

Part 1 – DRAFT PACOG 2045 LRTP Goals, Performance Measures and Targets Summary **Table**

**Table 1: PACOG MOVES the Region – Summary of Goals**

Goal Number	Goal Major Category - Supporting Goal
	<b>1. Safety</b>
1	Goal: Improve safety by providing a multi-modal 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 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 & governmental support for bicycling in Pueblo
23	Goal: Improve public health with alternative forms of transportation

**Table 2: PACOG MOVES the Region – Summary of Performance Measures and Targets**

PACOG Planning Goal Category		Target by Year
<b>1. SAFETY</b>		1A -- 2020: Establish the 2020 Baseline; 2025: decrease the fatal crash rate by 50%; 2030: decrease the fatal crash rate to zero; 2045: maintain the fatal crash rate at zero.
		1B -- 2020: Establish the 2020 Baseline; 2025: decrease the serious injury rate by 50%; 2030: decrease the serious injury rate to zero; 2045: maintain the serious injury rate at zero.
		1C -- 2020: Establish the 2020 Baseline; 2025: decrease the injury rate by 6%; 2030: decrease the injury rate by 13%; 2045: decrease the injury rate by 25%.
		1D -- 2020: Establish the 2020 Baseline; 2025: decrease PDO rate of crashes by 6%; 2030: decrease PDO rate of crashes by 13%; 2045: decrease PDO rate of crashes by 25%.
		1E -- 2020: Establish the 2020 Baseline; 2025: decrease public transit crashes by 3%; 2030: decrease public transit crashes by 5%; 2045: decrease public transit crashes by 10%.
		1F -- 2020: Establish the 2020 Baseline; 2025: decrease pedestrian accidents by 19%; 2030: decrease pedestrian accidents by 38%; 2045: decrease pedestrian accidents by 75%.
<b>2. INFRASTRUCTURE</b>	<b>Highways</b>	2A -- 2020: Establish the 2020 Baseline for High/Moderate Drivability on Interstates; 2025: achieve 20%; 2030: achieve 40%; 2045: achieve 80%.
		2B -- 2020: Establish the 2020 Baseline for High/Moderate Drivability on NHS; 2025: achieve 20%; 2030: achieve 40%; 2045: achieve 80%.
		2C -- 2020: Establish the 2020 Baseline for High/Moderate Drivability on State Highways; 2025: achieve 20%; 2030: achieve 40%; 2045: achieve 80%.
	<b>Bridges</b>	2D -- 2020: Establish the 2020 Baseline; 2025: get the desired rating for 25% of deficient bridges; 2030: get the desired rating for 50% of deficient bridges; 2045: get the desired rating for 100% of deficient bridges.
		2E -- 2020: Establish the 2020 Baseline; 2025: get the desired rating for 25% of deficient bridges; 2030: get the desired rating for 50% of deficient bridges; 2045: get the desired rating for 100% of deficient bridges.
		2F -- 2020: Establish the 2020 Baseline; 2025: get the desired rating for 12% of deficient bridges; 2030: get the desired rating for 65% of deficient bridges; 2045: get the desired rating for 100% of deficient bridges.
	<b>Transit and Non-Motorized</b>	2G -- FOCUS ON FLEET 2020: Establish the 2020 Baseline; 2025: maintain the percentage of vehicles in the transit fleet to no less than 65% in fair, good, or excellent conditions (FTA definitions); 2030: maintain the percentage of vehicles in the transit fleet to no less than 65% in fair, good, or excellent conditions (FTA definitions); 2045: maintain the percentage of vehicles in the transit fleet to no less than 70% in fair, good, or excellent conditions (FTA definitions).
		2H -- FOCUS ON TRAIL USAGE 2020: Establish the 2020 Baseline; 2025: Increase trail use by at least an average of 1.5% over a five-year period beginning in 2020; 2030: Increase trail use by at least an average of 1.5% over a ten-year period beginning in 2025; 2045: Increase trail use by at least an average of 1.5% over a ten-year period beginning in 2030.
	<b>Passenger Rail</b>	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.

**Table 2: PACOG MOVES the Region – Summary of Performance Measures and Targets - continued**

PACOG Planning Goal		Target by Year
<b>3. CONGESTION REDUCTION</b>		3A -- FOCUS ON UPGRADES OF HIGHWAY FACILITIES 2020: Establish the 2020 Baseline - identify AASHTO deficient locations; 2025: get the desired rating for 12% of deficient locations; 2030: get the desired rating for 65% of deficient locations; 2045: get the desired rating for 100% of deficient locations.
		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. 2025: get the desired rating for 12% of the congested locations; 2030: get the desired rating for 65% of the congested locations; 2045: get the desired rating for 100% of the congested locations.
		3C -- FOCUS ON MOBILE SOURCE POLLUTION ABATEMENT 2025: Retain national air quality health standards and reduce regional transportation-related greenhouse gas (GHG) and air pollutant emissions by 6% compared to 2020 levels; 2030: by 33%; 2045: by 50%.
<b>4. FREIGHT MOVEMENT AND ECONOMIC VITALITY</b>		4A -- 2020: Establish the 2020 Baseline; 2025: decrease the number and severity of truck/freight related crashes by 9% on the New Pueblo Freeway (NAFTA corridor – designated national freight movement corridor) interstate system; 2030: decrease by 49%; 2045: decrease by 75%.
		4B -- 2020: Establish the 2020 Baseline; 2025: decrease the number and severity of truck/freight related crashes on U.S Highways by 9%; 2030: decrease by 49%; 2045: decrease 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 TRANSIT RIDERSHIP & MODAL CONNECTIVITY 2020: Establish the 2020 Baseline; 2025: increase transit ridership by at least an average of 1.5% over a five-year period beginning in 2020; 2030: Increase transit ridership by at least an average of 1.5% over a ten-year period beginning in 2025. 2045: Increase transit ridership and by at least an average of 1.7% over a ten-year period beginning in 2030.
<b>5. SYSTEM RELIABILITY</b>		All planning goals are covered by other planning goal area targets.
<b>6. ENVIRONMENTAL SUITABILITY</b>	<b>Environmental Justice</b>	6A -- 2020: Establish the 2020 Baseline; 2025: Increase investment benefits to areas identified as having a higher level of at risk populations by 10% over 2020 levels; 2030: increase by 20%; 2045: increase by 30%. At risk populations include Census blocks with higher percentages of minorities, persons with disabilities and low income households.
	<b>Stewardship</b>	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.
<b>7. REDUCE PROJECT DELIVERY DELAYS</b>		7A -- 2020: Establish the 2020 Baseline; 2025: decrease delivery time for projects on average of 3%; 2030: decrease by 5%; 2045: decrease by 10%.
<b>8. MULTIMODAL TRANSPORTATION</b>	<b>Bicycle/Pedestrian</b>	8A -- BIKE/PED COUNT PROGRAM 2020: Establish the 2020 Baseline - in this case it is a rolling scheme for bike/ped counts; 2025: Complete two bicycle/ped count efforts between 2020 and 2025; 2030: Complete four bicycle/ped count efforts between 2025 and 2030; 2045: Complete four bicycle/ped count efforts between 2030 and 2045.
		8B -- BIKE/PED INFRASTRUCTURE PROGRAM 2020: Establish the 2020 Baseline - in this case it is the existing conditions; 2025: increase all bike/ped amenities by an average of 4% over 2020 levels; 2030: increase all bike/ped amenities by an average of 8% over 2020 levels; 2045: increase all bike/ped amenities by an average of 15% over 2020 levels.
	<b>Partnership</b>	8C -- FOCUS ON MULTI-MODAL PARTNERSHIP: 2020 and forward: Establish and/or continue participation in statewide, regional and county Complete Streets and full-on multi-modal transportation effort and development.

## Part 2 – DRAFT PACOG 2045 LRTP – Goals, Performance Measures and Targets

### Planning Goal 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. Vision Zero is a strategy to reduce all traffic fatalities and severe injuries to zero, while increasing safe, equitable, and healthy mobility for all. Vision Zero plans help guide municipalities, counties, MPOs and other jurisdictions to address these strategies considering the local context. Vision Zero recognizes that humans make mistakes but that the transportation system design should minimize the consequences of those errors. Many jurisdictions have set the year 2030 as the horizon target when zero fatalities or severe injuries related to highway traffic will be zero. PACOG recommends consistency to this 2030 Zero Vision 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%.
  - 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%.
  - 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%.
  - 1. 2020: Establish the 2020 Baseline
  - 2. 2025: decrease the injury crash rate by 6%.
  - 3. 2030: decrease the injury crash rate by 13%.
  - 4. 2045: decrease the injury crash rate by 25%.
- D. Decrease the PDO (Property Damage Only) rate of crashes by 25%.
  - 1. 2020: Establish the 2020 Baseline.
  - 2. 2025: decrease the PDO crash rate by 6%.
  - 3. 2030: decrease the PDO crash rate by 13%.
  - 4. 2045: decrease the PDO crash rate by 25%.
- E. Decrease the frequency and severity of public transit related crashes by 10%.
  - 1. 2020: Establish the 2020 Baseline.
  - 2. 2025: decrease public transit crashes by 3%.
  - 3. 2030: decrease public transit crashes by 5%.
  - 4. 2045: decrease public transit crashes by 10%.
- F. Decrease the frequency and severity of pedestrian related accidents by 75%.
  - 1. 2020: Establish the 2020 Baseline.
  - 2. 2025: decrease pedestrian accidents by 19%.
  - 3. 2030: decrease pedestrian accidents by 38%.
  - 4. 2045: decrease pedestrian accidents by 75%.

G. Eliminate railroad crossing related crashes by 75%.

1. 2020: Establish the 2020 Baseline.
2. 2025: decrease railroad crossing crashes by 19%.
3. 2030: decrease railroad crossing crashes by 38%.
4. 2045: decrease railroad crossing crashes by 75%.

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.

## **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, National Highway System (NHS) roadways and state highways.

A. Achieve 80% 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%.
3. 2030: achieve 40%.
4. 2045: achieve 80%.

B. Achieve 80% 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%.
3. 2030: achieve 40%.
4. 2045: achieve 80%.

C. Achieve 80% 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%.
3. 2030: achieve 40%.
4. 2045: achieve 80%.

### **Bridges**

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

D. Improve the sufficiency rating of interstate, NHS, and U.S. State highway bridges to a range of 75 to 100. The following targets are set:

1. 2020: establish the 2020 Baseline.
2. 2025: get the desired rating for 25% of deficient bridges.
3. 2030: get the desired rating for 50% of deficient bridges.
4. 2045: get the desired rating for 100% of deficient bridges.

- E. Improve the sufficiency rating of all other State highway bridges to a range of 75 to 100.
  - 1. 2020: establish the 2020 Baseline.
  - 2. 2025: get the desired rating for 25% of deficient bridges.
  - 3. 2030: get the desired rating for 50% of deficient bridges.
  - 4. 2045: get the desired rating for 100% of deficient bridges.
- 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.
  - 2. 2025: get the desired rating for 12% of deficient bridges.
  - 3. 2030: get the desired rating for 65% of deficient bridges.
  - 4. 2045: get the desired rating for 100% of deficient bridges.

### **Transit and Non-Motorized**

Transit and non-motorized infrastructure also play important parts in regional transportation connectivity and the health of the multi-modal 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.
  - 2. 2025: maintain the percentage of vehicles in the transit fleet to no less than 65% in fair, good, or excellent conditions using Federal Transit Administration (FTA) definitions.
  - 3. 2030: maintain the percentage of vehicles in the transit fleet to no less than 65% in fair, good, or excellent conditions (FTA definitions).
  - 4. 2045: maintain the percentage of vehicles in the transit fleet to no less than 70% in fair, good, or excellent conditions (FTA definitions).
- 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 trails usage by working to measure the use of trails and other bicycle/pedestrian facilities. PACOG will work to:
  - 1. 2020: establish the 2020 Baseline.
  - 2. 2025: increase trail use by at least an average of 1.5% over a five-year period beginning in 2020.
  - 3. 2030: increase trail use by at least an average of 1.5% over a five-year period beginning in 2025.
  - 4. 2045: increase trail use by at least an average of 1.5% over a fifteen-year period beginning in 2030.

### **Passenger Rail**

The region has made a significant commitment to passenger rail service over the years. 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.

### **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**

- A. Upgrade all functionally obsolete interchanges, acceleration/deceleration lanes, inadequate ramp lengths, inadequate shoulders, and other. Focus on highway facilities by working to:
1. Establish the 2020 Baseline by identifying the AASHTO deficient locations.
  2. 2025: get the desired rating for 12% of deficient locations.
  3. 2030: get the desired rating for 65% of deficient locations.
  4. 2045: get the desired rating for 100% of deficient locations.

#### **Address Congestion**

- B. Focus on roadway congestion by establishing a Volume-to-Capacity (V/C) baseline target for the PM peak.
- C. On Interstate, NHS, U.S. highways and other state highways: Attain a Level of Service (LOS) C- (through traffic LOS D at grade and grade separated/interchanges).
1. 2020: establish a (V/C) Baseline target; suggested is number of lane miles over V/C = 0.90 during the one hour PM peak.
  2. 2025: get the desired rating for 12% of the congested locations.
  3. 2030: get the desired rating for 65% of the congested locations.
  4. 2045: get the desired rating for 100% of the congested locations.
- D. The congestion mitigation will have six steps and a set of tactics to reach them:
1. 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.
  2. Reduce travel time on existing heavily congested corridors by 25%.
  3. 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.
  4. 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.
  5. 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.
  6. Initiate steps that will 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.
    - As feasible, converting public transit buses and shuttles to alternative fuel vehicles (i.e. 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 (SOV).
    - 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, ramp metering, and other, 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 of 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% 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. Identify the gaps and connections (convenient and accessible transfer points). Preserve existing passenger rail service in Southern Colorado through Pueblo County

E. Focus on Mobile Source Pollution Abatement where applicable with the following goals:

1. 2025: Retain national air quality health standards and reduce regional transportation-related greenhouse gas (GHG) and air pollutant emissions by 6% compared to 2020 levels.
2. 2030: by 33%.
3. 2045: by 50%.

#### **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 – designated national freight movement corridor) interstate system.
1. 2020: establish the 2020 Baseline.
  2. 2025: decrease the number and severity of truck/freight related crashes by 9% on the New Pueblo Freeway NAFTA corridor
  3. 2030: decrease by 49%.
  4. 2045: decrease by 75%.
- B. Reduce the number and severity of truck/freight related crashes by 75% on U.S. highways and other NHS highways. Improve all functionally obsolete interchanges, acceleration/deceleration lanes, inadequate ramp lengths, and inadequate shoulders to AASHTO standards for the safe and efficient movements of freight through Pueblo County's system. Sustain and improve a regional roadway system that provides local, regional and statewide efficient access and connectivity for the movement of freight and people.
1. 2020: establish the 2020 Baseline.
  2. 2025: decrease the number and severity of truck/freight related crashes by 9%.
  3. 2030: decrease by 49%.
  4. 2045: decrease by 75%.

#### **Corridor Preservation**

- 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 freight and people. 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.

### **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

#### **Maintain/Improve Reliability**

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

1. Maintain and expand the Pueblo region's transit system.
2. Reduce traffic congestion by implementing TSM measures to improve passenger carrying capacity of the regional.
3. Increase capacity on congested segments (provide additional lanes) on Interstate; NHS; and other State highways.
4. 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.
5. Reduce the projected SOV trips between 2020 – 2045 by 5% through implementing strategically located park and ride facilities and encouraging the increased use of transit and carpooling.
6. Deploy ITS, such as vehicle flow treatments and national real-time system information programs, and transit monitoring system to improve the effectiveness and efficiency of the transportation system.
7. Implement transportation projects such as acceleration/deceleration lanes, intersection improvements, and ramp metering, that improve the flow of motor vehicles and transit.
8. Develop alternate routes that expand system capacity and redundancy for the I-25 and U.S. Highway 50 corridors.
9. Increase the number of wayfinder signs to assist motorists, bicyclists and pedestrians.
10. Improve non-motorized system accessibility and connectivity within Pueblo and regionally with Pueblo West.
11. Identify additional crossing locations of the Arkansas River and Fountain Creek to improve mobility for all transportation modes.

### **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 the emissions category is to reduce fossil fuel per capita use in the region with the goal of having a 50% reduction from 2020 levels of annual metric tons per capita between 2020 and 2045. The specifics of this goal are addressed under “Mobile Source Pollution Abatement” in Section 1.3.3.

## **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 Environmental Justice (EJ) issues of projects. Have participation from identified (low income, minority populations, and other) that documents the benefits and burdens of projects. At risk populations include Census blocks with higher percentages of minorities, persons with disabilities, and low income households. The goals by year are stated below:
  1. 2020: establish the 2020 Baseline.
  2. 2025: increase investment benefits to areas identified as having a higher level of at risk populations by 10% over 2020 levels.
  3. 2030: increase investment by 20% over 2020 levels.
  4. 2045: increase investment by 30% over 2020 levels.
- B. The three remaining components of Planning Category 6 – Environmental Sustainability, will use the approach of Focusing on Partnership to move toward these important goals. 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.

## **Endangered Species**

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 and, 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**

Finally, 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.

### **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:

- A. Improve timing to streamline approval processes, including reviews, contracts, and general clearances.
- B. When possible, do not require separate design and construction funding and/or consultants for design/construction.
- C. Utilize Design/Build and *Every Day Counts* concepts to identify and deploy innovation aimed at shortening project delivery, enhancing safety, and protecting the environment. Every Day Counts (EDC) is a State-based model sponsored by the Federal Highway Administration. 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 and the accommodation and relocation of utilities.

Incremental targets are:

- 1. 2020: establish the 2020 Baseline.
- 2. 2025: decrease delivery time for projects on average by 3%.
- 3. 2030: decrease delivery time for projects on average by 5%.
- 4. 2045: decrease delivery time for projects on average by 10%.

### **Planning Category #8: Support Multi-Modal Transportation**

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

#### **Bicycle and Pedestrian Trips**

- A. Improve multi-modal 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 the 2020 Baseline - in this case it is a rolling scheme for bicycle/pedestrian (bike/pedestrian) counts.
  - 2. 2025: Complete two bicycle/pedestrian count efforts between 2020 and 2025.
  - 3. 2030: Complete two bicycle/pedestrian count efforts between 2025 and 2030.
  - 4. 2045: Complete four bicycle/pedestrian count efforts between 2030 and 2045.

#### **Infrastructure**

- B. Provide improved bicycle and pedestrian friendly connections to existing multi-modal facilities and destinations. Measure progress by counting 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 - miles of streets with "sharrows" (shared lane bicycle marking); (4) Number of pedestrian countdown signals and crosswalks improved or added; and (5) Number of new access points to existing or new facilities:
  - 1. Bicycle/Pedestrian Infrastructure Program 2020: Establish the 2020 Baseline.
  - 2. 2025: increase all bicycle/pedestrian amenities by an average of 4% over 2020 levels.
  - 3. 2030: increase all bicycle/pedestrian amenities by an average of 8% over 2020 levels.
  - 4. 2045: increase all bicycle/pedestrian amenities by an average of 15% over 2020 levels.

**Integration**

This goal will be achieved by working to incorporate ‘*Complete Streets*’ concepts on City and County transportation projects.

**Maximization**

Maximization of the transportation infrastructure and systems will be an ongoing focus of PACOG with the goal of connecting systems during specific projects, to reduce motor vehicle traffic by incorporating safe alternative methods of travel into all feasible projects, and to enhance multimodal, efficiency and transit options where feasible.

**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 “Bicycle Friendly City”. The MPO will also promote bicycling for both residents and tourists through local bicycling events, proclamations and resolutions from PACOG and other entities.

**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.