

Town of Poncha Springs Transportation Plan

EXECUTIVE SUMMARY

The Town with public and stakeholder input developed this Transportation Plan to adequately address existing and future road and trail demands created by growth and development, provide transportation options that alleviate the volume of highway traffic, provide access guidance for land development patterns, address bicycle and pedestrian safety as they interact with vehicle transit.

The Transportation Plan is vital to the Town and CDOT creating an Access Control Plan (ACP) and Road Diet that are in line with the Towns Highway Corridor Plan, and preparing an Intergovernmental Agreement (IGA) with Chaffee County and Salida. These processes provide for coordinated regional transportation planning and land uses.

The Plan provides direction for future road, trail, and access locations as they connect to existing streets and trails to provide for adequate transportation routes. The implementation section explains the responsibilities for new development to provide for adequate transportation infrastructure, identifies needed improvement priorities, and suggests potential funding options for improvements.

1. Introduction:

1.1. Purpose of the Poncha Springs Transportation Plan

The purpose of this plan is to cooperatively develop a Transportation Plan and program that takes into account all aspects of the public transportation system in order to meet the Town's present and future transportation requirements. This plan was prepared by the Town of Poncha Springs and with substantial input from the stakeholders that include the public, transportation providers, local governments, public agencies, developers, and others to achieve the planning objectives.

1.2. Other Planning Documents

The Town of Poncha Springs has adopted the following documents with public input and participation:

- Town of Poncha Springs Comprehensive Plan (1998)
- Town of Poncha Springs Land Use Code (1998)
- Highway Corridor Plan (2009)
- Region 5 Intersection Study (2003)
- Standard Design Criteria and Standard Construction Requirements (2005)
- Water and Sewer Study (2006)
- Municipal Services Area and Municipal Growth Area Map (2010)
- Poncha Springs Trail Plan (2002)
- Poncha Springs Fire Mitigation Plan (2009)

1.3 Poncha Springs Planning Commission

The Town of Poncha Springs Planning and Zoning Commission consists of five (5) members, the Mayor, one (1) member of the Board of Trustees as an ex-officio member, one (1) Chairman, and two (2) Commissioners, and one (1) Alternate, appointed by the Mayor of the Town.

Planning Commissioners considered the Public sentiment from the Poncha Springs Comprehensive Plan which indicates the desired buildout population of the Town to be between 450 and 600 permanent residents vs. the Town's current population and growth projections, as well as proposed development to plan for the future transportation needs.

The Town has a current population of 481, and 437 dwelling units with approx. 2.34 persons per household (State Demography Office (SDO) 2009 Final Estimates of Population). Not accounting for the vacant infill lots in Town, the two major subdivisions within the Town limits have a combined total of 682 vacant residential lots. With the proposed 2.34 persons per household, this data projects Poncha Springs' population to exceed 2,086. In addition to proposed development, the Commissioners took into account local and regional transportation needs, and the transit that impacts the municipality.

Poncha Springs is a bedroom community to Salida. The community is situated on either side of highway 50 and highway 285 as they intersect the Town boundaries. Tourists, commuters, diesel trucks, emergency vehicles, bicycles, and pedestrians travel side by side along the two highways that intersect the community on a daily basis. The majority of residents travel outside of Town limits, for employment, shopping, public schools, events, etc.

The plan identifies goals and objectives for transportation, identifies regional challenges and approximate locations and criteria for new road connections, determines which roads and intersections need improvements, utilizing community planning documents.

Implementing this plan will address route and alternative travel options, assist in alleviating pressures from new development, and those created by interaction between vehicles, pedestrians and bicycles.

1.4 Public Involvement / Creating the Plan

Planning Commissioners held Public meetings and workshops with public notification in order to provide opportunities for Public participation in the Transportation Plan process. Staff provided documentation to stakeholders to allow for comment, and input from various agencies:

September 20, 2010 - Planning Commission Public meeting review of the draft transportation future road map, 7 participants attended the meeting (participants include anyone present at the meeting, Planning Commissioners, Board members, staff and Public).

October 11, 2010 - Board of Trustees Public meeting review of the draft map.

October 18, 2010 Workshop – (86 Public Notices posted at Town Hall and Post Office and mailed through the US Postal Service to 86 property owners) The first Public

Transportation Workshop was held. Approximately 15 citizens attended this workshop to express their interest in the Plan. Staff provided the purpose of the transportation plan and provided a framework on how the plan might be approached, including the opportunities for public input. Each table was provided with a draft Transportation Plan and map, and a map from the Highway Corridor Plan. A CDOT update was provided and Goals and Objectives from the Plan were reviewed. Citizens worked in groups to create a goal for the Plan

Citizens generated input regarding the plan process, CDOT participation, public awareness and participation, goals, objectives and road and trail connections. They identified dangerous intersections and other transportation concerns. Citizens and stakeholders agreed to provide feedback to revise/approve the revised goal and review and revise or approve the objectives by October 25th in preparation for the November 1 workshop. Staff incorporated their input into the draft plan which to be evaluated at the next public session.

November 1, 2010 – (Public notice was published in the Mountain Mail and posted at Town Hall and the Post Office, and sent to 76 email addresses) The second Transportation Plan Workshop was held on November 1, 2010 with approx. 24 participants in attendance. Participants reviewed the Goals and Objectives and determined changes that should be made to each. Participants were provided with the documented comments and changes and were asked for changes to be provided to staff to finalize the goals and objectives. Participants reviewed the plan map and were asked to work together to determine whether the conceptual future roads adequately addressed future transportation needs for collector roads, development, utility access, highway and county road access, etc. and were asked to place an ‘X’ on roads that were in-appropriate and to draw lines where the road should be located.

November 15, 2010 – (Public notice was published in the Mountain Mail and posted at Town Hall and the Post Office, and sent to 72 email addresses) The third Transportation Plan Workshop was held on November 15, 2010, with approx. 14 participants in attendance. Participants reviewed the Goals and Objectives, requested and determined the addition of language to the Plan to specify that when addressing the conceptual roads and trail in the Transportation Plan, the Town would not ‘take’ private property, or force private property owners to annex for the roads or trails. Participants reviewed Hwy 285 maps and identified dangerous intersections and traffic flow at access points, and evaluated concerns with existing and conceptual road and trail connections.

December 6, 2010 – (Public notice published in the Mountain Mail and posted at Town Hall and the Post Office, and sent to 65 email addresses) The fourth Transportation Plan Workshop was held on December 6, 2010, with approx. 9 participants in attendance. Participants reviewed maps of Hwy 50 and identified access points and traffic flow with proposed medians.

December 20, 2010 – (Public notice published in the Mountain Mail and posted at Town Hall and the Post Office, and sent to 65 email addresses) The fifth Transportation Plan Workshop was held on December 20th, 2010 with approx. 11 participants in attendance. Participants reviewed conceptual future roads and addressed concerns to finalize the Public Workshops.

January 6, 2011 Planning Commission held a public meeting and requested an additional workshop to be held to allow further public input.

January 18, 2011 – (Public notice published in the Mountain Mail and posted at Town Hall and the Post Office, and an article on the Transportation Plan process and a reminder of the Public Notice postings were published in the Poncha Press and mailed to 450

addresses) The sixth Transportation Plan Workshop was held with nine people in attendance. Staff provided a review of the revisions made to the plan and the map documents, and the public discussed annexation, and that the roads are an overlay that take place with development.

January 24, 2011 – (Public Notice posted at Town Hall, the Post office, and sent to 115 email addresses) Board of Trustees reviewed the Plan and referred it to Planning Commission to adopt.

February 7, 2011 – (Public Hearing Notice posted at Town Hall and the Post Office and published in the Mountain Mail, and sent to 65 email addresses) A ‘draft’ Resolution to adopt the Transportation Plan was reviewed by the Planning Commission at the February 7, 2011 Planning Commission meeting.

2. GOALS AND OBJECTIVES

Facilitators at public workshops prompted citizens to determine or reaffirm the goal and objectives for the Transportation Plan. Citizens fine tuned the goal and objectives to the following:

2.1 Goal:

Goal: To preserve and enhance the rural character and values of Poncha Springs by collaboratively planning a safe and efficient multi-modal transportation system that serves citizens and visitors.

- To change the character of CDOT roadways from an expressway with little local access, to a boulevard, by improving accompanying accesses, pedestrian movement, and local business support.
- To improve existing business access and provide for safe commercial development access along the highway corridors
- To implement the Town’s Highway Corridor Plan including shorter feeder ramps at the intersection of Hwy 50 and Hwy 285 in Town proper and low profile medians beginning on the east end at the intersection of CR 127.
- To address safety needs within the community including better lighting along highway 285 and 50 and throughout Town.
- To determine future roads and trails in collaboration with property owners, citizens, stakeholders, and CDOT
- To create a balanced plan for multi-modal transportation circulation and traffic control solutions before growth in and around the community occur, with active participation from citizens and stakeholders.
- To address safety issues at the highway 285/50 intersections for automobiles, bicyclists and pedestrians
- To address potential dangers with “hazmat trucks” coming through Town

2.2 Objectives:

Safety: Transportation routes should be well-designed providing for various modes of safe travel for all users. Components of safe travel include designated areas for different modes of travel, clear signage, proper speed limits, well-engineered intersections, and crosswalks.

High volumes of cars and trucks at speeds of 45mph have created a need to address pedestrian safety:

- By preparing for the installation of a traffic signal at the Hwy 285 and Hwy 50 intersection
- Determining where crosswalks will be situated to address traffic/pedestrian interaction. Proposed crosswalk location:
 - 1) east to west across Hwy 285 at the Hwy 50/285 flyway intersection traffic signal,
 - 2) North to South crossing of Hwy 50 near Los Girasoles and at Poncha Springs Lane.
 - 3) North to South crossing of Hwy 285 at the Visitors Center.
- Projecting the installation of medians as proposed in the Highway Corridor Plan

Improved roadway maintenance is needed to address roadway surface conditions:

- Where Highway and Town street elevations differ due to highway overlays creating hazardous situations where vehicles enter and exit onto Town streets.
- Winter snow removal in remote areas.
- Implement curb and gutter regimen.

The need for intersection improvements was expressed in order to provide safe crossings.

- Traffic signal at Hwy 285 and Hwy 50 junction
- Straightening or moving roads where they access onto the Highway:
 - 1) Hwy 285/Hwy 50 intersection at the Visitor's Center
 - 2) Hot Springs Road as it accesses Hwy 285, add left turn lane off Hwy 285 onto Hot Springs Road.
 - 3) Flashing lights before the south side of the bridge or at Chipeta Ave. with a 35mph sign.
- Pedestrian activated traffic signal and crosswalk North to South across Hwy 285 at the Visitors Center.
- Additional crosswalk designations.

Interconnected: All users should be able to travel easily to and from their neighborhood to commercial centers, major destinations such as the post office, hospital, and recreation areas. An interconnected transportation network provides direct routes and multiple paths of travel. A priority for this area is to create safe, user-friendly connections between the various municipal neighborhoods that sit on either side of highways 50 and 285, and establish future roads within the town that alleviate the need for traffic to access the highways for local trips. Create trails to accommodate alternative modes of transportation as they travel within the community, to Salida and outlying destinations.

Negotiate CDOT requirements of accel/decel lanes along Hwy 285 onto Poncha Springs Lane due to traffic increase generated by Little River Ranch.

- By implementing the Transportation Plan
- Establish alternate traffic routes
- Creating an Access Control Plan (ACP) and Road Diet

New Development: As subdivisions, new development or significant redevelopment occur, the transportation routes identified in the plan should be secured with construction occurring as needed for the new development. Impact fees may be required for projects

with off-site impacts on roads and intersections. All new developments should be designed to accommodate multi-modal transportation. Expectations for developers should be clarified to limit surprises during the planning review process. New development should be required to connect into the established grid and conceptual road and trail system and provide multiple access routes. Access to public lands should be encouraged through new development, as applicable.

Multiple Access Points: Subdivisions should have multiple vehicular access points to Town streets or County roads to ensure adequate emergency access and connections to adjacent properties or developments.

Multi-Modal: Our climate accommodates year round bicycle and pedestrian travel while health, economic and environmental concerns encourage these methods of travel. New transportation corridors and connections should be designed to accommodate multiple modes of transportation including pedestrians, bicycles, mass transit, single-occupancy vehicles and trucks where appropriate. Appropriate signage should be installed to orient users to properly acknowledge one another, be courteous and increase safety.

Land Use: Designation of transportation routes and other infrastructure improvements should help determine the location, type, and intensity of new development. The routes designated in the plan help anticipate the location and desired impact of new development, create complimentary land use patterns, and encourage multiple transportation options as a means to stimulate the economy in a manner that provides for minimal affect and damage to private property or agriculture land.

Complete Streets: A variety of model streetscapes should be developed to accommodate the various forms of multi-modal transportation. Streetscapes should be complete, including storm water treatments, landscaping, paths of travel for all users, access and parking. Materials and design should require minimal maintenance to ensure they hold up over time with reasonable maintenance costs, taking into consideration permeable surfaces where possible.

New Streets: Streets in new developments should be designed to enhance existing topography and natural features, have multiple connections to existing development and adjacent vacant lands, be coordinated with utility infrastructure, and not “T” into existing or planned home sites. When “T” intersections are planned or needed, they should terminate at public spaces or parks. When constructed, streets should be complete, as described above.

Existing Railroad Corridor: Encourage the use of the existing railroad corridor and obtain easements where possible for future transportation purposes, which may include alternative modes of travel, such as trails or transit, or perhaps the return of the railroad.

Implementation: The Transportation Plan will be implemented as new development occurs. The plan provides clear guidance for land owners and developers to incorporate future road and trail plans in conjunction with new development. The aim of this plan is that transportation improvements will be installed proportionately and equitably as a requirement for new development. Also, that the local governments work in

collaboration with developers to improve existing intersections, roads, and trails and to pursue efficient connections. The governing bodies will also be proactive in land acquisition and identifying funding opportunities that will help implement the plan.

Land being developed is required to comply with the development regulations the Town has adopted. The Transportation Plan is an overlay that addresses the conceptual location of future roads and trails in the event that development occurs on a piece of property, or when a private property owner establishes a road or trail easement on their property. The Plan does not establish a process for the Town to ‘take’, ‘condemn’, ‘encumber’, or ‘force annexation’ of private property in order to implement road and trail easements or construction.

During the development process the Planning Commission and Board review developments to protect the public health, safety, and welfare, regulating with respect to the establishment of roads on public lands administered by the Federal government, this includes authority to prohibit, set conditions or require a permit for the establishment of any road authorized under general right-of-way granted to the public by 43 U.S.C. 932 (R.S. 2477), regulating for the location of activities and developments which result in population growth; regulating the use of land on the basis of the impact thereof on the community or surrounding areas; and otherwise planning for and regulating the use and development of land so as to provide for planned and orderly use of land and protection of the environment in a consistent manner.

In 1991, Colorado's General Assembly enacted legislation directing that transportation planning is to occur as a cooperative process: Colorado Revised Statutes §43-1-1101 Legislative declaration. The general assembly hereby finds and declares that local government involvement in transportation planning is critical to the overall statewide transportation planning process. The general assembly recognizes that regional planning commissions and transportation planning regions are the proper forum for transportation planning and that the county hearing process is the proper forum for local government input into the five-year program of projects. However, the general assembly also recognizes that state involvement in transportation planning, through the department of transportation, is equally critical to overall statewide planning, and the general assembly recognizes the department of transportation as the proper body in cooperation with regional planning commissions and local government officials, for developing and maintaining the state transportation planning process and the state transportation plan.

3. Regional Context

3.1 History of Poncha Springs' Transportation System

Poncha Springs has a long and colorful history. Ute and Comanche Indian tribes camped and hunted throughout the region for several centuries. In the 1800's several explorers including Lt. Zebulon Pike, Kit Carson, and Capt. John Gunnison surveyed the area. After a treaty with the Ute Indians in 1863, the first white settlers arrived. The area's many hot springs attracted people seeking the healing benefits of the springs and tent cities were established to accommodate them. Poncha Springs was first called "South Arkansas" for over a decade in the mid 1800's and later called Poncha Springs because of the areas hot springs. The Jackson Hotel was developed to house the visitors frequenting the springs, and in 1880 the Town was incorporated.

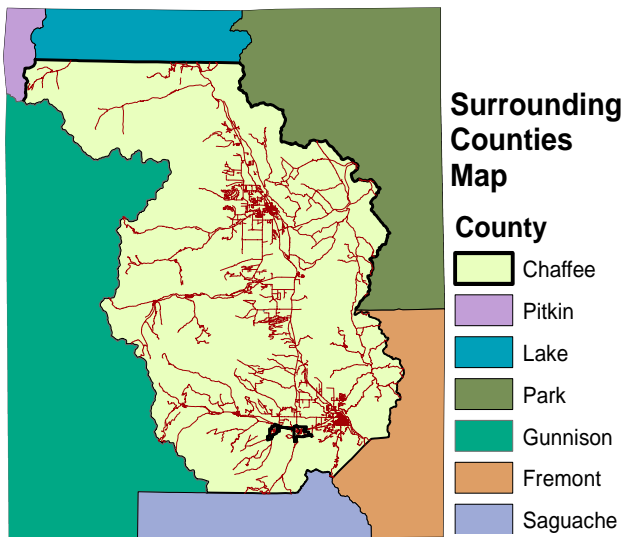
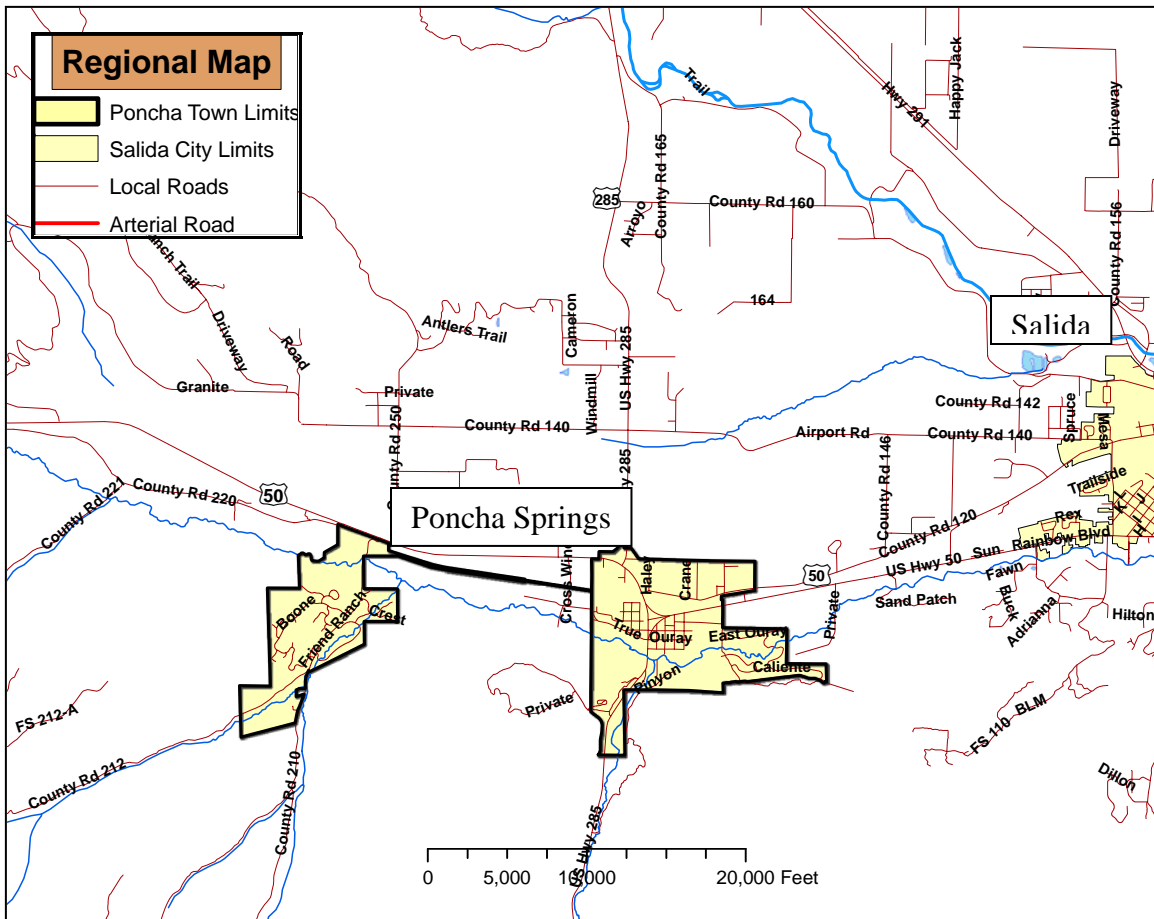
Poncha Springs was at the end of the railroad line which fostered considerable growth in the community. The fires of 1881 and 1882 devastated the Town. Salida then became the terminus and division point of the railroad, and the dwindling mining industry impacted the Town's prosperity. The twentieth century brought ranching, highway commercial development and tourism.

Poncha Springs, the "Crossroads of the Rockies", is aptly named as both US Highways 50 and 285 intersect the municipality in the middle of the Town. US Hwy 50 connects the east and west coasts of the United States. Regionally, highway 50 is the most traveled, and connects Poncha Springs to Salida to the east and Gunnison to the west. US Hwy 50 west of Town is a 2-lane highway. However, the highway turns into a 4-lane road with a center turn lane through Town. US 285 a 2-lane highway through Town, runs north and south and geographically links south Texas to Denver. Regionally, highway 285 connects Poncha Springs to Alamosa to the south, and Buena Vista to the north. The triangle road configuration at the intersection of US 285 and US 50 promotes swift movement of vehicles. The Community is interested in slowing down this traffic through Town to improve safety, foster local traffic movement, redevelop a pedestrian downtown, and promote visitor awareness of the amenities of the Town of Poncha Springs.

Other vehicular roads include paved regional collector roads and local roads such as County Road 120, County Road 128, and unpaved local and residential roads.

Poncha Springs is a very walkable Town with residential neighborhoods surrounding the Town center. Few sidewalks exist and pedestrians and cyclists utilize Town roadways to access local Town amenities. A regional trail system has been planned for the region and throughout the Town of Poncha Springs, with signs being installed to direct bicycle traffic throughout Town and onto regional trails.

Poncha Spring's proximity to abundant natural resources and recreation opportunities make it a desirable place to work, live and visit. The attractive environment combined with the mild climate, rural heritage, and access to the two major US highways in central Colorado attracts a diverse group of people including out door enthusiasts, tourists, retirees, and entrepreneurs.



3.2 Regional Context

Chaffee County is located in the center of the State of Colorado, bordered by largely rural Park, Lake, Gunnison, Saguache, Pitkin and Fremont Counties.

Nestled in the Arkansas River Valley surrounded by scenic mountains and beautiful vistas, Chaffee County has become a regional destination for tourists seeking outdoor adventure and quiet second homes. Chaffee county is located along the Collegiate Peaks Scenic Byway, among the highest mountains in the State of Colorado. US Highway 285

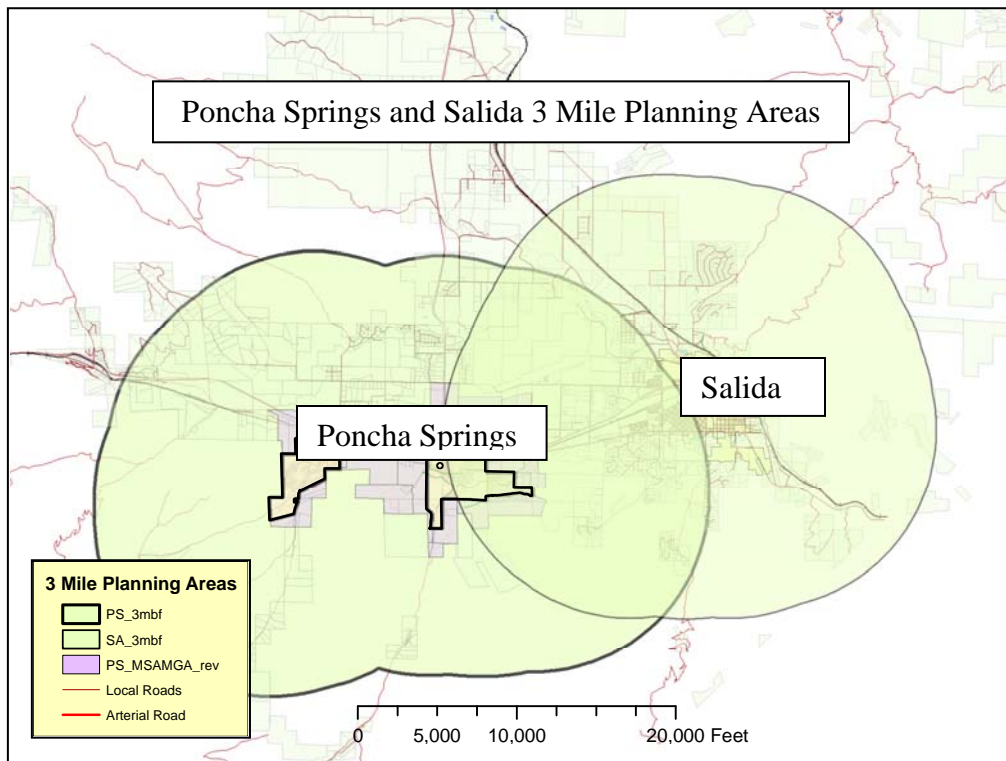
is the principal north-south arterial connecting the front range with Chaffee County, with US Highway 50 as the principal east-west arterial. State Highway 291 travels through Salida connecting US 50 to US 285.

Chaffee County is home to three incorporated municipalities: Salida in the southeast portion of the county, Buena Vista in the north, and Poncha Springs in the south central area. Salida is the largest municipality in the County (5,504 residents), and is the County Seat. Buena Vista is located 24 miles north of Salida and Poncha Springs is located 2.5 miles west of Salida. The largest city east of Chaffee County is Canon City (60 miles) in Fremont County, and the largest city to the west is Gunnison (65 miles), in Gunnison County.

Traveling west from Canon City towards Chaffee County, US 50 follows the Arkansas River through Bighorn Sheep Canyon, which is a popular area for fly fishing and river rafting, and provides access for many outdoor public recreational lands. West of Poncha Springs, US 50 crosses the Continental Divide at Monarch Pass near the Monarch Ski area, and continues on to Gunnison and Montrose. US 285 enters the valley over Trout Creek Pass east of Buena Vista, and continues south through Poncha Springs and over Poncha Pass into the San Luis Valley.

3.3 Poncha Springs Growth Area

The Town of Poncha Springs is located approximately 2.5 miles west of Salida on Highway 50, at the intersection of US 50 with US285. The 3 mile planning areas of Poncha Springs and Salida overlap, however, each community desires to maintain their separate identities. Each has identified the need to establish a community separator so that the two communities do not grow together. In the context of this plan, land use planning in the area in between needs to be coordinated to maintain that separation, yet still provide a cohesive regional transportation system.



4. Growth Trends

Poncha Springs Town lots are set up in a street grid pattern separated by highways 285 and 50, County Road 120, and the Little Arkansas River. The roadways and river separate the community into seven (7) individual neighborhoods creating traffic, bicycle, and pedestrian interaction as residents and tourists access residential, commercial, and recreation areas. The Town has many vacant infill lots in the community that can be built out or developed. Two major subdivisions have annexed into the Town. Friend Ranch a disconnected subdivision two miles to the north has 550 vacant lots, and Little River Ranch subdivision to the east has 132 vacant residential lots. Land parcels located between highway 50 and Little River Ranch have a high probability of annexing into the Town bringing both commercial and residential growth.

The Town is working toward implementing its Highway Corridor Plan which will add medians, crosswalks, a traffic signal, signage, address bicycle/pedestrian safety, reduce traffic speeds along the highway, help create a sense of place and attract commercial business to the area.

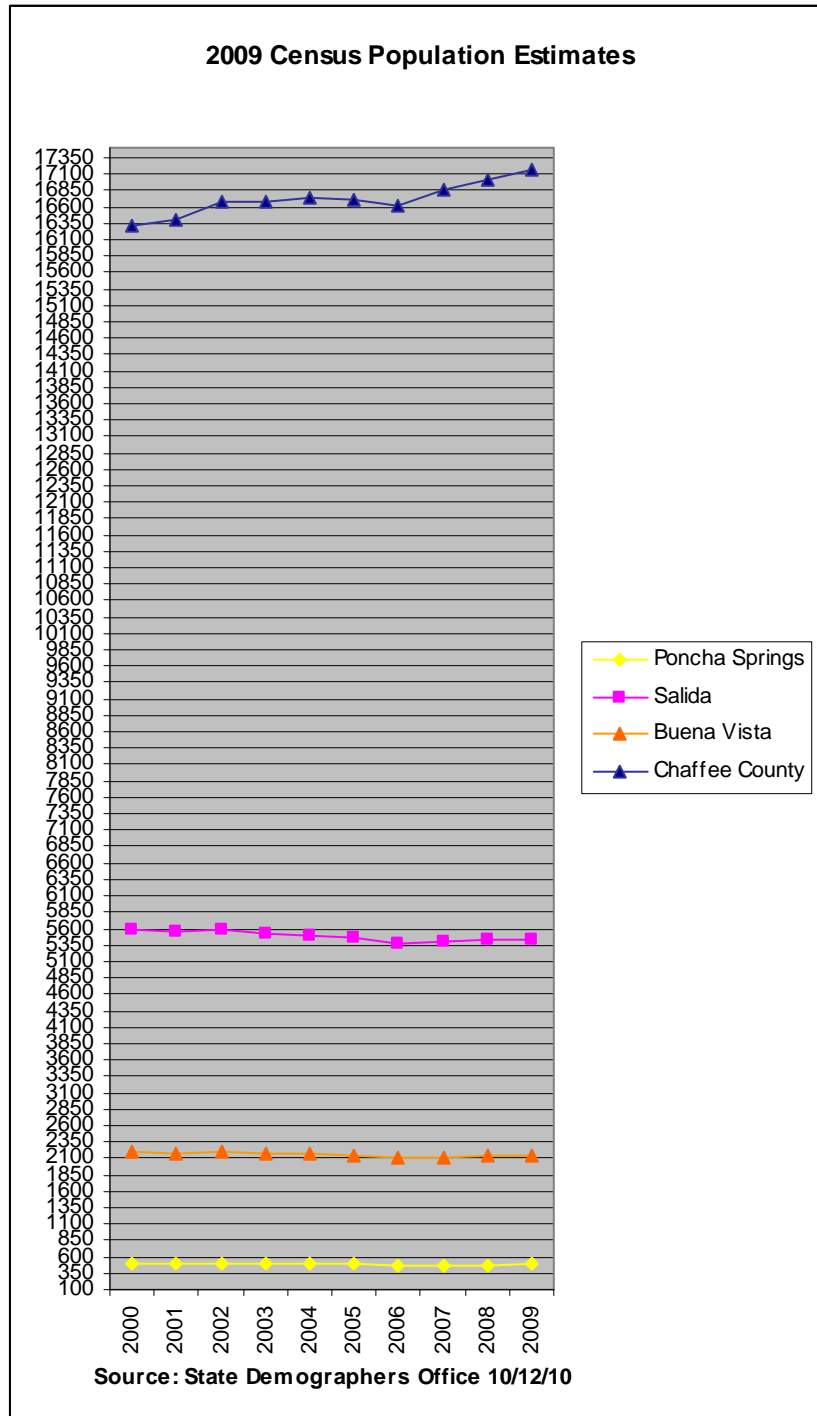
The combination of build-out of the vacant lots, proposed annexations and commercial growth will increase demands on Town and County facilities and services such as road maintenance, recreational facilities, law enforcement and emergency services. The location of new development must be carefully considered to reduce conflicts with agricultural uses and limit undue burdens on the ability of the Town and County to provide public facilities and services.

4.1 Population

Since incorporation in 1880 the population in Poncha Springs has been cyclical with the Town's early robust economy and strong population growth followed by natural disasters, a shifting regional economy, and declining mineral markets. The Town's population hit its lowest point during the early 20th century of 37 to 43 people. Strong state and national economic conditions during three decades (1920's, 1950's and 1970's) brought new growth to Poncha Springs increasing the population to 100 to 200, followed by decline through the 1980's with the population at 321, and a resurgence during the 1990's increasing population to 244. With 80% of the County's population being considered second homeowners, the Town's current population is estimated between 481 and 799. The number of vacant and developable lots place the Town in a position to experience a large amount of growth.

The Colorado Department of Local Affairs, Office of the State Demographer, predicts that the population of Chaffee County will continue to increase over the coming years at a faster rate than the past may indicate. This continued growth and in particular the trend towards faster growth in the unincorporated areas of the County has the potential to cause severe negative impacts on transportation. The new residents in the unincorporated areas will drive to the city for work, shopping, schools and other needs. By having a Transportation Plan in place, the Town can anticipate the future growth and provide adequate transportation infrastructure to serve the current and future residents.

2009 Census Population Estimates										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Poncha Springs	491	489	493	487	485	481	475	477	480	481
Salida	5,593	5,556	5,594	5,521	5,496	5,448	5,383	5,401	5,426	5,433
Buena Vista	2,198	2,180	2,193	2,165	2,157	2,139	2,115	2,125	2,137	2,143
Chaffee County	16,315	16,388	16,668	16,678	16,725	16,710	16,626	16,858	17,000	17,156

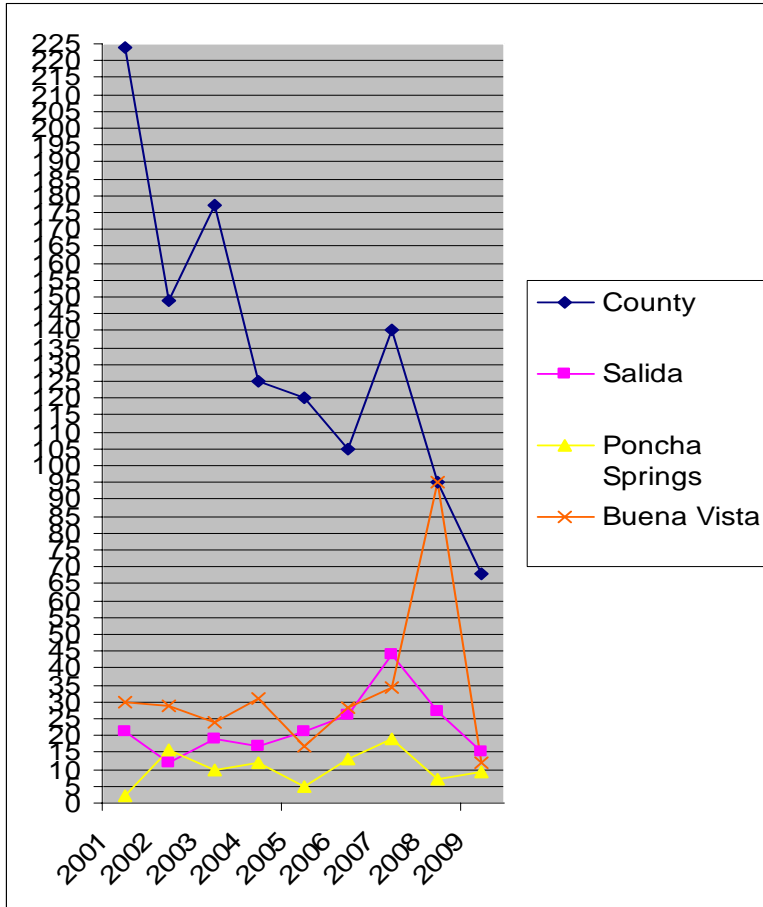


4.2 Second Homeownership Trends

During the period from 1990 to 2000 the number of vacant units decreased in both the Town and the County, however, the number of units used for seasonal, recreational or occasional use increased by 26% countywide.

The following chart shows the number of residential building permits issued in this decade for Poncha Springs, Salida, Buena Vista, and the unincorporated County. The number of new residential permits issued in the Town indicates slight growth after the economic downturn in 2008. Benttree (previously Friend Ranch) reports 22 lot reservations secured the last quarter of 2009.

New Residential Building Permits 2000 - 2009



Residential (New dwelling unit permits: single family, town homes, condo, modular, mobile, townhouse, etc.)

Year	2001	2002	2003	2004	2005	2006	2007	2008	2009
County	224	149	177	125	120	105	140	95	68
Salida	21	12	19	17	21	26	44	27	15
Poncha Springs	2	16	10	12	5	13	19	7	9
Buena Vista	30	29	24	31	17	28	34	95	12

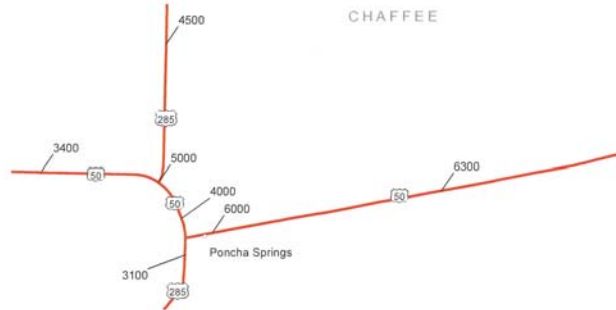
Commercial

Year	2001	2002	2003	2004	2005	2006	2007	2008	2009
County	20	11	10	21	12	18	25	25	12
Salida	4	2	7	5	4	6	4	4	6
Poncha Springs	1	0	5	3	3	0	4	2	3
Buena Vista	8	5	7	12	6	10	3	7	4

Source: Chaffee County Building Department

4.3 CDOT/Traffic Trends

The Colorado Department of Transportation (CDOT) anticipates continued increases in traffic on the two state highways that traverse Poncha Springs, SH 50 and SH 285. The following map and charts show the predicated annual average daily traffic at several intersections along each of these roads. This information is available on the CDOT website at www.dot.state.co.us.



The Town and CDOT are working together on an Access Control Plan and Road Diet based on the Towns Highway Corridor Plan.

Colorado Department of Transportation Data

Traffic Information for Highway 285

Route	Ref Point	End Ref Point	Start Point Description	Annual Average Daily Traffic	AAAT Year	AAAT Derivation	AAAT Single Trucks	AAAT Comb. Trucks	Percent Trucks	20 Year Factor	Design Hour Vol (% of AAAT)	Daily Vehicle Miles Traveled
285B	126.255	126.480	ON SH 285 S/O OURAY AVE, PONCHA SPRINGS	3,100	2009	Actual	90	220	9.60%	1.39	15	698
285C	126.853	128.417	ON SH 285 NE/O SH 50 N JCT, PONCHA SPRINGS	5,000	2009	Actual	140	350	9.70%	1.33	14	7,720

Traffic Information for Highway 50

Route	Ref Point	End Ref Point	Start Point Description	Annual Average Daily Traffic	AAAT Year	AAAT Derivation	AAAT Single Trucks	AAAT Comb. Trucks	Percent Trucks	20 Year Factor	Design Hour Vol (% of AAAT)	Daily Vehicle Miles Traveled
050A	217.000	217.450	ON SH 50 NW/O SH 285 S JCT, MAIN ST, PONCHA SPRINGS	4,000	2009	Factor	140	310	11.10%	1.27	12	1,820
050A	217.450	217.628	ON SH 50 E/O US 285 S JCT, MAIN ST, PONCHA SPRINGS (E/O RAMPS)	6,000	2009	Actual	310	410	11.80%	1.33	10	1,314
050A	217.628	220.986	ON SH 50 E/O TOMICHI ST, PONCHA SPRINGS	6,300	2009	Factor	430	370	12.50%	1.33	12	21,155

Data Report obtained 10/12/10 from <http://apps.coloradodot.info/dataaccess/Traffic/index>

4.4 Seasonal Influences

Tourism to the area increases. Chaffee County has become a destination for tourism and recreation. The summer season, with rafting and river activities as an anchor, is the busiest time of year. Monarch Mountain ski resort is a winter destination bringing tourists to the area throughout the winter season. These tourists arrive in cars and other large recreational vehicles. This has put an added demand on the current transportation network. In the visitor seasons of spring and autumn, there are lower volumes of tourists participating in activities such as heritage experiences, hunting, hiking, fishing and bicycling.

5. Existing Land Uses

Poncha Springs and the surrounding planning area contain a wide range of land use types. In order to accommodate a variety of complimentary uses, the transportation system must be designed to accommodate the uses in each area to avoid user conflicts. Following is a brief description of land use types and locations of uses in and around Poncha Springs.

5.1 Residential

Established residential areas are located in the historic downtown core from the old railroad right-of-way south to the river bridge on either side of Hwy 285, small cul-de-sac west of Hwy 50 between CR 120 and Hwy 285 as it heads to Buena Vista, Little River Ranch with 155 lots, and Benttree PUD with 550 lots. ER2, a lower density area with one acre + lots are situated south of the river along the base of Poncha Pass between Hwy 285 and Poncha Springs Lane.

The completion of Rodeo Park Townhouses, 24 single family dwelling units in Little River Ranch, and a few infill lots within the historic downtown area account for the majority of building permits pulled in the past two to three years. Land use intensity is low to moderate throughout the Town with agricultural uses surrounding the Town limits. Agricultural uses help preserve the Town's rural image and character.

5.2 Commercial

Tourist Commercial activity in Poncha Springs is located along either side of US 50 and US 285. Existing commercial in this area include the Visitor's Center, 4 restaurants, 3 gas stations (one with a pub), an electric sub station, a cell phone tower, 2 storage unit facilities, a modular home sales lot and an RV sales lot, a sporting goods store; a ski shop, a liquor store, a used furniture store, Sears, a Convenience Store/Pub, the local Post Office, an Upholstery Repair Shop, and Poncha Lumber. Development along the highways lack uniformity, with residential lots and two trailer parks interspersed. The setting does not provide the presence or activities required to attract major business development or tourism, or to create a sense of place that makes Poncha Springs a recognizable destination.

5.3 Industrial

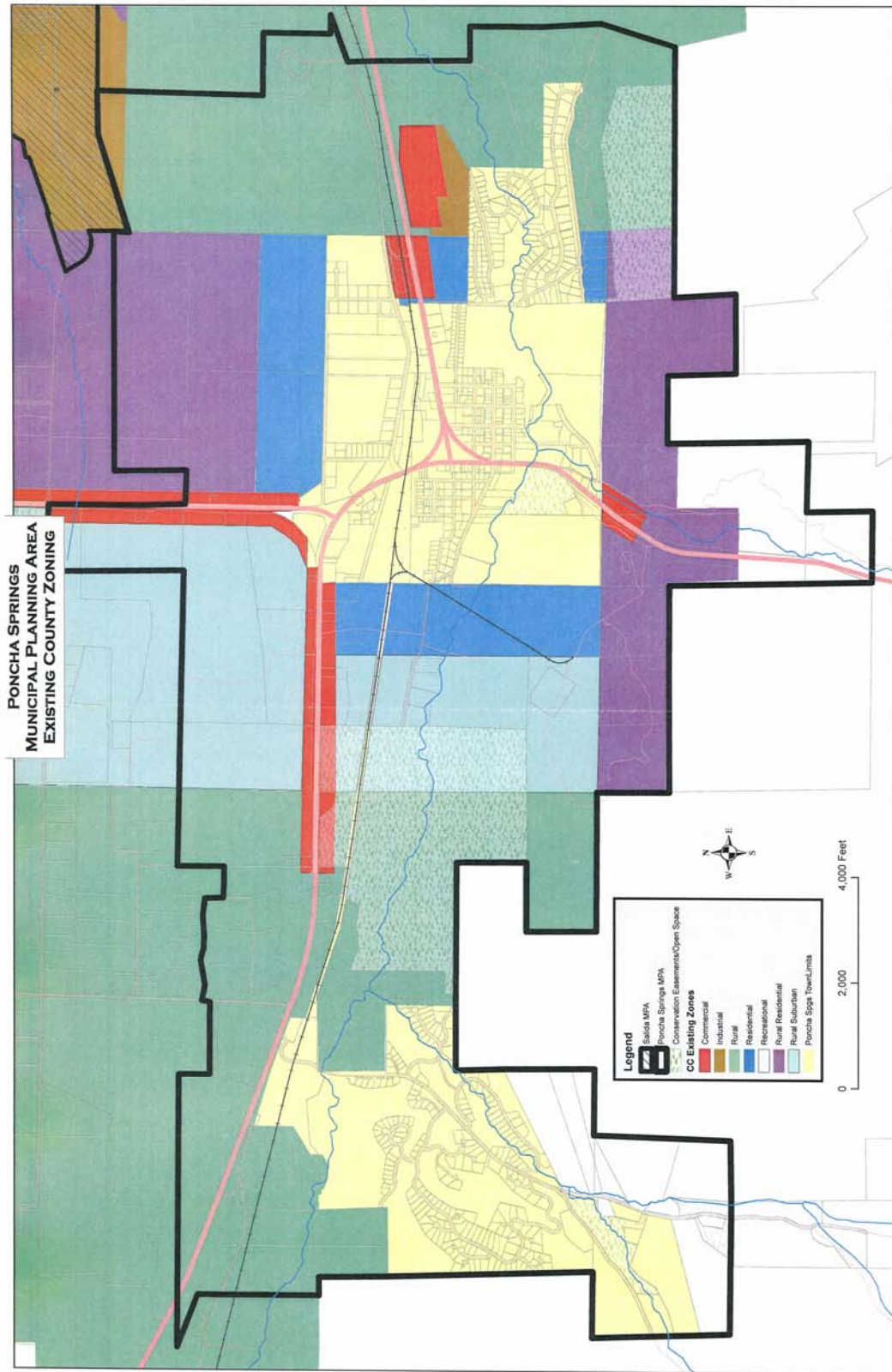
Along the north side of CR 120 the Town has the largest Industrial Park in the County with only a few unused lots, a light industrial Office Park with 7 vacant one acre lots, a few privately owned vacant lots, and the Chaffee County Fair Grounds. The south side of CR 120 has vacant railroad property, some privately owned vacant lots, a few single family dwelling units located on parcels larger than an acre, and townhouses.

5.4 Chaffee County Zoning

The following map, of Existing County Zoning, show five Chaffee County zoning designations adjacent to the Poncha Springs Town limits. (1) Commercial uses and zoning along the US 50 and US 285 and CR 120 corridors as they enter Town limits; (2) Residential uses north, east and west of Poncha Springs (3) Rural residential uses south of Poncha Springs; and (4) Rural Suburban east of Poncha Springs; and (5) Industrial between Hwy 50 and Little River Ranch.

The County's density standards for these zoning designations will allow a residential density of one unit per two acres with a well and septic on the property; and if central water and sewer are available on the property, the parcel can be subdivided down to 5/8 acres.

The Town is in the process of taking the steps necessary to negotiate an Intergovernmental Agreement (IGA) with the County in order to work collaboratively on desirable, functional and sustainable land uses that affect both entities.



6 Existing Transportation Systems

Poncha Springs has four road classifications (1) regional arterial; (2) regional collector; (2) local paved; and (3) local unpaved.

6.1 Arterials

Arterials (US 50, and US 285) provide direct service to major centers of activity and provide roadway continuity for trans-regional, inter-regional and interstate trips, connection Poncha Springs to surrounding regions. These highways are maintained by CDOT and serve as the major commercial areas for the Town making them vital to the local economy. Future improvements of these corridors are being discussed by CDOT and the Town based on the Town's Highway Corridor Plan. The process includes an Access Control Plan, Transportation Plan, and a Road Diet in an effort to alleviate road overlays that increase the height of the highways making access onto Town roads detrimental, negotiating present and future road access for commercial and residential lots and Town streets, installation of a traffic signal, providing pedestrian safe crosswalks, installing medians, slowing down traffic speeds, installing bicycle/pedestrian trails etc.

US Highway 50

US Highway 50 connects Ocean City, Md. to San Francisco, CA, and is the major east-west arterial running through central Colorado. It is the major truck route that provides commercial supplies to south and western Colorado with Poncha Springs as a major stopping point on the east side of the continental divide. Trucks park along the highway to access the Town's Pub-n-Grub convenience store throughout the day, and park over night at Los Girasoles restaurant.

CDOT regulates the maintenance, access, signalization, road striping and any improvements that may occur on the highways and in their right of way. The Town's Highway Corridor Plan adopted by Poncha Springs in 2003 provides for new street-scapes for the corridor including curb, gutter, sidewalks, uniform street lighting, medians, landscaping and gateways. CDOT and the Town are in the process of working out details of the Plan's implementation.

US Highway 285

US Highway 285 originates Sanderson, Texas near Mexico and proceeds north into the San Luis Valley and over Poncha Pass traversing south to north through Poncha Springs and extending north, skirts Buena Vista and continues through South Park, terminating in Denver.

The half diamond configuration of the US 285/US50 intersection in Poncha Springs promotes the swift movement of semi-tractor trailer trucks, which currently account for approx. 8% of vehicles passing through the intersection. While the non-signalized intersection provides convenience for through traffic, the ability to access developed and undeveloped property, re-igniting a pedestrian "downtown", foster local traffic movement and improve safety are important issues created by these arterials.

6.2 Collectors

Collectors deliver traffic from local streets to arterials. Collectors generally connect neighborhoods, but do not provide route continuity for more than a mile or two. Appropriate abutting land uses include residential, commercial and community centers. These roadways are generally contained entirely within an area and connect the neighborhoods of that area with other neighborhoods. Clearly marked crosswalks should be provided at higher density locations.

County Road 120 (CR 120 - Fairgrounds Drive)

Fairgrounds Drive (CR 120) connects Poncha Springs at US 285 / US Hwy 50 with rural Chaffee County and then Downtown Salida and includes several disconnected residential developments with no other access to either municipality. The physical constraints of the steep slopes of the mesa, alternatives are necessary to alleviate the congestion on Fairgrounds Drive / CR 120. A future connection from Fairgrounds Drive to US Highway 50 is planned by extending Pahlone Drive across to Hwy 50 within Town.

A detached asphalt trail was constructed along CR 120 in 2008 extending from the Salida City limits to the CR 145 intersection. The Town of Poncha Springs and Chaffee County were awarded CDOT funding in 2009 to complete the trail from CR 145 to the Poncha Springs Visitor's Center.

CR 127

County Road 127 provides access between Fairgrounds Drive (CR 120) to Hwy 50 for residents, cyclists, commuters, and the traveling public and access from Hwy 50 to the Chaffee County Fairgrounds which hosts County wide events. CR 127 is a paved County Road.

Hot Springs Road (CR 115)

Hot Springs Road/CR 115 begins at US 285 traverses through the Salida Hot Springs and ends at US 285 as it ascends Poncha Pass. This collector is currently chip-sealed only to Pinon Lane and then proceeds as a dirt road until it re-connects to US 285. Hot Springs Road becomes County Road 115 as it enters the County and traverses through the Salida Hot Springs which is currently an abandoned historic hot springs resort owned by the City of Salida. The County recently placed a gate across CR 115 at the entry of the hot springs to deter traffic and vagrancy and address safety issues caused by abandoned buildings and rock slides. The road is currently used as a bike trail that connects US 285 at both ends and crossing US 285 connects to the abandoned old gage railroad creating a bike trail loop.

6.3 Local Streets

The purpose of local streets is to provide for direct vehicle, bicycle and pedestrian access to residential and commercial land uses. Local streets do not serve trans-regional trips and typically will not provide continuity beyond the areas they connect. Appropriate adjacent land uses include residential, commercial and industrial uses.

The Town of Poncha local street grid connects the residential and industrial areas of the community as they are separated by highways 50 and 285 and Fairgrounds Road/CR 120. The historic Town neighborhood streets are chip sealed with no curb, gutter or sidewalk. Streets are designated as no parking, and residents utilize them for bike and pedestrian

trails as well as automobile traffic. Newer subdivisions such as Rodeo Park, DeAnza Vista, Little River Ranch, and Benttree have curb, gutter, sidewalk and designated bike trails.

Portions of some local roads including True Ave., Jack's Alley, Pinon Drive, Angelo Lane, and Kimberlin Lane are unimproved dirt roads.

Hutchinson Lane is a local unimproved dirt road planned as a future Town road that will connect Little River Ranch to Hwy 50 as it proceeds to Salida.

6.4 Critical Intersections

When urban development meets rural areas, the interface is typically not a perfect configuration. The intersections that are identified below have some history associated with them, either due to high traffic accidents, their unusual configuration or perhaps due to the potential growth in the area. These intersections have been identified by the Town, CDOT and citizens as ones that need to be considered during new development or re-development for improvements.

Hwy 285 and Hwy 50 Triangle

The intersection of Hwy 285 and Hwy 50 has been slated to receive a traffic signal, a crosswalk, and reduction of the flyways in order to address the interaction of a high volume of traffic with pedestrians and cyclists.

Fairgrounds Drive (CR 120) / Hwy 285

The intersection of Fairgrounds Drive (CR 120) at Hwy 285 serves the Industrial Park, the Fairgrounds, the Office Park, commercial, residential and agricultural areas, it provides an alternative to automobile and bicycle traffic traveling from Salida and the County to Poncha Springs and both Highways 285 and 50. CDOT and the Town are considering aligning the access with an adjacent future local street as they cross Hwy 285/50 to alleviate site distant issues and on-coming traffic hazards.

Hwy 285 / Hwy 50 / Crossroads Lane / Kimberlin Lane

The intersection of US 285 and US50, Angelo Lane, and Crossroads Lane is a major intersection through the north end of Town as Hwy 285 and 50 join and separate with 50 continuing on to Monarch Pass and Hwy 285 turns north towards Buena Vista. The Visitors Center accesses this intersection as well as Sears and the residential neighborhood that sits west of Sears off Kimberlin Lane, Western Gas station and A Mimi Café both of which experience high volumes of business. Mini Storage Lots and the Electric Substation are located on the curve as Highway 50 heads toward Monarch. A hill descends bringing traffic from Buena Vista into this intersection, and Crossroads Lane accesses the intersection to the south.

During peak hours traffic backs up toward the Hwy 285 hill in the left turn lane as vehicles attempt to turn onto the 285/50 roadway. Automobiles are seen turning right and attempting a u-turn in order to avoid waiting in the turn lane.

The Visitors Center is in the process of being remodeled as a 24 hour rest stop facility that provides scenic by-way information for the traveling public. It is planned to become Right and left in off Hwy 285, and right and left out at the Hwy 50 access.

Crossroads Lane provides access to the Industrial Park and is slated as future access for the large vacant parcels, upon development of these parcels it is planned to become a right-in / right-out access onto Hwy 285 to address safety issues.

CDOT and the Town are considering straightening Hwy 285 at the Hwy 50 intersection so that 285 aligns with Kimberlin Lane in order to address site issues and create safer traffic flow.

The CR 120 bicycle/pedestrian trail is planned to cross Hwy 285 at this intersection to reach the Visitor Center. A crosswalk with a pedestrian activated light and a median are planned to address safety issues at this busy intersection.

Poncha Avenue / Hwy 285 / Hwy 50 intersection

The Town is on a CDOT waiting list to have a traffic signal and crosswalk installed at the intersection of Poncha Ave. / Hwy 285 / Hwy 50. This will be the Town's first traffic signal, and will help alleviate high speed, high volume traffic and pedestrian / bicycle interactions at this intersection. The Town purchased land to continue Poncha Avenue through to the highway in 2009 and the project is number 16 on CDOT's list for the traffic signal. The Town applied for and received an Access Permit from CDOT with stipulations to either close off Sabeta or pay for CDOT to move the south flyway ramp. The Town requested changes to the stipulations and CDOT is reviewing the request.

Hulbert Avenue / Hwy 285

Hulbert Avenue currently receives the majority of traffic accessing the neighborhood west of Highway 285 and behind the Post Office. This Traffic will be alleviated some when Poncha Avenue becomes a through street to Highway 285. Though land was dedicated along Hulbert as a school site, the lot size is not large enough to host a public school building. In the event more land is acquired at this location and a public school building becomes feasible, traffic access at Highway 285 will need to be addressed, as well as pedestrian and bicycle access and safety issues.

CR 127

County Road 127 provides access between Fairgrounds Drive (CR 120) to Hwy 50 for residents, cyclists, commuters, and the traveling public. This also provides access from Hwy 50 to the Chaffee County Fairgrounds. With development of Rodeo Park subdivision in the Town, the road access at Fairgrounds drive was moved to the east in 2008 by the County as it accesses Fairgrounds Drive creating an S curve that ascends/descends a hill. Traffic accessing from Fairgrounds Drive do not always slow down enough as they access CR 127 to adequately negotiate on-coming traffic that is ascending the hill. CR 127 provides safe access onto Hwy 50 and is a main access point for the area.

Hot Springs Road

The intersection of Hot Springs Road and US Hwy 285 serves a residential community situated south of the river and the CDOT highway bridge. This intersection also serves cyclists and outdoor enthusiasts accessing South Park the Poncha Springs Disc Golf Course, the abandoned Salida Hot Springs, and BLM and National Forest lands. Hot Springs Road accesses the highway at a sharp angle creating a hazard with oncoming traffic descending Poncha Pass. CDOT and the Town have discussed the necessity of straightening out this access to alleviate the hazardous conditions it creates.

6.5 Bridges State and Local

The Little Arkansas River, Poncha Creek, the Acequia, DelMonte, Murray and Harrington Ditches and various drainages are a significant component of the topography throughout Poncha Springs. The bridges are maintained by the CDOT, Chaffee County, the Town and Developers. Town Bridges that should be addressed with new development and trails include:

Hot Springs Road Bridge

In 2010 Stantec Consulting inspected the Hot Springs Road Bridge and made the following repair guidance: (1) to remove posting signs at both approaches, 2) install supplemental delineation panels at all four corners, 3) install backer tubes to bridge rails and, 5) install adequate approach rails, noting that the concrete rundown at northeast is broken up and undermined. They explained that these were minor repairs and suggested that the Town put away funds annually to address these issues.

Hwy 285 CDOT Bridge

The Hwy 285 bridge provides the only access on the south west side of Town for travelers arriving or leaving through Poncha Pass, and for residents and tourists utilizing Hot Springs Road (CR 115). CDOT has determined that the bridge is in solid condition and is not slated for replacement any time soon. The Town has pointed out that diesels park along Hwy 285 on the north side of the bridge and drivers run across the highway to frequent the Pub-n-Grub, while cyclists and pedestrians cross the bridge alongside traffic with a foot or less of walkway on the bridge. Also, the Town has requested a crosswalk or a trail under the bridge to connect to a Town trail on the west side of the highway. CDOT has not approved either option, and denied grant funding for a bicycle pedestrian bridge that would run along the east side of the bridge to provide safe bicycle pedestrian access across the river, and off the highway. A solution should be determined between CDOT and the Town to address these safety issues.

Hwy 50 CDOT Bridge

The Hwy 50 CDOT bridge is an overpass that provided a cattle crossing for ranchers in previous years. The bicycle/pedestrian trail from Benttree (previously Friend Ranch) to the Poncha Springs Visitors Center will travel along the southwest side of highway 50 until it crosses under highway 50 at this bridge to the north side of highway 50 and continue on to the Visitors Center.

Poncha Springs Lane Bridge

This bridge is located on Poncha Springs Lane just south of E. Ouray Avenue. The bridge is slated to be replaced by the Little River Ranch developers as soon as 30 dwelling units are built, currently the development has 23 units built with one in the process. When the subdivision improvements are accepted for this subdivision, the Town will become responsible to maintain this bridge. Benttree will need to comply with CDOT requirements for the trail crossing.

Little River Lane Bridge

The Little River Lane Bridge was installed with the development of Little River Ranch subdivision. When the subdivision improvements are accepted for this project, the Town will become responsible to maintain this bridge.

South Park Bicycle/Pedestrian across Poncha Creek Bridge

The South Park Bicycle/Pedestrian Bridge is in the process of being installed across Poncha Creek to provide a safe crossing that connects the park area to the disc golf course area. The Town applied for the building permit in September of 2010 with the Chaffee County Building Department.

6.6 Off Highway Users

A number of residents and tourists utilize the local and regional trails for off-highway vehicles, motorcycles, and 4-wheelers, which are typically allowed in areas north and south of Poncha Springs in the County on BLM and USFS lands. This user group is important in Chaffee County and collaborative efforts should be made to include this group in the planning process for the future.

6.7 Trails

The Town of Poncha Springs and the surrounding region currently have a number of trails and paths that connect the region via highways, neighborhoods, and public lands for alternative modes of transportation. The current infrastructure of trails, bike paths, and parks provide the citizens of the region with options for different modes of transportation. Commuters cycling and walking utilize the highway alongside automobile traffic when traveling between municipalities where trails are non-existent. Developing the missing trail connections could improve the overall safety and availability to the Town, region and public lands system.

The Town trail Grid

The Town of Poncha Springs streets and blocks are laid out in a grid with chip sealed roadways and accommodate pedestrians and bicyclists along with automobile traffic. Share the Road and Bike Route signs have been posted along the Town grid to direct trail users. The trails are only striped in the DeAnza Vista subdivision. Actual trail route signs are slated to be installed in early 2010.

Monarch Spur Trail

The Monarch Spur Trail is the backbone of the bicycle and pedestrian system in Salida and the surrounding region. The trail is anchored at the Arkansas River and travels 2.5 miles southwest, in the shadow of the Sawatch Mountains and the majestic fourteen thousand foot peaks of the collegiate Peaks Range, past the end of the Town limits.

County Road 120 Trail

The CR 120 Trail connects to the Monarch Spur Trail at the intersection of CR 140, Holman Ave. and CR 120. A CDOT funding award was received by the Town of Poncha Springs in September 2009 to complete the CR 120 Trail from CR 145 to the Town of Poncha Springs Visitors Center. This trail will provide safe access between the Town of Poncha Springs and the City of Salida.

County Road 140 Trail

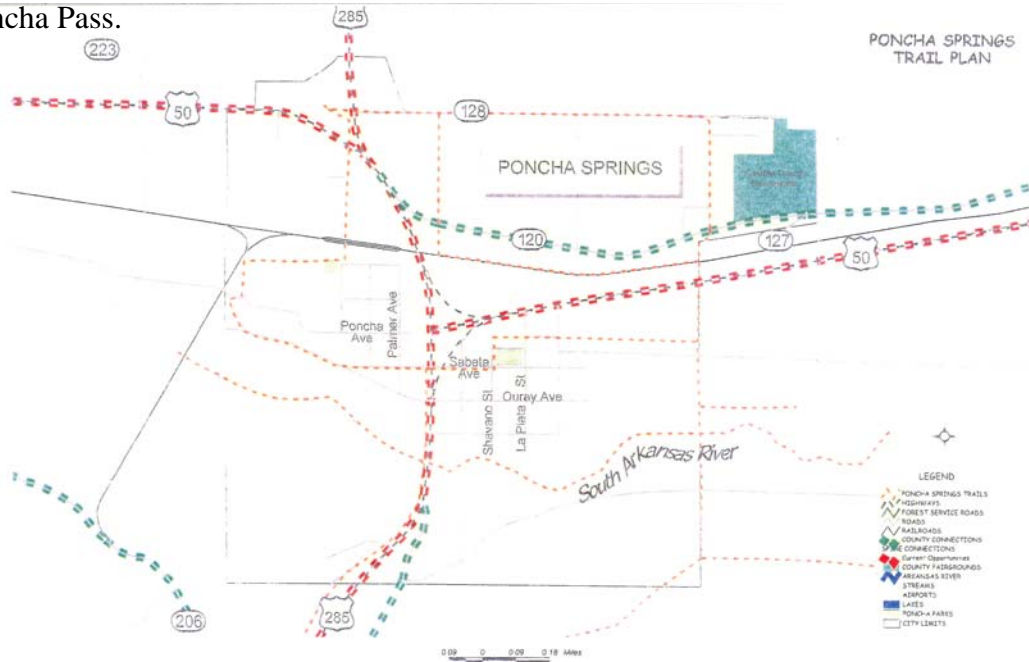
The CR 140 Trail connects to the Monarch Spur Trail at the intersection of CR 140, Holman Ave. and CR 120. A designated bike lane has been striped along CR 144 between CR 140 and CR 160 connecting the CR 140 and the Crestone trails.

Little River Trail

The Little River Trail is planned to run along the bank of the South Arkansas River from Benttree Ranch through the Town of Poncha Springs to Little River Ranch. A 1.25 mile length of trail access easement was acquired by the Town as part of the Poncha Estates subdivision.

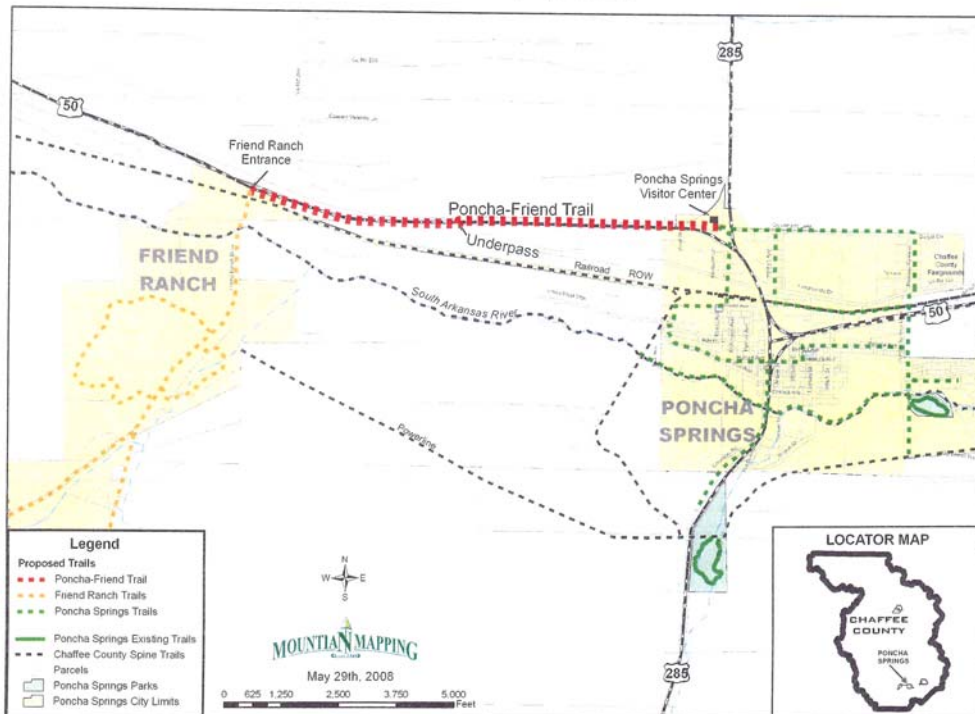
Old Narrow Gage Railroad Trail

The Old Narrow Gage Railroad Trail begins on the west side of Hwy 285 travels east of the Chaffee County land fill and continues along the west side of 285 as it ascends Poncha Pass.



PONCHA-FRIEND TRAIL

1.8 Mile Trail from Friend Ranch Entrance to Poncha Springs Visitors Center
Town of Poncha Springs, Colorado



6.8 Transit Connections

Neighbor to Neighbor in conjunction with the Transportation Advisory Board (TAB) established by Chaffee County and CDOT are collaborating to increase the Neighbor to Neighbor program that provides on-call bus service to County residents. In 2009 Arrow bus lines was hired with CDOT funding to provide bus service from Downtown Denver, to the Airport, with stops in each municipality (BV, Salida and Poncha Springs) and travels on to Gunnison. A consultant was hired at the end of 2010 to determine the feasibility of expansion of the service to provide transportation to the communities on a daily basis with a van. CDOT is pleased with the ridership and has declined to request funds from the municipalities for the 2011 fiscal year. The bus service is slated to expand service to Alamosa in 2011.

The Transportation Advisory Board and the Town are currently working to identify Transit connection and infrastructure options in each of the municipalities.

6.9 Aviation

General aviation service is available from Harriet Alexander Field, located approximately one mile northeast of Poncha Springs. Available services include aircraft storage and rental, and airframe and engine maintenance. The airfield has five privately owned hangars and 45 tie-down spots. Scheduled air service is available at the Gunnison County Airport, the Colorado Springs Airport and Denver International Airport.

Harriet Alexander Field, jointly owned by Chaffee County and the City of Salida, is located approximately two miles east of the Town of Poncha Springs. The airport is managed by the County Commissioners through the airport manager, who works under the direction of the Airport Board. The Airport Board has members appointed by both Salida and the county. The airport was established at its present location in the 1950's, with a runway extension in the 1990's. an airport Master Plan was developed in 2002 to guide future facility development at the airport.

Harriet Alexander Field is classified as a General Aviation airport, with a single runway, terminal building, a helipad, and private lease hangars. Since it is a public-owned facility, it is eligible for grant funding for facility improvements from both the Federal Aviation Administration (FAA) and the CDOT Division of Aeronautics.

6.10 Railroad

The Railroad arrived in Poncha Springs in the 1880's transecting the northern portion of town from east to west. Two trains per week hauled lead, zinc, and silver concentrates from Leadville through Salida to Pueblo. These weekly trips ceased with the closure of mining operations. Since abandoned, portions of the railroad rights-of-way have been sold while other segments are still owned by the Union Pacific railroad, leaving a large vacant lot between CR 120 and Hwy 50 sitting on both sides of Hwy 285 in the Town's established highway commercial zone.

7. Physical Constraints to Transportation System

In addition to the highways that transect the Town, and railroad land, the rugged topography in Chaffee County substantially constrains development patterns as well as transportation connections. The major constraints in the Poncha Springs region include

- (1) Poncha Mountain, (2) the Little Arkansas River and its tributaries, (3) Highway 285
- (4) Highway 50

The rough terrain created by Poncha Mountain as it ascends deters road access. Currently, Hutchinson Lane is the highest road established along the base of the mountain. Extension of Powerline Road both east and west of Hutchinson Lane have been discussed between Salida and Poncha Springs in future road planning for the region. The area includes very rough terrain with steep slopes that requires costly infrastructure. A future road is projected from Hutchinson Lane west along Power Line road to Pinon Drive, and from Caliente Lane, extending east and then north connecting to a private road and then to highway 50.

The Little Arkansas River is crossed by the highway 285 bridge as the highway ascends Poncha Pass. The bridge is the only vehicle/pedestrian/bicycle access across the river that connects the neighborhood that lies south east of the Little River to the main portion of Town. The Town and CDOT need to collaborate to create safe crossings over the river and north of the river to both sides of highway 285. The Town has proposed a bicycle/pedestrian bridge to alleviate bicycle/pedestrian interaction with the vehicle traffic crossing the narrow CDOT bridge, and a crosswalk over or access under the bridge from CDOT to provide access to the area and future trail west of the highway.

Land situated between CR 120 and highway 50 includes steep terrain with seep and irrigation ditches as well as the abandoned railroad Right of Way. A future connection between highway 50 and Pahlone Parkway is planned across this area.

The triangle intersection that includes the highway 50 flyways directing traffic to and from highway 285 take up a large amount of the Town's main downtown commercial area. The Town and CDOT need to address access to lots along the flyways, and safe bicycle/pedestrian safe crossings in the area. A traffic signal is planned where highway 50 T's into hwy 285.

The Little Arkansas River is crossed by a bridge in Little River Ranch along Poncha Springs Lane to the east of Town. The Little River Ranch developer is scheduled to replace the bridge when 30 building permits are acquired in the development.

8. Connections for Emergency Services

For EMS to reach the hospital from Poncha Springs they currently use US 50 to G Street to 3rd Street to SH 291. The County roads surrounding Salida do not allow a direct north-south through route between SH 291 and US 50. New subdivisions in Salida and development in the County surrounding Salida have not established viable connections for through traffic.

For faster response times to and from the Hospital to be realized, a north-south connection needs to be established from US 50 to SH 291. Improvements along existing County Roads to improve problem intersections and to help straighten roads will assist in creating better connections. EMS staff stated a preference for routes with fewer stops, turns, dips or speed bumps. Straight unobstructed routes provide for faster response times and less discomfort for patients during transport.

The hospital includes a helipad for flight for life operations, and the airport is also utilized for fixed wing emergency transports. A direct road route between the hospital and the airport has not been established.

9. Poncha Springs Construction & Development Standards

9.1 Intergovernmental Agreements

Zoning for the Town of Poncha Springs designated Municipal Growth areas was established in 2008. The Town of Poncha Springs reduced its Municipal Growth and Services Area in 2009. The Town of Poncha Springs and the City of Salida Three Mile Planning Areas intersect. The Town is in the process of putting plans in place in order to engage in Intergovernmental Agreements with the County and Salida for Land Use Planning purposes.

9.2 Construction Standards / Maintenance

All development in the Town of Poncha Springs planning area are subject to the development standards set forth in the Poncha Springs Land Use Code (1995) and the Standard Design Criteria and Standard Construction Requirements (2008), these documents are available online at www.ponchaspringscolorado.us.

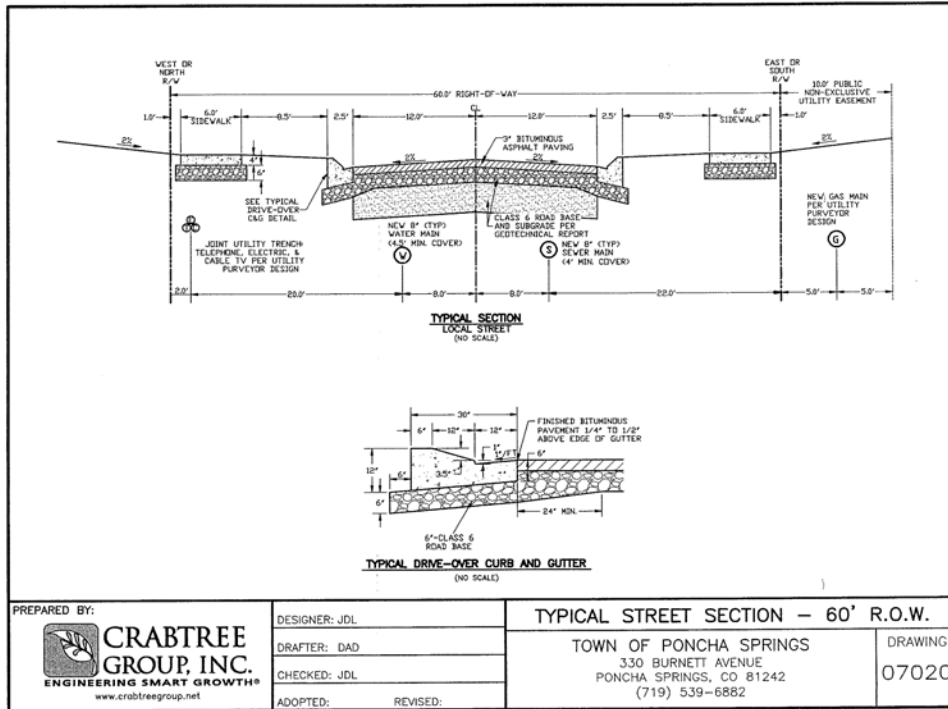
Town development standards include requirements for road, driveway and sidewalk, as well as infrastructure related to utilities. Traffic studies, drainage studies, grading and stormwater management plans may be required based on site specific development attributes and/or impacts.

9.3 Road Classifications

Arterials

US Highway 50 and 285 are managed and maintained by the Colorado Department of Transportation (CDOT). Any developments occurring along these highways will be subject to compliance with CDOT construction specifications and access management regulations. Development in these areas will be subject to the Town's guiding documents including the Highway Corridor Plan (2003).

The Town and CDOT along with public participation, are in the process of developing an Access Control Plan which will determine access along highways 50 and 285. Developers should participate and/or follow the Town's Transportation Plan, Access Control Plan and Road Diet process and work with Town and CDOT to determine adequate access planning.



Collector Roads:

New developments will include road designs based on the Town’s Typical Street Section guidelines (Drawing 07020 above). Road and Land dedication and construction will be required pursuant to the Town’s Land Use Code

Local Roads

Developments that create new local roads will need to adhere to the Town’s Typical Street Section guidelines, Land Use Code and Standard Design Criteria and Construction requirements. All development with new local roads shall include a provision for safe bicycle travel. Variations from the requirements may be accomplished through the Planned Unit Development (PUD) process.

9.4 Transit Stops

Currently, the only public transit stop within the Poncha Springs Town limits is located at the Pub-n-Grub where tickets are sold and the Arrow Bus Line stops during the week enroute between Gunnison or Denver. The Transportation Advisory Board (TAB) has developed some objectives for consideration in developing guidelines identifying transit stop locations, and the type of facilities needed for transit stops in the three municipalities if a local service were to be implemented.

Potential transit stop locations identified by TAB include the Poncha Springs Visitors Center, the Western Gas Station, Town Hall and the Pub-n-Grub as options for ‘Park and Ride’ type facilities for regional trips. Fairgrounds and Bentree (previously Friend Ranch) should also be considered as stops to be served by a regional route. Transit

agencies should be included in the review process of major developments that occur within the Town's planning area to identify transit opportunities and needs.

The regional stops should be designed to accommodate automobile parking and include bike racks. Covered shelter should also be present for those waiting for transport. Transit stops should be ADA accessible and should provide an accessible route leading from the stop to a pedestrian/bicycle path or roadway.

9.5 Trail Construction

Trail construction requirements vary depending on the type and location of the trail. The Chaffee County Trails Master Plan identifies trails as spine trails, county connections, and municipal trails. Existing trails surface range from hard (asphalt or concrete), gravel or crusher fines, to natural, and are generally flat and relatively wide to accommodate a range of users, from pedestrian to bicycles.

Salida Parks, Recreation, Trails and Open Space (SPOT) and the Town have recently designated trails along County and Local roads throughout the Town and installed Share the Road or Bike Route signs along the routes to direct users accordingly. Actual trail signs will be posted along the routes in 2011.

New development will be required to provide trails, parks and open space.

10. Overall Future Transportation Plan

The intent of this plan is to (1) alleviate pressures on our current transportation network; (2) provide safe route and access alternatives; (3) provide for and encourage alternative modes of travel. The Overall Future Transportation Plan Map (Map 10) is a depiction of the future transportation system for the Poncha Springs area. This map is result of input from the Planning Commission, various stakeholders, and public workshops, compiled by Town and County planning staff.

The Overall Transportation Plan Map depicts the existing regional transportation system combined with conceptual road, intersection, and trail connections, transit and reflects the information provided in the preceding sections of this Transportation Plan.

Section 11, Implementation, of this Plan discusses strategies for prioritization and funding to help realize the various aspects of this Plan.

The Transportation Plan should be continually reviewed as development and conditions occur, to ensure relevance and continuity. Transportation Plans developed by other governmental and non-governmental entities that address this area, should be reviewed and address those documents as this Plan is developed and updated. This will allow for collaboration between the Town and those entities in planning processes, and provide the Town with input so that their policies address the needs and desires of the Poncha Springs community. Some of the agencies are:

- Bureau of Land Management – Land Management Plan
- US Forest Service – Forest Plan
- Salida Parks and Open Space Trails (SPOT) – Trail Plan

- Colorado Department of Transportation (CDOT) – Access Management Plans, US 50 and US 285 Corridor Plans
- Chaffee County EMS, Road & Bridge, and Fire Protection District
- Union Pacific Railroad
- Chaffee County Airport Board – Harriet Alexander Field Master Plan
- City of Salida – Salida Regional Transportation Plan

11. Implementation

11.1 Planning for Improvements – Capital Planning

Local governments must consider a wide range of public facilities and equipment when prioritizing local expenditures. Expenditures typically have a high cost and useful life of several years, and can include purchase, construction, reconstruction, and/or replacement of capital items such as buildings, utility systems, roadways, bridges, parks, landfills, and heavy equipment. A systematic approach to capital planning provides a number of advantages to the local citizens. Capital planning and prioritization for projects should consider:

- Assessment of the need for repair, replacement or expansion of facilities
- Coordination with other projects
- Land acquisition
- Project financing
- Community needs, goals and vision
- Economic activity and development
- Future operating / maintenance costs of the facility

This Transportation Plan primarily discusses the area immediately around the Poncha Springs Town limits. Roads within Town limits other than the State Highways are maintained by the Town Public Works department. The roads and other transportation facilities outside of the Town limits are maintained by the County or CDOT. New development in Town or annexed into the Town will increase the amount of road infrastructure requiring maintenance and repair. This Plan helps identify the improvements needed, potential funding sources, and priorities for projects. Projects may be funded entirely by the developer, the Town or the County, granting entities, or some combination.

11.2 Sources of Funding

Local government budgets are constrained in several ways. Tax revenues are restricted by statewide ballot measures, such as TABOR, state legislative bills such as Gallagher amendment, and distribution of fuel Taxes (Highway Users Tax Fund – HUTF), as determined by a state formula. The Town and County currently each have differing mechanisms for funding transportation.

Town of Poncha Springs

The Town of Poncha Springs Public Works operations are funded by a number of sources, including HUTF (approximately \$31,000 per year), and approximately 34% of the Town’s general funds. The Town also appropriates a portion of the 2% sales tax imposed by the Town toward Capital Improvements that include Town streets.

Chaffee County

Chaffee county Road and Bridge Department operations are funded through HUTF distributions from the State, and by general fund dollars. Chaffee county maintains approximately 350 miles of road throughout the county. County fund sources are adequate only for maintenance of existing facilities, with small portions available for major reconstruction or construction of new roads, trails or bridges. The county has not taken on any new roads since 1994, when the HUTF distribution formula was recalculated. New developments are expected to maintain all infrastructure within the subdivision.

CDOT

CDOT is responsible for maintenance and improvements to US 50 and US 285. Chaffee County is part of CDOT Region 5, headquartered in Durango, and is part of the San Luis Valley Transportation Planning Region (TPR), centered in Alamosa. Region 5 receives an apportioned share of the overall State of Colorado Transportation budget, to fund projects throughout the region. The TPR's within the region identify and prioritize projects for inclusion in the Statewide Transportation Improvement Program (STIP) for funding. In addition to STIP projects, CDOT has budgeted lines for maintenance programs, bridge projects, transit, and enhancement programs. Enhancement programs are discussed further under Grants, below.

Grant Sources

A number of grant sources are available to supplement funding for transportation projects. Programs for road improvements include CDOT enhancement funds which may be used for rail crossings or intersection safety improvements, and Scenic Byway funds. Trial projects can also apply for CDOT Enhancement program funds and State Park grants. Local community groups such as SPT have participated in funding an developing trails projects. The US Environmental Protection Agency has programs to implement smart growth policies, which may be utilized to enhance transportation systems. The Colorado Department of Local Affairs (DOLA) may have funds available for qualified projects under the Energy and Mineral Impact program. Also, private groups and foundations, such as the Orton Family Foundation, may contribute funding to certain projects. As additional grant funding opportunities become available, this plan will contribute to obtaining funding.

Impact Fees

New developments often create impacts to existing services and road systems resulting in increased government expenditures for maintenance or construction. Frequently, property taxes and other revenues produced by the new development are not adequate to cover the expenses associated with the increased service requirements. State statutes authorize communities to assess impact fees on new developments in order to implement capital improvements that are necessitated by new developments. While the Town has some development fees for road improvements in place, a consultant from EPS in Denver was hired to prepare a study to show the necessity of implementing Impact Fees and the necessary amounts. As of 2010, the Town is still deliberating as to whether the proposed impact fees should be adopted and to what extent. At this point in time, neither Chaffee County nor Salida have adopted an impact fee structure.

General Improvement Districts (GID)

Depending on the size and scope of a development, a municipality or county may require creation of a GID to ensure funding is in place for continued maintenance of the public facilities, including roads, trails, and parks. At this point in time, a GID has not been utilized by the Town or the County, though it may be a viable option for future projects.

11.3 New Development

New developments are expected to “pay their own way” related to internal roads, bridges, trails, sidewalks, open space and transit. Developments are also expected to cover their fair share of impacts to existing infrastructure. In the County, developments adjacent to an existing County Road are required to dedicate adequate right of way to accommodate the road. New developments may also be required to acquire adequate right of way if needed to accommodate traffic between the development and the collector or highway. New developments are required to construct all internal infrastructure, as well as make improvements to adjacent or nearby impacted transportation systems. Larger projects may require traffic studies to determine their impact to municipal streets, county roads, or the state highway. CDOT regulates access for new developments to the highway system through its Access Code. If the scope of a development has a significant impact on the highway system, CDOT may also require a development to perform intersection improvements or construct auxiliary lanes.

New developments will be required to adhere to all aspects of this plan related to conceptual roads and trails, and future connections. Developers will be required to dedicate right-of-ways for the planned collectors, and to design the development consistent with the criteria identified in this plan. If a road, trail or transit stop is located in this plan, the developer is required to construct the portion within the development and any needed external connections as part of the development. Chaffee County requires that all new developments approved in the County implement a mechanism to maintain subdivision infrastructure. The Town will take over maintenance upon Board approval of infrastructure for developments within the Town limits.

11.4 Additional Plans

As discussed in previous Chapters of this plan, other plans will continue to be developed, requiring updating of this plan and adjustments in any prioritization. The Access Control Plan being developed for US 50 and US 285 in cooperation with CDOT will identify appropriate spacing for individual property access, and locations for new public roads and streets, to expand the grid system as possible. The Highway Corridor Plan in conjunction with the Transportation Plan, the Access Control Plan, the Road Diet, will help ensure continuity.

11.5 Project Priorities

The projects identified in the table below are not prioritized in any particular order; however they can be expected to be necessary within the noted time frames. As development occurs, adjustment of the timing and priority of these projects is to be expected.

Current Projects

Project Name	Projected Amount	Funding Source	Comments
CR 120 Trail Extension	\$537,657 CDOT \$66,984 County \$40,885 Town	Grant, County and Town of Poncha Springs	Design completed,CDOT funding acquired 2010 for construction to Pahlone, with Design and partial construction funded to the Visitors Center
Access Control Plan	Total \$32,803: Town \$10,000 CDOT \$22,803	CDOT and Town of Poncha Springs	2010
Road Diet Plan	Town cost \$20,856 Phase 1 \$9,306 Phase 2 \$11,550	CDOT and the Town of Poncha Springs	Phase 1 due 2009 If it occurs Phase 2 due 2010
Visitors Center New building	Grant \$162,000 Town \$2,500	Scenic By-Ways grant funds, Town In-Kind	Design completed 2009, New bldg due 2010

1-5 Year Projects

Project Name	Projected Amount	Funding Source	Comments
Sabeta Road extension from Tomichi	\$TBD	Developer and Town	Continuation of Town street
Benttree Trail to Visitors Center	\$457,865 total \$28,000 town portion \$117,400 Benttree \$312,465 CDOT grant	CDOT, Benttree, Town	Developer improvements
Benttree True Ave./ Short St. road repairs	\$2,500 estimated (est.)	Benttree	Developer improvements
Poncha Ave. extension to Hwy50 with stop sign	\$30,000 est.	Town	Road connection
Poncha Springs Lane Bridge replacement	\$75,000 est.	Little River Ranch	Developer improvements
South Park Bicycle/Pedestrian Bridge	\$6,000	Town	Bike/Pedestrian bridge crossing Poncha Creek
Visitors Center parking lot paving, access paving, trail, trail/traffic signs	\$300,000	Town and Grant entity	Proposed grant funds
Hot Springs Road Bridge repairs	\$25,450	Town	Minor repairs sited by Consultants

5-10 Year Projects

Project Name	Projected Amount	Funding Source	Comments
Chip Seal of Town Roads	\$25,000 annually	Town	
Hwy 50/285 Traffic signal	\$1.5 million	Town and CDOT project	

10-20 Year Projects

Project Name	Projected Amount	Funding Source	Comments
Medians with landscaping along hwys 285 / 50	\$500,000 est.		Proposed grant funds
Curb / gutter / sidewalk / landscaping along 285/50	\$500,000 est.		Proposed grant funds

20+ Year Projects

Project Name	Projected Amount	Funding Source	Comments
Pahlone road extension to Hwy 50	\$500,000	Town and Developer	Developer funds in escrow

Glossary of Terms Used

AADT Average Annual Daily Traffic. Annual average two-way daily traffic. The total traffic on a section of roadway for the year, divided by 365.

ACP Access Control Plan

BLM Bureau of Land Management. Generally refers to public lands north and south of Salida. These lands have multiple uses including agriculture, recreation and mining. BLM manages travel on their lands through a travel management plan.

CDOT Colorado Department of Transportation. CDOT regulates access to the highways managed by the state, and is responsible for maintenance of those highways

CR County Road. Roads maintained by Chaffee County, and which generally have a number designation.

DOLA Colorado Department of Local Affairs. DOLA provides assistance to local governments in many functions, including the Office of Smart Growth, the State Demographer's Office, and administration of the Mineral Impact grant program.

Highway Diet

IGA Intergovernmental Agreement, projected in this document between the Town, Chaffee County, and Salida

NR-A State Highway Access Category Assignment Non-Rural Arterial A

NR-B State Highway Access Category Assignment Non-Rural Arterial B

NRB Category Includes:

1. Assigned within developed portions of cities and towns where there is established roadside development.
2. Moderate travel speeds.
3. Moderate to high traffic volumes
4. Meets the need for intercity, intra-city, and intercommunity travel.
5. Provides service for through traffic movements, but allows more direct access to occur.
6. One access per parcel, if it does not create safety or operational problems.
7. The one access will provide, as a minimum, for right turns only.
8. Additional right-turn only access may be granted if:
 - a. Required auxiliary lanes can be provided.
 - b. And it will relieve an identified congestion condition on the local street or road system which cannot be improved
 - c. And it does not impose a hardship on an adjacent property or interfere with the location, planning and operation of the general street system.
 - d. And it is necessary for the safe and efficient use of the property
9. Turn lanes may be required based on posted speeds and turning movement thresholds.
10. Full movement access spacing is restricted to every ½-mile or where a signal analysis shows good progression.

Full details of access category NR-B requirements are contained in the State Highway Access Code.

NR-C Category Includes:

1. Assigned where there is extensive established roadside development such as a downtown type area.
2. Low to moderate travel speeds.
3. Relatively moderate traffic volumes
4. Meets the need for intercity, intra-city, and intercommunity travel.

5. Provides a balance between direct access and mobility needs.
6. One access per parcel, if it does not create a significant safety problem or significantly degrade operation.
7. May operate as full-movement unsignalized access unless there is a non-traversable median.
8. Additional access may be granted if:
 - a. The additional access does not knowingly cause a hardship to an adjacent property or interfere with the location, planning, and operation of the general street system
 - b. And is in compliance with Access Code design standards
 - c. And is necessary for the safe and efficient use of the property
 - d. And where the property abuts or has access to a lesser function road, any access to the State Highway shall be considered an additional access.

SH State Highway

TAB Transportation Advisory Board. The TAB was created by the Board of County Commissioners in 2008 to assist with matters associated transportation planning and implementation of transportation services.

US United States (generally used as an abbreviation for (US Highway)

USFS US Forest Service. Generally refers to multiple use forest service lands. USFS implements travel management plans within the forest.