

# PUEBLO



# 2010 Bicycle Plan

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## INTRODUCTION

The Pueblo area has a relatively mild climate and gentle topography that make travel by non-motorized modes an enjoyable experience for participants. During the past twenty years, the City of Pueblo has continued to construct and improve its bikeway facilities to enhance non-motorized travel throughout the City. Further enhancements to the non-motorized transportation system will play an ever-increasing role in accommodating the non-motorized travel needs of Pueblo residents and visitors to the area.

In order for bicycling to become comfortable and convenient transportation option, this mode must be fully integrated into everyday decisions such as where new schools will be located, how residential communities will be designed, and how each roadway will be built.

The City of Pueblo has made consciences effort to expand and promote multiple forms of transportation. Over the past several years there have been significant strides in developing the bikeway network, including multi-use paths and primary use routes. In order to provide a bikeway system that attracts both resident and visitor bicyclists and enhances opportunities for bicycling in Pueblo, the City has pursued development of a comprehensive bikeway network that provides a high level of service and seamless travel for the bicyclist.

To assist in the development of the bikeway network, the City has been working with Pueblo Active Community Environments (PACE); a grass-roots community group that has come together to promote walkability and bikeability in the Pueblo area. This group has played a significant role in the development and progression of this plan. The City and PACE recognize that bikeways provide enormous benefits to both the cycling and non-cycling public. Bikeways attract more bicyclists, resulting in cleaner air, less noise pollution, and overall quality of life benefits. Bikeways use public dollars efficiently by reducing road maintenance costs and enhancing economic development.



Bikeways increase the carrying capacity of the transportation system by lessening the demand for motor vehicle capacity. Well-established bicycle facilities improve safety for all users; bicyclists feel they have a secure space on the road and motorists are aware of bicyclists' presence and the right of the bicyclist to be on the road.

This plan focuses on planning and engineering, education, enforcement, encouragement, economy and the environment to promote the continued usage and development of the City's bikeway network. The following terms are used throughout this document:

- **Bikeway** – General term referring to signed bike routes, bicycle lanes, off-street trails and multi-use paths.
- **Local Service Bikeway** - A local circulation routes for bicyclists, any neighborhood street not classified as a Primary Route.
- **Primary Route** – Generally an on-street route.
- **Multi-Use Path** – Generally an off-street trail.

The ultimate goal of transportation system is to provide access to goods, services and activities and the efficient movement of people. In general, the more transportation options available the better the access and mobility. Non-motorized modes are important transportation choices; for trips made entirely by walking or cycling, and to support public transportation. In urban areas, walking and cycling are often the fastest and most efficient way to perform short trips. A built environment that is hostile to non-motorized transport reduces everybody's travel choices. The result of this "automobile dependency" is increased traffic congestion, higher road, and parking facility costs, increased consumer costs, and greater environmental degradation. Adequate pedestrian and cycling conditions are essential to guarantee everybody a minimal level of mobility ("basic mobility").



### **Mobility-Friendly Policies and Practices**

Mobility friendly design describes a broad set of design solutions for maximizing the opportunities of all people to move within and between communities independently and safely. As a result, people with varied ability levels including children, the elderly, the disabled, individuals with low

income, and others, can move freely without facing barriers resulting from transportation facilities and services.

Changing long-standing policies and practices, however, is no small task. In the past, bicycling and walking were often not included in the “mix” during land use and transportation planning and design. Policy changes will require more awareness of bicycling issues on the part of elected officials, planning and code enforcement staff, developers, roadway designers, comprehensive planners, and many others.

Trip distance is central to the decision to use a bicycle for any given trip. Bicycling, therefore, greatly impacts local land use patterns. Segregated land uses increase the distance between origin and destination points, while mixed uses shorten distances and encourage walking and bicycling. The planning and design of large and small developments can either encourage walking and bicycling by providing good circulation and minimizing conflicts with motor vehicles.

## **History**

The Pueblo Region completed its first *Bikeway System Plan* in 1979. The plan was updated in 1990 and again in 1999 when supplemental efforts for the St. Charles Mesa, Pueblo West and Pueblo County were incorporated.

Since the 1999 updates, the City of Pueblo has made a cognizant effort to expand and promote multiple forms of transportation and have incorporated the planning efforts into the 2030 and 2035 Long Range Transportation Plans. Over the past several years there have been significant strides in developing the bikeway network, including multi-use paths and primary use routes. In order to provide a bikeway system that attracts both resident and visitor bicyclists and enhances opportunities for bicycling in Pueblo, the City has pursued development of a comprehensive bikeway network that provides a high level of service and seamless travel for the bicyclist.

## PLANNING AND ENGINEERING

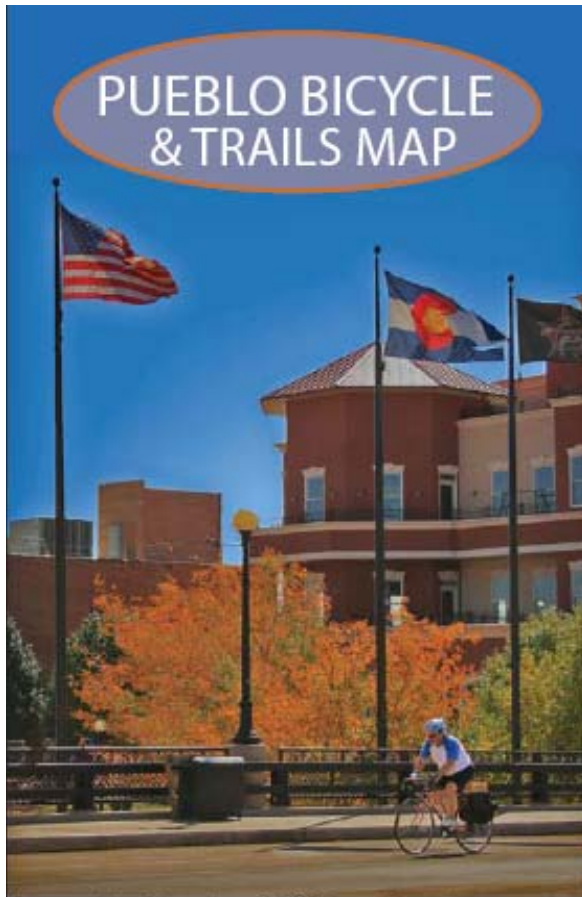
The Pueblo Transportation, Planning, and Parks Departments work together along with citizen groups, such as Pueblo Active Community Environments (PACE) and the City / County Health Department to plan and develop this bike plan for the community. Existing and future multi-use paths and on-street routes are identified in the Long Range Transportation Plan adopted by the Pueblo Area Council of Governments (PACOG). Below is the list of short term projects the City is actively pursuing. These projects are generally low cost and can be done in-house with existing City forces or are project that have received funding and construction is underway.

Short Term Projects
Improved connectivity of river trail to on-road routes
Improved trailhead and directional signage along the river trails
Install directional signage on-road routes to "River Trail Access"
Modifications to Mineral Palace Loop
Installation of additional bike racks in the commercial areas (Downtown, Mesa Junction, Northern Avenue)
Explore bike boulevards
Stripe edgeline on 18th Street Bridge
Stripe Bike Lanes on Elizabeth Street north of 29th Street
Complete signing of bike routes
Install mile markers on trail system
Installation of additional bike lanes
Bike/pedestrian connection from Arkansas river trail along Pueblo Blvd to City Park
Replacement of Northern Avenue trail from Thames to Encino
Pearl Street Trailhead

In addition to the short term project the City has a significant list of long term projects to expand the trail system or provide better connectivity to existing trails or parks. Below is a list of those long term projects the City envisions to further develop the bicycle network for transportation and recreational purposes.

<b>Long Term Projects</b>
Bike/pedestrian bridge from east side to downtown
Bike/pedestrian bridge across I-25 near Mineral Palace Park
Replace drainage grates at 29th Street & I-25
Installation of lighting on Arkansas river trail between 4th Street Bridge and Main Street Bridge
Replacement of Northern Avenue trail from Leigh / Hollywood to Praire Avenue
Pave Minnequa Lake trails
Northerly Extension of Fountain Creek trail
US50 trail extension from Fortino Blvd to Pueblo Blvd
Wildhorse Creek trail extension from 18th Street to YMCA
Wildhorse Creek trail extension from YMCA into Eagleridge neighborhood
Trail connection from Wildhorse Creek trail into Honor Farm
Goodnight Arroyo trail from Arkansas River trail to Red Creek Springs Road
Goodnight Arroyo trail from Red Creek Springs Road to Northern Avenue
Arkansas Valley Conduit greenway and trail - Northern Avenue to lakes
Dry Creek Arroyo trail - East 4th Street to CSU-Pueblo
Bessemer Ditch greenway and bike path
Construct trail at Minnequa Lake along canal south to lakes
<u>Trail Heads - Arkansas River</u>
City Park
Reservoir Road
Wildhorse Creek Confluence
D60 Stadium
Spring Street
Moffat Street
<u>Fountain Creek Trailheads</u>
4th Street
8th Street
US50 By-Pass
Montebello

The recent development and publication of the *Pueblo Bicycle and Trails Maps* in the Summer of 2010 allowed significant community input into the City's bikeway system. The general principals identified for continued development of the bikeway network include:



**On Street and Off Street Routes**



**Mountain Bike Trails**



**Multi-Use Trails**

- Connect bicyclists to desired destinations such as employment centers, commercial districts, transit stations, institutions, and recreational destinations;
- Provide the most direct and convenient routes possible;
- Provide an alternative route for less experienced bicyclists;
- Fill-in existing gaps in the bikeway network;
- Target locations with the potential for implementation in the next ten years;
- Lead a bicyclist to safe street crossings;

The creation of the Bicycle and Trails Map took a different approach than in years past. This map categorizes the bike routes using the same nomenclature as one would see associated with downhill skiing. The reviewing group assigned routes as green for all riders, blue for intermediate riders and black for experience riders. The assignments were based on roadway character, adjacent land use, roadway width, traffic volume and traffic speed. The new map also emphasizes safety, providing bicyclist with information on riding in traffic, left turn options, communication techniques, theft prevention, as well as several other tips. The full map can be found at area bike

shops, government building, recreation centers or can be viewed on-line at [www.pacog.net](http://www.pacog.net) or [www.activepueblo.net](http://www.activepueblo.net).

The further development and implementation of the bikeway network can be relatively simple and inexpensive, particularly if it occurs when the City restripes a roadway with bicycle lanes during routine resurfacing. Design treatments can also be very complicated and costly, as with bikeways that

require complete reconstruction, widening of the roadway or providing grade-separated crossings.

Whenever streets are reconstructed or constructed, appropriate bikeway facilities are considered to accommodate bicyclists' needs. The City's Roadway Classification and Design Standards currently require newly constructed arterials to provide sufficient width for the striping of a bike lane. All streets except high-speed freeways should be accessible by bicycle.

The standards ensure that the bikeway network and conditions for bicyclists continue to improve with community growth and development. A full copy of the Roadway Classification and Design Standards can be found at the following web address:

<http://pueblo.us/documents/Transportation/RoadwayClassificationDesignStandardsPoliciesNov2004.pdf>

When neither the appropriate design treatment nor an acceptable alternative can be constructed under reasonable conditions, bikeway facilities should be constructed on a nearby (within a quarter mile) parallel roadway or Multi-Use Path. When a street or intersection is constructed or reconstructed, standard design elements are incorporated into project design and construction whenever possible. When constraints exist and all standard design treatments cannot be accommodated, decisions are made on a project basis through an interdepartmental review where all policies and perspectives are considered to ensure bicycle access and safety.

The existing bikeway network, including Local-Service Bikeways, Priority Bikeways, and Multi-Use Paths is designed to provide a high level of service for bicyclists and encourage bicycle use. It has been requested by the public, business community, and local officials that improvements be made to further improve the bikeway network, both locally and regionally. The three categories of bikeways are described below.

### **Local Service Bikeway**

Local-Service Bikeways are intended to serve as local circulation routes for bicyclists and provide access to adjacent properties and neighborhood centers. With the exception of controlled access roadways and State Highways, all City streets not classified as Bike Routes or Multi-Use Paths, are considered Local-Service Bikeways.

Local-Service Bikeways are shared roadways and are operated and maintained consistently across the city.

## Primary Bikeway

Primary Bikeways are on-street routes designed to establish direct and convenient access to significant destinations within the City. Areas that are served by Primary Bikeways are employment centers, commercial districts, transit stops, institutions, recreational destinations, and local/regional centers.

Design treatments designating Primary Bikeways in the City of Pueblo are categorized and defined as follows:

- Design treatments that may be considered for Primary Bikeways are bike route signage, bicycle lanes, shared roadways, extra-wide curb lanes, wide shoulders, bicycle boulevards, and way-finding signs for local street connections.
- On-street motor vehicle parking may be removed on Bike Routes to provide bicycle lanes, except where it is essential to serve adjacent land uses.
- All destinations along a Bike Routes should have sufficient end-of-trip facilities (i.e. bicycle parking) to meet and support bicyclists' needs.
- Some Primary Bikeways are more heavily used as commuter routes and should be maintained to minimize all surface hazards including but not limited to: grates, potholes, manholes, trash, loose sand or gravel, broken glass, other debris, and snow.

There are two general categories of Primary Bikeways: a bicycle route and bike lanes.

**Bike Routes:** Signed bike routes are used primarily on local, low-volume streets where bicycle lanes are not needed and should ideally be delineated by guide signs. Some streets that are already signed as bicycle routes can be upgraded with bike lanes or with way-finding aids that provide directional information about destinations and connecting bikeways. Alternative methods, when bicycle lanes are not possible, may include but are not limited to wider outside lanes, wider sidewalks, shared roadways, and multi-use paths.

Currently the City has approximately 65 miles of signed bike routes. A 2010 signing project installed approximately 350 bike route signs through the City. The routes chosen for the signage generally provide access to commercial centers, parks, and schools.

**Bike Lanes:** A bike lane is a portion of the roadway designated by roadway markings and signage that the lane is for the exclusive or preferential

use of bicycles. Examples in Pueblo include the lanes on Union Avenue, Jerry Murphy Blvd and Bonforte Blvd.

Bike lanes are a minimum of 5' in width and can and have been implemented by 1) narrowing existing vehicular travel lanes, 2) removing travel lanes, 3) removing parking, except where it is essential to serve adjacent land uses, and 4) shoulder widening. Bicycle lanes may be implemented through stand-alone bikeway projects, through reconstruction or construction of roadways, and through routine resurfacing of roadways.



Each mile of bike lanes costs approximately \$7,000 to install; this cost includes signage and pavement markings (paint) and an additional \$850 every year for maintenance costs. Because of the maintenance costs associated with bike lanes, the installation location should be well thought out.

### **Multi-Use Paths**

Multi-use paths are designed to establish efficient, convenient, and comfortable routes for bicycling, walking, and other non-motorized uses.

Multi-use paths are often appropriate in corridors not well served by the street system to create short cuts that link urban destinations and origins along continuous greenbelts such as rivers, parks and open space.

Given specific location constraints, multi-use paths often take creativity to implement the most effective transportation system; however, general guidelines are summarized below:

- Multi-Use Paths should be designed as separate facilities that can be shared with pedestrians and other non-motorized users.
- Multi-Use Paths should be protected or grade-separated at railroad crossings, rivers, and intersections with major roadways.
- Multi-Use Paths should be identified through appropriately placed signage.

A multi-use path is a bikeway that is at least 8-feet in width and usually separated from motorized vehicular traffic by an open space or barrier. It can be located either within the roadway right-of-way or within an independent

right-of-way or easement. Multi-use paths are intended to provide adequate and convenient routes for bicycling, walking, and other non-motorized uses.

Multi-use paths may be implemented in corridors not well served by the on-street bikeway network. Good examples in Pueblo include the Arkansas River Trail and the Fountain Creek Trail.



The Pueblo Transportation, Planning, and Parks Departments work together to plan and develop multi-use paths linking origins and destinations along continuous greenbelts such as rivers and arroyos, and through public open space and parks.

The City is currently in the process of developing design and construction standards for multi-use trails. Draft standards propose the designation of three trail types; regional, community and

neighborhood. The design standards will address a multitude of design criteria including width, surface type, minimum centerline radii, trail clearance, slope, etc. The standards will also propose minimum standards for trail heads and crossings.

### **Existing Bikeway Inventory**

As of November 2010, within the City of Pueblo, the current bikeway network consists of approximately 207 miles of bicycle routes, 5 miles of bike lanes, 26 miles of multi-use paths, and many more miles of local-street bicycle routes. Below is a description of several of the multi-use trails:

- **Arkansas River Trail:** A 9-mile trail connecting the Runyon Lake Loop with Lake Pueblo State Park. Destinations along the trail include the Pueblo Greenway and Nature Center, Runyon Sports Complex and Runyon Lake.



- **Fountain Creek Trail:** This 4.89-mile trail connects Runyon Lake with Colorado State University (Pueblo) and is eventually planned to extend 15 miles north into El Paso County as part of the Colorado Front Range Trail, and 5.5 miles south to St. Charles Creek to provide a critical link in the American Discovery Trail.
- **Runyon Lake Loop:** This 1.2 mile trail loop connects to the Riverwalk , Arkansas River, and Fountain Creek Trails.
- **Riverwalk Trail:** This 1.52 mile trail connects the Runyon Lake Loop Trail and provide great access to Pueblo Downtown, including Union Avenue Historic District and the Pueblo Convention Center.
- **Wild Horse Creek Trail:** This .89-mile trail extends north from the Arkansas River Trail. Wildhorse Creek provides access to the trail system for community around Hyde Park and for the residential areas along Tuxedo Boulevard. Approximately 1 mile of this trail is complete with an additional 5 miles planned to extend north across US 50 to the multi-use path along Pueblo Boulevard.
- **Pueblo Blvd Trail:** This 2.44 mile trail parallels Pueblo Blvd, provides access to the Arkansas river trail, City Park, and to various commercial centers and residential developments.
- **College Trail:** This 1.71-mile trail extends from the northern point of the Fountain Creek River Trail and runs east through the University Park neighborhood to the Colorado State University-Pueblo Campus.
- **Lake Minnequa Trail Network:** This trail has recently been constructed as part of the Lake Minnequa Open Space project. Overall, there are approximately XX miles of trails established with a portion of that being a XX mile loop around the lake.

## Emerging Innovative Bicycle Traffic Solutions

Improving the ease and efficiency of bicycling, as well as the safety of the bicyclist are high engineering priorities. The following innovative recommendations are a good start to accomplishing these goals. It is imperative that the City continue to be progressive and aware of all potential opportunities to improve the transportation network for bicyclists.

### *Sharrows*

A Sharrow is a specific pavement marking used to communicate to bicyclists the lateral positioning of their travel path in a vehicle travel lane that is too narrow for a motor vehicle and a bicycle to travel side by side. The marking can also be used to help establish the lateral positioning of the bicycle in order to avoid the door zone, to alert motor vehicle users of the likely presence of bicycles and to reduce the occurrence of wrong way bicycling.

The sharrow marking should not be used on roadways with speed limits above 35mph and should be used in conjunction with connecting bike lanes.



### *Bicycle Boulevards*

A bicycle boulevard is a shared roadway that has been optimized for bicycle traffic. In contrast with other shared roadways, bicycle boulevards discourage cut-through motor vehicle traffic, but allow local motor vehicle traffic, and are designed to give priority to bicyclists.

Bicycle boulevards are designed to offer the advantages of bicycling on arterial roadways that experienced bicyclists typically value, combined with the advantages of bicycle paths that appeal to inexperienced or young riders. Experienced bicyclists can enjoy lower traffic volumes without significant increases in trip time. For less experienced bicyclists, bicycle boulevards can serve as "stepping stone" facilities that help them move from bicycle paths and trails onto shared roadways or bike lanes.

Bicycle boulevards use a variety of traffic-calming elements to achieve a safer environment. For instance, diverters with bicycle cut-outs at mid-block locations allow motorists to enter the roadway in order to park or otherwise

access a property while allowing bicyclists to continue to the next block, but do not allow motorists to continue through. Typically, these modifications are thought to calm traffic, improve pedestrian safety, and encourage bicycling. The purpose of a bicycle boulevard is to improve bicycle safety and circulation by having or creating one or more of the following conditions:

- Low-traffic volumes (or bike lanes where there are medium-traffic volumes).
- Discouragement of non-local motor vehicle traffic.
- Free-flow travel for bikes by assigning the right-of-way to the bicycle boulevard at intersections wherever possible.
- Traffic control to help bicycles cross major arterial roads.
- A distinctive look and/or ambiance to encourage bicyclists and make motorists aware that the roadway is a priority route for bicyclists.

## ENCOURAGEMENT

Special events are an important means to encourage bicycling. Through participation in a local, citizen run organization such as Pueblo Active Community Environments (PACE), the City actively supports special events.

Various events are planned each year with a specific goal to include attracting new bicyclists; celebrating our local bike plan and infrastructure and focusing on safe bicycling practices. The Walk N' Roll campaign was initiated to promote various bicycling, walking and active living events throughout the community. Below is a listing of bicycling events:

- Bike to Work Days
- Bike Commuter Cup Challenge
- Bike / Walk to School Day
- National Trails Day
- Angelo's Criterion de Pueblo Bike Race
- Dog Track Road Ride
- Red Gate Mountain Bike Ride
- Transportation Technology Center Road Ride
- Minnequa Lake Mountain Bike Ride



In addition to the Walk N' Roll campaign PACE also actively supports a Facebook account and a website, [www.activepueblo.net](http://www.activepueblo.net), that promotes events through a community calendar, gives ideas on where to bike, provides electronic access to the bike maps and give tips on bicycle safety.



Another factor in choosing to bicycle is the availability of bicycle parking. While there are some locations that provide bike racks, it is limited. The City has taken steps to require, through the Pueblo Municipal Code, that new construction providing over 40 vehicle parking spaces also provide bicycle parking. In addition, several bike racks throughout the downtown area have been installed by the Pueblo Downtown Association. PACE has produced a brochure indicating various local vendors that will provide and install bike racks.

## ENFORCEMENT

A local volunteer and bicycle advocate is currently providing training for law enforcement officers within the Pueblo Police Department. As a result of this training the traffic laws contained with the Pueblo Municipal Code are being updated to reflect statewide consistency.

Enforcement measures should complement the other facets of this bike plan, specifically, the Education component. Education initiatives combined with enforcement measures to ensure the success of many programs. It is recommended that the implementation of enforcement measures not be done in isolation; rather, designed in a comprehensive approach.



As we continue to promote bicycling as another form of transportation there significant steps that need to be taken relative to enforcement. Further recommendations include:

- Disseminate current and appropriate bicycling information to and from local enforcement agencies. This is an important aspect in order to maintain consistent City messaging regarding local ordinances and to bridge the gap of understanding between bicyclists and police officers.
- Continue to work closely with local enforcement agencies to create innovative, pro-active education campaigns including enforcement that fosters the safety of bicyclists, pedestrians, and motorists.

- Encourage and coordinate official trainings for local enforcement agencies to ensure all City personnel are knowledgeable of current local, regional, and national bicycle policies and ordinances.
- Promote a constructive process to determine what types of behavior require enforcement agency involvement.
- Explore the creation of a bicycling safety class. The class could be offered as an educational activity or for first-time law violators, whether driving, bicycling, or walking, to educate on specific laws related to bicycle and pedestrian safety.

## EDUCATION

Education is an important element in increasing bicycling while also improving safety. People often assume that as cycling increases, so will the number of crashes. This need not be the case as has been demonstrated in other cities. The word “education” has many facets when it comes to bicycling. This section will address several educational components including but not limited to:

- Developing safe cycling skills in children;
- Teaching adult bicyclists their rights and responsibilities;
- Teaching motorists how to more effectively share the road with bicyclists;

### *Youth Bicyclists*

School children are most effectively reached when an action-oriented teaching approach and repetitive practice process are coupled with awards and incentives. Awards and incentives can consist of certificates of completion or bicycle/pedestrian licenses, free or reduced cost bicycle helmets and other accessories (such as bicycle lights or bells), or discount coupons from area bicycle shops.



Volunteers through PACE have been working with area schools to ensure that school-age children are receiving an age-appropriate bicycle safety message and are learning skills that will help them function safely on the public right-of-way. It is recommended that additional efforts for education be

pursued at Pueblo City Schools. The following messages have been consistently taught through many mediums:

- Wear a helmet.
- Obey all traffic laws.
- Look both ways before crossing streets.
- Always ride with the flow of traffic.
- Be predictable.
- Always signal your intentions.
- Be visible. Wear light colored, bright, or reflective clothing and always use a front light and rear reflector at night.
- Use the bike map. Look for a route that is suitable to your comfort and skill level.
- Very young children should ride with a parent.
- When riding with a group of children, it's strongly advised that an adult ride in both the front and behind to monitor disparate abilities.

The City has been awarded three *Safe Routes to School* grants; Heaton Middle School, Hellbeck Elementary School and Corwin International Magnet School. The program focuses on five E's – Education, Encouragement, Engineering, Enforcement and Evaluation – the *Safe Routes to School* program works collaboratively with the schools to provide programming and capital improvements throughout the city.

*Safe Routes* provides education to local youths and their families through in-class education, social marketing and events. Encouragement programs include a Bike to School Days, fall participation in International Walk (and Bike) to School Day.

### *Adult Bicyclists*

Adult bicyclists fall into several different categories of riders. Some adults are comfortable riding on busy streets and mixing with traffic while others prefer quieter streets or multi-use paths. There are adults who ride a bicycle only a few times a year and those who ride often, both for transportation and/or recreation.

Each type of adult bicyclist has his/her own concerns and philosophy about how bicycles fit into the transportation system. Education and encouragement efforts must recognize this fact and tailor messages to each group.

It is also important to reach as wide a range of bicyclists as possible. Since adults do not often group together as a captive audience (as school children often do), volunteers through PACE have provided a wide range of opportunities to improve their knowledge and skills as they relate to bicycling.

The following messages have been provided consistently throughout all activities:

- Be alert. Watch for other users and sudden behavior changes. Pay careful attention to potential road hazards such as potholes and gravel. Adjust speed to maintain control of the bicycle.
- Obey all traffic laws.
- Always ride with the flow of traffic. Ride where motorists and others expect bicyclists, and never ride against traffic.
- Be predictable. Signal your turns, do not weave in and out of traffic, and stay as far to the right as possible, except when:
  - Traveling the same speed as traffic
  - Avoiding hazardous conditions
  - Preparing to make a left turn, passing another vehicle or using a one-way street (in which case riding along the left curb is permitted)
  - The roadway is too narrow for a bicycle and a motor vehicle to travel safely side-by-side
  - Riding alongside another bicyclist in a manner that does not impede the normal flow of traffic
- Be visible. Wear light-colored, bright, or reflective clothing and always use front and rear lights. Rear reflectors are also advised when cycling at night.
- Wear a helmet.
- Use the bike map. Look for a route that is suited to your comfort and skill levels.
- Stay off sidewalks

whenever possible. In Colorado, bicycles are legally classified as vehicles and should behave as such. Unless specifically signed for shared use, as on bridge sidewalks or multi-use paths, sidewalks are primarily intended for pedestrians. In some cases it is appropriate for young or less experienced bicyclists to ride on the sidewalk although bicyclists must always be watchful of pedestrians on the sidewalk. When using sidewalks, bicyclists are required to warn pedestrians audibly when passing (verbally or by bell), yield the right-of-way in conflict situations, and travel at a walking speed at driveways and intersections when a motor vehicle is



approaching. Remember, that motorists are not expecting bicyclists to approach them at driveways or approaches.

- Do not drink alcohol and ride.

### *Motorists*

The main goal in educating motorists is to foster a broad range and general public awareness/respect for bicycling. This is a challenge in Pueblo as the common form of transportation is by automobile. What would amount to a minor fender bender between two motor vehicles could result in serious injury in a bicyclist/motor vehicle crash. Information and education has been provided to motorists on good driving behavior with the primary safety messages as follows:

- Be alert. Watch for other users and sudden behavior changes, especially at intersections.
- Obey all traffic laws. Driving the speed limit and coming to a full stop at red lights creates a safer environment for all.
- Be predictable. Signal your turns well before an intersection. The law requires use of turn signals in advance of intersections and bicyclists depend on turn signals to judge where to be.
- Be patient. Passing bicyclists just before a stop sign or signal creates an atmosphere of unnecessary hostility.
- Do not honk unless necessary. Bicyclists can see and hear motor vehicles; honking may cause unnecessary alarm.
- Give room. Bicyclists have to react to hazards that a motorist may not see (e.g., glass, storm grates, dogs, car doors). Follow and pass at a safe distance.

## ECONOMY

Various communities in Colorado have captured the economic benefits of bicycling in their community. Now more than ever, Pueblo is beginning to understand the economic benefits of promoting bicycling within the community. Infrastructure, sporting events, recreational biking, bicycling facilities, lead to a greater promotion and understanding of how the bicycle can complement our City's economic considerations. Pueblo has a unique opportunity to enhance the bicycle culture and appeal to its residents, future residents, employers, and visitors.

Pueblo is home to several bicycle recreation clubs. Through bike clubs and special-event promotions, visitors come to Pueblo to enjoy our world-class mountain biking, then stay in hotels, shop, and dine out.

Pueblo is actively promoted by the Pueblo Economic Development Corporation (PEDCO) as a city in which to relocate and start a business. Many employers and their employees want to live and work in a place where a bicycling culture is prevalent. They want to live in a city where it is possible to bike to work, the store, the library, and to school. There is a growing population of Americans who want to live in a community where they have transportation alternatives with which to enjoy local amenities and services. Pueblo lends itself to this type of bicycle culture and promotes a vibrant lifestyle for both employers and employees.

It is recommended that appropriate city departments, PEDCO, PACE, bike clubs and community organizations, individually and collectively, continue to support and encourage infrastructure development, bicycle sporting events, recreational biking, and bicycle facilities. This does not necessarily mean financial assistance, but is intended to encompass support through coordination efforts, promotion, and education.

The City should continue to embrace and support the local bicycle culture and use it as a tool to attract employers, business, and visitors. The bicycle friendly nature of Pueblo will complement other quality-of-life characteristics such as renewable energy efforts, open space, and recreation.

## ENVIRONMENT

The bicycle is a low-cost and effective means of transportation that is quiet, non-polluting, extremely energy-efficient, versatile, healthy, and fun. Bicycles are relatively inexpensive to acquire and maintain, are a good source of exercise for the health-conscious traveler, and are dependable in all but the most inclement weather. They are also extremely flexible vehicles that can operate in a wide variety of settings and result in desirable, environmental benefits.

Riding a bicycle has many positive effects on the environment, both physical and social, for all residents and visitors in Pueblo. Every time a person chooses a bicycle over an automobile, air polluting emissions are minimized. Every time a person chooses a bicycle for recreational purposes, the visual image of them riding promotes the City's trail system. Every time a person can make a choice to live near where they work and play so that they can ride their bicycle daily, City land-use codes are validated. A combination of these benefits results in an enhanced environment for residents and visitors of Pueblo.



The extensive trail system in and around the City of Pueblo is heavily used. There are 26 miles of multi-use paths along with over 212 miles primary routes established for appropriate levels of bicyclists. The trails provide direct access to open space and natural resource areas, such as Lake Pueblo and Runyon Lake, while encouraging an environmentally friendly mode of transportation. This not only reduces pollution but instills a sense of ownership for the quality of our local, natural, environment.

City planning efforts and associated land-use codes encourage residential development near employment, education, and recreation hubs. Land use codes also encourage mixed-use development, including residential, retail, and office space. This type of development minimizes distances people must travel in a day and promotes the bicycle as a viable transportation option.

An improved bicycle network would provide the opportunity for more bicycle trips and fewer vehicular trips. In addition, enhanced connectivity for the bicycle with both transit and pedestrian access, provides further opportunity for vehicular trip reduction.

Specific environmental recommendations include enhanced measurement methods of environmental benefits. This is complicated as many environmental benefits are secondary and/or cumulative; however, it is recommended that further investigations be done to determine adequate and accepted practices of analysis and quantification.