



Multi-Modal Master Plan
City of Cañon City

Multi-Modal Master Plan

City of Cañon City

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



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List of Acronyms

UNDER DEVELOPMENT

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UNDER DEVELOPMENT

Glossary of Terms

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UNDER DEVELOPMENT

Executive Summary

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Multi-Modal Master Plan

City of Cañon City

Section 1

Introduction

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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 different 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 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 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, bicyclist, trail users, and public transit.

This Master Plan consists of performing the following comprehensive analysis:

Existing Conditions

Review existing transportation demand throughout

the system as well as existing infrastructure related to pedestrians, bicycles, trails, and transit networks.

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.

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 is evaluated based on parameters such as system connectivity, existing and future transportation demand, level of service, and more.

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.

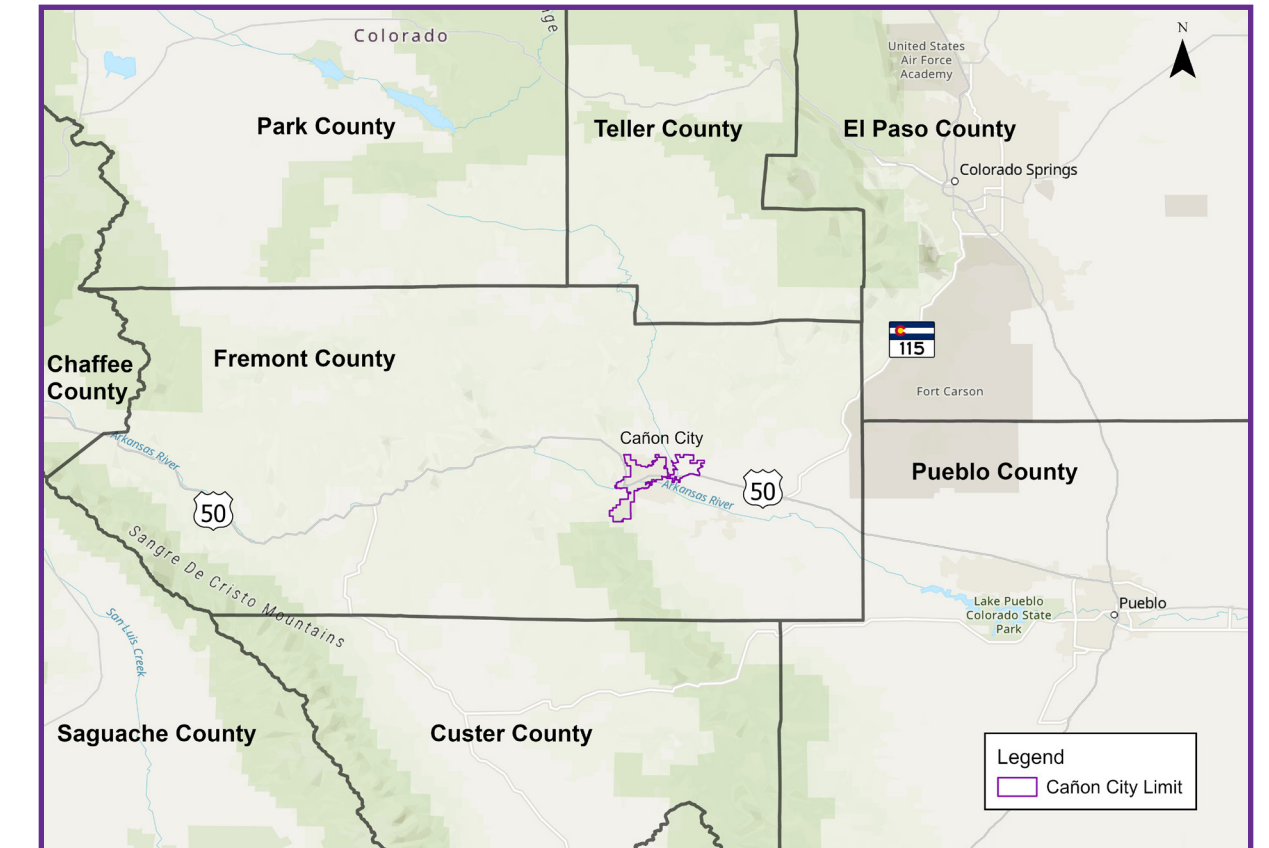


Figure 1.1 City of Cañon City Location Map



Section 2

Existing Conditions

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 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, and connector 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 Steet, College Avenue, Main Street, Dozier Avenue, and more.

The roadway functional classification categories 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.

Major Collector

roads that provide land access and traffic circulation in more densely populated residential and commercial areas. They frequently offer great distances into residential areas. They divide and direct traffic between local and arterial roads across a distance that is typically larger than three-quarters of a mile. They operate under facilities with higher speeds and more signalized intersections.

Minor Collector

Roads that provide land access and traffic circulation in less densely populated residential and commercial areas. They frequently offer short distances to residential areas. They divide and direct traffic between local and arterial roads across a distance that is typically less than three quarters of a mile. They operate under facilities with lower speeds and fewer signalized intersections.

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.

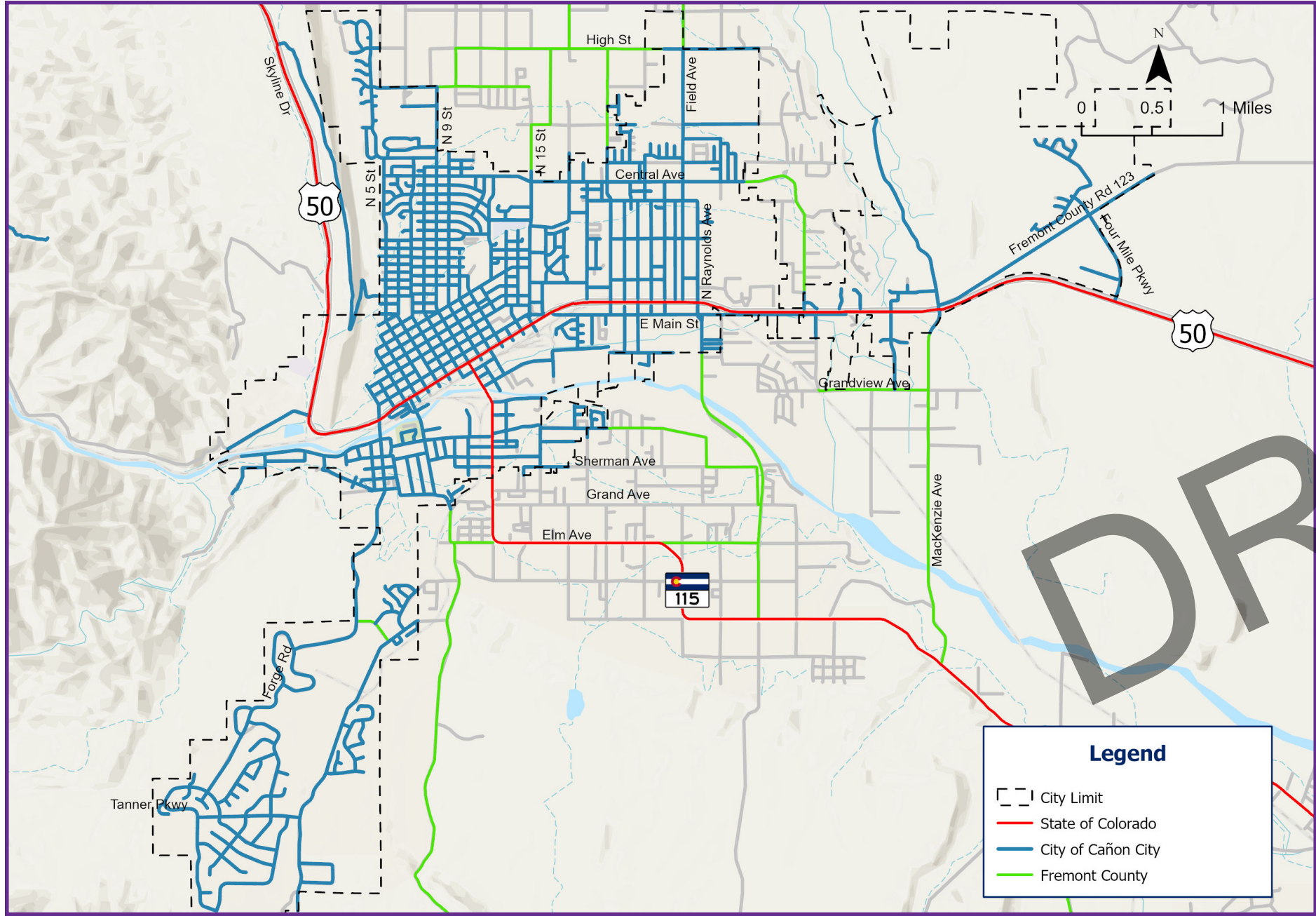


Figure 2.1 Roadway Jurisdiction

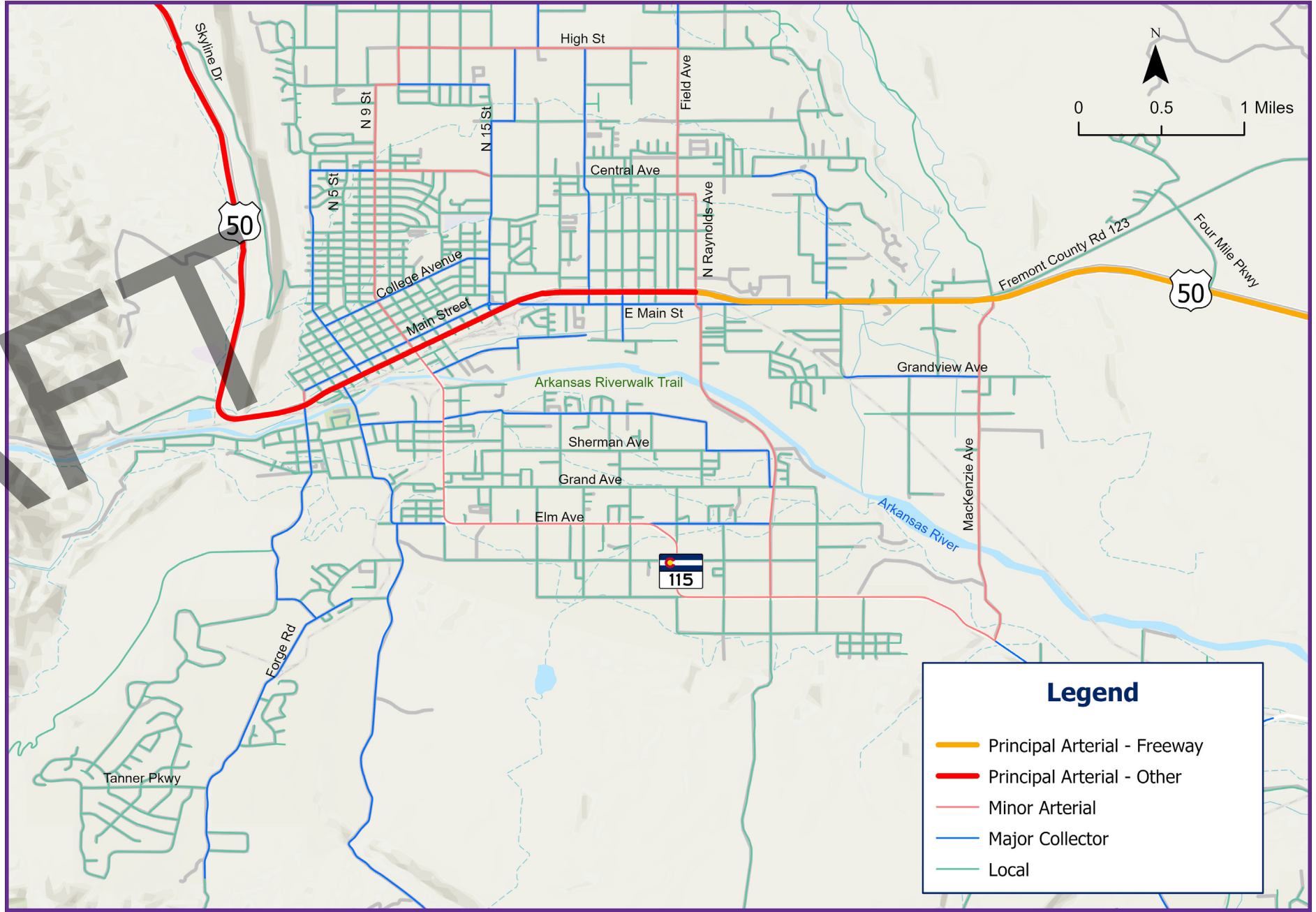


Figure 2.2 Roadway Functional Classification

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

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

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 A.M. and P.M. peak periods.

Intersection turning movement counts (TMCs) were collected at fifteen (15) locations during the A.M. peak period (6:00 AM to 9:00 AM) and P.M. 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,

Location #	Major Roadway	Location
1	S 1 Street	Between E New York Avenue and Temple Canyon Road
2	S 4 Street	Between Highland Avenue and Dalmatian Drive
3	Oak Creek Drive	Between Popular Avenue and Elm Avenue
4	Myrtle Lane	Between S 9 Street and S 12 Street
5	Skyline Drive	Between US 50 and Floral Avenue
6	N 5 Street	Between Greenwood Avenue and Harrison Avenue
7	N 6 Street	Between Burrage Avenue and Whipple Avenue
8	N 8 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 19 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 Pnematic tube Count Locations

respectively to collect bi-directional traffic volumes for two (2) consecutive days (09/12/2023 and 09/13/2023).

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.

Figure 2.4 illustrates locations of previous traffic studies provided by the City. 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	Fairview Avenue	Between N 6 Street and N 7 Street
2	N 9 Street	Between Whipple Avenue and Allison Avenue
3	N 7 Street	Between College Avenue and Pike Avenue
4	N 9 Street	Between Macon Avenue and Greenwood Avenue
5	Harrison Avenue	Between N 11 Street and N 12 Street
6	Yale Place	Between Ohio Avenue and Phay Avenue
7	Phay Avenue	Between Yale Place and N 15 Street
8	Green Wood Avenue	Between Sheridan Avenue and N 14 Street
9	N 15 Street	Between Harrison Avenue and Franklin Avenue
10	N 15 Street	Between Phelps Avenue and Phay Avenue
11	Franklin Avenue	Between Park Lane and N 18 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

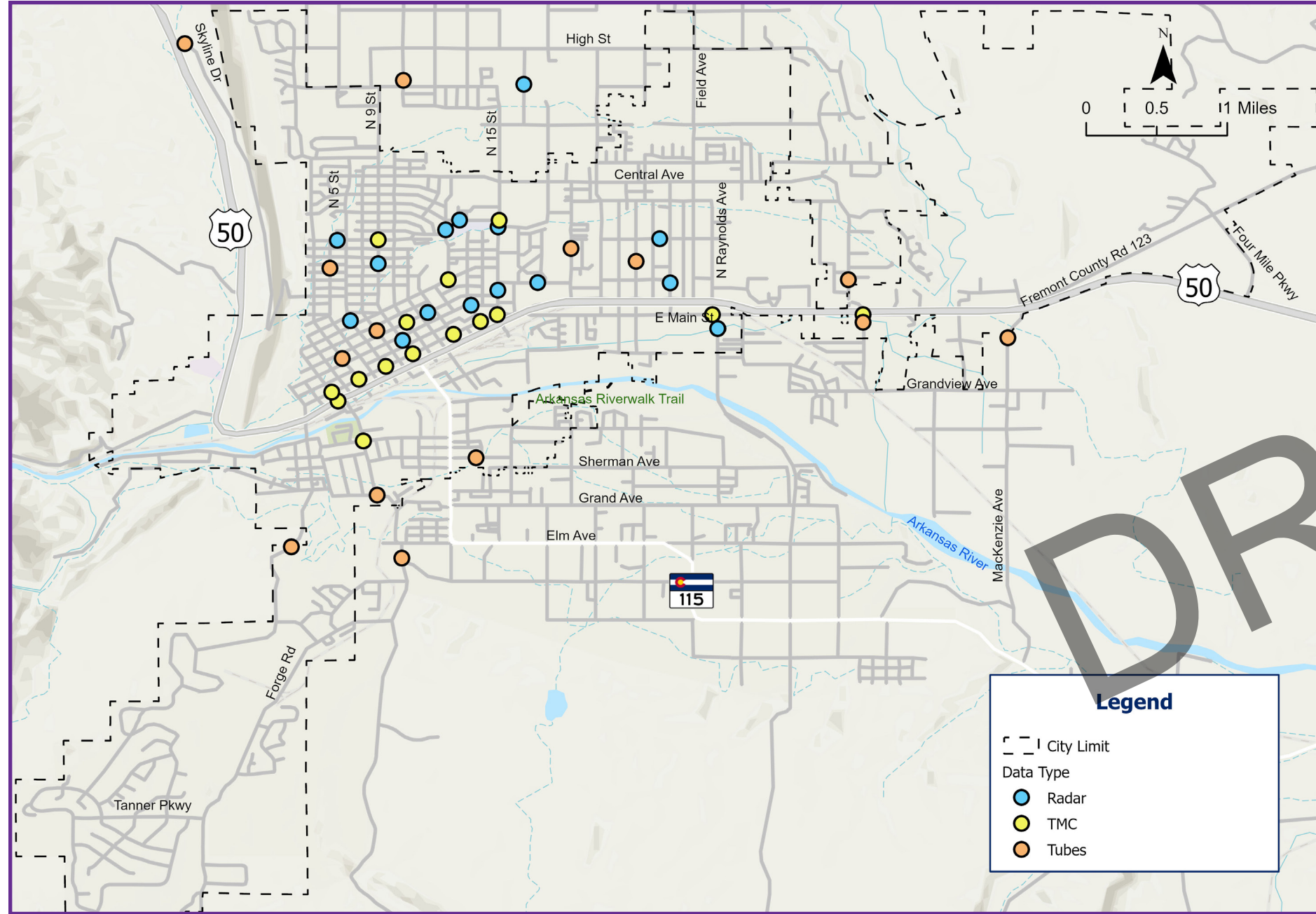


Figure 2.3 Data Collection Locations

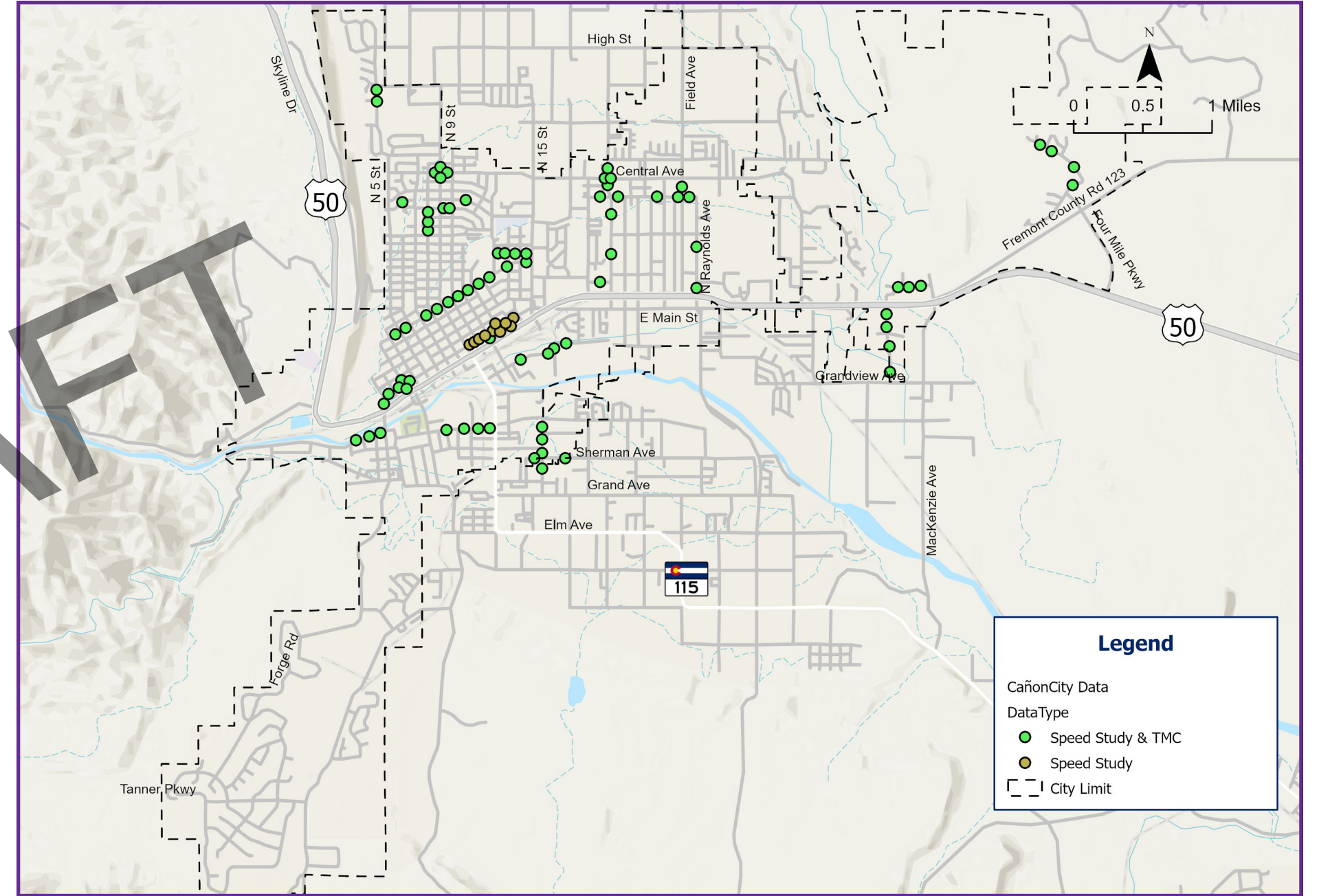


Figure 2.4 Cañon City Traffic Data Locations

2.4 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). Including US 50, roads that carry the highest levels of traffic within Cañon City include N 9 Street, N 15 Street, and Central Avenue.

2.5 Pedestrian and Bicycle Count Data Summary

Pedestrian and bicycle data was obtained from the Turning Movement Count traffic data collection locations for an AM, Midday, and PM period. Tables 2.4 and 2.5 summarize the data obtained from the 15 analyzed locations.

Intersection	AM Bike on Crosswalk Vol	MidDay Bike on Crosswalk Vol	PM Bike on Crosswalk Vol	Total Bike on Crosswalk Vol
College Avenue & Yale Place	3	1	4	8
East Main Street and Reynolds Avenue	0	0	1	1
East Main Street and Steinmeier Avenue	1	2	0	3
Fairview Avenue and North 9th Street	3	0	3	6
Griffin Avenue and South 4th Street	1	0	7	8
Harrison Avenue and North 10th Street	3	0	11	14
Main Street and North 3rd Street	4	1	11	16
Main Street and North 5th Avenue	4	3	16	23
Main Street and North 9th Street	7	3	12	22
Main Street and North 12th Street	4	2	13	19
Main Street and North 14th Street	3	2	10	15
Main Street and North 15th Street(RB)	0	0	6	6
Phay Avenue and North 15th Street	4	2	6	12
South 3rd Street and US-50	4	3	11	18
Main Street and North 7th Avenue	1	5	11	17

Table 2.4 Locations Bicycle on Crosswalk Data

Intersection	AM Ped Vol	MidDay Ped Vol	PM Ped Vol	Total Ped Vol	AM Bike on Road Vol	MidDay Bike on Road Vol	PM Bike on Road Vol	Total Bike on Road Volume
College Avenue & Yale Place	5	3	30	38	1	5	6	12
East Main Street and Reynolds Avenue	4	3	14	21	9	2	8	19
East Main Street and Steinmeier Avenue	3	6	6	15	5	2	6	13
Fairview Avenue and North 9th Street	7	2	17	26	3	3	4	10
Griffin Avenue and South 4th Street	14	17	37	68	3	7	13	23
Harrison Avenue and North 10th Street	17	11	14	42	8	15	9	32
Main Street and North 3rd Street	51	160	225	436	6	7	13	26
Main Street and North 5th Avenue	107	354	280	741	9	7	16	32
Main Street and North 9th Street	52	31	81	164	4	3	15	22
Main Street and North 12th Street	34	65	74	173	4	5	15	24
Main Street and North 14th Street	33	159	52	244	6	5	12	23
Main Street and North 15th Street(RB)	14	15	7	36	2	4	6	12
Phay Avenue and North 15th Street	2	5	1	8	8	4	12	24
South 3rd Street and US-50	35	29	51	115	4	5	8	17
Main Street and North 7th Avenue	39	134	106	279	6	2	10	18

Table 2.5 Locations Pedestrian & Bicycle Data Contd.

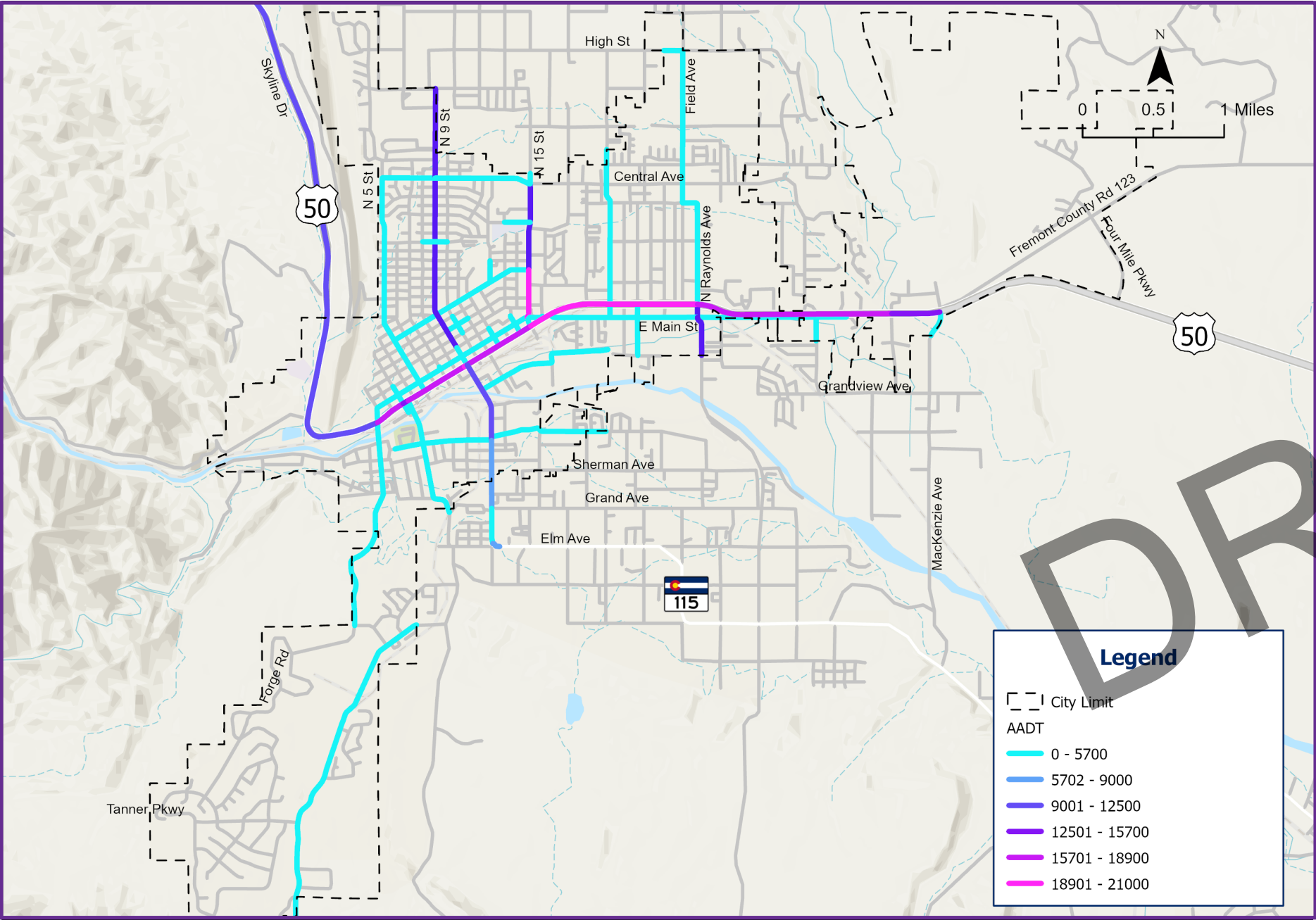


Figure 2.5 Existing AADTs

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 compared to the average speeds and posted speed limits from the studies segments. **Figure 2.7** illustrates all inventoried speed limit signs within Cañon City and their posted speed limit.

2.7 Parking Utilization Study

A parking utilization study was conducted between September 15th to the 16th 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 a 41 to 60% utilization rate. Saturday afternoon showed the highest peak utilization rate at 81 – 100%.

It should be noted that **Figure 2.8** illustrates a typical Friday and Saturday, special event parking utilization would vary.

Location	85th Speed	Avg Speed	Speed Limit
Cherry St. E. of Del Rey Ave	28	23	30
CR 67 N. of CR 123	46	39	35
Fairview Ave. W. of 7 St	26	23	30
Franklin Ave. E. of N 16 St	31	26	30
Greenwood Ave W. of N 14 St.	27	23	35
Greydene Ave. S. of Florence St	32	27	35
Harrison Ave. E of N 11 St	29	24	35
N 7 St N. of College Ave	25	21	35
N 9 St N. of Macon Ave	32	28	35
N 9 St N. of Whipple Ave	33	30	35
N 15 St S. of Franklin Ave	33	30	30
N 15 St S. of Phelps Ave	30	27	35

Table 2.6 Speed Data Collection Summary

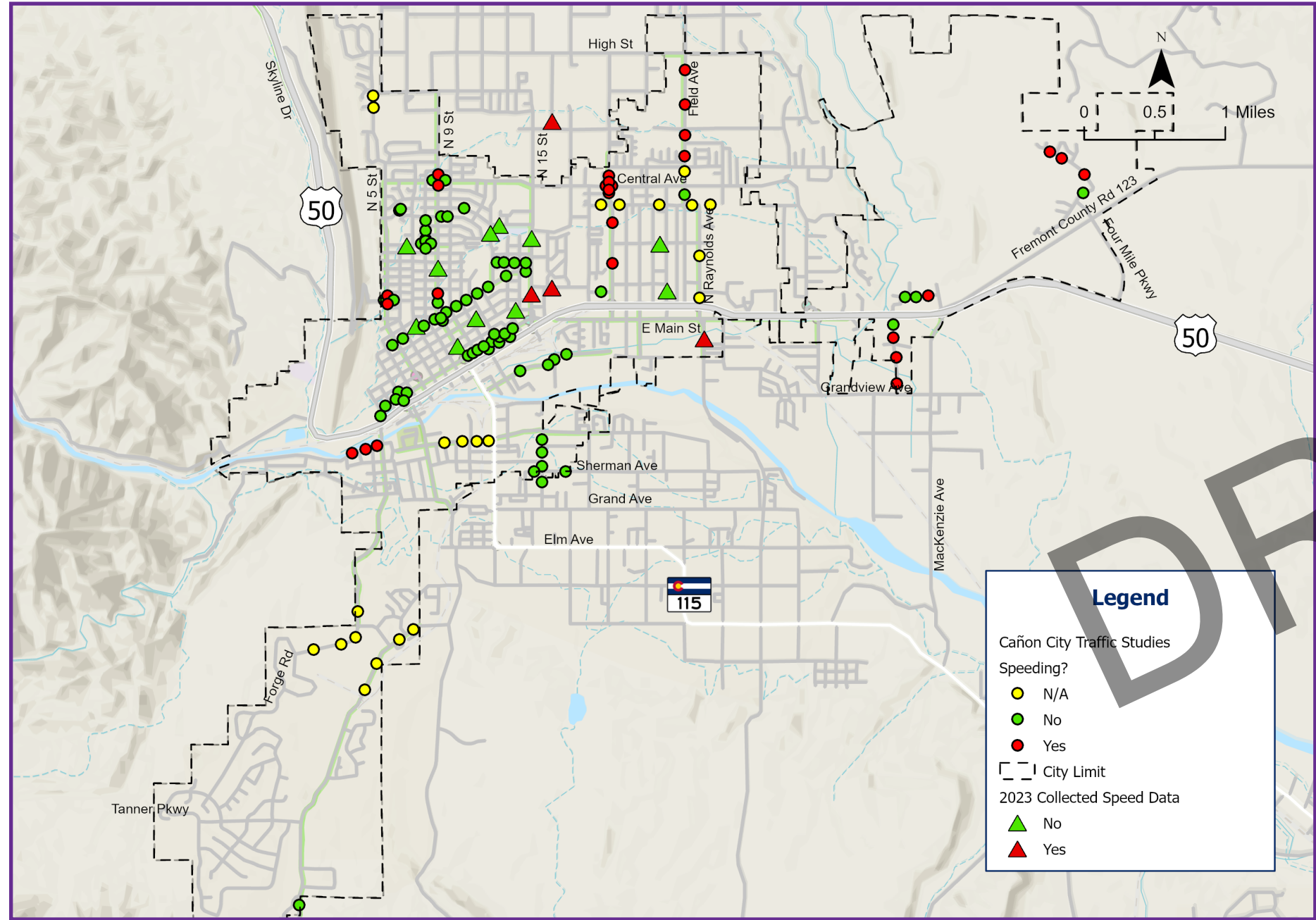


Figure 2.6 Speed Data

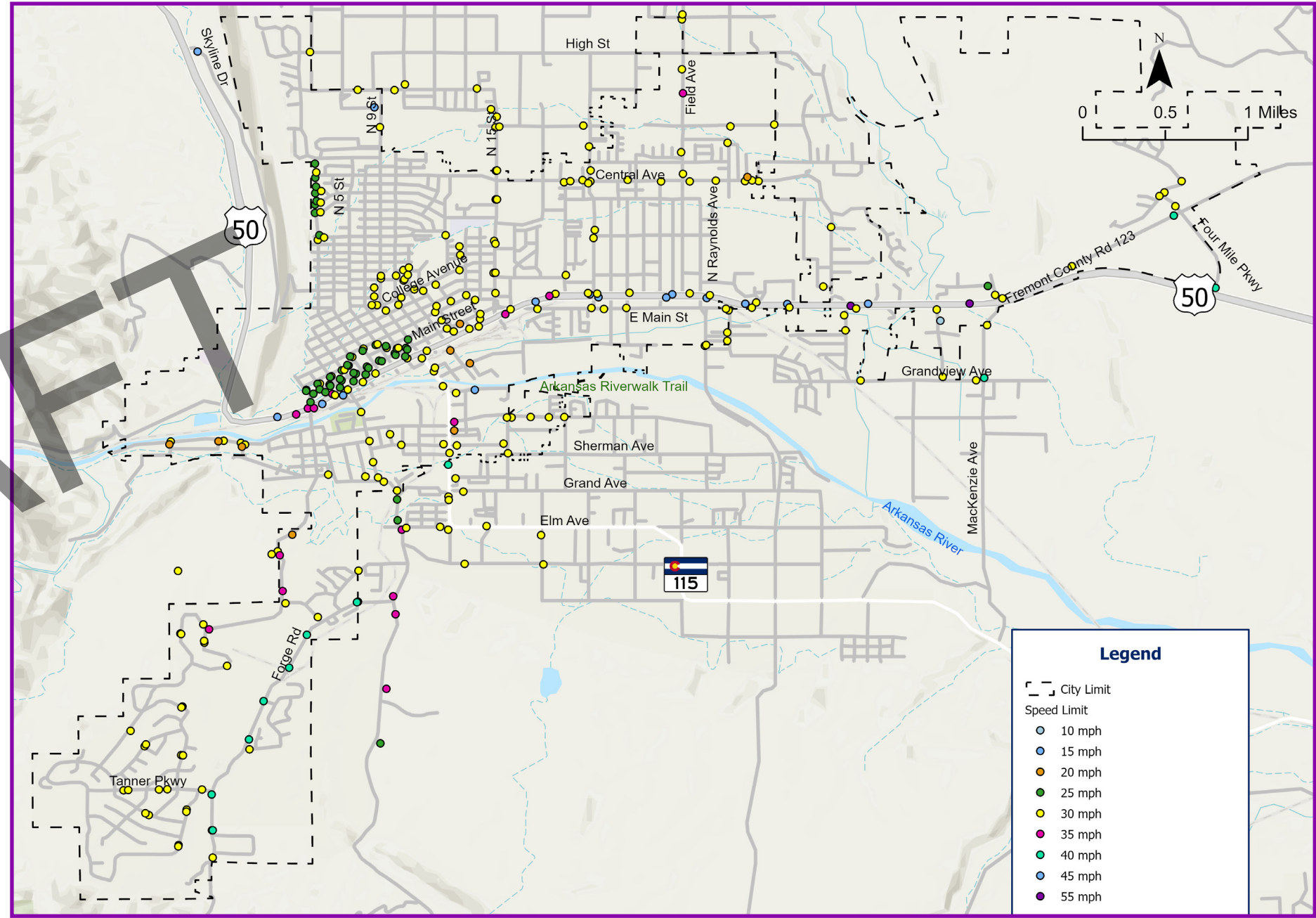


Figure 2.7 Posted Speed Limit Signs



Figure 2.8 Parking Utilization

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. Based on these, these attractors and generators are locations that capitalize on the utilization of the transportation network for mobility between origin and destinations using all forms of movement such as vehicle, cycling, and walking. **Figure 2.9** 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. Utilizing Big Data obtained from ReplicaHQ, Origin-Destination data 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 from Cañon City

Figure 2.10 illustrates trips originating 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, 84% of them are done by personal vehicles, 9% of trips are from pedestrians and 3% 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.

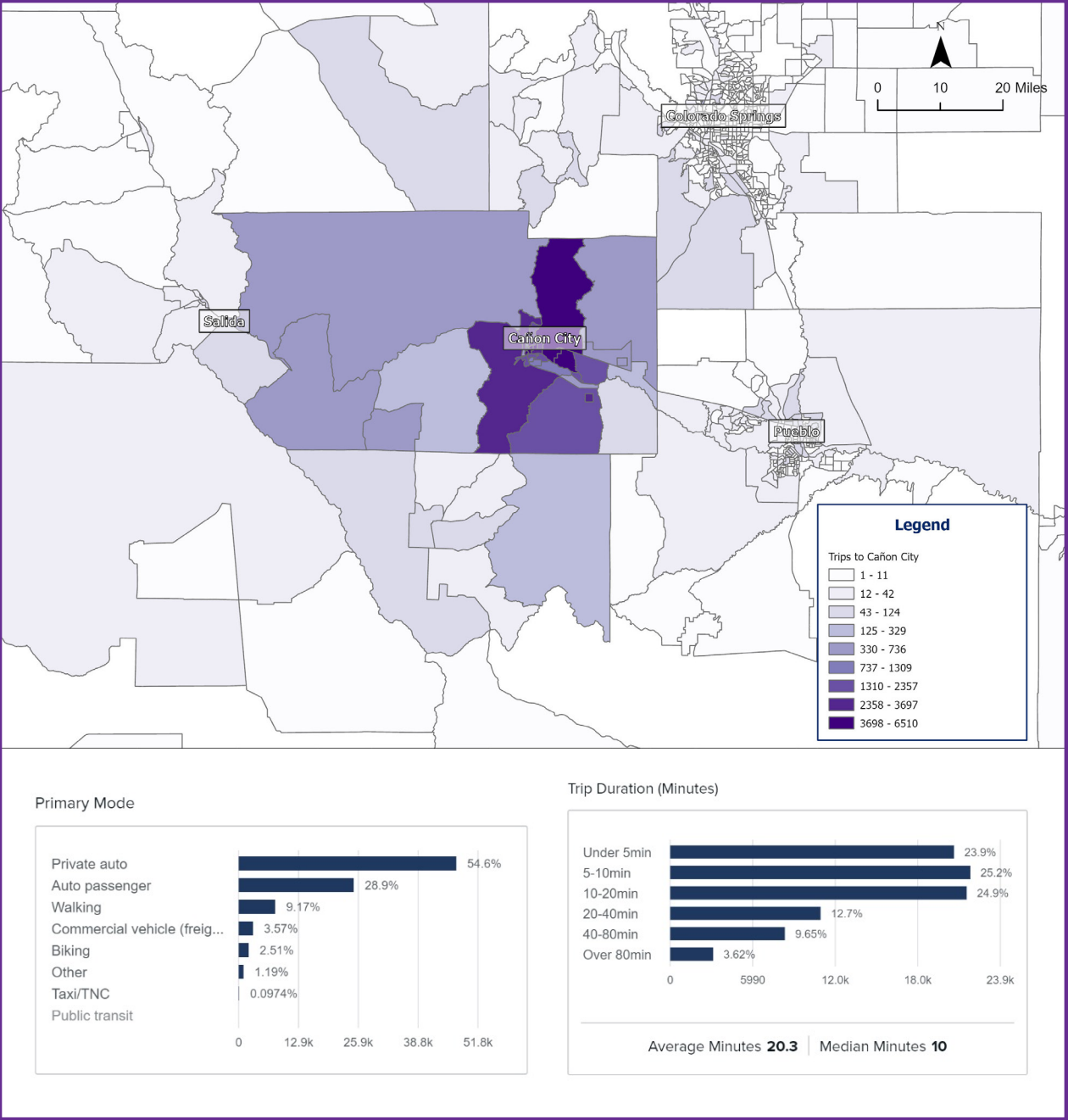


Figure 2.10 Trips to Cañon City

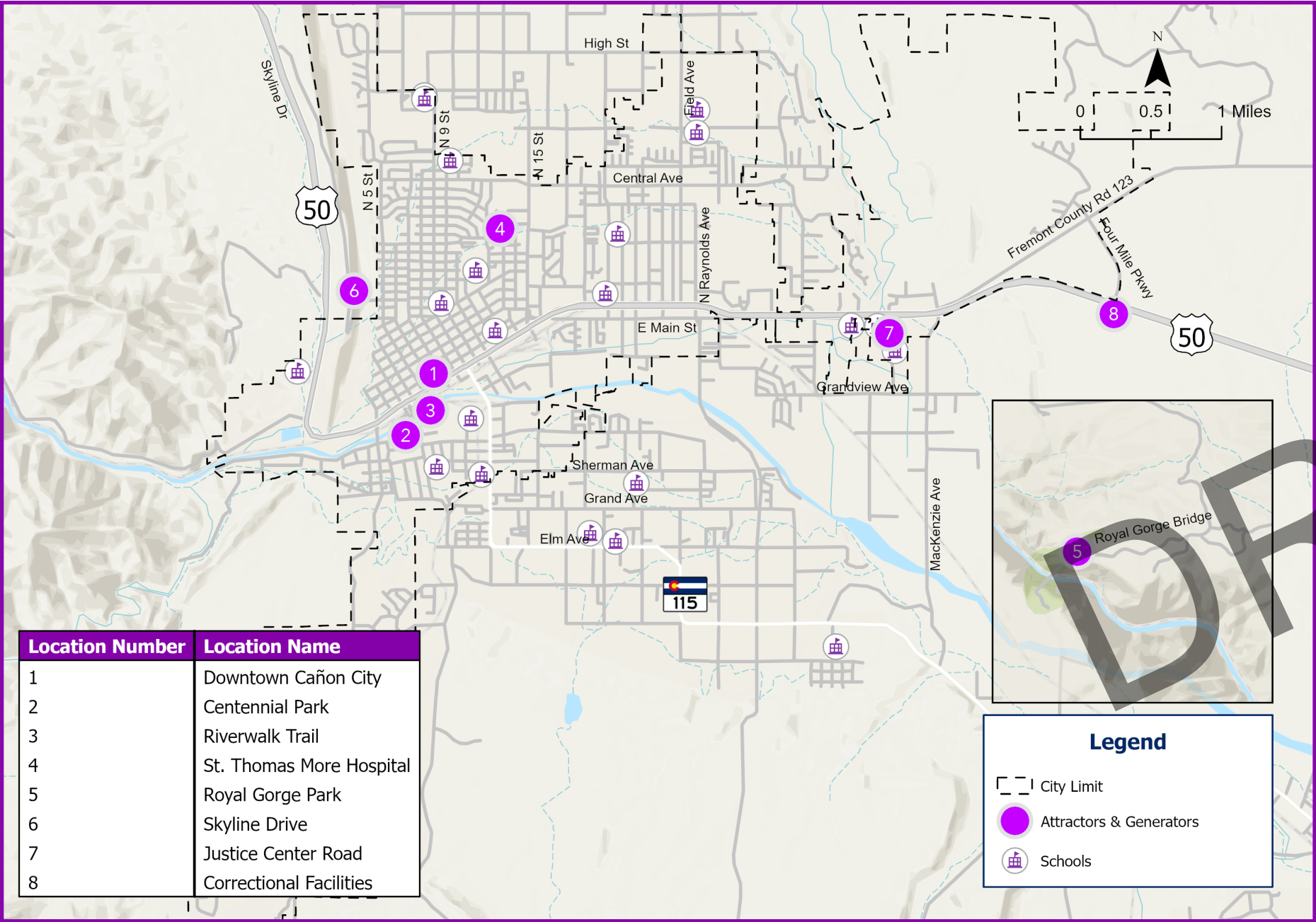


Figure 2.9 Attractors & Generators

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 2.12. 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.

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 2.13, 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 10% of all trips to the hospital area are pedestrian trips. As shown in Figure 2.14, trips to St. Thomas More Hospital are primarily along US 50 that then feed into N 15 Street, showing regional demand

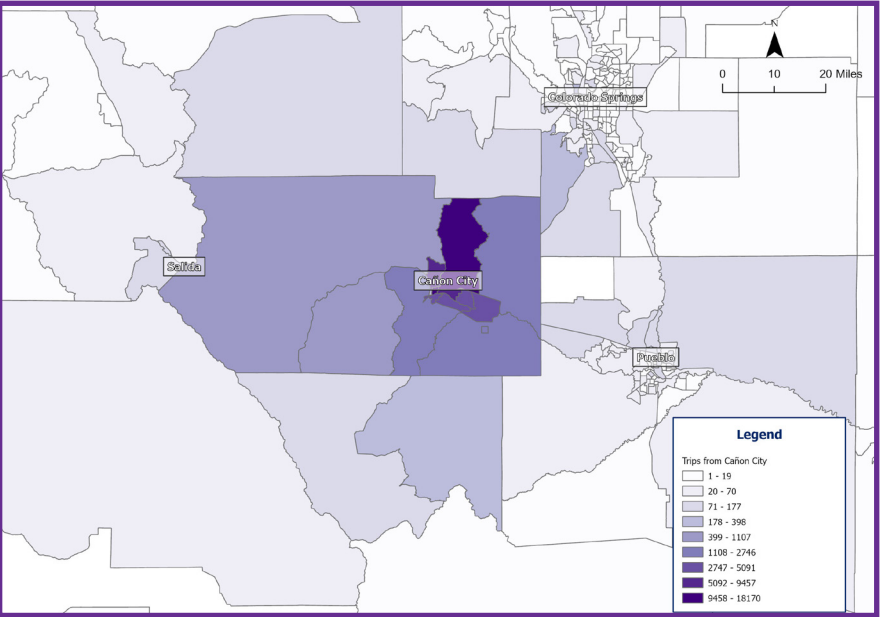


Figure 2.11 Trips to Cañon City

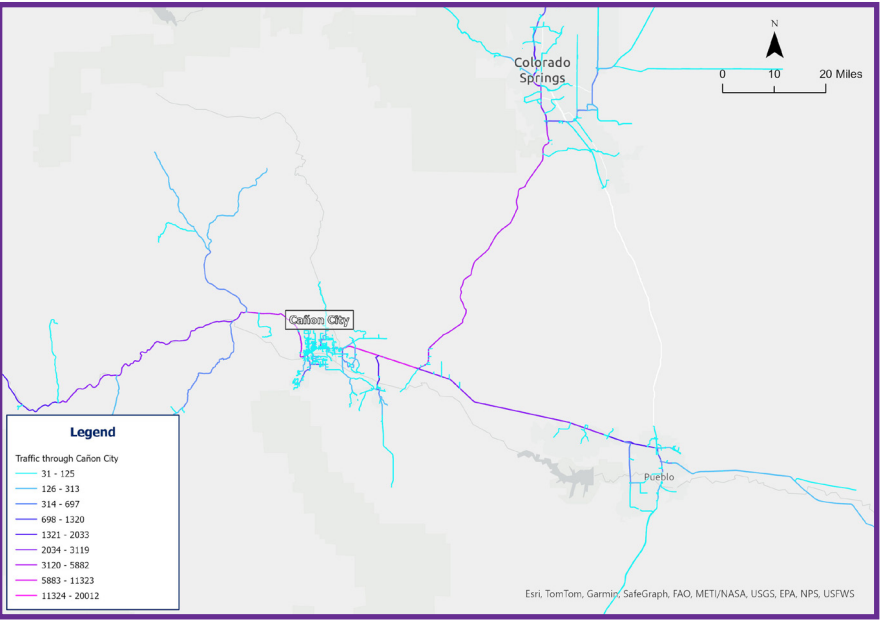


Figure 2.12 Trips through Cañon City

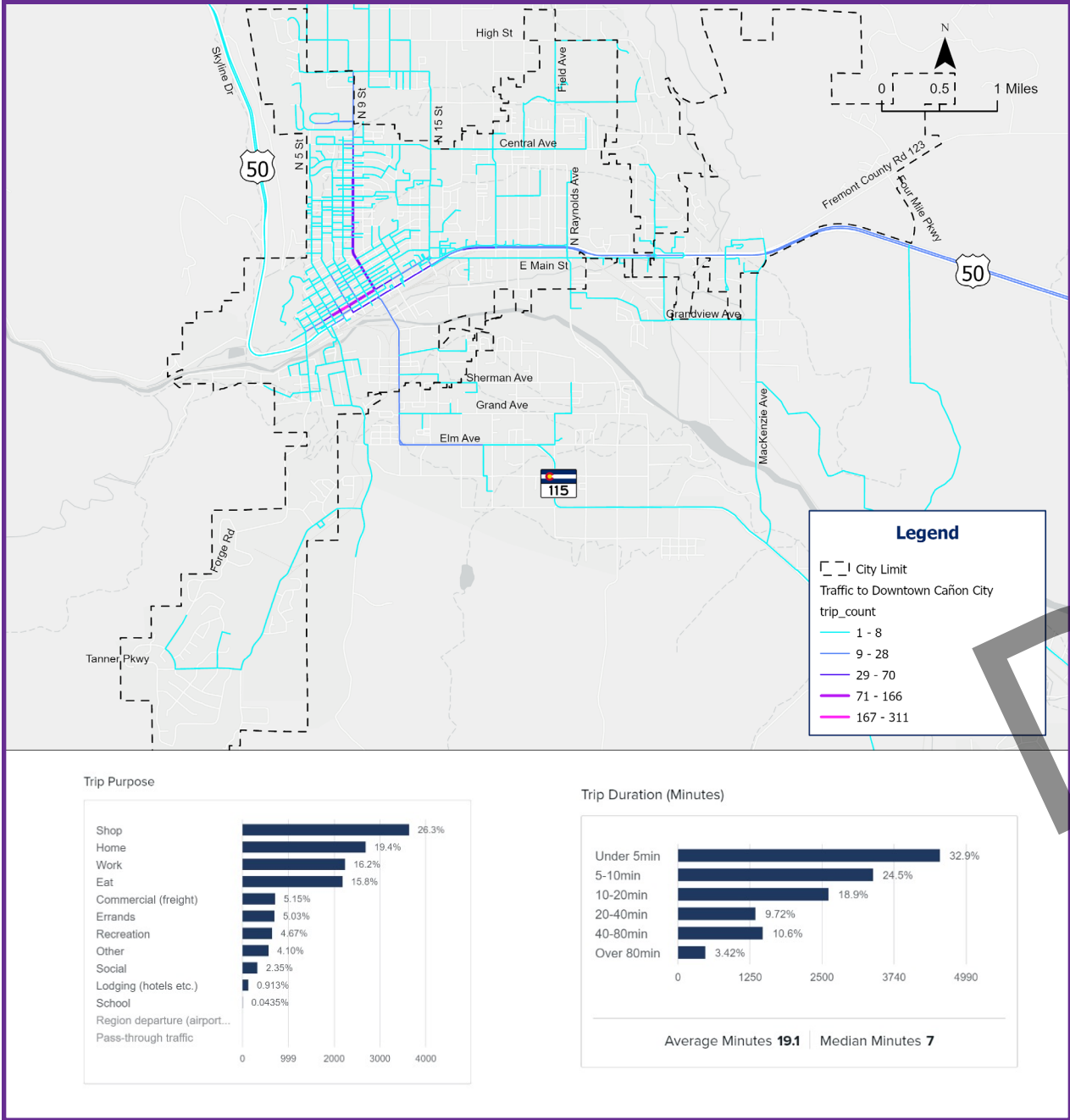


Figure 2.13 Trips to Downtown Cañon City

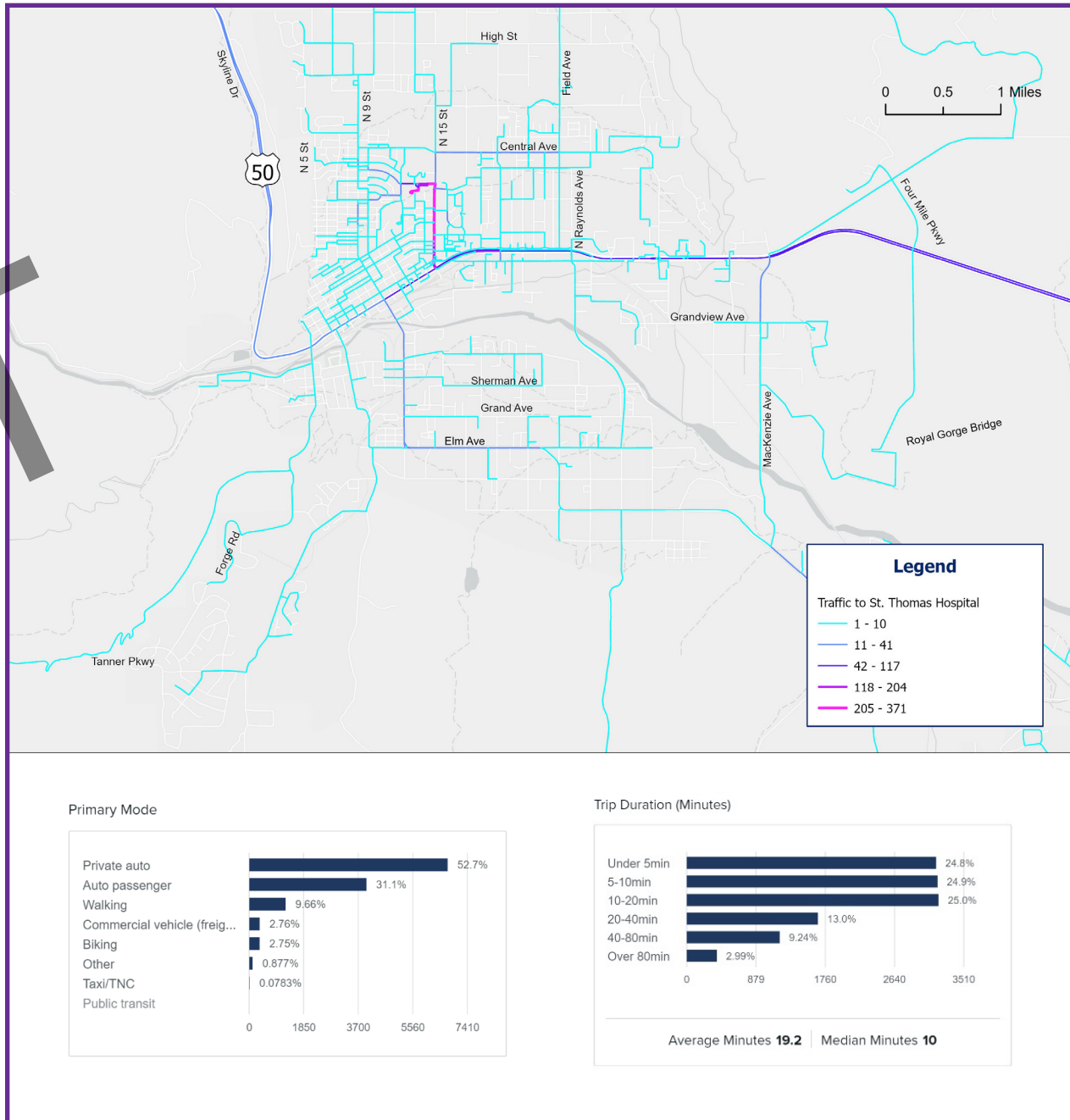


Figure 2.14 Trips to St. Thomas More Hospital

to the hospital.

Cañon City to Pueblo

From information obtained from the stakeholder meetings, and the public meeting, it is important to note the regional trips that occur from Cañon City to Pueblo as there are government assistance programs in Pueblo that are currently not present in Cañon City that are utilized by the elderly population.

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

Figure 2.15 shows data on trips from Cañon City to Pueblo.

2.8.1 Attractor & Generator Transit Opportunities

Based on the trip data from ReplicaHQ, the high percentage of vehicle usage, feedback and comments obtained from the stakeholder meetings, there is the potential demand for increased use of transit options both locally and regionally. 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,

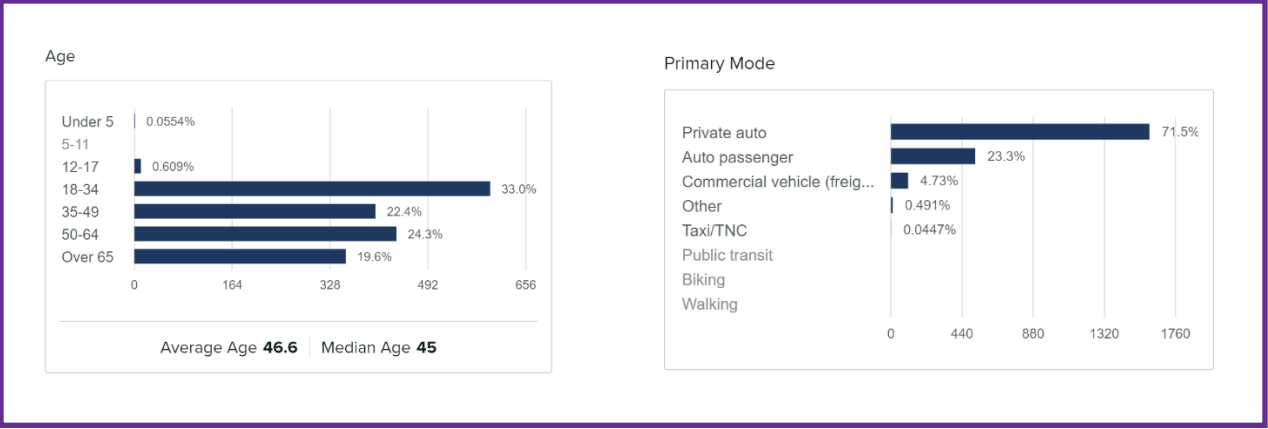


Figure 2.15 Trips from Cañon City to Pueblo

pavement markings, and limited signage consisting of an occasional post mounted green Bike Route designation sign.

The path of the existing designated bicycle route runs along Skyline Drive, N 5 Street from Main Street to Floral Avenue, Main Street from S 1 Street to S 15 Street, and E Main Street from Royal Gorge Boulevard to Berry Parkway. The existing bicycle route is shown in Figure 2.16.

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, 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 15 Street. In the southern portion of

the city 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 1 street to N 15 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, discussed in Section 5. The existing sidewalk network is shown in Figure 2.17.

Provided on both sides of a street are preferred but where one side of the street is undeveloped, sidewalks may be provided only on the developed side of the street. Sidewalks may also, in some cases, be built on easements. Sidewalks usually have a hard surface but can also be constructed on compacted aggregate. Sidewalk 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, etc.

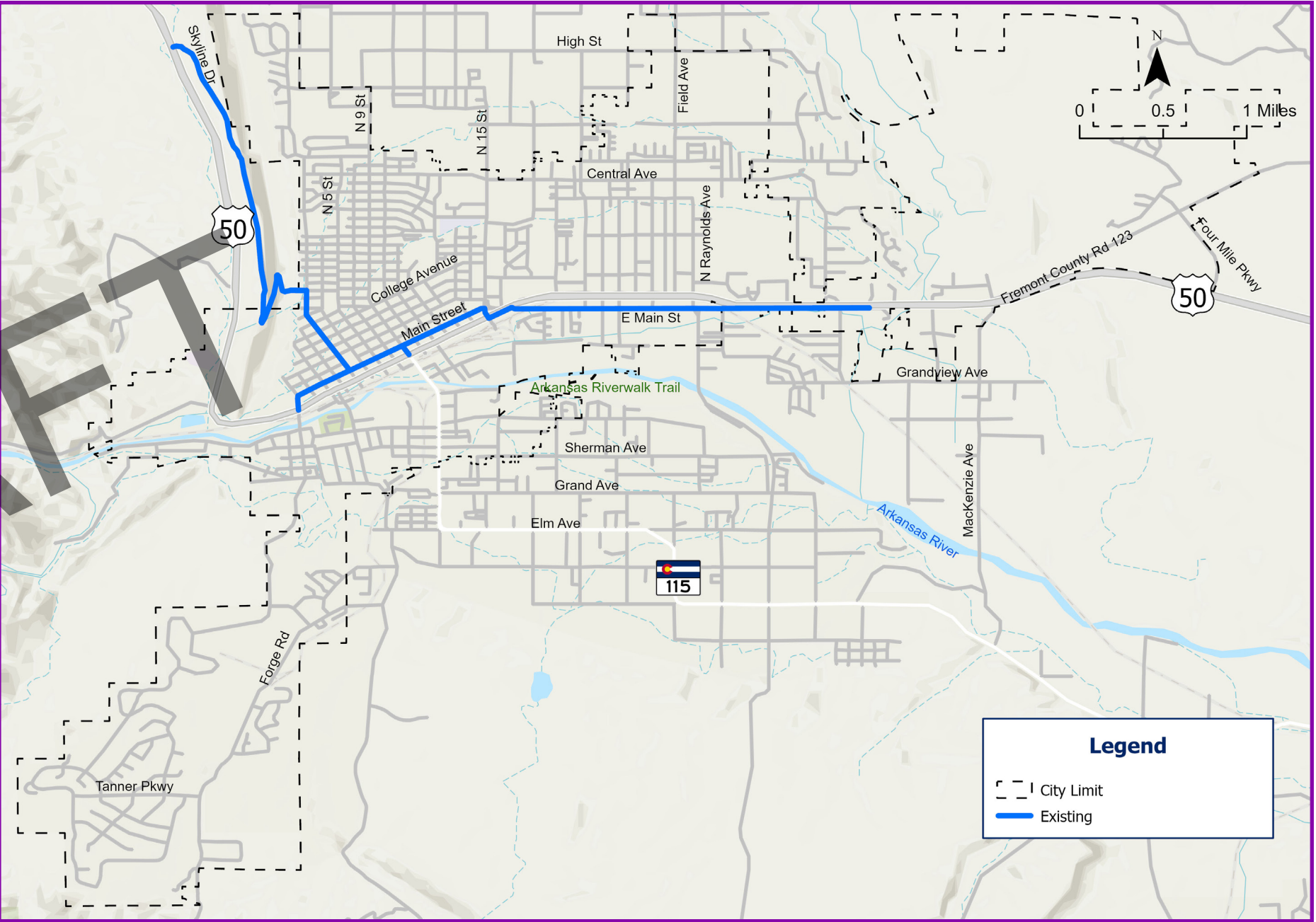


Figure 2.16 Existing Bicycle Route

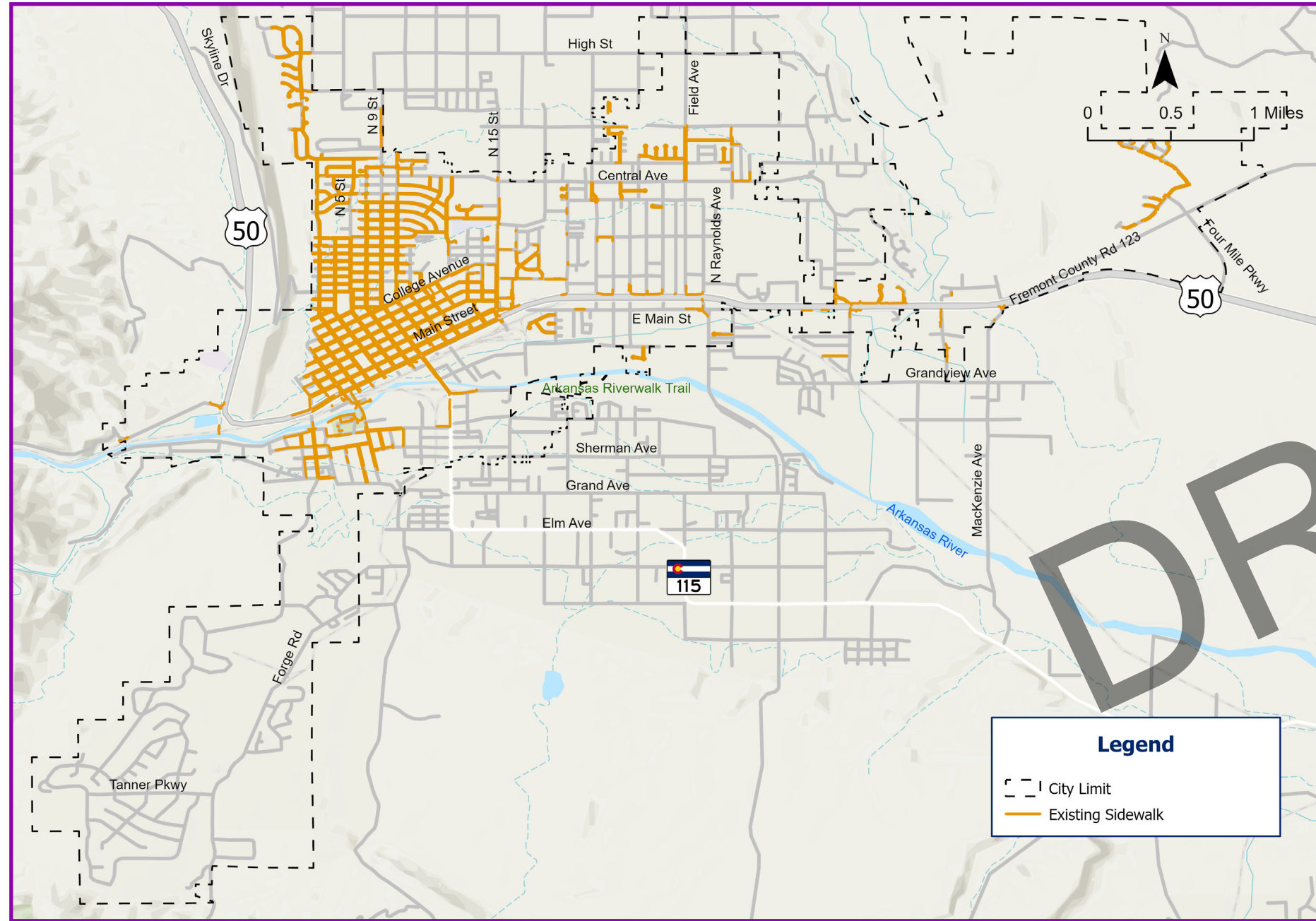


Figure 2.17 Existing Sidewalk Network

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. This master plan aims to analyze the existing network and improve connectivity by providing safe access ways within the City to the trail connections. **Figure 2.18** illustrates the existing trail network.

2.9.4 Micromobility

Cañon City does not offer any 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 states, 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 to utilize 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.

The City's transportation network should offer safe, convenient and comfortable pedestrian connectivity to bus stops so that all users can benefit from public transit. 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.

From feedback received from public input, there is potential demand for different forms of multi-modal transportation to utilize within Cañon City.

2.10 Field Review and Geometric Conditions

In order to further assess existing conditions, extensive field reviews were conducted to capture sidewalk conditions, speed management features, and observe peak hour traffic observations 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 at times 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.

Observations of traffic queues were performed on September 15, 2023 for the AM peak and for the PM peak throughout the study corridor. Below lists a few observations noted at each intersection of the study corridor. **Figure 2.21** and **Figure 2.22** show aerial photography for the AM and PM peak hour.

AM Peak Hour:

- Overall during the AM peak hour US 50 experienced minimal queue.
- US 50 at S 9 Street experienced queues ranging from 200 to 300 feet on the eastbound approach.
- US 50 at S 15 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.
- US 50 at S 9 Street experienced queues ranging from 250 feet to 350 feet on the eastbound approach.
- US 50 at S 15 Street experienced queues ranging from 350 feet to 450 feet. The northbound approach queues go beyond the designated storage and obstructs the roundabout on Main Street.



Figure 2.19 Unacceptable Sidewalk Example

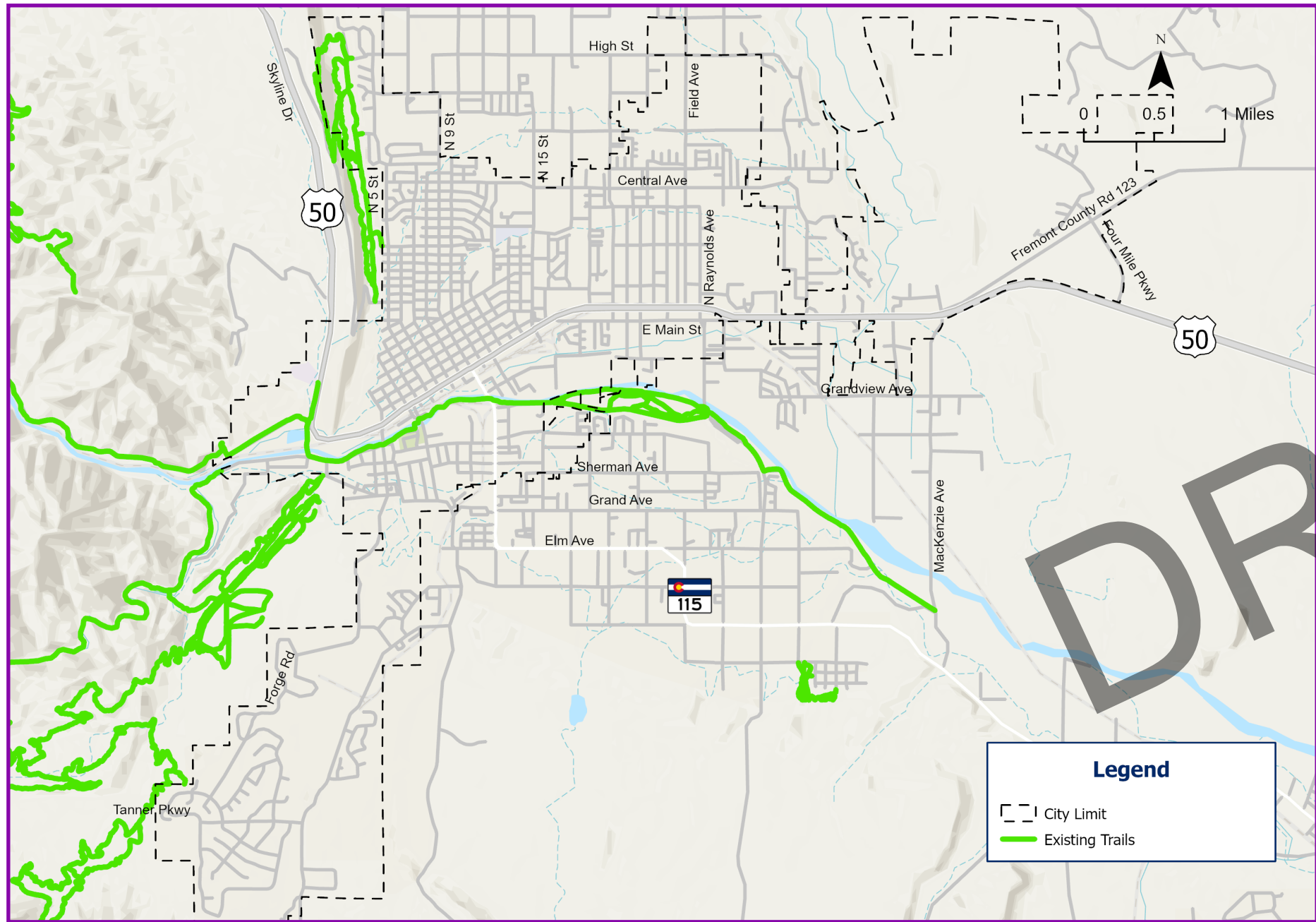


Figure 2.18 Existing Trail Network

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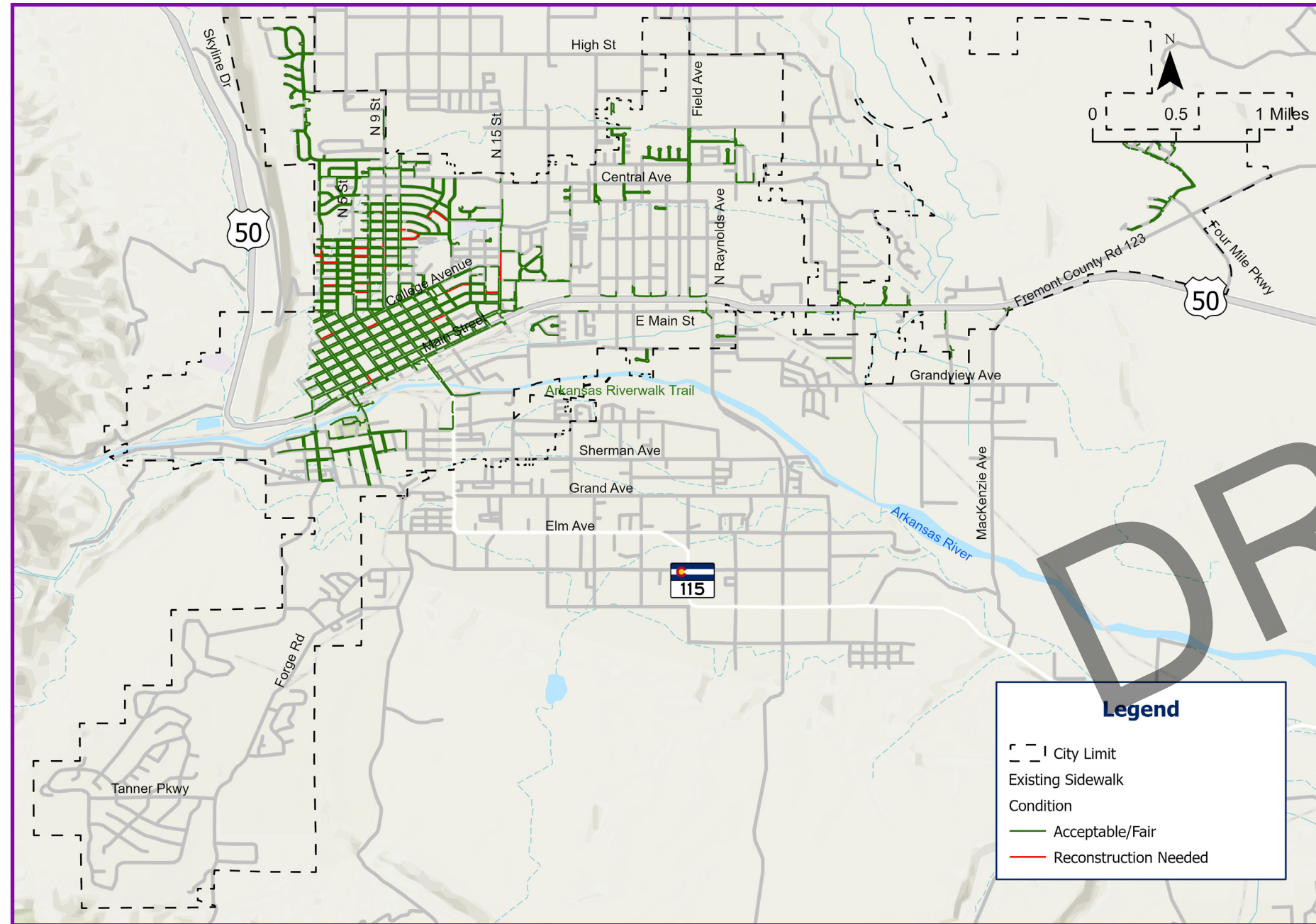


Figure 2.20 Sidewalk Condition

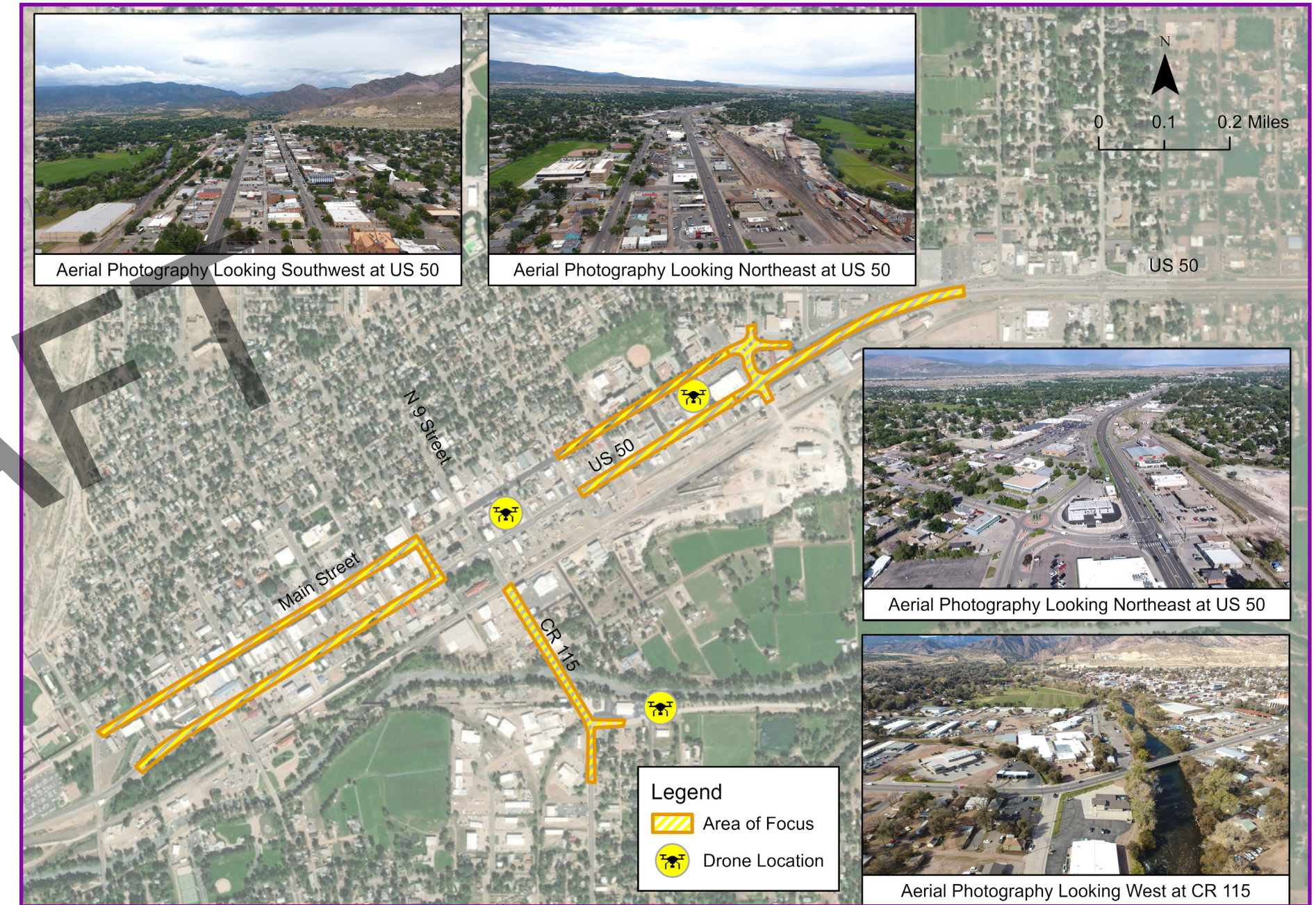


Figure 2.21 AM Peak Field Review



Figure 2.22 PM Peak Field Review

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 but also obtain their condition. Locations of speed management features are illustrated in **Figure 2.23**.

Figure 2.24 shows an example of a posted speed sign in poor condition, which all speed management feature conditions are shown in **Figure 2.25**. Of all signs present within Cañon City, seven of them were found to be in poor condition.

2.10.2 Signalized Intersections

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**.

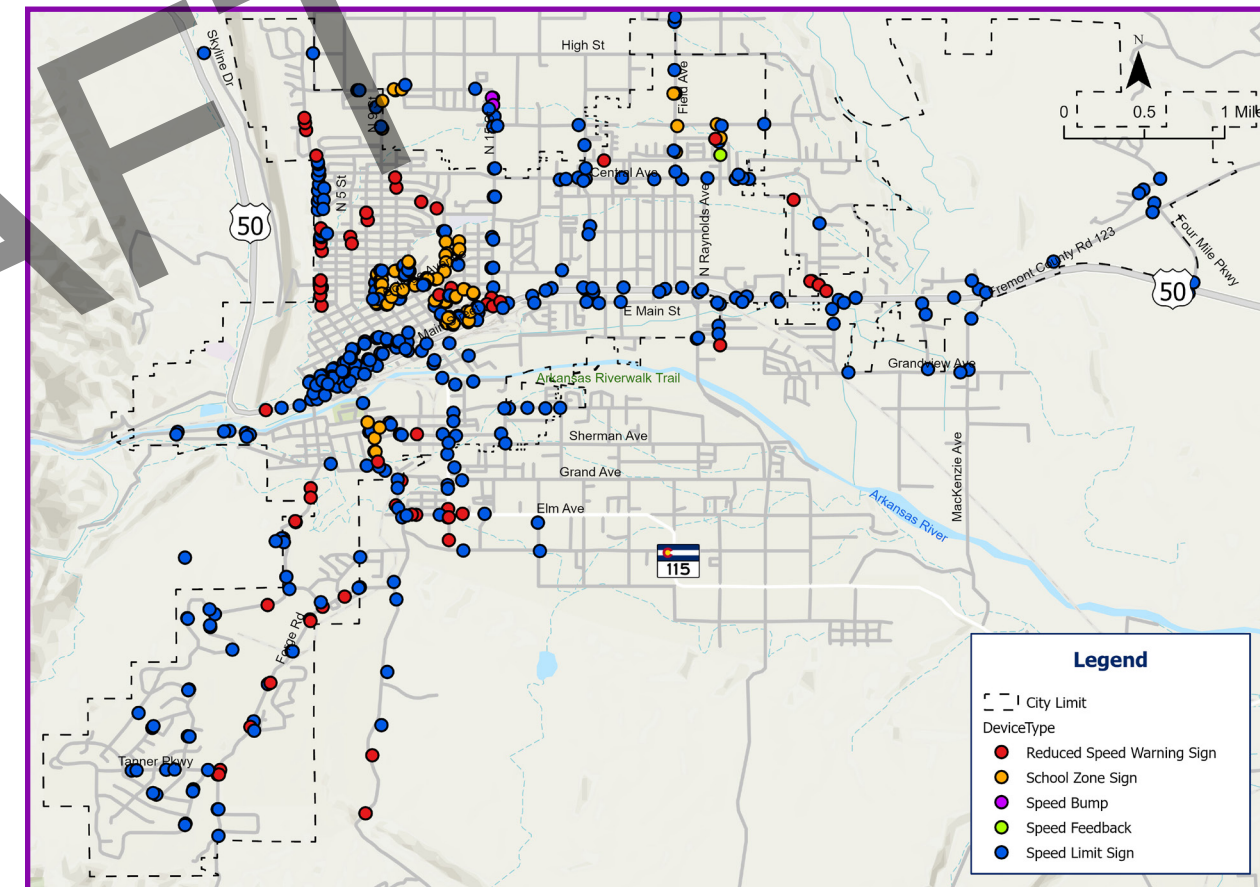


Figure 2.23 Speed Management Devices



Figure 2.24 Unacceptable Speed Limit Sign Example

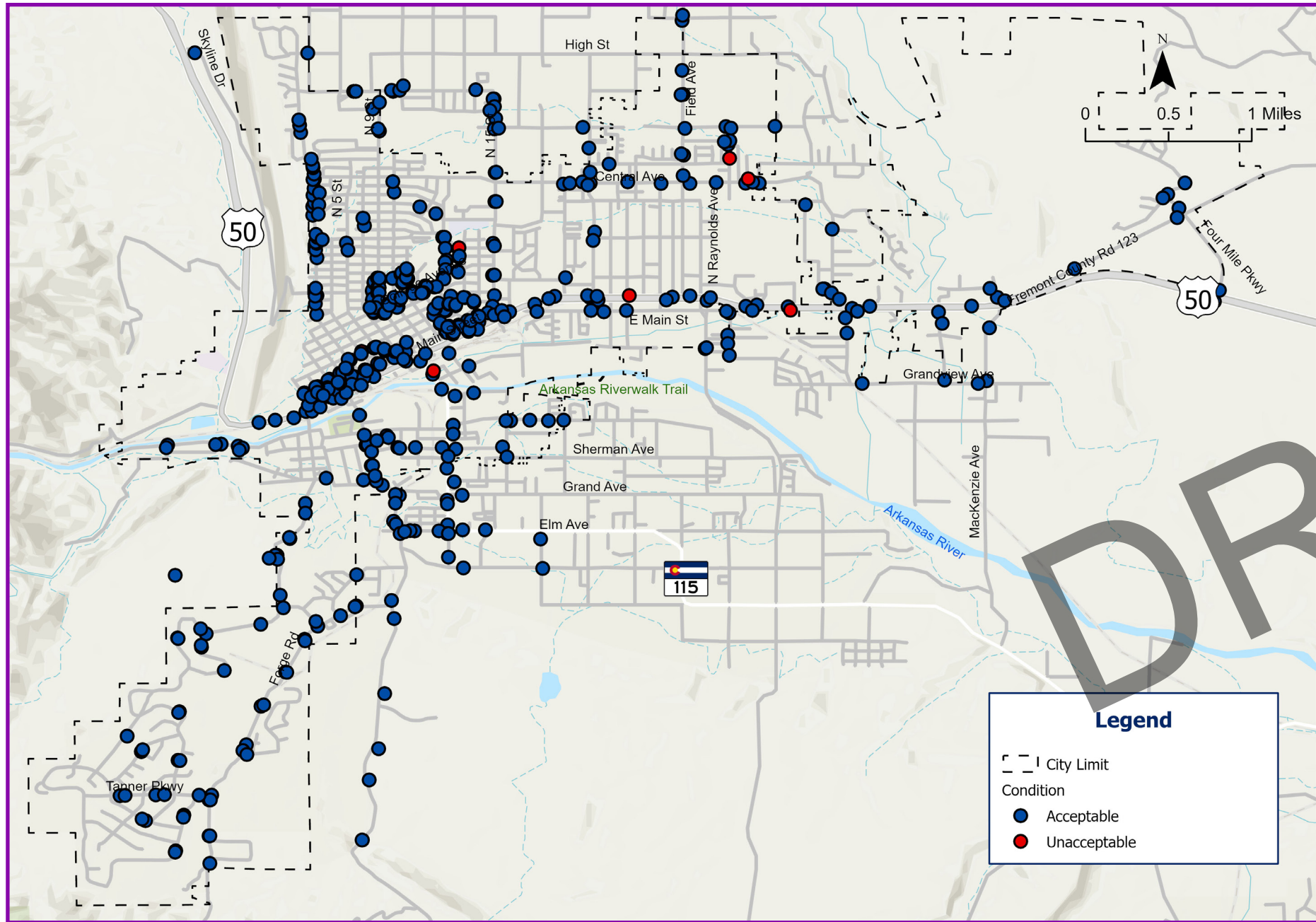


Figure 2.25 Speed Management Feature Condition

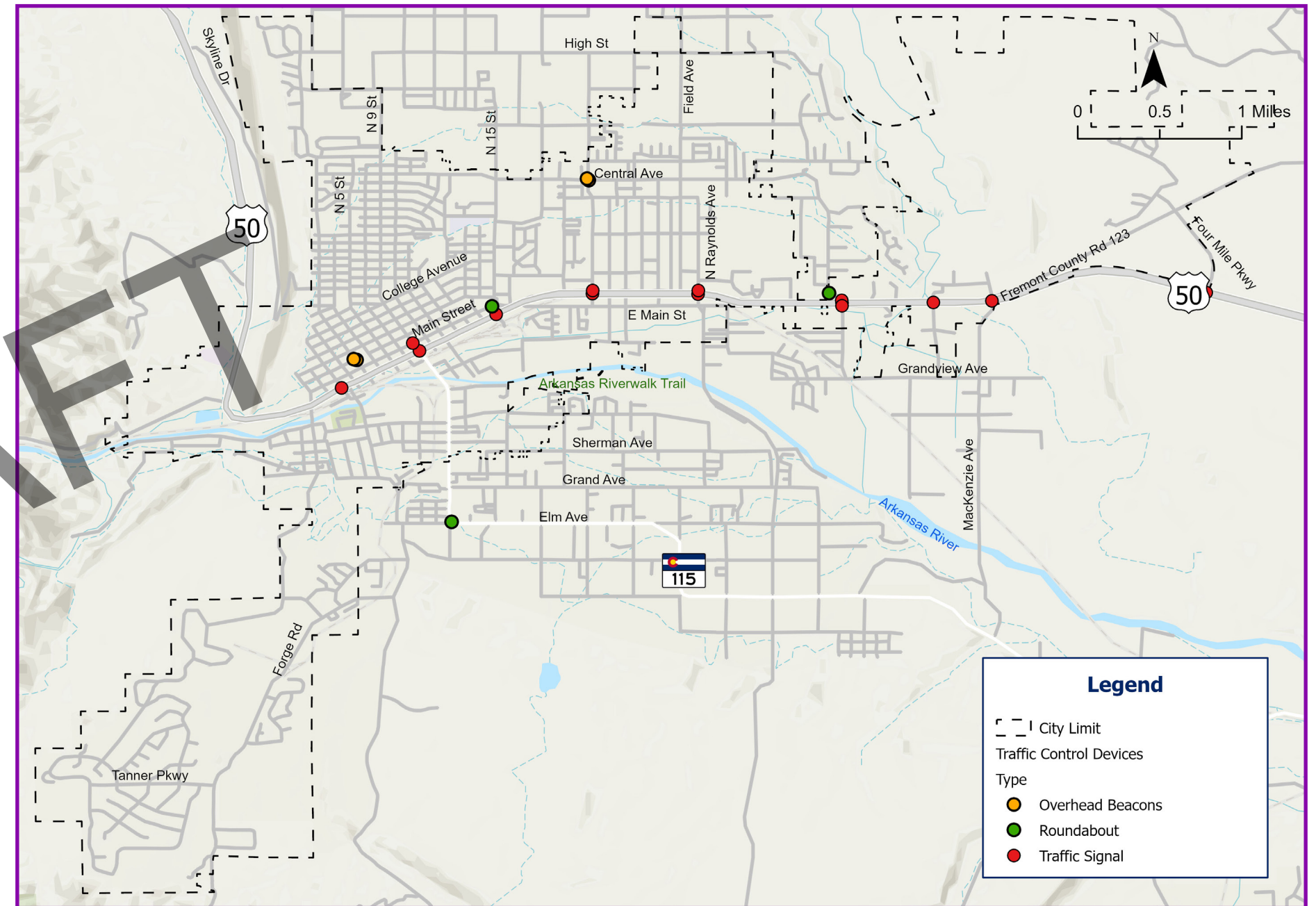


Figure 2.26 Traffic Control Devices

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).

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 were 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.

Crashes involving pedestrians and bicyclists brought severe concerns as they are the most vulnerable road users. Bicycle, Pedestrian, and fatal crashes are shown in **Figure 2.27**. Approach, Broadside, and Sideswipe Crashes are shown in **Figure 2.28**. **Table 2.7** summarizes the crash analysis for the city. The Crash Heat Map is shown on **Figure 2.29**. All crashes from 2017-2022 in Greater Cañon City is displayed on **Figure 2.30**.

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

Table 2.7 Crash Severity vs Crash Type

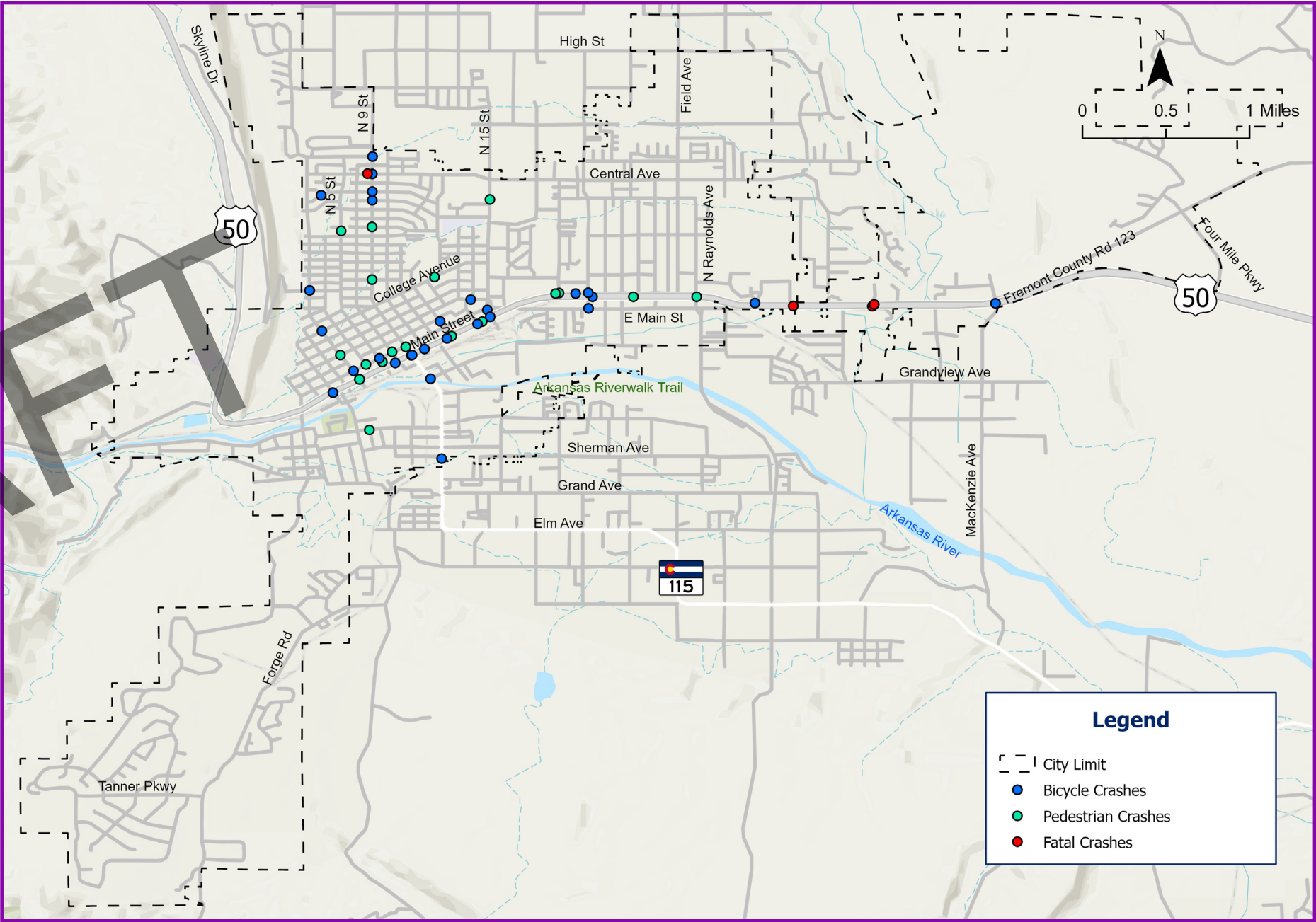


Figure 2.27 Bicycle, Pedestrian, and Fatal Crashes

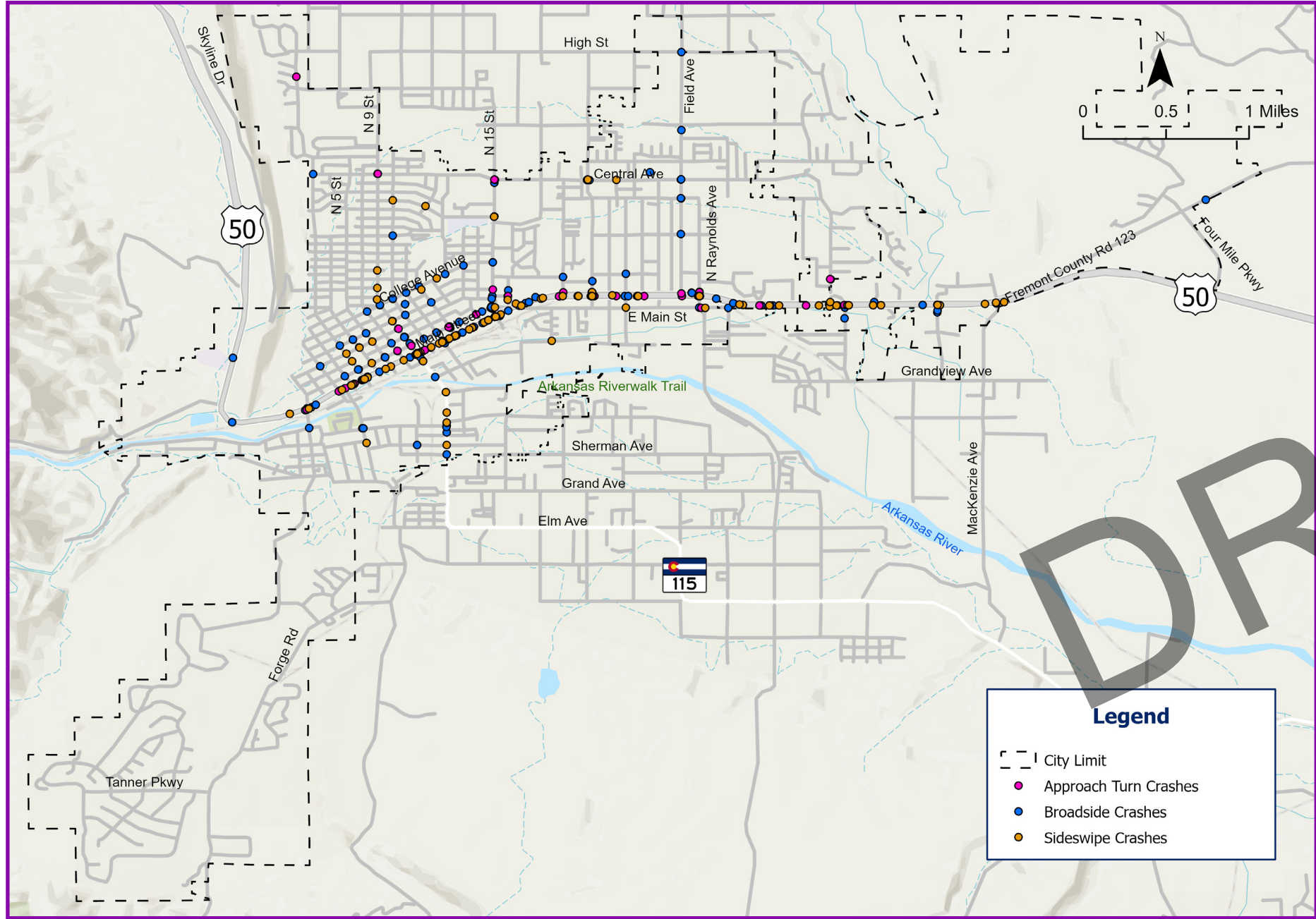


Figure 2.28 Approach, Broadside, and Sideswipe Crashes

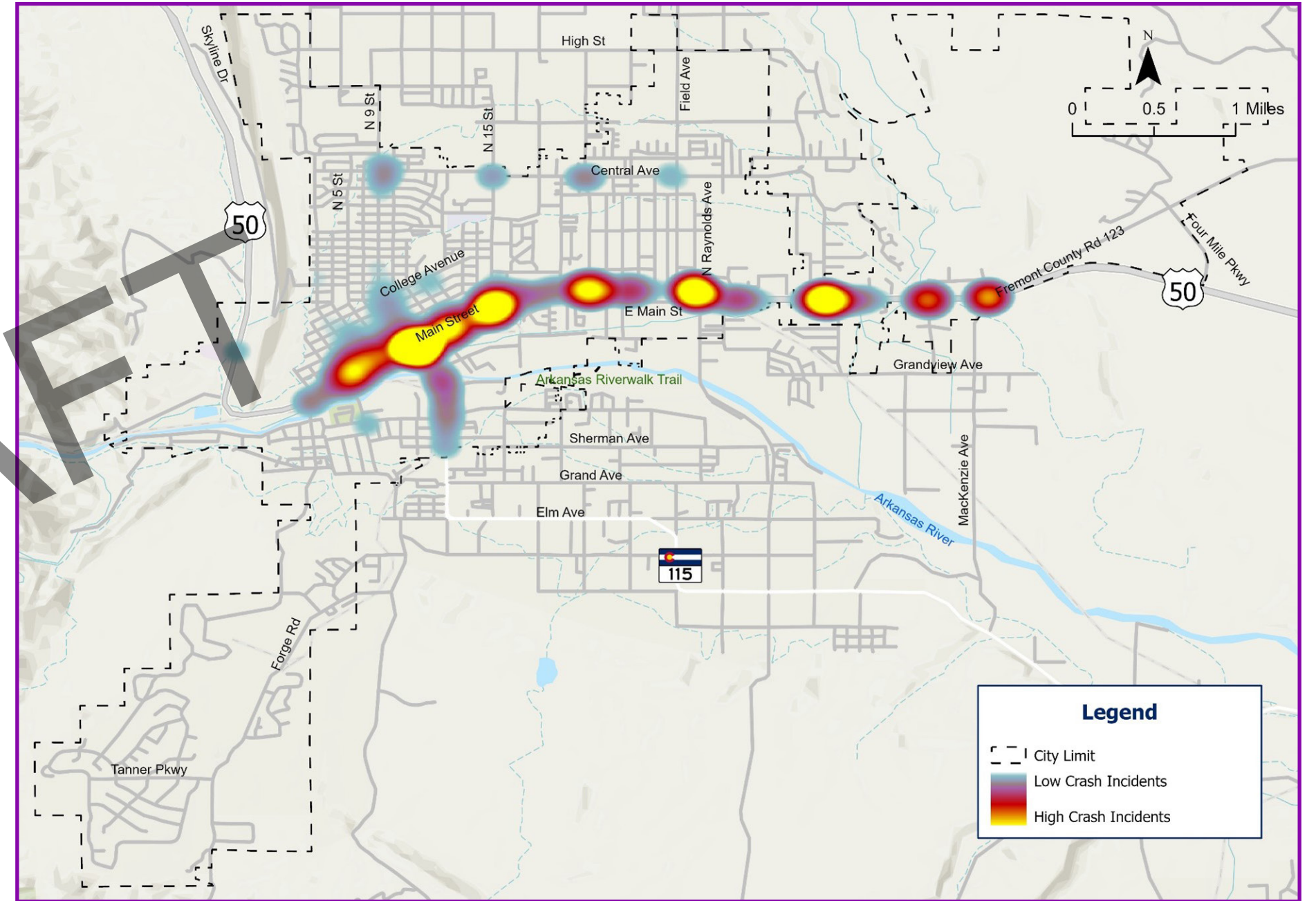


Figure 2.29 Heat Map

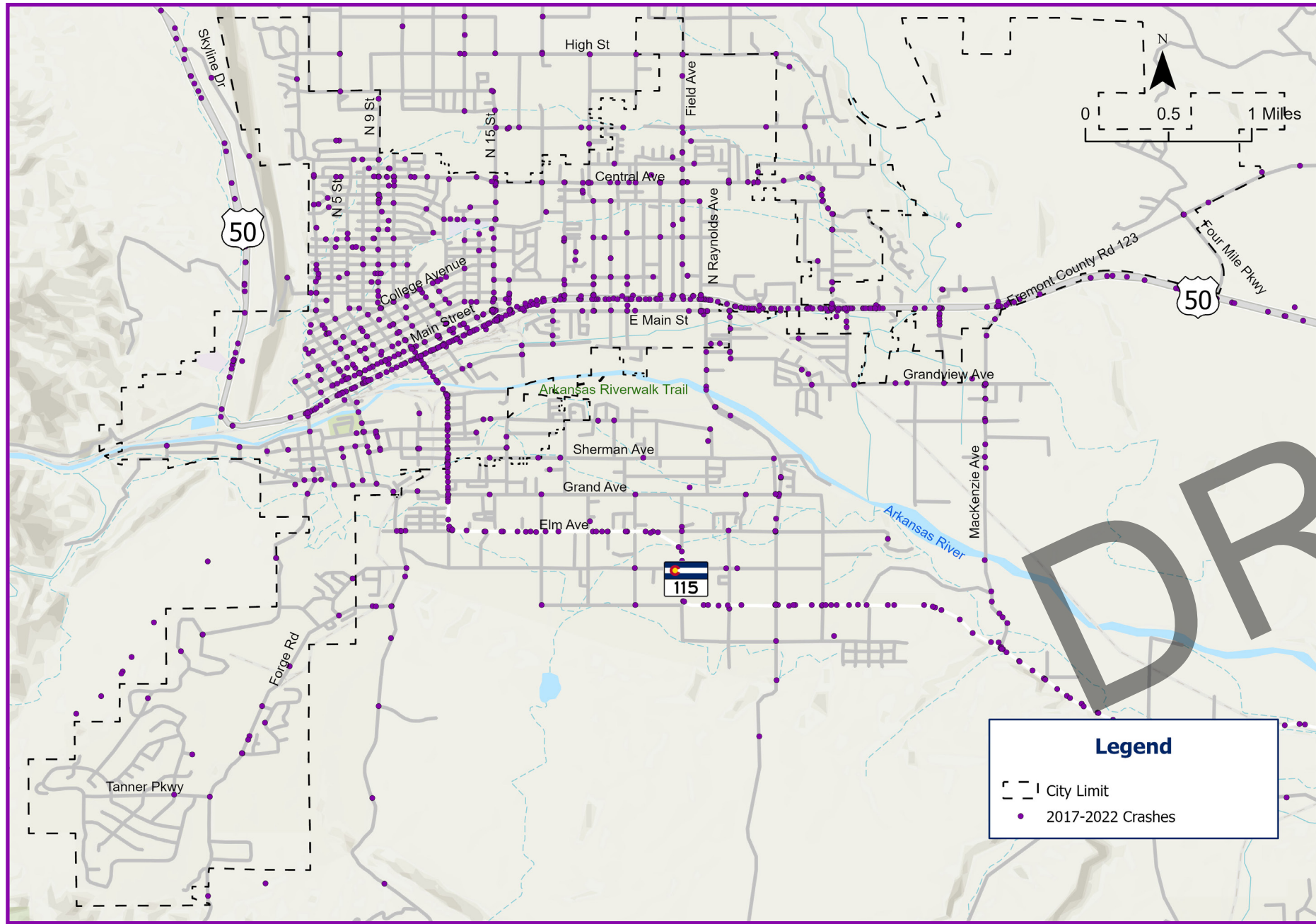


Figure 2.30 Greater Cañon City Crashes

2.12 Comprehensive Plan and Other Planning Documents

2.12.1 Comprehensive Plan 2021 Update

In 2021, Cañon City published their Comprehensive Plan which served to outline the City's official vision and to guide the city for the upcoming 20 years. This document serves as a guide to decisions related to development regulations, capital improvements, and other local policies and actions. In the development of this masterplan, 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 so 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 centerline miles of improved 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

In January of 2018, Cañon City started their wayfinding signage design program which sought the creation of gate 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 a Third Place that would serve as a focal point for Downtown. Final Design was submitted in September 2023. Figure 2.31 shows the preferred concept plan.



2.12.5 Cañon City River Improvement Masterplan

In October 2016, the city developed a Masterplan 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, 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 2.32.

Figure 2.31 Clock Tower Preferred Concept

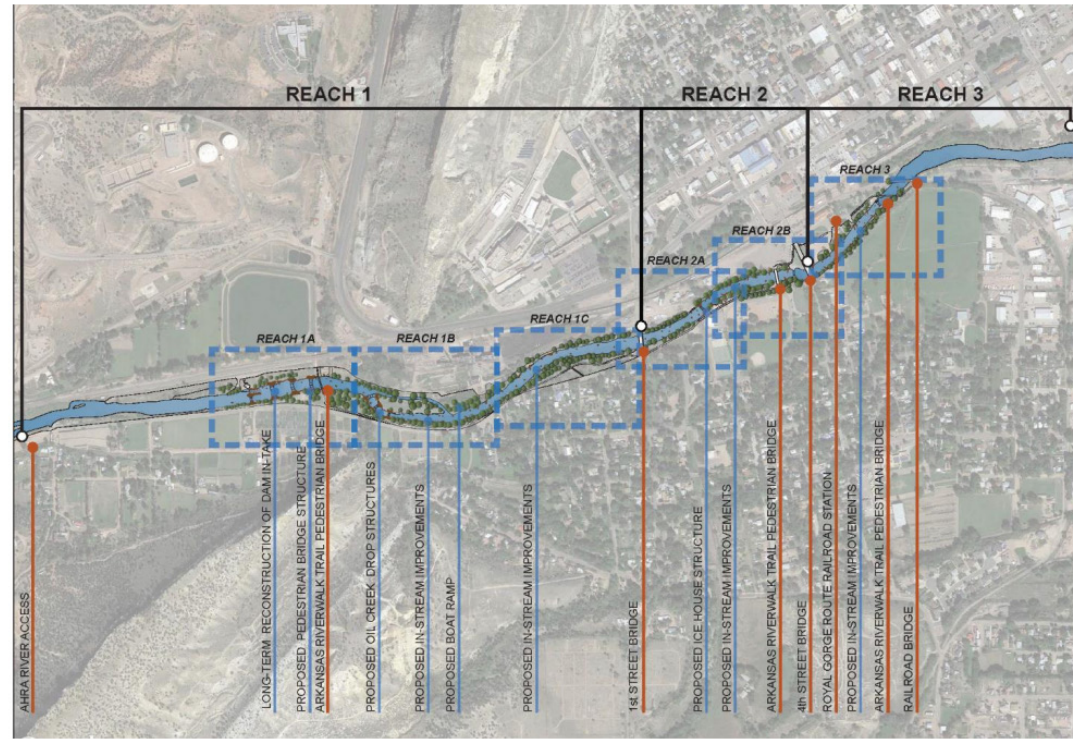


Figure 2.32 Cañon City Riverwalk Improvement

2.12.6 Arkansas River Corridor Master Plan

In December 2017, The Arkansas River Corridor Master Plan 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 is a long term plan includes a vision with specific recommendations to improve the River Corridor over the next 25 years. **Figure 2.33** shows the divided sections of the Arkansas River Master Plan.

As part of 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 its 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 2.34** Shows the opportunities for Centennial Park in the Masterplan.

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 2.35** shows Eastern Fremont County Trails, Open Space, and River Corridor.

2.12.8 US 50 Plans
2.12.8.1 US 50 Corridor Plan

The City adopted the US 50 Control Plan in 2015 with the goal of eliminating the frontage road along the north side of US 50 and 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

In development is the US 50 West Access Control Plan which spans from the west city limits to 15th Street along US 50 which will serve to identify improvements to the location transportation network, blending visions from the US 50 Corridor Plan and US 50 Pedestrian Crossing Study while optimizing the number of access points on US 50.

2.12.8.3 US 50 East Cañon City Access Control Plan

The City partnered with CDOT on developing an access control plan on US 50 from 15th Street to east of Raynolds Avenue with the purpose of improving traffic flow and business access. This plan is currently ongoing.

2.12.9 SH 115 Pedestrian Improvements

Along State Highway 115 from south of 9th Street between Short Street to Vine Street, Cañon City replaced the curb and gutter, replacement of the concrete crosspan, and sidewalk installation. Improvements spanned from April 2021 to July 2021.

THE ARKANSAS RIVER CORRIDOR PLANNING ZONES

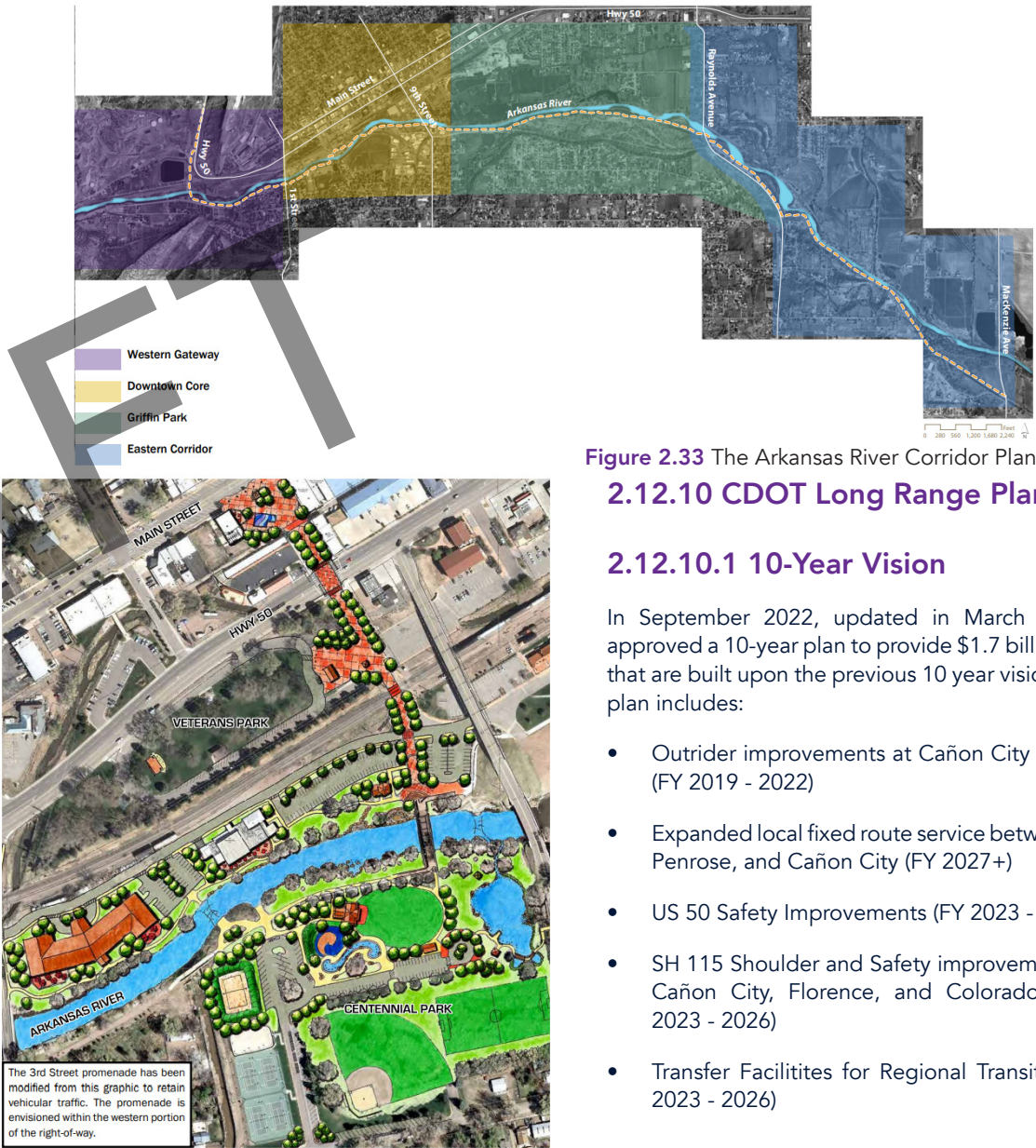


Figure 2.34 Centennial Park Masterplan

Figure 2.33 The Arkansas River Corridor Planning Zones

2.12.10 CDOT Long Range Plans

2.12.10.1 10-Year Vision

In September 2022, 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. Within 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 multimodal 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 serves as a guide that integrates CDOT's statewide plan while providing a reflection of the TPR'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 multimodal improvements. **Figure 2.36** shows the Front Range 2045 Regional Transportation Plan. **Table 2.9** lists the Priority Project List.

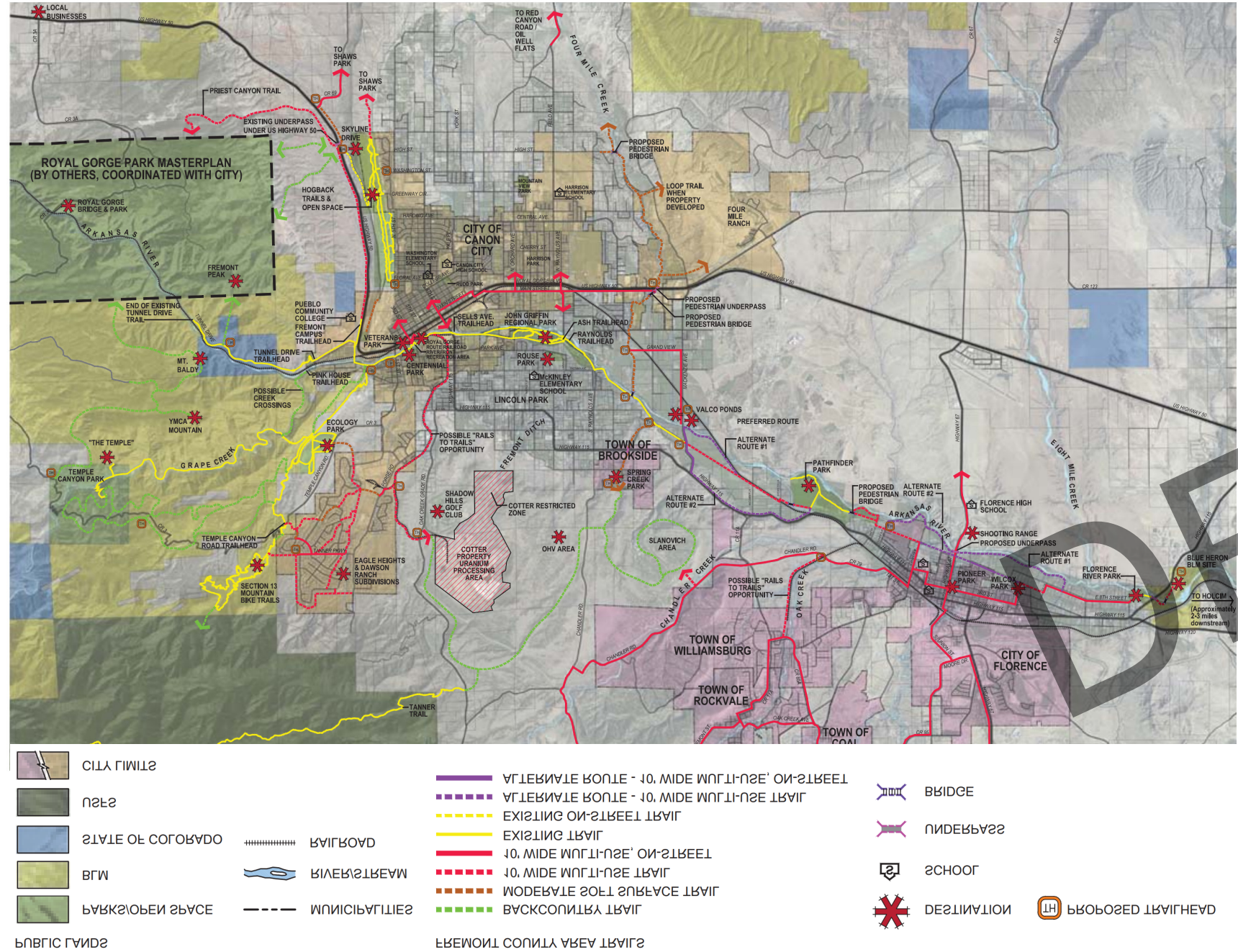


Figure 2.35 Eastern Fremont County Trails, Open Space, and River Corridor

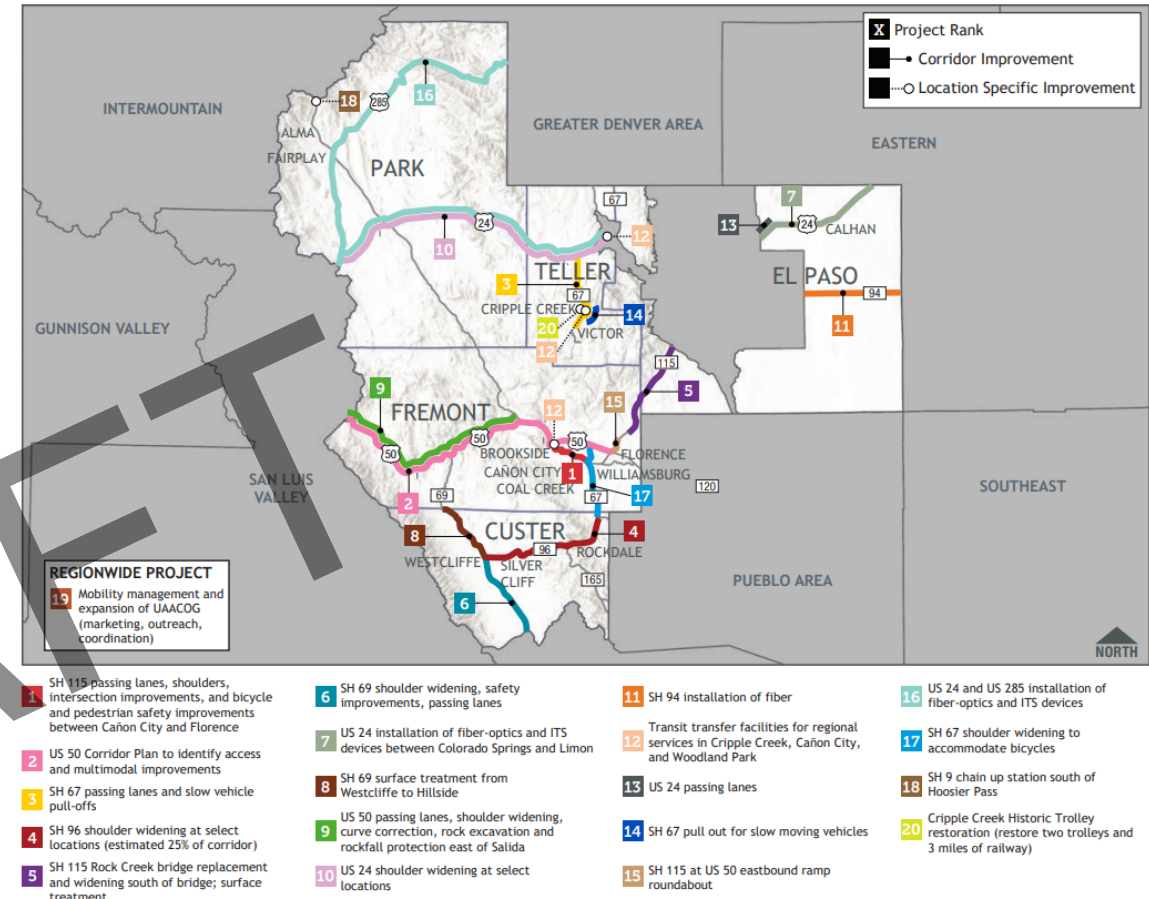


Figure 2.36 Central Front Range 2045 Regional Transportation Plan

Central Front Range TPR Priority Project List

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			

Table 2.9 Central Front Range 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 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 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.

2.13.1 City Maintenance & Upkeep

The Cañon City City Code of Ordinances, Version December 1, 2023, has provisions related to infrastructure improvements and the distribution of costs associated with those improvements. Title 12 – Streets, Sidewalks, and Public Places, Section 12.08.160 outlines distribution of costs to improve city streets, inclusive of sidewalks, related to the adjacent property owner from a linear measurement consideration.

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. It 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 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 outlines minimum requirements for Street Designations within Cañon City as shown in **Figure 2.37**. 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 decreases minimum lane width tolerances would allow more space for the installation of bike lanes or shared use path.

2.13.3 Funding Opportunities

During the November 2016 election cycle, the citizens of Cañon City approved a 1% sales tax increase 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 provisions 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 except on sidewalks

Cañon City Street Standards

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
Maximum grade in percent	12%	8%	8%	6%	"
Spacing in miles	As required	¼ to ½	1	1	"
Parking Permitted?	Yes	Prohibited if 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. St. to 15th. St., where the right-of-way is 80 feet, and except for 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

Figure 2.37 Cañon City Street Standards

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.



Section 3

Public Involvement

Public Involvement

One of the main goals of the Multi-Modal Master Plan revolves around public involvement. The aim was 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 web application (such as GIS, which provides services capable of 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 Multi-Master Plan in order to align goals for the plan and discussion the overall public involvement plan that would include one-on-one meetings, online surveys, 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 Angelina	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 of Commerce	Rich Millard	November 3, 2023
Cañon City Middle School	Jessie Oliver Courtney	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 Korochi	November 6, 2023
Fremont Adventure Recreation	Ashlee Sack	November 6, 2023
Four-Mile Ranch	Jonathan	November 6, 2023
Cañon City Mayor, Rotary Club	Ashley Smith	November 7, 2023

Table 3.1 Stakeholder Meetings Breakdown

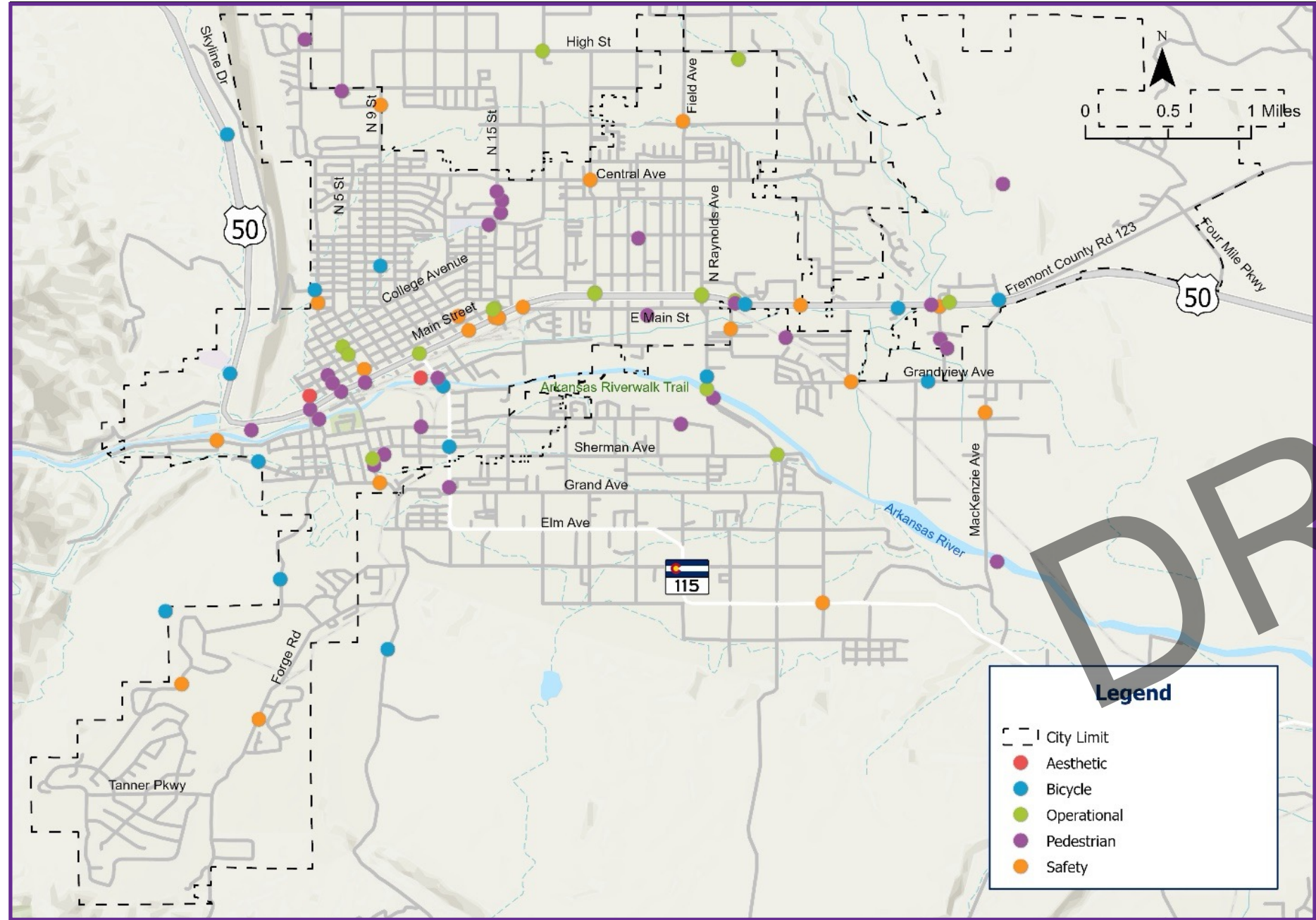


Figure 3.1 Stakeholder Input

The following were the main topics discussed during stakeholder 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, 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 as well as 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, 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.

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 tables.

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.

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).’

Approximately 47% stated they don’t believe the amount of availability of parking in downtown is a problem, 45% stated it is a problem and 8% either don’t go to downtown or didn’t 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 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 3.20 illustrate the survey results.

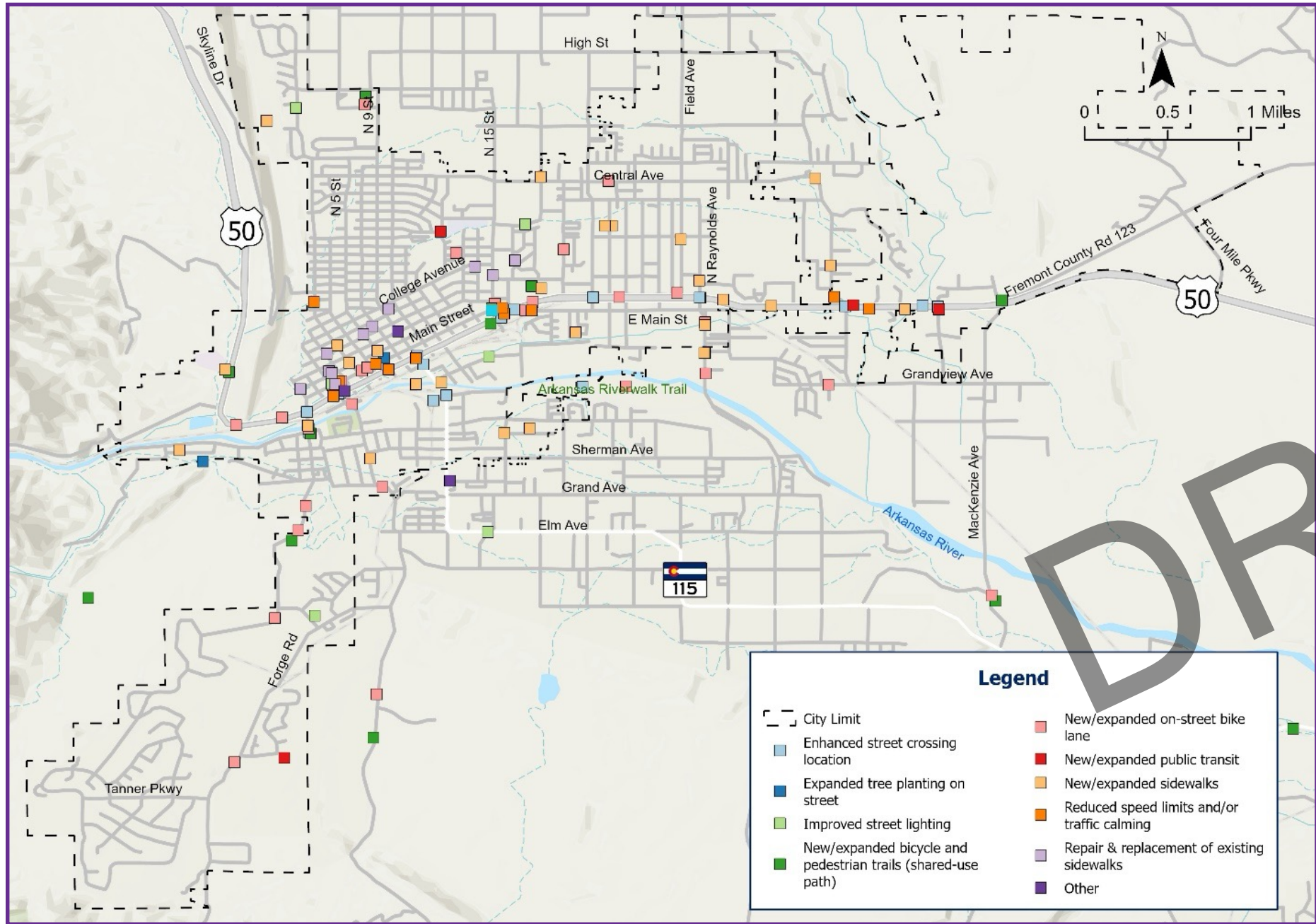


Figure 3.2 Public Survey Location Input

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

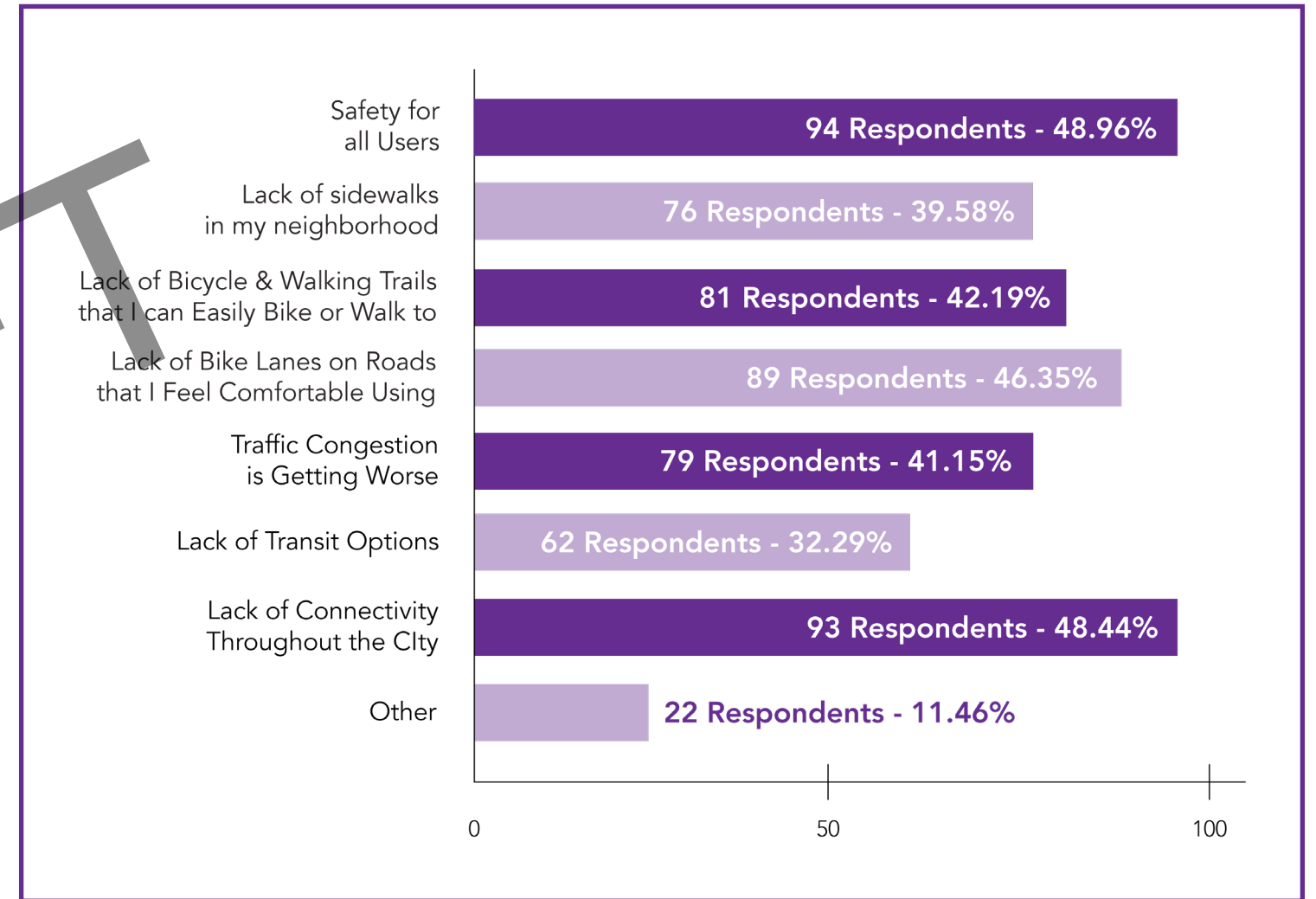


Figure 3.3 Immediate Concerns with Cañon City's Transportation System

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

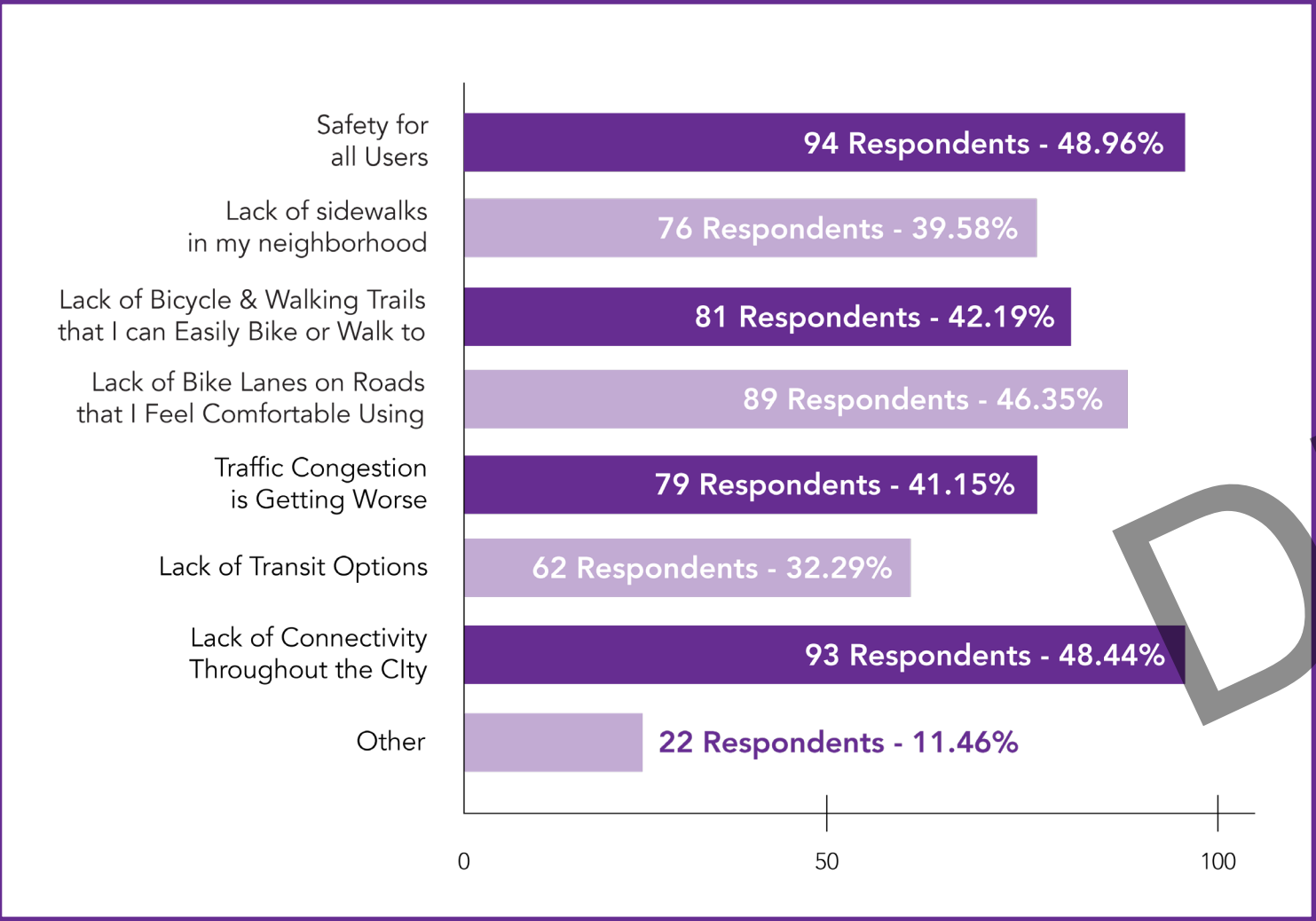


Figure 3.4 Ranking Future Improvements

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

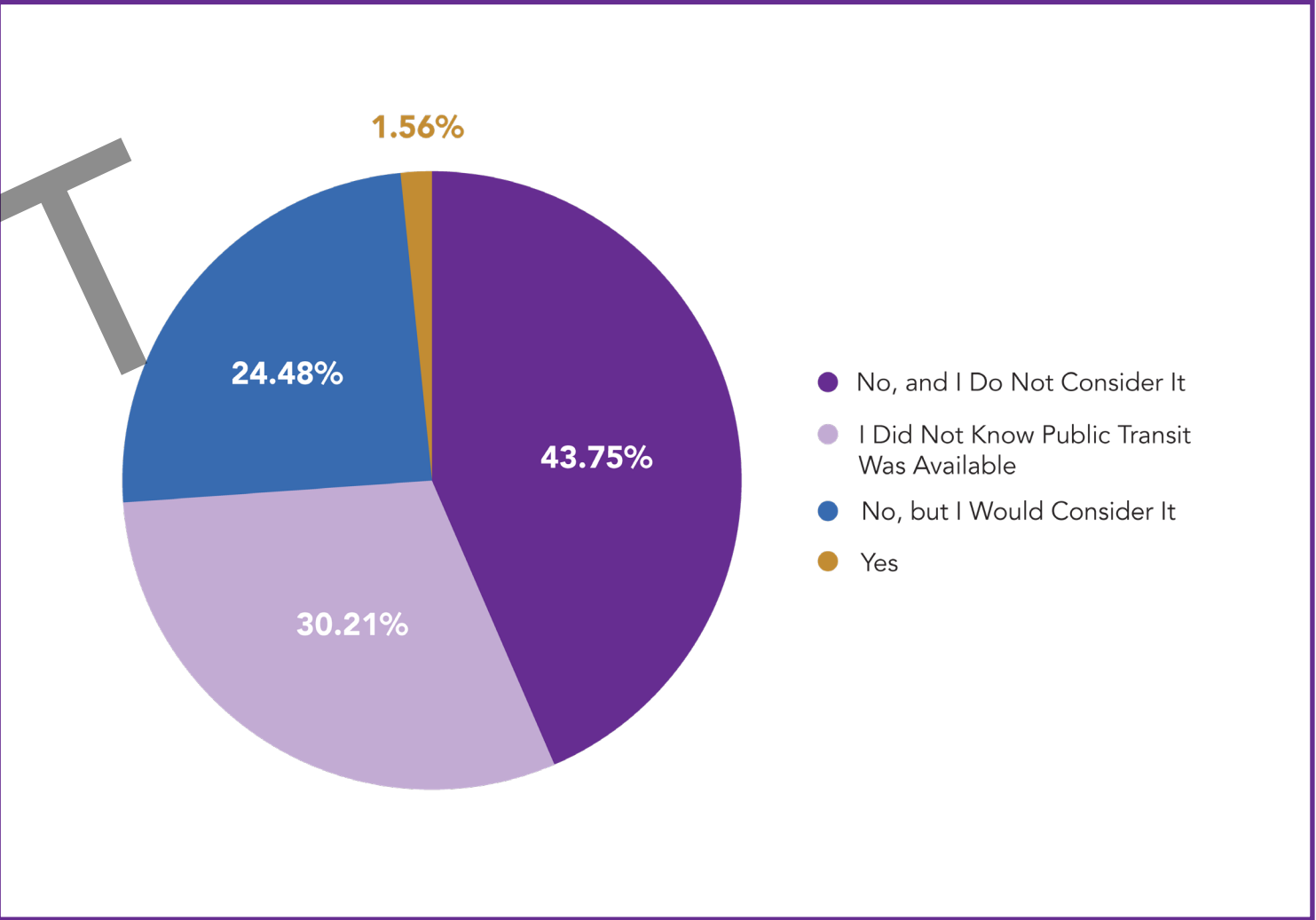


Figure 3.5 Public Transit Usage

Respondents Who Selected “No, but I would Consider it” in Figure 3.5 were asked, What deters you:



Figure 3.5.1 Figure 3.5, "No, but I would Consider It" Word Map

What is Your Primary Source of Transportation?

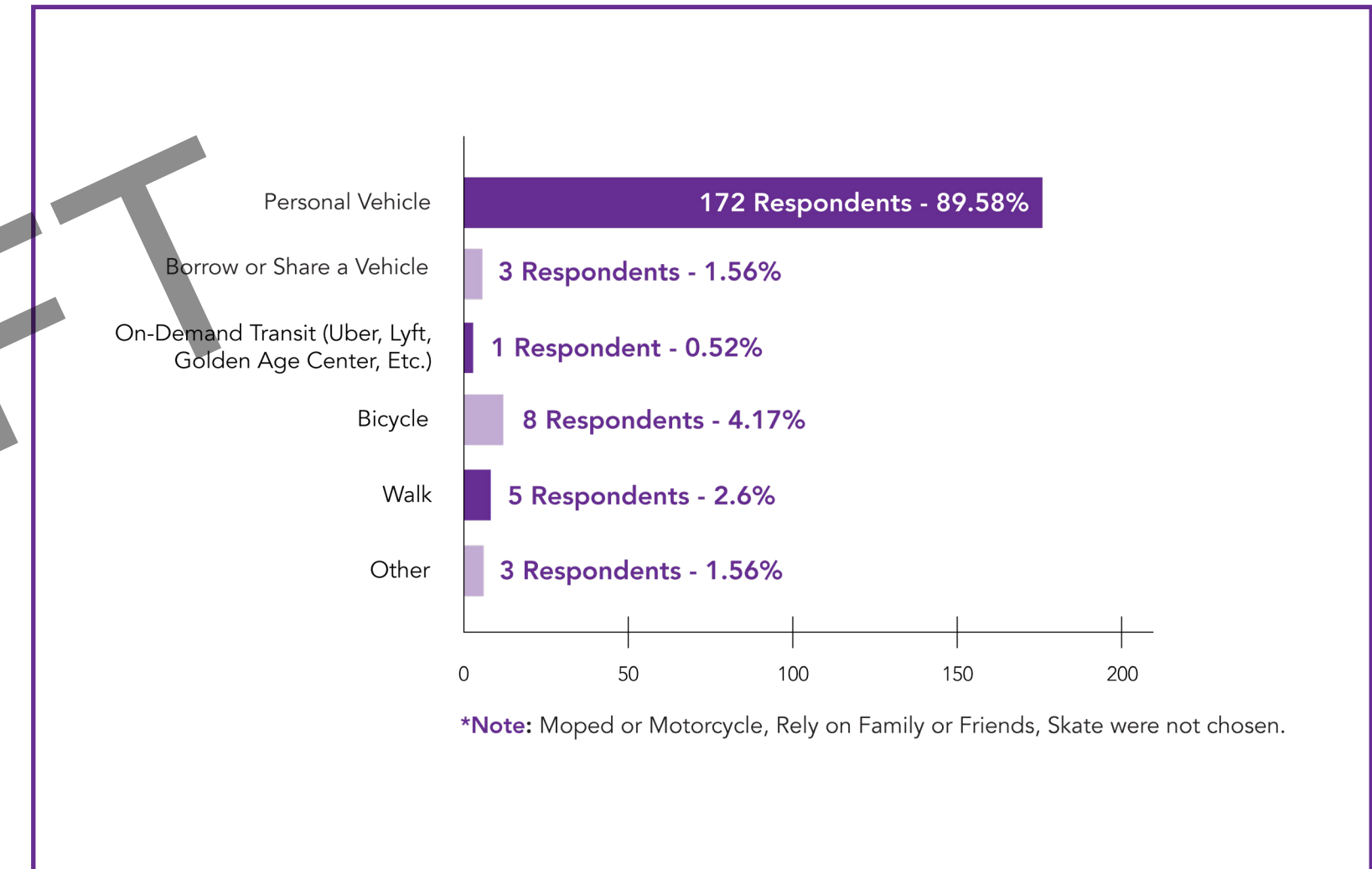


Figure 3.6 Primary Source of Transportation

Is the Amount and Availability of Parking Downtown a Problem?

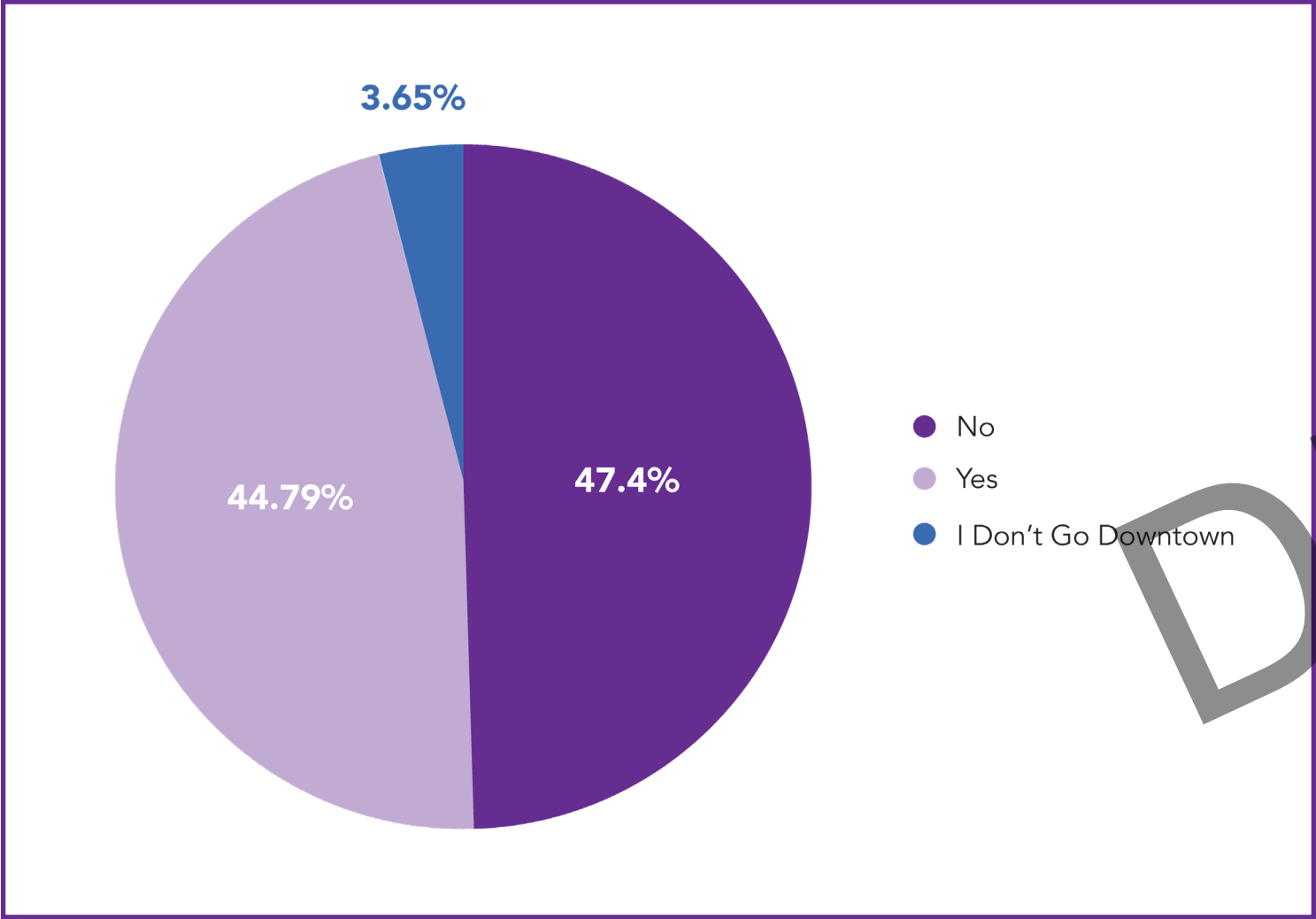


Figure 3.7 Amount and Availability of Downtown Parking

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

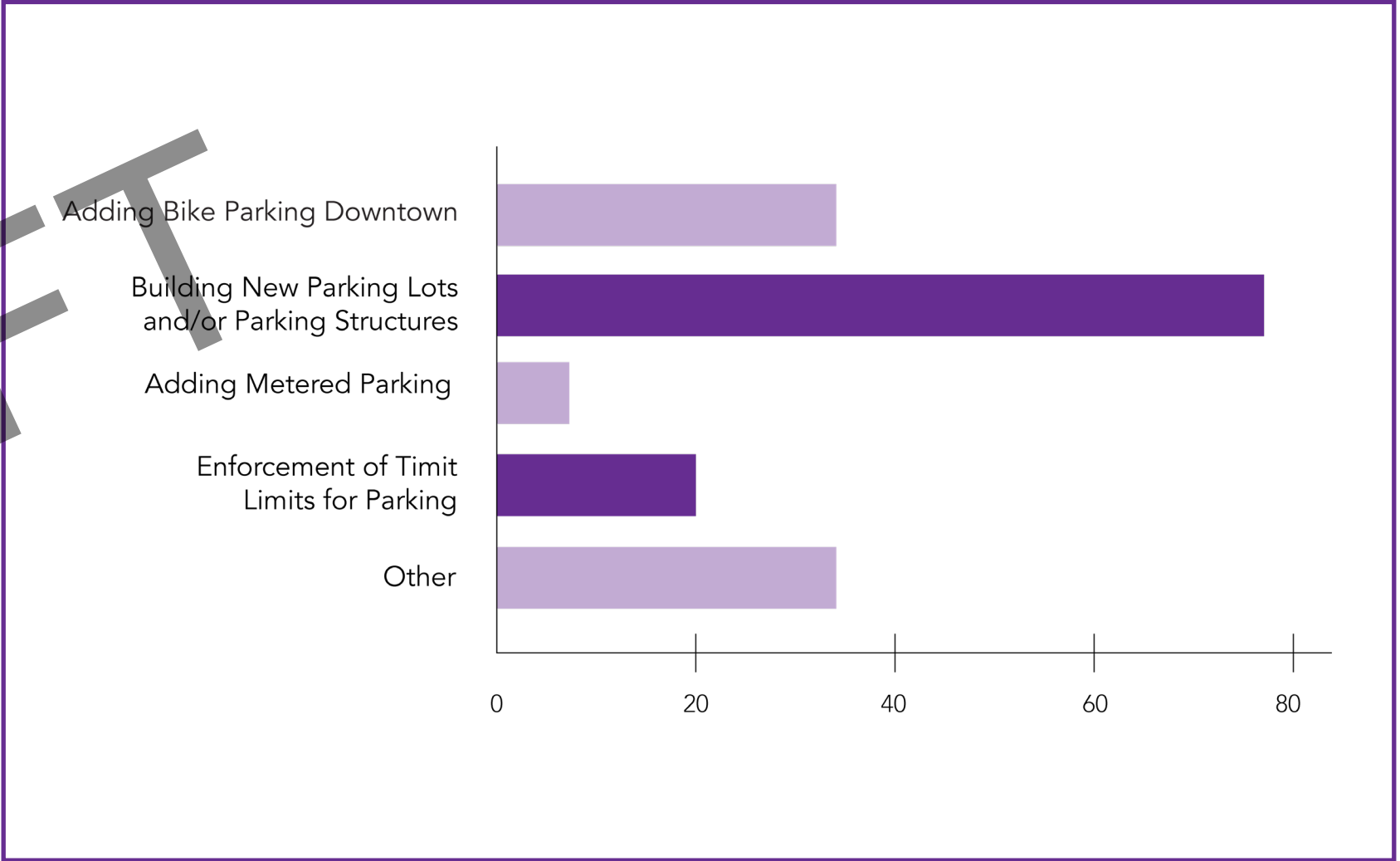


Figure 3.8 Top Priority for Downtown Parking

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

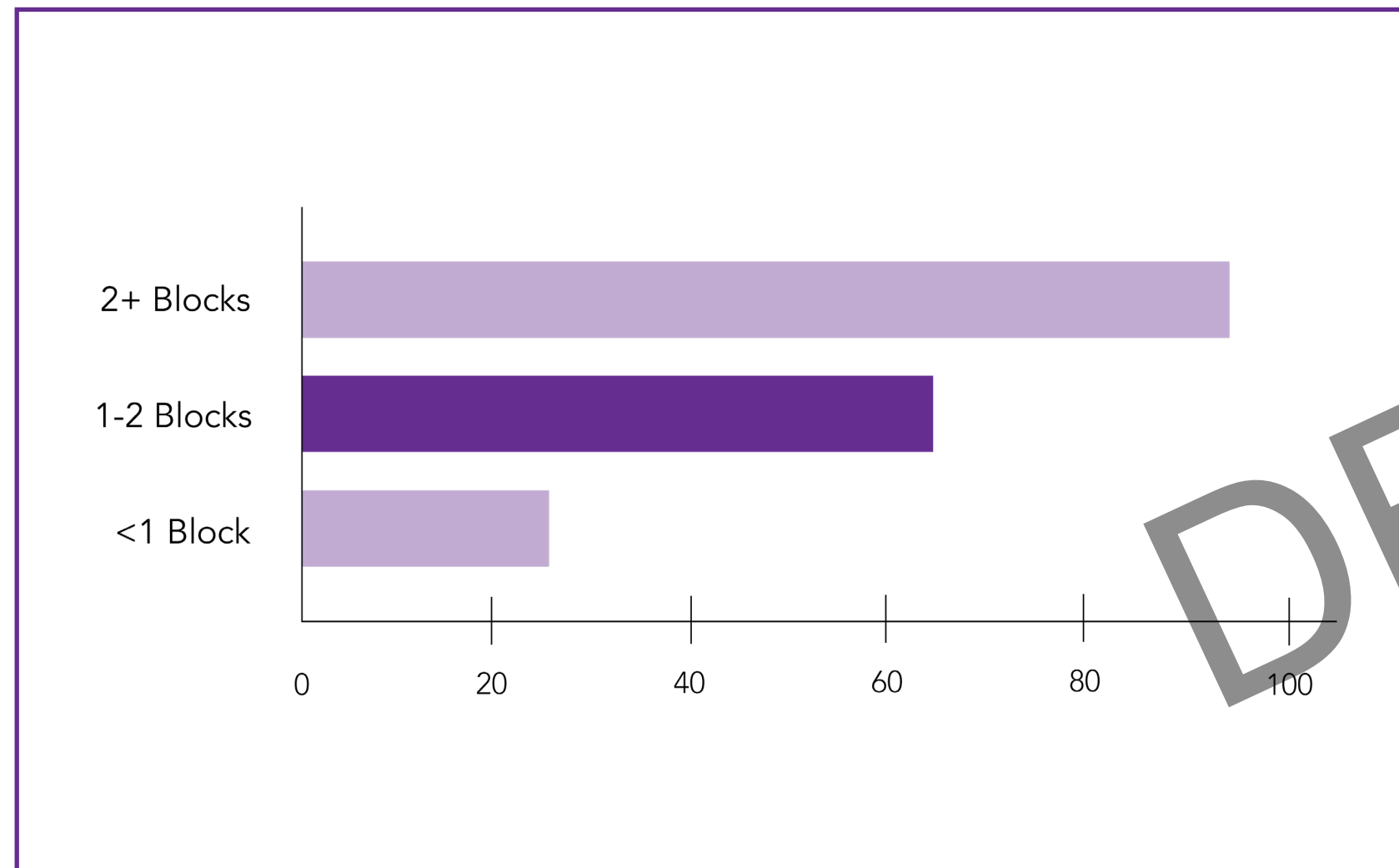


Figure 3.9 How Far Would You Be Willing to Walk From a Parking Space to a Downtown Destination

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

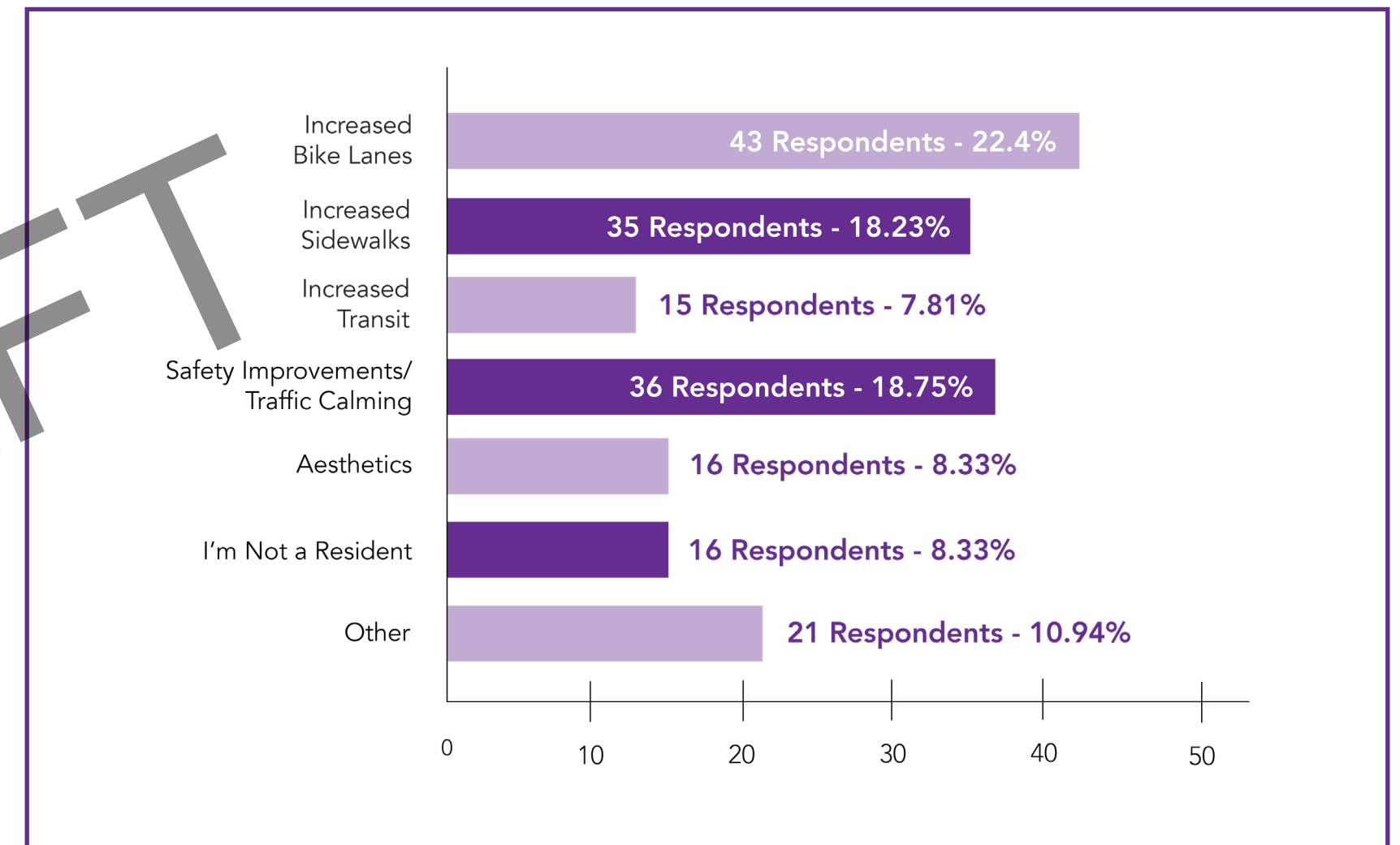


Figure 3.10 What Changes Would Best Benefit Your Quality of Life?

How Often Do You Bike?

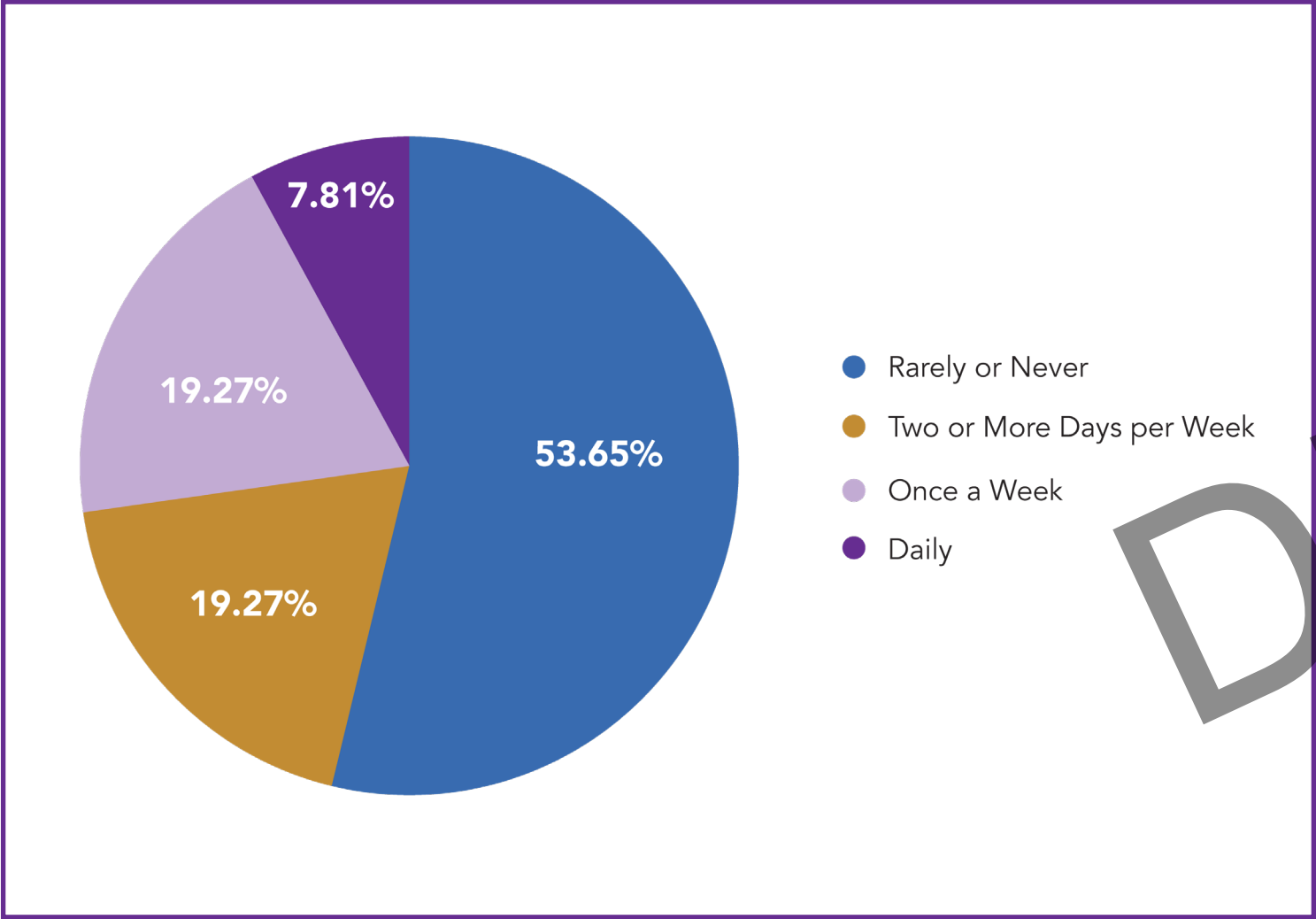


Figure 3.11 How Often Do You Bike?

Reasons for Biking

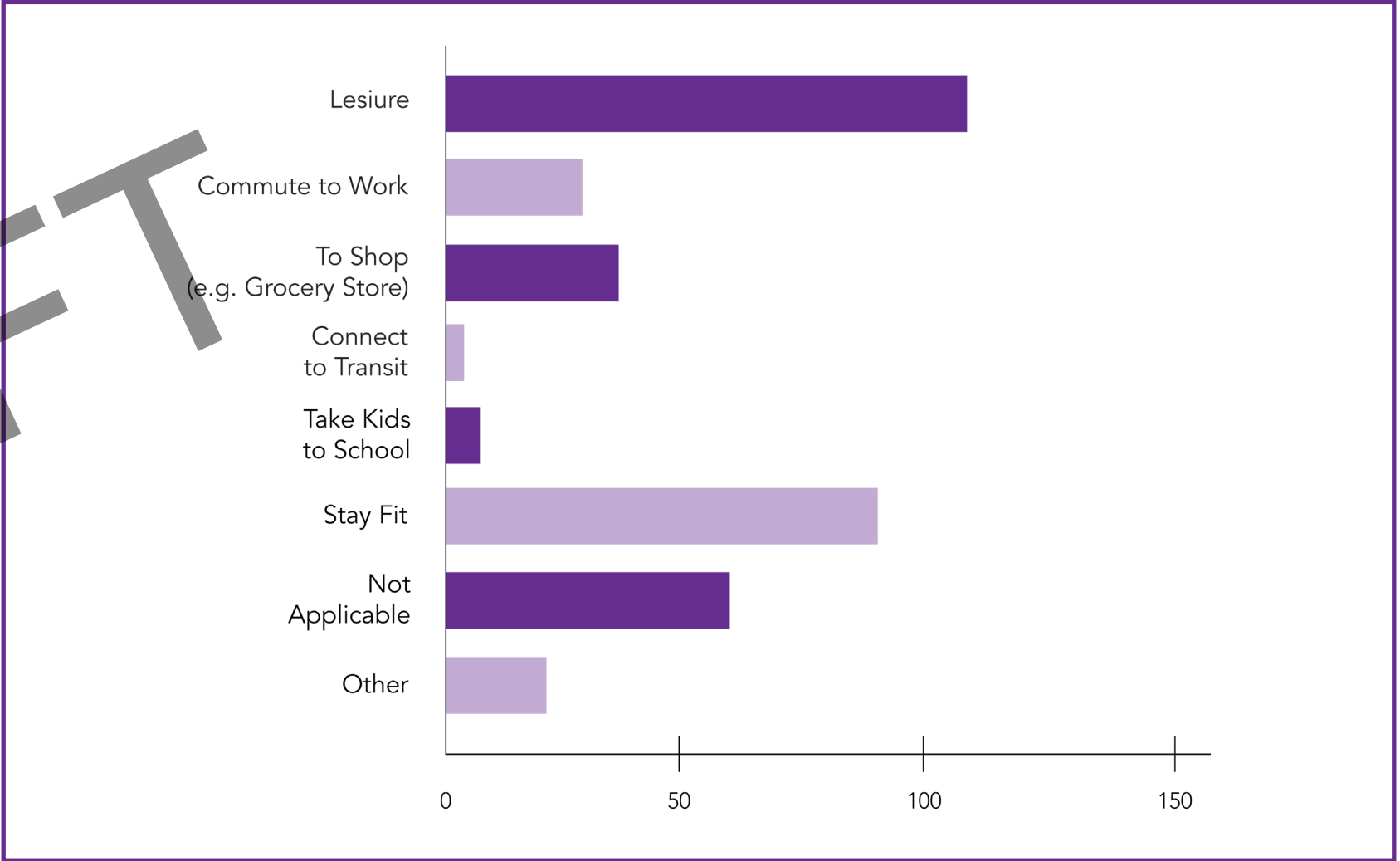


Figure 3.12 Reason for Biking

What Deters You from Biking More?

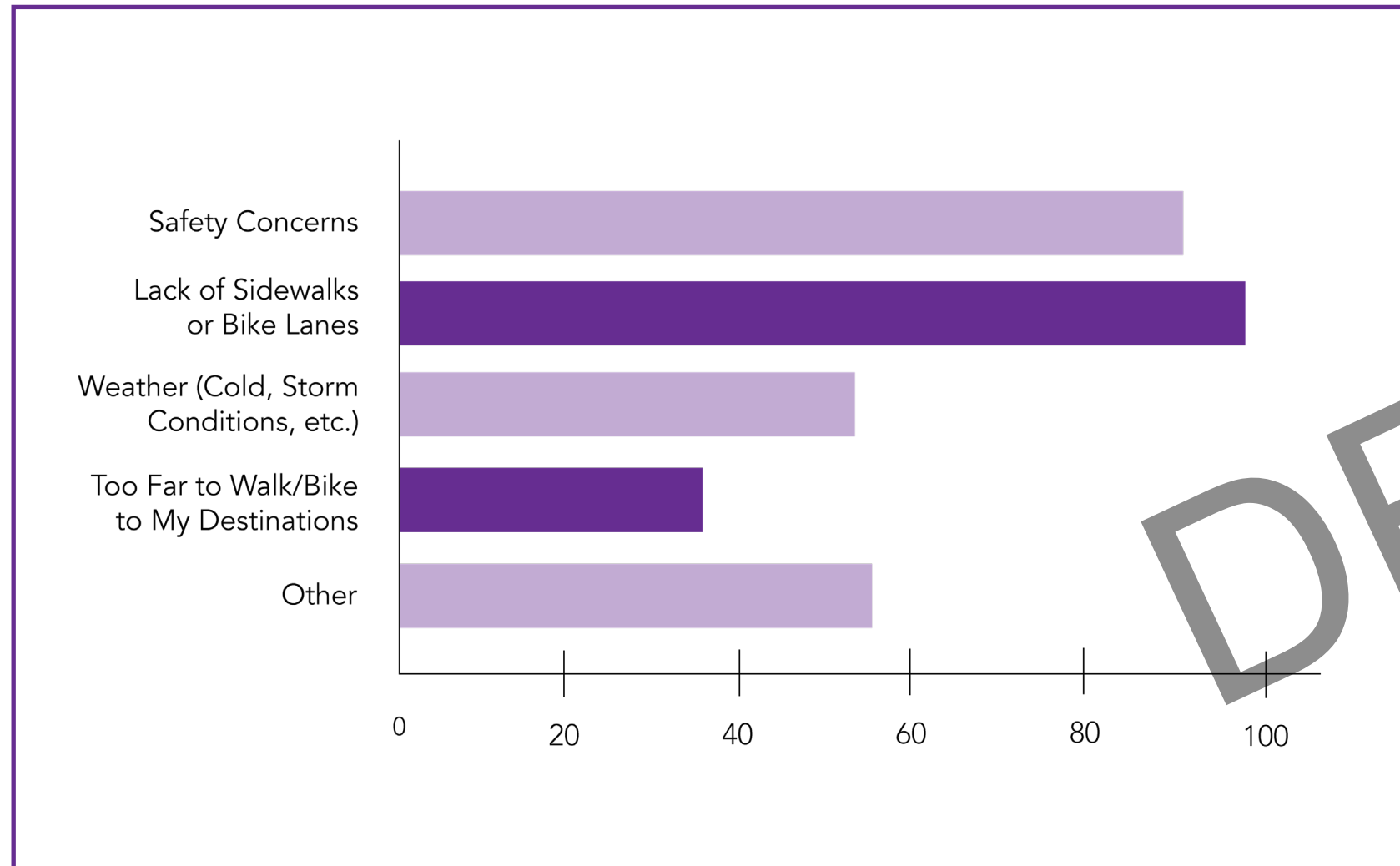


Figure 3.13 Biking Deterrents

How Often Do You Walk?

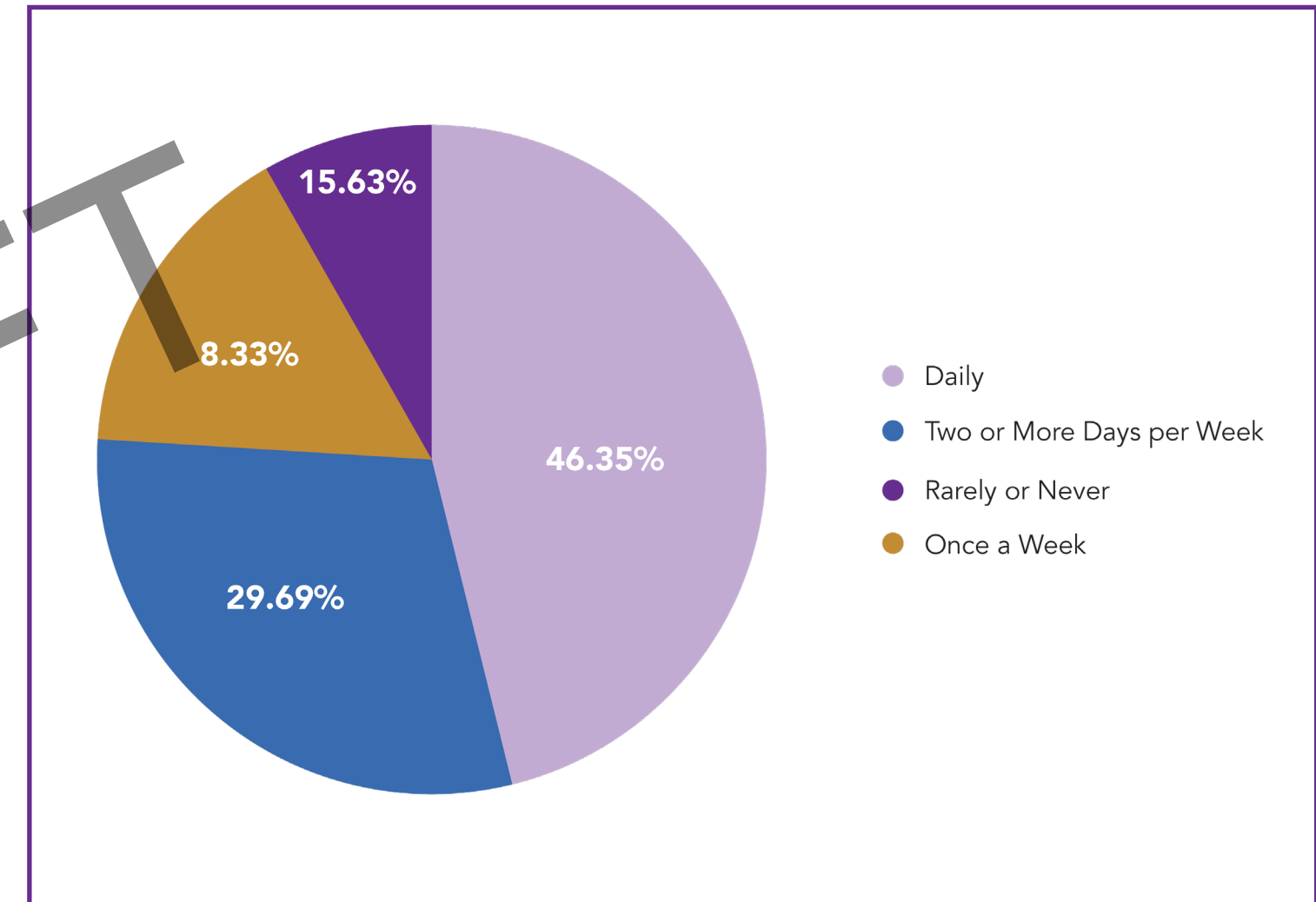


Figure 3.14 How Often Do You Walk?

Reasons for Walking

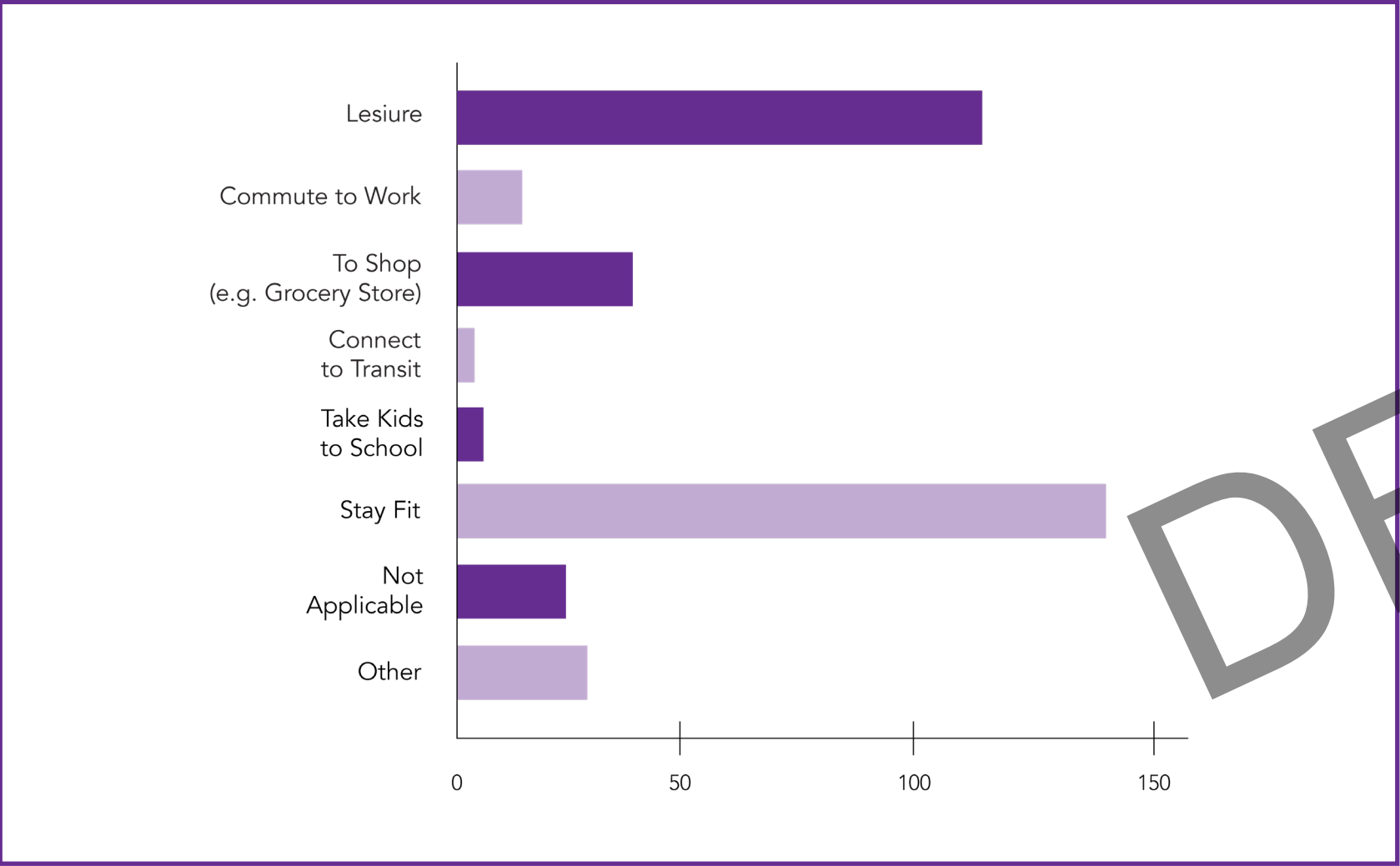


Figure 3.15 Reasons for Walking

What Deters You From Walking More?

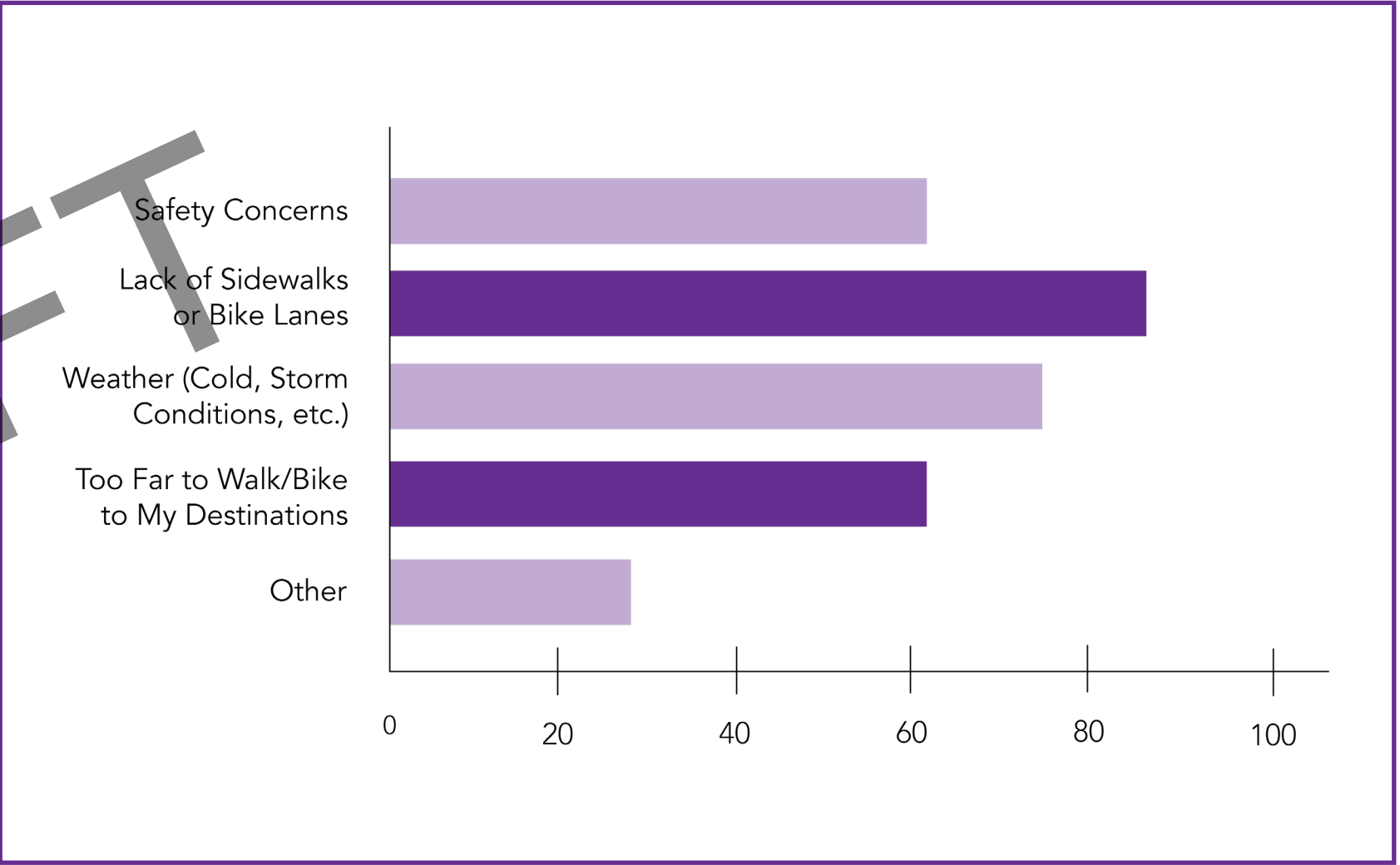


Figure 3.16 What Deters You From Walking More?

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

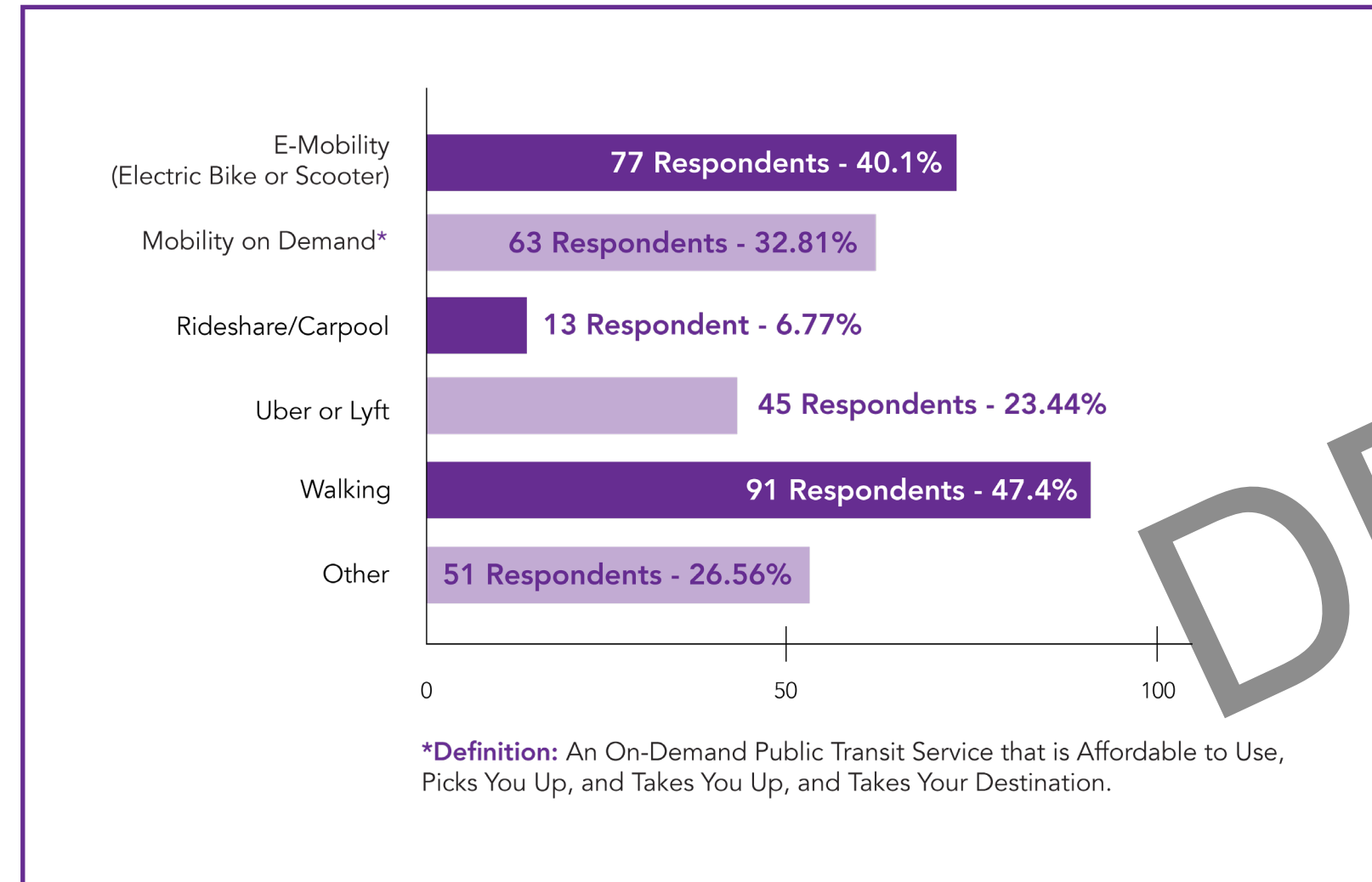


Figure 3.17 Preferences on Alternative Modes of Transportation

What are Your Favorite Places or Destinations in Cañon City or Fremont County?

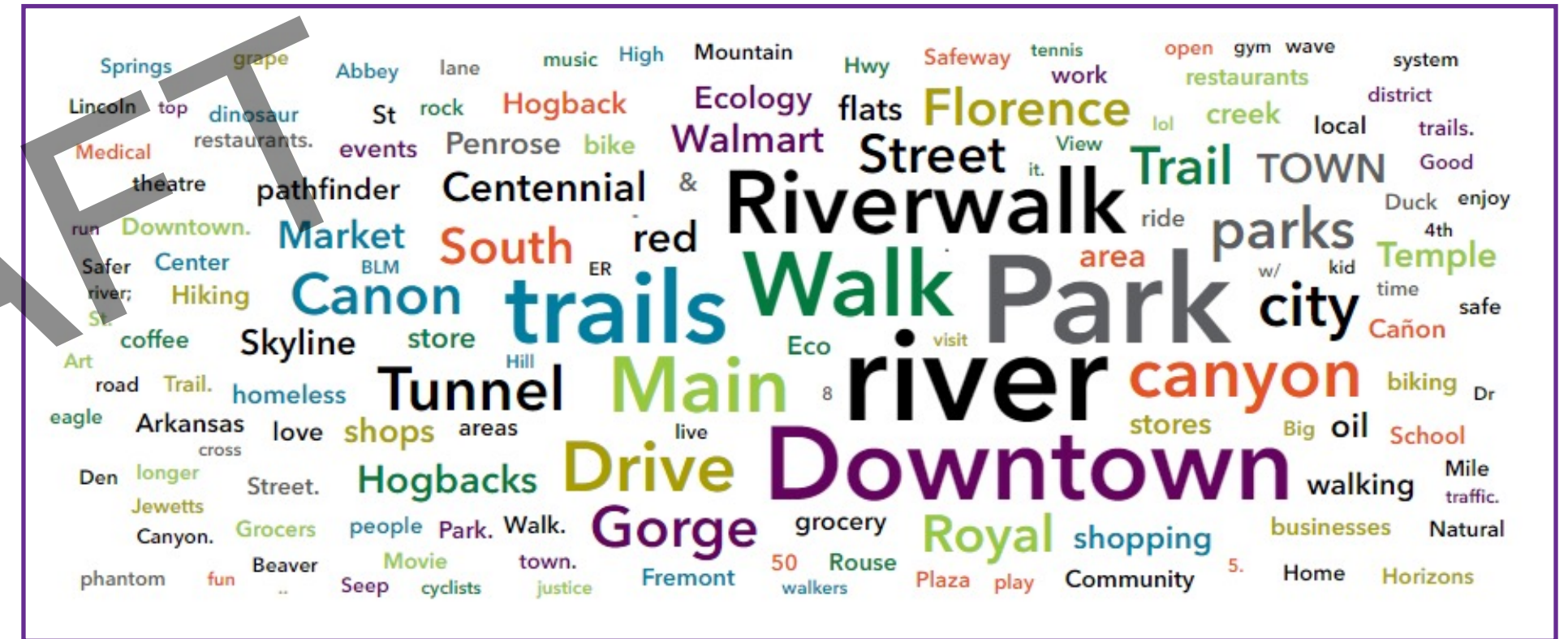


Figure 3.18 Favorite Places or Destinations in Cañon City or Fremont County?

Are there Places in the Area that Are Only Accessible to You by Car but Given the Option You Would Rather Access It via Walking, Biking, Public Transit, etc?

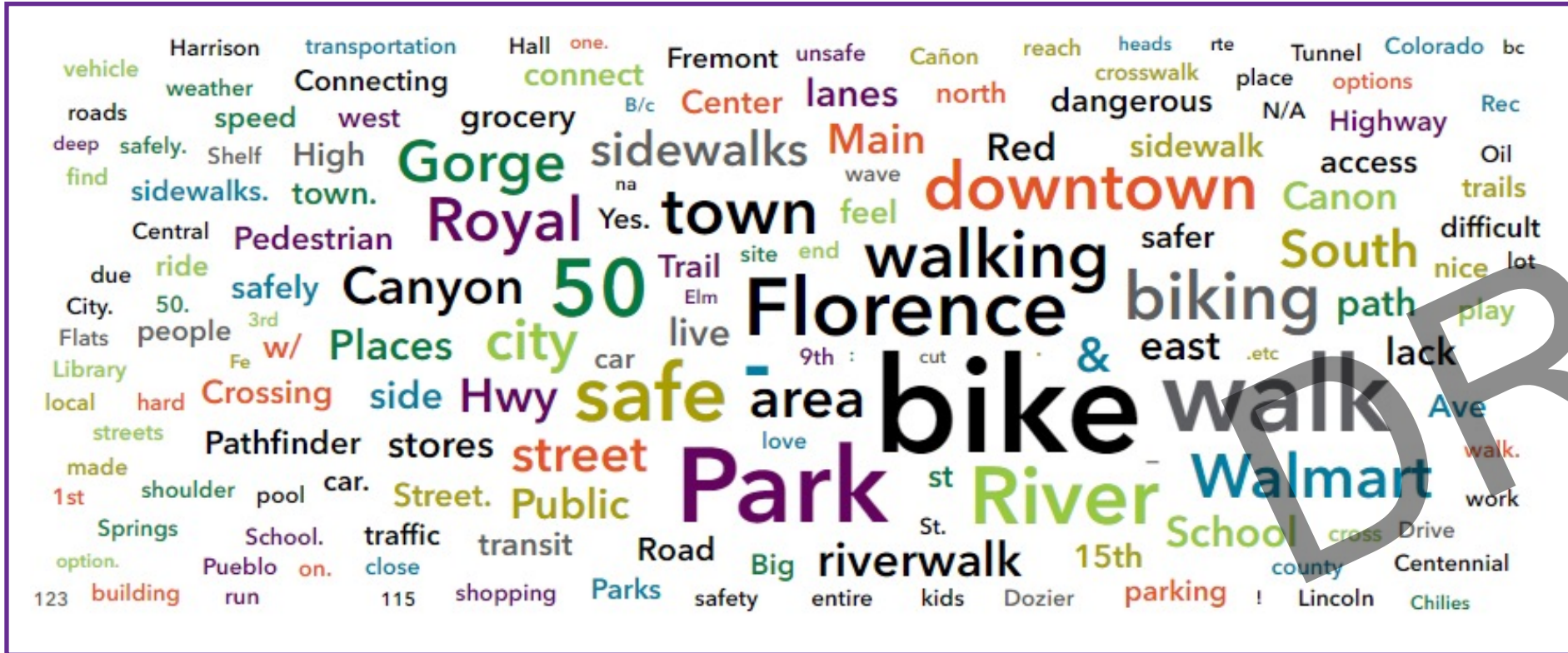


Figure 3.19 Destinations You'd Prefer to Use Alternative Modes of Transportation to Get to

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)

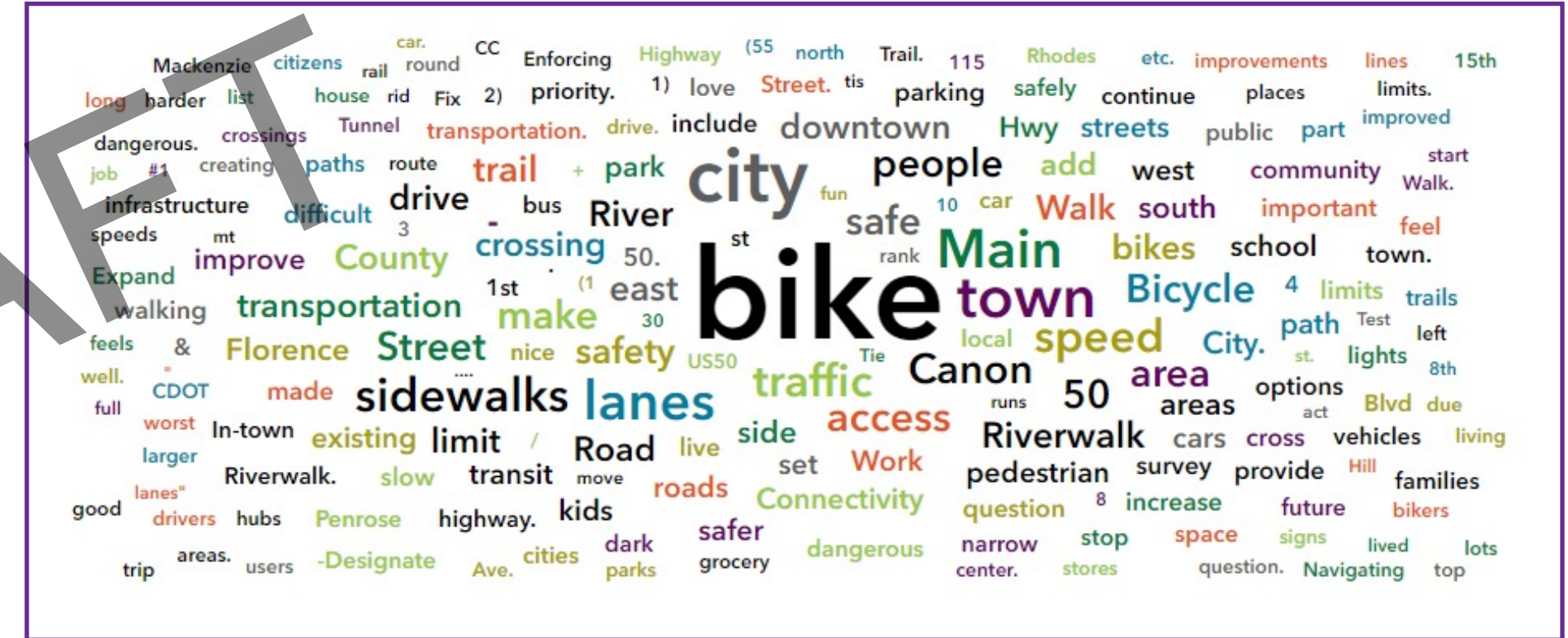


Figure 3.20 Additional Thoughts

3.5 Council Meeting Presentation

This section will be updated after the council meeting presentations are held.

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Section 4

System Appraisal and Evaluation

System Appraisal and 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, MPOs, 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

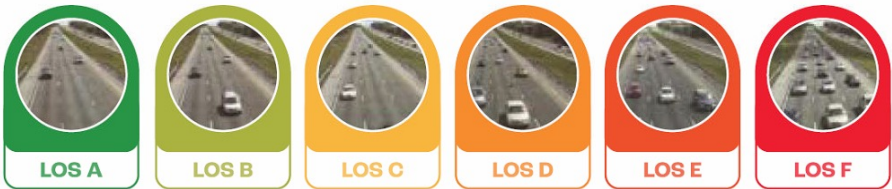


Figure 4-1 Examples of Motorized Vehicle LOS

Roadway Type	LOS D AADT 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 Annual Average Daily Traffic (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, all roadway segments within the City's limits are operating at LOS "D" or better.

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 Online Transportation Information System (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 each 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, all roadway segments within the City's limits are expected to operate above LOS D. **Figure 4.3** depicts the 2050 projected level of service.

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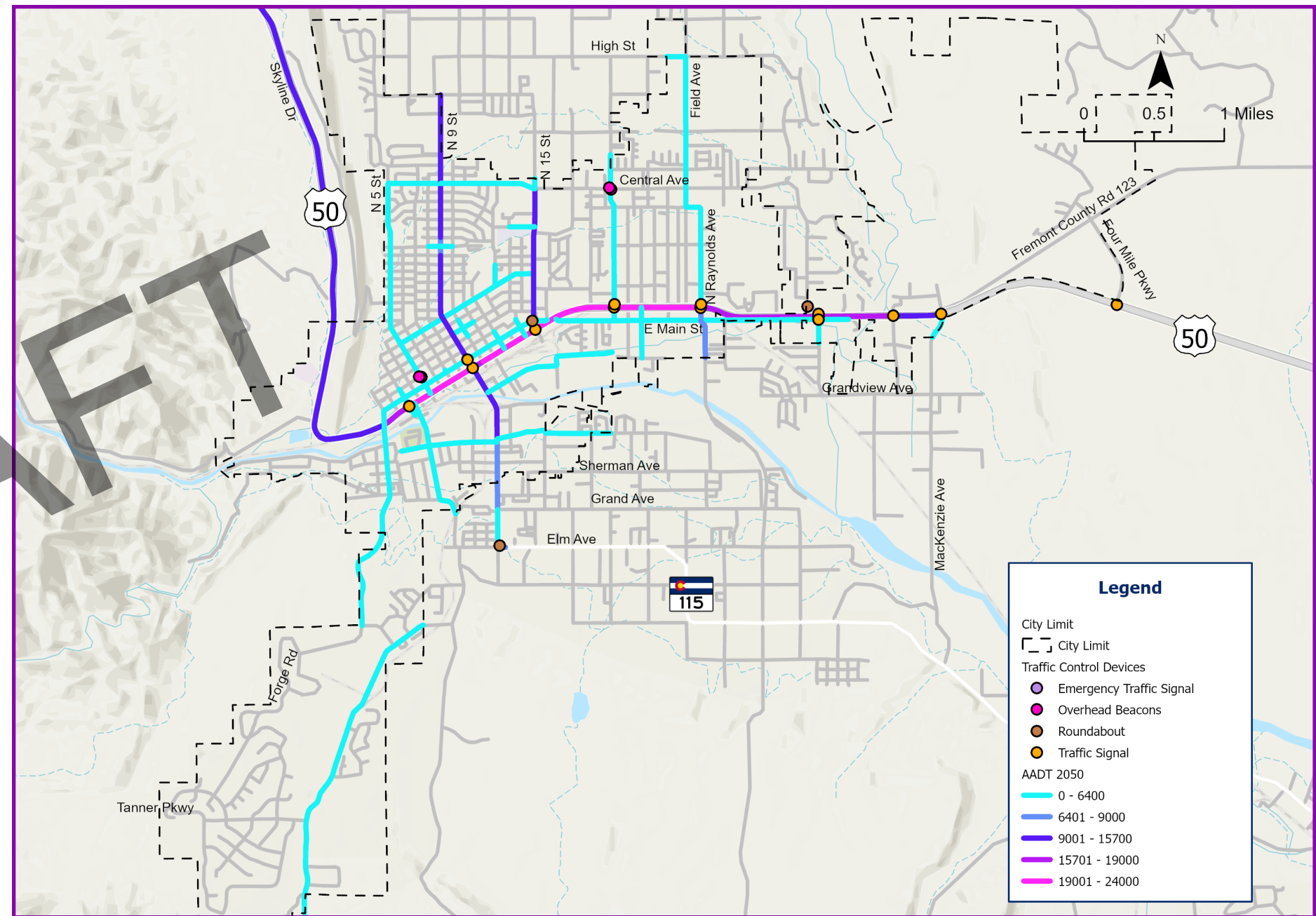


Figure 4.2 2050 Project Daily Volumes

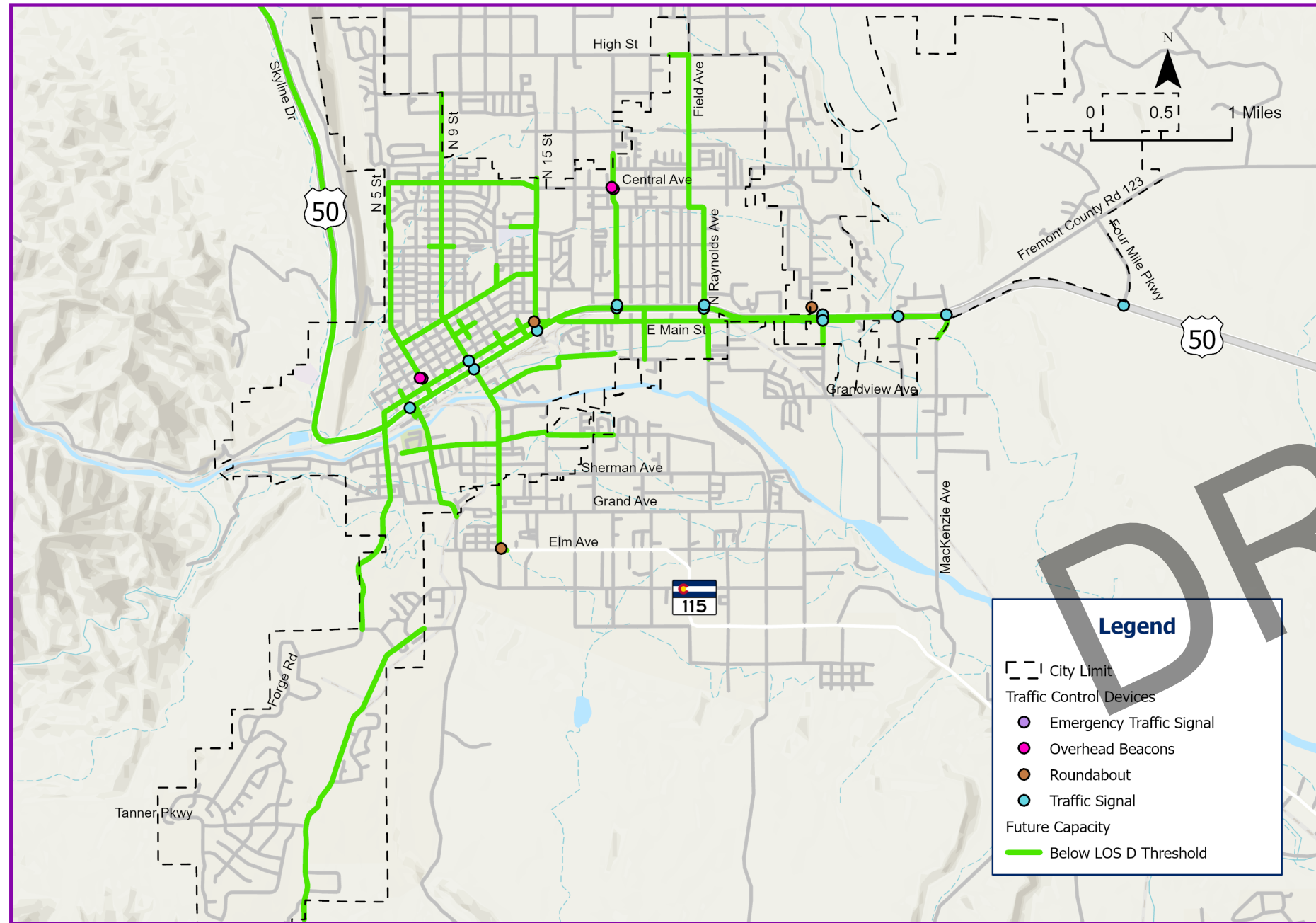


Figure 4.3 Projected 2050 Level of Service

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. 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.

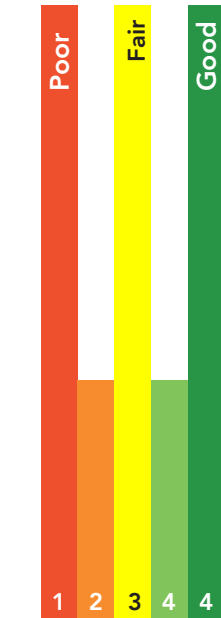
Overall, a strong comprehensive planning approach is underway with recent and on-going planning activities providing a clear roadmap to enhance elements beyond just the transportation network. The sustainability of the transportation network is generally low due to the lack of multi-modal facilities limiting mode choice for users. 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.
- 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 enhanced pedestrian and bicycle connectivity from areas east of N 15 St to Downtown Cañon City.
- 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 Reynolds 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.



Existing Evaluation Matrix



Good/Fair/Poor
System Scoring

		Within Canon City Limits			Outside City Limits						System Score
Evaluation Parameter		US 50 Corridor	NW of US 50 (West of N 15 St)	NE of US 50 (East of N 15 St)	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 (Aouth of US 50)	
System Connectivity	Bicycle Routes	No bicycle facilities provided	An unmarked bicycle route is provided along Main Street. No dedicated lanes and limited signage provided.	No bicycle lanes or routes provided	An unmarked bicycle route is provided along E Main Street. No dedicated lanes and limited signage provided.	No bicycle lanes or routes provided	No bicycle lanes or routes provided	No bicycle lanes or routes provided	No bicycle lanes or routes provided	No bicycle lanes or routes provided	11/45
	Sidewalks	Sidewalks are provided along portions of the roadway (mostly west of N 15 St). Multiple gaps and opportunities for improvement.	Sidewalks are provided along most roadways, however. Some gaps and opportunities for improvement.	Limited sidewalks are provided, multiple gaps and opportunities for improvement.	Limited sidewalks are provided, multiple gaps and opportunities for improvement.	No sidewalks provided	No sidewalks provided	No sidewalks provided	No sidewalks provided	No sidewalks provided	15/45
	Transit	Bustang Outrider service discontinued in July 2023. Fremont County Transit provides on demand service from the Golden Age Center.	Fremont County Transit provides on demand service from the Golden Age Center.	Fremont County Transit provides on demand service from the Golden Age Center.	Fremont County Transit provides on demand service from the Golden Age Center.	Fremont County Transit provides on demand service from the Golden Age Center.	Fremont County Transit provides on demand service from the Golden Age Center.	Fremont County Transit provides on demand service from the Golden Age Center.	Fremont County Transit provides on demand service from the Golden Age Center.	Fremont County Transit provides on demand service from the Golden Age Center.	26/45
	Accessibility to Regional Facilities & Trails	Wide shoulders and narrow sidewalks provide access to existing access to the Riverwalk and other trails. Improvements to this major corridor would enhance accessibility. Wide shoulders also provided along US 50 west of the City and east of the City toward Penrose.	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 accessibility.	Only Reynolds Ave provides access across US 50 and the Arkansas River. Although there is a narrow sidewalk on the west side of the bridge, no sidewalks are provided leading to the bridge and the Reynolds Trailhead. Wide shoulders are provided along Reynolds Avenue. Limited or no access to other regional trails such as the Fourmile Creek	Limited sidewalks and no bicycle lanes provide access to the Arkansas Riverwalk and trailheads/access points.	Although this area provides some off road/gravel trails, there is no access to other existing trails.	No existing trails or access provided	One Riverwalk access is provided with no areawide sidewalk access.	Access to the Old Skyline Trail, but limited access to other facilities.	Little or no accessibility to nearby facilities such as the Arkansas Riverwalk and Fourmile Creek	21/45
Expected Travel Demand		All roads below capacity in existing and future years. Although intersection delays are anticipated to remain without improvement to the frontage road system.	All roads below capacity in existing and future years	All roads below capacity in existing and future years. US 50 intersections intersection delays with the frontage road may generate impacts to the local roadway network.	All roads below capacity in existing and future years	All roads below capacity in existing and future years	All roads below capacity in existing and future years	All roads below capacity in existing and future years	All roads below capacity in existing and future years	All roads below capacity in existing and future years	40/45
Safety/Crash History (2017-2022)		Experienced 824 crashes with 20 bicycle or pedestrian crashes, including 2 fatalities and 11 injuries.	Experienced 415 crashes with 23 bicycle or pedestrian crashes, including 19 injuries.	Experienced 193 crashes with 6 bicycle/pedestrian crashes, including 4 injuries.	Experienced 212 crashes with 4 bicycle/pedestrian crashes, including 2 injuries.	Experienced 18 crashes with no bicycle or pedestrian crashes	Approximately 36 crashes with 1 pedestrian crash and 1 bicycle crash.	Approximately 196 crashes (majority along SH 115) with 1 bicycle crash. 33 crashes resulted in injuries and 1 fatal crash.	Experienced 9 crashes with no bicycle or pedestrian crashes.	Experienced 36 crashes with 1 pedestrian crash.	19/45
Comprehensive Planning		Planned improvements to US 50 including a raised median will increase safety and multimodal facilities. East Access Control Plan and Overall Corridor Study planned.	Arkansas River Corridor Master Plan and Fremont County Trail Master Plan vision for regional trail expansion to increase accessibility to Downtown and the Riverwalk	Fremont County Trail Master Plan identifying Four Mile Creek Trail along creek bank to Riverwalk and Red Canyon Road	Planned improvements along the river include Riverwalk expansion, Downtown pedestrian loop and a Riverfront Mixed-Use district.	Comprehensive Plan Update 2021 vision to provide multiuse trail along the existing railbed providing access to the Arkansas Riverwalk, Ecology Park, Centennial Park	Few known planned multimodal projects.	Few known planned multimodal projects.	Planned Four Mile Creek Trail along creek bank to Riverwalk and Red Canyon Road	Planned Four Mile Creek Trail along creek bank to Riverwalk and Red Canyon Road	33/45
Sustainability		Some pedestrian and bicycle activity observed, however, significant gaps in ped/bike facilities exist, lowering potential demand of the corridor.	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.	Some pedestrian and bicycle activity observed.	Some pedestrian and bicycle activity observed.	No pedestrian or bicycles were observed during AM or PM peaks during data collection. Presumably due to the lack of accessibility.	No pedestrian or bicycles were observed during AM or PM peaks during data collection. Presumably due to the lack of accessibility.	No pedestrian or bicycles were observed during AM or PM peaks during data collection. Presumably due to the lack of accessibility.	No pedestrian or bicycles were observed during AM or PM peaks during data collection. Presumably due to the lack of accessibility.	No pedestrian or bicycles were observed during AM or PM peaks during data collection. Presumably due to the lack of accessibility.	15/45
Area Score		18/40	27/40	19/40	23/40	21/40	16/40	16/40	22/40	18/40	180/360

Table 4.3 Existing Evaluation Matrix



Section 5

Recommendations and Implementation

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 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, calling for the need of 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. The trail network is identified as part of the bicycle network, however, it should be noted that e-bikes have restrictions on the trail system 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 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 towards future Four Mile Ranch developments and the east 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 hikes 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.

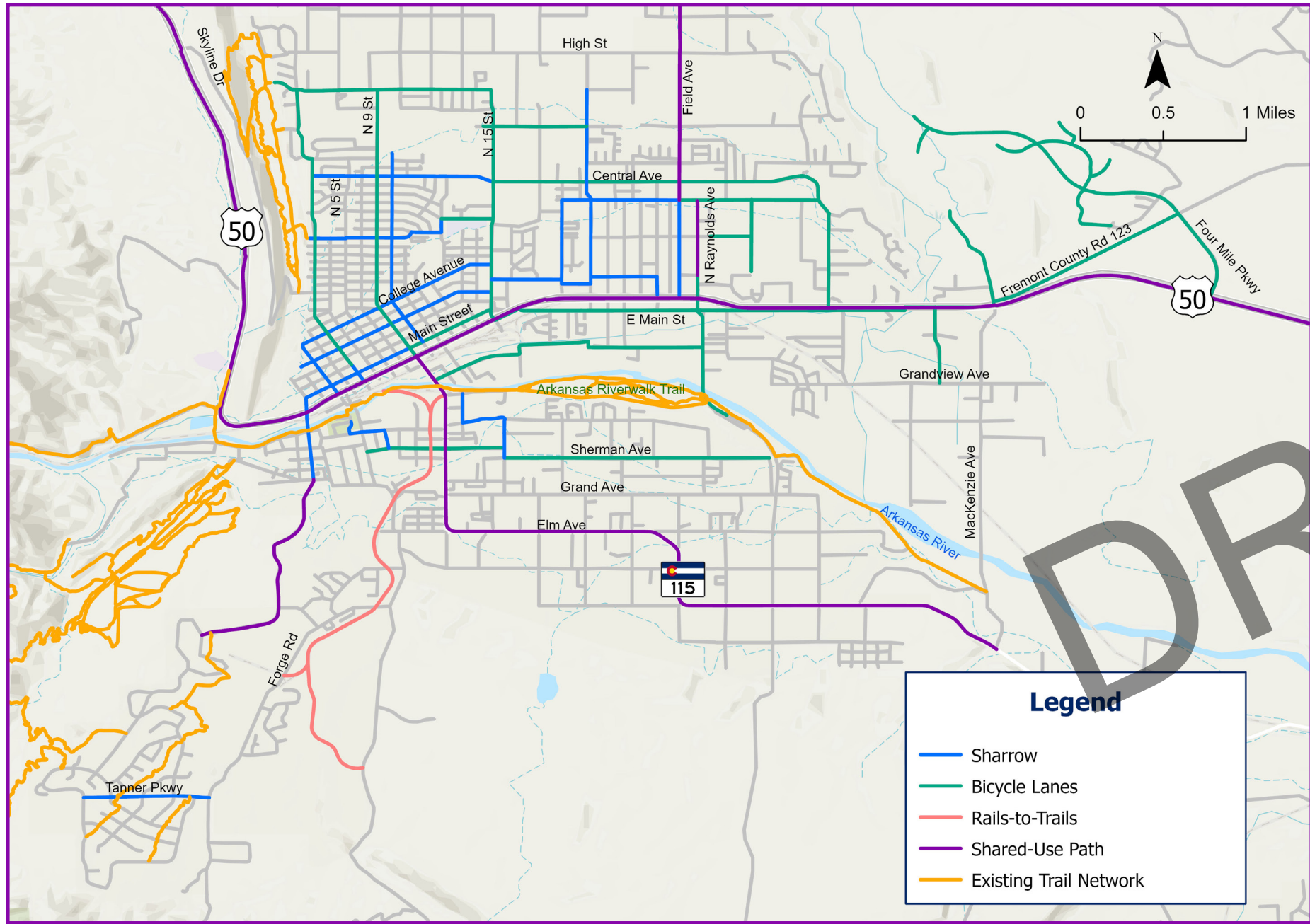


Figure 5.1 Recommended Bicycle Network

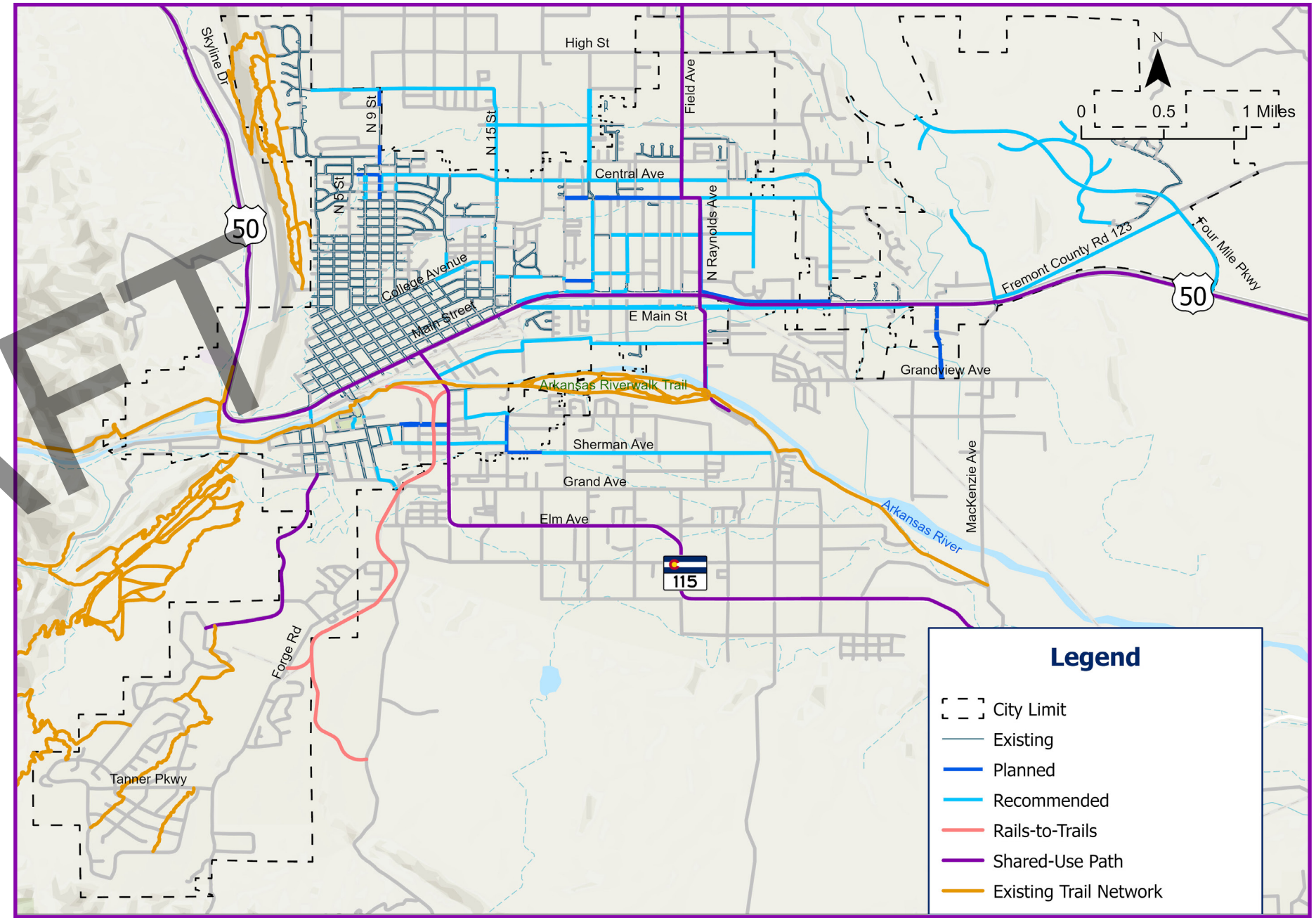


Figure 5.2 Recommended Pedestrian Network

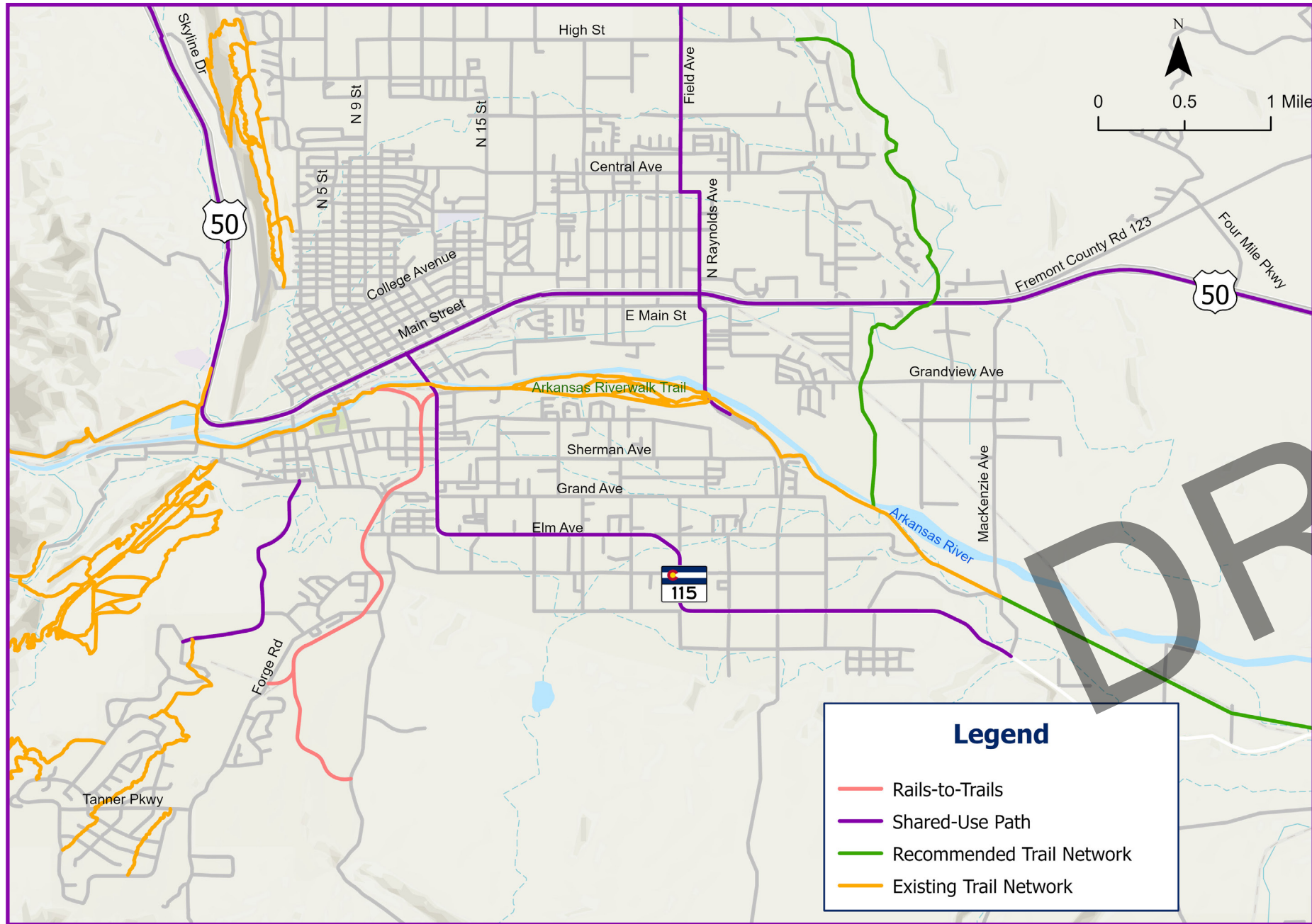


Figure 5.3 Recommended Trail Network

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 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 serviced 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.

5.5 Multi-Modal Network Complimentary Features Recommendations

In order to further attract a mode shift from driving to walking and cycling for the identified short trips, complimentary features should be included throughout the network to enhance the overall 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 the US 50 East Cañon City Access Control Plan currently under development in coordination with CDOT.

Furthermore, removal of the frontage road system is anticipated to enhance traffic operations by reducing traffic delays at key signalized intersections and simplify the intersection crossings for pedestrians.

5.6.2 Speed Management/Traffic Calming

Speed management features to encourage traffic calming are also recommended based on the inventory of speed management features and roadway speed data collected for the existing conditions. The recommendations aim at covering 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. Figure 5.4 illustrates the recommended speed management features.

5.6.3 Safety Improvements

While the proposed network improvements aim to

enhance safety for all roadway users, key crash hot spots were identified throughout the city that require detailed operational and geometric reviews. Figure 5.5 illustrates the crash locations and identified hot spots in need of further study.

5.6.4 Parking Facilities

Overall, the parking utilization study performed as a part of this master plan revealed that the on 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.

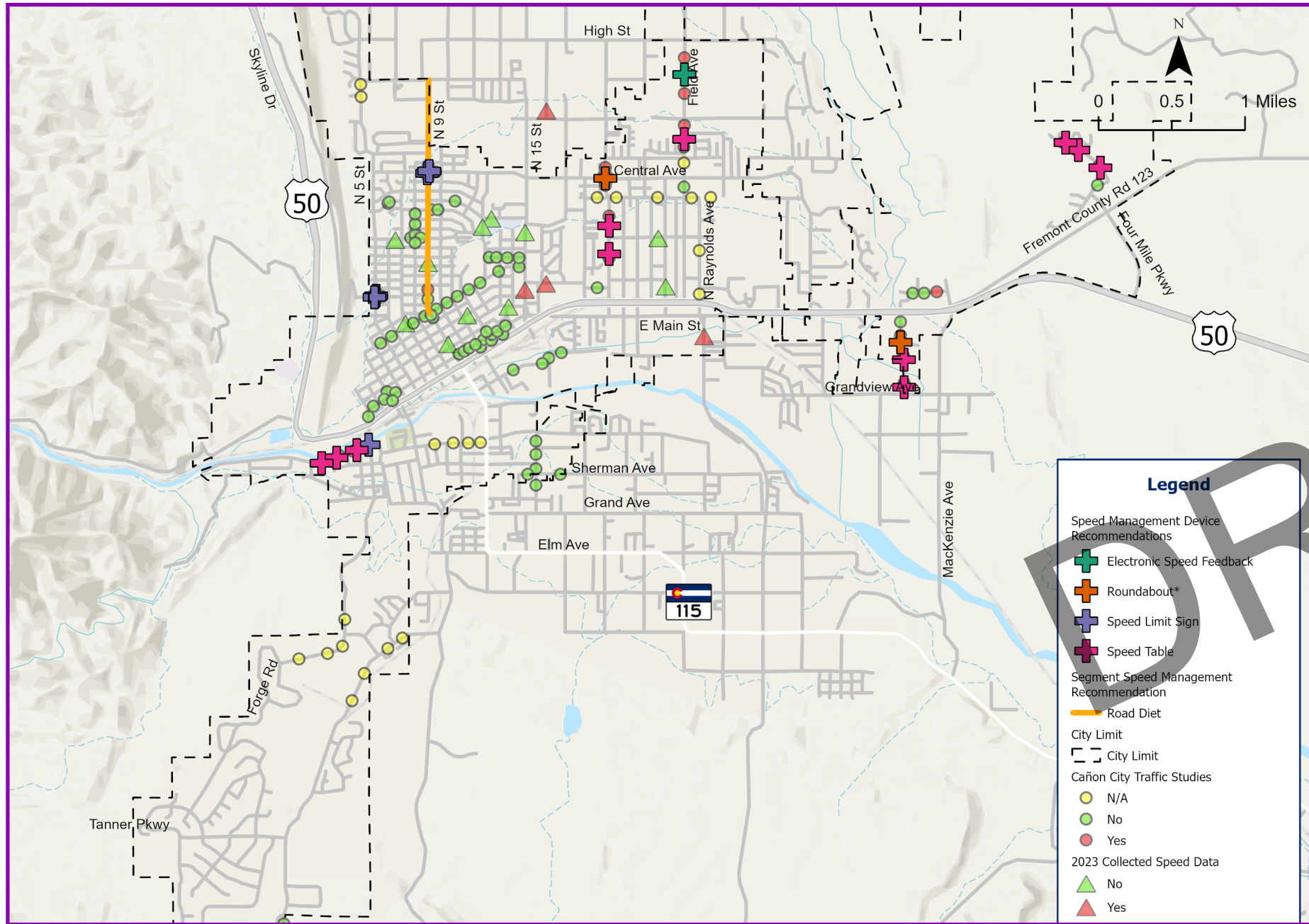


Figure 5.4 Recommended Speed Management Features

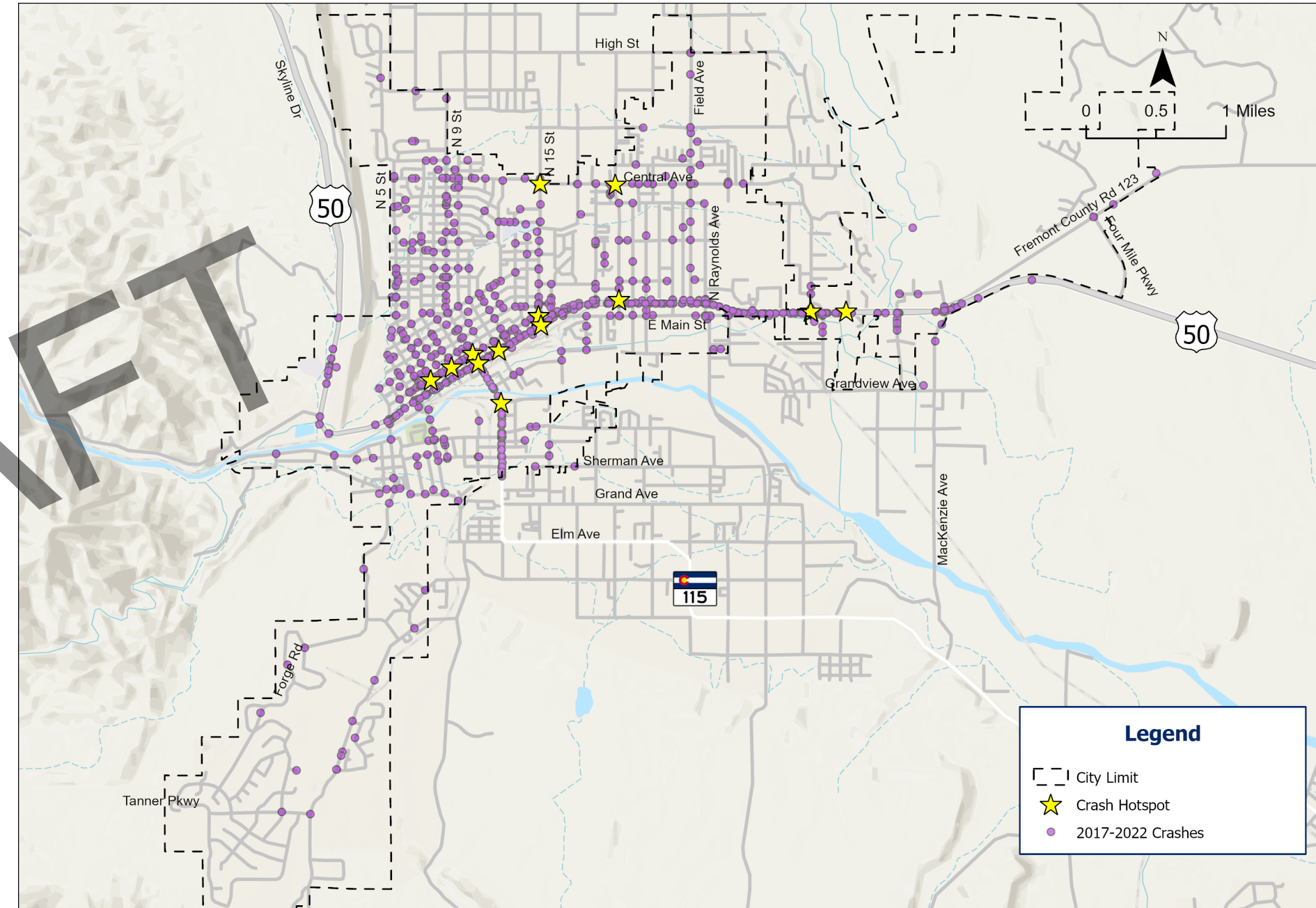


Figure 5.5 Identified Crash Hot Spots

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 and 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 is assumed that shared use path segments will have similar footprints to typical sections that include both sidewalks and bicycle lanes.

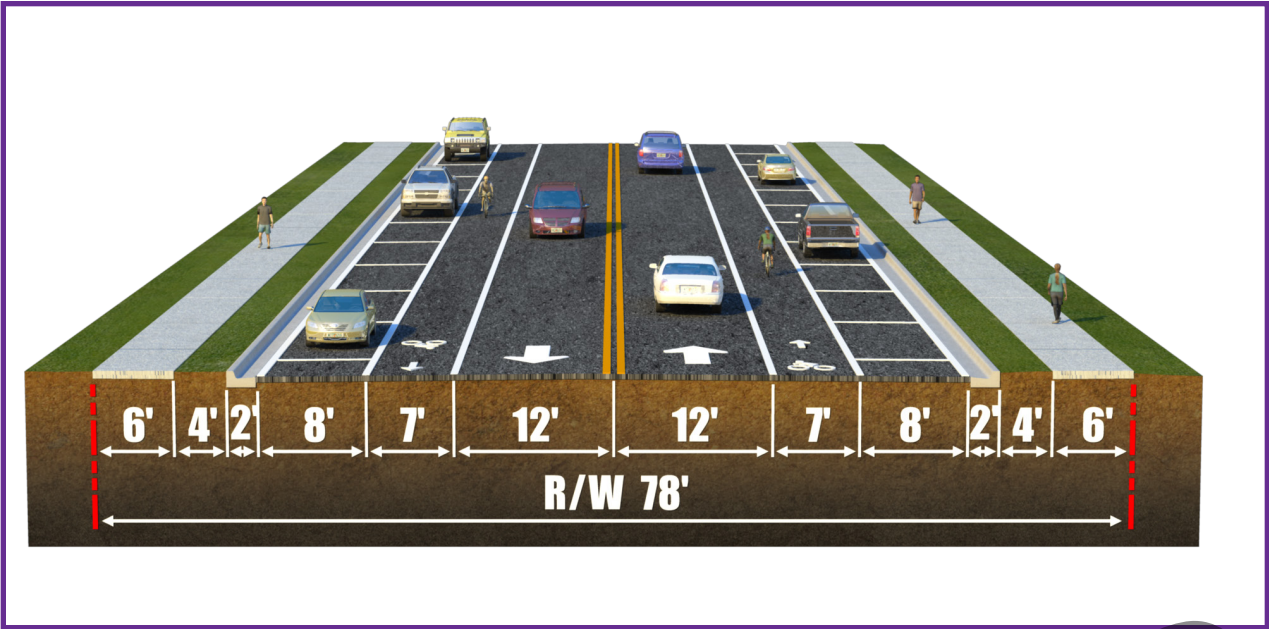


Figure 5.6 Typical Section 1

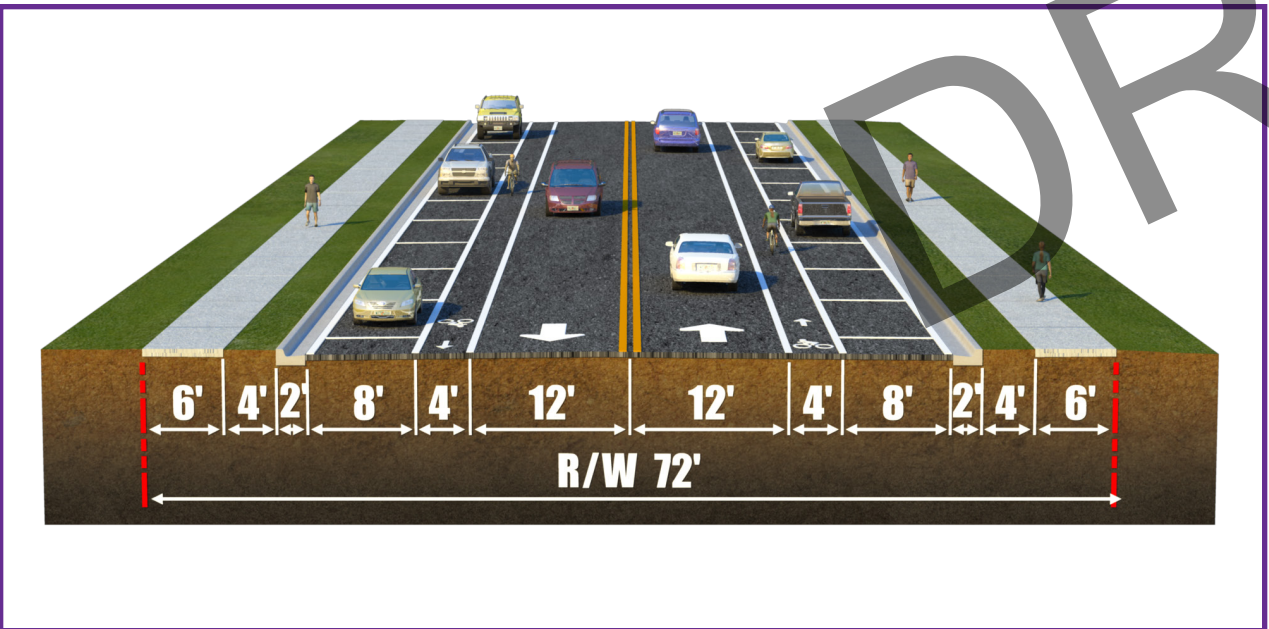


Figure 5.7 Typical Section 2

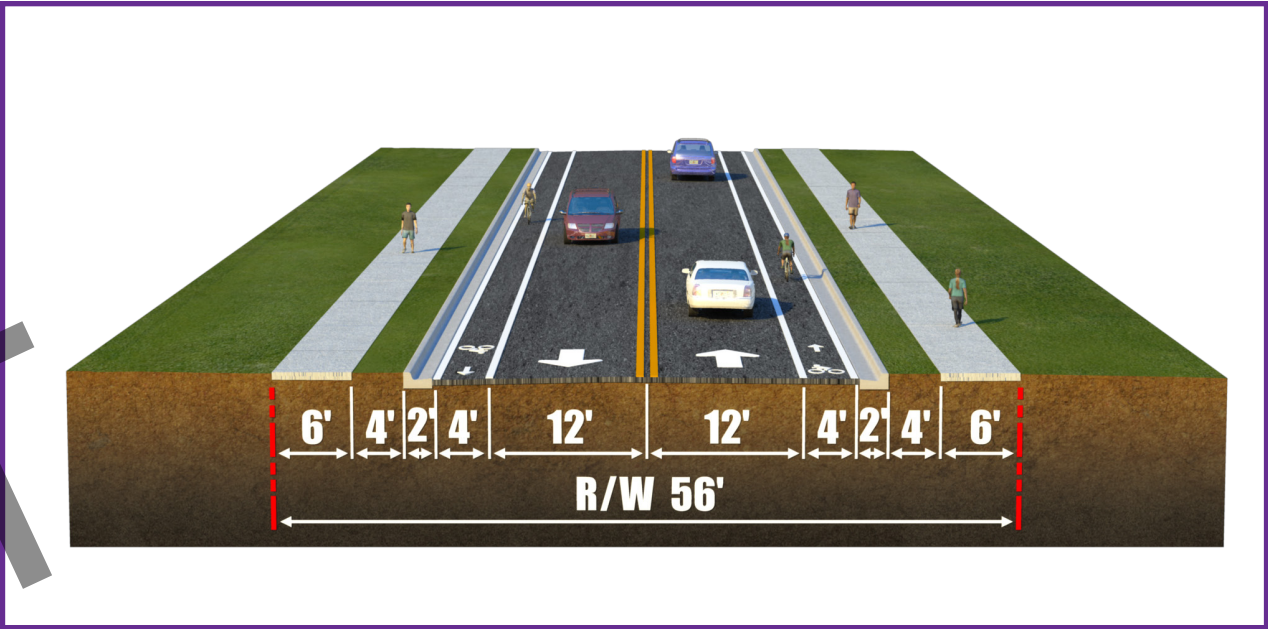


Figure 5.8 Typical Section 3

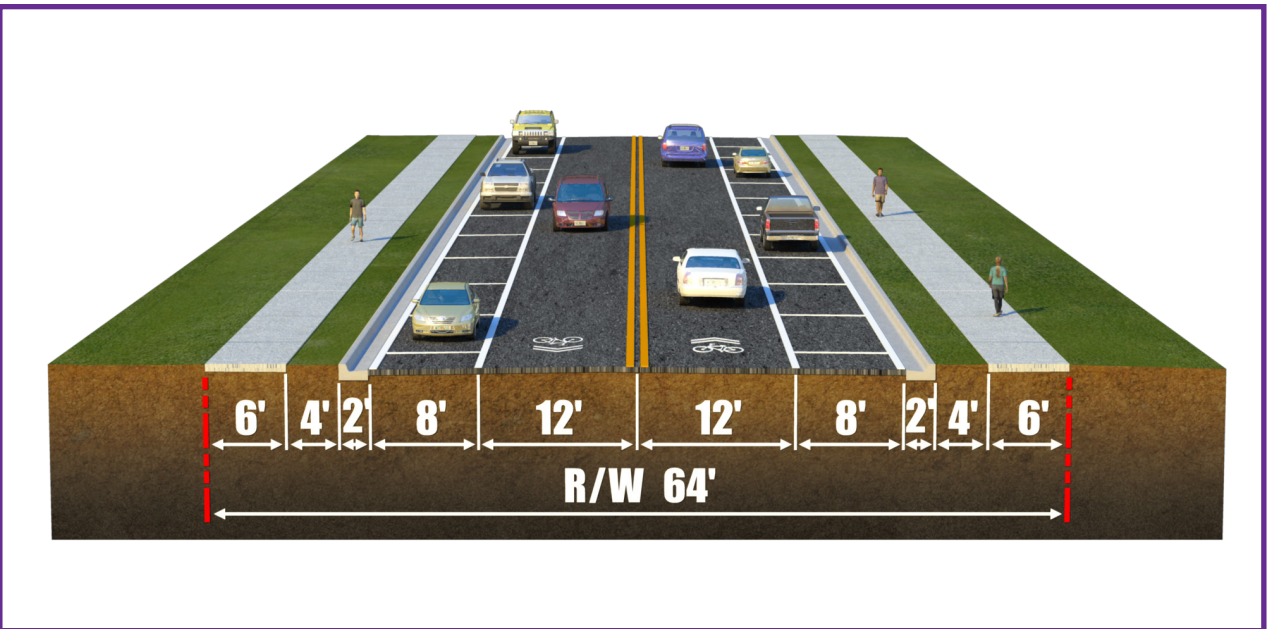


Figure 5.9 Typical Section 4

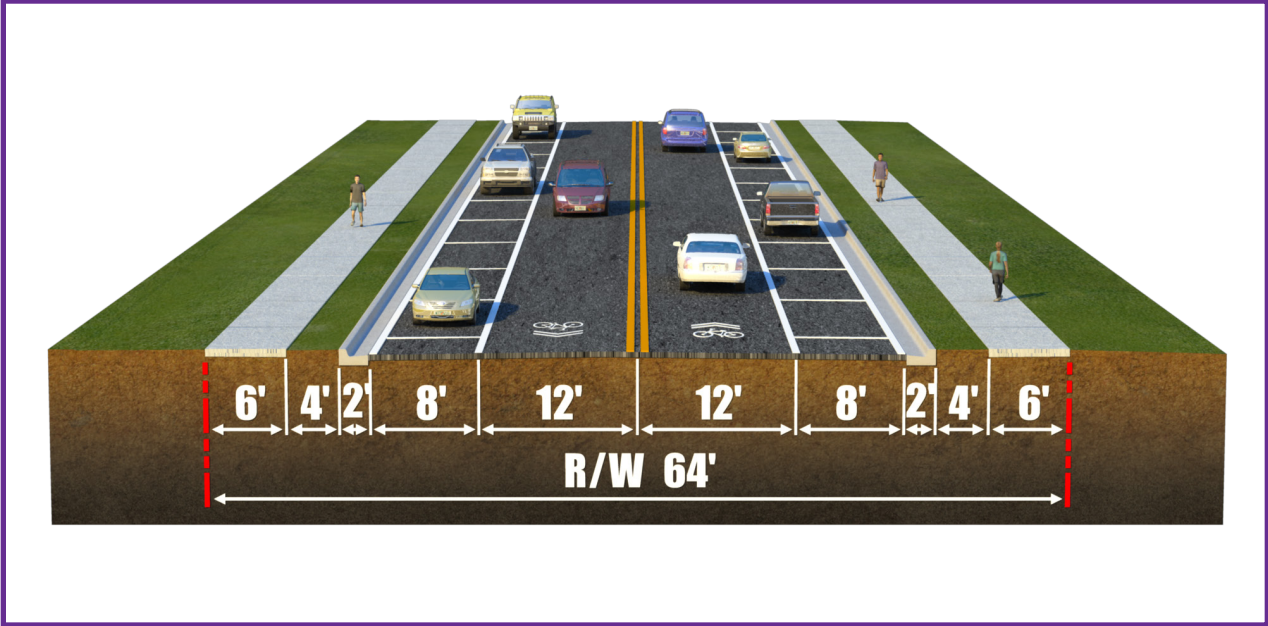


Figure 5.10 Typical Section 5

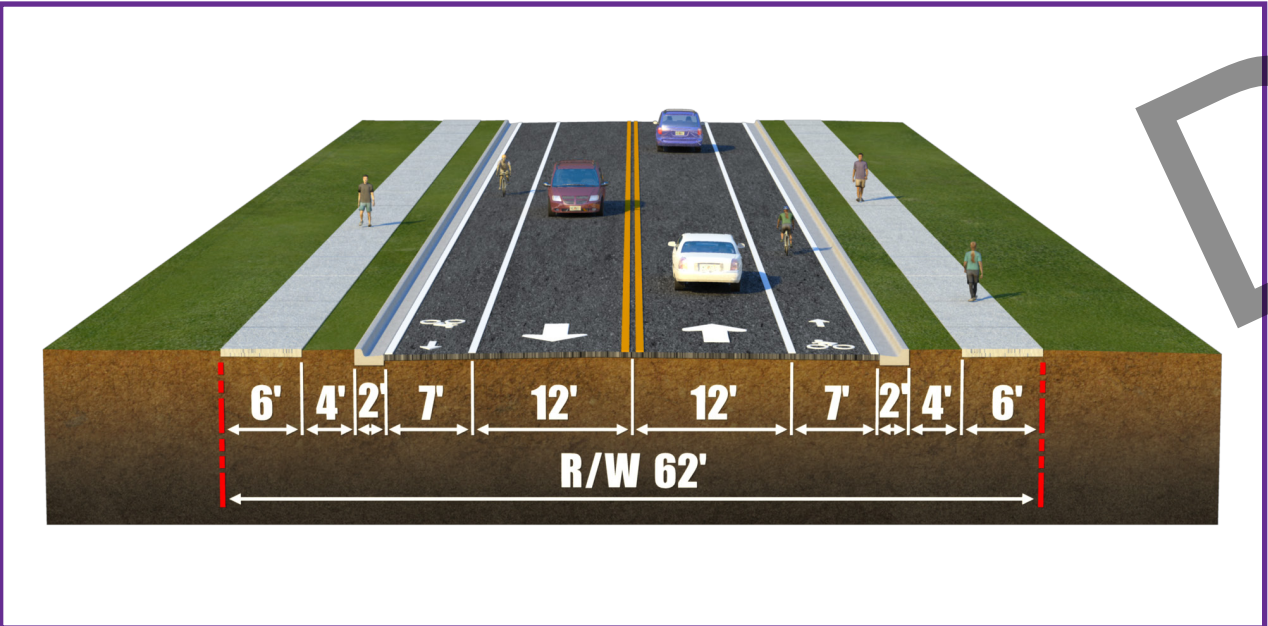


Figure 5.11 Typical Section 6

5.7.1.1. Historic Downtown Cañon City Typical Sections

Given that Main Street through the Historic Downtown Cañon City is on the only existing designated bicycle route, three (3) distinct typical sections were developed to obtain feedback on the potential impacts to 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 5.12 through 5.15 show the typical sections.

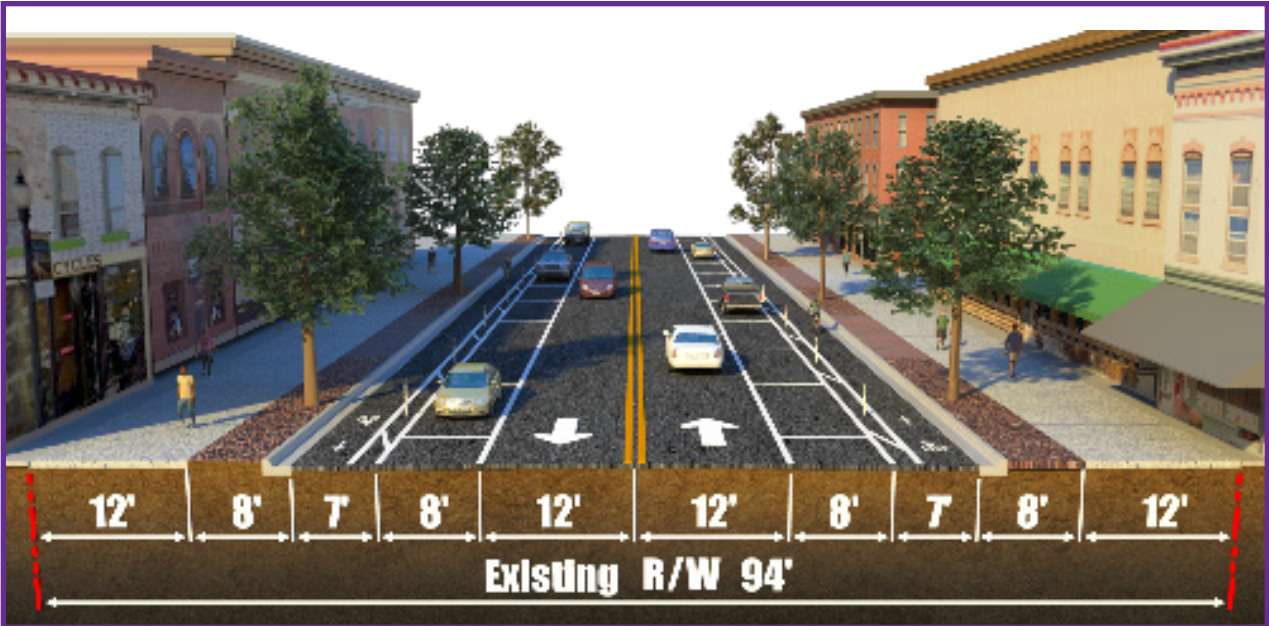


Figure 5.12 Main Street Typical Section 1



Figure 5.13 Main Street Typical Section 2



Figure 5.14 Main Street Typical Section 3



Figure 5.15 Main Street Typical Section 4

5.7.2 Multi-Modal Corridor Project Recommendations

The Multi-Modal Corridor Project Recommendations were developed from the bicycle network recommendations since for each bicycle recommendation, the corridors needed to be evaluated from a typical section and suitability to the recommended bike facilities.

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.

Linear foot costs were generated for each typical section based on recent cost data from 2A Projects 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. Table 5.1 summarizes the project.

5.7.3 Sidewalk Only Projects

The recommended pedestrian network also consists of closing existing gaps in the sidewalk network. Sidewalk Only projects would consist of only installing sidewalks for missing gaps and could generally be performed as a maintenance type project.

There is a total of 4,320 linear feet of Sidewalk Only projects a total estimated cost of approximately \$654,000. Table 5.2 illustrates the data on Sidewalk Only Projects.

Project #	Roadway	Begin	End	Length (ft)	Cost
S1	N Orchard Avenue	Fremont Drive	Franklin	130	\$20,000
S2	Fremont Drive	N 16 Street	N 19 Street	500	\$75,000
S3	Fremont Drive	N 19 Street	N Orchard Avenue	320	\$48,000
S4	Fremont Drive	N Diamond Avenue	N Cottonwood Avenue	220	\$33,000
S5	Fremont Drive	Greydene Avenue	Barrett Avenue	140	\$21,000
S6	Fremont Drive	Barrett Avenue	Field Avenue	90	\$14,000
S7	Cherry Street	N Diamond Avenue	N Cottonwood Avenue	170	\$26,000
S8	Cherry Street	N Cottonwood Avenue	Del Rey Avenue	180	\$27,000
S9	Cherry Street	Del Rey Avenue	Greydene Avenue	170	\$26,000
S10	Cherry Street	Greydene Avenue	Barrett Avenue	140	\$21,000
S11	Cherry Street	Barrett Avenue	Field Avenue	90	\$14,000
S12	Cherry Street	Field Avenue	N Reynolds Avenue	200	\$30,000
S13	N Cottonwood Avenue	Florence Avenue	Cherry Street	550	\$83,000
S14	N Cottonwood Avenue	Fremont Drive	Florence Avenue	130	\$20,000
S15	N 8 Street	Beach Avenue	Harding Avenue	100	\$15,000
S16	N 8 Street	Oak Avenue	Beach Avenue	110	\$17,000
S17	N 8 Street	Beach Avenue	Harding Avenue	100	\$15,000
S18	N 8 Street	Oak Avenue	Beach Avenue	110	\$17,000
S19	N 8 Street	Phay Avenue	Oak Avenue	110	\$17,000
S20	N 8 Street	Phay Avenue	Oak Avenue	50	\$8,000
S21	Yale Place	College Avenue	Allison Avenue	240	\$36,000
S22	S 4 Street	LincolnElementary School	Dalmatian Drive	420	\$63,000
S23	S 4 Street	Ellsworth Avenue	Healing Waters Church	50	\$8,000

Table 5.1 Sidewalk Only Projects

Project #	Roadway	From	To	Length (miles)	Project Type		Pedestrian Improvement	Bicycle Improvement	ROW ft	ROW Impact	Utility Impact	Access Impact	Landscape Impact	Parking Impact	Within Limits	Typical Section #	Cost
1-1	E Main Street	Rainbow Drive	N Raynolds Avenue	0.968	Maintenance		Add Sidewalks	Bike Lanes	58	No	Yes	Yes	No	No	City	3	\$ 1,833,000
1-2	E Main Street	N Raynolds Avenue	E of Berry Parkway	0.983	Maintenance		Add Sidewalks	Bike Lanes	61	No	Yes	Yes	No	No	City	3	\$ 1,860,000
2-1	Main Street	N 1 Street	N 3 Street	0.079	Maintenance		N/A- Ex. Sidewalk	Sharrows	96	No	No	No	No	No	City	5	\$ 150,000
2-2	Main Street	N 3 Street	N 9 Street	0.576	Maintenance		N/A- Ex. Sidewalk	Sharrows	100	No	No	No	No	No	City	5	\$ 1,090,000
2-3	Main Street	N 8 Street	N 15 Street	0.502	Maintenance		N/A- Ex. Sidewalk	Bike Lanes	95	No	No	Yes	No	No	City	2	\$ 951,000
3-1	Harrison Avenue	N 3 Street	N 9 Street	0.568	Maintenance		N/A- Ex. Sidewalk	Sharrows	80	No	No	No	No	No	City	5	\$ 1,075,000
3-2	Harrison Avenue	N 9 Street	N 15 Street	0.6	Maintenance		N/A- Ex. Sidewalk	Sharrows	76	No	No	No	No	No	City	5	\$ 1,136,000
4-1	College Avenue	N 3 Street	N 9 Street	0.486	Maintenance		N/A- Ex. Sidewalk	Sharrows	76	No	No	No	No	No	City	5	\$ 920,000
4-2	College Avenue	N 9 Street	N 15 Street	0.688	Maintenance		N/A- Ex. Sidewalk	Sharrows	76	No	No	No	No	No	City	5	\$ 1,301,000
5-1	Fairview Avenue	W of N 15 Street	Ohio Avenue	0.577	Maintenance		N/A- Ex. Sidewalk	Sharrows	58	No	No	No	No	No	City	5	\$ 1,092,000
5-2	Ohio Avenue	Fairview Avenue	Yale Place	0.162	Maintenance		N/A- Ex. Sidewalk	Sharrows	60	No	No	No	No	No	City	5	\$ 307,000
5-3	Yale Place	Ohio Avenue	Phay Avenue	0.094	Maintenance		N/A- Ex. Sidewalk	Sharrows	60	No	No	No	No	No	City	5	\$ 177,000
5-4	Phay Avenue	Yale Avenue	N 15 Street	0.279	Maintenance		N/A- Ex. Sidewalk	Bike Lanes	60	No	No	No	No	No	City	2	\$ 527,000
6-1	Harding Avenue	N 5 Street	N 9 Street	0.349	Maintenance		N/A- Ex. Sidewalk	Sharrows	60	No	No	No	No	No	City	5	\$ 661,000
6-2	Harding Avenue	N 9 Street	N 15 Street	0.635	Maintenance		Add Sidewalks	Sharrows	64	No	No	No	No	No	City	5	\$ 1,201,000
7-1	Central Avenue	N 15 Street	N Orchard Avenue	0.503	Maintenance		Add Sidewalks	Bike Lanes	60	No	No	No	No	No	City	2	\$ 953,000
7-2	Central Avenue	N Orchard Avenue	Field Avenue	0.501	Maintenance		Add Sidewalks	Bike Lanes	60	No	No	No	No	Partial	City	2	\$ 949,000
7-3	Central Avenue	Field Avenue	Drake Street	0.406	Maintenance		Add Sidewalks	Bike Lanes	60	No	No	No	No	Partial	City	2	\$ 768,000
7-4	Central Avenue	Drak Street	Pear Street	0.472	Reconstruction		Add Sidewalks	Bike Lanes	48	No	No	No	No	Yes	County	2	\$ 2,524,000
8-1	Washington Street	W of N 5 Street	N 9 Street	0.574	Maintenance		Add Sidewalks	Bike Lanes	58	No	Yes	No	No	No	City	3	\$ 1,075,000
8-2	Washington Street	N 9 Street	N 15 Street	0.604	Reconstruction		Add Sidewalks	Bike Lanes	58	No	Yes	No	No	Yes	County	3	\$ 2,401,000
9-1	South Street	W of N 15 Street	N Orchard Avenue	0.559	Reconstruction		Add Sidewalks	Bike Lanes	60	Yes	Yes	No	No	Yes	County	3	\$ 2,231,000
10-1	Pear Street	N 19 Street	N Orchard Avenue	0.157	Maintenance		Add Sidewalks	Sharrows	42	Yes	Yes	No	No	Yes	City	5	\$ 148,000
10-2	Pear Street	N Orchard Avenue	Field Avenue	0.477	Maintenance		Add Sidewalks	Sharrows	60	No	No	No	No	Partial	City	5	\$ 903,000
11-1	Franklin Avenue	N 15 Street	N 19 Street	0.379	Maintenance		Add Sidewalks	Sharrows	46	No	No	No	No	No	City	5	\$ 682,000

Note: All Costs in 2024 Dollars.

Table 5.2 Multi-Modal Corridor Project Recommendations

Project #	Roadway	From	To	Length (miles)	Project Type		Pedestrian Improvement	Bicycle Improvement	ROW ft	ROW Impact	Utility Impact	Access Impact	Landscape Impact	Parking Impact	Within Limits	Typical Section #	Cost
11-2	Franklin Avenue	N 19 Street	N Orchard Avenue	0.157	Maintenance		N/A- Ex. Sidewalk	Sharrows	50	No	No	No	No	Partial	City	4	\$ 297,000
12-1	Florence Avenue	N Orchard Avenue	Fremont Drive	0.483	Reconstruction		Add Sidewalks	Sharrows	50	No	No	No	No	No	City	4	\$ 1,603,000
13-1	Cherry Street	E of N Raynolds Avenue	Abbey Access	0.222	New Construction		Add Sidewalks	Bike Lanes	0	Yes	No	No	No	Partial	City	6	\$ 421,000
14-1	Pear Street	Field Avenue	Dozier Avenue	0.752	New Construction		Add Sidewalks	Bike Lanes	20	Yes	No	No	No	No	City	6	\$ 1,423,000
15-1	Vine Street	S 9 Street	Frazier Avenue	0.502	Reconstruction		Add Sidewalks	Bike Lanes	60	Yes	Yes	No	Yes	Yes	City	3	\$ 1,531,000
15-2	Kountz Avenue	Frazier Avenue	Fowler Avenue	0.428	Reconstruction		Add Sidewalks	Bike Lanes	46	Yes	Yes	No	Yes	No	City	3	\$ 1,304,000
16-1	Fowler Avenue	Kountz Avenue	Fowler Avenue	0.067	New Construction		Add Sidewalks	Bike Lanes	32	Yes	Yes	No	Yes	No	City	3	\$ 63,000
16-2	Fowler Avenue	Kountz Avenue	S Raynolds Avenue	0.327	Reconstruction		Add Sidewalks	Bike Lanes	32	Yes	Yes	No	Yes	No	City	3	\$ 997,000
16-3	Fowler Avenue	Fowler Avenue	S Raynolds Avenue	0.263	New Construction		Add Sidewalks	Bike Lanes	32	Yes	Yes	No	Yes	No	City	3	\$ 248,000
17-1	S 10 Street	Park Avenue	SH 115/Sells Avenue	0.197	Maintenance		Add Sidewalks	Sharrows	60	No	No	No	No	No	City	4	\$ 373,000
18-1	Park Avenue	S 10 Street	S 12 Street	0.239	Maintenance		Add Sidewalks	Sharrows	42	No	No	No	No	No	City	4	\$ 339,000
18-2	S 12 Street	Sherman Avenue	Park Avenue	0.265	Maintenance		Add Sidewalks	Sharrows	42	No	No	No	No	No	City	4	\$ 376,000
19-1	Centennial Park	Centennial Park	Griffin Avenue	0.084	Reconstruction		Add Sidewalks	Sharrows	53	No	No	No	No	No	City	4	\$ 200,000
19-2	Griffin Avenue	Centennial Park	S 6 Street	0.188	Reconstruction		Add Sidewalks	Sharrows	53	No	No	No	No	Yes	City	4	\$ 625,000
19-3	S 6 Street	Griffin Avenue	Myrtle Lane	0.125	Reconstruction		Add Sidewalks	Sharrows	55	No	No	No	Yes	Yes	City	5	\$ 465,000
20-1	Myrtle Lane	S 4 Street	S 12 Street	0.745	Maintenance		Add Sidewalks	Bike Lanes	42	No	No	No	No	No	City	3	\$ 1,058,000
21-1	Sherman Avenue	S 12 Street	Ash Lane	1.431	Reconstruction		Add Sidewalks	Bike Lanes	37	Yes	No	No	Yes	No	County	4	\$ 4,749,000
22-1	Mariposa Road	Ptarmigan Trail	New York Avenue	1.461	Maintenance		Shared-Use Path	Shared-Use Path	66	Yes	Yes	No	No	No	City	4	\$ 1,382,000
22-2	S 1 Street	E New York Avenue	Main Street	0.559	Maintenance		Add Sidewalks	Sharrows	61	No	No	No	Yes	Yes	City	5	\$ 951,000
23-1	N 3 Street	Royal Gorge Boulevard	Macon Avenue	0.131	Maintenance		N/A- Ex. Sidewalk	Sharrows	80	No	No	No	No	No	City	5	\$ 249,000
23-2	N 3 Street	Macon Avenue	College Avenue	0.251	Maintenance		N/A- Ex. Sidewalk	Sharrows	80	No	No	No	No	No	City	5	\$ 476,000
24-1	N 5 Street	Royal Gorge Boulevard	Macon Avenue	0.132	Maintenance		N/A- Ex. Sidewalk	Sharrows	80	No	No	No	No	No	City	5	\$ 249,000
24-2	N 5 Street	Macon Avenue	Fairview Avenue	0.915	Maintenance		N/A- Ex. Sidewalk	Bike Lanes	58	No	No	No	No	No	City	3	\$ 1,732,000
24-3	N 5 Street	Fairview Avenue	Washington Street	1.055	Maintenance		N/A- Ex. Sidewalk	Bike Lanes	58	No	No	No	No	No	City	3	\$ 1,997,000
25-1	N 9 Street	Royal Gorge Boulevard	Macon Avenue	0.131	Maintenance		N/A- Ex. Sidewalk	Bike Lanes	80	No	No	No	No	No	City	3	\$ 248,000
25-2	N 9 Street	Macon Avenue	College Avenue	0.255	Maintenance		N/A- Ex. Sidewalk	Bike Lanes	84	No	No	No	Yes	No	City	2	\$ 482,000

Note: All Costs in 2024 Dollars.

Table 5.2 Multi-Modal Corridor Project Recommendations (Continued)

Project #	Roadway	From	To	Length (miles)	Project Type		Pedestrian Improvement	Bicycle Improvement	ROW ft	ROW Impact	Utility Impact	Access Impact	Landscape Impact	Parking Impact	Within Limits	Typical Section #	Cost
25-3	N 9 Street	College Avenue	Mystic Avenue	0.181	Maintenance		N/A- Ex. Sidewalk	Bike Lanes	80	No	No	No	No	No	City	2	\$ 343,000
25-4	N 9 Street	Mystic Avenue	Raintree Drive	0.91	Maintenance		N/A- Ex. Sidewalk	Bike Lanes	80	No	No	No	No	No	City	2	\$ 1,721,000
25-5	N 9 Street	Raintree Drive	Washington Street	0.398	Maintenance		Add Sidewalks	Bike Lanes	60	No	No	No	No	No	City	3	\$ 376,000
26-1	N 10 Street	Main Street	College Avenue	0.32	Maintenance		Add Sidewalks	Sharrows	80	No	No	No	No	No	City	5	\$ 606,000
26-2	N 10 Street	College Avenue	Mystic Avenue	0.136	Maintenance		N/A- Ex. Sidewalk	Sharrows	69	No	No	No	No	Yes	City	5	\$ 257,000
26-3	N 10 Street	Mystic Avenue	Trail Avenue	0.873	Maintenance		N/A- Ex. Sidewalk	Sharrows	80	No	No	No	No	No	City	5	\$ 1,653,000
27-1	N 15 Street	Main Street	Phelps Avenue	0.577	Maintenance		Add Sidewalks	Bike Lanes	61	No	No	No	No	No	City	3	\$ 1,092,000
27-2	N 15 Street	Phelps Avenue	Central Avenue	0.292	Maintenance		Add Sidewalks	Bike Lanes	78	No	No	No	No	No	City	3	\$ 277,000
27-3	N 15 Street	Central Avenue	Washington Street	0.636	Reconstruction		Add Sidewalks	Bike Lanes	50	Yes	Yes	No	No	No	County	3	\$ 2,539,000
28-1	S 15 Street	Royal Gorge Boulevard	Main Street	0.055	Reconstruction		N/A- Ex. Sidewalk	Bike Lanes	75	Yes	Yes	No	No	No	City	3	\$ 219,000
28-2	US 50*	S 15 Street	E Main Street	0.151	Reconstruction		Add Sidewalks	Bike Lanes	0	Yes	Yes	Yes	No	No	CDOT	3	\$ -
29-1	N 19 Street	Franklin Avenue	Pear Street	0.572	Maintenance		Add Sidewalks	Sharrows	64	No	No	No	No	No	City	5	\$ 973,000
30-1	N Orchard Avenue	E Main Street	Pear Street	0.572	Maintenance		Add Sidewalks	Sharrows	64	No	No	No	No	No	City	5	\$ 974,000
30-2	N Orchard Avenue	Pear Street	Central Avenue	0.131	Maintenance		N/A- Ex. Sidewalk	Sharrows	66	No	No	No	No	No	City	5	\$ 248,000
30-3	N Orchard Avenue	Central Avenue	Washington Street	1.023	Maintenance		Add Sidewalks	Sharrows	56	No	No	No	Yes	No	County	4	\$ 1,452,000
31-1	Field Avenue	Fremont Drive	McCoy Lane	0.139	Maintenance		Add Sidewalks	Sharrows	60	No	No	No	Yes	No	City	5	\$ 263,000
31-2	Field Avenue	McCoy Lane	Pear Street	0.511	Maintenance		Add Sidewalks	Sharrows	53	No	No	No	Yes	No	City	5	\$ 968,000
32-1	Field Avenue	Pear Street	High Street	1.001	Maintenance		Shared-Use Path	Shared-Use Path	69	No	No	No	No	Yes	City	2	\$ 947,000
32-2	Raynolds Avenue/Field Avenue	Riverwalk Trail Head	Red Canyon Road	2.767	Reconstruction		Shared-Use Path	Shared-Use Path	55	No	No	No	No	Yes	County	2	\$ 12,179,000
33-1	S Raynolds Avenue	Arkansas River Trail	Fowler Avenue	0.518	Maintenance		Add Sidewalks	Bike Lanes	60	No	No	No	No	Yes	County	3	\$ 490,000
33-2	S Raynolds Avenue	Fowler Avenue	US 50	0.342	Maintenance		Add Sidewalks	Bike Lanes	80	No	No	No	No	No	City	3	\$ 615,000
33-3	N Raynolds Avenue	US 50	McCoy Lane	0.155	Maintenance		Add Sidewalks	Bike Lanes	68	Yes	Yes	No	No	No	City	3	\$ 294,000
33-4	N Raynolds Avenue	McCoy Lane	Pear Street	0.507	Maintenance		Shared-Use Path	Shared-Use Path	52	No	Yes	No	No	No	City	3	\$ 480,000
34-1	Abbey Access	Abbey of the Holy Cross	Pear Street	0.49	New Construction		Add Sidewalks	Bike Lanes	0	Yes	No	No	No	Partial	City	6	\$ 927,000
35-1	Dozier Avenue	US 50	Central Avenue	0.748	Maintenance		Add Sidewalks	Bike Lanes	47	No	No	No	No	No	County	4	\$ 1,416,000

Note: All Costs in 2024 Dollars.

Table 5.2 Multi-Modal Corridor Project Recommendations (Continued)

Project #	Roadway	From	To	Length (miles)	Project Type		Pedestrian Improvement	Bicycle Improvement	ROW ft	ROW Impact	Utility Impact	Access Impact	Landscape Impact	Parking Impact	Within Limits	Typical Section #	Cost
36-1	Justice Center Drive	Grandview Avenue	US 50	0.522	Reconstruction		Add Sidewalks	Bike Lanes	86	No	No	No	No	No	City	2	\$ 2,743,000
37-1	Four Mile Lane	US 50	Four Mile Parkway Extension	0.707	Reconstruction		Add Sidewalks	Bike Lanes	62	No	No	No	No	No	City	3	\$ 2,825,000
38-1	County Road 123	Four Mile Lane	Four Mile Parkway	1.166	Reconstruction		Add Sidewalks	Bike Lanes	64	No	Yes	No	No	No	City	3	\$ 4,659,000
39-1	Four Mile Parkway	US 50	Cowboy Way	0.805	Reconstruction		Add Sidewalks	Bike Lanes	115	No	No	No	No	Yes	City	6	\$ 3,622,000
39-2	Four Mile Park	Cowboy Way	Extension	0.762	New Construction		Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	6	\$ 1,442,000
39-3	Four Mile Parkway	Extension	Four Mile Lane	1.133	New Construction		Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	6	\$ 2,143,000
39-4	Four Mile Parkway	Four Mile Parkway	Dead End	0.431	New Construction		Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	6	\$ 816,000
39-5	Four Mile Parkway	Four Mile Parkway	Dead End	0.163	New Construction		Add Sidewalks	Bike Lanes	0	Yes	No	No	No	No	City	6	\$ 308,000
39-6	Four Mile Parkway	Four Mile Parkway	Dead End	0.183	New Construction		Add Sidewalks	Bike Lanes	0	Yes	No	No	No	Partial	City	6	\$ 347,000
39-7	Cowboy Way	Cowboy Way	Four Mile Parkway	0.413	New Construction		Add Sidewalks	Bike Lanes	0	Yes	No	No	No	Yes	City	6	\$ 781,000
39-8	Four Mile Parkway	Four Mile Lane	Extension	0.175	New Construction		Add Sidewalks	Bike Lanes	0	Yes	No	No	No	Yes	City	6	\$ 331,000
40-1	Tanner Parkway	Storm Ride Drive	Evelyn Drive	0.68	Maintenance		Add Sidewalks	Sharrows	60	No	No	Yes	No	No	City	5	\$ 1,286,000
41-1	US 50*	8 Mile Ranch	Fremont County Airport	15.186	Reconstruction		Shared-Use Path	Shared-Use Path	0	Yes	Yes	Yes	Yes	No	CDOT	3	\$ -
42-1	US 50*	E of Berry Parkway	MacKenzie Avenue	0.64	Maintenance		Add Sidewalks	Bike Lanes	0	Yes	Yes	Yes	Yes	No	CDOT	6	\$ -
43-1	SH 115*	US 50	Mackenzie Avenue	4.693	Reconstruction		Shared-Use Path	Shared-Use Path	66	Yes	Yes	No	No	No	CDOT	3	\$ -

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

Table 5.2 Multi-Modal Corridor Project Recommendations (Continued)

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. 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**. 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. **Figure 5.16** illustrates the priority scoring results for each corridor. **Figure 5.17** through **Figure 5.19** illustrate the 5, 10, and 25-year buildout maps. **Table 5.4** provides the project list breakdown for the buildout plan.

Factor	Parameter	Points
System	Principal Arterial	3
	Minor Arterial	2
	Collector	2
	Local	1
System Appraisal	Area 1 (US 50 Corridor)	3
	Area 2	2
	Area 3	4
	Area 4	3
	Area 5	3
	Area 6	2
	Area 7	2
	Area 8	1
	Area 9	1
Project Type	Maintenance	3
	Reconstruction	2
	New Construction	1
Impacts	ROW	0
	Utility	1
	Other Impacts	2
	No Impacts	4
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

DRAFT

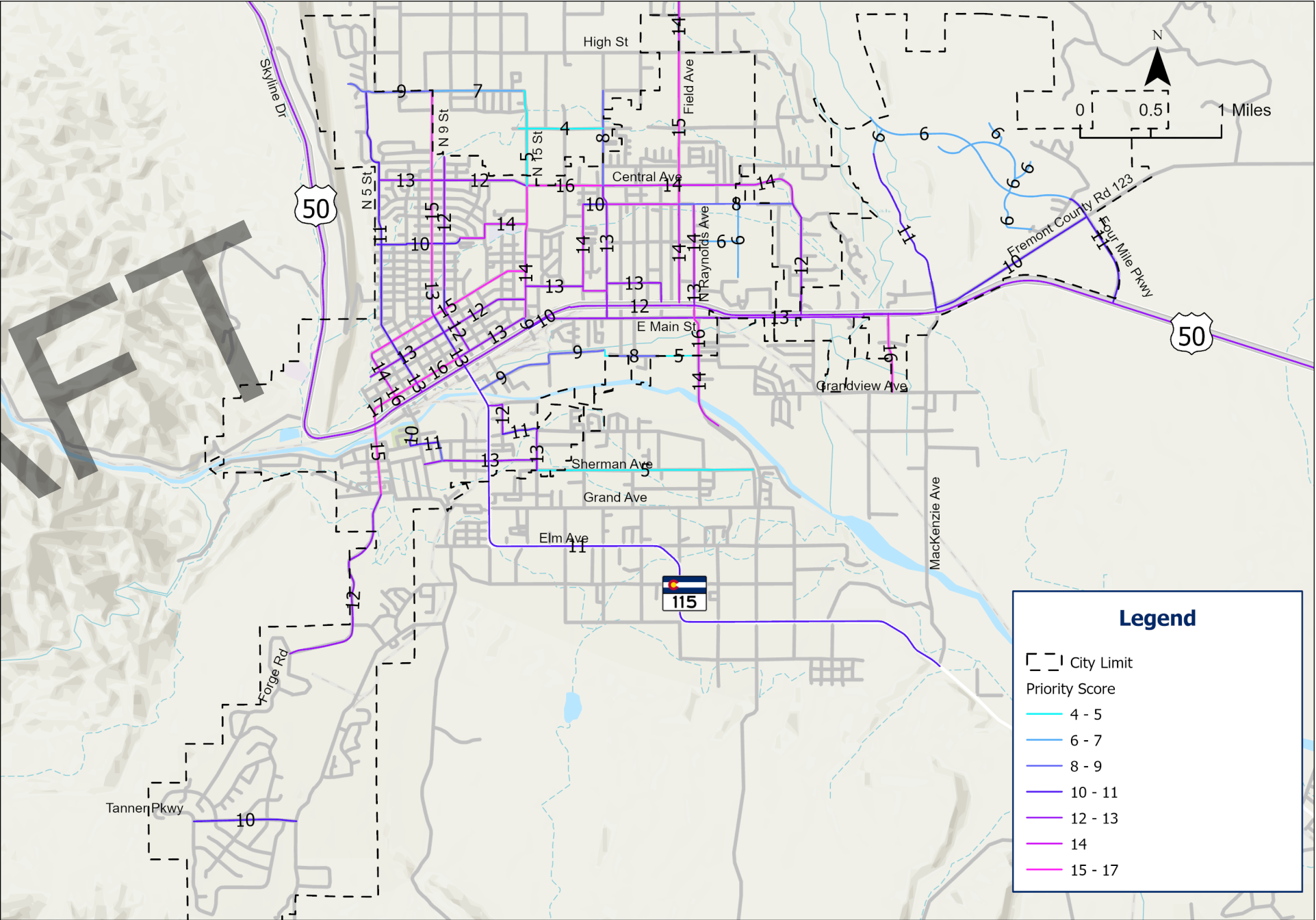


Figure 5.16 Corridor Prioritization Scoring

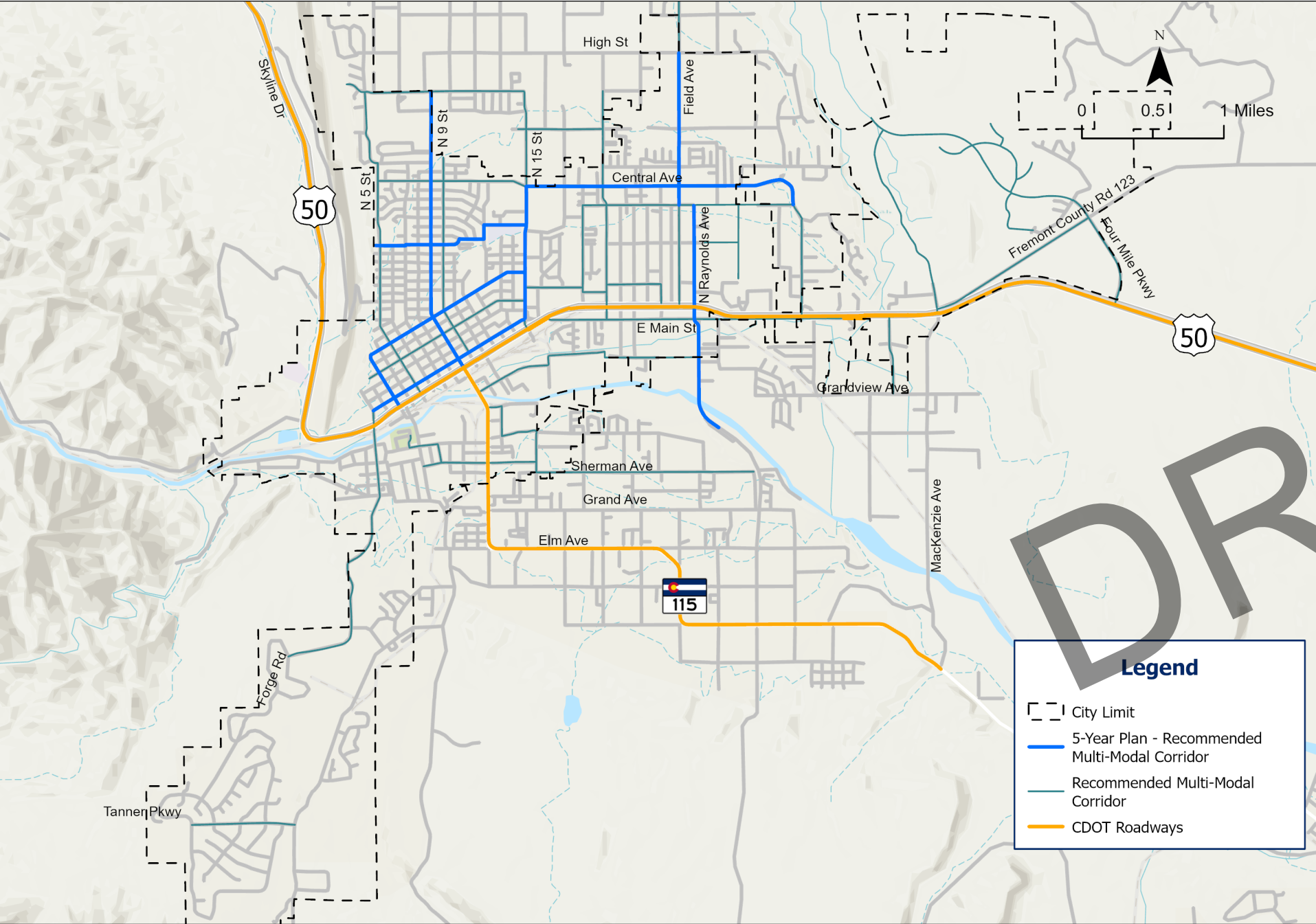


Figure 5.17 5-Year Plan

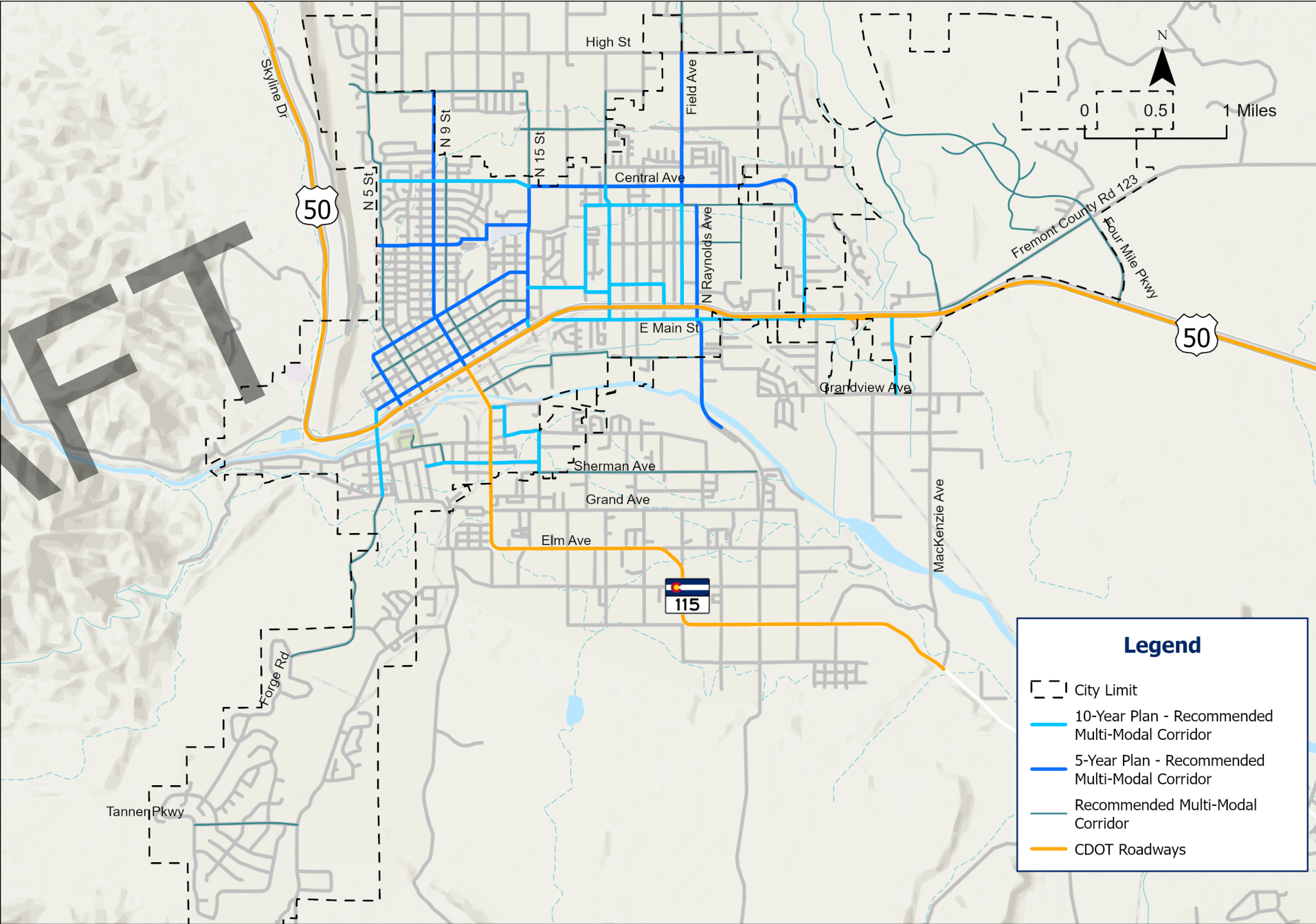


Figure 5.18 10-Year Plan

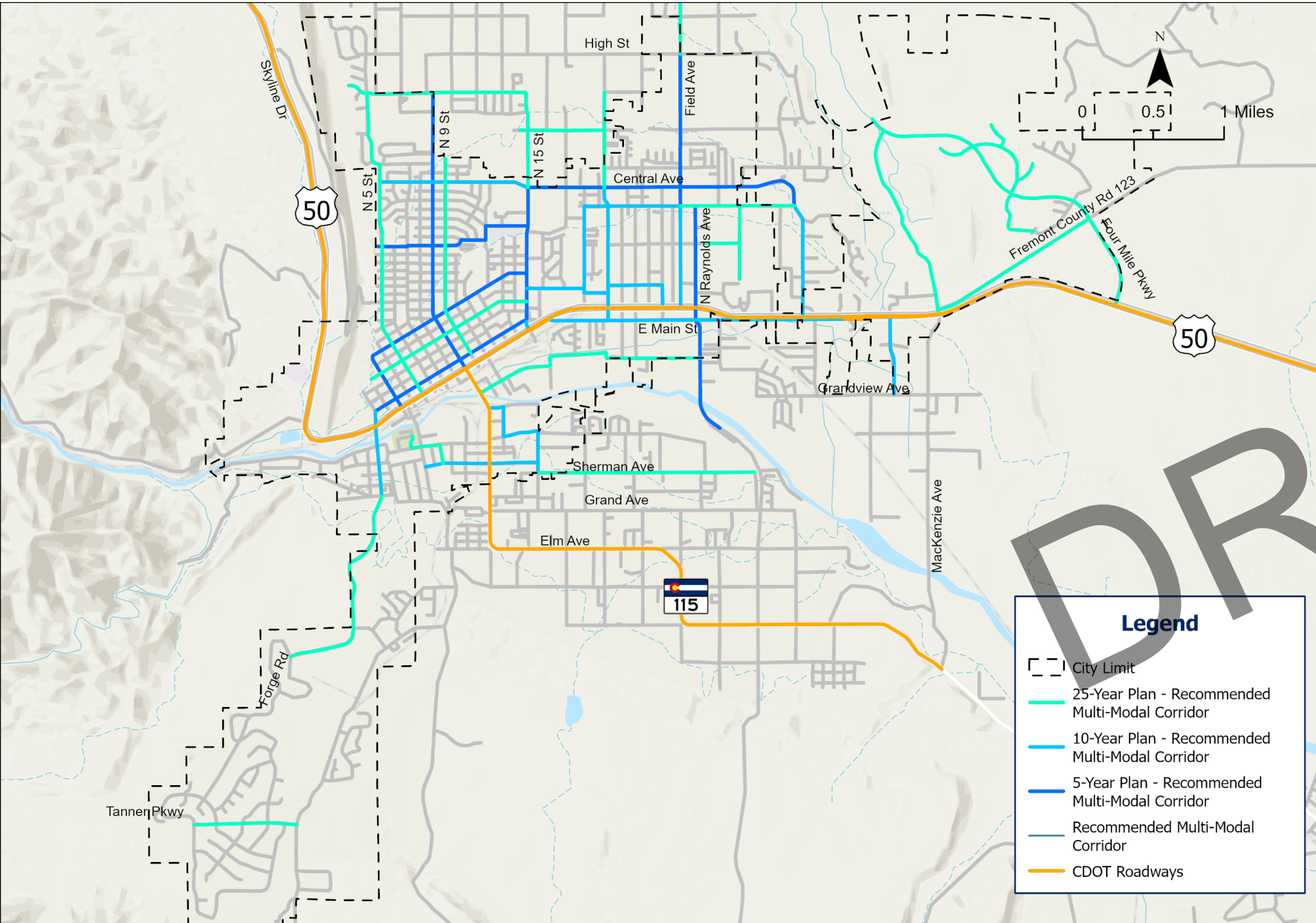


Figure 5.19 25-Year Plan

Plan Year	Project #	Roadway	From	To	Length (miles)	Project Type	Pedestrian Improvement	Bicycle Improvement	Cost	Priority Number
5-Year	2-1	E Main Street	N 1 Street	N 3 Street	0.079	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$150,000	1
	2-2	E Main Street	N 3 Street	N 9 Street	0.576	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$1,090,000	1
	2-3	Main Street	N 8 Street	N 15 Street	0.502	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	\$951,000	1
	23-1	Main Street	Royal Gorge Boulevard	Macon Avenue	0.131	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$249,000	2
	23-2	Main Street	Macon Avenue	College Avenue	0.251	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$476,000	2
	4-1	Harrison Avenue	N 3 Street	N 9 Street	0.486	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$920,000	3
	4-2	Harrison Avenue	N 9 Street	N 15 Street	0.688	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$1,301,000	3
	25-1	College Avenue	Royal Gorge Boulevard	Macon Avenue	0.131	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	\$248,000	4
	25-2	College Avenue	Macon Avenue	College Avenue	0.255	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	\$482,000	4
	25-3	Fairview Avenue	College Avenue	Mystic Avenue	0.181	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	\$343,000	4
	25-4	Ohio Avenue	Mystic Avenue	Raintree Drive	0.91	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	\$1,721,000	4
	25-5	Yale Place	Raintree Drive	Washington Street	0.398	Maintenance	Add Sidewalks	Bike Lanes	\$376,000	4
	27-1	Phay Avenue	Main Street	Phelps Avenue	0.577	Maintenance	Add Sidewalks	Bike Lanes	\$1,092,000	5
	27-2	Harding Avenue	Phelps Avenue	Central Avenue	0.292	Maintenance	Add Sidewalks	Bike Lanes	\$277,000	5
	7-1	Harding Avenue	N 15 Street	N Orchard Avenue	0.503	Maintenance	Add Sidewalks	Bike Lanes	\$953,000	6
	7-2	Central Avenue	N Orchard Avenue	Field Avenue	0.501	Maintenance	Add Sidewalks	Bike Lanes	\$949,000	6
	7-3	Central Avenue	Field Avenue	Drake Street	0.406	Maintenance	Add Sidewalks	Bike Lanes	\$768,000	6
	7-4	Central Avenue	Drak Street	Pear Street	0.472		Add Sidewalks	Bike Lanes	\$2,524,000	6
	32-1	Tanner Parkway	Pear Street	High Street	1.001	Maintenance	Shared-Use Path	Shared-Use Path	\$947,000	7
	33-1	Myrtle Lane	Arkansas River Trail	Fowler Avenue	0.518	Maintenance	Add Sidewalks	Shared-Use Path	\$490,000	7
	33-2	Vine Street	Fowler Avenue	US 50	0.342	Maintenance	Add Sidewalks	Shared-Use Path	\$615,000	7
	33-3	Kountz Avenue	US 50	McCoy Lane	0.155	Maintenance	Add Sidewalks	Shared-Use Path	\$294,000	7
	33-4	Fowler Avenue	McCoy Lane	Pear Street	0.507	Maintenance	Shared-Use Path	Shared-Use Path	\$480,000	7
	5-1	Pear Street	W of N 15 Street	Ohio Avenue	0.577	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$1,092,000	8
	5-2	Pear Street	Fairview Avenue	Yale Place	0.162	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$307,000	8
	5-3	Sherman Avenue	Ohio Avenue	Phay Avenue	0.094	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$177,000	8
	5-4	N 3 Street	Yale Avenue	N 15 Street	0.279	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	\$527,000	8

Table 5.4 Multi-Modal Corridor Prioritization Summary

Plan Year	Project #	Roadway	From	To	Length (miles)	Project Type	Pedestrian Improvement	Bicycle Improvement	Cost	Priority Number
10-Year	22-2	N 3 Street	E New York Avenue	Main Street	0.559	Maintenance	Add Sidewalks	Sharrows	\$951,000	9
	1-1	N 5 Street	Rainbow Drive	N Raynolds Avenue	0.968	Maintenance	Add Sidewalks	Bike Lanes	\$1,833,000	10
	1-2	N 5 Street	N Raynolds Avenue	E of Berry Parkway	0.983	Maintenance	Add Sidewalks	Bike Lanes	\$1,860,000	10
	28-1	N 9 Street	Royal Gorge Boulevard	Main Street	0.055	Reconstruction	N/A- Ex. Sidewalk	Bike Lanes	\$219,000	10
	28-2	N 9 Street	S 15 Street	E Main Street	0.151	Reconstruction	Add Sidewalks	Bike Lanes	\$0	10
	31-1	N 9 Street	Fremont Drive	McCoy Lane	0.139	Maintenance	Add Sidewalks	Sharrows	\$263,000	11
	31-2	N 9 Street	McCoy Lane	Pear Street	0.511	Maintenance	Add Sidewalks	Sharrows	\$968,000	11
	36-1	N 9 Street	Grandview Avenue	US 50	0.522	Reconstruction	Add Sidewalks	Bike Lanes	\$2,743,000	12
	20-1	N 10 Street	S 4 Street	S 12 Street	0.745	Maintenance	Add Sidewalks	Bike Lanes	\$1,058,000	13
	18-1	N 10 Street	S 10 Street	S 12 Street	0.239	Maintenance	Add Sidewalks	Sharrows	\$339,000	14
	18-2	N 10 Street	Sherman Avenue	Park Avenue	0.265	Maintenance	Add Sidewalks	Sharrows	\$376,000	14
	17-1	N 15 Street	Park Avenue	SH 115/Sells Avenue	0.197	Maintenance	Add Sidewalks	Sharrows	\$373,000	15
	11-1	N 15 Street	N 15 Street	N 19 Street	0.379	Maintenance	Add Sidewalks	Sharrows	\$682,000	16
	11-2	N 19 Street	N 19 Street	N Orchard Avenue	0.157	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$297,000	16
	12-1	N Orchard Avenue	N Orchard Avenue	Fremont Drive	0.483	Reconstruction	Add Sidewalks	Sharrows	\$1,603,000	17
	30-1	N Orchard Avenue	E Main Street	Pear Street	0.572	Maintenance	Add Sidewalks	Sharrows	\$974,000	18
	30-2	N Orchard Avenue	Pear Street	Central Avenue	0.131	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$248,000	18
	10-1	Field Avenue	N 19 Street	N Orchard Avenue	0.157	Maintenance	Add Sidewalks	Sharrows	\$148,000	19
	10-2	Field Avenue	N Orchard Avenue	Field Avenue	0.477	Maintenance	Add Sidewalks	Sharrows	\$903,000	19
	29-1	Field Avenue	Franklin Avenue	Pear Street	0.572	Maintenance	Add Sidewalks	Sharrows	\$973,000	20
	6-1	S Raynolds Avenue	N 5 Street	N 9 Street	0.349	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$661,000	21
	6-2	S Raynolds Avenue	N 9 Street	N 15 Street	0.635	Maintenance	Add Sidewalks	Sharrows	\$1,201,000	21
	35-1	N Raynolds Avenue	US 50	Central Avenue	0.748	Maintenance	Add Sidewalks	Bike Lanes	\$1,416,000	22

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

Table 5.4 Multi-Modal Corridor Prioritization Summary (Continued)

Plan Year	Project #	Roadway	From	To	Length (miles)	Project Type	Pedestrian Improvement	Bicycle Improvement	Cost	Priority Number
25-Year	3-1	N Raynolds Avenue	N 3 Street	N 9 Street	0.568	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$150,000	1
	3-2	Franklin Avenue	N 9 Street	N 15 Street	0.6	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$1,090,000	1
	19-1	County Road 123	Centennial Park	Griffin Avenue	0.084	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	\$951,000	1
	19-2	South Street	Centennial Park	S 6 Street	0.188	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$249,000	2
	19-3	S 10 Street	Griffin Avenue	Myrtle Lane	0.125	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$476,000	2
	24-1	S 15 Street	Royal Gorge Boulevard	Macon Avenue	0.132	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$920,000	3
	24-2	US 50	Macon Avenue	Fairview Avenue	0.915	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$1,301,000	3
	24-3	Abbey Access	Fairview Avenue	Washington Street	1.055	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	\$248,000	4
	14-1	Cherry Street	Field Avenue	Dozier Avenue	0.752	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	\$482,000	4
	37-1	Pear Street	US 50	Four Mile Parkway Extension	0.707	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	\$343,000	4
	22-1	Four Mile Parkway	Ptarmigan Trail	New York Avenue	1.461	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	\$1,721,000	4
	38-1	Four Mile Parkway	Four Mile Lane	Four Mile Parkway	1.166	Maintenance	Add Sidewalks	Bike Lanes	\$376,000	4
	21-1	Four Mile Parkway	S 12 Street	Ash Lane	1.431	Maintenance	Add Sidewalks	Bike Lanes	\$1,092,000	5
	39-1	Four Mile Parkway	US 50	Cowboy Way	0.805	Maintenance	Add Sidewalks	Bike Lanes	\$277,000	5
	26-1	Four Mile Parkway	Main Street	College Avenue	0.32	Maintenance	Add Sidewalks	Bike Lanes	\$953,000	6
	26-2	Four Mile Parkway	College Avenue	Mystic Avenue	0.136	Maintenance	Add Sidewalks	Bike Lanes	\$949,000	6
	26-3	Cowboy Way	Mystic Avenue	Trail Avenue	0.873	Maintenance	Add Sidewalks	Bike Lanes	\$768,000	6
	32-2	Four Mile Park	Riverwalk Trail Head	Red Canyon Road	2.767	Reconstruction	Add Sidewalks	Bike Lanes	\$2,524,000	6
	15-1	Centennial Park	S 9 Street	Frazier Avenue	0.502	Maintenance	Shared-Use Path	Shared-Use Path	\$947,000	7
	15-2	Griffin Avenue	Frazier Avenue	Fowler Avenue	0.428	Maintenance	Add Sidewalks	Shared-Use Path	\$490,000	7
	16-1	S 6 Street	Kountz Avenue	Fowler Avenue	0.067	Maintenance	Add Sidewalks	Shared-Use Path	\$615,000	7
	16-2	Park Avenue	Kountz Avenue	S Raynolds Avenue	0.327	Maintenance	Add Sidewalks	Shared-Use Path	\$294,000	7
	16-3	S 12 Street	Fowler Avenue	S Raynolds Avenue	0.263	Maintenance	Shared-Use Path	Shared-Use Path	\$480,000	7
	40-1	Florence Avenue	Storm Ride Drive	Evelyn Drive	0.68	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$1,092,000	8
	8-1	Washington Street	W of N 5 Street	N 9 Street	0.574	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$307,000	8
	8-2	Mariposa Road	N 9 Street	N 15 Street	0.604	Maintenance	N/A- Ex. Sidewalk	Sharrows	\$177,000	8
	30-3	N 15 Street	Central Avenue	Washington Street	1.023	Maintenance	N/A- Ex. Sidewalk	Bike Lanes	\$527,000	8

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

Table 5.4 Multi-Modal Corridor Prioritization Summary (Continued)

Plan Year	Project #	Roadway	From	To	Length (miles)	Project Type	Pedestrian Improvement	Bicycle Improvement	Cost	Priority Number
25-Year	27-3	Justice Center Drive	Central Avenue	Washington Street	0.636	Reconstruction	Add Sidewalks	Bike Lanes	\$2,539,000	37
	9-1	Central Avenue	W of N 15 Street	N Orchard Avenue	0.559	Reconstruction	Add Sidewalks	Bike Lanes	\$2,231,000	38
	34-1	N 5 Street	Abbey of the Holy Cross	Pear Street	0.49	New Construction	Add Sidewalks	Bike Lanes	\$927,000	39
	13-1	S 1 Street	E of N Raynolds Avenue	Abbey Access	0.222	New Construction	Add Sidewalks	Bike Lanes	\$421,000	40
	39-2	Franklin Avenue	Cowboy Way	Extension	0.762	New Construction	Add Sidewalks	Bike Lanes	\$1,442,000	41
	39-3	US 50	Extension	Four Mile Lane	1.133	New Construction	Add Sidewalks	Bike Lanes	\$2,143,000	41
	39-4	Four Mile Lane	Four Mile Parkway	Dead End	0.431	New Construction	Add Sidewalks	Bike Lanes	\$816,000	41
	39-5	Washington Street	Four Mile Parkway	Dead End	0.163	New Construction	Add Sidewalks	Bike Lanes	\$308,000	41
	39-6	Fowler Avenue	Four Mile Parkway	Dead End	0.183	New Construction	Add Sidewalks	Bike Lanes	\$347,000	41
	39-7	Fowler Avenue	Cowboy Way	Four Mile Parkway	0.413	New Construction	Add Sidewalks	Bike Lanes	\$781,000	41
	39-8	US 50	Four Mile Lane	Extension	0.175	New Construction	Add Sidewalks	Bike Lanes	\$331,000	41
	41-1	SH 115	8 Mile Ranch	Fremont County Airport	15.186	Reconstruction	Shared-Use Path	Shared-Use Path	\$-	42
	42-1	Raynolds Avenue/ Field Avenue	E of Berry Parkway	MacKenzie Avenue	0.64	Maintenance	Add Sidewalks	Bike Lanes	\$-	42
	43-1	Dozier Avenue	US 50	Mackenzie Avenue	4.693	Reconstruction	Shared-Use Path	Shared-Use Path	\$-	42

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

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 and the US 50 Corridor Study estimated cost is \$200,000.

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.

Priority Period	City Corridors	County Corridors	Total
5-Year	\$16,785,000	\$3,014,000	\$19,799,000
10-Year	\$18,673,000	\$1,416,000	\$20,089,000
25-Year	\$37,926,000	\$25,551,000	\$63,477,000
Total	\$73,384,000	\$29,281,000	\$103,365,000

Table 5.5 Multi-Modal Corridor Project Breakdown

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 Summar 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

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 multimodal 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.
- **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.

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