Multi-Modal Master Plan
City of Cañon City

Fremont County, Colorado

Multi-Modal Master Plan

City of Cañon City

Prepared For:
City of Cañon City
128 Main Street
Cañon City, CO 81212

Acknowledgments

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- Cañon City School District
- Fremont County Transit
- Loaves and Fishes
- St. Thomas More Hospital
- Cañon City Fire Protection
- District & Police Department
- Boys and Girls Club of Fremont County
- Colorado Territorial Prison
- Bureau of Land Management
- Dawson Ranch HOA
- CDOT – Region 2 Bike and Ped Rep
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Table of Contents

Table of Figures

List of Appendices

Appendix A - Data Collection

- Turning Movement Counts
- 72-Hour Counts
- Parking Utilization Counts
- Field Review

Appendix B - Safety Data

Appendix C - Public Involvement

- Stakeholder Meeting Notes
- Vision Committee Presentation
- Public Meeting Boards
- Public Survey Results
- Vision Committee Presentation

Appendix D - Recommendations

- Priority Projects Scoring

List of Tables

List of Acronyms

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
CDOT	Colorado Department of Transportation
DOT	Department of Transportation
FARS	Fatality Analysis Report System
FCT	Fremont County Transit
FHWA	Federal Highway Administration
GIS	Geographic Information System
HCM	Highway Capacity Manual
HOA	Home Owner's Association
LOS	Level of Service
MMOF	Multimodal Transportation and Mitigation Options Fund
MPO	Metropolitan Planning Organization
OF&E	Other Freeways & Expressways
OIM	Office of Innovative Mobility
OPA	Other Principal Arterial
OTIS	Online Transportation Information System
Q/LOS	Quality/Level of Service
TPR	Transportation Planning Organizations
UAACOG	Upper Arkansas Area Council of Governments
VTMC	Virtual Transportation Management Center

Glossary of Terms

Accessibility for Handicap Persons: The Americans with Disabilities Act (ADA) mandated full accessibility in the transportation industry by standardizing accessible services and establishing requirements for both public and private sectors.

Accessibility: The additional qualification that desired destinations can be reached with reasonable effort or cost. Persons dependent on public transit may not be able to reach certain employment opportunities, for example.

Americans with Disabilities Act: Federal legislation passed in 1990 to make public accommodations, including transportation facilities, accessible to individuals with handicaps.

Annexation: Addition of an area to a country, state, municipality, etc.

Arterial: Roadways that provide crucial link in the national transportation system providing for regional mobility and access to land use that is vital to our economy and quality of life.

Bicycle Lanes: A portion of a curbed roadway designated for the exclusive use of bicyclists.

Bus: The standard 35-foot bus has 35 to 45 seats and can carry about 70 passengers, including standees.

Bustang Outrider: CDOT's interregional express bus service, connecting major populations, employment centers and local transit entities along the I-25 and I-70 corridors.

Cañon City Golden Age Center: Founded in 1961, this program provides a variety of services and activities to seniors including the nutrition program, educational opportunities, informational seminars, exercise classes, card playing, and crafts.

Capacity: The amount of goods, vehicles, and/or persons a system can handle before reaching saturation.

Colorado Department of Transportation: CDOT is responsible for providing a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

Comprehensive Plan: Plan that promotes the community's vision, goals, objectives, and policies, establishes a process for orderly growth and development, addresses both current and long-term needs, and provides for a balance between the natural and built environment.

Corridor: A combination of discrete, adjacent surface transportation networks (e.g., freeway, arterial, transit networks) that link the same major origins and destinations.

Crosswalks: Marked paths where pedestrians can safely cross a roadway. Marking of crosswalks helps drivers better identify the intersection and guides pedestrians to the best crossing location.

Demand: The requirement for goods or persons to be moved.

Design Year: The year used as the starting point for travel demand forecasts; usually a recent year for which data are available.

Equity: Transportation decisions can have an equitable effect on poor and underrepresented groups. Subway systems, for example, may provide quick efficient rides to the Central Business District (CBD) from a suburban area but may not serve the poor, whose jobs may be inaccessible or hard to reach using those same transit routes.

Federal Highway Administration (FHWA): Is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). Through financial and technical assistance to State and local governments, the Federal Highway Administration is responsible for ensuring that America's roads and highways continue to be among the safest and most technologically sound in the world.

Fixed Route and Fixed Schedule: Some transit service is demand responsive, meaning that a vehicle is sent to a rider's location as close to the desired pick-up time as possible. However, most transit service is provided along a fixed route and according to a fixed schedule..

Flow: Traffic volume converted to a rate per unit of time, most commonly vehicles per hour.

Frontage Road: A minor road running parallel to a higher-speed more major road, often in an urban setting. The frontage road is connected at some points with the major road.

Geographic Information System (GIS): Is an organized collection of computer hardware, software, geographic data, and personnel designed to efficiently capture, store, update, manipulate, analyze, and display all forms of geographically referenced information.

Geometric Design: The way in which highway designers try to fit the highway to the terrain while maintaining design standards for safety and performance.

Horizon Year: The specified year for which a forecast is made, usually 5, 10 or 20 years into the future.

Investment: Many transportation options are very expensive to install. The excellent road system in the United States has also required a large investment, primarily financed through gasoline taxes. If there is not likely to be ample return on the investment, the investment will not take place.

Level of Service (LOS): LOS is a quantitative stratification of the quality of service to a typical traveler of a service facility into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quantity. Level of Service indicates the capacity per unit of demand for each public facility.

Master Plan: Precedents that set a long-term vision for multi-modal transportation in the municipality. It provides more detailed recommendations and strategies to improve our transportation system beyond what is outlined.

Mobility: The ability to make trips.

Mode: The form of transport - highway, air, and carpool.

Multimodal: Various accommodations for public transportation users to get to and from a public transportation stop or center to access a public transportation service. Those methods include walking, bicycling, riding public transportation systems, and driving.

Multi-Use Trail: A multi-use trail is physically separated from motor vehicle traffic, and can be either within the highway right-of-way or within an independent right-of-way. Multi-use trails include bicycle paths, rail-trails, or other facilities built for bicycle and pedestrian traffic.

Municipality: A city or town that that posseses corporate status and local government in a specified region.

Operations: Defines the resources and the manner in which a system functions.

Online Transportation Information System (OTIS): provides access to information frequently used for transportation planning and project development. Information is provided on current and projected traffic volumes, state highway attributes, summary roadway statistics, and geographic data.

Safety: The number of fatalities or injuries per unit of operation.

Shared-Use Paths: Paved facilities physically separated from motorized vehicular traffic by an open space or barrier and are either within the highway right of way or an independent right of way. The term, "shared-use path", as used in this manual is synonymous with trails, multiuse trails, or other similar terms used in other Department manuals. Shared-use paths are used by bicyclists, pedestrians, skaters, runners, and others.

Sharrows (or Shared Lane Markings): Road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance.

Sidewalk: A continuous concrete pedestrian walkway

Signage: Signs, especially road signs and advisory signs, utilized to communicate a message.

Separated Bicycle Facilities: One-way or two-way bicycle lanes that are adjacent to and physically separated from the vehicular travel lane. Bicyclists in these facilities are separated from vehicular traffic.

Sustainability: To create and maintain the conditions under which humans and nature can exist to support present and future generations (social, environmental, and economic harmony).

Stakeholder: Groups or individuals who are interested in and potentially affected by the outcome of a transportation decision. Collaboration means inviting stakeholders to share their interests early in the process and maintaining engagement throughout.

CDOT Long Range 10-Year Plan: A list of priority transportation projects throughout all of Colorado compiled through the most expansive and inclusive planning and outreach effort ever undertaken. It fixes roads and bridges, making the largest investment in rural roads in modern Colorado history, and advances multimodal investments that expand choice for Coloradans.

Traffic Control Device: A sign or pavement marking that is used to regulate, warn, or guide drivers as they operate their vehicles.

Traffic Signal: It is a traffic control device used to assign the right of way to intersecting vehicular and/or pedestrian movements.

Transportation Network Companies (TNCs): Also known as ridesourcing and ridehailing, TNCs provide prearranged and on-demand transportation services for compensation in which drivers and passengers connect via digital applications. Digital applications are typically used for booking, electronic payment, and ratings (i.e. Uber, Lift)

Turning Movement Counts (TMC): A tally of all possible vehicle movements at a single intersection. These represent the various approach movements (left, thru, right, u turn) that pass through an intersection over a given period of time. Additionally, they are collected for a variety of purposes at signalized and unsignalized intersections.

Vision Zero: An international movement to reduce traffic deaths to zero. Vision Zero prioritizes human life and seeks to counter the prevailing sentiment that traffic crashes are inevitable "accidents" with the assertion that crashes have predictable and preventable causes.

Volume: A count of traffic past a point made for some specific time period.

WayFinding Signage: signage concerned with helping to direct one from point to point, or confirming progress along a route.

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Multi-Modal Master Plan
City of Cañon City

Executive Summary

Executive Summary

The City of Cañon City is located on the Arkansas River in Fremont County, residing in the central area of the county. During the 1800s, Cañon City was known for its successful mining operations and wonderful climate distinguishing it from the various cities nearby. Today, Cañon City is the largest municipality in Fremont County. US 50 runs through Cañon City and is an east-west major regional roadway. The benefit of having a major roadway allows the citizens from Cañon City to have easy access to nearby metropolitan areas. Cañon City is located about 45 miles from the City of Colorado Springs and 40 miles from the City of Pueblo. Figure E.1 shows the regional location of Cañon City and Fremont County within the Front Range.

According to the Cañon City Economic Development Demographics, as of 2023 the City has a population of approximately 17,000 and 33,029 in the greater area of Cañon City. The City's demographic is comprised of 78.5% Caucasian, 13.9% Hispanic, and 3.8% Black. The City consists of 2.73% Seniors 85+ and 17.78% 19 or younger. More than 40.2% of the residents have obtained their high school diploma and 12.8% have earned their bachelor's degree.

In 2021, the City updated its Comprehensive Plan identifying the City's Transportation and Mobility Goals to develop a safe, convenient, and efficient multi-modal transportation network. The overall goal of this Multi-Modal Master Plan is to provide Cañon City with a framework and expand upon the Comprehensive Plan to develop a safe, connected, and efficient transportation system that supports a variety of multi-modal users including pedestrians, bicyclists and trail users, as well as public transit.

This Master Plan consists of performing the following comprehensive analyses:

- Existing Conditions
- Public Involvement
- System Appraisal & Evaluation
- Recommendations & Implementation

E.1 Existing Conditions

A comprehensive transportation inventory was performed to develop a baseline understanding of the City's existing local and regional multi-modal networks, travel patterns, planned target growth areas through the various planning documents prepared by the City and others, as well as an understanding of the current regulatory environment. Various data sources were utilized for the development of the existing conditions baseline including City, County, and State sources, as well as field collected data. ArcGIS, a cloud-based mapping and analysis software, layers were developed for most datasets in this section for use in the overall system appraisal and development of recommendations for this Multi-Modal Master Plan. Details of the existing conditions are provided in Section 2.

E.1.1 Roadway Network

Roadway functional classifications play a critical role in defining the design criteria for the City's roadway network. The City's Thoroughfare Plan was adopted in 1996 and outlines minimum requirements for Street Designations (based on function classification) within Cañon City. Figure E.2 illustrates the functional classifications of roadways in the Greater Cañon City area and traffic control devices within Cañon City.

E.1.2 Multi-Modal Network

Pedestrian, trails, and bicycle facilities within Cañon City are illustrated in Figure E.3. In general, sidewalks are present in most of the northwest portions of the City but generally are in fair to poor conditions and may not meet ADA requirements due to obstructions or damage of the sidewalks. The southern portion of the City generally lacks sidewalks and gaps exist throughout the remainder of the system. Main Street to E Main Street, with a portion of N 5th Street, are the only designated bicycle route within the City and does contain any bicycle related markings or designated facilities. The Arkansas Riverwalk Trail is one of the primary trails of the City and runs east-west through the City. Additional trails exist and are generally present on the west and southwest sides of the City.

In terms of public transit options, The Upper Arkansas Area Council of Governments (UAACOG) subcontracts Demand-Response Transit services in Fremont County. This initiative offers capital, planning, and operational support to regions, aiding public transportation in regions with fewer than 50,000 residents. Fremont County Transit (FCT) is the public transit provider serving all of Fremont County.

Currently there are no routine bus stops within the City from regional bus networks. The on-demand transportation service from the Cañon City Golden Age Center does offer local trips to Penrose utilizing the Bustang Outrider service. The few public transportations that operate in Cañon City are as follows:

- Bustang Outrider operates from Pueblo to Alamosa, service to Cañon City was discontinued in July 2023.
- Cañon City Golden Age Council provides an on-demand service which serves all of Fremont County and is available from Monday through Friday 8:00 AM – 5:00 PM.

Public Transportation is critical in expanding access to employment, education, healthcare, and socialization.

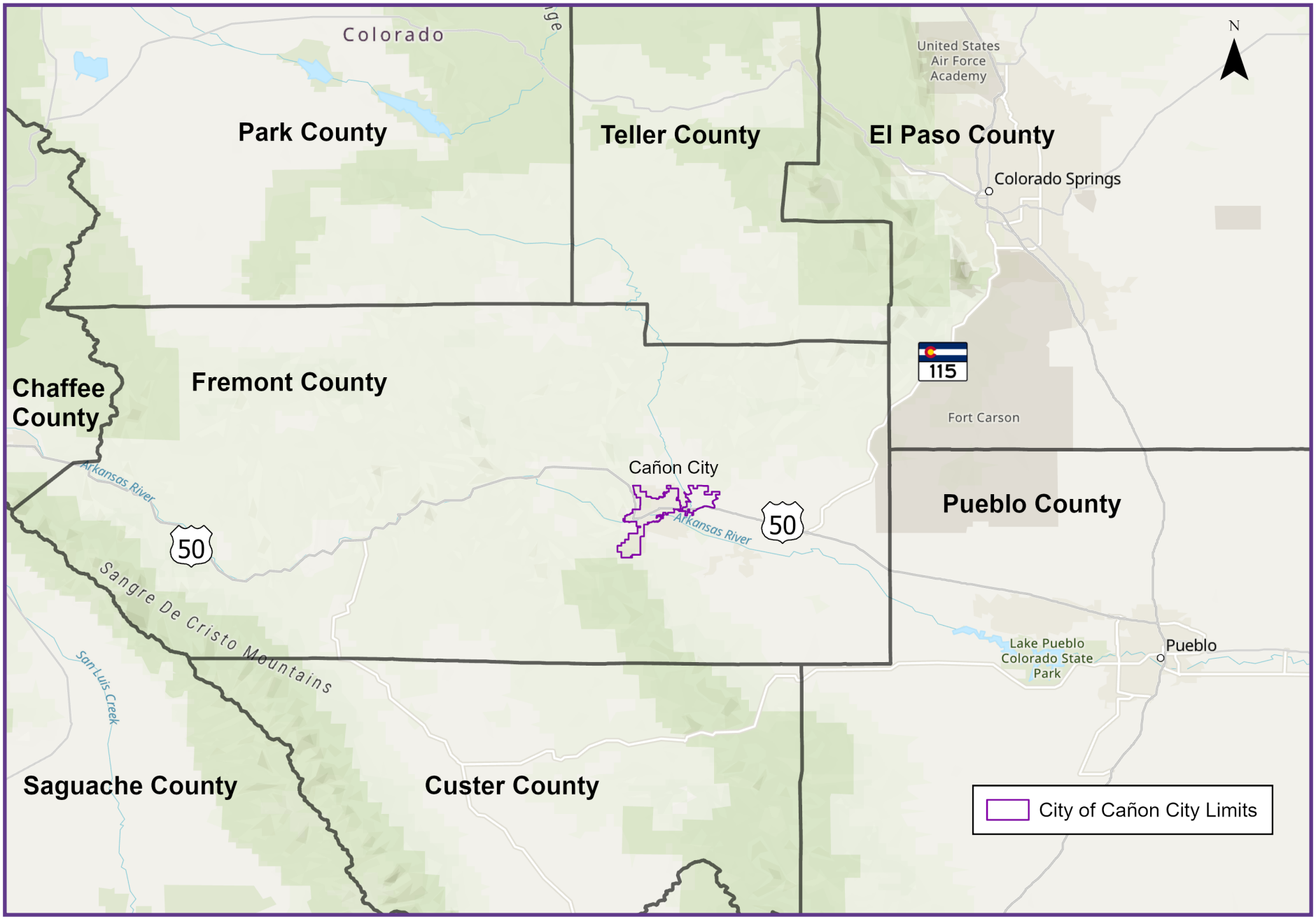


Figure E.1 City of Cañon City Location Map

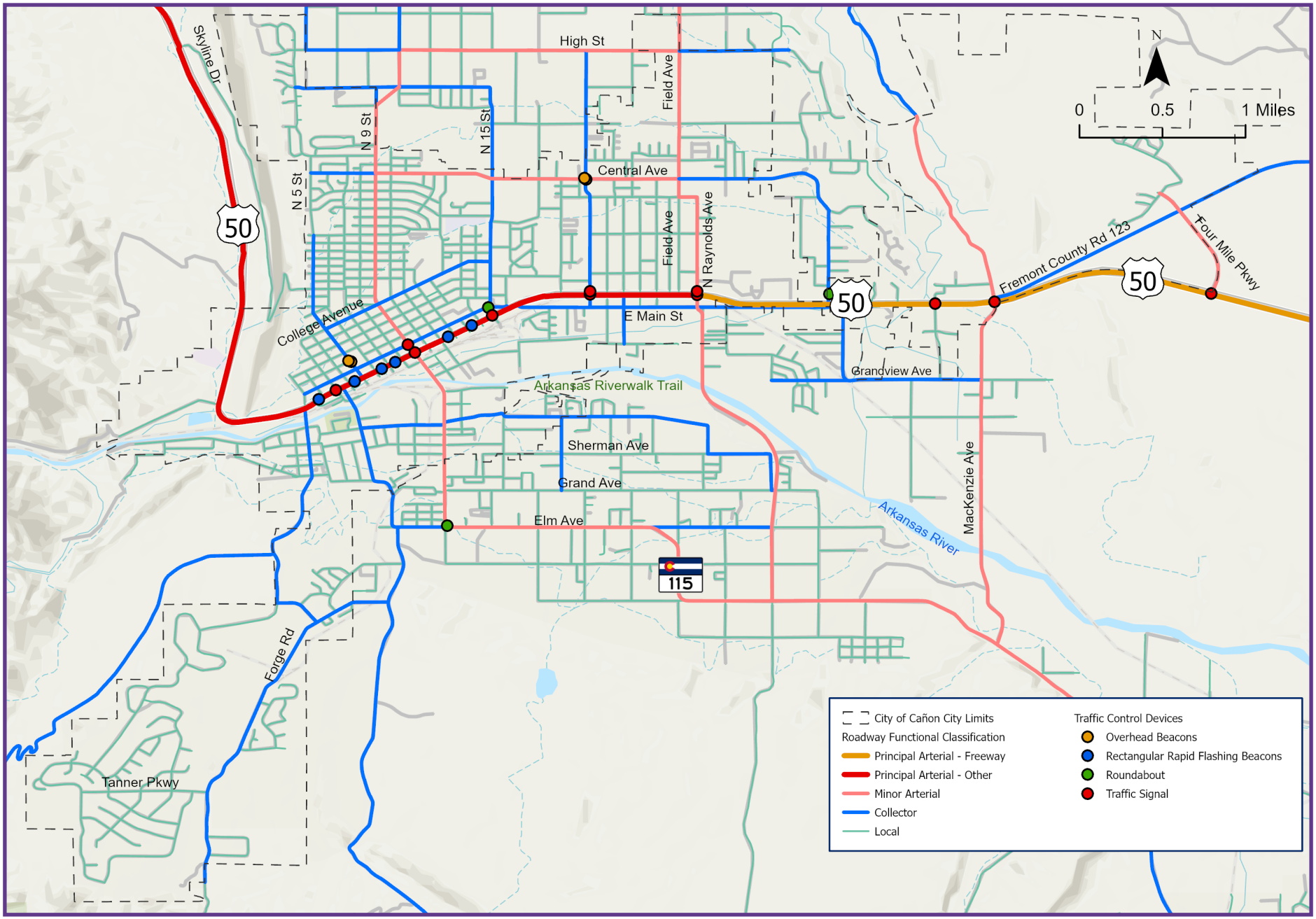


Figure E.2 Roadway Functional Classification & Traffic Control Devices

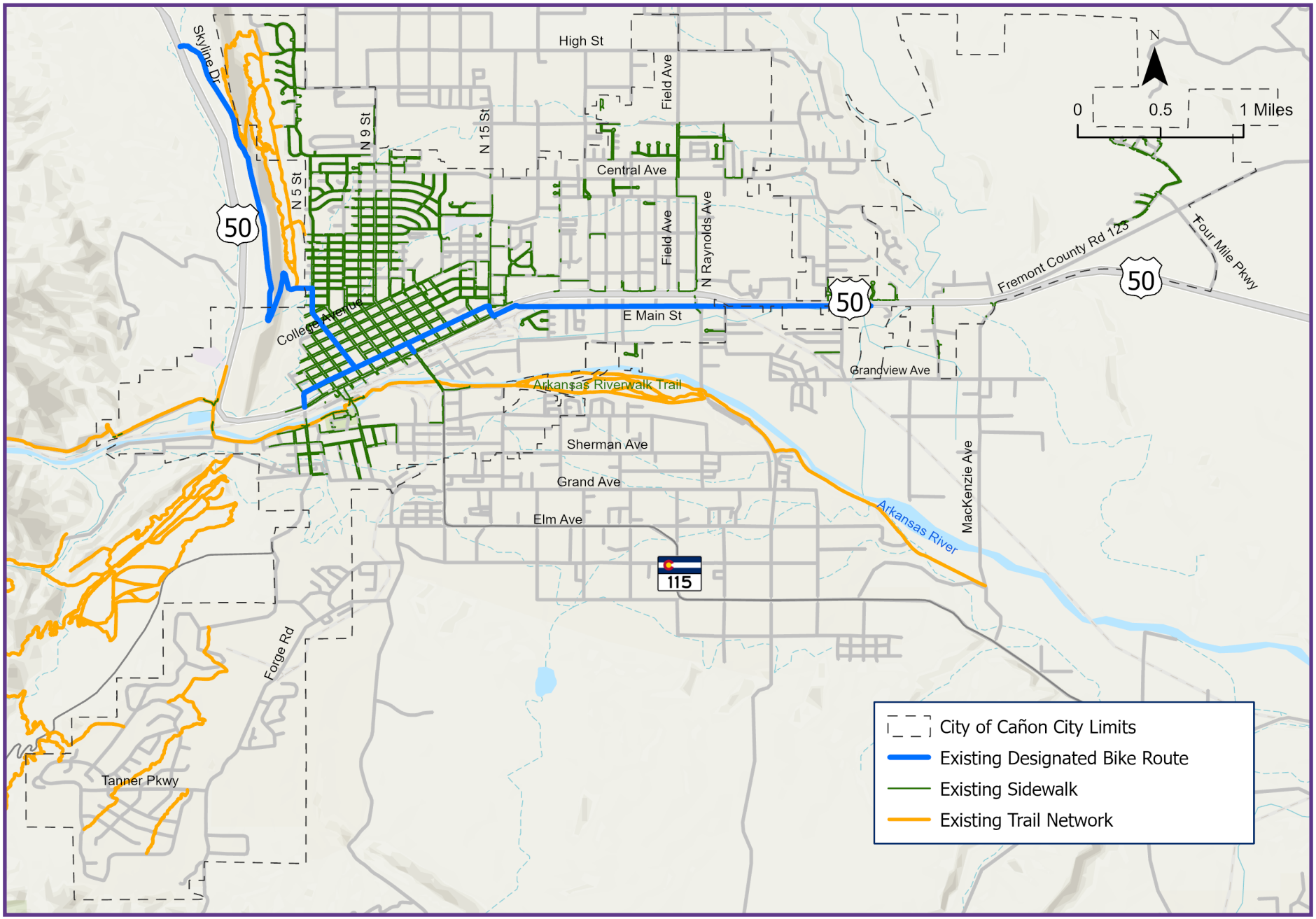


Figure E.3 Existing Pedestrian, Trails, and Bicycle Facilities

E.1.3 Traffic Data Collection & Travel Patterns

Extensive traffic data collection and field observations efforts were performed for the development of this master plan in order to identify locations of high traffic demand, speeding, pedestrian and bicycle activity, parking utilization, and overall origin-destination patterns both locally and regionally. Overall, this effort consisted of collecting and analyzing thousands of data points and statistics. Details for the data collection and summaries are provided in Section 2.

E.1.4 Safety

A safety analysis was conducted to determine where crashes frequently occur and identify potential priority improvement locations. The most recent 6-year crash data for the entire City was reviewed between January 1, 2017 and December 31, 2022. The crash analysis shows that approximately 1,668 incidents occurred over the six-year period in Cañon City.

Most of the crashes occurred on US 50. The leading crash type is Rear-End covering 22% of all crashes and the second leading crash type was Broadside crashes covering 16% of all crashes. Crash severity and frequency data were evaluated to identify potential improvement locations for focus areas. A total of four (4) fatal crashes occurred within the six-year period. Three (3) fatal crashes occurred on US 50 in the east side of the city and one (1) fatal crash occurred in the northwest residential area of the city. In terms of safety, a history of pedestrian and bicycle crashes have occurred in areas of high pedestrian concentration showing the need for enhanced safety elements. A heat map of all crashes including injury and fatal crashes are illustrated in Figure E.4. Details of the safety analysis are provided in Section 2.11.

E.1.5 Comprehensive Plan & Other Applicable Information

In 2021 which served to outline the City's official vision and to guide the city for the upcoming 20 years. That document serves as a guide to decisions related to development regulations, capital improvements, and other local policies and actions. In the development of this Master Plan, framework and goals documented within the Comprehensive Plan were utilized as a foundation to analyze and improve upon if needed. Summaries of key plans and policies are summarized in Section 2.12.

E.2 Public Involvement

One of the main efforts in the developmental of this Multi-Modal Master Plan revolved around public involvement activities. The purpose of these public involvement activities were to spread awareness of the plan being developed, receive feedback, discuss areas of concern, and discuss solutions with key stakeholders and the community. This effort was achieved using various platforms, including an initial kick-off meeting with the City, in-person stakeholder meetings, a community meeting, and an online GIS web application (producing surveys, data collection maps, project websites, etc.). Information gathered from the various meetings and the public survey were utilized to develop and propose solutions based on identified needs from existing and projected data while using valuable public input. The following lists the timeline of Public Involvement Activities:

- August 18, 2023 - Kick-Off Meeting
- November 2-7, 2023 - Stakeholder Coordination Meetings
- January 4, 2024 to February 9, 2024 - Online Public Survey (191 respondents)
- January 31, 2024 - Community Meeting
- April 17, 2024 - Vision Committee Presentation
- City Council Presentation (Planned)

E.3 System Appraisal & Evaluation

The System Appraisal section investigates expected travel demand and level of service of the roadway network, as well as, combines information gathered from the existing conditions and public involvement activities to evaluate the transportation network. Through this evaluation, the system is scored on key guiding principles to identify existing and future needs.

Cañon City was divided into nine (9) sub-areas and a qualitative evaluation of the existing facilities, which summarizes the multi-modal level of service of Cañon City was performed. Each sub-area was evaluated in terms of eight (8) different evaluation parameters with scores ranging from one to five, with one being the lowest score and five being the highest score, in order to gauge the overall multi-modal performance of the area. The evaluation parameters included:

- System connectivity of bicycle routes, sidewalks, and transit
- Accessibility to regional facilities and trails
- Expected travel demand
- Safety
- Comprehensive planning considerations
- Public satisfaction

The evaluated sub-areas are illustrated in Figure E.5. Scoring results from the existing evaluation matrix are summarized in Table E.1. In general terms, the Cañon City area has a poor system score for multi-modal facilities including pedestrian, bicycle, and transit. The area with the greatest multi-modal facilities is the area northwest of US 50, which includes Downtown Cañon City.

Overall, a strong comprehensive planning approach is underway with recent and on-going planning activities providing a clear roadmap to enhance elements beyond just the transportation network. The sustainability of the existing transportation network is generally low due to the lack of multi-modal facilities limiting mode choice for users.

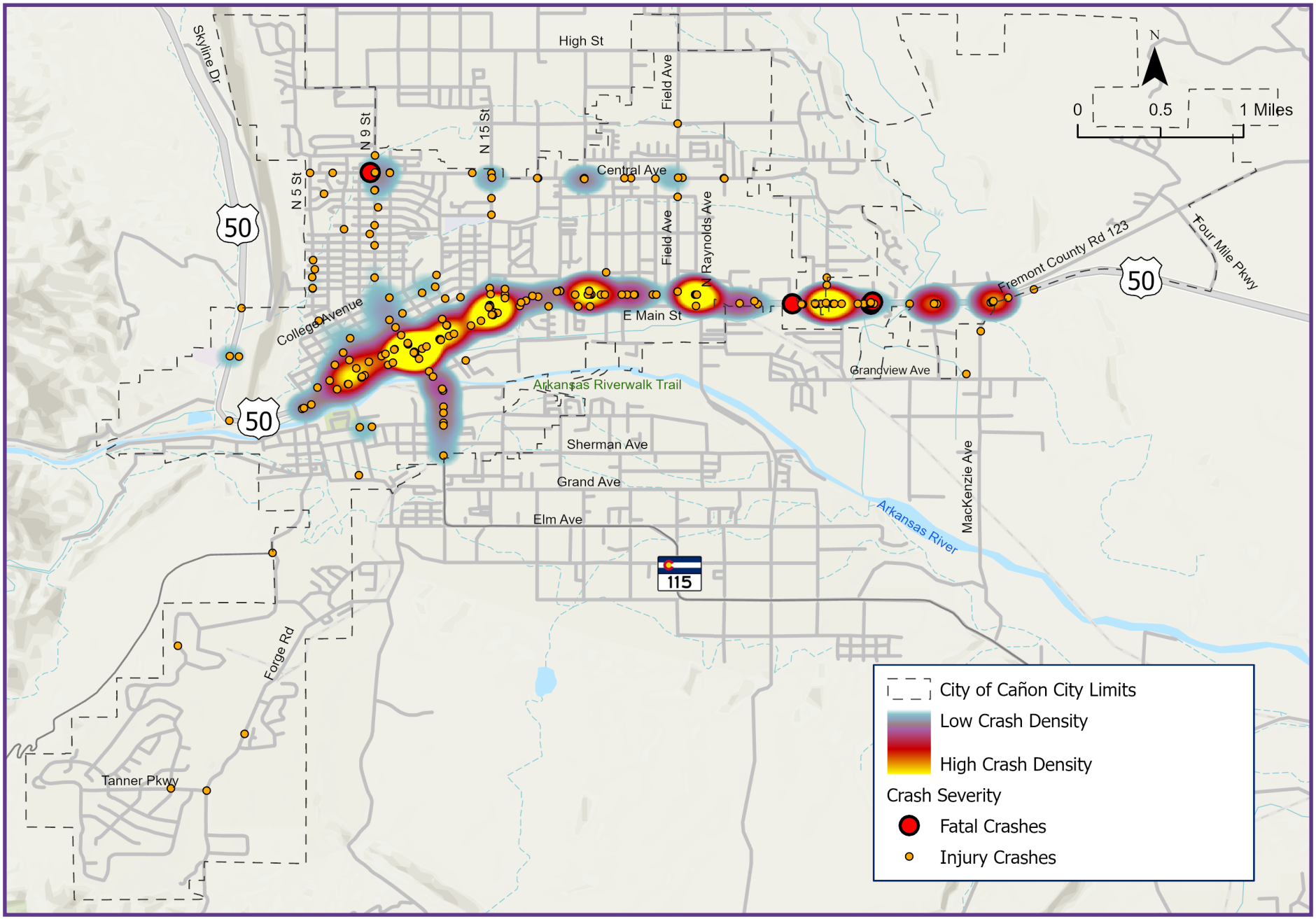


Figure E.4 Crash Heat Map

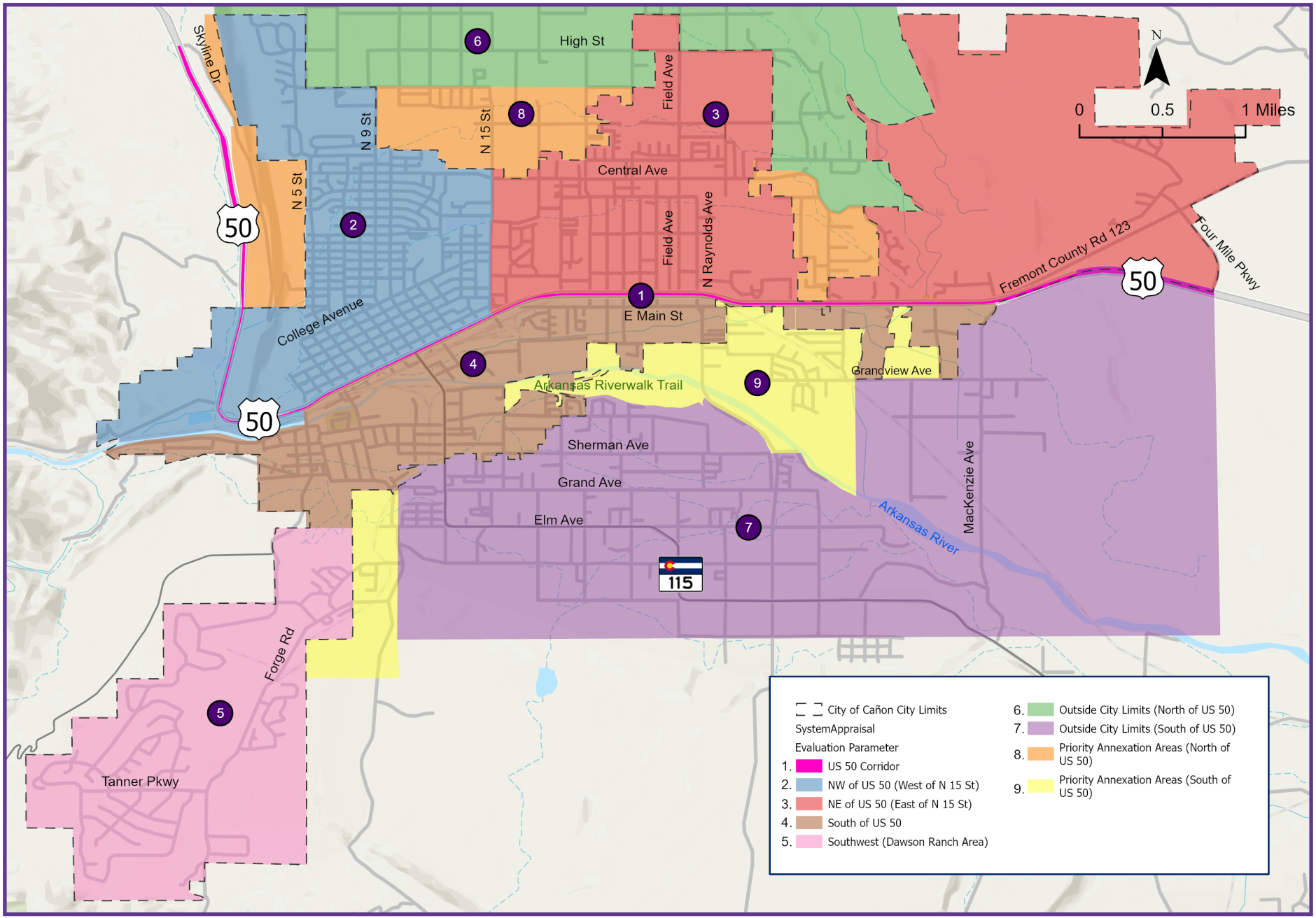


Figure E.5 Evaluation Sub-Areas

Evaluation Parameter		US 50 Corridor	Within City Limits*				Outside City				System Score
			NW of US 50 (west of N 15 St)	NE of US 50 (East of N 15 Street)	South of US 50	Southwest (Dawson Ranch Area)	Outside City Limits (North of US 50)	Outside City Limits (South of US 50)	Priority Annexation Areas (North of US 50)	Priority Annexation Areas (South of US 50)	
System Connectivity	Bicycle Routes	1	2	1	2	1	1	1	1	1	11/45
	Sidewalks	2	4	2	2	1	1	1	1	1	15/45
	Transit	2	3	3	3	3	3	3	3	3	26/45
	Accessibility to Regional Facilities & Trails	2	5	3	5	5	5	5	5	5	21/45
Expected Travel Demand		2	5	3	5	5	5	5	5	5	40/45
Safety/Crash History		1	1	2	2	4	3	1	4	3	21/45
Comprehensive Planning		4	4	4	4	4	2	2	4	4	32/45
Sustainability		2	4	2	2	1	1	1	1	1	15/45
Area Score (Out of 40)		17	27	19	23	17	17	16	22	19	181/360

1 Poor
2
3 Fair
4
5 Good

Poor/Fair/Good Scoring System

Table E.1 Existing Evaluation Matrix

E.4 Recommendations & Implementation

Based on the comprehensive evaluation of the existing conditions, public engagement, and system appraisal, a set of recommendations for the bicycle, pedestrian, trail, and transit network maps were developed. These overall network maps are intended to identify Cañon City's long-range vision of an integrated, comprehensive, and safe multi-modal transportation network that complements the existing and planned transportation networks.

E.4.1 Bicycle, Pedestrian, & Trail Network Recommendations

The preliminary expansion of designated bicycle routes identified in the Picture Cañon City 2040 Comprehensive Plan was utilized as a baseline for the development of the recommended bicycle network. This network was further enhanced from the feedback gained as a part of the public engagement activities. Bicycle user types vary from more avid cyclists or e-bike users that tend to cycle at higher speeds to recreational cyclists that operate at slower speeds, resulting in the need for different facility types. Therefore, each recommended designated bicycle route corridor was reviewed to identify the desired bicycle facility type including bicycle lanes, "sharrows", and shared-use paths. The identification of the facility type was performed by reviewing the overall context class of each corridor which considers roadway classification type, facility speed limits, traffic volume, and connectivity. Although bicycles are allowed on trail systems, e-bikes are restricted and are prohibited for use unless the motor is disengaged. The origin-destination big data information identified more than 50% of trips to Downtown Cañon City as short duration trips (10 minutes or less). A safe, efficient, and integrated bicycle network would provide the opportunity for users to shift short duration trips from motorized vehicles to bicycles. Figure E.6 illustrates the recommended bicycle network.

An integrated pedestrian network map was developed based on utilizing the proposed designated bicycle route corridors in order to offer a comprehensive multi-modal solution and closing gaps that exist throughout the network. In addition, public feedback expressed the need for enhanced connectivity to the Arkansas Riverwalk Trail, enhanced pedestrian access along the US 50 Corridor spanning from west of the City connecting to recreational facilities to east of the City, and ultimately towards future developments to the east and the Cañon City Correctional Facilities complex.

Cañon City offers access to an extensive trail network system surrounding the City and attracts both hikers and mountain bike users throughout the State. With the exception of the Arkansas Riverwalk Trail and Greenhorn Trail, no trails are currently provided within or near the developed areas of the City.

The bicycle and pedestrian networks were developed to enhance connectivity and include the identification for shared-use paths both within and outside city limits for access to the trail network system and regional connectivity to the west toward Eight Mile Ranch, to the south for access to Florence, and east for access to Penrose. As per the Eastern Fremont County Trails, Open Space & River Corridor Master Plan, it is also recommended to extend the Arkansas Riverwalk Trail from MacKenzie Avenue to Florence.

Figure E.7 illustrates the recommended pedestrian and trails network.

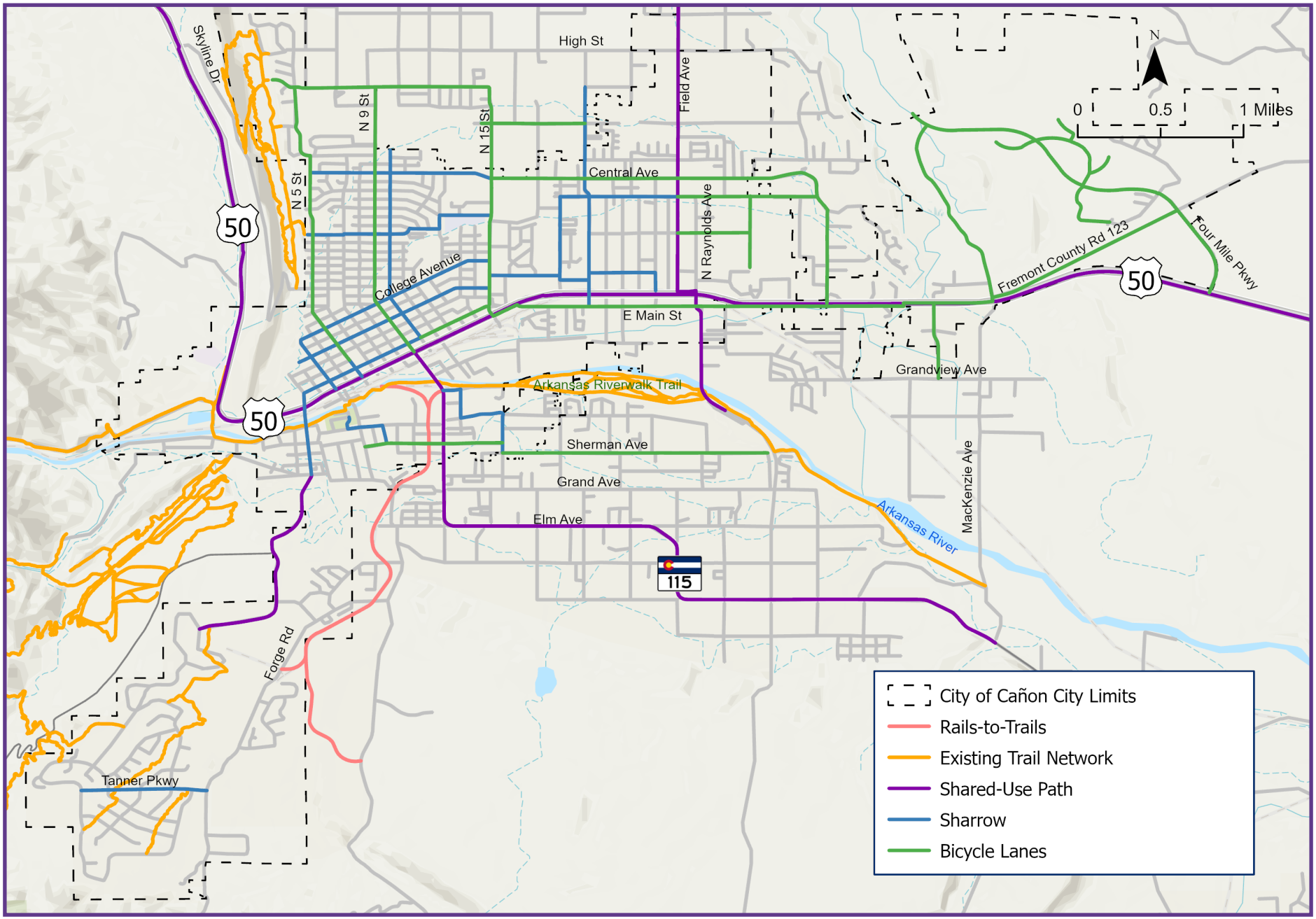


Figure E.6 Recommended Bicycle Network

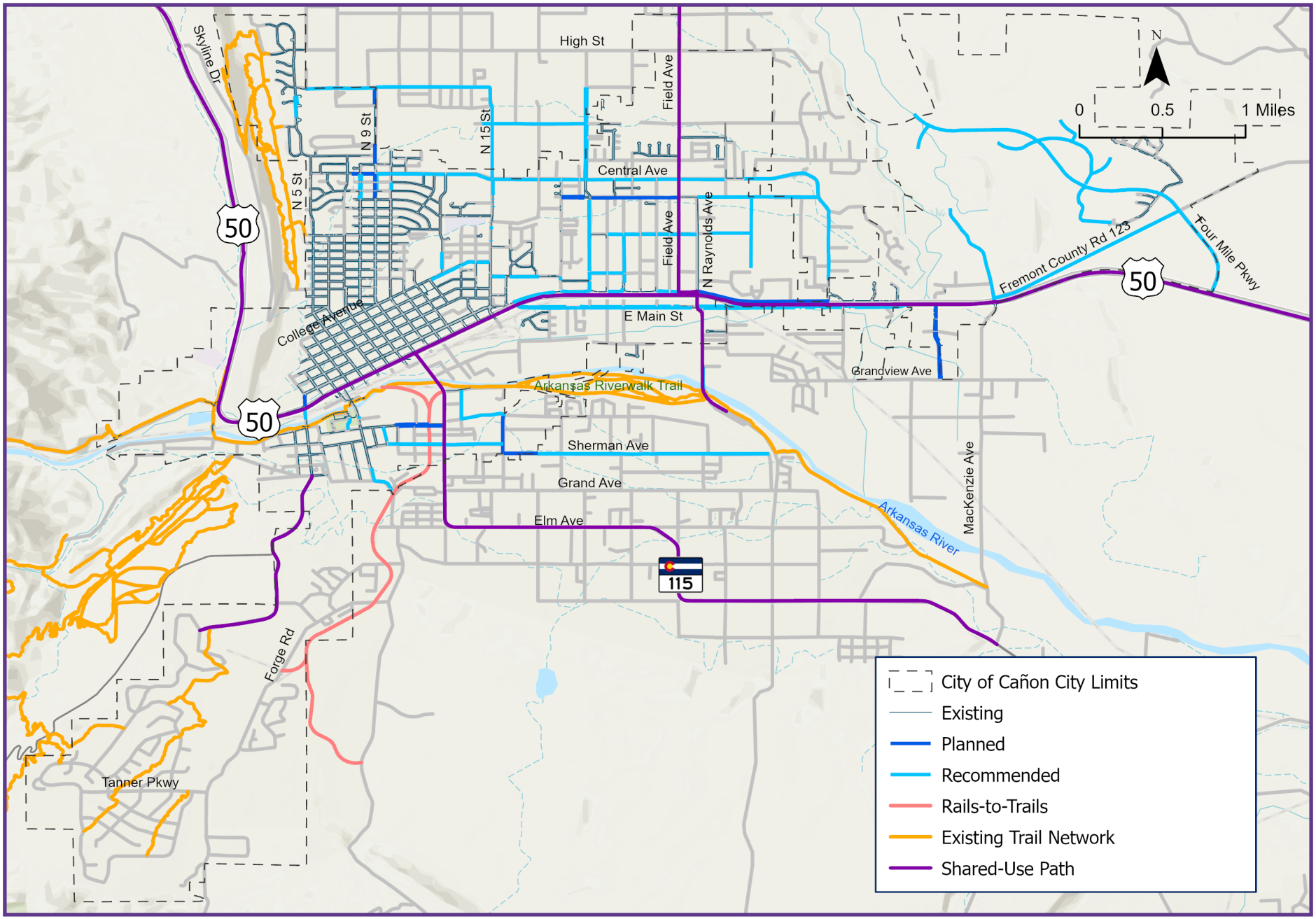


Figure E.7 Recommended Pedestrian and Trail Network

E.4.2 Transit Service Recommendations

The Fremont County on-demand services have proven to be an effective means to deliver a free or low-cost transportation solution to those most in-need. With the Bustang Outrider Cañon City transit stop out of service, a direct regional transit option is currently unavailable and should be explored based on the regional origin-destination travel patterns.

As per coordination with Fremont County during the stakeholder meeting sessions, there are desires to grow the system to service more trips. On-demand transit services have recently gained traction for communities that may not be able to support dedicated transit/trolley routes. Considerations to implementing dedicated transit routes within Cañon City would also require significant ADA-related upgrades which may result in an unfavorable benefit-cost in comparison to potential ridership.

In terms of expanding transit services, it is recommended for the City to continue partnering with Fremont County to support the expansion of on-demand services to ensure that the services include a high percentage of trips supported versus the received trips requests. Finally, a number of municipalities along the Front Range have been offering on-demand transit services for which industry outreach related to lessons-learned could provide substantial insight in avoiding pitfalls when planning for expansion.

E.4.3 Safety Improvements

Safety improvement recommendations are created to remain consistent with FHWA's "Safe Systems" approach (Figure E.8) which aims to eliminate fatal and serious injury crashes for all roadway users. In line with FHWA's "Safe System" approach, it is necessary for roadway design to be improved or adjusted so that there are less conflict points between all roadway users (vehicles, pedestrians, cyclists), modifying the character of the roadway to discourage speeding, and implementing roadway geometry that reduces the severity of crash angles to minimize injury from impact.

As part of the Safe System Elements, safe speeds are critical to reducing the number of crashes as well as reducing the severity of potential crashes. Safe speeds can be achieved by improving the character of the eastern portion of US 50 to better transition off from the freeway system to inside of the City Limits by the addition of speed feedback signs, constructing a center median, and adjusting the lane widths which all serve to discourage speeding. Speed management features to encourage traffic calming are recommended based on the inventory of speed management features and roadway speed data collected for the existing conditions. The recommendations aim to cover gaps in extended segments without posted speed limit signs and reducing operating speeds on roadways with 85th percentile speeds greater than the posted speed limit. Currently, construction is underway to complete the US 50 Pedestrian Improvements project which includes the creation of medians and sidewalks crossings between 1 Street and 15 Street.

Figure E.8 Safe Systems Approach

Similar to US 50, N/S 9 Street maintains some of the characteristics that contribute to the quantity and severity of crashes. Reducing the width of the roadway and including potential medians would discourage speeding and reduce the potential of Approach Turn, Broadside, and Head On collisions occurring.

Animal crashes were also identified within the City and are concentrated at the western and eastern city limits. Signing for animal crossing will alert drivers of the presence of wildlife so that they may proceed with more caution.

Main Street, between 8 Street and 15 Street, was identified as a corridor with several Approach Turn Crashes (left turn crashes) which are caused by distracted driving, visibility issues, or speeding. From the analyzed data shown in Section 2, speeding was not identified within Main Street. Thus, sight distances from approaching roadways should be analyzed to determine if they are a contributing factor to the Approach Turn Crashes and Broadside crashes. Additionally, improvements to sight distances can be made by restriping the parking lots adjacent to intersections along roadways such as Main Street to improve visibility and further reduce crashes. Figure E.9 illustrates recommended safety improvements.

Finally, developing a Safety Action Plan consistent with the USDOT Safe Streets and Roads for All (SS4A) Grant program eligibility requirements would allow the City to set safety related targets and be proactive. With an adopted Safety Action Plan, proposed improvements may then also be eligible for implementation grants. Per the grant eligibility requirements, the Safety Action Plan would require the following eight (8) components.

1. Leadership
2. Planning Structure
3. Safety Analysis
4. Engagement and collaboration
5. Equity
6. Policy and process changes
7. Strategy and project selections
8. Progress and transparency

E.4.4 Implementation Plan

The implementation plan for the recommendations outlined in this Master Plan included the identification of potential project impacts, preliminary corridor typical sections, preliminary cost estimates, project prioritization, and potential funding sources. In order to identify the potential project impacts, a range of typical sections reflecting proposed improvements that are suitable to the character and context of the Cañon City roadways were developed to identify the overall footprint of the proposed improvements. Six (6) typical sections were developed with varying features and widths related to travel lanes, bike lanes, on-street parking, and sidewalks. Template Typical Sections and additional information provided in Section 5.7. Figure E.10 illustrates the proposed 25-Year implementation plan of the Multi-Modal Project Corridors. Table E.2 provides an overall summary of the preliminary cost estimates for the proposed improvements.

Finally, in order to implement the plan, identification of funding sources and the need for policy changes that support the development of a multimodal network will be critical. In terms of potential funding sources, the City's 2A Project Program has proven to be an effective means to improve the City's roadway network. As many corridors recommended in this Master Plan have not yet received pavement upgrades, it is recommended to explore the use of the 2A Project Program Funding to improve the pavement surface and multi-modal facilities. General Funds may also be allocated for low-cost, low-hanging fruit elements such as Sidewalk Only projects to close existing sidewalk gaps. To support this master plan's recommendations, modifications to have been proposed for the following policies/regulations:

- Thoroughfare Plan (Resolution No. 1, Series of 1996)
- 2A Project Program
- Cañon City Code of Ordinances, Title 9, Sections 9.44.040 and 9.26.020 regulations against engaged electronic assisted bicycles

New programs are also recommended including development of a Safety Action Plan, Complete Streets GuideBook, and a Traffic Calming Program/Policy.

Priority Period	City Corridors	County Corridors	Total
5-Year	$15,326,000	$767,000	$16,304,000
10-Year	$24,110,000	$2,759,000	$27,062,000
25-Year	$35,949,000	$27,685,000	$63,974,000
Sidewalk Only Projects	$744,000	-	$744,000
Total	$76,129,000	$31,211,000	$107,340,000

Table E.2 Multi-Modal Corridor Project Breakdown

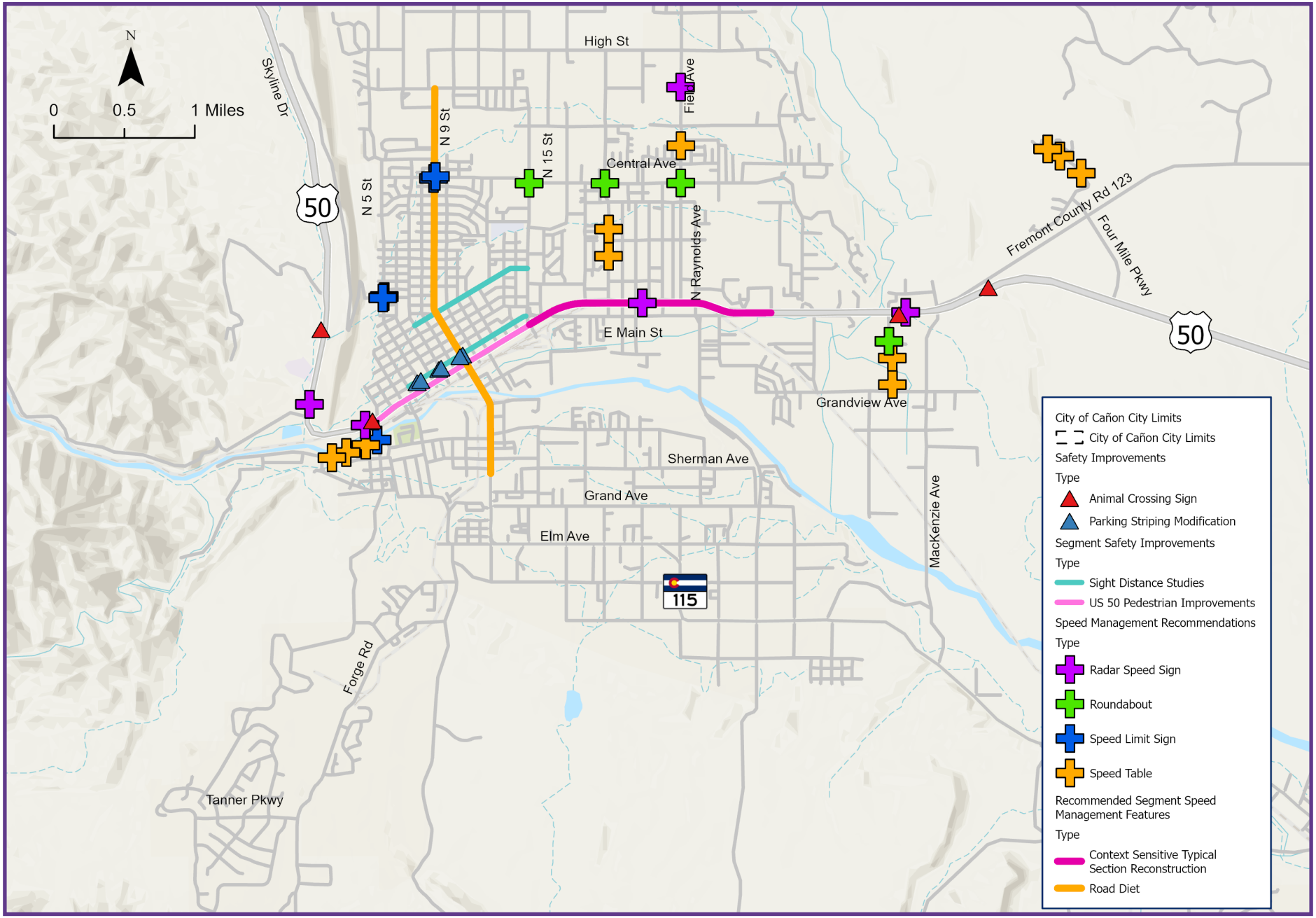


Figure E.9 Recommended Safety Improvements

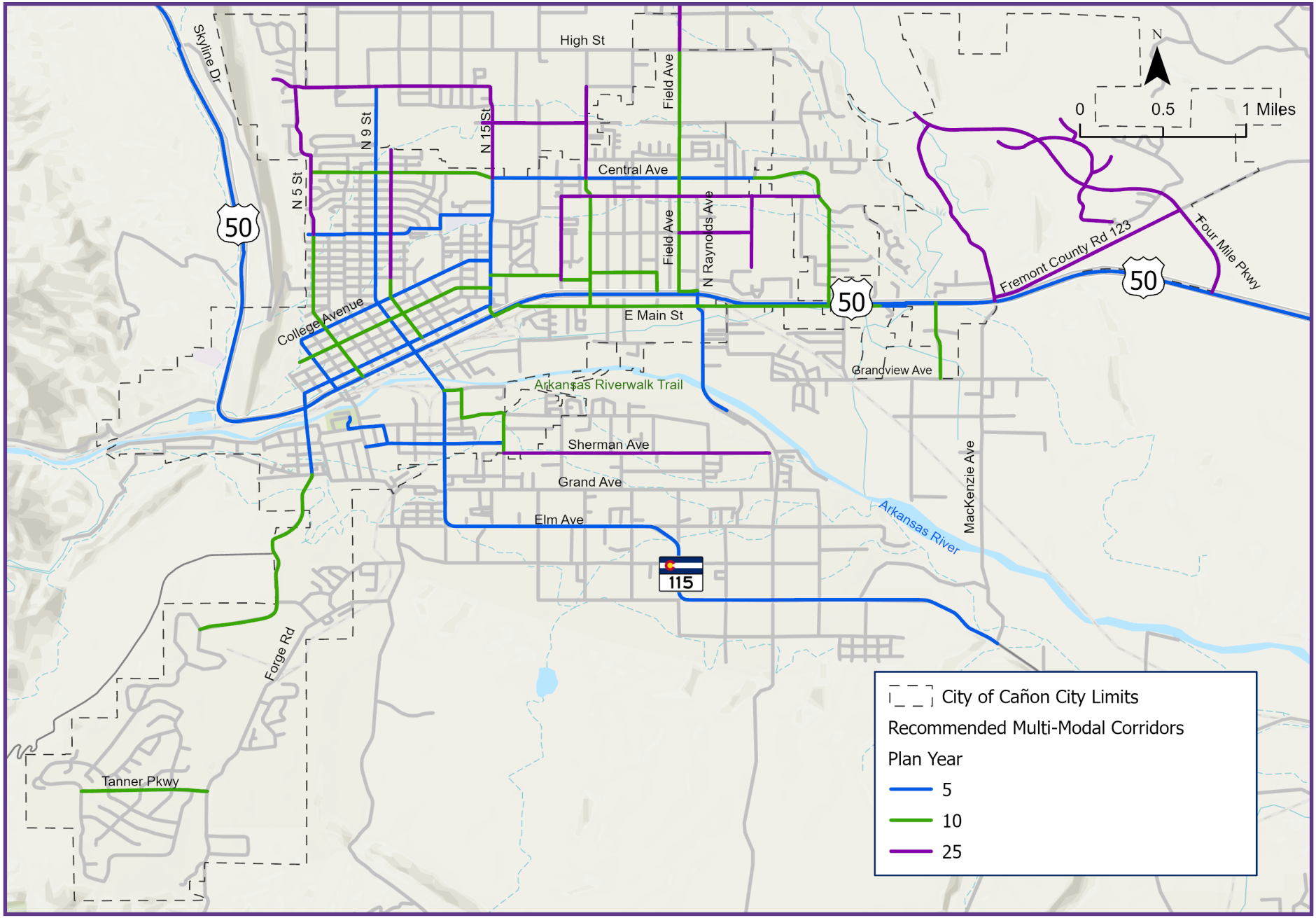


Figure E.10 25-Year Plan

Multi-Modal Master Plan
City of Cañon City

Section 1

Introduction

1 Introduction

The City of Cañon City is located on the Arkansas River in Fremont County, residing in the central area of the county. During the 1800s, Cañon City was known for its successful mining operations and wonderful climate differing it from the various cities nearby. Today, Cañon City is the largest municipality in Fremont County. US 50 runs through Cañon City and is an east-west major regional roadway. The benefit of having a major roadway allows the citizens from Cañon City to have easy access to nearby metropolitan areas. Cañon City is located about 45 miles from the City of Colorado Springs and 40 miles from the City of Pueblo. Figure 1.1 shows the regional location of Cañon City and Fremont County within the Front Range.

According to the Cañon City Economic Development Demographics, as of 2023 the City has a population of approximately 17,000 and 33,029 in the greater area of Cañon City. The City's demographic is comprised of 78.5% Caucasian, 13.9% Hispanic, and 3.8% Black. The City consists of 2.73% Seniors ages 85+ and 17.78% aged 19 or younger. More than 40.2% of the residents have obtained their high school diploma and 12.8% have earned their bachelor's degree.

In 2021, the City updated its Comprehensive Plan identifying the City's Transportation and Mobility Goals to develop a safe, convenient, and efficient multi-modal transportation network. The overall goal of this Multi-Modal Master Plan is to provide Cañon City with a framework and expand upon the Comprehensive Plan to develop a safe, connected, and efficient transportation system that supports a variety of multi-modal users including pedestrians, bicyclists, trail users, and those using public transit.

This Master Plan consists of the following comprehensive analyses:

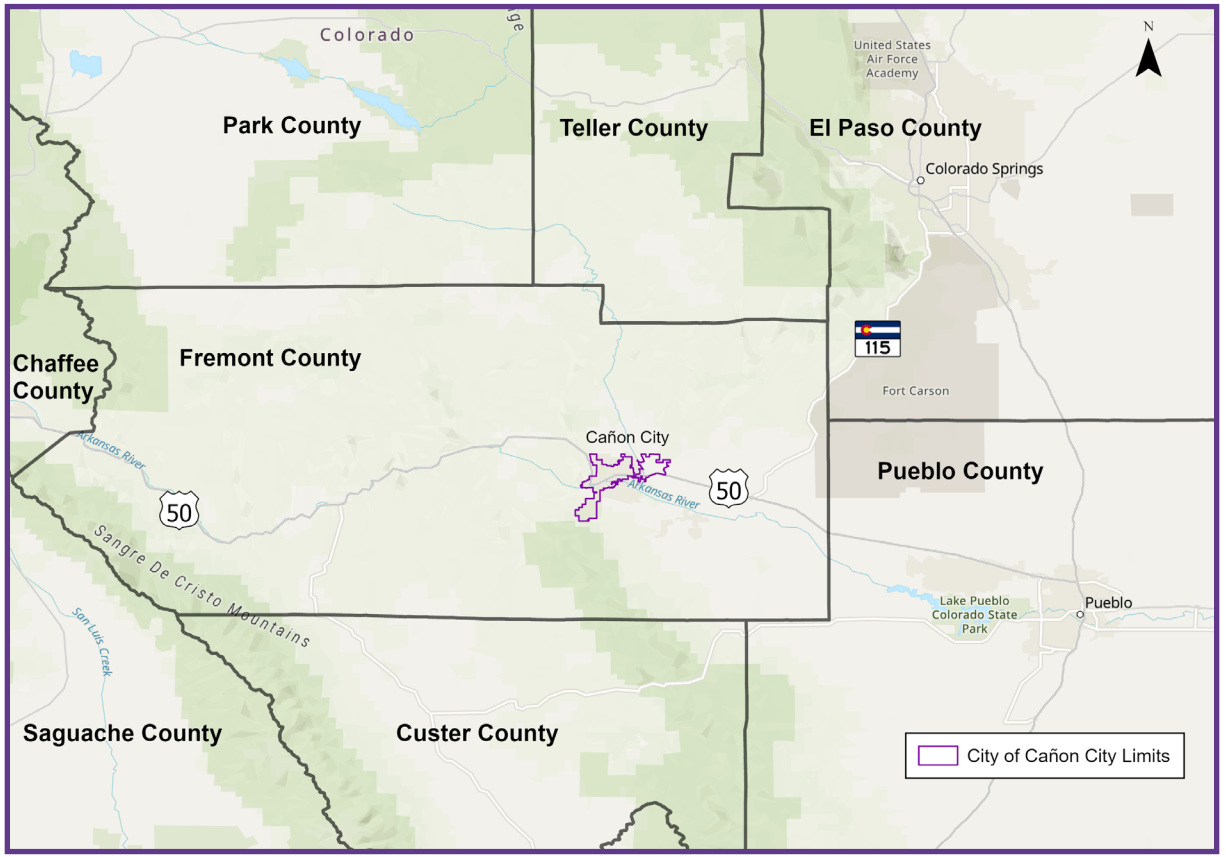


Figure 1.1: City of Cañon City Location Map

Existing Conditions

Review existing transportation demand throughout the system as well as existing infrastructure related to pedestrian, bicycle, trails, and transit networks.

System Appraisal & Evaluation

Based on data collected and input gathered, evaluate the current state of the multi-modal transportation network to identify existing and future needs. The systems are evaluated based on parameters such as system connectivity, existing and future transportation demand, level of service, and more.

Public Involvement

Engage key stakeholders and the community for input into the multi-modal networks needs and desires through one-on-one meetings, online surveys, community meetings, and council meetings.

Recommendations & Implementation

Develop bicycle, pedestrian, trail, and transit network recommendations to provide a safe, connected, integrated network which offers alternative transportation modes throughout the City and where possible with connections to other regional networks.

Multi-Modal Master Plan
City of Cañon City

Section 2

Existing Conditions

2 Existing Conditions

A comprehensive transportation inventory was performed to develop a baseline understanding of the City's existing local and regional multi-modal networks, travel patterns, planned target growth areas through the various planning documents prepared by the City and others, as well as an understanding of the current regulatory environment. Various data sources were utilized for the development of the existing conditions baseline including City, County, and State sources, as well as, field collected data. ArcGIS, a cloud-based mapping and analysis software, layers were developed for most datasets in this section for use in the overall system appraisal and development of recommendations for this Multi-Modal Master Plan.

2.1 Roadway Jurisdiction

For residents, commuters, and tourists in Cañon City, jurisdictions are the agency that owns and maintains designated roadways. The purpose of reviewing jurisdiction is to match the roadway's function with the unit of government for the responsibility of maintenance or the creation of improvements. Within the Greater Cañon City area, roadways jurisdiction exists for CDOT, Fremont County, and Cañon City. Figure 2.1 illustrates the jurisdictions within the Greater Cañon City area.

2.2 Roadway Functional Classification

Roads are categorized according to the service they provide in relation to the overall road network. The main functional categories are limited access facilities, arterial roads, connector roads, and local roads. These groupings can be divided into principal, major, or minor levels which might also be subdivided into urban and rural categories according to the Federal Highway Administration (FHWA) Highway Functional Classification Concepts, Criteria & Procedures - Section 3. Figure 2.2 illustrates the functional classification of the roads in the Greater Cañon City area based on data obtained from the CDOT, Fremont County, and City GIS Web Portals. As shown in Figure 2.2, most roadways with the City are categorized as local roadways serving the low-density residential land uses. US 50 is the only Principal Arterial within Cañon City and serves as the major regional east-west roadway.

There are several minor arterials including N 9 Street/ Elm Avenue, Central Avenue, N Raynolds Avenue, and MacKenzie Avenue. Major Collectors include S 1 Street, S 4 Street, N 5 Street, College Avenue, Main Street, Dozier Avenue, and more.

The roadway functional classification categories, defined in the FHWA Functional Classification Guidelines, are described as the following:

Principal Arterials

A roadway that serves the major centers of activity of an urbanized area, the highest traffic volume corridors. It carries most of the trips entering and leaving the urban area and most through movements bypassing the central City. It could be subdivided as follows:

Other Freeways & Expressways (OF&E): A functional classification category operates very similarly to Interstates. Physical barriers typically separate the directional travel lanes on the highways in this category.

Other (OPA): Roads that provide access to major metropolitan areas, high levels of mobility and the ability to go across rural areas.

Minor Arterials

A roadway that interconnects with and augments the urban principal arterial system. These facilities provide service for moderate-length trips and serve geographic areas. They connect to the higher arterial system and serve smaller geographical areas than those operated by their higher arterial counterparts including abutting land use access.

Collectors

A roadway that provides service with generally reasonable travel lengths, traffic volumes and operating speeds. Traffic is divided between local or arterial roads via collector roads. These roads provide land access and traffic circulation in populated residential and commercial areas. They frequently offer great distances into residential areas. They divide and direct traffic between local and arterial roads.

Local

A roadway that provides service with low traffic volume, short trip duration or few traffic movements, and high-volume land access for abutting property. Typically, bus routes do not run on local roads as they are often designed to discourage traffic.

2.3 Traffic Data Collection

For residents, commuters, and tourists in Cañon City, driving personal/rented vehicles is currently the primary mode of transportation. The demand for a comprehensive local and regional transportation network increases as the City's population and employment numbers rise.

In order to identify typical traffic volumes generated by the general public, businesses, schools, and at other traffic-generating sites within the City, traffic count data was collected at forty-five (45) locations during the typical weekday for AM and PM peak periods.

Intersection turning movement counts (TMCs) were collected at fifteen (15) locations during the AM peak period (6:00 AM to 9:00 AM) and PM peak period (4:00 PM to 7:00 PM). Table 2.1 shows the location of the TMC locations.

Additionally, pneumatic tube and radar counts were placed on fourteen (14) and fifteen (15) segments, respectively to collect bi-directional traffic volumes for two (2) consecutive days (09/12/2023 and 09/13/2023).

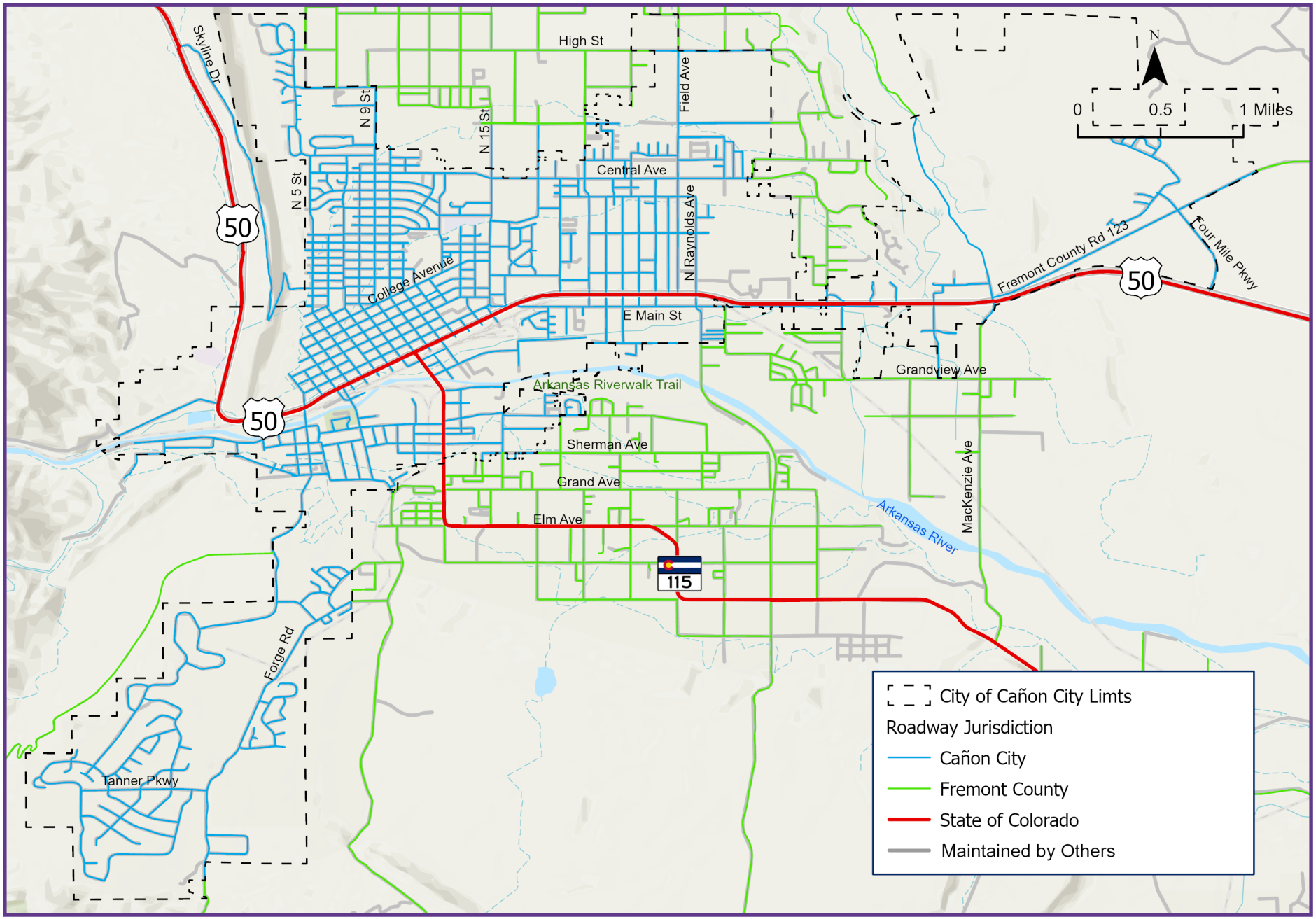
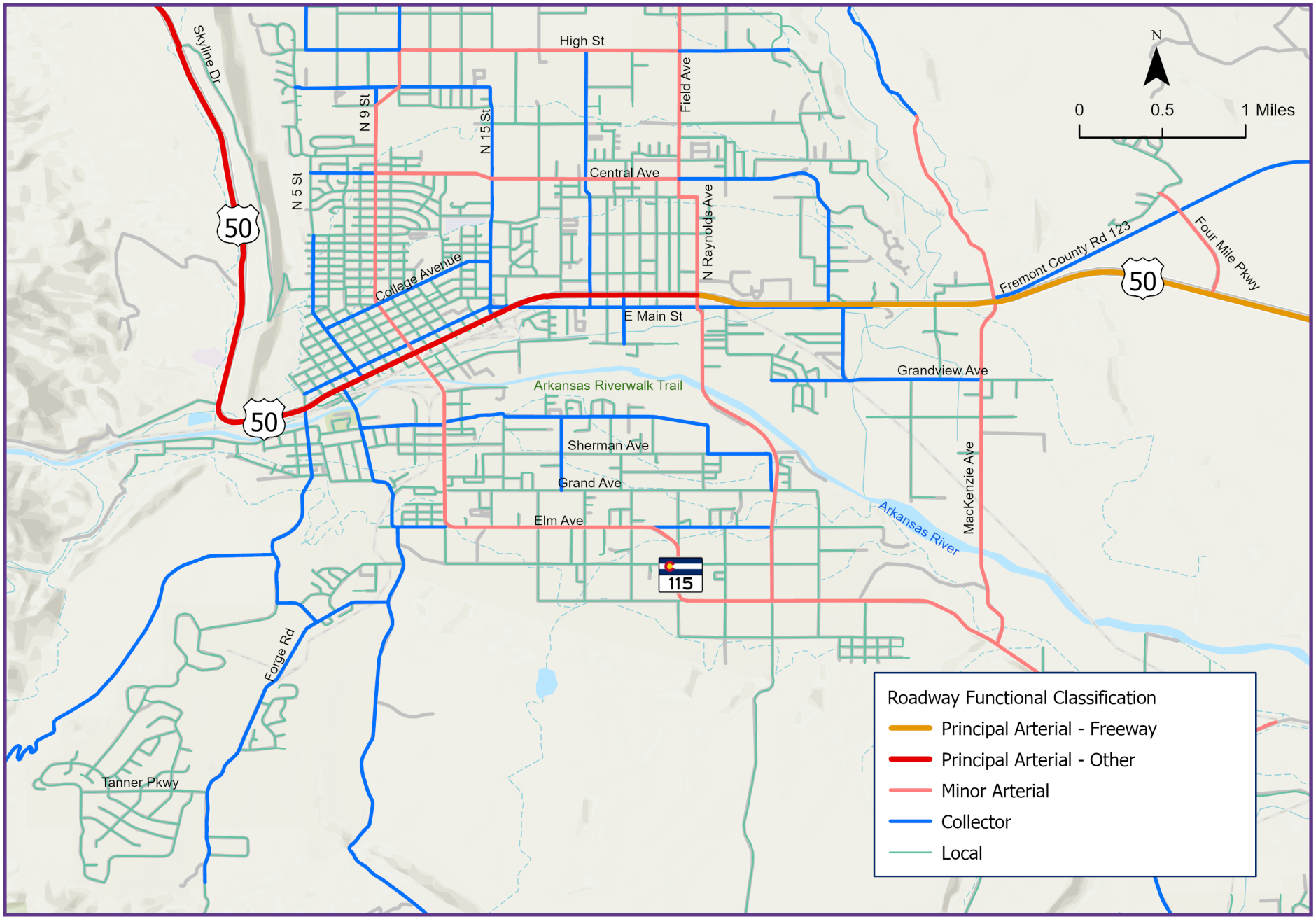


Figure 2.1 Roadway Jurisdiction



Source: CDOT GIS Online Data Hub; City of Cañon City Thoroughfare Plan

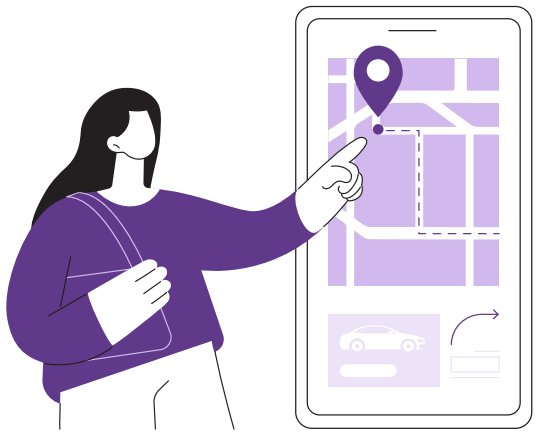
Figure 2.2 Roadway Functional Classification

Location #	Location Name
1	S 4th Street at Griffin Avenue
2	S 3rd Street at US 50
3	3rd Street at Main Street
4	5th Street at Main Street
5	7th Street at Main Street
6	9th Street at Main Street
7	N 10th Street at Harrison Avenue
8	12th Street at Main Street
9	College Avenue at Yale Place
10	15th Street at Main Street
11	N 15th Street at Phay Avenue
12	N 9th Street at Fairview Avenue
13	14th Street at Main Street
14	E Main Street at Raynolds Avenue
15	E Main Street at Steinmeier Avenue

Table 2.1 Intersection Turning Movement Count Locations

Table 2.2 and Table 2.3 shows the 72-hour pneumatic tube and radar count locations. Figure 2.3 illustrates the data collection locations. A copy of the traffic data is included in Appendix A.

In addition, traffic data was also obtained from the City for various roadways throughout the City with data dates ranging between 2018 and 2023. Figure 2.4 summarizes traffic data location obtained from the City.



Location #	Major Roadway	Location
1	S 1st Street	Between E New York Avenue and Temple Canyon Road
2	S 4th Street	Between Highland Avenue and Dalmatian Drive
3	Oak Creek Drive	Between Popular Avenue and Elm Avenue
4	Myrtle Lane	Between S 9th Street and S 12th Street
5	Skyline Drive	Between US 50 and Floral Avenue
6	N 5th Street	Between Greenwood Avenue and Harrison Avenue
7	N 6th Street	Between Burrage Avenue and Whipple Avenue
8	N 8th Street	Between Harrison Avenue and Rudd Avenue
9	York Avenue	Between Washington Street and High Street
10	N Cottonwood Avenue	Between Florence Avenue and Cherry Street
11	N 19th Street	Between Franklin Avenue and Barr Avenue
12	Dozier Avenue	Between Glenmoor Road and Utility Drive
13	Steinmeier Avenue	Between N Sherrelwood Drive and E Main Street
14	MacKenzie Avenue	Between Grandview Avenue and US 50

Table 2.2 72-Hour Pneumatic Tube Count Locations

Location #	Major Roadway	Location
1	Fairview Avenue	Between N 6th Street and N 7th Street
2	N 9th Street	Between Whipple Avenue and Allison Avenue
3	N 7th Street	Between College Avenue and Pike Avenue
4	N 9th Street	Between Macon Avenue and Greenwood Avenue
5	Harrison Avenue	Between N 11th Street and N 12th Street
6	Yale Place	Between Ohio Avenue and Phay Avenue
7	Phay Avenue	Between Yale Place and N 15th Street
8	Green Wood Avenue	Between Sheridan Avenue and N 14th Street
9	N 15th Street	Between Harrison Avenue and Franklin Avenue
10	N 15th Street	Between Phelps Avenue and Phay Avenue
11	Franklin Avenue	Between Park Lane and N 18th Street
12	Red Canyon Road	Between South Street and High Street
13	Cherry Street	Between Del Ray Avenue and Greydene Avenue
14	Greydene Avenue	Between Fremont Drive and Florence Avenue
15	S Raynolds Avenue	Between Spartan Drive and E Main Street
16	Phantom Canyon Road	Between Fremont County Road 123 and Quinn Trail

Table 2.3 72-Hour Radar Count Locations

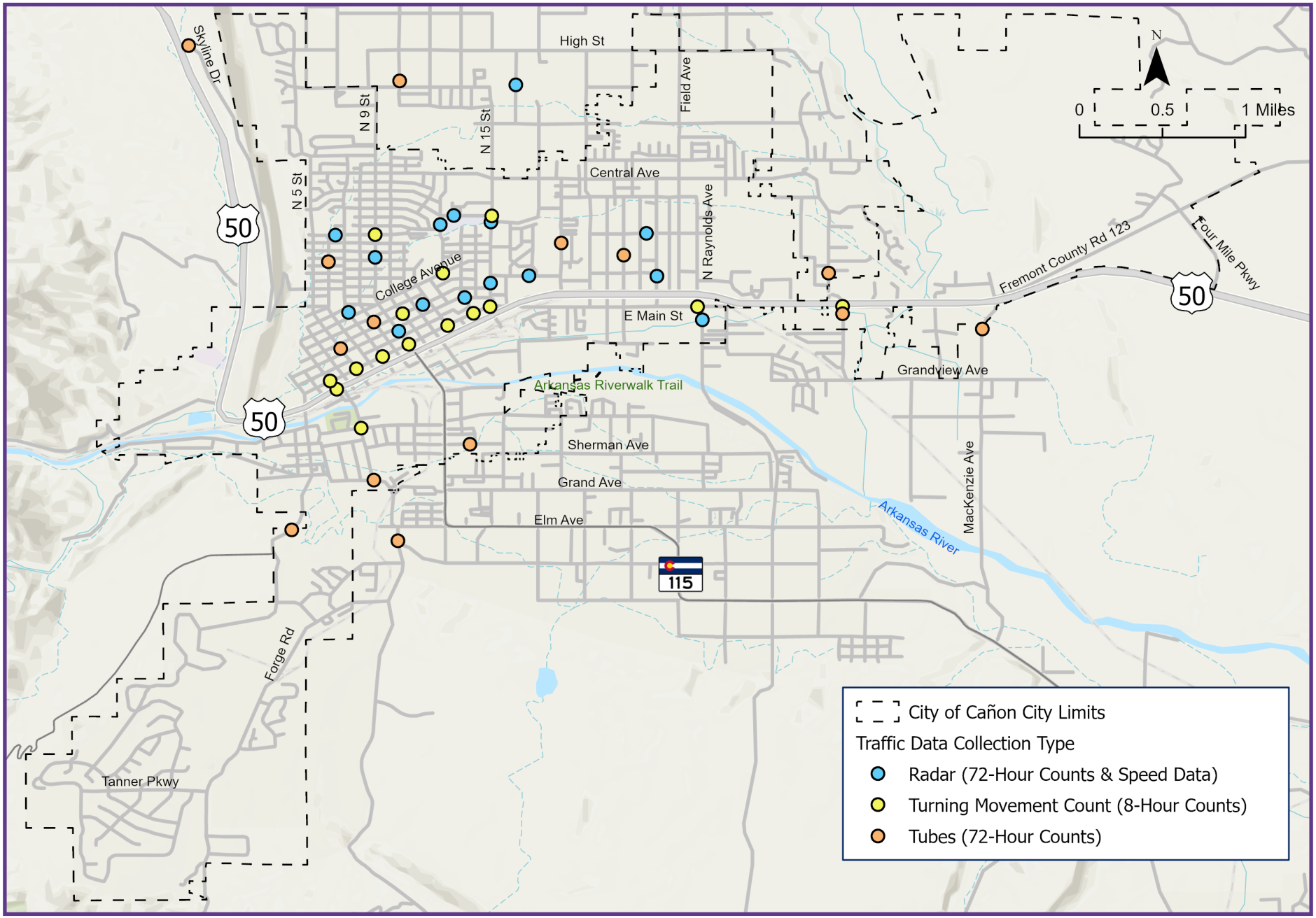


Figure 2.3 Data Collection Locations

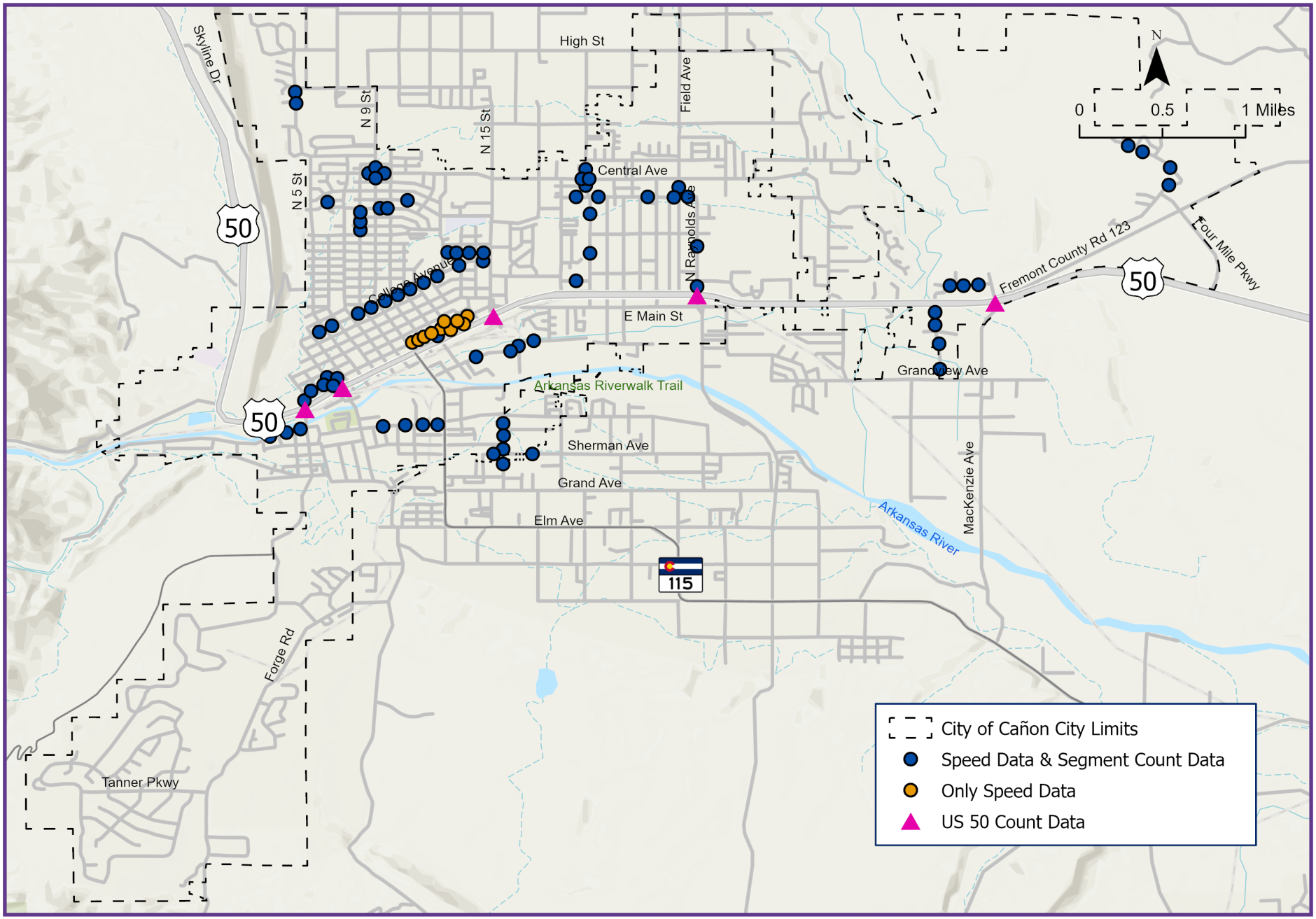


Figure 2.4 Cañon City Traffic Data Locations

2.4 Pedestrian and Bicycle Count Data Summary

Pedestrian and bicycle data was obtained from the TMC traffic data collection locations for the AM, Midday, and PM peak periods. Tables 2.4 and 2.5 summarize the cumulative bike and pedestrian volumes obtained over the analyzed period from the 15 analyzed locations .

2.5 Existing AADTs

Figure 2.5 summarizes the Annual Average Daily Traffic (AADT) throughout Cañon City based on the collected 72-hour data collection locations, data obtained from the City, and CDOT's Online Transportation Information System (OTIS). Roads that carry the highest levels of traffic include US 50, N 9 Street, S 9 Street, and Central Avenue.

Intersection	AM Bike on Road Volume	MidDay Bike on Road Volume	PM Bike on Road Volume	Total Bike on Road Volume
College Avenue & Yale Place	1	5	6	12
East Main Street and Raynolds Avenue	9	2	8	19
East Main Street and Steinmeier Avenue	5	2	6	13
Fairview Avenue and North 9th Street	3	3	4	10
Griffin Avenue and South 4th Street	3	7	13	23
Harrison Avenue and North 10th Street	8	15	9	32
Main Street and North 3rd Street	6	7	13	26
Main Street and North 5th Avenue	9	7	16	32
Main Street and North 7th Avenue	6	2	10	18
Main Street and North 9th Street	4	3	15	22
Main Street and North 12th Street	4	5	15	24
Main Street and North 14th Street	6	5	12	23
Main Street and North 15th Street (RDBT)	2	4	6	12
Phay Avenue and North 15th Street	8	4	12	24
South 3rd Street and US-50	4	5	8	17

Table 2.4 Bicycle (on road) Counts at Intersections

Intersection	AM Ped Volume	MidDay Ped Volume	PM Ped Volume	Total Ped Volume	AM Bike on Crosswalk Volume	MidDay Bike on Crosswalk Volume	PM Bike on Crosswalk Volume	Total Bike on Crosswalk Volume
College Avenue & Yale Place	5	3	30	38	3	1	4	8
East Main Street and Raynolds Avenue	4	3	14	21	0	0	1	1
East Main Street and Steinmeier Avenue	3	6	6	15	1	2	0	3
Fairview Avenue and North 9th Street	7	2	17	26	3	0	3	6
Griffin Avenue and South 4th Street	14	17	37	68	1	0	7	8
Harrison Avenue and North 10th Street	17	11	14	42	3	0	11	14
Main Street and North 3rd Street	51	160	225	436	4	1	11	16
Main Street and North 5th Avenue	107	354	280	741	4	3	16	23
Main Street and North 9th Street	52	31	81	164	7	3	12	22
Main Street and North 7th Avenue	39	134	106	279	1	5	11	17
Main Street and North 12th Street	34	65	74	173	4	2	13	19
Main Street and North 14th Street	33	159	52	244	3	2	10	15
Main Street and North 15th Street (RDBT)	14	15	7	36	0	0	6	6
Phay Avenue and North 15th Street	2	5	1	8	4	2	6	12
South 3rd Street and US-50	35	29	51	115	4	3	11	18

Table 2.5 Pedestrian & Bicycle Counts (in crosswalks) at Intersections

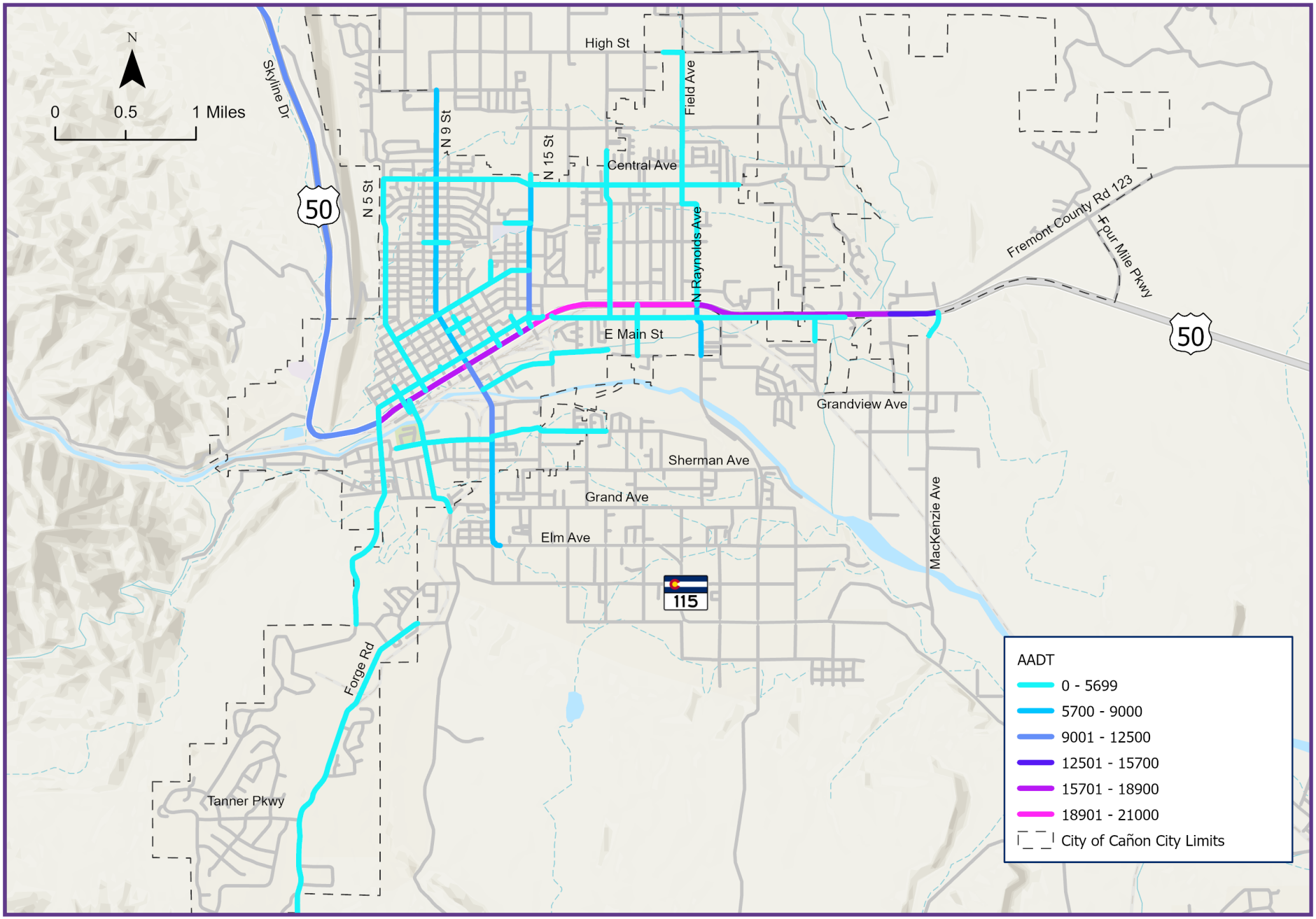


Figure 2.5 Existing Annual Average Daily Traffic (AADT) Volumes

2.6 Speed Data Summary

Speed data was obtained from radar detectors parallel to the 72-Hour traffic counts. Figure 2.6 illustrates locations where travel speeds exceeded the posted speed limit. Table 2.6 summarizes the 85th percentile speeds (speed at which 85% of drivers are traveling at or below) compared to the average speeds and posted speed limits from the studies segments for locations where speeding was identified. 85th percentile speeds are utilized to remove outliers and provide a more accurate representation of the driving behavior experienced on a roadway. Figure 2.7 illustrates all inventoried speed limit signs within Cañon City and their posted speed limit.

Location	85th Percentile Speed	Avg Speed	Speed Limit
Justice Center Rd N. of Independence Rd	33.3	28.1	30
Justice Center Rd N. of Independence Rd	31.5	25.9	30
Justice Center Rd S. of Oil Creek	38.2	31.7	30
Riverside Rd E. of Chestnut St	33.8	28.9	30
Riverside Dr E. of Plum St	31.4	26.7	30
Riverside Dr W. of Plum St	31.9	27.3	30
Chaparral Rd W. of Fourmile Ln	26.3	21.6	25
N 9th St N. of Harding Ave	32.3	25.9	30
N 9th St S. of Harding Ave	33.3	27.7	30
N Orchard Ave to City Limits	33.6	28.9	30
N Orchard Ave N. of Central Ave	31.0	26.7	30
N Orchard Ave N. of Cherry St	32.7	28.0	30
N Orchard Ave S. of Cherry St	33.5	28.8	30
Central Ave W. of N Orchard	35.7	30.1	30
Central Ave E. of N Orchard	35.5	31.9	30
Telegraph Trail E. of Saddle Dr	30.9	25.2	30
Telegraph Trail W. of Saddle Dr	31.5	25.0	30
Telegraph Trail E. of Pecos Pt	33.6	28.0	30
N Orchard Ave N. of Central Ave	33.8	28.8	30
N Orchard Ave S. of Central Ave	31.6	26.2	30
N 9th St N. of Floral Ave	31.2	24.5	30
Field Ave N. of South St	52.7	40.7	35
Field Ave S. of South St	46.2	37.7	35
Field Ave S. of Jupiter St	35.2	31.3	35
Field Ave S. of High St	42.4	37.0	35
Franklin Ave. E. of N 16th St	31.0	26.0	30
N 15th St S. of Franklin Ave	33.0	30.0	30
CR 67 N. of CR 123	46.0	39.0	35

Table 2.6 Speeding Locations Summary

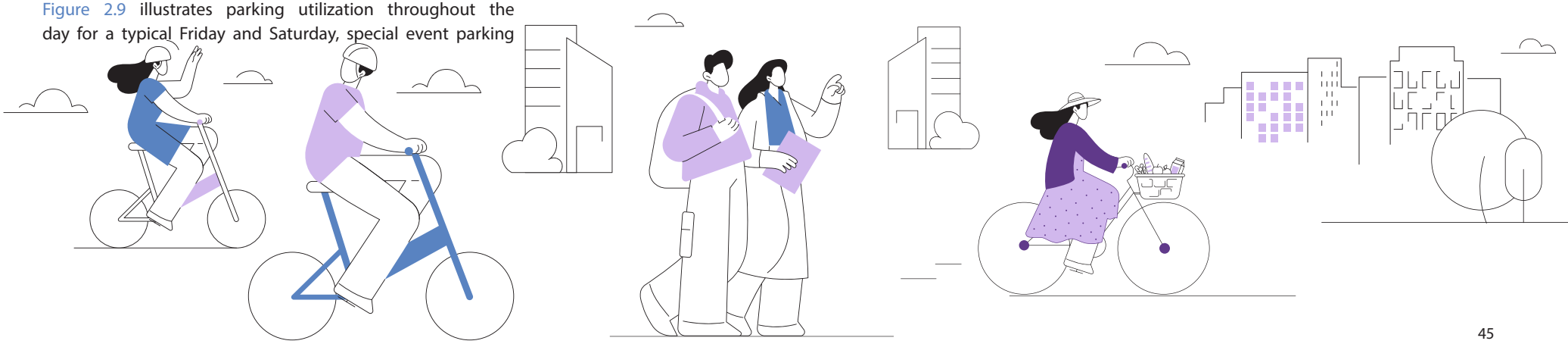
2.7 Parking Utilization Study

A parking utilization study was conducted between September 15th, 2023, to September 16, 2023, for Downtown Cañon City along Main Street during three separate time periods, AM (6:00 AM – 10:00 AM), Midday (10:00 AM – 2:00 PM), and PM (2:00 PM – 6:00 PM).

Figure 2.8 illustrates the peak parking utilization rate (the maximum percentage of utilization observed during each time period).

Peak utilization throughout the measured time periods averaged 41% to 60% utilization rate. Saturday afternoon showed the highest peak utilization rate at 81% – 100%. Parking utilization data is located in Appendix A.

Figure 2.9 illustrates parking utilization throughout the day for a typical Friday and Saturday, special event parking



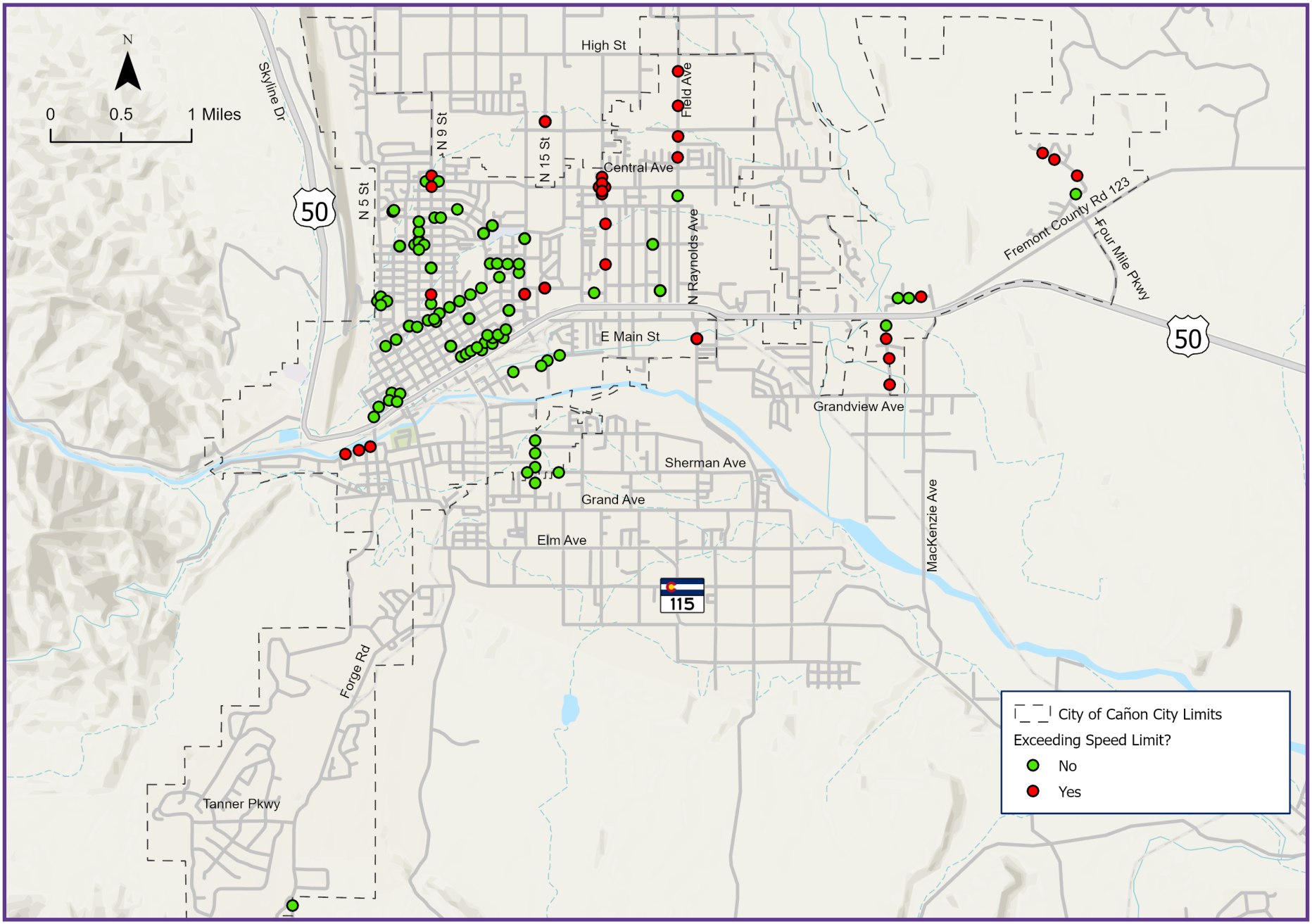


Figure 2.6 Speed Data

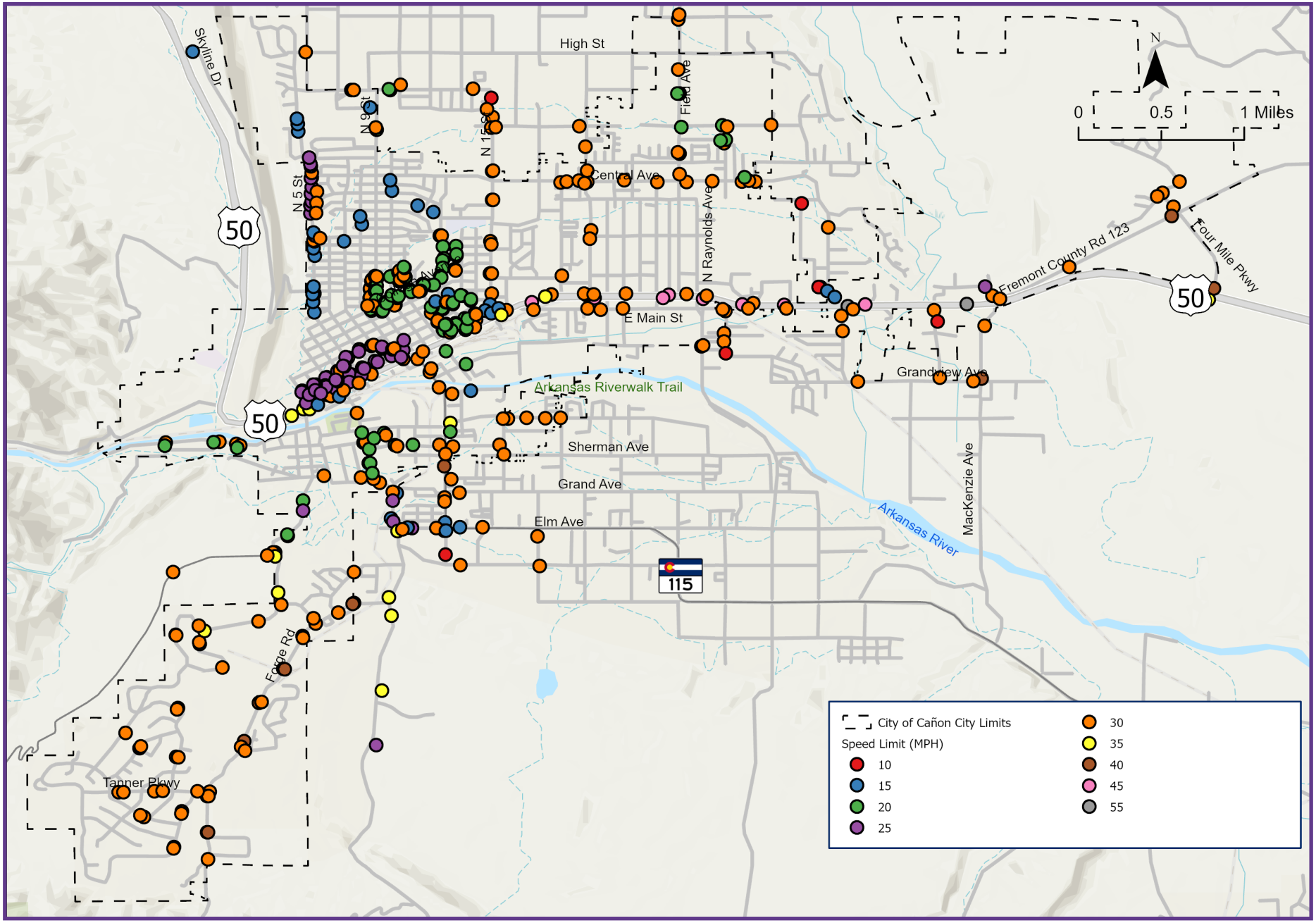
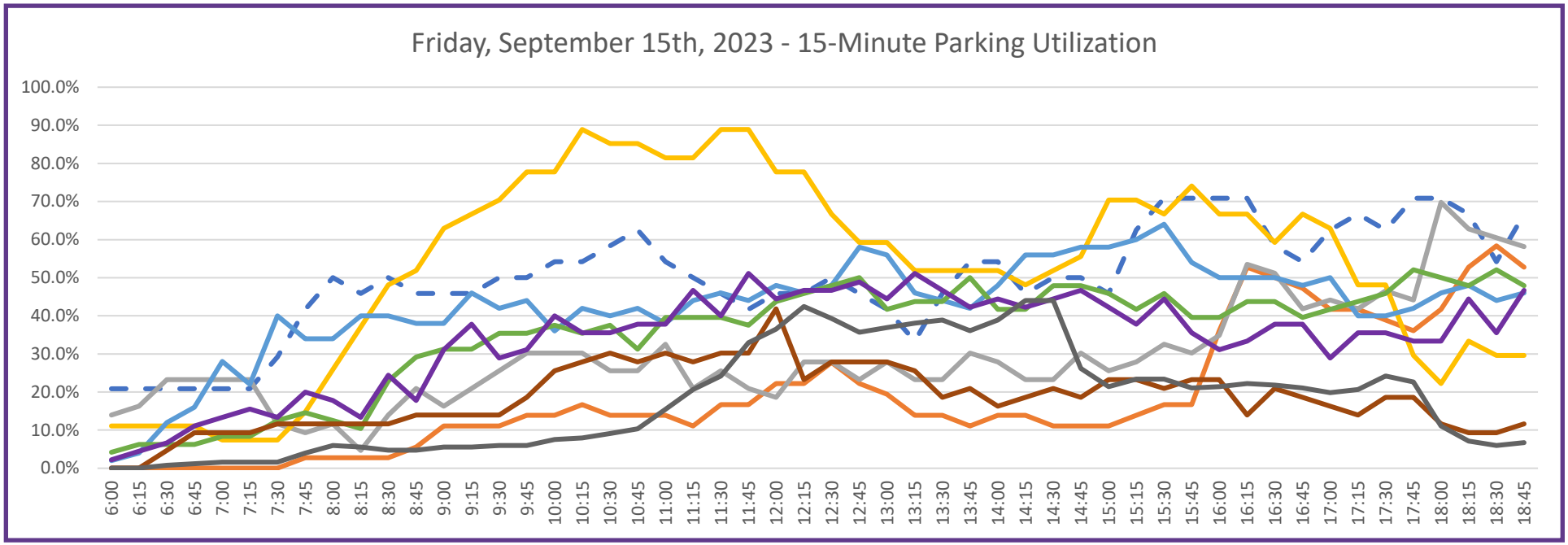


Figure 2.7 Posted Speed Limit Signs

Figure 2.8 Parking Utilization Heat Map



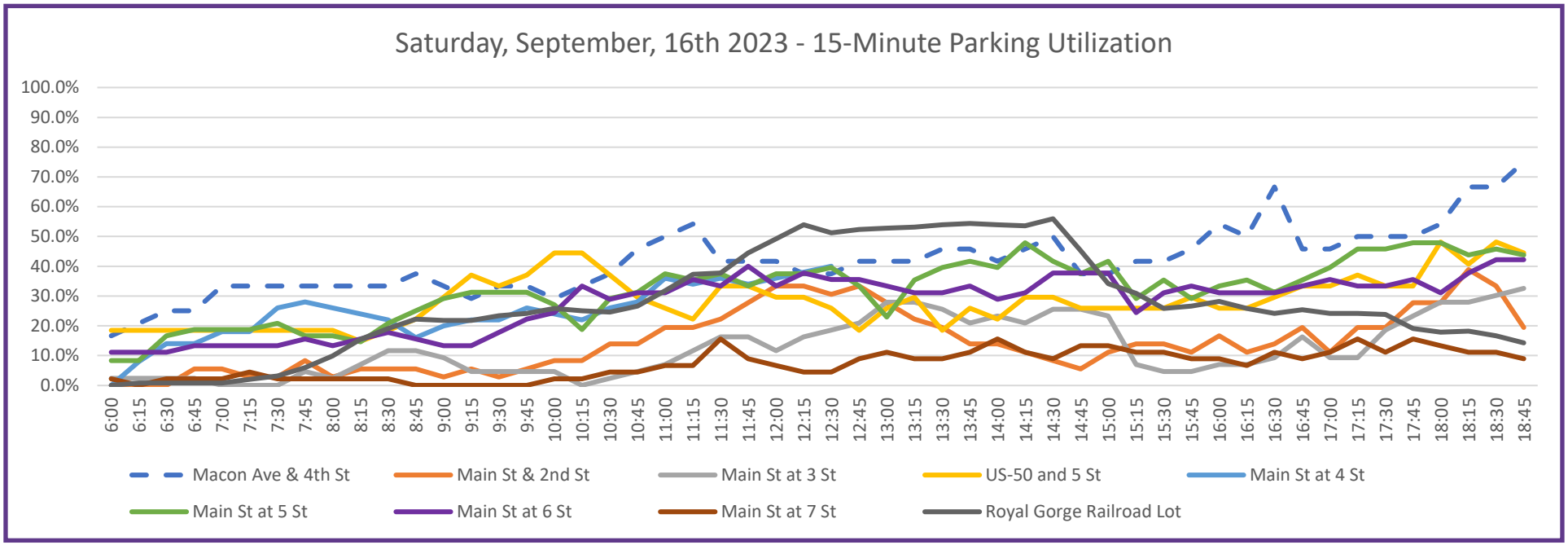
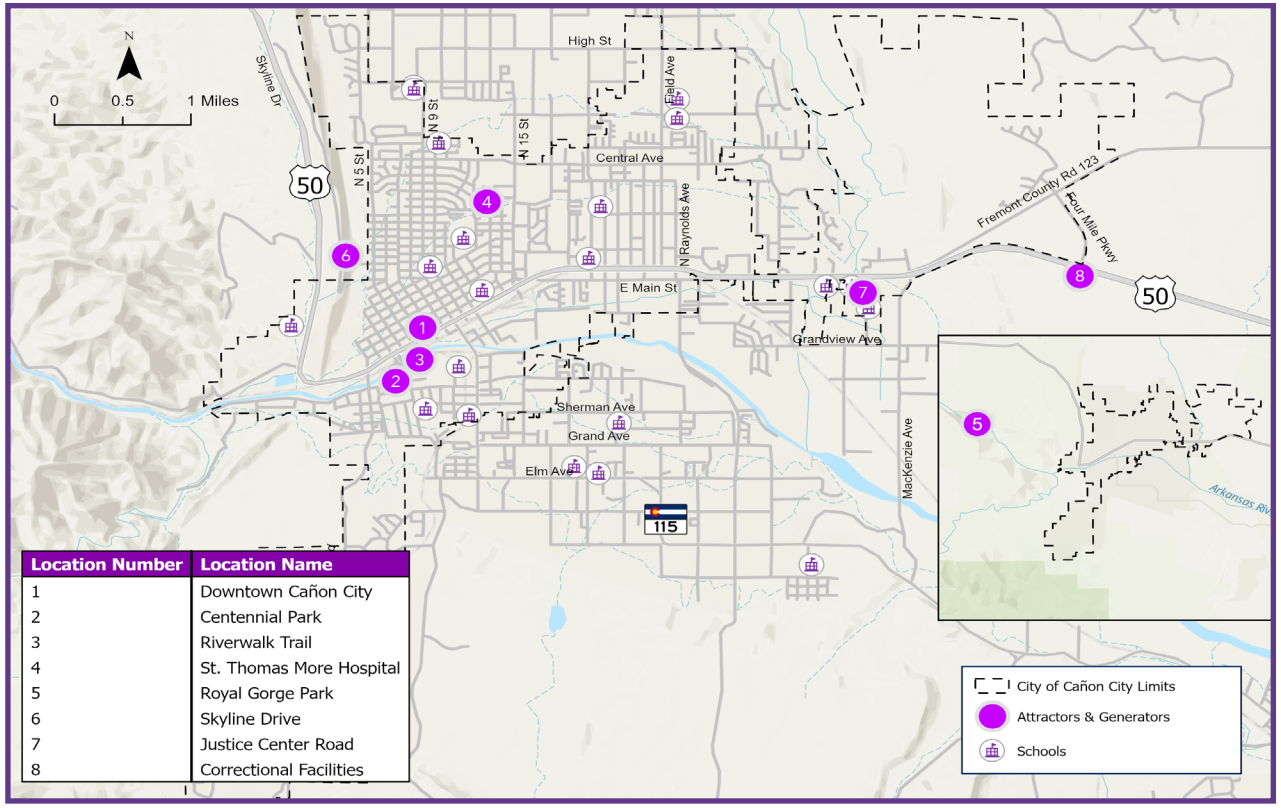


Figure 2.9 Parking Utilization 15-Minute Variation



Location Number	Location Name
1	Downtown Cañon City
2	Centennial Park
3	Riverwalk Trail
4	St. Thomas More Hospital
5	Royal Gorge Park
6	Skyline Drive
7	Justice Center Road
8	Correctional Facilities

Figure 2.10 Attractors & Generators

utilization would vary.

2.8 Major Trip Generators and Attractors

Attractors and generators are locations that attract or are the origin point of multi-modal movement locally or regionally. These attractors and generators are locations that capitalize on transportation networks for mobility, utilizing various forms of movements between origin and destinations such as vehicle, cycling, and walking. Figure 2.10 illustrates identified key attractors and generators located within Cañon City that were chosen based on information obtained from the collected data and from input from the public.

Identified attractors and generators serve as focal points to build upon the existing network and improve the local and regional connectivity. Origin-Destination data from ReplicaHQ was obtained to review the existing travel patterns both locally and regionally. Lastly, Cañon City serves as a gateway to the west for Front Range residents and visitors accessing the Rockies by utilizing US 50 through the City.

Trips to Cañon City

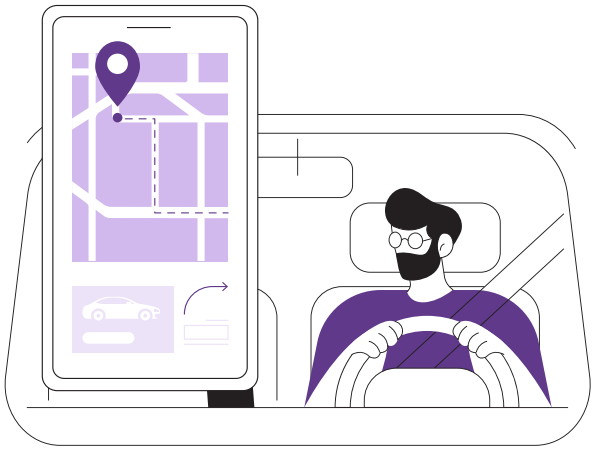
Figure 2.11 illustrates trips with a destination to Cañon City originating from neighboring counties. Trips to Cañon City are primarily local trips, with 49% of all trips having a duration of 10 minutes or less. Furthermore, 74% of all trips have a duration of 20 minutes or less, which serve as regional trips from locations such as Penrose.

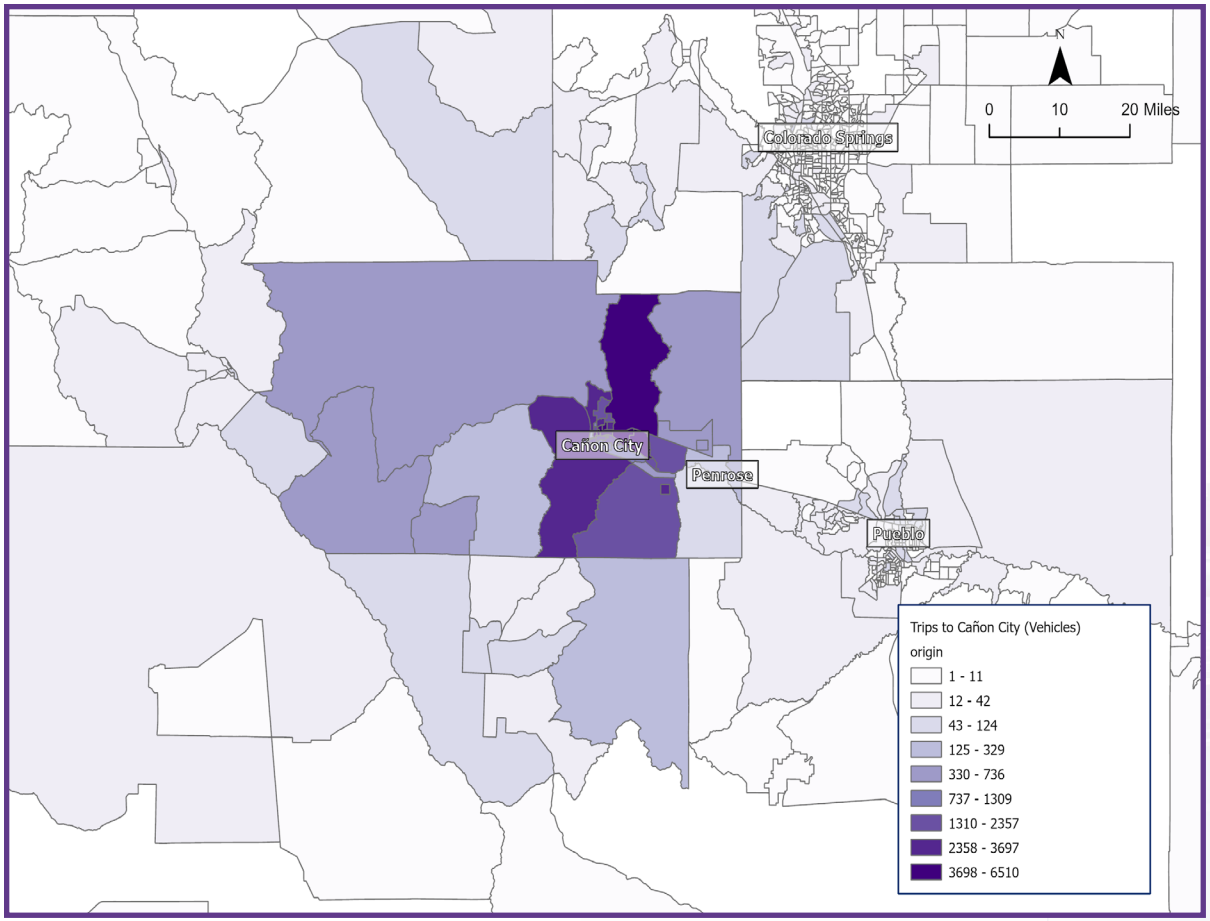
Although many trips originate throughout neighboring counties, it should be noted that Cañon City has high quantities of pass-through traffic via US 50, illustrated in Figure 2.13. As a continually developing city, this thoroughfare serves as an opportunity that can be capitalized on to strengthen the tourism and entertainment industries present within Cañon City.

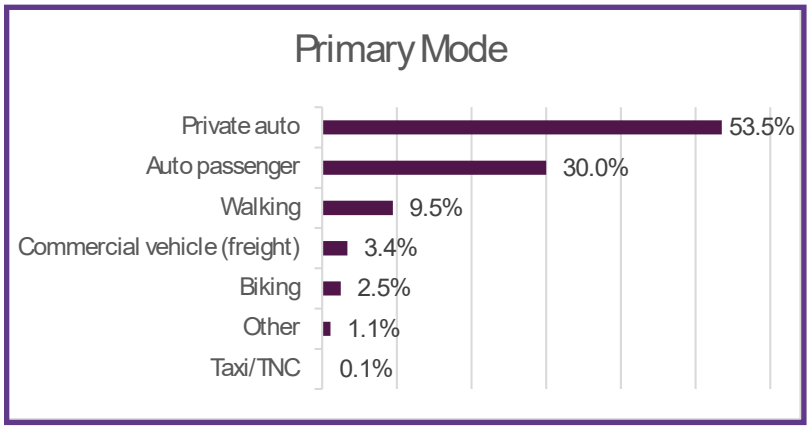
Trips from Cañon City

Figure 2.12 illustrates census tracts where trips originate from Cañon City that are made throughout neighboring counties. Trips from Cañon City are primarily local trips, with 49% of all trips having a duration of 10 minutes or less. Furthermore, nearly 74% of daily trips originating from Cañon City have a duration of 20 minutes or less which serve as regional trips to locations such as Penrose.

Of all trips originating from Cañon City, 55% of them are completed by personal vehicles and 28.9% of trips are from auto passenger vehicles that include school bus, ride share, and carpool; 3.57% trips are from commercial vehicles (medium and heavy trucks, such as freight); 9% of trips are from pedestrians and 3% of trips are from cyclists. This illustrates a foundation where improved local multi-modal connectivity could encourage residents to shift short duration trips to other forms of transportation such as walking or cycling instead of vehicle trips.







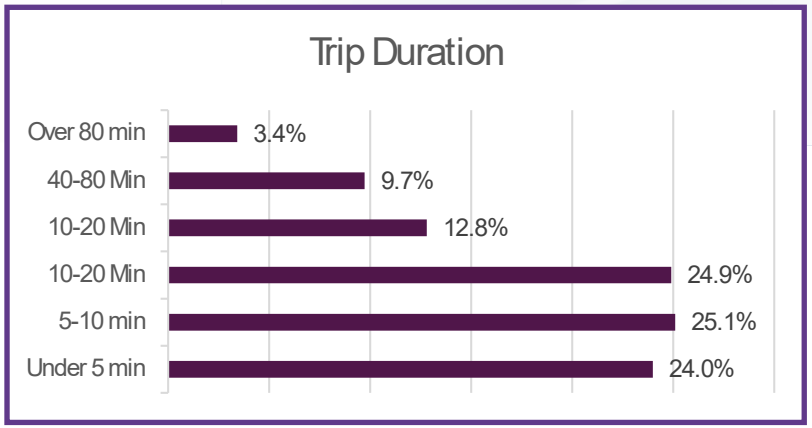


Figure 2.11 Trips to Cañon City
Note: Polygons represents US Census Tracts

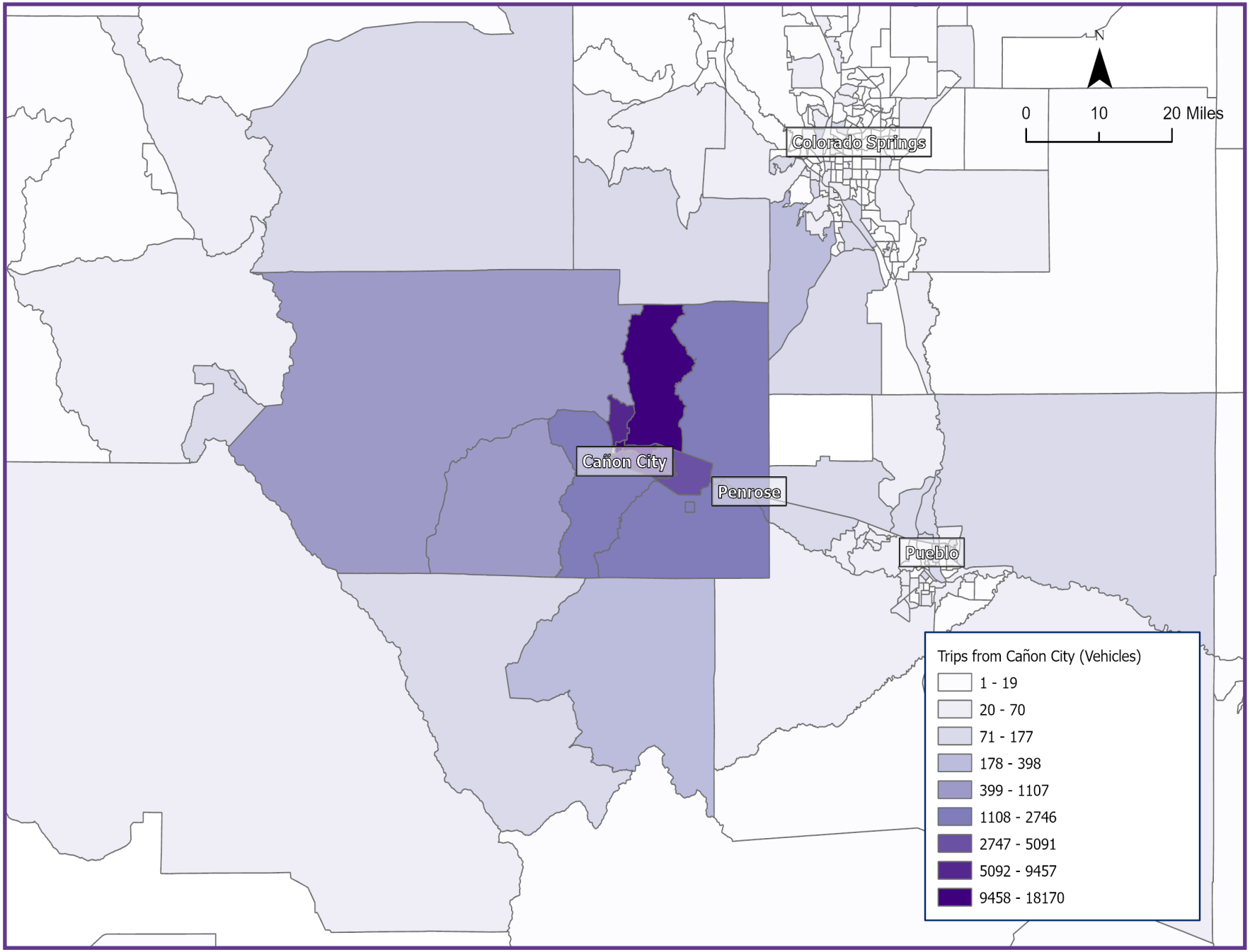


Figure 2.12 Trips from Cañon City

Note: Polygons represents US Census Tracts

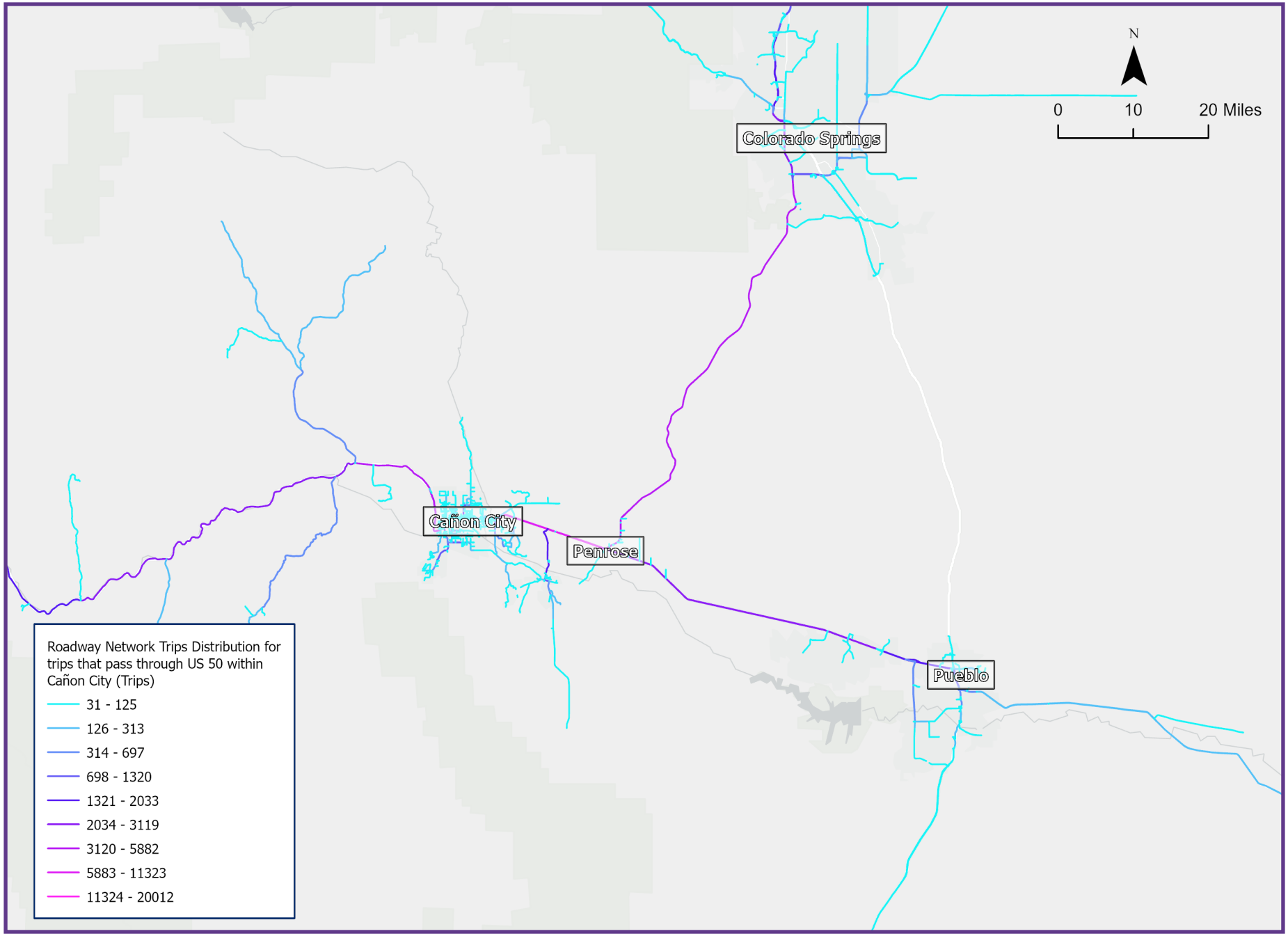
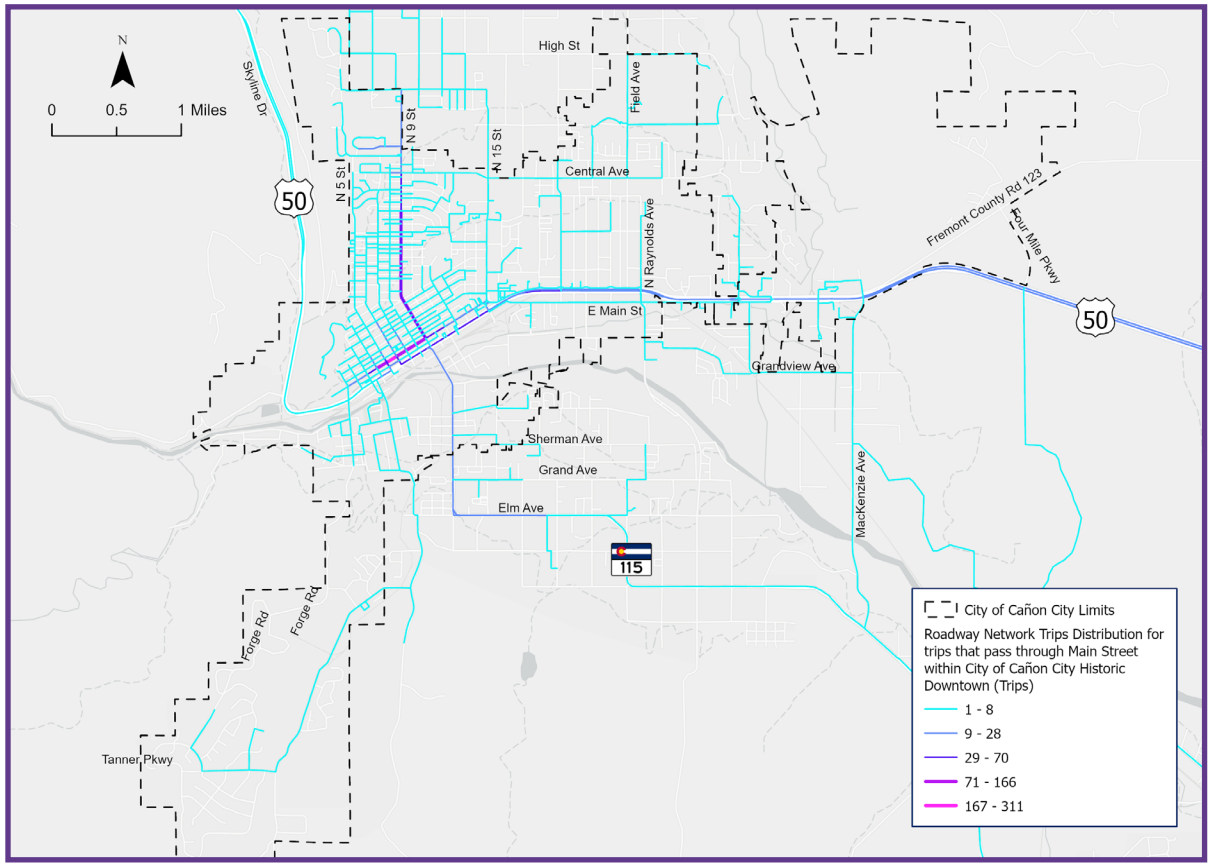
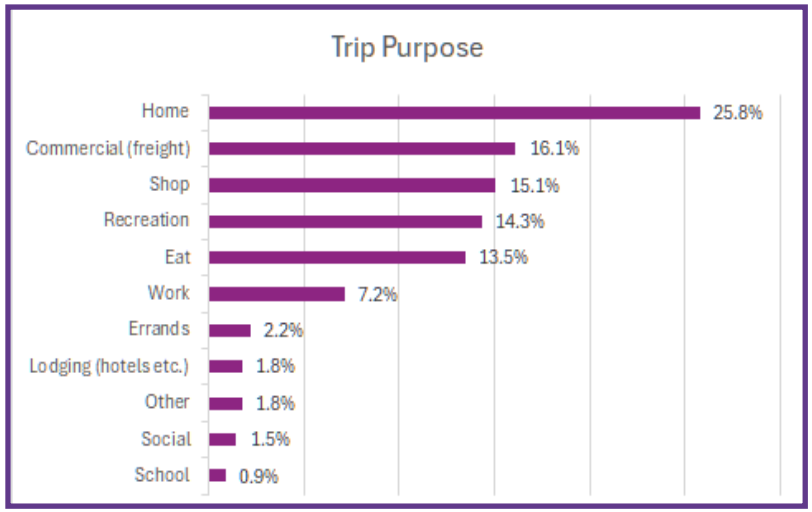


Figure 2.13 Trips through Cañon City





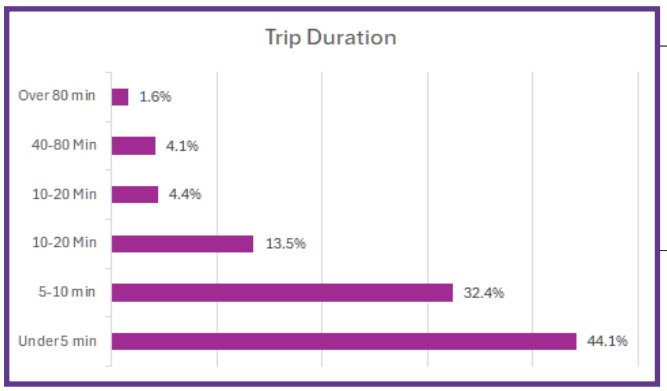


Figure 2.14 Trips through Down town Cañon City

Colorado to Downtown Cañon

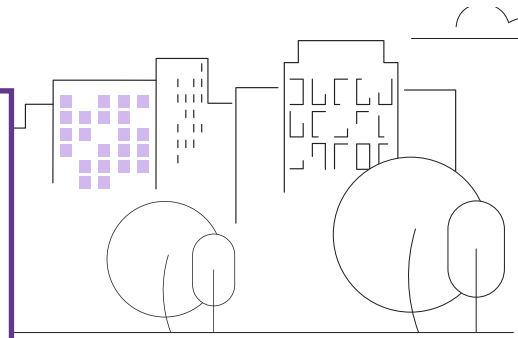
When looking at regional and local connectivity, most of the daily travel to downtown Cañon City are local trips with 57% of trips being less than 10 minutes from Downtown. Approximately 49% of trips to downtown are for recreational purposes such as shopping (26%), eating (16%), recreation (5%), and social (2%).

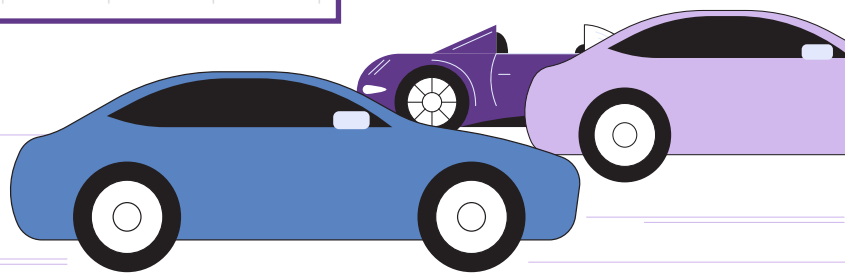
As shown in Figure 2.14, trips to Downtown Cañon City are primarily along N 9 Street, and from local traffic that is collected from US 50.

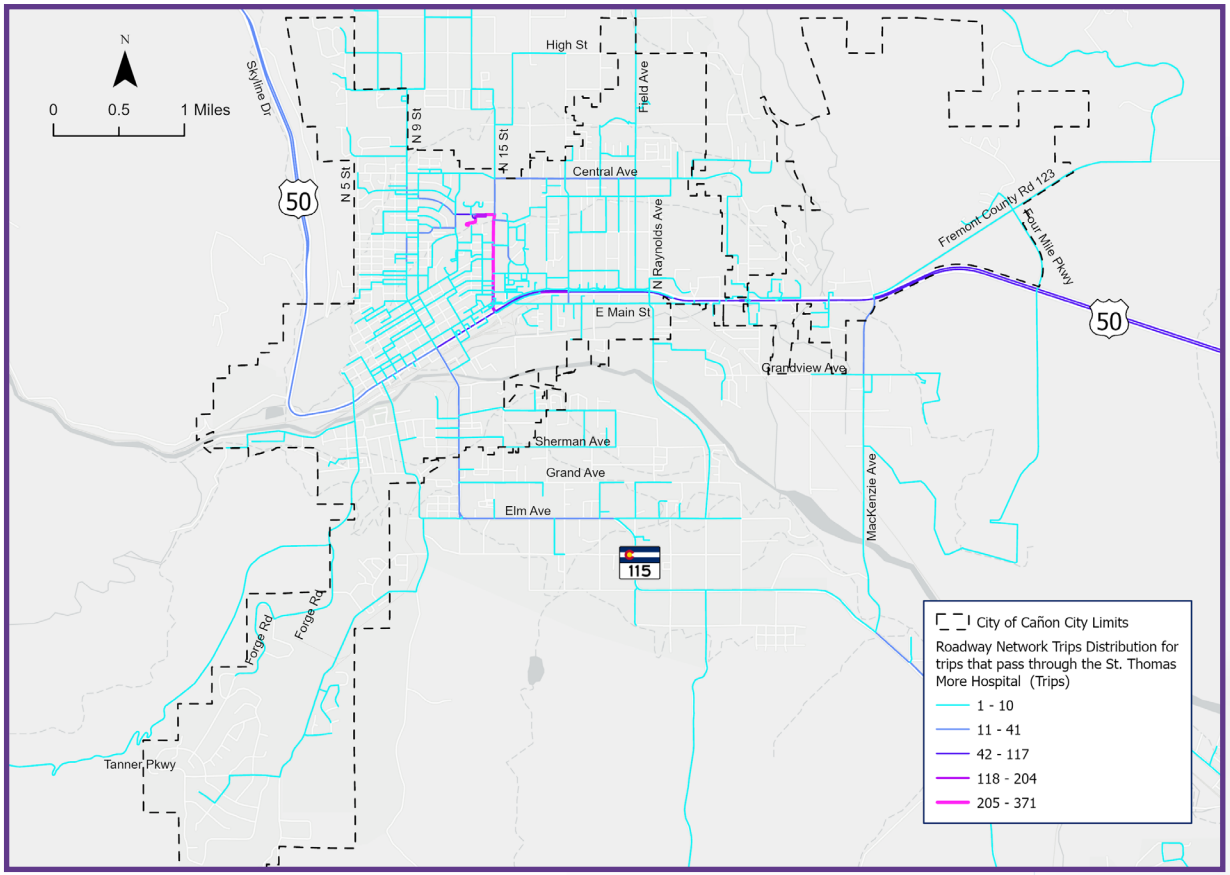
Colorado to St. Thomas More Hospital

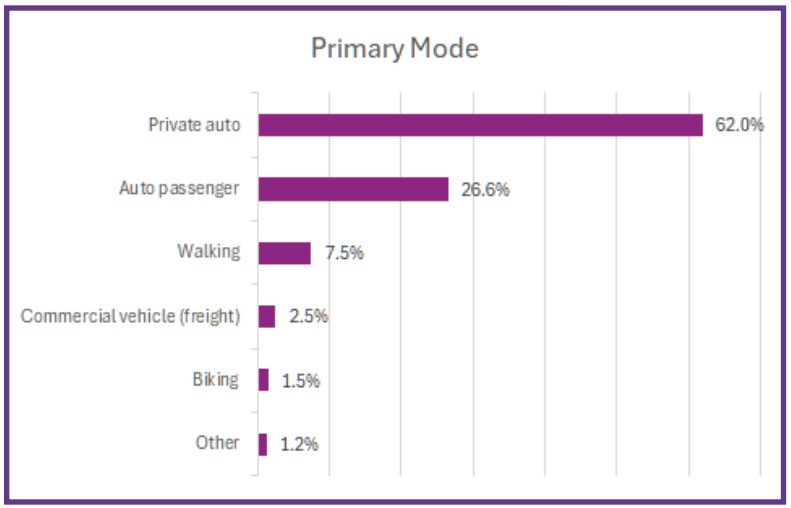
For the St. Thomas More Hospital, most of the daily travel to the hospital are local trips with 50% of trips being less than 10 minutes from the hospital, and another 25% of all trips are between 10 and 20 minutes showing some regional trips from Penrose and Florence.

It should be noted that 7.5% of all trips to the hospital area are pedestrian trips. As shown in Figure 2.15, trips to St. Thomas More Hospital are primarily along US 50 that then feed into N 15 Street, showing regional demand to the hospital.









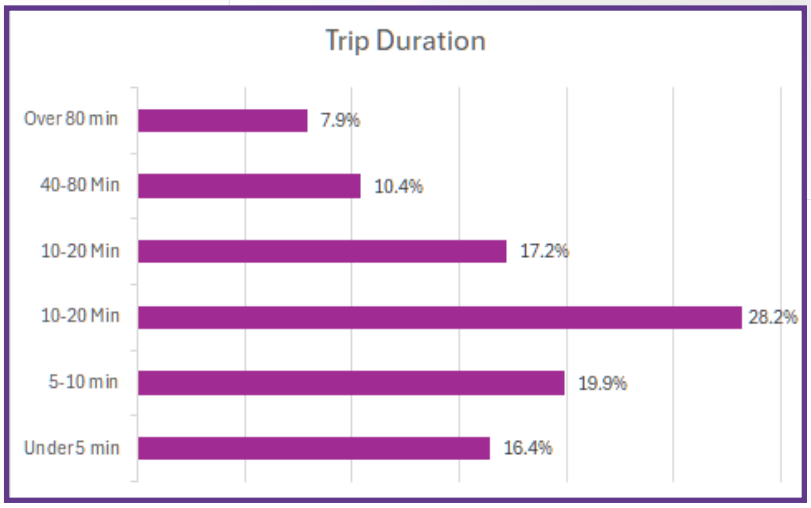


Figure 2.15 Trips to St. Thomas More Hospital

Cañon City to Pueblo

Based on the information gathered from stakeholder sessions and the public meeting, it is important to highlight the regular trips from Cañon City to Pueblo. This is significant because Pueblo offers government assistance programs that are not available in Cañon City, which are frequently utilized by the elderly population.

There are approximately 2,200 daily trips from Cañon City to Pueblo, of those trips, nearly 20% of them are done by residents over the age of 65.

Figure 2.16 shows data on trips from Cañon City to Pueblo.

2.8.1 Attractor & Generator Transit Opportunities

There is the potential demand for increased use of transit options both locally and regionally based on the trip data from ReplicaHQ, the high percentage of vehicle usage, feedback and comments obtained from the stakeholder meetings. Existing transit services are discussed in Section 2.9.4.

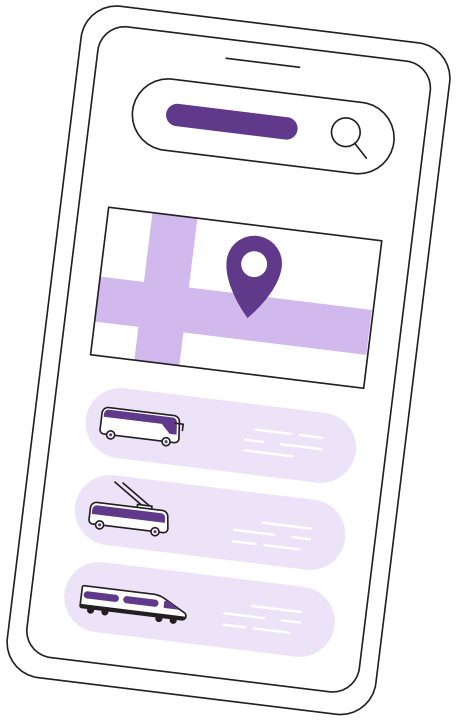
2.9 Existing Multi-Modal Facilities

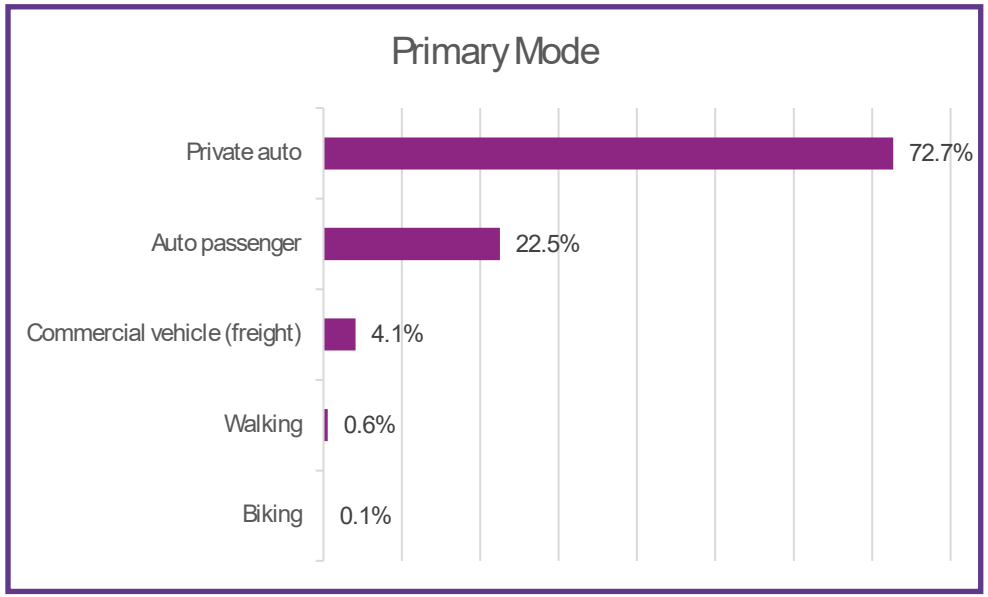
2.9.1 Bicycle Facilities

Bicycling is another vital transportation mode that provides opportunities and advantages for communities by replacing short car trips to encourage active, healthy transportation that is also environmentally friendly.

One of the critical components to improving the safety of the City's roadway is ensuring that bicyclists have dedicated bicycle infrastructure that allows them to safely share the roadway space with automobiles.

The existing bicycle network in Cañon City consists of a single designated bicycle route with no dedicated lanes, pavement markings, and limited signage consisting of an occasional post-mounted green Bike Route designation sign. The existing bicycle route is shown in Figure 2.17.





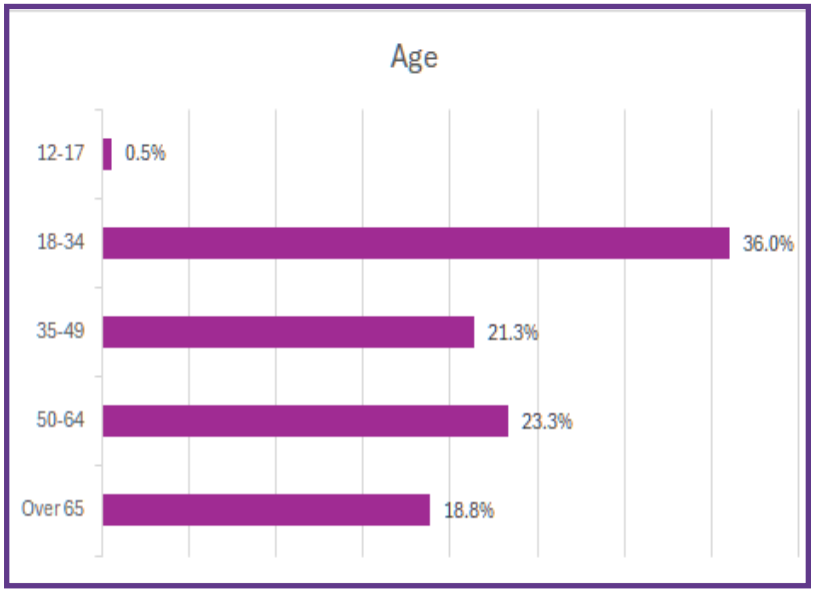


Figure 2.16 Trips from Cañon City to Pueblo

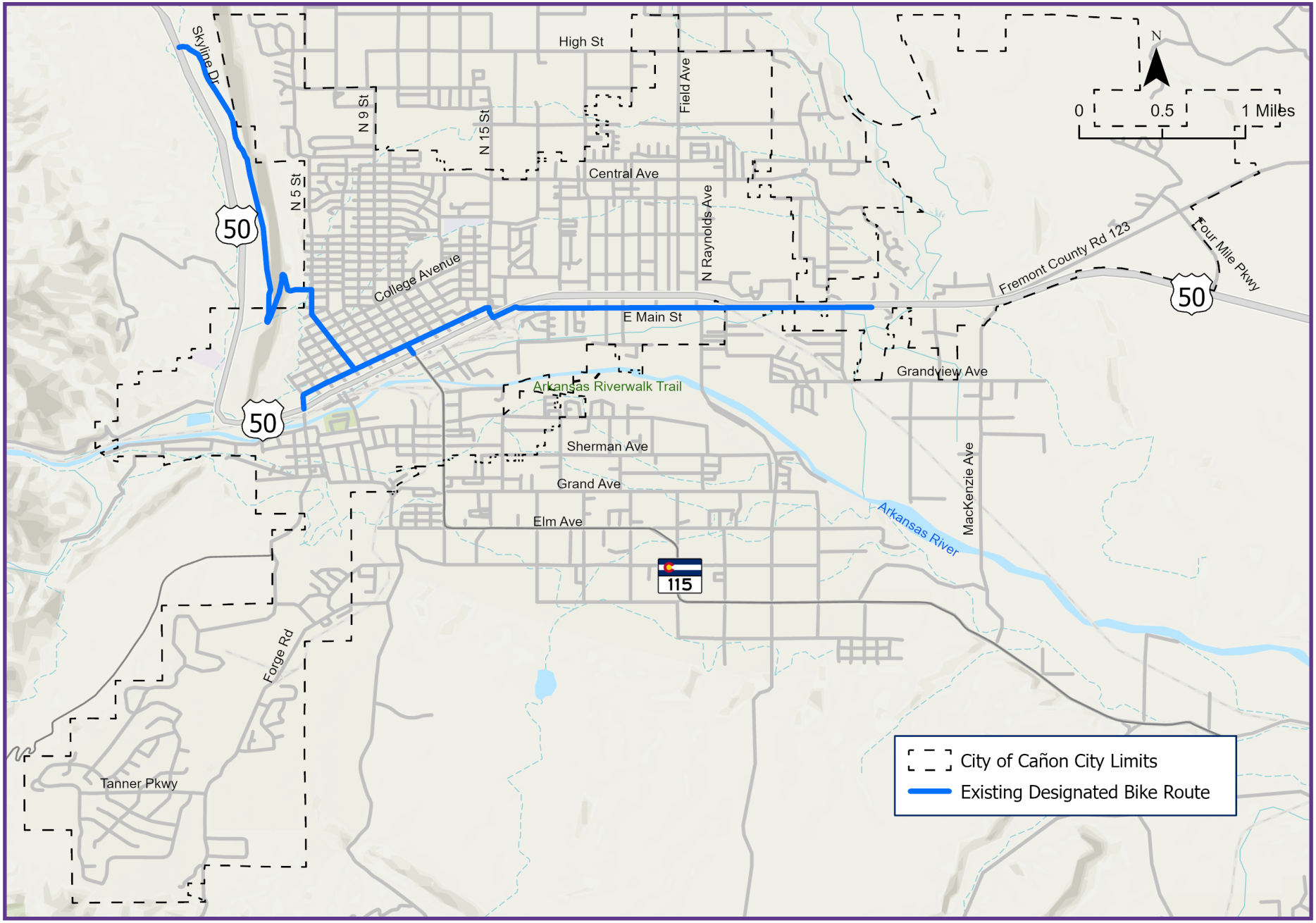


Figure 2.17 Existing Bicycle Route

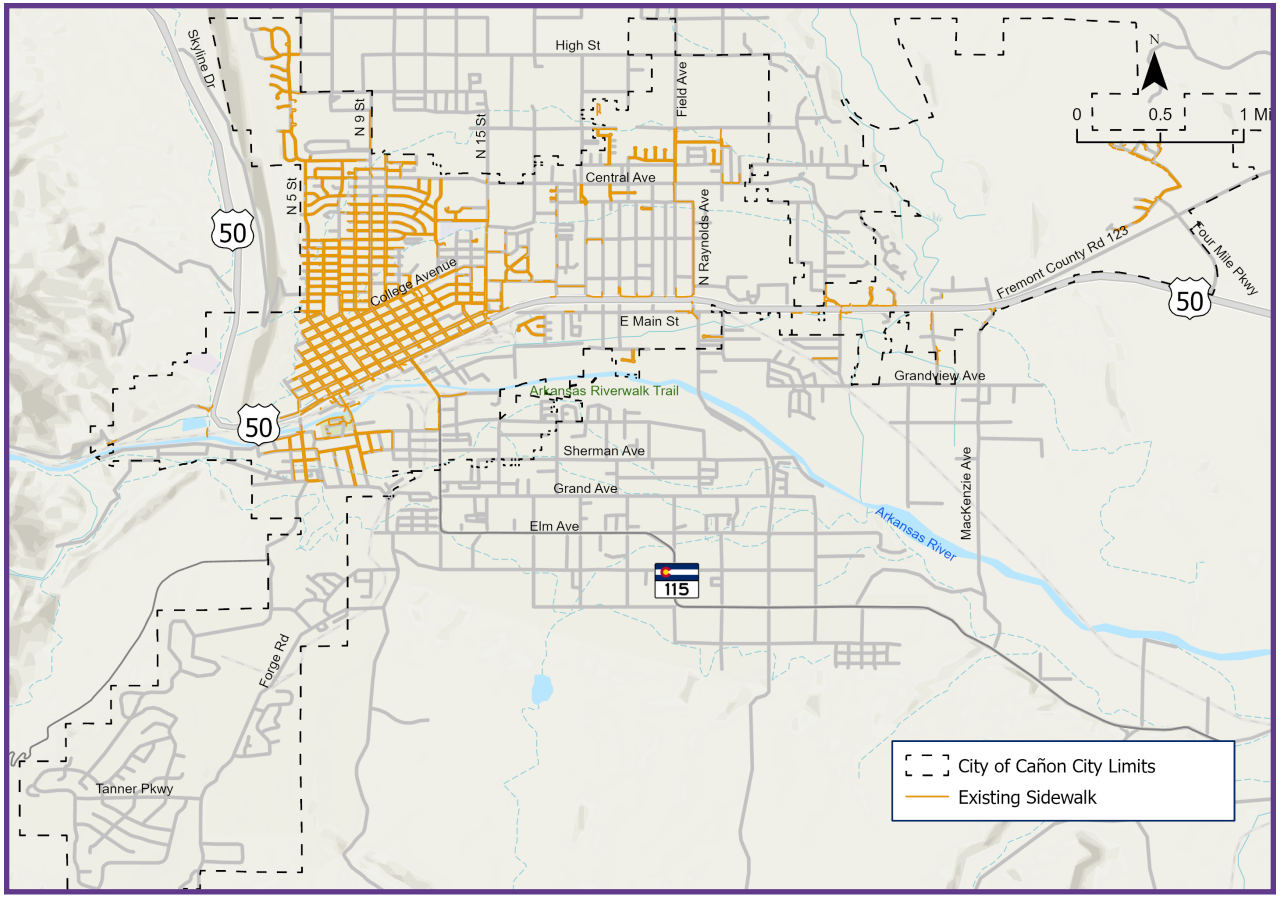


Figure 2.18 Existing Sidewalk

2.9.2 Pedestrian Facilities

Pedestrian travel is an essential part of the City's transportation system, and the pedestrians' needs were also included in the transportation assessment. Pedestrian safety is a main priority on the City's agenda. Elements used to support pedestrian travel may include ramps for elderly walkers and those with mobility disabilities, sidewalks, crosswalks, and traffic control features. Public right-of-way, type of pedestrian facility and other sidewalk features must be considered when designing roadways where pedestrian traffic is anticipated.

A sidewalk inventory was performed to identify deficiencies in the City's existing sidewalk network. Sidewalk deficiencies are more frequent in the residential area east of N 15th Street. It should be noted there are many sidewalks located here that are in marginal to poor conditions that will require routine repairs. In the area south of the river there is a lack of sidewalks in the Lincoln Park boundary. In the historic district the pedestrian facility is well accommodated. Long and wide sidewalks range from N 1st Street to N 15th Street.

Cañon City is committed to providing its residents with a safe and complete pedestrian network. This document includes potential sidewalk improvements that will help close gaps in the existing sidewalk network while prioritizing safety for all roadway users, as discussed in Section 5. The existing sidewalk network is shown in Figure 2.18.

Sidewalks provided on both sides of a street are preferred but where one side of the street is undeveloped, they may be provided only on the developed side of the street. Sidewalks may also, in some cases, be built on easements. Existing sidewalks widths ranged from 4 to 6 feet. To comply with Americans with Disabilities Act (ADA) guidelines, newly constructed, reconstructed, or altered sidewalks must be accessible to persons with disabilities which dictates design aspects such as cross slope, offset width, etc.

In order to further assess existing conditions, extensive field reviews were conducted to capture sidewalk conditions, speed management features, and observe peak hour traffic patterns within Cañon City.

Figure 2.19 illustrates an example of a sidewalk in unacceptable condition observed in Cañon City.

Figure 2.20 illustrates the overall sidewalk inventory collected in Cañon City. Most sidewalks within the City were found to be in Fair condition, but north of historic downtown there are various sidewalks that are in defunct condition where maintenance/reconstruction is needed. In terms of ADA compliance, many older sidewalks are 4 feet in width and include obstructions limiting the minimum effective width required of 36 inches. Curb ramps, transitions, and impacts from tree roots also impact the effective use of the sidewalk network.

2.9.3 Existing Trail Network

The trail network within Cañon City both functions as a recreational destination but also as a form of multi-modal movement for pedestrians and cyclists throughout the City as these trails connect back to key locations such as the Riverwalk and Historic Downtown. Figure 2.21 illustrates the existing trail network.

2.9.4 Shared Micromobility

Micromobility is a form of transportation utilizing lightweight vehicles such as bicycles, scooters, but especially electric versions that may be rented as part of a self-service rental

program. Currently, Cañon City does not offer any shared micromobility options.

2.9.5 Public Transit Options

The Upper Arkansas Area Council of Governments (UAACOG) subcontracts Demand-Response Transit services in Fremont County. This initiative offers capital, planning, and operational support to regions, aiding public transportation in regions with fewer than 50,000 residents. Fremont County Transit (FCT) is the public transit provider serving all of Fremont County.

Currently there are no routine bus stops within the City. The Cañon City Golden Age Center does offer local trips to Penrose utilizing the Bustang Outrider service.

The few public transportations that operate in Cañon City are as follows:

- Bustang Outrider operates from Pueblo to Alamosa, service to Cañon City was discontinued in July 2023.
- Cañon City Golden Age Council provides an on-demand service which serves all of Fremont County and is available from Monday through Friday 8:00 AM – 5:00 PM.

Public Transportation is critical in expanding access to employment, education, healthcare, and socialization.

2.9.6 Regional Networks

Regional connectivity is important to distinguish when it comes to incorporating improved elements of multi-modal travel. Cañon City serves as a gateway of travelers coming from Denver, or Colorado Springs and going west towards The Rockies. At the moment, regional travel is limited to private vehicles, carpooling, and limited ride types from the Golden Age Center transit service. There are no safe accessways between Cañon City and its neighbors for both pedestrians and cyclists.

Location: North side College Avenue between N 4 Street and N 5 Street

Location: South side Mystic Avenue between N 7 Street and N 8 Street

Location: Harrison Avenue N 14 Street and N 15 Street

Figure 2.19 Unacceptable Sidewalk Examples

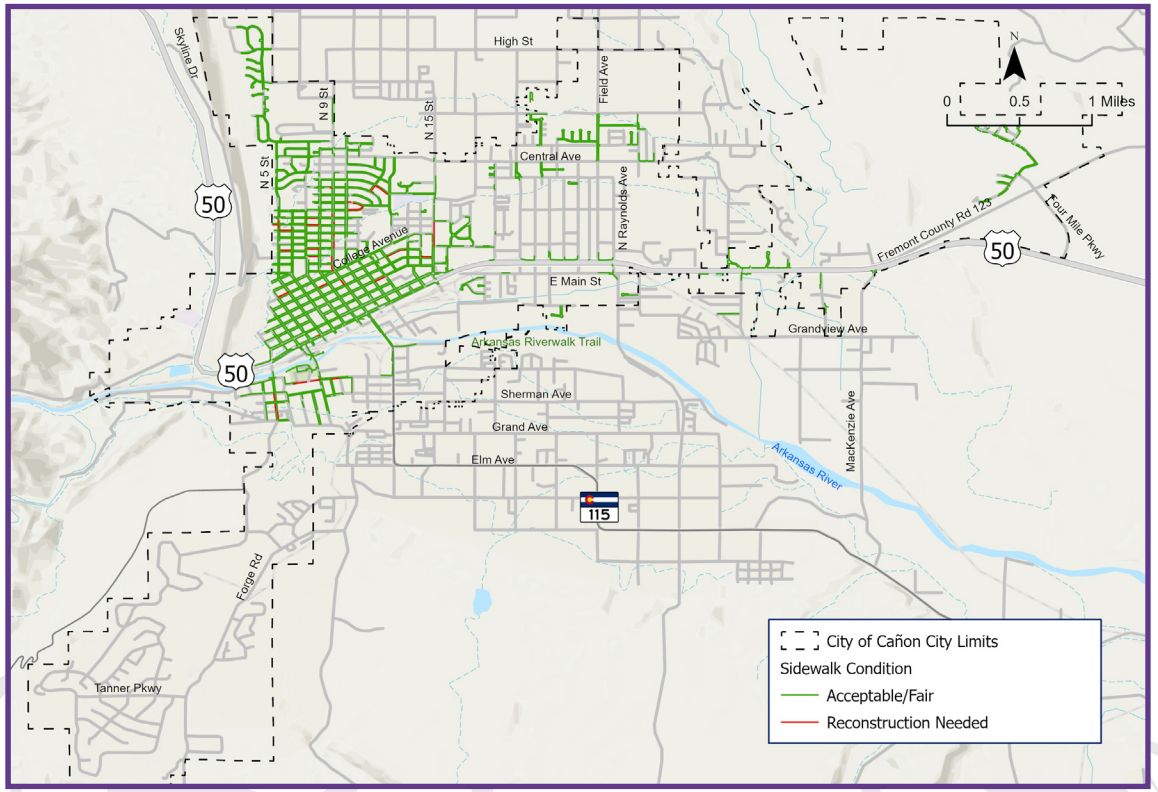


Figure 2.20 Sidewalk Condition

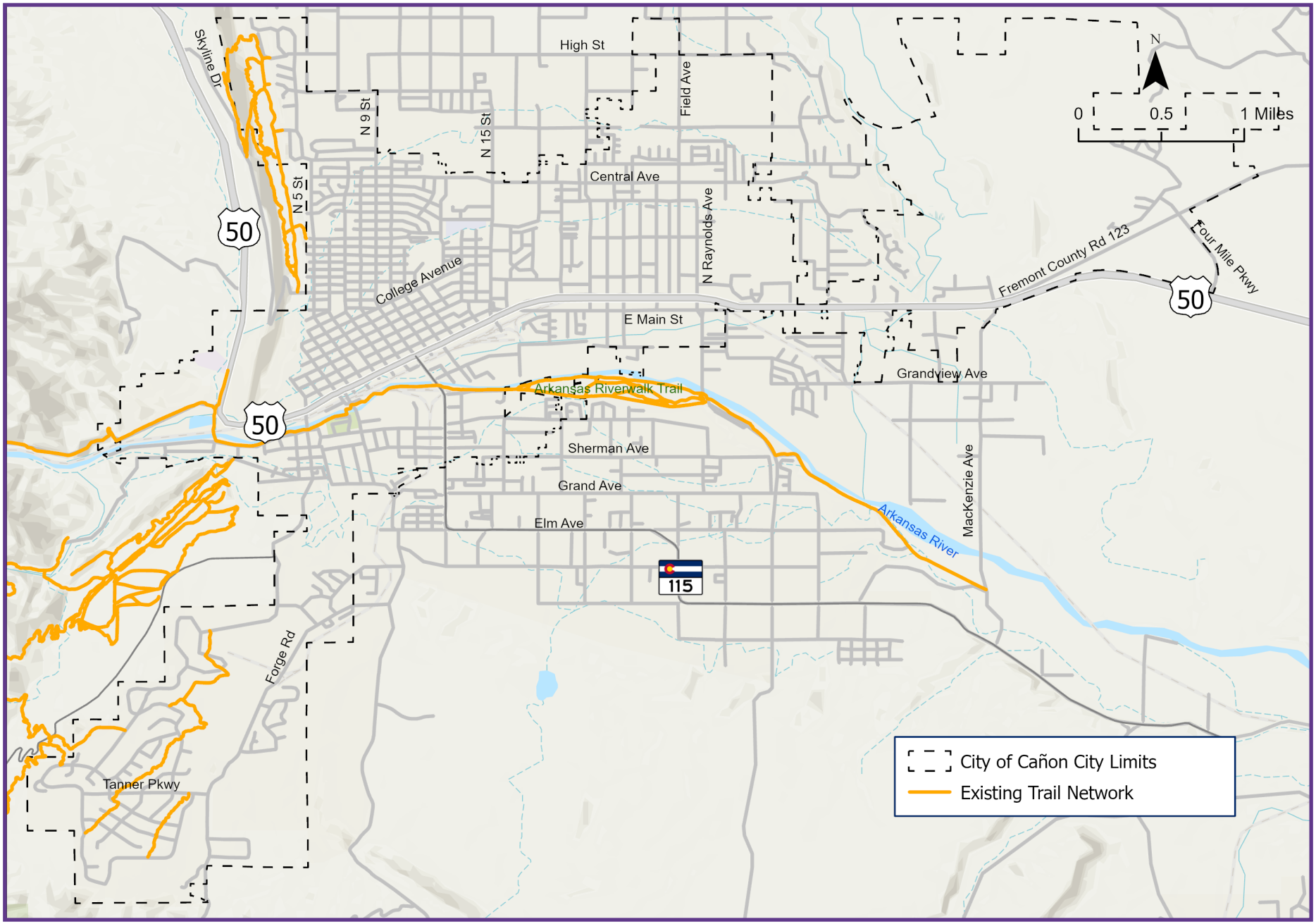


Figure 2.21 Existing Trail Network

2.10 Field Review and Geometric Conditions

Observations of automobile queues were performed on September 15, 2023 for the AM peak and for the PM peak throughout the study area. Below lists a few observations noted at each intersection of the study corridor. Field reviews for the AM and PM peak hours are located in Appendix A.

AM Peak Hour:

- Overall during the AM peak hour US 50 experienced minimal queue.
- Eastbound US 50 at S 9th Street experienced queues ranging from 200 to 300 feet.
- Eastbound US 50 at S 15th Street experienced queues ranging from 250 feet to 400 feet.

PM Peak Hour:

- Overall during the PM peak hour, the US 50 Frontage Road experienced heavy queues at the signalized intersections. US 50 Frontage Road at Dozier Avenue requires two cycle lengths to clear traffic.
- Eastbound US 50 at S 9th Street experienced queues ranging from 250 feet to 350 feet.
- US 50 at S 15th Street experienced queues ranging from 350 feet to 450 feet. The southbound approach queues go beyond the designated storage and obstructs the roundabout on Main Street.

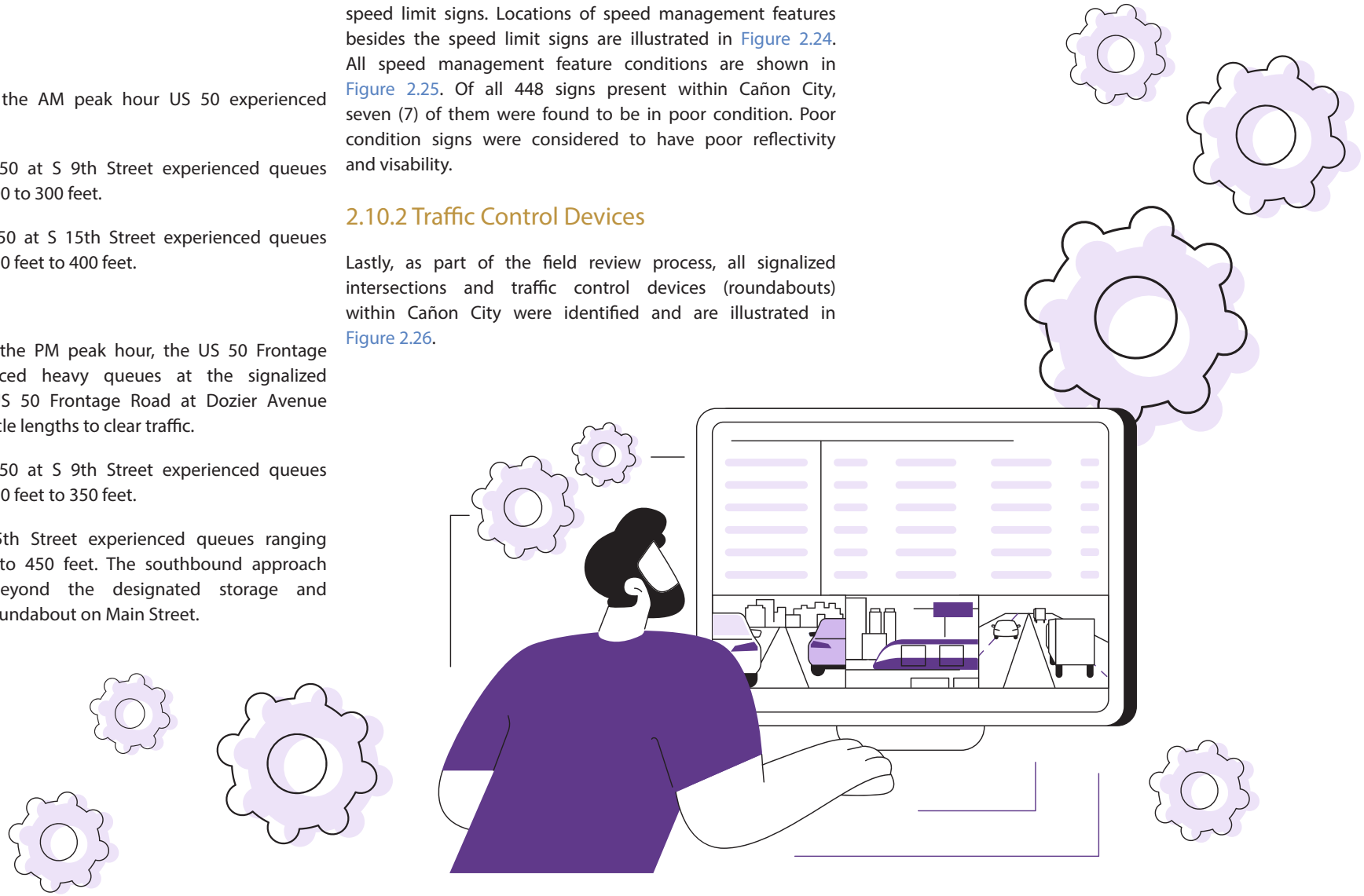
2.10.1 Speed Management Features

Speed management features were inventoried within Cañon City to pinpoint all existing signage present to gauge what device type was present and also obtain their condition.

Figure 2.22 shows examples of posted speed signs in poor condition. Figure 2.23 illustrates the locations of all posted speed limit signs. Locations of speed management features besides the speed limit signs are illustrated in Figure 2.24. All speed management feature conditions are shown in Figure 2.25. Of all 448 signs present within Cañon City, seven (7) of them were found to be in poor condition. Poor condition signs were considered to have poor reflectivity and visability.

2.10.2 Traffic Control Devices

Lastly, as part of the field review process, all signalized intersections and traffic control devices (roundabouts) within Cañon City were identified and are illustrated in Figure 2.26.



Location: Northbound N 6 Street between Macon Avenue and Greenwood Avenue

Location: Westbound Woodlawn Avenue between Yale Place and Sheridan Avenue

Location: Eastbound Fremont Drive between N Cottonwood Avenue and Del Rey Avenue

Figure 2.22 Unacceptable Speed Limit Sign Examples

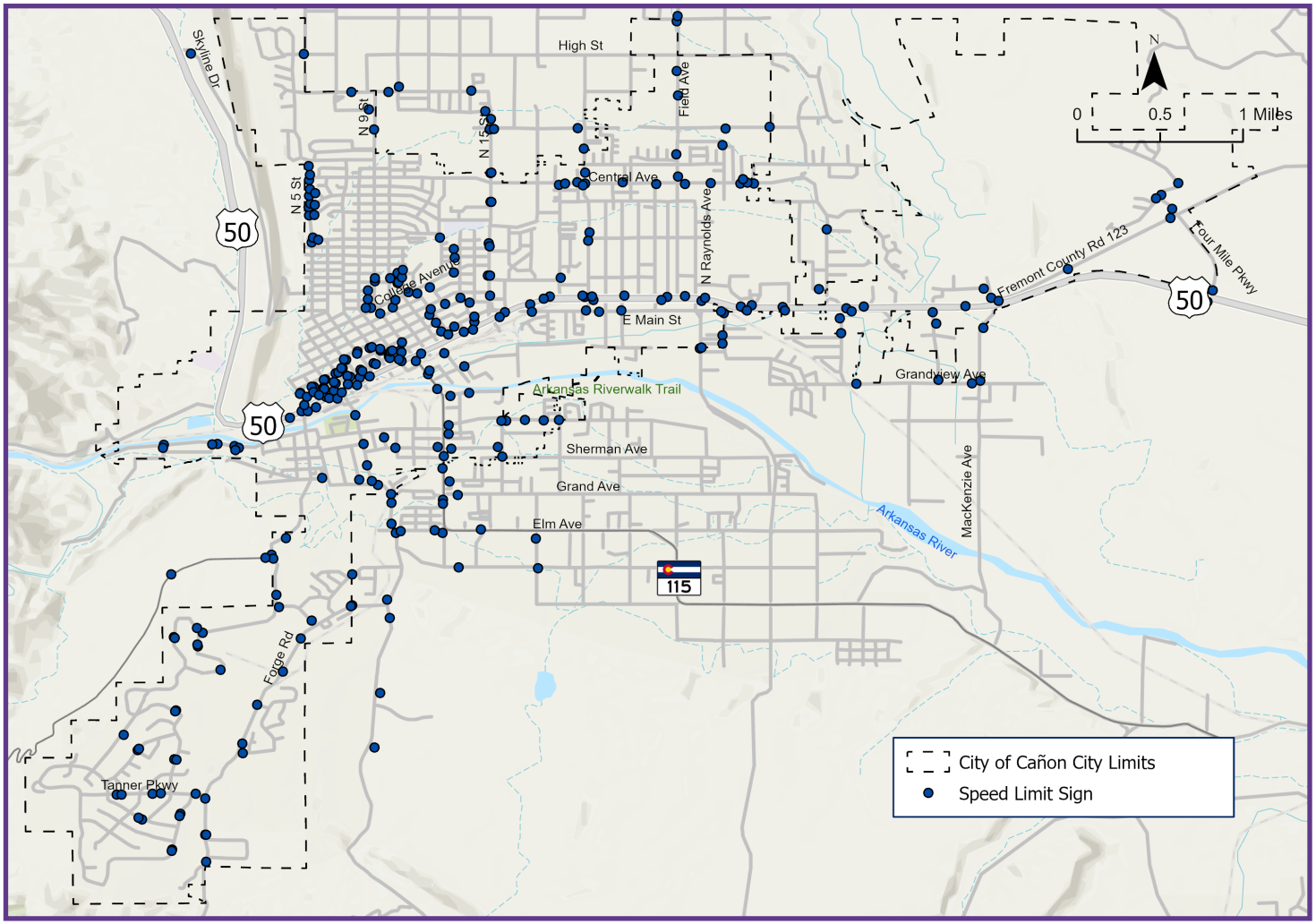


Figure 2.23 Speed Limit Signs

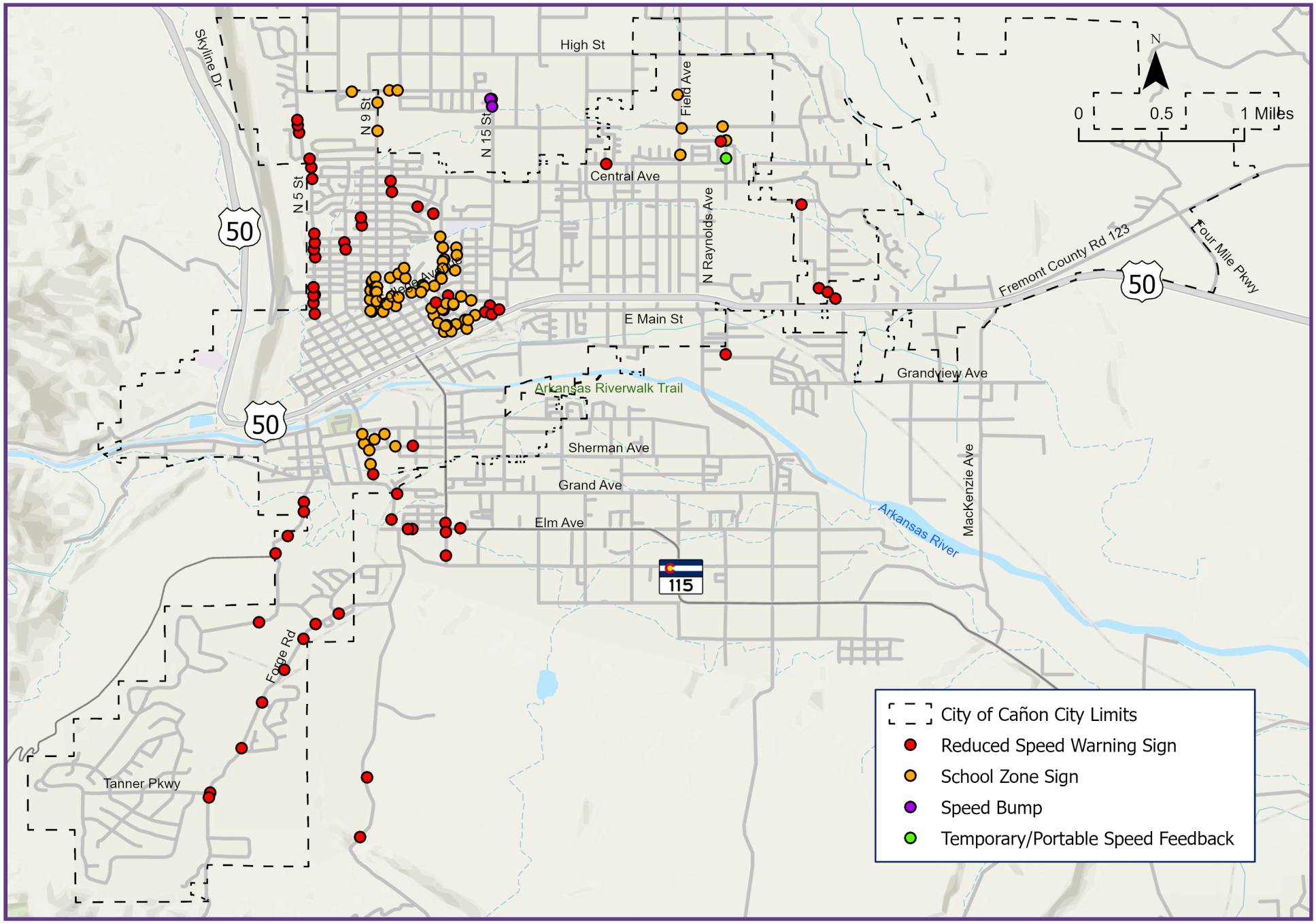


Figure 2.24 Speed Management Devices

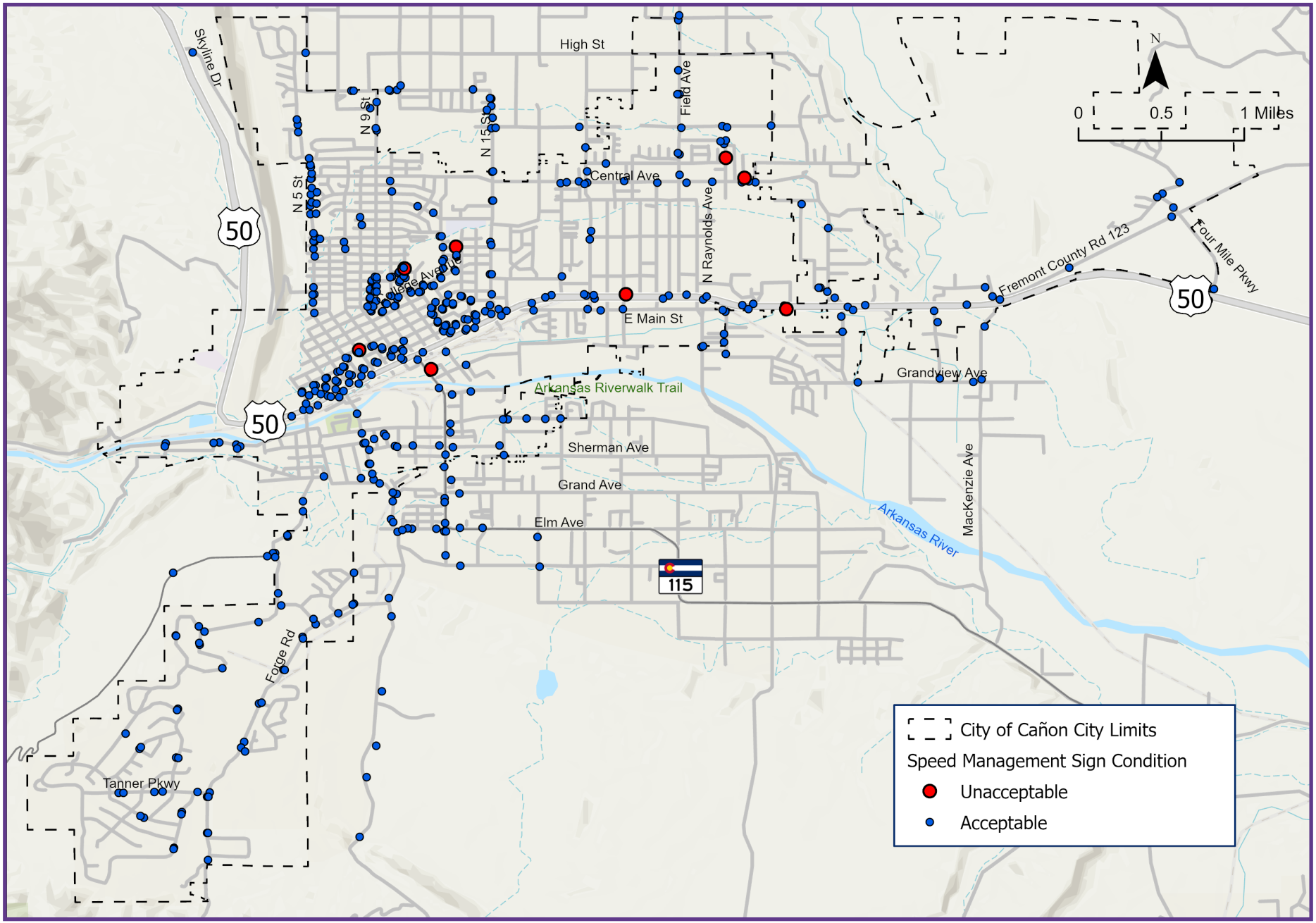


Figure 2.25 Speed Management Sign Condition

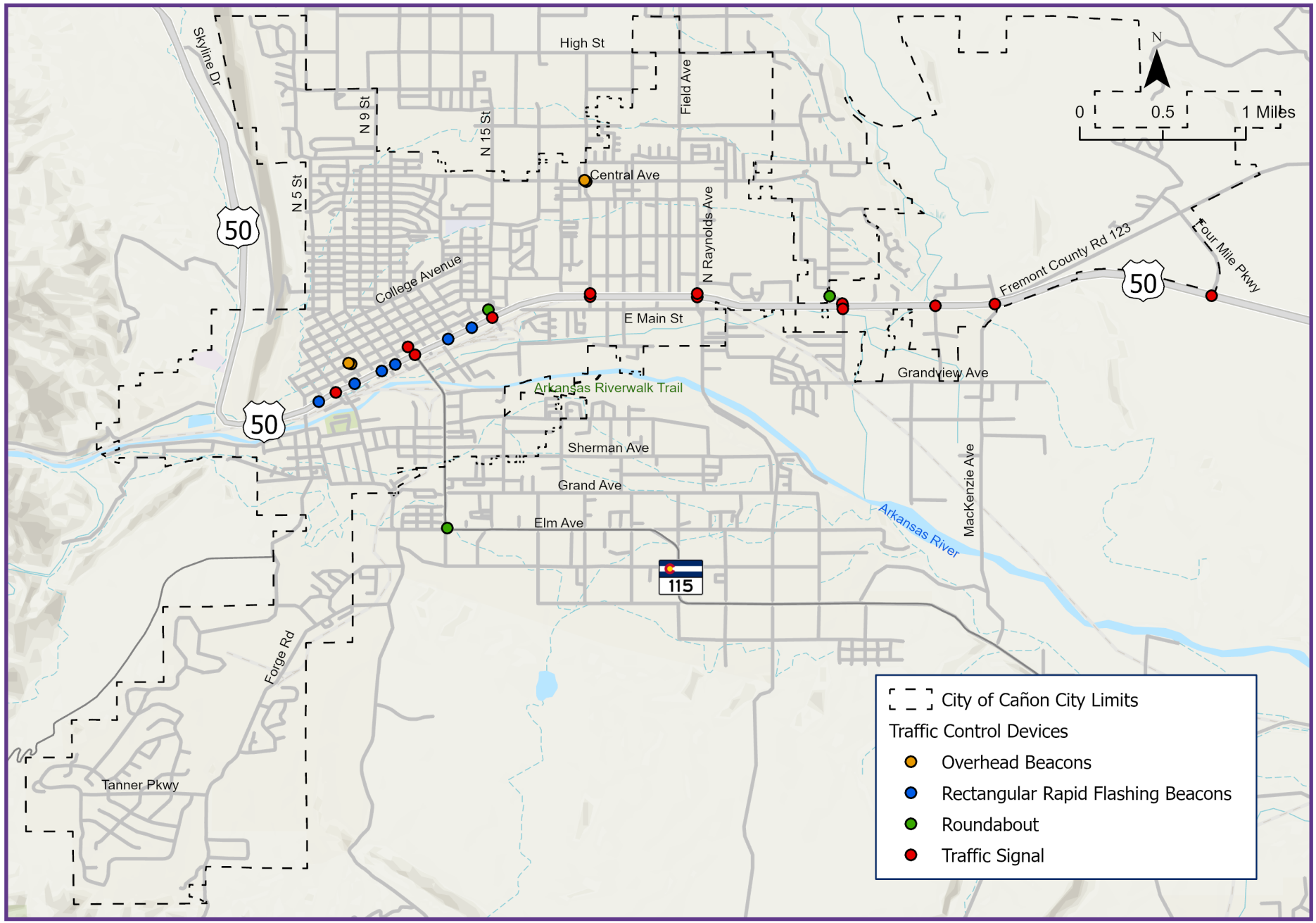


Figure 2.26 Traffic Control Devices

2.11 Safety

The safety analysis was performed by utilizing the historical crash data obtained from CDOT. CDOT maintains a crash database for the purpose of improving traffic and highway safety as required by 23 U.S.C. Section 148 and 23 U.S.C. Section 405 requirements of the Fatality Analysis Reporting System (FARS). Raw safety data is located in Appendix B.

This safety analysis was conducted to determine where crashes frequently occur and identify potential priority improvement locations. The most recent 6-year crash data for the entire City was reviewed between January 1, 2017 and December 31, 2022. The crash analysis shows that approximately 1,668 crashes occurred over the six-year period in Cañon City.

Most of the crashes occurred on US 50. The leading crash type is Rear-End covering 22% of all crashes and the second leading crash type was Broadside crashes covering 16% of all crashes. Crash severity and frequency data were evaluated to identify potential improvement locations for focus areas. A total of four (4) fatal crashes occurred within the six-year period. Three (3) fatal crashes occurred on US 50 in the east side of the city and one (1) fatal crash occurred in the northwest residential area of the city.

Crashes involving pedestrians and bicyclists generate severe concerns as they are the most vulnerable road users. Bicycle, pedestrian, and fatal crashes re shown in Figure 2.27. From the four fatal crashes, 2 were pedestrian crashes both located near the intersection of US 50 and Steinmeier Avenue. This shows the need for safer pedestrian access ways along US 50. Approach, Broadside, and Sideswipe Crashes are shown in Figure 2.28.

Table 2.7 summarizes the crash analysis for the city. Areas of frequent and concentrated crashes (crash hotspots) and heat map are shown on Figure 2.29.

Figure 2.30 illustrates the domestic and wild animal crashes. Injury and fatal crash in Cañon City are shown in Figure 2.31. All crashes from 2017-2022 in Greater Cañon City is displayed on Figure 2.32.

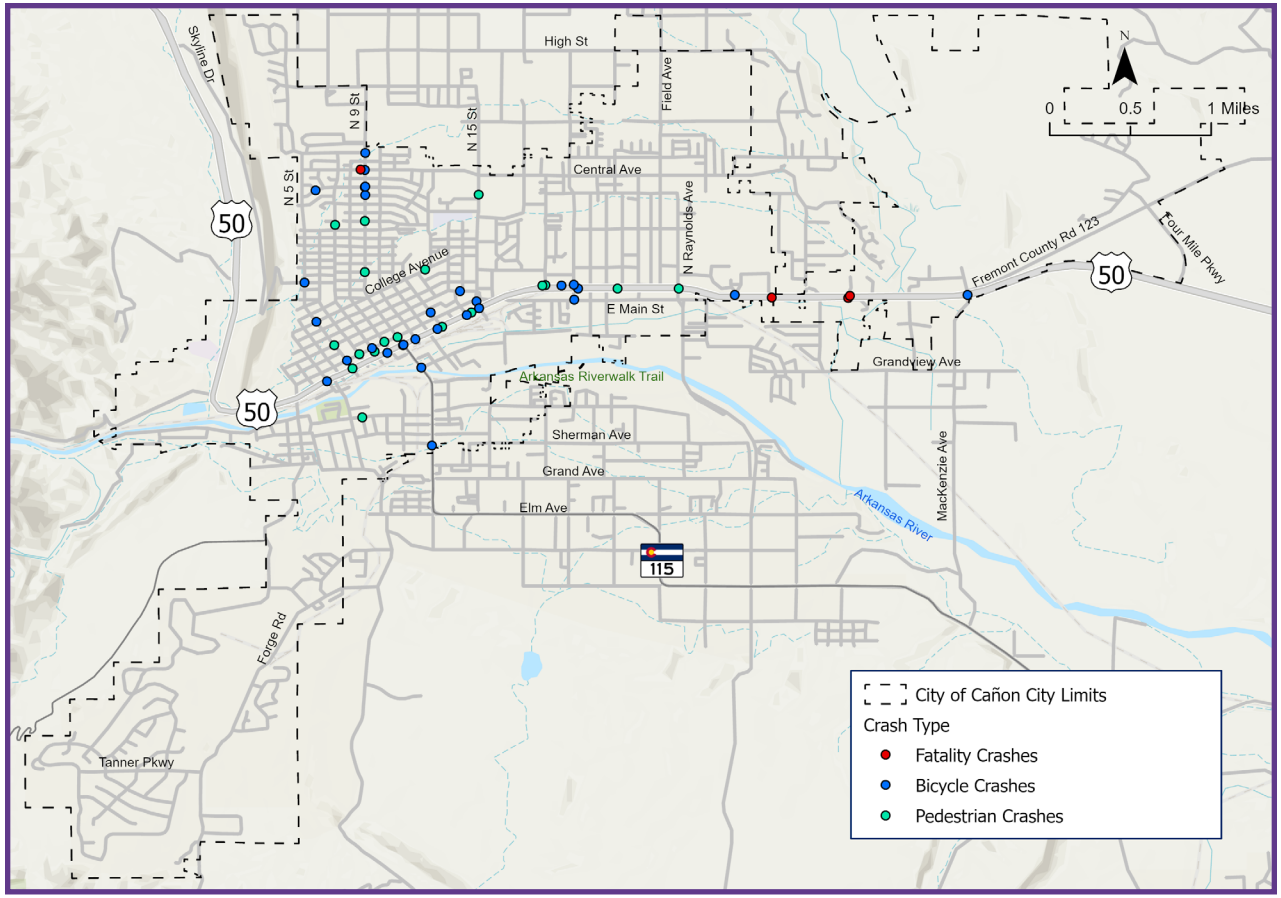
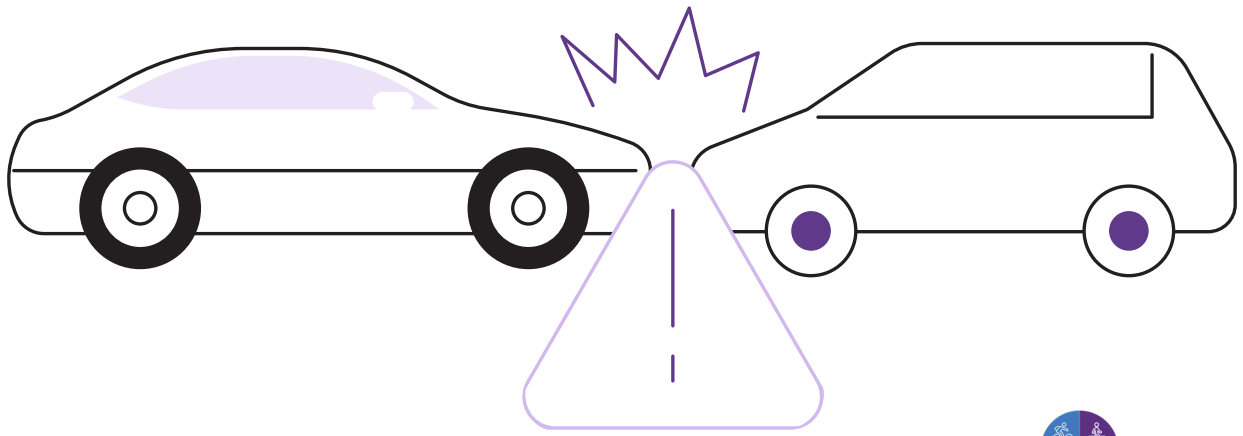


Figure 2.27 Bicycle, Pedestrian, and Fatal Crashes



Crash Type	Injury	No Injury	Fatal	Total
Animal	8	121	0	129
Approach Turn	30	64	0	94
Involving other object	3	14	0	17
Bicycle	18	13	0	31
Broadside	48	215	0	263
Other	0	4	0	4
Culvert/Headwall	2	3	0	5
Curb/Raised Median	3	19	1	23
Delineator Post	0	4	0	4
Ditch	1	4	0	5
Electrical/Utility Box	0	0	0	0
Embankment	3	16	0	19
Fence	3	24	0	27
Guard Rail	1	1	0	2
Head-On	3	9	0	12
Large Boulders or Rocks	1	2	0	3
Light/Utility Pole	6	28	0	34
Mailbox	0	14	0	14
Other Fixed Object	1	19	0	20
Other Non-Collision	2	17	0	19
Overtaking Turn	3	18	0	21
Overturning	14	19	1	34
Parked Motor Vehicle	4	153	0	157
Pedestrian	18	2	2	22
Rear-End	58	315	0	373
Sideswipe	7	144	0	151
Sign	5	31	0	36
Tree/Shrubbery	4	5	0	9
Wall/Building	1	4	0	5
Unknown	37	98	0	135
	284	1380	4	1668

Table 2.7 Crash Severity vs Crash Type

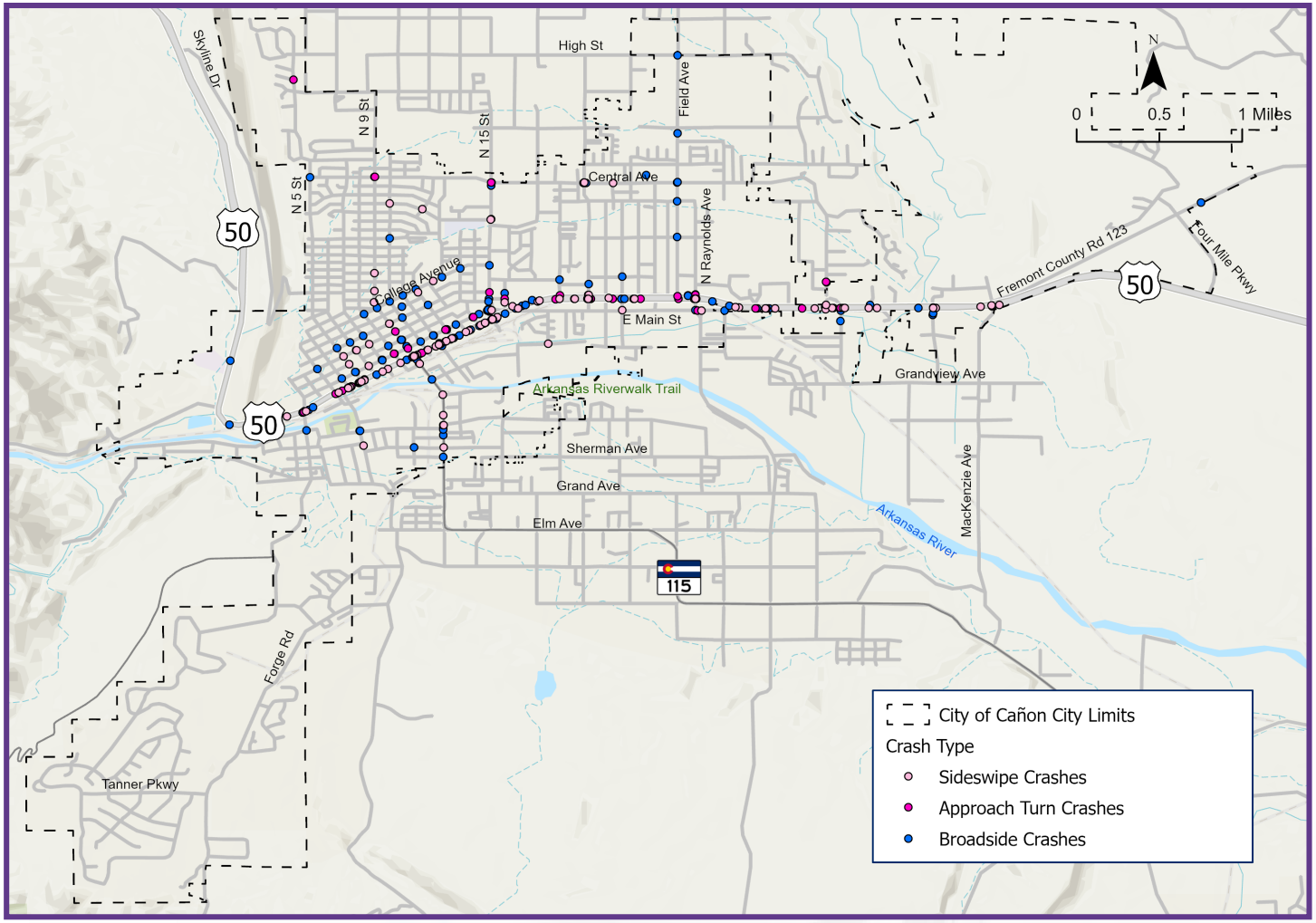


Figure 2.28 Approach, Broadside, and Sideswipe Crashes

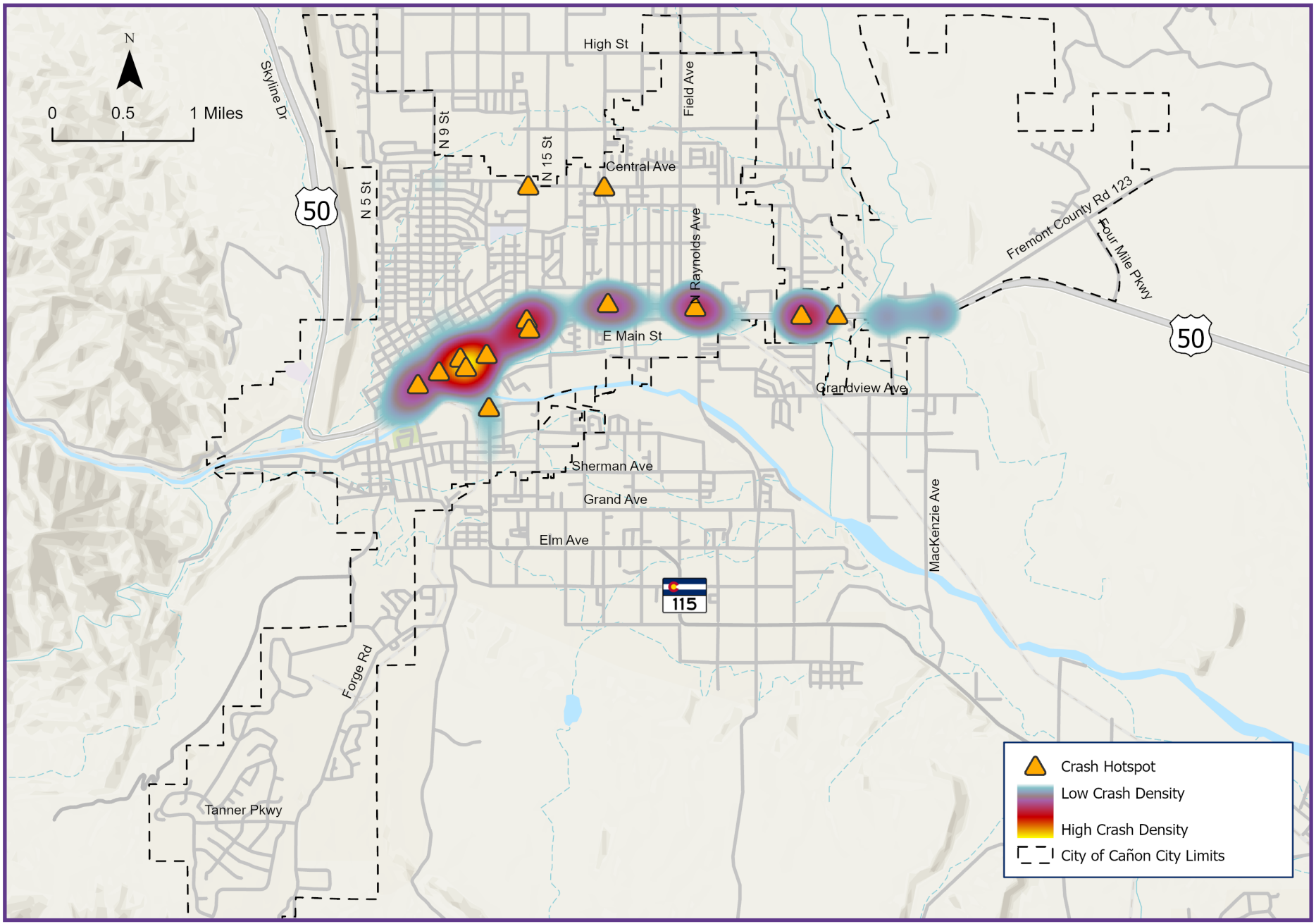


Figure 2.29 Crash Heat Map

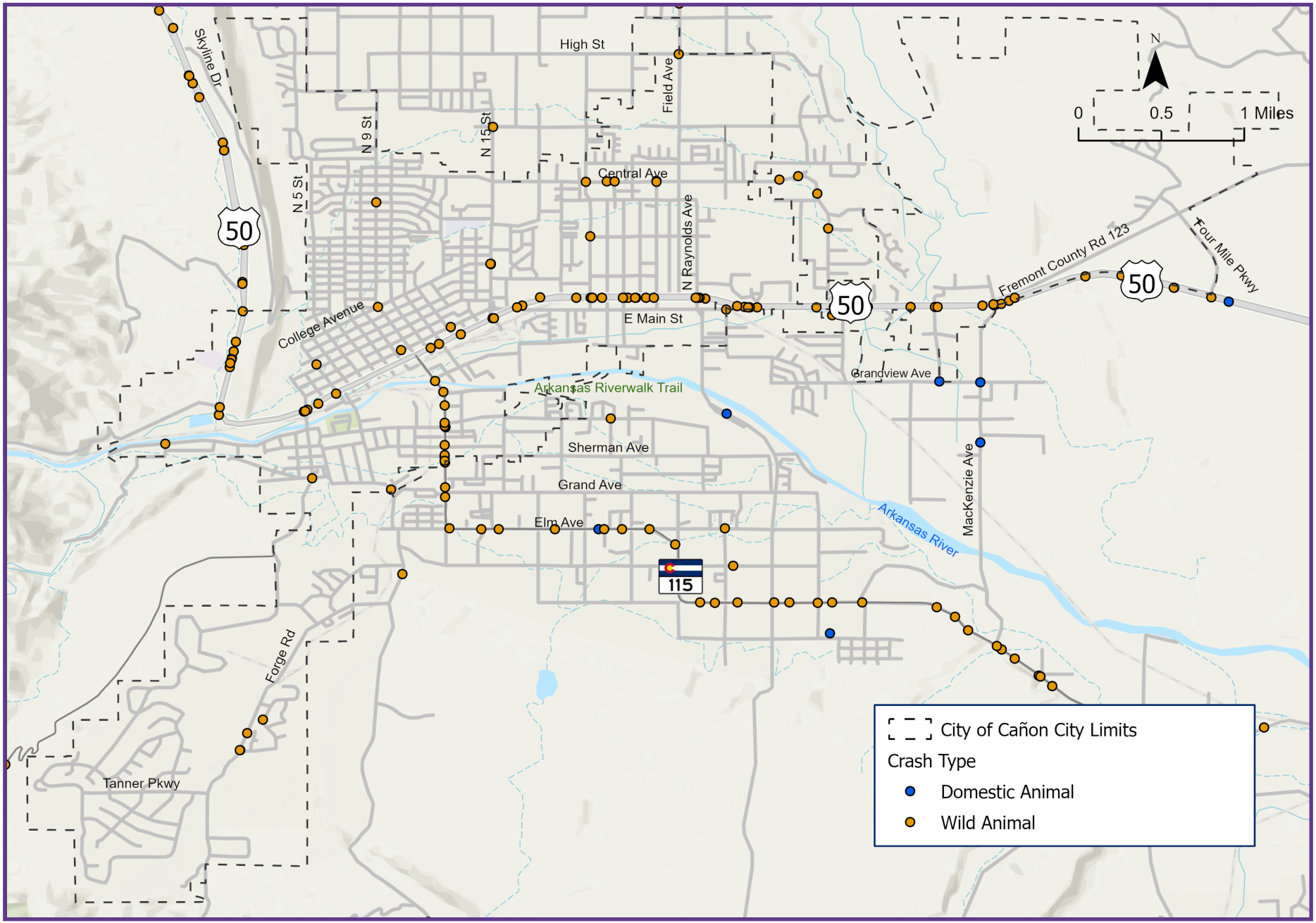


Figure 2.30 Animal Crashes

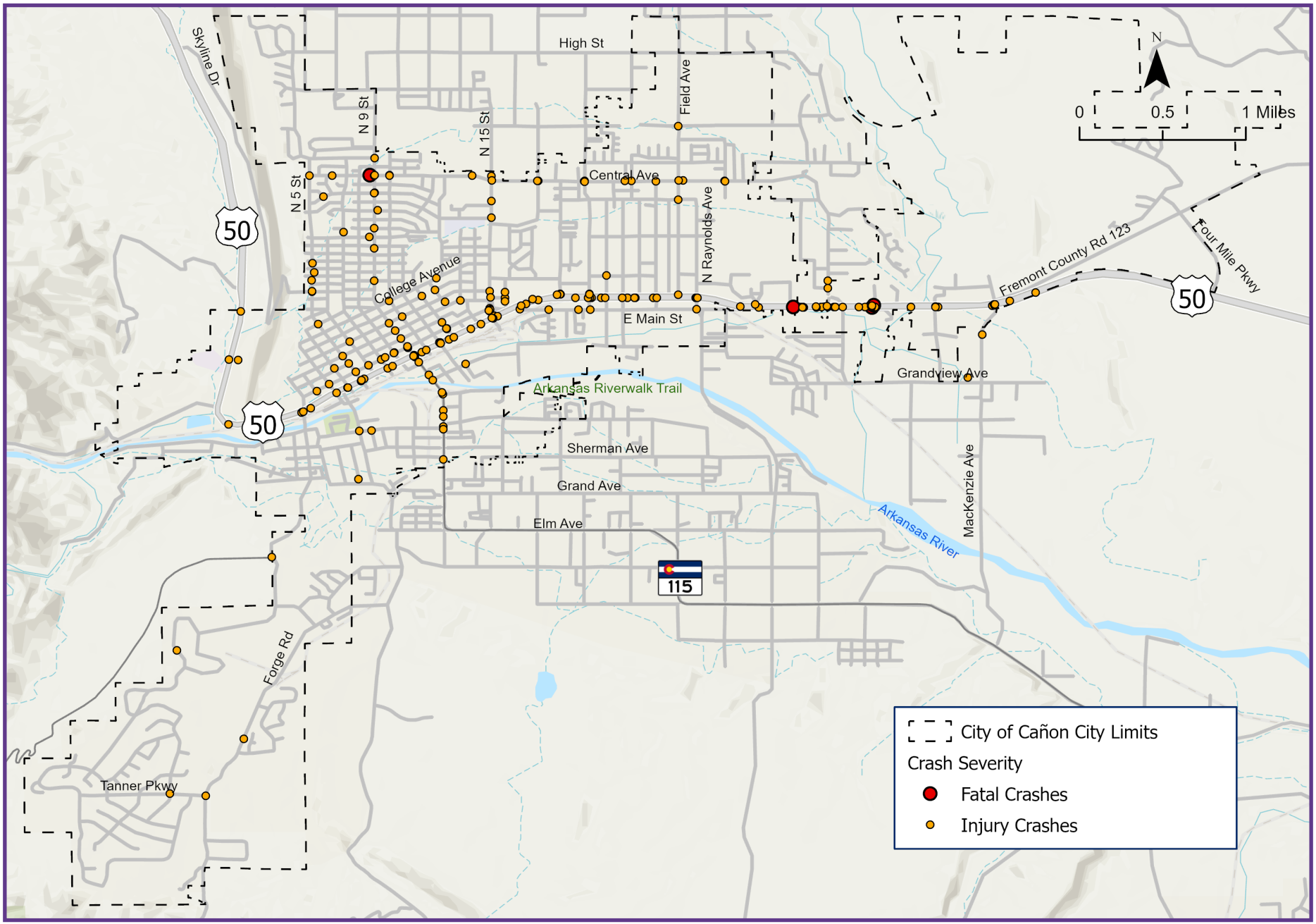


Figure 2.31 Injury and Fatal Maps

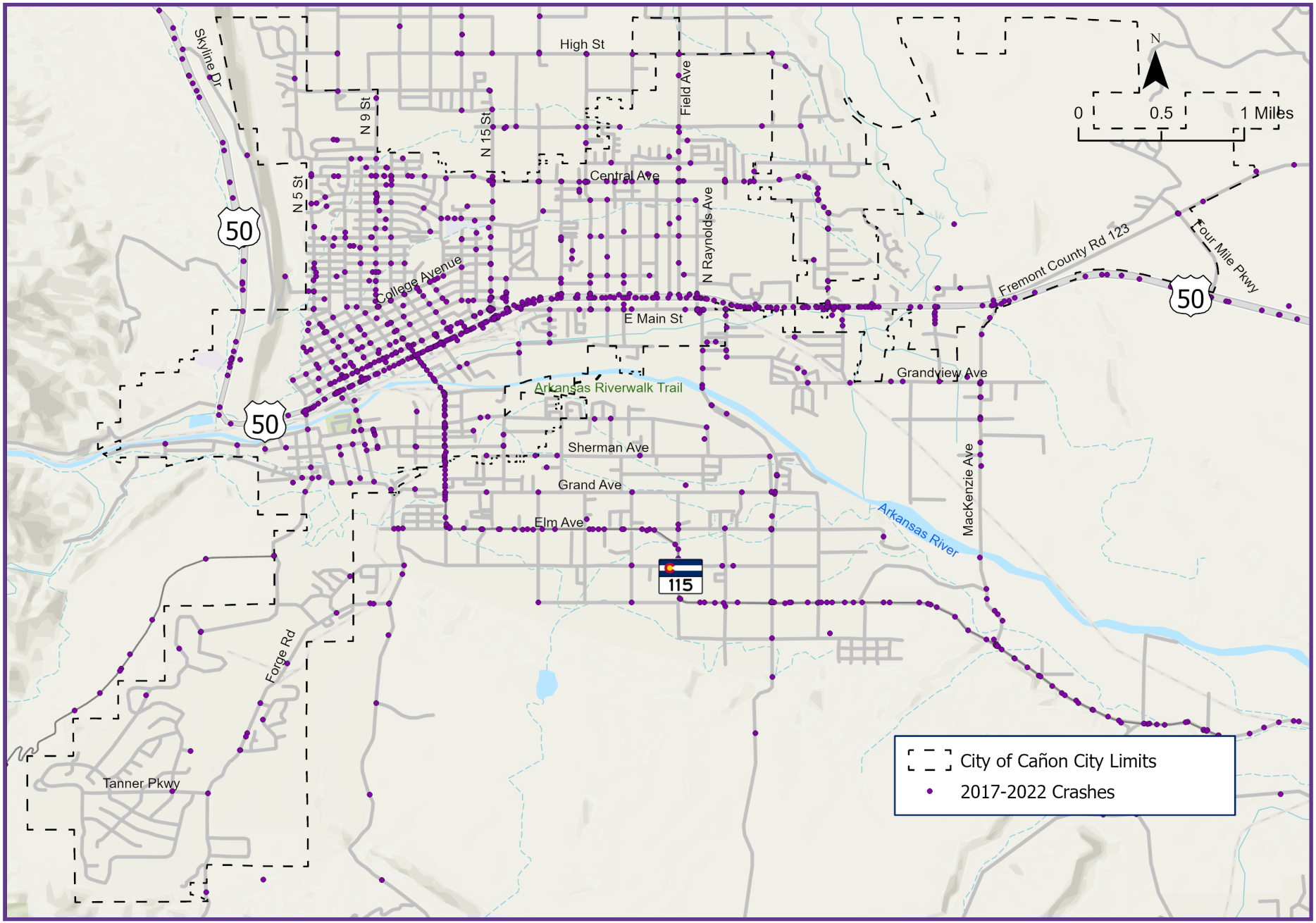


Figure 2.32 Greater Cañon City Crashes

2.12 Comprehensive Plan and Other Applicable Information

2.12.1 Comprehensive Plan 2021 Update

Cañon City published their Comprehensive Plan Update in 2021 which served to outline the City's official vision and to guide the city for the upcoming 20 years. That document serves as a guide to decisions related to development regulations, capital improvements, and other local policies and actions. In the development of this Master Plan, framework and goals documented within the Comprehensive Plan were utilized as a foundation to analyze and improve upon if needed.

2.12.2 Project 2A Streets

Cañon City voters approved a 1% increase in the City's sales tax rate in 2016 which is solely utilized for repairing, reconstructing, and maintaining city streets. With the passing of the 2A Streets policy, a total of 30 projects have been completed between 2017 and 2023 with a total of 12.73 miles of improved roadway (City total of 99 miles of roadway). Furthermore, found within the City's website are street condition evaluations performed in 2016 and 2023. In 2016, 67% of streets were found to be in poor condition. From 2023, with the improvements made via the 2A project, now 55% of streets are found to be in poor condition.

2.12.3 Wayfinding Signage Design

Cañon City started their wayfinding signage design program in January 2018 which sought the creation of gateway way monuments and directional/wayfinding monuments to encourage movement within Cañon City.

2.12.4 Clock Tower Plaza

To aid in community engagement, Cañon City sought to utilize the underused property next to the Clock Tower as an additional place that would serve as a focal point for Downtown. Final Design was submitted in September 2023. Figure 2.33 shows the preferred concept plan.

2.12.5 Cañon City River Improvement Masterplan

The city developed a Masterplan in October 2016 for the existing river park with the objectives of enhancing recreation by creating instream enhancements to provide a safer and more enjoyable experience, beautification of the River Corridor, and Habitat Restoration. This study found that instream improvements enhance the recreational experience, and that fish habitat, bank stabilization, and beautification would be a feasible addition to the Arkansas River. This study recommends that priority be placed on Reach 2 of the proposed project area, as it has the greatest opportunity for overall benefit to river recreation; as well as system function, improved ecological opportunities and beautification of the river corridor. The divided Reaches of the Arkansas River is shown on Figure 2.34.

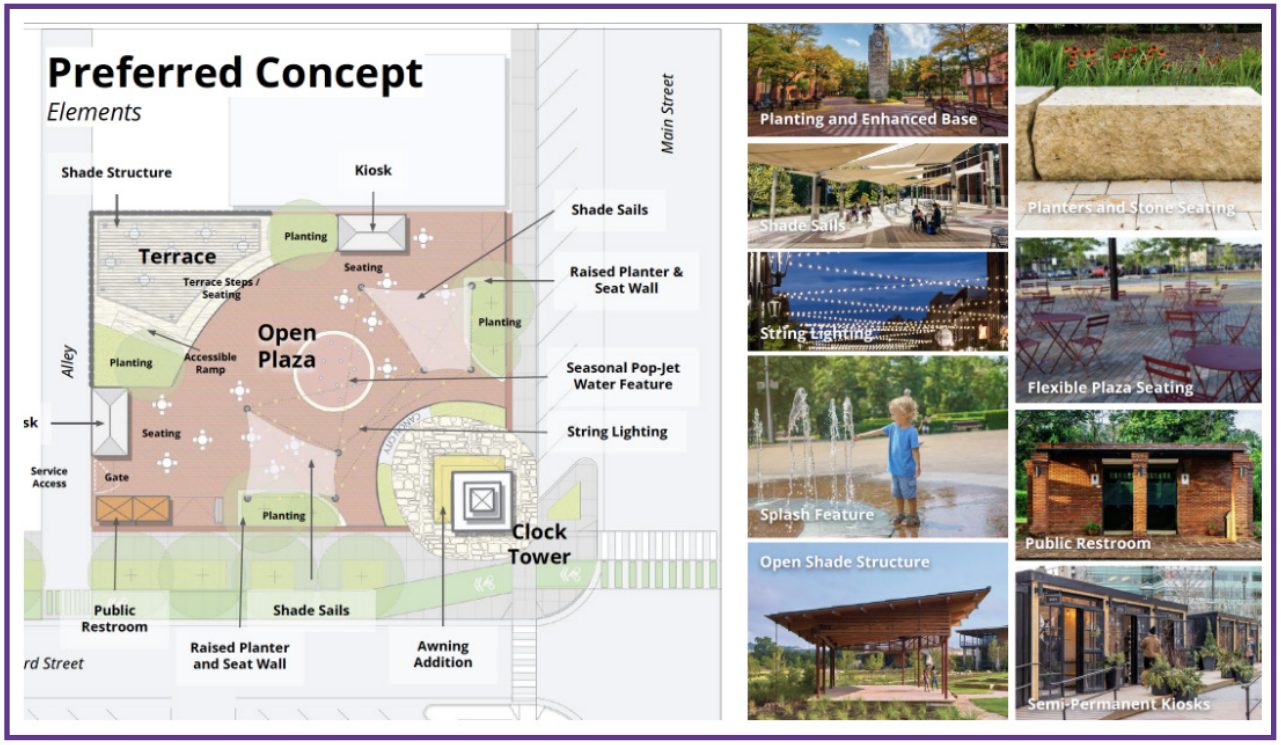


Figure 2.33 Clock Tower Preferred Concept

2.12.6 Arkansas River Corridor Master Plan

The Arkansas River Corridor Master Plan, prepared in December 2017, was put in place to guide restoration, enhancement, and redevelopment of the Arkansas River. The Arkansas Riverwalk Trail and adjacent public and private lands between Tunnel Drive and MacKenzie Avenue were taken into consideration while preparing this document. This long term plan includes a vision with specific recommendations to improve the River Corridor over the next 25 years. Figure 2.35 shows the sections of the Arkansas River Master Plan.

Within Phase 1 of the Arkansas River Comprehensive Master Plan, Centennial Park was part of a reassessment and renovation effort. Centennial Park is a city-wide gathering place for social and recreational uses. The design prioritizes river access and emphasizes the community's ties to the river. The plan introduces opportunities for its recreational use and non-vehicular connection from the park to Main Street. Figure 2.36 Shows the opportunities for Centennial Park in the Master Plan.

2.12.6.1 Former Black Hills Clark Power Station Property Plan

Black Hills Energy is looking towards a property transfer of an Arkansas River-front property that used to support a coal-fired power plant. The City is currently discussing possible land uses for the transferred land parcels.

2.12.7 Eastern Fremont County Trails, Open Space, & River Corridor

The Eastern Fremont Country Trails, Open Space, and River Corridor Master Plan aims to put forth a master plan for the Arkansas River Corridor, and surrounding trails/open space areas within Eastern Fremont County. This plan includes specific and feasible alignments for trails, identifies open spaces for conservation, identifies opportunities and constraints within the study area, and phasing suggestions suitable for raising funds and support for future implementation. Figure 2.37 shows Eastern Fremont County Trails, Open Space, and River Corridor.

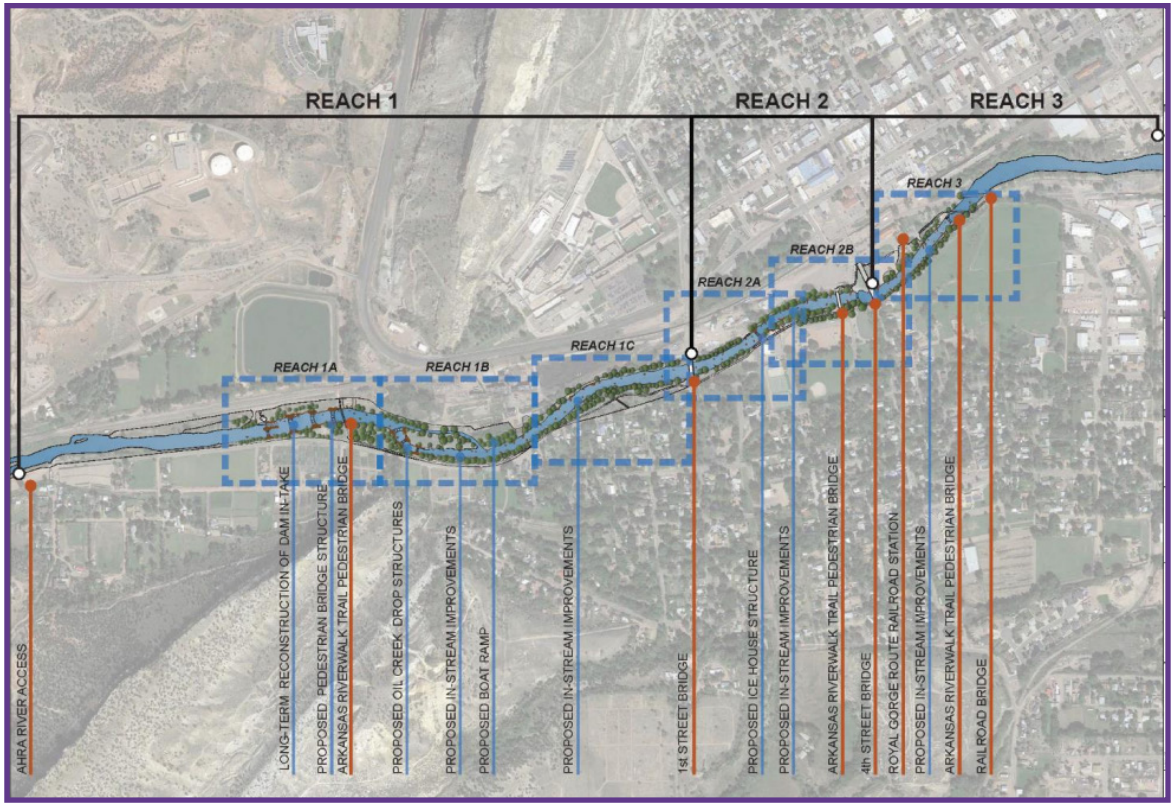


Figure 2.34 Cañon City Riverwalk Improvement

Source: Cañon City River Improvement Master Plan (2016)

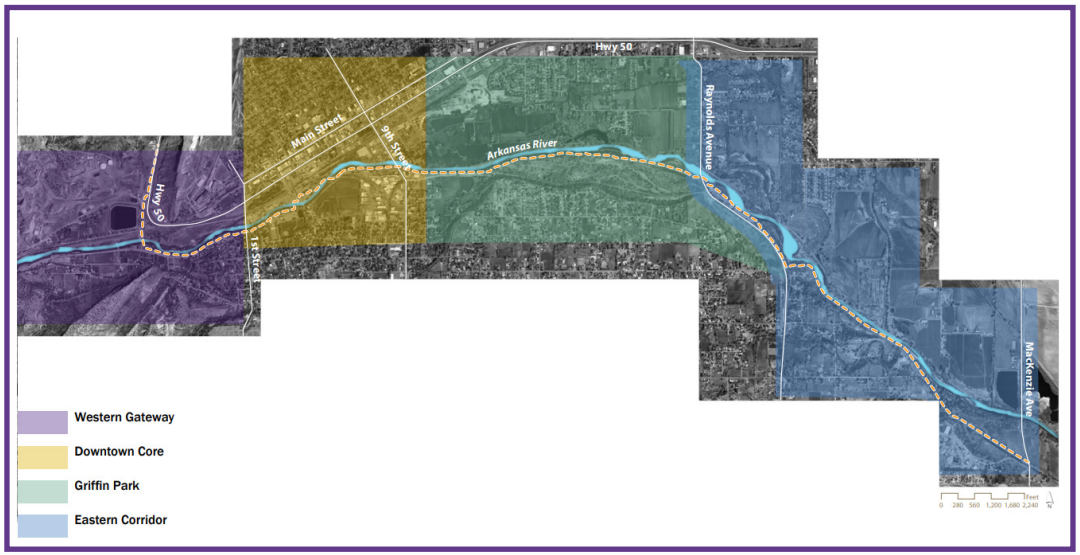


Figure 2.35 The Arkansas River Corridor Planning Zones

Figure 2.36 Centennial Park Master Plan

2.12.8 US 50 Plans

2.12.8.1 US 50 Corridor Plan

The City adopted the US 50 Corridor Plan in 2015 with the goal of eliminating the frontage road along the north side of US 50. The plan recommends reconfiguring the corridor to allow improved access to businesses from the highway, corridor beautification and aesthetic improvement, elimination of key safety risks, addition or improvement of pedestrian/bike facilities, and utilization of frontage road right-of-way for public or private benefit.

2.12.8.2 US 50 West Cañon City Access Control Plan

The US 50 West Access Control Plan, currently in development, aims to enhance the transportation network along US 50 from the western city limits to 15th Street. It identifies improvements by combining the goals outlined in the US 50 Corridor Plan and the US 50 Pedestrian Crossing Study, while also optimizing the number of access points along US 50.

2.12.8.3 US 50 East Cañon City Access Control Plan

The US 50 East Access Control Plan was developed to further refine goals established in the 2015 US 50 Corridor plan, with emphasis of the East Cañon District located between 15th Street and the access road to the Holy Cross Abbey. A key component of the East Access Control Plan is the removal of the Fremont Drive frontage road while also providing intersection and roadway improvements along US 50. The proposed changes would allow improved access to businesses that are currently connected via the frontage road while also providing a more efficient transportation system along US 50 by removing the conflict points created by the frontage road. Currently, CDOT has adopted the East Access Plan and the City has not adopted the plan and continues to explore options in the corridor.

2.12.9 SH 115 Pedestrian Improvements

The pedestrian improvement plan that spanned from SH 115 from south of 9th Street to North of Short Street was completed in July, 2021. This plan sought to replace the curb and gutter, replace concrete crosspans, and install sidewalks.

2.12.10 CDOT Long Range Plans

2.12.10.1 10-Year Vision

In September 2022, then updated in March 2024, CDOT approved a 10-year plan to provide $1.7 billion in projects that are built upon the previous 10 year vision.

This plan includes:

- Outrider improvements at Cañon City and Cotopaxi (FY 2019 - 2022)
- Expanded local fixed route service between Florence, Penrose, and Cañon City (FY 2027+)
- US 50 Safety Improvements (FY 2023 - 2026)
- SH 115 Shoulder and Safety improvements between Cañon City, Florence, and Colorado Springs (FY 2023 - 2026)
- Transfer Facilities for Regional Transit Services (FY 2023 - 2026)

2.12.10.2 Statewide Transportation Plan

The Statewide Transportation Plan serves as an effort to refresh transportation opportunities based on firsthand input from residents and stakeholders to establish a multi-modal plan that can be utilized by every region. Centered around the 10-Year Vision Plan, the Statewide Transportation Plan describes how CDOT conducted their public surveys, leveraged public input, analyzed data to comprehend Colorado's economy, population trends, and transportation needs, and how transportation projects were prioritized.

2.12.10.3 Statewide Transit Plan

The Statewide Transit Plan established a foundation for creating an integrated statewide transit system and prioritizes transit investment. Following the model of the Statewide Transportation Plan, the Statewide Transit Plan utilized public surveys and regional data to pinpoint locations and demographics that would most benefit from transit service improvements.

2.12.10.4 Central Front Range 2045 Regional Transportation & Transit Plans

The Central Front Range Regional Transportation Plan is the long-range transportation document that guides the continuing development of multi-modal transportation system. The Central Front Range is comprised of Park, Fremont, Teller, El Paso, and Custer counties. This plan

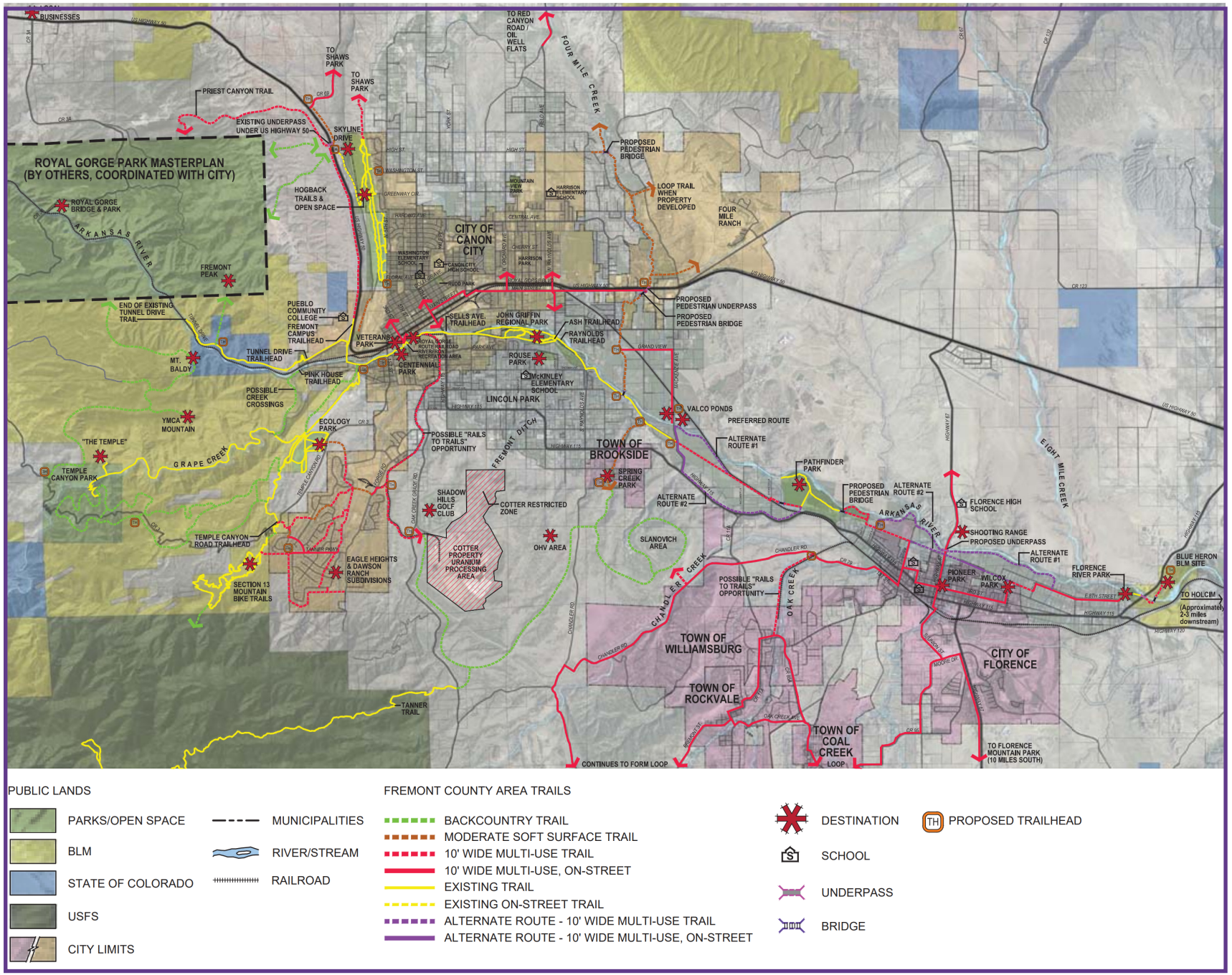


Figure 2.37 Eastern Fremont County Trails, Open Space, and River Corridor

serves as a guide that integrates CDOT's statewide plan while providing a reflection of the Transportation Planning Region's input.

As part of the Central Front Range Regional Transportation plan, SH 115 and US 50 are on the priority project list. SH 115 is in progress to improve the intersection and bicycle/pedestrian safety between Cañon City and Florence. US 50 is in progress to identify access and multi-modal improvements. Figure 2.38 shows the Front Range 2045 Regional Transportation Plan. Table 2.9 lists the Priority Project List.

2.12.11 Targeted Growth Areas

As Cañon City continues to develop, there are key areas that serve as focal points within the city to emphasize the vision for which it strives. Policy making developed by the City, County, and State have a strong emphasis on improving US 50 for both regional and local needs via the Access Control Plan and creating and improving upon local and regional transit opportunities. Within Cañon City itself, there is emphasis on strengthening the community by improving recreational areas such as Downtown Cañon City, the Riverwalk, and creating opportunities for business development on the east side of town.

2.13 Policies

Policies are set in place to guide actions in order to achieve a specific goal and are normally updated periodically to be in line with the City's vision. The Picture Cañon City 2040 Comprehensive Plan was updated in 2021 which included Goals and Objectives related to Land Use and Development, Residential Areas, Economic Development, Downtown, Transportation and Mobility, Community Facilities, Community Character, and Parks and Recreation.

The objectives identified within the Transportation and Mobility component include a consensus to build a network of infrastructure geared toward supporting all modes of transportation and increasing connectivity throughout the City. Within the Transportation and Mobility component, it was recommended that a Complete Streets policy and a Vision Zero policy be adopted.

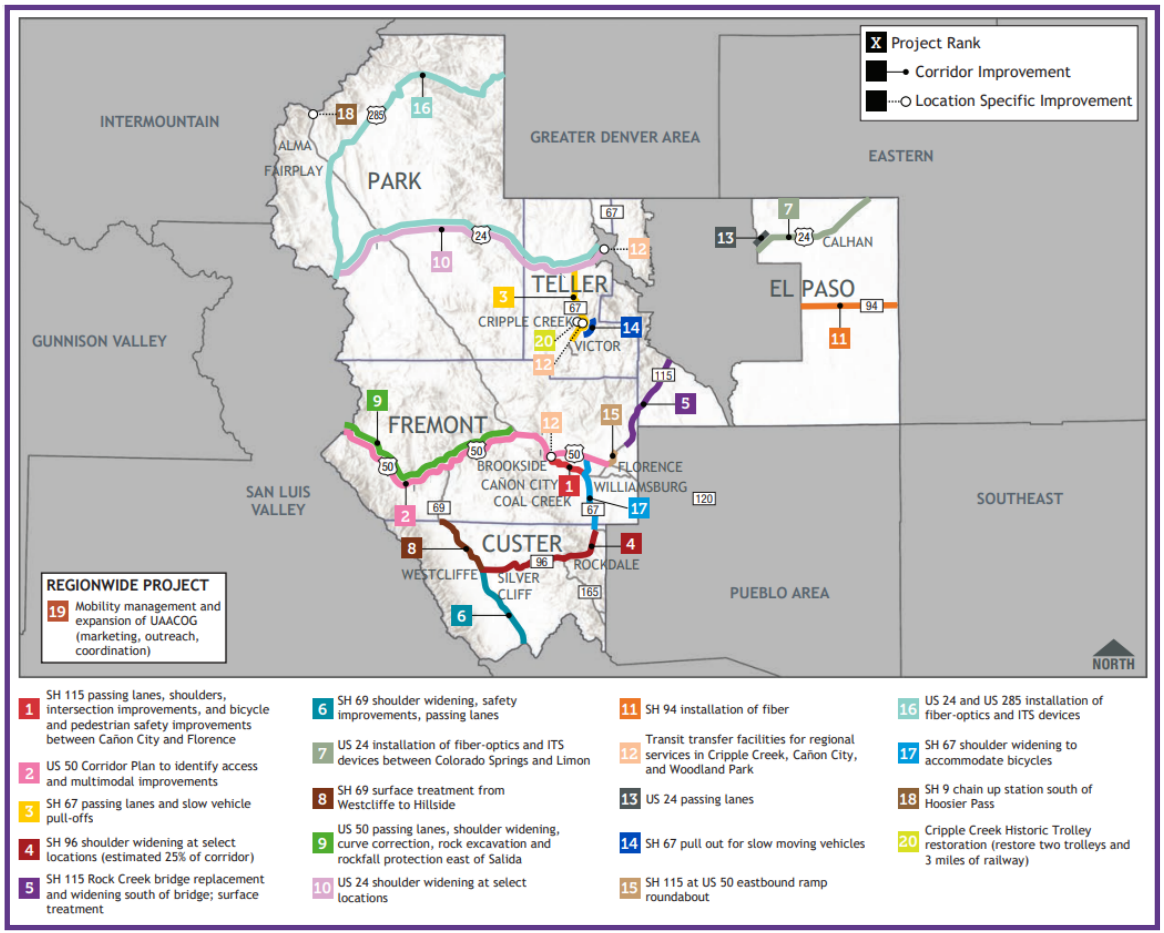


Figure 2.38 Central Front Range 2045 Regional Transportation Plan

2.13.1 City Maintenance & Upkeep

The Cañon City Code of Ordinances, adopted December 18, 2023, maintains provisions related to infrastructure improvements and their respective costs. Designation of ownership of costs associated with the improvement of city streets (ex. sidewalk improvements) is found within Title 12 - Streets, Sidewalks, and Public Places, Section 12.08.160. However, specific verbiage in this section does not mention bicycle or shared-use facilities. In support of this effort, Public Improvement Districts have been developed. Adjacent property owners will file a petition requesting the improvement, and City Council will approve if a majority of adjacent property owners have signed the petition.

The City sponsors a sidewalk improvement program, which references from the previously mentioned Section 12.08.160, related to cost sharing of the improvements. The plan is to replace broken, damaged, heaved, and generally unsafe sections of sidewalk within the City's right-of-way, but at a smaller scale than those initiated through the Public Improvement Districts.

2.13.2 Thoroughfare Plan

The Thoroughfare Plan (Resolution No 1, Series of 1996) outlines amending the Comprehensive Plan to further align

Rank	Planing Project ID	Highway(s)	Project Name	Cost ($M)	Primary Project Type	Additional Project Benefits	SWP Goal Areas
1	1080	SH 115	SH 115, shoulders, intersection improvements and bicycle/pedestrian safety improvements between Cañon City and Florence	$10.50			
2	2461	US 50	US 50 Corridor Plan to identify access and multimodal improvements	$0.20			
12	1004	US 24, US 50, SH 67	Transit transfer facilities for regional services in Cripple Creek, Cañon City, and Woodland Park	$0.39			

KEY

PROJECT TYPES:
Pedestrian, Bicycle, Safety, Freight, Operations, Capacity, Transit

PROJECT BENEFITS:
Economic Vitality, Public Health, Tourism, Mobility Options, Asset Management, Freight, Quality of Life, Military, Resilience, Environment, Safety, Bike/Ped

YOUR TRANSPORTATION PLAN GOAL AREAS:
Safety, Mobility, Asset Management

Table 2.9 Central Front Range Priority Project List

Design Factors	Street Designation				
	Local	Collector	Arterial	Major Arterial	Expressway/Freeway
Right-of-way in feet	60[1]	70[1]	80[1]	100[2]	250
Roadway width in feet	38	44[3]	52	54 - Rural 66 - Urban	as determined by the CDOT
Lane width in feet	11	12	12	12	12
Median width in feet	0	0	12	12	as determined by the CDOT
Max grade in %	12%	8%	8%	6%	-
Spacing in miles	as required	1/4 to 1/2	1	1	-
Parking Permitted?	Yes	Prohibited is Possible	No	No	No
Sidewalk width in feet	4	4	6	6-8	-

[1] where 5 foot utility easements are provided along the front property lines of lots on both sides of the street, total right-of-way may be decreased by 10 feet

[2] except for the U.S. Highway 50 corridor, from 1st Street to 15th Street, where the right-of-way is 80 feet, and except for the Colorado State Highway 115 (South Ninth Street), from U.S. Highway 50 (Royal Gorge Boulevard) south to Poplar Ave, where the minimum right-of-way width required is 80 feet

[3] where parking is prohibited, roadway width may be decreased by 4 feet

Figure 2.39 Cañon City Street Standards

with the Fremont County thoroughfare plan to provide for better planning of development occurring in both Cañon City and the outlying 3-mile fringe area in Fremont County. Furthermore, Section 4 Table 75a of the Thoroughfare Plan, outlines minimum requirements for Street Designations within Cañon City as shown in Figure 2.39. It should be noted that updating minimum requirements for the Cañon City Street Standards, such as Collector lane widths from 12 feet to 11 feet, would facilitate the ability to provide multi-modal improvements as decreased minimum lane width tolerances would allow more space for the installation of bike lanes or shared-use path.

2.13.3 Funding Opportunities

As previously mentioned, during the November 2016 election cycle, the citizens of Cañon City approved a 1% sales tax increase, called 2A, in order to fund roadway projects to repair, reconstruct, and maintain the existing infrastructure. This measure did not include language for multi-modal aspects such as sidewalk, bicycle lanes, or shared-use paths. The program is set to sunset in 2026; however, the City will look into a voter referendum to extend the program.

2.13.4 Recreation

Outlined in the Cañon City Code of Ordinances, Title 9, Sections 9.44.040 and 9.26.020 are regulations against engaged electronic assisted bicycles within parks owned and operated by the City and public trails designated by the City. In addition, Title 10, Section 10.04.155 states that it is unlawful for those vehicles to travel along sidewalks except on those specifically designated by the City.

2.14 Zoning

Zoning is the process of regulating land uses to ensure that uses are grouped according to similar types. Conditional use permits can be obtained if a usage has been determined to not cause negative impacts to the adjacent uses.

City ordinances include the provision of sidewalk in new subdivisions and provide connectivity to adjacent developments with sidewalks or trails where appropriate. Title 17 – Unified Development of the Cañon City Code of Ordinances Code outlines provisions for future development. Chapter 17.06.010.F discusses pedestrian circulation standards, including providing one connection to adjacent properties along a shared street frontage.

The provision states that access must be provided for existing walkways on adjacent properties, or future locations of walkways on those properties. Chapter 17.05 specifies standards based on specific uses, including site plan related features such as curb cuts, and pedestrian walkways.

Pedestrian walkways are required at all building entries and parking areas and should connect to sidewalks located at the street frontage for most uses.

Multi-Modal Master Plan
City of Cañon City

Section 3

Public Involvement

3 Public Involvement

One of the main efforts in the developmental of the Multi-Modal Master Plan revolved around public involvement activities. The purpose of these public involvement activities were to spread awareness of the plan being developed, receive feedback, discuss areas of concern, and discuss solutions with key stakeholders and the community. This effort was achieved using various platforms, including an initial kick-off meeting with the City, in-person stakeholder meetings, a community meeting, and an online GIS web application (producing surveys, data collection maps, project websites, etc.). Information gathered from the various meetings and the public survey were utilized to develop and propose solutions based on identified needs from existing and projected data while using valuable public input.

3.1 Kick off Meeting

An initial project kick-off meeting was held with City staff on August 18, 2023 to discuss each component of the Multi-Master Plan in order to align goals for the plan and discussion of the overall public involvement plan that would include one-on-one meetings, online surveys, a community meeting and Council Meeting presentation opportunities.

3.2 Stakeholder Coordination

Coordination meetings were arranged with key stakeholders during the beginning stages of the Master Plan development in order to spread project awareness, receive feedback regarding the City's multi-modal challenges, and discuss potential solutions to existing and anticipated issues. Input from key stakeholders helped guide the development of the Master Plan. These meetings included vital internal and external stakeholder coordination; Table 3.1 provides a breakdown of the stakeholder meetings which took place as part of the public involvement effort of the Master Plan.

Stakeholder	Representative	Meeting Date
Cañon City Area Recreation and Park District	Kyle Horne	November 2, 2023
Cañon City School District	Adam Hartman	November 2, 2023
Fremont County Transit	Mack Word	November 2, 2023
Loaves and Fishes	DeeDee Clement	November 2, 2023
St. Thomas More Hospital	Rick Kamerzell	November 2, 2023
Cañon City Fire Protection District & Police Department	David DelVecchio Timothy Walsh	November 2, 2023
Boys and Girls Club	Eric Thompson	November 3, 2023
Colorado Territorial Prison	Jenifer Hansen	November 3, 2023
Bureau of Land Management	Kalem Lenard	November 3, 2023
Dawson Ranch HOA	Peggy Rath	November 3, 2023
CDOT – Region 2 Bike and Ped Rep	Pepper Whittlef Ben Koeppen	November 3, 2023
Royal Gorge Chamber Alliance	Rich Millard	November 3, 2023
Cañon City Middle School	Jessie Oliver Cortney Richardson	November 6, 2023
Local Disability Advocate	Rob Gilkerson	November 6, 2023
Fremont Economic Development Corporation	Rob Brown	November 6, 2023
Fremont County Planning and Zoning Department of Transportation County Engineering Administrator	Dan Victoria Michael Whitt J Bunderson Tony Carochi	November 6, 2023
Fremont Adventure Recreation	Ashlee Sack	November 6, 2023
Four-Mile Ranch	Jonathan Sims	November 6, 2023
Cañon City Mayor, Rotary Club	Ashley Smith	November 7, 2023

Table 3.1 Stakeholder Meetings Breakdown

Figure 3.1 illustrates the stakeholder inputs. Stakeholder meeting notes are provided in Appendix C.

The following were the main topics discussed during stakeholders meetings that were held between November 2nd – 7th, 2023.

Stakeholder Topics:

- Condition of sidewalks and system gaps (lack of sidewalks)
- Safety (pedestrian and bicyclist related crashes)
- Emergency management

  Pedestrian crosswalks
- Bicycle lanes
- Enhancements to the Golden Age Center Transit Services
- Health transit services
- Transit service for vacationers to visit local attractions
- Traffic operational issues such traffic delays, queues, and speeding concerns

3.3 Community Meeting

A Community Meeting was held on January 31, 2024, from 4:00 PM to 6:00 PM at the Cañon City, City Hall located at 128 Main Street, Cañon City. An online survey was available before the meeting, at the meeting, as well as after the meeting, for the public to view and complete. The purpose of the Community Meeting was to present existing conditions, overall vision maps of the proposed pedestrian and bicycle networks, and different typical section options for Main Street through Downtown Cañon City to the public and receive feedback both in-person and through the online survey.

No formal presentation was given, but project boards were displayed for the attendees to view and ask questions to the project team. The boards included: a welcome board, safety board, public engagement summary, pedestrian network, bicycle route network, existing volume board, main street alternatives, and parking utilization map. The safety board detailed crashes within Fremont County and Cañon City between 2017 and 2021.

The existing, proposed, and planned pedestrian networks as well as trails and proposed shared-use paths were shown on the pedestrian network board. The bicycle route network board displayed existing, proposed, trails and shared-use paths. The City limits and annual average daily traffic was displayed on the existing volume map board. Three alternative typical sections were shown along with the existing typical section of Main Street through Downtown Cañon City for the public to view. The parking utilization board highlighted peak parking locations for Friday and Saturday throughout the different periods of the day.

Feedback from the community meeting consisted of positive reception on the increased number of sidewalks and the potential of converting a few railbeds in south Cañon City into trails for the connectivity they will provide. A handful of people discussed the need to connect E-W bike route on Fremont Drive and along East Main Street. The negative feedback that was received was due to the skepticism about the ability to actually accomplish everything that was laid out.

In general, feedback on the historic downtown typical sections were mixed, some attendees did like the potential of having bike facilities, but some were divided on losing parking spot. Typical Section 4 is easy to implement at this time to provide more visibility to the bikers. The use of sharows will bring awareness of cyclist using the roadway.

If bicycle lanes are adopted on East Main Street and there is a public consensus to extend through the historic downtown, the city can revisit any of these typical section layouts.

Parking usage on Main Street fluctuates throughout the day, with the highest concentration of parked vehicles usually found between N 4 Street and N 7 Street. Typically, no more than 60% of the parking spaces are occupied at any given time. This suggests that there is generally ample parking availability within the historic downtown area to meet typical weekday and weekend demands.

Lastly, a public engagement board displayed the locations that the project team had received feedback through the stakeholder meetings and online survey prior to the Community Meeting. There was also a dedicated area within the Council Chamber for the public to complete the online survey via electronic tablets. The boards from the Community Meeting are shown in Appendix C.

3.4 Public Survey Summary

A total of 191 responses were received from the survey between January 4, 2024 to February 9, 2024. The City encouraged the public via social media and meeting forums to participate in developing the Master Plan by submitting feedback and comments through the survey. Figure 3.2 illustrates the public survey location input.

Approximately 64% of participants reported being residents of the City of Cañon City and 48% reported they worked within the city limits.

Approximately 90% selected the primary mode of transportation as a personal vehicle, followed by 4% selecting bicycle, 3% selected walk and the remaining 4% were a mix of borrow/share a vehicle, on-demand transit, or other.

Approximately 65% of participants of the survey are between 25 to 64 years of age and 33% are 65 and older. Fifty-nine (59) participants responded that they were not aware transit was available while 84 said they knew transit was available and do not use it, 47 do not use it but would consider it and 3 use it.

Forty-seven (47) responded to the question 'Is there anything else you would like to add to help the City provide safe transportation options for people of all ages and abilities? As a single user or a family unit? (Optional).' Comments emphasized a need to provide better connectivity within Cañon City and to provide safer crossing along US 50, via speed management and facility improvement, for pedestrians and cyclists Bicycle safety was the number one topic from the public input.

Approximately 47% stated they don't believe the amount of availability of parking in downtown is a problem, 45%

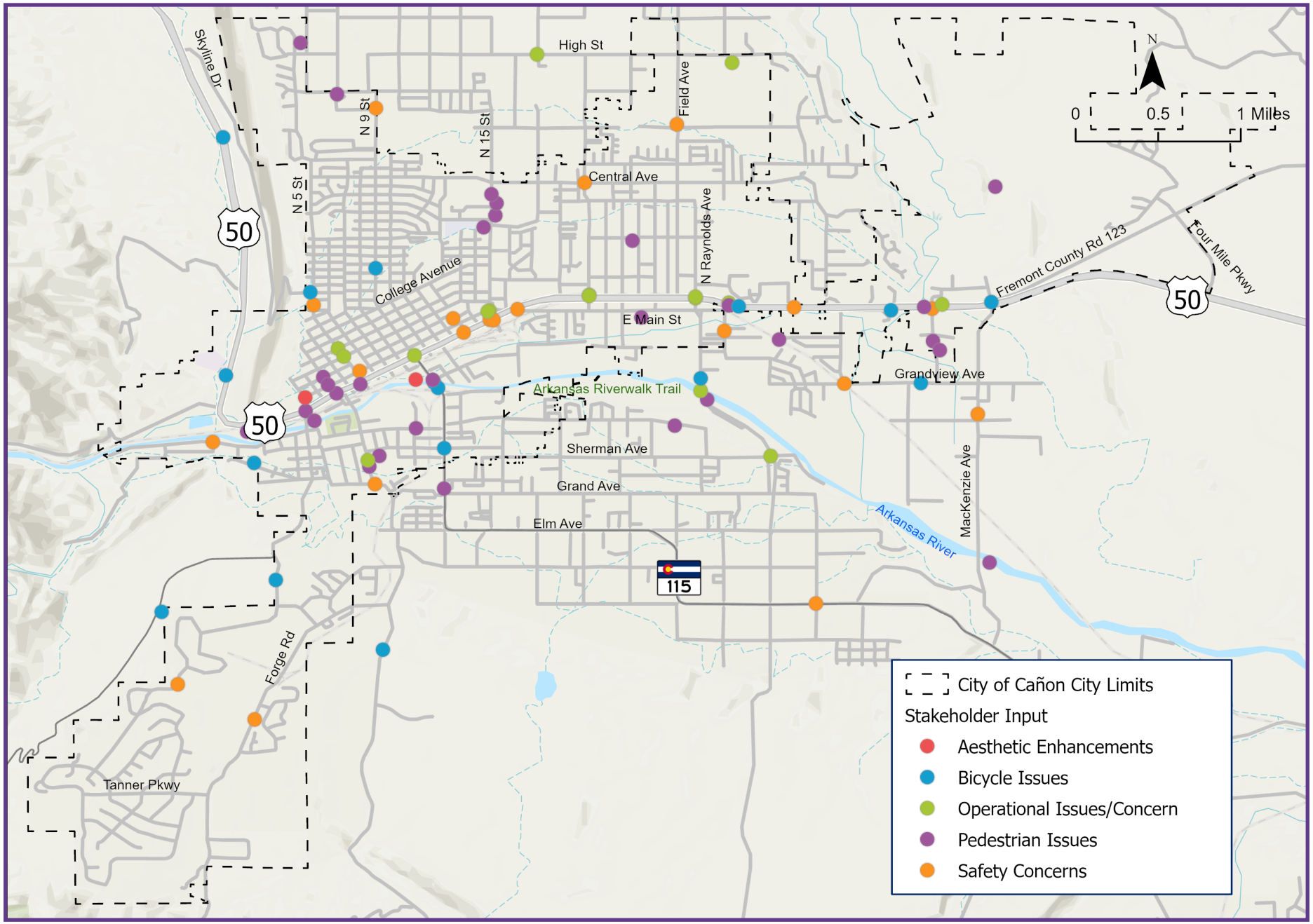


Figure 3.1 Stakeholder Input

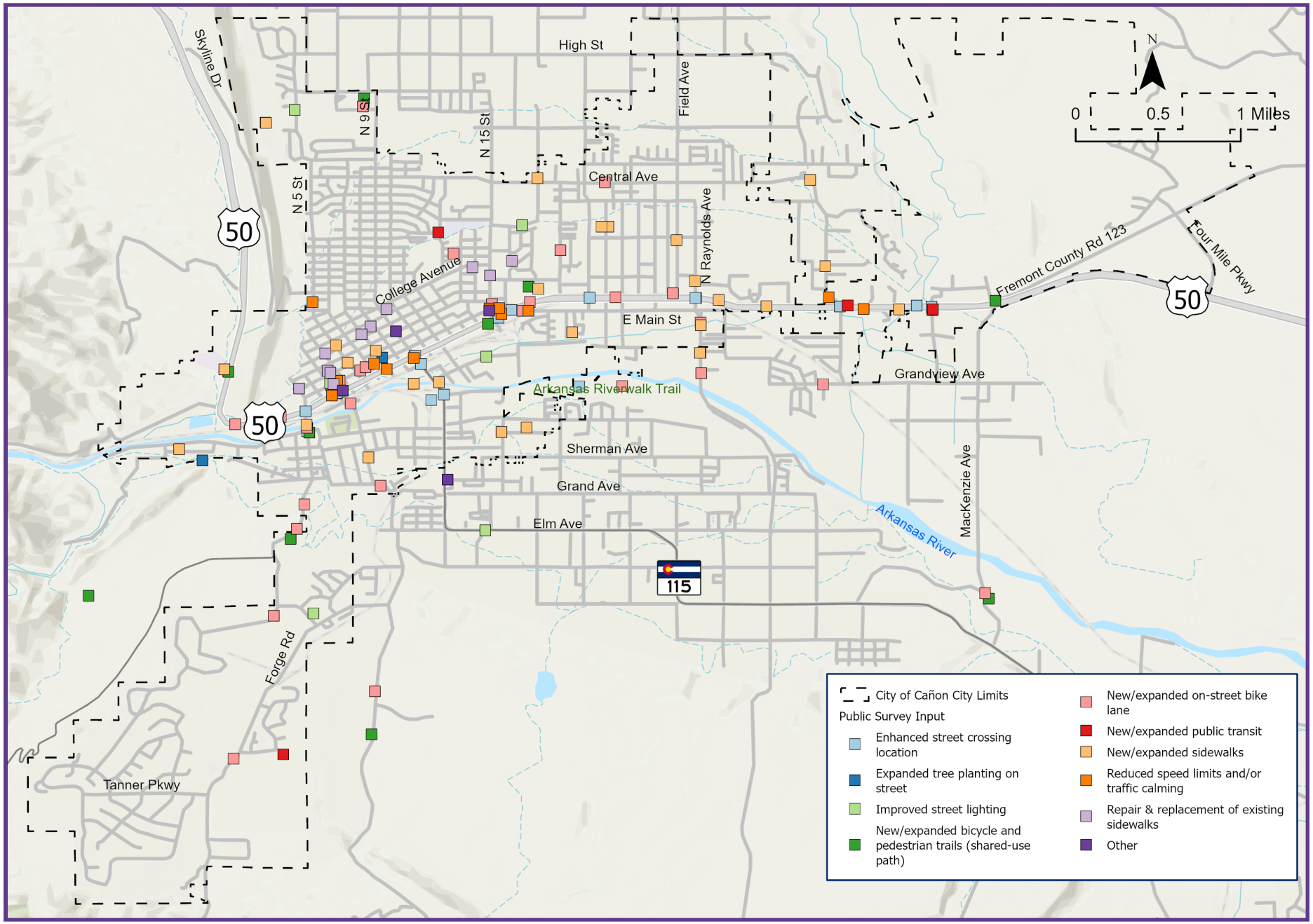


Figure 3.2 Public Survey Location Input

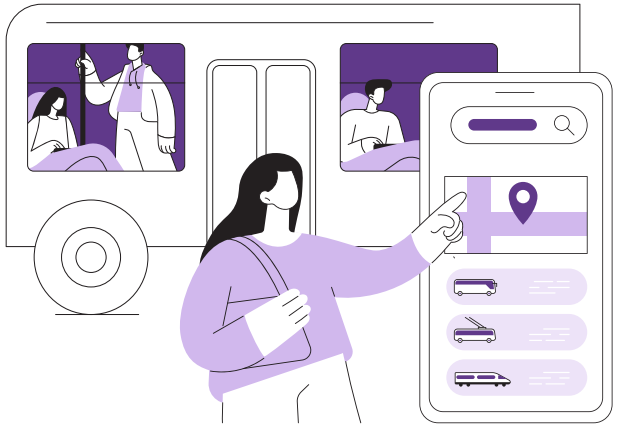
stated it is a problem and 8% either do not go to downtown or did not respond.

One-hundred and three (103) respondents chose the option of rarely or never biking, 37 chose once a week, 37 chose two or more days a week, and 15 chose daily riding. Lack of sidewalks and safety concerns were the top choices for not biking and leisure and staying fit were the top reasons for bicycle use.

Results for residents who walk daily is 89, 57 chose two or more days a week, 16 chose once a week, and 30 chose rarely or never. Similar to biking, leisure and staying fit were the top reasons for walking while lack of sidewalks and safety concerns are the reason for not walking.

E-mobility was the top choice for an alternative mode of transportation to walking followed closely by mobility on-demand. E-mobility includes an electric bike or scooter as well as micromobility options and mobility on-demand includes an on-demand public transit service such as the one currently provided by Fremont County through the Golden Age Center.

Figures 3.3 through 3.17 illustrate the survey results. The survey results are located in Appendix C.



What Immediate Concerns Do You Have with Cañon City's Transportation System?

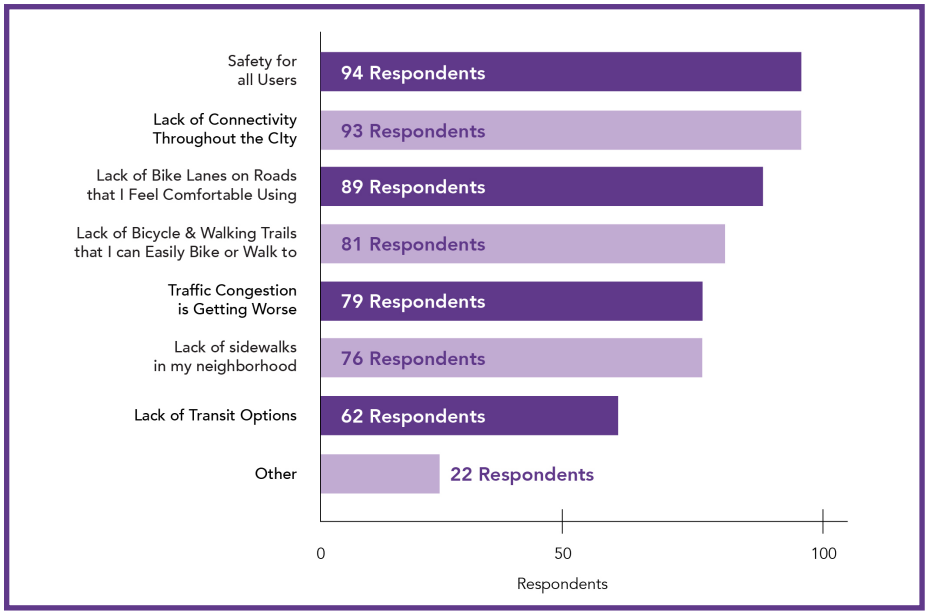


Figure 3.3 Immediate Concerns with Cañon City's Transportation System

Rank the Following Future Improvements for Cañon City's Transportation System in Order of Importance

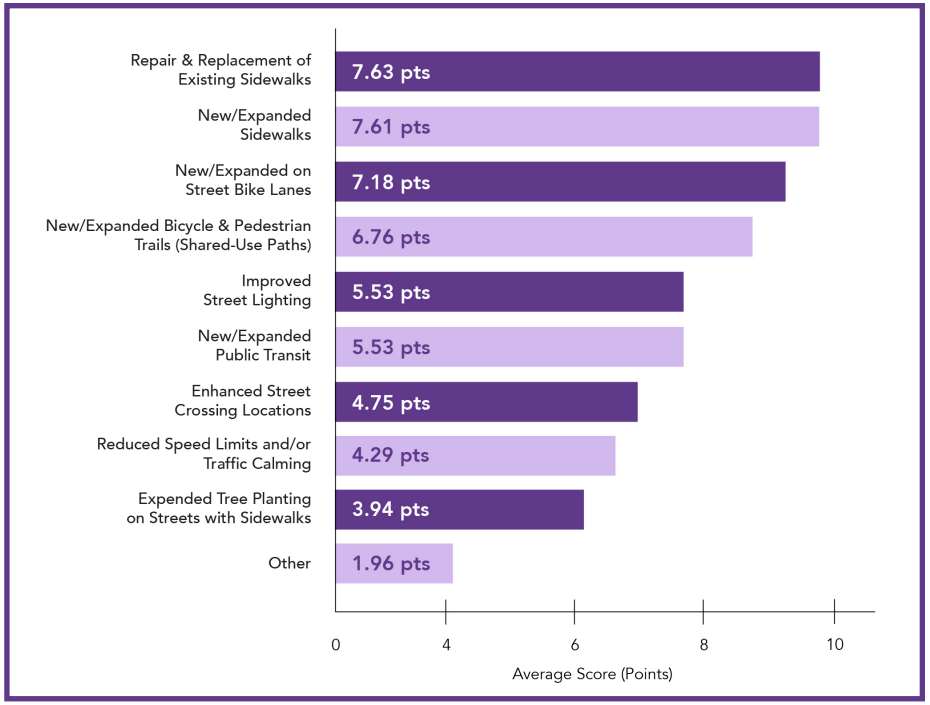


Figure 3.4 Ranking Future Improvements

What is Your Primary Source of Transportation?

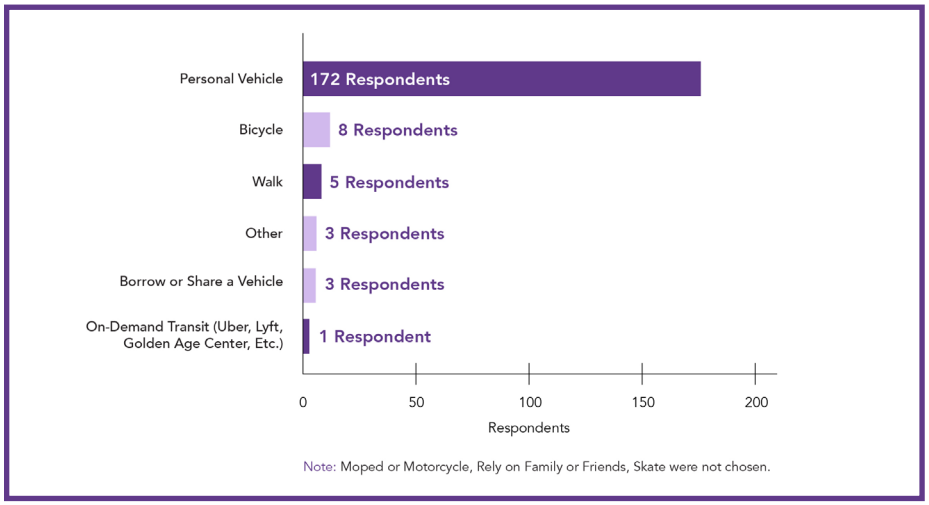


Figure 3.5 Primary Source of Transportation

Overall, I Would Like to Use the Following Alternative Modes for Transportation.

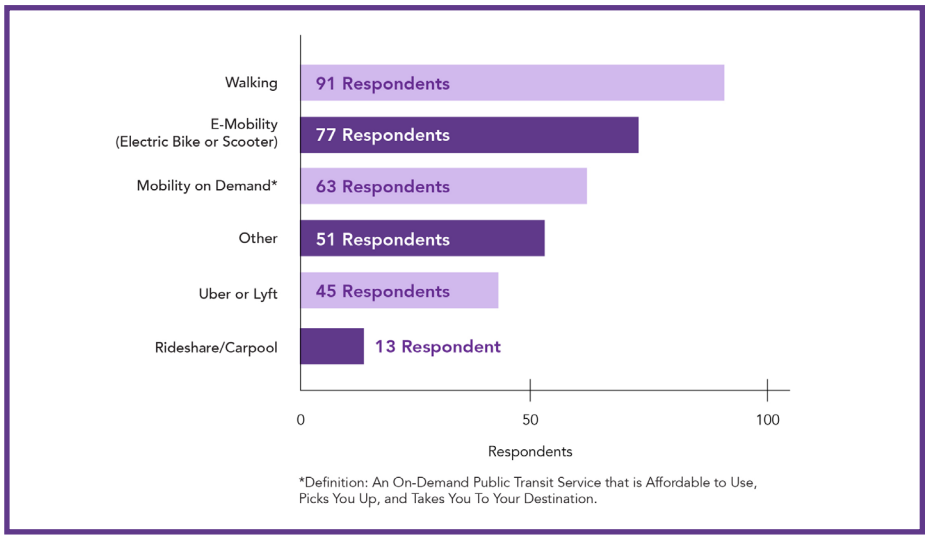


Figure 3.6 Preferences on Alternative Modes of Transportation

Do you Use Public Transit (Provided through the Golden Age Center)?

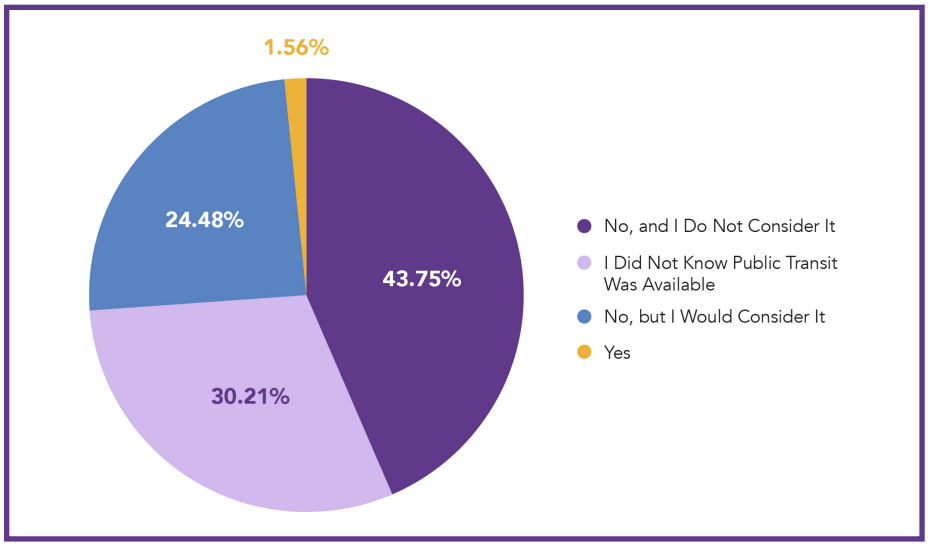


Figure 3.7 Public Transit Usage

Is the Amount and Availability of Parking Downtown a Problem?

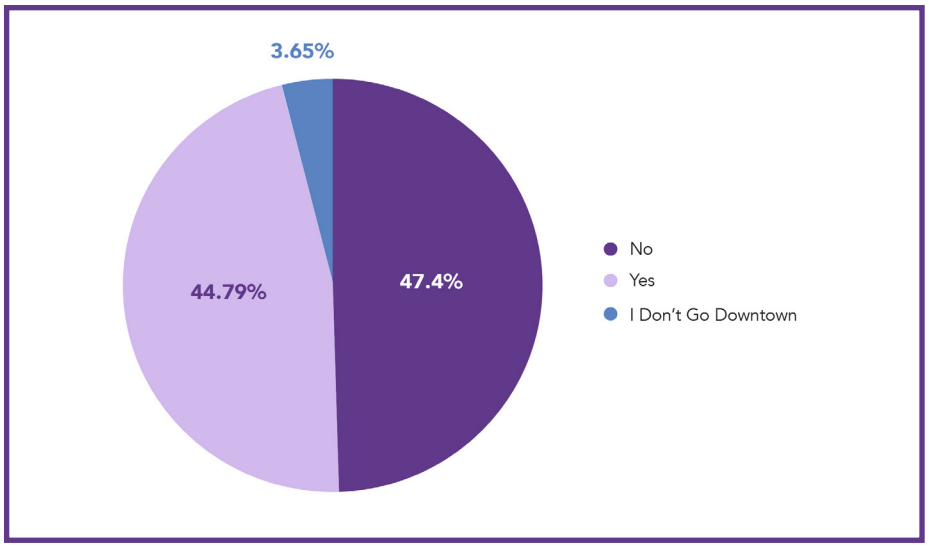


Figure 3.8 Amount and Availability of Downtown Parking

What Should be the Top Priority for Improving Parking within the Downtown Area?

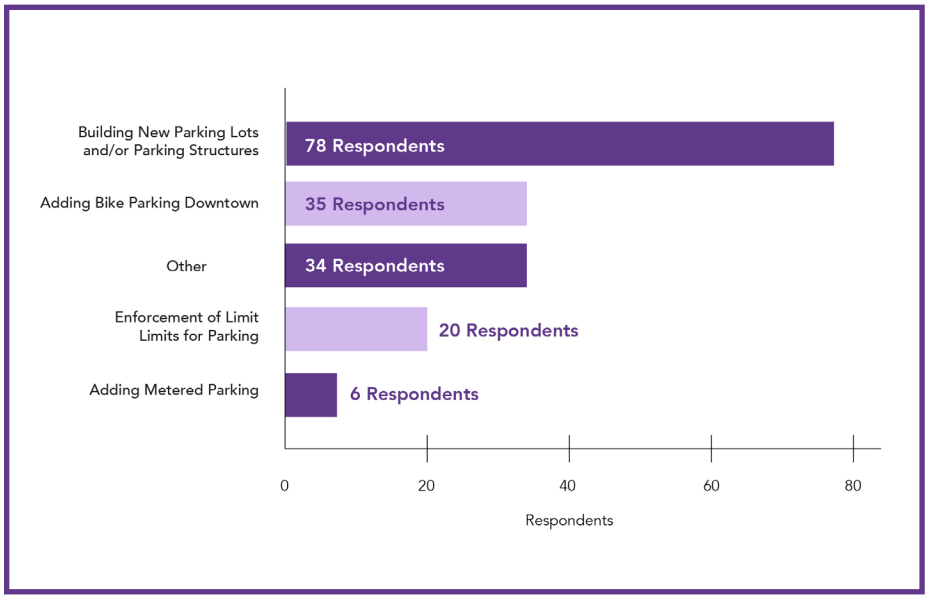
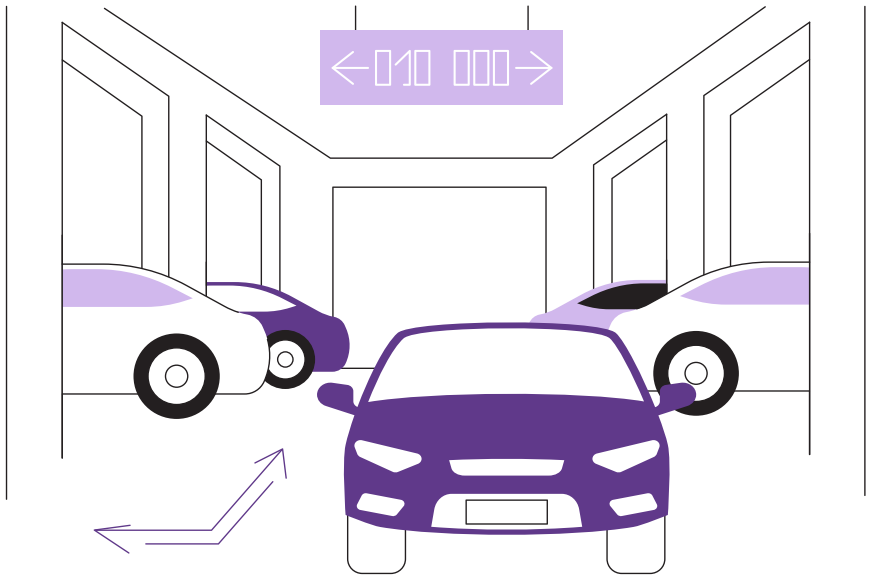


Figure 3.9 Top Priority for Downtown Parking



How Far Would you be Willing to Walk from a Parking Space to a Destination Along Main Street?

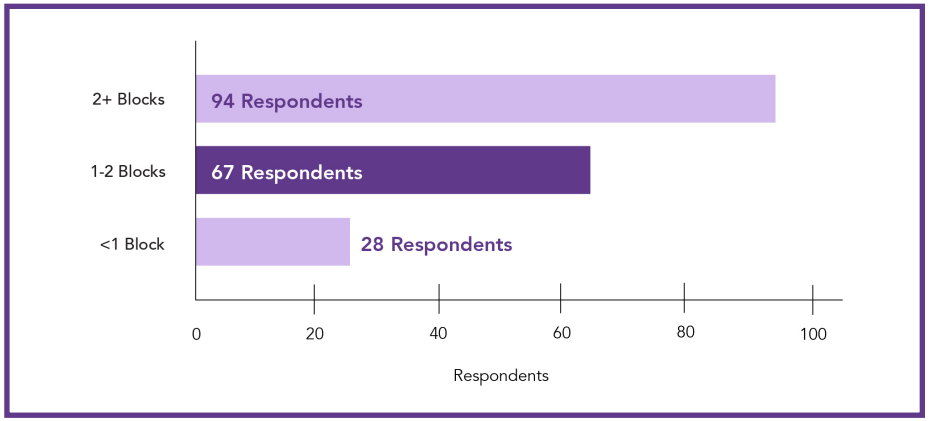


Figure 3.10 How Far Would You Be Willing to Walk From a Parking Space to a DownTown Destination

If You are a City Resident, What do You Feel Could Best Benefit your Quality of Life?

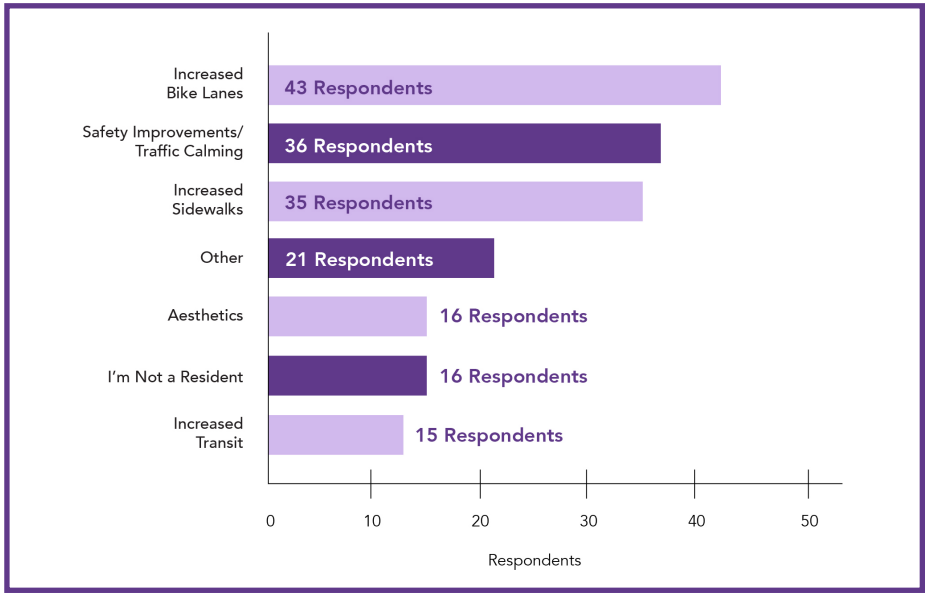


Figure 3.11 What do you Feel Could Best Benefit your Quality of Life?

How Often Do You Bike?

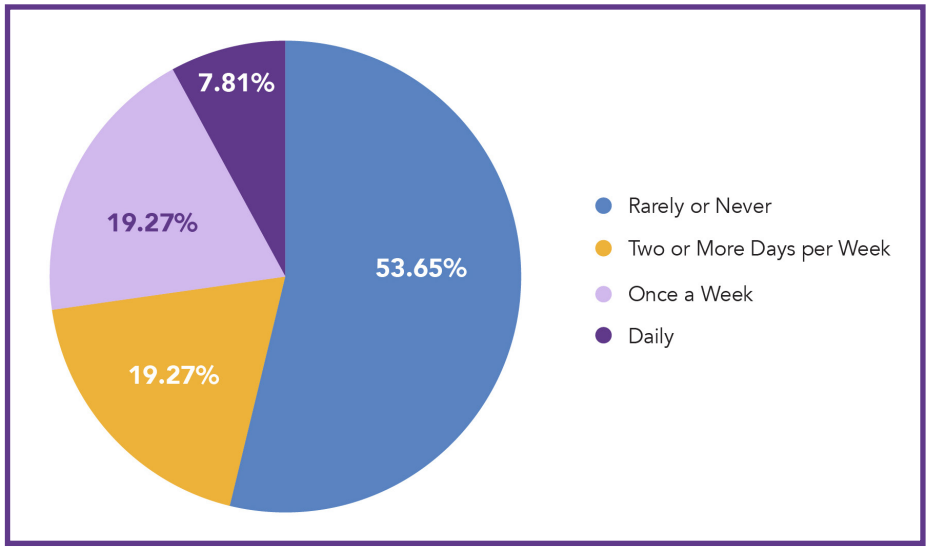


Figure 3.12 How Often Do You Bike?

Reasons for Biking

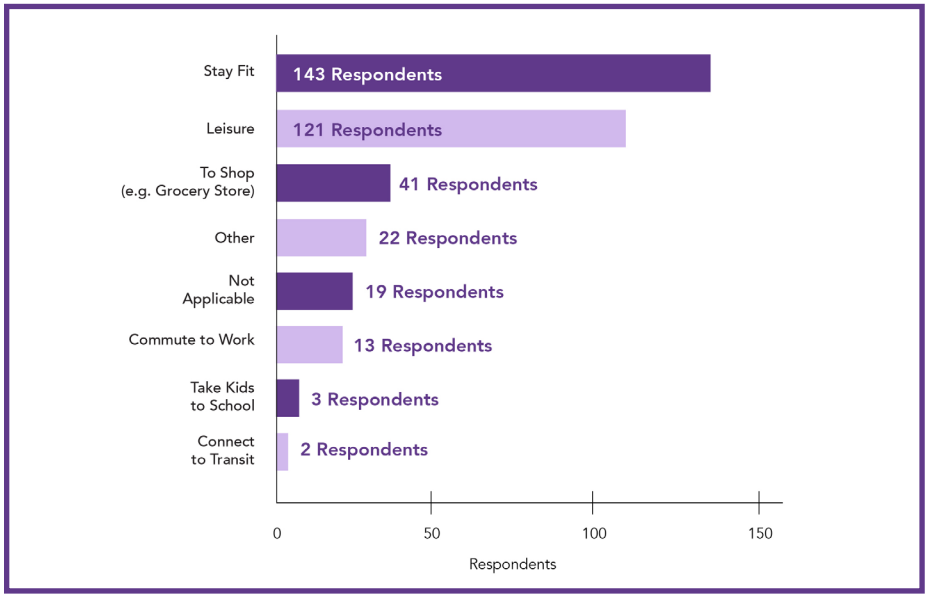


Figure 3.13 Reason for Biking

What Deters You from Biking More?

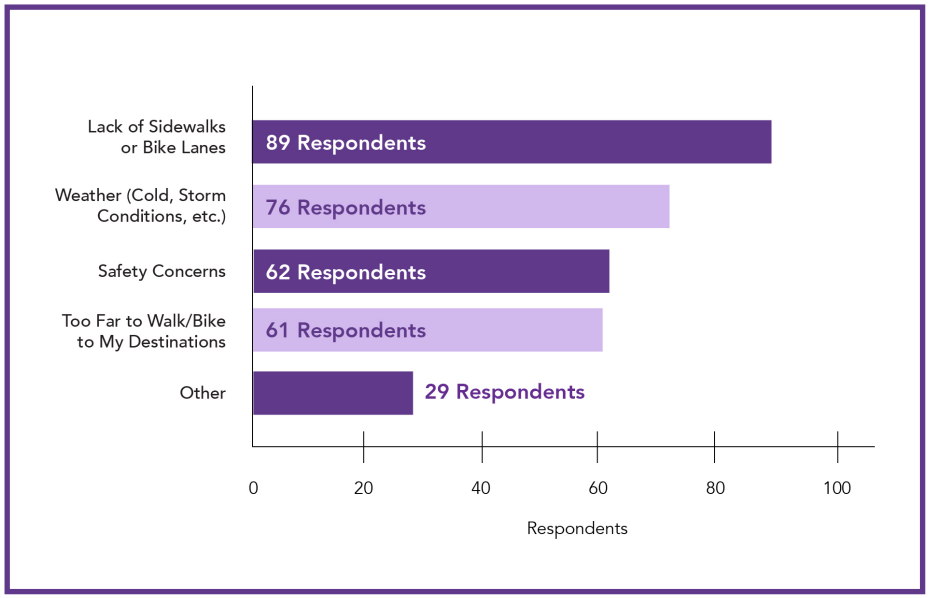
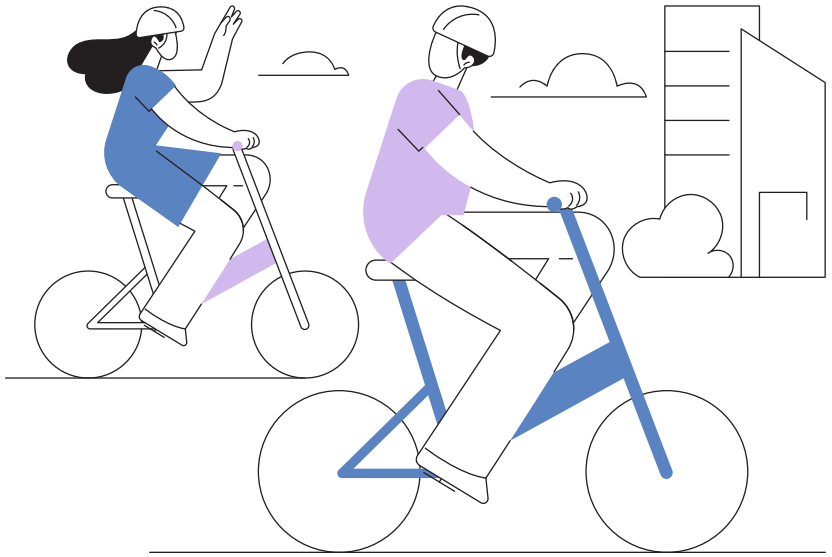


Figure 3.14 Biking Deterrents



Reasons for Walking

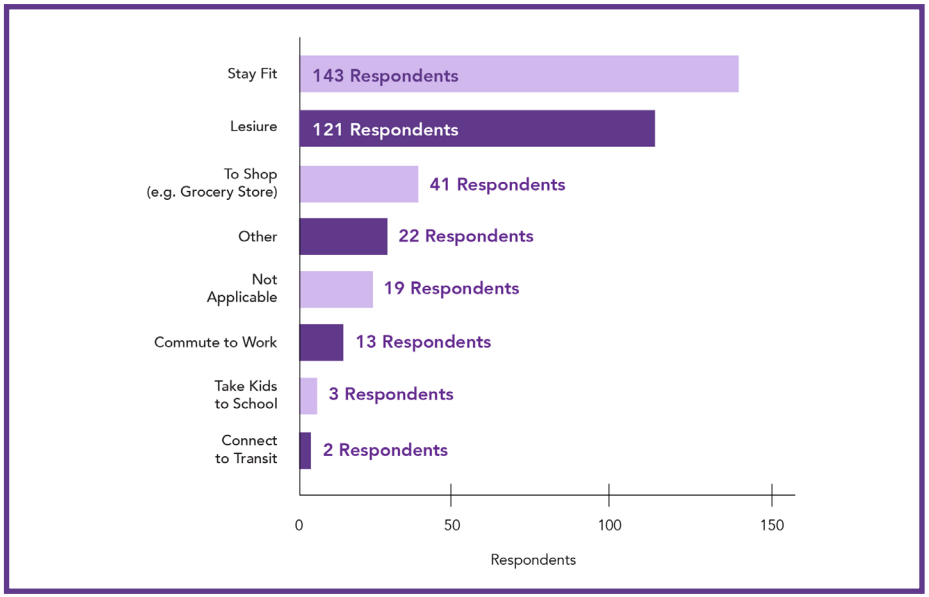


Figure 3.15 Reasons for Walking

How Often Do You Walk?

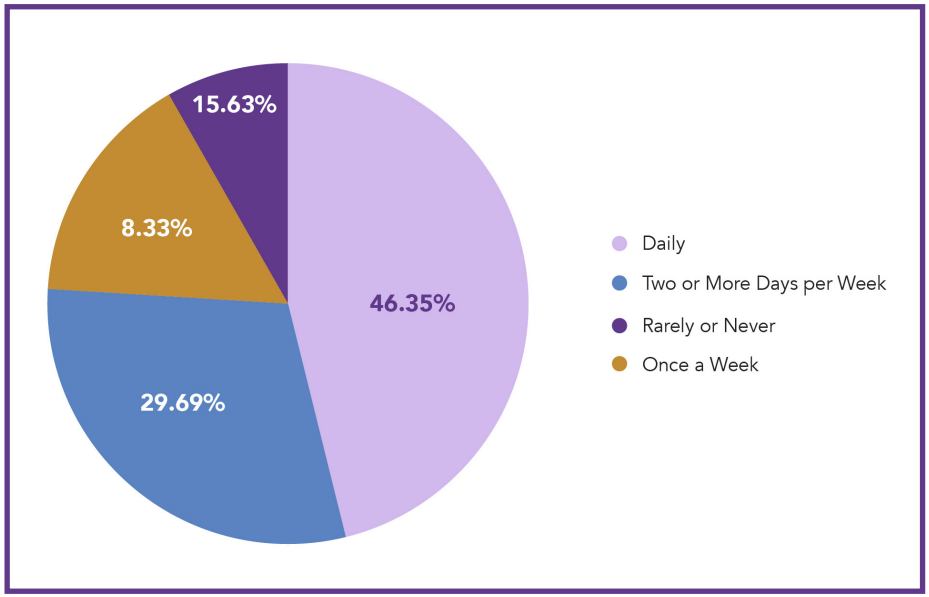


Figure 3.17 How Often Do You Walk?

What Deters You From Walking More?

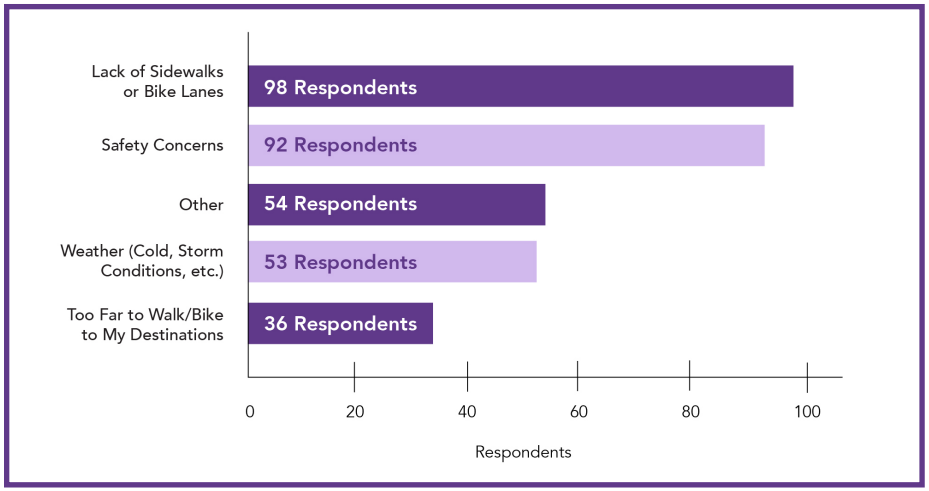


Figure 3.16 What Deters You From Walking More?

3.4.1 Historic Downtown Cañon City Typical Sections

Given that Main Street through the Historic Downtown Cañon City is the only existing designated bicycle route, three (3) distinct typical sections were developed to obtain feedback on the potential impacts to the existing diagonal on-street parking. A fourth typical section was developed to add sharrows to the existing Main Street typical section as an alternative to avoid parking impacts and bringing awareness to motorists to share the road with cyclists. Figures 3.17 through 3.20 show the typical sections. Feedback receive during the public community meeting mainly consisted of discussion regarding the addition of bicycle lanes within the historic downtown. Feedback received in the public community meeting was used to revise the optional typical sections. Please refer to Section 3.3 for an expanded discussion on what occurred during the public meeting.

The original typical section board that was shown in the public community meetings are located in Appendix C. Documented feedback regarding the historic downtown typical section can be found in Appendix C.

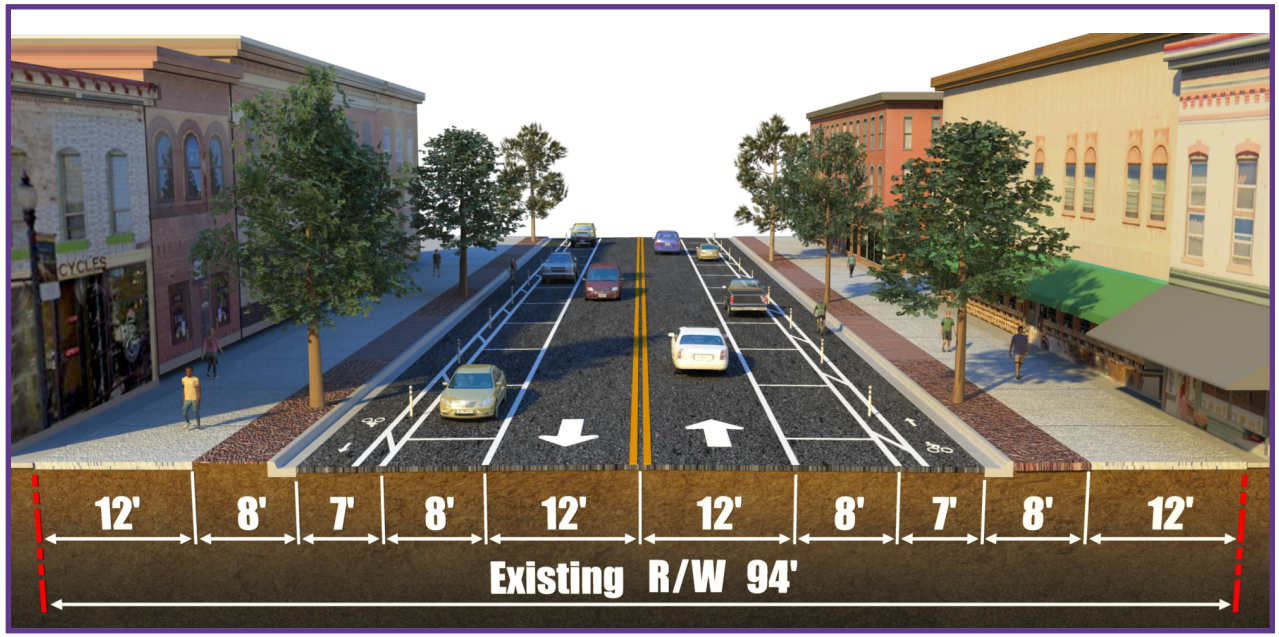


Figure 3.17 Main Street Typical Section 1

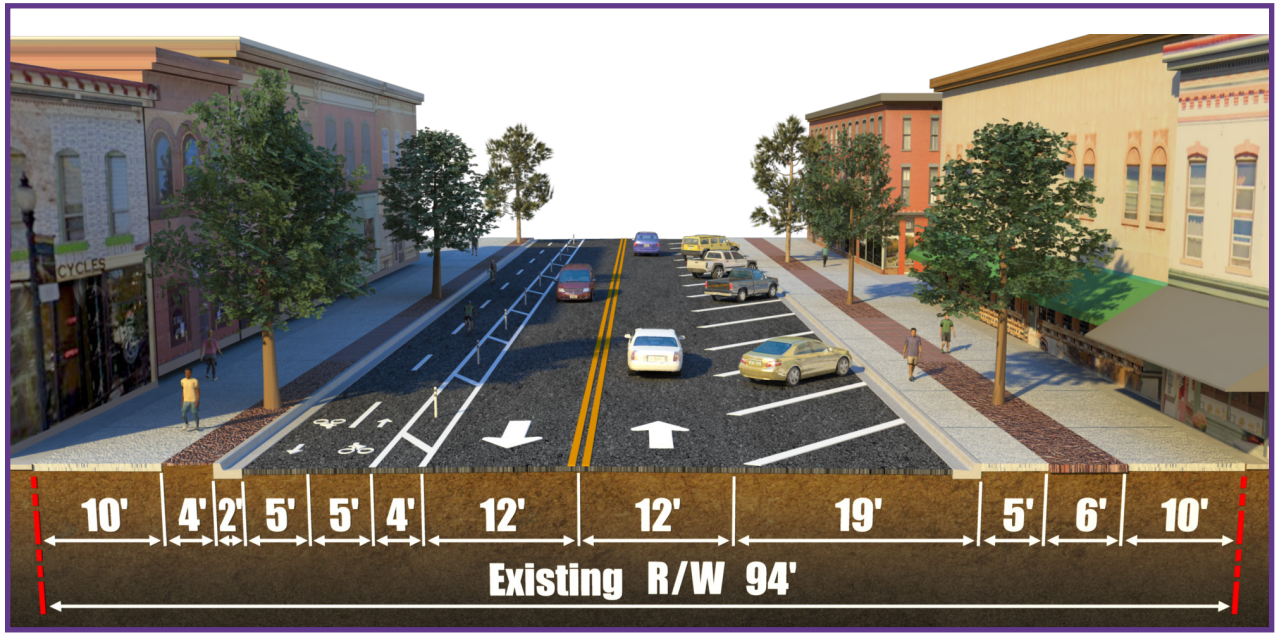


Figure 3.18 Main Street Typical Section 2

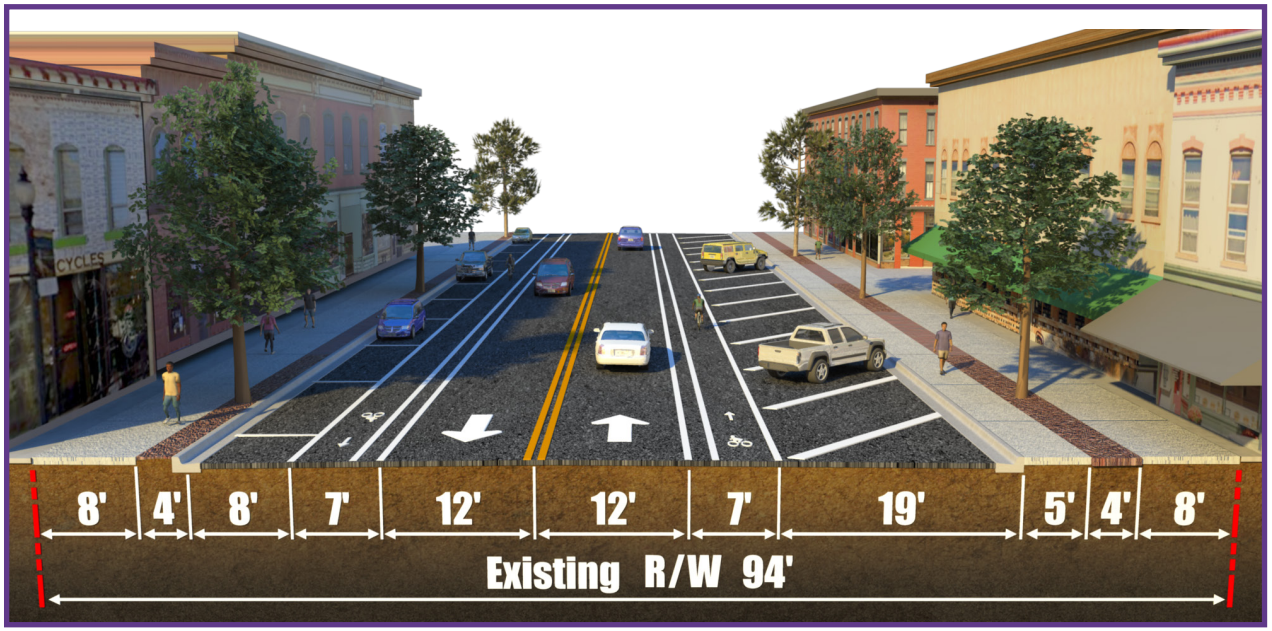


Figure 3.19 Main Street Typical Section 3

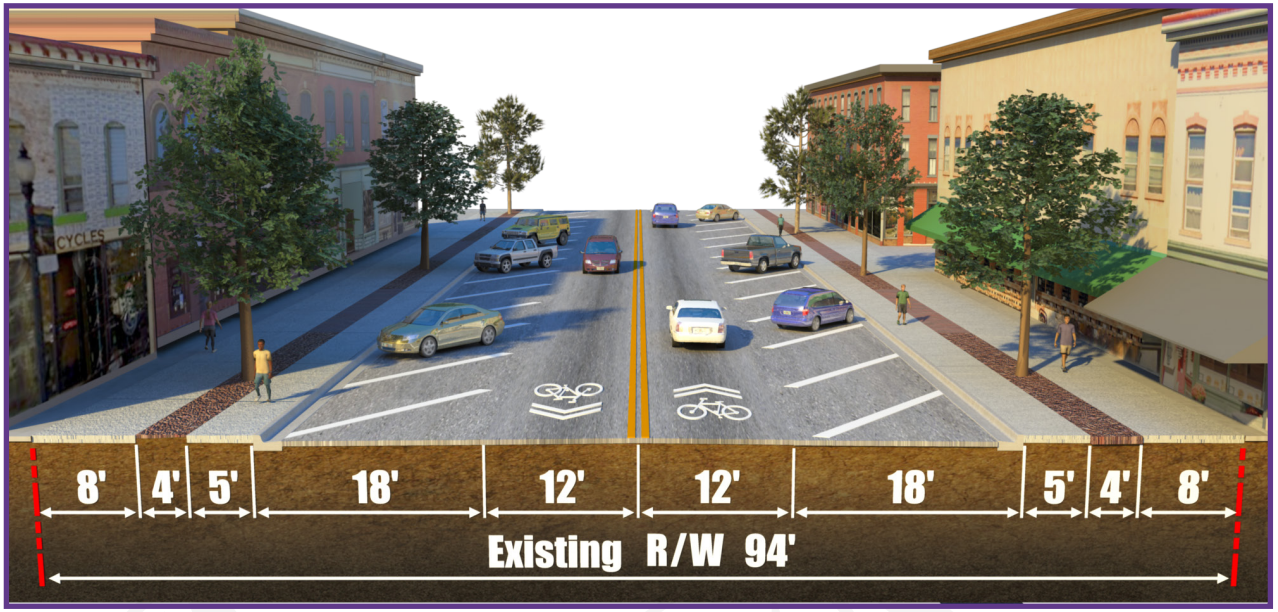


Figure 3.20 Main Street Typical Section 4

3.5 Vision Committee Meeting Presentation

An overview of the Draft Multi-Modal Master Plan was presented to the Vision Committee on April 17, 2024. Prior to the meeting, the draft report was made available on the City's website for review by both the public and City Council to obtain feedback before finalizing the Multi-Modal Master Plan. Key Points form the presentation included providing a summary of the existing multi-modal network and its needs, proposed improvements, estimated costs, and Council Members were received including follow-up notes for consideration when finalizing the master plan. A copy of the presentation is provided Appendix C.

Multi-Modal Master Plan
City of Cañon City

Section 4

System Appraisal & Evaluation

4 System Appraisal & Evaluation

This section investigates expected travel demand and level of service of the roadway network, as well as, combines information gathered from the existing conditions and public involvement activities to evaluate the transportation network. Through this evaluation, the system is scored on key guiding principles to identify existing and future needs.

4.1 Expected Travel Demand

4.1.1 Level of Service Determination

The Highway Capacity Manual (HCM) 6th Edition describes Level of Service (LOS) as "a quantitative stratification of a performance measure or performance measures that represent the quality of service measured on an A-F scale with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst." In general, LOS is a term often used to describe a set of metrics to measure the performance of transportation systems evaluating traffic congestion and travel time delay.

The American Association of State Highway and Transportation Officials (AASHTO)'s "A Policy on Geometric Design of Highways and Streets" (commonly known as the "Green Book") provides industry guidance to transportation engineers and planners on highway and street geometric design. The Green Book has been adopted by the Federal Highway Administration (FHWA) as the standard for the National Highway System (NHS), utilizing the HCM-defined LOS performance measures to evaluate transportation systems.

LOS is intended to represent a traveler's perception of the quality of service provided by an individual intersection or roadway segment, as measured by the standard of free-flow automobile traffic. Table 4.1 and Figure 4.1 includes HCM LOS definitions.

LOS can be assessed at a local level (for a particular roadway segment or intersection) and on the system level (for intersections and roadway segments throughout the network). State DOTs, Metropolitan Planning Organization (MPO)s, and local governments may establish an adopted LOS and utilize LOS assessment to convey the adequacy of transportation infrastructure and to prioritize improvements. CDOT uses the LOS "D" standard as the roadway concurrency metric for City's roads.

Generalized Service Volumes for different roadway types were developed for LOS "D" based on HCM procedures. These service volumes provide planning level capacity thresholds for the LOS Standard utilized by CDOT to identify facilities that may require additional capacity via roadway widening or enhancement of intersection traffic control. Table 4.2 summarizes the established service volumes by roadway type.

Level of Service (LOS)	General Operating Conditions
A	Free flow, with low volumes and high speeds.
B	Reasonably free flow, but speeds are beginning to be restricted by traffic conditions.
C	Stable flow, but most drivers are restricted in the freedom to select their own speeds.
D	Approaching unstable flow, drivers have little freedom to select their own speeds.
E	Unstable flow, may be short stoppage.
F	Forced or breakdown flow; unacceptable congestion; stop-and-go.

Source: AASTHO Green Book - 6th Edition

Table 4.1 HCM LOS Definitions

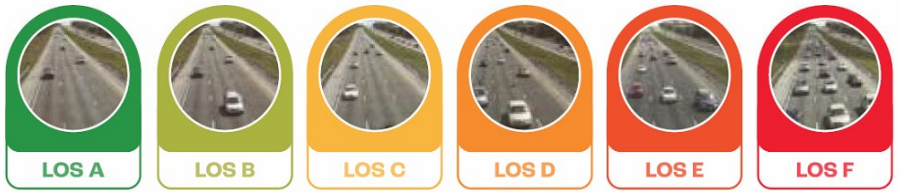


Figure 4.1 Examples of Motorized Vehicle LOS

Roadway Type	LOS DAADT Service Volume Threshold
2-Lane	17,600
4-Lane	36,100

Table 4.2 Generalized Service Volumes by Roadway Type

4.1.2 Existing Level of Service

The Existing LOS was determined for the City's roadway segments using the collected traffic data and AADT volumes obtained from the OTIS and from collected data to evaluate the existing conditions and identify any areas exhibiting deficient LOS. Based on the existing roadway capacity analysis, analyzed roadway segments within the City's limits are operating at LOS "D" or better. Existing results were referenced with the 2017 Cañon City US 50 Pedestrian Crossing Study which obtained intersection LOS data along US 50 in the downtown corridor area. This study found that on US 50 for the morning peak hour, between 2 Street and 9 Street, all intersections performed at LOS C or better. In the analyzed PM peak hour, delay worsened with the intersection of US 50 and 5 Street having a deficient LOS of LOS E. Furthermore, Saturday midday results were calculated and it was found that, overall, intersections performed worse as traffic through these intersections increased during the weekend day.

It should be noted that although the existing LOS for segments is within the capacity thresholds, periods of traffic delays and queues were observed during peak periods along US 50, generally east of N 15 Street where the frontage road is present and signalized intersections require extended cycle lengths to operate the numerous movements between US 50 and the frontage road system.

4.1.3 Future Traffic Volumes and Level of Service Determination

Future traffic demand for within the City of Cañon City was generated by reviewing and using growth rates obtained from CDOT's OTIS and applied to AADTs obtained from data collected September 2023 which is necessary for the future level of service determination.

It should be noted that only projected forecasts provided by OTIS were utilized as Cañon City is currently not present in the Central Front Range's forecasting model. To determine an accurate forecast of 2050 volumes, growth rates were calculated utilizing the available station information from OTIS, and separating predicted growth between local roads and US 50.

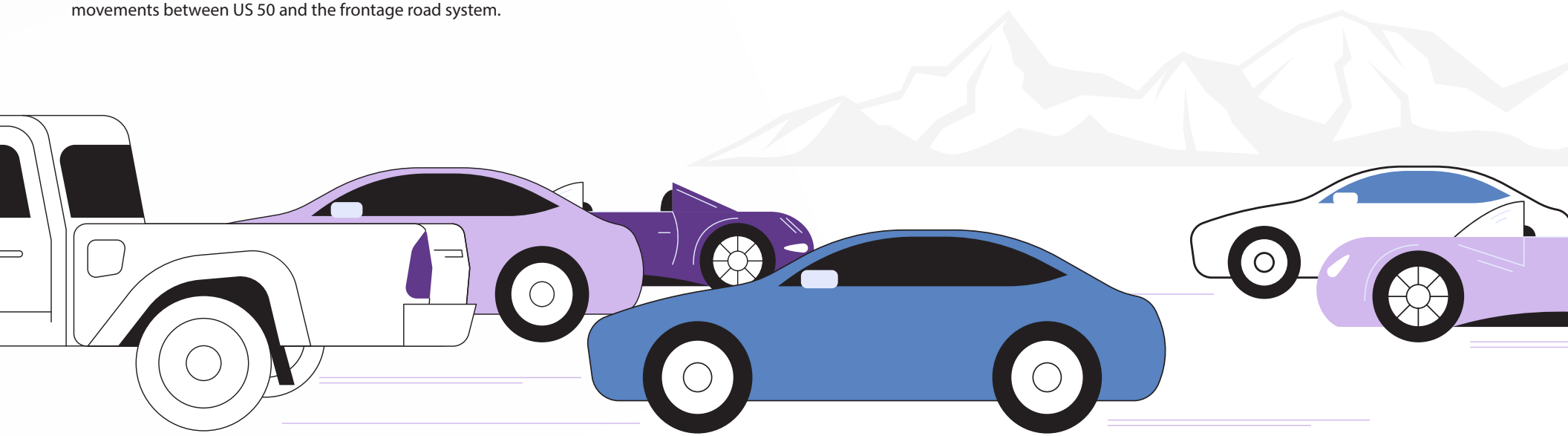
Growth rates within the City of Cañon City averaged a growth of 0.33% per year. When separated between US 50, and city local roads, the growth rates are 0.43% and 0.12% respectively, showing that most traffic growth projected through Cañon City is occurring on US 50. It should be noted that these traffic projections do not consider the future development of Four Mile Ranch on the east side of Cañon City as, of the time of this Master Plan, final building permits have not been approved.

Figure 4.2 illustrates the 2050 projected daily traffic volumes for key roadways withing Cañon City.

Using the data generated from the Future Traffic Demand efforts, the future LOS was determined for the horizon 2050 year (based on the forecasted volumes). Similar to the efforts for the existing LOS determination, the results of the future LOS determination were used to provide useful planning-level information in order to develop the future conditions analysis.

Based on the future roadway capacity analysis, analyzed roadway segments within the City's limits are expected to operate above LOS D. Figure 4.3 depicts the 2050 projected level of service.

In summary, although traffic conditions will continue to grow and develop the driving experience will not be altered significantly enough to impact the driving experience compared to existing conditions within Cañon City.



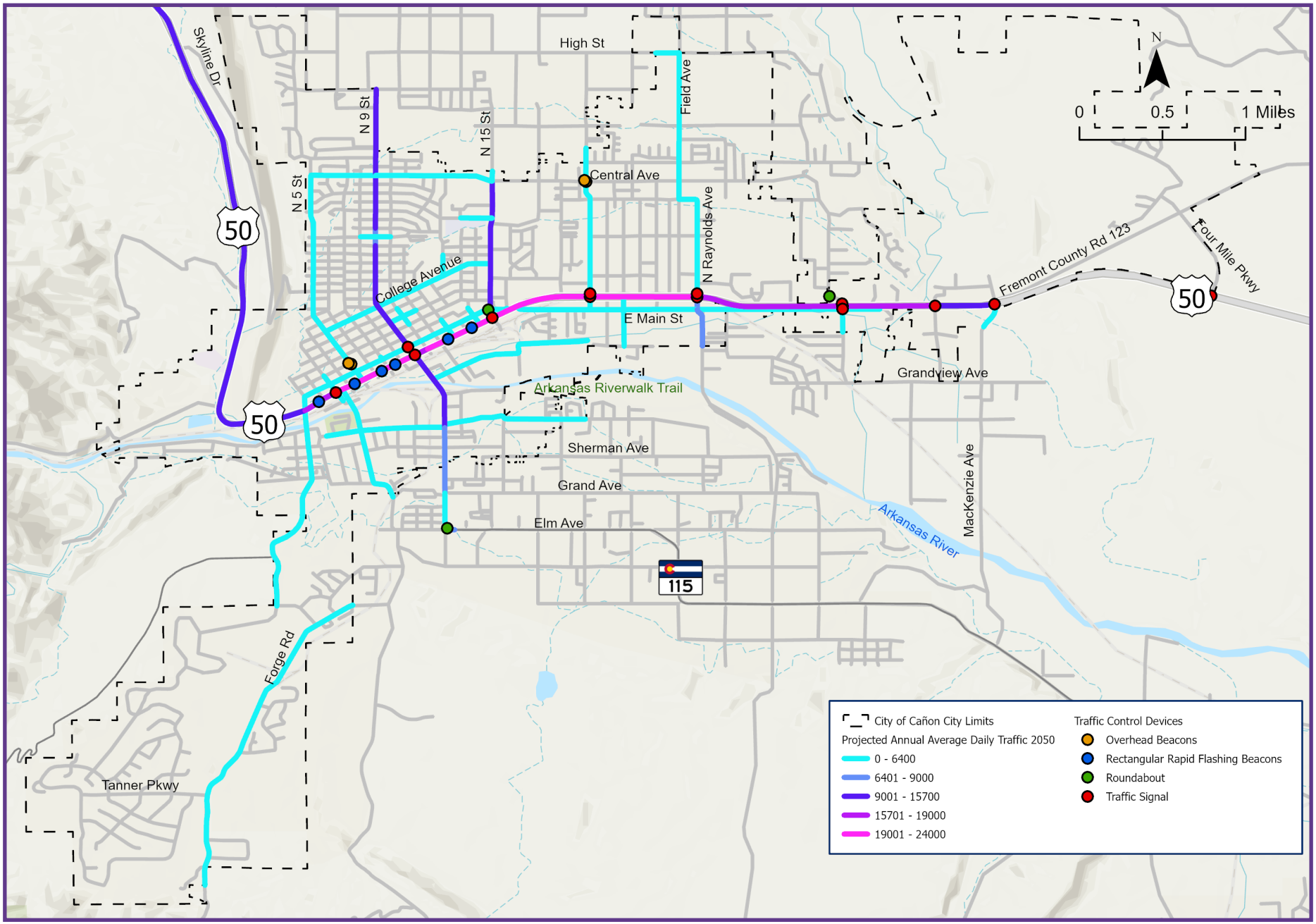


Figure 4.2 2050 Project Daily Volumes

4.2 System Appraisal and Evaluation

As summarized in previous sections, a thorough inventory of all multi-modal facilities was performed and mapped in GIS in order to identify opportunity areas. Cañon City was divided into sub areas and a qualitative evaluation of the existing facilities which summarizes the multi-modal level of service of Cañon City was performed.

The sub areas included in the evaluation include the US 50 corridor, north of US 50 and west of N 15 Street, north of US 50 and east of N 15 Street, south of US 50, and the Dawson Ranch area in the southwest. Figure 4.4 illustrates the categorized sub areas. Additionally, areas outside the city limits were divided into the following sub areas: priority annexation areas north of US 50, priority annexation areas south of US 50, other unincorporated areas north of US 50, and other unincorporated areas south of US 50.

Each sub area was evaluated in terms of eight (8) different evaluation parameters with scores ranging from one to five, with one being the lowest score and five being the highest score, in order to gauge the overall multi-modal performance of the area. The evaluation parameters include system connectivity of bicycle routes, sidewalks and transit, accessibility to regional facilities and trails, expected travel demand, safety, comprehensive planning considerations, and public satisfaction. The evaluation is shown on Table 4.3.

4.3 Summary of Existing and Future Needs

In general terms, the Cañon City area has a poor system score for multi-modal facilities including pedestrian, bicycle and transit. The area with the greatest multi-modal facilities is the area northwest of US 50, which includes Downtown Cañon City. In terms of safety, a history of pedestrian and bicycle crashes have occurred in areas of high pedestrian concentration showing the need for enhanced safety elements.

Overall, a strong comprehensive planning approach is underway with recent and on-going planning activities providing a clear roadmap to enhance elements beyond just the transportation network. The sustainability of the existing transportation network is generally low due to the lack of multi-modal facilities limiting mode choice for users.

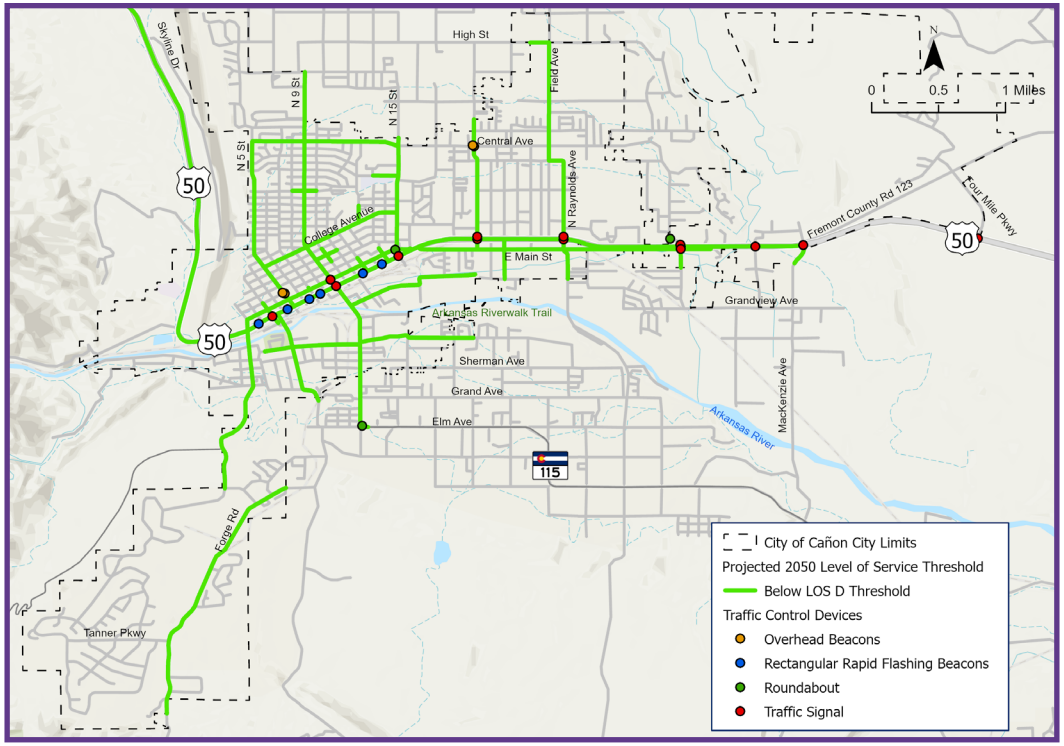


Figure 4.3 Projected 2050 Level of Service

Below is a summary of findings from the system appraisal evaluation:

- Although sidewalks are provided along most roads north of US 50 and west of N 15 Street, multiple sidewalks are in poor condition or are narrow. Gaps should be filled and sidewalks repaired.
- Although multiple crossings of the Arkansas River are provided west of N 15 Street (including both pedestrian bridges and sidewalks along roadways), multiple opportunities exist to provide better connectivity between downtown and the Arkansas Riverwalk area (including Centennial Park, Veterans Park, etc.). This includes wider sidewalks, fill in sidewalk gaps, shade, and more pedestrian friendly designs along 1st Street, 3rd Street, US 50, among others.
- Provide enhanced pedestrian and bicycle connectivity from areas east of N 15 Street to Downtown Cañon City.
- The only bicycle route provided is along Main Street. No dedicated bicycle lanes or pavement markings are provided, only limited signage. Increase education, provide sharrow markings or dedicated bicycle lanes where possible.
- Because all roads are anticipated to continue to operate below capacity throughout the Cañon City area, there is a unique opportunity to explore better use of the existing facilities in order to provide improved bicycle and pedestrian mobility.
- Provide better connectivity between areas east of N 15 Street and the Arkansas River/ Riverwalk. Consider bicycle lanes, sidewalks or a multi-use path along Raynolds Avenue. Consideration should be given for additional crossings of the river.
- Provide new bicycle routes along collectors and arterials to increase safety and provide alternate modes of transportation.

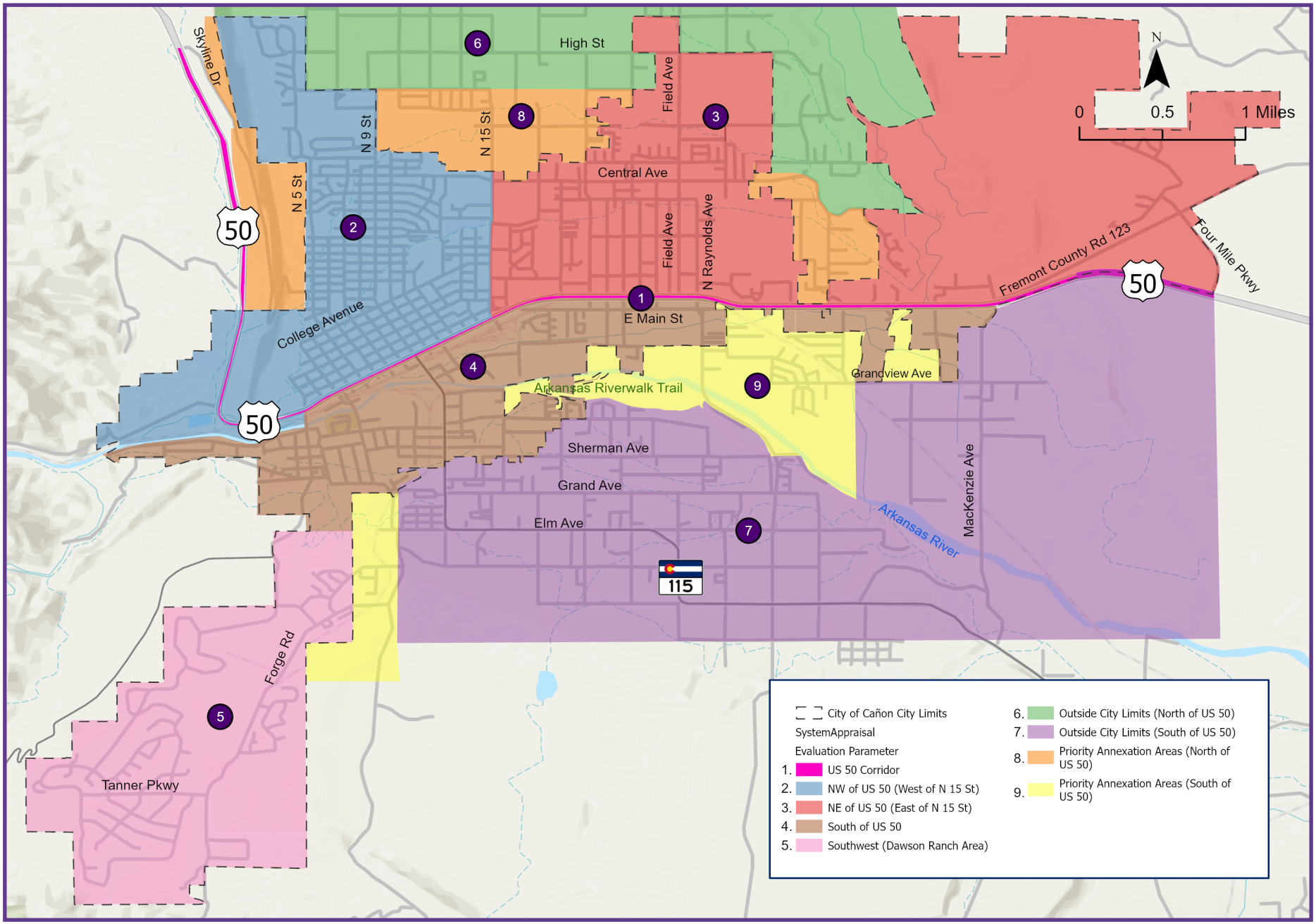


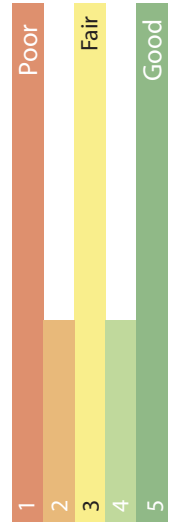
Figure 4.4 Categorized Sub Area

Existing Evaluation Matrix

Evaluation Parameter		Area 1 US 50 Corridor	Within City Limits: Area 2 NW of US 50 (West of N 15 Street)	Area 3 NE of US 50 (East of N 15 Street)	Area 4 South of US 50
System Connectivity	Bicycle Routes	No bicycle facilities provided. 1	An unmarked bicycle route is provided along Main St. No dedicated lanes and limited signage provided. 2	No bicycle lanes or routes provided. 1	An unmarked bicycle route is provided along E Main Street. No dedicated lanes and limited signage provided. 2
	Sidewalks	Sidewalks are provided along portions of the roadway (mostly west of N 15 St). Multiple gaps and opportunities for improvement. 2	Sidewalks are provided along most roadways however. Some gaps and opportunities for improvements. 4	Limited sidewalks are provided, multiple gaps and opportunities for improvement. 2	Limited sidewalks are provided, multiple gaps and opportunities for improvement. 2
	Transit	Bustang service to Pueblo discontinued July 2023. 2	Fremont County Transit provides on demand service from the Golden Age Center. 3	No service provided. 3	No service provided. 3
	Accessibility to Regional Facilities & Trails	Wide shoulders and narrow sidewalks provide access to exisitng access to the Riverwalk and other trails. Improvements to this major corridor would enhance accessibility. 3	Three pedestrian bridges and three bridges with vehicular traffic and sidewalks provide access across the Arkansas River and to the Riverwalk. Sidewalks provide access to these bridges. Several access points to the Old Skyline Trail are provided. Bicycle lanes would enhance accesibility. 4	Only Raynolds Ave provides access across US 50 and the Arkansas River. Although there is a sidewalk on the west side of the bridge, no sidewalks are provided leading to the bridge and the Raynolds Trailhead. Wide shoulders are provided along Raynolds Avenue. Limited or no access to other regional trails such as the Fourmile Creek. 2	Limited sidewalks and no bicycle lanes provide access to the Arkansas Riverwak and trailheads/access points. 3
Expected Travel Demand		All roads below capacit in existing and future years. 2	All roads below capacit in existing and future years. 5	All roads below capacit in existing and future years. 3	All roads below capacit in existing and future years. 5
Safety/Crash History (2017-2022)		Experienced 824 crashes with 20 bicycle or pedetrian crashes, including 2 fatalities and 11 injuries. 1	Experienced 415 crashes with 23 bicycle or pedetrian crashes, including 19 injuries. 1	Experienced 193 crashes with 6 bicycle or pedetrian crashes, including 4 injuries. 2	Experienced 212 crashes with 4 bicycle or pedetrian crashes, including 2 injuries. 2
Comprehensive Planning		Planned improvements to US 50 including a raised median will increase safety and multimodal facilities. 4	Regional trail expansion to increase accesibility to Downtoand and the Riverwalk. 4	Planned Four Mile Creek Trail along creek bank to Riverwalk and Red Canyon Road. 4	Planned improvements along the river include Riverwalk expansion, Downtown pedestrian loop and a Riverfront Mised-Use district. 4
Sustainability		Some pedestrian and bicycle activity observed. 1	Highest number of pedestrians (2187) and bicycles (218) counted of all of the sub areas, presumably due to the abundance of pedestrian facilities and attractions. 2	Some pedestrian and bicycle activity observed. 1	Some pedestrian and bicycle activity observed. 2
Area Score		17/40	27/40	19/40	23/40

Table 4.3 Existing Evaluation Matrix

	Outside City Limits				
Area 5 **Southwest (Dawson Ranch Area)**	Area 6 **Outside City Limits (N of US 50)**	Area 7 **Outside City Limits (S of US 50)**	Area 8 **Priority Annexation Areas (N of US 50)**	Area 9 **Priority Annexation Areas (S of US 50)**	**System Score**
No bicycle lanes or routes provided. 1	No bicycle lanes or routes provided. 1	No bicycle lanes or routes provided. 1	No bicycle lanes or routes provided. 1	No bicycle lanes or routes provided. 1	11/45
No sidewalks provided. 1	No sidewalks provided. 1	No sidewalks provided. 1	No sidewalks provided. 1	No sidewalks provided. 1	15/45
No service provided. 3	No service provided. 3	No service provided. 3	No service provided. 3	No service provided. 3	26/45
Although this area provides some off road/gravel trails, there is no access to other existing trails. 2	No existing trails or access provided. 1	One Riverwalk access is provided with no areawide sidewalk access. 2	Access to the Old Skyline Trail, but limited access to other facilities. 3	Little or no accessibility to nearby facilities such as the Arkansas Riverwalk and Fourmile Creek. 1	21/45
All roads below capacit in existing and future years. 5	All roads below capacity in existing and future years. 5	All roads below capacit in existing and future years. 5	All roads below capacit in existing and future years. 5	All roads below capacit in existing and future years. 5	40/45
Experienced 18 crashes with no bicycle or pedetrian crashes. 4	Approximately 36 crashes with 1 pedestrian crash and 13 bicycle crashes. 3	Approximately 106 crashes (majority on SH 115) with 1 bicycle crash, 33 crashes resulted in injury, 1 fatal crash. 1	Experienced 9 crashes with no bicycle or pedetrian crashes. 4	Experienced 36 crashes with 1 pedetrian crashes. 3	21/45
Comprehensive Plan Update 2021 vision to provide multi-use trail along the existing railbed providing access to the Arkansas Riverwalk, Ecology Park, and Centennial Park. 4	Few known planned multimodal projects. 2	Few known planned multimodal projects. 2	Planned extension of multiuse trail north along US 50 with planned trails to Royal Gorge. 4	Planned Four Mile Creek Trail along creek bank to Riverwalk and Red Canyon Road. 4	32/45
No pedestrian or bicycles were observed during AM or PM peaks during data collection. Presumably due to the lack of accessibility. 1	No pedestrian or bicycles were observed during AM or PM peaks during data collection. Presumably due to the lack of accessibility. 1	No pedestrian or bicycles were observed during AM or PM peaks during data collection. Presumably due to the lack of accessibility. 1	No pedestrian or bicycles were observed during AM or PM peaks during data collection. Presumably due to the lack of accessibility. 1	No pedestrian or bicycles were observed during AM or PM peaks during data collection. Presumably due to the lack of accessibility. 1	15/45
21/40	17/40	16/40	22/40	19/40	**181/360**



Poor/Fair/Good Scoring System

Multi-Modal Master Plan
City of Cañon City

Section 5

Recommendations & Implementation

5 Recommendations & Implementation

Based on the comprehensive evaluation of the existing conditions, public engagement, and system appraisal, a set of recommendations for the bicycle, pedestrian, trail, and transit network maps were developed. These overall network maps are intended to identify Cañon City's long-range vision of an integrated, comprehensive, and safe multi-modal transportation network that complements the existing and planned transportation networks.

5.1 Bicycle Network Recommendations

The Picture Cañon City 2040 Comprehensive Plan identified a preliminary expansion of designated bicycle routes from the existing single bicycle route to an interconnected route network throughout the City while also identifying the potential utilization of rail corridors in a "rail-to-trails" approach.

This initial proposed designated bicycle routes map was utilized as a baseline and further enhanced from the feedback gained as a part of the public engagement activities. Bicycle user types vary from more avid cyclists or e-bike users that tend to cycle at higher speeds to recreational cyclists that operate at slower speeds, resulting in the need for different facility types.

Therefore, each recommended designated bicycle route corridor was reviewed to identify the desired bicycle facility type including bicycle lanes, "sharrows", and shared-use paths. The identification of the facility type was performed by reviewing the overall context class of each corridor which considers roadway classification type, facility speed limits, traffic volume, and connectivity. Although bicycles are allowed on trail systems, e-bikes are restricted and are prohibited for use unless the motor is disengaged.

As noted in previous sections, origin-destination big data information identifies more than 50% of trips to Downtown Cañon City as short duration trips (10 minutes or less). A safe, efficient, and integrated bicycle network would provide the opportunity for users to shift short duration trips from motorized vehicles to bicycles.

Figure 5.1 illustrates the recommended bicycle network

5.2 Pedestrian Network Recommendations

The system appraisal identified the sidewalk system network connectivity throughout the Greater Cañon City area as mostly being poor with the exception of the area northwest of US 50 which includes sidewalks on most roadways. As part of the vision for Cañon City, the main goal for the pedestrian network is to provide ease of movement through connectivity improvements throughout the city in an efficient and safe manner.

As Cañon City continues to develop, creating connections between the west side (such as Downtown Cañon City) and the east side, as residential communities develop and the planned Four Mile Ranch development is approved, is crucial. Currently, there are no sidewalks connecting these two areas of the city.

An integrated pedestrian network map was developed based on utilizing the proposed designated bicycle route corridors in order to offer a comprehensive multi-modal solution and closing gaps that exist throughout the network. In addition, public feedback expressed the need for enhanced connectivity to the Arkansas Riverwalk Trail, enhanced pedestrian access along the US 50 Corridor spanning from west of the City connecting to recreational facilities to east of the City, and ultimately towards future developments to the east and the Cañon City Correctional Facilities complex. Figure 5.2 illustrates the recommended pedestrian network.

5.3 Trail Network Recommendations

Cañon City offers access to an extensive trail network system surrounding the City and attracts both hikers and mountain bike users throughout the State. With the exception of the Arkansas Riverwalk Trail and Greenhorn Trail, no trails are currently provided within or near the developed areas of the City.

The bicycle and pedestrian networks were developed to enhance connectivity and include the identification for shared-use paths both within and outside city limits for access to the trail network system and regional connectivity to the west toward Eight Mile Ranch, to the south for access to Florence, and east for access to Penrose. As per the Eastern Fremont County Trails, Open Space & River Corridor Master Plan, it is also recommended to extend the Arkansas Riverwalk Trail from MacKenzie Avenue to Florence.

Finally, it is also recommended for the city to explore "rails-to-trails" opportunities to enhance multi-modal access within the southern portion of the City toward Dawson Ranch utilizing the Santa Fe and Rock & Rail spurs.

Figure 5.3 illustrates the recommended trail network.

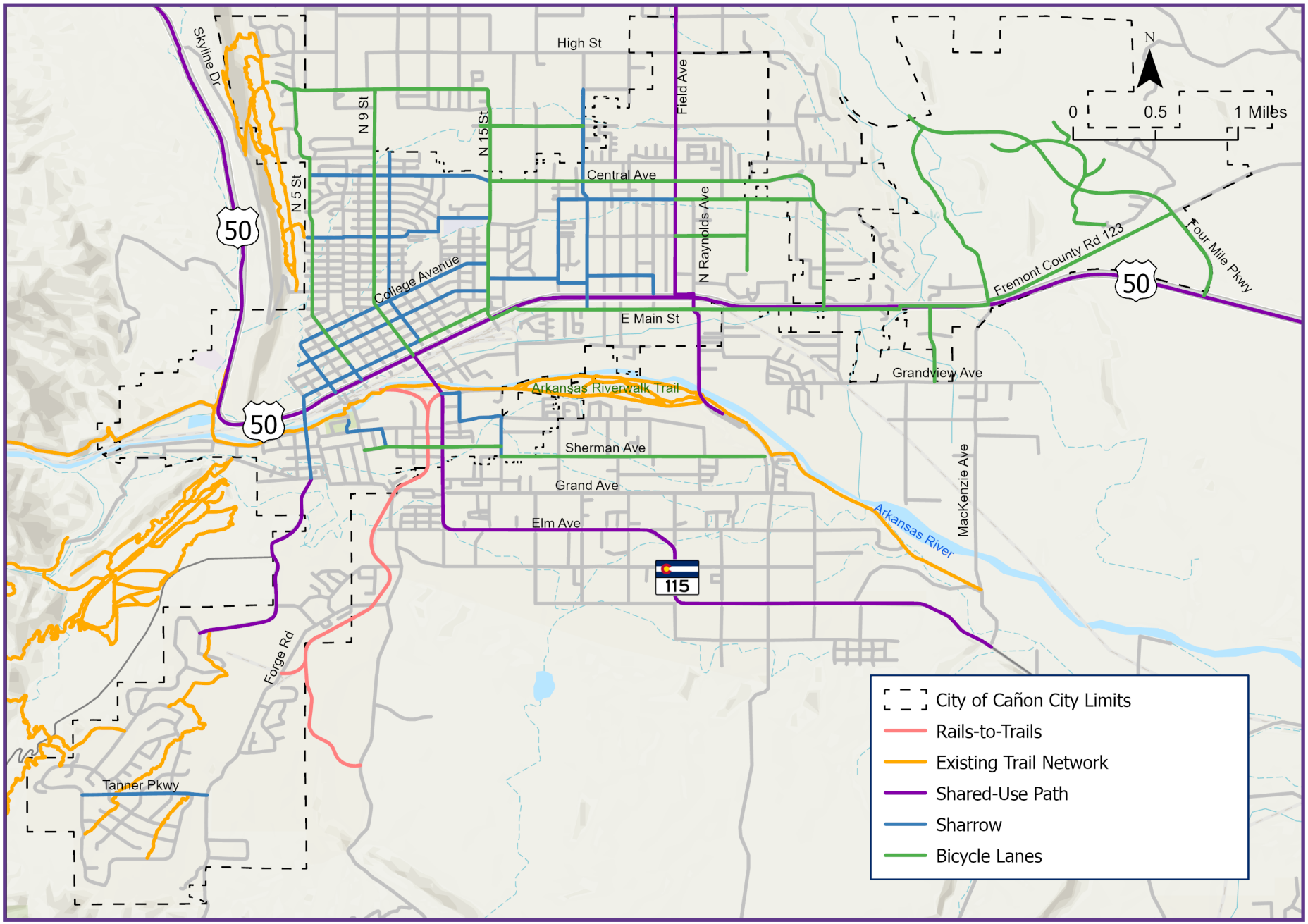


Figure 5.1 Recommended Bicycle Network

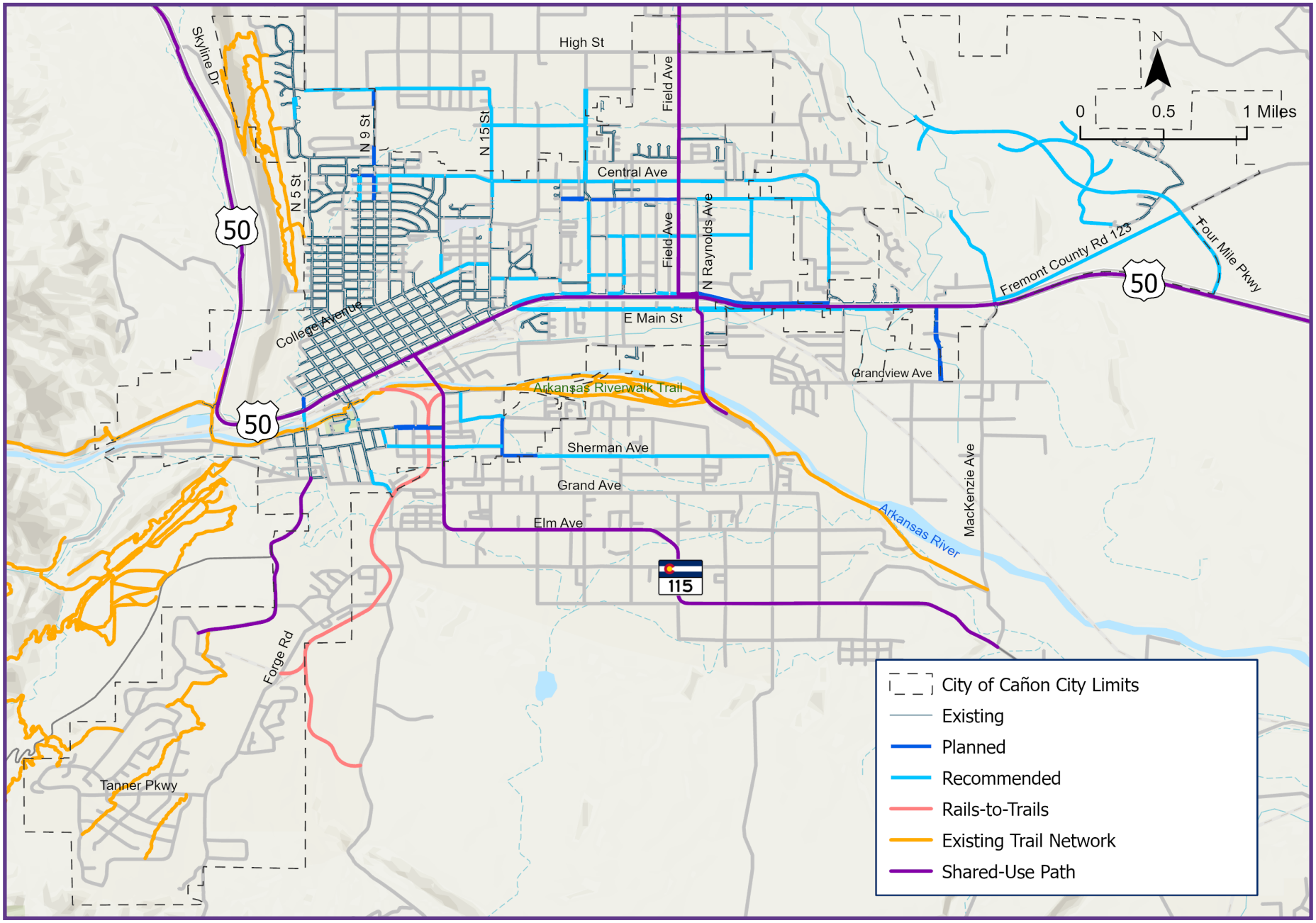


Figure 5.2 Recommended Pedestrian Network

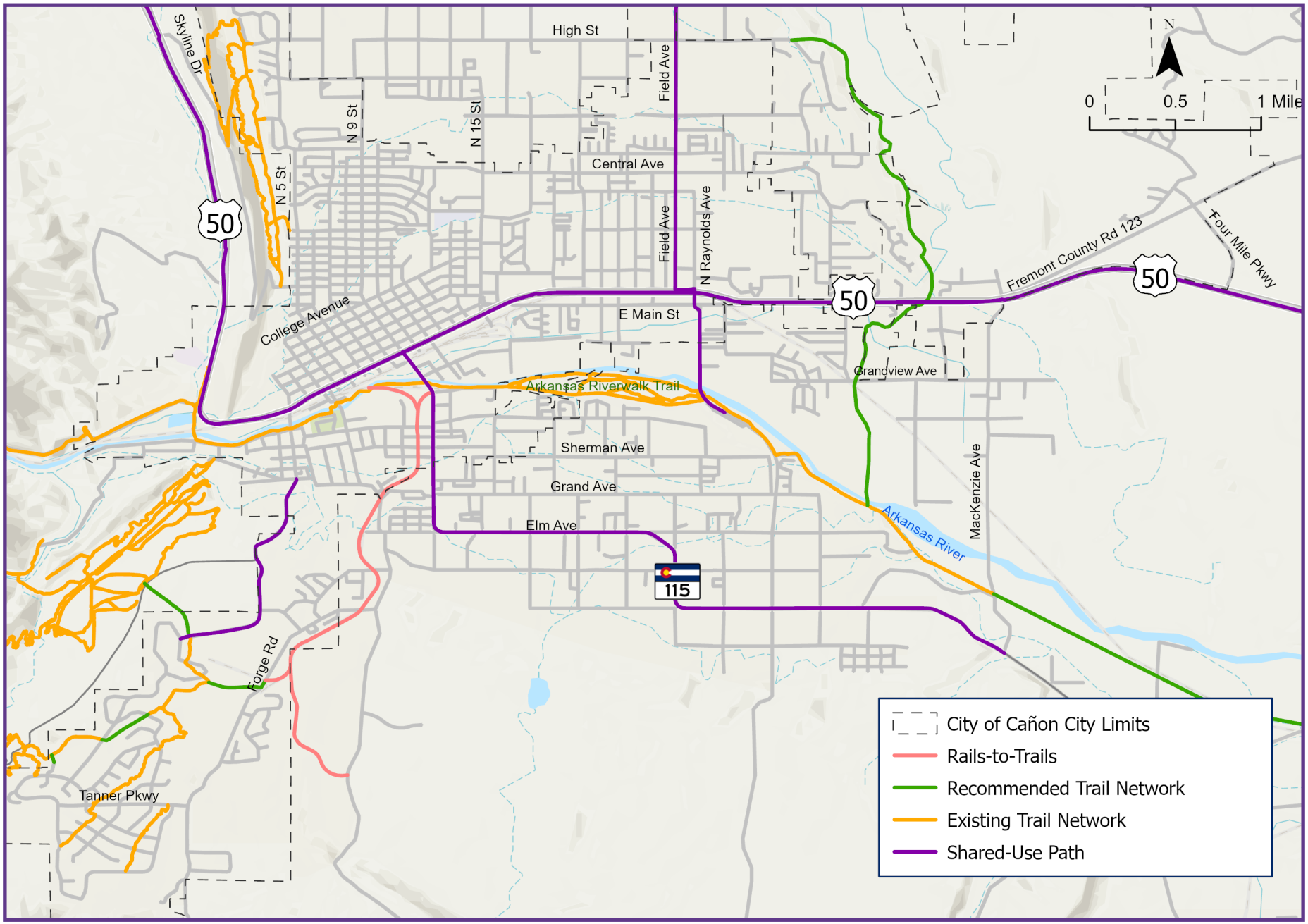


Figure 5.3 Recommended Trail Network

5.4 Transit Services Recommendations

The Fremont County on-demand services have proven to be an effective means to deliver a free or low-cost transportation solution to those most in-need. With the Bustang Outrider Cañon City transit stop out of service, a direct regional transit option is currently unavailable and should be explored based on the regional origin-destination travel patterns.

As per coordination with Fremont County during the stakeholder meeting sessions, there are desires to grow the system to service more trips. On-demand transit services have recently gained traction for communities that may not be able to support dedicated transit/trolley routes. Considerations to implementing dedicated transit routes within Cañon City would also require significant ADA-related upgrades which may result in an unfavorable benefit-cost in comparison to potential ridership.

In terms of expanding transit services, it is recommended for the City to continue partnering with Fremont County to support the expansion of on-demand services to ensure that the services include a high percentage of trips supported versus the received trips requests. Finally, a number of municipalities along the Front Range have been offering on-demand transit services for which industry outreach related to lessons-learned could provide substantial insight in avoiding pitfalls when planning for expansion. Examples include Denver's RTD which offers a subsized curb-to-curb on demand service; Weld County which offers on-demand transportation for the elderly via a non-profit volunteer organization; and the City of Lone tree which offers a free ride-share alternative known as Link On Demand.

5.5 Multi-Modal Network Complimentary Features Recommendations

Complimentary features should be included throughout the network to enhance the overall multi-modal experience. As the recommended bicycle facilities are expanded, the provision of bicycle parking should be considered near the major attractors and generators. Other amenities such as bicycle repair stations, drinking fountains, and emergency stations should also be reviewed for implementation. Expansion of the existing WayFinding Signage should also be included as the multi-modal network is expanded. Complimentary features will be further developed on the overall recommended plan for Adoption and feedback from the draft Council Meeting Briefing.

5.6 Other Recommendations

5.6.1 US 50 Corridor

As shown in the recommended multi-modal network maps, it is recommended to improve the US 50 Corridor with the provision of a shared-use path extending beyond the city limits to provide regional connectivity and connectivity to nearby recreational trails. A separated shared-use path will provide a safe and convenient facility to users traveling east-west locally and regionally. The provision of a shared-use path is consistent with the US 50 East Cañon City Access Control Plan currently under development in coordination with CDOT.

Proposed changes from the East Access Control Plan aimed to improve access to businesses that are currently connected via the frontage road while also providing a more efficient transportation system along US 50 by removing the conflict points created by the frontage road. It should be noted that the City did not adopt CDOT's US 50 East Access Control Plan.

5.6.2 Safety Improvements

Safety improvement recommendations were developed consistent with FHWA's "Safe Systems" approach (Figure 5.4) which aims to eliminate fatal and serious injury crashes for all roadway users. Safety is a proactive approach in which roadway design choices can mitigate human vulnerabilities that lead to crashes. In line with FHWA's "Safe System" approach, it is necessary for roadway design to be improved or adjusted so that there are less conflict points between all roadway users (vehicles, pedestrians, cyclists), modifying the character of the roadway to discourage speeding, and implementing roadway geometry that reduces the severity of crash angles to minimize injury from impact.

Crash hotspots, identified in Section 2.29 are primarily along US 50. Identified crashes are caused by excessive speeding. As part of the Safe System Elements, safe speeds are critical to reducing the number of crashes as well as reducing the severity of potential crashes. Safe speeds can be achieved by improving the character of US 50 to better transition off from the freeway system to inside of the City Limits by the addition of speed feedback signs, constructing a center median, and adjusting the lane widths which all serve to discourage speeding. Speed management features to encourage traffic calming are recommended based on the inventory of speed management features and roadway speed data collected for the existing conditions. The recommendations aim to cover gaps in extended segments without posted speed limit signs and reducing operating speeds on roadways with 85th percentile speeds greater than the posted speed limit. Currently, construction is underway to develop the US 50 Pedestrian Improvements which will include the construction of medians and sidewalks crossings between 1 Street and 15 Street.

Similar to US 50, N/S 9 Street maintains some of the characteristics that contribute to the quantity and severity of crashes. Reducing the width of the roadway and including potential medians would discourage speeding and reduce the potential of Approach Turn, Broadside, and Head On collisions occurring.

Animal crashes were also identified within the City and are concentrated at the western and eastern city limits. Signing for animal crossing will alert drivers of the presence of wildlife so that they may proceed with more caution.

Main Street, between 8 Street and 15 Street, was identified as a corridor with several Approach Turn Crashes (left turn crashes) which are caused by distracted driving, visibility issues, or speeding. From the analyzed data shown in Section 2, speeding was not identified within Main Street. Thus, sight distances from approaching roadways should be analyzed to determine if they are a contributing factor to the Approach Turn Crashes and Broadside crashes. Additionally, improvements to sight distances can be made by restriping the parking lots adjacent to intersections along roadways such as Main Street to improve visibility and further reduce crashes. Figure 5.5 illustrates recommended safety improvements.

Finally, developing a Safety Action Plan consistent with the USDOT Safe Streets and Roads for All (SS4A) Grant program eligibility requirements would allow the City to set safety related targets and be proactive. With an adopted Safety Action Plan, proposed improvements may then also be eligible for implementation grants. Per the grant eligibility requirements, the Safety Action Plan would require the following eight (8) components.

1. Leadership
2. Planning Structure
3. Safety Analysis
4. Engagement and collaboration
5. Equity
6. Policy and process changes
7. Strategy and project selections
8. Progress and transparency

5.7 Implementation Plan

The implementation plan for the recommendations outlined in this Master Plan includes the identification of potential project impacts, preliminary corridor typical sections, preliminary cost estimates, project prioritization, and potential funding sources.

5.7.1 Typical Section Analysis

In order to identify the potential project impacts, a range of typical sections reflecting proposed improvements that are suitable to the character and context of the Cañon City roadways were developed to identify the overall footprint of the proposed improvements. Six (6) typical sections were developed with varying features and widths related to travel lanes, bike lanes, on-street parking, and sidewalks. It should be noted that typical sections illustrated in the following Figures are sample typical sections that do not fit every situation but should be utilized as a tool for future development of roadways. Recommended typical sections were utilized to evaluate impacts and costs based on the affected footprint to be able to contextualize the improvements and provide a priority list. Applicable typical sections are outlined in Section 5.7.3 for each recommended improvement. The following shows the characteristics of each typical section.

5.7.1.1. Parking Facilities

Overall, the parking utilization study performed as a part of this Master Plan revealed that on a typical Friday and Saturday, the most utilized parking areas include those immediately adjacent to the Historic Downtown business. Additional parking on adjacent streets were generally below 50% peak utilization. Therefore, should any improvements impact parking, overall capacity needs for typical Fridays and Saturdays would not be exceeded.

Figure 5.4 Safe Systems Approach

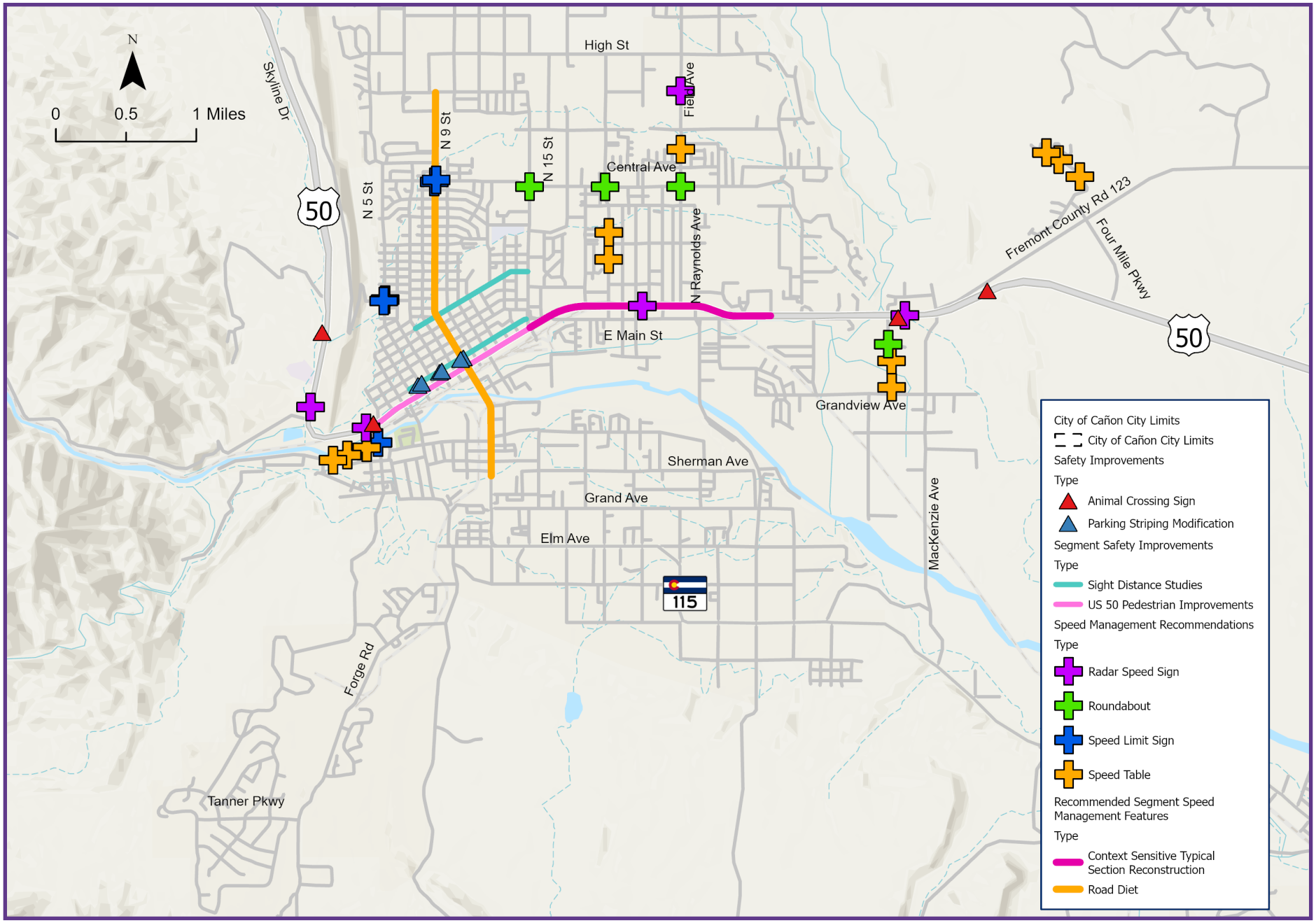
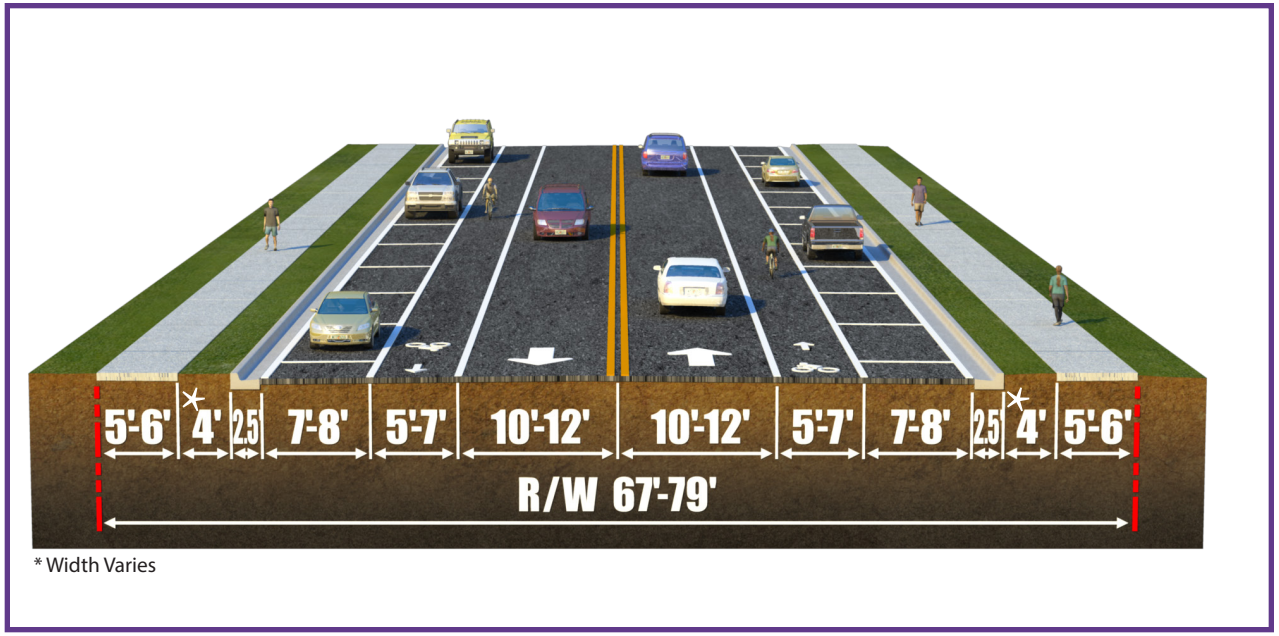


Figure 5.5 Recommended Safety Improvements

Figure 5.6 - Typical Section 1

- Sidewalk (5-6 feet)
- Utility Strip (Varies 0-4+ feet)*
- On-Street Parking (7-8 feet)
- Bike lane (5-7 feet)
- Travel Lane (10-12 feet)
- ROW (67-79 feet in total)

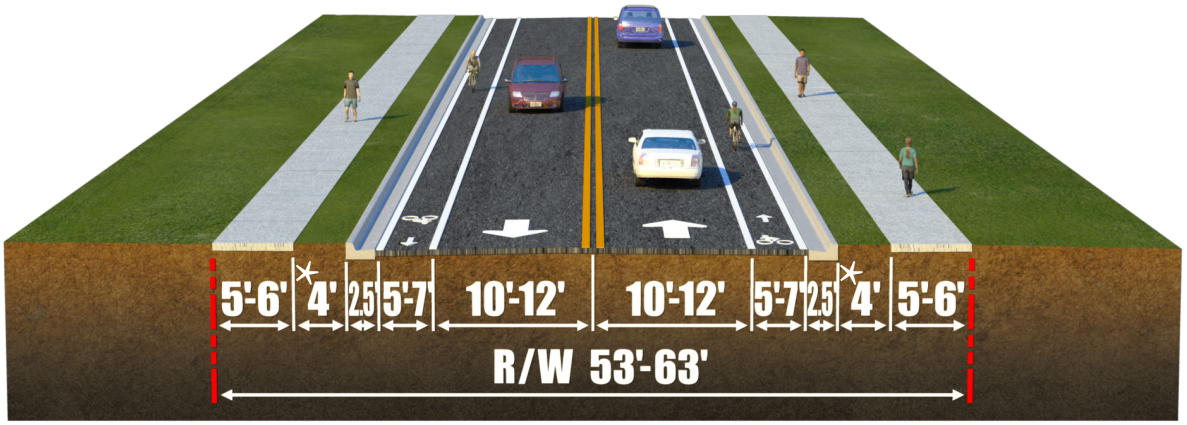


* Width Varies

Figure 5.6 Typical Section 1

Figure 5.7 - Typical Section 2

- Sidewalk (5-6 feet)
- Utility Strip (Varies 0-4+ feet)*
- Bike lane (5-7 feet)
- Travel Lane (10-12 feet)
- ROW (53-63 feet in total)

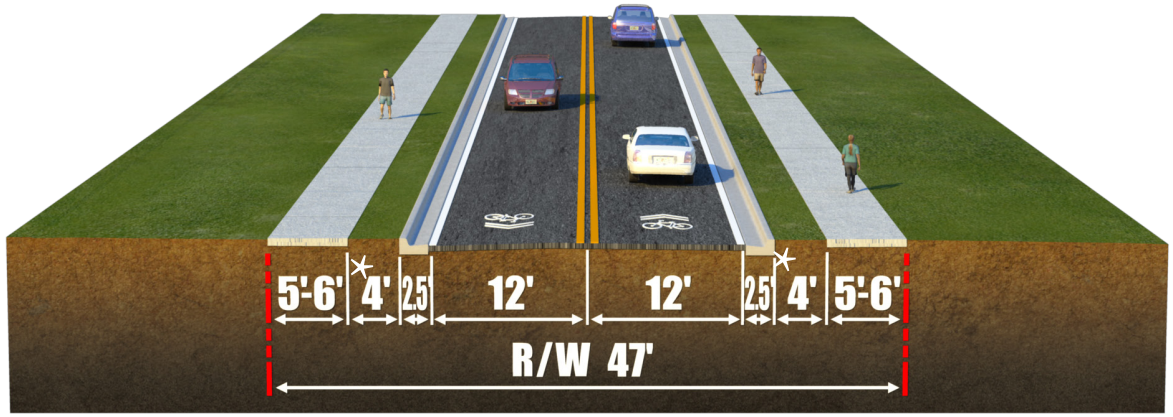


* Width Varies

Figure 5.7 Typical Section 2

Figure 5.8 - Typical Section 3

- Sidewalk (5-6 feet)
- Utility Strip (Varies 0-4+ feet)*
- Travel Lane with sharrow (10-12 feet)
- ROW (47 feet in total)

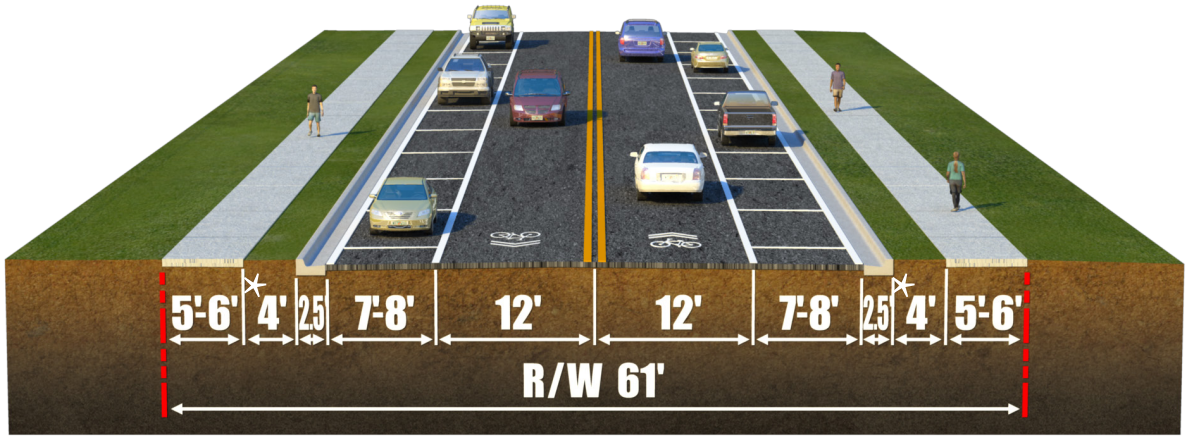


* Width Varies

Figure 5.8 Typical Section 3

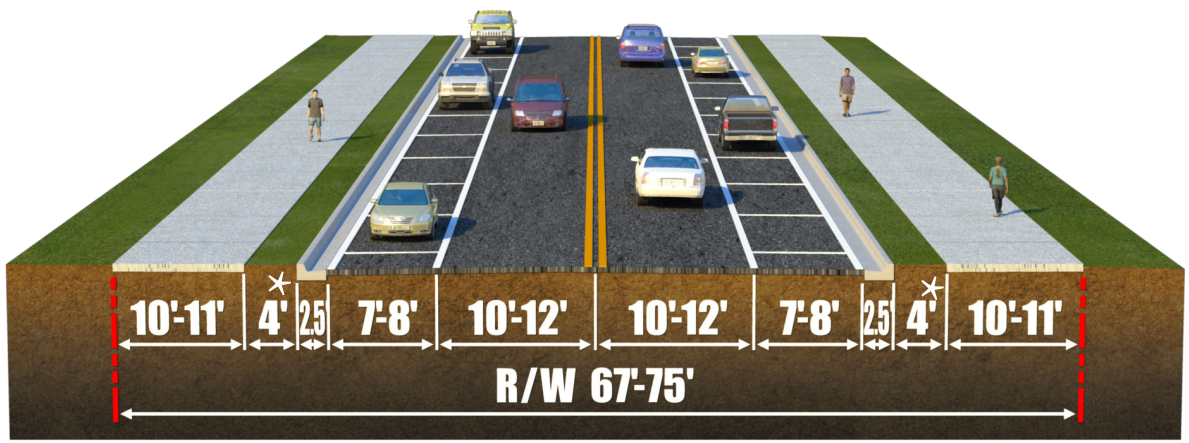
Figure 5.9 - Typical Section 4

- Sidewalk (5-6 feet)
- Utility Strip (Varies 0-4+ feet)*
- On-Street Parking (7-8 feet)
- Travel Lane with sharrow (10-12 feet)
- ROW (61 feet in total)



* Width Varies

Figure 5.9 Typical Section 4

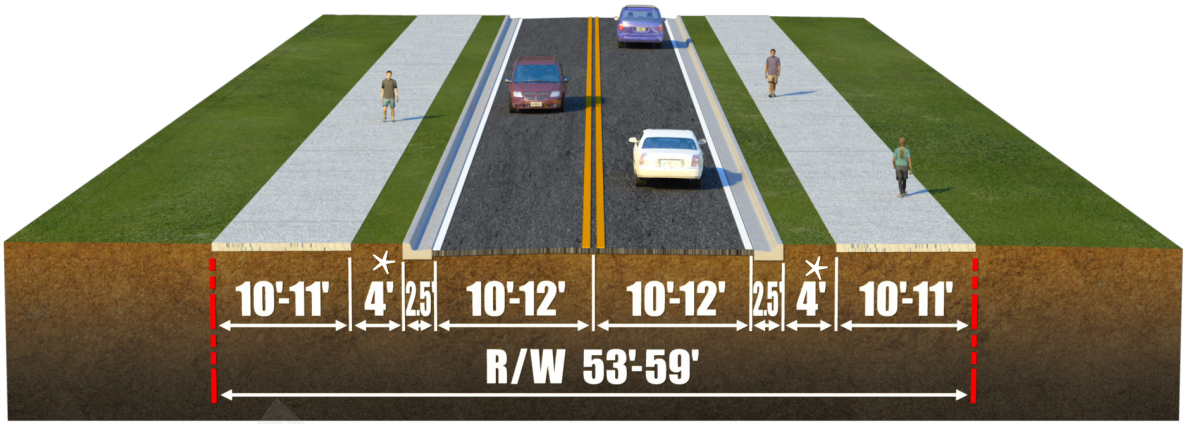


* Width Varies

Figure 5.10 Typical Section 5

Figure 5.10 - Typical Section 5

- Shared-Use Path (10-11 feet)
- Utility Strip (Varies 0-4+ feet)*
- On-Street Parking (7-8 feet)
- Travel Lane (10-12 feet)
- ROW (67-75 feet in total)



* Width Varies

Figure 5.11 Typical Section 6

Figure 5.11 - Typical Section 6

- Shared-Use Path (10-11 feet)
- Utility Strip (Varies 0-4+ feet)*
- Travel Lane (10-12 feet)
- ROW (53-59 feet in total)

5.7.2 Sidewalk Only Projects

The recommended pedestrian network consists of closing existing gaps in the sidewalk infrastructure. Sidewalk Only projects would consist of only installing sidewalks for missing gaps and could generally be performed as a maintenance type project by city staff. The recommended width for the sidewalks is from five (5) to six (6) feet.

There is a total of 4,320 linear feet of Sidewalk Only projects, with a total estimated cost of approximately $654,000. Table 5.1 illustrates the data on Sidewalk Only Projects.

5.7.3 Multi-Modal Corridor Project Recommendations

The Multi-Modal Corridor Project Recommendations were developed based on the recommended bicycle network footrprint. Typical section recommendations prioritized bicycle facility feasibility. A total of 43 corridors segmented into 91 project segments were developed from the bicycle network recommendations. The Multi-Modal Corridors are inclusive of both pedestrian and bicycle improvements.

Each project segment was reviewed to select the most appropriate typical section type previously presented, the typical section footprint was then utilized to identify potential project impacts including right-of-way, utilities, access, landscape, and parking. Access impacts occur when connection points are moved or reduced based on geometry changes or improvements such as median creation or roadway closures.

Linear foot costs were generated for each typical section based on recent cost data from Street Funds involving roadway reconstruction and/or maintenance such as resurfacing.

The preliminary cost estimates were then determined from the length of each segment and the type of project being either reconstruction or maintenance. Reconstruction projects will consists of restoration of the sidewalk and pavement. Maintenance projects will consist of minor improvements to the corridor like resurfacing/repairing cracks. New construction projects will consists of developing new connections within Cañon City.

Table 5.2 summarizes the multi-modal corridor projects. Figure 5.12 illustrates the project type for each project segment.

Priority Level*	Project #	Roadway	Begin	End	Length (ft)	Cost
1	S1	N Orchard Avenue	Fremont Drive	Franklin	130	$20,000
2	S2	Fremont Drive	N 16 Street	N 19 Street	500	$75,000
2	S3	Fremont Drive	N 19 Street	N Orchard Avenue	320	$48,000
2	S4	Fremont Drive	N Diamond Avenue	N Cottonwood Avenue	220	$33,000
2	S5	Fremont Drive	Greydene Avenue	Barrett Avenue	140	$21,000
2	S6	Fremont Drive	Barrett Avenue	Field Avenue	90	$14,000
4	S7	Cherry Street	N Diamond Avenue	N Cottonwood Avenue	170	$26,000
4	S8	Cherry Street	N Cottonwood Avenue	Del Rey Avenue	180	$27,000
4	S9	Cherry Street	Del Rey Avenue	Greydene Avenue	170	$26,000
4	S10	Cherry Street	Greydene Avenue	Barrett Avenue	140	$21,000
4	S11	Cherry Street	Barrett Avenue	Field Avenue	90	$14,000
4	S12	Cherry Street	Field Avenue	N Raynolds Avenue	200	$30,000
3	S13	N Cottonwood Avenue	Florence Avenue	Cherry Street	550	$83,000
3	S14	N Cottonwood Avenue	Fremont Drive	Florence Avenue	130	$20,000
4	S15	N 8 Street	Beech Avenue	Harding Avenue	100	$15,000
4	S16	N 8 Street	Oak Avenue	Beech Avenue	110	$17,000
4	S17	N 8 Street	Beech Avenue	Harding Avenue	100	$15,000
4	S18	N 8 Street	Oak Avenue	Beech Avenue	110	$17,000
4	S19	N 8 Street	Phay Avenue	Oak Avenue	110	$17,000
4	S20	N 8 Street	Phay Avenue	Oak Avenue	50	$8,000
5	S21	Yale Place	College Avenue	Allison Avenue	240	$36,000
5	S22	S 4 Street	Lincoln Elementary School	Dalmatian Drive	420	$63,000
5	S23	S 4 Street	Ellsworth Avenue	Healing Waters Church	50	$8,000
3	S24	N 9 Street	Greenway Drive	Bella Lane	600	$90,000
*1 = Low Priority; 5 = High Priority				Total Cost	$744,000	

Table 5.1 Sidewalk Only Projects

Project #	Roadway	From	To	Length (miles)	Project Type
1-1	E Main Street	Rainbow Drive	N Raynolds Avenue	0.968	Maintenance
1-2	E Main Street	N Raynolds Avenue	E of Berry Parkway	0.983	Maintenance
2-1	Main Street	N 1 Street	N 2 Street	0.079	Maintenance
2-2	Main Street	N 2 Street	N 10 Street	0.658	Maintenance
2-3	Main Street	N 10 Street	N 15 Street	0.42	Maintenance
3-1	Harrison Avenue	N 3 Street	N 9 Street	0.568	Maintenance
3-2	Harrison Avenue	N 9 Street	N 15 Street	0.6	Maintenance
4-1	College Avenue	N 3 Street	N 9 Street	0.486	Maintenance
4-2	College Avenue	N 9 Street	N 15 Street	0.688	Maintenance
5-1	Fairview Avenue	W of N 5 Street	Ohio Avenue	0.577	Maintenance
5-2	Ohio Avenue	Fairview Avenue	Yale Place	0.162	Maintenance
5-3	Yale Place	Ohio Avenue	Phay Avenue	0.094	Maintenance
5-4	Phay Avenue	Yale Avenue	N 15 Street	0.279	Maintenance
6-1	Harding Avenue	N 5 Street	N 9 Street	0.349	Maintenance
6-2	Harding Avenue	N 9 Street	N 15 Street	0.635	Maintenance
7-1	Central Avenue	N 15 Street	N Orchard Avenue	0.503	Reconstruction
7-2	Central Avenue	N Orchard Avenue	Field Avenue	0.501	Reconstruction
7-3	Central Avenue	Field Avenue	Drake Street	0.406	Reconstruction
7-4	Central Avenue	Drake Street	Pear Street	0.472	Reconstruction
8-2	Washington Street	N 9 Street	N 15 Street	0.604	Reconstruction
8-1	Washington Street	W of N 5 Street	N 9 Street	0.574	Maintenance
9-1	South Street	W of N 15 Street	N Orchard Avenue	0.559	Reconstruction
10-1	Pear Street	N 19 Street	N Orchard Avenue	0.157	Maintenance
10-2	Pear Street	N Orchard Avenue	Field Avenue	0.477	Maintenance
11-1	Franklin Avenue	N 15 Street	N 19 Street	0.379	Maintenance

Note: All Costs in 2024 Dollars.

	Pedestrian Improvement	Bicycle Improvement	ROW ft	ROW Impact	Utility Impact	Access Impact	Landscape Impact	Parking Impact	Roadway Owner	Typical Section #	Cost
	Add Sidewalks	Bike Lanes	58	No	Yes	Yes	Yes	No	City	3	$1,381,000
	Add Sidewalks	Bike Lanes	61	No	Yes	Yes	Yes	No	City	3	$5,496,000
	N/A- Ex. Sidewalk	Sharrows	96	No	No	No	No	No	City	4	$210,000
	N/A- Ex. Sidewalk	Sharrows	100	No	No	No	No	No	City	4	$1,309,000
	N/A- Ex. Sidewalk	Bike Lanes	95	No	No	Yes	Yes	No	City	3	$268,000
	N/A- Ex. Sidewalk	Sharrows	80	No	No	No	No	No	City	4	$589,000
	N/A- Ex. Sidewalk	Sharrows	76	No	No	No	No	No	City	4	$622,000
	N/A- Ex. Sidewalk	Sharrows	76	No	Yes	No	No	No	City	4	$526,000
	N/A- Ex. Sidewalk	Sharrows	76	No	No	No	No	No	City	4	$743,000
	N/A- Ex. Sidewalk	Sharrows	58	No	No	No	No	No	City	4	$598,000
	N/A- Ex. Sidewalk	Sharrows	60	No	No	No	No	No	City	4	$168,000
	N/A- Ex. Sidewalk	Sharrows	60	No	No	No	No	No	City	4	$97,000
	N/A- Ex. Sidewalk	Sharrows	60	No	No	No	No	No	City	3	$178,000
	N/A- Ex. Sidewalk	Sharrows	60	No	Yes	No	No	No	City	4	$377,000
	Add Sidewalks	Sharrows	64	No	No	No	No	No	City	3	$1,006,000
	Add Sidewalks	Bike Lanes	60	No	Yes	No	No	No	City	3	$1,883,000
	Add Sidewalks	Bike Lanes	60	No	Yes	No	No	Partial	City	3	$1,875,000
	Add Sidewalks	Bike Lanes	60	No	Yes	No	Yes	Partial	City	3	$1,454,000
	Add Sidewalks	Bike Lanes	48	No	Yes	No	No	No	County	3	$1,692,000
	Add Sidewalks	Bike Lanes	58	No	Yes	No	Yes	Partial	County	3	$2,154,000
	Add Sidewalks	Bike Lanes	58	No	Yes	No	Yes	Partial	City	3	$809,000
	Add Sidewalks	Bike Lanes	60	Yes	Yes	No	Yes	No	County	3	$2,002,000
	Add Sidewalks	Sharrows	42	Yes	No	No	No	Partial	City	4	$225,000
	Add Sidewalks	Sharrows	60	No	No	No	No	No	City	4	$872,000
	N/A- Ex. Sidewalk	Sharrows	46	No	No	No	No	No	City	4	$394,000

Table 5.2 Multi-Modal Corridor Project Recommendations

Project #	Roadway	From	To	Length (miles)	Project Type	
11-2	Franklin Avenue	N 19 Street	N Orchard Avenue	0.157	Maintenance	
12-1	Florence Avenue/Greydene Avenue	N Orchard Avenue	Fremont Drive	0.483	Reconstruction	
13-1	Cherry Street	N Raynolds Avenue	Abbey Access	0.39	New Construction	
14-1	Pear Street	Field Avenue	Dozier Avenue	0.752	New Construction	
15-1	S 10 Street	Park Avenue	SH 115/Sells Avenue	0.293	Maintenance	
16-1	Park Avenue	S 10 Street	S 12 Street	0.239	Maintenance	
16-2	S 12 Street	Sherman Avenue	Park Avenue	0.265	Maintenance	
17-1	Centennial Park	Centennial Park	Griffin Avenue	0.084	Reconstruction	
17-2	Griffin Avenue	Centennial Park	S 6 Street	0.188	Reconstruction	
17-3	S 6 Street	Griffin Avenue	Myrtle Lane	0.125	Reconstruction	
18-1	Myrtle Lane	S 4 Street	S 12 Street	0.745	Maintenance	
19-1	Sherman Avenue	S 12 Street	Ash Lane	1.431	Reconstruction	
20-1	Mariposa Road	Ptarmigan Trail	New York Avenue	1.461	Maintenance	
20-2	S 1 Street	E New York Avenue	Main Street	0.559	Maintenance	
21-1	N 3 Street	Royal Gorge Boulevard	Macon Avenue	0.131	Maintenance	
21-2	N 3 Street	Macon Avenue	College Avenue	0.251	Maintenance	
22-1	N 5 Street	Royal Gorge Boulevard	Macon Avenue	0.132	Maintenance	
22-2	N 5 Street	Macon Avenue	Fairview Avenue	0.915	Maintenance	
22-3	N 5 Street	Fairview Avenue	Washington Street	1.055	Maintenance	
23-1	N 9 Street	Royal Gorge Boulevard	Macon Avenue	0.131	Maintenance	
23-2	N 9 Street	Macon Avenue	College Avenue	0.255	Maintenance	
23-3	N 9 Street	College Avenue	Mystic Avenue	0.181	Maintenance	
23-4	N 9 Street	Mystic Avenue	Raintree Boulevard	0.91	Maintenance	
23-5	N 9 Street	Raintree Boulevard	Washington Street	0.398	Maintenance	
24-1	N 10 Street	Main Street	College Avenue	0.32	Maintenance	

Note: All Costs in 2024 Dollars.

	Pedestrian Improvement	Bicycle Improvement	ROW ft	ROW Impact	Utility Impact	Access Impact	Landscape Impact	Parking Impact	Within Limits	Typical Section #	Cost
	N/A- Ex. Sidewalk	Sharrows	50	No	No	No	No	No	City	3	$100,000
	Add Sidewalks	Sharrows	50	No	No	No	No	No	City	3	$1,731,000
	Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	2	$1,596,000
	Add Sidewalks	Bike Lanes	20	Yes	No	No	No	No	City	2	$3,076,000
	Add Sidewalks	Sharrows	60	No	No	No	No	No	City	3	$419,000
	Add Sidewalks	Sharrows	42	No	Yes	No	No	No	City	3	$247,000
	Add Sidewalks	Sharrows	42	No	No	No	No	No	City	3	$274,000
	Add Sidewalks	Sharrows	53	No	No	No	No	Yes	City	3	$302,000
	Add Sidewalks	Sharrows	53	No	No	No	No	Yes	City	3	$675,000
	Add Sidewalks	Sharrows	55	No	No	No	Yes	Yes	City	4	$617,000
	N/A- Ex. Sidewalk	Bike Lanes	42	No	Yes	No	No	No	City	3	$477,000
	Add Sidewalks	Bike Lanes	37	Yes	Yes	No	Yes	Partial	County	3	$5,129,000
	Shared-Use Path	Shared-Use Path	66	Yes	Yes	No	Yes	No	City	3	$2,795,000
	Add Sidewalks	Sharrows	61	No	Yes	No	Yes	No	City	4	$604,000
	N/A- Ex. Sidewalk	Sharrows	80	No	No	No	No	No	City	4	$136,000
	N/A- Ex. Sidewalk	Sharrows	80	No	No	No	No	Partial	City	4	$261,000
	N/A- Ex. Sidewalk	Sharrows	80	No	No	No	No	No	City	4	$142,000
	N/A- Ex. Sidewalk	Bike Lanes	58	No	Yes	No	Yes	Yes	City	3	$584,000
	N/A- Ex. Sidewalk	Bike Lanes	58	No	Yes	No	No	Yes	City	3	$675,000
	N/A- Ex. Sidewalk	Bike Lanes	80	No	No	No	No	No	City	3	$84,000
	N/A- Ex. Sidewalk	Bike Lanes	84	No	Yes	No	Yes	No	City	3	$163,000
	N/A- Ex. Sidewalk	Bike Lanes	80	No	No	No	No	No	City	3	$116,000
	N/A- Ex. Sidewalk	Bike Lanes	80	No	Yes	No	Yes	No	City	3	$582,000
	Add Sidewalks	Bike Lanes	60	No	Yes	No	No	No	City	3	$480,000
	Add Sidewalks	Sharrows	80	No	No	No	No	No	City	4	$584,000

Table 5.2 Multi-Modal Corridor Project Recommendations (Continued)

Project #	Roadway	From	To	Length (miles)	Project Type	
24-2	N 10 Street	College Avenue	Mystic Avenue	0.136	Maintenance	
24-3	N 10 Street	Mystic Avenue	Trail Avenue	0.873	Maintenance	
25-1	N 15 Street	Main Street	Phelps Avenue	0.577	Maintenance	
25-2	N 15 Street	Phelps Avenue	Central Avenue	0.292	Maintenance	
25-3	N 15 Street	Central Avenue	Washington Street	0.636	Reconstruction	
26-1	S 15 Street	Royal Gorge Boulevard	Main Street	0.055	Reconstruction	
26-2	US 50/Rainbow Dr	S 15 Street	E Main Street	0.151	Reconstruction	
27-1	N 19 Street	Franklin Avenue	Pear Street	0.572	Maintenance	
28-1	N Orchard Avenue	E Main Street	Pear Street	0.754	Maintenance	
28-2	N Orchard Avenue	Pear Street	Central Avenue	0.131	Maintenance	
28-3	N Orchard Avenue	Central Avenue	Washington Street	1.023	Maintenance	
29-1	Fremont Dr/Field Avenue	N Raynolds Avenue	Pear Street	0.75	Maintenance	
29-2	Field Avenue	Pear Street	High Street	1.001	Maintenance	
29-3	Field Avenue	High Street	Red Canyon Road/CR 9	2.767	Reconstruction	
30-1	S Raynolds Avenue	Arkansas River Trail	Fowler Avenue	0.518	Maintenance	
30-2	S Raynolds Avenue	Fowler Avenue	US 50/Fremont Dr	0.364	Maintenance	
31-1	Abbey Access	Abbey of the Holy Cross	Pear Street	0.49	New Construction	
32-1	Dozier Avenue	US 50	Central Avenue	0.748	Maintenance	
33-1	Justice Center Drive	Grandview Avenue	US 50	0.522	Reconstruction	
34-1	Four Mile Lane	US 50	Four Mile Parkway Extension	1.153	Reconstruction	
35-1	County Road 123	Four Mile Lane	Four Mile Parkway	1.166	Reconstruction	
36-1	Four Mile Parkway	US 50	Cowboy Way	0.805	Reconstruction	
36-3	Four Mile Parkway	Extension	Four Mile Lane	1.133	New Construction	
36-8	Four Mile Parkway	North end of Four Mile Lane	Four Mile Parkway	0.175	New Construction	
36-4	Four Mile Parkway	Four Mile Parkway	Dead End	0.431	New Construction	

Note: All Costs in 2024 Dollars.

	Pedestrian Improvement	Bicycle Improvement	ROW ft	ROW Impact	Utility Impact	Access Impact	Landscape Impact	Parking Impact	Within Limits	Typical Section #	Cost
	N/A- Ex. Sidewalk	Sharrows	69	No	No	No	No	No	City	4	$141,000
	N/A- Ex. Sidewalk	Sharrows	80	No	No	No	No	No	City	4	$906,000
	Add Sidewalks	Bike Lanes	61	No	Yes	No	Yes	Yes	City	3	$823,000
	N/A- Ex. Sidewalk	Bike Lanes	78	No	Yes	No	Yes	Yes	City	3	$186,000
	Add Sidewalks	Bike Lanes	50	Yes	Yes	No	No	No	County	3	$2,278,000
	N/A- Ex. Sidewalk	Bike Lanes	75	Yes	No	No	No	Yes	City	3	$153,000
	Add Sidewalks	Bike Lanes	0	Yes	No	Yes	No	No	CDOT	3	$542,000
	Add Sidewalks	Sharrows	64	No	No	No	No	No	City	4	$953,000
	Add Sidewalks	Sharrows	64	No	No	No	No	No	City	4	$1,290,000
	N/A- Ex. Sidewalk	Sharrows	66	No	No	No	No	No	City	4	$142,000
	N/A- Ex. Sidewalk	Sharrows	56	No	No	No	Yes	Yes	County	3	$653,000
	Shared-Use Path	Shared-Use Path	53	No	No	No	No	No	City	5	$1,291,000
	Shared-Use Path	Shared-Use Path	69	No	No	No	No	No	City	3	$1,281,000
	Shared-Use Path	Shared-Use Path	54	No	No	No	No	No	County	6	$15,469,000
	Shared-Use Path	Shared-Use Path	60	No	Yes	No	Yes	No	County	6	$767,000
	Shared-Use Path	Shared-Use Path	80	No	Yes	No	Yes	No	City	6	$511,000
	Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	2	$2,003,000
	Add Sidewalks	Bike Lanes	47	No	Yes	No	Yes	No	County	3	$1,067,000
	Add Sidewalks	Bike Lanes	86	No	No	No	No	No	City	3	$1,830,000
	Add Sidewalks	Bike Lanes	62	No	No	No	No	No	City	3	$4,313,000
	Add Sidewalks	Bike Lanes	64	No	No	No	No	No	City	3	$4,179,000
	Add Sidewalks	Bike Lanes	115	No	No	No	No	No	City	3	$3,010,000
	Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	2	$4,633,000
	Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	2	$716,000
	Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	2	$1,764,000

Table 5.2 Multi-Modal Corridor Project Recommendations (Continued)

Project #	Roadway	From	To	Length (miles)	Project Type	
36-6	Four Mile Parkway	Four Mile Parkway	Dead End	0.183	New Construction	
36-5	Four Mile Parkway	Four Mile Parkway	Dead End	0.163	New Construction	
36-7	Cowboy Way	Cowboy Way	Four Mile Parkway	0.413	New Construction	
36-2	Four Mile Parkway	Cowboy Way	Extension	0.762	New Construction	
37-1	Tanner Parkway	Storm Ridge Drive	Evelyn Drive	0.68	Maintenance	
38-1	US 50	8 Mile Ranch/CR 3A	Fremont County Airport	15.186	Reconstruction	
39-1	US 50	E of Berry Parkway	MacKenzie Avenue	0.64	Maintenance	
40-1	SH 115	US 50	Mackenzie Avenue	4.693	Reconstruction	

*Costs of US 50 and SH 115 improvements as per the Central Front Range 2045 Regional Transportation Plan; All Costs in 2024 Dollars.

	Pedestrian Improvement	Bicycle Improvement	ROW ft	ROW Impact	Utility Impact	Access Impact	Landscape Impact	Parking Impact	Within Limits	Typical Section #	Cost
	Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	2	$749,000
	Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	2	$665,000
	Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	2	$1,688,000
	Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	2	$3,117,000
	Add Sidewalks	Sharrows	60	No	No	Yes	No	Yes	City	4	$1,241,000
	Shared-Use Path	Shared-Use Path	0	Yes	No	No	Yes	No	CDOT	N/A	$90,000,000
	Add Sidewalks	Bike Lanes	0	Yes	No	No	Yes	No	CDOT	N/A	$1,500,000
	Shared-Use Path	Shared-Use Path	66	Yes	No	No	No	No	CDOT	N/A	$10,500,000

Table 5.2 Multi-Modal Corridor Project Recommendations (Continued)

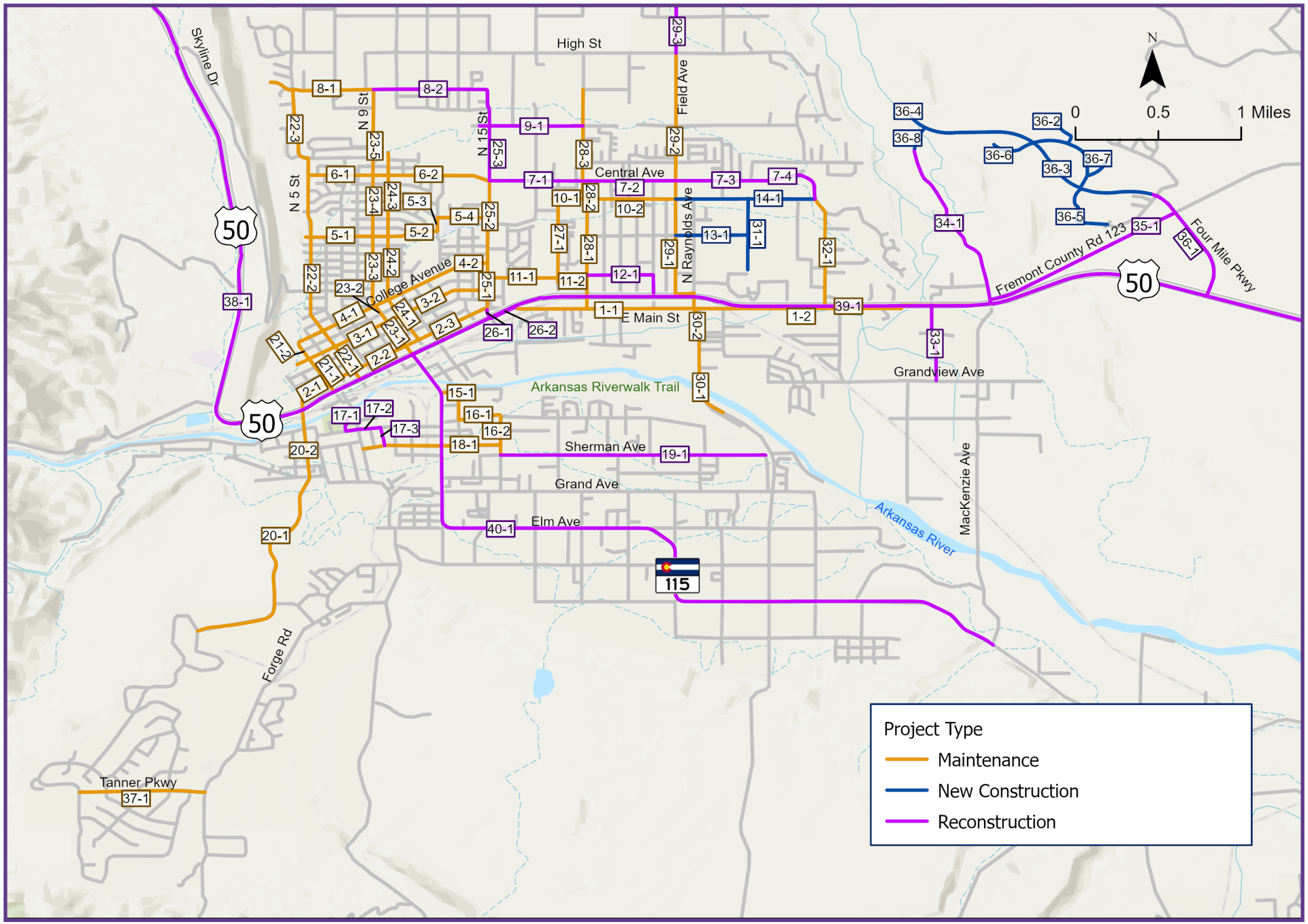


Figure 5.12 Project Type

5.7.4 Project Prioritization

Overall, the proposed recommendations total over $100M in 2024 dollars not inclusive of identified utility impacts and right-of-way needs or design fees. Therefore, it is critical to review the proposed recommendations and develop a 5, 10, 25-year plan for achieving the goals set forth by the plan. Factors and scores utilized to determine project prioritization are summarized in Table 5.3.

A description of each factor and scoring follows:

- System (score range from 1 to 3 points): Points assigned based on roadway classification with principal arterials receiving the highest number of points and local roadways receiving the lowest number of points.
- System Appraisal (score range from 1 to 4 points): Based on the Existing Evaluation Matrix (Table 4.3), the transportation network was divided into nine (9) distinct areas (Figure 4.4) and evaluated on using eight (8) parameters with a total possible score of 40 points. Points for this prioritization factor were established for each of the nine (9) areas favoring areas within the city limits (Areas 2 through 5) for a score of 4 points. Since a low evaluation matrix score indicates a greater need for improvement; Area 2 was scored at 3 points since it has the highest score of the areas within city limits. The remaining areas were scored as 3 points for US 50 Corridor (Area 1) given its importance to the City, 2 points for priority annexation areas (Areas 8 and 9), and 1 point for areas outside the city limits (Areas 6 and 7).
- Project Type (score range from 0 to 3 points): Points were assigned based on project types. Maintenance projects were assigned the highest number of points as these project types are lower cost projects and typically occur within existing footprint of the existing roadway. New construction received the lowest number of points since these improvements typically require longer planning and result in more project impacts.
- Impacts (score range from 0 to 4 points): Points were assigned based on identified impact types for each project. No impacts were assigned the highest number of points as the improvements could be implemented without any conflicts. Projects requiring additional right-of-way received zero (0) points since these projects require a longer project timeline for implementation.
- Community Feedback (range from 0 to 4 points): Points were assigned based on the overall feedback received for improvement needs through the various public involvement activities. Strong Desire for improvements were assigned the highest number of points and identified based on stakeholder input and survey results revealing repeated requests for improvement needs. Moderate desire were assigned half of the points and generally reflect locations with received feedback but at a lesser volume than "Strong Desire" locations.
- Opportunity (score range from 0 to 2 points): Points were assigned based on the existing pavement ratings from the latest 2A Project Program data. Poor pavement ratings received the highest number of points since it represents locations that may be prioritized as part of the 2A Project Program for pavement rehabilitation. This poor pavement rating provides the potential opportunity for efficiencies in implementing multi-modal improvements. Satisfactory to excellent ratings received the lowest number of points since they represent locations that were likely to have been recently improved. No rating, zero (0) points, were generally used for new construction projects.

Factor	Parameter	Points
System Connectivity	Principal Arterial	4
	Minor Arterial	3
	Collector	2
	Local	1
System Appraisal	Area 1 (US 50 Corridor)	3
	Area 2	3
	Area 3	4
	Area 4	4
	Area 5	4
	Area 6	0
	Area 7	0
	Area 8	2
	Area 9	2
Project Type	Maintenance	3
	Reconstruction	1
	New Construction	0
Impacts	No Impacts	4
	Other Impacts	2
	Utility	1
	ROW	0
Community Feedback	Strong Desire	4
	Moderate Desire	2
	No Particular Feedback	0
Opportunity	Poor Pavement Rating	2
	Fair Pavement Rating	1
	Satisfactory to Excellent Rating	0
	No Rating	0

Table 5.3 Project Prioritization Factors and Scoring

Once each corridor segment was scored, a priority map for 5,10, and 25-year buildout was developed based on corridors that scored the highest and prioritizing a set of corridors that will help build out an integrated multi-modal network. Table 5.4 provides the project list breakdown for the buildout plan. Footprints of each multi-modal project corridor is provided in the GIS WebApp. In order to identify potential impacts, additional field reviews were conducted to geo-locate all trees, utility poles, fire hydrants, and more using Juniper Geode GPS receivers. This data included over 1,500 data points for use by the City in subsequent implementation phases of the master plan's proposed recommendations. Figure 5.13 illustrates the priority scoring results for each corridor. Figure 5.14 illustrates the 5, 10, and 25-year buildout map.

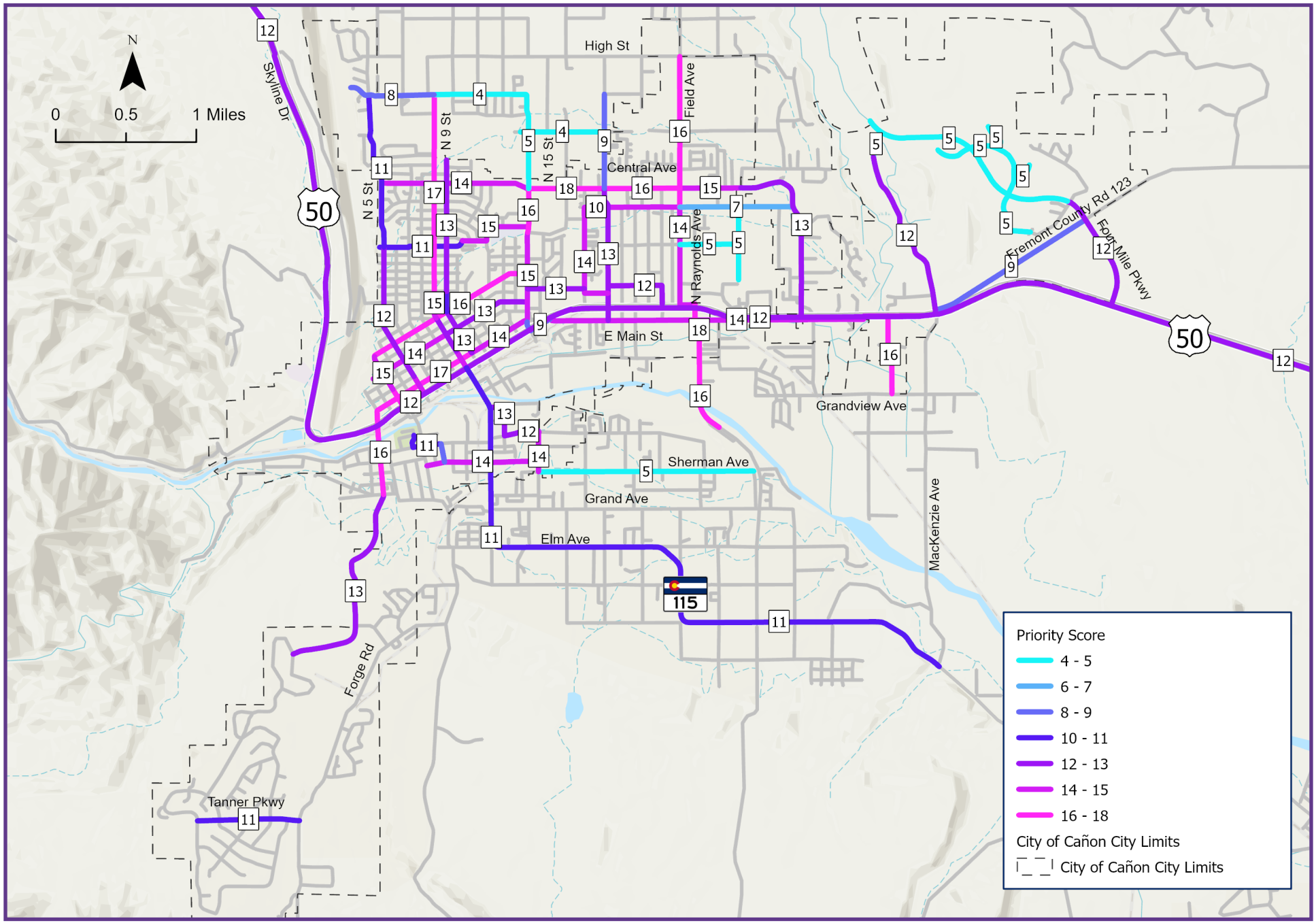


Figure 5.13 Corridor Prioritization Scoring

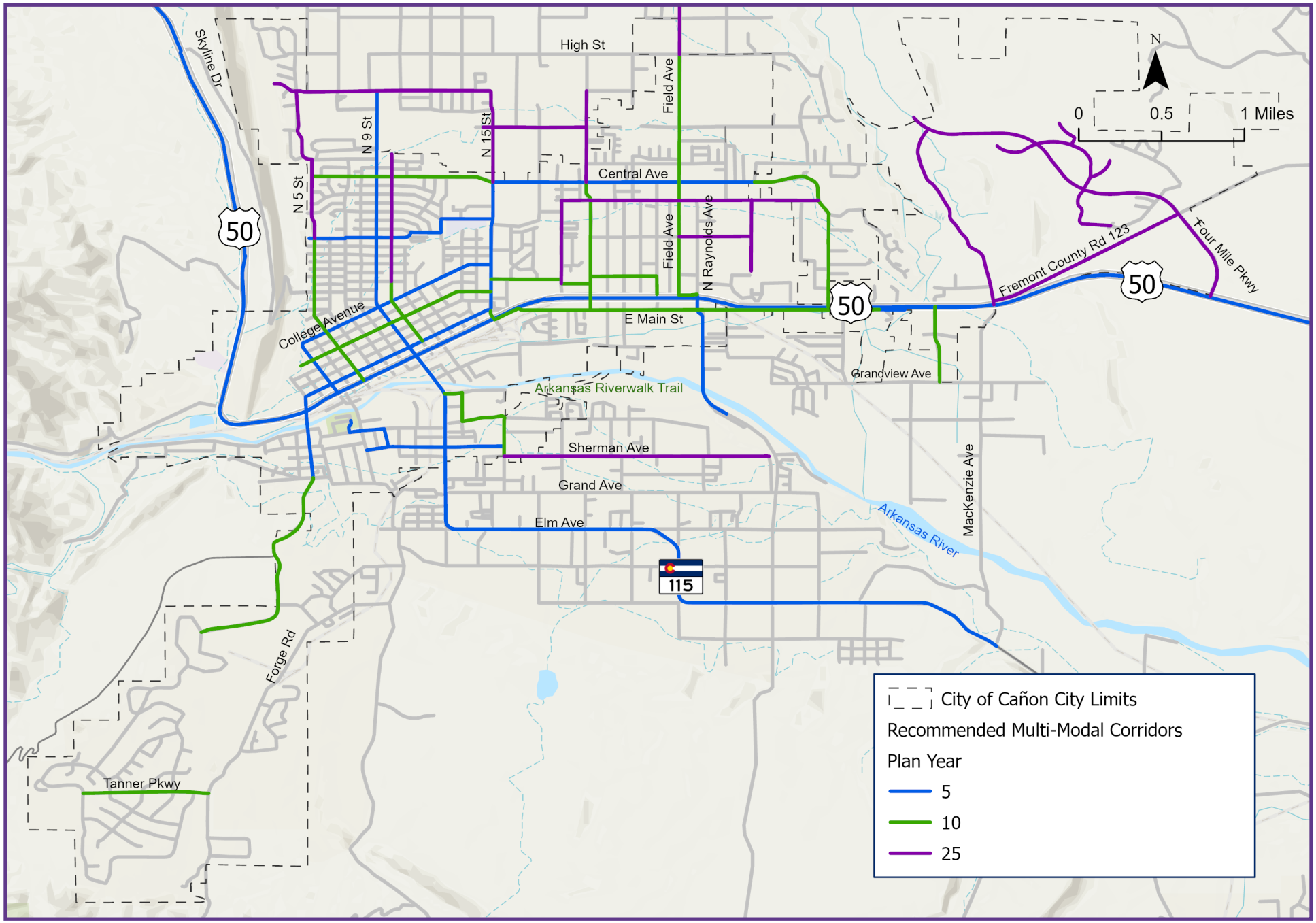


Figure 5.14 25-Year Plan

Plan Year	Project #	Roadway	From	To	Length (miles)	Project Type	Pedestrian Improvement	Bicycle Improvement	Roadway Owner	Typical Section #	
5-Year	2-1	Main Street	N 1 Street	N 2 Street	0.079	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	2-2	Main Street	N 2 Street	N 10 Street	0.658	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	2-3	Main Street	N 10 Street	N 15 Street	0.42	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	City	3	
	7-1	Central Avenue	N 15 Street	N Orchard Avenue	0.503	Reconstruction	Add Sidewalks	Bike Lanes	City	3	
	7-2	Central Avenue	N Orchard Avenue	Field Avenue	0.501	Reconstruction	Add Sidewalks	Bike Lanes	City	3	
	7-3	Central Avenue	Field Avenue	Drake Street	0.406	Reconstruction	Add Sidewalks	Bike Lanes	City	3	
	21-1	N 3 Street	Royal Gorge Boulevard	Macon Avenue	0.131	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	21-2	N 3 Street	Macon Avenue	College Avenue	0.251	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	30-1	S Raynolds Avenue	Arkansas River Trail	Fowler Avenue	0.518	Maintenance	Shared-Use Path	Shared-Use Path	County	6	
	30-2	S Raynolds Avenue	Fowler Avenue	US 50/Fremont Dr	0.364	Maintenance	Shared-Use Path	Shared-Use Path	City	6	
	4-1	College Avenue	N 3 Street	N 9 Street	0.486	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	4-2	College Avenue	N 9 Street	N 15 Street	0.688	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	23-1	N 9 Street	Royal Gorge Boulevard	Macon Avenue	0.131	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	City	3	
	23-2	N 9 Street	Macon Avenue	College Avenue	0.255	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	City	3	
	23-3	N 9 Street	College Avenue	Mystic Avenue	0.181	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	City	3	
	23-4	N 9 Street	Mystic Avenue	Raintree Drive	0.91	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	City	3	
	23-5	N 9 Street	Raintree Drive	Washington Street	0.398	Maintenance	Add Sidewalks	Bike Lanes	City	3	
	40-1	SH 115	US 50	Mackenzie Avenue	4.693	Reconstruction	Shared-Use Path	Shared-Use Path	CDOT	N/A	
	20-2	S 1 Street	E New York Avenue	Main Street	0.559	Maintenance	Add Sidewalks	Sharrows	City	4	
	25-1	N 15 Street	Main Street	Phelps Avenue	0.577	Maintenance	Add Sidewalks	Bike Lanes	City	3	
	25-2	N 15 Street	Phelps Avenue	Central Avenue	0.292	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	City	3	

*Costs of US 50 and SH 115 improvements as per the Central Front Range 2045 Regional Transportation Plan; All Costs in 2024 Dollars.

	Fire Hydrant Impacts	# of Total Utility Impacts*	# of Landscape Impacts	Estimated Cost	Priority Score	Priority Number	Notes
	4	0	0	$210,000	18	1	Restriping Only.
	4	0	0	$1,309,000	17	1	Restriping Only.
	3	0	8	$268,000	14	1	Addition of bike lanes impact existing turn lanes or parking.
	3	3	36	$1,883,000	18	2	Significant utility/tree impacts, may required closed drainage. Begin alignment shift to the south. R/W impacts on north side. Utility strip would add to r/w impact. Reducing to 5' bikes and 11' lanes may reduce r/w needs but would not avoid utility and drainage impacts.
	3	6	51	$1,875,000	16	2	Similar impacts to previous segment.
	3	0	16	$1,454,000	15	2	Consideration to shift roadway to the north side to only impact one side of the roadway.
	4	0	0	$136,000	17	3	Restriping Only.
	4	0	0	$261,000	15	3	Restriping Only.
	6	3	17	$767,000	16	4	Bridge widening required, SUP generally can fit within RW on the west side but would have utility impacts. Width reduction of SUP to 10' and recovery area may need to be reduced.
	6	3	22	$511,000	18	4	R/W impacts through the curve just south of E Main Street, west side or east may accommodate the path. North of E Main street has r/w or turn lane impacts. Utility impacts on chosen side of the SUP.
	4	1	1	$526,000	16	5	Additional pavement required (2-4') for parking on both sides + 12' lanes with shares/
	4	0	0	$743,000	16	5	Minor pavement needs within certain areas (approximately 1-3'). May be a striping only with 7' parking.
	3	0	0	$84,000	15	6	Impacts to parking required to provide bike lanes.
	3	0	5	$163,000	13	6	Generally provided with minor impacts to utility/trees, minor shift in center line could avoid impacts
	3	0	0	$116,000	15	6	Restriping Only.
	3	0	5	$582,000	17	6	Restriping Only.
	3	1	10	$480,000	17	6	Occasional east side utility impacts. North end of segment, r/w tightens and sidewalk provision may have r/w strip.
	6	0	0	$10,500,000	11	6	SH 115 Improvements is listed as the #1 priority project on the Central Front Range RTP.
	4	0	19	$604,000	16	7	Sharrows fit, sidewalk reconstruction. Can be upgraded to bicycle lanes with impacts to east side only. Open ditch system would need to be closed. Bridge widening required if bike lanes are added.
	3	2	8	$823,000	15	8	Impacts to center two-way left turn lane and east side utilities/trees.
	3	0	3	$186,000	16	8	Requires shifting sections of the sidewalk further easy and minor utility/tree impacts.

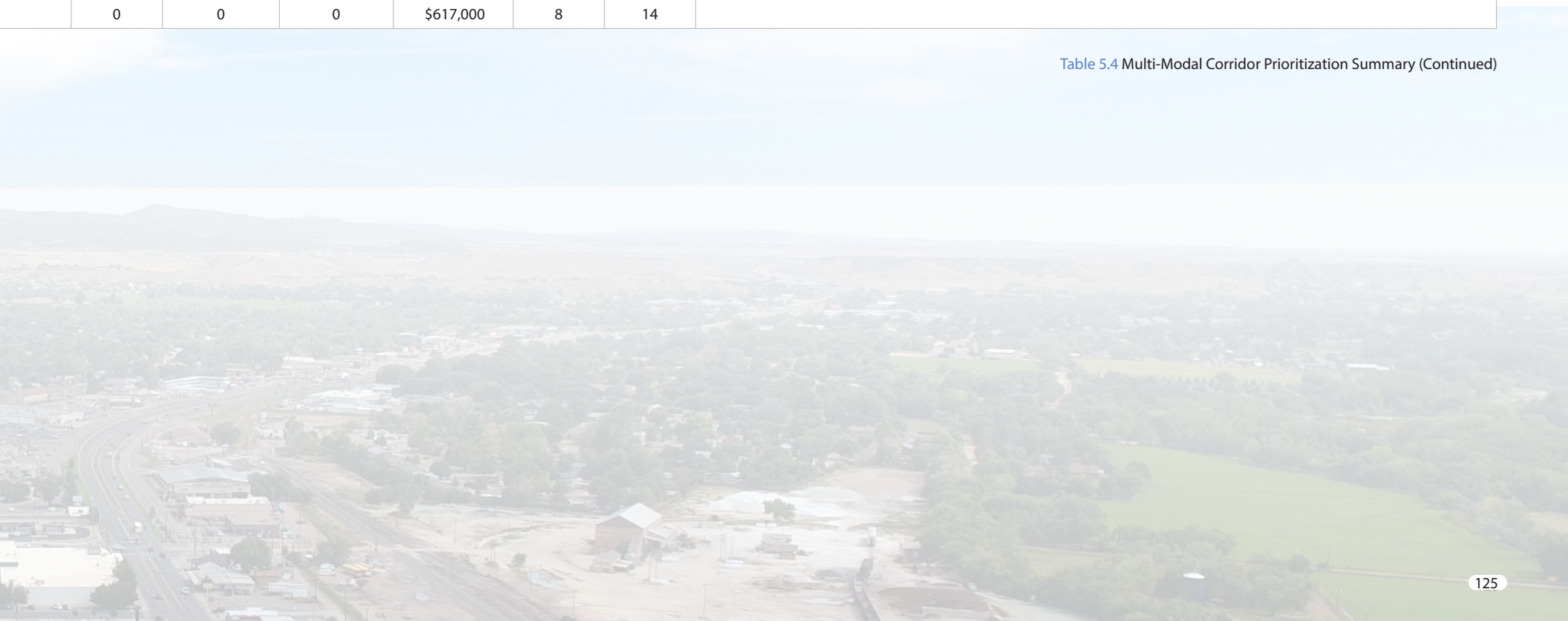
Table 5.4 Multi-Modal Corridor Prioritization Summary (Continued)

Plan Year	Project #	Roadway	From	To	Length (miles)	Project Type	Pedestrian Improvement	Bicycle Improvement	Roadway Owner	Typical Section #	
5-Year	38-1	US 50	8 Mile Ranch/CR 3A	Fremont County Airport	15.186	Reconstruction	Shared-Use Path	Shared-Use Path	CDOT	N/A	
	5-1	Fairview Avenue	W of N 5 Street	Ohio Avenue	0.577	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	5-2	Ohio Avenue	Fairview Avenue	Yale Place	0.162	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	5-3	Yale Place	Ohio Avenue	Phay Avenue	0.094	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	5-4	Phay Avenue	Yale Avenue	N 15 Street	0.279	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	3	
	18-1	Myrtle Lane	S 4 Street	S 12 Street	0.745	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	City	3	
	39-1	US 50	E of Berry Parkway	MacKenzie Avenue	0.64	Maintenance	Add Sidewalks	Bike Lanes	CDOT	N/A	
	17-1	Centennial Park	Centennial Park	Griffin Avenue	0.084	Reconstruction	Add Sidewalks	Sharrows	City	3	
	17-2	Griffin Avenue	Centennial Park	S 6 Street	0.188	Reconstruction	Add Sidewalks	Sharrows	City	3	
	17-3	S 6 Street	Griffin Avenue	Myrtle Lane	0.125	Reconstruction	Add Sidewalks	Sharrows	City	4	

*Costs of US 50 and SH 115 improvements as per the Central Front Range 2045 Regional Transportation Plan; All Costs in 2024 Dollars.

	Fire Hydrant Impacts	# of Total Utility Impacts*	# of Landscape Impacts	Estimated Cost	Priority Score	Priority Number	Notes
	0	0	0	$90,000,000	12	9	US 50 Multi-modal and Access Improvement Study is listed as the #2 priority project on the Central Front Range RTP. Reconstruction for the US 50 Corridor is anticipated to be a phased implementation by CDOT. The cost for the improvements would vary by phase/segment with the higher costs anticipated 15 Street to MacKenzie Avenue. Overall Cost Estimate based on prior studies suggest the entirety of project may cost in the range of $75M to $100M.
	0	0	0	$598,000	11	10	Restriping Only.
	0	0	0	$168,000	15	10	Restriping Only.
	0	0	0	$97,000	15	10	Restriping Only.
	0	0	0	$178,000	15	10	Reconsideration to Sharrow lanes due to impacts and overall bike route network connectivity.
	1	13	3	$477,000	14	11	Pavement widening required, approximately 4-5' on each side. Impacts to utilities in order to provide sidewalks. Improvements fit within R/W.
	0	0	0	$1,500,000	14	12	This Project consists of connecting E Main Street to Justice Center Drive and MacKenzie Avenue pending improvements to the entire US 50 Corridor. Challenges would include the crossing of the Fourmile Creek and potential need for bridge widening or a separate pedestrian bridge widening or a separate pedestrian bridge.
	0	0	0	$302,000	10	13	
	0	0	0	$675,000	11	13	
	0	0	0	$617,000	8	14	

Table 5.4 Multi-Modal Corridor Prioritization Summary (Continued)



Plan Year	Project #	Roadway	From	To	Length (miles)	Project Type	Pedestrian Improvement	Bicycle Improvement	Roadway Owner	Typical Section #	
10-Year	1-1	E Main Street	Rainbow Drive	N Raynolds Avenue	0.968	Maintenance	Add Sidewalks	Bike Lanes	City	3	
	1-2	E Main Street	N Raynolds Avenue	E of Berry Parkway	0.983	Maintenance	Add Sidewalks	Bike Lanes	City	3	
	26-2	US 50/Rainbow Dr	S 15 Street	E Main Street	0.151	Reconstruction	Add Sidewalks	Bike Lanes	CDOT	3	
	33-1	Justice Center Drive	Grandview Avenue	US 50	0.522	Reconstruction	Add Sidewalks	Bike Lanes	City	3	
	26-1	S 15 Street	Royal Gorge Boulevard	Main Street	0.055	Reconstruction	N/A- Ex. Sidewalk	Bike Lanes	City	3	
	29-1	Fremont Dr/Field Avenue	N Raynolds Avenue	Pear Street	0.75	Maintenance	Shared-Use Path	Shared-Use Path	City	5	
	29-2	Field Avenue	Pear Street	High Street	1.001	Maintenance	Shared-Use Path	Shared-Use Path	City	3	
	20-1	Mariposa Road	Ptarmigan Trail	New York Avenue	1.461	Maintenance	Shared-Use Path	Shared-Use Path	City	3	
	3-1	Harrison Avenue	N 3 Street	N 9 Street	0.568	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	3-2	Harrison Avenue	N 9 Street	N 15 Street	0.6	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	6-1	Harding Avenue	N 5 Street	N 9 Street	0.349	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	6-2	Harding Avenue	N 9 Street	N 15 Street	0.635	Maintenance	Add Sidewalks	Sharrows	City	3	
	11-1	Franklin Avenue	N 15 Street	N 19 Street	0.379	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	11-2	Franklin Avenue	N 19 Street	N Orchard Avenue	0.157	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	3	
	16-1	Park Avenue	S 10 Street	S 12 Street	0.239	Maintenance	Add Sidewalks	Sharrows	City	3	
	16-2	S 12 Street	Sherman Avenue	Park Avenue	0.265	Maintenance	Add Sidewalks	Sharrows	City	3	
	22-1	N 5 Street	Royal Gorge Boulevard	Macon Avenue	0.132	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	22-2	N 5 Street	Macon Avenue	Fairview Avenue	0.915	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	City	3	

*Costs of US 50 and SH 115 improvements as per the Central Front Range 2045 Regional Transportation Plan; All Costs in 2024 Dollars.

	Fire Hydrant Impacts	# of Total Utility Impacts*	# of Landscape Impacts	Estimated Cost	Priority Score	Priority Number	Notes
	7	133	1	$1,381,000	14	15	Utility impacts and drainage system impacts. Typical section generally fits inside r/w.
	9	79	8	$5,496,000	14	15	Reduced impacts although relocation of utilities to back of sidewalk may be desired in conjunction with previous segment relocations.
	0	0	0	$542,000	9	15	Utility impacts, sidewalk on south side only, potential r/w impacts to property on the SE corner of US 50 and Rainbow Drive.
	0	0	0	$1,830,000	16	16	Generally fits within existing r/w, east side tree impacts. R/W narrows in the curve, sidewalk on one side only may fit to avoid r/w impacts.
	0	0	0	$153,000	9	17	R/W impacts required based on needed turn lanes. R/w is sidewalk to sidewalk.
	0	0	0	$1,291,000	14	17	Restriping Only.
	0	0	0	$1,281,000	16	17	Review overall needs based on recent improvements. SUP to impact recent improvements and turn lanes.
	0	1	1	$2,795,000	13	18	SUP starts on the North Side, crossover to south/east side. No r/w for facilities at the cemetery.
	0	0	0	$589,000	14	19	
	0	0	0	$622,000	13	19	
	0	0	0	$377,000	14	20	
	0	0	0	$1,006,000	14	20	
	0	0	0	$394,000	13	21	
	0	0	0	$100,000	14	21	
	0	0	0	$247,000	12	22	
	2	4	0	$274,000	14	22	
	0	0	0	$142,000	14	23	
	5	24	47	$584,000	12	23	Significant Tree Impacts along the east side beginning at Cooper Avenue toward the north

Table 5.4 Multi-Modal Corridor Prioritization Summary (Continued)

Plan Year	Project #	Roadway	From	To	Length (miles)	Project Type	Pedestrian Improvement	Bicycle Improvement	Roadway Owner	Typical Section #	
10-Year	7-4	Central Avenue	Drake Street	Pear Street	0.472	Reconstruction	Add Sidewalks	Bike Lanes	County	3	
	15-1	S 10 Street	Park Avenue	SH 115/Sells Avenue	0.293	Maintenance	Add Sidewalks	Sharrows	City	3	
	24-1	N 10 Street	Main Street	College Avenue	0.32	Maintenance	Add Sidewalks	Sharrows	City	4	
	24-2	N 10 Street	College Avenue	Mystic Avenue	0.136	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	28-1	N Orchard Avenue	E Main Street	Pear Street	0.754	Maintenance	Add Sidewalks	Sharrows	City	4	
	28-2	N Orchard Avenue	Pear Street	Central Avenue	0.131	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	32-1	Dozier Avenue	US 50	Central Avenue	0.748	Maintenance	Add Sidewalks	Bike Lanes	County	3	
	12-1	Florence Avenue/ Greydene Avenue	N Orchard Avenue	Fremont Drive	0.483	Reconstruction	Add Sidewalks	Sharrows	City	3	
	37-1	Tanner Parkway	Storm Ridge Drive	Evelyn Drive	0.68	Maintenance	Add Sidewalks	Sharrows	City	4	

*Costs of US 50 and SH 115 improvements as per the Central Front Range 2045 Regional Transportation Plan; All Costs in 2024 Dollars.

	Fire Hydrant Impacts	# of Total Utility Impacts*	# of Landscape Impacts	Estimated Cost	Priority Score	Priority Number	
	0	7	0	$1,692,000	13	24	R/W because more constrained into the curve, provision of sidewalk on only 1 side may be necessary.
	0	0	0	$419,000	13	25	
	0	0	0	$584,000	13	26	
	0	0	0	$141,000	11	26	
	0	0	0	$1,290,000	13	27	
	0	0	0	$142,000	13	27	
	1	36	10	$1,067,000	13	28	Includes utility/tree impacts plus a segment of r/w needs.
	0	0	0	$1,731,000	12	29	
	0	0	0	$1,241,000	11	30	No additional pavement. Sidewalk addition within r/w across driveways.

Table 5.4 Multi-Modal Corridor Prioritization Summary (Continued)

Plan Year	Project #	Roadway	From	To	Length (miles)	Project Type	Pedestrian Improvement	Bicycle Improvement	Roadway Owner	Typical Section #	
25-Year	10-1	Pear Street	N 19 Street	N Orchard Avenue	0.157	Maintenance	Add Sidewalks	Sharrows	City	4	
	10-2	Pear Street	N Orchard Avenue	Field Avenue	0.477	Maintenance	Add Sidewalks	Sharrows	City	4	
	13-1	Cherry Street	N Raynolds Avenue	Abbey Access	0.39	New Construction	Add Sidewalks	Bike Lanes	City	2	
	27-1	N 19 Street	Franklin Avenue	Pear Street	0.572	Maintenance	Add Sidewalks	Sharrows	City	4	
	24-3	N 10 Street	Mystic Avenue	Trail Avenue	0.873	Maintenance	N/A- Ex. Sidewalk	Sharrows	City	4	
	22-3	N 5 Street	Fairview Avenue	Washington Street	1.055	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	City	3	
	8-1	Washington Street	W of N 5 Street	N 9 Street	0.574	Maintenance	Add Sidewalks	Bike Lanes	City	3	
	8-2	Washington Street	N 9 Street	N 15 Street	0.604	Reconstruction	Add Sidewalks	Bike Lanes	County	3	
	28-3	N Orchard Avenue	Central Avenue	Washington Street	1.023	Maintenance	N/A- Ex. Sidewalk	Sharrows	County	3	
	29-3	Field Avenue	High Street	Red Canyon Road/ CR 9	2.767	Reconstruction	Shared-Use Path	Shared-Use Path	County	6	
	9-1	South Street	W of N 15 Street	N Orchard Avenue	0.559	Reconstruction	Add Sidewalks	Bike Lanes	County	3	
	14-1	Pear Street	Field Avenue	Dozier Avenue	0.752	New Construction	Add Sidewalks	Bike Lanes	City	2	
	35-1	County Road 123	Four Mile Lane	Four Mile Parkway	1.166	Reconstruction	Add Sidewalks	Bike Lanes	City	3	
	19-1	Sherman Avenue	S 12 Street	Ash Lane	1.431	Reconstruction	Add Sidewalks	Bike Lanes	County	3	
	25-3	N 15 Street	Central Avenue	Washington Street	0.636	Reconstruction	Add Sidewalks	Bike Lanes	County	3	
	34-1	Four Mile Lane	US 50	Four Mile Parkway Extension	1.153	Reconstruction	Add Sidewalks	Bike Lanes	City	3	
	36-1	Four Mile Parkway	US 50	Cowboy Way	0.805	Reconstruction	Add Sidewalks	Bike Lanes	City	3	
	31-1	Abbey Access	Abbey of the Holy Cross	Pear Street	0.49	New Construction	Add Sidewalks	Bike Lanes	City	2	

*Costs of US 50 and SH 115 improvements as per the Central Front Range 2045 Regional Transportation Plan; All Costs in 2024 Dollars.

	Fire Hydrant Impacts	# of Total Utility Impacts*	# of Landscape Impacts	Estimated Cost	Priority Score	Priority Number	Notes
	0	0	0	$225,000	10	31	
	0	0	0	$872,000	14	31	
	0	0	0	$1,596,000	5	31	
	0	0	0	$953,000	14	32	
	0	0	0	$906,000	13	33	
	1	12	0	$675,000	11	34	Curb lines would required shifting 2-5', improvements fit within r/w.
	0	15	4	$809,000	8	35	Occasional utility impact/relocation need. Open ditch drainage system impact. Fits in ex. r/w.
	1	9	2	$2,154,000	4	35	Occasional utility impact/relocation need. Open ditch drainage system impact. Fits in ex. r/w.
	0	0	0	$653,000	9	36	
	0	0	0	$15,469,000	6	37	
	1	9	9	$2,002,000	4	38	Improvements fit within the r/w with some utility impacts on the south side.
	0	0	0	$3,076,000	7	39	
	0	0	0	$4,179,000	9	40	
	1	19	4	$5,129,000	5	41	Most of the segment is outside City limits. Impacts to utilities/trees and r/w throughout the segment. Consideration to sharrows with sidewalk on one side to eliminate/reduce r/w needs.
	0	15	0	$2,278,000	5	42	R/W impacts between Natalie St and South Street. Centerline shift required to avoid impacts.
	0	0	0	$4,313,000	12	43	
	0	0	0	$3,010,000	12	44	
	0	0	0	$2,003,000	5	45	New Construction part of the Four Mile Ranch.

Table 5.4 Multi-Modal Corridor Prioritization Summary (Continued)

Plan Year	Project #	Roadway	From	To	Length (miles)	Project Type	Pedestrian Improvement	Bicycle Improvement	Roadway Owner	Typical Section #	
25-Year	36-2	Four Mile Parkway	Cowboy Way	Extension	0.762	New Construction	Add Sidewalks	Bike Lanes	City	2	
	36-3	Four Mile Parkway	Extension	Four Mile Lane	1.133	New Construction	Add Sidewalks	Bike Lanes	City	2	
	36-4	Four Mile Parkway	Four Mile Parkway	Dead End	0.431	New Construction	Add Sidewalks	Bike Lanes	City	2	
	36-5	Four Mile Parkway	Four Mile Parkway	Dead End	0.163	New Construction	Add Sidewalks	Bike Lanes	City	2	
	36-6	Four Mile Parkway	Four Mile Parkway	Dead End	0.183	New Construction	Add Sidewalks	Bike Lanes	City	2	
	36-7	Cowboy Way	Cowboy Way	Four Mile Parkway	0.413	New Construction	Add Sidewalks	Bike Lanes	City	2	
	36-8	Four Mile Parkway	Four Mile Lane Extension	North end of Four Mile Lane	0.175	New Construction	Add Sidewalks	Bike Lanes	City	2	

*Costs of US 50 and SH 115 improvements as per the Central Front Range 2045 Regional Transportation Plan; All Costs in 2024 Dollars.

	Fire Hydrant Impacts	# of Total Utility Impacts*	# of Landscape Impacts	Estimated Cost	Priority Score	Priority Number	Notes
	0	0	0	$3,117,000	5	46	New Construction part of the Four Mile Ranch.
	0	0	0	$4,633,000	5	46	New Construction part of the Four Mile Ranch.
	0	0	0	$1,764,000	5	46	New Construction part of the Four Mile Ranch.
	0	0	0	$665,000	5	46	New Construction part of the Four Mile Ranch.
	0	0	0	$749,000	5	46	New Construction part of the Four Mile Ranch.
	0	0	0	$1,688,000	5	46	New Construction part of the Four Mile Ranch.
	0	0	0	$716,000	5	46	New Construction part of the Four Mile Ranch.

Table 5.4 Multi-Modal Corridor Prioritization Summary (Continued)

5.7.5 Multi-Modal Corridors Project Cost and Funding Source

Table 5.5 summarizes the overall cost based on the prioritization plan for the buildout of the Multi-Modal Corridors. It should be noted that the US 50 and SH 115 Corridors were omitted from the project cost breakdown as the currently adopted Central Front Range 2045 Regional Transportation Plan identifies SH 115 Improvements as its #1 Priority Project and the US 50 Corridor Study as its #2 Priority Project. The estimated cost for SH 115 improvements is $10,500,000.

In terms of potential funding sources, the City's 2A Project Program has proven to be an effective means to improve the City's roadway network. As many corridors recommended in this Master Plan have not yet received pavement upgrades, it is recommended to explore the use of the 2A Project Program Funding to improve the pavement surface and multi-modal facilities. General Funds may also be allocated for low-cost, low-hanging fruit elements such as Sidewalk Only projects to close existing sidewalk gaps.

As County owned roadways are mostly in the 25-year plan, the City should continue to coordinate with the County to ensure that the Multi-Modal Project Corridors are prioritized by the County within their capital improvement program and grant candidate projects.

In addition, there are a number of grant programs that the Multi-Modal Project Corridors may qualify for as they seek to bring more equity and expand user mode choices. Table 5.6 lists potential grant programs.

Funding Source	Funding Program	Description
State	Revitalizing Main Streets	This program is offered by CDOT in order to enhance downtown areas from a variety of goals including safe access to opportunity and mobility for all.
State	Office of Innovative Mobility (OIM) Grants	This program supports funding innovative mobility and electrification solutions within the State. CDOT Plans to open up a second round of applications in the Summer of 2024.
State	SB 267	Funding from the Colorado Legislature for mobility/safety projects and rural pavement projects.
State/Federal	Multimodal Transportation and Mitigation Options Fund (MMOF)	This program was initiated in 2018 in order to promote a complete and integrated multimodal system. Applications/award opportunities are not expected until at least 2024.
Federal	Capital Investment Grants Program	This program funds transit capital investments including streetcars.
Federal	Low or No Emission Vehicle Program – 5339 (c)	This program funds the purchase or lease of zero-emission and low-emission transit buses.
Federal	Transportation Alternatives Program	This program was directed through MAP-21 and updated with FAST Act, and Infrastructure Investment and Jobs Act. The program provides funding to support infrastructure projects which increase access to public transportation and enhances mobility. Call for projects is currently closed.
Federal	FHWA Active Transportation Infrastructure Investment Program	The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created by the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.

Table 5.6 Grant Program

Priority Period	City Corridors	County Corridors	Total
5-Year	$15,326,000	$767,000	$16,093,000
10-Year	$24,110,000	$2,759,000	$26,869,000
25-Year	$35,949,000	$27,685,000	$63,634,000
Total	$75,385,000	$31,211,000	$106,596,000

Table 5.5 Multi-Modal Corridor Project Breakdown

5.7.6 Regulation Recommendations

As discussed in Section 2, there are a number of key policies that outline the City's transportation regulations such as dictating lane widths and improvement needs.

The following Policy/Regulation modifications are recommended:

Thoroughfare Plan (Resolution No. 1, Series of 1996) – Review current standards to include a context sensitive approach that allows for reduced lane widths, on multi-modal corridors while also embracing Target Speed concepts. In addition, revisions should seek to increase sidewalk widths, and include bicycle lane requirements. Recommendations from this Master Plan could provide the roadmap for design criteria along the recommended Multi-Modal Corridors. Table 5.7 shows the recommended criteria for the Thoroughfare Plan. This table is developed based on AASHTO and CDOT design criteria and applying a more context sensitive criteria.

2A Project Program – As the current program is set to sunset in 2026, it is recommended to seek renewal of the program and include text related to the provision of multi-modal improvements while maintaining the primary objective of roadway repair, reconstruction, and maintaining the existing infrastructure.

Cañon City Code of Ordinances, Title 9, Sections 9.44.040 and 9.26.020 regulations against engaged electronic assisted bicycles – Current restrictions should remain in place for the safety of all trail users unless certain trails are further enhanced to include designated bicycle lanes that are separate from the pedestrian facility and have appropriate traffic control.

Typical Feature	Bike Lanes/Sidewalks			Shared-Use Path		
	Local	Collector	Arterial	Local	Collector	Arterial
Sidewalk	5	5	6	10	11	11
Utility Strip	4	4	4	6	6	6
Curb & Gutter	2.5	2.5	2.5	2.5	2.5	2.5
Parking Lane	7	8	-	7	8	-
Bike Lane[1]	5	5	7	-	-	-
Travel Lane[2]	10	11	12	10	11	12
Travel Lane	10	11	12	10	11	12
Bike Lane	5	5	7	-	-	-
Parking Lane	7	8	-	7	-	-
Curb & Gutter	2.5	2.5	2.5	2.5	2.5	-
Utility Strip	4	4	4	5	5	2.5
Sidewalk	5	5	6	-	-	-
Total Width	67	69	63	60	55	51

[1] 5-ft bike lanes may be used for arterials based on identified impacts.

[2] Assumes 12-ft lanes when sharrows are used

Table 5.7 New Criteria Thoroughfare Plan

Note: criteria based on roadways with 35MPH or less posted speed limits

5.7.7 New Policies/Regulations for Consideration

Complete Streets Guidebook - To further enhance proposed modifications to the thoroughfare Plan, a complete streets Guidebook would provide the City with an opportunity to define the character of its roadway facilities while accommodating all users. This would also ensure that pedestrians, cyclists, transit riders and other multi-modal travelers have equitable access to safe and comfortable streets to motor vehicles.

Traffic Calming Program/Policy - A Traffic Calming Program could also further support the City's efforts to ensure and promote safe speeds on its roadways. Details for the proposed program could be developed through the proposed Safety Action Plan which can then be adopted by the City for implementation. This program would aim at identifying area of concerns and implement measures to reduce vehicle speeds, promote quality of life ion residential and commercial areas, and increase safety for pedestrians and bicyclists. The program may include the deployment of temporary speed feedback signs via trailers, spot speed data collections as part of a traffic counts program, public reporting platform for complaints related to speeding in order to focus enforcement, and more.

5.8 Bicycle Amenities

In order to encourage the use of the proposed bicycle facilities, amenities along key routes and at origin/ destinations should also be considered for implementation. Providing amenities such as covered bike racks/parking allows for a cyclists to transition to pedestrian once arrived at their destination. Emergency call stations, tools near connections with trails, Wayfinding signs, map of the bike and trail network, shared-bikes stations, and more are all amenities that could further encourage the use of the proposed bicycle network. Figure 5.15 illustrates a sample of existing and proposed bicycle racks and tools that could further connect the overall network.

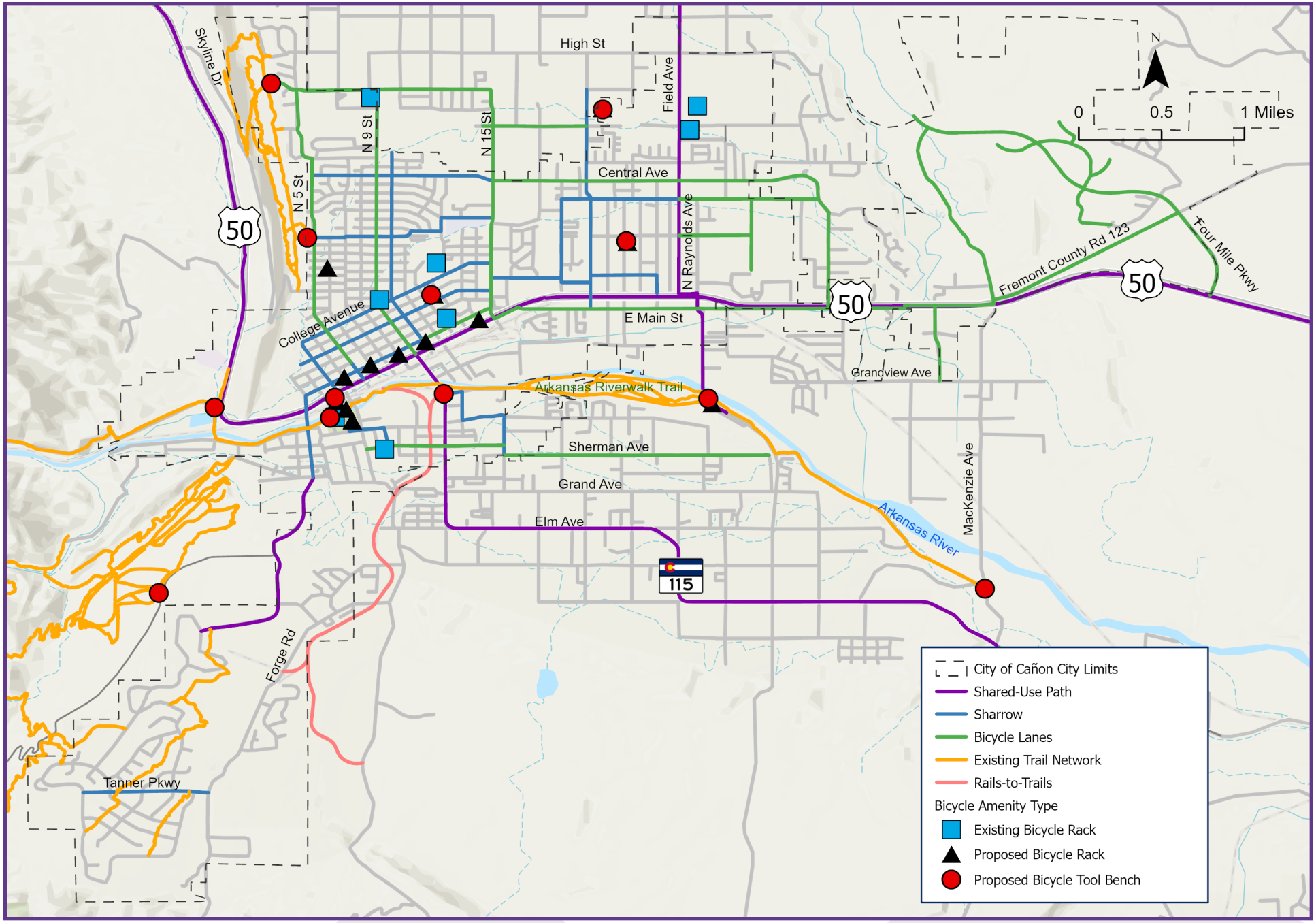


Figure 5.15 Bicycle Amenities

Multi-Modal Master Plan
City of Cañon City

Appendix A

Traffic Data Collection

Multi-Modal Master Plan
City of Cañon City

Appendix B

Safety Data

Multi-Modal Master Plan
City of Cañon City

Appendix C

Public Involvement

Multi-Modal Master Plan
City of Cañon City

Appendix D

Recommended Projects