

2035 LONG RANGE TRANSPORTATION PLAN

Appendix - Ch 7: Corridor Visions Details and Context

Adopted

January 24, 2008

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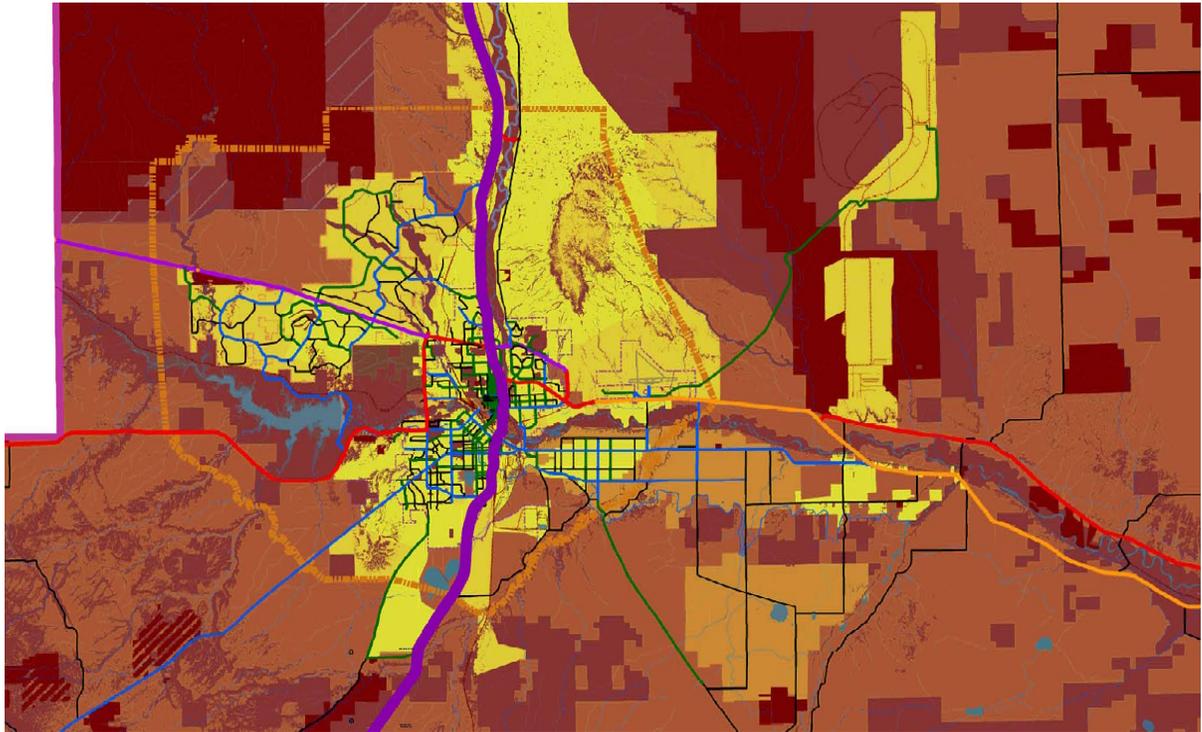
7.1 Corridor Visions - Details and Context

7.1.1 Explanation of Background Graphics

DEVELOPMENT POTENTIAL

	High Development Potential
	High-Mod. Development Potential
	Moderate Development Potential
	Low Development Potential
	Very Low Development Potential
	No Development Potential

As part of the analysis of the future roadway network, the potential for development was considered. Those areas with the least development potential include Ft. Carson and dedicated conservation easements. Those areas with very low development potential include State Land Board Stewardship Trust areas, wildlife management areas (PCD), State and Federal land, and lands that are comprised of steep slopes. Those areas with a low development potential are generally rural ranchland without water service, or fire protection. Areas with moderate development potential are those areas with water service only. Areas with moderate to high development potential are those areas with water service and sewer service, or existing platted lots with water service, large enough for duplicate septic systems. The areas with highest development potential are those areas within the City of Pueblo, or areas that are designated for future non-agricultural development by the 2002 Comprehensive Development Plan. The graphic below is a section of Pueblo County with the land development potential depicted according to the color scheme on the left.



The Corridor Visions analysis for the PACOG MPO utilized the environmental baseline data presented in chapter 3 and the resulting developable lands map shown here to provide context for classification of transportation corridors using the statewide lexicon. Principal investment categories and the mix of transportation modes for each category consider the land use context within which the corridor functions.

7.1.2 Corridor Visions, Investment Categories & Transportation Modes

Table A7-1 below groups the 25 transportation corridors in the county by principal investment category. For fifteen existing corridors and five future corridors, mobility is the primary investment category. System quality was primary for three and co-primary for an additional two. Safety was the principal emphasis for two.

Table A7-1: Corridors By Principal Investment Category			
Principal Investment Category	Corridor	Objectives	Modes
Mobility	I25—NM State Line to Stem Beach	<ol style="list-style-type: none"> 1. Reliability 2. Commuter Travel 3. Reduce Crash Rates 	<ol style="list-style-type: none"> 1. Passenger vehicle, 2. bus service, 3. Passenger rail, 4. Truck freight, 5. Rail freight,



			6. Bicycle and 7. Pedestrian facilities
Mobility	I-25—Stem Beach to Purcell Blvd (Exit 108)	1. Reliability 2. Reduce Congestion 3. Reduce Crash Rates	1. passenger vehicle 2. bus service 3. passenger rail 4. truck freight 5. rail freight 6. bicycle and pedestrian facilities 7. aviation and 8. Transportation Demand Management (telecommuting and carpooling)
Mobility	I-25—Purcell to Future S. Powers Blvd (Exit 123)	1. Reliability 2. Reduce Congestion 3. Reduce Crash Rates	1. passenger vehicle 2. bus service 3. passenger rail 4. truck freight 5. rail freight 6. bicycle and pedestrian facilities 7. aviation and 8. Transportation Demand Management (telecommuting and carpooling)
Mobility	US 50A—Canon City to McCulloch Blvd West	1. Increase travel reliability and improve mobility 2. Support commuter travel 3. Provide for tourist-friendly travel	4. passenger vehicle 5. bus service 6. rail freight 7. bicycle and 8. pedestrian facilities, and 9. Transportation Demand Management (telecommuting and carpooling)
Mobility	US 50A—McCulloch Blvd West to I-25	1. Reduce traffic congestion and improve traffic flow 2. Support commuter travel 3. Accommodate growth in freight transport	1. passenger vehicle 2. bus service 3. rail freight 4. bicycle and 5. pedestrian facilities, and 6. Transportation Demand Management (telecommuting and carpooling)
Mobility	US 50C—I-25 (Ilex) to US 50B	1. Reduce traffic congestion and improve traffic flow 2. Support commuter travel 3. Increase bus ridership	1. Passenger vehicle 2. Bus service 3. Truck freight 4. Bicycle and pedestrian facilities, and 5. Transportation Demand Management (telecommuting and



			carpooling)
Mobility and Safety	US 50B—I-25 to Kansas State Line	<ol style="list-style-type: none"> 1. Increase travel reliability and improve mobility 2. Support commuter travel 3. Reduce fatalities, injuries and property damage crash rate 	<ol style="list-style-type: none"> 1. passenger vehicle service 2. truck freight 3. rail freight, and 4. aviation
Mobility	SH 45 (Pueblo Blvd)—I-25 S. to US 50 to I-25 N.	<ol style="list-style-type: none"> 1. Increase travel reliability and improve mobility 2. Improve access to public lands 3. Provide improved freight linkages 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight, and 4. Transportation Demand Management (telecommuting and carpooling)
Mobility	SH 47—I-25 to US50B	<ol style="list-style-type: none"> 1. Increase travel reliability and improve mobility 2. Reduce traffic congestion and improve traffic flow 3. Accommodate growth in freight transport 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight 4. Bicycle 5. Pedestrian facilities 6. Aviation
Mobility	SH 96—SH 45 (Pueblo Blvd) to SH 231 (36 th Ln)	<ol style="list-style-type: none"> 1. Reduce traffic congestion and improve traffic flow 2. Support commuter travel 3. Accommodate growth in freight transport 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight, and 4. Transportation Demand Management (telecommuting and carpooling)
Mobility	SH 231 (36 th Lane)	<ol style="list-style-type: none"> 1. Increase travel reliability and improve mobility 2. Support commuter travel 3. Eliminate shoulder deficiencies 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight 4. Bicycle and pedestrian facilities
Mobility	SH 233 (Baxter Rd)—US 50B to US 50C	<ol style="list-style-type: none"> 1. Support commuter travel 2. Provide improved freight linkages 3. Increase air travel availability 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight 4. Bicycle and pedestrian facilities 5. Aviation
Mobility	SH 227—US 50C (Santa Fe) to SH 96 (4 th St)	<ol style="list-style-type: none"> 1. Support commuter travel 2. Accommodate growth in freight transport 3. Increase bus ridership 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight 4. Bicycle and pedestrian facilities
System Quality and Mobility	SH 78—Beulah (incl Spur) to SH 45 (Pueblo Blvd)	<ol style="list-style-type: none"> 1. Increase travel reliability and improve mobility 2. Support commuter travel 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Truck freight and 3. Bicycle and pedestrian facilities



		<ol style="list-style-type: none"> 3. Reduce fatalities, injuries and property damage crash rate 	
System Quality and Mobility	SH 96—Westcliffe to SH 45 (Pueblo Blvd)	<ol style="list-style-type: none"> 1. Support recreation travel 2. Reduce fatalities, injuries and property damage crash rate 3. Promote transportation improvements that are environmentally responsible 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Truck freight 3. Bicycle and pedestrian facilities
System Quality	SH 10—I-25 to US 50	<ol style="list-style-type: none"> 1. Reduce fatalities, injuries and property damage crash rate 2. Eliminate shoulder deficiencies 3. Preserve the existing transportation system 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Truck freight
System Quality	SH 165—SH 96 to I-25 (Colorado City)	<ol style="list-style-type: none"> 1. Provide for tourist-friendly travel 2. Improve access to public lands 3. Eliminate shoulder deficiencies 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Truck freight 3. Bicycle and pedestrian facilities
System Quality	SH 209—Boone Cutoff (US 50 to SH 96)	<ol style="list-style-type: none"> 1. Support commuter travel 2. Reduce fatalities, injuries and property damage crash rate 3. Preserve the existing transportation system 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Truck freight
Safety	SH 78—SH 165 to Beulah	<ol style="list-style-type: none"> 1. Support recreation travel 2. Improve access to public lands 3. Eliminate shoulder deficiencies 	<ol style="list-style-type: none"> 1. Passenger vehicle and bicycle and pedestrian facilities
Safety	SH 96—SH 231 (36 th Ln) to Crowley Co. Line	<ol style="list-style-type: none"> 1. Support commuter travel 2. Improve access to public lands 3. Reduce fatalities, injuries and property damage crash rate 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Truck freight



Future Corridors			
Mobility	State Highway 96 Downtown CBD Couplet	<ol style="list-style-type: none"> 1. Accommodate growth in freight transport 2. Reduce traffic congestion and improve traffic flow 3. Increase travel reliability and improve mobility 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight 4. Bicycle and pedestrian facilities, 5. Transportation Demand Management (telecommuting and carpooling)
Mobility	State Highway 45 Extension	<ol style="list-style-type: none"> 1. Support commuter travel 2. Accommodate growth in freight transport 3. Reduce traffic congestion and improve traffic flow 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight 4. Bicycle and pedestrian facilities, 5. Transportation Demand Management (telecommuting and carpooling)
Mobility	State Highway 50 North of Airport	<ol style="list-style-type: none"> 1. Increase air travel availability 2. Increase travel reliability and improve mobility 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight 4. Bicycle and pedestrian facilities, 5. Transportation Demand Management (telecommuting and carpooling)
Mobility	State Highway 47 Extension North Through Northeast Pueblo County	<ol style="list-style-type: none"> 1. Support commuter travel 2. Accommodate growth in freight transport 3. Reduce traffic congestion and improve traffic flow 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight 4. Bicycle and pedestrian facilities, 5. Transportation Demand Management (telecommuting and carpooling)
Mobility	Pinon / Pace Parkway	<ol style="list-style-type: none"> 1. Support commuter travel 2. Accommodate growth in freight transport 3. Reduce traffic congestion and improve traffic flow 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight 4. Bicycle and pedestrian facilities, 5. Transportation Demand Management (telecommuting and carpooling)
Mobility	36 th Lane Link	<ol style="list-style-type: none"> 1. Support commuter travel 2. Accommodate growth in freight transport 3. Reduce traffic 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight 4. Bicycle and pedestrian facilities, 5. Transportation



		congestion and improve traffic flow	Demand Management (telecommuting and carpooling)
Mobility	South Pueblo Expressway	<ol style="list-style-type: none"> 1. Support commuter travel 2. Accommodate growth in freight transport 3. Reduce traffic congestion and improve traffic flow 	<ol style="list-style-type: none"> 1. Passenger vehicle 2. Bus service 3. Truck freight 4. Bicycle and pedestrian facilities, 5. Transportation Demand Management (telecommuting and carpooling)

Each of the corridors is described in more detail below, along with its investment category, vision, goals and objectives and strategies.

Table 7-2 groups the corridors by transportation mode. Six corridors are fully multi-modal, including rail corridors. Seven are multi-modal without rail. Four corridors serve passenger vehicle use and truck freight only. Four serve passenger vehicles and/or truck freight, along with bicycle and pedestrian use. All seven of the proposed future corridors serve multi-modal purposes without proposed rail use.

Table A7-2: Corridors By Travel Mode			
Modes	Principal Investment Category	Corridor	Objectives
9. Passenger Vehicle 10. Bus Service 11. Passenger Rail 12. Truck Freight 13. Rail Freight 14. Bicycle And Pedestrian Facilities 15. Aviation And 16. Transportation Demand Management (Telecommuting And Carpooling)	Mobility	I-25—Stem Beach to Purcell Blvd (Exit 108)	4. Reliability 5. Reduce Congestion 6. Reduce Crash Rates
9. Passenger Vehicle 10. Bus Service 11. Passenger Rail 12. Truck Freight 13. Rail Freight 14. Bicycle And Pedestrian Facilities 15. Aviation And 16. Transportation Demand Management (Telecommuting And Carpooling)	Mobility	I-25—Purcell to Future S. Powers Blvd (Exit 123)	4. Reliability 5. Reduce Congestion 6. Reduce Crash Rates
10. Passenger Vehicle 11. Bus Service 12. Rail Freight 13. Bicycle And 14. Pedestrian Facilities, And 15. Transportation Demand Management (Telecommuting And Carpooling)	Mobility	US 50A—Canon City to McCulloch Blvd West	16. Increase Travel Reliability And Improve Mobility 17. Support Commuter Travel 18. Provide For Tourist-Friendly Travel
7. Passenger Vehicle 8. Bus Service 9. Rail Freight 10. Bicycle And 11. Pedestrian Facilities, And 12. Transportation Demand Management	Mobility	US 50A—McCulloch Blvd West to I-25	4. Reduce Traffic Congestion And Improve Traffic Flow 5. Support Commuter Travel 6. Accommodate



(Telecommuting And Carpooling)			Growth In Freight Transport
8. Passenger Vehicle, 9. Bus Service, 10. Passenger Rail, 11. Truck Freight, 12. Rail Freight, 13. Bicycle And Pedestrian Facilities	Mobility	I25—NM State Line to Stem Beach	4. Reliability 5. Commuter Travel 6. Reduce Crash Rates
5. Passenger Vehicle 6. Bus Service 7. Truck Freight 8. Rail Freight, And 9. Aviation	Mobility and Safety	US 50B—I-25 to Kansas State Line	4. Increase Travel Reliability And Improve Mobility 5. Support Commuter Travel 6. Reduce Fatalities, Injuries And Property Damage Crash Rate
6. Passenger Vehicle 7. Bus Service 8. Truck Freight 9. Bicycle And Pedestrian Facilities, And 10. Transportation Demand Management (Telecommuting And Carpooling)	Mobility	US 50C—I-25 (Ilex) to US 50B	4. Reduce Traffic Congestion And Improve Traffic Flow 5. Support Commuter Travel 6. Increase Bus Ridership
5. Passenger Vehicle 6. Bus Service 7. Truck Freight, And 8. Transportation Demand Management (Telecommuting And Carpooling)	Mobility	SH 45 (Pueblo Blvd)—I-25 S. to US 50 to I-25 N.	4. Increase Travel Reliability And Improve Mobility 5. Improve Access To Public Lands 6. Provide Improved Freight Linkages
7. Passenger Vehicle 8. Bus Service 9. Truck Freight 10. Bicycle 11. Pedestrian Facilities 12. Aviation	Mobility	SH 47—I-25 to US50B	4. Increase Travel Reliability And Improve Mobility 5. Reduce Traffic Congestion And Improve Traffic Flow 6. Accommodate Growth In Freight Transport
5. Passenger Vehicle 6. Bus Service 7. Truck Freight, And 8. Transportation Demand Management (Telecommuting And Carpooling)	Mobility	SH 96—SH 45 (Pueblo Blvd) to SH 231 (36 th Ln)	4. Reduce Traffic Congestion And Improve Traffic Flow 5. Support Commuter Travel 6. Accommodate Growth In Freight Transport
5. Passenger Vehicle 6. Bus Service 7. Truck Freight 8. Bicycle And Pedestrian Facilities	Mobility	SH 231 (36 th Lane)	4. Increase Travel Reliability And Improve Mobility 5. Support Commuter Travel 6. Eliminate Shoulder



**PUEBLO AREA
2035 LONG RANGE TRANSPORTATION PLAN –**

			Deficiencies
6. Passenger Vehicle 7. Bus Service 8. Truck Freight 9. Bicycle And Pedestrian Facilities 10. Aviation	Mobility	SH 233 (Baxter Rd)—US 50B to US 50C	4. Support Commuter Travel 5. Provide Improved Freight Linkages 6. Increase Air Travel Availability
5. Passenger Vehicle 6. Bus Service 7. Truck Freight 8. Bicycle And Pedestrian Facilities	Mobility	SH 227—US 50C (Santa Fe) to SH 96 (4 th St)	4. Support Commuter Travel 5. Accommodate Growth In Freight Transport 6. Increase Bus Ridership
3. Passenger Vehicle 4. Truck Freight	System Quality	SH 209—Boone Cutoff (US 50 to SH 96)	4. Support Commuter Travel 5. Reduce Fatalities, Injuries And Property Damage Crash Rate 6. Preserve The Existing Transportation System
3. Passenger Vehicle 4. Truck Freight	System Quality	SH 10—I-25 to US 50	4. Reduce Fatalities, Injuries And Property Damage Crash Rate 5. Eliminate Shoulder Deficiencies 6. Preserve The Existing Transportation System
3. Passenger Vehicle 4. Truck Freight	Safety	SH 96—SH 231 (36 th Ln) to Crowley Co. Line	4. Support Commuter Travel 5. Improve Access To Public Lands 6. Reduce Fatalities, Injuries And Property Damage Crash Rate
4. Passenger Vehicle 5. Truck Freight And 6. Bicycle And Pedestrian Facilities	System Quality and Mobility	SH 78—Beulah (incl Spur) to SH 45 (Pueblo Blvd)	4. Increase Travel Reliability And Improve Mobility 5. Support Commuter Travel 6. Reduce Fatalities, Injuries And Property Damage Crash Rate
4. Passenger Vehicle 5. Truck Freight 6. Bicycle And Pedestrian Facilities	System Quality and Mobility	SH 96—Westcliffe to SH 45 (Pueblo Blvd)	4. Support Recreation Travel 5. Reduce Fatalities, Injuries And Property Damage Crash Rate 6. Promote Transportation



			Improvements That Are Environmentally Responsible
4. Passenger Vehicle 5. Truck Freight 6. Bicycle And Pedestrian Facilities	System Quality	SH 165—SH 96 to I-25 (Colorado City)	4. Provide For Tourist-Friendly Travel 5. Improve Access To Public Lands 6. Eliminate Shoulder Deficiencies
2. Passenger Vehicle And 3. Bicycle And Pedestrian Facilities	Safety	SH 78—SH 165 to Beulah	4. Support Recreation Travel 5. Improve Access To Public Lands 6. Eliminate Shoulder Deficiencies
Future Corridors			
6. Passenger Vehicle 7. Bus Service 8. Truck Freight 9. Bicycle And Pedestrian Facilities, 10. Transportation Demand Management (Telecommuting And Carpooling)	Mobility	State Highway 96 Downtown CBD Couplet	4. Accommodate Growth In Freight Transport 5. Reduce Traffic Congestion And Improve Traffic Flow 6. Increase Travel Reliability And Improve Mobility
6. Passenger Vehicle 7. Bus Service 8. Truck Freight 9. Bicycle And Pedestrian Facilities, 10. Transportation Demand Management (Telecommuting And Carpooling)	Mobility	State Highway 45 Extension	4. Support Commuter Travel 5. Accommodate Growth In Freight Transport 6. Reduce Traffic Congestion And Improve Traffic Flow
6. Passenger Vehicle 7. Bus Service 8. Truck Freight 9. Bicycle And Pedestrian Facilities, 10. Transportation Demand Management (Telecommuting And Carpooling)	Mobility	State Highway 50 North of Airport	3. Increase Air Travel Availability 4. Increase Travel Reliability And Improve Mobility
6. Passenger Vehicle 7. Bus Service 8. Truck Freight 9. Bicycle And Pedestrian Facilities, 10. Transportation Demand Management (Telecommuting And Carpooling)	Mobility	State Highway 47 Extension North Through Northeast Pueblo County	4. Support Commuter Travel 5. Accommodate Growth In Freight Transport 6. Reduce Traffic Congestion And Improve Traffic Flow
6. Passenger Vehicle 7. Bus Service	Mobility	Pinon / Pace	4. Support Commuter Travel

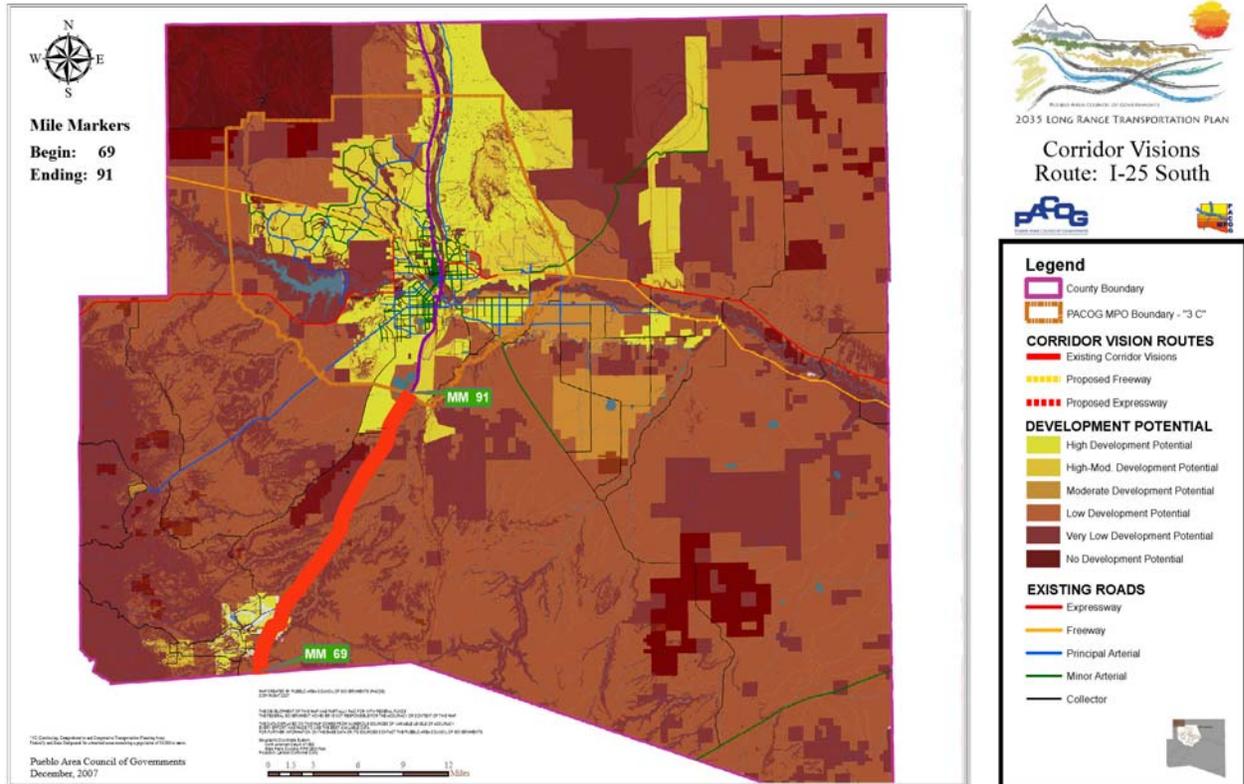


8. Truck Freight 9. Bicycle And Pedestrian Facilities, 10. Transportation Demand Management (Telecommuting And Carpooling)		Parkway	5. Accommodate Growth In Freight Transport 6. Reduce Traffic Congestion And Improve Traffic Flow
6. Passenger Vehicle 7. Bus Service 8. Truck Freight 9. Bicycle And Pedestrian Facilities, 10. Transportation Demand Management (Telecommuting And Carpooling)	Mobility	36 th Lane Link	4. Support Commuter Travel 5. Accommodate Growth In Freight Transport 6. Reduce Traffic Congestion And Improve Traffic Flow
6. Passenger Vehicle 7. Bus Service 8. Truck Freight 9. Bicycle And Pedestrian Facilities, 10. Transportation Demand Management (Telecommuting And Carpooling)	Mobility	South Pueblo Expressway	4. Support Commuter Travel 5. Accommodate Growth In Freight Transport 6. Reduce Traffic Congestion And Improve Traffic Flow

Legend

Full Multi-Modal, Including Rail
Multi-Modal, No Rail
Passenger Vehicles and Truck Freight
Bicycle/Pedestrian and Passenger Vehicles or Truck Freight

7.2.2 I-25 - New Mexico State Line to Stem Beach



Planning Region 4 - Pueblo Area State Highway I-25
Beginning Mile Post 0 (starting in Pueblo County at Mile Post 69)
Ending Mile Post 91

Rural Freeway Corridor serving principally interstate and inter-regional transportation.

MOBILITY.

7.2.2.1 Vision Statement:

The Vision for the I-25 - New Mexico State Line to Stem Beach corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes north-south connections within the South Central Pueblo County area. Future travel modes include passenger vehicle, bus

service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, connections to other areas, and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

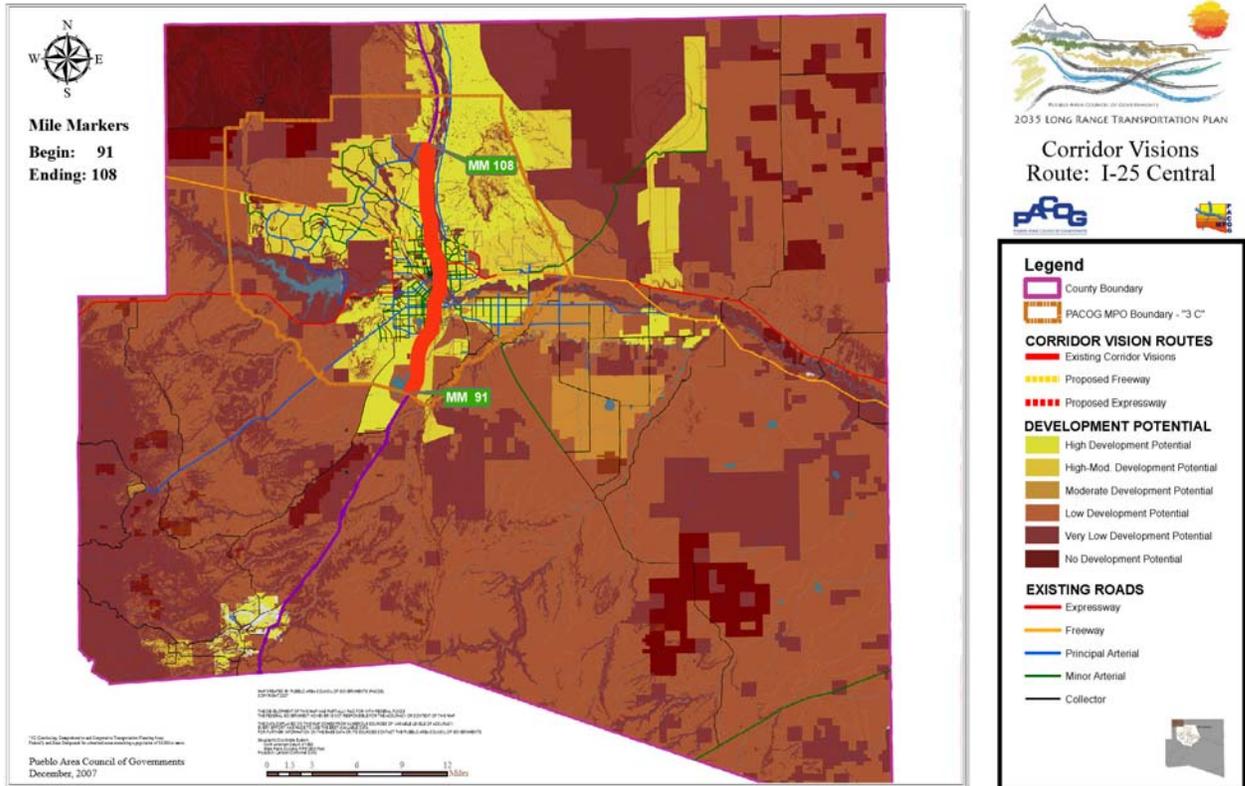
7.2.2.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Promote transportation improvements that are environmentally responsible
- Coordinate transportation and land use decisions

7.2.2.3 Strategies:

- Add new Interchanges/Intersections
- Provide and expand transit bus and rail services
- Construct and maintain Park'n Ride facilities
- Promote carpooling and vanpooling
- Promote use and maintenance of variable message signs
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Consolidate and limit access and develop access management plans
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Promote rail studies

7.2.3 I-25 - Stem Beach to Purcell Blvd (Exit 108)



Planning Region 4 - Pueblo Area State Highway I-25
Beginning Mile Post 91 Ending Mile Post 108

Urban Freeway through Pueblo including downtown business district, shopping centers, parks, and civic attractions.

MOBILITY (should be considered for future Strategic Corridors projects)

7.2.3.1 Vision Statement:

The Vision for the I-25 - Stem Beach to Purcell Blvd (Exit 108) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal Interstate facility, provides local access, and makes north-south connections within the Pueblo Urbanized Area including CBD and major commercial area. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling). The transportation

system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on manufacturing and commercial enterprises for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Any need to reference the EIS and schedule?

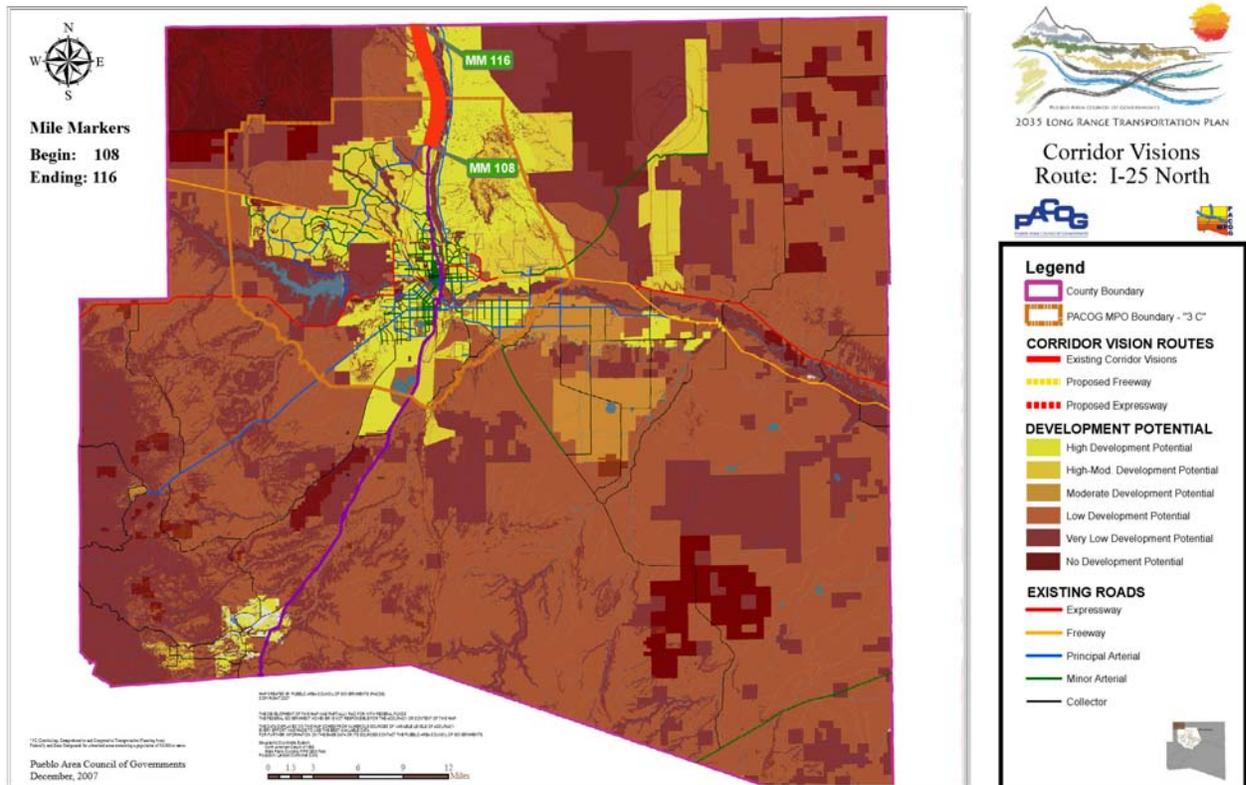
7.2.3.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Reduce fatalities, injuries and property damage crash rate
- Promote transportation improvements that are environmentally responsible
- Coordinate transportation and land use decisions

7.2.3.3 Strategies:

- Add general purpose lanes
- Add High Occupancy Vehicle and toll lanes
- Provide and expand transit bus and rail services
- Improve Geometrics
- Construct Intersection/Interchange improvements
- Bridge repairs/replacement
- Reconstruct roadways
- Promote rail studies
- Promote environmental responsibility
- Control advertising

7.2.4 I-25 - Purcell to Future South Powers Blvd (Exit 123)



Planning Region 4 - Pueblo Area State Highway I-25.
Beginning at Mile Post 108 (Pueblo County Line at Mile Post 116)
Ending at Mile Post 123

Rural freeway connecting Pueblo urban area to Colorado Springs urban area.

MOBILITY

7.2.4.1 Vision Statement:

The Vision for the I-25 - Purcell to Future S Powers Blvd (Exit 123) corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes north-south connections within North Pueblo County between

the Pueblo and Colorado Springs areas. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Update to include possibilities presented by the potential large-scale developments in the NE Quadrant.

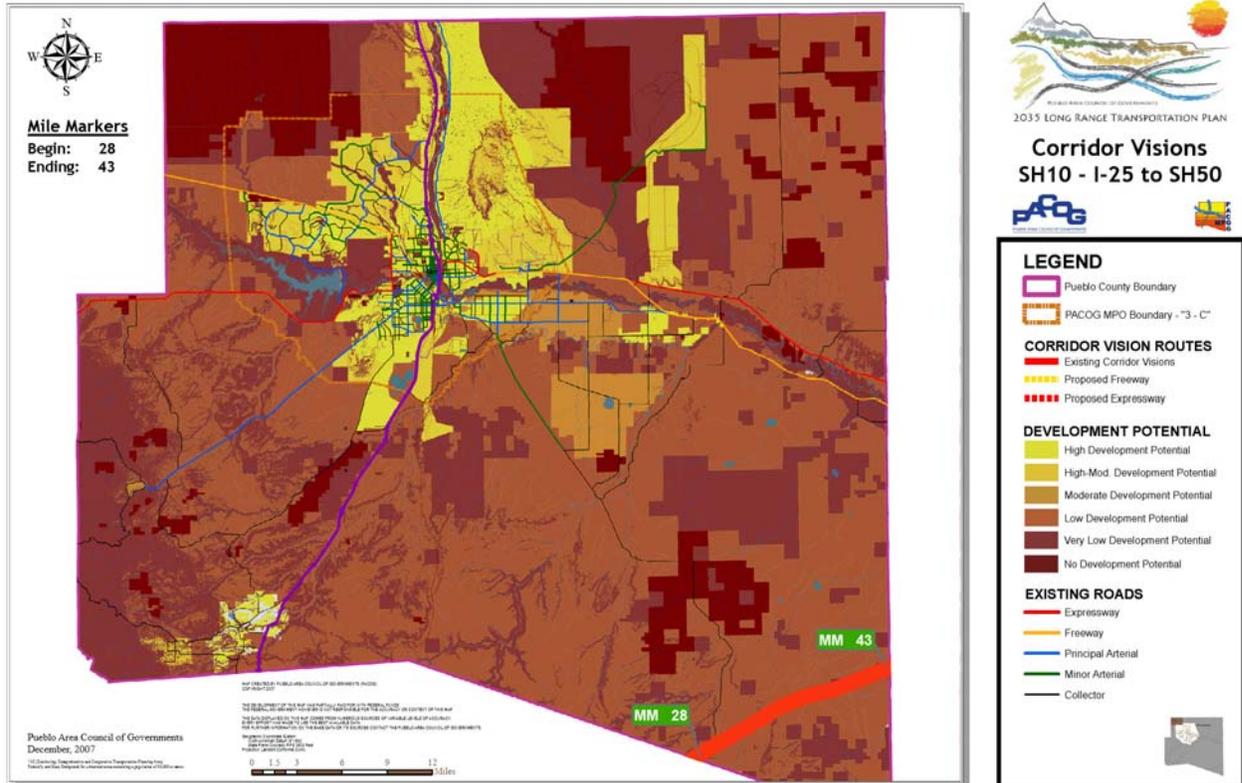
7.2.4.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Rehabilitate/replace deficient bridges

7.2.4.3 Strategies:

- Add roadway bypasses
- Provide and expand transit bus and rail services
- Promote carpooling and vanpooling
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Replace old signs
- Construct Intersection/Interchange improvements
- Promote rail studies
- Develop data collection
- Promote environmental responsibility
- Control advertising

7.2.5 State Highway 10 - I-25 to US 50



Planning Region 4 - Pueblo Area State Highway SH 10
Beginning Mile Post 0 (in Pueblo County from Mile Post 28 to 43)
Ending Mile Post 73

Rural highway cuts across southeastern Pueblo County connecting La Junta and Walsenburg.

SYSTEM QUALITY

7.2.5.1 Vision Statement:

The Vision for the SH 010 - I-25 to US 50 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes east-west connections within the Rural SE Pueblo County area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment

levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area

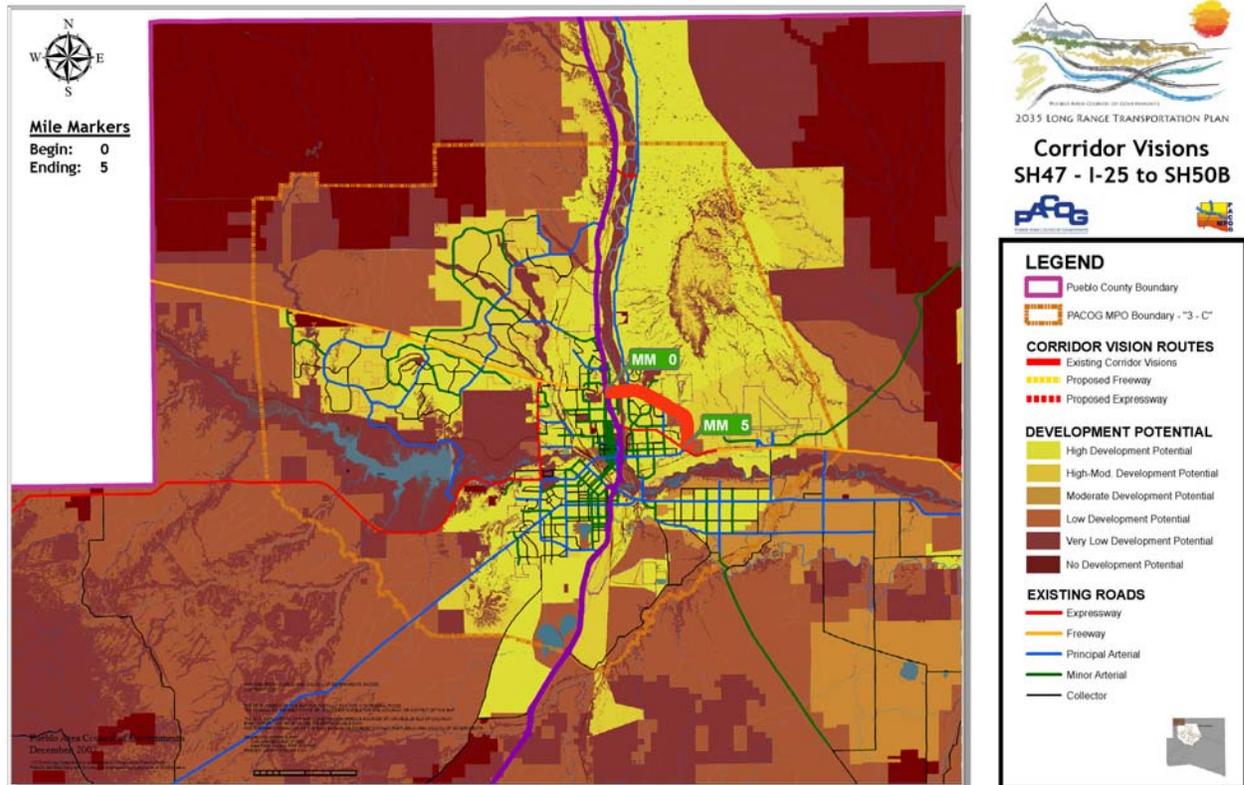
7.2.5.2 Goals / Objectives:

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

7.2.5.3 Strategies:

- Consolidate and limit access and develop access management plans
- Use improved striping paint / beads
- Replace old signs
- Add/improve shoulders
- Add turn lanes
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Preserve Rights of Way
- Control advertising

7.2.6 State Highway 47 - I-25 to US 50B



Planning Region 4 - Pueblo Area State Highway SH 47 Beginning Mile Post 0 Ending Mile Post 5

Urban Expressway providing a continuous route for east and westbound traffic on US 50 and some local access.

MOBILITY (should be considered for future Strategic Corridors Projects).

7.2.6.1 Vision Statement:

The Vision for the SH 047 - I-25 to US 50B corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, and makes east-west connections within the North Central and NE Pueblo Urbanized Area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian

facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on manufacturing, commercial activity, and Colorado State University-Pueblo for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Mention of Wm. White Blvd. and potential for increased traffic.

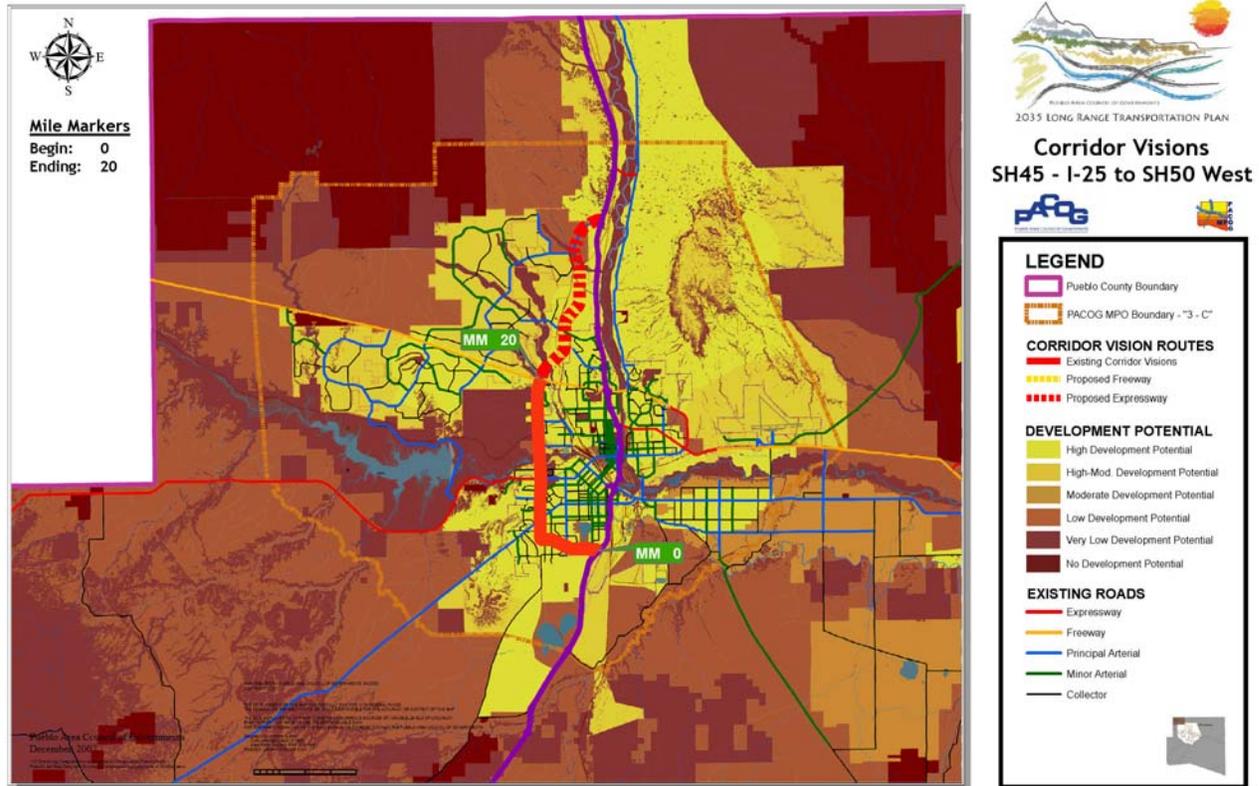
7.2.6.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Promote transportation improvements that are environmentally responsible
- Coordinate transportation and land use decisions

7.2.6.3 Strategies:

- Add general purpose lanes
- Provide and expand transit bus and rail services
- Expand air service
- Synchronize/interconnect traffic signals
- Construct Intersection/Interchange improvements
- Consolidate and limit access and develop access management plans
- Add Interchange reconstructions
- Develop airport master plans
- Preserve Rights of Way
- Control advertising

7.2.7 State Highway 45 - Pueblo Boulevard - I-25 to US 50



Planning Region 4 - Pueblo Area State Highway SH 45
Beginning Mile Post 0 Ending Mile Post 20

Expressway and major arterial loop connecting US 50 to I-25 on west side of Pueblo. Residential, Retail, and Commercial development. Future connection North of US 50 connecting back to I-25 at Purcell Blvd (Exit 108).

MOBILITY

7.2.7.1 Vision Statement:

The Vision for the SH 045 - Pueblo Boulevard - I-25 to US 50 to I-25 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Western Pueblo Urbanized Area. Future travel modes include passenger vehicle, bus service, truck freight, and

Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, connections to other areas, and safety. They depend on manufacturing and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Improvements to 24th St. intersection. Joe Martinez & implications for traffic volumes?

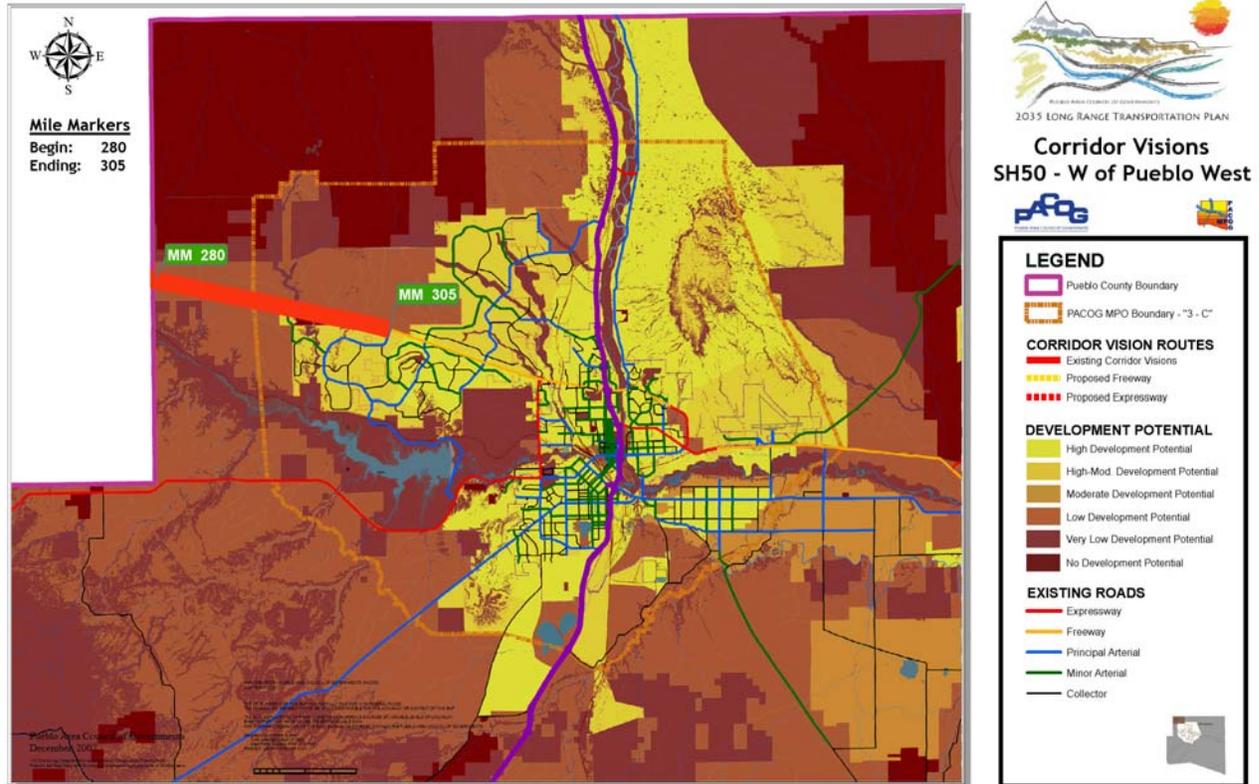
7.2.7.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Improve access to public lands
- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate
- Promote transportation improvements that are environmentally responsible

7.2.7.3 Strategies:

- Extend corridor to I-25 to relieve I-25 & Hwy 50 West
- Add general purpose lanes
- Add new Interchanges/Intersections
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Synchronize/interconnect traffic signals
- Add Traffic signals
- Construct Intersection/Interchange improvements
- Add Acceleration /Deceleration lanes
- Add Interchange reconstructions
- Preserve Rights of Way

7.2.8 US 50A - Canon City to McCulloch Blvd West



Planning Region 4 - Pueblo Area State Highway US 50A
Beginning Mile Post 280 Ending Mile Post 305

Rural expressway connecting employment centers in Canon City and Florence to Pueblo Urban Area and serving east-west interregional travel.

MOBILITY

7.2.8.1 Vision Statement:

The Vision for the US 050A - Canon City to McCulloch Blvd West corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, provides commuter access, and makes east-west connections within the Pueblo to Canon City area. Future travel modes include passenger vehicle, bus service, rail freight, bicycle and pedestrian facilities, and Transportation Demand

Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase and Freight should increase to support the growing population along the US Hwy 50 Corridor west of Pueblo. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on tourism, agriculture, commercial activity, and employment at public prisons for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, commuters, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

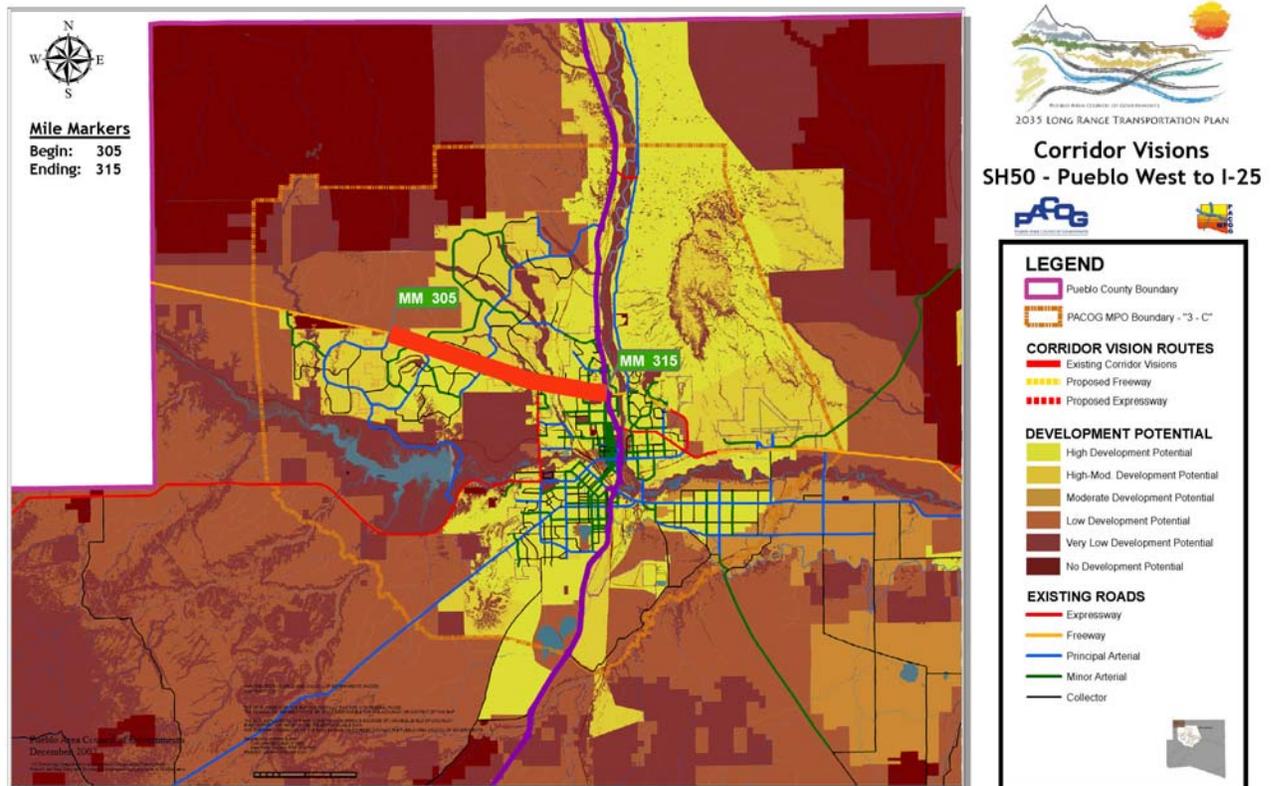
7.2.8.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Support commuter travel
- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

7.2.8.3 Strategies:

- Add new Interchanges/Intersections
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Construct and maintain Park'n Ride facilities
- Promote carpooling and vanpooling
- Construct Intersection/Interchange improvements
- Add lights for crosswalks and highways
- Consolidate and limit access and develop access management plans
- Add Acceleration /Deceleration lanes
- Add Surface treatment/overlays

7.2.9 US 50A - McCulloch Blvd West to I-25



Planning Region 4 - Pueblo Area State Highway US 50A
Beginning Mile Post 305 Ending Mile Post 315

Urban Expressway with substantial retail and commercial development at intersections and interchanges.

MOBILITY, SAFETY (this corridor should be considered for future Strategic Corridors Projects)

7.2.9.1 Vision Statement:

The Vision for the US 050A - McCulloch Blvd West to I-25 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, provides commuter access, and makes east-west connections within the Pueblo West to Pueblo Urbanized Area. Future travel modes include passenger vehicle, bus

service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on manufacturing and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

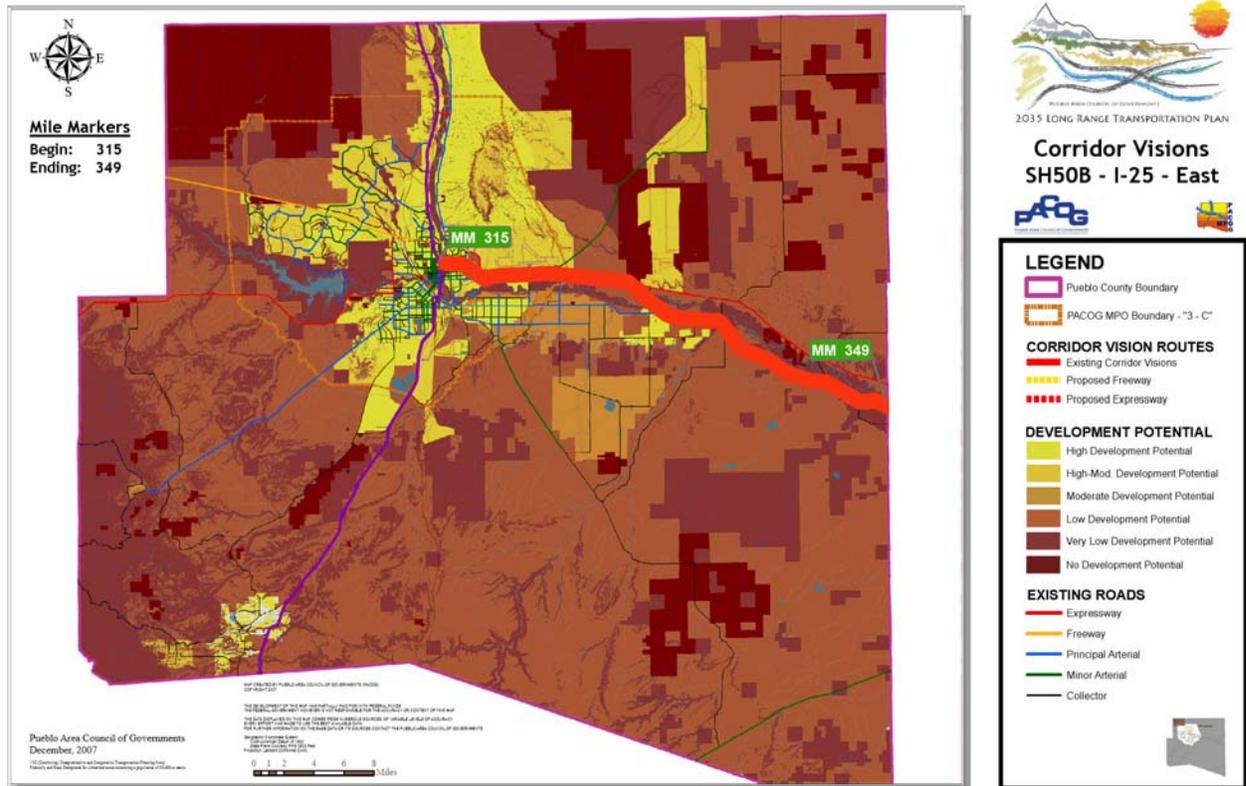
7.2.9.2 Goals / Objectives:

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Promote transportation improvements that are environmentally responsible

7.2.9.3 Strategies:

- Add general purpose lanes
- Add roadway bypasses
- Add new Interchanges/Intersections
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Add Acceleration /Deceleration lanes
- Add Surface treatment/overlays

7.2.10 US 50B - I-25 to Kansas State Line



Planning Region 4 - Pueblo Area State Highway US 50B
Beginning Mile Post 315 (Pueblo County Line at Mile Post 349)
Ending at Mile Post 468

Urban Expressway with substantial adjacent retail, commercial, industrial, and residential development transitioning to rural highway serving adjacent low density residential and agriculture areas.

MOBILITY in Pueblo Urban area and **SAFETY** in rural areas.

7.2.10.1 Vision Statement:

The Vision for the US 050B - I-25 to Kansas State Line corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the SE Colorado area. Future

travel modes include passenger vehicle, bus service, truck freight, rail freight, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban and rural character of the area while supporting the movement of commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

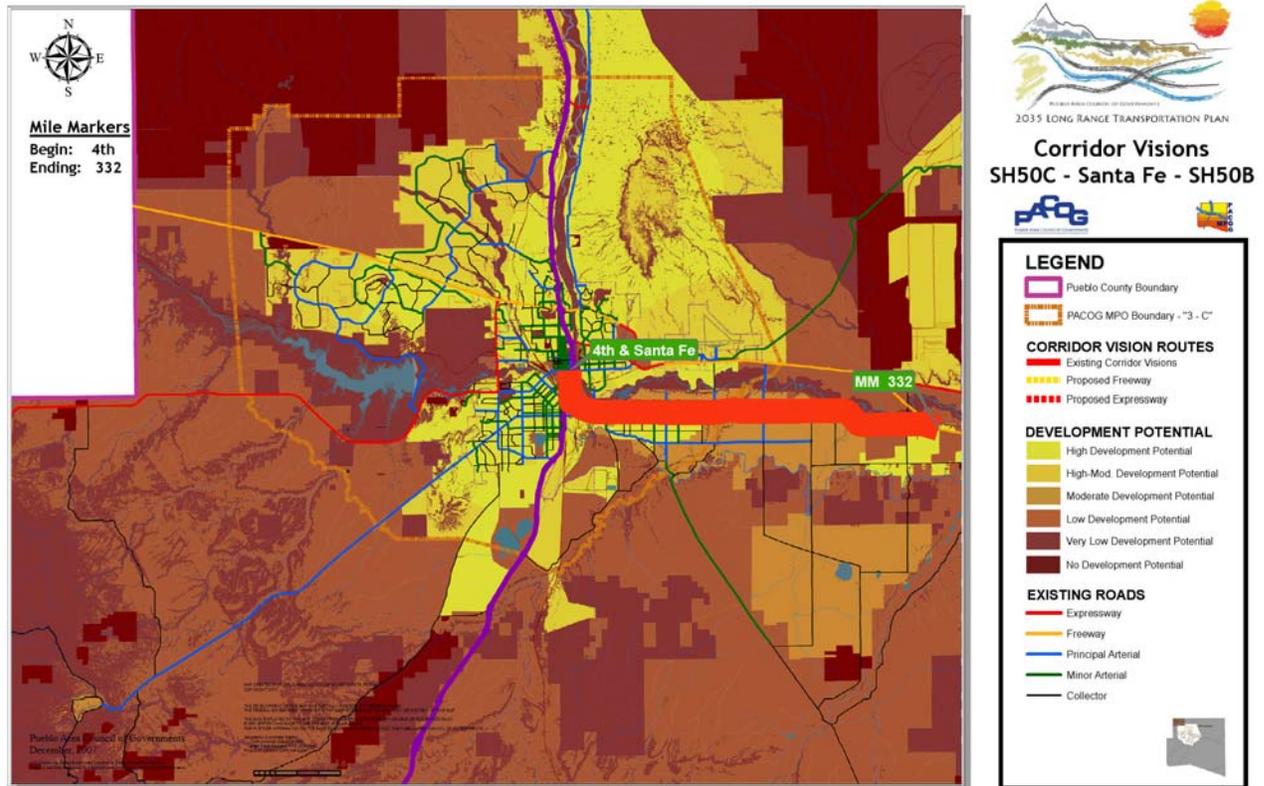
7.2.10.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

7.2.10.3 Strategies:

- Construct this corridor to 4 lanes through Colorado
- Add new Interchanges/Intersections
- Add Traffic signals
- Improve Geometrics
- Construct Intersection/Interchange improvements
- Add passing lanes
- Add turn lanes
- Add Medians
- Add/improve shoulders
- Improve railroad crossing devices
- Add Surface treatment/overlays

7.2.11 US 50C - Santa Fe Ave to US 50B



Planning Region 4 - Pueblo Area State Highway US 50C
Beginning at 4th and Santa Fe and Ending at Mile Post 332

Urban-Suburban Arterial serving moderate commercial and retail, transitioning to rural highway serving adjacent low density residential and agriculture areas

MOBILITY.

7.2.11.1 Vision Statement:

The Vision for the US 050C - I-25 (Ilex) to US 50B corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, and makes east-west connections within the St. Charles Mesa, Blende, Avondale, Vineland area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand

Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on manufacturing, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban and rural character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

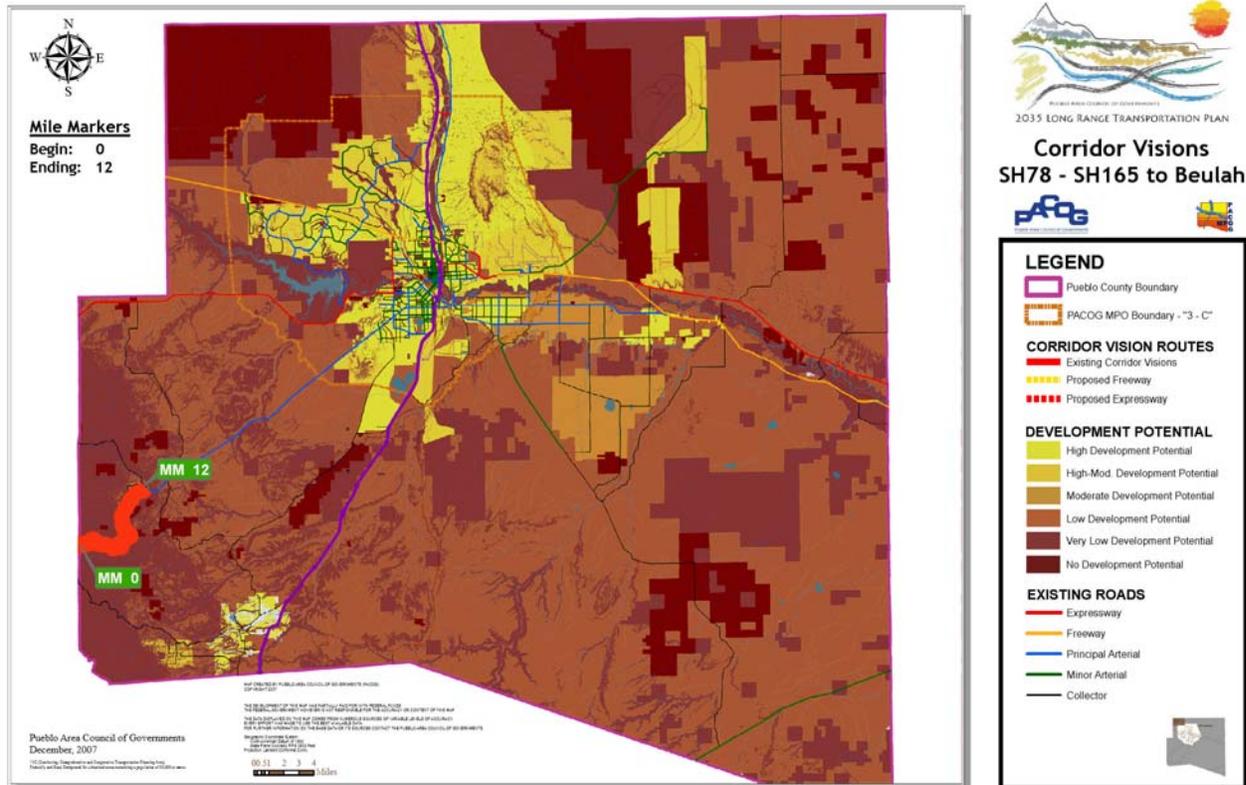
7.2.11.2 Goals / Objectives:

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Increase bus ridership
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition

7.2.11.3 Strategies:

- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities
- Synchronize/interconnect traffic signals
- Construct Intersection/Interchange improvements
- Consolidate and limit access and develop access management plans
- Add Surface treatment/overlays
- Add drainage improvements

7.2.12 State Highway 78 - State Highway 165 to Beulah



Planning Region 4 - Pueblo Area State Highway SH 78
Beginning Mile Post 0 Ending Mile Post 12

Unpaved mountain pass through undeveloped portions of the San Isabel National Forest.

SAFETY.

7.2.12.1 Vision Statement:

The Vision for the SH 078 - SH 165 to Beulah corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Southwestern Pueblo County area. Future travel modes include passenger vehicle and bicycle and pedestrian facilities. The transportation system in the area primarily serves destinations outside

of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

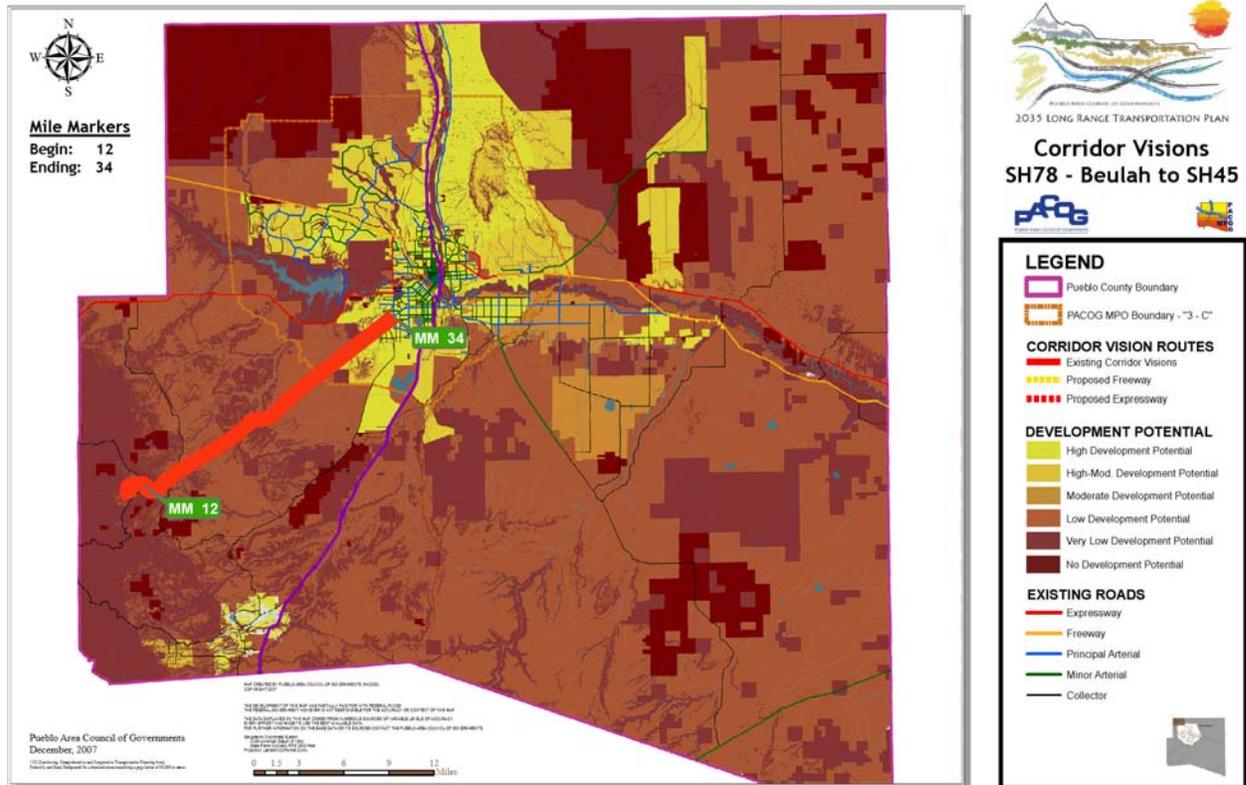
7.2.12.2 Goals / Objectives:

- Support recreation travel
- Improve access to public lands
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

7.2.12.3 Strategies:

- Add general purpose
- Improve Geometrics
- Improve visibility/sight lines
- Flatten slopes
- Flatten curves
- Add/improve shoulders
- Add Guardrails
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Reconstruct roadways

7.2.13 State Highway 78 - Beulah (incl Spur) to State Highway 45



Planning Region 4 - Pueblo Area State Highway SH 78
Beginning Mile Post 12 Ending Mile Post 34

Rural highway serving adjacent low density residential, transitioning to urban arterial with adjacent moderate density residential, suburban commercial, and retail land uses.

SYSTEM QUALITY with **MOBILITY** improvements in Pueblo Urban Area.

7.2.13.1 Vision Statement:

The Vision for the SH 078 - Beulah (incl Spur) to SH 45 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, provides commuter access, and makes east-west connections within the Southwestern Pueblo County area. Future travel modes

include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on agriculture and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban, rural, and Suburban transition into Pueblo Urban Area character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

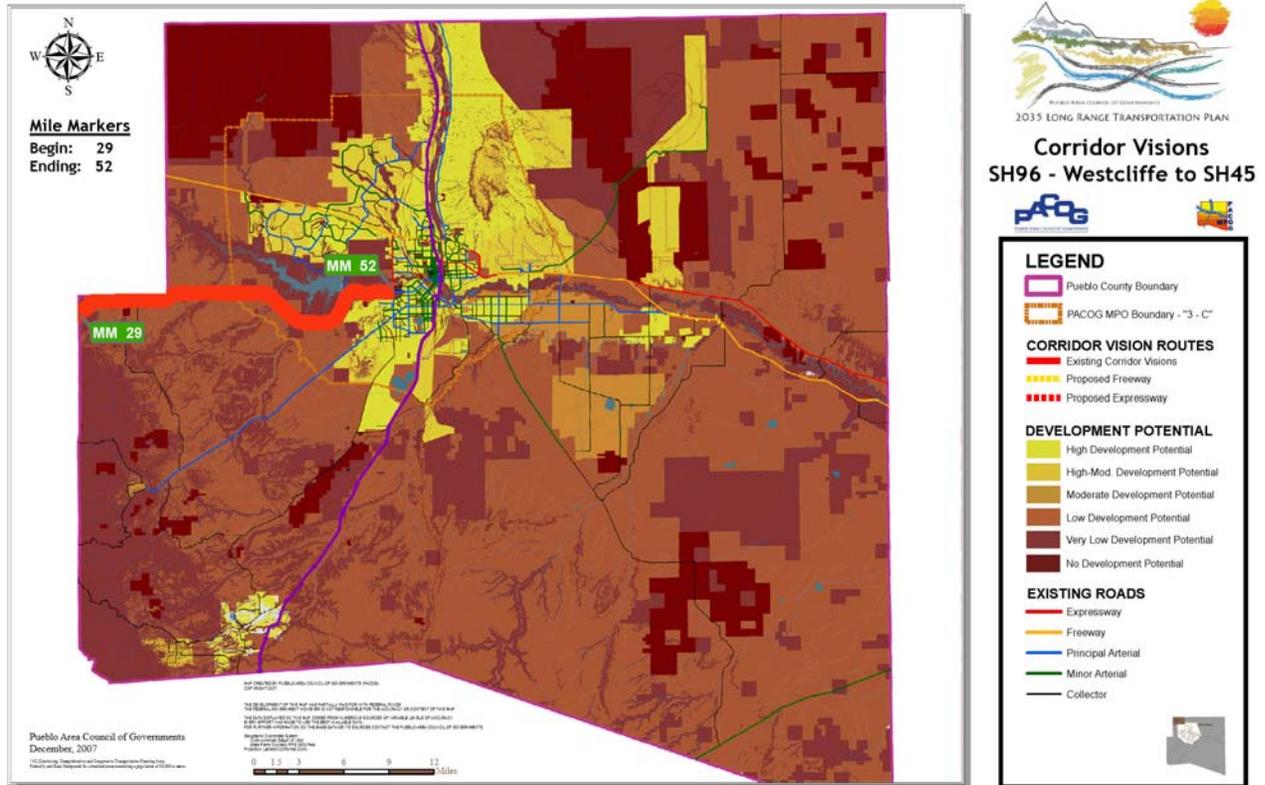
7.2.13.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Promote transportation improvements that are environmentally responsible

7.2.13.3 Strategies:

- Add new Interchanges/Intersections
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities
- Add passing lanes
- Add turn lanes
- Add Acceleration /Deceleration lanes
- Add Surface treatment/overlays
- Bridge repairs/replacement

7.2.14 State Highway 96 - Westcliffe to State Highway 45 (Pueblo Blvd.)



Planning Region 4 - Pueblo Area State Highway SH 96
Beginning Mile Post 25 (Pueblo County Line at Mile Post 29) Ending
Mile Post 52

Rural highway serving adjacent low density residential, transitioning to urban arterial with adjacent moderate density residential, commercial, and retail land uses.

SYSTEM QUALITY with **MOBILITY** improvements in Pueblo Urban Area.

7.2.14.1 Vision Statement:

The Vision for the SH 096 - Westcliffe to SH 45 (Pueblo Blvd.) corridor is primarily to maintain system quality as well as to increase mobility and to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections

within the Western Pueblo County including Lake Pueblo State Park area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, agricultural, and Suburban transition to Pueblo Urban Area character of the area while supporting the movement of tourists, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

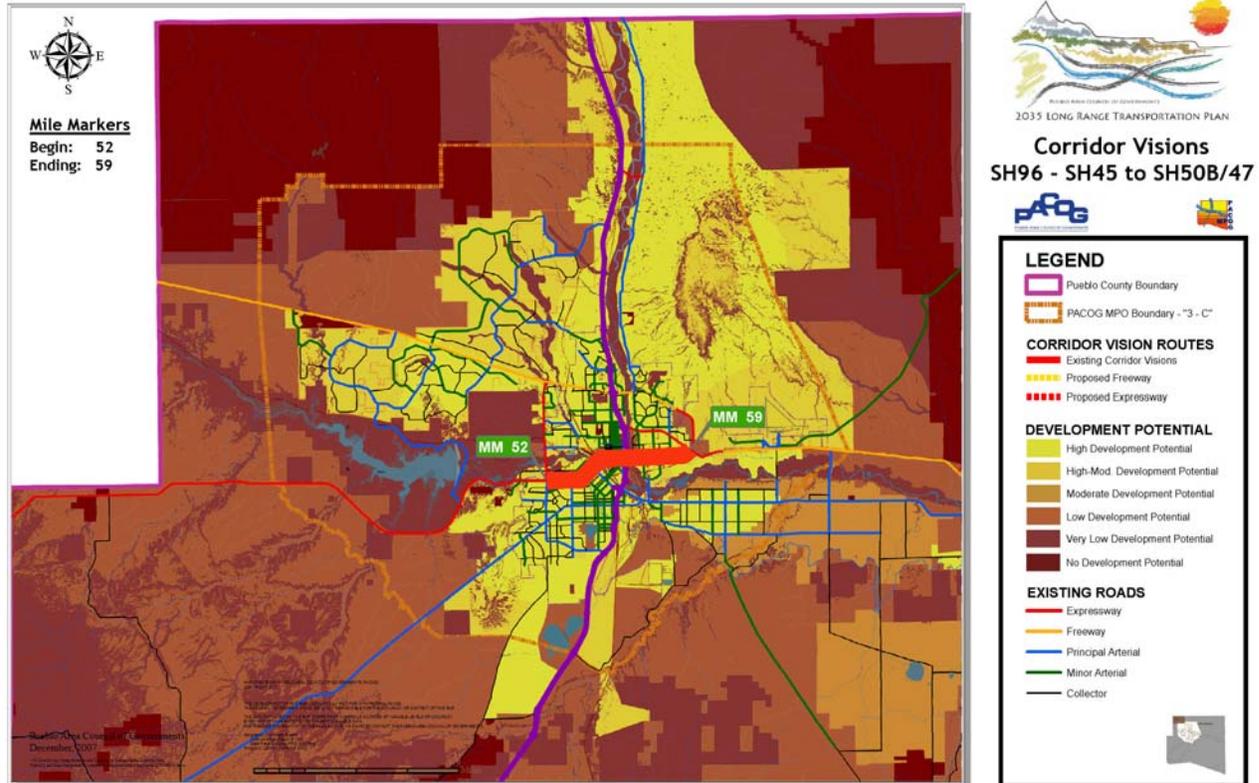
7.2.14.2 Goals / Objectives:

- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Promote transportation improvements that are environmentally responsible
- Maintain responsible water quality procedures
- Maintain statewide transportation connections

7.2.14.3 Strategies:

- Add general purpose lanes
- Add new Interchanges/Intersections
- Consolidate and limit access and develop access management plans
- Add passing lanes
- Add Medians
- Add Acceleration /Deceleration lanes
- Add turn lanes
- Add Surface treatment/overlays
- Add drainage improvements
- Reconstruct roadways

7.2.15 State Highway 96 - SH 45 (Pueblo Blvd) to State Highway 47/ SH 50B



Planning Region 4 - Pueblo Area State Highway SH 96
Beginning Mile Post 52 Ending Mile Post 59

Urban Arterial with substantial adjacent retail, commercial, industrial, and residential development.

MOBILITY.

7.2.15.1 Vision Statement:

The Vision for the SH 096 - SH 45 (Pueblo Blvd) to SH 231 (36th Lane) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Central Pueblo Urban Area. Future travel modes include passenger vehicle, bus service, truck freight, rail freight, bicycle and pedestrian facilities, and Transportation Demand

Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on manufacturing, tourism, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Mention of need to accommodate high levels of pedestrian activity without compromising vehicular mobility.

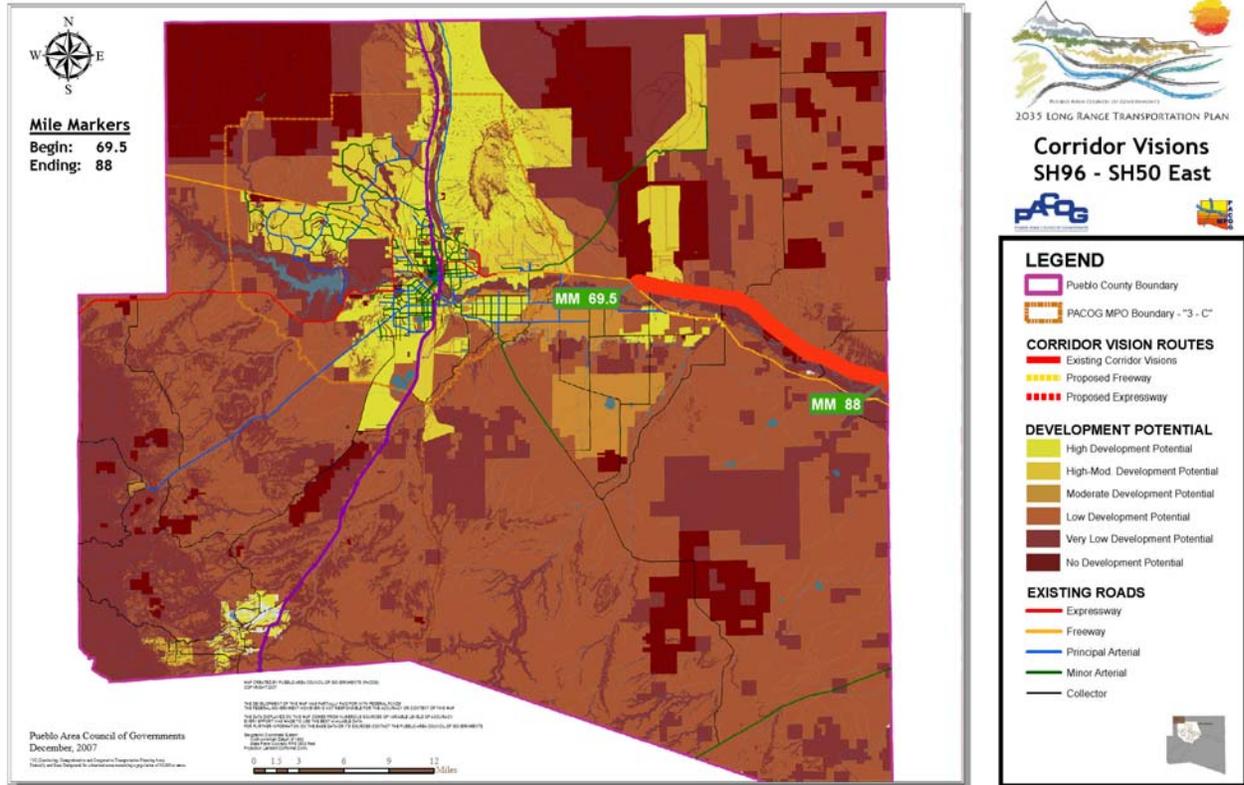
7.2.15.2 Goals / Objectives:

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain statewide transportation connections

7.2.15.3 Strategies:

- Add general purpose lanes
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities
- Synchronize/interconnect traffic signals
- Add Traffic signals
- Add turn lanes
- Consolidate and limit access and develop access management plans
- Add Surface treatment/overlays
- Bridge repairs/replacement

7.2.16 State Highway 96 - State Highway 50B to Crowley County



Planning Region 4 - Pueblo Area State Highway SH 96
Beginning Mile Post 69.5 Ending Mile Post 88.

Starting as an urban arterial with adjacent moderate density residential, commercial, and retail land uses and transitioning to a rural highway serving adjacent low-density residential and agricultural areas.

SAFETY

7.2.16.1 Vision Statement:

The Vision for the SH 096 - SH 231 (36th Lane) to Crowley County Line corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal National Highway System facility, connects to places

outside the region, and makes east-west connections within the Eastern Pueblo County area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture and Pueblo Chemical Depot Demilitarization Project for economic activity in the area. Users of this corridor want to preserve the rural and Suburban transition into Pueblo Urban Area character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

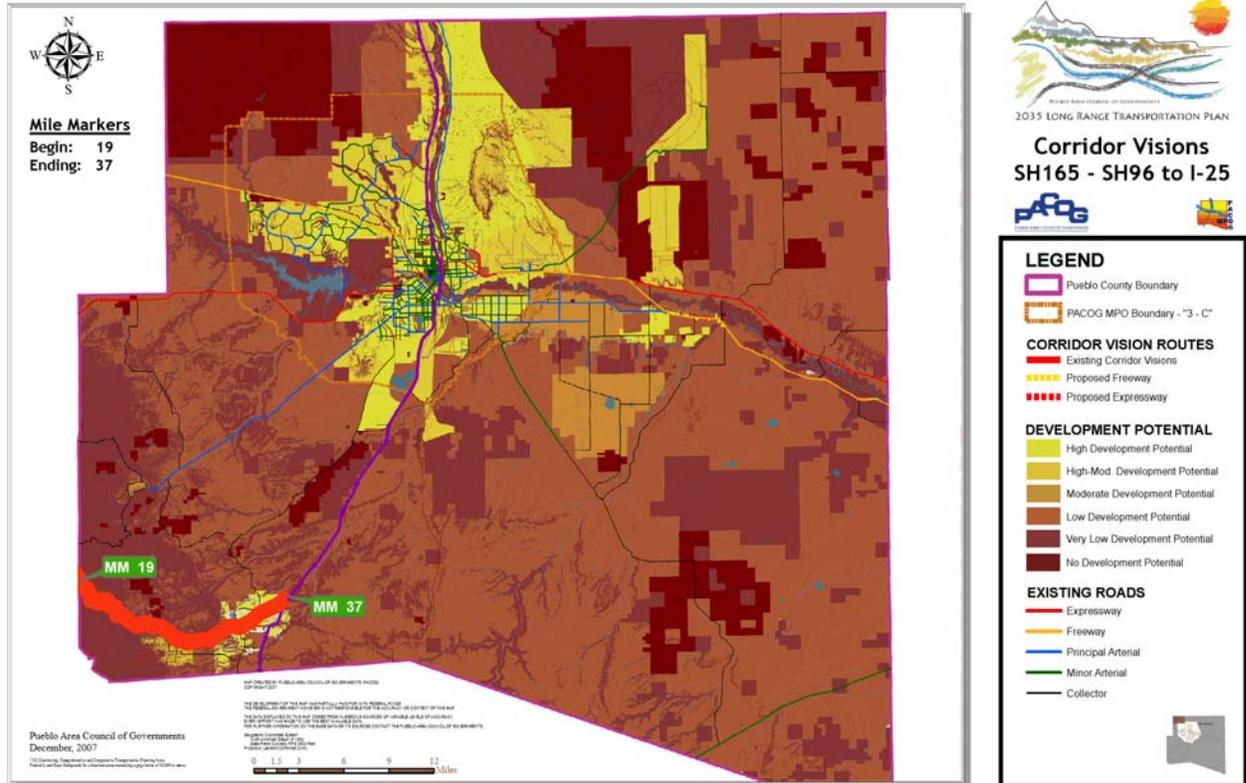
7.2.16.2 Goals / Objectives:

- Support commuter travel
- Improve access to public lands
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Maintain statewide transportation connections

7.2.16.3 Strategies:

- Construct, improve and maintain the system of local roads
- Consolidate and limit access and develop access management plans
- Market transit services and provide incentives
- Add Traffic signals
- Construct Intersection/Interchange improvements
- Add passing lanes
- Add Acceleration /Deceleration lanes
- Add turn lanes
- Add Surface treatment/overlays
- Implement truck restrictions - relocate/restrict heavy loads

7.2.17 State Highway 165 - State Highway 96 to I-25 (Colorado City)



Planning Region 4 - Pueblo Area State Highway SH 165
Beginning Mile Post 0 (Pueblo County Line at Mile Post 19) Ending
Mile Post 37

Rural highway serving adjacent low density residential, transitioning from recreational and tourist functions in the San Isabel National Forest to Rye and Colorado City and I-25.

SYSTEM QUALITY.

7.2.17.1 Vision Statement:

The Vision for the SH 165 - SH 96 to I-25 (Colorado City) corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Southwestern Pueblo County and San Isabel National

Forest area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives:

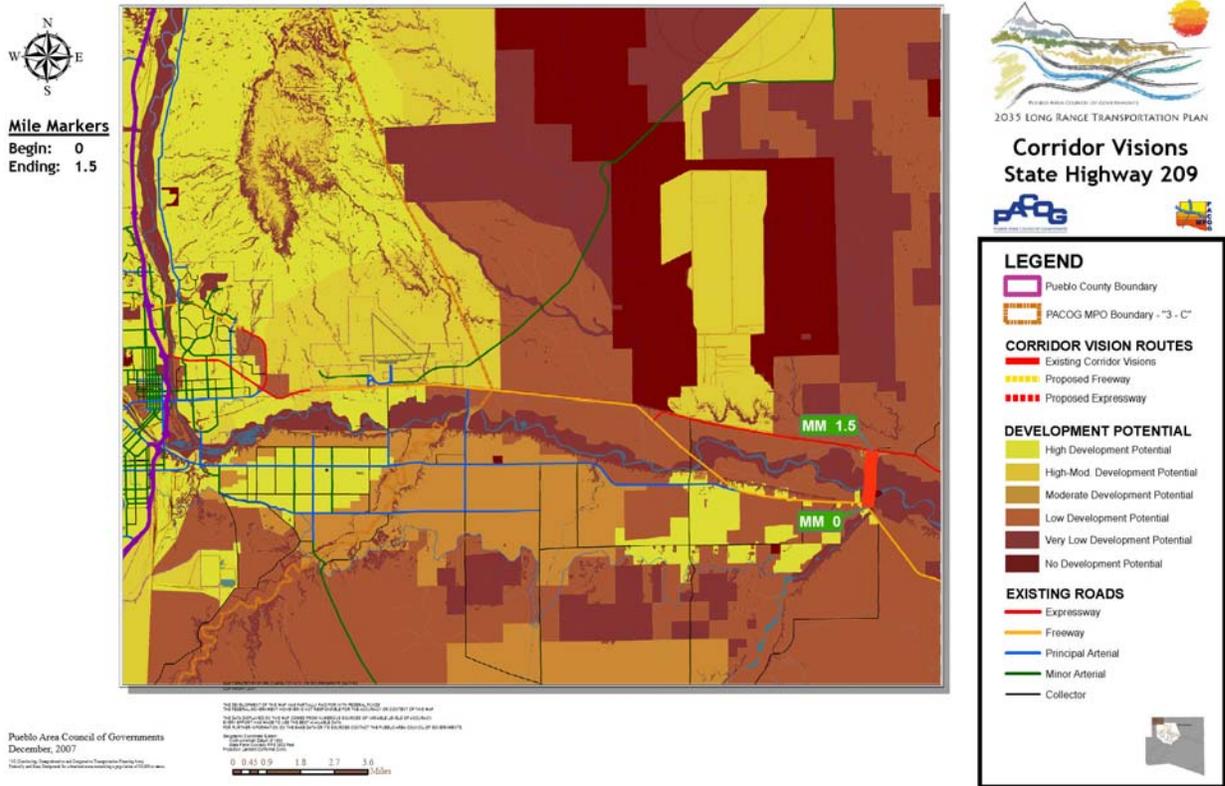
7.2.17.2

- Provide for tourist-friendly travel
- Improve access to public lands
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Promote transportation improvements that are environmentally responsible

7.2.17.3 Strategies:

- Consolidate and limit access and develop access management plans
- Provide bicycle/pedestrian facilities
- Improve Geometrics
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Add roadway pullouts for breakdowns and slow vehicles
- Add Surface treatment/overlays
- Bridge repairs/replacement

7.2.18 State Highway 209 - Boone Cutoff (US 50 to State Highway 96)



Planning Region 4 - Pueblo Area State Highway SH 209
Beginning Mile Post 0 Ending Mile Post 2

Connector from US 50 to State Highway 96 at Boone. Rural highway with adjacent low-density residential and agriculture.

SYSTEM QUALITY.

7.2.18.1 Vision Statement:

The Vision for the SH 209 - Boone Cutoff (US 50 to SH 96) corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Northeast Pueblo County area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the

corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas and system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

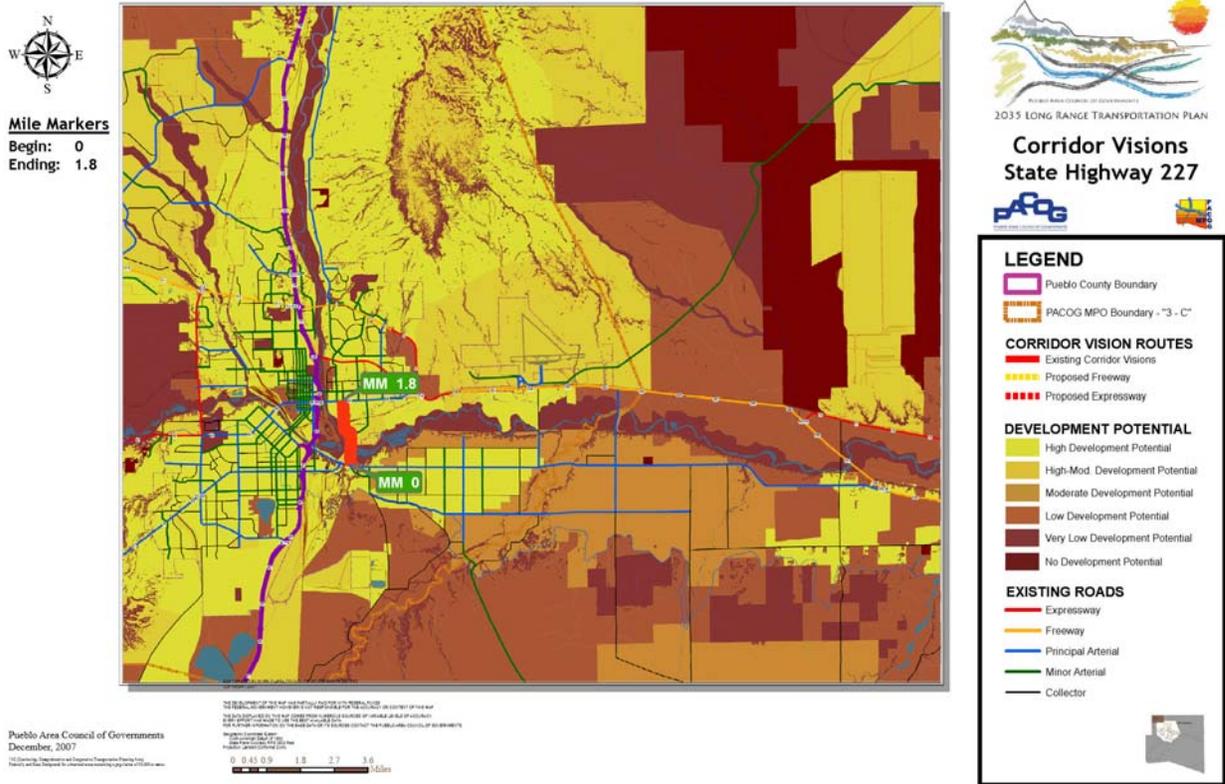
7.2.18.2 Goals / Objectives:

- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Maintain statewide transportation connections

7.2.18.3 Strategies:

- Construct, improve and maintain the system of local roads
- Consolidate and limit access and develop access management plans
- Construct Intersection/Interchange improvements
- Improve railroad crossing devices
- Add Acceleration /Deceleration lanes
- Add Surface treatment/overlays
- Bridge repairs/replacement

7.2.19 State Highway 227 - US 50C (Santa Fe Drive) to State Highway 96 (4th Street)



Planning Region 4 - Pueblo Area State Highway SH 227
Beginning Mile Post 0 Ending Mile Post 2

Urban arterial running from 4th Street to Santa Fe Drive connecting the St. Charles Mesa, Salt Creek, and Northern Avenue areas to east side neighborhoods of Pueblo with Arkansas River crossing.

MOBILITY.

7.2.19.1 Vision Statement:

The Vision for the SH 227 - US 50C (Santa Fe) to SH 96 (4th Street) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, and makes north-south connections within the eastern City of Pueblo area. Future travel modes include passenger vehicle, bus service, truck freight, and

bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and safety. They depend on manufacturing and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Don't we have a proposed realignment here?

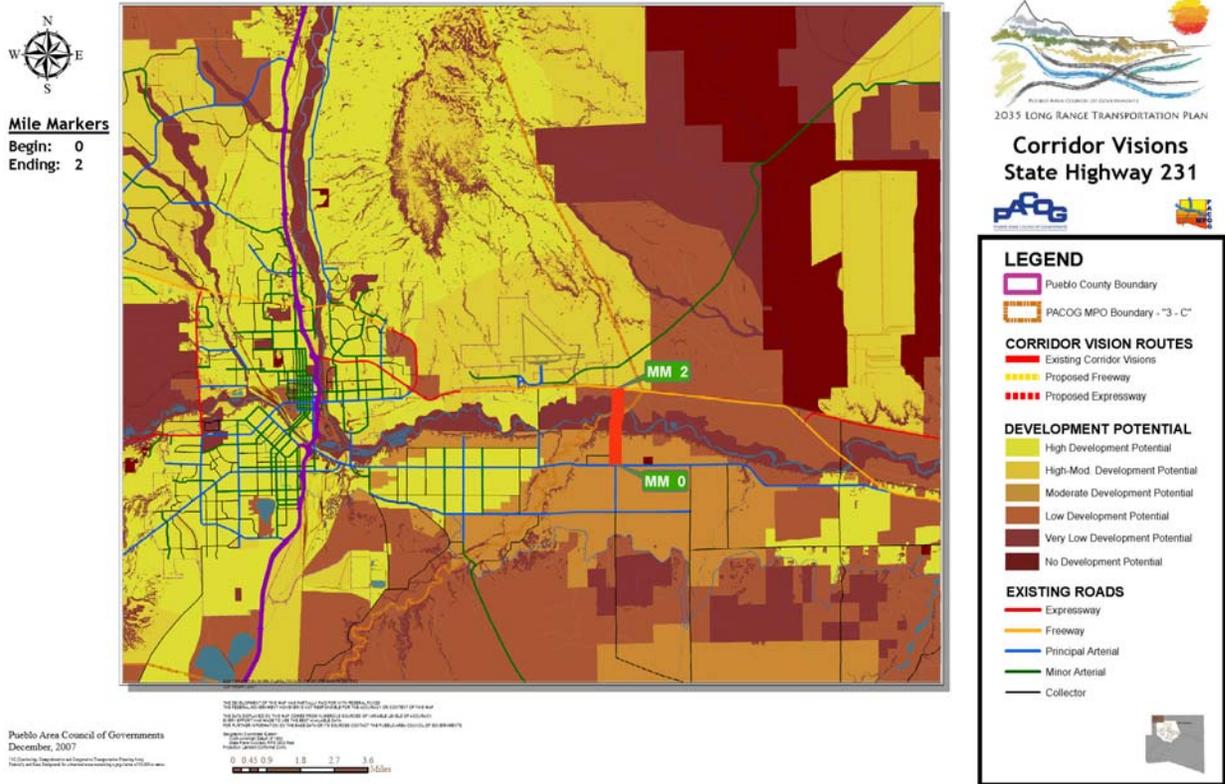
7.2.19.2 Goals / Objectives:

- Support commuter travel
- Accommodate growth in freight transport
- Increase bus ridership
- Reduce fatalities, injuries and property damage crash rate
- Rehabilitate/replace deficient bridges

7.2.19.3 Strategies:

- Add roadway bypasses ???
- Add new Interchanges/Intersections ???
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Synchronize/interconnect traffic signals
- Improve Geometrics
- Add turn lanes
- Bridge repairs/replacement
- Reconstruct roadways

7.2.20 State Highway 231 (36th Lane) - US 50B to US 50C



Planning Region 4 - Pueblo Area State Highway SH 231
Beginning Mile Post 0 Ending Mile Post 2

Rural connector between US 50B and US 50C with an Arkansas River crossing and some low density residential.

MOBILITY.

7.2.20.1 Vision Statement:

The Vision for the SH 231 (36th Lane) - US 50B to US 50C corridor is primarily to maintain system quality as well as to increase mobility and to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Eastern Suburban Pueblo area. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily

serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on manufacturing, agriculture, commercial activity, and a major landfill south of US 50C for economic activity in the area. Users of this corridor want to preserve the rural and Suburban low-density residential character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

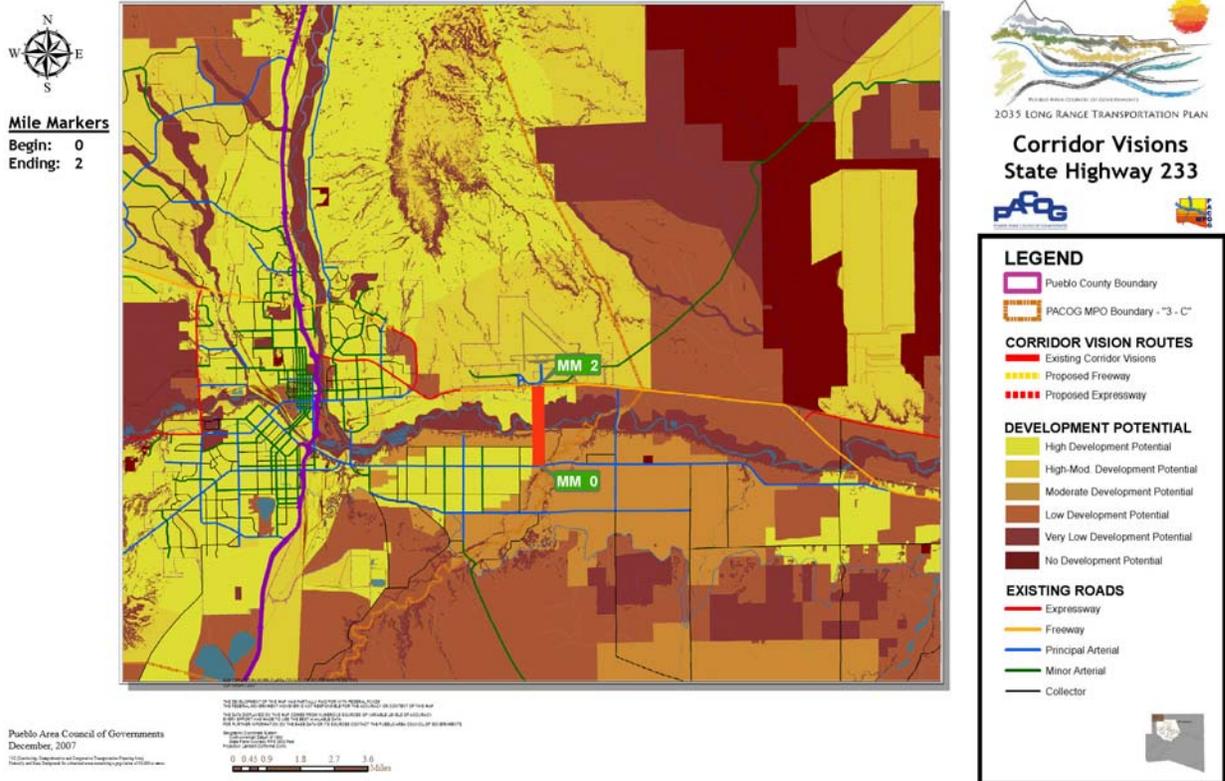
7.2.20.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Support commuter travel
- Eliminate shoulder deficiencies
- Rehabilitate/replace deficient bridges
- Promote transportation improvements that are environmentally responsible

7.2.20.3 Strategies:

- Add general purpose lanes
- Consolidate and limit access and develop access management plans
- Market transit services and provide incentives
- Construct and maintain Park'n Ride facilities
- Add signage
- Construct Intersection/Interchange improvements
- Improve visibility/sight lines
- Add Acceleration /Deceleration lanes
- Bridge repairs/replacement
- Reconstruct roadways

7.2.21 State Highway 233 (Baxter Rd.) - US 50B to US 50C



Planning Region 4 - Pueblo Area State Highway SH 233
Beginning Mile Post 0 Ending Mile Post 2

Semi-urban connector between US 50B and US 50C providing access to with an Arkansas River crossing and adjacent residential.

MOBILITY.

7.2.21.1 Vision Statement:

The Vision for the SH 233 (Baxter Rd.) - US 50B to US 50C corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the eastern Pueblo suburban - access to Memorial Airport area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The

transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban and suburban transition to Pueblo Urban Area character of the area while supporting the movement of commuters, freight, farm-to-market products, and access to Pueblo Memorial Airport in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

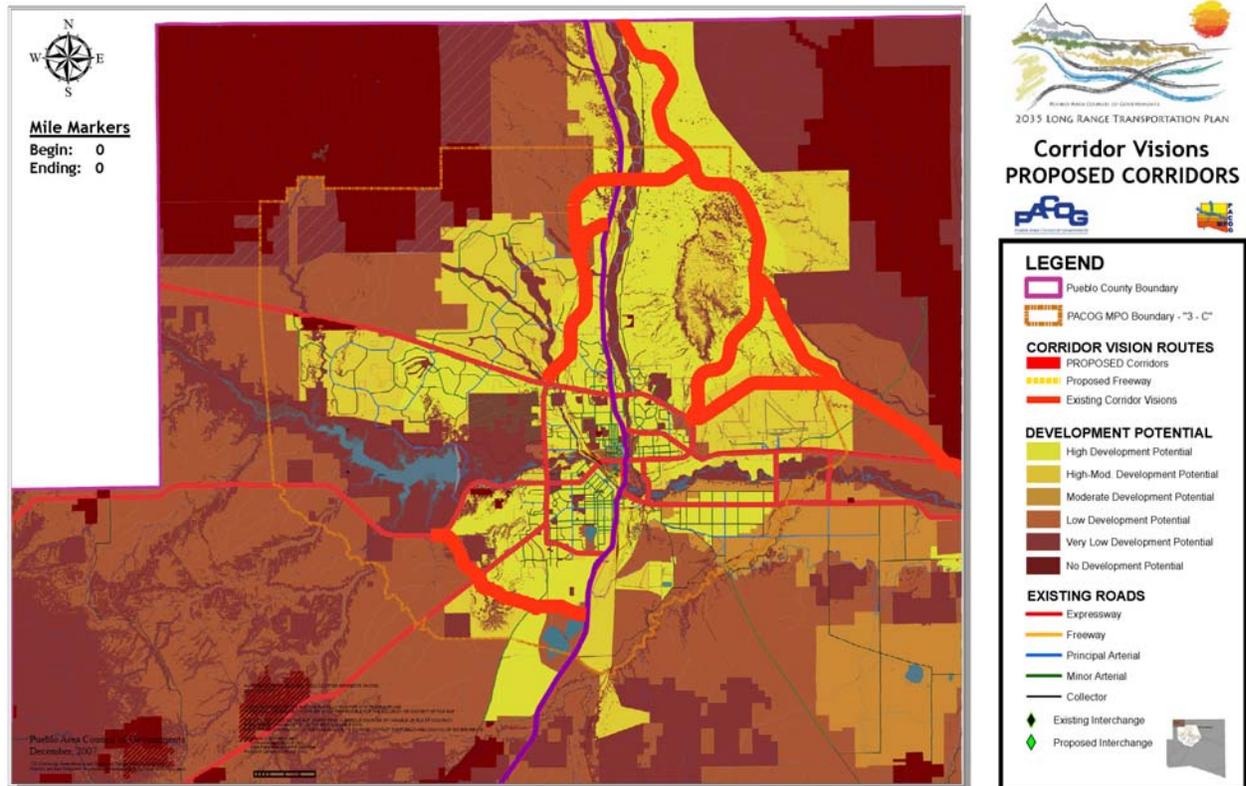
7.2.21.2 Goals / Objectives:

- Support commuter travel
- Provide improved freight linkages
- Increase air travel availability
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

7.2.21.3 Strategies:

- Add general purpose lanes
- Add new Interchanges/Intersections
- Provide and expand transit bus and rail services
- Expand air service
- Improve Geometrics
- Consolidate and limit access and develop access management plans
- Add Acceleration /Deceleration lanes
- Bridge repairs/replacement
- Reconstruct roadways

7.1.3 Future Corridors



Based on the work done in the preparation of the PACOG MPO/TPR 2035 LRTP, the following corridors have been identified and are included in the Corridor Visions section of the 2035 LRTP. As identified elsewhere in this report, the growth in the Pueblo region is shifting towards the north, away from the existing developed areas as had been expected in the 2030 LRTP.

Downtown Couplet - 4th and 5th Streets

One change to the existing SH96 Corridor Vision is in the Central Business District of Pueblo. As with many similar communities that have a state highway running through them, there is always a conflict between the operation demands and traffic capacity and creating a walkable multi-modal corridors. Proposed in the 2035 LRTP is a concept that appeared as part of the New Pueblo Freeway Project to create a one-way pair in the Central Business District. With the start of the construction of the 4th street bridge project, which is designed for a possible total of 6 lanes of travel, the need to accommodate more traffic through the CBD is needed. The proposal is to change the existing 4th street section of SH96 into a one-way couplet. As a

result, the two streets both could have broad sidewalks, landscape buffers, wide shoulders, multiple crosswalks, bus pullouts, and sidewalk bulb-outs. The existing corridor is not pedestrian or handicapped friendly, or in places accessible. The proposed changes would eliminate these problems and create streets that are more attractive for business access.

Pueblo Blvd.

As a result, the extensions and connections of corridors to the north will be a significant issue during the planning horizon of this plan. In 1999, an alignment for the northern extension of State Highway 45 / Pueblo Blvd was adopted and included in subsequent planning documents. During the process of developing this plan, questions about the prior alignment and termination point have arisen. The PACOG/MPO/TPR has sent a letter to CDOT requesting that this corridor be studied further in the near future to reexamine the conclusions and recommendations of the 1999 Pueblo Blvd study.

US 50 Relocation

This plan continues to show this project and is adding it to the Corridor Visions section because the relocation provides for improved connections between the developing Airport Industrial Park and the northeastern quadrant of the PACOG MPO area. This is because the current alignment is adjacent to the railroad lines and crossing the existing railroad lines adds to the cost of any connectivity improvements to the existing roadway.

Pueblo to Colorado Springs Freeway

This plan also identifies the extension of State Highway 47 north of the proposed relocation of State Highway 50. This corridor would establish a parallel route to Interstate 25 and provide access to and from the potential large-scale developments in the NE Quadrant from both El Paso County and the City of Pueblo. This corridor could connect to either the proposed southern extension of Powers Blvd, or Connect to the Banning Lewis Parkway on the far eastern side of the City of Colorado Springs.

Pinon-Pace Parkway

This is the connection between the extension of State Highway 45 / Pueblo Blvd, Interstate 25 (New Pinon Interchange), and the State Highway 45 extension / Pueblo to Colorado Springs Freeway. It is expected that this would be one the first improvements needed as part of any large-scale development in the NE Quadrant.



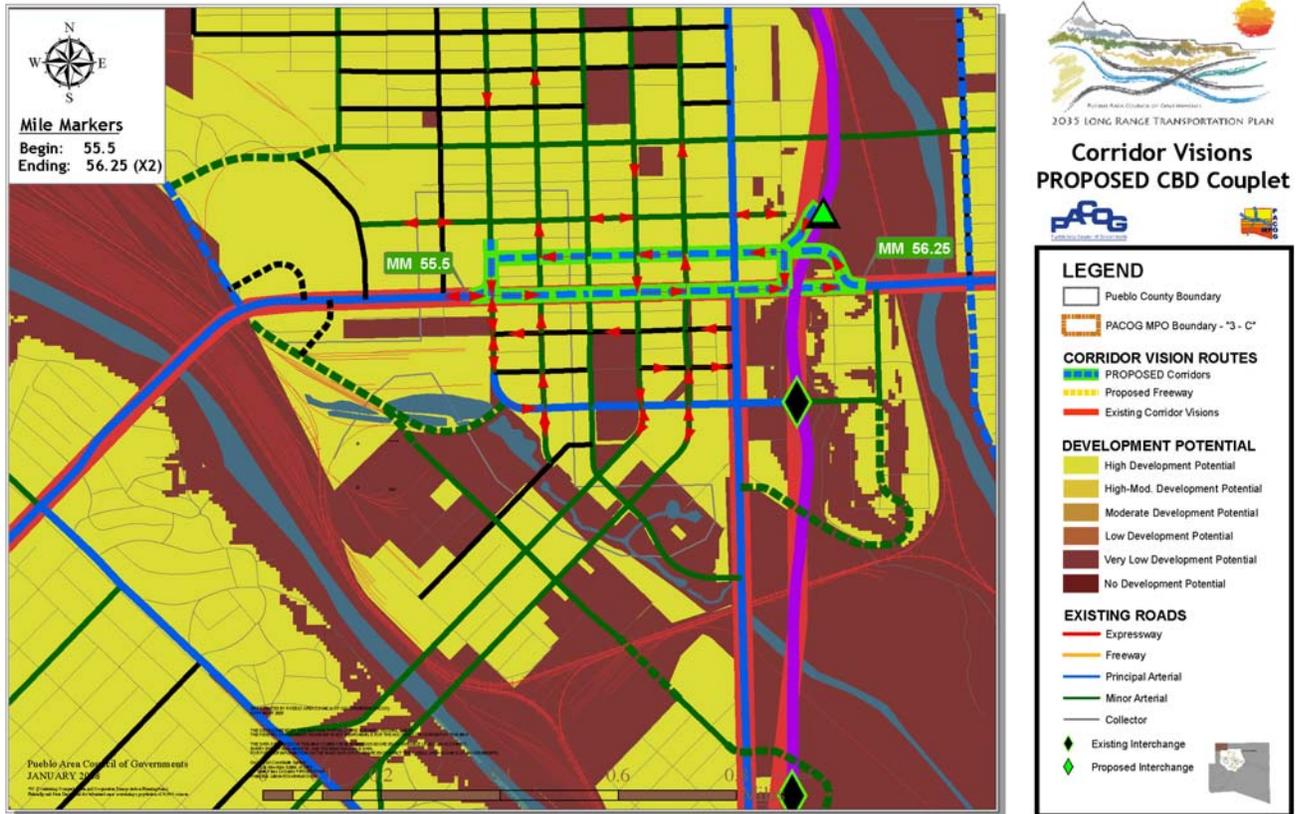
36th Lane Link

This corridor would connect the relocated SH50 and the SH45 extension and would allow traffic to avoid having to travel into the existing I-25 corridor if that is not the final destination.

South Pueblo Expressway

This corridor is a connection in the southwest quadrant of the PACOG MPO that would connect Interstate 25 to State Highway 96 south of the Pueblo Reservoir. This corridor would serve the developing southwest portion of the City of Pueblo and is expected to develop over the planning horizon of this plan.

7.3.1 State Highway 96 Downtown CBD Couplet



One change to the existing SH96 Corridor Vision is in the Central Business District of Pueblo. As with many similar communities that have a state highway running through them, there is always a conflict between the operation demands and traffic capacity and creating a walkable multi-modal corridors. Proposed in the 2035 LRTP is a concept that appeared as part of the New Pueblo Freeway Project to create a one-way pair in the Central Business District. With the start of the construction of the 4th street bridge project, which is designed for a possible total of 6 lanes of travel, the need to accommodate more traffic through the CBD is needed. The proposal is to change the existing 4th street section of SH96 into a one-way couplet. As a result, the two streets both could have broad sidewalks, landscape buffers, wide shoulders, multiple crosswalks, bus pullouts, and sidewalk bulb-outs. The existing corridor is not pedestrian or handicapped friendly, or in places accessible. The proposed changes would eliminate these problems and create streets that are more attractive for business access.

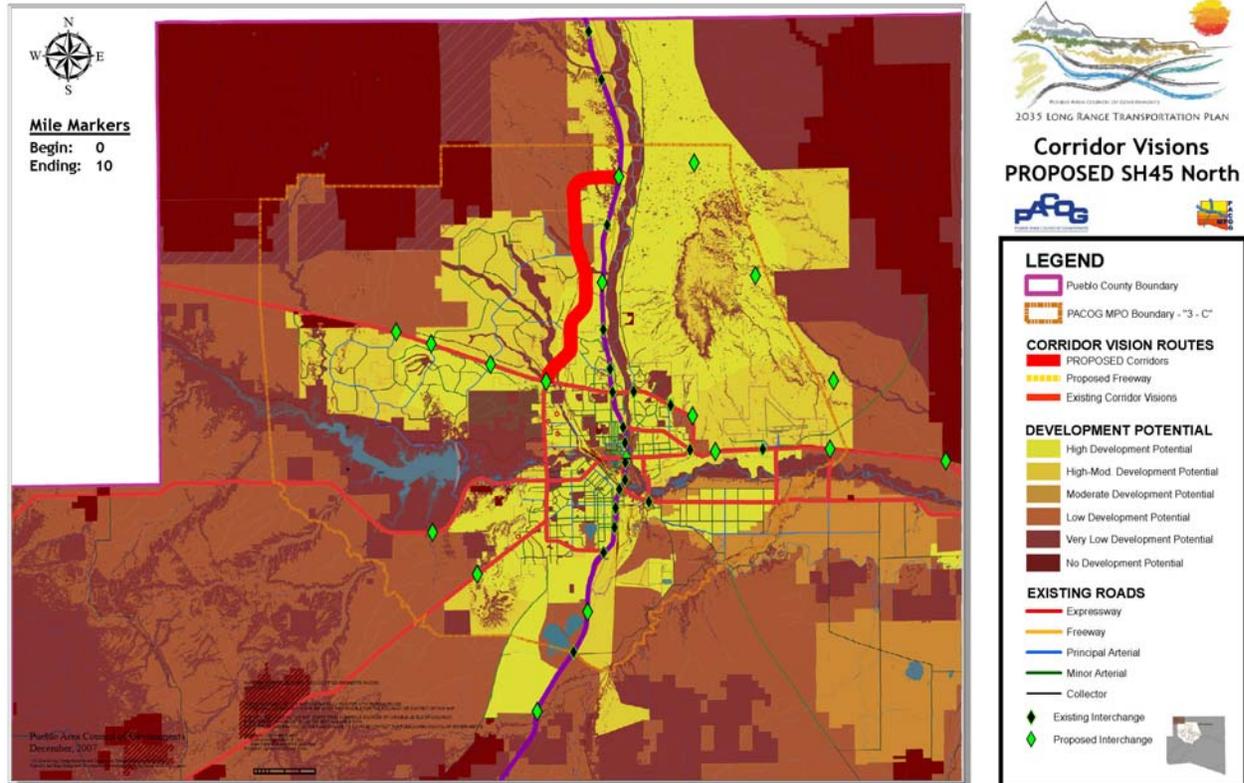
7.3.1.1 Goals / Objectives:

- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Increase bus ridership
- Increase travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
-

7.3.1.2 Strategies:

- Add lights for crosswalks and highways
- Add Surface treatment/overlays
- Add turn lanes
- Add/improve shoulders
- Broad sidewalks,
- Bus pullouts, and
- Consolidate and limit access and develop access management plans
- Construct Intersection/Interchange improvements
- Landscape buffers,
- Multiple crosswalks,
- Provide bicycle/pedestrian facilities
- Sidewalk bulb-outs
- Synchronize/interconnect traffic signals
- Use improved striping paint / beads
- Wide shoulders

7.3.2 State Highway 45 Extension



Part of this corridor is the adopted future extension of Pueblo Blvd. The PACOG MPO has requested that due to development proposals since the adoption of this alignment in 1999, the adoption of the Northwest Quadrant Plan, and the adoption of the 2030 LRTP the proposed alignment needs to be reexamined in terms of its role as the western parallel to Interstate 25. Due to the development of the development buffer around Ft. Carson Army Base, the previously proposed Pinon Loop has been removed from this planning document. Thus the role of the Pueblo Blvd Extension assumes a greater role in the regional and inter-regional travel patterns and could significantly benefit the burdened I-25 corridor by providing a parallel route through the Pueblo community.

The termination of the extension is now being shown further to the north requiring about 4.5 miles of additional roadway and connecting to the Proposed Pinon Interchange.

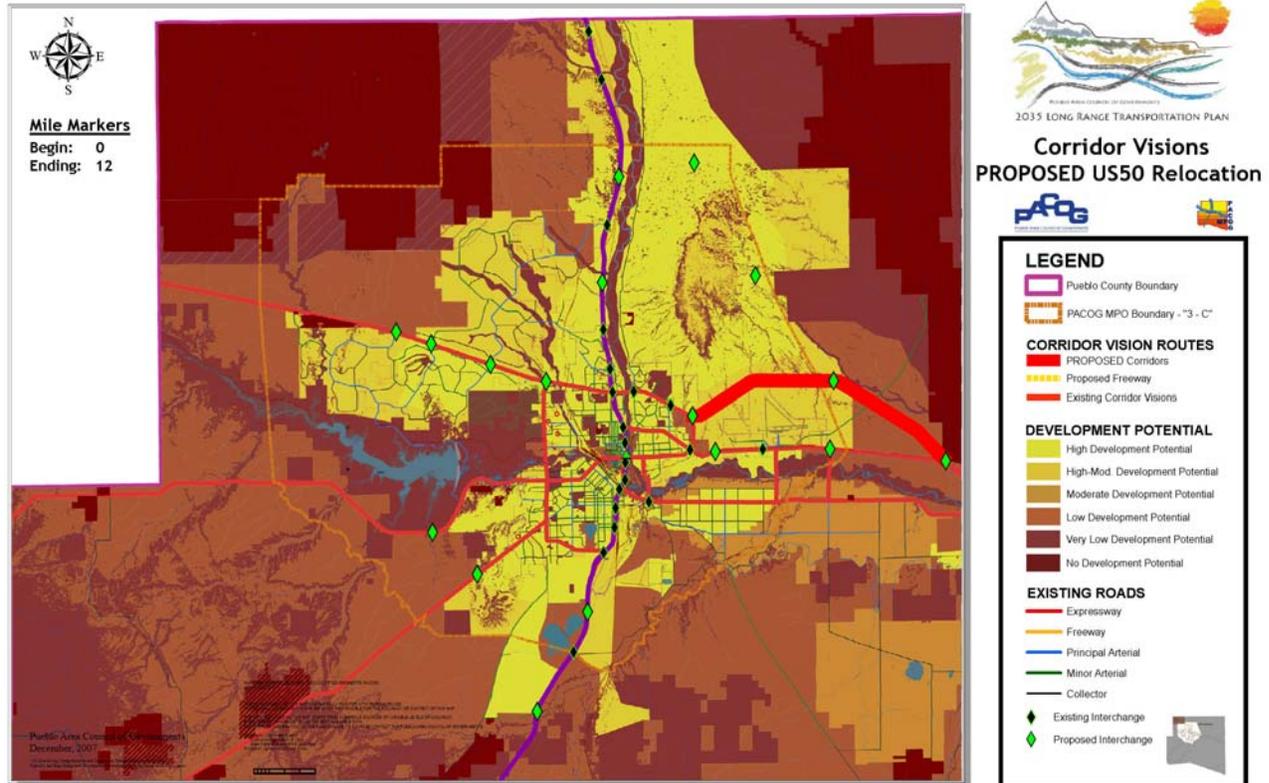
7.3.2.1 Goals / Objectives:

- Coordinate transportation and land use decisions
- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Adequate ROW for future expansion as may be required
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Improve access to public lands
- Increase travel reliability and improve mobility
- Accommodate growth in freight transport
- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate
-

7.3.2.1 Strategies:

- Add High Occupancy Vehicle and toll lanes
- Add lights for crosswalks and highways
- Bridge repairs/replacement
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Control advertising
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Promote carpooling and vanpooling
- Promote environmental responsibility
- Promote rail studies
- Promote use and maintenance of variable message signs
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities

7.3.3 State Highway 50 North of Airport



Studied as part of the Northeast Quadrant

Develop airport master plans

7.3.3.1 Goals / Objectives:

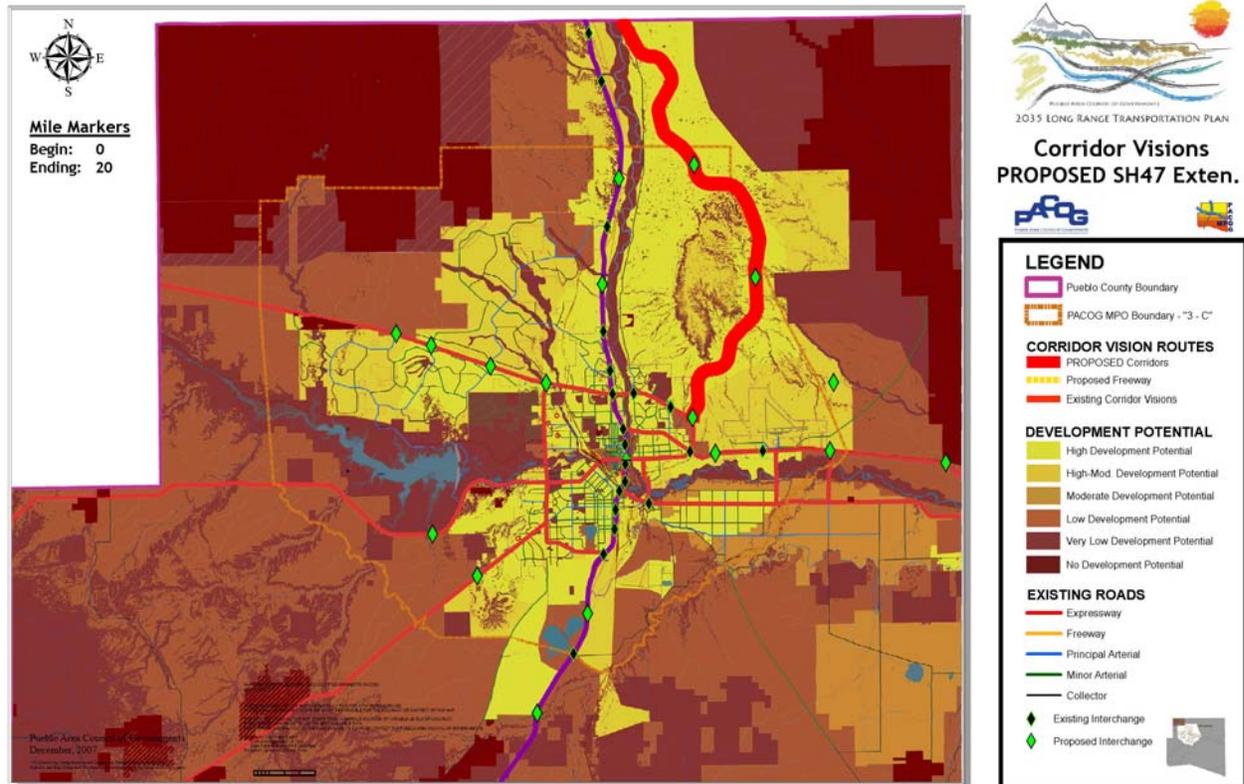
- Coordinate transportation and land use decisions
- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Develop airport master plans
- Adequate ROW for future expansion as may be required
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system

- Increase travel reliability and improve mobility
- Accommodate growth in freight transport
- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate

7.3.3.2 Strategies:

- Bridge repairs/replacement
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Control advertising
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Promote carpooling and vanpooling
- Promote environmental responsibility
- Promote rail studies
- Promote use and maintenance of variable message signs
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Synchronize/interconnect traffic signals
- Wide shoulders

7.3.4 SH 47 Extension North Along Pueblo-Colorado Springs Freeway



7.3.4.1 Goals / Objectives:

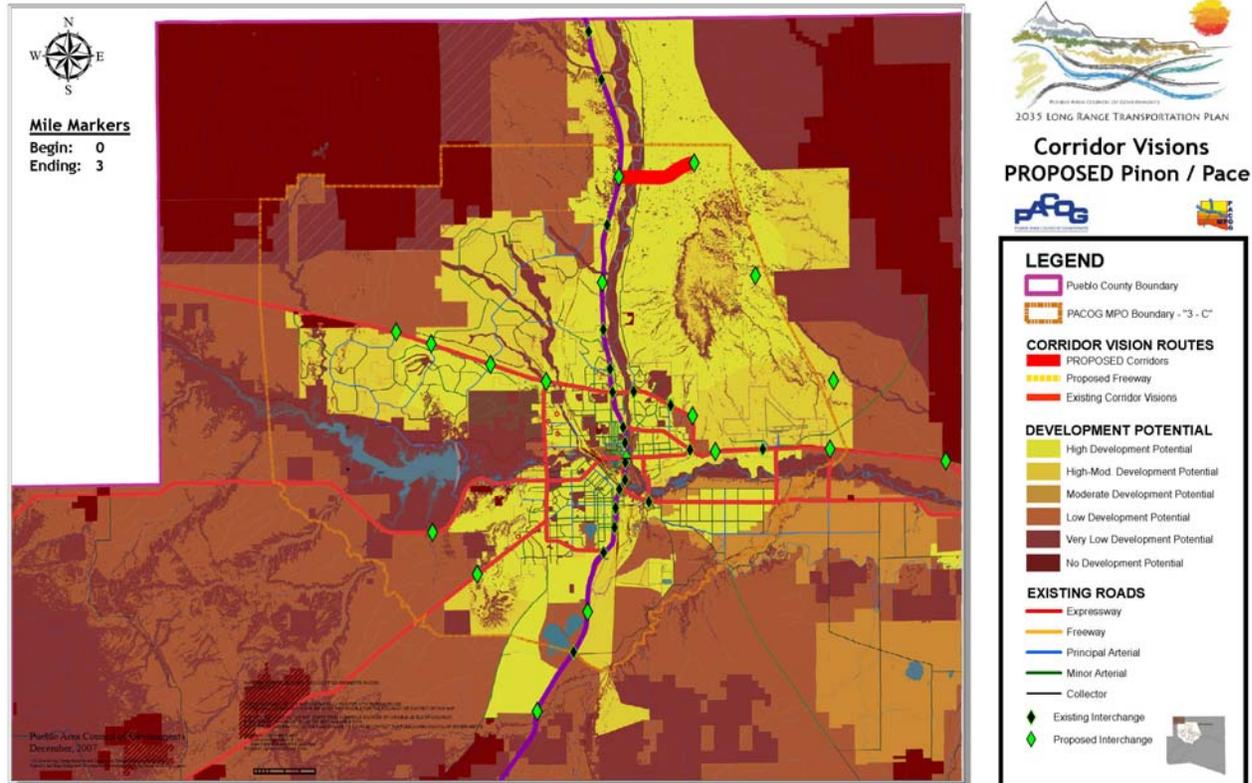
- Coordinate transportation and land use decisions
- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Adequate ROW for future expansion as may be required
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Improve access to public lands
- Increase bus ridership
- Increase travel reliability and improve mobility
- Accommodate growth in freight transport

- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate

7.3.4.2 Strategies:

- Add High Occupancy Vehicle and toll lanes
- Add lights for crosswalks and highways
- Add roadway bypasses
- Add Surface treatment/overlays
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Control advertising
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Landscape buffers,
- Multiple crosswalks,
- Promote carpooling and vanpooling
- Promote environmental responsibility
- Promote rail studies
- Promote use and maintenance of variable message signs
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Synchronize/interconnect traffic signals
- Use improved striping paint / beads
- Wide shoulders

7.3.5 Pinon / Pace Parkway



7.3.5.1 Goals / Objectives:

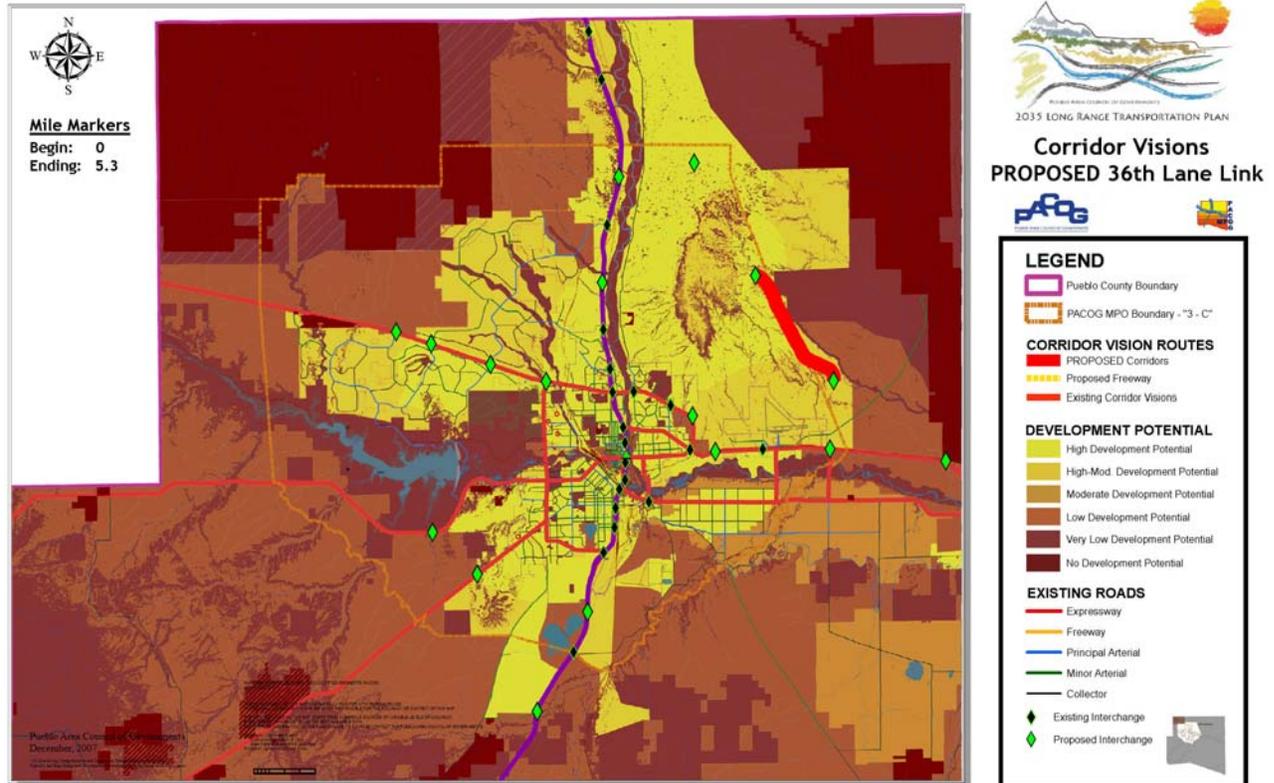
- Coordinate transportation and land use decisions
- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Adequate ROW for future expansion as may be required
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Improve access to public lands
- Increase bus ridership
- Increase travel reliability and improve mobility
- Accommodate growth in freight transport
- Provide improved freight linkages

- Reduce fatalities, injuries and property damage crash rate

7.3.5.2 Strategies:

- Add lights for crosswalks and highways
- Bridge repairs/replacement
- Bus pullouts, and
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Control advertising
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Landscape buffers,
- Multiple crosswalks,
- Promote carpooling and vanpooling
- Promote environmental responsibility
- Promote rail studies
- Promote use and maintenance of variable message signs
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Synchronize/interconnect traffic signals
- Use improved striping paint / beads
- Wide shoulders

7.3.6 36th Lane Link



7.3.6.1 Goals / Objectives:

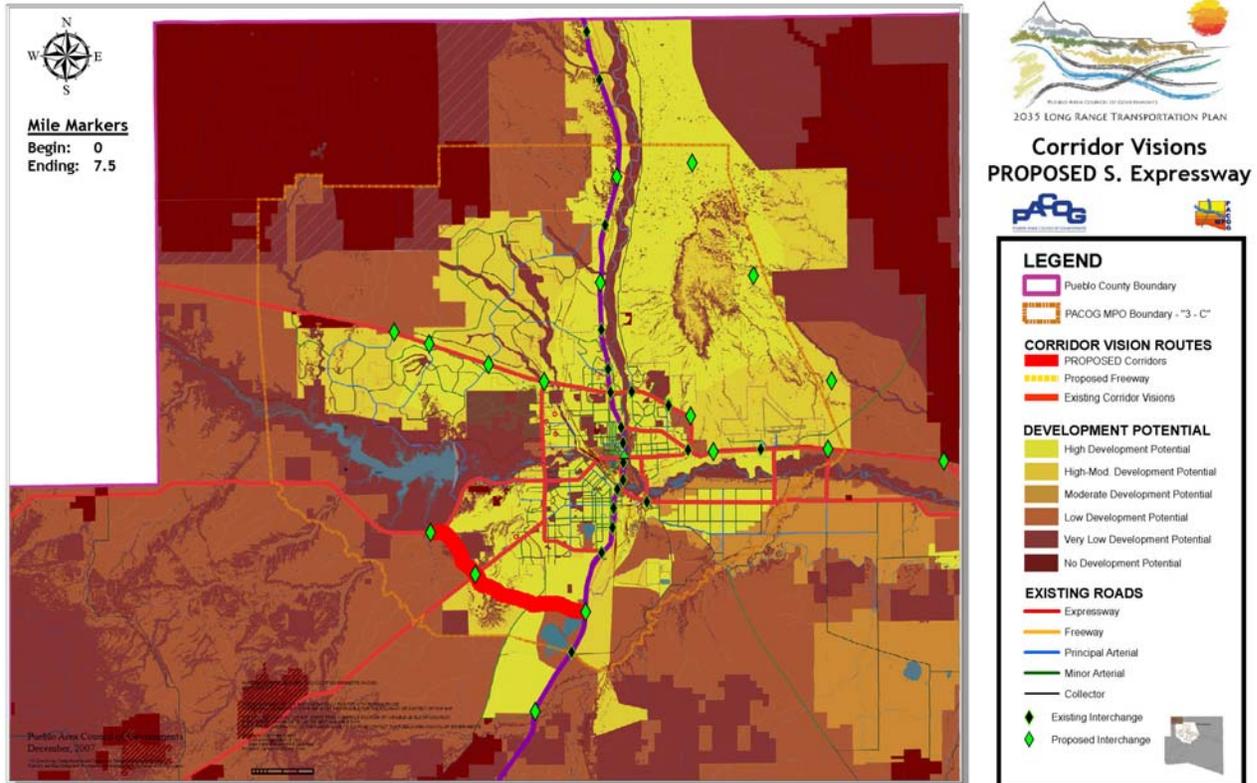
- Coordinate transportation and land use decisions
- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Adequate ROW for future expansion as may be required
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Improve access to public lands
- Increase bus ridership
- Increase travel reliability and improve mobility
- Accommodate growth in freight transport
- Provide improved freight linkages

- Reduce fatalities, injuries and property damage crash rate

7.3.6.2 Strategies:

- Add High Occupancy Vehicle and toll lanes
- Add lights for crosswalks and highways
- Bridge repairs/replacement
- Bus pullouts, and
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Control advertising
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Landscape buffers,
- Multiple crosswalks,
- Promote carpooling and vanpooling
- Promote environmental responsibility
- Promote rail studies
- Promote use and maintenance of variable message signs
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Synchronize/interconnect traffic signals
- Use improved striping paint / beads
- Wide shoulders

7.3.7 South Pueblo Expressway



7.3.7.1 Goals / Objectives:

- Coordinate transportation and land use decisions
- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Adequate ROW for future expansion as may be required
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Improve access to public lands
- Increase bus ridership
- Increase travel reliability and improve mobility
- Accommodate growth in freight transport
- Provide improved freight linkages

- Reduce fatalities, injuries and property damage crash rate
-

7.3.7.2 Strategies:

- Add general purpose lanes
- Add High Occupancy Vehicle and toll lanes
- Add lights for crosswalks and highways
- Add roadway bypasses
- Add Surface treatment/overlays
- Add turn lanes
- Add/improve shoulders
- Bridge repairs/replacement
- Broad sidewalks,
- Bus pullouts, and
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Control advertising
- Improve Geometrics
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Landscape buffers,
- Multiple crosswalks,
- Promote carpooling and vanpooling
- Promote environmental responsibility
- Promote rail studies
- Promote use and maintenance of variable message signs
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Reconstruct roadways
- Replace old signs
- Sidewalk bulb-outs
- Synchronize/interconnect traffic signals
- Use improved striping paint / beads
- Wide shoulders