

Pueblo Area Council of Governments 2045 L RTP MetroQuest Survey Summary

A0: Executive Summary

Survey

In late February 2020, weeks before Colorado's first COVID-19 shutdown, PACOG engaged a joint MPO-consultant team to conduct a fast-track delivery of the 2045 L RTP. Budget and staff resources were limited and with the COVID-19 pandemic there were new, daunting challenges for team coordination, stakeholder involvement and public engagement. It was determined that public outreach and comments would be collected using virtual meetings and other online tools. An online survey firm, MetroQuest¹ was identified, researched and activated as a means of collecting public input. The PACOG Moves the Region 2045 L RTP online transportation-related survey was born. The following steps frame the development and activation of the survey:

- A simple but comprehensive questionnaire was developed by PACOG staff focused on transportation issues in the region; it was then tested in MetroQuest survey software. It had five active sheets:
 1. Welcome
 2. Priority Ranking
 3. Map Comments
 4. Tradeoffs
 5. Wrap-up (included demographic questions).
- Internal pilot testing was conducted to ensure accuracy and flow of the survey. Transportation topics ranged from infrastructure to safety and included non-motorized travel as well as transit and an open-ended query on opportunities in the region.
- A GIS layer was prepared for the "pin drop" issue identification – a feature that is popular with citizens because it has a localized component and is both accurate and fun to do.
- A contact telephone number for persons with disabilities to seek assistance with their responses was set in place and embedded in the survey.
- Local photography of Pueblo County as well as the L RTP color scheme and branding were used.
- The L RTP website pointed people to the survey; direct outreach to involve people in the survey was also used. Active promotion of the website and the survey delivered exceptional levels of engagement.
- During a 76-day period July-October 2020, PACOG Moves the Region 2045 L RTP online survey was visited by 982 individuals and 485 of those visitors completed full surveys providing 1,132 comments (966 on the mapping exercise and 64 on the final wrap-up screen). Effective promotion of the PACOG online presence by using contact lists, press releases and social media posts was the differentiator.
- The comments collected by the survey covered a wide range of topics including the Pueblo Airport, high speed rail service, transportation policy, finances, and youth involvement in transportation.

¹ MetroQuest Online Survey Solutions, <https://metroquest.com/>, accessed July 2020.

Findings

The structure of the survey which used three types of inquiry, priority ranking, map comments (with live GIS) and tradeoffs, allowed a triangulated analysis that brought several critical local issues to the forefront. Additionally, there was consistency in the topic areas that rose to the top of the listing in the three types of inquiry which assured the survey team that the survey questions were on target and formulated in an efficient manner to close in on key issues for the LRP.

- Infrastructure was the most important Issue to survey respondents. Under transportation priorities, infrastructure investments garnered 19% of the 1,161 responses, the topic chosen most often. Its ranking average was 1.81, the highest, i.e. it was the issue chosen most often as #1 in the region. Additionally, it received the highest percentage – 17% – of the comments permitted in the priorities exercise. In the mapping area the topic of road condition was selected 29% of the time, second only to safety. And finally, in the trade-offs exercise, preferences tended towards more improvements for cars and trucks than for non-motorized investment, again focusing on highway infrastructure. Finally, a trend to fixing what is already in place while adding only necessary new projects came out of the survey.
- All PACOG survey responses are 100% private and anonymized.*
- Safety was the second most important issue selected by survey respondents. Under transportation priorities, safety garnered 17% of the 1,161 responses, the topic chosen second most often. Its ranking average was 1.86, the second highest, i.e. it was the second most important issue chosen in the region. In the mapping area safety was selected 32% of the time for a “pin-drop”, higher than infrastructure.
 - Focus Transportation Areas of Note: The areas that were specific targets for “pin drops” and comments with respect to infrastructure and safety: the I-25 corridor, both mainline and ramps, within Pueblo and also between Pueblo and Colorado Springs; Highway 50, with add-lanes, signal needs, road condition and access mentioned. The need for merging lanes and access to many roads in Pueblo were noted as were flooding issues (drainage), congestion, tight turns, unsafe intersections and a variety of issues.
 - Emerging Issue Areas of Note: Pueblo residents reacted both positively and negatively with respect to transit and non-motorized travel modes. Many respondents wanted to see investment in these mobility choices including high speed rail and general expansion of Front Range transit connections. Pueblo Airport was cited several times as an asset to the region.

A1: Introduction

In large part due to effective promotion and engaging branding, the PACOG Moves the Region 2045 L RTP online survey was visited by 982 individuals and 485 of those visitors completed full surveys providing 1,132 comments (966 on the mapping exercise and 64 on the final wrap-up screen). The level of engagement achieved represented a ten-fold increase over that achieved for the both 2040 L RTP and from the PACOG Region for the 2045 Statewide Plan. Effective promotion of the PACOG online presence including the survey by using contact lists, press releases and social media posts was the differentiator. The survey demo site will continue to be available for reference although it is currently closed for input. It can be found at: <https://pacog2045-demo.metroquest.com/>. Figure A1 shows the welcome screen.

The PACOG survey had five active sheets:

1. Welcome
2. Priority Ranking
3. Map Comments
4. Tradeoffs
5. Wrap-up

Figure A1: Overview of PACOG Moves the Region Outreach Survey



A top summary of the MetroQuest Survey at-a-glance is:

- 485 total participants
- 982 survey visitors (visitors may have read information but did not provide input)
- 1,132 total comments (966 on the mapping exercise, 64 on the final wrap-up screen)
- Live July 29, 2020
- Closed October 12, 2020
- 76 total days 'live'

Figure A2 shows the participation by day. During the first two weeks after opening, survey engagement was dependent on the interest of visitors to the PACOG website who were invited into the survey. In mid-August, PACOG staff initiated promotion of the PACOG online presence by using contact lists, press releases and social media posts. These outreach actions enhanced the return rate and built up to the August 25 completion which topped all other days with a frequency with 96 responses.

Figure A2: Breakdown of participation by day



Source: PACOG MetroQuest Transportation Survey, 2020

The survey can be summarized using four key categories:

1. Demographics
2. Mapping Locations for Changes
3. Priority Ranking
4. Tradeoffs

Each will be presented in the following sections.

A2: Demographics - WHO PARTICIPATED?

The demographic information sought by the survey from each participant was the zip code of residence, race, income and age. Note that respondents were permitted to decline to provide information on any or all of these demographics. Table A1 and Figure A3 show all zip codes that responded. Of the thirteen zip codes that were active, five tracked with 30 or more respondents:

- Zip 81001 (42 responses or 12percent)
- Zip 81004 (55 responses or 16 percent)
- Zip 81005 (74 responses or 21 percent)
- Zip 81007 (81 responses or 23 percent)
- Zip 81008 (34 responses or 10 percent)

Figure A3: Respondents by Zip Code

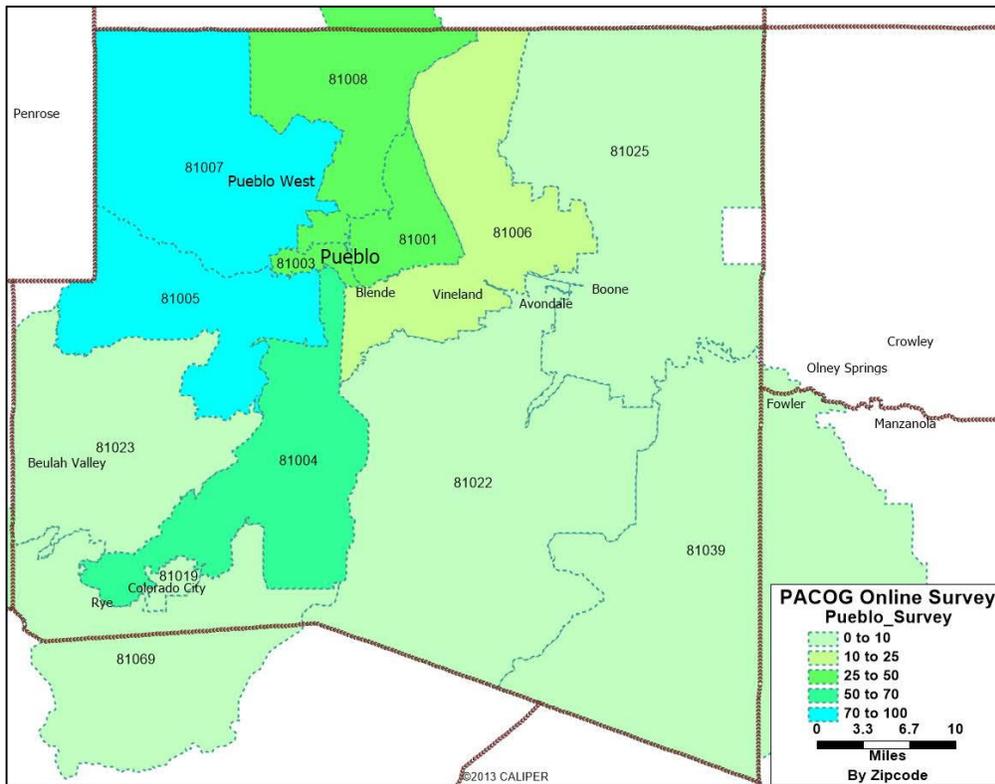


Table A1: Respondents by Zip Code

Zip Code	Number of Responses	% of Total
81001	42	12%
81003	28	8%
81004	55	16%
81005	74	21%
81006	22	6%
81007	81	23%
81008	34	10%
81019	6	2%
81022	1	0%
81023	1	0%
81025	1	0%
81039	1	0%
81069	3	1%
Total	349	100%

Respondents were also asked to self-identify by race with six categories provided including “other” and a response of “Prefer not to provide”. Thirteen percent of respondents preferred not to provide this information. Table A2 shows that 63 percent of the respondents were White Caucasian and 19 percent were Hispanic Latino.

Table A2: Respondents by Race

Race	Number of Responses	% of Total
Asian Pacific Islander	3	1%
Black African American	1	0%
Hispanic Latino	67	19%
Native American	4	1%
Other	10	3%
Prefer not to provide	45	13%
White Caucasian	220	63%
All	350	100%

Respondents were also asked to report on household income. Twelve percent of respondents preferred not to provide this information. Table A3 and Figure A4 shows that 25 percent of the respondents were in the income category of \$100,000 or more. 23 percent were in the category of \$25,000 to \$49,999.

Table A3: Respondents by Household Income

Household Income	Number of Responses	% of Total
Less than \$25,000	9	3%
\$25,000 to \$49,999	65	19%
\$50,000 to \$74,999	79	23%
\$75,000 to \$99,999	65	19%
\$100,000 or more	86	25%
Prefer not to provide	43	12%
All	347	100%

Figure A4: Respondents by Household Income



Finally, respondents were also asked to report on their age; Four age ranges were provided. As shown in Table A4, forty eight percent of respondents fell into the 41 to 60 age category. Fully 21 percent were 61 years of age or over.

Table A4: Respondents by Age Category

Age of Respondent	Number of Responses	% of Total
25 and under	7	2%
26 to 40	106	30%
41 to 60	169	48%
61 to 80	73	21%
All	355	100%

Of interest were the comments that respondents were permitted to enter after their demographic information was collected. Since demographics are collected at the conclusion of the survey, respondents were reacting to the entire survey experience. In some cases, they spoke about a transportation asset, such as the Pueblo Airport, that was not cited directly in the survey itself. In other cases, they spoke about the survey itself. Table A5 summarizes the main topics noted by respondents. Table A6 shows all comments in detail. Top level findings are:

- 27 percent of respondents have an interest in mobility in the region. This interest includes high speed rail, connections to Colorado Springs and Denver, better transit overall, and bicycle and pedestrian facilities.
- 25 percent of respondents wanted to close the effort by thanking PACOG for the survey.
- 16 percent of respondents see infrastructure as a key issue in the region

- Other comments relate to policy (8 percent), the Pueblo Airport (5 percent) and topics such as ADA, equity, finances and alternative energy.

Table A5: Comments on Completing the Survey by Category

Category	# of Comments	% of Total
ADA	1	2%
Airport	3	5%
Alternative energy	2	3%
Background on the respondent	2	3%
Environment and Noise	1	2%
Equity	2	3%
Finances	2	3%
Infrastructure	10	16%
Mobility	17	27%
Policy Comments	5	8%
Survey structure comments	2	3%
Thanks for the survey	16	25%
Total	63	100%

Table A6: Comments on Completing the Survey (All)

ID	Category	Comment
1	ADA	East Northern Ave and the neighborhoods and streets that run off of E. Northern Ave, such as Mahren, Bohmen, Egan Aves need streets related and lots of sidewalk infrastructure needed. Lack of ADA Curbs in area that has so many disabled and elderly people living here who need these basic needs.
2	Airport	Consider Pueblo Airport as an avenue for future transportation needs.
3	Airport	More investment into airport
4	Airport	More investment into the Pueblo Airport. It will become a major transportation hub when Covid lowers its affects.
5	Alternative energy	I am leery of newer tech because of our harsh climates. if we put our money in delicate tech - will it function in our environment consistently? thank you for asking
6	Alternative energy	I hope that future surveys will consider "Clean Transportation" elements such as alternative fuel or EVs. There is lack of awareness on these technologies. Clean transportation leads to clean air that leads to less health risks that leads to less medical treatments, that leads to economic, environmental and social benefits.
7	Background on the respondent	I live in Colorado Springs but spend most of my time in Pueblo and hope to relocate here eventually.
8	Background on the respondent	I would love to get involved. I have lived in numerous places in the US and Europe and I have traveled extensively.
9	Environment and Noise	Noise mitigation from highway, trains, loud vehicles and sirens would go a long way towards individual mental health.
10	Equity	Provide equity in schools, Central HS, racial biases are hurting communities! D60 needs to hire minority teachers and get social sensitivity training
11	Equity	Transportation equity please!
12	Finances	Our folks do an amazing job with the limited resources they have! But we need to figure out how to get more resources for these transportation issues. A local RTA might be one way to do that, but we also need more state and federal resources.

13	Finances	Pueblo needs an RTA order to compete for funds.
14	Infrastructure	An investment in infrastructure today will allow for better and smarter development tomorrow.
15	Infrastructure	Does the "improve existing transportation" include building I-25 new freeway? It was my understanding. Otherwise, I would have a different answer.
16	Infrastructure	Focus on fixing roads first
17	Infrastructure	Good luck...Puebloans HATE taxes, but that is what it will take. Good things cost money!
18	Infrastructure	It's time for improvements!
19	Infrastructure	Overall Pueblo county is a lot better infrastructure then other counties. I know money is an issue for a lot of projects. But we do need to maintain our existing infrastructure.
20	Infrastructure	Pueblo's infrastructure is failing and needs attention soon
21	Infrastructure	Thank you for the improvements made with the Ilex project, they were a much needed safety improvement to I-25. I know several Puebloans who can now utilize I-25 because of the improvements. Great Job! Now keep it clean, it is already littered with debris.
22	Infrastructure	This is one of the most beautiful cities in Colorado. It looks dirty when all the streets have potholes as big as a car, and all the trash on city and state streets and highways!
23	Infrastructure	This may be a lost cause, but if we're going to do more road projects, please get done with them quicker - I avoid going to Denver at all costs because the construction is never-ending, which creates more careless drivers.
24	Mobility	Alternative transportation options will be key to long term success.
25	Mobility	High speed rail! Top priority!
26	Mobility	I commute to work out to the airport area 3-4 days a week year round so getting bike lanes would be great! There has been a few deaths out here due to people driving too fast to get to work,
27	Mobility	I would really like to see more infrastructure and education geared toward bikeability and walkability of our community. It is disappointing that previously installed bike lanes were removed because of a seeming unwillingness of motorists to safely share the road with cyclists.
28	Mobility	Improve the bus
29	Mobility	More public and pedestrian transit options are most important to me.
30	Mobility	Please try to maintain current streets while expanding lower income travel options
31	Mobility	Provide safe bus stops with covered benches and permanent route guides for all bus stops at least in downtown Pueblo and Pueblo West.
32	Mobility	Public transportation is needed in both Pueblo West and The Pueblo County areas. Many people without vehicle and no way to pay for taxis/ubers live in these areas...
33	Mobility	Pueblo is located on the TransAmerica Bicycle Trail route established by the Adventure Cycling Association. The Arkansas River, trail route & opportunities for growing organic produce have drawn me to settle in Pueblo. I have connections to both city and county areas for my work, recreation and daily activities. My chosen mode of transportation, via bicycle, takes me from West Park to Avondale on a weekly commute. I'd like to have a public transport option to support my work in local food production.
34	Mobility	Shameful lack of bike, transit, and pedestrian infrastructure makes getting around Pueblo without a car nearly impossible.
35	Mobility	The bus system here in Pueblo is a mess. The buses are constantly breaking down and instead of new buses, we're buying used buses and putting them out on the road.
36	Mobility	Very limited options for public transportation from areas outside Pueblo into Pueblo; creation of biking/walking paved trail system didn't take into account allocated

		parking areas for those using the trail; safety for long-term parked vehicles of those using public transportation is a major issue
37	Mobility	We need a commuter train to the Colorado Springs / Denver area to reduce congestion.
38	Mobility	We need better smarter travel options... Rail, limited exit Statewide freeways.
39	Mobility	would be nice to see light rail transit that connects southern Colo to northern Colo (Denver, Ft Collins, Springs)
40	Mobility	would like to see front range passenger rail
41	Policy Comments	Accountability and measurement of your survey and PACOG.
42	Policy Comments	I am a resident of Pueblo West. I am only qualified to identify infrastructure problems we have, but don't forget that I pay my taxes and want to see something beyond seminars and chatter blogs for my money.
43	Policy Comments	It would be nice if people would actually use the ideas that are present. Stop being greedy. When you say you are here to help, then help. We are not chimneys.
44	Policy Comments	Please stop wasting money on lawyers and architects for projects that never happen. There is no need to spend hundreds of thousands of dollars on a proposed project to find out if you want to spend only double the amount of what you already spent. It's like spending \$100 to have someone gather information on a grocery store you plan to spend \$200 at. It makes no sense and wastes a ton of \$\$ we could be using on road and trail upkeep
45	Policy Comments	The push for Agenda 21/Sustainable Development is where many of these plans are taking us. The real goal of these policies is to get us out of our individual cars and into expensive unwanted "public" transportation options to control "emissions" and environmental impact.
46	Survey structure comments	Hard to put issues into the map on the mobile site. Was unable to use the map.
47	Survey structure comments	The survey was not easy to understand. Options should be ordered as 1 2 3 etc. 1 being the highest priority...
48	Thanks for the survey	Asking for public input is very important. Thank you for conducting the study.
49	Thanks for the survey	Thank you
50	Thanks for the survey	Thank you
51	Thanks for the survey	Thank you for asking for public input
52	Thanks for the survey	Thank you for asking!
53	Thanks for the survey	Thank you for getting input from the public!
54	Thanks for the survey	Thank you for the opportunity to provide feedback on the process!
55	Thanks for the survey	Thank you for the opportunity to share and participate in the process!
56	Thanks for the survey	Thank you for this awesome survey!
57	Thanks for the survey	Thank you for this opportunity to provide input.
58	Thanks for the survey	Thank you!
59	Thanks for the survey	Thank you! This is a long time coming- I really hope it happens.
60	Thanks for the survey	Thanks for doing this!
61	Thanks for the survey	thanks for reaching out
62	Thanks for the survey	This is an awesome way to do a survey
63	Thanks for the survey	This is best survey yet! Thank you

A3: WHAT DID THEY SAY?

The first sheet that respondents encountered asked them to rank transportation priorities. Eight possible transportation areas were provided, and respondents were asked to select their top three. Figure A5 shows the view in the online PACOG survey.

Figure A5: Priority Ranking Page View, PACOG 2045 L RTP



Table A7 and Figure A6 show the transportation priorities by the number of responses.

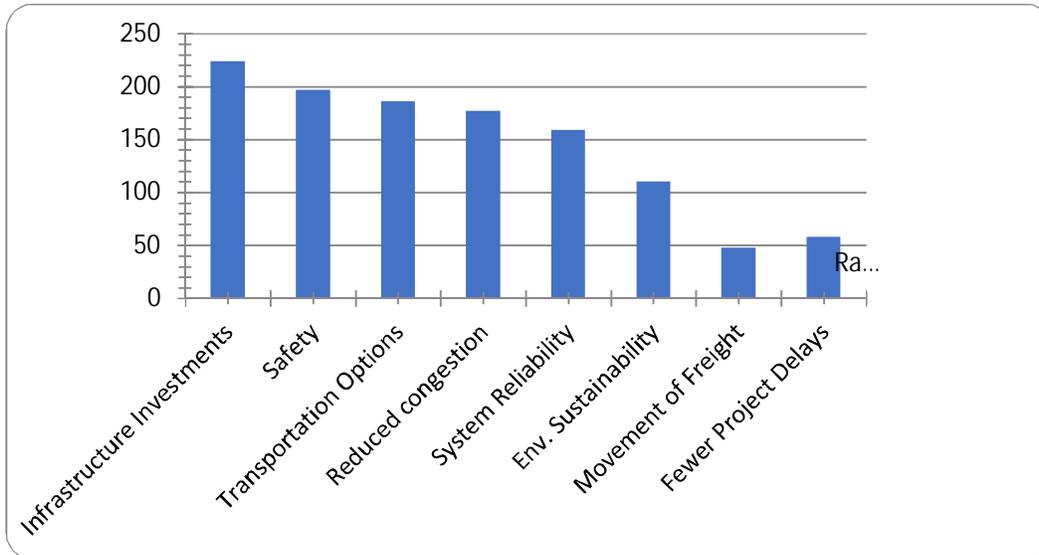
Table A7: Transportation Priorities Selected by Survey Respondents

Transportation Priorities	Number of Responses	% of Total	Ranking Average
Infrastructure Investments	224	19%	1.81
Safety	197	17%	1.86
Transportation Options	186	16%	1.94
Reduced congestion	177	15%	2.03
System Reliability	159	14%	2.14
Env. Sustainability	110	9%	2.16
Movement of Freight	48	4%	2.27
Fewer Project Delays	58	5%	2.33
Total	1161	100%	

The top priorities that emerged were:

1. Infrastructure Investments (19 percent) – Improve and maintain the surface condition of State highways, bridges, transit passenger rails and airport/aviation infrastructure.
2. Safety (17 percent) – Improve safety by providing a multimodal transportation system that focuses on reducing the frequency and severity of crashes.
3. Enhance Transportation Options (16 percent) – Improve Pueblo quality of life through attractive, multimodal facilities– including walking, biking, and transit connectivity.

Figure A6: Priority Ranking by the Number of Responses



An alternative way of looking at the ranking data is to calculate how many times each transportation asset was ranked as 1 (top priority), 2 (second priority) and 3 (third priority). A weighted average is calculated of the times each category appears in first, second and third place; with this metric, a lower number is better. Figure A7 shows the ranking averages which are also cited in Table A7.

Figure A7: Transportation Priorities by Ranking Average

↓ Below: Each ranking item, showing how often each item was ranked in each position, ordered by average. Note that 1 is the highest rank.

<p>Infrastructure Investm...</p> <p>102 (46%) 1</p> <p>62 (28%) 2</p> <p>60 (27%) 3</p> <p>Times ranked: 224 Average rank: 1.813</p>	<p>Safety</p> <p>76 (39%) 1</p> <p>72 (37%) 2</p> <p>49 (25%) 3</p> <p>Times ranked: 197 Average rank: 1.863</p>	<p>Transportation Options</p> <p>66 (35%) 1</p> <p>65 (35%) 2</p> <p>55 (30%) 3</p> <p>Times ranked: 186 Average rank: 1.941</p>	<p>Reduced congestion</p> <p>59 (33%) 1</p> <p>54 (31%) 2</p> <p>64 (36%) 3</p> <p>Times ranked: 177 Average rank: 2.028</p>
<p>System Reliability</p> <p>37 (23%) 1</p> <p>63 (40%) 2</p> <p>59 (37%) 3</p> <p>Times ranked: 159 Average rank: 2.138</p>	<p>Env. Sustainability</p> <p>30 (27%) 1</p> <p>33 (30%) 2</p> <p>47 (43%) 3</p> <p>Times ranked: 110 Average rank: 2.155</p>	<p>Movement of Freight</p> <p>9 (19%) 1</p> <p>17 (35%) 2</p> <p>22 (46%) 3</p> <p>Times ranked: 48 Average rank: 2.271</p>	<p>Fewer Project Delays</p> <p>9 (16%) 1</p> <p>21 (36%) 2</p> <p>28 (48%) 3</p> <p>Times ranked: 58 Average rank: 2.328</p>

Of note in Figure A7 is the very high interest in infrastructure investment. Safety, transportation options and reduced congestion also figure as top priorities in the region. The remaining options are less frequently placed at the top of the priority selection although they have a strong following as the comments on this survey question will show.

Comments were also solicited on the priority area, allowing respondents to develop an idea or solution to the eight categories above. Additionally, they were offered the choice to add a comment on any other area of interest to them. Table A8 presents the number and percentage of comments on transportation priority.

Over one-fourth of the comments (28 percent) were made to address a category that did not exist in the survey. Beyond that, 17 percent had a comment about infrastructure and 13 percent on transportation options. The remainder of the priority categories fell in the 6-9 percent range.

Table A8: Comments on Priority Ranking by Category

Category	# of Responses	% of Total
Infrastructure Investments	9	17%
Safety	3	6%
Transportation Options	7	13%
Reduced congestion	5	9%
System Reliability	4	7%
Env Sustainability	4	7%
Movement of Freight	4	7%
Fewer Project Delays	3	6%
Other	15	28%
Total	54	100%

These comments generally underscore the priority ranking tables with the added dimension of the “other” category. Some of the innovative ideas that emerged were:

- Alternative power for transit (EV)
- Pre-fabricated infrastructure components to speed schedules
- City-wide standards and more coverage of bicycle and pedestrian facilities
- Left-turn signals needed throughout the city
- High speed rail
- Longer span of service for transit (beyond 6 pm)

Table A9: Comments on Priority Ranking

ID	Category	Comment
1	Environmental Sustainability	Update public transportation fleet to exclusively electric, which is quieter, provide tram routes to edge of town park and ride areas for commuters
2	Environmental Sustainability	Update public transportation fleet to exclusively electric, which is quieter, provide tram routes to edge of town park and ride areas for commuters, invest in connected greenways that buffer housing areas from major traffic flows
3	Environmental Sustainability	There must be a better way to describe environmental sustainability like cleaner air we breathe through clean transportation with EVs coupled with renewables.
4	Environmental Sustainability	The biking infrastructure in Pueblo is extremely unsafe. The public transit has no options between 6pm-6am. What are people supposed to do if they get off work at 9pm?
5	Fewer Project Delays	Delays reduce safety for the community and the crews at work
6	Fewer Project Delays	Make use of prefabrication. Nashville replaced 4 major interstate bridges. They did one each weekend for 4 weekends. They were able to do this because they made use of prefabrication.
7	Infrastructure Investments	Invest in a city-wide standard for sidewalks and bike lanes, which are bi-directional and wide enough to traverse safely, repair existing sidewalks
8	Infrastructure Investments	In county transportation needs are critical.
9	Infrastructure Investments	roads are horrible
10	Infrastructure Investments	Reduced congestion on Hwy 50 to and from Pueblo West.
11	Infrastructure Investments	Pueblo needs better paths to the Arkansas River; it shouldn't take a quarter mile switchback and an extra 20 minutes to get to the Riverwalk.
12	Infrastructure Investments	Pueblo needs left turn lights at many intersections, too numerous for this little box.
13	Infrastructure Investments	No investment in the upkeep of our community is a waste. All of the city could look and work as elegantly as the Riverwalk.
14	Infrastructure Investments	System reviews of accountability and measurement to areas of problem repetition.
15	Movement of Freight	Front range passenger rail service a number one priority
16	Movement of Freight	High speed rail system from Pueblo to Denver
17	Movement of Freight	Create dedicated passenger rail throughout the I-25 corridor. When we connect with other cities, we win major businesses and increase tax revenue. Research shows that properties near rail and light rail increase in value.
18	Movement of Freight	I put this as number 2 because it includes passenger rail which contributes to reduced congestion, environmental sustainability and transportation options. I am less concerned about actual freight movement.
19	Other	Green corridor improvements for non-motorized transit
20	Other	I am not as concerned about walking and biking as much as a better public transit system that takes into account people who work and need to get to their places of employment no matter where they reside in Pueblo County. This should include getting to their jobs in the evening hours as well as on weekends. the court system is so frustrated as to how people can get to court for appearances and meetings. check with some of the judges concerning this matter.
21	Other	front range passenger rail
22	Other	Protected bike paths and bike racks to secure bicycles.
23	Other	Walk-ability

24	Other	Ensure that all bus stops are covered. I have traveled extensively, and Pueblo is the only place I have seen that shamefully does not have adequate bus stop structures to protect its riders from the elements. Improving ridership rates starts with bus stop appeal. No one wants to stand in the rain and glaring sun to wait for a bus. Make bus stops attractive to attract riders.
25	Other	Meaningful public transportation for adults and youth
26	Other	A public bus system that extends to Pueblo West and further in the Pueblo County area.
27	Other	Clean Transportation through alternative vehicles or electric vehicles with renewable energy as source of charging
28	Other	Extend either Spaulding or Joe Martinez Blvd to SH 45
29	Other	Extend Spaulding and Joe Martinez Blvd to SH 45
30	Other	Point A to Point B options, to get from one side of town to another.
31	Other	Improvements and expansions of the public use areas like city parks to foster community pride and private investment
32	Other	Affordability of viable to low income citizens
33	Other	Pedestrian and bicycle arterials
34	Reduced congestion	From a Commerce standpoint.....Poll our PEDCO companies for added input on our existing roadway viability and improvements needed.
35	Reduced congestion	BUILD FOR FUTURE (10 YRS) VOLUMES NOW WHEN COSTS ARE CHEAPER SO THAT FUTURE EXPANSIONS WONT BE AS PROBLEMATIC/EXPENSIVE
36	Reduced congestion	Reducing congestion should reduce accidents, reckless driving, and improve commuting times for workers.
37	Reduced congestion	Install lanes restricted to public transportation and cycling. This could be done in tandem with the installation of roundabouts.
38	Reduced congestion	This rail (train) from Pueblo to Denver should have happened 10 years ago.
39	Safety	Improve high traffic area pedestrian crossings such as hwy50 interchange. It is currently very awkward and dependent on driver courtesy to cross traffic lanes. Installing a double roundabout would increase traffic flow, reduce accidents, and increase pedestrian safety.
40	Safety	I think part of this is the ability for law enforcement to be provided additional funding for the enforcement of laws.
41	System Reliability	Why invest in large buses for public transportation when there may be an opportunity for smaller vehicles to extend the hours and have more routes that may decrease the time spent traveling for someone.
42	System Reliability	This one, honestly is the most important.
43	System Reliability	If these can also be Environmentally sustainable that would also be grand.
44	Transportation Options	Having public transportation that has more frequent stops and will run during off hours would be helpful for those who work before 6am and past 6pm M-F and on Sundays
45	Transportation Options	Need to be better thought out- we already have bike lanes that are confusing, that hardly ever get used!
46	Transportation Options	THE FRONT RANGE NEEDS A TRAIN LINKING PUEBLO TO FT. COLLINS.
47	Transportation Options	Agreed but has to take into account the needs of socioeconomically disadvantaged populations that need mass transportation that doesn't run at minimal times.
48	Transportation Options	Electric busing and tramways, in addition to greenways that provide safe crosstown travel for biking.
49	Transportation Options	Electric busing and tramways, in addition to greenways that provide safe crosstown travel for biking. WIDE bi-directional and protected bike lanes
50	Transportation Options	Our bus service needs to be revamped; the hours need extended. We have a huge demographic of citizens who are in poverty and rely on the bus, but they don't run very late.

A4: Mapping Exercise

The mapping exercise provided each survey respondent with the opportunity to select one or more point locations in Pueblo County using a live GIS functionality linked with one of six problem types. The six problem types were (1) road condition, (2) safety issue, (3) transit options, (4) walking/biking, (5) access issue, or (6) opportunity. The point that each respondent created also allowed for a comment to be entered to clarify the entry. As an example, a safety issue point could be entered at a specific location and a comment might note the presence of a traffic signal that needs a left turn lane arrow. With a mouse click (web) or a screen touch (mobile phone), each person was able to personalize their comments. All comments were anonymized. Note that the page view entry screen, shown in Figure A8, has a button called “What to Do” that provides instructions to the survey respondent.

Figure A8: Mapping Exercise Page View, PACOG 2045 L RTP

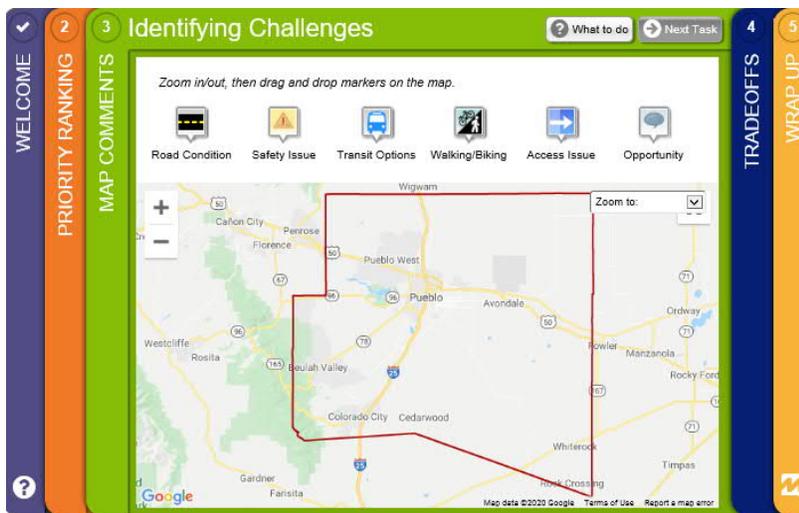


Table A10 shows the six issue areas with the number of times each category was selected. The total times that a comment was included with the GIS entry is also noted in the table. Safety (32%) and road condition (29%) were the most common issue areas. All comments generated during the mapping exercise are listed in Table 11.

Table A10: Comments on Mapping by Issue Area

Issue Area	Total Times Noted	Percentage the Issue was Selected	Total Times that a Comment was Included
Road Condition	359	29%	258
Safety Issue	395	32%	326
Transit Options	149	12%	103
Walking Biking	147	12%	114
Access Issue	113	9%	83
Opportunity	89	7%	82
Total	1252	100%	

As shown in Figure A9, it is the spatial component of the survey that adds the highest value to the mapping outreach. Citizens responding to the survey were able to interact with a live map of Pueblo County within the survey instrument, drill down, identify locations of interest to them, drop a point, and leave comments. The latitude-longitude of each comments was retained for use by PACOG. The icons are keyed to the issue categories with a highway segment icon standing for road condition, for example, and a bus representing transit options.

Figure A9 shows the value of the online survey as a spatial planning tool for analysis or outreach with a close-up of the I-25 and W 4th Street Area; the six transportation icons shown in the key are clear and the comments within can be clicked and viewed. The PACOG survey mapping database has been made available to the MPO for use in analysis, visualization and outreach in two ways:

- The “live” database can be accessed by providing client email to the survey vendor.
- The spreadsheet format of the comments can be mapped using the comments plus latitude-longitude values provided in the as raw data. A standard GIS or background imagery such as Google Earth can be used as a background.

Figure A9: Sample of Survey Mapping at I-25 and W 4th Street Area with Issue Icons and One Comment

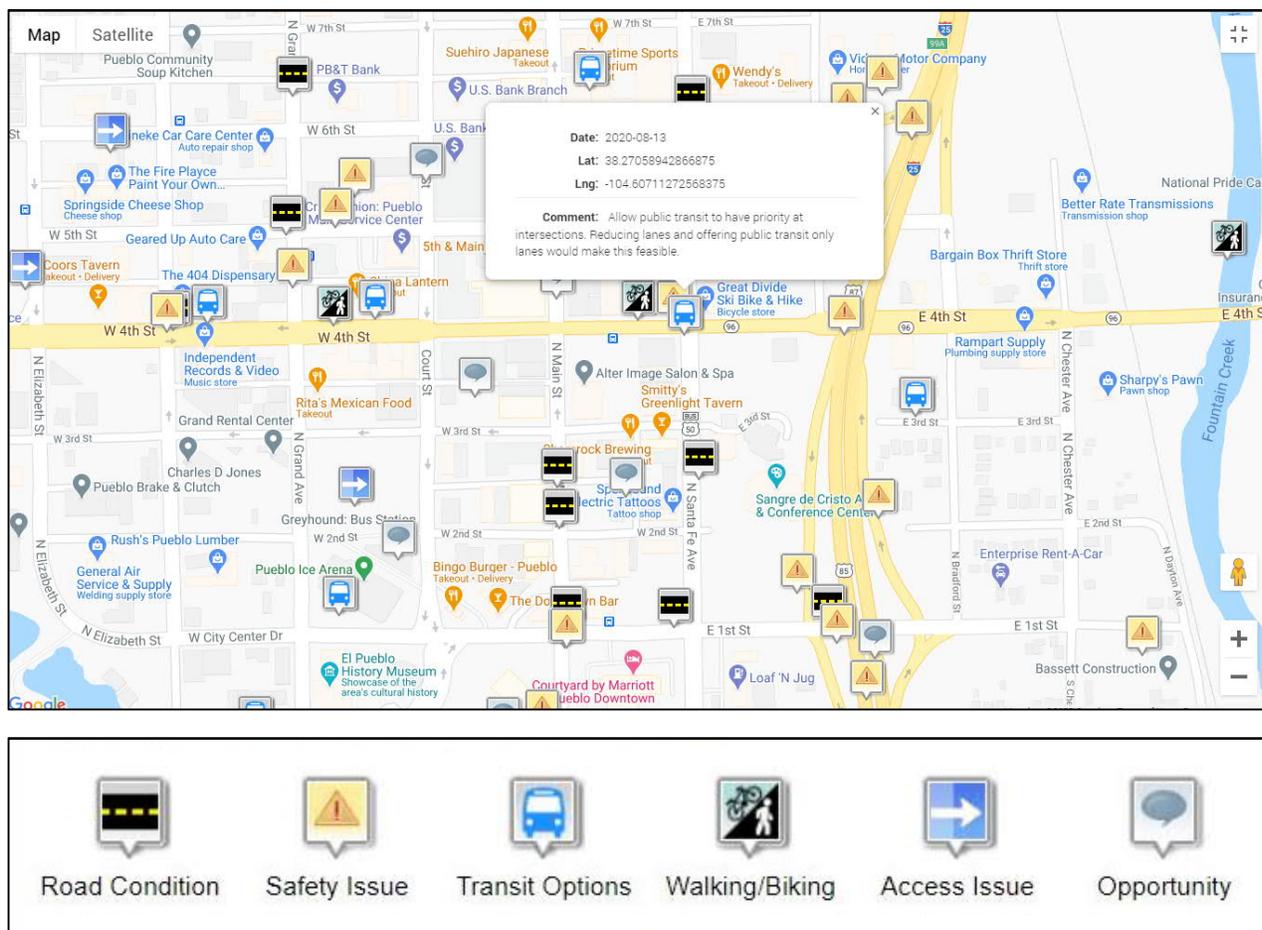
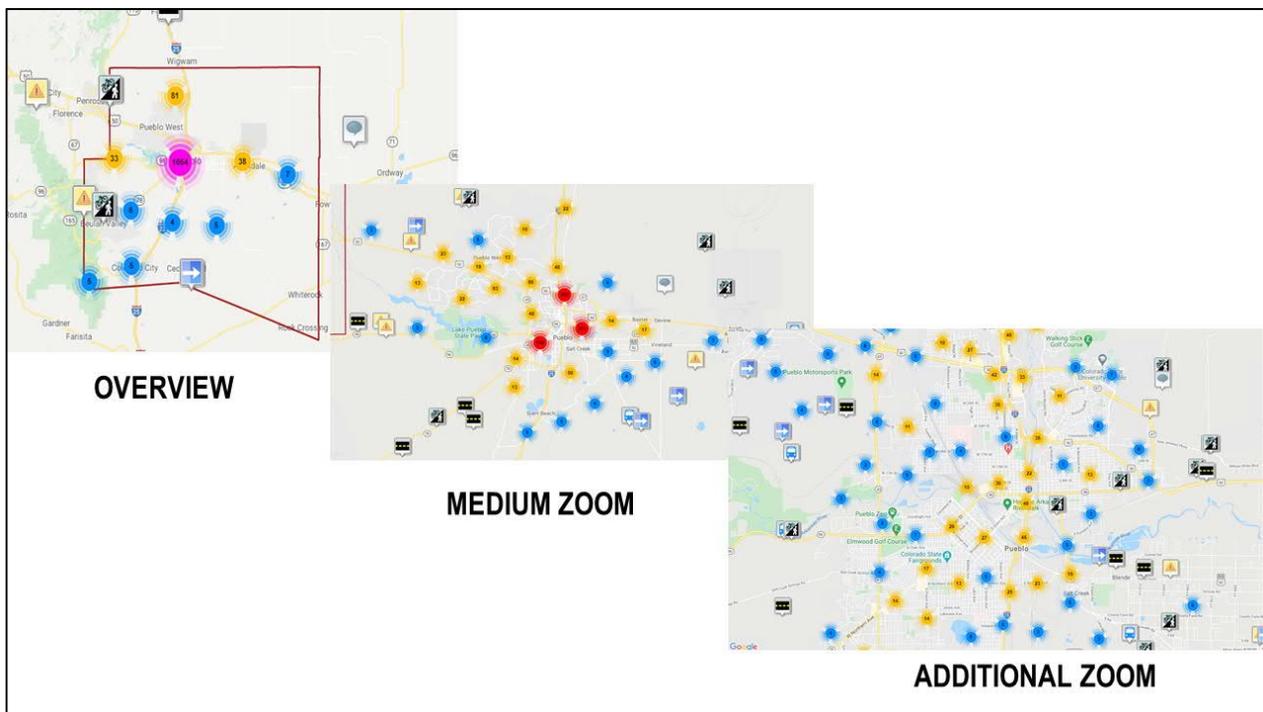


Figure A10 portrays the dashboard of the mapping tool with its telescoping functionality. In this figure, the 966 points that were dropped by survey respondents on all topics are presented spatially so that a viewer can grasp the areas where the most concern is located. Each of the “bursts” is mapped by magnitude and labeled with the number of points in the general vicinity of the burst. As the analyst zooms in, the scale and color changes and allows various parts of the region to emerge with their profile.

- Overview: the highest number of concerns is in the municipality of Pueblo; all parts of the county attract attention with transportation issues.
- Medium Zoom: Area: Neighborhoods and corridors begin to appear.
- Additional Zoom: Specific point locations and highways such as I-25 begin to take shape; the street network begins to appear

Figure A10: Sample of Survey Mapping Comments at Three Scales



The full set of responses from the mapping exercise are shown in Table A11, sorted by issue area.

Table A11: Mapping Exercise Comments

ID	Issue Area	Comment
1	Road Condition	all of Prairie Ave need improved roadway
2	Road Condition	Portland north to Hwy 96 is bad from Hwy 227
3	Road Condition	Hwy 96 is really wavy both directions
4	Road Condition	Extend Pueblo Blvd to I-25
5	Road Condition	Provide additional roadway access to Pueblo West
6	Road Condition	Congestion
7	Road Condition	Congestion

8	Road Condition	Road is in bad shape. Needs to be rotomilled and then relaid. Also, Outlook needs to be completed to Wills Blvd to offer an alternate option for North/South travel.
9	Road Condition	Road condition is awful, and the striping needs redone for the intersection of Elizabeth & Eagleridge. Access into Cactus Flower and the strip mall is dangerous due to the speed traffic travels and the double corners
10	Road Condition	I-25 through Pueblo needs to be improved and updated. This is the oldest stretch of interstate that has not been improved (more than 60 years old!!)
11	Road Condition	CDOT should improve the turning movement from SB of SH47 to EB of US50B
12	Road Condition	A two way left-turn lane should be provided here
13	Road Condition	Provide more passing lanes between Pueblo and Lamar
14	Road Condition	rough
15	Road Condition	rough
16	Road Condition	dip in road
17	Road Condition	Poor road conditions
18	Road Condition	need better road surfaces
19	Road Condition	Road conditions poor and no curbs/sidewalks
20	Road Condition	Potholes
21	Road Condition	Horrible driving surface
22	Road Condition	Road needs improvement overlay. To many large trucks
23	Road Condition	This whole section of highway needs over laid. It's been over 20 years since this has been touched.
24	Road Condition	This highway is in the same shape in most areas in need of road work over lay.
25	Road Condition	We need to finish straightening and widening through Pueblo I-25.
26	Road Condition	If road was widened to allow for faster and easier access to I-25 it would help prompt development.
27	Road Condition	Road needs improvements, overlay. To many large trucks destroying asphalt.
28	Road Condition	Entire planning region needs surface treatment improvements
29	Road Condition	Northern is in horrible shape and needs paved
30	Road Condition	Pueblo West needs to fix stormwater drainage. There are a lot of areas it pools on the road. Due to lack of maintenance. Also need to maintain roads and hire professional contractors to do projects. Example Chips seals on roads are not to standard.
30	Road Condition	Basic cleaning of the HWY system in the City is inadequate. Do not allow the weeds to grow over 1 foot. You own a sweeper, (maybe several) use it/them more than 1 time per decade preferably quarterly or monthly. Trash all over, do more to keep trash off the HWY ROW, volunteer programs, utilize the inmates, some type of bonus for the homeless to clean the city. Weeds in the median are taller than the average constituent at times. The City of Pueblo pays BHE to light the HWY, why are there so many overhead lights out on I-25, HWY 50, HWY 47, HWY 50 Bypass? These are easy fixes that should be in place already.to make the City of Pueblo a more desirable place to live and play. It's embarrassing that we are struggling to do the basic

		necessities of keeping the HWYs presentable. The people of Pueblo deserve better, expect better.
31	Road Condition	Bad road conditions nearly everywhere downtown.
32	Road Condition	Roadway is far past substandard for travel for all of Prairie Ave.
33	Road Condition	Roadway is far past substandard for travel.
34	Road Condition	Hard bump in road.
35	Road Condition	Road is in poor condition.
36	Road Condition	There are a lot of potholes in this area on the turns onto the streets.
37	Road Condition	These must be some of the bumpiest roads I have seen. These would be the highest priority for me on road repaving.
38	Road Condition	Just kidding. THESE roads are by far the worst in Pueblo County. They have potholes and are so bumpy. If we could repave these, that would be amazing.
39	Road Condition	I25 is dangerous especially in winter going north.
40	Road Condition	All the roads on this side of town (Eden) are in serious need of some work. I live over here, and I don't even want to try to imagine how much these roads are killing our cars.
41	Road Condition	Repave roads-Elisabeth
42	Road Condition	Potholes
43	Road Condition	Paving and widening of roads in Pueblo West
44	Road Condition	Widening US 50 to 4 lanes from TTCl to Otero County Line.
45	Road Condition	Completion of 1-25 and Dillon Road interchange; Dillon Road extension to exit 104.
46	Road Condition	Poor pavement condition
47	Road Condition	Poor pavement
48	Road Condition	Poor pavement; rough ride
49	Road Condition	Poor road conditions heading east
50	Road Condition	Horrible road condition
51	Road Condition	most of Santa Fe should be resurfaced
52	Road Condition	needs to be resurfaced
53	Road Condition	This is a poor, underserved part of the community that lacks the investment into infrastructure
54	Road Condition	This road is narrow and in poor shape
55	Road Condition	This road needs an overlay and bike lane
56	Road Condition	very rutted at stop
57	Road Condition	congestion
58	Road Condition	Potholes galore
59	Road Condition	Highway 50 is always congested, there needs to be additional access to Pueblo West
59	Road Condition	Our roads are quickly resembling the roads in Rocky Ford....several patched per block, often going from asphalt to actual road base/dirt! Grand Junction is smaller and has roads in much better condition! Check them out!
60	Road Condition	These streets are in horrible condition - always even the main roads such as 4th and 8th. We cannot grow this area commercially if it is inaccessible.
61	Road Condition	Rough surface conditions.

62	Road Condition	Potholes
63	Road Condition	Very poor road condition
64	Road Condition	Bad road condition
65	Road Condition	Unclear lane markings
66	Road Condition	Terrible road surface
67	Road Condition	Many city streets throughout town are in rough condition
68	Road Condition	All roads
69	Road Condition	This road needs to be resurfaced. It's worse than a washboard road.
70	Road Condition	City Center Dr needs rebuilt in front of Hotel. Road cannot handle the weight of vehicles.
71	Road Condition	i-25 surface condition between Pueblo and Colorado Springs
72	Road Condition	Very uneven surface to drive over. The road has settled and causes dangerous driving!
73	Road Condition	This entire side of town need to be redone right! It's an embarrassment for people from other cities or states to come here!
74	Road Condition	This stretch of road in this area is deteriorating and is crumbling! There are housing developments in the area that would be enhanced if road conditions were better.
75	Road Condition	This road is also deteriorating and should be replaced to provide access to the neighborhoods in the west side of Pueblo.
76	Road Condition	Prairie Ave from Jones Ave to Pueblo Blvd is horrible! Construction has happened in the last few years and the "patch" work done is less than satisfactory.
77	Road Condition	Terrible road conditions
78	Road Condition	High traffic. Terrible condition from one end to the other.
79	Road Condition	bad all along Prairie Ave
80	Road Condition	One of the newer roads in Pueblo and is bumping and potholes.
81	Road Condition	Best case scenario is to make this a ramped highway merger. A quicker and lesser fix would be prioritizing the Hwy 50 and not Pueblo Blvd (i.e. have the green light be much longer for Hwy 50).
82	Road Condition	improve roads
83	Road Condition	Poor condition of roads - potholes and buckling of the pavement
84	Road Condition	Need HWY 50 3 lane both ways for traffic and congestion.
85	Road Condition	extend 4 lanes south to Joe Martinez at a minimum.
86	Road Condition	extend 4 lanes to south, at least to the Reservoir connection.
87	Road Condition	this road has been improved recently but still has a way to go. It needs to be developed as an additional connection between city and PW.
88	Road Condition	This road is in terrible condition north up to county maintenance.
88	Road Condition	This road is in terrible condition and needs fixed bad!
89	Road Condition	Main St in poor condition
90	Road Condition	Maintenance on the roads suffers tremendously in Pueblo West.
91	Road Condition	Road is very rough.
92	Road Condition	needs repaving
93	Road Condition	Heavy traffic and lane merging.

94	Road Condition	Greenwood surface is horrible. Is this the best the city can do? the same holds true for various streets downtown.
95	Road Condition	Potholes throughout the city
96	Road Condition	Road is beyond patching needs replaced
97	Road Condition	Road needs replacing
98	Road Condition	Bridge needs replacing
99	Road Condition	many Pueblo West streets need to be repaired
100	Road Condition	PRAIRE ROADS ARE HORRIBLE
101	Road Condition	LOTS OF HOLES IN ROAD
102	Road Condition	Substandard interchange at exit108
103	Road Condition	Inadequate vehicle storage between freeway ramps and Elizabeth Street intersection
104	Road Condition	two lanes
105	Road Condition	road to Co. State of Pueblo
106	Road Condition	payment
107	Road Condition	road to college
108	Road Condition	All the roads within the city limit are poorly maintained.
109	Road Condition	Platteville is major carrier of traffic to/from Pueblo West, a lot of heavy truck traffic. This road needs improvements of surface, drainage and widening at some points
110	Road Condition	Joe Martinez carries a lot of traffic, major connector route. Needs to be wider with 4' shoulder for safer bicycle connection and motor vehicle safety and prevent degrading roadway edge. This is most logical road to extend through Honor Farm area so needs to be sufficiently built
111	Road Condition	road needs resurfacing
112	Road Condition	One of the best views in the city, driving around lake Minnequa but the road is horrible!
113	Road Condition	Paved road to kayak park area with better security
114	Road Condition	sink holes
115	Road Condition	road leading into Vitamin Cottage is not in good condition
116	Road Condition	Entire stretch of Prairie is in bad shape and should be repaved
120	Road Condition	Traffic!
121	Road Condition	Prairie is a mess- horrible roads
122	Road Condition	When this got re-paved, they did a horrible job
123	Road Condition	Santa Fe needs re-paved
124	Road Condition	Most roads are dirt; paved roads have poor edging
125	Road Condition	Roads all over Pueblo need to be fixed
126	Road Condition	Roads all over Pueblo need to be fixed
127	Road Condition	Roads all over Pueblo need to be fixed
128	Road Condition	Roads all over Pueblo need to be fixed
129	Road Condition	Roads all over Pueblo need to be fixed
130	Road Condition	Roads all over Pueblo need to be fixed
131	Road Condition	Roads all over Pueblo need to be fixed
132	Road Condition	Roads all over Pueblo need to be fixed
133	Road Condition	Roads all over Pueblo need to be fixed

134	Road Condition	Roads all over Pueblo need to be fixed
135	Road Condition	Roads all over Pueblo need to be fixed
136	Road Condition	Roads all over Pueblo need to be fixed
137	Road Condition	Roads all over Pueblo need to be fixed
138	Road Condition	Roads all over Pueblo need to be fixed
139	Road Condition	Roads all over Pueblo need to be fixed
140	Road Condition	We pay enough taxes for our roads to be up to par.
141	Road Condition	Road Conditions on Northern and in the Pueblo area are horrible.
142	Road Condition	Bonforte Boulevard in need to repair. At the current time, there are potholes and patches.
143	Road Condition	the roads are battered and several potholes
144	Road Condition	Road conditions in the downtown area (north of City Center Dr) are horrible!!
145	Road Condition	All of prairie bad cond.
146	Road Condition	Drivers/freighters are often not very safe on the road.
147	Road Condition	Is there one big ROAD CONDITION marker to place on the entire city?
148	Road Condition	Road conditions for Dillon into Platteville, roads need repair and to be maintained in winter, snow days. These roads seem to be missed and only Purcell is plowed.
149	Road Condition	Poor surface condition currently being addressed, finally.
149	Road Condition	Roads are very bad in this area
150	Road Condition	roads
151	Road Condition	Potholes
152	Road Condition	some side street are in serious need of repair
153	Road Condition	POTHOLES
154	Road Condition	Congestion, poorly maintained roadways (potholes, etc.) in and around the Pueblo West area.
155	Road Condition	Pueblo West has the worst roads in all of Pueblo County. With more than 400 miles of roadway, they can barely maintain the arteries that they have, let alone try to improve the side streets. Half of their roads are unimproved dirt roads.
156	Road Condition	Desperately needing paved.
157	Road Condition	The roads in this area are really bad with pit holes and dips
158	Road Condition	bumpy roads, construction that doesn't fix the problem
159	Road Condition	Always huge potholes here
160	Road Condition	older narrow roads need to be looked at
161	Road Condition	South Prairie has not been resurfaced in 30-50 years and it shows! As a thorough-fare for this side of town it has been badly neglected.
162	Road Condition	Pueblo west metro does not maintain dirt roads very well on the north side of Pueblo West
163	Road Condition	Potholes
164	Road Condition	road on Prairie is horrible
165	Road Condition	upgrade
166	Road Condition	The lane striping for west bound Northern Ave for vehicles turning left onto Surfwood seems incorrect. The opening from the end of the double

		yellow stripe to the beginning of the White turn lane stripe is extremely short.
167	Road Condition	Road is full of dips and cracks
168	Road Condition	Road is in bad shape dips cracks
169	Road Condition	this road is awful
170	Road Condition	needs redone, it's like going 4 wheeling
171	Road Condition	This is one of the bumpiest roads I travel on a normal basis. There is a large hump in the South bound lane as you approach I-25.
172	Road Condition	Another really rough roadway
173	Road Condition	Road repair and maintenance is needed throughout Pueblo and Pueblo County.
174	Road Condition	This is the 11th street bridge back to 18th St. The surface is terrible.
175	Road Condition	I'm guessing PCC owns this segment. Condition is terrible. I've started to ride down St Clair to avoid it. St Clair isn't all that good either
176	Road Condition	The bike lane signage and markers is a mess. Very confusing. I also got a flat through here.
177	Road Condition	Apparently, the city maintained section here is very poorly taken care of. It's a nice ride, but again, the road condition is not fun
178	Road Condition	I'm very dissatisfied with the smoothness of the new concrete trail around Pueblo reservoir. At speeds above about 7mph it starts to get bumpy. They should've used the contractor who did the Arkansas River Trail. Aside from sections deteriorating due to age, it's a good surface.
179	Road Condition	Not really a condition complaint, but it would be nice to have a decent route to the Y that didn't necessarily require a ride down Pueblo Blvd.
179	Road Condition	Poor road surface, ADA ramps, Sidewalk conditions.
180	Road Condition	unsafe pitch of Prairie Ave.
181	Road Condition	Severe delaminated road from Veta to Adams.
182	Road Condition	Poor road surface
183	Road Condition	Poor road surface
184	Road Condition	THIS AREA SHOULD ALREADY BE 6 LANES (3 EACH DIRECTION
185	Road Condition	McCULLOCH SHOULD BE 4 LANES (2 EACH DIRECTION) SINCE IT'S THE PRIMARY "LOOP" IN PUEBLO WEST
186	Road Condition	There is too much traffic through here. It is difficult to navigate as it get jammed up real fast and often.
187	Road Condition	This road is always torn up. Something needs to change and provide a better road that will last more than three days, that is what it seems to last.
188	Road Condition	SB Section of roadway is in poor condition
189	Road Condition	No super elevation
190	Road Condition	Ramp condition poor, manhole in roadway.
191	Road Condition	Concrete section of roadway very poor, during periods of rain, mud can be seen coming through joints in concrete sections.
192	Road Condition	Roadway curve has no super elevation or reverse super. Look at marks on guardrail rail.
193	Road Condition	Old rumble strips just paved over
194	Road Condition	Old rumble strips across highway still exist through the pavement
195	Road Condition	Bridges in poor condition

196	Road Condition	No drainage in roadway, numerous flooding issues
197	Road Condition	Drainage issues as roadway floods
198	Road Condition	Roadway surface poor
199	Road Condition	Terrible road
200	Road Condition	The roads have cracks and potholes including I-25. This creates safety issues and results in flat tires, accidents and broken windshields.
201	Road Condition	surface
202	Road Condition	surface
203	Road Condition	The road has been dug-up and repaved repeatedly. It is extremely rough and prone to potholes.
204	Road Condition	Road construction and frequent changes to available lanes
205	Road Condition	Highway is always congested
206	Road Condition	Prairie Ave is a total wreck!!
207	Road Condition	Another mess is Pueblo.
208	Road Condition	Kachina running behind the car dealerships is horrible to drive on. Really needs to be looked at.
208	Road Condition	Very Bumpy
209	Road Condition	needs widened and redone
210	Road Condition	road has deteriorated and the slight patch jobs on the sides do not last. Needs to be redone. Potholes
211	Road Condition	Spaulding needs an extra lane for crossing McCulloch in both directions.
212	Road Condition	McCULLOCH needs a repave and widening from the west to John Powell Blvd
213	Road Condition	Traffic light needed at Highway 50 and Swallows road, or at least a protected left turn ramp from Swallows onto Highway 50.
214	Road Condition	Traffic light badly needed and at West McCulloch and Highway50
215	Road Condition	Repave Locoweed because it is used as a route to Swallows road from Carrizo Springs Ave.
216	Road Condition	Fix the potholes all up and down S Woodstock Drive. They constantly open up in the poorly paved low spots.
217	Road Condition	Remove this stupid roundabout and put in a better intersection with turn lanes and a good traffic light. The roundabout is like driving thru a gauntlet and hoping to survive. What was the County thinking!
218	Road Condition	Improve Joe Martinez Blvd and extend it through to 11th street in Pueblo to give a route to South Pueblo and relieve traffic on Highway 50. Or else make Highway 50 a limited access freeway at least to McKenzie Blvd in Canon City. This should be a CDOT highest priority. Tired of watching all the State Highway taxes be spent on 19th century traffic solutions in the Denver Area. Just fix the roads for us. We don't need no stinking choo choo trains here.
219	Road Condition	More and more traffic on Boyero Street and East Platteville Blvd with the new access to I-25 and more shopping on the North end of Pueblo.
220	Road Condition	General discussion of a possible solution to all of these problems. If we are going to be left with over 200 miles of unpaved residential roads in Pueblo West, at least budget enough money to build culverts and underground storm sewers across the intersections that need regrading every time we get a big thunderstorm through our area. The Metro District Road Maintenance crews are overworked, underpaid, and

		poorly trained in road repair and grade work. This is not their fault. Metro District doesn't get enough of its taxpayer's money spent on road maintenance inside the Metro District. This will have to change before the residents of Pueblo West just decide to carve out a new County so we can get what we deserve
221	Road Condition	A three lane re-pave of all of West Platteville Blvd would be great before the traffic problems get much worse because of rapid growth in this area of Pueblo West. But the residents of this area would know more than me about what they need the most right now.
222	Road Condition	much of Santa Fe needs to be resurfaced
223	Road Condition	most of Grand - and most of the downtown area - needs to be resurfaced
224	Road Condition	Huge cracks and bumps in the road as well as potholes.
225	Road Condition	The road (Prairie Ave.) is in very, very poor condition.
226	Road Condition	Huge potholes in the road in this area and road condition is poor. Needs resurfacing. Also, large pools of water form in this area after snow melt or rain as gutters/sidewalk are nonexistent in on this portion of Bridle Trail.
227	Road Condition	ALL of La Vista road is in desperate need of resurfacing.
228	Road Condition	Most of Bonforte Blvd. road conditions are poor. Large cracks in the streets as well as potholes.
229	Road Condition	uneven patches are the work of untrained staff
230	Road Condition	uneven payment, uneven patch jobs
231	Road Condition	Rough surface condition
232	Road Condition	Rough Surface Condition
233	Road Condition	Very rough surface condition
234	Road Condition	Rough and "wavy" surface condition
235	Road Condition	Many potholes of varying sizes
236	Road Condition	Rough surface from this area south to Tucci Lane
236	Road Condition	Center of E Orman Avenue from Mesa Avenue to Summit Avenue needs to be milled and resurfaced due to a "washboard" effect from poor resurfacing of this portion of the street about 15-20 years ago.
237	Road Condition	There are too many local streets that have been resurfaced over decades. The edges of the street were milled and then a 2" new layer of asphalt was placed over the existing surface resulting in a severe cant or curvature of the cross-section of the street. With the center of the street higher than the adjacent sidewalk surface. This makes it very difficult to exit a care when parked parallel next to the curb where the door may hit the curb or having to "climb" out of the car on the side that is next to the traveled portion of the street.
238	Road Condition	all of pueblo west
239	Road Condition	Large road fall off on corner
240	Road Condition	Edge of road crumbling
241	Road Condition	Edge of road crumbling
242	Road Condition	In Pueblo, you know which roads are heavily traveled and keeping those in good shape are ideal. In Pueblo West, changing from dirt to paved roads would be nice.
243	Road Condition	Needs to be resurfaced.

244	Road Condition	Congested roadways and confusing access
245	Road Condition	Safe roadway as traffic increases
246	Road Condition	Maintain good road conditions and good access and safety for all of downtown Pueblo and for the Historic district in particular
247	Road Condition	Current road condition, entire length of Eagleridge, is in poor condition.
248	Road Condition	Roads in the downtown area are terrible
249	Road Condition	Main roads need to be replaced and maintained
250	Road Condition	rough road between prairie and Beulah Ave.
251	Road Condition	rough road between I-25 and Northern hill.
252	Road Condition	Terrible Condition
253	Road Condition	I-25 between Pueblo to Colorado Springs feels like a roller coaster. I feel sorry for all commuters doing that trip every day. It must be hell on their suspensions and tires year after year.
254	Safety	We voted yes on funding for Joe Martinez Blvd expansion to pueblo Blvd but never happens.
255	Safety	Currently 45 mph is too dangerous and fast for this roadway. Always drive at 35 mph on this roadway.
256	Safety	Please to do study for new traffic signal at this intersection for high school students and staff's traffic.
257	Safety	unsafe to make a left turn onto W. 4th Street
258	Safety	illegal right turn out and illegal left turn into driveway
259	Safety	road is wavy
260	Safety	Needs a center turn lane
261	Safety	The timing on the 4th Street corridor is awful, have to stop at every signal. Can't they be timed like the ones on 6th street? Do NOT mess with the timing on 6th street. It's the only city roadway that you don't have to stop at EVERY signal.
262	Safety	The bridge on US50B over I-25 is in poor condition. It needs to be replaced.
263	Safety	The bridge is in poor condition. It needs to be replaced.
264	Safety	The alignment of this stretch of I-25 needs to be amended. The curve is too tight.
265	Safety	wide roads
270	Safety	The exit from El Jefe is poorly designed. People try to turn left out of there. It really should be a right turn only.
271	Safety	Many bus stops have no shelter/cover against rain, snow or even extremely hot or cold weather.
272	Safety	Traffic signals for safe crossing
273	Safety	Traffic Camera light can be blinding, and light changes too quickly.
274	Safety	Crashes
275	Safety	Crashes
276	Safety	Crashes
277	Safety	Narrowing at bridge makes people swerve.
278	Safety	People traveling on Elizabeth, run the red light a lot.

279	Safety	There have been at least two documented and several others that may or may not be documented accidents at night on the HWY, no wonder that drivers are having difficulty with so many overhead lights not functioning. BHE has the equipment, they have the \$\$\$, turn the lights on.
280	Safety	Too many curves in this area - causes slowdowns and frequent accidents.
281	Safety	This intersection for cars going east is a tangled mess. There's not enough room. The continuous lane is great for cars coming from the exit but awful for cars already on that road.
282	Safety	Poorly designed and operationally does not work with many accidents.
283	Safety	Intersection does not work well with exiting traffic from the Albertsons development. Tons of near miss accidents.
284	Safety	too much traffic with no light. Sight distance is bad in reference to speed and traffic
285	Safety	vehicles trying to merge
286	Safety	Congested Traffic during rush hours.
287	Safety	People frequently drive the wrong way on this one way.
288	Safety	Increased residential turning movements appear to show an increase in rear-end accidents. A TWLTL from the US 50B/US 50C junction to Asbury lane would be beneficial.
289	Safety	Heavy congestion in the area of SB I-25, especially during peak hours
290	Safety	Intersection unsafe
291	Safety	Improvement of US 50/Pueblo Blvd. to freeway interchange to reduce accidents.
292	Safety	Traffic lights for Hwy 50/36th Lane, US 50 Business and 36th Lane, Baxter Road and US 50 Business.
293	Safety	Straightening! -25 curves from Santa Fe to Indiana Avenue.
294	Safety	Passing lanes on HWY 165
295	Safety	Poor sight visibility due to median landscape
296	Safety	Poor visibility due to median landscape
297	Safety	Poor access management; lots of weaving
298	Safety	Weaving issues.
299	Safety	Near missing with traffic no stopping for oncoming traffic from 29th
299	Safety	Excessive speeds; no left turn bays
300	Safety	biking and riding from CSU has led to death of athletes
301	Safety	Only vehicles are safe/ other modality of transportation is risky and at times unsafe
302	Safety	Signs for riders and walkers are absent despite poor visibility
303	Safety	Signs for riders and walkers are absent despite poor visibility
304	Safety	Signs for riders and walkers are absent despite poor visibility
305	Safety	Signs for riders and walkers are absent despite poor visibility
306	Safety	This on ramp is HORRIBLE and so dangerous. I almost always get hit because I cannot speed up enough to flow into traffic easily
307	Safety	Lot of traffic intersections merging, and a lot of cars get stuck in intersections stopping ease of flow of traffic. Exit ramps under I25.

308	Safety	Put 4-way stop on the corner of West Pitkin and Polk. Cars drive very fast between Abriendo and Orman and need to slow down. They can drive without stopping between Orman and Abriendo on Jackson and Lincoln.
309	Safety	Lincoln between Adams and Abriendo should not be made a speedway. This is a residential area in which I grew up. The homes are beautiful, and the street does not need to be widened. Promote community and walking, not speeding just because it is called a state highway. After WWII, this neighborhood was further expanded and serenity, not speed should be the priority in this city-center neighborhood (no matter what the state wants!).
310	Safety	People turning from the highway often block traffic coming from the mall area, the space here is too short for everyone to fit safely onto the road.
311	Safety	Short merge area is dangerous
312	Safety	The bike trail along the river is not safe at night
313	Safety	This intersection is always backed up and causing multiple wrecks.
314	Safety	I used to think the one-lane tunnel was cool, but it is very risky. The population in Pueblo West has increased and traffic through the tunnel is steady.
315	Safety	Small Ave is a high biking and walking area - especially when State Fair is in session but there are no sidewalks or bike lanes and the very wide streets encourage speeding.
316	Safety	Speeding is an issue here. Speed bumps or other traffic calming is needed here
317	Safety	This intersection is difficult to maneuver and has many blind spots. Possibly a traffic light here
318	Safety	Pedestrians and bicyclist are vulnerable. There needs to be a pedestrian island.
319	Safety	No shoulder for cyclists.
320	Safety	poor sight distance for left turn to Pueblo Blvd. 2 of 3 legs of the intersection stop then it is unknown who should go first.
321	Safety	nearly impossible to exit I-25 to get to SB Elizabeth. No room to merge for I-25 traffic that exits to 50
322	Safety	Traffic can't always move when it's a green light because it's congested.
323	Safety	Too many bad wrecks here. It's scary. Maybe an on-off ramp?
324	Safety	Congestion and slow down
325	Safety	Too much traffic, perhaps a raised by-pass highway
326	Safety	Multiple safety issues abound; everything from pothole/bad patch jobs to total lack of access for walkers/bike riders.
327	Safety	difficult access
328	Safety	difficult to see - turning at the corners of City Center Drive and Santa Fe
328	Safety	I feel that there isn't enough lighting on I 25 between Springs and Pueblo.
329	Safety	Speed bumps should be added.
330	Safety	Turning right at a red light is extremely dangerous here. It is nearly impossible to see oncoming traffic when turning right onto Northern Ave.
331	Safety	This intersection should have all stop signs. It is hard to know if someone is turning on a particular street.
332	Safety	Left hand turn signals would increase safety along Lincoln St.
333	Safety	Poorly timed lights, a confusing mess of lane changes

334	Safety	Drivers from Dillon Drive forced to use short merge lane with vehicles traveling quickly. Unclear who has right of way
335	Safety	Confusing lanes
336	Safety	Very busy single land underpass
337	Safety	Very short exit ramp. Vehicles will often be stopped on the interstate
338	Safety	Limited view when turning from Patty Dr
339	Safety	On-ramp is too short for safely entering interstate.
340	Safety	Massively upheaved sidewalk. I almost crashed into vehicular traffic.
341	Safety	No sidewalk. Only uneven ground is available
342	Safety	Inconsistent sidewalk width and availability along entire Lake Ave.
343	Safety	Can't bike toward PW on the Blvd.
344	Safety	Traffic congestion and weaving conditions make this corridor seem unsafe
345	Safety	vehicles consistently rush the red lights; traffic light timing seems to encourage this.
346	Safety	Speeding vehicles on this straight-way.
347	Safety	West-bound speeding traffic.
348	Safety	Speeding through traffic.
349	Safety	people driving south turning left don't pay attention to oncoming traffic. Maybe don't allow flash yellow turn.
350	Safety	I-25 needs to be 3 lanes both ways and straightened. When Vestas moves towers, they take up two lanes and some drivers are impatient and can cause accidents.
351	Safety	add traffic lights during shift changes/"rush hour". Very dangerous trying to exit I-25 and turning across Northern traffic, both south and north bound.
352	Safety	South Santa Fe pedestrian safety - crosswalks needed, Speed mitigation, sidewalk and curb completion
353	Safety	congestion, speed, accidents
354	Safety	Lincoln St is SO dangerous both as a pedestrian and a driver. Remove traffic - DO NOT WIDEN this street.
355	Safety	108 culvert is dangerous
356	Safety	50/Mcculloch intersection not safe
357	Safety	Single lane underpass at I-25 Exit 108
357	Safety	Heavy congestion specifically during "rush hour" surrounding 5:00 pm
358	Safety	Limited on/off merging distance for north-bound I-25 between 5th St and 13th St
359	Safety	Limited on/off merging distance combined with limited visibility hill on north-bound I-25 at City Center Drive
360	Safety	Lack of bike lane (or wider shoulder) along E Platteville Blvd/Dillon Dr between city and Pueblo West. Increasing levels of bicycle usage.
361	Safety	When coming on this road where they erected the new parking garage can make you lose control if you are not paying attention!
362	Safety	So much traffic congestion that I see cars running red lights and crossing lanes just to get to where they are going.
363	Safety	entering and exiting Interstate
364	Safety	Traffic lights cause vehicles to become congested in the intersections.

365	Safety	Going South bound on Berkley at Northern buildings are too close to the street and trying to turn right (west bound) onto Northern Ave is a nightmare. Make it a turn on green only.
366	Safety	Heavy morning and evening traffic
367	Safety	Hard to see EB traffic when on Acero.
368	Safety	Need stoplight here
369	Safety	Cross walk signals needs for kids walking to school
370	Safety	East 4th Street is too narrow for cars to be parking on it.
371	Safety	During rainstorms, this location floods to nearly 5" of standing water.
372	Safety	SPEEDS ON CURVE TO HIGH- POSSIBLY TRAFFIC LIGHT NEEDED AT ONEAL
373	Safety	DURING HEAVY RAIN- WATER COVERS-RUNS LIKE A RIVER- AREA JUST EAST OF INTERSECTION COVERS LANES COMPLETELY
374	Safety	Dumbest design I've ever seen. Always issues
375	Safety	West bound road narrows from 3 lanes to 2. This compression of traffic causes congestion and is dangerous.
376	Safety	Sidewalk handicap improvements needed here and throughout the city.
377	Safety	We need to finish I 25 widening and straightening project. All the money is going north to the Gap, I 25 north to Ft, Collins, and I 70 through Denver. We need our fair share!
378	Safety	We need to finish I 25 widening and straightening project. All the money is going north to the Gap, I 25 north to Ft, Collins, and I 70 through Denver. We need our fair share!
379	Safety	We need to finish I 25 widening and straightening project. All the money is going north to the Gap, I 25 north to Ft, Collins, and I 70 through Denver. We need our fair share! Connect Abriendo to Santa Fe.
380	Safety	We need to finish I 25 widening and straightening project. All the money is going north to the Gap, I 25 north to Ft, Collins, and I 70 through Denver. We need our fair share!
381	Safety	Hwy 50 needs to be 4 lanes consistently to the east to the Kansas line.
382	Safety	Need to 2 lanes on ramp to north bound I 25
383	Safety	Heading West on 29th Street under the rail bridge; when you climb out of the rail underpass, people see the traffic light on the other side of the Interstate, first, and ignore the traffic light before the Interstate.
384	Safety	Entering onto Santa Fe Ave, traffic coming from the North can surprise you as the exit the rail underpass. South bound Santa Fe traffic could be in one lane with an entrance lane
385	Safety	Drainage problem - Standing water causes accidents
386	Safety	Dangerous when icy
387	Safety	Dangerous when icy
391	Safety	Speeding is an issue all over the town. The police need more funding to enforce this issue.
392	Safety	The speed limit here is 30 mph. I would estimate the normal traffic does about 50 through here. Occasionally there are people who do in excess of 75.
393	Safety	Lowhead dam has claimed too many lives and creates unnecessary hazard to users of waterway.
394	Safety	Traffic Congestion and stop lights
395	Safety	The 'dip' under the new helipad is terrible!

396	Safety	Uneven elevated walkways offer a safety hazard for unsuspecting vehicles. Is this the best contractors can offer the city?
397	Safety	What shape the road is in.
398	Safety	Excessive speed. And congested
399	Safety	Can't see around corner poor road condition
400	Safety	there are so many accidents at this intersection
401	Safety	exiting or entering the interstate from the Hwy 50 area
402	Safety	This highway has been dangerous for years with head on collisions.
403	Safety	This intersection would operate much more smoothly and safely as a roundabout instead of hectic 2-way stop.
404	Safety	Under I-25 roadway area prone to water, has vertical drains dangerous to bicycle tires, narrow sidewalks.
405	Safety	Going South the left lane ends but the sign is too close to Indiana. Those in left lane cut off those in right lane. Need left lane repainted and clearly marked on pavement that it must turn left.
406	Safety	Glass, debris & narrow shoulder causing cycling hazards under bridge at salt creek.
407	Safety	Bike lane east bound on/off ramp at Northern, bike lane exposed to fast moving traffic on both sides of cyclist while riding uphill. Cyclists move slower and need more protection. Green colored stripes showing where to cross over or barrier safety poles with reflectors to delineate bike lanes.
408	Safety	Bike lane east bound on/off ramp at 50 & Roselawn, bike lane exposed to fast moving traffic on both sides of cyclist while riding uphill. Cyclists move slower and need more protection. Green colored stripes showing where to cross over or barrier safety poles with reflectors to delineate bike lanes.
409	Safety	Bike lane east bound on/off ramp at 50 & Roselawn, bike lane exposed to fast moving traffic on both sides of cyclist while riding uphill. Cyclists move slower and need more protection. Green colored stripes showing where to cross over or barrier safety poles with reflectors to delineate bike lanes.
410	Safety	Pueblo Blvd bridge over the Arkansas river has NO walking/cycling sidewalk/path going northbound.
411	Safety	box culvert needs widening
412	Safety	Needs some type of light or all stop sign.
413	Safety	No shoulder here
414	Safety	need an overpass
415	Safety	need an overpass
416	Safety	need an overpass
417	Safety	Multiple pedestrians struck by vehicles
418	Safety	Horrible road conditions!
419	Safety	Improved bicycle access along 96 towards the mountains
420	Safety	this interchange can be confusing to people
421	Safety	in general, on all roads of mesa junction speed is an issue
422	Safety	speeding motorists make crossing the street difficult and dangerous
423	Safety	motorists speed down the hill and into old town
424	Safety	the merge lane onto southbound I-25 is very short and unsafe.

425	Safety	difficult intersection for left turn out of target parking lot
426	Safety	difficult left turn onto Dillon drive
427	Safety	Large trucks (semi) cannot make a right (south) turn without traffic back up to all for turn. This intersection needs a great deal of attention and widening
428	Safety	Install speed check photo radar for speeding vehicles
429	Safety	right turn lane is not long enough and could use a larger radius for trucks.
430	Safety	Should have a continual sidewalk to Prairie Ave
431	Safety	need to change exit options for all 3 PW exit. Make overpasses on all three so they exit to the right whether they are turning right or left at the exit. This way the traffic can continue to flow under the overpass
432	Safety	extreme speeding down this street, a child was even hit right by my house, regular speeders of 45 mph or higher on this residential street
433	Safety	Safety issues regarding the heavy traffic and limited ways for people on bikes or walking to get around when that may be their only mode of transportation,
434	Safety	Crossing this intersection is sometimes impossible
435	Safety	The merge lane is too short here, have had a lot of close calls trying to get on I25
436	Safety	people still don't know how to use a roundabout!
437	Safety	People drive way too fast here
438	Safety	There are many walkers in El Camino/ Bridle Trl and people drive way too fast
439	Safety	Northern is not properly paved during snow.
440	Safety	Confusing- needs better signage. The circle is too small for semi's- overall bad design
441	Safety	People are constantly flipping a U-turn here because they exit loaf n jug and want to go back to the Hwy
442	Safety	Parking here is diagonal (should not be) so you cannot see when you exit the back of the courthouse and enter onto main street
443	Safety	Guy regularly parks a semi here that you cannot see around
444	Safety	Confusing mess- especially with access to Elm street and the alley behind
445	Safety	Confusing when it goes to a bike lane
446	Safety	Needs signage about flooding when it rains- out of town people may not know how dipped the road is- cars get stuck
447	Safety	people drive too fast
448	Safety	HELP WITH TRAFFIC ENTERING THE ROAD FROM THE LANES
449	Safety	Congestion
450	Safety	very congested
451	Safety	longer merging lane would be nice
452	Safety	Traffic is always backed up during commuting hours and blocking the intersection.
453	Safety	Drivers going through red light turning onto Bonforte Boulevard.
454	Safety	Dept Human service to move soon there will be increased traffic and foot traffic

455	Safety	Safety issues in the downtown area should be addressed. Drivers drive TOO FAST and on the wrong side of the one-ways. Slow them down with ALL WAY STOP SIGNS AND/OR PEDESTRIAN WALKS
456	Safety	Merging here is extremely treacherous especially in poor weather conditions.
457	Safety	there is a random pedestrian crossing in the middle of Prairie that is seldom used appropriately. This would be better if moved to the nearest intersection as a full three way stop.
458	Safety	The third lane ends right after Pueblo Blvd and it is a hazard trying to merge during rush hour. Most car will stay in the two left lanes to avoid trying to merge.
459	Safety	I-25 and 13th Street on ramp needs to be addressed, the congestion from 4:30 p.m. till 5:15 p.m. is an issue with merging on to I-25, slowdowns due to incoming traffic from the Belmont ramp.
460	Safety	A lot of employees to the airport/warehouse area have to jump across traffic during early mornings/nighttime when visibility is low. More streetlights, different traffic control option would be a good idea, example: roundabout
461	Safety	Drivers ignore traffic signals, laws and common sense in heavy traffic area.
462	Safety	Sunday afternoon street closures need to end.
463	Safety	Sharp corner fast driving vehicles
464	Safety	cars line up and block intersection just to get into Loaf n Jug
465	Safety	New design goes down to one lane and is very dangerous. I know several car accidents in this spot - I always get in the far left lane prior to the merge - need at least two lanes.
466	Safety	Needs posting to drivers or traffic enforcement to not block the intersection preventing exiting cars from getting off the ramp to turn West. Needs major improvement in traffic flow. Too many drivers are inconsiderate and block the intersection as they travel West to turn onto SB 25.
467	Safety	Traffic always backs up
468	Safety	Dangerous single lane underpass
469	Safety	unlit round-a-bout! Very dangerous as night!
470	Safety	always too busy with fast driving and too many traffic lights
471	Safety	hard to see traffic merging onto round about
472	Safety	Horrible intersection
473	Safety	Congested traffic
474	Safety	the intersections here are hard to see around at speed of traffic can be hazardous
475	Safety	HOLES IN ROAD
476	Safety	Sudden change of speed, tight turn
477	Safety	The lights don't seem to line up anymore and traffic backs way up headed west, under the bridge. It causes stopping under the bridge and the inability to allow for those with a green light to get through. the homeless people also take that time to walk through the gridlocked cars to get to the other side of the road.
478	Safety	Severe Congestion, poor road quality north of Pueblo into the Colorado Springs corridor

479	Safety	speed control is needed on Pueblo Blvd. and other major routes through the city
480	Safety	Belmont on ramp to southbound I-25 is extremely congested and dangerous during morning rush hour due to sharing the acceleration lane with traffic trying to exit at 13th street, bad configuration, traffic entering on ramp has to make such a sharp turn the they are going 40 mph slower than the traffic on the Hwy and then you have Hwy traffic trying to merge over to exit
481	Safety	13th St on ramp to northbound I-25 gets very congested and dangerous all day, bad design, on ramp shares the lane with traffic trying to exit at Belmont, not enough distance between the 2 exits to safely have accelerating and exiting cars utilizing the same lane, and traffic is so bad on I-25 that you can barely get over into the other lane before having to exit at Belmont
482	Safety	All of HWY 50 has traffic and safety issues
483	Safety	The driving habits and style of today's drivers make the lane design at this intersection and those just west of it a real hazard.
484	Safety	Lanes are confusing
485	Safety	dangerous intersection
486	Safety	severe pothole issue ...dangerous
487	Safety	Exiting I-25 northbound and turning left onto Pueblo Blvd is a challenge especially during high congestion times. With the crest of the bridge nearby you do not have long sight distance to watch for approaching vehicles. Being in a vehicle that sits low to the ground also hinders your views. With traffic stopping that is coming off of Greenhorn Dr also makes it difficult. In my opinion removing the stop sign for the traffic coming from Greenhorn Dr. would improve the ability to make the turn or installing a roundabout. If traffic coming from S Pueblo Blvd was not traveling as fast (posted speed limit of 45mph) the intersection would be safer, but it is doubtful traffic would slow even if the posted limit was lower. Another issue with the exit from NB I-25 to Pueblo Blvd is a very high percentage of driver in the inside turn lane seem to not realize that it is a double turn lane and turn to the outer lane. In my experience I have to avoid a vehicle not staying in their turn lane 50% of the time.
488	Safety	This access point to Northern Ave is posted as no left turns, but I encounter vehicles continually making left turns from here. In my opinion it should either be redesigned to allow left turns, an island added to Northern to prevent left hand turns, or the access removed because an extremely low percentage of vehicles use the access as designed making right hand turns.
489	Safety	Access in out of this area is extremely difficult and often unsafe.
490	Safety	Dangerous flooding here at the new overpass. Ice and snow are also a problem of the lack of drainage here.
491	Safety	There is a lot of foot traffic through this intersection. There should be pedestrian access in between or before the left turn signals activates.
492	Safety	POOR "new" intersection design
493	Safety	Poor visibility at stop light.
494	Safety	Poor visibility at stop sign
495	Safety	Poor visibility of traffic lights due to roadside trees
496	Safety	Blind approach and short merge.
497	Safety	BLIND SPOTS ABOUND AT THIS "ONE CAR AT A TIME" UNDERPASS

498	Safety	Bands in the back yard is a huge mess. We cannot hold Woodstock in the middle of busy business highway
499	Safety	With more coming to this small area, a stop light is going to be needed. When school is session it is the worst.
500	Safety	There are a lot of houses on the East side that should be torn down. If nobody is going to fix them up, get rid of them. These attract vagrants and other unwanted critters. Disease can spread and you can find the main source easily. The horrible houses.
501	Safety	Flooding, yeah, we all know. Need better drainage.
502	Safety	Numerous semi accidents that have closed highway
503	Safety	Speed limit too high for this area, no median, deficiencies in ingress and egress. Yes, traffic maybe travel at the 85% but does not make it safe.
504	Safety	Sight distance and speed issue, WB traffic goes from 55 to 35 Again numerous accidents, I know I was one.
505	Safety	Safety issues as the design of the high may not be to standard
506	Safety	Highway design may be too low for the posted speed. Roadway has no super elevation
507	Safety	Nice, cantilever sign placed at edge of Rodeway on outside of curve. Guardrail has been hit several times. Not real smart placing sign here.
508	Safety	SB roadway grade too steep for trailers.
509	Safety	NB on ramp poor, no acceleration ramp.
510	Safety	NB grade steep, numerous accidents during wintertime as icing conditions exist.
511	Safety	OMG !!!! For a new, not reconstruction, roadway section it is one of the bumpiest roadways.
512	Safety	NB offramp braking distance poor, as you are breaking downhill into a signal. There will be numerous rear end accidents here. Again, poor design.
513	Safety	NB off ramp, grade change in curve that throws driver right at guardrail. Poor design. Wait there was no design as old conditions were put back. Waste of money.
514	Safety	Turn lane configuration tends to lead to a sharp turn into SB on ramp
515	Safety	Median crossover causes major issues during periods of high traffic, crossing 3 lanes of traffic causing numerous accidents
516	Safety	Deficiency in ramp design
517	Safety	Arrows on roadway have you turning into barrier. Arrows not even right type for roundabout. Nice build but strip wrong.
518	Safety	Ramp curve tight
519	Safety	Bridge had cosmetic work done, roadway clearance poor
520	Safety	Interstate has no super elevation

521	Safety	Median curb so low, vehicles jump easily
522	Safety	NB roadway super elevation is nonexistent
523	Safety	Guardrail on Mesa Ave bridge is not to standard, taken down and painted so should have been replaced.
524	Safety	Bottleneck
525	Safety	People are always speeding and there seems to be a lack of enforcement on I-25 through Pueblo.
526	Safety	capacity
527	Safety	Road construction and frequent changes to available lanes
528	Safety	There has been lots of accidents here
529	Safety	Better pedestrian/bike crossing needed from residential areas from Morris to commercial area across Hwy50
530	Safety	Pedestrian crosswalk needed across 29th St. in vicinity of Country Club, 7th avenue.
531	Safety	Difficult to walk and bike downtown (not just this area) and feel safe. Often come close to getting hit.
532	Safety	Bicyclists on curvy, mountain roads are a safety concern- low visibility, narrow shoulders, etc.
533	Safety	Short time to merge
534	Safety	Flash flooding
535	Safety	Traffic; congestion
536	Safety	traffic and strange turn lanes
537	Safety	Too many pot shops and way too many stoned people driving around all of Pueblo County, but most especially in Pueblo West, where we actually voted against that senseless Government money grab!
538	Safety	Rebuild the bridge over the train track on Nichols Road and include a separated lane for bicycles and foot traffic to and from the State Park. This is a horrible place to have to drive through even when the traffic is light. Bicycling is fine but I want a safe pathway for them to get to the State Park. Pueblo Lake State Park is the best and busiest recreational facility in Southern Colorado and the State needs to take better care of it.
539	Safety	A one lane road under a freeway is a hideously dangerous situation at the Purcell exit. Just try tooting your horn so you can go thru that tunnel to get onto I-25 from Pueblo West! Sheesh!
540	Safety	Black Hills Energy needs to bury all of the main power lines they route through Pueblo West. Several of the reasons for this are well documented. Time for those guys to act like a local power company before the fools down in Pueblo decide to try to run their own power company instead, which would be another disaster because of the general aversion to work that is routinely displayed by all of our Government entities.
541	Safety	On Paying Attention to Our Actual Problems Increase the budget for the County Sheriff's department! All we need from Government is good basic infrastructure and public safety. We don't need any more feel good seminars for Government workers. And Government workers should already be well aware of every problem I have discussed in this section.
542	Safety	S Santa Fe Ave from City Center Drive to Hwy 50 Business Route is a death trap.

543	Safety	need more turn or make 3 lanes from I25 to Blanco
544	Safety	This intersection, at Prairie and Northern, is very dangerous even with the red light cameras installed here.
545	Safety	The intersection here at Lake Ave. and Pueblo Blvd. can be dangerous. Something needs to be done whether it's a red light camera installed here or reduction or speed limit.
546	Safety	This "on-ramp" is much too short and too sharp of a turn. This is a major safety issue. This ramp needs to be redone in order to be safer.
547	Safety	On ramp from Abriendo.
548	Safety	Need bridge over McCulloch really safety issue cars speeding thru lights.
549	Safety	Need traffic light reduced speed zone.
550	Safety	drivers run red lights
551	Safety	limited access out of area has people making illegal U-turns onto hwy.
552	Safety	many accidents and careless driving and speeding along why 50 between pueblo and pueblo west. need more enforcement.
553	Safety	Flooded after every rain
554	Safety	Congestion, roundabout needed
555	Safety	Light or roundabout needed for two way exit to relieve one way exit
556	Safety	Entire road needs to be repacked. It is a major route and is in the condition of a back rarely used country road
557	Safety	Most people don't know how to use a roundabout and teaching them the proper usage will be helpful as we continue to add them.
558	Safety	No pedestrian walk lines for safety.
559	Safety	No pedestrian walk lines for safety
560	Safety	Need better pedestrian ability to cross the streets.
561	Safety	The new interchange at Hwy 50 and Pueblo Boulevard is unsafe
562	Safety	Condition of Eagleridge is a safety issue. Road settlement could lead to loss of driver control.
563	Safety	Dangerous during school drop-off/pick-up times
564	Safety	(Entire stretch from Pueblo Blvd. to Pueblo West) Speeding issues, family members rear-ended multiple times, multiple vehicles gone off road
565	Safety	People using one-way tunnel to enter/exit I25 ignore signage and make a simple tunnel transit much more harrowing than it needs to be
566	Safety	Visibility on narrow road.
567	Safety	Too congested
568	Safety	poor traffic Design
569	Safety	To many serious accidents. Need to determine different traffic controls
570	Safety	There should be a light here already due to the increased traffic. People have a hard time crossing the street or turning left.
571	Safety	lane change and bike lane create issues for those who are not prepared - better signage needed?
572	Safety	speeding in the park
573	Safety	congestion, and turning on to 50 to go north I25
574	Safety	merging to one lane so soon after two lane turn,

575	Safety	short lights create traffic delays, especially northbound Purcell, current construction there is making matters worse!
576	Safety	"racing" to merge to left lane when right lane is turn only!
577	Transit Options	Trolley or electric transit to downtown
578	Transit Options	rapid transit
579	Transit Options	limited number of bus trips. Limited to bus transit and ride-sharing for public transport modes.
580	Transit Options	multimodal transportation downtown. Look to Fort Collins/Boulder for ideas. Pueblo barely has Uber; we need options for people to be able to enjoy themselves safely
581	Transit Options	no bus service
582	Transit Options	No bus service
583	Transit Options	Improved/more transit options to/from Pueblo West/Pueblo/Colorado City/Mesa and to Colorado Springs and Denver.
584	Transit Options	clients cannot access services at the health solutions family center
585	Transit Options	family visiting center for county is open and runs at different hours than public transport allows
586	Transit Options	Pueblo bus system
587	Transit Options	Pueblo bus system
588	Transit Options	There are no transit options outside of the city limits. This limits individuals who might want to access services but are unable to.
589	Transit Options	No transit options.
590	Transit Options	Need more transit options in the county. Need more frequent drop off/pickups.
591	Transit Options	Help the students access the rest of the city so that they can invest in the economy i.e. put it a bus so they can go downtown, enjoy a bar, and get back to their dorms without driving
592	Transit Options	Little to no transit options to PW
593	Transit Options	Little to no transit options to Lake Pueblo
594	Transit Options	Bustang needs to be built
595	Transit Options	I would like to see expansion of the bus system to outlying areas, especially Pueblo West
596	Transit Options	Traffic, need another road to divert traffic off of Highway 50, perhaps at Stem beach Rd looping west to Pueblo West
597	Transit Options	Bus system WHOLLY inadequate. Runs too infrequently to be of any use for commuters etc. Deserves its nickname: The Shame Train".
598	Transit Options	More public transit on I-25
599	Transit Options	More public transit on I-25
600	Transit Options	Public transit to/from Pueblo Reservoir
601	Transit Options	With no Sunday hours and limited weekday operations (ending at 6, well before most jobs I've worked get off), is frustratingly difficult to primary use mass transit to get around.
602	Transit Options	Allow public transit to have priority at intersections. Reducing lanes and offering public transit only lanes would make this feasible.
603	Transit Options	expanding bus lines to the airport
604	Transit Options	assess where needs are and respond
605	Transit Options	Why not open this up as a frontage road and chip seal to give another option between Pueblo West and Pueblo?

606	Transit Options	extend Greenhorn to Stem Beach for alternate access to business park instead of I-25 as only option.
607	Transit Options	Need high speed rail to Denver!
608	Transit Options	High speed rail to Albuquerque is needed!
609	Transit Options	In short: bus options in Pueblo SUCK. It takes 2 hours to get across town! Ridiculous!
610	Transit Options	There is no transit in pueblo west - it is an issue for people without vehicles
611	Transit Options	18th Street should be completed to connect the school with the Pueblo Blvd.
612	Transit Options	Connect Pueblo West to Pueblo through transit. especially with how large pueblo west has become
613	Transit Options	develop more modes of public transportation with frequent trips to encourage and interconnected to other modes
614	Transit Options	Need Front Range Passenger Rail!
615	Transit Options	Need Rail Station for passenger rail here for both Front Range Rail and SW Chief
616	Transit Options	This community could use bus service to town.
617	Transit Options	This community could use bus service to town.
618	Transit Options	Move transit center and radio building to north site so we can develop this valuable location for HARP.
619	Transit Options	Add rail station to provide commuter service along the front range. Economic benefits of being a bedroom community to the six counties with 95% of States jobs.
620	Transit Options	need bus access
621	Transit Options	Bus system does not work with hours for distribution/warehousing near the airport
622	Transit Options	Funding to support the services that we have
623	Transit Options	Funding support
624	Transit Options	Pueblo also have an extremely poor transit system. It's very difficult to live here without a vehicle and get anywhere in a timely manner.
625	Transit Options	Bus route option from Pueblo to Avondale, CO. Bustang stops at airport and Fowler.
626	Transit Options	City Park or St. Clair to downtown route. Suggest two busses for Red Creek Route 11. One clockwise & the other counterclockwise.
627	Transit Options	bus
628	Transit Options	Bus
629	Transit Options	Bus
630	Transit Options	Bus
631	Transit Options	station
632	Transit Options	station
633	Transit Options	station
634	Transit Options	Buses don't run often enough nor for long enough. This severely impacts the people who need or would like to rely on them for work.
635	Transit Options	Extended hours for buses to help students get to school at IntelliTec, PCC and CSUP.
636	Transit Options	bus service does not extend this way, closest bus stop is 1/4 mile away
637	Transit Options	high speed rail needed up and down the entire I-25 corridor

638	Transit Options	Transit of some form from Pueblo West to Pueblo
639	Transit Options	There are NO transit option since Bustang has not been operating
640	Transit Options	No public transportation in PW. Need Public trans
641	Transit Options	need public trans
642	Transit Options	need public trans
643	Transit Options	Public trans needed
644	Transit Options	Need public trans in the county and blend
645	Transit Options	More Bus service. I challenge you to get on the Bus and go to the Pueblo Mall or Downtown it is very much a challenge for people to take the Bus.
646	Transit Options	more ways out to Pueblo West
647	Transit Options	more transit options to Denver like a high speed train
648	Transit Options	Pueblo West and Pueblo County need to have public transportation options just as much as the city limits
649	Transit Options	Pueblo County residents would also benefit from public transportation beyond cab
650	Transit Options	It would be nice to have alternative transportation available from Pueblo to Pueblo West as well as from these areas to Colorado Springs
651	Transit Options	just need more routes in the downtown area
652	Transit Options	transit availability
653	Transit Options	Commuting from Colorado Springs, I would like it if I had an option to travel by rail from the Springs or light rail once I reach Pueblo
654	Transit Options	Need bus transit service 7 days per week including Pueblo West
655	Transit Options	there are no transit options in pueblo west
656	Transit Options	more access to transportation is needed in Pueblo west
657	Transit Options	There is no buses out here and it would be great for people who don't have transportation
658	Transit Options	Rye and Colorado City need to look at Transit option or shuttle options
659	Transit Options	Transit shuts down at 6, making downtown inaccessible. I want to spend money locally, but I can't get around during evening shopping hours
660	Transit Options	Ridiculous exit. Should have created and over pass on e or the other to allow flow to continue for those on Hwy 50. The clog is just pushed out a bit.
661	Transit Options	All transit stops should be pull offs
662	Transit Options	Have you considered light rail along highway 50 as a way of relieving congestion? It may also be useful along the I25 corridor.
663	Transit Options	There are no other ways in or out, no alt. Transport, and no u turns.
664	Transit Options	None needed whatsoever. Just upgrade the dad gum roads with all the extra tax dollars the County is getting from the Pueblo West Metro District in property taxes. Pueblo West is the fastest growing community South of El Paso County in Colorado, and it is growing because people are fed up with more taxes and less infrastructure maintenance all over this State. Pueblo West hast very little to recommend it besides no city type sales taxes and low to moderate home costs. Mess that up and there will be negative growth in Southern Colorado before this decade is finished.
665	Transit Options	I wish the Union Depot Rail Station was open and operating for passenger service.
666	Transit Options	Public transportation to the city and back, including Sundays

667	Transit Options	Need a bus going west entire length of Northern Avenue from S. Santa Fe to Pueblo Blvd with later hours of operation to 9:00 PM.
668	Transit Options	A bus route that runs in both directions on Bonforte Blvd from CSU-P campus to downtown transit center. And later hours of operation, to say, 9:00 pm.
669	Transit Options	Need access to bus later
670	Transit Options	No transit options to the Airport or the industrial estate
671	Transit Options	Keep funding for transportation in areas that do not have transportation services
672	Transit Options	Pueblo to Colorado Springs and then to Denver
673	Transit Options	More flight options would be appreciated, as would expanded commercial use of the airport
674	Transit Options	Rail service to Springs and Denver is a huge wish list item for me, faster and safer than a bus and more reliable in the Colorado weather
675	Transit Options	We need a rail option along I25
676	Walking/Biking	Continue bike path along south side of US50
677	Walking/Biking	Provide a safe pedestrian crossing at this location is essential. There have been many car/pedestrian accidents at this location
678	Walking/Biking	limited biking campaign.
679	Walking/Biking	widen roadways to allow multi modal transportation in city limits.
680	Walking/Biking	widen roadways to allow multi modal transportation in city limits.
681	Walking/Biking	widen roadways to allow multi modal transportation away from vehicle lanes to help prompt recreation activities.
682	Walking/Biking	widen roadways to allow multi modal transportation in recreation areas.
683	Walking/Biking	This is an issue throughout Pueblo. Our trails need maintenance and policing for safety. We had a huge turnout for a marathon and people comments were on the "sketchiness" of the areas they ran in...
684	Walking/Biking	Paths along West Pueblo Blvd. would be a huge improvement! Much more welcoming
685	Walking/Biking	The sidewalks are non-existent or very dilapidated, so people who live on this east side of the interstate have a VERY difficult time getting to west Northern. We should work on fixing the guardrails or providing more walkability within this corridor
686	Walking/Biking	It would be nice if there were biking and walking routes to the YMCA. It is very difficult to get there without a vehicle, but perhaps there could be plans to improve the walkability and bike ability to these areas.
687	Walking/Biking	More sidewalks and bike lanes through downtown.
688	Walking/Biking	Additional walking and bike paths in Pueblo West to connect to existing trails and Lake Pueblo.
689	Walking/Biking	Many bikers take this path and the visibility and shoulder are unsafe
690	Walking/Biking	Bikes and walkers are unsafe but are still frequent
691	Walking/Biking	Signs for riders and walkers are absent despite poor visibility
692	Walking/Biking	Need more trails to ride bikes from North side. Need to connect North side to nature trail for safer biking options.
693	Walking/Biking	Put a walking trail around the perimeter of City Park. Walking in the park is not easy, but it would be beautiful if safer. Get businesses to donate clearing path and providing gravel. Let citizens spread the gravel on the trail. This is what they did in Washington Park in Denver.

694	Walking/Biking	In general, I think there needs to be more ways to get across the Fountain, so that less people walk on the highway
695	Walking/Biking	There are no bike racks in City Park
696	Walking/Biking	Huge opportunity to add sidewalks and bike lanes on these wide and high multi modal use roads.
697	Walking/Biking	Huge opportunity to create a walk/bikeway along the ditch on this wide stretch of dirt along Adams Ave. It is a ditch maintenance ROW, but plenty of opportunity to make this a multimodal pathway while keeping it accessible for repairs.
698	Walking/Biking	Major opportunity to close to vehicles to enhance multi-modal access, especially with the redundancy of vehicle access along S Main St.
699	Walking/Biking	There needs a direct connection from the Main Street sidewalk to the trail head.
700	Walking/Biking	There needs to be pedestrian and biking access over I-25 to have better connection.
701	Walking/Biking	Multi-use trail needs to be continued West to link to Park West business park. Also, there needs to signage to communicate this is a multi-use trail
702	Walking/Biking	Many very unsafe roadways to share space between Bikes and cars/trucks. Particularly getting out of Belmont toward Pueblo West. The Bike Trail along the Fountain and Arkansas is insufficient, and often covered in mud after a storm.
703	Walking/Biking	The Platteville and Purcell area needs to have bike lanes for safety
704	Walking/Biking	Lack of bike lanes make it dangerous at times to ride on Main St.
705	Walking/Biking	Motorist education on sharing the road with cyclists
706	Walking/Biking	Pueblo West and downtown Pueblo should be connected via a 12 ft wide bike and walk path within a Greenway.
707	Walking/Biking	Insufficient pedestrian and bike bridges. It currently feels very unsafe to cross from east to west. Bridges should be built according to international grading standards and at regular intervals from north to south. There are very few routes to bikes and/or walk to work in a timely manner.
708	Walking/Biking	lights to quick
709	Walking/Biking	Walking in Pueblo West: currently not possible
710	Walking/Biking	Walking/biking on the East Side is dangerous!
711	Walking/Biking	Crossing Hwy 50 is HORRIBLE and DANGEROUS!
712	Walking/Biking	Why is the Mesa not bike friendly at all? Fix this!
713	Walking/Biking	Traffic entering Beulah needs to slow down - and walking & biking safety is needed!
714	Walking/Biking	Crosswalks and a stoplight in Avondale are needed - crossing the highway is frightening!
715	Walking/Biking	Not safe ped/bike access
716	Walking/Biking	lack of bike infrastructure on the entire northside of Pueblo West
717	Walking/Biking	There is not good bike and ped access heading south on Purcell from 50
718	Walking/Biking	Increased availability of trails that connect city to Pueblo West along Hwy 50 corridor
719	Walking/Biking	It would be nice to connect the eastern part of the county to bike trails, road trails etc. in a safe manner. Anywhere from county to Runyon/Arkansas/downtown.

720	Walking/Biking	Develop policies that penalizes motorists who do not give way or respect bikers and pedestrians.
721	Walking/Biking	Need bike and ped trails along highway to remove them from the roadway,
722	Walking/Biking	Extend bike and ped trail to CS
723	Walking/Biking	Need bike and ped trails along highway to remove them from the roadway,
724	Walking/Biking	Need bike and ped trails along highway to remove them from the roadway,
725	Walking/Biking	Need bike and ped trails along highway to remove them from the roadway,
726	Walking/Biking	Need bike and ped trails along highway to remove them from the roadway,
727	Walking/Biking	Need sidewalk repair and addition throughout this neighborhood.
728	Walking/Biking	Need sidewalk repair and addition throughout this neighborhood.
729	Walking/Biking	Need bike and ped trails along highway to remove them from the roadway,
730	Walking/Biking	Need bike and ped trails along highway to remove them from the roadway,
731	Walking/Biking	walking and biking are not seen as viable options in the outer neighborhoods of the town.
732	Walking/Biking	trails in poor condition
733	Walking/Biking	The bicycle lanes are unarguably the worst idea the city has offered motorists. There has to be alternative locations for cyclists on less busy streets.
734	Walking/Biking	If I-25 is shut down the only easily accessible for semi-trucks, motorists is Elizabeth to 13th St (or other I-25 onramp) to get back on to I-25 is Elizabeth and Greenwood (depending on the closure). Shutting down one lane of both N/S corridors was a terrible idea. I live on Greenwood and I think it's awful to have the cyclist's lanes there.
735	Walking/Biking	Walking and Biking trails to support Recreation
736	Walking/Biking	to college, Pueblo, and Pueblo West
737	Walking/Biking	Need bike/pedestrian bridge across I-25, Fountain Creek, train tracks connecting east side to west side. We have people crossing at Hwy 50 bypass, so needs to be north of 10th St. Can get across at 8th (needs bike lanes), 4th and 1st St already but long way to go. Near Mineral Palace park would be nice away from hectic areas.
738	Walking/Biking	8th St is major bike/ped crossing. Needs bike lanes, one lane each direction with center median lane for moving around obstacles. Sidewalk widening would be really nice or get poles out of the sidewalk
739	Walking/Biking	Bike/ped bridge connecting river trail to downtown area. Planned with levee project, just putting in another plug for it!
740	Walking/Biking	Need to complete NW loop of multiuse trail from Hwy 50 multiuse trail over through YMCA/med complex/apartments down to connect to Wildhorse Creek trail to the Arkansas river trail
741	Walking/Biking	Need to complete NW loop of multiuse trail from Hwy 50 multiuse trail over through YMCA/med complex/apartments down to connect to Wildhorse Creek trail to the Arkansas river trail
742	Walking/Biking	Need to complete NW loop of multiuse trail from Hwy 50 multiuse trail over through YMCA/med complex/apartments down to connect to Wildhorse Creek trail to the Arkansas river trail

743	Walking/Biking	Need to complete NW loop of multiuse trail from Hwy 50 multiuse trail over through YMCA/med complex/apartments down to connect to Wildhorse Creek trail to the Arkansas river trail
744	Walking/Biking	under highway tunnel for bike/ped/horse access near area of planned pool/community center. Could connect to trails on south side to a missing trail link north to the horse arena/campground area and trail along N McCulloch
745	Walking/Biking	Final trail segment connecting paved trails in PW to Lake Pueblo trail. Is funded, just needed to be completed for a truly integrated network of trails!
746	Walking/Biking	Bessemer Ditch could be a great bike/ped asset connecting residential areas and over to the Mesa area.
747	Walking/Biking	Vineland to Avondale no shoulder for biking safety.
748	Walking/Biking	Bike path through Honor Farm or a separate bicycle trail along US50 from Pueblo to Pueblo West and Lake Pueblo State Park.
749	Walking/Biking	4th street to pueblo airport needs help to allow cyclist to ride to work!
750	Walking/Biking	too much traffic needs a bike lane for bike commutes
751	Walking/Biking	get to the corner then no shoulder for any type of cycling
752	Walking/Biking	Want to do more of this however, safety concerns with traffic.
753	Walking/Biking	We need safe bicycle connectivity - NW trail loop from YMCA/med complex area to Wild Horse creek trail to river trail.
754	Walking/Biking	We need safe connectivity for bicycles from Purcell Blvd to Pueblo Blvd to river path
755	Walking/Biking	Protected bicycle and/or wider sidewalk along 4th street in front of midtown going towards downtown. The sidewalk is too narrow to safely ride on or to bring a wheelchair down
756	Walking/Biking	pedestrian crossing locations need to be taken more seriously and respected by vehicles. speed is a concern as well
757	Walking/Biking	cross walks need to be defined at all junctions along Orman
758	Walking/Biking	Impossible to walk or bike safely in this area, yet lots of residents are forced to do so.
759	Walking/Biking	No sidewalks and no parking along the trails that do exist
760	Walking/Biking	No safe walking areas. New bike lanes are small and full of gravel. They are not kept up.
761	Walking/Biking	Pedestrians walking on side of Highway 50. There is no walking area.
762	Walking/Biking	These are confusing
763	Walking/Biking	It would be nice if there were further reduced speeds for pedestrians and a dedicated bike lane.
764	Walking/Biking	Bike/Scooter trail between Pueblo and Pueblo West.
765	Walking/Biking	work on master plan
766	Walking/Biking	Too many blind corners on Northern and no bike lanes. Very dangerous for cyclists. Pedestrian paths along Northern are broken and not ADA compliant.
767	Walking/Biking	Adding more bike lanes would benefit Pueblo and Pueblo County.
768	Walking/Biking	Trail should be expanded to Pueblo West
769	Walking/Biking	PDFs not protected on structure
770	Walking/Biking	Peds not protected on structure
771	Walking/Biking	Separated bike line connecting to Bessemer

772	Walking/Biking	Some of the sidewalks along Pueblo Boulevard and on to Thatcher are wide and invite biking, however it's unclear how to coordinate between pedestrians and bikers. A bike lane would be welcome.
773	Walking/Biking	Safer for walkers and bikers
774	Walking/Biking	Walkway/bikeway across Highway 50 from area around Morris and Albertsons??
775	Walking/Biking	Need trails from City Park to Hwy 50.
776	Walking/Biking	Lack of accessibility
777	Walking/Biking	Bicycle lane needed and enforced on Nichols Road, so bicyclers can get to the State Park trails without blocking traffic. I am okay with bicycles, just not on our main traffic corridors. This is a serious safety issue.
778	Walking/Biking	When Platteville Blvd from McCulloch to I-25 gets rebuilt with 4 lanes. Include a safe passage route for bicyclers to use to get to the University District on the Dillon side of I-25.
779	Walking/Biking	The final extension of the Riverwalk will offer great connectivity for walking and biking
780	Walking/Biking	Reducing the trail around Lake Beckwith as well as trails into community
781	Walking/Biking	Need bike trail connection to State Park from PW bike trails.
782	Walking/Biking	need sidewalks or designated paths from Ventana to Regency Square on both sides of highway for people to walk or bike. Some areas you have to walk/bike on the highway and it's narrow.
783	Walking/Biking	need safer streets for being and or more trails for walking and biking in pueblo west and connecting pueblo west and pueblo
784	Walking/Biking	More education needs to be done so drivers know the rules of the road to keep bicyclists safe.
785	Walking/Biking	Going under the interstate is very unsafe and there is no lane to walk or bike on
786	Walking/Biking	Never Seen anyone on bike lane. Remove for better traffic flow
787	Access	Provide additional roadway access to Pueblo West
788	Access	Timing on traffic lights
789	Access	traffic congestion
790	Access	Limited routes. Generally, takes a lot longer to commute by bus than to drive by car. Limited ways to get tickets.
791	Access	Continued development is causing backups and traffic jams into the main highway.
792	Access	This intersection for cars going east is a tangled mess. There's not enough room. The continuous lane is great for cars coming from the exit but awful for cars already on that road.
793	Access	Wasn't Dillon supposed to be extended to connect to the new interchange by Best Buy? This would help so much.
794	Access	To many accesses along 50 and no rear collector roads.
795	Access	vehicles trying to merge
796	Access	During busy hours, his area gets VERY backed up and sometimes people gridlock the intersection. I feel there are many accidents here and some of this is due to many people traveling from in town out to Pueblo West.
797	Access	Lack of bus routes and schedules that run across the entirety of town.
798	Access	Build acceleration and deceleration lanes to keep up with the times. people need to come up to speed before merging into traffic

799	Access	geographic isolation
800	Access	Access is terrible and frequent accidents and near accidents occur
801	Access	unsafe school zone difficult to pick up and drop off children
802	Access	unsafe school zone difficult to pick up and drop off children
803	Access	parking and street system make access to the court difficult
804	Access	The routes from west to east get easily backed up. There is no freeway in that direction as there is N/S.
805	Access	University Park is cut off from the rest of the city. It is difficult to get anywhere else without a car. There are only main, busy roads like US 50 and I 25.
806	Access	This high school services a lower income population that needs more access options
807	Access	Build up the downtown infrastructure
808	Access	Elizabeth and 28th are main arteries with important businesses. It would be nice to be able to access them easier.
809	Access	Access to Pueblo West is either through a Park pass or Highway 50. We need an alternate route option.
810	Access	Very difficult to safely access The Grove by any mode other than vehicle.
811	Access	sidewalk ends here and there is no connection to these retail stores.
812	Access	I would love to be able to turn left/south here.
813	Access	difficult to get on and off I25 at this point difficult to get in and out of businesses in this area
814	Access	Some of the crosswalk buttons are not functional
815	Access	Bus stop lacks ADA accessibility. Bus stops servicing schools should be much larger and sheltered with cameras, and a blue panic light installed. Increase stop frequency during peak school start/stop times.
816	Access	Hard to get on the path from surface streets.
817	Access	Problem merging from Dillon onto HWY 47. Merge lane not long enough and creates congestion with cars exiting at Jerry Murphy. Suggest longer merge lane/additional traffic lane. Would require bridge expansion.
818	Access	Limited distance for on/off merging in north-bound lanes of I-25 between 13th St and Hwy 50 Bypass
819	Access	Way too short of merge lane going south on I-25 off of Abriendo
820	Access	Too much congestion. Diamond interchange or something else needed.
821	Access	Belmont to pueblo Blvd. connection
822	Access	There are not may options on how to enter Pueblo West. When there is an accident or the HWY gets shut down, everything stops.
823	Access	There needs to be another route in and out of Pueblo West besides purchasing a park pass.
824	Access	It's hard to get on I-25 all around the Arkansas river/downtown Pueblo. Even some of the main streets in Pueblo don't have on ramps to I-25 (including 4th street).
825	Access	Develop more public transport access between Pueblo West and Downtown Pueblo
826	Access	TRAFFIC LIGHT NEEDED
827	Access	Need bike and ped trails.

828	Access	Run bus service on extended hours. Provide independent looped bus service routes with connecting cross-town bus routes over the hub and spoke system.
829	Access	This is the primary bridge used to gain access from the north to the south sides of Pueblo. I do not have a suggestion on how to fix this.
830	Access	high volume of traffic between Pueblo and Pueblo West. No bailout South side residents in PW when there is a traffic jam on highway 50.
831	Access	Lack of interconnectivity between east and west sides of Fountain Creek, especially for non-motorized traffic and pedestrians.
832	Access	Lack of access options between Pueblos and Pueblos West
833	Access	The Grove area is cut off from the river trail system, need to provide levee access and to bridge options to get around as ped/bicyclist
834	Access	County is working with GOCO grant to provide trail connection to river trail from the Mesa area. This is much needed missing link for bike/ped options
835	Access	Joe Martinez extension through Honor Farm makes most sense vs parallel Spaulding route to highway. Needs appropriate width for cars and bike safety.
836	Access	Fenced off area restricts river access for West Park neighborhood along railroad tracks on south side of river to points west.
837	Access	Trail extension to access groceries at 29th and Dillion, as well as river trail access to CSU-Pueblo and along Fountain creek.
838	Access	Needs better access to trails and bike lanes
839	Access	only grocery store east of highway but only has access from the west
840	Access	This school needs more parking for the area.
841	Access	too much flooding
842	Access	Creating access to Pueblo West-Southside of Hwy 50.
843	Access	Currently no bus transit service in Pueblo West
844	Access	No on ramp traveling north. floods when rains. Lights are not timed out well.
845	Access	Access to this Parking lot is difficult, as well as dangerous.
846	Access	Not a great transition from one side of town to another.
847	Access	Needs better traffic control to make a Left turn to the West as cars that come EB to turn N to access AFW speed up to cut people off from turning in front of them.
848	Access	Continue extension to tie in to I25. this could relieve congestion on Elizabeth N of Eagle ridge and aid the current businesses with an additional access from the North. Also, can facilitate business expansion by attracting businesses that need Interstate access easily accessible.
849	Access	lots of traffic at 8am and 5pm
850	Access	easier access from Bessemer to I25
851	Access	Hwy 50 westbound should be 3 lanes all the way to Purcell at least, congestion is still terrible, they should have made 3 lanes like they did eastbound
852	Access	heavy traffic after work
853	Access	Sidewalks in this neighborhood not ADA accessible
854	Access	Access road to free up HWY 50 traffic
855	Access	All aspects of design poor for ramp
856	Access	All business access poor

857	Access	It would be great to connect the Grove to the River Walk by bridge or tunnel
858	Access	There is a railroad bridge crossing the river. Can it be used for pedestrian access to the Grove?
859	Access	If you do not have a vehicle outside of the Pueblo city area it is difficult to get around. Hard to even get around in Colo City due to highway and lack of connection.
860	Access	Widen tunnel undervl25
861	Access	Road from Joe Martinez to 24th St.
862	Access	Are there options for transportation to and from Pueblo?
863	Access	Access to airport from East 4th street needs better lighting and signs
864	Access	Access to airport is not lighted well at night. Signage for where to turn is not clear
865	Access	Volume of traffic and safety is a concern at this intersection. Good location for a round-a- bout.
866	Access	There should be another way to get out of the parking lot. I'm sure there are several minor accidents not reported because of the access issues of getting in and out of the frequencies trying to get in and out of the businesses in that lot.
867	Opportunity	Add in another access point to Pueblo West allowing for ease of movement to prompt development.
868	Opportunity	Walking/biking paths
869	Opportunity	Wasn't Dillon supposed to be extended to connect to this new interchange? This would help so much with traffic and with development.
870	Opportunity	It would be nice to see a small dedicated bike lane here, since most people use this street to travel between downtown and the east side!
871	Opportunity	It would be awesome to include an access point to the levee trail project from this neighborhood. It would do well to have more foot traffic moving through this are to help the local businesses
872	Opportunity	It would be nice to invest in infrastructure that allowed people biking or walking to have easy access and safe multimodal transpiration. It currently is very vehicle friendly, but it would be nice to see this become more biker, skater, and walker friendly.
873	Opportunity	29th Street makes absolutely no sense. The lane changes make it so people need to zig zag in and out of lanes if they want to go to King Soopers.
874	Opportunity	Better transportation options for individuals in Pueblo East and the County.
875	Opportunity	The university is a HUGE potential source of revenue and business. The city seems to completely ignore and neglect this aspect. If Pueblo could improve the transportation and support businesses for a younger population, Pueblo could experience exponential economic growth and become a thriving college town.
876	Opportunity	Make this a tourist attraction by putting in transit options like a free trolley
877	Opportunity	The city has a real opportunity to positively impact the lives of the people that live here
878	Opportunity	Runyan Lake has a beautiful walking trail around, but it has not been kept up. There is a Japanese Garden and labyrinth which is totally unkempt. It's a peace garden Get Colorado Master Gardeners and other community organizations to beautify the area and enforce stopping homeless from making camp areas to live in here.

879	Opportunity	The Northern Ave/McCulley exit off of I-25 is poorly designed. Waiting to turn left for traffic entering the ramp access can take excessive time, and then crossing back over I-25 a few blocks later via the Northern Ave. bridge to head east feels very convoluted.
880	Opportunity	Greenhorn drive traffic is always waiting on drivers from Pueblo Blvd. turning on to the I-25 northbound ramp. Perhaps this could be improved.
881	Opportunity	This interchange is so awkward. It isn't heavily traveled, but it is confusing to navigate the first few times passing through.
882	Opportunity	Way too many vehicle lanes on this road. It could greatly benefit from a bicycle lane.
883	Opportunity	Way too many lanes for vehicles. Could greatly benefit from a bike lane.
884	Opportunity	round-a-bout?
885	Opportunity	Finish connection of Outlook for more options to get to Shopping center and I-25
886	Opportunity	LOTS of opportunity for improvement, particularly in neighborhoods where the roads are full of uneven patch jobs and deep potholes, uneven sidewalks caused by tree roots, etc.
887	Opportunity	It would be neat to see Union closed off, from City Center Drive to C St, to vehicle traffic and made a pedestrian use space. There could be more outdoor markets (farmers markets, craft fairs, etc.) down there to increase tourism and drive more locals to the downtown area.
888	Opportunity	Finish Eagleridge drive and connect to Dillion
889	Opportunity	Finish outlook Blvd.
900	Opportunity	Connect Spalding Ave together
901	Opportunity	Connect Spaulding Ave together
902	Opportunity	Increase speed limit on pueblo Blvd to 65mph
903	Opportunity	Finish Desert flower Blvd
904	Opportunity	Add left hand turn lane
905	Opportunity	Transform into a central hub for park and ride, bike share program, bus, taxis, and tram. Offer a reduced rate or free shuttle to the airport. This shuttle could be subsidized by local hotels and the conference center.
906	Opportunity	close Union between C and D streets for a pedestrian shopping plaza, and to prevent speeding and noisy through traffic.
907	Opportunity	Parking should be free to encourage more businesses and customers downtown. Or have businesses validate for free parking. Current signage is not good explaining current parking fees prior to entering.
908	Opportunity	Needs better signage & parking designation. I never know if I need to pay or not. Would encourage free parking to get people downtown.
909	Opportunity	Ought to consider a parking garage for additional parking. Biggest complaint heard by customers.
910	Opportunity	opportunity for Spaulding to have ped/bike access along with new mixed use development
911	Opportunity	opportunity to connect pueblo to pueblo west via joe Martinez
912	Opportunity	Light cycles from Dillon to I-25 need to be changed because especially during rush hours the lights only let approx. 3-4 cars go thru before changing.
913	Opportunity	Extend Joe Martinez east to Pueblo Blvd.
914	Opportunity	Business opportunity: Subsidize shuttle or van service to Pueblo's largest employers would reduce traffic/smog/congestions. The business

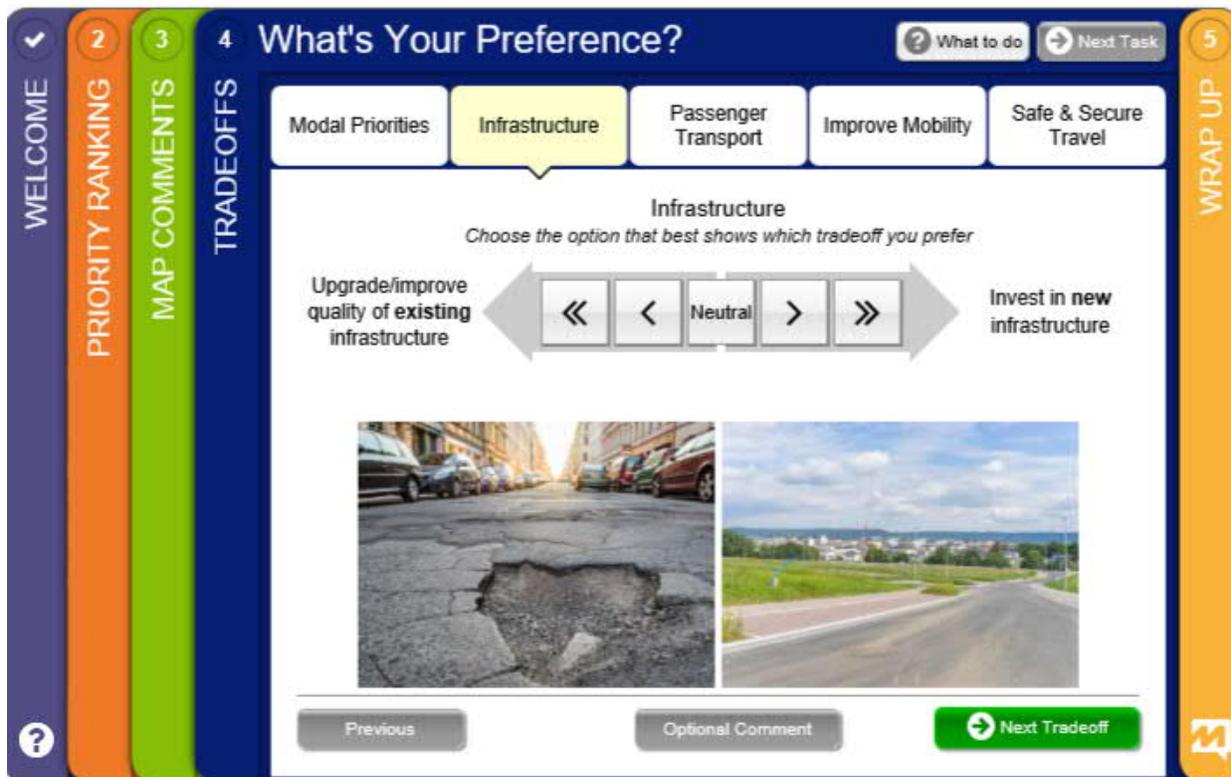
		could also provide alternate car rental services found in Denver and cater breakfast or lunches for workers riding the shuttle
915	Opportunity	Seek further subsidy for flying out of Pueblo. The airport is a hidden gem that more people would use to avoid traffic and lines if fees were aligned.
916	Opportunity	Abriendo Ave could Connect to Santa Fe Dr right here.
917	Opportunity	I think if there was a tax break for people who biked to work more people in this town would ride bikes
918	Opportunity	Purcell should be expanded to 6 lanes so it would provide relief from Hwy 50
919	Opportunity	W 24th St could connect with Purcell Blvd to alleviate congestion on Hwy 50.
920	Opportunity	Lowhead dam can be altered to encompass fishing area and perhaps more kayaks which can bring tourist dollars
921	Opportunity	Expansion of road to help with business growth plan; funding needed.
922	Opportunity	Pueblo Airport infrastructure is outdated and unwelcoming. increased awareness for air travel will improve road congestion making roads safer and easier to travel
923	Opportunity	Extension of the river trail along Bessemer ditch and South Road. Possibility to promote agro/eco-tourism, via bicycle touring, to Excelsior Food Hub in Avondale & learn the history of Arkansas Valley agriculture.
924	Opportunity	Have rail stop 2-3 locations within town. Run parallel or near I-25, if possible. Maybe Pueblo Blvd to boost development there?
925	Opportunity	landscape medians
926	Opportunity	This could be an amazing area for foot traffic
927	Opportunity	As lake Minnequa grows, this will be a major location for all to recreate
928	Opportunity	All along the ditch there is a huge opportunity to beautify and make the space more pedestrian friendly. There is no direction to go but up- the ditch is a huge eyesore. Shade needs to be added. There has to be a way to maintain functionality while not having the ditch be a blight to the surrounding neighborhood.
929	Opportunity	High speed rail up and down the I-25 corridor would be wonderful
930	Opportunity	Roundabout would be great here
931	Opportunity	There needs to be a way to get from Hwy 96 to Pueblo West without adding congestion through the reservoir, especially when kids go back and forth from both areas to get to school (D70 kids going to D60 and D60 going to D70 schools)
932	Opportunity	There should be some kind of safe walking trail/trolley from Runyon to the Riverwalk. People come from all over to play baseball/softball and a trail/transit system could get them to downtown restaurants, shops, etc. between games. The only close place to eat that visitors even see is sonic
933	Opportunity	The nature center used to be a recreational site, then they started charging to park, now it's a ghost town compared to what it was. It's a great area that needs some restoration. It could be another great outdoor recreational area, maybe another Frisbee golf area.
934	Opportunity	The Slabs are often packed- Pueblo needs another outdoor FREE basketball recreational area for kids/adults to hang out.
935	Opportunity	There should be a free open area for people to play tennis. Even school courts are closed.

936	Opportunity	limited opportunity to locals
937	Opportunity	Overpass is needed so people do not turn in non-turn roadways. Created after intersection was previously been "revamped"
938	Opportunity	Great place to have an on ramp to freeway north
939	Opportunity	Possible road extension EB to facilitate possible business growth.
940	Opportunity	Opportunity for growth by completing the extension
941	Opportunity	The number of dead-end streets in town is both disturbing and annoying.
942	Opportunity	plant more trees. Pueblo is so hot in the summer, and I am getting heatstroke walking around downtown.
943	Opportunity	I think a separate trail way for bike/walking access would be a wonderful addition to this section of HWY 50 from the railroad trestle to the 1st or 2nd McCullough exit. The same possibly for Pueblo Blvd from Hwy 50 to Elizabeth Street
944	Opportunity	For Goodness sake start working on the extension from Pueblo Blvd to Purcell!
945	Opportunity	Alternate access to PW via Joe Martinez to Colo Hwy 45
946	Opportunity	JOE MARTINEZ EXTENSION PROJECT: CONNECT TO PUEBLO BLVD
947	Opportunity	It begins with tearing down the bad houses or fixing them. There are plenty of homeless people that others could get grant money and invest in building housing to get some of these people off the street. The CoC meeting each month to talk about different ways things are going. It is a lot of talk and not seeing any action.
948	Opportunity	Opportunity missed as Evarz expending. There is plan for highway through Pueblo.
949	Opportunity	add a third lane westbound 50 to McCullough
950	Opportunity	More Shop and restaurants
951	Opportunity	This road is often used by bicyclists training for mountain riding.
952	Opportunity	Connect Bandera to McCarthy and red creek
953	Opportunity	The new levee project
954	Opportunity	It would be beneficial to have a through transportation line from Pueblo to Springs or further. This would help cut down on individuals who commute by offering a type of shuttle or rail.
955	Opportunity	Build a wall to separate the interstate from the park. Noise needs to be reduced.
956	Opportunity	Need to invest more revenue into airport.

A5 Tradeoff Exercise

The final area in the online survey was an exercise in transportation trade-offs. A trade-off is a situational decision that involves diminishing or losing one quality, quantity, or property of an element in return for gains in other aspects. In simple terms, a tradeoff is where one thing increases, and another must decrease. Tradeoffs stem from the need to allocate time and attention between different tasks or products. In the context of transportation planning, trade-off exercises allow a planning agency to understand how residents value of one path of action in comparison to another path, providing a differential value judgment from the respondent.

Figure A11: Transportation Trade-off Page View (Infrastructure), PACOG 2045 L RTP



There were five subject areas in which survey respondents were asked to respond to a trade-off question: (1) Modal Priorities, (2) Infrastructure, (3) Passenger Transport, (4) Improve Mobility, and (5) Safe and Secure Travel. In each case a scale ranging from 1 to 5, with 3 being neutral, is set up. On the left, as shown in Figure A11, is the choice to upgrade existing infrastructure while on the right in the choice to invest in new infrastructure. Instead of a “yes or no” response, this type of question gets at the gradations of choice that people may want to make, as well as allowing them to remain neutral. An average value that tends towards the number 1 for this category, infrastructure, means that most respondents want to repair existing infrastructure. In the modal priorities area shown in Figure A12, a tendency to see a region invest in roads as opposed to bikes, pedestrians and transit is put in front of the respondent.

Figure A12: Transportation Trade-off Page View (Modal Priorities), PACOG 2045 L RTP



The trade-off results across the five categories are:

1. Modal Priorities – Participants were asked to select the option that best reflects their preference. In general preferences tended towards more improvements for cars and trucks (vs. for bikes, pedestrians and transit).
2. Infrastructure – Participants were asked if they preferred to upgrade and improve the quality of existing infrastructure vs. investing in new infrastructure. The trends pointed towards investing in repair of existing roadways.
3. Passenger Transport – Participants were asked if they preferred to increase transit and other passenger services to new areas vs. increasing transit and other passenger services on popular routes; a large percent of these responses were neutral or in favor of enhancing existing routes.
4. Improve Mobility – Participants were asked if they preferred to increase capacity by adding lanes and/or other infrastructure vs. managing demand with technology and other travel mode alternatives. Respondents generally selected the lane capacity improvements.

- Safe & Secure Travel – Participants were asked if they preferred to invest in new “intelligent” technologies such as smart data systems vs. invest in traditional safety infrastructure such as signs and striping. Responses were evenly spread across the five gradations.

Figure A13: Transportation Tradeoff Rating Distributions and Average

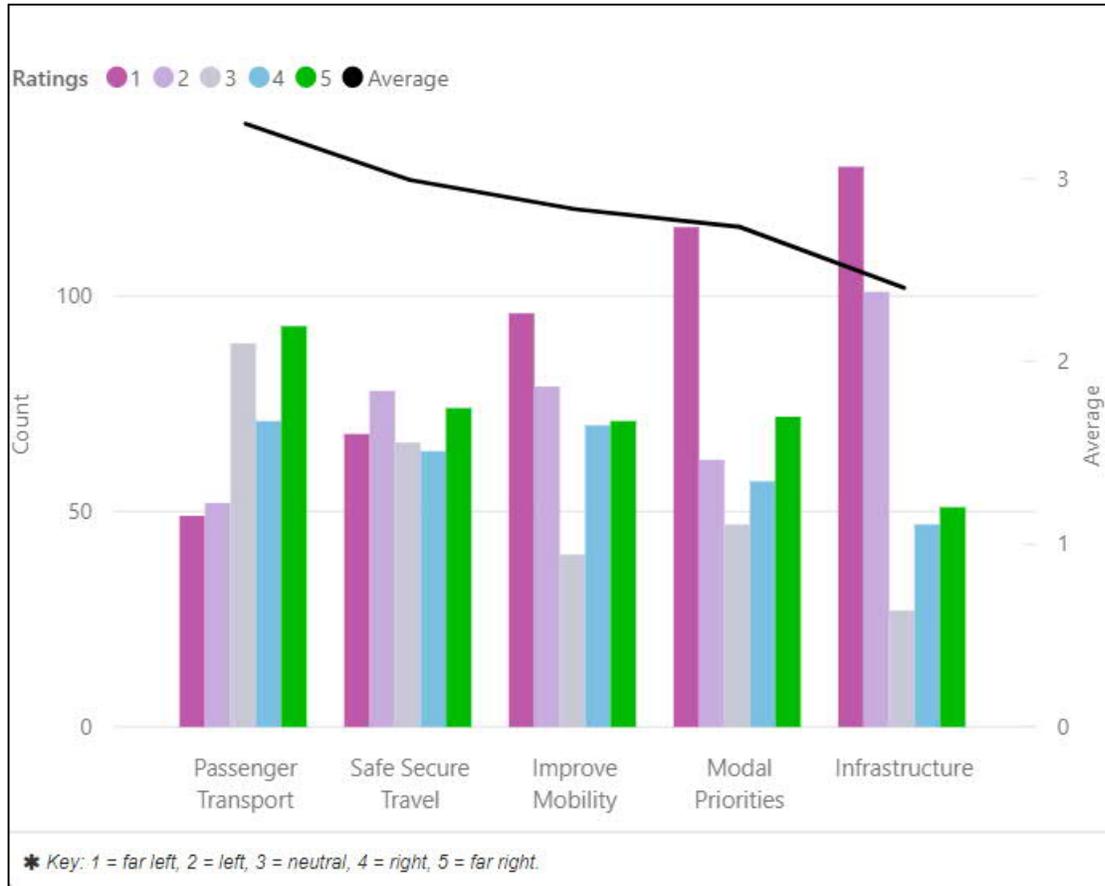


Figure A14: Transportation Issue Areas with Ratings and Averages

↓ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.

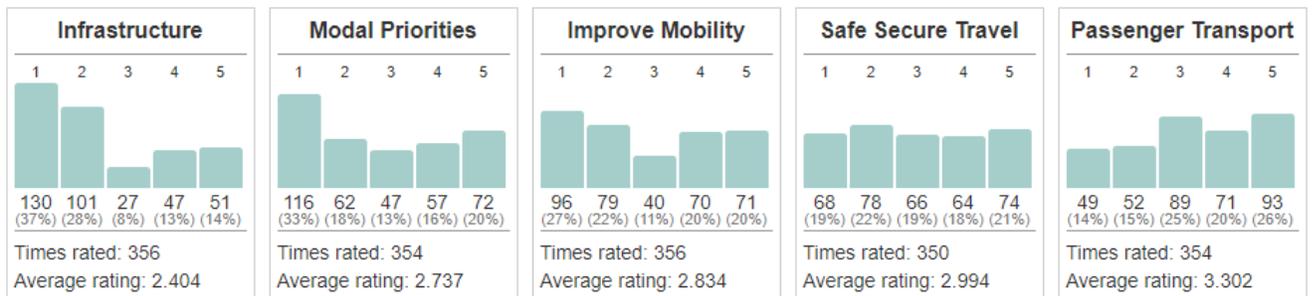


Table A12: Trade-off Exercise Comments

ID	Issue Area	Comment
1	Improve Mobility	I know that the downtown streets do not allow more lanes so please time the signals to allow traffic to smoothly travel the corridors without stopping every block or every other block where there is a signal.
2	Improve Mobility	I don't approve of making more lanes for added car traffic. Preserve the peaceful, beautiful neighborhoods of Pueblo! I-25 is adequate, especially if passenger train service was available along the I-25 corridor.
3	Improve Mobility	Adding lanes does not work. Numerous studies have demonstrated this. When adding lanes, traffic increases to fill those voids. Look at other cities as examples. Springs added lanes and traffic is just as bad. Nashville added lanes on I-40 and I-65 and traffic became worse.
4	Improve Mobility	People need to get out of their cars or stop driving a massive vehicle as a daily driver.
5	Improve Mobility	Reduce road congestion by increasing safety for bicycles and pedestrians through infrastructure investment.
6	Improve Mobility	Pueblo doesn't need more lanes; we don't have that much traffic.
7	Improve Mobility	Idea of build it and they will come. Similar to Colo Springs which has parallel NB-SB roadway through the city and capacity was added to the interstate. Pueblo has no parallel roadway, so the need for added capacity is needed.
8	Modal Priorities	Bikes should be registered if they are on roadways.
9	Modal Priorities	I thoroughly enjoy the bike trails and reservoir trails. I believe that we need to keep roads safe for auto travel and open up areas for new development.
10	Modal Priorities	Pueblo is built for cars, but there is a fair amount of the population that can't afford cars, and a demographic moving here that wants to ride their bike.
11	Modal Priorities	We need to allow for increased traffic flow while simultaneously planning for safer bike and pedestrian ways
12	Modal Priorities	Pueblo is NOT an inviting community for bikers or those wanting to go car free.
13	Modal Priorities	Pueblo is NOT an inviting community for bikers or those wanting to go car free. Also, widening roads or increasing motor traffic lanes increases congestion and pollution. Research backs this up.
14	Modal Priorities	Commuter Train Service should be an option
15	Modal Priorities	I think with the improvement for the landscape of bicycles more people would be willing to use them. Also, tax breaks for people who bike to work
16	Modal Priorities	our current roadways and pedestrian improvements need maintained, not necessarily fancy new things.
17	Modal Priorities	This really depends on location. Some streets, priority is cars and some it is bikes, peds, etc.
18	Infrastructure	I know that there are bicyclists in Pueblo, but they are dangerous due to the fact that they don't follow the road laws like they are supposed to. They clog up the traffic of cars and trucks.
19	Infrastructure	The existing infrastructure would be great if it wasn't for the poor quality of the road surface. Everywhere you go are potholes or sinking that will almost blow a tire and can and does ruin the alignment of your vehicle.
20	Infrastructure	investing in new won't help if our old is falling apart. Update existing and then invest in new. Our current is crumbling.
21	Infrastructure	We don't need to take up more of our precious land
22	Infrastructure	This should not be a tradeoff. Maintain in place infrastructure and expand in a planned manor.
23	Infrastructure	Unless it's rail. New rail transit is needed!

24	Infrastructure	Obviously new developments require the new infrastructure, but we have a significant amount of existing infrastructure, except for a few bridges, to support bikes and cars all over the county. Let's fix those and then look at expansion
25	Infrastructure	So, I'm confused with the question. If we are simply talking about roads - I want more dirt roads in PW chip-sealed or paved before we upgrade an existing. If you mean roads vs. creating new subdivisions (houses, businesses, etc.) then I would go with upgrading and improving roads.
26	Infrastructure	Need to improve existing and have developers be responsible for the new
27	Infrastructure	Based on the conditions of the roadways, the conditions are not a high priority
28	Infrastructure	we need both really, currently so many local roads are awful, but we need new infrastructure as well.
29	Infrastructure	Yes, this is incredibly important!
30	Passenger Transportation	While they are interesting ideas, train service and more public transportation at this time are uncalled for.
31	Passenger Transportation	We don't need public transportation anywhere in Pueblo West. I have already seen the cost of such so called services in the Denver Area. Spend the money on the priorities of the people who actually pay their taxes.
32	Passenger Transportation	Love the idea, of additional methods of transportation, but at what cost and what ridership
33	Passenger Transportation	The bus system now is unusable. To have a single direction loop around the Southside isn't a viable transportation option. If you are car-less and bike-less in Pueblo, you're basically homebound.
34	Passenger Transportation	Would like to see Denver to Pueblo option for the train
35	Passenger Transportation	Institute rail passenger transit between the New Mexico and Wyoming borders along the I-25 corridor
36	Passenger Transportation	Passenger Rail to Cos Springs and Denver and South to Trinidad
37	Passenger Transportation	High speed rail between Denver and Albuquerque!
38	Passenger Transportation	I think both need to be improved, but more along the way of electric transportation.
39	Passenger Transportation	This is tough because our current is "sketchy" and feels unsafe but there isn't much opportunity for new. Look at other areas for ideas and then let people decide.
40	Passenger Transportation	If you are transit dependent don't live in an area that does not provide transit.
41	Safe and Secure Travel	Not sure what smart data systems are, So I cannot accurately answer this question
42	Safe and Secure Travel	A balanced approach of appropriate technology and infrastructure designed with sustainability in mind.
43	Safe and Secure Travel	US needs to use less words and more universal symbols/pictures on signs. Our signs are way too wordy. Fiery crash on I-70 with Spanish speaking driver of semi shows importance. I've tried to read those signs driving speed limit and impossible - too many words, not looking at road. Non-native speakers or poor readers cannot make sense of our signs.
44	Safe and Secure Travel	Technology is the way of the future.
45	Safe and Secure Travel	In this phase I think both of these will not apply during this timeline. with all the car company's working on self-driving cars and google and others using the phones already have this information available.
46	Safe and Secure Travel	Probably more cost effective

47	Safe and Secure Travel	There is FAR too much "intelligent (S.M.A.R.T.)" INTRUSION into our lives as it is, It's expensive and it's behavior modification. Social Engineering at its finest. This is beyond scary stuff
48	Safe and Secure Travel	Smart data systems is intriguing; I would be open to exploring this option.