

Appendix D: Verbatim Responses to Open-ended Questions

Following are verbatim responses to the open-ended question on the survey, sorted alphabetically. The verbatim responses were not edited for spelling, grammar or punctuation. For questions in which respondents could rate (e.g., "never," "once a week," "great extent," "moderate extent," etc.) their "other" response, the rating has also been provided.

Question 1: About how frequently, if ever, do you ride your bike for the following reasons? Responses to "other"

Berthoud

- visiting friends (Once or twice a week)

Fort Collins

- just got a bike plan to bike for pleasure
- road cycling (Once or twice a week)
- too old 78 (Never)
- walking

Garden City

- disabled/wheelchair (Never)

Greeley

- skateboard for all reasons (3 or more times a week)
- walking (3 or more times a week)
- with the kids (Once or twice a week)

Windsor

- scooter (3 to 4 times a month)
- would ride more with connecting bike paths. Road riding is to dangerous in our area

Question 7: Why haven't you ridden a bicycle in the last six months? Responses to "other"

Eaton

- I generally hate bike riders because they ride unsafe in traffic

Fort Collins

- bicycle stolen
- Current hand injuries make me too concerned about falling to try
- I won't bike much, feel unsafe
- I've turned to walking, because it's a little safer
- Need a class in basic bicycle maintenance. I have a bike with flat tires
- they do not obey the laws

Garden City

- because in wheelchair

Greeley

- bikes need repairs and costs too much
- Car traffic is too heavy
- no law enforcement on bicyclists
- not enough trails to ride
- weather

LaSalle

- It doesn't have motor

Loveland

- I am more of a spring, summer rider
- It was in storage

Milliken

- too many dirt roads for younger riders
- work requires taking big tools

Timnath

- I am 83 years old

Question 9: I would ride my bike more if: Responses to "other"

Fort Collins

- bike lanes were better marked and respected by motorists
- I don't like sharing the road with too many distracted drivers, ie people on cell phones, texting, etc.
- I still had it
- If people that ride bikes need to obey the rules
- separate bicycles and walkers on same pathways on trails

Greeley

- Bikes and cars do not mix
- Don't own a bike
- I had better equipment (tires full, etc)
- law enforcement on all people (motorists, bicyclists, walkers, motorized wheel chairs, children)
- parks are better to go on a bicycle

Loveland

- Have not had the time
- I could afford a bike
- I had more time
- I made the time.
- I was healthy and had a bike
- if I had a bike
- If I had more time

- If I were younger
- When I purchase one in the near future for exercise/recreation

Milliken

- I owned a bike
- If I had one

Timnath

- bike path by the right of way fence

Windsor

- I owned one

Unknown

- I don't own a bike. Would like to buy a 3 wheeler

Question 10: To what extent, if any, do each of the following bicycling challenges on the road concern you? Responses to "other"

Berthoud

- Bikers four abreast on roads (Great extent)
- street signs/stop signs (Great extent)

Fort Collins

- a rear view mirror should be mandatory
- all the above (Great extent)
- angry, distracted drivers
- bicycle riders are rude and law breakers (Great extent)
- bike lanes disappear! (Moderate extent)
- broken glass on road (Great extent)
- intersections
- intersections with stop sign for one shet but not other (Great extent)
- lack of law enforcement about riding wrong way and cell phones (Great extent)
- no connection from my neighborhood to bike lanes and paths. Very dangerous
- Not all bikers seem to follow laws, and this concerns me as a car driver (Moderate extent)
- Railway lines across roads (Great extent)
- road rage, people who don't respect bicyclists (Moderate extent)
- snow removal in bike lanes (Moderate extent)
- traffic lights that don't defeat me! Mulberry light. Horsetooth and Stafford light (Great extent)
- uneven pavement in bike lanes (Great extent)
- uneven shoulder due to chip and seal pav. (Moderate extent)

Garden City

- In residential car blockage in bike lanes (Great extent)

Greeley

- connecting bike lanes (Great extent)
- cyclists endanger pedestrians (Great extent)
- Keep bikes off major Hwys
- law enforcement on all! (Great extent)
- nobody seems to care about people on bikes (Great extent)

Loveland

- inconsistent behavior/bikes/cars (Great extent)
- loose animals/dogs (Moderate extent)
- other bicyclist riding single file (Great extent)

Severance

- objects going projectile from vehicles and
- Safety of my kids on the road (Great extent)

Windsor

- lack of smooth transitions such as railroad tracks (Moderate extent)

Unknown

- bikers ignoring rules of road (Great extent)

Question 11: Please rate how important, if at all, the following potential projects are to you for improving biking in our region. Responses to "other"

Berthoud

- How are changes to be paid for? (Essential)

Eaton

- I hate bike riders

Fort Collins

- all the above (Essential)
- better enforcement of bike friendly laws (Very important)
- bikers also need to be courteous (Essential)
- city wide slower speed limits by 10 mph
- complete inter-city paths (Very important)
- not for me personally
- quit wasting my money (Essential)
- road for cars (Somewhat important)
- senior citizens ride on the sidewalk? (Very important)
- separate bikes and walkers (Essential)
- The state should make it mandatory for rear view mirrors
- velodrome
- Whoop! Re-define bike lane width to not include a gutter (Essential)

Garden City

- Drivers yield to pedestrians-bicyclist (Essential)

Greeley

- better routes to Poudre river trail and other cities (Important)
- bridges and tunnels crossing Hwy 34 (Essential)
- Keep bikes off of major Hwys (Essential)
- law enforcement (Essential)
- no hills! (Essential)
- off road (Essential)

Loveland

- education for cyclists most cyclists disregard rules of the road (Essential)
- I'd like to see more cyclists obey traffic laws
- other bicyclist riding single file (Essential)
- tougher regulations for not having lights on bicycles at night! (Essential)

Severance

- enhance-improve Severance to Windsor trail (Essential)
- I am even afraid to walk in places let alone on my bike

Windsor

- Bike park, e.a. Valmont bike path in Boulder (Essential)
- Don't like to ride on roads
- dual use disabled and bicycle (Essential)

Unknown

- enforcement of rules of road (Essential)
- I don't ride

Question 12: Please rate how important, if at all, the following benefits and uses of a regional bike system are to you. Responses to "other"

Fort Collins

- all the above (Essential)
- Community building events other than races (Very important)
- not for me personally
- showcases Fort Collins as a great city (Very important)
- walking trails (Very important)

Greeley

- Autos driving slower in backed up traffic to allow for bikes increases pollution and wastes gas (Essential)
- equality (Essential)
- staying fit (Essential)

Loveland

- fuel consumption (Essential)
- support downtown (Essential)

Severance

- any safety concious city must have bicycle safety program including most of the above factors

Windsor

- safer routes in other towns (Essential)

Unknown

- I don't ride

Question 13: What roads are currently safe and comfortable for bicycling in the region?

Berthoud

- Most, but there are no stop signs in town! The teens are crazy at certain times of day, which is scary with the children
- Only residential streets. Highways (such as 287) are not safe to ride

Eaton

- 16th St. Greeley
- all roads
- all roads
- Country roads, neighborhood streets
- None leaving Eaton. Pretty safe in town but there are no bike lanes anywhere near here.
- none- no designated -wide bike routes-people are on main highways
- only in town, county roads are to narrow
- Poudre River Trail
- We do not bike on any of the major roads other than the short piece of Collins from the 4 way stop at Gov. Ranch entrance to Juniper because there is no place safe to bike with kids. That's the only stretch w/ a sidewalk we can bike on.

Fort Collins

- Anywhere away from major roads like Harmony, Shields and the like.
- bike paths
- bike paths or trails
- Centre, Research Drive, Meadolark, Swallow, Horsetooth west of college, Drake, Mason
- don't know
- Drake
- Drake, Remington, Whedbee, Cherry, Howes, Elizabeth, Laurel, Laporte
- Harmony road, Ziegler road, Drake road
- Harmony, Lemay, shields, Drake
- I have been hit and harassed multiple time by cars and trucks Abolish right on red laws for cars/trucks

- I usually only ride on bike paths. Most roads I have ridden have been good and safe. Drake Overland trail
- Information from fire, police, ambulance would be most accurate
- Lake Rd., Springfield, Overland
- Lake street from Overland to Taft, Taft to Shields. Elizabeth from Overland to Shields
- Lemay- I use often
- Loomis, Mountain Ave.
- most all
- most all in FTC
- Most of prospect-some of the shoulder is very rough but bike lanes make it comfortable. Harmony from Mason trail to Shields -heavy traffic but good bike lane
- Mountain Ave, Elizabeth, Laurel
- Mountain Ave. Thank you
- Mountain, Remington, oak, Maple, Stuart, Swallow, overland trail, Whenbee caribou, Wood, Stover
- Overland trail, Stover, spring creek/poudre/Mason trails, Drake, Swallow
- Remington Stover
- Residential areas only
- Road to Masonville, Eden Valley Rd, Glade Rd, Carter Lake Rd. Rist Canyon Rd. Backhorn Canyon Rd- public or used to see cyclists on this road, improvement of bike shoulder needed in many places
- Roads in and around CSU
- Seneca, parts of shields
- Shields
- Shields, Drake east of Stanford
- Shields, Drake, Center, Mason
- shields, timberline, Overland
- side street, most major roads (too many to list)
- side streets. Collectar street
- small side streets but that's not what you want if you're trying to get somewhere
- Stover, Lemay (south) Whedbee, pretty much all of them. I tend to stick to neighborhood routes with 25 mph speed limits
- Stuart east
- suburban east/west road in the city are pretty safe but don't always connect through where they could. Major roads need isolated bicycle paths for regular commuting!
- Swallow because it is wide. I like what you did on timberline and Drake w/ the lights that flash. I don't like what you did on Mountain because the lights are too small
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- Taft
- Taft hill, shields, Lemay, Remington-wide shoulders
- there are all safe if bicyclists would follow existing rules and right of way
- Timberline Rd. - Overland Trail
- Timberline, Harmony, Boardwalk
- Tulane Drive 2000-3000
- W. Elizabeth, W laurel, Remington, Shields (south of Elizabeth)

- Wheedbe, Center Ave? (Garden or Spring Creek) Mountain, West Elizabeth, Linden
- Whidbee, Pitkin

Garden City

- 10 Ave in Greeley 8th Ave between Hwy 34 to downtown Greeley
- 10th Ave

Greeley

- 14th Ave has a great bike lane between UNC and Central high
- 16th St. between 23rd & 47th, 13th St between 23rd and 35th
- 16th street and 54th Ave
- 43 Ave, 16th west side of town
- All except main roads and there are plenty of side streets for bicycle safety
- Autos and bikes do not mix on major Hwys
- Bike lanes on the route make them safer 43rd Ave. 4th St. 47th Ave. All headed north to connect to the Poudre River Trail
- Glenmere-Cranford area 12 Ave-20th UNC campus
- Neighborhood roads only
- Only bike path like plc
- parts of 4th St, 35th Ave, 16th St
- Poudre river trail
- Reservoir Rd. (except directly around 23rd Ave) I guess quite or few are, however, there are random intersections where they become unsafe as bicycle lanes disappear
- the ones with bike lanes

Johnstown

- Residential streets inside the Pioneer ridge development in Johnstown

LaSalle

- No county roads in Greeley in somewhat safe.

Loveland

- 1st St. 29th, Madison, Boise, Wilson
- 1st St. Taft Ave. Boise Ave.
- 7th avenue from Garfield to Boise, 8th from Wilson to Garfield Rd 21 between CR14 and CR18
- 7th between Taft and 287
- 8th St. bike/pedestrian path on Big Thompson
- All the bike paths
- Almost all except most country roads
- Bike paths, McWittrey Blvd. Boyd Lake Rd.
- I prefer biking on biking and hiking recreational trails
- I'm not especially comfortable biking on roads if I can avoid it.
- Masonville
- Most of our biking is done on trails, but I find most roads with a marked bike lane safe as long as you pay attention and follow traffic rules

- Most of the (north) and Shields through Fort Collins (my route to work) Wilson- 29th
- Residential neighborhoods
- Shields to Fort Collins. I am a cyclist and ride any road
- Since I don't ride, this is difficult but 1st West of Lincoln is too narrow.
- We do not ride bikes
- Wilson Ave. in Loveland

Milliken

- Hwy 60 is good large soft shoulder
- Residential neighborhood streets and paths
- Streets within town of Milliken and Johnstown except HWY 60, CR 17 & 19 & 13 & two rivers PKWY

Severance

- CR 74 from Severance to Hwy 257 ok. Hwy 257 North of Windsor
- Great western trail
- Most of the roads in Windsor are safe to ride for recreational purposes
- only residential side roads-no highways safe

Timnath

- all are fine now

Windsor

- 1st Street in Windsor has a nice bike lane, as well as Garden, and Walnut and 7th
- All of Windsor
- All roads with bike lanes
- I prefer the Poudre River Trail because its off road. I've noticed many residential streets have bike lanes or are very wide. (Garden, for example) which I would feel safe on. Love the path around the lake too!
- None outside of the cities of Windsor, FTC, Loveland. Definitely not to Estes Park and up the Poudre Canyon. Mt. biking would be fun if I thought it was safe, cars don't obey speed limits to Estes
- Poudre trail roads in new Windsor neighborhood
- Stone Mt.
- very few

Question 14: What roads are important for bicycling but currently unsafe (please list them), and why do you feel that way?

Berthoud

- 5th no stop signs, 6th stop signs and fast drivers 7th stop signs and fast drivers. 4th street bike lanes are needed
- Cty RD 17- this is a wonderful country RD through Berthoud many families would love to use but it has no bike lanes and too narrow
- Hwy 56 out of Berthoud towards Carter Lake, is heavily used by bikes but is too narrow.

Eaton

- county roads
- County roads and state Hwy
- Hwy 74 shoulders are not wide enough. 14 shoulders are not wide enough. Routes into Greeley not wide enough
- Hwy 85 lots of traffic
- Hwy 85 too much traffic, now where to cross east/west
- It would be nice to bike on both sides of Collins all the way east but it would be nicer to bike on south side since N. side has so many cross streets going into the neighborhoods and to the high school and middle school.
- Roads leading to Greeley or Ft. Collins would be nice-Also at least one out of Eaton that would connect to the Poudre Trail would be beneficial.

Evans

- 37th St. no shoulder or bike lane
- W. 10th St. way to busy hardly any sidewalk room and 35th Ave

Fort Collins

- All are good ones in my neighborhood
- College, Horsetooth, College and Shields
- College, Shields no of Mulberry,
- College, Timberline, Lemay
- College/287 parking (vehicle) too narrow; fast speeds; no bike lane. Mulberry- to narrow; no lane. Shields-inconsistent lanes; Wood St. crossing cherry (very dangerous crossing intersection)
- college-no bike lane
- Crossing at Shields and Springfield takes a long time
- Drake east of college
- East Vine Ave- limited shoulder, high bike traffic, bad RR crossing. North Lemay-narrow bridges, narrow shoulder
- Harmony Rd. / Horsetooth
- Harmony Rd-speeders
- Harmony west of Taft to Reservoir- no bike lanes-high use route
- Harmony, Timberline, Vine, College, Taft Hill, Lemay, Prospect most all side roads. They are not wide enough nor properly marked for bicyclists
- Harmony-not enough room, too much traffic
- I don't bike
- I don't bike but I often feel nervous driving around cyclists. On Harmony (getting around cyclists to get in right turn lane) on Lemay (because shoulder is too narrow)
- Kechter Road across I-25 - bridge. Very narrow, side barriers too low and pot holes. There is very poor provision for getting out of Fort Collins going east across I-25 main intersections on main routes. Dangerous with traffic leaving /entering I-25
- Kechter Road narrow shoulders overpass over I-25 need to connect SE Fort Collins to Timnath and Windsor
- Kechter to Timberline, from Ziegler
- Lake Street Intersection at Taft, dangerous to cross there
- Lemay Ave. no bike lane, and little alternative routes, Prospect, for same reasons

- Lemay Ave (bike lane too narrow)
- Lemay Drake Riverside
- Lemay N of Drake- lanes for cars are too narrow and people drive in the bike lane
- Lemay, Shields, Horsetooth, College, Drake
- Lemay-narrow bike lanes. Trilby-narrow bike lanes, no bike lane under bridge
- Lincoln! Especially around bridge/Ranchway Feed, Prospect, North College
- most high traffic roads
- Most roads don't seem safe. North and south trying to cross Drake west of College
- Mulberry bike lanes disappear at some points. Sidewalks can be widened and ramps up to them in order to compensate
- Mulberry, no room for cyclists. N Shields, bike lane is not consistent (north of laurel)
- Mulberry, Prospect, Mason, Shields
- Mulberry, Prospect, roads around Horsetooth Res. Very narrow shoulder and especially at Horsetooth, trucks w/ trailers make me feel nervous
- Mulberry, Shields (intersections at Shields and Elizabeth and Elizabeth and College are unsafe) Laurel and College intersection unsafe. Riverside is probably the most in need of a greenway from Lemay to College. Improve intersection at Peterson and Mountain
- North College, North L
- Parts of Elisabeth (between Overland and City Park St.) have no shoulder or bike lane and college kids drive fast and aggressively. (especially weekend nights)
- Prospect needs a bike lane to the east of Shields
- Prospect Rd, Lenay Ave, Drake Rd.
- Prospect St. College
- Prospect, Harmony, Lemay, Riverside, E. Vine Dr., Shields, Horsetooth, E. Vine Dr. (no shoulder) Drake, Laporte, (especially by Poudre High School to Overland Trail) Timberline
- Prospect-kind of narrow
- Prospect-no bike lanes, too narrow sidewalks
- Riverside and Jefferson no paved shoulder wide enough Horsetooth, between College and Lemay (narrow to non existant shoulder) Lemay between Horsetooth and Riverside narrow shoulder high speeds. Eastbound Harmony at Timberline at I-25 improper auto turn over bike lane at Timberline, cyclist dismount at I-25
- Shields
- Shields and Horsetooth accidents both cars and bicycles, motorist aren't aware of their surroundings
- Shields between Horsetooth and Drake median is so narrow, cars tend to sway closer if not into bike lanes.
- Shields from Laurel to Laporte, Shields north of Drake (too narrow) Overland north of Vine Drive (no bike lanes) prospect east of college (no bike lane)
- Shields, north of Laurel-narrow
- Shields, Prospect-amount of traffic, Prospect has no bike lane (for most of it)
- Taft Hill from Elizabeth to Laporte, not bike path. Very dangerous
- Taft Hill Rd. too fast and narrow near Poudre trail) the trail from Bellvue towards Fort Collins. We also need better plowing "safe routes to school"
- Taft Hill Road, Shields, College Ave.
- Taft Hill, Shields, Mountain Ave, College Ave, Drake, Horsetooth, Overland Trail
- The ones where bike lanes end at intersections

- they would not be except they feel they need to ride 2-3 abreast on narrow roads and thru curves
- Trilby-needs marked bike lane from Power Trail to Lemay. Douglas from Shields to Hwy1 needs better shoulder Prospect from end of bike lane to Laporte

Garden City

- Many streets in Greeley and Evans (which include Garden City)

Greeley

- 10 St. access to public transport and businesses, 23rd Ave-main artery with narrow sidewalks. Hwy 85 crossing
- 10 St. cars don't give enough room
- 10th St and 9th St, 11th Ave, 23rd Ave, 35th Ave, 47th Ave, Hwy 34
- 11th Ave, 8th Ave, 10th St, downtown, Glenmore Park area
- 16th
- 20th St path to Aims CC to Family Fun Plex, speeders along 20th. 23rd Ave. trying to get to Walmart and Sams club and mall. 10th Street really narrow. 35th Ave. traffic load and speed. 11th Ave. a lot of parked cars take up the side forcing bikers to traffic
- 20th St. between 23rd Ave. to 71 St Ave. (no where for bicycles and there is heavy traffic. Many people in the neighborhood don't feel its safe to use it to bike to school or the local shopping center.
- 23rd Ave-16th St-20th St. No bike lane poor sidewalks
- 30th street very bumpy. No bike lane on side of the sidewalk doesn't have ramps to transition. Between sidewalk and road
- 35th Ave
- 35th Ave. to Poudre Valley Trail, it's a major biker attraction and one of the easier points of access
- 47th Ave, 35th Ave. speed of traffic
- 4th Street, 10th St., 35th Ave, 47th Ave, 23rd Ave, high speed, high traffic volume
- 71st, 10th, 20th, 4th
- Around UNC, there are some bike paths shared with pedestrians, but cyclists have a hard time maneuvering through crowds and cyclists scare dog walkers, don't announce they are passing you
- bike in major 2 lane Hwys are not safe
- Hwy 34 and 47th Ave- high speeds and no safe crossing areas and 35th Ave

Johnstown

- C.R. 17 going to Pioneer Ridge School. Not enough room by the bridge
- County road 17-south of Johnstown
- Hwy 60 Bridge near Milliken and 256. Perish Ave. CR 17 near Johnstown
- Rt. 60, Rt.34

LaSalle

- Around the college facilities should be safe but if you bike in the country the safety is up to you
- Highway 85 the only way to get across the river in a direct route to Greeley or Gilcrest to school
- Hwy 85 from Evans to Lasalle

Loveland

- 1st Street at Lincoln and Cleveland- no indication for bike lane to merge with traffic at lights. Cars often turn right into cyclists without using turn signal. Eastbound at Cleveland, bike lane runs off side walk, then over large hump in the road
- 402, Taft between 34 & 8th Street (north and south)
- 57th St.
- 57th Street from 287 to Taft
- Boyd Lake Rd. south of the sports complex and around to 5th. Kids use this road to get to the sports complex and there is no bike lane and no shoulder. Dangerous curve! Needs more than flashing lights. People still drive too fast.
- Certain areas of the roads above are narrow or no shoulder,
- Eisenhower Ave. especially crossing I-25 287 there are some parts with no sidewalks or bike lanes
- Eisenhower Blvd-traffic
- Hwy 34-high traffic
- I feel uncomfortable biking around town
- I ride to Windsor from Loveland. The connecting CR's often have bike lanes, but are not really safe. I would love to see a recreational trail
- North Monroe, County road 11C, 57th St in Loveland due to narrow shoulders and bridges. Hwy 34/Eisenhower Blvd east of Sculptor Dr. due to traffic speed and congestion
- Rte 34-I25 too busy
- School routes for kids to neighborhoods-reason-expand school zone and ticket speeders more during school commute times
- sections of Taft Ave. in Loveland-narrow shoulder
- Taft 287 through downtown Loveland. 402 US 34 west of Devils Backbone to Thompson Canyon
- Taft between Eisenhower Blvd and 29th (narrow bike lanes)
- Taft to Shields in Ft. Collins
- Wilson ave-57th St-N Taft

Milliken

- HWY 60 HWY 257 need a paved path other than HWY 60 between Milliken and Johnstown
- HWY 60 too much heavy and fast traffic-large farm equip.
- Two Rivers Pkwy by the river- very narrow

Severance

- Hwy 14 Cr 23, Hwy 74, Hwy 257, Hwy 392
- Hwy 74 shoulders are not wide enough. 14 shoulders are not wide enough. Routes into Greeley not wide enough
- I don't feel there is a necessity to ride in my region. This is because the roads near my house are county roads with high speed limits
- If the existing trail was paved or concrete, I wouldn't need the roads
- Riding a bicycle or walk on Country Rd 74 from Baldrige sub. into Severance is very dangerous- you have to go into the grass/weeds and stickers to get off the road in traffic
- The trail from Severance to Windsor the great western trail? Problem with thorns and debris. Cr21 and CR23 limited room.

Timnath

- all are fine now
- Country Rd. 5 high speed

Windsor

- 17th Rd so. Of Windsor, Main St, Liberty St.
- 392 from 15th to County Rd 5 and all through Windsor the Enty Rd north of 392 that runs behind Parmigon
- Connecting roads like the major highways seem unsafe to me because the bikers are so close to high speed traffic 13, 257 and Harmony stand out to me
- CR5, 392
- E Co Rd 32E (blacktop to beginning of bike path along Poudre) to get from town to bike path there is no shoulder or bike lane from outskirts of Windsor to bike path. Very dangerous!
- Highway 392 from Windsor to Timberline/LeMay
- Highways, Thompson Canyon, Poudre Canyon
- Main St does not have an adequate shoulder in the old town area. Eastman feels uncomfortable around the Dound about 2m
- Old town, too many cars
- WCR 13 narrow, traffic C392

Question 15: Are there specific destinations IN your home community that you and your family would like to be able to bike to? (For example: park, workplace, specific school, specific restaurant, etc. Please list them.)

Berthoud

- bike paths to the western neighborhoods would be great.
- From Berthoud into the foothills more, and out east more into Johnstown.
- The greenway path behind Berthoud high school should be expanded greatly. It is too short of a trail.

Eaton

- Bike from Hawkstone to schools in Eaton. Kids would have to cross Hwy 85
- Eaton is a bedroom community, a lot of people drive to Greeley, Fort Collins etc for work
- Husband would like to bike to work- Family would like to bike to Eaton Elementary, downtown Eaton, Eaton Library, Eaton Early Learning Center.
- There is only one traffic light across highway 85 for children to cross 85. Speed is 35 mph through town. Subdivisions on East side of 85 have many children
- Within Eaton it is safe because there is little traffic but Collins could use a bike lane.

Fort Collins

- Access to Powerline Trail from Timberline near Zephyr Rd.
- all over town
- Be able to cross Harmony Road at the eastern end without using the road (over or underpass)
- Can't think of any-I ride a lot around town-using bike trails if convenient-sometimes use sidewalks if traffic is heavy

- College Ave. businesses, especially mid town, North College Ave district about Old Town
- Downtown , King Soopers on College Ave.
- Extend P. Trail south along tracks to connect from Collindale to Southridge. Need crossing at Harmony on Poner trail
- Falcon Ridge sub. to North College Shopping Center and then to the two N/S bike paths, one east of College one west of College. Safe routes to Tanelli School.
- Get from Harmony and Lemay to Old Town on bike paths
- Harmony and Timberline
- I already bike to most of them
- I can get to many, although sometimes its not the most direct route
- I find a route
- I would like to safely bike to Spring Creek Trail without having to bike on unsafe streets
- I'd like to see a bike trail from my area to CSU
- I've been able to get to everywhere I've needed to go. Thank you for the fantastic bike lanes!
- Look forward to the Mason St. corridor to make Whole Foods REI and other destinations more accessible. Also the beer triangle needs better lighting
- Miramont Climbing and Fitness, Sunflower Market
- Most places are accessible, but safety is an issue in segments of the routes. Ft. Collins High School to Zeigler/Drake (behind King Soopers)
- National park service offices off Harmony and Oakridge
- No, all areas within my community have bike lanes or access to Mason bike trail. Fort Collins is great, very bike friendly
- North/South access to College is important for running errands
- Old Town Fort Collins
- Old Town from Rolland Moore on a dedicated bike path. Also Rolland Moore to city park or dedicated Rolland Moore to Mulberry on dedicated trails
- Old Town getting there from Odell Brewery is dangerous and a heavily used bike route
- Parks, schools, Olander, Bronson street crossing Taft, libraries, CSU
- schools-Riverdell, Leshar, Fort Collins, Highschool, workplace
- Spring Canyon Park
- Tavelli Elementary almost impossible to bike to safely from Willox Lane area.
- to downtown safely
- Troutman needs access to Mason via the railroad crossing-perhaps a bridge on tunnel underneath (not for cars!)
- Walmart, City Park, grocery store, library
- Walmart, CSU, downtown Fort Collins, city parks, many other parks in Ft. Collins
- We are satisfied with current routes
- We can already get there with existing trails

Greeley

- Centennial Park/library
- Center Place-parks
- Centralized path through Greeley
- connecting parks and neighborhoods with bike paths would encourage more biking for families. Most houses have a park nearby connecting to another park would be great.
- don't own a bike

- grocery store, friends homes 1/2 mile away
- Just to the downtown area, bike lanes and more bike racks would be nice. Signals that detect them are essential. Drivers are not very aware of pedestrians or cyclists downtown or near UNC. To the park where your hold stampede.
- Kand go in Evans
- King Soopers on 11th Ave from UNC. Downtown from UNC
- Local neighborhood for kids to get to schools
- Many parks in Greeley, would like to bike to them. Bike safely do Meeker Elem, Heath MS, Greeley Central HS and Greeley West HS.
- nearest church, 1.50 Scoop, King Soopers
- none, just ride for exercise occasionally
- Park on 35th Ave.
- Park-Glenmere
- Poudre River Trail, to Loveland, Fort Collins
- St. Michaels, Arrowhead, Monfort Park
- To Greeley mall, downtown
- UNC, Aims, King Soopers at 35th Ave, Safeway at 35th Ave, mall, Walmart, KUNC at 10th and 10th
- West 10th St.

Johnstown

- all of the above
- Downtown Johnstown and over to Milliken
- Hays Market and downtown Johnstown, but crossing Hwy 60 with my kids scares me. Johnsons Corner
- Park, shopping (Rt.34)

LaSalle

- No there aren't any safe bike areas around Lasalle
- They are all accessible

Loveland

- Boyd Lake on 57th
- Complete connecting the bike paths
- Complete the Loveland bike trail around the city
- Downtown area
- Downtown from major nieghborhoods Devils Backbone from downtown
- I would like to connect to the recreation trail without using the streets. I live on Callisto Dr.
- Just everywhere
- Lake Loveland, Benson Sculpture Park, Loveland farmers market, Devils Backbone, Grimm Brothers Brewhouse, Big Beaver Brewing Co
- Loveland Sports Park
- Loveland Sports Park, Centerra mall, Lake Loveland
- Loveland to Centerra without the use of Hwy 34
- pretty good as is
- We do not ride bikes,

- Yes, a clear path to Downtown 4th St and to Boyd Lake

Milliken

- Milliken pool downtown btwn neighborhoods so kids can visit friends, Milliken Elementary
- no

Severance

- From our sub. into Severance to the post office or dog park or catch a bike trail
- From Severance to the Poudre River Trail, see map
- From Windsor to Eaton and Severance
- Severance post office and business and Windsor business
- The park and the post office from residential areas to the east of Bruce's

Timnath

- school

Windsor

- Daycare off 257 mostly
- I walk mostly and appreciate all the sidewalks I can take on my way to work, library, shops on Main St and Windsor Lake.
- It would be nice to have bike paths to Windsor, FTC, Centera mall
- Lake, downtown
- Poudre Valley Health Club
- See #14 Bike to beginning of bike path-can't do it without riding on the blacktop
- We can get to any place we want in our community
- Yes, I wish we could bike safely from New Windsor to the trailhead at River Bluffs

Question 16: Are there specific destinations OUTSIDE your home community that you and your family would like to be able to bike to? (For example: specific park, specific school, specific restaurant, etc. Please list them.)

Berthoud

- Carter Lake
- We are a growing community so any future stores, parks that will be built. Lakes too.

Eaton

- Bike to Greeley/Poudre River Trail
- connection to the Poudre trail, Greeley, Ault

Fort Collins

- A trail to Fossil Creek Res-bike/pedestrian path, not a lane on the road, connecting to one of the existing trails
- Cheyenne, Wyoming, Loveland CO. Lory State Park and beyond (like Grey rock)
- Complete bike path from Ft. Collins/Greeley
- downtown

- First fix community problems. The bus system is a big problem. Who wants to transfer buses so many times? How do you get to the library or shopping from the Mason Street Project?
- Fossil Ridge Park, City Park, Old Town
- Greeley, Loveland, Windsor
- I can get to many, although sometimes its not the most direct route
- I wish Rist Canyon felt better to bike in
- I'd like to be able to ride to the new Boulder Valley Velodrome in Erie!
- Like to see the Poudre River Trail continued to ERC, Windsor and Greeley safe route to Loveland (more people might commute)
- Lory Park on Overland trail. Road very narrow and windy, very dangerous for bikes, no bike lane
- Many are the same above because I live close to the city limits and there are no safe routes for bicyclists out here
- no
- Old Town
- once we can get to the trail system, its works for us
- Other nearby towns live Loveland, Windsor, etc
- Power Trail to Front Range Village to Hughes Stadium from Spring Canyon Park
- Rio Grande in Greeley-friends house in Windsor
- Rocky Mountain Natl Park
- safer route-signals to Horsetooth Resev.
- Safer trails all the way to Bellvue and east towards Greeley along the Poudre Canyon Trail. North College Ave in general
- Shopping along College Ave.
- Windsor downtown, Greeley, Centerra, and factory outlet shopping centers, Johnsons Corner, Downtown Loveland

Garden City

- Have a wheel chair don't have a bike
- resevoir

Greeley

- Centerra
- General UNC area
- Greeley mall areas
- Loveland
- None! Bikes are not safe on Hwys-hazzard to drivers
- Poudre Trail
- to Milliken and Windsor
- Windsor, Kersey, Centera shopping center

Johnstown

- Downtown Milliken from Johnstown
- Loveland Water and Sports Park, but roads have narrow shoulders and high speed traffic
- Shopping (Rt.34)

LaSalle

- Riverside Park in Evans
- Yes Greeley and Evans

Loveland

- Carter Lake, Windsor Lake, Horsethooth Reservoir
- Centerra
- Coyote ridge from down-improve bike lane
- Downtown Berthoud, Big Thompson, Canyon, Carter Lake, Downtown Windsor, High Hops, Fossil Creek Reservoir
- I really enjoyed the network in Fort Collins of trails. I'm excited about the expansion measures outside Windsor that I've seen
- I wouldn't mind biking to Johnstown to visit family. Also out to Centerra
- Not a specific destination, but a direct link to the Ft. Collins trail system from the Loveland trail system without having to travel on roads
- Smith-Viestein Mountain Park-Estes Park

Milliken

- Hays Market Johnstown Library, to I25 to catch mass transit to Fort Collins, Lovland, Berthoud and south to Denver along Big Thompson and S. Platte River.
- no

Severance

- Bike/walk paths for exercise mainly would like to have a nice place to walk with our kids ages 5 and 2
- From Severance to Windsor
- It would be wonderful to have a bike path completely connected. Severance, Windsor, Ft. Collins and Greeley
- Walmart and Target

Timnath

- WM, Front Range Village

Windsor

- Finish the Poudre Trail
- I would like to see the Poudre River Trail completed to connect Windsor to Fort Collins, eliminating the need to bike on major highways
- To Estes Park but cars don't follow speed limits and other than the slow vehicle lanes there is no safe way to bike the route. Bikes turning at Drake to the Rt. to Glen Haven biking to Estes is not safe either.
- Work in Greeley. We have small kids but one day Ft. Collins
- Yes, I wish we could bike from Windsor to Fort Collins

Question 17: Are there specific routes you would like evaluated for possible bike route segments? (Please list the roadways or street names.)

Berthoud

- 4th Street
- CR 17 to Loveland, from Berthoud
- Cty RD 17

Eaton

- Any would help
- County Rd 76, County Rd 39, County Rd 74, County Rd 37 County Rd 35, Collins Street
- From Gov. Ranch main entrance to Heritage Market area and downtown Eaton.
- None, trails or parks are okay-but county roads are unsafe

Evans

- 37th St. from 35th Ave to CR21

Fort Collins

- A south crossing on College. The closest is the Dairy Queen which is more central FC
- College. Mulberry
- Connect all dotted lines on bike map. (build missing segments) then connect FoCo with Windsor along Poudre River. Add Riverside Ave.
- connect gap in Powerline Trail between Southridge and Cruse elementary
- Continue the Poudre Trail south to Windsor
- Crossing Poudre by old pickle factory near Stover
- Crosslight on Shields and Springfield
- Fossil Creek should be extended east. Connect Lincoln Middle School to Poudre River Trail. Connect Spring Creek Trail to Safeway and Drake/Taft
- I like what you did along Remington Street. Picking certain streets seems good.
- I think I'm set with my route to work and gym, again, love the bike lanes!
- I would like to see the Fossil creek trail linked to the Windsor-Greeley
- Im not familiar with FoCo enough yet, but the road going up Poudre Canyon (14 or 52E could use a bike shoulder)
- Mulberry
- Mulberry west into Old Town. Intersection at Taft Hill and Mulberry is not easy. Connect through to mountain from Taft Hill on the edge of the golf course. Easy Peasy!
- Mulberry, College
- N. Shields/Wilcox to new King Soopers shopping center on N. College. Connect Wood St to Poudre River bike path! Connect Powertrail to Harmony. Taft Hill in Loveland to Overland or making Shields safer w/ a separate trail or wider shoulder
- no
- North College Ave, Laporte Ave, Beer triangle, connect all parks
- Prospect east of College. Overland Trail north of Vine
- Prospect west of Shields, and areas of College Ave.
- Riverside from Prospect to College, Shields from Laurel to Mountain or even Laporte Ave
- Shields

- Taft Hill to 57th St. (Loveland) Bike trails to Windsor connecting bike trails to Greeley. Perhaps riding under I-25 as a possible route to Greeley
- Taft Hill-north from Elizabeth to Vine
- To pull out, there was a girl about 16 riding her bike on the sidewalk-I missed her by about 6 inches, all the drinks in the car with upside down in the carrier. She waves and says sorry
- Trail by when it is finished last Ziegler to CR5 I-25 frontage Harmony to Crossroads
- Vine, College, Mulberry Lemay Prospect

Garden City

- 27th St from 23rd Ave to Reservoir Rd here in Greeley. There are many roads (routes) here in Greeley need evaluated 26th St between 8th Ave 11th Ave

Greeley

- 14th Ave. from campus to Island Grove Regional Park. 35th Ave. from 10th St. to O St. Hwy 34 to Loveland
- 20th St. 23rd Ave, 10th St, 35th Ave, 11th Ave
- 20th Street
- 23rd Ave. 10th St
- Along Hwy 34 connecting to 20th Street and 34 Business along the Promotory area
- Greeley to Loveland
- I would like to see the bicycle path being used. So far the only time the one on my street is used is once every three years. What a waste of dollars.
- Paths in area between the mall and Wallgreens
- W. 29th St heading east

Johnstown

- Country Road 17 south of Johnstown(Pioneer Ridge) and over to Miliken-Hwy 60
- Hwy 60, I-25 Frontage roads. Thompson River

LaSalle

- Yes, see map

Loveland

- 287 and 34
- 57th from Shields/Taft to Boyd
- Around Boyd Lake in Loveland
- Boyd Lake Rd to 5th
- Boyd Lake Sculptor Dr
- Connect all existing bike routes. No gaps- schools
- Corvus Dr. from S.Cr9E to Boyd Lake Ave. ECR 24E from N. Boyd Lake Ave. to Rocky Mtn. Ave. Main St Windsor between Fairgrounds and County Line Rd
- Hwy 402, us 34 west of Devils Backbone to entrance of Thompson Canyon
- North of Boise by Boyde Lake

Milliken

- Cr46 1/2 between Johnstown and Milliken along S. Platte and Thompson Rivers big and little. Along open space near CR21, HWY 60 through Johnstown and Milliken
- no
- Something country, by a river or stream or near nature areas.

Severance

- 1st Street and 74 the main roadways of Severance to post office and gas stations-these areas are very dangerous at this time.
- Baldrige to Severance
- rails for trails
- The trail from Severance (Great Western Trail) south towards Windsor. Make it a link to Windsor and Severance schools

Timnath

- County RD 5, Harmony

Windsor

- Beginning of bike path to Windsore or even to Windsor Lake see map
- I can't think of any but really appreciate you asking!
- Main St.
- see map

Question 19: What other comments, if any, would you like to make about the NFRMPO Regional Bicycle Plan?

Berthoud

- Berthoud would be concentrating on improvements to water/sewer charges 95 avg for 2 person household winter months) everyone benefits bikers too.

Eaton

- I and many others would bike more often if we weren't surrounded by narrow country roads.
- If put in place I would like to see light or bridge to cross highway 85 at 4th st. in Eaton for the safety of everyone.
- Many families in Hawkstone/Eaton would take advantage of bike paths
- We mainly bike around our neighborhood Gov. ranch because there are no safe places to bike with young children. Sidewalks a really "choppy" and you have to cross so many streets.

Fort Collins

- Bicycle people seem dangerous because they ride on wrong side of street, don't have light on front, reflectors on back and sides. That is dangerous for everyone
- Bicycling is seasonal here. There are good pathways around the city for it now. Mass transit is an all year solution.
- Cheers and Bravo for your cycling plans and work

- Currently I am a stay at home mom but I use to bike to work and would like to do it again once I return to the workforce
- Driving speed limits need to be lowered by 10 mph city wide and aggressively enforced for cyclists to feel safe enough to ride. This survey does not seem to consider cars relevant to increased cycling
- Encourage cyclists to follow traffic laws (not running stop lights/signs) and to use turn signal signs
- Excellent overall, but please keep the designated bike routes swept to remove broken glass
- Focus on bike paths more than bike lanes. Families need dedicated bike paths. The most important addition would be underpasses at main intersections on the Mason trail to spring creek. Also take down the fences by the Mason trail! You can't access any of the stores from the trail, which defeats one of the main purposes of the trail
- Fort collins has two big problems. They use the gutter width when measuring bike lane (if concrete, with storm grate sloped gutter is 18" asphalt lane is 6" they say bike lane is 24" when usable lane is really 6". Also we need to read the old book "effective cycling" good for traffic engineers
- Fort collins is a very nice, bike friendly place. I like how there are less bike snobs than Boulder, co, and there are more (rugged) trails-gravel and squeezy rock is great!
- Great idea how do you get motorists to drive speed limit, give right of way to pedestrians and cyclists
- I bike a great deal since my semi retirement a year ago. The existing bike accomodations are great
- I bike to work to CSU, even in winter, except when there is ice on the road, 8 miles roundtrip, 3,000 miles per year. Including trips to the grocery store, post office, everywhere
- I don't care about bikes. Thanks
- I don't know much about the plan but I will go to the website listed on the front of this survey. Would like directions signs to nearest N/S or E/W bike routes from Poudre/Spring creek exit points
- I feel we have a good bike system
- I hope to get a new job closer to home-would ride more to work then
- I love FC is so bike friendly. I used to bike everywhere when I lived at Shields to Stuart. Now I feel I must brave Remington to get anywhere, but that ends and I on the college sidewalk. Scary!
- I think bicyclists need to be treated and educated on traffic safety and regulations just like motorists. Bicyclists run red lights, stop signs and should be ticketed
- I think education is the key both for cyclists and motorists, followed up by stricter law enforcement of all traffic laws
- I think Ft. Collins is a very bike friendly community!
- I think whole heartedly the work your doing is fantastic! More people on bikes less dependancy on fossil fuels and lowering the number of cases of type 2 diabetes. Thank you again!
- I would like to see the Power trail continued south to connect to Harmony Rd and an underpass connected to south side of Harmony Rd
- If riders were a little more considerate maybe motorists would be too. Bikers need to be licensed to pay for paths and so they can be indentified
- I'm glad this is being considered and hope it will improve traffic laws that cyclists will follow. Also hope it can be paired with more advantages and awareness for pedestrians-cars don't even stop at crosswalks anymore
- It seems to be a collection of local plan rather than a cohesive region plan e.gno solid connection- on your map between Fort Collins and Windsor. Pedestrian and cycle paths should be separate
- It's a great plan-please continue

- Keep up the good work-spent sometime in Pueblo Co-very bike unfriendly! No bike lanes no curb no bike racks or very few
- Last July 2011 were remodeling and I went to Sonic to get drinks. Leaving sonic I was pulling out on Timberline there was construction trailer on the right. I was clear to pull out and when I started (go to #17)
- My concern is with motorcycles- noise and pollution. Require all motorcycles to be electric
- Really need safe crossing points across major streets north-south and east-west
- Roundabouts are not very bike friendly-very scary and hard to cross. Gravel/debris always a problem in lanes and on trails when not cleaned up quickly. Lights that do not recognize bikes (mulberry/whedbee good examples)
- thank you for all you do to make bicycling in fort Collins also great job on the bicycle map for the city. It's the best!
- thank you, keep going
- We need to focus on spending money on core community services. We have more bike related infrastructure of any city in the us. This agenda is biased and outrageous. If bike riders want more services, have them pay
- why not do these surveys online and save the postage both ways?
- Wish there were more greenways to ride a bike or rollerblade to work or school for my sons. Don't want them to share the road with fast traffic
- You are doing a good job. Keep it up
- You are doing great! We have more bike routes than most places I've been. Keep up the good work and Thank you!

Garden City

- Also would like to know is it legal for wheelchairs to ride in the bike lanes? Because either side walks are unsafe or blocked by snow or even no sidewalks available. Would like more information about regional transportation

Greeley

- Bicycles are supposed to follow traffic laws, but the riders are reckless endangering their lives and others
- consider skateboarders in construction of ,smooth pavement wide turns, smooth transition when coming across and cross walk. No rough curbs, they cause lots of injuries
- Finish connecting existing bike routes in Greeley area
- Great work so far, keep improving
- I am very excited. It is something that will help generations
- I don't bike, or plan to, so this really isn't a concern for me, nor am I familiar with bike related issues, save cyclists on sidewalks who endanger pedestrians south the UNC campus
- Let's push this issue! We need cleaner transportation! Break the habit of driving everywhere, reduce pollution, support local businesses and get people off the couch!
- Most folks will use bike routes more if they are aware of where to start (in their neighborhood) and then can connect to other parks nearby
- Our roads and streets are in major disrepair why should tax revenue be spent on putting more bikes on our Hwys. Quit wasting tax payer money
- people riding bikes need to follow the rules as well. traffic laws
- sorry, I'm not more help-none of our friends, our age ride bikes

- Supposedly a bike route exists on 20th st. but the traffic scares me!
- The above questions don't apply to us. We are seniors in our 80's and don't bike

Johnstown

- Bicycle paths in the Johnstown area would be terrific
- I want to bike more, I biked everywhere when I lived in Fort Collins, but the roads here scare me.

LaSalle

- I don't feel a bicycle community is big enough to need this bike route in the Lasalle area
- I don't ride bicycles and haven't in years
- I know bicycle paths and lanes are very expensive but think they would be used in good weather
- Long loop trails would attract many Greeley, Evans and Lasalle residents for recreation and exercise.

Loveland

- Better get the roads fixed first
- Connect Weld county bike trails
- Educate, educate, educate- riders and drivers
- I love the expansion outside of Windsor. Will that connect to FTC at some point? What about Loveland?
- I think more bicyclists should ride single file and obey stop signs and lights it would help motorists out more
- I understand the importance of bike safety and agree there is room for improvement. There should also be a small registration fee on bicycles to be used on streets. Cars come first, bikes second on our public roads
- I would like police to patrol more and reinforce bicyclist laws more before we spend a lot of \$\$ on more while on a tight budget
- I'm glad youre considering additional routes
- Its really helpful. Its good to know there is people that worry about this kind of problems
- Lack of shower facilities at work prevent me from riding my bike to work more often
- There is just as much need to educate bikers, I see bikers ride one the sidewalk and dart out on the street and back on the sidewalk. These are adults not kids. I see this at least 2 times a week
- Try to fill in all the gaps on the map to connect all bicycle routes

Milliken

- Bicycles need to follow road rules and be licensed. Most ride in packs without regard for traffic. Need to obey laws and get tickets
- I know people like to ride but as a driver I don't like to share a busy road with cyclists. I worry for them
- I think developing the bike plan will encourage the support of local businesses by making it easier to access without driving/parking
- We need to do a lot more in our community like for the homeless, the families in need etc. before we think about bicycle routes etc.

Severance

- bicyclist behavior educate bicyclists (myself) the rules of the road. Make the relationship between bicycles and vehicles a friendly one. You have my support! Keep up the good work
- Both husband wife, children and grand children bike
- Hope this safe bike route is happening soon before someone is badly hurt or killed
- I think bicycling is a great form of exercise however I feel bicyclist often abuse the laws of the road, and face no consequence.
- It is very welcomed by our family-we love to exercise as a family, but find Severance very limited to walkability areas

Timnath

- enough info
- Since my husband and I are both elderly and are not bikers, I feel that my response to this whole survey is irrelevant. I wish a biker or would be biker had received it instead. Biking is great!

Windsor

- Continue to complete the bike trail between Windsor and Fort Collins
- Hope this survey does some good. Road Ragbrai and the Burr rides while living in 1A but don't feel comfortable riding here
- I prefer to ride on bike paths in scenic areas like along Poudre river
- It's a marvelous project that can only have positive benefits, in my opinion, thank you!
- Please, Please make a bike path from the beginning of the bike path to Windsor. See map
- We would love a bike park similar to Valmont in Boulder. I would love more blinking crosswalks signs. Drivers don't always stop on main street a few of the other major areas in Windsor

Appendix E: Survey Methodology

Survey Instrument Development

NFRMPO is crafting a regional bike plan for inclusion in the 2040 Regional Transportation Plan. As a part of the public engagement process, a statistically valid resident survey was administered. In an iterative process, a five-page questionnaire (consisting of three pages of survey questions and a two-page map) was created to capture resident bicycle use, barriers to ever riding a bike or riding more often, concerns about bicycling in the region, priorities for a regional bicycle system and the locations of destinations to which they would like to bicycle.

Selecting Survey Recipients

A total of 1,600 North Front Range households were selected to participate in the survey using a stratified, systematic sampling method. (Systematic sampling is a method that closely approximates random sampling by selecting every Nth address until the desired number of households are chosen.) The sample was stratified into areas corresponding to the 13 cities and towns in the region to be included in the Regional Bicycle Plan: Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, La Salle, Loveland, Milliken, Severance, Timnath and Windsor.

To ensure households selected to participate in the survey were within each city’s boundaries, the latitude and longitude of each address was plotted to determine its location within the city. Addresses that fell outside of the city boundaries were removed from the sample. Cities were sampled proportionately to their size in the region, with some oversampling of very small communities (e.g., Garden City and Timnath). Also, attached units within each city were oversampled to compensate for detached unit residents’ tendency to return surveys at a higher rate.

An individual within each household was selected using the birthday method. (The birthday method selects a person within the household by asking the “person whose birthday has most recently passed” to complete the questionnaire regardless of year of birth. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys.)

Table 75: Sample Characteristics

Area of NFRMPO	Proportion of region	Number sampled	Proportion of sample	Number of surveys received
Berthoud	2%	30	2%	4
Eaton	1%	30	2%	7
Evans	3%	80	5%	6
Fort Collins	44%	561	35%	75
Garden City	0%	30	2%	2
Greeley	27%	363	23%	36
Johnstown	1%	45	3%	6
LaSalle	1%	30	2%	4
Loveland	17%	261	16%	40
Milliken	1%	30	2%	8
Severance	0%	30	2%	7
Timnath	0%	30	2%	5
Windsor	3%	80	5%	12
Unknown	--	--	--	16
Total	100%	1,600	100%	228

Survey Administration and Response

Households received three mailings each, beginning in April 2012. Completed surveys were collected over the following six weeks. The first mailing was a prenotification postcard announcing the upcoming survey. A week after the prenotification postcard was sent, the first wave of the survey was sent. The second wave was sent one week after the first. The survey mailings contained a letter from the Senior Transportation Planner for the NFRMPO inviting the household to participate in the 2012 Bicycle survey, a questionnaire and postage-paid envelope. About 5% of the surveys were returned because the housing unit was vacant or the postal service was unable to deliver the survey as addressed. Of the 1,521 occupied households that received a survey, 228 completed the survey, providing a response rate of 15%.

95% Confidence Intervals

The 95% confidence interval (or “margin of error”) quantifies the “sampling error” or precision of the estimates made from the survey results. A 95% confidence interval can be calculated for any sample size, and indicates that in 95 of 100 surveys conducted like this one, for a particular item, a result would be found that is within plus or minus five percentage points of the result that would be found if everyone in the population of interest was surveyed. The practical difficulties of conducting any resident survey may introduce other sources of error in addition to sampling error. Despite best efforts to boost participation and ensure potential inclusion of all households, some selected households will decline participation in the survey (potentially introducing non-response error) and some eligible households may be unintentionally excluded from the listed sources for the sample (referred to as coverage error).

While the 95 percent confidence level for the survey is generally no greater than plus or minus seven percentage points around any given percent reported for the entire sample (228 returned surveys), results for subgroups will have wider confidence intervals. Where estimates are given for subgroups, they are less precise. For each subgroup from the survey, the margin of error is higher: as much as plus or minus 18% for a sample size of 30 to plus or minus 10% for 100 completed surveys.

Survey Processing (Data Entry)

Mailed surveys were submitted via postage-paid business reply envelopes. Once received, staff assigned a unique identification number to each questionnaire. Additionally, each survey was reviewed and “cleaned” as necessary. For example, a question may have asked a respondent to pick two items out of a list of five, but the respondent checked three; staff would choose randomly two of the three selected items to be coded in the dataset.

Once cleaned and numbered, all surveys were entered into an electronic dataset. This dataset was subject to a data entry protocol of “key and verify,” in which survey data were entered twice into an electronic dataset and then compared. Discrepancies were evaluated against the original survey form and corrected. Range checks as well as other forms of quality control were also performed.

Weighting the Data

The demographic characteristics of the survey sample were compared to those found in the 2010 U.S. Census estimates for adults in the city. Sample results were weighted using the population norms to reflect the appropriate percent of those residents in the city. Other discrepancies between the whole population and the sample were also aided by the weighting due to the intercorrelation of many socioeconomic characteristics.

The variables used for weighting were respondent gender, age, tenure (rent versus own) and area of residence. This decision was based on:

- The disparity between the survey respondent characteristics and the population norms for these variables
- The saliency of these variables in differences of opinion among subgroups

The primary objective of weighting survey data is to make the survey sample reflective of the larger population of the community. This is done by: 1) reviewing the sample demographics and comparing them to the population norms from the most recent Census or other sources and 2) comparing the responses to different questions for demographic subgroups. The demographic characteristics that are least similar to the Census and yield the most different results are the best candidates for data weighting. A third criterion sometimes used is the importance that the community places on a specific variable. For example, if a jurisdiction feels that accurate race representation is key to staff and public acceptance of the study results, additional consideration will be given in the weighting process to adjusting the race variable. Several different weighting “schemes” are tested to ensure the best fit for the data.

The process actually begins at the point of sampling. Knowing that residents in single-family dwellings are more likely to respond to a mail survey, NRC oversamples residents of multi-family dwellings to ensure they are accurately represented in the sample data. Rather than giving all residents an equal chance of receiving the survey, this is systematic, stratified sampling, which gives each resident of the jurisdiction a known chance of receiving the survey (and apartment dwellers, for example, a greater chance than single family home dwellers). As a consequence, results must be weighted to recapture the proper representation of apartment dwellers.

The results of the weighting scheme are presented in Table 76.

Analyzing the Data

The surveys were analyzed using the Statistical Package for the Social Sciences (SPSS). Frequency distributions are presented in the body of the report. Chi-square and ANOVA tests of significance were applied to breakdowns of selected survey questions by respondent and geographic characteristics. A “p-value” of 0.05 or less indicates that there is less than a 5% probability that differences observed between groups are due to chance; or in other words, a greater than 95% probability that the differences observed in the selected categories of our sample represent “real” differences among those populations. Where differences between subgroups are statistically significant, they are marked with grey shading in the appendices.

Considerations

With all social research endeavors, there exists a variety of threats to the accuracy of the data generated. This study is subject to the same types of threats as other social research – some random and some systematic. Random error may cause data distortion but tends to balance out with larger samples. However, systematic error or “bias” does not balance out with larger samples and can lead to inaccurate results. Studies that fail to draw large enough samples from target populations suffer from lack of statistical power, whereby estimates are unreliable due to large random sampling error.

Future iterations of this study could be improved by increasing the overall sample size which would produce more reliable estimates for target populations. Because of the relatively small sample (228

completed surveys), population sub-groups (e.g., geographic location, age, gender) within the study may lack power. Power issues may be the most significant when trying to make generalizations about bike riders, for example, if few surveyed residents are bike riders, and may especially impact data collected to help inform the Regional Plan.

Overall, the methods employed for this study have been designed to reduce possible sources of error and are recommended for future iterations:

- Stratified systematic sampling allows for the oversampling households whose residents are known to respond at lower rates (e.g., renters).
- A multiple-contact administration method (postcard and two mailings with surveys enclosed) maximizes the number of completed surveys.
- Random selection of the survey respondent (e.g., birthday method) helps ensure that the attitudes expressed by the respondent sample closely approximate the attitudes of all adult residents living in region.
- Geocoding of mailing addresses ensures the precise location of respondents, especially when drawing conclusions about desired routes and connections.

Other considerations include:

- NFRMPO may wish to conduct public outreach in advance of the survey to boost response among selected households.
- NFRMPO may wish to increase the sample size such that the margin of error is reduced; plus or minus five percentage points (about 400 completed surveys) is a margin of error generally acceptable to government officials and the public at large.
- NFRMPO may wish to consider an alternate version of the survey that would exclude the map drawing exercise; the exercise may have (inadvertently) dissuaded non-bikers from responding.

NFRMPO Regional Bicycle Plan Survey

Table 76: Weighting Table for the 2012 NFRMPO Bicycle Survey

	2010 Census profile	Unweighted	Weighted
Housing tenure			
Rent	39%	25%	38%
Own	61%	75%	62%
Ethnicity			
Hispanic	16%	5%	7%
not Hispanic	84%	95%	93%
Gender and Age			
Female	51%	45%	50%
Male	49%	55%	50%
Age 18 to 34	40%	20%	40%
Age 35 to 54	33%	33%	33%
Age 55 and over	27%	47%	27%
Female 18 to 34	20%	10%	23%
Female 35 to 54	17%	14%	14%
Female 55 and over	15%	22%	14%
Male 18 to 34	20%	10%	17%
Male 35 to 54	16%	20%	19%
Male 55 and over	12%	25%	13%
City of residence			
Berthoud	2%	2%	2%
Eaton	1%	3%	1%
Evans	3%	3%	3%
Fort Collins	44%	35%	42%
Garden City	0%	1%	0%
Greeley	27%	17%	27%
Johnstown	1%	3%	1%
La Salle	1%	2%	1%
Loveland	17%	19%	18%
Milliken	1%	4%	1%
Severance	0%	3%	1%
Timnath	0%	2%	2%
Windsor	3%	6%	4%

Appendix F: Survey Materials

A copy of the survey materials appear on the following pages. Each of the 13 cities and towns included in this study received survey packets that contained the survey instrument as well as a map of their city on which to draw any desired bicycle routes and destinations.

Dear Resident,

Your household has been selected at random to participate in an anonymous survey about bicycling in your community (whether you bicycle or not). You will receive a copy of the survey next week in the mail with instructions for completing and returning it.

We are crafting a Regional I Bike Plan. Your perspectives are crucial and will help us establish priorities and direction for improving bicycling in Northern Colorado.

Sincerely,



Aaron Fodge
Senior Transportation Planner

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Aaron Fodge
Senior Transportation Planner



419 Canyon Avenue, Suite #300
Fort Collins, CO 80521

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April 2012

419 Canyon Avenue, Suite #300
Fort Collins, Colorado 80521
(970) 221-6243
(800) 332-0950 (Colorado only)
FAX: (970) 416-2406
www.nfrmpo.org
www.smarttrips.org

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Larimer County
Mayor Lyle Achziger - Vice Chair
City of Evans
Mayor Pro-Tem Julie Cozad-Past
Chair
Town of Milliken

Mayor Tom Patterson
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Scott James
Town of Johnstown
Mayor Andrew Martinez
Town of LaSalle
Joan Shaffer
City of Loveland
Bruce Florquist
Town of Severance
Mayor Jill Grossman-Belisle
Town of Timnath
Commissioner Sean Conway
Weld County
Mayor John Vazquez
Town of Windsor

Jon Slutsky
Air Quality Control Commission
Kathy Gilliland
Transportation Commission

MPO Staff
Cliff Davidson
Executive Director
Suzette Mallette
Regional Transportation Planning
Crystal Hedberg
Finance, Admin & Operations

Dear {home city} Resident:

We want to hear from you! The North Front Range Metropolitan Planning Organization (NFRMPO), {home city} and its 14 other member governments are crafting a Regional Bicycle Plan. This plan will establish priorities and direction for improving bicycling in Northern Colorado. Your perspectives are important and will help us determine the direction to take. **Please participate whether you bike a lot, a little, or not at all.**

Your household has been RANDOMLY selected to complete this survey to help guide the Regional Bicycle Plan. Your responses will help guide the future enhancement of our transportation system in Northern Colorado. All information you share with us will be used for planning purposes.

In order to also get a RANDOM selection of an adult within the household, **the adult (anyone 18 years or older) in your household who most recently had a birthday should complete this survey.** The year of birth of the adult does not matter.

Please have the appropriate member of the household spend a few minutes to answer all the questions and return the survey in the enclosed postage-paid envelope to National Research Center, Inc., the independent organization conducting this survey. Your answers are completely confidential and will be reported in group form only.

In addition to completing the questionnaire, which starts on the inside page of this booklet, we'd like you to draw any desired bicycle routes and/or destinations on the map inside this booklet. You can remove the inner pages to view the entire map and mark potential bicycling improvements.

You can learn more about the North Front Range Metropolitan Planning Organization Regional Bicycle Plan at the Web site:
www.nfrmpo.org/Projects/BikePlan.aspx

In addition to providing ongoing information about the project, the survey results will be posted there.

Thank you very much for taking a few minutes to share your thoughts and opinions. If you have any questions about this survey, please contact Aaron Fodge, Senior Transportation Planner, at 970-224-6162 or afodge@nfrmpo.org.

Sincerely,

Aaron Fodge
Senior Transportation Planner



April 2012

Dear {home city} Resident:

About a week ago we sent you this survey that asks for your opinion about a Regional Bicycle Plan. If you have already completed the survey and returned it, we thank you and ask you to disregard this letter. Please do not complete the survey a second time. If you haven't had a chance to get to the survey, we ask you to spend a few moments to complete it now. Your input is very important to us.

We want to hear from you! The North Front Range Metropolitan Planning Organization (NFRMPO), {home city} and its 14 other member governments are crafting a Regional Bicycle Plan. This plan will establish priorities and direction for improving bicycling in Northern Colorado. Your perspectives are important and will help us determine the direction to take. **Please participate whether you bike a lot, a little, or not at all.**

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Sincerely,

Aaron Fodge
Senior Transportation Planner

The North Front Range Transportation & Air Quality Planning Council is the designated Metropolitan Planning Organization for the North Front Range

419 Canyon Avenue, Suite #300
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Transportation Commission

MPO Staff
Cliff Davidson
Executive Director
Suzette Mallette
Regional Transportation Planning
Crystal Hedberg
Finance, Admin & Operations

NFRMPO Regional Bicycle Plan Survey



1. About how frequently, if ever, do you ride your bike for the following reasons?

<u>What about . . .</u>	<u>Never</u>	<u>Once or twice a year</u>	<u>3 to 11 times a year</u>	<u>Once or twice a month</u>	<u>3 to 4 times a month</u>	<u>Once or twice a week</u>	<u>3 or more times a week</u>
Getting to and/or from work	1	2	3	4	5	6	7
Getting to and/or from school	1	2	3	4	5	6	7
Shopping/running errands	1	2	3	4	5	6	7
Other general transportation.....	1	2	3	4	5	6	7
Bicycling for recreation (street bike)	1	2	3	4	5	6	7
Bicycling for exercise (street bike)	1	2	3	4	5	6	7
Mountain biking for recreation or exercise	1	2	3	4	5	6	7
Other (please specify _____)	1	2	3	4	5	6	7

2. Have you ridden a bicycle in the last six months?

- Yes → answer the questions in **Column A**, then go to page 2 on the reverse
- No → answer the questions in **Column B**, then go to page 2 on the reverse

COLUMN A (Have ridden a bicycle)

3. When you ride a bike for the work or school commute, what distance do you usually travel?

- Less than 2 miles
- 2 to 5 miles
- 6 to 10 miles
- 11 to 20 miles
- More than 20 miles
- I don't ride a bike for work or school

4. How long is your usual bike ride for the work or school commute?

- Less than 15 minutes
- 15 to 29 minutes
- 30 to 59 minutes
- 1 or more hours
- I don't ride a bike for work or school

5. When you ride a bike for reasons other than the work or school commute, what distance do you usually travel?

- Less than 2 miles
- 2 to 5 miles
- 6 to 10 miles
- 11 to 20 miles
- More than 20 miles
- I don't ride a bike for other reasons

6. How long is your usual bike ride for other reasons?

- Less than 15 minutes
- 15 to 29 minutes
- 30 to 59 minutes
- 1 or more hours
- I don't ride a bike for other reasons

COLUMN B (Have NOT ridden a bicycle)

7. Why haven't you ridden a bicycle in the last six months? (Please check up to three reasons.)

- I don't know how
- I don't own a bike
- I am unable to ride a bike (health conditions, etc.)
- I'm too busy; I don't have time
- I'm not interested in riding a bike
- No adequate facilities exist
- Distances to destinations are too far
- It is unsafe to ride a bicycle
- Other (Please specify: _____)

8. Would you like to be able to ride your bike more than you currently do?

- Yes
- No → go to question #10

9. I would ride my bike more if: (Please check all that apply)

- I knew how to ride a bicycle
- I felt more confident on my bike
- I felt safer
- Motorists drove slower & respected cyclists
- There were more well-marked greenways and off-road paths
- There were more on-road facilities such as bike lanes
- Street/road conditions were better, such as smooth pavement & less debris
- There were wider roads for riding or roads had paved shoulders
- Other (Please specify: _____)

10. To what extent, if any, do each of the following bicycling challenges on the road concern you?

What about . . .	Great extent	Moderate extent	Small extent	Not at all	Don't know
Narrow pavement.....	1	2	3	4	5
Lack of dedicated bike lane or shoulder	1	2	3	4	5
Blind curves	1	2	3	4	5
Lack of climbing lanes on the uphill side	1	2	3	4	5
Traffic lights do not detect cyclists	1	2	3	4	5
Debris or dangerous grates in bike lane/ roadway	1	2	3	4	5
High speeds (45+ mph)	1	2	3	4	5
Motorists not aware of cyclists	1	2	3	4	5
Pinch points such as bridges or tunnels	1	2	3	4	5
Lack of directional signage	1	2	3	4	5
Other (please specify: _____)	1	2	3	4	5

11. Please rate how important, if at all, the following potential projects are to you for improving biking in our region.

What about . . .	Essential	Very important	Important	Somewhat important	Not at all important	Don't know
More paved shoulders wide enough for bikes.....	1	2	3	4	5	6
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	1	2	3	4	5	6
Traffic calming and lower speed limits on important routes	1	2	3	4	5	6
More “sharrows,” “Share the Road” signs or other awareness-building treatments	1	2	3	4	5	6
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	1	2	3	4	5	6
Wider sidewalks on bridges	1	2	3	4	5	6
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	1	2	3	4	5	6
Way-finding signs for cyclists that include route information and distances to major destinations	1	2	3	4	5	6
Focus on Safe Routes to Schools	1	2	3	4	5	6
More bike racks and bike lockers	1	2	3	4	5	6
Bicyclist and/or motorist safety education programs.....	1	2	3	4	5	6
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	1	2	3	4	5	6
Other (please specify: _____)	1	2	3	4	5	6

12. Please rate how important, if at all, the following benefits and uses of a regional bike system are to you.

What about . . .	Essential	Very important	Important	Somewhat important	Not at all important	Don't know
Providing bicycle access to jobs and schools.....	1	2	3	4	5	6
Providing transportation alternatives including expanding the reach of public transit	1	2	3	4	5	6
Promoting community-building events such as bike races	1	2	3	4	5	6
Improving connectivity between residential neighborhoods & destinations.....	1	2	3	4	5	6
Improved attractiveness of my community to new residents and businesses.....	1	2	3	4	5	6
Decreasing the environmental impacts of transportation (air quality, water, etc.)	1	2	3	4	5	6
Providing opportunities to exercise.....	1	2	3	4	5	6
Providing opportunities for recreation	1	2	3	4	5	6
Supporting tourism.....	1	2	3	4	5	6
Supporting local businesses (e.g., more available parking, etc.)	1	2	3	4	5	6
Other (please specify: _____)	1	2	3	4	5	6

<Please turn map over to complete the questionnaire.>

13. What roads are currently safe and comfortable for bicycling in the region? *(Please list them.)*

14. What roads are important for bicycling but currently unsafe *(please list them)*, and why do you feel that way?

15. Are there specific destinations **IN** your home community that you and your family would like to be able to bike to? *(For example: park, workplace, specific school, specific restaurant, etc. Please list them.)*

16. Are there specific destinations **OUTSIDE** your home community that you and your family would like to be able to bike to? *(For example: specific park, specific school, specific restaurant, etc. Please list them.)*

17. Are there specific routes you would like evaluated for possible bike route segments? *(Please list the roadways or street names.)*

18. Please use the map on the inside of this booklet to draw any desired bicycle routes and destinations.

19. What other comments, if any, would you like to make about the NFRMPO Regional Bicycle Plan?

These last questions are about you and your household. Again, all of your responses to this survey are completely anonymous and will be reported in group form only.

20. How many years have you lived in this region? _____ years

21. Do you rent or own your home?

Rent Own

22. What is your gender?

Male Female

23. In which category is your age?

18-24 years 55-64 years
 25-34 years 65-74 years
 35-44 years 75 years or older
 45-54 years

24. Are you Spanish, Hispanic or Latino?

Yes No

25. Would you like to receive email announcements regarding the NFRMPO Regional Bicycle Plan?

No
 Yes → Name: _____

Email*: _____

**Note: Your email would only be used to send announcements from NFRMPO, and would not be given or sold to any other organization.*

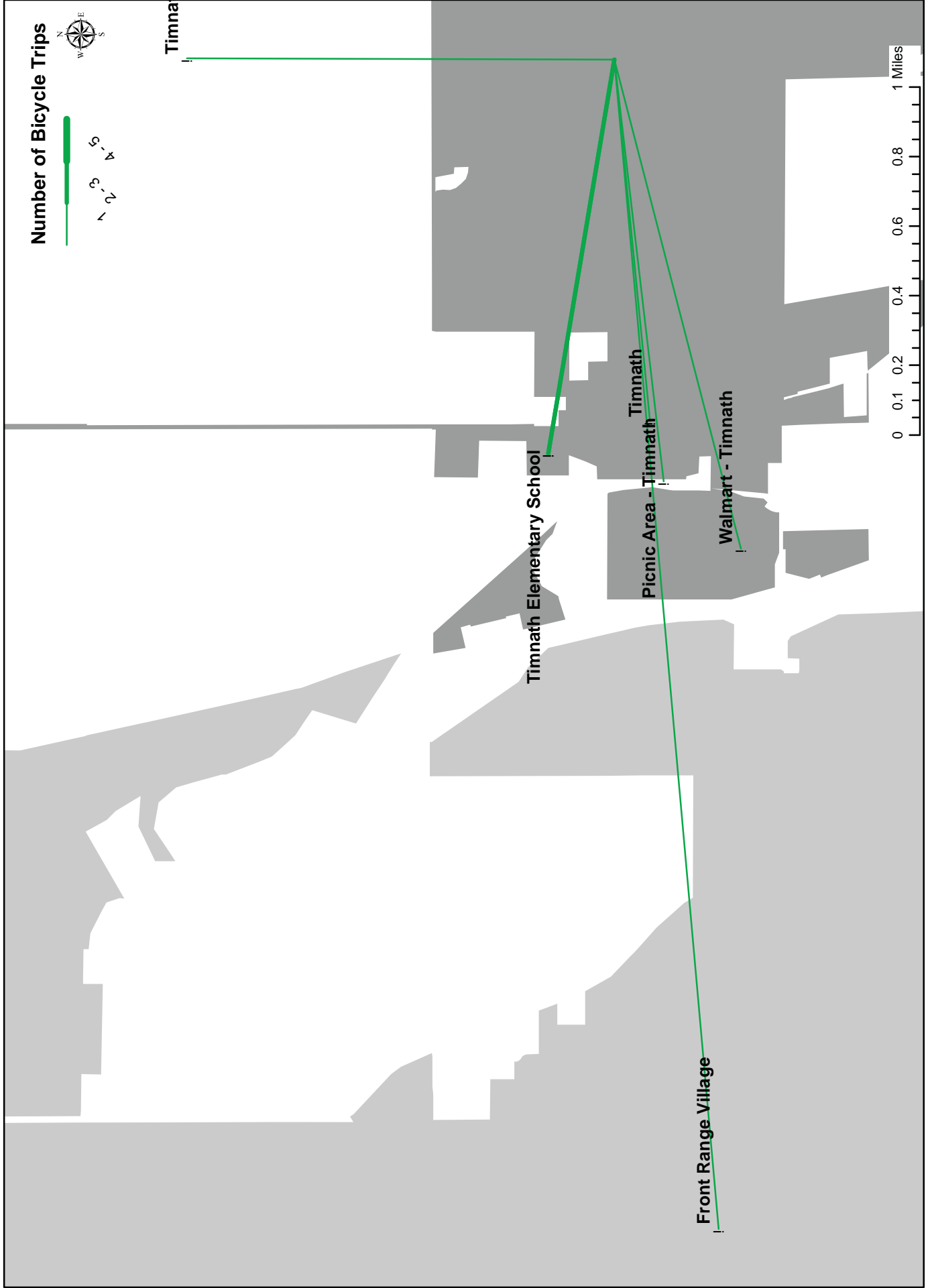
Thank you very much for completing this survey. Your opinions and feedback are appreciated. Please return this survey in the enclosed postage-paid envelope to:
National Research Center, Inc.
2955 Valmont Rd., Suite 300 Boulder, CO 80301



Timnath Bicycle Trip Destinations



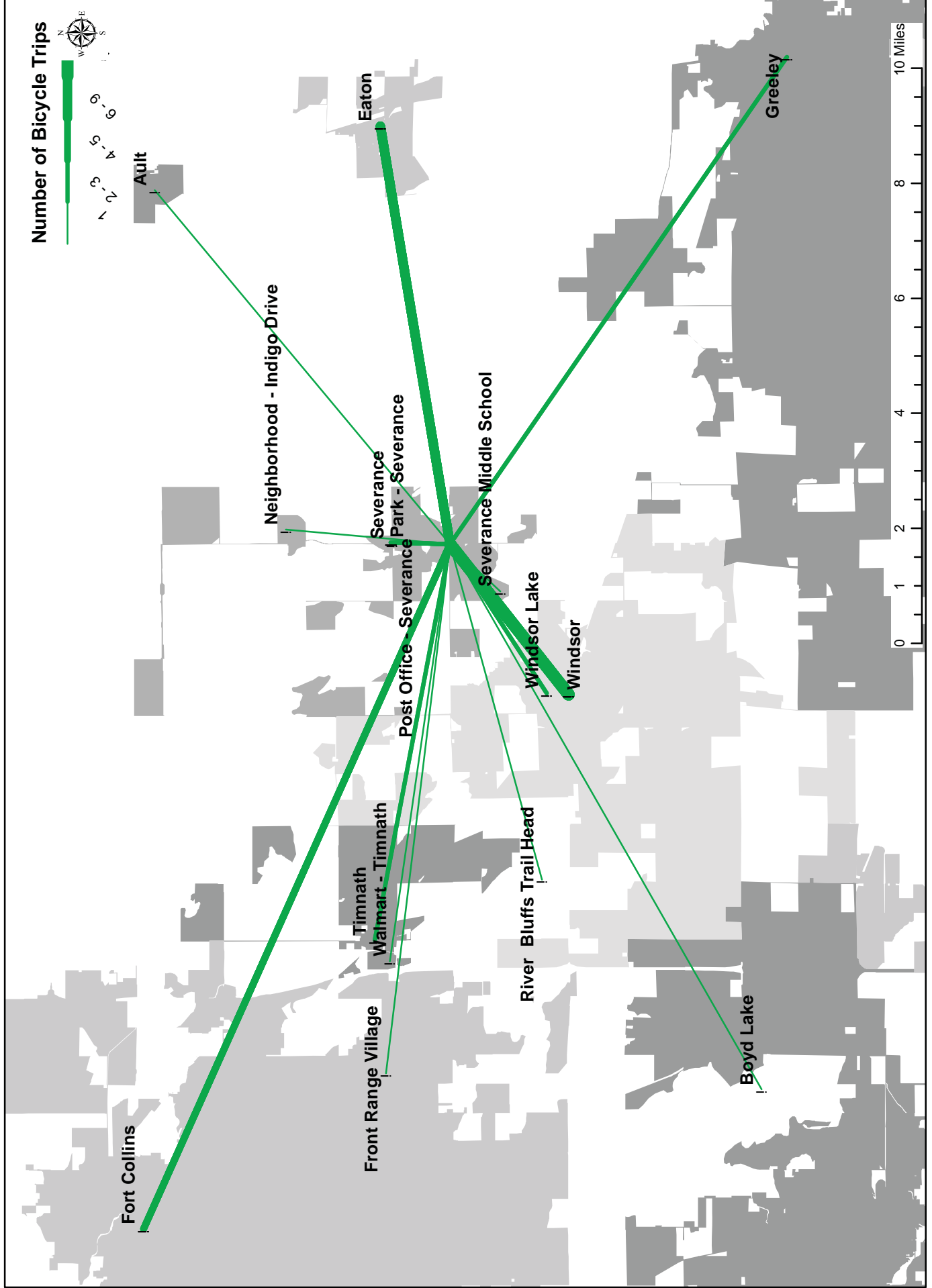
What are three (3) destinations that you or your family would visit by bicycle?



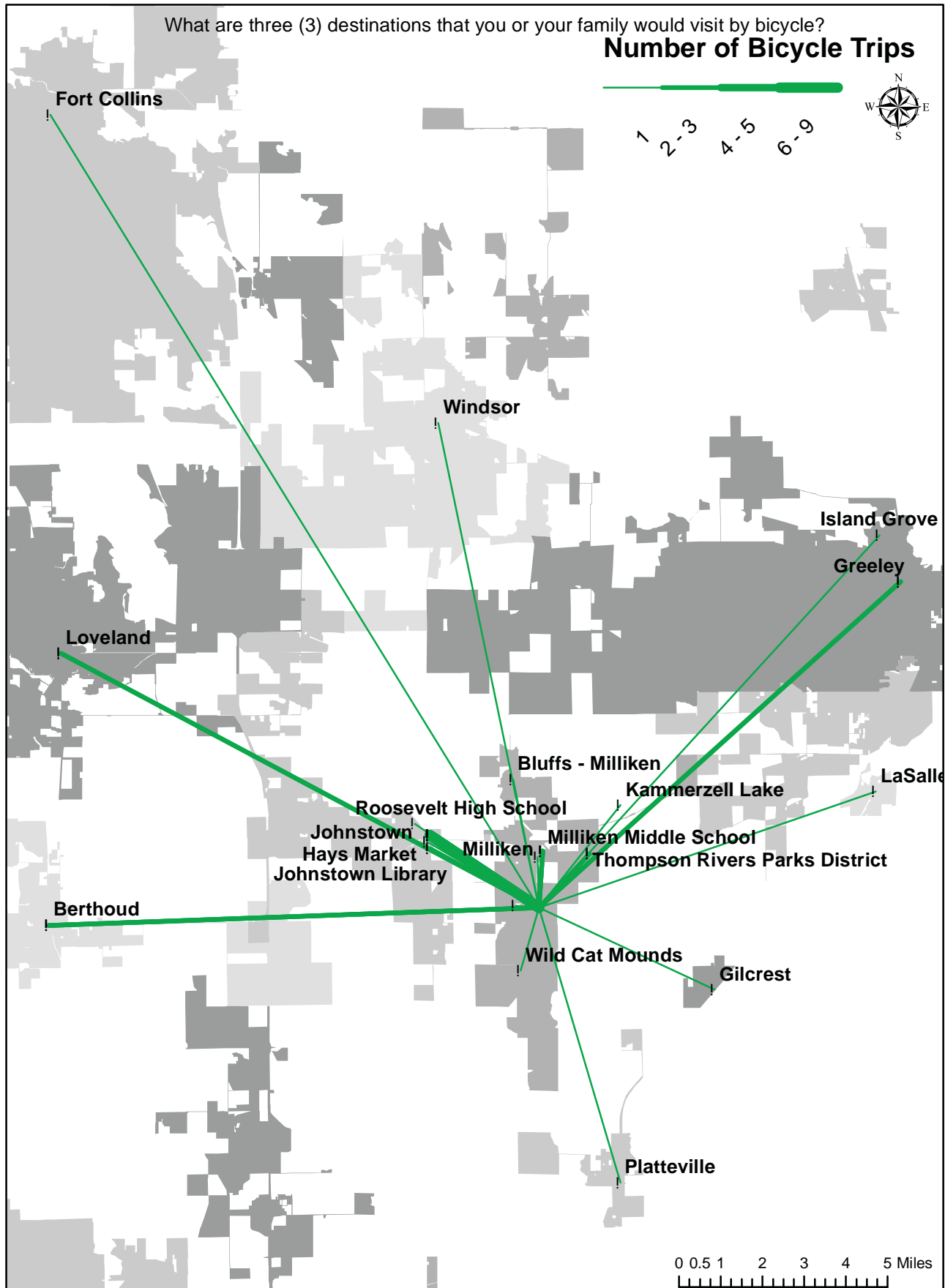


Severance Bicycle Trip Destinations

What are three (3) destinations that you or your family would visit by bicycle?



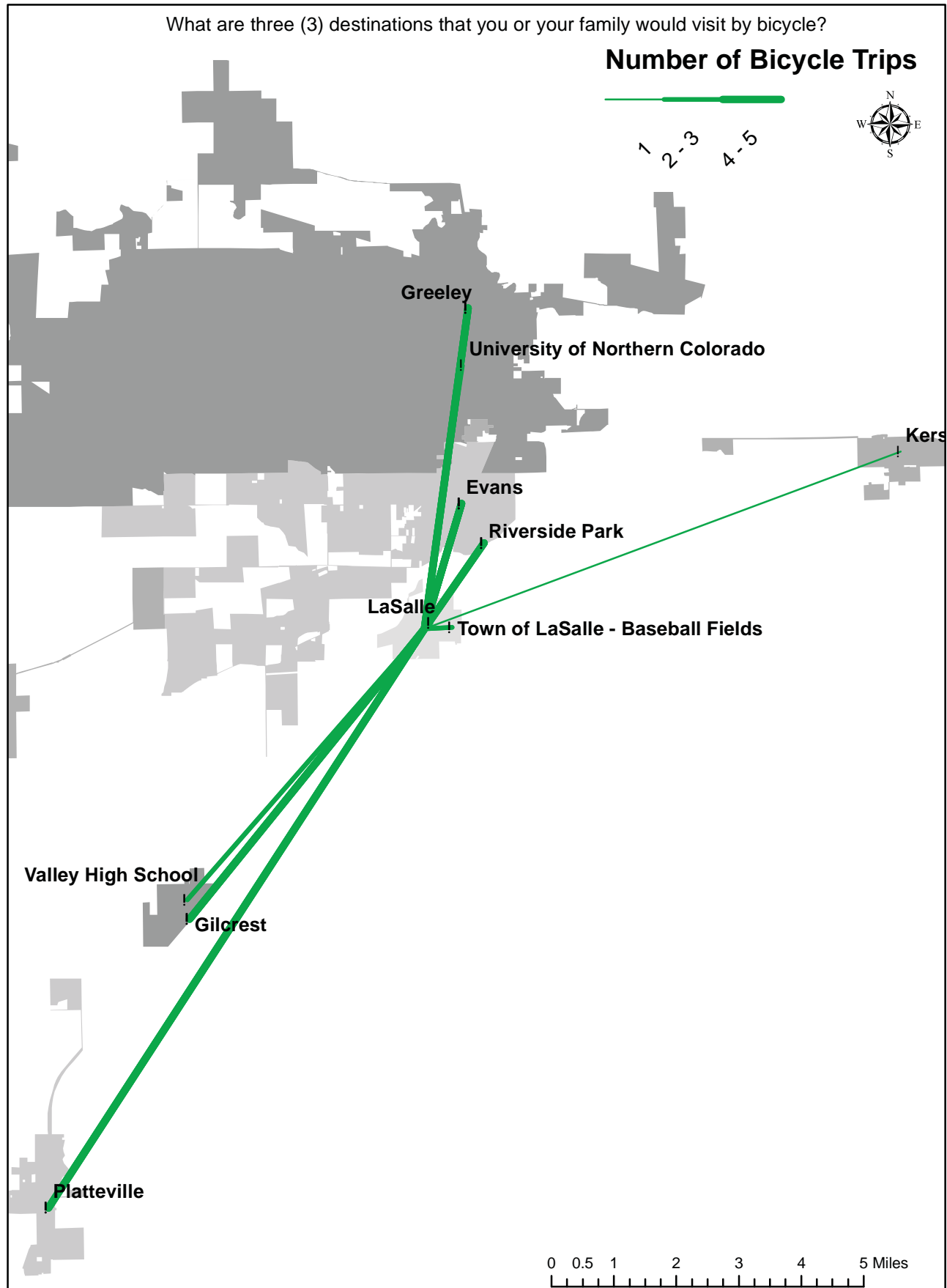
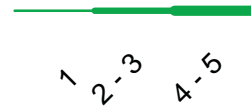
Milliken Bicycle Trip Destinations



LaSalle Bicycle Trip Destinations

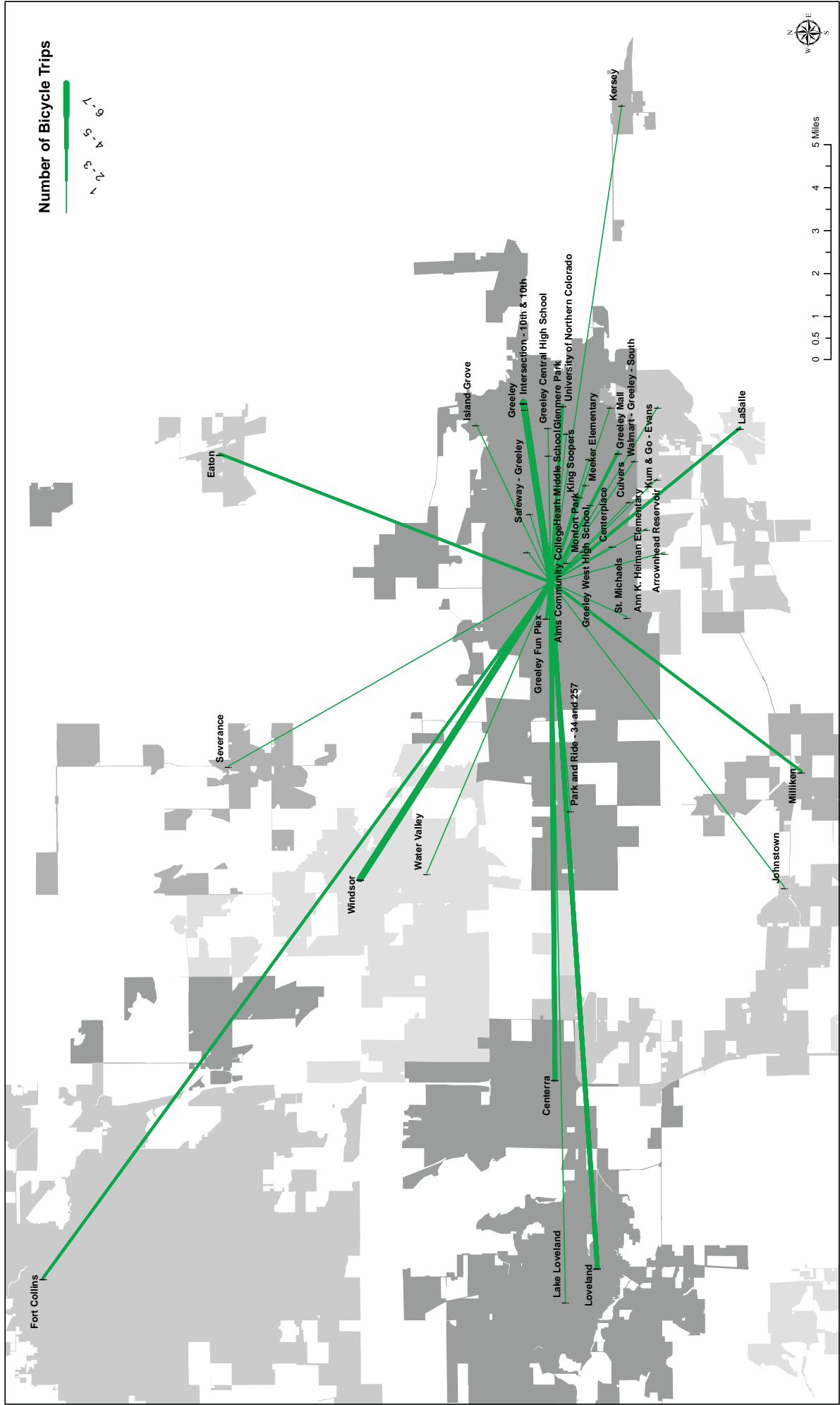
What are three (3) destinations that you or your family would visit by bicycle?

Number of Bicycle Trips



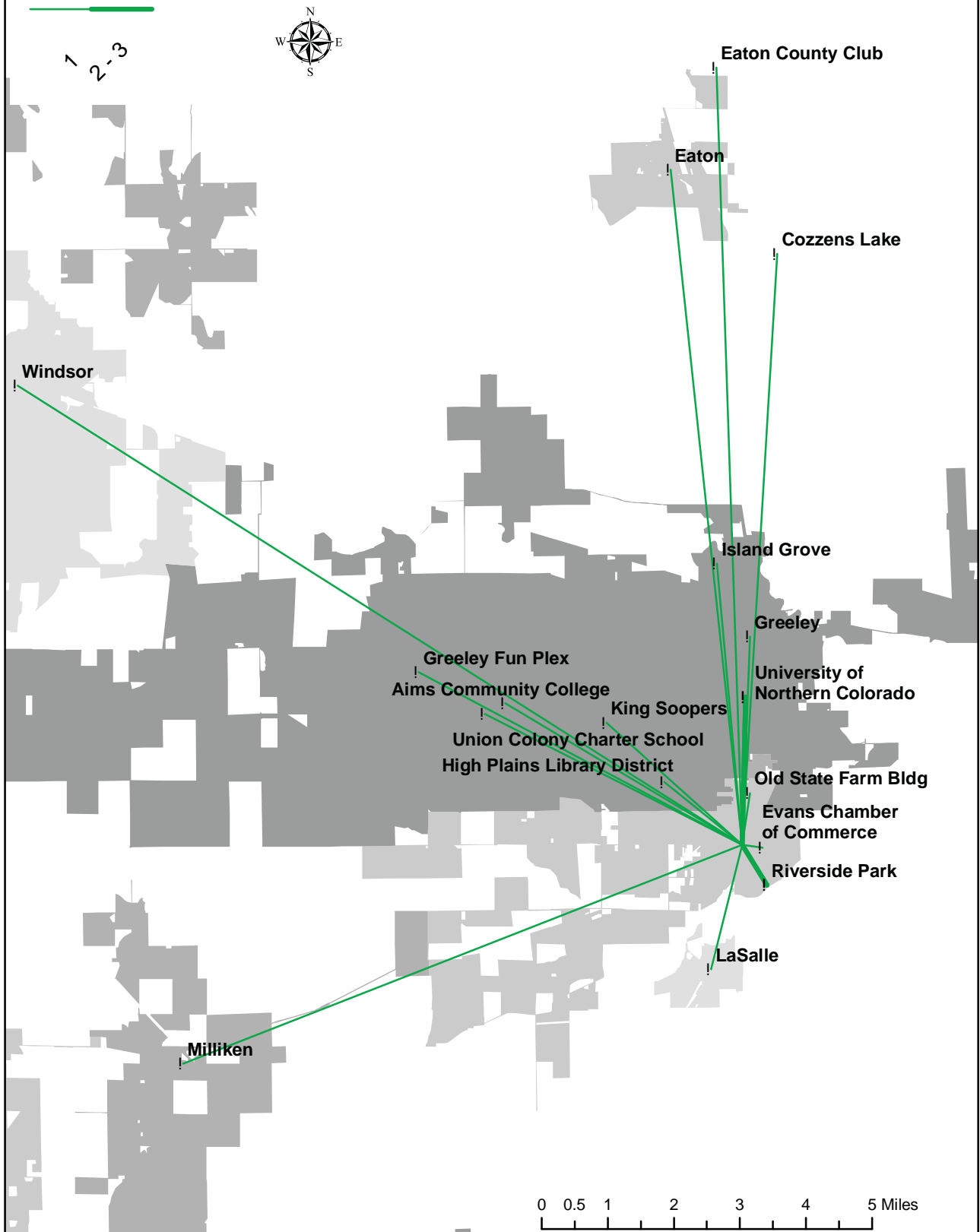
Greeley Bicycle Trip Destinations

What are three (3) destinations that you or your family would visit by bicycle?



What are three (3) destinations that you or your family would visit by bicycle?

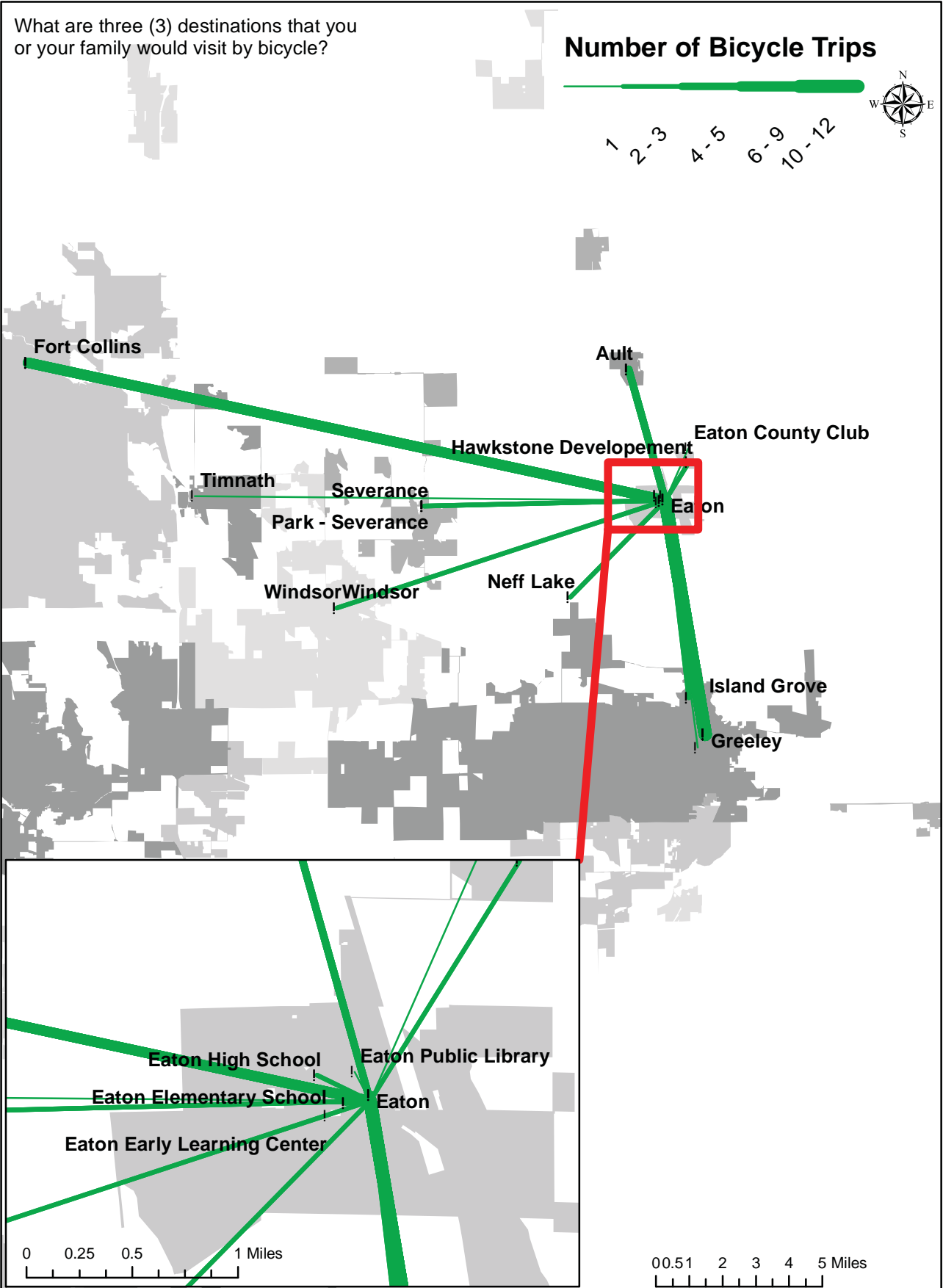
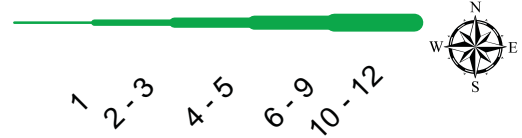
Number of Bicycle Trips



Eaton Bicycle Trip Destinations

What are three (3) destinations that you or your family would visit by bicycle?

Number of Bicycle Trips



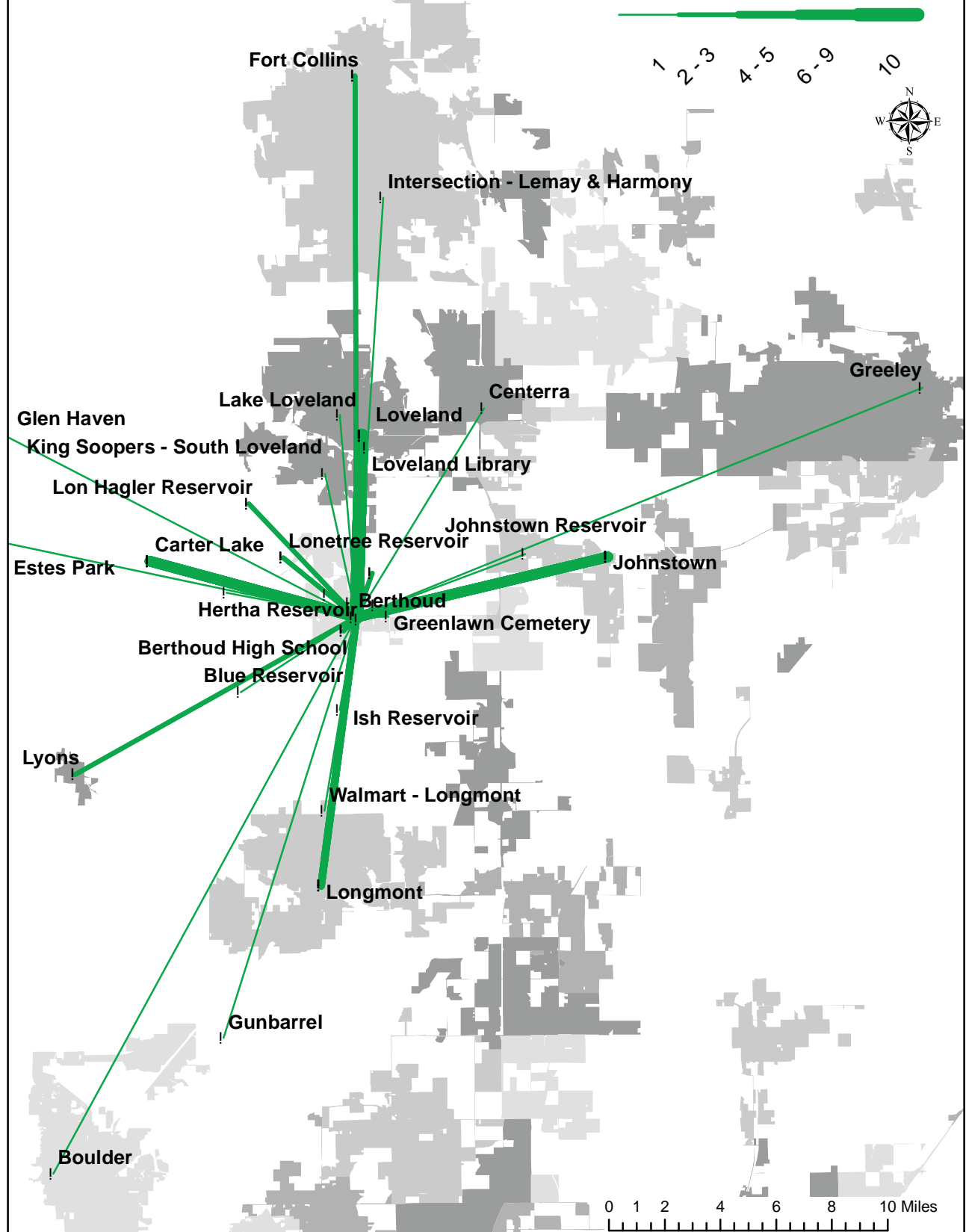
0 0.25 0.5 1 Miles

0.51 2 3 4 5 Miles

Berthoud Bicycle Trip Destinations

What are three (3) destinations that you or your family would visit by bicycle?

Number of Bicycle Trips





APPENDIX D COMPILATION OF LOCAL AGENCY PROPOSED BIKE FACILITIES



APPENDIX E REGIONAL BICYCLE CORRIDOR EVALUATION MATRIX



PRELIMINARY

Evaluation of Regional Bicycle Corridors (08/07/12)

Regional Bicycle Corridor	Consistency with Local/State Planning	Supports Tourism and Local/Regional Economy	Connects Multiple Jurisdictions	Provides Multi-modal Connections	Connects to Regional Trails/Trailheads	Obstacles to Implementation	Public Input
1 – S. Platte River Trail/ American Discovery / Front Range Trail (East)	<ul style="list-style-type: none"> Identified in Johnston/Milliken Parks, Trails, Recreation, Open Space Master Plan Shown on Evans' Conceptual Trail Network Identified in Greeley Parks and Trails Master Plan Identified in LaSalle Transportation Plan American Discovery Trail St. Vrain Legacy Trail Firestone to Windsor Trail 	<ul style="list-style-type: none"> Includes two nationally recognized tourism trails Connects to employers in Evans Eligible for funds dedicated to Front Range Trail Access to Downtown Businesses Provide access for small communities to large community commerce centers 	<ul style="list-style-type: none"> Milliken LaSalle Evans Greeley Weld 	<ul style="list-style-type: none"> Connects to proposed Evans US 85 Commuter Bus Transit Station (N I-25 EIS) River crossing will connect LaSalle to Greeley Evans Transit 	<ul style="list-style-type: none"> Part of Front Range Trail Section of American Discovery Trail Connects to Firestone to Windsor Trail 	<ul style="list-style-type: none"> Numerous property owners Environmentally sensitive lands 	<ul style="list-style-type: none"> Desired crossing from LaSalle into Evans Alternative to riding on US 85 Off-system preference over On-system Connects small communities to large communities to amenities in larger communities
2 – Little Thompson River Trail	<ul style="list-style-type: none"> Identified in Johnston/Milliken Parks, Trails, Recreation, Open Space Master Plan Identified in Berthoud's DRAFT Parks, Open Space and Recreation Master Plan 	<ul style="list-style-type: none"> Access to Downtown Businesses Connection to Larimer County Parks Cross – County Connectivity 	<ul style="list-style-type: none"> Berthoud Johnstown Milliken Weld Larimer 	<ul style="list-style-type: none"> Connects to proposed Berthoud I-25 Express Bus Transit Station (N I-25 EIS) Connects to FLEX in Berthoud Connects to Future 60 (Transit Element) 	<ul style="list-style-type: none"> Continuation of existing Regional Trail Loveland Connect to Front Range Trail Connect to Big Thompson 	<ul style="list-style-type: none"> Numerous property owners Environmentally sensitive lands Crossing of I-25 	<ul style="list-style-type: none"> Desired connection between Johnstown and Milliken River corridors desired Trail to Carter Lake Off-system preference over On-system Connect smaller communities to amenities in larger communities
3 – Big Thompson River Trail	<ul style="list-style-type: none"> Identified in Johnston/Milliken Parks, Trails, Recreation, Open Space Master Plan Identified in Loveland Bicycle and Pedestrian Plan Shown on Evans' Conceptual Trail Network 	<ul style="list-style-type: none"> Connects to Centerra Cross-County Connectivity Access to Downtown Businesses Provide access for small communities to large community commerce centers 	<ul style="list-style-type: none"> Loveland Johnstown Milliken Evans Weld Larimer 	<ul style="list-style-type: none"> Connects to FLEX stop in Loveland Connects to COLT routes Loveland Commuter Rail Station (N I-25 EIS) Connects to Future 60 (Transit Element) 	<ul style="list-style-type: none"> Connect to Front Range Trail Connect to Little Thompson Connect to BNSF 	<ul style="list-style-type: none"> Numerous property owners Environmentally sensitive lands Crossing of I-25 	<ul style="list-style-type: none"> Connect to Lakes in Loveland Alternative to parallel 402 Connect between counties Access to County Parks Off-system preference over On-system Access to Centerra Connect smaller communities to amenities in larger communities
4 – Great Western / Johnstown/ Loveland	<ul style="list-style-type: none"> Identified in Loveland Bicycle and Pedestrian Plan/TOWN OF WINDSOR PARKS, RECREATION, TRAILS AND OPEN LANDS MASTER PLAN-2007 UPDATE Great Western Trail – Windsor, Severance, Eaton 	<ul style="list-style-type: none"> Connects to Centerra Access to Downtown Businesses Cross-County Connectivity Provide access for small communities to large community commerce centers 	<ul style="list-style-type: none"> Loveland Johnstown Windsor Severance Eaton Weld Larimer 	<ul style="list-style-type: none"> Connects to FLEX stop in Loveland Connects to COLT routes Loveland Commuter Rail Station (N I-25 EIS) 	<ul style="list-style-type: none"> Connect of Poudre River Trail Connect to Firestone to Windsor Connects to Both Front Range Trails Connects to BNSF 	<ul style="list-style-type: none"> Railroad and PUC coordination RR ROW Crossing of I-25 Railbank sought in section of Johnstown 	<ul style="list-style-type: none"> Desire NE to SW route in Weld County connecting to Centerra Access to Loveland Reservoir and Boyd Lake Off-system preference over On-system Connect smaller communities to amenities in larger communities

Regional Bicycle Corridor	Consistency with Local/State Planning	Supports Tourism and Local/Regional Economy	Connects Multiple Jurisdictions	Provides Multi-modal Connections	Connects to Regional Trails/Trailheads	Obstacles to Implementation	Public Input
5 – North Loveland/ Windsor	<ul style="list-style-type: none"> Identified in Loveland Bicycle and Pedestrian Plan TOWN OF WINDSOR PARKS, RECREATION, TRAILS AND OPEN LANDS MASTER PLAN-2007 UPDATE 	<ul style="list-style-type: none"> Connect to employers in South Fort Collins and North Loveland Cross-County Connectivity Access to Downtown Businesses Provide access for small communities to large community commerce centers 	<ul style="list-style-type: none"> Loveland Windsor Weld Larimer 	<ul style="list-style-type: none"> Connects to FLEX stop in Loveland Connects to proposed Windsor I-25 Express Bus Transit Station (N I-25 EIS) Connects to Future 257 (Transit Element) 	<ul style="list-style-type: none"> Poudre River Trail Front Range Trail BNSF 	<ul style="list-style-type: none"> Crossing of I-25 57th Street expansion 	<ul style="list-style-type: none"> Access to Fossil Creek Access to Boyd Lake Safe Crossing at I-25
6 – Poudre River Trail	<ul style="list-style-type: none"> Identified in Greeley Parks and Trails Master Plan Shown on Windsor's Parks, Recreation, Trails & Open Lands Master Plan map Identified in Fort Collins' Bike Plan Identified in Timmath Trails Plan 	<ul style="list-style-type: none"> Cross-County Connectivity Access to Downtown Businesses Windsor Business park Provide access for small communities to large community commerce centers 	<ul style="list-style-type: none"> Fort Collins Timmath Windsor Greeley Weld Larimer 	<ul style="list-style-type: none"> Connects to FLEX stop in Fort Collins Connects to Transit routes Connects to proposed Fort Collins Commuter Rail Station (N I-25 EIS) Connects to proposed Windsor I-25 Express Bus Transit Station (N I-25 EIS) Connects to proposed Greeley US 85 Commuter Bus Transit Station (N I-25 EIS) Connects to future 257 routes (Transit Element) 	<ul style="list-style-type: none"> Continuation of existing Regional Trail through Fort Collins, Windsor, Greeley Platte/American Discovery Connects both Front Range Trails Great Western 	<ul style="list-style-type: none"> Numerous property owners Environmentally sensitive lands Crossing of I-25 Crossing US 85 	<ul style="list-style-type: none"> Segment between Fort Collins and Windsor Additional connections to the Poudre Trail referenced throughout region
7 – Front Range Trail (West)	<ul style="list-style-type: none"> Identified in Berthoud's DRAFT Parks, Open Space and Recreation Master Plan Identified in Fort Collins' Bike Plan (Power Trail) 	<ul style="list-style-type: none"> Nationally recognized tourism trail Eligible for funds dedicated to Front Range Trail Access to Downtown Businesses Provide access for small communities to large community commerce centers 	<ul style="list-style-type: none"> Berthoud Loveland Fort Collins Larimer 	<ul style="list-style-type: none"> Connects to FLEX stop in Loveland Connects to Transit routes Connects to COLT routes Connects to proposed Loveland Commuter Rail Station (N I-25 EIS) 	<ul style="list-style-type: none"> Part of Front Range Trail Connection with Poudre Trail Connection with Windsor to Loveland Connection with Great Western 	<ul style="list-style-type: none"> Numerous property owners Railroad and PUC coordination RR ROW 	<ul style="list-style-type: none"> Desired connection between Fort Collins and Loveland Off-System areas Access to lakes and natural areas Connections out-of-region
8 – BNSF Fort Collins/ Berthoud	<ul style="list-style-type: none"> Identified in Loveland Bicycle and Pedestrian Plan Identified in Fort Collins' Bike Plan (Mason Trail) 	<ul style="list-style-type: none"> Access to Downtown Businesses Extension of Mason Street Corridor Provide access for small communities to large community commerce centers 	<ul style="list-style-type: none"> Berthoud Loveland Fort Collins Larimer 	<ul style="list-style-type: none"> Connects to FLEX stops in Fort Collins, Loveland, and Berthoud Connects to proposed Fort Collins, Loveland, and Berthoud Commuter Rail Stations (N I-25 EIS) 	<ul style="list-style-type: none"> Extension of Mason Street Corridor Connection to Front Range Trail Connection with Poudre Trail Connection with Windsor to Loveland Connection with Great Western 	<ul style="list-style-type: none"> Railroad and PUC coordination RR ROW 	<ul style="list-style-type: none"> Access to lakes and natural areas Connect smaller communities to amenities in larger communities

Regional Bicycle Corridor	Consistency with Local/State Planning	Supports Tourism and Local/Regional Economy	Connects Multiple Jurisdictions	Provides Multi-modal Connections	Connects to Regional Trails/Trailheads	Obstacles to Implementation	Public Input
9 – F ₂ W Johnstown/ Timnath	<ul style="list-style-type: none"> Shown on Windsor's Parks, Recreation, Trails & Open Lands Master Plan map Firestone to Windsor Trail St. Vrain Valley Master Plan 	<ul style="list-style-type: none"> Provide access for small communities to large community commerce centers Access to Downtown Businesses 	<ul style="list-style-type: none"> Johnstown Windsor Timnath Larimer Weld 	<ul style="list-style-type: none"> Connect to Poudre River Trail Connects to Great Western Connects to Big Thompson Connects to Little Thompson Connects to Platte/American Heritage 	<ul style="list-style-type: none"> Connection to Front Range Trail Connection with Poudre Trail Connection with Windsor to Loveland Connection with Great Western Platte River/ American Discover Trail Connect to Little Thompson Connect to Big Thompson 	<ul style="list-style-type: none"> Pinch point at Big Thompson River crossing Shoulder improvements necessary 	<ul style="list-style-type: none"> Connect smaller communities to amenities in larger communities Connection to Poudre River Trail
10 – LaSalle/Eaton	<ul style="list-style-type: none"> Shown on Evans' Conceptual Trail Network Identified in Greeley Parks and Trails Master Plan Identified in LaSalle Transportation Plan 	<ul style="list-style-type: none"> Provide access for small communities to large community commerce centers Access to Downtown Businesses 	<ul style="list-style-type: none"> LaSalle Evans Greeley Eaton Weld 	<ul style="list-style-type: none"> Connects to GET routes Connects to Future 257 (Transit Element) 	<ul style="list-style-type: none"> Platte River/ American Discover Trail Poudre River Trail 	<ul style="list-style-type: none"> Platte River Trail crossing (road does not exist) Shoulder improvements necessary 	<ul style="list-style-type: none"> Connect smaller communities to amenities in larger communities Connection to Poudre River Trail Crossing over Platte connecting to GET



**APPENDIX F EVALUATION CRITERIA FROM WELD.TRAILS
COORDINATION.COMMITTEE**

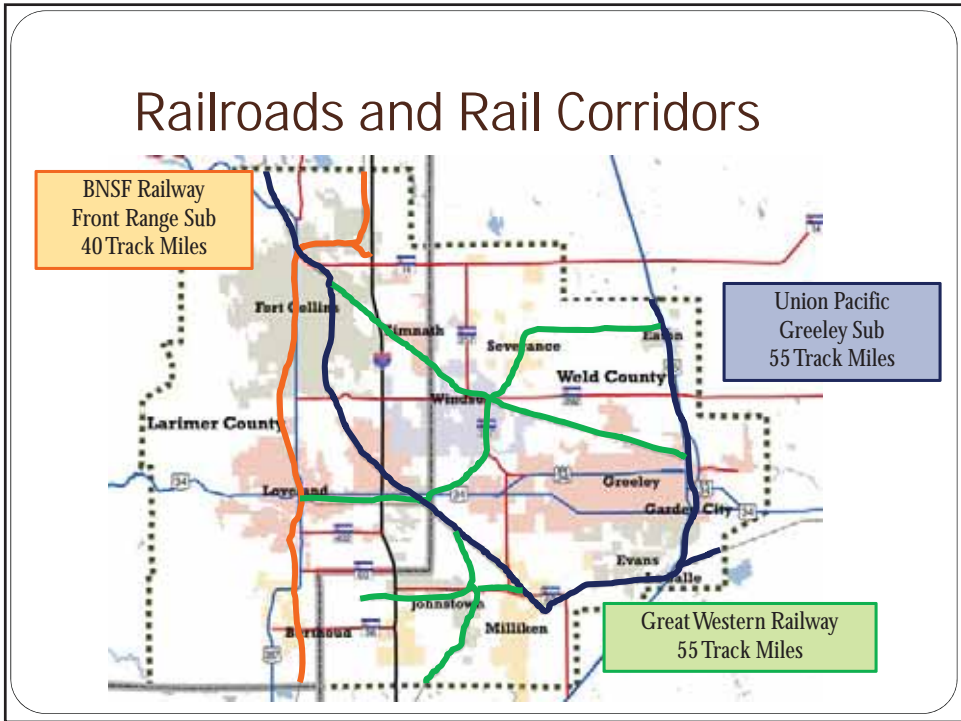


APPENDIX G PRESENTATIONS ON RAILROAD AND DITCH COORDINATION

Railroad Right-of-Way Opportunities and Obstacles



Technical Advisory Committee – Bike TAC
May 8, 2012



Railroad Right-of-Way Use

- Path Crossings
 - Adjacent to public roadway at-grade crossings
 - Individual grade separated crossings
 - Typically authorized through an easement
- Parallel Paths
 - Typically discouraged by railroads
 - Allowed under strict conditions
 - Minimum 25 feet from centerline of track
 - Positive barrier divider
 - Typically authorized via license agreement



Path Options



Parallel Path with Fencing



Overpass (clear span right-of-way)



Path with At-Grade Road Crossing



Underpass

Regulatory Authority

- Colorado Public Utilities Commission
 - Allow path/walk crossings at-grade within 25 feet of a public roadway at-grade crossing
 - Does not allow new at-grade path crossings of main line tracks more than 25 feet from a public roadway; must be grade separated
 - Allows new at-grade path crossings of branch line tracks
 - 2009 MUTCD compliant



Railroad Approval Process

Activity	Timeline
Field Diagnostic Review of the proposed location with Railroad, PUC and Project Proponent	1 mo
Development of 30% plans for railroad review	2-3 mos
Railroad generation of Cost Estimate for railroad work, if any	2 mos
Survey and Legal Description of the proposed easement or license area	<1 mo
Completion of 100% plans	2-3 mos
Payment of easement/license fee	< 1mo
Development of Construction & Maintenance Agreement for signature by both parties	3-4 mos
Total Pre-Construction Timeline	approximately 14 mos
Construction and installation of any Railroad Warning Devices or Surfacing	approximately 12 mos

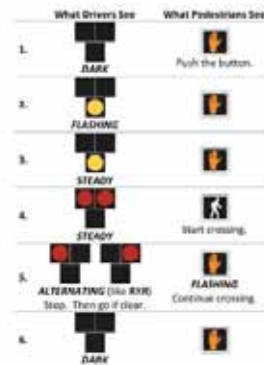
PUC Process

- Development of PUC application
 - Must include cost estimates from Railroad and Project Proponent
 - Must include plans that are relatively final (no substantive changes following submittal)
 - Uncontested application – complete in 60 days
 - Contested application – can take up to 1 year
- Path applications typically not highly contested



Issues

- HAWK Signal System
(High intensity Activated CrossWalk)
- Multiple Tracks or Track Uses



Path of Least Resistance

- Paths or detached walks within 25 feet of a public at-grade roadway crossing
- Independent grade separated crossings
 - Overpasses that clear span the right-of-way
 - Underpasses that allow for surface right-of-way use
- Parallel paths 25+ feet from the track
- Research railroad characteristics and review possible alternatives
- Coordinate with the railroad



Trail development along irrigation ditches



OPPORTUNITIES AND CONSTRAINTS

Opportunities



- Ditch alignments create network through the region



Opportunities



- Provide dual purpose: wildlife corridor preservation and trail connectivity



Opportunities



- Improve use of required buffers between ditches and private property.



Constraints

- **Ditch Company resistance**
 - Safety
 - Access
 - Land Ownership vs. Prescriptive Easement
- **Maintenance**
 - Trail
 - Landscaping
 - Ditch

Prescriptive Easements

- If the land is owned by an entity other than the ditch company
- Width may not be defined, but based on historic uses
- Must not “unreasonably interfere” with the ditch company’s ability to deliver water through the ditch and/or maintain the ditch and structures on the ditch

Prescriptive Easements

- Ditch company may do whatever is “reasonably necessary” to use the easement, include access for maintenance, operation & repair
- The issue will be whether the recreational trail use proposed “unreasonably interferes” with the ditch easement
- http://waterlab.colostate.edu/urban/legal_issues.pdf

How to get started...

- Masterplans showing conceptual alignments
- Ordinances requiring land dedication with adjacent development
- Negotiated agreements with ditch companies to avoid changes in board members
- Assume ditch maintenance responsibilities
- Regional plans and intergovernmental coordination

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