



4. REGIONAL BICYCLE SYSTEM ENHANCEMENT

Corridor Identification Process

One of the primary objectives of this Regional Bicycle Plan was to identify regional bicycle corridors that could serve as the spine for bicycle travel between and through the local communities. Through a collaborative process with the Bike TAC, and building upon input from the public and stakeholders throughout the region, a process was developed for identifying Regional Bicycle Corridors.

Gap Assessment

The three larger communities (Fort Collins, Loveland, and Greeley), as well as several of the smaller communities in the MPO, have considerable bicycling networks in place. Many more bicycle facilities are being planned within the communities (refer to **Appendix D** for a compilation of future bicycle facilities that have been identified by one or more local agency). Even with these planned bicycle facilities, the regional network lacks connections between communities. With a focus on regional connections, the existing and planned bicycle facilities maps were used to identify gaps in the bicycle network. These gaps, paired with information about desired travel patterns obtained through the public outreach program, were valuable in identifying non-corridor specific desire routes segments for regional bicycle travel.

Regional Corridor Selection Criteria

A series of selection criteria were established to facilitate locating potential regional bike corridors:

- ▶ **Consistent with Local/State Planning** – Proposed bike routes that have been identified in local plans were used as a starting point, with preference for routes in which the jurisdiction has a policy to accommodate bikes (e.g., a complete streets policy).
- ▶ **Supports Tourism and Local/Regional Economy** – Major employment centers and the likelihood of commuters using routes were considered as well as schools and the potential for student use; routes used for race events and/or group riders that enhance tourism were also identified.
- ▶ **Connects Multiple Jurisdictions** – Connections between communities that would create a network of bicycle routes were identified.
- ▶ **Improves Bicycle LOS** – Consideration was given to travel sheds with poor bicycle level of service (LOS) and where significant improvement in bike LOS would result from implementation.
- ▶ **Provides Multimodal Connections** – Existing and future transit service and stop locations were identified and potential bike route connections to transit and park and ride locations were considered, with a focus on connecting to regional transit service.
- ▶ **Connects to Regional Trails/Trailheads** – Existing and future regional trails were identified to assess the potential connections to these trails.
- ▶ **Obstacles to Implementation** – Known obstacles in the vicinity of each potential route were identified, including number of property owners along a trail corridor, right of way (public, private, railroad, ditch, etc.), wildlife habitat and/or environmentally sensitive lands. Routes were selected to minimize potential obstacles (e.g., stream crossings, railroad crossings, interstate crossing, etc.).
- ▶ **Public Input** – Input from the extensive public outreach process, including the survey results, was used to identify routes with a strong public demand for a bicycle connection.



Regional Bicycle Corridors

Using the criteria described above, and through a collaborative process with the Bike TAC and the local agency councils and boards, a recommended regional bicycle network has been established. Twelve Regional Bicycle Corridors comprise the recommended network, as shown on **Figure 4.1**. Separate maps (**Figures 4.2– 4.13**) and corresponding tables (**Tables 4.1 – 4.12**) for each of the 12 corridors provide pertinent information about each corridor (i.e., existing bicycle facilities along or connecting to the corridor, key local connections, school locations, number of parcels along the corridor, and miles of corridor on-street versus off-street). Each corridor has been divided into segments and the segments are described as:

- ▶ **Existing** – this segment of the Regional Bicycle Corridor exists
- ▶ **Planned** – this segment of the Regional Bicycle Corridor does not exist, but it has been identified in one or more local planning document
- ▶ **Future** – this segment of the Regional Bicycle Corridor does not exist, nor has it been identified in a local planning document; it is a new recommendation to complete a needed regional connection

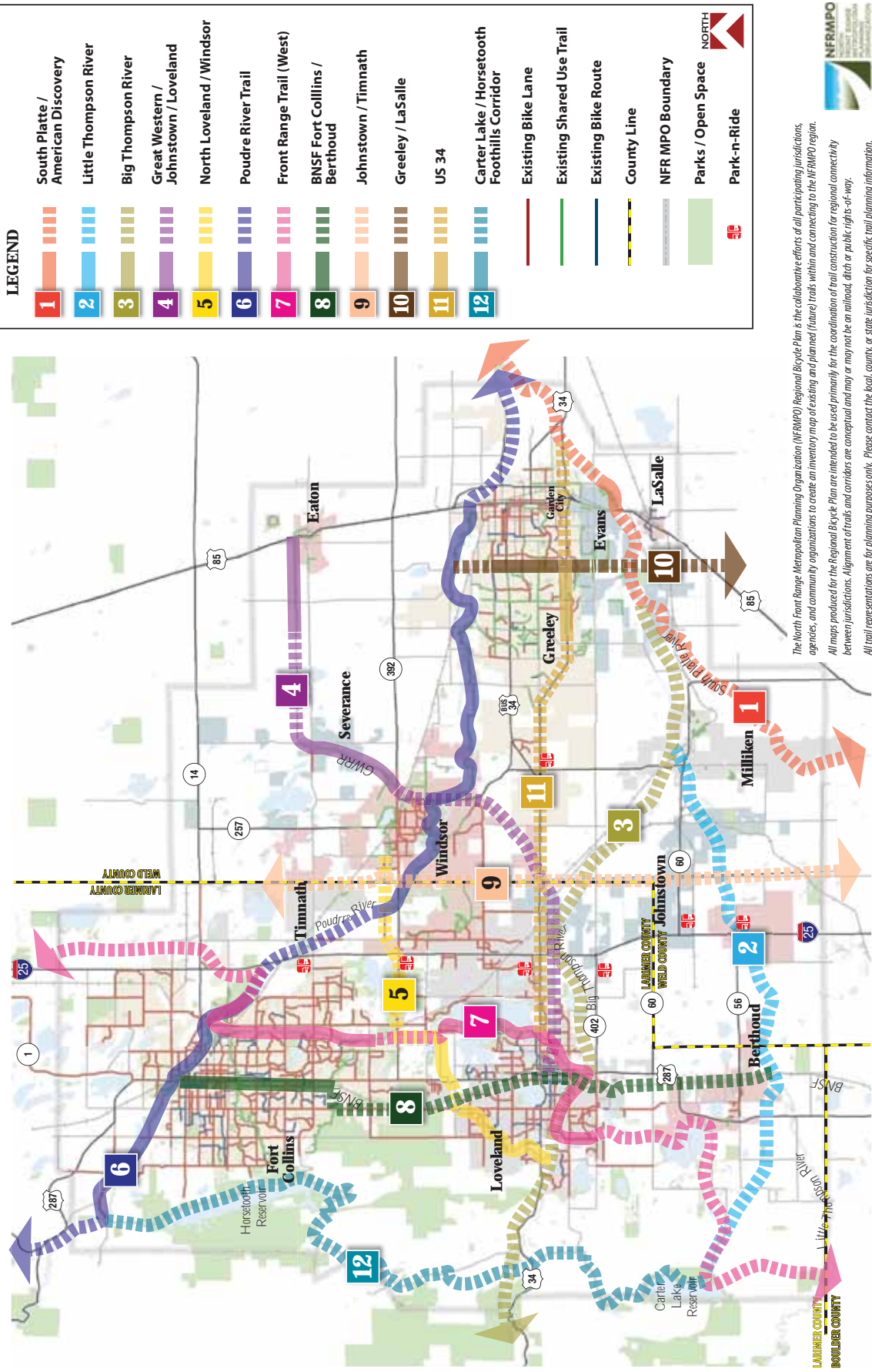
The corridor map is supported with a narrative description each segment in tabular format. The tables include:

- ▶ **Overview Narrative** – A narrative vision of the entire corridor
- ▶ **Planning References** – A list of plan citations referencing this corridor along with a code (letter) for use in referencing each corridor segment
- ▶ **Segment ID** – The identification of the segment to correspond with the corridor map
- ▶ **Jurisdiction** – The name of the jurisdiction where the segment starts and ends
- ▶ **Description** – A narrative overview of the segment with acknowledgement of local planning, future projects, and opportunities
- ▶ **Plan** – Code referencing the plan citation for the segment
- ▶ **Parks/Natural Areas** – The name of a destination within proximity segment
- ▶ **Transit Connections** – The number of transit stops with a ½ mile of the segment
- ▶ **Local Connection** – Future infrastructure necessary for municipality/county to access the corridor segment
- ▶ **Significant Infrastructure** – Like infrastructure needed for the segment to be built (bridge, underpass, signalization)
- ▶ **Temporary Alignment** – Short-term trail alignment that could “bridge the gap” until the permanent infrastructure can be built
- ▶ **Alternative Alignment** – Segment alignment that may prove more feasible over time that visualized alignment proposed in plan.

A corridor selection criteria matrix, which documents key attributes of each corridor with respect to the eight evaluation criteria, is included in **Appendix E**.



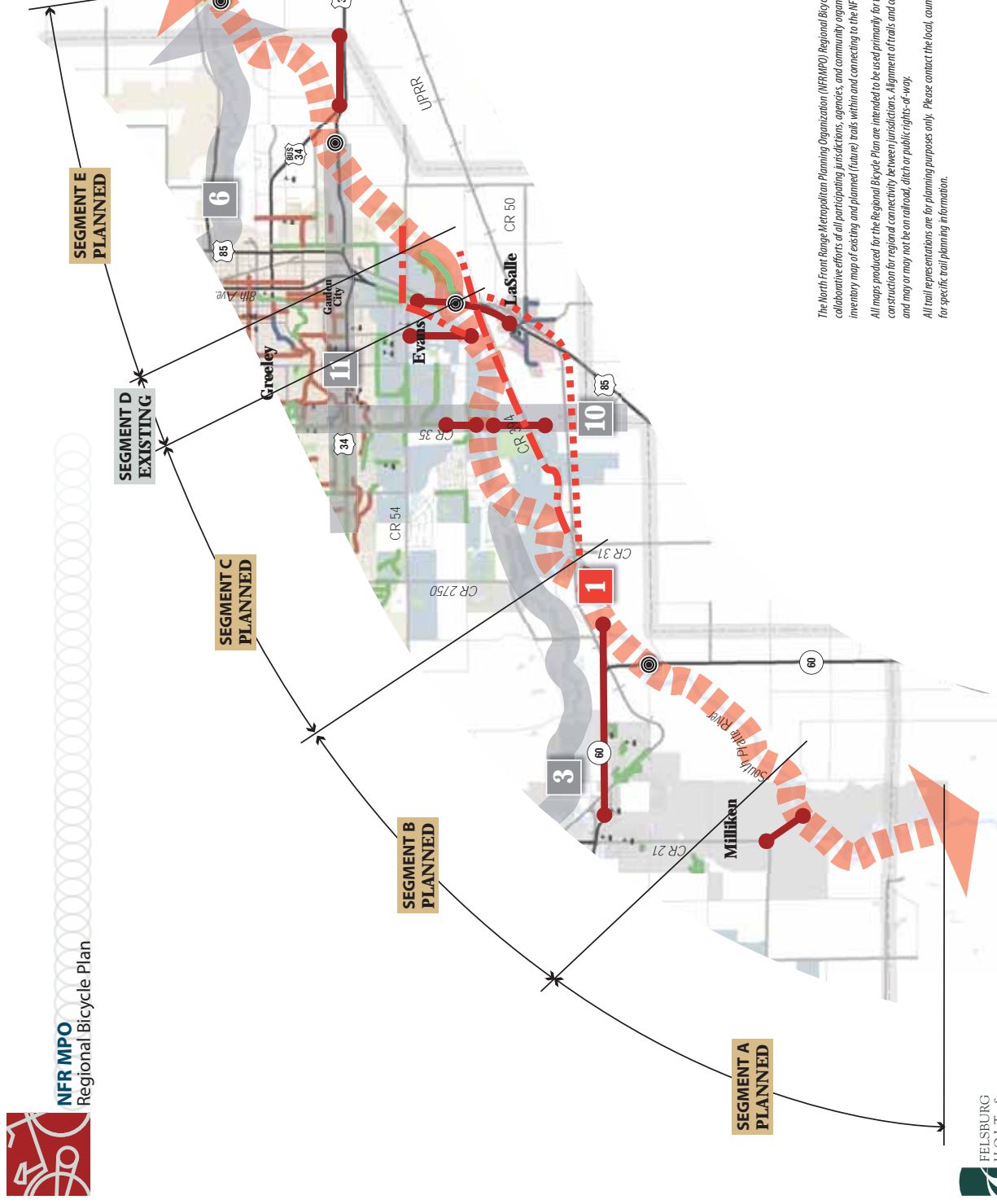
Figure 4.1 Regional Bicycle Corridors



The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative effort of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region. All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be an railroad, ditch or public right-of-way. All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.



Figure 4.2 Corridor #1
South Platte / American Discovery



LEGEND

- Existing Corridor Alignment
- Envisioned Corridor Alignment
- Alternative Alignment
- Temporary Alignment
- Significant Infrastructure Required
- Key Local Connections
- Existing Bike Lane
- Existing Shared Use Trail
- Existing Bike Route
- County Line
- NFR MPO Boundary
- Parks / Open Space
- Schools

CORRIDOR DATA

Total Corridor Length (miles)	22
Miles in Larimer County	0
Miles in Weld County	22
Miles On-Street	0
Miles Off-Street	22
Number of Parcels	121
Schools within 1/2 mile	0


The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative effort of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region. All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be on railroad, ditch or public rights-of-way. All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.



Table 4.1 Corridor #1 – South Platte / American Discovery

The South Platte River flows through the southeast portion of the NFRMPO region. The corridor not only represents a future connection between NFRMPO communities, but a statewide- (Colorado Front Range Trail) and nationally-recognized corridor (American Discovery Trail). The corridor is widely referenced by our member governments as a shared-use trail along the river corridor ultimately connecting with the Poudre River Trail (Corridor #6) east of Greeley, Colorado.

ENTITY	PLAN REFERENCE	CODE
Evans	Felsburg, Holt & Ullevig, March 2004. City of Evans Transportation Plan.	E
Colorado State Parks	Colorado State Parks Online. 2007. Colorado Front Range Trail.	C
LaSalle	Felsburg, Holt & Ullevig, August 2010. LaSalle Transportation Plan.	L
Milliken	Felsburg, Holt & Ullevig, November 2008. Town of Milliken Transportation Master Plan.	M
American Discover Trail Society	American Discover Trail Society. "American Discovery Trail: Colorado."	A
Thompson Rivers Park District	Tetra Tech RMC. 2003. Johnstown-Milliken Parks, Trails, Recreation & Open Space Master Plan	T
Weld County	Weld County Public Works Department. 2011. <i>Weld County 2035 Transportation Plan.</i>	WC
Greeley	EDAW. 2002. City of Greeley Conceptual Trails Plan.	G


Segment 1-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 <p>Key Local Connections</p>	Milliken	Milliken	Milliken	The southernmost segment of this corridor runs from the NFRMPO boundary to the through the southern portions of Milliken. The Town of Milliken is the lead agency in the design of this corridor (South Platte Corridor Master Plan – Milliken to Platteville) segment with Greater Outdoor Colorado (GOCO) funds.	C T M A WC
	PARKS / NATURAL AREAS <ul style="list-style-type: none"> Wild Cat Mounds Ancient Burial Ground Fort St. Vrain Historic Site 	TRANSIT CONNECTIONS N/A			

Connection needed from CR 21 in South Milliken to Wild Cat Mounds and the South Platte Corridor

Segment 1-B	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 <p>Significant Infrastructure Required</p>	Milliken	Milliken	Evans	This segment runs from the Town of Milliken's eastern city limits to the western city limits of the City of Evans through Weld County. The Town of Milliken is the lead agency in the design of this corridor (South Platte Corridor Master Plan – Milliken to Platteville) segment with Greater Outdoor Colorado (GOCO) funds. The Johnstown-Milliken Parks, Trails, Recreation & Open Space Master Plan recognizes shared-use trail along this segment.	C E T M A WC
	PARKS / NATURAL AREAS <ul style="list-style-type: none"> Dent Mound with Mammoth Remains 	TRANSIT CONNECTIONS N/A			

The Hwy 60 crossing will require an access point to the South Platte Corridor and bike lanes when the bridge is maintained / enhanced.

Table 4.1 Corridor #1 – South Platte / American Discovery (cont.)

Segment 1-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Evans	Evans	This segment runs from WCR 31 to US 85 in Evans. The segment intersects with the Big Thompson Corridor (#3) and the Greeley to LaSalle Corridor (#10). The Johnstown-Milliken Parks, Trails, Recreation & Open Space Master Plan recognizes shared-use trail along this segment. The Town of LaSalle would like the Union Pacific recognized as an alternative alignment as a candidate for a future railbank or shared-use trail to parallel the rail line.	C E A WC L
	PARKS / NATURAL AREAS		TRANSIT CONNECTIONS		
	<ul style="list-style-type: none"> Big Thompson River 		N/A		
	Key Local Connections	WCR 35 Northside	Extension of shared use trail south to access the South Platte Corridor from WCR 35 (35 th Avenue) in Evans		
	Key Local Connections	WCR 35 Southside	Bike lanes or shared use trail from Evans GMA on WCR 35 north to the South Platte Corridor		
	Key Local Connections	Downtown Evans	Bike lanes or shared use trail to connect from Downtown Evans to South Platte Corridor		
	Key Local Connections	LaSalle to Evans	Bike lanes and shared use trail from LaSalle and Evans to South Platte Corridor		
	Alternative Alignment	Union Pacific	Alignment would parallel Union Pacific from Downtown LaSalle westward and return the South Platte River connecting with Segment 1-B		
	Temporary Alignment	CR 394	Signed bike route or bike lanes with roadway maintenance/improvement could provide temporary alignment until permanent shared use trail constructed		


Segment 1-D	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Evans	Evans	The City of Evans has constructed a shared-use trail from US 85 to Riverside Park along the northside of the South Platte River.	C E A WC G L
	PARKS / NATURAL AREAS		TRANSIT CONNECTIONS		
	<ul style="list-style-type: none"> Riverside Park 		3		
	Key Local Connections	Downtown Evans	Bike lanes or shared use trail to connect from Downtown Evans to South Platte Corridor separated from Highway 85		
	Significant Infrastructure Required	Pedestrian/Bicycle Bridge	Non-motorist infrastructure desired to cross South Platte and separated from Highway 85		
	Temporary Alignment	Pedestrian/Bicycle Bridge	Evans Town Ditch provides two access points to South Platte Corridor from Evans until a permanent shared use trail is constructed.		

Table 4.1 Corridor #1 – South Platte / American Discovery (cont.)





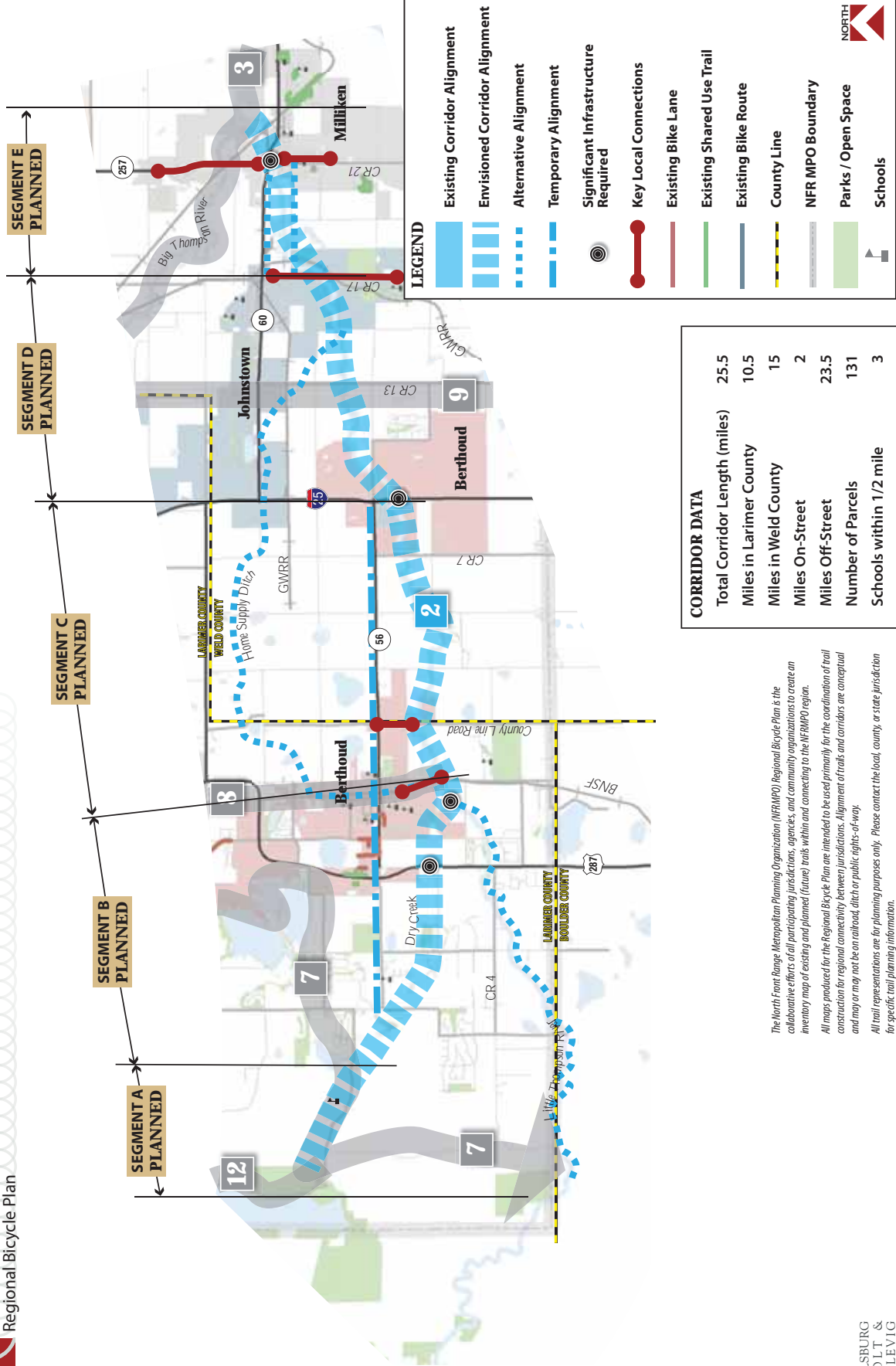
Segment 1-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Evans PARKS / NATURAL AREAS	Weld County TRANSIT CONNECTIONS	The northernmost segment runs from the eastern City limits of Evans to the confluence of the Poudre and South Platte Rivers. The City of Greeley recognizes this segment as a future shared-use trail within their GMA. The segment intersects with the US 34 Corridor (#11) at US 34 Bypass.	C E A G WC	
 Significant Infrastructure Required	Infrastructure required where South Platte Corridor crosses US 34 Business and/or Bypass.				
 Key Local Connections	Bike lanes or shared use trail connection to Kersey parallel to US 34 to provide access to Greeley and Evans.				
 Significant Infrastructure Required	Infrastructure required to connect South Platte River to Poudre River Corridor dependent on future trail alignments for both corridors.				



Figure 4.3 Corridor #2
Little Thompson River



The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative effort of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region.

All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be on railroad, ditch or public rights-of-way.


All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.



Table 4.2 Corridor #2 – Little Thompson River

The Little Thompson River provides a true regional connection across the southern portion of the NFRMPO region. This historically-identified corridor connects both Larimer and Weld County with access to destinations like Carter Lake, the Front Range Trail (West), I-25 Park and Ride, and Downtown Milliken. The preferred alignment for this corridor leaves the Little Thompson River in Berthoud and follows Dry Creek northwest to Carter Lake. The historical alignment along the Little Thompson is preserved as an alternative alignment.

ENTITY	TITLE	CODE
Milliken	Felsburg, Holt & Ullevig. November 2008. Town of Milliken Transportation Master Plan.	M
Larimer County	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.	LC
Thompson Rivers Parks District	Tetra Tech RMC. 2003. Johnstown-Milliken Parks, Trails, Recreation and Open Space Master Plan.	T
Berthoud	Town of Berthoud Colorado. 2012 (anticipated). PORT Master Plan.	B
Johnstown	Felsburg, Holt & Ullevig. February 2008. Town of Johnstown Transportation Master Plan.	J
Colorado State Parks	Colorado State Parks Online. 2007. Colorado Front Range Trail.	C

Segment 2-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Alternative Alignment	Larimer County	Larimer County	This segment follows LCR 8E and Dry Creek from Carter Lake—the western corridor terminus. Carter Lake is recognized as a regionally-significant destination for bicyclists. LCR 8E is identified by Larimer County to receive shoulder improvements conducive for bicycle lanes when this roadway is scheduled roadway maintenance. Dry Creek may provide a parallel alignment for a shared use trail continuation from Segment B of this corridor. This segment connects with the Carter Lake/ Horsetooth Corridor (#12) and the Front Range Trail (West - #7).	LC C
		PARKS / NATURAL AREAS • Carter Lake • Flatiron Reservoir • Hertha Reservoir	TRANSIT CONNECTIONS N/A		
		Little Thompson to Boulder County		The historically-recognized alignment is preserved as an alternative alignment in this plan and would connect with the Front Range Trail (West -#7).	


Segment 2-B	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Alternative Alignment Significant Infrastructure Required Significant Infrastructure Required Key Local Connections Temporary Alignment Alternative Alignment	Larimer County	Berthoud	This segment parallels Dry Creek from LCR8E to BNSF Corridor (#8) through Larimer County. The segment diverges from the historically-recognized Little Thompson River trail corridor to connect to instead provide direct access to Carter Lake along Dry Creek.	LC B
		PARKS / NATURAL AREAS • Little Thompson River	TRANSIT CONNECTIONS N/A		
		Little Thompson to Boulder County		The historically-recognized alignment is preserved as an alternative alignment in this plan and would connect with the Front Range Trail (West -#7).	
		Crossing 287	Infrastructure required where Dry Creek and Little Thompson River crosses US 287		
		Crossing BNSF	Infrastructure required where Little Thompson River crosses US 287		
		Downtown Berthoud	Bike lanes or shared use trail connecting downtown Berthoud to Little Thompson Corridor. Connection may parallel BNSF Corridor (#8)		
		CO 56 / LCR 8	Future bike lanes could provide temporary alignment until permanent shared use trail constructed		
		Home Supply Ditch	Home Supply Ditch could provide a similar connection to Berthoud, Weld County and Johnstown along existing service road.		

Table 4.2 Corridor #2 – Little Thompson River (cont.)



Segment 2-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 <ul style="list-style-type: none"> • Significant Infrastructure Required • Alternative Alignment • Temporary Alignment • Key Local Connections 		Berthoud	Berthoud	<p>This segment crosses the Larimer and Weld County line between the BNSF Corridor (#8) and the Berthoud annexation at I-25. The segment connects to the CO-56 Park and Ride.</p>	<p>LC B T</p>
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		<ul style="list-style-type: none"> • Glimocky Equestrian Center 	N/A		
		<p>As I-25 expands, an underpass for the Little Thompson Corridor will be necessary for movement across the interstate and from the Park & Ride at CO-56.</p> <p>Home Supply Ditch could provide a similar connection to Berthoud, Weld County and Johnstown along existing service road.</p> <p>Future bike lanes could provide temporary alignment until permanent shared use trail constructed</p> <p>Bike lanes or shared use trail connecting East Berthoud to Little Thompson Corridor.</p>			
Segment 2-D	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 <ul style="list-style-type: none"> • Alternative Alignment • Key Local Connections 		Berthoud	Johnstown	<p>This segment travels from the CO-56 Park and Ride at I-25 through Berthoud and Weld County to Parish Avenue in Johnstown. The segment intersects with the Timmath to Johnstown Corridor (#9).</p>	<p>B J T</p>
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		<ul style="list-style-type: none"> • Pioneer Ridge Elementary School 	N/A		
		<p>Home Supply Ditch could provide a similar connection to Berthoud, Weld County and Johnstown along existing service road.</p> <p>Bike lanes or shared use trail to provide access to the Little Thompson Corridor from downtown Johnstown and Pioneer Ridge</p>			

Table 4.2 Corridor #2 – Little Thompson River (cont.)










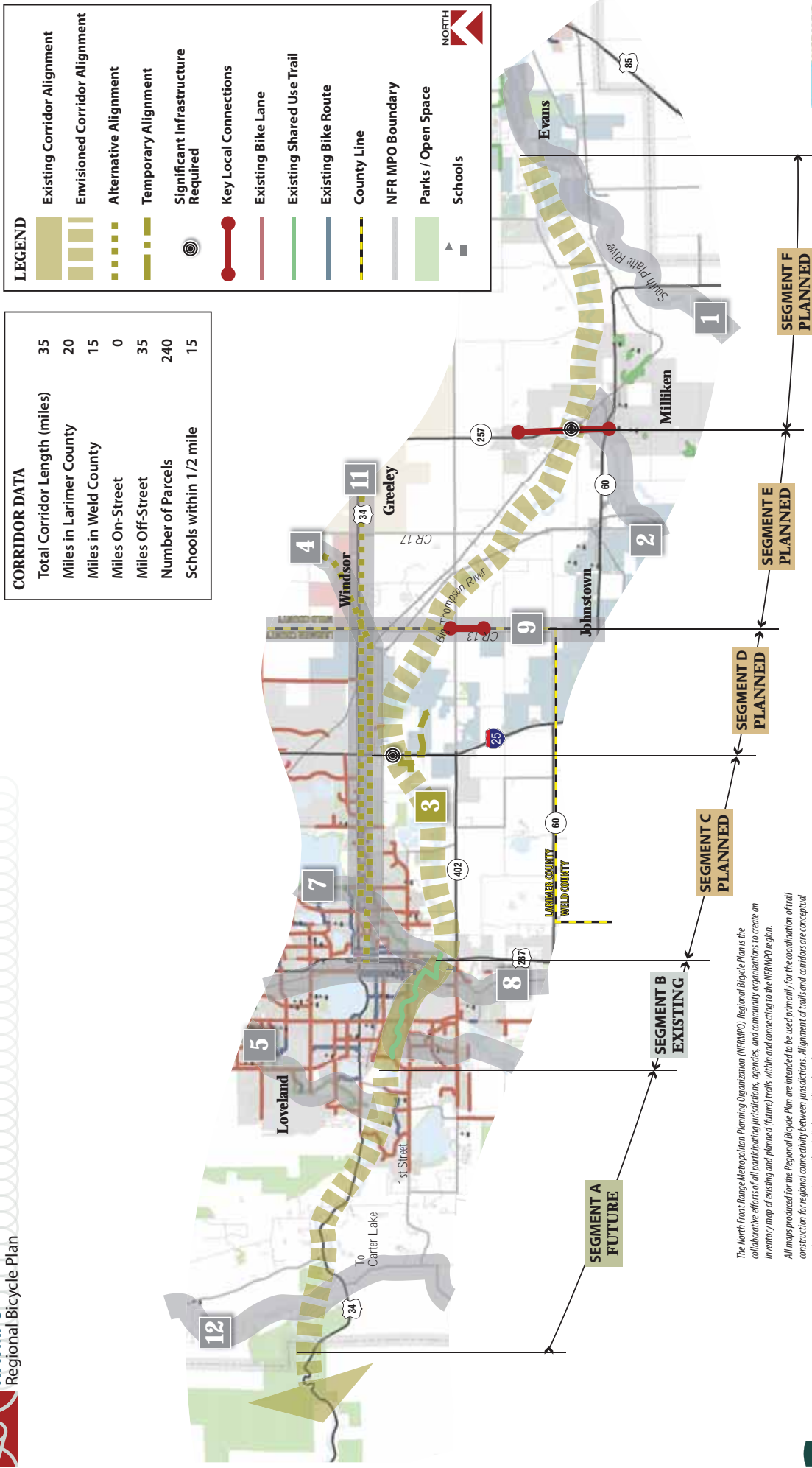
Segment 2-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	       	Johnstown PARKS / NATURAL AREAS <ul style="list-style-type: none"> Centennial Lake Milliken Water Works Pool 	Milliken TRANSIT CONNECTIONS N/A	This segment runs from Parish Avenue in Johnstown to the Big Thompson Corridor (#3) in Milliken. The segment would provide a necessary connection between the two communities and provide bicycle access to their shared Middle- and High Schools along with the Thompson Rivers Parks District facilities.	J T M
		CO 60 WCR 46 ½ CR 21 CO 257 Crossing 60/257	Bike lanes or shared use trail parallel to CO-60 to provide an alternative connection between the towns and their shared Middle- and High School Bike lanes or shared use trail parallel to CO-60 to provide an alternative connection between the towns and their shared Middle- and High School Bike lanes or shared use trail to provide access to the Little Thompson Corridor from south Milliken and South Platte Corridor (#1) Bike lanes or shared use trail to provide access to the Little Thompson Corridor from Mad Russian subdivision. Infrastructure required where the Little Thompson River crosses CO-60/CO-257 and connects into the Big Thompson River.		



Figure 4.4 Corridor #3
Big Thompson River



The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative efforts of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region. All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be on railroad, ditch or public rights-of-way. All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.



Table 4.3 Corridor #3 – Big Thompson River

The Big Thompson River provides a regional connection across the central portion of the NFRMPO region. This historically-identified corridor will connect both Larimer and Weld County with access to destinations like the Front Range Trail (West), Loveland's Recreation Trail, Devil's Backbone, and the downtowns of Loveland and Milliken.

ENTITY	TITLE	CODE
Milliken	Felsburg, Holt & Ullevig. November 2008. Town of Milliken Transportation Master Plan.	M
Larimer County	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.	LC
Thompson Rivers Parks District	Tetra Tech RMC. 2003. Johnstown-Milliken Parks, Trails, Recreation and Open Space Master Plan.	T
Loveland	LSA Associates. 2012. City of Loveland Bicycle and Pedestrian Plan. City of Loveland.	L
Johnstown	Felsburg, Holt & Ullevig. February 2008. <i>Town of Johnstown Transportation Master Plan.</i>	J
Colorado State Parks	Colorado State Parks Online. 2007. Colorado Front Range Trail.	C
Evans	Felsburg, Holt & Ullevig. March 2004. City of Evans Transportation Plan.	E



Segment 3-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Larimer County	Loveland	TRANSIT CONNECTIONS N/A	This segment parallels US 34 from the mouth of the Big Thompson Canyon past Devil's Backbone to connect with a built segment of Loveland's Recreation Trail. A remaining segment of the Recreation Trail would close the southwestern portion the loop around Loveland and bring the Big Thompson Corridor closer to connecting with Devil's Backbone. The shared use trail connection of the Big Thompson Corridor with the Carter Lake/Horsetooth Corridor is expected to be explored by Larimer County with their upcoming Open Lands Plan Update (2013).	LC
	PARKS / NATURAL AREAS <ul style="list-style-type: none"> • Devil's Backbone • Namaqua Park 				
Segment 3-B	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Loveland	Loveland	TRANSIT CONNECTIONS 11	This shared use trail is the only completed segment of the Big Thompson Corridor. This segment is shared with the Front Range Trail (West - #7) and crosses the BNSF Corridor (#8).	L C T
	PARKS / NATURAL AREAS <ul style="list-style-type: none"> • Centennial Park • Fairgrounds Park 				

Table 4.3 Corridor #3 – Big Thompson River (cont.)




Segment	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
Segment 3-C		Larimer County	Larimer County	<p>This segment connects from US-287 in Loveland to I-25 by shared use trail. The river passes near two State Wildlife Areas (ponds currently available for fishing, hunting, and wildlife viewing) before arriving at I-25. The City of Loveland Bicycle and Pedestrian Plan recognizes this segment as “Future Improvement” to I-25 through their GMA.</p>	<p>LC J T</p>
		<p>PARKS / NATURAL AREAS</p> <ul style="list-style-type: none"> Big Thompson and Simpson Ponds State Wildlife Areas 	<p>TRANSIT CONNECTIONS</p> <p>2</p>		
	<p>Significant Infrastructure Required</p> <p>Temporary Alignment</p>	<p>Crossing I-25</p> <p>Thompson Crossing</p>		<p>As I-25 expands, an underpass for the Big Thompson Corridor will be necessary for movement across the interstate.</p> <p>A temporary alignment and crossing could leave the Big Thompson at LCR 5E under I-25 to Thompson Crossing back northeast from River Ranch Pkwy.</p>	
Segment 3-D		Larimer County	Larimer County	<p>This segment connects from I-25 to the County Line by shared use trail. The river passes through portions of Johnstown and Loveland’s GMA. The trail segment would connect with the Timnath to Johnstown Corridor (#9) at the County Line.</p>	<p>J T J</p>
		<p>PARKS / NATURAL AREAS</p> <p>N/A</p>	<p>TRANSIT CONNECTIONS</p> <p>N/A</p>		
	<p>Temporary Alignment</p> <p>Key Local Connections</p>	<p>Thompson Crossing</p> <p>Johnstown Access</p>		<p>A temporary alignment and crossing could leave the Big Thompson at LCR 5E under I-25 to Thompson Crossing back northeast from River Ranch Pkwy. Bike lanes or shared use trail to provide access to the Big Thompson Corridor from north Johnstown neighborhoods.</p>	
Segment 3-E		Weld County	Milliken	<p>This segment connects from the County Line to CO-257 by shared use trail. The river passes through portions of Johnstown and Weld County. The trail segment would connect with the Timnath to Johnstown Corridor (#9) at the County Line.</p>	<p>J T M</p>
		<p>PARKS / NATURAL AREAS</p> <p>N/A</p>	<p>TRANSIT CONNECTIONS</p> <p>N/A</p>		
	<p>Key Local Connections</p>	<p>Milliken Access</p>		<p>Bike lanes or shared use trail to provide access to the Big Thompson Corridor from Milliken neighborhoods.</p>	

Table 4.3 Corridor #3 – Big Thompson River (cont.)


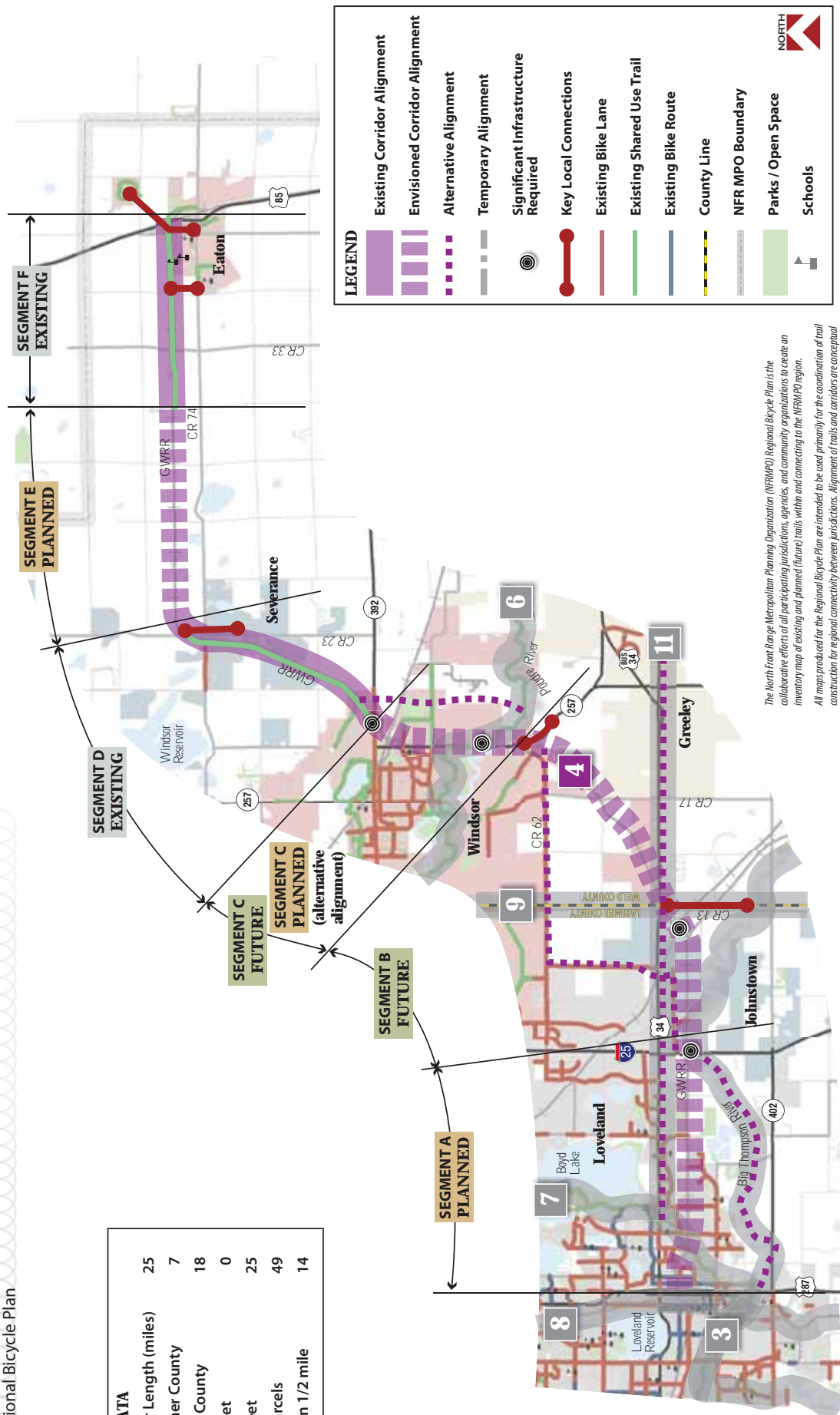
Segment 3-F	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	<p>Milliken</p> <p>PARKS / NATURAL AREAS</p> <p>N/A</p>	<p>Evans</p> <p>TRANSIT CONNECTIONS</p> <p>N/A</p>	<p>This segment connects from CO-257 to the South Platte River Corridor (#1) by shared use trail. The river passes through portions of Milliken and Weld County before it terminates in Evans. The trail segment would also connect with the Little Thompson River Corridor (#3) in Milliken.</p>	<p>J</p> <p>T</p> <p>M</p>	



Figure 4.5 Corridor #4
Great Western / Johnstown / Loveland



CORRIDOR DATA	
Total Corridor Length (miles)	25
Miles in Larimer County	7
Miles in Weld County	18
Miles On-Street	0
Miles Off-Street	25
Number of Parcels	49
Schools within 1/2 mile	14

LEGEND

- Existing Corridor Alignment
- Envisioned Corridor Alignment
- Alternative Alignment
- Temporary Alignment
- Significant Infrastructure Required
- Key Local Connections
- Existing Bike Lane
- Existing Shared Use Trail
- Existing Bike Route
- County Line
- NFR MPO Boundary
- Parks / Open Space
- Schools

The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative effort of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region. All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be on railroad, ditch or public rights-of-way. All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.



Table 4.4 Corridor #4 – Great Western / Johnstown / Loveland

The Great Western Trail Corridor follows the alignment of the Great Western Railroad that once connected Loveland to Eaton. The backbone of the corridor is the 11.7 mile mixed-use recreational trail that connects the towns of Windsor, Severance and Eaton utilizing the abandoned rail bed of the Great Western Railroad (preserved right-of-way through the provisions of the federal “Rails to Trails” legislation). The remainder of the corridor would follow the remaining active railway (Rails-with-Trails) crossing the Poudre River corridor (#6) and I-25 into Loveland’s bicycle network. This corridor provides critical rural access from the northeast portion of NFRMPO region into the region’s core.

ENTITY	TITLE	CODE
Windsor	Town of Windsor April 2007. Town of Windsor Comprehensive Plan.	W
Eaton	Town of Eaton Colorado. 2003. Parks and Recreation Plan.	E
Larimer County	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.	LC
Loveland	LSA Associates. 2012. City of Loveland Bicycle and Pedestrian Plan. City of Loveland.	L





Segment 4-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN	
 <ul style="list-style-type: none"> Alternative Alignment Significant Infrastructure Required Alternative Alignment 		Loveland	Loveland	This segment would connect downtown Loveland to I-25 parallel to the Great Western Railroad (Rails-with-Trails). The segment is recognized in the City of Loveland’s Bicycle and Pedestrian Plan from the BNSF Railroad to North Denver Avenue. The shared use recreational trail would bring the bicyclist to Centerra retail area at I-25 & 34.	L	
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS			27
		<ul style="list-style-type: none"> • Big Thompson and Simpson Ponds State Wildlife Areas 	Loveland recognizes Enhanced Bike Lanes along US 34 as a “Future Improvement” in their Bicycle and Pedestrian Plan that could provide an alternative. As I-25 expands, an underpass for the Great Western Corridor will be necessary for movement across the interstate. The Big Thompson River Corridor (#3) could serve as an alternative trail alignment for connecting into the Great Western Corridor at I-25.			
Segment 4-B	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN	
 <ul style="list-style-type: none"> Alternative Alignment Alternative Alignment Key Local Connections 		Loveland	Windsor	This segment would parallel the Great Western Railroad (Rails-with-Trails) from I-25 through portions of Loveland, Johnstown, Larimer County, and Weld County before arriving in Windsor. The corridor crosses both the Timnath to Johnstown Corridor (#9) and the US 34 Corridor (#11) at County Line Road.	L	
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS			N/A
		US 34 Corridor Crossroads / LCR 3 West Greeley	The US 34 Corridor (#11) recognizes a shared use trail that could provide an alternative alignment to meet the Great Western Corridor at I-25. The bike lanes on Crossroads Blvd could be an alternative route that could cross into Centerra along LCR 3 and meet the Great Western Corridor at I-25. Bike lanes or shared use trail to provide access to the Great West Corridor in the future from West Greeley.			

Table 4.4 Corridor #4 – Great Western / Johnstown / Loveland (cont.)





Segment	4-C	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
Segment 4-C		<p>Alternative Alignment</p> <p>Significant Infrastructure Required</p>	Windsor	Windsor	<p>This segment parallels (Ralls-with-Trails) CO-257 as it travels south from CO-392. The corridor would cross the Poudre River Corridor (#6) on east side of the Water Valley development. The segment also crosses a recognized future trailway along the Eaton Ditch in Windsor through Water Valley.</p>	W
			<p>PARKS / NATURAL AREAS</p> <ul style="list-style-type: none"> Chimney Park Folkstone Park Windsor Village Park 	<p>TRANSIT CONNECTIONS</p> <p>N/A</p>		
			Consolidated Law Ditch	Windsor recognizes the Consolidated Law Ditch as a parallel alignment to the BNSF that would connect the railbank to the Poudre River Corridor (#6)		
			Poudre River Crossing	A bicycle and pedestrian crossing of the Poudre River will be required on both identified alignments		
Segment 4-D		<p>EXISTING</p> <p>Significant Infrastructure Required</p> <p>Key Local Connections</p>	Windsor	Severance	<p>This segment currently exists between the Towns of Severance and Windsor. The segment has successfully received Safe Routes to School and Greater Outdoor Colorado (GOCO) funding in 2012 for earthwork, landscaping and access to Severance Middle School. The corridor travels along multiple Severance subdivisions providing access to the Windsor. The rail bank terminates in this segment at CO-392 where the active line Great Western begins.</p>	W S
			<p>PARKS / NATURAL AREAS</p> <ul style="list-style-type: none"> Law Reservoir Severance Middle School Francis Brownell Mem. Park 	<p>TRANSIT CONNECTIONS</p> <p>N/A</p>		
			Poudre River Crossing	Windsor recognizes the Consolidated Law Ditch as a parallel alignment to the BNSF that would connect the railbank to the Poudre River Corridor (#6)		
			Downtown Severance	Bike lanes to provide access to the Great Western Corridor from Severance neighborhoods.		
Segment 4-E		<p>PLANNED</p>	Severance	Weld County	<p>This segment was a part of the original railbank of the Great Western Trail Authority. The segment is currently undeveloped as ownership of the abandoned rail line had been legally contested (see http://judicialview.com/Court-Cases/Civil_Remedies/Title-to-Abandoned-Railroad-Right-of-Way-Contested/11/4601). The segment will ultimately connect Eaton to Severance, Windsor, and the Poudre River Corridor (#6) through this rural segment.</p>	S E
			<p>PARKS / NATURAL AREAS</p> <ul style="list-style-type: none"> Woods Lake Angel Lake 	<p>TRANSIT CONNECTIONS</p> <p>N/A</p>		

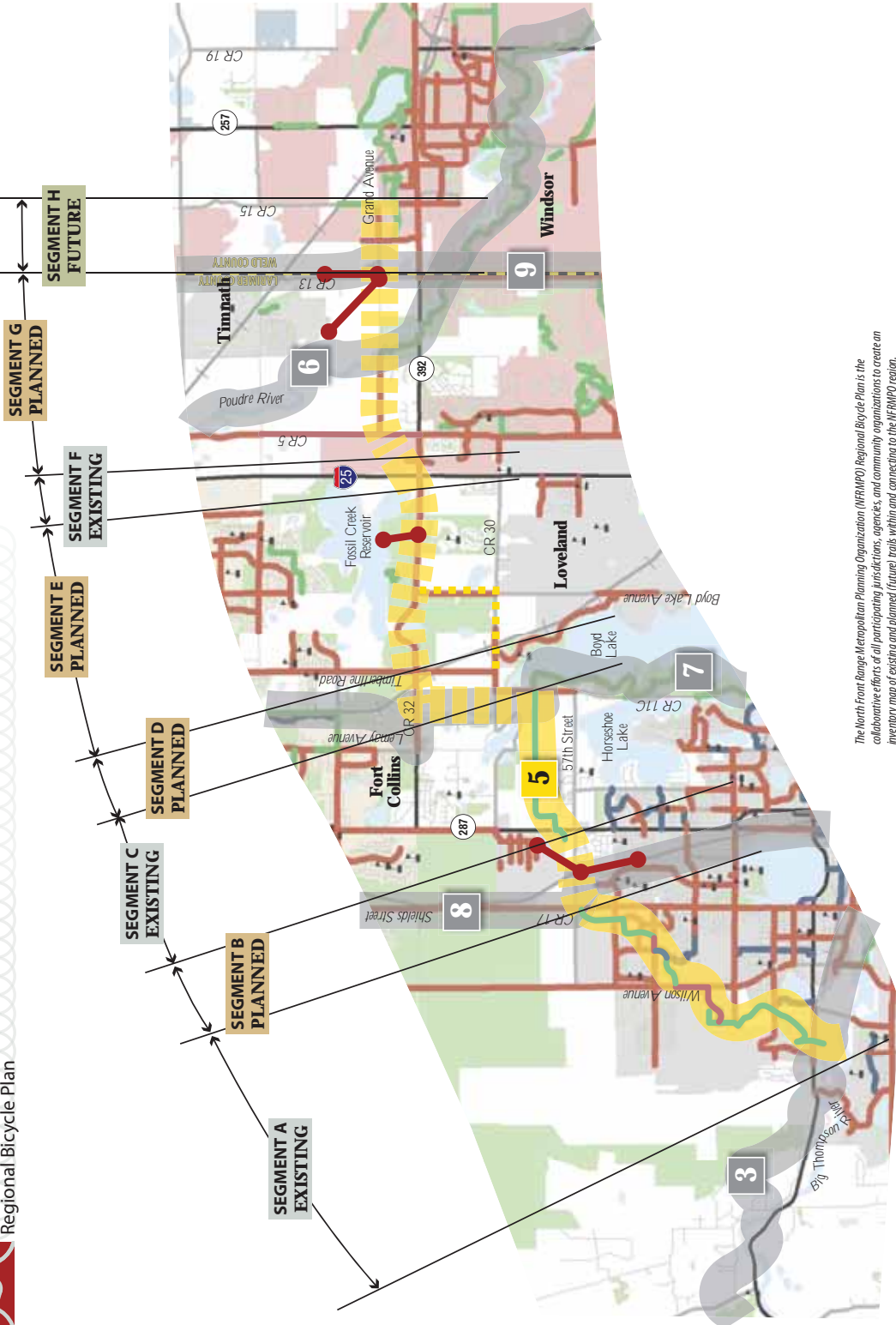
Table 4.4 Corridor #4 – Great Western / Johnstown / Loveland (cont.)

Segment 4-F	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
  		Weld County	Eaton	<p>This eastern-most segment of the Great Western corridor is undeveloped, but open and signed for bicycle use. The segment provides access to two schools in the northwest portion of Eaton. The town has identified a challenge crossing US 85 to access the eastern terminus of the trail while providing access for the Hawkstone development to the northeast of US 85. The town will be crafting a Transportation Plan in 2013 that will include an evaluation of their local bicycle infrastructure.</p>	E
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	N/A		
		West Eaton		Bike lanes to provide access to the Great Western Corridor from Eaton neighborhoods.	
		Hawkstone Neighborhood		Bike lanes to provide access to the Great Western Corridor from Hawkstone development.	



NFR MPO
Regional Bicycle Plan

Figure 4.6 Corridor #5
North Loveland / Windsor



LEGEND

- Existing Corridor Alignment
- Envisioned Corridor Alignment
- Alternative Alignment
- Temporary Alignment
- Significant Infrastructure Required
- Key Local Connections
- Existing Bike Lane
- Existing Shared Use Trail
- Existing Bike Route
- County Line
- NFR MPO Boundary
- Parks / Open Space
- Schools

CORRIDOR DATA

Total Corridor Length (miles)	18
Miles in Larimer County	17
Miles in Weld County	1
Miles On-Street	8
Miles Off-Street	10
Number of Parcels	62
Schools within 1/2 mile	4

The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative effort of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region.

All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be on railroad, ditch or public rights-of-way.


All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.



Table 4.5 Corridor #5 – North Loveland / Windsor

The North Loveland to Windsor corridor will support bicycle travel from Windsor across the countyline into the southern portion of Fort Collins, the Front Range Trail (West – #7) and the western arc of Loveland’s Recreation Trail. The trail attempts to route bicycle traffic away from CO-392 along the parallel section of LCR 11 to the North. The trail also leverages the newly constructed bicycle lanes across the upgraded (2012) Fort Collins/Windsor bridge at CO – 392 to access the bicycle lanes and future shared-use trail on the southern boundary of Fossil Creek Reservoir.

ENTITY	TITLE	CODE
Larimer County	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.	LC
Windsor	Town of Windsor. April 2007. Town of Windsor Comprehensive Plan.	W
Loveland	LSA Associates. 2012. City of Loveland Bicycle and Pedestrian Plan. City of Loveland.	L
Colorado State Parks	Colorado State Parks Online. 2007. Colorado Front Range Trail.	C
Fort Collins	City of Fort Collins. 2008. Bicycle Plan and Update.	F

Segment 5-A	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Loveland	Loveland	Loveland	This segment follows the Loveland Recreation Trail that serves as the backbone of Loveland’s bicycle network. The corridor terminates into the Big Thompson Corridor (#3) and US 34. The segment currently is a collection of shared use trails, bike lanes, and signed bike routes.	L
	PARKS / NATURAL AREAS		TRANSIT CONNECTIONS		
	<ul style="list-style-type: none"> Rist Benson Reservoir Big Thompson River 		7		




Segment 5-B	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Loveland	Loveland	Loveland	One of the few gaps in the Loveland Recreation Trail, this section of 57 th street would connect two sections of constructed shared-use trail. Loveland currently recognizes the segment as a “Medium Priority” improvement in the City of Loveland Bicycle and Pedestrian Plan. The BNSF Corridor (#8) crosses this segment. The bike lanes on Shields leading to Long View Farm and Fort Collins are accessible from this undeveloped segment.	L
	PARKS / NATURAL AREAS		TRANSIT CONNECTIONS		
	<ul style="list-style-type: none"> Long View Farm Open Space 		N/A		
	Key Local Connections	North Loveland		Bike lanes or shared use trail to provide access to the North Loveland to Windsor Corridor separated from US 287 and CR 17.	
	Key Local Connections	Walmart Shopping Center		Bike lanes or shared use trail to provide access from Walmart Shopping Center to North Loveland to Windsor Corridor separated from US 287 & CR 17.	

Table 4.5 Corridor #5 – North Loveland / Windsor (cont.)











Segment 5-C	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Loveland PARKS / NATURAL AREAS • Boyd Lake	Loveland TRANSIT CONNECTIONS 5	This segment follows the Loveland Recreation Trail that serves as the backbone of Loveland's bicycle network. The newly constructed shared use trail parallels 57 th street (to the north) and connects with the Front Range Trail (West - #7) near Boyd Lake.	L C
Segment 5-D	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Loveland PARKS / NATURAL AREAS • Boyd Lake	Fort Collins TRANSIT CONNECTIONS N/A	This segment, when developed, will share the Front Range Trail (West- #7) between CO 392 and Loveland's Recreation Trail. This segment will ultimately connect Fort Collins and Loveland through Larimer County by shared-use trail the will provide an alternative to the bike lanes LCR 17 and US 287. The segment will likely be constructed by 2014.	F L C
Segment 5-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Fort Collins PARKS / NATURAL AREAS • Pelican Marsh • Duck Lake • Fossil Creek Reservoir	Fort Collins TRANSIT CONNECTIONS N/A	The vision for this segment is a shared-use trail from Timberline in Fort Collins to 392 Bridge shared by Fort Collins and Windsor. Fort Collins recognizes a shared use trail alignment along the south border of Fossil Creek Reservoir in their City of Fort Collins Bicycle Plan Update. This alignment would separate the bicycle commuter from motorists on the existing bike lane on CO-392. A worn gravel single-track currently exists through portions of the property.	F
	Temporary Alignment 	LCR 9 to LCR 30	This temporary alignment provides existing bike lanes for the commuter to bypass much of CO-392 and the Timberline intersection.		
	Key Local Connections 	Southeast Fort Collins	Shared use trail through east side of Fossil Creek reservoir would provide access to newly constructed bicycle lanes across the 392 bridge into Windsor		

Table 4.5 Corridor #5 – North Loveland / Windsor (cont.)

Segment 5-F	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Fort Collins	Windsor	This segment follows the newly constructed bicycle lane across the I-25/392 bridge between Fort Collins and Windsor. This is the second bridge (Harmony) over I-25 in NFRMPO region to have bicycle lanes.	W F
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		<ul style="list-style-type: none"> Fossil Creek Reservoir 	N/A		
Segment 5-G	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Windsor	Larimer County	From the 392 Bridge, this segment would follow an extended Westgate Drive onto Jacoby Road. The segment would then follow LCR 11 eastbound into Windsor along bike lanes. A trailhead for the Poudre Trail with access to Fort Collins already intersects with this corridor. Larimer County recognizes future shoulder expansion along this segment when maintenance of this county road is scheduled.	W LC
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		<ul style="list-style-type: none"> River Bluffs Open Space @ Poudre River 	N/A		
	 Key Local Connections	LCR 3 via Greeley No. 2 Canal	Shared use trail could provide access to Timnath along ditch into existing trail connecting Windsor Lake and downtown Windsor.		
Segment 5-H	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County	Windsor	The eastern-most segment of the corridor connects the Greeley No. 2 Canal and terminates at CR 15 and Windsor's robust bicycle network. Larimer County recognizes future shoulder expansion along this segment when maintenance of this county road is scheduled.	W LC
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		<ul style="list-style-type: none"> Lake Windsor via Greeley No. 2 Canal Grandview Elementary 	N/A		
	 Key Local Connections	Timnath	Bike lanes to connect from Timnath to corridor.		

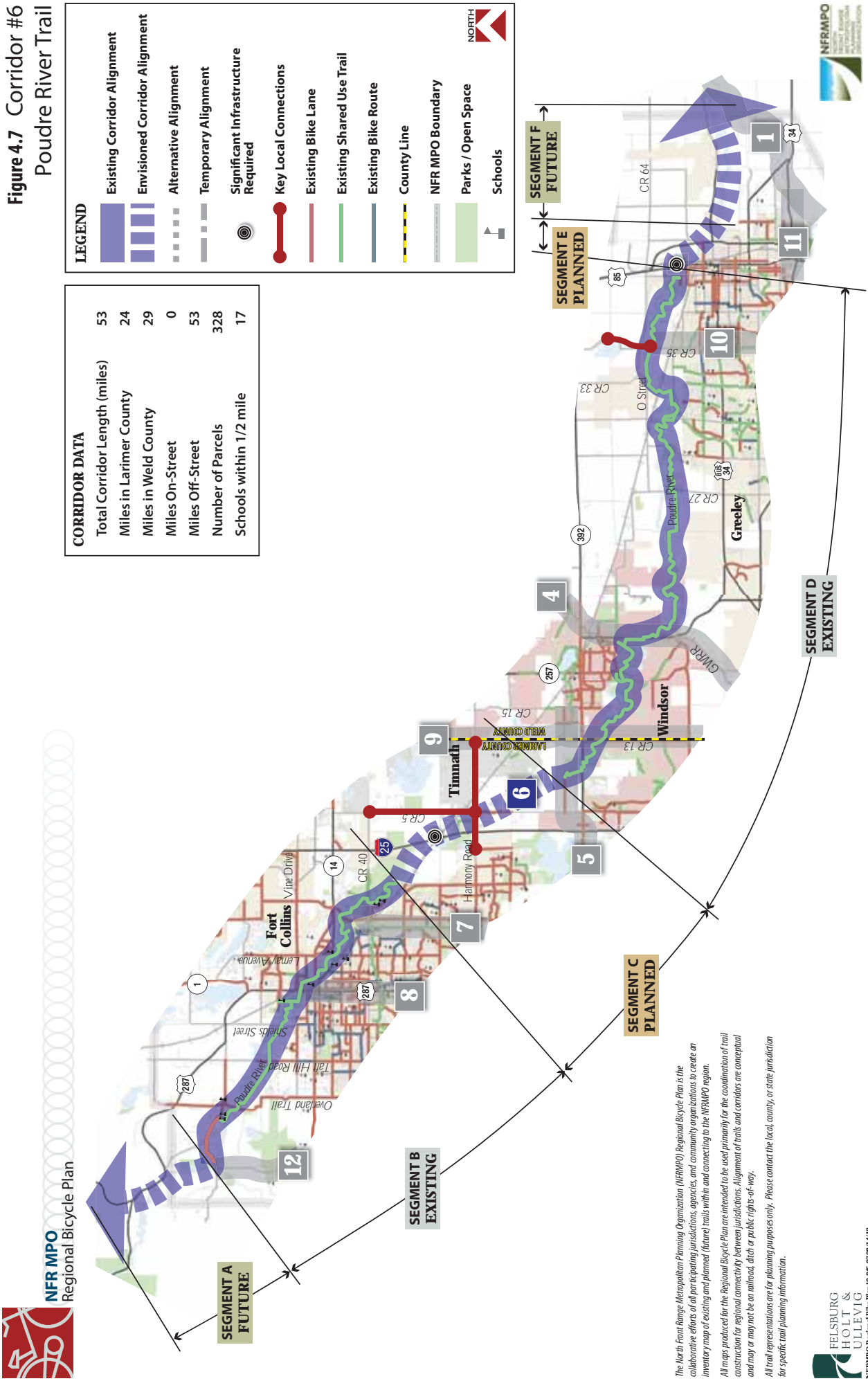
**Figure 4.7 Corridor #6
Poudre River Trail**

LEGEND

- Existing Corridor Alignment
- Envisioned Corridor Alignment
- Alternative Alignment
- Temporary Alignment
- Significant Infrastructure Required
- Key Local Connections
- Existing Bike Lane
- Existing Shared Use Trail
- Existing Bike Route
- County Line
- NFR MPO Boundary
- Parks / Open Space
- Schools

CORRIDOR DATA

Total Corridor Length (miles)	53
Miles in Larimer County	24
Miles in Weld County	29
Miles On-Street	0
Miles Off-Street	53
Number of Parcels	328
Schools within 1/2 mile	17



The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative effort of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region. All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be an railroad, ditch or public rights-of-way. All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.

Table 4.6 Corridor #6 – Poudre River Trail




PLANNED		JURISDICTION START	JURISDICTION END	ENTITY	TITLE	CODE	
<p>The Poudre River Trail Corridor is a nationally-recognized bicycle and pedestrian corridor. The 53 mile corridor within the NFRMPO region is the most public-recognized infrastructure in the plan and model for the regional collaboration required to construct a trail between multiple jurisdictions. The collaborative effort has yielded generous amounts of state and federal dollars. When complete, it will connect Larimer County, Fort Collins, Timmath, Weld County, Windsor and Greeley. The corridor is also recognized as the backbone of the Colorado State Park's Front Range Trail through Northern Colorado.</p>							
Segment 6-A		Larimer County	Larimer County	Greeley Timmath Colorado State Parks Larimer County Windsor Fort Collins Weld County	City of Greeley, 2011. 2035 Comprehensive Transportation Plan. Town of Timmath, 2005. Trails Plan. Colorado State Parks Online. Colorado Front Range Trail. DHMI Design Corporation. 2001. Larimer County Open Lands Master Plan. Town of Windsor. April 2007. Town of Windsor Comprehensive Plan. City of Fort Collins. 2008. Bicycle Plan and Update. Weld County Public Works Department. 2011. Weld County 2035 Transportation Plan.	G T C LC W F WC	
Segment 6-B		JURISDICTION START	JURISDICTION END	DESCRIPTION			PLAN
FUTURE		Larimer County	Fort Collins	This segment would connect with the Carter Lake to Horseshoe Corridor (#12) before leaving the NFRMPO region towards the mouth of the Poudre River, Ted's Place, and Laramie along the proposed alignment of the Colorado State Park's Front Range Trail.			LC C F
		JURISDICTION START	JURISDICTION END	DESCRIPTION			PLAN
Segment 6-C		Larimer County	Fort Collins	This segment is currently constructed and intersects with two regional corridors: the Front Range Trail (West - #7) and the BNSF Corridor (#8).			LC C F
PLANNED		Fort Collins	Larimer County	DESCRIPTION			PLAN
		Fort Collins	Larimer County	This segment has received Greater Outdoor Colorado funding (2012) to connect Fort Collins to Timmath and close proximity Windsor over I-25 and through portions of Larimer County. The segment will include the first bicycle and pedestrian bridge over I-25 in the NFRMPO Region. The corridor will provide the bicycle commuter access to the Harmony Park and Ride and a likely future transit connection into Fort Collins.			LC C F T
Key Local Connections		Bike lanes along Harmony connecting this corridor to Timmath to Johnstown Corridor (#9) and the Harmony Park and Ride.					
Key Local Connections		Bike lanes or shared use trail parallel to LCR 5 to connect North Timmath residents and Timmath Reservoir along LCR 40.					

Table 4.6 Corridor #6 – Poudre River Trail (cont.)


















Segment 6-D	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 Key Local Connections	Larimer County PARKS / NATURAL AREAS <ul style="list-style-type: none"> River Bluffs Open Space Eastman Park Island Grove Park 	Greeley	TRANSIT CONNECTIONS 19	This segment is currently constructed between River Bluffs Open Space in Larimer County to North 11 th Avenue in Greeley. The segment intersects with the Timnath to Johnstown Corridor (#9) and the Great Western Corridor (#4).	LC C W G
	Bike lanes or shared use trail connecting Eaton to Poudre Trail could be explored in the Eaton Transportation Plan (2013).				
Segment 6-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 Significant Infrastructure Required	Greeley PARKS / NATURAL AREAS <ul style="list-style-type: none"> Island Grove Park Sunrise (Splash) Park 	Weld County	TRANSIT CONNECTIONS N/A	This segment is recognized by the City of Greeley as a future trail in their GMA as a connection crossing US-85. The segment is also recognized on the Colorado Front Range Trail.	C G
	Segment will require infrastructure to cross US 85 from this corridor.				
Segment 6-F	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Weld County PARKS / NATURAL AREAS <ul style="list-style-type: none"> Confluence of the South Platte River 	Weld County	TRANSIT CONNECTIONS N/A	This segment is recognized by the City of Greeley as a future trail in their GMA as a connection crossing US-85. The segment is also recognized on the Colorado Front Range Trail that ties into the South Platte River corridor (#1).	C G

Figure 4.8 Corridor #7
Front Range Trail (West)

LEGEND

-  Existing Corridor Alignment
-  Envisioned Corridor Alignment
-  Alternative Alignment
-  Temporary Alignment
-  Significant Infrastructure Required
-  Key Local Connections
-  Existing Bike Lane
-  Existing Shared Use Trail
-  Existing Bike Route
-  County Line
-  NFR MPO Boundary
-  Parks / Open Space
-  Schools



The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative efforts of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region.

All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be on a railroad, ditch or public rights-of-way.

All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.

CORRIDOR DATA

Total Corridor Length (miles)	35
Miles in Larimer County	35
Miles in Weld County	0
Miles On-Street	3
Miles Off-Street	32
Number of Parcels	797
Schools within 1/2 mile	43

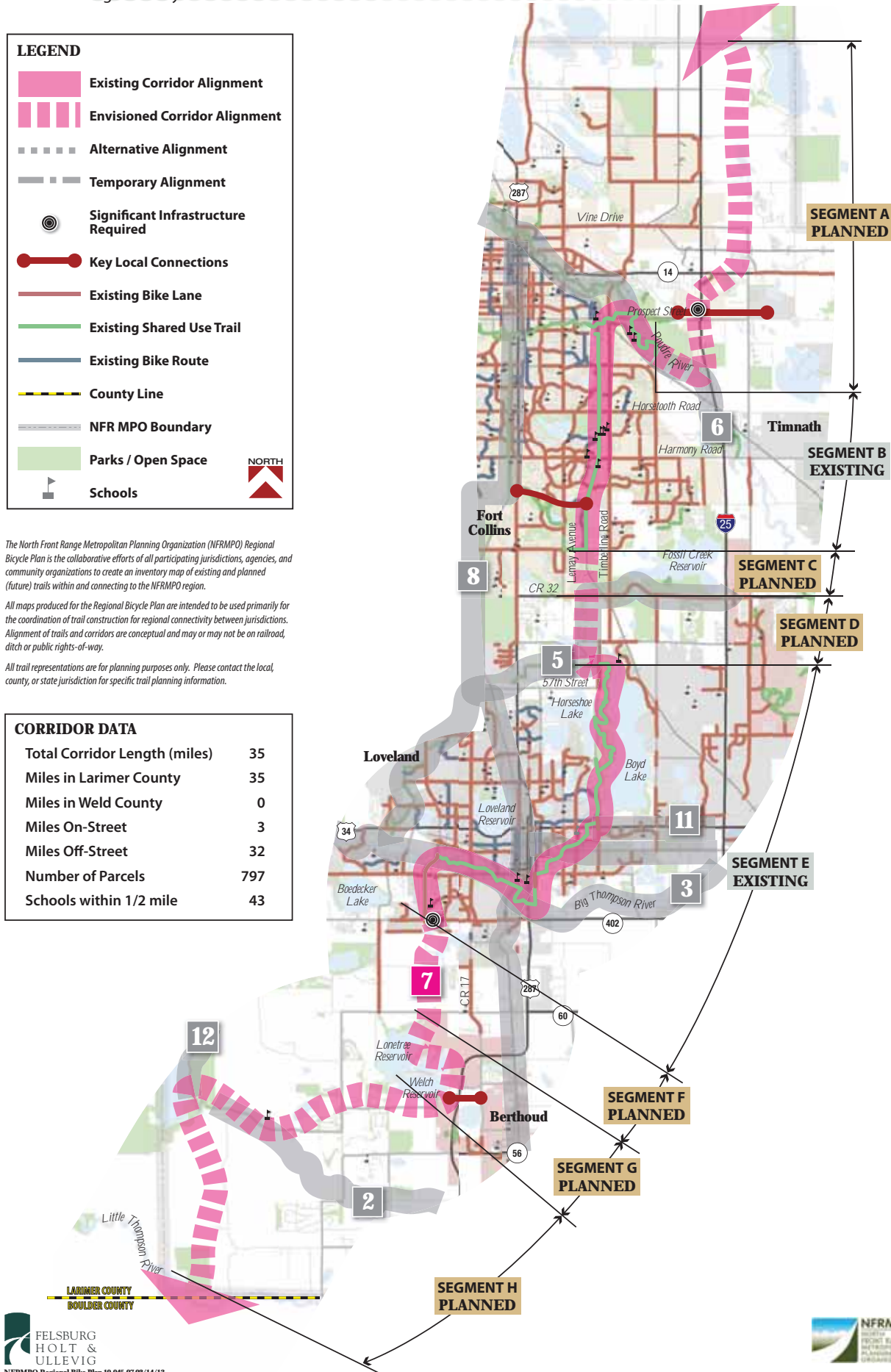


Table 4.7 Corridor #7 – Front Range Trail (West)

Colorado State Parks recognizes this corridor as the western leg of the Front Range Trail in the NFRMPO region. This leg is widely constructed in Fort Collins and Loveland from the Poudre River Corridor (#6) to Big Thompson Corridor (#3). The completed corridor would connect Fort Collins, Loveland, and Berthoud to Boulder County. The trail is recognized by the Colorado State Parks to terminate in Cheyenne, Wyoming.

ENTITY	TITLE	CODE
Colorado State Parks	Colorado State Parks Online. Colorado Front Range Trail.	C
Larimer County	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.	LC
Fort Collins	City of Fort Collins. 2008. Bicycle Plan and Update.	F
Loveland	LSA Associates. 2012. City of Loveland Bicycle and Pedestrian Plan. City of Loveland.	L
Berthoud	Town of Berthoud Colorado. 2013 (anticipated). PORT Master Plan.	B
Cheyenne	Cheyenne MPO. 2012. Cheyenne Area On-Street Bicycle Plan and Greenway Plan Update.	Y




Segment	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
Segment 7-A		Larimer County	Fort Collins	This northern most segment of the corridor would start at the Poudre River Corridor (#6) and follow Boxelder Creek north towards Cheyenne outside the NFRMPO region.	C LC Y
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> Boxelder Creek North & South Grey Reservoir 	TRANSIT CONNECTIONS N/A	NOTE: While the scope of the project ends at the northern terminus of the MPO planning area, it is important to note the regional nature of this corridor. With a metro population of 80,000, Cheyenne is located 30 miles to the north. As the capital of Wyoming and northern capstone of the Front Range, it is an important destination for regional and cross country touring cyclists. The ultimate goal is to create a viable complement and alternative to the Transamerica Route that opts for the western slope.	
Segment 7-B		East Prospect Road Crossing I-25	Local connection from Timnath to Fort Collins	Local connection from Timnath to Fort Collins to provide access to corridor at Box Elder and a safe crossing under I-25.	C F
		Fort Collins	Fort Collins	As I-25 expands, an underpass for Boxelder Creek will be necessary for movement across the interstate	
Segment 7-B		Fort Collins	Fort Collins	This segment follows the Poudre Trail Corridor to the Fort Collin's Spring Creek and Power Trails. The Power Trail is constructed entirely through this segment terminating at Tribby Road except for the crossing at Harmony (a temporary alignment serves to bridge this intersection). All completed intersections have signaled bicycle crossings.	C F
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> EPIC / Spring Creek Trail Golden Meadows Park 	TRANSIT CONNECTIONS 35		
	Temporary Alignment Key Local Connections	McMurray to Keenland Connection to BNSF	The trail intersection at Harmony can be crossed using McMurray to cross Harmony at a signal (traveling south) and Keenland to return to the trail. Local connection need to route travelers along the Front Range Trail to the BNSF Corridor (#8) should they seek access to central portions of Fort Collins		

Table 4.7 Corridor #7 – Front Range Trail (West) (cont.)






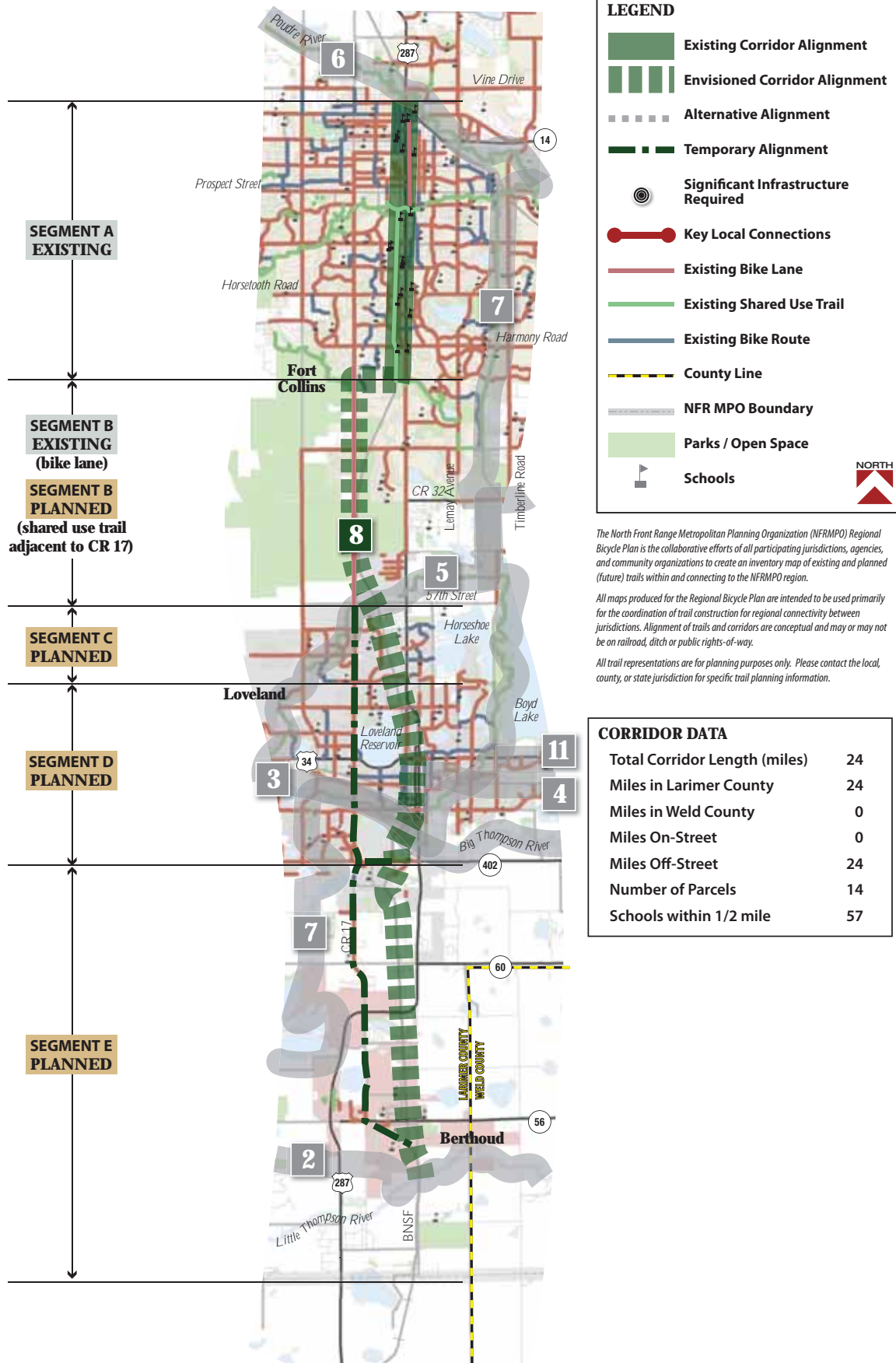
Segment	7-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
			Fort Collins PARKS / NATURAL AREAS • Fossil Creek Reservoir Natural Area • Fossil Creek Wetlands	Fort Collins TRANSIT CONNECTIONS N/A	The Power Trail will tie into the Fossil Creek Trail which will travel south to its end at Carpenter Road. The City of Fort Collins anticipates the trail being completed in 2013	C F
Segment 7-D		PLANNED	Fort Collins PARKS / NATURAL AREAS • Boyd Lake	Loveland TRANSIT CONNECTIONS N/A	The City of Loveland and Larimer County will be constructing a shared use trail from the Fossil Creek Trail in Fort Collins to the Loveland Recreation Trail. The trail is expected to be built in 2013-2014.	C LC L
Segment 7-E		EXISTING	Loveland PARKS / NATURAL AREAS • Boyd Lake • Horsetooth Lake • Big Thompson River	Loveland TRANSIT CONNECTIONS 43	This segment leverages the City of Loveland's Recreation Trail. The eastern loop of the Recreation Trail follows Boyd Lake almost entirely on shared use trail before connecting with the Big Thompson Corridor (#3). The segment follows the Recreation Trail until it reaches Dotsero Street in Loveland. The segment continues south on the Dotsero Bike lanes before terminating at 14 th Street north of Cattail Pond and Ryan Gulch Reservoir.	C L
Segment 7-F		PLANNED	Loveland PARKS / NATURAL AREAS • Cattail Pond • Ryan Gulch Reservoir	Berthoud TRANSIT CONNECTIONS N/A	This would connect Loveland to Berthoud through a portion of Larimer County. The combination of shared use trail and bike lanes has yet to be determined when the trail leaves Dotsero. The segment will need to consider: <ul style="list-style-type: none"> • Delineation around Ryan Gulch • Connection on the east side of Lone Tree Reservoir in Berthoud 	C B
		Significant Infrastructure Required	Crossing 14 th St SW	Dotsero and 14 th St SW is a signalized intersection. The movement of bicyclists around Ryan Gulch may have a steep grade depending on route.		

Table 4.7 Corridor #7 – Front Range Trail (West) (cont.)

Segment 7-G	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 <p>Key Local Connections</p>	Berthoud	Berthoud	Berthoud	<p>This future segment would follow property acquired by the City of Berthoud around the east side of Lonetree and Welch Reservoir.</p>	C B
	<ul style="list-style-type: none"> PARKS / NATURAL AREAS Lonetree Reservoir Welch Reservoir 	<ul style="list-style-type: none"> PARKS / NATURAL AREAS TRANSIT CONNECTIONS 	<ul style="list-style-type: none"> TRANSIT CONNECTIONS N/A 		
Bike lanes or shared use trail connection from downtown Berthoud to the corridor providing access to bicycle commuters with Loveland.					
Segment 7-H	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Berthoud	Berthoud	Larimer County	<p>The southern-most segment of the Front Range Trail (West) would connect Berthoud to Carter Lake. The combination of shared use trails and bike lanes has yet to be determined between Welch Reservoir and the Little Thompson Corridor (#2). The trail would share the Little Thompson Corridor to Carter Lake. The trail would terminate in Boulder County and Larimer County's Redtail Open Space via the St. Vrain Ditch.</p> <p>Note: <i>Through this planning effort, this segment has been approved by the Colorado State Parks as an alternative alignment to the originally delineated Front Range Trail (2007).</i></p>	C LC B
	<ul style="list-style-type: none"> PARKS / NATURAL AREAS Carter Lake Little Thompson 	<ul style="list-style-type: none"> TRANSIT CONNECTIONS N/A 			



Figure 4.9 Corridor #8
BNSF Fort Collins / Berthoud



The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative efforts of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region.

All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be on railroad, ditch or public rights-of-way.

All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.

Table 4.8 Corridor #8 – BNSF Fort Collins / Berthoud

The historical Burlington Northern Santa Fe (BNSF) railway runs from Fort Collins through Loveland, Larimer County, and Berthoud. This bicycle corridor parallels the railway (Rails-with-Trails) to connect the downtown areas of all three cities.

		ENTITY	TITLE	CODE
		Larimer County	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.	LC
		Fort Collins	City of Fort Collins. 2008. Bicycle Plan and Update.	F
		Loveland	LSA Associates. 2012. City of Loveland Bicycle and Pedestrian Plan. City of Loveland.	L
		Berthoud	Town of Berthoud Colorado. 2013 (anticipated). PORT Master Plan.	B







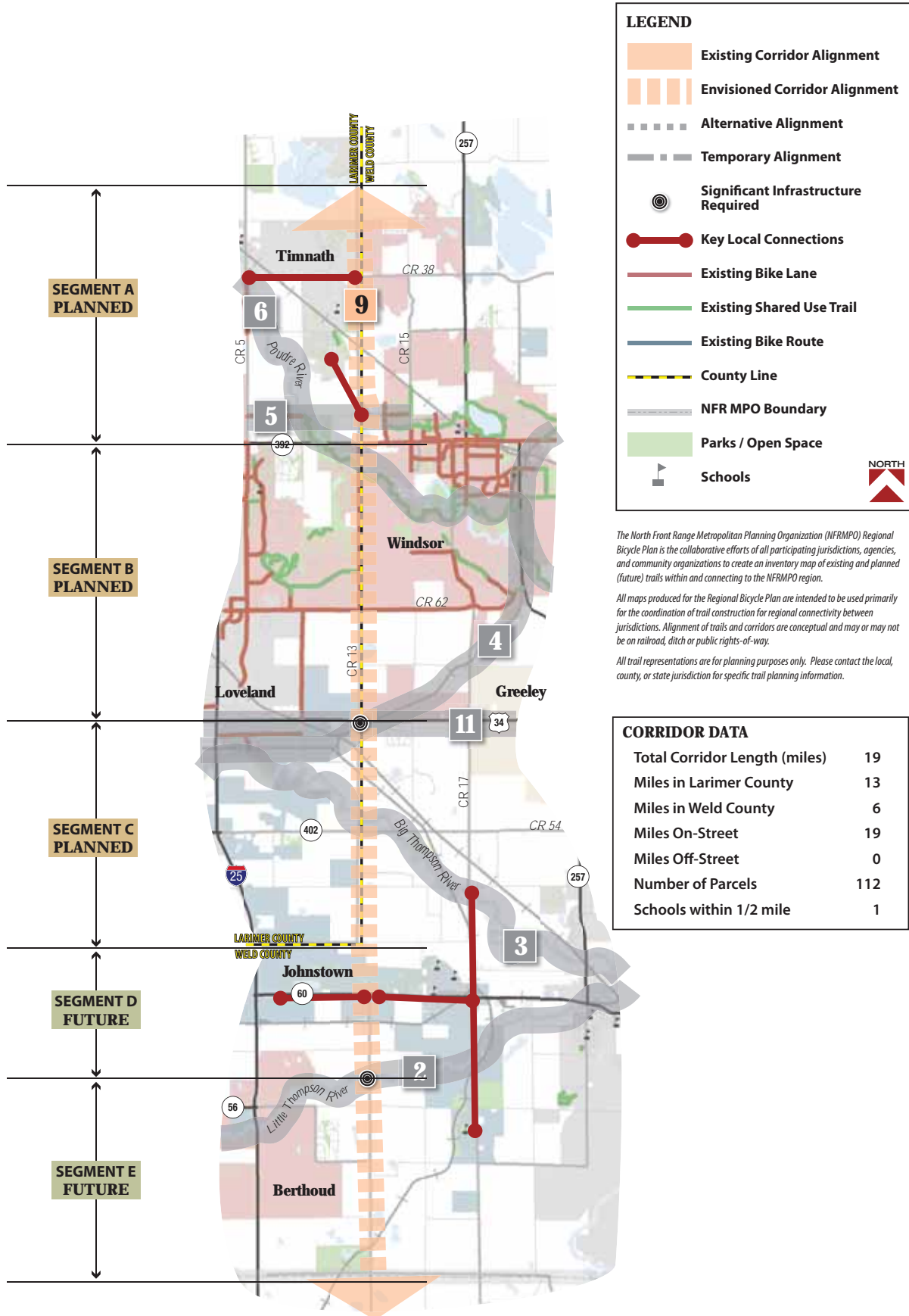
Segment	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
Segment 8-A		Fort Collins PARKS / NATURAL AREAS <ul style="list-style-type: none"> • Lee Martinez park • Fort Collins Discovery Center • Spring Creek Trail 	Fort Collins TRANSIT CONNECTIONS <p>123</p>	This segment is recently constructed as a part of the City of Fort Collins' Mason Street Corridor project from Cherry St. to Tribby. A shared used trail runs parallel to a bus rapid transit and BNSF corridor (Rails-with-Trails) with signalized crossings through the length of the corridor. Bicycles will be able to board the bus rapid transit vehicles for movement along the corridor as well.	F
Segment 8-B		Fort Collins PARKS / NATURAL AREAS <ul style="list-style-type: none"> • Hazaleus Natural Area • Colina Mariposa Natural Area • Long View Open Space 	Loveland TRANSIT CONNECTIONS <p>11</p>	This segment follows the bicycle lanes along Shields between South Fort Collins and North Loveland. The segment parallels the BNSF railway on a heavily-traveled, high-speed roadway between the two cities.	F L
Segment 8-B		Fort Collins PARKS / NATURAL AREAS <ul style="list-style-type: none"> • Hazaleus Natural Area • Colina Mariposa Natural Area • Long View Open Space 	Loveland TRANSIT CONNECTIONS <p>N/A</p>	This segment would align between the BNSF railway (Rails-with-Trails) and Shields in community buffers of Hazaleus Natural Area, Colina Mariposa Natural Area, and Long View Open Space. In 2012, the City of Fort Collins and Larimer County announced they are exploring a joint project with Xcel energy to construct this segment of shared-use trail.	F LC L

Table 4.8 Corridor #8 – BNSF Fort Collins / Berthoud (cont.)

Segment 8-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 Temporary Alignment	Loveland PARKS / NATURAL AREAS <ul style="list-style-type: none"> Woodmere Park 	Loveland	Loveland	This segment runs from 57 th Avenue to 37 th Avenue in Loveland parallel to the BNSF Railway (Rails-with-Trails). The City of Loveland Bicycle and Pedestrian Plan recognizes this improvement as a "Low Priority" "Commuter Trail."	L
	LCR 17	LCR 17	TRANSIT CONNECTIONS N/A		
 Temporary Alignment	Loveland PARKS / NATURAL AREAS <ul style="list-style-type: none"> Loveland Burial Park Fairgrounds Park Lake Loveland 	Loveland	Larimer County	This segment runs from 37 th Avenue to 14 th SW Avenue through downtown Loveland parallel to the BNSF Railway (Rails-with-Trails). The City of Loveland Bicycle and Pedestrian Plan recognizes this improvement as a "Medium Priority" "Commuter Trail."	LC L
	LCR 17	LCR 17	TRANSIT CONNECTIONS 39		
 Temporary Alignment	Larimer County PARKS / NATURAL AREAS N/A	Larimer County	Berthoud	This segment runs from 14 th SW Avenue in Loveland through Larimer County to downtown Berthoud parallel (Rails-with-Trails) to the BNSF Railway. The City of Loveland Bicycle and Pedestrian Plan also recognizes the stretch from 14 th SW Avenue to their city limit just north of LCR 16 as a "Low Priority" "Commuter Trail." Berthoud is currently exploring the remaining stretch in their ongoing PORT Master Plan effort.	LC B
	LCR 17	LCR 17	TRANSIT CONNECTIONS N/A		

**Figure 4.10 Corridor #9
Johnstown / Timmath**



The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative efforts of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region.

All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be on railroad, ditch or public rights-of-way.

All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.

Table 4.9 Corridor #9 – Johnstown / Timmath





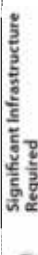
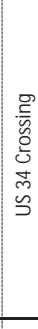






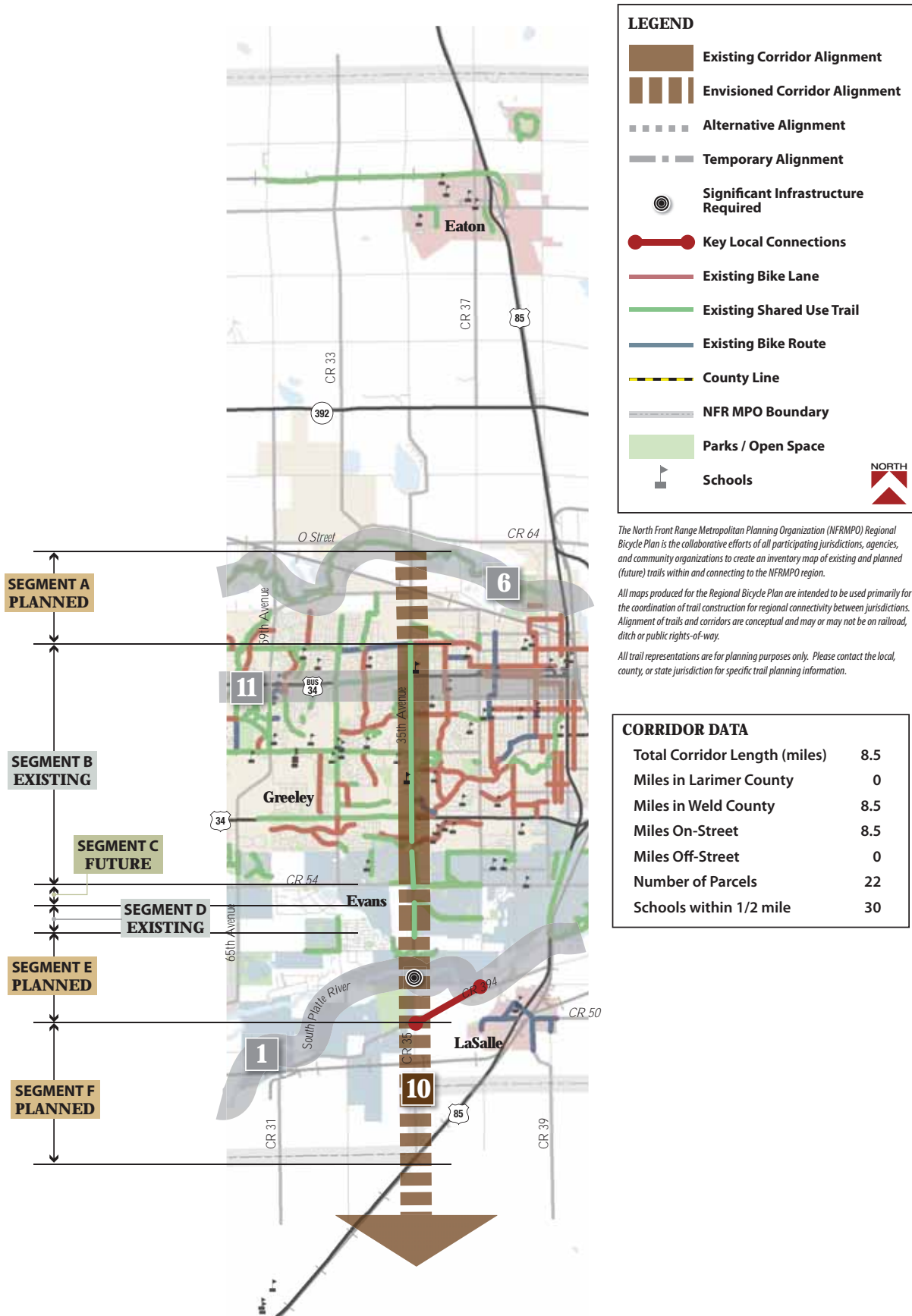
PLANNED		JURISDICTION START	JURISDICTION END	ENTITY	TITLE	CODE
<p>The Johnstown to Timmath Corridor serves as a north-south connection in the NFRMPO Region. The corridor connects Timmath, Windsor, Johnstown, Berthoud, Larimer County and Weld County with dedicated bike lanes. The corridor strategically follows County Line Road (Colorado Blvd) to intersect with six (6) regional corridors to provide bicycle access for many of the developing NFRMPO communities: Little Thompson (#2), Big Thompson (#3), Great Western (#4), US 34 (#11), Poudre River (#6), and the North Loveland to Windsor (#5).</p>		Timmath	Windsor	Larimer County Johnstown	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan. Felsburg, Holt & Ullevig. February 2008. <i>Town of Johnstown Transportation Master Plan.</i> Town of Windsor. April 2007. <i>Town of Windsor Comprehensive Plan.</i> Town of Timmath. 2005. <i>Trails Plan.</i>	LC J
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> • Poudre River • Timmath Reservoir • Bethke Elementary 	TRANSIT CONNECTIONS N/A	Windsor Timmath	This northern-most segment traverses the neighborhoods of North Timmath, crosses Harmony, and terminates at CO-392. The North Loveland to Windsor Corridor (#5) intersects this segment just before CO-392. The majority of this segment is identified by Larimer County to receive shoulder improvements conducive for bike lanes when scheduled for maintenance/expansion except for the segment between LCR 34 and Jacoby Road.	T L W
		Downtown Timmath	N/A			
		LCR 3 via Greeley No. 2 Canal			Bike lanes or shared-use trail connecting downtown Timmath between this corridor and the Poudre River Corridor (#6) Shared use trail could provide access to Timmath along ditch into existing trail connecting Windsor Lake and downtown Windsor.	
PLANNED		JURISDICTION START	JURISDICTION END	ENTITY	TITLE	CODE
<p>Segment 9-B</p>  <p>Significant Infrastructure Required</p>		Windsor	Windsor/Johnstown	Larimer County Johnstown	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan. Felsburg, Holt & Ullevig. February 2008. <i>Town of Johnstown Transportation Master Plan.</i> Town of Windsor. April 2007. <i>Town of Windsor Comprehensive Plan.</i> Town of Timmath. 2005. <i>Trails Plan.</i>	L W
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> • The Ranch 	TRANSIT CONNECTIONS N/A	Windsor Timmath	This segment covers County Line Road from CO-392 to US-34. The Poudre River Corridor (#6) intersects this segment just south of CO-392. The segment also provides access to Centerra via bike lanes on Crossroads. The segment is identified by Larimer County to receive shoulder improvements conducive for bike lanes when scheduled for maintenance/expansion.	L W
		US 34 Crossing			This corridor and the Great Western Corridor will need a protected crossing signal or an underpass/overpass to cross US 34.	

Table 4.9 Corridor #9 – Johnstown / Timnath (cont.)

Segment 9-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 Key Local Connections		Windsor/Johnstown	Larimer County	The segment connects US 34 with Johnstown. The segment intersects the Big Thompson Corridor (#3) at WCR 54. Any semblance of shoulders is currently absent from this segment except for the bridge crossing the Big Thompson. The segment is identified by Larimer County to receive shoulder improvements to LCR 18 conducive for bike lanes when scheduled for maintenance/expansion.	L J
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> • Big Thompson Johnstown to Big Thompson	TRANSIT CONNECTIONS N/A		
 Key Local Connections Key Local Connections Key Local Connections	  	Johnstown PARKS / NATURAL AREAS <ul style="list-style-type: none"> • Little Thompson • Elwell Cemetery Johnstown to I-25 PNR Downtown Johnstown Johnstown to Big Thompson	Weld County TRANSIT CONNECTIONS N/A	This segment leaves the county line and enters Weld County in Johnstown. Formally named Colorado Blvd, the segment travel south through residential subdivisions in Johnstown. The segment intersects with the Little Thompson Corridor (#2) and could eventually provide a route to access to the I-25 Park and Ride on CO-56. Bike lanes or shared-use trail connecting Johnstown from this corridor to the I-25 Park and Ride at CO-60. Bike lanes or shared-use trail connecting downtown Johnstown to this corridor. Bike lanes or shared-use trail connecting downtown Johnstown to Pioneer Ridge to provide access to this corridor.	PLAN J
		JURISDICTION START Weld County PARKS / NATURAL AREAS <ul style="list-style-type: none"> • Hill Lake • Little Thompson Little Thompson Crossing	JURISDICTION END Berthoud / Weld County TRANSIT CONNECTIONS N/A		
		Significant Infrastructure Required	This southern-most segment along Colorado Blvd. would provide access to Berthoud's annexation at the I-25 and CO-56 interchange. The segment starts at the Little Thompson Corridor (#2) and terminates at the southern boundary of the NFRMPO region.		

**Figure 4.11 Corridor #10
Greeley / LaSalle**



The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative efforts of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region.

All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be on railroad, ditch or public rights-of-way.

All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.

Table 4.10 Corridor #10 – Greeley / LaSalle




		ENTITY		TITLE		CODE
<p>The Greeley to LaSalle Corridor leverages the existing shared-use trail infrastructure along 35th Avenue in Greeley to create a regional corridor extending to LaSalle through Evans. The corridor attempts to accommodate the identified desire for North-South bicycle commuting between the communities to access the Greeley Evans Transit system, AIMS Community College, Greeley West, and various retail centers.</p>		Greeley	Evans	LaSalle	City of Greeley, 2011. 2035 Comprehensive Transportation Plan. Felsburg, Holt & Ullevig. March 2004. City of Evans Transportation Plan. Felsburg, Holt & Ullevig. August 2010. LaSalle Transportation Plan.	G E L
Segment	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN	
Segment 10-A		<p>Weld County</p> <p>PARKS / NATURAL AREAS</p> <ul style="list-style-type: none"> Poudre River Poudre Ponds Fishing Area 	<p>Greeley</p> <p>TRANSIT CONNECTIONS</p> <p>N/A</p>	This northern-most segment runs from the Poudre River to West 4 th Street in Greeley. This undeveloped segment fall in Greeley's GMA and is planned to have bicycle lanes at a future date to connect residents to the Poudre Trail, Greeley Ditch No. 3 trail, and Franklin Middle School.	G	
Segment	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN	
Segment 10-B		<p>Greeley</p> <p>PARKS / NATURAL AREAS</p> <ul style="list-style-type: none"> Weld County Veterans Memorial 	<p>Evans</p> <p>TRANSIT CONNECTIONS</p> <p>34</p>	This segment provides an existing shared-use path from West 4 th Street through Greeley and continues into Evans. The shared-use trail is signed and requires the commuter to switch to opposite sides of 35 th Avenue at signalized intersections. This corridor provides access to nine (9) schools along the stretch and terminates at 37 th Avenue in Evans. The segment has a signalized intersection at US 34 to access the shared-use trail along the US 34 Corridor (#11).	G E	
Segment	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN	
Segment 10-C		<p>Evans</p> <p>PARKS / NATURAL AREAS</p> <p>N/A</p>	<p>Evans</p> <p>TRANSIT CONNECTIONS</p> <p>N/A</p>	This undeveloped segment of shared use trail runs from 37 th Avenue to Prairie View Drive (residential subdivision). Aerial photography reveals a worn foot path heading north to the existing shared used trail at 37 th (near Walgreens).	E	

Table 4.10 Corridor #10 – Greeley / LaSalle (cont.)





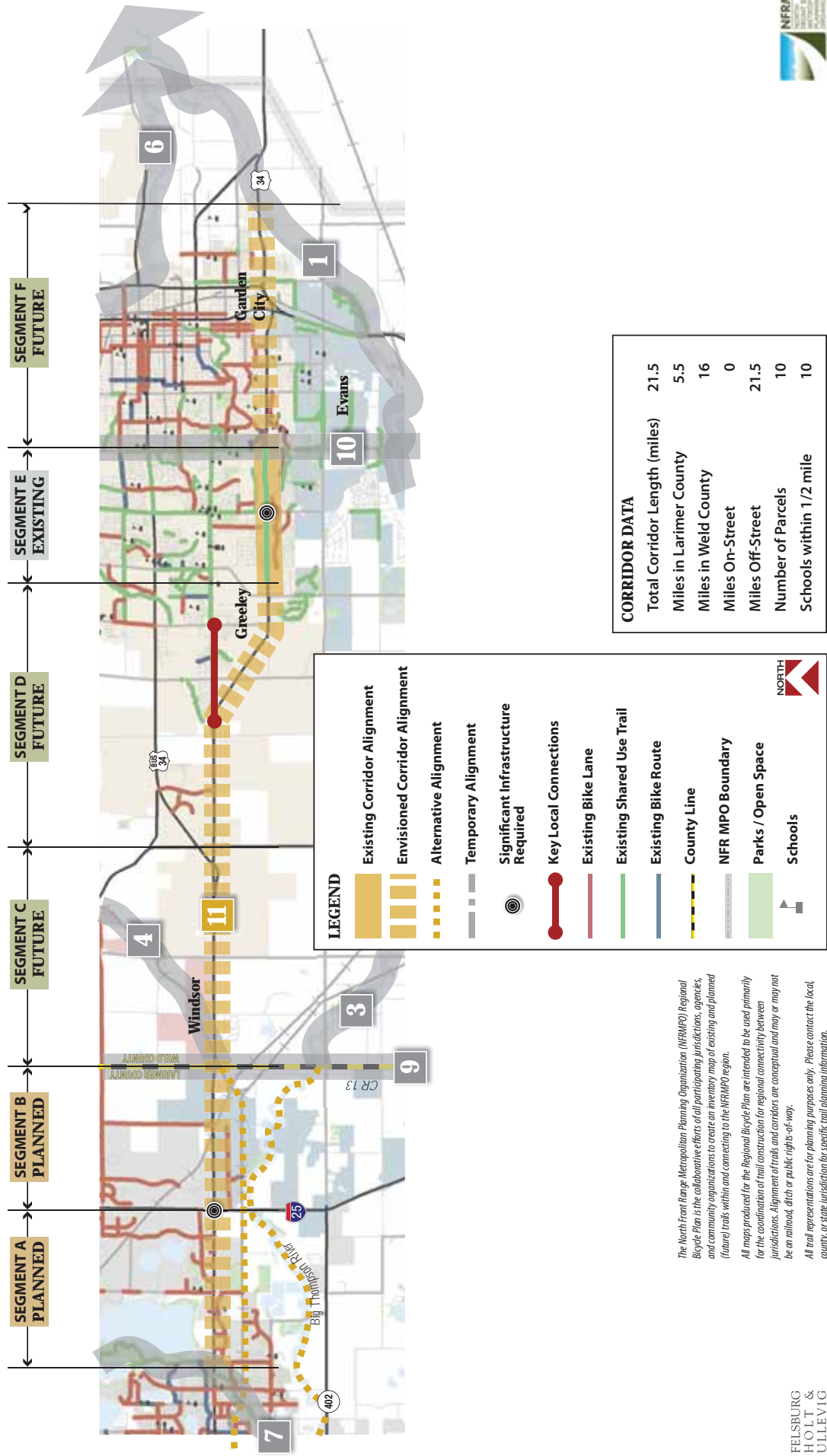
Segment 10-D	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Evans	Evans	Evans	This small segment provides an existing shared-use trail from Prairie View Drive to end of the subdivision south of Sagebrush Drive.	E
	PARKS / NATURAL AREAS	PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
	N/A	N/A	2		
Segment 10-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Evans	Evans	Evans	This undeveloped section is referenced as a bike route to the Platte River from the Town of LaSalle Transportation Plan. The City of Evans has long-term plans to add a bridge that extends 35 th Avenue to connect with their annexation on the south side of the Platte River. The addition of bike lanes or a separated shared-used trail would provide access to Evans from LaSalle and intersect with the South Platte Corridor (#1).	E L
	PARKS / NATURAL AREAS	PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
	• Platte River		N/A		
	Significant Infrastructure Required	South Platte Crossing		This future bridge requires the addition of bike lanes and bicycle access to the South Platte Corridor (#1) when the bridge is constructed.	
	Key Local Connections	WCR 394			Road recognized by the Town of LaSalle as future bike lanes connecting to the future 35 th Avenue bridge over the Platte River.
Segment 10-F	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Evans	Evans	Weld County	This southern-most segment of the corridor provides bicycle lanes from the future residential neighborhoods in south Evans and LaSalle to downtown Evans and Greeley. The Town of LaSalle Transportation Plan recognizes bike lanes along this segment.	L
	PARKS / NATURAL AREAS	PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
	N/A	N/A	N/A		



Figure 4.12 Corridor #11
US 34



The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative effort of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region.

All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be an railroad, ditch, or public rights-of-way.


All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.



Table 4.11 Corridor #11 – US 34

The US 34 Corridor is the only regional corridor to parallel a highway on the State system. The Colorado Transportation Commission's Bike and Pedestrian Policy Directive 1602.0 (dated October 22, 2009) and subsequent State Statute 43-1-120 codifies the accommodation of bicyclists and pedestrians on the state highway system. A shared-use trail, safely separated from the highway, would connect Greeley and Promontory to Centerra, Johnstown, and Loveland. The corridor would leverage, but is not limited to, CDOT's Right of Way on US 34.

ENTITY	TITLE	CODE
Greeley Loveland	City of Greeley, 2011. 2035 Comprehensive Transportation Plan. LSA Associates. 2012. City of Loveland Bicycle and Pedestrian Plan. City of Loveland.	G L

Segment 11-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 Significant Infrastructure Required Alternative Alignment Alternative Alignment	Loveland	Loveland	Loveland	This segment runs from Loveland Recreation Trail (Front Range Trail Corridor (#7)) to the US 34 / I-25 Interchange. The segment is recognized in the Loveland Bicycle and Pedestrian Plan as a "Future Planned Improvement" with "Enhanced Bike Lanes."	L
	PARKS / NATURAL AREAS • Sculpture Park at Loveland Chamber of Commerce		TRANSIT CONNECTIONS 16		
	US 34 Interchange		Addition of bicycle lanes when the US 34 Interchange Bridge is maintained / expanded. The Big Thompson Corridor (#3) could serve as an alternative parallel route to US 34 and an alternative crossing at I-25 The Great Western Corridor (#3) could serve as an alternative parallel route to US 34 and an alternative crossing at I-25		






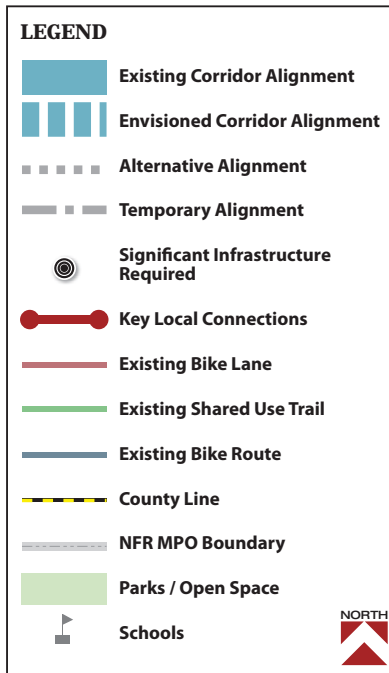
Segment 11-B	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 Alternative Alignment Alternative Alignment	Loveland	Johnstown	Johnstown	This segment runs from the US 34 / I-25 Interchange to the Timnath to Johnstown Corridor (#7). The segment is recognized in the Loveland Bicycle and Pedestrian Plan as a "Future Planned Improvement" with "Bike Lanes" to LCR 3.	L
	PARKS / NATURAL AREAS • Chapungu Sculpture Park		TRANSIT CONNECTIONS N/A		
	Big Thompson Corridor		The Big Thompson Corridor (#3) could serve as an alternative parallel route to US 34 and an alternative crossing at I-25 The Great Western Corridor (#4) could serve as an alternative parallel route to US 34 and an alternative crossing at I-25		

Table 4.11 Corridor #11 – US 34 (cont.)

Segment	11-C	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
Segment 11-C		Johnstown	Greeley	This segment of shared-use trail would run from Timmath to Johnstown Corridor (#7) to the CO-257 where US 34 splits between the Business and Bypass routes. The segment resides predominantly in the rural/undeveloped west side of Greeley. The corridor will continue eastward along US 34 Bypass only. Considerations for where the corridor crosses the US 34 Business Overpass and CO-257 will be necessary dependent if the shared use trail aligns with the north side of US 34 Bypass.	G	
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS			
		N/A	N/A			
Segment 11-D		Greeley	Greeley	This segment of shared-use trail would run exclusively along US 34 business through the Promontory to 65 th Avenue.	G	
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS			
		N/A	N/A			
		20 th Avenue	Extension of shared-use trail westward on 20 th Street to US-34 to provide access to the many schools, AIMS, and the University of Northern Colorado.			
Segment 11-E		Greeley	Greeley	This segment from 65 th Avenue to 35 th Avenue is the only completed section of this corridor at the time of this plan. The segment connects to various retail centers and terminates at the Greeley to LaSalle Corridor (#10) at 35 th Avenue.	G	
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS			
		N/A	12			
Segment 11-F		Greeley	Weld County	The eastern most segment runs from 35 th Avenue across US 85 and connects with South Platte Corridor (#1) east of Greeley. The corridor could be served by an extension of the shared use trail in the limited right-of-way or bike lanes/bike route on a parallel facility like 28 th Street to US 85.	G	
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS			
		• Platte River	59			





The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative efforts of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region.

All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be on railroad, ditch or public rights-of-way.

All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.

CORRIDOR DATA

Total Corridor Length (miles)	31
Miles in Larimer County	31
Miles in Weld County	0
Miles On-Street	31
Miles Off-Street	0
Number of Parcels	227
Schools within 1/2 mile	6

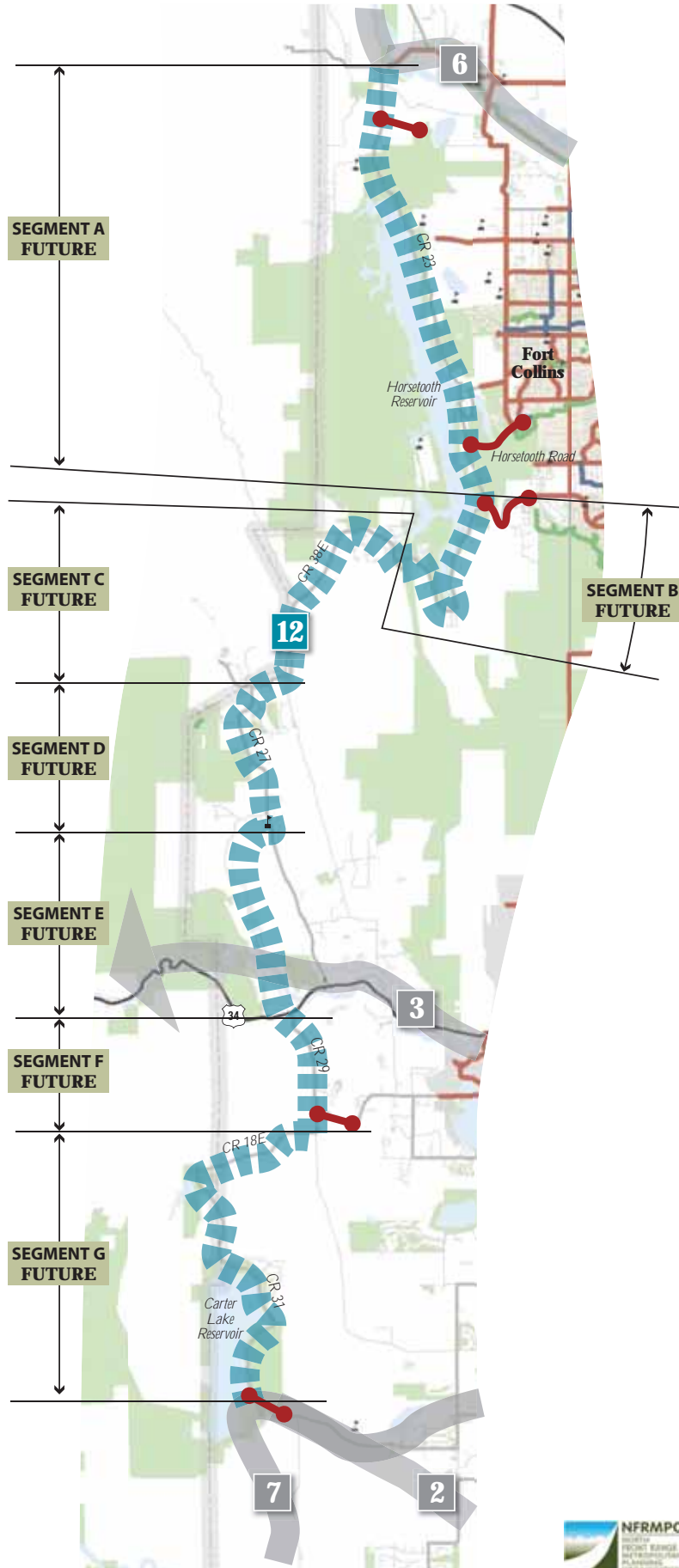


Table 4.12 Corridor #12 – Carter Lake / Horsetooth Foothills

The Carter Lake / Horsetooth Corridor is a predominantly recreational corridor that provides access to the many city, county, and state parks and trailheads in the western portion of the NFRMPO region. The corridor is frequently scheduled for bicycle and running races and sporting events. The entire corridor traverses Larimer County and is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance. Strategic local connections to Berthoud, Loveland, and Fort Collins are recognized for safe access to this corridor.

ENTITY Larimer County **TITLE** DHM Design Corporation. 2001. Larimer County Open Lands Master Plan. **CODE** LC










Segment	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
Segment 12-A		Larimer County	Larimer County	This northern most segment runs from the Poudre Trail Corridor (#6) to LCR 38E. The segment parallels the length of Horsetooth Reservoir with some significant climbs to scenic vistas. The bicyclist is supported with various pull-outs/parking areas surrounding the reservoir. There exist multiple points of access via roadway (see Key Local Connections below) and mountain bike trails/trailheads from Bellvue, LaPorte, and Fort Collins. The segment is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance.	LC
	Key Local Connections	PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		<ul style="list-style-type: none"> Poudre River Horsetooth Reservoir Reservoir Ridge Natural Area 	N/A		
		Bellvue/LaPorte			
		Dixon Canyon Road to Fort Collins		Bike lanes or shared-use trail for residents of Bellvue and LaPorte to access this corridor and connections to Fort Collins.	
		38E to Fort Collins		Dixon Canyon Road is scheduled to receive shoulder improvements conducive for bicycle lanes when this roadway is scheduled for maintenance.	
				Dixon Canyon Road is scheduled to receive shoulder improvements conducive for bicycle lanes when this roadway is scheduled for maintenance.	
Segment 12-B	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County	Larimer County	This segment follows LCR 38E to Shoreline Drive. The segment contains several curving sections where larger shoulders would provide a safer experience for the motorist and bicyclist. The segment terminates at the heavily-used Shoreline Drive that provides access to Horsetooth Reservoir for boaters and campers (making slow turning movements across future bicycle lanes).	LC
	Key Local Connections	PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
	<ul style="list-style-type: none"> Horsetooth Park Inlet Bay 	N/A			
Segment 12-C	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County	Larimer County	This segment runs from Shoreline Drive to intersection of Buckhorn Road near Masonville. The segment is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance.	LC
	Key Local Connections	PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
	<ul style="list-style-type: none"> Horsetooth Mountain Open Space Blue Sky Trail 	N/A			

Table 4.12 Corridor #12 – Carter Lake / Horsetooth Foothills (cont.)





Segment 12-D	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County PARKS / NATURAL AREAS • Bobcat Ridge Natural Area	Larimer County TRANSIT CONNECTIONS N/A	This segment runs from Buckhorn Road to the intersection of LCR 29 along LCR 27. The corridor is routed away from LCR 28E and LCR 27 to LCR 29 to ensure the bicyclist does not have to ride along US 34 to remain on this corridor (see Segment 12-E below). The segment is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance.	LC
Segment 12-E	FUTURE 	Larimer County PARKS / NATURAL AREAS • Sunrise Ranch Cemetery • Big Thompson River	Larimer County TRANSIT CONNECTIONS N/A	This segment runs from the intersection of LCR 29 in Masonville to US 34. The segment intersects with the Big Thompson Corridor (#3) at US 34. Signage on US 34 alerting motorists to the bicyclist crossing US 34 may be advantageous (possibly aligned with wayfinding to Carter Lake and Horsetooth Reservoir). The segment is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance.	LC
Segment 12-F	FUTURE 	Larimer County PARKS / NATURAL AREAS • Big Thompson River	Larimer County TRANSIT CONNECTIONS N/A	This segment runs from US 34 and the Big Thompson Corridor (#3) to the intersection LCR 18E. The segment is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance.	LC
		West Loveland		Bike lanes or shared-use trail for residents of Loveland to access this corridor.	

Table 4.12 Corridor #12 – Carter Lake / Horsetooth Foothills (cont.)

Segment 12-G	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	<p>Larimer County</p> <p>PARKS / NATURAL AREAS</p> <ul style="list-style-type: none"> • Flatiron Reservoir • Carter Lake • Red-tail Ridge Open Space 	<p>Larimer County</p> <p>TRANSIT CONNECTIONS</p> <p>N/A</p>	<p>This southern most segment runs from the intersection of LCR 18E to Carter Lake and Red-tail Ridge Open Space. The segment is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance along LCR 18E to Carter Lake. From Carter Lake, the segment intersects with the Little Thompson Corridor (#2) shares the Front Range Trail Corridor south to the Red-tail Ridge Open Space (no public access as of 2012) along the St. Vrain Ditch as indicated by the Larimer County Open Lands Plan.</p>	<p>LC</p>	
<p> Key Local Connections</p> <p>Bike lanes or shared-use trail for residents of Berthoud to access this corridor likely along Little Thompson Corridor (#2).</p>					



Other Regional Improvements and Programs

The Regional Bicycle Plan acknowledges two supplemental regional improvements and programs along with the development of the recommended Regional Bicycle Corridors: bicycle participation counting and bicycle sharing programs.

Bicycle Count Locations

One of the greatest challenges of implementing a bicycle network is the lack of documentation on usage and demand. Without consistent and comprehensive bicycle count data, it is difficult to measure the positive benefits of investment in bicycle infrastructure and to make informed program and funding decisions. CDOT established a formal bike/pedestrian counting program in 2010 including the purchase of permanent and mobile bicycle and pedestrian counting units. CDOT also has a clearinghouse for statewide bicycle and pedestrian count data through the State Data Committee (AVID). The NFRMPO Bike TAC recognizes the importance of collecting useful and consistent bicycle count data; the Bike TAC recommends the following approach to bicycle count data collection:

- ▶ Identify locations with high bicycle-crash numbers and obtain bicycle counts to understand the bicycle crash rates (as opposed to crash totals) and ultimately to identify mitigation measures.
- ▶ Implement policies throughout the region to collect bicycle data with intersection turning movement counts. Traffic turning movement counts are typically captured by video, and the person reviewing the video could include bike counts concurrently with traffic counts.
- ▶ Placement of temporary or permanent bicycle counters:
 - Identify location of any permanent counters in the region
 - Focus on counting bicycle activity on the Regional Bicycle Corridors; consider a three-year rotation of counts, similar to what local agencies do for traffic counts
 - Use Poudre Trail as a case study; place counters at multiple locations along the trail
 - Use temporary counters for before and after study findings (e.g., before and after trail extension)
 - High use locations to demonstrate potential
 - Conduct counts during special events
 - Create data collection criteria for counter selection
 - Provide data to State Data Committee (AVID)
- ▶ Specific locations identified for bicycle counts:
 - Taft/Shields between Fort Collins and Loveland along Regional Bicycle Corridors #7 and #8
 - Poudre River crossing of I-25 (before and after construction)
 - Regional Bicycle Corridor #4
 - County Road 17 in Berthoud
 - SH 257 between Mad Russian neighborhood and downtown Milliken



Bicycle Sharing Locations

Bicycle sharing programs are services in which bicycles are made available for public use. The concept behind bike sharing is to provide free or affordable access to bicycles for short-distance trips as an alternative to motorized public transportation or private vehicles. Such programs are typically implemented in urban settings and often are used to solve the “last mile” problem and connect users to public transit networks. Bike sharing programs generally fall in two categories: bike libraries (like the one in Fort Collins’) in which the user checks out a bike and returns it to the same location, and station-based bike sharing (like B-Cycle in Denver and Boulder) in which stations are located throughout the area and the user can check out/return a bike at any station.

The following criteria can be used to identify potential bike share station locations, based on program successes throughout the country:

- ▶ Places with the highest population and/or employment density, specifically near young to middle-aged adults (usually in downtowns)
- ▶ Near public activity centers such as universities, cultural or tourist attractions, libraries, parks and recreational destinations
- ▶ Along established and/or proposed bike routes, especially shared use paths and bike lanes
- ▶ Near retail centers
- ▶ Spaced no more than ½ mile from another station
- ▶ In highly visible areas that are easy to access and do not block pedestrian traffic or access to nearby destinations
- ▶ Based on community input