

Improvement Corridors Report

PPACG Regional Nonmotorized Transportation System Plan

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Prepared for:

Pikes Peak Area Council of Governments
15 South 7th Street,
Colorado Springs, Colorado
80905

Prepared by:

Steer Davies Gleave
1900 Wazee Street, Suite 250
Denver, Colorado
80202 USA

+1 (303) 416 7226
www.steerdaviesgleave.com

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1 Introduction

This document describes the methodology used to identify a network of nonmotorized corridors for the PPACG Regional Nonmotorized Transportation System Plan. The corridors identified and described within this document are not intended to replace the core network that currently exists, but build upon it. Many of the identified corridors rely exclusively on the existing network; this will ensure that a complete and comprehensive network is developed. The current network is essential to this process. It goes on to set out the various identified corridors in more detail, and finishes with the next steps for the Plan.

The Plan is focused on improving nonmotorized transportation, including:

- Utility trips (e.g. trips to the shops);
- Commute trips (both work and school); and
- Access to leisure areas (accessing trailheads).

It does not include:

- Leisure trails and routes; and
- Park trails.

The corridor identification stage of the project follows the regional nonmotorized existing conditions data collection and documentation. The collected data and information has been mapped, and used as the basis for the development of the identified corridors.

A corridor is defined as an area ½ mile wide that connects areas of the region. The corridors can be of varying length.

Structure

This document is structured into the following chapters:

- Chapter 2: Corridor Identification Methodology – This chapter provides an overview of the methodology, identifies the data sources that were collected and mapped, and sets out the method used to assimilate that data to identify a regional network of nonmotorized corridors.
- Chapter 3: Regional Corridor Summary – This chapter lists all the identified corridors in a table, and then provides a summary table of each corridor with key attributes.
- Chapter 4: Corridor Descriptions – This section provides additional detail for each corridor, including a description of the corridor and how the corridor identification methodology was applied to select the corridor.
- Chapter 5: Next Steps - This section sets out the next steps of the Regional Nonmotorized Transportation System Plan development after the identified regional corridor stage.

2 Corridor Identification Methodology

This chapter identifies the collected datasets that form the basis of the corridor identification analysis. The chapter also describes the rationale used to identify each corridor, based on the data collected.

For more detailed information regarding any of the datasets below, please refer to the Existing Nonmotorized Conditions document, which can be downloaded from www.walkbikeconnect.org.

Data collection and Mapping

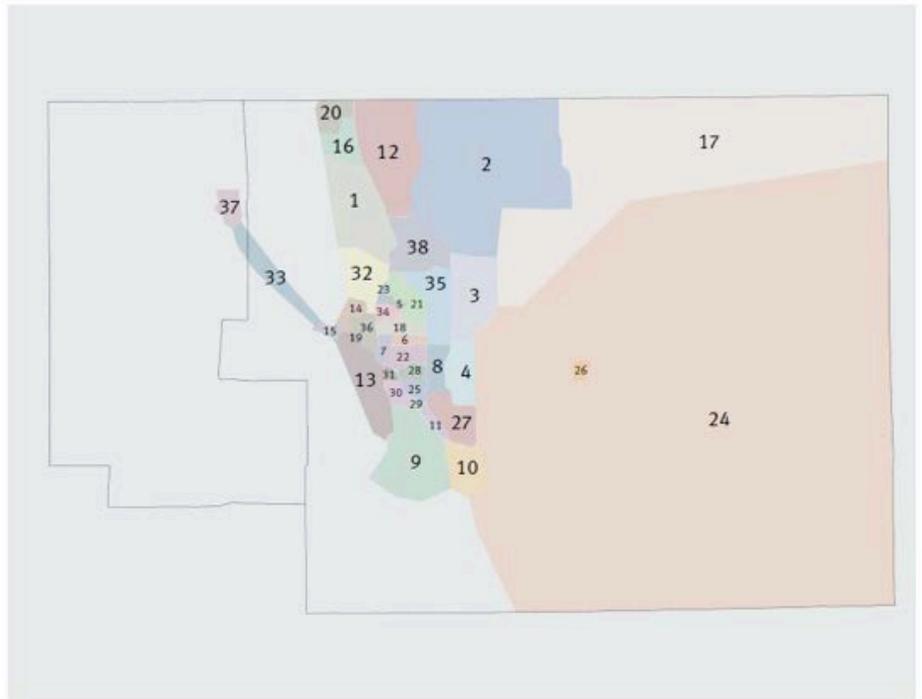
The following datasets were collected for existing conditions and identification of nonmotorized corridors:

- Pedestrian and cyclist accidents over the past 10 years (2003 through to 2012) – Shows accidents on the transportation network involving pedestrians and cyclists in the region from 2002 to 2012.
 - Source: Department of Revenue, the City of Colorado Springs Police Department and the City of Woodland Park, 2013
- The network 'levels' mapping (please see cycling competency levels as detailed in the 'Existing Conditions Report' document) – Shows the competency level required to use each section of the network, from level 1 (off road) to level 4 (traffic over 35 mph with no cyclist space).
 - Source: Analysis completed by project team, 2013
- Rates of cycling, walking and transit to work – Shows the rates of using cycling, walking and transit to work per population by census tract.
 - Source: Data taken from the 2011 ACS (American Community Survey) five-year estimation and shows walk, bicycle and transit commuters per square mile. The data is shown by census tract, 2011
- Employees place of work and home – Using data from the 2010 U.S. Census to provide information on the places people work and live (only the active workforce in the region). This data is combined with military personnel employment data, as this is not currently included in the 'On the Map' dataset.
 - Source: On the Map, 2013 (www.onthemap.ces.census.gov)
- School locations – Shows the location of each elementary, middle, and high school in the region.
 - Source: Open Street Map, 2013 (openstreetmap.org)
- Other destination locations – Shows the location of other destinations, including parks, civic buildings, churches, medical centers, police stations, fire stations and recreational centers.
 - Source: Open Street Map, 2013 (openstreetmap.org)
- Existing nonmotorized trails – Shows the existing nonmotorized trails in the region.
 - Source: Existing trails provided as GIS layers from El Paso County, the City of Colorado Springs and the City of Woodland Park.
- PPACG Regional Nonmotorized Transportation Plan Areas: Shows the areas included in this project.
 - Source: Areas were designated by the PMT team, 2013. Please refer to Figure 2.1 below for a breakdown of these areas.
- Proposed nonmotorized trails – Shows the proposed nonmotorized trails in the region.
 - Source: Contributions by El Paso County, the City of Colorado Springs and the City of Woodland Park, 2013
- Existing on-road cycle infrastructure – Shows any on-road cycle infrastructure in the region.
 - Source: Contributions by El Paso County, the City of Colorado Springs and the City of Woodland Park, 2013
- Existing sidewalk coverage – Shows the existing sidewalks in the region.
 - Source: Contributions by El Paso County, the City of Colorado Springs and the City of Woodland Park, 2014

- Transit stops – Shows all transit stops in the region.
 - Source: Contributions by El Paso County, the City of Colorado Springs and the City of Woodland Park, 2013
- Individual area analysis – These maps, the region split into the 38 areas, show the analysis of nonmotorized movement between and within each area. Each area is shown on an individual map, with a description of the current network and access to neighboring areas.
 - Source: Analysis by project team, 2013
- Individual trail analysis - The urban trails are a key part of the nonmotorized network in the region. An urban trail is an off road link used by nonmotorized transportation that connects origins and destinations. These trails break down barriers created by the roadway network to nonmotorized movements and facilitate nonmotorized movements in and around the region.
 - Source: Analysis by project team, 2013

FIGURE 2.1 – PPACG Regional Nonmotorized Transportation Plan Areas

1. Air Force Academy
2. Black Forest
3. Cimarron Hills (Columbine Estates, Nonwood, Vista Grande)
4. Colorado Springs Airport and Peterson Air Force Base
5. Cragmoor
6. Divine Redeemer, Knob Hill
7. Downtown Colorado Springs
8. Eastborough, Gateway Park, Southborough
9. Fort Carson
10. Fountain
11. Fountain Creek
12. Gleneagle/Northgate
13. Gold Camp/Broadmoor/Seven Falls/Cheyenne Mountain
14. Kissing Camels and Garden of the Gods
15. Manitou Springs
16. Monument
17. NE Communities (Hwy 24) Falcon, Peyton
18. North End, Patty Jewett
19. Old Colorado City
20. Palmer Lake
21. Palmer Park
22. Park Hill, Memorial Park
23. Pikeview Reservoir Industry Area
24. Rural Communities (Rush, Truckton, Hanover, Edison, etc)
25. Sand Creek
26. Security/Widefield
27. Schriever Air Force Base
28. Spring Creek, Pikes Peak Park
29. Stratmoor
30. Stratmoor Hills
31. Stratton Meadows
32. Ute Valley Park, Oak Hills, Holland Park, Pinecliff, Rockrimmon
33. Valley Communities (Cascade/ Green Mountain/ Chipita Park)
34. Venetian Village
35. Village Seven, Rustic Hills
36. Westside, Pleasant Valley, Indian Heights
37. Woodland Park
38. Woodmen and Briargate



Methodology

Using the data and mapping listed above, a regional analysis was conducted to identify corridors throughout the region that would meet the following conditions:

- Fill in nonmotorized network gaps.
- Attract the heaviest use by nonmotorized modes through connecting people to places via the shortest corridor.
- Remove major barriers to nonmotorized transportation.
- Improve cyclist and pedestrian safety.
- Provide a regional link.
- In addition to the above listed conditions, the Project Team included corridors recommended by local jurisdictions.

The following sections explain the analysis used to identify corridors that met the above listed conditions.

Fill in nonmotorized network gaps

The gaps 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.
- Cycling competency levels (illustrates where key barriers to nonmotorized transportation exist, such as major roadways that are difficult to cross or navigate) these barriers produce gaps in the network where nonmotorized transportation cannot be easily used.
- Other barriers such as railroads and drainages.

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

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).

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 corridors that connect a number of destinations by short distances to encourage use.

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
- Residential areas

Remove major barriers to nonmotorized transportation

Major barriers to nonmotorized transportation differ than motorized transportation barriers. Motorized transportation uses the motorized network, with few external effects to their journey. Active modes are different as the number of external effects are much greater and 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.
- Physical barriers – The motorized network creates barriers to the nonmotorized network (e.g. I-25). Other physical barriers include railroads and drainage systems.

Improve cyclist and pedestrian safety

Areas where cyclist and pedestrian accidents have occurred over the past 10 years likely indicate where 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.

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

Provide regional links

The nonmotorized regional network should be connected to link as many 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.

Recommendations from Member Jurisdictions

Each of the member jurisdictions on the project (PPACG, El Paso County, the City of Colorado Springs, and the City of Woodland Park) added suggestions and considerations to the identified corridors.

These recommendations were taken into account and produced both amendments to the identified corridors as well as new identified corridors.

3 Regional Corridor Summary

This chapter provides an overview of the regional corridors identified through the planning process, and their associated attributes.

Table 1 lists the corridor numbers and names.

Table 1 - Identified Corridors And Names

Corridor 1: Black Forest to U.S. Air Force Academy

Corridor 2: Falcon to Black Forest via proposed trails

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

Corridor 4: The Broadmoor to Old Colorado City

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

Corridor 6: Colorado Technical University Colorado Springs to Woodstone Park

Corridor 7: Colorado Technical University to Midland Trail

Corridor 8: Fountain to south of Downtown Colorado Springs

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

Corridor 10: Briargate to Highway 24 via Briargate Parkway/Stapleton Road

Corridor 11: Falcon to Black Forest via Meridian Road

Corridor 12: Falcon to Pikes Peak Greenway via the Rock Island Trail (Includes split corridors 12a and 12b)

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

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

Corridor 15: City of Fountain to Colorado Springs Airport

Corridor 16: City of Fountain to Fort Carson

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

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

Corridor 19: Pine Creek to the Pikes Peak Greenway

Corridor 20: Venetian Village to Pine Creek

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

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

Corridor 23: Peterson Air Force Base to Downtown Colorado Springs

Corridor 24: Pine Creek High School to Colorado Christian University

Corridor 25: Pikes Peak Greenway to Colorado Springs Airport

Corridor 26: Pikes Peak Greenway to Palmer Park (via Templeton Gap Road)

Corridor 27: Homestead trail to the Sand Creek Trail

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

Corridor 29: Air Force Academy to Maizeland Road via Academy Boulevard (includes split Corridor 29a from Maizeland Road to US Highway 85/87)

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

Corridor 31: Westside (N 31st St) to Cimarron Hills (Peterson Air Force Base)

Corridor 32: Red Rocks Park to Ute Valley Park/Garden of the Gods

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

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

Corridor 35: Woodland Park to Manitou Springs

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

Corridor 37: Woodmoor to Palmer Lake via Monument

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

Corridor 39: Downtown Colorado Springs to the Sand Creek trail

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

Corridor 41: Fort Carson to Downtown Colorado Springs

CORRIDOR 42: CORRIDOR NOT USED.

Corridor 43: Gold Camp Reservoir to Shooks Run Trail

CORRIDOR 44: CORRIDOR NOT USED

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

Corridor 46: Colorado Christian University to North Nevada Avenue

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

Corridor 48: Red Canon Place to Garden of the Gods Visitor Center

CORRIDOR 49: CORRIDOR NOT USED

Corridor 50: Gold Camp Road to Old Colorado City

Corridor 51: Norad Road to Big Stratton Reservoir

Corridor 52: New Horizons School to The Broadmoor Hotel

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

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

Corridor 55: Wilson Road (Chilcotte Canal) to Fountain

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

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

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

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

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

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

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

Corridor 63: Woodman Road/Marksheffel Road to Fountain Mesa Road

Corridor 64: Fountain to the County Line

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

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

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

Corridor 68: US Highway 83/North Gate Boulevard to North Gate Boulevard/Stadium Boulevard

Corridor 69: Falcon to Evans Road

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

Corridor 71: Garden of the Gods Road to North Union Boulevard

Identified Corridor Attributes

Table 2 shows the summary of each corridor, and a number of key attributes, described below.^{3.2}

- Length (miles) – Shows the total approximate length of the corridor.

Attributes within the corridor

- Schools – Number of schools within the corridor.
- Employment centers – Areas of employment within the corridor. These ‘areas’ can be clusters of employment. Where an employment area is split by a level 3+ or 4 road, it is considered two employment areas. Any buildings that could provide employment are considered.
- Parks - Number of parks within the corridor.
- Other - Number of other within the corridor. Other destinations include places of worship, civic buildings (e.g. libraries, museums etc.) and hospitals
- Land use – The general density and land uses within the corridor alignment. There are 3 levels of density, low, medium and high. The attribute is analyzed using general land use and general number of buildings from observing the mapped corridors on aerial maps.
- Major motorized barriers – The number of competency level 3+ and level 4 roads within the corridor.
- Accident levels – The number of bicycle and pedestrian accidents from 2002 – 2012 within the corridor, calculated in terms of total accidents per mile of corridor. The 3 Accident Levels are defined as:
 - Low – 0.1-7.9 accidents per mile within the corridor
 - Medium – 8-14.9 accidents per mile within the corridor
 - High – Over 15 accidents per mile within the corridor

Please note, corridors 42, 44 and 49 are not included in this section, as they were removed during the corridor identification process.

Table 2 - Corridor Summary

Corridor name	Length (Miles)	Destinations	Land Use	Major Motorized Barriers	Accident levels
Corridor 1: Black Forest to U.S. Air Force Academy	9.9	Schools Employment Centers Parks Other	2 3 3 0	Low density area: Residential and open space	4 Low
Corridor 2: Falcon to Black Forest via proposed trails	9.7	Schools Employment Centers Parks Other	2 3 1 4	Low density area: Residential and open space	5 Low
Corridor 3: Brittny's Park to Sand Creek-Pikes Peak Greenway	12.2	Schools Employment Centers Parks Other	4 5 8 10	Medium density area: Predominantly residential	5 Medium
Corridor 4: The Broadmoor Hotel to Old Colorado City	9.8	Schools Employment Centers: Parks: (including GOTGs) Other	6 6 3 8	Medium density area: Residential, retail and open space	2 Medium
Corridor 5: Cascade Avenue (downtown Colorado Springs) to Pikes Peak Greenway	4.8	Schools (including Colorado College) Employment Centers Parks Other	4 9 3 24	High density area: Employment centers, residential	1 High
Corridor 6: Colorado Technical University Colorado Springs to Woodstone Park	4.6	Schools Employment Centers Parks Other	4 4 5 4	Low density area: Residential, open space and some employment centers	2 Low
Corridor 7: Colorado Technical University to Midland Trail	4.7	Schools Employment Centers Parks Other	3 3 4 5	Medium density area: Residential, open space and some employment centers	1 High
Corridor 8: Fountain to south of Downtown Colorado Springs	12.9	Schools Employment Centers Parks Other	3 7 7 11	Low density area: Open space, employment centers	6 Low

Corridor name	Length (Miles)	Destinations	Land Use	Major Motorized Barriers	Accident levels
Corridor 9: Downtown Colorado Springs to Fort Carson Gate via Pikes Peak College	6.7	Schools Employment Centers Parks Other	4 9 2 13	High density area: Residential, employment centers	5 High
Corridor 10: Briargate to Highway 24 via Briargate Parkway/Stapleton Road	13.2	Schools Employment Centers Parks Other	4 8 4 10	Medium density area: Residential, retail and open space	9 Low
Corridor 11: Falcon to Black Forest via Meridian Road	11.4	Schools Employment Centers Parks Other	1 2 1 7	Low density area: Open Space, residential, some employment centers	4 Low
Corridor 12: Falcon to Pikes Peak Greenway via the Rock Island Trail (Corridor 12a: Pikes Peak Greenway to Marksheffel Road; Corridor 12b: Marksheffel Road to Falcon)	16.3 (12a: 10; 12b: 6.3)	Schools (12a: 6; 12b: 0) Employment Centers (12a: 5; 12b:1) Parks (12a: 5; 12b: 1) Other (12a: 15; 12b: 2)	6 6 6 17	Low and High density area: Open space, residential and employment centers (12a: High density; 12b: Low density)	4 (12a: 4; 12b: 1 – both routes share Marksheffel Road). Low (12a: Medium; 12b: Low)
Corridor 13: Falcon to the Pikes Peak Greenway via Woodmen Road	12.2	Schools Employment Centers Parks Other	1 5 1 7	Medium density area: Open space, residential and employment centers	8 Low
Corridor 14: Fountain to Stratmoor via the Fountain Creek Regional Trail	8.8	Schools Employment Centers Parks Other	1 4 2 3	Low density area: Open space, employment centers	3 Low
Corridor 15: City of Fountain to Colorado Springs Airport	11.3	Schools Employment Centers Parks Other	3 3 3 4	Medium density area: Open space, residential and employment centers	5 Low
Corridor 16: City of Fountain to Fort Carson	9.0	Schools Employment Centers Parks Other	0 3 0 0	Low density area: Open space and employment centers	2 Low

Corridor name	Length (Miles)	Destinations	Land Use	Major Motorized Barriers	Accident levels
Corridor 17: University of Colorado - Colorado Springs to the Pikes Peak Greenway	6.9	Schools Employment Centers Parks Other	9 7 6 13	High density area: Employment centers and residential	5 Medium
Corridor 18: Manitou Springs to Downtown Colorado Springs via Old Colorado City	5.9	Schools Employment Centers Parks Other	6 8 5 22	High density area: Employment centers and residential	2 High
Corridor 19: Pine Creek to the Pikes Peak Greenway	6.2	Schools Employment Centers Parks Other	3 15 3 8	Medium density area: Employment centers	2 Medium
Corridor 20: Venetian Village to Pine Creek	4.3	Schools Employment Centers Parks Other	1 8 0 5	Medium density area: Employment centers	3 Low
Corridor 21: Northgate to the Colorado Christian University (via Voyager Parkway)	6.2	Schools Employment Centers Parks Other	1 7 2 7	Low density area: Residential and Employment centers	6 Low
Corridor 22: Oak Valley Ranch Park to the Pikes Peak Greenway (via the North Douglas Creek drainage way)	4.6	Schools Employment Centers Parks Other	0 6 2 6	Medium density area: Residential and Employment centers	3 Low
Corridor 23: Peterson Air Force Base to Downtown Colorado Springs	7.1	Schools Employment Centers Parks Other	3 9 7 14	High density area: Residential and Employment centers	3 High
Corridor 24: Pine Creek High School to Colorado Christian University	4.8	Schools Employment Centers Parks Other	5 6 2 9	High density area: Residential and Employment centers	7 Low
Corridor 25: Pikes Peak Greenway to Colorado Springs Airport	5.8	Schools Employment Centers Parks Other	1 5 3 2	Medium density area: Residential and Employment centers	5 Low

Corridor name	Length (Miles)	Destinations	Land Use	Major Motorized Barriers	Accident levels
Corridor 26: Pikes Peak Greenway to Palmer Park (via Templeton Gap Road)	10.8	Schools 8 Employment Centers 10 Parks 5 Other 9	High density area: Residential and Employment centers	2	Medium
Corridor 27: Homestead Trail to the Sand Creek trail	5.0	Schools 5 Employment Centers 7 Parks 6 Other 9	Medium density area: Residential and Employment centers	2	Medium
Corridor 28: Cottonwood Trail to Widefield-Security via Chelton Road	11.7	Schools 6 Employment Centers 10 Parks 13 Other 8	High density area: Residential and Employment centers, some open space.	9	Medium
Corridor 29: U.S. Air Force Academy to Maizeland Road via Academy Boulevard (Corridor 29a: Maizeland Road to US Highway 85/87 via Academy Boulevard)	7.9 (6.97)	Schools 5 (6) Employment Centers 25 Parks (24) Other 4 (7) 16 (15)	High density area: Residential and Employment centers (High density area: Residential and Employment centers)	8 (13)	High (High)
Corridor 30: The Broadmoor Hotel to West Colorado Avenue via South 8th Street	4.1	Schools 2 Employment Centers 10 Parks 1 Other 5	Medium density area: Open space with Employment centers	1	Medium
Corridor 31: Westside (N 31st St) to Cimarron Hills (Peterson Air Force Base)	10.9	Schools 8 Employment Centers 11 Parks 8 Other 16	High density area: Mostly residential and Employment centers	4	High
Corridor 32: Red Rocks Park to Ute Valley Park/ Garden of the Gods	4.3	Schools 1 Employment Centers 4 Parks 2 Other 6	Medium density area: Open space with some residential and Employment centers	2	Medium
Corridor 33: Downtown Colorado Springs to Crews Gulch Trail via Security-Widefield	12.1	Schools 1 Employment Centers 10 Parks 4 Other 8	Medium density area: Employment centers	7	Low

Corridor name	Length (Miles)	Destinations	Land Use	Major Motorized Barriers	Accident levels
Corridor 34: Widefield to Woodmen Road via Sand Creek Trail Alignment	13.1	Schools Employment Centers Parks Other	4 13 9 8	Medium density area: Open space with Employment centers	8 Low
Corridor 35: Woodland Park to Manitou Springs	14.0	Schools Employment Centers Parks Other	3 8 4 11	Medium to low density area: Open space with residential and employment centers	1 Low
Corridor 36: Eastern Communities Connect (parallel to North Powers Boulevard)	17.7	Schools Employment Centers Parks Other	4 13 8 10	Medium density area: Employment centers and some residential	7 Low
Corridor 37: Woodmoor to Palmer Lake via Monument	9.3	Schools Employment Centers Parks Other	2 3 3 10	Low density area: Employment centers and some residential	2 Low
Corridor 38: Woodmoor to Northgate (Parallel to I-25)	8.3	Schools Employment Centers Parks Other	2 4 2 6	Low density area: Employment centers and residential	2 Low
Corridor 39: Downtown Colorado Springs to the Sand Creek trail	4.8	Schools Employment Centers Parks Other	5 13 4 20	High density area: Employment centers and residential	1 High
Corridor 40: New Developments by North Powers Boulevard to Templeton Gap Trail	8.1	Schools Employment Centers Parks Other	5 4 10 9	High density area: Residential	5 Low
Corridor 41: Fort Carson to Downtown Colorado Springs	5.0	Schools Employment Centers Parks Other	3 15 6 17	High density area: Employment centers and residential	10 High
Corridor 43: Gold Camp Reservoir to Shooks Run Trail	3.8	Schools Employment Centers Parks Other	2 6 4 2	Medium density area: Open Space Residential Employment Centers	1 High

Corridor name	Length (Miles)	Destinations	Land Use	Major Motorized Barriers	Accident levels
Corridor 45: Flying Ranch Road to the New Santa Fe Regional Trail via both South and East Rockrimmon Boulevard	1.9	Schools 4 Employment Centers 5 Parks 5 Other 6	Medium density area: Open Space Employment centers Residential	4	Low
Corridor 46: Colorado Springs Christian University to North Nevada Avenue	3.4	Schools 2 Employment Centers 9 Parks 2 Other 4	Medium density area: Employment centers Residential Open Space	3	Medium
Corridor 47: Pikes Peak Greenway to Garden of the Gods Road via Mesa Road	4.9	Schools 2 Employment Centers 4 Parks 3 Other 4	Low density area: Open Space Residential Employment Centers	3	Low
Corridor 48: Red Canon Place to Garden of the Gods Visitor Center	2.3	Schools 0 Employment Centers 3 Parks 2 Other 1	Low density area: Open Space Residential Employment Centers	1	Low
Corridor 50: Gold Camp Road to Old Colorado City	5.3	Schools 1 Employment Centers 4 Parks 5 Other 15	Low density area: Open Space Employment Centers Residential	1	Low
Corridor 51: Norad Road to Big Stratton Reservoir	5.9	Schools 1 Employment Centers 2 Parks 4 Other 2	Low density area: Open Space Residential	0	Low
Corridor 52: New Horizons School to The Broadmoor Hotel	3.7	Schools 4 Employment Centers 8 Parks 2 Other 7	High density area: Employment centers Residential	4	Medium
Corridor 53: Homestead Trail to new developments at Black Forest and Woodmen Road	10.8	Schools 4 Employment Centers 8 Parks 2 Other 7	Medium density area: Residential Open Space Employment centers	6	Low
Corridor 54: Woodmen Road/ Marksheffel Road to Voyager Parkway via Research Parkway	7.8	Schools 5 Employment Centers 4 Parks 2 Other 9	Low density area: Employment centers Residential Open space	11	Low

Corridor name	Length (Miles)	Destinations	Land Use	Major Motorized Barriers	Accident levels
Corridor 55: Wilson Road (Chilcotte Canal) to Fountain	2.8	Schools Employment Centers Parks Other	2 3 4 4	Medium density area: Residential Employment centers Open space	0 Low
Corridor 56: Rock Island Trail to University of Colorado - Colorado Springs	2.4	Schools Employment Centers Parks Other	5 7 3 4	High density area: Residential Employment centers	2 High
Corridor 57: Security-Widefield to Schriever Air Force Base (via new developments)	14.6	Schools Employment Centers Parks Other	6 2 2 2	Low density area: Open Space Residential Employment centers	3 Low
Corridor 58: New developments (Thunderhead Drive, Fountain) to Security-Widefield	5.9	Schools Employment Centers Parks Other	7 2 1 3	Medium density area: Residential Employment centers Open Space	3 Low
Corridor 59: Eastonville Road (Black Forest) to Lindbergh Road (via Hodgen Road)	17.8	Schools Employment Centers Parks Other	0 1 0 1	Low density area: Open Space Residential	7 Low
Corridor 60: Black Forest Road/Shoup Road to Walker Road/US Highway 83	8.9	Schools Employment Centers Parks Other	3 1 2 1	Low density area: Open Space Residential	5 Low
Corridor 61: Pikes Peak Community College – Falcon to the Pikes Peak Greenway	12.2	Schools Employment Centers Parks Other	6 9 8 7	Medium density area: Employment centers Open Space Residential	7 Low
Corridor 62: Pikes Peak Community College – Falcon to Stapleton Drive	8.4	Schools Employment Centers Parks Other	5 2 2 6	Medium density area: Employment centers Open Space Residential	3 Low
Corridor 63: Woodman Road/Marksheffel Road to Fountain Mesa Road	18.9	Schools Employment Centers Parks Other	2 5 6 6	Low density area: Employment centers Open Space Residential	5 Low

Corridor name	Length (Miles)	Destinations	Land Use	Major Motorized Barriers	Accident levels
Corridor 64: Fountain to the County Line	12.6	Schools / Employment Centers / Parks / Other /	Low density area: Employment centers Open Space Residential	1	Low
Corridor 65: Schriever Air Force Base to Cimarron Hills via US Highway 94/Enoch Road	12.0	Schools 0 Employment Centers 3 Parks 1 Other 1	Low density area: Open Space Employment centers	4	Low
Corridor 66: Schriever Air Force Base to Falcon via Curtis Road	13.7	Schools 1 Employment Centers 2 Parks 0 Other 0	Low density area: Open Space Employment centers	3	None
Corridor 67: Fort Carson to the County Line/Beaver Creek State Wildlife Area	16.4	Schools 5 Employment Centers 1 Parks 2 Other 0	Low density area: Residential Open Space	3	Low
Corridor 68: US Highway 83/North Gate Boulevard to North Gate Boulevard/Stadium Boulevard	4.2	Schools 0 Employment Centers 3 Parks 1 Other 1	Low density area: Residential Open Space Employment centers	4	Low
Corridor 69: Falcon to Evans Road	12.4	Schools 2 Employment Centers 2 Parks 3 Other 2	Low density area: Residential Open Space Employment centers	2	Low
Corridor 70: North Powers Boulevard/US Highway 83 to the County Line	9.7	Schools 0 Employment Centers 0 Parks 1 Other 0	Low density area: Open Space Residential	6	Low
Corridor 71: Garden of the Gods Road to North Powers Boulevard	19.0	Schools 8 Employment Centers 21 Parks 2 Other 10	High density area: Employment centers Residential	6	Medium

4 Corridor Descriptions

This chapter describes the 71 identified corridors in more detail, including rationale, based on the data identified in Chapter 2. This chapter sets out further information about each corridor, including:

- Corridor Description– Describes the corridor alignment
- Corridor Rationale – Provides a brief written rationale for identifying the corridor based on the following criteria:
 - Fill in nonmotorized network gaps
 - Attract the heaviest use by cyclist and pedestrians
 - Remove major barriers to nonmotorized transportation
 - Improve cyclist and pedestrian safety
 - Provide a regional link
- Existing On-Road Cycle Infrastructure (crossing or on-road) – Describes any existing on-road cycle infrastructure on the corridor identified
- Existing Trail Network Connections – Identifies any connections to existing trails
- Proposed Nonmotorized Network Connections – Explains whether any of the 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.

Please note, corridors 42, 44 and 49 are not included in this section, as they were removed during the corridor identification process.

Corridor 1: Black Forest to U.S. Air Force Academy

Corridor 1 runs from the 'center' of the Black Forest region (intersection of Shoup Road and Black Forest Road) to the west along Shoup Road (already an identified corridor from El Paso County's Parks and Trails Master Plan) and under Hwy 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 U.S. 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 Hwy 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 U.S. 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 U.S. 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.

Corridor 2: Falcon to Black Forest via proposed trails

Corridor 2 runs from the City of Falcon at the Rock Island Trailhead, connects to Rolling Thunder Way and then heads 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 Downtown 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 (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.

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 Blvd) to Sand Creek/Pikes Peak Greenway. The corridor travels east along Stetson Hills Blvd, before turning south onto the Homestead Trail. It then stays on the trail until North Murray Blvd. It then follows North Murray Blvd (starting from the intersection of North Murray Boulevard and Maizeland Road), and then South Murray Blvd 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

Corridor 4: Broadmoor Elementary to Old Colorado City

Corridor 4 runs from The Broadmoor Hotel 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 St 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 Gold Camp neighborhood to Old Colorado City, 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"> 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

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 Blvd) 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 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, 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

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

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 neighborhood area to large 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, Pleasant Valley 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

Corridor 8: Fountain to the south of Downtown Colorado Springs

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

This corridor first 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	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 very varying surface and is not direct. 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.
Attract the heaviest use by cyclist and pedestrians	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.
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	Low – 1-7 accidents per mile within the corridor



Provide a regional link	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.
Existing On-Road Cycle Infrastructure	None
Existing Trail Network Connections	The Pikes Peak Greenway, the Crews Gulch Trail and the Shooks Run Trail.
Proposed Trail Network Connections	None

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

Corridor 9 runs from Fort Carson Gate 4 (Magrath Avenue), and continues up to Pikes Peak College. From there it runs under South Academy Blvd 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 College, through a number of key, dense, neighborhoods to downtown Colorado Springs. The corridor breaks down a number of neighborhood barriers caused by difficult roadways (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 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 cycle 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).

Corridor 10: Briargate to 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 new trail to Stapleton Road/Drive. The corridor follows Stapleton Drive until 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 • 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.

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 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'

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 St 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 access within the region.

Corridor 12a encompasses the length of the Rock Island trail that runs from the Pikes Peak Greenway to Marksheffel Road. Corridor 12b encompasses the length of the proposed Rock Island trail that runs from Marksheffel Road to Falcon.

The conditions and descriptions below are for the entire Corridor 12.

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

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, Cimarron Hills, Black Forest, Old North End, Patty Jewett and Venetian Village.
Existing On-Road Cycle Infrastructure	Cycle 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'.

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 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 centers.
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> • Mesa Ridge Parkway • South Academy Boulevard • 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

Corridor 15: City of Fountain to Colorado Springs Airport

Corridor 15 connects the City of Fountain to the Colorado Springs Airport, via Widefield and Security. 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	Some of the corridor also runs along bike priority areas based on the PPACG Nonmotorized Transportation plan (2007).

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).

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

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. The corridor includes Manitou Avenue, the Midland Trail and Colorado Avenue.

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.
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	Cycle 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)

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 till 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 U.S. 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

Corridor 20: Venetian Village to Pine Creek

Corridor 20 connects the 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 U.S. 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 U.S. 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)

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 to the Colorado Springs Police Department.

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, 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

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, 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)

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 cycle lanes, and does have cycle 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	Cycle 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)

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 motorized 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

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

Corridor 26: Pikes Peak Greenway to Palmer Park (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

Conditions	Description
Fill in nonmotorized network gaps	Corridor 26 directly connects large 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
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 cycle 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

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

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

Corridor 28 connects the Cottonwood Trail to Security via a mix of on- and off-road alignments. The corridor follows the Cottonwood 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 Widefield-Security.

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, Old North End, Patty Jewett, 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	Cycle 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

Corridor 29: U.S. 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 U.S. 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 centers, including the U.S. 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 U.S. 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)

Corridor 29a: Maizeland Road to US Highway 85/87 via Academy Boulevard

Corridor 29a connects Maizeland Road to Highway 85/87. The corridor follows Academy Boulevard from Maizeland Road in the north to US Highway 85/87 in the south.

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 centers. 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 • Constitution Avenue • Galley Road • East Platte Avenue • East Bijou Street • Airport Road • East Fountain Boulevard • South Chelton Road • Hancock Expressway • US Highway 85/87
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 Northend, Patty Jewett, Village Seven, Rustic Hills, Divine redeemer, Knob Hill, Eastborough, Gateway Park, Southborough, Park Hill, Memorial Park, Spring Creek, Pikes Peak Park and Security-Widefield. The Sand Creek trail is connected by this corridor
Existing On-Road Cycle Infrastructure	None
Existing Trail Network Connections	Sand Creek Trail
Proposed Trail Network Connections	None

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 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 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"> 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

Corridor 31: Westside (N 31st St) to Cimarron Hills (Peterson Air Force Base)

Corridor 31 connects Peterson Air Force Base/Cimarron Hills with the Westside, via downtown Colorado Spring, 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 and Indian Heights. Trail connects Shooks Run Trail and the Pikes Peak Greenway
Existing On-Road Cycle Infrastructure	Cycle lanes on Cache La Poudre Street
Existing Trail Network Connections	Shooks Run Trail and the Pikes Peak Greenway
Proposed Trail Network Connections	None

Corridor 32: Red Rocks Park to Ute Valley Park/Garden of the Gods

Corridor 32 connects the Red Rocks Park to Ute Valley Park/Garden of the Gods. The corridor begins at South 31st Street and the eastern parking lot for Red Rocks Park 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 Rocks Park, Westside, Pleasant Valley, Indian Heights, Kissing Camels and Garden of the Gods, Ute Valley Park, 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	Cycle lanes exist on 31st Street
Existing Trail Network Connections	Midland Trail, the Foothills Trail and the Palmer-Mesa Trail
Proposed Trail Network Connections	None

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 directly 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)

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

Corridor 34 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, Vista Grande and Black Forest. 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

Corridor 35: Woodland Park to Manitou Springs

Corridor 35 connects Woodland Park to Manitou Springs, through the communities of Crystola, Green Mountain Falls, and Cascade-Chipita Park. 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 have 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	<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 Manitou Springs, Cascade, Green Mountain, Chipita Park, and Woodland Park. The corridor connects to Centennial trail and the Ute Pass Trail
Existing On-Road Cycle Infrastructure	There exists on-road infrastructure in Green Mountain Falls
Existing Trail Network Connections	The Centennial Trail and the Ute Pass Trail
Proposed Trail Network Connections	The Ute Pass is identified as a bicycle priority project in the PPACG Nonmotorized Transportation Plan (2007)

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

Corridor 36 begins at the intersection of Grand Lawn Circle and Briargate Parkway, and trails 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 Blvd, 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 cycle lanes along a portion of the road
Existing Trail Network Connections	None
Proposed Trail Network Connections	None

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 US Highway 105 and US Highway 83. It then runs west along US 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 I-25 and provides a key link from east to west in the north 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"> • US 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
Existing On-Road Cycle Infrastructure	Cycle lanes exist on US 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

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 an area to the east side of I-25 that currently does 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"> • US 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

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 until East Pikes Peak Avenue where it connects to the Sand Creek trail. A bridge maybe necessary to connect to the eastside 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 cycle 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)

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

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 US 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 • 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 of Fort Carson to Stratmoor Hills
Existing On-Road Cycle Infrastructure	None
Existing Trail Network Connections	None
Proposed Trail Network Connections	None

Corridor 43: Gold Camp Reservoir to Shooks Run Trail

Corridor 43 connects Gold Camp Reservoir to the Shooks Run Trail. From N Cheyenne Canyon Rd then Cheyenne Blvd 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 contains 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	<ul style="list-style-type: none"> 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

Corridor 45: Flying 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 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, Briargate, 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

Corridor 46: Colorado Christian University to North Nevada Avenue

Corridor 46 connects Colorado Christian University to North Nevada Avenue. The corridor follows Goddard St, 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

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 St to Garden of the Gods Road.

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects a 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 Ute Valley Park, Oak Hills, Holland Park, Pinecliff, Rockrimmon, 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

Corridor 48: Red Canon Place to Garden of the Gods Visitor center

Corridor 48 connects the Pikes Peak Greenway 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 N 30th St to access the visitor center

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects the communities either side of US Highway 24, and provides nonmotorized access from the south of US Highway 24 to Garden of the Gods
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 Ute Valley Park, Oak Hills, Holland Park, Pinecliff, Gold Camp, Broadmoor, Seven Falls, Cheyenne Mountain and Manitou Springs. 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

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 reservoir 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 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 Ute Valley Park, Oak Hills, Holland Park, Pinecliff, Gold Camp, Broadmoor, Seven Falls, Cheyenne Mountain and Manitou Springs. 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

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 Rd and Broadmoor Valley Road to E Cheyenne Mountain Blvd 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	<ul style="list-style-type: none"> 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

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 motorized 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 • US 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

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

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 Rd and E Woodmen Rd. and takes an off-road path as it crosses Vollmer Rd. 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

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	<ul style="list-style-type: none"> 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

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

Corridor 56 runs from 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, 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

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

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 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

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 Hogden 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 • US 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

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

Corridor 60 runs from Black Forest Road/Shoup Road to Walker Road/US 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 Highway 50 (Hogden 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 US 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 • Hogden Road • US Highway 83 • US 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 Hogden Road proposed alignment

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 until 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 developments
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

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, Cimarron Hills, Village Seven, Rustic Hills, Woodmen, Pine Creek, Briargate, Anderosa, and Palmer Park. 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

Corridor 63: Woodman Road/Marksheffel Road to Fountain Mesa Road

Corridor 63 runs from Woodman Road/Marksheffel Road to Fountain Mesa Road. The corridor follows Marksheffel Road for it's entirely. 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 • 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

Corridor 64: Fountain to the County Line

Corridor 64 runs from the City of Fountain 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 follows 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	Rock Island Trail
Proposed Trail Network Connections	Fountain Creek Regional Trail proposed corridor

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

Corridor 65 runs from Schriever Air Force Base to Cimarron Hills via US Highway 94. The corridor begins on Falcon Parkway, before travelling north along Enoch Road to US Highway 94, it then follow US 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"> • US 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	Rock Island Trail
Proposed Trail Network Connections	Sand Creek proposed trail

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 • US Highway 94 • US Highway 24
Improve cyclist and pedestrian safety	None – Zero accidents per mile within ¼ 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

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

Corridor 67 connects Fort Carson (intersection of Highway 115 and South Academy Boulevard) to the County Line/Beaver Creek State Wildlife Area. The corridor follows US 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 close to Downtown Colorado Springs
Remove major barriers to nonmotorized transportation	<ul style="list-style-type: none"> • US 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 Downtown Colorado Springs, Stratton Meadows, Stratmoor Hills, Fort Carson and Cheyenne Mountain
Existing On-Road Cycle Infrastructure	None
Existing Trail Network Connections	None
Proposed Trail Network Connections	None

Corridor 68: US Highway 83/North Gate Boulevard to North Gate Boulevard/Stadium Boulevard

Corridor 68 follows North Gate Boulevard, from US 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 U.S. 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 U.S. 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 U.S. 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

Corridor 69: Falcon to Evans Road

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

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

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

Conditions	Description
Fill in nonmotorized network gaps	The corridor connects to the north 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 • US 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

Corridor 71: Garden of the Gods Road to North Union Boulevard

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
Proposed Trail Network Connections	None

5 Next steps

This chapter sets out the next steps of the Regional Nonmotorized Transportation System Plan development after the identified corridor stage.

The identified corridors are a mid-level planning exercise. The corridors as identified are suggested based on their rationale, which is drawn from the data collected at the existing conditions stage and also feedback from the Project Management Team.

All of the corridors identified then go through the prioritization process, using a set of criteria developed in collaboration with the Project Management Team, the Technical Task Force and the Stakeholder Task Force.

The top 10 prioritized corridors will be carried forward for more detailed and focused planning. This more detailed planning may result in changes to the corridor alignment; however the core corridor will not change. The data collected as part of the existing conditions documentation will also be used for the more detailed planning stage.

The top 10 prioritized corridors will be split into segments to show more specific improvements along the corridor.

The corridors that do not fall in the top 10 will not go through this process of more detailed planning, however, they will form part of the long range plan for the region and relevant sub-area plans.

