OUR VISION

In 2035 and beyond we are a great rural center of eastern El Paso County; a beautifully designed, planned, clean, and growing community; supporters of local businesses who encourage economic vitality; and stewards of our future through investment in our youth and their legacy.

*We've returned to a **great midway stop** on US 24.*

*We offer amenities that support a community who values an **active, healthy lifestyle.***

*We are a Town that offers **a range of opportunities** for families, businesses, and fun.*

*We are **financially rejuvenated**, with increasing resources for public services.*

*We have a growing community that has been **carefully planned** and **well-organized.***

*Our **community continues to strengthen** its population through well-thought-out expansion.*

*We are **still a small town** that has grown and prospered.*

*We have maintained our small-town feel while **embracing the future.***

*We have **community pride**, still know who we are, and have a strengthened sense of community and ownership.*

*Our town supports local businesses that meet the needs of our community, **creating jobs** and sustaining essential services.*

*We have **grown in a healthy way** to support new businesses, young families, and a meaningful relevance to the health of eastern El Paso County.*

*We support new families, have **growing school enrollment**, and are experiencing increased job opportunities and places to work.*

*Our youth are educated about the importance of our **historical values** and appreciation.*

*Our community continues to **support our school**, allowing it to thrive and bring everyone together.*

*We have **leadership who champion** our vision for the future.*

Sensible Growth and Calhan's Target Market

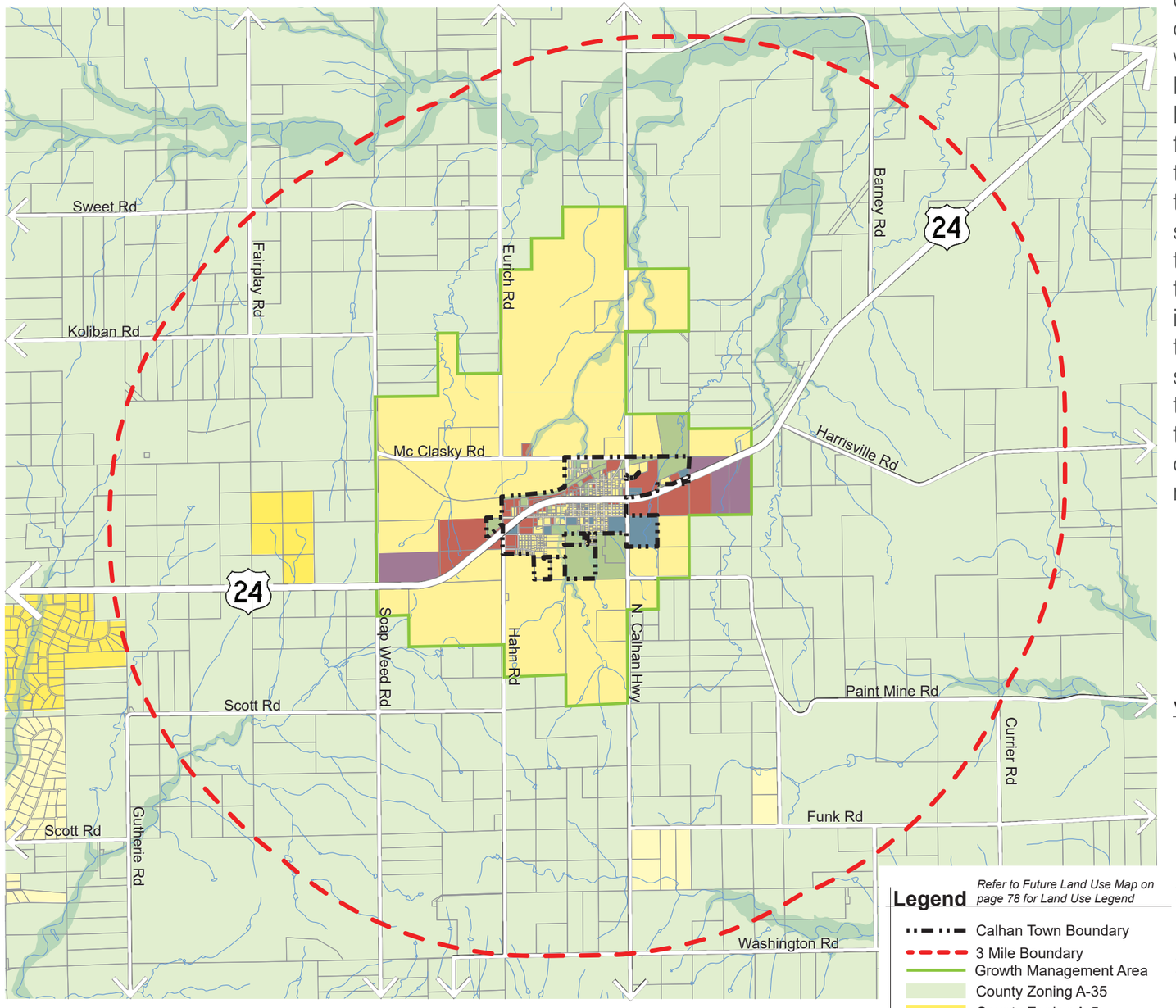
Maybe the most consequential question for Calhan is how necessary we think population growth (new/more people) must play in achieving our Community's list of wants and desires for Calhan.

When faced with data indicating that the community is not thriving and the population is aging, a broad majority, 85% of community members, expressed that growth is necessary to achieve Calhan's desired future. Attracting new people (businesses and households) requires incentives and amenities. Different market segments of the population (e.g., tradespeople, young professionals, young families, middle-aged families, empty-nesters, retired seniors, and even those with disabilities) all have unique needs, wants, and desires when deciding where they want to live.

Calhan, like many smaller communities, cannot afford nor do they want to attempt to appeal to every market segment. The people of Calhan were asked: "Who are their ideal target markets to attract to Calhan?" 58% of respondents expressed that young and middle-aged families are Calhan's top target market. Young Professionals and Trades/Laborers were split with the next 30% of respondents, and the remaining 10% focused on empty nesters, seniors, retired, and ADA. So, what do we want to offer people so they will choose Calhan over other places to live? It has a lot to do with a town's look and feel, often referred to a town's character.



Three-Mile Plan



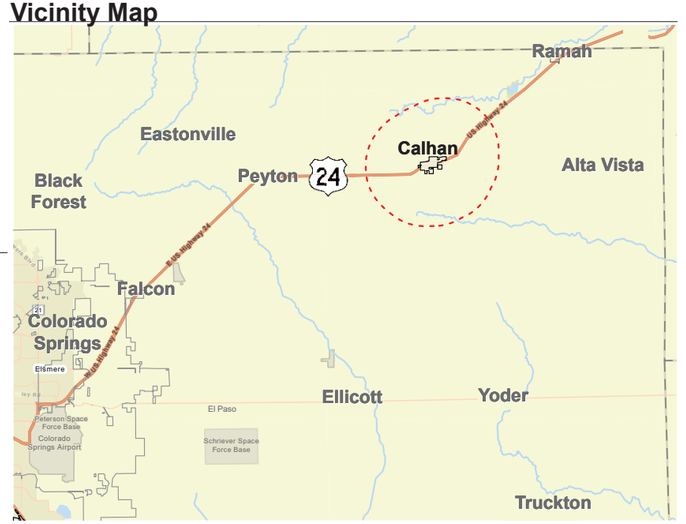
Legend *Refer to Future Land Use Map on page 78 for Land Use Legend*

- Calhan Town Boundary
- 3 Mile Boundary
- Growth Management Area
- County Zoning A-35
- County Zoning A-5
- County Zoning RR-5
- Town of Calhan
- Drainageways
- Floodplain
- Existing Connections

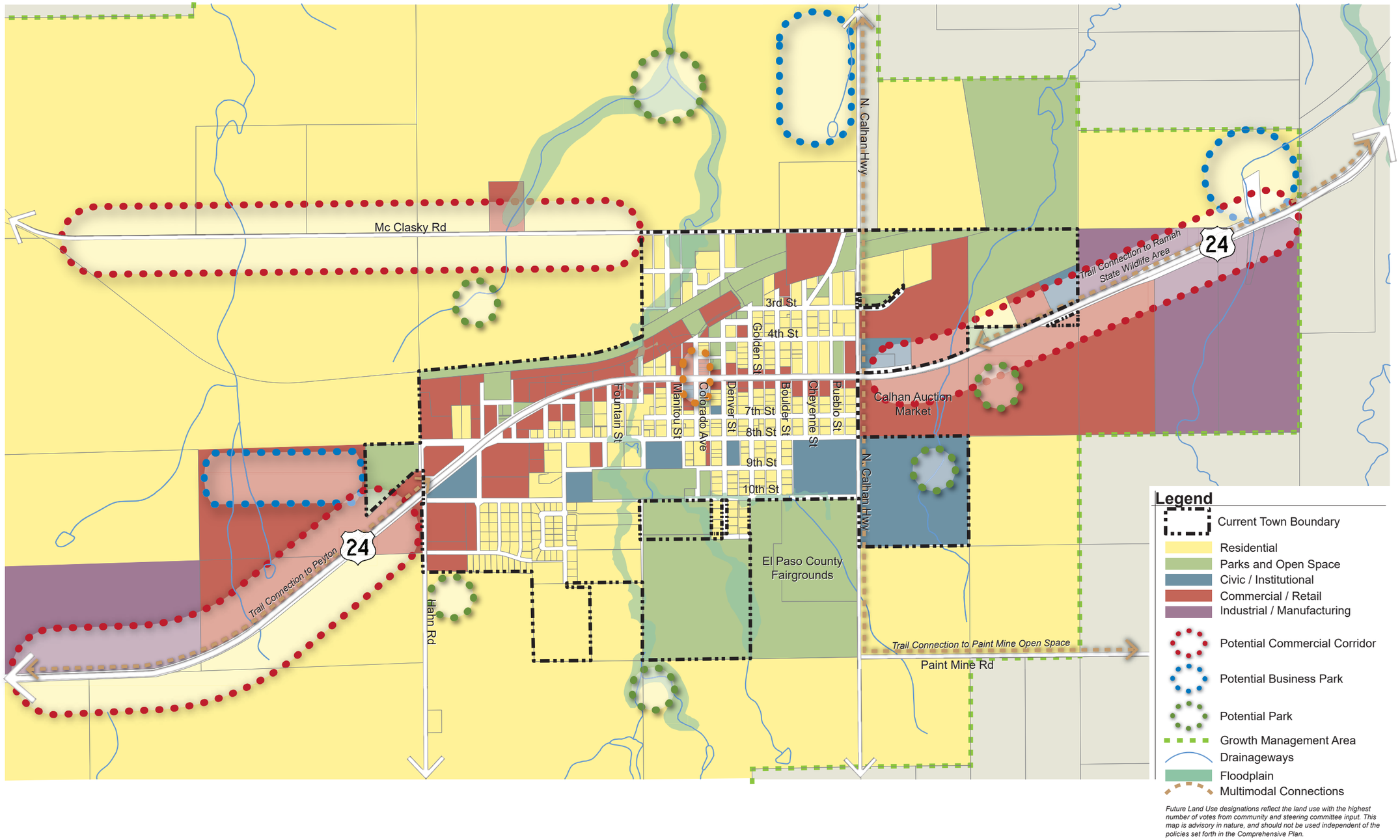
Three-Mile Plan

This portion of the Comprehensive Plan constitutes the Three-Mile Plan for the town of Calhan, as required by and in conformance with Section 31-12-105(1)(e) of the Colorado Revised Statutes (C.R.S.). The Three-Mile Plan is a long range planning opportunity for the town to consider where they want to annex, how they will provide service in the newly annexed areas, and how they will sustain adequate levels of service throughout the rest of the municipality. It helps ensure that the town will annex land only when it is consistent with pre-existing plans for the surrounding area. The failure to plan specifically for the physical growth of the town could result in haphazard annexations that prove expensive to the town, the county in which the land is located, and the neighboring communities.

Vicinity Map



Future Land Use Map



Future Land Use designations reflect the land use with the highest number of votes from community and steering committee input. This map is advisory in nature, and should not be used independent of the policies set forth in the Comprehensive Plan.

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve HG Priority#1:

1. Promote the development of a mix of housing types in identified areas.
2. Preserve and develop neighborhoods with a mix of housing types.

Engaging developers who believe in connecting with local people and neighboring businesses can be an opportunity to add value to our community. To ensure transparency and build relationships with community members, an open, honest dialogue needs to take place. Interactions between developers, our town staff and community provide developers an opportunity to gain new insights that can help shape a project and save time and money in the long run. Actively working to build and strengthen local relationships creates trust and respect among all parties. By meeting our residents, keeping the community in mind when designing, and minimizing disturbances, developers can leave lasting impressions as good neighbors within the community.

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve HE Priority#1:

3. Preserve the character of rural and environmentally sensitive areas.
4. Support aging-in-place housing options to meet residents' needs through all stages of life.
5. Promote best practices for all proposed residential development and ensure consistent enforcement of town Code.

Support organic growth and discourage leapfrog development. Explore impact fees and a parkland dedication ordinance to ensure all existing and future residents have access to green spaces. Consistently enforce the town Code to ensure our Community's health, welfare and safety are protected. Encourage residential developments to retain and integrate environmental features into their ultimate design.

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve HE Priority#1:

6. Locate attainable housing that provides convenient access to goods, services, and employment.
7. Encourage economic and residential development that caters to the needs of young and middle-aged families.

Our Community's housing needs are linked to our economic development goals. For our community to succeed in attracting our target markets of young/middle-age families and young professional/trades laborers, an adequate supply of housing must be in reasonable proximity to employment and community facilities. Offering a variety of housing options and price points attracts new residents and retains existing members of the community as their housing needs evolve (age in place). This creates a housing environment supporting existing/new employers in attracting the needed workforce to contribute to a thriving economy and successful community.







Mixed Commercial, Business and Industrial Park







Calhan community members' impressions of possible commercial properties are broad and welcoming. They are sensitive to scale and most prefer single-story business park development to offer places for businesses that would draw in young professionals. Manufacturing A-frame type warehouse architecture, residential neighborhood office conversions, and light industrial warehouse development all received similar interest. The three-story adaptive reuse building received a few votes of interest. The least desired building type was the modern three-story adaptive corporate office building.

Mixed Retail, Restaurant Commercial







The community has a strong desire to cater to the town's existing main street and highway commercial character. Highway convenience, and walkable/bikeable retail commercial development types received the strongest support. Arterial strip commercial, and auto-oriented drive through restaurants shared second place; while big-box retail, a mixed character and use example received very little support.

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve CPG Priority #1:

69. Consider Annexation Agreements town code (Section 15.11) as a tool to facilitate negotiations.

Per the town code (Section 15.11.020) an annexation agreement will be required in any annexation proposal to help facilitate negotiations addressing the timing and requirements of any development that would be approved with the annexation.

Most agreements will require:

- Assigning all rights, title and interest in any water rights associated with the property and in all water located beneath the property to be annexed to the town;
- A dedication of sufficient land and rights-of-way to the town for required public streets and alleys;
- A dedication of sufficient and unobstructed rights-of-way for utility easements and storm drainage to serve the proposed development;
- A dedication of land or a fee-in-line for the value of land and improvements to be used for public purposes such as schools and/or parks;
- Payment of utility development fees and tap fees;
- Providing connection with such improvements to existing town systems and/or the dedication of such improvements to the town shall be at the town's convenience; and
- Constructing all roads, utilities, and other improvements at the applicant's sole expense and according to the requirements, standards, and specifications of the town.

Annexation Agreement and Zoning for New Developments

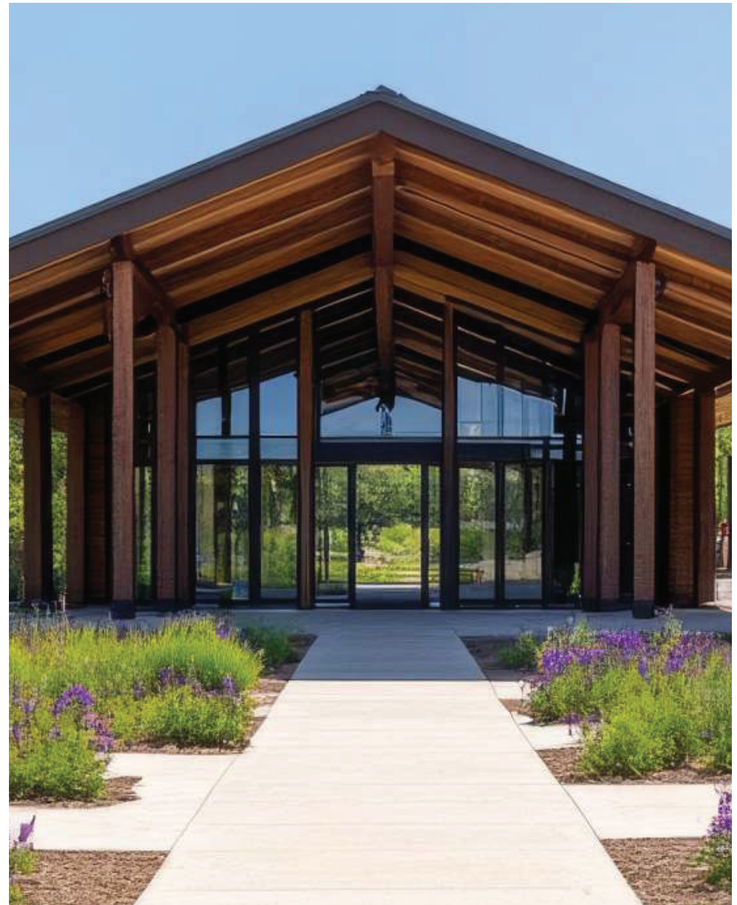
Calhan is a community of 330+ households and we have maintained that scale of community for at least a generation. We are accustomed to sharing our public resources and amenities amongst our current community size for a long time. We are also relatively small when considering that we are the 246th most populous community out of 482 in Colorado. (2020 United State Decennial Census).

Allowing new development to be built without at least comparable shared amenities places an undue burden on the town. It forces existing amenities to serve more people, which reduces the individual benefit for current residents and risks making the new development inadequate for its own community.

It stands to reason, then. That if we are to consider welcoming the impact of development that which proposes to more than double the scale of our town, we will want to ensure that any development of such magnitude will contribute to the Community by bringing with it certain resources and amenities that will allow the new community addition to sustain and ,if possible, improve upon our current level of services and overall quality of life.

Within the town Code, and specifically the updated article on Annexation, we know key standards have been included as tools for negotiation. Specifically, Section 15.11.050 - Standards for Annexation states,

"In considering a petition for annexation, the Board of Trustees shall make findings of facts and conclusions on the following standards for annexation: A. The property to be annexed is a reasonable and logical extension of the town, and compatible with the goals and intents of the town Comprehensive Plan". . . "H. Any additional considerations the Board of Trustees deems relevant."



Zoning: A Local Tool for Land Use Control

When community members were asked, “Which would you avoid?” about their preferences regarding land use as something that occurs adjacent to other land uses, Only 14% of votes cast reveal that the community is comfortable with allowing adjacent land uses to occur randomly and organically from lot to lot.

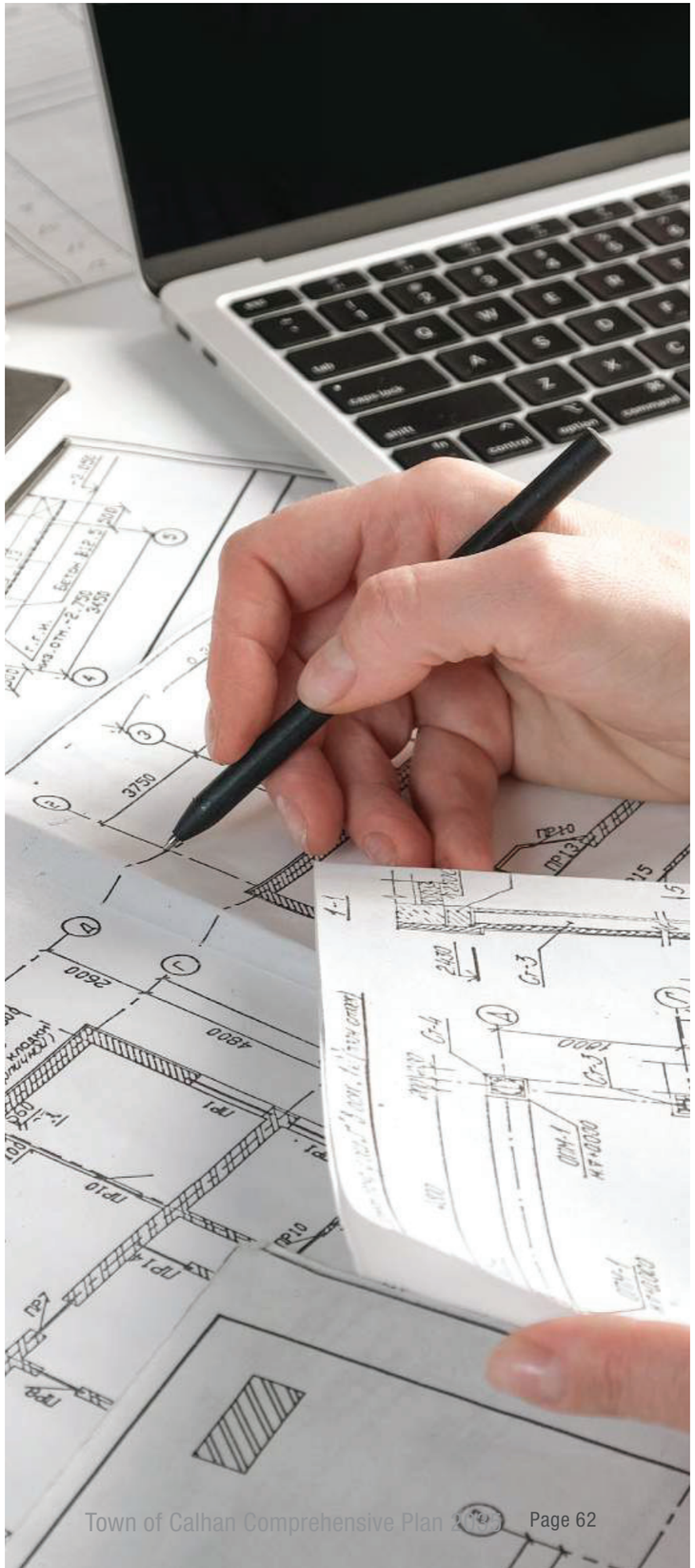
Instead, 85% of votes revealed that most of the Calhan community would favor establishing and regulating a certain level of land use control at the local level. This is why the State gave statutory towns the planning power for zoning. But what is zoning?

Key points about what zoning is:

- **Separation of incompatible uses:** The main goal is to prevent conflicting land uses, such as separating industrial areas from residential neighborhoods.
- **Property value protection:** Zoning can help preserve property values within a neighborhood by maintaining compatible land uses.
- **Community planning:** Zoning helps to plan and manage town/urban growth by ensuring a cohesive and orderly development pattern.
- **Land use control:** Zoning dictates what land-use-specific structures can be built on a parcel of land based on the designated zone.

In truth, Calhan does have a zoning code; but we do not have any zoning classifications for residential, multifamily, commercial, or industrial land uses. Our development standards address these land uses; but they are not tied to a zoning map, or even a land use map. Instead, the development standards-based land uses are aligned with our subdivision standards. In essence, the town has one zone district with minimum lot sizes of 7,500 square feet and a choice of residential, multifamily, commercial, and industrial land use. If someone wanted to tear down a residential home and build a warehouse in the middle of a residential street, there is not much in code that Administration, Planning and Development Committee, or the Board of Trustees could point to that would restrict such action.

The 7,500 square foot minimum lot size presents another limitation with our current Code. While this standard was historically sufficient for town layouts one hundred years ago, development patterns have significantly evolved over the past century due to escalating costs associated with land, materials, entitlement processes, professional services, and construction. The development community addresses these rising costs by transferring them to individual lot prices, thereby impacting housing and commercial real estate values. Consequently, the potential yield of saleable units becomes a critical factor in ensuring a development’s financial viability.



Planned Unit Developments (PUD) A Zoning Solution Where There is No Zoning

With the approval of this Plan, comes the approval of the town's Future Land Use Map and Three-Mile Plan, which is essentially our Community's long-range concept plan of how we would like to see Calhan be built out overtime (see chapter 5).

This Plan does not include a zoning map nor a zoning code update. Those planning tools are typically developed following the adoption of the comprehensive plan and are based on the future land use map approved with the Plan. Developing a full zoning code and map takes additional resources and time that may not occur before Calhan receives an application for annexation.

To allow our community to remain open to business as we further refine our zoning code, PUD (Planned Unit Development) Zoning is a recognized zoning classification by statute that we can easily adopt through ordinance as an amendment to our existing zoning code. Doing this builds upon the recent success of policy change we have accomplished over the past year and further protects and positions us to strategically facilitate our Plan's vision to fruition.

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve CPG Priority #1:

70. Establish a PUD Zoning Category.

Planned Unit Development (PUD) Zoning is a zoning designation offering flexibility in land use and development standards compared to traditional zoning districts. The most common reasons for considering PUD Zoning include:

- Comprehensive Plan and Future Land Use Map Goals Incorporation: Without an adopted zoning map, PUD zoning is the most flexible regulatory land use tool for a town to use in collaborating with interested parties seeking annexation and development approval. Allowing PUD Zoning gives the development community a way to acknowledge and incorporate as much of the vision of the Comprehensive Plan as possible, considering market trends and demand.
- Design Flexibility in Lot Layout and Standards: PUD zoning often allows for a unified site design comprised of clustered buildings, a mix of housing types, and broader considerations with the land use mix (residential, recreational, multifamily, commercial, etc.) and organized based on the master plan of the site that takes into account a town's comprehensive plan vision.
- More Common Open Spaces: The provision of common open space (i.e. parks, plazas, pocket parks, green corridors, etc.) are a key characteristic of PUDs that helps development to meet park land dedication requirements of a municipality while organizing the land so that the open space is best used to achieve optimal enjoyment of residents, other occupants and the broader municipality.
- Density Increases: PUDs sometimes facilitate trade-offs that can provide for a greater level of amenities for the municipality's benefit while allowing for a higher density (more housing units) development in certain areas.
- Site Plan Review: The approval process for a PUD will involve a detailed site plan review where town staff and regional review partners will have significant input on the development's overall nature and design.
- Custom Regulations: Each approved PUD essentially becomes its own specific zoning district with regulations tailored to the project, often written by the applicant, and approved by the local governing body (e.g., Board of Trustees). This allows for maximum flexibility and ensures that development proceeds as proposed.

Other examples of potential elements in a PUD can include, a mix of single-family homes, townhouses, and apartments, commercial areas such as small retail shops or restaurants integrated within the residential areas along key commercial corridors, recreational facilities like community centers, pools, or parks, and protection of potentially hazardous natural features or open spaces (i.e. floodways) that ought not be developed but utilize to enhance the natural landscape that the development is built upon.

LIKE TO HAVES.....

What If we ask new developments to contribute to our parks, open spaces, and recreational amenities. What if we could ask the development community to contribute to our public character, brand, and aesthetic? Communities need green space and parks for sitting, passive recreation and trail connections, fields for active recreation, and all of it needs water. A larger population with younger people also needs to be active with places to go and things to do on foot and without a car.

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve CPG Priority #1:

83. Plan for a Local Recreation Center with Regional Benefit

Calhan's last major Comprehensive Plan effort occurred in 2002 – over 20 years ago. Back then our community dreamed of building and opening a 20,000 square foot pool house facility to be located at the southeast corner of 8th and Bijou next to the town park and ballfields. Conceptual drawings included a site plan, architectural drawings, landscape designs, and a preliminary cost estimate of around $2 million. The town campaigned for this, and a collection took place to gather financial support from the community. Due to several challenges with private support and administrative turnover, the project was never able to get off the ground. Within this Comprehensive Plan effort, the idea of bringing a recreation center to fruition has come back and, in survey responses, was considered the third most important initiative to pursue after fixing our infrastructure and improving our roads.

Looking at the Limon Pool and Rec center for inspiration, the town is hopeful that a regional recreation center for the eastern plains of El Paso County could be located in Calhan as the County's rural center through the help of strong partnerships with the development community ("asks of" within an annexation agreement or approved PUD) and the County seeking support of El Paso Parks and Recreation.

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve CPG Priority #1:

96. Build physical improvements in signage and monumentation to help refresh and re-brand the town's public facing appearance.

Here is Calhan's most recent gateway experience: In late Summer 2024, the "Welcome to Calhan" sign was damaged beyond repair. Instead of replacing it with the same. Community members were asked, "What if we did something different?" Community members were shown various character driven examples from archways to monumentation signage, wall murals, and even Calhan's current sign. Many declined to comment. 27% of the those who commented were happy with Calhan's current monument sign but the remaining 72% expressed interest in re-envisioning Calhan's public appearance regarding our town gateway image. This item along with the ideas related to US 24 in IRT Priority #1 can all be a part of negotiations with the development community when discussing specific details of an annexation agreement and/or a PUD application.





Our Public Realm

The Public Realm and how it is designed is a Community's most direct way to express a shared character and aesthetic because it involves the creation and maintenance of all the shared public property in town including: streets and connections, parks and plazas, trails and open spaces, gateways and public art.

Calhan's public realm has experienced years of delayed maintenance, and that erosive burden impacts the Community's ability to pull itself out of a cycle of decline back into healthy growth.

Improving and maintaining an attractive public realm will require the Calhan community to cultivate partnerships among all community stakeholders to actively contribute in a commitment of shared resources. The town and its citizens, private landowners, the development community, the school district, local business, the county and state agencies will all need to come together to ensure Calhan can reach its Vision.

This Plan effort signifies an inflection point in time where the community recognizes it has been in a cycle of decline in the recent past, and now with this comprehensive effort has collectively come together to seek an action-oriented strategy to redirect the community towards purposeful growth.

"WHAT IF WE" IDEAS

During the planning process, various "What if we did this?" Ideas were presented to attending community members during a Community Workshop hosted in town at the local Methodist church. With food in hand community members had the opportunity to watch a 25-minute self-read presentation covering all the ideas and then were welcomed to walk around the room and re-review the ideas on large presentation boards. The community members were asked to envision a new future and weigh in on a new vision, character imagery, as well as the "what if" ideas, and then organize their preferences in order based on expressed priority. These "what if" ideas are illustrated on the adjacent page.

WHAT IF WE.....

- *Fix Our **Local Streets***
- *Improve the **Town Infrastructure** By Allowing for New Development*
- *Build a Regional **Recreation Center***
- *Implement **Main Street** Streetscape Improvements*
- *Pursue Programming to **Share Resources** with the School District and Other Entities in Town*
- *Create New Gateway **Signage / Monumentation** for the Town of Calhan*
- *Provide **Green Connections** Through New Development and Connect to the Town's Current Trail System*
- *Build a New Recycled **Water Utility***
- *Creation of a Regional **Multi-Use Trail** and Network Through Town*
- *Install **Roundabouts** at Either End of the Town on Highway 24*

MANAGING FOR SENSIBLE GROWTH WHAT IF..... Calhan was approached by an interested party, a developer, to annex a piece of adjacent land large enough to seek services for and build a 400-unit development in town? What would be the potential impact and how would such an idea be accomplished?

INFRASTRUCTURE, ROADS AND TRANSPORTATION (IRT) PRIORITY #1 - LOCAL STREETS, INFRASTRUCTURE, AND DEVELOPMENT GROWTH *(FIX THE ROADS)*

Our local roads really need help! Our water and sewer infrastructure is aging underneath and our street pavement is cracking. To fix our streets now, we will be ripping them up again to repair failing pipes underneath. For some time, we have relied on the strategy of deferred maintenance and, now, are stuck with a costly infrastructure problem that we cannot afford to fix. As a result, our Community's worn public realm appearance is affecting our ability to thrive.

The development community wants to bring a significant amount of housing to the area. It's possible that encroaching growth could more than double the town's size within a decade. This challenge is an opportunity because it brings restorative financial resources into play. If Calhan allowed for some growth through annexation and development of neighborhoods, the influx of financial resources could help to expedite needed upgrades as well as generate revenue through taxes and fees to help fund street resurfacing around town.

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve IRT Priority#1:

17. Modernize town infrastructure to incorporate a greater diversity of utilities and position Calhan for future growth.

Infrastructure, provided by both the town and private business, is the support system needed for producing and delivering goods and services. Smart investments and upgrades to our infrastructure is an effort which positively impacts all of us in one way or another.

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve IRT Priority#1:

18. Evaluate, review compliance or potentially re-rate capacity at Waste Water Treatment Plant (WWTP).
19. Increase the size of the main interceptor to WWTP prior to roadway improvements.
20. Add redundant supply to and from Hahn Storage Tank and WWTP.
21. Build additional water storage capacity and booster pumps to serve future annexations.
22. Erect additional wells to pump the maximum amount of legally allowed water for Calhan.

Before any significant development can occur in Calhan, the community needs to ensure we are prepared to handle any increase in sewer and water services. This is not only a matter of condition due to the age of the current system but also its capacity. For example the water demands of different types of new businesses can vary and some , such as beverage manufacturing, may be in excess of current capacities. During 2023 and 2024, the town, in collaboration with a local landowner, increased the Wastewater Treatment Plant (WWTP) landholding from approximately 10 acres to a platted 46+ acre site, identified as Lot 1, town of Calhan Treatment Facility Filing No. 1. Quadrupling the size of the town's wastewater treatment facility is a foundational win, putting in place a key infrastructure component that will be necessary should the town decide to allow for growth in the future.



Key Action Items from the Implementation Matrix (Ch. 6) to Achieve IRT Priority#1:

23. Adopt a Stormwater Manual.
24. Prioritize defective areas per televised pipe segments.
25. Up-size pipe segments where flow capacity is limited.
26. Design culvert approaches to prevent clogging.
27. Replace culverts and improve channels to increase capacity along the creek beds.
28. Roadway cross-section improvements.
29. Paved Roadways with improved cross-sections will help prevent roadway erosion.
30. Seek opportunities to partner with development interests to help improve the town's aging infrastructure.
31. Foster partnerships with the private sector to pool resources to bring street improvements, a rec center and more amenities to town.
118. Promote sustainable best practices in development and infrastructure, including the use of renewable energy, water conservation, and green building techniques.

Strategically coordinate proposed growth/ land use with the future placement of utilities, roads, and other infrastructure between the involved public and private stakeholders. Create and/or update functional plans for streets, water, wastewater, recreation and other community infrastructure to provide the basis for capital improvement programming. Consider adoption of adequacy standards to require property owners/developers demonstrate adequate facilities exist to support a proposed project, considering both existing and programmed infrastructure.

Direct growth to areas with provisions for adequate utility service. Explore alternatives in which new development can pay its fair share of the costs of community improvements and facilities that are necessary to serve the development.

Promote the balanced and intelligent extension and maintenance of utilities and infrastructure. Leverage the ability to provide services (such as electricity, sewer and water) to accomplish Plan goals and objectives. Continue to evaluate infrastructure expansion needs through the analysis of development patterns.

- For this Plan effort, HR Green built a model of the town's existing sewer system and have determined the existing system can handle approximately 185 more single-family equivalent (SFE) homes based on the size of the existing interceptor to the WWTP.
- In 2024, state water rights attorneys retained by the town determined that Calhan's 'paper rights' are approximately 580 acre-feet per year, sufficient to support up to 1,160 SFE units. However, current infrastructure restricts access to only 300 acre-feet, which supports the existing 330 homes and allows for only 270 more SFE's, should additional residential be approved to be built within the town. To unlock the potential for yet an additional 560 SFEs, based on remaining water paper rights, new wells will be required to draw the necessary water to support such expansion.

Development Growth is Perpetual

In Colorado, development impact is resolved by those who create the impact for an existing community. Calhan's existing sewer interceptor has a capacity to handle 185 more SFE's, and the existing wells in town can only pump enough water to support 270 more SFE's, If a developer wanted and were approved to build 400 homes in Calhan, that developer would need to pay for the necessary improvements to accommodate the remaining 215 homes that need sewer service and the other 130 that would still need service to fresh water. Having a developer pay for such improvements would mean a windfall for the town, but what would be the real impact? New development will impact existing mains for water and sewer along 8th Street and throughout town. Once capacities are reached in the existing infrastructure, expansion of the 8th Street mains infrastructure will be necessary. Future development will also require construction of a second main most likely built along the county road, McClasky Road. When that expansion is necessary, it will open up the surrounding land for more growth to the north and south of town.

As infrastructure is updated and different local roadways are deemed "clear" from necessary future upgrades, there will be opportunities to improve the character of Calhan's local streets and public realm. Cobbling of resources will be needed, our town will need to be resourceful and actively build good partnerships the development community.

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve IRT Priority#1:

32. Initiate a Capital Improvements Plan.

A Capital Improvements Plan (CIP) for the town would outline the financing, location, and timing for capital improvement projects over several years. A CIP would help our community anticipate needs rather than just reacting to problems in the moment. The forward planning encompassed in capital planning allocates time for community leaders to assemble the necessary resources gradually in a responsible manner as opposed to all at once.

What if . . . as we improve our roads and add sidewalks, we could also add parking, bury our electrical lines to improve our resilience to harsh weather, add landscaping for beautification, add bulb-outs for traffic calming, and improve our pedestrian routes through town?

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve IRT Priority#1:

33. Leverage PPRTA (Pikes Peak Rural Transportation Authority) Funding [(PPACG) 2050 and LRTP 2050] to improve multi-modal connections for Yoder Street/Calhan Highway and Mc Clasky Road Bridge Replacement and roadway upgrades to Major Collector with future northern growth.

Pikes Peak Rural Transportation Authority (PPRTA) and the Pikes Peak Area Council of Governments (PPACG) are developing a 2050 Long Range Transportation Plan (LRTP 2050) that has set aside funding to reconstruct Yoder Street and provide a necessary bridge replacement along El Paso County's Mc Clasky Road.

Sidewalks continue to play an important role in the life of our Community. They are the conduits for pedestrian movement and access throughout the transportation network of our town. Sidewalks are a key part of connectivity and promoting walking. In the role of public spaces, they act as the front steps to the community, enhancing our streets socially and economically. Investment in our sidewalk network to be safe, accessible, and well maintained demonstrates a commitment to enhancing public health and safety, and maximizing our social capital.

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve IRT Priority#1:

34. Consider bike trails or sidewalk connections all the way to Paint Mines.
35. Explore a town-wide multimodal connection that ties Main Street to Paint Mine Road.
36. With funding, look to create connections between Hwy 24 and Paint Mine Road.
37. Encourage trail connections between town and park.
38. Engage El Paso County Parks for grant efforts to establish a regional trail system associated with Rock Island Regional Trail, and a North Calhan Highway Route Connection to Paint Mines.
39. Contemplate a sidewalk network for the areas north of Hwy 24.
40. Explore investing in modest additions to make new sidewalks and bike connections near destinations south of Hwy 24 including the public school and the El Paso County Fair Grounds.

Like to Haves.....

The world is always improving and ever changing. Technology and design are no different, but they all come with a cost in dollars and resources. As Calhan pursues the implementation of IRT Priority #1 - Local Streets, Infrastructure, and Development Growth, other potential "like-to-haves" should be considered so that the town can best efficiently leverage the timing of every short-term opportunity for long-term gains.

17. Modernize town infrastructure to incorporate a greater diversity of utilities and position Calhan for future growth

The town has expanded its land acreage utilized for sanitation and the wastewater system. This comes with new opportunities for broadening Calhan's offerings of the town's water/wastewater utility, such as "purple pipe" or recycled water. Many communities are implementing recycled water systems that redirect grey water from sinks and drains throughout town for non-potable purposes like irrigating landscapes. This helps to bring cost down on treatment and allows "used" water to be repurposed before being treated again.



Key Action Items from the Implementation Matrix (Ch. 6) to Achieve IRT Priority#1:

41. Prioritize Colorado Ave and Cheyenne Ave as key pedestrian travel paths for new/improved sidewalks with any future development north of US 24.
42. Ensure key roads (Yoder, Bulldog Drive, and 8th Street) have sidewalks to facilitate safe pedestrian mobility to school, the library, and parks.
43. Leverage the opportunity to improve the standard of quality in access and spacing of bike and sidewalk connections with new development west of town to ensure safer and more attractive connections to the rest of town to the east.
44. Any new roads that are developed due to growth should include bike and pedestrian functions to support the network – especially for westside development and 8th street.

The Colorado Department of Transportation awarded the town of Calhan a series of sidewalk improvement grants in 2024-2025 with the most recent estimated total at $640,000. These grants will include various sidewalk installations and renovations throughout the town, as well as ADA ramps on US 24. The sidewalks are anticipated to reflect CDOT's 5' standard walk to help improve pedestrian connectivity and enhance the town's local and highway street character.

WHAT IF . . . a roundabout solution could reduce accidents, resolve access conflicts, calm traffic, create a safer pedestrian environment, and improve the town's appearance as visible gateways for Calhan at both 8th Street and Yoder/Calhan Hwy?

INFRASTRUCTURE, ROADS AND TRANSPORTATION (IRT) PRIORITY #2 -US 24 IS A CENTRAL SPINE IN OUR TRAFFIC SYSTEM

US 24 serves as one of the main travel routes to eastern Colorado and beyond for the growing cities around the Front Range is through the core of Calhan. This gateway to our town can serve as a driver of commerce and economic resiliency in partnership with CDOT. By embracing US 24 as a component of our town's character and integrating it into our future decisions we can benefit from the positive aspects (i.e.: more people spending money in town) and plan to mitigate the concerns (i.e.: safety of crossings for pedestrians, bicycles and vehicles).

US 24 is a CDOT highway. State highways are tough to change almost impossible; however good ideas that make sense can happen even in Calhan. US 24 is our connection to the region the rest of the USA. As the spine of town, it can also be an unsafe zone for crashes and crossing on foot. 8th Street and US 24 on the western end of town is a six-point intersection caused by the crossings of 8th Street and Crystola Street over US 24. At this intersection four legs of local roads designed for less than 25 miles per hour speeds are abruptly bifurcated by a 55 miles per hour state highway.
The Yoder/Calhan Highway and US 24 intersection is located on the eastern end of town. Between 2018 trough 2022, 22 crashes occurred on US Highway 24 with one of those being fatal. 5 occurred at 8th Street and another 5 occurred at Yoder. See Roadways and Transportation in Appendix A at the end of the Plan.

Key Action Items from the Implementation Matrix (Ch. 6) to Achieve IRT Priority#2:

45. Consider opening conversations with CDOT about Bustang services to Limon maybe even to Burlington along US 24.
46. Mix of residential and non-residential occurring along and near US 24 that is pedestrian and bike oriented with automotive accommodating infrastructure.
47. Avoid skewed multi-road intersections (8th and Hwy 24).
48. Monitor E Central Front Range TPR's US 24 Installation of fiber optics and Intelligent Transportation Systems (ITS) devices between Colorado Springs and Limon: the benefits of the project include freight and safety.

