

2025

Operating Plan



Jason Cox;Paul M. Candelaria

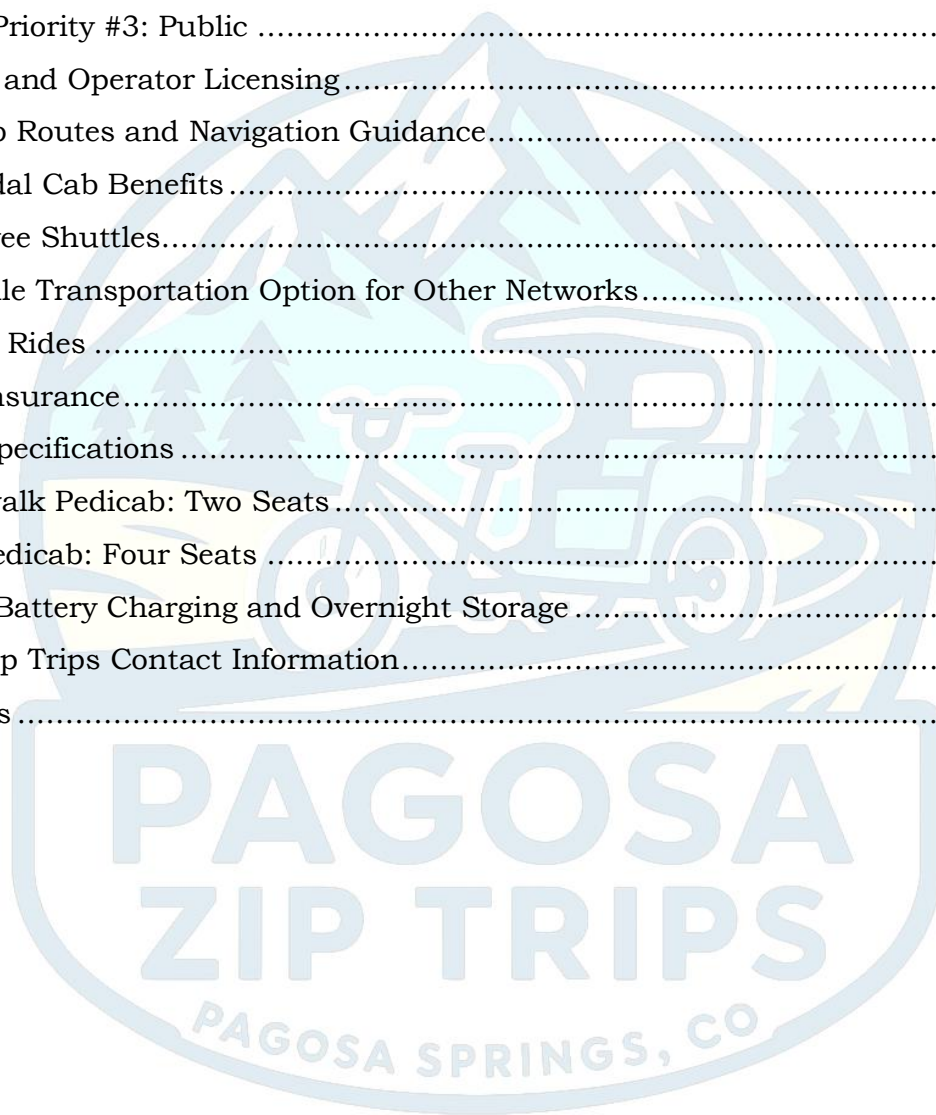
Pagosa Zip Trips

5/14/2025

Pagosa Zip Trips –Operating Plan

Contents

Executive Summary.....	1
Promising Transportation Option in Downtown Pagosa Springs.....	1
Top Priorities: Safety, Safety and Safety.....	2
Safety Priority #1: Passengers and Drivers.....	2
Safety Priority #2: Vehicles	2
Safety Priority #3: Public	3
Business and Operator Licensing.....	3
Pedal Cab Routes and Navigation Guidance.....	4
Other Pedal Cab Benefits	7
Employee Shuttles.....	7
Last-mile Transportation Option for Other Networks.....	7
Leisure Rides	7
Vehicle Insurance.....	8
Vehicle Specifications	8
Boardwalk Pedicab: Two Seats.....	8
Limo Pedicab: Four Seats	9
Parking, Battery Charging and Overnight Storage.....	9
Pagosa Zip Trips Contact Information.....	9
End Notes	11



Pagosa Zip Trips: Operating Plan 2025

Executive Summary

Pagosa Zip Trips plans to introduce an eco-friendly last-mile transportation solution to Pagosa Springs, Colorado, in the summer of 2025: pedal cabs with electric assist¹. A pedal cab is a multi-wheeled, hooded, or unhooded vehicle, propelled by human power and sometimes electric motor assistance. A pedal cab is used to transport passengers for a fee on the public streets.

These vehicles will help alleviate traffic congestion, particularly during the 2025-26 US 160 construction project, provide safe and reliable employee transportation for businesses in the downtown affected corridor, and enhance accessibility to downtown businesses and attractions. Operating seasonally, the pedal cabs will offer tours and pre-scheduled transport, following designated routes and adhering to safety regulations. Pagosa Springs will adopt regulatory models from other Colorado cities to ensure responsible operation and a safe, enjoyable experience for residents and visitors.

Promising Transportation Option in Downtown Pagosa Springs

Pagosa Springs, Colorado, will soon feature a novel transportation mode: pedal cabs. These vehicles are equipped with Class 1 or 2 electric assist motors, offering pedal and, in some cases, throttle assistance, with a maximum speed of 19 mph. The vehicles will use a 750W motor that governs to a maximum 19-mph top speed. This initiative aims to provide an eco-friendly way to navigate the downtown core while moving employees and patrons among outlying parking lots and downtown businesses.

Pedal cabs help ease traffic congestion and improve accessibility by transporting people to and from satellite parking areas and within the downtown core, utilizing side streets, alleyways, and very short portions of the Riverwalk Trail and US Highway 160 over the San Juan River. This pedal cab service will be invaluable during the 2025-26 CDOT US 160 construction project, offering an alternative for accessing downtown businesses.

Using the construction period in 2025-26 as a business catalyst, Pagosa Zip Trips will continue to provide convenient eco-friendly transportation around the downtown core and possibly beyond. The construction period will allow the business to explore opportunities and perfect operations to optimize offerings once construction finishes. Using pedal cab services as an effective long-term alternative to traditional downtown transportation options.

Pagosa Zip Trips: Operating Plan 2025

Additionally, Pagosa Zip Trips will offer seasonal pedal cab tours during warmer months, showcasing attractions like the Mother Spring, downtown parks, the San Juan River, wetlands, the Pagosa Springs History Museum and Reservoir Hill. Operational hours will vary based on demand and season, generally focusing on evenings and weekends, with potential earlier hours in summer. Scheduled tours and pre-arranged trips with designated pickup and drop-off locations will also be available, including shuttle services for downtown business employees to maximize on-premise parking for downtown business patrons.

Top Priorities: Safety, Safety and Safety

Pagosa Zip Trips will approach safety as priority number one while navigating the Pagosa Springs downtown core, including providing safe routes for drivers and passengers, burly vehicles with seat restraint devices, trained licensed drivers with knowledge of routes and the vehicles, and fully insured vehicles, drivers and passengers with full liability coverage. These safety measures will help ensure a trustworthy and pleasant ride experience for all stakeholders while accomplishing the goals of providing eco-friendly nimble transportation around downtown Pagosa Springs.

Safety Priority #1: Passengers and Drivers

Well trained drivers will pilot pedal cab vehicles safely and efficiently throughout the downtown core to help ensure all parties reach their destination in a timely and fun manner. Drivers will maintain a friendly demeanor and act as “bartenders on wheels” to tend to passenger needs and guarantee a safe ride.

Pagosa Zip Trips will maintain an insurance policy to cover passengers and drivers for issues during rides on company vehicles. This policy will protect both stakeholder groups with insurance in the event of an accident or other unfortunate incident incurring injury or other losses.

Safety Priority #2: Vehicles

Pagosa Zip Trips will invest in high-quality, well-maintained pedal cabs with effective braking and lighting systems. With modern safety features from disc brakes to rear brake lights and turn signals to audible horns to headlights for night operation, these safety mechanisms will help pedal cab vehicles successfully integrate with other vehicles in traffic. Vehicles include an electronic assist motor with a throttle that classifies the vehicle as a Class 2 electric assist vehicle with a top speed of 19 miles per hour (mph) and maximum battery output of 750 watts (W) governed by an onboard computer processor.

In addition to pedal cab vehicle safety mechanisms, drivers will receive comprehensive

Pagosa Zip Trips: Operating Plan 2025

training including safe riding practices, observance of traffic laws and implementing emergency procedures. Drivers also will wear high-visibility vests and vehicles will undergo regular inspections and maintenance on daily, weekly, monthly and semi-annual schedules.

Main Street Pedicabs, the pedal cab vehicle vendor in Broomfield, Colorado from which Pagosa Zip Trips will source vehicles, has produced pedal cab vehicles since 1992 and maintains a rigorous safety program integrating the latest field research and feedback to modernize vehicles over time. Current models include steel frames and suspension that provides a safe, comfortable ride for both driver and passenger. Many pedal cab vehicles also use fabric canopies to shade passengers from sunlight and to protect riders from rain and moisture while in transit.

Safety Priority #3: Public

To protect the public, Pagosa Zip Trips drivers will complete driver certification training with a priority on complying by route and road navigation rules using a defensive driving approach. Coupled with a deep understanding of standard pedal cab routes and downtown Pagosa Springs streets and roads, drivers will safely shepherd passengers while respecting public safety of pedestrians, residents and other vehicles.

Pagosa Zip Trips company founders Michael Candelaria and Jason Cox visited two Colorado cities, Denver and Pueblo, in March 2025 to meet with a pedal cab vehicle manufacturer and pedal cab operators and learn best practices for operating this type of business. Experts in Denver and Pueblo provided invaluable guidance to properly operate a pedal cab business including the most important guidance to ensure safe and reliable operations for pedal cab operators, including using sturdy reliable well-marked vehicles piloted by competent and safe drivers.

Business and Operator Licensing

Pagosa Zip Trips will register with the Town of Pagosa Springs as a business following the normal business licensing process required for all businesses located or conducting business—including operating or conducting business or providing services inside Town limits—within the Town of Pagosa Springs boundaries.

To ensure responsible pedal cab transportation operation, Pagosa Zip Trips will also implement regulatory models based on those in Colorado cities such as Denver and Pueblo. These models define requirements for pedal cab companies, vehicles and drivers. Denver's application process, for example, includes a business questionnaire, criminal history checks, a schedule of rates, vehicle photos, proof of insurance, a DOTI form, a CBI name check, and identification. Similar requirements exist for renewals. Denver's driver application process includes the employer's business file number, driving record violation certification, a Colorado driving record, a headshot, a letter of

Pagosa Zip Trips: Operating Plan 2025

hire, and a Colorado driver's license. Renewal applications have similar needs.

By using these regulatory structures, Pagosa Zip Trips aims to create a safe, reliable, and enjoyable pedal cab experience for residents and visitors to Pagosa Springs.

Pedal Cab Routes and Navigation Guidance

Pagosa Zip Trips pedal cab vehicle navigation will typically follow planned routes focused on transporting downtown business employees and other passengers between satellite parking lots on the outskirts of downtown into downtown business stops and other areas within the Town of Pagosa Springs. The major areas bounded by the routes include the:

- East boundary to Riff Raff Brewing, Meander and the gas station;
- West boundary to Patria restaurant, the elementary school and Ruby Sisson Library satellite parking lot;
- South boundary to the high school, South and Yamaguchi Parks and The Springs resort satellite parking lot; and
- North boundary to the Mesa Heights neighborhood and Fifth Street to Cemetery Road and Sixth Street.

In practice, Pagosa Zip Trips plans to enforce safe rule guidance when navigating routes and improvising in certain situations like temporary road closures or traffic congestion. Generally, from satellite parking lots to downtown core business stops, pedal cab vehicles will prioritize quieter streets and follow the rules of engagement below.

- Stay off US 160 and the Riverwalk Trail as much as possible
- Cross US 160 only at legal crosswalks
- Use the Riverwalk Trail pedestrian bridge at San Juan Street and Pagosa Town Park to cross the San Juan River to Hermosa Street and ensuring the 50-inch-wide pedal cab vehicles yield to pedestrians and cyclists on the bridge and bridge approaches
- Use the Riverwalk Trail to access the First Street bridge on US 160
- Use the US 160 bridge at First Street to cross the San Juan River and access the east end of Pagosa Springs
- Employ side streets and alleys to navigate in core when possible

The primary streets and alleyways proposed for routes and navigation include:

- Lewis and Hermosa Streets in the downtown core;
- Fifth, Sixth, Seventh and Tenth Streets to access the Ruby Sisson Library satellite parking lot;
- Apache Street and Hot Springs Boulevard to cross the San Juan River to access

Pagosa Zip Trips: Operating Plan 2025

The Springs Resort satellite parking lot;

- Florida Street to get to the west end and Ruby Sisson Library satellite parking lot; and
- Riverwalk Trail over the San Juan River remembering the 50" wide pedal cab vehicles can safely pass other parties in both directions.

The proposed route map will access satellite parking lots at Ruby Sisson Library and The Springs Resort as well as other stops along the route and direct trips booked by passengers from specific locations like vacation rentals to downtown businesses and attractions. The map below shows the main streets, alleys, roads and trails accessed through the route.

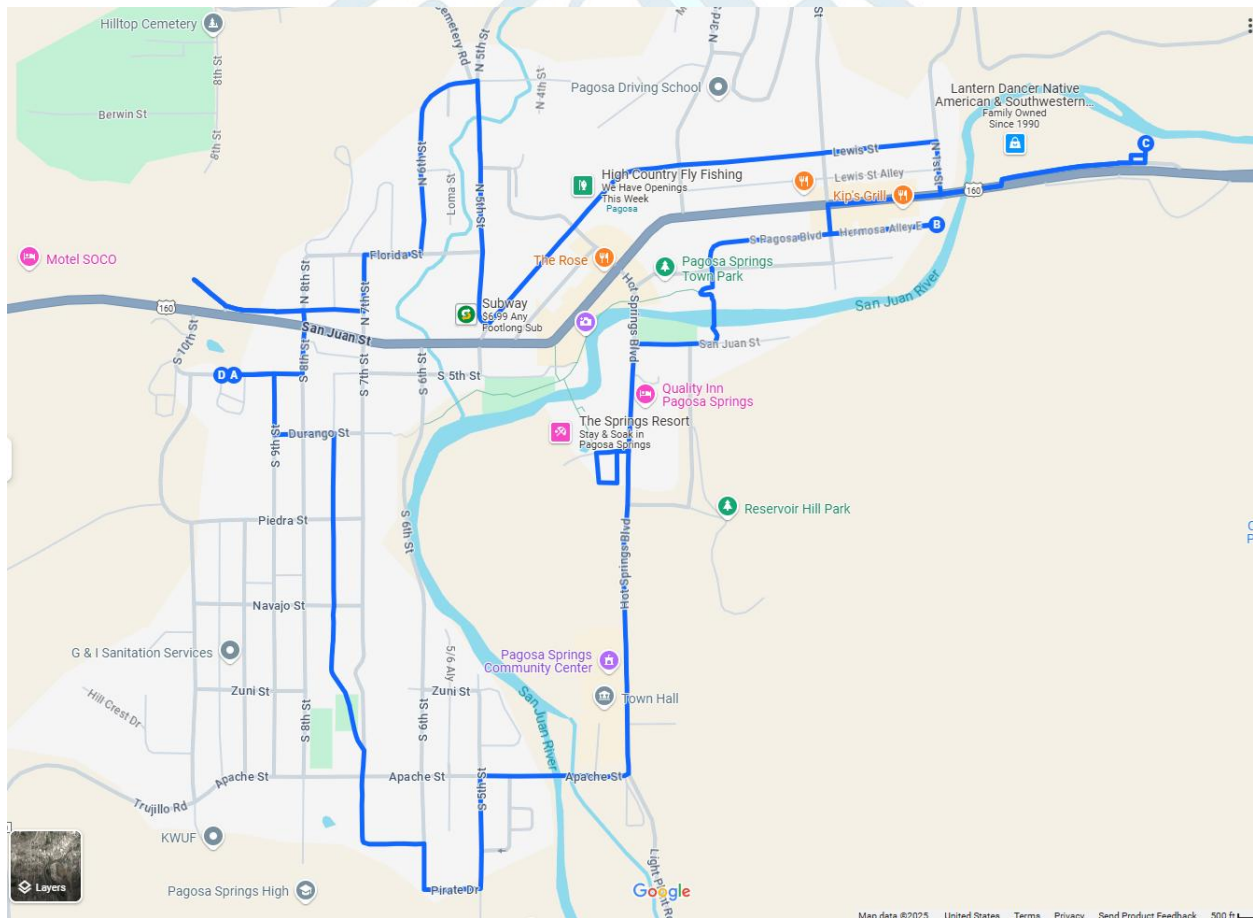


Figure 1: Proposed Pagosa Zip Trips Downtown Parking Lot Route

The route includes the following streets:

- Ruby Sisson Library satellite parking lot south to Eighth Street alley to Durango Street;
- Durango Street east to Seventh Street;
- Seventh Street south to Apache Street;

Pagosa Zip Trips: Operating Plan 2025

- Seventh Street south from Apache Street to Pierce Street;
- Pierce Street east to Sixth Street;
- Sixth Street south to Pirate Drive;
- Pirate Drive north to Apache Street;
- Apache Street east to Hot Springs Boulevard;
- Hot Springs Boulevard north to The Springs Resort satellite parking lot;
- The Springs Resort satellite parking lot to Hot Springs Boulevard;
- Hot Springs Boulevard north to San Juan Street;
- San Juan Street east to Riverwalk Trail Pedestrian Bridge south approach;
- Riverwalk Trail Pedestrian Bridge south approach north across Pedestrian Bridge to Riverwalk Trail Pedestrian Bridge north approach – High Caution and Slow Driving area with yield to pedestrians and other trail users;
- Riverwalk Trail Pedestrian Bridge north approach north to Hermosa Street;
- Hermosa Street north to Hermosa Street alley;
- Hermosa Street alley east to Second Street;
- Hermosa Street alley east to US 160 with short use of Riverwalk Trail to access highway – High Caution and Slow Driving area with yield to pedestrians and other trail users;
- First Street east on US 160 to cross the San Juan River and access the East End of Pagosa Springs using the crosswalk to the US 160 Access Road entry near the Malt Shoppe – High Caution area with pedal cab vehicles legally integrating into regular flow of US 160 highway traffic across bridge;
- US 160 Access Road east to Everyday gas station for east terminus of regular route;
- US 160 Access Road west to Malt Shoppe;
- US 160 west to cross the San Juan River and access downtown Pagosa Springs– High Caution area with pedal cab vehicles legally integrating into regular flow of US 160 highway traffic across bridge;
- First Street north to Lewis Street alley;
- Lewis Street alley west to Second Street;
- Lewis Street alley west to Third Street;
- Third Street north to Lewis Street;
- Lewis Street west to Fourth Street;
- Fourth Street south to Lewis Street alley;
- Lewis Street alley west to Town of Pagosa Springs Bell Tower parking lot;
- Town of Pagosa Springs Bell Tower parking lot to Fifth Street;
- Fifth Street north to Sixth Street/Juanita Street intersection;
- Sixth Street south to Florida Street;
- Florida Street west to Seventh Street;
- Seventh Street south to Rosita Street;
- Rosita Street west to Eighth Street;
- Eighth Street south across US 160 to San Juan Alley;

Pagosa Zip Trips: Operating Plan 2025

- San Juan Alley west to Ruby Sisson Library satellite parking lot.

Other Pedal Cab Benefits

In addition to shuttling patrons from outlying satellite parking lots into and around the downtown Pagosa Springs core, Pagosa Zip Trips can employ its pedal cab vehicles for other purposes including shuttling employees back and forth to downtown workplaces, connecting last-mile transportation services to larger shuttle services like Mountain Express Transit for downtown residents and visitors, and providing leisure rides for retirement and nursing homes.

Employee Shuttles

One valuable added benefit Pagosa Zip Trips can provide encompasses shuttling employees to and from their workplace in the downtown Pagosa Springs core at the beginning and end of their work shifts. This greatly benefits the employee's business by keeping limited parking spaces available to the public in lots adjacent to businesses instead of having those parking spaces occupied by employees during their work shift.

In general, restaurants have lots of employees and the navigation rules and route times will differ a bit from most public transportation. Restaurants that open for lunch and dinner tend to have employees arrive between 9 and 11 am with a shift change around 3 to 4 pm and end-of-day shifts requiring shuttles from 9 to 11 pm. Pagosa Zip Trips has already engaged with the business community and received favorable feedback on plans to build a schedule of regular shuttle times with individual business owners to provide an employee shuttle benefit to the business community.

Last-mile Transportation Option for Other Networks

During the discovery and research phase of the pedal cab industry in Pagosa Springs, Pagosa Zip Trips interacted with Mountain Express Transit (MET) leaders to discuss partnerships in last-mile transportation for MET riders. For MET and other shuttle and taxi services in Pagosa Springs and Archuleta County, having a safe and flexible option to transport customers to and from their home neighborhoods to shuttle stops where these providers operate will provide a handsome benefit for both the rider and shuttle service.

Pagosa Zip Trips intends to continue working with MET and other local shuttle and taxi providers to develop safe last-mile transportation in the downtown core of Pagosa Springs.

Leisure Rides

Providing leisure rides for senior citizens adds a great benefit for retirement and

Pagosa Zip Trips: Operating Plan 2025

nursing home residents to enjoy pleasant rides in a fun and safe environment.

Vehicle Insurance

Pagosa Zip Trips will maintain an insurance policy with replacement and damage coverage on each licensed pedal cab vehicle. Critical to the safety of the company and its drivers and passengers, Pagosa Zip Trips will also maintain liability insurance for each pedal cab owned, operated or leased by the company of:

- No less than the amount of one million dollars (\$1,000,000.00) each accident,
- One hundred thousand dollars (\$100,000.00) for bodily injury each person, and
- Fifty thousand dollars (\$50,000.00) for property damage.

Vehicle Specifications

Broomfield, Colorado-based Main Street Pedicabs has produced pedal cab vehicles since 1992 and maintains a successful track record of providing safe, reliable and comfortable vehicles to the pedal cab industry.

Pagosa Zip Trips plans to begin service in June 2025 with two pedal cab vehicles from Main Street Pedicabs: a two-seater Boardwalk Pedicab model and a four-seater Limo Pedicab model. This will allow Pagosa Zip Trips to test and optimize the operating plan while providing a basis to scale depending on demand and future needs.

Boardwalk Pedicab: Two Seats



Pagosa Zip Trips: Operating Plan 2025

Each Boardwalk Pedicab has a strong, round, tubular steel alloy chassis with powder coat finish & heavy-duty steel axles. Features include 11" side steps for easy entry, heavy duty triple-clamp fork and a 48" seat for comfort with an under-seat storage area included. The passenger cab is steel sub-frame with comfortable vinyl upholstery in a variety of color choices. Padded seats, armrests with storage pockets, handrail and step is standard. Braking is provided by a hydraulic 8-3/4" rear disk brake and supported by a front V-brake or optional disc brake upgrade. The Boardwalk can be adjusted for standard tires or fat tires (for an additional charge). It can also be upgraded to include shocks on the passenger carriage. All Main Street Pedicabs use a Shimano 21-speed drivetrain with a rear axle differential and indexed, grip-shifting. All of our pedicabs and pedal trucks can be equipped with a 750-watt Bafang mid-drive pedal-assist motor.

Limo Pedicab: Four Seats



This four-seat pedal cab is perfect for big group tours, festivals, and events. Reflecting the same build characteristics as the Boardwalk Pedicab but with beefier frame, suspension, gears and tires, this pedal cab vehicle delivers twice as many people.

Parking, Battery Charging and Overnight Storage

Pagosa Zip Trips plans to store and charge batteries for pedal cab vehicles in designated secure areas with several downtown options including The Springs Resort and Riff Raff Brewing Company. These venues will provide secure storage and electrical power to allow the vehicles to operate in top condition.

Pagosa Zip Trips Contact Information

Pagosa Zip Trips: Operating Plan 2025

Founded in 2025 by Paul M. (Mike) Candelaria and Jason Cox, Pagosa Zip Trips will introduce an eco-friendly last-mile transportation solution to Pagosa Springs, Colorado, in the summer of 2025.

Company contacts include:

- Mike Candelaria, Managing Partner: PaulCandelaria@icloud.com; 970-238-0300
- Jason Cox, Managing Partner: jasonpcox@msn.com; 303-204-3033
- Website: <https://www.pagosaziptrips.com/>



Pagosa Zip Trips: Operating Plan 2025

End Notes

ⁱ Electric Bike Classes Explained – 1 / 2 / 3 / 4

- Class 1: have only pedal assistance up to 20mph.
- Class 2: have pedal assistance up to 20mph + throttle assistance up to 20mph.
- Class 3: have pedal assistance up to 28mph + may or may not have throttle assistance up to 20mph.
- Class 4: may have a top speed of over 28mph and motor wattage over 750W.

