MEETING LOGISTICS

• Please mute yourself and use audio only
• If you have a question, please use the chat box
• There will be interactive polling
  • You can use your phone or computer
  • If you are calling in, you can text 316-993-7833
• Presentation slides are available online

ZOOM TOOLS
INTRODUCTIONS

Denise Aten, AICP
Project Manager / Planning Lead

Jared Lee, P.E., LEED AP BD+C
Engineering Lead

Jay Renkens, AICP
Urban Designer

Chad Caletka, PLA
Landscape Architect

Bradyn Nicholson
Planner

Kyle Morris
Engineer Intern

Andy Rutz, CNU-A
Urban Designer

Mark De La Torre
Urban Designer

Karen Aspelin,
PE, PTOE,
Traffic Engineer
AGENDA

• Project Overview
• Public Input to Date
• Corridor Ideas
• Input Opportunities
• Next Steps
The City of Pueblo and Pueblo County has initiated the development of master plan designs for Union Avenue and Main Street in Downtown Pueblo.

- The Master Plan will be one combined document with separate but complementary projects identified for each corridor.

- Design and Construction will be done separately for each corridor under subsequent contract.

The project is funded through 2016 Pueblo County 1-A funds. The project goals identified in the funding agreement include:

- Pedestrian access
- Parking options
- Streetscape Improvements
The master planning initiative will consider the following elements for the Union Avenue and Main Street corridors:

- Walkability and Bikeability
- Economic Development
- Complete Streets
- Streetscape
- Placemaking
- Traffic Flow and Patterns
- Parking
EXISTING CONDITIONS
• **Zoning:**
  - CBD, Governmental, Industrial, Floodplain

• **Future Land Use:**
  - Mixed Use, Employment Center, Open Space, and River Corridors

• **Bike & Trails Network**
  - Bike lanes and facilities on Union Avenue
  - Arkansas River Trail and Riverwalk Trail

• **Transit Network**
  - Lake Avenue route crosses Union Avenue
  - Berkley-Beulah route along Main Street
  - Several bus stops
Approximate widths are provided above and the width varies along the corridor.
UNION AVENUE – EXISTING CONDITIONS

Approximate widths are provided above and the width varies along the corridor.
UNION AVENUE – 
CHALLENGES AND OPPORTUNITIES

• Create an inviting place to walk, gather, and engage residents
• Improve walkability between key civic and business areas
• Improve crossings
• Traffic calming
• Improve bike lanes
• Parking options
• Landscaping and streetscape elements
Approximate widths are provided above and the width varies along the corridor.
MAIN STREET – CHALLENGES AND OPPORTUNITIES

• Create an inviting place to walk, gather, and engage residents
• Improve walkability between key civic and business areas
• Improve crossings
• Improve traffic flow
• Parking options
• Landscaping and streetscape elements
WHAT WE HAVE HEARD SO FAR

- Stakeholder Committee Meeting
  - City staff
  - Local organizations
  - Corridor business owners
- Active participants to the Project Website
  - Over 100 comments on the interactive map
  - More than 60 survey responses
- Numerous emails and phone conversations
OUTREACH SUMMARY - STUDY AREA

COMMON THEMES IDENTIFIED IN ALL COMMENTS

- Streetscapes
- Traffic Flow & Pattern
- Economic Development
- Placemaking
- Walkability
- Bikeability
- Parking
- Complete Streets
HOW DO YOU TYPICALLY USE UNION AVE?

Driving

Traveling Through

Biking

Shopping & Dining

Socializing with Friends and Family

Hanging Out/Relaxing

Walking
PRIORITIES FOR UNION AVE RANKED IN ORDER FROM MOST TO LEAST IMPORTANT

1. Walking
2. Landscaping
3. Lighting
4. Biking
5. Wayfinding/Signage
6. Driving
7. Parking
OUTREACH SUMMARY - UNION AVENUE

WHAT WOULD MAKE YOUR EXPERIENCE ALONG UNION AVE MORE ENJOYABLE?

- SLOWER SPEEDS
- IMPROVED BIKE LAKES
- OUTDOOR SEATING AREAS & CAFES
- WIDER SIDEWALKS
- IMPROVED CROSSWALKS
- MORE PUBLIC ART
- MORE LANDSCAPING
OUTREACH SUMMARIES - MAIN STREET

HOW DO YOU TYPICALLY USE MAIN ST?

Traveling Through

Biking

Shopping & Dining

Driving

Socializing with Friends and Family

Hanging Out / Relaxing
OUTREACH SUMMARIES - MAIN STREET

PRIORITIES FOR MAIN ST RANKED IN ORDER FROM MOST TO LEAST IMPORTANT

1. BIKING
2. WALKING
3. LANDSCAPING
4. LIGHTING
5. WAYFINDING/SIGNAGE
6. DRIVING
7. PARKING
WHAT WOULD MAKE YOUR EXPERIENCE ALONG MAIN ST MORE ENJOYABLE?

- WIDER SIDEWALKS
- SLOWER SPEEDS
- OUTDOOR SEATING AREAS & CAFES
- IMPROVED BIKE LANES
- MORE CROSSWALKS
- MORE PUBLIC ART
- MORE STREET LIGHTING
- IMPROVED ADA ACCESSIBILITY
- MORE LANDSCAPING
• Enhance Streetscape
  • Complete streets, pedestrian-friendly

• Improve Economic Development
  • Access to businesses and destinations

• Support Placemaking
  • Connect people and place, preserve existing character

• Create Multi-modal Options
  • Safe, attractive, and convenient for all users
• Share several corridor ideas for Union Ave and Main St
  • Not yet designs – we want to hear from you first!

• Sketches and Zoom polling
  • You can use your phone or computer
    • Watch for the question to pop up on your screen
  • If you are calling in, you can text your responses to (316) 993-7833
CORRIDOR IDEAS - ELEMENTS

Sharrows
- Painted markings on the road
- Bikes and cars share the road

Separated Bike Lanes
- Additional space to separate bicyclists from cars or parking
- Physical protection such as curb, planters, or bollards
- One-way or two-way travel
CORRIDOR IDEAS - ELEMENTS

Shared-Use Path
• Designated path
• Used by bikes and pedestrians
• Shared or separated by mode
Café Zone / Amenity Zone

- Share space with the sidewalk
- Outdoor seating and dining
- Landscaping options
- Lighting
Opportunities for Parklets

- Every IDEA that includes angled or parallel parking – these opportunities exist!
- Outdoor seating, pop up cafes, food trucks, activities, kiosks, community gardens, landscaping, furniture, bike racks, water features
UNION AVENUE – EXISTING

NOTE: Existing Conditions vary along Union Avenue
UNION AVENUE –
IDEA #1: No Turn Lane / Separated Bike Lane

Planters
Bollards
Curb
Café Zone / Amenity Zone
UNION AVENUE – IDEA #1: No Turn Lane / Separated Bike Lane

ELEMENTS | IDEA 1
---|---
Two Travel Lanes | X
Turn Lane and Landscape
On-Street Angled Parking
On-Street Parallel Parking | X
Sharrows for Bicyclists
Separated Bike Lanes | X
Shared-Use Path
10-foot sidewalk | X
Café Zone/Amenity Zone: sidewalk wider than 10-feet
Parklets

LOW COST
UNION AVENUE – IDEA #2: Center Turn Lane and Landscaping / Sharrows
UNION AVENUE – IDEA #2: Turn Lane and Center Landscaping / Sharrows

<table>
<thead>
<tr>
<th>ELEMENTS</th>
<th>IDEA 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Travel Lanes</td>
<td>X</td>
</tr>
<tr>
<td>Turn Lane and Landscape</td>
<td>X</td>
</tr>
<tr>
<td>On-Street Angled Parking</td>
<td></td>
</tr>
<tr>
<td>On-Street Parallel Parking</td>
<td>X</td>
</tr>
<tr>
<td>Sharrows for Bicyclists</td>
<td>X</td>
</tr>
<tr>
<td>Separated Bike Lanes</td>
<td></td>
</tr>
<tr>
<td>Shared-Use Path</td>
<td></td>
</tr>
<tr>
<td>10-foot sidewalk</td>
<td></td>
</tr>
<tr>
<td>Café Zone/Amenity Zone: sidewalk wider than 10-feet</td>
<td>X</td>
</tr>
<tr>
<td>Parklets</td>
<td>X</td>
</tr>
</tbody>
</table>
UNION AVENUE – IDEA #3: No Turn Lane / Sharrows
UNION AVENUE – IDEA #3: No Turn Lane / Sharrows

<table>
<thead>
<tr>
<th>ELEMENTS</th>
<th>IDEA 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Travel Lanes</td>
<td>X</td>
</tr>
<tr>
<td>Turn Lane and Landscape</td>
<td></td>
</tr>
<tr>
<td>On-Street Angled Parking</td>
<td>X</td>
</tr>
<tr>
<td>On-Street Parallel Parking</td>
<td></td>
</tr>
<tr>
<td>Sharrows for Bicyclists</td>
<td>X</td>
</tr>
<tr>
<td>Separated Bike Lanes</td>
<td></td>
</tr>
<tr>
<td>Shared-Use Path</td>
<td></td>
</tr>
<tr>
<td>10-foot sidewalk</td>
<td></td>
</tr>
<tr>
<td>Café Zone/Amenity Zone: sidewalk wider than 10-feet</td>
<td>X</td>
</tr>
<tr>
<td>Parklets</td>
<td>X</td>
</tr>
</tbody>
</table>

HIGH COST
UNION AVENUE – North of B Street
IDEA #4: Pedestrian Only / Emergency Vehicle Access
**UNION AVENUE – IDEA #4: Pedestrian Only / Emergency Vehicle Access**

**FEATURES**

<table>
<thead>
<tr>
<th>IDEA 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Travel Lanes</td>
</tr>
<tr>
<td>Turn Lane and Landscape</td>
</tr>
<tr>
<td>On-Street Angled Parking</td>
</tr>
<tr>
<td>On-Street Parallel Parking</td>
</tr>
<tr>
<td>Sharrows for Bicyclists</td>
</tr>
<tr>
<td>Separated Bike Lanes</td>
</tr>
<tr>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>10-foot sidewalk</td>
</tr>
<tr>
<td>Café Zone/Amenity Zone: sidewalk wider than 10-feet</td>
</tr>
<tr>
<td>Parklets</td>
</tr>
</tbody>
</table>
## UNION AVENUE - IDEAS

<table>
<thead>
<tr>
<th>ELEMENTS</th>
<th>IDEA 1</th>
<th>IDEA 2</th>
<th>IDEA 3</th>
<th>IDEA 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Travel Lanes</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Turn Lane and Landscape</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>On-Street Angled Parking</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>On-Street Parallel Parking</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sharrows for Bicyclists</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Separated Bike Lanes</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared-Use Path</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>10-foot sidewalk</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Café Zone/Amenity Zone: sidewalk wider</td>
<td>X</td>
<td>X</td>
<td>XX</td>
<td></td>
</tr>
<tr>
<td>than 10-feet</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parklets</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

**SHARE YOUR FAVORITE IDEA!**
MAIN STREET – EXISTING

NOTE: Existing Conditions vary along Main Street
MAIN STREET – IDEA #1: Two Travel Lanes / Angled Parking

18' WALK
20' ALTERNATIVE ANGLE PARKING AND PARKLETS
11' TRAVEL
10' TURN LANE
11' TRAVEL
WALK / CAFE ZONE

Parklet
Parklet
Landscape & Turn Lane
Café Zone / Amenity
# MAIN STREET – IDEA #1: Two Travel Lanes / Turn Lane

**ELEMENTS**

<table>
<thead>
<tr>
<th><strong>IDEA 1</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Travel Lanes</td>
<td>X</td>
</tr>
<tr>
<td>Turn Lane and Landscape</td>
<td>X</td>
</tr>
<tr>
<td>On-Street Angled Parking</td>
<td>X</td>
</tr>
<tr>
<td>On-Street Parallel Parking</td>
<td></td>
</tr>
<tr>
<td>Sharrows for Bicyclists</td>
<td></td>
</tr>
<tr>
<td>Separated Bike Lanes</td>
<td></td>
</tr>
<tr>
<td>Shared-Use Path</td>
<td></td>
</tr>
<tr>
<td>10-foot sidewalk</td>
<td>X</td>
</tr>
<tr>
<td>Café Zone/Amenity Zone: sidewalk wider than 10-feet</td>
<td>X</td>
</tr>
<tr>
<td>Parklets</td>
<td>X</td>
</tr>
</tbody>
</table>
MAIN STREET – IDEA #2: Two Travel Lanes / Separated Bike Path
# MAIN STREET – IDEA #2: Two Travel Lanes / Turn Lane / Separated Bike Path

<table>
<thead>
<tr>
<th>ELEMENTS</th>
<th>IDEA 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Travel Lanes</td>
<td>X</td>
</tr>
<tr>
<td>Turn Lane and Landscape</td>
<td>X</td>
</tr>
<tr>
<td>On-Street Angled Parking</td>
<td></td>
</tr>
<tr>
<td>On-Street Parallel Parking</td>
<td>X</td>
</tr>
<tr>
<td>Sharrrows for Bicyclists</td>
<td></td>
</tr>
<tr>
<td>Separated Bike Lanes</td>
<td>X</td>
</tr>
<tr>
<td>Shared-Use Path</td>
<td></td>
</tr>
<tr>
<td>10-foot sidewalk</td>
<td></td>
</tr>
<tr>
<td>Café Zone/Amenity Zone: sidewalk wider than 10-feet</td>
<td>X</td>
</tr>
<tr>
<td>Parklets</td>
<td>X</td>
</tr>
</tbody>
</table>

**MEDIUM COST**
MAIN STREET – IDEA #3: Two Travel Lanes / Shared-Use Path
MAIN STREET – IDEA #3: Two Travel Lanes / Turn Lane / Shared-Use Path

<table>
<thead>
<tr>
<th>ELEMENTS</th>
<th>IDEA 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Travel Lanes</td>
<td>X</td>
</tr>
<tr>
<td>Turn Lane and Landscape</td>
<td>X</td>
</tr>
<tr>
<td>On-Street Angled Parking</td>
<td></td>
</tr>
<tr>
<td>On-Street Parallel Parking</td>
<td>X</td>
</tr>
<tr>
<td>Sharrows for Bicyclists</td>
<td></td>
</tr>
<tr>
<td>Separated Bike Lanes</td>
<td></td>
</tr>
<tr>
<td>Shared-Use Path</td>
<td>X</td>
</tr>
<tr>
<td>10-foot sidewalk</td>
<td></td>
</tr>
<tr>
<td>Café Zone/Amenity Zone: sidewalk wider than 10-feet</td>
<td>X</td>
</tr>
<tr>
<td>Parklets</td>
<td>X</td>
</tr>
</tbody>
</table>

HIGH COST
# MAIN STREET - IDEAS

## ELEMENTS

<table>
<thead>
<tr>
<th>ELEMENTS</th>
<th>IDEA 1</th>
<th>IDEA 2</th>
<th>IDEA 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Travel Lanes</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Turn Lane and Landscape</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>On-Street Angled Parking</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On-Street Parallel Parking</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Sharrows for Bicyclists</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Separated Bike Lanes</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Shared-Use Path</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>10-foot sidewalk</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Café Zone/Amenity Zone: sidewalk wider than 10-feet</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Parklets</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

**SHARE YOUR FAVORITE IDEA!**
## UNION AVENUE AND MAIN STREET - TOGETHER

<table>
<thead>
<tr>
<th>ELEMENTS</th>
<th>IDEA 1</th>
<th>IDEA 2</th>
<th>IDEA 3</th>
<th>IDEA 4</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>U</td>
<td>M</td>
<td>U</td>
<td>M</td>
</tr>
<tr>
<td>Two Travel Lanes</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Turn Lane and Landscape</td>
<td>x</td>
<td></td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>On-Street Angled Parking</td>
<td>x</td>
<td></td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>On-Street Parallel Parking</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>Sharrow for Bicyclists</td>
<td></td>
<td>x</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>Separated Bike Lanes</td>
<td>x</td>
<td></td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>Shared-Use Path</td>
<td></td>
<td></td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>10-foot sidewalk</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Café Zone/Amenity Zone: sidewalk</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>wider than 10-feet</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parklets</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
• City Center Streetscape Guidelines and Standards
• Current projects
• Revitalization
• Wayfinding and Signage
• Public Art
NEXT STEPS
• Visit the Project Website: https://bhi.mysocialpinpoint.com/union-main
  • Complete the questionnaire and use the interactive map (through July 14th)

• Project Email: UnionMain@bhinc.com
  • At any time, you may send questions or comments to this email

• Share the project information and website with others
PROJECT TIMELINE

LATE SPRING 2020
- Kick-Off Stakeholder Session #1

SUMMER 2020
- Community Charette #1
- Stakeholder Session #2
- Community Charette #2

FALL 2020
- Stakeholder Session #3
- Community Charette #3
- Presentation of Plan to City Council/Commissions

WINTER 2020
- Final Design/Construction Documentation

SPRING/SUMMER 2021
- Bid/Construction
THANK YOU!