

An aerial, sepia-toned photograph of a city street grid. A river flows through the lower right portion of the image. In the background, a range of mountains is visible under a cloudy sky. The text is overlaid in the center of the image.

APPENDIX D
SPINE
RECOMMENDATIONS
&
PROJECT
PRIORITIZATION

Route Name	Type	Length (mi)	Existing Bicycle Facility Type	Existing Pedestrian Facility Type	High Injury Network	Pedestrian Latent Demand	Equity	Pavement Condition	Cost	Feasibility	Timeframe	Potential Corridor Treatments	Potential Intersection Treatments	Notes	Priority Score (0-100)	Priority Rank
Grand Ave (Union to City Center Dr)	Existing	0.1	Bike Route	Sidewalks	Yes	8	93	52	Low	High	Near Term	Narrow travel lanes and remove one northbound travel lane to add bike lanes	Signalized intersection treatments: Extend bike lane up to the intersection, assess need for bike boxes and other safety treatments	Spine route may change to Main St instead of Union Ave if the Union Ave and Main Street Master Plan is implemented. City may consider a road diet on Grand Ave north of City Center Dr (four lanes to two lanes plus a TWLTL conversion). Although this segment is not on the bicycle network, a road diet can improve vehicular safety and operations.	94.4	1
8th Street (Elizabeth to Amarillo)	Existing	2.7	Bike Route	Sidewalks	Yes	7	96	49	Low	Medium	Near Term	Elizabeth to Glendale: Road diet from four lanes to two lanes with a two-way left-turn lane, add protected bike lanes Glendale to Amarillo: Road diet to add bike lanes, assess alternative cross sections and the need for a two-way left-turn lane	Signalized intersection treatments: Extend bike lane up to the intersection, assess need for bike boxes and other safety treatments		87.6	2
Hollywood Dr (O'Neal to Northern)	Existing	1	Bike Route	Sidewalks	Yes	6	74	49	Low	High	Near Term	Assess adding bike lanes by removing the TWLTL or on-street parking Northern segment: Road diet to add bike lanes connecting to Northern Avenue	Signalized intersection treatments: Extend bike lane up to the intersection, assess need for bike boxes and other safety treatments School crossing enhancements		86.3	3
Constitution Rd Extension	Proposed	1	Proposed Paved Multi-Use Path	Proposed Paved Multi-Use Path		6	85	49	Low	High	Long Term	Paved multi-use path			86.1	4
Colorado Ave (Orman to Abriendo)	Existing	0.5	Bike Route	Sidewalks	Yes	8	86	77	Low	High	Medium Term	Remove the TWLTL, add buffered bike lanes	Signalized intersection treatments: Extend bike lane up to the intersection, assess need for bike boxes and other safety treatments	Spine route may change to Broadway Ave instead of Colorado Ave if the Union Ave and Main Street Master Plan is implemented. Traffic volumes appear low enough to warrant removal of TWLTL, but traffic volumes should be assessed prior to removal.	85.9	5
Mesa Avenue (Prairie to Santa Fe Ave)	Existing	2	Bike Route	Sidewalks	Yes	6	92	63	Medium	High	Near Term	Bicycle boulevard and traffic calming treatments Provide shoulders or bike lanes on the I-25 bridge Fill sidewalk gaps	Add curb extensions to existing crossings to reduce pedestrian exposure		82.2	6
Santa Fe Avenue (Mesa to Santa Fe Dr)	Existing	0.6	Bike Route	Sidewalks	Yes	6	97	51	Medium	Medium	Near Term	Fill sidewalk gaps Repurpose excess pavement width for a buffered or protected bike lane	Provide a sidewalk trail connection on the north side of Santa Fe Drive to Moffat Street and the Arkansas River trailhead Assess the intersection with Santa Fe Ave to ensure southbound bicyclists can safely cross from Moffat Street to Santa Fe Ave		82.0	7
Bonforte Blvd (Hwy 50 to CSU-Pueblo)	Existing	1.6	Bike Route, Bike Lane	Sidewalks	Yes	6	84	59	Low	Medium	Medium Term	Hwy 50 to Mac Naughton: Road diet to add bike lanes or a sidewalk trail Mac Naughton to Comanche: Upgrade to a buffered bike lane (may require removing parking on one or both sides of the street) Comanche to CSU-Pueblo: Road diet to add bike lanes	Desert Flower Blvd: Unsignalized crossing treatments, evaluate slip lanes, and provide connections to the campus trail system		80.9	8
Orman Ave (Indiana to Cleveland)	Existing	5.1	Bike Route, Bike Lane	Sidewalks	Yes (Lincoln to Cleveland)	7	86	66	Low to Medium	Medium	Near Term	Reduce the speed limit and add traffic calming Constrained segments (Indiana to Summit): Option 1: Remove parking on one side of the street in constrained areas to widen bike lanes and remove door zone conflicts Option 2: Keep parking and add bicycle boulevard treatments to redirect traffic to alternate streets, with the goal of reducing ADT to under 3,000 Wider segments (Summit to Lincoln): Narrow driving lanes and widen bike lanes/parking lanes to mitigate door zone conflicts PCC section (Lincoln to Cleveland): Bicycle boulevard treatments	Signalized intersections: Assess removing turn lanes to extend bike lanes to the intersection		78.5	9
Beulah Ave (Lakeview to Polk St)	Existing	1.5	Bike Route	Sidewalks	Yes	6	86	66	Medium	High	Near Term	Beulah: Bicycle boulevard and traffic calming treatments Polk: Narrow travel lanes to add bike lanes	Potential neighborhood traffic circle at the intersection of Lucas, Beulah, Veta, and Polk	Polk spine segment ends at Orman but bike lanes could be extended	77.3	10
Northern Avenue (Pueblo Blvd to Prairie Ave, with connection to Mesa Ave)	Existing	1.3	Paved Multi-Use Path	Paved Multi-Use Path	Yes	7	71	62	Medium	Medium	Near Term	Where the sidewalk narrows, widen it into a sidewalk trail and provide separation from the roadway where feasible	Enhance crossings at side streets and driveways (crosswalk markings, signage, potential raised crossings) Signalized intersection treatments: Extend bike lane up to the intersection, assess need for bike boxes and other safety treatments		72.4	11
Jerry Murphy Rd (Bonforte to College Trail)	Existing	3	Bike Lane, Shoulder, Bike Route	Sidewalks	Yes	5	75	65	Medium	Medium	Near Term	Bonforte to Iroquois: Remove southbound travel lane, add buffered bike lanes Iroquois to Calhoun: Remove on-street parking from one side, add buffers to bike lanes to reduce door zone conflicts Calhoun to College Trail: Remove two travel lanes, add protected bike lanes	Signalized intersection treatments: Extend bike lane up to the intersection, assess need for bike boxes and other safety treatments		68.8	12
Pueblo Blvd (Northern to 24th St)	Existing	3.8	Paved Multi-Use Path	Paved Multi-Use Path	Yes	5	51	49	High	Medium	Near Term	In areas where the trail is directly adjacent to the roadway, explore opportunities to move the trail farther from the roadway and add a landscaped buffer, especially near Lee Gonzalez Park, the golf course, City Park, and south of the Arkansas River bridge	Potential for PHBs to facilitate crossings between signalized intersections at popular destinations and cross streets Complete the connection across the Arkansas River bridge, or provide wayfinding signage to the Arkansas River bikedrop bridge		61.3	13

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Portland Ave (8th St to Hwy 50) 2nd St and Queens Ave connection to Constitution	Existing	1	Bike Route	Sidewalks	No	5	91	53	Low	High	Near Term	Bicycle boulevard and traffic calming treatments Fill sidewalk gaps	8th St: Unsignalized crossing treatments Build a curb ramp where Portland dead-ends south of Hwy 50, connecting to the underpass Wayfinding signage for the Hwy 50 underpass and the 2nd St/Queens Ave connection to Constitution		59.7	14
Macalester Rd (Constitution to Bonforte)	Existing	0.6	Bike Route	Sidewalks	No	5	84	40	Low to Medium	High	Near Term	Repurpose excess pavement width for bike lanes, or use bicycle boulevard treatments	Unsignalized crossing treatments where the facility starts and ends		59.1	15
Greenwood Street (City Center Dr to 24th)	Existing	1.9	Bike Route, Bike Lane w/ Buffer	Sidewalks	No	7	92	78	Low	High	Medium Term	City Center Dr to 4th St: Narrow driving lanes, repurpose excess pavement width for buffered bike lanes 4th St to 6th St: Remove one travel lane, widen bike lane to a buffered bike lane 8th St to 17th St: Remove travel lane, add a buffered bike lane	Signalized intersection treatments: Extend bike lane up to the intersection, assess need for bike boxes and other safety treatments		59.0	16
Aspen Circle (Country Farm to Santa Fe Dr)	Existing	0.7	Bike Route	Sidewalks, significant gaps		4	80	89	Low	High	Medium Term	Add bike lanes by removing TWLTL as detailed in the Pueblo River Trails Master Plan Fill sidewalk gaps, especially close to Santa Fe Dr	Assess the Taos Rd intersection to ensure southbound bicyclists on Aspen Cir can safely turn left onto S Rd	See the Pueblo River Trails Master Plan for more information	57.3	17
Constitution Rd (Bonforte to Troy)	Existing	1.2	Bike Route	None	No	6	85	49	Low to Medium	Medium	Medium Term	Remove on-street parking (both sides) or the TWLTL and add bike lanes	Provide a crossing of Bonforte Blvd to access the Jerry Murphy Rd spine Enhance school crossings where needed PHB at the Troy Ave crossing		57.1	18
Elizabeth Street (Greenwood to 24th St)	Existing	1.7	Bike Route, Bike Lane	Sidewalks	No	7	92	69	Low	Medium	Medium Term	Greenwood to 4th St: Narrow travel lanes, repurpose excess pavement width, add a buffered bike lane. Consider a road diet from four lanes to two lanes with a two-way left-turn lane 4th St to 10th St: Remove one travel lane and expand the bike lane into a protected/buffered bike lane 10th St to 18th St: Remove parking on one side, add a bike lane	Signalized intersection treatments: Extend bike lane up to the intersection, assess need for bike boxes and other safety treatments		56.3	19
Aspen Circle	Proposed	1.4	Proposed Bike Lanes	Proposed sidewalks	NA	4	80	90	Low	High	Medium Term	Add bike lanes by removing TWLTL as detailed in the Pueblo River Trails Master Plan Add sidewalks	Signalized intersection treatments at Santa Fe Ave		56.0	20
24th Street Proposed Extension	Proposed	0.5	Proposed Paved Multi-Use Path	Proposed Paved Multi-Use Path	NA	5	82	55	High	Medium	Medium Term	Trail crossing to connect 24th St across the railroad tracks			55.8	21
Lakeview Ave (Englewood to Orman) Includes Jones Ave and Englewood connection to Hollywood	Existing	2	Bike Route	Sidewalks	No	6	78	53	Medium	High	Medium Term	Bicycle boulevard and traffic calming treatments Wayfinding to connect to the Hollywood Dr spine Fill sidewalk gaps	Enhance existing unsignalized crossings across Lakeview Ave as needed Connect the east end of Lakeview Ave to the Orman Ave spine via a new sidewalk trail connection		55.8	22
21st St (Greenwood to US 50 Bypass Bridge)	Existing	0.3	Bike Route	Sidewalks	No	5	85	76	Low	High	Medium Term	Bike route or bicycle boulevard treatments	Unsignalized crossing treatments at Grand Ave and Court St		53.3	23
32nd St and Morris Ave (High St to Hwy 50)	Existing	0.7	Bike Route	Sidewalks	No	7	75	46	Low	Low	Medium Term	Remove on-street parking, add bike lanes	Assess the yield-controlled intersection at 32nd St and Morris Ave Extend bike facilities through the Kachina Dr intersection and to the Hwy 50 intersection	Existing on-street parking lanes are too narrow (about 6 feet), resulting in vehicles parking partially on sidewalks. Removing the parking would not only allow for the addition of bike lanes, but also prevent vehicles from blocking the sidewalk. Although removing parking is often unpopular, there are no alternative routes that provide connectivity across Hwy 50 in this area.	52.9	24
La Crosse Ave (Santa Fe Dr to Fountain Creek Trail connection)	Existing	0.7	Bike Route	None	Yes	3	80	73	High	Low	Long Term	Add bike lanes near Santa Fe Dr by narrowing travel lanes and adding bike lane protection where ROW allows	Widen the roadway at the Roselawn Rd underpass of Santa Fe Dr to add bike lanes Add enhanced crossing treatments (high-visibility crosswalks, RRFBs) and/or assess the geometry of the Roselawn/Santa Fe Dr/La Crosse intersection. Add wayfinding to help bicyclists navigate this complex intersection The Arkansas River bridge may be too narrow to add bike lanes, depending on whether wide loads need to use the bridge. If so, the bridge will need widening or a separate bicycle/pedestrian bridge will need to be constructed Unsignalized crossing treatments at the Stockyard Rd/Fountain Creek Park entrance	See the Pueblo River Trails Master Plan for more information. Project details would need to be altered to align with LTS 1-2 facility on the Arkansas River Bridge crossing.	50.6	25
24th Street (Pueblo Blvd to Tuxedo) 24th Street (Atlanta to Greenwood)	Existing	2.4	Bike Route	Sidewalk, significant gaps	No	6	81	61	Medium	Medium	Medium Term	Pueblo to Tuxedo: Add a sidewalk trail adjacent to the roadway Atlanta to Cheyenne: Bicycle boulevard treatments Cheyenne to High: Remove travel lanes to add bike lanes High to Greenwood: Narrow lanes to add bike lanes, assess need for the TWLTL (buffered bike lanes possible if the TWLTL is removed) Fill sidewalk gaps	Wildhorse Creek Bridge: Potential to narrow driving lanes to add bike lanes or widen the sidewalk Assess safety and potential geometry changes at the High St intersection Signalized intersection treatments: Extend bike lane up to the intersection, assess need for bike boxes and other safety treatments		47.4	26
County Farm Road	Proposed	4	Proposed Bike Lanes	None	NA	2	71	85	Low	High	Medium Term	Convert shoulders to bike lanes		See the Pueblo River Trails Master Plan for more information	47.1	27
Arkansas River Trail	Proposed	1.8	Proposed Paved Multi-Use Path	Proposed Paved Multi-Use Path	NA	4	82	77	High	Medium	Medium Term	Paved multi-use path	Trail connection to Aspen Circle	See the Pueblo River Trails Master Plan for more information	42.9	28

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Home of the Heroes Parkway	Proposed	1.1	Proposed Paved Multi-Use Path	Proposed Paved Multi-Use Path	NA	2	43	83	Low	High	Long Term	Paved multi-use path			38.4	29
Wildhorse Creek Trail Proposed Segment	Proposed	0.8	Proposed Paved Multi-Use Path	Proposed Paved Multi-Use Path	NA	3	53	NA	High	Medium	Medium Term	Paved multi-use path			30.7	30
Fountain Creek Extension	Proposed	1.2	Proposed Paved Multi-Use Path	Proposed Paved Multi-Use Path	NA	3	45	NA	High	Medium	Medium Term	Paved multi-use path			28.1	31
Dillon Dr (Railroad tracks to I-25)	Existing	1.7	Bike Route, Paved Multi-Use Path	Paved Multi-Use Path	No	2	45	43	High	Medium	Long Term	Extend the sidewalk trail west from the double roundabout at I-25	Provide enhanced crossings of the sidewalk trail at side streets and driveways Ensure future development follows access control standards to minimize conflict points with the trail		27.5	32
McCulloch Blvd	Proposed	0.5	Proposed Paved Multi-Use Path	Proposed Paved Multi-Use Path	No	2	24	55	Medium	High	Long Term	Paved multi-use path			26.1	33
27th Lane	Proposed	2.8	Advisory bike lanes, bike lanes, or sidewalk trail	Paved Multi-Use Path	NA	1	52	82	Low to High	Low to Medium	Long Term	Low-cost option: Advisory bike lane Higher cost option: widen roadway for bike lanes or sidewalk trail		See the Pueblo River Trails Master Plan for more information	23.4	34
Eagleridge Blvd (Outlook to Mark Twain) Mark Twain Ln and Mesa View Ave (Eagleridge to Dillon)	Existing	1.5	Bike Route, Paved Multi-Use Path	Paved Multi-Use Path, sidewalks	No	2	45	69	High	Medium	Long Term	Eagleridge: Widen existing sidewalks into a sidewalk trail Mark Twain: Bicycle boulevard treatments Fill sidewalk gaps	Provide enhanced crossings of the sidewalk trail at side streets and driveways Ensure future development follows access control standards to minimize conflict points with the trail Unsignalized crossing treatments at the Mesa View/Dillon intersection	Future development can help fill sidewalk and trail gaps	19.9	35
Peter Jimenez Parkway (East of Hwy 47)	Existing	22.7	Bike Route	None	No	2	70	88	Medium to High	Low to Medium	Long Term	Road diet to widen shoulders into bike lanes, or expand ROW to widen shoulders into bike lanes Potential to add barriers to convert shoulders into protected bike lanes			19.8	36
Purcell Blvd (Hahns Peak to Industrial)	Existing	4.6	Sidewalk Trail, Shoulder	Sidewalk Trail	No	5	41	77	High	Low	Long Term	Widen the sidewalk trail and separate it from the roadway, a candidate for a road diet if additional ROW is needed	Enhance crossings at side streets and driveways (crosswalk markings, signage, potential raised crossings) Signalized intersection treatments: Extend bike lane up to the intersection, assess need for bike boxes and other safety treatments Industrial Blvd: Add crosswalks, sidewalks, curb ramps, and accessibility features		19.6	37
Walking Stick Blvd (Desert Flower to Home of the Heroes Pkwy)	Existing	2.3	Bike Route	None	No	3	43	81	High	Medium	Long Term	Build a multi-use path adjacent to the roadway			18.1	38
Platteville Blvd (McCulloch to railroad tracks)	Existing	3.8	Bike Route	None	No	1	23	70	High	Low to Medium	Long Term	Widen the roadway to add bike lanes, or build a multi-use trail parallel to the roadway	SDS Trail: Enhance the crossing (crosswalk markings, signage, potential RRFB)		8.6	39