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1 EXECUTIVE SUMMARY

Study Purpose

The Pueblo West Feasibility Study is funded by Pueblo Area Council of Governments and was initiated in response to an ongoing interest in transit service by citizens of the Pueblo West Metropolitan District. The purpose of the study is to evaluate the demand for transit service within the Pueblo West Metropolitan District based on demographic, socio-economic, employment and student characteristics, as well as community feedback.

Market Analysis

The market analysis determined that areas north of Industrial Blvd. and west of Pueblo West High School do not currently support fixed-route transit based on demographic and socio-economic densities and the lack of non-residential land uses. Population and employment densities are not expected to increase significantly in these areas based on future land use plans.

Areas south of and along US-50, west of Purcell Blvd., and east of McColloch Blvd. have the highest transit demand in Pueblo West. Transit demand in this area is comparable to areas of Pueblo with limited (60-minute) service. Areas along Spaulding Ave. and Joe Martinez Blvd. are likely to have increased transit demand in the future due as residential and commercial infill development occurs.

Community Feedback

Public meetings were held at Pueblo West Fire Station #3 on Tuesday, April 4 to discuss existing conditions in Pueblo West and potential transit service options. An online survey was also made available to the community and received 200 responses.

Overall, the Pueblo West community has moderate support for transit with 42% of survey respondents believing there is a need for transit service in Pueblo West. Residents supportive of transit were most interested in providing access to employment opportunities, medical facilities and recreational destinations in the City of Pueblo. Residents not supportive of transit were primarily concerned with potential tax increases.

Recommendations

The study concludes that Pueblo West does not yet have sufficient demand or community support for all-day fixed-route transit. However, the demand for transit service in Pueblo West will to increase as infill development occurs south of SH-50 and east of Pueblo West High School.

Short-term alternatives to existing county-wide, curb-to-curb transportation for seniors and persons with disabilities include the creation of a volunteer senior shuttle and a partnership between Pueblo County and a transportation network company to provide partially subsidized trips. A longer-term transportation option would be a feeder route from Pueblo West to Pueblo.
2 MARKET ANALYSIS

DEMOGRAPHIC AND SOCIO-ECONOMIC CHARACTERISTICS

This section focuses on demographic and socio-economic characteristics that are more likely to ride transit in Pueblo West. The evaluation includes data from the 2014 American Community Survey. Topics analyzed and mapped in this section include:

- General Population
- Seniors
- Young Adults
- Persons with Disabilities
- Zero-Vehicle Households
- Transit Demand Index
**General Population**

The total population of Pueblo West is 29,643. Approximately 60% of residents, or 17,590 people, live south of US-50 and east of Pueblo West High School. The densest areas of Pueblo West surround Desert Hawk Golf course. Areas north of US-50 have a significantly lower population density than the rest of Pueblo West.

Population densities of 10 persons per acre or more generally support all-day transit service. The only census blocks in Pueblo West with over 10 persons by acre are south of Joe Martinez Blvd.

**Figure 1 General Population**
Senior Population

Seniors (age 65 and older) are more likely to depend on transit than younger adults. Seniors are also less likely to walk more than ¼ mile to a bus stop.

The total number of seniors that live in Pueblo West is 3,579. Seniors in Pueblo West are most heavily concentrated south of US-50, near the Desert Hawk golf course and mobile home parks near Joe Martinez Blvd. and Purcell Blvd. Nearly 65% of Pueblo West seniors, or 2,297 seniors, live south of US-50 and east of Pueblo West High School.

Figure 2  Senior Population
Young Adult Population

Young adults today are more likely to consider transit as a transportation option than previous generations. The total number of young adults (ages 18-22) in Pueblo West is 1,333. Similar to the senior population, many young adults are concentrated around Desert Hawk Golf Course, and south of US-50. Nearly 65% of young adults, or 856 young adults, live south of US-50 and east of Pueblo West High School.

Figure 3 Young Adult Population
Disabled Resident Population

Persons with disabilities are more likely to depend on transit and/or paratransit service. The total number of disabled residents in Pueblo West is 2,591. Over 70% of the disabled residents, or 1,827 disabled residents, live south of US-50 and east of Pueblo West High School.

Mobile home communities south of Joe Martinez Blvd. have a higher concentration of persons with disabilities than other areas of Pueblo West. However, the density of persons with disabilities in this area is far lower than most Pueblo neighborhoods.

Figure 4  Disabled Resident Population
Zero-Vehicle Households

The total number of zero-vehicle households in Pueblo West is 377. Over 85% of the zero-vehicle households, or 327 households, live south of US-50 and east of Pueblo West High School.

The geographic distribution of zero-vehicle households largely mirrors that of general population density. The density of zero-vehicle households south of Joe Martinez Blvd. is comparable to areas of Pueblo with low transit ridership.

Figure 5  Zero-Vehicle Households
Transit Demand Index

The transit demand index is the combined densities of zero-vehicle households, residents with disabilities, seniors, and young adults at the Block Group level. The composite index highlights areas with the highest transit demand.

Areas south of US-50, along McCulloch Blvd., Joe Martinez Blvd., and Purcell Blvd., have greater transit demand than the rest of Pueblo West. However, these areas have transit demand similar to areas of Pueblo with minimal transit service and low ridership.

Figure 6  Transit Demand Index
EMPLOYMENT CHARACTERISTICS

This section focuses on employment characteristics based on data from the 2015 Longitudinal Employer Household Dynamics.

Employment Density

Employment density within Pueblo West is highest between US-50 and Industrial Blvd. Additional employment is present along Joe Martinez Blvd. and McCulloch Blvd. An employment center located at the intersection of US-50 and Purcell Blvd. includes Walgreens, Parkview-Pueblo West Emergency Services, Safeway, Family Dollar and Hanson Clinic. Other large employers include Wal-Mart, the U.S. Post Office, and the Desert Hawk golf course.

Figure 7  Employment Density
Job Locations of Pueblo West Residents

Approximately 11,700 Pueblo West residents are employed and 6,900 live south of US-50 and east of Pueblo West High School. The majority of employed Pueblo West residents commute to Pueblo for their primary job. The largest employers of Pueblo West residents are Parkview Medical Center, EVRAZ Rocky Mountain Steel, St. Mary-Corwin Medical Center, Pueblo Community College, and La Vista Correctional Facility.

Figure 8  Job Locations of Pueblo West Residents
COLLEGE/UNIVERSITY STUDENT CHARACTERISTICS

Colorado State University-Pueblo Students

CSU-Pueblo anonymized student home locations were analyzed to show density in Pueblo West. Approximately 78% of CSU-Pueblo students residing in Pueblo West live south of US-50. The driving distance from home to campus for these students ranges from approximately 7-13 miles.

Figure 9  CSU-Pueblo Student Home Location Density
Pueblo Community College Students

Pueblo Community College (PCC) anonymized student home locations were analyzed to show density in Pueblo West. The distribution of PCC students is nearly identical to that of CSU-Pueblo students in terms of distribution.

Figure 10 PCC Student Home Location Density
RIDESHARING

CDOT Park-and-Ride

The Colorado Department of Transportation (CDOT) maintains a park-and-ride at the southeast intersection of US-50 and S McColloch Blvd that functions as a carpool/vanpool origin. The destination(s) of rideshare users utilizing the CDOT park-and-ride has not been confirmed.

Additional informal rideshare origins for commuters traveling to correctional facilities in Florence have also been reported at Walmart and Safeway stores along US-50.

Figure 11    CDOT Park-and-Ride
Distance between CDOT Park-and-Ride and Destinations

Research shows that park & rides are most successful when driving distance to activity centers is 12 miles or greater. The driving distances between the Pueblo West park-and-ride and major destinations in Pueblo. It should be noted that most Pueblo West residents live east of the CDOT park-and-ride and that commuters are generally less inclined to travel in the opposite direction of their destination to access a park-and-ride facility.

Figure 12 Driving Distance from Park & Ride to Pueblo Destinations
SENIOR/DISABLED TRANSPORTATION

The Senior Resource Development Agency provides county-wide, curb-to-curb transportation for seniors (age 65 and older) and persons with disabilities.

The service operates Mondays through Fridays from 8:00 a.m. - 5:00 p.m. SRDA operates wheelchair-accessible vans that include bicycle racks trips. Reservations are required at least 48-72 hours in advance of trips.
ZONING

The majority of Pueblo West is comprised of low-density A-3 residential zoning. However, zoning types that require development patterns with can support transit are present along Industrial Blvd., Spaulding Ave., Joe Martinez Blvd., and Purcell Blvd. These transit-supportive land uses include:

- B-4 Community Business District
- R-5 Mixed Residential and Office
- R-6 Mixed Residential and Commercial

The Pueblo West zoning map was revised in August 2015.

Figure 13  Pueblo West Zoning
FUTURE LAND USE

An update to the Land Demand Analysis for 2002 Pueblo County Comprehensive Plan was completed in 2014 and includes the following changes in future land use in Pueblo West:

- Increase in Special Development Area and Arterial Commercial Mixed Use along US-50.

If development follows this zoning change, increases in number of employees and economic activity, in a transit-supportive urban form, will increase transit demand.

Figure 14  Pueblo County Future Land Use Plan (2014)
Regional 2040 population projections were provided by Pueblo Area Council of Governments (PACOG) and City of Pueblo, and provide insight into expected growth of Pueblo West. Pueblo County’s total population is projected to increase rapidly by approximately 69,237 people between the years 2010 and 2040, based on forecasted trends. Generally, the southern half of Pueblo West, south of US-50, is projected to grow in population faster than the northern half.

Figure 15  2040 Population Density Projection

1 Pueblo County Department of Planning and Development, Pueblo Regional Development Plan, Addendum August 2014
3 COMMUNITY FEEDBACK

Community outreach efforts for the Pueblo West Transit Feasibility Study consisted of two public meetings and an online survey.

PUBLIC MEETINGS

Two public meetings were held at Pueblo West Fire Station #3 on Tuesday, April 4 to discuss existing conditions in Pueblo West and potential transit service options. The public meetings were advertised in utility bills and on social media via the I Live in Pueblo West facebook page.

Each public meeting consisted of a brief presentation summarizing existing conditions and potential transit options followed by a group discussion. Meeting attendees were also given the opportunity to express their opinions directly with the project team and discuss transportation options by community size and potential transit service types for Pueblo West. Over 30 residents attending the public meetings.

Figure 16 Public Meeting Poster – Transportation Options by Community Size
### Figure 17 | Public Meeting Poster – Potential Transit Service Types

<table>
<thead>
<tr>
<th>Transit Service Types</th>
<th>Description</th>
<th>Benefits and Challenges</th>
<th>Vehicle Type</th>
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</table>
| Local Circulator      | A local circulator typically operates on an hourly headway and is designed to directly serve important destinations and corridors. | **Benefits**: - Stops are close together, requiring less waiting - Provides good coverage, serving a wide variety of destinations  
**Challenges**: - Routes can be inefficient and make frequent stops, causing longer travel times - Fewer frequent service riders have less flexibility about when they travel - Typically attract fewer riders than other fixed-route services because of longer travel times | [Image of Local Circulator] |
| Feeder                | Feeder services are designed to provide an easy connection to major destinations or transit centers. | **Benefits**: - Typically consists of two-way service along the majority of the route - Aligns with direct in order to make the trip as fast as possible for riders  
**Challenges**: - Feeder service is for passengers planning to connect to another transit service and must be reliable in order to make their connection  
- The service is designed around a very specific trip pattern and sometimes is not highly utilized | [Image of Feeder] |
| Commuter Express      | Express service is designed around typical commute schedules and operates at peak times between park-and-ride and major employment destinations. | **Benefits**: - Service is direct and travel times can be comparable to auto connected travel times  
**Challenges**: - Riders may have to walk a few blocks to their destination  
- Destinations are typically limited to major employment centers or educational institutions  
- Service may be limited to peak hours only | [Image of Commuter Express] |
| Flex Route            | Flex service is a hybrid between fixed route and demand response service. Flex routes travel along a fixed alignment with scheduled start times, but can deviate from the route up to 3/4 mile to directly serve a destination if requested by a rider. | **Benefits**: - By deviating up to 1/4 mile from the fixed route, flex service can meet requirements for complimentary shuttle/carrier service without traditional demand response service  
**Challenges**: - Without an exact schedule, the route may not know when the bus is coming  
- Travel is indirect and trips can take a long time due to deviations requested by riders | [Image of Flex Route] |
| Vanpool               | Vanpools consist of shared-ride transportation for groups of commuters. | **Benefits**: - Reduction in regional single-occupancy vehicle trips  
- More flexibility for deeper locations than commuter express service  
- Access to federal capital funding when managed by public agency  
- Reduced maintenance costs when managed by transit agency  
**Challenges**: - Riders must have similar work hours  
- Riders typically meet at a specific location such as a park-and-ride  
- Requires one or more rider to be a designated driver | [Image of Vanpool] |
ONLINE SURVEY

To gather community feedback and inform a recommended service plan, an online survey was circulated in the Pueblo West and Pueblo communities, and open for four weeks. Advertisement for the survey was included on the March utility bill mailing, and resulted in 200 survey respondents. Thirteen of the survey respondents (7%) also attended a public meeting on April 5, 2017.

Residence Location

The vast majority (96%) of survey respondents were people who live in Pueblo West. A few people who took the survey live in Pueblo, Trinidad, St. Charles Mesa, and in Pueblo County.

Figure 18 Residence Location
Community Experience with Public Transit

Seventy percent of respondents stated that they have taken public transit, while 30% of respondents have not.

Figure 19  Public Transit Experience

Access to a Personal Vehicle

The vast majority of respondents (98%) stated they have access to a personal vehicle.

Figure 20  Personal Vehicle Ownership
Need for Transit in Pueblo West

The survey participants are split on whether there is a need for transit service in Pueblo West. Fifty-eight percent of participants stated there is no need, and 42% of participants stated there is a need.

Figure 21 Need for Transit in Pueblo West

Specific Transit Need for Pueblo West

Of the 84 respondents who believe there is a need for transit in Pueblo West, 82% believe there is a need for transit connections between Pueblo and Pueblo West and 52% believe there is a need for transit service within Pueblo West.

Figure 22 Specific Transit Need for Pueblo West
**Employment Status**

The majority of participants are employed (78%). Of those that are employed, over half (53%) work in Pueblo. Twenty-seven percent work in Pueblo West, and another 21% work elsewhere. The most common place outside of Pueblo and Pueblo West is Colorado Springs. Other places participants work include: multiple sites, Canon City, Florence, Pueblo County, Fremont County, and Denver.

**Figure 23**  Employment Status

![Pie chart showing employment status]

**Figure 24**  Employment Location

![Bar chart showing employment location]

- Pueblo: 53%
- Pueblo West: 27%
- Other: 21%
Age

More than half (58%) of respondents are between 35 and 64 years of age. Thirty percent of participants are between 25 and 34 years.

Figure 25   Age of Survey Respondent
**Student Status**

Only a small portion of participants stated that they are a student, 11% (22). Seven participants stated they attend Pueblo Community College, five attend CSU-Pueblo, four are enrolled online, and one attends Pueblo High School.

**Figure 26   Student Status**

![Pie chart showing student status]

**Figure 27   School Attended**

![Bar chart showing schools attended]
4 RECOMMENDATIONS

The study concludes that Pueblo West does not yet have sufficient demand or community support for all-day fixed-route transit. However, the demand for transit service in Pueblo West will increase as infill development occurs south of SH-50 and east of Pueblo West High School.

Short-term alternatives to existing curb-to-curb transportation for seniors and persons with disabilities include the creation of a volunteer senior shuttle and a partnership between Pueblo County and a transportation network company to provide partially subsidized trips for Pueblo West residents. A longer-term transportation option would be a feeder route between Pueblo West to Pueblo.

SHORT-TERM RECOMMENDATIONS

Volunteer Senior Shuttle

Volunteer driver programs typically provide mileage reimbursement to individuals that operate their own vehicles when they take individuals to medical appointments or other services, thereby negating the need for additional labor and capital costs. This kind of program can provide service to riders who may otherwise be unreachable and/or are too costly to serve. Leveraging volunteer labor can make community transit services more affordable. Having volunteer drivers can increase schedule flexibility and reduce costs.

Recruiting and retaining volunteers (typically recently retired seniors) can be challenging and requires on-going effort/attention. In addition, most volunteer drivers are limited to ambulatory passengers. Most volunteers are reimbursed for mileage. The higher the reimbursement, the greater the number of people willing to become volunteers. The IRS mileage reimbursement guideline (updated annually) is the amount volunteers can be "reimbursed" without it counting as income they would have to declare. Any program should consider paying the maximum.

Additionally, time needs to be devoted to continuing volunteer recruitment, recognition, and training. Volunteer programs may take years to establish, and volunteers can be in short supply. Fuel costs and vehicle insurance can be prohibitive, and insurance coverage requirements may limit participation.

Transportation Network Company Partnership

The need for advance notice has discouraged many potential customers from using flexible service. As transit network companies (TNCs), such as Uber and Lyft, have demonstrated it is possible to design apps that enable short-term summoning of transit vehicles engaged in a form of flexible service, making these services more attractive. The customer has more control of the scheduling of their trip and does not need to plan 24 or more hours in advance. In some areas, transit agencies are partnering with TNCs to provide first and last mile connectivity.
LONG-TERM RECOMMENDATIONS

Fixed-Route Service

Future fixed-route transit service in Pueblo West should include a connection to Pueblo. Service in Pueblo West should focus on residential areas south of SH-50 with Walmart Supercenter as its terminal point. The route should operate bi-directionally within Pueblo West to minimize indirect travel for riders. Potential destinations in Pueblo include Parkview Medical Center, Social Security Office, and Pueblo Mall, creating connections with Routes 3 and 6.

The round-trip time for the proposed Pueblo West feeder route is 60 minutes, including layover. Transit routes that operate during peak hours only (7-9 a.m. and 3-6 p.m.) preclude afternoon and evening shift employees from using the service. In addition, seniors typically prefer to ride transit during midday hours. As a result, the route should operate every 60 minutes from 6:00 a.m. to 6:00 p.m. on weekdays with a 15-passenger cutaway van.

The annual cost of providing all-day feeder service is 3,300 hours, which translates to approximately $200,000 per year for labor, fuel, maintenance and administration based on the existing Pueblo Transit fully allocated cost model. Implementation of the Pueblo West feeder route should occur when the population south of US-50 and east of Pueblo West High School reaches 25,000 persons and/or 9,000 employees. These figures assume a 1% transit mode share for employees, 2 daily boardings per rider, 15 boardings per service hour and 7.5 boardings per one-way trip, which is appropriate for a cutaway vehicle. Retired seniors and college/university students are not factored into this projection.

Figure 28 Proposed Pueblo West Feeder Route
APPENDIX A - ONLINE SURVEY COMMENTS
### Against Transit Service in Pueblo West

<table>
<thead>
<tr>
<th>We can't keep the roads we have now maintained and want to talk about public transportation??? Bad idea. Roads are trashed and there are potholes everywhere. This is the last thing we need out there.</th>
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<tr>
<td>I don't believe our taxes should go for public transportation, we have more important needs to be taken care of. I don't understand how someone who relies on public transportation would move to a rural area and then demand it. If you must rely on buses, move to the inner city.</td>
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<td>I don't mean to sound arrogant nor condescending but Pueblo west is not a place for people that do not own a car or cannot legally drive with the exception of the elderly for which there are already provisions in place.</td>
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<td>This will bring alot of unwanted people out here to commit crimes</td>
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<tr>
<td>I feel as though bringing public transportation to Pueblo West is going to become a bridge for more panhandling in our community. It is already an issue now and it is going to increase ten fold if public transportation is put into place</td>
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<tr>
<td>Don't do it</td>
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<tr>
<td>I am a homeowner in Pueblo West. I DO NOT want public transportation between Pueblo and Pueblo West.</td>
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<tr>
<td>Public transportation is not necessary in rural areas as the costs would be excessive and not productive. Pueblo West is and was designed to be a 'bedroom community'. If public transportation is required in one's life, he/she should live where required services are offered.</td>
</tr>
<tr>
<td>No</td>
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<tr>
<td>Public transportation losses money in the majority of smaller towns/municipalities it serves. Please keep Pueblo West for the hard working people who try to keep it nice. We moved here to avoid the drugs and high crime rate, now they're invading our nice community. If the trend keeps up, we will be moving somewhere with less pot shops and where the criminals stay away.</td>
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<td>the marijuana store in the area have brought enough criminals into Pueblo West. Let's not start bussing them in</td>
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<td>If you have moved to PW... you don't need transportation... that's just common sense. Just like the 100's of other small towns in CO which does not have a public transportation system. Complete waste of money.... much like the idiotic structure that was built in the middle of the roundabout. Who decides on these things?  You must have not traveled the United States to see that the monstrosity is #1 complete waste of money #2 an eyesore #3 visually blocks the oncoming traffic.</td>
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<td>Spending tax payers money again.... I do not care what pot it comes out of, it is our tax dollars. PW metro board is no different than the swamp scum in Washington, just lower on the totem pole.</td>
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<td>There are better ways to spend taxpayer money. This is not one of them.</td>
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<tr>
<td>Another way to waste taxpayers money and bring more crime to Pueblo West on my dime.</td>
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<tr>
<td>We moved to Pueblo West for acreage and quiet. People knew what the community was like when they moved here. Maybe they should move to town. And if people want to come out here to shop for a tax break, I should not be penalized. I do not want increased taxes to pay for a service for the unemployed.</td>
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<tr>
<td>If you are transit dependent Pueblo West should not be on you list of places to live. Why should tax payers have to fund a transit service for a rural / semi rural area. Residents should take their own personal mobility needs into consideration before renting or buying in an area with no existing public transit service.</td>
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<tr>
<td>The population of PW is way too disperse. In order to be even remotely financial viable, you would have to limit the service to only a few bus stops, which means that people would have to drive to the bus stop. Now you are buying property and building expensive parking lots. It would become another expensive government program that few people use, increasing the tax burden on the community, but never going away regardless of how much money it loses. Strongly opposed!!!</td>
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County tax dollars need to be spent somewhere else. This would be another waste of resources. Fix the roads in PW, build a new jail or hire more SO deputies.

Fix the roads and enforce the covenants. Too many houses are looking run down (furniture, cars, junk parked in front yards)

Public transportation is found in city limits. Why bring it put here. I moved out here to get away from the in town atmosphere. I use to love Pueblo West. I really hope this doesn't happen. I also wish I knew about the meeting so I could of attended.

I don't want to pay for this!!

I believe there is no need for public transit in Pueblo West. A person who has no vehicle simply does not move to a place that is unwalkable. For those few who do, there are taxis, uber, lyft, and services such as dial-a-ride if they qualify. These options cost far less than raising taxes for the whole community.

The reason we moved here was to get away from traffic from buses, trains and way to many people. Why spoil a wonderful thing? When people move here they know the situation. It's fine just the way it is.

Your entire survey deals with whether I have a job or a car! I am not willing to pay for other people to travel to Pueblo West so that they can buy pot or avoid paying taxes in the city they choose to live! People need to leave where they can afford to buy or work. I live in Pueblo West to be away from those type of people that are living off of the system! Pueblo West has greater needs in the form of road repairs, firemen and equipment, why are we looking for others ways to spend money we do not have. This plan means more taxes!!! I will sell and move first! Les Cain 719-252-3475

I've lived in an area that got public transportation and all it did was cause riff raft to move into the area. It's a horrible idea.

No new taxes!!

It seems to me that adding a bus stop to this area would only invite criminal activity. I think it's a terrible idea.

Please keep your traffic inside the city limits; we moved out to Pueblo West to get away from all the bull in Pueblo. And Pueblo should not have a bus either; never more that 5 people on those big gas drinking busses. Stop abusing the tax payers hard earned money!!!

We moved to this community because it's not a city. Don't bring public transportation here and don't put in sidewalks!!!

This is a money pit.

No

House values and safety will be compromised with the increased crime rate that accompanies public transport.

Fix the roads!

NO TO PUBLIC TRANSPORTATION!

No

Spend the money/taxes on a couple cops or more sheriffs patrolling

I'd like real research done into the various claims people are making on both sides of the discussion. For example, what would be the realistic costs of proposed transportation and where would the funds come from? And for those claiming that public transportation will bring crime, are there any legitimate studies to support that claim? It is my understanding that is false/has been disproven. But either way, concrete info beats stereotypes and "what ifs"

Adding a transit system would increase traffic, create a need for sidewalks along highway 50, and transit shelters at bus stops also. These would create congestion. Designed as a retirement/home owner community most people own their own method of transportation.
Would love to have proper BIKE lanes on all of the arterial roads in PW.

PW is not big enough to warrant this. Let's look at road improvement and shoulder widening for safer cycling. I routinely cycle for transportation.

Money would be better spent on the roads

Public transportation usually does not work in the West. In large cities it serves a very important service. I have been on public trans. in Baltimore, D.C., and many others. Factors include traffic and parking fees.

PW is too dispersed. Most people would still need a car to get to the closest transit stop.

I would have attended, but my move date is coming up the 25th. I do not see public transportation as a need in Pueblo West, nor can the roads support the heavier traffic. The roads are already churning themselves up with just car traffic and the trash truck and buses. However, if senior citizens are wanting public transportation, it seems that could be handled with a smaller vehicle and a couple days a week offering.

**Supportive of Transit in Pueblo West**

I would like to see a transit system run after 9pm. Take transit down town and enjoy a meal and couple drinks.

Having transit in the home areas is probably not a need… but to and from major outlet areas where shopping happens and majority of jobs are is a huge benefit to those of us that travel to and from Pueblo West from Pueblo. Show studies to those people who live in Pueblo west that crime rates do not rise with public transit. Many people have "complained" that public transit will bring crime. This is not the case.

This would be great for kids to take to and from parks or things like the library. Also for anyone who cannot drive or doesn't have a vehicle to get around easier.

Start a train from pueblo west connecting canon city and pueblo, then just plan expansions later on. Allowing more revenue to flow around southern Colorado and generate revenue and create more jobs in the process. I can go on and on. jeremy_gibson10@yahoo.com

My only concern is that is would stay clean and be safe.

Local transportation to main places like Walmart Safeway and around parks would be great and then a transfer station on to Pueblo buses would be amazing

Pueblo west seems to have a high population of retirees they may need these services more than I do please consider this request if the elders in the community need it.

As we grow, there is a need for this service - not only for the elderly and disabled, but for the young and impoverished as well.

I really wish I would have been able to make it to the meetings but weather kept me away. I am a proponent of public transportation.

Bringing public transportation would benefit those of us who share one car between 4 people and trying to juggle schedules.

Please don't make public transportation from Pueblo West to Pueblo expensive. If the cost isn't affordable, people won't use it. Thanks!

I have 2 older sons that would love to be able to get jobs after work like Walmart but they do not have access to a car. Public transit would be a Godsend to them.

Bussees that would make after school activities and athletics more accessible to students. Doesn't have to be huge city busses. We can start small with passenger vans.

As the population ages public transportation will become essential
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<thead>
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<th>This is a need for our young residents. However I do believe some elderly could benefit from it as well.</th>
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<tr>
<td>My son could benefit from the service to and from Pueblo. Furthering better public transportation is always a plus for both communities</td>
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<td>I didn't attend the public meetings because they were not held at a time that was conducive to someone who spends two hours a day commuting to the nearest community with sufficient economic development to provide employment options. Transit in Pueblo West would absolutely improve the area, provide access to additional areas of town and help develop commercial and economic growth. That said, an initial service between Pueblo transit center and multiple points in Pueblo West (Walmart, Library, Safeway, etc.) could be valuable in gauging the interest and usage levels. While I don't believe that at this time a regular bus service route within PW would be valuable, we need to begin exploring possible solutions for the growth that will continue to occur in the next 20 years.</td>
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<td>It would be very helpful for my clients (in Pueblo) to have at least minimal transportation from the bus stop at SSA to the industrial part north of 50. It would be helpful for those in PW to be able to get to SSA and on to Pueblo as well as to the business areas in PW. Dr. Linda Perkins, Christlife Ministries 719-647-9235 <a href="mailto:lperkins@mychristlife.org">lperkins@mychristlife.org</a></td>
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<td>I think it would be helpful, yet I think it would increase more criminal activity with people now having a way from Pueblo here. More panhandlers.</td>
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<td>It would be nice if there was a route from PWHS to the library or nearby. My kids walk after school regularly. If they are walking with a friend, I don't mind, but sometimes they have to walk by themselves and I worry. I don't want a service that runs to Pueblo. I think it's only inviting trouble. There are already services for the elderly if they need to go into town for appointments. Also, we live on the northside of 50, so if there was a route that ran over there, it would help my kids be able to get summer jobs. We're about 7 miles from Walmart, and I don't want them walking or biking that far. The fire station, for instance, is still far away, but manageable if they needed to walk that distance.</td>
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<td>I believe there are numerous individuals who could attain gainful employment if transportation were available. I am retired but would use public transportation if available.</td>
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<td>I think a lot of the people want it so they don't have to drive their children to town to the movies, mall, etc. I think it would bottle neck Hwy 50 West and McCulloch and Purell Blvd more than it is now. They are talking about 2 bus pick ups in Pueblo West which are at these intersections, if they don't have a car, how do they propose to get to the bus stop, Buses do not need to be driving all over Pueblo West!</td>
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<td>I am the sole transportation for my elderly father. He would have much more independence if he could get to the store and appointments independently.</td>
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