

PUEBLO TRANSIT STUDY FINAL REPORT

JUNE 2017



In association with Felsburg Holt & Ullevig



Table of Contents

1	Executive Summary	1-1
	Study Purpose.....	1-1
	Analysis and Outreach	1-1
	Recommendations	1-3
	Recommended Route Network	1-4
2	Service Evaluation	2-1
	Service Levels	2-1
	Transit Center	2-3
	Fleet.....	2-5
	System Ridership	2-6
	Route Ridership.....	2-7
	Route Profiles.....	2-11
3	Peer Review	3-1
	Employment and Higher Education	3-2
	Service Availability	3-3
	Fares.....	3-4
	Summary of Peer Review findings.....	3-5
4	Market Analysis	4-1
	Population Characteristics.....	4-2
	Employment Characteristics	4-10
5	Community Outreach	5-1
	Rider Intercept Survey	5-2
	Open House Meetings	5-9
	Online Survey	5-14
6	Service Plan	6-1
	Recommended Route Network	6-1
	Ridership Benefits and Impacts	6-27
	Holidays.....	6-28
	Service Expansion.....	6-29
7	Capital Plan	7-1
	Bus Stops.....	7-1
	South Pueblo Transit Hub	7-11
	Fleet Recommendations	7-12
8	Information and Marketing	8-1
	Information	8-1
	Rider Guide	8-1
9	Fare Policy	9-1
	Fare Statistics.....	9-1
	Fare Recommendations.....	9-3
10	Administrative & Maintenance Facility Relocation	10-1
	Facility Existing Conditions	10-1
	Relocation Goals.....	10-1
	Future Facility Needs	10-2
	Facility Location Alternatives.....	10-3
	Evaluation Criteria.....	10-11
	Conclusion.....	10-15

11 North Pueblo Park-and-Ride	11-1
Site Goals.....	11-1
Site Alternatives	11-1
Evaluation Criteria.....	11-5
Conclusion.....	11-7

1 EXECUTIVE SUMMARY

Pueblo Transit is a non-profit corporation owned by the City of Pueblo. Pueblo Transit operates eleven bus routes on weekdays and Saturdays within Pueblo city limits as well as the Salt Creek neighborhood of Pueblo County. All bus routes begin and end at the Pueblo Transit Center, which is located along 2nd Street between Grand Ave and Court St in downtown Pueblo. The City of Pueblo also provides complimentary paratransit service, branded as Citi-Lift, to individuals who are unable to use fixed-route bus service due to physical or mental disability.

STUDY PURPOSE

The Pueblo Transit Study is an effort led by the City of Pueblo and sponsored by the Pueblo Area Council of Governments (PACOG). As the first formal transit study for the City of Pueblo, the effort focuses on the following key objectives:

- Conduct a comprehensive review of existing bus service.
- Identify unmet transit needs and desires of the community.
- Specify an alternate site for the administration and maintenance facility.
- Develop a five-year plan to improve and expand bus service.
- Recommend additional strategies to increase ridership and enhance the transit experience of riders.

ANALYSIS AND OUTREACH



Service Evaluation

A comprehensive evaluation of the entire bus system was conducted to identify strengths, weaknesses, and opportunities for improvement. Ridership for each route, trip, and bus stop was analyzed. The evaluation process also included interviews with bus drivers and an extensive review of routes and stops.

The following key strengths were identified throughout the course of the evaluation:

- The Pueblo Transit Center provides ample amenities for transferring riders.
- Pueblo Transit routes provide excellent service coverage as 94% of city residents live within ½ mile of a bus stop.
- Pueblo Transit provides access to most destinations in the city.
- Pueblo Transit makes an efficient use of its limited resources, transporting 26 riders per revenue hour on weekdays.
- Only two routes (3 Irving Place and 4 Berkley-Beulah) stand out as averaging fewer than 20 riders per revenue hour on weekdays.

In addition, several key challenges were identified:

- Pueblo Transit does not provide bus service on Sunday. Saturday ridership levels indicate the need for Sunday service on a limited basis.
- Evening service ends early on weekdays and Saturdays in comparison to peer cities.
- A high percentage of existing riders must transfer to reach their destination.
- Bus stop accessibility and amenities vary significantly across the city.
- Routes 6 Pueblo Mall, 9 University, 10 Belmont and 11 Red Creek Ride operate as 60-minute loops, resulting in out-of-direction travel and inconvenient travel times.
- Routes 1 Eastside, 2 Bessemer, 3 Irving and 4 Berkley/Beulah are short routes (30 minutes long) with few destinations, limiting their overall utility.
- Midday service is infrequent at 60 minutes on all routes except Routes 6 Pueblo Mall and 7 Highland Park.



Peer Review

Six peer cities were reviewed to compare service availability and fare options. Peer cities were selected based on population, density and/or proximity to Pueblo. Peer cities included Grand Junction, Santa Fe, Cheyenne, Fort Collins, Boulder and Colorado Springs. The review concluded that Pueblo Transit is more productive than most of its peers in terms of riders per hour yet provides a shorter span of service.



Market Analysis

Census data was analyzed to understand demographic, socio-economic and employment characteristics within the city. This analysis includes a review of population groups that are most likely to use transit: young adults, seniors, persons with disabilities, low-income households and zero-vehicle households. A relatively high percentage (43%) of riders are elderly or disabled riders. Potential growth markets include Pueblo Community College, Colorado Springs University-Pueblo, and western Hyde Park, which is currently unserved.



Community Outreach

A key component of the study was community outreach, which consisted of passenger surveys at the transit center, public meetings at city libraries and open house events at Pueblo Transit Center. Online outreach included a project website, which provided a project overview, meeting information, and surveys.

Existing customers are most interested in the addition of Sunday service and later evening service. Survey respondents also favored proposed route changes over the existing network. Additional feedback provided by riders and interested members of the community was utilized to refine service recommendations.

RECOMMENDATIONS



Service Plan

Findings from the comprehensive service evaluation, peer review, market analysis and community outreach efforts served as a basis for service recommendations.

Major route and schedule improvements include:

- Faster and more frequent service to King Sooper's, Pueblo Mall, Walmart and other retail destinations along 29th Street and Dillon Drive east of Interstate 25.
- Increased service Pueblo Community College and the South Pueblo Walmart.
- More direct service from neighborhoods throughout Pueblo and Salt Creek.
- New Route 5 to better serve recent and planned development along Elizabeth Street.
- An extension of Route 3 to Hyde Park and Park West.

The service plan also includes prioritized service expansion recommendations to make transit service more convenient for existing and potential riders.



Capital Plan

Improved and expanded Pueblo Transit routes require capital investments such as accessible bus stops and a South Pueblo transit hub. Increased bus stop amenities on the rider access, safety and comfort. Bus replacement and maintenance facility needs are also addressed in the capital plan.



Information and Marketing

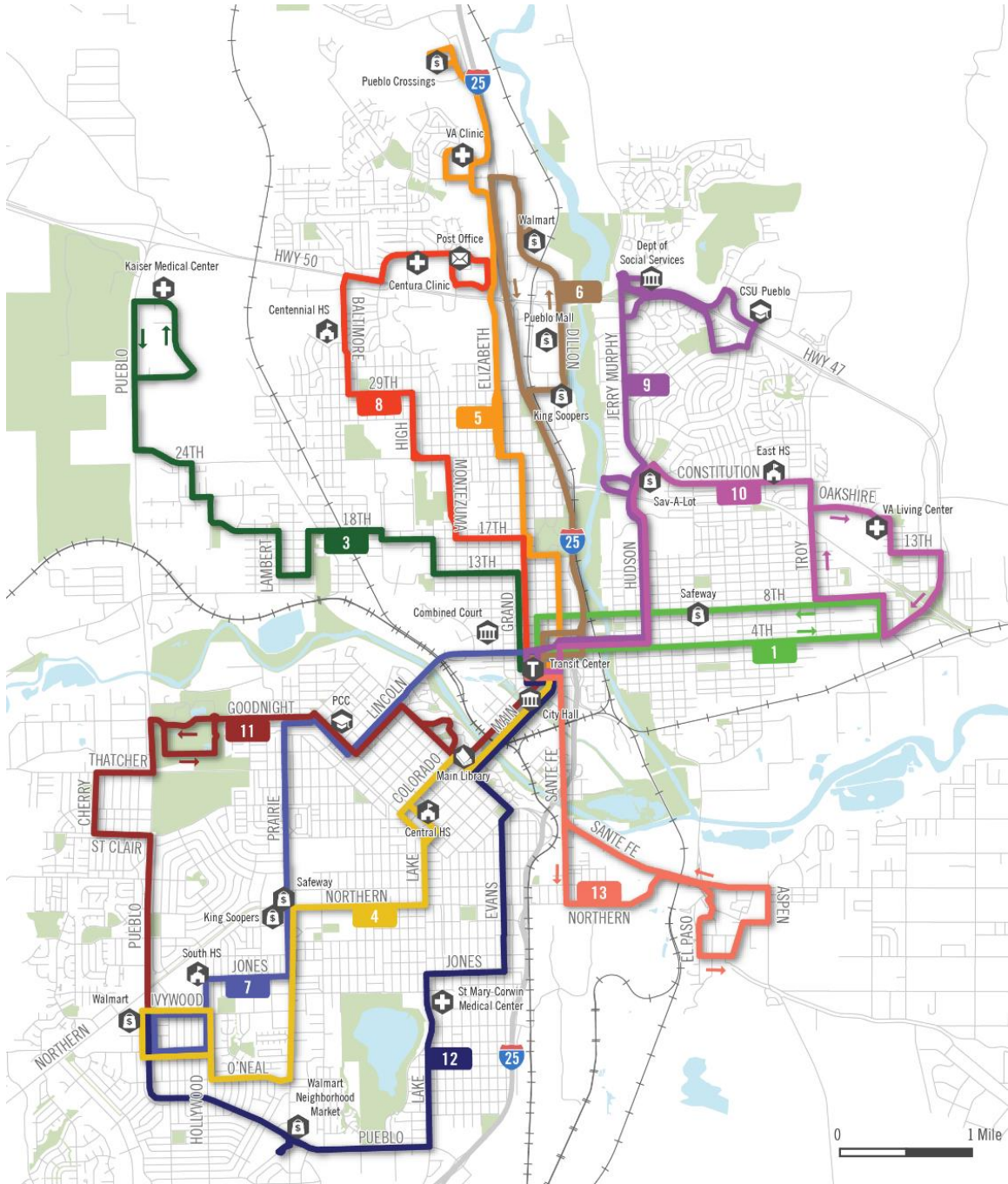
A comprehensive ride guide with route maps, simplified schedules, and fare information would assist riders in planning trips. Technology investments such as Google Transit and real-time arrival information benefit riders and attract new users to the system. New bus stop signage and branding are additional opportunities to promote Pueblo Transit services to the community.



Fares

Fare recommendations focus on simplifying pass options, promoting day pass usage and developing a long-term fare adjustment schedule. Additional recommendations include partnering with local higher education institutions to offer student passes.

RECOMMENDED ROUTE NETWORK



2 SERVICE EVALUATION

SERVICE LEVELS

Pueblo Transit operates 11 fixed routes that operate throughout the city. All trips begin and end at the Pueblo Transit Center at the top and/or bottom of the hour. Weekday service runs from 6 a.m. to 6:30 p.m. for the entire system. However, individual routes have shorter spans due to cycle times and transitions from off-peak to peak headways. Saturday service runs from 8 a.m. to 6:30 p.m. for the entire system, with similar staggered start and end times as on weekdays.

Span, headways and number of round trips for each route are shown in Figure 2-1. Routes 1 through 4 operate 30-minute headways with one bus each during morning (6 a.m. – 8:30 a.m.) and afternoon (2 p.m. – 4:30 p.m.) service. For the rest of the day they run every 60 minutes with half a bus each (i.e., one bus alternating between two routes). Routes 6 and 7 operate with 30-minute headways and 2 buses each from 8:30 a.m. to 4:30 p.m. For the rest of the day they run every 60 minutes with one bus each. Routes 9 through 12 operate with 60-minute headways and one bus each all day. On Saturdays, all routes run every 60 minutes, except for Route 6, which runs every 30 minutes.

Figure 2-1 Fixed-Route Characteristics

Route	Weekday				Saturday		
	Span	Peak Headway	Off-Peak Headway	Round Trips	Span	Headway	Round Trips
1 Eastside	6:30 AM - 6:00 PM	30	60	16	8:30 AM - 6:00 PM	60	10
2 Bessemer	6:30 AM - 6:30 PM	30	60	16	9:00 AM - 6:30 PM	60	10
3 Irving	6:30 AM - 6:00 PM	30	60	16	8:30 AM - 5:55 PM	60	10
4 Berkley/Beulah	6:30 AM - 6:30 PM	30	60	16	9:00 AM - 6:30 PM	60	10
6 Pueblo Mall	6:30 AM - 6:30 PM	30	30/60	20	8:30 AM - 6:30 PM	30	18
7 Highland Park	6:30 AM - 6:30 PM	30	30/60	20	8:30 AM - 6:30 PM	60	10
8 Hwy 50 West	6:00 AM - 6:00 PM	60	60	12	8:00 AM - 6:00 PM	60	10
9 University	6:30 AM - 6:30 PM	60	60	12	8:30 AM - 6:30 PM	60	10
10 Belmont	6:00 AM - 6:00 PM	60	60	12	8:00 AM - 6:00 PM	60	10
11 Red Creek Ride	6:00 AM - 6:00 PM	60	60	12	8:00 AM - 6:00 PM	60	10
12 Lake Avenue	6:30 AM - 6:30 PM	60	60	12	8:30 AM - 6:30 PM	60	10

As detailed in Figure 2-2, the number of vehicles operating fixed-route service peaks during the afternoon and is reduced during the evening.

Figure 2-2 Vehicle Requirements by Route and Time Period

Route	Morning Vehicles 6 AM - 8:30 AM	Midday Vehicles 8:30 AM - 2 PM	Afternoon Vehicles 2 PM – 4:30 PM	Evening Vehicles 4:30 PM – 6:30 PM
1 Eastside	1	0.5	1	0.5
2 Bessemer	1	0.5	1	0.5
3 Irving	1	0.5	1	0.5
4 Berkley/Beulah	1	0.5	1	0.5
6 Pueblo Mall	1	2	2	1
7 Highland Park	1	2	2	1
8 Hwy 50 West	1	1	1	1
9 University	1	1	1	1
10 Belmont	1	1	1	1
11 Red Creek Ride	1	1	1	1
12 Lake Avenue	1	1	1	1
Total	11	11	13	9

Figure 2-3 shows the round-trip time, running time, layover time, distance and average speed of each route. Running and layover times are approximate, as layovers are not built into schedules. Instead, each route has an approximately five minute layover upon arriving at the transit center.

Figure 2-3 Route Schedule Statistics

Route	Round-Trip Time (min)	Running Time (min)	Layover Time (min)	Distance (mi)	Average Speed (mph)
1 Eastside	30	25	5	5.9	14.2
2 Bessemer	30	25	5	6.6	15.8
3 Irving	30	25	5	6.3	15.1
4 Berkley/Beulah	30	25	5	7.4	17.8
6 Pueblo Mall	60	55	5	13.8	15.1
7 Highland Park	60	55	5	12.7	13.9
8 Hwy 50 West	60	55	5	16.3	17.8
9 University	60	55	5	12.4	13.5
10 Belmont	60	55	5	12.4	13.5
11 Red Creek Ride	60	55	5	16.3	17.8
12 Lake Avenue	60	55	5	14.5	15.8

TRANSIT CENTER

The Pueblo Transit Center is located along 2nd Street between Grand Avenue and Court Street. The facility has eleven bus bays, two of which are used by Greyhound and Beeline Express, an intercity service that runs between Pueblo and Wichita, KS. The Transit Center has an enclosed climate-controlled waiting area, ticket booth and public restrooms.

Figure 2-4 Pueblo Transit Center



Figure 2-5 shows hourly departure times for each route as they occur during different times of the day at the Transit Center. The most convenient times to make connections are during morning (6 a.m. – 8:30 a.m.) and afternoon (2 p.m. – 4:30 p.m.) hours. During morning hours, four routes depart on both the hour and half hour, with the remaining seven split between departures on the hour and half hour. During afternoon service, six routes depart on both the hour and half hour, with the remaining five split between departures on the hour and half hour.

The less convenient times to make connections is during midday (2 p.m. – 4:30 p.m.) and evening service (after 4:30 p.m.). During midday, only two routes depart on both the hour and the half hour. After 4:30 p.m., all routes are split between departures on the hour or the half hour.

PUEBLO TRANSIT STUDY | FINAL REPORT
Pueblo Transit

Figure 2-5 Transit Center Departure Times (minutes after hour)

Route	Morning 6 AM - 8:30 AM		Midday 8:30 AM - 2 PM		Afternoon 2 PM – 4:30 PM		Evening 4:30 PM – 6:30 PM	
	:00	:30	:00	:30	:00	:30	:00	:30
1 Eastside	•	•		•	•	•		•
2 Bessemer	•	•	•		•	•	•	
3 Irving	•	•		•	•	•		•
4 Berkley/Beulah	•	•	•		•	•	•	
6 Pueblo Mall		•	•	•	•	•		•
7 Highland Park		•	•	•	•	•		•
8 Hwy 50 West	•		•		•		•	
9 University		•		•		•		•
10 Belmont	•		•		•		•	
11 Red Creek Ride	•		•		•		•	
12 Lake Avenue		•		•		•		•

FLEET

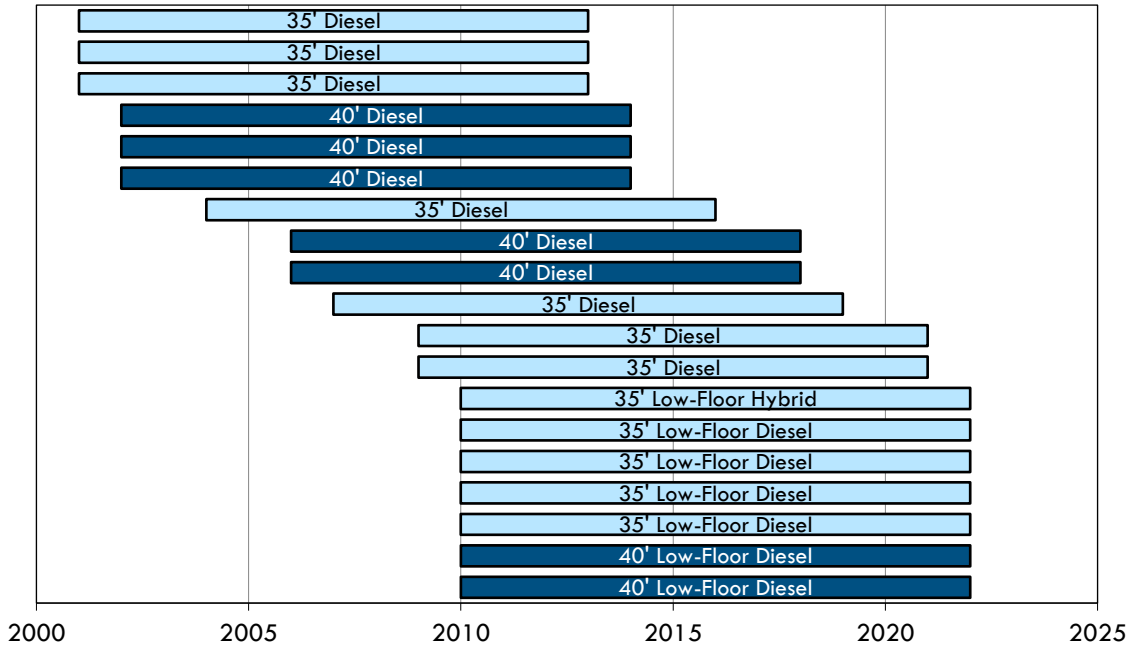
Pueblo Transit operates a mix of vehicles 35-foot and 40-foot vehicles for fixed-route bus service, as summarized in Figure 2-6. Aside from one 35' hybrid engine bus, the entire fleet has diesel engines.

Figure 2-6 Pueblo Transit Fixed-Route Vehicle Inventory Summary

Type	Seating Capacity	Total Vehicles
35' Bus	35 + 10 standing	12
40' Bus	45 + 10 standing	7

Several Pueblo Transit buses have exceeded the industry-accepted lifespan of 12 years as depicted in Figure 2-7.

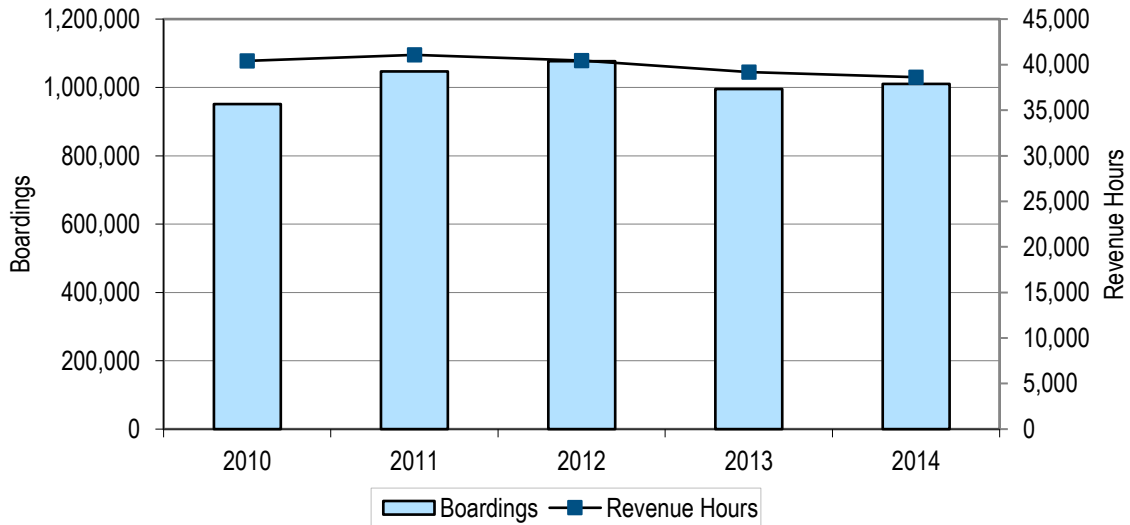
Figure 2-7 12-Year Life Span of Pueblo Transit Fixed-Route Vehicles



SYSTEM RIDERSHIP

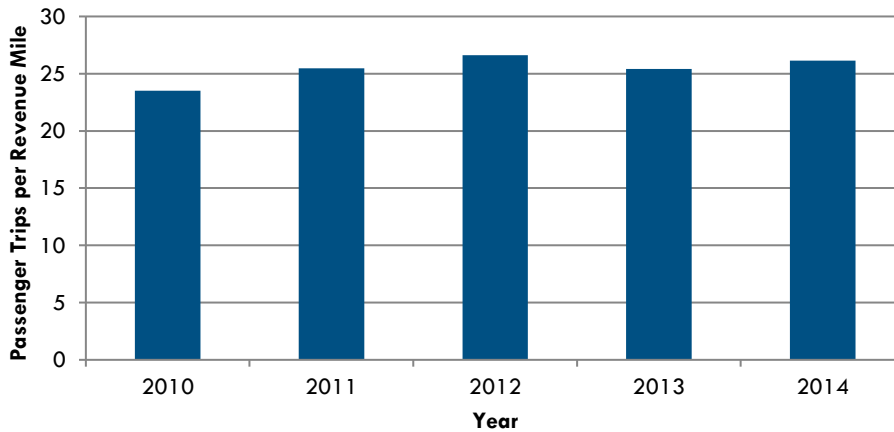
This section summarizes data from the National Transit Database (NTD) from fiscal years 2010 to 2014. As shown in Figure 2-8, total annual passenger trips saw an increase from 2010 to 2012, peaking at nearly 1.1 million boardings, then leveling out at around 1 million for 2013 and 2014. Annual revenue hours decreased gradually between 2011 and 2014 (from 41,071 to 38,624).

Figure 2-8 Historical System Ridership and Revenue Hours



Route productivity remained relatively even between 2011 and 2014 (at or above 25 passenger trips per revenue mile) due to the slight decreases in both ridership and revenue hours.

Figure 2-9 Historical System Productivity



ROUTE RIDERSHIP

Pueblo Transit routes carry a combined total of approximately 3,000 boardings on weekdays and 1,600 boardings on Saturdays. Routes 6 and Route 7 generate the most ridership, as they are the only routes that offer 30-minute midday service. Routes 8 through 12 each have higher ridership than Routes 1 through 4. While the overall total is lower than that of weekday ridership, the ranking remains largely the same, with the notable differences being the relatively higher share for Route 11 – Red Creek Ride and the relatively lower share for Route 8 – Highway 50-West.

Figure 2-10 Average Daily Boardings by Route

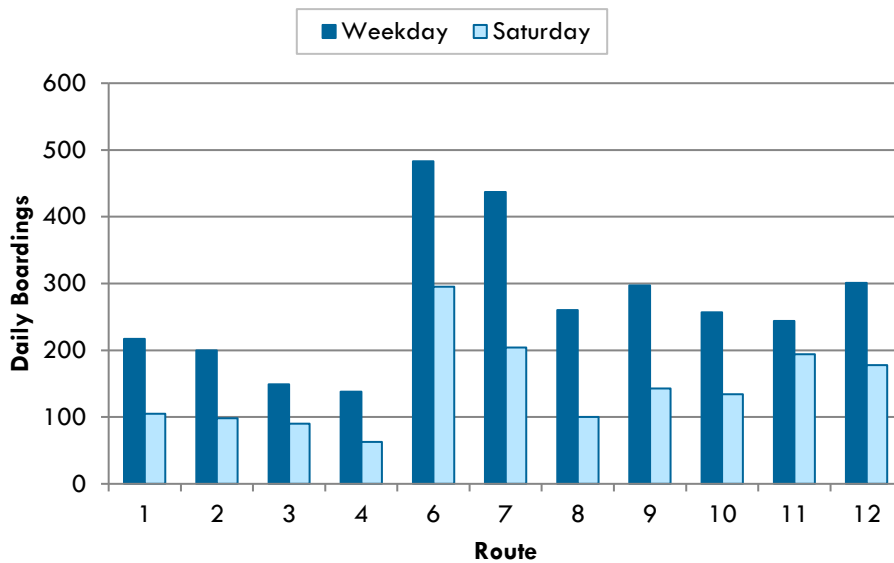
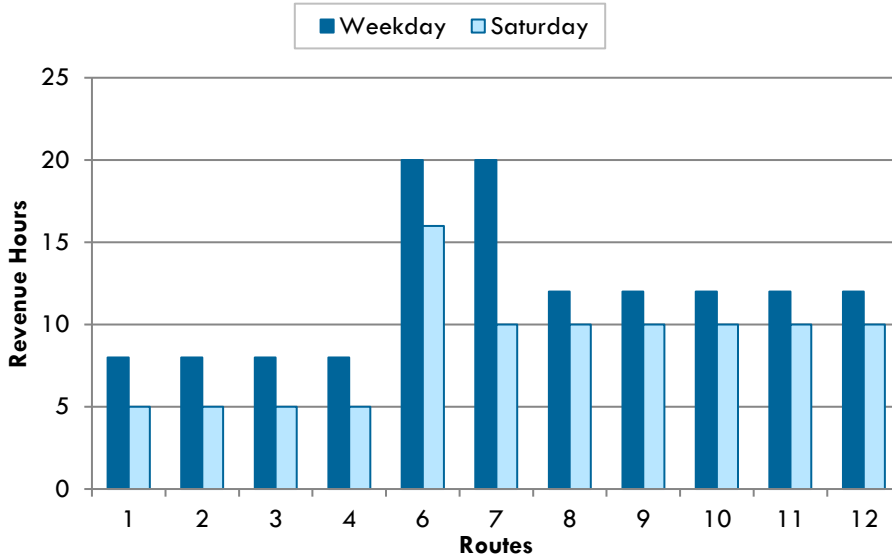


Figure 2-11 shows revenue hours for weekday and Saturday service. Revenue hours includes scheduled time when the bus is available to carry passengers and layover between trips. Route 6 and 7, which operate on 30-minute headways most of the day, have the most weekday revenue hours. Routes 1 through 4 have the fewest revenue hours, due to being interlined (30-minute trips every hour) during off-peak service.

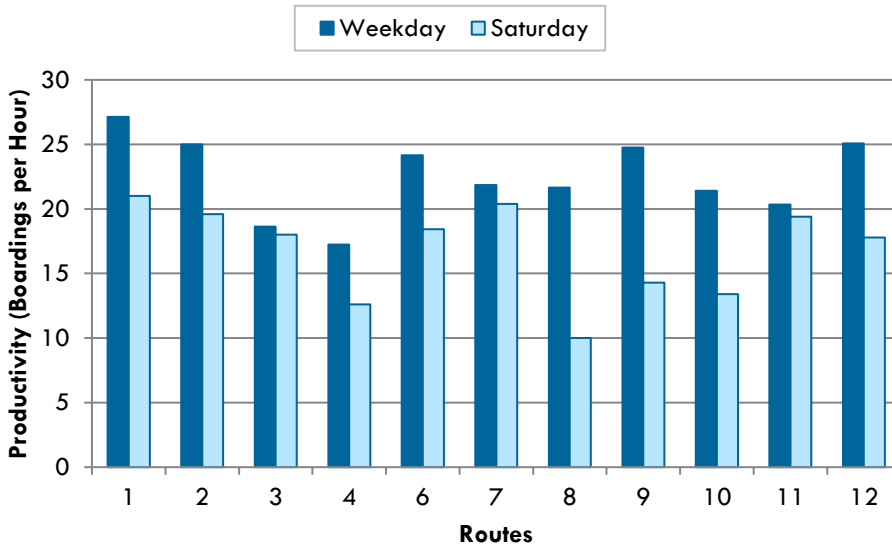
Figure 2-11 Revenue Hours



Route Productivity

Figure 2-12 depicts productivity, defined as boardings per revenue hour) for weekday and Saturday service. Average weekday productivity is 22.9 boardings per revenue hour. The most productive weekday route is Route 12 – Lake Avenue (28.2), followed by Route 1 – Eastside (27.1), and Route 2 – Bessemer (25.0). Average Saturday productivity is 16.8 boardings per revenue hour. The most productive Saturday route is Route 3 – Irving Place (21.5), followed by Route 1 – Eastside and Route 7 – Highland Mall, each with 21.1 boardings per revenue hour.

Figure 2-12 Weekday Productivity (Boardings per Revenue Hour)



Ridership Distribution

Figure 2-13 and Figure 2-14 depict weekday and Saturday stop level ridership for the entire system. The highest number of boardings occur at the Pueblo Transit Center primarily due to route transfers. The Pueblo Transit Center averages 982 weekday boardings and 415 Saturday boardings. It should be noted that boardings at Pueblo Transit Center are not shown in the system ridership maps so as not to overlap other downtown stops.

On weekdays, other high ridership stops include the corner of Main and Grand (Routes 2, 4, 11, and 12), the corner of Grand and 5th (Routes 3, 6, 7, 8, 9, and 10), Hudson and Ruppel (Routes 9 and 10), and the Dillon Drive Walmart (Route 6). On Saturdays, other high ridership stops include the Dillon Drive Walmart, Rawlings Public Library (Route 12), Dillon Drive King Soopers, and Pueblo Mall (both Route 6).

Figure 2-13 Weekday System Ridership

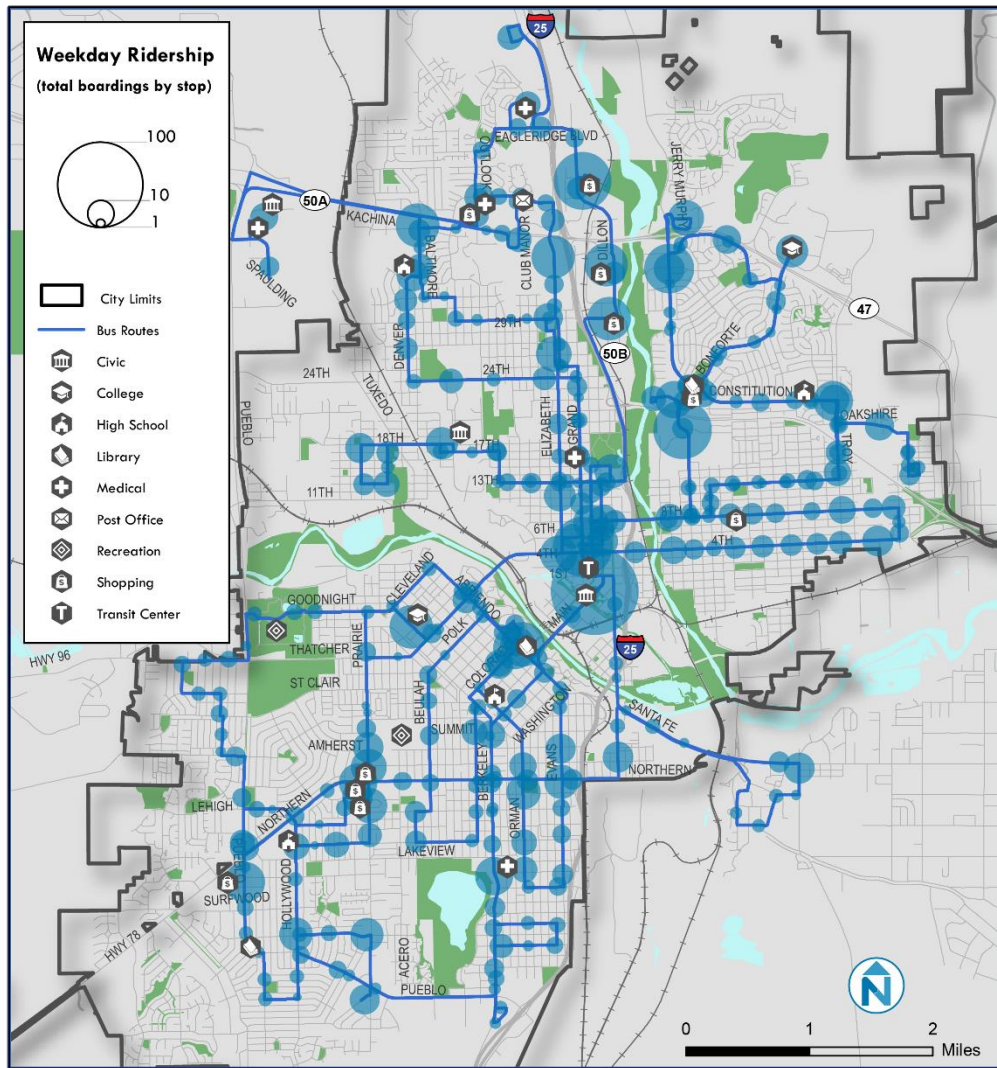
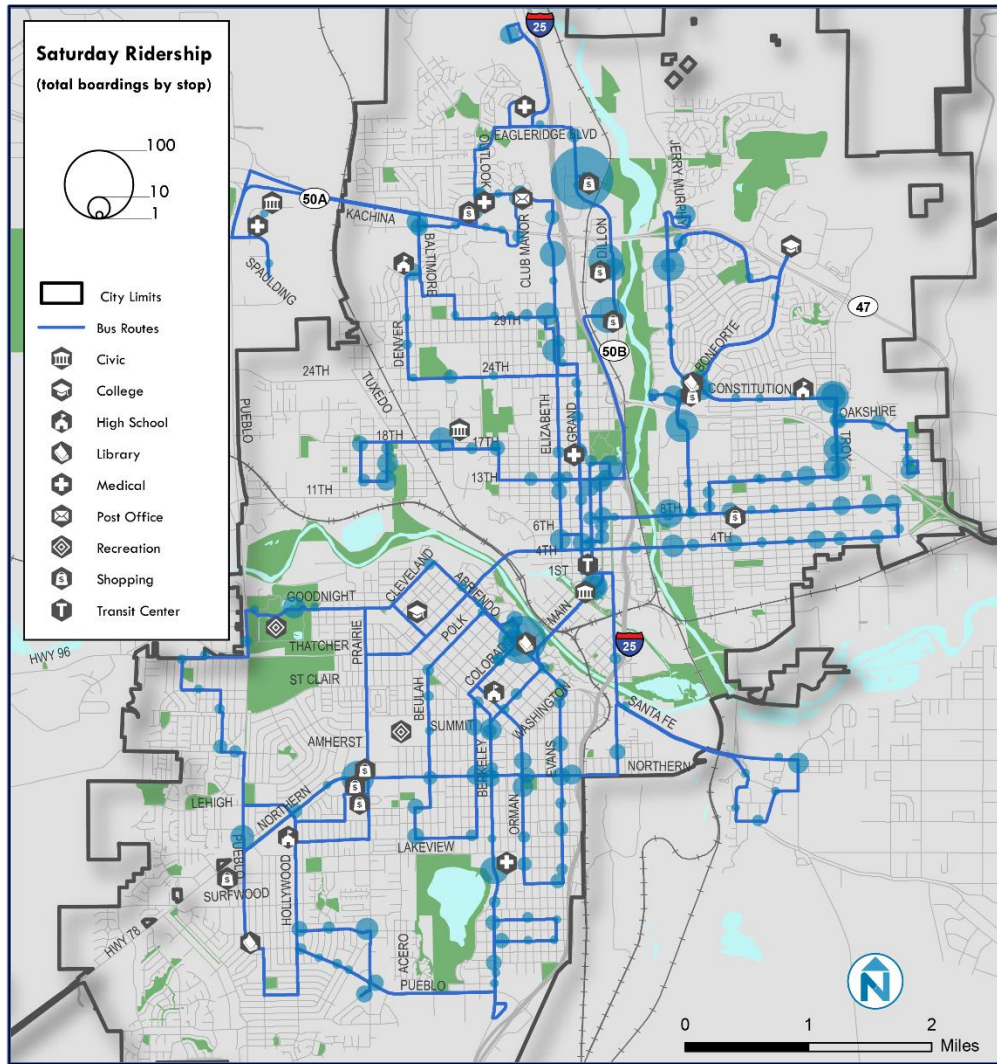


Figure 2-14 Saturday System Ridership



Note: Does not include ridership data from Route 7.

ROUTE PROFILES

Route 1 – Eastside

Route 1 serves the Eastside neighborhood. Destinations served include Safeway, Risley Middle School, and Housing and Human Services.

Weekday service runs from 6:30 a.m. to 6:30 p.m., operating every 30 minutes during morning and afternoon hours and every 60 minutes during the rest of the day.

Route 1 ranks among the bottom half of routes and below the system average for weekday and Saturday ridership, averaging 216.9 and 105.3 boardings, respectively. However, it ranks second and third for weekday and Saturday productivity, carrying 27.1 and 21.1 passengers per revenue hour.

Ridership is dispersed evenly across the entire route.

Service Characteristics		
Span	Weekday	6:30 a.m. - 6:00 p.m.
	Saturday	8:30 a.m. - 6:00 p.m.
Headways	Weekday Morning	30
	Weekday Midday	60
	Weekday Afternoon	30
	Weekday Evening	60
	Saturday	60
Performance		
Boardings	Weekday	217
	Saturday	105
Revenue Hours	Weekday	8.0
	Saturday	5.0
Boardings per Revenue Hour	Weekday	27.1
	Saturday	21.1

Figure 2-15 Route 1 Boardings by Hour

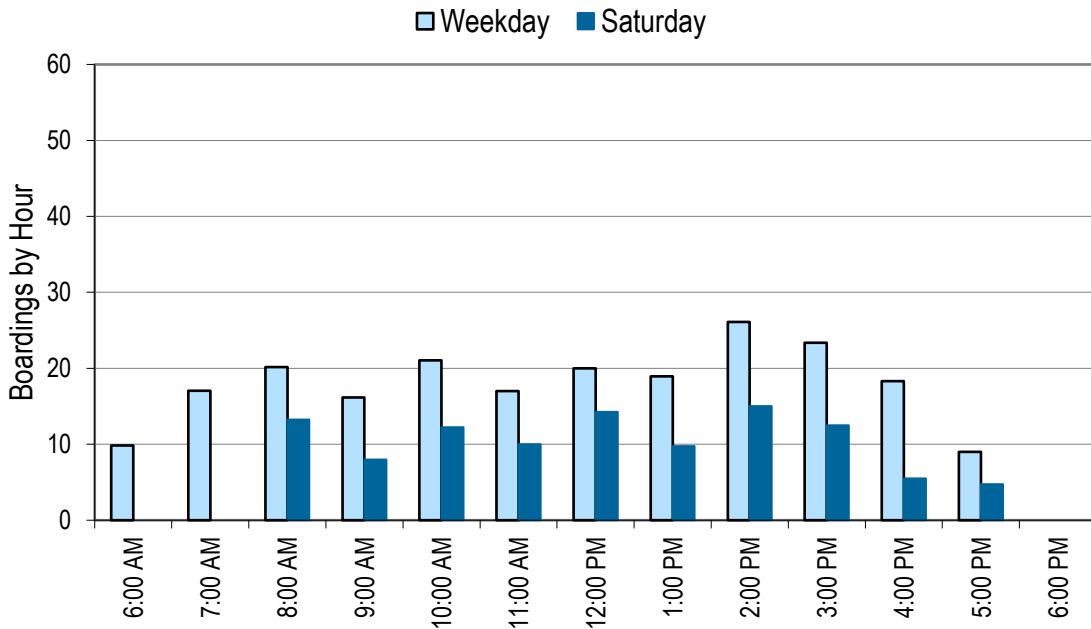


Figure 2-16 Route 1 Weekday Boardings by Stop



Route 2 – Bessemer

Route 2 serves Mesa Junction and Bessemer neighborhoods. Destinations served include Rawlins Public Library, St. Mary Corwin Hospital, Central High School, and the McClelland School.

Weekday service runs from 6:30 a.m. to 6:30 p.m., operating every 30 minutes during morning and afternoon hours and every 60 minutes during the rest of the day.

Route two has the third-lowest ridership among weekday and Saturday routes, with an average of 200.2 and 98.3 boardings. However, it is above the system average for productivity, ranking fourth among weekday routes (25 boardings per revenue hour) and fifth among Saturday routes (19.7 boardings per revenue hour).

Service Characteristics		
Span	Weekday	6:30 a.m. - 6:30 p.m.
	Saturday	9:00 a.m. - 6:30 p.m.
Headways	Weekday Morning	30
	Weekday Midday	60
	Weekday Afternoon	30
	Weekday Evening	60
	Saturday	60
Performance		
Boardings	Weekday	200.2
	Saturday	98.3
Revenue Hours	Weekday	8.0
	Saturday	5.0
Boardings per Revenue Hour	Weekday	25.0
	Saturday	19.7

Figure 2-17 Route 2 Boardings by Hour

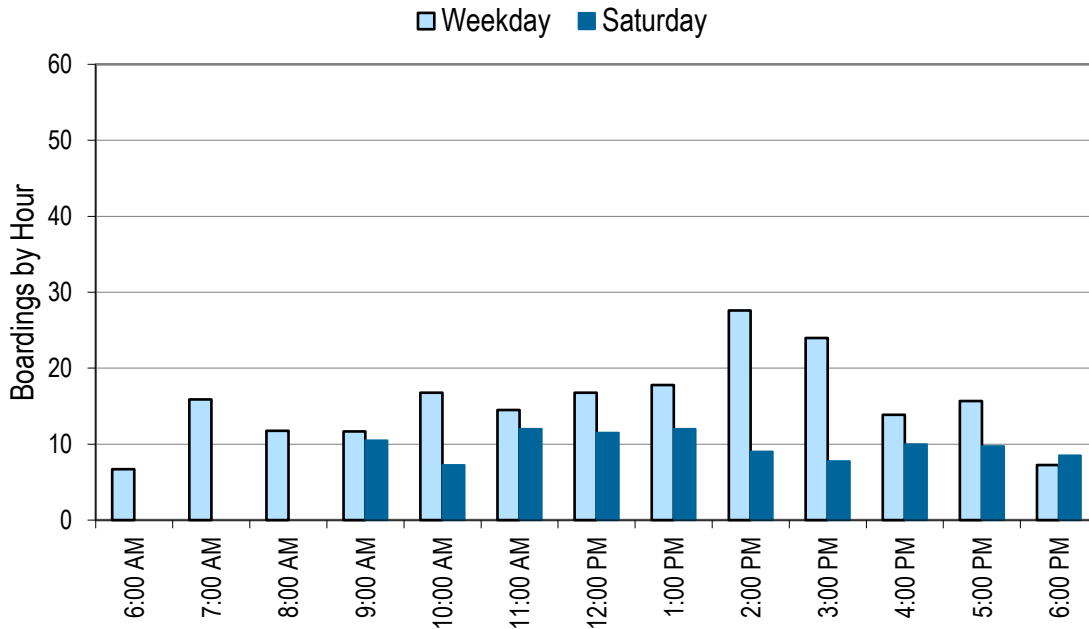
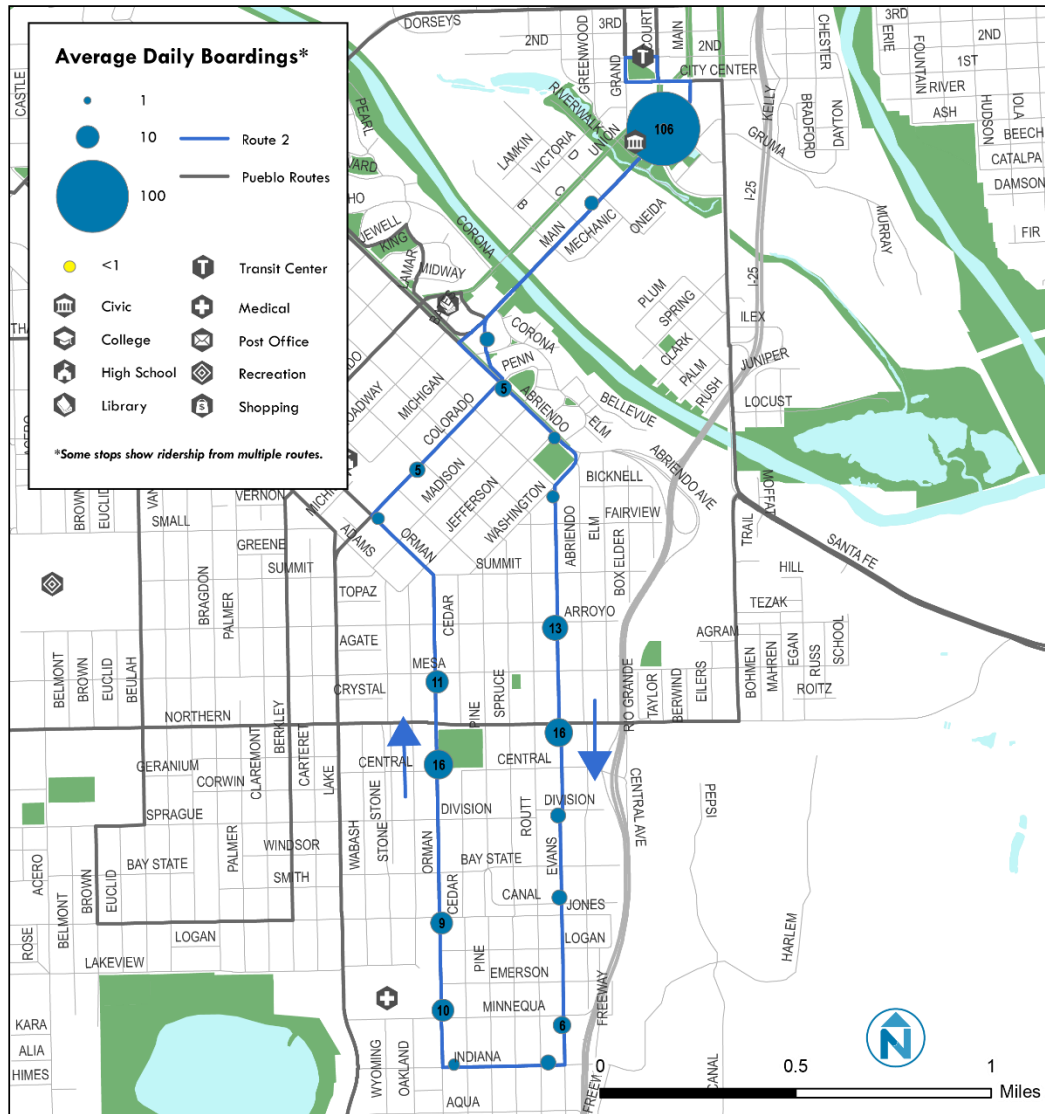


Figure 2-18 Route 2 Weekday Boardings by Stop



Route 3 – Irving Place

Route 3 serves Northside and Westside neighborhoods. Destinations served include Parkview Hospital, Chavez/Huerta Preparatory Academy, and Hyde Park Library.

Weekday service runs from 6:30 a.m. to 6 p.m., operating every 30 minutes during morning and afternoon hours and every 60 minutes during the rest of the day.

Route 3 has the second lowest ridership among weekday and Saturday routes, with 148.9 and 89.5 boardings, respectively. It also has the second lowest productivity on weekdays, with 18.6 boardings per revenue hour. On Saturday, it has the highest productivity (21.5 boardings per revenue hour), but this is in part due to having the fewest revenue hours. Ridership activity is consistent across the route in both directions.

Service Characteristics		
Span	Weekday	6:30 a.m. - 6:00 p.m.
	Saturday	8:30 a.m. - 5:55 p.m.
Headways	Weekday Morning	30
	Weekday Midday	60
	Weekday Afternoon	30
	Weekday Evening	60
	Saturday	60
Performance		
Boardings	Weekday	148.9
	Saturday	89.5
Revenue Hours	Weekday	8.0
	Saturday	4.2
Boardings per Revenue Hour	Weekday	18.6
	Saturday	21.5

Figure 2-19 Route 3 Boardings by Hour

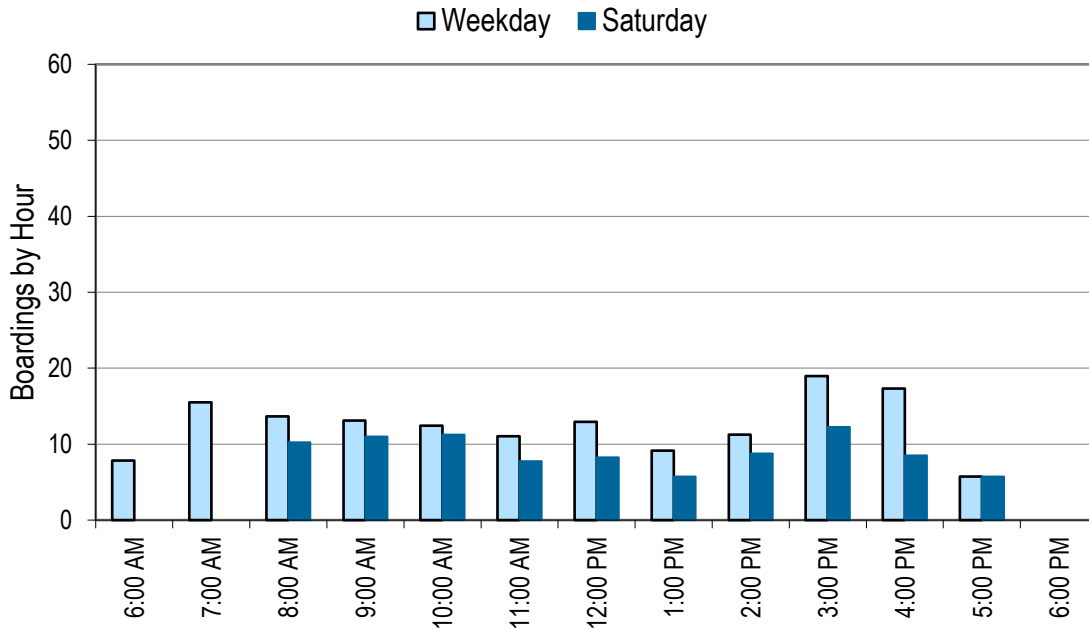
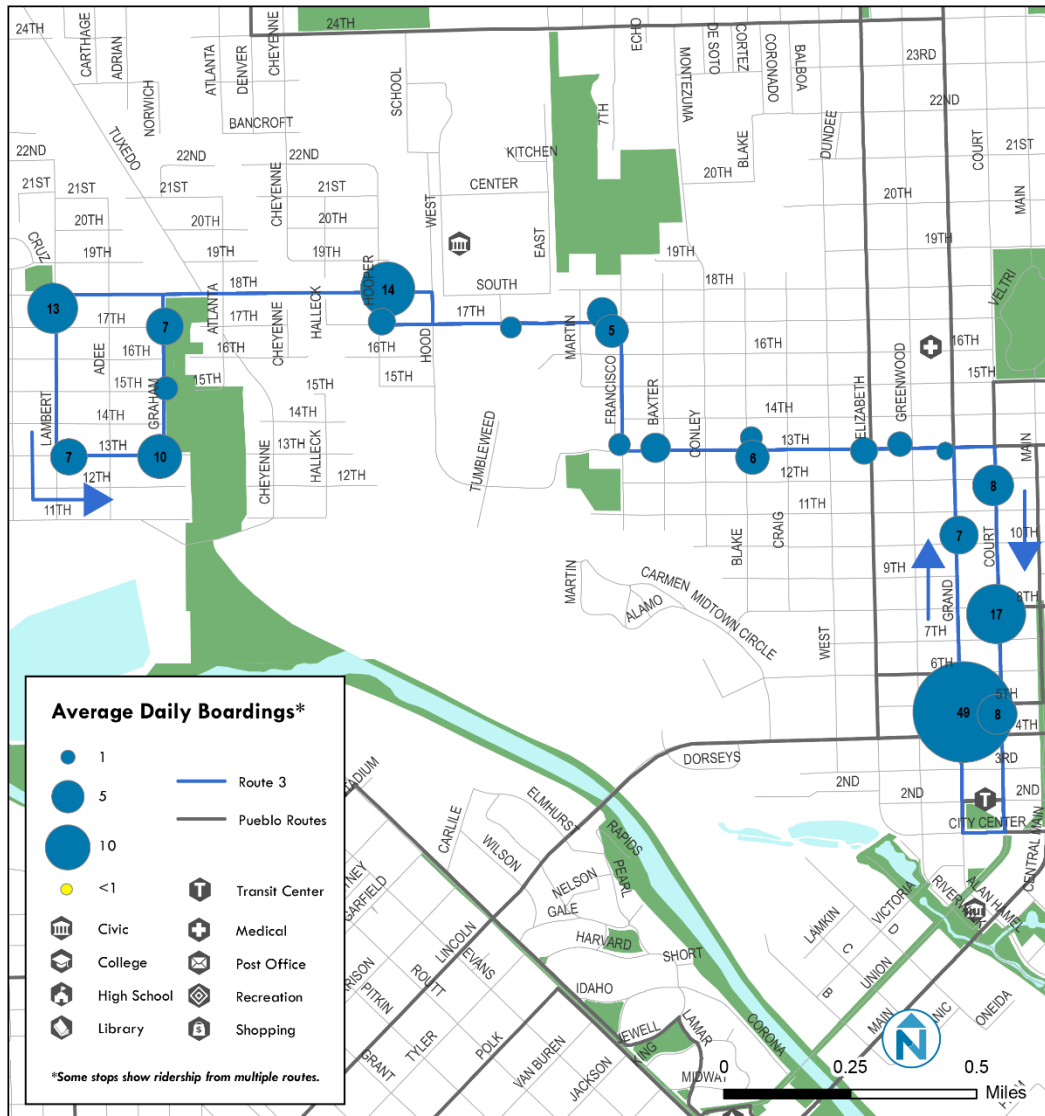


Figure 2-20 Route 3 Weekday Boardings by Stop



Route 4 – Berkley / Beulah

Route 4 serves Mesa Junction and State Fair neighborhoods. Destinations served include Rawlins Public Library and Pueblo School for the Arts and Sciences.

Weekday service runs from 6:30 a.m. to 6:30 p.m., operating every 30 minutes during morning and afternoon hours and every 60 minutes during the rest of the day.

Route 4 has the lowest weekday and Saturday ridership, with 138.5 and 63 boardings. It also has the lowest weekday productivity (17.3 boardings per revenue hour) and second lowest Saturday productivity (12.6 boardings per revenue hour). Ridership activity is light along most of the route.

Service Characteristics		
Span	Weekday	6:30 a.m. - 6:30 p.m.
	Saturday	9:00 a.m. - 6:30 p.m.
Headways	Weekday Morning	30
	Weekday Midday	60
	Weekday Afternoon	30
	Weekday Evening	60
	Saturday	60
Performance		
Boardings	Weekday	138.5
	Saturday	63.0
Revenue Hours	Weekday	8.0
	Saturday	5.0
Boardings per Revenue Hour	Weekday	17.3
	Saturday	12.6

Figure 2-21 Route 4 Boardings by Hour

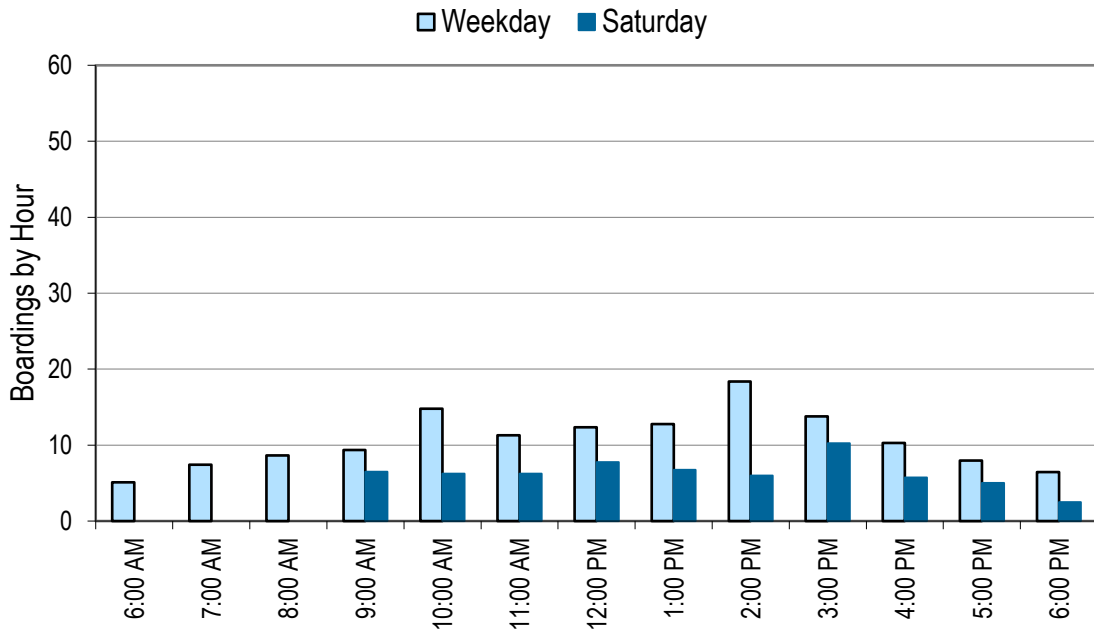
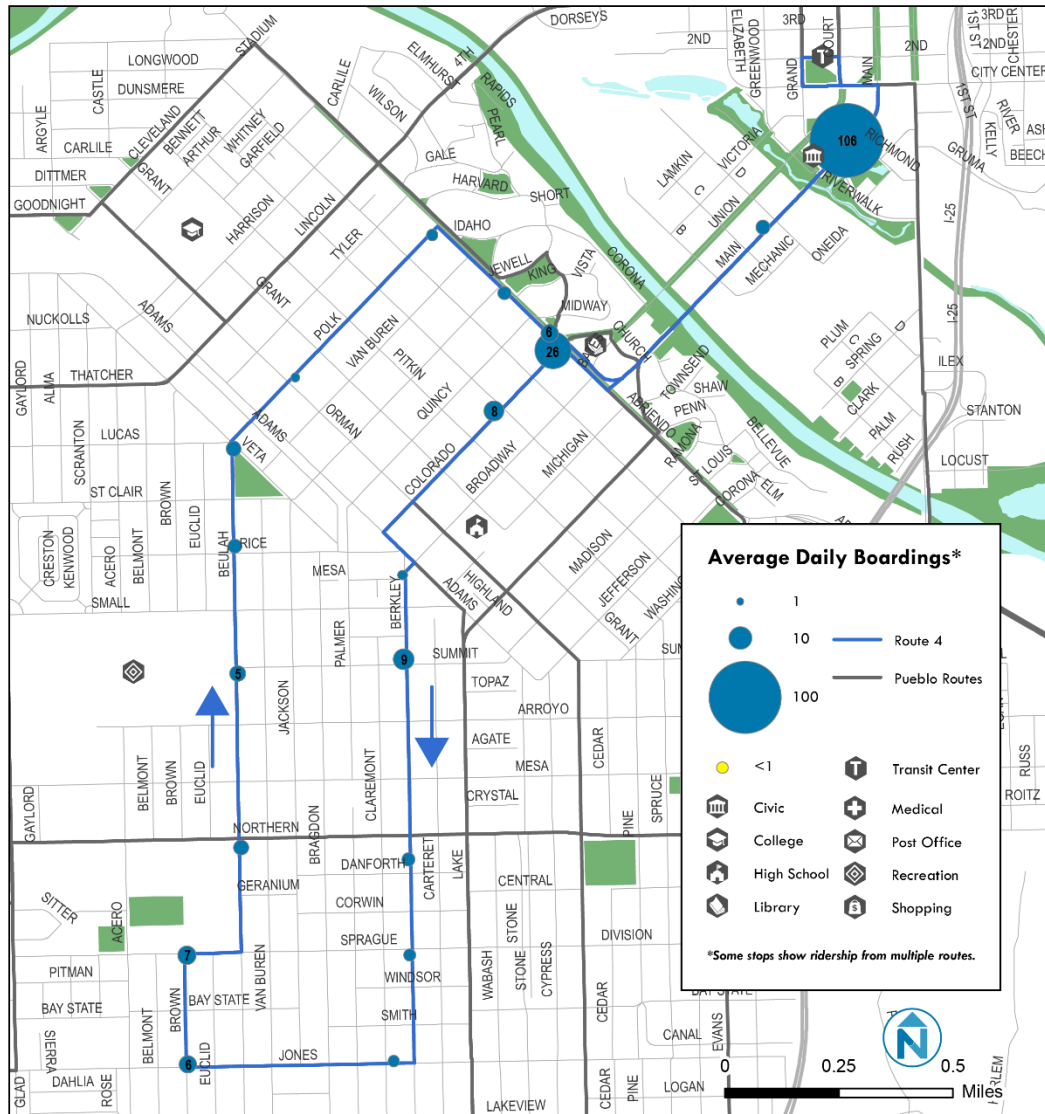


Figure 2-22 Route 4 Weekday Boardings by Stop



Route 6 – Pueblo Mall

Route 6 serves retail areas along Dillon, Elizabeth and Eagle Ridge, as well as the Northside neighborhood. Destinations served include King Supers, Pueblo Mall, Walmart, Pueblo Crossing, the VA Hospital, Kmart, and Parkview Hospital.

Weekday service runs from 6:30 a.m. to 6:30 p.m., operating every 30 minutes for most of the day. It is the only route that operates on 30-minute frequencies on Saturdays.

Route 6 has the highest weekday and Saturday ridership, with 482.5 and 295.3 boardings. Its weekday productivity is above average, ranking fifth overall with 24.1

boardings per revenue hour. On Saturdays, its productivity is below the system average with 16.4 boardings per revenue hour. On weekdays, the highest ridership trips occur in the outbound direction during midday and afternoon service. Ridership activity is highest along Dillon.

Route Characteristics			
Boardings	Weekday	482.5	
	Saturday	295.3	
Revenue Hours	Weekday	20.0	
	Saturday	18.0	
Boardings per Revenue Hour	Weekday	24.1	
	Saturday	16.4	
Headway (minutes)	Weekday	Morning	30-60
		Midday	30
		Afternoon	30-60
	Saturday	30	
Span	Mon-Fri	6:30 a.m. - 6:30 p.m.	
	Sat	8:30 a.m. - 6:30 p.m.	

Figure 2-23 Route 6 Boardings by Hour

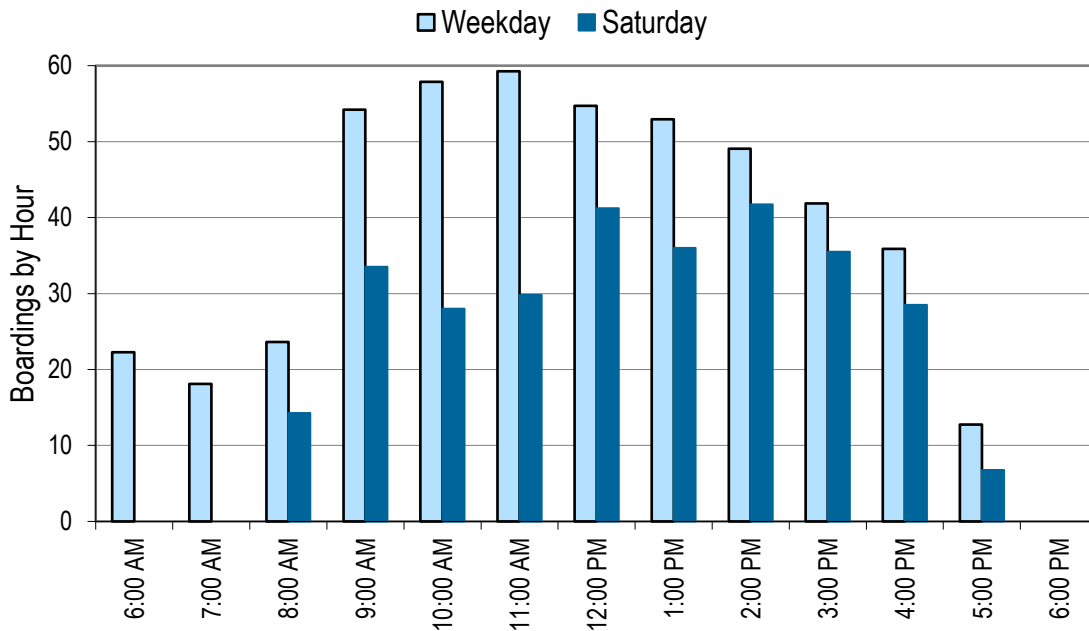
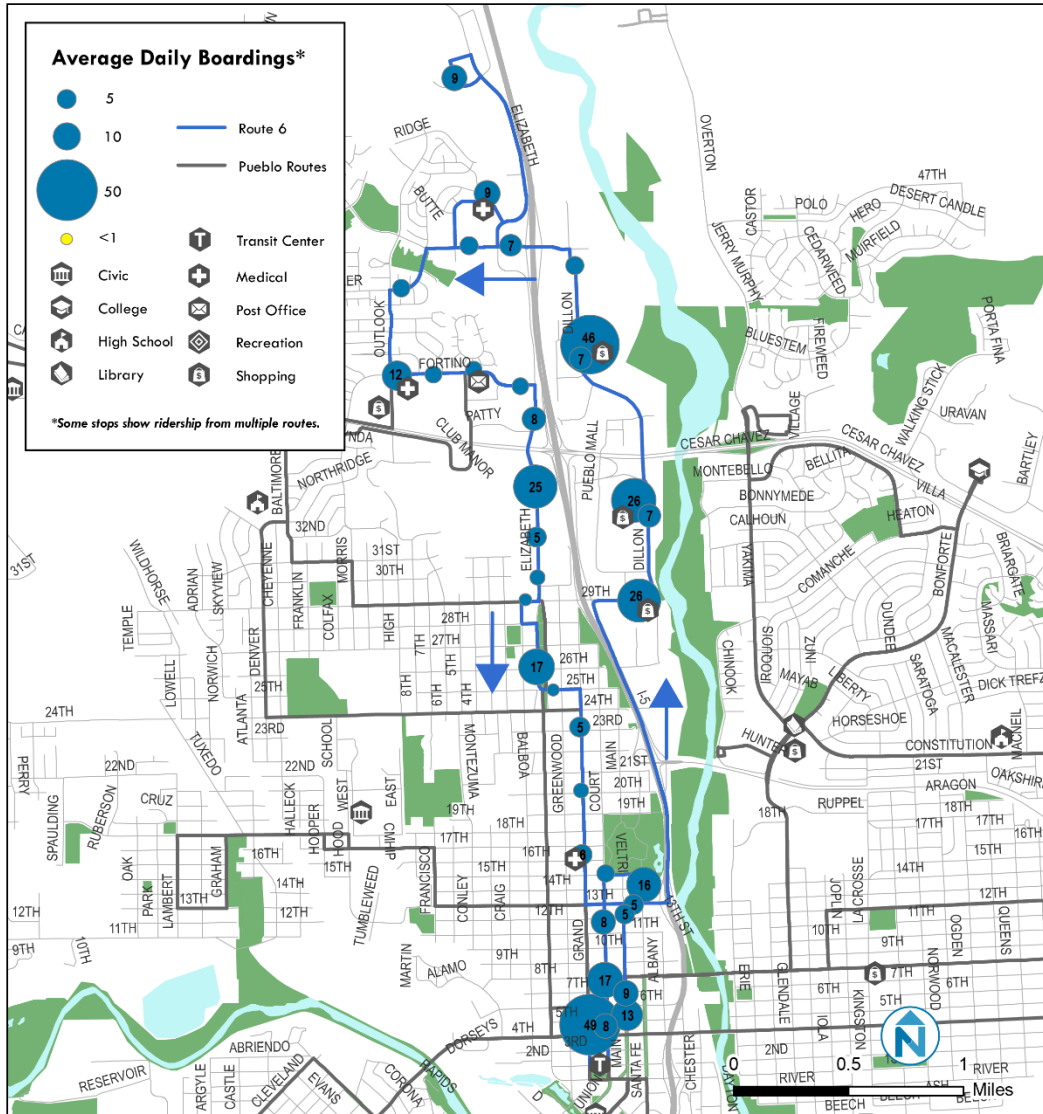


Figure 2-24 Route 6 Weekday Boardings by Stop



Route 7 – Highland Park

Route 7 serves Mesa Junction, Aberdeen, Sunset, State Fair, Beulah Heights, and Highland Park neighborhoods. Destinations served include Pueblo Community College, Safeway, King Soopers, Albertsons, South High School, Walmart Supercenter, and Pueblo Library – Lamb Branch.

Weekday service runs from 6:30 a.m. to 6:30 p.m., operating every 30 minutes for most of the day.

Route 7 has the second highest weekday and Saturday ridership, with 437.4 and 203.8 boardings, respectively. On weekdays, it has average productivity with 22.2 boardings per revenue hour. On Saturdays, it has the second highest productivity with 21.5 boardings per revenue hour. In comparison to other routes, Route 7 has less of an imbalance between outbound and inbound ridership, likely due to being bidirectional for much of the alignment. However, the highest ridership trips still occur in the outbound direction, with consistently high boardings between 8:30 a.m. and 3:30 p.m.

Route Characteristics			
Boardings	Weekday	437.4	
	Saturday	203.8	
Revenue Hours	Weekday	19.7	
	Saturday	9.7	
Boardings per Revenue Hour	Weekday	22.2	
	Saturday	21.1	
Headway (minutes)	Weekday	Morning	30-60
		Midday	30
		Afternoon	30-60
	Saturday	60	
Span	Mon-Fri	6:30 a.m. - 6:30 p.m.	
	Sat	8:30 a.m. - 6:30 p.m.	

Figure 2-25 Route 7 Boardings by Hour

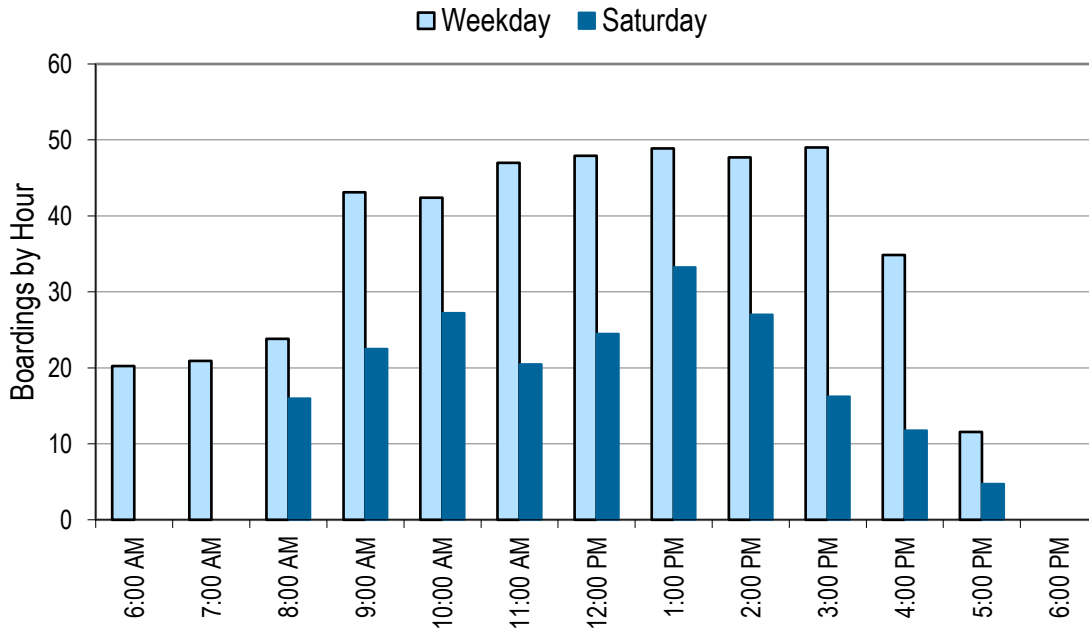
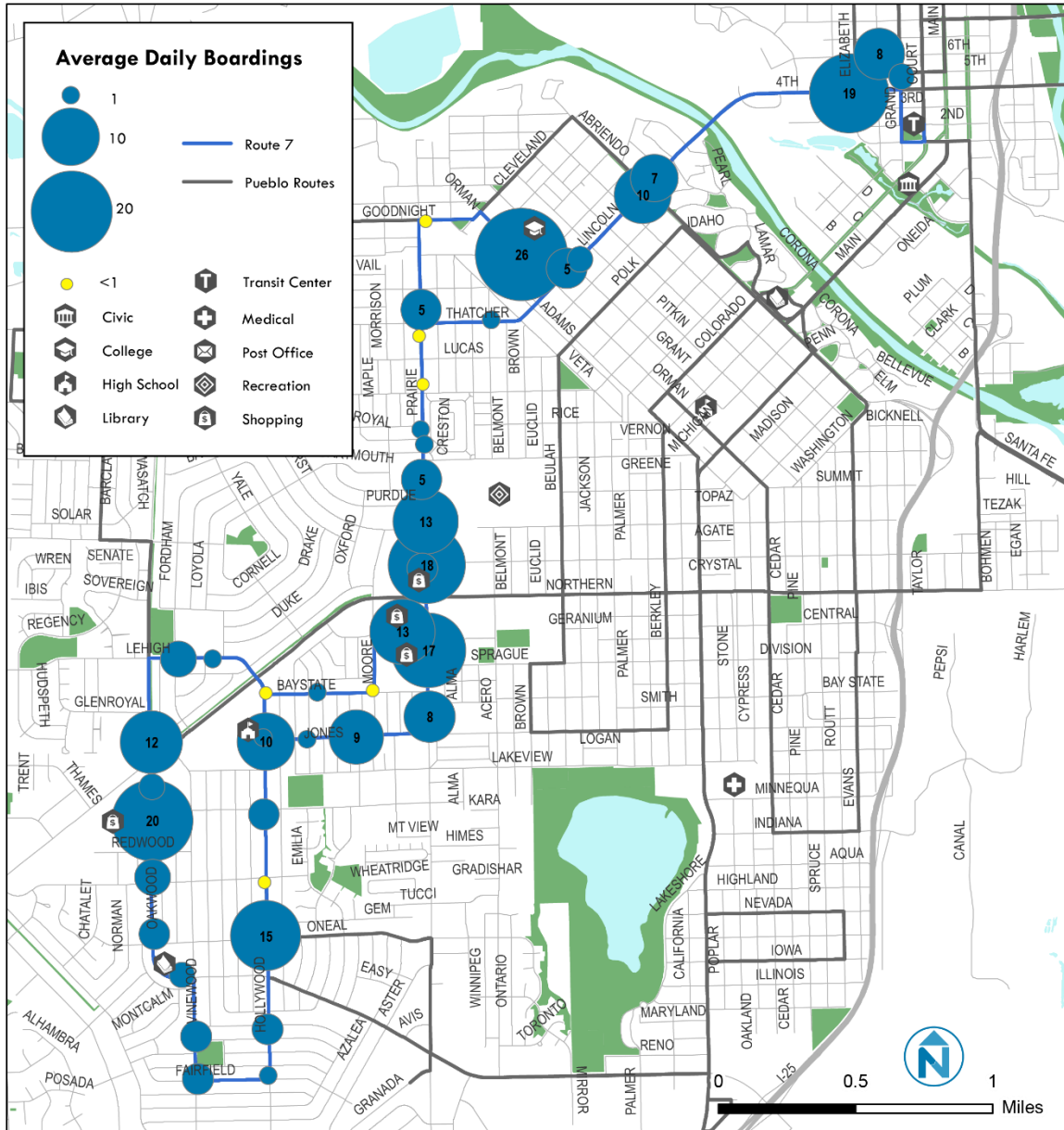


Figure 2-26 Route 7 Weekday Boardings by Stop



Route 8 – Highway 50 West

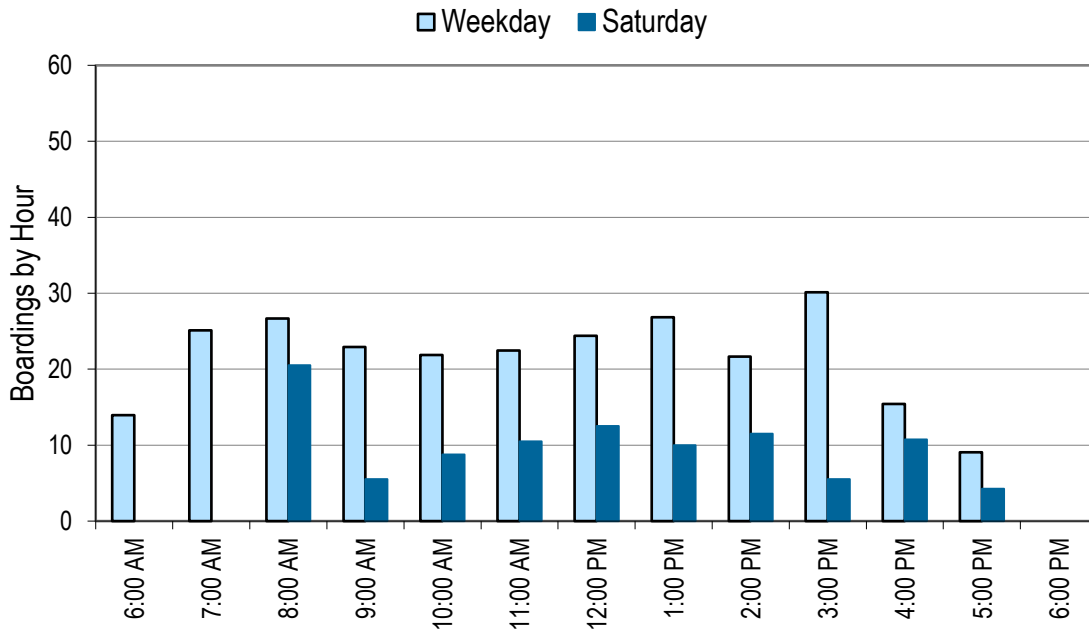
Route 8 serves Northside and Northridge neighborhoods on a southeast-northwest alignment. Destinations served include Centennial High School, Parkview Medical Center, YMCA, and the US Post Office.

Weekday service runs from 6 a.m. to 6 p.m., operating every 60 minutes all day.

Route 8 has average ridership on weekdays (260.4 boardings) and below-average ridership on Saturdays (99.8 boardings). It has slightly below average productivity on weekdays (21.7 boardings per revenue hour) and the lowest productivity on Saturdays (10 boardings per revenue hour). There are no stops along Highway 50 between Outlook Blvd. and the YMCA.

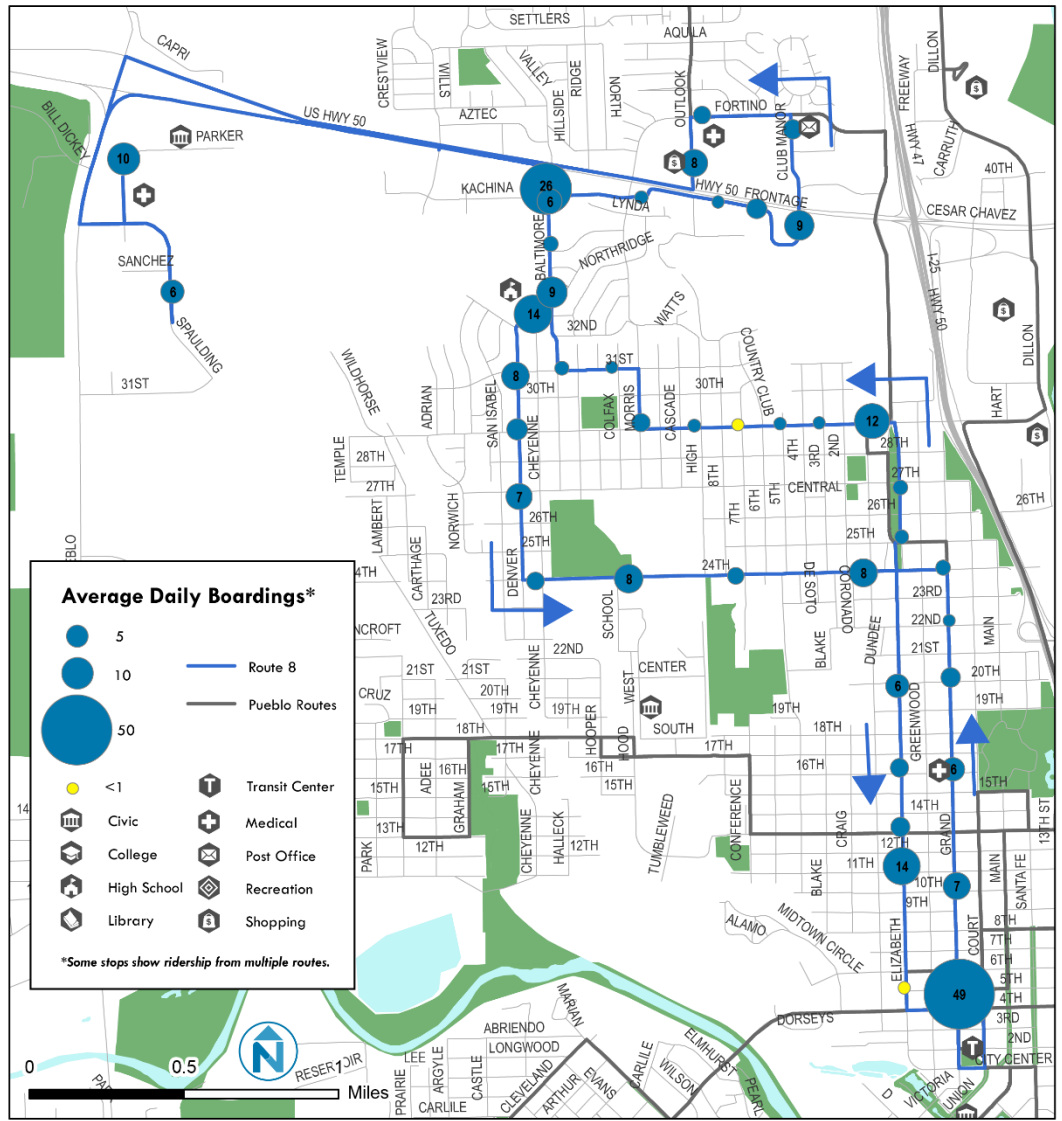
Route Characteristics			
Boardings	Weekday	260.4	
	Saturday	99.8	
Revenue Hours	Weekday	12.0	
	Saturday	10.0	
Boardings per Revenue Hour	Weekday	21.7	
	Saturday	10.0	
Headway (minutes)	Weekday	Morning	60
		Midday	60
		Afternoon	60
	Saturday	60	
Span	Mon-Fri	6:00 a.m. - 6:00 p.m.	
	Sat	8:00 a.m. - 6:00 p.m.	

Figure 2-27 Route 8 Boardings by Hour



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 Pueblo Transit

Figure 2-28 Route 8 Weekday Boardings by Stop



Route 9 – University

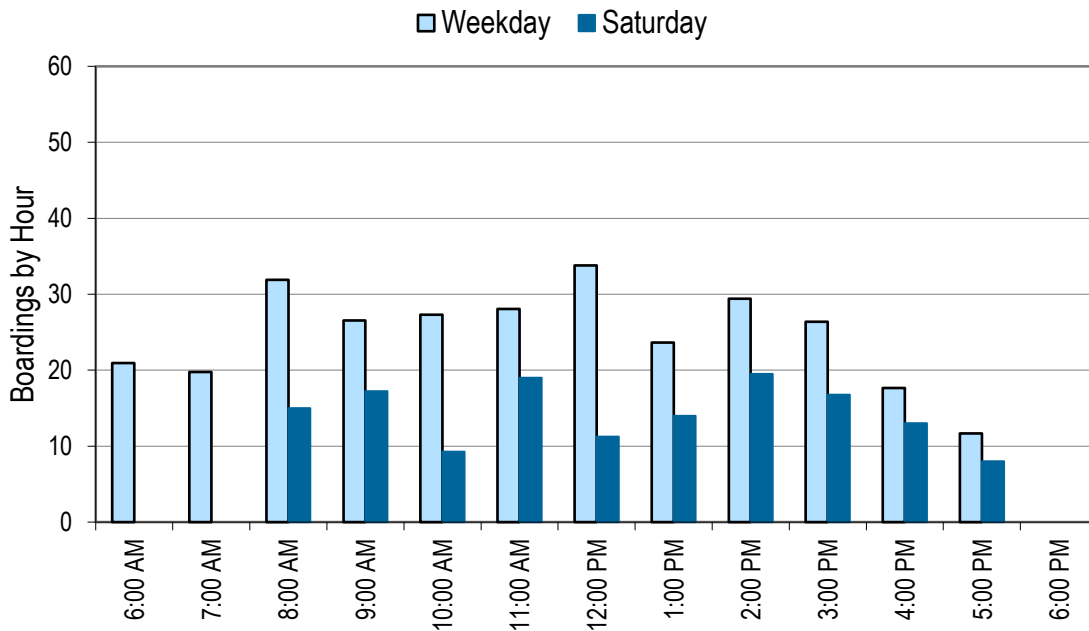
Route 9 serves East Side and Belmont neighborhoods. The figure eight alignment runs in a counterclockwise direction, which is opposite of Route 10. Route 9 serves several multi-family complexes, including Belmont Manor Apartments, Skyview Condominiums, Belmont Square, and Azteca Apartments. Destinations served include CSU-Pueblo, Pueblo County Social Services, East High School, and Save-A-Lot.

Weekday service runs from 6:30 a.m. to 6:30 p.m., operating every 60 minutes all day.

Route 9 has above-average ridership on weekdays (297 boardings) and average ridership on Saturdays (143 boardings). It ranks third for weekday productivity (25.5 boardings per revenue hour) but has below average productivity on Saturdays (14.8 boardings per revenue average). Ridership is low at Colorado State University-Pueblo and along Bonforte Blvd and 12th Street.

Route Characteristics			
Boardings	Weekday	297.0	
	Saturday	143.0	
Revenue Hours	Weekday	11.7	
	Saturday	9.7	
Boardings per Revenue Hour	Weekday	25.5	
	Saturday	14.8	
Headway (minutes)	Weekday	Morning	60
		Midday	60
		Afternoon	60
	Saturday	60	
Span	Mon-Fri	6:30 a.m. - 6:30 p.m.	
	Sat	8:30 a.m. - 6:30 p.m.	

Figure 2-29 Route 9 Boardings by Hour



Route 10 – Belmont

Route 10 serves East Side and Belmont neighborhoods. The figure eight alignment runs in a clockwise direction, which is opposite of Route 9. Route 10 has one deviation that is distinct from Route 9, serving the Eastwood neighborhood via Oakshire Lane.

Weekday service runs from 6 a.m. to 6 p.m., operating every 60 minutes all day.

Its weekday and Saturday ridership are just below average, with 256.8 and 133.8 boardings, respectively. Its weekday productivity is also slightly below average, with 21.4 boardings per revenue hour.

Saturday productivity ranks among the bottom three, with 13.4 boardings per revenue hour.

Route Characteristics			
Boardings	Weekday	256.8	
	Saturday	133.8	
Revenue Hours	Weekday	12.0	
	Saturday	10.0	
Boardings per Revenue Hour	Weekday	21.4	
	Saturday	13.4	
Headway (minutes)	Weekday	Morning	60
		Midday	60
		Afternoon	60
	Saturday	60	
Span	Mon-Fri	6:00 a.m. - 6:00 p.m.	
	Sat	8:00 a.m. - 6:00 p.m.	

Figure 2-31 Route 10 Boardings per Hour

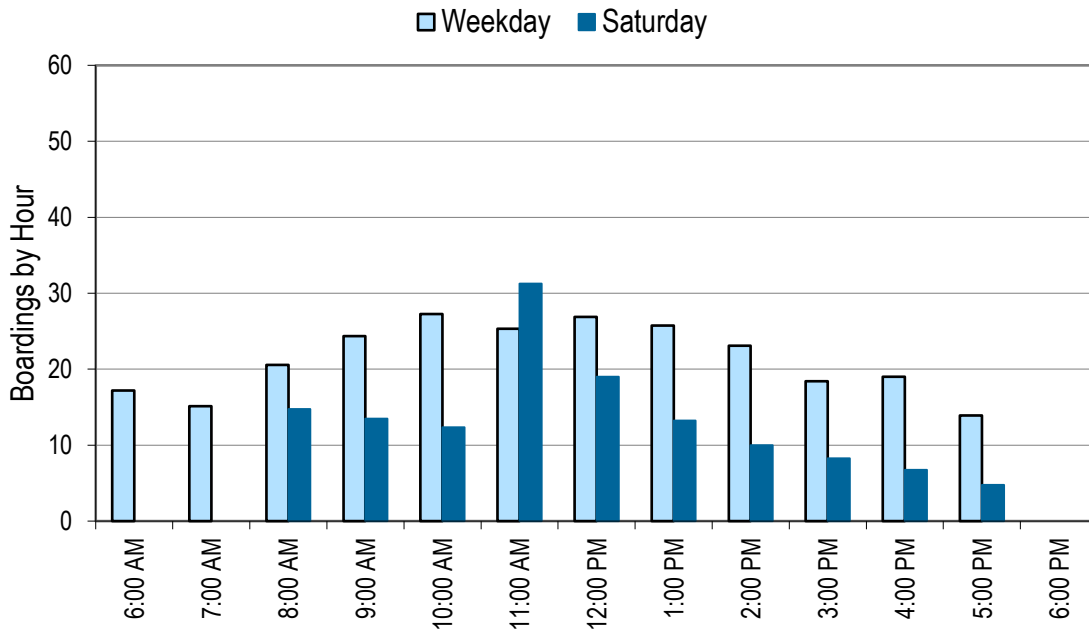
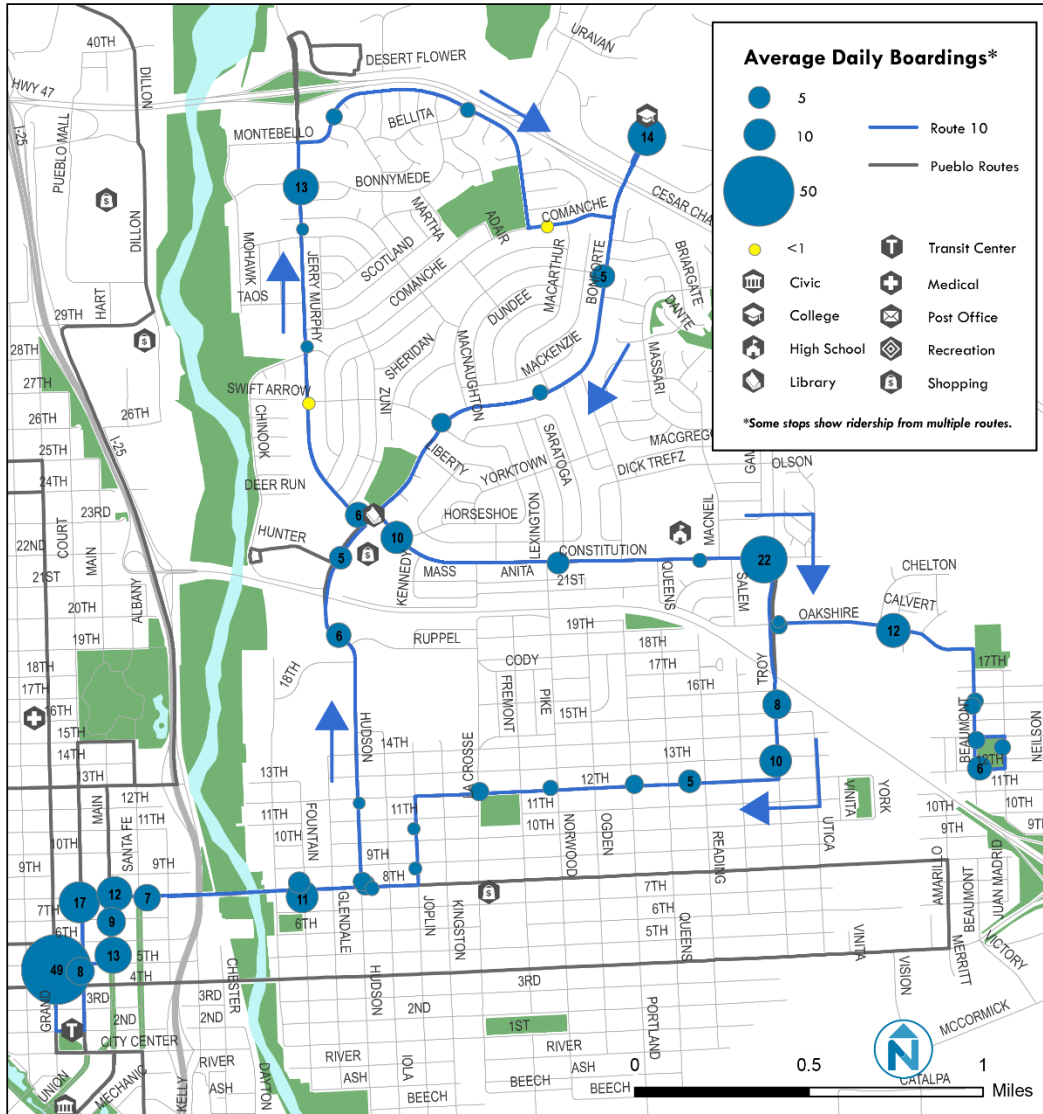


Figure 2-32 Route 10 Weekday Boardings by Stop



Route 11 – Red Creek Ride

Route 11 operates a large counterclockwise loop that spans the southern half of Pueblo. The route also deviates east to serve the Salt Creek neighborhood. Destinations served include Pueblo Community College, South High School, and King Soopers.

Weekday service runs from 6 a.m. to 6 p.m., operating every 60 minutes all day.

Route 11 has slightly below average ridership on weekdays (244.4 boardings) but ranks third for ridership on Saturdays (193.5 boardings). The same pattern holds true for productivity, which is below average on weekdays (20.4 boardings per revenue hour) but slightly above average for Saturdays (19.4 boardings per revenue hour).

Route Characteristics			
Boardings	Weekday		244.4
	Saturday		193.5
Revenue Hours	Weekday		12.0
	Saturday		10.0
Boardings per Revenue Hour	Weekday		20.4
	Saturday		19.4
Headway (minutes)	Weekday	Morning	60
		Midday	60
		Afternoon	60
	Saturday		60
Span	Mon-Fri		6:00 a.m. - 6:00 p.m.
	Sat		8:00 a.m. - 6:00 p.m.

Figure 2-33 Route 11 Boardings by Hour

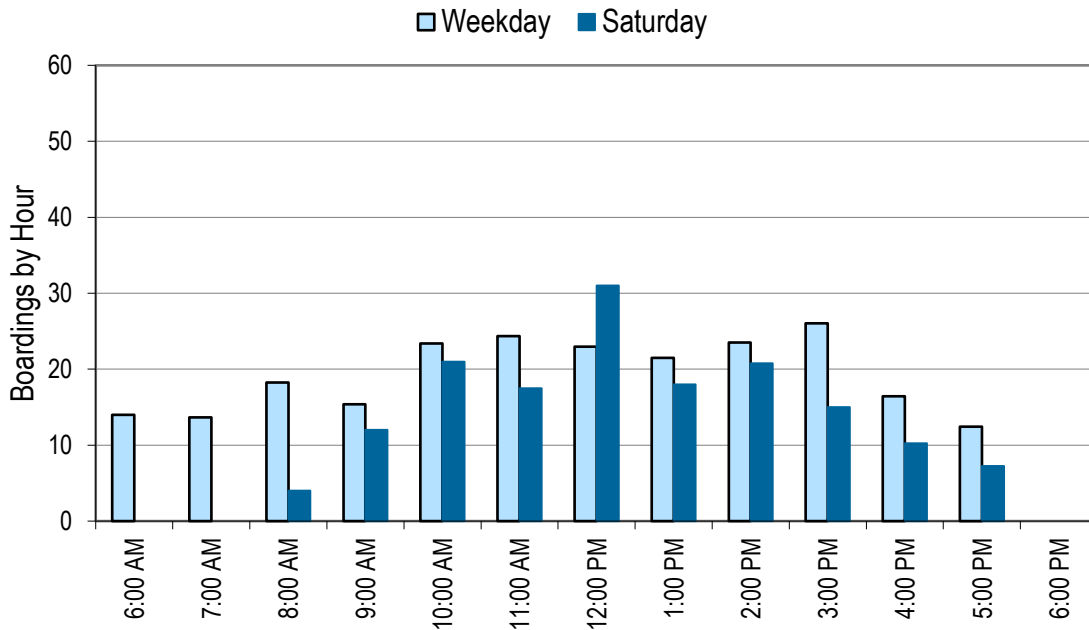
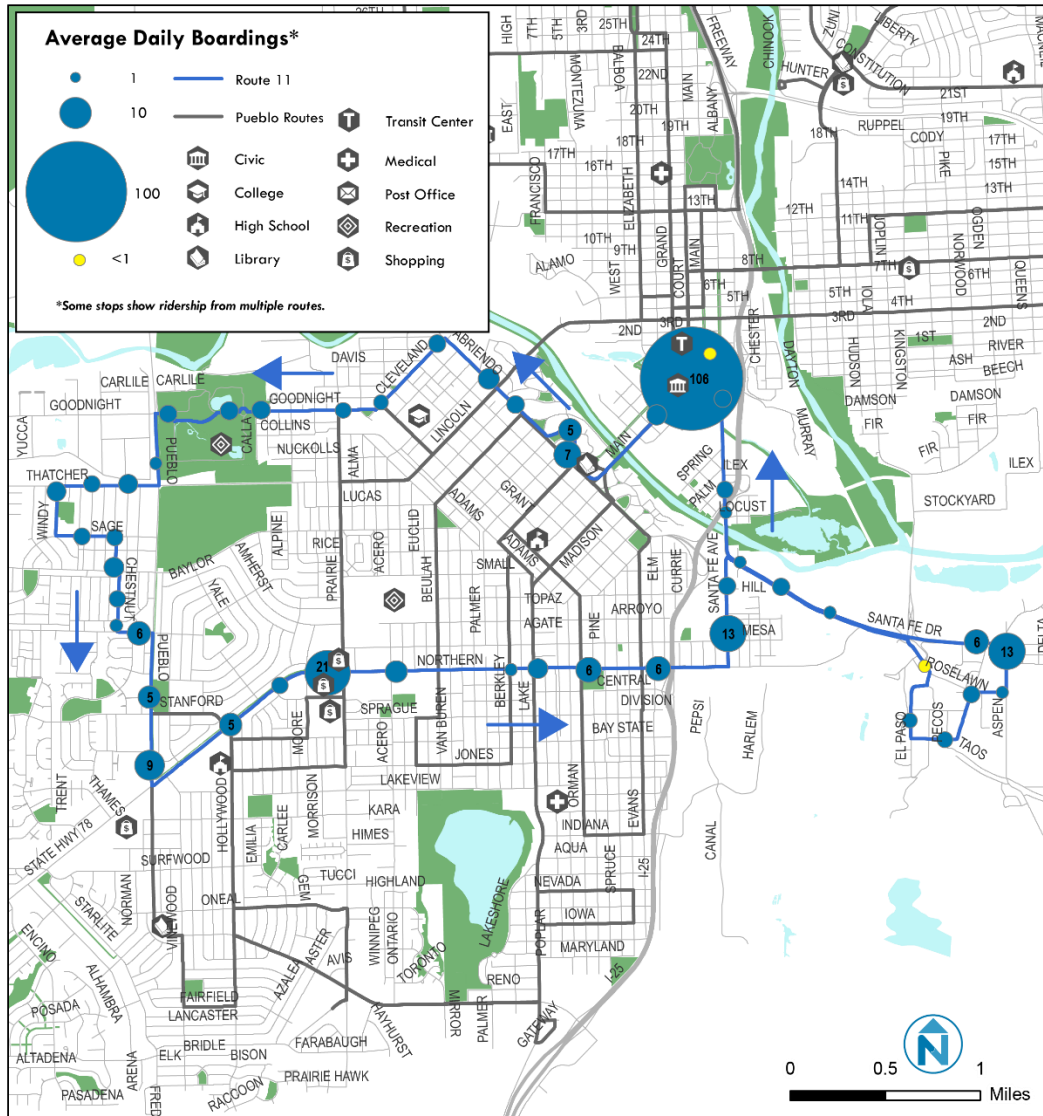


Figure 2-34 Route 11 Weekday Boardings by Stop



Route 12 – Lake Avenue

Route 12 serves Mesa Junction, Bessemer, and Beulah Heights neighborhoods. Destinations served include Rawlins Public Library, Central High School, St. Mary Corwin Medical Center, Corwin Magnet School, and Pueblo Diversified Industries.

Weekday service runs from 6:30 a.m. to 6:30 p.m., operating every 60 minutes all day.

Route 12 has the third highest weekday ridership (300.5 boardings) and the fourth highest Saturday ridership (177.8 boardings). It has the highest weekday productivity with 28.2 boardings per revenue hour, and the fourth highest Saturday productivity with 20.1 boardings per revenue hour. For both inbound and outbound service, weekday ridership peaks during midday service.

Route Characteristics			
Boardings	Weekday		300.5
	Saturday		177.8
Revenue Hours	Weekday		10.7
	Saturday		8.8
Boardings per Revenue Hour	Weekday		28.2
	Saturday		20.1
Headway (minutes)	Weekday	Morning	60
		Midday	60
		Afternoon	60
	Saturday		60
Span	Mon-Fri		6:30 a.m. - 6:30 p.m.
	Sat		8:30 a.m. - 6:30 p.m.

Figure 2-35 Route 12 Boardings by Hour

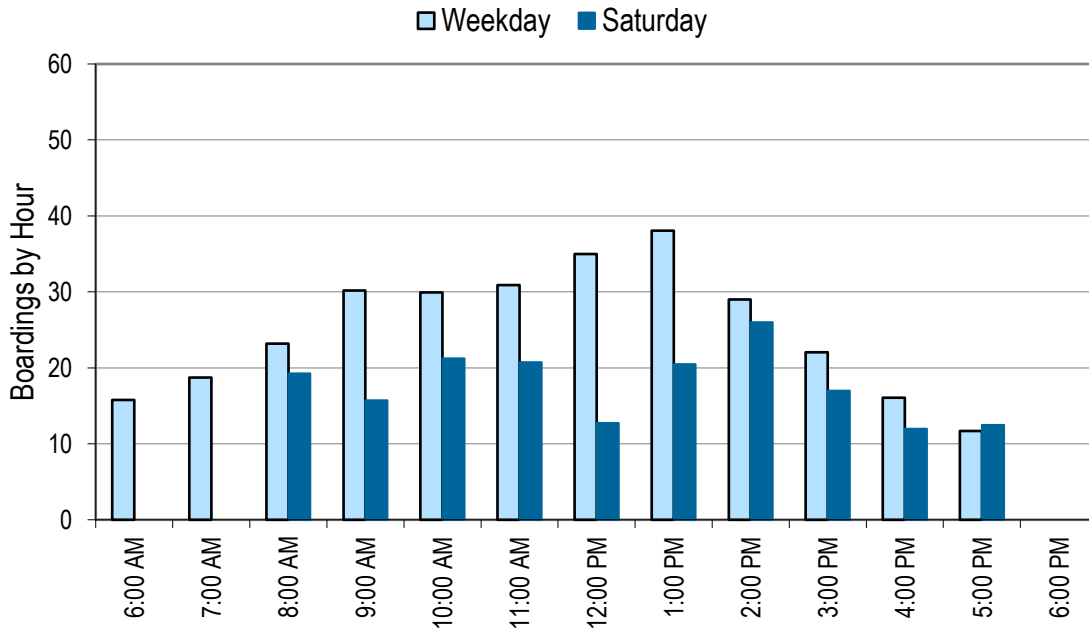
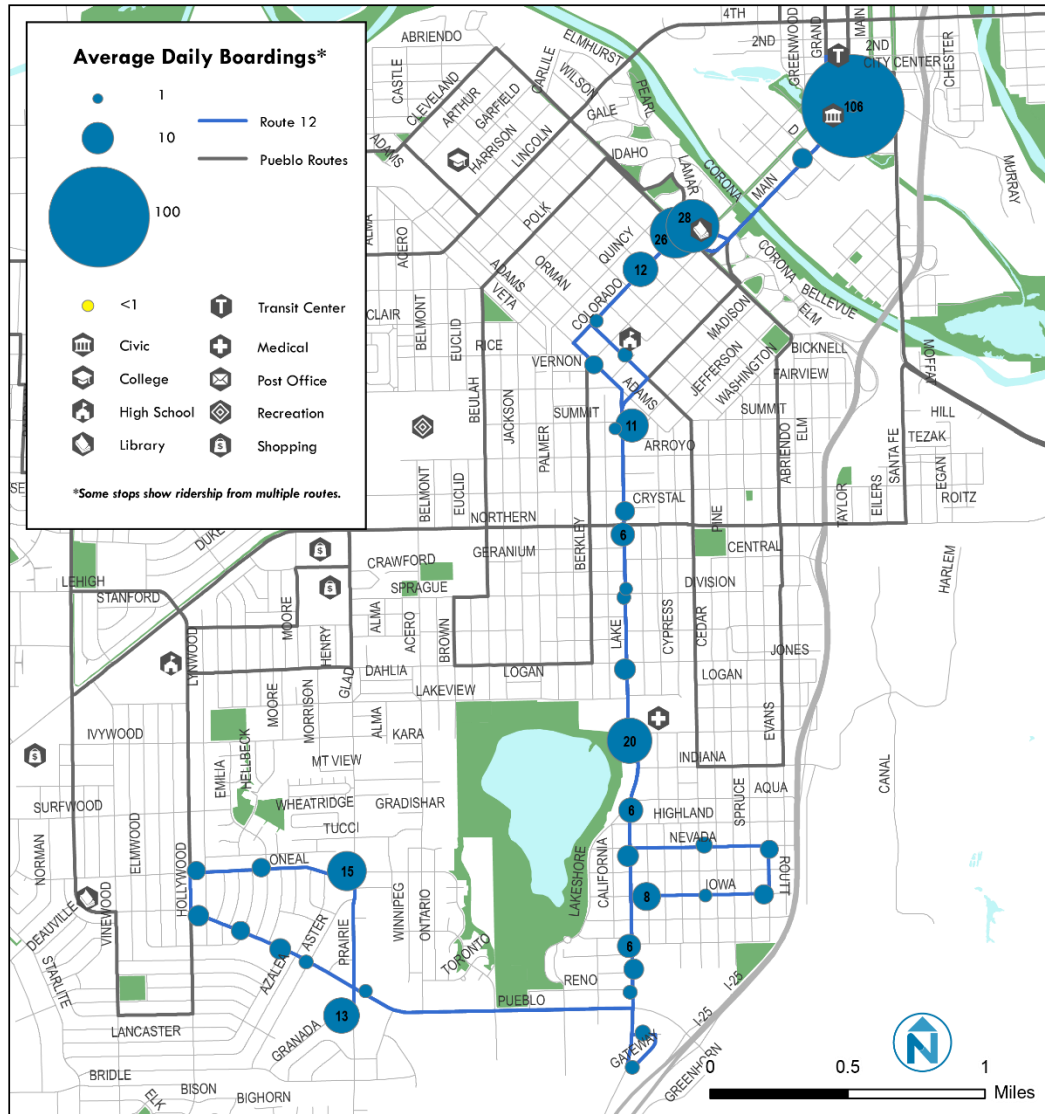


Figure 2-36 Route 12 Weekday Boardings by Stop



3 PEER REVIEW

This peer review provides a comparative analysis of fixed-route transit characteristics of Pueblo Transit and seven other transit systems. Each peer selected operates in a city of similar population and/or population density within the mountain Rock Mountain region.

Figure 3-1 Peer Cities

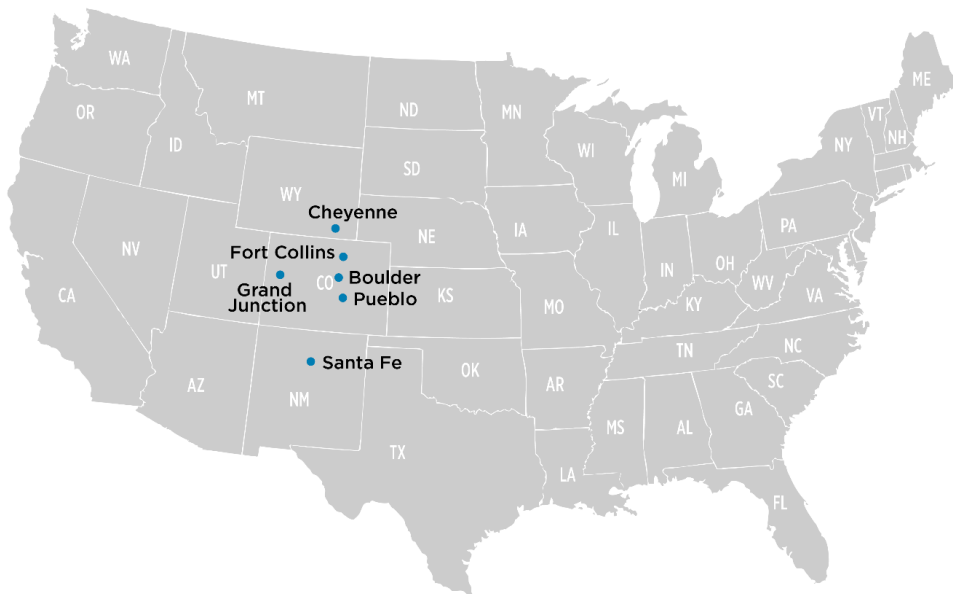


Figure 3-2 Peer City Characteristics

City	Population	Population Density (Persons per Sq. Mi.)	Transit System
Pueblo, CO	109,412	1,987	Pueblo Transit
Grand Junction, CO	60,358	1,532	Grand Valley Transit
Cheyenne, WY	63,335	2,425	Cheyenne Transit
Santa Fe, NM	84,099	1,477	Santa Fe Trails
Boulder, CO	107,349	3,948	Regional Trans. District
Fort Collins, CO	161,175	2,653	Transfort
Colorado Springs, CO	456,568	2,141	Mountain Metro

Source: Census 2015 Estimates

EMPLOYMENT AND HIGHER EDUCATION

Pueblo ranks similarly to its peer cities, other than Boulder, in transit mode share (percent of employees commuting to work via transit).

Figure 3-3 Peer City Employment Characteristics

City	Population	Employees	Employees Using Transit	Percent of Employees Using Transit
Pueblo, CO	109,412	40,965	607	1.5%
Grand Junction, CO	60,358	26,294	113	0.4%
Cheyenne, WY	63,335	31,085	191	0.6%
Santa Fe, NM	84,099	69,609	786	1.1%
Boulder, CO	107,349	55,916	4,695	8.4%
Fort Collins, CO	161,175	80,373	1,502	1.9%
Colorado Springs, CO	456,568	210,769	2,159	1.0%

Universities with higher enrollments, such as the University of Colorado-Boulder and Colorado State University-Fort Collins, are more likely to partner with transit agencies to provide unlimited-ride student transit passes. Student transit passes are typically subsidized all or in part by transportation departments and/or student fees.

Figure 3-4 Peer City College/University Characteristics

City	College/University	School-Sponsored Transit Pass	Student Shuttle
Pueblo, CO	Pueblo Community College	No	No
	Colorado State University - Pueblo	No	No
Grand Junction, CO	Colorado Mesa University	No	No
Cheyenne, WY	Laramie County Community College	No	Yes
Santa Fe, NM	Santa Fe Community College	No	No
Boulder, CO	University of Colorado	Yes	Yes
Fort Collins, CO	Colorado State University	Yes	Yes
Colorado Springs, CO	University of Colorado – Colorado Springs	No	Yes
	Pikes Peak Community College	No	No

SERVICE AVAILABILITY

Like several of its peer cities, Pueblo does not provide Sunday service. Aside from Boulder, which is served by the much larger Regional Transportation District, Pueblo Transit is more productive than all of its peer cities. This may indicate the need for additional bus service.

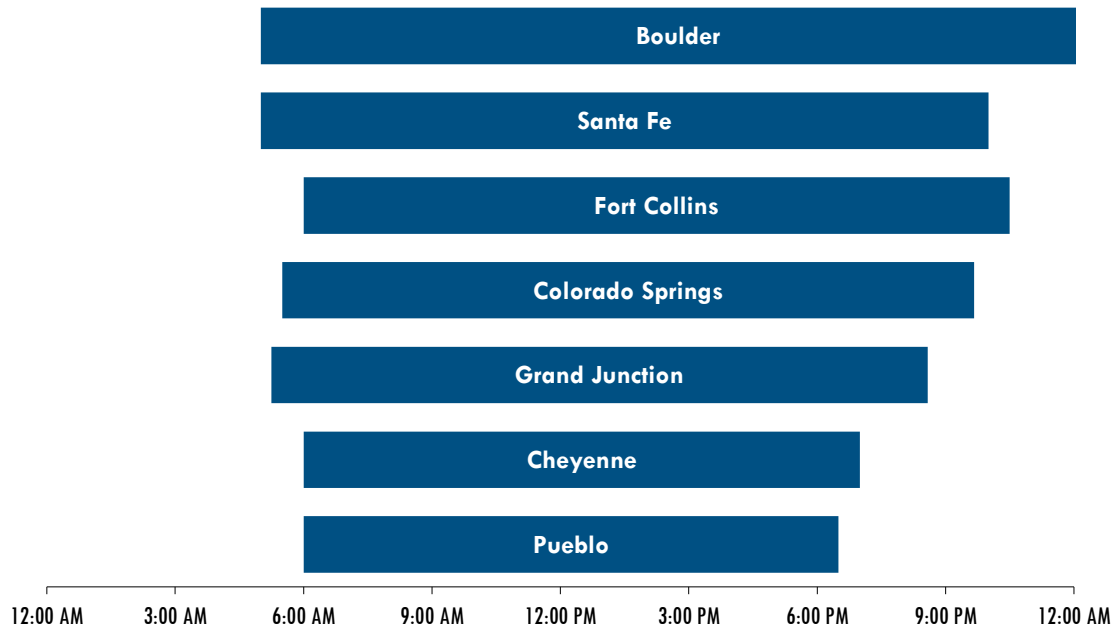
Figure 3-5 Peer City Service Hours and Ridership

City	Days of Service	Annual Service Hours	Peak Buses	Annual Boardings	Boardings per Service Hour
Pueblo, CO	Mon-Sat	38,624	13	1,009,852	26.1
Grand Junction, CO	Mon-Sat	54,064	12	901,887	16.7
Cheyenne, WY	Mon-Sat	23,896	8	271,822	11.4
Santa Fe, NM	Mon-Sun	72,754	22	1,065,690	14.6
Boulder, CO	Mon-Sun	N/A	N/A	N/A	N/A
Fort Collins, CO	Mon-Sat	83,726	35	2,043,195	24.4
Colorado Springs, CO	Mon-Sun	120,031	33	2,935,031	24.5

Source: National Transit Database Agency Profiles

In terms of service span, Pueblo Transit offers shorter hours than its peer cities. The lack of night service prevents second-shift employees and students with evening classes from relying on transit. A growing number of small to medium-sized cities with shorter service spans are extending hours of operation to accommodate existing and potential riders.

Figure 3-6 Peer City Weekday Service Span Comparison



FARES

Pueblo Transit and its peers offer a wide range of pass options with the most common being single-day pass, 31-day passes and annual passes.

Figure 3-7 Peer Fare Structure Comparison

Fare Product	Classification	Pueblo	Grand Junction	Cheyenne	Santa Fe	Fort Collins	Boulder	Colorado Springs
Single Ride	Adult	\$1.25	\$1.50	\$1.50	\$1.00	\$1.25	\$2.60	\$1.75
	Student	\$1.00	-	\$1.25	\$1.00	-	-	-
	Elderly/Disabled	\$0.60	\$0.75	\$0.75	\$0.50	\$0.60	-	-
Day Pass	Adult	\$3.75	-	-	\$2.00	\$3.00	\$5.20	-
	Student	-	-	-	\$2.00	-	-	-
	Elderly/Disabled	-	-	-	\$1.00	-	\$2.60	-
7-Day Pass	Adult	-	-	-	-	\$10.00	-	-
	Student	-	-	-	-	-	-	-
	Elderly/Disabled	-	-	-	-	-	-	-
10-Ride Pass	Adult	-	-	-	-	-	\$23.60	-
	Student	-	-	-	-	-	-	-
	Elderly/Disabled	-	-	-	-	-	\$11.75	-
20-Ride Pass	Adult	-	-	-	-	-	-	\$32.00
	Student	-	-	-	-	-	-	\$16.00
	Elderly/Disabled	-	-	-	-	-	-	\$16.00
22-Ride Pass	Adult	\$21.00	-	\$30.00	-	-	-	-
	Student	\$16.00	-	\$25.00	-	-	-	-
	Elderly/Disabled	\$11.00	-	-	-	-	-	-
31-Day Pass	Adult	-	\$45.00	\$45.00	\$20.00	\$25.00	\$99.00	\$63.00
	Student	-	-	\$37.50	\$17.00	-	-	-
	Elderly/Disabled	-	\$22.50	-	\$10.00	-	\$49.00	-
35-Day Pass	Adult	\$44.00	-	-	-	-	-	-
	Student	\$34.50	-	-	-	-	-	-
	Elderly/Disabled	\$25.00	-	-	-	-	-	-
Student Semester Pass/120 Day Pass	Adult	-	-	-	-	-	-	-
	Student	-	\$60.00	-	\$60.00	-	-	-
	Elderly/Disabled	-	-	-	-	-	-	-
6-Month Pass	Adult	-	\$150.00	-	\$110.00	-	-	-
	Student	-	-	-	-	-	-	-
	Elderly/Disabled	-	\$115.00	-	\$55.00	-	-	-
Annual Pass	Adult	-	\$275.00	-	\$200.00	\$154.00	\$1,089.00	-
	Student	-	-	-	-	-	-	-
	Elderly/Disabled	-	\$195.00	-	\$100.00	\$25.00	\$539.00	-

SUMMARY OF PEER REVIEW FINDINGS

A review of peer cities provides an understanding of areas in which Pueblo Transit is deficient and satisfactory. The following findings indicate that Pueblo Transit has opportunities for improvement in service availability and fare pass products.

- Pueblo Transit is more productive (boardings per revenue hour) than its peers.
- Pueblo Transit does not offer Sunday service.
- Pueblo Transit has the shortest service span of its peer cities.
- CU and CSU have student pass programs that provide students with an affordable alternative to driving to campus.
- The Pueblo Transit day pass is priced at 300% of its base fare while the day pass of peer cities are priced at 200-240% of their base fare.

4 MARKET ANALYSIS

This section focuses on demographic and socio-economic characteristics among populations that are more likely to support transit in Pueblo. The evaluation includes:

- Population
- Senior population (age 65 and over)
- Young adult population (ages 18 to 21)
- Residents with disabilities
- Low-income households
- Zero-vehicle households
- Rental households
- Transit demand index
- Employment
- Low-income employment
- Pueblo Community College student origins
- Colorado State University-Pueblo student origins

POPULATION CHARACTERISTICS

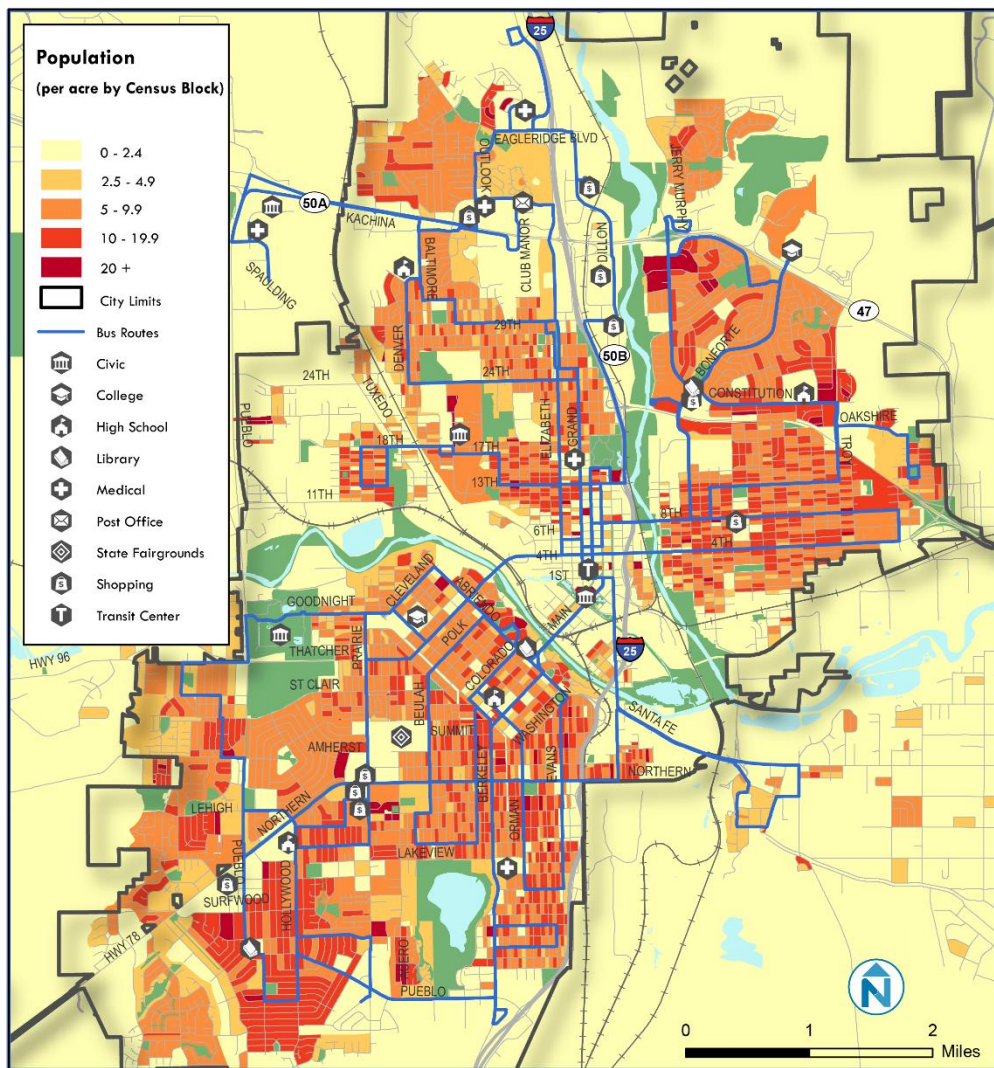
Population

Population density is the primary indicator of transit demand. Areas with the highest population density are primarily multi-family residential complexes situated along the following corridors:

- Jerry Murphy Road
- Constitution Road
- South Prairie Avenue
- Surfwood Lane

Single-family neighborhoods with moderate densities include the Eastside, Northside, Bessemer, Mesa Junction, Northside, and Highland Park neighborhoods.

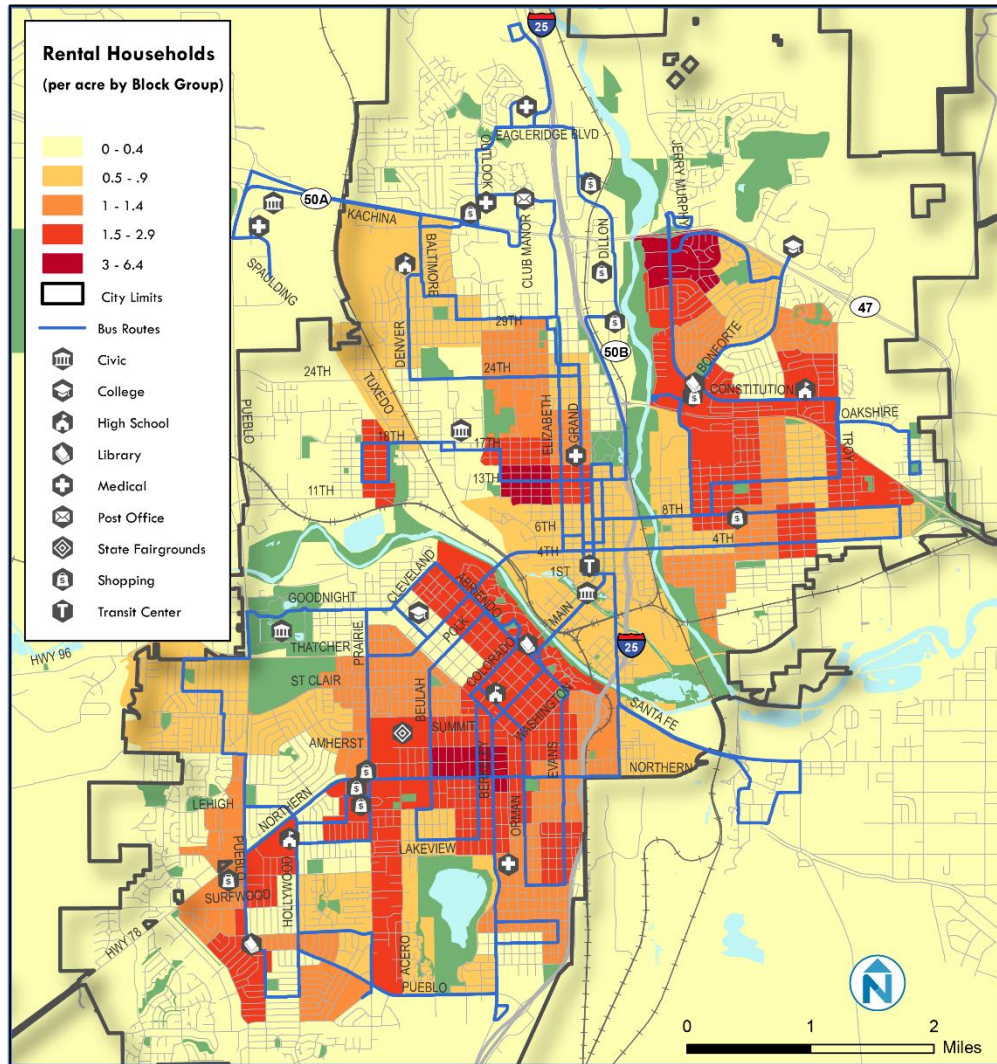
Figure 4-1 Population Density



Rental Households

Home ownership status is another indicator for transit demand. The distribution of rental households mirrors that of low-income and zero-vehicle households.

Figure 4-4 Rental Household Density



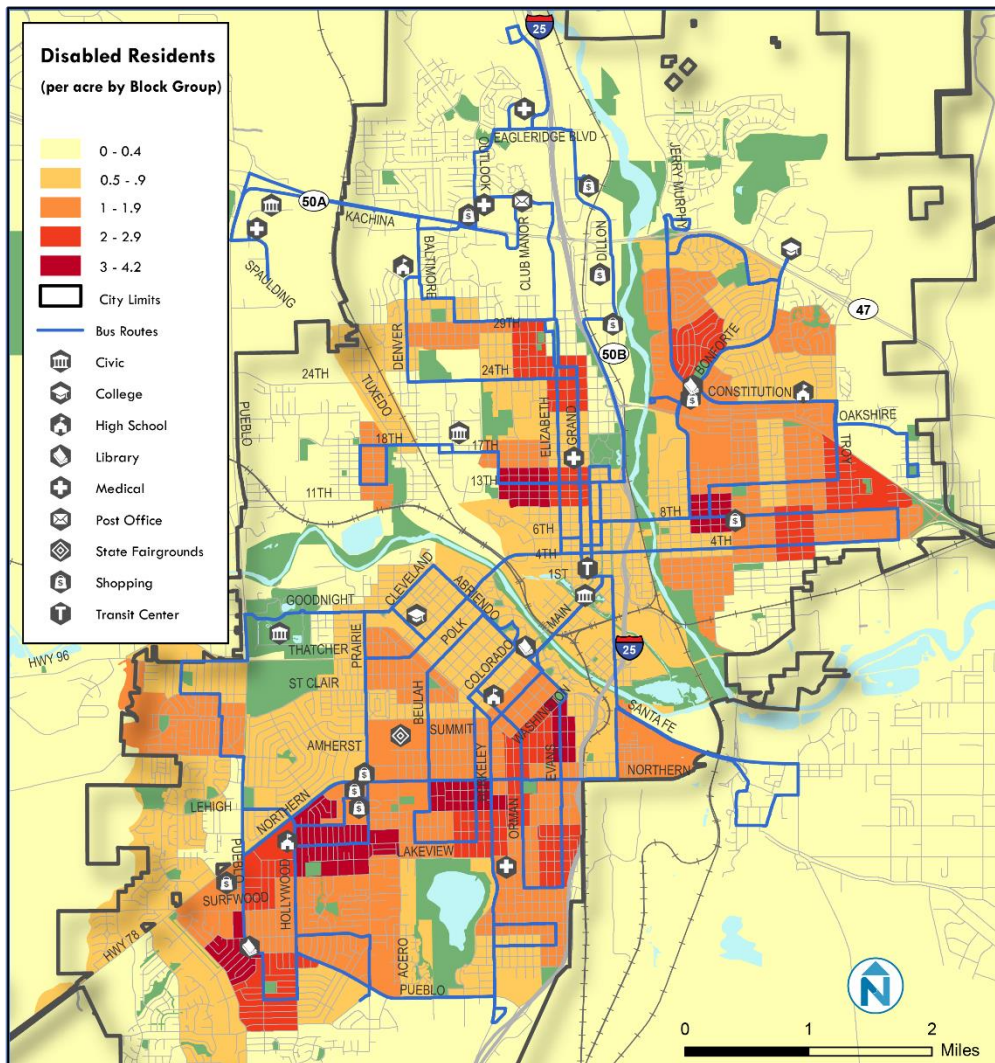
Persons with Disabilities

Persons with disabilities are more likely to depend on transit and/or paratransit service than other segments of the population.

The highest concentration of persons with disabilities are found in the following areas:

- Northside neighborhood (north of downtown)
- East Side neighborhood
- Bessemer neighborhood
- South of Northern Avenue

Figure 4-5 Density of Persons with Disabilities



Seniors

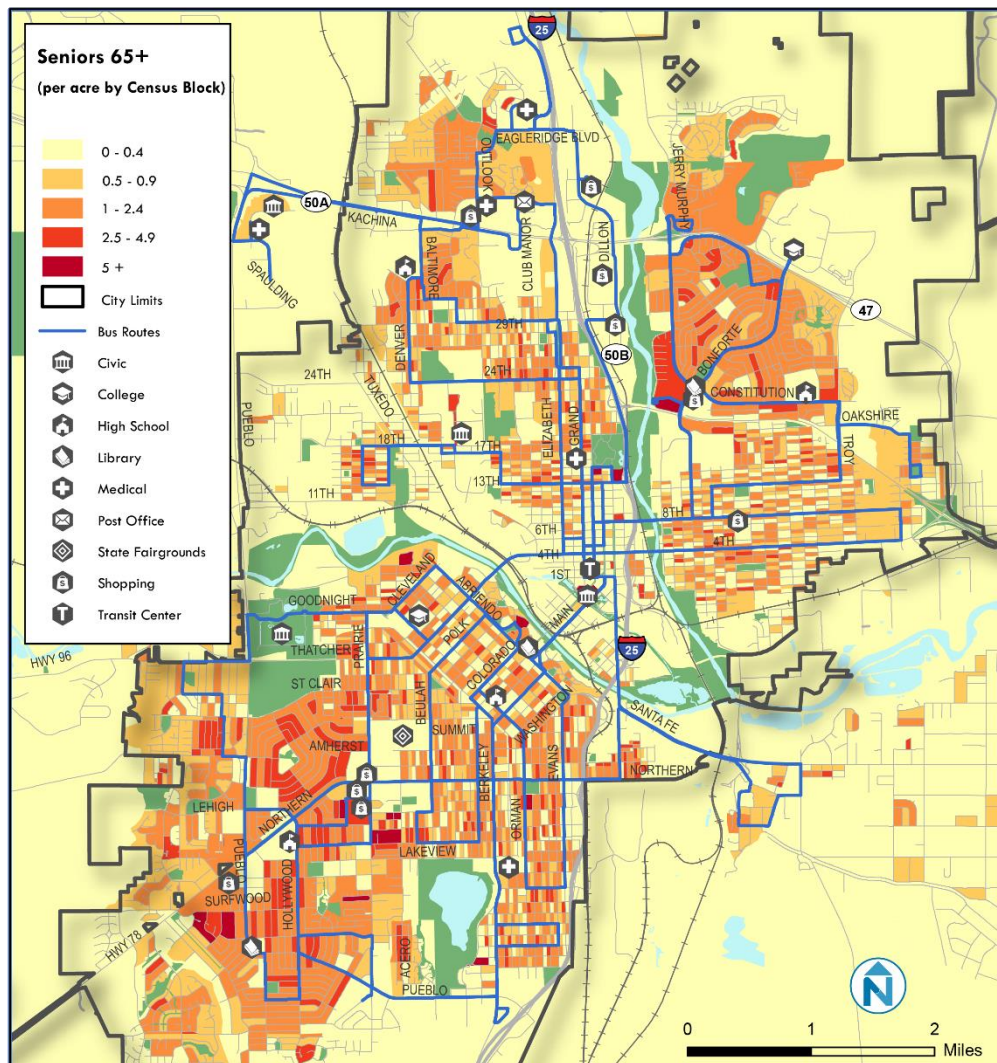
Many seniors (age 65 and older) turn to transit as a transportation option. Seniors are less likely to walk more than ¼ mile to a bus stop than younger adults.

The Housing Authority of the City of Pueblo manages four major senior housing complexes:

- Mineral Palace Tower (north of downtown)
- Vail Hotel (downtown)
- Mesa Tower Apartments (north of Mesa Junction)
- Minnequa Park Apartments (Bessemer neighborhood)

Additional areas with a high concentration of seniors include private senior housing complexes along Jerry Murphy Road and Hunter Drive.

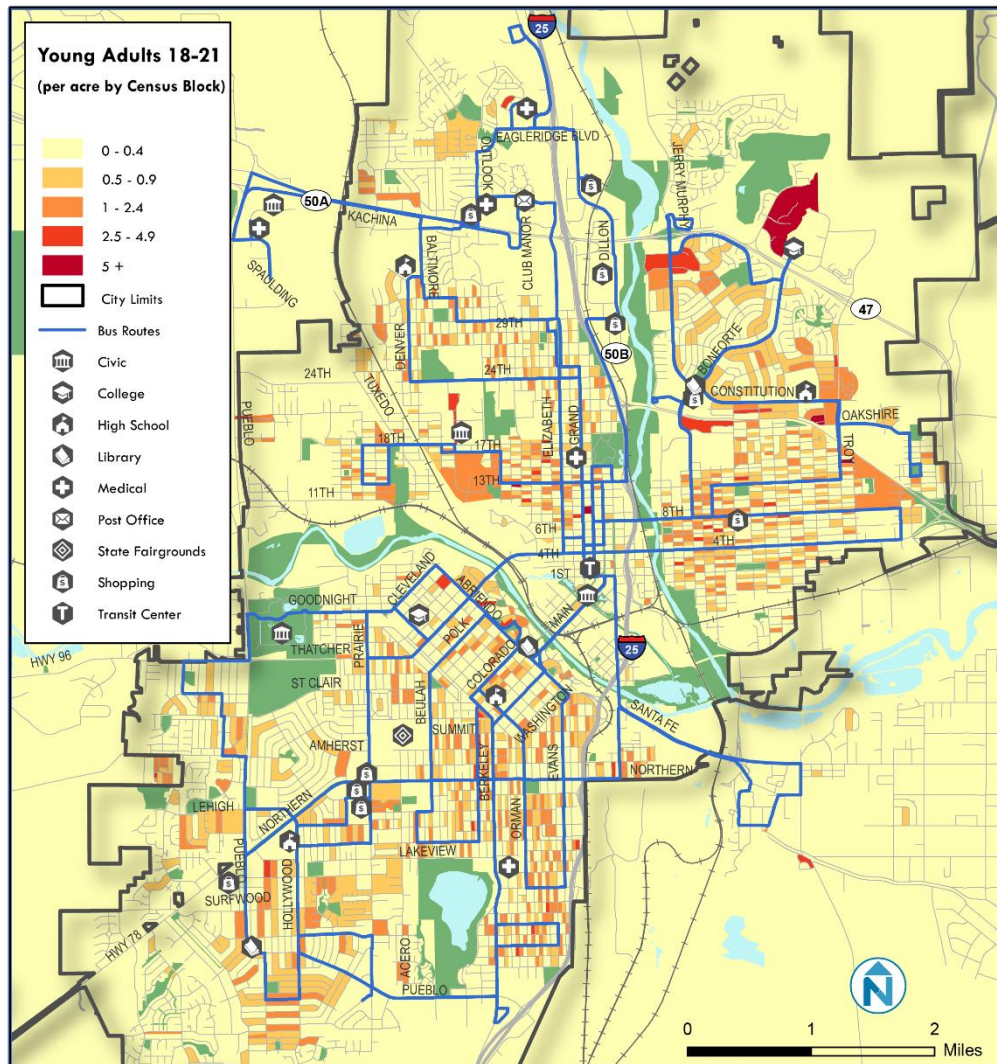
Figure 4-6 Senior Population Density (Age 65 and over)



Young Adults

Young adults today are more likely to consider transit as a transportation option than previous generations. The highest concentration of young adults (18-22 years old) are found within the immediate vicinity of CSU-Pueblo, with additional pockets coinciding with high-density housing along the Jerry Murphy/Hudson corridor and near Troy and Constitution.

Figure 4-7 Young Adult Population Density (Ages 18 – 22)

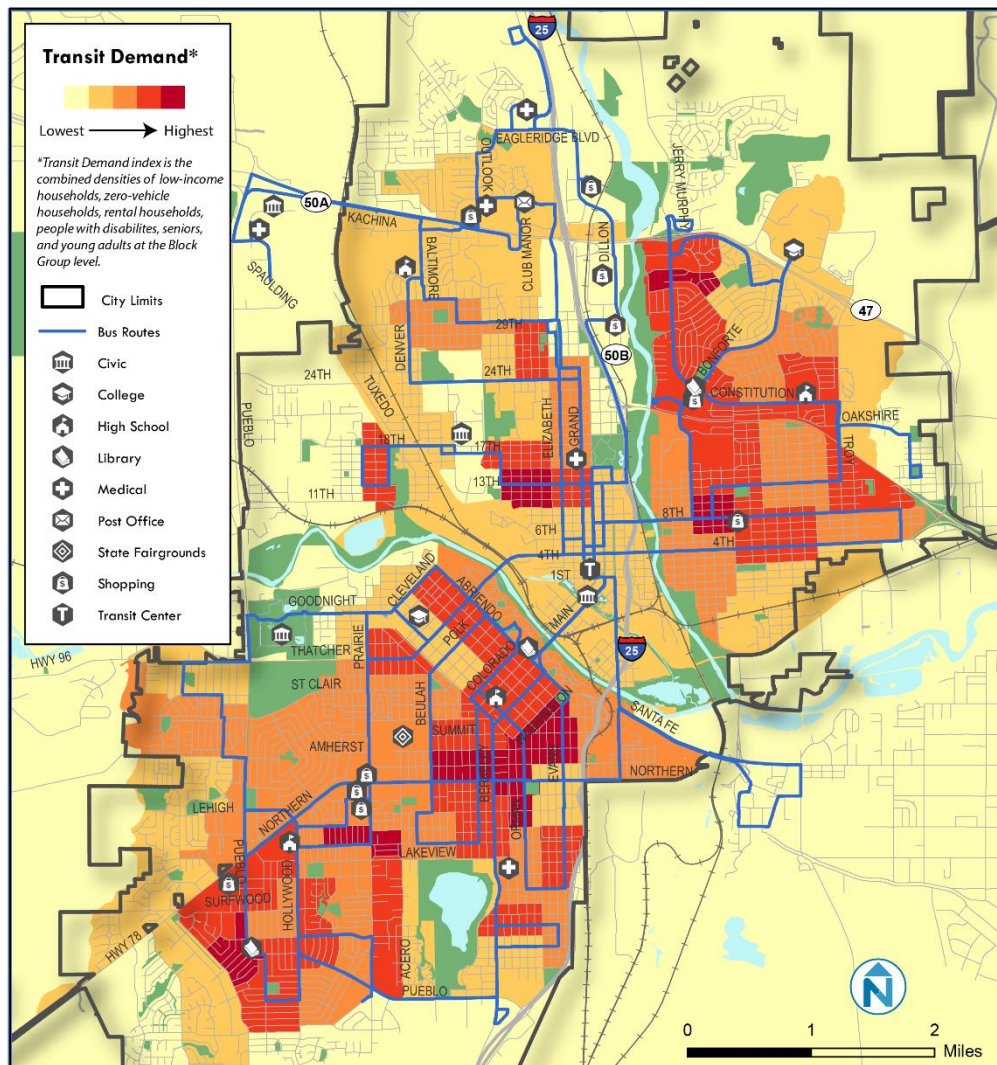


Transit Demand Index

The transit demand index is the combined densities of low-income households, zero-vehicle households, rental households, people with disabilities, seniors, and young adults. This composite index is used to show which areas of the city have the greatest need for transit service and will most likely support increased transit service. Areas with the highest transit demand include:

- East Side and Belmont neighborhoods
- North Side (south of 18th Street and farther to the north between 24th and 29th Streets)
- Bessemer neighborhood
- Westside neighborhood
- Mesa Junction neighborhood
- Highland Park and Beulah Heights neighborhoods

Figure 4-8 Transit Demand Index

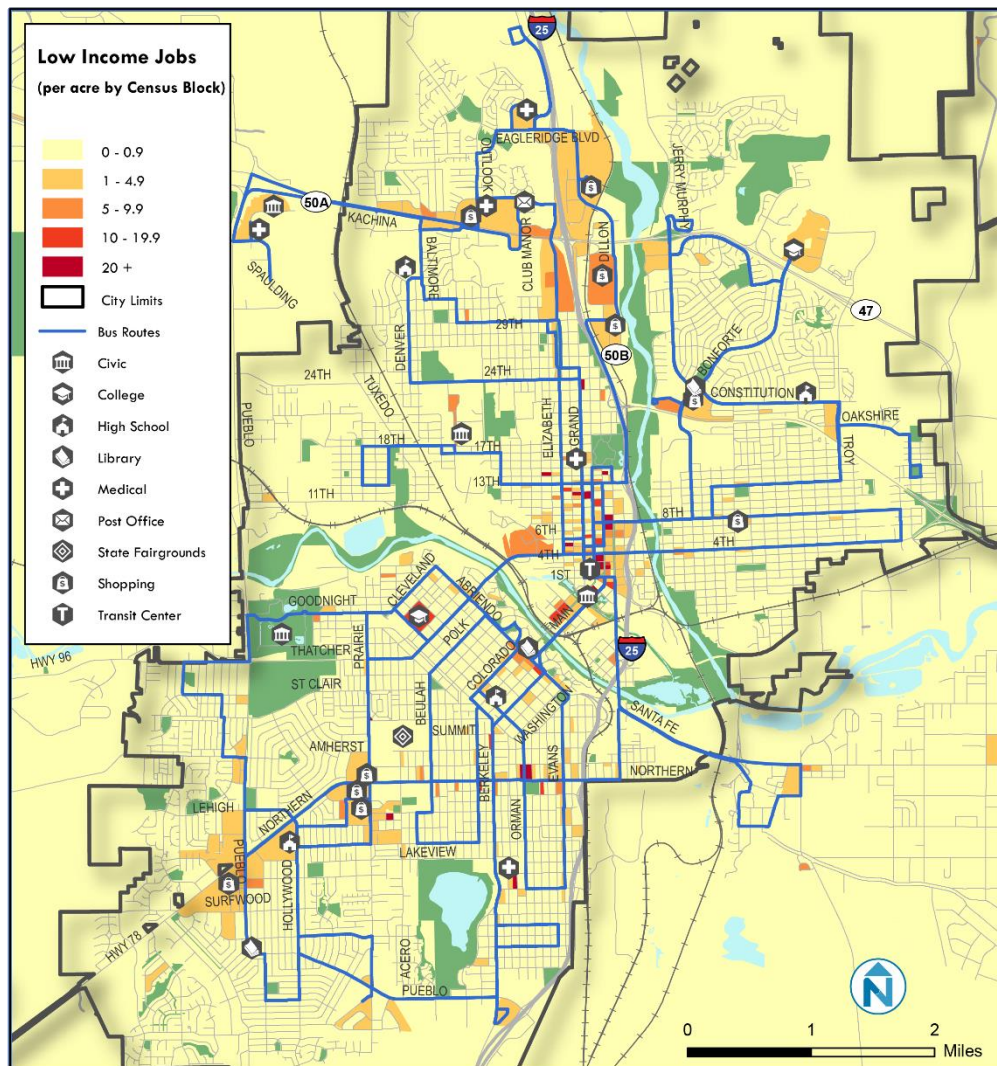


Low-Income Employment

Low-income employment is most prevalent within downtown Pueblo and along the following corridors with significant retail employment:

- Northern Avenue
- Dillon Drive
- Elizabeth Street
- Highway 50

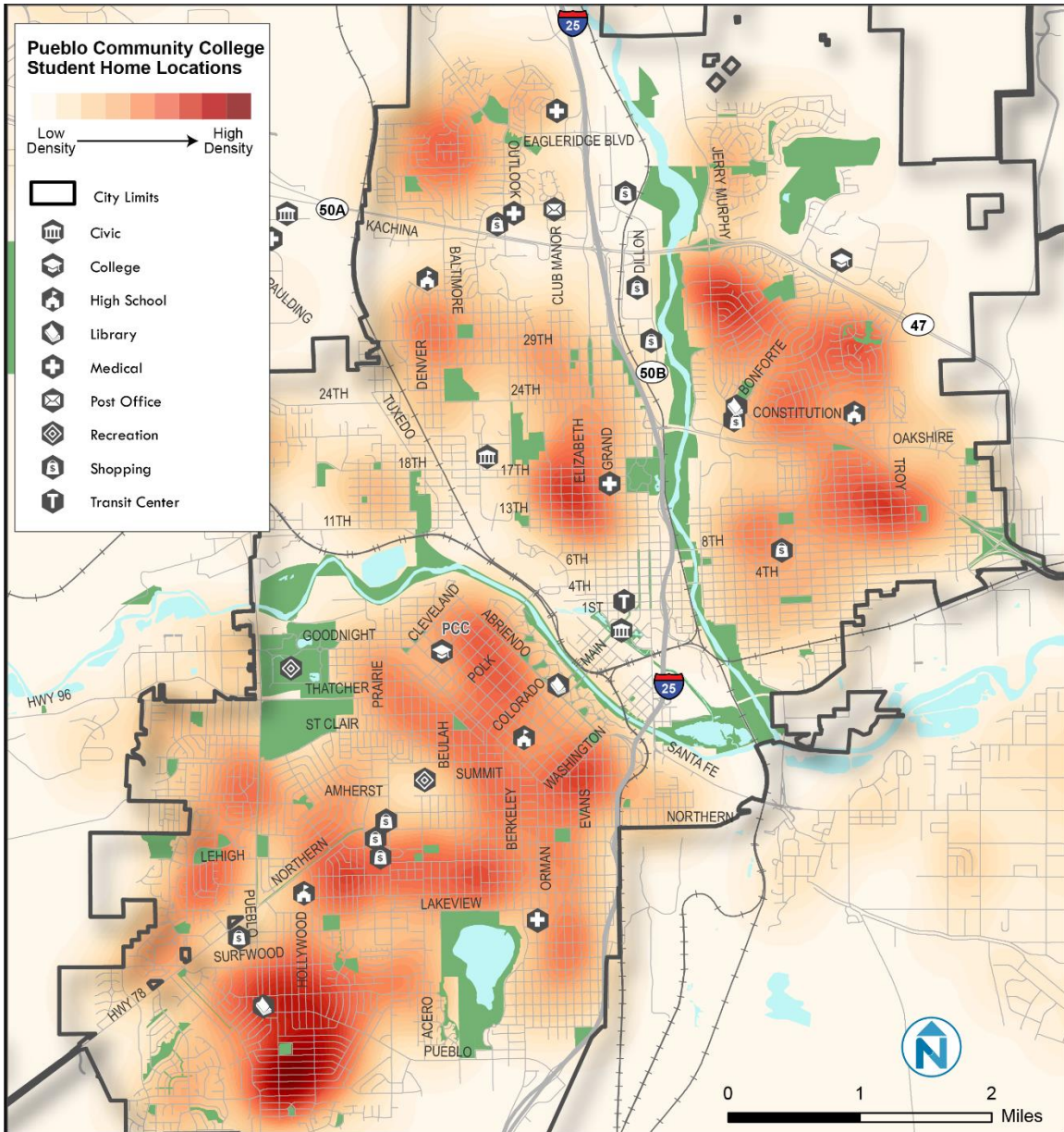
Figure 4-10 Low-Income Employment Density



Pueblo Community College Student Origins

Pueblo Community College (PCC) students are distributed evenly across most of the city. The highest concentration of PCC students can be found in the Highland Park neighborhood, which has direct access to campus in the inbound/northbound direction via Route 7. The nearest outbound/southbound Route 7 stop is located along Lincoln Street approximately two blocks from campus.

Figure 4-11 Pueblo Community College Student Origins



5 COMMUNITY OUTREACH

Obtaining an understanding of community perceptions, needs, and priorities related to public transit in Pueblo was an important component of the study. Various outreach strategies were employed throughout the study process, as described in Figure 5-1.

Figure 5-1 Outreach Events

Outreach Event	Audience	Date/Time	Location
Rider intercept survey	Existing riders	August 29-30, 2016	Pueblo Transit Center
Project website	General public	Launched January 20, 2016	N/A
Online survey	General public	Launched January 20, 2016	N/A
Open House – Round 1	General public	November 10, 2016	Pueblo Transit Center
Open House – Round 1	General public	November 10, 2016	Lucero Public Library
Open House – Round 1	General public	November 10, 2016	Rawlings Public Library
Open House – Round 2	General public	January 26, 2017	Pueblo Transit Center

This chapter summarizes in-person and online survey feedback. Collectively, these inputs along with ridership, bus driver feedback, peer review findings, and market analysis data were used to develop service concepts and recommendations.

In addition to rider and public outreach, project update presentations were provided to the Pueblo County Technical Advisory Committee, Pueblo Transit Access Advisory and Pueblo City Council.

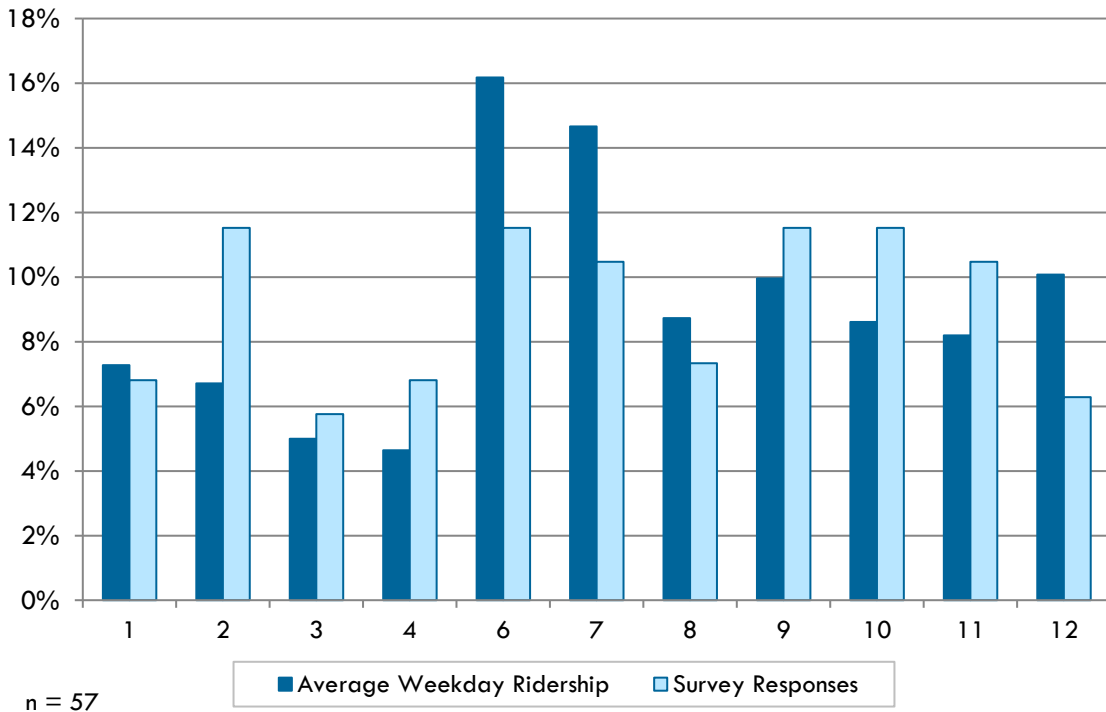
RIDER INTERCEPT SURVEY

In August 2016, a rider intercept survey was administered at the Pueblo Transit Center. The bilingual survey included a range of questions focused on travel patterns, rider characteristics, and preferred improvements. In total, 94 Pueblo Transit riders responded to the survey.

Survey Responses

The survey asked respondents to indicate the bus route they were riding at the time of the survey. The results are graphically displayed in Figure 5-2. The chart also compares average weekday ridership. While, the on-board provides several insights, it is not considered statistically valid. The ratio of survey responses to ridership was consistent across all routes.

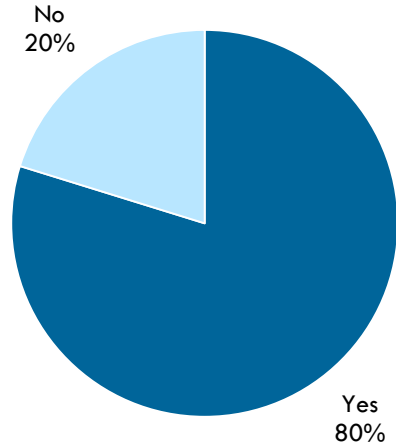
Figure 5-2 Online Survey Results: Responses by Route



Reported Transfers between Routes

Eighty four percent (80%) of survey respondents indicated that they transferred to reach their destination. This indicates that connectivity in the transit system is dependent on transfers and that many destinations are not easily accessible through direct transit routes. The results are displayed in Figure 5-3.

Figure 5-3 Online Survey Results: Number of Routes Taken

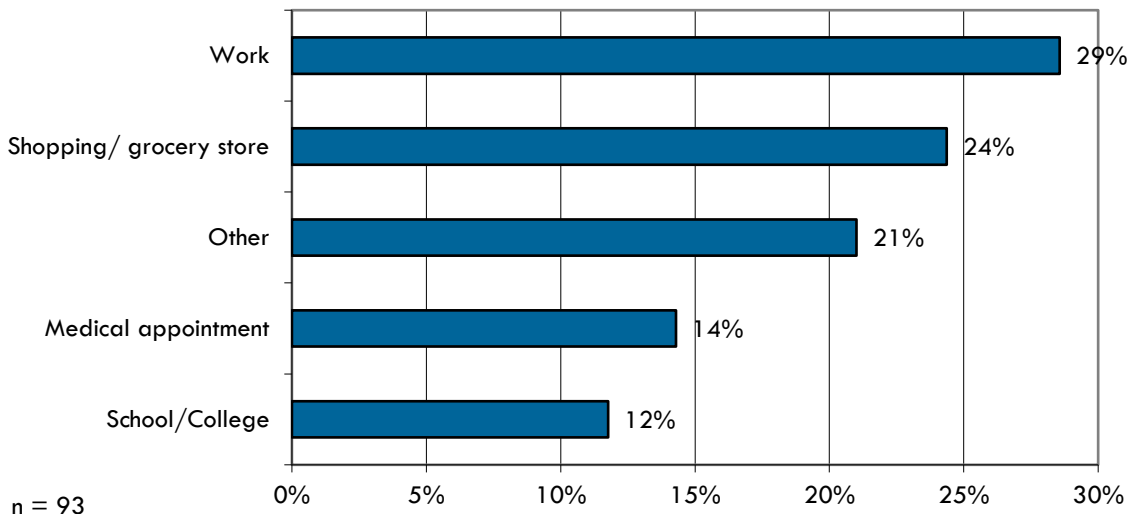


n = 94

Trip Purpose

Figure 5-4 below shows trip purpose among survey respondents excluding trips to and from home. The highest share of respondents (29%) indicated they were traveling to or from work, followed by shopping (24%).

Figure 5-4 Online Survey Results: Trip Purpose (Excluding Home Trips)

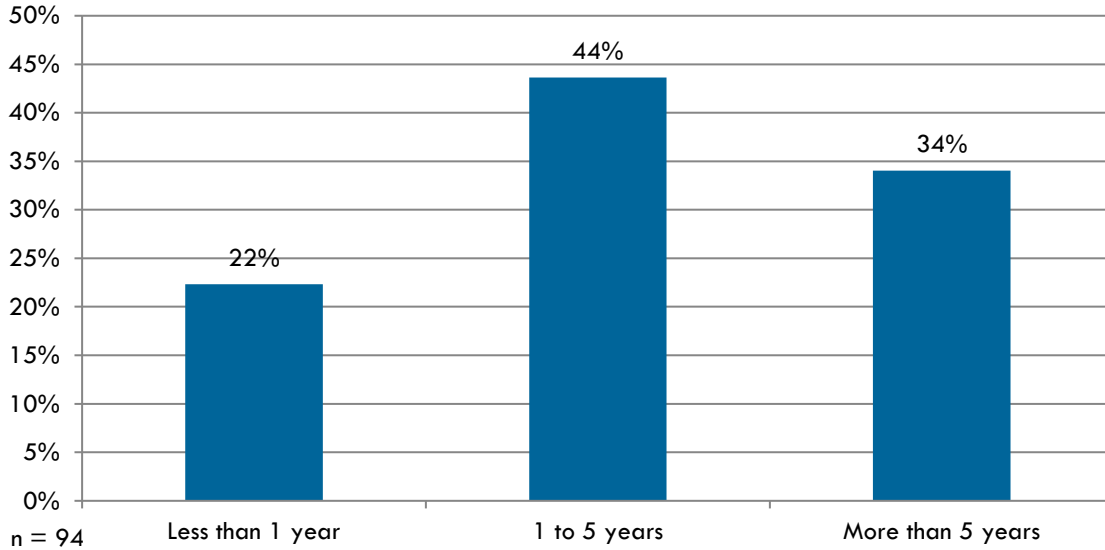


n = 93

Ridership Longevity

As can be seen in Figure 5-5 below, the highest percentage of riders have been using Pueblo transit between one and five years (44%), followed by those who have ridden for more than five years (34%). Only 22% of riders have been riding for less than a year.

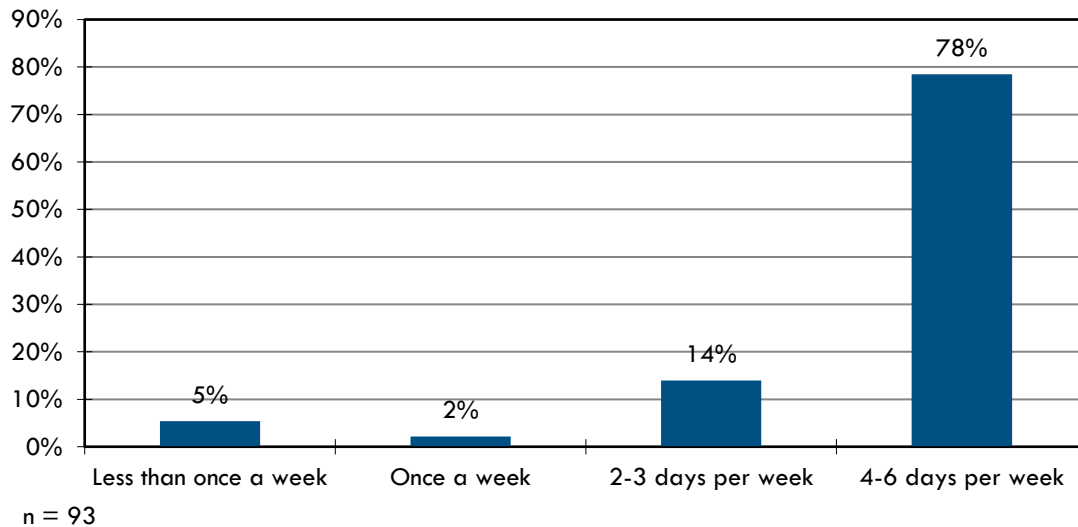
Figure 5-5 Online Survey Results: Length of Time Spent as Pueblo Transit Rider



Frequency of Use

Nearly 78% of surveyed riders use Pueblo Transit between four and six days per week, followed by 14% who ride two to three days per week.

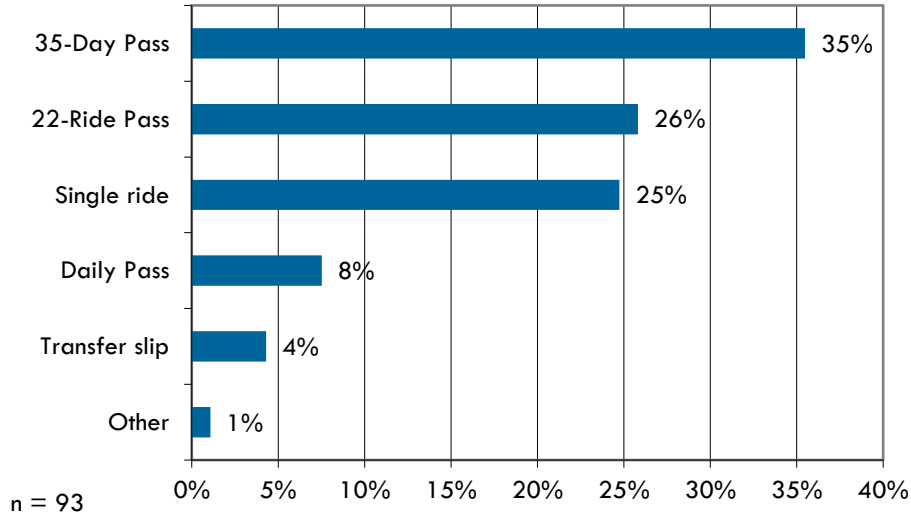
Figure 5-6 Online Survey Results: Frequency of Use



Ridership by Fare Payment Type

Among surveyed Pueblo Transit riders, the top three fare media used were 35-Day passes (35%), followed by 22-Ride passes and single rides.

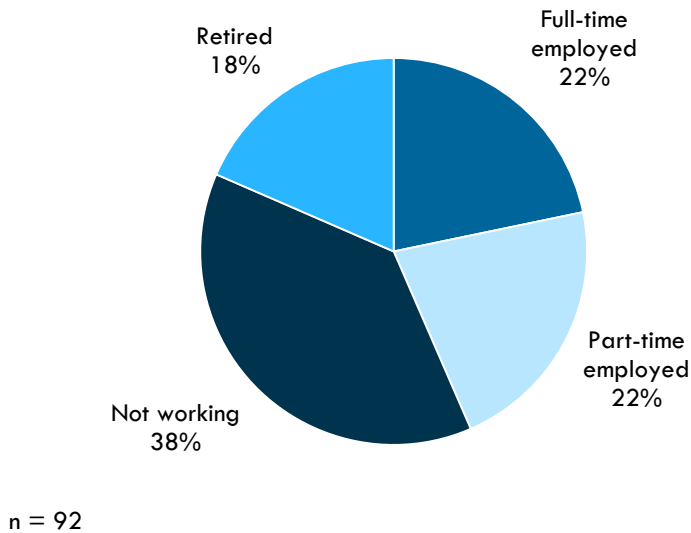
Figure 5-7 Online Survey Results: Fare Payment



Employment Status

Among surveyed riders, the majority are unemployed, with 38% not working and 18% retired. Twenty-one percent are employed full time, with 22% employed part-time. Employed riders may be underrepresented do to the majority of surveys (56%) being collected during work hours.

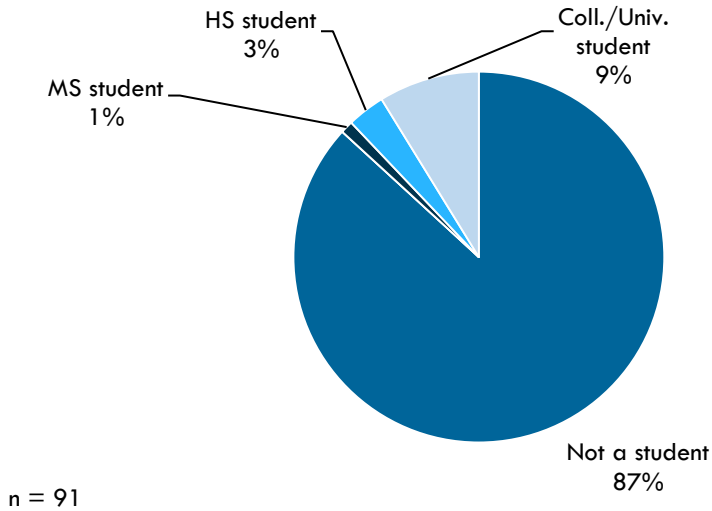
Figure 5-8 Online Survey Results: Employment Status



Student Status

The vast majority of surveyed riders (87%) are not students. However, non-college students are likely underrepresented due to the majority of surveys being completed after school start times and before school end times.

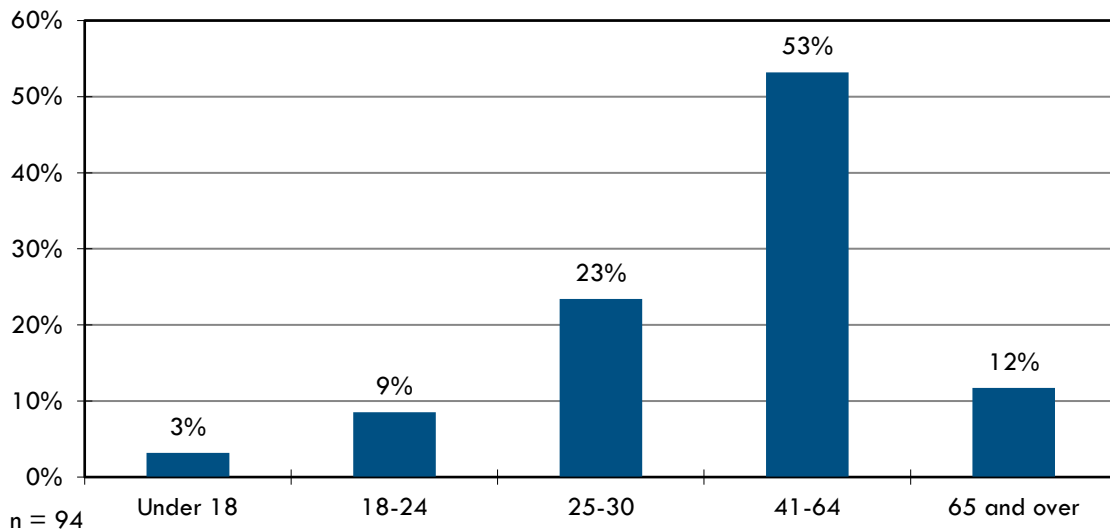
Figure 5-9 Online Survey Results: Student Status



Ridership by Age

Figure 5-10 displays the age distribution of survey respondents. The graph shows that the highest share of respondents (53%) are between the ages of 41 and 64. The age groups with the least representation are under 18 and 18-24 year olds, who make up only 12% of the sample. As mentioned above, the underrepresentation of school-aged riders is likely due to the completion of surveys during school hours.

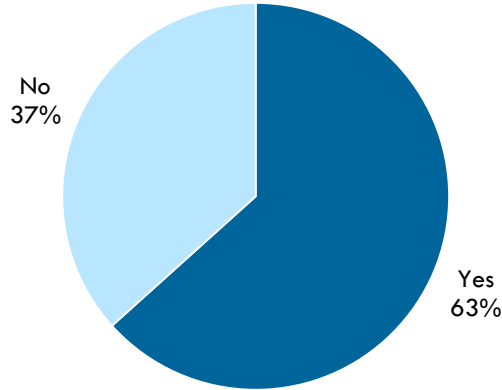
Figure 5-10 Online Survey Results: Age of Survey Respondents



Smartphone Ownership

Nearly 63% of riders surveyed have access to a smartphone.

Figure 5-11 Online Survey Results: Smartphone Ownership



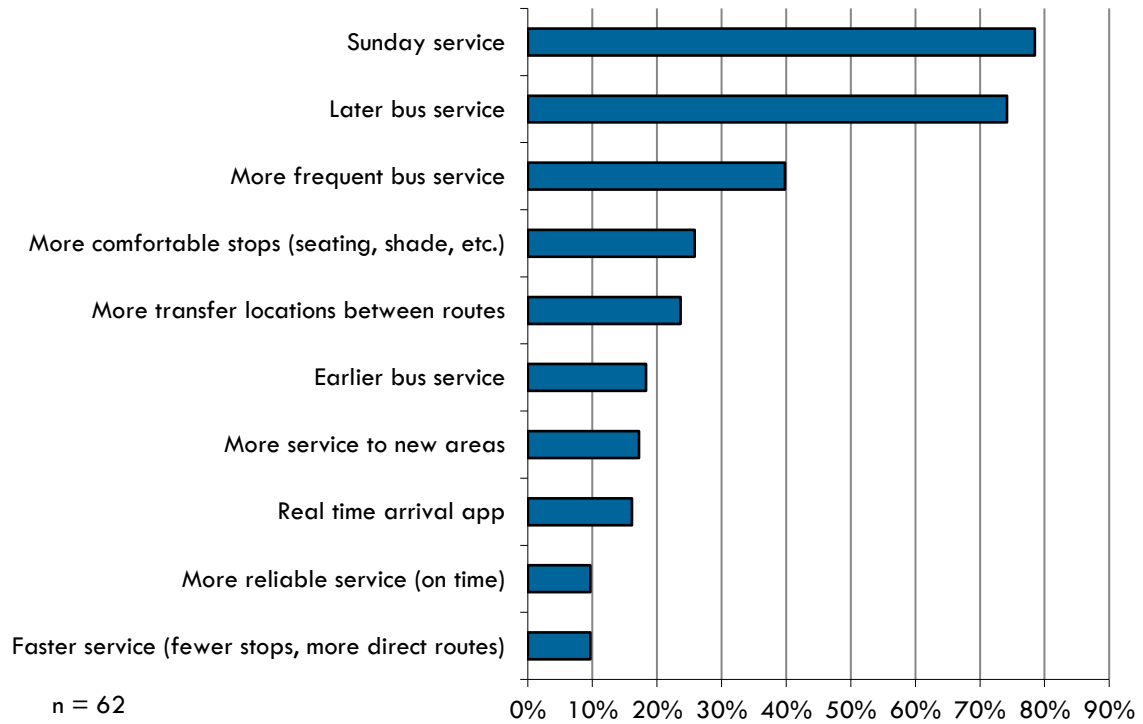
n = 90

Requested Service Improvements

Survey respondents were asked to select their three top priorities for Pueblo Transit service improvements out of a list of ten total improvements. As shown in Figure 5-12 below, 78% said they would like service on Sundays, followed by 75% who said they would like later bus service. Approximately one-third of surveyed riders said they would like to see more frequent bus service and more transfer locations between routes. It should be noted that among workers and students, the order of preference for potential improvements is nearly identical to that of the overall population.

Open-ended comments related to desired service improvements largely reflect the preferences indicated in this question, with on-time performance often cited as a concern. Several riders said they would like to see changes made to the transfer system, including making transfers available at the Transit Center, instituting a time limit instead of a trip limit, and allowing riders to make transfers within the same route. Among riders who requested service to new areas, Pueblo West was the most commonly cited location.

Figure 5-12 Online Survey Results: Preferred Service Improvements



OPEN HOUSE MEETINGS

Two rounds of open house meetings were held to provide riders and the public with an overview of the study and solicit feedback on service alternatives.

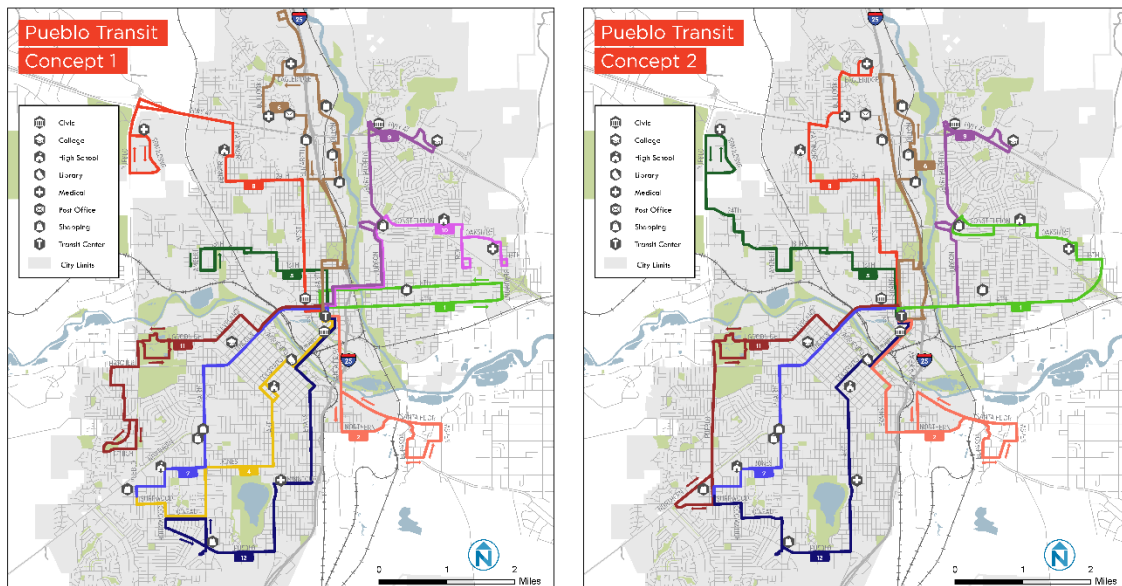
Open House Meetings – Round 1

Three open house meetings were held on Thursday, November 10, 2016 at the following locations:

- Pueblo Transit Center, 9:00 a.m. – 12:00 p.m.
- Lucero Public Library, 1:00 p.m. – 3:00 p.m.
- Rawlings Public Library, 4:00 – 6:00 p.m.

The open house held at the Pueblo Transit Center was an opportunity for the consultant team to have open-ended discussions with existing riders. Materials included a poster depicting existing routes and two posters depicting conceptual route alignments. Each service concept was unique in terms of coverage, route directness and spacing. This was an intentional tactic to encourage riders to communicate what they liked or disliked about each concept as well as the existing route network. Rider feedback from the open house meetings was used to refine service alternatives.

Figure 5-13 Initial Service Concepts



Open House Meeting – Round 2

A second round of public outreach was held on January 26, 2017 from 7:00 a.m. – 5:00 p.m. at the Pueblo Transit Center. The meeting included a rolling PowerPoint presentation that recapped the existing conditions process and community feedback received via the on-board survey and during the first round of open house meetings. The consultant team asked riders to provide feedback on a refined service alternative that was developed based on comments from the initial round of open house meetings.

Figure 5-14 Existing and Proposed Service Networks

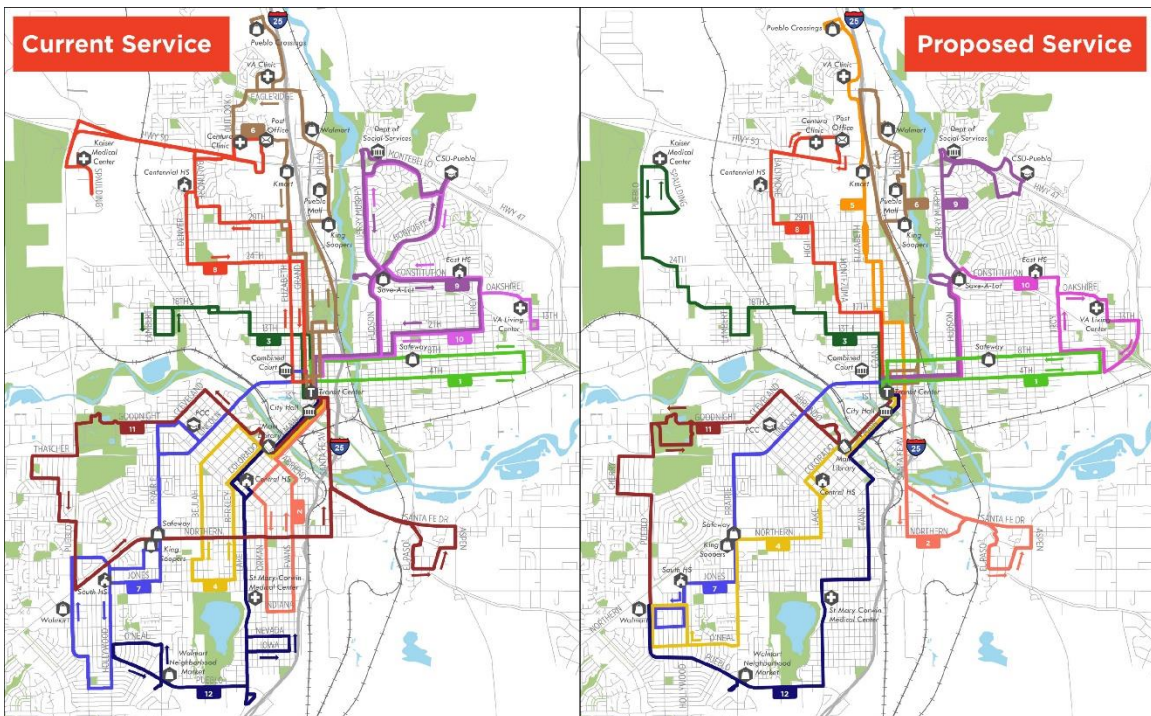
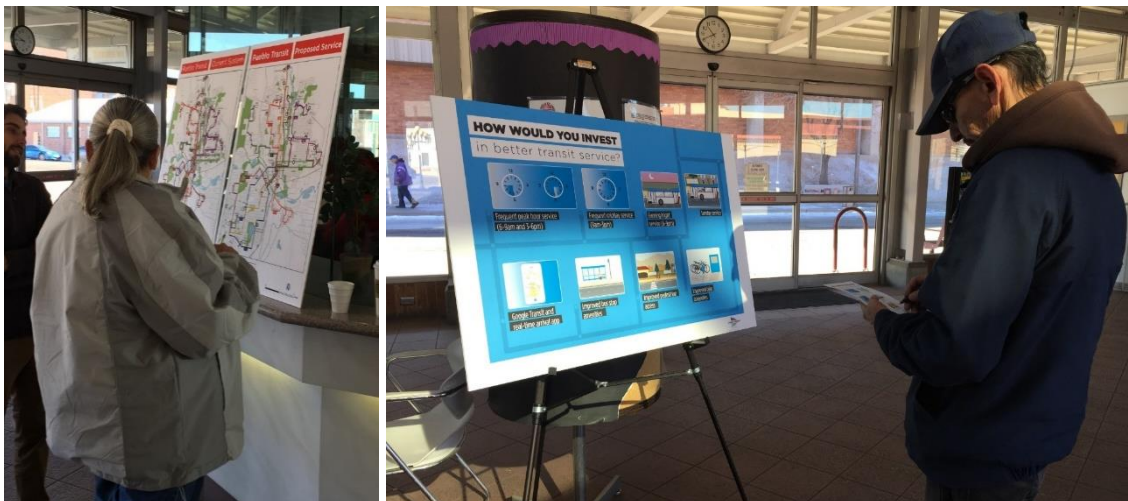


Figure 5-15 Open House Round #2 Photos



Open house meeting attendees were also asked to prioritize future service investments by selecting the three most important improvements of eight options. Riders expressed a strong interest in the addition of Sunday service and evening/night service. 115 persons completed the paper survey.

Figure 5-16 Service Investment Options

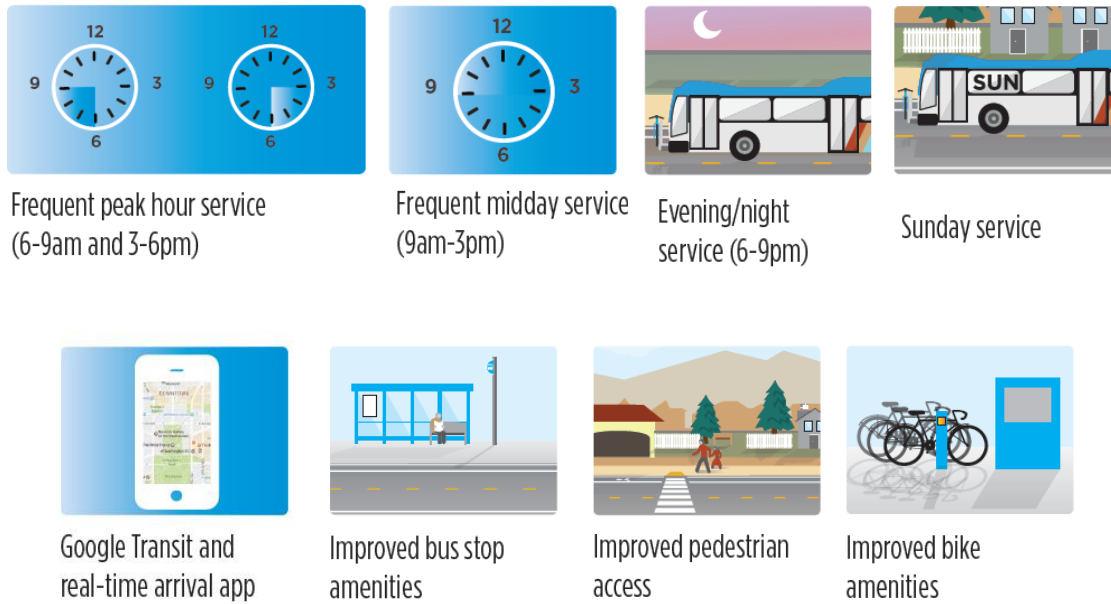
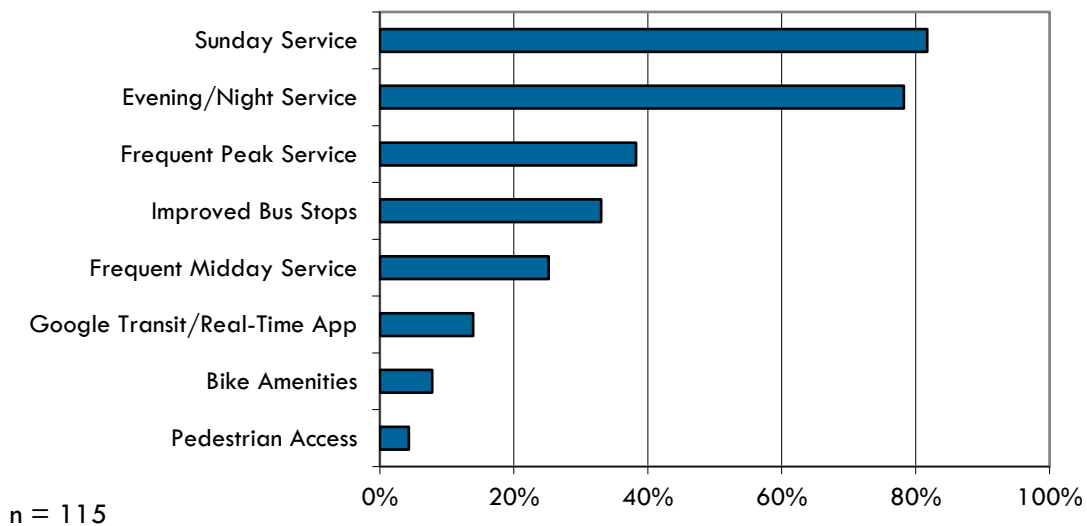


Figure 5-17 Open House Survey Results: Preferred Service Improvements



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Pueblo Transit

Open House Round 2 Comments
1. Sunday 2. Evening 2. Midday. I ride daily and when on Sunday have to walk I am elderly and disabled I really like the new proposed new routes I think they would make a better bus service
A later service time would be beneficial to the city of Pueblo. At best the transit company would also benefit from the proposed action to run later.
Be nice. Shelters.
Better evening service, ride the bus everyday to work. Need later service to get back home.
Better service all around
Bus services that double back on the route would be convenient because riding to the transit center is unnecessary at times.
Bus stop signs should say what buses serve them
Change on the new route seems excellent. Faster time. Way better
Clean bathrooms better and floors
Definitely need to keep Red Creek Route, specifically on Goodnight to Santa Barbara to Pueblo Blvd South. I am handicapped by lungs, liver, and severe disability to knees, plus impaired vision, and have 2 children who use city bus. Red Creek from our home to transfer to their schools at transit center. Add stop St Clair and Santa Barbara
Don't let people on that neglect their cats and smell like cat pee very badly.
Evening and night service: 6-9PM for work purposes (job) opportunities maybe run routes on the hour instead of on the 1/2 hour after 6PM - 9PM. Sunday Service: Same as above for work purposes--Job opportunities make runs on Sunday 1 hour routes instead of on the 1/2 hour. Improved bike amenities: bigger bike racks on buses to hold more bikes than 2. Maybe get racks that hold 3 or 4.
Evening night service, Sunday service, google
Getting people home from work after 6:00 pm. The proposed route 6 is far more efficient.
Good service
Good service!!
Great need for evening and early morning
Homeowner by Dew Drop Inn has been scaring away bus riders waiting for the bus.
I have no problem for the new changes
I like the new proposed bus system. It would be very convenient and nice to have service in the evening and on Sundays.
I like the new way you are thinking
I need Sunday bus service for church and evening bus service for my job. Thank you.
I personally think that a Sunday service would be able to help those who could not make it to church service, also the routes are so confused to some that I believe that to better others with disabilities would help others tremendously. Thank you
I would like to see the bus to the airport
I'm a regular rider and public transportation is my main mode of transportation. I would greatly benefit from night service and Sunday service if it went to 6:00 pm. It is hard to get anywhere in the evenings because there is no service. Instead of no peak hours on Red Creek route, which is a main route, having every 30 mins would be beneficial to someone who needs a quick stop.

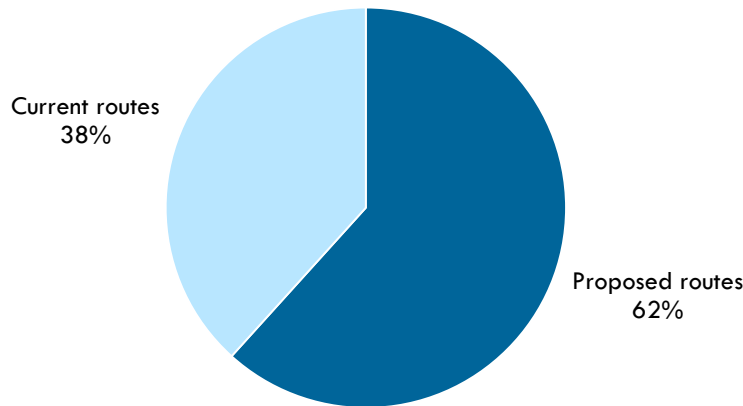
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Pueblo Transit

It is very difficult to hold a job without 1. Evening bus service 2. Sunday bus service 3. Peak hours bus service in the AM or PM (especially the AM service)
It would be great if all routes ran every 1/2 hour.
Labeled buttons for every stop to press your stop ahead of time. It helps the mentally disabled.
Like everything about the buses
muy bien servicio
My concern about the proposed schedule is that I'm a south sider that takes 2 connecting bus every day. I'm not liking how the two buses I take are going to change. I like how the schedule (proposed) will be 30 min. Since I work mornings night shifts will be easy, and on Sunday the schedule need to be revised as it come to people used to the old one.
Need drivers who are courteous
Need more buses
Night hours or Sunday top choices
Night hours will help people who work later at night. It would be amazing
People should be allowed to carry more bags. An old woman had to wait in the cold another hour because the driver wouldn't let her on with her groceries.
Please have buses longer like 6:00 at night and have Sunday service
Sunday service = #1. The fare. Please keep 60 cents for people with disabled. Thank you as I am disabled. Thank you
Sunday Services 8am - 7pm. Saturday Highland Park every 1/2 hour. Weekdays extended to 9pm.
Sunday: Church, Semi. No drunk passengers unsupervised by a youth support help 4 all single parents 12 and under. Change start time on Sat 9am - 8pm.
The bus is a good thing
The few seconds from time to time buses are leaving and the connecting hourly bus is having to pull out because it 1pm & 15 seconds most bus even with a 3 - 4 extra minute time loss with a left of a wheelchair is caught up by the next 2pm at transit center 2pm
These 3 would greatly benefit many people of this town.
These changes need to happen. Proposed services needed.
This is a good idea that makes sense. Would help a lot of people get to destinations, especially on Sundays. Good for community to get to parks.
Till 11pm or midnight.
Very great customer service.
Want longer nights
We should have these services
Would like to see stops on Pueblo Blvd east of neighborhood Walmart
Would love to have a bus run on Sundays. Very convenient
You are a very great system.

ONLINE SURVEY

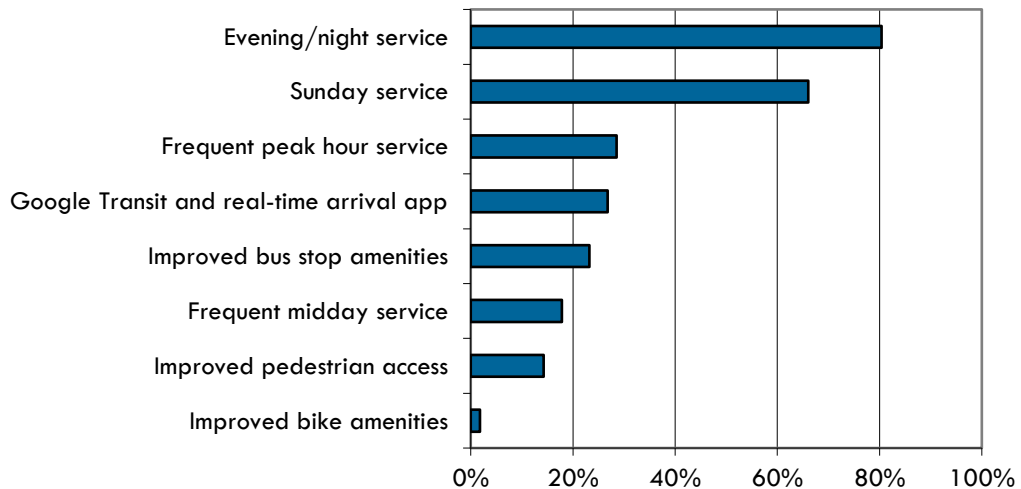
In addition to open house meetings, an online survey was available on the project website was also developed to share information regarding the study and solicit feedback on proposed service improvements. Similar to the second round of open house public meetings, maps of current and proposed route networks were provided. 62% of survey respondents preferred the proposed route network while 38% preferred the existing route network.

Figure 5-18 Online Survey Results: Preferred Route Network



Online survey respondents were also asked to prioritize future service investments by selecting the three most important improvements of eight options. Riders expressed a strong interest in the addition of Sunday service and evening/night service. 115 persons completed the paper survey.

Figure 5-19 Online Survey Results: Preferred Service Improvements



PUEBLO TRANSIT STUDY | FINAL REPORT
Pueblo Transit

Online Survey Comments
#8 is my most-used bus route and I really like the idea of swapping Park West service from #8 to #3. However, I live in the northwest corner of the bus system's service - (near Baltimore & Kachina) - and seeing #6 removed from this area as an option concerns me. Bus #6's "Fortino & Outlook (Centura)" stop is one I've used frequently as an alternative to my usual #8 Baltimore/Kachina stop. One reason has been groceries - I'd take the #6 to that stop and walk the rest of the way home. With the new route, it seems like going back the station and then home via #8 would take the same amount of time and require little walking, which would be great !!! It still is a bit worrisome to only have one route accessible in my corner of town, especially if it were to still run hourly. Perhaps the new #5 could take that tiny detour west near the VA clinic / Post office as #6 does now, making it more accessible to this corner of Pueblo.
#9 won't go by East High.
Bus service needs to allow riders to get to points North of the center without having to go back to the transfer station. A route that travels along Highway 47 east/west to points on either side of I-25. The only places for people to cross is Hwy 47 or East 8th street, a distance of over 2 miles apart.
Can't understand maps too well, just hope you are planning to take the bus route further into Vassar street, which is off Northern, because those streets are winding like a horse shoe and its difficult to reach my destination
Cutting out Parkwest is OK. I ride daily from Parkview's main campus to Parkview's Club Manor Drive campus, & that seems to be intact. It looks like you've moved the route down 17th & up Montezuma, so that will eliminate the Balboa & 25th & Elizabeth stops which are convenient/closer to my home - I guess I'd have to walk up 24th to Montezuma, so that's not as good. It's a mixed bag. Will that shortened route be every half hour or hour?
Getting to Walmart faster and getting home faster would be nice. It sucks now, taking 1 hour and 45 mints. And I live in Belmont! No. 10 Belmont will not be going to CSU?
I am ok with proposed changes.
I board the Hwy 50 west bus at 24th & Grand. Keep that stop as it is close to my house and I ride to frontage road & Hwy 50 west
I can get dropped off at Parkview Hospital for doctor appointments. Are you not stopping at Parkview Hospital??? Very busy stop.
I chose current routes because living the Bessemer area, there are more options to get downtown and back home with the proposed routes, That will be much more limited. I can see residents on the far south end of town getting upset. The distance to walk from the current route 7 end of line, Fairfield and Pueblo Blvd. on the proposed route can be a bit of a walk, especially for the elderly.
I do like the shorter travel time on route 6 when coming back from the mall.
I do not like that I have to transfer from one bus to another at the transit station to get to school. It also takes longer for me to get to school taking the bus rather than walking or running.
I do not like the fact that someone needs to go to the transit station to transfer from on bus to another. Really takes more planning and time out of a person's day.
I do not see the Vineland bus stop. I used to take it to South High School. It is a long walk. Will a bus still go right to PCC? It gets dark and creepy over there.
I don't normally rider Northside so do not feel I should comment.
I don't often go to the south side.
I go out to the Social Security Office area quite often to see my orthopedic and I believe you should put an extra stop out there on the in between in front of the Cardiology Department in Orthopedics. It's hard for some of the older people that get all the way to the other side of the hospital.
I like having 2 way route.

PUEBLO TRANSIT STUDY | FINAL REPORT
Pueblo Transit

I like it all
I like the more options to the Walmart area
I like that the routes are more efficient and the timed connections for PCC are great ideas.
I like the idea of express service on the # 6 route.
I like the new mall route
I like the new route
I like the timed transfers between routes 7, 11 & 12.
I live on Pioneer and I have to walk 12 blocks to Browning and Pioneer.
I love love love it! It looks like a mess of spaghetti right now!
I really like the new route 5 idea since I live off Elizabeth & work at Pueblo Crossing and I have to leave an hour before I'm scheduled to work. It makes for a long day. What is not clear is if it is every hour or 1/2 hour.
I wish the bus would come earlier than half an hour.
If these changes provide better service, go for it.
It would be helpful to have later routes as I get out of class at 645pm leaving me to walk.
It's difficult to tell how transfers will take place on the routes by Walmart without a general idea of the schedules.
It's weird to realize i haven't been out and about past 5-6 as long as I've lived here. I'd love to be able to enjoy a sunset at the Riverwalk or a some stand-up, and have a way to get home. Even if it's not Monday thru Saturday, later hours would be great.
Less area is covered. There are a lot of businesses and apartments in that growing area.
Like: overlapping, timed connections.
linked routes
Little service West of I-25
Longer time
Love it that the return trip from Walmart doesn't include service to Pueblo Crossing that was a long ride home ☹
Maybe putting signs at bus stops telling what time the bus is coming and where it is going. Even paper in a sleeve would help and some benches to sit on. More bike racks.
Meh doesn't really affect me.
My main concern is that the Eastside area is not adequately served by the proposed configuration. Some residents will have to walk six blocks or maybe more to get to a stop. Elderly and disabled will be very adversely impacted if this is done. Six blocks roughly translates into 1/2 mile. Many riders from the Eastside neighborhood regularly depend on bus service.
My same criticism as noted above for the Eastside is true of the Bessemer neighborhood in Pueblo's south side. If you don't know where "Bessemer" is located, ask any Pueblo resident (including myself).
No easy way for Eatsiders to get groceries or medication without transferring to other buses. No bus on Portland or south Hudson or south Joplin. Elderly cannot walk that far carrying groceries.
No service to Either Wal-Mart locations, including new Neighborhood store. No service to West side or to Corwin Hospital.
Nothing sounds like a change is finally needed.

PUEBLO TRANSIT STUDY | FINAL REPORT
Pueblo Transit

<p>Please don't make it more difficult for those with health concerns by stopping route to Parkview Hospital.</p>
<p>Please see my e-mail this route maps is so large my computer will not open it.</p>
<p>Pueblo Transit should have created a route that allows people to get to the Northside from Belmont/University Park/CSU-Pueblo without having to go to the Transit center. This would allow folks on the Northside to get to and from the University without out it taking over an hour. Pueblo transit also needs to allow transfers to buses going from north/south routes to buses going east/west. Belmont shopping center to VA Medical Center i.e.</p>
<p>Red Creek Ride would lose the stop by the Loaf 'N Jug on Pueblo Boulevard Way.</p>
<p>Reduce number of times bus runs each route to save money or combine existing routes into longer routes.</p>
<p>Routes are simple.</p>
<p>Sounds good more travel to areas of need.</p>
<p>Southside route now has substantially less access throughout Bessemer. There seems to be a theme here- why do you not want riders from these two neighborhoods? Is it racist, or because we are poor?</p>
<p>Technology is an asset we should harness in order to broaden our community and help it grow. We need to set a higher standard for our community and our citizens.</p>
<p>Thank you for giving us the opportunity to voice ideas on the City Bus System. Firstly the bus stops are open and exposed to weather there used to be little shelters with seating, protected from some weather. I realize that these were owned by the advertising company, however I feel the city should have purchased them to retain the integrity. Also I have talked to some city council members about publishing the bus system routes. I was informed that the map is on the internet, however, my neighbors do not utilize the internet, (have access). To this day, I have no idea where the busses pick up, drop off, how long the trips take, or what it costs' to ride the bus. I feel this would be better purposed to have permanent (but changeable) maps at the bus stops themselves, along with a paper take away maps. Whenever we have visit other cities, (i.e. Boulder, Denver, Cripple Creek, Black Hawk, etc.) this is how they do it. Places/Locations that would be utilized by the public transit system might include, the burbs and sub-burbs, the University, Colleges, both Hospitals, Grocery stores, Libraries, and the Downtown areas. The new busses are quite large, and maybe not quite as maneuverable as the smaller City Lift Transports. So as I see it 1. Better bus stops, with protection, visibility and safety 2. Understandable maps/routes with approx. times posted, and all locations given 3. Smaller more maneuverable buses, i.e. access to hospital entrances, groceries stores, Doctors' offices, etc. 4. Clear explanation of costs, and ways to pay, hours of operation Thank you for letting me participate in offering suggestions.</p>
<p>The advantage of the current route system is that it responds to the needs of the elderly and disabled. The proposed routes have the appearance of being a cleaner system, however, the leave some areas without public transportation coverage. Residents of these areas will be forced to walk or bike to the bus stops within those areas. This will pose a hardship on the elderly and disabled. Pueblo has a high proportion of both of these demographic cohorts, and they can be expected to increase dramatically as the Baby Boom generation becomes 60 and over. Several years ago Pueblo Transit made the major investment of providing bus benches for nearly all of their stops. It may be a small thing, but having the luxury of a place to sit while waiting for a bus is appreciated (at least by some). If the current system is dropped in favor of the proposed one, i predict that pueblo transit will see a reduction in ridership, and consequently its revenue. It would maybe have been helpful if your route maps showed where the actual stops are planned to be located.</p>
<p>The buses are a good transfer</p>
<p>The current routes are working, for me. I would like Sunday service, but not at the expense of improving the busses, themselves. I hate the big, old busses, with the stairs, as they are hard for me to get on and off. Pueblo's homeless population is growing, and every time Colorado Springs adds restrictions that target the homeless, as has recently happened, Pueblo gets more. I'm not sure that night service is a good idea, for that reason. In regard to the recent incident, with the veteran and his unleashed dog, I hope the city fights that lawsuit. I think he is 100% wrong, and if you or your service dog has a problem with leashes, because of PTSD, perhaps a service dog isn't the best option.</p>

PUEBLO TRANSIT STUDY | FINAL REPORT
Pueblo Transit

<p>The Lake Avenue bus wouldn't take me to PCHC anymore. If I had to transfer to get there and get back home, I would miss Dr appointments. And pharmacy refills. Plus, the same comment as for the Northside: The routes are all so far apart that I can't possibly walk that far with a cane.</p>
<p>The map of the proposed routes, and is too hard to decipher. I've looked at it, many times, and I can't figure out how this is going to affect me. I can't see all the street names, pertaining to the proposed change. I use the Bessemer and the Highland the most. Bessemer route is good, as it is. Highland is good, as it is.</p>
<p>The park system in Pueblo is wonderful, and both current and proposed routes fail to connect people with access to the parks. Also the proposed route seems to be a map of runs between shopping opportunities, with minimal access throughout the service area to residential neighborhoods.</p>
<p>The proposed route is intriguing for the new route 5, but I would be more interested to know if it is every hour or 1/2 hour.</p>
<p>The routes are all so far apart that I can't possibly walk that far with a cane.</p>
<p>There is still no access to anywhere near nature center. This should be fixed. And the proposed route cuts off access to the heart of the Eastside neighborhood.</p>
<p>Time consuming on Hwy 5.</p>
<p>Unsure until I've rode them.</p>
<p>We need to incorporate bus routes to the airport, to Blende, and to Pueblo West. I am an employment counselor, and people who rely on the bus struggle to find and maintain employment because of the very limited bus schedules & routes.</p>
<p>With better times and more frequent.</p>
<p>Your survey does not allow for suggestions in the section of how to invest in a better transit system. Times of arrival at bus stops would also be great for new riders. New riders should be the goal of any efficient bus system.</p>

6 SERVICE PLAN

Service recommendations were developed based on ridership, peer review findings, and market analysis data, as well as comments from riders, bus operators and the general public. Community feedback was obtained through an intercept survey, online survey, and two rounds of public meetings.

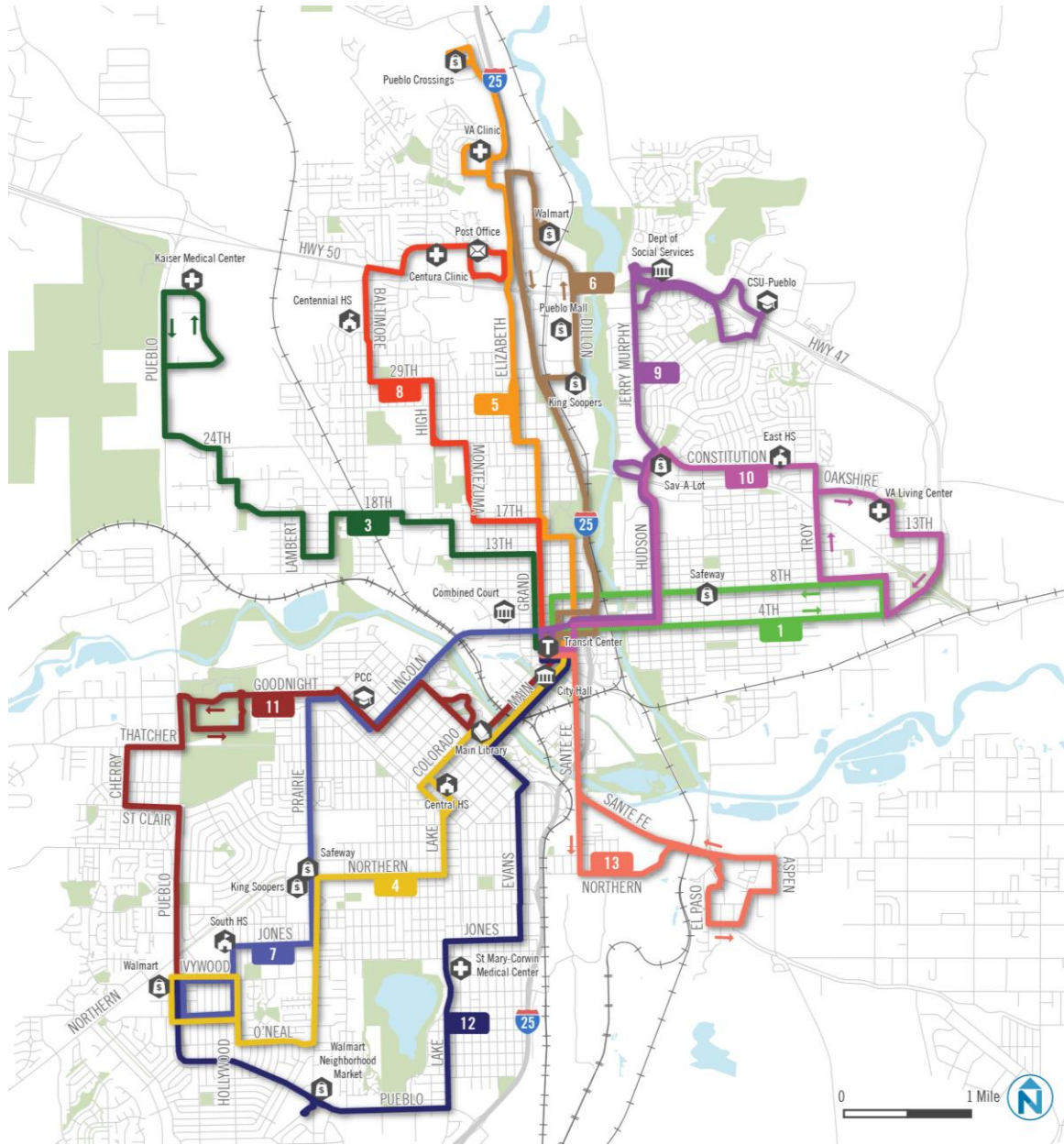
RECOMMENDED ROUTE NETWORK

The preferred alternative route network consists of twelve routes. Key benefits of the route recommendations include:

- Simplified routes that are easier to understand
- All-day 30-minute service on high ridership routes
 - Route 1 Eastside
 - Route 6 Dillon
- Faster service from Pueblo Mall and Walmart to Pueblo Transit Center
 - Route 6 Dillon
- Two-way service to areas currently served by one-way loops
 - Route 5 Elizabeth (new route)
 - Route 9 University
 - Route 10 Constitution
 - Route 11 Goodnight
 - Route 13 Salt Creek
- Route extensions to serve more destinations
 - Route 3 Irving
 - Route 4 Mesa Junction
 - Route 12 Lake
- Timed connections at South Pueblo Walmart
 - Route 4 Mesa Junction
 - Route 7 Prairie
 - Route 11 Goodnight
 - Route 12 Lake
- Route modification to improve schedule reliability
 - Route 8 Fortino

Descriptions and maps of each recommended route is included in this section. A system map depicting each local route is provided in Figure 6-1.

Figure 6-1 Recommended Pueblo Transit Route Network



Route 1 Eastside

No routing changes are recommended for Route 1.

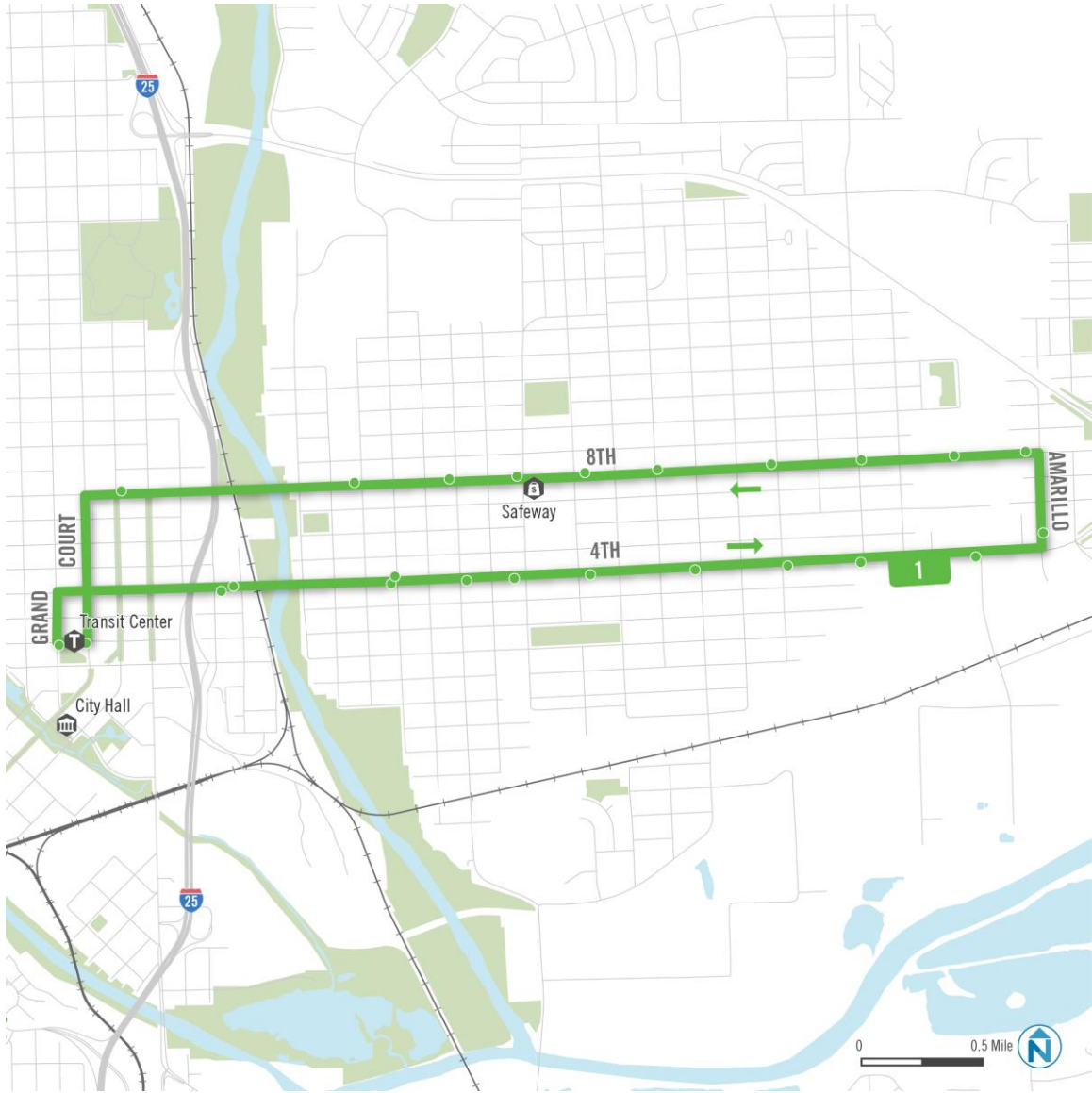
Route 1 will operate every 30 minutes throughout the day to adequately serve high ridership on the Eastside.

During Phase 2, weekday and Saturday evening service will be extended to 8:00 p.m. During Phase 3, Sunday service will be added.

Recommended Service Levels

Period	Weekday				Saturday		Sunday		
	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Span	Headway	Span	Headway
Phase 1	6:00am-6:00pm	30	30	30	30	8:00am-6:00pm	30	-	-
Phase 2	6:00am-8:00pm	30	30	30	30	8:00am-8:00pm	30	-	-
Phase 3	6:00am-8:00pm	30	30	30	30	8:00am-8:00pm	30	8:00am-6:00pm	30
Phase 4	6:00am-8:00pm	30	30	30	30	8:00am-8:00pm	30	8:00am-6:00pm	30
Phase 5	6:00am-8:00pm	30	30	30	30	8:00am-8:00pm	30	8:00am-6:00pm	30

Figure 6-2 Recommended Route 1 Alignment and Stops



Route 3 Irving

Route 3 will be extended west to the Parkwest development, which includes Parkwest Medical Center, Social Security Office and YMCA. Additional new destinations include the Cesar Chavez Academy and Dolores Huerta Preparatory Academy.

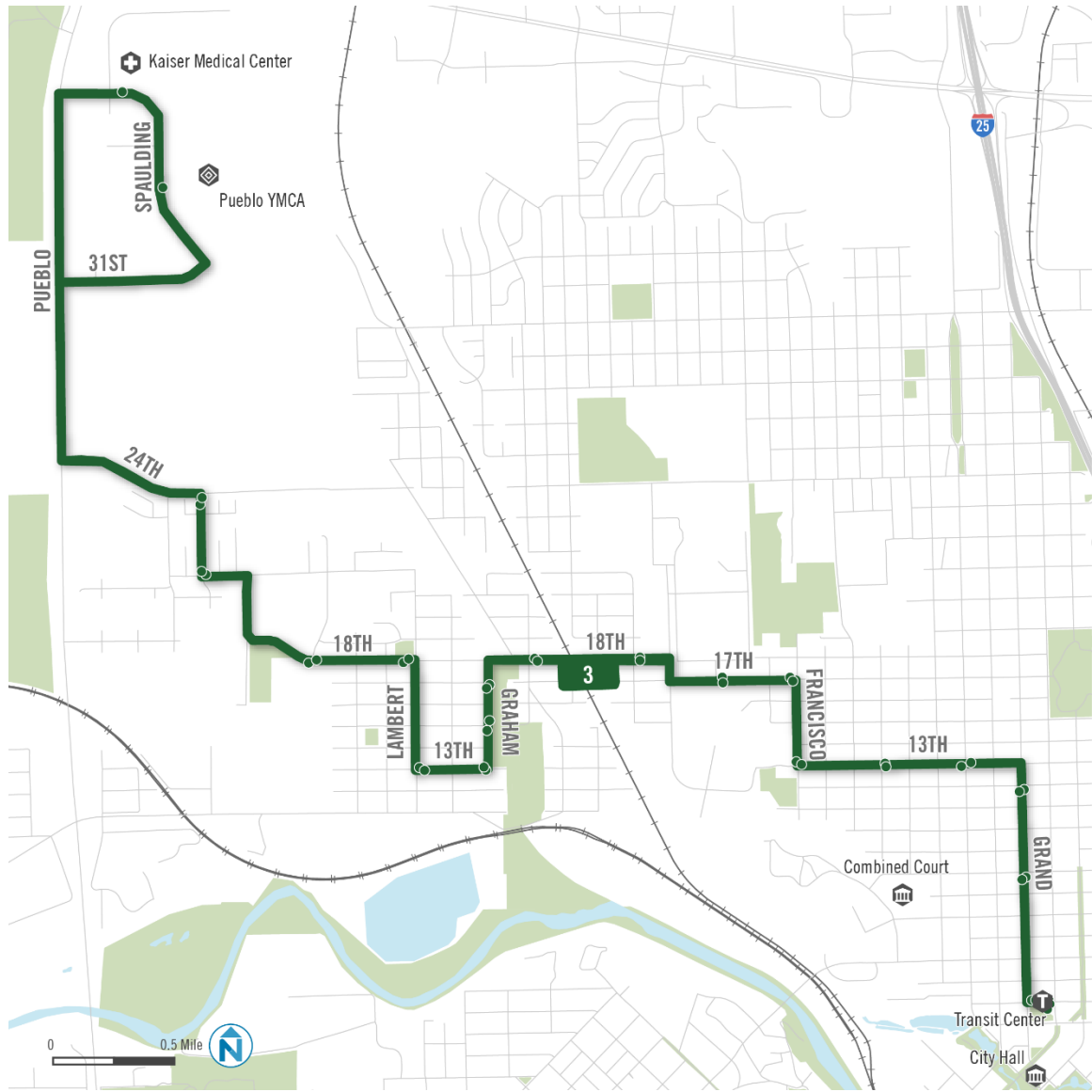
Route 3 will operate every 60 minutes.

During Phase 2, weekday and Saturday evening service will be extended to 8:00 p.m. During Phase 3, Sunday service will be added. During Phase 5, weekday service will be upgraded to 30 minutes before 6:00 p.m.

Recommended Service Levels

Period	Weekday					Saturday		Sunday	
	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Span	Headway	Span	Headway
Phase 1	6:00am-6:00pm	60	60	60	60	8:00am-6:00pm	60	-	-
Phase 2	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	-	-
Phase 3	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 4	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 5	6:00am-8:00pm	30	30	30	60	8:00am-8:00pm	60	8:00am-6:00pm	60

Figure 6-3 Recommended Route 3 Alignment and Stops



Route 4 Mesa Junction

Route 4 Mesa Junction will replace segments of current Routes 4 Berkley/Beulah, 11 Red Creek and 12 Lake Avenue. The extended route will provide better access to shopping and employment destinations such as Safeway, King Soopers and Walmart. Route 4 will also serve Rawlings Public Library, Central High School, Sangre de Cristo Apartments (Pueblo Housing Authority) and South High School.

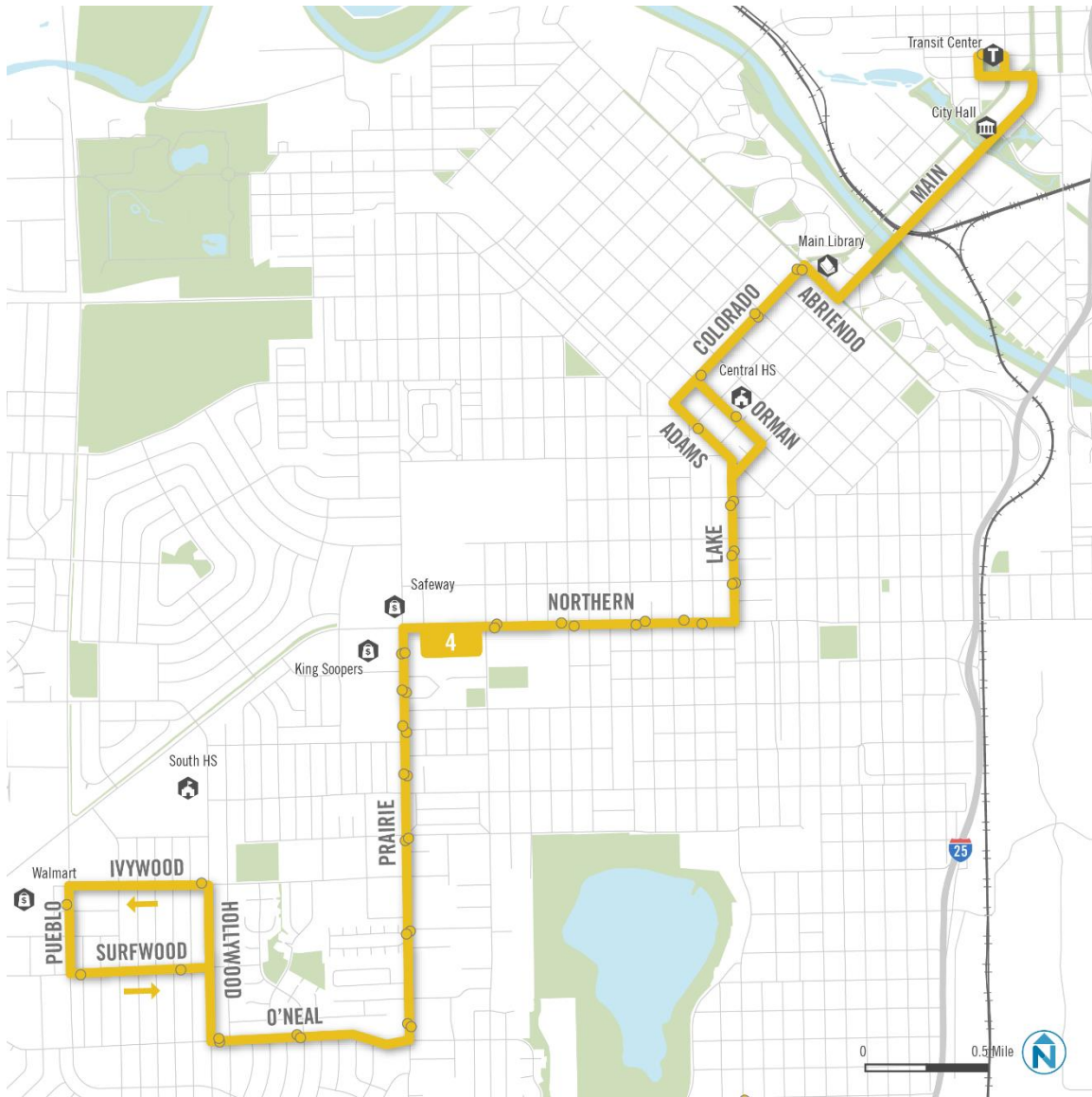
Route 4 will operate every 60 minutes and have timed connections with Routes 7, 11 and 12 at the South Pueblo Walmart.

During Phase 2, weekday and Saturday evening service will be extended to 8:00 p.m. During Phase 3, Sunday service will be added.

Recommended Service Levels

Period	Span	Weekday				Saturday		Sunday	
		Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Span	Headway	Span	Headway
Phase 1	6:00am-6:00pm	60	60	60	60	8:00am-6:00pm	60	-	-
Phase 2	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	-	-
Phase 3	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 4	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 5	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60

Figure 6-4 Recommended Route 4 Alignment and Stops



Route 5 Elizabeth

Route 5 Elizabeth is a new service that replaces the inbound segment of Route 6 and portions of Route 8 south of 24th Street. This new route will provide two-way service to Mineral Palace Towers, Parkview Medical Center, VA Clinic and commercial destinations along Elizabeth Street such as Kmart and Pueblo Crossing Shopping Center.

Route 5 will operate every 60 minutes.

During Phase 2, weekday and Saturday evening service will be extended to 8:00 p.m. During Phase 3, Sunday service will be added.

Recommended Service Levels

Period	Weekday					Saturday		Sunday	
	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Span	Headway	Span	Headway
Phase 1	6:00am-6:00pm	60	60	60	60	8:00am-6:00pm	60	-	-
Phase 2	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	-	-
Phase 3	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 4	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 5	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60

Figure 6-5 Recommended Route 5 Alignment and Stops



Route 6 Dillon

Route 6 Dillon will replace the outbound segment of current Route 6. Destinations include King Soopers, Pueblo Mall, Target and Walmart. The revised alignment will shorten the round-trip cycle time to 30 minutes, which will thereby reduce the inbound travel time from Dillon Drive to Pueblo Transit Center by approximately 30 minutes.

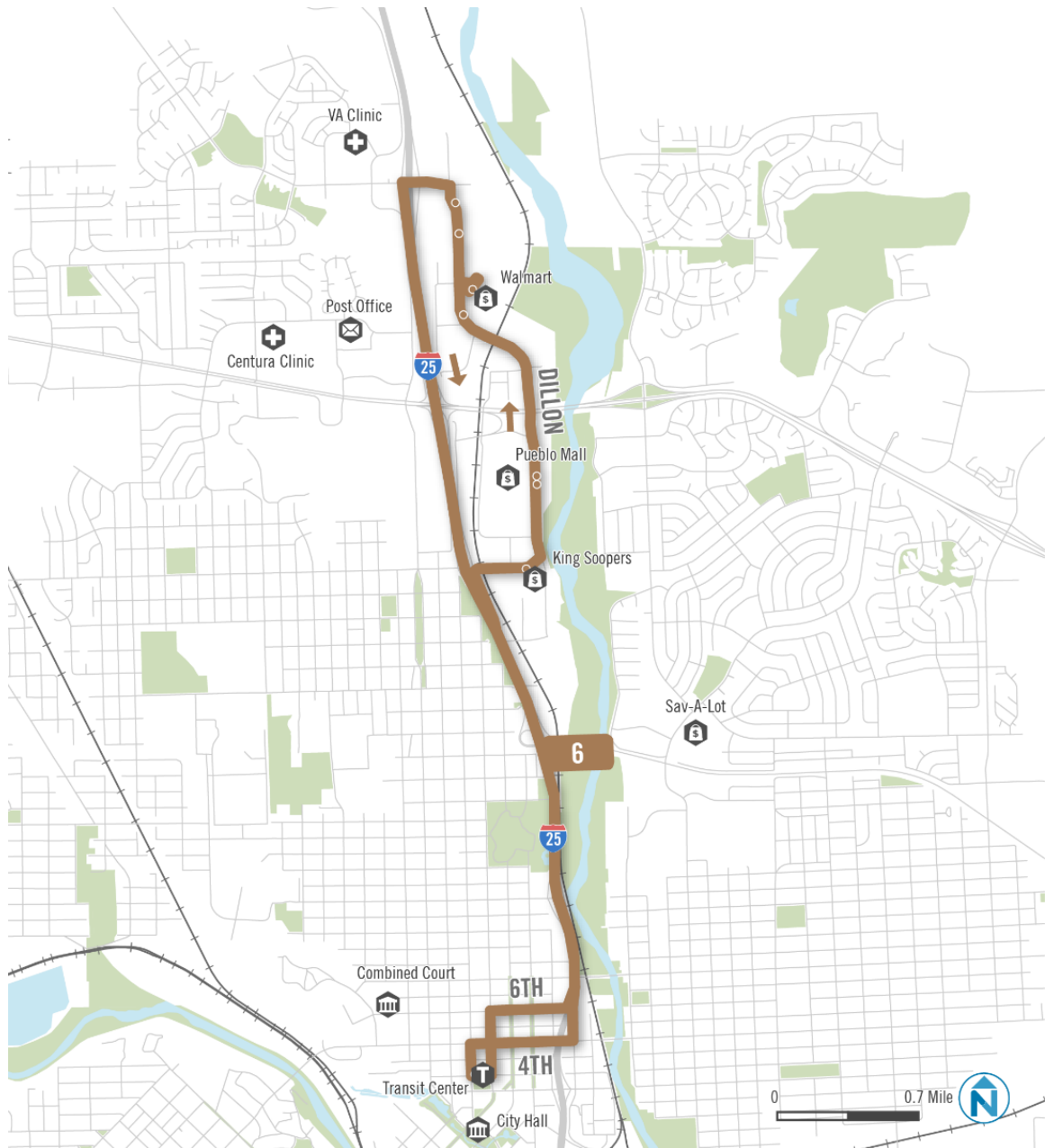
Route 6 will operate every 30 minutes throughout the day to adequately serve existing high ridership to Pueblo Mall and Walmart.

During Phase 2, weekday and Saturday evening service will be extended to 8:00 p.m. During Phase 3, Sunday service will be added.

Recommended Service Levels

Period	Weekday					Saturday		Sunday	
	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Span	Headway	Span	Headway
Phase 1	6:00am-6:00pm	30	30	30	30	8:00am-6:00pm	30	-	-
Phase 2	6:00am-8:00pm	30	30	30	30	8:00am-8:00pm	30	-	-
Phase 3	6:00am-8:00pm	30	30	30	30	8:00am-8:00pm	30	8:00am-6:00pm	30
Phase 4	6:00am-8:00pm	30	30	30	30	8:00am-8:00pm	30	8:00am-6:00pm	30
Phase 5	6:00am-8:00pm	30	30	30	30	8:00am-8:00pm	30	8:00am-6:00pm	30

Figure 6-6 Recommended Route 6 Alignment and Stops



Route 7 Prairie

Route 7 Prairie will be realigned to serve Pueblo Community College in both directions to improve access to campus. The southern terminal loop will be shortened to improve schedule reliability and serve Walmart on the west side of Pueblo Blvd. Additional destinations along Route 7 include Safeway, King Soopers and South High School.

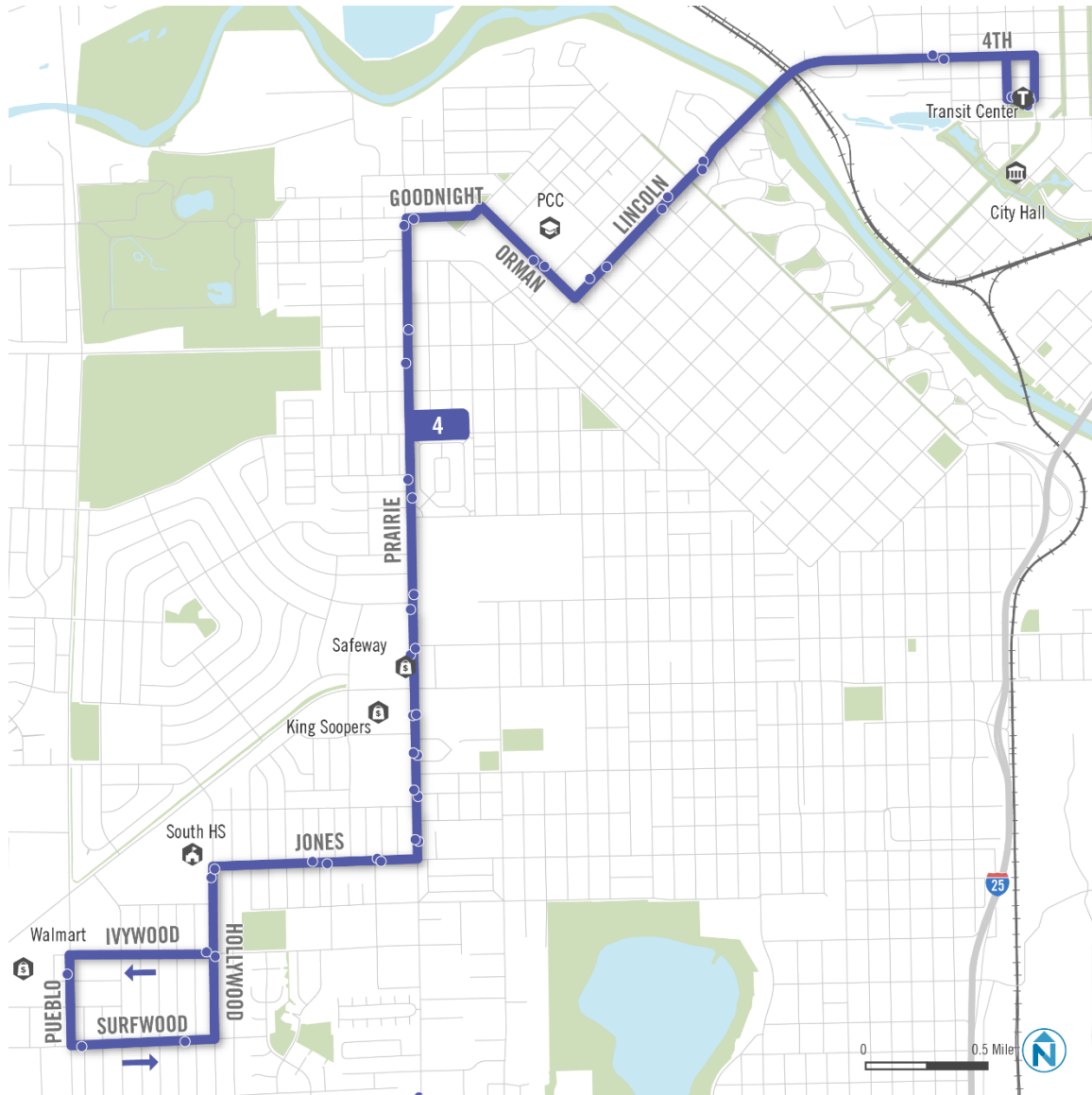
Route 7 will operate every 30 minutes during weekday midday hours (10:00 a.m. to 4:00 p.m. and every 60 minutes during all other times.

During Phase 2, weekday and Saturday evening service will be extended to 8:00 p.m. During Phase 3, Sunday service will be added. During Phase 4, weekday service will be upgraded to 30 minutes all day.

Recommended Service Levels

Period	Span	Weekday				Saturday		Sunday	
		Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Span	Headway	Span	Headway
Phase 1	6:00am-6:00pm	60	30	30	60	8:00am-6:00pm	60	-	-
Phase 2	6:00am-8:00pm	60	30	30	60	8:00am-8:00pm	60	-	-
Phase 3	6:00am-8:00pm	60	30	30	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 4	6:00am-8:00pm	30	30	30	30	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 5	6:00am-8:00pm	30	30	30	30	8:00am-8:00pm	60	8:00am-6:00pm	60

Figure 6-7 Recommended Route 7 Alignment and Stops



Route 8 Fortino

Route 8 Fortino will provide increased two-way service to the Northside neighborhood, Parkview Medical Center, Centennial High School, Centura Clinic and retail destinations along Hwy 50.

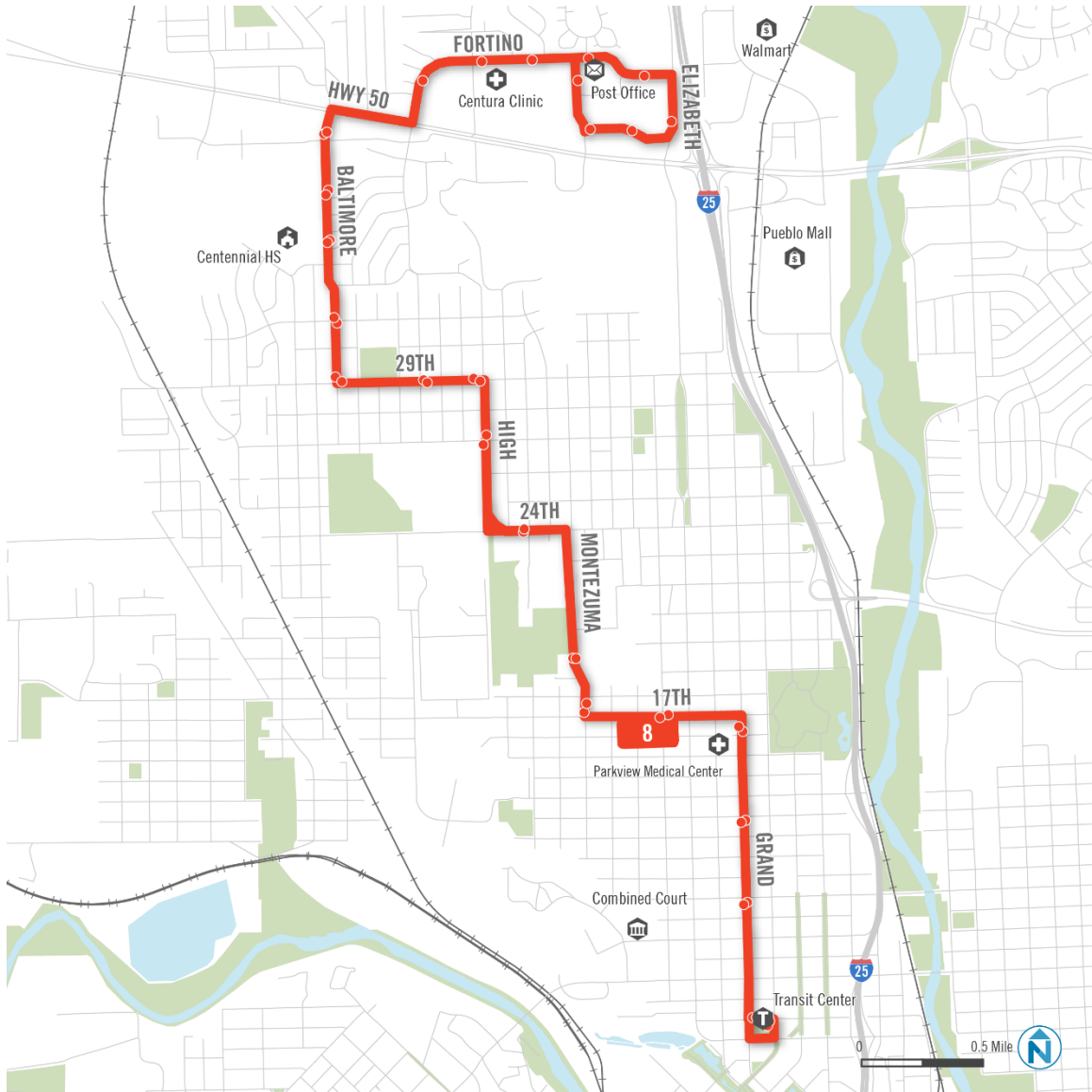
Route 8 will operate every 60 minutes and depart the Pueblo Transit Center at 30 minutes after the hour.

During Phase 2, weekday and Saturday evening service will be extended to 7:30 p.m. During Phase 3, Sunday service will be added.

Recommended Service Levels

Period	Weekday					Saturday		Sunday	
	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Span	Headway	Span	Headway
Phase 1	6:30am-5:30pm	60	60	60	60	8:30am-5:30pm	60	-	-
Phase 2	6:30am-7:30pm	60	60	60	60	8:30am-7:30pm	60	-	-
Phase 3	6:30am-7:30pm	60	60	60	60	8:30am-7:30pm	60	8:30am-5:30pm	60
Phase 4	6:30am-7:30pm	60	60	60	60	8:30am-7:30pm	60	8:30am-5:30pm	60
Phase 5	6:30am-7:30pm	60	60	60	60	8:30am-7:30pm	60	8:30am-5:30pm	60

Figure 6-8 Recommended Route 8 Alignment and Stops



Route 9 CSU-Pueblo

Route 9 will provide two-way service along Hudson and Jerry Murphy. Destinations include Sav-A-Lot, Department of Social Services, and Colorado State University-Pueblo. Combined with Route 10, Route 9 will provide 30-minute service along 4th and Hudson. Bonforte Blvd will no longer be served due to low ridership and transit demand.

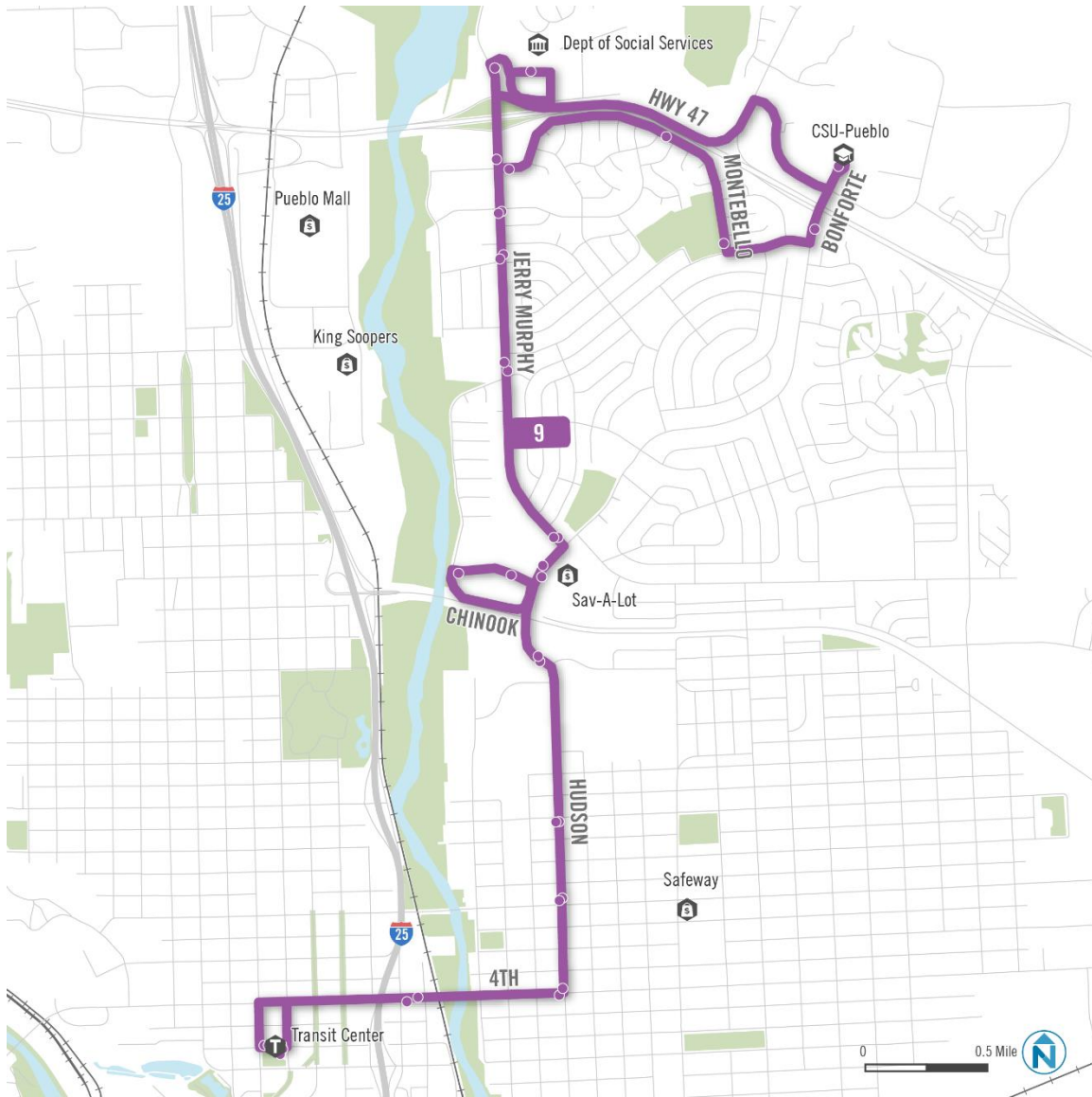
Route 9 will operate every 60 minutes.

During Phase 2, weekday and Saturday evening service will be extended to 8:00 p.m. During Phase 3, Sunday service will be added. During Phase 5, weekday service will be upgraded to 30 minutes before 6:00 p.m.

Recommended Service Levels

Period	Span	Weekday				Saturday		Sunday	
		Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Span	Headway	Span	Headway
Phase 1	6:00am-6:00pm	60	60	60	60	8:00am-6:00pm	60	-	-
Phase 2	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	-	-
Phase 3	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 4	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 5	6:00am-8:00pm	30	30	30	60	8:00am-8:00pm	60	8:00am-6:00pm	60

Figure 6-9 Recommended Route 9 Alignment and Stops



Route 10 Constitution

Route 10 Constitution will provide two-way service along Hudson, Constitution and the Eastwood neighborhood. Destinations include Sav-A-Lot and East High School.

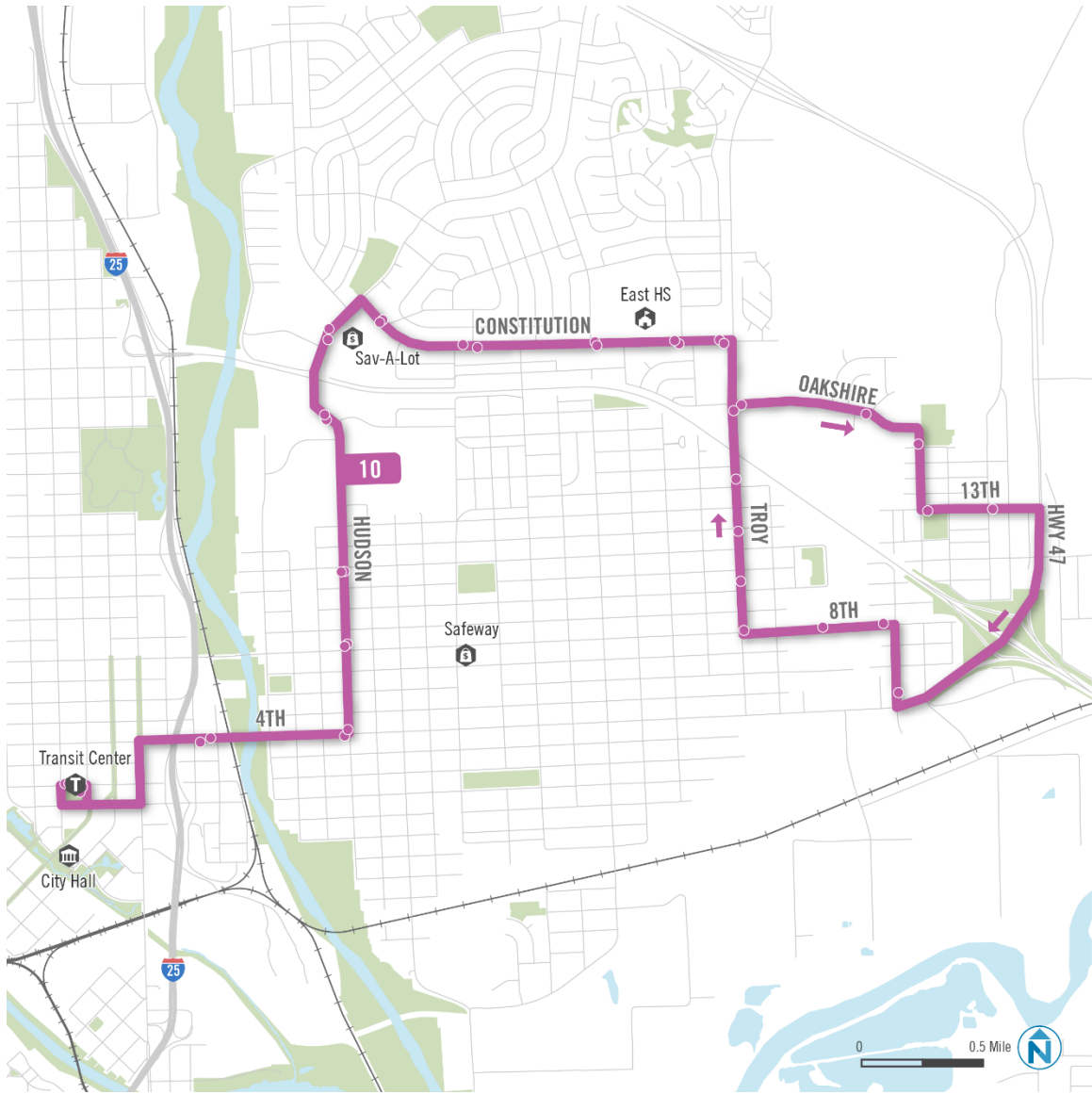
Route 10 will operate every 60 minutes and depart the Pueblo Transit Center at 30 minutes after the hour.

During Phase 2, weekday and Saturday evening service will be extended to 7:30 p.m. During Phase 3, Sunday service will be added.

Recommended Service Levels

Period	Weekday					Saturday		Sunday	
	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Span	Headway	Span	Headway
Phase 1	6:30am-5:30pm	60	60	60	60	8:30am-5:30pm	60	-	-
Phase 2	6:30am-7:30pm	60	60	60	60	8:30am-7:30pm	60	-	-
Phase 3	6:30am-7:30pm	60	60	60	60	8:30am-7:30pm	60	8:30am-5:30pm	60
Phase 4	6:30am-7:30pm	60	60	60	60	8:30am-7:30pm	60	8:30am-5:30pm	60
Phase 5	6:30am-7:30pm	60	60	60	60	8:30am-7:30pm	60	8:30am-5:30pm	60

Figure 6-10 Recommended Route 10 Alignment and Stops



Route 11 Goodnight

Route 11 Goodnight will provide two-way service most of the western half of existing Route 11. Route 11 will serve Pueblo Community College in both direction and will also be extended to the South Pueblo Walmart.

Route 12 will operate every 60 minutes and interline (or be linked) with Route 12. Route 12 will also have timed connections with Routes 4 and 7 at the South Pueblo Walmart.

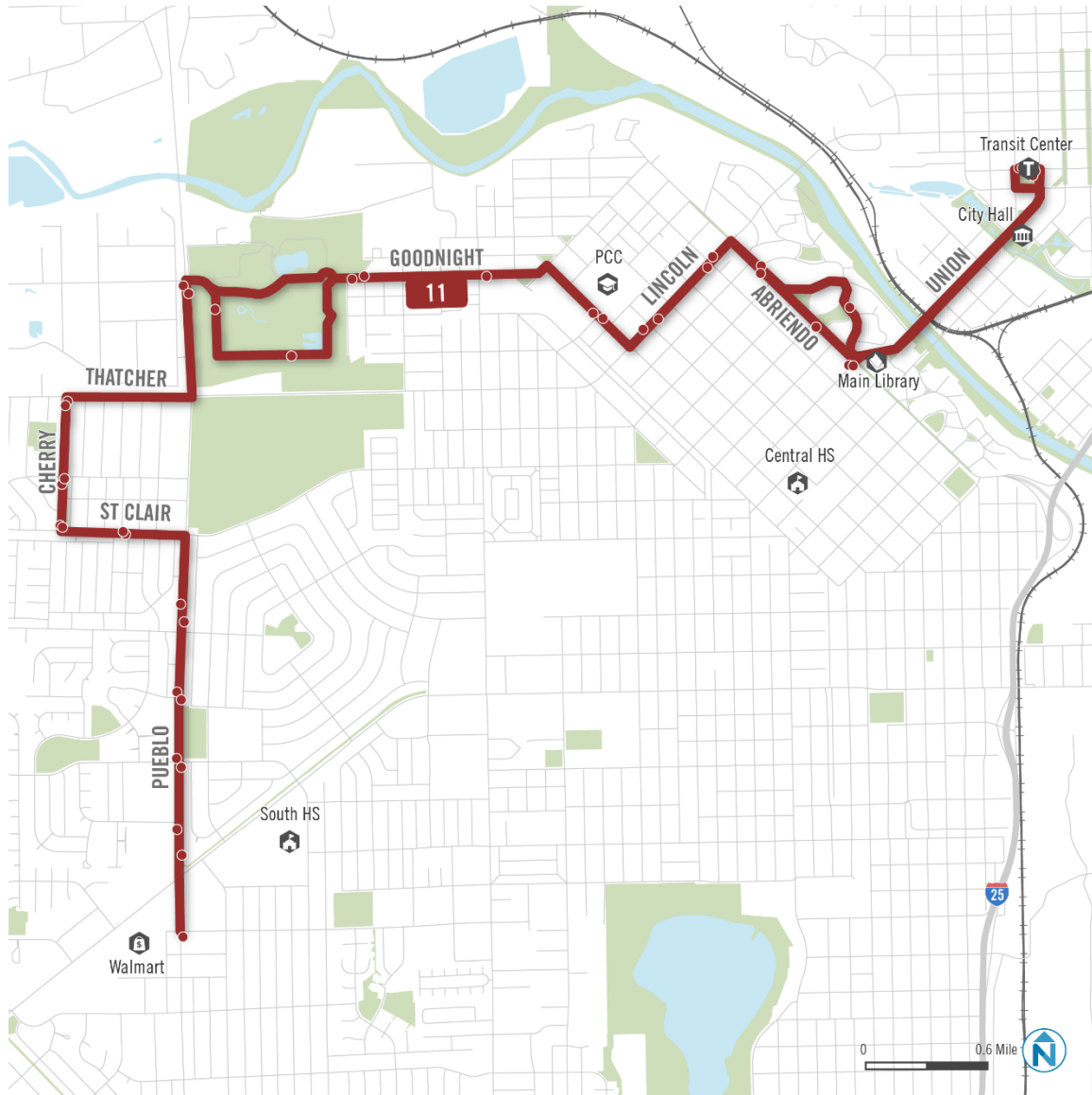
Route 11 will operate every 60 minutes.

During Phase 2, weekday and Saturday evening service will be extended to 8:00 p.m. During Phase 3, Sunday service will be added.

Recommended Service Levels

Period	Weekday					Saturday		Sunday	
	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Span	Headway	Span	Headway
Phase 1	6:00am-6:00pm	60	60	60	60	8:00am-6:00pm	60	-	-
Phase 2	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	-	-
Phase 3	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 4	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 5	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60

Figure 6-11 Recommended Route 11 Alignment and Stops



Route 12 Bessemer

Route 12 Bessemer will replace segments of current Routes 2 Bessemer, 7 Prairie and 12 Lake Avenue. The extended route will provide the Bessemer neighborhood with direct access to shopping and employment destinations such as Walmart Neighborhood Market and South Pueblo Walmart. Additional destinations include Rawlings Public Library, St. Mary-Corwin Medical Center and Pueblo Diversified Investments.

Route 12 will interline (or be linked) with Route 11 and have timed connections with Routes 4, 7, 11 and 12 at the South Pueblo Walmart. Pueblo Diversified Industries will be served in the outbound direction from 8 a.m. – 11 a.m. and in the outbound direction from 12:00 p.m. – 3:00 p.m.

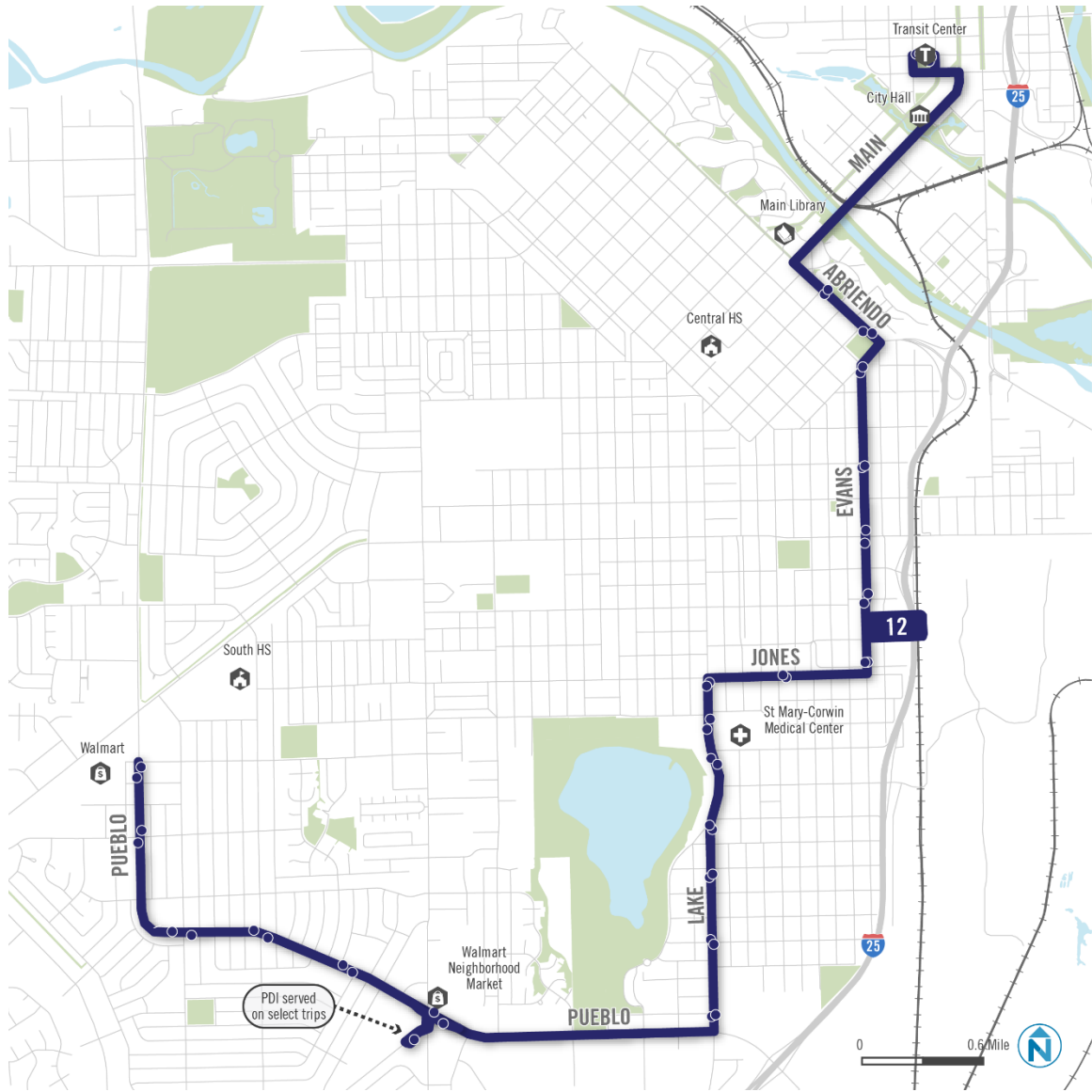
Route 12 will operate every 60 minutes.

During Phase 2, weekday and Saturday evening service will be extended to 8:00 p.m. During Phase 3, Sunday service will be added.

Recommended Service Levels

Period	Weekday					Saturday		Sunday	
	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Span	Headway	Span	Headway
Phase 1	6:00am-6:00pm	60	60	60	60	8:00am-6:00pm	60	-	-
Phase 2	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	-	-
Phase 3	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 4	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60
Phase 5	6:00am-8:00pm	60	60	60	60	8:00am-8:00pm	60	8:00am-6:00pm	60

Figure 6-12 Recommended Route 12 Alignment and Stops



Route 13 Salt Creek

Route 13 Salt Creek replaces the eastern portion of existing Route 11 with two-way service along Santa Fe north of the Colorado River and two loops within the East Mesa and Salt Creek neighborhoods.

Route 13 operate every 30 minutes from 8:00 a.m. to 4:00 p.m.

During Phase 5, weekday service will be upgraded to 30 minutes all day.

Route 13 is projected to generate less ridership than typical fixed-routes and should therefore be assigned a cutaway van.

Recommended Service Levels

Period	Span	Weekday				Saturday		Sunday	
		Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Span	Headway	Span	Headway
Phase 1	8:00am-4:00pm	30	30	30	-	8:00am-4:00pm	30	-	-
Phase 2	8:00am-4:00pm	30	30	30	-	8:00am-4:00pm	30	-	-
Phase 3	8:00am-4:00pm	30	30	30	-	8:00am-4:00pm	30	8:00am-4:00pm	30
Phase 4	8:00am-4:00pm	30	30	30	-	8:00am-4:00pm	30	8:00am-4:00pm	30
Phase 5	8:00am-4:00pm	30	30	30	-	8:00am-4:00pm	30	8:00am-4:00pm	30

Figure 6-13 Recommended Route 13 Alignment and Stops



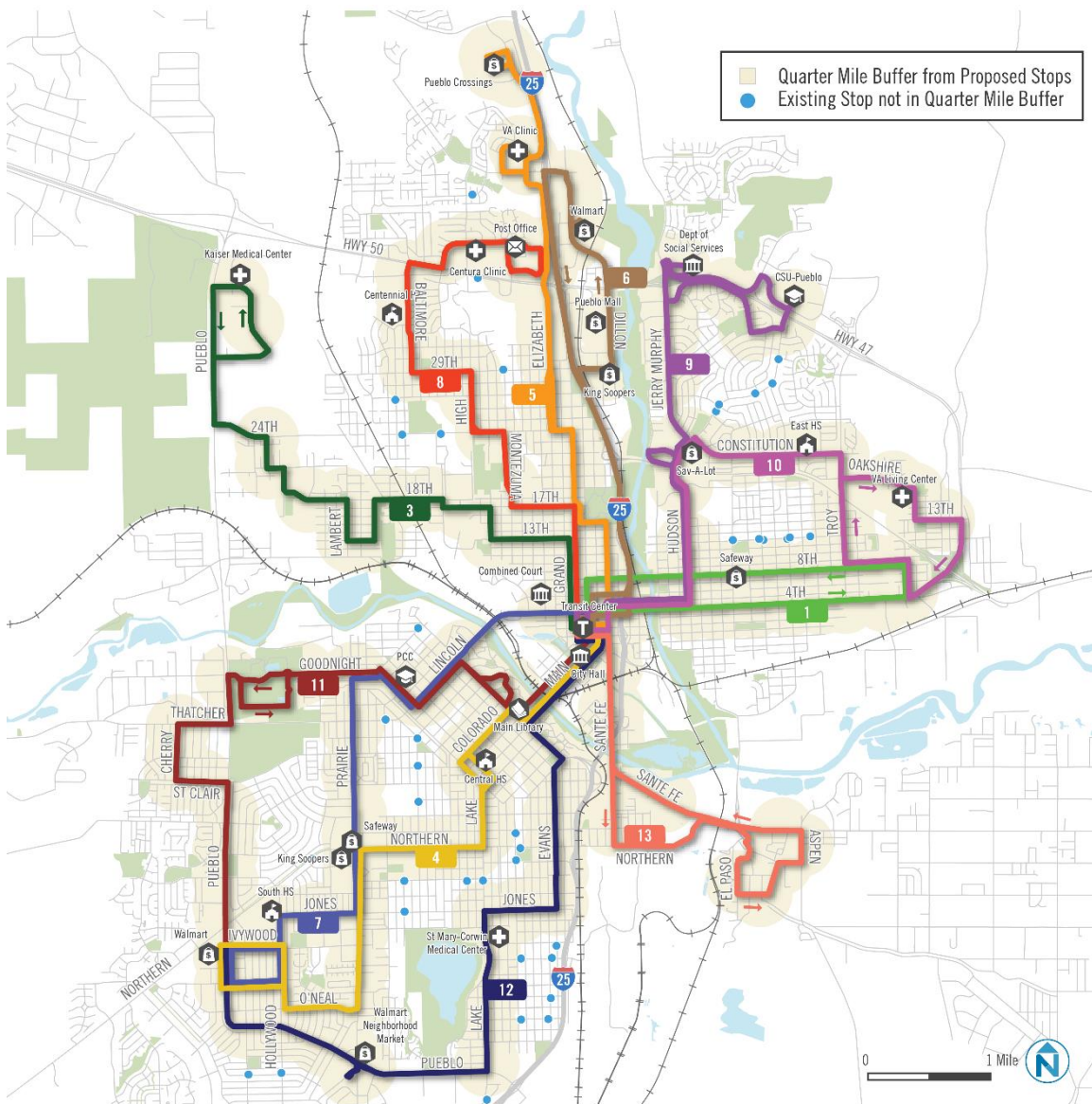
RIDERSHIP BENEFITS AND IMPACTS

The recommended route and schedule changes will benefit the vast majority of existing riders by one or more of the following improvements:

- More frequent service
- Reduced travel time
- Better access to destinations
- Improved route connectivity

Approximately 5% of riders will no longer be within ¼ mile of a bus stop.

Figure 6-14 Impacted Bus Stops



HOLIDAYS

Pueblo Transit currently observes ten holidays:

- New Year's Day
- Martin Luther King Jr. Day
- Presidents Day
- Memorial Day
- Independence Day
- Labor Day
- Columbus Day
- Thanksgiving Day
- Friday after Thanksgiving Day
- Christmas Day

It is recommended that Pueblo Transit begin operating service on Columbus Day.

SERVICE EXPANSION

Five phases are recommended for the restructure and expansion of Pueblo Transit.

Figure 6-15 Service Expansion Plan

Phase	Summary of Service Changes	Annual Service Hours	Peak Vehicles
Current	N/A	38,954	11
1	Restructure routes and schedules	42,604	13
2	Add evening service on weekends and Saturdays	49,851	13
3	Add Sunday service	57,319	13
4	Improve Route 7 to 30 minutes all-day on weekdays Improve Route 9 to 30 minutes before 6pm on weekdays	61,355	14
5	Improve Route 3 to 30 minutes before 6pm on weekdays Improve Route 12 to 30 minutes before 6pm on weekdays	66,401	16

Figure 6-16 Daily Service Hours

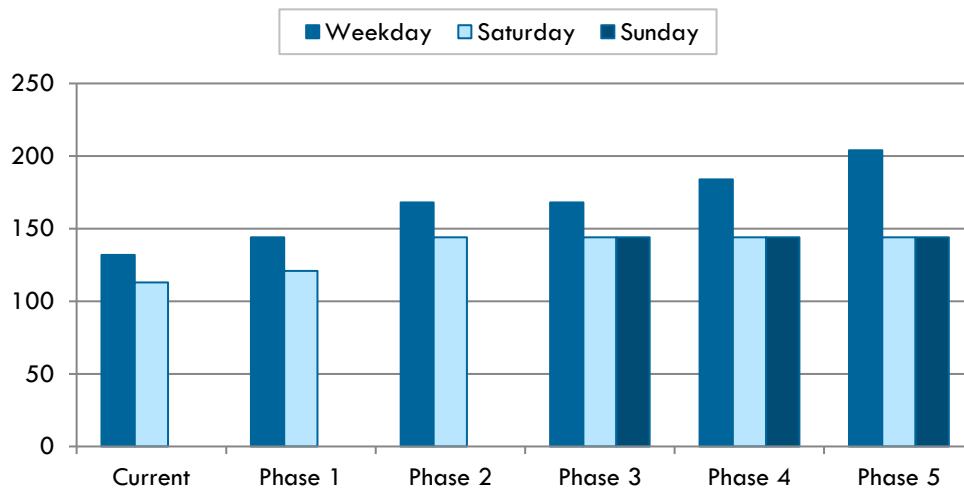


Figure 6-17 Annual Service Hours

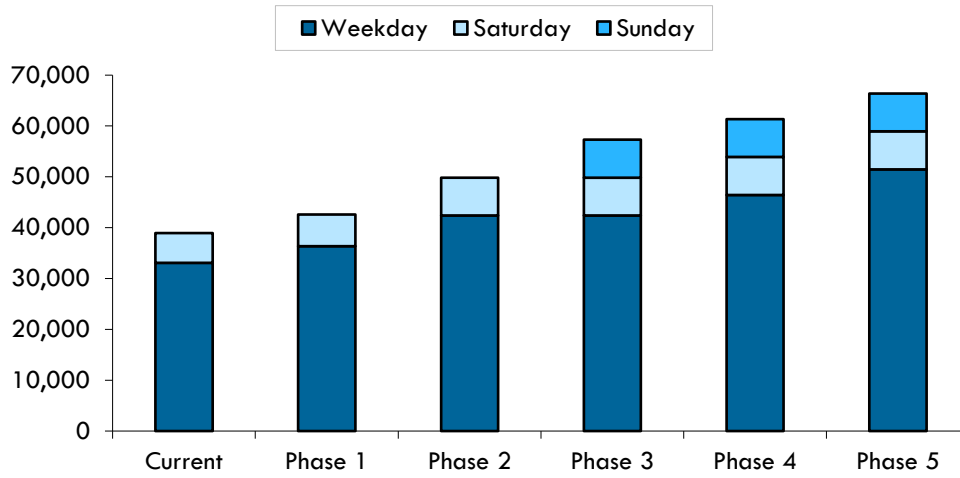
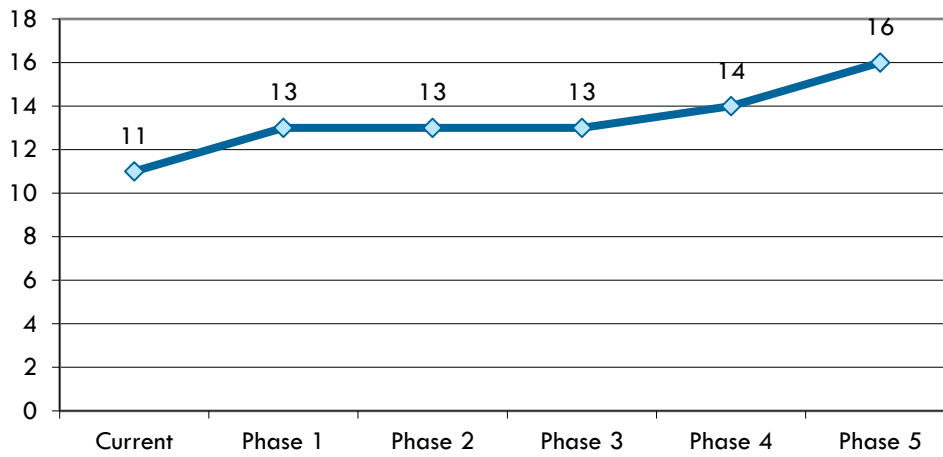


Figure 6-18 Weekday Peak Vehicle Requirements



Phase 1 Service Levels

Figure 6-19 Phase 1 – Weekday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	6:00 AM - 6:00 PM	30	30	30	-	24	:00 / :30	1
3 Irving	6:00 AM - 6:00 PM	60	60	60	-	12	:00	1
4 Mesa Junction	6:00 AM - 6:00 PM	60	60	60	-	12	:00	1
5 Elizabeth	6:00 AM - 6:00 PM	60	60	60	-	12	:00	1
6 Dillon	6:00 AM - 6:00 PM	30	30	30	-	24	:00 / :30	1
7 Prairie	6:00 AM - 6:00 PM	60	30	30	-	18	:00 / :30	2
8 Fortino	6:30 AM - 5:30 PM	60	60	60	-	11	:30	1
9 University	6:00 AM - 6:00 PM	60	60	60	-	12	:00	1
10 Constitution	6:30 AM - 5:30 PM	60	60	60	-	11	:30	1
11 Goodnight	6:00 AM - 6:00 PM	60	60	60	-	12	:00	1
12 Lake	6:00 AM - 6:00 PM	60	60	60	-	12	:00	1
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1 ¹

Figure 6-20 Phase 1 – Saturday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	8:00 AM - 6:00 PM	30	30	30	-	20	:00 / :30	1
3 Irving	8:00 AM - 6:00 PM	60	60	60	-	10	:00	1
4 Mesa Junction	8:00 AM - 6:00 PM	60	60	60	-	10	:00	1
5 Elizabeth	8:00 AM - 6:00 PM	60	60	60	-	10	:00	1
6 Dillon	8:00 AM - 6:00 PM	30	30	30	-	20	:00 / :30	1
7 Prairie	8:00 AM - 6:00 PM	60	60	60	-	10	:00	1
8 Fortino	8:30 AM - 5:30 PM	60	60	60	-	9	:30	1
9 University	8:00 AM - 6:00 PM	60	60	60	-	10	:00	1
10 Constitution	8:30 AM - 5:30 PM	60	60	60	-	9	:30	1
11 Goodnight	8:00 AM - 6:00 PM	60	60	60	-	10	:00	1
12 Lake	8:00 AM - 6:00 PM	60	60	60	-	10	:00	1
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1

¹ Cutaway van

Phase 2 Service Levels

Figure 6-21 Phase 2 – Weekday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	6:00 AM - 8:00 PM	30	30	30	30	28	:00 / :30	1
3 Irving	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
4 Mesa Junction	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
5 Elizabeth	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
6 Dillon	6:00 AM - 8:00 PM	30	30	30	30	28	:00 / :30	1
7 Prairie	6:00 AM - 8:00 PM	60	30	30	60	22	:00 / :30	1
8 Fortino	6:30 AM - 7:00 PM	60	60	60	60	13	:30	1
9 University	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
10 Constitution	6:30 AM - 7:00 PM	60	60	60	60	13	:30	1
11 Goodnight	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
12 Lake	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1 ²

Figure 6-22 Phase 2 – Saturday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	8:00 AM - 8:00 PM	30	30	30	30	24	:00 / :30	1
3 Irving	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
4 Mesa Junction	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
5 Elizabeth	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
6 Dillon	8:00 AM - 8:00 PM	30	30	30	30	24	:00 / :30	1
7 Prairie	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
8 Fortino	8:30 AM - 7:30 PM	60	60	60	60	11	:30	1
9 University	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
10 Constitution	8:30 AM - 7:30 PM	60	60	60	60	11	:30	1
11 Goodnight	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
12 Lake	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1

² Cutaway van

Phase 3 Service Levels

Figure 6-23 Phase 3 – Weekday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	6:00 AM - 8:00 PM	30	30	30	30	28	:00 / :30	1
3 Irving	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
4 Mesa Junction	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
5 Elizabeth	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
6 Dillon	6:00 AM - 8:00 PM	30	30	30	30	28	:00 / :30	1
7 Prairie	6:00 AM - 8:00 PM	60	30	30	60	22	:00 / :30	2
8 Fortino	6:30 AM - 7:00 PM	60	60	60	60	13	:30	1
9 University	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
10 Constitution	6:30 AM - 7:00 PM	60	60	60	60	13	:30	1
11 Goodnight	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
12 Lake	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1 ³

Figure 6-24 Phase 3 – Saturday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	8:00 AM - 8:00 PM	30	30	30	30	24	:00 / :30	1
3 Irving	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
4 Mesa Junction	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
5 Elizabeth	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
6 Dillon	8:00 AM - 8:00 PM	30	30	30	30	24	:00 / :30	1
7 Prairie	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
8 Fortino	8:30 AM - 7:30 PM	60	60	60	60	11	:30	1
9 University	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
10 Constitution	8:30 AM - 7:30 PM	60	60	60	60	11	:30	1
11 Goodnight	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
12 Lake	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1

³ Cutaway van

PUEBLO TRANSIT STUDY | FINAL REPORT
Pueblo Transit

Figure 6-25 Phase 3 – Sunday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	8:00 AM - 6:00 PM	30	30	30	30	24	:00 / :30	1
3 Irving	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
4 Mesa Junction	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
5 Elizabeth	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
6 Dillon	8:00 AM - 6:00 PM	30	30	30	30	24	:00 / :30	1
7 Prairie	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
8 Fortino	8:30 AM - 5:30 PM	60	60	60	60	11	:30	1
9 University	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
10 Constitution	8:30 AM - 5:30 PM	60	60	60	60	11	:30	1
11 Goodnight	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
12 Lake	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1

Phase 4 Service Levels

Figure 6-26 Phase 4 – Weekday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	6:00 AM - 8:00 PM	30	30	30	30	28	:00 / :30	1
3 Irving	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
4 Mesa Junction	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
5 Elizabeth	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
6 Dillon	6:00 AM - 8:00 PM	30	30	30	30	28	:00 / :30	1
7 Prairie	6:00 AM - 8:00 PM	30	30	30	30	28	:00 / :30	2
8 Fortino	6:30 AM - 7:00 PM	60	60	60	60	13	:30	1
9 University	6:00 AM - 8:00 PM	30	30	30	60	24	:00 / :30	2
10 Constitution	6:30 AM - 7:00 PM	60	60	60	60	13	:30	1
11 Goodnight	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
12 Lake	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1 ⁴

Figure 6-27 Phase 4 – Saturday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	8:00 AM - 8:00 PM	30	30	30	30	24	:00 / :30	1
3 Irving	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
4 Mesa Junction	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
5 Elizabeth	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
6 Dillon	8:00 AM - 8:00 PM	30	30	30	30	24	:00 / :30	1
7 Prairie	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
8 Fortino	8:30 AM - 7:30 PM	60	60	60	60	11	:30	1
9 University	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
10 Constitution	8:30 AM - 7:30 PM	60	60	60	60	11	:30	1
11 Goodnight	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
12 Lake	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1

⁴ Cutaway van

PUEBLO TRANSIT STUDY | FINAL REPORT
Pueblo Transit

Figure 6-28 Phase 4 – Sunday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	8:00 AM - 6:00 PM	30	30	30	30	24	:00 / :30	1
3 Irving	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
4 Mesa Junction	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
5 Elizabeth	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
6 Dillon	8:00 AM - 6:00 PM	30	30	30	30	24	:00 / :30	1
7 Prairie	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
8 Fortino	8:30 AM - 5:30 PM	60	60	60	60	11	:30	1
9 University	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
10 Constitution	8:30 AM - 5:30 PM	60	60	60	60	11	:30	1
11 Goodnight	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
12 Lake	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1

Phase 5 Service Levels

Figure 6-29 Phase 5 – Weekday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	6:00 AM - 8:00 PM	30	30	30	30	28	:00 / :30	1
3 Irving	6:00 AM - 8:00 PM	30	30	30	60	24	:00 / :30	2
4 Mesa Junction	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
5 Elizabeth	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
6 Dillon	6:00 AM - 8:00 PM	30	30	30	30	28	:00 / :30	1
7 Prairie	6:00 AM - 8:00 PM	30	30	30	30	28	:00 / :30	2
8 Fortino	6:30 AM - 7:00 PM	60	60	60	60	13	:30	1
9 University	6:00 AM - 8:00 PM	30	30	30	60	24	:00 / :30	2
10 Constitution	6:30 AM - 7:00 PM	60	60	60	60	13	:30	1
11 Goodnight	6:00 AM - 8:00 PM	60	60	60	60	14	:00	1
12 Lake	6:00 AM - 8:00 PM	30	30	30	60	24	:00 / :30	2
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1 ⁵

Figure 6-30 Phase 5 – Saturday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	8:00 AM - 8:00 PM	30	30	30	30	24	:00 / :30	1
3 Irving	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
4 Mesa Junction	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
5 Elizabeth	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
6 Dillon	8:00 AM - 8:00 PM	30	30	30	30	24	:00 / :30	1
7 Prairie	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
8 Fortino	8:30 AM - 7:30 PM	60	60	60	60	11	:30	1
9 University	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
10 Constitution	8:30 AM - 7:30 PM	60	60	60	60	11	:30	1
11 Goodnight	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
12 Lake	8:00 AM - 8:00 PM	60	60	60	60	12	:00	1
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1

⁵ Cutaway van

PUEBLO TRANSIT STUDY | FINAL REPORT
Pueblo Transit

Figure 6-31 Phase 5 – Sunday Service Levels

Route	Span	Morning Headway	Midday Headway	Afternoon Headway	Evening Headway	Round Trips	Downtown Departure	Peak Vehicles
1 Eastside	8:00 AM - 6:00 PM	30	30	30	30	24	:00 / :30	1
3 Irving	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
4 Mesa Junction	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
5 Elizabeth	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
6 Dillon	8:00 AM - 6:00 PM	30	30	30	30	24	:00 / :30	1
7 Prairie	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
8 Fortino	8:30 AM - 5:30 PM	60	60	60	60	11	:30	1
9 University	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
10 Constitution	8:30 AM - 5:30 PM	60	60	60	60	11	:30	1
11 Goodnight	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
12 Lake	8:00 AM - 6:00 PM	60	60	60	60	12	:00	1
13 Salt Creek	8:00 AM - 4:00 PM	30	30	30	-	16	:00 / :30	1

7 CAPITAL PLAN

This chapter provides capital recommendations related to bus stops and fleet.

BUS STOPS

Bus stops are important components to the customer experience of existing, new and potential transit riders. In addition to spending time planning their trip and riding the bus, each transit user spends an amount of time waiting at a bus stop or connecting at a transit station. While individuals have differing attitudes towards comfort, safety, and convenience, it is possible to maximize the customer experience by applying best practices and identifying opportunities for improvements in respect to existing passenger facilities.

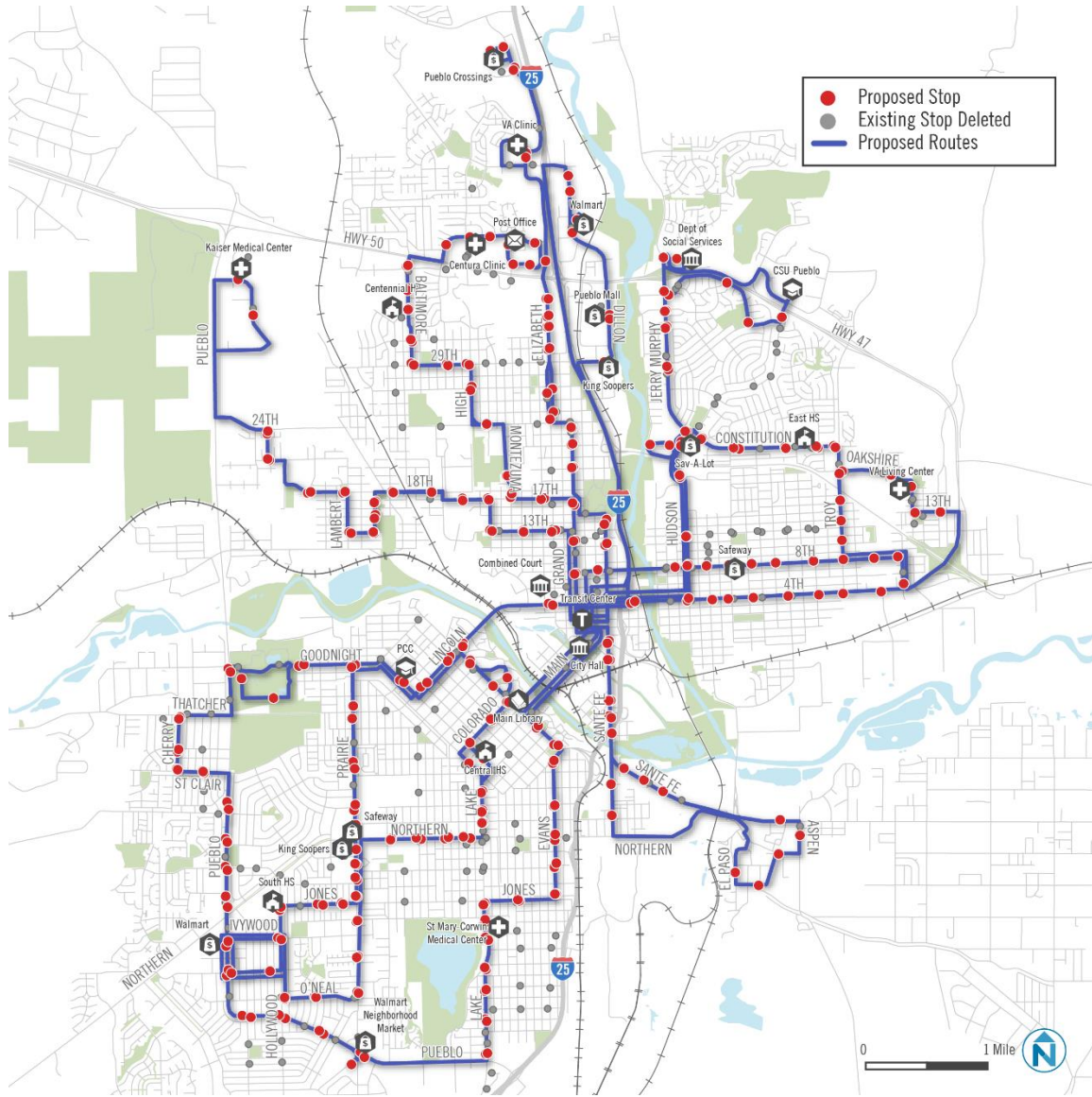
Proposed Bus Stops

Pueblo Transit currently maintains 360 active bus stops. The recommended route network will result in the elimination of 80 bus stops and the addition of 66 new bus stops. This vast undertaking will require close coordination between Pueblo Transit, City of Pueblo Public Works, and the current bus stop advertisement company.

Figure 7-1 Bus Stop Statistics

Category	Number of Stops
Current	360
Eliminated	80
New	66
Proposed	346

Figure 7-2 Proposed and Eliminated Bus Stops



Bus Stop Accessibility

A high number of stops are not compliant with the American with Disabilities Act, which states that stops must include a landing pad measuring 5' x 8' that is free of street furniture and a direct and impervious path to adjacent sidewalks. It is strongly recommended that Pueblo Transit adopt a bus stop improvement plan to achieve 100% compliance of ADA requirements.

Figure 7-3 Examples of Inaccessible Bus Stops



Recommended accessibility improvements are detailed with approximate costs in Figure 7-4 and shown in Figure 7-5. Installation of a 3-way stop at the intersection of Cleveland & Orman is also recommended.

Figure 7-4 Recommended Bus Stop Accessibility Improvements

Improvement	Location(s)	Number	Unit Cost	Total Cost
Sidewalk	Various locations	12	\$5,000	\$60,000
Concrete Pad	Various location	22	\$1,000	\$22,000
Curb Extension	Pueblo & Sandalwood (Walmart)	1	\$20,000	\$20,000
Basic Crosswalk	Jerry Murphy & Bonnymeade 8 th Street between Utica and Amarillo	2	\$1,000	\$2,000
Pedestrian-Activated Crosswalk	Dillon Dr. (Pueblo Mall / Target)	1	\$25,000	\$25,000
Total				\$129,000

Bus Stop Signage and Amenities

This section provides guidance on the installation and placement of bus stop signage and amenities. High-quality bus stop signage and amenities enhance the customer experience by improving comfort and convenience. Well-designed and maintained signage and amenities also have the potential to attract and retain riders. Bus stop conditions also influence the community's image perception of Pueblo Transit.

Bus Stop Signage

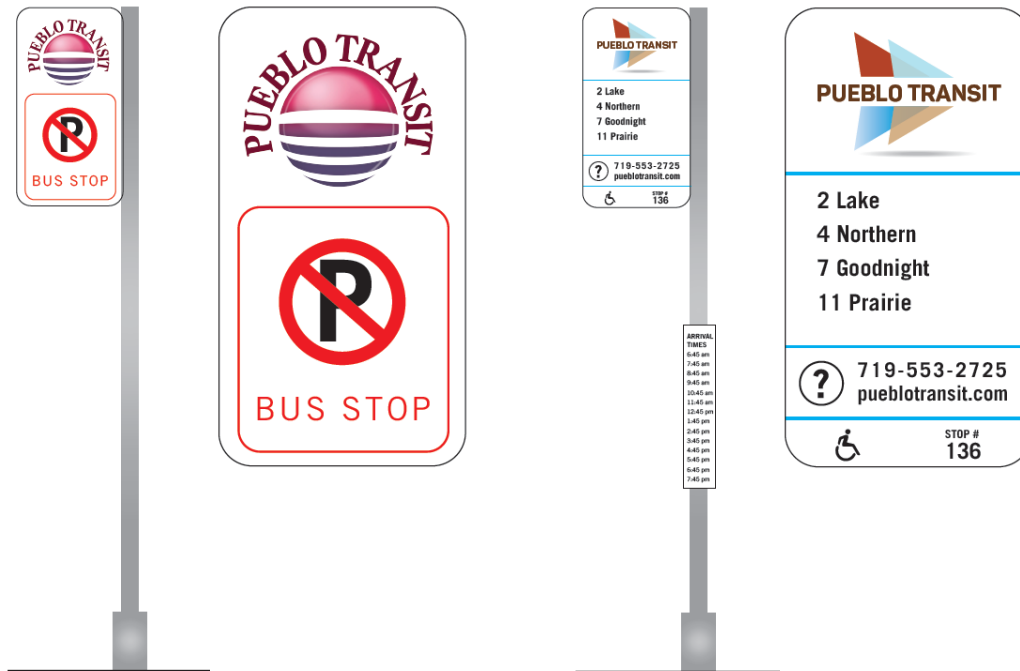
Existing Pueblo Transit signage consists of a logo and “no parking” symbol. The upcoming service restructure provides an opportunity to install more detailed signage that includes:

- A new Pueblo Transit logo
- A listing of route(s) served
- Pueblo Transit phone number and website
- Identification number for mobile app use and maintenance tracking
- Stop-specific arrival information

The placement of Pueblo Transit bus stop signage is currently inconsistent. Bus stop signage should be placed at far end of the stop and mark the stopping point of the bus. Signage should typically be installed 3-5' from the curb to maximize visibility. Specific signage location should take surrounding infrastructure and vegetation into consideration.

The cost of new signage (\$200 per sign) for the entire Pueblo Transit system is approximately \$70,000.

Figure 7-6 Current and Proposed Bus Stop Signage



Bus Stop Amenities

Pueblo Transit bus stops vary significantly in terms of amenities. Current amenities include trash concrete and wooden benches with advertisements, metal benches without advertisements, V-style shelters with advertisements, and powder-coated shelters. Trash receptacles are provided at few major stops only. Most bus stop shelters are owned and maintained by a contracted advertisement company.

Figure 7-7 Existing Bus Stop Statistics

Category	Number of Stops
Bus stop without amenities	153
Bus stop with advertisement bench	167
Bus stop with advertisement shelter	32
Bus stop with non-advertisement shelter	8
Total	360

Figure 7-8 Varying Bus Stop Amenities



Bus Stop Amenities Criteria

While the current contracted advertisement agency determines where bus stop amenities are placed, a formal bus stop amenities criteria is recommended to provide additional guidance for the determination of bus stop amenities. Three tiers of bus stop amenities are proposed:

Basic Bus Stop

Bus stops generating fewer than 10 boardings per day are classified as basic stops and should only include a pole and signage.

Bus Stop with Seating

Bus stops generating at least 10 boardings per day qualify for a bench and trash receptacle.

Bus Stop with Shelter

Bus stops generating at least 20 daily boardings qualify for a shelter, seating, and trash receptacle.

In addition, stops with ¼ mile of the following destinations also qualify for a shelter:

- Medical, senior, social service, or other public facilities
- Major grocery stores
- Apartments or senior housing
- High schools, colleges, or universities

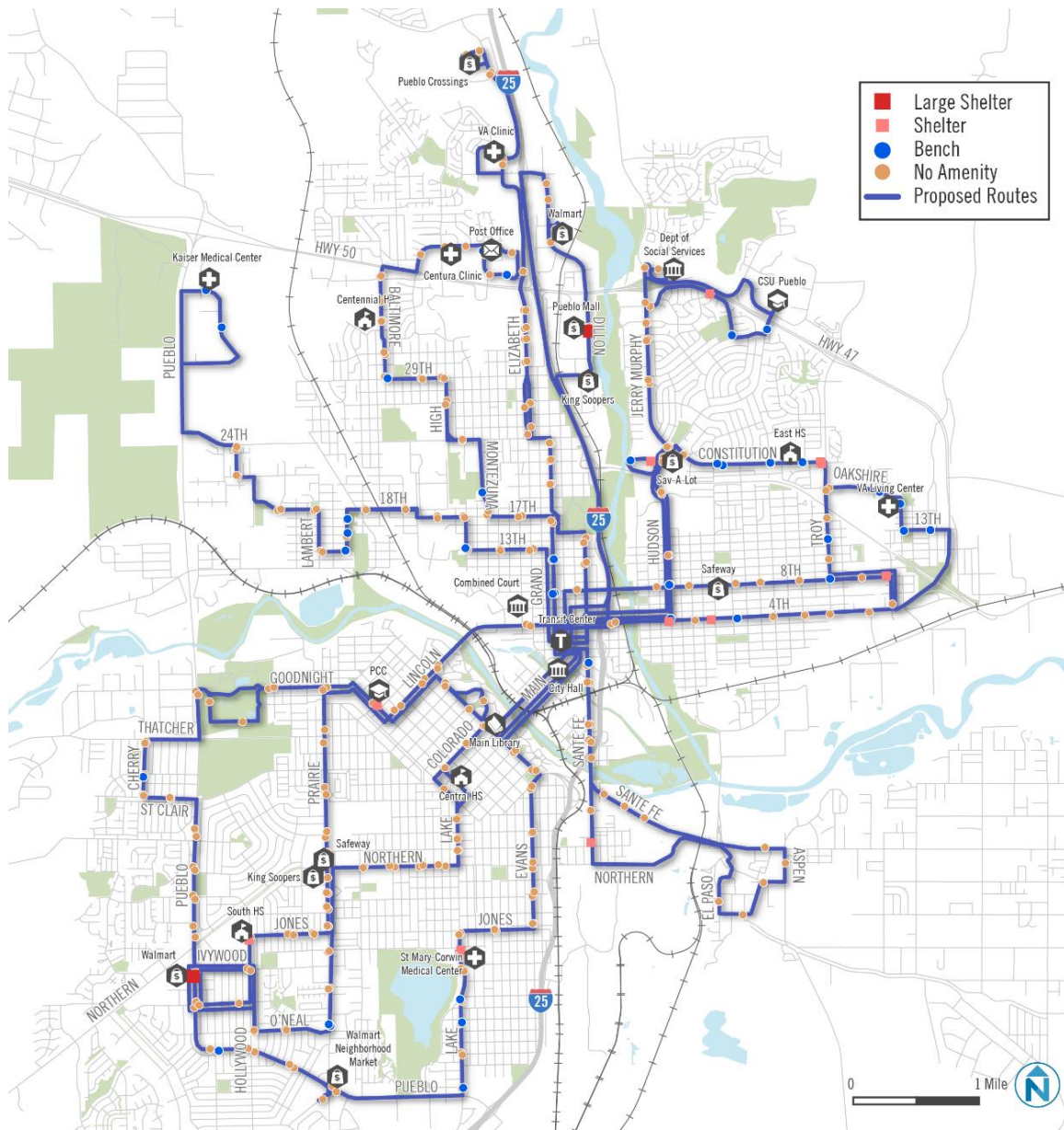
Circumstances that might preclude installation of shelters, seating, or trash receptacles at a particular stop meeting recommended thresholds are as follows:

- Amenities would compromise pedestrian or operational safety
- Adequate right-of-way is not available
- Installation costs are excessive

Proposed Bus Stop Amenities

Several amenities will need to be relocated to proposed stops as depicted in Figure 7-9.

Figure 7-9 Proposed Bus Stop Amenities



Guidelines for New Bus Stops

This section provides Pueblo Transit with guidance on the spacing placement of new bus stops as a result of development or customer requests.

Stop Spacing

Bus stop spacing requires a balance of customer convenience and operating efficiency. Customer convenience involves a tradeoff between distance to stops and travel speeds. Closely spaced stops reduce the distance to/from customer origins and destination. However, closely spaced stops also result in slower bus speeds as each additional stop requires the bus operator to decelerate, come to a complete stop, allow time for customers to alight and/or board, accelerate, and merge back into traffic. Despite increasing walking distance for some customers, stops spaced far apart result in faster, more reliable service for all customers.

In general, bus stop spacing of 800-1,200 feet is recommended for Pueblo Transit. Bus stop spacing of 1,200 feet or more may be necessary for outlying areas or high speed corridors such as Pueblo Blvd, East Northern Ave, Dillon Dr, and Elizabeth St.

Stop Placement

The proper placement of bus stops is critical to the safety of passengers, pedestrians, and motorists, as well as the safe and efficient operation of buses. The initial step of determining placement of a new or relocated bus stop involves its proximity to the intersection. The placement of each bus stop can be classified as one of the following:

- Near-side—immediately prior to an intersection
- Far-side—immediately after an intersection
- Mid-block—between two intersections

Bus stops are generally located far-side or near-side of street intersections to maximize pedestrian accessibility from both sides of the street and provide connectivity between intersecting routes. Bus turning movements, driveways, and turn lanes sometimes restrict the placement of stops at or near an intersection and necessitate a mid-block stop. Mid-block stops may also be considered when trip generators are a significant distance from intersections. Mid-block bus stops should be located a distance from the intersection that allows the bus to easily maneuver into the proper lane to turn left (a minimum of 100-150 feet for each lane change, depending on street speeds).

Each new bus stop must be examined on a case-by-case basis to determine their exact location. The following list details bus stop placement considerations related to customer convenience and comfort, accessibility, operational safety, and adjacent land use:

- Customer Convenience and Comfort
 - Proximity to expected trip generators
 - Visibility of bus stop and presence of street illumination
 - Connections to intersecting bus routes
- Accessibility
 - Adequate right-of-way to ensure the bus stop meets the Americans with Disabilities Act (ADA) accessibility standards
 - Presence and conditions of sidewalks

- Marked crosswalks and curb ramps at street intersections
- Operational Safety
 - Volume and turning movements of other vehicles including bicycles
 - Adequate sight distance to/from adjacent streets, intersections, and driveways
 - Proximity to rail crossings
- Adjacent Land Use
 - Ridership potential to support the investment of new stops
 - Adequate right-of-way to prevent encroachment onto private property

Stop Layout

Each new or upgraded bus stop should include a landing pad aligned with the front door of the stopped bus to meet regulations included in the American with Disabilities Act. Landing pads should have a minimum dimension of 5' wide x 8' deep, which may consist of the space under a shelter so long as there are no physical obstructions such as seating or shelter posts. Landing pads should cover the back door of the bus for stops averaging more than 10 alightings per day.

Bus stop amenities should ideally be placed nearside of signage to minimize the distance to bus doors and reduce dwell times. Available right-of-way may influence the placement of amenities. When sufficient right-of-way exists, amenities should be placed behind sidewalk to allow space for snow removal.

Bus Pullouts

Bus pullouts are only recommended at high ridership stops with significant dwell times or route terminal points.

Parking Restrictions

While Pueblo Transit bus stop signs include a “no parking” symbol, Pueblo Transit should consider striping the curb at each bus stop (20' before the bus zone, 40' for the bus zone, and 10' after the bus zone) to maximize safety and customer convenience while reducing conflicts with automobile traffic.

SOUTH PUEBLO TRANSIT HUB

The extensions of Routes 4, 11 and 12 to South Pueblo Blvd & Sandalwood Ln will create a timed connection with Route 7 and improve access to Walmart. The interlining of Routes 11 and 12 will reduce the need to loop around neighborhood streets.

In an effort to facilitate safe and convenient connections and pedestrian activity, the construction of a major bus stop is recommended on the west side of Pueblo Blvd. The proposed bus stop would include the following:

- A curb extension to create a bus-only pullout
- Curb length for 3 buses
- A large shelter to accommodate waiting riders

A site drawing of the conceptual South Pueblo transit hub is provided in Figure 7-10.

Figure 7-10 Conceptual South Pueblo Transit Hub

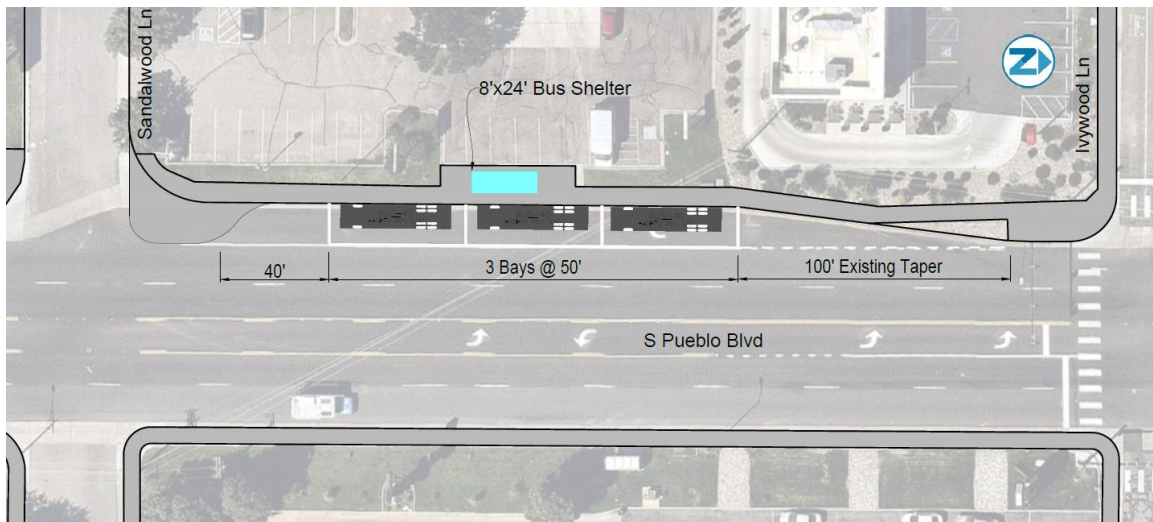


Figure 7-11 Sample Bus Stop Design



FLEET RECOMMENDATIONS

Pueblo Transit operates a mix of twelve 35-foot buses and seven 40-foot buses for fixed-route service. Aside from one 35’ hybrid engine bus, the entire fleet has diesel engines.

Figure 7-12 Pueblo Transit Fixed-Route Vehicle Inventory Summary

Type	Seating Capacity	Vehicles
35' Bus	35 + 10 standing	12
40' Bus	45 + 10 standing	7

The Federal Transit Administration does not set a specific spare ratio for transit operators with fewer than 50 fixed-route buses in peak service. While Pueblo Transit current has a high spare count of 8 buses, several buses have exceeded the industry-accepted lifespan of 12 years, resulting in regular breakdowns. As a result, an aggressive bus procurement schedule that replaces that replaces pre-2005 buses by 2019 and pre-2010 buses by 2022 is recommended.

Figure 7-13 Recommended Bus Procurement Schedule

Year	Phase	Peak Vehicles ⁶	Recommended Spares	Returning Vehicles	Retired Vehicles	Acquired Vehicles	Total Vehicles
2017	Current	11	-	19	1	1	19
2018	1	12	3	14	5	1	15
2019	2	12	3	13	2	2	15
2020	3	12	3	13	2	2	15
2021	4	13	3	13	2	3	16
2022	5	15	4	13	5	8	19
2023	-	15	4	17	2	2	19

⁶ Does not include cutaway van for Route 13 Salt Creek

8 INFORMATION AND MARKETING

INFORMATION

Clear and concise transit information is extremely important to existing and potential transit riders. For people to be able to try transit, they must first know that it is there and be able to understand how to use it. Successful transit systems provide information on available services in various physical and electronic formats, including:

- Rider guide
- Website
- Google Transit
- Real-time arrival app

Rider Guide

Rider guides are comprehensive documents in print and electronic format that typically include a system map, route schedules, fare and pass options, riding rules, contact information, holiday schedules and other pertinent information.

Pueblo Transit currently offers a printed system map with route schedules on the reverse side. Expanding the system map to a complete rider guide available both in print and online will improve trip planning for existing and potential riders.

Website

Transit system websites have become the primary source of information for many riders. In addition to information included in rider guides, transit websites typically also include:

- Individual route maps and schedules in PDF format
- News regarding service changes, detours, events, etc.
- Complementary paratransit service information
- Instructions on how to load/unload a bicycle

Additional website features that improve customer convenience include:

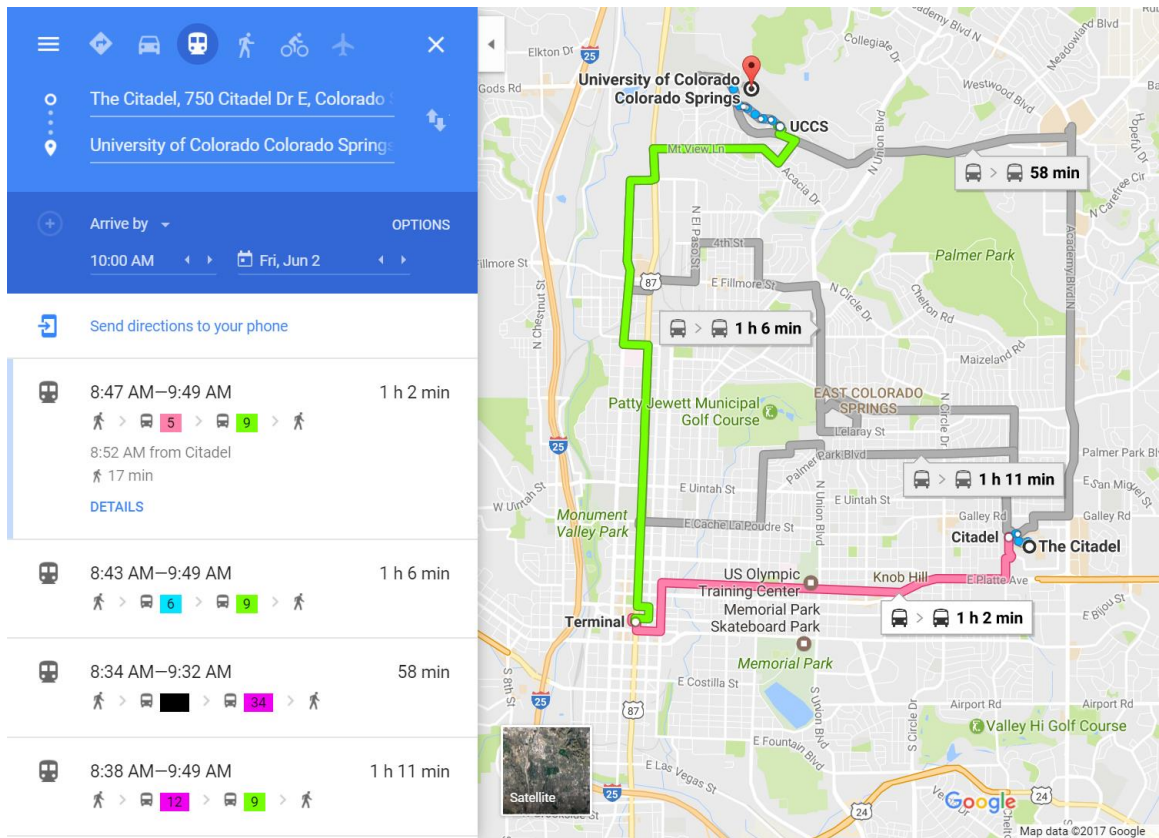
- A mobile website for smartphones
- Real-time information displaying vehicle locations and predicted arrivals
- The ability to purchase monthly passes
- Customizable e-mail or text alerts for service disruptions, agency news, etc.
- Availability in multiple languages to make information accessible for the entire community

Google Transit

Online trip planning has the potential improve customer satisfaction and reduce the need for printed schedules. Google Transit is a powerful trip planning and online mapping tool that can improve the transit experience of existing riders and make transit options known to a new market of potential riders. Google Transit makes public transportation easy to navigate and removes an element of the unknown that acts as a barrier for many potential transit riders.

Google Transit implementation costs are approximately \$5,000 for a system the size of Pueblo Transit. Annual costs for software and support after the first year are approximately \$2,500.

Figure 8-1 Google Transit screenshot

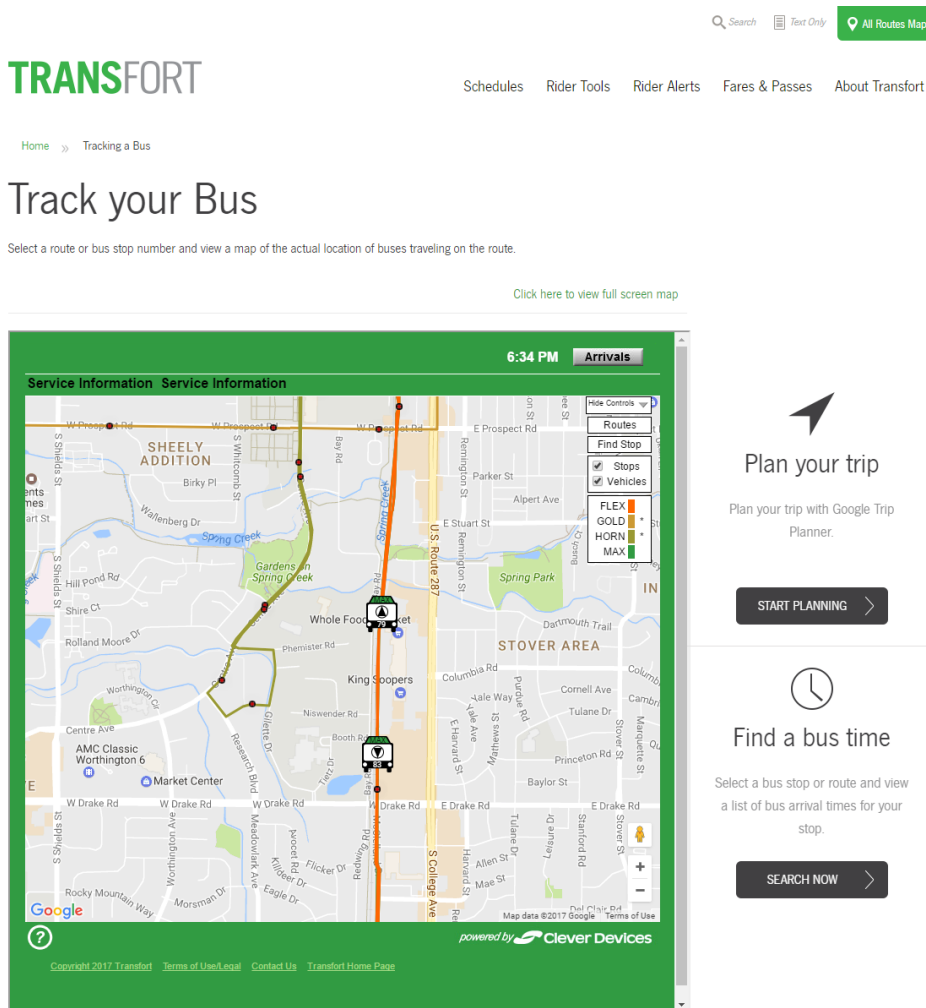


Real-Time Arrival App

Real-time information uses GPS-based Automatic Vehicle Location (AVL) technology to track and predict the locations of transit vehicles in real time. This provides information on estimated arrival/departure times, vehicle locations, and service disruption or delay alerts. Once the back-end system has been installed to track vehicles and deliver the data, the information is presented to riders in the same ways as schedule information.

The first step in implementing real-time arrival information is installing GPS technology on buses and/or procuring new buses with GPS technology. Implementation and ongoing support costs for real-time information are significantly higher than Google Transit.

Figure 8-2 Sample Real-Time Arrival App (Fort Collins, CO)



9 FARE POLICY

FARE STATISTICS

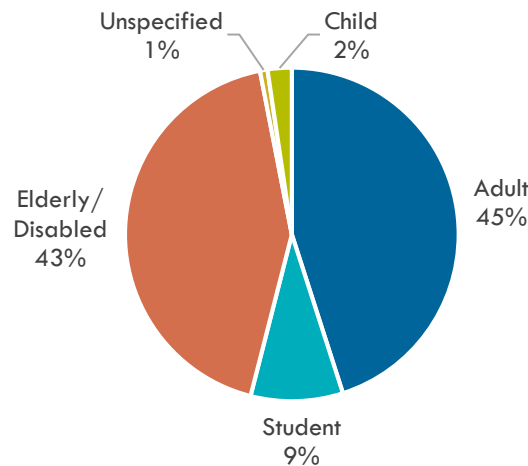
The Pueblo Transit fare pricing structure consists of regular adult and discounted/elderly and student rates. In addition to standard one-way fares, several pass options are offered, including a day pass, 22-ride pass and a 35-day pass.

Figure 9-1 Pueblo Transit Fare Options

Fare Product	Adult	Elderly and Disabled	Student
Single Ride	\$1.25	\$0.60	\$1.00
Day Pass	\$3.75	-	-
22-Ride Pass	\$21.00	\$11.00	\$16.00
35-Day Pass	\$44.00	\$25.00	\$34.50

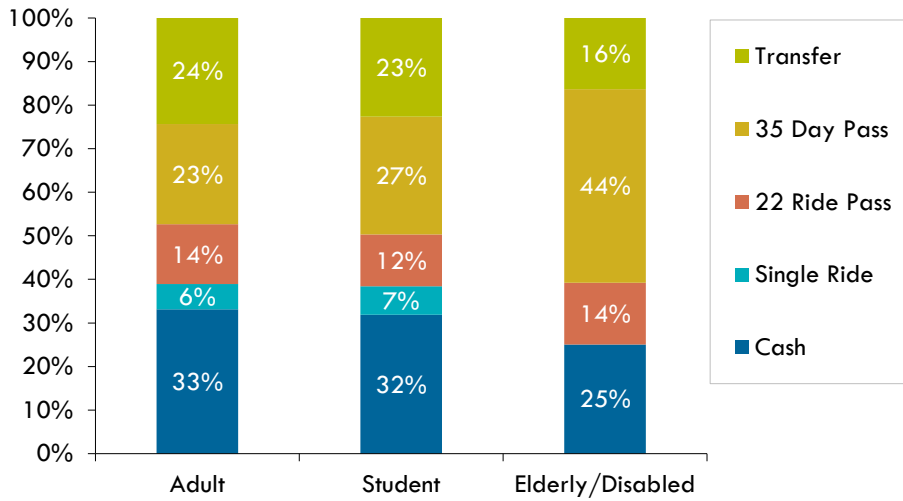
Farebox data reveals that 45% of riders pay adult fares and 43% pay elderly/disabled fares.

Figure 9-2 Farebox Usage by Rider Type (2016)



Among adult and student riders, the most common fare media is cash, followed by transfers for adults and 35-day passes for students. For elderly and disabled riders, the most common fare media is the 35-day pass, followed by cash. For all three groups, the 22-ride pass has low usage (14% or less). Single ride passes are typically purchased in bulk and distributed by school districts, hospitals, and human service agencies. Single ride passes make up between 6% and 7% of fare media among adults and students, respectively.

Figure 9-3 Fare Media by Rider Type



FARE RECOMMENDATIONS

The following changes are recommended to the Pueblo Transit fare structure:

- Encourage use of day pass
 - Eliminate free transfers downtown
 - Reduce day pass from \$3.75 to \$3.00
- Simplify pass options and eligibility requirements
 - Change “elderly and the disabled” to seniors and people with disabilities
 - Change the minimum age of the senior discount from 60 years to 65 years
 - Replace 22-day and 35-day passes with 31-day pass
 - Specify what student means, e.g., “K-12” or “elementary through college”
- Partner with PCC and CSUP to offer a student semester pass
- Adopt incremental fare increase program
 - Increase base fare to from \$1.25 to \$1.50 during Phase 3
 - Consider \$0.25 fare increase every 4-5 years

10 ADMINISTRATIVE & MAINTENANCE FACILITY RELOCATION

The existing Pueblo Transit Downtown Administration and Operations Facility is located near the intersection of Grand Avenue and Santa Fe Avenue, south of the Pueblo Transit Center (located at 2nd Street and Court Street).

The transit agency is evaluating locations to relocate the facility in support of the recent efforts by the Pueblo Urban Renewal Authority, the Historic Arkansas Riverwalk of Pueblo, the Pueblo City Center Creative Arts District, the Union Avenue Merchants Association, the Pueblo Downtown Association and the recently-formed Pueblo City Center Partnership who are working on numerous initiatives to revitalize this area for retail, residential, entertainment and commercial redevelopment.

FACILITY EXISTING CONDITIONS

The current facility is situated on a City-owned parcel, approximately 3-acres in size, that is zoned for public use. The site includes administrative offices, a maintenance shop, fleet storage, Pueblo Transit offices and the city radio shop.

The administrative offices and functions include four management offices, a 10 to 15-person conference room, file storage and office supplies, a driver's lounge and training room, public bathrooms, employee bathrooms (including showers and lockers), a kitchen, a vault room, and a front desk and entry area.

Pueblo Transit offices are staffed with four full-time employees and one part-time employee. This group would be relocated with the transit agency. The bus maintenance shop includes four bays (with three operating lifts), a bus wash, a fueling station and parts storage.

The existing fleet consists of four 40-foot buses, three 45-foot intercity buses, 13 35-foot buses, 11 paratransit vehicles and support vehicles. The existing fleet storage is designed to accommodate 20 buses and is too small to adequately store the existing fleet; support vehicles park in the bus wash overnight.

RELOCATION GOALS

The goals for relocating the Administration/Operations facility include:

- Providing more space to accommodate 30-year growth of the transit system
- Vacate the existing site to accommodate potential convention center and Riverwalk redevelopment plans
- Being proximate to the Downtown Transfer Center to minimize deadhead miles
- Keeping Administrative and Maintenance functions together

FUTURE FACILITY NEEDS

Fleet Storage

The future fleet storage requirements have been estimated based on the following assumptions:

- Upgrade 60-minute routes to 30-minute routes
- Upgrade two 30-minute routes to 15-minute routes
- In-service expansion vehicles

The future facility should be sufficient to accommodate 35-40 buses plus paratransit and support vehicles.

Maintenance Shop

The maintenance shop currently has four bays with three lifts, parts storage, bus wash, and a fueling station. The bus wash and fueling station requirements are not expected to increase with the fleet expansion. However, the parts storage and number of bays is expected to increase to by approximately 50 percent to accommodate the expanded fleet.

Administrative Functions & Pueblo Transit Offices

Pueblo Transit offices are not projected to expand. The existing offices accommodate four staff plus storage and a conference room.

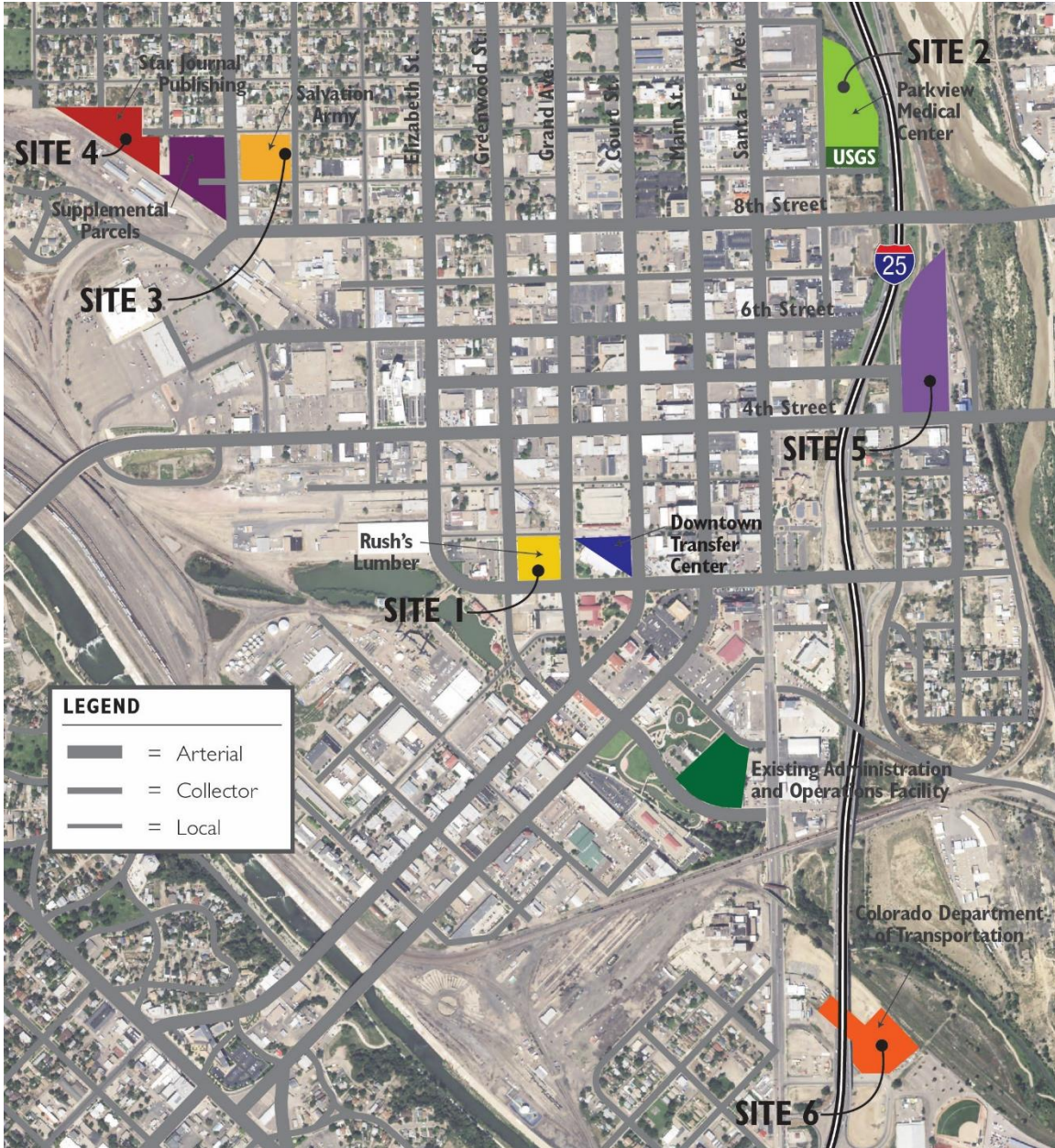
City Radio Shop

The existing radio shop is in a stand-alone building with two large bays to accommodate fire trucks and a temperature controlled room for the City's phone system. Discussions with City Staff indicate that these facilities are not expected to expand and the temperature control room for the telephone system could be relocated to a separate site.

FACILITY LOCATION ALTERNATIVES

Potential parcels for relocating the administration/maintenance facility location were initially identified using GIS information that included ownership, zoning and parcel size information and aerial imagery to identify available parcels near the existing Pueblo Transit Facility. Figure 10-1 depicts parcels that have been identified as potential parcels for relocating the Pueblo Transit Downtown Administration and Operations Facility.

Figure 10-1 Pueblo Transit Downtown Administration and Operations Facility Alternative Site Locations



Site 1 – Rush’s Pueblo Lumber Company

To the west of the existing Pueblo Transit Center (shown in blue) is a block of parcels owned by Rush’s Pueblo Lumber Company (shown in yellow). Together the six parcels comprise approximately 1.85 acres. The parcels are currently zoned as Light Industrial (I-2).

Figure 10-2 Rush’s Lumber Parcels



According to information provided by the Assessor’s Office, the estimated value of the land is approximately \$218,000. The estimated valuation of the improvements on the parcels \$337,400.

The northwest corner of the block containing Rush’s Pueblo Lumber Company is a seventh parcel that is owned by the State of Colorado. This parcel is approximately 0.25 acres in size and is also zoned for Light Industrial (I-2). The estimated value of the land is approximately \$45,000.

Combined, the parcels on this block are just over two acres; the site is almost an acre smaller than the current administration/maintenance facility location.

Site 2 – Parkview Medical Center Inc. Parcels

Given the limitations of the parcel sizes and the typical land area of the city blocks in the vicinity surrounding the Pueblo Transit Center, parcel evaluation shifted further away from the transit center. Parkview Medical Center Inc. owns four vacant lots (shown in green) northeast of Albany Avenue and 9th Street intersection. The land is situated between Albany Avenue and I-25.

Figure 10-3 Parkview Medical Center Inc. Parcels



The parcels are zoned for Regional Business (B-4), total approximately 4.4 acres and have an estimated land value of \$222,100. There is a fifth parcel, south of the Parkview Medical Center parcels, on the northeast corner of Albany Avenue and 9th Street that is owned by Pensco Trust Company. This parcel (shown in green) currently has an office building that appears to be occupied by USGS. This fifth parcel is approximately one acre, is also zoned for Regional Business (B-4) and has an estimated land value of \$130,700 and the estimated valuation of the improvements on the parcels \$247,300.

It is our understanding that there is a new future alignment for I-25 through Pueblo that would impact these parcels. The timeframe for the realignment is unclear now. As such, the Parkview Medical Center parcels are included in this site evaluation.

Site 3 – Salvation Army Parcel

The Salvation Army has a vacant parcel (shown in orange) located on the northwest corner of 9th Street and Craig Street. The parcel zoned for Light Industrial (I-2), is a typical city block size, just over two acres, but has a single owner and is mostly vacant with a single structure on the parcel. The estimated value of the land is \$135,000 and the estimated valuation of the improvements on the parcels \$154,200.

Figure 10-4 Salvation Army Parcel



Site 4 – Star Journal Publishing Corporation Parcel

Star Journal Publishing Corporation owns a vacant parcel (shown in red) along the railroad. The parcel is zoned for Light Industrial (I-2), is just over 3 acres in size and an estimated value of \$55,670.

Figure 10-5 Star Journal Publishing Corporation Parcel



Supplemental Parcels

Given the location of the Star Journal Publishing parcels on the edge of town, and the size limitation for Site 3, there may be an opportunity to acquire parcels on adjacent lots and separate the various needs of the overall facility on different blocks. These supplemental parcels are shown in dark purple.

To the southeast of the Star Journal Publishing parcel, is a second vacant parcel on the west side of Blake Street, owned by the Santa Fe Railroad. The parcel is a little over 1.25 acres with an estimated value of \$900, according to information provided by the Assessor's Office. This lot could be combined with the Star Journal Publishing parcel to potentially provide adequate space for all the functions of the Administration and Operations Facility.

Directly east from the Star Journal Publishing parcel and north of the Santa Fe Railroad parcel is a block of six parcels. These parcels are all zoned for Light Industrial (I-2) and total just over 2 acres. The two westernmost parcels are currently vacant; one is owned by the Santa Fe Railroad and the other is owned by Madrid Henry + Stella. The remaining four parcels are owned by Smokey Road Holdings LLC, 920 W 10th Street and Cunningham Corp.

Figure 10-6 Supplemental Parcels



The estimated land value of these parcels is \$140,300 with estimated valuation of the improvements on the parcels of \$685,200.

Chapter 5 of the Pueblo Code of Ordinances, Sec. 12-5-1 addresses street vacations. For the purposes of this evaluation, the segment of 9th Street, west of Blake Street has been identified for vacation. As such, the supplemental parcels and this segment of 9th Street total a little over eight acres.

Site 5 – Pueblo Parcels

South of the Parkview Medical Parcels is a cluster of nine parcels located between I-25 and the railroad. These parcels are shown in light purple. Two parcels are owned by the City of Pueblo, two are owned by CDOT, two are owned by the Assistance League of Pueblo and the remaining are owned by Pueblo Count, Milberger Shane and Mitchell Anthony Ned. Combined the parcels are approximately 5.5 acres.

Figure 10-7 Pueblo Parcels



Five of the nine parcels are vacant; four parcels currently have structures. Four of the parcels are zoned Floodplain (S-3) and five parcels are zoned Heavy Industrial (S-3). The estimated value of the land is approximately \$90,600 and the estimated value of the improvements is \$525,000.

Additional evaluation of the parcels located within the floodplain will be necessary to understand the limitations of construction and/or required mitigation strategies to accommodate the potential for flooding.

Similar to the Parkview Medical Center Parcels (Site 2), these parcels are located near I-25. A review of the proposed realignment indicates that the parcels are unlikely to be affected by the realignment. However, it is unclear whether access to the parcels, via 5th Street (current crosses below I-25) would remain open; access via 4th Street would remain with the realignment.

Site 6 – Colorado Department of Transportation

The Colorado Department of Transportation owns three vacant parcels along on the west side of I-25, north of the Runyon Field Sports Complex. The combined parcels total approximately 4.5-acres, are zoned for Heavy Industrial (I-3) and have an estimated value of \$64,808.

Figure 10-8 CDOT Parcels



EVALUATION CRITERIA

The parcels that have been identified as potential sites to better accommodate the Pueblo Transit Downtown Administration and Operations Facility have been evaluated based on the following criteria:

Size

The existing site is approximately three acres and is too small to meet the existing needs of the Administration and Operations Facility. Preliminary estimates indicate that the projected Fleet Storage and Maintenance Shop expansion needs will require a site that is larger than the existing site, a minimum of four acres is the estimated required size. In accordance with the stated relocation goal of providing more space to accommodate 30-year growth of the transit system, parcels under three acres in size will be eliminated.

The sites have been evaluated for size using the following criteria:

- Site > 4.0 acres
- 4.0 acres < Site < 3.0 acres
- ✘ Site > 3.0 acres

	Site 1	Site 2	Site 3	Site 4	Site 4 + SP	Site 5	Site 6
Size	✘	●	✘	●	●	●	●

While parcels less than 3.0 acres have been eliminated, these parcels have been evaluated under the subsequent evaluation criteria for information purposes only.

Total Parcel Value

The City Assessor data was used to estimate the land and improvements (structures) value of each parcel or set of parcels. The total parcel values of each site have been compared relative to one another.

The sites have been evaluated for total parcel value using the following criteria:

- Site < \$250,000
- \$750,000 < Site < \$250,000
- Site > \$750,000

	Site 1	Site 2	Site 3	Site 4	Site 4 + SP	Site 5	Site 6
Total Parcel Value	●	●	●	●	●	●	●

Parcel Value per Acre

Because the sites also vary in size, the estimated value of each site has been evaluated relative to the estimated value per acre.

The sites have been evaluated for total parcel value per acre using the following criteria:

- Site < \$100,000/acre
- \$150,000/acre < Site < \$100,000/acre
- Site > \$150,000/acre

	Site 1	Site 2	Site 3	Site 4	Site 4 + SP	Site 5	Site 6
Parcel Value per Acre	●	●	●	●	●	●	●

Proximity to the Downtown Transit Center

One of the stated relocation goals for the Administration and Operations Facility is to relocate proximate to the Downtown Transfer Center. Each of the sites has been evaluated on the distance to the Downtown Transfer Center.

The sites have been evaluated for proximity to the Downtown Transit Center using the following criteria:

- Site < 0.5 miles
- 1.0 miles < Site < 0.5 miles
- Site > 1.0 miles

	Site 1	Site 2	Site 3	Site 4	Site 4 + SP	Site 5	Site 6
Proximity to the Downtown Transit Center	●	●	●	●	●	●	●

Access

Each of the sites has been evaluated relative to the access via arterial streets. For the purpose of this evaluation, access to major and minor arterials have been treated equally. The sites have been evaluated based on access to the adjacent street network using the following criteria:

- Direct access can be provided via an arterial street
- Direct access can only be provided via a collector
- Direct access can only be provided via a local street

	Site 1	Site 2	Site 3	Site 4	Site 4 + SP	Site 5	Site 6
Access	●	●	●	●	●	●	●

Site 5 – Colorado Department of Transportation would have direct access to the adjacent road on Stanton Avenue/Ilex Street. GIS data from Pueblo indicates that the portion of the roadway where immediate access would be, has been classified as an interstate ramp. East of the approximate

access location, the roadway transitions to a local street; Site 5 has been evaluated as having direct access provided via a local street.

Compatibility with Adjacent Land Uses

One of the reasons/goals for seeking a new site for the Administration and Operations Facility is to vacate the existing site to accommodate potential convention center and Riverwalk redevelopment plans. As such, all potential sites have been evaluated for compatibility with adjacent land uses

Site 1 – Rush’s Lumber, is zoned for Light Industrial (I-2) and is bordered by other Light Industrial (I-2) parcels and Regional Business (B-4).

Site 2 – Parkview Medical Center, is zoned for Regional Business (B-4) and is surrounded by Regional Business (B-4) and is surrounded by Floodplain (S-3) zoned parcels. The proximity to I-25 reduces the likelihood of nearby incompatible land uses such as residential.

Site 3 – Salvation Army, Site 4 – Star Journal Publishing and the supplemental parcels are in an area zoned for Light Industrial (I-2). However, the northern edge of Site 4 – Star Journal Publishing abuts an area zoned Mixed Residential (R4). East of Site 3 – Salvation Army are also a few parcels zoned for Subregional Business (B-2) and Highway & Arterial Business (B-3).

Site 5 – Pueblo Parcels, is zoned for Heavy Industrial (I-3) and Floodplain (S-3). The site is surrounded by Regional Business (B-4), Floodplain (S-3), Heavy Industrial (I-3) and Light Industrial (I-2) zoned parcels. The proximity to I-25 reduces the likelihood of nearby incompatible land uses such as residential.

Site 6 – Colorado Department of Transportation, these parcels are zoned for Heavy Industrial (I-3). The surrounding parcels fall under Heavy Industrial (I-3). and Public Use (S-1) zoning. South of the parcels and east of the Runyon Field Sports Complex is a cluster of residential parcels zoned for Single Family Residential (R-2) but is buffered from the parcel by the interchange complex.

The sites have been evaluated using the following criteria for compatibility with adjacent zoning/land use:

- Highly compatible: Light Industrial (I-2), Heavy Industrial (I-3), Floodplain (S-3), Highway & Arterial Business (B-3)
- Moderately compatible: Subregional Business (B-2), Regional Business (B-4)
- Less compatible: Mixed Residential (R4)

	Site 1	Site 2	Site 3	Site 4	Site 4 + SP	Site 5	Site 6
Compatibility with Adjacent Land Use/Zoning	●	●	●	●	●	●	●

Compatibility with the Pueblo Comprehensive Plan Future Land Uses

Like the evaluation for compatibility with future land use, the sites have been evaluated at a high level for potential compatibility with future land uses, as reported in the Pueblo Comprehensive Plan. Because another goal for the relocation is to provide more space to accommodate 30-year growth of the transit system, verifying that any future site will likely not conflict with anticipated future land uses is essential to the longevity of the future Administration and Operations Facility.

The existing site is located in an area of future urban mixed-use land use. Most of the downtown area, near the Downtown Transit Center is also projected for future urban mixed-use land use. Site 2 – Parkview Medical Center is on the edge of the urban mixed use in an area referred to as an institutional mixed-use area and may be a good location to balance proximity to the Downtown Transit Center, while not occupying land that would be better served by another development.

Site 3 – Salvation Army, Site 4 – Star Journal Publishing, the supplemental parcels and Site 5 – Pueblo Parcels are located in an area identified in the Comprehensive Plan as Special Study Area. These are areas where there appear to be multiple possibilities for development as there are parcels of undeveloped land and/or open space potential. The Comprehensive Plan states that master plans should be prepared for these areas prior to development or redevelopment.

The sites have been evaluated using the following criteria for compatibility with future land use:

- Arterial Commercial Mixed Use, Institutional Mixed Use
- Special Development Area
- Urban Mixed Use, Residential, Parks/Open Space

	Site 1	Site 2	Site 3	Site 4	Site 4 + SP	Site 5	Site 6
Compatibility with Future Land Use	●	●	●	●	●	●	●

CONCLUSION

The results of this preliminary evaluation is summarized in the table below.

Category	Site 1	Site 2	Site 3	Site 4	Site 4 + SP	Site 5	Site 6
Size	✘	●	✘	●	●	●	●
Total Parcel Value	●	●	●	●	●	●	●
Parcel Value per Acre	●	●	●	●	●	●	●
Downtown Transit Center	●	●	●	●	●	●	●
Access	●	●	●	●	●	●	●
Compatibility with Adjacent Land Use/Zoning	●	●	●	●	●	●	●
Compatibility with Future Land Use	●	●	●	●	●	●	●
Advance for Further Evaluation	No	Yes	No	Yes	Yes	Yes	Yes

Based on these results, Site 1 – Rush’s Lumber and Site 3 – Salvation Army should be eliminated due to size.

Site 5 – Pueblo Parcels and Site 6 – Colorado Department of Transportation scored the highest in the preliminary evaluation and should advance for further evaluation.

Site 2 – Parkview Medical Center also scored the high in the evaluation and should advance for further evaluation. However, it is important to keep in mind the pending realignment of I-25 through Pueblo may render Site 2 unavailable for use.

To ensure flexibility and to provide multiple options, Site 4 – Star Journal Publishing and Site 4 – Star Journal Publishing + Supplemental Parcels should also advance for further evaluation.

11 NORTH PUEBLO PARK-AND-RIDE

Within the next two years, the Colorado Department of Transportation (CDOT) anticipates extending the regional Bustang South Line into Pueblo. The City of Pueblo has interest in identifying potential sites that would be appropriate to serve as a future Park-and-Ride that would facilitate the use of the anticipated Bustang service. This chapter describes the preliminary identification of potential sites for this purpose.

SITE GOALS

The goals for a future Park-and-Ride include:

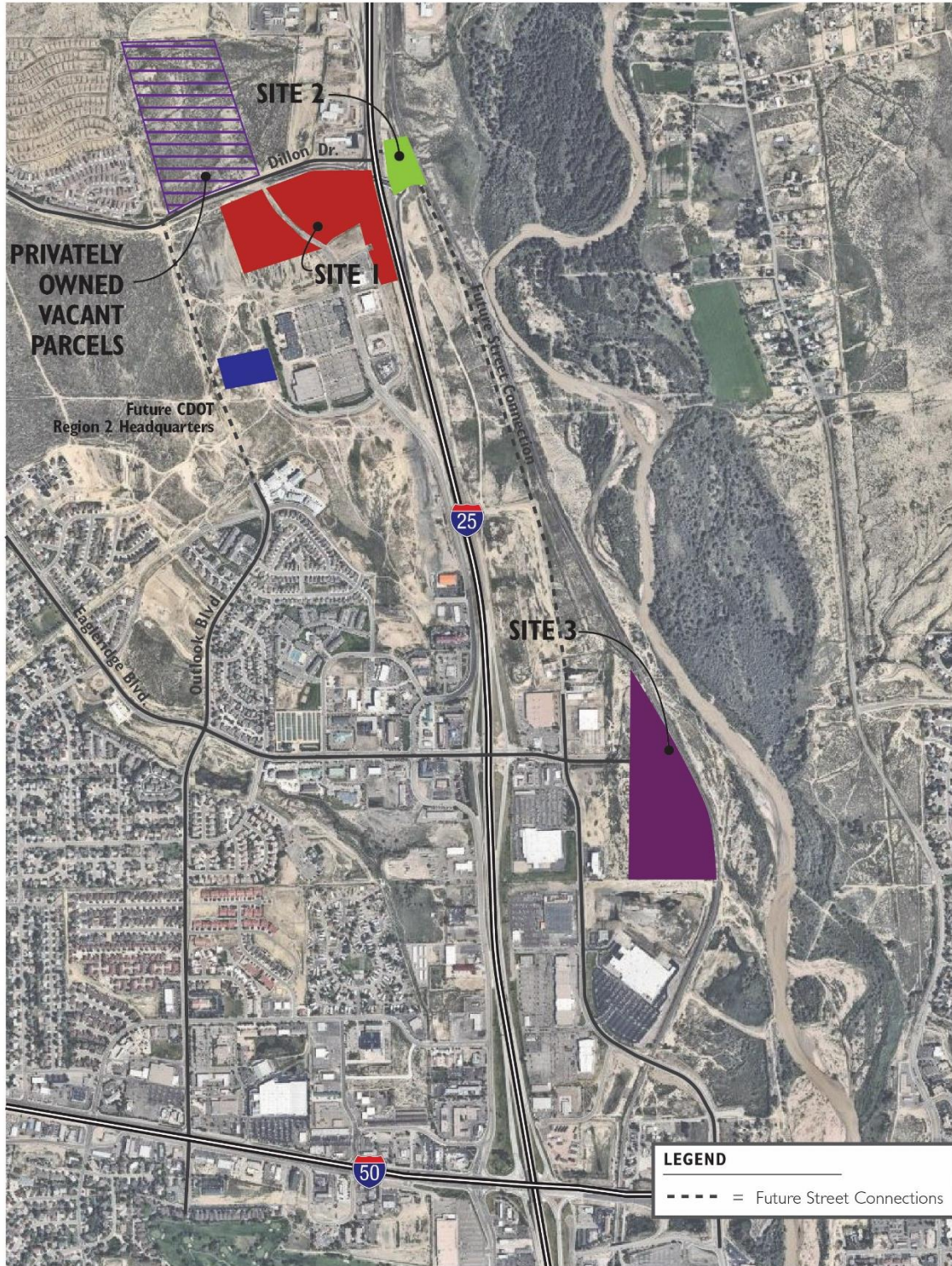
- Proximity to and ease of access to and from I-25.
 - Generally, near the I-25/Dillon or I-25/SH 50 interchanges
- Site should accommodate the following patron amenities:
 - 100 to 200 parking stalls
 - Bike racks
 - Shelter(s)
 - Shade
 - Vehicle charging stations

For the purpose of the initial screening, 1.5 acres was the minimum site size that was considered to be adequate.

SITE ALTERNATIVES

Potential parcels were evaluated using ownership, zoning, and parcel size information. Aerial site imagery and Google Street View were also used to assess potentially underutilized properties and assess the ease of access to and from I-25. In addition, Pueblo Planning and Community Development staff were contacted to discuss compatibility considerations. Figure 9 depicts the properties that have been identified as potential parcels for a future Park-and-Ride in North Pueblo.

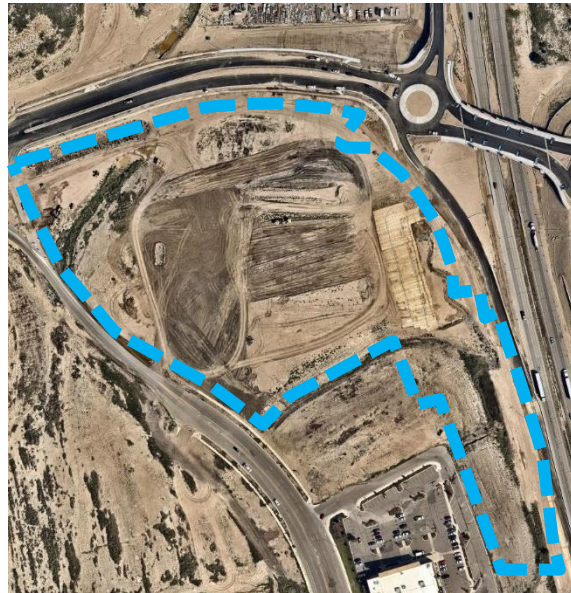
Figure 9 Potential Park-n-Ride Sites



Site 1 – Southwest corner of I-25/Dillon

This group of vacant properties is owned by the City of Pueblo and total just over 33 acres. The site would provide for easy access to the newly built Dillon/I-25 interchange and good proximity to the future CDOT Region 2 Headquarters site. The site extends west, as shown in Figure 1.

The underlying zoning is Planned Unit Development (PUD). In the PUD zone, a stand-alone parking lot is not allowed, however, City Planning and Community Development staff have indicated that a rezone to a district that would allow parking is viable in this area. There is also potential to integrate a Park-and-Ride into a larger development project.



Site 2 – Southeast corner of I-25/Dillon

Site 2 consists of two, publicly-owned parcels, one by the City of Pueblo and the other is CDOT owned. The parcels combined are 4.27 acres. Like Site 1, this site provides for convenient access to the newly built Dillon/I-25 interchange and proximity to the future CDOT Region 2 Headquarters.

Challenges to this site include the anticipated future street extension of Dillon Road to the south and the potential need for rezoning. Integrating the Park-and-Ride into the street design would tackle the design and zoning questions together. There also appears to be adequate space north of the newly built roundabout to construct a Park-and-Ride.



Site 3 – East Eagleridge Blvd

The third site is slightly further south than the others, east of the I-25/Eagleridge interchange. It provides reasonable access to I-25 via the Eagleridge interchange, but does not serve residential needs as well as the other sites off Dillon Rd, because of the dead-end nature of Eagleridge that provides for no access to the site from the east. The eastern access is limited by the railroad that bisects the northeastern part of this site. Together the group of properties are just over 38 acres, but do include a few obstacles to overcome.



City staff indicate that a portion of the property is planned to be traded with a private entity and that the southern end of the group of properties is a former landfill. Even with the reduced size due to a trade deal and environmental constraints, this large site may still be able to accommodate a Park-and-Ride, which would likely require less than 2 acres in total.



Privately Owned Vacant Parcels

In addition to the three publicly owned sites considered in this assessment, there are also several underutilized private properties in the vicinity of the I-25/Dillon Interchange. The properties are zoned either PUD or A-1 and would require rezoning, like Sites 1 and 2.

EVALUATION CRITERIA

The properties that have been identified as potential sites for a future Park-and-Ride have been evaluated based on the following criteria:

- Ownership
- Size
- Ease of Access to I-25
- Proximity to CDOT Region 2 Headquarters
- Land Use Compatibility

Ownership

Each property's ownership was considered, acknowledging that a City or CDOT owned property would streamline potential development. The evaluation notes the ownership of each property as follows:

- City of Pueblo owned
- City and CDOT owned
- Privately owned

Size

Based on the desired amenities, a size of 1.5 to 2 acres was used for the initial screening of properties. This size property would be able to adequately house 200 parking spaces as well as patron amenities including, shelter(s), bike racks, benches, etc. The sites have been evaluated for size using the following criteria:

- Site > 2 acres
- 1.5 acres < Site < 2 acres
- Site < 1.5 acres

Ease of Access to I-25

One of the stated relocation goals is for ease of access to I-25. The sites have been evaluated for ease of access using the following criteria:

- Site < 0.5 miles
- 0.5 miles < Site < 1.0 miles
- Site > 1.0 miles

Proximity to future CDOT Region 2 Headquarters

One of the stated goals includes ease of access to the future CDOT Region 2 Headquarters. For the purpose of this evaluation, access was based on the ability to walk or drive to the future Headquarters building along existing or planned streets, using the following criteria:

- Site < 1 mile
- 1 miles > Site > 2 miles
- Site > 2 miles

Compatibility with Adjacent Land Uses and Future Plans

The underlying zoning and compatibility with adjacent land uses were evaluated for each site. Considerations included if a site would need to be rezoned and if adjacent land uses would be compatible with a Park-and-Ride facility. Rezoning potential was confirmed by Pueblo Planning and Community Development staff. In addition, this evaluation considers plans that are underway for the identified site that may hinder the potential for a Park-and-Ride.

- Good Compatibility
- Feasible Compatibility
- Not Compatible

CONCLUSION

The results of this preliminary evaluation are summarized in the table below.

Category	Site 1	Site 2	Site 3	Private Properties
Ownership	●	●	●	●
Size	●	●	●	●
Access to I-25	●	●	●	●
Proximity to CDOT	●	●	●	●
Land Use Compatibility	●	●	●	●

Based on the preliminary results, Site 1 scores well on four of five measures. Sites 2 and 3 score well on three of five measures. It is important to consider the tradeoffs that exist for each as described below.

Site 1

Site 1 has the best proximity to I-25 and the future CDOT Region 2 Headquarters. Its size also provides for good potential integration of a Park-and-Ride. This site could be integrated into a larger development project depending on the City’s plans for the site.

Site 2

Site 3 also offers good proximity to I-25 and the CDOT Region 2 Headquarters. However, its joint ownership by the city and CDOT presents either opportunity or challenge. If CDOT is a willing partner in developing a Park-and-Ride, site 2 may present the most opportunity. Conversely, if CDOT is not interested in partnering, then this site may not be a feasible site. Opportunity for this site also exists to integrate the design and construction into that of the extension of Dillon Rd, that is already planned. However, it is unknown if design efforts are already underway and if integration is viable at this time.

Site 3

The location of Site 3 is not as ideal as the other two. Other potential challenges include plans that are underway for the site. City staff indicate that a property trade and environmental remediation is likely due to the former landfill status. If this site is of interest, the details of these issues need to be further evaluated.

Private Properties

The combined private properties north of Dillon Drive have sufficient size, access to I-25 and proximity to CDOT Region 2 Headquarters. However, the parcels are immediately east of the North Point Estates mobile home community and would potentially be negatively received.