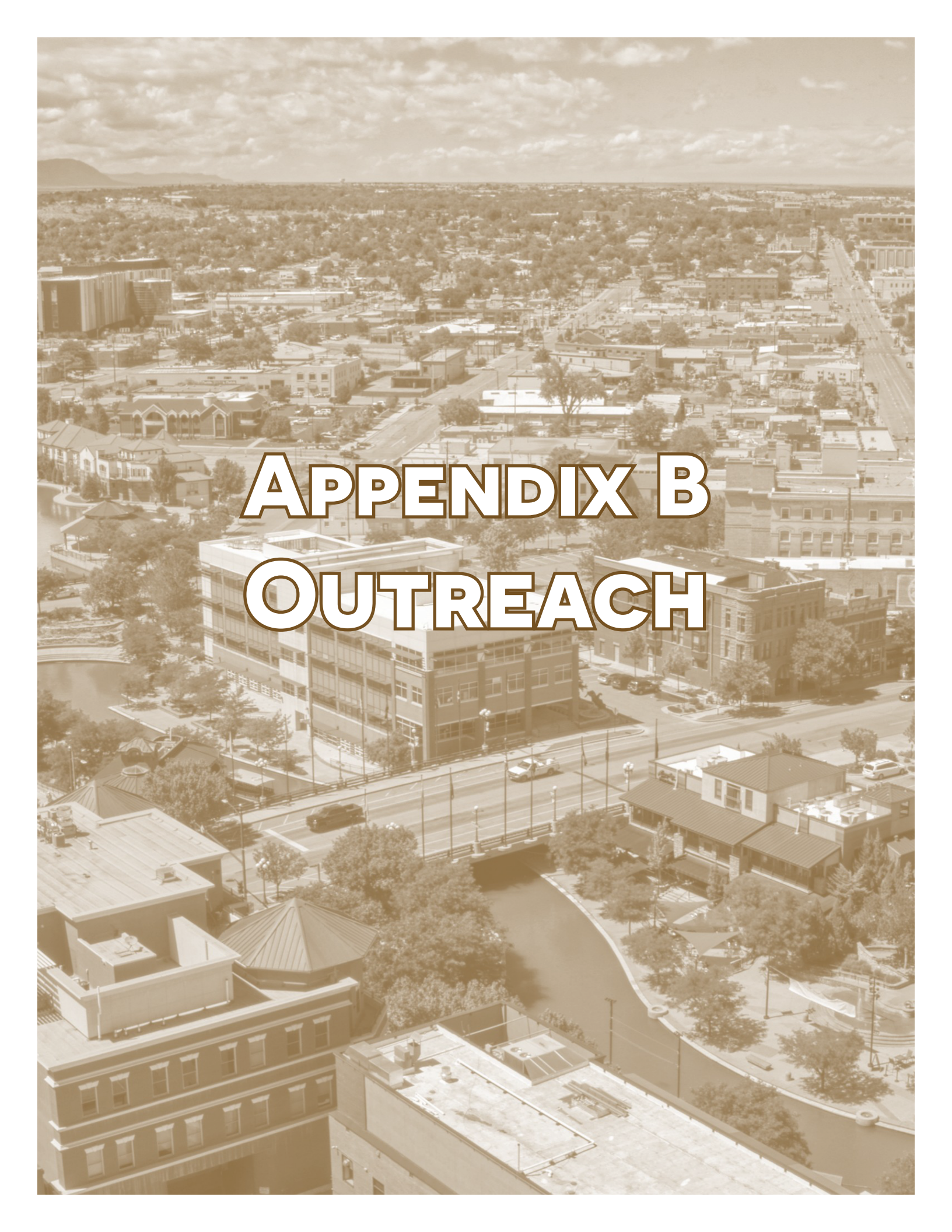


An aerial, sepia-toned photograph of a city. A river flows through the lower half of the image, with a bridge crossing it. The city is densely packed with buildings of various sizes, including a prominent multi-story building in the center. Trees and greenery are interspersed among the buildings. In the far background, a range of mountains is visible under a sky with scattered clouds. The text 'APPENDIX B OUTREACH' is overlaid in the center of the image.

APPENDIX B OUTREACH



APPENDIX B: PUBLIC ENGAGEMENT

This appendix documents the public engagement materials and comments for the PACOG Bicycle and Pedestrian Master Plan. It includes the online survey, the two interactive maps, and a community bicycle audit and workshop. The draft plan was also open for public comment for one month in September 2026.

SURVEY

The online survey was open from late April to late June 2026 and received 53 responses. It was promoted via social media posts, a flyer, and direct emailing. Additionally, survey outreach boards were used to gather feedback at the P.L.A.C.E. (People Learning About Community Environments) community block party on April 28.

QUESTIONNAIRE

The survey was administered online through SurveyMonkey. The questionnaire is reproduced below. An asterisk (*) marks a required question.

Thank you for taking our short survey! The Pueblo Area Council of Governments is updating the Bicycle and Pedestrian Master Plan. The purpose of the plan is to improve conditions for active transportation, which includes walking, biking, and using personal mobility devices (wheelchairs, walkers, skateboards, scooters, etc). This plan will outline strategies such as infrastructure improvements, programs, and policies to make it easier and safer to use active transportation in the Pueblo region.

1. Please rank the following goals for the PACOG Bicycle and Pedestrian Master Plan in order of importance (most important at the top).

- Road Safety
- Connectivity
- Accessibility
- Public Health and Recreation
- Local Economy and Tourism
- Infrastructure Resiliency and Reliability
- Preservation and Maintenance

2. Are there any other goals you would like to see included in the plan?

[Open-ended response]



3. The PACOG Bicycle and Pedestrian Master Plan will include a vision statement to define its long-term aspirations and act as a guiding principle for the region into the future. What is your vision for the future for active transportation in the Pueblo region?

[Open-ended response]

*** 4. What difficulties, if any, keep you from using active transportation more often? Choose up to three responses.**

- ☐ The road feels unsafe
- ☐ There aren't good routes that connect me to places I want to go
- ☐ The weather prevents me from using active transportation
- ☐ I don't have access to a bicycle or personal mobility device
- ☐ Distances are too far
- ☐ I am not physically able to use active transportation
- ☐ I don't have any difficulties using active transportation
- ☐ Other (please specify)

*** 5. What would encourage you to use active transportation more than you do currently? Choose up to three responses.**

- ☐ Better wayfinding (maps, signage, etc)
- ☐ Safer places to cross the street
- ☐ Trails, sidewalks, or separated bike lanes where I can be separated from cars
- ☐ Better lighting
- ☐ Better maintained infrastructure
- ☐ More continuous routes
- ☐ If drivers are more aware of people using active transportation
- ☐ More shade
- ☐ If there were more accessible sidewalks and trails
- ☐ Other (please specify)
- ☐ None of the above

6. Do you have anything else you'd like to share about active transportation in the Pueblo region?

[Open-ended response]

7. What is the zip code that you reside in?

[Zip code]

8. Please enter your email if you would like to receive project updates:

[Email address]



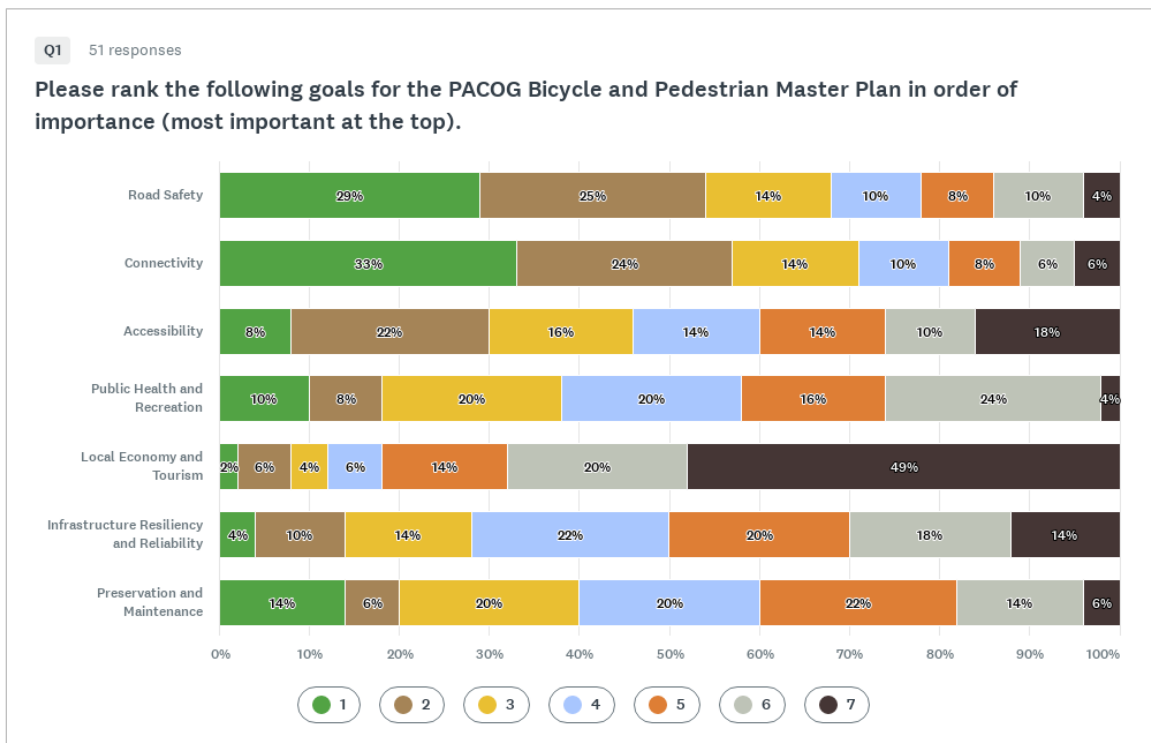
RESULTS

This section presents the responses to each survey question. The ranking and multiple choice questions are shown as graphs and the open-ended comments for each question are listed beneath.

Question 1: Goal Ranking

Respondents ranked seven goals from most important (1) to least important (7). Fifty-one respondents answered this question.

Figure 1: Question 1 Responses, Goal Ranking



Question 2: Other Goals

Are there any other goals you would like to see included in the plan?

33 respondents provided a comment.

- Fountain Creek and the Arkansas river trail are among the nations finest, BUT they are marred by homeless that dangerously block off the 4th and 8th street underpass with carts, rocks, bikes and people. Also emotos and motorcycles use the trails at will. I have been hit twice by them. Lastly a safe bike trail is needed that crosses from I-25 to Pueblo Blvd around 29th street. Lastly Pueblo is not currently a safe place to ride in. Drivers are unaware of bikes. 4th street is a good example. No one in there right minds rides a bike on many of our streets.
- I am assuming preservation means preserving open space, if not, preserving open space for nature and people



- A plan to keep dirt bike riders off of these roadways both for safety and road maintenance issues.
- Have safe bike path for all types of bikes going down new Medal of Honor road, the gravel path is not and cannot be used by all bike types. Place reminders of Colorado 3 foot rule for bicycles and designated bike lanes wide enough for the speed limit of 55 mph for safety of bike and or pave the gravel section.
- None
- Public transit linked to trails.
- Maintaining a peaceful environment traversing through riparian and wildlife corridors. Not building parking lots.
- More accessibility
- Addressing choke points for bikes. Places like 29th Street under I-25 and 8th St/4th Street are major choke points that impede travel by bike.
- I would like to see many more OFF street/road bike pathways. Those pathways that remain on streets with cars must be protected with bollards. I'd also like to see us connect a pathway to Fountain along Fountain Creek.
- Create off-road walkways in parks that are continuous. Example: Trying to walk around City Park is not a great experience/ not possible.
- None of the goals were clearly defined; the surveyor assumes the survey taker knows what each of these goals mean. Those which I understood poorly went to the bottom.
- Improvement to neglected areas such as Runyon lake. So much potential there but it's run down and feels unsafe.
- Path safety, there are areas that I avoid due to homelessness/vagrants on the trail.
- Variety, such as a bike park or pump track.
- I would like to see a better route from Pueblo West side to Pueblo West around 24th St. Also, a connector from CSU pueblo North to Kohls and connect to Pueblo West trail
- Community. Pedestrians and cyclists are more aware of their environment and each other compared to drivers.
- Any way to slow down drivers (either by changing the speed limit or speed bumps) to make roads safer for pedestrians and cyclists
- Efficiency for transportation - direct bike routes along or parallel to all major corridors
- Safety biggest concern. Especially with homeless in the trail area.
- Areas to rest along the trails and enjoy the outdoors
- Better connection to trails from City Park, at Pueblo Blvd and down to Water park.
- Clearing out transient/homeless from paths for public safety.
- Eliminate tree roots that are up heaving the concrete west of Pueblo Blvd.
- Post speed limit signs on walk/bike trails, as well as signs noting Colorado law regarding the issuance of signal noting your intent to pass pedestrians. Many cyclists (both manual and powered) are travelling at excessive speeds and creating hazards by not notifying pedestrians as they come up on them and then fly by them without slowing.



- Utilization. Shifting the culture of Pueblo to use a bicycle as a legitimate way to get places.
- A separate bike vs walking/run path like Denver has. I'm a runner. I'm always getting ran over by E Bikes and Motorcycles.
- Better access to the city from north of highway 50
- I suggest changing the term "road safety" to shift the focus on people because the safety is for people and saying "road safety" makes it sound car focused - center language on people and community
- Multi modal options need to be implemented whenever possible. People need to be able to walk, ride, or wheel themselves to appts, work, and for recreation.
- More area for residents to be able to utilize in Pueblo County
- I would like a designated protected bike lane to connect the Northside neighborhood to Union Ave and the river trail. There should be a pedestrian bridge/crossing from Fuel & Iron over the railroad tracks to the trail. There should also be a safer way to cross US 50 and 29th Street-both dangerous car heavy areas. I would like to ride my bike to Natural Grocers without fear of being hit or robbed.
- Pueblo ranks at the bottom for bicycle and pedestrian infrastructure around the USA, we need to do better, kudos to Pueblo West for the work they have done with their trail system, hopefully the Medal of Honor trail gets completed and City of Pueblo can build on that.

Question 3: Vision for Active Transportation

What is your vision for the future for active transportation in the Pueblo region?

38 respondents provided a comment.

- I sure wish I had an answer for the problems in Pueblo, a very inactive community overall (but with some good groups working hard to counter that). I suppose we still need greater visibility in campaigns that bring the active lifestyle before the vast sedentary population.
- To have a strong safe bike culture that generates mental & physical health in addition to economic benefits. Studies show that over a 10 year period bikes trails generate \$2 for every \$1 spent. Across the USA thousands of cities are rapidly improving their bike culture and infrastructure.
- <https://www.pacog.net/bpmp>
- I see transportation broadening over the past decade with various novel forms of electric and assistive motion being invented. And while having routes where all devices are allowed and some amount of safety is ensured is important, I think valid third spaces and access to them is more important. Gathering places, parks, retail and entertainment options that are open at least dawn to dusk is heavily overlooked around Pueblo. Having places and things for citizens to do in the evenings after work/school has such a huge positive impact on community building and crime reduction. So I think it's very important that the master plan includes more accessibility and access from deep in residential neighborhoods to retail sectors as well as the opposite side of town.
- Bike and frequent bus connections between Pueblo and Pueblo West. Expanding bus service to 7 days a week



- The Pueblo regional trail system connections citizens from all neighborhoods to museums, shops and educational facilities while allowing citizens to connect with natural resources.
- Roads that are well maintained by appropriate paving and options for bicycle, pedestrian and equestrian use.
- Accessible, safe
- That it's one of the best trail systems in the state.
- A bike/walkable city.
- Showcasing Pueblo's vibrant natural resources and providing scenic options for an active community.
- More SAFETY
- Super e-bike, one wheel, and electric scoot friendly. It is travel of the future
- Pueblo's future depends on building a transportation system that is safe, connected, and accessible for everyone — not just cars. My vision is a region with extensive protected bike lanes, walkable neighborhoods with quality sidewalks, safer crossings, and trails that connect people to schools, jobs, parks, and downtown. Active transportation is not just about recreation; it improves public health, reduces traffic and pollution, strengthens local businesses, and creates a more vibrant and livable community for all ages.
- It is easy to choose active transportation over driving because Pueblo has so many off-road and dedicated walking and biking routes that are safe, clean, and connected.
- I use the river trail to walk and bike with my kids, so I do not use the roads and typically end up where I started (not going from A to B). My only complaint on a typical warm day is wanting more shade. I would love a trail option next to the paved path so my son can be a bit more challenged than on the flat terrain. I saw this first in Bentonville, Arkansas but I know there are other areas that have implemented this as well.
- My vision is of a system in which my mother-in-law from out of town could feel safe navigating from any neighborhood to the main bike trails in and around town.
- Accessible access and connectivity to and from all neighborhoods to access civic areas (parks included) business/retail, and schools.
- Traffic Law Enforcement and Public Education
- Safety through connectivity between communities that we interact with.
- HUMAN emPOWERED
- More bicycle and pedestrian friendly roads
- Creating a system that makes choosing active transportation the easy option
- Making bicycling and walking a safe, accessible, well connected alternative mode choice to everyday destinations.
- To have safe connected multimodal routes for all to enjoy.
- Bringing people together for fitness and health.
- Connecting all of Pueblo County on trails and paths
- Possibly a trail emergency lite repair such as flat tire, lite mechanical assistance or usage of phone.



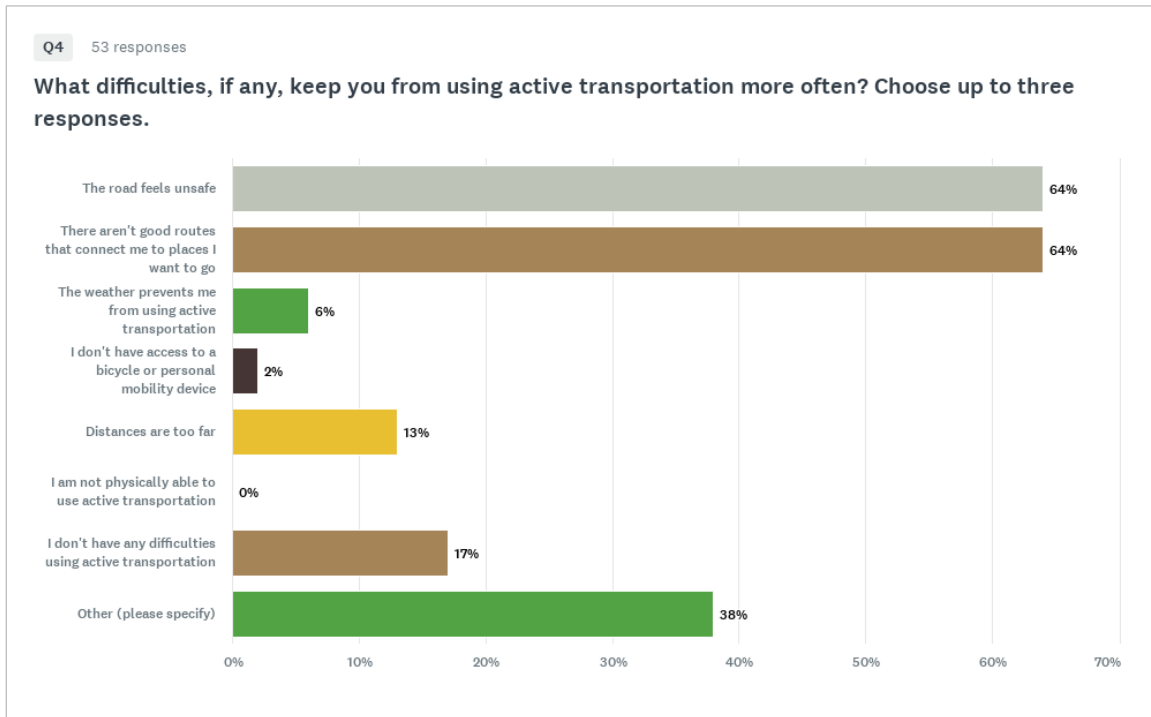
-
- Turning our active transportation into self care and a routine for all.
 - Safe for everyone.
 - More bike lanes
 - Road diets to help with protected bike lanes, more bike paths that can go their own way and not along the roads, expand bus routes and add shade to more bus stops to make walking/biking to the bus easier and more practical, want to be able to bike/walk/bus through the whole city in a timely manner, future growth goals of the city need to focus more on infill and transit-oriented developed to rein in sprawl and prevent further disconnection of neighborhoods
 - I hope that Pueblo can have a large system of connected and useable routes to get anywhere in Pueblo and feel safe doing it
 - Creating transportation infrastructure that encourages people to make bicycles and walking the primary mode of local transportation.
 - Inclusive transportation routes accessible by all
 - To be able to commute to all towns in Pueblo County by bike or walking safely
 - I would like Pueblo to have a safe continuous bike lane connecting the neighborhoods. In Boulder, you can ride the Boulder Creek trail and access CU, Pearl Street, 29th Street Mall, etc. and it's faster and easier than driving a car.
 - Connectivity and safety need to be a priority, people will use the trails if they actually can feel safe and maintained.



Question 4: Difficulties Using Active Transportation

Respondents could choose up to three responses. Fifty-three respondents answered this question.

Figure 2: Question 4 Responses, Difficulties Using Active Transportation



Other (please specify)

20 respondents (38 percent) selected Other and wrote in a response.

- Because I have regularly used a bicycle for 70 years (since I was 5) wherever I have lived I am able to accommodate all the Pueblo challenges fairly well.
- Emotos and homeless make the one existing trail less safe
- high traffic volumes, unmaintained bike lanes
- All walkways should be city property and maintained to a higher degree than the vehicle routes. It's a dismal situation today.
- Trailheads often feel unsafe to leave vehicle as there is often broken glass, reports of vandalism etc.
- The Pueblo West trail system has been overrun by groups using dirt bikes. This has forced many to walk, run, cycle and ride horses on the road ways. The trails were built for this use, but 5-10 motorcycles riding the trails disrupts safe passage for other uses. There isn't a way to keep them off of the trails and lack of enforcement encourages this as the use while those who'd like to use the trail are discouraged. Secondly, the dirt bike riders do not stop at stop signs where trails cross road ways creating a safety issue. A child riding a bicycle ran through a stop sign and was injured this weekend in Pueblo West.



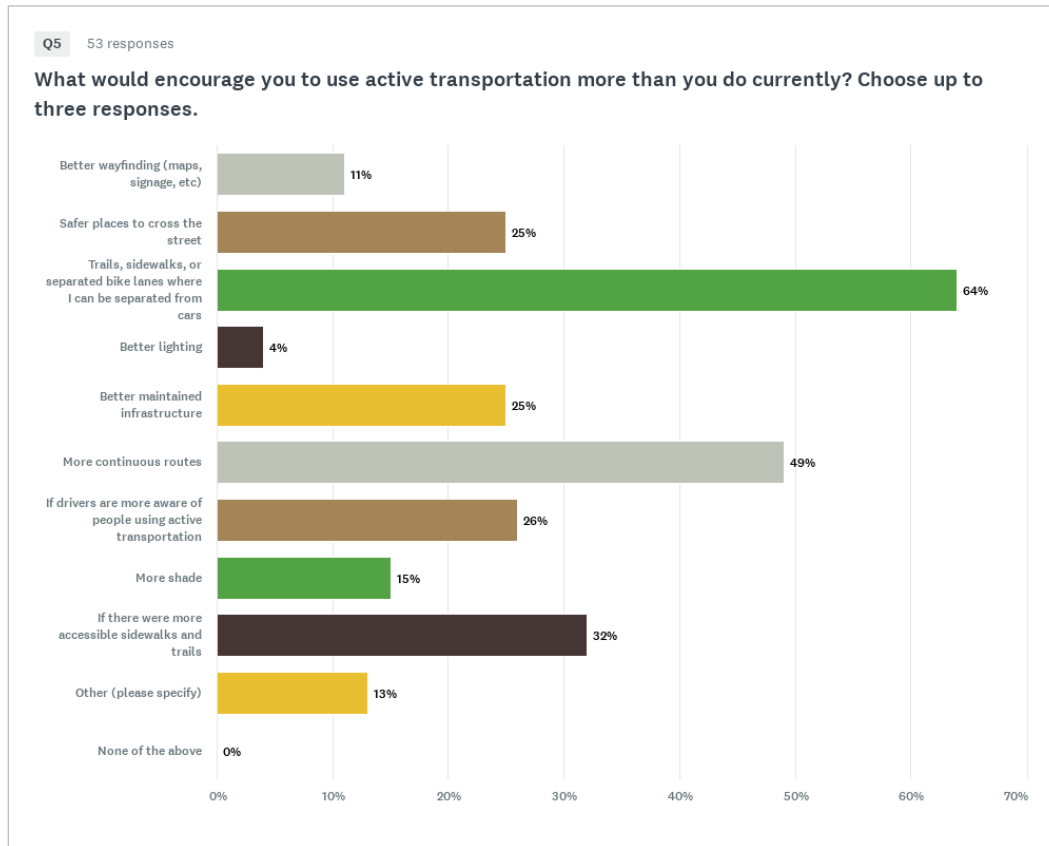
-
- We need protected (bollards) routes on roads and many more routes that get us away from cars.
 - On many streets, sidewalks just end and dump you in the street, or are uneven, or not level.
 - Lack of good bike parking
 - feeling unsafe on the trail due to unsavory people hanging out/camping/sleeping, etc.
 - Distracted Drivers
 - Some areas being in disrepair that it damages tires on my bike
 - While I have figured out routes to get me most places I might want to go, there are too many areas that are difficult to reach without riding on busy roads with no bike lane
 - Going multiple locations in one trip.
 - Well maintained and well light trails.
 - Security riding under 8th and 4th street bridges.
 - I ride my bike to work every day.
 - The roads have too many lanes and far to narrow shoulders to ride on safely.
 - Lack of convenient and secure places to park my bicycle
 - Unhoused people by JR Liquors



Question 5: What Would Encourage Active Transportation

Respondents could choose up to three responses. Fifty-three respondents answered this question.

Figure 3: Question 5 Responses, What Would Encourage Active Transportation



Other (please specify)

7 respondents (13 percent) selected Other and wrote in a response.

- Full coverage sidewalks/walkways and secure bicycle parking everywhere
- Effective Traffic Enforcement
- Security and safety from homeless population. I had a friend who was fearful of being attacked when on the trail. They encountered homeless people and was worried they were being followed.
- Security
- Cleaning the gravel and garbage off the shoulders (particularly CO 47 from Jerry Murphy to the Interstate).
- Bike lockers near destinations
- back in the stagecoach days (i know it seems weird but stagecoaches had to stop every 10 miles or so like cyclists) the infrastructure was made for shorter distance travel.



Question 6: Additional Comments

Do you have anything else you'd like to share about active transportation in the Pueblo region?

32 respondents provided a comment.

- Pueblo is a relatively small community with few people getting about in non-motorized manners so I'm able to jump curbs, dash through parking lots, weave using back streets (often wide in Pueblo) but I wonder how my enjoyment of that as a bicycle commuter for almost all errands fits with the folks who are less adept at bike handling.
- It could become a shining economic jewel. The Arkansas and Fountain creek trail are already one of the best in the nation. Finish the job by adding cross town trail and making the culture safe for bikes. Currently we don't feel safe riding on the streets. Accept my thanks for this great survey. Well done!
- I organize a lot of bike rides around town and the minimal amount of safe ways across the river, rail yard and interstate is deplorable. Anyone commuting by bicycle has to either risk their life or take an extra long route to be a little safer. Anyone commuting on foot, likely has to WALK IN THE STREET to get anywhere outside of their neighborhood. Think about the elderly of our community or young children in this situation. I also think pit bike and dirt bike illegal use is an important issue that we can help solve with planning that includes their use case. Building infrastructure that recognizes them too instead of prosecuting our neighbors is a more positive path.
- I'm concerned about the increase in motorized bikes on designated paths like down by the river. I do not include e-bikes in this, (however I do think we may need to have speed limits for e-bikes that have 20+ mph speeds), I have experienced motorbikes, ATVs and dirt bikes on this paths and people riding them are generally unaware it's not the right place for them.
- Moving back home from the east coast, I was pleasantly surprised with how easy it is to get around biking and taking the bus in Pueblo.
- The trail system from reservoir to CSU Pueblo is awesome, but no available restrooms, along the way. Parking limited unless you start in state park. And safety becomes an issue in spots. I am perhaps a bit paranoid, but as a woman with numerous sketchy experiences recreating alone I've learned to pay attention.
- The road ways are for vehicles. Cyclists need a separate roadway, however, bike lanes are rarely used in Pueblo. Trail systems are nice, but only when everyone respects their use. A few who break the rules ruin it for all other users. To maintain and support appropriate use, signage all along trailways must be posted to enforce what use is appropriate. Encouraging safety on intersections is critical.
- Not safe, no Colorado law 3 foot reminders along bike paths that are along traffic. Also what is up with the bike path that is on road from Purcell from I25. I would like to see someone ride that bike path and tell me how safe you feel. It is like 3 feet and along cars doing 55 plus.
- None
- I have had a problem with drivers not yielding when I am on a bike. There needs to be more enforcement of the law.



- Building and maintaining Pueblo's bike and pedestrian infrastructure is a critical investment in establishing the city as an outdoor activity destination, and will likely yield the best ROI of any economic development initiative the city could undertake.
- Feel free to contact me so I can provide you with more input. We have some bike lanes, which helps tremendously but we need more. Also, the huge new interchange at i-25 and highway 50 east.... We need a pedestrian bridge built onto that!
- The main problem is that the city, county and state all prioritize cars above the rest of us. We need PROTECTED routes and more routes away from cars. We also need a trail that connects to CO Spgs along the Fountain.
- Mineral palace park - have to walk on grass or on the road in order to enter the park. City park - add trails that are off road, people drive fast through there, and during winter you get blinded by headlights. Many neighborhoods could easily become walkable if the sidewalks were improved to be continuous and wider and set off the street by a curb strip. I do not walk in my neighborhood due to homeless population and those actively under influence, I drive to other neighborhoods and walk there.
- We always park at the Nature Center, but if we are meeting someone at the Waterworks park it's a bit of a haul if we're walking. I know parking at the waterworks park is in the pipeline, but just want to put in another vote for that!
- There are numerous streets which have double the required lanes to accommodate even the heaviest traffic I have witnessed. There are ample opportunities to convert whole lanes into either protected or unprotected bike lanes. Union street should be closed to all vehicular traffic except for a two-way bicycle lane. I do not like the idea of barriers (protected bike lanes) if it means that the street sweeper could not access the bike lane. Broken glass on the road is a show-stopper for many. US-50 is possibly the worst-designed road in all Pueblo. Despite numerous crosswalks, it is not cross-able.
- We have existing connectivity, but the accessibility can be an issue (hills on bridges too steep or too narrow, need for diversions onto the road make it uncomfortable when riding with children)
- Pueblo is easy to ride bicycles in already. Spending money on infrastructure is much less wise than enforcing traffic laws and educating the public.
- Pueblo West has done a great job connecting their paths and would like to see City of Pueblo connect something north and west side
- Also any plans to keep streets clean of debris to minimize bike damages and injuries would be nice to see
- We need to maintain what we have but also consider some of the major gaps that are not allowing for cross county movement.
- Connect trails and bus stops to ensure first and last mile is served
- I appreciate the system in place, but I don't use them because they feel unsafe.
- Beautiful trails
- The levy trial is wonderful. I'd like it to be more accessible with safe intersections to cross from the Northside and Westside. More accessible travels to CSU Pueblo from the Northside would also be a plus. West 29th is a bit scary to ride a bike on.



- The signs at the trails don't explain enough where things are. I'm always stopping to give basic directions to confused tourists staring at a sign. There needs to be clearer signs that truly show where you are.
- Other than the bike path from CSUP to the downtown area the only other routes out of Belmont involve riding with 45 - 70 mph traffic with gravel covered shoulders (CO 47 is the only route and dumps you onto the busiest car traffic roads in the City).
- Bike and pedestrian network needs to seamlessly integrate into public transportation network as both are essential to a healthy multi-modal network and community
- Dedicated bike lanes that just end for several blocks like on Elizabeth and Greenwood are annoying. Fortunately the lack of continuous bike lanes is mitigated the relative lack of traffic in Pueblo. There are several major impediments to connectivity like railroads, I-25, and Hwy 50. Would love to see more safe places to cross those impediments.
- There have been improvements for sure but it seems like the "transportation" aspect is oftentimes viewed through the lens of "recreation". May people RELY on active transportation due to financial constraints or other restraints. They need to be represented in our transportation just like drivers. Maybe even more so since most drivers have the ability to cover great distances in a short time with much more safety.
- Pueblo West does a great job with their trails
- Pueblo has a great community of bike riders who would like to see the city improve.

Question 7: Zip Code of Residence

52 respondents provided a zip code.

Table 1: Survey Respondents by Zip Code

Zip Code	Respondents
81001	11
81007	10
81003	9
81004	9
81005	5
81008	5
81006	2
81019	1



SURVEY OUTREACH BOARDS

Two activity boards repeated survey questions 4 and 5 so that people could respond in person by placing dots next to the statements they agreed with. Other responses were written on sticky notes. The boards were used at a tabling event on April 28 at the P.L.A.C.E. (People Learning About Community Environments) community block party, and each board included QR codes linking to the survey and the interactive map.

Figure 4: Outreach Board 1, Difficulties Using Active Transportation



PACOG MASTER PLAN

**PUEBLO AREA COUNCIL OF GOVERNMENTS
BICYCLE AND PEDESTRIAN MASTER PLAN**

Tell us your thoughts on walking, biking, and rolling in the Pueblo region! The Bicycle and Pedestrian Master Plan will work to improve conditions for active transportation, which includes walking, biking, and using personal mobility devices (wheelchairs, walkers, skateboards, scooters, etc.). This plan will outline strategies such as infrastructure improvements, programs, and policies to make it easier and safer to use active transportation in the Pueblo region.

WHAT DIFFICULTIES, IF ANY, KEEP YOU FROM USING ACTIVE TRANSPORTATION MORE OFTEN?

PLACE DOTS NEXT TO STATEMENTS YOU AGREE WITH.

THE ROADS FEEL UNSAFE	THERE AREN'T GOOD ROUTES THAT CONNECT ME TO PLACES I WANT TO GO.	THE WEATHER PREVENTS ME FROM USING ACTIVE TRANSPORTATION.	OTHER (PLEASE SPECIFY ON A STICKY NOTE).
I DON'T HAVE ACCESS TO A BICYCLE OR PERSONAL MOBILITY DEVICE.	PLACES I WANT TO GO TO ARE TOO FAR TO WALK OR BIKE.	I AM NOT PHYSICALLY ABLE TO USE ACTIVE TRANSPORTATION.	
I DON'T HAVE ANY DIFFICULTIES USING ACTIVE TRANSPORTATION.			

PLEASE COMMENT ON OUR INTERACTIVE MAP AND TAKE OUR SURVEY!

Scan here to view the interactive map!

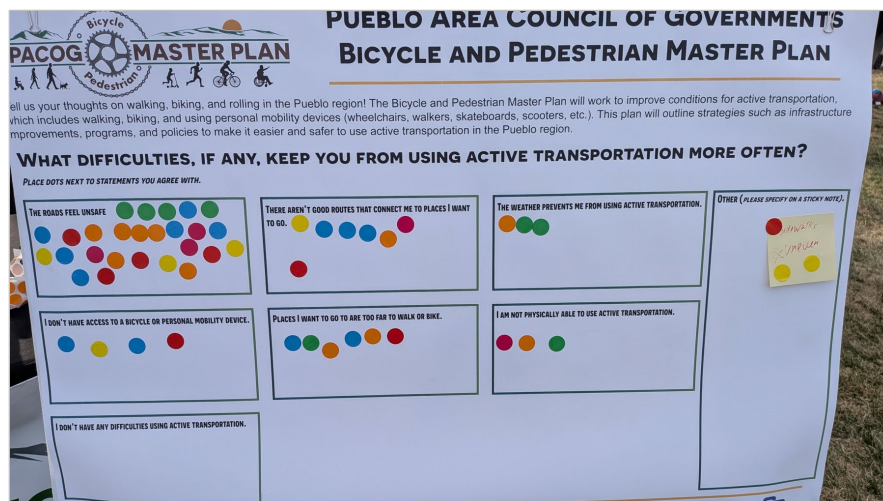
Scan here to take the survey!

CONTACT US:

☎ (720) 728-9357

✉ Outreach@bhinc.com

Bohannon & Huston



PACOG MASTER PLAN

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WHAT DIFFICULTIES, IF ANY, KEEP YOU FROM USING ACTIVE TRANSPORTATION MORE OFTEN?

PLACE DOTS NEXT TO STATEMENTS YOU AGREE WITH.

THE ROADS FEEL UNSAFE	THERE AREN'T GOOD ROUTES THAT CONNECT ME TO PLACES I WANT TO GO.	THE WEATHER PREVENTS ME FROM USING ACTIVE TRANSPORTATION.	OTHER (PLEASE SPECIFY ON A STICKY NOTE).
I DON'T HAVE ACCESS TO A BICYCLE OR PERSONAL MOBILITY DEVICE.	PLACES I WANT TO GO TO ARE TOO FAR TO WALK OR BIKE.	I AM NOT PHYSICALLY ABLE TO USE ACTIVE TRANSPORTATION.	
I DON'T HAVE ANY DIFFICULTIES USING ACTIVE TRANSPORTATION.			



Figure 5: Outreach Board 2, What Would Encourage Active Transportation?

PACOG BICYCLE AND PEDESTRIAN MASTER PLAN

WHAT WOULD ENCOURAGE YOU TO USE ACTIVE TRANSPORTATION MORE THAN YOU ALREADY DO?

PLACE DOTS NEXT TO STATEMENTS YOU AGREE WITH.

BETTER MAINTAINED INFRASTRUCTURE.	MORE SHADE.	MORE CONTINUOUS ROUTES.	OTHER (PLEASE SPECIFY ON A STICKY NOTE).
BETTER LIGHTING.	TRAILS, SIDEWALKS, OR SEPARATED BIKE LANES WHERE I CAN BE SEPARATED FROM CARS.	BETTER WAYFINDING (MAPS, SIGNAGE, ETC.).	
IF THERE WERE MORE ACCESSIBLE SIDEWALKS AND TRAILS.	IF DRIVERS WERE MORE AWARE OF PEOPLE USING ACTIVE TRANSPORTATION.	SAFER PLACES TO CROSS THE STREET.	

PLEASE COMMENT ON OUR INTERACTIVE MAP AND TAKE OUR SURVEY!
Scan here to view the interactive map: Scan here to take the survey:

CONTACT US:
(720) 728-9357
Outreach@bhinc.com

Bohannon & Huston

PACOG
Pueblo Area Council of Governments

PACOG BICYCLE AND PEDESTRIAN MASTER PLAN

WHAT WOULD ENCOURAGE YOU TO USE ACTIVE TRANSPORTATION MORE THAN YOU ALREADY DO?

PLACE DOTS NEXT TO STATEMENTS YOU AGREE WITH.

BETTER MAINTAINED INFRASTRUCTURE.	MORE SHADE.	MORE CONTINUOUS ROUTES.	OTHER (PLEASE SPECIFY ON A STICKY NOTE). More cycling group
BETTER LIGHTING.	TRAILS, SIDEWALKS, OR SEPARATED BIKE LANES WHERE I CAN BE SEPARATED FROM CARS.	BETTER WAYFINDING (MAPS, SIGNAGE, ETC.).	
IF THERE WERE MORE ACCESSIBLE SIDEWALKS AND TRAILS.	IF DRIVERS WERE MORE AWARE OF PEOPLE USING ACTIVE TRANSPORTATION.	SAFER PLACES TO CROSS THE STREET.	

PLEASE COMMENT ON OUR INTERACTIVE MAP AND TAKE OUR SURVEY!
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Outreach@bhinc.com

Bohannon & Huston

PACOG
Pueblo Area Council of Governments



SURVEY FLYER

The flyer below was used to promote the survey and the interactive map.

Figure 6: Survey and Interactive Map Flyer

**PUEBLO AREA COUNCIL
OF GOVERNMENTS
BICYCLE AND
PEDESTRIAN
MASTER PLAN**

Like walking, biking, and rolling?

The Pueblo Area Council of Governments Bicycle and Pedestrian Master Plan is being updated! Tell us about your experiences walking, biking, and rolling in our survey and interactive map.

Survey



bit.ly/PACOGBPMPSurvey

Interactive Map



bit.ly/PACOGBPMPMap

The survey and interactive map close on June 28th, 2026!



Bohannon & Huston



INTERACTIVE MAP COMMENTS

Two online interactive maps allowed community members to place markers and comments. Map 1 asked where people would like to see improved connectivity, and Map 2 asked where people had experienced road safety issues while walking, biking, and rolling. Both maps were open from late April to June 28, 2026, and received a total of 170 comments (107 on Map 1 and 63 on Map 2).

Each comment table lists the category the commenter selected and the street address nearest to the marker they placed. Names, email addresses, dates, and other participant details are not included.

Figure 7: Interactive Map 1, Connections Map

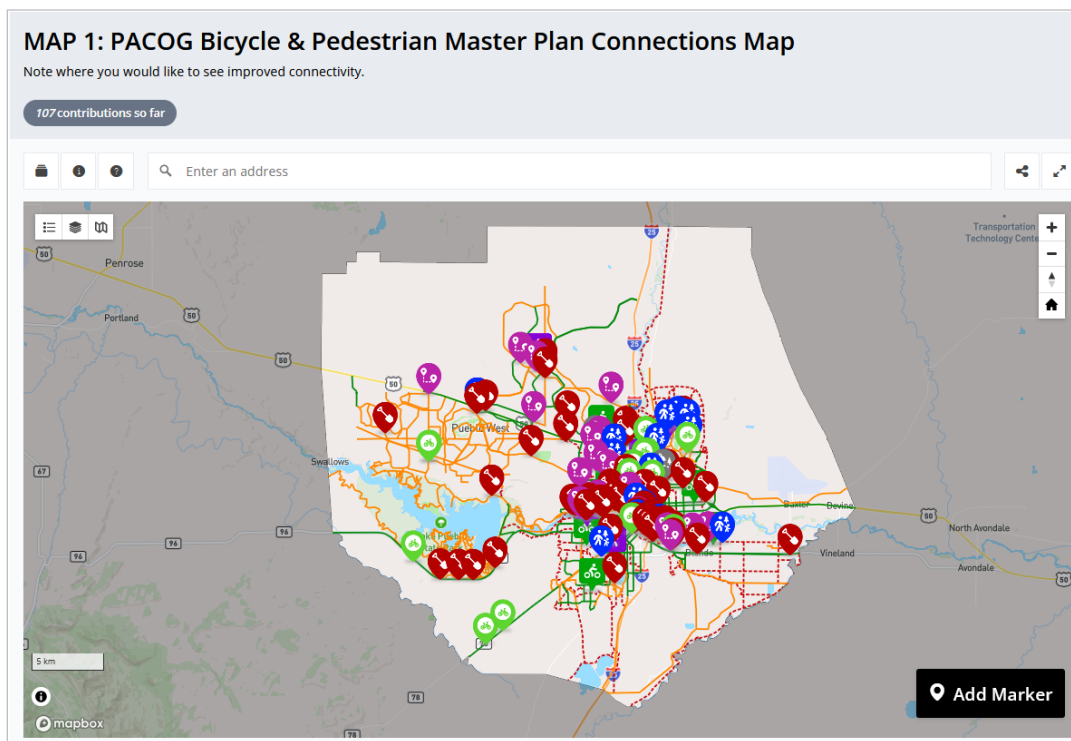
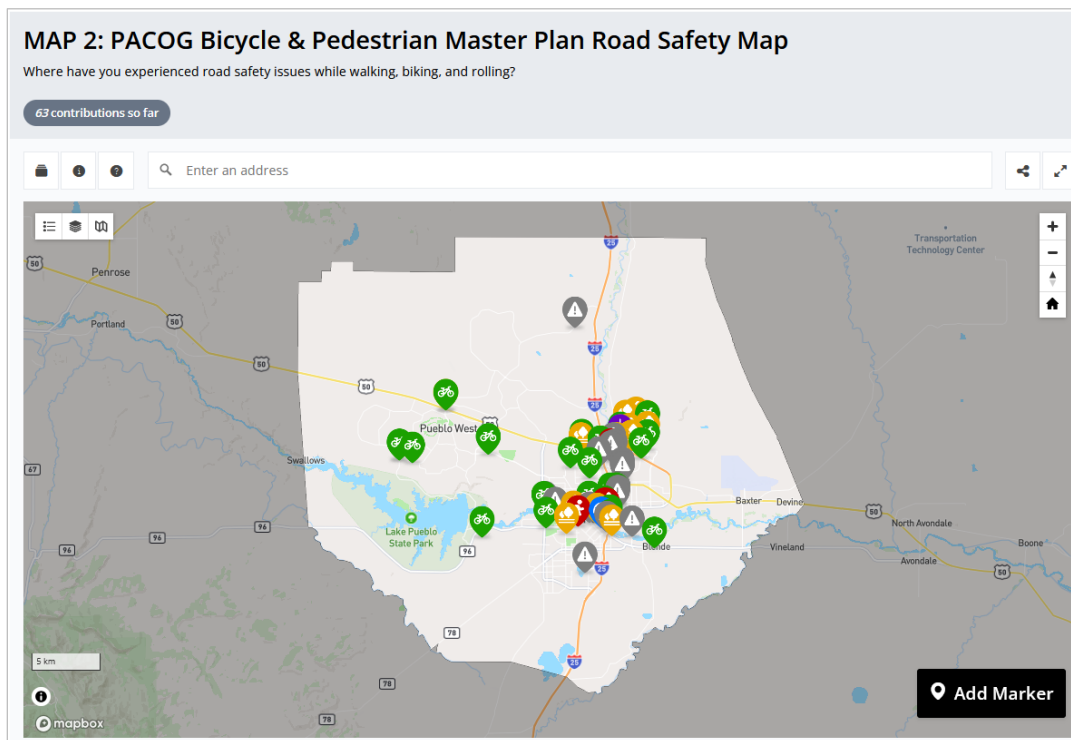




Figure 8: Interactive Map 2, Road Safety Map





INTERACTIVE MAP 1: CONNECTIVITY COMMENTS

Map 1 asked, "Note where you would like to see improved connectivity." Commenters chose one of five categories for each marker.

Table 2: Map 1 Comments by Category

Category	Comments
New Bike Connection	14
New Pedestrian Connection	17
New Trail Connection	20
Improvement Needed to Existing Facility	54
Existing Route Not on the Map	2
Total	107

Table 3: Map 1 Comments, Categories, and Locations

Category	Comment	Location
New Bike Connection	I would like to see trails made all the way to Beulah and San Isabel to cycle safely and back on hwy 96. Also along Thatcher, Lincoln.	5825 West Northern Avenue, Pueblo, CO 81005
New Bike Connection	A protected or dedicated bike lane or path along Hwy 78 from Pueblo to Beulah would be a great addition. Cyclists, runners, and walkers could all benefit.	6020 West Northern Avenue, Pueblo, CO 81005
New Bike Connection	This shopping area with King Soopers, Natural Grocers, Target, and the mall is one of the worst places in Pueblo to access by bike. 29th in particular.	East 29th Street, Pueblo, CO 81008
New Bike Connection	Please connect bike trail between the intersection of Nichols Rd and W McCulloch Blvd to the end of the McCulloch bike trail that stops at Sweetwater. Connecting now requires riding narrow surface road and forces overtaking drivers to swerve into oncoming traffic.	891 West McCulloch Boulevard, Pueblo West, CO 81007
New Bike Connection	Bike lanes to campus, no lanes on campus. If Desert Flower, Walking Stick and Bartley are city road, please add bike lanes. The campus doesn't really need 2 lanes on Bartley to get around, same for Desert Flower. Both roads have steep grades and curves, slowing down traffic and a dedicated lane would help cyclists and pedestrians	Gonzales Drive, Pueblo, CO 81001



Category	Comment	Location
New Bike Connection	It would be wonderful if the planners of the US50 project had enough foresight to consider a pedestrian/bicycle bridge. Connecting the Northside to this troublesome area could come with problems, however the benefits of pedestrian/bicycle access to the King Soopers cannot be understated. A public safety/ law enforcement element to this particular crossing would be greatly appreciated.	1610 North Santa Fe Avenue, Pueblo, CO 81003
New Bike Connection	There is strong mountain biking potential in here.	2110 7th Avenue, Pueblo, CO 81003
New Bike Connection	Wider shoulders / bike lane on 96. The Transamerica Trail uses 96 so there are always bike packers on this section of the road.	CO Highway 96, Pueblo, CO 81005
New Bike Connection	Very pedestrian unfriendly crossing. There is no good way to get from one side of the fountain creek to the other.	402 West 29th Street, Pueblo, CO 81008
New Bike Connection	There is enough room for a bike path on 24th st.	1005 West 24th Street, Pueblo, CO 81003
New Bike Connection	Bike connection from McCullough to the north entrance pueblo lake. It is like the path just stops and leaves you to get on road to finish ride. The road has a 1 foot area and no signs of 3 foot clearance for bikes.	873 West McCulloch Boulevard, Pueblo West, CO 81007
New Bike Connection	Would love to see better bike connections to the commercial corridor. Pedestrian access is decent, but cycling access is virtually impossible. Maybe with the wide sidewalks a separated bike lane could be added down the line?	4140 North Freeway Frontage Road, Pueblo, CO 81008
New Bike Connection	Feels like you will get killed crossing this bridge and even worse at intersection of 227 and 50. Further south a few blocks is even worse.	1801 South La Crosse Avenue, Pueblo, CO 81006
New Bike Connection	New bike route instead of Abriendo, much safer - low traffic volume	115 East Evans Avenue, Pueblo, CO 81004
New Pedestrian Connection	LOTS of pedestrian crossing here with the shelter, maybe an underpass or overpass so pedestrians can cross safely to the other side to catch the bus or head to the soup kitchen.	826 West 4th Street, Pueblo, CO 81003
New Pedestrian Connection	Need a walkable/bikeable sidewalk	4805 Walking Stick Boulevard, Pueblo, CO 81001



Category	Comment	Location
New Pedestrian Connection	Union Ave stands to gain much in the way of tourism and leisure by becoming closed off to vehicular traffic. It's not pleasant eating crepes ten feet away from an un-muffled Harley Davidson at full throttle. Union st bridge traffic should be diverted to Victoria/B street. B/C/D streets can continue to cross Union with vehicular traffic.	109 North Union Avenue, Pueblo, CO 81003
New Pedestrian Connection	The Main Street Trailhead work is not finished. A crosswalk should be added here or at Corona st.	630 South Main Street, Pueblo, CO 81004
New Pedestrian Connection	sidewalk connection from Main Street to the River Trail sidewalk	630 South Main Street, Pueblo, CO 81004
New Pedestrian Connection	Quite a few kids walk to school - no sidewalks	23401 Everett Road, Pueblo, CO 81006
New Pedestrian Connection	Can we include a pedestrian bridge in the new construction here on the new interstate interchange? Too little options for pedestrians crossing from Eastside to Westside or North side	2200 North Freeway Frontage Road, Pueblo, CO 81003
New Pedestrian Connection	It be nice if the was a easier way to cross at this intersection rather than by Colfax Ave.	2829 Cheyenne Avenue, Pueblo, CO 81003
New Pedestrian Connection	It'd be nice to see some sort of connection to Runyon Sports complex.	598 Locust Street, Pueblo, CO 81003
New Pedestrian Connection	There could be a better connection to the track and open area here. I'm not sure how exactly, but it is a thought. I know the women at Crossroads across the street use the track a lot and it is difficult for them to push there strollers to it. There could even be a cross walk added for them across Baltimore Ave.	3473 Baltimore Avenue, Pueblo, CO 81008
New Pedestrian Connection	When overpass is built for McCulloch, make sure pedestrian connectivity gets high attention and not an afterthought it so often is here. Will need sidewalk on both sides to the business areas on all 4 corners.	US Route 50, Pueblo West, CO 81007
New Pedestrian Connection	There needs to be sidewalk connection from the sidewalk parallel to the street to King Soopers that is safe for pedestrians.	3000 West Northern Avenue, Pueblo, CO 81005
New Pedestrian Connection	Highly walked area, with no sidewalk facilities. Users have to walk on the road.	4808 Walking Stick Boulevard, Pueblo, CO 81001
New Pedestrian Connection	Highly walked area with no sidewalk facilities. Users have to walk on the road.	Carl Sitter Parkway, Pueblo, CO 81001
New Pedestrian Connection	Highly walked area, with no sidewalk facilities. Users have to walk on the road.	1850 Palazzo Lane, Pueblo, CO 81001



Category	Comment	Location
New Pedestrian Connection	Highly walked area, with no sidewalk facilities. Users have to walk on the road.	4288 Cedarweed Boulevard, Pueblo, CO 81001
New Pedestrian Connection	Please consider adding a sidewalk. Pedestrians walk along this very busy street frequently, and it is extremely dangerous.	César Chávez Memorial Highway, Pueblo, CO 81001
New Trail Connection	need new trail all along the I 25 corridor connecting highway 50 to pueblo blvd back to I 25	North Pueblo Boulevard, Pueblo, CO 81003
New Trail Connection	Please construct a new shared-use path alongside Platteville from north Pueblo West to City limits along Dillon Drive to N Elizabeth	2410 Yankee Court, Pueblo, CO 81008
New Trail Connection	A separate shared use path is desperately needed along Platteville Blvd from McCulloch around Platteville, preferably all the way to Platteville's connection with N Purcell	607 East Platteville Boulevard, Pueblo, CO 81007
New Trail Connection	A new east-west multimodal vehicular/bike/ped connection via bridge over the RR is desperately needed here vicinity 24th St	2314 Adrian Avenue, Pueblo, CO 81003
New Trail Connection	A new east-west bike/ped path along US50 to connect the end of the path at Wills Blvd all the way to Purcell/US50 would be GREAT	US Route 50, Pueblo, CO 81008
New Trail Connection	Formalize the bike/ped crossing here at the old RR bridge, and improve the connections on each side of the river to the paths	1 Reservoir Drive, Pueblo, CO 81005
New Trail Connection	Levee access from Union side (north side of river). Only access is by Mt Carmel and not is a high pedestrian area.	118 West B Street, Pueblo, CO 81003
New Trail Connection	Agree with proposed infrastructure. If 8th becomes more of a bike route, this can help make connections to west side, new levee trail, and to the Arkansas river trail via the existing access at Pete Jimenez park	1125 West 11th Street, Pueblo, CO 81003
New Trail Connection	Trail connection from Aspen Cir to connect to Moffat St	1991 Aspen Circle, Pueblo, CO 81006
New Trail Connection	I disagree to the comment to the right for the trail to go to Kiowa (there is no access to the East/West Streets- dead end street), a lot more residents would safely access the trail if it came to 21st Lane.	901 21st Lane, Pueblo, CO 81006
New Trail Connection	This could be improved and made into a better Trail Connection.	7 Reservoir Drive, Pueblo, CO 81005



Category	Comment	Location
New Trail Connection	Seconding existing comment - trail connection from Union/downtown to levee is critical for the community to fully realize the opportunity the levee offers for both health & recreation as well as commerce from the same.	110 West B Street, Pueblo, CO 81003
New Trail Connection	Need to close the gap between the McCulloch trail and the SDS trail.	866 East Platteville Boulevard, Pueblo, CO 81007
New Trail Connection	Need to fix the missing gap. I hear building offset is limited but they should not dictate how people move in the community. Masterplans for community members should take priority over poor zoning/planning decision. Make the sidewalk connection on SE corner, do NOT think people should have to cross the road 3 times instead of 1 time.	101 North Bumgardner Drive, Pueblo West, CO 81007
New Trail Connection	Need to link the YMCA area into the trail along Hwy 50. This was funded but bridge cost overruns took the funding. It needs to be prioritized to close the loop on the NW part of the city. I suggest using the prairie from church more than the highway route	Wildhorse Road, Pueblo, CO 81008
New Trail Connection	Finish looping the NW part of the city in to the existing trail system. I met a man waiting for bus with his bike to go to doctor. He said he would love to ride to the YMCA/Parkwest area on bike.	2831 Temple Lane, Pueblo, CO 81003
New Trail Connection	Need to complete the transfer of land for trail along abandoned rail line. Would be great to have a trail to Goodnight barn area and bridge across above Nature Center.	North Pueblo Boulevard, Pueblo, CO 81005
New Trail Connection	Need safe bike/ped connection to the Mesa area. Trail along south side of river from Moffat or a bridge across the river is very much needed.	1801 South La Crosse Avenue, Pueblo, CO 81006
New Trail Connection	prefer a trail to Aspen Rd than to the Aspen industrial area north of the highway. There just isn't connectivity on the north side of Business 50 like Aspen has to South Rd.	1100 Oil Place, Pueblo, CO 81006
New Trail Connection	An opening in fence and very short trail to Nichols would be great way to drop off highway ride into Pueblo West neighborhoods instead of risking life on McCulloch exits that are narrow roads and heavily traveled and used	875 West Moccasin Drive, Pueblo West, CO 81007



Category	Comment	Location
Improvement Needed to Existing Facility	While the revised intersection is better than it was, it's still very intimidating having to cross a high speed road. The merge lane going along north bound mcculloch to highway 50 eastbound has a crosswalk that's mostly ignored by drivers. Maybe a crosswalk light here would be good or ideally some type of pedestrian overpass/underpass.	North Mcculloch Boulevard, Pueblo West, CO 81007
Improvement Needed to Existing Facility	The gravel separated trail is nice but this needs the improvements that were discussed during the design phase. Gravel is not easy to travel by wheelchair, scooter, etc. there's a wonderful opportunity to make this a world class connection!	Medal of Honor Boulevard, Pueblo West, CO 81007
Improvement Needed to Existing Facility	This road could be wide enough for at minimum a striped bike lane. However bike lanes don't necessarily encourage people to use them since they still can be intimidating being in close proximity of drivers. It would be better than nothing right here though for folks wanting/needing to access north pueblo west without going to purcell first.	North Boyero Avenue, Pueblo, CO 81007
Improvement Needed to Existing Facility	The crosswalk button is very difficult to access for folks who are mobility impaired. It's set in a rock garden and virtually impossible to reach.	7 East Spaulding Avenue, Pueblo West, CO 81007
Improvement Needed to Existing Facility	This road would be good to add to a bike/ped map. It's actually quite low traffic and makes for an easy connection between mucculloch and purcell .	171 East Enterprise Drive, Pueblo West, CO 81007
Improvement Needed to Existing Facility	This old access road that was closed down is actually very good for bicycle connectivity. However, one has to lift their bike over a rock pile that was placed there to stop traffic. Also, it goes through the honor farm raceway property and I'm not sure the legality of that. The new medal of honor connection is also very good but this shouldn't be overlooked in my opinion. If one is near hwy 50 and purcell, it's a bit of a pain to head south to medal of honor to get to pueblo blvd then head back north to get near hwy 50 and pueblo blvd.	US Route 50, Pueblo, CO 81008
Improvement Needed to Existing Facility	The park north of Barkman Library isn't ADA accessible.	1501 Bonforte Boulevard, Pueblo, CO 81001
Improvement Needed to Existing Facility	this crossing of the SDS Trail across Platteville Blvd is sketchy for bikes/peds. Traffic speed limit is 45mph but folks definitely drive faster through here. Maybe an RRFB or other ped xing markings, please?	1095 East Platteville Boulevard, Pueblo West, CO 81007



Category	Comment	Location
Improvement Needed to Existing Facility	the vehicular bridge over the Arkansas here at its confluence with the Fountain desperately needs better bike/ped facilities... a separate bike/ped bridge would be FANTASTIC	1328 South La Crosse Avenue, Pueblo, CO 81001
Improvement Needed to Existing Facility	construct curb and gutter on the NW corner of Main/Abriendo so peds have refuge islands- it's the wild west there right now	226 East Abriendo Avenue, Pueblo, CO 81004
Improvement Needed to Existing Facility	pave and make ADA-compliant the existing connection from Dutch Clark down to the River Trail	1001 West Abriendo Avenue, Pueblo, CO 81004
Improvement Needed to Existing Facility	existing sidewalks along 8th street bridge over the Fountain are narrow and do not allow for a bike and ped to pass each other safely, please widen each side	528 East 8th Street, Pueblo, CO 81001
Improvement Needed to Existing Facility	Small Ave needs new and improved sidewalks along BOTH sides of Small Ave	844 Acero Avenue, Pueblo, CO 81004
Improvement Needed to Existing Facility	Urban single track!	4 Reservoir Drive, Pueblo, CO 81005
Improvement Needed to Existing Facility	As a pedestrian crossing this roundabout-holy smokes! It is on a hill and the sight distance for pedestrians and cars alike is limited. There are also landscaped medians that are overgrown and limit sight distance for cars looking out for pedestrians and cyclists	4902 Walking Stick Boulevard, Pueblo, CO 81001
Improvement Needed to Existing Facility	Grand is under-utilized by motor vehicles in both directions. A traffic study would easily determine that it has double the required lanes, therefore Grand deserves dedicated bike lanes in both directions.	1225 North Grand Avenue, Pueblo, CO 81003
Improvement Needed to Existing Facility	Underpass could be cleaned more often	421 Clark Street, Pueblo, CO 81003
Improvement Needed to Existing Facility	Underpass could be cleaned more often	South Pueblo Freeway, Pueblo, CO 81003
Improvement Needed to Existing Facility	bike lanes (each direction) could be cleaned more often	US 50 Bus, Pueblo, CO 81006
Improvement Needed to Existing Facility	Better signage for bike lane ending - merge with traffic	513 South Santa Fe Avenue, Pueblo, CO 81003



Category	Comment	Location
Improvement Needed to Existing Facility	Better signage for bike lane ending - merge with traffic	337 South Santa Fe Avenue, Pueblo, CO 81003
Improvement Needed to Existing Facility	Better wayfinding signs	598 Locust Street, Pueblo, CO 81003
Improvement Needed to Existing Facility	sidewalk uneven	140 Marian Drive, Pueblo, CO 81004
Improvement Needed to Existing Facility	ditch causes sidewalk unevenness	1901-1999 West 13th Street, Pueblo, CO 81003
Improvement Needed to Existing Facility	dirt trail w small features running alongside paved path	4824 Nature Center Road, Pueblo, CO 81003
Improvement Needed to Existing Facility	If there was ever a way to give this stretch a bike path separated from the road that would be amazing.	Juniper Road, Pueblo West, CO 81007
Improvement Needed to Existing Facility	There could be a map of the river trail system.	1901 West 11th Street, Pueblo, CO 81003
Improvement Needed to Existing Facility	Perhaps some more bike racks downtown.	105 East Riverwalk, Pueblo, CO 81003
Improvement Needed to Existing Facility	I think a map of the trails here would be a nice addition.	CO Highway 96, Pueblo, CO 81005
Improvement Needed to Existing Facility	I think a map of the trails here would be a nice addition.	Pedros Point, Pueblo, CO 81005
Improvement Needed to Existing Facility	I think a map of the trails here would be a nice addition.	CO Highway 96, Pueblo, CO 81005
Improvement Needed to Existing Facility	I think a map of the trails here would be a nice addition.	Arkansas Point Trail, Pueblo, CO 81005
Improvement Needed to Existing Facility	Pedestrian and cycling access to Waterworks Park does not meet current needs and standards. Widen this and realign to meet a suitable grade, as well as adding flat stops to ensure accessibility.	11 Reservoir Drive, Pueblo, CO 81005



Category	Comment	Location
Improvement Needed to Existing Facility	The bridge here lacks a sufficient shoulder for pedestrian and cyclist access. Anyone riding, walking, or using a wheelchair/walker here is at legitimate risk of interaction with traffic. This connection is critical to a functioning bike/ped system that includes the county!	1328 South La Crosse Avenue, Pueblo, CO 81001
Improvement Needed to Existing Facility	ped/bike path on west side of road here connecting across the river north and under 50 to the south would improve accessibility and safety in a HUGE way. The community deserves safe ped/bike access between the St. Charles mesa and existing ped/bike infrastructure.	1804 South La Crosse Avenue, Pueblo, CO 81006
Improvement Needed to Existing Facility	Transition from road to river trail here is very rough with a 3-6" hard edge to get onto the trail. This is occasionally remedied with packed soil. This transition area should be updated with a cement pad, removable bollards for maintenance/first response access, etc for improved accessibility and safety.	7 Reservoir Drive, Pueblo, CO 81005
Improvement Needed to Existing Facility	Heaving concrete from tree roots need to be removed. It would be safer to remove concrete and had packed dirt like other spots. We have a local paralyzed on this trail due to the heaving concrete.	102 Brentwood Drive, Pueblo, CO 81005
Improvement Needed to Existing Facility	Widen W McCulloch for a proper shoulder to ride along between the East/West trail (Cyclone?) to Carrizo Springs. An alternative is to improve the maintenance of the small roads behind fire station, \$ store, General Store to have a nice parallel road/trail for people and leave McCulloch to the cars. This could be very low cost fix with crusher fine trail, signage and some mowing a couple times a year	652 South McCulloch Boulevard West, Pueblo West, CO 81007
Improvement Needed to Existing Facility	Need higher visibility of trail crossing, pedestrian activated signal on this high speed road. Grading of pavement prior to crossing would grab motorist attention like Canon City has coming EB from Royal Gorge.	788 North Purcell Boulevard, Pueblo West, CO 81007
Improvement Needed to Existing Facility	An easy trail connection to link the community north to south. Space and right of way exists, just need to sign, mow, maintain a little. If concrete, could be huge win for disabled community not having to use alleys and zig zag through neighborhoods to the east.	2119 7th Avenue, Pueblo, CO 81003



Category	Comment	Location
Improvement Needed to Existing Facility	For the love of God can you please add a little concrete to link the Main St trail to Main St and not force people to ride through the parking lot. You can see the way people walk and bike thru the landscaping. It is ridiculous this has not been fixed despite repeated requests.	110 South Main Street, Pueblo, CO 81003
Improvement Needed to Existing Facility	It is great to see bike lanes, but the dashed lines are confusing for drivers. Some drivers cross the dashed lines to make a turn lane, others do not. If the dashed lines from the bike lanes are for actual car turn lanes, can the lanes be marked by a painted arrow on the road?	4115 Outlook Boulevard, Pueblo, CO 81008
Improvement Needed to Existing Facility	Ditto from intersection of outlook and Fortino. It is great to see bike lanes, but the dashed lines are confusing for drivers. Some drivers cross the dashed lines to make a turn lane, others do not. If the dashed lines from the bike lanes are for actual car turn lanes, can the lanes be marked by a painted arrow on the road?	4301 Browning Court, Pueblo, CO 81008
Improvement Needed to Existing Facility	Urban single track bike/bike park?	Clarence Road, Pueblo, CO 81003
Improvement Needed to Existing Facility	Underpass is a critical route for students at east and pedestrians/cyclists traveling between Belmont and the Eastside, could be better maintained and benefit from lighting, signage, upkeep, etc	Martin Luther King Jr Bypass, Pueblo, CO 81001
Improvement Needed to Existing Facility	Agreed with other comments regarding the bridge here, would be a more direct route to county for cyclists compared to the Sante Fe bike lanes, with less interaction with traffic	1412 South La Crosse Avenue, Pueblo, CO 81001
Improvement Needed to Existing Facility	I love this little overpass! It could use some maintenance, especially near the entryways on both sides as the connection to the pavement is a little rough	Martin Luther King Jr Bypass, Pueblo, CO 81001
Improvement Needed to Existing Facility	Close the Union Bridge to single-use vehicle traffic. If demolition isn't possible, please make it a pedestrian and bike bridge that can accommodate future expansion for the Front Range Passenger Rail. Traffic can be diverted to 4th or Main. Consider a downtown shuttle throughout Union to accommodate first- and last-mile access needs. However, please limit vehicle traffic and make Union truly pedestrian and bike-friendly.	611 South Union Avenue, Pueblo, CO 81004



Category	Comment	Location
Improvement Needed to Existing Facility	sidewalk busted here	1 Lee Lane, Pueblo, CO 81004
Improvement Needed to Existing Facility	Signage to indicate sharp turns	6 Reservoir Drive, Pueblo, CO 81005
Improvement Needed to Existing Facility	better turn access for bicycles	420 Spring Street, Pueblo, CO 81003
Improvement Needed to Existing Facility	better access to trail - ADA curb Ramp or driveway/sidewalk leading up to the bridge	734 Moffat Street, Pueblo, CO 81006
Improvement Needed to Existing Facility	porkchops cut of bicycle access - forces to merge with traffic.	US 50 Business, Pueblo, CO 81006
Improvement Needed to Existing Facility	better way finding signage	2185 Highland Avenue, Pueblo, CO 81004
Existing Route Not on the Map	There's an old road and sort of a trail in this area. It would be nice to have this as an option for access to and from the park west medical complex area and the city of pueblo northside area.	US Route 50, Pueblo, CO 81008
Existing Route Not on the Map	The bike lane comes to an end. It should continue on both sides of the rode. It's missing on one side.	1500 Iroquois Road, Pueblo, CO 81001



INTERACTIVE MAP 2: SAFETY COMMENTS

Map 2 asked, "Where have you experienced road safety issues while walking, biking, and rolling?" Commenters chose one of six categories for each marker.

Table 4: Map 2 Comments by Category

Category	Comments
Crossing/Intersection Issue	4
No Sidewalk/Maintenance Issue	13
Bicycle Safety Issue	25
Speeding	1
Poor Lighting	1
Other Safety Issue	19
Total	63

Table 5: Map 2 Comments, Categories, and Locations

Category	Comment	Location
Crossing/Intersection Issue	There needs to be a mid-block crossing here. People frequently cross to get to the Riverwalk	Alan Hamel Avenue, Pueblo, CO 81003
Crossing/Intersection Issue	Crosswalk needs to be widened. People cross right where the parking garage doors are.	110 South Main Street, Pueblo, CO 81003
Crossing/Intersection Issue	ADA Curb ramps needed here	600 West Orman Avenue, Pueblo, CO 81004
Crossing/Intersection Issue	Drivers tend not to yield to pedestrians at the crosswalks without lights on Dillon. I've had one lane stopped with a driver willing to let me cross, but cars zooming by in the other 3 lanes. Would be ideal to have at least flashing lights (RRFP) if not a full on traffic light at the crossing by Target.	3300 Dillon Drive, Pueblo, CO 81008
No Sidewalk/Maintenance Issue	It's a dirt path that does not safely connect riders to campus.	César Chávez Memorial Highway, Pueblo, CO 81001
No Sidewalk/Maintenance Issue	No Sidewalk	1851 Palazzo Lane, Pueblo, CO 81001



Category	Comment	Location
No Sidewalk/Maintenance Issue	The road is terrible through here on a bike.	900 West Orman Avenue, Pueblo, CO 81004
No Sidewalk/Maintenance Issue	The side walk is totally blown out here.	3409 Morris Avenue, Pueblo, CO 81008
No Sidewalk/Maintenance Issue	No crosswalk to cross over for bikes or walkers to safely get to stores.	US Route 50, Pueblo West, CO 81007
No Sidewalk/Maintenance Issue	The access to the trail is a mix of pavement, curbs, dirt, and crushed breeze material. It is subject to erosion and not accessible access for all trail users.	Sunflower Drive, Pueblo, CO 81001
No Sidewalk/Maintenance Issue	Seeing progress on improving sidewalk accessibility on St. Clair west of Prairie. Thank you, and I hope the work continues east of Prairie as well!	201 Kenwood Drive, Pueblo, CO 81004
No Sidewalk/Maintenance Issue	No pedestrian/ bike path or sidewalk. Highly walked area where people have to walk on the road.	Walking Stick Boulevard, Pueblo, CO 81001
No Sidewalk/Maintenance Issue	No pedestrian/ bike path or sidewalk. Highly walked area where people have to walk on the road.	4288 Cedarweed Boulevard, Pueblo, CO 81001
No Sidewalk/Maintenance Issue	No pedestrian/ bike path or sidewalk. Highly walked area where people have to walk on the road.	Carl Sitter Parkway, Pueblo, CO 81001
No Sidewalk/Maintenance Issue	Please consider adding a sidewalk. Pedestrians walk along this very busy street frequently, and it is extremely dangerous.	César Chávez Memorial Highway, Pueblo, CO 81001
No Sidewalk/Maintenance Issue	no ADA curb ramp or easy access	711 Moffat Street, Pueblo, CO 81006
No Sidewalk/Maintenance Issue	stairs filled with rocks and overgrown tree	611 South Union Avenue, Pueblo, CO 81004
Bicycle Safety Issue	Driver threw soda on my while riding along the shoulder. The road is plenty wide enough for vehicles/peds/cyclists but there are no delineators.	2900 Skyview Avenue, Pueblo, CO 81008
Bicycle Safety Issue	There is a crossing but then it runs out where the bridge crosses crosses 47 to campus.	Bonforte Boulevard, Pueblo, CO 81001



Category	Comment	Location
Bicycle Safety Issue	Jerry Murphy can be very busy and a challenge for cyclists riding northbound approaching and at the intersection with Blustern.	Jerry Murphy Road, Pueblo, CO 81001
Bicycle Safety Issue	Please connect bike trail between the intersection of Nichols Rd and W McCulloch Blvd to the end of the McCulloch bike trail that stops a Sweetwater. Connecting now requires riding narrow surface road and forces overtaking drivers to swerve into oncoming traffic.	891 West McCulloch Boulevard, Pueblo West, CO 81007
Bicycle Safety Issue	There are bike paths and bike to campus, but no bike lanes on campus. Would love to see the CSU system be more active in improving this bike access for students.	Bartley Boulevard, Pueblo, CO 81001
Bicycle Safety Issue	The Fountain Creek bike path has street access, but the roads in this area are not safe for cyclists. There is sidewalk across the 8th street bridge, but there are light posts in the sidewalk and if a cyclist and a pedestrian meet, there isn't enough room. Cyclists use the sidewalk for safety due to the narrow traffic lanes and no shoulder. Cyclists also use this route to engage with business and retail downtown/union area in an effort to avoid 4th street (personal safety concerns) and to make the route shorter for access to businesses.	528 East 8th Street, Pueblo, CO 81001
Bicycle Safety Issue	bike lanes hardly get cleaned/swept	US 50 Bus, Pueblo, CO 81006
Bicycle Safety Issue	no signage to say that bike lane ends	503 South Santa Fe Avenue, Pueblo, CO 81003
Bicycle Safety Issue	no signage to say that bike lane ends	329 South Santa Fe Avenue, Pueblo, CO 81003
Bicycle Safety Issue	We need designated bike lanes down the entirety of 8th St throughout downtown and the Eastside	528 East 8th Street, Pueblo, CO 81001
Bicycle Safety Issue	No bike 3 foot rules for Road bike, cannot use the gravel on road bicycle. No designated bike lane for speed limit of 55.	Medal of Honor Boulevard, Pueblo West, CO 81007



Category	Comment	Location
Bicycle Safety Issue	Bike path ends and leave you to ride on road with 1 foot clearance. No 3 foot rule signs posted. Get connecting path to North gate entrance of Pueblo Lake.	1088 South Mescal Drive, Pueblo West, CO 81007
Bicycle Safety Issue	Cars do not stop, you have to throw yourself out into street to get them to stop to allow you to cross street.	1105 South Nichols Road, Pueblo West, CO 81007
Bicycle Safety Issue	Connecting these two bike paths isn't safe	46 Dunlap Drive, Pueblo West, CO 81007
Bicycle Safety Issue	Bike lane ends here and there is no notification that the lane shifts into traffic.	109 North Union Avenue, Pueblo, CO 81003
Bicycle Safety Issue	Seems to be the best place to cross Hwy 50 on a bike, but feels like there could be improvements made to make it safer and better connect Eagleridge and the Northside	3620 Morris Avenue, Pueblo, CO 81008
Bicycle Safety Issue	Agreed with other comments on having a designated bike lane on 8th street, most critically in the area downtown and over the bridge to the eastside to better connect the two neighborhoods	800 North Santa Fe Avenue, Pueblo, CO 81003
Bicycle Safety Issue	Lots of gravel and sand on the south side of 24th St, particularly around the 7th Ave intersection but can be true along all the Avenues on 24th St. Causes a hazard for cyclists, who either need to push left into traffic or risk slipping on the loose gravel	2311 7th Avenue, Pueblo, CO 81003
Bicycle Safety Issue	The way the bike lane ends ear the Wendy's, along with the high volume and speed of traffic on this part of Elizabeth, make this kind of a bike lane to nowhere. Unless improvements are made, I will 100% of the time add significant distance onto my trip and go west to Morris to cross Hwy 50	3406 North Elizabeth Street, Pueblo, CO 81008
Bicycle Safety Issue	Students ride their bikes to and from the University and surrounding K-12 schools. There isn't a designated bike path.	Walking Stick Boulevard, Pueblo, CO 81001
Bicycle Safety Issue	No room for cyclists. Sidewalk is dangerous with both bicycle & foot traffic trying to utilize the bridge.	528 East 8th Street, Pueblo, CO 81001
Bicycle Safety Issue	Broad sidewalk accomodates foot & bike but it is not kept clear of debris	1212 West 4th Street, Pueblo, CO 81004



Category	Comment	Location
Bicycle Safety Issue	This is the least maintained sidewalk I know of in the area. Makes 4th St bridge look clean. And then there is no ramp to rejoin traffic on the SW end of the bridge where there is at least a gutter (cleaner than the bridge sidewalk, surprisingly).	North Pueblo Boulevard, Pueblo, CO 81005
Bicycle Safety Issue	There is actually a park entrance blacktop path here. When the sidewalks were redone the ramp that aided one to flow in and out of road traffic was removed. !!!! VERY DANGEROUS now when entering & exiting the park on a bike.	4000 Thatcher Avenue, Pueblo, CO 81005
Bicycle Safety Issue	Mountainous. Mtn lions	900 Eagles Nest Ln, Pueblo, CO 81005
Speeding	Multiple daily instances (I ride daily) of all types of bikes speeding in narrow areas above 20mph. Some pass from behind without warning. Over 90% ride respectfully regardless of bike type. Three groups are worst. Spandex speed warriors on traditional bikes, motorcycles and teens on emotos. Class 1, 2 & 3 bikers nearly zero issues.	231 Shaw Avenue, Pueblo, CO 81004
Poor Lighting	more lighting may help, but many people cross on the street (no crosswalk, skirting parking lots to make this happen) in an effort to avoid steep grades on both sides of the crossing, the often water filled tunnel with brush/plants obscuring the trail, and people living in the tunnel).	21 Terrace Drive, Pueblo, CO 81001
Other Safety Issue	Lack of ADA access from City Park to the Waterworks Park, along with long distances for pedestrians.	130 City Park Avenue, Pueblo, CO 81005
Other Safety Issue	People are constantly using the shoulder of the eastbound lanes of Hwy 47 for walking and biking between Dillon and Jerry Murphy. It's too bad the pedestrian route is only on the westbound lanes...	César Chávez Memorial Highway, Pueblo, CO 81008



Category	Comment	Location
Other Safety Issue	I see people walking on the south side of hwy 47 daily, they are carrying groceries/supplies/work uniforms clearly in an effort to access work or home in the fastest way possible. Rerouting to the sidewalk on the north side of the bridge just makes the walk longer. I heard that the old Rocky Mountain eye and surgery center will be an alternative high school only adding to the pedestrian traffic and now having minors on the road more often.	César Chávez Memorial Highway, Pueblo, CO 81001
Other Safety Issue	This is beautiful, a great loop, but the tall brush and lack of sight lines makes this feel unsafe, especially to a pedestrian. There are people hanging out in this area that seem unsavory and one time around was enough for me until it feels more safe.	2311 California Street, Pueblo, CO 81004
Other Safety Issue	Private vehicle drove onto the pedestrian path to drop off his boat instead of using available water access points.	North Pueblo Boulevard, Pueblo, CO 81003
Other Safety Issue	I don't feel safe while riding a bike on Dillion.	3300 Dillon Drive, Pueblo, CO 81008
Other Safety Issue	I don't feel safe will riding a bike on 29th st.	618 West 29th Street, Pueblo, CO 81008
Other Safety Issue	The bike lane come to an end on one side of the rode.	1501 Kickapoo Road, Pueblo, CO 81001
Other Safety Issue	There can be stray dogs and people doing drugs. I've found needles along the path before.	515 North Erie Avenue, Pueblo, CO 81001
Other Safety Issue	I don't always feel safe while riding on Abriendo next to other vehicles.	301 West Abriendo Avenue, Pueblo, CO 81004
Other Safety Issue	No maintenance, no 3 foot signs and no connecting from this path into town area. Looks like bikes were made but then forgot about. You see bike pictures. But also this is maybe 3 foot wide and due to speed limit it should be 5 feet. Purcell Blvd	North Purcell Boulevard East, Pueblo, CO 81007
Other Safety Issue	Overgrown bushes and trees near culvert, can catch handlebars and send someone falling. I see mowing and blowing efforts for the trail, but some brush/tree trimming is needed too.	21 Terrace Drive, Pueblo, CO 81001



Category	Comment	Location
Other Safety Issue	Steep grade with a sharp turn at the bottom on the hill. Difficult to manage with young children and path often covered in gravel due to erosion in area, making it a hazard for bikes and all trail users.	2037 Mohawk Road, Pueblo, CO 81001
Other Safety Issue	motorcycle assaulted me when I asked them to leave bike trail. Kicked dirt and rocks and threatened me. Date around Apr 2026	421 Palm Street, Pueblo, CO 81003
Other Safety Issue	Emoto pop wheelie at high speed on bridge 18 inches from me and young children. Age 16yrs	1328 South La Crosse Avenue, Pueblo, CO 81001
Other Safety Issue	Almost daily danger from homeless blocking trail, stoned on the trail, shopping carts, rocks and old bikes. Bikes change from bright light to much darker and the eyes don't adjust so can't see the obstacles. Very scary, Very dangerous.	527 East 4th Street, Pueblo, CO 81001
Other Safety Issue	Almost daily danger from homeless blocking trail, stoned on the trail, shopping carts, rocks and old bikes. Bikes change from bright light to much darker and the eyes don't adjust so can't see the obstacles. Very scary, Very dangerous.	528 East 8th Street, Pueblo, CO 81001
Other Safety Issue	Hit while on my ebike by a 16hr on a motorcycle. Caused leg wound. Rider tried to pass from behind in narrow spot and hit me in the leg.	907 North Erie Avenue, Pueblo, CO 81001
Other Safety Issue	Hit by car while on bike. No injuries. Car drove off. The car ran a red light. I had the safe cross walk sign showing. Used throttle to save my life.	1007 Bonforte Boulevard, Pueblo, CO 81001



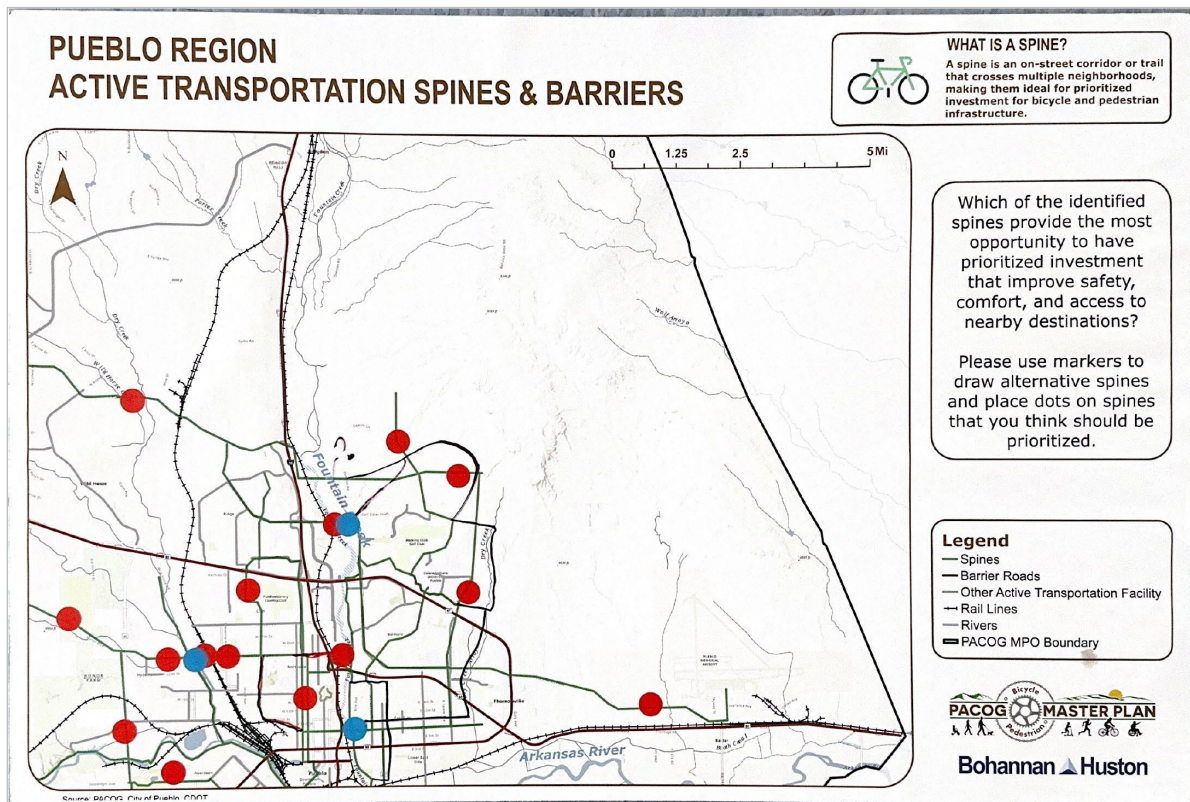
BICYCLE AUDIT

The Community Bicycle Audit took place on July 11, 2026. Participants met at Rawlings Library, rode a route through the south side of Pueblo with stops along the way, and then returned to the library for a workshop from 10:00 to 11:00 a.m.

WORKSHOP FEEDBACK BOARDS

Workshop participants used Active Transportation Spines and Barriers boards to show where they thought investment should be prioritized. Participants were asked which of the identified spines provide the most opportunity for prioritized investment that improves safety, comfort, and access to nearby destinations. They were invited to place dots on the spines they thought should be prioritized and to use markers to draw alternative spines.

Figure 9: Active Transportation Spines and Barriers Boards



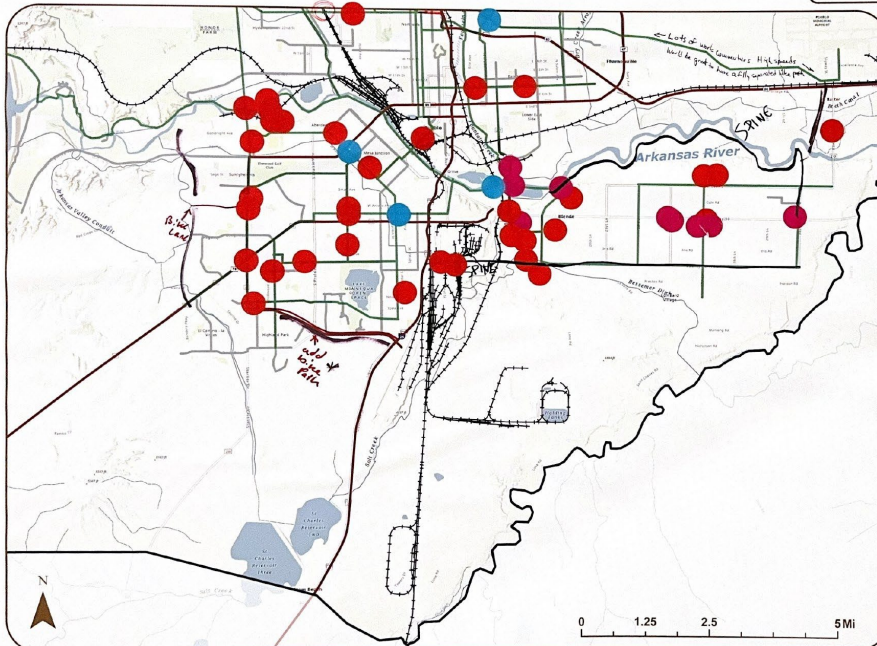


PUEBLO REGION ACTIVE TRANSPORTATION SPINES & BARRIERS



WHAT IS A SPINE?

A spine is an on-street corridor or trail that crosses multiple neighborhoods, making them ideal for prioritized investment for bicycle and pedestrian infrastructure.



Which of the identified spines provide the most opportunity to have prioritized investment that improve safety, comfort, and access to nearby destinations?

Please use markers to draw alternative spines and place dots on spines that you think should be prioritized.

Legend

- Spines
- Barrier Roads
- Other Active Transportation Facility
- Rail Lines
- Rivers
- PACOG MPO Boundary



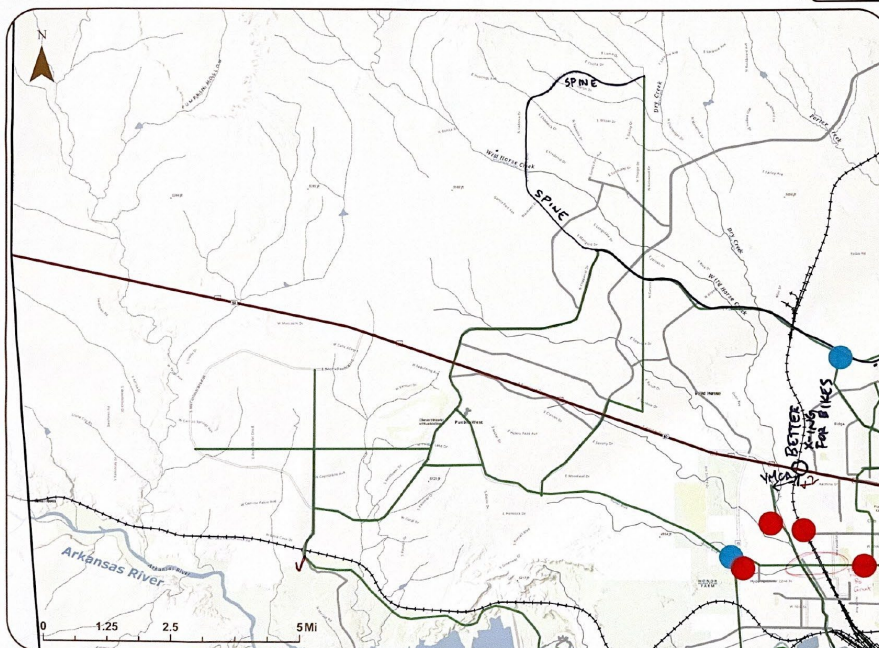
Bohannon & Huston

PUEBLO REGION ACTIVE TRANSPORTATION SPINES & BARRIERS



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Bohannon & Huston



WORKSHOP BRAINSTORM IDEAS

The following is a list of all ideas raised by workshop participants during the programs, policies, projects, and wild ideas brainstorm session.

Programs

- Youth education covering rules of the road, bicycle signals, and appropriate riding locations, including guidance on not riding on sidewalks. Several participants pointed to the Colorado Springs Kids on Bikes program as a model.
- Safe Routes to School programming, including a bike bus, valued specifically because it is conspicuous and helps change culture.
- Bike club programs and bicycle care and repair classes based at schools.
- Hands-on driver education, including bicycle awareness content on the driver's test.
- Adult bicycle education connected to rebate and e-bike programs, including a bike-to-e-bike credit.
- Regular monthly community rides, bike buses to events for all ages, and a grocery bike bus.
- Bicycle-friendly business and bicycle-friendly employer programs, with an emphasis on explaining the "why" to participating organizations.
- Additional bicycle and pedestrian audits, particularly ones that include policymakers, such as a Mayor's Ride and a City Council ride with constituents.
- Programming that complements transit service for bicycle commuters.
- Communications and marketing that build pride in Pueblo as a bicycle-friendly place, framing cyclists as a keystone species whose presence signals a thriving environment.
- Public messaging comparing the cost of owning and operating a vehicle with the cost of bicycling.

Policies

- Adopting and codifying a complete streets policy so that multimodal design becomes the default in how the city is planned and built.
- Requiring a bicycle and pedestrian, or full multimodal, audit whenever a street is reconstructed or newly built.
- Prioritizing safety over vehicle speed, including revisiting speed limits on designated bicycle boulevards.
- Enforcement of traffic violations across all modes, with participants acknowledging that staffing and hiring constraints currently limit enforcement capacity.
- Increased attention to motorist behavior and responsibility, including making the consequences of traffic violations more visible.
- Mandating rational bicycle parking requirements through code, and conducting an inventory of existing bicycle racks.
- Addressing ADA standards, along with other accessibility issues not covered by those standards.



- Requiring bicycle and pedestrian access from existing routes into new developments.
- Policies addressing on-street parking where it conflicts with bicycle facilities.
- Incorporating bicycles into driver licensing and education requirements.
- A bicycle registry paired with police enforcement.

Projects

- Delineators or flexible posts to protect bike lanes, particularly at unsafe curves and transitions such as the blind curve on Goodnight Avenue. Participants preferred flexposts over armadillo-style separators, and noted that even intermittent protection would help.
- Speed humps and bump-outs on Beulah Avenue.
- Fixing the bicycle left turn at Main and Abriendo, and improving the movement from Lincoln onto Orman, including the option of continuing on Lakeview to turn onto Orman.
- Improving Arkansas River trail access and ADA access at Pueblo Boulevard and Main Street.
- Additional bicycle delineation through intersections.
- Clearing sight lines and increasing awareness at curves, and route planning that accounts for grades so that riders are not required to stop on hills.
- Establishing Evans as a designated bike route, and layering longer-distance bike routes across the city.
- Piloting a full bicycle boulevard as a demonstration of a low-stress corridor, and developing permanent low-stress connected corridors.
- An off-street trail system and multi-use paths away from traffic, including the use of future road and utility easements for trail corridors.
- Bicycle parking at libraries and at destinations throughout the city.
- A traffic or transportation garden, which is a youth safety park where children can become familiar with signalization and navigation in a controlled setting.
- Road diets and related roadway reconfigurations on appropriate corridors.
- Delineated bike lanes serving schools as part of Safe Routes to School infrastructure.
- Roundabouts on Beulah between key intersections, paired with removing the bike lanes in favor of a shared-roadway treatment. This was a minority view; most participants favored more separation rather than less.

Wild Ideas

- Full build-out of a dedicated hard-surface bicycle and pedestrian trail network.
- Multi-use paths off roadways connecting grocery stores, schools, and recreation destinations, circling the city while tying into the existing river trail, for example a CSU Pueblo to Lake Pueblo connection.
- A regional transportation authority funding mechanism covering all modes, with dedicated allocations for transit and for bicycle and pedestrian investment, recognizing this would require significant public education on installation and maintenance.
- Re-evaluating existing funding priorities across modes.



-
- Extending bicycle facilities on Pueblo Boulevard to the I-25/US 50 interchange, with shade and a crossing on the opposite side.
 - Protected bike lanes throughout the network, and removing on-street parking along primary bicycle routes.
 - Sidewalks everywhere.
 - A full cultural shift driven by communications and marketing, positioning bicycling as something Pueblo is proud of.
 - A grocery bike bus.
 - Eliminate the water feature at the entrance to Rawlings Library and replace it with enclosed bicycle parking only accessible by key for bicyclists.



BIKE AUDIT HANDOUT

The handout given to participants included the agenda, a map of the ride route with stops, definitions of bicycle facility types, crossing and intersection treatments, and planning terms, and a notes page.

Figure 10: Bike Audit Handout

RIDE THE SOUTHSIDE: COMMUNITY BIKE AUDIT

The Pueblo Area Council of Governments (PACOG) 2026 Pueblo Regional Bicycle and Pedestrian Master Plan provides a roadmap for the region to create safe, enjoyable, practical, and accessible active transportation network for residents of all ages and ability levels. The plan updates the 2020 plan to include additional analysis, integrate new national design guidance, and refine recommendations while using the public's vision for the region's future of active transportation and opportunities for improvement.

Agenda

- 7:45:** Meet at Rawlings Library
- 8:00:** Introductory comments and safety info
- 8:15-9:45:** Bike ride
- 9:45-10:00:** Water break at Rawlings Library
- 10:00-11:00:** Workshop at Rawlings Library

Think About:

-  Steps, events, or initiatives that can promote changes
-  Improvements to the infrastructure and environments
-  Policies that modify decision-making processes

Thank you for your participation!

outreach@bhinc.com  (720) 728-9358



Ride the Southside: Community Bicycle Audit

July 11, 2026 8am-11am - Rawlings Library - 100 E Abriendo Ave, Pueblo, CO 81004



The City of Pueblo, Colorado and the Pueblo Area Council of Governments above do not guarantee nor provide any warranty, expressed or implied, as to the represented completeness of accuracy of maps and data provided herein.



BICYCLE FACILITIES



Buffered Bicycle Lane: A bicycle lane separated from traffic with a painted buffer zone.



Protected Bike Lane: A bike lane separated from car traffic by barriers like curbs, posts, or parked cars. It provides extra safety for cyclists by creating a physical divide between them and moving vehicles.



Bicycle Boulevard: A low-speed, local street optimized for bicycle travel through treatments like traffic calming, signage, and diverting through-traffic while still allowing local motor vehicle access.



Sharrow: Pavement marking indicating a travel lane is shared between bicyclists and motor vehicles. Used to position cyclists safely, alert motorists, and mark bike routes.



Shared and Multi-Use Path: A path physically separated from roadways, used by pedestrians, cyclists, and other non-motorized users.



Sidewalk Trail: A shared use path running next to a roadway.



Bicycle Route: A signed route on low-speed, local streets.

CROSSING AND INTERSECTION TREATMENTS



Refuge Islands: Medians where pedestrians can wait in the middle of the roadway before completing their crossing. They allow pedestrians to cross in two stages, one direction of traffic at a time.



Rectangular Rapid Flashing Beacons: High-intensity flashing lights that turn on when the button is pushed. Lights alert drivers to people at crosswalks and encourage drivers to yield.



Pedestrian Hybrid Beacons (PHB) or HAWK Signals: Pedestrian-actuated stop lights that remain dark when not in use but bring vehicles to a stop when there are people crossing. PHBs can be used on high speed and high-traffic roadways that would be unsafe to cross without a signal.

PLANNING TERMS



Complete Streets: Streets designed to enable safe, convenient access for all users--regardless of age, ability, or mode of transportation, including pedestrians, bicyclists, motorists, and transit riders.



Traffic Calming: Physical design measures that are intended to slow down drivers and discourage speeding.



Road Diet: Removes driving lanes or street parking to add sidewalks or bike lanes. Improves safety by slowing down traffic and making more room for pedestrians and cyclists. In some cases, a road can be reconfigured by narrowing driving lanes without removing them.



NOTES

Strategy	Short Term Goals	Long Term Goals
<u>Programs</u>		
<u>Projects</u>		
<u>Policies</u>		
<u>Wild Ideas</u>		

Comments

Have any questions or additional comments? Reach out to us at (720) 728-9357 or Outreach@BHIInc.com



DRAFT PLAN REVIEW

During the draft plan review period, two people provided external review comments, which are summarized in Table 6.

Table 6: Draft Plan Review Comments

Comment	Notes
Spine Hollywood Drive: 3rd on priority list, but is it attainable? The lack of driveways to park their vehicle(s) for some homeowners makes street parking a necessity. The current width of this street doesn't allow for bike lanes. The same is true for Beulah Ave and Polk St.	Feasibility rating was changed from High to Medium to reflect concern about parking/turn lane. No changes made to Beulah or Polk as these spines have fewer ROW constraints.
Eliminating vehicle traffic in Mineral Palace Park minimizes access for many people. On-street parking is already limited in the surrounding neighborhoods, so I'm against it.	
Eliminate the water feature at the entrance to Rawlings Library and replace it with enclosed bicycle parking only accessible by key for bicyclists.	
RR bridge W. 11th St.: Not accessible to bikes or pedestrians. Needs to be a priority for connection.	
County Paths: Can crusher fines be used as an accessible alternative to concrete sidewalks for more accessibility throughout the rural parts of Pueblo County?	Surface materials discussed in Trail Guidelines appendix
LTS1: All ages would start at 5 years old? I'm thinking about youth riding their bikes to parks, for example. The County Connector Project includes a trail next to the Bessemer Ditch and it caused alarm for me when auditing that plan. It made me question whether that section could be categorized as LTS1. Maybe if there were bushes or some other barrier to prevent accidentally riding into or falling in the ditch.	Clarified in plan that all ages and abilities refers to ages 8 – 80.
Typos, formatting errors, and street name misspellings were noted	Typos were corrected
Clarification asked for on acronym spelling.	Acronyms were written out
Clarification asked for on sidewalk trail definition.	Description added to Table 4
Note that bikes are not allowed on paratransit.	
Colorado State Parks should be changed to Colorado Parks and Wildlife.	Change made
Request to add groups to active transportation list.	SoCO runners added
Comment that Wildhorse Crossing is another barrier to active transportation.	