

STREET PATTERN ASSESSMENT

**An Extension of the Development Pattern
Assessment**

October, 2024



city of

PUEBLO

colorado



Introduction	05
Grid	15
Transition	33
Suburb	45
Edge	59
Key Takeaways	66

This page intentionally left blank.



Introduction

What is a Street Pattern Assessment?

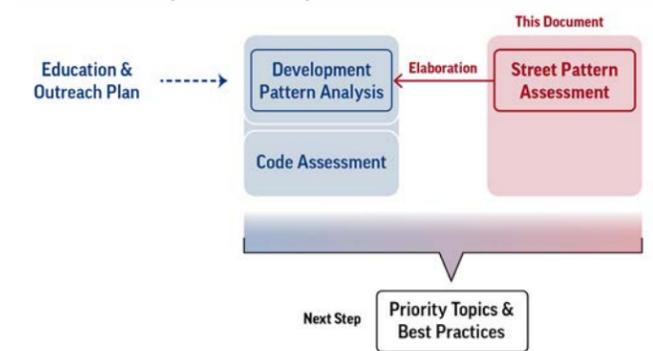
The Street Pattern Assessment is designed to build upon the existing conditions analyzed in the Development Pattern Analysis document. This addition provides a visual and diagrammatic analysis of the street networks, street designs, and streetscape amenities typical in each of the Pattern areas (previously defined in the Development Pattern Analysis). The goal of the study is to explore the existing conditions of Pueblo's existing roadway classifications. Impacts on land use, development patterns, and design outcomes are included.

Updating the Unified Development Code (UDC) and the city's Roadway Classification Standards simultaneously presents an opportunity to align design standards and definitions with the UDC. Street design typologies will be correlated with the city's functional classifications.

This study explores the typical street types, including examples of each existing functional classification, found within the four typical development patterns in Pueblo: Grid, Transition, Suburb, and Edge. For each pattern, the study reviews current street conditions, street design, and streetscape design and amenities. Together with the Code Assessment and the upcoming Priority Topics analyses, the Street Network Pattern Analysis will help the Pueblo community understand their city's current street network and street design patterns, and correlation with streetscape amenities, land use, and development patterns.

How does this study fit into the overall project?

Unified Development Code Update

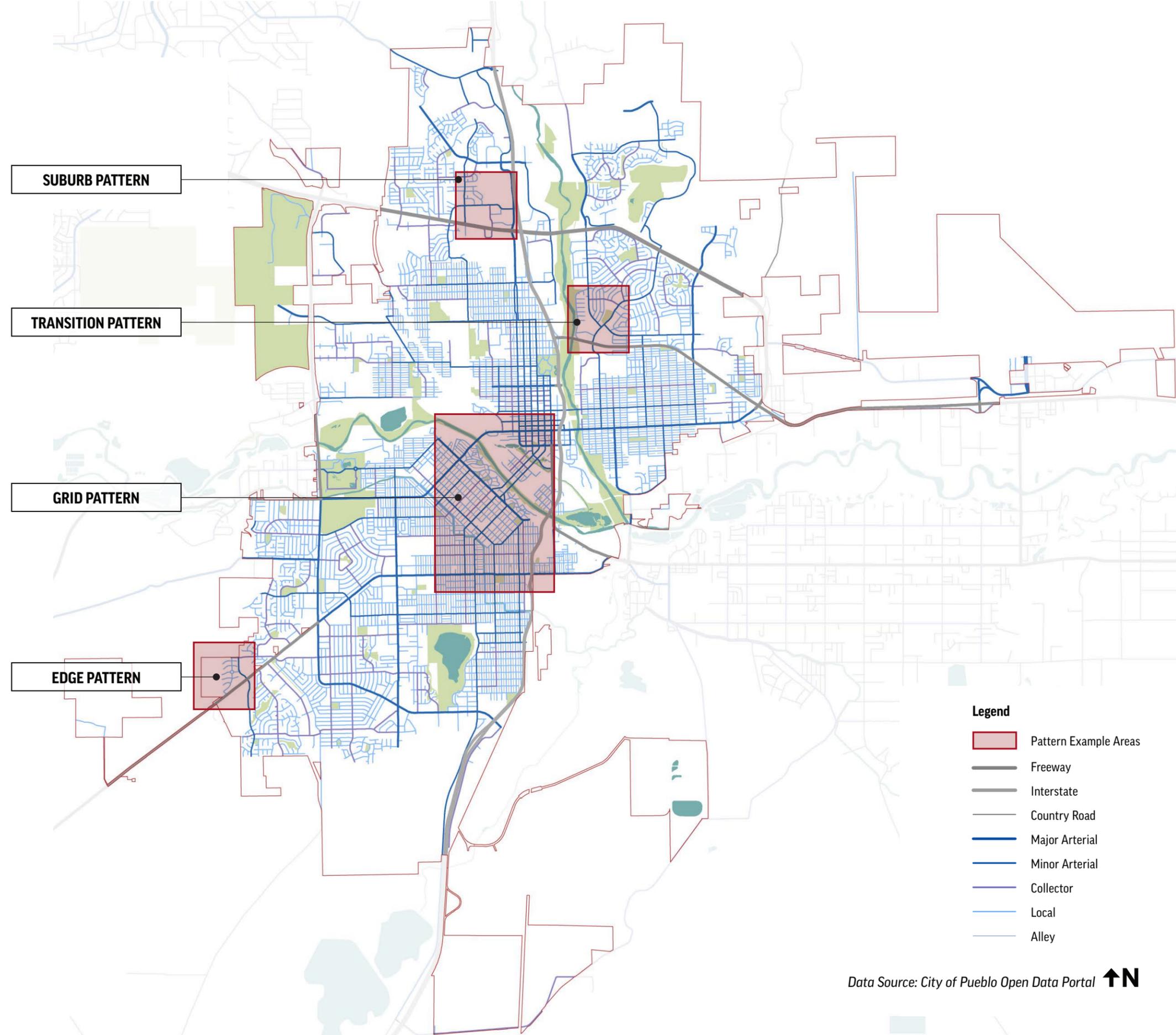


Functional Classifications in Pueblo

A functional classification system is a standard approach to street network planning and street design. The goal of a functional classification system is to plan for sufficient street network capacity, ensuring the efficient operation of the street network for cars. Under this system, streets are given a classification (Arterial, Collector, Local, etc.) that aligns with their capacity.

The downside of this approach is that it typically only considers vehicular traffic issues like speed, vehicular through-put, and traffic volume. In practice, this means that streets are designed primarily for cars, while all other modes of transportation (transit, bicyclists, and pedestrians) are often an afterthought.

The map to the right illustrates the eight existing functional classifications found in Pueblo: Freeway, Interstate, County Road, Major Arterial, Minor Arterial, Collector, Local, and Alleys. The following chapters will take a closer look at typical examples of each functional classification from each pattern example area, examining elements like overall network patterns, street design, and streetscape amenities.



Data Source: City of Pueblo Open Data Portal 

Functional Classifications: Current Standards

The following table provides a summary of the City of Pueblo's existing Roadway Classification Design Standards for the key elements of street design examined in this assessment.

The city's current functional classification standards do not include standards to specify travel lane width, on-street parking type (angled, parallel), bike facility type, or type of landscape amenity.

Additional standards that pertain more to construction specifications or elements of the development code, or may vary more on a contextual basis, are not highlighted in this document's review. These include elements like: access and intersection distances, off-street parking requirements, posted speed and design speed, driveway configurations, curb type, and centerline radius.

Functional Class	Street Type	Land Use	ROW Width	Street Width	# of Travel Lanes	On-Street Parking	Bicycle Facility	Sidewalk	Sidewalk Type (Attached or Detached)	Landscape Amenity	Median Width	Turn Lane Required?
Major Arterial	General	All Areas	120'	80'	4	None	6'	6'	Detached	10'	20'	Left, Right
	Parkway	-	-	-	-	-	-	-	-	-	-	-
Minor Arterial	None Defined	All Areas	100' - 104'	67'	5	None	6'	6'	Detached	8'	None	Left, Right
	Parkway	-	-	-	-	-	-	-	-	-	None	-
Collector	Business Collector	Urban Business	80'	60'	3 or 5	8'	5' or None	6'	Either	4'	None	Left, Right
	Mixed Use Collector	Mixed Use	80'	44'	3 or 4	None	5' or None	6'	Detached	8'	None	Left, Right
	Neighborhood Collector	Single Family, Multi-Family	60'	36'	2	8'	None	5'	Either	8'	None	Left (possible), Right
	Parkway	-	-	-	-	-	-	-	-	-	-	-
Local	Business Local	Office Park, Low-Density Mixed Use	60'	36'	3	None	None	6'	Either	8'	None	Left, Right
	Residential Local	Single Family, Multi-Family	60'	36'	2	7'	None	5'	Either	8'	None	None
	Residential Local	Single Family, Multi-Family (Low Density)	60'	32'	2	7'	None	5'	Either	7'	None	None
	Residential Local	Single Family, Multi-Family (Low Density)	60'	30'	2	7'	None	5'	Either	8'	None	None
Alley	Commercial Alley	Business	20'	20'	1	None	None	None	None	None	None	None
	Residential Alley	Single Family, Multi-Family	20'	12' - 20'	1	None	None	None	None	None	None	None
Country Residential Lane	None Defined	Single Family (1+ Acre Lots)	50'	24'	2	None	None	Varies	Detached	Varies	None	None

Note: "-" indicates no standards are specified in the existing Roadway Classifications Manual.

Street Networks: Current Patterns

The street networks in Pueblo are formed by a combination of different functional classifications, street designs, and surrounding block sizes and patterns. In turn, each street network pattern contributes to defining an area's connectivity

and overall development pattern. These patterns are not just abstract networks: they determine how every person in Pueblo moves around their community, accesses their destinations, and chooses a mode of transportation.



Historic / Traditional Mixed-Use District

Typical Functional Classifications:

- ▶ Arterial: Major & Minor
- ▶ Collector
- ▶ Local
- ▶ Alley

Typical Active Transportation Facilities:

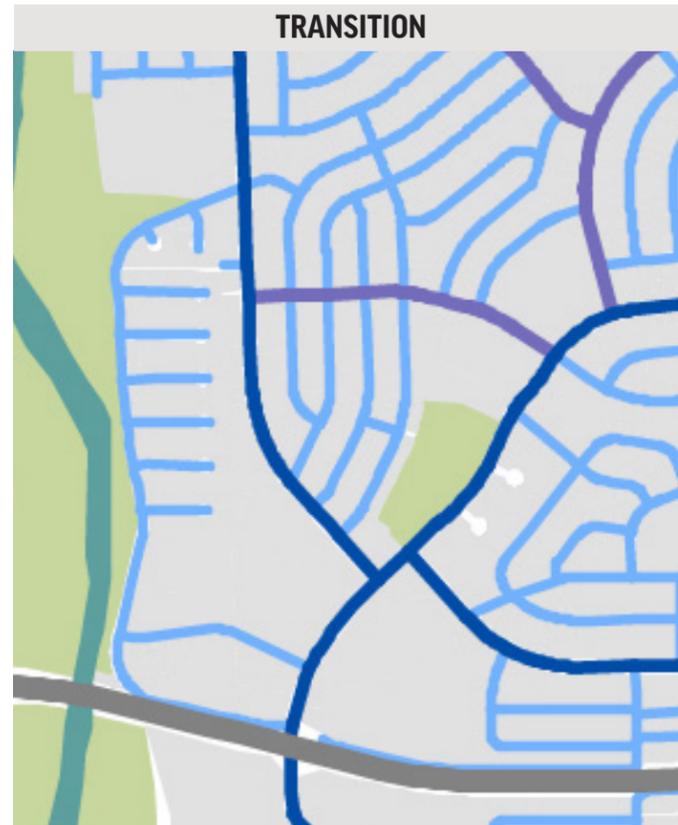
- ▶ Continuous Sidewalks
- ▶ Bike Lanes
- ▶ Buffered Bike Lanes
- ▶ Signed Routes

Typical ROW Width:

- ▶ 60' - 100'

Typical Land Use:

- ▶ Residential
- ▶ Commercial
- ▶ Institutional
- ▶ Mixed-Use
- ▶ Open Space



Mixed Housing Neighborhood & Commercial Center

Typical Functional Classifications:

- ▶ Highway: Freeway
- ▶ Arterial: Minor
- ▶ Collector
- ▶ Local
- ▶ Alley

Typical Active Transportation Facilities:

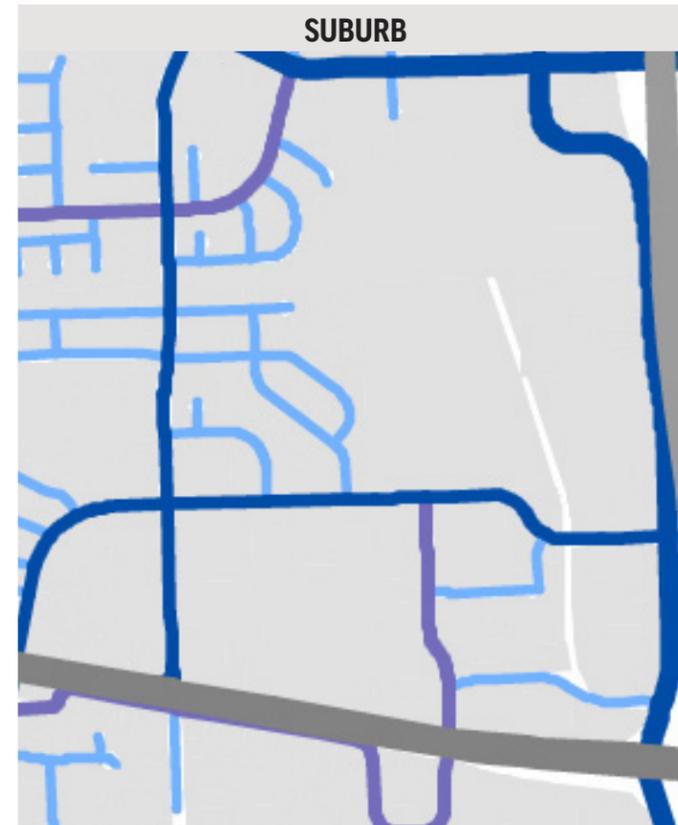
- ▶ Continuous Sidewalks
- ▶ Bike Lanes
- ▶ Sharrows
- ▶ Signed Routes

Typical ROW Width:

- ▶ 60' - 110'

Typical Land Use:

- ▶ Residential
- ▶ Commercial
- ▶ Institutional
- ▶ Office
- ▶ Hospitality
- ▶ Civic
- ▶ Open Space



Mixed Housing Suburb & Commercial District

Typical Functional Classifications:

- ▶ Highway: Interstate & Freeway
- ▶ Arterial: Major & Minor
- ▶ Collector
- ▶ Local

Typical Active Transportation Facilities:

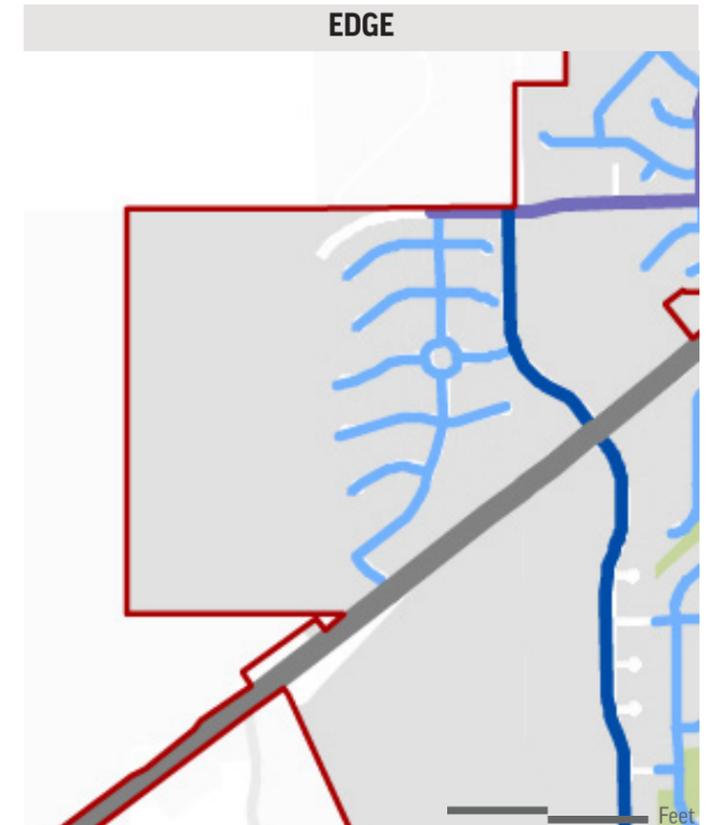
- ▶ Continuous Sidewalks
- ▶ Bike Lanes
- ▶ Buffered Bike Lanes
- ▶ Signed Routes

Typical ROW Width:

- ▶ 60' - 140'

Typical Land Use:

- ▶ Residential
- ▶ Commercial
- ▶ Institutional
- ▶ Office
- ▶ Hospitality
- ▶ Open Space



Edge Neighborhood

Typical Functional Classifications:

- ▶ Highway: Freeway
- ▶ Arterial: Minor
- ▶ Collector
- ▶ Local

Typical Active Transportation Facilities:

- ▶ Sidewalks
- ▶ Signed Routes

Typical ROW Width:

- ▶ 60' - 110'

Typical Land Use:

- ▶ Residential

Street Design

Street Zones

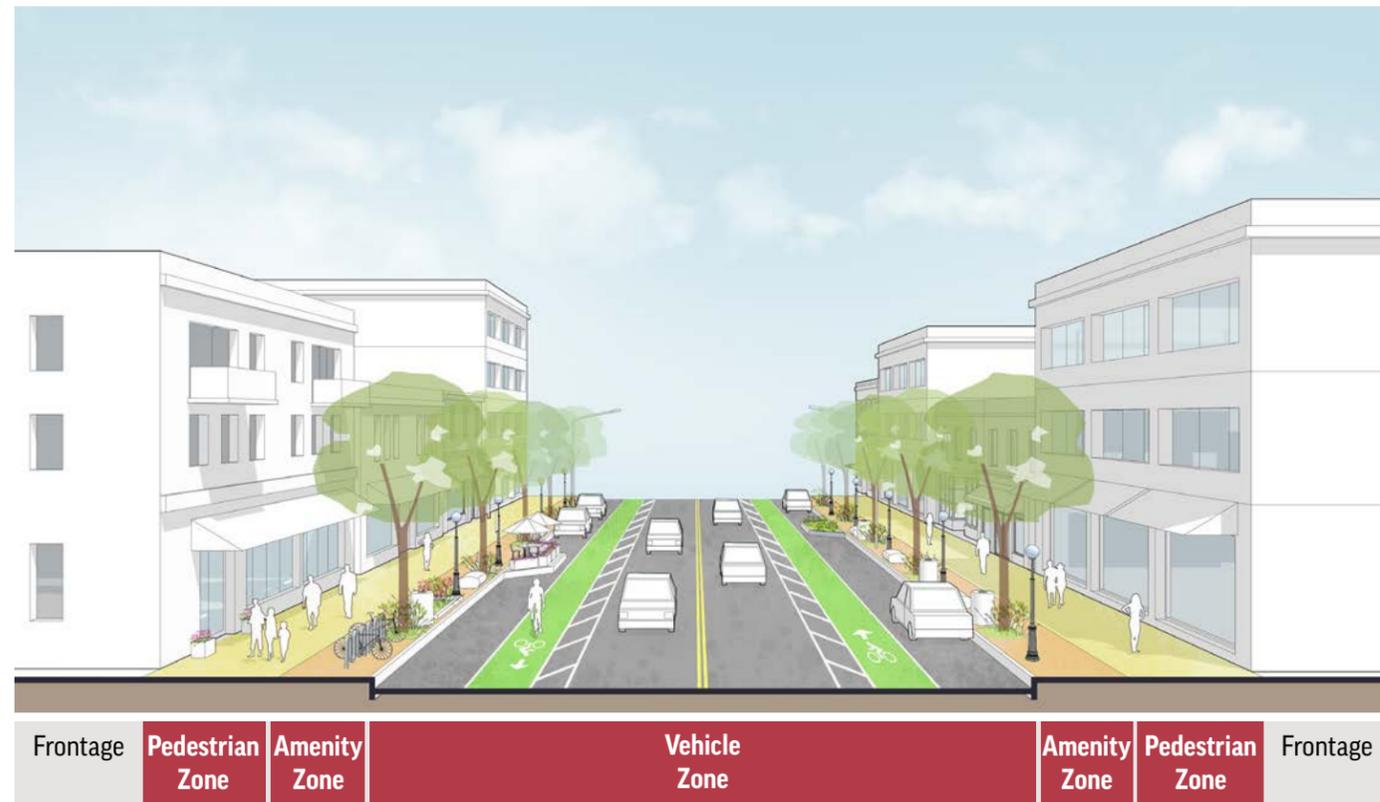
Breaking streets down into different “zones” is a common way to understand how streets are designed. Street zones typically include three zones:

- ▶ **Vehicle Zone:** Space dedicated to cars, transit, and parking.
- ▶ **Pedestrian Zone:** Space dedicated to people walking, using wheelchairs, and using mobility devices.
- ▶ **Amenity Zone:** Space dedicated to a variety of streetscape amenities and street furniture.

While most streets may include all three zones, the amount of space dedicated to each zone can vary according to the transportation needs of the surrounding context. For example,

a highly walkable, mixed-use Downtown area may allocate more space to the Pedestrian Zone and the Amenity Zone and relatively less space to the Vehicle Zone to create a lively pedestrian-oriented district. But a faster, multi-lane, vehicle and transit-oriented traffic-way may allocate more space to the Vehicle Zone while including a wider Amenity Zone to protect people using the Pedestrian Zone from adjacent traffic.

The zones provide distinct spaces where similar users and transportation modes gather and move. This approach also provides a critical framework for evaluating street design in order to understand whether current designs are meeting the needs of the surrounding community.



Conceptual illustration of the street zone approach.

Streetscapes

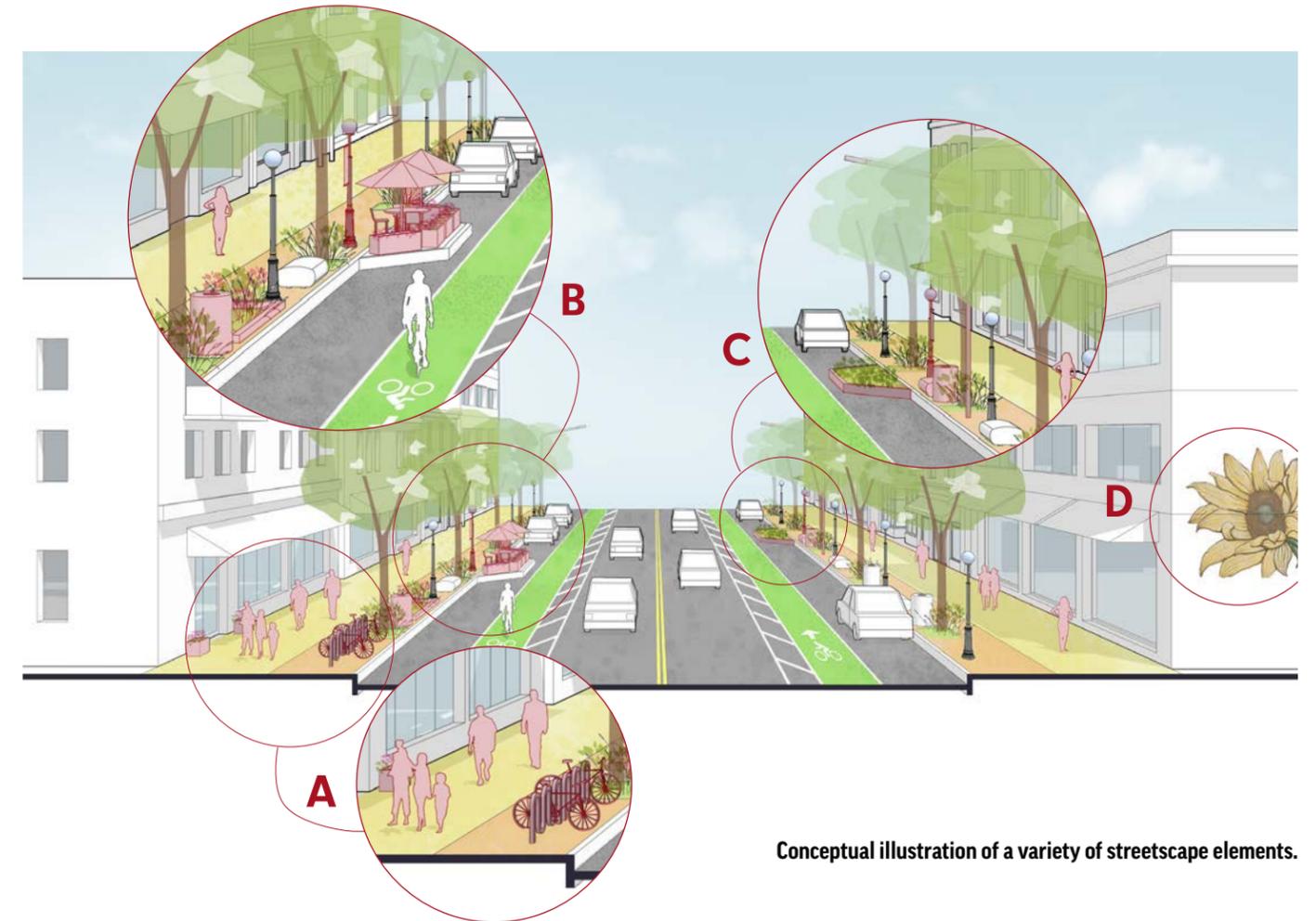
Streetscape Elements

The extent to which street design, and particularly the Amenity Zone, incorporates streetscape design will significantly impact the character of adjacent development, and the safety, comfort, and accessibility of non-vehicular modes of transportation. Streetscape elements like sidewalk location and width, the design of bicycle facilities, on-street parking, landscaping and green infrastructure, all significantly affect the safety and function of the street for pedestrians, bicyclists, as well as drivers.

While this document analyzes street design using the zone approach, streetscape elements are examined separately to focus on the detailed design of features that create a

comfortable, well-functioning streetscape. Typically contained within the Amenity Zone, this can include:

- Planters and landscaping, wide sidewalks, distinct pavement, and bike racks.
- Street furniture like seating and trash receptacles, pedestrian-scale lighting, street trees, green infrastructure, and curb extensions to calm traffic and increase pedestrian safety.
- Street trees, lighting, trash receptacles, and parking-lane planters for additional stormwater management.
- Public art like murals or other forms of art.



Conceptual illustration of a variety of streetscape elements.

This page intentionally left blank.



Current Conditions

Introduction

The Grid example area includes Bessemer Neighborhood, Mesa Junction, and Downtown districts. This pattern has highly connected street networks with alleys on most blocks. Neighborhoods connect to commercial, institutional, and mixed-use districts through arterial streets. The example area includes a variety of functional classifications: Major and Minor Arterials, Collectors, Locals, and Alleys.

East Abriendo Avenue, West Northern Avenue, and South Union Avenue are the major commercial and mixed-use corridors within the example area. They feature pedestrian-oriented mixed-use districts with small to medium buildings and wide sidewalks. These corridors are classified as Major or Minor Arterials, and are connected to nearby neighborhoods by Local and Collector streets.

The example area provides good support for active transportation. Sidewalks are typical and often accompanied by a formal amenity zone or a wide landscape buffer. In residential areas, sidewalks are separated from nearby traffic by a wide landscape strip. In primarily non-residential areas, the amenity zone buffers pedestrians from adjacent traffic and provides street furniture and other amenities. There are various bike facilities available, including signed routes, painted bike lanes, and buffered bike lanes. These facilities connect different areas within the city via the city-wide network.

Networks



Functional Classification

- Major Arterial
- Minor Arterial
- Collector
- Local
- Alley

Uses

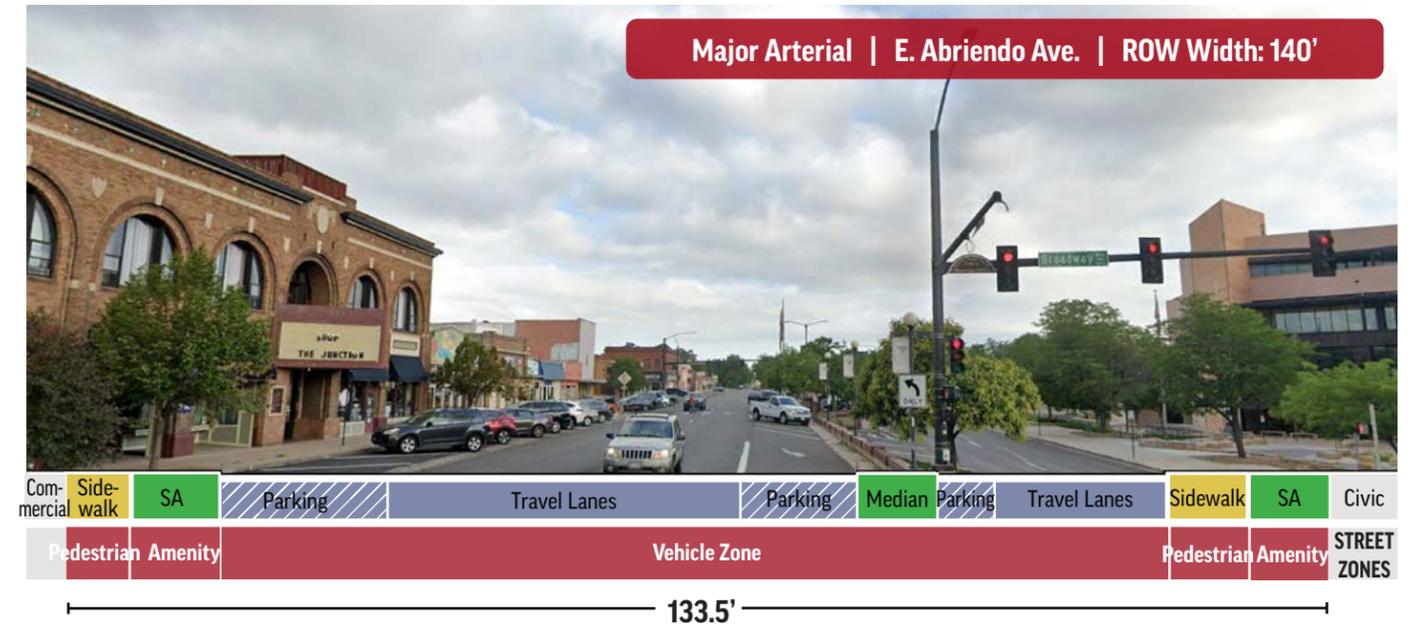
- Residential
- Commercial
- Institutional
- Government
- Industrial
- Open Space

Active Transportation

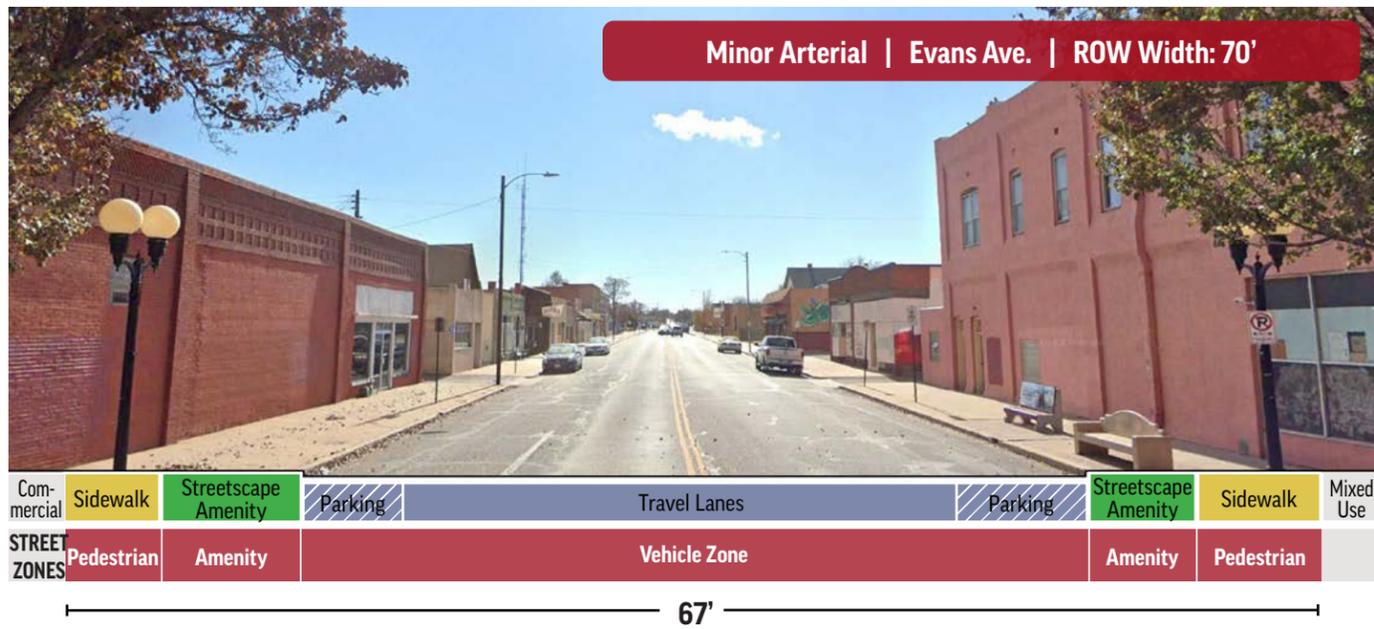
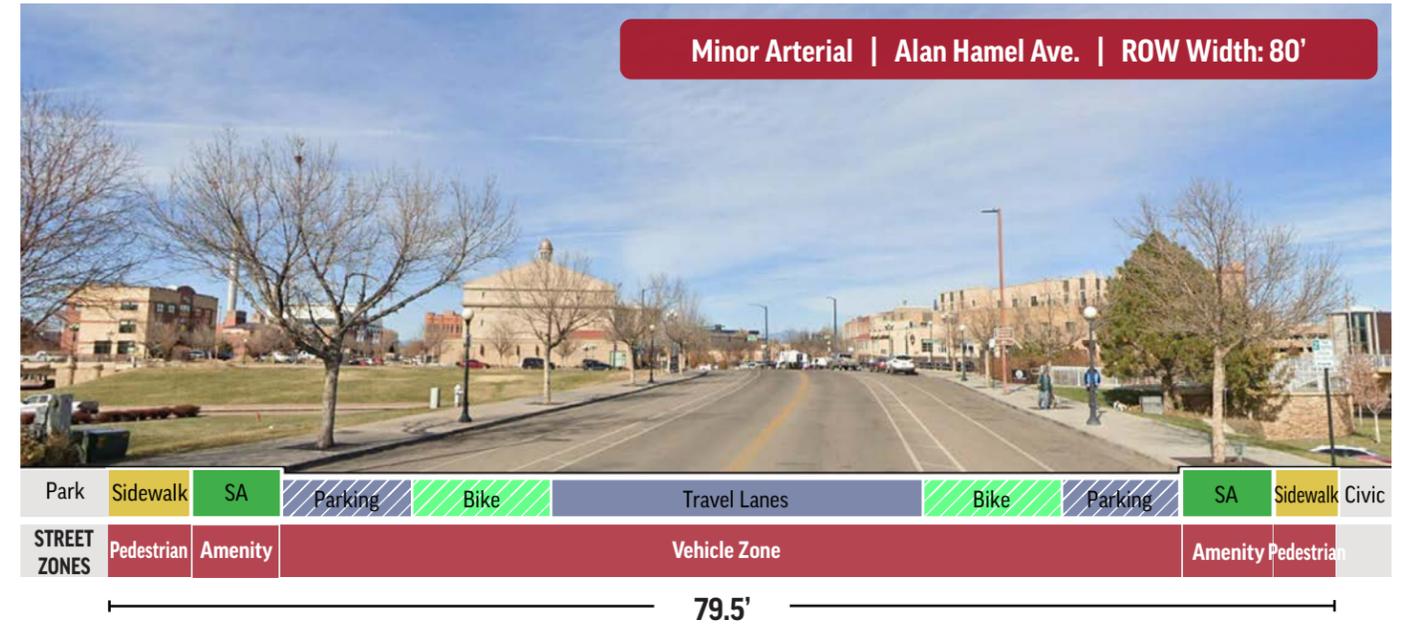
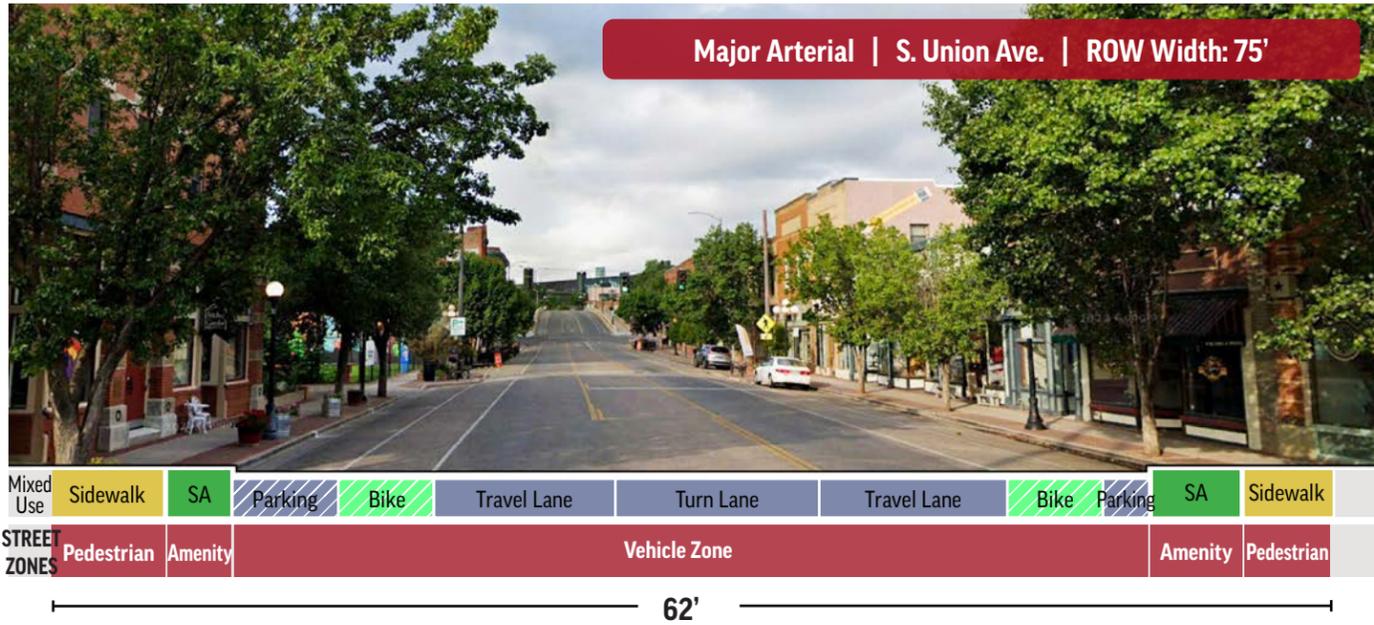
- Bike Lane
- Buffered Bike Lane
- Sharrow
- Signed
- Shared
- Pedestrian Only
- - - Proposed

Street Design

Non-Residential Context

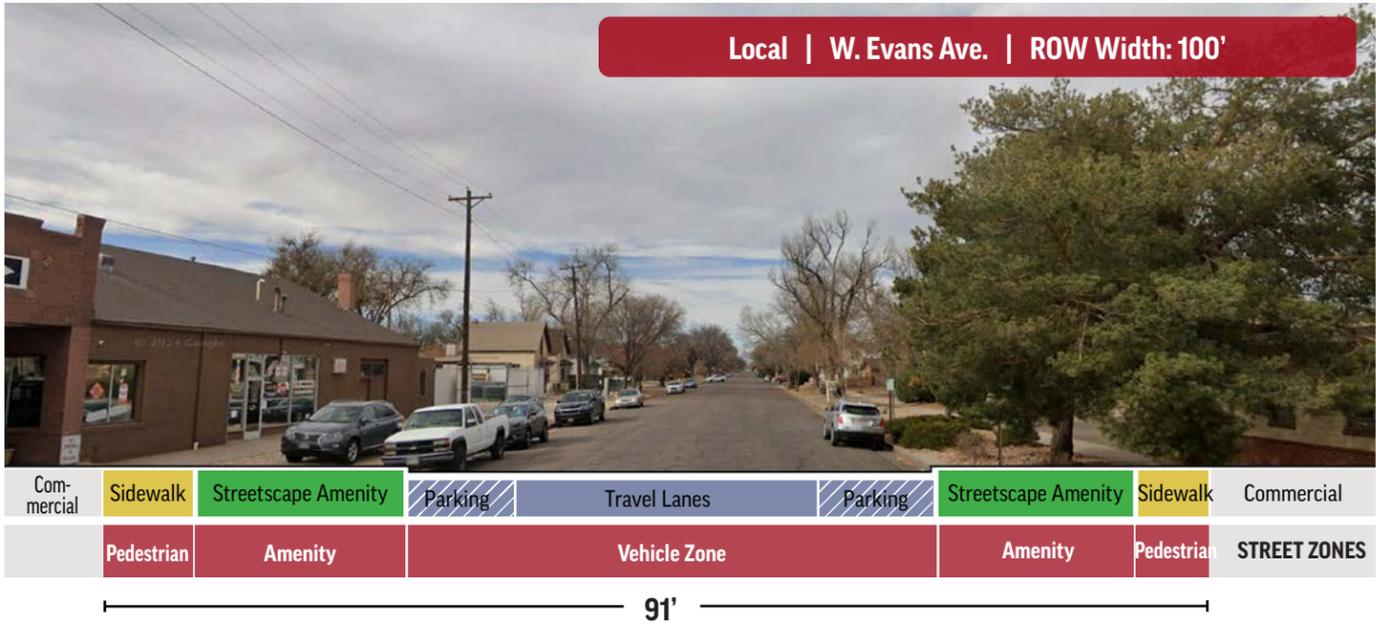
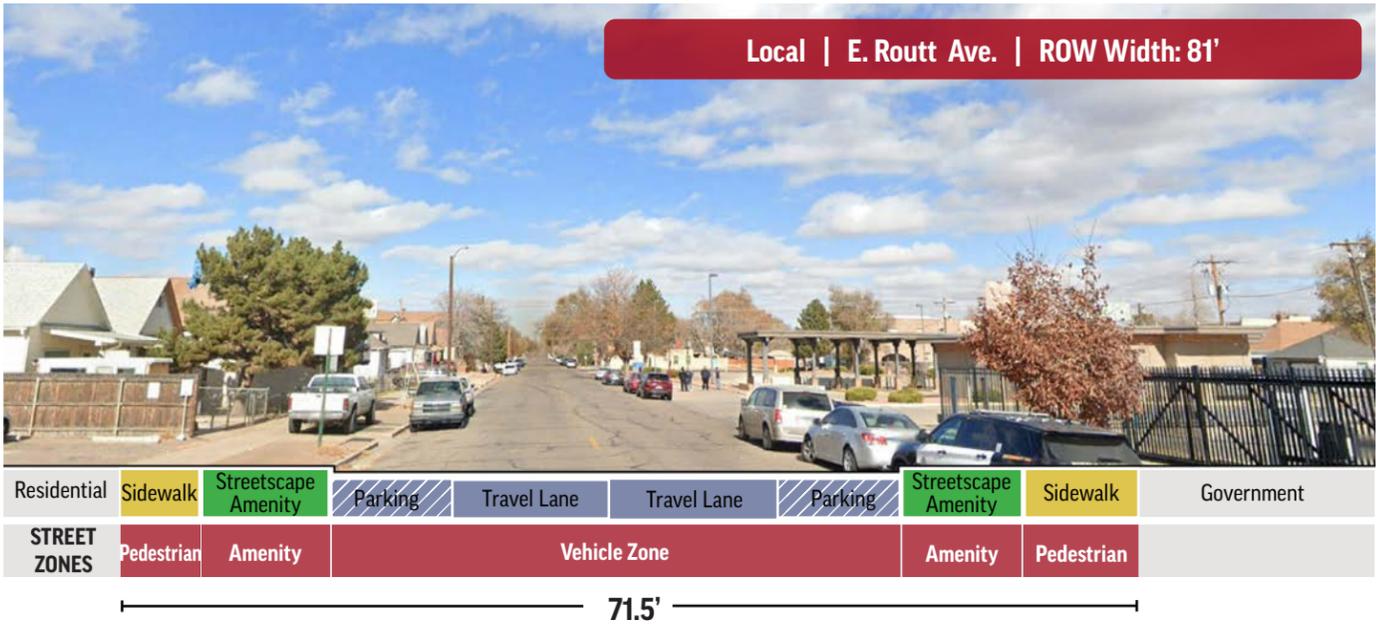
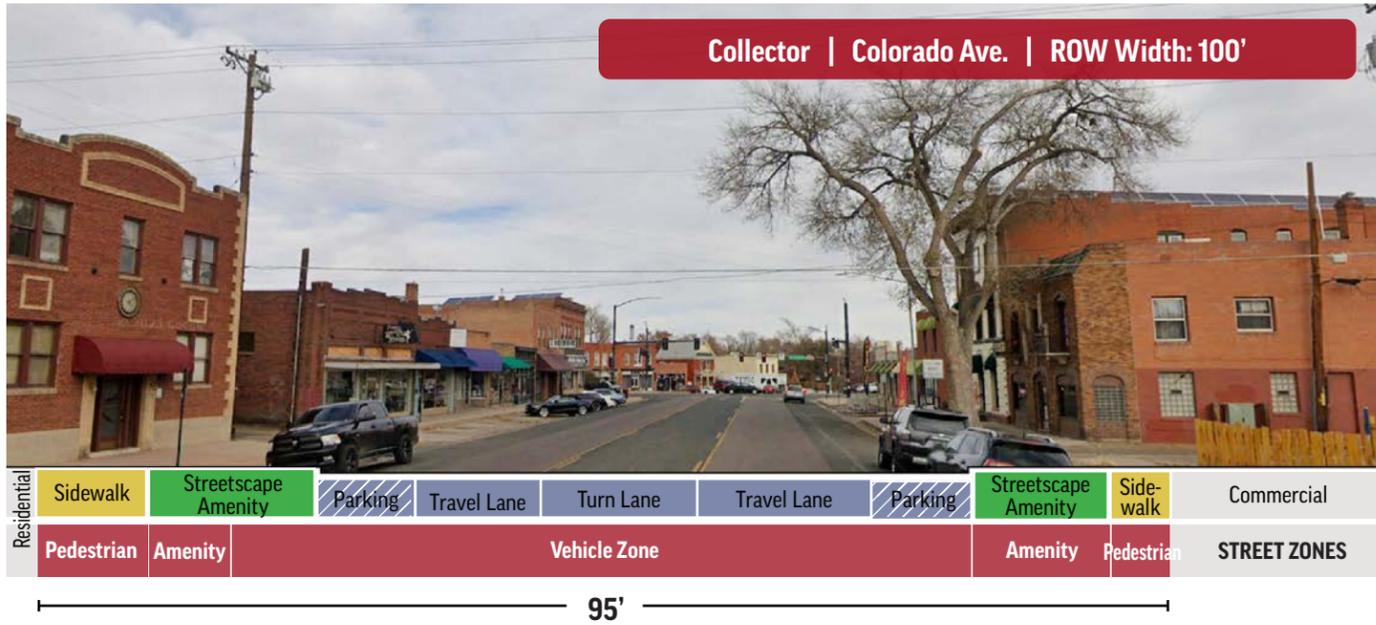


Note: Dimensions are measured from sidewalk edge to sidewalk edge.



Note: Dimensions are measured from sidewalk edge to sidewalk edge.

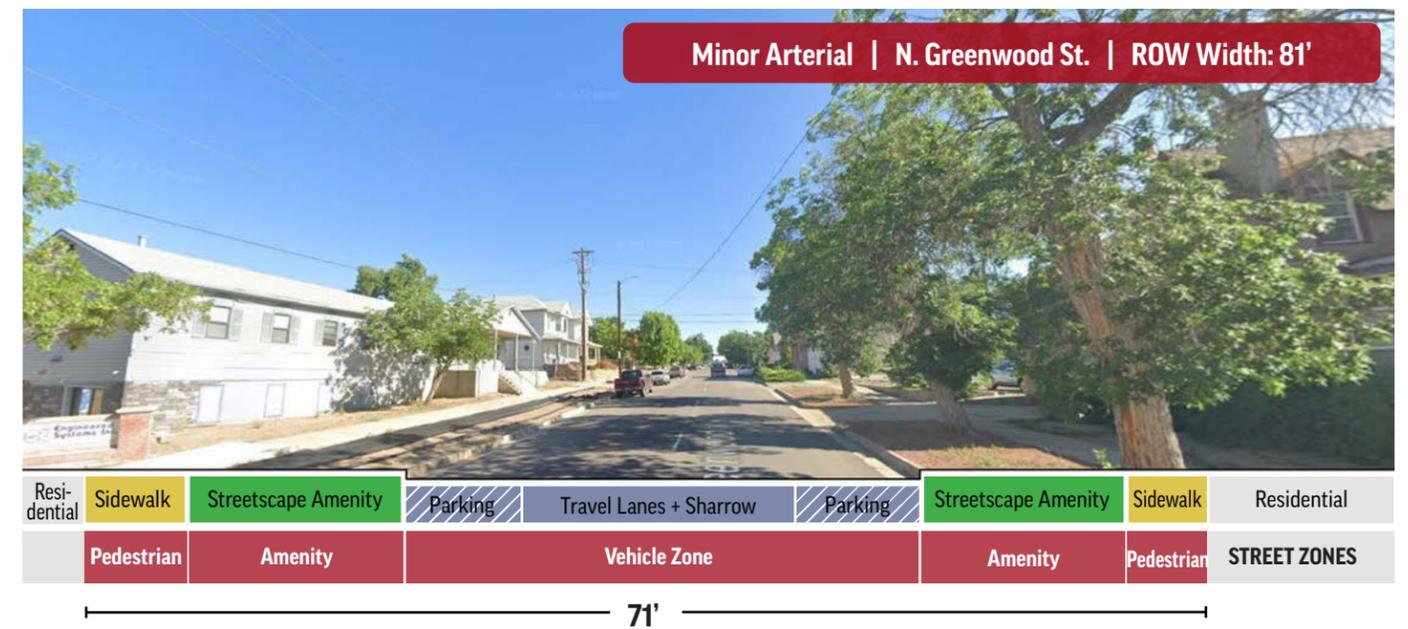
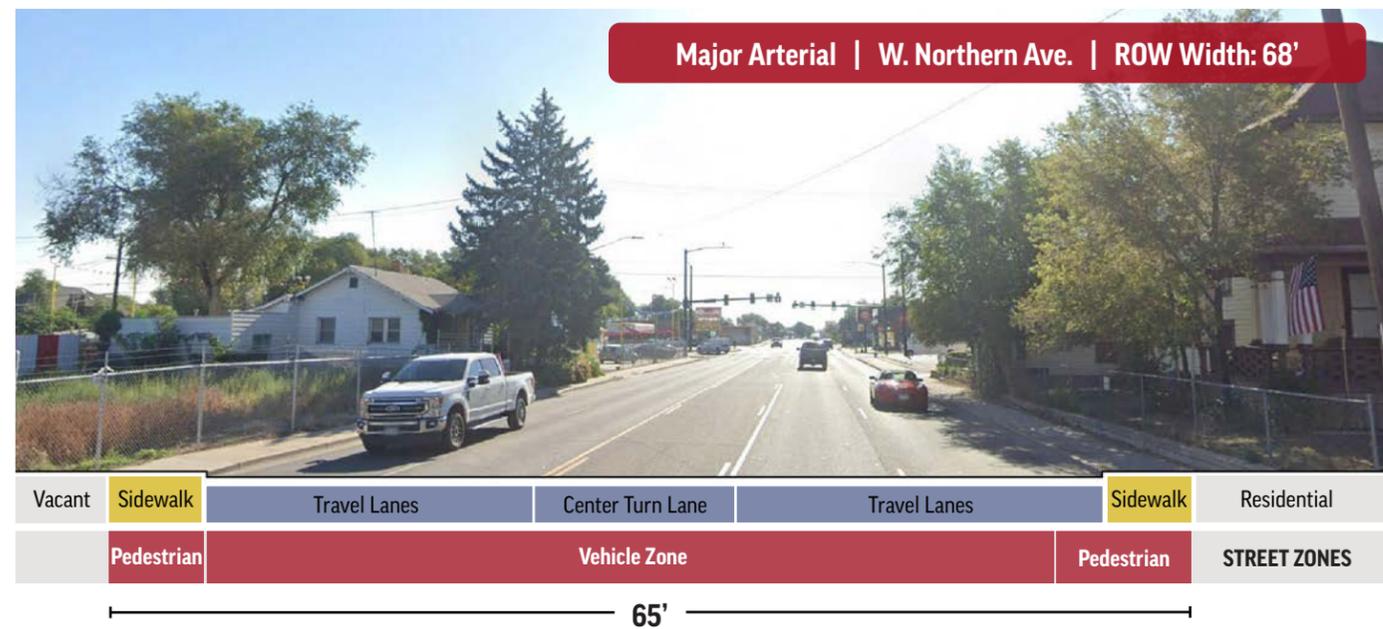
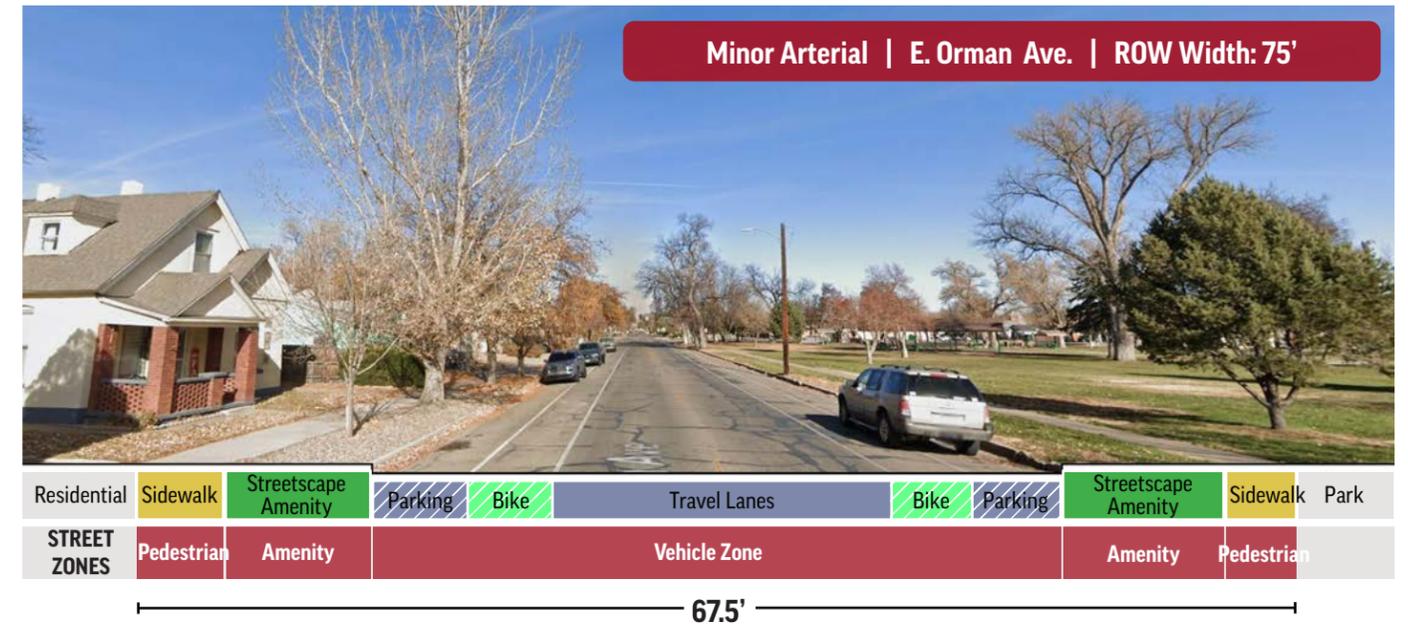
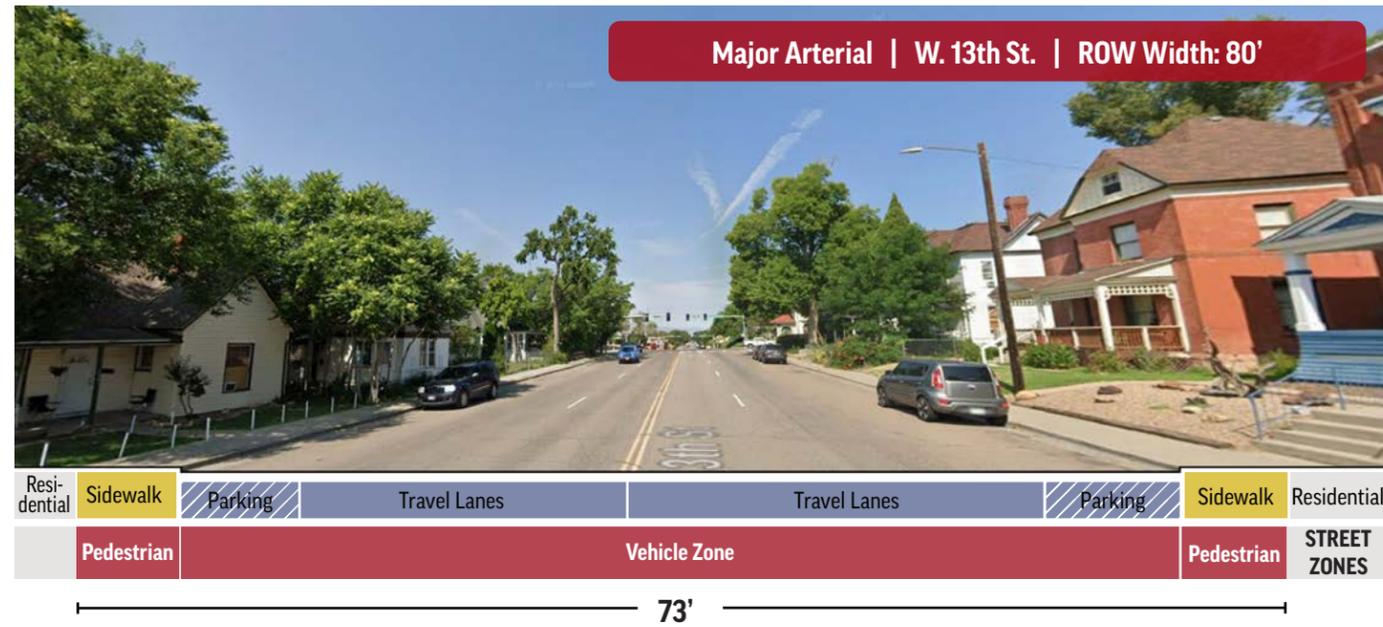
Note: Dimensions are measured from sidewalk edge to sidewalk edge.



Note: Dimensions are measured from sidewalk edge to sidewalk edge.

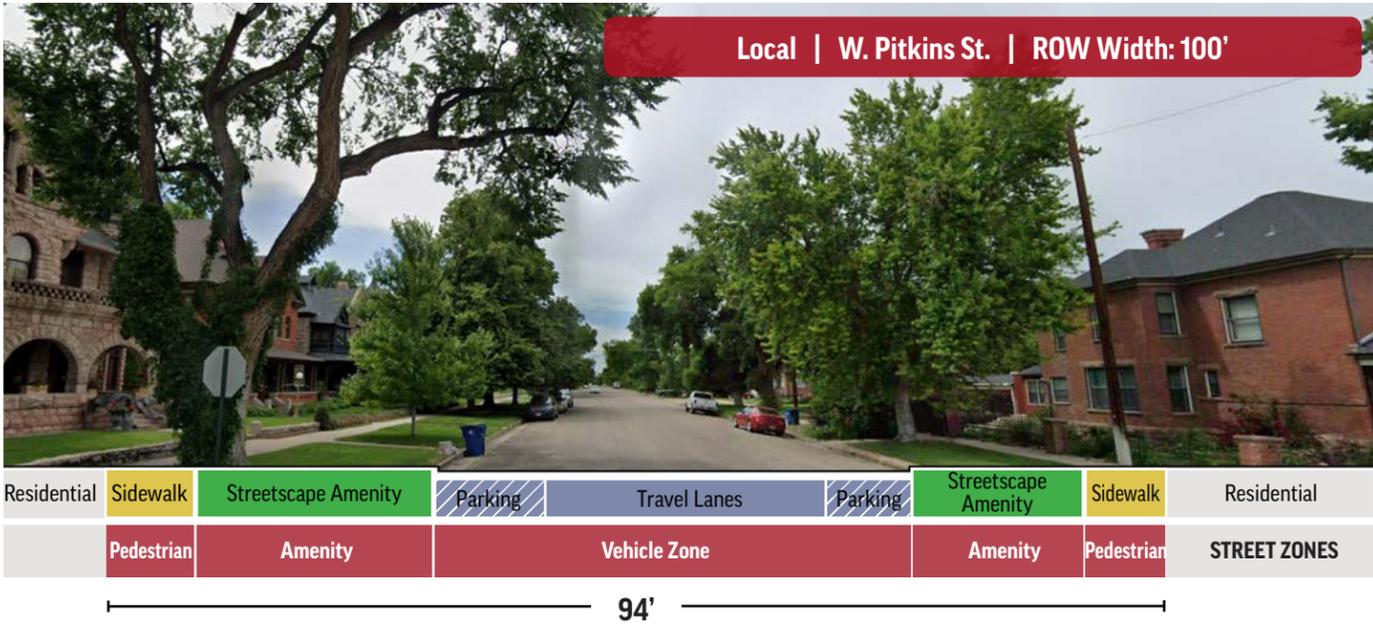
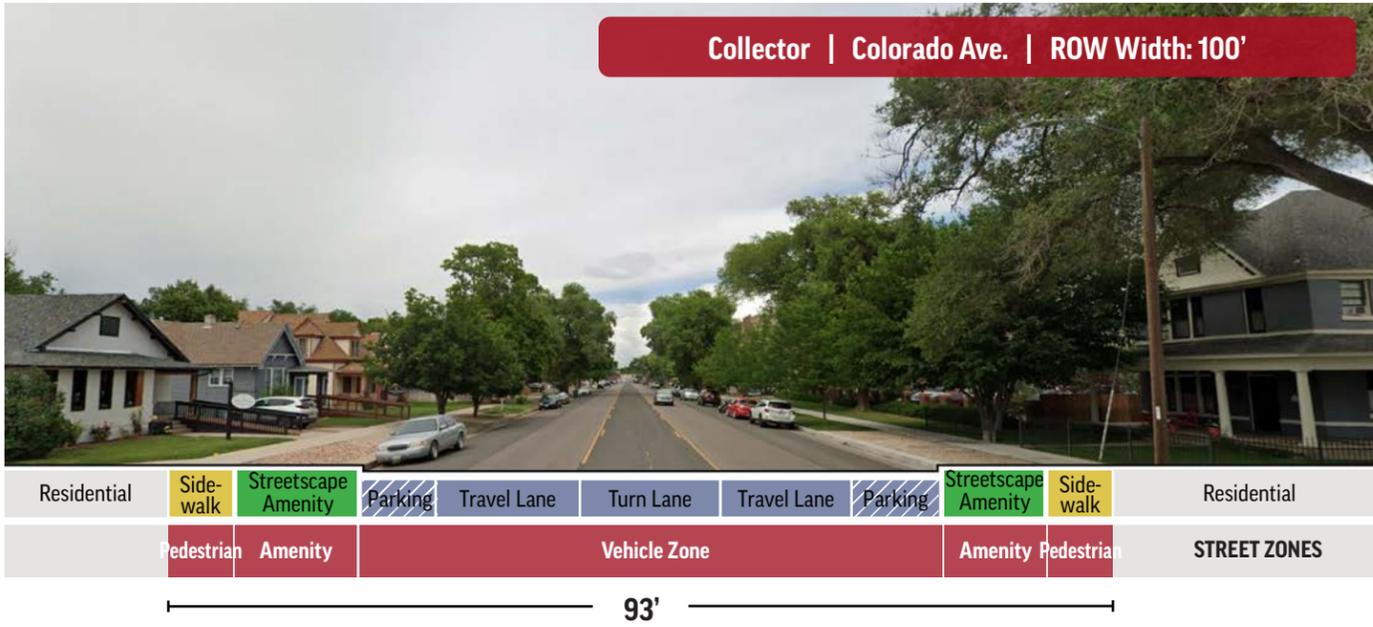
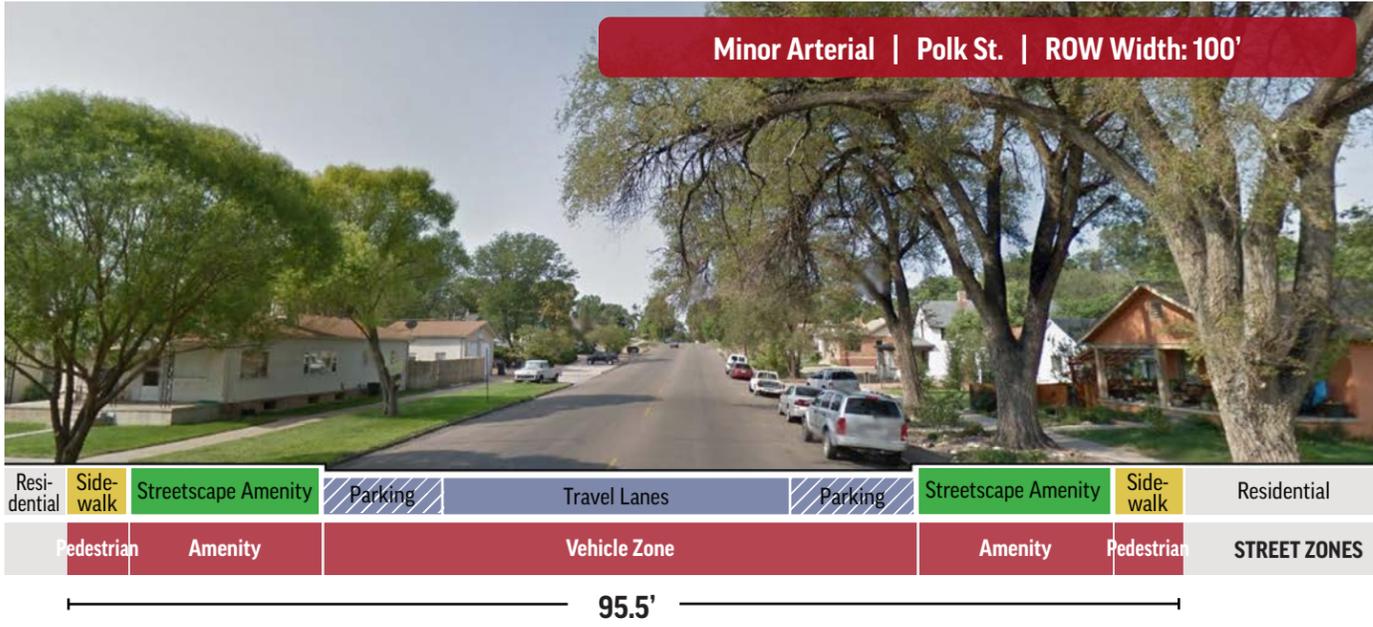
Note: Dimensions are measured from sidewalk edge to sidewalk edge.

Residential Context



Note: Dimensions are measured from sidewalk edge to sidewalk edge.

Note: Dimensions are measured from sidewalk edge to sidewalk edge.

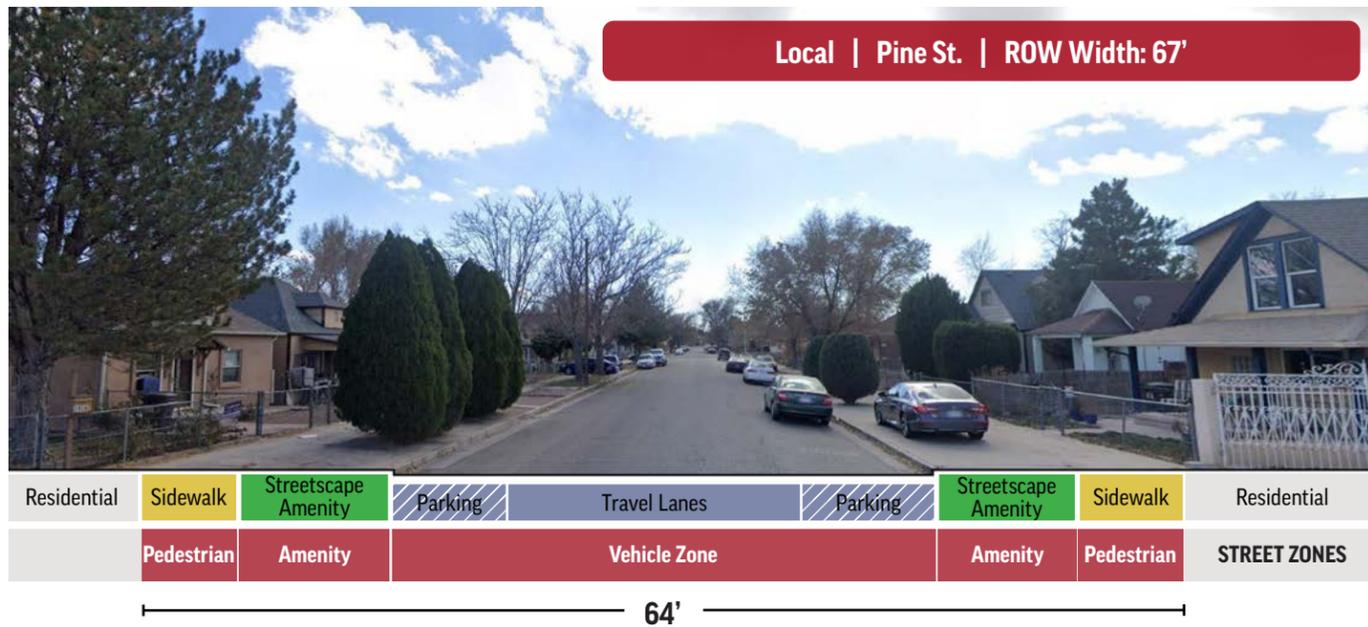


Note: Dimensions are measured from sidewalk edge to sidewalk edge.

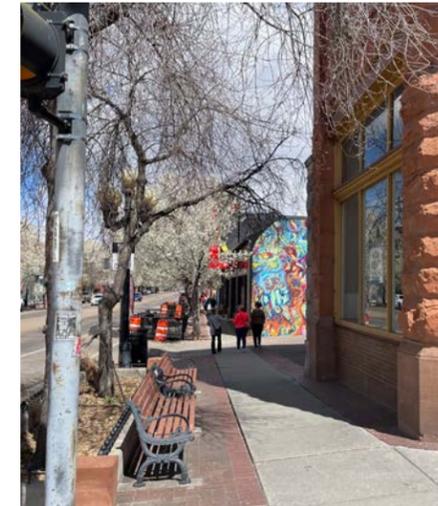
Note: Dimensions are measured from sidewalk edge to sidewalk edge.

Streetscapes

Streetscape Amenities



Note: Dimensions are measured from sidewalk edge to sidewalk edge.



Width: 4' - 10'
Elements: Planter, bench, trash can, outdoor dining, & street trees.

Adjacent Uses: Historic downtown commercial.



Width: 10'
Elements: Public art installation, signage, & planter at mid-block curb extension.

Adjacent Uses: Historic downtown commercial.



Width: 11'
Elements: Planter.

Adjacent Uses: Historic downtown commercial.



Width: 4' - 10'
Elements: Parklet for outdoor dining in on-street parking area.

Adjacent Uses: Historic downtown commercial.



Width: 10' - 18'
Elements: Curb extension with xeriscape.

Adjacent Uses: Small-medium scale commercial, & mixed use.



Width: 33'
Elements: Plaza with monument in street median.

Adjacent Uses: Small-medium scale commercial, mixed use, & civic.

Streetscape Amenities



Width: 5'
Elements: Street trees, street lights, pedestrian light, banner.
Adjacent Uses: Open space (Riverwalk), Civic.



Width: 4'
Elements: Public art and pedestrian light, banner.
Adjacent Uses: Large-scale commercial.



Width: 9'
Elements: Public art in buffer.
Adjacent Uses: Neighborhood park, traditional neighborhood.



Width: 12'
Elements: Wide buffer with street trees & street lights.
Adjacent Uses: Residential.



Width: 16'
Elements: Wide buffer with arid landscaping, street lights.
Adjacent Uses: Residential.

Semi-public Amenities | Public Art



Type: Frontage: entry feature.
Adjacent Uses: Civic



Type: Site design: setback.
Adjacent Uses: Civic



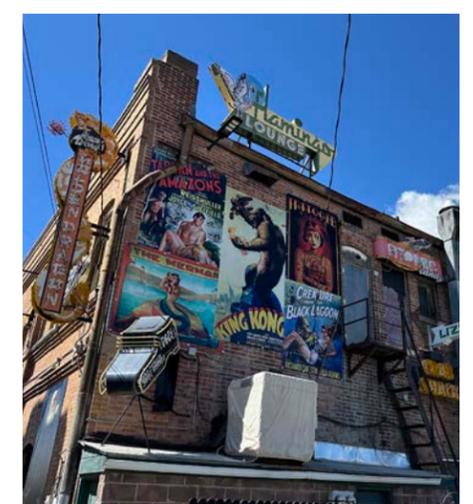
Type: Site design: setback buffer.
Adjacent Uses: Civic



Type: Park.
Adjacent Uses: Riverwalk open space and Civic uses.



Type: Park.
Adjacent Uses: Park



Type: Murals.
Adjacent Uses: N/A

Grid Summary

Overview Table

Functional Classifications	Land Use / Context	ROW Width	Street Width	# of Lanes	On-street Parking	Bicycle Facility	Sidewalk	Landscape Amenity	Current Standards vs. Existing Conditions
Major Arterial									
West Northern Avenue	Mixed-Use Commercial Corridor	100'	70'	5	Yes	-	Yes	Amenity Zone	<ul style="list-style-type: none"> ▶ ROW Width: Varies significantly from current standards. May be higher or lower. ▶ Street Width: Varies significantly from current standards. May be higher or lower. ▶ Travel Lanes: Current standards permit up to 4 travel lanes, though more are sometimes present. ▶ Parking: Current standards do not permit on-street parking on major arterials, though it is frequently present in Grid-pattern areas. ▶ Bicycle Facilities: Current standards permit bike facilities, though uncommon in Grid-pattern areas. ▶ Sidewalks: Sidewalks are present but may be narrower than the minimum required by current standards. ▶ Landscape Amenity: Current standards specify a 10' width only. No specific types of landscape or amenities required. May or may not be present.
East Abriendo Avenue	Mixed-Use, Commercial, and Civic	140'	115'	4	Yes	-	Yes	Amenity Zone + Median	
West Northern Avenue	Residential	68'	49'	5	-	-	Yes	-	
West 13th Street	Residential	80'	62'	4	Yes	-	Yes	-	
Minor Arterial									
Union Avenue	Mixed-Use Commercial Corridor	76'	59'	3	Yes	Bike Lane	Yes	Amenity Zone	<ul style="list-style-type: none"> ▶ ROW Width: Varies significantly from current standards. Often lower than current standards specify. ▶ Street Width: Varies significantly from current standards, and is often much lower than current standards specify. ▶ Travel Lanes: Current standards permit up to 5 travel lanes, though fewer are often present. ▶ Parking: Current standards do not permit on-street parking on minor arterials, though it is frequently present in Grid-pattern areas. ▶ Bicycle Facilities: Current standards permit bike facilities, which are often present. ▶ Sidewalks: Sidewalks are present but may be narrower than the minimum required by current standards. ▶ Landscape Amenity: Current standards specify an 8' width only. No specific types of landscape or amenities required, though an amenity zone or buffer strip is often present.
Evans Avenue	Commercial	70'	44'	2	Yes	-	Yes	Amenity Zone	
Alan Hamel Avenue	Civic & Open Space	80'	58'	2	Yes	Buffered Bike Lane	Yes	Amenity Zone (tree wells)	
East Orman Avenue	Residential & Open Space	75'	43'	2	Yes	Bike Lane	Yes	Buffer Strip	
North Greenwood Street	Residential	80'	37'	2	Yes	Sharrow	Yes	Buffer Strip	
Polk Street	Residential	100'	50'	2	Yes	-	Yes	Buffer Strip	
Collector									
East Abriendo Avenue	Commercial (Auto-oriented)	75'	63'	3 or 4	-	-	Yes	Buffer Strip (varies)	<ul style="list-style-type: none"> ▶ ROW Width: May vary from current standards and be higher or lower. ▶ Street Width: Generally more aligned with current standards, with some variation. ▶ Travel Lanes: Typically aligned with current standards. ▶ Parking: Parking is typical, though standards vary by type of Collector. ▶ Bicycle Facilities: Bike facilities may be permitted, but are not typical. ▶ Sidewalks: Sidewalks are present but may be narrower than the minimum required by current standards. ▶ Landscape Amenity: Current standards specify an 4' or 8' width by Collector type. Buffer strip is typical, but may contain amenity zone.
Colorado Avenue	Commercial	100'	60'	3	Yes	-	Yes	Amenity Zone	
Colorado Avenue	Residential	100'	57'	3	Yes	-	Yes	Buffer Strip	
West 11th Street	Residential	80'	30'	1 (Yield)	Yes	-	Yes	Buffer strip	
Local									
West Evans Avenue	Commercial	100'	47'	2	Yes	-	Yes	Buffer Strip	<ul style="list-style-type: none"> ▶ ROW Width: Varies significantly from current standards. Typically significantly higher. ▶ Street Width: Varies significantly from current standards. Typically significantly higher. ▶ Travel Lanes: Typically aligned with current standards. ▶ Parking: Parking is typical, though standards vary. ▶ Bicycle Facilities: Bike facilities are not permitted, and are not typical. ▶ Sidewalks: Sidewalks are present but may be narrower than the minimum required by current standards. ▶ Landscape Amenity: Landscape amenity is typically a buffer strip and generally aligned with current standards. May be informally utilized for parking.
East Routt Avenue	Commercial & Civic	80'	42'	2	Yes	-	Yes	Amenity Zone & Buffer Strip	
West B Street	Mixed-Use Commercial	74'	48'	2	Yes	-	Yes	Amenity Zone	
West Pitkin Avenue	Residential	100'	49'	2	Yes	-	Yes	Buffer Strip	
Division Avenue	Residential	80'	45'	2	Yes	-	Yes	Buffer Strip	
Pine Street	Residential	67'	35'	19' travel	Yes	-	Yes	Buffer strip	

This page intentionally left blank.

2 TRANSITION



Current Conditions

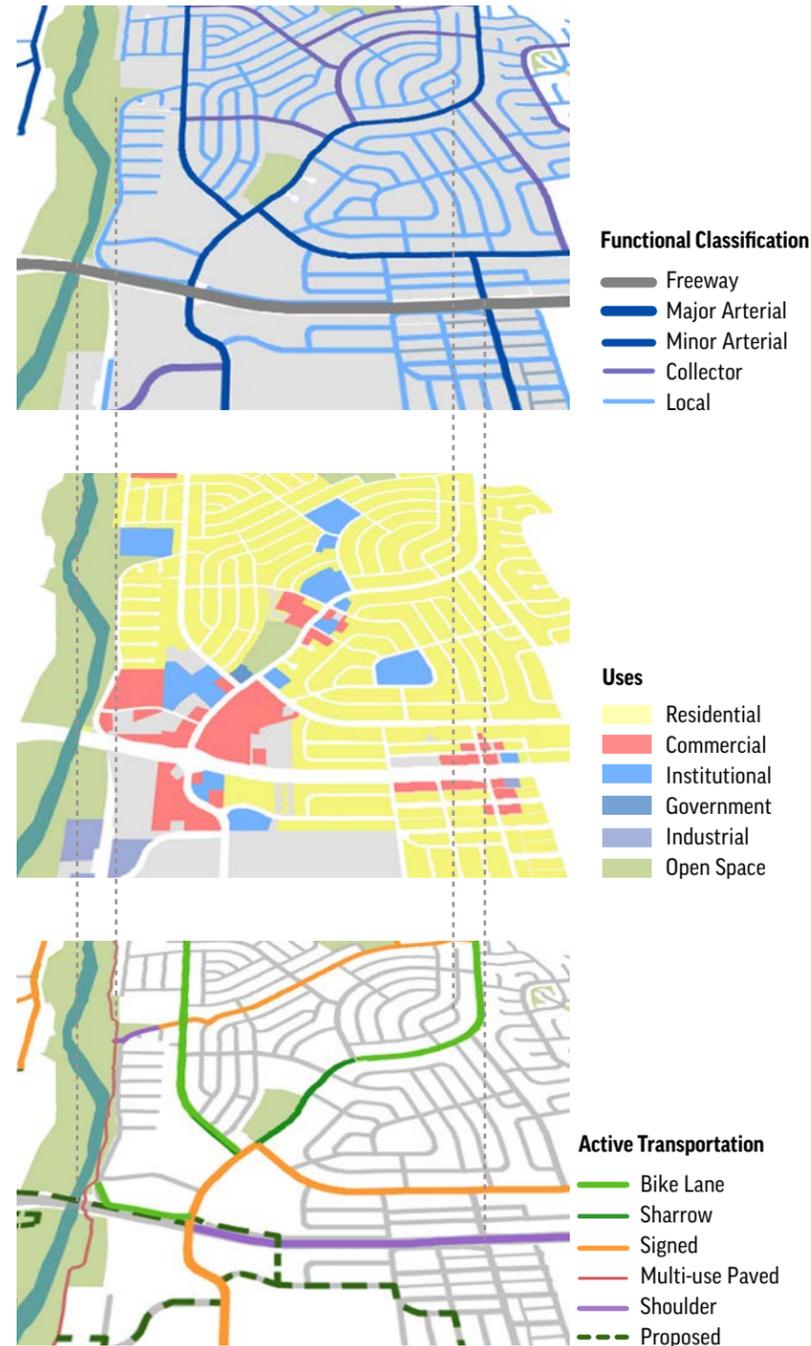
Introduction

The Transition Pattern includes the Belmont neighborhood and adjacent commercial areas. This pattern supports moderately connected neighborhoods close to a commercial area, but the majority of non-residential and residential uses are separated. The example area has a variety of functional classifications: Freeway, Minor Arterial, Collector, and Local streets.

Bonforte Boulevard is the primary commercial corridor in the area, and is classified as a Minor Arterial. Primarily local streets, with occasional collector streets, fill out the street network in the commercial areas. Minor arterial and local streets connect the neighborhoods to the adjacent areas. Most residential areas are connected by local street networks.

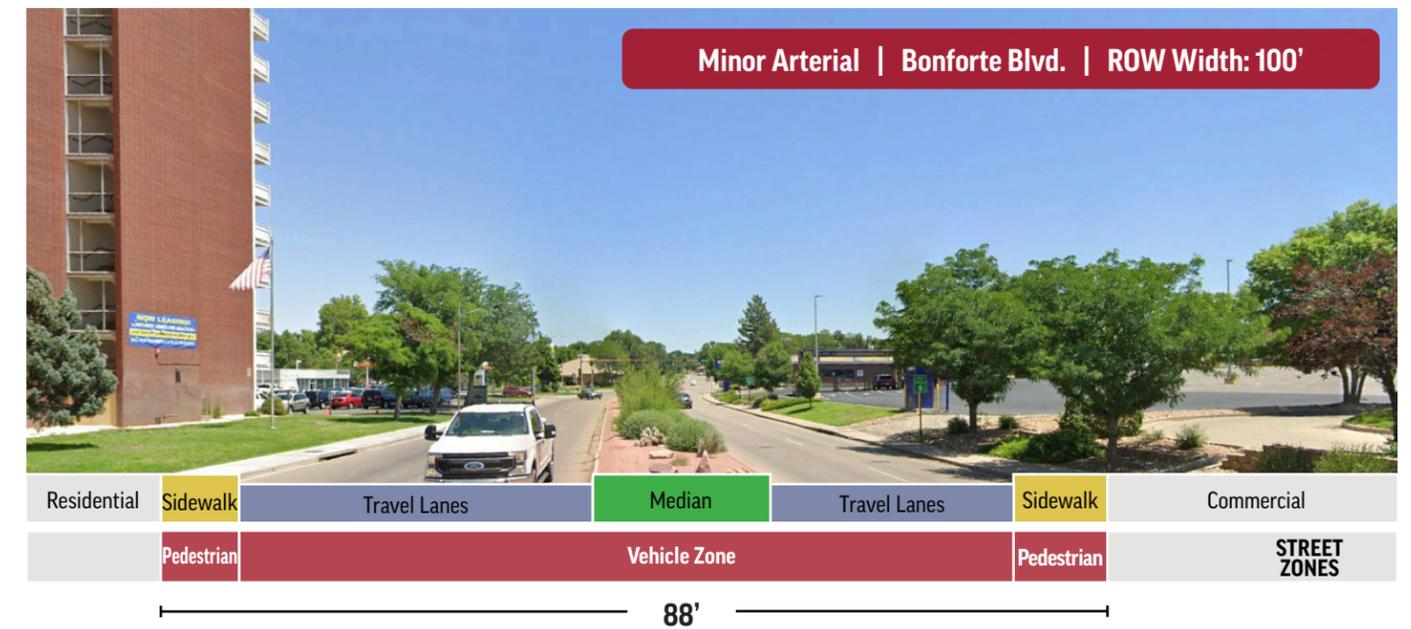
Active transportation is moderately supported in this pattern. Most streets have a sidewalk. Sidewalks are generally narrow but protected by a landscaping buffer from adjacent traffic, or of moderate width but lacking in protection from adjacent traffic. Bike facilities are typically either shared on-street routes or painted bike lanes. Protected bike lanes are not found. In residential areas, the bike lane may be found between the vehicle travel lanes and the parking lane.

Networks

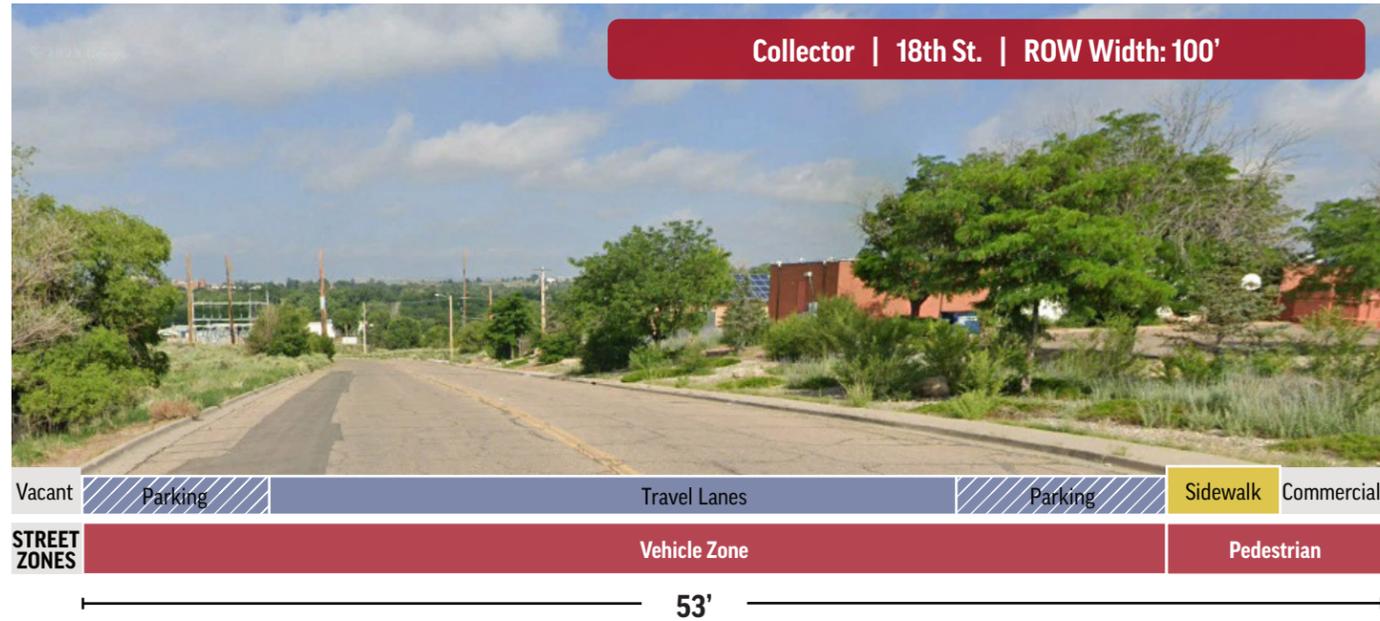


Street Design

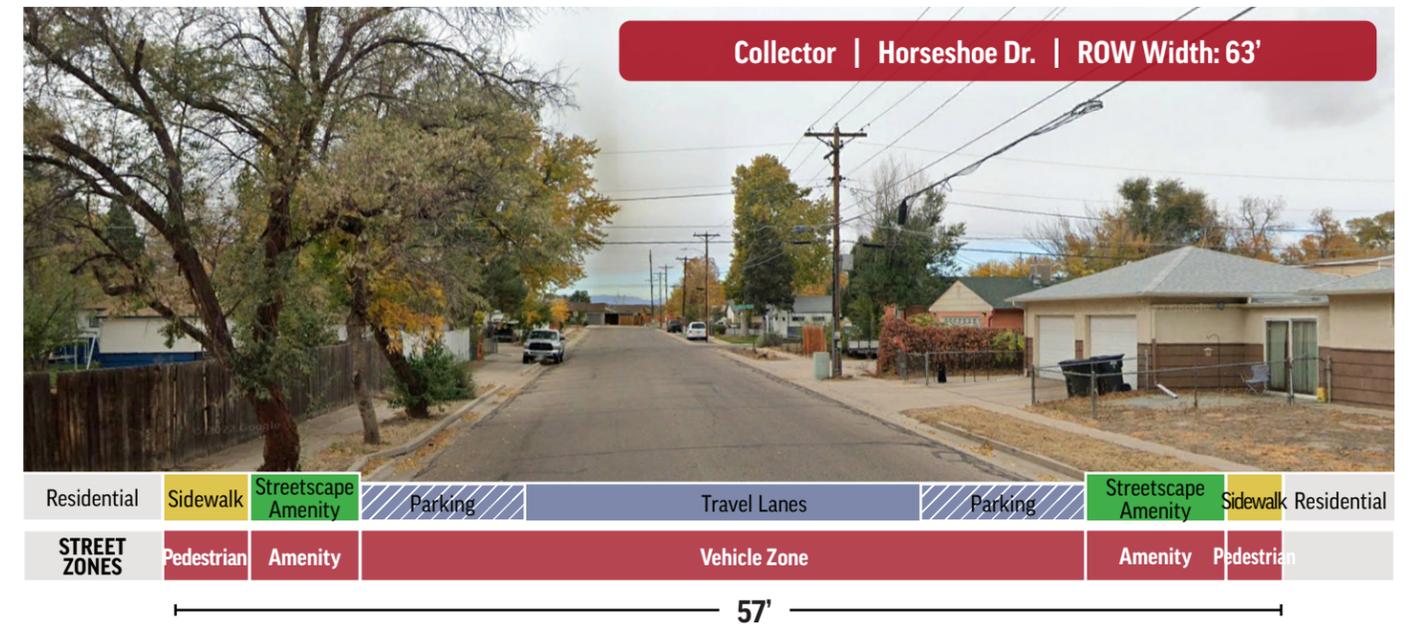
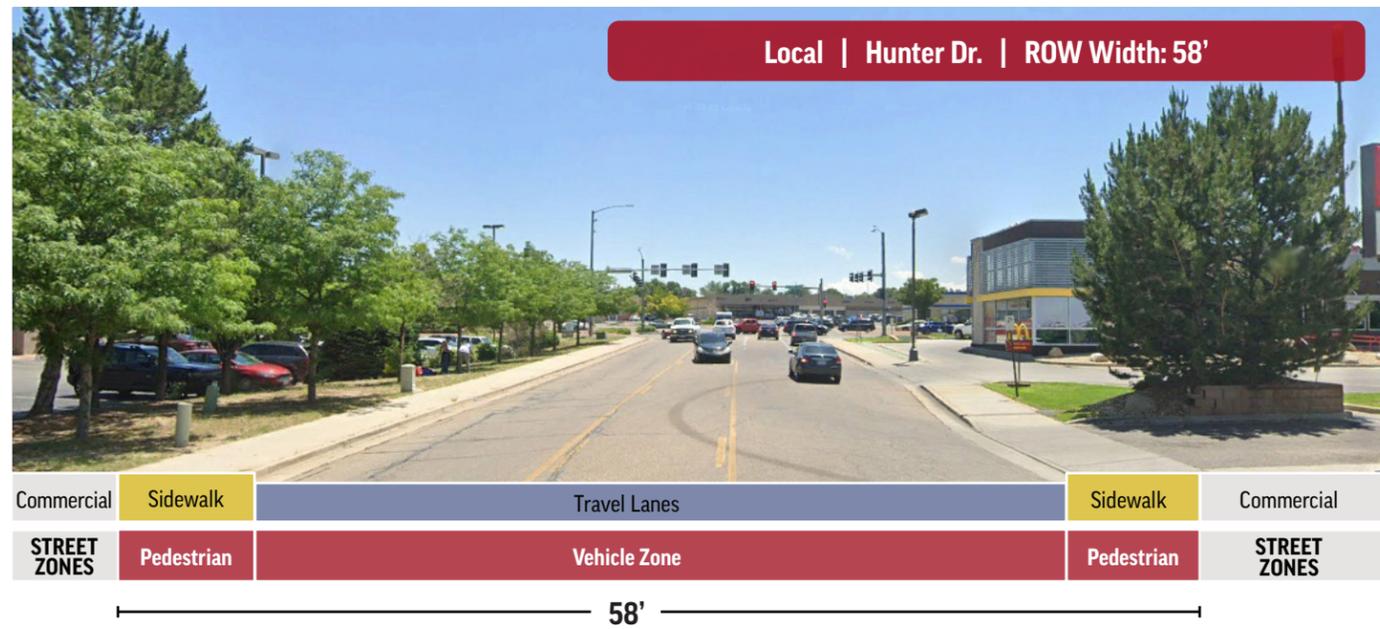
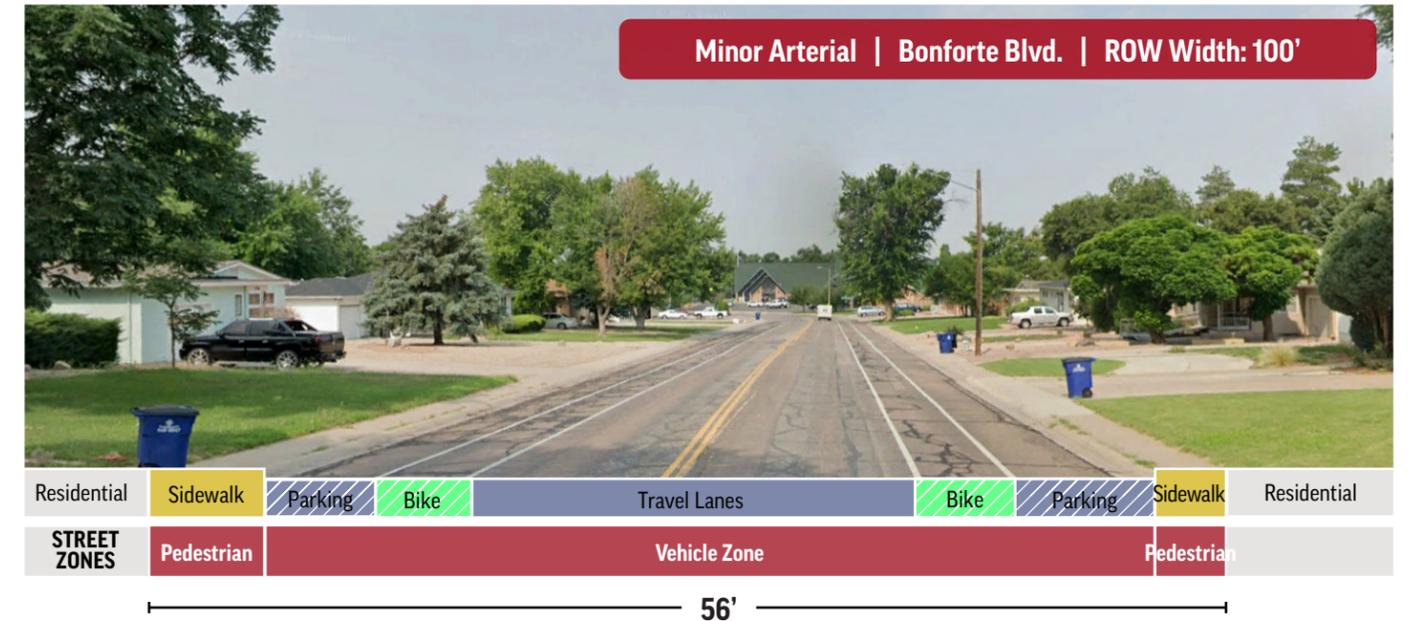
Non-Residential Context



Note: Dimensions are measured from sidewalk edge to sidewalk edge.



Residential Context



Note: Dimensions are measured from sidewalk edge to sidewalk edge.

Note: Dimensions are measured from sidewalk edge to sidewalk edge.

Residential Context (continued)



Note: Dimensions are measured from sidewalk edge to sidewalk edge.

Streetscapes

Streetscape Amenities



Width: 16'

Elements: Xeric landscaping in median.

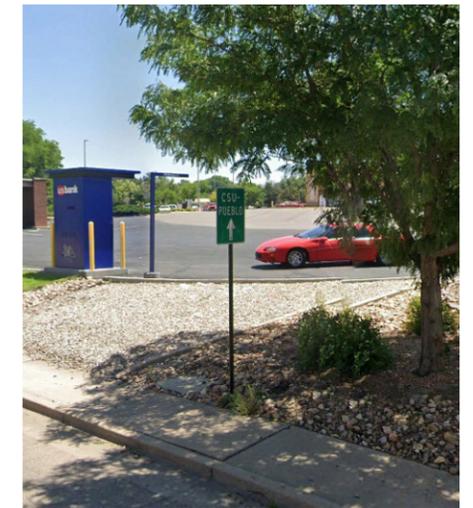
Adjacent Uses: Medium to large scale commercial, high-density residential.



Width: 12'

Elements: Large-scale lighting.

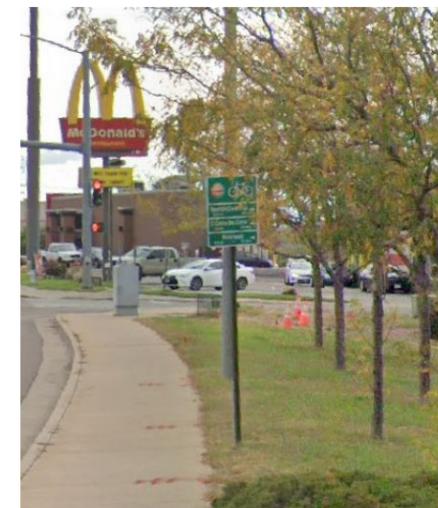
Adjacent Uses: Medium to large scale commercial.



Width: 0'

Elements: Wayfinding to institutional destination.

Adjacent Uses: Medium to large scale commercial.



Width: 0'

Elements: Bike & destination wayfinding.

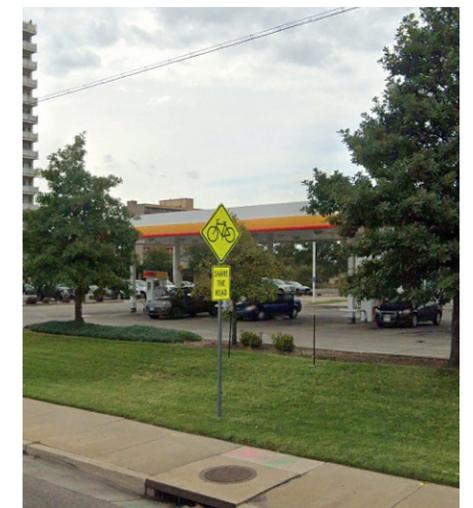
Adjacent Uses: Medium to large scale commercial, high-density residential.



Width: 0'

Elements: Bike route wayfinding.

Adjacent Uses: Medium to large scale commercial.



Width: 12'

Elements: Bike route safety signage.

Adjacent Uses: Medium to large scale commercial.

Streetscape Amenities



Width: 0'



Width: 5'



Width: 5'

Elements: Large-scale lighting.

Elements: Street trees, landscaping.

Elements: Street trees.

Adjacent Uses: Detached & attached single-family residential.

Adjacent Uses: Detached & attached single-family residential.

Adjacent Uses: Detached & attached single-family residential.



Width: 6.5'



Width: 0'



Width: 0'

Elements: Landscaping, planters.

Elements: Bike lane signage.

Elements: Pedestrian crossing sign.

Adjacent Uses: Detached & attached single-family residential.

Adjacent Uses: Detached & attached single-family residential.

Adjacent Uses: Detached & attached single-family residential.

This page intentionally left blank.

Transition Summary

Overview Table

Functional Classifications	Land Use / Context	ROW Width	Street Width	# of Lanes	On-street Parking	Bicycle Facility	Sidewalk	Landscape Amenity	Current Standards vs. Existing Conditions
Freeway									
US-50	Commercial Corridor	200'	109'	4 - 8	-	-	-	Median (Not Landscaped)	► N / A: City of Pueblo does not currently provide standards for Freeways.
Major Arterial									
	N / A	N / A	N / A	N / A	N / A	N / A	N / A	N / A	► N / A
Minor Arterial									
Bonforte Boulevard	High-Density Residential, Commercial.	100'	67'	4	No	-	Yes	Landscaped Median (Drought-Tolerant)	<ul style="list-style-type: none"> ► ROW Width: May align with or vary significantly from current standards. ► Street Width: May align with or vary significantly from current standards. ► Travel Lanes: Typically aligned with current standards. ► Parking: Current standards do not permit on-street parking on minor arterials, though it may be found in residential areas. ► Bicycle Facilities: Current standards permit bike facilities, which may be present. ► Sidewalks: Sidewalks are present, but may not be detached as standards require. ► Landscape Amenity: Generally less common, though required by current standards.
Bonforte Boulevard	Residential	70'	37'	2	Yes	Bike lane	Yes	-	
Collector									
18th Street	Commercial (Auto-Oriented)	80', 100'	45'	2	Yes	-	Yes (One Side)	-	<ul style="list-style-type: none"> ► ROW Width: Typically aligned with current standards. ► Street Width: Typically aligned with current standards, with minor variability. ► Travel Lanes: Typically aligned with current standards. ► Parking: Typically aligned with current standards. ► Bicycle Facilities: Permitted by current standards, but not typical. ► Sidewalks: Sidewalks are typically present, but may vary from standards. May be narrower, may not be found on both sides, or may be attached where detached is required. ► Landscape Amenity: If present, typically a buffer strip. Often not present where required by current standards.
Horseshoe Drive	Residential	63'	30'	2	Yes	-	Yes	Buffer Strip	
Local									
Hunter Drive	Commercial	58'	47'	3-5	No	-	Yes	Buffer Strip	<ul style="list-style-type: none"> ► ROW Width: May align with or vary significantly from current standards. ► Street Width: Typically wider than permitted by current standards. ► Travel Lanes: Residential streets typically aligned with standards. Commercial streets may exceed current standards significantly. ► Parking: Aligned with current standards. ► Bicycle Facilities: Aligned with current standards. ► Sidewalks: Sidewalks are typically present, but may be narrower than current standards permit. ► Landscape Amenity: Typically a buffer strip. Often narrower than required by current standards.
Kickapoo Road	Residential	80'	42'	2	Yes	-	Yes	Buffer Strip	

This page intentionally left blank.



3 SUBURB

Current Conditions

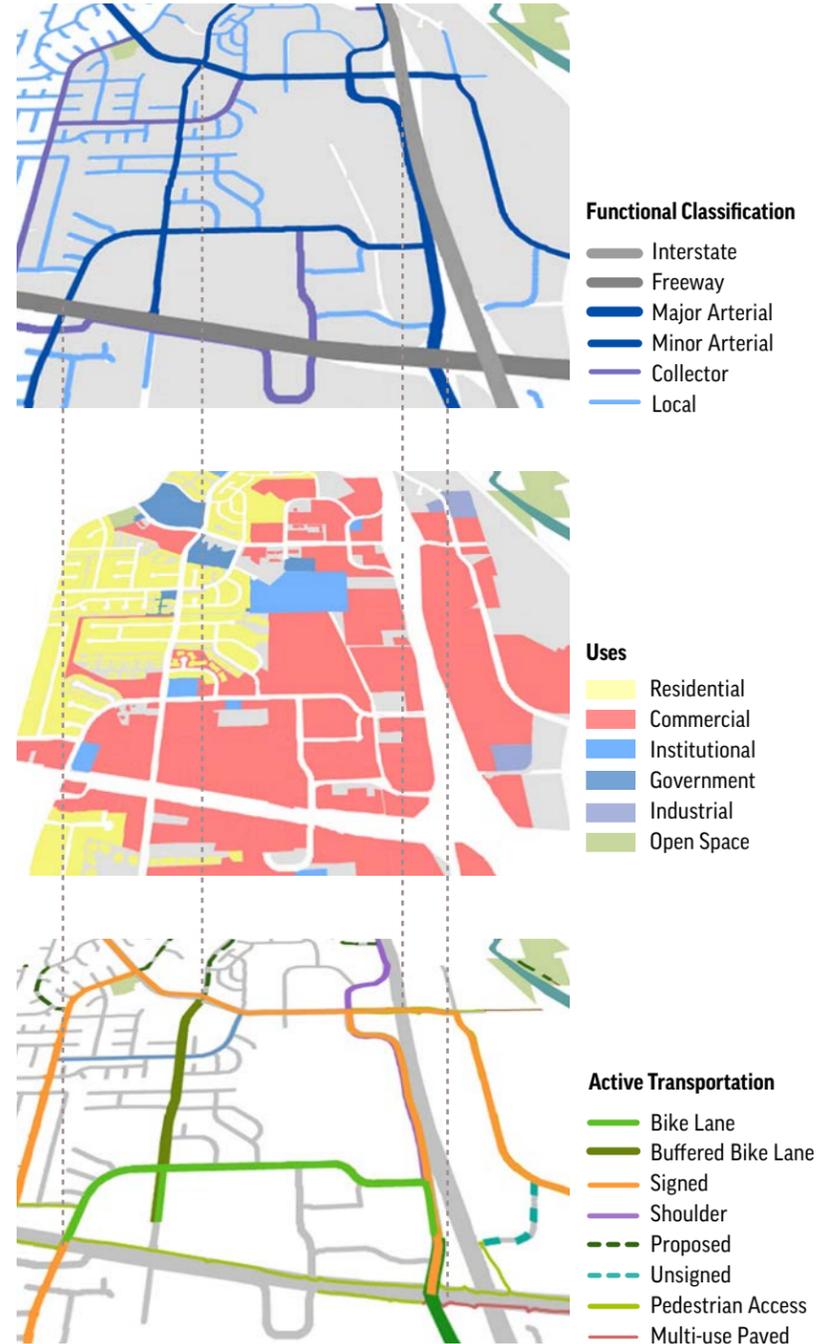
Introduction

The Suburb example area includes the Ridge neighborhood and the adjacent commercial corridor along US-50. This pattern tends to be more curvilinear, with private streets internal to large commercial sites or residential subdivisions, and few connections between the highly-separated residential and non-residential areas. The example area includes a full array of functional classifications: Interstate, Freeway, Major and Minor Arterials, Collector, and Local roads (alleys are not found).

US-50 functions as the commercial corridor in this area, and is classified as a Freeway. Major and Minor Arterials and some Collectors connect to US-50, while Local roads branch off of the Arterials and Collectors.

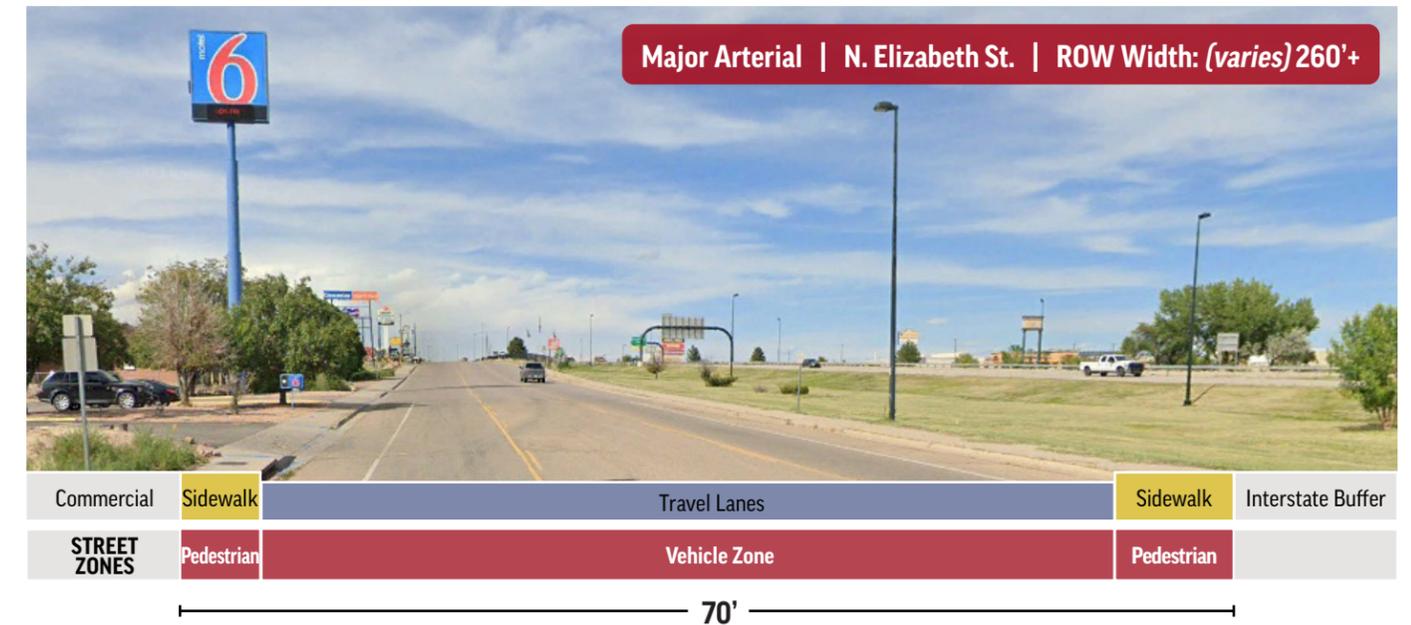
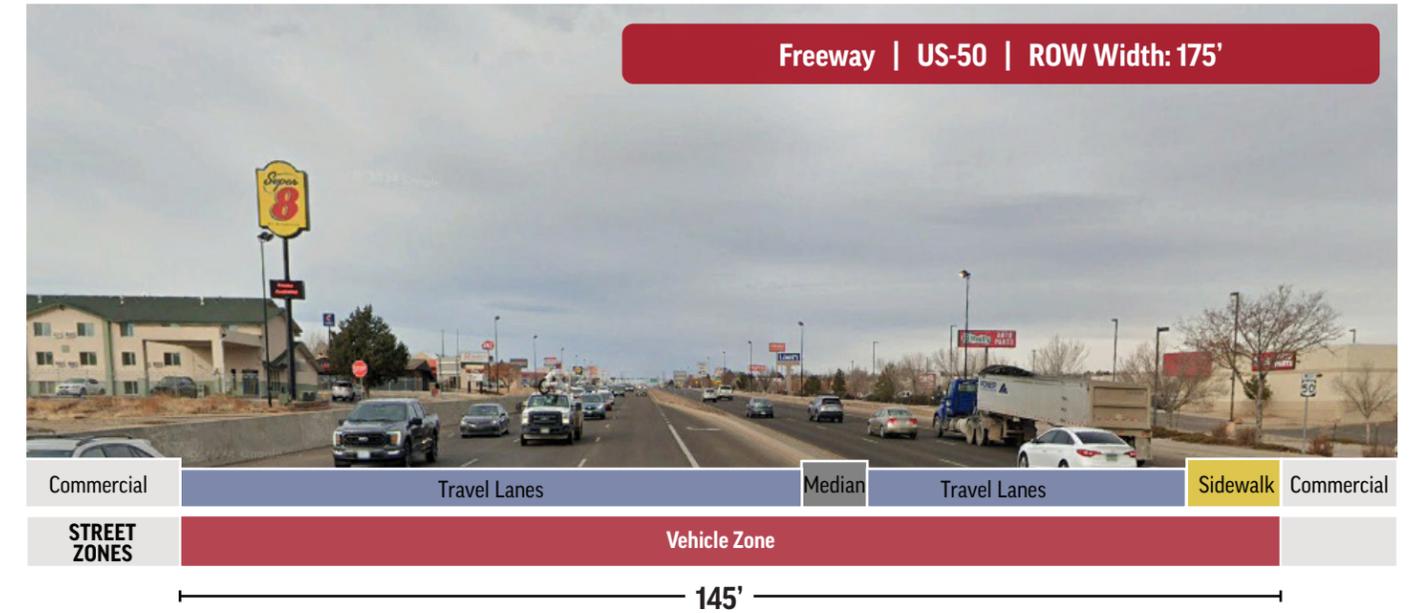
Active transportation is somewhat supported in this area, although US-50 and I-25 form barriers between this area and the rest of the city. Sidewalks are typically present, although generally narrow and not protected or buffered from adjacent traffic. In residential areas, sidewalks are frequently disrupted by mailboxes. Bike facilities range from signed routes, to painted bike lanes, to buffered bike lanes. A buffered bike lane along Outlook Boulevard connects the commercial corridor to neighborhoods to the north, providing bike connectivity along that street.

Networks



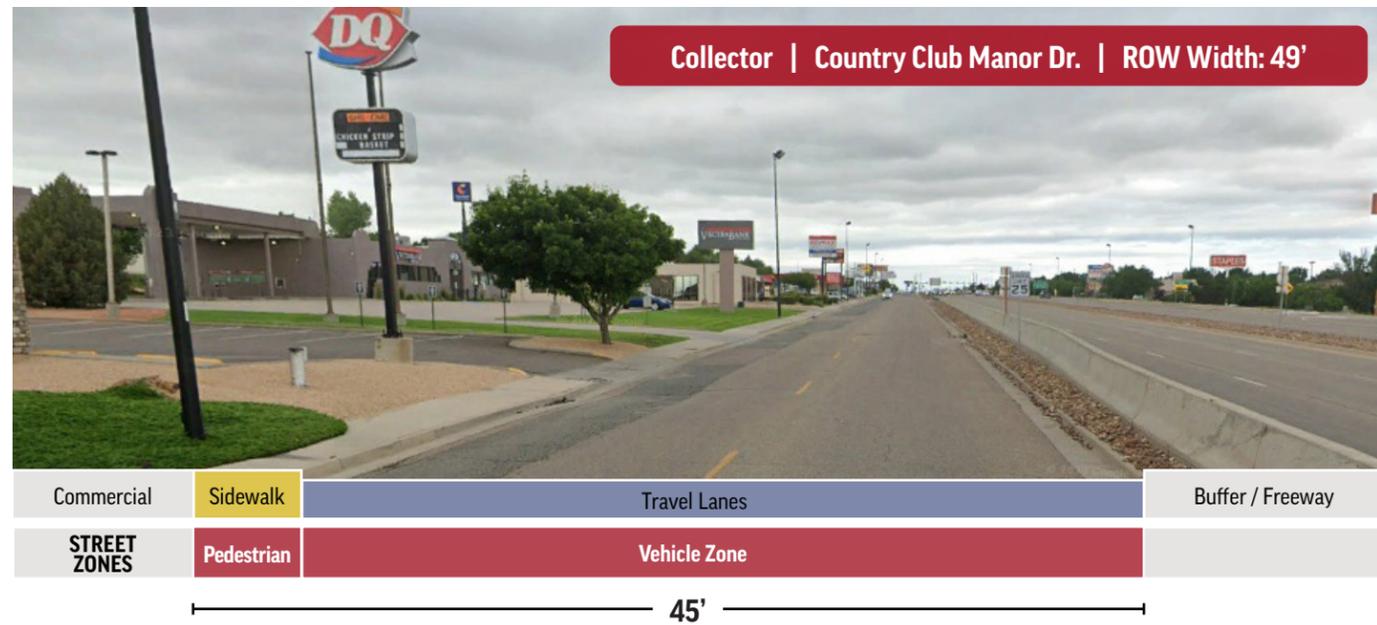
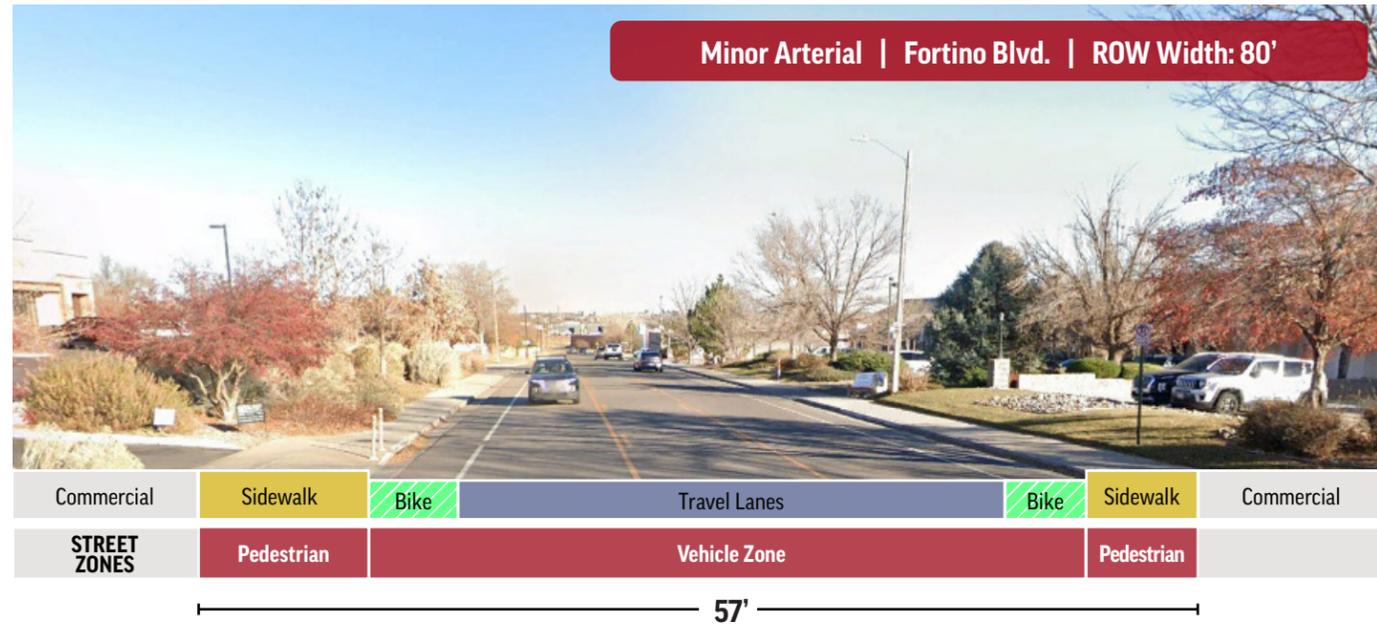
Street Design

Non-Residential Context



Note: Dimensions are measured from sidewalk edge to sidewalk edge.

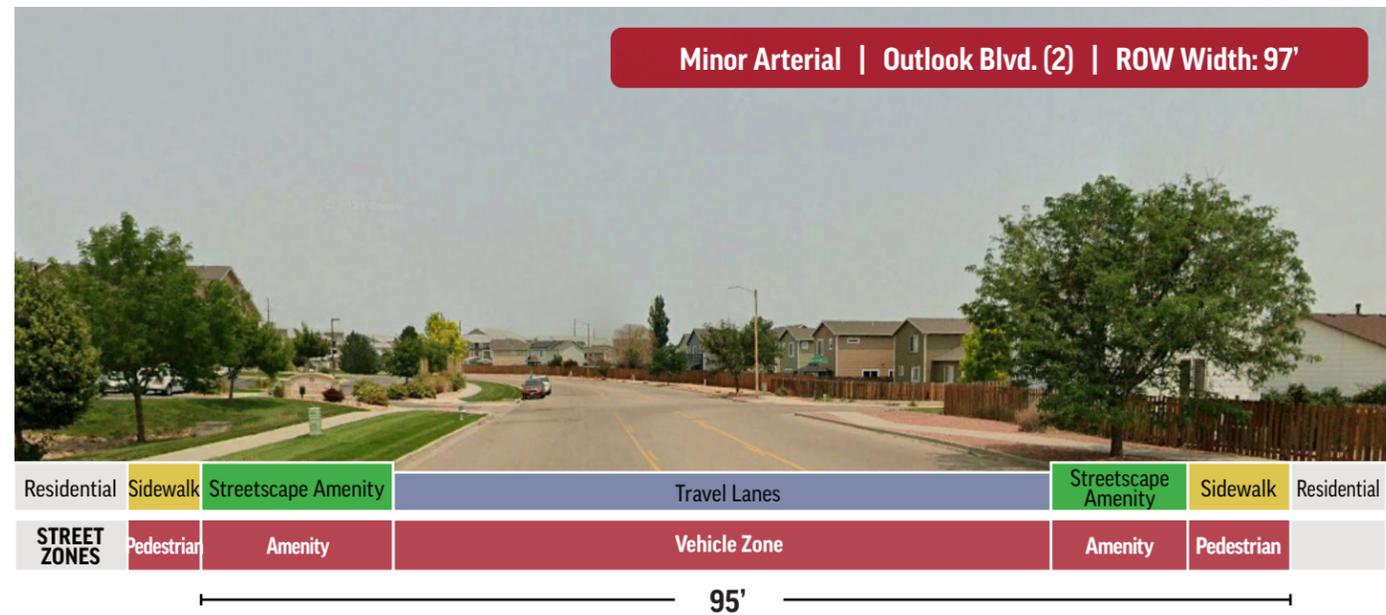
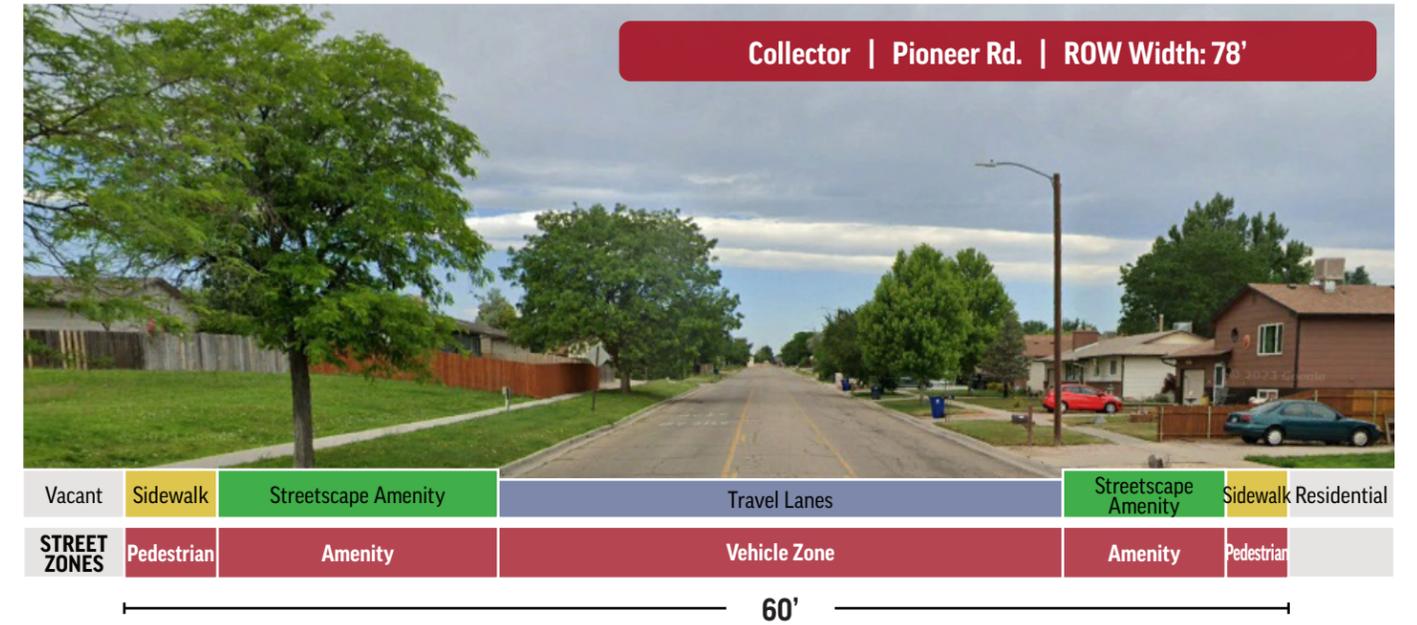
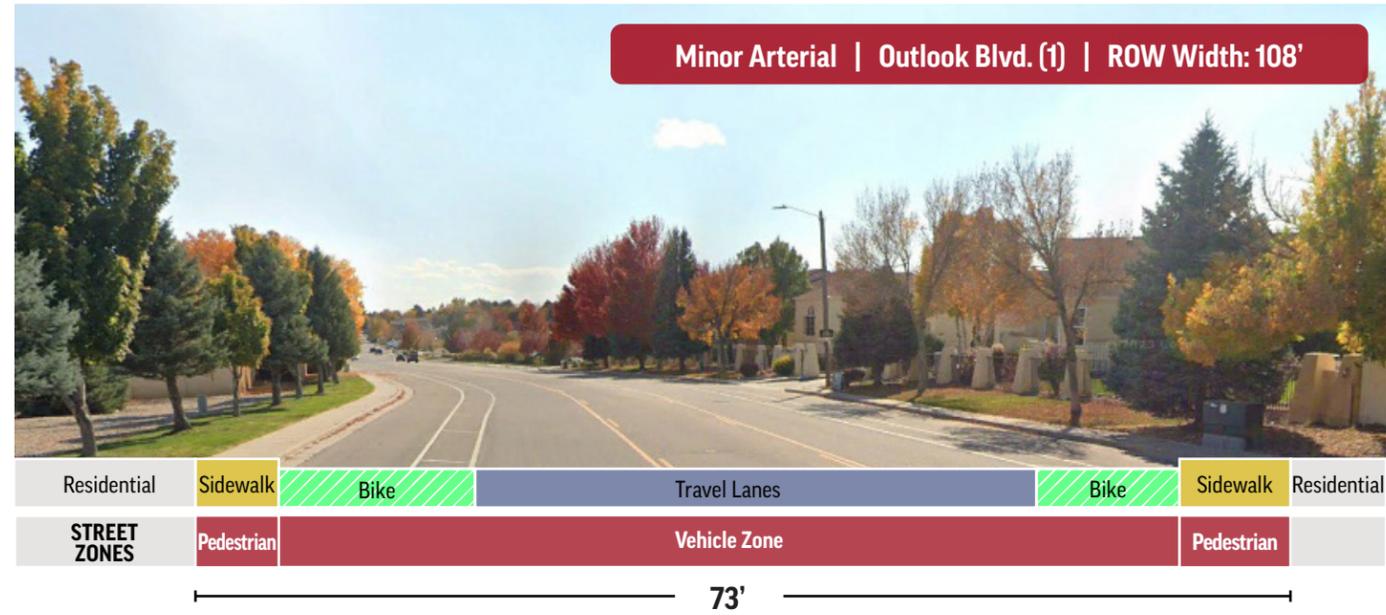
Non-Residential Context (continued)



Note: Dimensions are measured from sidewalk edge to sidewalk edge.

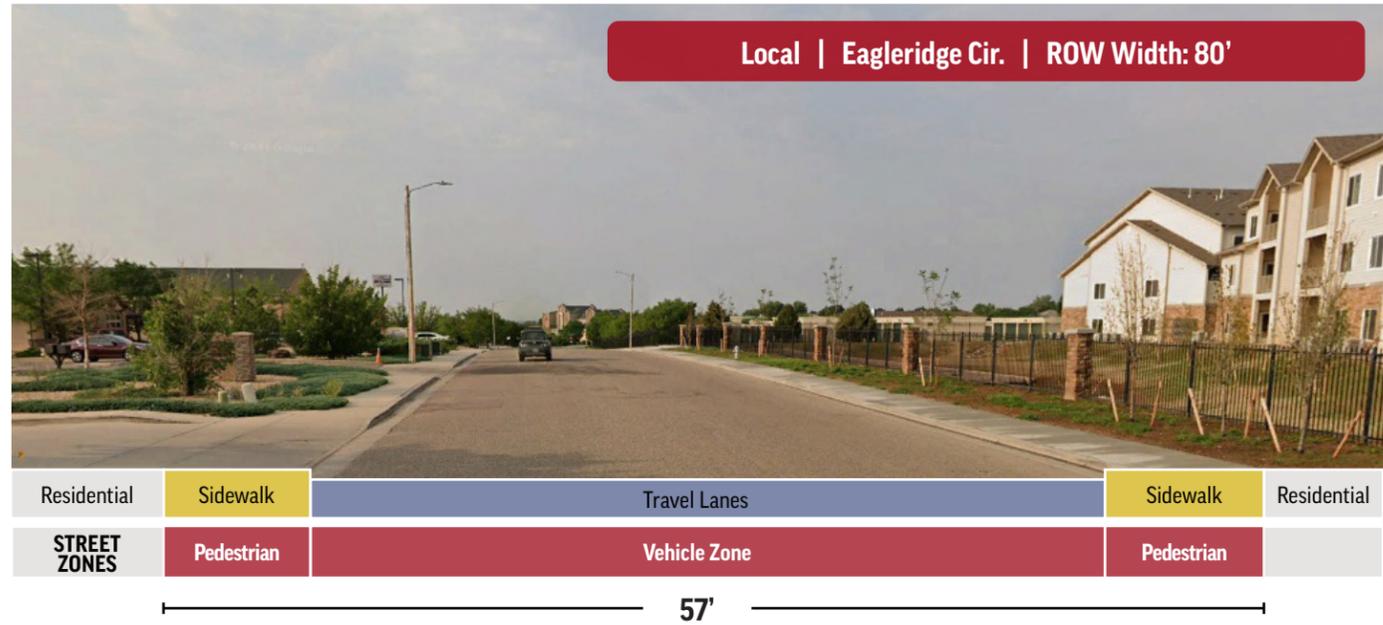
Note: Dimensions are measured from sidewalk edge to sidewalk edge.

Residential Context



Note: Dimensions are measured from sidewalk edge to sidewalk edge.

Note: Dimensions are measured from sidewalk edge to sidewalk edge.



Note: Dimensions are measured from sidewalk edge to sidewalk edge.

This page intentionally left blank.

Streetscapes

Streetscape Amenities



Width: 0'
Elements: Bike route signage.
Adjacent Uses: Medium-scale commercial.



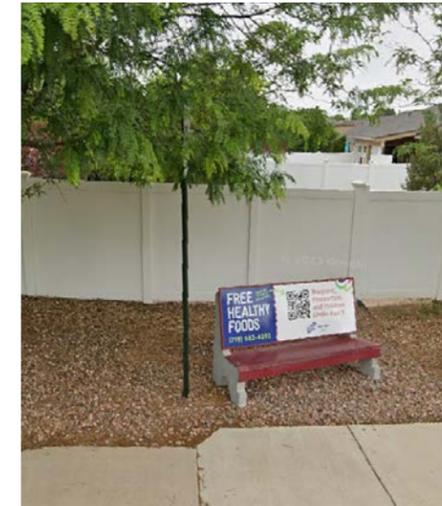
Width: 8'-15'
Elements: Bike lane signage, large-scale lighting.
Adjacent Uses: Medium-scale commercial.



Width: 0'
Elements: Large-scale lighting.
Adjacent Uses: Medium to large-scale commercial.



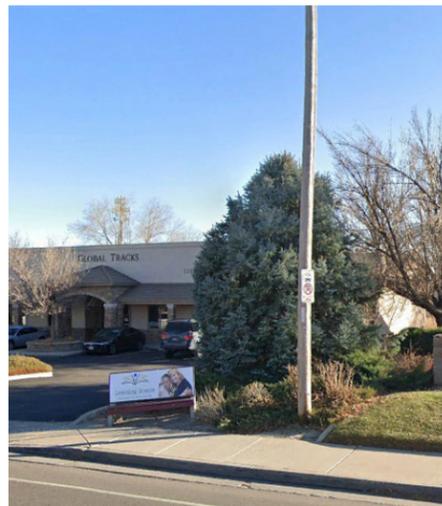
Width: 10'
Elements: Bike route wayfinding.
Adjacent Uses: Mixed-density residential.



Width: 6'
Elements: Bus stop with bench.
Adjacent Uses: Mixed-density residential.



Width: 6.5'
Elements: Street trees in median.
Adjacent Uses: Mixed-density residential.



Width: 8'-15'
Elements: Bus stop signage, bench.
Adjacent Uses: Medium-scale commercial.



Width: 8'-15'
Elements: Bus stop with bench.
Adjacent Uses: Medium-scale commercial.



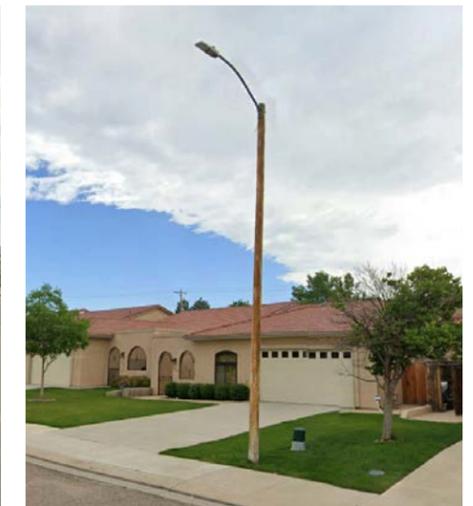
Width: 0'
Elements: Wayfinding to civic destination.
Adjacent Uses: Interstate buffer.



Width: 10'
Elements: Street trees, lighting.
Adjacent Uses: Detached single-family residential.



Width: 9'
Elements: Street trees.
Adjacent Uses: Detached single-family residential.



Width: 0'
Elements: Large, vehicle-scale lighting.
Adjacent Uses: Attached single-family residential.

Suburb Summary

Overview Table

Functional Classifications	Land Use / Context	ROW Width	Street Width	# of Lanes	On-street Parking	Bicycle Facility	Sidewalk	Landscape Amenity	Current Standards vs. Existing Conditions
Freeway									
US-50	Commercial Corridor	175'	145'	7-9 (Varies)	No	No	One Side Only	No	► N / A: City of Pueblo does not currently provide standards for Freeways.
Major Arterial									
North Elizabeth Street	Commercial, Interstate Buffer	260'+ (Varies)	70'	3	No	No	Yes	No	<ul style="list-style-type: none"> ► ROW Width: May align with or vary significantly from current standards. ► Street Width: Typically aligned with current standards. ► Travel Lanes: Fewer than maximum permitted by current standards. ► Parking: Aligned with current standards. ► Bicycle Facilities: Current standards permit bike facilities, though infrequently present. ► Sidewalks: Sidewalks are present, but may not be detached as standards require. ► Landscape Amenity: Generally less common, though required by current standards.
Minor Arterial									
Fortino Boulevard	Commercial	80'	57'	3	No	Bike lane	Yes	No	<ul style="list-style-type: none"> ► ROW Width: May align with or be somewhat lower than current standards specify. ► Street Width: Varies significantly from current standards and may be higher or lower. ► Travel Lanes: Aligned with current standards and typically fewer than maximum permitted. ► Parking: Aligned with current standards. ► Bicycle Facilities: Aligned with current standards. ► Sidewalks: Typically present, but may not be detached where required and may be narrower than standards require. ► Landscape Amenity: Varies from current standards, and may be more typically found along newer streets.
Outlook Boulevard (1)	Residential	108'	73'	3	No	Bike lane	Yes	No	
Outlook Boulevard (2)	Residential	97'	95'	3	No	No	Yes	Yes	
Collector									
Country Club Manor Drive	Commercial	49'	45'	2	No	No	One Side Only	No	<ul style="list-style-type: none"> ► ROW Width: Varies significantly from current standards and may be higher or lower. ► Street Width: May vary significantly from current standards. ► Travel Lanes: Aligned with current standards and may be fewer than maximum permitted. ► Parking: Typically aligned with current standards. ► Bicycle Facilities: Permitted by current standards, but not typical. ► Sidewalks: Typically present, but may not be detached where required and may be narrower than standards require. ► Landscape Amenity: If present, typically a buffer strip. Often not present where required by current standards.
Pioneer Road	Residential	78'	60'	3	No	No	Yes	Buffer Strip, Street Trees	
Local									
Patty Drive	Commercial	95'	52'	3	No	No	Yes	Buffer Strip	<ul style="list-style-type: none"> ► ROW Width: May align with or be significantly wider than current standards specify. ► Street Width: Typically significantly wider than permitted by current standards. ► Travel Lanes: Aligned with standards. ► Parking: Aligned with current standards. ► Bicycle Facilities: Aligned with current standards. ► Sidewalks: Sidewalks are typically present. ► Landscape Amenity: If present, typically a buffer strip. Often not present where required by current standards.
Aquila Drive	Residential	60'	60'	2	Yes	No	Yes	No	
Eagleridge Circle	Residential	80'	57'	2	No	No	Yes	No	
Pioneer Road	Residential	60'	46'	2	Yes	No	Yes	No	

This page intentionally left blank.



Current Conditions

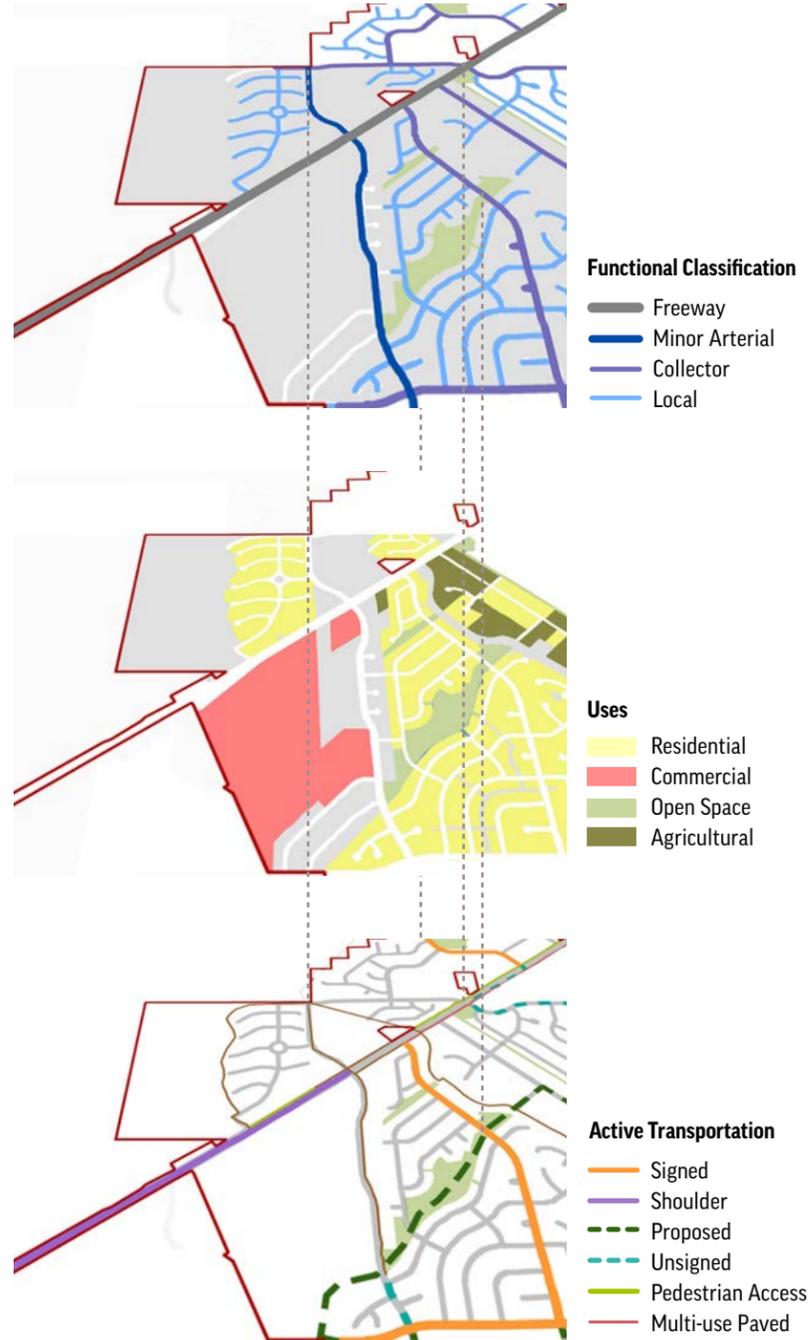
Introduction

The Edge example area includes the Ventana neighborhood, a residential area with no nearby commercial areas. Functional classifications found here include Freeway, Minor Arterial, Collector, and Local.

The residential area connects to other nearby neighborhoods via CO-78 (classified as a Freeway) and Sienna Drive (classified as a Collector). The internal streets of the neighborhood are Local, while a Minor Arterial runs north to south adjacent to the development.

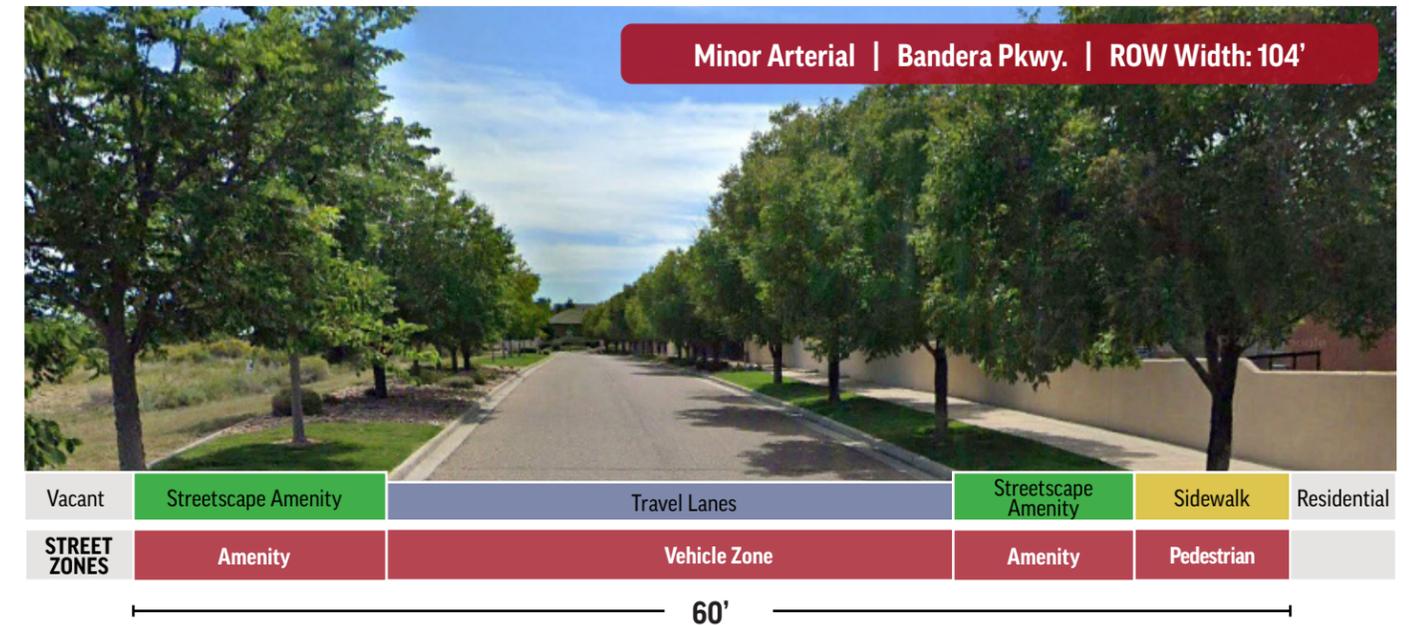
Internally, the development's sidewalk network is highly connected and sidewalk users are buffered from adjacent vehicular traffic by a streetscape amenity zone. However, the sidewalk network does not connect to any streets outside of the development (the sidewalk present on Sienna Drive ends at the Sienna Drive and Bandera Parkway intersection). There is no designated bike infrastructure present within the neighborhood.

Networks

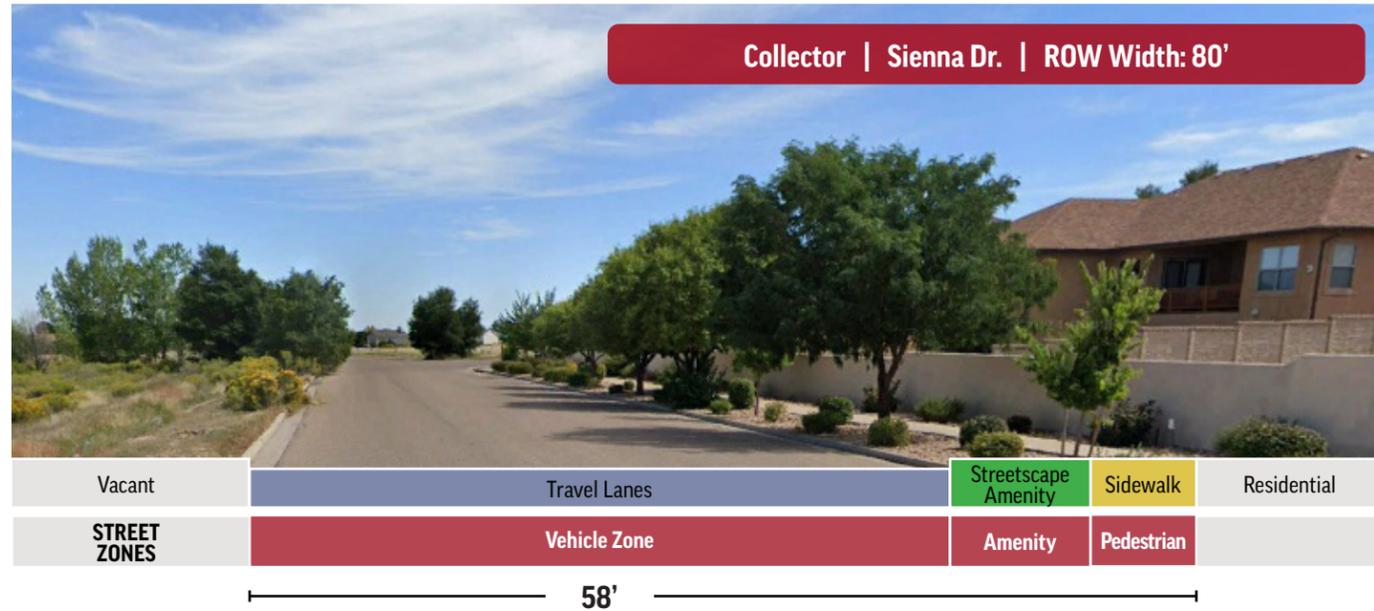


Street Design

Residential Context



Note: Dimensions are measured from sidewalk edge to sidewalk edge.



Note: Dimensions are measured from sidewalk edge to sidewalk edge.

Streetscapes

Streetscape Amenities



Width: N/A
Elements: Large-scale lighting.
Adjacent Uses: Detached single-family residential.



Width: 8'
Elements: Medium-scale decorative lighting.
Adjacent Uses: Detached single-family residential.



Width: 16' - 24'
Elements: Landscaped pedestrian refuge at street crossing.
Adjacent Uses: Detached single-family residential.



Width: 8'
Elements: Street trees.
Adjacent Uses: Detached single-family residential.



Width: 8'
Elements: Street trees & landscaping.
Adjacent Uses: Detached single-family residential.

Edge Summary

Overview Table

Functional Classifications	Land Use / Context	ROW Width	Street Width	# of Lanes	On-street Parking	Bicycle Facility	Sidewalk	Landscape Amenity	Current Standards vs. Existing Conditions
Freeway									
CO-78	Residential, private green space (cemetery)	158'	48'	2-3	No	No	No	No	▶ N / A: City of Pueblo does not currently provide standards for Freeways.
Major Arterial									
	N / A	N / A	N / A	N / A	N / A	N / A	N / A	N / A	▶ N / A
Minor Arterial									
Bandera Parkway	Residential	104'	60'	2	No	No	Yes	Landscaped amenity zone with street trees.	<ul style="list-style-type: none"> ▶ ROW Width: Aligned with current standards. ▶ Street Width: Aligned with current standards, slightly lower than maximum permitted. ▶ Travel Lanes: Aligned with current standards and fewer than maximum permitted. ▶ Parking: Aligned with current standards. ▶ Bicycle Facilities: Not present. ▶ Sidewalks: Aligned with current standards. ▶ Landscape Amenity: Aligned with current standards.
Collector									
Sienna Drive	Residential	80'	58'	2	Yes	No	Yes	Landscaped amenity zone with street trees.	<ul style="list-style-type: none"> ▶ ROW Width: Significantly higher than current standards. ▶ Street Width: Significantly higher than current standards. ▶ Travel Lanes: Aligned with current standards and may be fewer than maximum permitted. ▶ Parking: Aligned with current standards. ▶ Bicycle Facilities: Permitted by current standards, but not typical. ▶ Sidewalks: Generally aligned with current standards, but may not be present on both sides of street. ▶ Landscape Amenity: Aligned with current standards.
Local									
Terracina Place	Residential	60'	60'	2	Yes	No	Yes	Landscaped amenity zone with some street trees.	<ul style="list-style-type: none"> ▶ ROW Width: Aligned with current standards. ▶ Street Width: Significantly wider than permitted by current standards. ▶ Travel Lanes: Aligned with standards. ▶ Parking: Aligned with current standards. ▶ Bicycle Facilities: Aligned with current standards. ▶ Sidewalks: Aligned with current standards. ▶ Landscape Amenity: Aligned with current standards.

5

**KEY
TAKEAWAYS**

Key Takeaways

Current Functional Classification Standards

The following table provides a summary of the City of Pueblo's current Street Standards that contribute to street design and streetscape design.

Functional Class	Street Type	Land Use	ROW Width	Street Width	# of Travel Lanes	On-Street Parking	Bicycle Facility	Sidewalk	Sidewalk Type (Attached or Detached)	Landscape Amenity	Median Width	Turn Lane Required?
Major Arterial	General	All Areas	120'	80'	4	None	6'	6'	Detached	10'	20'	Left, Right
	Parkway	-	-	-	-	-	-	-	-	-	-	-
Minor Arterial	None Defined	All Areas	100' - 104'	67'	5	None	6'	6'	Detached	8'	None	Left, Right
	Parkway	-	-	-	-	-	-	-	-	-	None	-
Collector	Business Collector	Urban Business	80'	60'	3 or 5	8'	5' or None	6'	Either	4'	None	Left, Right
	Mixed Use Collector	Mixed Use	80'	44'	3 or 4	None	5' or None	6'	Detached	8'	None	Left, Right
	Neighborhood Collector	Single Family, Multi-Family	60'	36'	2	8'	None	5'	Either	8'	None	Left (possible), Right
	Parkway	-	-	-	-	-	-	-	-	-	-	-
Local	Business Local	Office Park, Low-Density Mixed Use	60'	36'	3	None	None	6'	Either	8'	None	Left, Right
	Residential Local	Single Family, Multi-Family	60'	36'	2	7'	None	5'	Either	8'	None	None
	Residential Local	Single Family, Multi-Family (Low Density)	60'	32'	2	7'	None	5'	Either	7'	None	None
	Residential Local	Single Family, Multi-Family (Low Density)	60'	30'	2	7'	None	5'	Either	8'	None	None
Alley	Commercial Alley	Business	20'	20'	1	None	None	None	None	None	None	None
	Residential Alley	Single Family, Multi-Family	20'	12' - 20'	1	None	None	None	None	None	None	None
Country Residential Lane	None Defined	Single Family (1+ Acre Lots)	50'	24'	2	None	None	Varies	Detached	Varies	None	None

Street Types

- ▶ Several of the defined street types do not have significant differences between the types, and do not result in meaningful differences in street design or streetscape design when implemented.
- ▶ The Parkway type is mentioned as an opportunity for linear parks with a landscaped median, but no additional standards are provided.

Travel Lanes

- ▶ The standards do not define standard widths for travel lanes.

Parking

- ▶ The standards do not define where different formats of on-street parking are applicable or appropriate.
- ▶ The standards do not allow on-street parking in Mixed Use contexts.

Bicycle Facilities

- ▶ The standards do not allow for bicycle facilities on residential streets.
- ▶ The standards do not provide guidance for determining where different types of bicycle facilities are appropriate.

Sidewalks

- ▶ Sidewalk widths do not differ significantly among the different street types, and do not vary in response to different development contexts.

Landscape Amenities

- ▶ The standards do not define the types of streetscape and landscape amenities are appropriate in different street types.
- ▶ The standards do not include street tree requirements, or specific landscaping requirements.

Key Takeaways

The following table summarizes findings arising from a comparison of Pueblo's current Roadway Classification standards and existing conditions on the ground throughout each Development Pattern. These summaries describe broad trends, but the overall theme is that there is a high degree of variability and deviation from the city's current standards.

Current Standards vs. Existing Conditions: By Development Pattern				
	Grid	Transition	Suburb	Edge
Freeway	▶ N/A	▶ N/A: City of Pueblo does not currently provide standards for Freeways.	▶ N/A: City of Pueblo does not currently provide standards for Freeways.	▶ N/A: City of Pueblo does not currently provide standards for Freeways.
Major Arterial	<ul style="list-style-type: none"> ▶ ROW Width: Varies significantly from current standards. ▶ Street Width: Varies significantly from current standards. ▶ Travel Lanes: Current standards permit up to 4 travel lanes, though more are sometimes present. ▶ Parking: Current standards do not permit on-street parking on major arterials, though it is frequently present in Grid-pattern areas. ▶ Bicycle Facilities: Uncommon, though permitted by current standards. ▶ Sidewalks: Sidewalks are present but may be narrower than the minimum required by current standards. ▶ Landscape Amenity: Current standards specify a 10' width only. May or may not be present. 	▶ N/A	<ul style="list-style-type: none"> ▶ ROW Width: May align with or vary significantly from current standards. ▶ Street Width: Typically aligned with current standards. ▶ Travel Lanes: Fewer than maximum permitted by current standards. ▶ Parking: Aligned with current standards. ▶ Bicycle Facilities: Current standards permit bike facilities, though infrequently present. ▶ Sidewalks: Sidewalks are present, but may not be detached as standards require. ▶ Landscape Amenity: Generally less common, though required by current standards. 	▶ N/A
Minor Arterial	<ul style="list-style-type: none"> ▶ ROW Width: Varies significantly from current standards. Often lower than current standards specify. ▶ Street Width: Varies significantly from current standards, and is often much lower than current standards specify. ▶ Travel Lanes: Aligned with current standards and fewer than maximum permitted. ▶ Parking: Current standards do not permit on-street parking on minor arterials, though it is frequently present in Grid-pattern areas. ▶ Bicycle Facilities: Current standards permit bike facilities. Often present. ▶ Sidewalks: Sidewalks are present but may be narrower than the minimum required. ▶ Landscape Amenity: Current standards specify an 8' width only. Amenity zone or buffer strip is often present. 	<ul style="list-style-type: none"> ▶ ROW Width: May align with or vary significantly from current standards. ▶ Street Width: May align with or vary significantly from current standards. ▶ Travel Lanes: Typically aligned with current standards. ▶ Parking: Current standards do not permit on-street parking on minor arterials, though it may be found in residential areas. ▶ Bicycle Facilities: Current standards permit bike facilities, which may be present. ▶ Sidewalks: Sidewalks are present, but may not be detached as standards require. ▶ Landscape Amenity: Generally less common, though required by current standards. 	<ul style="list-style-type: none"> ▶ ROW Width: May align with or be somewhat lower than current standards specify. ▶ Street Width: Varies significantly from current standards and may be higher or lower. ▶ Travel Lanes: Aligned with current standards and typically fewer than maximum permitted. ▶ Parking: Aligned with current standards. ▶ Bicycle Facilities: Aligned with current standards. ▶ Sidewalks: Typically present, but may not be detached where required and may be narrower than standards require. ▶ Landscape Amenity: Varies from current standards, and may be more typically found along newer streets. 	<ul style="list-style-type: none"> ▶ ROW Width: Aligned with current standards. ▶ Street Width: Aligned with current standards, slightly lower than maximum permitted. ▶ Travel Lanes: Aligned with current standards and fewer than maximum permitted. ▶ Parking: Aligned with current standards. ▶ Bicycle Facilities: Not present. ▶ Sidewalks: Aligned with current standards. ▶ Landscape Amenity: Aligned with current standards.
Collector	<ul style="list-style-type: none"> ▶ ROW Width: May vary from current standards and be higher or lower. ▶ Street Width: Generally more aligned with current standards, with some variation. ▶ Travel Lanes: Typically aligned with current standards. ▶ Parking: Parking is typical, though standards vary by type of Collector. ▶ Bicycle Facilities: Bike facilities may be permitted, but are not typical. ▶ Sidewalks: Sidewalks are present but may be narrower than the minimum required by current standards. ▶ Landscape Amenity: Current standards specify an 4' or 8' width by Collector type. Buffer strip is typical, but may contain amenity zone. 	<ul style="list-style-type: none"> ▶ ROW Width: Typically aligned with current standards. ▶ Street Width: Typically aligned with current standards, with minor variability. ▶ Travel Lanes: Typically aligned with current standards. ▶ Parking: Typically aligned with current standards. ▶ Bicycle Facilities: Permitted by current standards, but not typical. ▶ Sidewalks: Sidewalks are typically present, but may vary from standards. May be narrower, may not be found on both sides, or may be attached where detached is required. ▶ Landscape Amenity: If present, typically a buffer strip. Often not present where required by current standards. 	<ul style="list-style-type: none"> ▶ ROW Width: Varies significantly from current standards and may be higher or lower. ▶ Street Width: May vary significantly from current standards. ▶ Travel Lanes: Aligned with current standards and may be fewer than maximum permitted. ▶ Parking: Typically aligned with current standards. ▶ Bicycle Facilities: Permitted by current standards, but not typical. ▶ Sidewalks: Typically present, but may not be detached where required and may be narrower than standards require. ▶ Landscape Amenity: If present, typically a buffer strip. Often not present where required by current standards. 	<ul style="list-style-type: none"> ▶ ROW Width: Significantly higher than current standards. ▶ Street Width: Significantly higher than current standards. ▶ Travel Lanes: Aligned with current standards and may be fewer than maximum permitted. ▶ Parking: Aligned with current standards. ▶ Bicycle Facilities: Permitted by current standards, but not typical. ▶ Sidewalks: Generally aligned with current standards, but may not be present on both sides of street. ▶ Landscape Amenity: Aligned with current standards.
Local	<ul style="list-style-type: none"> ▶ ROW Width: Typically significantly higher than current standards specify. ▶ Street Width: Typically significantly higher than current standards specify. ▶ Travel Lanes: Typically aligned with current standards. ▶ Parking: Parking is typical, though standards vary. ▶ Bicycle Facilities: Bike facilities are not permitted, and are not typical. ▶ Sidewalks: Sidewalks are present but may be narrower than the minimum required by current standards. ▶ Landscape Amenity: Landscape amenity is typically a buffer strip and generally aligned with current standards. May be informally utilized for parking. 	<ul style="list-style-type: none"> ▶ ROW Width: May align with or vary significantly from current standards. ▶ Street Width: Typically wider than permitted by current standards. ▶ Travel Lanes: Residential streets typically aligned with standards. Commercial streets may exceed current standards significantly. ▶ Parking: Aligned with current standards. ▶ Bicycle Facilities: Aligned with current standards. ▶ Sidewalks: Sidewalks are typically present, but may be narrower than current standards permit. ▶ Landscape Amenity: Typically a buffer strip. Often narrower than required by current standards. 	<ul style="list-style-type: none"> ▶ ROW Width: May align with or be significantly wider than current standards specify. ▶ Street Width: Typically significantly wider than permitted by current standards. ▶ Travel Lanes: Aligned with standards. ▶ Parking: Aligned with current standards. ▶ Bicycle Facilities: Aligned with current standards. ▶ Sidewalks: Sidewalks are typically present. ▶ Landscape Amenity: If present, typically a buffer strip. Often not present where required by current standards. 	<ul style="list-style-type: none"> ▶ ROW Width: Aligned with current standards. ▶ Street Width: Significantly wider than permitted by current standards. ▶ Travel Lanes: Aligned with standards. ▶ Parking: Aligned with current standards. ▶ Bicycle Facilities: Aligned with current standards. ▶ Sidewalks: Aligned with current standards. ▶ Landscape Amenity: Aligned with current standards.

Development Context:

Non-Residential

A street's design (paired with and influenced by its functional classification) determines whether that street supports, enhances, or conflicts with adjacent land uses.

By examining current patterns of development and frontage orientation against the city's network of functional classifications, patterns begin to emerge that highlight a relationship between a street's design and how development responds.

Grid

- ▶ Where a primary commercial and pedestrian activity street is present, adjacent developments are designed to strengthen the pedestrian-oriented street.
- ▶ Buildings are generally oriented to face the primary street.
- ▶ Frontage design supports a lively, pedestrian-oriented street.

Transition

- ▶ A car-oriented commercial street takes the form of a major traffic corridor. The street's design is tailored for moving cars only.
- ▶ Adjacent developments respond by designing for car access and parking. Pad sites and expansive parking lots dominate frontage.

Suburb

- ▶ A primarily car-oriented commercial street is a major corridor for moving traffic and providing access to a nearby highway. While bike lanes have been added to the street, remaining street design elements still foster a high-speed vehicular environment.
- ▶ Adjacent development is oriented away from the primary corridor or has large setbacks for parking & landscape buffers.

Legend

- Building Orientation
- Landscape Buffer
- Parking



0 50 100 200 Feet



Design

Context & Use:

Pedestrian-oriented, small to medium fine-grained buildings. Mixed-use & commercial.

Street Design:

Streets prioritize pedestrians & slower vehicle traffic.

Frontage & Access:

Buildings are built to the street, with parking in the rear and vehicle / service access via alley or side streets.

Context & Use:

Car-oriented, big box, and pad site commercial & institutional districts.

Street Design:

Streets prioritize vehicular movement only.

Frontage & Access:

Buildings surrounded by surface parking lots with a wide landscape buffer from streets.

Context & Use:

Car-oriented big box & pad site commercial district adjacent to major traffic-ways.

Street Design:

Streets prioritize moving vehicular traffic, but bike facilities are provided in some places to connect to nearby neighborhoods.

Frontage & Access:

Buildings are surrounded by surface parking lots and may not face the street. Many have a large landscape buffer.

Development Context: Residential

A street's design (paired with and influenced by its functional classification) also determines whether that street supports, enhances, or conflicts with adjacent residential uses.

By examining current patterns of residential development and frontage orientation against the city's network of functional classifications in neighborhoods, patterns begin to emerge that highlight a relationship between a street's design and how nearby residential development responds.

Grid

- ▶ Streets are typically walkable and low-traffic, regardless of functional classification.
- ▶ Adjacent residential buildings may be oriented towards streets a variety of functional classifications. Residences are typically designed to enhance the walkable neighborhood character through building orientation and frontage design.

Transition

- ▶ Streets primarily support cars, but include space for pedestrians as well.
- ▶ Buildings orient towards streets, but orientation is not tied to a particular functional classification. Frontage design prioritizes car access.

Suburb & Edge

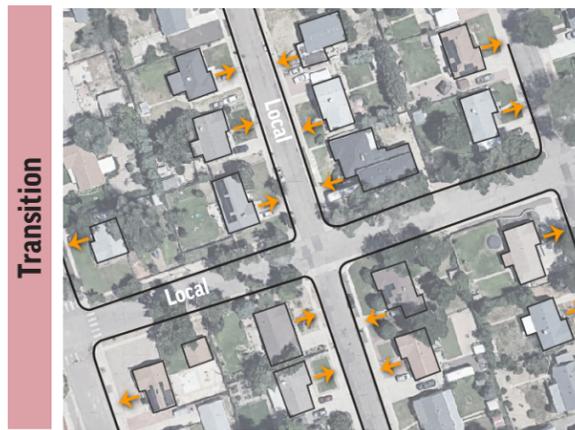
- ▶ Streets are primarily designed to prioritize cars, though some key corridors also support pedestrians and bicyclists.
- ▶ Adjacent residential buildings typically face the street of lower functional classification.

Legend

- ➔ Building Orientation
- ▬ Landscape Buffer
- ▬ Parking



0 50 100 200 Feet



Design

Context & Uses:

Walkable neighborhood with a mix of residential uses.

Street Design:

Few differences in design between streets of different functional classifications.

Frontage & Access:

Buildings are oriented towards both sides of the street. Alley access ensures limited driveway access from streets, contributing to walkable streets.

Context & Uses:

Neighborhood with mixed-density residential.

Street Design:

Street design is not closely tied to functional classification.

Frontage & Access:

Buildings are oriented towards the same block sides with access from front driveways.

Context & Uses:

Suburban neighborhood with a mix of residential building types.

Street Design:

Street design shows clear distinctions between streets of different functional classes.

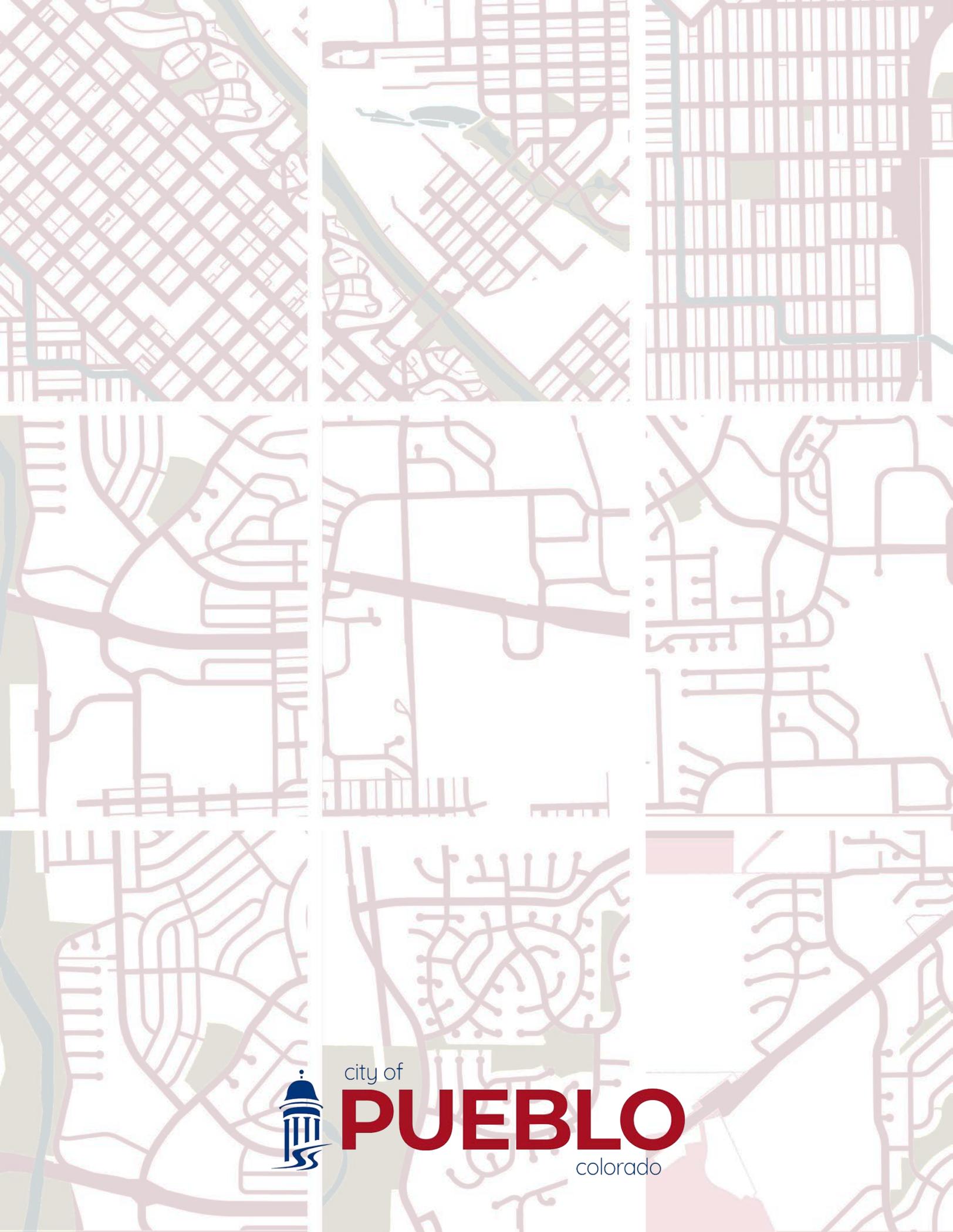
Frontage & Access:

Buildings are oriented towards the street of lower level functional classification, with access provided by front driveways.

Key Takeaways: Final Summary

	Networks	Street Design	Streetscape Amenities
Grid	<ul style="list-style-type: none"> ▶ The street network is highly connected for all modes of transportation. Residential, non-residential, and mixed-use areas easily transition along many points of connection. The decentralized pattern disperses traffic throughout the network, providing greater capacity. 	<ul style="list-style-type: none"> ▶ Typical street design balances the needs of vehicles, pedestrians, and bicyclists. Many streets provide wide amenity zones. 	<ul style="list-style-type: none"> ▶ Streetscape amenities are numerous and designed to support all transportation modes. Amenities include street furniture, lighting, trees and landscaping, public art, and wayfinding.
Transition	<ul style="list-style-type: none"> ▶ The street network provides moderate connectivity overall, though non-residential and residential areas are typically separated with few connections. This pattern begins to funnel traffic into fewer primary corridors. 	<ul style="list-style-type: none"> ▶ Typical street design favors vehicles over other modes of transportation, although recent improvements have been made to allocate more space to bicyclists on key streets. 	<ul style="list-style-type: none"> ▶ Streetscape amenities are generally limited to wayfinding signage and large-scale street lighting. There is typically not a dedicated amenity zone within most streetscapes.
Suburb	<ul style="list-style-type: none"> ▶ The street network provides limited connectivity, and non-residential and residential areas are typically separated with the connections relying on a few key corridors. This pattern relies on very few high-capacity corridors to carry the majority of the traffic. 	<ul style="list-style-type: none"> ▶ Typical street design strongly favors vehicles over other modes of transportation, although recent improvements have been made to allocate more space to bicyclists and to buffer pedestrians on one key corridor. 	<ul style="list-style-type: none"> ▶ Streetscape amenities are generally limited to wayfinding signage, large-scale street lighting, and benches at bus stops. There is often no dedicated amenity zone.
Edge	<ul style="list-style-type: none"> ▶ The street network provides very limited connectivity between developments, with slightly better connectivity within developments. This pattern relies on one or two high-capacity corridors to provide access to the area. 	<ul style="list-style-type: none"> ▶ Typical street design favors vehicles over other modes of transportation. Bike infrastructure is not provided, although a landscaped amenity zone is often present to buffer pedestrians from vehicular traffic. 	<ul style="list-style-type: none"> ▶ Streetscape amenities are limited to lighting and landscaping, despite an amenity zone being common in this pattern.
Existing Roadway Standards:	<ul style="list-style-type: none"> ▶ Current standards provide a confusing and often conflicting set of standards related to the overall street network, and do not respond to the variety of development contexts adjacent the street network throughout the city. 	<ul style="list-style-type: none"> ▶ Current standards for street design follow a “one-size-fits-all” approach, and do not respond to the variety of different contexts and development patterns within the city. 	<ul style="list-style-type: none"> ▶ Current standards do require a landscape amenity zone for most streets, but do not specify where different types of amenities are required and / or appropriate.





city of

PUEBLO

colorado