



*Regional Nonmotorized
Transportation System
Plan*

Pikes Peak Area Council of
Governments

Approved by the PPACG Board
of Directors on July 8, 2015



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1 Introduction

The Pikes Peak Area Council of Governments (PPACG) is the federally designated Metropolitan Planning Organization (MPO) for the Colorado Springs metropolitan area. The MPO serves the regional community and members include El Paso County, Teller County, the City of Colorado Springs, the City of Fountain, the Town of Green Mountain Falls, the City of Manitou Springs, the Town of Monument, the Town of Palmer Lake, and the City of Woodland Park.

In this capacity, PPACG works with member governments to develop and maintain a Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) to determine investment priorities for billions of dollars in federal, state, and local transportation funds. The Regional Nonmotorized Transportation System Plan (hereby referred to as the Plan) is one element of the larger Regional Transportation Plan; its primary focus is to establish a regional bicycle and pedestrian transportation network that encourages more people to safely, and comfortably use nonmotorized transportation modes throughout the region.

Improving the health of a community through encouraging active transportation (e.g. cycling or walking) yields significant social and economic benefits. Increasing levels of cycling or walking to work or school have been reported to improve performance at both work and school. Inducing a mode shift from the personal vehicle to active modes can result in cleaner air, lower obesity rates, increased physical activity, in addition to a number of other benefits. The relationship between health and transportation is further explored in Chapter 13 of the 2040 Regional Transportation Plan.

Socially, improving cycling and pedestrian infrastructure creates a safer environment for all people; nonmotorized infrastructure also improves the mobility of those members of the Pikes Peak community that do not own a motorized vehicle. Cycling not only has significant social and health benefits, there are also economic benefits that come with an investment in nonmotorized infrastructure.

A study, conducted collaboratively between the PPACG and the Trails and Open Space Coalition, of the economic benefits of bicycling in the Pikes Peak region was conducted as part of this planning process. This study showed that bicycling activities in the region result in close to \$28M in direct economic impacts to the Pikes Peak region. Each dollar invested in cycling in the region results in a yield of \$1.80 to \$2.70 back in direct economic benefits. The study, along with others nationwide, shows that investment in cycling can yield significant economic impacts to the local area. This analysis can be seen in Appendix G.

This chapter begins with a description of the Plan’s purpose and goals. Chapter 1 also defines and illustrates the Plan’s geographic study area, provides an overview of the planning and public outreach process and describes the content of Chapters 2 through 6.

1.1 Plan purpose, goals and objectives

1.1.1 Goals and Objectives Statement

The Plan is the result of an unprecedented collaboration between PPACG, El Paso County, the City of Colorado Springs, and the City of Woodland Park. The purpose of the Plan is to create a regional roadmap for the long term development of nonmotorized modes in Pikes Peak region that leads to an increase in the number of people using nonmotorized modes for transportation.

Note that this plan updates and supersedes the 2008 PPACG Regional Nonmotorized Transportation Plan.

1.1.2 Plan Principles and Goals

Several principles of the 2040 Regional Transportation Plan guided development of the Plan. These principles relate to all modes of transportation, and include the following:

- Provide efficient transportation for people and goods;
- Develop a multimodal transportation system that provides access to employment, services, military installations, and other destinations,¹
- Fully integrate connections within and between modes for people and for freight;
- Increase the safety of motorized and nonmotorized travel; and
- Improve mobility of people and goods.

Based on these principles, the project partners, with significant public input, established a number of goals specific to the Plan. Plan goals include the following:

- Establish better connectivity to provide a continuous and coordinated regional nonmotorized transportation network that will increase the incidence of bicycling and walking throughout the region;
- Reduce the number of bicycle and pedestrian accidents;
- Encourage organizations to improve traffic safety, education, and enforcement;
- Promote public awareness and acceptance of nonmotorized transportation modes; and
- Create a traveling environment in which bicycling and walking are attractive alternatives to motorized travel.

In reference to these goals, and throughout the remainder of this Plan, all references to ***nonmotorized transportation*** refer to the use of nonmotorized modes as a means of commuting and utility travel. For example, commuting to work or school, accessing shops and services, or accessing trailheads are all nonmotorized transportation trips.

¹ Other destinations may include: downtowns, medical facilities, higher education institutions, schools, tourism destinations, and off-street trail networks among others.

It is important to note that the intent of this plan is not to specifically address leisure or recreational uses by nonmotorized modes; it should be noted that there are many off-street facilities that serve as utility travel that are included as they provide transportation opportunities for nonmotorized users.

1.2 The study area

Figure 1.1 illustrates the study area for the Plan. The area includes the City of Colorado Springs urban area, the towns of Monument and Palmer Lake in the north, the City of Woodland Park to the west, the City of Fountain to the south, and to the east, including Falcon. The area also includes access to a number of military installations.

The regional study area contains a number of distinct land use and topographical characteristics that impact nonmotorized transportation. The different geographies within the study area can generally be categorized into the following five areas:

- The area east of the City of Colorado Springs is predominantly low density residential and commercial, with undulating hills and open space interspersed with rural communities;
- The City of Colorado Springs, City of Fountain, and the Town of Monument tend to be relatively flat, with urban areas of higher density;
- The foothills of the Rockies, including the City of Manitou Springs and the western side of the City of Colorado Springs including Garden of the Gods Park and contain some hills and steep terrain;
- The Ute Pass area, from the City of Manitou Springs to the City of Woodland Park, is narrow with steep hills/mountains on either side; and
- The City of Woodland Park is moderately hilly, has a much higher elevation than the rest of the study area (around 2,500 feet higher).

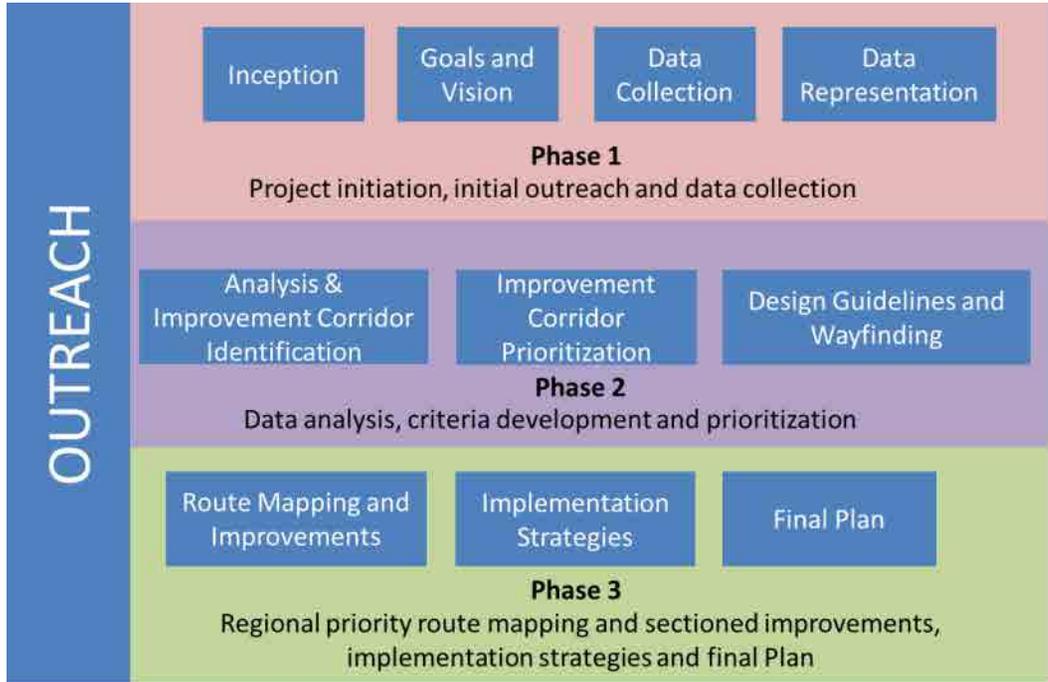
Figure 1.1: PPACG Nonmotorized Regional Transportation Planning Area



1.3 Planning process

The planning process for the development of the Plan occurred in three distinct phases over the course of 24 months, as shown in Figure 1.2 and described here:

Figure 1.2: Planning process



Phase 1: The first phase of the planning process involved (1) establishing the Plan goals, (2) collecting and analyzing data on existing conditions, and (3) creating maps to illustrate the nonmotorized transportation data and related conditions. Phase one included initial outreach including development of a project website, stakeholder focus groups, stakeholder and technical task force meetings, and a series of public meetings. For more on existing conditions, please see Appendix B.

Phase 2: The second phase involved using the baseline data and stakeholder input received in Phase 1 to develop an analytical framework from which to make informed decisions towards creating the Plan. This framework is described here:

- Improvement Corridor Identification:** In this task, the project team created a set of conditions by which potential locations could be identified as improvement corridors for nonmotorized transportation infrastructure improvements. The project team analyzed conditions throughout the region to understand where nonmotorized infrastructure can make a positive impact on nonmotorized transportation in the region. The result of this process was a long list of nonmotorized transportation improvement corridors (one-half mile wide and varying lengths) within the region. The long list of improvement corridors formed the ‘blueprint’ of the planned regional nonmotorized travel improvement network which connects and supplements already existing nonmotorized infrastructure.

- **Improvement Corridor Prioritization:** The project team then analyzed the long list of improvement corridors using a more detailed set of criteria to begin the prioritization process and identify those corridors that would have the greatest impact on nonmotorized transportation in the region. The prioritization process quantitatively ranked and scored each corridor relative to the degree of impact the corridor could have on nonmotorized transportation in the region. From this process, which also included extensive stakeholder input, priority improvement corridors were identified. These regional priority improvement corridors are those that received additional analysis.

During the second phase of the planning process, the project team also developed design guidelines and wayfinding guidance to support implementation of the Plan. The design guidelines provide a toolbox of nonmotorized infrastructure and were used in the third phase of the planning process to recommend specific improvements within the prioritized improvement corridors. The design guidelines are included in Appendix E of this Plan. The wayfinding guidance provides information for designing and implementing a regional nonmotorized transportation wayfinding system and is included in Appendix F of this Plan.

Phase 3: In the third phase of the planning process, the project team developed specific routes or alignments for each of the top improvement corridors and identified potential improvements for these alignments. Understanding the local context for the corridors was an important aspect of this phase, as some corridors traversed jurisdictional boundaries. Therefore, the project team worked closely with staff and stakeholders from each jurisdiction to identify location-specific nonmotorized routes within each one-half mile wide improvement corridor. City of Colorado Springs' Traffic Engineering staff, in conjunction with the Active Transportation Advisory Committee, conducted detailed work sessions to identify context for location-specific improvements within the City of Colorado Springs. All of the regional priority routes came with recommended improvements that were developed based on the design guidelines and associated planning level costs.

Phase 3 also entailed developing implementation strategies that ensure the development of the Plan is aligned with other regional and local projects and goals. This phase included the identification of funding sources and developing short, medium, and long term timescales for route-level implementation.

1.4 Community and stakeholder outreach

A thoughtful community involvement and outreach approach was an important component throughout this planning process. Obtaining input on community members' bicycling and pedestrian experience and their insights on issues, opportunities, and challenges helped ensure that the Plan will meet the communities' needs. A diverse group of stakeholders were involved in order to build broad public support, and help ensure the Plan is implementable.

The community involvement approach involved reaching out to three groups, through meetings and an interactive website. The three groups involved included the following:

- **Technical Task Force** - comprised of technical/ staff-level representatives, primarily from PPACG member jurisdictions, military facilities, and the Colorado Department of

Transportation. The Technical Task Force provided feedback for the Plan at a detailed level, through a series of meetings.

- **Stakeholder Task Force** - a diverse group that provided refined feedback throughout the planning process. This involved focus group meetings with 34 people at the beginning of the process, five meetings to provide input during the process and opportunities to provide feedback in-between.

The Stakeholder Task Force included representatives from:

- Advocacy groups;
- Businesses;
- Public health and special needs interest groups;
- Schools and universities;
- Neighborhood associations; and
- Government advisory groups.



Technical and Stakeholder Task Force Meeting

- **General Public** - members of the public participated in the planning process through an interactive online input tool and two series of public meetings. The project team also distributed periodic general information updates to those members of the public that subscribed for updates.

- The **project website** at www.walkbikeconnect.org included an interactive map for people to submit infrastructure specific comments and review and comment on others' comments. The website also included draft Plan documents for public review and a frequently asked questions page.

- The project team held four **public meetings in November 2013** in Woodland Park, Colorado Springs, Fountain, and Monument, with approximately 130 attendees. The purpose of these meetings was to inform the public about the purpose and goals of the Plan; describe the overall planning process and schedule; and to share identified issues and opportunities. Input was received on general and infrastructure-specific issues and opportunities to help refine focus areas.

- There were two **public meetings in April 2015** in Manitou Springs and Falcon, with approximately 50 attendees. The purpose of these meetings was to share the draft Plan and obtain feedback on any needed modifications to address the community's needs.

- **Additional outreach strategies** included public meeting flyers, e-mail blasts, social media, media advisories, and printed ads.



First Series of Public Workshops

Stakeholder and Technical Task Force members shared information with their constituent groups through similar means.

1.5 Structure of the Plan

The remainder of this document is divided into various chapters detailing the regional plan. The Plan includes the following:

- **Chapter 2: Existing Nonmotorized Conditions** - Provides a broad overview of the region, general characteristics, and a summary of nonmotorized transportation conditions. The chapter includes a section describing issues and opportunities for nonmotorized transportation in the region. More detailed information regarding existing nonmotorized conditions is contained in Appendix B.
- **Chapter 3: Regional Improvement Corridors** - This chapter sets out the process used to identify the nonmotorized improvement corridors in the region. It includes a description of the types of data used and presents the regional improvement corridor network. More detailed information regarding the regional improvement corridors is contained in Appendix C.
- **Chapter 4: Prioritized Regional Improvement Corridors** - This chapter details the prioritization of the nonmotorized improvement corridor network whereby scores were assigned to each corridor. This chapter includes a description of the prioritization criteria, evaluation results, and presents the priority improvement corridors. More detailed information regarding the improvement corridor evaluation results and scoring is contained in Appendix D.
- **Chapter 5: Top Regional Routes and Implementation** - The chapter begins with the identification of regional routes within the priority improvement corridors. This includes suggested improvements along each route, along with planning level cost estimates.
- **Chapter 6: Implementation** - This chapter provides a description of proposed implementation strategies, including timeframes, funding sources, and complementary programs and events that can foster a culture of nonmotorized transportation use in the region.
- **Appendix A: Public Involvement Summary** - This document describes the public involvement process in more detail.
- **Appendix B: Existing conditions** - This document provides an in depth analysis of existing nonmotorized transportation conditions throughout the region.
- **Appendix C: Regional Identified Improvement Corridors** - This document describes and maps each of the 68 identified improvement corridors.
- **Appendix D: Evaluation and Scoring of Identified Improvement Corridors** - This document describes the application of evaluation criteria to each of the 68 identified improvement corridors and results of the scoring process.
- **Appendix E: Design Guidelines** - This document provides guidance on the various types of nonmotorized infrastructure improvements that could be implemented within the Plan. It also outlines an evidence base for developing nonmotorized infrastructure and the main barriers associated with implementation.
- **Appendix F: Wayfinding Guidelines** - This document sets out guidance towards the implementation of a regional nonmotorized wayfinding system.

- **Appendix G: Economic Impact Reports** - This document includes two bicycling economic impact reports developed as part of this Plan. The first report assesses the wider economic impacts of cycling on the region. The second report assesses the economic impacts of developing a bicycle facility (regional bike park) in the region.

2 Existing Nonmotorized Conditions

This chapter provides a summary of the Existing Nonmotorized Conditions. For the full report, which includes much more information and detailed analysis down to the neighborhood level, see the project website or Appendix B.² This chapter includes the following:

- **Climate:** Description of the regional climate and potential effects on nonmotorized transportation.
- **Nonmotorized Mode Share:** Description of the statistics of those in the region who currently utilized nonmotorized transportation as a means of commuting to work.
- **Key barriers to nonmotorized transportation:** Investigation of the key physical barriers to nonmotorized transportation in the region.
- **Pedestrian conditions:** Description and examples of the current pedestrian environment in the region.
- **On-road cycling conditions:** Description and examples of the current cycling environment in the region.
- **Nonmotorized urban trail conditions:** Description and examples of the nonmotorized trails in the region.
- **Other nonmotorized mode conditions:** Description and examples of alternative nonmotorized travel modes (other than walking and cycling) that are prevalent in the region, such as long boards and low powered mobility devices.
- **Nonmotorized signage and wayfinding:** Description and examples of the nonmotorized signage and wayfinding systems in the region.
- **Nonmotorized travel in rural areas:** Investigation of nonmotorized travel in rural areas and comparison to urban nonmotorized travel.
- **Bicycle parking:** Description and examples of various types of bicycle parking infrastructure in the region.
- **Nonmotorized accidents:** Analysis of cyclist and pedestrian accidents over the past ten years in the region.

As part of the existing conditions data collection and assessment, the project team held a series of focus groups to more fully understand the nonmotorized transportation conditions in the region. These focus group discussions led to a list of issues and opportunities in the region with regards to nonmotorized transportation.

² The complete existing conditions report can be accessed at: www.walkbikeconnect.org

2.1 Climate

The climate of the region tends to be relatively dry and sunny. Sunny weather can make the environment more welcoming for those using nonmotorized transportation. However, temperatures in the region can vary significantly throughout the year. They can range from an average high in July of 84.8°F (average high in Woodland Park is 79°F), to an average low in December of 17.5°F (average low in Woodland Park is -3°F).³ In addition to extreme hot and cold temperatures, snowfall can also significantly impede nonmotorized transportation. The region receives approximately 40 inches (Woodland Park 57.4 inches)⁴ of snow per year.

2.2 Nonmotorized Mode-Share

The 2009-2013 American Community Survey reported that the Colorado Springs MSA (all of El Paso and Teller counties) have around 5% of commuters utilizing nonmotorized transportation to get to work.

Out of the 312,086 workers in the MSA, 4.5% reported they walk to work, and 0.5% reported they bike to work. The percentage of those walking to work is quite high in comparison to other similar MSAs while the cycling percentage is quite low.

2.3 Physical Barriers to nonmotorized travel

Physical barriers to nonmotorized travel in the region include both manmade features (such as roadways and railroad tracks) and natural features (such as drainages and steep topography). These types of major barriers result in the following adverse conditions:

Limited East-West Connectivity: The transportation network in the region is characterized by an extensive network of roads and highways. In addition to US Interstate 25 (I-25), a major freight railroad and the Fountain/Monument Creek all run north to south through the center of the region. Additionally, many north-south arterials create barriers to east-west movement (for example, Union Blvd., Circle Dr., Academy Blvd., and Powers Blvd). These manmade and natural features create significant barriers to nonmotorized travel, limiting east-west connectivity across the region.

Small Pockets Conducive to Nonmotorized Travel: The large number of other high volume and high speed roads create similar segregation and barriers to nonmotorized travel throughout the region. This



Figure 2.1: No sidewalk at a transit stop – Manitou Avenue, Manitou Springs

³ Data taken from NOAA (National Oceanic and Atmospheric Administration)

⁴ Data taken from NOAA (National Oceanic and Atmospheric Administration)

creates pockets of nonmotorized travel constrained to neighborhoods and smaller areas bounded by the motorized network.

Limited Visibility: Further, lighting of the road network is limited, reducing the visibility of nonmotorized transportation users on the motorized network during evening hours or when visibility is poor.

2.4 Pedestrian conditions

Conditions for pedestrian movement in the region are dictated by the availability and quality of sidewalks as well as roadway crossing infrastructure. These are described here:

Sidewalk Conditions: While some areas of the region have a complete and well maintained sidewalk system, others either lack sidewalks or have poor quality sidewalks. For example, an area along Manitou Avenue/West Colorado Avenue in the City of Manitou Springs lacks sidewalks along both sides of the roadway. Numerous areas throughout the region have informal ‘sidewalks,’ created by people walking alongside key routes where no formal sidewalks exist. This generally indicates a demand for sidewalks in specific areas; especially where a transit stop lacks sidewalk access.

Figure 2.1 shows an example of a transit stop lacking any pedestrian facilities.

Roadway Intersection Conditions: The design of the road network can create impediments and difficult conditions for pedestrians, especially where pedestrians wish to cross the road. Roadways designed with numerous motorized travel lanes are the most difficult to cross, as the distance for the pedestrian to cross is greater. Figure 2.2 shows how a long crossing distance at an intersection can deter people from walking. The extent of these widths can impact some pedestrians more than others, such as the elderly and those with disabilities who may be less mobile.

Downtown Conditions: Some downtown areas have improved pedestrian environments. At these locations, pedestrians have higher priority over other transportation modes through infrastructure improvements such as pedestrianization. Pedestrianization is the process of converting a street into a pedestrian walkway to be used by



Figure 2.2: Wide crossing distances at intersection of Milton E Proby and South Powers Boulevard near Colorado Springs Airport, Colorado Springs

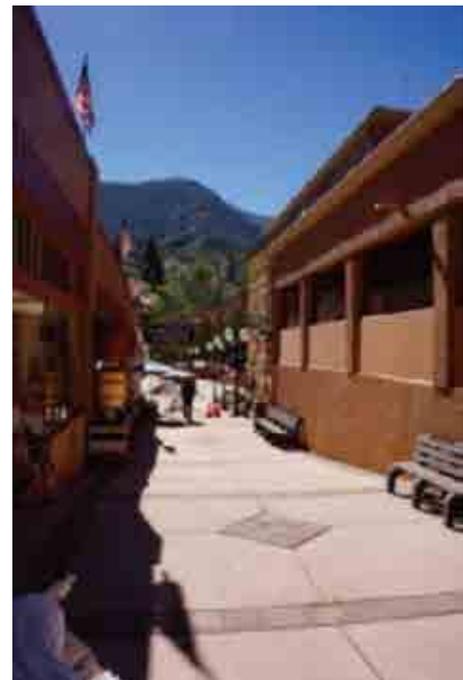


Figure 2.3: Manitou Springs pedestrianization, Manitou Springs

nonmotorized modes only and excluding all motor vehicles. Figure 2.3 shows an example of pedestrianization in Manitou Springs.

Downtown locations in the region with well-developed pedestrian infrastructure include:

- The City of Manitou Springs;
- The City of Colorado Springs; and
- The Town of Monument.

Downtowns lacking well-developed pedestrian infrastructure include:

- The City of Woodland Park;
- The Town of Palmer Lake;
- Falcon;
- The City of Fountain; and
- The Town of Green Mountain Falls.

Community Severance: Where multilane roads pass through densely populated areas, significant severance between communities on either side tends to occur. A key example of this is Academy Boulevard, a roadway that runs

through a heavily developed area, and predominantly has six lanes (three in each direction). This roadway severs several communities, such as Stratmoor, Deerfield Hills, Pikes Peak Park, Gateway Park, Park Hill, Village Seven, Garden Ranch, and Falcon Estates amongst others. The region includes several road types which can significantly reduce the propensity to walk as a main mode of transportation. Another example of pedestrian severance can be found in downtown Woodland Park, where US Highway 24 runs through the center of the city's downtown.

2.5 On-road biking conditions

The on-road cycling system is fragmented and of differing standards throughout the region. There are a number of design guidelines for on-road infrastructure used in the region, including MUTCD, AASHTO and NACTO. Municipalities are required to use MUTCD. NACTO is not endorsed by the City of Colorado Springs, but is



Figure 2.4: Wide bike lane along 2nd St, Monument



Figure 2.5: Narrow bike lane along West Colorado Avenue, Colorado Springs



Figure 2.6: Bike through lane on Woodmen Road and North Academy Boulevard, Colorado Springs

endorsed by CDOT. Please reference the full Existing Conditions Report for a full description of each jurisdiction's design guidelines and policies.

Varying Width of Bike Lanes: Generally, the width of on-road bike lanes are narrower than the guidelines suggested in the National Association of City Transportation Officials (NACTO) design standards (3 feet minimum, 6 feet preferred for bike lanes adjacent to curb face). Figure 2.4 shows a wide bike lane without a curb that meets the required widths of NACTO and Figure 2.5 shows a narrow bike lane with a curb that does not meet the widths suggested by NACTO, and includes construction joints, gutter pans, storm drain grates, etc. all which reduce the effective cycle lane width.

Bike lanes in the region often deviate from the curb face to facilitate turning movements for motorized traffic and to support cycle throughways (Figure 2.6). These lanes can be as narrow as 3 feet (for example, the bike lane running along North Gate Boulevard or Woodmen Road as seen in Figure 2.6). NACTO guidelines suggest a minimum width of 4 feet for a 'cycle through lane,' with a desired width of 6 feet.

Lack of Protected Bike Lanes: There are few protected on-road bike lanes in the region, which provide separation between bicycles and cars via a physical barrier (such as pylons or planters), or a painted buffer area. The City of Colorado Springs has recently begun installing protected bike lanes, with the first installed on Prospect Lake Drive adjacent to Memorial Park and on Beacon Street connecting to the Pikes Peak Greenway (Figure 2.7). There are also very few cyclist specific treatments at intersections, such as bicycle boxes and/or signal prioritization for cyclists. A bicycle box is defined by the NACTO guidelines as: "...a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase." Higher speeds on minor arterials and neighborhood collectors warrant specific improvements to induce traffic calming and provide safer refuge to nonmotorized travelers.



Figure 2.7: First protected bike lane in Colorado Springs (image courtesy of the City of Colorado Springs)

Reliance on Non-Exclusive Shoulders: In many parts of the region, cyclists rely on non-exclusive shoulders to provide a safe distance from motorized vehicles. However, these shoulders often become right turning lanes at intersections and can create conflict points between motorists turning right and cyclists traveling straight. A cycle through lane shown in Figure 2.6 is preferable. Where cyclists rely on shoulders, it is important that they are well maintained. In El Paso County, the roads are maintained through a scheduled program of paving overlays/seals and a system that allows residents to report a specific problem via contacting the County by phone, or via the County's website.

Discontinuous On-Road and Off-Road Cycling Network: Generally, conditions in neighborhoods and on neighborhood streets cater well to cyclists due to the low speeds and volumes of

motorized traffic. However, there is a lack of infrastructure to join the on-road network with the off-road trail network. Often the two systems function independently, with little interaction or connectivity, as seen where the Front Range Trail comes in close proximity, but does not connect to, the Woodmen Road bike lane in the City of Colorado Springs.

2.6 Nonmotorized urban trail conditions

Nonmotorized urban trails are off-road trails, such as the Pikes Peak Greenway. Urban trails are often used for both leisure/recreation purposes and utility trips.

Varying Trail Types, Quality and Infrastructure: The region enjoys an extensive multiuse trail network, with the Pikes Peak Greenway acting as the north/south spine of the network. The surface type and quality of these trails can differ significantly depending on both the trail and the particular section of the trail. Surface types across the region include: gravel, asphalt, concrete, crushed granite/limestone and dirt/informal trails.

Where the trail network interacts with the road network (e.g., at intersections or where the trail crosses the motorized network) there are different standards of crossing infrastructure in place. This is important because, for many users of trails, the only time they will come into contact with motorized modes (and therefore exposed to potential vehicle conflicts) will be where the motorized and nonmotorized networks meet. Grade separation of urban trails and roadways is primarily used to overcome barriers to crossing at roads and streets. This is evident upon seeing the number of overpasses and underpasses that cross I-25.

The drainage system (both natural and manmade) in the region provides an opportunity for the development of dedicated urban trails alongside the drainage ways. The drainage system also incorporates a number of underpasses that can be utilized by the urban trail network, and as such, many urban trails follow drainage alignments. Utilization of the drainage system has been critical to the success of the current nonmotorized network.

Informal Trails: A number of the urban trails in the region split into segments without formal connections. This creates a disjointed network and lack of continuity throughout the region. This also produces a number of informal routes where nonmotorized make their own way between segments of urban trails. The region has a large informal trail network, or trails and underpasses not formally adopted by any jurisdiction, but are nevertheless used by people to access places. A large number of these trails run parallel to high speed and high volume roads and streets. A significant difference between informal and formal trails includes the exposure to plant life. This can create hazardous conditions, especially to cyclists, where debris and thorns (particularly goat's head thorns) can cause tire punctures. They can also be hazardous to those walking with pets or small children on informal trails. Figure 2.8 shows an example of an informal path and the variable conditions. During the winter, snow and ice can accumulate on the trail network,



Figure 2.8: Example of informal paths running parallel to Milton E Proby Parkway, Colorado Springs

impacting the ability of commuters to use this network year round.

Trail Maintenance, Lighting and Damage: El Paso County currently does not remove snow or ice from trails. The City of Colorado Springs ploughs snow/ice on Tier 1 (main “spine” trails) and Tier 2 feeder trails when more than three inches of snow accumulate. Tier 3 trails and back country trails are not plowed.

Poor or non-existent lighting and demarcation of the trails can lead to difficulties when using the network at night or when visibility is poor.

The storms and heavy rain during the summer of 2013 washed away some segments of the trail network and caused extensive damage. Damage assessments have been completed and repair work is being conducted in partnership with federal emergency assistance agencies. Heavy rain during the spring of 2015 has also caused damage to the network.

2.7 Other nonmotorized modes

The urban trail network is not only utilized by cyclists and pedestrians. A number of other nonmotorized modes also use the network. These include, but are not limited to:

- Equestrians;
- Runners;
- Small wheeled devices (skateboarders/roller-skaters/long boarders);
- Mountain bicyclers; and
- Hikers.

Equestrians primarily use the urban trail network to access open space areas, rather than for utility trips. Sections of urban trails have been developed to the standard required for equestrian use—specifically the overhead requirements of horseback riding. A number of trails in the region do not permit horseback riding due to ordinances and a lack of overhead space at underpasses. Equestrians also prefer to use dirt paths, rather than hard surfaces, for horseback riding. The use of horseback riding as a mode of transportation (rather than for leisure) is limited to accessing trail heads. However, many equestrians will drive to trailheads using motorized vehicles with attached horse trailers.

Runners also use urban trails; however, the vast majority of runners use the trails for fitness and recreational purposes, rather than for utility trips. Runners tend to prefer less impactful surfaces, such as dirt trails, rather than paved trails.

Users of small wheeled devices face similar



Figure 2.9: Midland Trail and Pikes Peak Greenway sign, Colorado Springs

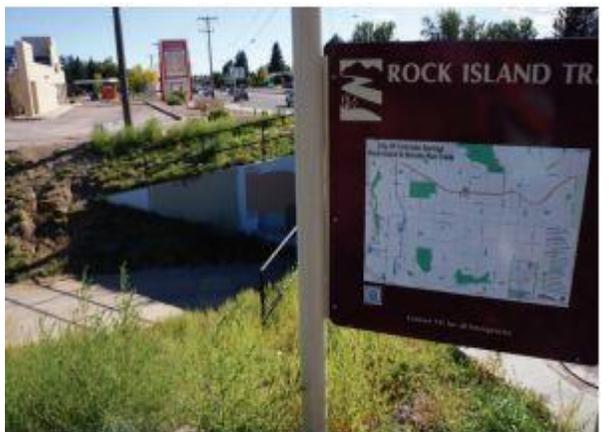


Figure 2.10: Rock Island Trail mapping, Falcon

challenges as those faced by those with limited mobility.⁵ Surface quality and access are very important. Many younger people use small wheeled transportation devices to access shops, school and other utility trips, such as visiting friends. Mountain bicyclers and hikers, similar to equestrians, tend to use the urban trails to access trailheads and mountain bicycle routes respectively.

2.8 Nonmotorized signage and wayfinding

Signage and wayfinding is an important piece of successful nonmotorized transportation systems. Not only does it provide important information to both residents and visitors on how to reach a destination by nonmotorized modes, it also acts as a promotional tool. Some urban trails throughout the region have signs, however the type, style, and completeness of the sign system differs significantly across the region. Key urban trails tend to have some form of wayfinding, such as the Midland Trail, Rock Island Trail, and Pikes Peak Greenway. Wayfinding tends to focus on the trails, rather than actual destinations, as seen in Figure 2.9. Figure 2.10 shows a sign of the entire trail.

Naming conventions used in the region can confuse visitors. For example, the Pikes Peak Greenway is only called such for a portion of its length. In the south stretches of the region, its name is the 'Fountain Creek Regional Trail' and to the north, it is the 'New Santa Fe Regional Trail'. Currently, no complete regional nonmotorized transportation map exists.

2.9 Nonmotorized travel in rural areas

There are a number of rural communities in the region, particularly to the east. Because many of these communities are outside the metropolitan planning area, they are further described in the *El Paso County Nonmotorized Transportation System Plan*. These communities include:

- Rush;
- Hanover;
- Edison;
- Peyton;
- Calhan;
- Ellicott;
- Truckton; and
- Ramah.

Nonmotorized travel between these communities and surrounding areas differs from more urban areas. Longer distances between communities create more difficult conditions to utilize nonmotorized transportation for commuting and utility travel. Nonmotorized transportation within these communities can also be difficult, as many have highways or main routes transect the center of the community.

⁵ For more information about ADA and nonmotorized facility specifics please see Appendix E: Design Guidelines; for additional information about transportation for people with disabilities, see the Regional Specialized Transportation Plan.

2.10 Bicycle parking

The number and quality of bicycle racks differs significantly across the region. In many cases, outdated parking is provided, such as wheel-only cycle stands. Figure 2.11 and Figure 2.12 show examples of user-unfriendly bicycle parking. There is not a regional standard for bicycle stand design. Safe, secure, and easy to use bicycle parking in close proximity to destinations is critical to the success of increasing cycling as a mode of transportation. If a cyclist cannot lock their bicycle upon arrival at their destination, it creates a barrier, both in terms of adding trip time, and also in the security of their bicycle.



Figure 2.11: Bicycle parking, Manitou Springs

2.11 Nonmotorized accidents

This section describes an analysis of accidents involving both pedestrians and cyclists in the region over 10 years utilizing data from 2003 through to 2012.

Collecting and analyzing accident data is important to highlight specific areas of the region that are unsafe for nonmotorized travel and areas that may require remedial safety improvements, enhanced crossings, and/or alternative parallel routes along neighborhood bikeways to protect nonmotorized users. Safety analysis can also be used as a proxy to understand where the most nonmotorized transportation use is occurring.



Figure 2.12: Wheel up stands, Downtown Colorado Springs

2.11.1 Pedestrian Accidents

Table 2.1: Pedestrian accidents

Location	Years	Reported Pedestrian Accidents	Deaths
El Paso County	2003-2012	1,611	43
City of Woodland Park	2007-2012	15	0

In 2010, 43 people died on the roads as the result of transportation crashes in the region that includes El Paso County (41 people) and Teller County (2 people). Of these, 3 were pedestrians, accounting for less than 1%. In 2012 alone, there were 12 pedestrian fatalities (all in El Paso County); more than a quarter of all traffic fatalities were pedestrians in 2012.

2.11.2 Cyclist Accidents

Table 2.2: Cyclist accidents

Location	Years	Reported Cycle Accidents	Deaths
El Paso County	2003-2012	1,233	7
City of Woodland Park	2007-2012	10	0

2.12 Nonmotorized transportation issues and opportunities

The various stakeholders and focus groups developed a list of current issues and opportunities for nonmotorized transportation in the region. This section describes these issues and opportunities. Table 2.3 and Table 2.4 highlight the prevalent themes that emerged during the series of stakeholder and focus groups.

Table 2.3: Focus group nonmotorized issues

Issue	Details
Crossing the motorized network	Crossings are perceived as unsafe and wide, and especially impact those that move slowly, such as the elderly or disabled.
Connectivity	Disjointed trails and bike lanes that suddenly end.
Signage and wayfinding	Lack of a comprehensive wayfinding system makes getting around the network difficult and confusing.
Safety issues	Lighting on trails is poor, and improved safety analysis at specific locations could be completed.
Education	Lack of understanding of ‘share the road’ concept in the region can make nonmotorized travel unsafe.
Mapping	No comprehensive trail/route map of nonmotorized transportation options within the region (including website-based services and smart phone apps).
Lack of leadership	Need champions from jurisdictions to help implement nonmotorized infrastructure.
Sidewalks	Lack of maintenance and inconsistencies in sidewalk standards.
New developments	Need nonmotorized planning in new developments to ensure better standards of nonmotorized infrastructure and connections to existing infrastructure.
Health	Need to publicize the health impacts of nonmotorized travel more widely.
Funding	Scarcity of funding resources creates a difficult environment for implementing nonmotorized infrastructure.
Coordination	Better coordination across jurisdictions would lead to a more holistic network.

Table 2.4: Focus group nonmotorized opportunities

Opportunities	Details
Nonmotorized infrastructure foundation	Infrastructure foundation exists to build from.
Regional active culture	The region’s population is naturally active.
Complete Streets	Complete Streets policies can support all users.
Maintenance of current trail system	Improving the maintenance of the current trail system is important to ensure the backbone of the nonmotorized system continues to be of high quality.
Attracting people	The region’s geographic location attracts many in the outdoors industry, naturally leading to increases in nonmotorized transportation use.
Existing infrastructure	North/South infrastructure is currently generally better than East/West.
League of American Bicyclist silver status	The City of Colorado Springs has achieved silver status which can be built upon.

3 Regional Nonmotorized Improvement Corridors

This chapter describes the process for identifying the network of regional nonmotorized improvement corridors and describes the characteristics of each of the improvement corridors. For more detailed information, please see Appendix C.

3.1 Improvement corridor criteria

Using the data collected during the existing nonmotorized conditions analysis, the project team conducted a regional analysis to identify improvement corridors throughout the region that met one or more of the following criteria:

- Fill in nonmotorized network gaps;
- Attract the heaviest use by nonmotorized modes through connecting people to places via the shortest corridor;⁶
- Remove major barriers to nonmotorized transportation;
- Improve cyclist and pedestrian safety; and
- Provide a regional link.

In addition to the above listed criteria, the project team included improvement corridors recommended by local jurisdictions.

The following sections explain the criteria that each corridor had to meet in order to be considered a nonmotorized corridor.

3.1.1 Fill in nonmotorized network gaps

The gap analysis included overlaying the following data to understand where there are gaps in the current nonmotorized network:

- Current nonmotorized trails;
- Current on-road cycle infrastructure;

⁶ Providing nonmotorized users with a safe and convenient route is key to encouraging people to use nonmotorized transportation in lieu of short auto trips. In the Pikes Peak region 20% of trips are less than 5 miles.

- Current sidewalk coverage;
- Cycling competency levels (illustrates where key barriers to nonmotorized transportation exist, such as major roadways that are difficult to cross or navigate). These barriers highlight gaps in the network where nonmotorized transportation cannot be easily used; and
- Other physical barriers such as railroads and drainages.

Overlaying these datasets highlighted locations within the region that are not currently connected by nonmotorized infrastructure and where links are needed.

3.1.2 Attract the heaviest use by nonmotorized modes through connecting people to places via the shortest route

To develop a nonmotorized network that will attract the most use requires understanding the distance most people are willing to travel by active modes. This is a key difference in comparison to all other modes, as people are required to use their own resources (energy) to use active modes as transportation. Therefore, people are more likely to regularly use active modes of transportation if travel distances are shorter than for other, motorized, modes.

Nationally, 81% of nonmotorized transportation trips are less than 5 miles (2002 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors). The average bicycle trip length for transportation purposes is 2.2 miles (2002 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors). The distance is even shorter for walking trips, as 85% of walking trips are less than 2 miles (2002 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors). In the Pikes Peak region 20% of daily trips are less than 5 miles.⁷

With these active mode patterns in mind, infrastructure that connects origins and destinations via the shortest corridor will be the most attractive to users. Therefore, the project team identified improvement corridors that connect key destinations via the most direct routes. There are a number of key regional destinations, these include (but are not limited to):

- Downtown Colorado Springs;
- City of Woodland Park;
- City of Manitou Springs;
- Old Colorado City (and along West Colorado Avenue);
- Town of Monument;
- Town of Palmer Lake;
- City of Fountain;
- Falcon;
- Town of Green Mountain Falls;
- Military installations; and

⁷ If only 1% of the trips fewer than 5 miles were converted to bicycle trips, the economic impact would be \$4.5 million per year. See Appendix G for more information about the economic impact of cycling in the Pikes Peak region.

- Residential areas.

By linking key origins and destinations, i.e. residential areas to major destinations, improvement corridors were identified that would release suppressed nonmotorized transportation demand.

3.1.3 Remove major barriers to nonmotorized transportation

Major barriers to nonmotorized transportation are much different than barriers faced by those relying on motorized transportation. Motorized transportation uses the motorized network, with few external impacts to their journey. Nonmotorized modes are different as the number of external influences is much greater as they create barriers that do not exist for motorized transportation. These differences include, but are not limited to:

- Perception of safety/actual safety – Proximity and speed of motorized transportation has a much greater impact on nonmotorized transport than that of motorized transport; and
- Physical barriers – The motorized network creates barriers to the nonmotorized network (e.g. I-25). Other physical barriers include railroads and drainage systems.

The identification of these major barriers visually shows islands of nonmotorized transportation that are geographically limited due to the existence of major barriers. These major barriers create gaps in the network that can be overcome by improving nonmotorized infrastructure.

3.1.4 Improve cyclist and pedestrian safety

Areas where cyclist and pedestrian accidents have occurred over the past 10 years likely indicate where using nonmotorized transportation may be most hazardous; and where remedial work would improve nonmotorized network safety. Accident data is also an indication of areas throughout the region where cyclists and pedestrians are traveling.

3.1.5 Provide regional links

The nonmotorized regional network should link as many major origins and destinations as possible. For instance, the existing Pikes Peak Greenway is an excellent corridor that can serve as the backbone of a more connected regional network. By developing a network of improvement corridors that truly link the entire region, as opposed to focusing on the most developed areas, nonmotorized users will access more points throughout the region.

3.1.6 Recommendations from member jurisdictions

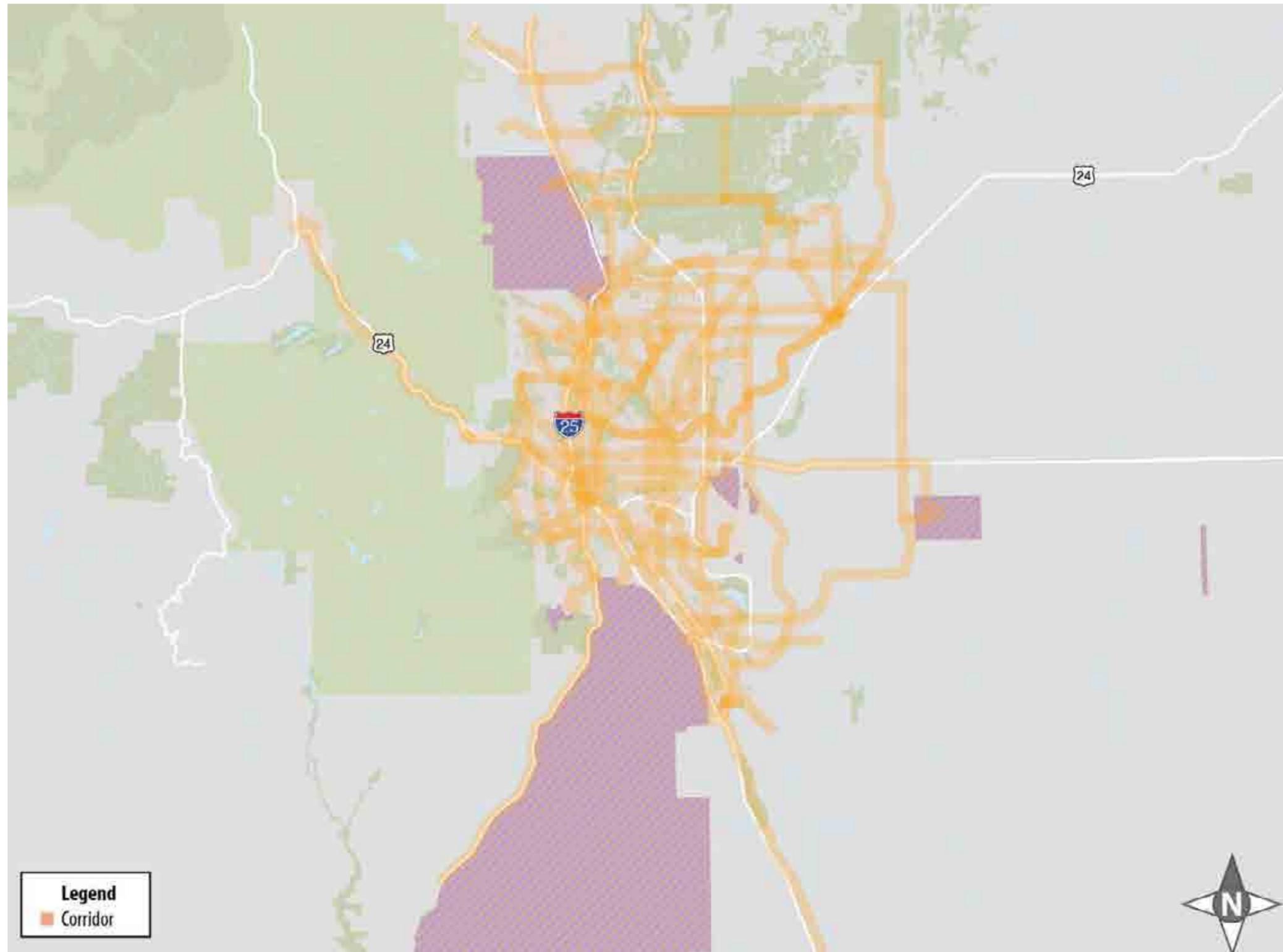
Each of the project member jurisdictions (El Paso County, the City of Colorado Springs, and the City of Woodland Park) added suggestions and considerations to the identified improvement corridors. These recommendations were taken into account and produced both amendments to the identified improvement corridors as well as new identified improvement corridors.

3.2 Description of improvement corridors

Based on the application of the improvement corridor criteria to the regional transportation network, the project team identified 68 improvement corridors of varying length throughout the region. This nonmotorized improvement corridor network is intended to be the blueprint for region wide nonmotorized mode improvements for long term development. This section describes each of the 68 improvements corridors within the Regional Nonmotorized Transportation System Plan and Figure 3.1 shows the location of the improvement corridors within the region.

Each of the 68 improvement corridors are numbered and referenced. Note that while the corridors are numbered 1 through 71, the network does not include a Corridor 42 or 49 because these were removed during earlier stages of the improvement corridor identification process.

Figure 3.1: Regional Improvement Corridors



The information on each nonmotorized improvement corridor includes:

- **Improvement corridor description:** Describes the improvement corridor alignment.
- **Improvement corridor rationale:** Provides a brief written rationale for identifying the improvement corridor based on the following conditions:
 - Fill in nonmotorized network gaps;
 - Attract the heaviest use by cyclists and pedestrians ;
 - Remove major barriers to nonmotorized transportation;
 - Improve cyclist and pedestrian safety; and
 - Provide a regional link.
- **Existing on-road cycle infrastructure (crossing or on-road):** Describes existing on-road cycle infrastructure on the improvement corridor.
- **Existing trail network connections:** Identifies connections to existing trails.
- **Proposed nonmotorized network connections:** Explains whether any of the improvement corridor alignment is part of a proposed or planned nonmotorized improvement by the City of Colorado Springs, El Paso County, or the City of Woodland Park.

3.2.1 Corridor 1: Black Forest to US Air Force Academy

Corridor 1 runs from the ‘center’ of Black Forest (intersection of Shoup Road and Black Forest Road) to the west along Shoup Road (already an identified corridor from El Paso County’s Parks Master Plan) and under State Highway 83 via the dedicated underpass. The corridor continues west via current informal paths, across Voyager Parkway and then across I-25 via the dedicated underpass close to Black Squirrel Creek (or the underpass of Black Squirrel Creek). At this point, the corridor connects to the New Santa Fe Regional Trail. It follows the trail up to North Gate Road and then joins North Gate Road and heads west into the US Air Force Academy.

Conditions	Description
Fill in nonmotorized network gaps	Currently, no nonmotorized corridors link these communities. A number of corridors are proposed in previous plans and reports. The corridor links up two existing nonmotorized underpasses, one under State Highway 83 at the intersection with Shoup Road, and another dedicated underpass under I-25 at Black Squirrel Creek.
Attract the heaviest use by cyclist and pedestrians	Within the corridor are a number of destinations, including some residential and employment. The corridor links to the US Air Force Academy – a major destination in the region.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Shoup Road ■ Voyager Parkway ■ I-25 ■ North Gate Road
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Black Forest, Gleneagle, Woodmoor, and Northgate to the New Santa Fe Regional Trail. The Corridor also links to the US Air Force Academy. The corridor links to the New Santa Fe Trail.
Existing on-road cycle infrastructure	None
Existing trail network connections	This corridor follows a number of informal trails, eventually connecting and following the New Santa Fe Regional Trail.
Proposed trail network connections	This corridor follows a portion of the Shoup Road proposed link.

3.2.2 Corridor 2: Falcon to Black Forest via proposed trails

Corridor 2 runs from Falcon, beginning at the Rock Island Trailhead, connecting to Rolling Thunder Way and then heading north to connect to the proposed trail across East Woodmen Road. It follows the proposed alignment to Raygor Road, north to Burgess Road, then west to Vollmer Road. It follows Vollmer Road north to Shoup Road before ending at the intersection of Shoup Road and Black Forest Road.

Conditions	Description
Fill in nonmotorized network gaps	Currently, there are no nonmotorized corridors between these two communities. An underpass does exist under East Woodmen Road.
Attract the heaviest use by cyclist and pedestrians	Within the corridor are a large number of destinations, this corridor links Falcon to Downtown Black Forest.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Shoup Road ■ Burgess Road ■ Vollmer Road ■ East Woodmen Road
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within ¼ of corridor
Provide a regional link	The corridor will connect the communities of Black Forest and the North East Communities (US Highway 24) including Falcon and Peyton.
Existing on-road cycle infrastructure	None
Existing trail network connections	None
Proposed trail network connections	Follows El Paso County proposed corridors along Woodmen Road, Vollmer Road and Shoup Road.

3.2.3 Corridor 3: Brittney’s Park to Sand Creek-Pikes Peak Greenway

Corridor 3 runs from Brittney’s Park (northwest of the intersection of Marksheffel Road and Stetson Hills Boulevard) to Sand Creek/Pikes Peak Greenway. The corridor travels east along Stetson Hills Boulevard, before turning south onto the Homestead Trail. It then stays on the trail until North Murray Boulevard. It then follows North Murray Boulevard (starting from the intersection of North Murray Boulevard and Maizeland Road), and then South Murray Boulevard to the Sand Creek Trail, which then connects to the Pikes Peak Greenway.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 3 connects the north and south ends of the region, providing a link in an area that has few continuous corridors. The corridor links a number of communities and existing trails.
Attract the heaviest use by cyclist and pedestrians	Within the corridor are a large number of destinations, including dense residential areas, employment centers, and schools.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ North Powers Boulevard █ East Platte Avenue █ Airport Road █ East Fountain Boulevard █ South Academy Boulevard
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Cimarron Hills, Columbine Estates, Norwood, Vista Grande, Village Seven, Rustic Hills, Eastborough, Gateway Park, and Southborough. The corridor links to the Cottonwood Trail, Stetson Trail, Homestead Trail, and Sand Creek Trail.
Existing on-road cycle infrastructure	None
Existing trail network connections	Corridor connects to Cottonwood Trail, Stetson Trail, Homestead Trail, and Sand Creek Trail.
Proposed trail network connections	None

3.2.4 Corridor 4: The Broadmoor area to Old Colorado City

Corridor 4 runs from the Broadmoor area to Old Colorado City.

This corridor travels east from the Broadmoor along Lake Circle to Mesa Avenue. It then travels north along Cresta Road. The corridor runs north on Cresta Road/South 21st Street across US Highway 24 to Old Colorado City (intersection of West Colorado Avenue and North 21st Street).

Conditions	Description
Fill in nonmotorized network gaps	This corridor connects the Broadmoor neighborhood to Old Colorado City, where currently no nonmotorized corridors exist. Importantly, the corridor establishes a crossing at US Highway 24.
Attract the heaviest use by cyclist and pedestrians	Within the corridor there are numerous schools, neighborhoods, and employment centers. The Broadmoor Hotel is a key employment center.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ South 21st Street ■ US Highway 24
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Gold Camp, Broadmoor, Seven Falls, Cheyenne Mountain, and Old Colorado City. The corridor links to the Midland Trail, Bear Creek Trail, Foothills Trail, and the Palmer Mesa Trail.
Existing on-road cycle infrastructure	Cresta Road and South 21st Street include bike lanes for some of their length.
Existing trail network connections	Connects to Bear Creek Trail and the Midland Trail.
Proposed trail network connections	None.

3.2.5 Corridor 5: Cascade Avenue (downtown Colorado Springs) to the Pikes Peak Greenway

Corridor 5 runs from the south of downtown Colorado Springs, to the intersection of the Pikes Peak Greenway and the Templeton Gap Trail.

The corridor runs from the beginning of Cascade Avenue (intersection with East Fountain Boulevard) to the end at the intersection of the Pikes Peak Greenway (Pikes Peak Greenway) and the Templeton Gap Trail.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 5 provides a direct link through the center of the region, running parallel to the Pikes Peak Greenway and thus providing strong links to a number of key destinations, especially into downtown Colorado Springs, Colorado College, and the large employment center at East Fillmore Street and North Nevada Avenue. Currently no corridor directly links these destinations.
Attract the heaviest use by cyclist and pedestrians	Within the corridor there are high density residential and employment centers, including those along North Nevada Avenue, St. Francis Hospital, downtown Colorado Springs, and Colorado College.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> East Fillmore Street
Improve cyclist and pedestrian safety	High – Over 15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Pikeview Reservoir Industry area, Venetian Village, Old North End, Patty Jewett, and Downtown Colorado Springs. The corridor connects to the Pikes Peak Greenway and Rock Island Trail.
Existing on-road cycle infrastructure	None
Existing trail network connections	Connects to the Pikes Peak Greenway and the Rock Island Trail.
Proposed trail network connections	None

3.2.6 Corridor 6: Colorado Technical University to Woodstone Park

Corridor 6 runs from Woodstone Park, a large residential neighborhood, down and across Garden of the Gods Road to the Pikes Peak Greenway via Colorado Technical University.

The corridor first takes Carlson Drive, to Delmonico Drive, following through to Elkton Drive then south on North Chestnut Street. It then crosses Garden of the Gods Road to Colorado Technical University Colorado Springs; it then uses the unused railroad underpass at I-25 to access the Pikes Peak Greenway.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 6 provides a direct link from a large residential neighborhood to a large employment center. Improving on-road facilities and creating an official corridor will improve the safety and use of this link.
Attract the heaviest use by cyclist and pedestrians	Within the corridor one can find residential neighborhoods, employment centers, and recreational areas.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ West Rockrimmon Boulevard ■ Garden of the Gods Road
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Ute Valley Park, Oak Hills, Holland Park, Pinecliff, and Rockrimmon. The corridor connects to the Rockrimmon Trail.
Existing on-road cycle infrastructure	None
Existing trail network connections	Connects to the Rockrimmon Trail.
Proposed trail network connections	None

3.2.7 Corridor 7: Colorado Technical University to Midland Trail

Corridor 7 runs from north to south, from Colorado Technical University just south of Garden of the Gods Road to the Midland Trail.

The corridor first takes North Chestnut Street, then North Walnut Street across West Colorado Avenue to the Midland Trail.

Conditions	Description
Fill in nonmotorized network gaps	The corridor provides a direct link from a large residential area to employment centers. The link improves access for nonmotorized transportation on the west side of I-25. Improving the corridor will provide a safe and direct corridor to connect to the Midland Trail from the north.
Attract the heaviest use by cyclist and pedestrians	Within the corridor one can find numerous residential areas and employment centers. It also connects several educational institutions.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> West Fillmore Street
Improve cyclist and pedestrian safety	High – Over 15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities to the south of Garden of the Gods road to Westside and Indian Heights. The corridor connects to the Midland Trail, Sinton Trail, and the Palmer-Mesa Trail.
Existing on-road cycle infrastructure	None
Existing trail network connections	The Sinton Trail and the Palmer-Mesa Trail.
Proposed trail network connections	None

3.2.8 Corridor 8: Fountain to the south of Downtown Colorado Springs

Corridor 8 runs from the City of Fountain in the south, to just south of downtown Colorado Springs.

This corridor begins in downtown Fountain, running north on Main Street, and then El Paso Street. At the end of El Paso Street the corridor would then take a new trail running along the west side of the railroad. The off-road trail would end at Harvard Street. The corridor continues on Harvard Street, then along Widefield Boulevard and Security Boulevard. It then joins Cortez Drive, Ivanhoe Drive and Cody Drive before crossing under Academy Boulevard, then crossing the railroad and joining East Las Vegas Street. The corridor then uses East Las Vegas Street to connect to the south of Downtown Colorado Springs.

Conditions	Description
Fill in nonmotorized network gaps	<p>Corridor 8 provides a direct link from the City of Fountain to downtown Colorado Springs. It offers a much more direct link as compared with the Fountain Creek Regional Trail which has extremely varying surface and is not direct.</p> <p>Corridor 8 would use more local streets through Security-Widefield. It would also require a crossing at the railroad to East Las Vegas Street. This corridor connects a large number of schools and residential areas of Security/Widefield.</p>
Attract the heaviest use by cyclist and pedestrians	<p>Within corridor 8 one can find residential areas and employment centers. The corridor also travels through open space and some recreational areas. In addition to this, corridor 8 connects several schools and residential areas in Security-Widefield.</p>
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ South Santa Fe Avenue ■ Mesa Ridge Parkway ■ South Academy Boulevard ■ East Las Vegas Street ■ South Circle Drive ■ US Highway 24
Improve cyclist and pedestrian safety	<p>Low – 1-7 accidents per mile within the corridor</p>
Provide a regional link	<p>The corridor will connect the communities of the City of Fountain, Security-Widefield, other neighborhoods around Fountain Creek, Spring Creek and Pikes Peak Park, Park Hill and Memorial Park and downtown Colorado Springs. The corridor connects to the Pikes Peak Greenway, Crews Gulch Trail, and the Shooks Run Trail.</p>
Existing on-road cycle infrastructure	<p>None.</p>
Existing trail network connections	<p>The Pikes Peak Greenway, the Crews Gulch Trail, and the Shooks Run Trail.</p>
Proposed trail network connections	<p>Spring Creek Trail</p>

3.2.9 Corridor 9: Downtown Colorado Springs to Fort Carson Gate via Pikes Peak Community College

The corridor begins at Fort Carson Gate 4 (Magrath Avenue), and runs up to Pikes Peak Community College. From there it runs under South Academy Boulevard via the dedicated underpass. The corridor then runs along informal trails north to B Street. The corridor runs along B Street to Venetucci Boulevard. The corridor runs north on Venetucci Boulevard across Lake Avenue then up to Tejon Street.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 9 provides a direct link from both Fort Carson and Pikes Peak Community College, through a number of key, dense, neighborhoods to downtown Colorado Springs. The corridor breaks down a number of neighborhood barriers caused by difficult roadway crossings (Nevada Ave and Lake Ave). This is especially important as east-west movements in this area are restricted by I-25.
Attract the heaviest use by cyclist and pedestrians	Within the corridor one can find numerous residential areas and employment centers. It also connects numerous educational institutions such as Pikes Peak Community College. Fort Carson is also connected by this corridor.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ I-25 █ South Nevada Avenue █ Lake Avenue █ Venetucci Boulevard █ South Academy Boulevard
Improve cyclist and pedestrian safety	High – Over 15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Fort Carson, Stratmoor Hills, Stratton Meadows, Gold Camp, and downtown Colorado Springs. The corridor would connect to The Pikes Peak Greenway.
Existing on-road cycle infrastructure	There are bike lanes along East Cheyenne Road.
Existing trail network connections	The Pikes Peak Greenway.
Proposed trail network connections	Both East Cheyenne Road and South Nevada Avenue are identified as priority pedestrian projects in the PPACG Regional Nonmotorized Plan (2007).

3.2.10 Corridor 10: Briargate to US Highway 24 via Briargate Parkway/Stapleton Drive

Corridor 10 runs from the intersection of Voyager Parkway and Briargate Parkway east along Briargate Parkway. The corridor runs to the end of Briargate Parkway and would then use a new trail to Stapleton Road/Drive. The corridor follows Stapleton Drive to US Highway 24 where the corridor ends.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 10 breaks down key nonmotorized barriers between neighborhoods and runs through an area of future development.
Attract the heaviest use by cyclist and pedestrians	Within the corridor one can find numerous residential areas and employment/commercial centers. The corridor also contains links to areas of future development.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ Voyager Parkway █ Research Parkway █ Chapel Hills Drive █ Lexington Drive █ North Union Boulevard █ Rangewood Drive █ Austin Bluffs Parkway █ North Powers Boulevard █ Black Forest Road █ Vollmer Road █ Meridian Road █ US Highway 24
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Woodmen and Briargate, Black Forest and North East Communities including Falcon and Peyton.
Existing on-road cycle infrastructure	Research Parkway has a trail running along one side for some of the alignment.
Existing trail network connections	The Rock Island trail.
Proposed trail network connections	Connects to Milam Road trail, Vollmer Road corridor, Meridian Road corridor and Eastonville Regional Trail.

3.2.11 Corridor 11: Falcon to Black Forest via Meridian Road

Corridor 11 runs from Falcon to Black Forest (intersection of Shoup Road and Black Forest Road), via Meridian Road, and includes a link to Falcon Middle School.

The corridor uses Meridian Road to link to Shoup Road and eventually ends at the intersection of Shoup Road and Black Forest Road.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 11 connects two regional communities, Falcon and Black Forest. The corridor will become more important as Falcon and surrounding areas become more developed.
Attract the heaviest use by cyclist and pedestrians	The corridor includes schools, open spaces, and residential areas.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ Woodmen Road █ Meridian Road █ Burgess Road █ Vollmer Road █ Shoup Road
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Falcon and Black Forest. The corridor will connect to the Rock Island Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Rock Island Trail.
Proposed trail network connections	Follows the proposed ‘Meridian Road Corridor’, ‘Burgess Road Corridor’ and ‘Shoup Road Corridor’.

3.2.12 Corridor 12: Falcon to the Pikes Peak Greenway via the Rock Island Trail

Corridor 12 runs from Falcon to the Pikes Peak Greenway (intersection of West Van Buren Street and the Pikes Peak Greenway).

This corridor follows the unused rail alignment and links up the numerous segments of the Rock Island Trail. There may be opportunities to develop a more direct corridor for the trail. This corridor provides residents with east-west connectivity within the region.

Conditions	Description
Fill in nonmotorized network gaps	The completed Rock Island Trail will connect a number of important origins and destinations, filling the trail's gaps and creating a continuous off road corridor from the Pikes Peak Greenway to Peyton. A key link is missing from the Pikes Peak Greenway to the beginning of the Rock Island Trail. The trail will facilitate east to west movement across the region.
Attract the heaviest use by cyclist and pedestrians	Within the corridor are a number of neighborhoods, employment centers, and schools. The corridor also travels through an area of open space.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ Marksheffel Road █ Constitution Avenue █ North Powers Boulevard █ North Academy Boulevard
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Falcon, Cimarron Hills, Old North End, Patty Jewett, and Venetian Village. The corridor will connect to the Pikes Peak Greenway.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Rock Island Trail, the Pikes Peak Greenway, and the Shooks Run Trail.
Proposed trail network connections	Follows the proposed trail to complete the Rock Island Trail from Falcon to the Pikes Peak Greenway.

3.2.13 Corridor 13: Falcon to the Pikes Peak Greenway via Woodmen Road

Corridor 13 runs from Falcon to the Pikes Peak Greenway along Woodmen Road. The corridor follows Woodmen Road to the Cottonwood Trail, and then follows Cottonwood trail all the way until meeting the Pikes Peak Greenway.

Conditions	Description
Fill in nonmotorized network gaps	Woodmen Road is direct and has some on-road cycle infrastructure already in place. The link would connect Falcon to the Pikes Peak Greenway. Currently no direct nonmotorized link exists between Falcon and the Pikes Peak Greenway.
Attract the heaviest use by cyclist and pedestrians	Within the corridor are a number of neighborhoods, employment centers, and schools.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Woodmen Road ■ Marksheffel Road ■ North Powers Boulevard ■ Austin Bluffs Parkway ■ Lexington Drive ■ Rangewood Drive ■ North Union Boulevard ■ North Academy Boulevard
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Falcon and Black Forest.
Existing on-road cycle infrastructure	Bike lanes along some of Woodmen Road.
Existing trail network connections	The Cottonwood Trail, the East Woodmen Road, the Pikes Peak Greenway.
Proposed trail network connections	Follows the proposed ‘Woodmen Road Corridor’.

3.2.14 Corridor 14: Fountain to Stratmoor via the Fountain Creek Regional Trail

Corridor 14 follows Fountain Creek Regional Trail, from its beginning at I-25 to Stratmoor at the intersection of I-25 and US Highway 85/87.

Conditions	Description
Fill in nonmotorized network gaps	The Fountain Creek Regional trail provides connections to some destinations, however there are some gaps along its alignment.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a school at Stratmoor, a number of parks and some employment areas.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Mesa Ridge Parkway ■ South Academy Boulevard ■ US Highway 85/87
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Stratmoor, Fountain Creek, and Fountain.
Existing on-road cycle infrastructure	The Fountain Creek Regional Trail
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.15 Corridor 15: City of Fountain to Colorado Springs Airport

Corridor 15 connects the City of Fountain to the Colorado Springs Airport, via Security-Widefield. This corridor begins on East Ohio Avenue intersection with South Santa Fe Avenue and then turns left onto Fountain Mesa Road. The corridor follows Fountain Mesa Road to Fountain Boulevard; from there it takes a path around Big Johnson Reservoir to Bradley Road. The corridor takes a right on Bradley Road to follow Crews Gulch Trail to the intersection of Milton E Proby Parkway and South Powers Boulevard. The corridor crosses here and then follows Milton E Proby Parkway to the airport.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a number of neighborhoods to the key employment center at Colorado Springs Airport; currently a nonmotorized corridor does not exist.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a residential area and an employment center, the Colorado Springs Airport.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ South Powers Boulevard ■ Milton E Proby Parkway ■ Bradley Road ■ Grinnell Street ■ Fountain Mesa Road
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the City of Fountain, Security-Widefield, and Colorado Springs Airport. The corridor will connect to the Crews Gulch Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Crews Gulch Trail
Proposed trail network connections	The Windmill Gulch Trail, also some of the corridor also runs along bike priority areas based on the PPACG Nonmotorized Transportation plan (2007).

3.2.16 Corridor 16: City of Fountain to Fort Carson

Corridor 16 connects the City of Fountain to Fort Carson. This corridor takes South Santa Fe Avenue to Crest Drive. Crest Drive then connects to an underpass of I-25 (Bandle Drive). The corridor goes under I-25 and joins Charter Oak Ranch Road. Charter Oak Ranch Road is followed to Magrath Avenue and the entrance of Fort Carson at Gate 20.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects the City of Fountain to the key employment center of Fort Carson. Currently a nonmotorized corridor does not exist.
Attract the heaviest use by cyclist and pedestrians	The corridor includes the City of Fountain and a large regional employment center: Fort Carson.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ South Santa Fe Avenue █ I-25
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of the City of Fountain to Fort Carson, connecting two key origins and destinations. The corridor will connect to the Pikes Peak Greenway.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Pikes Peak Greenway.
Proposed trail network connections	Connects to the proposed Fort Carson Trail and the Chamberlain Trail. The corridor also connects to a bike priority area based on the PPACG Nonmotorized Transportation Plan (2007).

3.2.17 Corridor 17: University of Colorado – Colorado Springs to the Pikes Peak Greenway

Corridor 17 connects the University of Colorado – Colorado Springs to the Pikes Peak Greenway via a significant number of neighborhoods. The corridor runs from the intersection of North Hancock Street and Pirate Heights, onto Nichols Boulevard, then Arcadia Street onto the Templeton Gap Road. The corridor continues south along North Prospect Street and joins North Institute Street. North Institute Street is then followed until Santa Fe Street, which will then connect to the Pikes Peak Greenway via South Royer Street.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 17 connects the north end of the City of Colorado Springs to the south.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a densely populated area with a mix of residential, commercial, and employment areas.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Austin Bluffs Parkway
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Palmer Park, Cragmoor, Venetian Village, Old North End, Patty Jewett, Divine Redeemer, Knob Hill, Park Hill and Memorial Park. The corridor will connect to the Pikes Peak Greenway, Shooks Run Trail and Rock Island Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Pikes Peak Greenway, the Shooks Run Trail and the Rock Island Trail.
Proposed trail network connections	None.

3.2.18 Corridor 18: Manitou Springs to Downtown Colorado Springs via Old Colorado City

Corridor 18 connects the City of Manitou Springs to downtown Colorado Springs, via Old Colorado City.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 18 directly connects three major destinations: Manitou Springs, Old Colorado City, and downtown Colorado Springs. The corridor also travels through an area with historically high levels of cyclist and pedestrian accidents. The corridor includes the Midland Trail.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a densely populated area with a mix of residential, commercial, and employment areas. The corridor connects key destinations of Manitou Springs, Old Colorado City, and Downtown Colorado Springs.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ I-25 █ US Highway 24
Improve cyclist and pedestrian safety	High – Over 15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Manitou Springs, Old Colorado City, Westside, Pleasant Valley, Indian Heights, and Downtown Colorado Springs.
Existing on-road cycle infrastructure	Bike lanes along West Colorado Avenue, only on underpass of I-25.
Existing trail network connections	The Midland Trail.
Proposed trail network connections	Some of the corridor identified as a pedestrian priority project in the PPACG Nonmotorized Transportation Plan (2007).

3.2.19 Corridor 19: Pine Creek to the Pikes Peak Greenway

Corridor 19 connects Pine Creek (intersection of Thunderbird Lane and El Dorado Lane) to downtown Colorado Springs.

This on-road corridor uses Commerce Center Drive to cross over Woodmen Road to access Mark Dabling Boulevard to Steel Drive. The corridor follows Steel Drive until it connects with the Pikes Peak Greenway.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 19 connects a number of origins and destinations along the eastern side of I-25 and provides access to the Pikes Peak Greenway.
Attract the heaviest use by cyclist and pedestrians	The corridor includes many employment centers and residential areas.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Woodmen Road ■ I-25 ■ Garden of the Gods Road
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of the US Air Force Academy, Ute Valley Park, Oak Hills, Holland Park, Pinecliff, Rockrimmon, Pikeview Reservoir Industry area, Venetian Village, Old North End and Patty Jewett. The corridor will connect to the Pikes Peak Greenway, the Sinton Trail and the Rockrimmon Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Pikes Peak Greenway, the Sinton Trail and the Rockrimmon Trail.
Proposed trail network connections	None.

3.2.20 Corridor 20: Venetian Village to Pine Creek

Corridor 20 connects Pine Creek (intersection of Commerce Center Drive and Tudor Road) to Venetian Village (Nevada Avenue and Winters Drive).

Conditions	Description
Fill in nonmotorized network gaps	Corridor 20 directly connects a number of employment centers running parallel with I-25. The corridor connects residents living to the south of the US Air Force Academy to Venetian Village
Attract the heaviest use by cyclist and pedestrians	The corridor includes a densely populated area with a mix of residential and employment.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ Woodmen Road █ I-25 █ Nevada Avenue
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of the US Air Force Academy, Ute Valley Park, Oak Hills, Holland Park, Pinecliff, Rockrimmon, Pikeview Reservoir Industry area, and Venetian Village. The corridor will connect to the Pikes Peak Greenway.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Pikes Peak Greenway.
Proposed trail network connections	Some of the corridor identified as a pedestrian priority project in the PPACG Nonmotorized Transportation Plan (2007).

3.2.21 Corridor 21: Northgate to the Colorado Christian University (via Voyager Parkway)

Corridor 21 connects Northgate to the City of Colorado Springs Police Department (via Voyager Parkway).

The corridor begins at the intersection of North Gate Boulevard and Voyager Parkway, and then follows Voyager Parkway south to Colorado Christian University and the nearby the Colorado Springs Police Department’s Falcon Division facility.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 21 directly connects a number of neighborhood areas in the north to key employment centers further south where no nonmotorized corridors currently exist.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a residential area, a university and an area of future development, with areas of employment.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ North Gate Boulevard ■ Interquest Parkway ■ Old Ranch Road ■ Briargate Parkway ■ Research Parkway ■ North Academy Boulevard
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Gleneagle, Woodmoor, Northgate, Woodmen, Pine Creek, Briargate, and Anderosa.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.22 Corridor 22: Oak Valley Ranch Park to the Pikes Peak Greenway (via the North Douglas Creek drainage way)

Corridor 22 connects Oak Valley Ranch Park in the Ute Valley Park neighborhood to the Pikeview reservoir area and the Pikes Peak Greenway.

The corridor uses the North Douglas Creek waterway from Oak Valley Ranch Park to access the disused railroad underpass under I-25. The corridor then connects to the Pikes Peak Greenway.

Conditions	Description
Fill in nonmotorized network gaps	The corridor directly connects a number of neighborhoods to a large employment center along Garden of the Gods Road, and also provides a missing link to the Pikes Peak Greenway for these communities.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a densely populated area and an area of dense employment (around Garden of the Gods Road).
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ Centennial Boulevard █ Garden of the Gods Road █ I-25
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Ute Valley Park, Oak Hills, Holland Park, Pinecliff and Rockrimmon to the Pikeview Reservoir Industry area. The corridor links to the Pikes Peak Greenway.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Pikes Peak Greenway.
Proposed trail network connections	This is corridor follows a proposed alignment along the North Douglas Creek drainage way (name unknown).

3.2.23 Corridor 23: Peterson Air Force Base to Downtown Colorado Springs

Corridor 23 connects Peterson Air Force Base to downtown Colorado Springs. This corridor first takes the Sand Creek Trail to Airport Road. It then follows Airport Road to Prospect Lake. From Prospect Lake, the corridor travels west along East Costilla Street to Downtown Colorado Springs.

Conditions	Description
Fill in nonmotorized network gaps	The corridor directly connects Peterson Air Force Base to downtown Colorado Springs. Airport Road has space for bike lanes, and does have bike lanes for a portion of its length. Creating a full corridor along this road will improve connectivity.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a densely populated area with a mix of residential and employment areas. The corridor includes a number of key destinations.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ Airport Road █ South Powers Boulevard █ South Academy Boulevard
Improve cyclist and pedestrian safety	High – Over 15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Peterson Air Force Base, Eastborough, Gateway Park, Southborough, Park Hill, Memorial Park, and Downtown Colorado Springs. The corridor links to the Sand Creek Trail.
Existing on-road cycle infrastructure	Bike lanes exist along a portion of Airport Road.
Existing trail network connections	The Sand Creek Trail.
Proposed trail network connections	Airport Road is identified as both a pedestrian and bicycle priority project in the PPACG Nonmotorized Transportation Plan (2007).

3.2.24 Corridor 24: Pine Creek High School to Colorado Christian University

Corridor 24 connects Pine Creek High School to Colorado Christian University. The corridor begins at the Pine Creek High School and follows Old Ranch Road to Chapel Hills Drive. Chapel Hills Drive is followed to Jamboree Drive which then crosses Academy Boulevard to Goddard Street and then on to the Colorado Christian University.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 24 connects a neighborhood area to a large employment center where there is currently no nonmotorized corridor. The corridor breaks down a number of nonmotorized barriers.
Attract the heaviest use by cyclist and pedestrians	The corridor includes areas of new development, residential areas, and employment centers.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Old Ranch Road ■ North Powers Boulevard ■ Briargate Parkway ■ Research Parkway ■ Chapel Hills Drive ■ Jamboree Drive ■ North Academy Boulevard
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Black Forest, Woodmen, Pine Creek, Briargate, and Anderosa.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.25 Corridor 25: Pikes Peak Greenway to Colorado Springs Airport

Corridor 25 connects the Pikes Peak Greenway to Colorado Springs Airport, via a drainage way. The corridor begins at the Pikes Peak Greenway and connects to East Las Vegas Street. From there, it joins the drainage way and follows it until Sky View Community Park. It then uses informal trails to connect to South Powers Boulevard and Milton E Proby Parkway. The corridor crosses the intersection then continues to the Airport.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 25 directly connects the Pikes Peak Greenway to the Airport via an off-road corridor. It also connects a number of other employment centers and neighborhoods.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of residential and employment areas.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ Milton E Proby Parkway █ South Powers Boulevard █ Hancock Expressway █ South Academy Boulevard █ East Las Vegas Street
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the destination of Colorado Springs Airport, and the communities of Peterson Air Force Base, Eastborough, Gateway Park, Southborough, and mixed industry. The corridor connects to the Pikes Peak Greenway.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Pikes Peak Greenway.
Proposed trail network connections	None.

3.2.26 Corridor 26: Pikes Peak Greenway to Martinez Elementary School (via Templeton Gap Road)

Corridor 26 connects the Pikes Peak Greenway to Palmer Park (via Templeton Gap Road). The corridor begins at the Pikes Peak Greenway and uses South Royer Street to connect to South Institute Street. The corridor connects to Templeton Gap then ends at Austin Bluffs Parkway underpass to access Flintridge Drive. The corridor follows Flintridge Drive to Vickers Drive, where it ends at Martinez Elementary School.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 26 directly connects residential areas and provides a direct north-south connection in the dense urban area that is currently without a nonmotorized corridor.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of dense residential, employment areas, and numerous other activity centers.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ Austin Bluffs Parkway █ North Union Boulevard █ North Academy Boulevard
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Palmer Park, Venetian Village, Divine Redeemer, Knob Hill, Patty Jewett, Downtown Colorado Springs and Park Hill, Memorial Park.
Existing on-road cycle infrastructure	Both Vickers Lane and Flintridge Drive have bike lanes along a portion of their alignment.
Existing trail network connections	The Homestead Trail, the Templeton Gap Trail, the Shooks Run Trail and the Rock Island Trail.
Proposed trail network connections	None.

3.2.27 Corridor 27: Homestead Trail to the Sand Creek Trail

Corridor 27 connects the Homestead Trail to the Sand Creek Trail. The corridor follows Carefree Place and then uses a drainage way to access the intersection of Maizeland Road. The corridor continues south following the stream (Canal Path) alignment to the connection with the Sand Creek Trail.

Conditions	Description
Fill in nonmotorized network gaps	The corridor directly connects three trails and a neighborhood area with the employment center at the intersection of Academy Boulevard and Maizeland Road. The trail uses current drainage alignments to travel through dense areas of employment and residential.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of dense residential and employment areas.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Maizeland Road ■ East Platte Avenue
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Village Seven, Rustic Hills, Palmer Park, Eastborough, Gateway Park and Southborough. The Homestead Trail and the Sand Creek Trail are connected by this corridor.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Homestead Trail and the Sand Creek Trail.
Proposed trail network connections	None.

3.2.28 Corridor 28: Cottonwood Creek Trail to Security-Widefield via Chelton Road

Corridor 28 connects the Cottonwood Creek Trail to Security-Widefield via a mix of on- and off-road alignments. The corridor follows the Cottonwood Creek Trail east to Flintridge Drive. It continues south along Flintridge Drive. It then joins the Greencrest Trail, and turns onto North Chelton Road. The corridor then follows Chelton Road all the way to Spring Eagles Elementary School in Security-Widefield.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 28 connects the north and south ends of the region, providing a link through an area that has few continuous corridors. The corridor connects a large number of origins and destinations through a heavily developed area.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of dense residential and employment areas.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Dublin Boulevard ■ Vickers Drive ■ North Academy Boulevard ■ Austin Bluffs Parkway ■ Constitution Avenue ■ East Platte Avenue ■ Airport Road ■ East Fountain Boulevard ■ South Academy Boulevard
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Woodmen, Pine Creek, Briargate, Anderosa, Village Seven, Rustic Hills, Palmer Park, Divine Redeemer, Knob Hill, Spring Creek, Pikes Peak Park, Eastborough, Gateway Park and Southborough. The Cottonwood Trail, Greencrest Trail and the Rock Island Trail are connected by this corridor.
Existing on-road cycle infrastructure	Bike lanes run along a portion of Chelton Road.
Existing trail network connections	Cottonwood Trail, Greencrest Trail, and the Rock Island Trail.
Proposed trail network connections	None.

3.2.29 **Corridor 29: US Air Force Academy to Maizeland Road via Academy Boulevard**

Corridor 29 connects Stratmoor to South Gate via Academy Boulevard. The corridor follows Academy Boulevard from I-25 in the south to I-25 in the north. In the north the corridor connects to the US Air Force Academy, over I-25 on Academy Boulevard.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 29 breaks down numerous barriers to nonmotorized transportation, and provides a link within an urban area. The corridor connects a large number of employment and commercial centers, including the US Air Force Academy. The corridor also has high levels of pedestrian and cyclist accidents along the entire corridor.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a large proportion of employment. There are also areas of residential.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Academy Boulevard ■ Voyager Parkway ■ Jamboree Drive ■ Briargate Boulevard ■ Woodmen Road ■ Dublin Boulevard ■ Vickers Drive ■ North Union Boulevard ■ Austin Bluffs Parkway
Improve cyclist and pedestrian safety	High – Over 15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of the US Air Force Academy, Woodmen, Pine Creek, Briargate, Anderosa, Village Seven, Rustic Hills and Palmer Park. The Cottonwood Trail and the Greencrest Trail are connected by this corridor.
Existing on-road cycle infrastructure	None.
Existing trail network connections	Woodmen Road Trail, Greencrest Trail, Rock Island Trail, and the Sand Creek Trail.
Proposed trail network connections	Academy Boulevard is identified as a pedestrian priority project in the PPACG Nonmotorized Transportation Plan (2007).

3.2.30 Corridor 30: The Broadmoor Hotel to West Colorado Avenue via South 8th Street

Corridor 30 connects the Broadmoor Hotel to West Colorado Avenue. The corridor starts at the Broadmoor Hotel and travels east along Lake Avenue to 7th Street. The corridor continues north along 7th Street to West Cheyenne Road then onto South 8th Street. The corridor crosses US Highway 24 before connecting to West Colorado Avenue.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 30 breaks down barriers to nonmotorized transportation, and provides a link between Gold Camp, Broadmoor, and Cheyenne Mountain to Westside. Importantly this corridor provides a crossing of US Highway 24.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of dense residential and employment areas, including the larger employment centers of the Broadmoor Hotel and West Colorado Avenue.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> US Highway 24
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Gold Camp, Broadmoor, and Cheyenne Mountain to Westside.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Bear Creek trail and the Midland trail.
Proposed trail network connections	None.

3.2.31 Corridor 31: Westside (North 31st Street) to Cimarron Hills (Peterson Air Force Base)

Corridor 31 connects Peterson Air Force Base/Cimarron Hills with the Westside utilizing the existing roadway. The corridor begins at the North 31th Street intersection with West Bijou Street and follows Bijou Street east (and other smaller streets) to the nonmotorized dedicated overpass at I-25. From I-25 the corridor connects to the Pikes Peak Greenway and onto East Cache La Poudre Street to Galley Road. Galley Road is followed until Peterson Air Force Base.

Conditions	Description
Fill in nonmotorized network gaps	The corridor directly connects a large number of dense neighborhoods and employment centers. The corridor creates a much needed east-west regional connection that currently does not exist.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of dense residential and employment areas. The corridor includes other activity centers such as Colorado College.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ I-25 ■ East Platte Avenue ■ North Powers Boulevard ■ North Academy Boulevard
Improve cyclist and pedestrian safety	High – Over 15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Peterson Air Force Base, Cimarron Hills, Village Seven, Rustic Hills, Divine Redeemer, Knob Hill, Downtown Colorado Springs, Westside, Pleasant Valley, Old North End, and Indian Heights. Trail connects Shooks Run Trail and the Pikes Peak Greenway.
Existing on-road cycle infrastructure	Bike lanes on Cache La Poudre Street.
Existing trail network connections	Shooks Run Trail and the Pikes Peak Greenway.
Proposed trail network connections	None.

3.2.32 Corridor 32: Red Rock Canyon to Garden of the Gods

Corridor 32 connects the Red Rock Canyon to Ute Valley Park/Garden of the Gods. The corridor begins at South 31st Street and the eastern parking lot for Red Rock Canyon and runs north on South 31st Street across US Highway 24. It follows 31st Street to the Foothills Trail, which then connects to the Palmer-Mesa Trail and then to the employment centers on Garden of the Gods Road.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 32 directly connects communities from the south to north, including employment centers. The corridor also breaks down key barriers to nonmotorized transportation, including US Highway 24.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of dense residential and employment areas. The corridor also goes through areas of open space and the Garden of the Gods Park.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ US Highway 24 ■ Garden of the Gods Road
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Red Rock Canyon, Westside, Pleasant Valley, Indian Heights, Kissing Camels and Garden of the Gods, Oak Hills, Holland Park, Pinecliff and Rockrimmon. The corridor connects the Midland Trail, the Foothills Trail and the Palmer-Mesa Trail.
Existing on-road cycle infrastructure	Bike lanes exist on 31st Street.
Existing trail network connections	Midland Trail, the Foothills Trail and the Palmer-Mesa Trail.
Proposed trail network connections	None.

3.2.33 Corridor 33: Downtown Colorado Springs to Crews Gulch Trail via Security-Widefield

Corridor 33 connects downtown Colorado Springs to Crews Gulch Trail via Security-Widefield. The corridor begins at the intersection of the Crews Gulch Trail and the Pikes Peak Greenway and connects to Fontaine Boulevard. It follows Bradley to Hancock Expressway which then connects to East Las Vegas Street. The corridor then continues along East Las Vegas Street to access downtown Colorado Springs.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 33 connects residential areas and some employment centers.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of dense residential and employment areas. The corridor connects a number of communities to Downtown Colorado Springs.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Grinnell Street ■ Bradley Road ■ Hancock Expressway ■ South Circle Drive ■ South Union Boulevard ■ Martin Luther King Bypass ■ East Las Vegas Street
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities and areas of Fountain Creek, Security-Widefield, Eastborough, Gateway Park, Southborough, Spring Creek, Pikes Peak Park, Park Hill, Memorial Park, and Downtown Colorado Springs.
Existing on-road cycle infrastructure	None.
Existing trail network connections	Crews Gulch Trail and the Pikes Peak Greenway.
Proposed trail network connections	East Las Vegas Street is identified as a bicycle priority project in the PPACG Nonmotorized Transportation Plan (2007).

3.2.34 Corridor 34: Widefield to Woodmen Road via the Sand Creek Trail Alignment

The corridor connects Widefield to Woodmen Road along the Sand Creek alignment. The corridor starts at Pikes Peak Greenway, and connects to the start of the Sand Creek Trail via a new link. It then follows the proposed trail of Sand Creek to Woodmen Road.

Conditions	Description
Fill in nonmotorized network gaps	The corridor creates a long off-road link across the region completing the Sand Creek Trail.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of different land uses, including parks, residential, and employment. The corridor also goes through areas of future development.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ East Woodmen Road █ Dublin Boulevard █ Constitution Avenue █ North Powers Boulevard █ East Platte Avenue █ Airport Road █ East Fountain Boulevard █ South Academy Boulevard
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Eastborough, Gateway Park, Southborough, Spring Creek, Pikes Peak Park, Village Seven, Rustic Hills, Cimarron Hills, Columbine Estates, Norwood and Vista Grande. The corridor connects to the Pikes Peak Greenway.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Pikes Peak Greenway.
Proposed trail network connections	The Sand Creek waterway alignment is identified as a proposed trail.

3.2.35 Corridor 35: Woodland Park to Manitou Springs

Corridor 35 connects Woodland Park to Manitou Springs, through the communities of Crystola, Green Mountain Falls, Chipita Park and Cascade. The corridor uses both developed trails and quiet roads to access the southern portion of Cascade. A new trail will then need to be developed to connect this portion of the corridor with Manitou Springs. El Paso County has been looking into the options available for this portion of the corridor.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 35 directly connects a number of communities otherwise inaccessible by nonmotorized transportation. This would be an important trail to ensure the network connectivity for the entire region.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of different land uses, including parks, residential and employment. The corridor connects a number of communities, including key destinations of Woodland Park and Manitou Springs.
Remove major barriers to nonmotorized transportation	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: red; margin-right: 5px;"></div> US Highway 24 </div>
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Manitou Springs, Cascade, Chipita Park, Green Mountain Falls and Woodland Park. The corridor connects to Centennial Trail and the Ute Pass Trail.
Existing on-road cycle infrastructure	There is on-road infrastructure in Green Mountain Falls.
Existing trail network connections	The Centennial Trail, the Ute Pass Trail and the American Discovery Trail.
Proposed trail network connections	The Ute Pass is identified as a bicycle priority project in the PPACG Nonmotorized Transportation Plan (2007).

3.2.36 Corridor 36: Eastern Communities Connect (parallel to North Powers Boulevard)

The corridor begins at the intersection of Grand Lawn Circle and Briargate Parkway, and continues to connect to Tutt Boulevard. The corridor follows Tutt Boulevard to Airport Road via both Valley Street and Waynoka Road. It then crosses to Aviation Way and continues south to the intersection of South Powers Boulevard and Hancock Expressway.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 36 directly connects a large number of communities and employment centers in this area of new development. Currently no nonmotorized corridors exist in this corridor. This corridor serves the eastern side of Powers Boulevard, a primary north-south connection.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of different land uses, including parks, residential, and employment.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ East Woodmen Road █ Dublin Boulevard █ Constitution Avenue █ East Platte Avenue █ Airport Road █ East Fountain Boulevard █ South Powers Boulevard █ North Powers Boulevard
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Black Forest, Cimarron Hills, Columbine Estates, Norwood, Vista Grande, Colorado Springs Airport, Peterson Air Force Base, Eastborough, Gateway Park and Southborough.
Existing on-road cycle infrastructure	Tutt Boulevard does have bike lanes along a portion of the road.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.37 Corridor 37: Woodmoor to Palmer Lake via Monument

Corridor 37 connects Woodmoor to Palmer Lake via Monument on a mix of on- and off-road alignments. The corridor begins at the intersection of State Highway 105 and State Highway 83. It then runs west along State Highway 105 to Monument. The corridor then connects to the New Santa Fe Regional Trail and follows it to Palmer Lake.

Conditions	Description
Fill in nonmotorized network gaps	The corridor overcomes the existing physical barrier of the I-25 grade-separated freeway and provides a key link from east to west in the north part of the region. The corridor also connects Woodmoor, Monument, and Palmer Lake communities (also known as the Tri-Lakes Region). Currently no nonmotorized corridor connects across this corridor.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of different land uses, open space, residential and urban centers, including Monument and Palmer Lake.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ State Highway 105 ■ I-25
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Black Forest, Gleneagle, Woodmoor, Northgate, Monument, and Palmer Lake. The corridor links to the New Santa Fe Regional Trail, which provides direct non-motorized access through the US Air Force Academy.
Existing on-road cycle infrastructure	Bike lanes exist on State Highway 105 going into Monument.
Existing trail network connections	The New Santa Fe Regional Trail.
Proposed trail network connections	Follows a portion of the proposed Cherry Creek Regional Trail.

3.2.38 Corridor 38: Woodmoor to Northgate (parallel with I-25)

Corridor 38 connects Woodmoor to Northgate via an on-road corridor. The corridor starts at the intersection of East Palmer Divide Avenue and Monument Hill Road. It follows Monument Hill Road to Frontage Road, which links to Jackson Creek Parkway and then to Struthers Road. The corridor ends at the intersection of Struthers Road and North Gate Boulevard.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 38 connects areas on the east side of I-25 that currently do not have a north to south nonmotorized corridor. It connects residential neighborhoods and employment centers. There is currently no corridor along the east side of I-25.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of different land uses, open space, residential and urban centers.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ State Highway 105 ■ Jackson Creek Parkway
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Gleneagle, Woodmoor and Northgate.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.39 Corridor 39: Downtown Colorado Springs to the Sand Creek Trail

Corridor 39 connects Downtown Colorado Springs to the Sand Creek Trail. The corridor begins at the intersection of East Bijou Street and North Cascade Avenue. It follows East Bijou east to East Pikes Peak Avenue where it connects to the Sand Creek trail. A bridge may be necessary to connect to the east side of the Sand Creek.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 39 connects high density urban areas from east to west. Currently no corridor exists from east to west in this corridor.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of different land uses, open space, residential, and urban centers.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> North Academy Boulevard
Improve cyclist and pedestrian safety	High – Over 15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Eastborough, Gateway Park, Southborough, Park Hill, Memorial Park, and Downtown Colorado Springs. The corridor connects to the Pikes Peak Greenway and the Shooks Run Trail.
Existing on-road cycle infrastructure	Bijou Street has bike lanes running along some of its length.
Existing trail network connections	The Pikes Peak Greenway and the Shooks Run Trail.
Proposed trail network connections	Bijou Street is identified as a bicycle priority project in the PPACG Nonmotorized Transportation Plan (2007).

3.2.40 Corridor 40: New Developments by North Powers Boulevard to Templeton Gap Trail

Corridor 40 connects an area of development to the Templeton Gap Trail. The corridor begins at the intersection of Grand Lawn Circle and Briargate Parkway. The corridor travels along Briargate Parkway to Austin Bluffs Parkway; it then travels south to access Rangewood Drive. Rangewood Drive is followed until Vickers Drive. The corridor travels along Vickers Drive to Flintridge Drive which then connects to the Templeton Gap Trail.

Conditions	Description
Fill in nonmotorized network gaps	Corridor 40 connects an area of neighborhoods to the larger nonmotorized network where they do not currently connect.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of different land uses, open space, residential and suburban areas. The corridor also connects to an area of new development.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ North Powers Boulevard █ Briargate Boulevard █ Rangewood Drive █ Vickers Drive █ North Academy Boulevard
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Eastborough, Gateway Park, Southborough, Park Hill, Memorial Park, Downtown Colorado Springs, Westside, Pleasant Valley, and Indian Heights. The corridor connects to The Templeton Gap Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	Templeton Gap Trail.
Proposed trail network connections	None.

3.2.41 Corridor 41: Fort Carson to Downtown Colorado Springs

Corridor 41 connects Fort Carson with Downtown Colorado Springs directly to the north. The corridor begins at State Highway 115 and South Academy Boulevard and runs north to the intersection of North Nevada Avenue and East Bijou Street.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects an area of residential and commercial to a major employer, Fort Carson.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of different land uses, open space, residential, and commercial areas. The corridor links to Fort Carson.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ South Academy Boulevard ■ State Highway 115 ■ I-25 ■ Lake Avenue
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect Fort Carson to Stratmoor Hills.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.42 Corridor 43: Gold Camp Reservoir to Shooks Run Trail

Corridor 43 connects Gold Camp Reservoir to the Shooks Run Trail. From North Cheyenne Canyon Road then Cheyenne Boulevard the corridor uses current drainage alignment to connect under I-25.

Conditions	Description
Fill in nonmotorized network gaps	The corridor provides an off-road corridor under I-25 at a congested area. This area also experiences a high number of bicycle and pedestrian accidents.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a mix of different land uses including open space, residential, and urban areas. The corridor links to the south of Downtown Colorado Springs.
Remove major barriers to nonmotorized transportation	I-25
Improve cyclist and pedestrian safety	High – Over 15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Gold Camp, Broadmoor, Seven Falls, Cheyenne Mountain, Park Hill, Memorial Park, and Downtown Colorado Springs.
Existing on-road cycle infrastructure	Cheyenne Boulevard has some on-road infrastructure.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.44 Corridor 44: Front Range Trail – County Line to County Line

The Front Range Trail is a statewide north to south trail paralleling I-25 through El Paso County. It includes sections in: the Town of Palmer Lake, the Town of Monument, the City of Colorado Springs, the City of Fountain, and Unincorporated El Paso County.

Conditions	Description
Fill in nonmotorized network gaps	The corridor links the entire county, north to south, and existing portions serve as the nonmotorized spine within the region. When fully complete the corridor will connect at least five jurisdictions and provide interregional and intraregional connections.
Attract the heaviest use by cyclist and pedestrians	The corridor includes the Town of Palmer Lake, the Town of Monument, the City of Colorado Springs, the City of Fountain, and El Paso County. The corridor provides key connections throughout the region.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ I-25 ■ Street crossings ■ Connections between Front Range Trail and adjacent on-street bicycle and pedestrian facilities
Provide a regional link	The corridor will connect the communities of Palmer Lake, Monument, Colorado Springs, Fountain, and El Paso County. Also provides connection to interregional trails to the north and south.
Existing trail network connections	Connects to: Crews Gulch Trail, Bear Creek Trail, Midland Trail, Mesa Springs Trail, Sinton Trail, Templeton Gap Trail, Cottonwood Creek Trail, La Floret Trail.
Proposed trail network connections	The trail runs close to, but is not immediately connected to: Sand Creek Trail, Shooks Run Trail, Rock Island Trail Rockrimmon Trail

3.2.45 Corridor 45: Flying W Ranch Road to the New Santa Fe Regional Trail via both South and East Rockrimmon Boulevard

Corridor 45 runs from the intersection of Vindicator Drive and Centennial Boulevard along Vindicator Drive to the east. The corridor then splits and uses both South and East Rockrimmon Boulevard to access the New Santa Fe Regional trail.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a neighborhood to the New Santa Fe Regional Trail, including two schools, a recreation center and an employment center.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a number of neighborhoods and an employment center south of South Rockrimmon Boulevard.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Centennial Boulevard ■ South Rockrimmon Boulevard ■ I-25
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Ute Valley Park, Oak Hills, Holland Park, Pinecliff, Rockrimmon, Woodmen, Pine Creek, and Anderosa. The corridor connects to The New Santa Fe Regional Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	Connects to the New Santa Fe Regional Trail.
Proposed trail network connections	None.

3.2.46 Corridor 46: Colorado Christian University to North Nevada Avenue

Corridor 46 connects Colorado Christian University to North Nevada Avenue. The corridor follows Goddard Street, then goes off-street and meets up with Vincent Drive, before travelling parallel to North Nevada Avenue.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a large employment center and breaks down a number of motorized network barriers. The corridor runs north to south on the east side of I-25, currently no corridors exist here.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a number of employment centers and links to the Pikes Peak Greenway.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ East Woodmen Road █ Dublin Boulevard █ North Nevada Avenue
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Woodmen, Pine Creek, Briargate, Anderosa, Palmer Park and Pikeview Reservoir Industry area. The corridor connects to The Pikes Peak Greenway.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The Pikes Peak Greenway.
Proposed trail network connections	None.

3.2.47 Corridor 47: Pikes Peak Greenway to Garden of the Gods Road via Mesa Road

Corridor 47 connects the Pikes Peak Greenway to Garden of the Gods Road. The corridor uses the current nonmotorized dedicated overpass at I-25 to access Spruce Street from the Pikes Peak Greenway. The corridor then connects to Mesa Road to North 30th Street to Garden of the Gods Road.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects residential areas, and two employment centers (Colorado College and the business centers at Garden of the Gods road). The corridor crosses I-25 and connects to existing trails.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a number of neighborhoods with employment at Garden of the Gods Road and Colorado College.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ I-25 █ Fontmore Road █ Garden of the Gods Road
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Kissing Camels and Garden of the Gods, Westside, Pleasant Valley, Indian Heights and Downtown Colorado Springs. The corridor connects to the Palmer-Mesa Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	This corridor connects to the Palmer-Mesa Trail.
Proposed trail network connections	None.

3.2.48 Corridor 48: Red Rock Canyon to Garden of the Gods Visitor Center

Corridor 48 connects Red Rock Canyon to Garden of the Gods visitor center. The corridor uses Ridge Road to cross US Highway 24 to connect over this barrier. Ridge road then runs to Gateway Road must cross North 30th Street to access the visitor center.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects the communities on either side of US Highway 24, and provides nonmotorized access from the south of US Highway 24 to Garden of the Gods Park and Visitor Center.
Attract the heaviest use by cyclist and pedestrians	The corridor includes mostly open space with some residential areas.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> US Highway 24
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Pleasant Valley and Westside. This corridor connects to the trails in the Garden of the Gods Park, and the Midland Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	This corridor connects to the trails in the Garden of the Gods Park, and the Midland Trail.
Proposed trail network connections	None.

3.2.49 Corridor 50: Gold Camp Road to Old Colorado City

Corridor 50 connects Gold Camp Road to Old Colorado City. The corridor uses Gold Camp Road to connect the Cheyenne Mountain State Park to Old Colorado City, via South 26th Street. The corridor uses South 26th Street to cross US Highway 24.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects the communities on either side of US Highway 24. It also provides access to a recreational area, and a link to Old Colorado City. Currently no corridors exist.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a number of neighborhoods and an employment center, Old Colorado City.
Remove major barriers to nonmotorized transportation	 US Highway 24
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Gold Camp, Broadmoor, Seven Falls, Cheyenne Mountain, and Old Colorado City. This corridor connects to the Midland Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	This corridor connects to the Midland Trail.
Proposed trail network connections	None.

3.2.50 Corridor 51: Norad Road to Big Stratton Reservoir

Corridor 51 connects Norad Road to Big Stratton Reservoir. The corridor follows Broadmoor Bluffs Drive to Star Ranch Road and Broadmoor Valley Road to East Cheyenne Mountain Boulevard to access Big Stratton Reservoir.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a number of residential neighborhoods to a recreational area. Currently no corridors exist through this area.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a number of neighborhoods.
Remove major barriers to nonmotorized transportation	None
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Gold Camp, Broadmoor, Seven Falls and Cheyenne Mountain.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.51 Corridor 52: New Horizons School to the Broadmoor Hotel

Corridor 52 connects New Horizons to The Broadmoor Hotel. The corridor begins on Janitell Road and connects to Lake Avenue; it then follows Lake Avenue to the Broadmoor Hotel.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a number of commercial/employment centers and residential areas. It also breaks down key physical barriers in the area, such as Lake Avenue, and connects to a key employment center, the Broadmoor Hotel.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a number of destinations and links to a number of neighborhoods and residential areas.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ I-25 █ Lake Avenue █ Venetucci Boulevard █ State Highway 115
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Gold Camp, Broadmoor, Seven Falls, Cheyenne Mountain, Stratton Meadows, Stratmoor Hills, Spring Creek, and Pikes Peak Park.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.52 Corridor 53: Homestead Trail to new developments at Black Forest and Woodmen Road

Corridor 53 connects the Homestead Trail to new developments at Black Forest and at Woodmen Road. The corridor starts at the Homestead Trail just west of Oro Blanco Drive, and east of Kenyon Court, it ends at the intersection of Vollmer Road and Burgess Road. The trail starts on the Homestead Trail then runs north along trails, by Penrose Elementary School and Penrose Park. It continues north along trails to Carver Elementary School. It then crosses Barnes Road and Oro Blanco Drive, then runs parallel to Austin Bluffs Parkway to Templeton Gap Road. The corridor follows Templeton Gap Road, crossing East Woodmen Road and connecting to Vollmer Road. It then runs north along Vollmer to Burgess Road.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a large residential neighborhood to employment centers, schools, and areas where potential development may occur.
Attract the heaviest use by cyclist and pedestrians	The corridor includes several destinations and links several neighborhoods. This corridor also connects to an area of future development, currently open space.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Vollmer Road ■ Black Forest Road ■ Woodmen Road ■ Dublin Boulevard ■ North Powers Boulevard ■ Austin Bluffs Parkway
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Black Forest, Cimarron Hills, Village Seven and Rustic Hills. The corridor connects to the Homestead trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	Homestead trail.
Proposed trail network connections	None.

3.2.53 Corridor 54: Woodmen Road/Marksheffel Road to Voyager Parkway via Research Parkway

Corridor 54 connects Woodmen Road/Marksheffel Road to Voyager Parkway. The corridor begins at the intersection of Marksheffel Road and E Woodmen Road and takes an off-road path as it crosses Vollmer Road. The corridor continues off road, crossing Black Forest Road to connect to Research Parkway. The corridor follows Research Parkway under North Powers Boulevard west until Voyager Parkway where the corridor ends.

Conditions	Description
Fill in nonmotorized network gaps	The corridor breaks down several existing motorized barriers to nonmotorized movements where currently no corridor exists.
Attract the heaviest use by cyclist and pedestrians	The corridor includes open space, neighborhoods, and employment centers.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Vollmer Road ■ Black Forest Road ■ Woodmen Road ■ Research Parkway ■ North Powers Boulevard ■ Austin Bluffs Parkway ■ Rangewood Drive ■ North Union Boulevard ■ Lexington Drive ■ Chapel Hills Drive
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Black Forest, Woodmen, Pine Creek, Briargate, and Anderosa.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.54 Corridor 55: Wilson Road (Chilcotte Canal) to Fountain

Corridor 55 runs from Wilson Road to Fountain City Center. The corridor follows the current Chilcotte Canal alignment. The corridor then uses Jimmy Camp Road and East Ohio Avenue to access the center of Fountain.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a residential neighborhood to an urban center; also, this is an area that may have future development. Currently no nonmotorized corridors exist in this corridor.
Attract the heaviest use by cyclist and pedestrians	The corridor includes open space, neighborhoods, commercial, and employment centers.
Remove major barriers to nonmotorized transportation	None
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities within Fountain.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.55 Corridor 56: Rock Island Trail to University of Colorado - Colorado Springs

Corridor 56 runs from the Rock Island Trail to University of Colorado - Colorado Springs. The corridor runs from an intersection of the Rock Island and Shooks Run trails, over the rail road, and continues north. The corridor runs parallel to unused railroad right-of-way, north to the Templeton Gap Trail. The corridor then follows Cragmoor Road to a crossing point of Austin Bluffs Parkway to access University of Colorado - Colorado Springs.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a number of trails to a major destination: University of Colorado - Colorado Springs. It also connects additional destinations and a residential area.
Attract the heaviest use by cyclist and pedestrians	The corridor includes dense neighborhoods and employment along North Nevada Avenue.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Austin Bluffs Parkway ■ North Nevada Avenue
Improve cyclist and pedestrian safety	High – Over 15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Palmer Park, Cragmoor and Venetian Village. The corridor connects to the Rock Island trail, the Shooks Run trail and the Templeton Gap trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	Rock Island Trail, Shooks Run Trail, and the Templeton Gap Trail.
Proposed trail network connections	None.

3.2.56 Corridor 57: Security-Widefield to Schriever Air Force Base (via new developments)

Corridor 57 runs from Security-Widefield to Schriever Air Force Base (via new developments). The corridor starts on Irwin Road, running west to South Curtis Road then turns west on Bradley Road. It then travels south via open space to connect to new developments along Fontaine Boulevard. The corridor then follows Fontaine Boulevard to US Highway 87/85.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects two key employment centers (Schriever Air Force Base and Fountain) to a large residential population, and areas designated for future developments.
Attract the heaviest use by cyclist and pedestrians	The corridor includes mostly open space, but there are also links to new developments and the key regional employer: Schriever Air Force Base.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ South Curtis Road ■ South Marksheffel Road ■ South Powers Boulevard ■ Fountain Mesa Road ■ Fontaine Boulevard ■ Grinnell Street
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Schriever Air Force Base, rural communities, Security-Widefield, and Fountain.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.57 Corridor 58: New developments (Thunderhead Drive, Fountain) to Security-Widefield

Corridor 58 runs from an area slated for development east of Fountain, starting at Thunderhead Drive and running west along Peaceful Valley Road before connecting to the off-road trail across South Marksheffel Road. The corridor then connects to Mesa Ridge Parkway, then across South Powers Boulevard to follow an informal trail to Widefield Community Park.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a large residential area, to areas expected to develop east of the City of Fountain.
Attract the heaviest use by cyclist and pedestrians	The corridor includes open space, residential, and future residential.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ South Marksheffel Road ■ South Powers Boulevard ■ Fountain Mesa Road
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect rural communities and areas of development to Security-Widefield and Fountain.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.58 **Corridor 59: Eastonville Road (Black Forest) to Lindbergh Road (via Hodgen Road)**

Corridor 59 runs from Eastonville Road to Lindbergh Road (via Hodgen Road). The corridor starts at the intersection of Eastonville Road and Hodgen Road and runs through to West Baptist Road, over I-25 to Lindbergh Road via Forest Lakes Drive.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a rural area of Black Forest to the Gleneagle neighborhood. It also provides a connection over I-25. The corridor breaks down a number of barriers to nonmotorized transport.
Attract the heaviest use by cyclist and pedestrians	The corridor includes open space, some residential and some employment centers. The area also contains new development.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ I-25 █ West Baptist Road █ Struthers Road █ State Highway 83 █ Black Forest Road █ Vollmer Road █ Meridian Road
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Black Forest, Gleneagle, Woodmoor, Northgate, and Monument.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.59 Corridor 60: Black Forest Road/Shoup Road to Walker Road/State Highway 83

Corridor 60 runs from Black Forest Road/Shoup Road to Walker Road/State Highway 83. The corridor starts at the intersection of Black Forest Road and Shoup Road; it then travels north along Black Forest Road before continuing west along Hodgen Road to connect with the Cherry Creek alignment.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects the center of Black Forest with the intersection of State Highways 105 and 83, providing regional connectivity.
Attract the heaviest use by cyclist and pedestrians	The corridor includes open space, some residential and some employment centers.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Black Forest Road ■ Swan Road ■ Hodgen Road ■ State Highway 83 ■ State Highway 105
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities within Black Forest.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	Runs close to the Hodgen Road proposed alignment.

3.2.60 Corridor 61: Pikes Peak Community College – Falcon to the Pikes Peak Greenway

Corridor 61 runs from Pikes Peak Community College – Falcon to Vincent Drive (Pikes Peak Greenway). The corridor begins at the Pikes Peak Community College (Falcon) and crosses US Highway 24, before traveling along Tamlin Road to the west to connect with Dublin Boulevard to Vincent Drive where it connects to the Pikes Peak Greenway.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects Falcon with the Colorado Springs urban area. It also connects an area of slated for new development.
Attract the heaviest use by cyclist and pedestrians	The corridor includes employment centers and links to residential areas.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ Marksheffel Road █ Dublin Boulevard █ North Powers Boulevard █ Austin Bluffs Parkway █ Rangewood Drive █ North Union Boulevard █ North Academy Boulevard
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Falcon, Cimarron Hills, Village Seven, Rustic Hills, Woodmen, Pine Creek, Briargate, Anderosa and Palmer Park. The corridor connects the Rock Island Trail, Shooks Run Trail, the Templeton Gap Trail and the Austin Bluffs Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	Rock Island Trail, Shooks Run Trail, the Templeton Gap Trail and the Austin Bluffs Trail.
Proposed trail network connections	None.

3.2.61 Corridor 62: Pikes Peak Community College – Falcon to Stapleton Drive

Corridor 62 runs from Pikes Peak Community College – Falcon to Vincent Drive. This corridor connects over US Highway 24 to the Rock Island Trailhead; it then travels to East Woodmen Road, then north to turn onto McLaughlin Road. The corridor then follows Eastonville Road to Londonderry Drive before traveling through to Stapleton Road.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a number of destinations to the Rock Island Trail; it also provides access over US Highway 24 to the Pikes Peak Community College. This trail connects a large portion of outlying Falcon to the town center.
Attract the heaviest use by cyclist and pedestrians	The corridor includes mostly residential areas and open space, the corridor links to a number of neighborhoods.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Woodmen Road ■ Stapleton Drive ■ Meridian Drive
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Falcon, Village Seven, Rustic Hills, Woodmen, and Pine Creek. The corridor connects to the Rock Island Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	Rock Island Trail.
Proposed trail network connections	Rock Island Trail completion proposal.

3.2.62 Corridor 63: Woodmen Road/Marksheffel Road to Fountain Mesa Road

Corridor 63 runs from Woodmen Road/Marksheffel Road to Fountain Mesa Road. The corridor follows Marksheffel Road for its entirety. The corridor ends at Fountain Mesa Road.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects destinations to the east of the main urban area. It runs through a large area slated for future development and connects employment centers.
Attract the heaviest use by cyclist and pedestrians	The corridor includes mostly open space, with some residential.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ Woodmen Road █ East Platte Avenue █ Marksheffel Road █ US Highway 24 █ State Highway 94 █ Bradley Road █ Link Road
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Cimarron Hills, Peterson Air Force Base, and Fountain. The corridor connects to the Rock Island trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	Rock Island Trail.
Proposed trail network connections	Marksheffel Road proposed corridor.

3.2.63 Corridor 64: Fountain to the County Line

Corridor 64 runs from the City of Fountain south to the El Paso County line. The corridor begins in the City of Fountain (intersection of East Ohio and North Santa Fe Avenue), it then crosses Fountain Creek and continues on South Santa Fe Avenue. The corridor then runs south parallel to Fountain Creek using quiet rural roads or trails.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects the end of the Pikes Peak Greenway/Fountain Creek Regional Trail to the border of El Paso County, facilitating inter-county connections.
Attract the heaviest use by cyclist and pedestrians	The corridor includes the City of Fountain and open space, including parks.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> North Santa Fe Avenue
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Fountain and rural areas; also, if continued into Pueblo could provide interregional connection to Pueblo.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	Fountain Creek Regional Trail proposed corridor.

3.2.64 Corridor 65: Schriever Air Force Base to Cimarron Hills via State Highway 94/Enoch Road

Corridor 65 runs from Schriever Air Force Base to Cimarron Hills via State Highway 94. The corridor begins on Falcon Parkway, before travelling north along Enoch Road to State Highway 94. It then follows State Highway 94 all the way to Cimarron Hills at Galley Road.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a major employment center (Schriever Air Force Base) to a key residential area (Cimarron Hills).
Attract the heaviest use by cyclist and pedestrians	The corridor includes mostly open space, employment centers, and some residential.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ State Highway 94 ■ Marksheffel Road ■ US Highway 24
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Schriever Air Force Base and Cimarron Hills.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	Sand Creek proposed trail.

3.2.65 Corridor 66: Schriever Air Force Base to Falcon via Curtis Road

Corridor 66 runs from Schriever Air Force Base to Falcon. The corridor begins at Irwin Road, before running north along Curtis Road to Judge Orr Road. It then turns left and ends in Falcon at Eastonville Road.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects Schriever Air Force Base to a key urban center (Falcon) using existing infrastructure.
Attract the heaviest use by cyclist and pedestrians	The corridor includes mostly open space, along with employment centers, and some residential uses. The corridor includes Meadow Lake Airport.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ South Curtis Road ■ State Highway 94 ■ US Highway 24
Improve cyclist and pedestrian safety	None – Zero accidents per mile within ¼ mile of the corridor
Provide a regional link	The corridor will connect the communities of Schriever Air Force Base and Falcon. The corridor connects to the Rock Island Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	Rock Island Trail.
Proposed trail network connections	None.

3.2.66 Corridor 67: Fort Carson to the County Line/Beaver Creek State Wildlife Area

Corridor 67 connects Fort Carson (intersection of State Highway 115 and South Academy Boulevard) to the County Line/Beaver Creek State Wildlife Area. The corridor follows State Highway 115.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects the western edge of Fort Carson, and a number of neighborhoods to the south, to the El Paso County Line to facilitate interregional connections to other Counties.
Attract the heaviest use by cyclist and pedestrians	The corridor includes mostly open space, however does connect some dense areas in Colorado Springs.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ State Highway 115 ■ Lake Avenue ■ South Academy Boulevard
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Fort Carson and Cheyenne Mountain.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.67 Corridor 68: State Highway 83/North Gate Boulevard to North Gate Boulevard/Stadium Boulevard

Corridor 68 follows North Gate Boulevard, from State Highway 83/North Gate Boulevard to North Gate Boulevard/Stadium Boulevard.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects neighborhoods from east to west, including connecting to the US Air Force Academy. Currently no nonmotorized corridors exist in this area. The corridor connects over I-25.
Attract the heaviest use by cyclist and pedestrians	The corridor includes a number of new neighborhoods, and links to the US Air Force Academy.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ North Gate Boulevard █ Voyager Parkway █ Struthers Road █ I-25
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Black Forest, Gleneagle, Woodmoor, Northgate and the US Air Force Academy. The corridor connects to the New Santa Fe Regional Trail.
Existing on-road cycle infrastructure	None.
Existing trail network connections	The New Santa Fe Regional Trail.
Proposed trail network connections	None.

3.2.68 Corridor 69: Falcon to Evans Road

Corridor 69 connects Falcon to Evans Road in the north area of El Paso County. The corridor follows Eastonville Road to Evans Road.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects an area of low density housing with Falcon.
Attract the heaviest use by cyclist and pedestrians	The corridor includes mostly open space; however the corridor does connect some dense areas close to Falcon.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> ■ Woodmen Road ■ Stapleton Drive
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Black Forest and Falcon.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.69 Corridor 70: North Powers Boulevard/State Highway 83 to the County Line

Corridor 70 connects the intersection of North Powers Boulevard and State Highway 83 to the El Paso County line, via State Highway 83.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects areas in the north portion of the County, and facilitates cross-county movements.
Attract the heaviest use by cyclist and pedestrians	The corridor includes mostly open space, with some residential areas.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ North Powers Boulevard █ State Highway 83 █ Shoup Road █ North Gate Boulevard █ Hogden Road █ Walker Road
Improve cyclist and pedestrian safety	Low – 1-7 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Black Forest, Gleneagle, Woodmoor, and Northgate.
Existing on-road cycle infrastructure	None.
Existing trail network connections	None.
Proposed trail network connections	None.

3.2.70 Corridor 71: Garden of the Gods Road

Corridor 71 connects the intersection of Garden of the Gods Road and North 30th Street to the intersection of Austin Bluffs Parkway and North Union Boulevard. The corridor follows Garden of the Gods Road and Austin Bluffs Parkway

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects to the east and west of the region, over I-25
Attract the heaviest use by cyclist and pedestrians	The corridor includes an area of heavy commercial activity and employment at Garden of the Gods Road, and also includes major destinations such as the University of Colorado, Colorado Springs
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> █ North 30th Street █ Garden of the Gods Road █ Austin Bluffs Parkway █ I-25 █ North Union Boulevard █ North Nevada Avenue
Improve cyclist and pedestrian safety	Medium – 8-15 accidents per mile within the corridor
Provide a regional link	The corridor will connect the communities of Ute Valley Park, Oak Hills, Holland Park, Pinecliff, Rockrimmon, Pikeview Reservoir Industry area, Cragmoor and Palmer Park
Existing on-road cycle infrastructure	None.
Existing trail network connections	Pikes Peak Greenway and Sinton Trail
Proposed trail network connections	None

4 Regional Nonmotorized Improvement Corridor Prioritization

This chapter describes the process and results of prioritizing the 68 regional improvement corridors. The improvement corridors were prioritized for a number of reasons:

- To help jurisdictions within the region identify the highest priority areas for nonmotorized transportation infrastructure.
- To provide an objective evaluation and supporting rationale (with quantitative evidence) for the prioritization of nonmotorized transportation infrastructure within the network.
- To select a manageable number of highest priority corridors, or a priority list, for more detailed analysis in this Plan, including specific route improvement recommendations and planning level cost estimation (described in Chapter 5).

4.1 Improvement corridor prioritization criteria

The project team, with input from stakeholder and technical groups, developed criteria to evaluate and rank each improvement corridor, with the goal of prioritizing the top improvement corridors for more detailed planning. Based on the project goals, the project team developed categories of criteria to structure the evaluation process. These categories of criteria included:

- **Mobility:** Criteria that assess how well corridors improve the movement of people in and around the region.
- **Network Connectivity:** Criteria that assess how well corridors improve the connectivity of the regional network.
- **Livability:** Criteria that assess how well corridors promote livability in the region.
- **Deliverability:** Criteria that assess the feasibility of corridor construction.

Within each category, specific criteria and related measures were developed, as detailed in Table 4.1 below.

Table 4.1: Improvement corridor prioritization criteria

Category	Criteria	Measure	Commentary
Mobility	Improves safety	Average number of pedestrian or cyclist accidents from 2001-2012 within the 1/4 mile corridor (average per mile).	Prioritize corridors where the largest number of historical cycling and pedestrian accidents occur.
Mobility	Minimizes steep grades	Percentage of elevation profile that exceeds a 6% grade	Prioritizes corridors that are more flat, as flatter routes will be more attractive to active transportation mode users.
Mobility	Improves connections for minority, low income, and aging communities	Percentage of population within the 1/4 mile corridor that are low income, minority and 65+. An average of these demographics will be used as the measure for scoring purposes.	Prioritize corridors in close proximity to low income, minority, and aging populations.
Mobility	Proximity to transit and Park & Ride facilities	Number of transit stops/park & ride facilities within the 1/4 mile corridor (average per mile)	Prioritize corridors in proximity to transit stops/stations and Park & Ride facilities.
Network Connectivity	Intraregional connections	Percentage of corridor that forms an East-West connection.	Prioritize corridors that create new regional east-west connections, since these are very limited in the region.
Network Connectivity	Connectivity to other nonmotorized infrastructure	Number of connections to existing/proposed trails and on-road nonmotorized infrastructure (average per mile)	Prioritize the creation of a well-connected nonmotorized network, with the new routes connecting to existing routes.

Category	Criteria	Measure	Commentary
Network Connectivity	Uses existing infrastructure/provides a missing link	Percentage utilization of existing infrastructure, either existing segments of trail or on-road nonmotorized infrastructure.	Prioritize corridors that use more of the current infrastructure, against building new infrastructure, and prioritize completing current trails that are unfinished, or contain gaps.
Livability	Connections between high density areas	Density of residential and employment population, and the number of major destinations within the 1/4 mile corridor (average per mile). An average of these density measures will be used as the measure for scoring purposes. Major Destinations: downtowns, schools/colleges, recreation centers, community parks.	Prioritize corridors that connect the densest areas of the region. This follows the rationale that most nonmotorized walking trips in the US are less than 1 mile, therefore having a density of mixed origins and destinations will encourage more use of active modes. When using active modes for transportation, trip lengths tend to be shorter than if for recreational use.
Livability	Addresses existing physical barriers	Number of level 3+ and 4 roads, railroad tracks, and major drainages that can be addressed.	Prioritize corridors that breakdown physical barriers to active modes.
Livability	Provides an alternative to congested roadways	Percentage of CMP corridors within or adjacent to the 1/4 mile corridor	Prioritize corridors that are within or run parallel to areas of the motorized network with high congestion. The aim is to both reduce congestion through improving active mode access, but also to provide links to the most heavily accessed parts of the region.
Deliverability	Synergy with planned nonmotorized routes	Percentage of corridor that follows proposed/priority routes identified in local plans	Prioritize corridors that follow current proposals and priorities as identified in past reports/plans.
Deliverability	Construction costs	Scoping cost of construction per mile. Any major land acquisition should be included within the scoping cost. Not to include basic pavement striping.	Prioritize corridors with lower construction costs.

4.2 Improvement corridor prioritization results

The project team analyzed each corridor based on the criteria and measures⁸ listed in Table 4.1. The result of the analysis was a normalized scoring and ranking of improvement corridors. This analysis resulted in a quantitative scoring of each corridor, which was subsequently modified to ensure a truly regional nonmotorized network.⁹ The result of this process was a list of the top priority improvement corridors. Table 4.2 lists the top corridors and associated scores and Figure 4.1 is a map of these prioritized corridors.

Table 4.2: Prioritized nonmotorized improvement corridors

Corridor Number	Corridor Name	Corridor Location	Corridor Score
41	Fort Carson to Downtown Colorado Springs	City of Colorado Springs	20.8
18	Manitou Springs to Downtown Colorado Springs via Old Colorado City	City of Colorado Springs	19.3
71	Garden of the Gods Road to North Union Boulevard	City of Colorado Springs	19.0
29	Air Force Academy to US Highway 85/87 via Academy Boulevard	City of Colorado Springs	20.4
23	Peterson Air Force Base to Downtown Colorado Springs	City of Colorado Springs	16.2
43	Intersection of Evans Avenue and Cheyenne Boulevard to the Pikes Peak Greenway	City of Colorado Springs	15.4
33	Downtown Colorado Springs to Crews Gulch Trail via Security-Widefield	El Paso County	12.9
12	Falcon to the Pikes Peak Greenway via the Rock Island trail	El Paso County and City of Colorado Springs	12.6
13	Falcon to the Pikes Peak Greenway via Woodmen Road	El Paso County	12.6
35	Woodland Park to Manitou Springs	City of Woodland Park	10.5
44	Front Range Trail	El Paso County and City of Colorado Springs	NA

⁸ The planning process provides an invaluable source of data for each of the corridors analyzed, which jurisdictions can put together a compelling case for nonmotorized improvements in their area.

⁹ It was determined that the top ten list based solely on quantitative scores did not lead to a fully regional top ten priority list, as all corridors fell within the City of Colorado Springs boundaries. To create a more balanced regional top ten prioritized improvement corridors, it was decided that the top two corridors that passed through El Paso County and the top corridor that passed through the City of Woodland Park would replace the bottom three scored corridors located solely within the City of Colorado Springs. The Front Range trail, as the spine of the entire nonmotorized system in the region was moved to priority status by recommendation of the project team.

Figure 4.1: Priority Improvement Corridors



5 Regional Routes

This chapter describes the nonmotorized routes developed for each priority improvement corridor. It includes a map of each Regional Route as well as a detailed description of route attributes and proposed infrastructure improvements and costs. It should be noted that costs associated with ROW (Right of way) are not included in this estimate, and as such could be substantially higher.

In terms of setting up a future planning process, additional regional routes can be identified. This can be achieved by selecting the 'next ten' prioritized corridors from the 68 improvement corridors. The 'next ten' may be selected using the same criteria that was used for the first set of prioritized corridors, or can be adjusted depending on the changing requirements of the Pikes Peak region.

The 'next ten' prioritized corridors would then go through a similar process of regional route development, individual project identification along each route and associated cost estimation. This is an iterative process, and once the second set of priority routes are completed, the next set of corridors can be prioritized.

It is important to make the distinction here between a route and a project. Any route may have multiple projects that make up the route and are likely to happen in an incremental process, rather than tackling the whole route in one go. Developing improvements in this way allows jurisdictions to feed from a larger number of funding sources and implement stretches of improvements that may be simpler and quicker than others.

5.1 Improvements across all Regional Routes

There are a number of improvements that should be considered as the Regional Routes are developed further. These improvements include:

5.1.1 Streetscape improvements

There are a number of ways to improve the attractiveness of a nonmotorized route for users. This includes improving the streetscape. Local complete street policy documents can be used to guide these improvements.

5.1.2 Vegetation and trees

Vegetation, including trees, should be used to improve the attractiveness and comfort of the nonmotorized Regional Routes. For more information regarding the benefits of trees, please see Appendix E.

5.1.3 Enhanced Crossings

Enhanced crossings include improving crossing points at major roadways for nonmotorized mode users. There are numerous methods to improve the nonmotorized user experience to crossing the motorized network. Improving safety at intersections is also a key consideration of the development of enhanced crossings. For the various types of enhanced crossing, please see Appendix E.

5.1.4 Lighting and visibility

Key to improving both the safety perception of using the Regional Routes will be through improved lighting throughout. Lighting also improves visibility and thus can have a positive effect on reducing the instances of nonmotorized crashes on the network.

5.2 Regional Route Network

Following the prioritization of nonmotorized improvement corridors, staff and project stakeholders (including the PPACG CAC (Community Advisory Committee), the PPACG TAC (Transportation Advisory Committee), the PPACG Board of Directors, and the City of Colorado Springs ATAC (Active Transportation Advisory Committee)¹⁰ conducted a more detailed analysis of each of the top prioritized improvement corridors. This process resulted in the development of specific routes or alignments within each of the 1/2-mile corridor boundaries, henceforth described as the 'Regional Routes,' and shown in Figure 5.1.

Routes deviated outside of the prioritized improvement corridor boundaries if it was necessary to:

- Connect to a major destination in close proximity to the corridor;
- Fill in a gap to connect to the wider nonmotorized network; or
- Create a shorter or more efficient route.

The following sections detail these improvements and planning level costs.

¹⁰ The City of Colorado Springs' ATAC also worked to develop a second set of City-specific priority corridors (the 'second' ten). These will be detailed in the City of Colorado Springs Bicycle Master Plan. The regional priority routes and City-specific corridors will inform the implementation of the City's nonmotorized infrastructure.

Figure 5.1: Regional Route Map



The project team analyzed the eleven Regional Routes and developed specific infrastructure improvements for each. These improvements and associated costs are derived from the PPACG Nonmotorized Design Guidelines (Appendix E) and detailed in the following sections of this Chapter. Note that Regional Routes are listed in numerical order.

5.4 Regional Route 12

Regional Route 12 runs from Falcon to the Pikes Peak Greenway, following the Rock Island Trail alignment. This route falls within the jurisdictions of El Paso County and the City of Colorado Springs. Figure 5.2 illustrates the route alignment.

Figure 5.2: Regional Route 12



5.4.1 Connections to other nonmotorized infrastructure

Route 12 connects to three existing nonmotorized infrastructure facilities:

- Shooks Run Trail;
- Rock Island Trail; and
- Pikes Peak Greenway.

5.4.2 Proposed improvements

This route will complete the Rock Island Trail and create a nonmotorized link between Falcon and the Pikes Peak Greenway, while linking neighborhoods within the City of Colorado Springs.

The improvements will primarily focus on completing the off-road, multiuse Rock Island Trail, and improved crossing points. Improvements could include, but are not limited to those listed in Table 5.1.

Table 5.1: Regional Route 12: Types of improvement and location(s)

Type of improvement	Location(s)	Total locations/miles
12' Multiuse trail	<ul style="list-style-type: none"> Falcon to the beginning of the Rock Island Trail; Segment between the Rock Island Trail between Constitution Avenue and the Sand Creek Trail; and End of the Rock Island Trail to the Pikes Peak Greenway. 	9.4 miles
Enhanced crossings ¹¹	<ul style="list-style-type: none"> US Highway 24 at Pikes Peak College (Falcon); Marksheffel Road and Rock Island Trail; Constitution Avenue and Rock Island Trail; Constitution Avenue and Peterson Road; Constitution Avenue and Piros Drive; Rock Island Trail and North Powers Boulevard; Rock Island Trail and North Murray Boulevard; Rock Island Trail and North Academy Boulevard; Rock Island Trail and North Chelton Road; Rock Island Trail and North Circle Drive; and Rock Island Trail and North Union Boulevard. 	11 intersections

5.4.3 Estimated costs

To complete the improvements along this route entirely, a number of items and materials will be required. An estimation of the materials required is set out in Table 5.2, and referenced in Figure 5.3, Figure 5.4, and Figure 5.5.

Table 5.2: Regional Route 12: Treatments and approximate costs

Reference	Treatment	Number/Miles	Approximate Cost
R12IMP1	Enhanced crossings	11 intersections	\$628,000-\$1,000,000
R12IMP6	12' Multiuse trail	9.4 miles	\$5,000,000- \$6,000,000
Total approximate material costs			\$5,628,000-\$7,000,000

Construction and/or demolition activities are included in these estimated costs. A number of roadways along this route will require some amount of demolition and realignment. Table 5.3 shows a list of demolition and construction locations along the route.

Table 5.3: Regional Route 12: Demolition/construction description

Location	Type
Rock Island Trail construction	Completion of Rock Island Trail
Crossings at multiple locations	Enhanced crossing construction

¹¹ For a description of the types of enhanced crossings and their applicability, please reference Appendix E

Figure 5.3: Regional Route 12: Improvements reference (1 of 3)



Figure 5.4: Regional Route 12: Improvements reference (2 of 3)

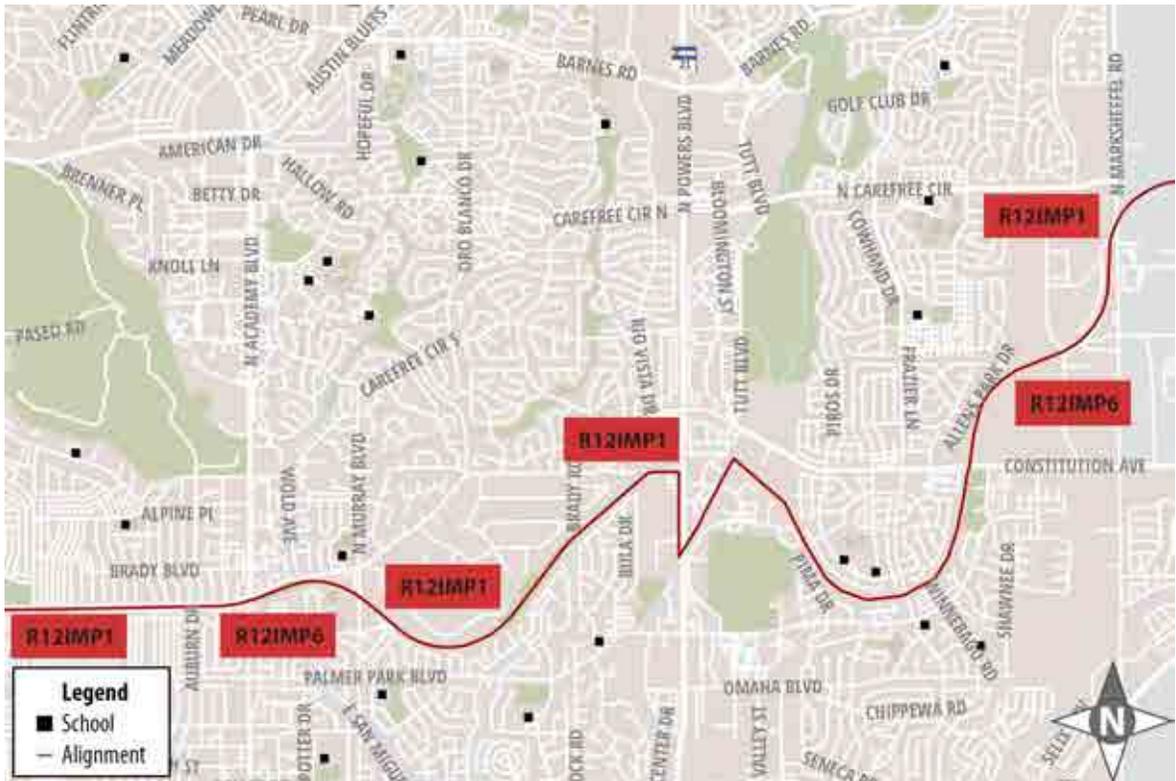
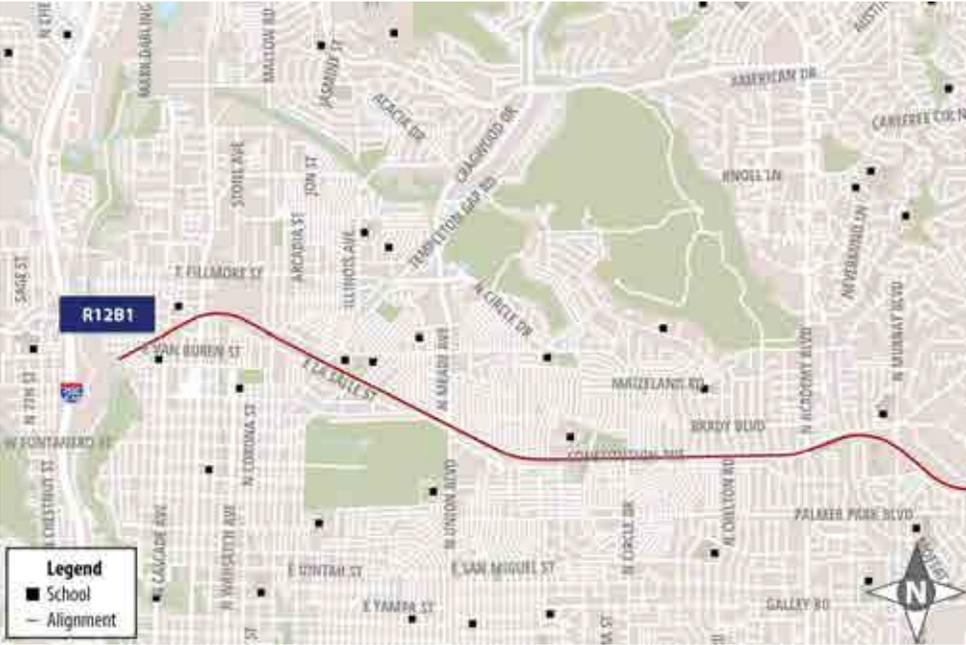


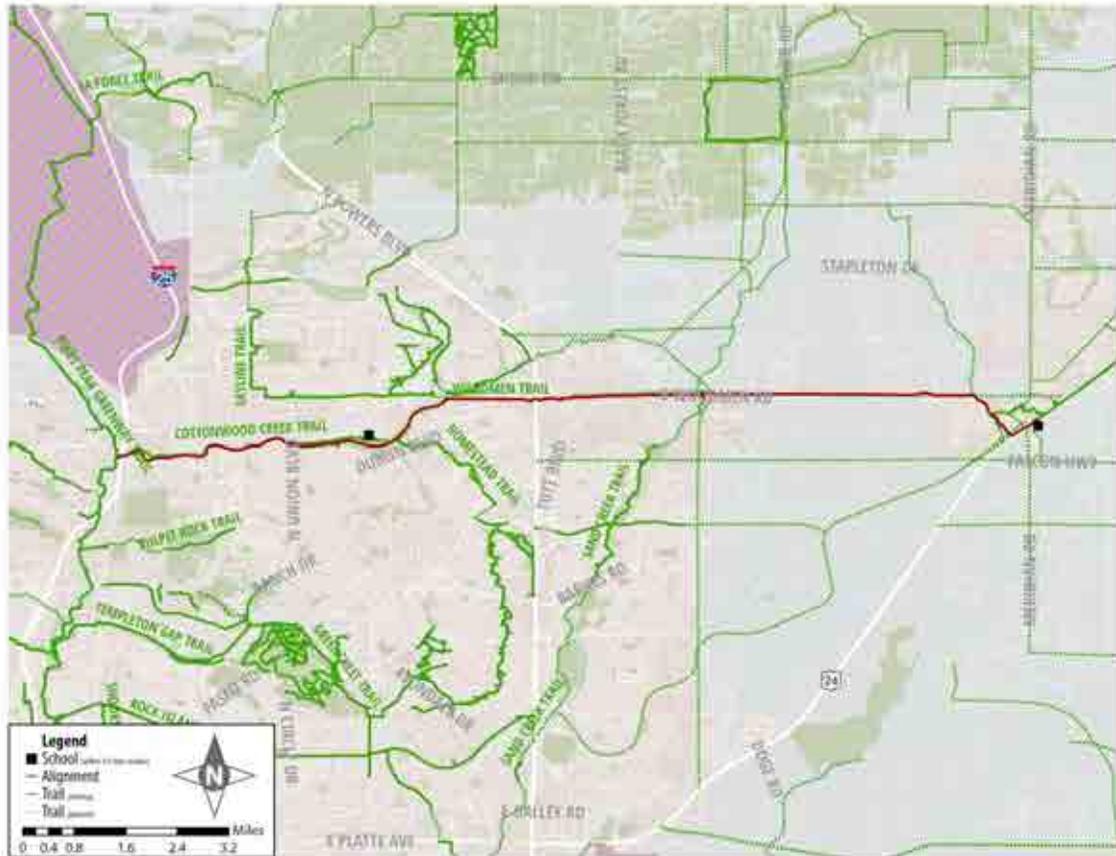
Figure 5.6: Regional Route 12: Barrier to development



5.5 Regional Route 13

Regional Route 13 runs from Falcon to the Pikes Peak Greenway, following Woodmen Road and the Cottonwood Trail. This route falls within the jurisdictions of El Paso County and the City of Colorado Springs. Figure 5.7 illustrates the route alignment.

Figure 5.7: Regional Route 13



5.5.1 Connections to other nonmotorized infrastructure

Route 13 connects to a number of other nonmotorized infrastructure facilities including:

- Cottonwood Trail;
- Rock Island Trail; and
- Pikes Peak Greenway.

5.5.2 Proposed improvements

This route will create a nonmotorized link between Falcon and the Pikes Peak Greenway by connecting via Woodmen Road and the Cottonwood Trail, while linking neighborhoods in the City of Colorado Springs.

The improvements will primarily be along Woodmen Road and the Cottonwood Trail, including improved crossing points. Improvements could include, but are not limited to those listed in Table 5.5.

Table 5.5: Regional Route 13: Types of improvement and location(s)

Type of improvement	Location(s)	Total Mileage/Location
12' Multiuse trail	<ul style="list-style-type: none"> Trail from the Rock Island trailhead in Falcon to the underpass at East Woodmen Road; North of Antelope Meadows; then from the underpass of East Woodmen Road and Adventure Way to the Cottonwood Trail intersection with Austin Bluffs Parkway; Completion of the Cottonwood Trail to the Pikes Peak Greenway. 	2.7 miles
Bike lanes	Along Woodmen Frontage Road.	3.5 miles
Sidewalk	Along Woodmen Frontage Road.	3.5 miles
Enhanced nonmotorized crossings ¹²	<ul style="list-style-type: none"> Intersections of US Highway 24 at Pikes Peak College (Falcon); New multiuse trail and Black Forest Road; new multiuse trail and Tutt Boulevard; New multiuse trail and North Powers Boulevard; Multiuse trail and Duryea Drive; Multiuse trail and Test Drive; Multiuse trail and Austin Bluffs Parkway; Cottonwood Trail and North Union Boulevard; Cottonwood Trail and North Academy Boulevard; Cottonwood Trail and Vincent Drive. 	10 intersections

5.5.3 Estimated costs

To complete the improvements along this route entirely, a number of items and materials will be required. An estimation of the materials required is set out in Table 5.6, and referenced in Figure 5.8, Figure 5.9 and Figure 5.10.

Table 5.6: Regional Route 13: Treatments and approximate costs

Reference	Treatment	Number/Miles	Approximate Cost
R13IMP1	Enhanced crossings	10 intersections	\$1,000,000-\$1,257,000
P13IMP2	Sidewalks	3.5 miles	\$1,000,000-\$1,300,000
P13IMP3	Bike lanes	3.5 miles	\$200,000-\$310,000
R13IMP6	12' Multiuse trail	2.7 miles	\$1,695,000-\$2,000,000
Total approximate material costs			\$3,895,000-\$4,867,000

A number of roadways along this route will require some amount of demolition and realignment. Table 5.7 shows a list of demolition and construction locations along the route. These costs are contained within those set out in Table 5.6.

¹² For a description of the types of enhanced crossings and their applicability, please reference Appendix E

Table 5.7: Regional Route 13: Demolition/construction description

Location	Type
Cottonwood Trail construction	Completion of Rock Island Trail
Crossings at multiple locations	Enhanced crossing construction
Sidewalk and bike lane construction along Woodmen Frontage Road	Construction

Figure 5.8: Regional Route 13: Improvements reference (1 of 3)



Figure 5.9: Regional Route 13: Improvements reference (2 of 3)

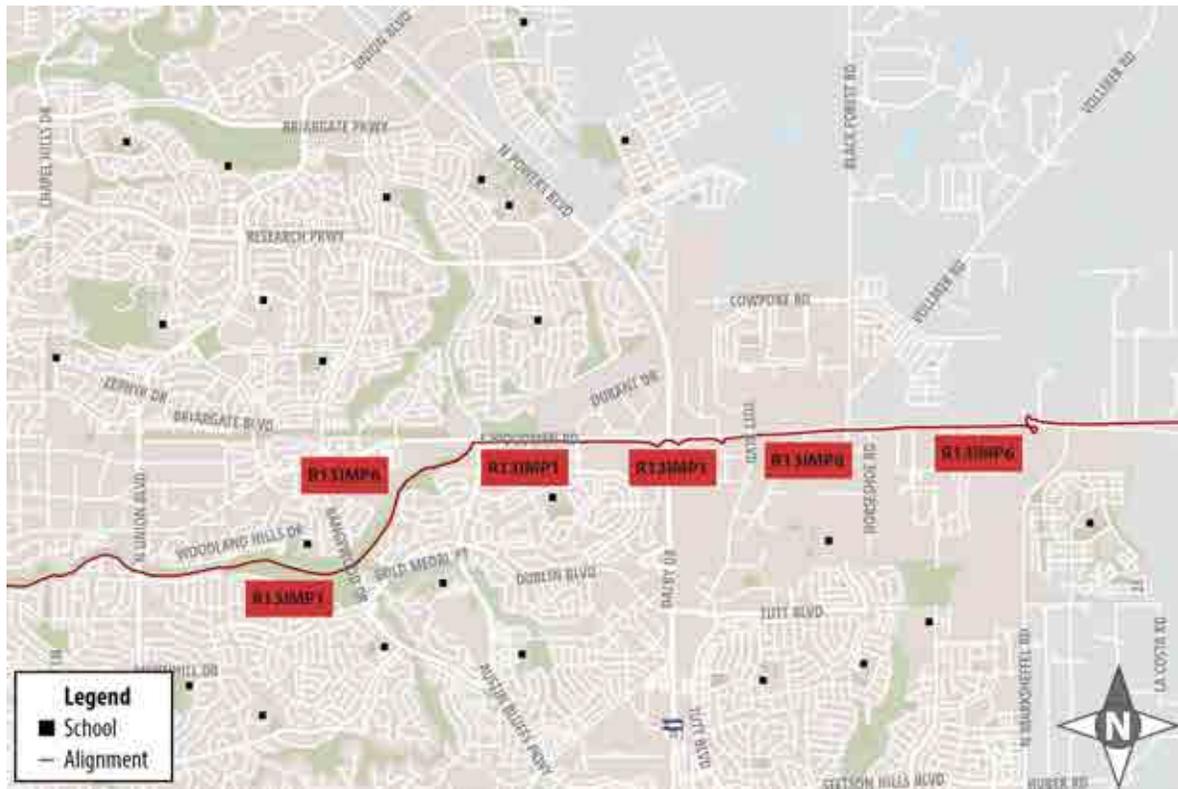
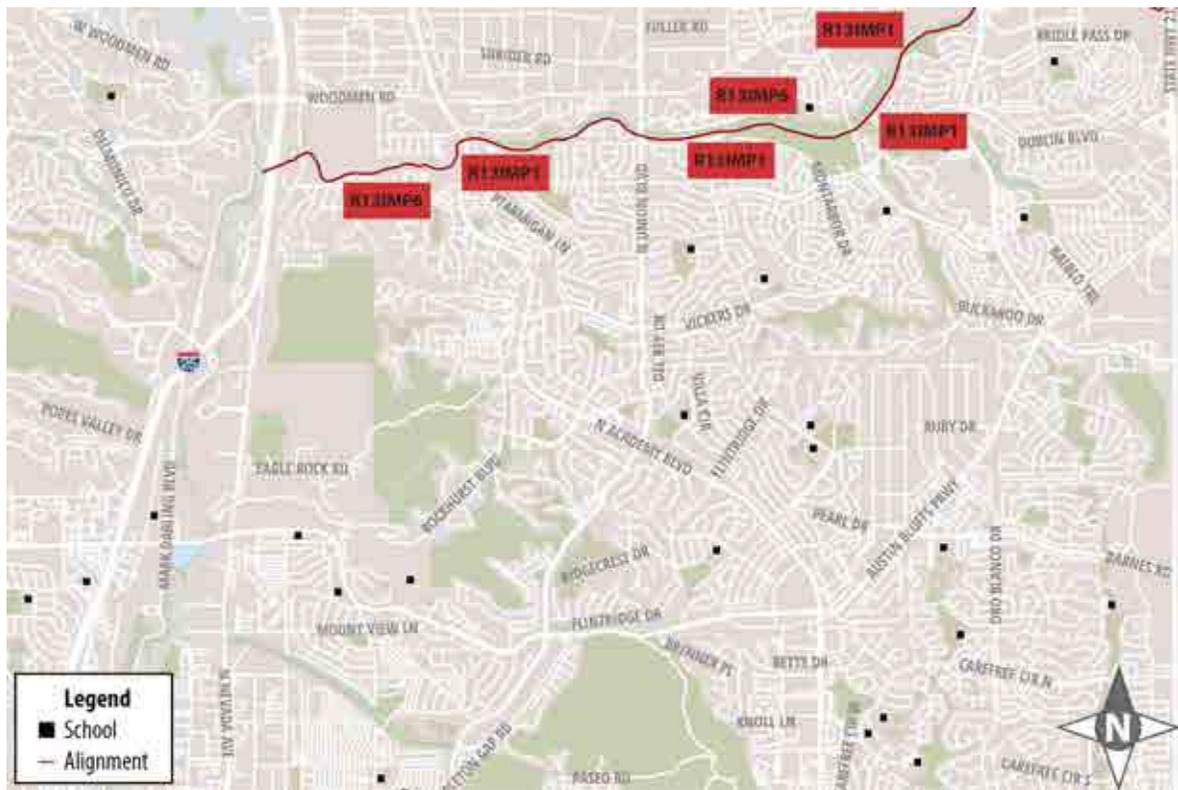


Figure 5.10: Regional Route 13: Improvements reference (3 of 3)



5.5.4 Additional costs

Specific barriers exist to developing this nonmotorized link. Table 5.8 lists the barriers along the route that require special attention. Figure 5.11 and 5.12 show the referenced barriers. Costs associated with these barriers are **not** taken to account in Table 5.6 and are considered additional costs.

Table 5.8: Regional Route 13: Barriers to route development

Reference	Location	Required remedial work
R13B1	Land ownership along unfinished sections of Cottonwood Trail	Land purchase agreement.
R13B2	Development of underpass of Academy Boulevard Road	Engineering/Drainage

Figure 5.11: Route 13: Barriers to development (1 of 2)

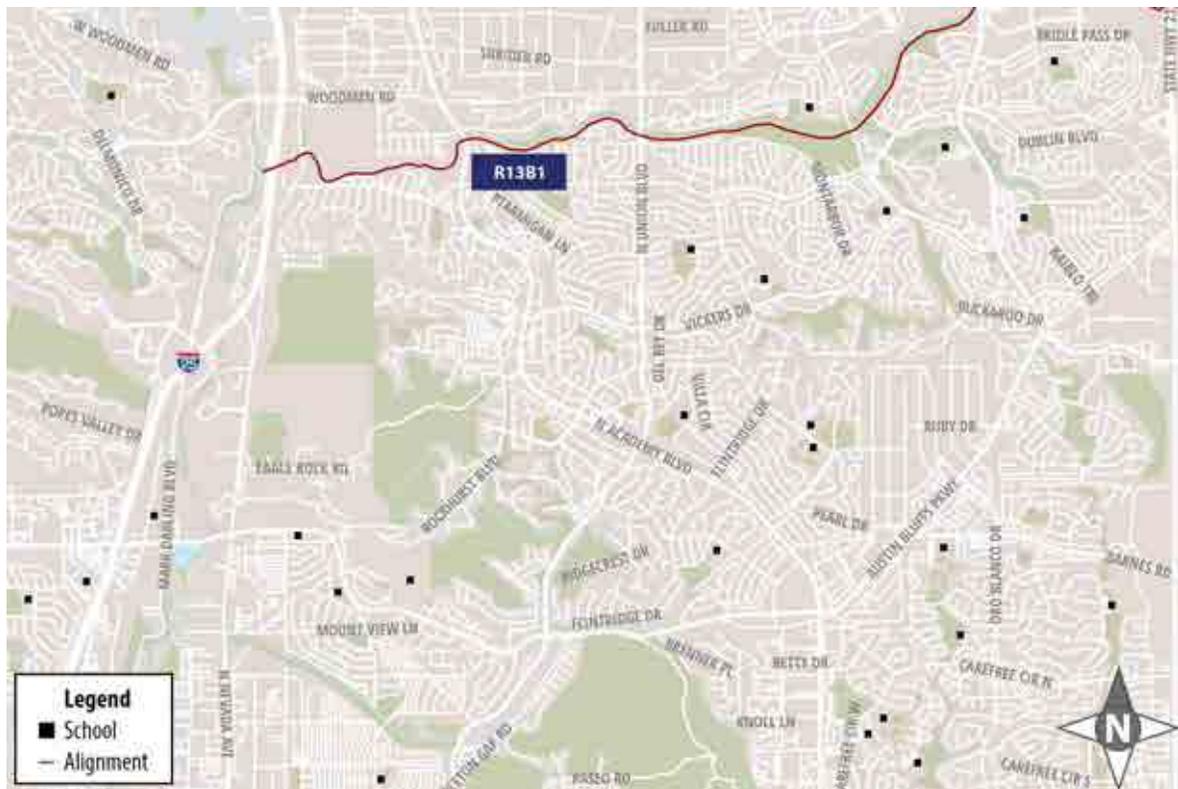
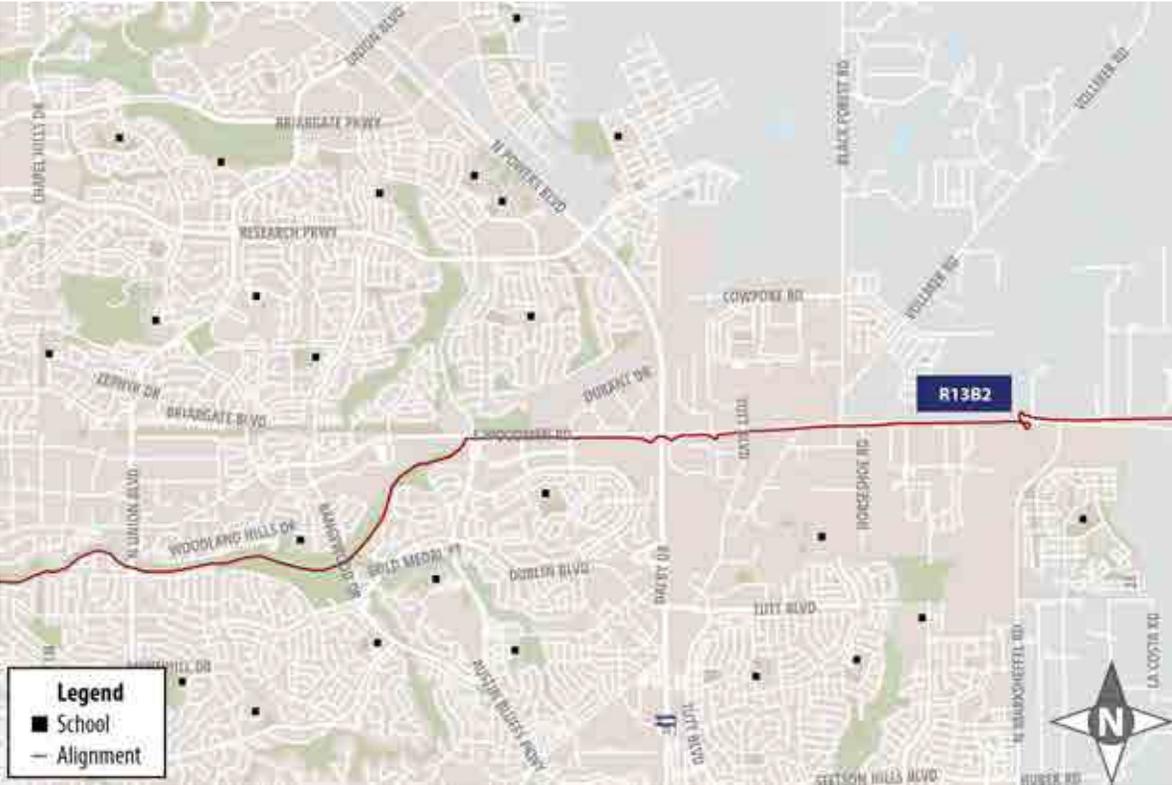


Figure 5.12: Route 13: Barriers to development (2 of 2)

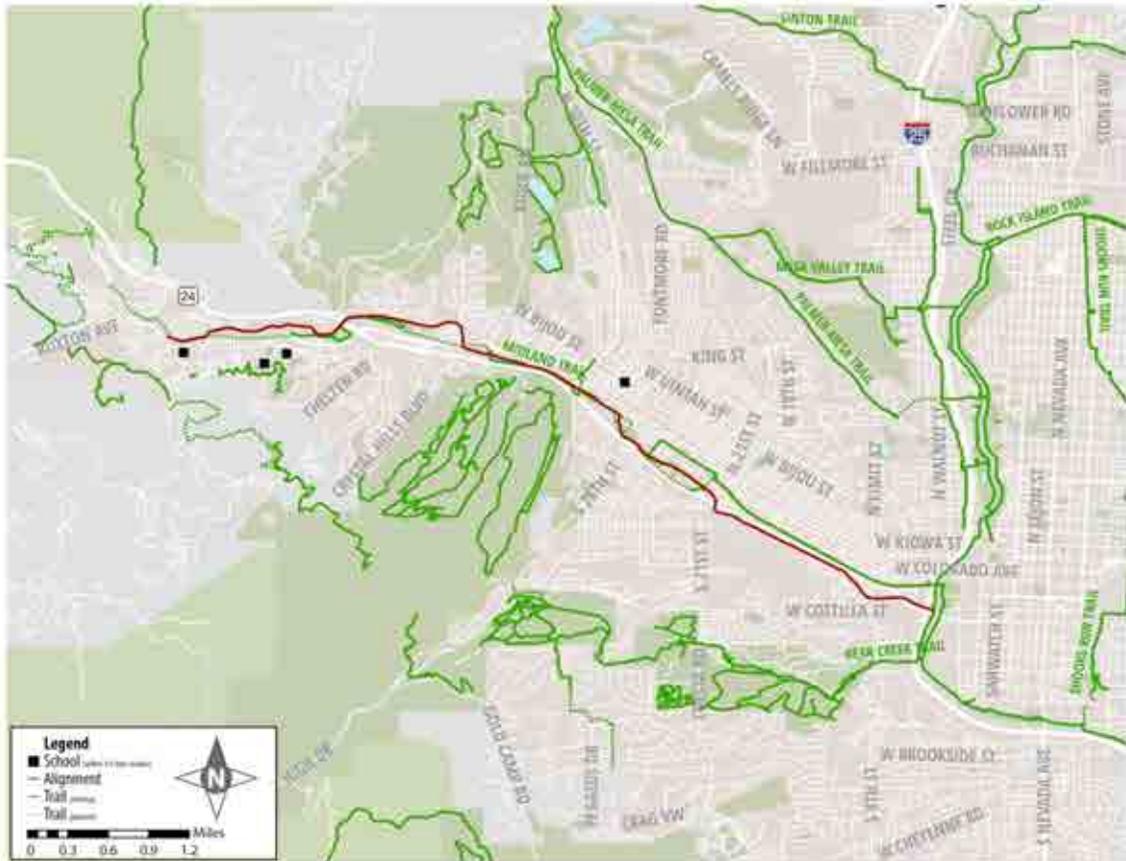


5.6 Regional Route 18

Regional Route 18 runs from downtown Colorado Springs (at the intersection of Pikes Peak Greenway and West Cimarron Street) to downtown Manitou Springs. The route uses the Fountain Creek alignment and the Creek Walk alignment and falls within the jurisdictions of the City of Colorado Springs, the City of Manitou Springs, and El Paso County.

Figure 5.13 illustrates the route alignment.

Figure 5.13: Regional Route 18



5.6.1 Connections to other nonmotorized infrastructure

Route 18 connects to two other nonmotorized infrastructure facilities:

- Pikes Peak Greenway; and
- The Midland Trail.

5.6.2 Proposed improvements

This route will create a quality nonmotorized link between the City of Manitou Springs, the Pikes Peak Greenway and downtown Colorado Springs. Improvements could include, but are not limited to those listed in Table 5.9.

Table 5.9: Regional Route 18: Types of improvement and location(s)

Type of improvement	Location(s)	Total locations/miles
12' Multiuse trail	<ul style="list-style-type: none"> • Connection between the intersection of West Cimarron Street and South Sierra Madre Street to the Pikes Peak Greenway; • From the Pikes Peak Greenway at the intersection of West Cimarron Street and US Interstate 25, following the creek, to the intersection of West Colorado Avenue and South Columbia Road. 	2.7 miles
Enhanced crossings	<ul style="list-style-type: none"> • Intersections of West Colorado Street and South Columbia Road; • Beckers Lane and El Paso Boulevard; • Manitou Avenue and El Paso Boulevard; • Midland Trail crossing under Colorado Avenue at the Columbia Street intersection; • 21st Street; • 8th Street; and • Crossing to the existing Midland Trail. 	7 locations

5.6.3 Estimated costs

To complete the improvements along this route entirely, a number of items and materials will be required. An estimation of the materials required is set out in Table 5.10, and referenced in Figure 5.14 and Figure 5.15.

Table 5.10: Regional Route 18: Treatments and approximate costs

Reference	Treatment	Number/Miles	Approximate Cost
R18IMP1	Enhanced crossings	7 intersections	\$1,400,000-\$2,000,000
R18IMP6	12' Multiuse trail	2.7 miles	\$481,000 - \$550,000
Total approximate material costs			\$1,881,000-\$2,550,000

Table 5.11 shows a list of demolition and construction locations along the route, along with an estimated cost.

Table 5.11: Regional Route 18: Demolition/construction description

Location	Type
Pikes Peak Greenway to West Cimarron Street	Construction of off road multiuse trail link including underpasses at each roadway, and connections to street level.

Figure 5.14: Regional Route 18: Improvements Reference (1 of 2)

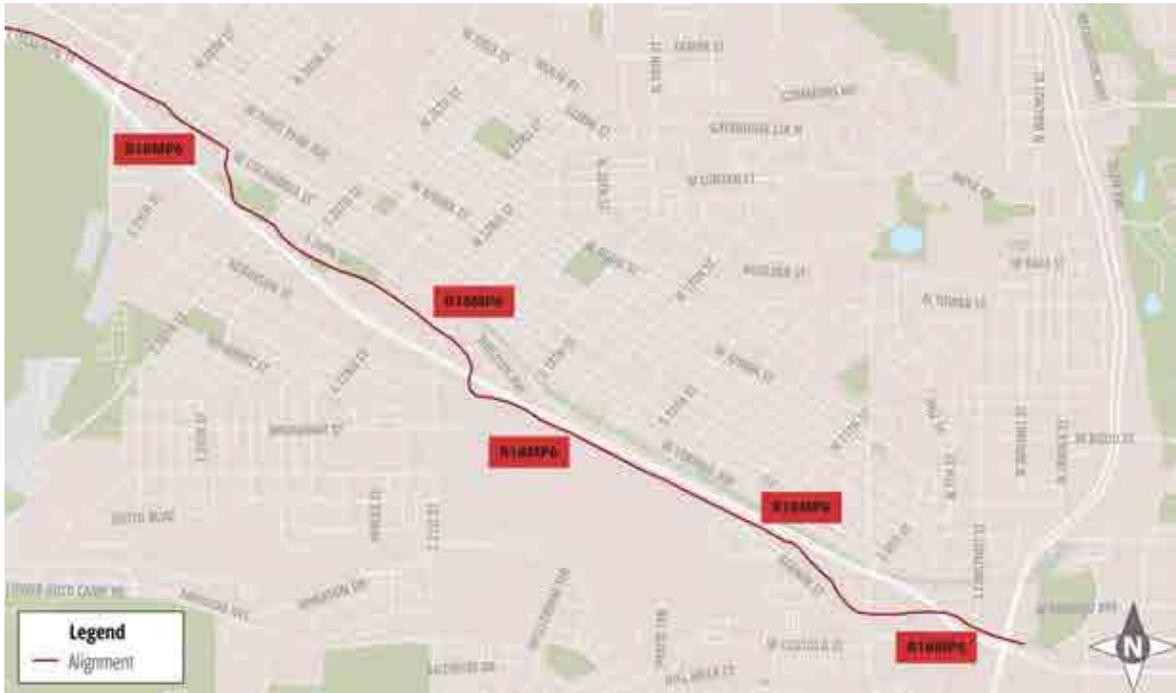


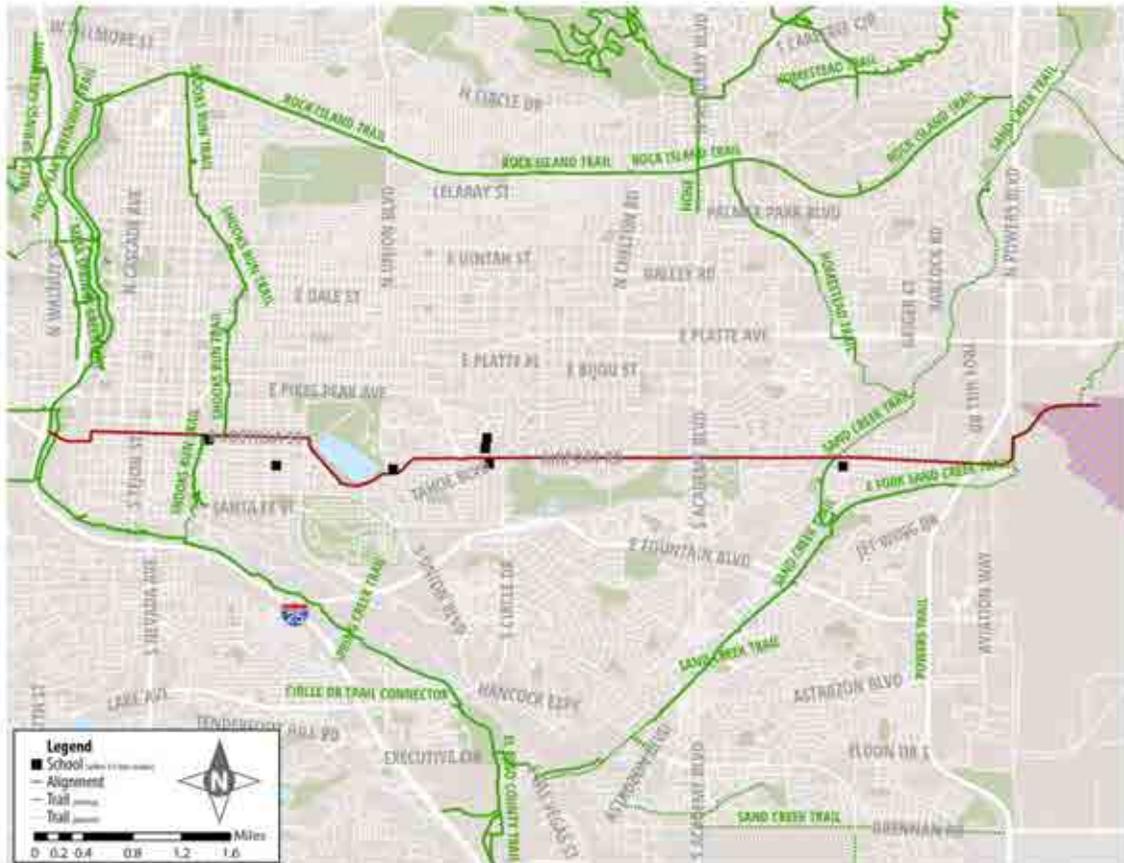
Figure 5.15: Regional Route 18: Improvements reference (2 of 2)



5.7 Regional Route 23

Regional Route 23 runs from downtown Colorado Springs (at the intersection of Pikes Peak Greenway and West Cimarron Street) to Peterson Air Force Base (at the intersection of Stewart Avenue and Goodfellow Street). The route uses Airport Road, Prospect Lake Drive and East Costilla Street and falls within the jurisdiction of the City of Colorado Springs. Figure 5.17 illustrates the route alignment.

Figure 5.17: Regional Route 23



5.7.1 Connections to other nonmotorized infrastructure

Route 23 connects to a number of other nonmotorized infrastructure facilities, including:

- Bike lanes along Airport Road;
- Bike lanes along Chelton Drive;
- Bike Lanes along Las Animas Street;
- Contra-flow lanes along Prospect Lake Drive;
- Bike lanes along Hancock Avenue;
- Shooks Run Trail;
- Pikes Peak Greenway; and
- Sand Creek Trail.

5.7.2 Proposed improvements

This route will create a quality nonmotorized link between Peterson Air Force Base and downtown Colorado Springs. Improvements could include, but are not limited to those listed in Table 5.13.

Table 5.13: Regional Route 23: Types of improvement and location(s)

Type of improvement	Location(s)	Total locations/miles
Bike lanes	<ul style="list-style-type: none"> • Airport Road and Stewart Avenue implement bike lanes where no bike lanes currently exist. • Along Prospect Lake Drive, East Costilla Street, West Costilla Street and South Sierra Madre Street. 	7.2 miles
Enhanced crossings	<ul style="list-style-type: none"> • Intersections of West Costilla Street and South Cascade Avenue; • East Costilla Street and South Tejon Street; • East Costilla Street and South Nevada Avenue; • East Costilla Street and South Weber Street; • East Costilla Street and South Wahsatch Avenue; • East Costilla Street and South Hancock Avenue; • Eastlake Boulevard and South Union Boulevard; • Airport Road and Eastlake Boulevard; • Airport Road and Printers Parkway; • Airport Road and South Circle Drive; • Airport Road and South Shelton Road; • Airport Road and South Academy Boulevard; • Airport Road and South Murray Boulevard; • Airport Road and Lydia Grove; and • Airport Road and South Powers Boulevard. 	15 locations
12' Multiuse trail	Connection between the intersection of West Cimarron Street and South Sierra Madre Street to the Pikes Peak Greenway.	0.23 miles

5.7.3 Estimated costs

To complete the improvements along this route entirely, a number of items and materials will be required. An estimation of the materials required is set out in Table 5.14, and referenced in Figure 5.18, Figure 5.19, and Figure 5.20.

Table 5.14: Regional Route 23: Treatments and approximate costs

Reference	Treatment	Number/Miles	Approximate Cost
R23IMP1	Enhanced crossings	15 intersections	\$1,217,000-\$1,500,000
R23IMP4	Bike lanes	7.2 miles	\$1,100,000 - \$1,300,000
R23IMP6	12' Multiuse trail	0.23 miles	\$4,115,000 - \$4,200,000
Total approximate material costs			\$6,432,000-\$7,000,000

A number of roadways along this route will require some amount of demolition and realignment. Table 5.15 lists the demolition and construction locations along the route.

Table 5.15: Regional Route 23: Demolition/construction description

Location	Type
Pikes Peak Greenway to West Cimarron Street	Construction of off road multiuse trail link
Intersection and route improvements from the intersection of West Cimarron Street and South Sierra Madre Street to the intersection of South Union Boulevard and Prospect Lake Drive	Construction of bike lanes, and improvements at numerous intersections

Figure 5.18: Regional Route 23: Improvements reference (1 of 3)

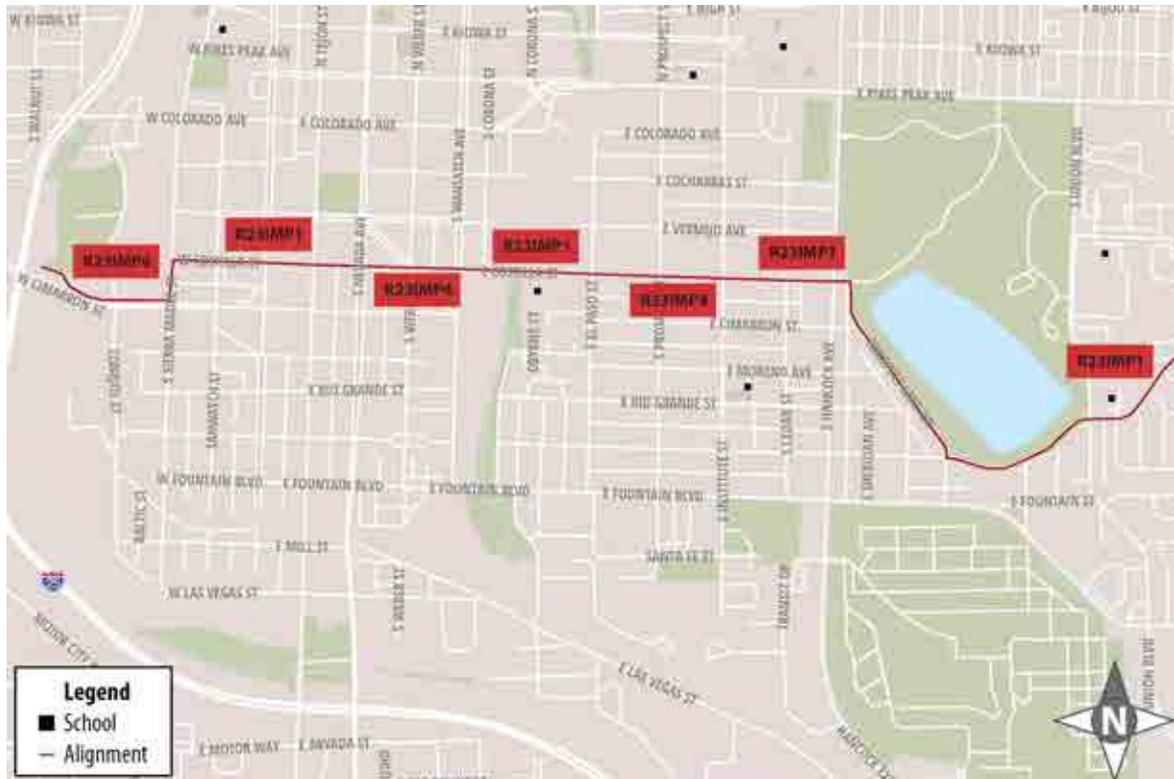


Figure 5.19: Regional Route 23: Improvements reference (2 of 3)

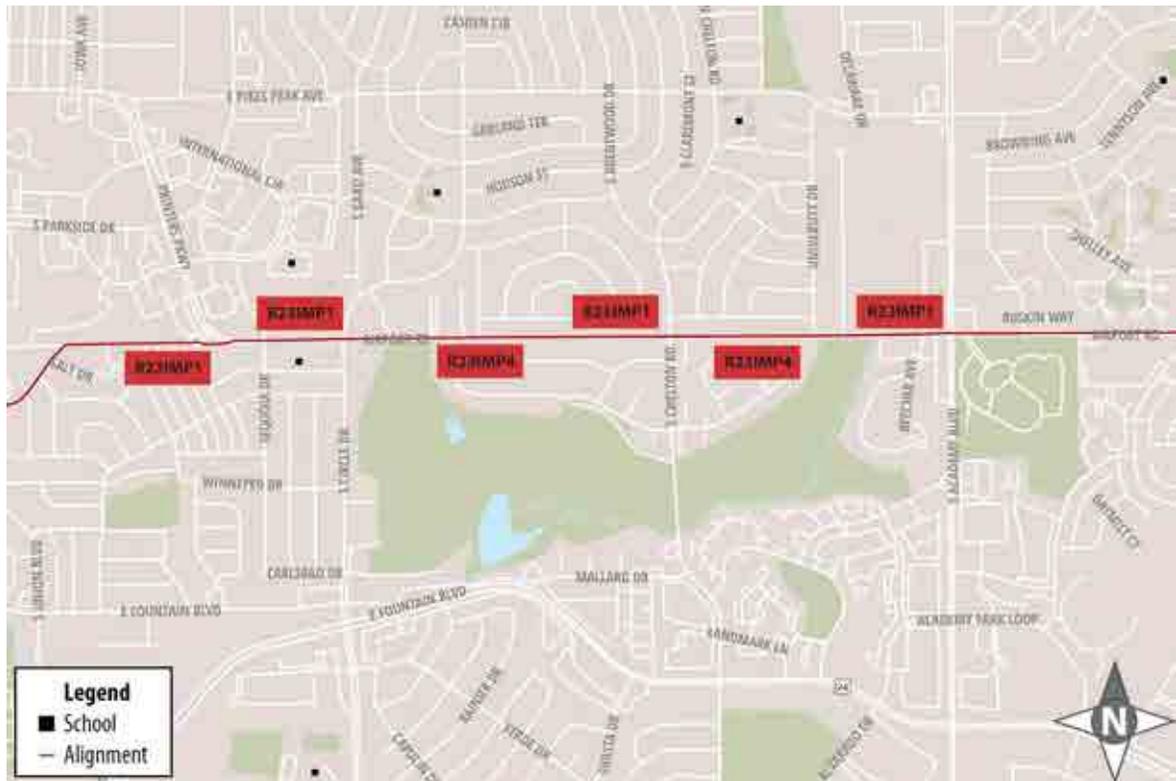
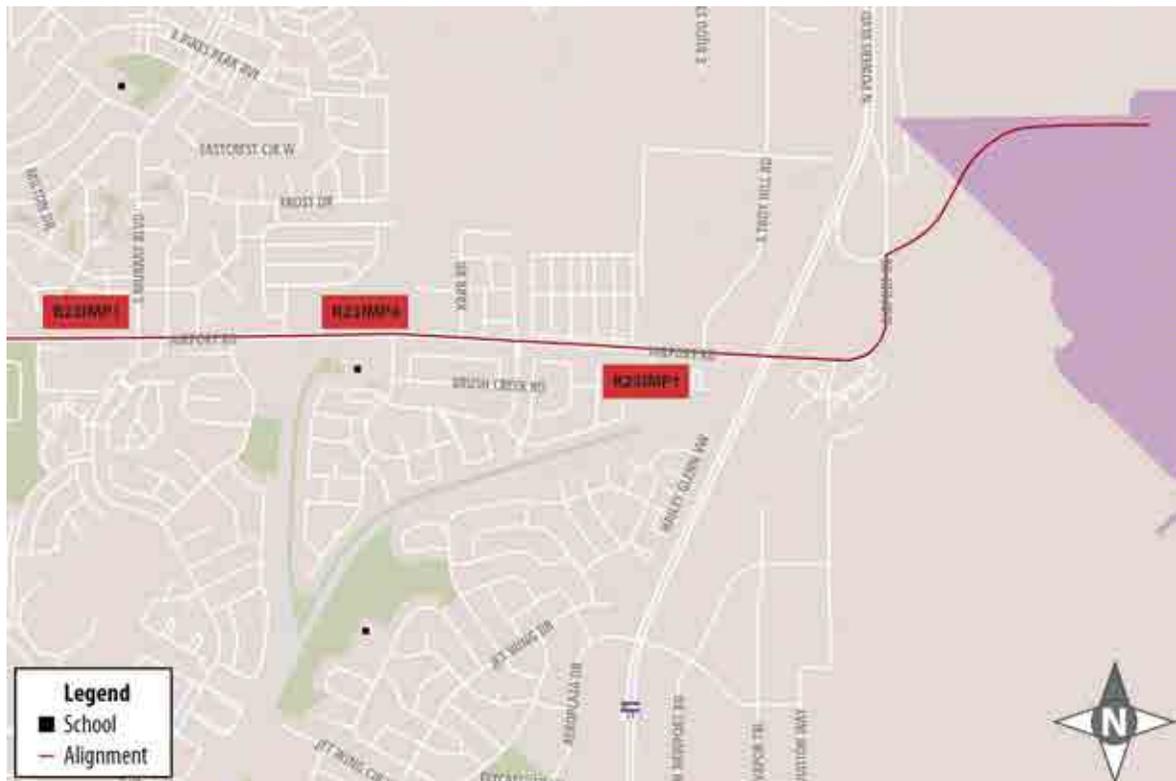


Figure 5.20: Regional Route 23: Improvements reference (3 of 3)



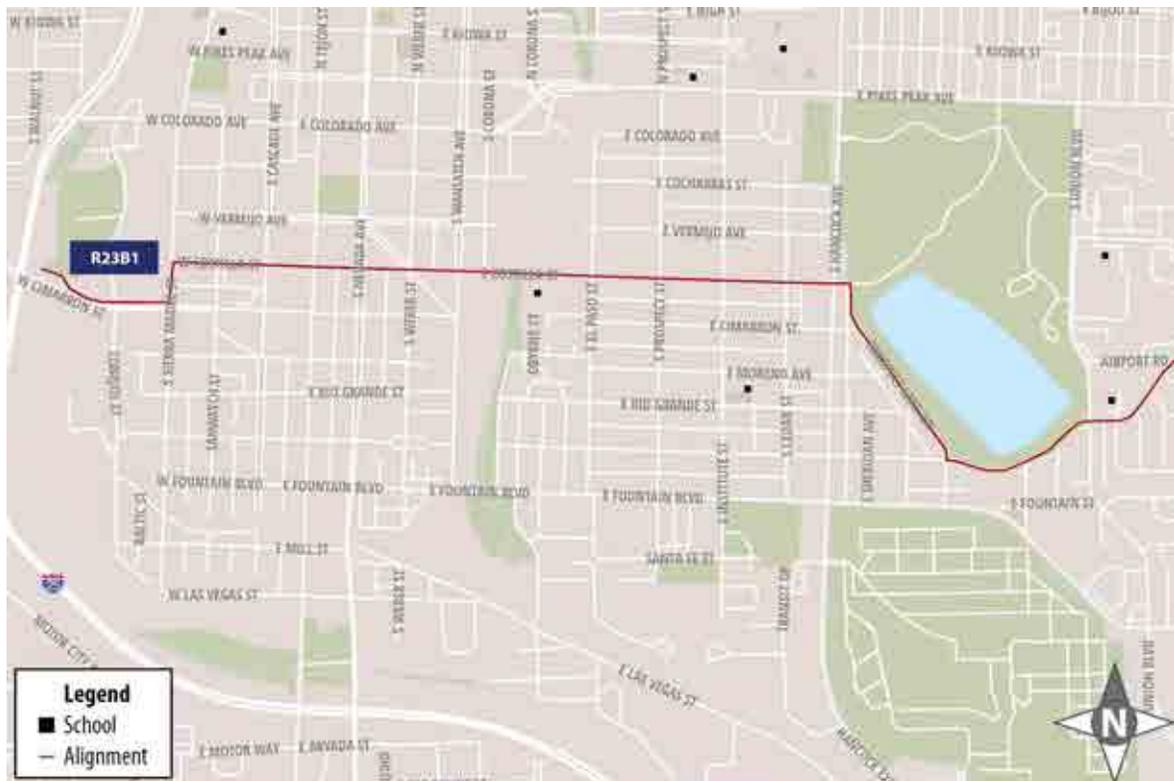
5.7.4 Additional costs

A specific barrier exists to developing this nonmotorized link. Table 5.16 describes the barrier along the route that requires special attention and cost to address it. Figure 5.21 shows the referenced barrier. Costs associated with this barrier are not taken to account in Table 5.14 and are considered additional costs.

Table 5.16: Regional Route 23: Barrier to route development

Reference	Location	Required remedial work
R23B1	Potential land ownership barrier between West Cimarron street and South Sierra Madre Street to the Pikes Peak Greenway	Nonmotorized crossing

Figure 5.21: Regional Route 23: Barrier to route development



5.8 Regional Route 29

Regional Route 29 runs from the US Air Force Academy (at the intersection of Park Drive and South Gate Boulevard) to the intersection of South Academy Boulevard and Hancock Expressway. The route follows Academy Boulevard and falls entirely within the City of Colorado Springs.

Figure 5.22 illustrates the route alignment.

Figure 5.22: Regional Route 29



5.8.1 Connections to other nonmotorized infrastructure

Route 29 connects to a number of other nonmotorized infrastructure facilities, including:

- Pikes Peak Greenway;
- Rock Island Trail;
- Sand Creek Trail;
- Proby Parkway Trail;
- Will connect to bike lanes on Woodmen Road, Vickers Drive, Flintridge Road, Montebello Drive, Astrozon Road and Boychuck Ave.
- Cottonwood Trail; and
- Greencrest Trail.

Planned bicycle facilities include those along:

- Voyager Parkway;
- Goddard Street;
- Dublin Boulevard;
- Meadowland Boulevard;
- North Carefree;
- Maizeland Road;
- San Miguel;
- Galley Road;
- Bijou Street; and
- Chelton Road.

5.8.2 Proposed improvements

This route will create a quality north-south connection and nonmotorized link between the US Air Force Academy and the intersection of South Academy Boulevard and Hancock Expressway. As this route follows a roadway with high speeds and flows, it is recommended that a separate Complete Streets study for this route be conducted, including a more detailed estimation of associated costs.

Improvements may be considered along parallel routes.

Improvements could include, but are not limited to those listed in Table 5.17.

Table 5.17: Regional Route 29: Types of improvement and location(s)

Type of improvement	Location(s)	Total locations/miles
12' Multiuse trail	<ul style="list-style-type: none"> • Multi-use trail along throughout the entirety of the corridor – utilizing parallel corridors such as Murray Boulevard and Chelton Road, with connections to Academy Boulevard. 	~14 miles depending on route
Bicycle facilities	Improved bicycle facilities on parallel routes, including but not limited to Murray Boulevard and Chelton Road	~14 miles depending on route

Type of improvement	Location(s)	Total locations/miles
Enhanced crossings	<ul style="list-style-type: none"> • Intersections of Academy Boulevard and Hancock Expressway; • Academy Boulevard and South Chelton Road; • Academy Boulevard and East Fountain Boulevard; • Academy Boulevard and Airport Road; • Academy Boulevard and East Bijou Street; • Academy Boulevard and East Platte Avenue; • Academy Boulevard and Galley Boulevard; • Academy Boulevard and Palmer Park Boulevard; • Academy Boulevard and Constitution Avenue; • Academy Boulevard and Maizeland Road; • Academy Boulevard and Austin Bluff Parkway; • Academy Boulevard and North Union Boulevard; • Academy Boulevard and Woodmen Road; • Academy Boulevard and Briargate Boulevard; • Academy Boulevard and Voyager Parkway; and • Academy Boulevard and US Interstate 25. 	16 locations

5.8.3 Estimated costs

To complete the improvements along this route entirely, a number of items and materials will be required. An estimation of the materials required is set out in Table 5.18, and referenced in Figure 5.23, Figure 5.24, Figure 5.25, Figure 5.26, Figure 5.27, and Figure 5.28.

Table 5.18: Regional Route 29: Treatments and approximate costs

Reference	Treatment	Number/Miles	Approximate Cost
R29IMP1	Enhanced crossings	16 intersections	\$9,445,000-\$10,000,000
R29IMP5	12' Multiuse trail and/or improved on-road bicycle facilities	14 miles	\$10,000,000 - \$12,000,000
Total approximate material costs			\$19,445,000-\$22,000,000

A number of roadways along this route will require some amount of demolition and realignment. Table 5.19 shows a list of demolition and construction locations along the route.

Table 5.19: Regional Route 29: Demolition/construction description

Location	Type
Academy Boulevard	Streetscape improvements
Academy Boulevard	Intersection crossing enhancements

Figure 5.23: Regional Route 29: Improvements reference (1 of 6)



Figure 5.25: Regional Route 29: Improvements reference (3 of 6)

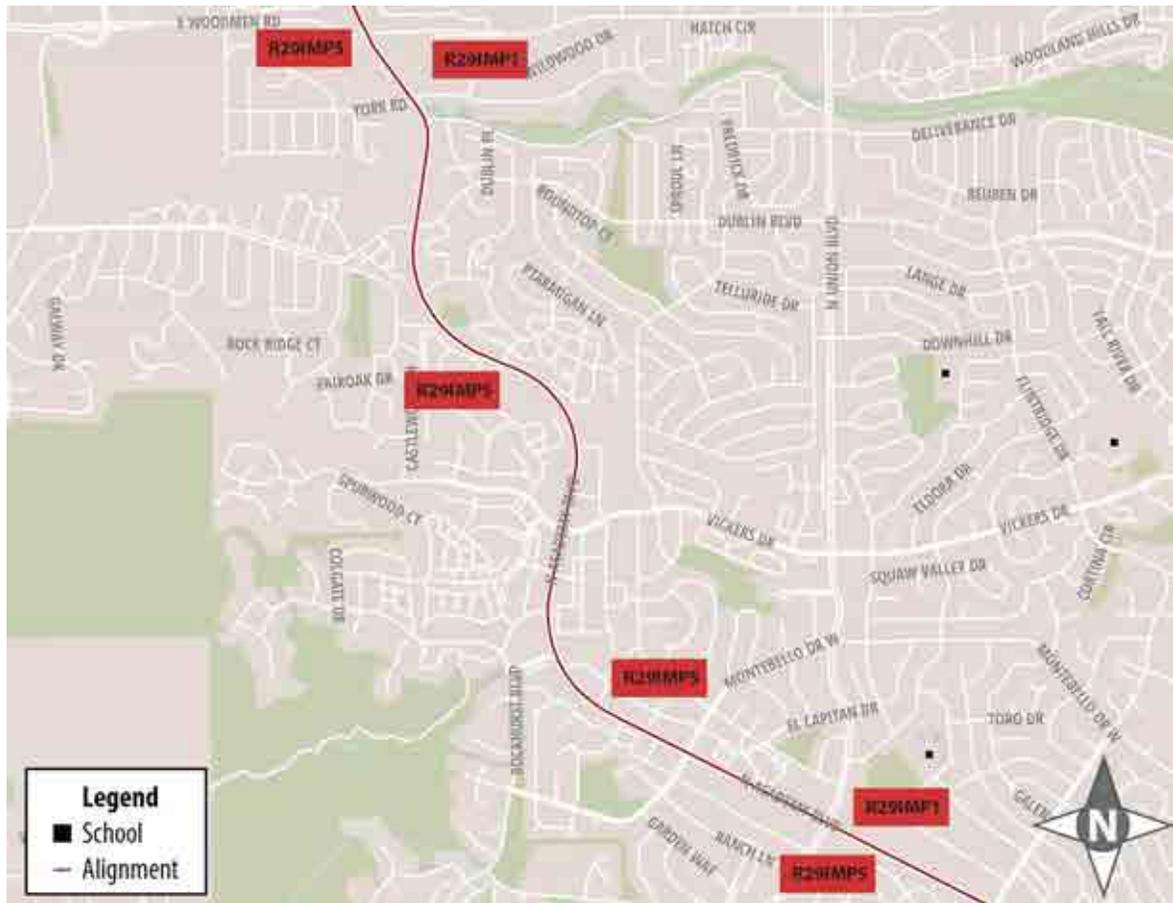
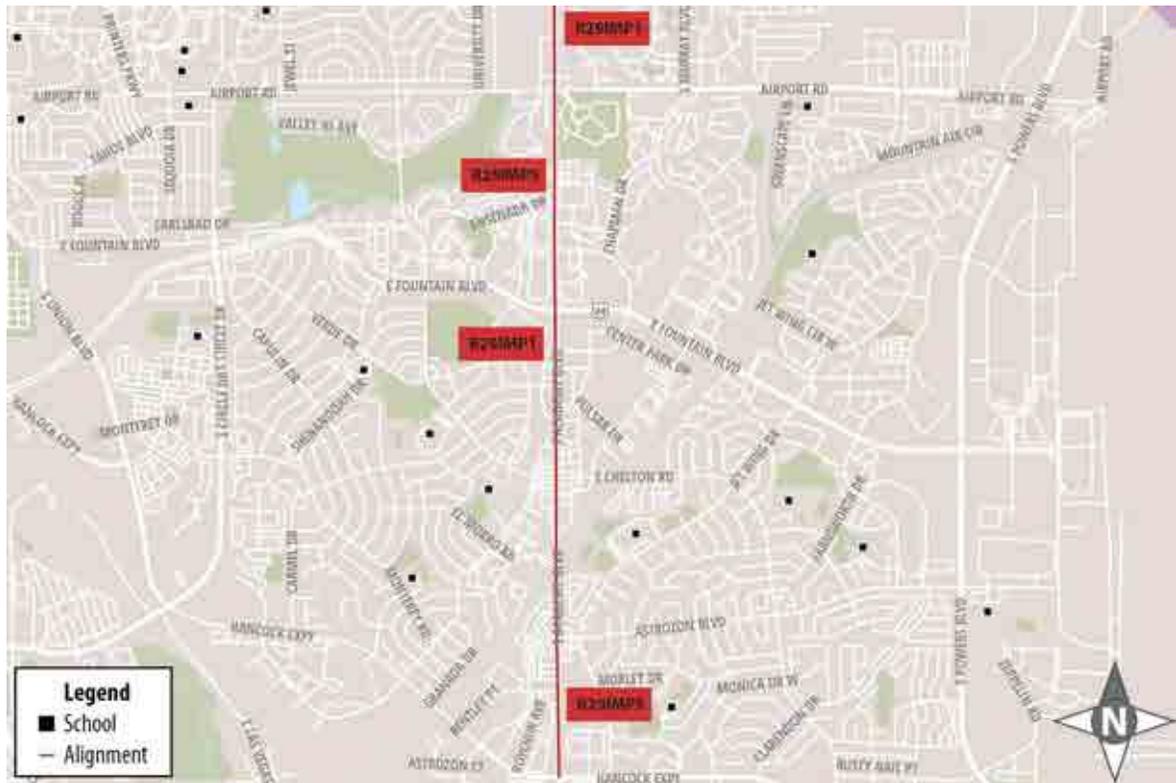


Figure 5.28: Regional Route 29: Improvements reference (6 of 6)



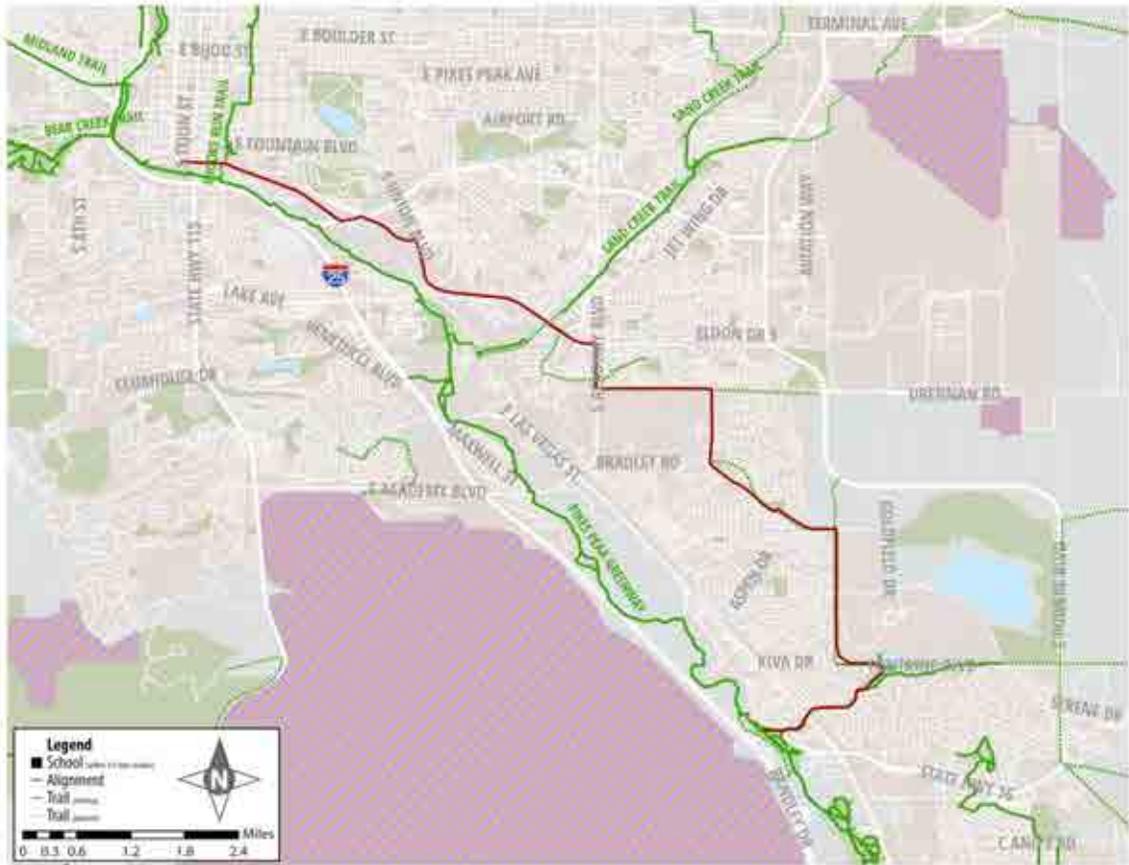
5.8.4 Additional costs

There are no noted additional barriers to route development for Regional Route 29.

5.9 Regional Route 33

Regional Route 33 runs from Downtown Colorado Springs (at the intersection of South Tejon Street and East Las Vegas Street) to Security-Widefield (at the intersection Crews Gulch trail and the Pikes Peak Greenway). This route falls within the jurisdictions of the City of Colorado Springs and El Paso County. Figure 5.29 illustrates the route alignment.

Figure 5.29: Regional Route 33



5.9.1 Connections to other nonmotorized infrastructure

Route 33 connects to a number of other nonmotorized infrastructure facilities, including:

- On-road bike lane along South Tejon Street;
- Bike lanes on Hancock Avenue, Hancock Expressway, Delta Road, Astrozon Blvd, and Boychuck Avenue.
- Shooks Run Trail;
- Pikes Peak Greenway;
- Sand Creek Trail; and
- Crews Gulch Trail.

Planned bicycle infrastructure includes:

- Las Vegas Street;

- Hancock/Las Vegas Connection; and
- The Academy Multi-use Trail.

5.9.2 Proposed improvements

This route will create a quality nonmotorized link between Security-Widefield and downtown Colorado Springs. Improvements could include, but are not limited to those listed in Table 5.20.

Table 5.20: Regional Route 33: Types of improvement and location(s)

Type of improvement	Location(s)	Total mileage/location
Bike lanes	East Las Vegas Street from South Tejon Street to the underpass of US Highway 24.	1.6 miles
12' Multiuse trail	<ul style="list-style-type: none"> • Along Hancock Expressway from underpass of US Highway 24 to South Powers Boulevard; • Along South Powers Boulevard to Milton E Proby Parkway; along Bradley Road; along Grinnell Street. 	7.44 miles
Sidewalks	Along East Las Vegas Street where non-existent	0.7 miles
Enhanced crossings	<ul style="list-style-type: none"> • Intersections of East Las Vegas Street and Nevada Avenue; • Hancock Expressway and South Powers Boulevard; • Hancock Expressway and South Academy Boulevard; • South Academy Boulevard and Drennan Road; • Drennan Road and Hancock Expressway; • Hancock Expressway and Bradley Road; and • Bradley Road and Grinnell Street. 	7

5.9.3 Estimated costs

To complete the improvements along this route entirely, a number of items and materials will be required. An estimation of the materials required is set out in Table 5.21, and referenced in Figure 5.30, Figure 5.31 and Figure 5.32.

Table 5.21: Regional Route 33: Treatments and approximate costs

Reference	Treatment	Number/Miles	Approximate Cost
R33IMP1	Enhanced crossings	7 intersections	\$2,400,000-\$2,500,000
R33IMP4	Bike lanes	1.6 miles	\$200,000 - \$210,000
R33IMP6	12' Multiuse trail	7.44 miles	\$1,896,000 - \$2,000,000
R33IMP8	Sidewalk	0.7 miles	\$250,000-\$310,000
Total approximate material costs			\$4,746,000-\$5,020,000

A number of roadways along this route will require some amount of demolition and realignment. Table 5.22 lists the demolition and construction locations along the route. These costs are contained within those set out in Table 5.21.

Table 5.22: Regional Route 33: Demolition/construction description

Location	Type
East Las Vegas Street from Tejon St to the underpass of US Highway 24	Demolition/Realignment
Off road trail development from Hancock Expressway and underpass of US Highway 24 to South Academy Boulevard	Construction of off road multiuse trail parallel to Hancock Expressway/South Union Boulevard
Off road trail development from Milton E Proby Parkway and Hancock Expressway to Hancock Expressway and Cable Lane	Construction of off road multiuse trail parallel to Hancock Expressway
Off road trail development from Bradley Road and Grinnell Street to McCray Reservoir	Construction of off road multiuse trail parallel to Grinnell Street

Figure 5.30: Regional Route 33: Improvements reference (1 of 3)

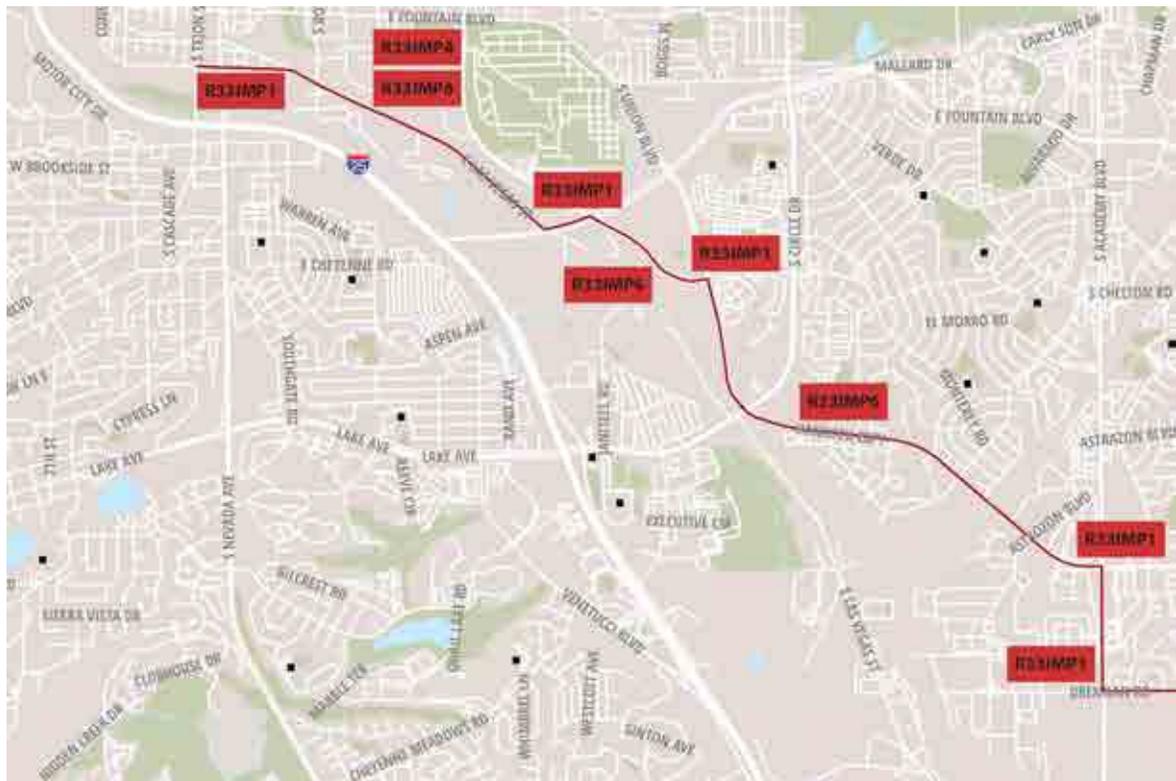


Figure 5.31: Regional Route 33: Improvements reference (2 of 3)

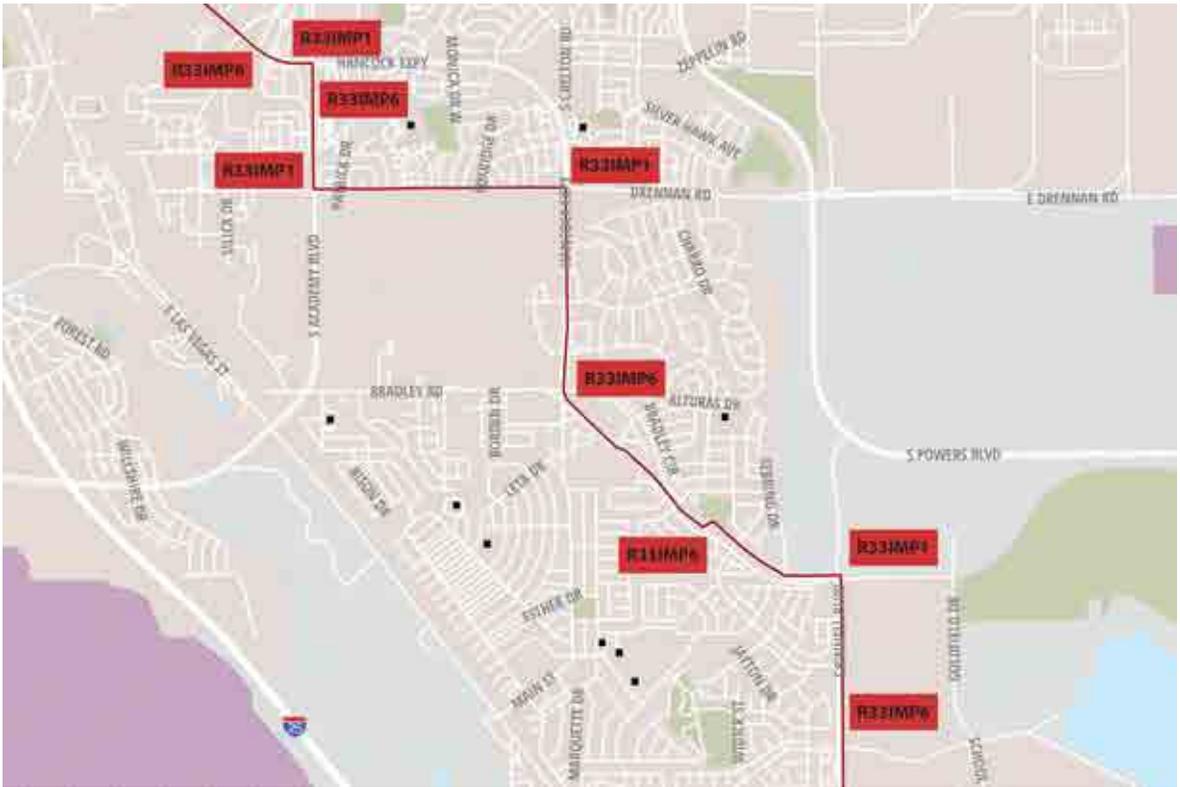


Figure 5.32: Regional Route 33: Improvements reference (3 of 3)



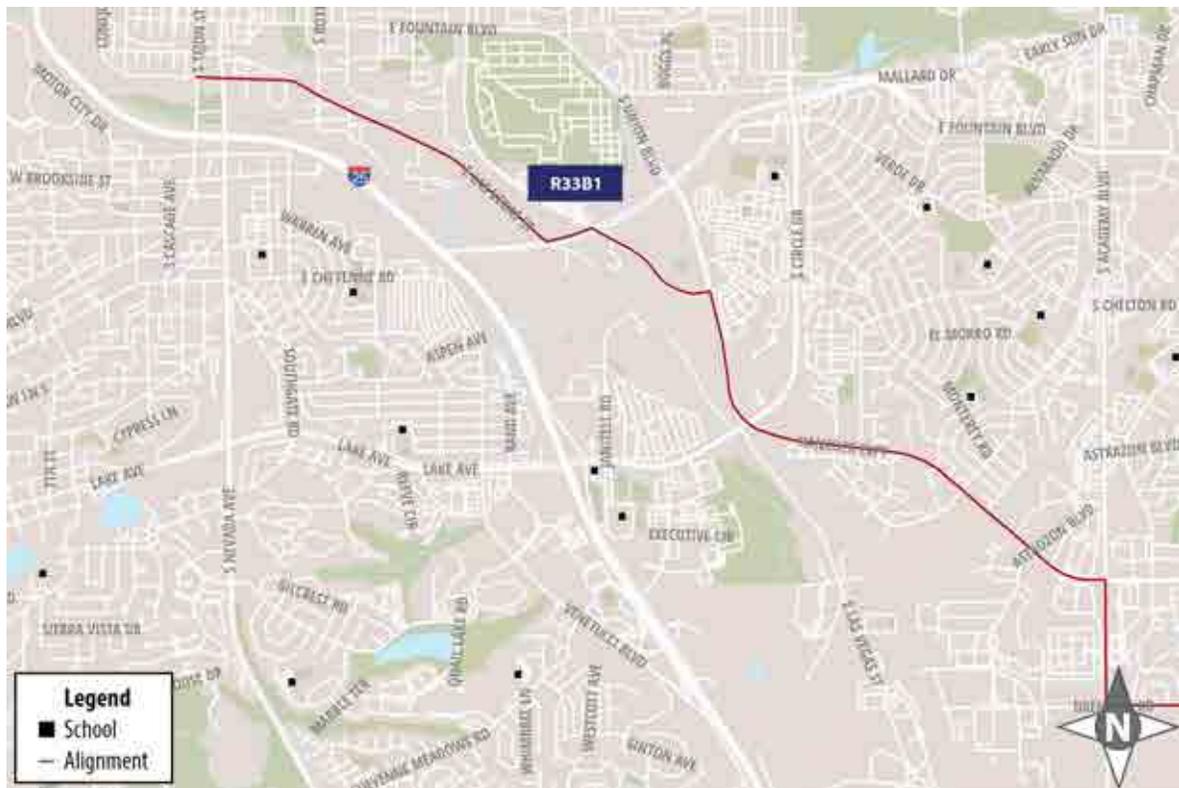
5.9.4 Additional costs

A specific barrier may slow the development of this nonmotorized link. Table 5.23 lists the barrier along the route that requires special attention. Figure 5.33 shows the referenced barrier. Costs associated with this barrier are **not** taken to account in Table 5.21 and are considered additional costs.

Table 5.23: Regional Route 33: Barrier to route development

Reference	Location	Required remedial work
R33B1	Railroad and drainage at underpass of US Highway 24	Nonmotorized crossing

Figure 5.33: Regional Route 33: Barriers to route development



5.10 Regional Route 35

Regional Route 35 runs from the City of Woodland Park to the City of Manitou Springs. This route falls within the jurisdiction of the City of Woodland Park, several Ute Pass communities (Crystola, Green Mountain Falls, Chipita Park, and Cascade), El Paso County, and the City of Manitou Springs. El Paso County is currently studying alternatives for the mid-section of this route. Therefore, the alignment is yet to be determined, but one option is illustrated here for the purposes of generating cost estimates.

Figure 5.34 illustrates a proposed route alignment.

Figure 5.34: Regional Route 35



5.10.1 Connections to other nonmotorized infrastructure

Route 35 connects to one other nonmotorized infrastructure facility:

- Centennial Trail.

Route 35 also forms a part of the American Discovery Trail.

5.10.2 Proposed improvements

This route will create a quality nonmotorized link between the City of Manitou Springs and the City of Woodland Park, while linking numerous communities in-between. Improvements could

include, but are not limited to those listed in Table 5.24. This list of improvements also draws from the ‘Ute Pass Trail Corridor Study’ by Thomas & Thomas, October 1995.

Table 5.24: Regional Route 35: Types of improvement and location(s)

Type of improvement	Location(s)	Total locations/miles
Bike lanes	<ul style="list-style-type: none"> • Ute Pass Avenue in Cascade to the intersection of Chipita Park Road and the Ute Pass Trail; • Along Chipita Park Road and Ute Pass Avenue; • Green Mountain Falls Road to the intersection of Green Mountain Falls Road and the Ute Pass Trail; • Intersection of Woodland Avenue and Crystola Canyon Road to the intersection of Aspen Garden Way and the Ute Pass Trail; • Along Chester Avenue between the intersection of Chester Avenue and US Highway 24 and the intersection of West Columbine Avenue and South West Street; • Along South Fairview Street from the intersection of Chester Avenue and South Fairview Street Avenue to the intersection of North Fairview Street and East Lake Avenue; • Along West Street between intersection of Chester Avenue and West Street to the intersection of West Street and Lake Avenue along East Lake Avenue from Woodland Park High School to the Centennial Trail. 	7.61 miles
12’ Multiuse trail	Cascade to the City of Manitou Springs	4.21 miles
Sidewalk	<ul style="list-style-type: none"> • Crystola Road from intersection of Crystola Road and Aspen Garden Way to intersection with the Ute Pass Trail; • Green Mountain Falls Road from the intersection with the Ute Pass Trail to Cascade. 	7.64 miles
Bike Boxes	Intersections of Fairview Street and US Highway 24; West Street and US Highway 24.	2 locations
Enhanced crossings	<ul style="list-style-type: none"> • Intersections of Fairview Street and US Highway 24; • West Street and US Highway 24; • Fountain Avenue and US Highway 24; • Green Mountain Falls Road and US Highway 24; • Woodland Avenue and US Highway 24; • Morning Sun Drive and US Highway 24; • Aspen Garden Way and US Highway 24. 	7 locations

5.10.3 Estimated costs

To complete the improvements along this route entirely, a number of items and materials will be required. An estimation of the materials required is set out in Table 5.25, and referenced in Figure 5.35, Figure 5.36, Figure 5.37, and Figure 5.38.

Table 5.25: Regional Route 35: Treatments and approximate costs

Reference	Treatment	Number/Miles	Approximate Cost
R35IMP1	Enhanced crossings	7 intersections	\$560,000-\$1,050,000
R35IMP2	Bike boxes	2 intersections	\$2,000-\$6,000
R35IMP3	Sidewalks	7.64 miles	\$1,000,000 - \$1,500,000

Reference	Treatment	Number/Miles	Approximate Cost
R35IMP6	12' Multiuse trail	4.21 miles	\$7,000,000 - \$8,000,000 ¹³
R35IMP7	Bike lanes	7.61 miles	\$200,000 - \$300,000
R35IMP8	Trees	Depends on location applicability	\$250-600 per tree
Total approximate material costs			\$8,750,000-\$10,750,000

A number of roadways along this route will require some amount of demolition and realignment. Table 5.26 shows a list of demolition and construction locations along the route. These costs are contained within those set out in Table 5.25.

Table 5.26: Regional Route 35: Demolition/construction description

Location	Type
Cascade to City of Manitou Springs	Significant construction requirements for multiuse trail
Cascade to City of Woodland Park	Sidewalk and bike lane construction
Crossings at multiple locations	Enhanced crossing construction

¹³ Costs taken from 'Ute Pass Corridor Study' Thomas & Thomas 1995, Trail segment costs "A", "B" and "C". Costs at 1995 - \$4.6M. Costs at 2014 - \$7.2M.

Figure 5.35: Regional Route 35: Improvements reference (1 of 4)



Figure 5.36: Regional Route 35: Improvements reference (2 of 4)



Figure 5.37: Regional Route 35: Improvements reference (3 of 4)

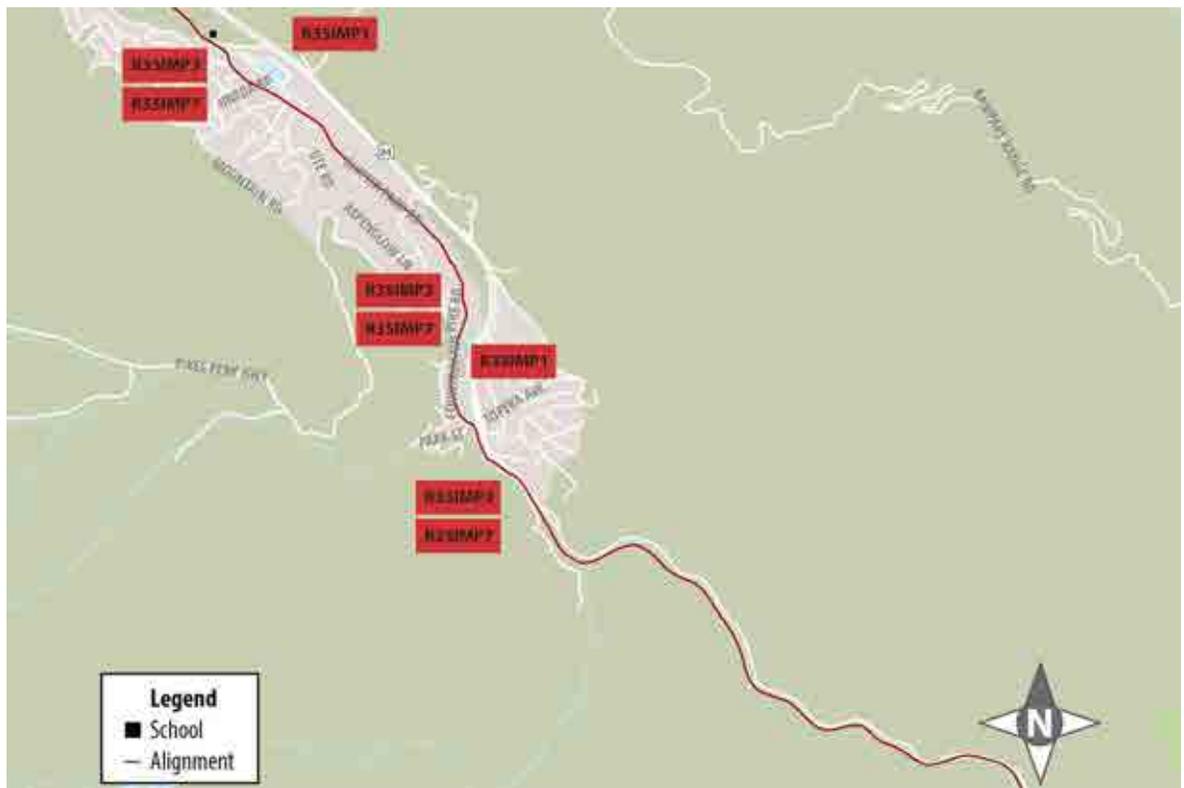


Figure 5.38: Regional Route 35: Improvements reference (4 of 4)



5.11.2 Potential Improvements

This regional route will provide a high quality connection between Fort Carson, a major destination and employer, to downtown Colorado Springs and residential areas in-between. The route primarily follows State Highway 115.

Table 5.27: Regional Route 41: Types of improvement and location(s)

Type of improvement	Location(s)	Total location/mileage
Sidewalk	<ul style="list-style-type: none"> From intersection of State Highway 115 and East Cheyenne Boulevard to intersection of State Highway 115 and East Cheyenne Road. 	1.2 miles
Bike lanes	<ul style="list-style-type: none"> Intersection of State Highway 115 and East Cheyenne Road to the intersection of East Costilla Street and South Tejon Street; From intersection of State Highway 115 and East Cheyenne Boulevard to intersection of State Highway 115 and East Cheyenne Road. 	3 miles
Enhanced nonmotorized crossings	<ul style="list-style-type: none"> Intersections of Nelson Road and State Highway 115; O’Connell Boulevard and State Highway 115; South Academy Boulevard and State Highway 115; Star Range Road and State Highway 115; East Cheyenne Mountain Boulevard and State Highway 115; Lake Avenue and State Highway 115; East Cheyenne Road and State Highway 115; East Cheyenne Road and South Cascade Avenue; East Ramona Avenue and South Cascade Avenue; South Tejon Street and East Brookside Street; South Tejon Street and Motor Way; US Interstate 25 and South Tejon Street; South Tejon Street and East Las Vegas Street; South Tejon Street and East Mill Street; South Tejon Street and East Cimarron Street; and South Tejon Street and East Costilla Street. 	16
12’ Multiuse Trail	Fort Carson Gate on Nelson Boulevard, along State Highway 115 to the intersection of State Highway 115 and East Cheyenne Boulevard.	3.6 miles

5.11.3 Estimated costs

To complete the improvements along this route entirely, a number of items and materials will be required. An estimation of the materials required is set out in Table 5.28, and referenced in Figure 5.40, Figure 5.41, and Figure 5.42.

Table 5.28: Regional Route 41: Treatments and approximate costs

Reference	Treatment	Number/Miles	Approximate Cost
R41IMP1	Enhanced crossings	16 intersections	\$2,280,000-\$2,320,000
R41IMP2	Sidewalk	1.2 miles	\$400,000-\$450,000
R41IMP3	Bike lanes	3 miles	\$284,000 - \$300,000
R41IMP4	Bike boxes	11 intersections	\$20,000 - \$30,000

Reference	Treatment	Number/Miles	Approximate Cost
R41IMP6	12' Multiuse trail	3.6 miles	\$1,800,000 - \$1,900,000
Total approximate material costs			\$4,784,000-\$5,000,000

A number of roadways along this route will require some amount of demolition and realignment. Table 5.29 shows a list of demolition and construction locations along the route. These costs are contained within those set out in Table 5.28.

Table 5.29: Regional Route 41: Demolition/construction description

Location	Type
Multiuse trail construction and connections, parallel to State Highway 115	Construction
Bike lane construction	Construction and demolition
Crossings at multiple locations	Enhanced crossing construction

Figure 5.40: Regional Route 41: Improvements reference (1 of 3)

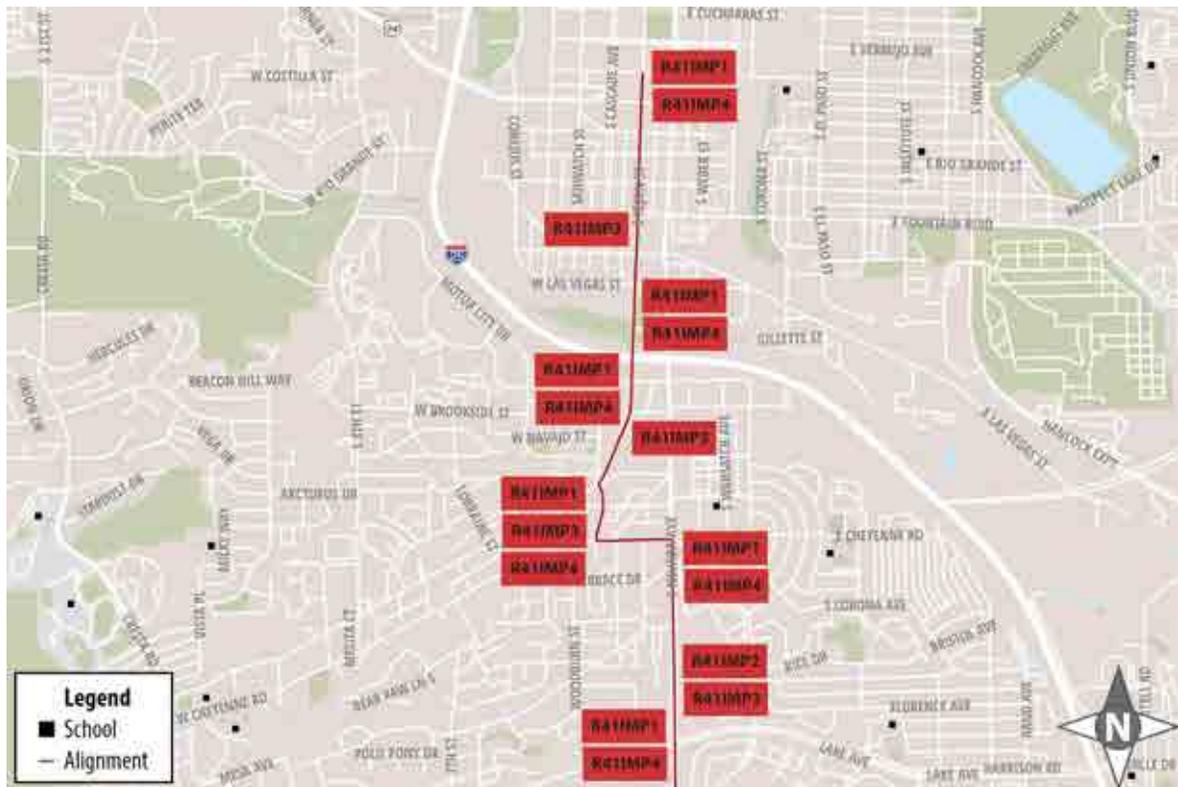


Figure 5.41: Regional Route 41: Improvements reference (2 of 3)

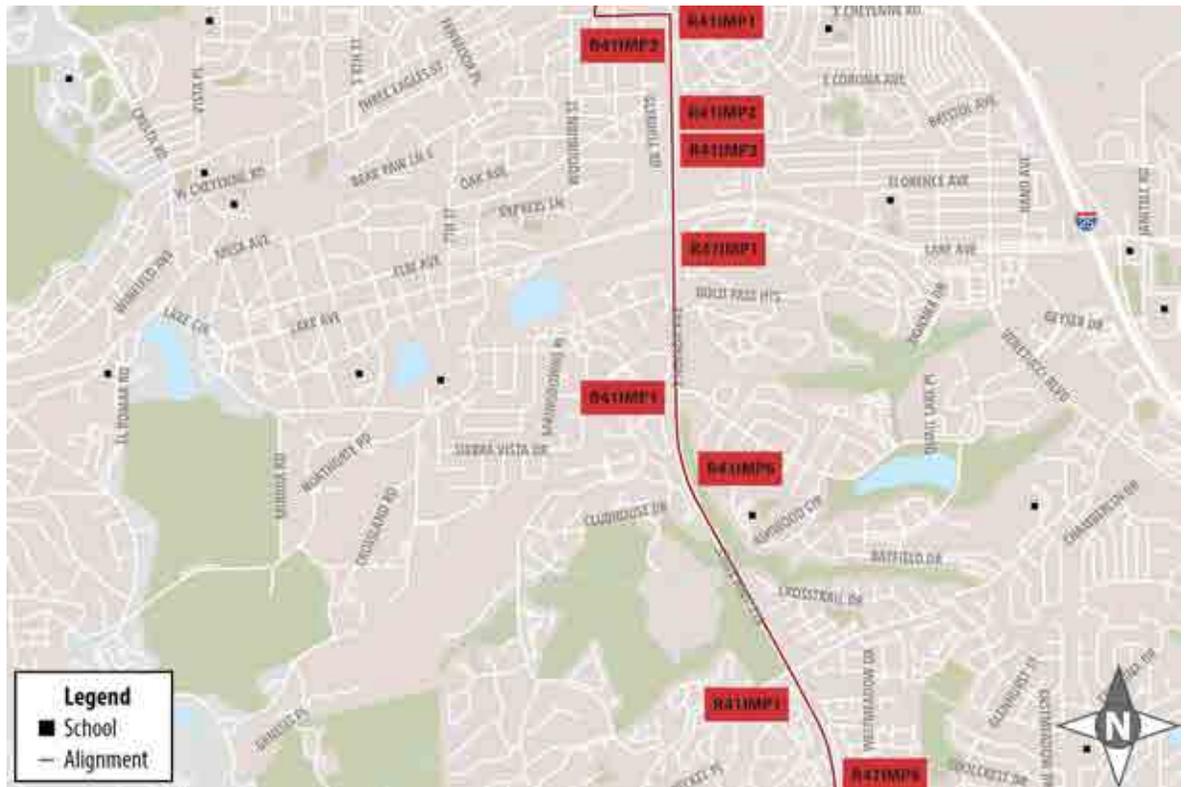


Figure 5.42: Regional Route 41: Improvements reference (3 of 3)

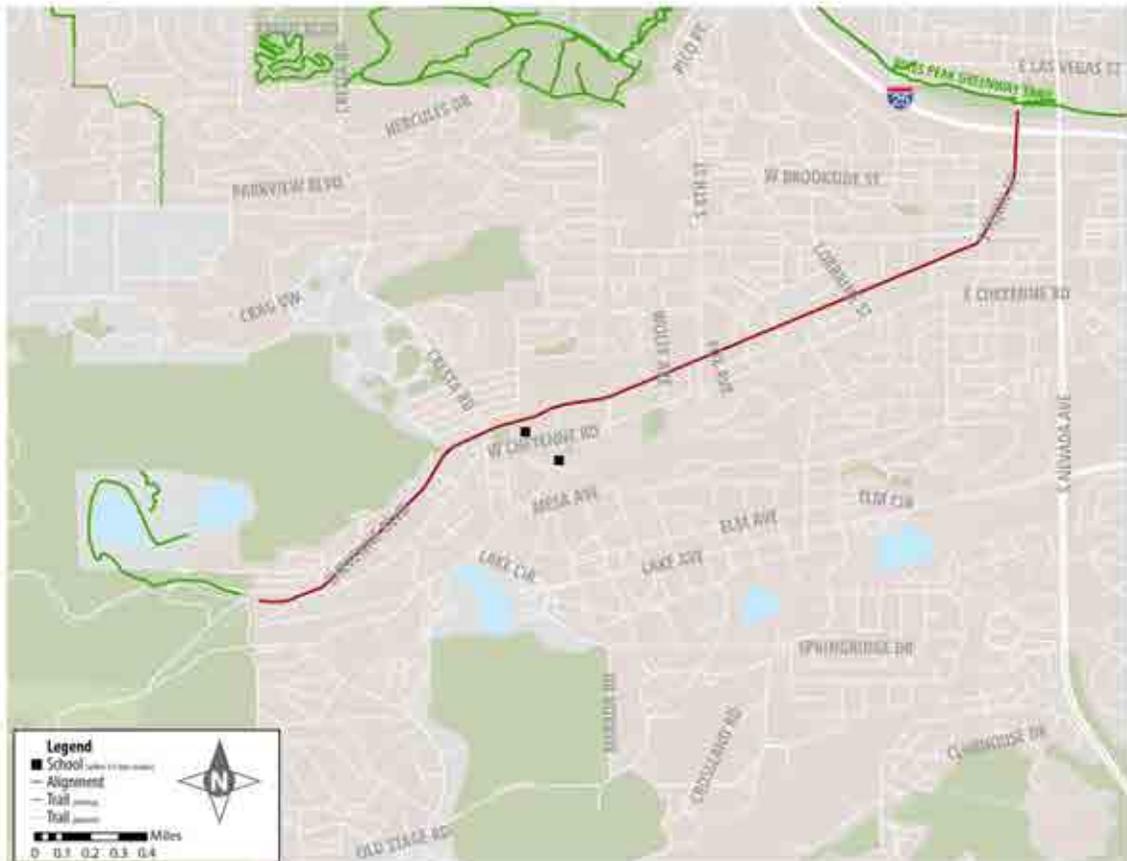


5.12 Regional Route 43

Regional Route 43 runs from the intersection of Evans Avenue and Cheyenne Boulevard to the Pikes Peak Greenway. The route follows Cheyenne Boulevard and South Tejon Street and falls entirely within the jurisdiction of the City of Colorado Springs.

Figure 5.44 illustrates the route alignment.

Figure 5.44: Regional Route 43



5.12.1 Connections to other nonmotorized infrastructure

Route 43 connects to two other nonmotorized infrastructure facilities, including:

- Cycle facilities along Cheyenne Boulevard;
- Cresta Road bike lanes and Tejon Street bike lanes; and
- Pikes Peak Greenway.

Planned bicycle facilities include:

Bike lanes on 8th Street and Motor Way.

5.12.2 Proposed improvements

This route will create a quality nonmotorized link between Cheyenne Boulevard and North Cheyenne Canyon Road to downtown Colorado Springs. It will link a number of important destinations. Improvements could include, but are not limited to those listed in Table 5.31.

Table 5.31: Regional Route 43: Types of improvement and location(s)

Type of improvement	Location(s)	Total mileage/location
Bike lanes	From intersection of Cresta Road and Cheyenne Boulevard to the Pikes Peak Greenway.	2 miles
Enhanced crossings	Intersections of Cresta Road and Cheyenne Boulevard; South 8 th Street and Cheyenne Boulevard; Cheyenne Boulevard and South Cascade Avenue; South Tejon Street and East Brookside Street; South Tejon Street and Motor Way.	5
Sidewalk	From intersection of Evans Avenue and Cheyenne Boulevard to intersection of Cresta Road and Cheyenne Boulevard.	1 mile

5.12.3 Estimated costs

To complete the improvements along this route entirely, a number of items and materials will be required. An estimation of the materials required is set out in Table 5.32, and referenced in Figure 5.45 and Figure 5.46.

Table 5.32: Regional Route 43: Treatments and approximate costs

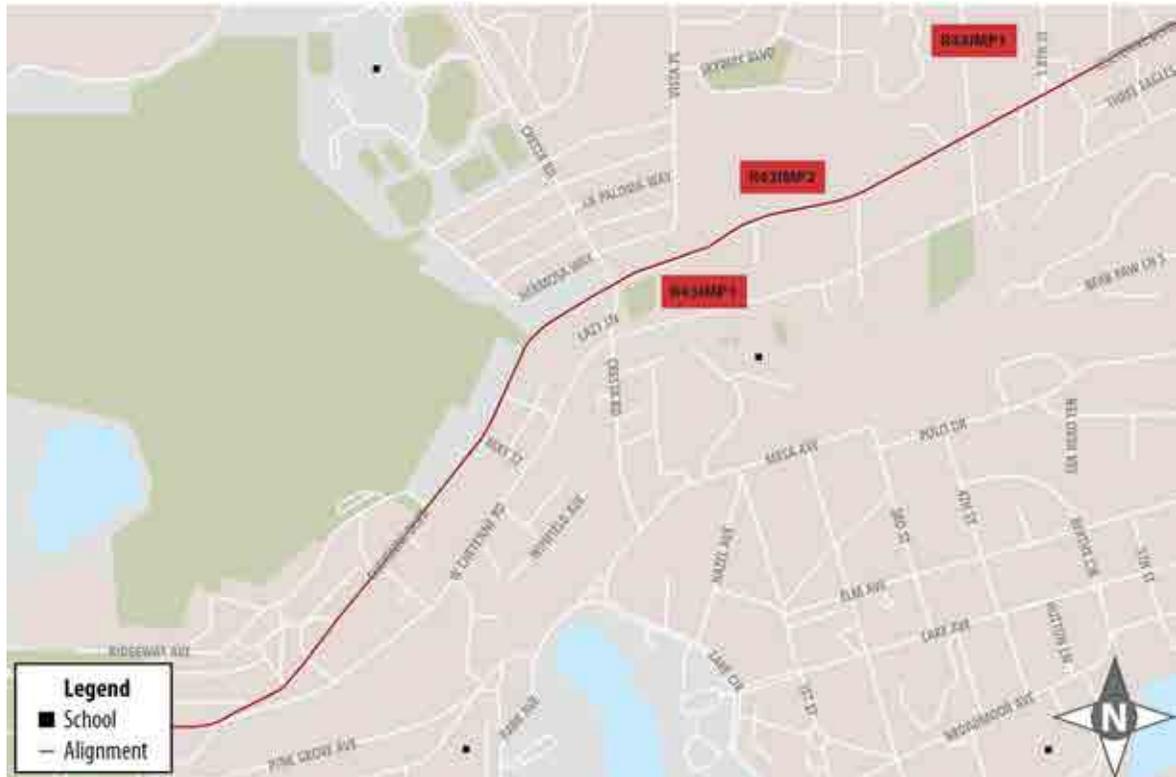
Reference	Treatment	Number/Miles	Approximate Cost
R43IMP1	Enhanced crossings	5 intersections	\$1,000,000-\$1,100,000
R43IMP2	Sidewalk	1 mile	\$500,000-\$550,000
R43IMP4	Bike lanes	2 miles	\$403,000 - \$450,000
Total approximate material costs			\$1,903,000 - \$2,100,000

A number of roadways along this route will require some amount of demolition and realignment. Table 5.33 shows a list of demolition and construction locations along the route. These costs are contained within those set out in Table 5.32.

Table 5.33: Regional Route 43: Demolition/construction description

Location	Type
From intersection of Cresta Road and Cheyenne Boulevard to the Pikes Peak Greenway	Installation of Bike lanes
Sidewalk construction	From intersection of Evans Avenue and Cheyenne Boulevard to intersection of Cresta Road and Cheyenne Boulevard.
Enhanced crossings	Numerous locations

Figure 5.46: Regional Route 43: Improvements reference (2 of 2)



5.12.4 Additional costs

Specific barriers exist to developing this nonmotorized link. Table 5.34 lists the barriers along the route that require special attention. Figures 5.47 and 5.48 show the referenced barriers. Costs associated with these barriers are **not** taken to account in Table 5.32 and are considered additional costs.

Table 5.34: Regional Route 43: Barriers to route development

Reference	Location	Required remedial work
R43B1	Land ownership between intersection of Evans Avenue and Cheyenne Boulevard to intersection of Cresta Road and Cheyenne Boulevard for sidewalk construction.	Land purchase agreement.
R43B2	Off/On ramps to US Interstate 25 intersection changes.	Changes at intersections to improve nonmotorized modes

Front Range Trail and a key improvement is required to extend the Fountain Creek Trail to the edge of County boundaries.

The trail’s surface varies considerably throughout the length of this route, from heavily weathered portions that are only useable by mountain bikes, to relatively smooth and wide compact gravel trail close to downtown Colorado Springs. Key to improving the trail network is focusing on improving the surface quality, maintenance and links to the trail from the on-road network and other trails for nonmotorized transport. Underpasses at street crossings at several locations within the City of Colorado Springs are needed to reduce conflicts. Access to destinations along the corridor and connections to adjacent on-street facilities are limited by the trail’s location along Monument Creek and Fountain Creek. Additional pedestrian bridges and connections to adjacent destinations are needed.

There are some significant improvements that could connect up the trail network more. The trails that are close to the Pikes Peak Greenway but are not connected would be a priority. These are:

- Sand Creek Trail
- Shooks Run Trail
- Rock Island Trail
- Rockrimmon Trail
- Spring Creek Trail
- Douglas Creek Trail
- Highway 83 Connector Trail

The south end of the trail could connect into Fountain downtown. The section of trail between Mesa Ridge Parkway and South Academy Boulevard is on extremely varied surface quality and significant gradient changes. Anecdotally, cyclists use US Highway 85 as a more direct route through this corridor. This section of the route is not well used as it does not connect properly to Fountain; the surface quality is extremely poor in places, only allowing hikers and mountain bikers to really use the trail. Table 5.35 describes the improvements for this trail and the figures below show the improvement locations.

Table 5.35: Regional Route 44: Types of improvement and location(s)

Type of improvement	Location(s)	Total locations/miles
Connectivity	Make better connections with the on-street system in Colorado Springs, City of Fountain, Security-Widefield and onward, southbound to the edge of the County Boundary.	23 locations
Surface Quality	Surface quality of the Front Range Trail can be variable; ensuring a good standard along the entirety of the trail will attract new nonmotorized users.	7.5 miles (within Colorado Springs)
Railroad Crossing	Van Buren St.	1 crossing
Underpasses	Mesa Avenue, Uintah Street, Polk Street	3 underpasses

Complementary measures

Community adoption and support: Encouraging the local community to help maintain the trails and also adopt trails through developing public art pieces along the trail should be encouraged. This will enhance the local identity of communities along the Front Range Trail.

Estimated costs

To complete the improvements along this route entirely, a number of items and materials will be required. An estimation of the materials required is set out in Table 5.36, and referenced in Figure 5.50, Figure 5.51, and Figure 5.52.

Table 5.36: Regional Route 44: Treatments and approximate costs

Reference	Treatment	Number/Miles	Approximate Cost
R44IMP1	Connectivity	23 locations	\$1,150,000 - \$1,500,000
R44IMP2	Railroad Crossing	1 location	\$275,000 - \$500,000
R44IMP3	Underpass	3 locations	\$750,000 - \$900,000
R44IMP4	Surface Quality	7.5 miles	\$2,367,000 - \$2,970,000
Total approximate material costs			\$4,542,000 - \$5,870,000

Figure 5.50: Regional Route 44: Improvements reference (1 of 3)

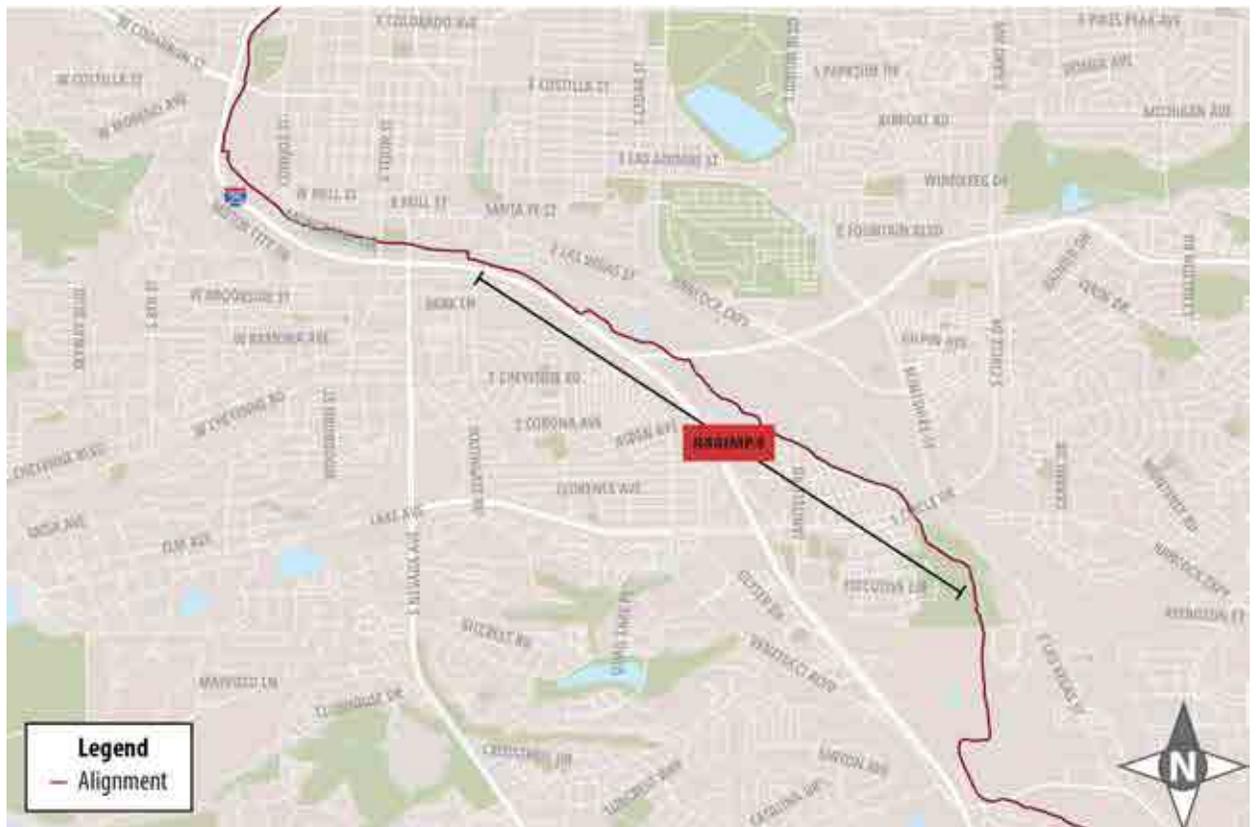
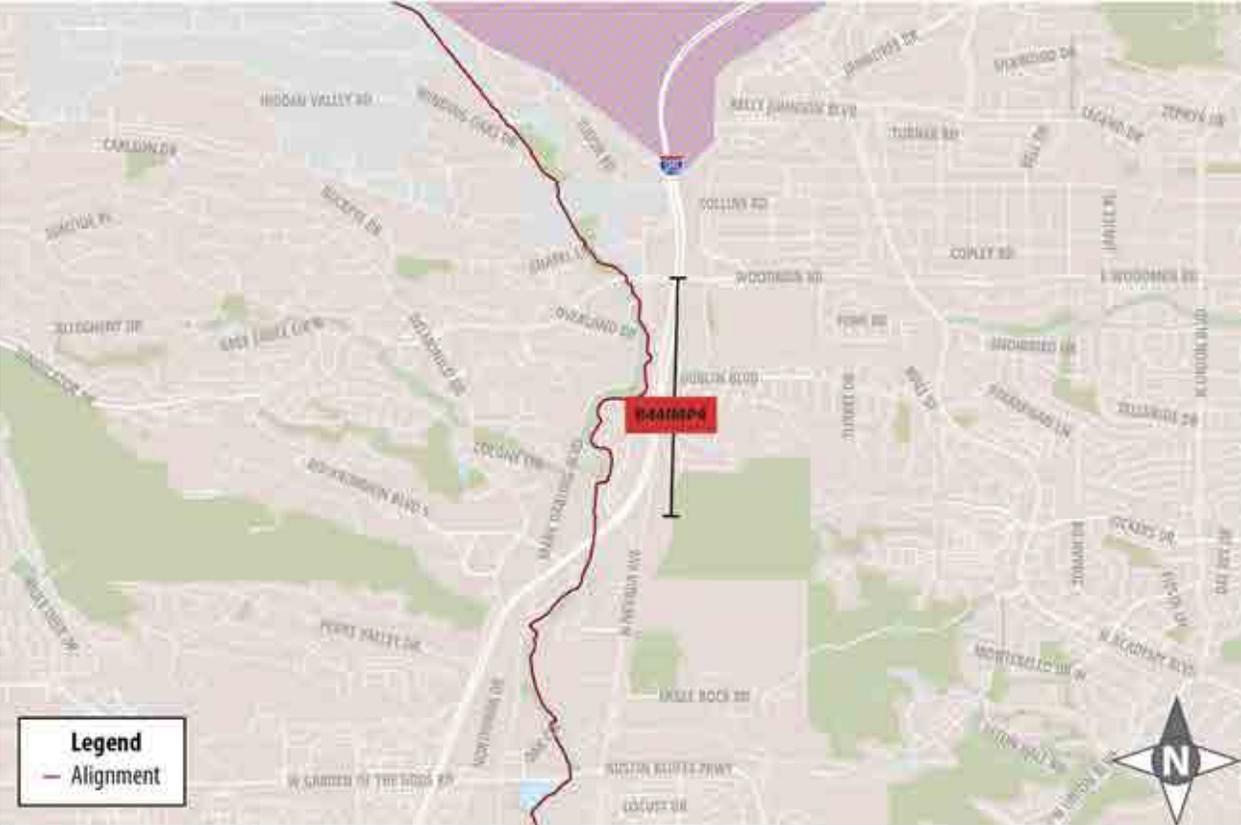


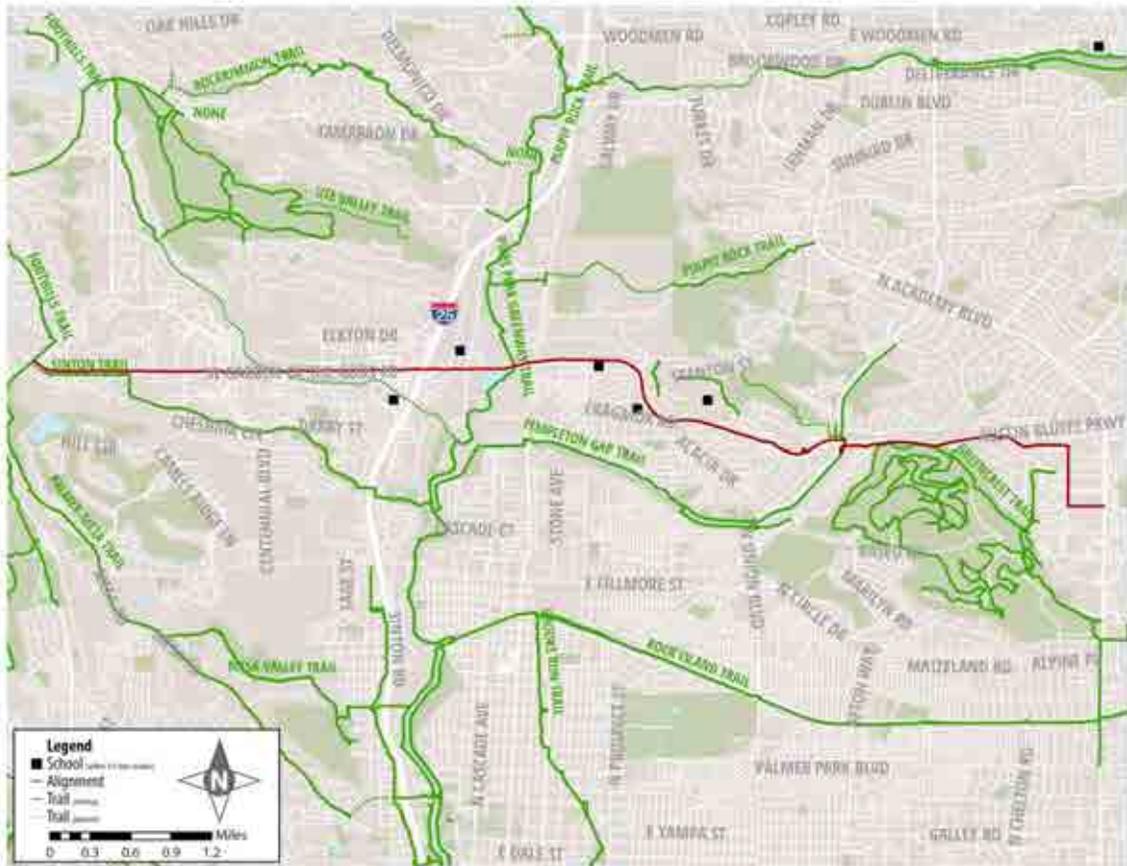
Figure 5.52: Regional Route 44: Improvements reference (3 of 3)



5.14 Regional Route 71

Regional Route 71 runs from Garden of the Roads Road and North 30th Street to North Academy Boulevard and North Carefree Circle and falls entirely within the jurisdiction of the City of Colorado Springs. Figure 5.53 illustrates the route alignment.

Figure 5.53: Regional Route 71



5.14.1 Connections to other nonmotorized infrastructure

Route 71 connects to a number of other nonmotorized infrastructure facilities, including:

- Sinton Trail;
- Pikes Peak Greenway;
- Templeton Gap Trail;
- Greencrest Trail; and
- Bike lanes on Austin Bluffs Parkway.

5.14.2 Proposed improvements

This route will create a quality nonmotorized link between Garden of the Gods Road and North 30th Street to North Academy Boulevard and North Carefree Circle. It will link a number of important destinations. Improvements could include, but are not limited to those listed in Table 5.35.

Table 5.37: Regional Route 71: Types of improvement and location(s)

Type of improvement	Location(s)	Total location/mileage
Bike lanes	<ul style="list-style-type: none"> • Van Teylingen Drive and American Drive to North Carefree Circle and North Academy Boulevard. 	0.64 miles
12' Multiuse trail	Garden of the Gods Road and Mark Dabling Boulevard to Austin Bluffs Parkway and Brenner Place. Bridge required over Monument Creek.	3.44 miles
Enhanced crossings	<ul style="list-style-type: none"> • Intersections of Garden of the Gods Road and North 30th Street; • Garden of the Gods Road and the Sinton Trail; • Garden of the Gods Road and El Paso County offices; • Garden of the Gods Road and Centennial Boulevard; • Garden of the Gods Road and Forrest Hill Road; • Garden of the Gods Road and Elkton Drive; • Garden of the Gods Road and Forge Road; • Garden of the Gods Road and North Chestnut Street; • Garden of the Gods Road and US Interstate 25; • Garden of the Gods Road and Northpark Drive; • Garden of the Gods Road and Mark Dabling Boulevard; • Garden of the Gods Road and North Nevada Avenue; • Austin Bluffs Parkway and Mallow Road; • Austin Bluffs Parkway and Stanton Road; • Austin Bluffs Road and UCCS; • Austin Bluffs Road and Meadow Lane. 	16

5.14.3 Estimated costs

To complete the improvement along this route entirely, a number of items and materials will be required. An estimation of the materials required is set out in Table 5.36, and referenced in Figure 5.54, Figure 5.55, Figure 5.56 and Figure 5.57.

Table 5.38: Regional Route 71: Treatments and approximate costs

Reference	Treatment	Number/Miles	Approximate Cost
R71IMP1	Enhanced crossings	16 intersections	\$1,680,000-\$2,300,000
R71IMP6	12' Multiuse trail	3.44 miles	\$1,680,000 - \$1,685,000 *much of this already exists
R71IMP7	Bike lanes	0.64 miles	\$16,000-\$25,000
Total approximate material costs			\$3,376,000-\$4,010,000

A number of roadways along this route will require some amount of demolition and realignment. Table 5.37 shows a list of demolition and construction locations along the route. These costs are contained within those set out in Table 5.36.

Table 5.39: Regional Route 71: Demolition/construction description

Location	Type
Garden of the Gods Road and North 30 th Street to Garden of the Gods Road and Mark Dabling Road	Installation of protected bike lanes

Location	Type
Garden of the Gods Road and Mark Dabbling Road to Austin Bluffs Parkway and American Drive	Construction of multiuse trail *much of this has already been constructed
American Drive and Van Teylingen Drive to North Carefree Circle and North Academy Boulevard	Construction of bike lanes
Entire route	Multiple crossing enhancements

Figure 5.54: Regional Route 71: Improvements reference (1 of 4)

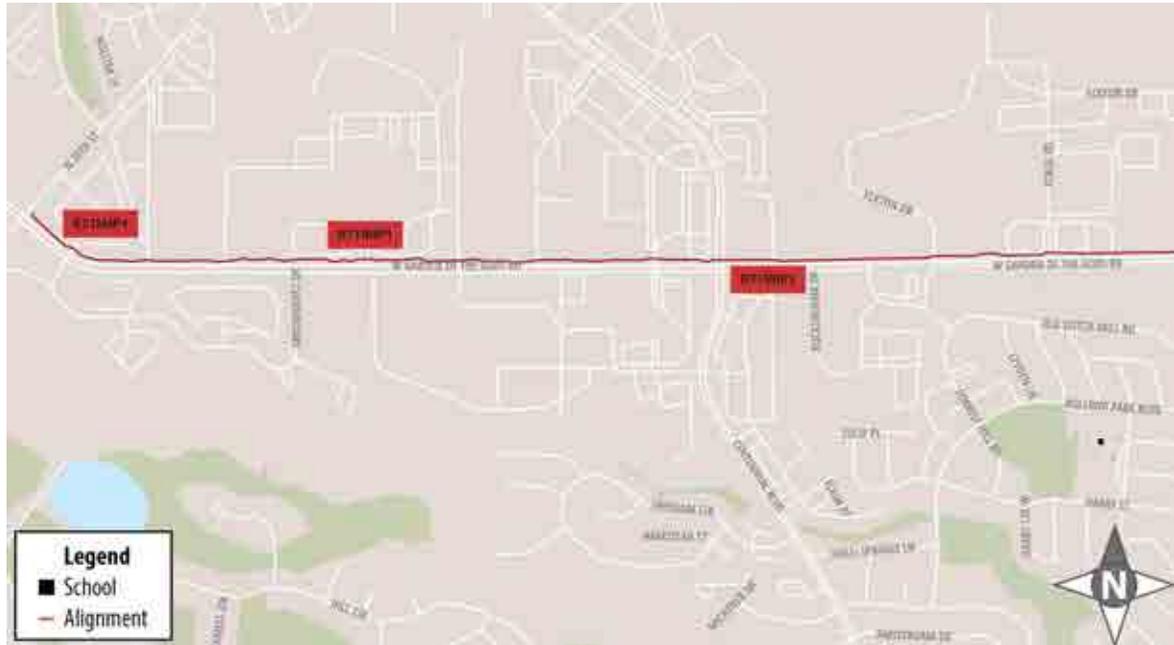
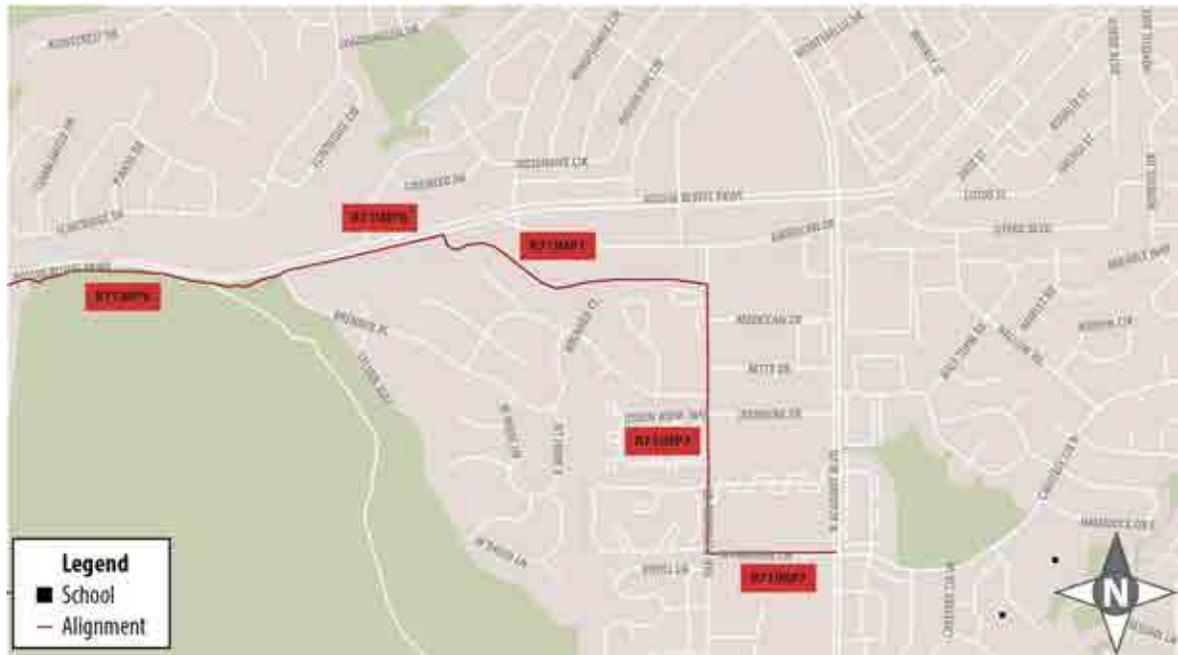


Figure 5.57: Regional Route 71: Improvements reference (4 of 4)



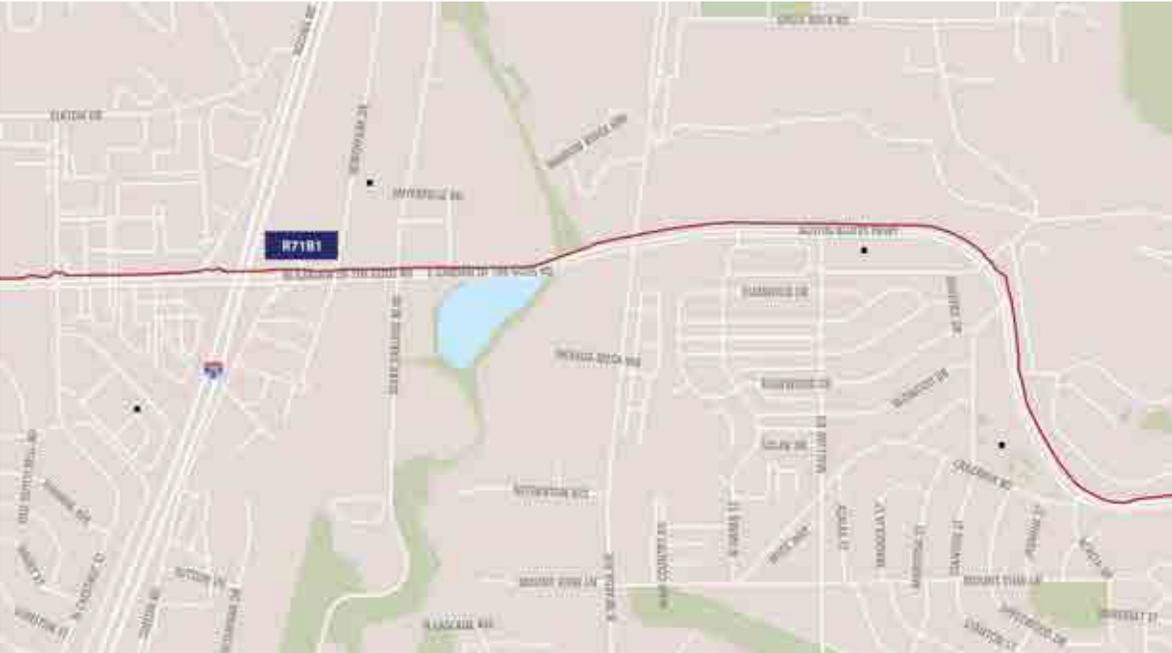
5.14.4 Additional costs

A specific barrier exists to developing this nonmotorized link. Table 5.38 lists the barrier along the route that requires special attention. Figure 5.58 shows the referenced barrier. Costs associated with this barrier are **not** taken to account in Table 5.36 and are considered additional costs.

Table 5.40: Regional Route 71: Barrier to route development

Reference	Location	Required remedial work
R71B1	Garden of the Gods Road and US Interstate 25	Nonmotorized crossing

Figure 5.58: Regional Route 71: Barrier to development



6 Implementation

This chapter describes recommendations for Plan implementation. Although this is a regional plan, it is at the behest of each of the jurisdictions within the Pikes Peak region to fund or apply for funding to implement Regional Routes that traverse their boundaries. This chapter includes a recommended timetable for implementation, potential funding sources and describes various non-infrastructure programs that could complement implementation of nonmotorized network.

6.1 Implementation timeframe

Table 6.1 categorizes the Regional Routes into a list of short, medium and long term projects. These priorities were informed by public input and jurisdiction staff discussions. To understand the criteria that were used to prioritize the regional routes, please reference Table 4.1 which describes the improvement corridor prioritization criteria. It is important to remember that each route is likely many projects which will occur over time, rather than a single project.

While the improvements listed below only include the development of Regional Routes, one of the regional priorities identified by the project team is adequate signage and implementation of a wayfinding system.

6.1.1 Regional Route implementation timeframe

Table 6.1: Table of prioritization (by Route number)

Regional Route	Name	Short, Medium or Long Term	Rationale
12	Falcon to the Pikes Peak Greenway via the Rock Island Trail	Short	Strong community support, no nonmotorized connection between Falcon and City of Colorado Springs currently exists. Relatively few barriers to implementation.
23	Downtown Colorado Springs to Peterson Air Force Base	Short	Route is already designated as a bicycle route, and has had some improvements. Upgrading the route should be relatively simple as the route has few major barriers. Links a dense area with major destinations.
43	The intersection of Evans Avenue and Cheyenne Boulevard to the Pikes Peak Greenway via Cheyenne Boulevard and South Tejon Street	Short	Route already designated as a bicycle route. Relatively few nonmotorized barriers. Strong community support.

Regional Route	Name	Short, Medium or Long Term	Rationale
18	Downtown Colorado Springs to downtown Manitou Springs via the Fountain Creek Alignment and Creek Walk Alignment	Short	Strong community support, no complete nonmotorized link currently exists between the Pikes Peak Greenway and the City of Manitou Springs. Will require extensive feasibility study along Fountain Creek.
13	Falcon to the Pikes Peak Greenway via Woodmen Road and the Cottonwood Trail	Short/Medium	Potential to tie in construction with new development along Woodmen Road which may result in cost savings.
33	Downtown Colorado Springs to Security-Widefield	Short/Medium	Currently no nonmotorized link between downtown Colorado Springs and Security-Widefield. Barriers such as the railroad and creek require further study to find solutions.
41	Fort Carson to downtown Colorado Springs, following State Highway 115	Medium	Currently no nonmotorized link between Fort Carson and downtown Colorado Springs. Will require construction along State Highway 115.
71	Garden of the Gods Road and North 30th Street to North Academy Boulevard and North Carefree Circle	Medium	Route requires some construction along Garden of the Gods Road. Relatively few major barriers. Would create a link in an area of very high employment, and to a major educational institution.
44	Front Range Trail	Medium	Route requires continual maintenance and upgrades as the spine of the nonmotorized system. Key links to on-road nonmotorized infrastructure should be considered.
29	US Air Force Academy to the intersection of South Academy Boulevard and Hancock Expressway, following Academy Boulevard	Long	Will require major re-visioning exercise, complete streets study and feasibility study. Would create a major nonmotorized link through a dense area in the region, whilst mitigating current safety issues.
35	The City of Woodland Park to the City of Manitou Springs via the Ute Pass Trail alignment	Long	Currently no link between the City of Manitou Springs and the City of Woodland Park. Portion of trail between Manitou Springs and Cascade will require major engineering, and therefore expense, to complete. Strong community support.

When feasible, regional route improvements should be tied into larger planned roadway resurfacing projects, or other major planned projects, to efficiently use time and funding.

6.1.2 Long term implementation of identified improvement corridors

The list of all regional improvement corridors should be implemented in the future, through a similar process of prioritization, analysis, and route refinement. This stepwise analysis and development will allow the nonmotorized network to grow organically, and for the full vision of the Pikes Peak regional nonmotorized transportation system plan to be realized.

6.1.3 Guideline documents for implementation

Use of AASHTO and NACTO design guidelines are recommended for use in implementing the Regional Nonmotorized System Plan. There are flexibilities from FHWA that allow transportation

agencies to provide nonmotorized transportation facilities. In 2014, the Colorado Department of Transportation (CDOT) endorsed the NACTO guide.

The FHWA's August 2013 Bicycle and Pedestrian Facility Design Flexibility memo states:

"The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and the Institute of Transportation Engineers (ITE) Designing Urban Walkable Thoroughfares guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. FHWA supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas...DOT encourage transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate."

For additional information about local design guidelines, please see Appendix E.

6.1.4 Coordinating/collaborating to implement the plan

Jurisdictions should collaborate to leverage funding for both routes within the Plan and for local improvements. It is important for local communities to partner to support nonmotorized transportation. As part of the coordinated effort, this plan proposes that PPACG accommodate a non-voting member representing the interest of nonmotorized transportation to one of the existing committees (such as the Transportation Advisory Committee) or subcommittees so that continued attention to the nonmotorized interest occurs at the regional planning level.

The development of a business partnership to support the delivery of the Plan would enable links between public-private partnerships to flourish, and further add momentum to the Plan's implementation.

Members of the public can help in the implementation of the Plan through community action and lobbying decision makers to ensure the development of the nonmotorized system stays at the top of investment priorities in the Pikes Peak region.

6.2 Funding sources

There are a number of nonmotorized-specific funding sources, and funding sources for multimodal transportation, these include:

Funding through local sources:

- Municipal/County Capital Improvement Programs
- Pikes Peak Rural Transportation Authority
- Trails and Open Space Funds
- Bike Tax Funds (where applicable)

Funding through public health initiatives

Links are strengthening between public health and nonmotorized transportation, and an increasing range of funding options is becoming available. These include:

- LiveWell Colorado¹⁴
- State public health funds¹⁵
- Colorado Health Foundation - Physical activity infrastructure grant (October 2014)¹⁶
- Kaiser Permanente - Walk and Wheel¹⁷

Funding through transportation initiatives

There are a number of options to secure funding through federal, state, and regional processes. PPACG runs a competitive selection process for those funds identified under the MAP-21 bullet point. All of these funding opportunities for transportation projects include:

- MAP-21¹⁸
 - Transportation Alternatives Program (TAP)¹⁹
 - Highway Safety Improvement Program²⁰
 - Congestion Mitigation and Air Quality (CMAQ)
 - Surface Transportation Program (STP-Metro)
- Safe Routes to School²¹

¹⁴ Retrieved from: <http://livewellcolorado.org/>

¹⁵ Retrieved from: <http://www.cdphe.state.co.us/>

¹⁶ Retrieved from: <http://www.coloradohealth.org/fundingopportunitiesliving/>

¹⁷ Retrieved from: <http://share.kaiserpermanente.org/tag/walk-and-wheel/>

¹⁸ Retrieved from: <http://www.fhwa.dot.gov/map21/>

¹⁹ Retrieved from: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

²⁰ Retrieved from: <http://safety.fhwa.dot.gov/hsip/>

- TIGER Discretionary Grants²²
- Community Development Block Grant Program (CDBGP)²³

Lottery funding

Lottery funding often provides a source of capital for more local projects. The Colorado Lottery funds trail projects through Great Outdoors Colorado (GOCO).

- Colorado Lottery – Giving Back²⁴
- Great Outdoors Colorado (GOCO)²⁵

Funding nonmotorized connections to transit

A number of transit funding streams can also include complementary mode improvements, such as access by cyclists and pedestrians.

- FTA funding²⁶
- Formula Grants for Rural Areas (populations under 50,000)²⁷

Funding through crowd-sourcing

To help provide a platform for implementation and funding, crowd sourced software may be used. This will allow not only employers and businesses to contribute to implementation of Regional Routes, but also communities, neighborhood groups and other organizations. It will also provide a basis for community fund raising.

ADA Transportation Improvements

ADA specific programs can help provide improvements throughout region to improve ADA standards.

- Enhanced mobility of Seniors and Individuals with Disabilities (FTA 5310)²⁸

²¹ Retrieved from: <http://www.saferoutesinfo.org/>

²² Retrieved from: <http://www.dot.gov/tiger>

²³

http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

²⁴ Retrieved from: <https://www.coloradolottery.com/giving-back/where-the-money-goes/?r=1>

²⁵ Retrieved from: <http://www.goco.org/>

²⁶ Retrieved from: <http://www.fta.dot.gov/grants.html>

²⁷ Retrieved from: http://www.fta.dot.gov/grants/13093_3555.html

6.3 Complementary programs and initiatives

Although the Plan's main focus has been the development of nonmotorized infrastructure, equal importance should be placed on the complementary measures that can enhance the attractiveness of the nonmotorized network to visitors and residents alike.

Important complementary measures that should be considered in the future include, but are not limited to:

- Development of a regional nonmotorized wayfinding system ;
- Branding and marketing of the nonmotorized network;
- Development of a comprehensive nonmotorized map;
- Production of a regional nonmotorized online journey planner;
- Incorporation of active modes in travel demand model;
- Region wide cycle training program, focused on children;
- Enhanced TDM measures at businesses; and
- Events, community cycle rides, and bicycle rodeos.

The development of a package of complementary programs will ensure the infrastructure based improvements will be well used, and provide new generations of nonmotorized users.

²⁸ Retrieved from:

<https://www.cfd.gov/index?s=program&mode=form&tab=core&id=12ccee10540f8dd45609da8f8cd69845>