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Comments By Criteria Category		
(from July 2000 to date)		
CV = Community Values E = Environmental I = Implementation M = Mobility P = Process S = Safety		
Community Values		
Too ugly! Weeds cover the beautiful wall. Everything is brown & dead except Central.	CV	
How does Pueblo have as good image when the freeway is not maintained. Look at the terrible way is kept up. Trees and brush are wild along side Mineral Palace Park, and we have lost the view of the beautiful park, band shell, lake, etc. Look at the mess along the beautiful sound wall at the Abriendo exit all the way to the Central Ave Exit. Needs to be cleaned up--bad impression for visitors. Increase ROW for more landscaping. Use detention of water and create wetland landscape areas. More landscaping along South of 1 st Street – widen to , more better looking.	CV	
Beautify I-25.	CV	
Clean it up – especially the downtown area. Landscaping is key!	CV	
Need better landscaping.	CV	
More landscaping along South of 1 st Street – widen to , more better looking.	CV	
Clean it up over the South side.	CV	
Less Ugly.	CV	
Widen ROW to beautify	CV	
There were substantial impacts to the lower-income neighborhoods in the 1950's as a result of the Pueblo Freeway. There is a lot of fear of how these new improvements may negatively impact houses, business, and neighborhoods. Call for CDOT to equally weigh the improvements/consequences of proposed changes to our neighborhoods and community.	CV	
Concern about houses on the east side of Currie Street at the 800 and 900 block.	CV	
Park east of 1 st Street interchange—do not want to have it destroyed.	CV	
Concerns with the possible impact of changes to the Interstate on his family, residence, and property, as well as other existing neighborhoods and business adjacent to the roadway.	CV	
Relocation, housing, moving expense, age, etc.	CV	
I have lived at this residence all of my life, and I would hate to move. I feel that some exits need to be widened but the freeway on the south side does not have as much traffic as on the north side.	CV	
My home is situated along I-25. I like the location because of the access to I-25 to go north or south in the city. This has and continues to be my home. I am going through a lot of remodeling and upgrading. I enjoy my neighborhood. I am concerned.	CV	
would like to see our neighborhoods come first, not the cement trucks.	CV	
Please do not consider placing Illinois exit closer to my home, and if you do, please take my home.	CV	
Lots 6 thru 10 was connected. When I-25 was put in, property was cut in half, even the house which is 100 years old. The lots together make up for lost land taken by state. Could not afford a different home.	CV	
Bicycle/Pedestrians crossing desperately needed!	CV	
Would like to see wall extended on west side of I-25, south of Abriendo.	CV	
Need sound walls along I-25 from Indiana	CV	
Need soundproof wall on 29 th St – 24 th (North I-25).	CV	
Cement barriers are blocking our views of the majestic Colorado mountains.	CV	
In favor of sound walls.	CV	
When will sound wall on west side of I-25, south of Abriendo be extended.	CV	
Sound walls needed.	CV	
Need sound walls along I-25 from Indiana	CV	
Protect investments: HARP, Historic District, Convention Center	CV	
Landscaping; low maintenance	CV	

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Techniques to reduce right-of-way such as walls	CV	
Protect highway neighbors	CV	
Existing corridor supports uses surrounding it	CV	
Protect existing uses along corridor	CV	
Protect investments	CV	
Protect the ‘flavor’ of Pueblo, accessible and quick to get around, no rush hours	CV	
Protect Mineral Palace Park—don’t take land	CV	
Protect historic values: MPP, Union, Bessmer, Mesa Junction	CV	
Use local artists and talent to reflect ‘flavor’ of Pueblo	CV	
Protect neighborhoods from noise	CV	
See businesses/parks/views	CV	
Look at impacts to any of our improvements	CV	
Landscaping using less water intensive landscaping	CV	
Aesthetics—walls and bridges	CV	
How can elements reflect Pueblo	CV	
How are choices made regarding elements such as noise walls and landscaping	CV	
What improvements done well, equitable, reflects Pueblo. Visitors impressions of Pueblo—different at different interchanges—need, continuity of “look”, no divided neighborhoods—can we preserve and even reunite? People get stuck (south) need help (call boxes) services	CV	
Make it easier to like Pueblo	CV	
Protect and Preserve Views of city	CV	
Cost of walls and space for walls – need a balance	CV	
Views as you enter the town	CV	
Minimize taking of residential properties for right-of-way (for realignment and ramps)	CV	
Replacement housing	CV	
Neighborhood impacts when properties are taken—roads realigned	CV	
Local road conditions	CV	
Adequate bike/pedestrian facilities	CV	
Complete/finish look to landscaping	CV	
Taking homes	CV	
Taking right-of-way	CV	
Impacts of property purchases	CV	
Disruption of neighborhoods, historic districts, properties	CV	
Coordination with neighborhood plans	CV	
Integration of I-25 and neighborhood uses	CV	
Traffic in neighborhoods	CV	
Pedestrian and bike facilities that help tie the neighborhood uses together = safety	CV	
Taking of historical properties	CV	
People need to understand how changes (their loss) benefits the community	CV	
Disruption to properties/businesses	CV	
Beautify the city along I-25	CV	
Protect historic areas	CV	
Support community visions and plans	CV	
Isolated neighborhoods--pedestrian and bikes	CV	
Walls can cover some views – back yards	CV	

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Environmental		
Concerned about clean up of CF&I site when they leave? Clean up in industrial areas	E	
Noise levels have increased dramatically since the structures between 24 th and 28 th west side of 29 th Street, were removed. Truck noise is especially frustrating.	E	
I am concerned about the increased noise level at my residence since the structures between 24 th and 28 th were removed. At certain times, depending on wind, weather, atmosphere, you can no longer carry on a normal conversation on my patio in the 400 block of West 27 th .	E	
Increased noise since the removal of houses along the west side of I-25 south of 29 th Street. Especially frustrated w/ truck break noises. Has used a noise measuring device and said levels are approaching 70 DbA.	E	
Highway noise unbearable, a horrendous issue.	E	
Dust at Detention Basin, need water truck.	E	
Thermal inversion, bad gas and air at I-25 and US50. East of US50, north and south of I-25.	E	
Walls; protect neighbors from noise and look good	E	
Noise barriers, sloped and look good	E	
Tourist friendly community	E	
Wildlife impacts	E	
Noise attenuation and view preservation – need a balance	E	
Flooding of roads	E	
Drainage Problems—existing and as a result of projects	E	
Noise impacts	E	
Implementation		
Sound barriers would be nice for the residents off the interstate. Help to keep their property values from devaluating.	I	
Hate construction. Don't want Denver traffic, mostly H/S travel.	I	
Better road repair HWY50 E. Like Mall Interchange – keep the same.	I	
Hwy 50 situation is a disaster.	I	
Don't try to fit it all at once	I	
Do not do any construction – Denver will be a mess for 5-7 years.	I	
Construction work faster time frames. Road work needs to be done at night as much as possible. Better construction process.	I	
Construction people without an attitude and clean up their language.	I	
Most people like all the new construction SH47/Dillon.	I	
SH50 construction is frustrating.	I	
Concerned about how money will be allocated for this “New” freeway.	I	
Stem Beach exit/entrance, does the public have to pay for it's reconstruction when the new cement plant is who needs the work done?	I	
Increase budget.	I	
Limit growth opportunities.	I	
Less people, just no new roads.	I	
Concern with impacts to Pueblo economy	I	
Use land that is open	I	
Want a practical solution	I	
Good signing on and off interstate	I	

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Consider the geology; blue shale	I	
Cost	I	
Maintenance should be easy and ID who will maintain	I	
Plan for the future--development direction	I	
Consider existing and future land use	I	
Cost of major improvements	I	
Costs	I	
Priorities for projects	I	
Protect expenditures/current investments	I	
Plan for future needs, especially bridges	I	
Mobility		
Don't encourage more or faster traffic.	M	
I-25 is OK, just needs more signs.	M	
better freeway signs.	M	
Need additional streets.	M	
Interchanges are not at main streets.	M	
Need more crossings off Fountain Creek.	M	
We need good alternate routes to handle traffic detours when I-25 has to be closed due to crashes, etc.	M	
Drivers need to speed up, not stop on accel lanes.	M	
Repave I-25.	M	
Avoid downtown, get local traffic to use other road.	M	
It is really jacked-up make it one way out of town.	M	
More alignment to major city streets.	M	
Better advanced warning for interchange closures.	M	
Leave current I-25 as business route.	M	
Need parallel routes through town to keep local traffic off I-25.	M	
Higher speed limit.	M	
I-25, RR, and river are barriers.	M	
Get through traffic through faster and finish Highway 50.	M	
Existing highway needs improvements.	M	
Why have major E/W Rt (8 th) and no connection.	M	
Think of our future needs.	M	
Provide access for east-west traffic to reduce local use of the freeway.	M	
Need major East/West connections ie 4 th St., longer accel/decel lanes.	M	
Major E/W thoroughfare.	M	
No good E-W routes.	M	
Better east/west connectors.	M	
Better east/west connections	M	
We are in dire need of East/West connection to relieve congestion.	M	
Too many cars and too old	M	
Congestion on I-25. Traffic congestion needs to be addressed.	M	
Less traffic at rush hours.	M	

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E-W connector on Hwy 50 – to 24 th St. P.W.	M	
Huge growth on Eldridge N.	M	
Not enough E/W connections. Confusing to visitors. Connect 50B to 24 th . Need ways to get to central part of town.	M	
More east to west main streets through town.	M	
Really need better east/west highways.	M	
East/west connector to Pueblo West.	M	
limited routes N/S, E/W.	M	
An east/west road across Fountain north of the Belmont Interchange.	M	
Lack of east/west routes.	M	
Exits need to be widened	M	
Too many exits that don't go where you need.	M	
better merging and exiting patterns	M	
New longer entrances – 1 st St and Santa Fe	M	
Also better acceleration entrances and exits.	M	
reduce number of exits.	M	
No real direct route to Fairgrounds.	M	
Too few interchanges crossing over/under I-25 (only US50 and 5 th Street).	M	
Reduce the number of interchanges.	M	
Close/reduce number of interchanges.	M	
Keep interchange to hospital.	M	
Keep existing interchange if they are being used.	M	
Fix/improve the interchanges around CF&I; there is no convenient north/south access through town.	M	
Almost all the interchanges need improvement.	M	
Congestion on Freeway ramps is caused by back ups onto Freeway. Need to look at freeways in Houston—have free flows at end of ramps.	m	
Longer on and off ramps.	M	
Too much traffic, ramps are difficult.	M	
Make ramps longer.	M	
Like the downtown ramp locations which keep a small downtown feel, so don't change the Interstate.	M	
have continuous on/off ramps.	M	
and create longer ramps.	M	
Take the on ramps out at Ilex and leave the off ramps.	M	
longer ramps.	M	
Better on and off ramps for access.	M	
Tight ramps, good luck.	M	
All on ramps should be much longer--very unsafe.	M	
Take some of the curves out. Too many accidents happen with the short exit ramp ways when entering I-25.	M	
Get trucks off the highway. Keep truck accidents away from main traffic flow.	M	
Want to get people where they want to go	M	
Access to destinations	M	
Easy access on and off the interstate	M	

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On and off at same interchanges	M	
Want to provide for local trips	M	
Want to provide roads that give trip alternatives	M	
Need to get north/south mobility	M	
Improved east/west mobility	M	
On and off ramps are too short—not enough room	M	
Access to major (many) destinations	M	
Minimize lane changes	M	
Easy/direct access	M	
Improvements user friendly to all citizens	M	
Consider bypassing the city but keep the current I-25 corridor	M	
Plan for future—may need to look 30-40 years out	M	
Protect future options now!	M	
If close an interchanges need to look at who is impacted, how to serve that access	M	
Neighborhood traffic flow	M	
Alternate routes to major destinations—disburse traffic	M	
Attractive routes	M	
Access to business areas	M	
Need for interchange(s) between Pueblo Boulevard and Stem Beach	M	
Strategic plan for interchange(s) or access	M	
Good/improved access/traffic to areas with business/destinations	M	
Understanding traffic origins/destination	M	
Continuous one-way frontage roads	M	
Long stretch of I-25 without interchanges gives county road feel	M	
Balance between interstate and local roads	M	
Increase truck traffic—need more room/shoulders	M	
Plan for truck traffic operations to be safe	M	
Limited access is nice	M	
Illinois exit could be closed, may need to upgrade others	M	
Entrances/Exits: narrow lanes, sharp turns, short accel length, speed on ramps vs speed on I-25, traffic backups on freeway, short distance to stops, confusing intersections	M	
Ramps should accommodate trucks	M	
1 st Street ramp entrance to I-25 is suicidal.	M	
SH 60 and 29 th were problem areas but getting better	M	
Loves 29 th Street	M	
Concerned about the Ilex intersection on I-25.	M	
What are they going to do with the Ilex.	M	
29 th Street exit works better	M	
Unhappy with access to Burger King and Parts America	M	
Freeway needs to be made wider with more lanes.	M	
Truck traffic in neighborhoods	M	
Emergency access to hospital	M	
Confusing lanes/intersections	M	
Backups on the freeway	M	
Curves on I-25	M	

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Narrow exit lanes	M	
Truck operations at Ilex are adequate	M	
Access to Rocky Mountain Steels for trucks	M	
Benefit of frontage roads for access	M	
Access to existing and growing areas	M	
Not enough alternate roads for access	M	
Response to accidents on I-25 can tie up officers for a very long time, and delay everyone	M	
Accident locations need to be identified	M	
Entrance/exit ramps	M	
I walk the I-25/Elizabeth Frontage Road off 50 and mall. Eagleridge changes to traffic flow is going to be great. Keep up the good work.	M	
We feel you need extend the project to the Pinion underpass and north to County Line. Pinion underpass needs to be rebuilt. It cannot handle Big trucks nor our cattle trucks.	M	
We feel, the community of Pinion, that you need to do a study and include I-25 to MM116 in this project. We feel that the stretch of I-25 north to MM116 is in need of repair and upgrading of the underpasses	M	
Have always lived in Pinion and we have a cattle ranch and it is hard for truckers to get through the underpasses, and hay trucks also have problems. The Pinion truck stop needs a 2-lane underpass and needs to be brought up to standard, which is not at standards now. These underpasses are not taken care of—cement is breaking off the road under the underpass.	M	
Need more lanes crossing Arkansas	M	
We need another way to mall besides Indiana	M	
Confusing street names vs. interchange location – better signing	M	
Difficult to give directions to destinations	M	
Process		
Consider coming north on I-25 to Pueblo County/El Paso County Line. The project should be all of I-25 north through Pueblo then south.	P	
The area north to County Line should be considered in this study. SH 116 to County Line.	P	
I agree this South study needs to be done; however, this study needs to be expanded to include North Pueblo County up to the County Line. All of the growth is moving north.	P	
Extend project north I-25 to County Line.	P	
I-25 will be the main street into Pueblo. If you would put a counter on cars entering Pueblo from the north, you will see we get a lot of movement north. Why exclude us? You need to have the best highway you can coming into Pueblo so that people traveling I-25 would like to stop and visit. I-25 is also a trucker route and excluding those 16 miles north is wrong.	P	
Finish the holes you dug at 27 th – 26 th and Court.	P	
Should get input from developers.	P	
I think it's a great idea. Agree we need to repair I-25, needs a lot of work	P	
Love the new turn lanes on #50.	P	
Need to put a camera at SH50/I-25 so that the web site shows progress.	P	
Very good job. Good coverage, lots of positive comments about maps. Summary – CDOT's process is commendable, fair, and on track; OH was helpful to share concerns, gain understanding. The open house was very beneficial. Make maps big enough for all neighborhoods to be seen. Like map and great idea to be here at the Fair How about a drawing for the map. Nice map.	P	

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Love the I-25/SUSD/47 web site.	P	
Attended a few meetings and appreciate the information	P	
You'll throw away my suggestions anyway.	P	
Good information	P	
US 50 impacts us—coordinate with US 50 study	P	
Coordination with local plans and other state plans	P	
Coordinate with future plans (HARP extended)	P	
Safety		
No safe place for breakdowns	S	
2 lanes from Pueblo to La Junta; these roads are congested and very dangerous.	S	
The angel of elevation (banking) is at the incorrect direction on the curves – especially at the Abriendo exit.	S	
Fix it so trucks don't tumble. (curves) won't use HWY 50 to SB I-25 due to tight curve.	S	
Accidents on Ilex at Santa Fe – 150', signal narrow, pavement condition	S	
1st St. to NB can't get on safely, no courteous oncoming traffic. 1st to SB can't get on safely too narrow at Runyen & further South to Indy.	S	
Get rid of Dead Man curve.	S	
Video detection at Ilex/Santa Fe has improved backups on southbound off ramp.	S	
Ice hazard on NB on ramp at Abriendo; cars slide into median barrier.	S	
Concerned about safety.	S	
I've always thought a heavy truck only road would be safer than what we have now.	S	
Accidents near Abriendo I/C due to curved alignment.	S	
Runyen area is dangerous due to filled queue on South bound off ramps.	S	
Central Avenue & South to West; trees are obstructing view.	S	
. Park South of Illinois too close to Freeway – kids playing, pedestrians walking along freeway in Minnequa neighborhood.	S	
Do not widen it, it just brings more traffic.	S	
Going through town seems like a perpetual bridge. Therefore in the winter the road conditions are extremely slick. Also the addition of a longer entrance lane would be a very big plus.	S	
Be sure to watch for sight distances	S	
Fix dangerous curves	S	
Aging structures along I-25 need repair	S	
Lower speed limit.	S	
speed <u>minimum</u> .	S	
I-25 should never be more than 55 mph through Pueblo.	S	
Slow traffic down on Highway I-25-US50. It is getting out of hand. Young people are zigzagging in and out of traffic at a high rate of speed.	S	
Need speed enforcement through town.	S	
Does the highway or interstate regulate traffic speed? Trucks speed and need to be slowed. Suggest all trucks stay in right lane traveling through cities and towns and maybe travel 10 miles slower than automobiles as in Texas.	S	
A mandatory speed limit of 45mph enforced after Santa Fe exit due to accidents "semis".	S	
More traffic cops to give tickets, lower speed limits, drive better, no tailgating..	S	
Better speed control – maintain the 75 miles per hour. Need better speed control.	S	
Good lighting off edge of street far enough that there are no dark spots	S	

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Poor maintenance of light along interstate	S	
Cost of signing on interstate	S	
Improve Safety—realignment	S	
Safety of ramp movements	S	
Accidents at exits/entrances	S	
Speed problems	S	
Hazardous materials through Pueblo	S	
Safe transportation system	S	
No safe place to pull over	S	
Lighting	S	

General Comments

Improvements at North end are great.
Most historic block in Pueblo Evans between Northern & Mesa (Gus's Bar).
Commute to Denver weekly Pueblo is definitely much better than the bottleneck highway at Colorado Springs and Denver. The new 47/25 will be great! 29 th St too!
Driver education
Driver courtesy
Enforcement on I-25 causes problems.
Utilities along I-25
Police on I-25 are not able to serve others
Support existing projects