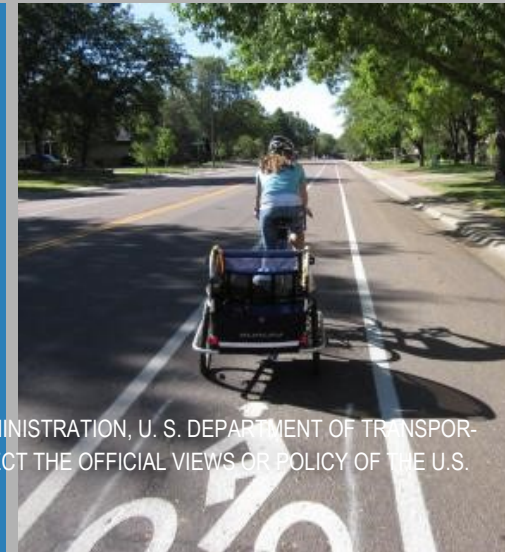
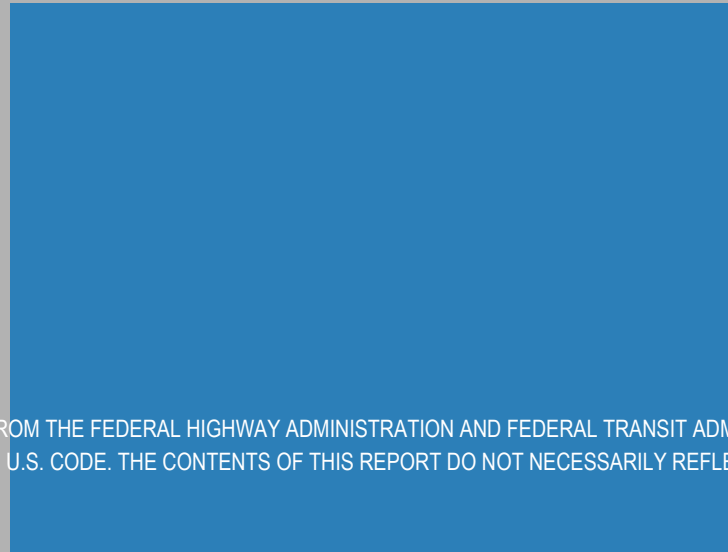


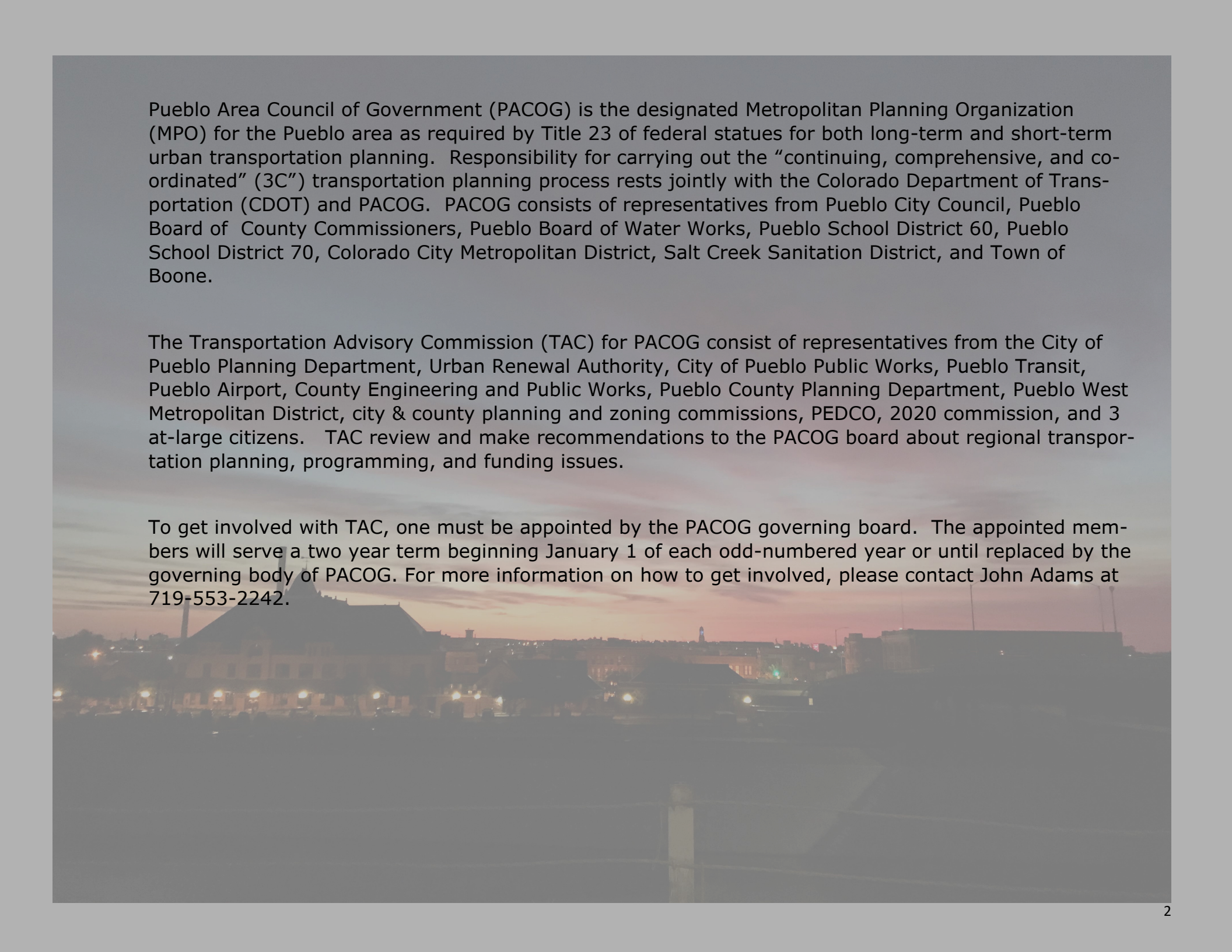
Pueblo Area Council of Governments: Pueblo Regional Bicycle & Pedestrian Master Plan



December 2020

DISCLAIMER:

THE PREPARATION OF THIS REPORT HAS BEEN FINANCED IN PART THROUGH FUNDS FROM THE FEDERAL HIGHWAY ADMINISTRATION AND FEDERAL TRANSIT ADMINISTRATION, U. S. DEPARTMENT OF TRANSPORTATION, UNDER THE METROPOLITAN PLANNING PROGRAM, SECTION 104(F) OF TITLE 23, U.S. CODE. THE CONTENTS OF THIS REPORT DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE U.S. DEPARTMENT OF TRANSPORTATION.



Pueblo Area Council of Government (PACOG) is the designated Metropolitan Planning Organization (MPO) for the Pueblo area as required by Title 23 of federal statutes for both long-term and short-term urban transportation planning. Responsibility for carrying out the “continuing, comprehensive, and coordinated” (3C”) transportation planning process rests jointly with the Colorado Department of Transportation (CDOT) and PACOG. PACOG consists of representatives from Pueblo City Council, Pueblo Board of County Commissioners, Pueblo Board of Water Works, Pueblo School District 60, Pueblo School District 70, Colorado City Metropolitan District, Salt Creek Sanitation District, and Town of Boone.

The Transportation Advisory Commission (TAC) for PACOG consist of representatives from the City of Pueblo Planning Department, Urban Renewal Authority, City of Pueblo Public Works, Pueblo Transit, Pueblo Airport, County Engineering and Public Works, Pueblo County Planning Department, Pueblo West Metropolitan District, city & county planning and zoning commissions, PEDCO, 2020 commission, and 3 at-large citizens. TAC review and make recommendations to the PACOG board about regional transportation planning, programming, and funding issues.

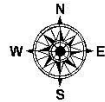
To get involved with TAC, one must be appointed by the PACOG governing board. The appointed members will serve a two year term beginning January 1 of each odd-numbered year or until replaced by the governing body of PACOG. For more information on how to get involved, please contact John Adams at 719-553-2242.

PACOG Region

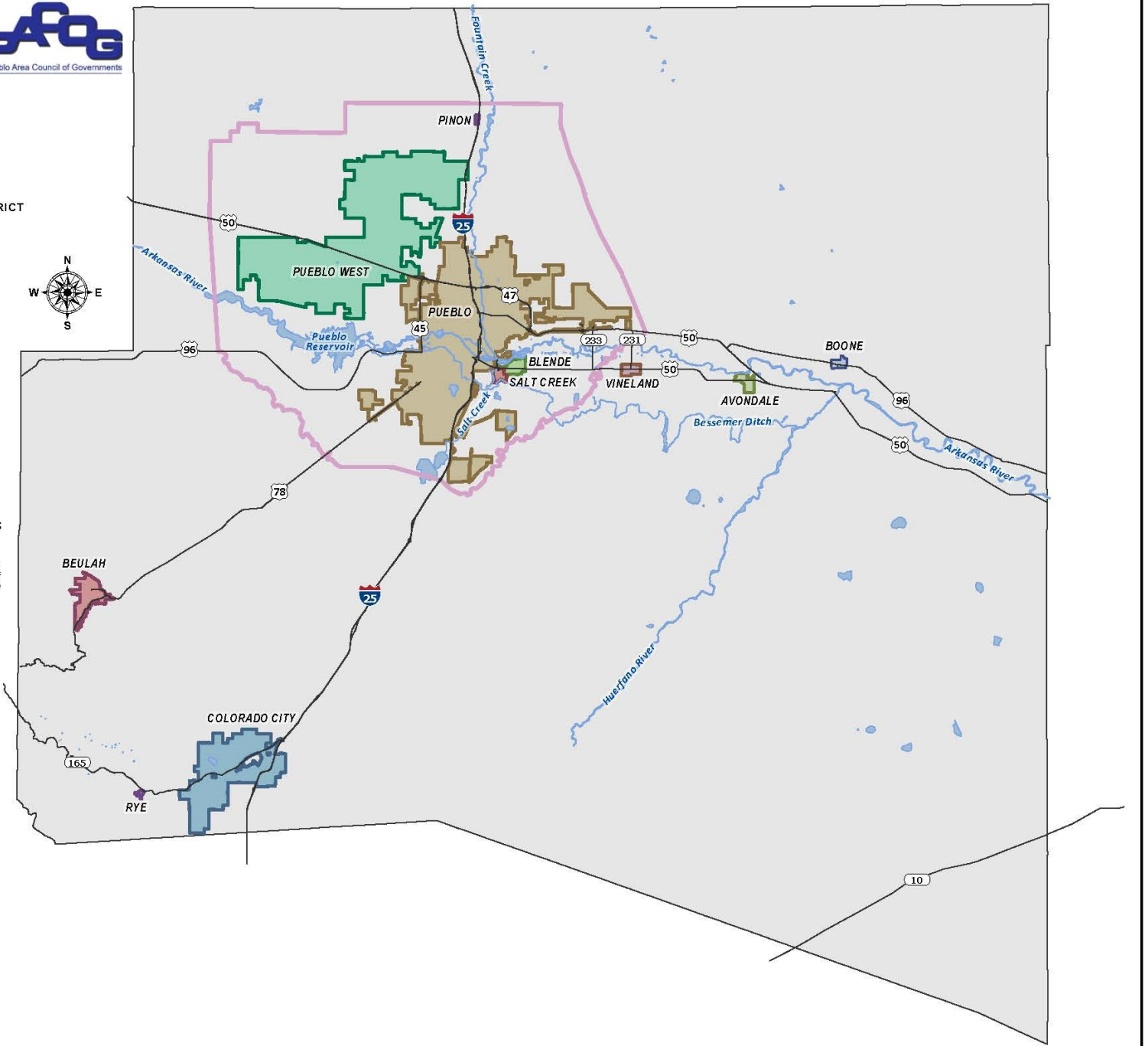


LEGEND

- HIGHWAYS
- PACOG MPO BOUNDARY
- WATER BODIES
- PUEBLO CITY LIMITS
- PUEBLO WEST METRO DISTRICT
- BLENDE
- PINON
- SALT CREEK
- VINELAND
- AVONDALE
- BEULAH
- COLORADO CITY
- BOONE
- RYE
- PUEBLO COUNTY



This map has been produced by the City of Pueblo. Data provided herein is derived from sources with varying levels of accuracy. The City of Pueblo disclaims all responsibility for the accuracy or completeness of information contained herein.



Who to contact:

Location	What	Division	Phone number
City of Pueblo	ADA curb ramps and sidewalks issues	Public Works Department	719-553-2295
City of Pueblo	Streets	Street Maintenance Division	719-553-2319
City of Pueblo	Traffic signals, signs, pavement markings	Traffic Maintenance	719-553-2722
City of Pueblo	Trail and Park issues	Parks and Recreation	719-553-2790
Pueblo County	Roads: Reporting Maintenance issues and potholes,	Public Works Department	719-583-2790
Pueblo West	Road Maintenance	Public Works Department	719-547-5061
Pueblo West	Trails and Parks	Parks and Recreation	719-547-7400
Colorado Department of Transportation Region 2,	Hwy 96, Hwy 47, Hwy 50, and I-25:	Customer Service	719-562-5568
Pueblo Reservoir	Hard and soft surface trails, road maintenance issues	Visitor Center	719-561-9320

If you are unsure which entity is responsible for a specific location, please go to, <https://opendata-puebloco.hub.arcgis.com/app/2a2c2ae210ea48238cd88b00c2932a38> and type in address or intersection.

List of Acronyms and Abbreviations

Abbreviation	Term
AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
ADA	American's with Disabilities Act
BFC	Bicycle Friendly Community
Bustang	Regional Bus Transit Service
CAC	Citizens Advisory Committee
CDOT	Colorado Department of Transportation
CDBG	Community Development Block Grants
CIP	Capital Improvements Program
DOT	Department of Transportation
FHWA	Federal Highway Administration
GIS	Geographic Information System
HARP	Historic Arkansas River Project
HSIP	Highway Safety Improvement Program
HWY	Highway
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NHTSA	National Highway Traffic Safety Association
NSC	National Safety Council
PACOG	Pueblo Area Council of Governments
PACE	Pueblo Active Community Environments
PEDCO	Pueblo Economic Development Corporation
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
SWP	Statewide Transportation Plan
STIP	Statewide Transportation Improvement Plan
TAC	Transportation Advisory Committee
TAZ	Traffic Analysis Zone
TIP	Transportation Improvement Program
U.S. DOT	United State Department of Transportation

TABLE OF CONTENTS

EXECUTIVE SUMMARY I.	7	4 <u>Bicycle and Pedestrian Infrastructure Recommendations</u>	61
Vision Statement	9	Bicycle Infrastructure Recommendations	62
1 <u>Introduction</u>	10	Bicycle Spot Infrastructure Recommendations	69
2 <u>Existing Conditions</u>	14	Bicycle and Pedestrian Spot Infrastructure Recommendations	70
Commuter Demographics	15	Pedestrian Infrastructure Recommendations	75
Connectivity to Transit	16	Infrastructure Pros/Cons	84
Active Transportation Work In Progress	20	5 <u>Implementation</u>	92
Bicycle Facilities	22	Implementation Considerations	93
Pedestrian Facilities	25	System Planning, Regional Bicycle & Pedestrian Projects	96
Current City and Regional Bike Route maps	30	System Planning, Spot Improvements	99
Community Support and Events	32	Proposed Bike & Pedestrian System	100
Needs Assessment	35	Implementation Performance and Measurement	106
Existing Conditions Conclusion	48	6 <u>Conclusion, Pueblo's Active Future</u>	111
3 <u>Moving Ahead Program / Policy Recommendations</u>	50	Appendix	
Education	50	A: Regional Bike Maps	114
Encouragement	51	B: Safety Tips	116
Enforcement	53	C: Bike Survey Results	125
Engineering	54	D: Bike Parking Guide	160
Evaluation	58	F: Trail Guidelines	169
		E: Supporting Plans	179

EXECUTIVE SUMMARY

In 2018 Pueblo Area Council of Governments (PACOG) began the process of updating its Bicycle and Pedestrian Master Plan. The new plan identifies the need to have more pedestrian and bicycle infrastructure as well as better connectivity to routes within the region

Historically Pueblo has been a region that moves by automobile. With the growing population there is an increase in need and desire to have multiple forms of transportation. Additionally, in recent years the state of Colorado has been a national leader in pedestrian and bicycle transportation. Pueblo has the potential to become one of Colorado's top biking communities and harness some of the revenue that other Colorado cities are currently capturing. Pueblo's climate, natural amenities, and current infrastructure are key attributes that will enable the region to be walkable and bikeable year around.

PLAN GOALS

- 1. Increase System Accessibility, Resiliency, and Reliability for all people of any age or abilities.**
- 2. Increase System Safety, Security, and Reduce Fatalities**
- 3. Increase System On-Street & Off-Street Connectivity**
- 4. System Preservation & Maintenance**
- 5. Improve Public Health through System Promotion and Education**
- 6. Improve Local Economy, Tourism, & Quality of Life**





*Pueblo Active Community Environments (PACE)
Community Group coordinates annual Pueblo Bike
To Work Day*

VISION STATEMENT

The Pueblo Area Council of Governments (PACOG) will continue to support an accessible, safe, well-maintained, and integrated bikeway, sidewalk, and trail system that provides all residents and visitors with viable options for transportation and recreation. This system is critical to balance the city's multi-modal transportation network by accommodating users of all abilities while linking neighborhoods, schools, recreation areas, commercial centers, employment centers, and adjacent communities while improving health and air quality.

PUEBLO REGIONAL ACTIVE TRANSPORTATION NETWORK

INTRODUCTION

The purpose of PACOG's Pueblo Regional Bicycle and Pedestrian Master Plan (PRBPMP) is to look at the existing infrastructure, examine the current usage, and determine goals and methodologies that will create a blueprint for future residents and visitors to use and enjoy.

This plan will recommend education, encouragement, empowerment and evaluation programs that will enable Pueblo to build and sustain a strong active transportation network. In order to provide a better connected network, improvement projects have been identified and prioritized (dependent on funding) that will be a key instrument to future decision making.

Pueblo is already much more active than many communities in Colorado and around the nation, however, there are many reasons for Pueblo to continue to invest in active transportation infrastructure and programs. Pueblo possesses many desirable traits that support biking and walking such as an active population, terrific access to public lands, a bustling school system, and a striking downtown. By focusing on improving physical bicycling and walking conditions, while simultaneously educating and encouraging residents to utilize active transportation, Pueblo is positioned to become a national leader in active transportation for communities its size. The PRBPMP seeks to



Historic Arkansas River Project

establish a strategic road map for realizing this potential.

Community outreach and surveys were conducted over the course of several months in 2019, which determined the need and desire for more bicycle and pedestrian facilities and programs. Extensive research was performed that examined existing conditions, Pueblo’s economy, current bike and pedestrian infrastructure. This data along with using the Colorado Department of Transportation Statewide Bicycle and Pedestrian Plan has facilitated the structure of this plan.

The ultimate goal of a transportation system is to provide access to goods, services and activities. In general, the more transportation options available, the better the access. In urban areas, walking and cycling are often the fastest and most efficient way to perform short trips. A built environment that is hostile to active transport reduces everybody’s travel choices.

The result of this “automobile dependency” is increased traffic congestion, higher road, and parking facility costs, increased consumer costs, and greater environmental degradation. Adequate pedestrian and cycling conditions are essential to guarantee everybody a minimal level of mobility (“basic mobility”). In order for bicycling and walking to become comfortable and convenient transportation options, these modes

must be fully integrated into everyday decisions such as where new schools will be located, how residential communities will be designed, and how each roadway will be built, among many other decisions. It is far more cost effective to provide for bicycle and pedestrian mobility from the start, rather than to retrofit later.

ECONOMIC BENEFITS

Active travel can contribute to the local economy by supporting tourism and quality development by providing suitable pedestrian and cycling facilities to tourist attractions. This can be accomplished by creating trail connections to specific tourist attractions and by providing public transit access to these trails and other tourist



Thursday night Cruisin Pueblo social bike ride.

attractions. Pedestrian-friendly conditions improve the commercial and cultural vibrancy of communities. Increased pedestrian traffic helps create a safer and more pleasant environment. Once visitors arrive in a community they often explore it by walking, cycling and skating. Some trail networks are themselves destination tourist attractions, bringing hundreds or thousands of visitors, and significant visitor dollars annually to the community.

At the national long-distance bicycle level, Pueblo lies along three national bike routes with numerous long distance cyclists passing through Pueblo on their coast-to-coast rides. Pueblo's collaboration with the business community in fostering a more bicycle-friendly atmosphere for these visitors is a work in progress. The goal is to encourage bicyclists to spend an extra day in Pueblo utilizing hotels, shops and dining to discover the rich historical, architectural, and recreational aspects of the city. National programs offering discounts could be implemented by local businesses to display their support for cycling and welcome these visitors.

Pueblo is actively promoted by the Pueblo Economic Development Corporation (PEDCO) as a city in which to relocate or start a business. Many employers and their employees want to live and work in a place where a bicycling culture is prevalent, where it is possible to bike to work, the store, the library, and to school. There is a growing population of Americans who want to live in a community where they have transportation alternatives with which to enjoy local amenities and services. Pueblo lends itself to this type of bicycle culture and promotes a vibrant lifestyle for both employers and employees. The City continues to embrace and support the local bicycle culture and use it as a tool to attract employers, business, and visitors. The bicycle friendly nature of Pueblo will complement other quality-of-life characteristics such as natural beauty, open space and recreational opportunities.



The Annual Spring Full Moon Ride at Test Track



Annual competitive events- Ordinary Mortals Triathlon



Events Promoting Active Transportation: Bike to School Day.



Infrastructure promoting active transportation-bike lanes and signage.

Existing Conditions

How Pueblo Travels

Roadways continue to be the dominant transportation system in Pueblo, as they have since the 1940s, when automobiles and motorized buses took over from walking and rail as the dominant form of transportation nationwide. Although driving is the most common way to travel, some residents are unsatisfied with traffic flow.

In the [2020 Community Survey](#) administered by ETC Institute, found that 35% of respondents were dissatisfied with the flow of traffic/congestion management in the city. 68% were dissatisfied with overall maintenance of city streets. The same survey also concluded that 73% of participants selected that “overall maintenance of city streets” should receive the most emphasis over the next two years, through city services.

The dominance of the auto for work trips in the region is shown by reviewing five years of data from the American Community Survey (ACS)¹. The ACS is an ongoing annual national household and travel database that provides states and communities the information they need to plan investments and services. One important value of the ACS is that it supplements the U.S. Census long form providing small-area information annually on a rolling basis instead of once a decade.

The ACS 5-year estimates confirm the continued use of automobiles as the favored mode of transportation for Pueblo area workers. Mode use by workers is an important indicator, since much of the transportation system is designed for peak-hour use, when the work force is on their way to or returning from work.



Motor traffic on Santa Fe Blvd.

35% of respondents were dissatisfied with the flow of traffic/congestion management

Figure 1.0: Pueblo County 5-Year Commute

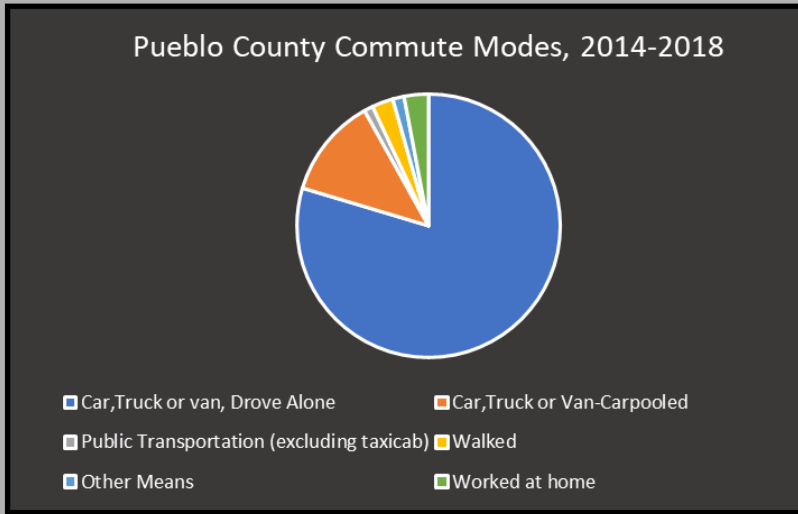


Table 1.0: Pueblo County 5-Year Commute Mode

Modes	2014	2015	2016	2017	2018
Car, Truck or van, Drove Alone	79.7%	79.9%	80.5%	81.5%	82.8%
Car, Truck or Van-Carpooled	12.3%	12.2%	11.6%	11.2%	10.5%
Public Transportation (excluding taxicab)	1.1%	1.0%	1.2%	1.1%	1.0%
Walked	2.6%	2.7%	2.5%	2.1%	2.1%
Other Means	1.4%	1.2%	1.4%	1.2%	1.0%
Worked at home	3.0%	3.0%	2.9%	2.9%	2.5%

Source: American Community Survey: Accessed June 2020

Figure 1.1: Colorado 5-Year Commute Mode

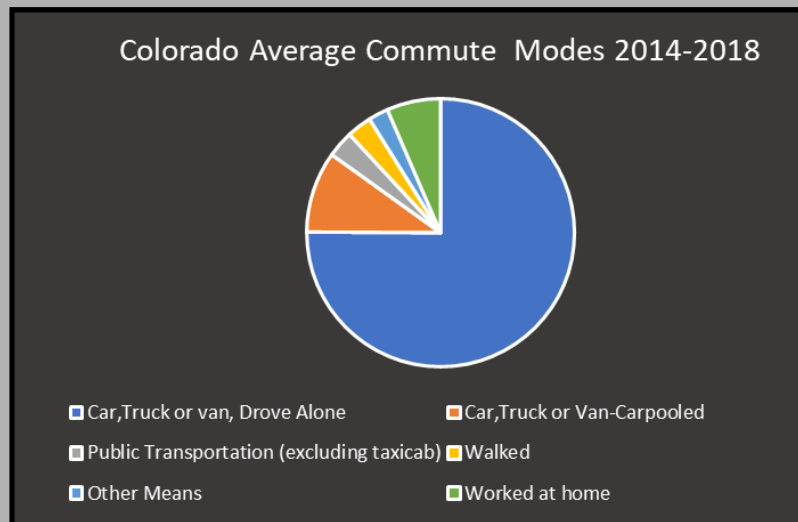


Table 1.2: Colorado 5-Year Commute Mode

Modes	2014	2015	2016	2017	2018
Car, Truck or van, Drove Alone	75.0%	75.3%	75.2%	75.2%	75.3%
Car, Truck or Van-Carpooled	9.8%	9.5%	9.3%	9.1%	8.8%
Public Transportation (excluding taxicab)	3.2%	3.2%	3.1%	3.2%	3.1%
Walked	3.0%	3.0%	3.0%	2.9%	2.8%
Other Means	2.4%	2.4%	2.3%	2.2%	2.2%
Worked at home	6.5%	6.7%	7.0%	7.4%	7.7%

Source: American Community Survey: Accessed June 2020

CONNECTIVITY TO TRANSIT

Mass transit has been a growing part of Pueblo's history, starting with the electric streetcar that ran in the downtown before 1945. In 1947 it was replaced by a small fleet of diesel powered buses. Since then, Pueblo's Transit system (operated under the City of Pueblo) is always looking for ways to accommodate its population. With that in mind, the Transit Center is located in downtown Pueblo on 2nd Street between Court and Grand Streets. The covered station features a customer service counter and public restrooms. This strategic location brings riders to commercial and business hubs in downtown and transports them throughout the city. For more information on fares and routes please visit [Pueblo Transit](#).

Other resources such as the Citi-Lift is an Americans with Disabilities Act (ADA) para-transit service provided for individuals who, because of their disability, are unable to use the fixed route bus service. Citi-Lift provides comparable service to the regular fixed route in terms of shared rides, origin-to-destination service, service area, and hours and days of service. A range of long distance express buses such as CDOT's Bustang give Pueblo residents a wide selection of travel options. As the population of Colorado increases, highway congestion is becoming more prevalent. Planning discussions are taking place for the need and desire for rail services such as the Front Range Passenger Rail System and extending Amtrak's Southwest Chief route to Pueblo.

Transit trips frequently begin and end on foot or bicycle, so it is vital to have multimodal amenities on buses, stations, and stops to ensure a cohesive well functioning system. Facilities such as ADA ramps, bike racks, bike parking, and covered stops create safe, user friendly spaces. All 20 fixed route buses are equipped with bicycle racks that can hold 2 bicycles at a time and all buses are ADA accessible. These are examples of features that can make transit riders of all ages and abilities feel safe and welcome.



Pueblo Transit Center with bicycle parking.



Pueblo's Citi-Lift Van, a para-transit service

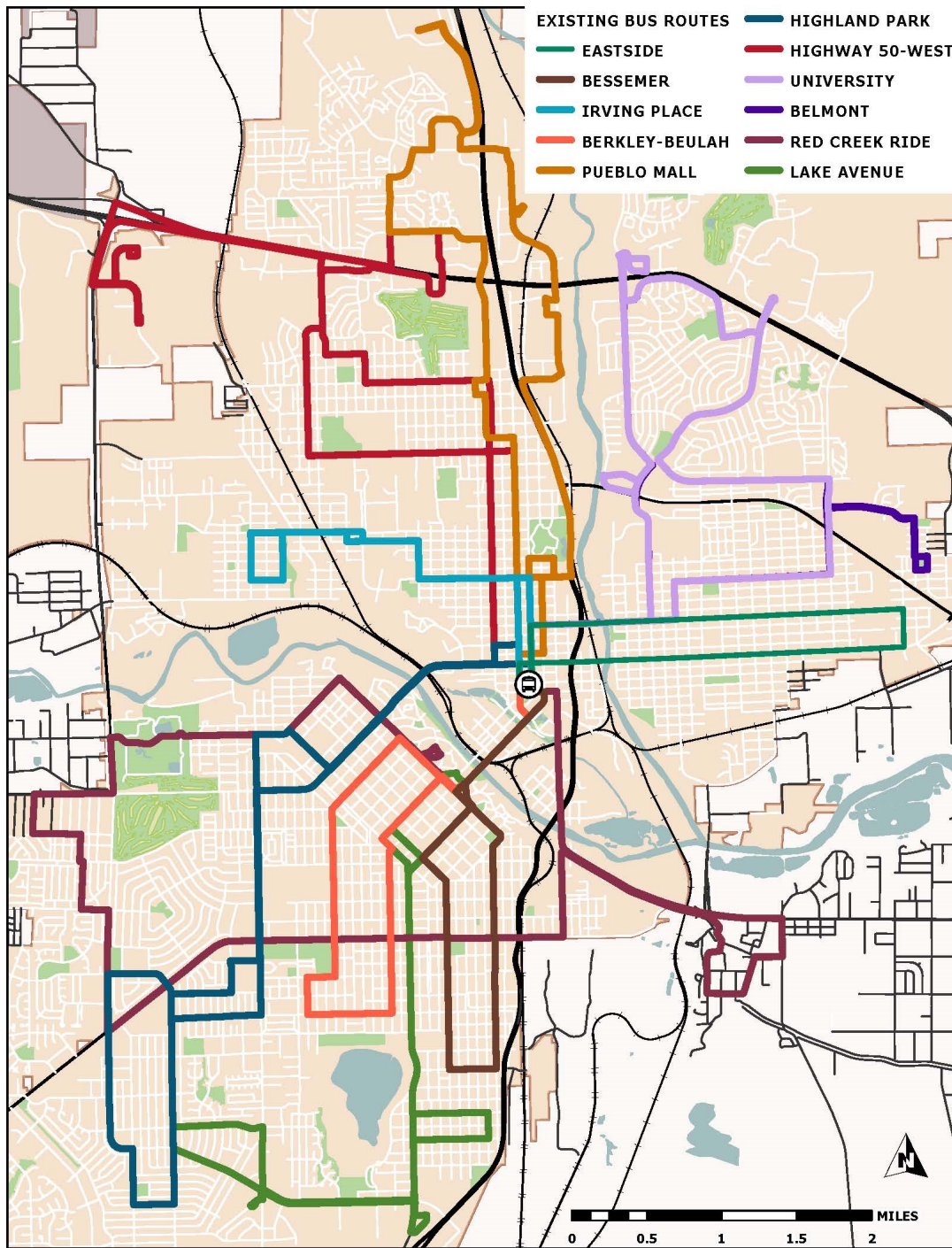


Figure 1.2 shows the fixed route bus transit system with the routes highlighted. The fleet of the City of Pueblo transit system is 100% lift-equipped or low-floor with wheelchair ramps.



Currently youth in Pueblo do not represent a large population of transit riders, however Pueblo Transit has created several programs that benefit Pueblo youth, such as offering free rides on Fridays. According to the Pueblo Health Department, Communities that Care Coalition, Youth Report, some youth do not utilize public transport because either their parents feel it is unsafe or they feel unsafe. They also don't utilize it because either the times and routes do not currently work with their schedule or there is not a stop near their home. To be able to address such need, it is necessary to find out what would make public transit more desirable for youth and/or parent to choose transit over other modes of transportation. Creating an incentive program, for example having a transit card that acts as a library card, as well as discount card to local business, may incentivize youth to use public transit.

In June 2017 PACOG sponsored the [City of Pueblo Transit Study](#)

The purpose of the study was to:

- Conduct a comprehensive evaluation of Pueblo Transit
- Identify unmet transit needs and desires of the community
- Specify an alternate site for the administration and maintenance facility.
- Develop a five-year plan to improve bus service
- Recommend additional strategies to increase ridership.

According to the study, 78 % of the survey respondents said they would like Sunday service followed by 75% who said they would like later bus service. The



study also found that many riders have to make a transfer in order to get to their final destination. Other recommended adjustments, based on survey, are to simplify routes to make them easier to navigate and less likely to make transfers, and add more service during peak hours.

Another study completed in May of 2017 was the [Pueblo West Transit Feasibility Study](#).

The purpose of this study was to evaluate the demand for transit service within the Pueblo West Metropolitan District.

This study found that the current residential and commercial density does not have sufficient demand. Demand for such services will increase with infill development and community support. Some short term recommendations include volunteer senior shuttle, partnership between County and a transportation network company, such as Uber and Lyft. The Pueblo West Metro District should conduct more involved community engagement on this issue and should development continue, consider a fixed-route service in Pueblo West to Pueblo.

Mass transit such as the bus system and the development of commuter rail, enables connectivity between suburbs, smaller towns and the state. This also allows for less dependency on the automobile. However ensuring that all transportation modes are interconnected and accessible to each other creates a versatile sustaining system.



All Pueblo Transit buses are equipped with bicycle racks.



Pueblo transit's newest bus displays Bronco colors.



Pueblo Transit Center between service times



Greenwood buffered bike lane



City Center & I-25 pedestrian improvements

ACTIVE TRANSPORTATION WORK IN PROGRESS

Every year the City of Pueblo builds, maintains and improves pedestrian and bike facilities. With funding from the Community Development Block Grant (CDBG), an average of 237 curb ramps are installed annually to achieve compliance with the ADA and to address the needs of the community.

To meet the visions and goals of the 2045 Long Range Transportation Plan, the city contracts the development of trail connections, trail head improvements, adding bike lanes, and maintenance of existing trails.

Additionally, the Pueblo West Metro District has successfully applied for state grants over the last 10 years that have helped develop 18 miles of paved trail in the Pueblo West Community.

As awareness grows within the community on the value and pleasure of the walking and bicycle modes of travel, further emphasis on active transportation infrastructure and safety will grow.

Over the past several years there have been significant strides in expanding and improving this bicycle and pedestrian network and facilities. Some notable projects that have been completed in the last five years:

- Santa Fe & 7th Street Pedestrian Safety w/ corner bump outs.
- Alan Hamel Ave. Streetscape, Pedestrian & Bicycle Improvements, from Victoria on Grand to Santa Fe. Ave.
- Overlay on Santa Fe east to Blende, pedestrian ramps and bicycle lanes or shared lane improvements
- City Center & I-25 pedestrian improvements, added sidewalks and curb ramps.
- McCulloch Trail Expansion
- Orman Ave. Bike Lanes
- Cleveland Bike Lanes
- Elizabeth & Greenwood bike lanes
- Elizabeth from US50 to 4th Street Bike Lanes
- Greenwood from 4th Street to 24th Street Bike Lanes

Other regional projects completed:

- Spaulding and Cyclone Alley trail
- North McCulloch Trail between Industrial and Platteville.
- Santa Fe/ Highway 50 Business



Pueblo West Safe Routes To School Trail.

BICYCLE FACILITIES

Examples of different types of these facilities, both on and off-street:

Bike Lane– a marked portion of the roadway designated for bicyclists. Local example: Orman Ave between Summit and Lincoln

Bike Route/ Shared Lane Marking– a specially designated shared roadway that is preferred for bicycle travel for certain recreational or transportation purposes.

Buffered Bike Lane– a bike lane with additional buffer space between the bike lane and the auto lane or parked cars. Typically used on high volume or high speed roads. Local Example: Alan Hamel between Main and Santa Fe

Paved shoulders– typically on highways or on rural roads, cyclists use the paved shoulders. Sometimes this can be as wide as 14 feet and as small as 3 inches, see Image 3.1 and 3.2.



Image 3.1 Pueblo Boulevard between Highway 50 and 11th Street, both Northbound and Southbound lanes have 14' wide paved shoulders.



Image 3.2 Purcell Boulevard between Highway 50 and Platteville Blvd. Little to no shoulder for road cyclists.



Image left, Buffered bike lane.

BICYCLE FACILITIES CONTINUED

Off-Street Multi-use trail– a concrete or asphalt trail that can run parallel to a major arterial, typically 10-14 feet wide to accommodate a variety of users. Local Example: Hwy 50, Jerry Murphy to Wills and Northern Ave Trail.

Multi-Use Trail (path)- a concrete or asphalt path physically separated from motor vehicle traffic, except at road crossings. It accommodates a variety of users (including bicyclists and pedestrians) for both recreation and transportation purposes. Local Example: Arkansas River Trail and Pueblo West Paved Trails (Image 3.4 & 3.5).

Soft Surface Trail– a crushed gravel trail, typically used for recreational purposes. Local example: Lake Minnequa Trail, Image 3.6 and Pueblo West soft surface Trail Image 3.7



Image 3.4, Pueblo West Paved Multi-Use Path, parallel to Joe Martinez Blvd.



Image 3.5 Pueblo West Paved Multi-use trail



Image 3.6 Lake Minnequa soft-surface trail.



Image 3.7 Pueblo West Soft-Surface-Multi-Use Trail

BICYCLE FACILITIES CONTINUED

Bicycle Parking:

Another important facility to encourage more cycling is the availability of adequate bicycle parking. Adequate bike parking includes parking that is user friendly, located in a well lit, high-visible area. In 2017, the City updated the bicycle parking ordinance, requiring new construction or renovations that provide over 20 vehicle parking spaces to also provide bicycle parking. Pueblo County requires bicycle parking when there is vehicle parking for over 40.

For ideas on bicycle parking, please see Appendix D, Bicycle Parking Guide. This guide gives tips for selecting and installing bike racks for theft prevention and improved utilization. Businesses are encouraged to install bike racks, sponsor a bike rack elsewhere and lists local vendors that will build bike racks. A partnership has also been developed with the local community college welding students to build low cost, high quality racks for schools and local businesses.

Bicycle Signage/Wayfinding:

Signage and wayfinding can visually communicate where bicycles are allowed, give directions and mileage to points of interest and other trails.



Image left, Wayfinding bicycle signage on trails are purple.

Images above clockwise, bike locker at Pueblo Health Department, bike parking on Union Ave, bike parking on HARP

Image left, Wayfinding signage on streets are green.

PEDESTRIAN FACILITIES

Intersection Improvements– Intersection improvements can be different conditions, such as, installation of ADA curb ramps, signalized crosswalk, material delineation at crosswalk, or painted crosswalk. Local Example, crosswalks at 4th Street and Main Street.

Sidewalks– are paved walkways adjacent to roadways. This space is designed for preferential or exclusive use by pedestrians.

Buffered Sidewalks - Are sidewalks that have a space between the sidewalk and the street or parking area. These can have landscaping, such as trees, grass or flowerbeds to create pleasant, more protective feel for pedestrians.

Crosswalks– is space that can be either marked or unmarked where pedestrians can cross a street. These places are generally located at intersections. Crosswalks can also be located mid-block but should be marked to alert on-street traffic of crossing of pedestrians.



Image shows an intersection improvement with ADA curb ramps and accessible pedestrian signal.



Image left is an example of a buffered sidewalk.



Image above is an example of a buffered sidewalk on Union Ave.

PEDESTRIAN FACILITIES CONTINUED

Mid-block crosswalk— are crosswalks that are located mid-block, this allows pedestrians more options to cross and more direct link to destinations.

Curb cuts— are areas that are cut from the street curb to provide access to users on wheels or pushing strollers.



Mid-block crossing with a pedestrian accessible signal.



Lack of curb cuts make it difficult for users to cross between sidewalks.



Curb cuts as shown above present access for people in wheel chairs or pushing a stroller.

PEDESTRIAN FACILITIES CONTINUED

Pedestrian Islands— can be located at intersections, and mid-block crossings on wide and narrow streets. They help to reduce the exposure of pedestrians and less area to cross.

Pedestrian Activated Signal— these signals are activated by pedestrians that provide a visual and audible cue. These signals work well on school routes, busy intersections that are near schools, libraries, and civic spaces.



Pedestrian Island with pedestrian activated signal located at Abriendo Ave. and Broadway Ave.



Pedestrian Activated Signal such as this one allows the pedestrian to activate the signal to cross.



Intersection at Hwy 50 and Purcell Blvd. is very exposed to pedestrian and bicycles, however it is currently under construction to mitigate this issue.

PEDESTRIAN FACILITIES CONTINUED

Countdown Pedestrian Timers– these are activated when it is the pedestrian's time to cross. Some of these signals will show a person walking (as seen in image below) or will have an illuminated "WALK". Once the timer is activated, a timer is illustrated to inform the pedestrian of how much time remains to cross. A flashing red hand or "DON'T WALK" will then appear to indicate that the light will change soon and to complete the crossing or do not start to cross. Pedestrians prefer these countdown crossings over other treatments, as they display how much time you have to cross.

Yield to Pedestrian Signage– yield to pedestrians signage is typically placed in the middle of a crosswalk in locations that have a high volume of pedestrian traffic such as schools, retail centers, employment centers, or Main Streets.

Other Pedestrian Signage– other pedestrian signage alerts motorists of crosswalks in multiple areas when approaching an intersection, can communicate locations where pedestrian activity is prohibited, indicate a detour or provide wayfinding information.



Images above depict an example of pedestrian signal sequence.



Examples of pedestrian signage.

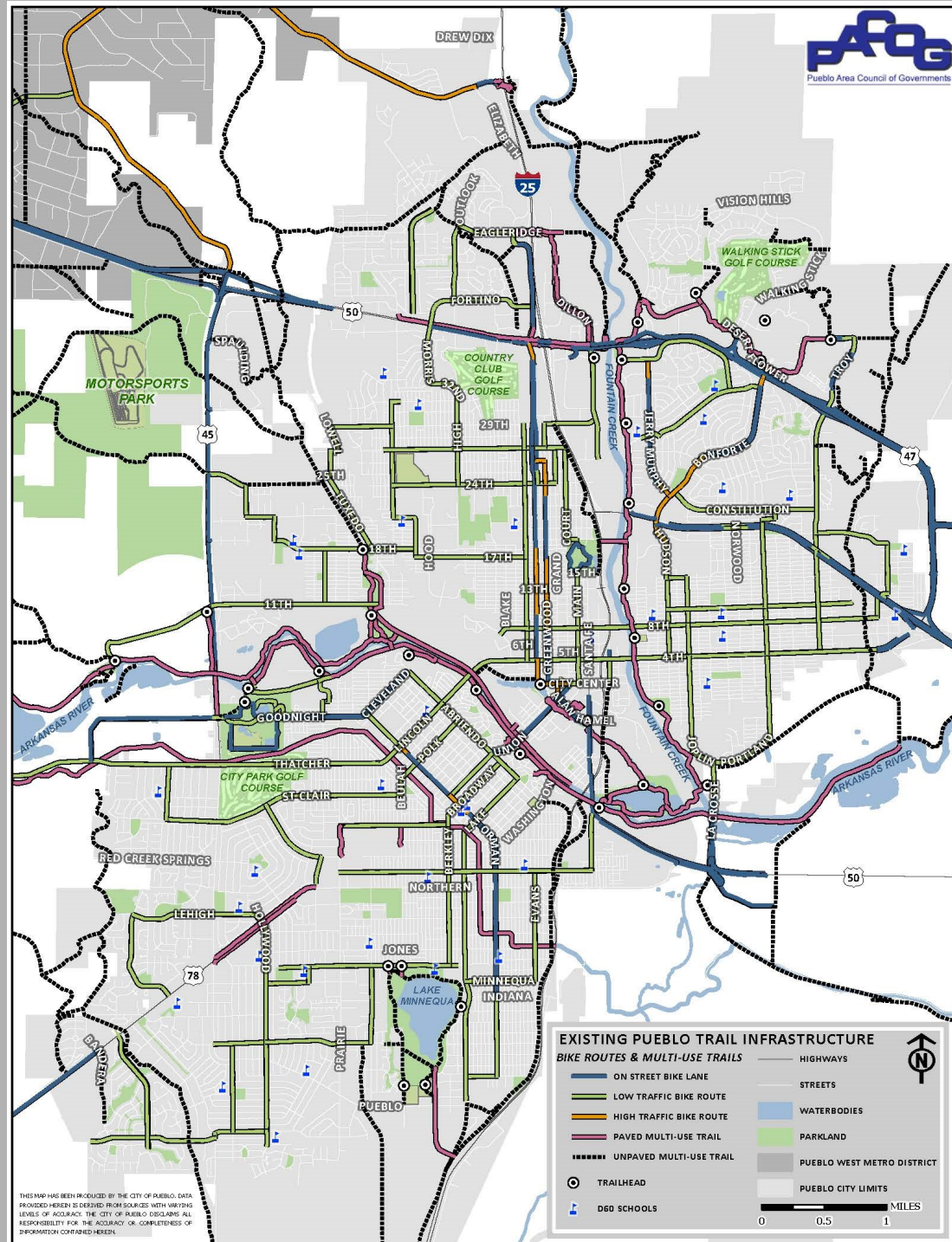


Each of these components plays a part in the overall regional planning for cycling and pedestrians in Pueblo. The ideal development plan also references the general principals identified for continued development of the active network which include:

- Connecting bicyclists to desired destinations such as employment centers, commercial districts, transit stations and bus routes, institutions, and recreational destinations.
- Providing the most direct and convenient routes possible.
- Providing an alternative route for less experienced bicyclists.
- Filling in existing gaps in the bikeway network.
- Targeting locations with the potential for implementation in the next ten years.
- Leading a bicyclist to safe street crossings.
- Accommodating bicyclists and pedestrians on any new or improved bridges.

The publication of the updated Pueblo Bicycle and Trails Maps of 2018, which was made available both online and as paper version, encourages community input into the City's bikeway system. The map, shown in **Image 2.10** and the interactive map that can be seen [here](#), categorizes the bike routes as striped lane or shoulder, shared lane-moderate traffic, low traffic route-no striping, paved trail, and unpaved trail. The map also emphasizes safety, providing bicyclists with information on riding in traffic, left turn options, trail courtesy, hand signals, advice on riding in darkness, communication techniques, and theft preventions as well as several other tips. It also identifies schools, hospitals, libraries, post offices and trail heads.

Image 2.10, Current City of Pueblo Bike Route Map





COMMUNITY SUPPORT AND EVENTS: ORGANIZATIONS AND GROUP ACTION

PACOG, The City of Pueblo Planning, Public Works, Parks and Recreation, the Pueblo West Metro District, and City/County Health Departments work together with citizen groups, such as Pueblo Active Community Environments ([PACE](#)) to plan and develop active transportation improvements for the community.

- PACE is a community organization that is a pivotal player in Pueblo’s bicycle and pedestrian planning. Through social media, and monthly advocacy work, PACE has spearheaded safety videos, events, educational information and projects. The organization’s mission is “to promote walkability and bike ability, maintain the historic and cultural aspects of Pueblo while creating an economically viable community where people live, work, and play.” PACE works to ensure multi-modal connectivity and was able to fund the installation of bike racks at the Transit Center. An important role they play is engaging in design conversations with government entities to address pedestrian and bicycle facilities for current and planned projects. For more information on PACE or to become a member, please contact : Kim Arline at kim@activepueblo.net or visit, [Facebook.com/PuebloPACE](https://www.facebook.com/PuebloPACE)

 - Southern Colorado Runners (SCR)/ Southern Colorado Triathlon non-profit, promotes running and fitness and is the local leader in organizing running races throughout the year in and around Pueblo. Contact information for SCR: president@socorunners.org or visit: [facebook.com/SoCoRunners](https://www.facebook.com/SoCoRunners).



Advocates of Active Transportation

- [Pueblo Active Community Environments \(PACE\)](#)
- [The Transportation Advisory Committee \(TAC\)](#)
- [Pueblo West Metro District](#)
- [The City of Pueblo](#)
- [Colorado Department of Transportation](#)
- [The Sierra Club](#)
- [Southern Colorado Trail Builders](#)
- [Pueblo County](#)
- [Bike Colorado](#)
- [Great Outdoors Colorado](#)
- The Pillars of Pueblo
- Pueblo County Sustainability Committee
- [The Health Department](#)
- [Pueblo Urban Renewal](#)
- [The Pueblo Chamber of Commerce](#)
- National Assoc. for the Advancement of Colorado People (NAACP)
- Pueblo Triple AIM
- Steel City Cycling Club
- City of Pueblo Police Department
- Pueblo Sustainable Solutions
- Colorado State Parks
- Salt Creek
- Avondale
- Beulah
- Colorado City
- The Town of Rye
- Blende
- Vineland

- Cruisin' Pueblo holds community bike rides every Thursday night over the summer for all riders of any skill level. Rides feature Pueblo's art, culture, and history. Please visit: facebook.com/CruisinPueblo.
- Southern Colorado Trail Builders: this nonprofit organization work with the community and other organizations to promote single track, mountain biking, running, hiking trails. They offer educational and skill development events for mountain biking and hiking. For more information, please visit: <http://southerncoloradotrailbuilders.org/>
- Other community groups that enjoy Pueblo's weather and advocates for active transportation, are the Pueblo Downtown Social Shuffle Run Club, which meets every Wednesday at a local downtown brewery.

These organizations and groups create a network of people who



value an active, healthy lifestyle. Community support is a vital element in creating an active transportation plan and network.

CITY AND REGIONAL EVENTS

PACE and other community organizations plan various events throughout the year. These events demonstrate the importance of active transportation programs and infrastructure. Youth and adult participation encourage bicycling, running, and walking for fun, fitness and a way of transportation.

A number of events have been initiated to promote various bicycling, walking and active living events throughout the community for fun, fitness and transportation including:

- Bike to Work days
- Bike Commuter Cup Challenge
- Bike/Walk to School Day
- Spring Fling Ride
- Ordinary Mortals Triathlon
- Mini Mortals Triathlon
- Pueblo Classic
- Spring Runoff
- Cruisin Pueblo– weekly social rides
- Social Shuffle– weekly social run/walk/stroll
- Atalanta Run/walk
- Steel City Group bike rides
- Rock Canyon Half Marathon

These are only a few of the many events that take place in the city and region of Pueblo. Many people come from out of town to participate in these events as well as to enjoy the natural amenities.



NEEDS ASSESTMENT

PUBLIC & ENVIROMENTAL HEALTH

Pueblo County's overweight or obesity rate is higher than the state average, and continues to increase. The state adult overweight or obesity rate in Colorado was 56.8% compared to Pueblo County's rate of 63.2%. Child overweight or obesity in Pueblo County is 62.1% compared to the State's percentage of 23.5%. As identified in the [Pueblo County Community Health Improvement Plan 2013-2017](#), these statistics aligned with the conclusions that were brought forth after conducting a Community Engagement Night, by the Pueblo county health department. At the top of the priority list of health issues that Pueblo County face, is Obesity and Cardiovascular Disease. (Pueblo County Health Improvement Plan 2013-2017,pg 9)

The lack of recreational programs and infrastructure may contribute to the cause of obesity. In 2012, an article in [Governing The States and Localities](#) found that communities where more residents walk or bike to work have healthier weights than communities that do not have an active commuter community. By reducing health care costs associated with obesity, this will also reduce the cost of the health care system in the region, there fore allowing more funding to go elsewhere.

Motor vehicles emit pollutants such as nitrogen oxide, carbon monoxide, sulfur oxide and other gases. These can contribute to health effects such as neurological, cardiovascular, respiratory, reproductive and/or immune system damage¹. When more people use active transportation this can result in cleaner air, less noise pollution, and overall quality of life benefits.



*1 [HTTPS://WWW.EPA.GOV/MOBILE-SOURCE-POLLUTION/RESEARCH-HEALTH-EFFECTS-EXPOSURE-RISK-MOBILE-SOURCE-POLLUTION#:~:TEXT=MOTOR%20VEHICLE%20EMISSIONS%20CONTRIBUTE%20TO,AND%2FOR%20IMMUNE%20SYSTEM%20DAMAGE.](https://www.epa.gov/mobile-source-pollution/research-health-effects-exposure-risk-mobile-source-pollution#:~:text=MOTOR%20VEHICLE%20EMISSIONS%20CONTRIBUTE%20TO,AND%2FOR%20IMMUNE%20SYSTEM%20DAMAGE.)

YOUTH SUBSTANCE ABUSE

In 2019, Communities that Care, a program of the Pueblo Department of Public Health and Environment, conducted a series of focus groups with youth in Pueblo to determine what barriers youth face when accessing prosocial opportunities and getting to community spaces. If given the ability to get to these healthy, youth-friendly, safe places, youth would be less likely to use drugs and alcohol. Among 80 young people, the two top barriers mentioned were transportation (unable to get to said location as frequently as desired or needed) and safety (the location isn't safe and /or comforting). These barriers can be addressed through better programs that are more youth-friendly we all as infrastructure and system changes to make existing spaces safer and more accessible. For example, ensuring connectivity between communities to social hub locations, such as downtown, the mall, and the northside shopping area would increase youth participation of prosocial opportunities. Further, better lighting along these routes



and other safety features can be implemented to encourage youth and other potential users to utilize this space. When asked what else do youth want adults to know, some said, "Quicker routes to the Y and library would be great." This data sheds light on current system issues but also the desire and potential to enhance the safety and connectivity of Pueblo's active network.

EMPLOYMENT / ECONOMIC IMPACT

Studies have shown that construction of bicycle and pedestrian infrastructure can create 11 jobs for every \$1 million being built, whereas road projects create 7 jobs for every \$1 million. (Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts, Political Economy Research Institute University of MA, June 2011) Once bicycle and pedestrian systems are in place, usage will increase, which will result in more demand for retail, rental, repair and maintenance of bicycles. The creation of safe connected systems for pedestrians and bicyclist will attract more residents, and visitors, to retail, downtown locations and other areas of Pueblo. Colorado has already shown to be a significant destination for tourists who seek outdoor activities such as hiking and biking. The statewide annual revenue for these activities is \$1billion. (Bicycling and Walking in Colorado: Economic Impact and

Household Survey Results, CDOT 2000). Pueblo can capture some of this revenue by marketing its natural resources, the current bicycle and pedestrian network, the Historic Arkansas River Project, the Arkansas River Trail, and the Pueblo Reservoir. With better connectivity between neighborhoods and outlying communities such as Colorado City and Beulah, will give visitors multiple options for adventure. With added tourists, more businesses will flourish and necessitate employment.

ENVIRONMENTAL JUSTICE

The United States has put into effect several acts and executive orders that address transportation inequities. Two such acts are the American with Disabilities Act (ADA) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and Safe Routes to School. ADA created design standards for accessible design. These standards made buildings, streets, public right of way more accessible for people with disabilities. Many older neighborhoods do not meet the current standards, therefore making it difficult for people with disabilities to use sidewalks safely or be able to successfully travel from one destination to another without encountering a problem. SAFETEA-LU addresses many challenges faced in the transportation sector, such as congestion, safety, freight mobility and intermodal connectivity, and protecting the environment. Safe Route to Schools, a program within the SAFETEA-LU enables and encourages children to walk and bike to school. The 1994 Executive Order 12898, issued by President Clinton addresses the environmental justice in minority populations and low income populations. This order expands upon from other acts, but it mandates Federally funded projects to be aware of the issues affecting these populations. As a recipient of Federal funding, the Pueblo MPO is required to abide by the provisions.

Census block groups having a high minority concentration frequently also have a high proportion of low income households. Disabled population concentrations frequently reflect high numbers of persons without access to a vehicle. As shown in Figure 3.17 and Figure 3.18., there is, in many cases a high correlation between these population segments regarding their geographic distribution. By identifying and locating populations that are in need of current design standards and safety features, enables planning for future installation of pedestrian and bicycle infrastructure. This will encourage more use and better connectivity to places of employment, health care and other community facilities.



Every Tuesday evening there is a Community Bike Night at Pueblo Rescue Mission when host, Sam Chambers works on and rebuilds bicycles for Pueblo's homeless population.

Figure 3.17: Percent Disabled Aged 16-64 Years by Block Groups

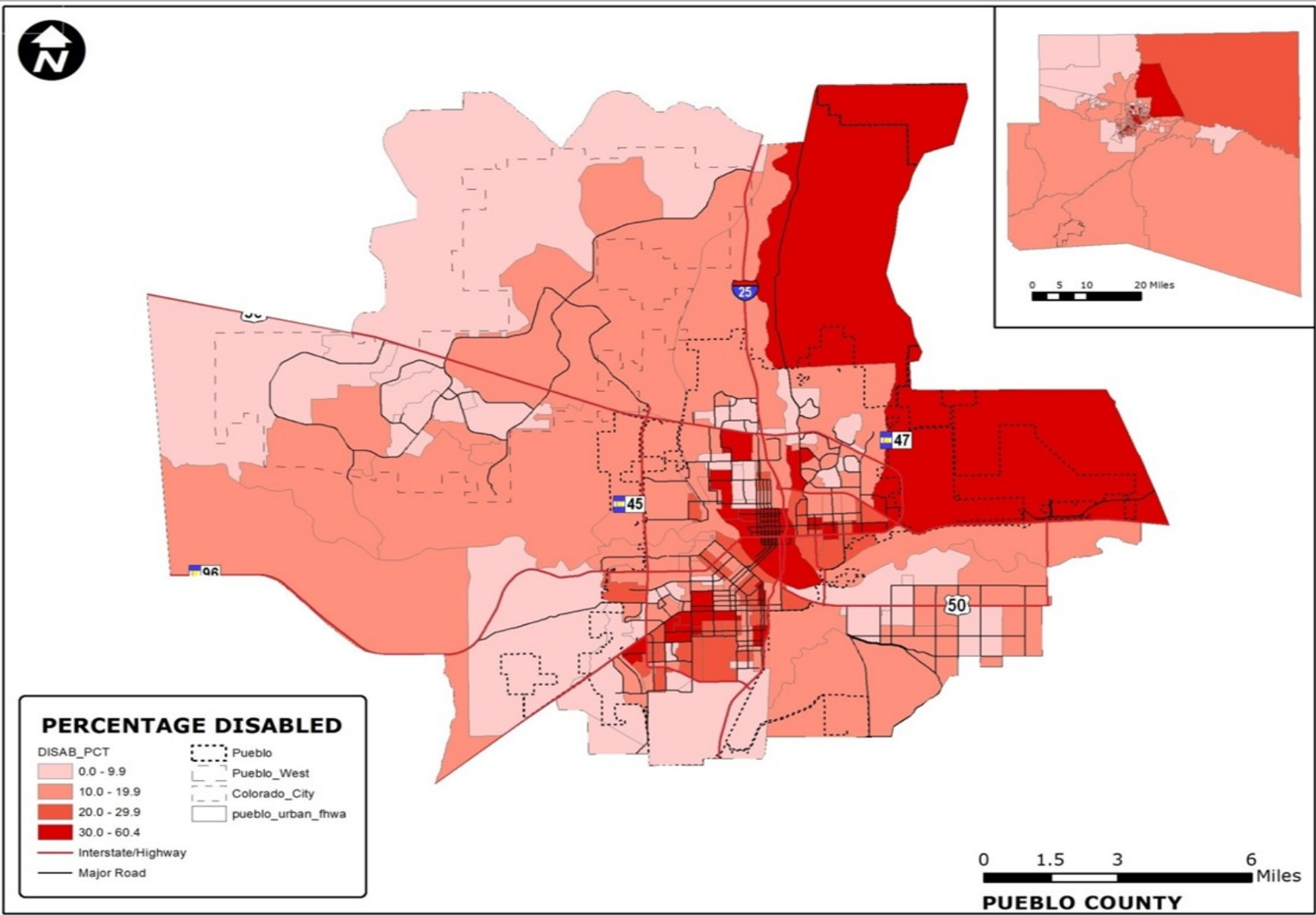
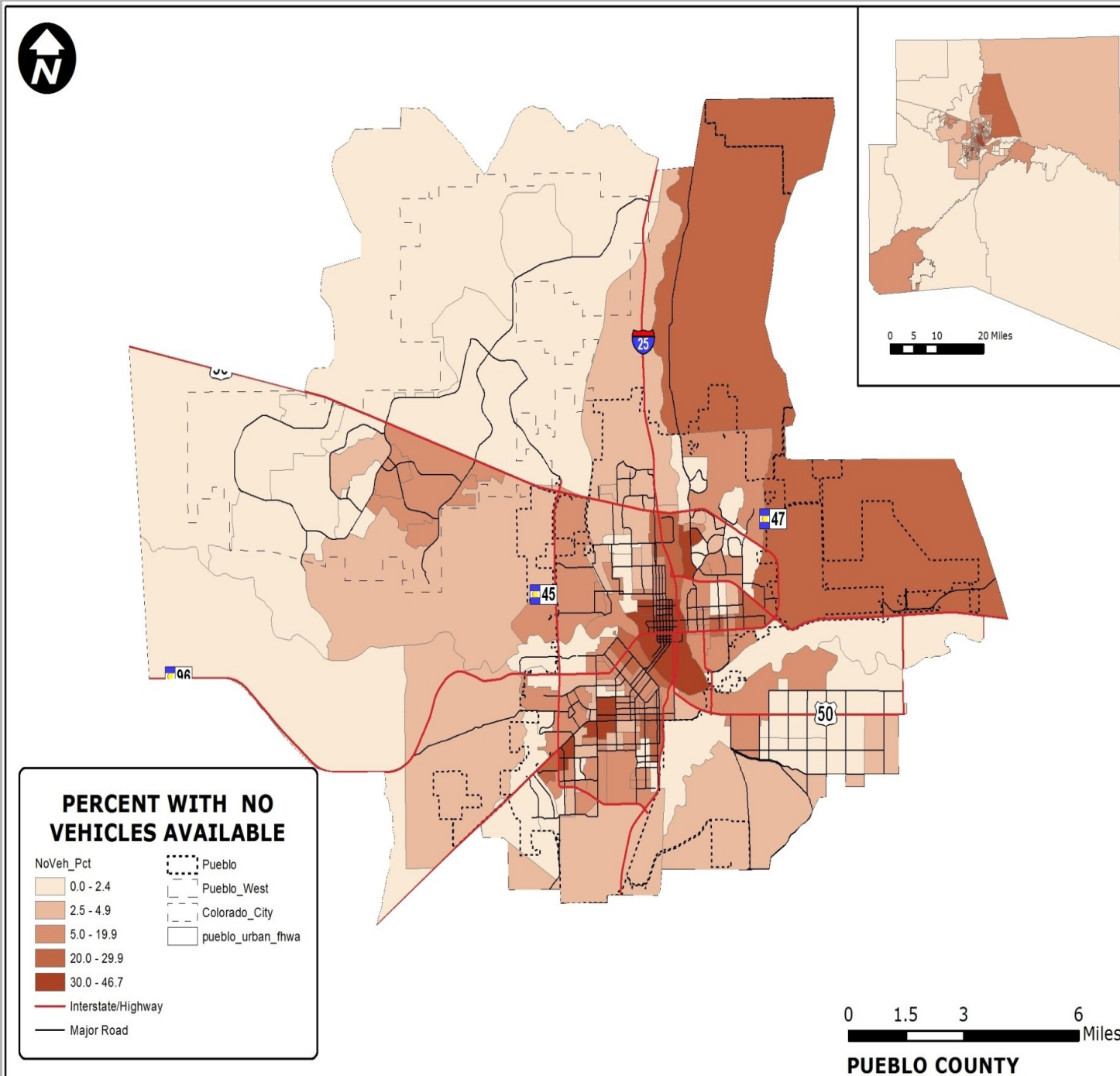
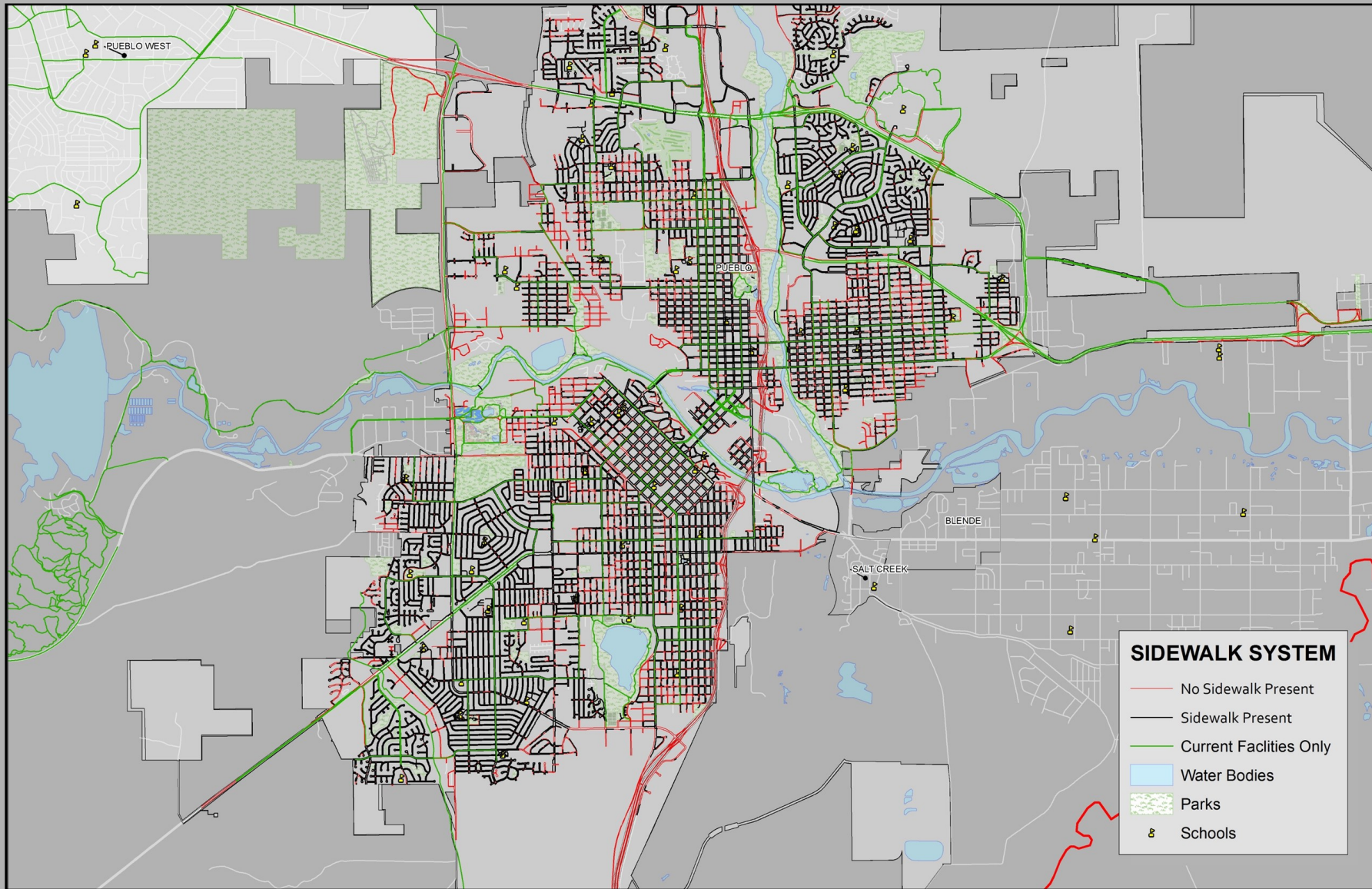


Figure 3.18: Percent with No Vehicle Available by Block Groups

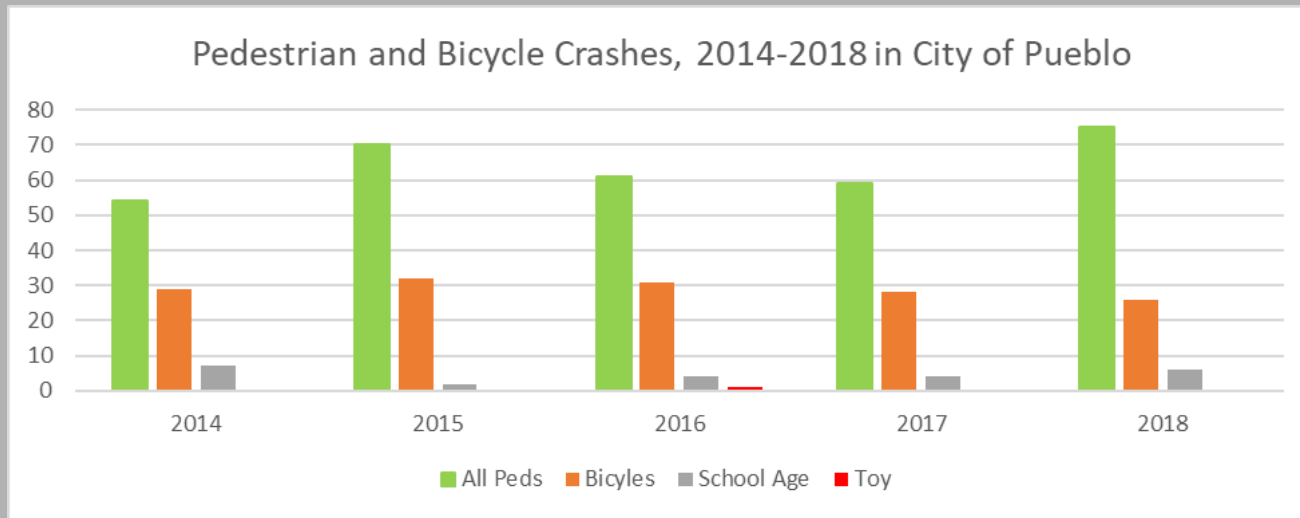


EXISTING NETWORKS AND CONNECTIVITY

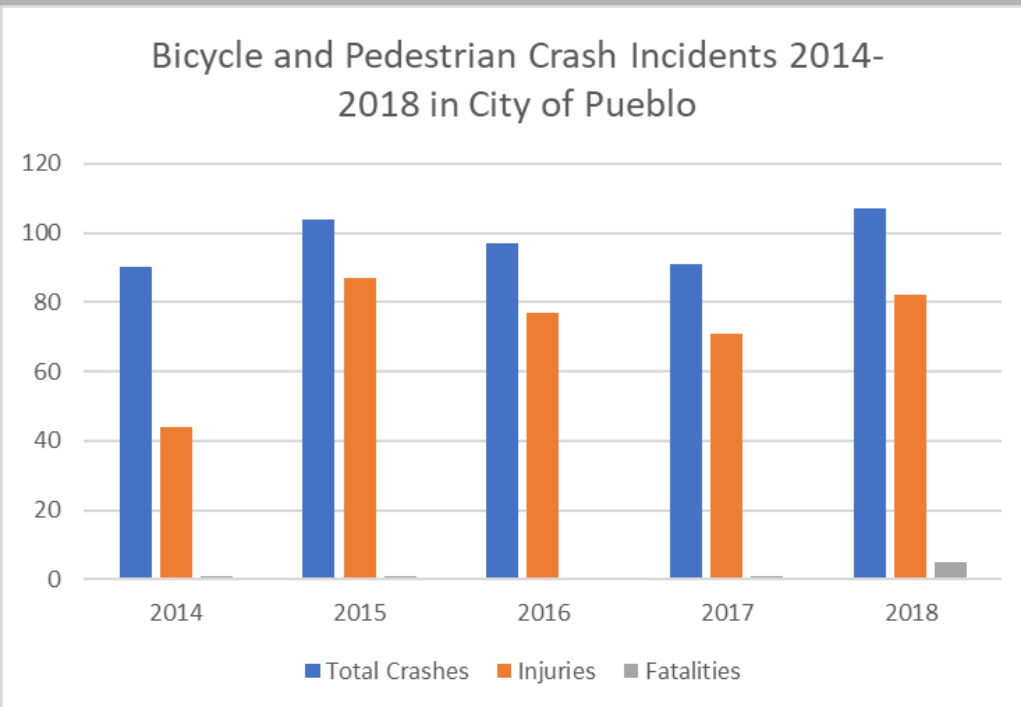
Connectivity of sidewalks create a desirable, accessible, and safe route for users. Every year the City of Pueblo repairs, replaces, and constructs sidewalks and ADA curb ramps.



EXISTING NETWORKS AND CONNECTIVITY



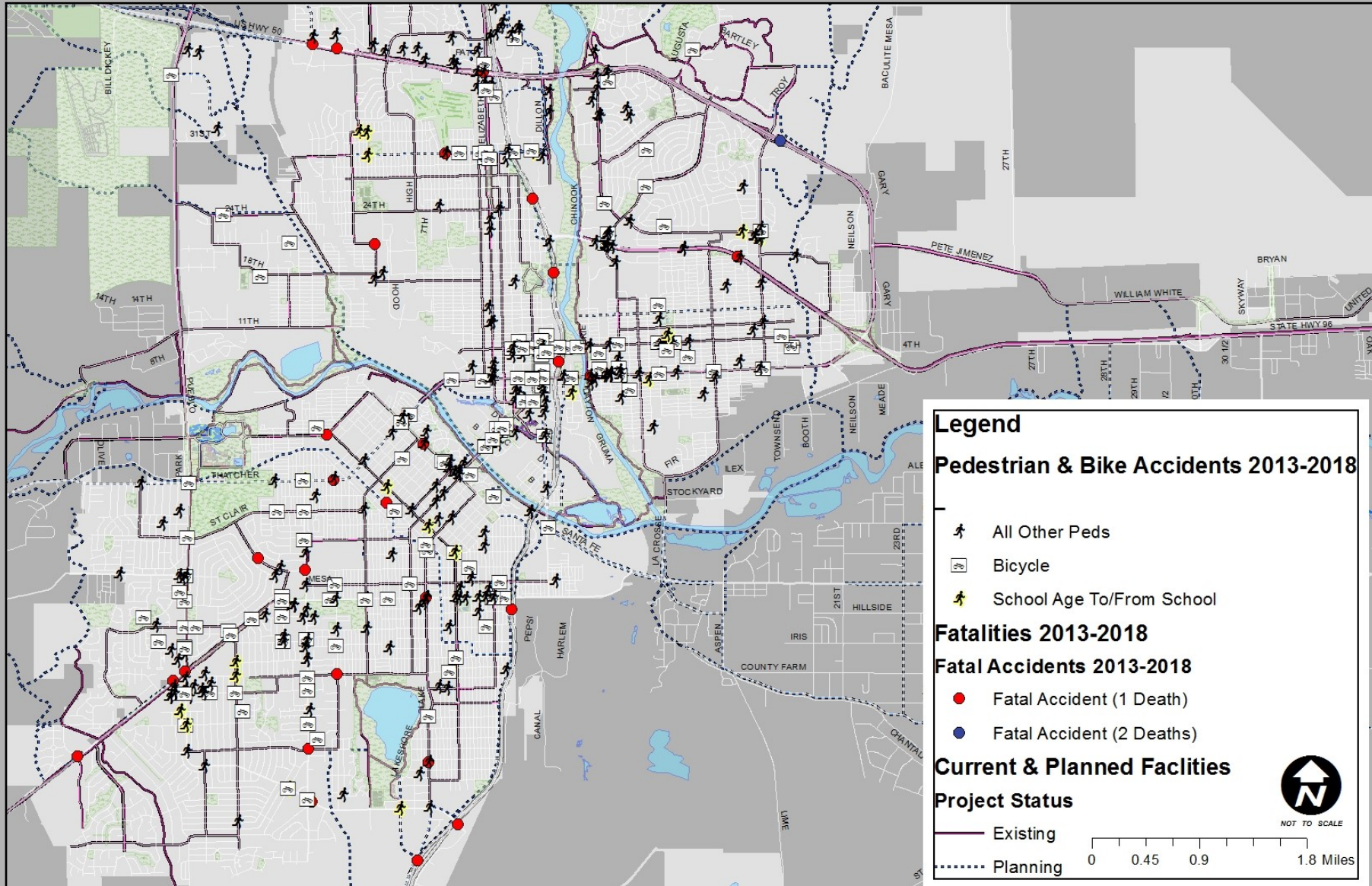
“All Peds” is any pedestrian involved in a crash that is not school age, on a bicycle, or on a toy vehicle. Overall, 2015 saw the most bicycles accidents of 32. 2018 had the highest crash number “All Ped” of 75. The highest school age crashes were in 2014 with 7 crashes. Most crashes took place at intersections.



Out of the five years, 2018 had the highest fatalities and total crashes of 107. The fatalities that occurred in 2018 were “All pedestrian” related. 2015 had the highest injury rate of 87, 25 being bicycle injuries, 60 pedestrian injuries, and 2 school age injuries. Out of the 8 fatalities that occurred in that time, 6 of them took place at intersections.

Most vehicle and pedestrian/bike crashes occur at intersections. As a pedestrian and bicyclist, it is important to follow traffic laws, look both ways before crossing and make eye contact with motorists.

EXISTING NETWORKS AND CONNECTIVITY



Dangerous Pedestrian/Bicycle Corridors in Pueblo County (excluding city)			
Corridors	# of Incidents	# of fatalities	Common Incident Notes
I-25 (between Abbey Rd.(CO City & Eagleridge Blvd)	12	4	Pedestrian on I-25, non-intersection, daylight,
McCulloch Blvd (between Concho Dr & Idledale Dr)	9	0	Bicycle (all but 1) Intersection related, all daylight,
Highway 50 (between I-25 Frontage Road & 37th Lane)	6	2	Pedestrians, Intersection related
Highway 50 Business (between 27th Lane & 36th Lane)	4	2	Pedestrians, non-intersection
Highway 47 (between Troy Ave & Pete Jimenez)	3	1	Intersection, daylight

Top Ten Intersections in Pueblo with Highest Crash Incidents 2014-2018		
	Intersection	# of Accidents
1	Hwy 45 Pueblo Blvd & Ivywood Lane	8
2	Hudson Avenue & Hwy 50	6
3	Bonforte Blvd. & Hunter Drive	6
4	Elizabeth Street & 29th Street	6
5	Abriendo Avenue & Highway 96	5
6	Elizabeth Street & Highway 50	5
7	Northern Avenue & Evans Avenue	5
8	Highway 96 & Midtown Circle	4
9	Northern Avenue & Lake Avenue	4
10	Union Avenue & B Street	4

Pueblo's Most Dangerous Corridors 2014-2018
8th Street
Abriendo Ave
Bonforte Blvd
Dillion Drive
Elizabeth Street
Grand Avenue
Hudson Avenue
Hwy 45 Pueblo Blvd
Hwy 50
Hwy 96
Ivywood Lane
Lake Avenue
Northern Ave
Prairie Ave.
Santa Fe Ave.
Union Ave.

EXISTING NETWORKS AND CONNECTIVITY

SPOT BARRIERS AND HAZARDS

Spot barriers and hazards are physical elements that prevent the safe access of pedestrians and cyclists. Examples of spot barriers and hazards are railroad tracks, sidewalks that dead-end, interstates, highways, rivers or other geographical element, narrow bridges, poorly designed intersections, lack of bicycle parking, no access to community facilities, lack of crosswalks and curb ramps. Many of these spot barriers/hazards have been identified and there are projects identified to mitigate these elements.

Spot barriers and hazards:

- Interstate 25
- Highway 50
- Narrow or lack of Paved Shoulders
- Highway 50 Business
- 29th Street under I-25 (narrow and vertical drainage in gutter)
- Railroad tracks
- Arkansas River
- Fountain Creek
- Highway 47



EXISTING NETWORKS AND CONNECTIVITY

SPOT BARRIERS AND HAZARDS

Spot barriers and hazards:

- Highway 50 & Purcell
- Highway 50 & McCulloch
- Lack of connection from bike path HWY 50 to Pueblo Blvd (YMCA) and over Wildhorse Creek.
- Lack of connection from east side to downtown, need for bike/ped bridge, (I-25 and Fountain Creek are major obstacles.)
- Missing sidewalk
- Broken or heaved sidewalk
- Missing curb cuts
- No crosswalks
- Missing signage
- Missing ADA curb ramps
- Steep Sidewalks



Highway 50 & McCulloch Blvd have crosswalks but due to width of both streets exposes pedestrians and bicyclists for a greater length of time when crossing.



Hwy 50 By Pass and Norwood Ave. intersection needs updated ADA curb ramps

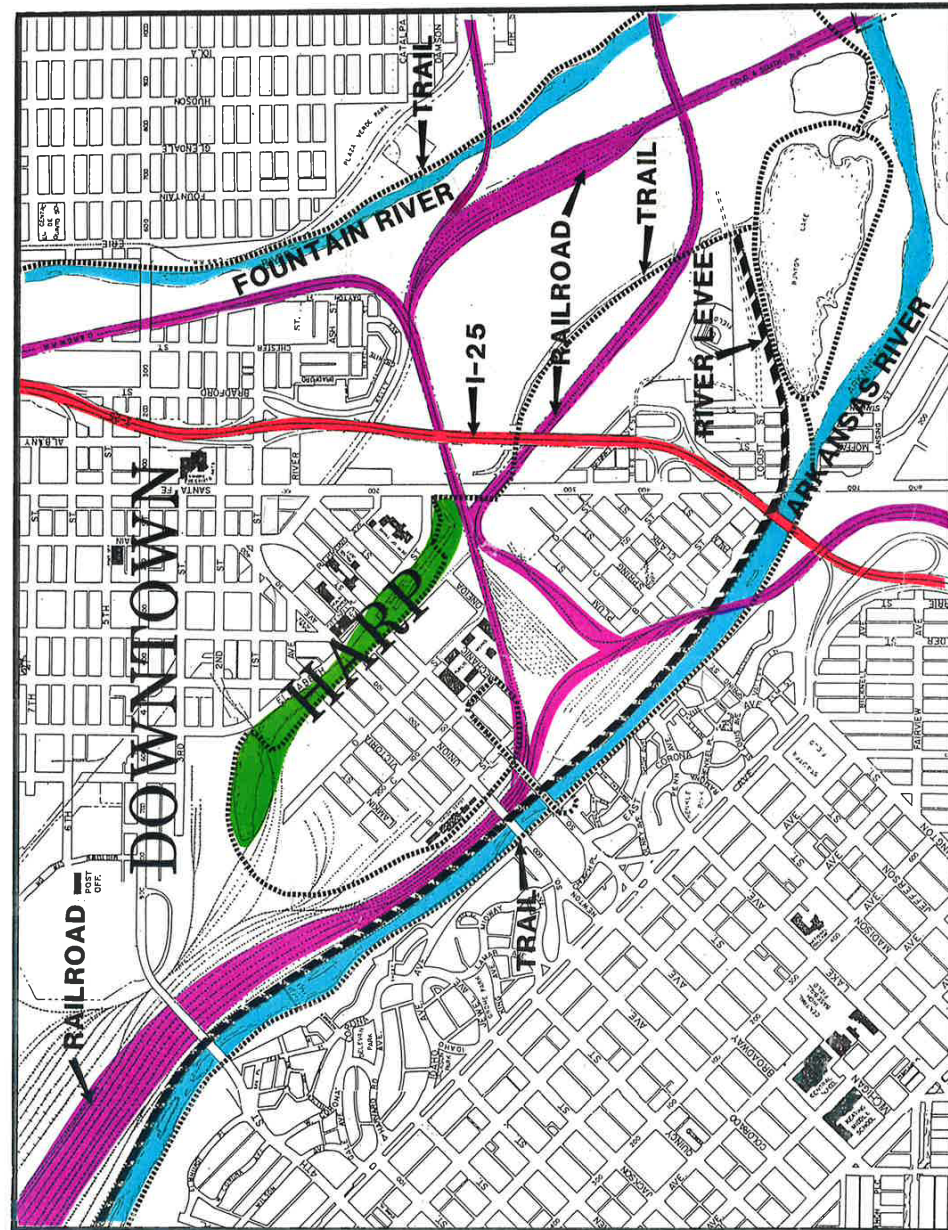


Broken or cracked sidewalks make it difficult or impossible for some users to navigate through or around.

EXISTING NETWORKS AND CONNECTIVITY

SPOT BARRIERS AND HAZARDS

Image right, identifies several corridors that pose major barriers throughout Pueblo, Arkansas River and Fountain Creek, Interstate 25, and the Railroad system make connectivity difficult and at times impossible to get from one neighborhood to another. Bicyclist and pedestrians coming from or going to the eastside have to navigate through busy streets or travel a long way to get a safer crossing.



Barriers to Downtown Greenway and Trail Linkages

PUBLIC PARTICIPATION

In 2019 a community survey was administered by the Pueblo Metropolitan Planning Organization to measure the community's desire for bicycle and pedestrian infrastructure and programs. The majority of the results were either "strongly support or support" programs to increase multi-modal programs, policies, education and infrastructure to the bicycle and pedestrian network. This support can be seen in Figure 2.2. For complete survey results, please go to Appendix C.

Key factors the survey determined:

- 1.) More infrastructure needed, such as on-street bicycle lanes, pedestrian bridges, ADA curb ramps, sidewalks, signalized pedestrian mid-block crossings, signage and wayfinding.
- 2.) Better maintenance of existing sidewalks and trails.
- 3.) More bicycle education/awareness, for children and adults cyclists and drivers.
- 4.) More transit opportunities and accessibility for the elderly and disabled.
- 5.) Electric bike and scooter rental.
- 6.) Increase in days, hours, routes of bus service.
- 7.) Better connectivity of neighborhoods to parks and other areas of the city that may be separated by major roadways.
- 8.) More bicycling community events that celebrate Pueblo and bring awareness and incentive programs.
- 9.) More than 50% surveyed would like to see "significantly more or more" passenger rail service,

east to west and along the front range.

10.) Support for policies and programs that encourage mobility vendors, participants, and other stakeholders.

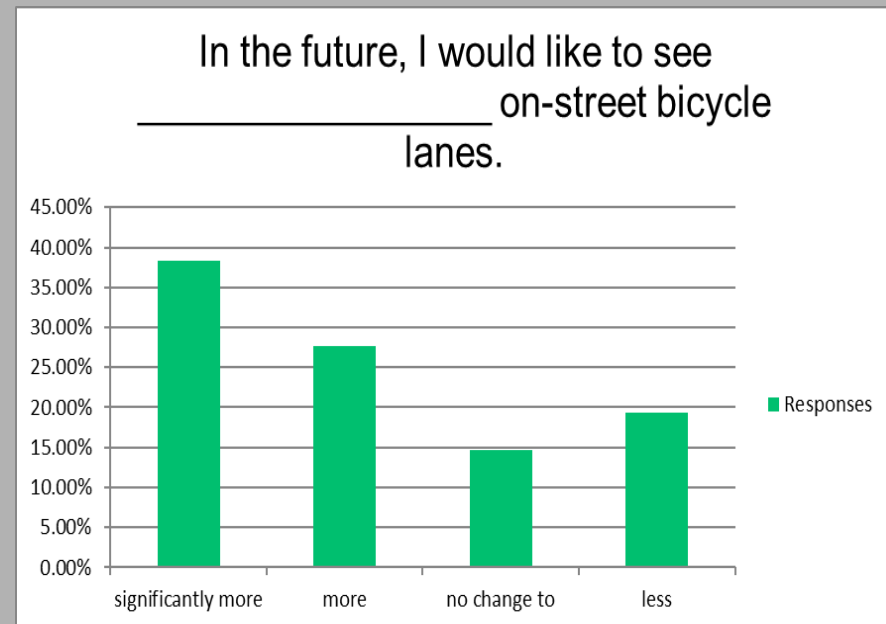


Figure 2.2, survey results highlight the desire for more on-street bike lanes, these facilities need to be a priority throughout the region in order to increase and encourage the use of active transportation

CONCLUSION

Pueblo's existing network, infrastructure, and community support are the elements that have created a solid foundation for active transportation. Need and desire drive the continuation and construction of safe, connected, equitable, and sustainable growth. Bicycle and pedestrian transportation will continue to gain strength with education, engineering, empowerment, encouragement, and evaluation programs. Maintaining and increasing bicycle and pedestrian facilities, will not only support current users but encourage new ones.

When more people choose active transportation over the traditional method of vehicles, road congestion will decrease, users will have healthier lives, tourism and other businesses will thrive.

Continued investment in this means of mobility is of great importance to the region. Recommendations to further develop interest in active transportation include:

- ◆ Disseminate current and appropriate bicycling information to and from local enforcement agencies.
- ◆ Evaluate bicycle-vehicle crashes for any infrastructure improvements or targeted community education campaigns needed.
- ◆ Continue to work closely with local enforcement agencies to create innovative, pro-active education campaigns including enforcement that fosters the safety of bicyclists, pedestrians, and motorists.
- ◆ Continue to encourage and coordinate official trainings for local enforcement agencies to ensure all Regional personnel are knowledgeable of

current city, county, and national bicycle and pedestrian policies and ordinances.

- ◆ Review and potentially update enforcement techniques for handling special events such as critical masses and other protests to further bridge the communication gap between bicyclists and local enforcement agencies.
- ◆ Promote a constructive process to determine what types of behavior require enforcement agency involvement.

Continue to support and encourage infrastructure development, active sporting events, recreational biking and bicycle and pedestrian facilities. This does not necessarily mean financial assistance, but is intended to encompass support through coordination efforts, promotion and education.



Enjoying freshly paved asphalt at the Pueblo Reservoir



MOVING AHEAD; PROGRAM RECOMMENDATIONS

Education, Encouragement, Enforcement, Engineering, and Evaluation (5 “E’s) are elements that create a sustainable and methodical approach to enhancing a comprehensive active transportation plan. Within these elements are recommendations that the region should embrace, plan, and undertake to build and support an integrated system. Some of these suggestions can be done at little to no cost while others require more planning and stakeholder engagement.



EDUCATION:

- Education and Awareness Campaigns and Courses:
 - * Work and coordinate with public and private school districts, non-profits, city, county, CDOT, Public Health Departments and other stakeholders.
 - * Create a variety of topics that target specific ages and abilities. Examples can be: bicycle and pedestrian safety, traffic law, fix a flat tire, shared-use path etiquette, basic maintenance course, etc.
 - * Advertise or campaign with different media, such as, Public Service Announcements (PSAs) on local media outlets, billboards, and bus wraps, to fliers around the community, social media, interactive booths at farmers markets, announcements or notices through the schools.
 - * Create a video library of safety videos.
 - * Youth Bike Class, partner with existing Youth Groups, Boys and Girls Club, 4-H, Church Youth groups, etc.
- Create How-to Guides

Guides are great resources for educating a community on a variety of topics, similar to education campaigns and courses, but these can go into greater depths than a campaign and can be more widely distributed than a course.
- Volunteer Ambassador Program

Create a Volunteer Ambassador Program, that recruits and trains local residents, bicyclist enthusiasts, and walkers to reach out to budding bicyclists and would-be walkers to provide education and resources.
- Region-Wide Wayfinding and Signage Program

MOVING AHEAD; PROGRAM RECOMMENDATIONS

- * Create a wayfinding and signage program through the region; when overlay projects are constructed, incorporate appropriate signage and wayfinding into design.
- * Work with Pueblo County High School Construction Program and/or PCC to design and build, signage, bike parking, and street furniture.

Information Distribution:

- Bicycle Hub or Station
Create a bicycle/ hiking/walking, “active” hub or station downtown where volunteers can provide assistance and resources to local residents and university students. Used as a resource center, the “Active” Hub/Station can be the center of bicycling in Pueblo. Many resources and programs could be centered out of this Hub/Station.
- New Resident Package
Collaborate with USPS to include an active transportation welcome package for new residents or include information on city social media pages.
- Partner with transit agencies to disseminate bike & pedestrian information.

ENCOURAGEMENT:

Get Pueblo Residents Active

- Commuter Incentive Program
Provide resources and incentives for residents and students to commute by bicycle or on foot. Create partnerships with local businesses to provide incentives, discounts, and services to participants. Run contests with

Take the pledge to change our streets....

I will be a better user of the road. I will slow down, look out for others, be kind and make our roads safer. Our roads will be more enjoyable for everyone, including people walking, bicycling, motorcycling, driving a car or in a wheelchair.



prizes to engage people. Design a website as a central information center with the available perks and incentives to those who participate.

- Create Maps
Creating maps are a great resource to promote awareness and to encourage people to utilize available facilities. In addition to the maps that are already available, consider creating additional maps, such as: handicap accessible and friendly routes, child and teen friendly routes and places. Having children and teenagers create their own community map.
- Safe Routes To School Activities
Encouraging more bicycling and walking to schools can be achieved through many of the recommended programs in this plan

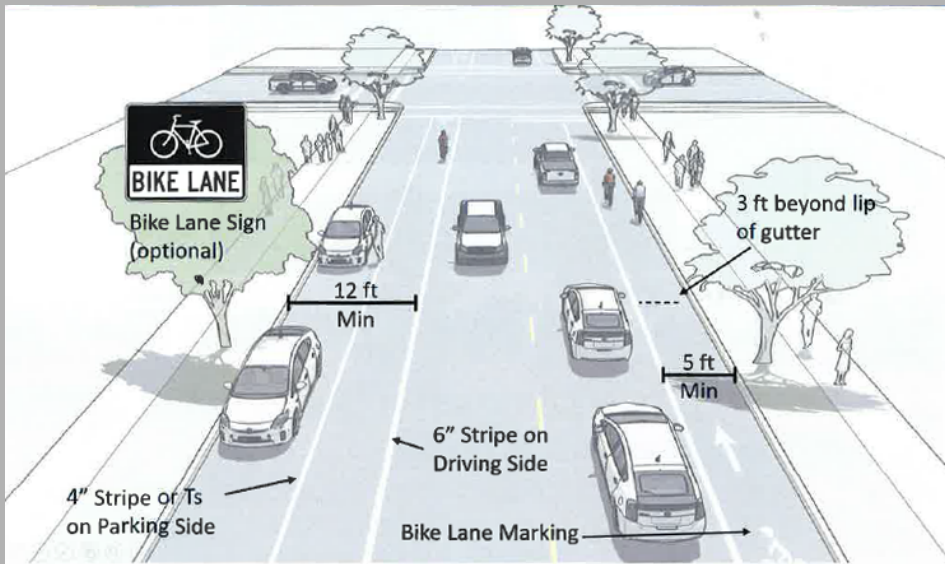
MOVING AHEAD; PROGRAM RECOMMENDATIONS

- Encourage walking groups:
 - Establish community wide walking groups to get more people active and also bring awareness to community or neighborhood infrastructure issues.
 - These groups can help with walk audits should a need arise.
- Promote Bike-to-work Days
 - Give-Away Accessories, purchase branded bike & pedestrian safety accessories for distribution at outreach events, such as bells, reflectors, patches.
- Encourage regionally based cycling teams , work with local schools to also promote teams or small local races or tours.
- Bicycle Valet Program: at large community events.
 - Work with Chamber of Commerce, State Fair officials to provide convenient, secure bicycle parking at large events. Bicycling to an event can be a more attractive option. (Chili & Frijole Festival, State Fair, County Fair, Event Center Functions)
- Encourage Businesses to be bicycle and pedestrian friendly such as installing ADA curb ramps, bike parking, or outdoor lighting. Encourage inclusion of shower facilities at major employers.
- Provide incentive for historic building owners to provide accessible rear entrances that meet ADA requirements.
- Support Bike Night at Pueblo Rescue Mission that refurbishes and redistributes impounded bicycles to homeless community members who have a job.
- Support Communities that Care, Pueblo Public Health Initiative to create a program which reflects the “My Denver Card” to encourage youth to ride the transit system.
- Establish and promote a Pueblo based pro-am event for skateboarders.
- Establish and promote a Pueblo based pro-am cycling



MOVING AHEAD; PROGRAM RECOMMENDATIONS

- event.
- Host raffles to increase public participation and engagement when needed.
- Provide incentives for new construction design to provide interior space and facilities for cyclists.
- Cars for Rides
Establish a vehicle donation program in exchange for bus tickets.



Economic Opportunity

- Adventure Tourism Hub
Development of an Adventure Tourism Transportation Hub to link vendors and tourists.

- Coordinate a Bike Tour Program in cooperation with Parks & Recreation and/or the Historical Society, for example Tour de Pueblo can incorporate the history, culture, and food of Pueblo.
- Distribute cycling and pedestrian information to local hotels, tourism officials, and destinations.
- Placement of bike & pedestrian kiosks with maps, transit information, and marketing.
- Promote Current Active Events

Actively Promote Pueblo’s New & Established Bike Races, Bike Tours, Foot Races, Skating Events, and Social Events.

ENFORCEMENT/EMPOWERMENT:

- Formation of a NGO or Non-Profit Organization
Establishing a Non-Governmental Organization (NGO) or non-profit organization, such as a “Friends of Pueblo Trails”, could allow local advocates to take a more active role in the development of Pueblo’s bicycle and pedestrian network and culture.
Collaborate with other NGO’s and community groups of similar interests.
- Sidewalk repair co-op program
Development of a sidewalk repair co-op program to assist in sidewalk repairs.
- Suburban Sidewalks to Multi-use trails
Convert designated, larger, suburban sidewalks to multi-use trails, for example Highway 50 multi-use trail.

MOVING AHEAD; PROGRAM RECOMMENDATIONS

- Establish Pueblo Regional Transit Authority (RTA)
 - Establishment of a regional RTA for future maintenance and capital improvements, may facilitate expansion of bus routes and service times.
- Mobility Vendors and Emerging Transportation Technology
 - Establish policy for the allowance of mobility vendors and emerging transportation technology in the city & county.
- Municipal Parking Enterprise
 - Expansion of the current municipal parking enterprise to increase funding for pedestrian improvements
- Explore real-estate transfer tax for improvements to the public ROW.
- Provide bike registration program for additional funding and theft recovery.
- Allow for bicycles to be brought inside public busses.
- Increase enforcement of speeding on designated cycling routes.
- Install security camera network along major downtown pedestrian corridors.
- Make sure that curb ramps are installed at all intersections with additional ADA considerations if necessary.
- Reduce speed limits from 30-35 mph to 20-25mph along bike network routes.
- Replace mode and use restrictions on the Riverwalk with a 5mph speed limit.
- Provide free bike racks upon request in urban zone



ENGINEERING & PLANNING

ASSESSMENT

- Safety Audits
 - Perform safety audits and enhance Facilities in High Traffic Areas
- System Identification, Condition & Inventory Assessment
 - Complete condition and inventory assessment of existing bike & ped facilities, bike parking, prevailing speed, sidewalks, and ADA curb ramp conditions.
- Identify locations in need of pedestrian improvements, such as sidewalk, ADA curb ramp, and crosswalk marking con-

MOVING AHEAD; PROGRAM RECOMMENDATIONS

struction and/or repair.

- Identify Solutions to Bike & Ped Barriers
 - Identify areas where a pedestrian bridge or tunnel are needed to overcome physical barriers.
- Identify Current Facilities Upgrades
 - Identify Future: On-Street Bike Lanes, Sh-arrow Locations, Shared Use Paths, and Routes including Trans America & Colorado Front Range Trail (CFRT).
- Topographical Analysis
 - Perform topographical analysis to establish grade challenges for bikes and pedestrians.
 - Link photographs of trials and routes with online map to help users determine if route meets their ability.
- Identify System Gaps & Recommendations
 - Identify system gaps and recommend new connections.
- Identify Projects for Demonstrations
 - Implement Demonstration Projects protocols prior to facilities upgrades.
- Investigate opportunities to incorporate bike & ped facilities through expansion of the road shoulders, add markings to wide shoulders within the MPO, convert wide highway shoulders.
- Determine high traffic pedestrian areas in need of a mid-block crossing device.
- Study to establish prevailing road speed.
- Update bicycle routes in Google Maps.



- GIS mapping of buildings with and without ADA accessibility.

PLANNING & DESIGN

- Scenario Development
 - Develop three development Scenarios: Zero-Build (demonstration project, can last from 1 day –1 month, anyone can do (city, non-profit, students) , Medium Build Out (pilot project, can last between 1 month - 1year) (government + organizational leadership and involvement), Full Build out (Long term/Capital Improvement project with government & organizational involvement).
- Project Sheets

Develop project cut-sheets including: project costs, project codes, map that shows project location (s), funding sources, completion date, maintenance costs.

- Designate locations for: Bump-outs, Cul-de-sac cut-throughs, mid-block crossings, turn-lane sh-arrows, channelized turn lanes, speed bumps, curb ramps, traffic circles, lighting, and way finding signs
- Road Diets Designations
 - Identify potential locations for road diets
- Railroad, Light Rail, and Trolley Vision
 - Incorporate Downtown Trolley, Southwest Chief & Front Range Rail into in TOD planning to marked and signed bike routes.
- Inclusion of traffic circles at appropriate intersections.
- Demonstrate potential alternative roadway configurations using temporary materials: paint, movable planters, etc.
- Ensure ADA considerations are used in facilities design: blind, deaf, etc.
- Ensure that on-street facilities are appropriately designated and maintained to ensure the highest level of user safety.
- Construction of pedestrian bridges at previously designated locations.
- Ensure that bump-outs have mountable curbs along freight routes.
- Installation of channelized turn lanes at high-volume intersections.
- Addition of sh-arrow markings and signage at point where turn lanes and bike lanes overlap.
- Establish a uniformed style for on street bike lanes that corresponds with the existing road type.
- Develop public restroom plan.
- Identify all future on-street bike lanes, sh-arrow lanes and other route designations.

- Review selected Bike Plan projects with TAP matrix for future prioritization.
- Increase bike and pedestrian connectivity between Pueblo and Pueblo West
- Draft plan for development phases of the Bessemer Ditch



Trail.

- Encourage cul-de-sac break points for pedestrians and bike trails.
- Incentivize or require new developments to include bike parking and appropriate bike and pedestrian access to new development.
- Enhance facilities and connectivity in proximity to job centers, educational campuses, and medical facilities.
- Develop a beltway network for cyclists around the perimeter of the city.

- Review development ordinances to ensure continuity with transit-oriented development principles.
- Develop safety limits and road volume matrix to determine appropriate pedestrian and bike facilities
- Consolidate and organize all elements of the Bike & Pedestrian plan into sequenced phases of an implementation plan.
- Ensure network designs include links between regional communities and neighboring counties.
- Ensure that project sequencing is designed for optimal return on investments
- Review all regional CDOT designs to ensure that bike & pedestrian facilities are included.
- When possible, advance projects through design and right-of-way attainment stages in preparation for future funding.
- Explore possible bike and pedestrian network cut-through points to increase safety and reduce travel times.
- Develop system where citizens can share their support or concern for different elements of the bike and pedestrian plan.
- Realignment of the Trans America Route through Pueblo to reflect a safer network.
- Cooperate with CFRT trail-builders to develop the intercounty trail system
- Designate a bus rapid transit route for future system development.
- Pueblo Transit center relocation plan.
- Greyhound After Hours Relocation
- Relocation of Greyhound Pick-up and Drop off to the Airport or New CDOT Park & Ride
- Add project completion year to establish maintenance schedule.

- Coordinate trail sponsorships including naming rights in exchange for maintenance and development.
- Inclusion of on-street bike parking options
- Installation of bike lockers at public areas.
- Inclusion of bike parking facilities at transit stops
- Ensure appropriate signage and wayfinding is in place on all designated on-street routes.
- Create painted bike lanes in designated conflict/high traffic areas.
- Enhance existing designated routes with painted lanes and buffers
- Enhance lighting along urban bike network and trails
- Adaptation of wayfinding signage to include ADA considerations
- Explore the use of glow-in-the dark thermoplastic to enhance nighttime visibility.
- Development of public BMX track facilities
- Development of public Pump Tracks
- Provide bike repair stations along trail system
- Cooperate with dock less bike sharing to collect user data to guide facilities development.

PROGRAMS & POLICIES

- Develop Program for Trip Hazard and Debris Removal from Sidewalks
- Develop Neighborhood Covenant's for Uniformity & Beautification.
 - Work with neighborhoods to establish local design covenants for sidewalk placement, and fence styles.
- Decriminalization of Skateboarding
 - Update Codes to Legitimize the use of skateboards, scooters, skates, and other forms of human powered transportation.

- Funding & Enforcement of Sidewalk Policy
- Designate wider sidewalks in the suburban & exurban areas as bike accessible sidewalks.
- Modification of parking ordinances to reduce motor vehicle requirements and increase bicycle parking requirements.
- Increase frequency of street sweeping on designated bike routes.
- Creation of tax abatement & lien tool to accelerate historic building redevelopment in urban areas.



- Extend bus to include evening routes and weekends
- Extend bus service to 24 hours a day.
- Define developers' responsibilities in system enhancements and connectivity.
- Adopt citywide Complete Streets Program.
- Update streetscape design standards to reflect current best practices in design.
- Update roadway classification design standards to reflect pedestrian amenities and desired travel speeds.
- Modify urban renewal districts.

EVALUATION

- Create methodology for evaluating problematic network areas in need of additional safety devices.
- Using cost guide, establish estimated project costs.
- Develop bike & pedestrian performance measures for plan evaluation.
- Establish baseline data for all performance measures
- Annual Count Program

One way to determine this Plan's success at increasing bicycling and walking rates and associated safety, is to establish an annual data collection program. At a minimum, this program should tally the number of bicyclists and pedestrians at key locations around the community (particularly at pinch points, such as in downtown or near schools).

- Annual Report



An annual report should include relevant bicycling and pedestrian metrics (count results, new bikeway/ greenway/ sidewalk facility miles, major completed projects, bicycle and pedestrian-involved crashes, number of organized events) and may also include information on user satisfaction, public perception of safety, or other relevant qualitative data that has been collected.

- Parent Survey SRTS (Safe Routes To School)

Parent surveys help Safe Routes to School programs stay in touch with parents and understand their concerns and

perceptions of walking and bicycling.

- Collaborate W/ Board of Elections for Data Collection

Collaborate with the Pueblo Board of Elections to conduct surveys and collect community Data

- Community Surveys

Implementation of community surveys, data collection tools to monitor plan performance

- Partner with Mobile Apps to Access User Travel Data

Collaborate with vendors (limebike, strava, fit-bit, etc.) for collection and analysis of user travel data and patterns for incorporation in planning

- Hand Tallies SRTS

Student hand tallies are a quick and effective way of gathering data about students' transportation mode for a Safe Routes to School program. Hand tallies are often required for Safe Routes to School (SRTS) funding.

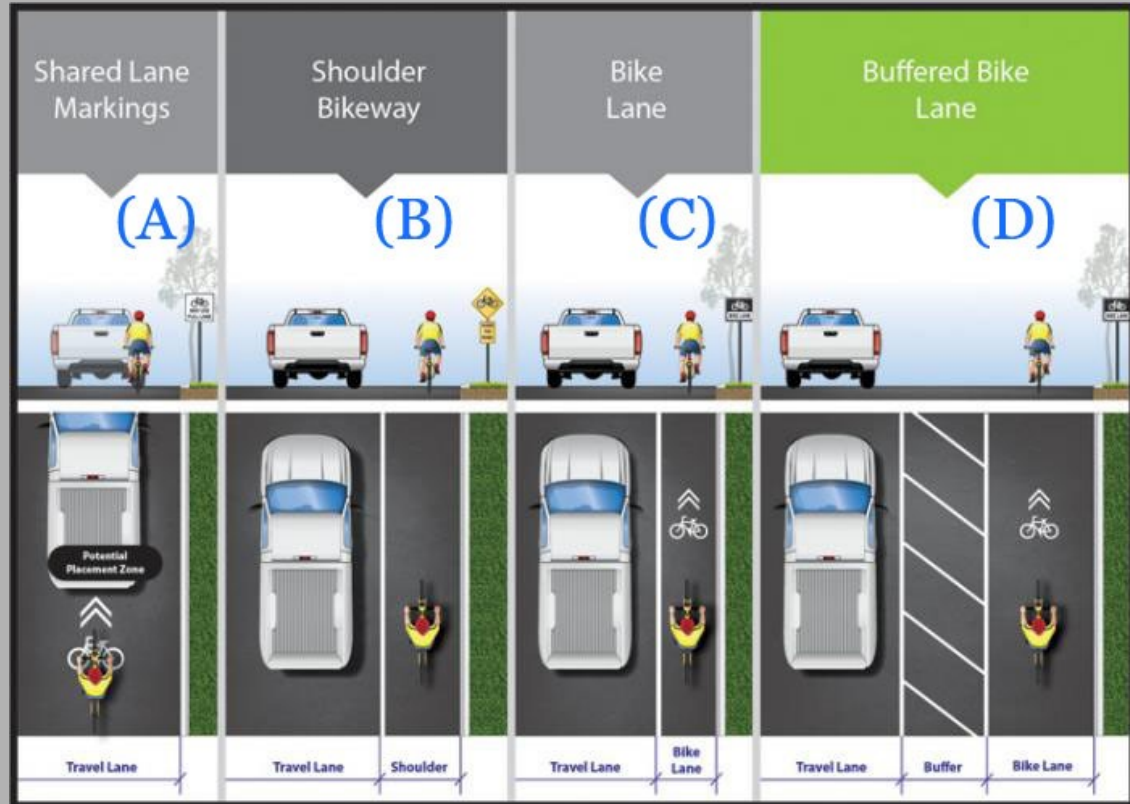
- Evaluate effectiveness of and modify current and additional wayfinding mechanisms as needed



BICYCLE AND PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

One of the most important elements that can encourage people to choose active transportation, is safety. The built environment/ infrastructure/facilities play a critical role to provide a safe environment for users. Thoughtful and well designed infrastructure not only insures safety, encourages more utilization, but can also become an economic driver.

There are several infrastructure techniques that can achieve a safe environment but such techniques need to be analyzed based on practicality, functionality, connectivity, and cost. Questions to address would be; by adding this facility, how will it impede other traffic, will it help slow down traffic, is this street too busy for pedestrians and bicycles, is there room for these facilities? Will people use these facilities, will they give access and connect communities to public amenities? What is the cost, how will it impact the community fiscally? All of these questions are important to deciding the best facility for a particular location. This chapter will present common bicycle and pedestrian infrastructure, some of which Pueblo is already using. These different scenarios all pose pros and cons, however it is important to know that any of these facilities can create a positive impact on the active transportation network.



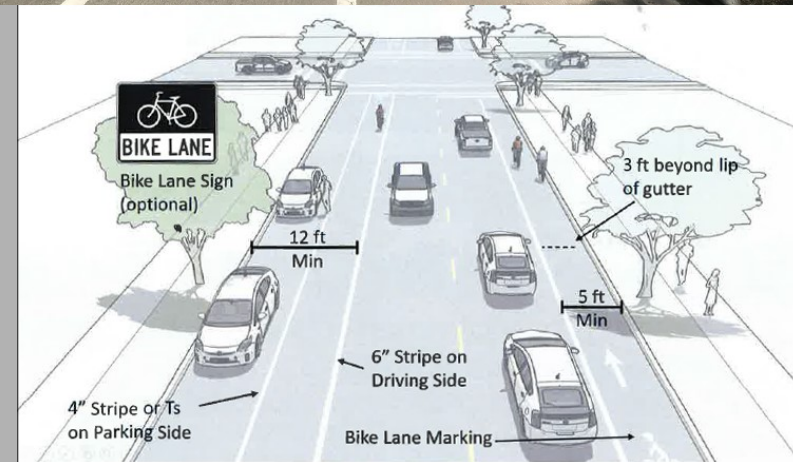
Above: Examples of different bicycle infrastructure.

BICYCLE INFRASTRUCTURE RECOMMENDATIONS

BIKE LANE

A Bike Lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitate predictable behavior and movements between bicyclists and motorists. A bike lane is distinguished from a cycle track in that it has no physical barrier (bollards, medians, raised curbs, etc.) that restricts the encroachment of motorized traffic. Conventional bike lanes run curbside when no parking is present, adjacent to parked cars on the right-hand side of the street or on the left-hand side of the street in specific situations. Bike lanes typically run in the same direction of traffic, though they may be configured in the contra-flow direction on low-traffic corridors necessary for the connectivity of a particular bicycle route.

The configuration of a bike lane requires a thorough consideration of existing traffic levels and behaviors, adequate safety buffers to protect bicyclists from parked and moving vehicles, and enforcement to prohibit motorized vehicle encroachment and double-parking. Bike Lanes may be distinguished using color, lane markings, signage, and intersection treatments.



BICYCLE INFRASTRUCTURE RECOMMENDATIONS

BIKE ROUTE

A signed bicycle route is typically designated along more lightly traveled residential or secondary roads and is indicated by signs with or without a specific route number. This type of facility should have appropriate directional and informational markers. Signed bicycle routes are designated by the jurisdiction having authority over the roadways included in the bicycle route system. Adding pavement width to the existing roads signed as bicycle route is not normally required; however, choosing routes with minimal traffic hazards is typically part of the process to create a good route. Bicycle routes are often utilized to direct bicyclists to less-congested roadways that may follow the same general corridor as more heavily traveled arterial highways.

A bicycle route is a suggested route to get to a specific destination. It may include stretches of other designated bicycle facilities, but in general, a bicycle route does not require that the road include any special bicycle facilities. For instance, a signed bicycle route may designate a preferred set of roads from a school to a residential neighborhood. A network of such routes may be connected to provide bicyclists with a safe and appealing way to get around the community. Planning for a bicycle route begins by defining the purpose and need for the facility. Designating a bicycle route is a cost-effective way to inform bicyclists of a safer way to get to their destinations. A bicycle route should have a well-defined origin and destination. A bicycle route should be part of a comprehensive bicycle system.

Roadways to be recommended as bicycle routes should have low traffic volume and low posted speed limits. Scenic, direct routes are preferred by bicyclists. Bicycle route signs should include directional arrows to guide the bicyclist at intersections with other roadways. The route should be field checked to avoid potential design and traffic hazards. A map showing the bicycle routes in an area is a good way to inform bicyclists about the bicycle route network. Mapping encourages greater use of these facilities.

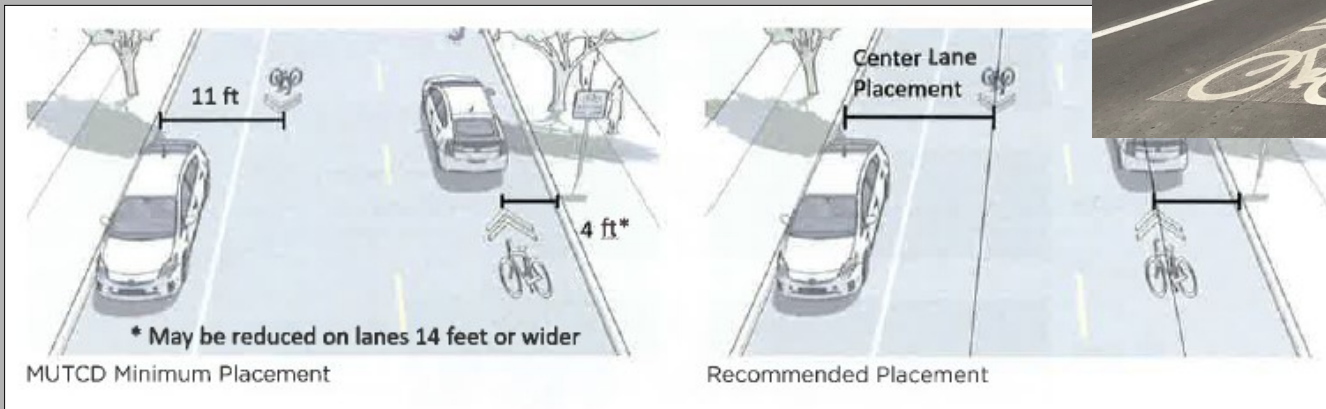
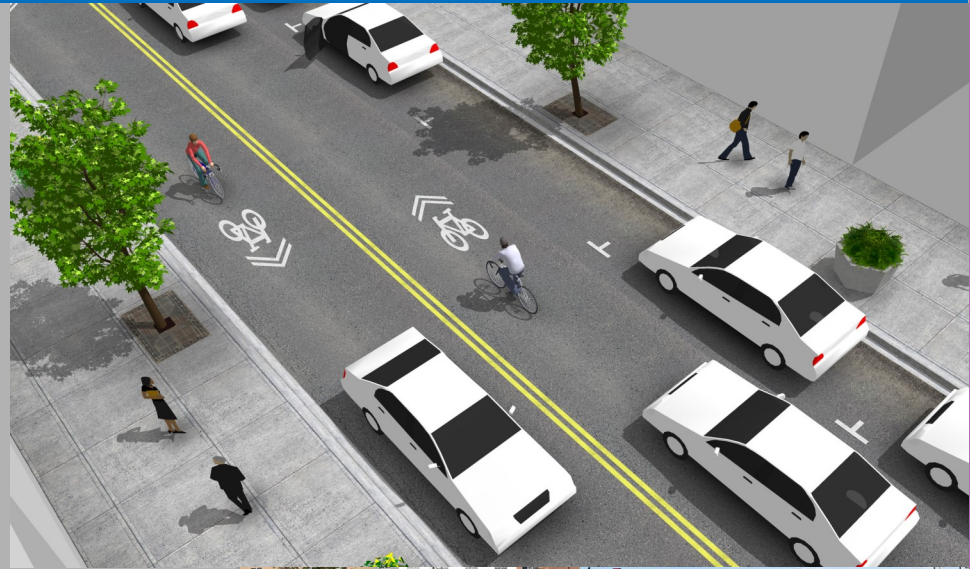


BICYCLE INFRASTRUCTURE RECOMMENDATIONS

SHARED LANE MARKING/SH-ARROW

Shared roadways are low-volume streets suitable for bicycle travel. Shared roadways are often marked with bike route signage and shared lane markings on the pavement. Bike boulevards are shared roadways with special enhancements, such as wayfinding or traffic calming that prioritize bicycle travel.

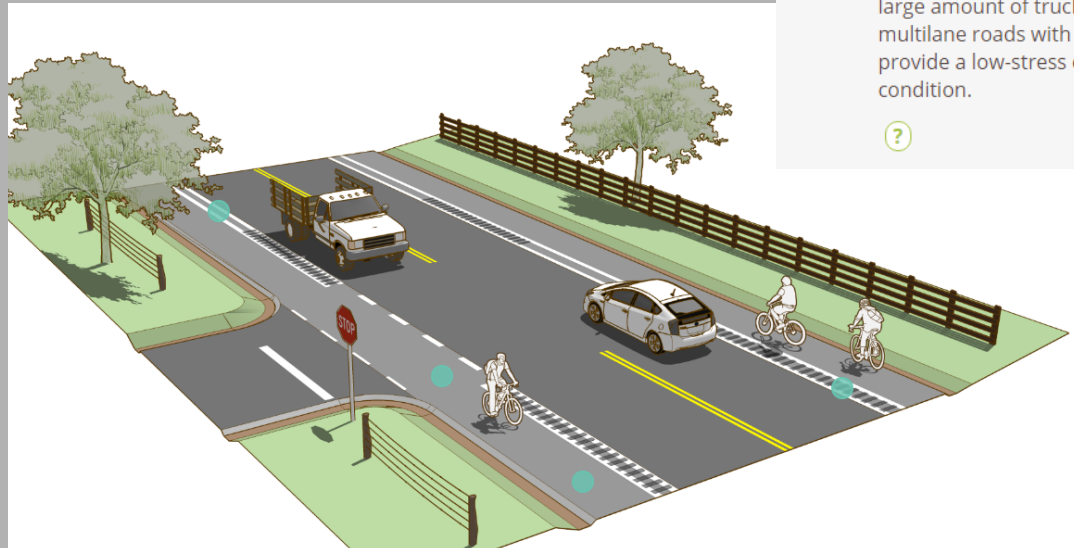
A marked shared roadway is a general purpose travel lane marked with shared lane markings (SLM) used to encourage bicycle travel and proper positioning within the lane. Shared roadways may be used on streets with a speed limit of 35 mph or under. In constrained conditions, the SLMs are placed in the middle of the lane to discourage unsafe passing by motor vehicles. On a wide outside lane, the SLMs can be used to promote bicycle travel to the right of motor vehicles. In all conditions, SLMs should be placed outside of the door zone of parked cars.



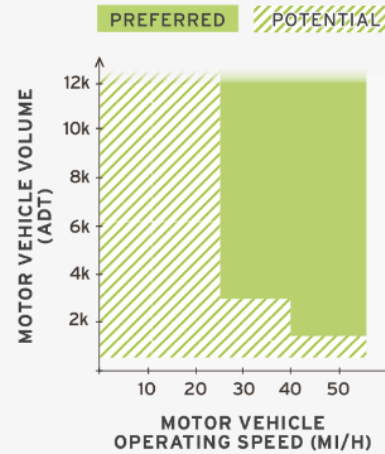
BICYCLE INFRASTRUCTURE RECOMMENDATIONS

SHOULDER BIKEWAY

Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation. Similar to bike lanes, paved shoulders provide separated space for the operation of bicycles. However, unlike bike lanes, paved shoulders are not considered travel lanes, and therefore may be used for temporary storage of disabled vehicles and vehicle parking, unless prohibited.



APPLICATION



Speed and Volume

Appropriate on roads with moderate to high volumes and speeds and on roadways with a large amount of truck traffic. May function on multilane roads with heavy traffic, but fails to provide a low-stress experience in this condition.



Shoulder Bikeway



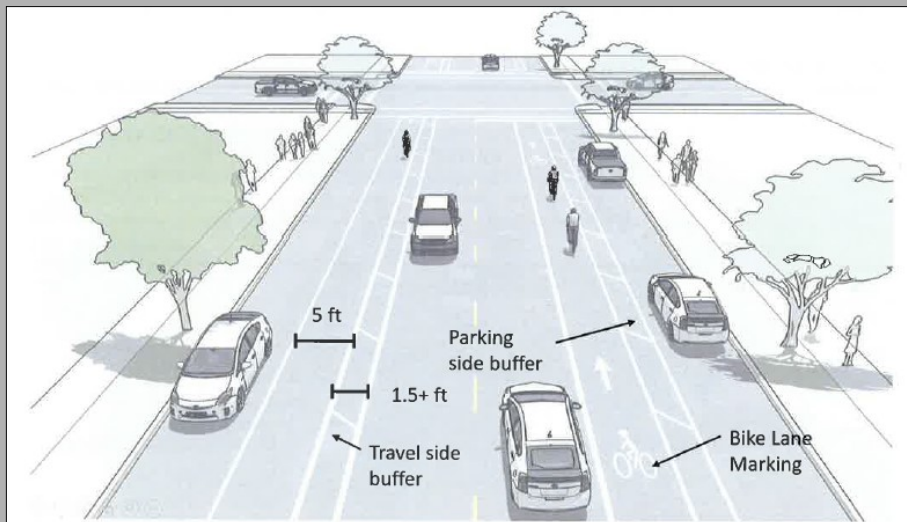
BICYCLE INFRASTRUCTURE RECOMMENDATIONS

BUFFERED BIKE LANES

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. A buffered bike lane is allowed as per MUTCD guidelines for buffered preferential lanes (section 3D-01). Buffered bike lanes are similar to a bike lane but they provide additional width to 'buffer' the bike lane, on the side of the adjacent travel lane and/or parking lane.

Provides greater shy distance between motor vehicles and bicyclists.

- Provides space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane.
- Encourages bicyclists to ride outside of the door zone when buffer is between parked cars and bike lane.



- Provides a greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel lane or a parking lane.
- Appeals to a wider cross-section of bicycle users.
- Encourages bicycling by contributing to the perception of safety among users of the bicycle network.
- Anywhere a standard bike lane is being considered.
- On streets with high travel speeds, high travel volumes, and/or high amounts of truck traffic.
- On streets with extra lanes or extra lane width.
- Special consideration should be given at transit stops to manage bicycle & pedestrian interactions.



BICYCLE INFRASTRUCTURE RECOMMENDATIONS

PROTECTED BIKE LANE

Protected bike lanes, are on street bike lanes protected from vehicular traffic by posts, planters, or curbs. These lanes protect cyclists from traffic and opening of vehicle doors. Protected bike lanes allow people of all cycling abilities such as families with children or elderly to ride more confidently, comfortable and safely. According to People for Bikes, when protected bike lanes were installed in New York City, it reduced all road accidents by 34% When using these, there is a clear separation of bicyclist and motorist. Other benefits that protected bike lanes offer are motorists expectation of bicyclist location, aesthetics (depending on barrier condition) and traffic calming. Protected bike lanes also offer an opportunity to experience and be a part of a space rather than passing through a place.

Ways to create a protected a bike lane:

- Delineator Posts
- Turtle Bumps
- Large Bumps
- Oblong Low bumps
- Parking Stops (Pre cast concrete)
- Linear barriers
- Parked cars
- Jersey barriers
- Planters
- Rigid Bollards
- Cast-in-place curb
- 12" precast curb
- Raised bikeway



BICYCLE INFRASTRUCTURE RECOMMENDATIONS

BIKE BOULEVARD

Bike Boulevards are streets with lower motorized volume and speeds designated and designed to give bicycle travel priority. These boulevards use signs, pavement markings, speed and traffic management to discourage motorists from using those streets as common thoroughfares.

Many local streets already have the basic elements of a bike boulevard such as low speeds and volumes, however when designating a particular street as a bike boulevard, other considerations need to be made such as;

- **Route Planning:** Direct access to destinations, no major spot hazards to navigate around, bicycle right of way at intersections.
- **Signs and Pavement Markings:** Clear and easy to find and to follow.
- **Speed management:** Slow motor vehicle speeds, possibly adding speed bumps, rumble strips or traffic circles.
- **Volume Management:** Low or reduced motor vehicle volumes. This can be done by forced turn at intersections, channelized right turns for vehicles, or Median islands.
- **Minor Street Crossings:** Minimal bicyclist delay, bicycle has right of way, or motor vehicles are forced right.
- **Major Street Crossings:** Safe and convenient crossings, well marked.
- **Offset Crossings:** Clear and safe navigation.
- **Green Infrastructure:** Enhancing environments, using roundabouts or curbs with plants, can be aesthetically pleasing and traffic calming.



BICYCLE SPOT INFRASTRUCTURE RECOMMENDATIONS

BIKE PARKING

Bike parking , when designed , built , and located correctly can attract more users to that particular location. Ensuring that bike parking meets local standards and specifications is necessary when choosing a design. However, the best design can fail if not placed in a well lit location that allows for movement of vehicles, pedestrians and other bicyclists, and can be clearly seen. Fear of theft and vandalism can inhibit the facility from being used. For more information and guidance, please see the Bicycle Parking Guide in the appendix.



Wave bike rack



Inverted U bike rack is preferred.



BICYCLE AND PEDESTRIAN SPOT INFRASTRUCTURE RECOMMENDATIONS

MULTI-USE/SHARED USE PATH

A **multi/shared use path** provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths can provide a low-stress experience for a variety of users using the network for transportation or recreation.

A **side path** is a bidirectional shared use path located immediately adjacent and parallel to a roadway. Side paths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small town community character.



	Asphalt	Concrete
Pros	Smooth surface (no joints) Runners tend to prefer over concrete Cheaper up front cost (usually) Melts out in winter easier	Lower long-term lifecycle cost Less frequent maintenance required
Cons	More frequent maintenance required More prone to edge failure and root damage	Higher up front cost Runners don't like Can have joint issues (saw cut rather than trowel) Holds snow

Width:

- 8' in constrained areas
- 10' minimum
- 12 - 14' where heavy use exists

Shoulder:

2 foot or greater shoulder on both sides of the path should be provided. An additional foot of lateral clearance (total of 3') is required by the MUTCD for the installation of signage or other furnishings.

Striping:

When striping is required, use a 4 inch dashed yellow centerline stripe with 4 inch solid white edge lines.

Solid centerlines can be provided on tight or blind corners, and on the approaches to roadway crossings.



BICYCLE AND PEDESTRIAN SPOT INFRASTRUCTURE RECOMMENDATIONS

UNPAVED SHARED USE PATH AND TRAIL

An **unpaved shared use path** provides an area separate from motorized traffic for bicyclists, pedestrians, joggers, and other users. Unpaved paths are typically in more rural settings and are used for recreational purposes. However unpaved paths can also exist in urban areas at utility easements or between planned developments.

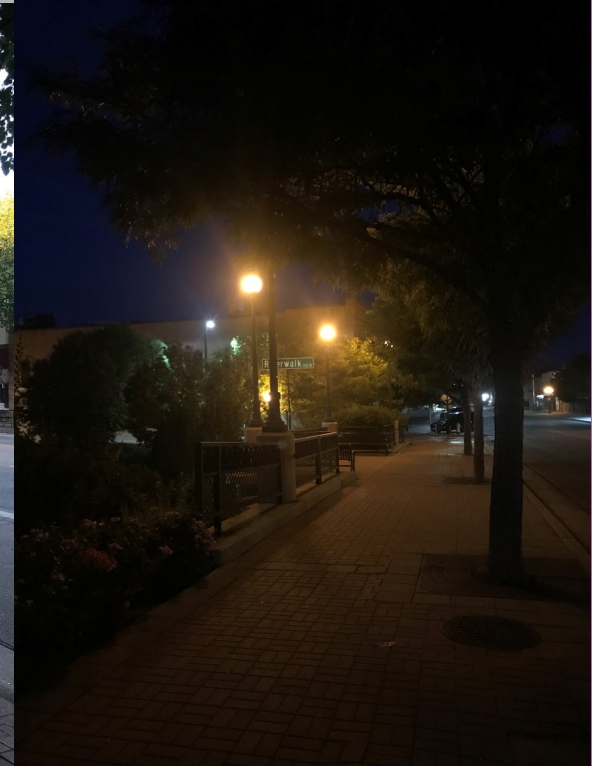


BICYCLE AND PEDESTRIAN SPOT INFRASTRUCTURE RECOMMENDATIONS

LIGHTING

Lighting is critical to pedestrian and bicyclist safety and security, it also creates a sense of place. When creating a well lit space, the function and lighting requirements need to be considered. Too little light can attract unwanted behavior and deter people from using a space. Too much light can cause glare, spill into other areas that light is not wanted or needed, and cause light pollution.

Installing light fixtures that are scaled for pedestrian and bicyclists will improve visibility and reduce glare and light pollution. Placing lighting in doorways, transit stops, and park entrances will enhance safety and will help way-finding at night. Art sculptures or small “bee” lights can create an invited atmosphere.



BICYCLE AND PEDESTRIAN SPOT INFRASTRUCTURE RECOMMENDATIONS

GRADE SEPARATED CROSSING

Grade separated crossings are bridges/overpass or tunnels/underpass that do not disrupt traffic flow on other transit routes. They can also cross rivers to connect neighborhoods and communities. These facilities are a vital element to navigate over or under barriers such as rivers, highways, railroads, busy intersections, and high-volume arterials. Both overpasses and underpasses should be clearly visible, ADA compliant, well lit, and be at least 14 feet wide to accommodate multiple users. These facilities can be costly and should only be used where no other pedestrian and bicycle access is available.



BICYCLE AND PEDESTRIAN SPOT INFRASTRUCTURE RECOMMENDATIONS

SIGNAGE AND WAYFINDING

Signage and wayfinding provide directional information, mileage, travel time, interpretive information and multi-user information.

Placement and design of wayfinding and signage is necessary to create a good system. According to CDOT 's Bicycle Facility Design Handout, wayfinding should have the following properties:

- Progressive Disclosure-provide information gradually so as not to overwhelm user.
- Consistency-design and placement should be uniform
- Available-wayfinding is legible to the fullest range of users, e.g. low visible, non-English speakers.
- Simple-wayfinding which is easy to use is more likely to be used.

Good signage should be consistent, clearly visible, and understood. Signage alerts motorists that bicycles and pedestrians are present. Other forms of signage can be pavement markings such as sh-arrows or bike boulevards. Signage helps users to become familiar with the network, inform them of distances and direction to places, and can also attract new users.



PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

STREET FURNITURE

Street Furniture is fixed in place objects such as benches, lights, tables, flower beds and other objects that can be used by pedestrians. Installing street furniture invites users to be part of the sidewalk space not just walk through it. It can create an identity or give character to a street.

When considering street furniture, it is important to address these questions:

- Will it be in the right of way of other pedestrians who are disabled?
- Is it located in a spot that is or can be shaded?
- Are there light fixtures near by to encourage evening use?
- Is the material sustainable and withstand weather elements?
- Is it accessible to all users?
- Is it far enough away from the curb and street?

By adding street furniture to a sidewalk, it creates more opportunities to interact with the space, gives it more texture and also makes a journey more interesting.



PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

CROSSWALK

Crosswalks provide some level of protection for pedestrians by alerting motorists through pavement markings, signage, lights, and structural barriers. Busy intersections, such as the image on the right of Highway 50 and Baltimore can be dangerous and risky for crossing pedestrians. Installing pedestrian islands can limit exposure time for pedestrians crossing, pavement marking can visually communicate crossing area for visually-impaired pedestrians, and alerting motorists of pedestrian presence. Signage and pedestrian accessible signals are other features that allow a safer crossing. Crosswalks should be constructed near and around schools, retail areas, business centers, and other areas where there is a high volume of pedestrian traffic.

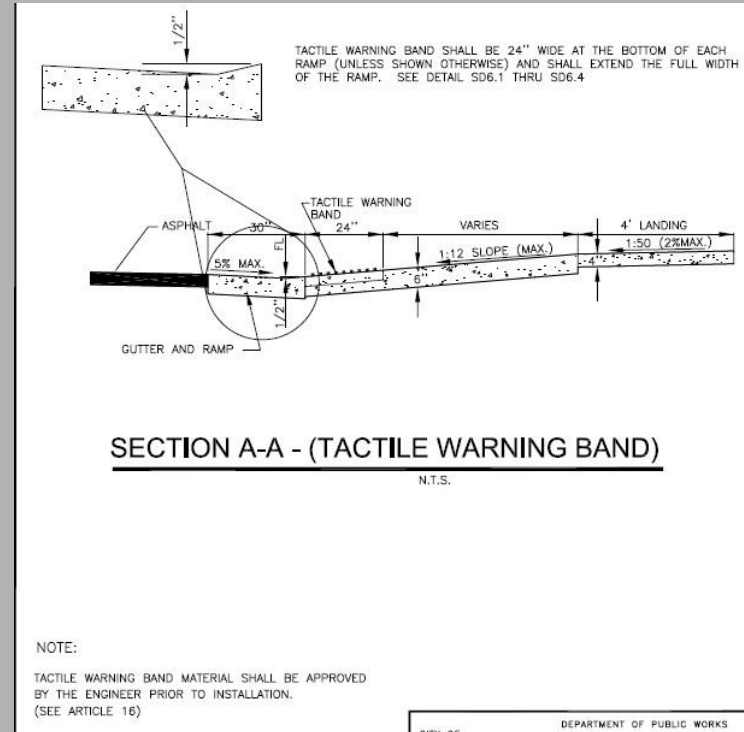


PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

ADA CURB RAMPS

ADA (America Disabilities Act) Curb Ramps, if properly designed and constructed, provide access to people with disabilities transitioning from the street to a sidewalk and vice versa. ADA Curb ramps can be located at intersections, mid-block crossings, and parking lots. These ramps have specific specifications that consist of four major parts, the transitions, the ramp, the flared sides, and the gutter. Transitions occur at the top of the ramp where ramp and sidewalk meet and where ramp and gutter meet. The ramp can be constructed using metal, truncated domes that are different color than the adjoining sidewalk. This element serves to alert blind or visually impaired pedestrians to stop. The flared sides bring the curb down to street level. The gutter is part of the roadway surface that is next to the curb that connects to the ramp. When constructing an ADA curb ramp, it is important to construct it using the specified slope in order to create a user friendly facility.

Every year the City of Pueblo makes a concerted effort to increase ADA curb ramps in the city. Citizens can request an ADA curb ramp by calling the Public Works line, at 719-553-2295. For more information on this process please visit; [City of Pueblo Curb Ramp Request Process](https://www.pueblo.us/1687/ADA-Curb-Ramp-Process) or <https://www.pueblo.us/1687/ADA-Curb-Ramp-Process>. To see the City of Pueblo [ADA Curb Ramp Construction Specifications](https://www.pueblo.us/DocumentCenter/View/157/StandConstSpec?bidId=) please go to: <https://www.pueblo.us/DocumentCenter/View/157/StandConstSpec?bidId=>

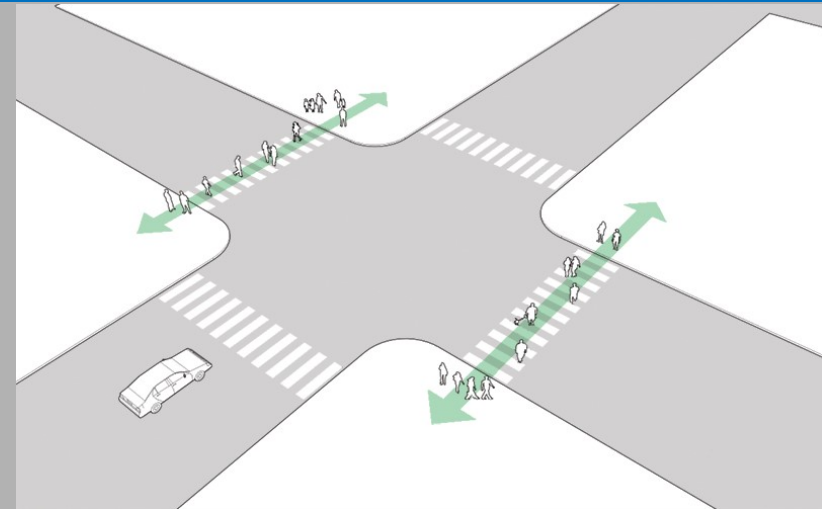


City of Pueblo Curb Ramp & Tactile Warning Band Details and Specifications.

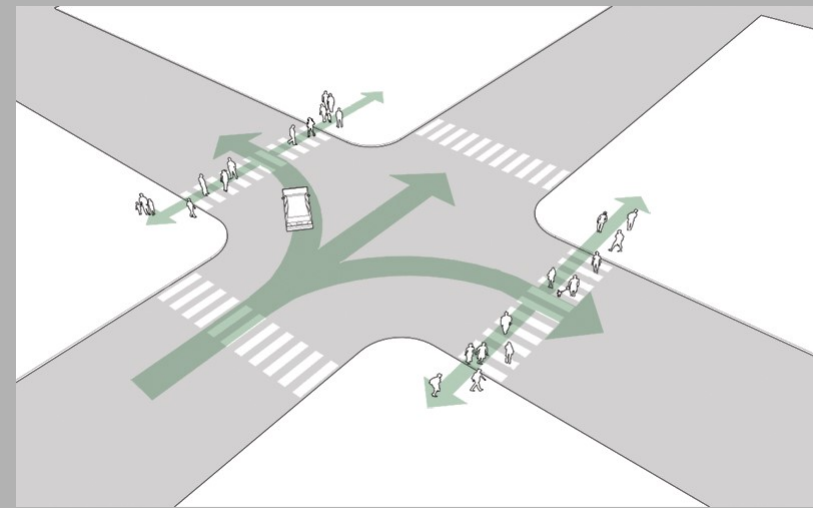
PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

LEADING PEDESTRIAN INTERVAL

A Leading Pedestrian Interval (LPI) is a crossing that allows a pedestrian 3-7 second head start when crossing an intersection with a corresponding green signal for motor traffic in the same direction of travel. This facility is typically used at intersections where there is a high conflict of pedestrians and turning vehicles. LPI's increase the visibility of pedestrian right of way and prevent pedestrian-vehicle collisions. Creating an LPI can be done at relatively lower cost by adjusting existing signal timing.



LPI Phase 1, Pedestrians Only: Pedestrians are given a 3-7 lead before traffic in the same travel direction. *Credit: NACTO Urban Bikeway Design Guide*



LPI Phase 2: Traffic is given the green light to traffic turning or proceeding straight. Turning vehicles must yield to pedestrians already in the intersection. *Credit: NACTO Urban Bikeway Design Guide*

PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

ACCESSIBLE PEDESTRIAN SIGNAL

An accessible pedestrian signal (APS) is an integrated device that when pushed by a pedestrian, will transmit both audible and visual information when to cross a street. Some APS have a “WALK” and “DON’T WALK” visual cues. Others display a person, typically in green, walking to indicate it is acceptable to walk, while a flashing red hand means don’t start to cross, or if crossing, that time is running out to cross. A solid red hand means do not cross. In conjunction with visual information, audible cues can be given, sometimes they will say “4th Street walk sign is on”, others will sound a beeping sound, and when times is running out, beeping will go faster. Other cues such as paint, ADA Curb ramp, or vibrating ramp can also be installed.

Pedestrians prefer to have a countdown signal to notify them of the available to cross.



PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

EXCLUSIVE PEDESTRIAN PHASE

Exclusive Pedestrian Phase (EPP), is a phase at a traffic light where all vehicular traffic is stopped and allows pedestrians to cross at any direction. During the vehicle phase of the traffic light, no pedestrians can cross. This can decrease the amount of vehicle and pedestrian incidents.

EPP works well in high pedestrian traffic areas at intersections where pedestrians have to cross multiple lanes of traffic. However, these can be confusing for blind or visually impaired pedestrians, without an audible que to know that it is an EPP crossing or know when to cross. Wayfinding can also be confusing without an audible que.

Exclusive Pedestrian Phase



Photo courtesy of NACTO

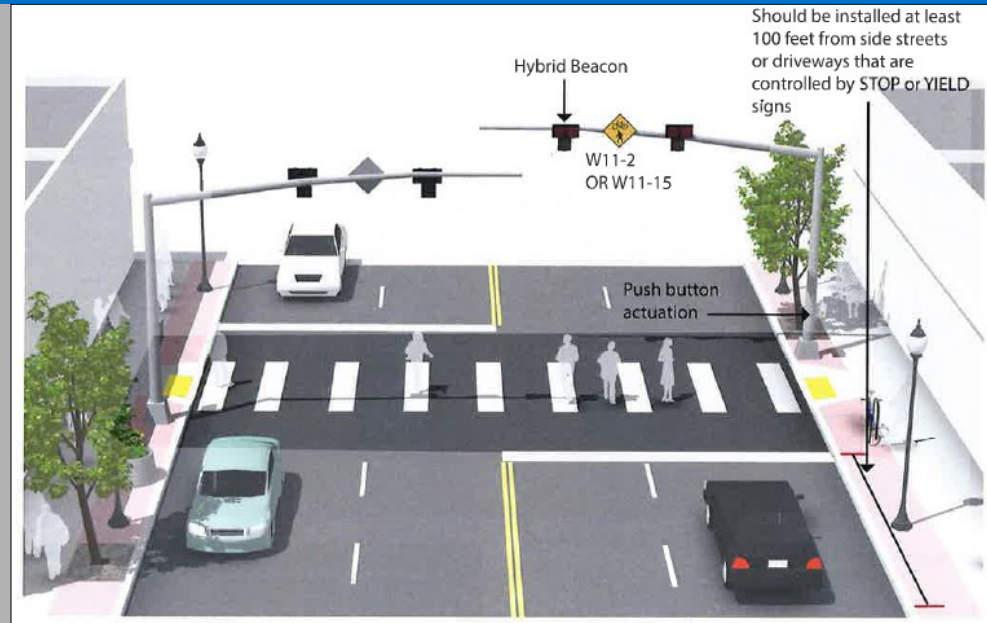
PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

HYBRID BEACON/HAWK

At a Hybrid Beacon/High intensity Activated crossWalk (HAWK) drivers receive multiple cues that a pedestrian may be present. These cues can include a unique traffic light with two red lenses over a single yellow lens, or a regular traffic light, high visible pavement markings, and signage. The lights are activated when a pedestrian pushes the activation button.

HAWK's are typically located at areas that signings and markings do not result in motorist yielding and where a full traffic light is not warranted. This can include mid-block crossings or uncontrolled mainline crossing points.

They can be located near schools, recreation areas, downtown districts, or on corridors that intersect with bicycle and pedestrian routes.

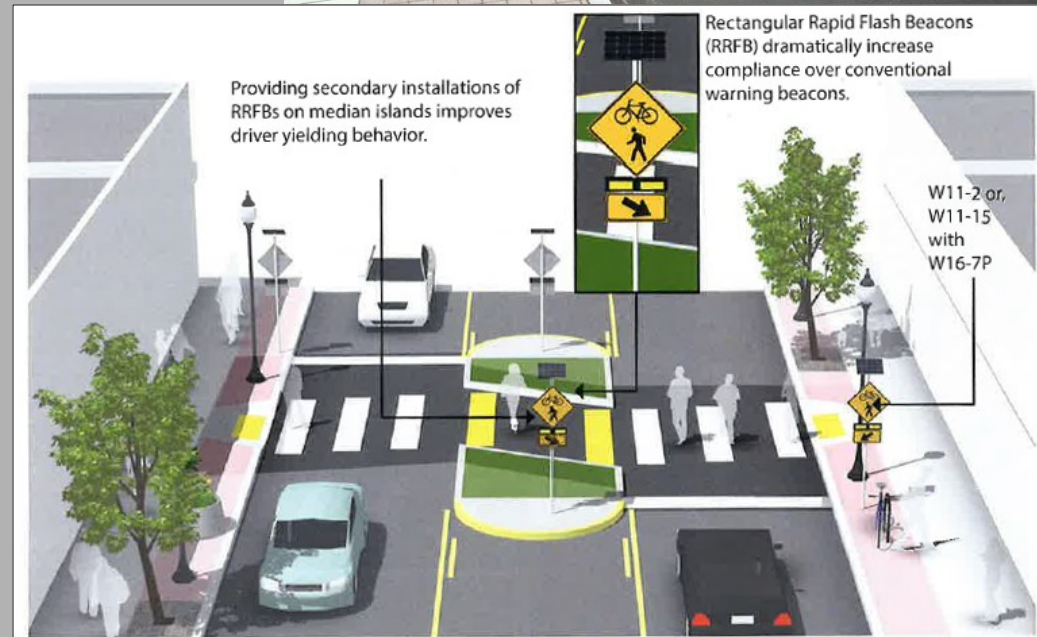


PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

MID-BLOCK CROSSWALK

A mid-block crosswalk is a crosswalk that is placed mid-block, at high pedestrian traffic areas, such as schools, museums, shopping districts, recreational area, and transit centers. Mid-block crosswalks enable pedestrians a direct route to the desired destinations.

To make these crosswalks safer, installing overhead signage, trees, or bump-outs can help identify crosswalks. Painting the crosswalk can also help motorists to see a crosswalk at night. If street widths allow, installing a median or safety islands for a pedestrian can also increase visibility and safety for pedestrians.



PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

ISLANDS AND BUMP-OUTS

Pedestrian Islands and bump-outs are constructed with concrete curbs, bollards, and vegetation that serve to reduce exposure when pedestrians are crossing an intersection. These devices can reduce speed and calm traffic.

Islands are recommended when a pedestrian must cross three lanes of traffic in one direction but can be placed on narrower streets if space is available. These facilities typically have a “nose” that extends past the crosswalk, which protects people waiting on the median and slow turning drivers. The islands should be at least 6 feet wide but 8-10 feet is preferable. The length should be 40 feet long with the cut-through the same width as the crosswalk. Vegetation, bollards, and art can also be included in the island as long as it meets specifications and requirements.

Bump-outs are extension of sidewalks and the curb line. They also reduce exposure time for pedestrians crossing. Bump-out can become an obstacle where there is a bike lane, causing cyclist to wait for traffic, or go into traffic. Possible solutions to this issue would be to create a street level gap in the bump-out (see image in lower right) or a ramp to allow bicyclist to pass through a bump-out creating an island.






Images above are examples of pedestrian






Images above from left & middle are examples of bump-out. Image above right is an example of small bump-out with a cut through for drainage and bicycles.



INFRASTRUCTURE PROS/CONS

Facility	Pros	Cons	Examples in Pueblo	Needs/Desires in Pueblo
ON-STREET OPTIONS				
Separated/ Protected Bike Lane 	<p>Best on high traffic volume streets, provides more safety, comfort, use existing roadway right of way for more users</p> <p>Should decrease stress level, encourage more riders, more enjoyable/ safe bike lane without conflict with cars parking</p>	<p>Expensive if done well, still have conflict points at intersections</p> <p>Two-way option must have true vertical separation, good handling of intersection conflict</p>	<p>5th St lanes separated by parking but problems noted here:</p> <p>inadequate vertical separation, planters</p> <p>not busy enough road</p> <p>WB bike traffic slowed by light progression</p> <p>Poor pavement surface in lanes</p> <p>Need more consistent parking to make safe</p>	<p>Low traffic volume in Pueblo doesn't need really this facility.</p> <p>Possibly in future if bike/ped bridge across I-25-access points would need vertical separation to entry points</p>
Buffered Bike Lane 	<p>More space between cars and bikes, more visibility of bikes, less stress for bikes, encourage more ridership</p>	<p>Need adequate roadway space, may need to remove a travel lane, parking cars still cross bike lane to park-conflict, cars still drive on them, white line not protective</p>	<p>Elizabeth and Greenwood lanes</p> <p>Alan Hamel lanes</p> 	<p>If ROW space allows, this bike lane design is <u>preferred</u> but slightly more expensive in paint</p>





INFRASTRUCTURE RECOMMENDATIONS

Facility	Pros	Cons	Examples in Pueblo	Needs/Desires in Pueblo
ON-STREET OPTIONS				
Bike Lane next to Parallel Parking 	<p>Nice to accommodate multiple modes of travel in narrow spaces, parallel parking, NOT diagonal parking – creates more blind spots</p>	<p>Conflict with parked cars, door zone dangerous</p>	<p>Goodnight, Union, Bonforte, Jerry Murphy</p> <p>Orman (south of Summit lanes are <u>tight with narrow parking!</u>)</p>	<p>Colorado-Evans to Orman</p> <p>St Clair-Jackson or Polk to Pueblo Blvd</p> <p>8th St-many blocks will be tight, in downtown area, parking plus all lanes-remove parking?</p>
Bike Lane between Travel Lanes 	<p>Removes bikes for high car turn movement areas. Creates fast track for bikes going straight with minimal car conflict</p>	<p>Looks scary but really is safer design than leaving bikes in high conflict zones</p>	<p>Greenwood between 16^h & 17th</p> <p>Elizabeth between 25th & 24th</p> <p>Example in Lincoln, NE used on slow (30 mph max) lane one-way road with angled parking both sides, center line was actually bike lane-bikes out of conflict zone of turning vehicles & cars parking à</p> <p>Example in DC – Pennsylva</p>	<p>Limited use to avoid parked cars and turning cars. Might help w/ diagonal parking</p> 


INFRASTRUCTURE RECOMMENDATIONS

Facility	Pros	Cons	Examples in Pueblo	Needs/Desires in Pueblo
ON-STREET OPTIONS				
<p data-bbox="111 505 464 532">Narrow Striped Outside Lane</p> 	<p data-bbox="590 505 825 643">Nice to have visible space defined for bikes especially on bridges, hills</p>	<p data-bbox="846 505 1184 602">If not swept, debris often fills these areas and dangerous</p>	<p data-bbox="1205 505 1419 570">Main St and Union bridge</p>	<p data-bbox="1440 505 1818 602">Stripe 18th St bridge but would need sharrows before and after bridge</p>
<p data-bbox="111 967 449 995">Wide outside lane no stripe</p> 	<p data-bbox="590 967 825 1284">If 14' lane, car/bike side by side, bike not stuck in debris of bike lane. Better than 11' lane and 3' bike lane next to curb/gutter, should have 4' lane next to curb/gutter</p>	<p data-bbox="846 967 1184 1105">Few people can visualize the safe space especially on higher speed road so few use these routes</p>	<p data-bbox="1205 967 1419 1187">Pueblo Blvd-Northern to City Park In Pueblo West-McCulloch Hwy 50 to Palmer Lake</p>	


INFRASTRUCTURE RECOMMENDATIONS

Facility	Pros	Cons	Examples in Pueblo	Needs/Desires in Pueblo
ON-STREET OPTIONS				
<p>Sharrow-35 mph or less, no space for bike lane, cyclist may use full lane</p> 	<p>Shows where cyclist should ride, tells cars bikes belong here</p>	<p>Intimidating to many cyclists, only confident cyclists like</p>	<p>Greenwood, Elizabeth, Grand where cars need all existing lanes</p> 	
<p>Striped shoulder with no curb/gutter</p> 	<p>Wide shoulder quite pleasant to ride even with fast traffic</p> <p>Higher traffic volume degrades quality of ride and roadway debris</p> <p>More space between cars and bikes, more visibility of bikes, less stress for bikes, encourage mor ridership</p>	<p>Rumble strip placement can ruin a good place to ride.</p> <p>Need adequate roadway space, may need to remove travel lane, parking cars still cross bike lane to park-conflict cars still drive on them, white line not protective.</p>	<p>Lake Pueblo-11 ft lane plus 3 ft striped shoulder</p> <p>Hwy 50-12 ft lanes plus 10-12 ft shoulder</p> <p>Hwy 96-12 ft lanes, 1-2 ft shoulder</p> 	<p>All of McCulloch, Purcell, Platteville, Joe Martinez, Boyero, basically all collector and arterial routes in Pueblo West.</p>

INFRASTRUCTURE RECOMMENDATIONS

Facility	Pros	Cons	Examples in Pueblo	Needs/Desires in Pueblo
OFF-STREET OPTIONS				
<p data-bbox="102 467 283 500">Bike path/trail</p> 	<p data-bbox="491 467 810 537">Great for beginners, great recreation, very low stress</p> <p data-bbox="491 553 821 623">River trail completely separated from traffic</p> <p data-bbox="491 639 800 709">Sidewalks still have street crossing conflicts</p>	<p data-bbox="835 467 1066 574">More recreational, less commuting options</p> <p data-bbox="835 591 1031 660">Feel isolated on river trail.</p> <p data-bbox="835 677 989 714">Less lighting</p>	<p data-bbox="1087 467 1465 505">River trail-14 miles in city limits</p> <p data-bbox="1087 570 1461 656">Wide concrete sidewalk along Northern-El Camino to Sanford</p> <p data-bbox="1087 672 1325 709">Pueblo Blvd - CDOT</p> <p data-bbox="1087 725 1276 763">Hwy 50 – CDOT</p>	<p data-bbox="1488 467 1881 574">River trail extension east of Runyon lake into county area (included in 1A)</p> <p data-bbox="1488 591 1871 730">Hwy 50 lane widening included path up to Pueblo Blvd (cut from 2015 project w/bridge over runs)</p> <p data-bbox="1488 747 1843 854">Wildhorse Creek extension to YMCA area and loop into Hwy 50 path</p> <p data-bbox="1488 870 1835 977">Bike/ped bridge to east side from downtown-Mineral Palace vs 8th-13th St.</p>

INFRASTRUCTURE RECOMMENDATIONS

Facility	Pros	Cons	Examples in Pueblo	Needs/Desires in Pueblo
<p>Bicycle Parking</p> 	<p>Can increase biking to destinations and commuting.</p>	<p>If not placed in good location, can block sidewalk traffic, poor visibility from window fronts can encourage theft or cyclists not using the rack.</p>	<p>Union Ave. and HARP</p>	<p>City Park Pool, Schools, recreational area, libraries, businesses,</p>
<p>ADA Curb Ramps</p>	<p>Updated Curb ramps with appropriate truncated domes and correct slope are helpful for users to access sidewalk and the visually impaired to identify when the ramp ends and the street begins.</p>	<p>Not all ramps are the same, if they are out of date or out of specification, can pose risk, if not aligned properly can give visually impaired people incorrect alignment information. If slope is too steep, it may be inaccessible for wheelchairs.</p>	<p>Orman and Lincoln, Intersections on 4th Street between Abriendo and Santa Fe.</p>	<p>Routes to schools and other public spaces need to be accessible for users of all abilities and needs.</p>
<p>Leading Pedestrian Interval (LPI) This device is used to allow time for pedestrians to walk before traffic continues.</p>	<p>Gives pedestrians time to cross before traffic continues.</p>	<p>Can be problematic for visually impaired because they might know that walk sign is on before surge of traffic and drivers aren't expecting people to cross. It is best to pair this with an Accessible Pedestrian Signal</p>		

INFRASTRUCTURE RECOMMENDATIONS

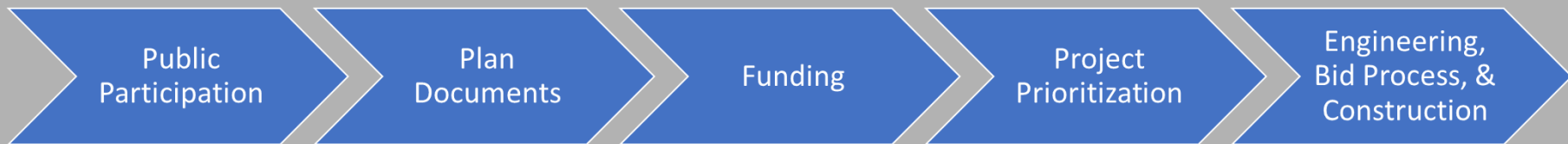
Facility	Pros	Cons	Examples in Pueblo	Needs/Desires in Pueblo
Accessible Pedestrian Signals (APS) APS are auditory devices that are activated by pedestrians to communicate WALK and DON'T WALK intervals	APS gives an auditory cue to users that it is ok to cross in a specific direction when traffic is stopped.	If not located in a proper place maybe difficult to locate for the visually impaired. If timing is not sufficient, may not allow time to cross.	Main Street and 4th Street.	Arterial Intersection, heavy volume collectors.
Exclusive Pedestrian Phase (EPP)	Allows all pedestrians to cross in all directions, even diagonally.	Difficult to use auditory cues to determine when to cross if all traffic is stopped and right turn on red is allowed. Best used when paired with Accessible Pedestrian Signal.	None.	Near major entry ways to schools, museums, or heavy pedestrian traffic.
HAWK or Pedestrian Hybrid Beacon, only activated when a pedestrian pushes button.	HAWKS or PHB's are good at mid-block crossings and roundabouts, or areas that fluctuation in use, such as schools.	Needs to be paired with an Accessible Pedestrian Signal (APS) to enable visually impaired the ability to hear when to cross.	On Union Ave between B and C streets and at Historic Arkansas River Project, and on Thatcher at Elmwood Golf Course	Near schools, parks, recreation areas, libraries, museums, and other areas where there is a high volume of pedestrian traffic.



IMPLEMENTATION CONSIDERATIONS

Getting projects built can be a long process and can take many years to be built. The below graphic is a simplified version of the life of a project. Within each step, there are other steps that need to be taken, for example in the Public Participation phase, input/outreach is gathered from the public, stakeholders, and different agencies and organizations. During this phase, surveys, outreach and research is completed to ensure that as much input is gathered. Once a project has been identified, it can be put into plan documents, such as the Bicycle and Pedestrian Master Plan.

As much as we would like to see all bicycle and pedestrian projects being built, funding is the driving force for all projects. Funding sources can come from many different sources such as the Colorado Department of Transportation, the Federal Government, local government entities, and/or private sources. Depending on the source of funding, there may be certain requirements that need to be met. For example, certain funds may be specifically allocated for ADA curb ramps and must have a local match. When outside funding requires a local match, it ensures that thoughtful planning and prioritization of projects are evaluated based on need. To make that process easier there can be a grading system, which can facilitate whether a certain project is meeting the goals of the plan. Once a project is selected, engineering and construction process can begin.



IMPLEMENTATION CONSIDERATIONS: PROJECT PRIORITIZATION

Selecting a project can be difficult, but evaluating it in a thoughtful, methodical way can ensure that a project is selected based on meeting certain needs. The below chart is an example of a ranking system that facilitates the process of selecting a project based on the grading of particular categories that meet the goals and objectives of the plan.

Criteria	Score	Multiplier	Total	Description
Safety	1	2	2	Provides a pedestrian facility on a roadway that experienced one (1) or more pedestrian collision between 2015-2020
	0		0	Pedestrian crashes did not occur along the project corridor
Gap Closure	1	2	3	Resolves an existing network gap
	0		0	Does not resolve an existing network gap
Connectivity to Transit	1	1	1	Provides direct access (within one-tenth mile) to a transit stop
	0		0	Does not directly access a transit stop
Connectivity to Schools	1	2	2	Is within one-quarter mile of a school
	0		0	Does not directly access to a school
Land Use	1	3	6	Provides a sidewalk along a higher density residential zones or commercial
	0		0	Provides sidewalks along other zones
Major Activities	1	2	2	Provides a sidewalk in Downtown Pueblo or CSU-P
	0		0	Provides a sidewalk elsewhere in the City

IMPLEMENTATION CONSIDERATIONS; POLICY SUPPORT

A strong component to implementing active transportation projects and facilities is to incorporate a complete street policy into city and county planning documents. A complete street, is a street that is designed, built, repaired, or retrofitted to accommodate everyone—pedestrians, bicyclists, transit riders, and drivers of all ages and abilities.

Complete Street Policy (example) : Within a region and/or city, planning, design, construction, maintenance, and operation of new and retrofit transportation facilities shall accommodate all roadway users including bicyclists, pedestrians, transit riders, and motorist of all ages and abilities, except where such modes are prohibited by law, or deemed unsafe or impractical.

Complete Street Funding policy, consider a certain percentage of Capital improvements, right of way, overlay projects include construction of bicycle and pedestrian facilities.



Image above is an example of a complete street. Image by NACTO

Complete Street Planning policy: create process or methodology to identify and develop pedestrian and bicycle improvement projects that are needed and meet plan goals.

Complete Street Engineering and Design policy: design standards for bike and ped facilities that address exceptions, temporary access, right of way.

Complete Street Maintenance policies: Create a policy to address the inventory and maintenance of pedestrian and bicycle facilities and infrastructure.

IMPLEMENTATION CONSIDERATIONS: FUNDING SOURCES AND MECHANISMS

Federal:

- Congestion Mitigations and Air Quality (CMAQ) Improvement Program
- Highway Safety Improvement Program (HSIP)
- Surface Transportation Program (STP)
- Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program
- Transportation Alternatives Data Exchange (TrADE)
- Recreational Trails Program (RTP)

State:

- Colorado Department of Transportation :
- Multimodal Options Funds (MMOF)
- Great Outdoors Colorado
- Safe Routes to School
- Transportation Alternative Program (TAP)
- Other State Revenue Sources:
 - ◊ Development Impact Fees
 - ◊ Gambling (not including lottery)
 - ◊ License plates
 - ◊ Local planning assistance grants
 - ◊ Lottery grants
 - ◊ Severance fees
 - ◊ State fuel (gas) tax
 - ◊ Vehicle and Truck tax
 - ◊ Vehicle Registration Fees

- ◊ Vehicle Transfer Fees

Local:

- Department of Local Affairs
- Business Improvement District Funds
- General Obligation Bonds
- Local Capital Improvement Programs
- Tax Increment Financing (TIF)
- Unspecified city funds
- Voter-approved sales taxes or other levies

Partners:

- People for Bikes
- Bicycle Colorado
- Developers
- Hospitals
- Philanthropy
- Universities
- Rails to Trails
- AARP

SYSTEM PLANNING, REGIONAL BICYCLE AND PEDESTRIAN PROJECTS

Length	From	To	Estimated-Cost	Estimated Cost	STIP/TIP ID	Plan Goal	Fund-ing Source	Project Type	Plan
42451	Pueblo Res.	County Line	\$3,396,080	Very High	TBD	1,2,3,4,5	TBD	Shared-Use Path	2010 Bicycle Plan; 2040 Vision Plan;
2104	Prairie Ave	State Fair Grounds	\$168,320	High	SR25079.078	1,2,3,4,5	TBD	Shared-Use Path	2010 Bicycle Plan; 2040 Vision Plan;
4153	27th Lane	HWY 96	\$200,000	High	TBD	1,2,3,4,5	TBD	Added Pedestrian Bridge	2040 Vision Plan;
245	4th Street	Dutch Clark TH	\$200,000	High	TBD	1,2,3,5	TBD	Added Pedestrian Bridge	2040 Vision Plan;
1144	Mineral Palace Loop	19th Street	\$5,000,000	Very High	TBD	1,2,3,4,5	TBD	Added Pedestrian Bridge	2010 Bicycle Plan; 2040 Vision Plan;
307	Fountain Lake	Over Arkansas River	\$200,000	High	TBD	1,2,3,5	TBD	Added Pedestrian Bridge	2040 Vision Plan;
12376	18th Street	US Hwy 50	\$284,648	Medium	TBD	1,2,3,5	TBD	Shared-Use Path	2010 Bicycle Plan; 2040 Vision Plan;
21014	McCulloch Boulevard	US Hwy 50	\$483,322	Medium	TBD	1,2,3,5	TBD	Shared-Use Path	2040 Vision Plan;
31982	County Line	Arkansas River	\$735,586	High	TBD	1,2,3,4,5	TBD	Shared-Use Path	2040 Vision Plan;
15204	15th Street	Runyon Lake	\$1,216,320	High	SR25079.082	1,2,3,5	TBD	Shared-Use Path	2040 Vision Plan; CIP
6024	Connection to Spaulding	Pueblo Blvd	\$138,552	High	TBD	1,2,3,5	TBD	Shared-Use Path	2040 Vision Plan;
129	Nichols Rd	Nichols Rd	\$200,000	High	TBD	1,2,3,4,5	TBD	Added Pedestrian Bridge	2040 Vision Plan;
331	Booth Ave	S. Nelson Ave	\$200,000	High	TBD	1,2,3,5	TBD	Added Pedestrian Bridge	2040 Vision Plan;
2366	Nature Center	Chain-of-Lakes	\$200,000	High	TBD	1,2,3,4,5	TBD	Added Pedestrian Bridge	2040 Vision Plan;

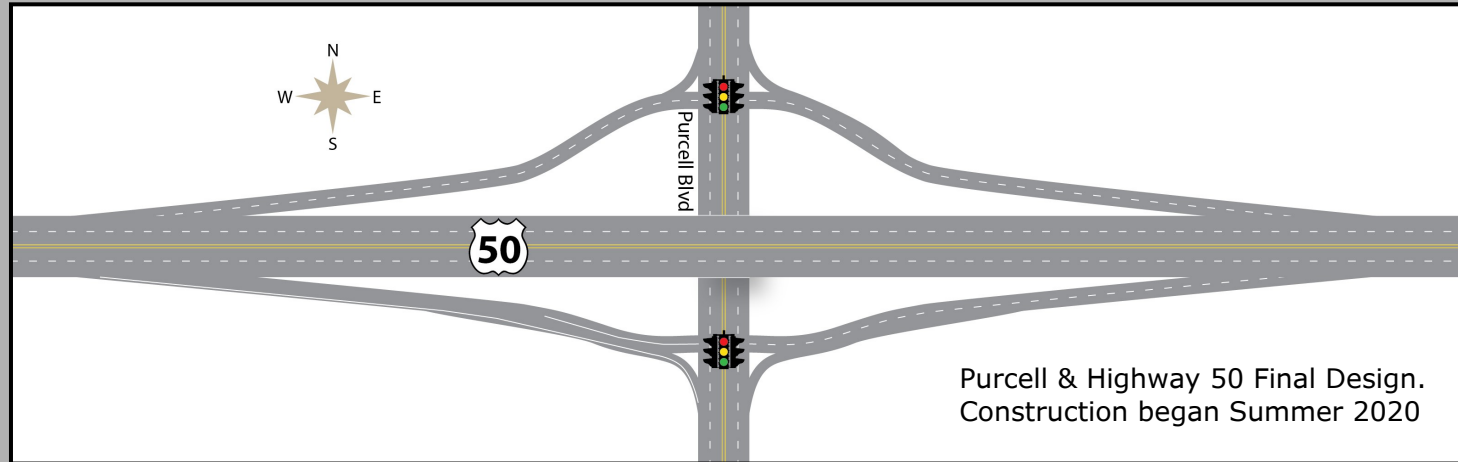
SYSTEM PLANNING, REGIONAL BICYCLE AND PEDESTRIAN PROJECTS, CONT.

Length	From	To	Estimated-Cost	Estimated Cost	STIP/TIP ID	Plan Goal	Funding Source	Project Type	Plan
8968	US Hwy 50	Eagleridge	\$206,264	Medium	TBD	1,2,3,4,5	TBD	Shared-Use Path	2010 Bicycle Plan; 2040 Vision Plan;
10885	Purcell Blvd	McCulloch Blvd	\$261,240	High	TBD	1,2,3,5	TBD	Shared-Use Path	2040 Vision Plan;
8052	US Hwy 47	Northern City Limit	\$644,160	High	TBD	1,2,3,4,5	TBD	Shared-Use Path	2010 Bicycle Plan; 2040 Vision Plan;
11082	City Park	Goodnight Barn	\$886,560	High	TBD	1,2,3,4,5	TBD	Shared-Use Path	2040 Vision Plan;
109	Union Ave Bridge	Levee Trail	\$2,000,000	High	TBD	1,2,3,4,5	TBD	Added Pedestrian Bridge	2040 Vision Plan;
4679	Joe Martinez Blvd	Wildhorse Creek Trail	\$107,617	High	TBD	1,2,3,4,5	TBD	Shared-Use Path	2040 Vision Plan;
82067	West County Line	Lake Pueblo	\$1,887,541	High	TBD	1,2,3,5	TBD	Shared-Use Path	2040 Vision Plan;
13484	28th Lane	30th Lane	\$323,616	High	TBD	1,2,3,4,5	TBD	Onstreet Enhancement	2040 Vision Plan;
13414	Hahns Peak	Liberty Point	\$1,073,120	High	TBD	1,2,3,5	TBD	Shared-Use Path	2040 Vision Plan;
4969	Bella Casa	Edwin James Trail	\$397,520	Medium	TBD	1,2,3,5	TBD	Added Pedestrian Bridge	2040 Vision Plan;
52936	Fountain Lake	36th Lane	\$1,217,528	High	TBD	1,2,3,5	TBD	Shared-Use Path	2040 Vision Plan;
7450	Spaulding	Industrial	\$596,000	Medium	TBD	1,2,3,5	TBD	Shared-Use Path	2040 Vision Plan;
6956	Arkansas River Trail	Red Creek Springs Road	\$159,988	Medium	TBD	1,2,3,4,5	TBD	Shared-Use Path	2010 Bicycle Plan; 2040 Vision Plan;

SYSTEM PLANNING, REGIONAL BICYCLE AND PEDESTRIAN PROJECTS, CONT.

Length	From	To	Estimated Cost	Estimated Cost	STIP/TIP ID	Plan Goal	Funding Source	Project Type	Plan
11520	Red Creek Springs Road	US Hwy 78	\$264,960	Medium	TBD	1,2,3,4,5,	TBD	Shared-Use Path	2010 Bicycle Plan; 2040 Vision Plan;
5604	Willis Blvd	Pueblo Blvd	\$448,320	Medium	TBD	1,2,3,4,5,	TBD	Shared-Use Path	2040 Vision Plan;
24327	Fire Station 2	Honor Farm Boundry	\$559,521	High	TBD	1,2,3,5,	TBD	Shared-Use Path	2040 Vision Plan;
N/A	City Park	---	\$50,000	High	TBD	1,2,3,4,5,	TBD	Trailhead Construction	2010 Bicycle Plan; 2040 Vision Plan;
N/A	D60 Stadium	---	\$50,000	High	TBD	1,2,3,4,5,	TBD	Trailhead Construction	2010 Bicycle Plan; 2040 Vision Plan;
N/A	Reservoir Road	---	\$50,000	High	TBD	1,2,3,4,5,	TBD	Trailhead Construction	2010 Bicycle Plan; 2040 Vision Plan;
N/A	Spring Street	---	\$50,000	High	TBD	1,2,3,4,5,	TBD	Trailhead Construction	2010 Bicycle Plan; 2040 Vision Plan;
52936	13th Street	Runyon Lake	\$4,234,880	High	TBD	1,2,3,4,5,	TBD	Shared-Use Path	2040 Vision Plan;
2456	Kenosha		\$56,488	Medium	TBD	1,2,3,4,5,	TBD	Shared-Use Path	2040 Vision Plan;
			\$28,148,151						

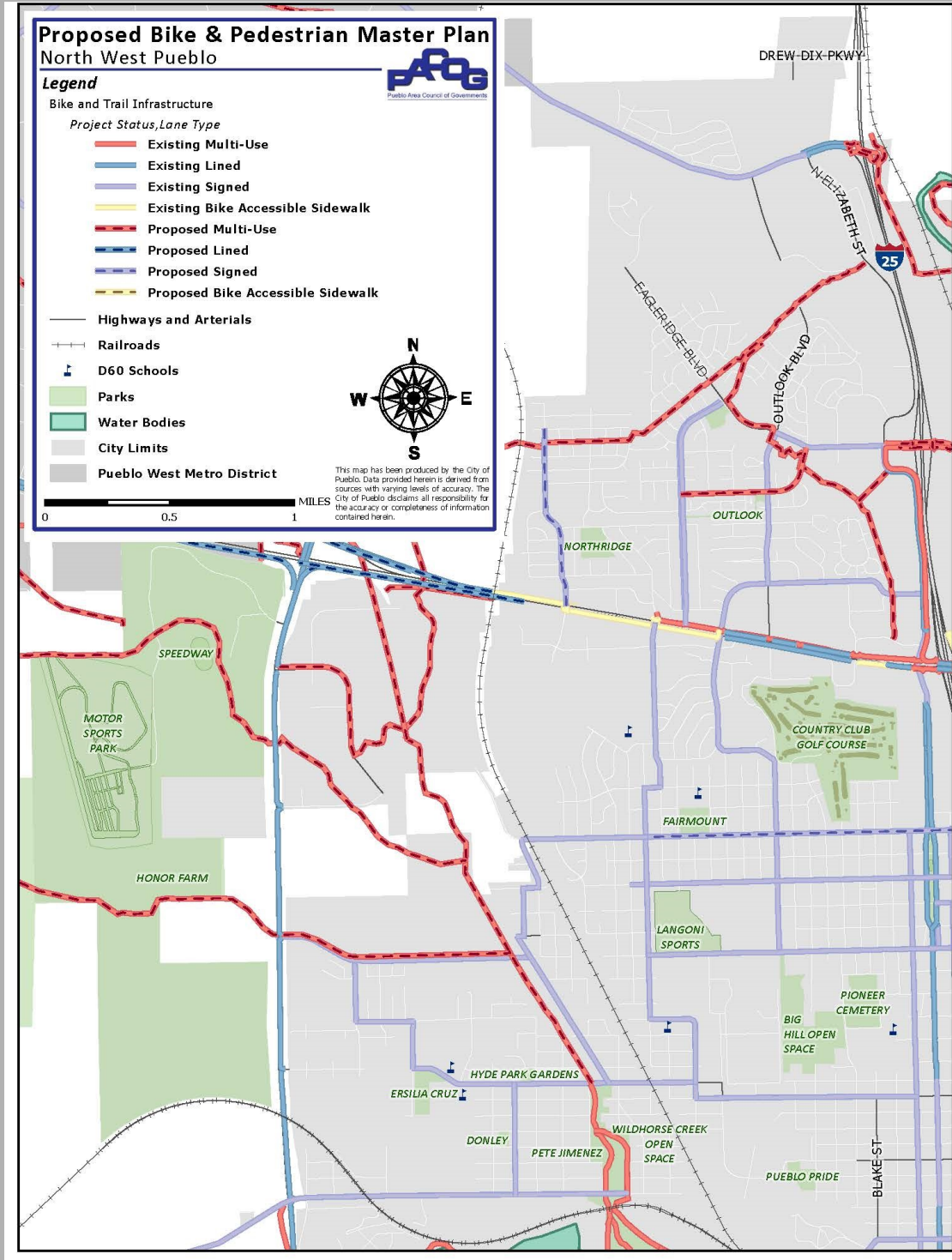
SYSTEM PLANNING, SPOT IMPROVEMENTS



- Hwy 50 & Purcell
- Prairie Ave. & Lake Minnequa Connector Trail
- Arkansas River Trail and Kayak Park Road
- Prairie Avenue Improvements
- Santa Fe & City Center Drive Pedestrian Improvements
- Wayfinding and Signage, Union Ave. and Downtown.
- Locations TBD, CDBG ADA Curb Ramps
- Eagle ridge and Dillion Drive Roundabout
- Bike Lane Installation at Outlook and Fortino Blvd. (summer 2020)
- Pueblo West TAP Trail and Park
- ADA Improvements, TPR

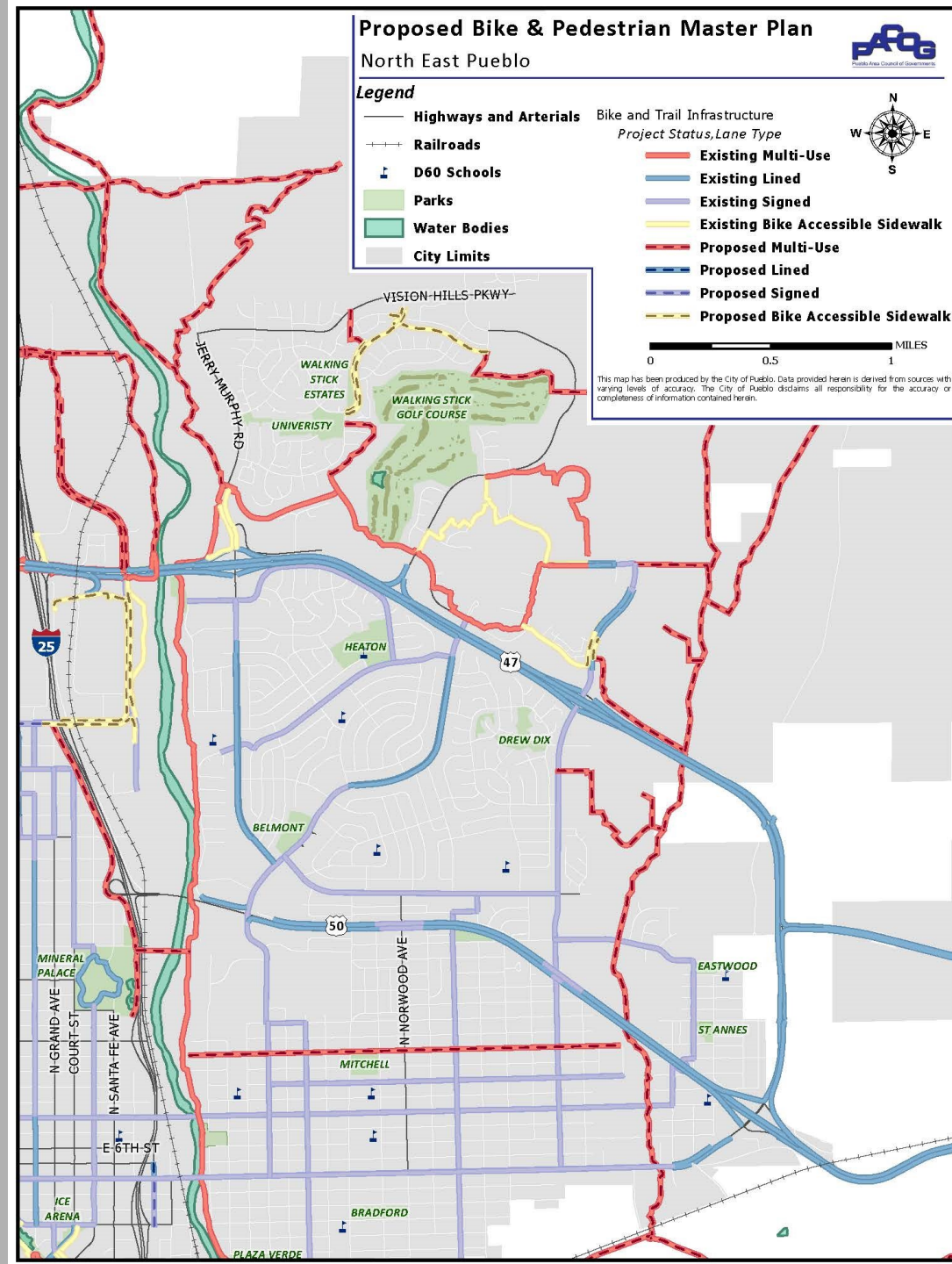
Proposed Bike & Pedestrian System

Northwest Pueblo



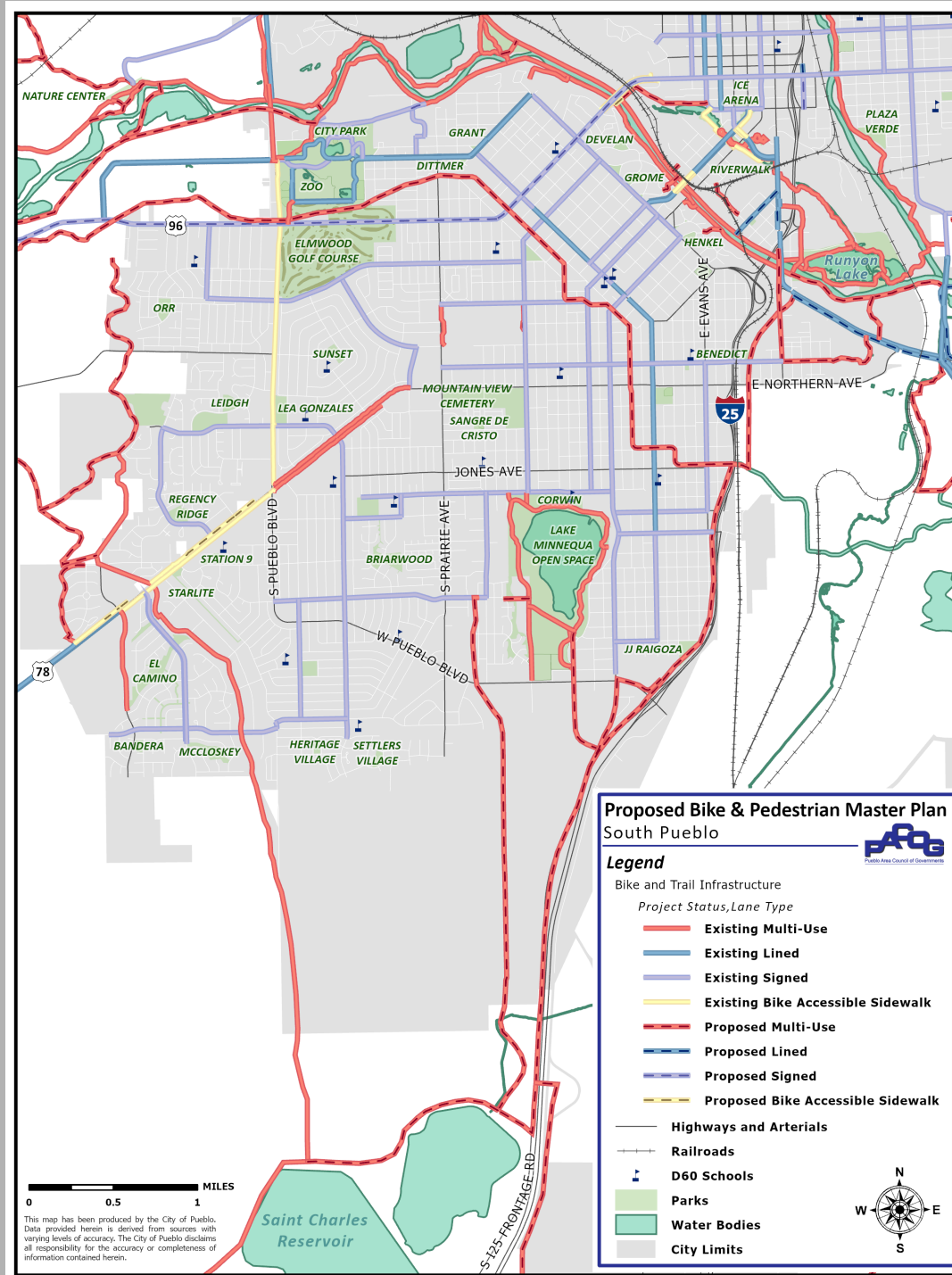
Proposed Bike & Pedestrian System

Northeast Pueblo



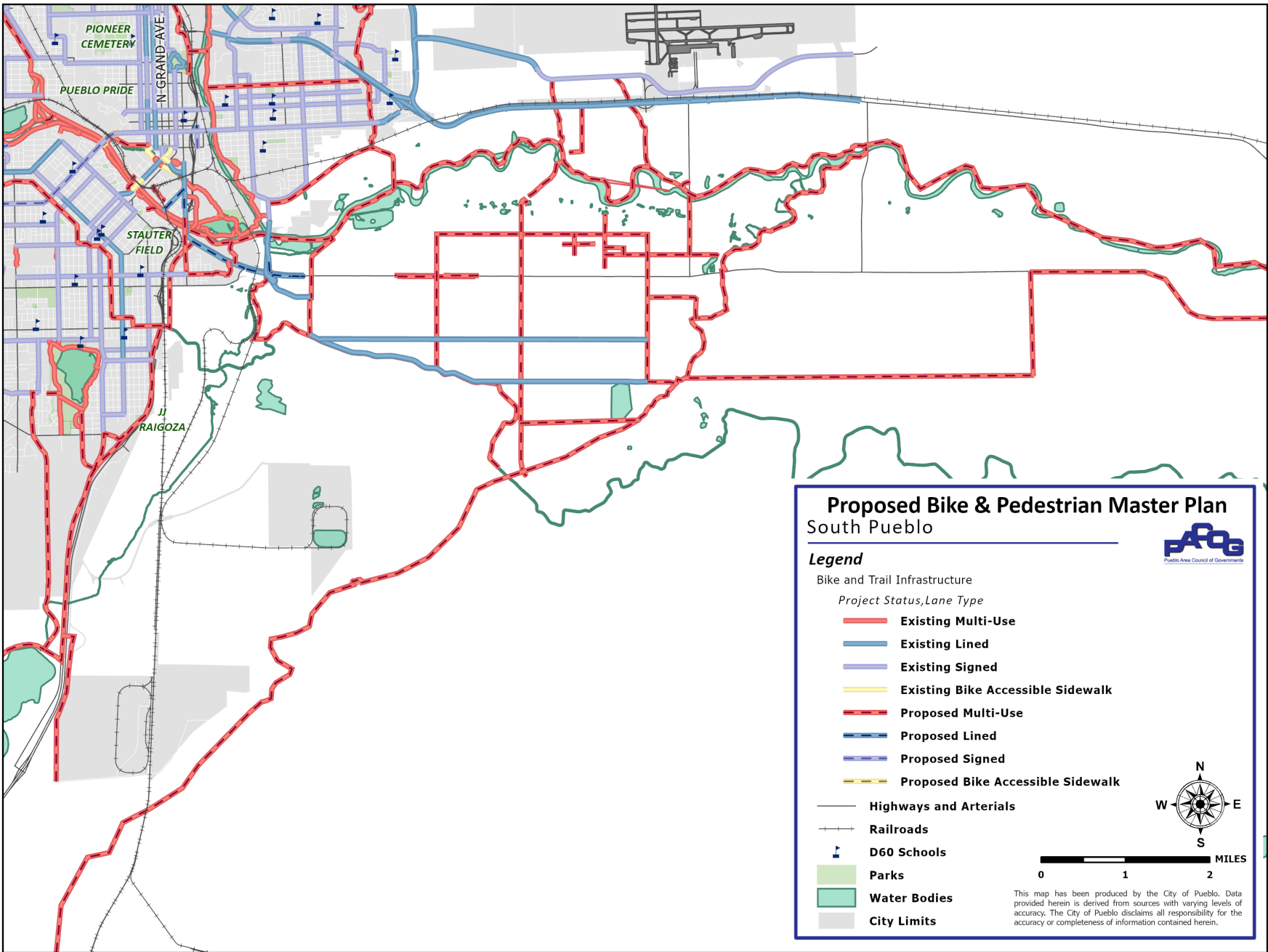
Proposed Bike & Pedestrian System

South Pueblo



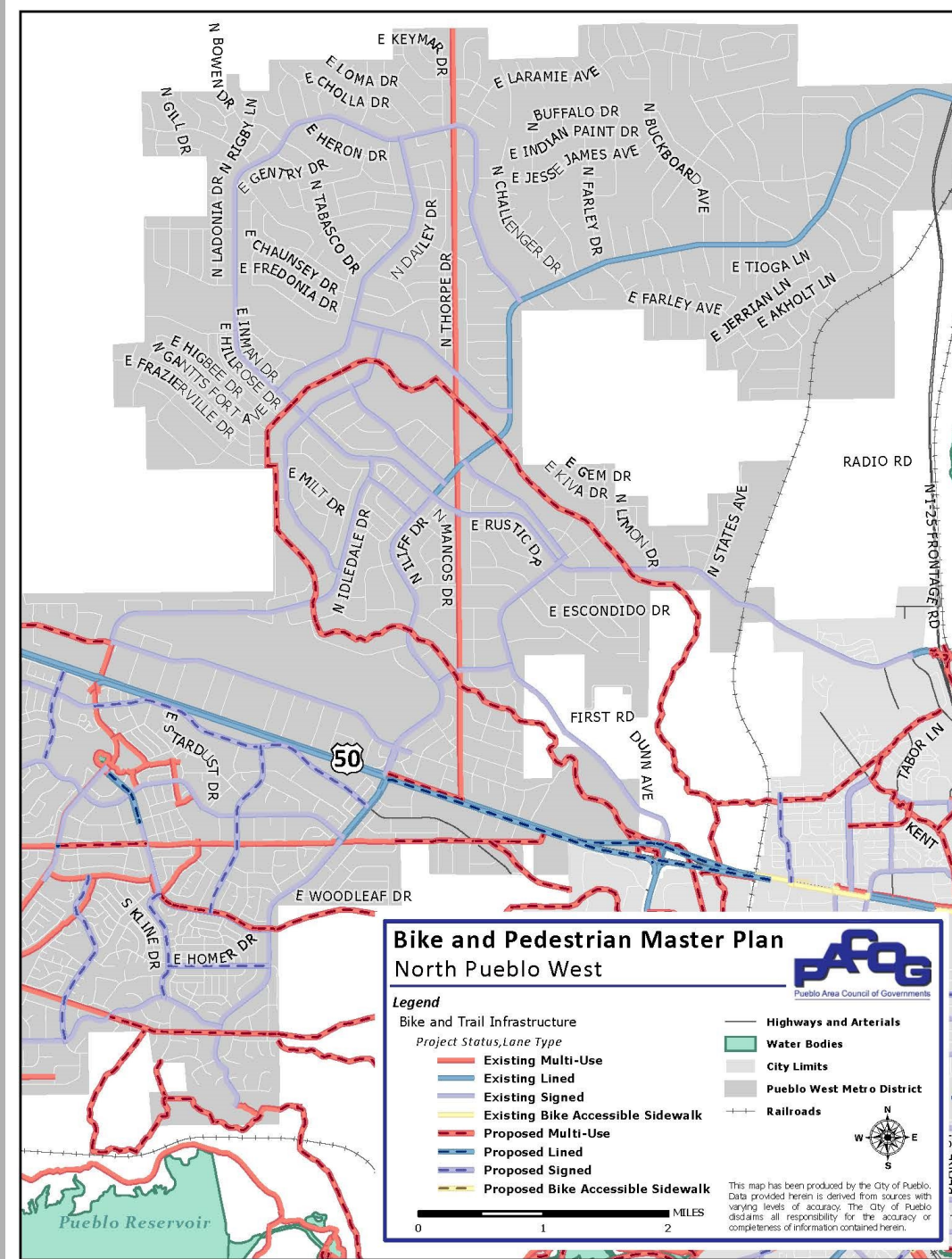
Proposed Bike & Pedestrian System

Southeast Pueblo & Pueblo County



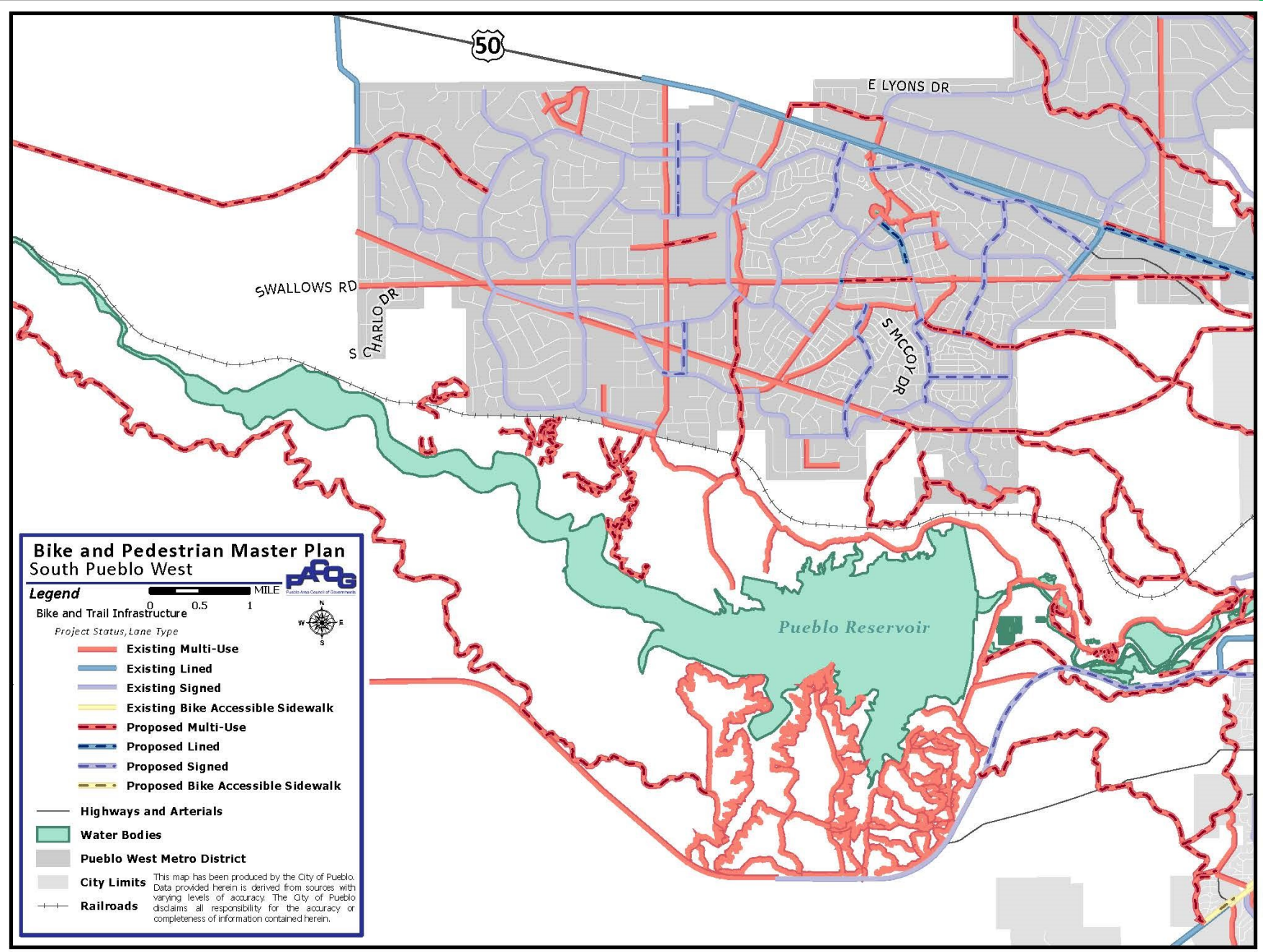
Proposed Bike & Pedestrian System

North Pueblo West



Proposed Bike & Pedestrian System

South Pueblo West



IMPLEMENTATION PERFORMANCE AND MEASUREMENT

Plan Goal	Performance Measure	Baseline Measurement	Changes in Data Collection	Partner Organizations	Performance Target	Desired Trend
Increase System Accessibility, Resiliency, and Reliability for people of all ages and abilities.	Neighborhoods with bicycle facilities and pedestrian facilities, or both (i.e. shared use trail)	2018 percentage	GIS analysis as system is improved	Pueblo Public Works, Pueblo Parks	100% of neighborhoods with internal facilities and external connections to adjacent neighborhoods by 2025	Increase
	Percentage of underserved populations (females, older adults, and minorities) who ride a bicycle or walk regularly (meaning a few times a month or more)	n/a	Begin market research phone surveys, and social media surveys.	Pueblo Health Dept., School Dist. 60 & 70	n/a	Increase
Increase System Safety, Security, and Reduce Fatalities	Bicycle and pedestrian collision rate	Existing Police Department crash data	Track or gain access to more detailed crash information (i.e. time of day, fault, vehicle speeds, location, intersection- or crosswalk-related)	Pueblo Police Department, CDOT	Reduce bicycle and pedestrian collision rate by half (50%) by 2025	Decrease
	Number of serious injuries and fatalities	Existing Police Department crash data	Track or gain access to more detailed crash information that will identify the severity of crashes and associated injuries	Pueblo Police Department, CDOT	Zero fatalities by 2020	Decrease
	Percentage of Pueblo residents who identify safety as a major impediment to bicycling	n/a	Begin market research phone surveys; coordinate with future Colorado Travel Study surveys	PACOG	n/a	Decrease
	Average speed of roadways where bicycle and pedestrian facilities do or will exist and/or where activity is high	CDOT and Pueblo City traffic analysis	Analyze within and outside of the parameters of 85th percentile speed analysis	Pueblo Public Works, CDOT	n/a	Decrease

IMPLEMENTATION PERFORMANCE AND MEASUREMENT

Plan Goal	Performance Measure	Baseline Measurement	Changes in Data Collection	Partner Organizations	Performance Target	Desired Trend
Increase System On-Street & Off-Street Connectivity	Percentage of bicycle and pedestrian proposed network completed	2020 percentage (calculate by adding existing mileage to proposed network mileage and dividing the former by the sum)	n/a	Pueblo Public Works, Pueblo Parks ,Pueblo County	75% of system constructed by 2025; 100 percent by 2035	Increase
	Percentage of households within 1/4 mile of a lower stress, all ages and abilities bicycling facility and walking facility, or both (i.e. shared use trail)	2020 percentage	GIS analysis as system is improved		100% of households within 1/4 mile of these types of facilities by 2025	Increase
	Percentage of high demand locations (offices, restaurants, stores, parks) with convenient bicycle parking	2020 percentage	GIS analysis as system is improved	Pueblo City Planning, PWMD	75% of locations with bicycle parking by 2025	Increase
	Bicycling and walking connections to adjacent communities	2020 percentage	n/a	PACOG	n/a	Increase
	Percentage of facilities identified in need of repair and/or replacement	TBD		City of Pueblo Public Works, County, PWMD		Increase
System Preservation & Maintenance						

IMPLEMENTATION PERFORMANCE AND MEASUREMENT

Plan Goal	Performance Measure	Baseline Measurement	Changes in Data Collection	Partner Organizations	Performance Target	Desired Trend
Improve Public Health through System Promotion and Education	Number of bicyclists and pedestrians counted at locations throughout Pueblo	2012 Colorado Travel Study survey counts; regular or automated counts in the future will create new baselines	“(1) Establish a regular annual count and data analysis, and/or (2) Install automated trail and signal related bicyclist and pedestrian counters to automate process, improve data quality and quantity”	Pueblo Public Works, Pueblo Parks, PACOG	300% increase in bicycle ridership and 50% increase in walk mode share by 2025	Increase
	Rate of children walking or bicycling to school	2015 rate	Begin data collection and analysis to establish a baseline if it does not already exist; utilize parent surveys and student hand tallies	Pueblo School District	40% by 2025	Increase
	Percentage of transit stops accessible via sidewalks and curb ramps	2015 percentage	n/a	CVTD	100% by 2025	Increase
	Transportation related emissions and air quality	Existing Division of Air Quality figures related to transportation emissions	n/a	Colorado Department of Environmental Quality	n/a	Decrease
Improve Public Health through System Promotion and Education	Self-reported physical activity	Bear River Health Department figures	Increase reach and quality of reporting by teaming with BRHD	Bear River Health Department	n/a	Increase
	Reach of and participation in existing programs and those recommended in the plan	2015 reach and participation, existing programs	Begin data collection and analysis to establish a baseline if it does not already exist	USU, Pueblo School District, BPAC, and others		Increase

IMPLEMENTATION PERFORMANCE AND MEASUREMENT

Plan Goal	Performance Measure	Baseline Measurement	Changes in Data Collection	Partner Organizations	Performance Target	Desired Trend
Improve Local Economy, Tourism & Quality of Life	Percentage of funding spent on each transportation mode	2015 percentage	n/a	Pueblo Public Works, Pueblo	Funding percentages equal to or greater than rates of walking and bicycling (i.e. 10% of funding for 10% walk mode)	n/a
	Business licenses on streets improved for bicycling and walking	Existing licenses on streets or corridors where bicycle and/or pedestrian facilities are proposed in the plan	Analyze license applications and granted licenses after bicycle and/or pedestrian facilities are implemented or improved	Down-town Alliance, Community Development	n/a	Increase
	Positive feedback from nearby landowners, business owners, and/or home owners/residents about the quality and efficacy of existing and/or newly constructed or improved bicycling and walking facilities	n/a	Begin data collection and analysis to establish a baseline	Down-town Alliance	n/a	Increase



Conclusion, Pueblo's Active Future

Over forty years ago, Pueblo took the initiative to create a bikeway system that has expanded into St. Charles Mesa, Pueblo West and Pueblo County. Walking and bicycling are important modes of travel for residents and visitors who want to enjoy the mild weather, moderate topography, and current infrastructure that the Pueblo region has to offer. Building on current assets, the Pueblo area can continue to expand this low cost health trend that is attracting people to Colorado. Creating and implementing policies that target education, engagement, enforcement, engineering, and evaluation will sustain and enhance the pedestrian and bicycle network. These will ensure a well connected, safe, and equitable system for all users of any age or ability.

Active Transportation is an integral part to the Pueblo region's future and current development. Community outreach and data analysis, will be key to identifying projects and programs that create a well connected pedestrian and bicycle system. These tools will assist in giving residents multi-modal commuting options, recreating safely, and allowing for a healthier environment and lifestyle. Economic development will also thrive from a system that is safe, reliable, and well connected.

PACOG believes that with the information provided in this plan, along with the support from stakeholders such as PACE, CDOT, Pueblo Health Department and others, the Pueblo region can be a leader in pedestrian and bicycle travel and recreation.



A cyclist wearing a black jersey, red shorts, and a backpack is riding a road bike on a paved path. The path curves along the edge of a large, calm reservoir. In the background, a long bridge spans across the water, and distant mountains are visible under a clear blue sky. The terrain to the right of the path is a dry, grassy hillside with some green shrubs. The cyclist's shadow is cast on the pavement.

APPENDIX

Appendix A: Pueblo Regional Bicycle and Pedestrian Maps.

City of Pueblo

Pueblo West



Current Pueblo West Bike Route Map

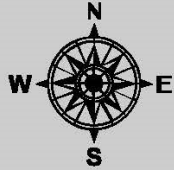
EXISTING PUEBLO WEST TRAIL INFRASTRUCTURE

BIKE ROUTES & MULTI-USE TRAILS

-  ON STREET BIKE LANE
-  LOW TRAFFIC BIKE ROUTE
-  HIGH TRAFFIC BIKE ROUTE
-  PAVED MULTI-USE TRAIL
-  UNPAVED MULTI-USE TRAIL

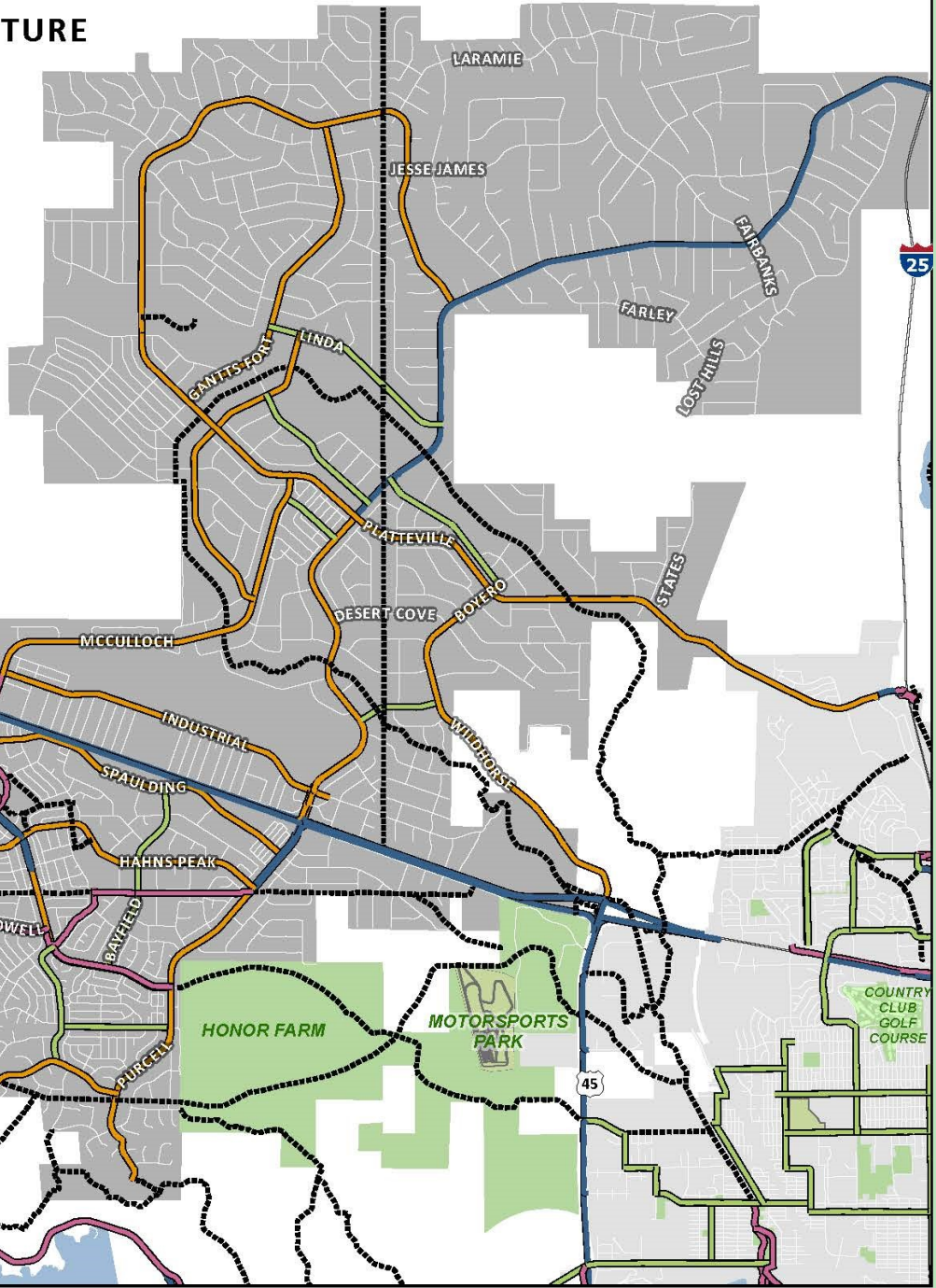


0 0.5 1
MILES



-  STREETS
-  HIGHWAYS
-  PARKLAND
-  WATERBODIES
-  PUEBLO CITY LIMITS
-  PUEBLO WEST METRO DISTRICT

THIS MAP HAS BEEN PRODUCED BY THE CITY OF PUEBLO. DATA PROVIDED HEREIN IS DERIVED FROM SOURCES WITH VARYING LEVELS OF ACCURACY. THE CITY OF PUEBLO DISCLAIMS ALL RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF INFORMATION CONTAINED HEREIN.



Appendix B: Safety Tips

PEDESTRIAN SAFETY TIPS

1. **Before crossing, stop at the curb**, edge of the road or corner before proceeding
2. **Look left-right-left and over your shoulder for turning vehicles.**
If it's clear, begin crossing.



LOOK BOTH WAYS!

3. **Continue to check** for traffic crossing.

4. **Unplug**, Don't be a distracted walker



PEDESTRIAN SAFETY TIPS

5. **Make eye contact**, don't walk until traffic stops
6. **Be Bright**, Wear reflective clothing at night or avoid wearing dark clothing at night.
7. **Never Jaywalk**, use crosswalks and intersections
8. **Stay Alert**, All the way across the intersection
9. **Watch** for turning vehicles of all kinds
10. When crossing an intersection with a pedestrian signal, wait for "WALK" to appear, LOOK BOTH WAYS, and if clear, begin to cross.
11. Don't start to walk on a flashing "DON'T WALK"
12. If walking and signal turns to "DON'T WALK" continue walking.
13. If there is a steady "DON'T WALK", do not start to walk. Wait till the "WALK" signal appears.

"In 2018, 90 pedestrians were killed in traffic crashes in Colorado, up 40% since 2015. In 2019, 37 pedestrians have been killed year to date 9/4/2019" CDOT

iShare the ROAD

by being kind and thoughtful to others on the road!

Protect yourself with these tips:

- Cross street at corners.
- Don't walk into traffic that is too close to stop in time.
- Look both ways before crossing.
- If no sidewalk available, walk or run against traffic.



Follow same laws cars follow:

- Ride **WITH** the flow of traffic, **NOT** against it.
- Stop at stop signs and red lights, and signal turns with arm signals.
- Slower traffic (includes bicycles) stays to the right as practical, to allow faster traffic to pass on the left. However, if the lane is too narrow (10-13') or obstacles or debris exists, cyclist may use more space, even the entire lane. This prevents cars from trying to share a lane, passing too close or forcing bicycle into unsafe road hazards. Cyclists should allow passing as soon as possible.



Look and watch for people on foot or bike or in wheelchairs:

- Be patient and let people cross the street.
- Leave 3 feet of space between your mirror and person on bike or walking as you pass.



The roads belong to all of us as a public right of way. But we all must do our part to follow the rules, stay safe and be cool to one another, especially vulnerable users like pedestrians and bicyclists.

Know and follow the law:

Fines in 2016



Be visible!
Wear bright colors & lights.

Pedestrian infraction/violation:	City of Pueblo	Pueblo County
Failure to cross street at a corner	\$25	\$15
Failure to follow crossing signal	\$25	\$15
Failure to yield to oncoming traffic without adequate time or space for car or bike to stop	\$25	\$15



Be visible!
Wear bright colors & lights.
Ride where people will see you! Sidewalk and gutter is often missed by drivers.

Bicyclist infraction/violation:	City of Pueblo	Pueblo County
Failure to ride with the flow of traffic	\$25	\$15
Failure to follow traffic control device (i.e. stop sign or signal)	\$75	\$15
Failure to use hand signals when turning or changing lanes	\$25	\$15
Failure to have brakes on bicycle. Failure to have white front light, red reflectors on side & back of bike in low light hours	\$25	\$15
Failure to use bike lane (when provided and clear) or ride to the right side of road except when turning left	\$25	\$15
Failure to ride single file (impeding traffic) when vehicle passing in shared lane. May ride two abreast if not impeding traffic or while riding in a separate bike facility (bike lane, shoulder).	\$25	\$15
Riding where prohibited (on highway signed as prohibited, on sidewalk in Historic Union area or Riverwalk)	\$25	\$15
Failure to slow to pedestrian speed and yield at road crossings if riding on a sidewalk. Must also yield to pedestrians	\$25	\$15



Your speed kills! If you hit a person, their chance of dying:
20 mph - 5%
30 mph - 45%
40 mph - 85% die.

Motorist infraction/violation:	City of Pueblo	Pueblo County
Failure to yield to right of way to pedestrian or cyclist	\$85	\$30-100
Failure to follow traffic control device (i.e. stop sign or signal)	\$85	\$100
Failure to yield to traffic as required (example: right turn across bicyclist in bike lane or bicycle on right side of road)	\$85	\$70
Failure to give three feet of separation passing a bicycle or pedestrian on roadway	\$85	\$70
Failure to use turn signals or drive in proper lane for turns or driving in a bicycle lane. Parking in a bicycle lane.	\$85 \$40	\$70
Careless or distracted driving (i.e. texting, not looking ahead)	\$85	\$150

BICYCLE SAFETY

TOP 10 Bike Safety Rules:

1. **Ride with the flow of traffic**, NOT against it. Bicycles are considered vehicles in all 50 states and must follow the same rules. Ride with the Flow Video
2. **Stop** at stop signs and red lights and follow road signs-they apply to motor vehicles and bicycles!
3. **Yield to traffic before entering or crossing a roadway** from a driveway, trail, sidewalk or lower priority road.
 - Riding on the sidewalk or separated bike path increases your risk of being hit at an intersection-you are less visible to cars on a sidewalk or bike path than you are on the roadway. Protect yourself by carefully crossing and looking for turning vehicles that might not see you even though you see them.
 - Recognize that every driveway is an intersection and watch for cars backing out that might not see you.
 - IF you ride your bike across a crosswalk, you must enter the crosswalk at a pedestrian speed-DO NOT dart into a crosswalk or any place with traffic.
 - Yield to Pedestrians and other non-motorized users.
 - Notify your fellow trail users know your coming, by greeting or bell.
4. **Be Visible!** Wear bright clothing and NEVER ride in low light without a bright white headlight and red rear light.
 - Anticipate other users around corners or other blind spots
 - At night, ride with a white front light and a rear light or reflector.
5. **Ride in a predictable, straight manner.** Don't swoop in and out of traffic, parked cars or circle drives.
6. **Ride in the farthest right hand lane that serves your destination. BE PREDICTABLE and SHARE THE ROAD**
 - Do not make a left turn from a right turn only lane or bike lane on the right side of the road. Signal and move to the proper lane when safe to do so on roads with 35 mph or less speed limit.
 - Signal turns and lane changes at least 100 feet in advance.
 - Yield to overtaking traffic before moving across one or more lanes.
 - Ride in the appropriate position in the lane you are using.
7. **Wear a properly fitting bicycle helmet.**
8. **Ride a safe bike** and always stay in control.
9. **NEVER wear headphones when cycling**– they block other sounds you need to hear.
10. Have FUN being healthy!

SAFETY VIDEOS & LINKS

SAFETY VIDEOS: click on below topic for link to Youtube videos:

- [Ride with the flow of traffic](#)
- [Be Visible!](#)
- [Ride in a predictable, straight manner.](#)
- [BE PREDICTABLE](#)
- [SHARE THE ROAD](#)
- [Wear a properly fitting bicycle helmet.](#)
- [Ride a safe bike](#)

SAFETY & INFORMATIONAL LINKS:

- <https://www.bicycling.com/culture/a30750499/what-to-do-after-driver-hits-you/>
- <https://www.bicyclecolorado.org/ride-colorado/rules-of-the-road/>



WHERE TO RIDE.....your route can make a BIG difference in your SAFETY!

[Find a route](#)

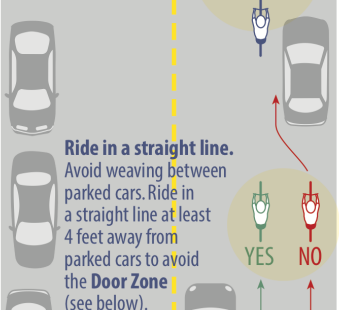
1. **Don't just ride your bike where everyone drives their car.** You can often avoid hectic traffic and enjoy your ride much more by selecting a road one or two streets over in cities built on a grid system.
2. Look for streets with low traffic volumes and few trucks or buses.
3. Look for roads with wide lanes or paved shoulders and good pavement conditions.
4. A route with fewer stop signs allows you to keep up your speed. Remember, bicyclists are expected to stop at stop signs and stop lights just like motor vehicles!
5. Although flat terrain requires less effort, hills can be relatively easy with a multi-gear bike.
6. Pay attention to drainage grates, railroad crossings and other potential hazards. Cross train tracks perpendicular to your front wheel and always be careful crossing slippery, wet surfaces, especially metal rails or grates.
7. Be aware and follow these tips on avoiding the dangers of sun glare that can blind drivers at sunrise and sunset.
8. Scout your potential route by bike, not car, before you attempt to ride to work or school.



Sharing the Road

Biking on Streets

Don't stop in crosswalks.

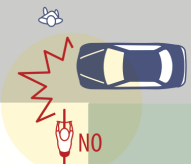


Ride in a straight line.

Avoid weaving between parked cars. Ride in a straight line at least 4 feet away from parked cars to avoid the **Door Zone** (see below).



Obey all traffic regulations. Riding predictably and following the law are the keys to safe bicycling on Pueblo streets. Knowing and following the rules help all road users properly anticipate and react to each other.



Don't ride on the sidewalk.

Pueblo law prohibits biking on a sidewalk if you are 12 years old or older, unless it is marked as a bike route.

Never ride against traffic.

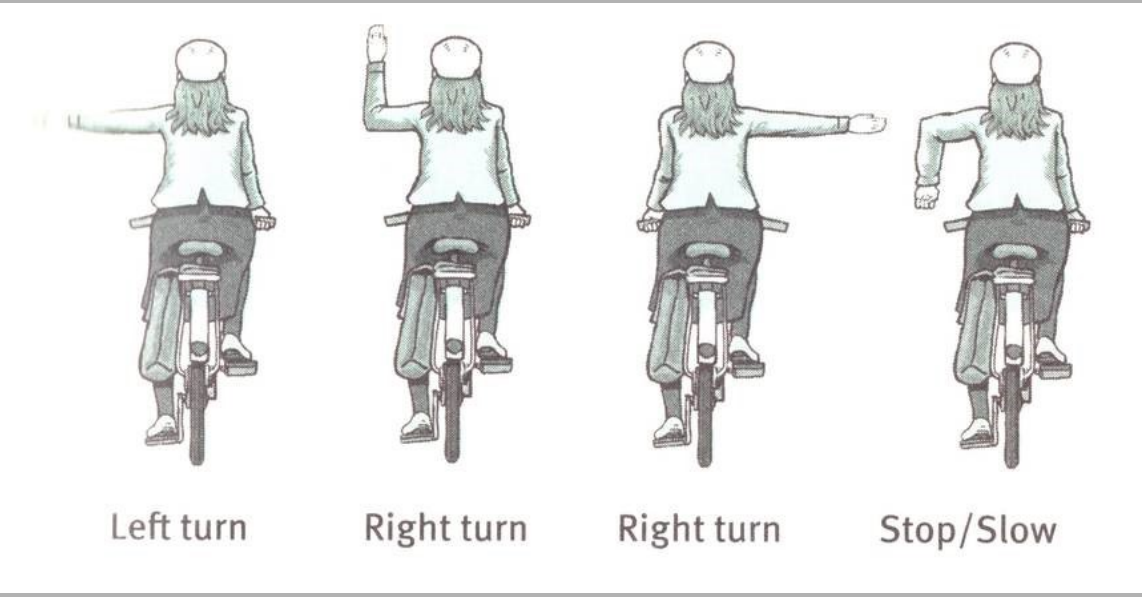
Riding against traffic is dangerous and illegal. Motorists and pedestrians are not looking for cyclists riding the wrong way down a street.



When necessary, use entire travel lane.

Move toward the center when the lane is too narrow for motorists to pass safely or when you're moving at the same speed as traffic.

Always stop for pedestrians in crosswalks.



Left turn

Right turn

Right turn

Stop/Slow

Hand Signals for cyclists

A PEDESTRIAN HIT BY A VEHICLE TRAVELING AT 25 MPH



HAS AN **89%** CHANCE OF SURVIVAL

A PEDESTRIAN HIT BY A VEHICLE TRAVELING AT 35 MPH



HAS A **68%** CHANCE OF SURVIVAL

A PEDESTRIAN HIT BY A VEHICLE TRAVELING AT 45 MPH



HAS A **35%** CHANCE OF SURVIVAL

Tellit, B. C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention 50 |2013| 871-878.



SUN GLARE TIPS

Sun glare is a nuisance to drivers but can be life-threatening to cyclist and pedestrians. 2-4 weeks before and after the equinoxes (March/April and August/September, near the Friday of Spring and Fall) , on east-west aligned roads, sun glare can become a serious problem due to the location of the sun. The worse times tend to be 1-2 hours after sun rise and 1-2 hours before sunset, the same time as rush hour traffic. The low angle sun is bright in the sky but darkens the roadway area. Drivers can be blinded to pedestrians and cyclists on the roadway.

Motorist Tips:

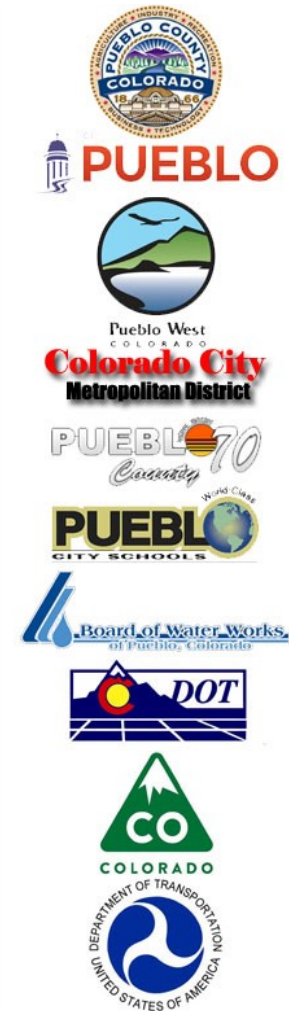
- Slow down!
- Use sun visor and polarized sun glasses.
- Stay in your lane.
- Don't be distracted.

Bike/Pedestrian Tips:

- If you can't see well, neither can motorists coming up behind you. But if the sun is at your back, the only hint of trouble is your long shadow in front of you. Oncoming motorists turning left could be blinded and turn into you.
- Leave 10-15 minutes later or earlier to avoid the worst sun glare time.
- Travel farther north-south before heading east-west to avoid sun glare time.
- Find a route with a good tree canopy to block the sun glare.
- Slow down at intersections and prepare for conflicts.
- Use a really bright headlight and tail-light on flash mode. (Go with a steady headlight beam more than 15 minutes before sunrise or after sunset)

Appendix C:

BIKE & PEDESTRIAN MASTER PLAN: SURVEY

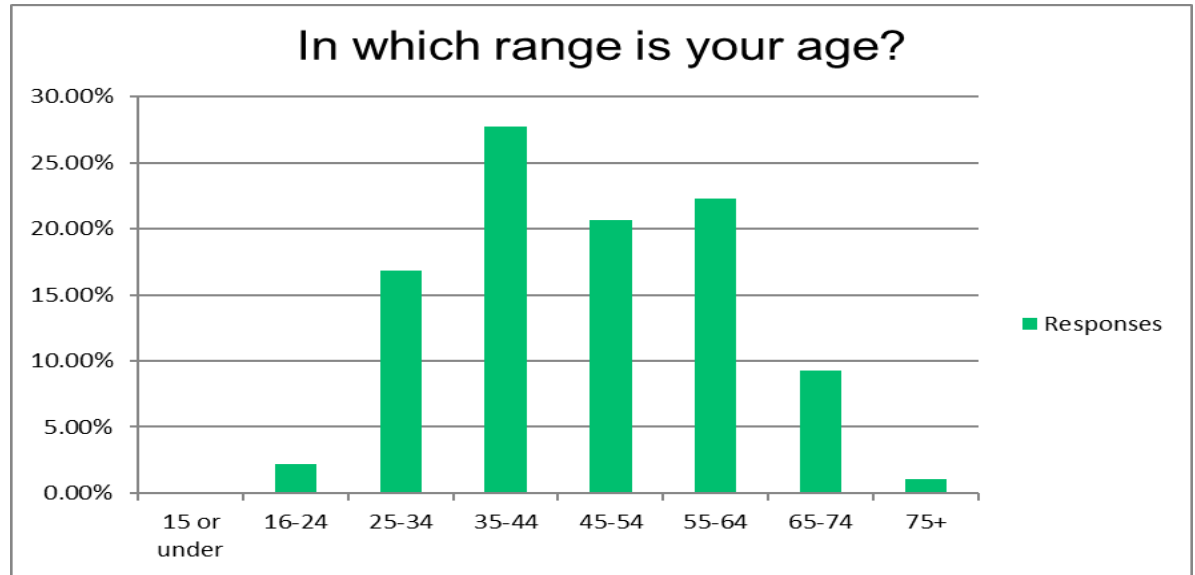


PART I: DEMOGRAPHICS SURVEY

Bike & Pedestrian Master Plan: Survey

In which range is your age?

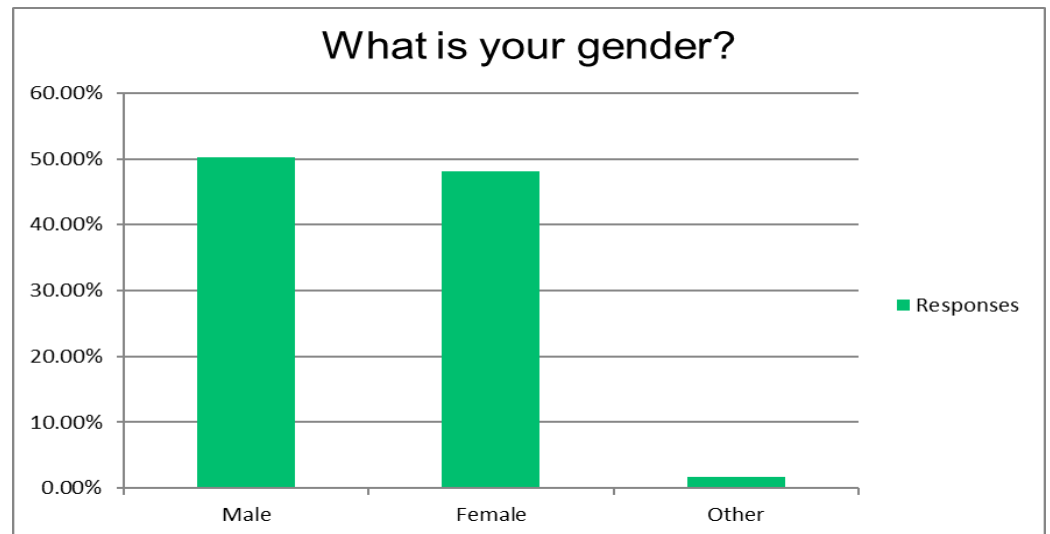
Answer Choices	Responses	
15 or under	0.00%	0
16-24	2.17%	4
25-34	16.85%	31
35-44	27.72%	51
45-54	20.65%	38
55-64	22.28%	41
65-74	9.24%	17
75+	1.09%	2
Answered		184
Skipped		49



Bike & Pedestrian Master Plan: Survey

What is your gender?

Answer Choices	Responses	
Male	50.27%	92
Female	48.09%	88
Other	1.64%	3
Answered		183
Skipped		50



PART II: INFRASTRUCTURE SURVEY

Infrastructure	More +	More	Combined	Same	Less
In the future, I would like to see _____ sidewalks and sidewalk repairs.	138	81	219	9	2
In the future, I would like to see _____ passenger rail service along the front range. (i.e. The Front Range Rail).	159	56	215	10	7
In the future, I would like to see _____ multi-use trails.	121	81	202	20	9
In the future, I would like to see _____ pedestrian bridges.	81	119	200	26	5
In the future, I would like to see _____ pedestrian areas and malls.	94	104	198	25	8
In the future, I would like to see _____ passenger rail service from East to West. (i.e. Amtrak's Southwest Chief)	110	83	193	31	8
In the future, I would like to see _____ bus service to the county	79	104	183	42	5
In the future, I would like to see _____ days and hours of bus service.	82	89	171	55	4
In the future, I would like to see _____ availability of bike-shares and bike rental.	60	100	160	55	18
In the future, I would like to see _____ gateway & wayfinding signs.	53	106	159	62	8

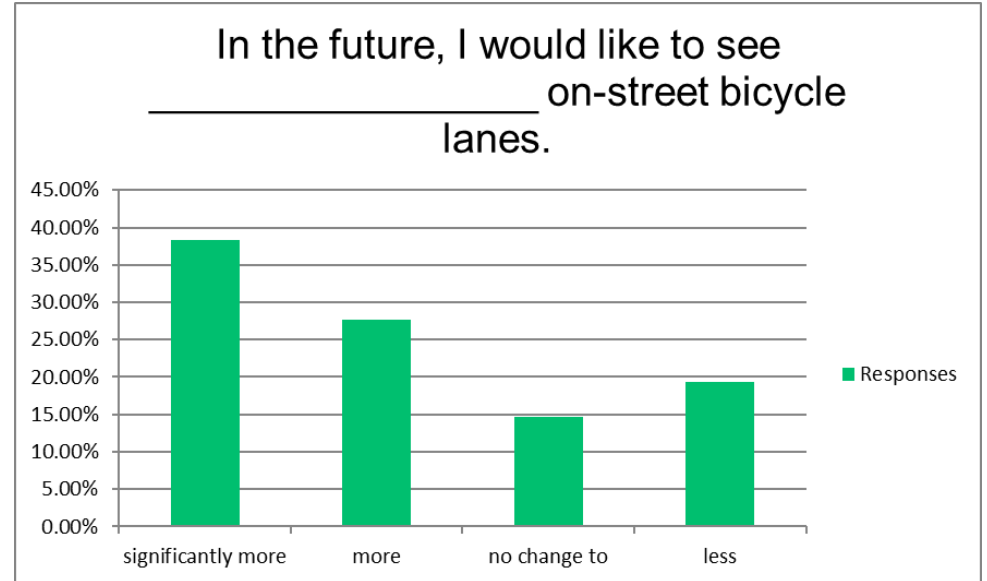
PART II: INFRASTRUCTURE SURVEY

Infrastructure	More +	More	Combined	Same	Less
In the future, I would like to see _____ ridesharing & carpooling services.	51	107	158	64	10
In the future, I would like to see _____ trolley service in the downtown corridor.	64	93	157	57	17
In the future, I would like to see _____ on-street bicycle lanes.	89	64	153	34	45
In the future, I would like to see _____ signalized pedestrian mid-block crossings.	49	98	147	63	20
In the future, I would like to see _____ tolerance for skateboard, roller-skate, and scooter users.	56	87	143	62	28
In the future, I would like to see _____ use of sharrows along on-street bike routes.	53	88	141	56	32
In the future, I would like to see _____ availability electric bike & scooter rental.	48	87	135	73	25
In the future, I would like to see _____ reduction of speed limits along designated bike routes.	54	66	120	91	20
In the future, I would like to see _____ use of pedestrian gondolas.	33	73	106	101	24
In the future, I would like to see _____ equestrian trails and amenities.	33	72	105	112	16

Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ on-street bicycle lanes.

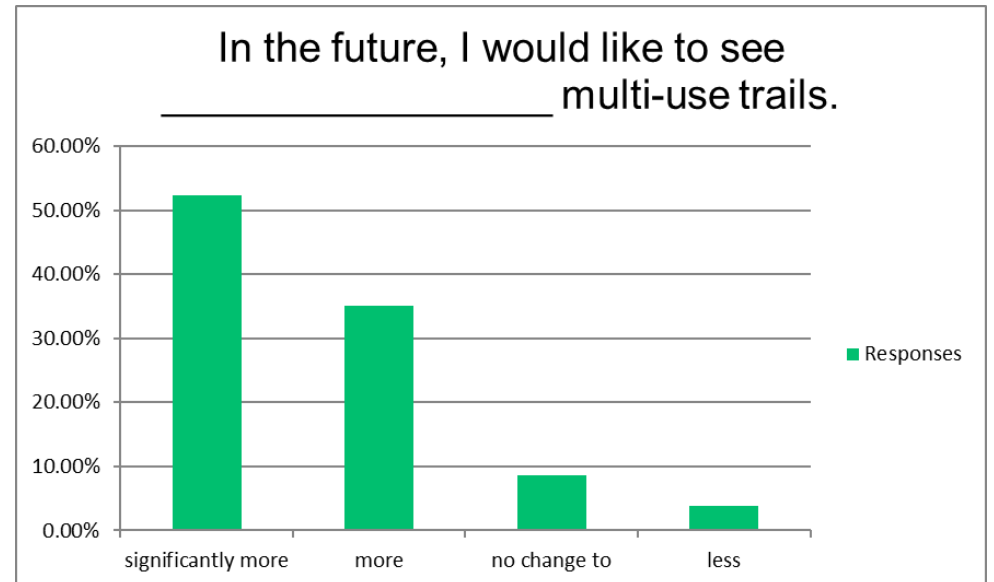
Answer Choices	Responses	
significantly more	38.36%	89
more	27.59%	64
no change to	14.66%	34
less	19.40%	45
Answered		232
Skipped		1



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ multi-use trails.

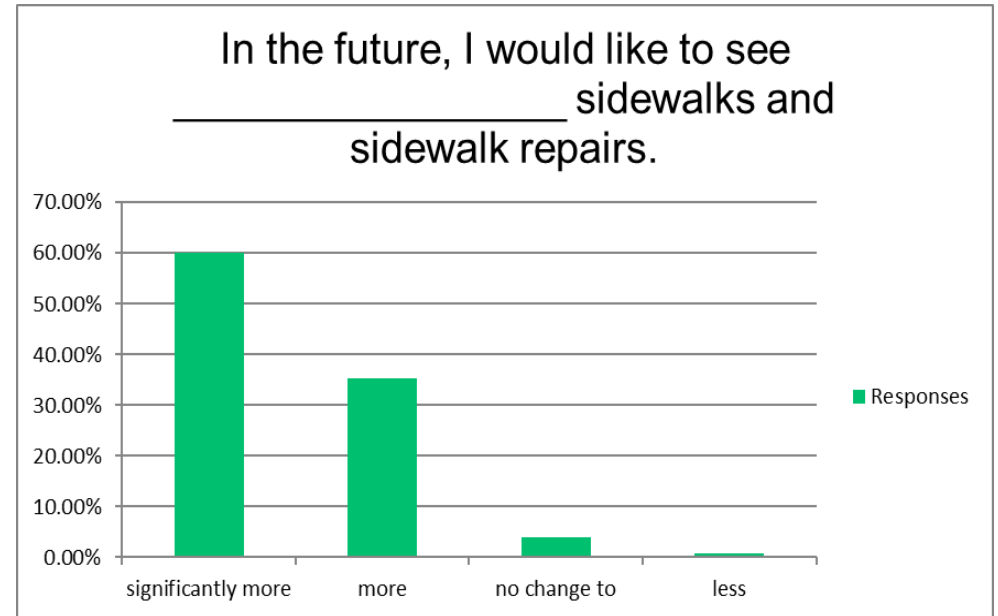
Answer Choices	Responses	
significantly more	52.38%	121
more	35.06%	81
no change to	8.66%	20
less	3.90%	9
Answered		231
Skipped		2



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ sidewalks and sidewalk repairs.

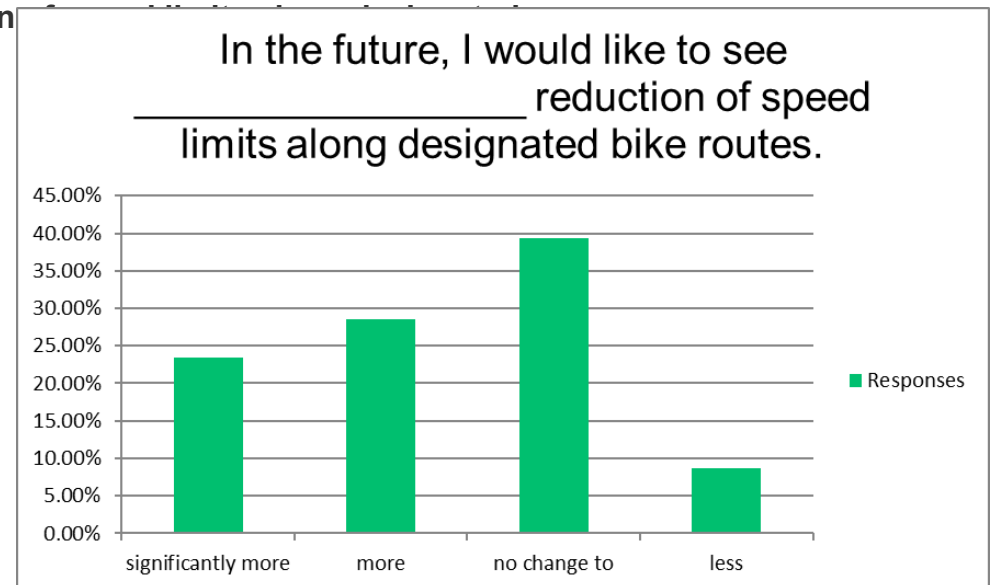
Answer Choices	Responses	
significantly more	60.00%	138
more	35.22%	81
no change to	3.91%	9
less	0.87%	2
Answered		230
Skipped		3



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ reduction

Answer	Responses	
significant-	23.38%	54
more	28.57%	66
no change	39.39%	91
less	8.66%	20
Answered		231
Skipped		2



Bike & Pedestrian Master Plan: Survey

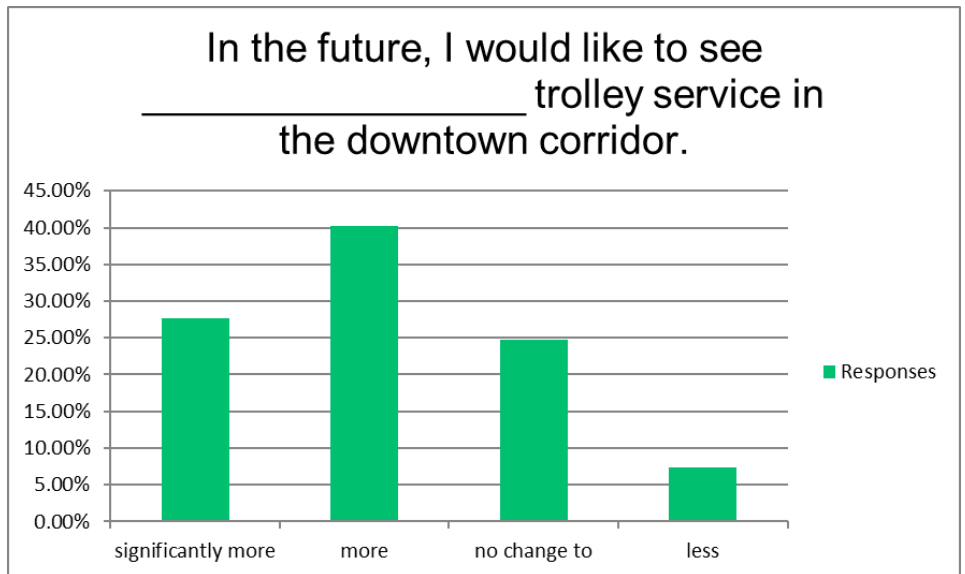
In the future, I would like to see _____ pedestrian areas and malls.

Answer Choices	Responses	
significantly more	40.69%	94
more	45.02%	104
no change to	10.82%	25
less	3.46%	8
Answered		231
Skipped		2

Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ trolley service in the downtown corridor.

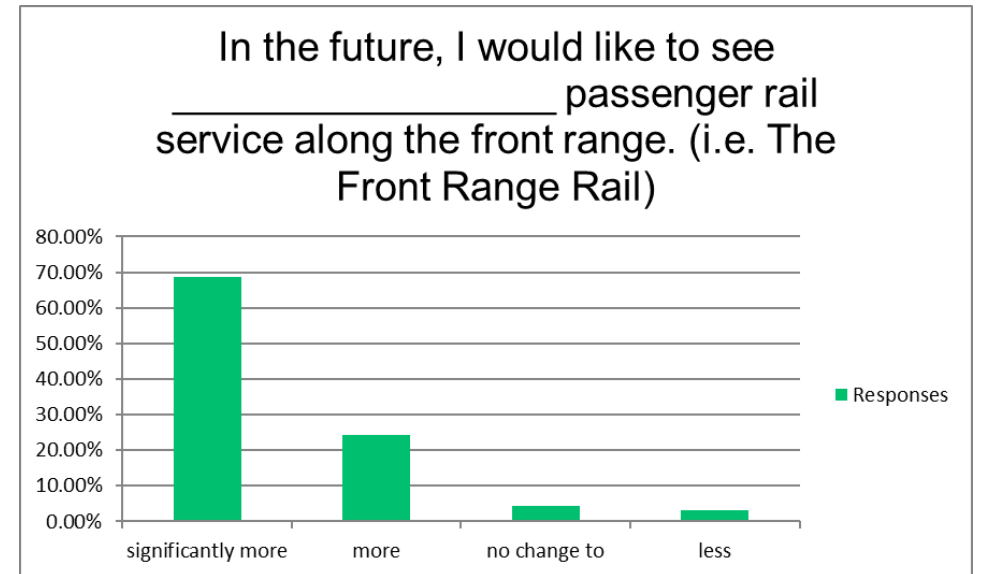
Answer Choices	Responses	
significantly more	27.71%	64
more	40.26%	93
no change to	24.68%	57
less	7.36%	17
Answered		231
Skipped		2



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ passenger rail service along the front range. (i.e. The Front Range Rail)

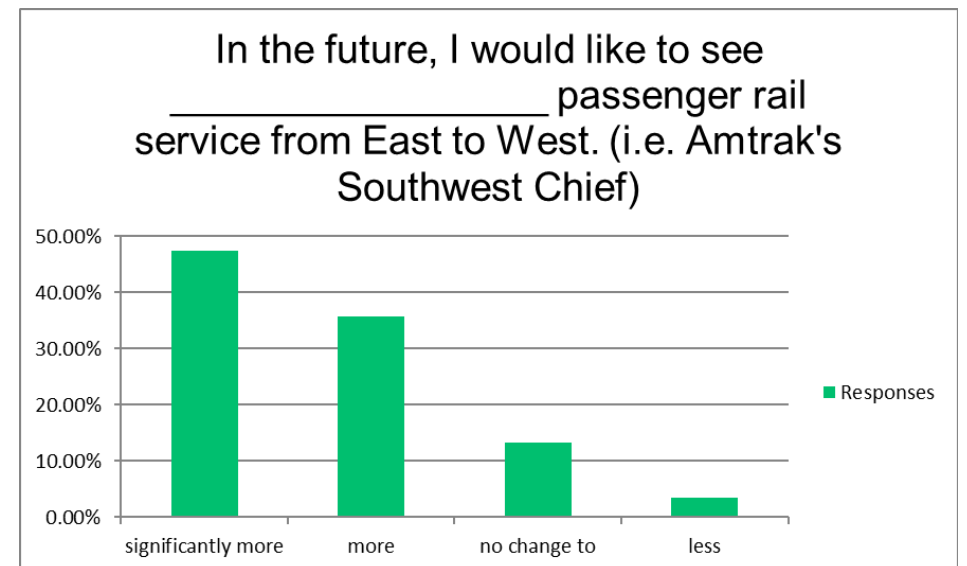
Answer Choices	Responses	
significantly more	68.53%	159
more	24.14%	56
no change to	4.31%	10
less	3.02%	7
Answered	232	
Skipped	1	



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ passenger rail service from East to West. (i.e. Amtrak's Southwest Chief)

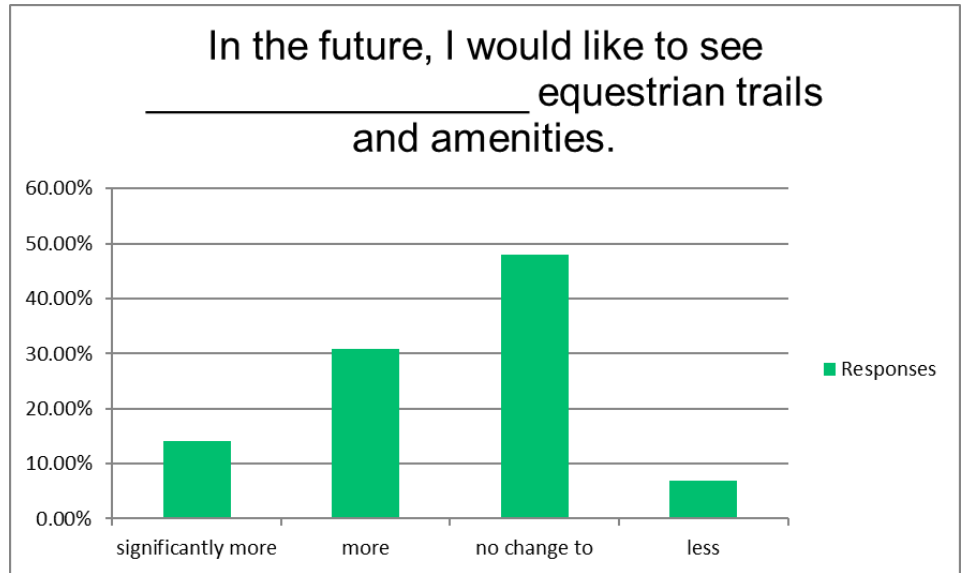
Answer Choices	Responses	
significantly more	47.41%	110
more	35.78%	83
no change to	13.36%	31
less	3.45%	8
Answered	232	
Skipped	1	



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ equestrian trails and amenities.

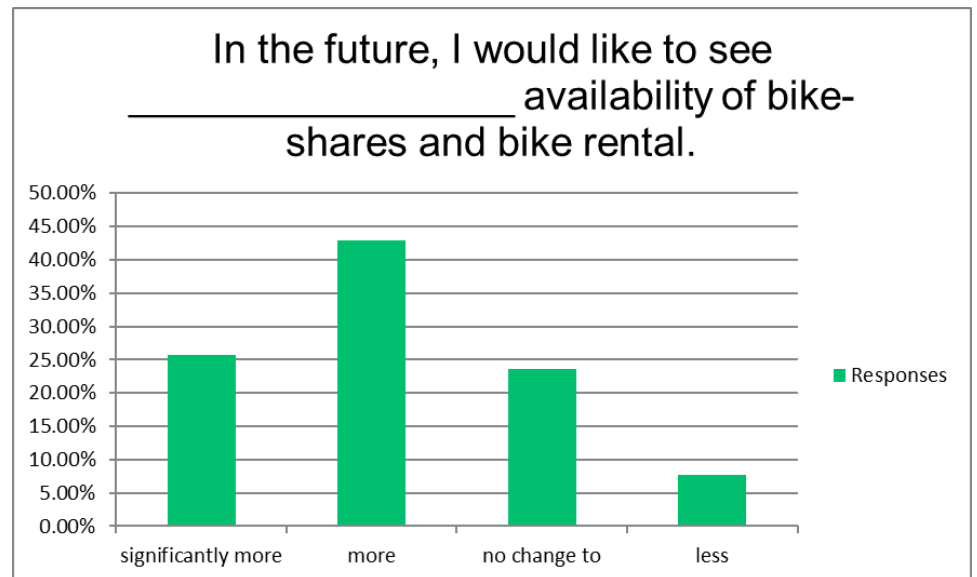
Answer Choices	Responses	
significantly more	14.16%	33
more	30.90%	72
no change to	48.07%	112
less	6.87%	16
Answered	233	
Skipped	0	



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ availability of bike-shares and bike rental.

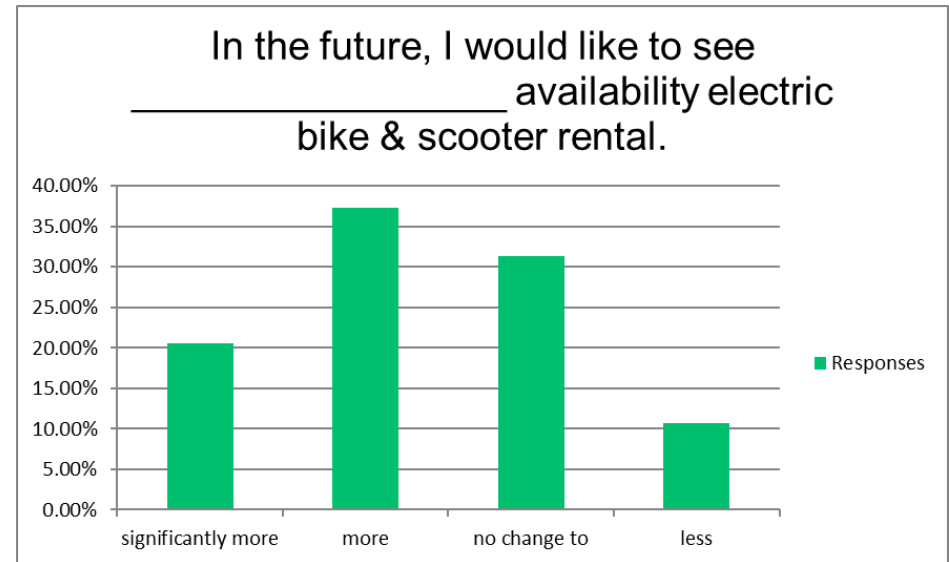
Answer Choices	Responses	
significantly more	25.75%	60
more	42.92%	100
no change to	23.61%	55
less	7.73%	18
Answered	233	
Skipped	0	



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ availability electric bike & scooter rental.

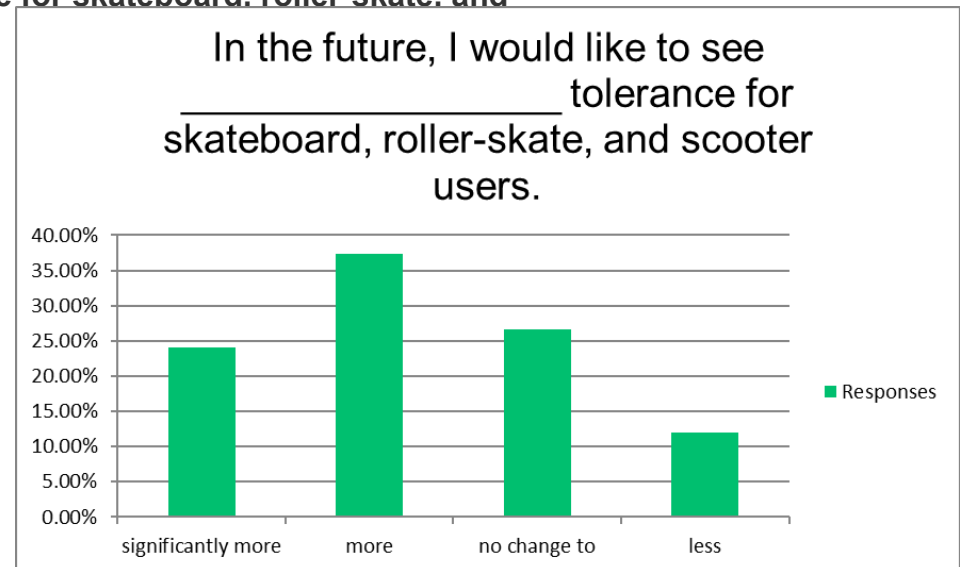
Answer Choices	Responses	
significantly more	20.60%	48
more	37.34%	87
no change to	31.33%	73
less	10.73%	25
Answered		233
Skipped		0



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ tolerance for skateboard, roller-skate, and scooter users.

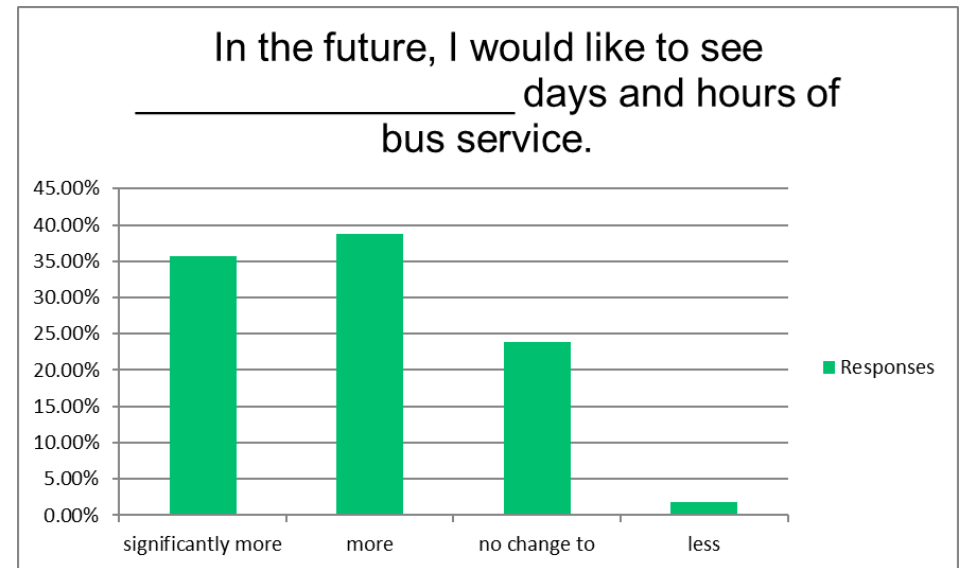
Answer Choices	Responses	
significantly more	24.03%	56
more	37.34%	87
no change to	26.61%	62
less	12.02%	28
Answered		233
Skipped		0



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ days and hours of bus service.

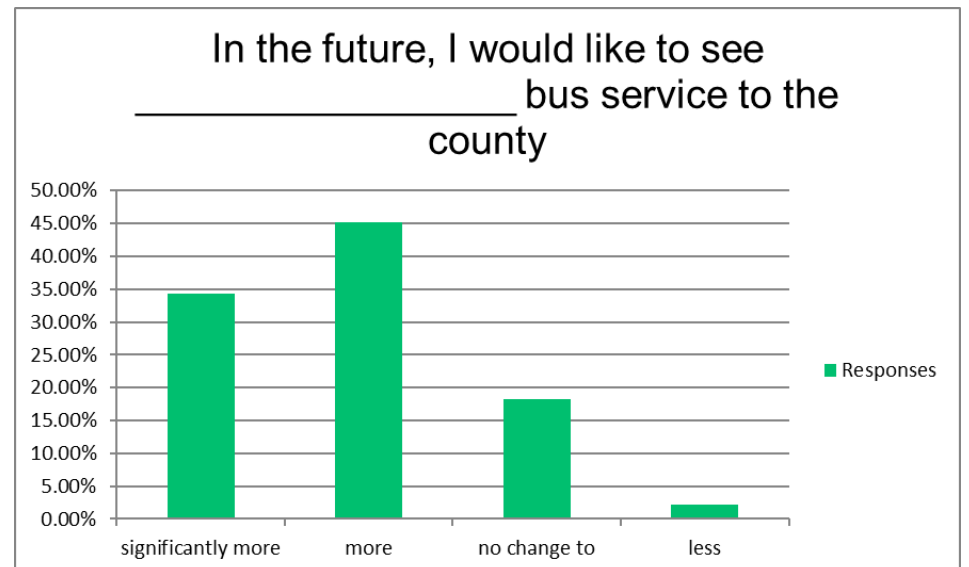
Answer Choices	Responses	
significantly more	35.65%	82
more	38.70%	89
no change to	23.91%	55
less	1.74%	4
Answered	230	
Skipped	3	



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ bus service to the county

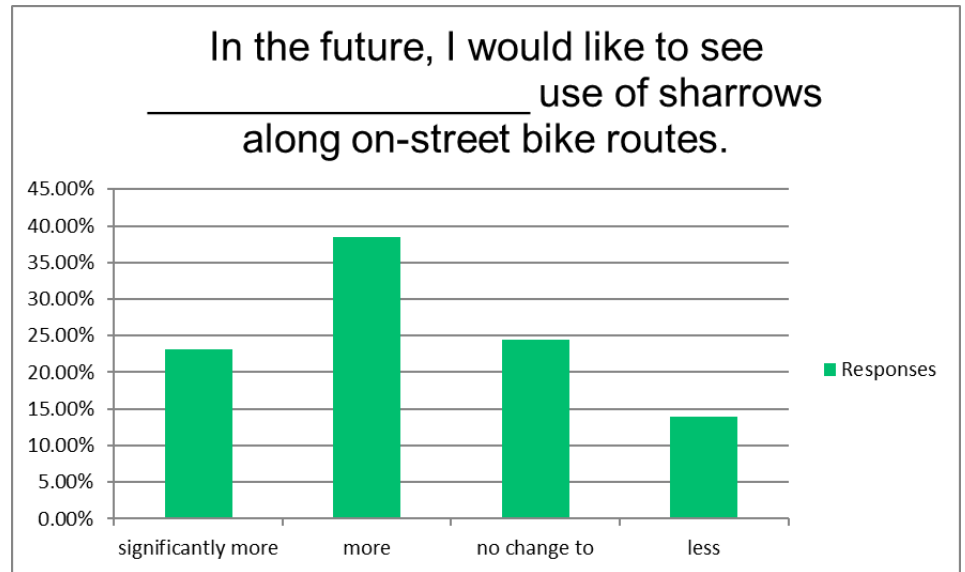
Answer Choices	Responses	
significantly more	34.35%	79
more	45.22%	104
no change to	18.26%	42
less	2.17%	5
Answered	230	
Skipped	3	



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ use of sharrows along on-street bike routes.

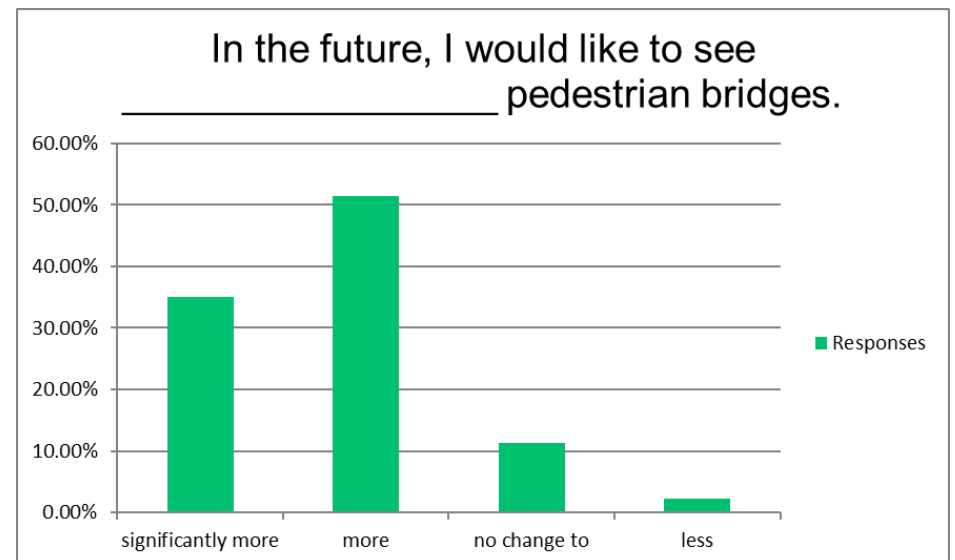
Answer Choices	Responses	
significantly more	23.14%	53
more	38.43%	88
no change to	24.45%	56
less	13.97%	32
Answered	229	
Skipped	4	



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ pedestrian bridges.

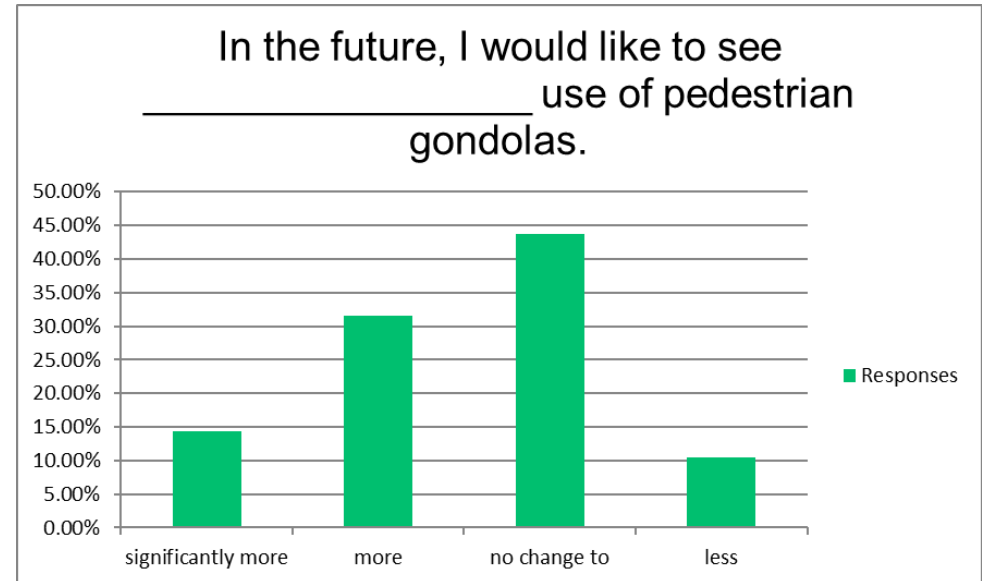
Answer Choices	Responses	
significantly more	35.06%	81
more	51.52%	119
no change to	11.26%	26
less	2.16%	5
Answered	231	
Skipped	2	



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ use of pedestrian gondolas.

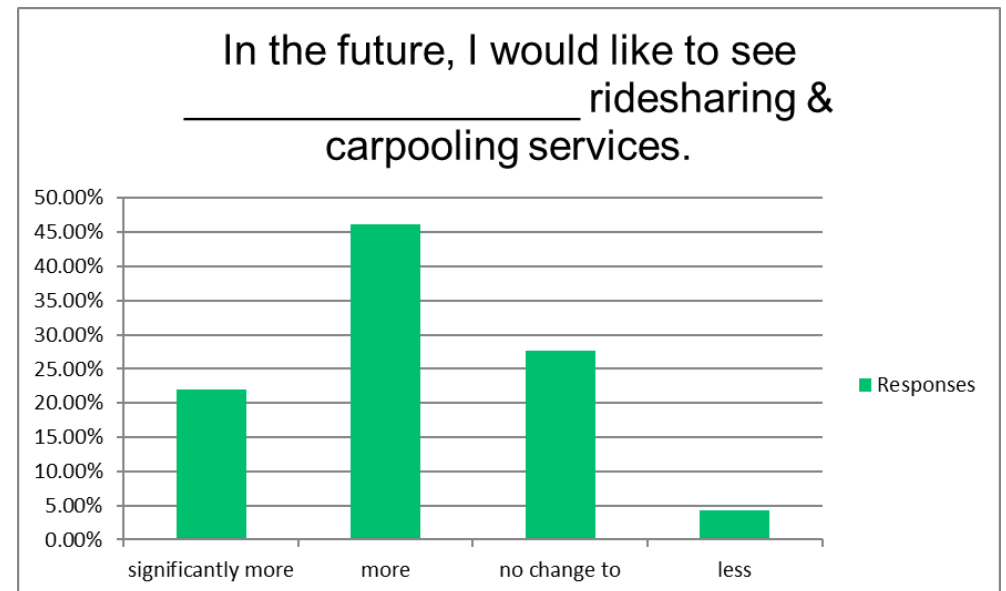
Answer Choices	Responses	
significantly more	14.29%	33
more	31.60%	73
no change to	43.72%	101
less	10.39%	24
Answered		231
Skipped		2



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ ridesharing & carpooling services.

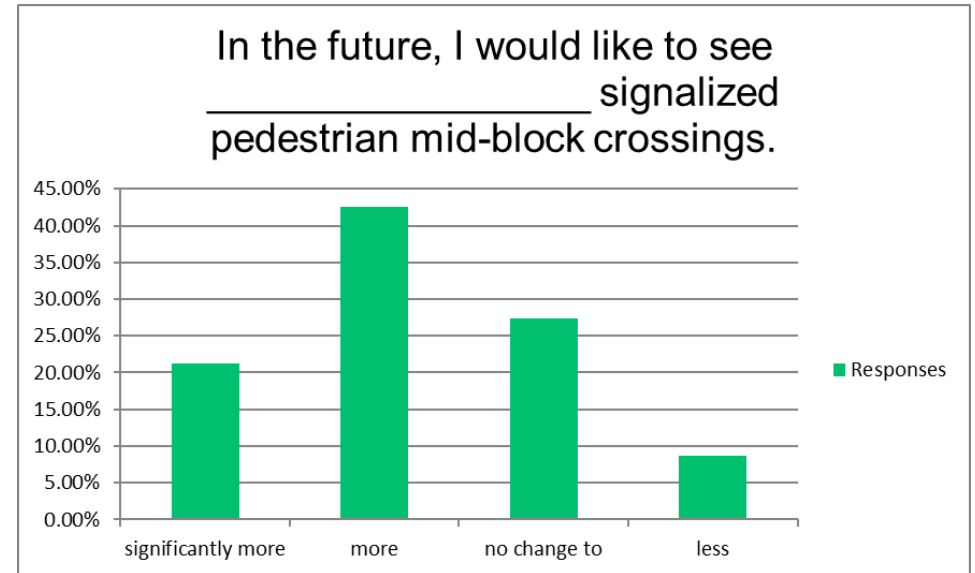
Answer Choices	Responses	
significantly more	21.98%	51
more	46.12%	107
no change to	27.59%	64
less	4.31%	10
Answered		232
Skipped		1



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ **signalized pedestrian mid-block crossings.**

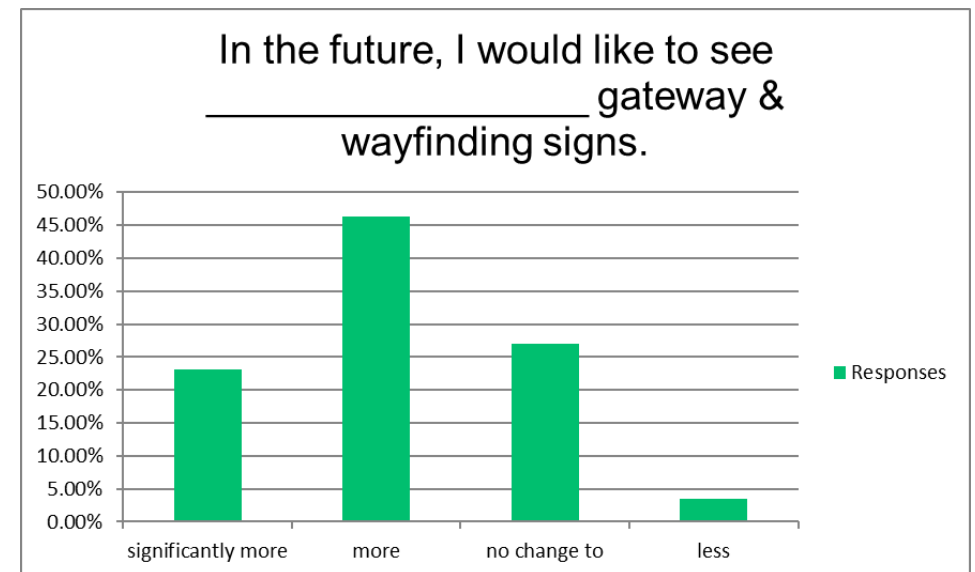
Answer Choices	Responses	
significantly more	21.30%	49
more	42.61%	98
no change to	27.39%	63
less	8.70%	20
Answered		230
Skipped		3



Bike & Pedestrian Master Plan: Survey

In the future, I would like to see _____ **gateway & wayfinding signs.**

Answer Choices	Responses	
significantly more	23.14%	53
more	46.29%	106
no change to	27.07%	62
less	3.49%	8
Answered		229
Skipped		4



In the future I would like to see:

More fun, less fear

Paved parking lots like at the state fair, mid-town for the farmers market, school lots, public buildings, Pueblo mall. Major improvements needed for wheelchairs.

A definition of the terms like MPO, bump-outs, sharrows, etc. If this survey is for the public, you'll want to help them understand what all those terms mean before they can give you an educated opinion on whether they want it in the plan. Sorry, there was no other comment section.

A more bike friendly downtown and bicycle police on patrol downtown

Bus service that extends well into nighttime hours and on Sundays.

The one-way lanes reviewed. Doesn't seem like enough traffic exists to need the whole roadway as one direction. It may help reduce excessive speeding along those roads

Bus service straight along Highway 50 from Pueblo West High School to the Chemical Depot. So many people and businesses would be served, including the university, the airport, three high schools (depending on new locations), and shopping areas along 50.

Bicycle lanes and trails should either be continuous or non-existent. Having them stop and start is worse than nothing. Don't make "trails" that mix users at different speeds, such as bicycles and pedestrians. That is a recipe for conflict.

Bike lanes that make sense and aren't on the wrong side of parking spaces. That makes absolutely no sense. Also, a campaign to educate bicyclists and drivers-especially new drivers - about pedestrians' and cyclists' road rights. Thanks.

More handicapped accessible walkways

Pueblo embrace and encourage more bicycle use in the city

changes to traffic lighting system all around town.

More connected bike I infrastructure. Safe pathways across town, to pueblo west, and the county are difficult

More active transportation, in general, accompanied with ways to keep the people who use active transportation safe, such as bike lanes.

More cycling

more bike use in Pueblo, especially cycle rickshaws as a job for the marginally employable

A more eco-conscious vehicle alternative approach to creating a healthy place to live, work, and play.

More safety measures for bikers and pedestrians.

better facilities for bowling, indoor racetracks, indoor swimming, etc.

That cycling and walking area viable option in our city for transportation and that motorists are made aware that they are to take care and legally respect the laws that are made to protect cyclists and pedestrians.

More walkways song the busy streets

get the bikes off the roads and make a separate path for them. It's dangerous having them on the road when they are considerably slower than motorized vehicles.

a way to skip a question that you don't have an opinion on. Also, a few 4wd trails around Beulah would be nice.

In the future I would like to see:

increased non-motorized usage of the roads. It is counter intuitive that for a relatively small city of pueblo the bicycle usage is far less than a city like Colorado Springs or Denver.

More pet friendly areas.

a decrease in local tax's

More speed bumps near and around schools

More bicycle routes and trails pedestrian that avoid interacting directly with vehicular traffic.

more signs with no panhandling or loitering. on more street Connors.

native plant streetscapes

The city council gone and stop wasting money and better education funds.

More roads improved instead of council members getting bonuses and raises.

Bike lanes that are truly used!

Requires all cars changing lanes to signal by increasing educational gaps with failure to signal fines tripled.

Enforcement of speed limits in pedestrian areas

A bike trail that goes from Eagle Ridge to YMCA, and then along that creek that connects to Midtown Shopping Center

More ways to travel that don't involve cars!!!

1. Forced choice questions 2. Words like sharrow explained 3. Fewer questions with more options.

Oh Lordy. A blank slate. Now where did I put that wish list? :)

More organized bike rides

Education of the public regarding respect for bicycles.

use of my tax dollars for basic infrastructure upkeep rather than this dream of 'nice-to-haves'...

More bike racks everywhere, including downtown, surrounding neighborhoods, shopping centers and areas, health service districts, OLDER buildings, restaurants, post offices, etc. I don't own an automobile and get around just about every way except driving. EVERYDAY is bike to workday for me!

Planes trains and automobiles

An indoor, year-round aquatic center already! This must be the only city of its size without that amenity. Way more needed than bike lanes...

Drivers who understand bike riding lanes.

In the future I would like to see:

More education or a media campaign to teach bicyclists to announce they are coming up behind you while on a trail or path.

Multi use trails

Repairs to all roads and sidewalks/paths.

MORE IMPROVEMENT TO CURRENT ROADS

Much more communication/input with local businesses regarding changes to auto and pedestrian traffic BEFORE plans are finalized!!!

A higher walkability rating in the city

When you push the button for pedestrian crossing in the Downtown area, all traffic should be stopped. Not play chicken with cars turning.

I don't know what a sharrow is More direct routes to downtown or CSU Pueblo using public transit

Make Pueblo a more walkable city with more greenspace and greenery to help keep the heat down. Bikes are great. But scooters can be dangerous for pedestrians trying to share the sidewalk with them. Please don't allow scooters. Crossings at corners are great. Mid-block crossings seem like overkill that's sure to just bum drivers out.

A city that supports safe biking. I would like to see designated and separate lanes for bike travel on certain streets. Without separate lanes, biking can often be dangerous because of the risk of being hit by a car.

Pueblo become a premier city for alternative transportation! This will help the environment and attract businesses the area.

I would like to see parks become more pedestrian friendly. Walking with my kids around City Park or Mineral Palace is scary. There aren't any sidewalks or foot paths through the park. It is like the parks are made for cars not pedestrians. The speed limit and speed of cars is far too high through the parks.

More shops and restaurants

a city not enslaved by oil and car companies

Less unleashed dogs!

More trails for kids to use in Pueblo West when walking to school. Such as on McCulloch when walking to Skyview Middle School there is no trail/path. Very busy street...

More bike paths not along roadways

Sidewalks in better repair around town. Not only would it be safer for pedestrians, but it would give Pueblo a more updated look and curb appeal.

More share the road bike signs and lanes

the full text of the plan to be reviewed available on the website where the survey is located

as many opportunities for outdoor recreation as possible whether it be for bikes, pedestrians, skate boarders, etc.

The bike lanes in some areas such as along Elizabeth are seldom used and are confusing and accident causing when they are located near businesses. I was on Court and there was a traffic jam. There was a bike lane but the biker was in the auto lane blocking traffic. Do bikers know about the lanes? Sharrows are also confusing in certain areas. The sidewalks are a mess and impossible to walk in many places.

Protected bike lanes

Better patrol by police to enforce speed limits and traffic stops. Educating the public and police on rolling coal, then enforcing tickets.

In the future I would like to see:

Better master planning

Pueblo come up to speed like other cities.

Less unused bike Lanes and less potholes

Less bike Lanes obstructing vehicle traffic.

*****PLEASE, I Will BEG!!! MORE INFORMATION about what the stupid paintings on the roadway & the signs on poles MEAN??? PLEASE put COMPLETE info at every motor vehicle place in town or the whole county??? No matter what you DO, if I as a driver cannot UNDERSTAND it, or have not "happened to hear about it", it's dangerous!!! Make it a rule, once a year, the updated bike-lane, etc., etc., info fliers are at DMV!!! Also, what is sharrow? what is a pedestrian gondola? I want the mess at Elizabeth south of the milk-barn place made safe again!!! I don't know why cars can't USE all the lanes, and bikes share with cars??? I NEVER EVER see a single bike on a "bike" lane, but all the drivers are fuming in the one lane left for them. I also prefer bikes to ride AT me like they used to do, so I could see them coming!!! Just make All the rules easy & available, drivers might hate them, but we do Not want to hurt anyone!!! TYVM

A government that quits with all this anti-car bull***. People riding bikes doesn't reduce congestion on our roads, it increases it. And most bike riders don't obey traffic laws like they are supposed to. Less bikes, less rules broken, fewer bike versus car situations, safer roads and lives saved.

More bike riders out riding and commuting

Better wheelchair and walker access. The current city sidewalks are dangerous, and I have been dumped from my wheelchair because of the low upkeep or inaccessible curbs

Less bike trails as I think they are dangerous (for bicyclists and motorists in certain areas). Also, I would like to see much, much more improvement and repair to sidewalks around town. Many are old and outdated and honestly a safety hazard (ex) large cracks, uneven surface, etc.) I see many more people walking or biking on sidewalks than using the bike lanes around town. Many curb, gutter repairs also around town are badly needed especially in older neighborhoods.

Significant increase in infrastructure for multimodal transportation with a huge education effort on rules for all parties

Flashing signs that indicate each driver's actual mph in school zones.

Elimination of the unused bike lanes on Elizabeth and Greenwood. Homeowners probably like the reduction of traffic, but the roads are made for and paid for by motorists. Restore two lane traffic on these streets.

Less government

The Broncos Win the Superbowl Again!

STREET REPAIRS! and who ok'd the projects that were done in 2000-2500 blk of S. Prairie, let alone by Thatcher also...very sad, bad work indeed!

Green belts with walking paths. Downtown revitalization.

In the future I would like to see:

Purpose built rec trails for pedestrian's road bikes and mountain bikes. To increase safety and fun with the intention of getting more people active, as well as capitalizing on our year-round outdoor weather. Purpose built is helping with trail conflicts in Jeffco.

1. Bike lanes. Not ones that go for 1/4 mile and then end. Real, marked, extensive bike lanes throughout the city Think Fort Collins. 2. SIGNAGE that doesn't leave room for interpretation whether it's the cyclist's responsibility to share the road or the cars. Share the Road isn't enough. We need signs that tell cars to give bikes legal space.

More enforcement to encourage bikes. Discourage cars from following too closely, hit and run

Revitalizing of east side

Non-motorized trails connecting north and south through downtown Pueblo. If you can't do a separate trail, Main St. would be great. I love to ride my bike, but it is very unsafe to do so in Pueblo because many drivers are unaware of the bike rules and do not look for bikers. Now that I have a child that I am pushing a stroller, I am particularly aware of how unsafe the drivers are. I would love to be able to run or push a stroller with my baby around town while intersecting as few roads as possible. Can you put in a trail along the Bessemer ditch? Can you put a trail on top of the new Arkansas levee? Also, it would great be great to have a pedestrian walkway from downtown to the grove or a tunnel at the end of the Riverwalk to the grove/Watertower place. I hate being on Santa Fe on bike/foot.

I major bike park for all ages. Runner bike trails for younger kids and moguls & jumps for older youth. Bicycle parks are a great way to get kids outdoors and moving. We have a lot of area near the river (fountain creek) that could be utilized for this and GOCO grant money might be available.

Bike lanes that doesn't take up car lanes. Can't we add bike lanes in the future to roads on the far right next to or part of the sidewalks.

More pedestrian friendly areas / roads

I connected bicycle and pedestrian pathway throughout Pueblo county, with more parks/ gathering areas

Keeping trails for bikes and runners continue being free. It is a great resource to our town.

Bikes Everywhere!

Physically protected bike Lanes, not just painted lines in the street. Paint doesn't protect me

Public transportation everywhere. There should be trolleys or buses that can get someone anywhere be it in Pueblo or Pueblo west. This would help serve the poorer community and would help reduce our carbon footprint

More Lanes

Sidewalk repairs. There are so many non-contiguous sidewalks that it is frustrating and NOT pedestrian friendly. We have perfect weather for walking. We need to get as many places as possible on foot.

We have a great trail system. I no longer use it after some frightening encounters with homeless people.

A Sidewalk that runs the entire length of Troy Ave., from CSU-Pueblo to Highway 50.

In the future I would like to see:

City subsidized transportation for youth that's not the bus system.

A thoughtful plan to include alternate modes of transportation. Input from the public is a must.

Change Pueblo from a steel mill town to a college town.

Expansion of the multi-use trails all spend the county

A balanced approach

more education for all to be more tolerant of bike lanes and bike riders

Extended city bus hours and city bus to run on Sundays

I find the bike lanes useless.

Protected bike lanes and well-maintained multi-use trails

Pueblo become known as one of the most bike friendly cities in America and enable safe, multi-modal transportation from all origins to all destinations. Transportation is an equity issue, and all populations should be served equally.

The Historic District become like 16th St. Mall in Denver or Pearl St. In Boulder where Pueblo locals and tourist have a safe venue for enjoying the beauty of Pueblo and celebrate its history in a relaxed but pedestrian and friendly way

Our Community turn into a more pedestrian friendly city. Especially downtown Pueblo in the Historic District. It is a beautiful area that deserves more roadblock pedestrian crosses as well as lanes for bikes, an overall pedestrian safe and friendly area.

More education for bike riders, many do not follow the traffic rules or use the bike lanes that are available to keep them safe.

See attachment

Retractable bollards in certain intersections to slow down traffic in pedestrian districts

Mountain bike skills park in Pueblo County

Youth focused transportation

A better crosswalk from the new parking garage to the convention Center.

More potholes filled

More mountain biking trails

Safe ways for bike riders in Pueblo to get to the other side of highways ... It is too dangerous with Hwy 50 and I25. This town is so easy to ride otherwise, and the weather is perfect. A bike is cheaper than a car!

Bike rental and scooter rental

Pueblo be more bike and pedestrian friendly, more focus on green space

In the future I would like to see:

better enforcement of peds access, non-motorized bike lanes, and County trails---particularly the Nature Center trails where bikes are still abusing the walkers and runners with dangerous high speeds and profane language (personal experience twice)

Tolerance, respect, safety and local, vocal government support for alternatives to trucks and automobiles such as walking, bicycling, bicycle share programs, safe pedestrian bridges and crossings to promote healthy lifestyles. It IS especially needed in this small community. I am fearful riding my bike on streets with cars and trucks in the current hostile environment. Would like to see more support in the Chieftain for bicycling and walking.

Continuous bicycle lines through the city

Education about how to share the road for everyone not just motorists.

fewer stroads and more streets redesigned for people and for a chance to stop and look at businesses and give them revenue.

More driver awareness education and stricter enforcement for both bike and vehicle laws.

Better law enforcement, with teeth, of all traffic laws!

Respect from all modes of travel including bikers, & skateboarders.

More public events

PART III: PROGRAM SURVEY

Infrastructure

Tourist & New Resident Package: Collaborate with United States Postal Service, local hotels, and tourism officials to include a pedestrian welcome package for new residents and tourists. Which includes information about; bikes, trails, transit and other active amenities offered in Pueblo

Encourage Mobility Vendors and Emerging Transportation Technology: Establish policy for the allowance of mobility vendors and emerging transportation technology be used in the city & county.

Education and Awareness Campaigns: An education/awareness campaign can be as large or small as necessary to fit the time and budget of the implementation staff. Campaigns can include everything from Public Service Announcements (PSAs) on local media outlets, billboards, and bus wraps, to fliers around the community, interactive booths at farmers markets and announcements or notices through the schools.

Bike/Walking Focused Community Events: Creating and hosting community-wide events that are focused on celebrating bicycling and walking is key in creating awareness and increasing participation within Pueblo. Including; Bike-to-Work Days, a bike parade, The Chicken Run, and other existing events

City-Wide Wayfinding and Signage Program: Development of a comprehensive wayfinding signage program connecting bike routes between neighborhoods and destinations

Bike Parking in Parking Lots: a policy to encourage increase parking spaces allocated for cyclists.

Commuter Incentive Program: Provide resources and incentives for residents and students to commute by bicycle or on foot. Create partnerships with local businesses to provide incentives, discounts, and services to participants. Run contests with prizes to engage people. Design a website as a central information

Regular & Glow in The Dark Paint: Use of regular & glow in the dark paint to help delineate bike lanes.

Decriminalization of Skateboarding, Scooters, Roller-Skates, etc. Update Codes to legitimize the use of skateboards, scooters, skates, and other forms of human powered transportation.

Bicycle & Adventure Tourism Hub or Station: Create a bicycle & adventure hub or station downtown where volunteers can aid and resources to residents and university students. Used as a resource center, the Bicycle Hub/Station can be the center of bicycling and adventure tourism in Pueblo. Many resources and programs could be centered out of this Hub/Station.

Infrastructure

Modify Wide Shoulder to Include Bicycle Markings: Within the MPO, convert wide highway shoulders to marked and signed bike routes.

Impounded Bike Program Work with Pueblo Police Dept. to reintroduce impounded bike into the community through a local non-profit.

Bicycle Event Parking Program Providing convenient, secure bicycle parking at large events can make bicycling to an event a more attractive option.

Safety Cameras: Development of Public Safety Camera Network along urban & commercial corridors.

Gun Shot Detection Equipment: Inclusion in gun shot detection and location equipment in high crime areas.

Establish Downtown: Bike, Pedestrian, & Transit Mall Creation of a pedestrian mall along Union Ave. & Main St. (Past City Center).

Update City-wide Usage Conditions for Sharrows Expand usage and placement of sharrows along signed bike routes and right-turn lanes.

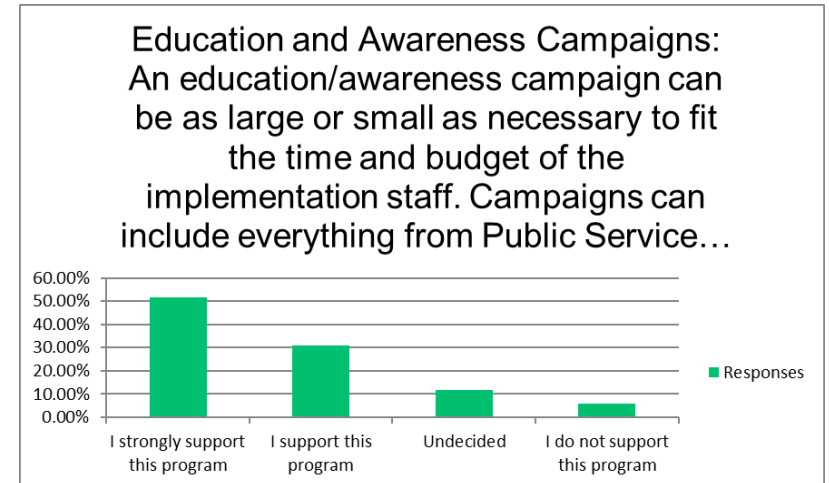
Lower Parking Requirements: Reduce parking requirements with infill and redevelopment in the urban core to increase density and increase parking demand.

Develop Neighbor Covenant's for Uniformity & Beatification: Work with neighborhood to establish local design covenants for sidewalk placement, and fence styles.

Bike & Pedestrian Master Plan: Survey

Education and Awareness Campaigns: An education/awareness campaign can be as large or small as necessary to fit the time and budget of the implementation staff. Campaigns can include everything from Public Service Announcements (PSAs) on local media outlets, billboards, and bus wraps, to fliers around the community, interactive booths at farmers markets and announcements or notices through the schools.

Answer Choices	Responses	
I strongly support this program	51.47%	105
I support this program	30.88%	63
Undecided	11.76%	24
I do not support this program	5.88%	12
	Answered	204
	Skipped	29



Bike & Pedestrian Master Plan: Survey

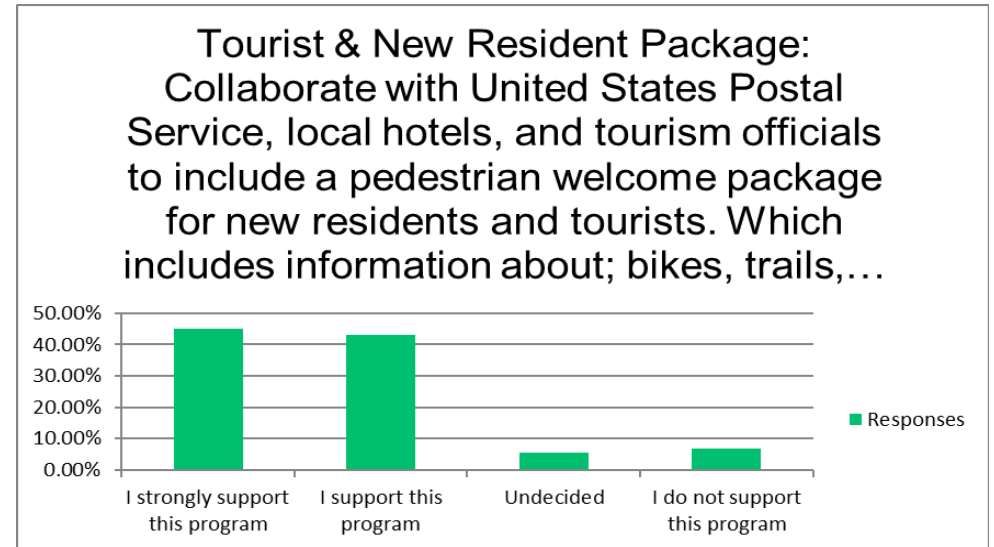
Bicycle & Adventure Tourism Hub or Station: Create a bicycle & adventure hub or station downtown where volunteers can aid and resources to residents and university students. Used as a resource center, the Bicycle Hub/Station can be the center of bicycling and adventure tourism in Pueblo. Many resources and programs could be centered out of this Hub/Station.

Answer Choices	Responses	
I strongly support this program	40.98%	84
I support this program	34.63%	71
Undecided	13.66%	28
I do not support this program	10.73%	22
	Answered	205
	Skipped	28

Bike & Pedestrian Master Plan: Survey

Tourist & New Resident Package: Collaborate with United States Postal Service, local hotels, and tourism officials to include a pedestrian welcome package for new residents and tourists. Which includes information about; bikes, trails, transit and other active amenities offered in Pueblo

Answer Choices	Responses	
I strongly support this program	44.88%	92
I support this program	42.93%	88
Undecided	5.37%	11
I do not support this program	6.83%	14
Answered		205
Skipped		28



Bike & Pedestrian Master Plan: Survey

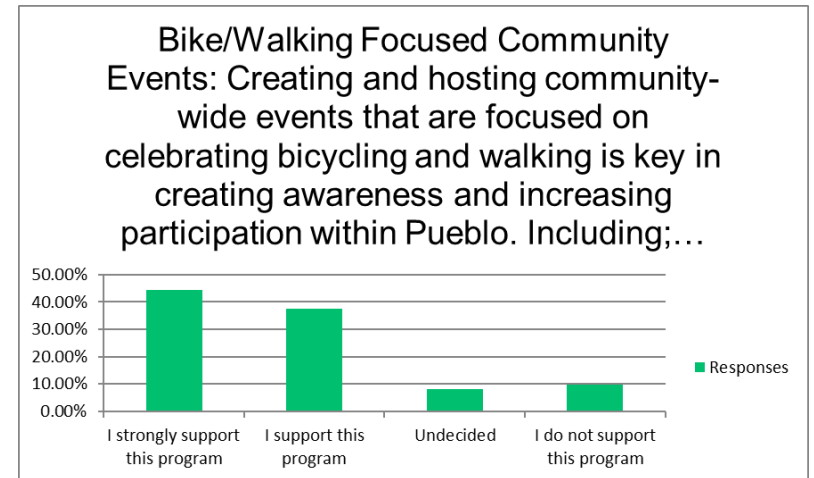
City-Wide Wayfinding and Signage Program: Development of a comprehensive wayfinding signage program connecting bike routes between neighborhoods and destinations

Answer Choices	Responses	
I strongly support this program	44.12%	90
I support this program	36.76%	75
Undecided	11.76%	24
I do not support this program	7.35%	15
Answered		204
Skipped		29

Bike & Pedestrian Master Plan: Survey

Bike/Walking Focused Community Events: Creating and hosting community-wide events that are focused on celebrating bicycling and walking is key in creating awareness and increasing participation within Pueblo. Including; Bike-to-Work Days, a bike parade, The Chicken Run, and other existing events.

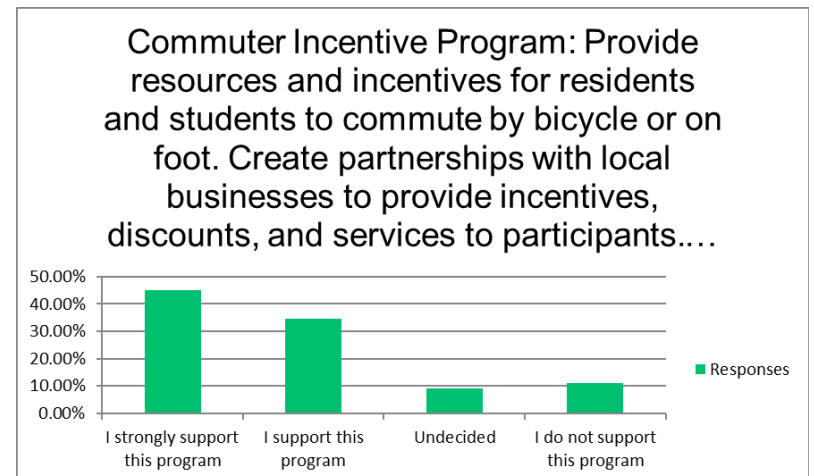
Answer Choices	Responses	
I strongly support this program	44.39%	91
I support this program	37.56%	77
Undecided	8.29%	17
I do not support this program	9.76%	20
Answered		205
Skipped		28



Bike & Pedestrian Master Plan: Survey

Commuter Incentive Program: Provide resources and incentives for residents and students to commute by bicycle or on foot. Create partnerships with local businesses to provide incentives, discounts, and services to participants. Run contests with prizes to engage people. Design a website as a central information center with the available perks and incentives available to those who participate.

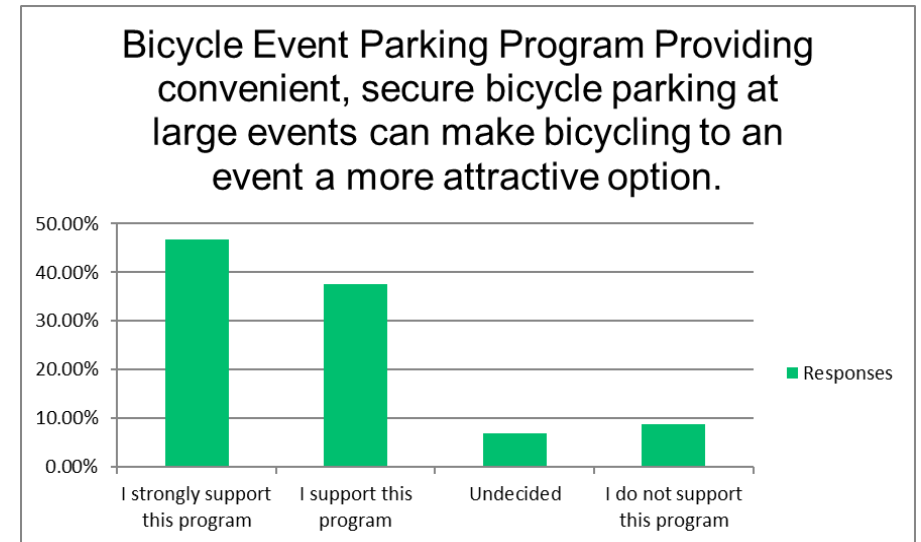
Answer Choices	Responses	
I strongly support this program	44.88%	92
I support this program	34.63%	71
Undecided	9.27%	19
I do not support this program	11.22%	23
Answered		205
Skipped		28



Bike & Pedestrian Master Plan: Survey

Bicycle Event Parking Program Providing convenient, secure bicycle parking at large events can make bicycling to an event a more attractive option.

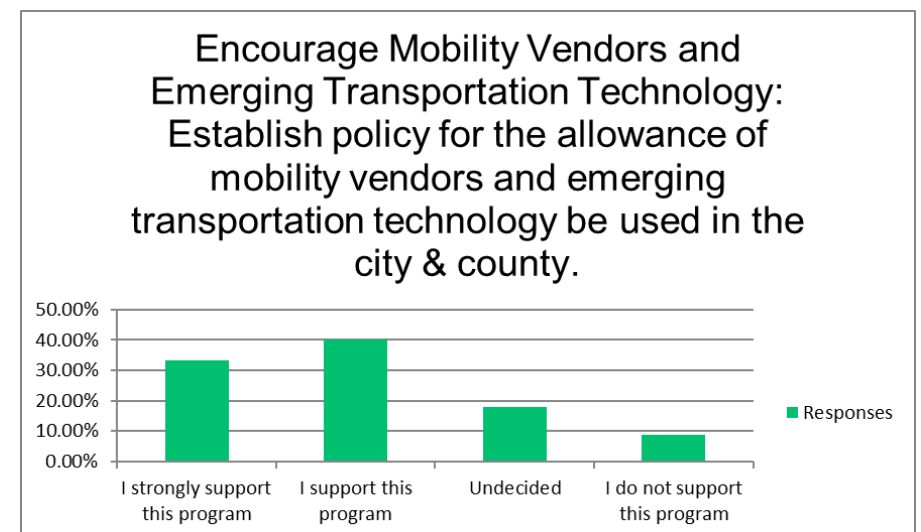
Answer Choices	Responses	
I strongly support this program	46.83%	96
I support this program	37.56%	77
Undecided	6.83%	14
I do not support this program	8.78%	18
Answered		205
Skipped		28



Bike & Pedestrian Master Plan: Survey

Encourage Mobility Vendors and Emerging Transportation Technology: Establish policy for the allowance of mobility vendors and emerging transportation technology be used in the city & county.

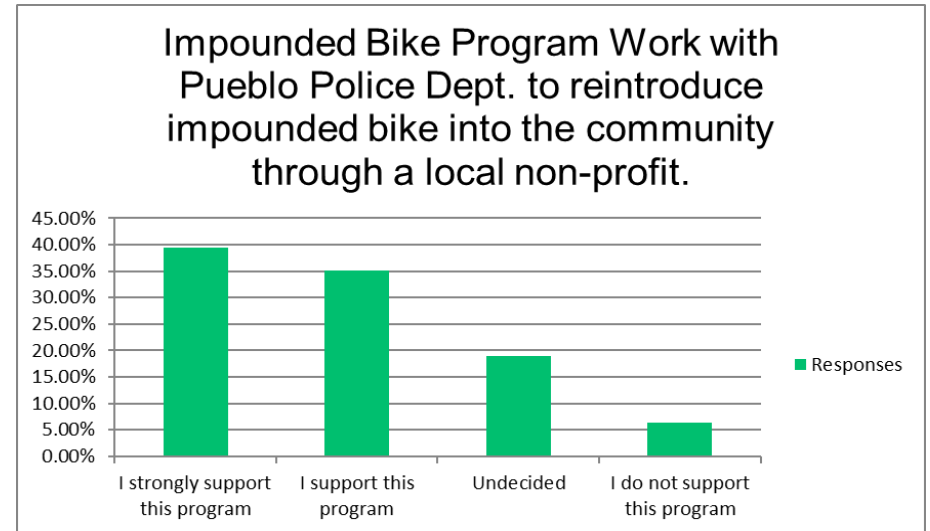
Answer Choices	Responses	
I strongly support this program	33.17%	68
I support this program	40.00%	82
Undecided	18.05%	37
I do not support this program	8.78%	18
Answered		205
Skipped		28



Bike & Pedestrian Master Plan: Survey

Impounded Bike Program Work with Pueblo Police Dept. to reintroduce impounded bike into the community through a local non-profit.

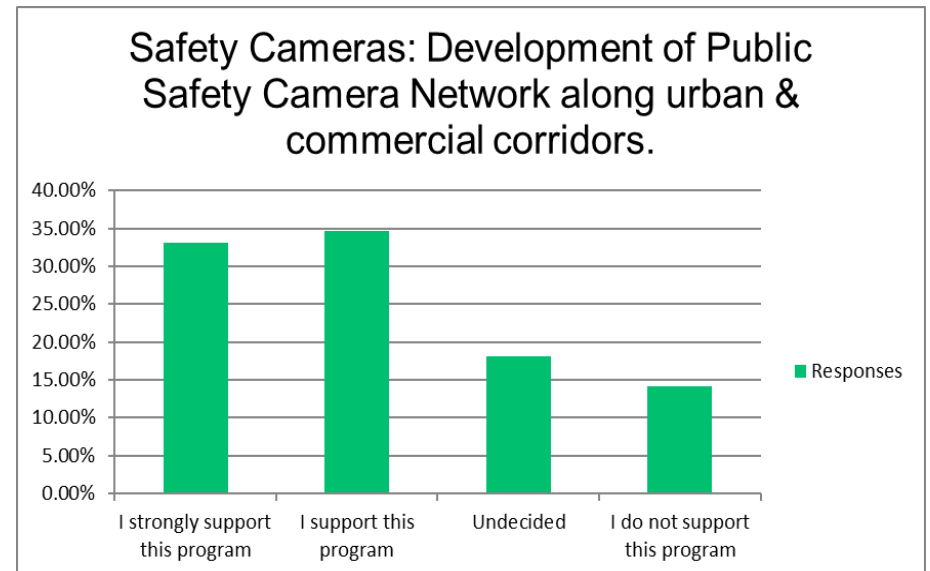
Answer Choices	Responses	
I strongly support this program	39.51%	81
I support this program	35.12%	72
Undecided	19.02%	39
I do not support this program	6.34%	13
Answered		205
Skipped		28



Bike & Pedestrian Master Plan: Survey

Safety Cameras: Development of Public Safety Camera Network along urban & commercial corridors.

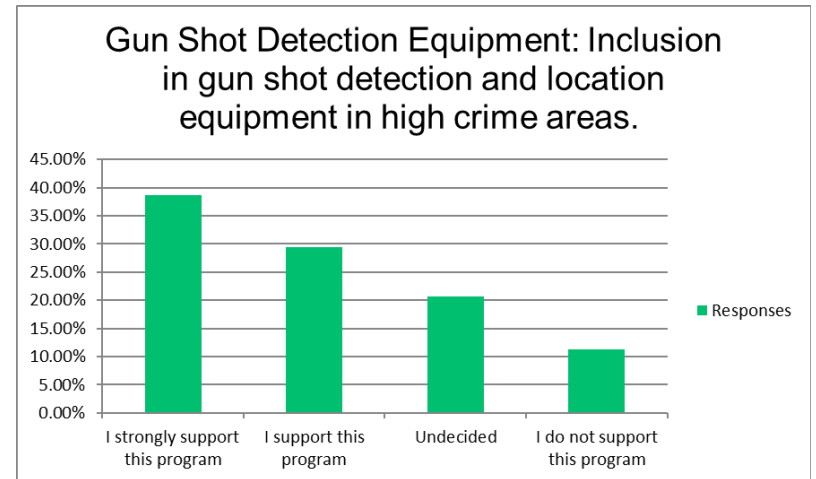
Answer Choices	Responses	
I strongly support this program	33.17%	68
I support this program	34.63%	71
Undecided	18.05%	37
I do not support this program	14.15%	29
Answered		205
Skipped		28



Bike & Pedestrian Master Plan: Survey

Gun Shot Detection Equipment: Inclusion in gun shot detection and location equipment in high crime areas.

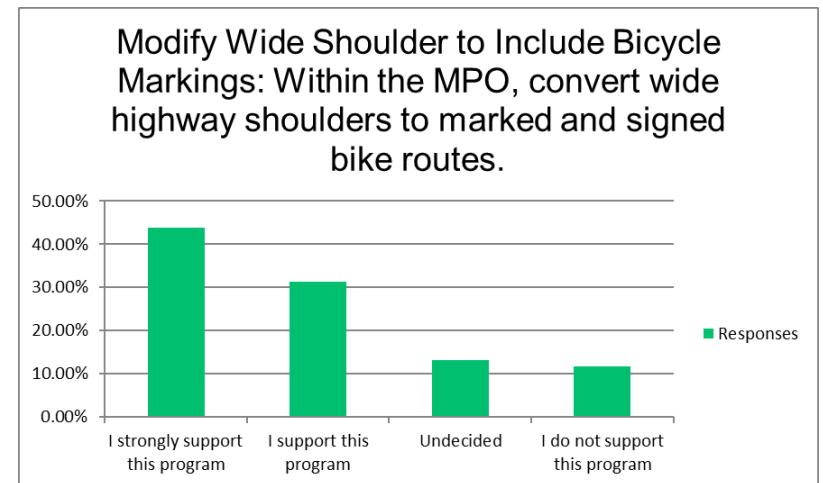
Answer Choices	Responses	
I strongly support this program	38.73%	79
I support this program	29.41%	60
Undecided	20.59%	42
I do not support this program	11.27%	23
Answered		204
Skipped		29



Bike & Pedestrian Master Plan: Survey

Modify Wide Shoulder to Include Bicycle Markings: Within the MPO, convert wide highway shoulders to marked and signed bike routes.

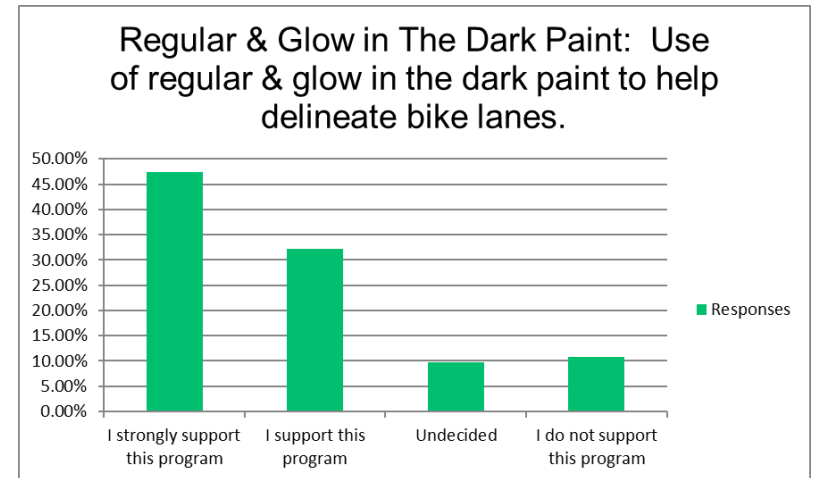
Answer Choices	Responses	
I strongly support this program	43.90%	90
I support this program	31.22%	64
Undecided	13.17%	27
I do not support this program	11.71%	24
Answered		205
Skipped		28



Bike & Pedestrian Master Plan: Survey

Regular & Glow in The Dark Paint: Use of regular & glow in the dark paint to help delineate bike lanes.

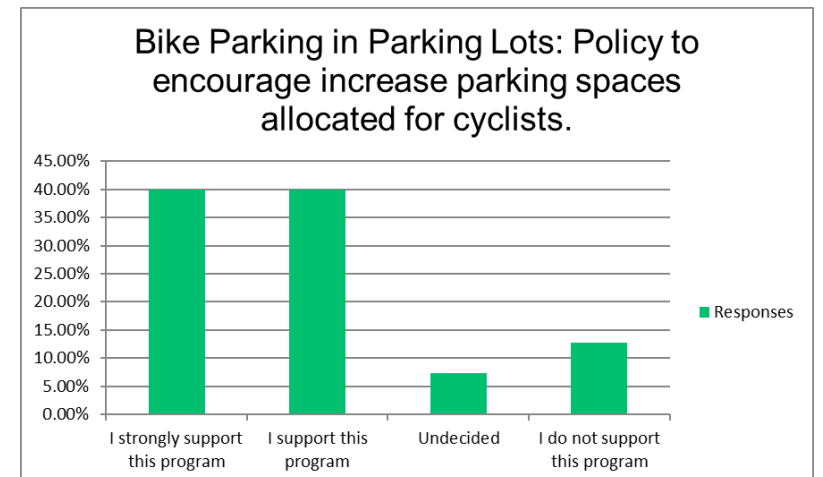
Answer Choices	Responses	
I strongly support this program	47.32%	97
I support this program	32.20%	66
Undecided	9.76%	20
I do not support this program	10.73%	22
Answered		205
Skipped		28



Bike & Pedestrian Master Plan: Survey

Bike Parking in Parking Lots: Policy to encourage increase parking spaces allocated for cyclists.

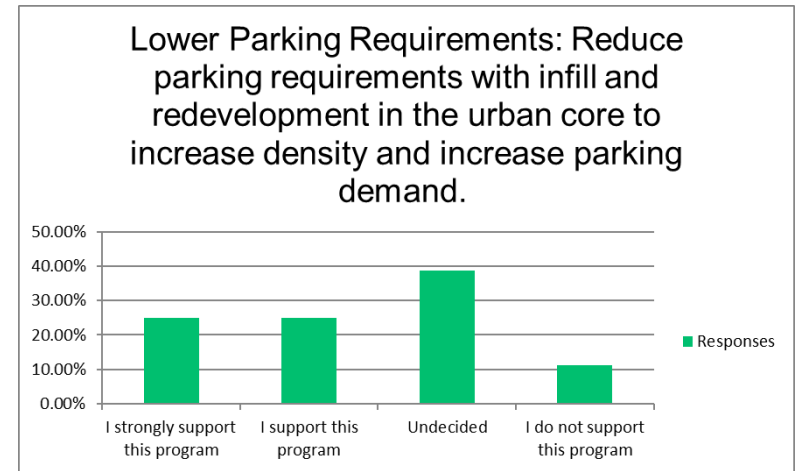
Answer Choices	Responses	
I strongly support this program	40.00%	82
I support this program	40.00%	82
Undecided	7.32%	15
I do not support this program	12.68%	26
Answered		205
Skipped		28



Bike & Pedestrian Master Plan: Survey

Lower Parking Requirements: Reduce parking requirements with infill and redevelopment in the urban core to increase density and increase parking demand.

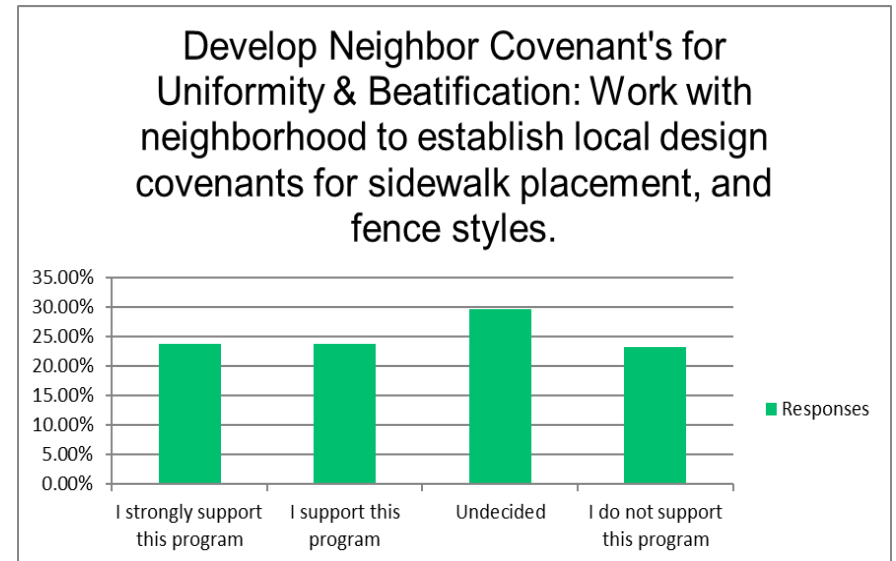
Answer Choices	Responses	
I strongly support this program	25.00%	51
I support this program	25.00%	51
Undecided	38.73%	79
I do not support this program	11.27%	23
	Answered	204
	Skipped	29



Bike & Pedestrian Master Plan: Survey

Develop Neighbor Covenant's for Uniformity & Beatification: Work with neighborhood to establish local design covenants for sidewalk placement, and fence styles.

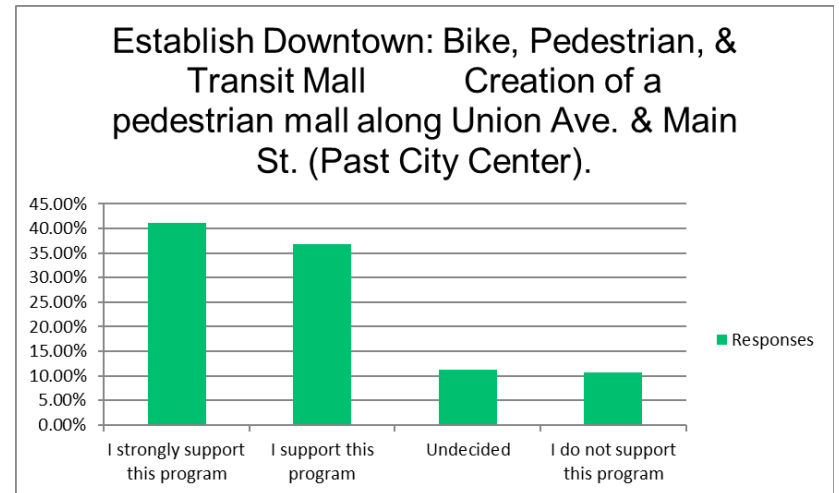
Answer Choices	Responses	
I strongly support this program	23.65%	48
I support this program	23.65%	48
Undecided	29.56%	60
I do not support this program	23.15%	47
	Answered	203
	Skipped	30



Bike & Pedestrian Master Plan: Survey

Establish Downtown: Bike, Pedestrian, & Transit Mall Creation of a pedestrian mall along Union Ave. & Main St. (Past City Center).

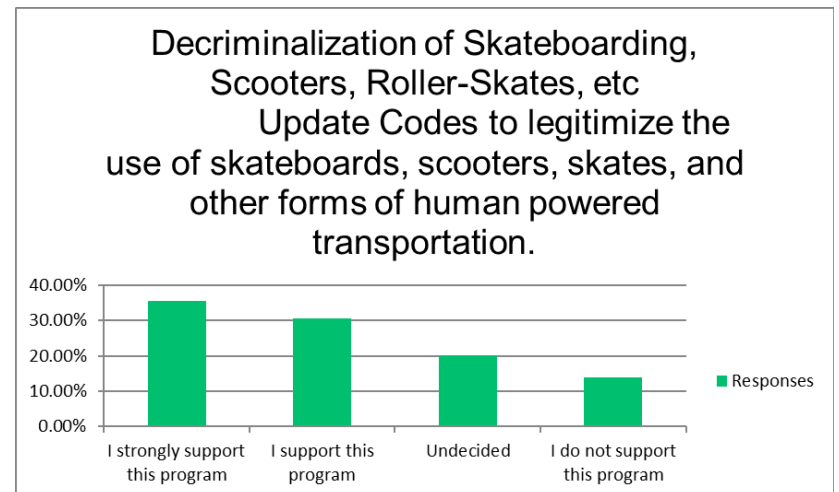
Answer Choices	Responses	
I strongly support this program	41.18%	84
I support this program	36.76%	75
Undecided	11.27%	23
I do not support this program	10.78%	22
	Answered	204
	Skipped	29



Bike & Pedestrian Master Plan: Survey

Decriminalization of Skateboarding, Scooters, Roller-Skates, etc Update Codes to legitimize the use of skateboards, scooters, skates, and other forms of human powered transportation.

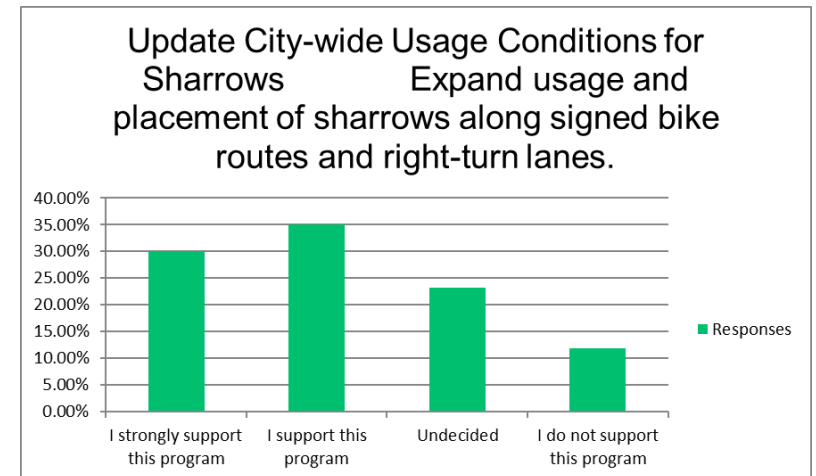
Answer Choices	Responses	
I strongly support this program	35.47%	72
I support this program	30.54%	62
Undecided	20.20%	41
I do not support this program	13.79%	28
	Answered	203
	Skipped	30



Bike & Pedestrian Master Plan: Survey

Update City-wide Usage Conditions for Sharrows Expand usage and placement of sharrows along signed bike routes and right-turn lanes.

Answer Choices	Responses	
I strongly support this program	30.05%	61
I support this program	34.98%	71
Undecided	23.15%	47
I do not support this program	11.82%	24
Answered		203
Skipped		30





PACOG BICYCLE PARKING GUIDE



Why Invest in Bicycle Parking?

- Increase your overall parking capacity at little cost
- Attract new and retain old customers and employees that are health conscious.
- Eliminate clutter, pedestrian hazards or tree damage from bikes poorly parked.
- Get points for being a [Bicycle Friendly Business](#).



TIPS ON INSTALLING BICYCLE PARKING

- **Convenience:** Bike parking should be convenient to building entrances (within 50 ft) and street access. Disperse racks along sidewalk in commercial districts to provide close access to multiple storefronts.
- **Visibility:** Bike parking should be easily spotted from the street. In addition to attracting users
- **Spacing:** Bike racks should be far enough away from wall and other obstacles so bikes can be maneuvered in and out even when other bikes are parked.
- **Sidewalk:** Bike racks should be aligned with planters and other street furniture to maintain existing pedestrian flow. A ten-foot wide sidewalk is the minimum width required to accommodate pedestrian flow and bicycle racks. Racks best for tight spaces are inverted U racks parallel to the road.
- **Public Right of Way (ROW) areas:** include city sidewalks and areas in the roadway. Anytime any street furniture including trash cans, benches, planters or bicycle racks are placed in the public ROW, a permit, insurance and approval is required by the Traffic Engineer. The permit and insurance is waived if the rack is donated to the City but approval of installation site is still required to ensure pedestrian flow and motor vehicle doors are not impelled. Certain downtown areas now have [Streetscape](#) design guidelines approved for street furniture including bicycle racks (see the following page). Call **719-553-2722** if you plan to install a bicycle rack in the public ROW.

LOCATION ! LOCATION ! LOCATION !

APPROVED BICYCLE PARKING FACILITIES

Inverted U racks: The preferred rack (minimum of 24"-30" wide x 32-35" high—holds two bikes)

Racks fabricated using 2.4" round or square tubing to form inverted U.

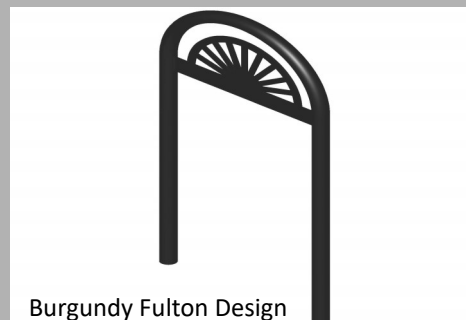
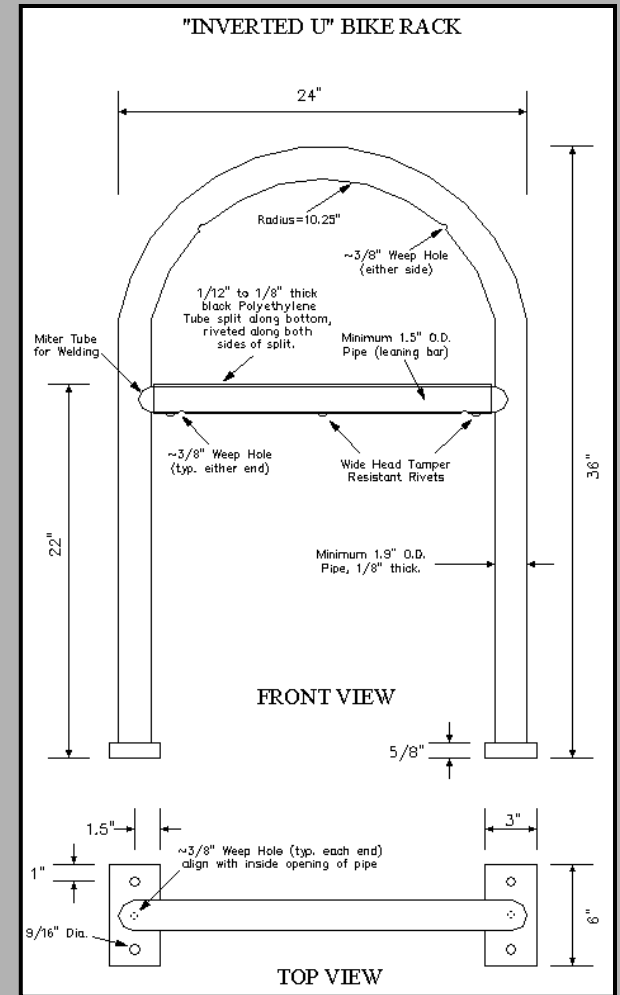
Flange mount: rack should have bolt plates welded to the bottom of the rack to secure the rack with concrete anchor bolts into existing concrete

Below grade mount: at least 10-12" of additional tubing on each end to secure below grade.

Customize options: customize logo or design can be ordered to fill the inside of the rack to serve as sidewalk art and/or promote a business or sponsor.

City Streetscape Guidelines require the following customization for these downtown areas: Burgundy Rapid Design For:

- Riverwalk area- [Burgundy Rapid Design](#)
- Historic Union District- [Black Pearl Design](#)
- Other lower downtown areas- [Burgundy Fulton design](#)
- Civic Center areas involving government buildings has more flexibility in colors including silver, such as, [Classic Bike U Racks](#)



BICYCLE PARKING BASICS

Motorists expect convenient and secure parking at all destinations. The cost of providing space for car storage for customers or employees is expensive but rarely discussed or debated as being necessary. Consider the costs:

- Surface lot: \$2,200 to store one car
- Parking garage: \$12,500 to store one car
- On street parking: \$5,000 per mile to stripe one side of the road (not to mention eliminating street space for other uses such as turn lanes, wider sidewalks with streetscape or bike lanes)

Businesses should give the same consideration to secure bike parking, especially for employees, recognizing the very real health benefits of cycling, the economic challenges many in the community face and the advantage of eliminating the need to store a car for every bike that come to your business. For every car trip avoided, there is that much more space for another customer!

Bike Parking is a fraction of the cost of parking motor vehicles. In fact, one motor vehicle space could park up to 18 bicycles. Many cities are trading one on-street parking spot for a bike corral to promote cycling and healthy living.

Unfortunately, bike storage is usually just an after thought with just a poorly designed bike rack



thoughtlessly placed. Poorly designed racks can actually damage the bicycle and make a more secure U lock useless. Businesses will complain bike racks aren't used as proof nobody wants to ride. While in fact, fear of theft is one of the top reasons for not riding more. Good installation is critical to deter theft and encourage cycling.

Long term parking *involves leaving bike all day or longer (employee/residential use)*

- Must be higher security standard to prevent theft, limited access or full time security footage and response from security
- Covered to prevent damage from weather is now required by many city ordinances

Examples:

- Fenced off locked areas in parking garage (downtown Colo Spgs \$5 one time fee for gate key)
- Racks in enclosed, lockable room or shelter (Parkview)
- Racks in view of employees at all times (within 100 feet)
- Bike lockers (\$1,00-4,000 for 2 bikes)
- **New York City requires this accommodation within 3 city blocks, Portland requires it within 750 feet.**



Above: Bike lockers for secure storage



Above: Bike rack on indoor wall for employees

Parking in the office:

- Some have the luxury of an office large enough to accommodate a bicycle or two. But few in large offices or customer areas have this option for more than one bike. May block fire exits and cause problems on fire safety inspection.
- Consider hanging wall racks with or without locks in interior areas for employee parking. 3 bikes take up 54"x45" wall space and up to 40" area off the wall.
- University of Oregon Health Sciences Center has sign welcoming bicycles inside the building with "Please walk your bike" - a welcoming sight in a "healthy" worksite!
- Indoor bike parking for employees or residents dramatically increases security.

Consider what other cities are doing to promote cycling by addressing inadequate bike parking:

- **San Francisco ordinance** requires owners of commercial buildings to provide secure bicycle parking for employees. Goal is that 1 in 5 trips to be by bicycle to improve health, traffic.
- **New York City ordinance** in 2009 required commercial buildings with a freight elevator must provide access for bicycle commuters. Law does not apply to residential buildings but access to indoor bicycle parking is now a popular real estate marketing tool! **New York** also provides free indoor bike parking at lots for City employees.
- **NYC** also requires parking garages and lots that accommodate 100 vehicles or more to provide bike parking spot for every 10 vehicle spaces.



Above: Parking garage fenced area in Colo Springs

Below: Parkview employee secure indoor parking



Bike Parking Do's

DO get racks that allow two points of contact on the bike frame to allow U-lock to frame and wheel to rack. Inverted U racks, large hoops on a post or overhanging bar with hoops hanging down work best.



DO place in highly visible and convenient place convenient to building entrances (within 50 ft) and street access. Bike parking should be easily spotted from the street and from windows of the building to discourage theft and vandalism. Ideally bike parking should be as close to entrances as handicap parking. Disperse racks along sidewalks in commercial district to provide close access to multiple storefronts.



Bike Parking Don'ts

DON'T waste money on "wheel bender" racks that only secure one wheel. These aren't secure, bikes tip over damaging wheels & other bikes.

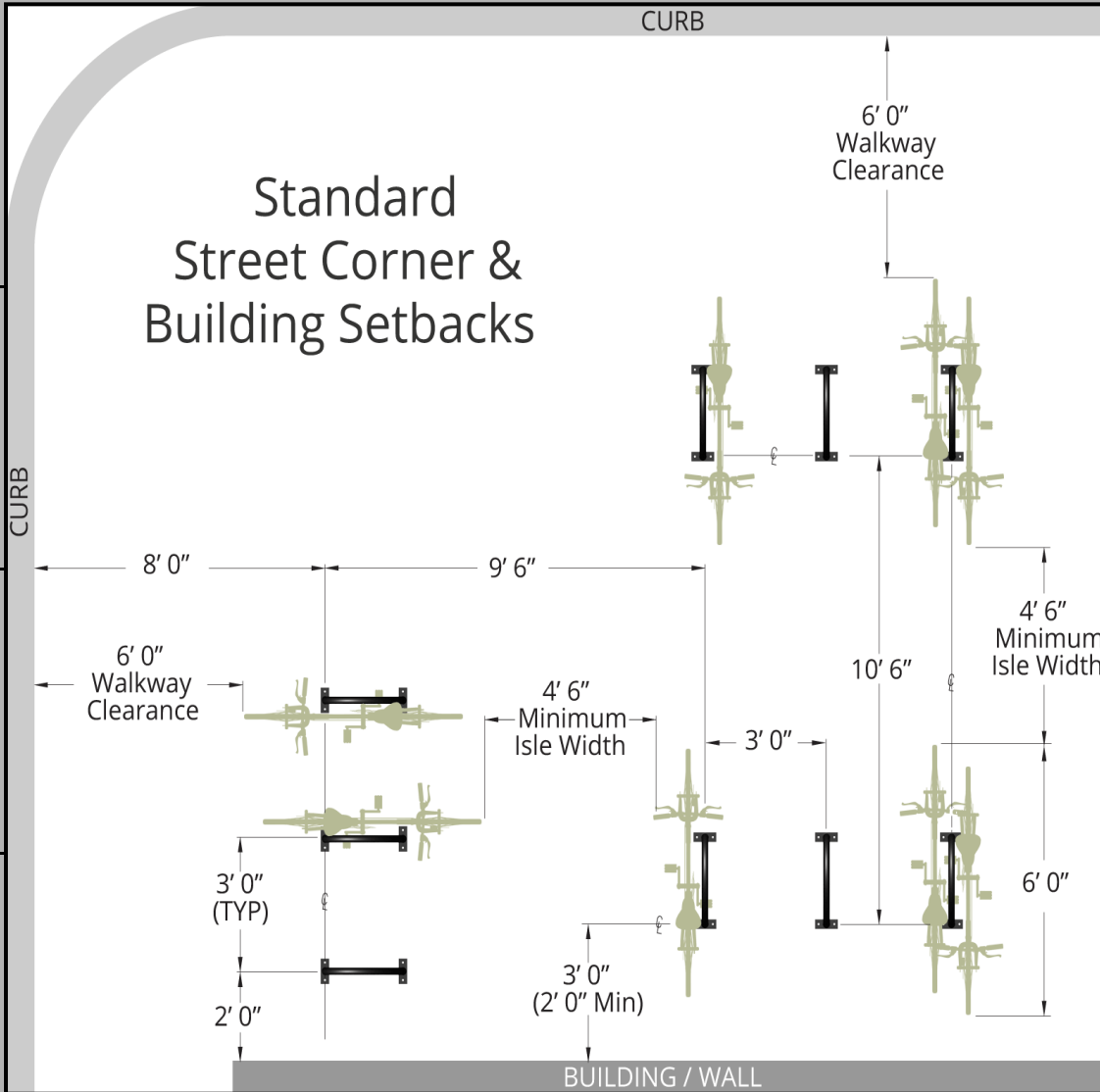


DON'T hide racks from view where only thieves find them. DON'T be surprised by lack of use if racks are poorly placed.



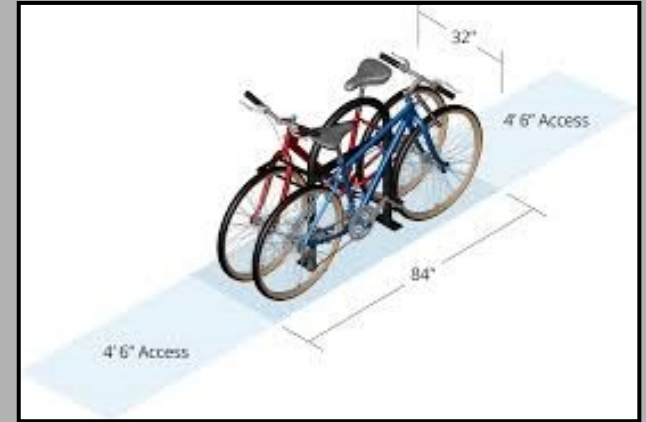
Bike Parking Do's

DO plan and install racks based on available space and determine if bikes will run parallel or perpendicular to curb or wall. A six-to-eight foot wide sidewalk is the minimum width required to accommodate pedestrian flow and parallel bicycle rack for two bicycles. Bike racks can be perpendicular or angled in wider areas.



Bike Parking Don'ts

DON'T forget the dimensions and footprint of a bicycle.



DON'T place center of rack closer than 35" to wall if bike runs perpendicular to wall.

DON'T place a rack closer than 24" to a wall if bike runs parallel to wall.

DON'T forget to allow space for handlebars and moving bikes in and out of racks with other bikes present.

Bike Parking Do's

DO Increase your overall parking capacity at little cost. Attract and retain old customers and employees that are health conscious. Eliminate clutter, pedestrian hazards or trees damage from bikes poorly parked.

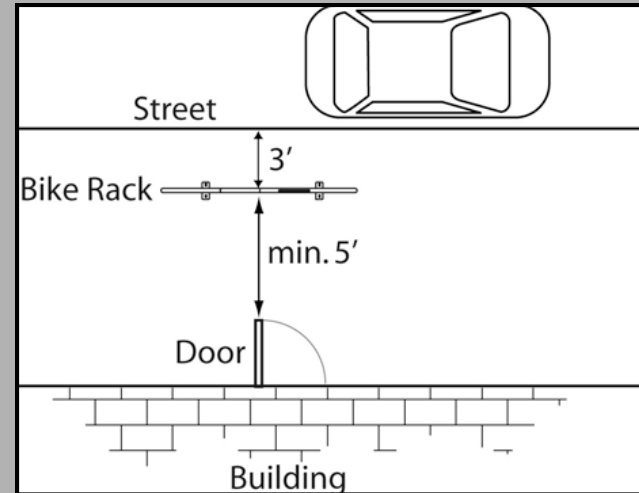


DO consider indoor or secure parking options for long term parking for employees or loyal customers.



Bike Parking Don'ts

DON'T forget car doors opening with on-street parallel parking. Allowing 36" curb to rack might prevent bike/car damage



DON'T discount the benefit of quality, well placed bicycle racks.

DON'T ignore the health and economic benefits of cycling and providing end of trips parking options for customers and employees.



TRAIL GUIDELINES



Specific Trail Guidelines

These trail guidelines were developed to provide the City of Pueblo with a toolbox of details to build both soft and hard surface trails, access areas and special crossings to extend and improve an interconnected network of parks, trails, open spaces, recreation opportunities, as well as connecting to schools and other places of businesses. These guidelines can be provided to developers so additional trail related facilities are consistently developed.

This section provides basic information necessary for four types of trail or path standards, trailheads, access points and crossings with specific materials, widths and clearances specified based on the type of trail or path and level of service expected. Refer to City of Pueblo Bicycle Master Plan for connecting routes for bicycles utilizing roadways with bike lanes or other designated bike routes.

Trails in this document refer to non-motorized, paved and unpaved routes physically separated from motor vehicle traffic intended for recreation and bicycle/pedestrian commuter connectivity including open space areas, in parks, along drainage features and adjacent to vehicular routes. They do not include specific guidelines for on-street bicycle routes and bicycle lanes, which should follow national standards found in the American Association of State Highway and Transportation Officials (AASHTO) intended for bicycle commuters and outlined in more detail in the 2010 Bicycle Master Plan.

The intent of these trail standards is to provide consistency and more affordable options to the city and developers in advancing the non-motorized transportation network using trails and sidewalks. Critical linkages can be made between neighborhoods and key destinations such as schools, parks, business areas, the existing Arkansas River trail, Fountain Creek trail, Wildhorse Creek trail, the University trail and wide sidewalk trails parallel-



Lake Minnequa Trail

ing Northern Blvd, Pueblo Blvd and Highway 50 through the city limits and any future developments that have non-motorized trails planned in the 2030 Long Term Transportation Master Plan.

This section of the plan is organized by:

- Paths and Trails
- Road Crossings
- Access points and Trailheads
- Corridors

American Disability Act trail considerations

TYPES OF TRAILS AND STANDARDS (see Table 1)

The trail and path concept provides a combination of facilities that accommodate a

variety of non-motorized shared uses in different settings. Shared-use is defined as non-motorized use accommodating such activities as hiking, bicycling, equestrians, jogging, wheelchairs and roller blading. Trail surface material is self-selecting for some uses (e.g., roller bladders on paved surfaces and equestrians on unpaved surfaces).

The complete description of these facilities is listed in Table 1. The following is a general summary of the system of the types of trail standards allowed:

Urban Trail:

The highest standard of trail requires 10-foot hard surface of concrete or pavement alongside a 3-foot soft surface on one side. Inclusion of a soft surface trail alongside a hard surface trail is to protect the joints of walkers and runners and provide additional safety for trail users. Due to volume of potential traffic and safety, the highest standards for crossings, clearance and design features are included here unless prohibitively expensive or lack of right of way exists for the highest standards.

- **Regional trail:** These trails provide major connectivity across the



Pueblo West Powerline Easement Trail

city and adjacent open space areas to other trail systems. Existing examples: Arkansas River Trail, Fountain Creek Trail

Community Trail: these trails provide connectivity within city limits connecting neighborhoods, schools and business areas. Existing examples: wide sidewalk trails adjacent to Pueblo Blvd, Northern Blvd and Highway 50

Rural Trail:

The mid-level standard of trail requires a minimum of 8-foot width of hard or soft surface material. If adjacent to a roadway, a 10-foot concrete sidewalk is required. This trail standard is currently only at Lake Minnequa. This trail standard could be used to extend Fountain Creek trail north toward Colorado Springs, around parks for runners and walkers needing softer surface for their joints. This trail standard is less costly to construct and maintain while serving multiple types of users.

- **Regional trail:** These trails provide connectivity to adjacent open space areas and other trail systems. No existing examples but future expansion of the Fountain Creek Trail north to Colorado Springs or Wildhorse Creek northwest to the YMCA campus until funding available to upgrade the trail to an urban standard.

Community Trail: these trails in more natural, rural areas allow community members a soft surface option to walk, ride, run within city limits and provide much needed connectivity in areas with lower expected traffic volumes between smaller neighborhoods or parks. Existing examples: Lake Minnequa trail and potential loops of trail through existing parks.

Neighborhood Trail:

The lowest standard trail has varied widths depending on the entity maintaining the trail, potential traffic volumes and may include a combination of sidewalks, compacted soft surface and hard surface trails connecting through open space, park, garden or greenbelt or minor drainage areas.



Single Track Trail for Mountain Bike and Hiking:

Unimproved open space areas may have existing or future single track trails enjoyed by hikers and mountain bikers. Access to recreational hiking and biking trails such as this are appreciated in urban areas as much as rural and mountain areas. Trail standards are included for any future development of mountain bike parks or hiking areas within city limits for sustainability and maintenance purposes.

TYPE MILES USE
TRAIL

ROAD CROSSING TRAIL STANDARDS (see Table 2)

Standardization of how trails safely cross or intersect with a roadway in terms of signage, lighting, clearance are detailed.

ACCESS POINTS (see Table 3)

Improved access points will greatly enhance safety and user experience. Most importantly, the overall success of a trail/path system largely depends on the ease with which people can access the facilities, either by walking, riding or biking from home or from driving to convenient, safe and well-equipped trailheads. Three types of access points are summarized below.

- Level One Trailhead: the largest trailhead to accommodate all user types. It is fully ADA accessible, has ample parking, security lighting, restroom facilities and signage regarding the trail system.
- Level Two Trailhead: a smaller trailhead providing minimal parking and amenities.
- Level One Access connection: short trail segment, ramp or stairway providing access to trail system between a neighborhood, park, school or business that fully meets ADA guidelines
- Level Two Access connection: short trail segment, ramp or stairway providing access to trail system between a neighborhood, park, school or business that does not fully meet ADA guidelines

At grade road crossing connection meets ADA guidelines



RIGHT OF WAY CORRIDORS (see Table 1)

Trail and path corridors generally occur along streets and roadways, between properties or within open space areas. Trail corridors can be either dedicated public property, city owned property or a trail/ pedestrian easement. Trail and path corridor widths should be maintained within these situations to promote safety, a respect for the environment and respect for neighbors. For safety and prevention of vandalism, fencing adjacent to a trail shall have a maximum opaque height of four feet except for trails adjacent to a roadway.



Table 1: Types of Trails and Bicycle Lane Standards

	Urban Trail Regional or Community	Rural Trail Regional or Community	Neighborhood Trail	Single Track Trail
Right-of-way minimum width	20 feet	20 feet	20 feet if shared with maintenance road	
Set back from adjacent roadway if applicable	8 feet minimum	8 feet	10 feet for distances of 150 LF or less Narrow trail-fence setback 15 feet for distances over 150 LF	
Trail width	10 feet hard surface + 3 feet soft surface	10 feet if shared maintenance road 8 feet all other locations	10 feet if shared with maintenance road 5 feet if City maintained 4 feet if HOA maintained	18 inches
Allowable surface material	Concrete	Crusher fines Road base (class 6) Asphalt Concrete	Crusher fines Road base (class 6) Asphalt Concrete	Natural
Design speed	15 mph	10 mph	NA	NA
Minimum turning radius	55 feet centerline ADA ramps should include minimum 12' turning radius for bicycles or provide alt. route for safe bicycle use	38 feet centerline ADA ramps should include minimum 12' turning radius for bicycles or provide alt. route for safe bicycle use	NA	Sustainable designs!
Maximum longitudinal slope	ADA 5% or less unlimited length or grade of adjacent roadway ADA ramp guidelines over 5%	ADA 5% or less unlimited length or grade of adjacent roadway Forest Service guidelines over 5%	ADA 5% or less unlimited length or grade of adjacent roadway. Forest Service guidelines if over 5% grade	NA
Vertical clearance	10 feet	10 feet if shared maintenance road 8 feet all other locations	8 feet	8 feet
Lateral clearance	3 feet	2 feet	NA	NA
Stopping Sighting Dist. (2% grade)	65 feet	32 feet	NA	NA
ADA accessibility	Fully accessible	Meets Forest Service guidelines (Table 4)	Meets Forest Service guidelines (Tbl. 4)	Not ADA compliant
Existing examples	Arkansas River Fountain Creek	Runyon Lake Pueblo Blvd.	Settler's Village trail Lake Minnequa	Honor Farm Big Hill open
Proposed trails	Extending Hwy 50 trail west to Park-west campus	Fountain Creek Extension north to CO Springs Wildhorse Creek Extension to YMCA campus		

Table 2: Road Crossing Trail Standards

Crossing Type	Width	Height/ Clearance	Lighting	Signage	Miscellaneous
Grade separated-Bridge Underpass	12 feet	10 feet minimum	Continuous, all day	Both ends	Trail above low-flow/continuous flow of channel, All ADA requirements
Grade separated-Shared Bridge	10 feet	10 feet minimum	Along roadway	Both ends	Vertical barrier from traffic All ADA requirements
Grade separated-Pedestrian Bridge overpass	12 feet Regional 10 feet Community	10 feet minimum	Optional	Both ends	All ADA requirements
At-grade crossing	Same as path/trail	10 feet minimum	Along roadway	Along trail and roadway	All ADA, signage and signal requirements shall meet City of Pueblo Standard Construction details
Mid-Block at-grade crossing (will require limited width crossing or additional traffic calming designs for safety)	Same as path/trail	10 feet minimum	Along roadway	Along trail and roadway	All ADA, signage and signal requirements shall meet City of Pueblo Standard Construction details and additional MTCUD advanced warning signal/signage
Low-Flow/Dip crossing	Same as path/trail	10 feet minimum	Optional	Both ends	Portion of trail in flow limits shall be concrete with thickened edges and heavy broom finish perpendicular to travel direction

Table 3: Access Points and Trailhead Standards

Access Type	Parking Spaces	Restrooms Picnic/Shade structures	Lighting	Signage	ADA
Level One Trailhead	10-12	Restroom, 2 picnic areas, water bib	Yes	Trail sign map with rules	Fully ADA accessible
Level Two Trailhead	5-11	Optional	Yes	Trail sign map with rules	Fully ADA accessible
Level One Access connection	NA	No	Yes	Trail sign map with rules	Fully ADA accessible
Level Two Access connection	NA	No	Optional	Optional sign	May not meet full ADA requirements with stairs or steeper grades
At-grade road crossings (detailed in Table 2)	NA	No	Roadway	Required crossing signs	Fully ADA accessible

Table 4: American Disability Act Trail Standards (based on U.S. Forest Service guidelines)

Consideration	Permitted	Allowance for exception
Trail Grade	<p>Grade of trail segments shall comply with the following.</p> <p>No more than 30% of total trail may exceed a trail grade of 1:12 (8.33%)</p> <p>Trail grade of up to 1:20 (5%) is permitted for any distance</p> <p>Trail grade up to 1:12 (8.33%) permitted up to 200 feet. Resting intervals shall be provided at no greater than 200 feet apart</p> <p>Trail grade up to 1:10 (10%) is permitted for up to 30 feet. Resting intervals provided at no greater than 30 feet apart.</p> <p>Trail grade up to 1:8 (12.4%) permitted up to 10 feet with resting intervals no greater than 10 feet apart</p> <p>At drain dips, a trail grade of 1:7 (14%) is permitted up to 5 feet when the cross slope does not exceed 1:20 (5%)</p>	
Cross Slope	Shall not exceed 1:20 (5%)	At drain dips, cross slope up to 1:10 (10%) permitted at bottom of the dip where the clear tread width is at least 42 inches
Resting Intervals	<p>Where trail grade exceeds 5%, resting intervals shall be provided as above. Resting intervals shall be at least 60 inches long and twice as wide as the widest portion of the trail segment leading to the resting intervals.</p> <p>Slope shall not exceed 5% in any direction</p> <p>*Note the minimum safe bicycle turning radius design is 12 ft so ramp/resting interval turns should accommodate multiple users or provide alternate, more direct route.</p>	
Passing Spaces	<p>Trails with clear tread width less than 60 inches shall provide passing spaces at 1000 foot intervals maximum and more often if trail is heavily used, a boardwalk, or not at the same level as the ground adjoining the trail.</p> <p>Passing space shall be a minimum of 60 inches by 60 inches or may include the intersection of two trails providing an additional 48 inch segment including the T-shaped space of the intersecting trails.</p>	
Trail surface	Trail tread shall be both firm (resists deformation by indentations) and stable (remains unchanged by applied force so that when the force is removed, the surface returns to its original condition)	
Tread obstacles	The vertical alignment of joints in concrete, asphalt, or board surfaces can be tread obstacles. Natural features such as tree roots, rocks, and water bars within the trail tread can also be tread obstacles.	Where possible, tread obstacles should be separated by a distance of 48 inches minimum so persons using wheelchairs can maneuver around the obstacles.
Openings	Openings in trail tread surfaces shall be small enough to prevent passage of a ½ inch diameter sphere. Elongated openings shall be placed so the long dimension is perpendicular or diagonal to the dominate direction of travel.	Elongated openings may run parallel to direction of travel if opening does not allow passage of ¼ inch diameter sphere. Perpendicular openings to direction of travel may allow up to ¾ inch sphere to pass.
Gates and Barriers	Gate openings and barriers to control access to trails must be 36 inches wide	

EXISTING PLANS, CODES, & POLICIES

THE 2010 BICYCLE PLAN (2010)

The 2010 Bicycle and Pedestrian plan was completed in 2010 by the Pueblo Area Council of Governments and Pueblo Active Communities (PACE). This plan is intended to give an overview of the of Pueblo's regional bike and pedestrian infrastructure as well as a roadmap for future connections and development. Outstanding projects phases from this plan have been included as projects in the Regional Bike & Pedestrian Master Plan.

2040 LONG RANGE TRANSPORTATION PLAN (2015)

The 2040 Long Range Transportation Plan was completed in 2015 by the Pueblo Area Council of Governments. This document contains information about the current system as well as projections of what to expect in future. Based of a 20-year planning horizon, it contains both a fiscally constrained planned based on dedicated funds as well as vision plan which consist of projects that have not been funded yet. While this plan includes all forms of transportation, the bike, pedestrian, and transit elements have been extrapolated and included in the Regional Bike & Pedestrian Master Plan.

2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (2018)

The 2019-2022 Transportation Improvement Program plan by the Pueblo Area Council of Governments is a planning document used to show funded short-term projects (1-4 years). Projects with Transportation Alternative Program funding can also be found here, and those projects have been included in the Regional Bike & Pedestrian Master Plan

THE STATEWIDE BICYCLE AND PEDESTRIAN PLAN

The Statewide Bicycle and Pedestrian Plan was completed in 2015 by the Colorado Department of Transportation (CDOT). This plan includes the goals of increasing safety for bicyclists and pedestrians and increasing the use of these modes of travel. It also addresses other benefits of biking and walking including reducing emissions, improving health, improving local economy and ultimately enhancing our quality of life.



EXISTING PLANS, CODES, & POLICIES

2018-2022 CAPITAL IMPROVEMENTS PLAN (CIP)

2018-2022 Capital Improvements Plan (CIP) was completed in 2018 by The City of Pueblo. This plan includes short-term constrained and unconstrained projects. All capital improvement projects, not just bike and pedestrian, should be found in this document

PUEBLO TRAFFIC CODE

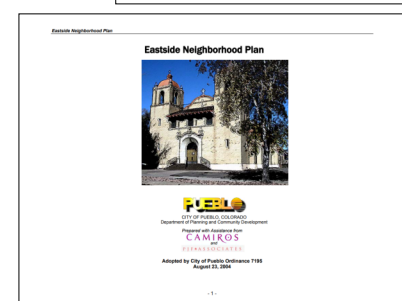
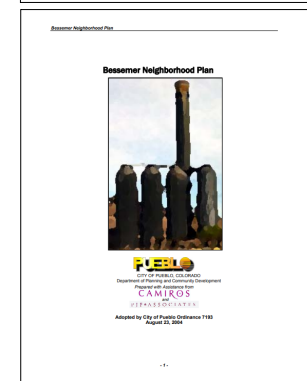
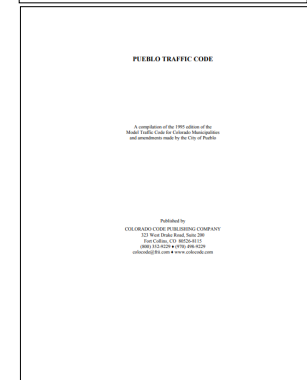
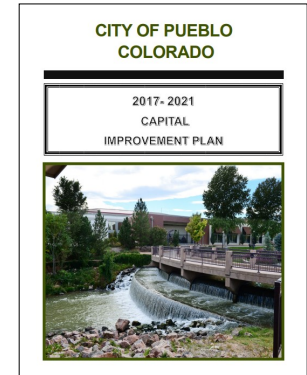
The Pueblo Traffic Code was completed in 1995 by The City of Pueblo. This based of Model Traffic Code for Colorado Municipalities. It includes both the rules for cars and trucks, as well as bike, pedestrian, and all other forms of surface-based transportation.

THE BESSEMER NEIGHBORHOOD PLAN

The Bessemer Neighborhood Plan was completed in 2004 by the City of Pueblo. This vision and plan for the Bessemer Neighborhood can be achieved through actions in several strategic initiative areas: quality of life, park and open spaces, neighborhood identity, housing, historic preservation, commercial/industrial and economic opportunity.

THE EASTSIDE NEIGHBORHOOD PLAN

The Eastside Neighborhood Plan was completed in 2004 by the City of Pueblo. This vision and plan for the East Side Neighborhood can be achieved through actions in several strategic initiative areas: quality of life, park and open spaces, neighborhood identity, housing, historic preservation, commercial/industrial and economic opportunity.



EXISTING PLANS, CODES, & POLICIES

THE WESTSIDE NEIGHBORHOOD PLAN

The Westside Neighborhood Plan was completed in 2004 by the City of Pueblo. This vision and plan for the East Side Neighborhood can be achieved through actions in several strategic initiative areas: quality of life, park and open spaces, neighborhood identity, housing, historic preservation, commercial/industrial and economic opportunity.

PUEBLO HISTORIC TROLLEY PLAN

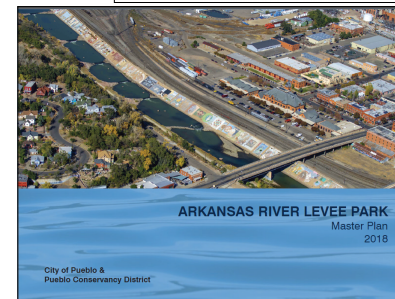
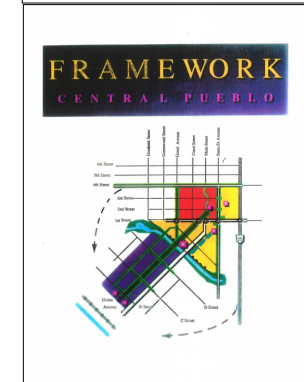
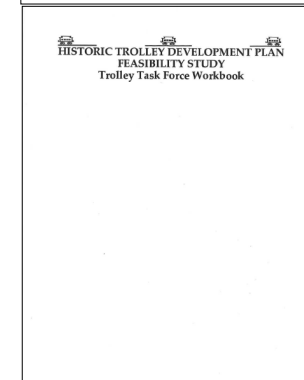
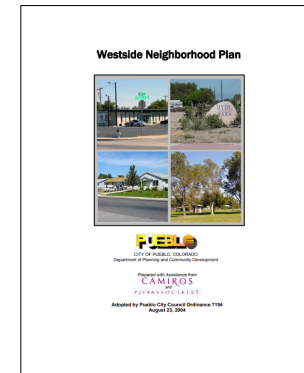
The Historic Trolley Development Feasibility Plan was completed in 1995 by the City of Pueblo. This historic trolley feasibility study was undertaken under the auspices of the Pueblo Renaissance, Inc. to render preliminary feasibility study, consulting and planning services with respect to the feasibility of establishing a historic street railway/ trolley system in the central business district of pueblo

FRAMEWORK: CENTRAL PUEBLO

The Framework: Central Pueblo Plan was completed in 1993 by the City of Pueblo. The mission of the central framework is to develop an economically sound, strong, and vibrant community business district with a sense of history, purpose, and vision.

ARKANSAS LEVEE TRAIL

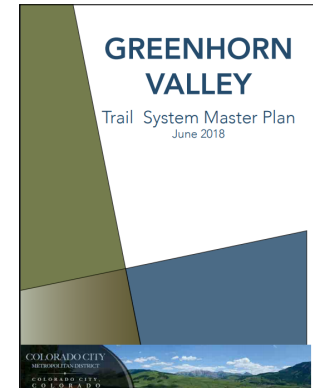
The Arkansas Levee Trail Plan was completed in 2018. The City of Pueblo and the Pueblo Conservancy District commenced a master planning process to determine a vision and master plan for the Arkansas River Levee. The City invested in a comprehensive planning process that assessed the opportunities and challenges of this urban river park. The result is a valuable guide for developing this area over time based on input from the general public, city agencies, specific user groups and other stakeholders.



EXISTING PLANS, CODES, & POLICIES

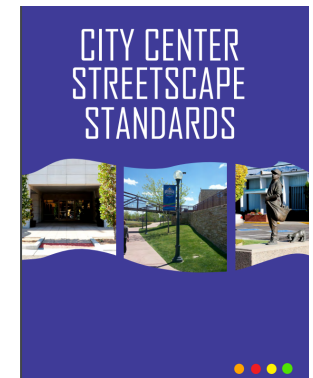
GREENHORN VALLEY TRAIL SYSTEM MASTER PLAN

Greenhorn Valley Trail System Master Plan was completed in 2018 by the Colorado City Metro District. The purpose of this report is to guide the community Colorado City towards a connected trail system supporting Community livability, cohesion, recreation, education and environmental health.



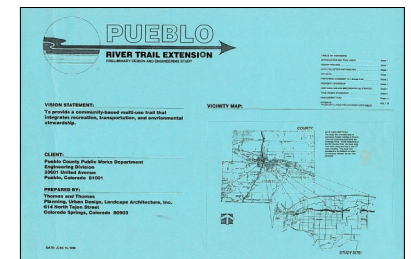
CITY CENTER STREETScape STANDARDS

The City Center Streetscape Standards were completed in 2009 by the City of Pueblo. Within the overarching goal of creating a City Center or Downtown that is pedestrian friendly, the Streetscape Design Standards provide the direction to achieve specific objectives



PUEBLO RIVER TRAIL EXTENSION PLAN

Pueblo River Trail Extension Plan was completed in 1998 by the Pueblo County Public Works Department. This plan was conducted to explore the opportunities and constraints associated with the development of multi-use trail system east of downtown Pueblo.



DOWNTOWN PEDESTRIAN ALLEYWAYS PLAN

The Downtown Pedestrian Alleyways Plan was completed in 2013 by the Pueblo Urban Renewal Authority. The goal of the Downtown Pedestrian Alleyways Plan is to create pedestrian friendly spaces that promote increased foot traffic circulating in and between the Riverwalk and Union Depot Areas.

