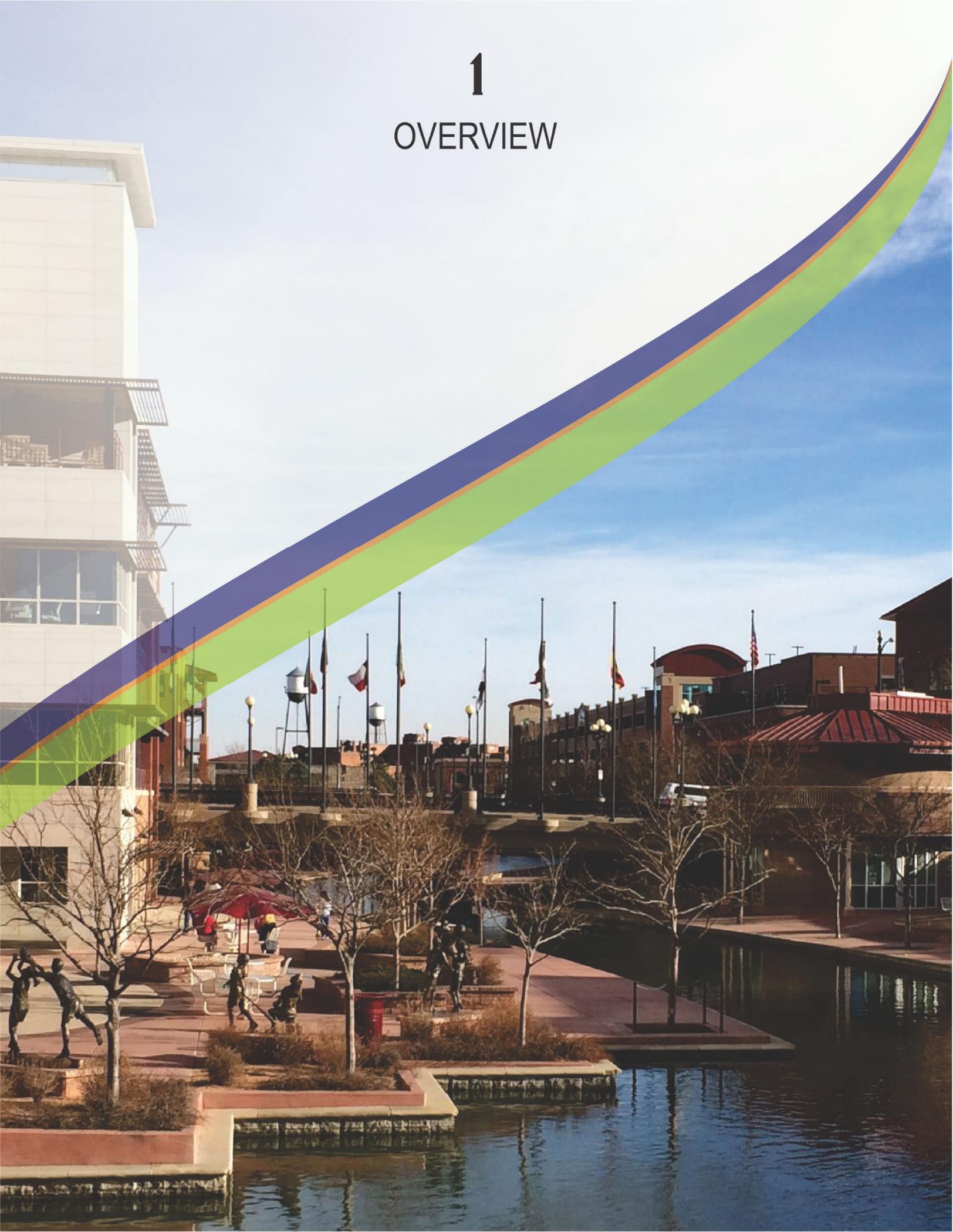


# 1

## OVERVIEW



## 1.0 Overview

### 1.1 Introduction

The regulatory purpose of the Pueblo Area Council of Governments (PACOG) 2045 Long Range Transportation Plan (LRTP) is to update the previous 2040 LRTP using guidance from the recently released federal legislation Fixing America's Surface Transportation (FAST) Act. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway; highway and motor vehicle safety; public transportation; motor carrier safety; hazardous materials safety; rail; and research, technology, and statistics programs. The FAST Act maintains federal focus on safety, keeps intact the structure of the various highway-related programs, continues efforts to streamline project delivery, and, for the first time, provides a dedicated source of federal dollars for freight projects.<sup>1</sup>

The following brief history of recent federal transportation acts highlights the evolution of these important pieces of legislation.

- The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 posed a major change to transportation planning and policy by presenting an intermodal approach to highway and transit funding with collaborative planning requirements, giving significant additional powers to metropolitan planning organizations. It expired in 1997.
- The Transportation Equity Act for the 21st Century (TEA-21) followed in 1998.
- The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the next iteration of transportation funding, passed in 2005.
- Moving Ahead for Progress in the 21st Century (MAP-21) passed in 2012. MAP-21 is the first U.S. transportation legislation to ask states and Metropolitan Planning Organizations (MPOs) to develop specific performance-based planning measures

for use with their regional goals and objectives.

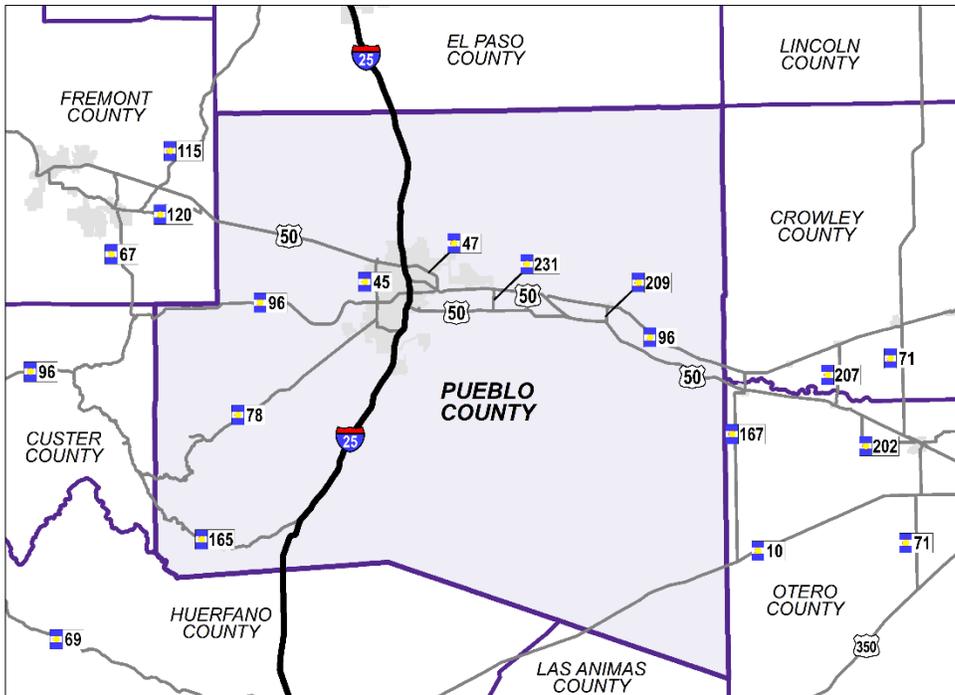
- The FAST Act (2015) continues the use of performance-based planning measures for use with regional goals and objectives.

To begin the process of long range planning, a transportation vision for the region is developed, addressing a set of goals framed by FAST Act legislation and enhanced and localized by the MPO. A long range plan (LRP) is the only comprehensive effort by the MPO that addresses a 20- to 25-year extent, a fact that makes it valuable as a roadmap for the region. Much of this value comes from leveraging the knowledge of residents and decision makers in the region regarding mobility needs. Residents are well aware that as federal requirements evolve, the region must evolve with them; hence care is taken to address the new requirements set by the FAST Act.

The PACOG region encompasses all of Pueblo County as shown in **Figure 1.1**. The planning area contains the population centers of Pueblo, Pueblo West, Colorado City, Beulah Valley, Avondale, Boone, and other municipalities and unincorporated areas. The City of Pueblo dominates the MPO with a population totaling over 160,000 people. Located at the confluence of the Arkansas River and Fountain Creek, it has been an important crossroads for transportation and trading for more than 150 years, making it the economic hub of southeastern Colorado. Pueblo is also an important city in Colorado's Front Range Urban Corridor. The Historic Arkansas River Project (HARP) is a notable river walk in the Union Avenue Historic Commercial District of Pueblo. Over the last 20 years, the region's population has increased, and its economy has become more diverse. Interstate-25 (I-25) and U.S. Highway 50 are the key connections to other Colorado cities and to the nation.

<sup>1</sup> "Fixing America's Surface Transportation Act," Federal Highway Administration, US Department of

Transportation, last modified December 5, 2019, <https://www.fhwa.dot.gov/fastact/>.



**Figure 1.1: PACOG 3C Planning Area**

As the federally designated MPO for the metropolitan area, PACOG is responsible for developing and maintaining both a LRTP and a supporting short range implementation program, the Transportation Improvement Program (TIP), as a condition of eligibility for federal transportation funding. PACOG has taken up the FAST Act challenge to develop both goals and performance-based measures and has made them the cornerstone of the PACOG 2045 LRTP.

**1.2 FAST Act Guidelines**

The Regional Transportation Plan (RTP) for an MPO must include all transportation projects that use federal funds and those that could significantly alter transportation within the designated metropolitan area. The function of the RTP is not regulatory; rather, the plan is developed by the community’s residents and decision makers to determine the best use of public funds. Visions and goals for transportation within a region are set forth and then prepared for implementation using a set of strategies. As noted above, long range transportation planning is the sole step in the regional decision-making process in which the

transportation system as a whole is comprehensively analyzed and evaluated. When a carefully crafted LRP is prepared, the region has a cohesive starting point for regional coordination. The best plans also lay the groundwork for decision makers to grasp the broader social, economic, and environmental implications of their transportation and land use decisions. To understand the structure of an LRTP, it is important to understand the federal context in which it operates. The FAST Act legislation and its predecessor MAP-21 provide this context. This section includes a discussion of the federal guidelines and PACOG in a FAST Act context.

**1.2.1 FAST Act Federal Guidelines**

The LRTP and the TIP for PACOG are developed using the goals and planning factors contained in the 2015 FAST Act.

**Regional Transportation Factors**

The FAST Act and the MAP-21 legislation that preceded it note that eight factors should be reflected in metropolitan planning processes. The process should:

1. Support the economic vitality of the metropolitan area, especially by enabling

- 1. global competitiveness, productivity, and efficiency.
- 2. Increase the safety of the transportation system for motorized and non-motorized users.
- 3. Increase the security of the transportation system for motorized and non-motorized users.
- 4. Increase the accessibility and mobility of people and freight.
- 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- 6. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
- 7. Promote efficient system management and operation.
- 8. Emphasize the preservation of the existing transportation system.

The FAST Act is also linked to the Clean Air Act Amendments (CAAA) of 1990. The CAAA recast the planning function to confirm that transportation planning will help, not hinder, the region in meeting federal air quality standards. It encourages reduced auto emissions and fewer trips by single-occupant vehicles, and it promotes the use of alternative transportation modes, including transit, bicycling, and walking, as a viable part of the transportation system. Making receipt of all federal funding dependent on a region's ability to meet air quality standards reinforces the linkage between transportation planning and federal air quality standards.

Requirements within the FAST Act similarly are linked to other federal legislation, namely the 1964 Civil Rights Act. Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice

that has a disparate impact on protected groups). In order to address Title VI for federally funded projects, including transportation infrastructure improvements, presidential Executive Order 12898 (1994) directs each federal agency to make Environmental Justice (EJ) part of its mission. To implement this executive order, the United States Department of Transportation (USDOT) directs its funding recipients to address the following fundamental EJ principles:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

One important addition to the LRTP process is the launch by MAP-21 and the continuation under the FAST Act of a performance-based approach to transportation planning. In this round of the long-range planning cycle the development of goals includes setting concrete improvement targets for each area of planning. In the future, regional investments in the TIP will be tied to state and regional performance targets in key areas of safety, condition, mobility, congestion, freight, and asset management. The process of performance management is evolving as performance data becomes available and guidance on federal regulations is issued. The LRTP process is a continuing cycle of update activities that accommodate changes in federal and state performance measures and targets. In the long run, performance-based planning leads to more transparent decision-making and more efficient investments and will help move toward the region's vision for the future.

Notably, the FAST Act applies performance-based measurement solely at the programmatic level rather than at the project level and does not generally link performance measures and targets to funding decisions. The law's emphasis on transparency and accountability is commendable,

and it should be viewed as a first step toward a larger performance-based funding system.

PACOG has begun the performance management process by:

- Setting metrics for performance of the LRTP transportation goals, where applicable.
- Establishing a baseline year, 2020, upon which comparative metrics from future years will be measured.

### Regional Transportation Plan Goals

There are eight planning categories for goal setting, seven consistent with the FAST Act and previous legislation plus an eighth category, multimodal transportation, added by PACOG staff. Each category and its supporting goal are described as follows:

1. **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition:** To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System Reliability:** To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process,

including reducing regulatory burdens and improving agencies' work practices.

8. **Multimodal Transportation:** To invest in a wide range of non-motorized travel options and connectivity, with an emphasis on public health.

Using these eight categories, PACOG developed concrete goals and performance measures consistent with a focus on metrics and localized to the region. These goals are detailed below in Section 1.3 of the report. They also form the framework of the 2045 LRTP.

### Regional Transportation Plan Emphasis Areas

The FAST Act builds on the program structure and reforms of MAP-21, including a continued focus on accelerating project delivery and the addition of three new planning emphasis areas. The FAST Act:

1. Adds a new freight formula and expands the national freight network.
2. Adds a new discretionary program for nationally significant freight and highway projects.
3. Provides a new tribal self-governance option.

In the following sections of this chapter, this guidance from the FAST Act for MPOs will be referenced and expanded. The guidance has provided a framework for the PACOG planning process and has served as an outline for the generation of PACOG-specific LRTP goals.

#### 1.2.2 FAST Act & the PACOG MPO

PACOG is the MPO, a federal designation under Title 23 United States Code, Section 134 [23 U.S.C. 134], and Transportation Planning Region (TPR), a state designation under Colorado Revised Statutes Title 43, Article 1, Part 11 (C.R.S. 43-1-1101–1105), for the Pueblo County region. Overall transportation policy, plan adoption, and program approval are the responsibility of the elected officials of the PACOG Board of Directors. They are also responsible for implementing the metropolitan transportation planning process.

Under the terms of an annual delegation agreement with the City of Pueblo and PACOG, employees assigned to the Urban Transportation Planning Division (UTPD) function as the professional staff for the regional transportation planning functions of the PACOG MPO/TPR. The cost of the UTPD operation is supported entirely by a Consolidated Planning Grant consisting of 82.79 percent federal funds and 17.21 percent local matching funds. Funding is provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to the Colorado Department of Transportation (CDOT), which distributes the funds to the MPO. Through a collaborative process, distribution has been established that is fair and equitable to all MPOs through Colorado based on population shares from the most recent U.S. Census.

The requirement for metropolitan planning is established under the requirements of 23 U.S.C. 134. To carry out the transportation planning process required by this section, an MPO shall be designated for each urbanized area with a population of more than 50,000 individuals by agreement between the governor and units of general-purpose local government that together represent at least 75 percent of the affected population (including the central city or cities as defined by the Bureau of the Census).

Transportation planning is a process that is used to balance the interrelated areas of mobility, accessibility, land use, socioeconomics, and ecological conditions to improve the quality of life for the residing area citizens. In order to anticipate and respond to the ever-changing transportation needs of people and goods moving throughout the region, the process is a coordinated effort between federal, state, and local governments, as well as private transportation providers.

The Pueblo area transportation system plays an important role in the local economy and community. It provides citizens with access to basic services, allows individuals to travel into and out of the region, and serves as a means to boost the local economy. Without continued investment in transportation, the Pueblo area would no longer be able to sustain its residents

and workers. This 2045 plan looks at all of these transportation issues and continues the development of a safe and efficient multimodal transportation system for all who travel within the region.

### 1.2.3 PACOG's Role in the Regional Transportation Plan Process

#### Introduction to the Regional Transportation Plan at PACOG

The federally mandated metropolitan transportation plan refers to the official multimodal transportation plan addressing a no less than 20-year planning horizon that is developed, adopted, and updated by the MPO through the metropolitan transportation planning process. This document serves as the official transportation plan for both the State of Colorado and for the federal government.

The Pueblo Area Regional Transportation Plan is a 25-year plan for the development of transportation programs and projects within the Pueblo Area. It identifies the existing conditions for each of the transportation modes and identifies the need for and location of future facilities. The Preferred Plan sets out a strategy to meet the transportation goals of the region between 2020 and 2045, and the Fiscally Constrained Plan applies financial constraints to that same strategy. The LRTP also includes the Coordinated Public Transit – Human Services Transportation Plan, prepared as a locally developed, coordinated public transit–human services transportation plan to assure Pueblo’s eligibility for projects funded through three programs introduced initially as part of the MAP-21: Urbanized Area Formula (Section 5307), Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), and Rural Area Formula Grants (Section 5311).

The LRTP is developed by PACOG in cooperation with the jurisdictions and agencies responsible for development and maintenance of the transportation system. These jurisdictions and agencies include:

- The City of Pueblo
- Pueblo County
- Pueblo West Metropolitan District
- The Pueblo Memorial Airport
- CDOT Region 2

- CDOT Division of Transportation Development
- CDOT Office of Financial Management and Budget

The plan process, scope, initial results, and assumptions are developed in collaboration with City and County staff and are reviewed by the PACOG Transportation Advisory Committee (TAC), which comprises the Transportation Technical Committee (TTC) and the Citizens Advisory Committee (CAC).

### Regional Transportation Plan Process

The LRP process is cyclical in nature and occurs every five years. At each five-year juncture, a revised future scenario year is established and an updated vision and set of goals are sought for the region. This visioning involves citizens, public agency staff, decision makers, private industry leaders and others. The many viewpoints ensure that the transportation needs of the broad spectrum of residents of a region are considered.

The LRP process must logically look first to the most recent federal legislation related to MPO RTPs. The vision elements are framed by the current federal guidelines and use the planning factors and goals provided by the federal legislation. **Figure 1.2** shows the general process flow of the PACOG 2045 LRTP. This sequence also generally forms the outline of this LRTP document. The steps shown in **Figure 1.2** can also be shown as a sequence of activities, with a feedback loop, that occurs during each 5-year LRP cycle.

1. Review federal guidelines in the form of FAST Act requirements.
2. Establish the PACOG regional vision and goals in the 2045 RTP goal-setting

task. Include here, for the first time, performance measures for each goal.

3. Identify the regional needs and priorities for all transportation modes.
4. Prioritize projects referencing the PACOG TIP using the vision plan and goals.
5. Produce the fiscally constrained version of the plan.
6. Devise the means of plan implementation.
7. Continuously monitor the results of the improvements in Step 6 using all the relevant performance measures.
8. Summarize the plan costs, outcomes, and performance metrics, and start the cycle again.

The next section discusses work done by PACOG to expand upon the eight LRTP planning goals, establish the performance measures attached to each, and set the targeted years for attainment of each metric.

### 1.3 PACOG 2045 Regional Transportation Plan Goals

The eight 2045 RTP goals are detailed in this section. They also are summarized in **Table 1.1**. The outline form of this section of the report corresponds to **Table 1.1**, providing consistency for the reader between the two ways of looking at these planning categories, addressing both goals and metrics. **Table 1.2** expands upon **Table 1.1** by presenting the concrete targets associated with each goal.

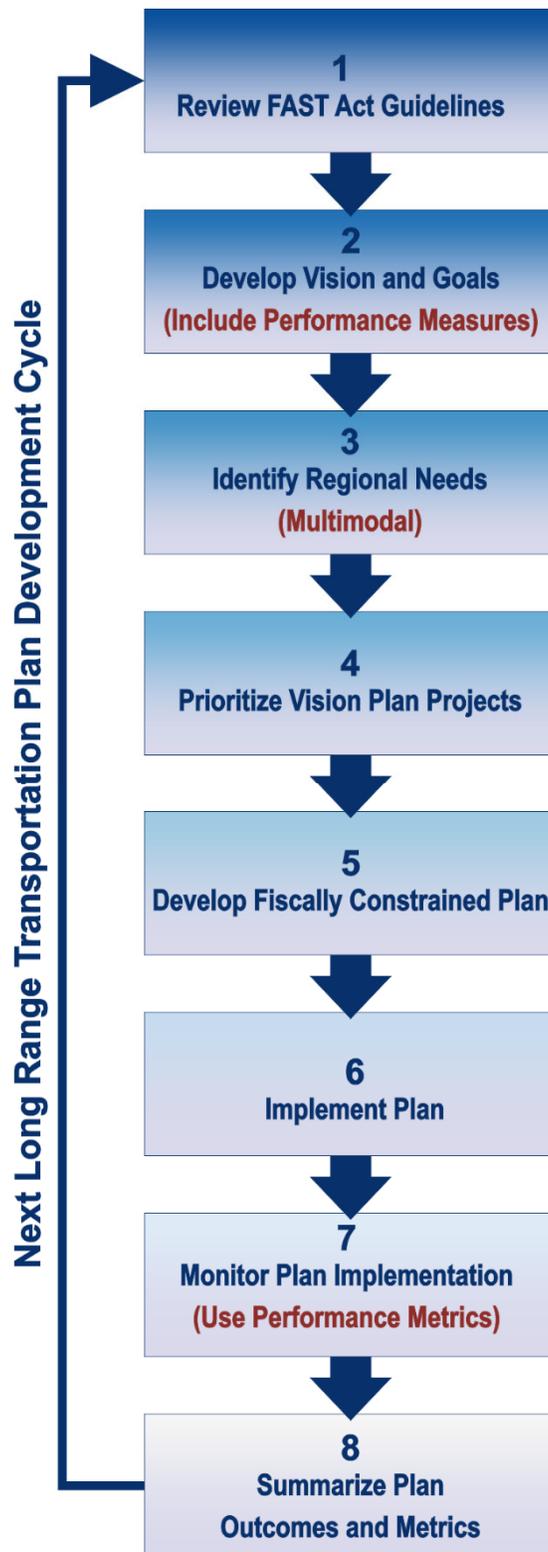


Figure 1.2: PACOG Regional Transportation Planning Process



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**Table 1.1: PACOG Goals Outline**

Goal ID	Goal Major Category/Supporting Goal
	<b>1. Safety</b>
1	Goal: Improve safety by providing a multimodal transportation system that focuses on the reduction of the frequency and severity of crashes.
	<b>2. Infrastructure Condition</b>
2	Goal: Improve and sustain the surface conditions of the state highway system.
3	Goal: Maintain bridges.
4	Goal: Maintain transit and non-motorized facilities.
5	Goal: Maintain Passenger Rail.
	<b>3. Congestion Reduction</b>
6	Goal: Bring all interstate, NHS, U.S., and other state highways up to current AASHTO standards that improve the flow of motor vehicles and transit.
7	Goal: Relieve existing heavy congestion on U.S. highways, NHS highways by implementing alternative transportation corridors (i.e., bypass facilities).
	<b>4. Freight Movement &amp; Economic Vitality</b>
8	Goal: Provide a safe and efficient interstate and NHS, and other state highway system for the movement of freight.
9	Goal: Encourage corridor preservation and expansion efforts for both passenger and freight rail, and railroads.
10	Goal: Provide a transportation system that encourages new business, economic development and industry expansion that is integrated with future land use plans and policies.
	<b>5. System Reliability</b>
11	Goal: Provide transportation facilities that optimize system performance and safety, and preserves and enhances the present and future mobility needs of the Pueblo region.
	<b>6. Environmental Sustainability</b>
12	Goal: Reduce fossil fuel consumption and reduce greenhouse gas and other emissions.
13	Goal: Improve and support transportation system improvements that address needs for citizens with disabilities, low incomes, and other special needs residents in the region.
14	Goal: Reduce transportation-related adverse impacts to communities, neighborhoods, natural environments, and areas identified for cultural and/or historical preservation.
15	Goal: Protect and/or avoid both areas containing critical habitat for threatened and endangered species and wildlife travel corridors.
16	Goal: Minimize the amount of stormwater runoff and transportation-associated pollutants that enter the region's streams.
	<b>7. Reduce Project Delivery Delays</b>
17	Goal: Accelerate the timeframe for the completion of projects.
	<b>8. Multimodal Transportation</b>
18	Goal: Increase the bicycling and walking activity in Pueblo County for people all ages.
19	Goal: Improve the quality of life through an increase in attractive multi modal facilities accessible for pedestrians and cyclists and improve connectivity.
20	Goal: Increase non-motorized transportation usage in Pueblo by integrating multimodal improvements as part of upgrades to the existing roadway system.
21	Goal: Maximize transportation investments with bike and pedestrian enhancements.
22	Goal: Increase public and governmental support for bicycling in Pueblo.
23	Goal: Improve public health with alternative forms of transportation.

**Table 1.2: PACOG Performance Measures – Final Targets**

PACOG Planning Goal		Target by Year
1. SAFETY		1A -- 2020: Establish the 2020 baseline fatal crash rate, 2025: Decrease the baseline by 50%, 2030: Decrease the baseline to zero, 2045: Maintain the baseline at zero.
		1B -- 2020: Establish the 2020 baseline serious injury rate. 2025: Decrease the baseline by 50%. 2030: Decrease the baseline to zero. 2045: Maintain the baseline at zero.
		1C -- 2020: Establish the 2020 baseline injury rate. 2025: Decrease the baseline by 6%. 2030: Decrease the injury rate by 13%. 2045: Decrease the baseline by 25%.
		1D -- 2020: Establish the 2020 baseline PDO rate of crashes. 2025: Decrease the baseline by 6%. 2030: Decrease the baseline by 13%. 2045: Decrease the baseline by 25%.
		1E -- 2020: Establish the 2020 baseline number of public transit crashes. 2025: Decrease the baseline by 3%. 2030: Decrease the baseline by 5%. 2045: Decrease the baseline by 10%.
		1F -- 2020: Establish the 2020 baseline for pedestrian-related accidents. 2025: Decrease the baseline by 19%. 2030: Decrease the baseline by 38%. 2045: Decrease the baseline by 75%.
		1G -- 2020: Establish the baseline for railroad crossing-related crashes. 2025: Decrease the baseline by 19%. 2030: Decrease the baseline by 38%. 2045: Decrease the baseline by 75%.
2. INFRASTRUCTURE	Highways	2A --2020: Establish the 2020 baseline percentage for High/Moderate Drivability Life on Interstates. 2025: Achieve 20%. 2030: Achieve 40%. 2045: Achieve 80%.
		2B -- 2020: Establish the 2020 baseline percentage for High/Moderate Drivability Life on NHS. 2025: Achieve 20%. 2030: Achieve 40%. 2045: Achieve 80%.
		2C -- 2020: Document the 2020 percentage for High/Moderate Drivability Life on state highways. 2025: Achieve 20%. 2030: Achieve 40%. 2045: Achieve 80%.
	Bridges	2D -- 2020: Establish the 2020 baseline number of interstate, NHS, and U.S. highway sufficient bridges in the region. 2025: Increase by 25%. 2030: Increase by 50%. 2045: Increase to 100%.
		2E -- 2020: Establish the 2020 baseline number of all other state highway sufficient bridges. 2025: Increase by 25%. 2030: Increase by 50%. 2045: Increase to 100%.
		2F -- 2020: Establish the 2020 baseline number of bridge structures at grade or grade-separated interchanges, ramps, and acceleration and deceleration lanes that meet AASHTO standards. 2025: Increase by 12%. 2030: Increase by 65%. 2045: Increase to 100%.
	Transit and Non-Motorized	2G -- Focus on Fleet: 2020: Establish the 2020 baseline percentage of vehicles in the transit fleet in fair, good, or excellent conditions (FTA definitions). 2025: Increase the baseline to no less than 65%. 2030: Maintain the baseline at no less than 65%. 2045: Increase the baseline to no less than 70%.
		2H -- Focus on Trail Usage: 2020: Establish the 2020 Baseline for trail use. 2025: Increase the baseline by an average of 1.5% annually over a 5-year period beginning in 2020. 2030: Increase the baseline by an average of 1.5% annually over a 10-year period beginning in 2025. 2045: Increase the baseline by an average of 1.5% annually over a 15-year period beginning in 2030.
	Passenger Rail	2I -- Focus on Partnership: 2020 and forward: Establish and/or continue participation in statewide, regional, and private rail passenger advocacy groups. Maintain a log of events and outcomes from these meetings.
Aviation	2J -- Focus on Continued Investment: 2020 and forward: Establish and/or continue investment to attract and retain aviation connectivity in Pueblo County using Pueblo Memorial Airport.	



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**Table 1.2: PACOG Performance Measures – Final Targets (Cont.)**

PACOG Planning Goal		Target by Year
3. CONGESTION REDUCTION		3A -- Focus on Upgrades of Highway Facilities: 2020: Establish the 2020 baseline percentage of existing locations with AASHTO sufficient ratings. 2025: Increase baseline to 12%. 2030: Increase baseline to 65%. 2045: Increase baseline to 100%.
		3B -- Focus on Roadway Congestion Relief in the LRTP Corridor Vision Plan 2020: Establish a Volume-to-Capacity (V/C) baseline target - Suggested is number of lane miles over V/C = 0.90 during the one-hour PM peak. 2020: Establish the baseline number of congested locations. 2025: Decrease by 12%. 2030: Decrease by 65%. 2045: Decrease to zero.
		3C -- Focus on Mobile Source Pollution Abatement 2020: Document national and state air quality health standards and establish baseline percentages for regional transportation-related greenhouse gas (GHG) and air pollutant emissions. 2025: Decrease baseline by 6%. 2030: Decrease baseline by 33%. 2045: Decrease baseline by 50%.
4. FREIGHT MOVEMENT AND ECONOMIC VITALITY		4A -- Freight Infrastructure: 2020: Establish the 2020 baseline number and severity of truck/freight-related crashes on I-25, the New Pueblo Freeway NAFTA corridor (a designated national freight movement corridor). 2025: Decrease the baseline by 9%, 2030: Decrease the baseline by 49%. 2045: Decrease the baseline by 75%.
		4B -- Freight Safety: 2020: Establish the 2020 baseline number and severity of truck/freight-related crashes on U.S highways in the region; 2025: Decrease the baseline by 9%. 2030: Decrease the baseline by 49%. 2045: Decrease the baseline by 75%.
		4C -- Focus on Partnership: 2020 and forward: Establish and/or continue participation in statewide, regional, and private rail advocacy groups. Maintain a log of events and outcomes from these meetings.
		4D -- Focus on Economic Development (focus on transit accessibility): Establish the 2020 baseline transit ridership. 2025: Increase the baseline by an average of 1.5% annually over a 5-year period beginning in 2020; 2030: Increase the baseline by an average of 1.5% annually over a 10-year period beginning in 2025. 2045: Increase the baseline by an average of 1.7% annually over a 15-year period beginning in 2030.
5. SYSTEM RELIABILITY		Most planning goals under system reliability are addressed in part by tactics described in Goal 3: Congestion Reduction. Some specific expanded areas under development by PACOG are various technology approaches such as signal improvement, capacity additions, ITS, and highway or transit monitoring systems.
6. ENVIRONMENTAL SUSTAINABILITY	Environmental Justice	6A -- 2020: Establish the 2020 baseline transportation investment benefits to areas in the region identified as having above-average levels of at-risk populations.; 2025: Increase the baseline by 10% over 2020 levels; 2030: Increase by 20%; 2045: Increase by 30%. At-risk populations include Census blocks with above-average percentages of minorities, persons with disabilities, and low-income households.
	Stewardship	6B -- Focus on Partnership: 2020 and forward: Establish and/or continue participation in statewide, regional, and private advocacy groups related to historical preservation, environmental stewardship, and water sustainability.
7. REDUCE PROJECT DELIVERY DELAYS		7A -- 2020: Establish the 2020 baseline for average delivery time for projects; 2025: Decrease the baseline by 3%; 2030: Decrease the baseline by 5%; 2045: Decrease the baseline by 10%.
8. MULTIMODAL TRANSPORTATION	Bicycle/Pedestrian	8A -- Bike/Ped Count Program 2020: Establish a rolling scheme for bike/ped counts. 2025: Complete two bicycle/ped count efforts between 2020 and 2025. 2030: Complete two bicycle/ped count efforts between 2025 and 2030. 2045: Complete two bicycle/ped count efforts between 2030 and 2045.
		8B -- Bike/Ped Infrastructure Program 2020: Establish the 2020 baseline of the existing conditions of all bike/ped amenities, 2025: Increase the baseline by an average of 4%. 2030: Increase the baseline by an average of 8%. 2045: Increase the baseline by an average of 15%.
	Partnership	8C -- Focus on Multimodal Partnerships: 2020 and forward: Establish and/or continue participation in statewide, regional, and county Complete Streets and full-on multimodal transportation efforts and development.

**Goal 1: Safety**

*Improve safety by providing a multimodal transportation system that focuses on the reduction of the frequency and severity of crashes*

**1.3.1 Planning Category 1: Safety**

The overall goal of the safety category is to reduce fatalities, injuries, and property damage across all modes of transportation. PACOG subscribes to the *Vision Zero* movement in safety targets.<sup>2</sup> Vision Zero is a strategy to reduce all traffic fatalities and severe injuries to zero and to increase safe, equitable, and healthy mobility for all. Vision Zero plans help guide municipalities, counties, MPOs, and other jurisdictions to address these strategies within the local context. Vision Zero recognizes that humans make mistakes, therefore, the transportation system design should minimize the consequences of human errors. Many jurisdictions have set the year 2030 as the horizon target to reach zero fatalities and severe injuries related to highway traffic. PACOG recommends committing to this 2030 Vision Zero target year.

- A. Decrease the fatal crash rate to zero by 2030.
  - 1. 2020: Establish the 2020 baseline.
  - 2. 2025: Decrease the fatal crash rate by 50 percent.
  - 3. 2030: Decrease the fatal crash rate to zero.
  - 4. 2045: Maintain the fatal crash rate at zero.
- B. Decrease the serious injury crash rate to zero by 2030.
  - 1. 2020: Establish the 2020 baseline.
  - 2. 2025: Decrease the serious injury rate by 50 percent.
  - 3. 2030: Decrease the serious injury rate to zero
  - 4. 2045: Maintain the serious injury rate to zero.
- C. Decrease the injury crash rate by 25 percent.
  - 1. 2020: Establish the 2020 baseline.
  - 2. 2025: Decrease the injury crash rate by 6 percent.
  - 3. 2030: Decrease the injury crash rate by 13 percent.
- 4. 2045: Decrease the injury crash rate by 25 percent.
- D. Decrease the Property Damage Only (PDO) rate of crashes by 25 percent.
  - 2020: Establish the 2020 baseline.
  - 2025: Decrease the PDO crash rate by 6 percent.
  - 2030: Decrease the PDO crash rate by 13 percent.
  - 2045: Decrease the PDO crash rate by 25 percent.
- E. Decrease the frequency and severity of public transit related crashes by 10 percent.
  - 1. 2020: Establish the 2020 baseline.
  - 2. 2025: Decrease public transit crashes by 3 percent.
  - 3. 2030: Decrease public transit crashes by 5 percent.
  - 4. 2045: Decrease public transit crashes by 10 percent.
- F. Decrease the frequency and severity of pedestrian-related accidents by 75 percent.
  - 1. 2020: Establish the 2020 baseline.
  - 2. 2025: Decrease pedestrian accidents by 19 percent.
  - 3. 2030: Decrease pedestrian accidents by 38 percent.
  - 4. 2045: Decrease pedestrian accidents by 75 percent.
- G. Decrease railroad crossing-related crashes by 75 percent.
  - 1. 2020: Establish the 2020 baseline.
  - 2. 2025: Decrease railroad crossing crashes by 19 percent.
  - 3. 2030: Decrease railroad crossing crashes by 38 percent.
  - 4. 2045: Decrease railroad crossing crashes by 75 percent.

PACOG also envisions enhancement of the overall safety of the transportation system by implementing engineering, education, and enforcement strategies to reduce traffic-related injuries and fatalities.

<sup>2</sup>“Safety Culture and the Zero Deaths Vision,” Federal Highway Administration, U.S. Department of

Transportation, last modified April 30, 2020, <https://safety.fhwa.dot.gov/zerodeaths/>.

### 1.3.2 Planning Category 2: Infrastructure Condition

#### Highways

Highways are the backbone of the transportation system and their good condition drives travel, freight, and the economy of the region. Identical drivability life targets are set for interstates, NHS roadways, and state highways.

- A. Achieve 80 percent High/Moderate Drivability Life for the Interstate Highway System based on condition standards and treatments set for traffic volume categories.
  - 1. 2020: Establish the 2020 baseline for High/Moderate Drivability on Interstates.
  - 2. 2025: Achieve 20 percent High/Moderate Drivability on Interstates.
  - 3. 2030: Achieve 40 percent High/Moderate Drivability on Interstates.
  - 4. 2045: Achieve 80 percent High/Moderate Drivability on Interstates.
- B. Achieve 80 percent High/Moderate Drivability Life for the NHS based on condition standards and treatments set for traffic volume categories.
  - 1. 2020: Establish the 2020 baseline for High/Moderate Drivability on NHS.
  - 2. 2025: Achieve 20 percent High/Moderate Drivability on NHS.
  - 3. 2030: Achieve 40 percent High/Moderate Drivability on NHS.
  - 4. 2045: Achieve 80 percent High/Moderate Drivability on NHS.
- C. Achieve 80 percent High/Moderate Drivability Life for the State Highway System based on condition standards and treatments set for traffic volume categories.

- 1. 2020: Establish the 2020 baseline for High/Moderate Drivability on state highways.
- 2. 2025: Achieve 20 percent High/Moderate Drivability on state highways.
- 3. 2030: Achieve 40 percent High/Moderate Drivability on state highways.
- 4. 2045: Achieve 80 percent High/Moderate Drivability on state highways.

#### Bridges

The good condition of bridges is a key to effective transportation in the region. In the following priority, (1) interstate highways, (2) NHS and U.S. highways, and (3) all other state highways in the region, the MPO will work to:

- D. Improve the sufficiency rating of interstate, NHS, and U.S. highway bridges in the region to a range of 75–100. The following targets are set:
  - 1. 2020: Establish the 2020 baseline number of sufficient bridges.
  - 2. 2025: Increase number of sufficient bridges by 25 percent.
  - 3. 2030: Increase by number of sufficient bridges 50 percent.
  - 4. 2045: Increase number of sufficient bridges to 100 percent.
- E. Improve the sufficiency rating of all other State highway bridges to a range of 75 to 100.
  - 1. 2020: Establish the 2020 baseline number of sufficient bridges.
  - 2. 2025: Increase number of sufficient bridges by 25 percent.
  - 3. 2030: Increase number of sufficient bridges by 50 percent
  - 4. 2045: Increase number of sufficient bridges to 100 percent.

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#### Goal 2: Infrastructure Condition

- *Improve and sustain the surface conditions of the State highway system.*
  - *Maintain bridges.*
  - *Maintain transit and non-motorized.*
  - *Maintain passenger rail.*
  - *Maintain airport and aviation infrastructure.*
-

- F. Bring all functionally obsolete bridge structures at grade or grade-separated interchanges, ramps, and acceleration and deceleration lanes to current American Association of State Highway and Transportation Officials (AASHTO) standards.
  - 1. 2020: Establish the 2020 baseline number of bridge structures at grade or grade-separated interchanges, ramps, and acceleration and deceleration lanes that meet AASHTO standards.
  - 2. 2025: Increase the number of bridge structures at grade or grade-separated interchanges, ramps, and acceleration and deceleration lanes that meet AASHTO standards by 12 percent.
  - 3. 2030: Increase the number of bridge structures at grade or grade-separated interchanges, ramps, and acceleration and deceleration lanes that meet AASHTO standards by 65 percent.
  - 4. 2045: Increase the number of bridge structures at grade or grade-separated interchanges, ramps, and acceleration and deceleration lanes that meet AASHTO standards to 100 percent.
- FTA definitions to no less than 65 percent.
  - 3. 2030: Maintain the percentage of vehicles in the transit fleet in fair, good, or excellent conditions using FTA definitions to at no less than 65 percent.
  - 4. 2045: Increase the percentage of vehicles in the transit fleet in fair, good, or excellent conditions using FTA definitions to no less than 70 percent.
- H. Maintain the condition of all bike/pedestrian trail related infrastructure (i.e., surface condition, signage, safety improvements, and other). The overall goal is to expand and improve the connectivity of the regional system-wide trail system. PACOG will focus on trail usage by working to measure the use of trails and other bicycle/pedestrian facilities. PACOG will work to:
  - 1. 2020: Establish the 2020 baseline for trail use.
  - 2. 2025: Increase trail use annually by an average of 1.5 percent over a five-year period beginning in 2020.
  - 3. 2030: Increase trail use annually by an average of 1.5 percent over a five-year period beginning in 2025.
  - 4. 2045: Increase trail use annually by an average of 1.5 percent over a 15-year period beginning in 2030.

### Transit and Non-Motorized

Transit and non-motorized infrastructure play important parts in regional transportation connectivity and the health of the multimodal framework. PACOG will work to:

- G. Maintain the condition of all transit-related infrastructure (i.e., dedicated bus lanes and stops, shelters, maintenance facilities, fueling stations, transit center facilities, and other transit holdings). PACOG will begin this process by focusing on the transit fleet vehicle conditions.
  - 1. 2020: establish the 2020 baseline percentage of vehicles in the transit fleet in fair, good, or excellent conditions using Federal Transit Administration (FTA) definitions.
  - 2. 2025: Increase the percentage of vehicles in the transit fleet in fair, good, or excellent conditions using

## Passenger Rail

The region has made a significant commitment to passenger rail service. PACOG will:

- I. Continue to work with CDOT Division of Transit & Rail (DTR) and policy office to sustain passenger rail service to southeastern Colorado, including a potential passenger rail stop in Pueblo. PACOG will continue to seek other sources of funding to improve and maintain the existing Burlington Northern Santa Fe (BNSF) rail lines throughout southeastern Colorado. This goal is to be met using a focus on partnership.

2020 and forward: PACOG will establish and/or continue participation in statewide, regional and private rail passenger advocacy groups. Wherever possible, PACOG staff will maintain a log of events and outcomes from these meetings.

## Airport and Aviation Infrastructure

The region has made a significant commitment to Pueblo Memorial Airport. PACOG will:

- J. Continue to work with the Federal Aviation Administration (FAA) to sustain air passenger service to Pueblo Memorial Airport. The City of Pueblo and PACOG will continue to seek sources of funding to improve and maintain the existing airport and related facilities. This goal is to be met using a focus on partnership.

### 1.3.3 Planning Category 3: Congestion Relief

The overall goal of the congestion relief category is to improve traffic flow on roadways in the PACOG region. The following specific metrics will serve as targets of success.

## Achieve AASHO Infrastructure Standards

Upgrade all functionally obsolete interchanges, acceleration/deceleration lanes, inadequate ramp lengths, inadequate shoulders, and other. Focus on highway facilities by working to:

Establish the 2020 baseline percentage of locations with AASHTO sufficient ratings.

2025: Increase the percentage of locations with AASHTO sufficient ratings to 12 percent.

2030: Increase the percentage of locations with AASHTO sufficient ratings to 65 percent.

2045: Increase the percentage of locations with AASHTO sufficient ratings to 100 percent.

## Address Congestion

- B. Focus on roadway congestion by establishing a Volume-to-Capacity (V/C) baseline target for the PM peak. Suggested is number of lane miles over V/C = 0.90 during the one-hour PM peak.

1. 2020: Establish the baseline number of congested locations.
2. 2025: Decrease the number of congested locations by 12 percent.
3. 2030: Decrease the number of congested locations by 65 percent.
4. 2045: Decrease the number of congested locations to zero.

The congestion mitigation task has these suggested targets:

- Build or expand alternate bypass state highway facilities to LOS C with through traffic at LOS D on at grade and grade-separated interchanges to reduce congestion on existing heavily congested corridors.
- Reduce travel time on existing heavily congested corridors by 25 percent.

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## Goal 3: Congestion Relief

- *Bring all interstate, NHS, U.S., and other state highways up to current AASHTO standards that improve the flow of motor vehicles and transit.*
  - *Relieve existing heavy congestion on U.S. highways, NHS highways by implementing alternative transportation corridors (i.e. bypass facilities).*
-

- As identified in the U.S. Highway 50W Planning and Environmental Linkages (PEL) Study, build grade-separated interchanges and add when corridor levels of service reach LOS D.
- As identified in studies related to I-25/Pueblo Freeway, build grade-separated interchanges and add additional travel lanes when corridor levels of service reach LOS D.
- Bring all New Pueblo Freeway functionally obsolete bridge structures at grade or grade-separated interchanges, ramps, and acceleration and deceleration lanes to current AASHTO standards.
- As feasible, converting public transit buses and shuttles to alternative fuel vehicles (e.g., CNG, Liquefied Natural Gas (LNG), electric, and other future emission reduction fuels).
- Building strategically located park and ride facilities to reduce Pueblo to out-of-town commuter trips to work by single occupancy vehicles (SOVs).
- Continuing to encourage the use of public transit as an alternate to SOV trips by using public education and reducing public transit travel times and transfers.
- Implementing Transportation System Management (TSM) measures, such as intersection improvements and ramp metering, among others, to improve the flow of motor vehicles and transit.
- Deploying additional Intelligent Transportation Systems (ITS) measures to improve public awareness (accident and construction delays, major event parking and transit alternatives, weather and other safety messages) and alert motorists to traffic conditions to improve the flow of motor vehicles and transit.
- Expanding and improving the regional on-and off-system bicycle routes to facilitate an increase of 3 percent of work, school, and other trip purpose connectivity in a safe and efficient manner.
- Encouraging public- and private-sector incentives for public transit, carpooling, telecommuting, bicycling, walk to work/school, and park and ride utilization.
- Continuing support of the statewide efforts of the Interregional Connectivity System for Front Range transit and high-speed passenger rail service. Identifying the gaps and connections (convenient and accessible transfer points). Preserving existing passenger rail service in Southern Colorado through Pueblo County.

### Pollution Abatement

- C. Focus on Mobile Source Pollution Abatement where applicable with the following goals:
1. 2020: Document national air quality health standards and establish baseline percentages for regional transportation-related greenhouse gas (GHG) and air pollutant emissions.
  2. 2025: Retain national air quality health standards and reduce regional transportation-related greenhouse gas (GHG) and air pollutant emissions by 6 percent compared with 2020 levels.
  3. 2030: Retain national air quality health standards and reduce regional transportation-related greenhouse gas (GHG) and air pollutant emissions by 33 percent compared with 2020 levels.
  4. 2045: Retain national air quality health standards and reduce regional transportation-related greenhouse gas (GHG) and air pollutant emissions by 50 percent compared with 2020 levels.

These targets may be achieved by initiating steps to reduce on-road mobile source emissions per capita by various means including:

- Facilitating the creation of Compressed Natural Gas (CNG) fueling stations and private and public use of Natural Gas Vehicles (NGVs) and electric vehicles.

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**1.3.4 Planning Category 4: Freight Movement & Economic Vitality**

The overall goal of the freight movement and vitality category is to ensure safe and effective movement of freight commodities into, out of and through the PACOG region. The following specific metrics and targets are established.

**Freight Infrastructure**

- A. Reduce the number and severity of truck/freight related crashes by 75% on the New Pueblo Freeway North American Free Trade Act (NAFTA) corridor, a designated national freight movement corridor.
  - 1. 2020: Establish the 2020 baseline number and severity of truck/freight related crashes on the New Pueblo Freeway NAFTA corridor.
  - 2. 2025: Decrease the number and severity of truck/freight related crashes on the New Pueblo Freeway NAFTA corridor by 9 percent.
  - 3. 2030: Decrease number and severity of truck/freight related crashes on the New Pueblo Freeway NAFTA corridor by 49 percent.
  - 4. 2045: Decrease the number and severity of truck/freight related crashes on the New Pueblo Freeway NAFTA corridor by 75 percent.
- B. Reduce the number and severity of truck/freight-related crashes by 75% on U.S. highways in the region.
  - 1. 2020: Establish the 2020 baseline number and severity of truck/freight-related crashes on U.S highways in the region.
  - 2. 2025: Decrease the number and severity of truck/freight-related crashes on U.S highways in the region by 9 percent.

- 3. 2030: Decrease the number and severity of truck/freight-related crashes on U.S highways in the region by 49 percent.
- 4. 2045: decrease the number and severity of truck/freight-related crashes on U.S highways in the region by 75 percent.

**Partnership**

- C. Continue efforts with CDOT, USDOT, FTA and Congress to integrate regional passenger and freight rail service into the statewide passenger rail service plans and vision. Focus on partnership: 2020 and forward: Establish and/or continue participation in statewide, regional, and private rail advocacy groups. Maintain a log of events and outcomes from these meetings.

**Economic Development**

- D. Improve the integration, accessibility, and connectivity of the regional transportation system across and between modes for the movement of people and freight, with a focus on transit investment. The transportation system should be planned, maintained, and constructed in a manner that supports access to jobs for workers; access to shopping and services; and the safe and efficient movement of goods to, from, and within the region. It should support retail, medical, education, manufacturing, energy industry, recreation, and other important economic sectors.

**1.3.5 Planning Category 5: System Reliability**

The overall goal of the system reliability category is to optimize the roadway system and minimize congestion. The specific metrics and targets for system reliability are tied back into those cited in Goal 3 – Congestion Relief.

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**Goal 4: Freight Movement and Economic Vitality**

- *Provide a safe and efficient interstate and NHS, and other state highway system for the movement of freight.*
  - *Encourage corridor preservation and expansion efforts for both passenger and freight rail, and railroads.*
  - *Provide a transportation system that encourages new business, economic development and industry expansion that is integrated with future land use plans and policies.*
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**Goal 5: System Reliability**

*Provide transportation facilities that optimize system performance and safety and preserve and enhance the present and future mobility needs of the Pueblo region.*

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**Goal 6: Environmental Sustainability**

- *Reduce fossil fuel consumption and reduce greenhouse gas and other emissions.*
- *Improve and support transportation system improvements that address needs for citizens with disabilities, low incomes, and other special needs residents in the region.*
- *Reduce transportation-related adverse impacts to communities, neighborhoods, natural environments, and areas identified for cultural and/or historical preservation.*
- *Protect and/or avoid areas containing critical habitat for threatened and endangered species, and wildlife travel corridors.*
- *Minimize the amount of stormwater runoff and transportation-associated pollutants that enter the region’s streams.*

**Maintain/Improve Reliability**

Reduce minutes of delay on congested corridor segments on interstate, NHS and other state highways by working to:

- A. Maintain and expand the Pueblo region’s transit system.
- B. Reduce traffic congestion by implementing TSM measures to improve passenger carrying capacity in the region.
- C. Increase capacity on congested segments (provide additional lanes) on interstate; NHS; and state highways in the region.
- D. Increase intersection capacity through the addition of turn lanes, queuing storage lengths, signal improvements, and grade-separated interchanges as identified in the U.S. Highway 50 PEL and at failing intersections.
- E. Reduce the projected SOV trips between 2020 and 2045 by 5 percent through implementing strategically located park and ride facilities and encouraging the increased use of transit and carpooling.
- F. Deploy ITS, such as vehicle flow treatments, national real-time system information programs, and a transit monitoring system to improve the effectiveness and efficiency of the transportation system.
- G. Implement transportation projects such as acceleration/deceleration lanes, intersection improvements, and ramp metering, to improve the flow of motor vehicles and transit.
- H. Develop alternate routes that expand system capacity and redundancy for the I-25 and U.S. Highway 50 corridors.
- I. Increase the number of wayfinding signs to assist motorists, bicyclists and pedestrians.
- J. Improve non-motorized system accessibility and connectivity within Pueblo and regionally within Pueblo West.
- K. Identify additional crossing locations of the Arkansas River and Fountain Creek to improve mobility for all transportation modes.

**1.3.6 Planning Category 6: Environmental Sustainability**

The overall goal of the environmental sustainability category in the PACOG RTP is to address a wide range of specific topics related to the environment. The topics in this section cover reducing fossil fuel use, addressing special needs travelers, enhancing historical preservation, protecting endangered species, and encouraging water sustainability.

**Emissions**

The focus of this category is to reduce fossil fuel use in the region with the goal of a stepwise 50 percent reduction between 2020 and 2045. The specifics of this goal are addressed under “Mobile Source Pollution Abatement” in Section 1.3.3, Item C.

**Special Needs Travelers**

All citizens of the region have a right to access transportation infrastructure. PACOG will work to:

- A. Incorporate social concerns into the planning, design, construction, maintenance, and operation of the Pueblo regional multimodal transportation system; identify the pros and cons of EJ issues of projects; and elicit participation from low-income and minority populations that documents the effect of projects on the mobility of these populations. At-risk populations include Census blocks with above-average percentages of minorities, persons with disabilities, and low-income households. The goals by year are stated below:
  1. 2020: Establish the 2020 transportation investment benefits to areas in the region identified as having above-average levels of at-risk populations.
  2. 2025: Increase transportation investment benefits to areas identified as having above-average levels of at-risk populations by 10 percent over 2020 levels.

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- 3. 2030: increase investment benefits to areas identified as having above-average levels of at-risk populations by 20 percent over 2020 levels.
  - 4. 2045: increase investment benefits to areas identified as having above-average levels of at-risk populations by 30 percent over 2020 levels.
- B. Focus on partnerships to promote stewardship. In 2020 and forward PACOG will establish and/or continue participation in statewide, regional, and private advocacy groups related to historical preservation, environmental stewardship, and water sustainability. The MPO will work to maintain a log of events and outcomes from these meetings.

**Historical Preservation**

Within the transportation realm, full effort will be made to incorporate historic preservation needs in the MPO area. PACOG will complete plans and designs that minimize or eliminate impacts to culturally and/or historically significant sites; when feasible, PACOG will incorporate methods that celebrate and educate the public value of culturally and/or historically significant areas that are preserved and protected in project areas. PACOG will implement context sensitive design solutions that incorporate the community’s heritage and architectural legacy.

**Environmental Stewardship**

With regard to endangered species, PACOG will develop design alternatives that prioritize natural, cultural, and historical resources impacts by following the CDOT Environmental Stewardship Guide; design projects to avoid significant areas and sites, but, if unavoidable, minimize impacts to significant areas and sites; and provide equal value of litigation for unavoidable impacts to significant areas and sites.

**Water Sustainability**

The area of water sustainability has never been more important in the region and the state than it is today. PACOG will design

future projects to meet the stormwater standards and Best Management Practices (BMPs) in effect at the time of project construction.

**1.3.7 Planning Category 7: Reduce Project Delivery Delays**

The overall goal of this category is to add value by working to accelerate the timeframe of project delivery in the region. Three strategies will be implemented:

- 1. Improve timing to streamline approval processes, including reviews, contracts, and general clearances.
- 2. When possible, do not require separate design and construction funding and/or consultants for design/construction.
- 3. Utilize Design-Build and Every Day Counts (EDC) concepts to identify and deploy innovation aimed at shortening project delivery, enhancing safety, and protecting the environment. EDC is a state-based model sponsored by the FHWA. Proven innovations promoted through EDC facilitate greater efficiency at the state and local levels, saving time, money, and resources that can be used to deliver more projects. These concepts include shortened project delivery, flexibility and coordination in Right-of-Way (ROW), and the accommodation and relocation of utilities.

Using these strategies, PACOG will work to:

- A. Reduce project delivery delays in the region. Incremental targets are:
  - 1. 2020: Establish the 2020 baseline for average delivery time for projects.
  - 2. 2025: Decrease average delivery time for projects by 3 percent.
  - 3. 2030: Decrease average delivery time for projects by 5 percent.
  - 4. 2045: Decrease average delivery time for projects by 10 percent.

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**Goal 7: Reduce Project Delivery Delays**

*Accelerate the timeframe for the completion of projects.*

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**Goal 8: Support Multimodal Transportation**

- *Increase the bicycling and walking activity in Pueblo County for people all ages.*
- *Improve the quality of life through an increase in attractive multi modal facilities accessible for pedestrians and cyclists and improve connectivity.*
- *Increase non-motorized transportation usage in Pueblo by integrating multimodal improvements as part of upgrades to the existing roadway system.*
- *Maximize transportation investments with bike and pedestrian enhancements.*
- *Increase public & governmental support for bicycling in Pueblo.*
- *Improve public health with alternative forms of transportation.*

**1.3.8 Planning Category 8: Support Multimodal Transportation**

The overall goal of this category, which was identified and developed by a local decision-making process, is to enhance all aspects of multimodal travel and partnerships in the region. One key addition to the LRTP is the focus on collecting observed use of bicycle and pedestrian (hiking/walking) facilities in the region.

**Bicycle and Pedestrian Trips**

- A. Improve multimodal corridor bicycling and pedestrian conditions. Create and expand permanent data collection and counting procedures to monitor usage. Complete bicycle counts at a minimum of two times every five years. Establish a pilot program for a school in Pueblo to increase the number of students walking or bicycling to school. Increase the number of participants within Pueblo County in the National Bicycle Challenge and Bike to Work events.
1. Bicycle/Pedestrian Count Program 2020: Establish a rolling scheme for bicycle/pedestrian (bike/ped) counts.
  2. 2025: Complete two bicycle/ped count efforts between 2020 and 2025.
  3. 2030: Complete two bicycle/ped count efforts between 2025 and 2030.
  4. 2045: Complete two bicycle/ped count efforts between 2030 and 2045.

**Infrastructure**

- B. Provide improved bicycle and pedestrian friendly connections to existing multimodal facilities and destinations. Measure progress by counting the following facilities being built and compare annually: (1) blocks of new or repaired sidewalks; (2) miles of new multimodal trails; (3) miles of striped bicycle lanes on the street, or “sharrows” (shared lane bicycle markings); (4) number of pedestrian countdown signals and crosswalks improved or added; and (5) number of new access points to existing or new facilities.

The Bicycle/Pedestrian Infrastructure Program goals by year follow:

1. 2020: Establish the 2020 baseline of the existing conditions of all bicycle/pedestrian amenities
2. 2025: Increase all bicycle/pedestrian amenities by an average of 4 percent over 2020 levels.
3. 2030: Increase all bicycle/pedestrian amenities by an average of 8 percent over 2020 levels.
4. 2045: Increase all bicycle/pedestrian amenities by an average of 15 percent over 2020 levels.

**Focus on Multimodal Partnerships**

- C. Develop and enhance partnership in the region to include:
1. **Integration:** This goal will be achieved by working to incorporate Complete Streets concepts on city and county transportation projects.
  2. **Maximization:** Maximization of the transportation infrastructure and systems will be an ongoing focus of PACOG with the goal of connecting systems during specific projects, reducing motor vehicle traffic by incorporating safe alternative methods of travel into all projects, and enhancing multimodal efficiency and transit options where feasible.
  3. **Support:** PACOG will work to enhance membership in national organizations that promote bicycling and to continue to submit and improve ranking for Pueblo as a designated “Bicycle Friendly City.” The MPO will also promote bicycling for both residents and tourists through local bicycling events and proclamations and resolutions from PACOG and other entities.
  4. **Public Health:** Public health goals, such as reducing obesity within the overall population by providing more bicycle and pedestrian opportunities, will continue. PACOG will endeavor to partner with public health agencies on initiatives to promote walking and bicycling.



## OVERVIEW

### 1.4 Organization of This Document

There are 12 chapters and five appendices in the PACOG RTP report.

Chapter 1 – Overview

Chapter 2 – Existing Transportation System

Chapter 3 – Socioeconomic Profile

Chapter 4 – Environmental Profile

Chapter 5 – Transportation Safety & Security

Chapter 6 – Mobility & Alternatives Analysis

Chapter 7 – Planning for Emerging Technology

Chapter 8 – Vision Plan

Chapter 9 – Fiscally Constrained Plan

Chapter 10 – Congestion Management Process

Chapter 11 – Freight & Commodity Flows

Chapter 12 – Financial Plan

Appendix A – Public Involvement

Appendix B – Demographic Forecasts

Appendix C – Coordinated Human Services Transportation Plan

Appendix D – Public Transportation Plan

Appendix E – Youth Transportation Plan