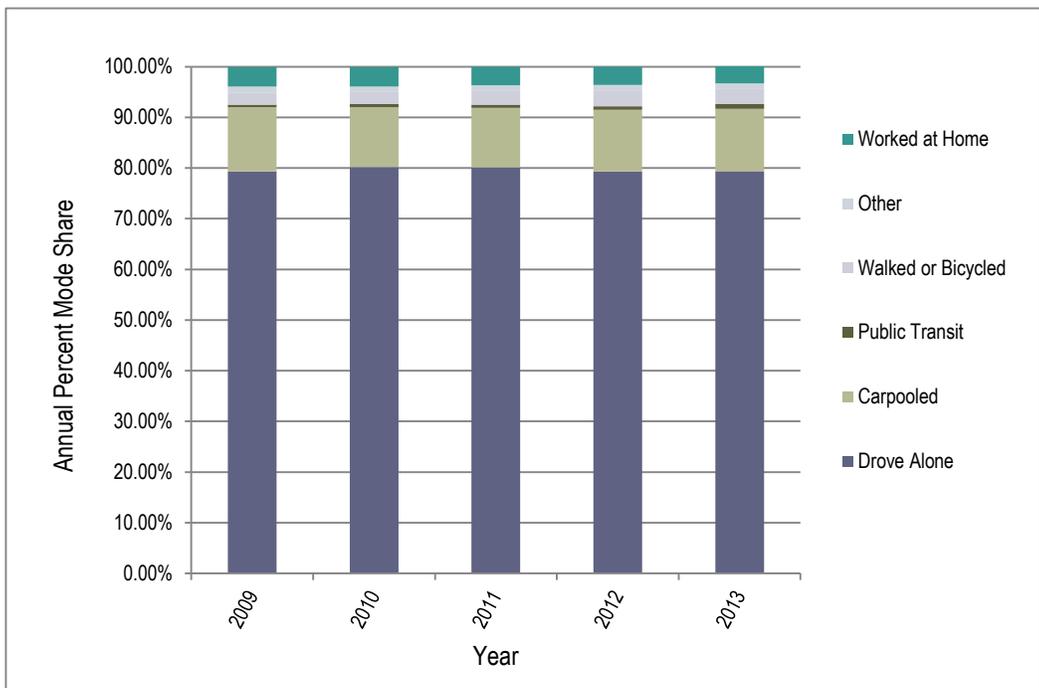
Mode	2009	2010	2011	2012	2013
Drove Alone	79.3%	80.2%	80.1%	79.3%	79.4%
Carpooled	12.7%	11.8%	11.8%	12.2%	12.3%
Public Transit	0.5%	0.6%	0.6%	0.7%	0.9%
Walked or Bicycled	2.3%	2.4%	2.7%	3.1%	3.0%
Other	1.3%	1.1%	1.1%	1.1%	1.1%
Worked at Home	3.8%	3.8%	3.7%	3.6%	3.4%

Source: American Community Survey, accessed 2015

¹ American Community Survey (ACS), accessed 2015
http://www.census.gov/acs/www/about_the_survey/american_community_survey



Figure 2.1: Mode Share by Year (2009 – 2013)



Commuter Direction / Balance

The U.S. Department of Commerce with the U.S. Census Bureau maintains a number of data programs related to employment statistics. The online data and informational site known as Longitudinal Employer-Household Dynamics (LODES) makes available several data products that may be used to research and characterize workforce dynamics for specific groups such as a county or a Census Place. The LODES website also provides a geographic crosswalk allowing the county-to-county as well as place-to-place information in Pueblo County to be summarized.

Figure 2.2 shows the county level picture with respect to commuting. As shown by the circular green arrow, most workers in the county (39,422) both live and work within the county. The two straight green arrows show all work trips coming into Pueblo County (12,828) from any direction and leaving the county in any direction (16,574). 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 12,828 work trips come to the county from Colorado Springs. Figure 2.2 communicates that Pueblo County residents generally live and work

within the county but that the county attracts workers from outside the county and sends some residents to work locations outside Pueblo County.

Table 2.2 presents this daily inflow and outflow of workers for Pueblo County as a whole, as well as for major cities and census-designated places within the county. Looking at Table 2.2, Pueblo West contains 3,066 workers. 69% come from outside Pueblo West and 31% both live and work in Pueblo West. Looking at Pueblo West from the resident standpoint, 92% of Pueblo West residents work outside their municipality.

Table 2.2 shows that Pueblo County is dominated by the City of Pueblo with respect to the number of residents and workers. However, a number of other municipalities interact with Pueblo to give and receive workers as needed by the industry strata in the region.

The significance of reviewing workers flows is that, in general work trips generate about 1 in 5 of all person trips made in a region and thus account for a significant portion of daily traffic congestion. Work trips are typically made in the peak periods requiring attention to the peak hour performance of major highway facilities.



Figure 2.2: Pueblo County Commuter Flows

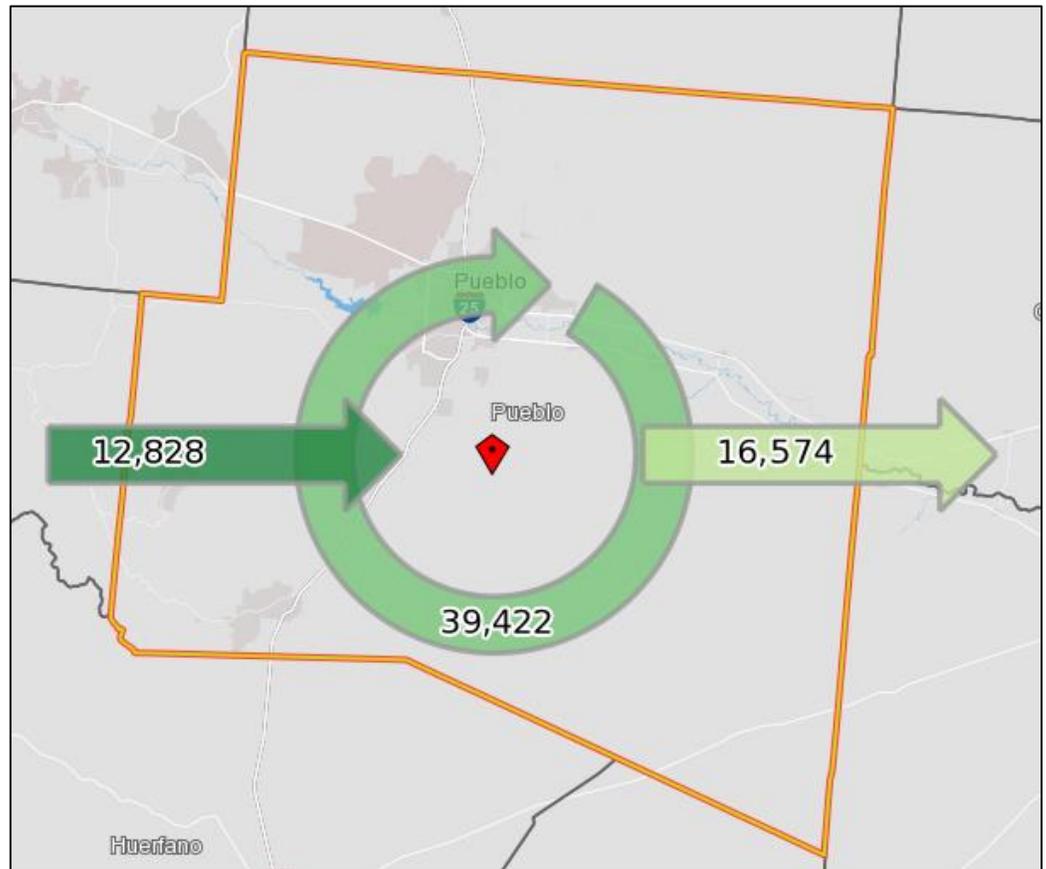


Table 2.2: Commute Patterns in Pueblo County, 2011

Profile			Commute In		Commute Out		Commute Within	
City or Place	Residents	Workers	Commuting in	% of Workers	Commuting out	% of Residents	Commuting within	% of Workers
Pueblo	36,817	41,106	19,218	47%	14,929	41%	21,888	53%
Pueblo West	11,153	3,066	2,130	69%	10,217	92%	936	31%
Blende	301	778	760	98%	283	94%	18	2%
Colorado City	506	224	159	71%	441	87%	65	29%
Boone	228	57	57	100%	228	100%	0	0%
Beulah Valley	166	50	49	98%	165	99%	1	2%
Salt Creek	243	36	36	100%	243	100%	0	0%
Rye	64	34	34	100%	64	100%	0	0%
Avondale	282	14	14	100%	282	100%	0	0%
Vineland	88	13	13	100%	88	100%	0	0%
County Total	55,996	52,250	12,828	25%	16,574	30%	39,422	75%

2.1.2 Functional Classifications of Roadways

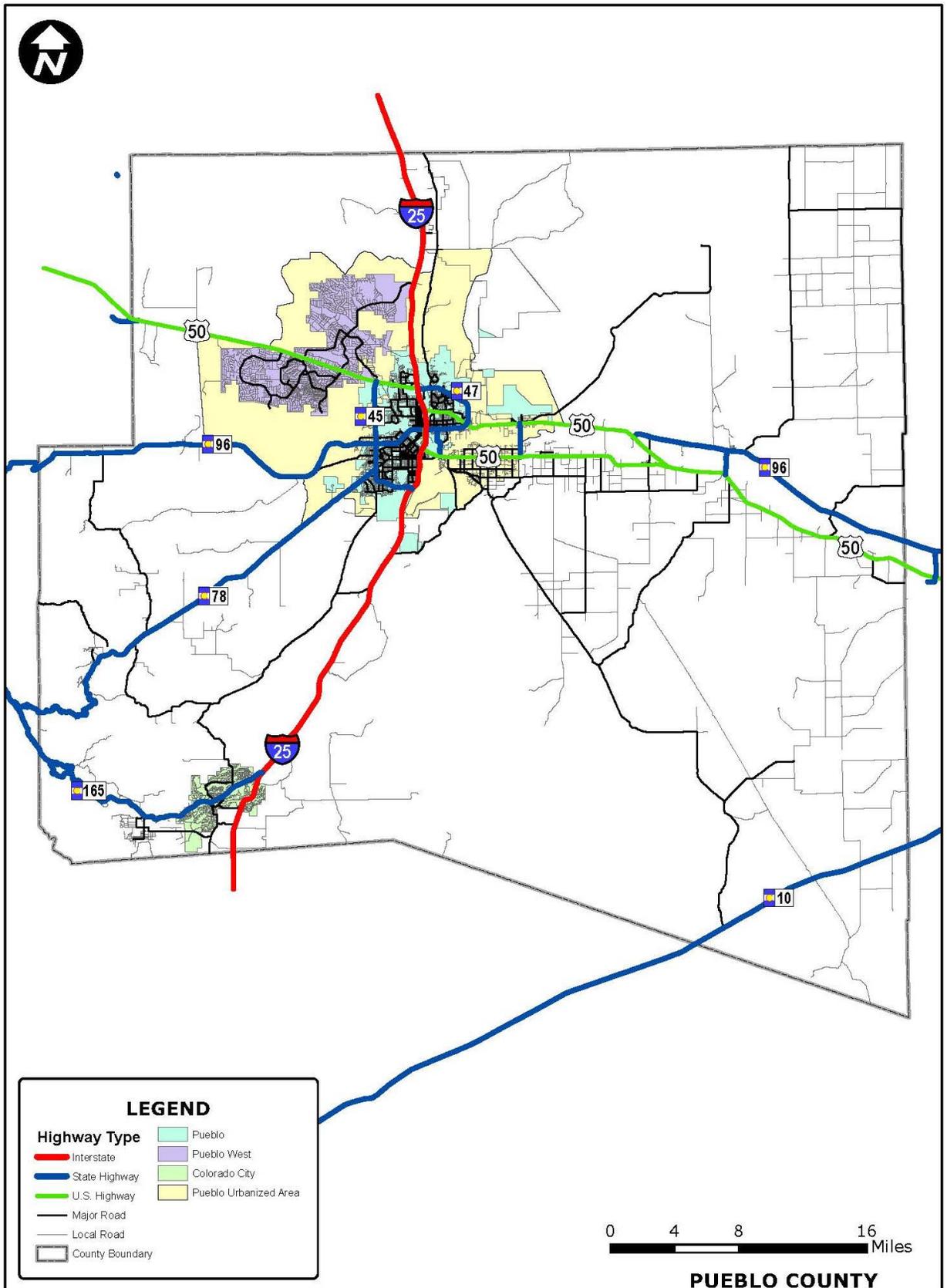
Roadways are organized around the Federal Highway Administration (FHWA) functional classification scheme with five key categories:

- **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.
- **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.
- **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).
- **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.
- **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**.



Figure 2.3: Roadways by Functional Classification



The two major roadways bisecting Pueblo County, Interstate 25 and U.S. Highway 50, almost exclusively carry trans-regional traffic through Pueblo. These two roads form the framework of the State Highway network through Pueblo that comprises 250 miles of the 420 miles of major roads. Other significant state highways that traverse the region include SH96 and SH78. Additionally, SH45 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. SH10 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.

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 and has its headquarters and Information Center at the El Pueblo History Museum.

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

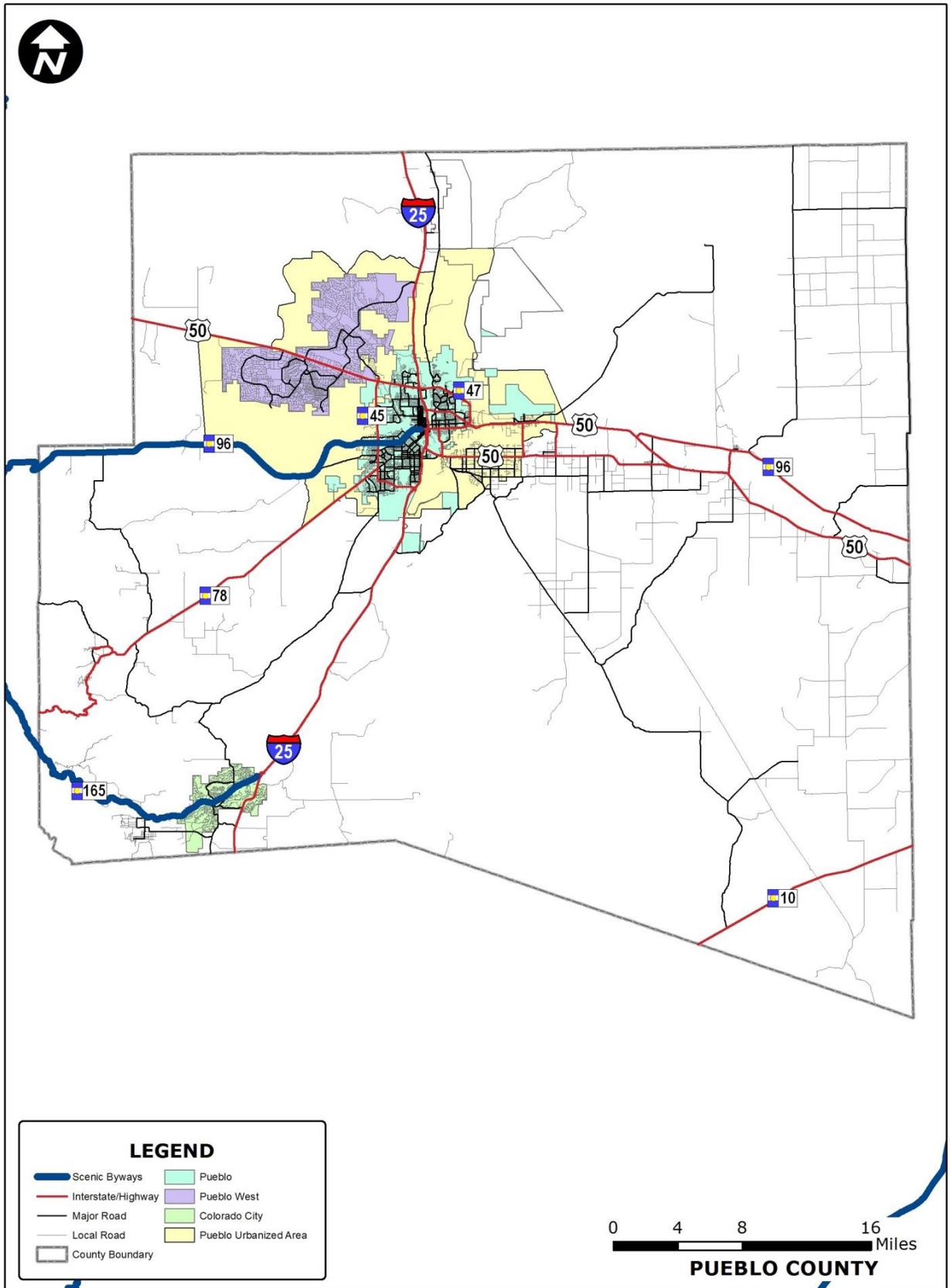
auto-based recreation facilities within the U.S. Forest Service were created in 1919. It was Arthur Carhart, the first “recreational engineer” in the Forest Service, whose ideas included establishing the first developed campground in the National Forest system at Squirrel Creek. The Frontier Pathways Scenic and Historic Byway emphasize history, nature, and recreation throughout its span. Stories of 19th century pioneers are scattered across the region and tell of survival and success.

The traveler can learn about several cultures and their relationships with each other at El Pueblo Museum through bright murals, interesting artifacts, and enthralling tales of the colorful history of Native Americans, Mexicans, and the early settlers.

The Byway hosts distinctive exhibits and lands found nowhere else. Bishop’s Castle is one such display. Comprised of 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 excitement.



Figure 2.4: Frontier Pathways National Scenic and Historic Byway



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 commercial vehicle routes are primarily the state highways in and out of the City of Pueblo, coupled with the principal arterials in Pueblo West and those that encircle the City. In addition, parts of Overton Road, the DOT Road to the Transportation Test Center, and 36th Lane south from U.S. Highway 50, CDOT segment C, serve as commercial corridors.

Primary locations served by commercial truck traffic include the Airport Industrial Park (AIP) with the Target Distribution facility being the largest. Additional truck traffic through the AIP is servicing the Pueblo Chemical Agent-Destruction Pilot Plant at 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.

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 the Interstate Highway at Indiana Avenue. Additional truck traffic is found serving the other industrial areas including those along Dillon Dr./Platteville Ave. 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 of Pueblo.

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 Interstate 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 provisions of §42-20-108 (1) and (2) and §§42-20- 403, 504 and 508 C.R.S., 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 §42-20-108.5, C.R.S., 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**.

Department of Public Safety Division of State Patrol rules and regulations concerning the permitting, routing & transportation of hazardous and nuclear materials and the intrastate transportation of agricultural products in the State of Colorado can be found on the State Patrol website².

2.1.6 Nuclear Materials Route

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

The State Patrol provided additional information noting that the regulations do not apply to “wastes from mining, milling, smelting, or similar processing of ores and mineral-bearing material”.

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² Hazardous Materials Routes, accessed 2015, <http://csp.state.co.us/downloads/hmntprFINAL.pdf>



Figure 2.5: Hazardous Materials Routes in Pueblo County

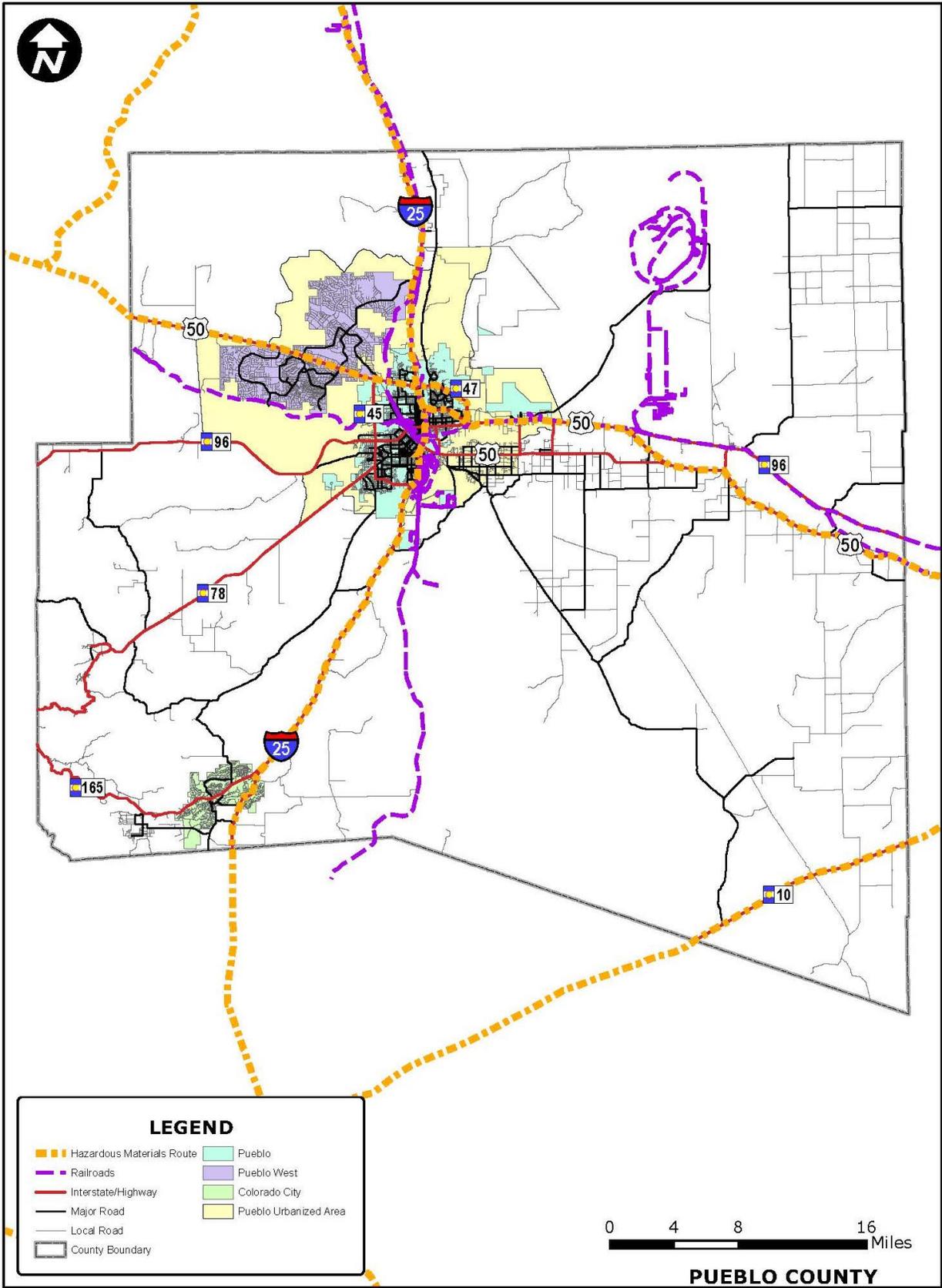
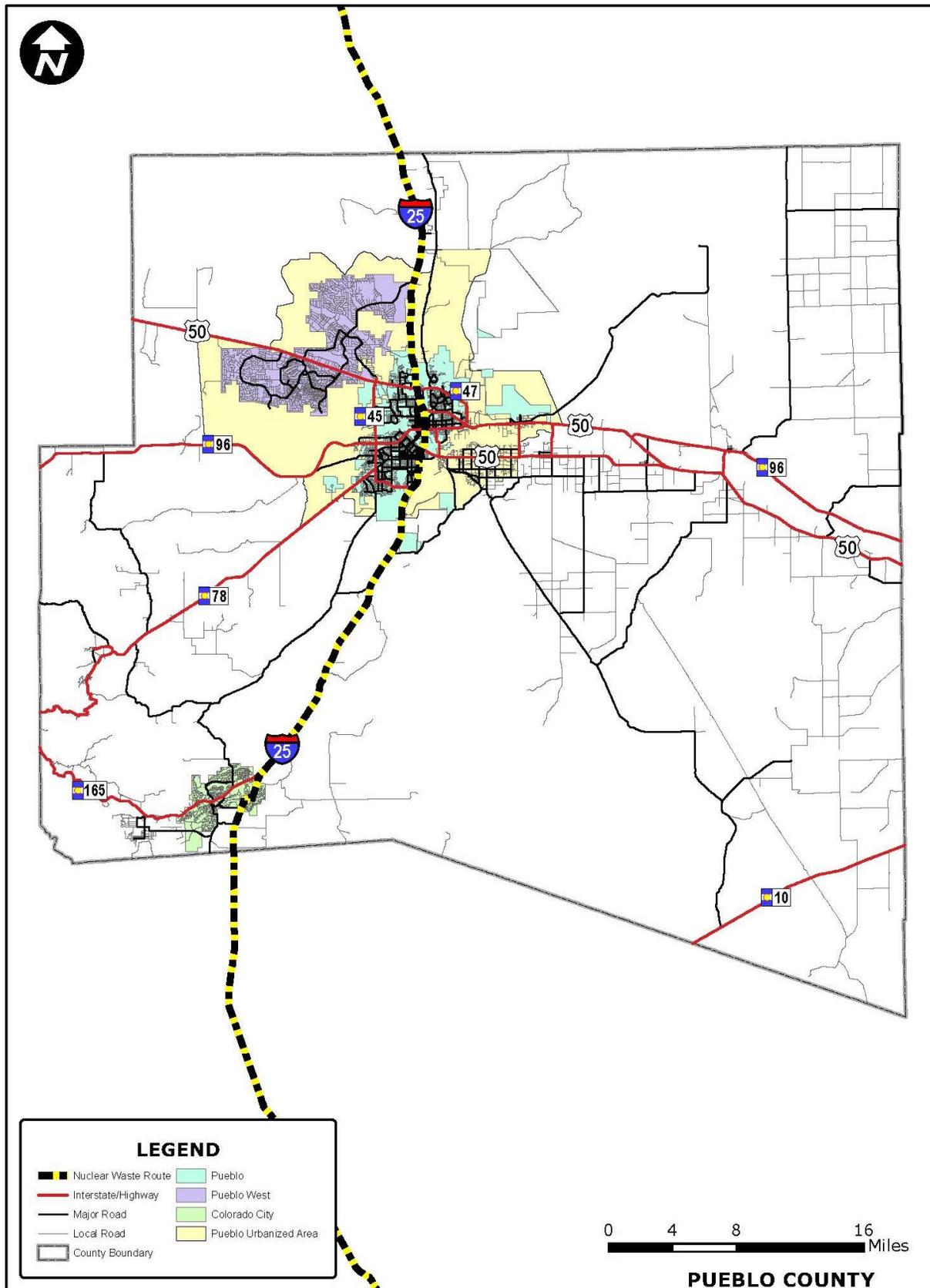


Figure 2.6: Nuclear Waste Routes in Pueblo County



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 2040 LRTP. The Pueblo region depends largely on the automobile mode for transportation. If roads and bridges are in proper condition within the PACOG region, four distinct goals from the accepted LRTP planning categories, with their focused goals and metrics, will be addressed:

- Safety
- Infrastructure condition
- System reliability
- Freight movement and vitality

Establishing a set of baseline existing conditions for highway involves considering all eight of the 2040 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. The MPO determined that focusing on the supply side of roadway transportation – the road network – was 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.

The most current statistics, drawn from 2014 condition reports, were provided to PACOG from the web database, CDOT's Online Transportation Information System (OTIS)³. City and county data were provided by local engineers. Working closely with this data, it is possible to begin the measurement needed for the LRTP goals. In keeping with a focus on the importance of maintaining the higher functional classification roads first, facility roads as stated in Section 1 Introduction to the PACOG 2040

LRTP Planning Goals Category #2 – Infrastructure Condition, Roads and Bridges, the CDOT on-system condition databases were the primary focus of this condition report. It is anticipated that an effort to collect pavement and bridge condition data at city and county locations will be a continued goal of the MPO.

Colorado DOT Online Transportation Information System (OTIS)

The CDOT provides comprehensive traffic and road condition data to PACOG via the Online Transportation Information System (OTIS). Information is provided on current and projected traffic volumes, state highway attributes, summary roadway statistics, road and bridge conditions, and geographic data. Current year, historical and trend data (forecasted traffic) are also provided.

Table 2.3 summarizes the state highways within the Pueblo MPO along with their total centerline miles of pavement and pavement condition. Most of the roadways individually achieve an 80% or higher percentage of miles in the high + moderate category of total miles. Those roadways with Primary Drivability Life Class (PDLC) values less than 80% represent segments that require investment. Note that Table 2.3 reflects a snapshot of conditions during 2014 and may not capture construction upgrades that were completed during late 2014 and 2015.

Figure 2.7 and Table 2.3 show that in Pueblo County, 36% of the centerline miles fall into the “High” PDLC category, 40% in the “Moderate” category and 24% in the “Low” category. The total of percentage of high/moderate PDLC is thus 76%, close to the 80% value identified as a target by CDOT across the state.

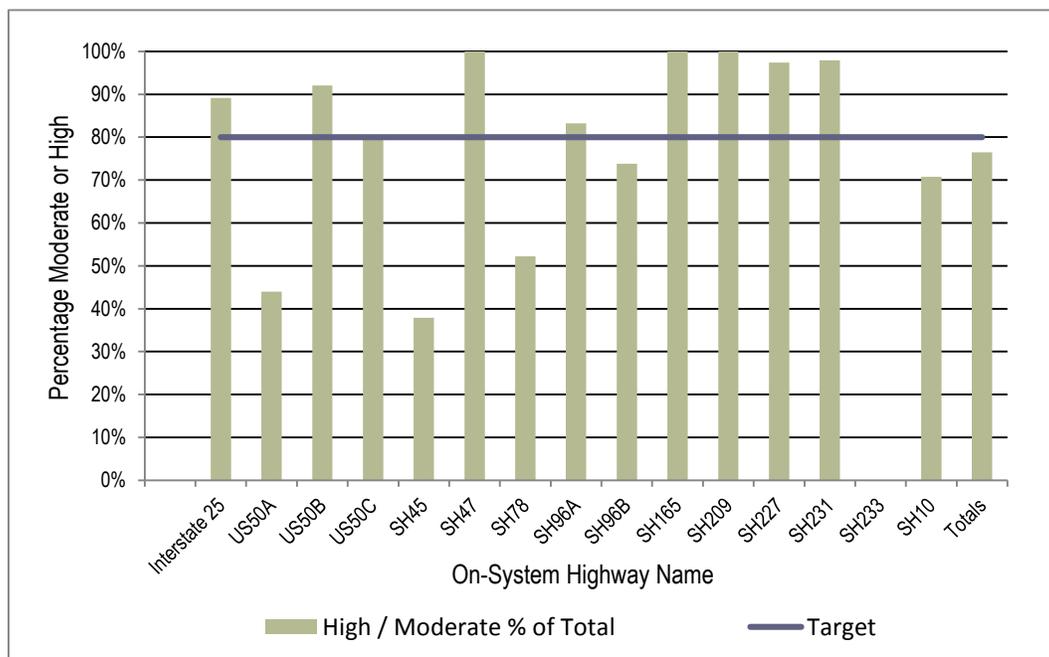
Figure 2.7 shows the fifteen state highways cited in Table 2.3 as well as the 80% target. Nine of the state roads in the County, including I-25, are at or above the desired 80% threshold. Chief among those that rate below 50% in the drivability index are parts of the 18 miles of U.S. Highway 50 (CDOT segment A), the nine miles of State Highway 45, and the two miles of State Highway 233.

³ Colorado DOT Online Transportation Information System (OTIS) <http://dtdapps.coloradodot.info/Otis/>

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

Highway	Miles of Centerline	Primary Drivability Life Class (Miles of Centerline)			High / Moderate % of Total
		High	Moderate	Low	
Interstate 25	47.63	15.12	27.32	5.18	89%
U.S. Highway 50A	18.42	0.00	8.11	10.32	44%
U.S. Highway 50B	33.31	26.63	4.03	2.65	92%
U.S. Highway 50C	17.07	9.49	4.12	3.46	80%
State Highway 45	8.94	2.00	1.38	5.55	38%
State Highway 47	4.60	1.13	3.47	0.00	100%
State Highway 78	32.89	10.65	6.53	15.72	52%
State Highway 96A	29.64	11.01	13.65	4.98	83%
State Highway 96B	18.81	0.00	13.88	4.93	74%
State Highway 165	18.26	12.79	5.46	0.00	100%
State Highway 209	1.51	0.00	1.51	0.00	100%
State Highway 227	1.86	0.00	1.81	0.05	97%
State Highway 231	2.02	1.98	0.00	0.04	98%
State Highway 233	2.09	0.00	0.00	2.09	0%
State Highway 10	14.73	0.00	10.42	4.31	71%
Totals	251.75	90.80	101.67	59.29	76%
		36%	40%	24%	

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%. All bridge condition values on state highways in Pueblo County were tabulated using CDOT's infrastructure database.⁴ Quality checks were conducted that removed all culverts, ramps and adjacent routes, as well as roads that lie under bridges from the data. **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" and "Good". The category "Poor" is considered structurally deficient. **Table 2.4** shows that 5% of the bridges in the county are structurally deficient and that 95%, higher than the CDOT target of 90%, are in fair or good condition.

The five bridges in "Poor" condition are identified as:

- The southbound Interstate 25 bridge at milepost 95.901 (unique ID: L-18-W-SB) with a rating of 46.8%.
- The northbound Interstate 25 bridge at milepost 95.901 (unique ID: L-18-M-NB) with a rating of 26.6%.
- The southbound Interstate 25 bridge at milepost 97.862 (unique ID: K-18-CL-SB) with a rating of 36.9%.
- The northbound Interstate 25 bridge at milepost 97.862 (unique ID: K-18-CK-NB) with a rating of 38.0%.
- The eastbound bridge on U.S. Highway 50C Business at milepost 1.136 (unique ID:K-18-R) with a rating of 47%.

Table 2.4: Bridge Conditions for CDOT Facilities in Pueblo County

State Highway	Poor	Fair	Good	Total
Interstate 25	4	16	24	44
U.S. Highway 50A	0	2	3	5
U.S. Highway 50B	0	0	11	11
U.S. Highway 50C	1	1	4	6
State Highway 45	0	0	4	4
State Highway 47	0	1	6	7
State Highway 78	0	0	2	2
State Highway 96A	0	1	13	14
State Highway 96B	0	1	1	2
State Highway 165	0	0	2	2
State Highway 209	0	0	1	1
State Highway 227	0	1	0	1
State Highway 231	0	0	2	2
State Highway 233	0	0	8	8
Total	5	23	81	109
% of Total	5%	21%	74%	100%

⁴ <http://dtdapps.coloradodot.info/otis/HighwayData>, Structures, accessed 2015.

Bridge Condition City and County Facilities

After obtaining on-system bridge conditions from the CDOT OTIS data base, 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 and 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	49.3 (Poor)	\$14,000,000
PUEHAR-0.1-FRNT	Mel Harmon Drive Bridge over Mall Drive and Railroad	76.1 (Fair)	\$10,000,000
PUEJKSN-0.0-ADM	Jackson Street Bridge over Bessemer Ditch	75.2 (Good)	\$ 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.

eleven current routes, their hours of operation and frequency, and can be summarized as follows:

- All buses operate Monday through Friday for generally a 12-hour period, serving both peaks, AM and PM.
- 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 safe, reliable, and timely transit service to the public in a courteous and professional manner as cost effectively as possible. **Table 2.6** shows the

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	6:30 AM to 6:00 PM	9:00 AM to 6:00 PM	60	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: <http://www.pueblo.us/492/Bus-Schedules>, accessed 2015.

1 2 3 4 5 6 7 8 9 10 11 12

Table 2.7 shows 2013 and 2014 boardings on the City of Pueblo bus transit system. Boardings increased from about 982,000 to 996,000, an increase of 1.5% over a one-year period.

Table 2.8 shows the vehicle descriptions including the vehicle year, make, model, ramp/lift type and number of vehicles in each class.

Bus fares on the system are sold as single use, daily pass, adult 35-day pass, and 22-ride pass.

Elderly, disabled and student rates are also made available by the transit provider. **Table 2.9** shows the rate structure. Bus fare payment can also be made online.

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% lift-equipped or low-floor with wheelchair ramps.

Table 2.7: Pueblo Transit System Ridership 2013 and 2014

Route	2013	2014
Route 1 - Eastside	78,319	88,212
Route 2 - Bessemer	66,926	46,698
Route 3 - Irving Place	63,789	71,736
Route 4 - Berkley / Beulah	34,338	34,251
Route 6 - Pueblo Mall	147,702	145,793
Route 7 - Highland Park	154,305	152,720
Route 8 - Highway 50 West	75,426	79,299
Route 9 - University	93,212	104,532
Route 10 - Belmont	80,876	86,059
Route 11 - Red Creek Ride	75,064	77,123
Route 12 - Lake Avenue	111,872	109,930
Totals:	981,829	996,353

Table 2.8: Pueblo Transit Fixed Route Fleet Roster: 2014

Year	Make	Model	Ramps / Lifts	Total Vehicles
2010	GILLIG	Low Floor	Low-floor with wheelchair ramp	8
2006	TMC	MILLENNIUM	lift-equipped	2
2009	NABI	OPUS	Low-floor with wheelchair ramp	2
2007	NABI	OPUS	Low-floor with wheelchair ramp	1
2002	RTS	NOVA	lift-equipped	3
2001	GILLIG	PHANTOM	lift-equipped	4
2003	GILLIG	PHANTOM	lift-equipped	1
2004	GILLIG	PHANTOM	lift-equipped	1
2002	CHANCE	OPUS	Low-floor with wheelchair ramp	1

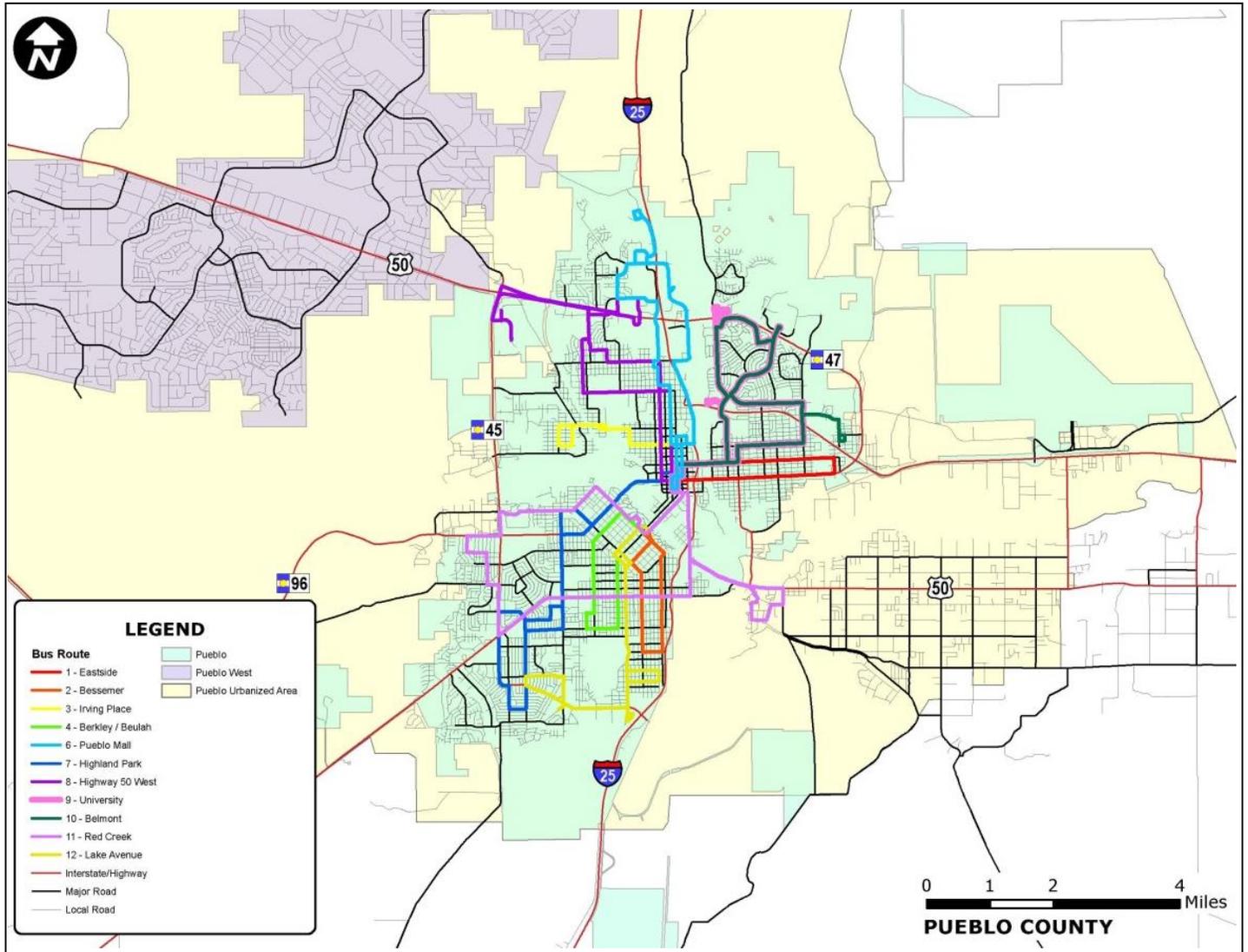
EXISTING TRANSPORTATION SYSTEM



Table 2.9: Pueblo Transit System Fares 2015

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

Figure 2.8: Pueblo Transit System Route Map



A 4,638 square foot 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 eleven buses. Restrooms are available for both employees and the public. All transit operations are conducted from a building that includes administrative office, bus storage, bus wash, and vehicle and radio shop. This building, built in 1979, is 33,750 square feet and located at 350 S. Grand Avenue.

In 2011 Pueblo Transit became the ticket agent for Greyhound. The Greyhound ticket office is located at the Pueblo Transit Center and is open 7:30am to 3:30 pm, Monday through Saturday. Greyhound serves Pueblo with at least 12 daily stops. Since 2011, Pueblo Transit has also become the ticket agent for Americanos (an interstate provider), Prestige (serving Wichita, Kansas to Pueblo) and Chaffee Shuttle (serving Gunnison, Colorado to Pueblo).



2.2.2 Citi-Lift Program (ADA Services)

Citi-Lift is an Americans with Disabilities Act (ADA) para-transit service provided for individuals who, because of their disability, are unable to use the fixed route bus service. This does not include disabilities that only make the use of accessible transit service difficult or inconvenient.

Citi-Lift provides comparable service to the regular fixed route in terms of shared rides, origin-to-destination service, service area, and hours and days of service. All rides are \$2.20 per

one-way trip. The cost of rides may be subject to change. Citi-Lift operates during the same days and hours as the regular fixed route bus service. In general this span of service is Weekdays: 6:00 A.M. to 6:30 P.M.; Saturday: 6:00 A.M. to 6:30 P.M. and Sunday and Holidays: Services not available. The service area includes the Pueblo City limits and corridors that are within a ¾ mile of the fixed bus route system.

2.2.3 Amtrak Service

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

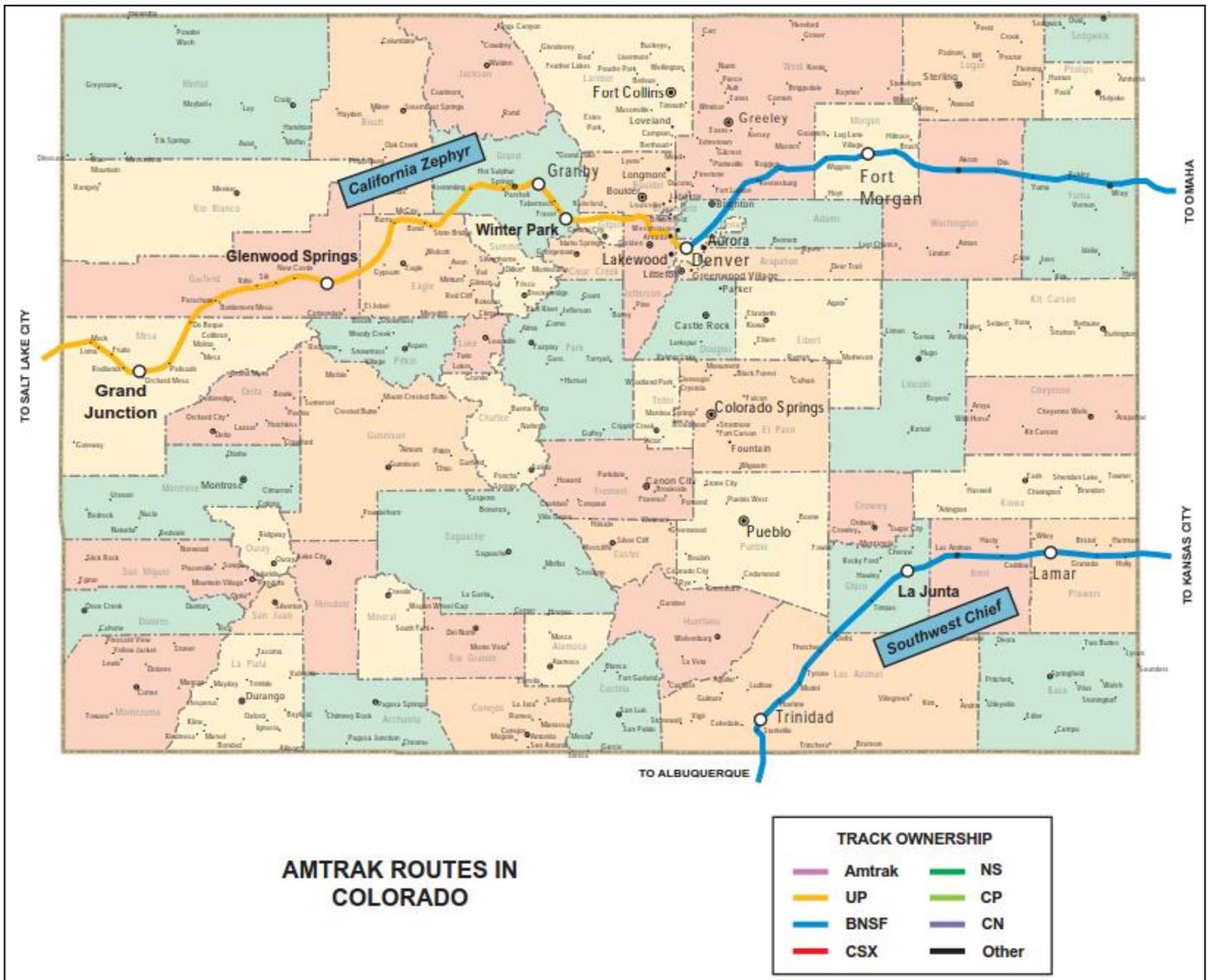
- The Southwest Chief (daily Chicago-Kansas City-La Junta-Trinidad-Albuquerque-Los Angeles)
- The California Zephyr (daily Chicago-Denver-Emeryville/Bay Area)

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 TNM&O bus system which shuttles passengers from its trains in Union Station / Denver to Pueblo.

There has been 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. A 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 newly released (2015) Federal Railroad Administration (FRA) study, the Southwest Multi-State Rail Planning Study⁵, discusses the means of bringing additional passenger rail investment to Colorado.

⁵ Southwest Multi-State Rail Planning Study Summary Report, FRA, 2015.

Figure 2.9: Amtrak Passenger Rail Service near Pueblo in 2015



Source: Amtrak, 2011

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

Stakeholder jurisdictions have also been proactive in advocating for retention of Southwest Chief passenger rail service. A Transportation Investment Generating Economic Recovery (TIGER) VI was awarded to the City of Garden City, Kansas in 2014. A second supporting grant, a TIGER VII grant, was awarded to the City of La Junta, Colorado in 2015.

Garden City's TIGER project will restore bolted rail between Hutchinson, Kansas and Las Animas, Colorado – over which Amtrak's Southwest Chief currently travels – to a much safer and higher performing standard featuring continuously welded rail, new turnouts, and panelized grade crossings. Improvements are being targeted to locations with the most urgent needs, preventing additional deterioration of service in the immediate future.

La Junta's TIGER project will provide funding to the City of La Junta to continue the rehabilitation of the BNSF La Junta Subdivision, which began after the Colorado-Kansas section received a 2014 TIGER VI award. The project adds approximately 39 miles of new rail and repairs over 20 miles of roadbed. The project will help sustain Amtrak's Southwest Chief Service, which provides critical passenger transportation for the rural communities along its route. The segments are located between Waldo, New Mexico and Garden City, Kansas, passing through portions of Colorado.

All work will occur on existing operational railroad right-of-way.

The Southwest Chief Route Advancement and Improvement Project allows the City of La Junta to continue the rehabilitation of the BNSF La Junta Subdivision in Colorado, adding approximately 39 miles of new continuously welded rail, and repairing over 20 miles of roadbed with new ties and ballast on the Albuquerque Subdivision in New Mexico.

The project will increase both passenger and freight operating velocities. Passenger travel time savings will be 15 to 30 minutes per trip initially, growing to approximately 70 minutes by the end of construction. On the Albuquerque Subdivision, travel time savings will be approximately 18 minutes. The resulting earlier arrivals will provide time to clean and repair equipment, reducing maintenance costs by \$4.7 to \$6.4 million over 20 years.

Each rail project 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.

2.2.4 North-South Intercity Rail Service Opportunities

Opportunity for north-south passenger rail service is also desired to serve the major person travel movements in the state between Fort Collins and Pueblo. This type of service through the Pueblo Area is most likely to gain momentum through collaboration with Front Range partners.

The presence of the Front Range Express (FREX) bus service between Fountain, Colorado Springs, and Monument north to the Denver Metro area demonstrates that a strong north-south market exists. Informal discussions suggest that some Pueblo citizens might like to see the FREX commuter service expanded into the Pueblo area, but at current FREX operating costs and deficits, it does not appear to be financially feasible at this time.

The newly launched (July 2015) Bustang Interregional Express Bus service run by CDOT is connecting commuters to and from Denver along the busy I-25 and I-70 corridors. Service extends from Fort Collins on the north to Colorado Springs on the south with a west line linking West Glenwood with Denver. Service extensions to Pueblo are a possibility with this service in the future.

2.2.4 Rocky Mountain Rail Authority and High Speed Rail Corridor

During 2008-2009 the Rocky Mountain Rail Authority (RMRA) was formed by Inter-Governmental Agreements between Colorado cities, towns, counties and transportation districts. Both the City of Pueblo and Pueblo County are members and have 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. The study concluded with recommended rail corridors and a standing committee to provide follow-on support.⁶

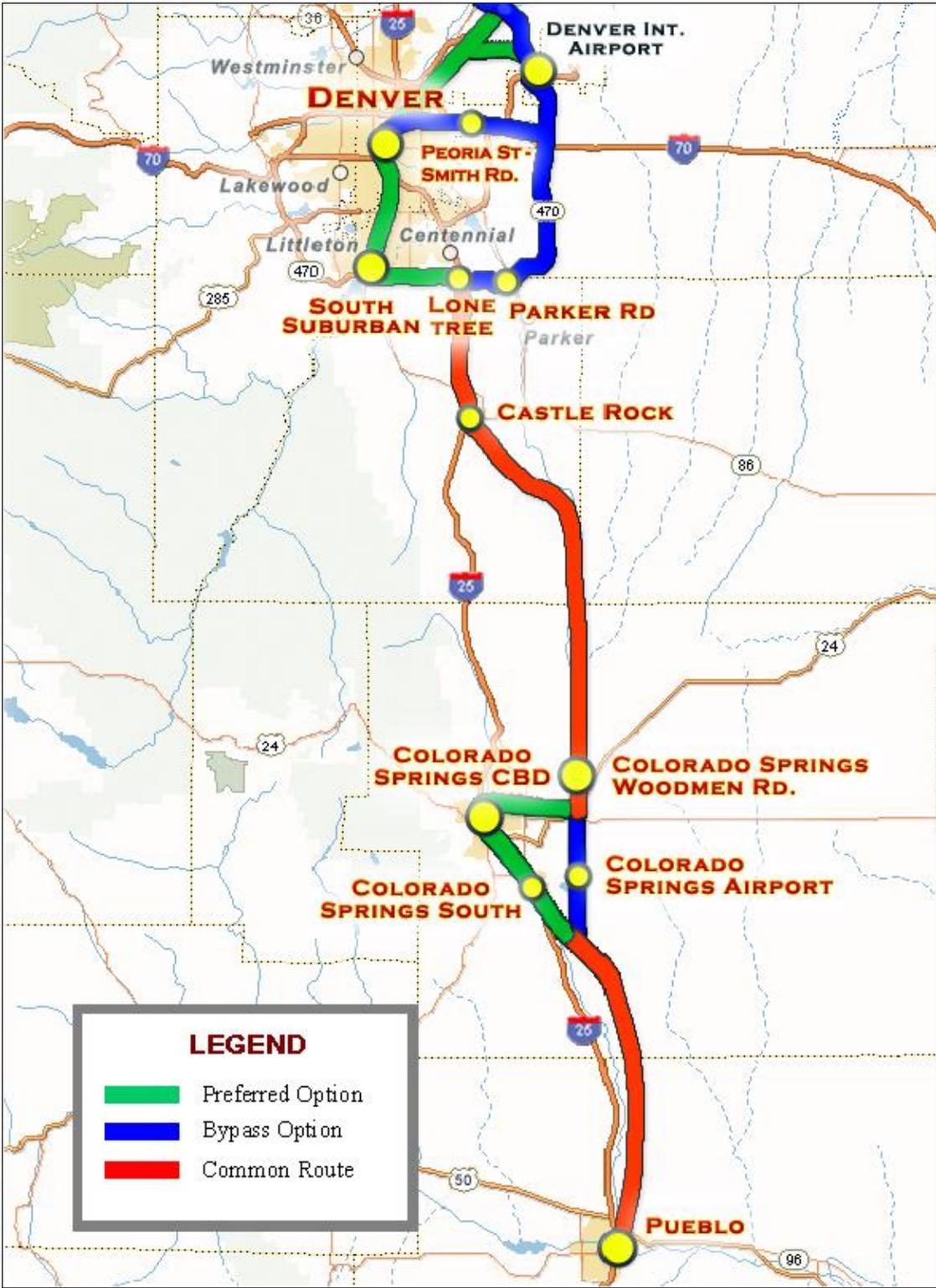
RMRA was awarded \$1.2 million in strategic transit funds to conduct a Passenger Rail Feasibility Study on the I-25 and I-70 West corridors from the Wyoming state line to the New Mexico state line, and on the I-70 West corridor from Denver International Airport (DIA) to the Utah border, respectively. The Colorado study was coordinated with similar studies in the states of New Mexico and Wyoming. The 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 tracks in the I-25 Corridor onto new tracks on the Eastern Plains. If implemented, the relocation might permit passenger service to operate on the existing tracks or the use of the right-of-way to construct separate tracks for passenger trains. **Figure 2.10** shows the proposed alignments.

During this period CDOT also conducted a study to identify governance structure options for developing, planning, financing, and operating a regional or statewide passenger rail authority in Colorado and into other states. The study included a legal review and analysis of existing Colorado law and, for some options, which laws would require amendment or development of new legislation. The Pueblo area is represented on the Advisory Committee for the governance study.

6
http://rockymountainrail.org/documents/RMRA_Fact_Sheet.pdf



Figure 2.10: Front Range Commuter Rail South Risk Analysis Routes



Source: http://rockymountainrail.org/RMRA_Final_Report.html; accessed 2015

2.2.5 Light Rail / Trolley

Public transit has existed in the City of Pueblo since 1878, with a horse-drawn streetcar system connecting downtown to the Union Depot area. According to the Colorado Cultural Resource Survey of 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 to transport more passengers at higher speeds and with less pollution than horse-drawn or steam-powered conveyances. The trolley system in Pueblo existed until 1947 and much of the City of Pueblo developed around the trolley lines.

While the Pueblo area today is likely too small to consider 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 wheel based downtown trolley. A planning committee has developed many options all of which have value in serving two key markets.

- Tourists visiting Pueblo – a potential trolley route with 10 to 15 minute headways would serve the Historic Arkansas River Project (HARP), El Pueblo Museum, the convention center and the commercial areas of downtown (Main Street / Union Avenue).
- Residents and employers of Pueblo – a potential trolley route with 30 minute headways would link three existing neighborhoods and 10 of the 25 largest employers in Pueblo. This route also links these generators to the commercial amenities in downtown Pueblo.

2.3 Non-Motorized Element

2.3.1 Introduction

Non-motorized transportation (also known as active transportation or human-powered transportation) includes walking and bicycling, and variants such as small-wheeled transport (skates, skateboards, push scooters and hand carts) 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 to serve both objectives. For example, some people will choose to walk or bicycle rather than drive because they enjoy the activity, although it takes longer.

In the context of the PACOG RTP, two non-motorized modes will be presented:

- Walking
- Bicycling.

The Pueblo area has a relatively mild climate and gentle topography that make travel by non-motorized modes an enjoyable experience for participants throughout most of the year. During the past twenty 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 many other decisions. It is far more cost effective to provide for bicycle and pedestrian mobility from the start, rather than to retrofit later.

A previous Pueblo Comprehensive Plan (2002), as well as the adopted PACOG 2035 Long Range Transportation Plan (2008) 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 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 better the access. Non-motorized modes are important transport choices, to support trips made entirely by walking or cycling, and to support public transport. 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. The result of this "automobile dependency" is 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 everybody a minimal level of mobility ("basic mobility").

Non-motorized travel can contribute to the local economy by supporting tourism and quality development by providing suitable pedestrian and cycling facilities to tourist attractions. This can be accomplished by creating trail connections to specific tourist attractions and by providing public transit access to these trails and other tourist attractions. Pedestrian-friendly conditions 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, cycling and skating. Some trail networks are themselves destination tourist attractions, bringing hundreds or thousands of visitors, and significant visitor dollars annually to the community.

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 the disabled community and others. At present, the Public Works Department reports that there is a backlog of requests for curb ramps by disabled citizens. Funding for the program has come largely from Community Development Block Grant (CDBG) funds and requests for curb ramps are included in neighborhood requests for annual selection of CDBG projects. **Table 2.10** shows the linear feet of sidewalk installed from 2009 to 2013. **Table 2.11** shows the number of curb ramps installed from 2009 to 2013 by the City of Pueblo.

Table 2.10 Sidewalks Installed 2009-2013

Year	New Sidewalks in Existing Areas
2009	56,597 L.F.
2010	26,612 L.F.
2011	109,440 L.F.
2012	57,178 L.F.
2013	34,683 L.F.

Source: City of Pueblo, 2015

Table 2.11 Curb Ramp Installs 2009-2013

Year	Number of Curb Ramps Installed
2009	250
2010	132
2011	405
2012	308
2013	88

Source: City of Pueblo, 2015

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 2040 RTP reflects this interest and commitment with a concerted effort to Support Multi-Modal 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 for the 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 and currently the 2040 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, can be categorized 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 which 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, any neighborhood street not classified as a primary route.

- **Primary Route** – Generally an on-street route.

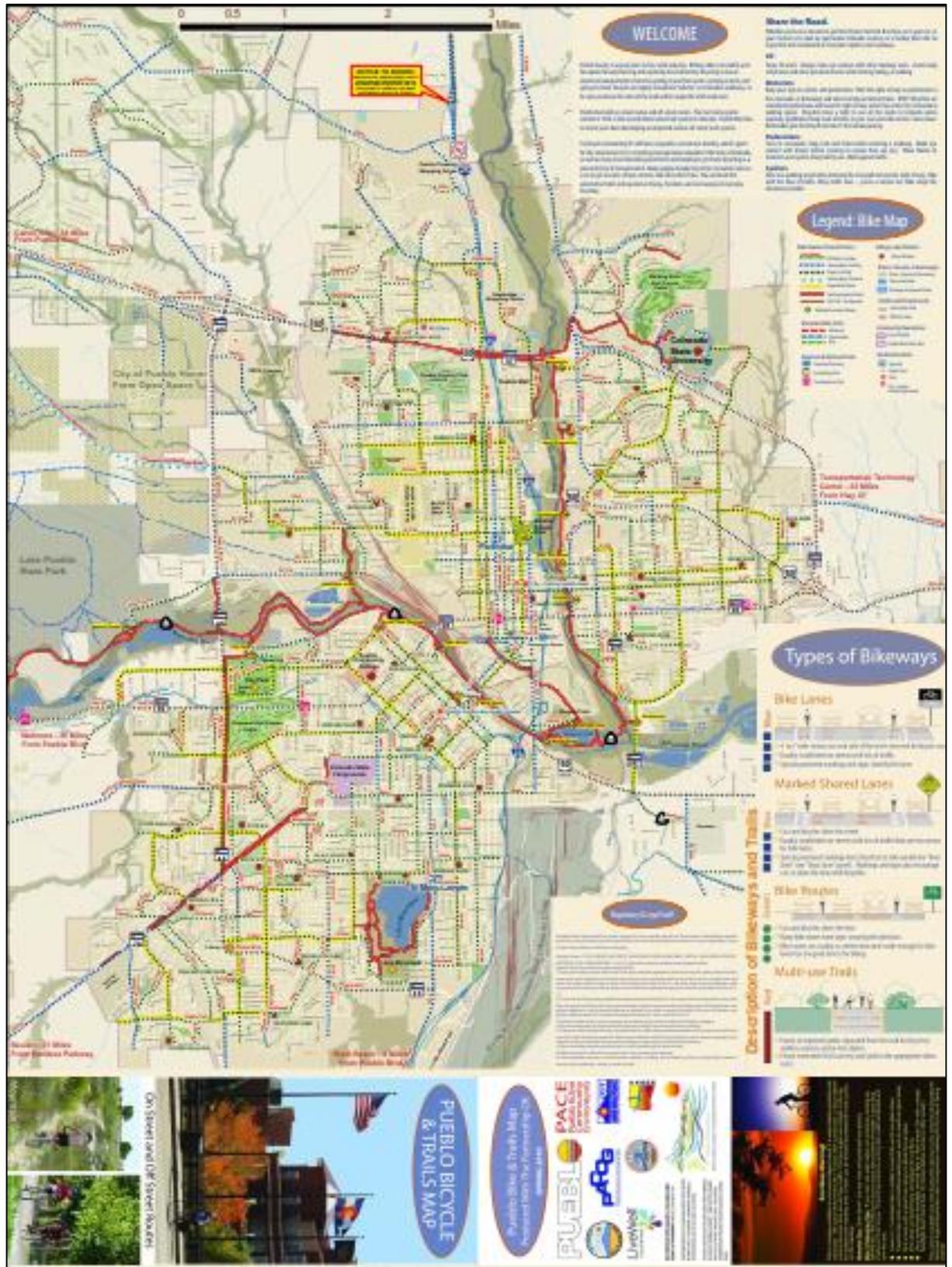
Each of these components plays a part in the overall regional planning for cycling in Pueblo. Note also that many bicycle facilities are designed to serve both cyclists and pedestrians. The ideal development plan also references the general principals identified for continued development of the bikeway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

- Connecting bicyclists to desired destinations such as employment centers, commercial districts, transit stations and bus routes, institutions, and recreational destinations.
- 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 ten 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 was made available both online and as a paper version, encourages community input into the City's bikeway system. The map, shown in **Figure 2.11**, categorizes 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 map also emphasizes 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.



Figure 2.11: Pueblo Bicycle and Trails Map



Source: <http://www.pueblo.us/DocumentCenter/Home/View/669>

2.3.4 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 walk and bicycle modes.

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 City/County Health Department to plan and develop bike improvements for the community. PACE is a grass-roots community group that plays a significant role in regional bicycle planning. The group recognizes that bikeways provide enormous 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 also actively supports a Facebook account www.facebook.com/PuebloPACE and a website, <http://www.activepueblo.net>, to promote events through a community calendar, to give 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. Various 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 events throughout the community for fun, fitness and transportation including:

- Bike to Work days
- Downtown Bike Tour with police escort on bike to work day
- 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 between the city and the university campus.



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, sponsor a bike rack elsewhere and 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 promotion and understanding of how the bicycle can complement the City's economic considerations. Pueblo has a unique opportunity to enhance the bicycle culture and appeal to its residents, future residents, employers, and visitors.

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, shops and dining 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.

Pueblo is actively promoted by the Pueblo Economic Development Corporation (PEDCO)⁷ as a city in which to relocate or start a business. 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 to 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

In summary, the non-motorized modes of walking and bicycling are key components of the PACOG 2040 RTP. 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.

⁷ <http://www.pedco.org/home.aspx>, accessed 2015.

- 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 one of seventeen 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 who 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 park and sells or leases parcels to prospective businesses. The industrial park 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 calendar year 2008, 5,192 in 2009 and 11,641 in 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 2008/2009 (between 2,500 and 10,000 per year).

Pueblo Memorial Airport plays an important role in the community, both as a transportation hub and as a center of economic activity. A study by the CDOT Aeronautics Division in 2003 assessed the local economic impact of airports to

their communities. According to the study, the AIP was directly responsible for 727 jobs with total wages of \$19,103,000. The total annual economic activity attributed to the airport, which includes direct, indirect, and induced impacts, totaled \$45,683,000. CDOT estimates that the airport brings 1,682 visitors and \$486,704 in visitor spending annually to the Pueblo area.

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 (I-25), U.S. Highway 50, and state highways. This section provided an overview of Pueblo County roadways, scenic byways, commercial vehicle routes, hazardous materials routes, and nuclear materials routes. A tabulation of condition ratings for on-system and off-system road pavement and bridges in the region was also provided. 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 walk and bicycle mode have also been the focus of continued non-motorized investment in the region. Social media and concerted public involvement are an important and ongoing aspect of non-motorized efforts in the region. The Pueblo Memorial Airport is the final transportation asset discussed in this section of the 2040 LRTP.

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