

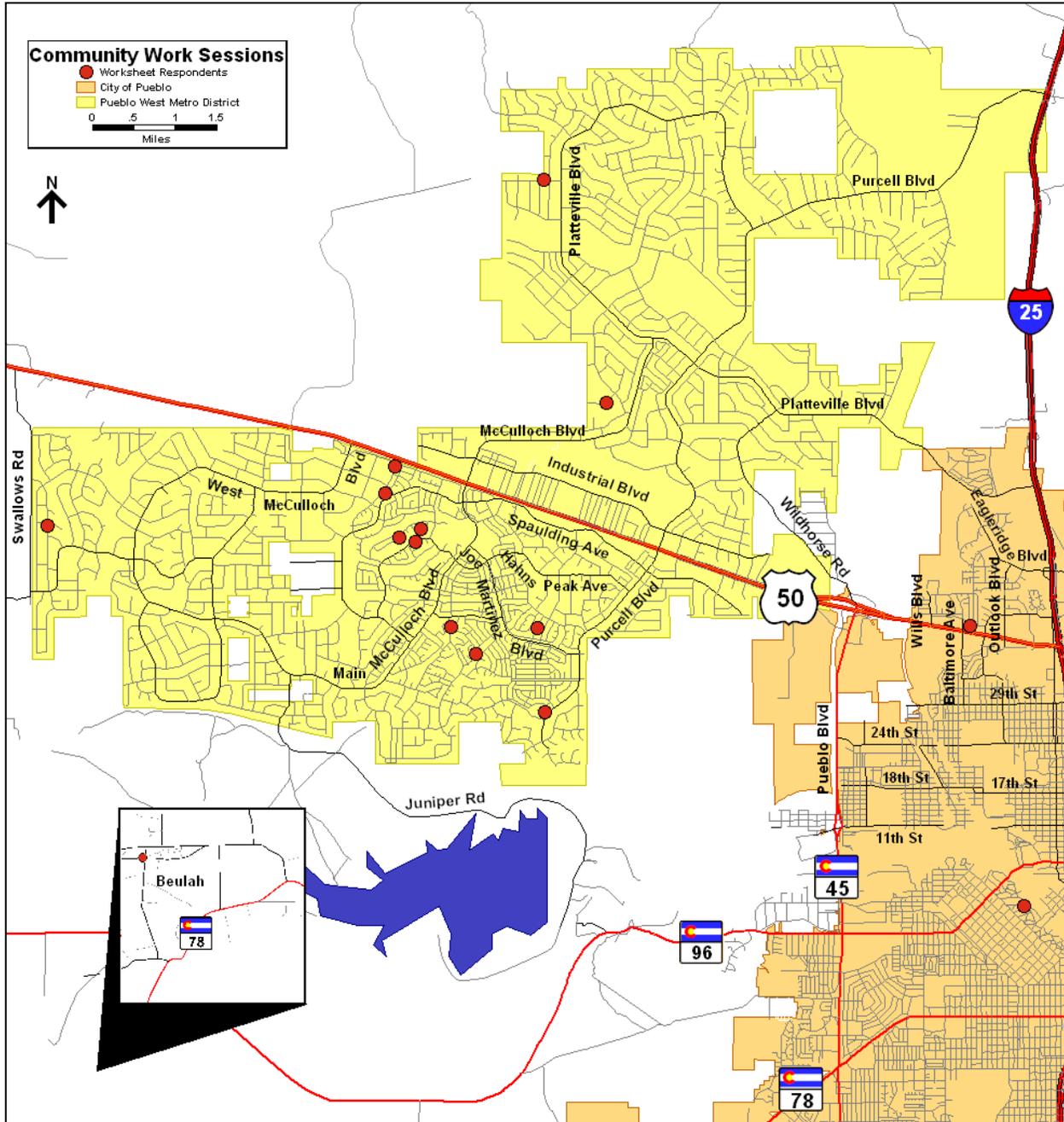
Appendix C
Summary of Public Comments from Community Work Session

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Appendix C. Community Work Session

About you

Street Address



Are you representing an organization tonight?

Response	Number	Percent
Yes	4	
No	13	

- Pueblo County Planning Commission
- Pueblo Honor Farm Citizens Advisory Committee
- Pueblo West Metro District
- San Isabel Electric

About your travel on US 50

How often do you typically travel in the US 50 Corridor?

Response	Number	Percent
I don't typically travel on US 50; it's too congested, etc.	0	0%
I don't typically travel on US 50; I'm just concerned about development and the quality of life in the Pueblo and Pueblo West area	0	0%
Less than once a week	1	6%
One or two days a week	2	12%
Three to six days a week	6	35%
Every day	8	47%

Which cross-streets do you typically use when you travel on US 50?

Response	Number	Percent
Roads west of Swallows Rd.	0	0%
Swallows Rd.	3	18%
West McCulloch Blvd.	6	35%
Main McCulloch Blvd.	14	82%
Purcell Blvd.	13	76%
Pueblo Blvd. (SH 45) or Wildhorse Rd.	11	65%
Wills Blvd.	3	18%
Westroads Ave.	1	6%
Baltimore Ave.	7	41%
Streets between Baltimore Ave. and I-25	10	59%
I-25	12	71%
Streets east of I-25	4	24%

What types of trips do you typically make on US 50?

Response	Number	Percent
Work / commute / business	11	65%
School / university	1	6%
Shopping / personal business	15	88%
Social / civic / worship	10	59%
Recreational (for example, to the YMCA or Lake Pueblo) / fitness	6	35%

How do you typically travel on US 50?

Response	Number	Percent
Car, pickup or SUV	17	100%
Commercial truck	0	0%
Carpool or vanpool	0	0%
Bus	0	0%
Motorcycle	0	0%
Bicycle	1	6%

About your concerns with US 50

What are your current concerns with the US 50 Corridor?

	Not a Concern	Of Little Concern	Neutral	Of Some Concern	Greatest Concern	No Response
General congestion	0	0	0	5	10	2
Traffic travels too fast	4	4	3	1	4	1
Traffic travels too slowly	1	4	4	3	3	2
Accidents at intersections	0	0	2	8	6	1
Accidents between intersections	0	3	4	5	3	2
It takes too long (more than one light cycle) to get through intersections	3	2	6	4	1	1
Too many slow-moving trucks	3	3	3	6	1	1
Need for bicycle facilities	5	1	3	2	5	1
Need for pedestrian facilities	3	2	3	3	5	1
Need for bus service	4	1	3	6	2	1

What are the most important goals that improvements to US 50 should accomplish?

	Least Important	...	Neutral	...	Most Important	No Response
Relieve congestion	0	0	0	4	9	4
Reduce delays	0	0	2	7	4	4
Provide traffic calming (reduce speeds)	5	0	6	2	0	4
Reduce accidents	0	0	1	8	4	4
Improve operations with different types of vehicles (such as semis, RVs, and passenger cars)	0	0	2	7	3	5
Provide better bicycle facilities	2	1	6	3	2	3
Provide better pedestrian facilities	2	1	6	2	3	3
Improve transit service	2	2	4	3	1	5
Preserve natural habitat	2	4	4	3	0	4
Preserve local character	4	1	4	3	1	4
Reduce traffic noise	1	2	5	3	1	5
Spur economic development	2	0	1	6	4	4

	Least Important	...	Neutral	...	Most Important	No Response
Improve air quality and reduce greenhouse gases	4	0	2	4	2	5
Other: Alternate routes for emergencies	0	0	0	1	0	16
Other: Reduce fuel consumption at intersections	0	0	0	0	1	16

Where along US 50 should improvements be made first?

Location	1 st Choice	2 nd Choice	3 rd Choice	4 th Choice	5 th Choice
At Swallows Rd.	1	0	0	0	0
Between Swallows Rd. and West McCulloch Blvd.	0	0	0	0	0
At West McCulloch Blvd.	1	0	1	0	0
Between West McCulloch Blvd. and Main McCulloch Blvd.	1	0	0	0	2
At Main McCulloch Blvd.	3	1	1	1	2
Between Main McCulloch Blvd. and Purcell Blvd.	1	2	1	1	1
At Purcell Blvd.	2	5	2	1	0
Between Purcell Blvd. and Pueblo Blvd. (SH 45)	5	0	1	3	0
At Pueblo Blvd. (SH 45)	7	1	1	0	0
Between Pueblo Blvd. (SH 45) and Wills Blvd.	0	1	2	0	0
At Wills Blvd.	1	1	0	0	1
Between Wills Blvd. and Baltimore Ave.	1	0	0	1	0
At Baltimore Ave.	2	0	1	0	0

Note: One respondent used check marks rather than ranking. These responses are reported as (tied) first choices.

Other responses:

- Involve the city, county and metro district in making long-range as well as short-range plans
- Make US 50 three lanes (each direction) between Pueblo Blvd. and Purcell Blvd.
- Overhead lighting (solar operated) at Swallows Rd. is a must—it's very dark at that intersection at night
- A traffic light at Swallows Rd. will not be necessary for many years

What routes do you like or think are appropriate as an alternative to US 50?

Alternate Route	Number	Percent
Pueblo Blvd. Extension (in its entirety)	8	
• US 50 to Platteville Blvd.	• 9	•
• Platteville Blvd. to I-25	• 9	•
West Pueblo Connector (in its entirety)	3	
• Joe Martinez Blvd. Extension	• 12	•
• Along 24th St. and Tuxedo Blvd.	• 8	•
• Through the Rail Yard	• 5	•
• D St. Extension	• 4	•
Spaulding Ave. Extension (in its entirety)	2	
• Purcell Blvd. to Pueblo Blvd. (SH 45)	• 7	•
• 11th St. to 31st St.	• 2	•
Industrial Blvd. Extension East to Wildhorse Rd.	2	
Tuxedo Blvd. Extension North to US 50	2	
Other: Extend Platteville Blvd. East to I-25 Eden Interchange	2	
Other: Diversion of South Purcell Blvd. to C-47 (???)	1	

Comments on these alternate routes?

- The road through the state park needs improvements! This should be on the list as a more affordable option to serve commuters, recreational vehicles and cyclists
- The alternate routes provide secondary access—needed for Pueblo West.
- Love to see some soon!
- The Pueblo Blvd. Extension is ideal! It is not yet built up as a community. It is a logical solution to route I-25 traffic onto and off of Hwy 50.
- The Industrial Blvd. Extension is the best—it has traffic lights at all major intersections—it has also been improved through Pueblo West
- No on the Pueblo Blvd. Extension—nobody would use it—people in Pueblo West use Purcell Blvd.
- Need an alternate route to US 50 east and west for closures from accidents or spills.
- Need an alternate route for Pueblo Blvd. NB to I-25.

Is there anything else you would like the study team to consider?

- Additional connecting intersections from Pueblo West both north and south to US 50 West in both directions. The north side only has Purcell & McCulloch, which are busy intersections.
- Widen the railroad overpass just west of Wills. This a major choke point.
- Grade separations.
- Use of normal roundabouts at urban US 50 intersections.
- Keep Purcell open to residential traffic; post it as no trucks—trucks would use the Pueblo Blvd. Extension and not use Purcell & McCulloch as a cut through to US 50.
- The Pueblo Blvd. Extension keeps a large volume of traffic off existing US 50 from Pueblo Blvd. to I-25.
- Joe Martinez provides an alternate route for bikes.
- (Signal timing on US 50 between Wills and Fortino changed about 12 to 18 months ago. Now there seems to be a lot of unnecessary stops for small volumes of traffic on cross streets.)
- I never sit through more than one light (cycle) as in other cities.
- I am very opposed to making Baltimore a thoroughfare—going north is in a neighborhood and it dead-ends on North Dr.
- I use US 50 at all times of the day and night and have a unique perspective of traffic flow on this highway.
- I would strongly consider sound walls along US 50 between West McCulloch and Main McCulloch. We actually moved to another house to get away from the US 50 noise.
- Need a truck acceleration lane WB on US 50 at Pueblo Blvd. (before and after).