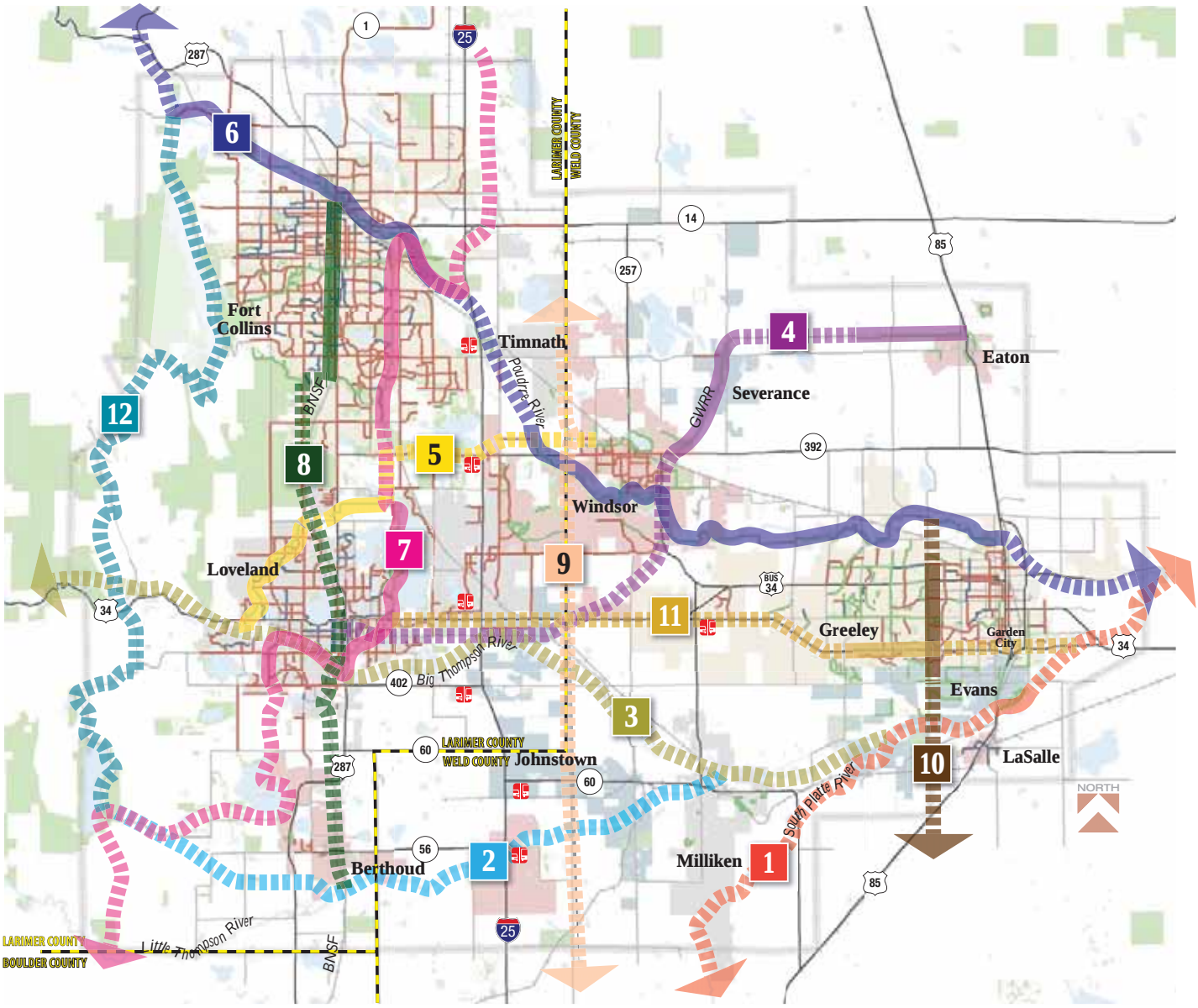
NFR MPO
Regional Bicycle Plan



NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

MARCH 7, 2013

FELSBURG HOLT & ULLEVIG

NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2013 - 7
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE REGIONAL BICYCLE PLAN IN CONFORMANCE WITH FEDERAL REQUIREMENTS

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (NFRMPO) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals; and

WHEREAS, the MPO has been designated by the U.S. Department of Transportation and the Colorado Department of Transportation (CDOT) to direct, coordinate, and administer planning processes as mandated by the Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing and updating long range regional transportation plans and the transportation improvement programs; and

WHEREAS, the NFRMPO's Technical Advisory Committee recommended approval of the plan.

NOW, THEREFORE, BE IT RESOLVED BY THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL (NFRMPO) THAT it adopts the Regional Bicycle Plan as follows:

SECTION 1. The North Front Range Transportation & Air Quality Planning Council hereby adopts the Regional Bicycle Plan as proposed by the NFRMPO's Technical Advisory Committee for incorporation into the 2040 Regional Transportation Plan update.

SECTION 2. This Resolution shall become effective immediately upon passage and approval.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of March 2013.

Lyle Achziger, Chair

ATTEST:
Terri Blackmore, Executive Director

NFR MPO
Regional Bicycle Plan

Prepared for:

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March 7, 2013
FHU Reference No. 10-045-07

ACKNOWLEDGEMENTS

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- Cameron Parrott – City of Evans
- Clint Dudley – Town of LaSalle
- Don Cadwallader – Town of Eaton
- Eric Drummond – Colorado State Trails
- Eric Grey – Colorado State Parks
- Janet Meisel-Burns – City of Loveland
- Jeff Wiggins – City of Cheyenne
- Jeffrey Boring – Larimer County
- John Franklin – Town of Johnstown
- Justin Stone – City of Loveland
- Karen Schneiders – CDOT Region 4
- Larry Butterfield – Colorado State Parks
- Martina Wilkinson – Larimer County
- Matt Blakely – Town of Timnath
- Molly North – City of Fort Collins
- Nancy Matchette – Colorado State Trails
- Phillip Waggoner – Town of Milliken
- Sarah Boyd – City of Greeley
- Tim Katers – Town of Berthoud
- Tom Morrissey – Colorado State Trails
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1. INTRODUCTION

Accommodation of bicyclists for both transportation and recreation has seen increasing emphasis in Colorado and throughout the country. The Colorado Department of Transportation (CDOT) issued a Policy Directive (Bike and Pedestrian Policy 1602) in 2009 and subsequent State Statute 43-1-120 which makes it clear that the Colorado Transportation Commission intends for CDOT to promote mode choice and provide for the needs of bicyclists and pedestrians. Through this policy the Transportation Commission has directed the safe and reliable accommodation of bicyclists and pedestrians in all of CDOT's planning, design, and operation of transportation facilities. Recognizing the state's commitment to integrate bicycle and pedestrian accommodation, this Regional Bicycle Plan for the North Front Range Metropolitan Planning Organization (NFRMPO) serves as the bicycle planning component of the Regional Transportation Plan (RTP).

> "For us, the real measure of success is when complete streets [accommodation of all modes] and integrated roadway design is part of how we do business in this country."
> *– Polly Trottenberg, Assistant Secretary of Transportation Policy at the USDOT*

In support of Policy 1602 (and the related Procedural Directive), CDOT adopted the *Statewide Bicycle and Pedestrian Plan* in October 2012. The Statewide Plan establishes goals, investment decision criteria, and performance measures to facilitate project and program funding allocation. This Regional Bicycle Plan is intended to work in concert with the Statewide Plan, identifying evaluation criteria that are specific to the NFRMPO and identifying a regional bicycle corridor network; both of which further CDOT's bicycle and pedestrian initiatives.

Purpose of Regional Bicycle Plan

The primary purposes of the NFRMPO Regional Bicycle Plan are to:

- Provide a consolidated summary of the existing bicycle infrastructure, data, and design standards throughout the region;
- Identify opportunities to connect and enhance the local and regional bicycle systems;
- Identify Regional Bicycle Corridors and outline implementation steps
- Provide the MPO's 15 member governments with tools to support their local bicycle planning and accommodation initiatives;
- Position the NFRMPO to pursue state and federal (and other) funding opportunities; and
- Fulfill the federal requirement to address bicycle planning as a component of the Regional Transportation Plan.

Benefits of Investing in Bicycle Infrastructure

A variety of direct and indirect benefits can be realized as a result of investing in bicycle infrastructure. A recent University of Massachusetts study shows that bike-only projects and roadway projects incorporating bike facilities both create more jobs than a road-only project (38% and 13% respectively)[1]. Additional studies point to varying increases in property values near trails,[2] while other case studies point to increased visitors and tax

[1] Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts, Political Economy Research Institute, University of Massachusetts Amherst, June 2011.

[2] Bicycling and Walking in Colorado: Economic Impact and Household Survey Results; CDOT Bicycle/Pedestrian Program, The Center for Research on Economic and Social Policy of the University of Colorado at Denver, April 2000.

revenues from tourism. In Colorado, nearly 10% of households took a bicycle-related vacation, while 40% of vacationers engaged in bicycling would have altered their plans if bicycling facilities were not provided.[3] Additional economic impacts include savings from reduced gas consumption, additional retail sales, the attraction of charitable events, and reduced economic costs of mortality.[4,5] Retail related to biking contributed $200 million to Colorado in 2000, with bike-related impacts on the state totaling over a billion dollars annually. [3] Bicycle tours and races can also have a significant impact on the economy; the inaugural USA Pro Cycling Challenge in 2011 attracted more than a million spectators, resulting in an estimated $83.5 million in economic impact in Colorado. Northern Colorado will host the sixth stage of the 2013 USA Pro Cycling Challenge, which will start in Loveland, wind through Windsor and Estes Park, and finish in Fort Collins.

Research also concludes that added bicycle infrastructure increases safety for all modes.[6] Bike lanes have been credited with increasing the number of bicyclists traveling in the right direction, reducing the number of bicyclists on sidewalks, increasing stop sign compliance, and providing an increased buffer between automobiles and pedestrians.[7] And with a greater number of people bicycling, drivers become more aware of non-motorized users, creating a safer environment for all. A recent FHWA study[5] that tracked four locations where significant bike investments were made concluded that despite significant increases in trips made by bikes following the investments, fatal crashes over the study period remained steady or decreased.
Increased bicycling due to added infrastructure can also provide health-related benefits. Employees who participate in physical activity take fewer sick days, have lower healthcare costs, and even have an increase in productivity.[8]

Increased physical activity can reduce the risk of various chronic diseases, prevent weight gain and obesity, and increase life expectancy. Bicycling for recreational or transportation purposes can help to fulfill recommended daily physical activity. Many research studies have linked the presence of bicycling and walking infrastructure with increased physical activity and improved health. The Center for Disease Control (CDC) provides a series of recommendations for bringing public health considerations into transportation issues. One of the primary recommendations is to promote active transportation by providing safe and convenient walking and bicycling facilities.

It's important to note that many investments in bicycle infrastructure are also paired with programmatic investments such as education and awareness programs. Almost all resources referenced note that such non-infrastructure investments help to better maximize the benefits of bicycle infrastructure investments.

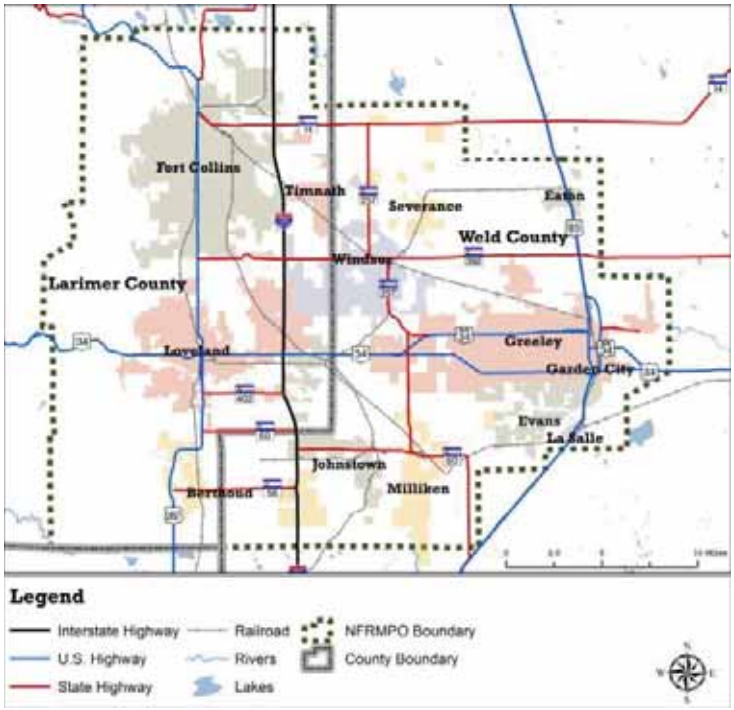
[3] Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas; Center for Applied Demography & Survey Research, November 2006.
[4] The Economic Benefits of Bicycle Infrastructure Investments, League of American Bicyclists, June 2009.
[5] Report to the U.S. Congress on the Outcomes of the Nonmotorized Transportation Pilot Program SAFETEA-LU Section 1807, Federal Highway Administration, April 2012.
[6] Evidence on Why Bike-Friendly Cities are Safer for All Users, Cambridge Journals Online, April 2011.
[7] Bicycle Lanes Versus Wide Curb Lanes: Operational and Safety Findings and Countermeasures Recommendations, Federal Highway Administration, October 1999.
[8] Realizing the Benefits of Accelerated Investment in Cycling, British Columbia Cycling Coalition, January 2011.

2. BICYCLE INVENTORY

Regional Context

The NFRMPO is a governmental agency responsible for long range transportation planning activities throughout northern Colorado. The NFRMPO, as shown on **Figure 2.1**, has 15 members that include Fort Collins, Greeley, Loveland, Timnath, Berthoud, Windsor, Johnstown, Milliken, Evans, Garden City, LaSalle, Severance, Eaton and Weld and Larimer Counties. CDOT and the State Air Quality Control Commission (AQCC) are also members. The NFRMPO works on a regional scale that covers approximately 600 square miles from Wellington to the north, Denver/Boulder metro to the south, the foothills of the Rockies to the west, and incorporated Greeley to the east.

Figure 2.1 NFRMPO Planning Area



Northern Colorado is the fastest growing region in Colorado. Their cities are recognized nationally as one of the top places to live (http://cbs4denver.com/business/fort.collins.best.2.771171.html). The growth of the region is highlighted by the growth of its three largest cities (Loveland, Greeley, and Fort Collins) into one large metropolitan region with the Town of Windsor at its epicenter.

The region's transportation system is relatively young when compared with more established regions in the U.S. A handful of state and federal highways carry commuters daily between the MPO communities and the Denver-Metro Region. Single-occupancy vehicles (SOV) dominate the regional modal split. Congestion projections are stark based on the forecasted doubling of population in the next 30-40 years, existing infrastructure deficiencies, and current modal split. Further, Northern Colorado was designated by EPA as a Non-Attainment area for 8-hour ozone in 2007.

History of TDM and Bicycle Planning in Northern Colorado

In 1996, the NFRMPO began implementation of the Smart*Trips* program for Northern Colorado with allocated staff in the NFRMPO and the communities of Fort Collins, Greeley, and Loveland. The program was part of a package of strategies developed to reach the goals established in the long range RTP.

By July of 2000, the SMART*Trips* program was staffed by 12 employees responsible for management, outreach and operations amongst the three cities and NFRMPO at the budget of $1,426,999 (Smart*Trips* 2001-2006 Strategic Operations Plan). The SmartTrips 2001-2006 Strategic Operations Plan recommended the development of one program as opposed to separate local and regional programs to reduce the confusion in roles and

responsibilities that had developed as a result of having multiple programs. Unfortunately, this led to the eventual dissolution of all three local programs along with their staff. The NFRMPO retained the administration for the carpool (CarGo) and vanpooling (VanGo) programs.

As of January 2012, the Smart*Trips* program is staffed by two full-time operations and business outreach staff members with limited administrative and accounting support. With extremely limited resources, Smart*Trips* focuses strictly on the operation of the VanGo program (about 85 vans that travel between Northern Colorado and Denver/Boulder on the regionally significant corridors of I-25, US 287, and US 34) and the maintenance of the well-visited trip-matching website (www.smarttrips.org). Best practices and municipal bicycle maps are presented on the website.

Documents and Programs

Many of NFRMPO member communities have adopted bicycle plans, either as a stand-alone document, an element of their transportation plan, or in the form of a trails plan. The communities' bicycle planning efforts vary in degree of complexity and level of recommendations provided. Additionally, several communities in the region provide bicycle education and outreach programs to encourage bicycle travel and promote safe interaction between bicyclists and motorists. The following sections summarize, by community, the bicycle planning efforts, bicycle facility mapping, and bicycle education and outreach programs in the community. In many cases, hyperlinks to more detailed information have been provided.

Berthoud

Bicycle Planning Efforts

The Town of Berthoud currently does not have a bicycle plan, nor does their Transportation Plan include a bicycle element. They anticipate updating their Transportation Plan in 2013 and may include a bicycle element. The Town's Parks, Open Space and Recreation (PORT) Plan is currently in draft form and includes a full trails element. The plan is currently on hold and has not been adopted by the Town Board.

Online Mapping

Some bicycle trails/routes in Berthoud are displayed by Google Maps.

Bicycle Education and Outreach Programs

The Berthoud Police Department holds a bike safety program/bike rodeo on an annual basis.

Eaton

Bicycle Planning Efforts

The Town of Eaton does not have a bicycle plan or a bicycle element of a transportation plan. The Town completed a Recreation and Trails Master Plan in 2004 and has developed a trail system map which depicts existing and future trails in the community. A citizens committee has recently been formed to look at trail needs to facilitate the movement of children around town. The Town has recently initiated the development of a Transportation Master Plan, which will include a bicycle component.

Online Mapping
No online mapping of bicycle facilities exists.

Bicycle Education and Outreach Programs
Eaton does not currently have any bicycle education or outreach programs.

Evans

Bicycle Planning Efforts
The City of Evans' 2004 *Open Space and Trails Master Plan* is the primary bicycle planning document for the City. The 2004 *City of Evans Transportation Plan* references the Trails Plan and the City's desire to provide additional trails throughout the City. The City is primarily focused on providing off-street shared use trails. Evans does not have a separate bicycle plan at this time.

Online Mapping
No online map of current bicycle routes exists independently. However, the 2004 Transportation Plan shows the Riverside Park Trail as well as sidewalks which are eight feet wide or greater, which are considered by the City to be shared use trails.

Bicycle Education and Outreach Programs
Evans does not currently have any bicycle education and outreach programs.

Fort Collins

Bicycle Planning Efforts
The City of Fort Collins produced a Bicycle Plan in 1995 and updated it in 2008. This plan covers dedicated bike facilities and multi-use trails. The City's *Transportation Master Plan* (2011) references the bike plan and provides steps towards implementation. Fort Collins also produced a *Bicycle Safety Education Plan* in 2011. The 2008 *Bicycle Plan* and 2011 *Bicycle Safety Education Plan* will be updated and combined in 2013.

Online Mapping
Fort Collins maintains an online interactive mapping tool that includes a bikeways layer. This tool includes current and proposed bike lanes, bike routes, and multi-use trails and also denotes where bicycles are not allowed. The downtown dismount zone can also be viewed on the City's website. For a printable copy of bicycle routes, a PDF version of the official bicycle map is available from the City's website. Another map illustrating the City's recreational trails is also available on the website.

Google Maps also provides an extensive mapping of bike routes in Fort Collins.

Bicycle Education and Outreach Programs
The City of Fort Collins' FC Bikes program promotes cycling as a safe and attractive means of transportation in Fort Collins. FC Bikes works to build the cohesiveness of the bicycle community and also educates residents on bicycle safety and awareness while encouraging the Fort Collins community to use bicycles as a preferred method for getting around. The FC Bikes program has a webpage on the City's website.

The City's *Bicycle Safety Education Plan* was created in 2011 as part of its bicycle safety outreach. Fort Collins also publishes a bicycle riding guide that contains stories about bike style, fundamentals of cycling, and a calendar of bike events.

Garden City

The community does not currently have a bicycle plan, map or programs in place. Any future efforts will be incorporated into this document when appropriate.

Greeley

Bicycle Planning Efforts

The City of Greeley does not have a dedicated bicycle plan, but its 2011 *2035 Comprehensive Transportation Plan* provides direction for bicycle planning in the City through the plan's Bicycle Vision Plan element. The City also has a *Parks and Trails Master Plan* (2002) and a supplemental *Conceptual Trails Plan* (2002).

Online Mapping

The City of Greeley has recently launched www.greeleybikes.com to provide a PDF map that outlines bicycle and pedestrian routes in the City. Google Maps also illustrates some of the City's bicycle routes.

Bicycle Education and Outreach Programs

The City of Greeley has recently initiated an internal bicycle advisory group and has purchased the www.greeleybikes.com that provides links to bicycle education websites.

Johnstown

Bicycle Planning Efforts

The Town of Johnstown does not have a dedicated bicycle plan, but its *2008 Transportation Master Plan* addresses bicycling by referencing the *Johnstown/Milliken Parks, Trails, Recreation and Open Space Master Plan* (2003). The joint Johnstown/Milliken trails plan serves as the primary bike planning document for the area.

Online Mapping

No online map of current bicycle routes exists independently. However, the 2008 Transportation Plan and joint Johnstown/Milliken trails plan do map current and proposed trails for the area. Google Maps also illustrates a limited amount of trails in the western part of Johnstown.

Bicycle Education and Outreach Programs

Johnstown does not currently have any bicycle education and outreach programs, as it is the responsibility of the Thompson Rivers Park and Recreational District to conduct recreational outreach programs. Currently the District does not have any dedicated bicycle programs.

Larimer County

Bicycle Planning Efforts

Larimer County *Transportation Master Plan* (2006) includes a short section on bicycling, but the County does not have a dedicated bicycle plan. Its *Open Lands Master Plan* (2001) provides some additional guidance on regional trails. Larimer County is currently updating their transportation plan and Open Lands plans.

Online Mapping

Larimer County does not provide any online maps specifically for bicycling. However, PDF maps of open space trails can be obtained from the Department of Natural Resources webpage. A regional view of trails is also available within the *Open Lands Master Plan* appendix "Master Plan Maps & Inventory". Google Maps displays some bike routes outside of municipalities, but a majority of the routes are within Fort Collins and Loveland.

Bicycle Education and Outreach Programs

Larimer County does not currently have any programmed bicycle education and outreach programs, but does provide such services on-demand.

LaSalle

Bicycle Planning Efforts

The Town of LaSalle does not have a dedicated bicycle plan, but its 2010 *Transportation Master Plan* provides a bike and pedestrian planning element that includes proposed bike lanes and shared use trails. The Town also has a Parks Plan that lists trails in the community.

Online Mapping

LaSalle does not currently have any bike facilities, and therefore does not have an online map. A map of proposed bike lanes and shared use trails is available within the Town's transportation plan.

Bicycle Education and Outreach Programs

In 2011 the Town of LaSalle's Recreation Department started community bike rides, which included a brief education component at the start of each ride.

Loveland

Bicycle Planning Efforts

The City of Loveland currently has a draft *Bike and Pedestrian Plan* was adopted on May 1, 2012 and incorporated into the 2035 Transportation Plan which was approved on December, 18 2012. The *Parks and Recreation Master Plan* (2001) includes recreational trails.

Online Mapping

Loveland provides a PDF map on its website for the existing bike network and its recreational trail network. Google Maps displays a mostly complete bike network for Loveland.

Bicycle Education and Outreach Programs

The City of Loveland provides a variety of education and outreach programs. The City is a collaborative partner in the Bicycle and Pedestrian Education Coalition (BPEC) in providing bicycle education and outreach programs, while maintaining a Safe Routes to School (SRTS) program that involves many of the area's schools. The City also operates programs such as Helmet Blitzes and Strap-n-Snap for 3rd graders, while providing outreach at a variety of local events.

Milliken

Bicycle Planning Efforts

The Town of Milliken does not have a dedicated bicycle plan, but its Transportation Master Plan (2008) includes a bicycle element. The joint *Johnstown/Milliken Parks, Trails, Recreation and Open Space Master Plan* (2001) serves as the primary bike planning document for the area.

Online Mapping

No online map of current bicycle routes exists independently. However, the transportation plan and joint Johnstown/Milliken trails plan do map current and proposed trails for the area.

Bicycle Education and Outreach Programs

Milliken does not have any structured education and outreach programs, but the Town occasionally hosts a bike rodeo.

Severance

Bicycle Planning Efforts

The Town of Severance's *Transportation Plan* (2008) includes a brief section that notes plans for trails and bicycle facilities.

Online Mapping

Google Maps does display a regional trail that connects Severance, but no other facilities are displayed.

Bicycle Education and Outreach Programs

The community does not currently have bicycle programs in place. Any future efforts will be incorporated into this document when appropriate.

Timnath

Bicycle Planning Efforts

The Town of Timnath's *Trails Plan* (2005) serves as the primary bicycle planning document, incorporating both bike routes and lanes along with regional trails and pathways. The Town's *Transportation Plan* (2005) and Comprehensive Plan (2007) also speak to providing improved bike access in the town. There is no dedicated bicycle plan.

Online Mapping

The Town's Trails Plan provides a map with proposed bike facilities. Google Maps also documents some bike access within the town, but this access is primarily routes providing connection from Fort Collins.

Bicycle Education and Outreach Programs
Timnath does not currently have any bicycle education and outreach programs.

Weld County

Bicycle Planning Efforts
Weld County does not have any dedicated bicycle planning efforts, instead opting to leave bicycle planning to its municipalities and providing support. However, the Weld County *2035 Transportation Plan* (2011) provides some goals related to bicycle accommodation, primarily about supporting municipalities. The bike element also notes the County's assistance to the Weld Trails Coordination Committee (WTCC) whose purpose is to help provide regional trail connectivity.

Online Mapping
The County does not provide online mapping, but the WTCC provides a regional trails inventory map on its website. The County's transportation plan includes a small version of this map, along with a national and state trails map. Google Maps displays bike routes of some of the county's municipalities, along with some of the regional trails between communities.

Bicycle Education and Outreach Programs
Weld County does not currently have any programmed bicycle education and outreach programs. The WTCC would likely be the primary entity to provide such programs in the county, but no such programs are explicitly advertised.

Windsor

Bicycle Planning Efforts
The Town of Windsor does not have a dedicated bicycle plan or a bike element within its Transportation Study (1999). However, Windsor's *Comprehensive Plan* (2006) speaks to providing bicycle access within the Town. Furthermore, the Town's *Parks, Recreation, Trails and Open Lands Master Plan – 2007 Update* provides guidance and planning for trails.

Online Mapping
A PDF map of Windsor's current and proposed trail system is available on its website. Google Maps also illustrates some of the trails within and around Windsor.

Bicycle Education and Outreach Programs
The Town of Windsor's Police Department runs a bicycle rodeo, while the Recreational Department hosts a bike to work day.

Bicycle Infrastructure

Communities in the NFRMPO have a variety of bicycle facilities ranging from shared used paths to bike lanes to bike box treatments at intersections. The following sections provide an overview of the bicycle facilities that currently exist in the region.

Definitions

For consistency and clarification, the following definitions are provided for different types of bicycle facilities.[9]

Bicycle Boulevard – A street segment, or series of contiguous street segments, that has been modified to accommodate through bicycle traffic and minimize through motor traffic.

Bicycle Route – A roadway or bikeway designated by the jurisdiction having authority, either with a unique route designation or with BIKE ROUTE signs, along which bicycle guide signs may provide directional and distance information.

Bikeways – A generic term for any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

A Bike Box in Fort Collins

Bike Box – A designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

A Bike Lane in Fort Collins

Bike Lane – A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

Shared Use Path – A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

Shared Lane – A lane of a traveled way that is open to bicycle travel and vehicular use.

A "Sharrow" in Fort Collins

Shared Lane Marking ("sharrows") – A pavement marking symbol that indicates an appropriate bicycle positioning in a shared lane.

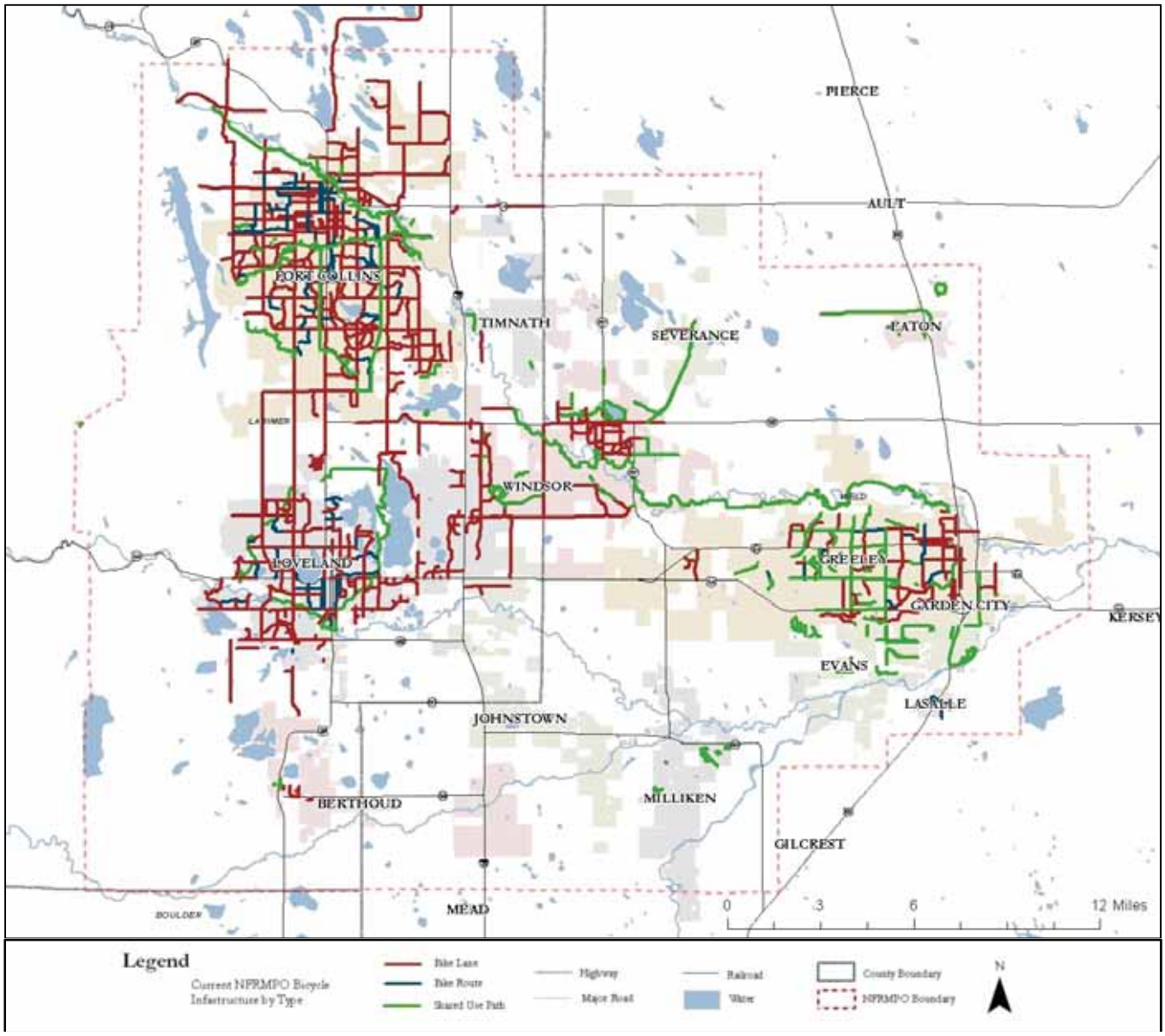
Sidepath – A shared use path located immediately adjacent and parallel to a roadway.

[9] Sources: AASHTO Guide for the Development of Bicycle Facilities, 2012 and February 2010 Draft; NACTO Urban Bikeway Design Guide.

Existing Bicycle Facilities

As shown on **Figure 2.2**, the existing bicycle facilities in the NFRMPO region are predominantly located in the three larger cities of Fort Collins, Loveland, and Greeley. There is also considerable bicycle infrastructure in the Windsor area. The foundation of a regional trail system along the Poudre River is discernible on **Figure 2.2**.

Figure 2.2 Existing Bicycle Facilities and Routes



Map created by NFRMPO

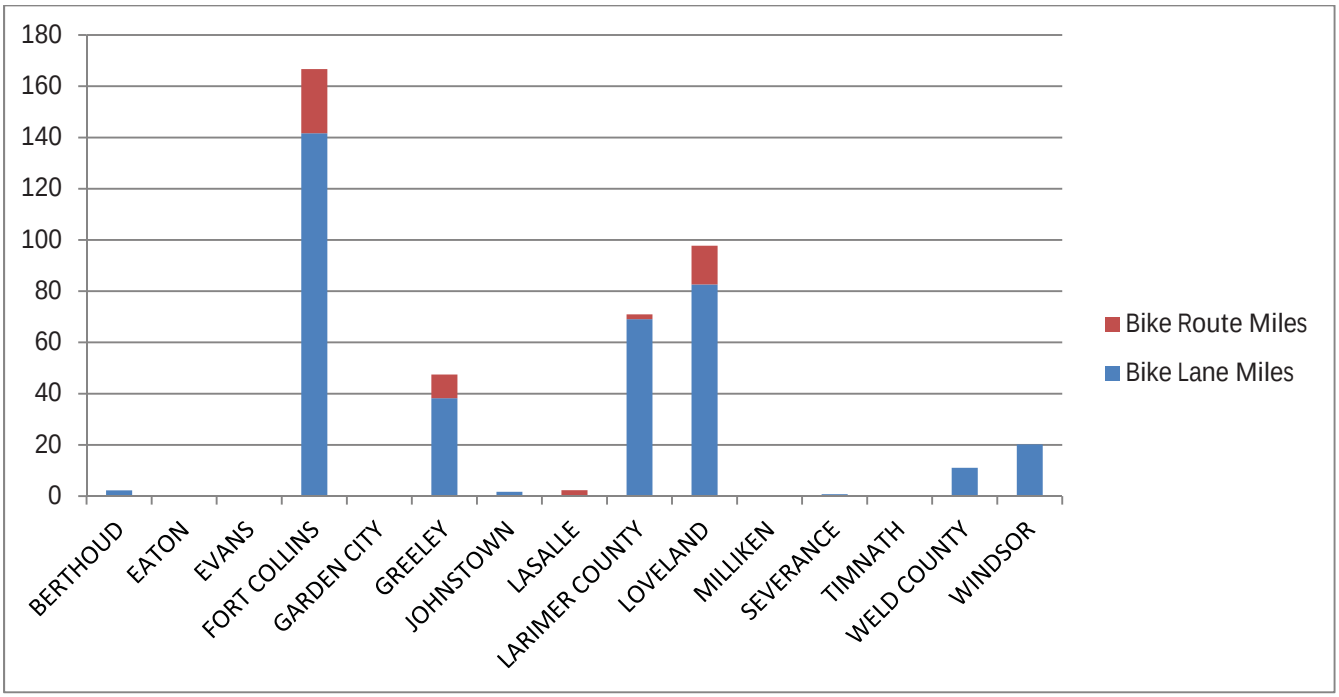
Bike Lanes and Bike Routes

On street bike lanes help to define an area of the street that is for the exclusive use of bicyclists and can decrease the stress level of bicyclists riding in traffic. Bike lanes encourage bicyclists to ride in the correct direction of travel and alert motorists of the potential presence of bicyclists. Many bicyclists prefer to ride the most direct route to their destination, which is frequently along a street; bike lanes help to specify streets within a community where bicycling is preferred.

Bike routes follow roadways without bike lanes. These roadways are properly signed "Bike Route" to provide wayfinding support to the bicyclist while notifying the motorist the roadway is shared with bicyclist.

Nine of the municipalities in the MPO currently have signed routes and striped on-street bike lanes. In total, there are over 421 centerline miles of bike routes and bike lanes in the region. As shown on **Figure 2.3**, Fort Collins and Loveland provide the highest mileage of bike lanes through their communities, with 142 miles of bike lanes in Fort Collins and 83 miles in Loveland. To a lesser extent, Berthoud, Greeley, Johnstown, Windsor, and areas unincorporated Larimer and Weld Counties also have designated bike lanes on their roads,

Figure 2.3 Centerline Miles of On Street Bike Lanes and Bike Routes

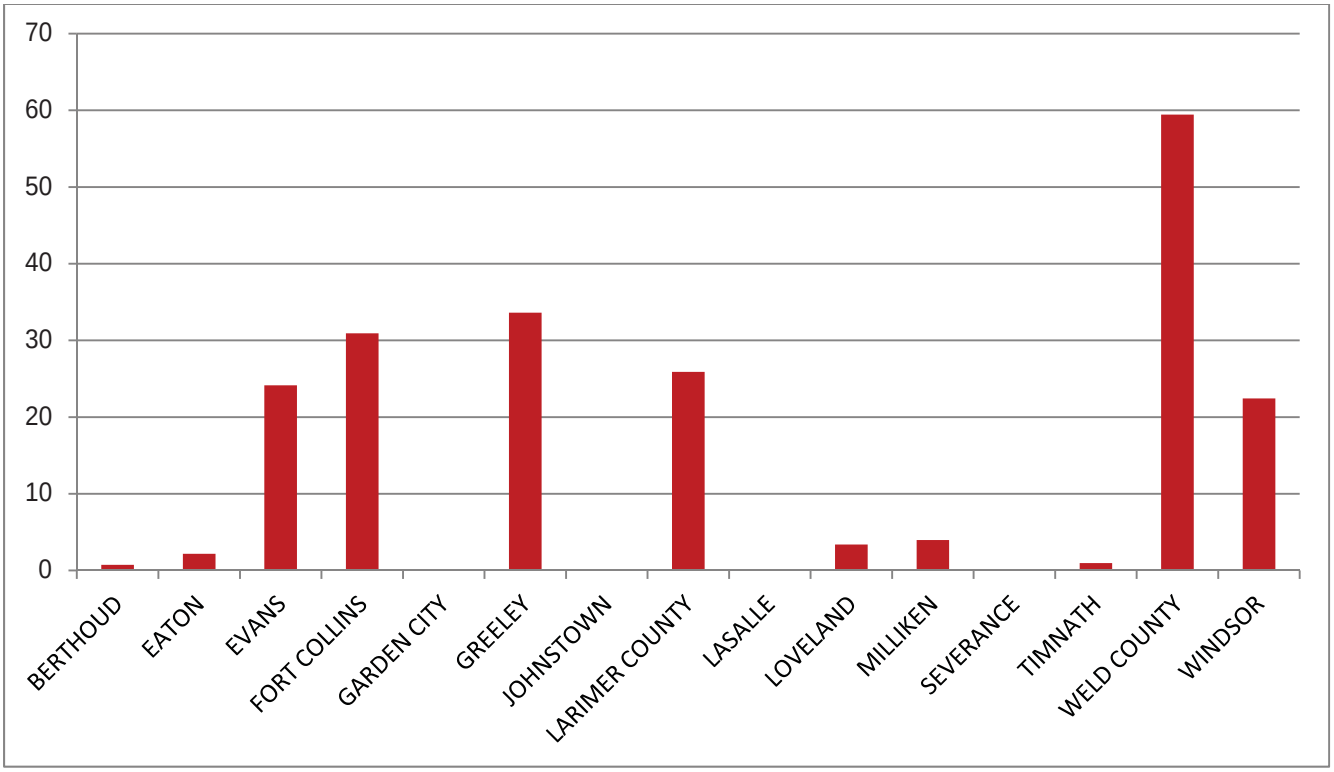


Off Street Bike Facilities

Shared use paths provide valuable benefits to a community including transportation connections and recreational opportunities. Many cyclists, especially families with small children and those who may not be comfortable riding alongside motor vehicles, prefer to ride on shared use paths.

In total, there are over 208 centerline miles of shared use paths in the North Front Range MPO, distributed between nine of the municipalities and areas of unincorporated Larimer and Weld Counties, as shown on **Figure 2.4**.

Figure 2.4 Centerline Miles of Off Street Shared Use Paths



Shoulders

The AASHTO *Guide for the Development of Bicycle Facilities* (2012) notes that "adding or improving paved shoulders can greatly improve bicyclist accommodation on roadways with higher speeds or traffic volumes, as well as benefit motorists." According to AASTHO (as well as the CDOT *Roadway Design Guide*), the minimum paved shoulder width to accommodate bicycle travel is four feet. CDOT has a Policy Directive which states that shoulder improvements shall be incorporated on all state highways when upgrades are being made (note: bicycle use is prohibited on I-25 in urban areas, including throughout the NFRMPO region). While many roadways in the NFRMPO have shoulders adequate for bicycle use, a comprehensive database of shoulder widths in the region is not currently available.

Other Bicycle Facilities

In addition to bike lanes and shared used paths, the Fort Collins and Greeley bicycle networks include short segments of share lane markings ("sharrows"). In Fort Collins, the half-mile stretch of Mountain Avenue between Mason Street and Riverside Drive is marked with sharrows. Greeley's network includes sharrows at four locations, covering a total of approximately 1.2 miles:

- 16th Street between 4th Avenue and 6th Avenue
- 20th Street between 7th Avenue and 12th Avenue
- 24th Street between Balsam Avenue and Bearwood Avenue
- 71st Avenue between Grizzly Drive and C Street

Fort Collins also has one bike box near the Colorado State University Campus at the intersection of Shields Street and Plum Street on the side Street (Plum) approach.

Signing and Signal Equipment

Fort Collins and Loveland both have bike detectors at some signalized intersections under their jurisdiction. Fort Collins uses a video detection system capable of detecting bikes at 84 out of 178 (47%) of their signalized intersections (2012). Loveland uses both video and loop detection systems. Around 40-50% of Loveland's traffic signals are equipped with bike detection systems; however, their downtown signals are pre-timed with no detection.

Bicycle Amenities

Buses and Vanpools Equipped with Bike Carriers

Three fixed-route transit systems operate in the MPO: Transfort in Fort Collins, Greeley-Evans Transit (GET), and City of Loveland Transit (COLT). All fixed-route buses in each system are equipped with bicycle racks; GET and COLT buses have a capacity of two bikes per bus and Transfort buses have a capacity of three bikes per bus. **Figure 2.5** shows the number of bike boardings on buses for the three transit providers in 2010. In total, there were over 121,000 bike boardings on buses in the region. **Figure 2.6** shows Transfort's seasonal variation of bicycle boardings on buses. The NFRMPO currently operates 85 active VanGo vanpooling routes. Twenty-one of the 85 vans (25 percent) are equipped with bike racks.

Figure 2.5 Bike Boardings on Buses in 2010

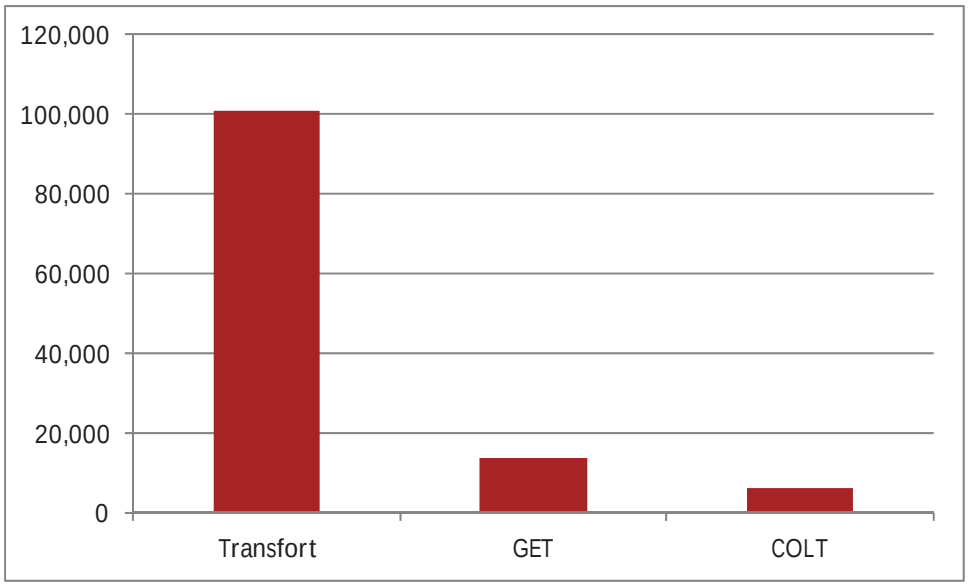
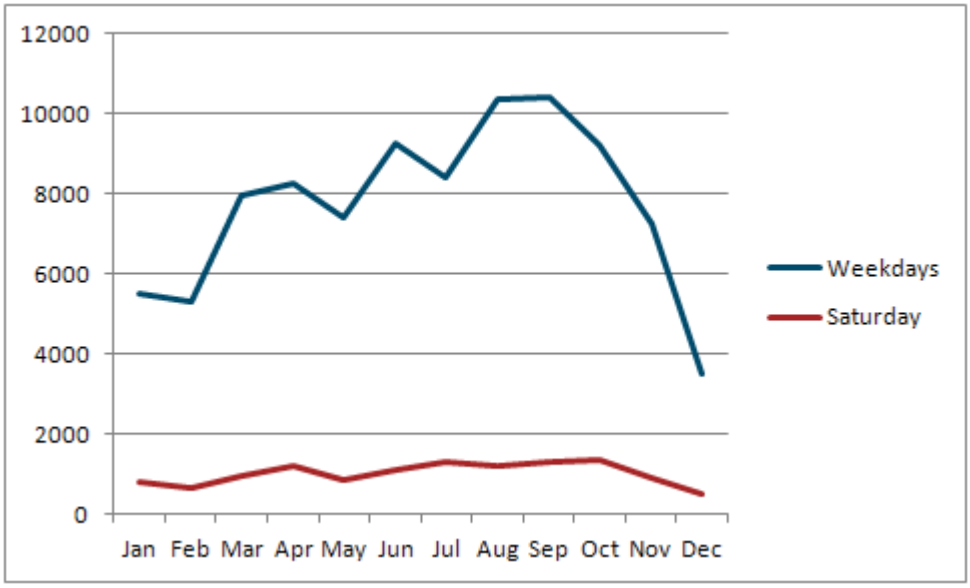


Figure 2.6 Transfort Monthly Bike Boardings on Buses (2011)



Bike Storage and/or Showers at Municipal Buildings

As shown in **Table 2.1**, five of the communities in the NFRMPO provide bicycle amenities at their municipal buildings to encourage employees and visitors to bike to the facilities. Fort Collin's facility at 215 N. Mason is a LEED certified building that provides secure indoor bicycle storage.

Table 2.1 Bike Amenities at Municipal Buildings

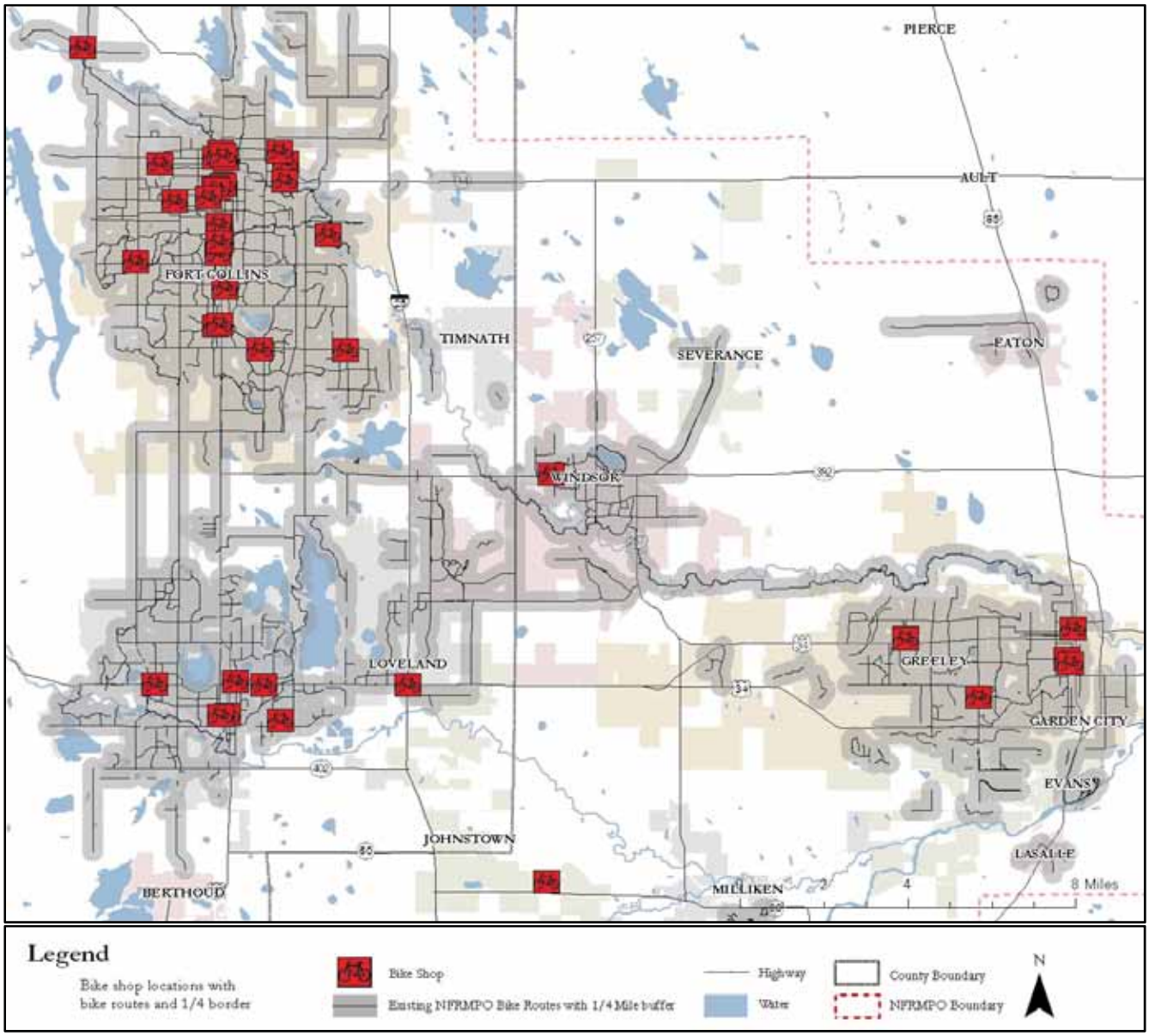
Community	Bike Racks	Bike Lockers/ Secure Storage	Bike Fleet	Showers
Berthoud				
Eaton				
Evans				
Fort Collins		•	•	•
Garden City				
Greeley				
Johnstown	•			•
Larimer County	•			•
LaSalle				
Loveland	•			•
Milliken				
Severance				
Timnath				
Weld County				
Windsor	•			•

Privately-Owned Bicycle Shops

In 2012, the NFRMPO region supported 40 privately-owned bicycle shops, as shown on **Figure 2.7**. These businesses are documented in this regional plan because they support for bicycle commuters and serve as a source of education/information dissemination for area bicyclists.

The businesses predominantly reside in Larimer County in the cities of Fort Collins and Loveland. Weld County has 6 bike shops between Greeley, Windsor, and Johnstown.

Figure 2.7. Bike Shops



Map created by NFRMPO

Standards and Policies

Bicycle Facilities Standards

Bicycle facility design standards have been established on a nation level by the American Association of State Highway and Transportation Officials (AASHTO *Guide for the Development of Bicycle Facilities*, 2012) and the National Association of City Transportation Officials (NACTO *Urban Bikeway Design Guide*, 2011). CDOT recently completed the bicycle and pedestrian chapter (Chapter 14) of the *CDOT Roadway Design Guide*, which documents standards and best practices for designing facilities for bicyclists and pedestrians. Several of the counties and municipalities in the NFRMPO have also developed standards, with some based on national and state resources, and others geared towards local conditions. Larger municipalities often communicate design standards through bike plans and roadway design guidelines, while smaller communities rely on design standards in municipal code or construction design standards documents. **Table 2.2** compares which typical bicycle facility standards have been documented at the national, state, and local levels.

Table 2.2 Bicycle Facilities Standards

Design Element	AASHTO	NACTO	CDOT	Berthoud	Eaton	Evans	Fort Collins	Garden City	Greeley	Johnstown	Larimer County	LaSalle	Loveland	Milliken	Severance	Timnath	Weld County	Windsor
Shoulders	●		●				●			●	●		●		●	●	●	●
Curb lanes	●		●										●					
Bike lanes	●	●	●	●			●		●	●	●		●	●	●	●	●	●
Left-side bike lanes	●	●	●															
Buffered bike lanes	●	●	●															
Contra-flow bike lanes		●	●										○					
Bike boulevards	●		●										○					
Shared use paths	●		●	●		●	●		●	●	●		●	●		●	●	●
Bike boxes		●	●				○						●					
Signal timing	●	●	●										●					
Bike detectors	●	●	●				●				●		●			●		
Bike signals	●	●	●										○					
On-street parking	●	●	●						●				●					
Railroad crossings	●		●														●	
Barriers	●	●	●				●				●		●			●		
Lighting for bikes	●		●			●												
Surface type	●	●	●	●		●	●		●	●	●		●	●		●	●	●
Striping	●	●	●				●				●		●			●		●
Painted symbols (e.g., sharrows)	●	●	●				●		●		●		●			●		●
Signage	●	●	●				●		●		●		●			●	●	●
Slopes	●		●	●		●	●		●	●	●		●	●		●	●	●
Design speeds	●		●				●				●		●			●		
Bike parking	●		●	●		●	●		●		●		●			●		●

National or State Resource / Local Entity

● = defines elements and recommends or requires following of standards

○ = defines element, but does not set any standards

Bicycle Related Regulations

Many of the NFRMPO communities have regulations or ordinances that pertain to bicycle use. **Table 2.3** shows the communities which have regulations related to the use of bike facilities, snow removal on bicycle facilities, and bicycle registration programs. Each item is described in more detail in the subsequent sections.

Table 2.3 Bicycle Related Regulations

Community	Regulations on Bike Facility Usage	Snow Removal Policy (for Bike Facilities)	Bicycle Registration Program
Berthoud	●	●	
Eaton			●
Evans	●		
Fort Collins	●	●	●
Garden City			
Greeley	●		●
Johnstown	●	●	
Larimer County			
LaSalle			●
Loveland	●	●	
Milliken	●		●
Severance			
Timnath			
Weld County			
Windsor	●		

Regulations on Bicycle Facility Use

Eight of the 15 communities have regulations about what type of users are allowed on sidewalks or bicycle facilities. Greeley and Windsor both allow bicyclists to use sidewalks, while in Berthoud and Milliken bicycles are prohibited from using sidewalks. In Fort Collins, bicycles are allowed on sidewalks except in the "Downtown Dismount Zone." Likewise, Johnstown allows bicycles on sidewalks except in restricted areas like downtown and Loveland allows bicycles on sidewalks except in zoning districts E and DE. Evans allows bicycles on sidewalks that are eight feet or wider.

Berthoud, Evans, Johnstown allow motorized bicycles on bike facilities, while Greeley and Milliken prohibit motorized bikes on trails. Fort Collins allows motorized bicycles on bike lanes, but not on recreational trails.

Snow Removal Policies

Many Coloradoans enjoy riding their bikes year-round, as demonstrated in the bicycle count section of this report. Four of the NFRMPO communities have policies related to the removal of snow from bicycle facilities. Berthoud's Parks Department plows the paved bike trails in the community. Fort Collins' 2008 Bike Plan includes the designation of priority commuter routes which maintained to minimize surface hazards including snow. Johnstown plows their bicycle and pedestrian paths. And Loveland plows their bike lanes and shoulders at the same time as other travel lanes. Loveland's Parks Department plows the trail system within 24-48 hours after a storm.

Bicycle Registration Programs

Hundreds of bicycles are stolen each year, as documented in bicycle theft section in this report. Several communities in the NFRMPO have bicycle registration programs that help the local police departments to recover stolen bicycles and return them to their rightful owner. Fort Collins' bicycle registration program is free

and can be completed online through the FCBikes program. Bicycle registration is not required in Eaton, LaSalle and Milliken, but can be done through the local Police Departments. Greeley has a bicycle ordinance which requires an annual fee for bicycle registration.

Bicycle Accommodation Requirements

As shown on **Table 2.4**, CDOT and six of the NFRMPO communities have requirements for bicycle accommodation to be included in roadway expansion and/or resurfacing projects. Ten of the communities require bicycle accommodation as an element of new development or redevelopment. A brief description of the requirements by community follows.

The National Complete Streets Coalition defines completes streets as the simple idea that "our streets should work for everyone, of all ages and abilities, regardless of how they travel." Their *Complete Streets Policy Analysis* document ( ) outlines elements of complete streets policies and defines a methodology for evaluating the strength of complete streets policies based on each of ten elements. Using this document as a guide, three agencies in the NFRMPO (CDOT, Fort Collins, and Loveland) have complete street policies in place that are comprehensive and clear in intent. Several other communities, as noted by the partial circle in **Table 2.4**, have some elements of a complete streets policy in place.

Table 2.4 Bicycle Accommodation Requirements

Community	Bicycle Accommodation Requirements for Roadway Expansion/ Resurfacing	Bicycle Accommodation Requirements for New Development/ Redevelopment	Complete Streets Policy
CDOT	●		●
Berthoud	●	●	
Eaton			
Evans	●	●	❍
Fort Collins	●	●	●
Garden City			
Greeley	●	●	❍
Johnstown	●	●	❍
Larimer County	●	●	
LaSalle			❍
Loveland		●	●
Milliken		●	❍
Severance			❍
Timnath		●	❍
Weld County			
Windsor		●	

● = Policy/requirement in place
❍= Some elements of Complete Streets Policy in place

- The Colorado Transportation Commission's Bike and Pedestrian Policy Directive 1602.0 (dated October 22, 2009) and subsequent State Statute 43-1-120 support the development of fully integrated active transportation networks. **CDOT**'s Policy Directive states that "the needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities, as a matter of routine." As such, bicycle and pedestrian accommodation needs to be incorporated into all CDOT transportation projects.
- **Berthoud** is currently working on updating their development code, and it will likely require developers to implement the proposed trails in the PORT Plan. The Town requires bike parking depending on size of parking lot.
- The typical cross-sections in **Evans'** Transportation Plan do not include bike lanes, but they do include 8 foot (or greater) shared use paths. These cross-sections are treated as standards for development and road expansion projects.
- **Fort Collins** uses the Larimer County Urban Area Street Standards document as a guiding document for providing bicycle facilities through the development review process and for roadway expansion projects. The City has specific policies for on-street bike parking.
- **Greeley** requires the developers construct bike lanes on collectors streets and higher classification. The City has been active in constructing road diets with bike lanes.
- Many of **Johnstown's** typical cross-sections include bike lanes, and they are treated as standards in development review process. Bicycle facilities are added as a part of roadway expansion projects if the facility has been identified as a planned route.
- Outside of growth management areas (GMAs), **Larimer County** holds developers to the rural area road standards (RARS), which includes shoulders. For reconstruction projects, the County adheres to standards (including shoulders) to the extent practicable. For resurfacing projects, the County tries to widen the paved width as much as easily possible (typically 1-2 feet of additional shoulder width).
- **Loveland** requires bicycle facilities in accordance with the Larimer County urban area street standards (LCUASS) and Site Development Standards. Bike parking is required for multi-family and all other non-residential development per the planning standards for new development.
- Many of **Milliken's** typical cross-sections include bike lanes, and they are treated as standards in development review process.
- **Timnath** requires bicycle facilities in accordance with LCUASS and parking requirements in the Town's Land Use Code for development.
- Many of **Windsor's** typical cross-sections include bike lanes, and they are treated as standards in development review process.

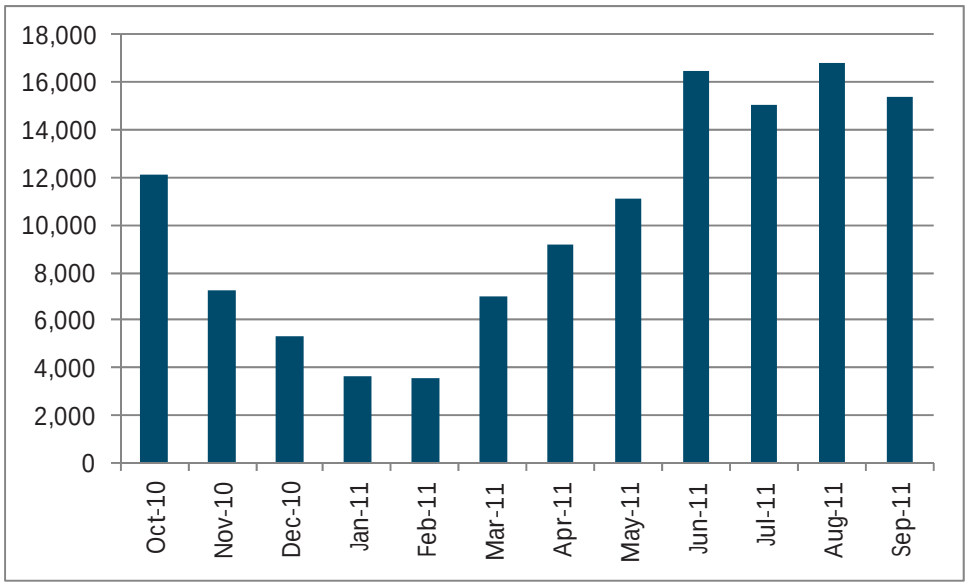
Data and Analysis

Bicycle Counts

Fort Collins and Loveland are the only communities in the NFRMPO that have completed bicycle counts. Fort Collins has counted bicycle volumes at over 40 intersections throughout the City during the morning, noon, and afternoon peak hours. Loveland rented a bike counter from CDOT in October 2010; they used the counter to collect nearly a month of bicycle and pedestrian counts on the recreational trail underpass of Eisenhower Boulevard (US 34) between Cheyenne Avenue and Denver Avenue. Available counts from Fort Collins and Loveland are included in **Appendix B**.

A permanent loop counter has been installed in downtown Boulder on the bike lanes on 13th Street approximately one block south of Pearl Street. Since Boulder's climate is similar to that in the NFRMPO, these data are useful to understand the variation in bicycle activity that can be expected over the course of a year. The monthly bicycle count data for southbound 13th Street, which has been compiled by the University of Colorado, is presented in **Figure 2.8**. From this count summary, April and May represent approximately average bicycle use over the twelve month period. June through September represent a considerable peak in bicycle activity. Bicycle activity during the winter months is in the range of 20 percent of the peak summer activity.

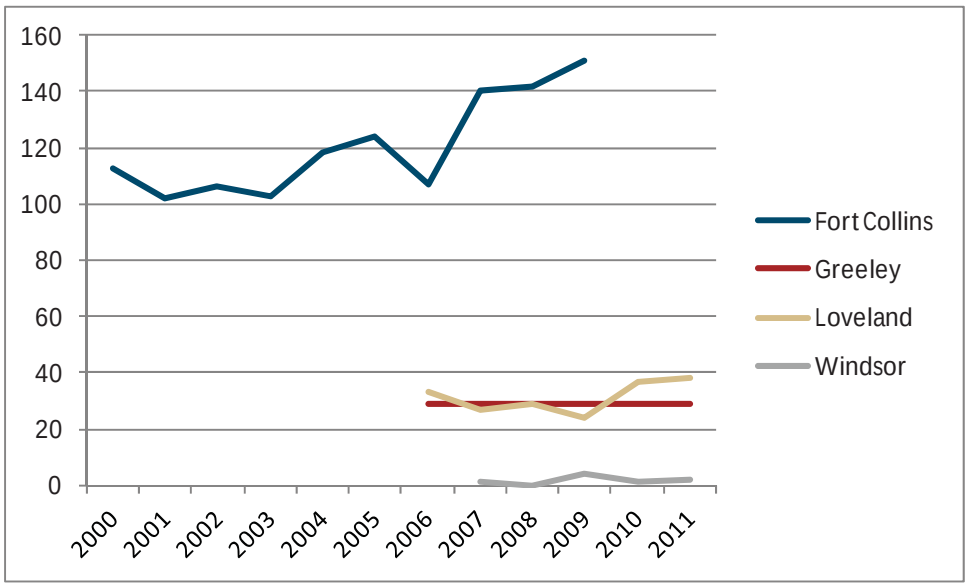
Figure 2.8 Monthly Bicycle Counts on Southbound 13th Street in Boulder



Reported Bicycle Crashes

Fort Collins, Greeley, Loveland, and Windsor each track bicycle related crashes, as shown on **Figure 2.9**. Larimer and Weld Counties also track bicycle crashes, but the data are not presented in the graph because they include some crashes in incorporated areas of the Counties as well as areas of the County outside of the NFRMPO boundary. Typically, the reported bicycle crashes involve a motor vehicle and a bicyclist, rather than crashes between two bicyclists or a single bicycle crash. The crash data, particularly in Fort Collins, show an upward trend in the number of bicycle crashes over time, which is likely to a large extent a result of increased population and increased bicycling in the City.

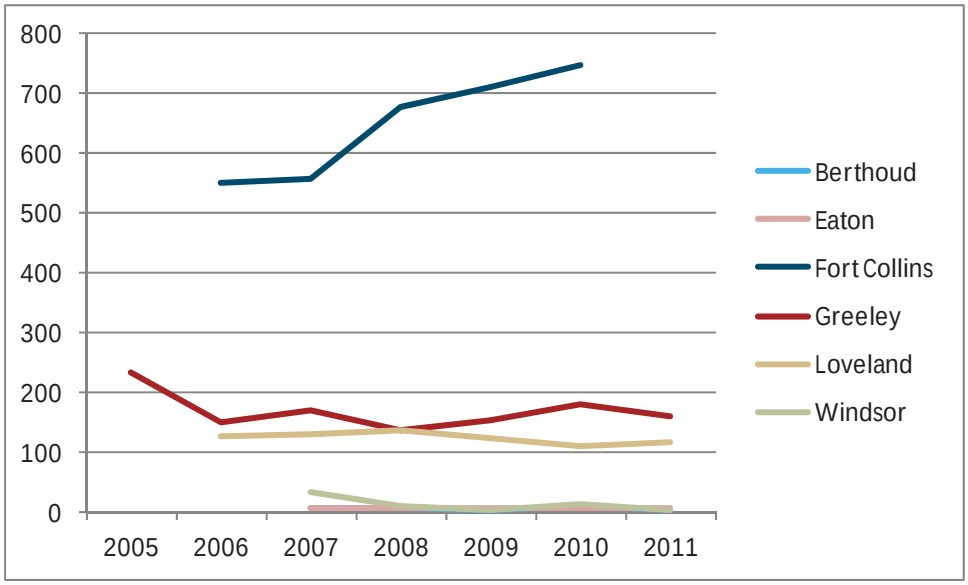
Figure 2.9 Annual Bicycle Crash Data



Bicycle Theft

Bicycle theft data for six of the MPO communities are shown in **Figure 2.10**. Again, Larimer County also tracks bicycle thefts, but the data are not presented in the graph because they include some crashes in incorporated areas of the County (such as Fort Collins) as well as areas of the County outside of the NFRMPO boundary. Between 2006 and 2010, bicycle theft in Fort Collins has increased over 35 percent.

Figure 2.10 Annual Bicycle Theft Data



Bike Participation by Community

The 2010 NFRMPO Household Survey provides insight into the travel modes used to travel to and from work, as shown in **Table 2.5**. Region-wide, 6.3 percent of survey respondents reported bicycling to work. Of the three large cities in the region, Fort Collins respondents indicated the highest rate of bicycle use for commuting at over 13 percent.

Table 2.5 Travel Mode for Commuting (2010 Household Survey)

	Fort Collins	Greeley-Evans	Loveland	Larimer	Weld	Region-wide
Walk	3.60%	5.00%	1.70%	3.20%	1.70%	3.40%
Bike	13.30%	4.10%	1.00%	0.60%	1.00%	6.30%
Driver	76.80%	82.20%	89.80%	93.80%	90.90%	84.50%
Passenger	4.40%	8.00%	5.90%	2.30%	6.20%	4.80%
Local bus	0.70%	0.60%	1.40%	0.00%	0.00%	0.50%
Express bus	0.00%	0.10%	0.00%	0.00%	0.00%	0.00%
Other	1.20%	0.00%	0.20%	0.20%	0.20%	0.60%
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

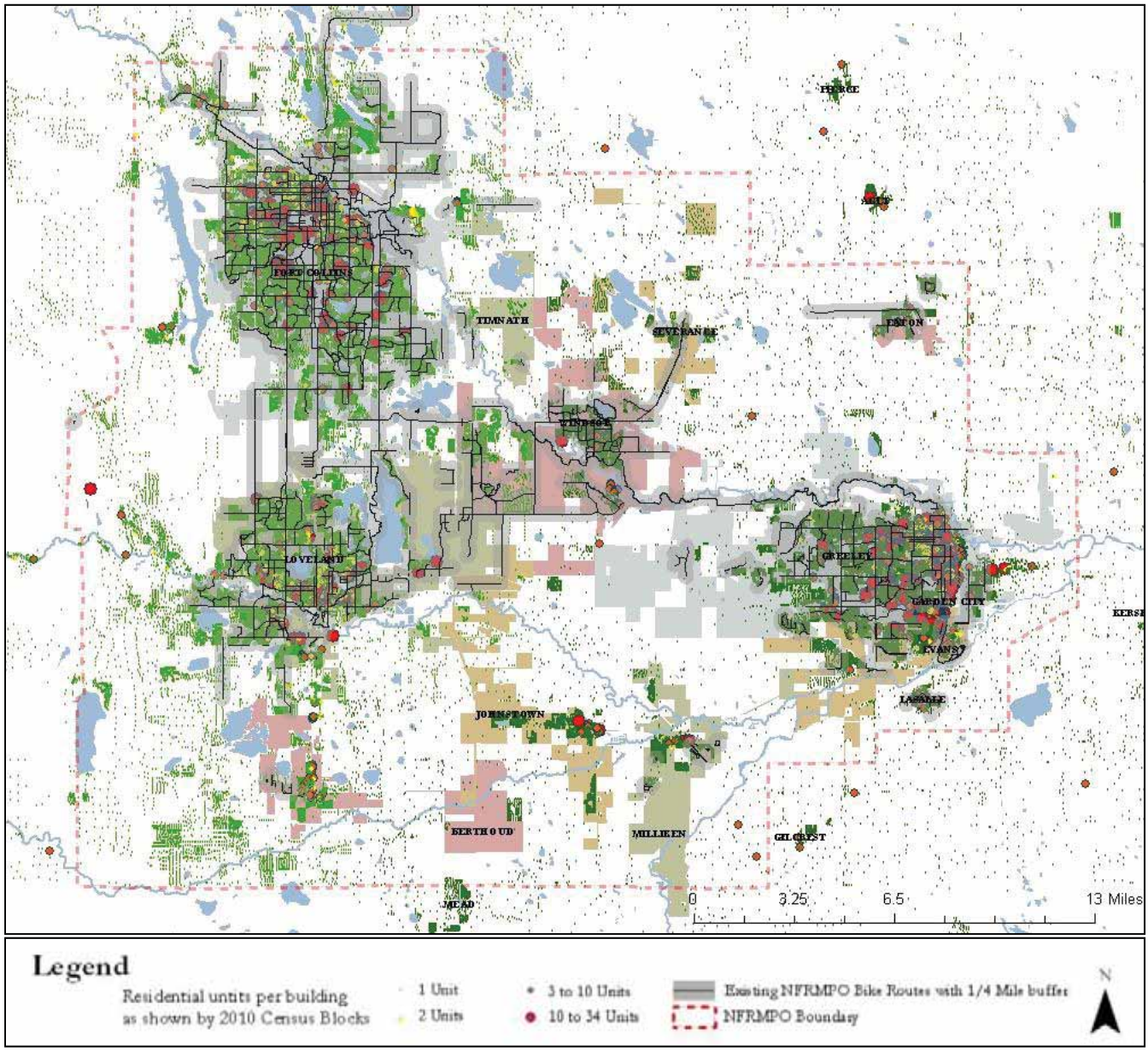
Household Density

Figure 2.11 below depicts the density of households across the NFRMPO region as compared with the regional bicycle system as of the writing of this plan. A simple review of the map demonstrates where existing bicycle infrastructure is paired with the densities of households. The cities with larger populations have an observably larger investment in bicycle infrastructure likely indicating:

1. An increased public demand for bicycle trails and bike lanes
2. Subsequent policies to add infrastructure with new development
3. Diverse or dedicated funding sources for bicycle infrastructure

Conversely, the smaller population towns in the NFRMPO region have a lower density and their current investment is smaller.

Figure 2.11 Household Density

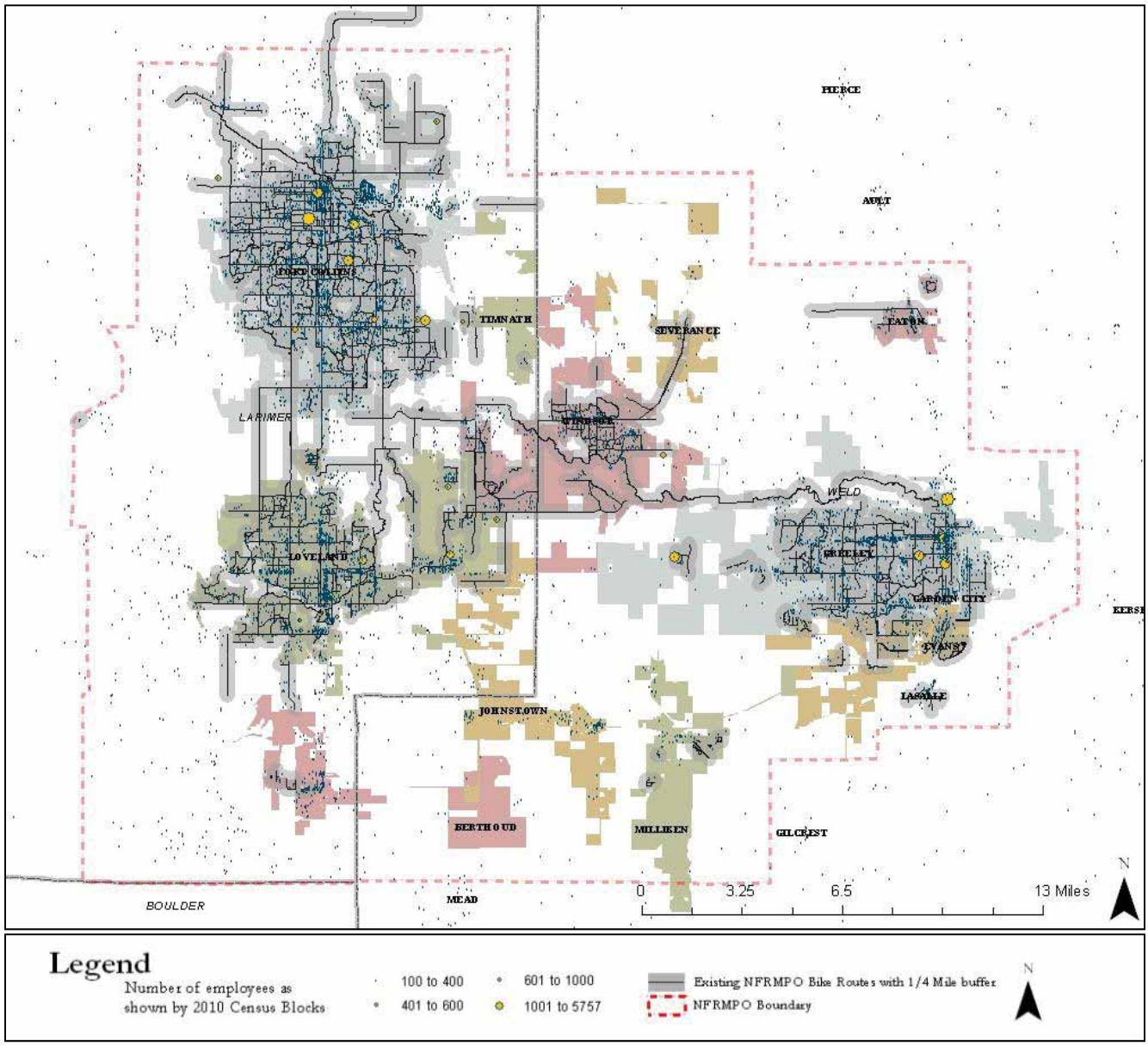


Map created by NFRMPO

Business Locations

There are over 11,000 businesses in the NFRMPO, as shown on **Figure 2.12**, and approximately 176,600 employees. Approximately 84 percent of businesses are located within a ¼ mile of an existing bike route, and over 85 percent of employees work within a ¼ mile of an existing bike route.

Figure 2.12 Business Locations

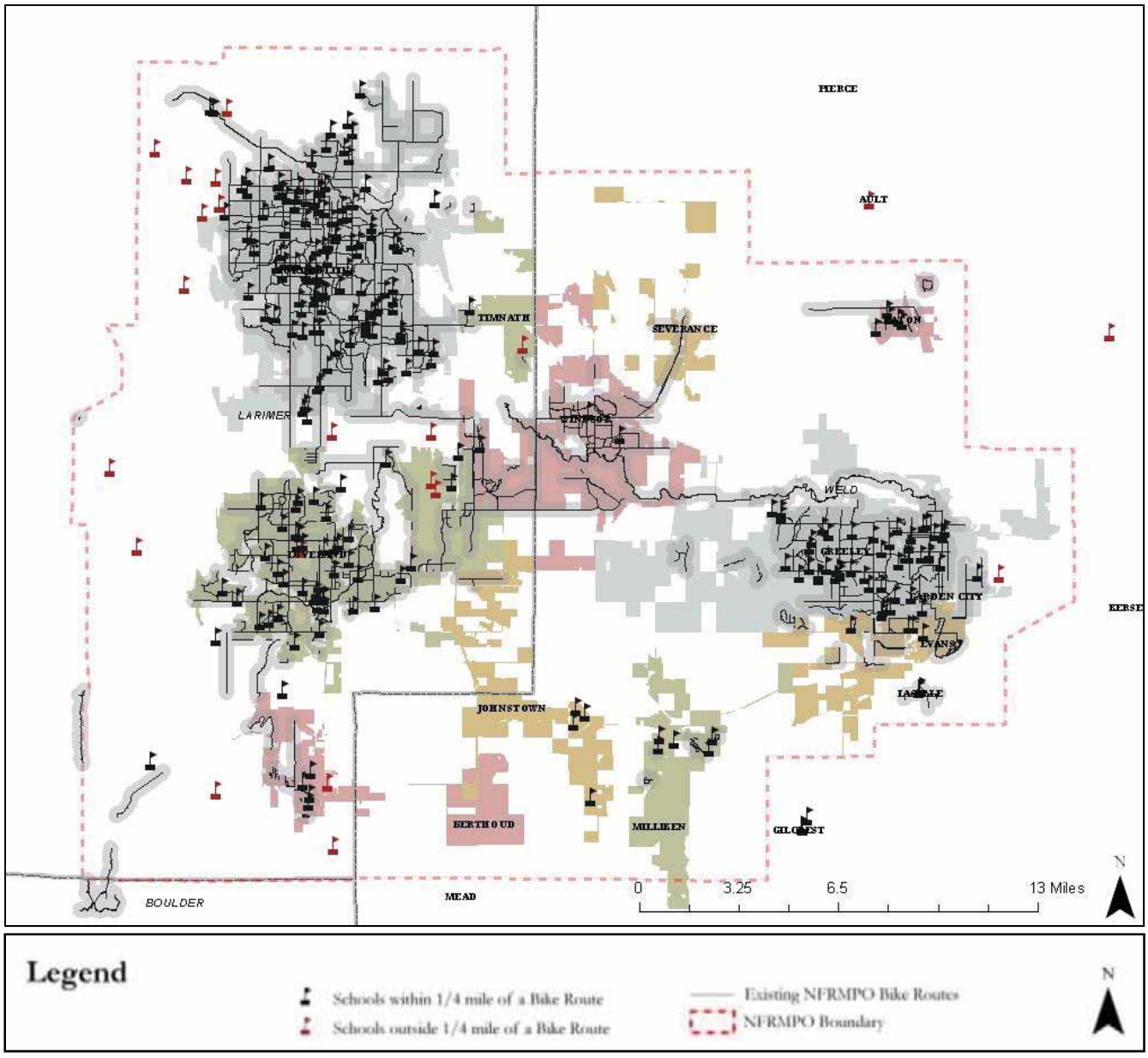


Map created by NFRMPO

Student Access to Bicycle Facilities

There are 266 schools in the NFRMPO region. Of those schools, 86 percent (229 schools) are within a ¼ mile of an existing bike route. The remaining 37 schools have no existing bike routes within a ¼ mile distance (shown in red on **Figure 2.13**).

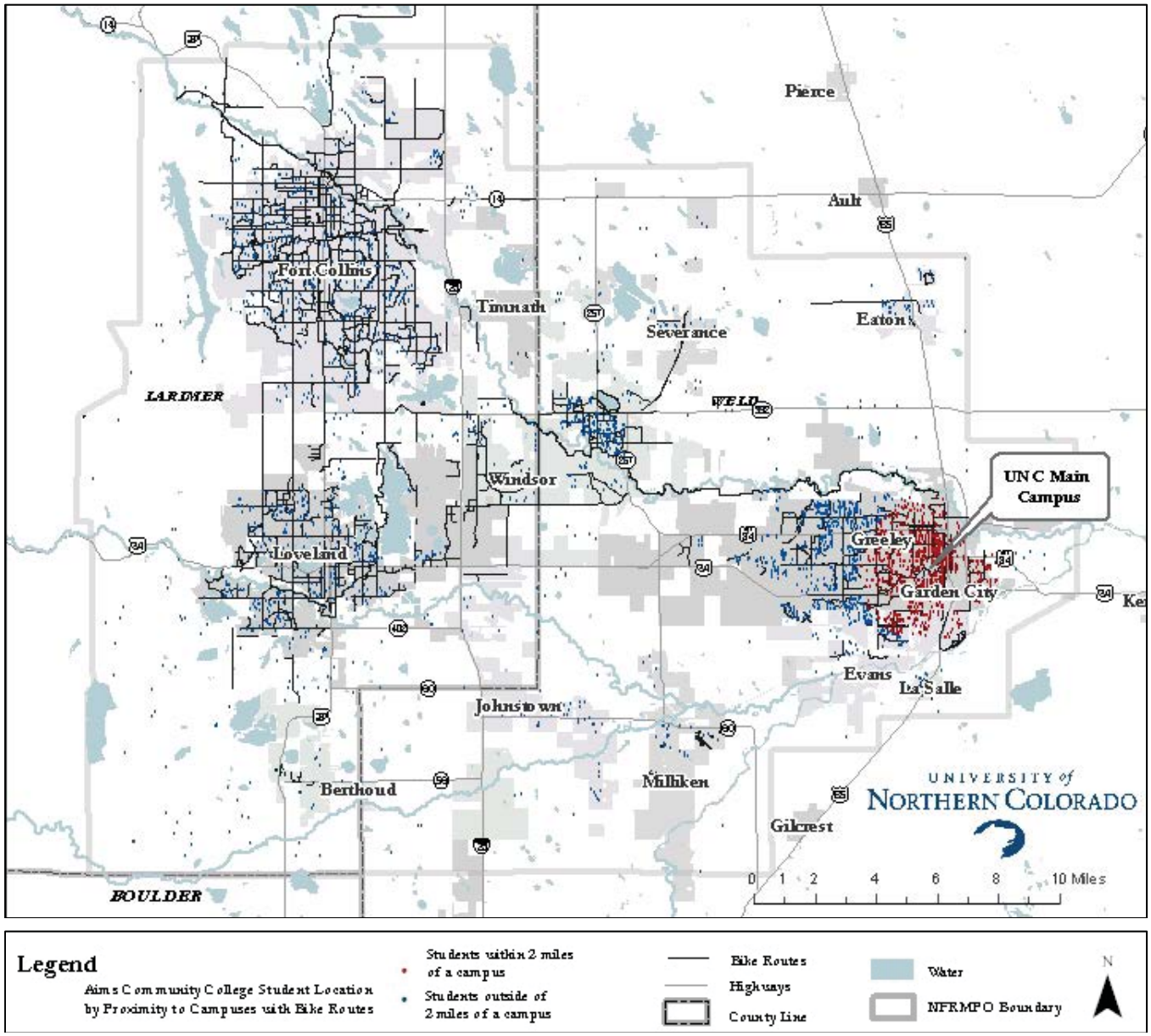
Figure 2.13 School Access to Bike Routes



Map created by NFRMPO

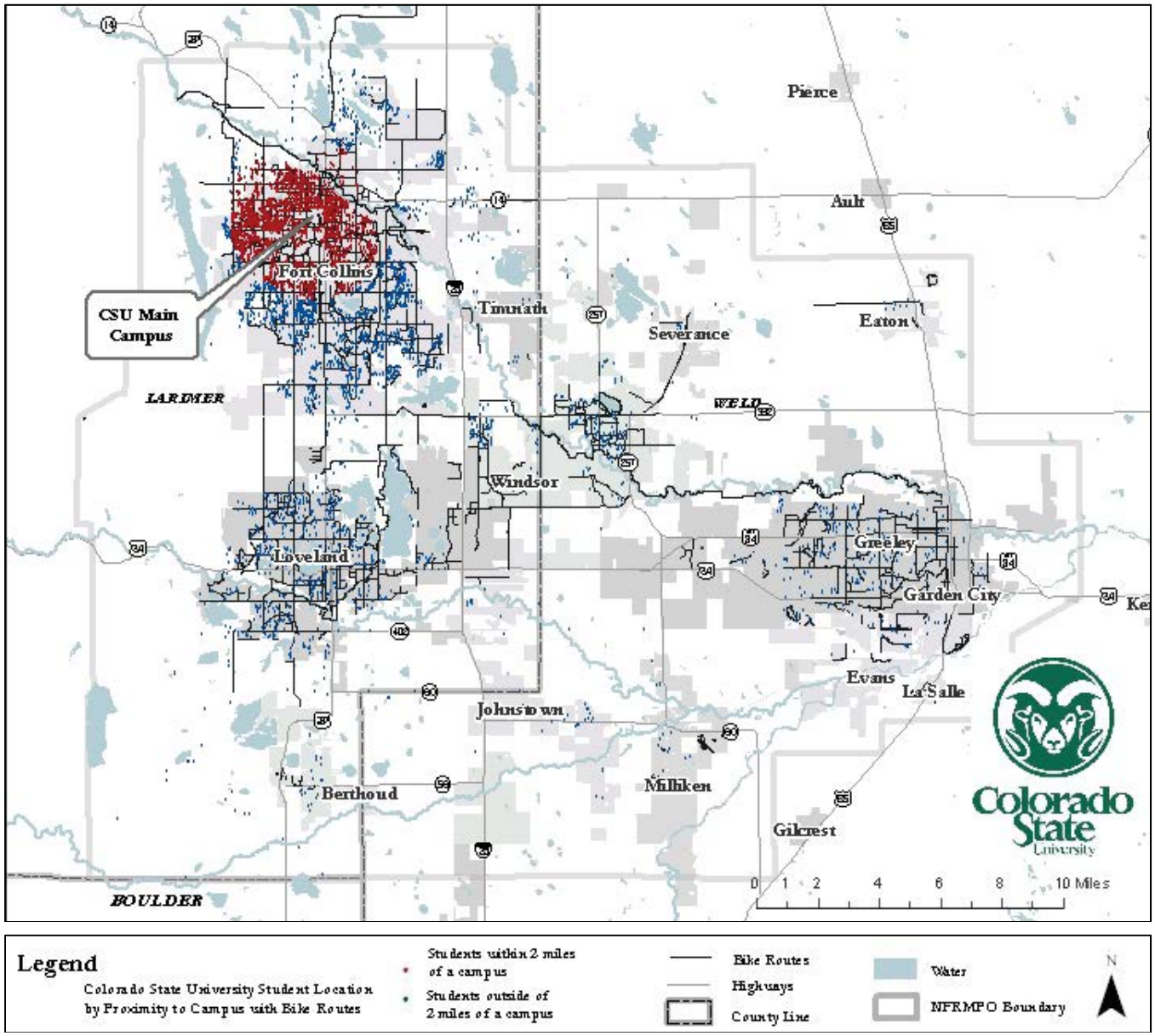
Figures 2.14, 2.15, and **2.16** represent the frequency of students living within a two mile bicycle commute to each college campus (except Front Range Community College due to data restrictions) in the NFRMPO region. At the University of Northern Colorado and Colorado State University in 2012, 65% (5,087) and 70% (11,664) of the students lived within two miles of campus respectively. AIMS Community College had 31% (1,651) at their Greeley Campus and 5% (286) at their Loveland Campus in 2012.

Figure 2.14 Enrolled Student Residence within 2 Miles of University of Northern Colorado



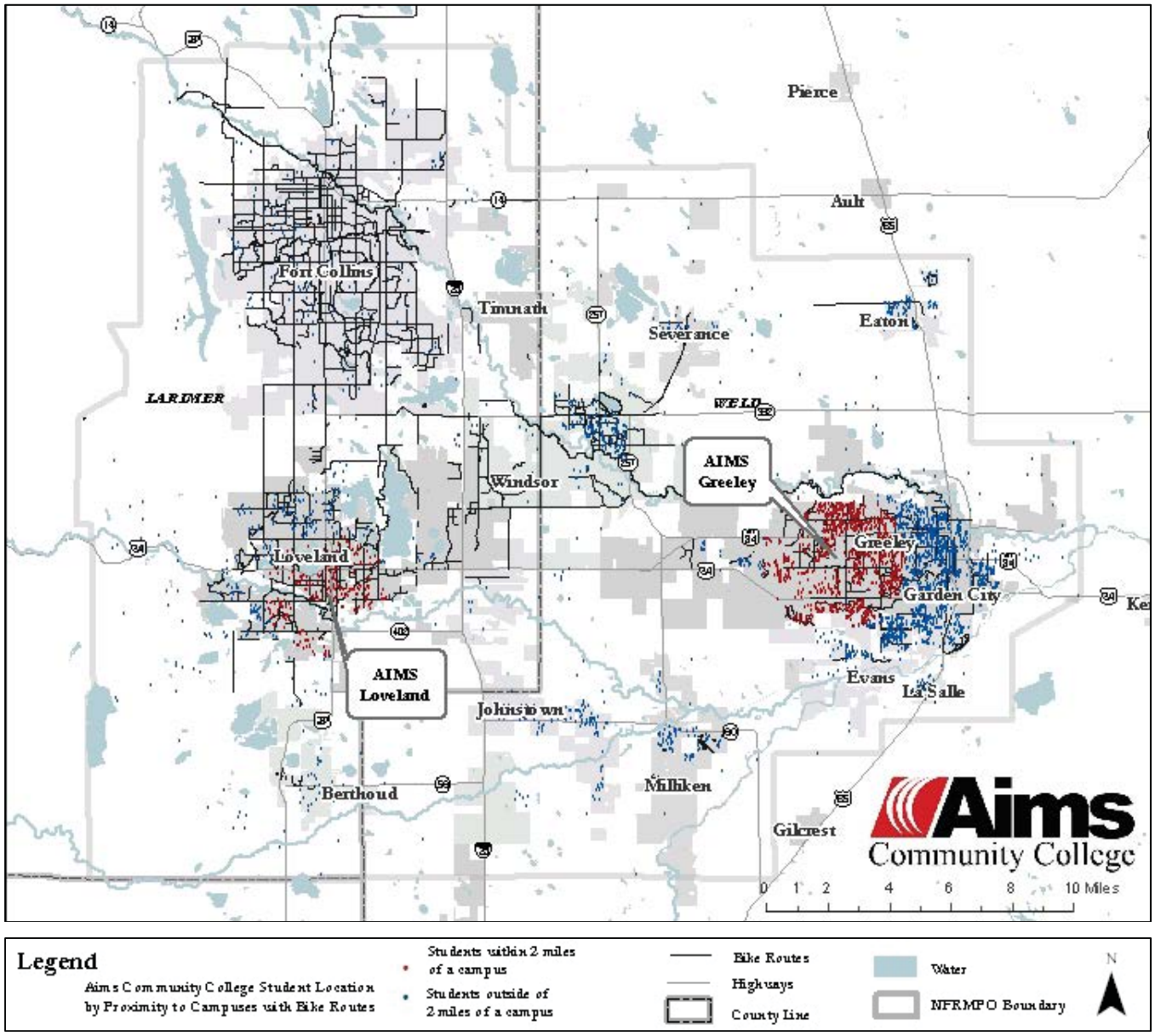
Map created by NFRMPO

Figure 2.15 Enrolled Student Residence within 2 Miles of Colorado State University



Map created by NFRMPO

Figure 2.16 Enrolled Student Residence within 2 Miles of AIMS Community College



Map created by NFRMPO

Safe Routes to Schools

Colorado's Safe Routes to Schools (SRTS) program and grants are administered by the Colorado Department of Transportation. As shown on **Table 2.6**, many schools within the NFRMPO region have benefited from SRTS funding over the last eight years.

Table 2.6 Safe Routes to Schools Grant Recipients (2004 – 2011)

Year	City	Project Summary	Schools
2006	Fort Collins	Sidewalk improvements	Dunn Elementary School
2006	Evans	New and improved walkways	Chappelow Magnet School
2006	Evans	Sidewalk/crosswalk improvements	John Evans Middle School
2007	Fort Collins	Audit, Bike and Walk across Colorado, School Award	Bacon Elementary School Beattie Elementary School Laurel Elementary School Lopez Elementary School Werner Elementary School
2008	Loveland	T-n-T Tuesdays	Centennial Elementary School Garfield Elementary School Winona Elementary School
2008	Loveland	Improve flashing school-zone signals	Centennial Elementary School Garfield Elementary School Winona Elementary School
2009	Fort Collins	Poudre School District Safe Routes to School	Bennett Elementary School Dunn Elementary School Lesher Junior High School McGraw Elementary School Tavelli Elementary School
2009	Loveland	T-n-T Tuesdays Education Program	Programmatic
2009	Milliken	Sidewalk and signage improvements	Milliken Elementary School Milliken Middle School
2010	Fort Collins	Fort Collins Safe Routes to School	Bauder Elementary School Blevins Middle School Boltz Middle School Harris Elementary School Irish Elementary School Johnson Elementary School Kinard Middle School Krus Elementary School Lab Elementary School Linton Elementary School Moore Elementary School O'Dea Elementary School

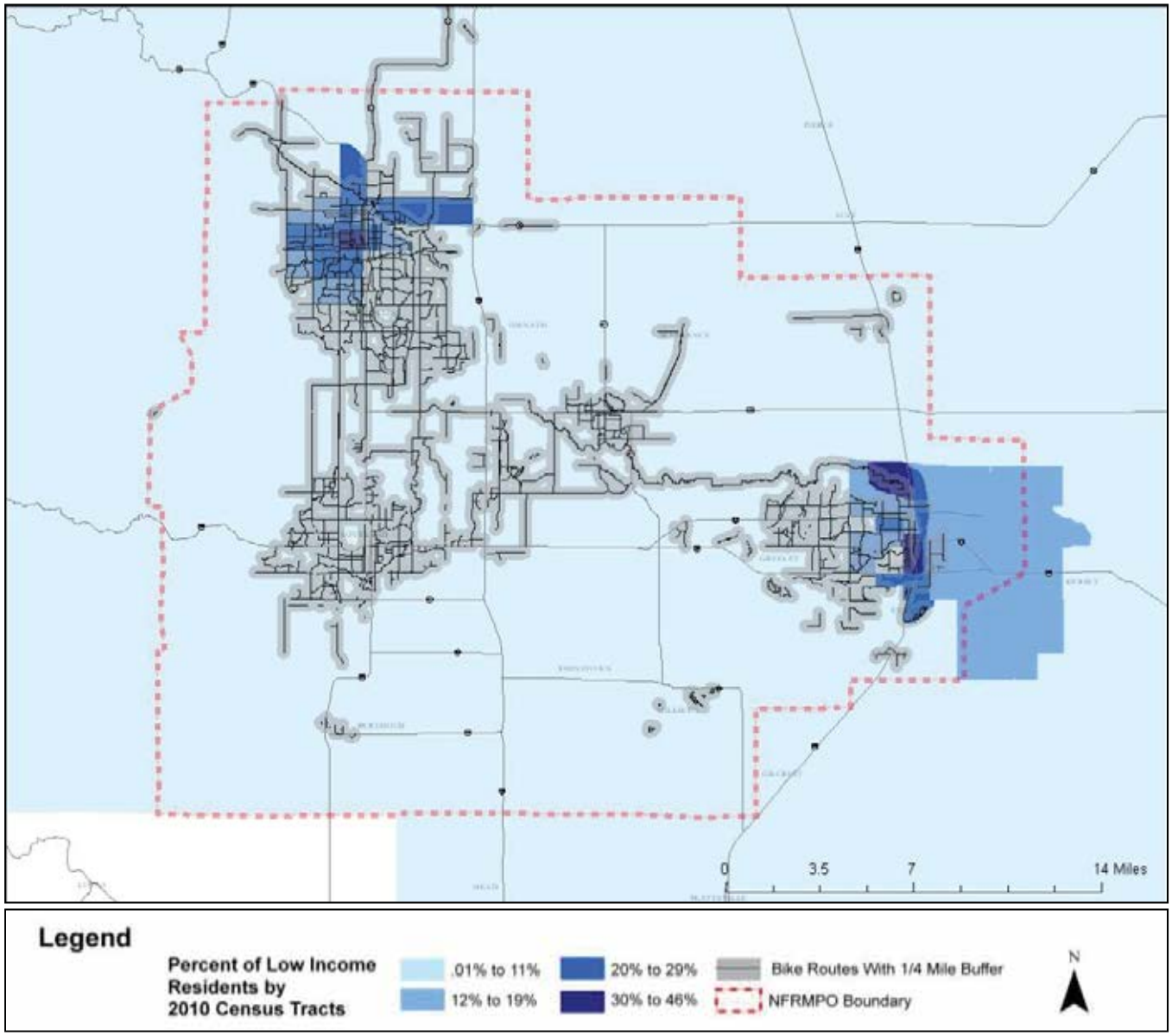
Year	City	Project Summary	Schools
			Olander Elementary School Preston Middle School Putnam Elementary School Riffenburgh Elementary School Shepardson Elementary School Traut Elementary School Webber Middle School Zach Elementary School
2010	Loveland	Loveland T-n-T Tuesdays	BF Kitchen Bill Reed Middle School Centennial Elementary School Sarah Milner Elementary School Truscott Elementary School Van Buren Elementary School Winona Elementary School
2011	Fort Collins	New bike racks, education and encouragement activities	Bacon Elementary School Bauder Elementary School Bennett Elementary School Dunn Elementary School Zach Elementary School
2011	Fort Collins	Community wide effort to encourage biking and walking to school	Programmatic
2011	Loveland	New sidewalk and curb extensions	Truscott Elementary School
2011	Loveland	T-n-T Tuesdays	BF Kitchen Centennial Elementary School Cottonwood Plains Elementary School Laurene Edmondson Elementary School Namaqua Elementary School Ponderosa Elementary School

Access to Bicycle Facilities

Low Income Population Access to Bicycle Facilities

The highest concentrations of low income residents are depicted in **Figure 2.17** below. The analysis is somewhat limited due to the granularity of the data (2010 US Census Tracts instead of Census Blocks), but the highest concentrations center around the urban downtowns of Fort Collins and Greeley. Certainly, these concentrations are influenced by large universities in both of these downtown areas, yet, these areas represent some of the larger concentrations of bicycle infrastructure in the NFRMPO Region.

Figure 2.17 Low Income Access to Bicycle Facilities

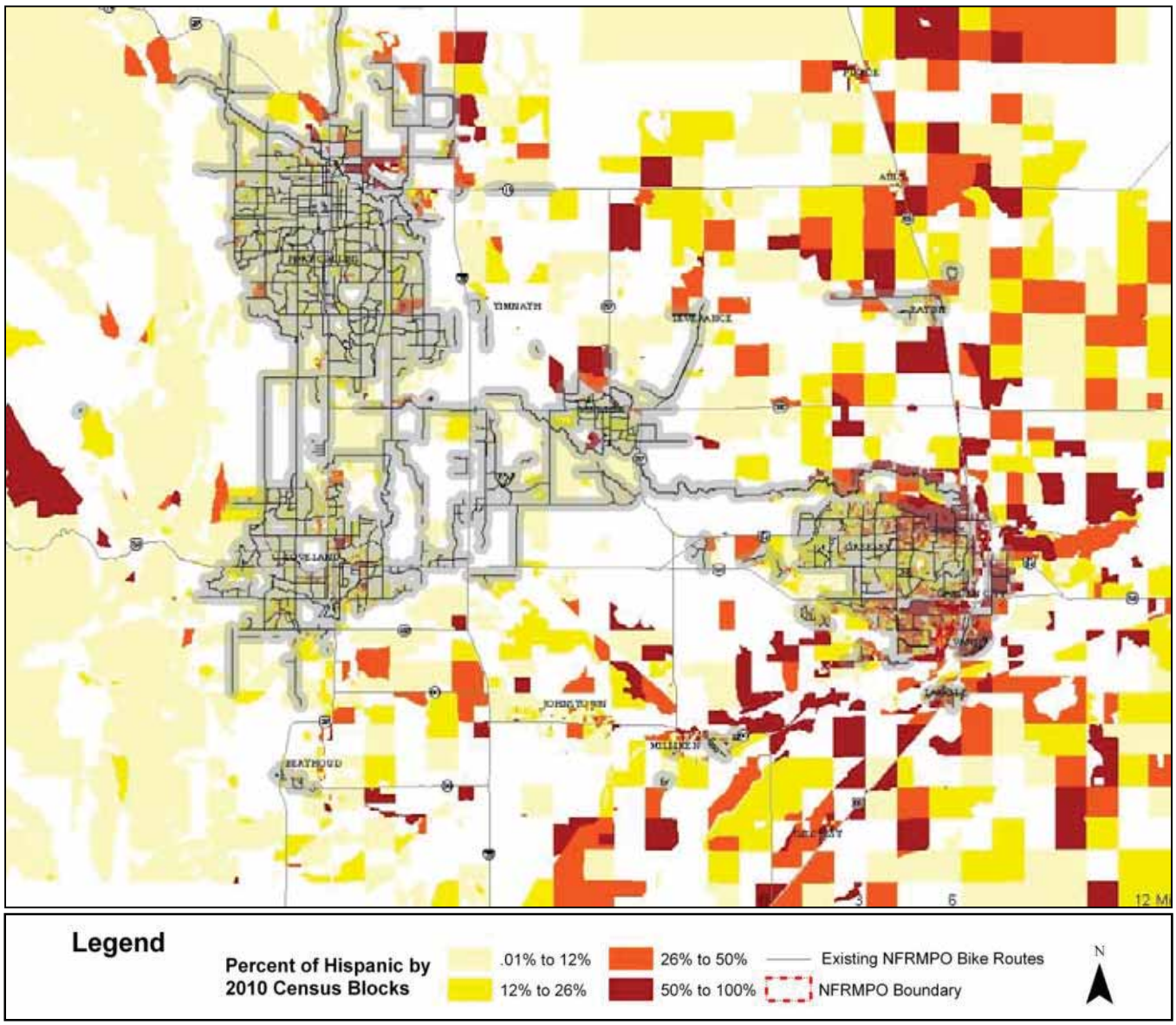


Map created by NFRMPO

Minority Population Access to Bicycle Facilities

Figure 2.18 depicts the concentration of Hispanics (largest recognized minority population) in Northern Colorado by 2010 US Census Block. The map demonstrates significant Census Blocks of Hispanics throughout each of our NFRMPO communities. A significant number of high percentage blocks exist in rural Weld and Larimer County where existing bicycle infrastructure and connections to the larger cities do not currently exist.

Figure 2.18 Minority Access to Bicycle Facilities

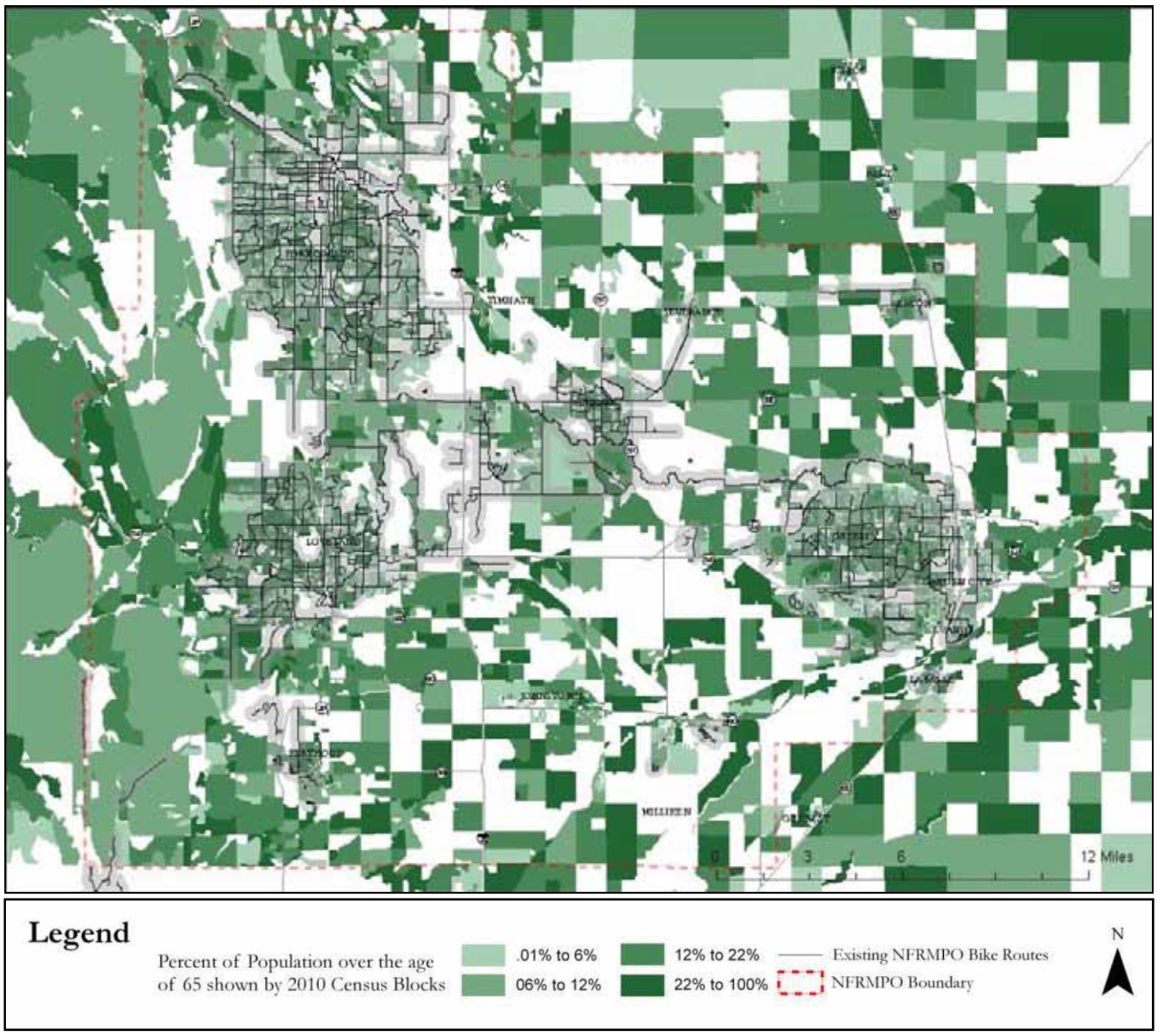


Map created by NFRMPO

Senior Access to Bicycle Facilities

Seniors are increasingly recognized users of bicycle infrastructure across the country for transportation and fitness. **Figure 2.19** depicts the concentration of Seniors Over 65 across Northern Colorado. The map clearly shows a broad distribution of Seniors across our member governments likely indicating the popularity of Northern Colorado for retirees and increased demand for bicycle infrastructure from the "Baby Boomer" generation now reaching retirement age.

Figure 2.19 Senior Access to Bicycle Facilities



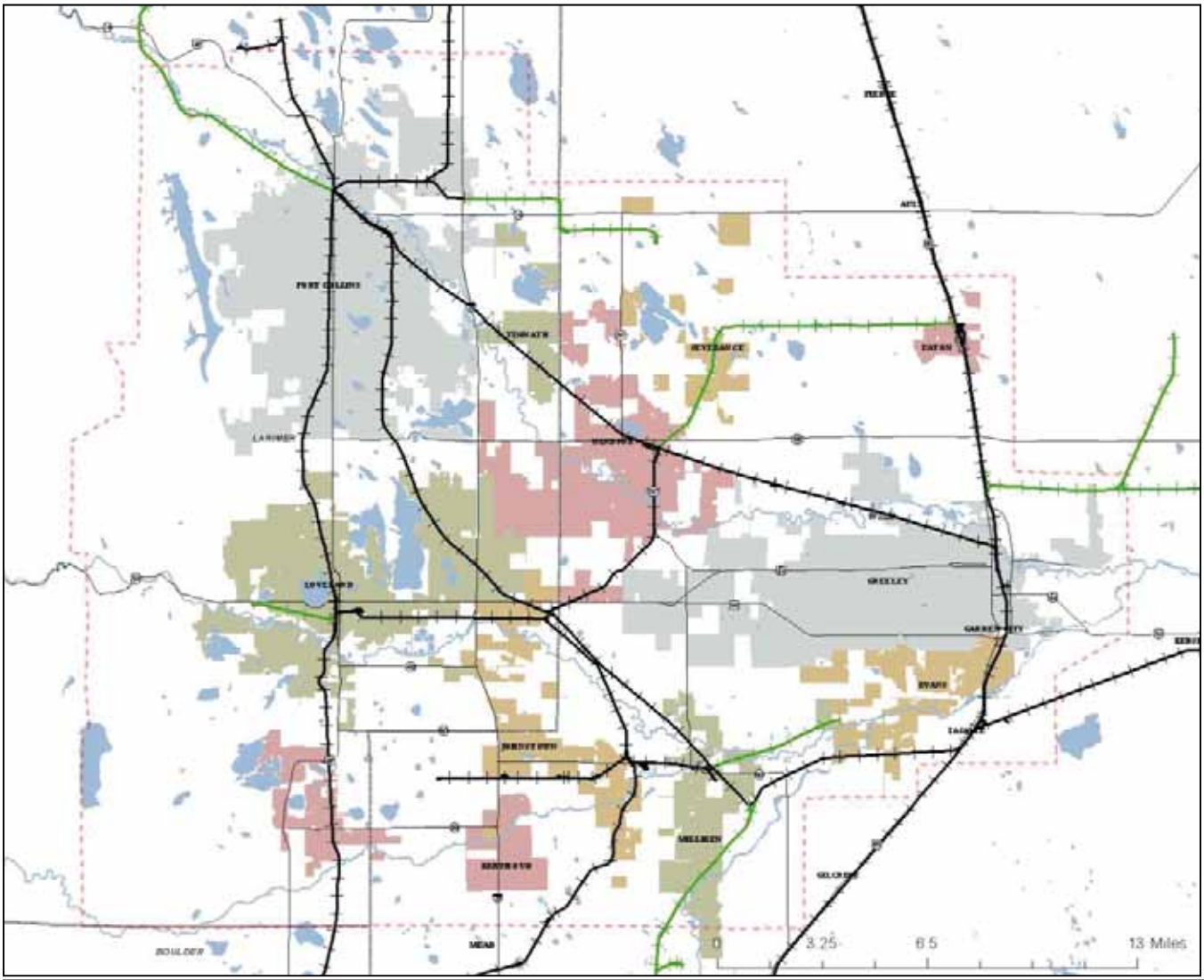
Map created by NFRMPO

Rail Corridor Potential

Historically, Northern Colorado, like much of the West, created railroad connections between all NFRMPO communities to facilitate the movement of people, agricultural goods, and natural resources (see **Figure 2.20**). Rail corridors provide an option for trail development as they connect neighboring communities and have few property owners. Two types of trail development along trails exist with regional example in "()":

1. Rails-to-Trails (Great Western Trail in Weld County) – Use of abandoned rail corridor to develop a trail
2. Rails-with-Trails (Mason Trail in Fort Collins)—Trail adjacent to or within an active railroad corridor (often with fencing between the pathway and the railway) with a maintenance and liability agreement

Figure 2.20 Rail Corridor Potential

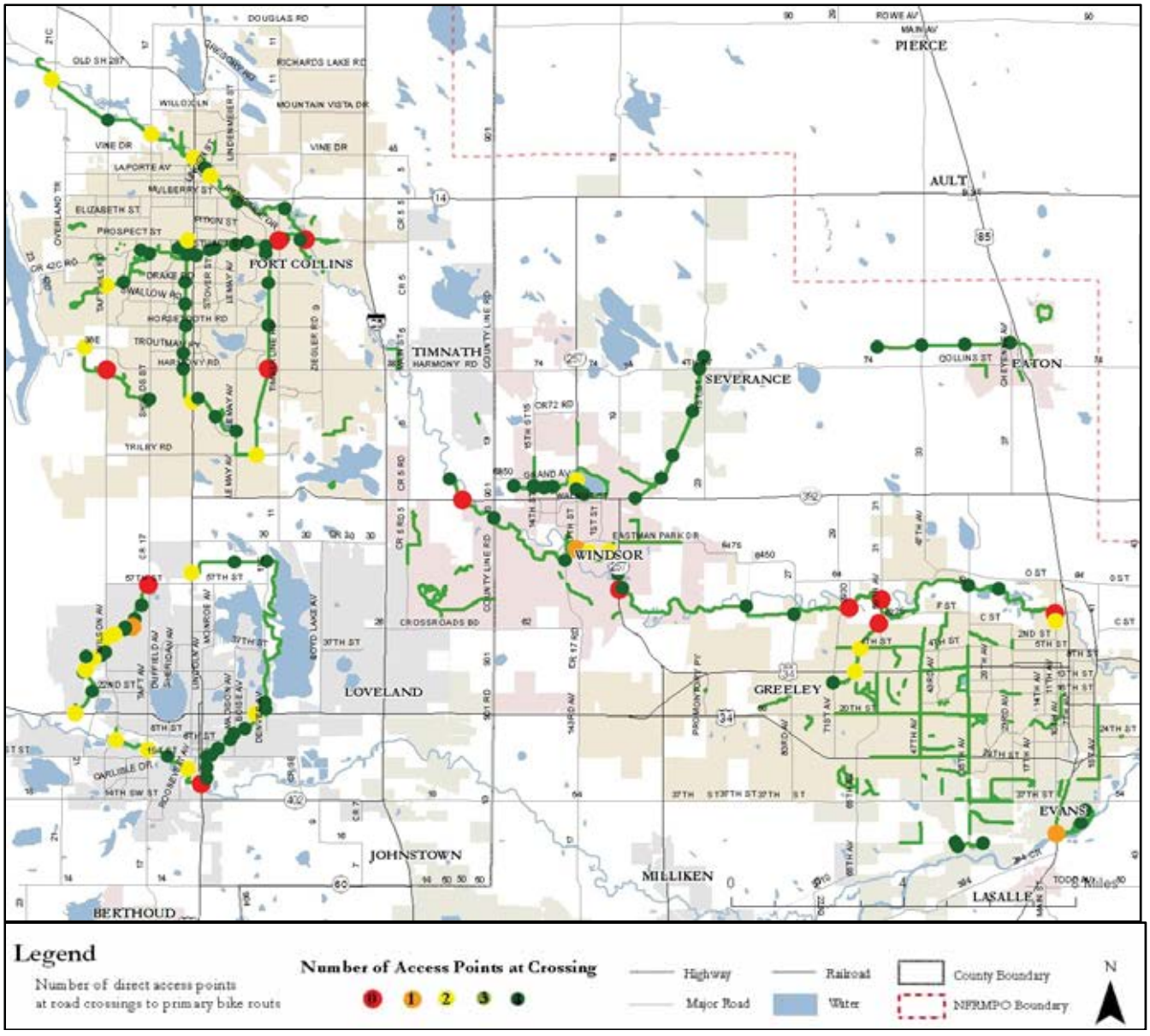


Map created by NFRMPO

Bike Routes and Roadway Crossings

Figure 2.21 below depicts the number of direct access points from a roadway crossing to the existing shared use trails in the NFRMPO Region. The map measures the number of access points, from zero (0) to four (4), for bicyclists to access a trail/route from a roadway crossing.

Figure 2.21 Trail and Roadway Crossings

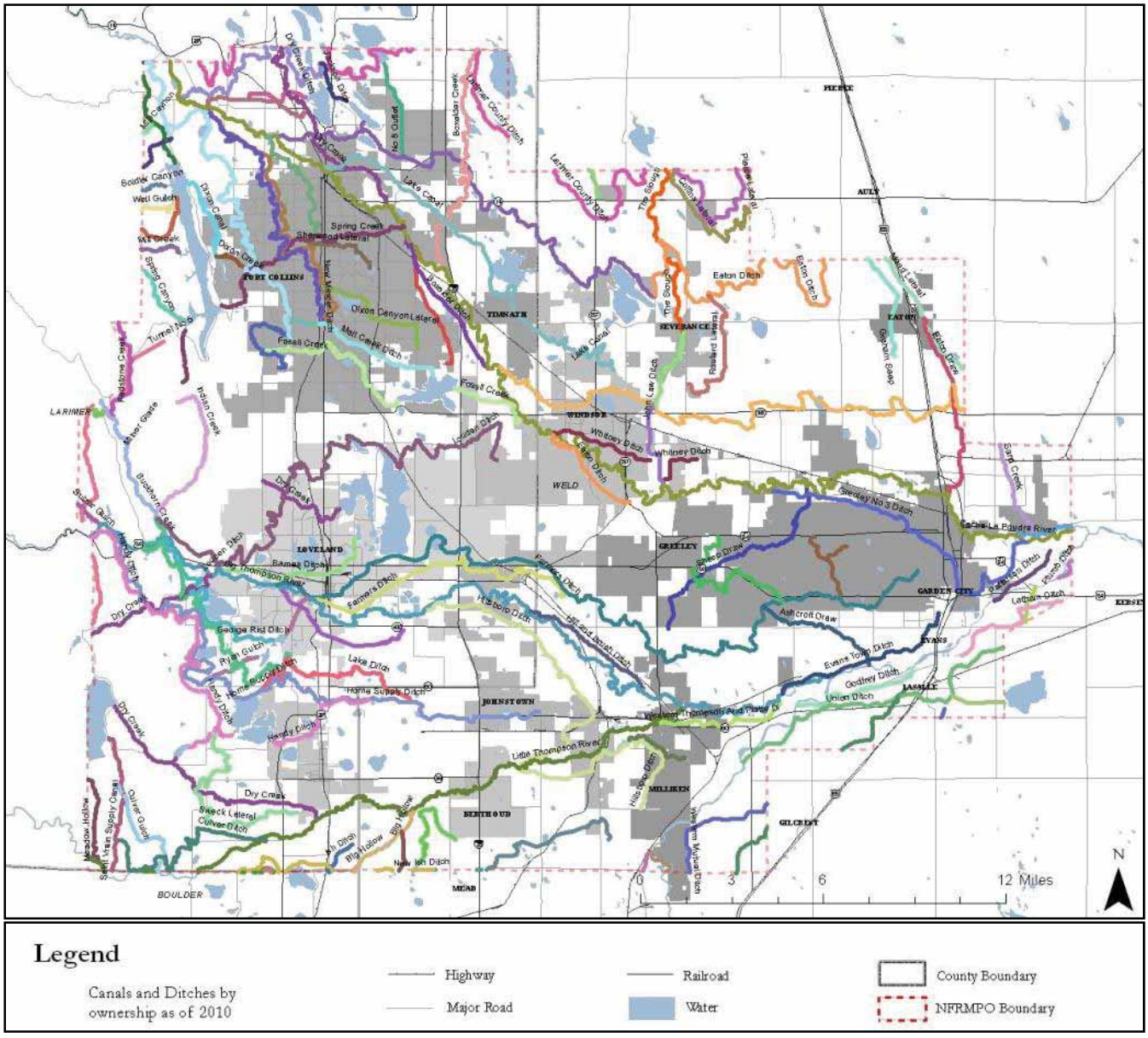


Map created by NFRMPO

Ditch Ownership

The NFRMPO region has a diverse network of ditches connecting with all NFRMPO governments. **Figure 2.22** below depicts those ditches by ownership. Ditches are frequently referenced in local plans as desired bike trail infrastructure in our region because they have a limited number of owners while connecting neighborhoods and communities. Ditch trails typically require a Master Agreement between the ditch company and managing agency to provide infrastructure improvements, maintenance, and liability coverage.

Figure 2.22 Ditch Ownership



Map created by NFRMPO

3. PUBLIC AND STAKEHOLDER OUTREACH

The NFRMPO recognizes the value of public input to define and implement effective transportation, congestion and air quality solutions. The organization is guided by the Public Involvement Plan (PIP) that outlines the importance of, and establishes specific guidelines for, involving community members, organizations, governments, transportation professionals and other entities in NFRMPO projects, plans and programs.

The Regional Bicycle Plan included the following public engagement strategies to encapsulate existing conditions for bicycle system users along with desired improvements for commuting, recreation, and community connections:

- **Bicycle Technical Advisory Committee** convened with local government and State of Colorado staff to guide and inform the planning process.
- **Project Webpage** created for posting documents, meeting minutes, and related project news
- **Work Session** with each member government council/board to discuss existing bicycle infrastructure and desired improvements to the regional system.
- **Phone Survey** of the businesses over 100 employees in the NFRMPO region
- **Mailed Survey** to residents geographically proportional to their population size with a sample size of 1600
- **Citizen Meetings** (Charettes) to conduct mapping exercise to capture desired routes and destinations from their community by bicycle.
- **Corridor Vetting** with local governments boards, councils and committees regarding their feedback about the Regional Bicycle Corridor to guide plan introduction to the NFRMPO Planning Council and Technical Advisory Committee.

Bike Technical Advisory Committee

The NFRMPO convened the Bicycle Technical Advisory Committee (Bike TAC) to guide and inform the Regional Bicycle Plan. Specifically, the group provided technical data (Inventory), local coordination (meeting scheduling /charettes), strategic recommendations (Regional Bicycle Corridors), and final plan editing.

The Bike TAC convened on the following dates during the planning process:

- Tuesday, March 6, 2012 – 10am-12pm –Loveland Fire Station #6
- Tuesday, May 8, 2012 – 10am-12pm–Loveland Fire Station #6
- Tuesday, August 7, 2012 – 10am-12pm – Loveland Chamber of Commerce
- Tuesday, October 30, 2012 – 10am-12pm– Loveland Chamber of Commerce
- Tuesday, December 4, 2012 – 10am-12pm– Loveland Chamber of Commerce

Project Webpage

NFRMPO staff created a project webpage housed within the NFRMPO's website located at http://www.nfrmpo.org/Projects/BikePlan.aspx. The visitor could access the webpage from the organization's home page as a highlighted project.

The webpage provided project contacts, Bike TAC meeting minutes, calendar of meetings, related bicycle news from local and national sources, maps and plan drafts. For those unable to participate one of the schedule charrettes, on online survey option was provided on the project webpage.

Figure 3.1 Project Webpage

Work Sessions

During the first quarter of 2012, NFRMPO staff conducted work sessions with member government councils, boards, and commissions. NFRMPO staff sought guidance for the planning effort with respects to desired local and regional bicycle infrastructure improvement along with a level of comfort with the parameters and public involvement propose for the planning effort. NFRMPO staff asked the following questions and recorded collective responses (see **Appendix C**):

Figure 3.2 Questions Asked During Regional Bicycle Work Sessions

1. How can the Regional Bicycle Plan serve your community?
2. Possible:
    a. Destinations by bicycle (inside/outside your community)?
    b. Bike routes to investigate:
        i. on-system/bike lanes?
        ii. off-system/bike trails?
3. What is your level of comfort depicting future improvements in the plan?
4. What are your expectations for public involvement in for this plan?

The NFRMPO conducted the following work sessions:

Eaton	January 19, 2012
Loveland TAB	February 6, 2012
Evans	February 7, 2012
Milliken	February 8, 2012
Johnstown	February 13, 2012
Berthoud	February 21, 2012
LaSalle	February 28, 2012
Loveland	March 13, 2012
Windsor	March 19, 2012
Greeley CTAB	March 26, 2012
Timnath	March 27, 2012
Thompson Rivers Parks & Recreation District	April 2, 2012
Bicycle & Pedestrian Education Coalition	April 3, 2012
Fort Collins BAC	April 9, 2012

Employer Survey Results

Between October 2011 and March 2012, NFRMPO Customer & Business Relations Representative, Jeff McVay, conducted a phone survey of employers to determine their level of support for bicycle commuting by their employees.

Mr. McVay contacted the 291 businesses in the NFRMPO region with 100 employees or more (Data Source: Reference USA). He worked with each company to identify the appropriate employee that could answer questions about transportation, facility infrastructure, and human resources. These contacts were recorded for future survey work with area businesses.

He successfully captured 282 responses (97% success rate). The question and response frequency are show below:

Figure 3.3 Does your organization provide bike parking that is located near the entrance? (Short-term)

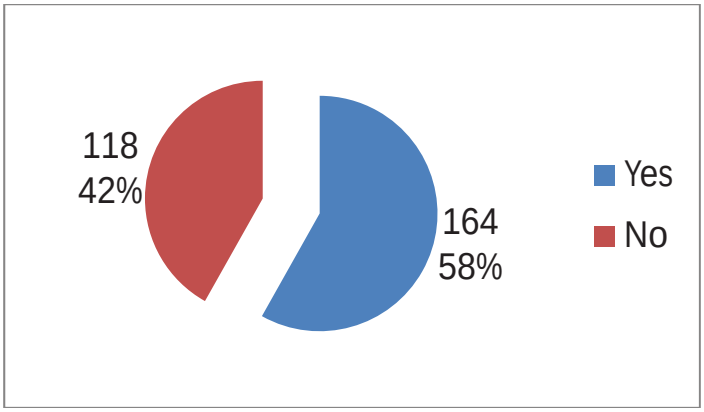


Figure 3.4 Does your organization have showers that a cyclist could use after their commute?

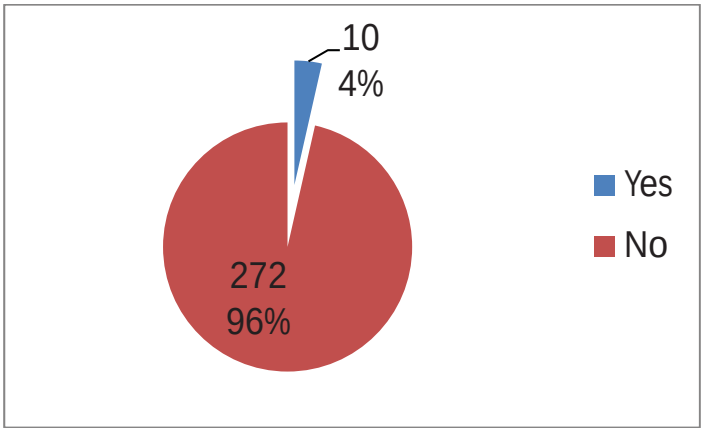


Figure 3.5 Does your organization provide an incentive (i.e. gift cards) for employees to bicycle to your office?

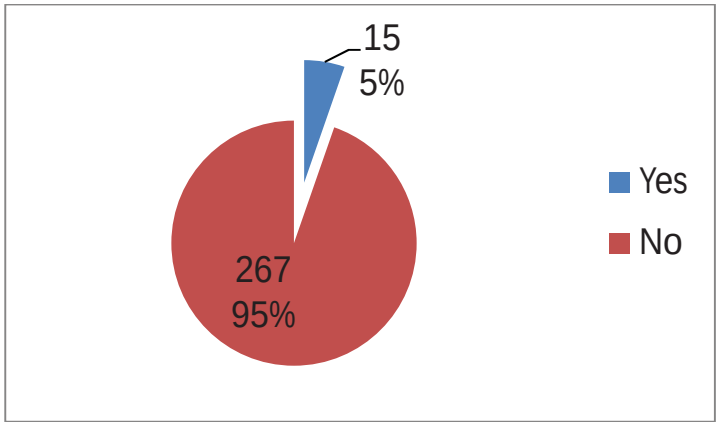


Figure 3.6 Does your company or employees participate in "Bike to Work Day" in June?

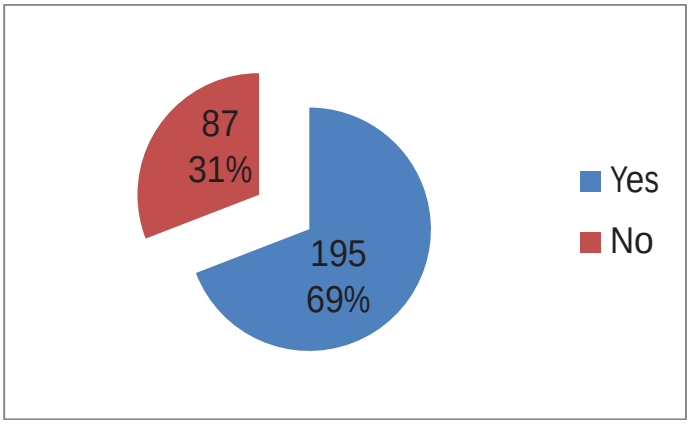


Figure 3.7 Is your organization situated on a road that is equipped with bicycle lanes?

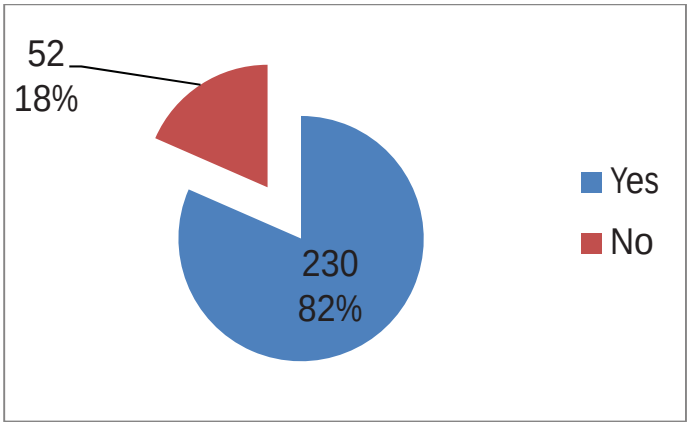
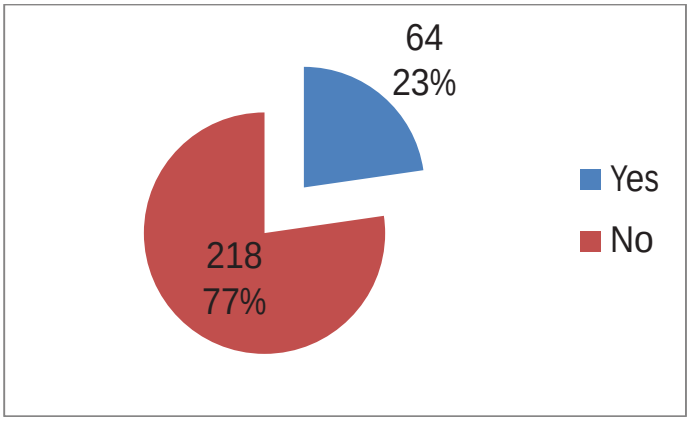


Figure 3.8 Is your organization situated in a location that is near a multi-use trail (not on roadway)?



Community Charrettes

The NFRMPO scheduled a series of facilitated exercises (charrettes) to capture citizen input. Specifically, the charrette consisted of a mapping exercise where the participant provided their ideas for future bicycle routes and corresponding destinations. The charrettes provide everyone who participates to be a contributing author to the plan while providing immediate guidance for the planning effort.

NFRMPO staff strategically targeted a large community event in each host community to maximize the opportunity to collect completed mapping exercises. NFRMPO staff actively recruited event visitors to a 10' x 10' tented booth where they were introduced to the planning effort and shown a map of where bicycle infrastructure exists today.

The visitor received a map of their home community with a 2-mile perimeter drawn around their town/city boundary. NFRMPO staff instructed the visitor to draw 1) Destinations they or their family would like to frequent by bicycle and 2) what routes they would like to see bicycle infrastructure. A summary of the completed mapping exercise can be found in **Appendix C**.

The NFRMPO scheduled the following charrettes in NFRMPO member communities willing to have a public engagement event conducted in their community:

Loveland	Bike Plan Open House	**March 15, 2012**
Fort Collins	9Health Fair	**April 20, 2012**
Evans	Planning Commission	**April 24, 2012**
Johnstown/Milliken	9Health Fair	**April 28, 2012**
Johnstown/Milliken	Glenn A. Jones Library	**May 31, 2012**
Berthoud	Berthoud Day	**June 2, 2012**
Evans	Parks & Recreation	**June 6, 2012**
Windsor	All Town BBQ	**June 7, 2012**
Loveland/ Fort Collins	BPEC Ride	**June 8, 2012**
Eaton	Sertoma Club	**June 26, 2012**
Eaton	Eaton Days	**July 14, 2012**
LaSalle	LaSalle Day	**July 14, 2012**
Severance	Severance Day	**August 18, 2012**

Household Survey Results

The NFRMPO subcontracted the National Research Center (Boulder, CO) to conduct a statistically-valid survey of Northern Colorado residents. A randomly selected sample of 1,600 residential addresses within the North Front Range was mailed the NFRMPO Bicycle Survey in April 2012. The sample was stratified by areas corresponding to the 13 cities and towns to be included in the Regional Bicycle Plan: Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, La Salle, Loveland, Milliken, Severance, Timnath and Windsor. A total of 1,521 surveys were successfully delivered to occupied households. A total of 228 surveys and mapping exercises were completed, for a response rate of 15%. The 95 percent confidence level for this survey is generally no greater than plus or minus seven percentage points around any given percent reported for the entire sample (228).

A select listing of frequencies and cross-tabulations are provided below. The complete survey results can be found on the project website: http://www.nfrmpo.org/Projects/BikePlan.aspx. A summary of the completed mapping exercise can be found in **Appendix C**.

Table 3.1 Length of Residency

How many years have you lived in this region?	Percent of respondents
Less than 5 years	27%
5 to 9 years	22%
10 to 14 years	12%
15 to 19 years	6%
20 or more years	33%
Average years in the region	16.2

Table 3.2 Housing Tenure

Do you rent or own your home?	Percent of respondents
Rent	38%
Own	62%

Table 3.3 Respondent Gender

What is your gender?	Percent of respondents
Male	50%
Female	50%

Table 3.4 Respondent Age

In which category is your age?	Percent of respondents
18-24 years	10%
25-34 years	29%
35-44 years	15%
45-54 years	19%
55-64 years	14%
65-74 years	9%
75 years or older	4%

Table 3.5 Respondent Ethnicity

Are you Spanish, Hispanic or Latino?	Percent of respondents
Yes	7%
No	93%

Figure 3.9 Frequency of Bicycle Use

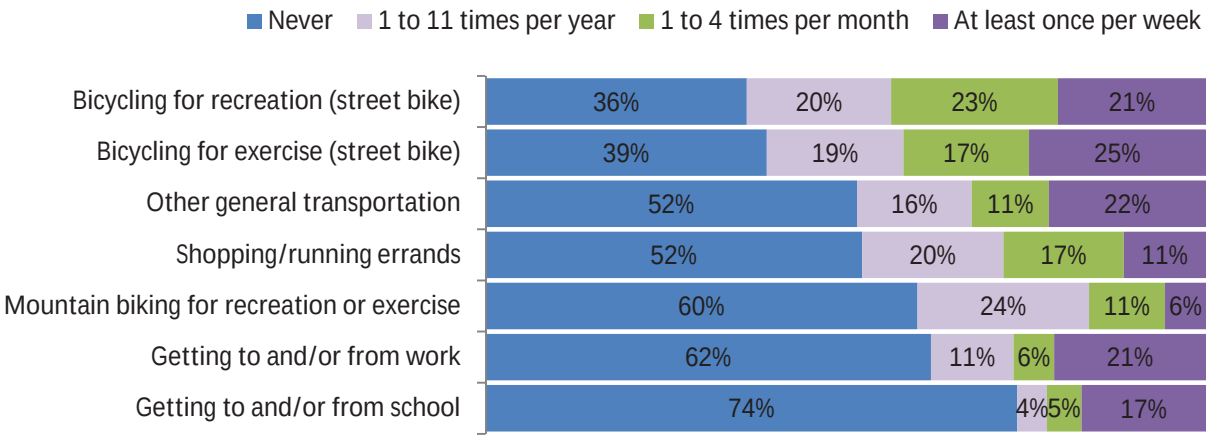


Figure 3.10 Percentage of All Respondents Who Rode Their Bicycle in the Last Six Months

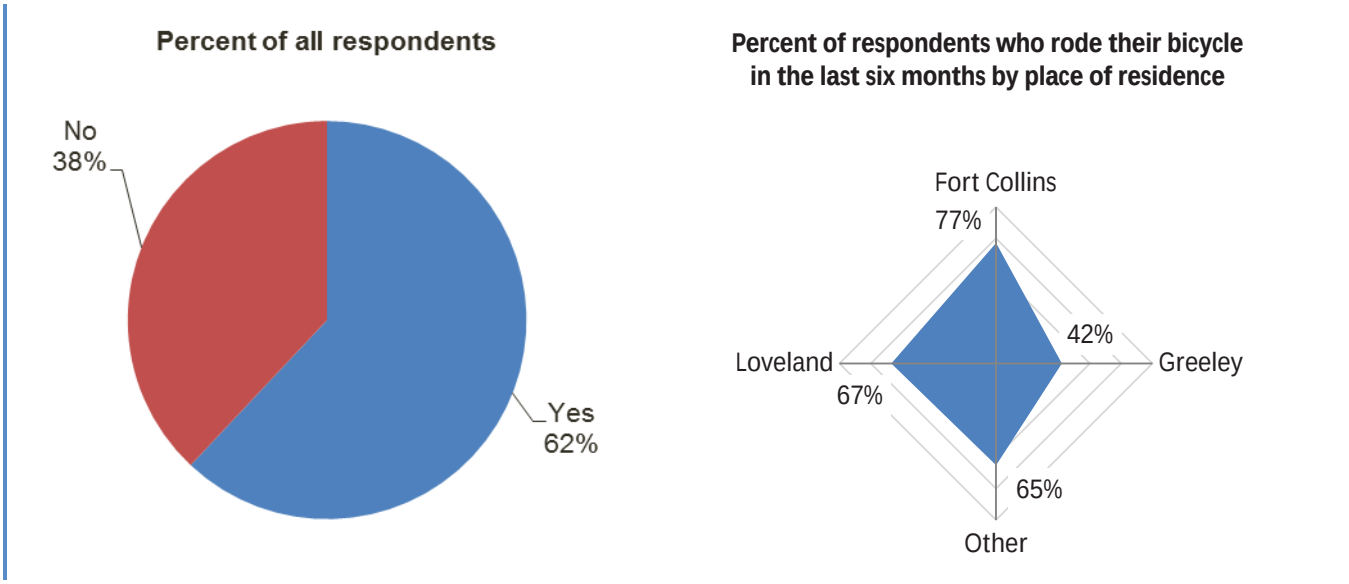


Figure 3.11 When you ride a bike for the work or school commute, what distance do you usually travel?

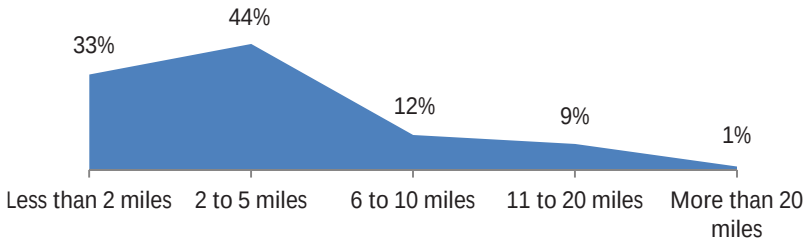
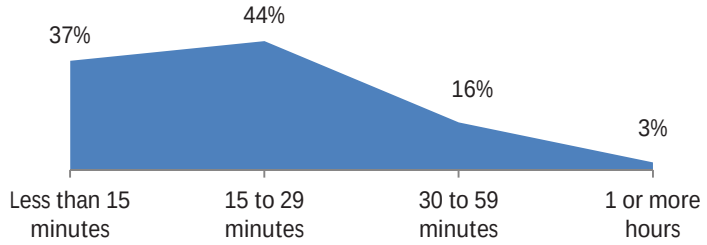


Figure 3.12 How long is your usual bike ride for the work or school commute?



The following questions below were asked only of those respondents who reported not riding a bike in the last six months.

Table 3.6 Reason for Having Not Ridden a Bicycle in the Past Six Months

Why haven't you ridden a bicycle in the last six months?	Percent of respondents
I don't own a bike	57%
I'm not interested in riding a bike	22%
I am unable to ride a bike (health conditions, etc.)	18%
I'm too busy; I don't have time	17%
It is unsafe to ride a bicycle	16%
Distances to destinations are too far	5%
I don't know how	4%
No adequate facilities exist	4%
Other	9%

Figure 3.13 Percent of non-riders who would like to be able to ride their bike more than they currently (and by place of residence).

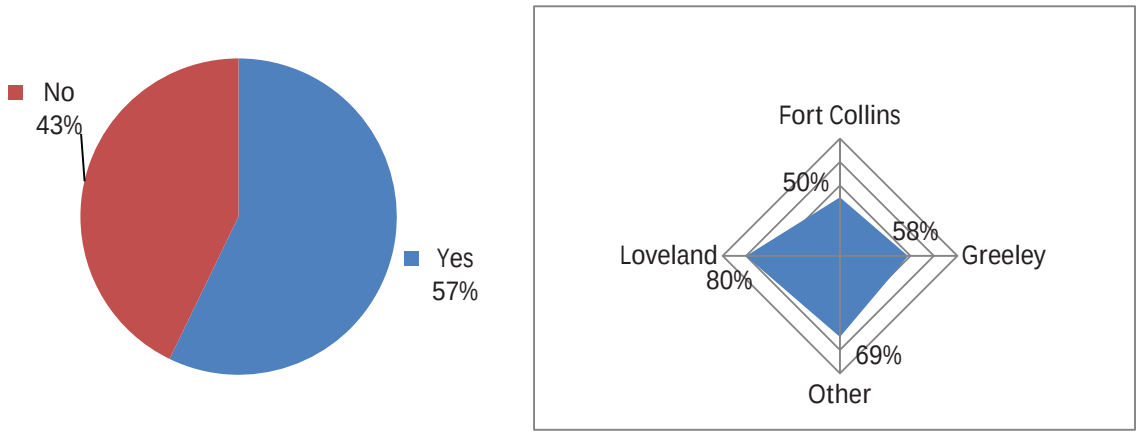
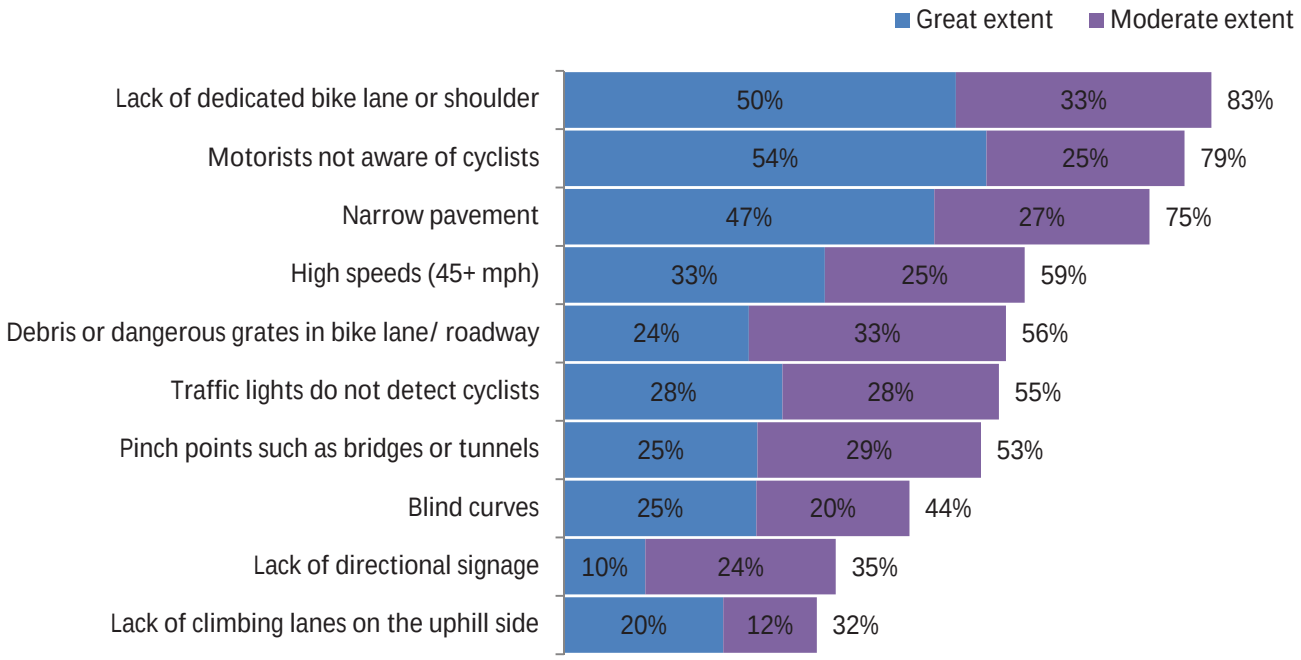


Table 3.7 Reason Respondent Would Be More Inclined to Bicycle More

I would ride my bike more if:	Percent of respondents
There were more well-marked greenways and off-road paths	50%
Motorists drove slower & respected cyclists	34%
There were wider roads for riding or roads had paved shoulders	34%
There were more on-road facilities such as bike lanes	31%
I felt safer	27%
Street/road conditions were better, such as smooth pavement & less debris	22%
I felt more confident on my bike	13%
I knew how to ride a bicycle	0%
Other	49%

Figure 3.14 To what extent, if any, do each of the following bicycling challenges on the road concern you?



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:

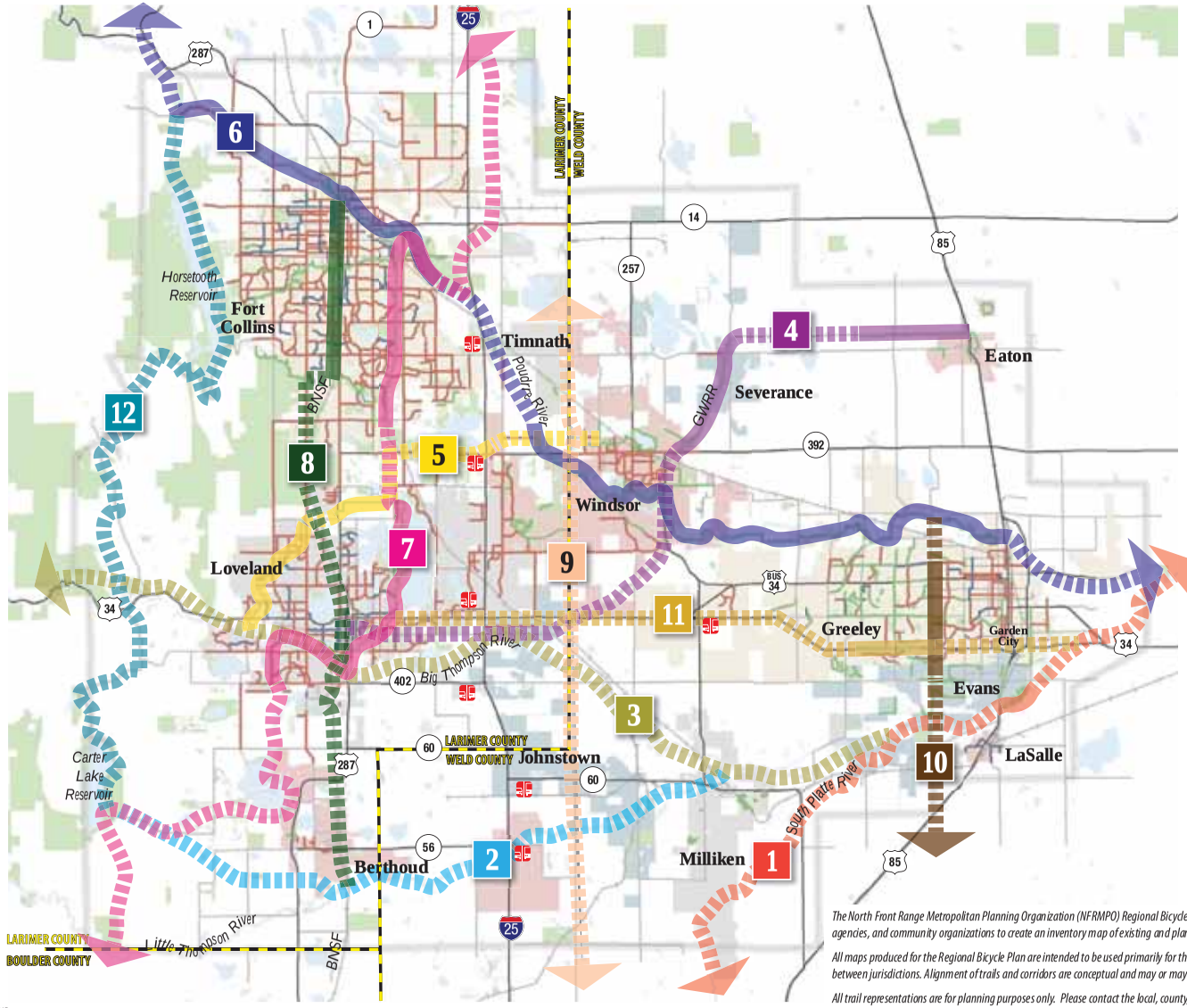
- ***Existing*** – this segment of the Regional Bicycle Corridor exists
- ***Planned*** – this segment of the Regional Bicycle Corridor does not exist, but it has been identified in one or more local planning document
- ***Future*** – this segment of the Regional Bicycle Corridor does not exist, nor 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



LEGEND

- 1 South Platte / American Discovery
- 2 Little Thompson River
- 3 Big Thompson River
- 4 Great Western / Johnstown / Loveland
- 5 North Loveland / Windsor
- 6 Poudre River Trail
- 7 Front Range Trail (West)
- 8 BNSF Fort Colllins / Berthoud
- 9 Johnstown / Timnath
- 10 Greeley / LaSalle
- 11 US 34
- 12 Carter Lake / Horsetooth Foothills Corridor

Existing Bike Lane
Existing Shared Use Trail
Existing Bike Route
County Line
NFR MPO Boundary
Parks / Open Space
Park-n-Ride

NORTH

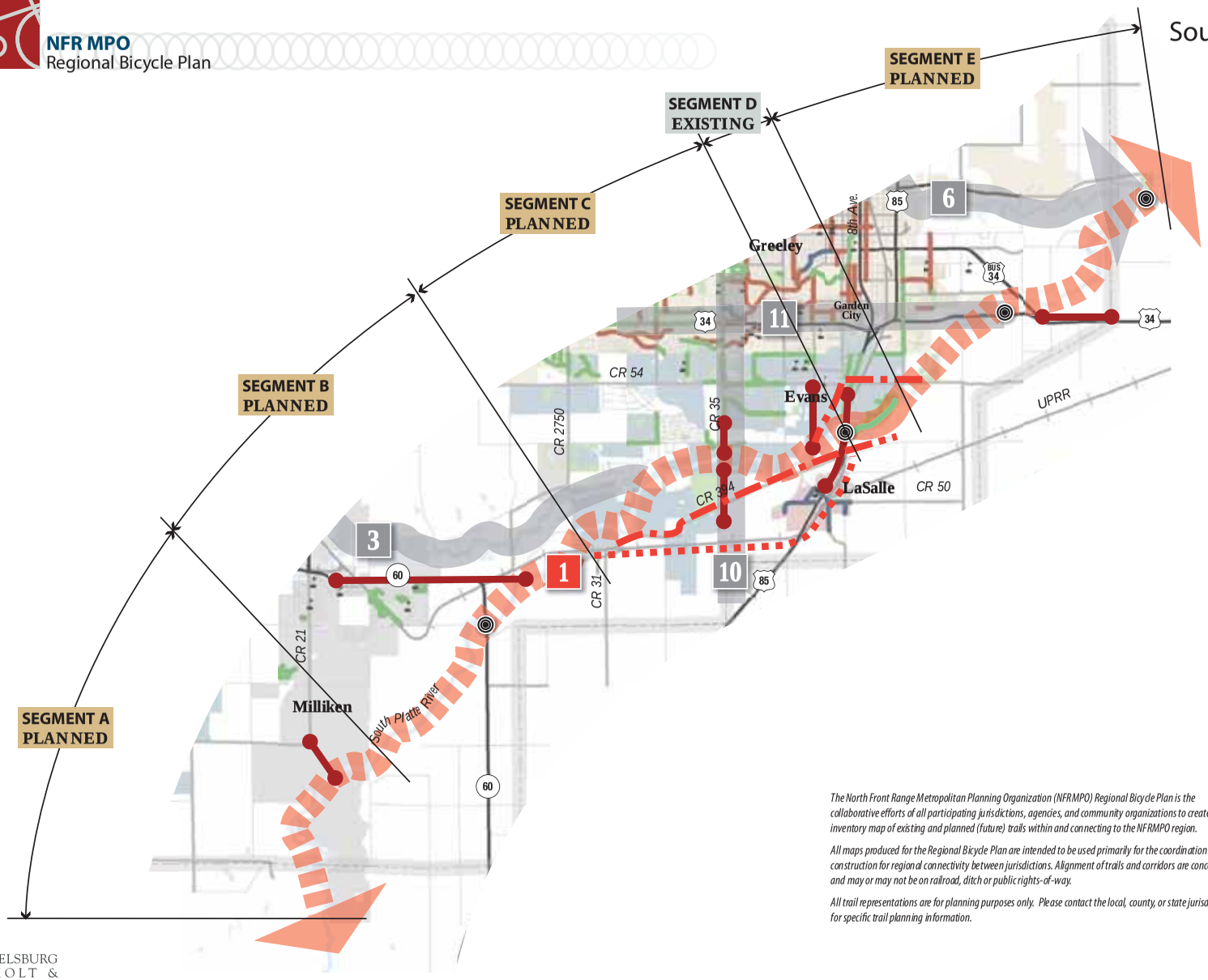
The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative efforts of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region.

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.

NFR MPO
Regional Bicycle Plan

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

NORTH

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 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.

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FELSBURG HOLT & ULLEVIG

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 REFEFERNCE	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 Discovery 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. *Weld County 2035 Transportation Plan*.	WC
Greeley	EDAW. 2002. City of Greeley Conceptual Trails Plan.	G

Segment 1-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		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	TRANSIT CONNECTIONS		
		• Wild Cat Mounds • Ancient Burial Ground • Fort St. Vrain Historic Site	N/A		
Key Local Connections		CR 21 / Wild Cat Mounds	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
		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	TRANSIT CONNECTIONS		
		• Dent Mound with Mammoth Remains	N/A		
Significant Infrastructure Required		Enhanced Bridge Crossing – Hwy 60	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.)

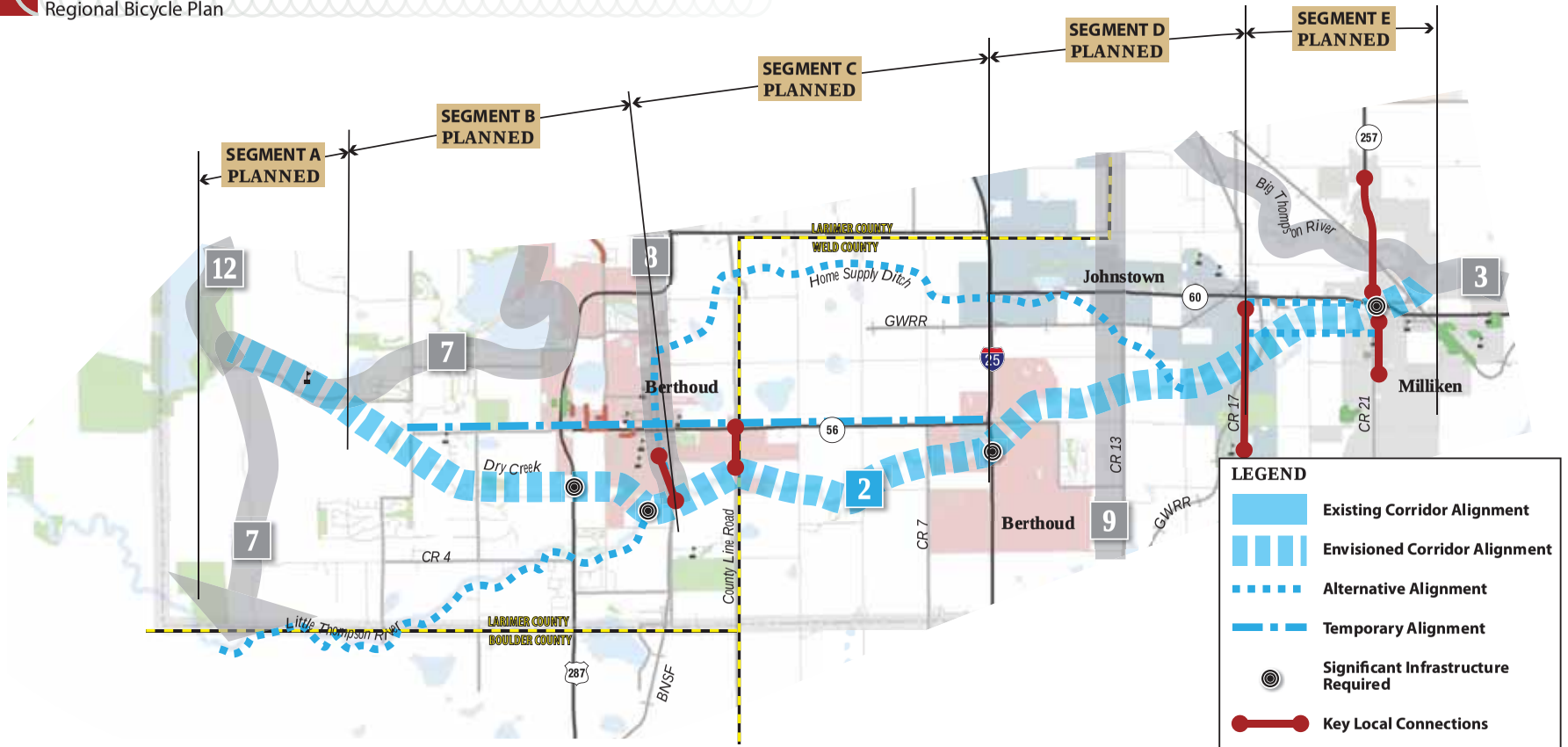
Segment 1-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Evans	Evans	This segment runs from WCR 31 to US 85 in Evans. The segment intersects with the Big Thompson Corridor (#3) and the Greeley to LaSalle Corridor (#10). The Johnstown-Milliken Parks, Trails, Recreation & Open Space Master 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		
		• 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 (35th 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 Platt 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		
		• 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	Weld County	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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	1		
Significant Infrastructure Required		34 Crossing	Infrastructure required where South Platte Corridor crosses US 34 Business and/or Bypass.		
Key Local Connections		Kersey	Bike lanes or shared use trail connection to Kersey parallel to US 34 to provide access to Greeley and Evans.		
Significant Infrastructure Required		Poudre Corridor Connections	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



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

NORTH

CORRIDOR DATA	
Total Corridor Length (miles)	25.5
Miles in Larimer County	10.5
Miles in Weld County	15
Miles On-Street	2
Miles Off-Street	23.5
Number of Parcels	131
Schools within 1/2 mile	3

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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
		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	TRANSIT CONNECTIONS		
		• Carter Lake • Flatiron Reservoir • Hertha Reservoir	N/A		
Alternative Alignment		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
		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	TRANSIT CONNECTIONS		
		• Little Thompson River	N/A		
Alternative Alignment		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).		
Significant Infrastructure Required		Crossing 287	Infrastructure required where Dry Creek and Little Thompson River crosses US 287		
Significant Infrastructure Required		Crossing BNSF	Infrastructure required where Little Thompson River crosses US 287		
Key Local Connections		Downtown Berthoud	Bike lanes or shared use trail connecting downtown Berthoud to Little Thompson Corridor. Connection may parallel BNSF Corridor (#8)		
Temporary Alignment		CO 56 / LCR 8	Future bike lanes could provide temporary alignment until permanent shared use trail constructed		
Alternative Alignment		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
		Berthoud	Berthoud	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.	LC B T
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Gilnocky Equestrian Center	N/A		
Significant Infrastructure Required		Crossing I-25	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.		
Alternative Alignment		Home Supply Ditch	Home Supply Ditch could provide a similar connection to Berthoud, Weld County and Johnstown along existing service road.		
Temporary Alignment		CO 56	Future bike lanes could provide temporary alignment until permanent shared use trail constructed		
Key Local Connections		East Berthoud	Bike lanes or shared use trail connecting East Berthoud to Little Thompson Corridor.		

Segment 2-D	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Berthoud	Johnstown	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 Timnath to Johnstown Corridor (#9).	B J T
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Pioneer Ridge Elementary School	N/A		
Alternative Alignment		Home Supply Ditch	Home Supply Ditch could provide a similar connection to Berthoud, Weld County and Johnstown along existing service road.		
Key Local Connections		CR 17 / Pioneer Ridge	Bike lanes or shared use trail to provide access to the Little Thompson Corridor from downtown Johnstown and Pioneer Ridge		

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

Segment 2-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Johnstown	Milliken	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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Centennial Lake • *Milliken* Water Works *Pool*	N/A		
	Alternative Alignment	CO 60	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		
	Alternative Alignment	WCR 46 ½	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		
	Key Local Connections	CR 21	Bike lanes or shared use trail to provide access to the Little Thompson Corridor from south Milliken and South Platte Corridor (#1)		
	Key Local Connections	CO 257	Bike lanes or shared use trail to provide access to the Little Thompson Corridor from Mad Russian subdivision.		
	Significant Infrastructure Required	Crossing 60/257	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

CORRIDOR DATA	
Total Corridor Length (miles)	35
Miles in Larimer County	20
Miles in Weld County	15
Miles On-Street	0
Miles Off-Street	35
Number of Parcels	240
Schools within 1/2 mile	15

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

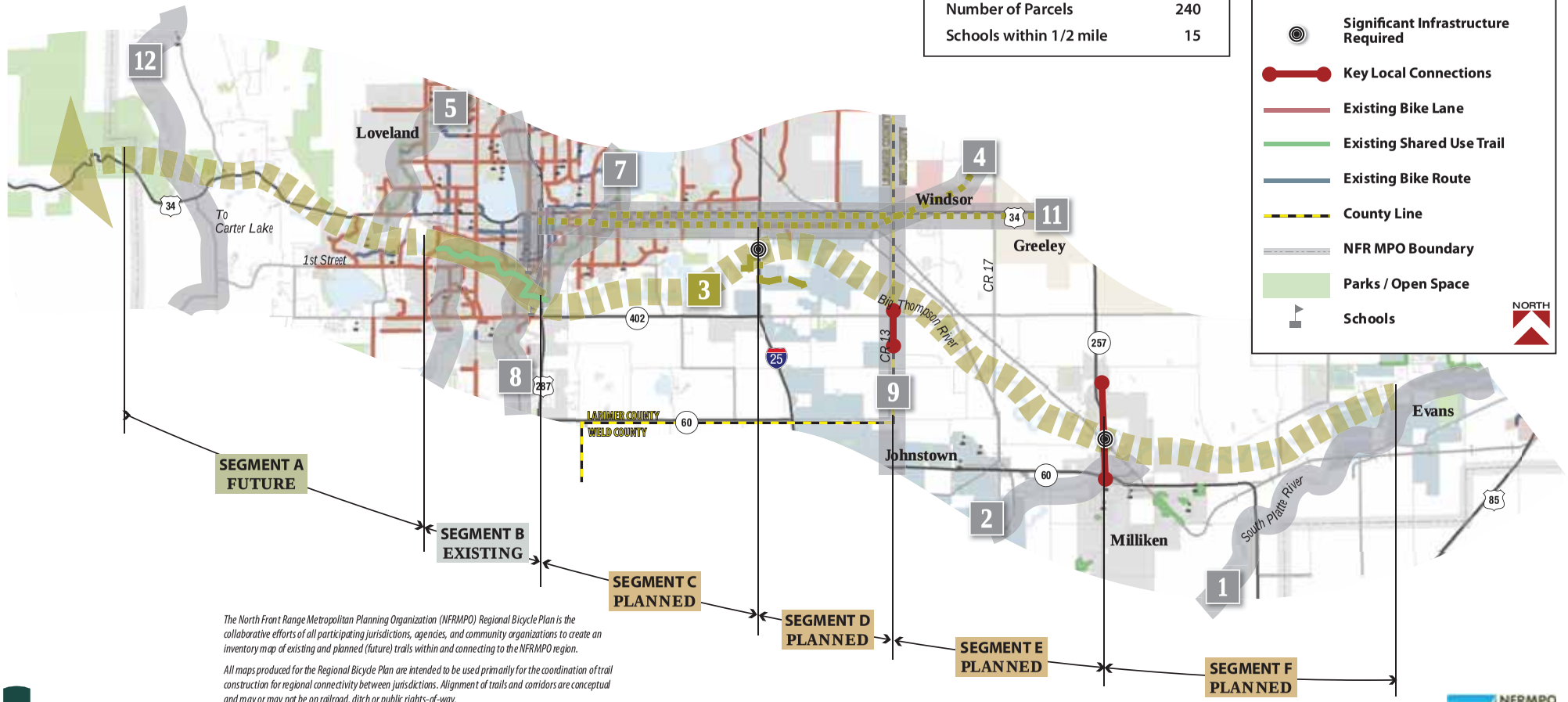

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Table 4.3 Corridor #3 – Big Thompson River

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. *Town of Johnstown Transportation Master Plan*.	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	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	TRANSIT CONNECTIONS		
		• Devil's Backbone • Namaqua Park	N/A		

Segment 3-B	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Loveland	Loveland	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	TRANSIT CONNECTIONS		
		• Centennial Park • Fairgrounds Park	11		

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

Segment 3-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County	Larimer County	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.	LC J T
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Big Thompson and Simpson Ponds State Wildlife Areas	2		
Significant Infrastructure Required		Crossing I-25	As I-25 expands, an underpass for the Big Thompson Corridor will be necessary for movement across the interstate.		
Temporary Alignment		Thompson Crossing	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.		

Segment 3-D	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County	Larimer County	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.	J T J
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	N/A		
Temporary Alignment		Thompson Crossing	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.		
Key Local Connections		Johnstown Access	Bike lanes or shared use trail to provide access to the Big Thompson Corridor from north Johnstown neighborhoods.		

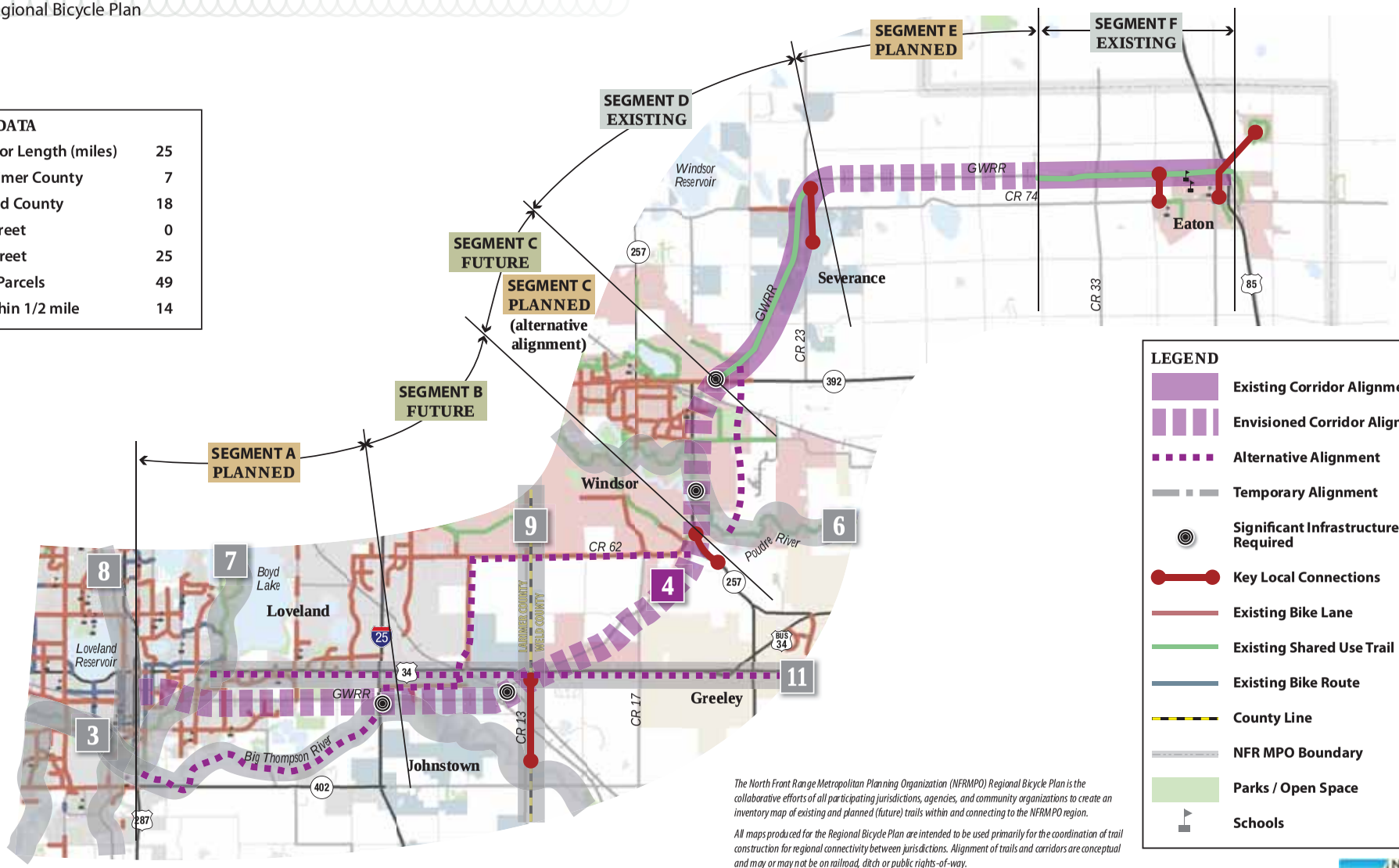
Segment 3-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Weld County	Milliken	This segment connects from the County Line to CO-257 by shared use trail. The river passes through portions of Johnstown and Weld County. The trail segment would connect with the Timnath to Johnstown Corridor (#9) at the County Line.	J T M
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	N/A		
Key Local Connections		Milliken Access	Bike lanes or shared use trail to provide access to the Big Thompson Corridor from Milliken neighborhoods.		

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

Segment 3-F	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Milliken	Evans	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.	J T M
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	N/A		

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

NORTH

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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
		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		
		• Big Thompson and Simpson Ponds State Wildlife Areas	27		
Alternative Alignment		US 34 Corridor	Loveland recognizes Enhanced Bike Lanes along US 34 as a "Future Improvement" in their Bicycle and Pedestrian Plan that could provide an alternative.		
Significant Infrastructure Required		Crossing I-25	As I-25 expands, an underpass for the Great Western Corridor will be necessary for movement across the interstate.		
Alternative Alignment		Big Thompson River	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
		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	N/A		
Alternative Alignment		US 34 Corridor	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.		
Alternative Alignment		Crossroads / LCR 3	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.		
Key Local Connections		West Greeley	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
		Windsor	Windsor	This segment parallels (Rails-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.	W
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Chimney Park • Folkstone Park • Windsor Village Park	N/A		
Alternative Alignment		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)		
Significant Infrastructure Required		Poudre River Crossing	A bicycle and pedestrian crossing of the Poudre River will be required on both identified alignments		

Segment 4-D	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Windsor	Severance	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.	W S
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Law Reservoir • Severance Middle School • Francis Brownell Mem. Park	N/A		
Significant Infrastructure Required		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)		
Key Local Connections		Downtown Severance	Bike lanes to provide access to the Great Western Corridor from Severance neighborhoods.		

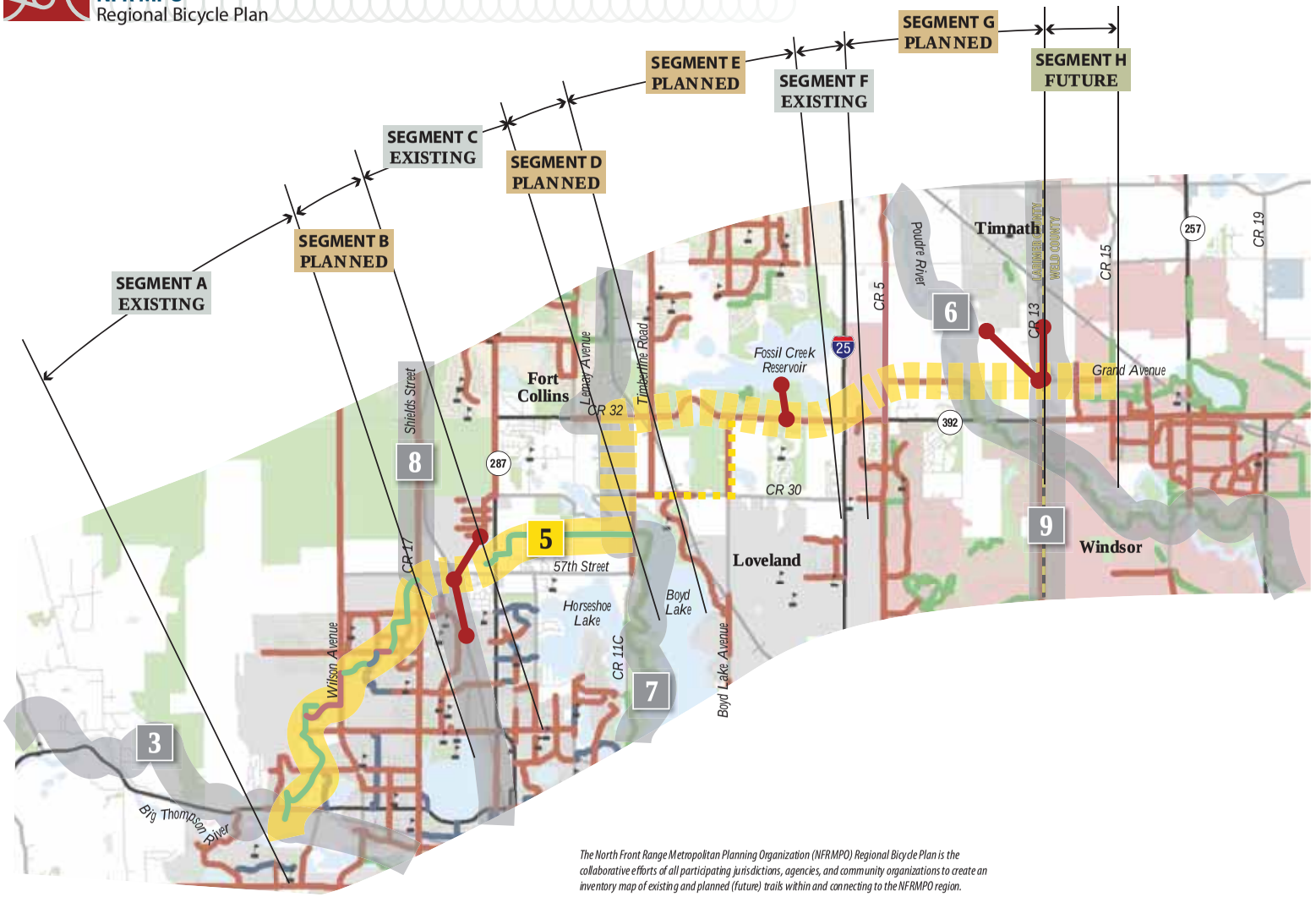
Segment 4-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Severance	Weld County	This segment was a part of the original railbank of the Great Western Trail Authority. The segment is currently undeveloped as ownership of the abandoned rail line had been legally contested (see http://judicialview.com/Court-Cases/Civil_Remedies/Title-to-Abandoned-Railroad-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.	S E
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Woods Lake • Angel Lake	N/A		

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

Segment 4-F	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Weld County	Eaton	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.	E
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	N/A		
Key Local Connections		West Eaton	Bike lanes to provide access to the Great Western Corridor from Eaton neighborhoods.		
Key Local Connections		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

NORTH

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

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FELSBURG HOLT & ULLEVIG

NFRMPO

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	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		
		• Rist Benson Reservoir • Big Thompson River	7		

Segment 5-B	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Loveland	Loveland	One of the few gaps in the Loveland Recreation Trail, this section of 57th 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		
		• 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	Loveland	This segment follows the Loveland Recreation Trail that serves as the backbone of Loveland's bicycle network. The newly constructed shared use trail parallels 57th street (to the north) and connects with the Front Range Trail (West - #7) near Boyd Lake.	L C
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Boyd Lake	5		

Segment 5-D	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Loveland	Fort Collins	This segment, when developed, will share the Front Range Trail (West- #7) between CO 392 and Loveland's Recreation Trail. This segments 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Boyd Lake	N/A		

Segment 5-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Fort Collins	Fort Collins	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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Pelican Marsh • Duck Lake • Fossil Creek Reservoir	N/A		
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		
		• Fossil Creek Reservoir	N/A		

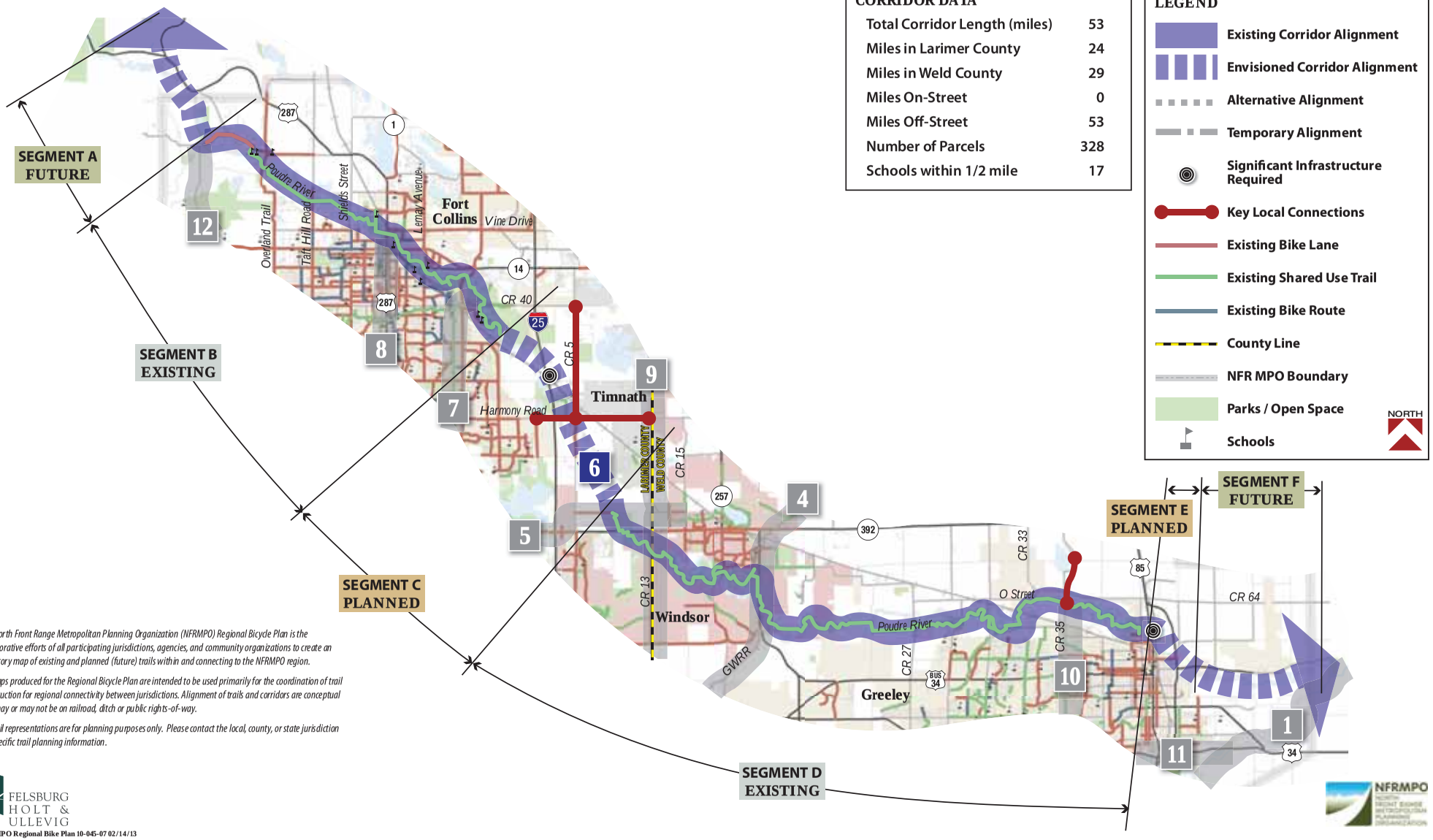
Segment 5-G	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Windsor	Larimer County	From the 392 Bridge, this segment would follow an extended Westgate Drive onto Jacoby Road. The segment would then follow LCR 11 eastbound into Windsor along bike lanes. A trailhead for the Poudre Trail 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		
		• 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 crosses 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		
		• Lake Windsor via Greeley No. 2 Canal • Grandview Elementary	N/A		
Key Local Connections		Timnath	Bike lanes to connect from Timnath to corridor.		

NFR MPO
Regional Bicycle Plan

Figure 4.7 Corridor #6
Poudre River Trail

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



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FELSBURG HOLT & ULLEVIG

Table 4.6 Corridor #6 – Poudre River Trail

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 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, Timnath, 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.

ENTITY	TITLE	CODE
Greeley	City of Greeley. 2011. 2035 Comprehensive Transportation Plan.	G
Timnath	Town of Timnath. 2005. Trails Plan.	T
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
Windsor	Town of Windsor. April 2007. Town of Windsor Comprehensive Plan.	W
Fort Collins	City of Fort Collins. 2008. Bicycle Plan and Update.	F
Weld County	Weld County Public Works Department. 2011. Weld County 2035 Transportation Plan.	WC

Segment 6-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County	Larimer County	This segment would connect with the Carter Lake to Horsetooth 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Poudre River Canyon • Watson Lake	N/A		

Segment 6-B	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Lion's Park • Lee Martinez Park • Riverbend Ponds Natural Area	59		

Segment 6-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Fort Collins	Larimer County	This segment has received Greater Outdoor Colorado funding (2012) to connect Fort Collins to Timnath 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Arapahoe Bend Natural Area • River Bluffs Open Space	N/A		
Key Local Connections		Downtown Timnath	Bike lanes along Harmony connecting this corridor to Timnath to Johnstown Corridor (#9) and the Harmony Park and Ride.		
Key Local Connections		North Timnath	Bike lanes or shared use trail parallel to LCR 5 to connect North Timnath residents and Timnath Reservoir along LCR 40.		

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

Segment 6-D	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County	Greeley	This segment is currently constructed between River Bluffs Open Space in Larimer County to North 11th Avenue in Greeley. The segment intersects with the Timnath to Johnstown Corridor (#9) and the Great Western Corridor (#4).	LC C W G
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• River Bluffs Open Space • Eastman Park • Island Grove Park	19		
Key Local Connections		Eaton to Poudre Trail	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
		Greeley	Weld County	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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Island Grove Park • Sunrise (Splash) Park	N/A		
Significant Infrastructure Required		US 85 Crossing	Segment will require infrastructure to cross US 85 from this corridor.		

Segment 6-F	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Weld County	Weld County	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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Confluence of the South Platte River	N/A		

Figure 4.8 Corridor #7
Front Range Trail (West)

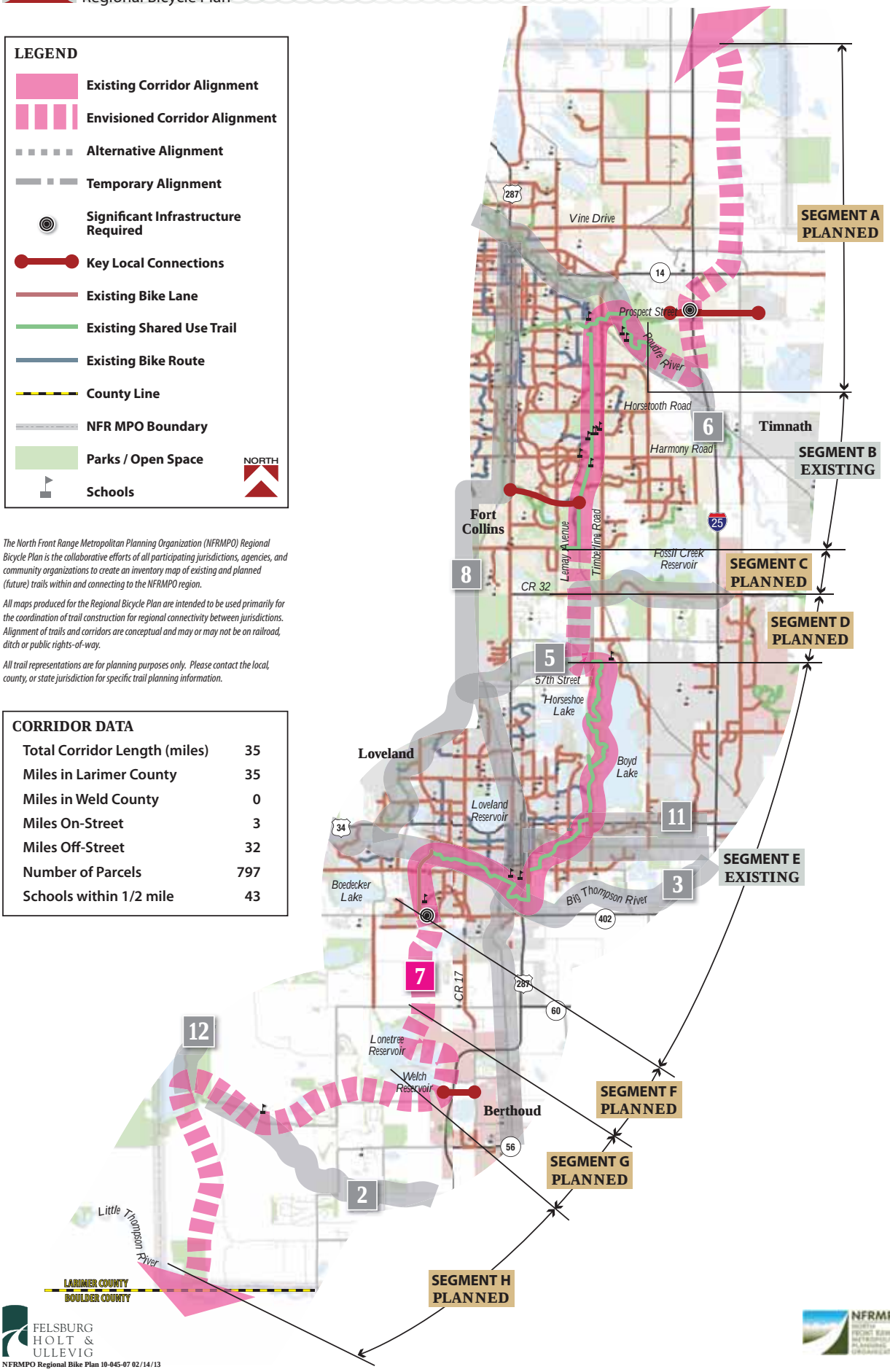


Table 4.7 Corridor #7 – Front Range Trail (West)

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 7-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		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. *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.*	C LC Y
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Boxelder Creek • North & South Grey Reservoir	N/A		
Key Local Connections		East Prospect Road	Local connection from Timnath to Fort Collins to provide access to corridor at Box Elder and a safe crossing under I-25.		
Significant Infrastructure Required		Crossing I-25	As I-25 expands, an underpass for Boxelder Creek will be necessary for movement across the interstate		

Segment 7-B	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		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 Trilby 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	TRANSIT CONNECTIONS		
		• EPIC / Spring Creek Trail • Golden Meadows Park	35		
Temporary Alignment		McMurray to Keenland	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.		
Key Local Connections		Connection to BNSF	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	Fort Collins	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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Fossil Creek Reservoir Natural Area • Fossil Creek Wetlands	N/A		

Segment 7-D	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Fort Collins	Loveland	The City of Loveland and Larimer County will be constructing a shared used 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Boyd Lake	N/A		

Segment 7-E	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Loveland	Loveland	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 14TH Street north of Cattail Pond and Ryan Gulch Reservoir.	C L
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Boyd Lake • Horsetooth Lake • Big Thompson River	43		

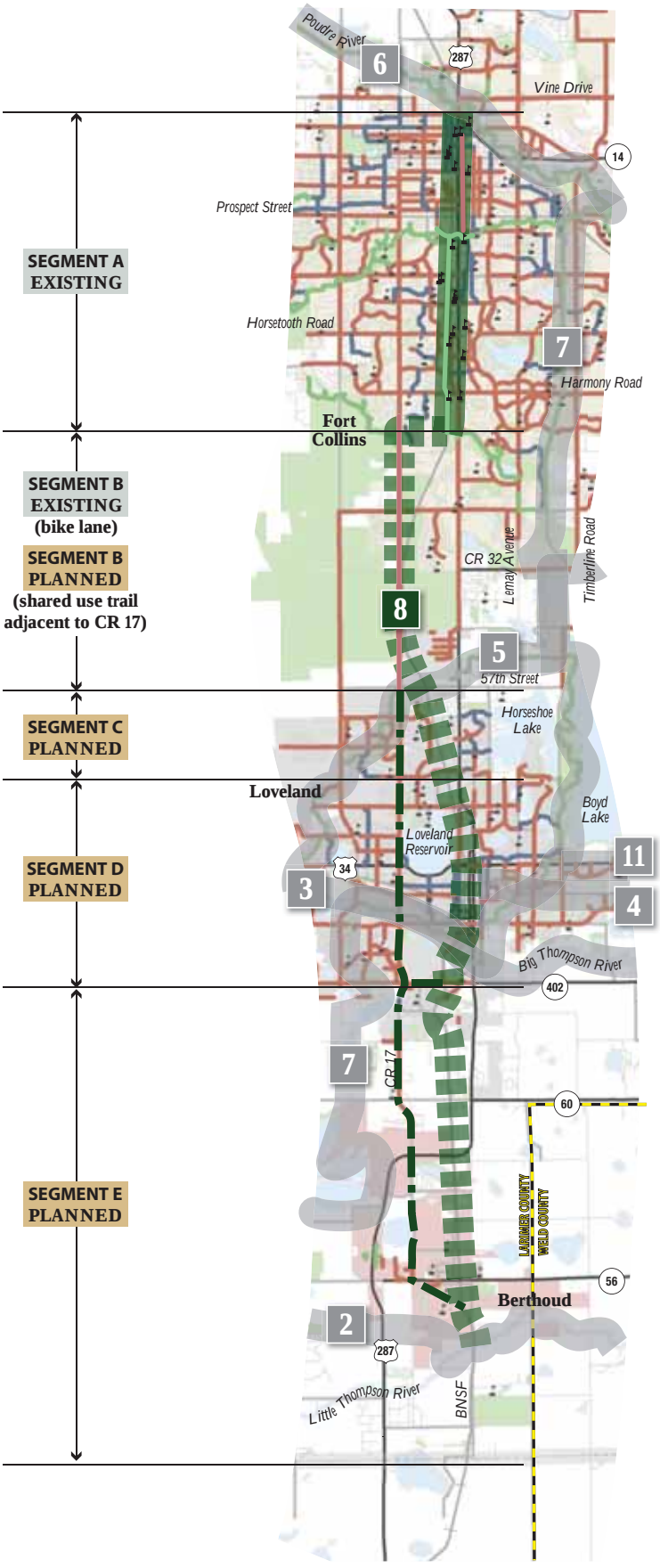
Segment 7-F	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Loveland	Berthoud	This would connect Loveland to Berthoud through a portion of Larimer County. The combination of shared use trail and bike lanes has yet to be determined when the trail leaves Dotsero . The segment will need to consider: • Delineation around Ryan Gulch • Connection on the east side of Lone Tree Reservoir in Berthoud	C B
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Cattail Pond • Ryan Gulch Reservoir	N/A		
Significant Infrastructure Required		Crossing 14th St SW	Dotsero and 14th 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
		Berthoud	Berthoud	This future segment would follow property acquired by the City of Berthoud around the east side of Lonetree and Welch Reservoir.	C B
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Lonetree Reservoir • Welch Reservoir	N/A		
Key Local Connections		Downtown Berthoud	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	Larimer County	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. *Note: 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).*	C LC B
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Carter Lake • Little Thompson	N/A		

Figure 4.9 Corridor #8
BNSF Fort Collins / Berthoud



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

NORTH

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CORRIDOR DATA

Total Corridor Length (miles)	24
Miles in Larimer County	24
Miles in Weld County	0
Miles On-Street	0
Miles Off-Street	24
Number of Parcels	14
Schools within 1/2 mile	57

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 8-A	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Fort Collins	Fort Collins	This segment is recently constructed as a part of the City of Fort Collins' Mason Street Corridor project from Cherry St. to Trilby. 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Lee Martinez park • Fort Collins Discovery Center • Spring Creek Trail	123		

Segment 8-B	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Fort Collins	Loveland	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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Hazaleus Natural Area • Colina Mariposa Natural Area • Long View Open Space	11		

Segment 8-B	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Fort Collins	Loveland	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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Hazaleus Natural Area • Colina Mariposa Natural Area • Long View Open Space	N/A		

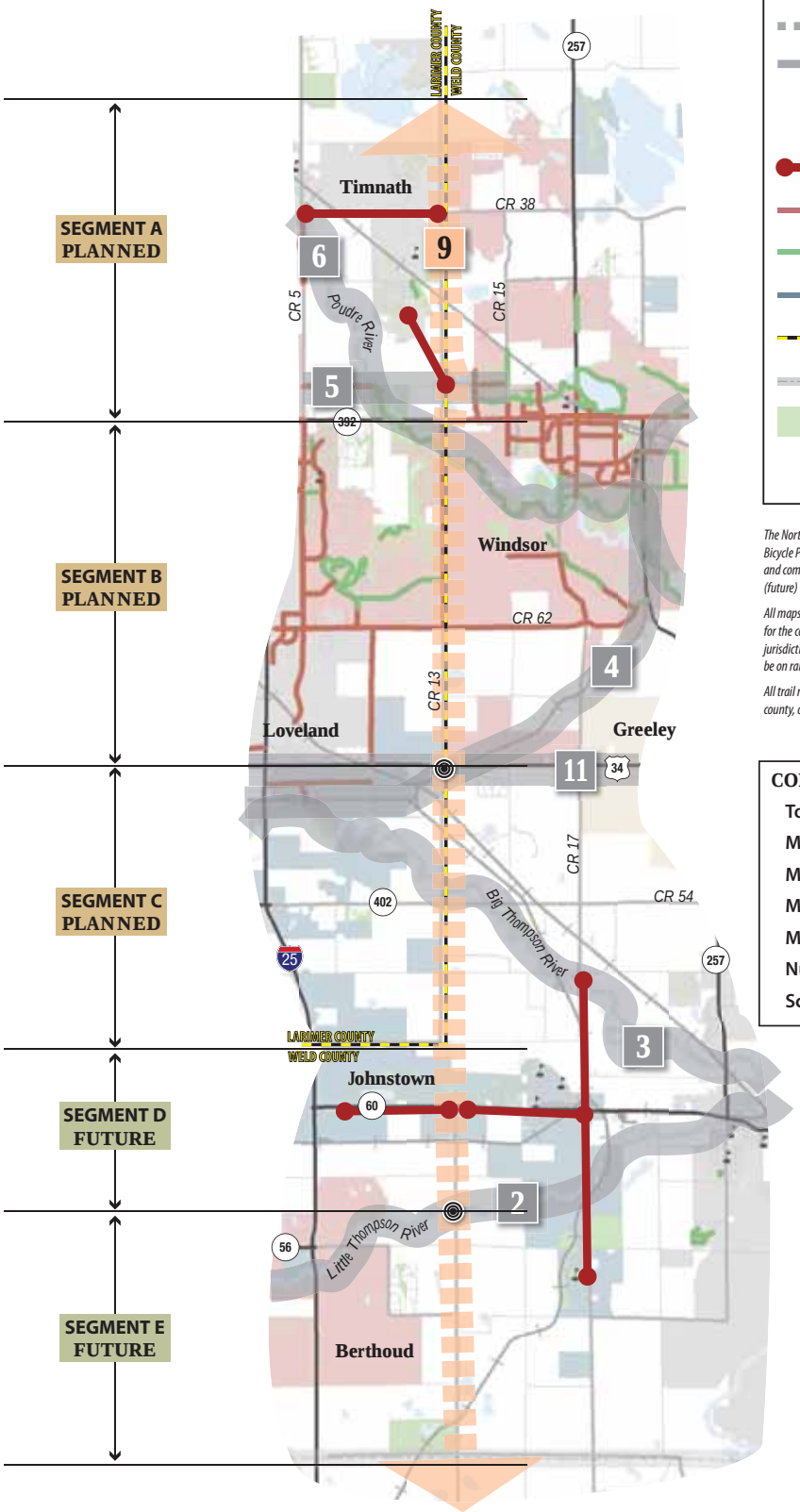
Table 4.8 Corridor #8 – BNSF Fort Collins / Berthoud (cont.)

Segment 8-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Loveland	Loveland	This segment runs from 57th Avenue to 37th 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Woodmere Park	N/A		
Temporary Alignment		LCR 17	LCR 17 parallels corridor and will receive shoulder improvements conducive for bicycle lanes when this roadway has scheduled maintenance.		

Segment 8-D	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Loveland	Larimer County	This segment runs from 37th Avenue to 14th 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Loveland Burial Park • Fairgrounds Park • Lake Loveland	39		
Temporary Alignment		LCR 17	LCR 17 parallels corridor and will receive shoulder improvements conducive for bicycle lanes when this roadway has scheduled maintenance.		

Segment 8-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County	Berthoud	This segment runs from 14th 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 14th 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	N/A		
Temporary Alignment		LCR 17	LCR 17 parallels corridor and will receive shoulder improvements conducive for bicycle lanes when this roadway has scheduled maintenance.		

Figure 4.10 Corridor #9 Johnstown / Timnath



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

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CORRIDOR DATA

Total Corridor Length (miles)	19
Miles in Larimer County	13
Miles in Weld County	6
Miles On-Street	19
Miles Off-Street	0
Number of Parcels	112
Schools within 1/2 mile	1

Table 4.9 Corridor #9 – Johnstown / Timnath

The Johnstown to Timnath Corridor serves as a north-south connection in the NFRMPO Region. The corridor connects Timnath, 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).

ENTITY	TITLE	CODE
Larimer County	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.	LC
Johnstown	Felsburg, Holt & Ullevig. February 2008. *Town of Johnstown Transportation Master Plan.*	J
Windsor	Town of Windsor. April 2007. Town of Windsor Comprehensive Plan.	W
Timnath	Town of Timnath. 2005. Trails Plan.	T

Segment 9-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Timnath	Windsor	This northern-most segment traverses the neighborhoods of North Timnath, 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Poudre River • Timnath Reservoir • Bethke Elementary	N/A		
Key Local Connections		Downtown Timnath	Bike lanes or shared-use trail connecting downtown Timnath between this corridor and the Poudre River Corridor (#6)		
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 9-B	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Windsor	Windsor/Johnstown	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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• The Ranch	N/A		
Significant Infrastructure Required		US 34 Crossing	This corridor and the Great Western Corridor will need a protected crossing signal or an underpass/overpass to cross US 34.		

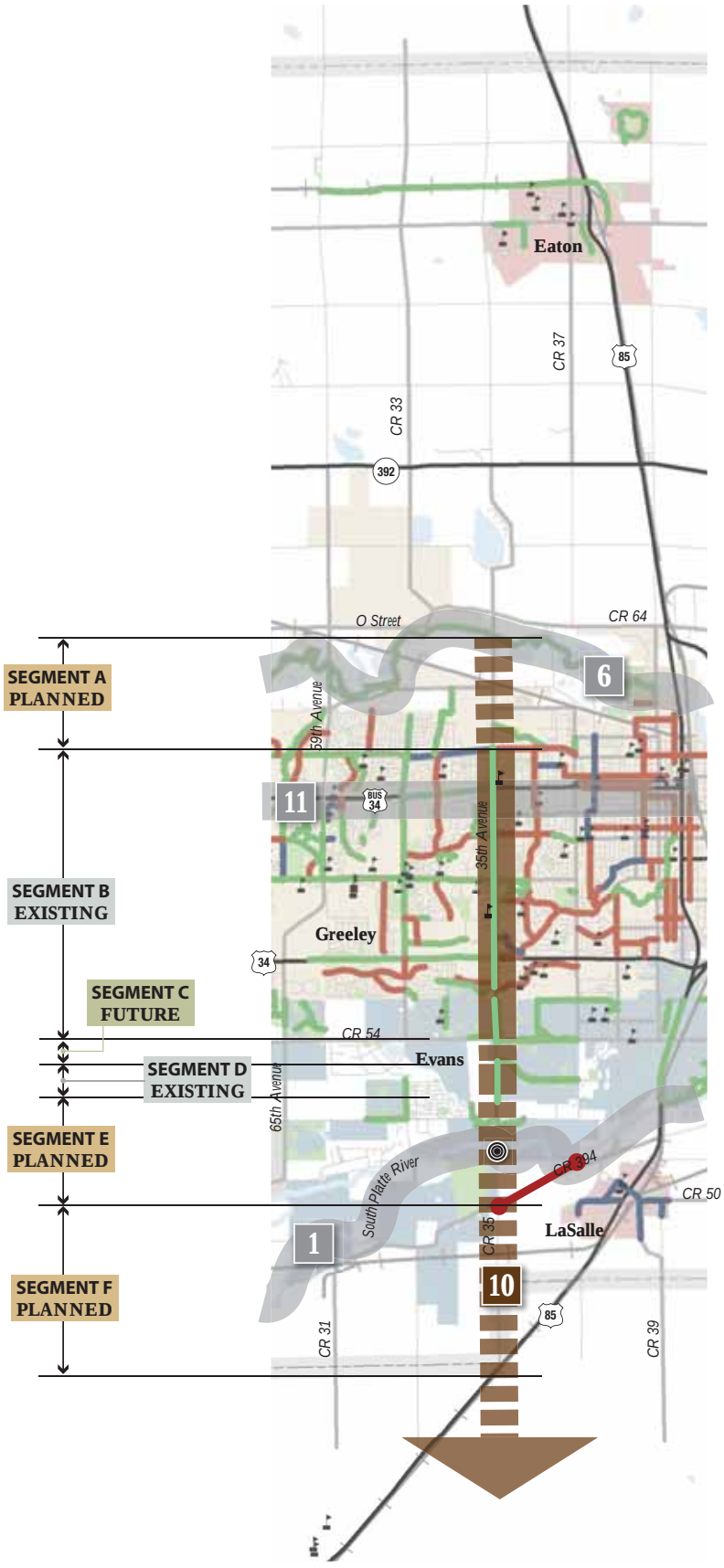
Table 4.9 Corridor #9 – Johnstown / Timnath (cont.)

Segment 9-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		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	TRANSIT CONNECTIONS		
		• Big Thompson	N/A		
Key Local Connections		Johnstown to Big Thompson	Bike lanes or shared-use trail connecting downtown Johnstown from the Big Thompson Corridor (#3) to provide quicker access from this corridor.		

Segment 9-D	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Johnstown	Weld County	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.	J
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Little Thompson • Elwell Cemetery	N/A		
Key Local Connections		Johnstown to I-25 PNR	Bike lanes or shared-use trail connecting Johnstown from this corridor to the I-25 Park and Ride at CO-60.		
Key Local Connections		Downtown Johnstown	Bike lanes or shared-use trail connecting downtown Johnstown to this corridor.		
Key Local Connections		Johnstown to Big Thompson	Bike lanes or shared-use trail connecting downtown Johnstown to Pioneer Ridge to provide access to this corridor.		

Segment 9-E	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Weld County	Berthoud / Weld County	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.	J
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Hill Lake • Little Thompson	N/A		
Significant Infrastructure Required		Little Thompson Crossing	This bridge requires bike lanes when the bridge is maintained or replaced.		

Figure 4.11 Corridor #10
Greeley / LaSalle



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

NORTH

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.

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CORRIDOR DATA

Total Corridor Length (miles)	8.5
Miles in Larimer County	0
Miles in Weld County	8.5
Miles On-Street	8.5
Miles Off-Street	0
Number of Parcels	22
Schools within 1/2 mile	30

Table 4.10 Corridor #10 – Greeley / LaSalle

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.

ENTITY	TITLE	CODE
Greeley	City of Greeley. 2011. 2035 Comprehensive Transportation Plan.	G
Evans	Felsburg, Holt & Ullevig. March 2004. City of Evans Transportation Plan.	E
LaSalle	Felsburg, Holt & Ullevig. August 2010. LaSalle Transportation Plan.	L

Segment 10-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Weld County	Greeley	This northern-most segment runs from the Poudre River to West 4th 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Poudre River • Poudre Ponds Fishing Area	N/A		

Segment 10-B	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Greeley	Evans	This segment provides an existing shared-use path from West 4th Street through Greeley and continues into Evans. The shared-use trail is signed and requires the commuter to switch to opposite sides of 35th Avenue at signalized intersections. This corridor provides access to nine (9) schools along the stretch and terminates at 37th 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Weld County Veterans Memorial	34		

Segment 10-C	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Evans	Evans	This undeveloped segment of shared use trail runs from 37th Avenue to Prairie View Drive (residential subdivision). Aerial photography reveals a worn foot path heading north to the existing shared used trail at 37th (near Walgreens).	E
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	N/A		

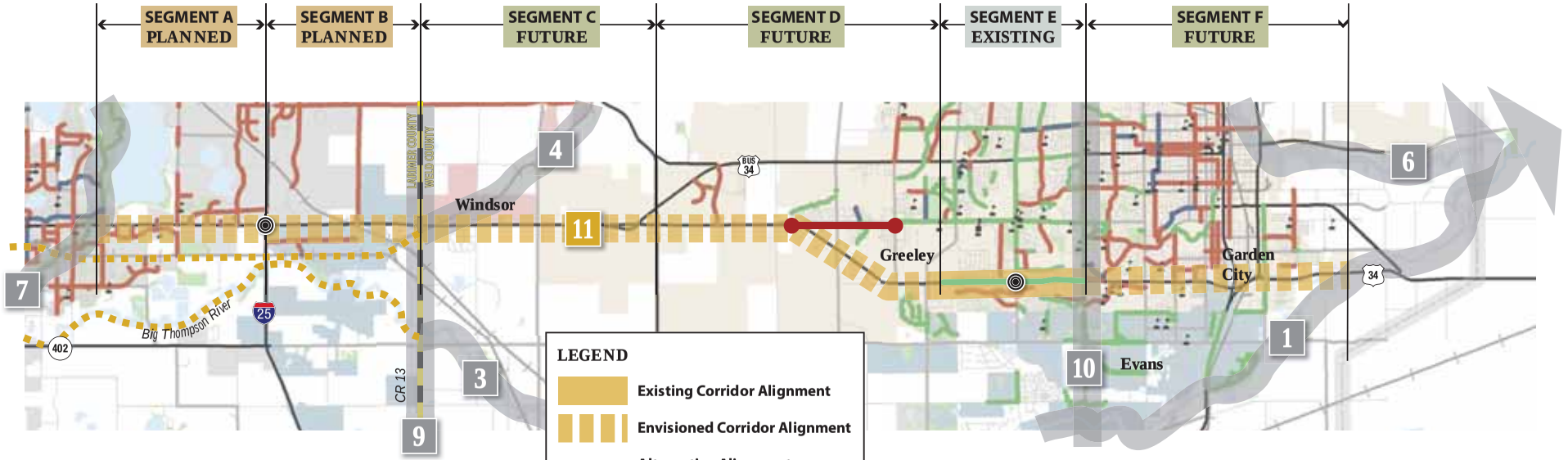
Table 4.10 Corridor #10 – Greeley / LaSalle (cont.)

Segment 10-D	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		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	TRANSIT CONNECTIONS		
		N/A	2		

Segment 10-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		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 35th 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	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 35th Avenue bridge over the Platte River.		

Segment 10-F	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		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	TRANSIT CONNECTIONS		
		N/A	N/A		

Figure 4.12 Corridor #11
US 34



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

NORTH

CORRIDOR DATA	
Total Corridor Length (miles)	21.5
Miles in Larimer County	5.5
Miles in Weld County	16
Miles On-Street	0
Miles Off-Street	21.5
Number of Parcels	10
Schools within 1/2 mile	10

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

Segment 11-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		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	TRANSIT CONNECTIONS		
		• Sculpture Park at Loveland Chamber of Commerce	16		
Significant Infrastructure Required		US 34 Interchange	Addition of bicycle lanes when the US 34 Interchange Bridge is maintained / expanded.		
Alternative Alignment		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		
Alternative Alignment		Great Western Corridor	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
		Loveland	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	TRANSIT CONNECTIONS		
		• Chapungu *Sculpture Park*	N/A		
Alternative Alignment		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		
Alternative Alignment		Great Western Corridor	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.)

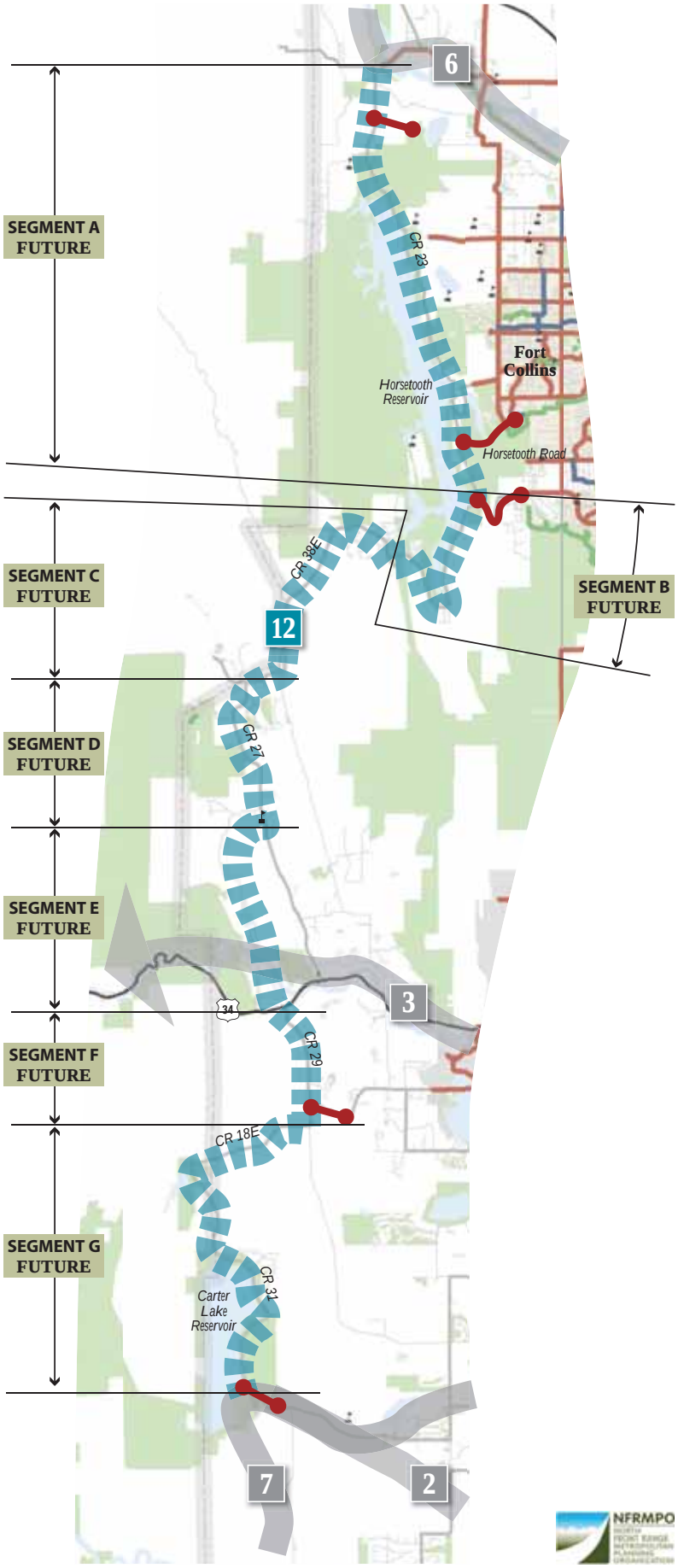
Segment 11-C	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Johnstown	Greeley	This segment of shared-use trail would run from Timnath to Johnstown Corridor (#7) to the CO-257 where US 34 splits between the Business and Bypass routes. The segment resides predominantly in the rural/undeveloped 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	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Greeley	Greeley	This segment of shared-use trail would run exclusively along US 34 business through the Promontory to 65th Avenue.	G
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	N/A		
Key Local Connections		20th Avenue	Extension of shared-use trail westward on 20th Street to US-34 to provide access to the many schools, AIMS, and the University of Northern Colorado.		

Segment 11-E	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Greeley	Greeley	This segment from 65th Avenue to 35th 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 35th Avenue.	G
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	12		

Segment 11-F	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Greeley	Weld County	The eastern most segment runs from 35th 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 28th Street to US 85.	G
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Platte River	59		

Figure 4.13 Corridor #12 Carter Lake / Horsetooth Foothills Corridor



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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 of the foothills 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	TITLE	CODE
Larimer County	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.	LC

Segment 12-A	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Poudre River • Horsetooth Reservoir • Reservoir Ridge Natural Area	N/A		
Key Local Connections		Bellvue/LaPorte	Bike lanes or shared-sue trail for residents of Bellvue and LaPorte to access this corridor and connections to Fort Collins.		
Key Local Connections		Dixon Canyon Road to Fort Collins	Dixon Canyon Road is scheduled to receive shoulder improvements conducive for bicycle lanes when this roadway is scheduled for maintenance.		
Key Local Connections		38E to Fort Collins	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 Driver that provides access to Horsetooth Reservoir for boaters and campers (making slow turning movements across future bicycle lanes).	LC
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• 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	Larimer County	This segment runs from Buckhorn Road to the intersection of LCR 29 along LCR 27. The corridor is routed away from LCR 25E 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Bobcat Ridge Natural Area	N/A		

Segment 12-E	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County	Larimer County	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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Sunrise Ranch Cemetery • Big Thompson River	N/A		

Segment 12-F	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County	Larimer County	This segments 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
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Big Thompson River	N/A		
Key Local Connections		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
		Larimer County	Larimer County	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.	LC
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Flatiron Reservoir • Carter Lake • Red-tail Ridge Open Space	N/A		
Key Local Connections		West Berthoud	Bike lanes or shared-use trail for residents of Berthoud to access this corridor likely along Little Thompson Corridor (#2).		

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

5. IMPLEMENTATION PLAN

The timing of and priority for implementing the Regional Bicycle Corridors has been intentionally excluded from this Regional Bicycle Plan. The primary purpose of this plan was to coordinate bicycle planning efforts between the communities of the NFRMPO and to identify corridors that are of highest significance for regional bicycle travel and that provide connections between communities. While the NFRMPO will support implementation of the Regional Bicycle Corridors through continued regional coordination and funding pursuit, it is primarily the responsibility of the local communities to implement the segments of the corridors within their boundaries.

The NFRMPO member governments have successfully demonstrated an ability to collaborate in an effort to procure funding for bicycle infrastructure. The Poudre River Trail, the Great Western Trail, and the Mason Trail (BNSF Corridor) are examples of highly successful trail implementation in the NFRMPO region. With the upcoming completion of the Poudre River Trail, an opportunity exists to coalesce around the "next" regional corridor to bring funding into the region. The local agencies should build upon the lessons learned from these trail corridors, including the value of forming trail coalitions to coordinate funding applications and right of way acquisition.

Funding

There are a variety of funding mechanisms available for bicycle improvement projects and programs. While some funding sources are specific to bicycle/pedestrian enhancements, bicycle projects are eligible for funding from almost all major federal highway, transit, safety, and other programs. To receive federal funding, bicycle projects must be "principally for transportation, rather than recreation, purposes" and must be consistent with State and MPO transportation plans. Below is a listing of potential state and federal funding sources along with the types of bicycle projects and programs that are applicable to each funding source.

National Highway System – Funds may be used to construct bicycle transportation facilities on land adjacent to any highway on the National Highway System.

Surface Transportation Program (STP) – Funds may be used for the construction of bicycle transportation facilities or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use.

Hazard Elimination and Railway-Highway Crossing programs – This program is a set aside from STP funds specifically to correct locations that are unsafe, and these funds may be used to address bicycle and pedestrian safety issues.

Transportation Alternatives Program (TAP) – This federal funding program authorized under MAP-21 provides funding for transportation alternatives programs and projects, including on- and off-road pedestrian and bicycle facilities, recreational trail programs, and safe routes to schools.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) – Funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use.

Recreational Trails Program – Funds may be used for all kinds of trail projects.

Federal Lands Highway Program – Bicycle provisions are eligible for some categories of funding through this program in conjunction with roads, highways, and parkways.

National Scenic Byways Program – Funds may be used for "construction along a scenic byway of a facility for pedestrians and bicyclists."

Job Access and Reverse Commute – Grants are available to support projects, including bicycle-related services, designed to transport welfare recipients and eligible low-income individuals to and from employment.

Federal Transit Administration (FTA) Grants – Transit grants such as Urbanized Area Formula, Capital Investment, and Formula Program for Other than Urbanized Area can be used for improving bicycle and pedestrian access to transit facilities and vehicles.

Safe Routes to School – Grants can be used for bicycle and pedestrian education programs and projects that provide connections and/or improve the safety along routes to K-8 schools.

FASTER Safety – This state funding source can be used for adding shoulders when combined with a surface treatment project.

FASTER Transit – This state funding source can be used for bicycle amenities such as bike racks, lockers and bike parking at multimodal stations or enhanced modal connections, such as trails and bike lanes providing access to major transit stations that would enhance transit ridership.

Greater Outdoors Colorado (GOCO) – This state funding program uses a portion of lottery proceeds for projects that protect and enhance Colorado's trails and open space.

Rivers, Trails, and Conservation Assistance Program (RTCA) – This community assistance arm of the Nation Park Service provides support for community-led trail development, but does not provide direct grants.

Regional Collaboration

The NFRMPO Bike TAC expressed an interest in continued collaboration to coordinate bicycle planning efforts and to advance the implementation of the Regional Bicycle Corridors. Regional collaboration could include the follow elements:

- ***Education*** – Quarterly or semi-annual meetings to discuss case studies, planning and engineering challenges, and staff education regarding bicycle-related topics
- ***Data Reporting*** – Annual meeting to discuss the collection of regional bicycle data (crash, counts, etc.) and deployment of temporary and permanent counters
- ***Corridor Progress and Funding Cycles*** – Review the progress of infrastructure development along the Regional Bicycle Corridors and collaborative efforts to prepare for funding cycle applications

Bicycle Project Scoring Guide

Evaluation of and comparison between potential bicycle improvement projects in the NFRMPO could be done using the evaluation criteria established in Chapter 4:

- Consistent with Local/State Planning
- Supports Tourism and Local/Regional Economy
- Connects Multiple Jurisdictions
- Improves Bicycle LOS
- Provides Multimodal Connections
- Connects to Regional Trails/Trailheads
- Obstacles to Implementation
- Public Input

Other resources for consideration include the scoring guidance developed by the Weld County Trails Committee for the St. Vrain Valley Open Lands and Trails Plan (the criteria used are included in **Appendix F** of this document); and benefit-cost analysis tools such as this example funded by the National Cooperative Highway Research Program and the Minnesota Department of Transportation.

Bicycle Planning and Design Resources

Bicycle Level of Service

The 2010 *Highway Capacity Manual* (HCM - Transportation Research Board) includes bicycle level of service calculations that quantify how well a facility operates from the traveler's perspective. Conditions that affect bicycle level of service include:

- Effective travel width for the bicyclists (how much space is available to maneuver within the bikeway)
- On-street parking encroachments (drivers opening the door of their parked vehicles is a hazard for bicyclists)
- Volume of motor vehicles and percent heavy vehicles (less vehicular traffic and fewer heavy vehicles creates a more comfortable environment for bicyclists)
- Speed of traffic (slower vehicular speeds create a more comfortable environment for the bicyclist)
- Pavement surface condition (poor surface conditions require bicyclists to maneuver around pot holes and cracks)

The Bicycle and Pedestrian chapter (Chapter 14) of CDOT's *Roadway Design Guide* provides maximum design daily traffic for given shoulder widths and posted speeds to achieve different bicycle levels of service based on the HCM methodology.

Design Guidelines

In addition to design guidelines and standards specific to local jurisdictions, there are state and national resources that provide guidelines for design and implementation of bicycle facilities:

- CDOT's *Road Design Guide*, Chapter 14: Bicycle and Pedestrian (adopted in November 2011)
- American Association of State Highway and Transportation Officials' (AASHTO) *Guide to the Development of Bicycle Facilities* (Fourth Edition, 2012)
- National Association of City Transportation Officials' (NACTO) *Urban Bikeway Design Guide* (2011)

A listing of some of the more common design elements in each of these documents is included in **Table 2**. As the local communities progress with implementation of the Regional Bicycle Corridors, the design guidance provided in the AASHTO Bicycle Guide should be considered the desirable standard for future regional corridors, including:

- Minimum paved width of 10 feet for two-direction shared use paths
- Minimum bike lane width of 4 feet (5 feet if immediately adjacent to a curb)

Railroad and Ditch Coordination

Several of the Regional Bicycle Corridors are shown along, near, or crossing railroad rights-of-way and irrigation ditches. Industry professionals who have successfully negotiated and implemented trail corridors in railroad rights-of-way and along irrigation ditches presented information on their experiences and lessons learned to the NFRMPO Bike TAC. These presentations, which identify obstacles and opportunities for coordination with railroad and ditch companies, are included for reference in **Appendix G**.

Best Practices

Bicycle Crash Reporting

The NFRMPO region recommends collecting bicycle crash-related data from each the member governments to ensure locations unsafe for bicycle commuting are identified and infrastructure improvements addressed. The data can also substantiate and measure bicycle education programs to promote safe commuting habits.

Few NFRMPO governments currently collect bicycle crash data as of the writing of this plan. The region could aim to consistently collect data to include the following fields:

- Date / Time
- Location (Street Address / Intersection)
- Crash with Motorist/Cyclist/Pedestrian/Stationary object
- Injury (Fatal/Critical/Non-Critical)
- Bicyclist Wearing Helmet (Yes/No)

Bicycle Crash data could be collected from:

- Police
- Ambulance Reports
- Online and Cell-phone Application Reporting (see Bike Crash Kit app: https://itunes.apple.com/us/app/bike-crash-kit/id512949294?mt=8)

Bicycle Crash data could be reported in the following ways:

- Congestion Management Process (described below)
- Online Crash Map (see http://bostoncyclistsunion.org/resources/crash-map/)

Bicycle Thefts Reporting

Bicycle theft reporting is not consistently collected by the NFRMPO governments. Consistent bicycle theft data will help decision-makers appropriate funding for additional bicycle lockers, interior bicycle lockers, and surveillance.

The region recommends collecting consistent data to include the following data fields:

- Date / Time
- Location (Street Address / Intersection)
- Was Bicycle Locked (Yes/No)
- Bicycle Registration # (Yes/No)
- Bicycle Tracking Device?
- Was Bicycle Recovered?

Integration with other Regional Planning Processes

Regional Transportation Plan

The NFRMPO is responsible for developing and regularly updating a Regional Transportation Plan (RTP). Pursuant to federal requirements, this Regional Bicycle Plan will become the bicycle component of the region's next RTP. The NFRMPO's current RTP (dated September 2011) is a corridor-based plan and includes corridor visions for each of the region's 12 Regionally Significant Corridors (RSC). Eleven of the RSCs are multi-modal and include varying levels of emphasis on bicycle accommodation. The 12th RSC is the "River Trail Corridors" and includes portions of trail corridors along the Big Thompson, Little Thompson, Cache le Poudre, and South Platte rivers outside the municipal boundaries. To fully integrate this Regional Bicycle Plan into the region's next (2040) RTP, it is recommended that the Regional Bicycle Corridors replace the "River Trails Corridor," and that corridor visions commensurate with multi-modal corridors are developed in the RTP.

Congestion Management Process

The NFRMPO is required to maintain a Congestion Management Process (CMP) and use it to make informed transportation planning decisions. The MPO's CMP (dated September 2010) outlines goals and objectives for managing congestion in the region. Several of the objectives, as highlighted below, specifically address alternative transportation modes, including bicycle:

- Goal: Improve Mobility
  - Objective: Provide transportation alternatives
- Goal: Decrease reliance on Single Occupancy Vehicles (SOV)
  - Objective: Encourage active travel by expanding bicycle and pedestrian facilities
- Goal: Improve accessibility for all modes of travel

- Objective: Maximize access to alternative transportation systems

To help achieve these goals and objectives, and to measure the region's progress toward meeting them, the CMP identifies performance measures. The following performance measures from the CMP relate specifically to bicycle accommodation:

- Miles of bicycle and pedestrian facilities
- Bicycle and pedestrian volumes

As described in Chapter 4, bicycle count data collection has been identified as a way to measure the positive benefits of investment in bicycle infrastructure and to make informed program and funding decisions for future bicycle projects and programs. Bicycle count data will be compiled annually in the CMP progress report. The MPO currently tracks miles of bicycle and pedestrian within a ¼ mile of the Tier 1 Regionally Significant Corridors. It is recommended that, as a part of the CMP Annual Progress Report, the MPO also tracks the miles of implementation of the 12 Regional Bicycle Corridors recommended in this plan to demonstrate progress toward full implementation.

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APPENDIX B CDOT.BICYCLE.AND.PEDESTRIAN.POLICY.DIRECTIVE

COLORADO DEPARTMENT OF TRANSPORTATION	☑ POLICY DIRECTIVE ☐ PROCEDURAL DIRECTIVE

Subject	Number
Bike and Pedestrian	1602.0

Effective	Supersedes	Originating Office
10/22/09	7/1/77	Division of Transportation Development

PURPOSE

The purpose of this policy is to promote transportation mode choice by enhancing safety and mobility for bicyclists and pedestrians on or along the state highway system by defining the policies related to education and enforcement, planning, programming, design, construction, operation and maintenance of bicycle and pedestrian facilities and their usage.

AUTHORITY

- Colorado Transportation Commission
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 2005
- 23 USC 104 (Federal funds), 23 USC 109 (existing routes), 23 USC 134 and 135 (planning for all modes), 23 USC 217 (due consideration for bike/ped), 23 USC 402 (highway safety), 23 USC 652 (bike/ped accommodation in projects)
- 43-1-104 (CDOT Bike/Ped staff), 42-1-109 (education outreach), 42-2-1412 (bicycles subject to same rights and responsibilities as motor vehicles)
- TC Policy Directive 902.0

APPLICABILITY

This Policy Directive applies to the Colorado Department of Transportation (CDOT) and its subdivisions.

POLICY

It is the policy of the Colorado Transportation Commission to provide transportation infrastructure that accommodates bicycle and pedestrian use of the highways in a manner that is safe and reliable for all highway users. The needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities, as a matter of routine. A decision to not accommodate them shall be documented based on the exemption criteria in the procedural directive.

POLICY BACKGROUND

Multimodal transportation is a key element of CDOT's mission in providing improvements to the statewide transportation system. Federal surface transportation law places a strong emphasis on creating a seamless transportation system that persons of all ages and abilities can utilize for safe and convenient access to jobs, services, schools and recreation.

Today the bicycle is more than a recreational conveyance. It has become an acceptable mode of transportation. With the increasing public interest in the environment, personal health, and energy

conservation, the bicycle offers a viable alternative to the auto, particularly for local trips or those that are combined with another mode such as transit. Because of the increased interest and use in bicycle transportation by Coloradans, full consideration for their safety and mobility on the roadway system needs to be an integral part of CDOT's project development process.

The challenge for transportation planners and highway engineers is to balance the needs of all roadway users and to develop a transportation infrastructure that provides connectivity and access for all, opportunity for modal choice, and safety for each mode of travel. More choice equates to more capacity.

FISCAL IMPACT

Implementation will have a fiscal impact as part of project and maintenance costs and may lead to reprioritizing work.

IMPLEMENTATION

This policy is effective immediately upon approval and shall be implemented by all Divisions, Branches, Regions, and Offices of CDOT.

REVIEW DATE

This Policy shall be reviewed in October 2015.

Transportation Commission Secretary

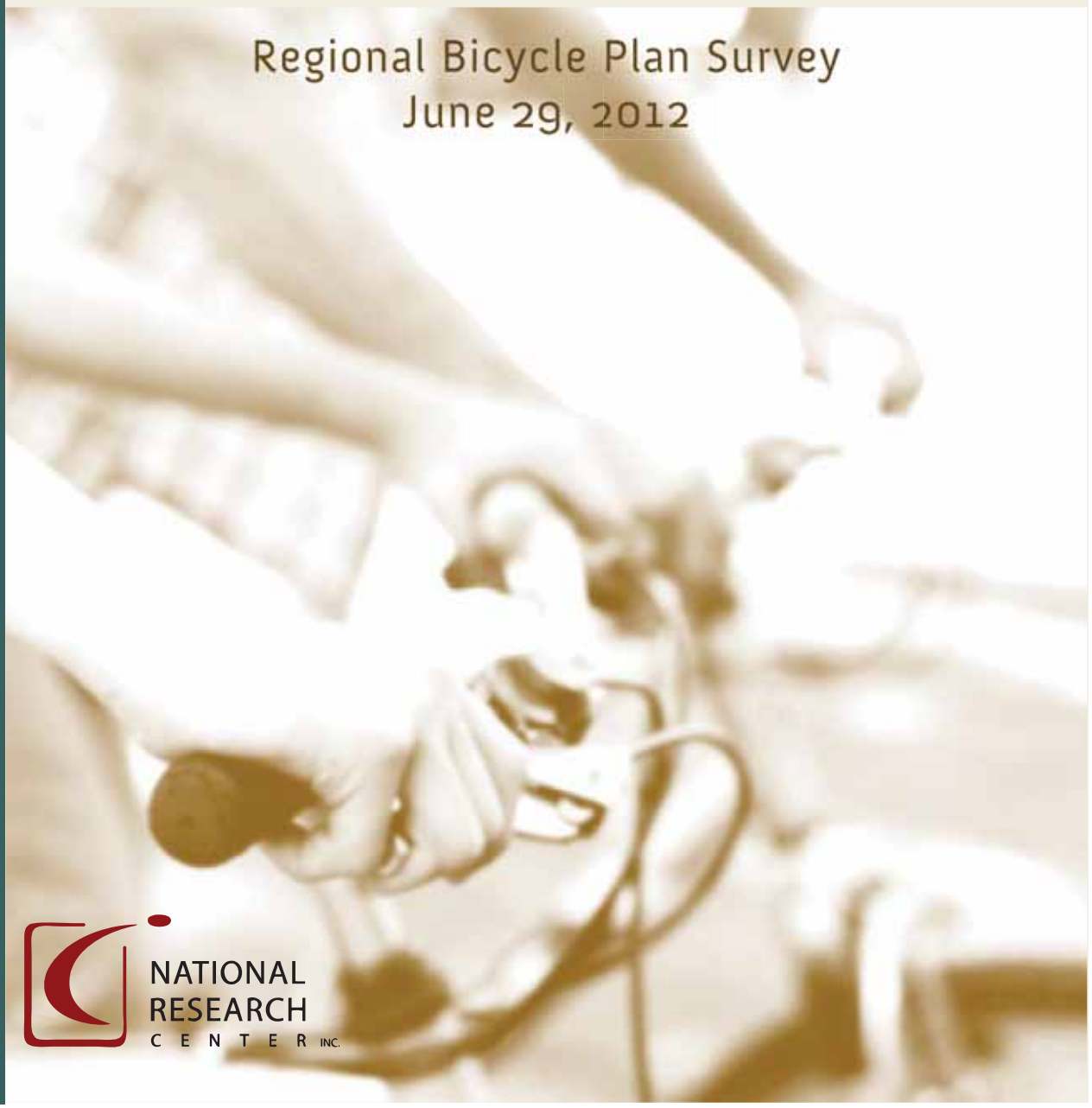
10/22/09

Date

APPENDIX C COMMUNITY INPUT

North Front Range Metropolitan Planning Organization

Regional Bicycle Plan Survey
June 29, 2012



NATIONAL RESEARCH CENTER INC.

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Executive Summary

Background

The North Front Range Metropolitan Planning Organization (NFRMPO) is crafting a regional bike plan for inclusion in the 2040 Regional Transportation Plan. The Regional Bicycle Plan will evaluate the existing infrastructure and future improvement to the regional bicycle system. As a part of the public engagement process, a statistically valid resident survey was conducted by National Research Center, Inc. (NRC) on behalf of the NFRMPO. The survey assessed resident behaviors related to bicycle use and barriers to ever riding a bike or riding more often, as well as resident opinion related to concerns about bicycling in the region, priorities for a regional bicycle system and the locations of destinations that should be included in the plan.

Methods

A randomly selected sample of 1,600 residential addresses within the North Front Range was mailed the NFRMPO Bicycle Survey in April 2012. The sample was stratified by areas corresponding to the 13 cities and towns to be included in the Regional Bicycle Plan: Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, La Salle, Loveland, Milliken, Severance, Timnath and Windsor. A total of 1,521 surveys were successfully delivered to occupied households. A total of 228 surveys were completed, for a response rate of 15%. The 95 percent confidence level for this survey is generally no greater than plus or minus seven percentage points around any given percent reported for the entire sample (228).

Highlights

Residents tend to view biking as a recreational activity or as exercise and not as a mode of transportation to be used for everyday activities.

- About three in five respondents biked at least once or twice a year for recreation or exercise; at least one in five biked for recreation or exercise at least once per week
- Almost two-thirds of respondents had never commuted to work by bike
- About half of respondents had never ridden a bike for shopping/running errands or for general transportation
- When rating the importance of the benefits and uses of a regional bike system, respondents felt providing opportunities to exercise and opportunities for recreation were more important than providing transportation alternatives and providing bicycle access to jobs and schools

Bike ridership could be increased by improving access to bicycles and road facilities.

- Of the respondents who had not ridden a bike in the last six months (38% of respondents), over half had not ridden because they did not own a bike
- Almost 6 in 10 respondents who had not ridden a bike would like to ride more; half would ride more if more well-marked greenways and off-road paths were available and one-third would ride more if there were wider roads for riding or roads had paved shoulders or if there were more on-road facilities such as bike lanes
- At least three-quarters of respondents cited narrow pavement and lack of a bike lane or shoulder as great or moderate concerns for bicycling on the road
- Over half of respondents felt that more paved shoulders wide enough for bikes and additional off-road multi-use paths were essential or very important to improve biking in the region

Biking is more commonly the realm of the young, those who rent and of males

- At least half of men and respondents age 18 to 34 had ridden their bikes at least once a month for recreation or exercise compared to one-third or less of women and respondents over age 34
- Almost half of renters had ridden their bikes at least once a month for other general transportation reasons compared to one-quarter of homeowners
- Men and renters who had ridden a bike in the past six months were more likely than women and homeowners to ride longer distances
- Of the men, renters and young (under age 34) who had not ridden a bike in the past six month, 7 in 10 would like to ride more compared to about half of women, the oldest adults and homeowners

Background and Methods

Survey Purpose

The North Front Range Metropolitan Planning Organization (NFRMPO) is crafting a regional bike plan for inclusion in the 2040 Regional Transportation Plan. The Regional Bicycle Plan will evaluate the existing infrastructure and plan for future improvement to the regional bicycle system. The plan will explore bicycle performance monitoring, infrastructure expansion, design standards, and future connections between the member governments, trail systems, employment centers, and recreation opportunities.

Several steps are being undertaken in the development of this plan, including:

- Gathering inventory of bicycle-related plans, programs, infrastructure and data
- Public engagement
- Identifying regional bicycle system enhancement
- Developing regional bicycle system design guidelines
- Establishing regional bicycle system programs goals

As a part of the public engagement process, a statistically valid resident survey was performed. National Research Center, Inc. (NRC) conducted the survey on behalf of the NFRMPO. Survey recipients were asked about their own bicycle use, barriers to riding a bike or riding more often, their concerns about bicycling in the region, their priorities for a regional bicycle system, and the locations of destinations to which they would like to bicycle.

Survey Methods

A randomly selected sample of 1,600 residential addresses within the 13 cities and towns of the North Front Range was mailed the NFRMPO Bicycle Survey in April 2012. Of these, 1,521 were successfully delivered to occupied households. A total of 228 surveys were completed, for a response rate of 15%.

Survey results were weighted so that respondent age, gender, tenure (rent versus own) and city of residence were represented in the proportions reflective of the NFRMPO region according to the 2010 Census. More information about the survey methodology can be found in *Appendix E: Survey Methodology*.

Precision of Estimates

It is customary to describe the precision of estimates made from surveys by a "level of confidence" (or margin of error). The 95 percent confidence level for this survey is generally no greater than plus or minus seven percentage points around any given percent reported for the entire sample (228). For comparisons among subgroups, the margin of error rises to plus or minus 13 percentage points for sample sizes of 50 and for smaller sample sizes (i.e., 30), the margin of error rises to plus or minus 18%.

How the Results Are Reported

For the most part, the full set of frequencies or the "percent positive" is presented in the body and narrative of the report. The percent positive is the combination of the top two most positive response options (e.g., "essential" and "very important" or "great extent" and "moderate extent").

On some of the questions in the survey, respondents could give an answer of "don't know." The proportion of respondents giving this reply is shown in the full set of responses included in *Appendix B: Responses to Survey Questions* and is discussed in the body of this report if it is 20% or greater. However, these responses have been removed from the analyses presented in the body of the report, unless otherwise indicated. In other words, the majority of the tables and graphs in the body of the report display the responses from respondents who had an opinion about a specific item.

For some questions, respondents were permitted to select multiple responses. When the total exceeds 100% in a table for a multiple response question, it is because some respondents are counted in multiple categories. When a table for a question that only permitted a single response does not total to exactly 100%, it is due to the customary practice of percentages rounding to the nearest whole number.

Selected survey results were compared to certain demographic characteristics of survey respondents as well as by area of residence. These crosstabulations are presented in *Appendix C: Selected Survey Results by Respondent Characteristics* and discussed throughout the body of the report.

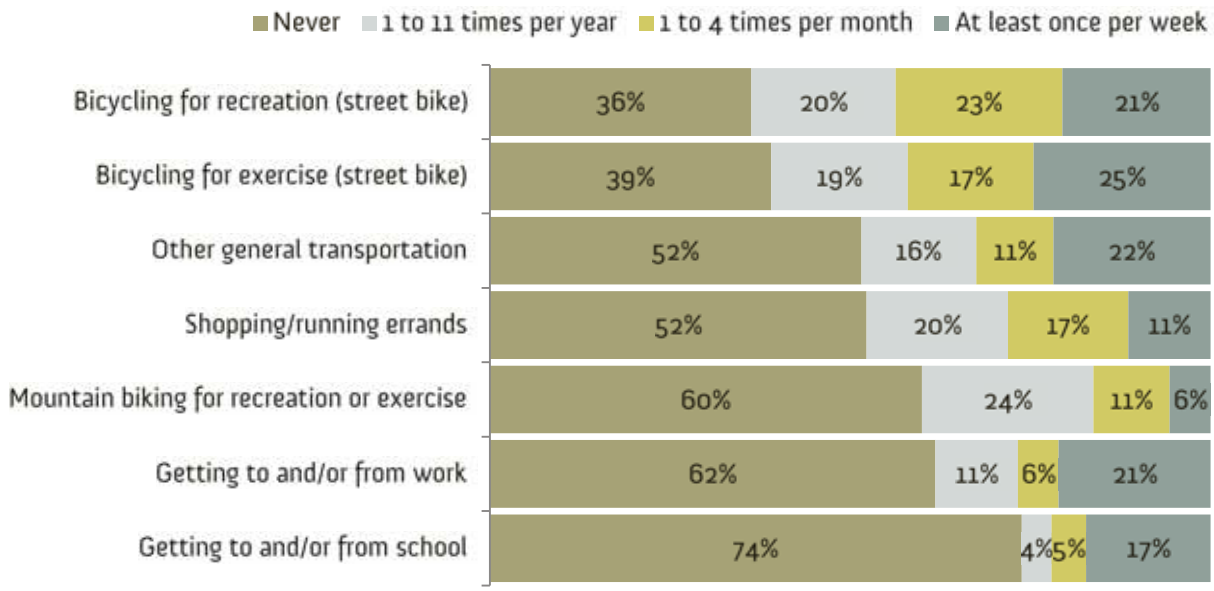
Survey Results

To gauge the overall level of bicycle use in the North Front Range, the NFRMPO Bicycle Survey asked respondents to rate how frequently they rode bicycles for a number of activities ranging from recreation and exercise to commuting and running errands. Respondents tended to ride their bike more often for recreation or exercise than for commuting to and/or from work or school; about two in five respondents reported riding their bikes for recreation or exercise compared to fewer than one in three who reported riding their bikes for the work or school commute. About half of respondents reported never riding their bikes for general transportation or for shopping/running errands. Note that some response categories have been combined in the figure below; *Appendix B: Responses to Survey Questions* contains the full set of frequencies for this question.

In addition to rating the list of bicycling activities, respondents could write in their own words an "other" activity. These write-in responses can be found in *Appendix D: Verbatim Responses to Open-ended Questions*.

Respondents in Fort Collins generally were more likely to ride their bikes for a variety of reasons (including commuting to work and shopping/running errands) than respondents in Loveland, Greeley or Other areas.[1] When compared by sociodemographic characteristics, bike use was generally higher among men, respondents under age 35 and renters than among women, respondents age 35 and older and homeowners. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for additional details.)

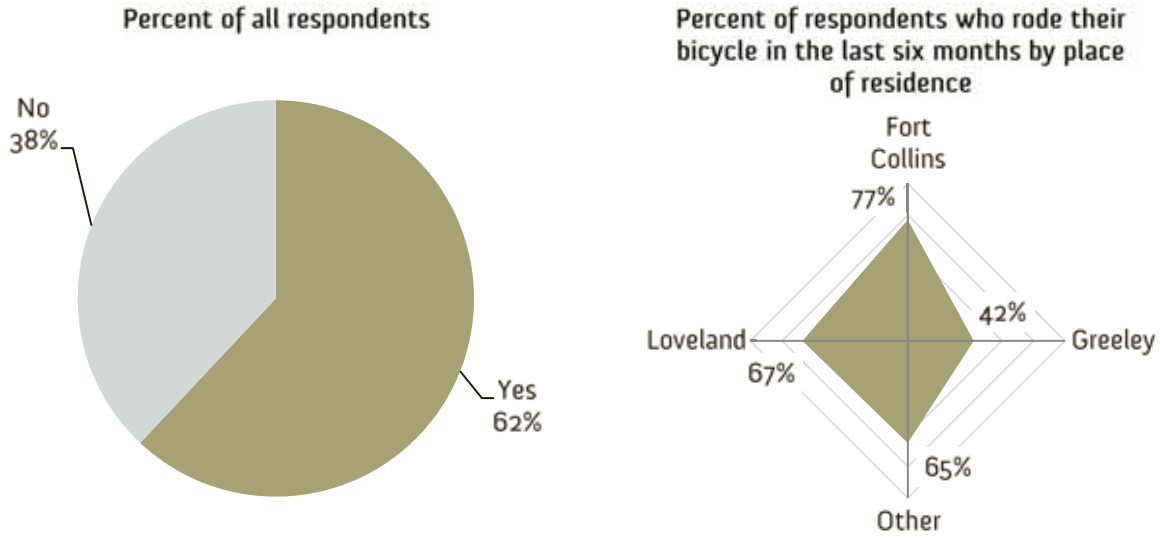
Figure 1: Frequency of Bicycle Use



[1] For comparisons by place of residence, the 13 cities were combined into four areas: Fort Collins; Loveland; Greeley (including the cities of Greeley, Evans and Garden City; and Other (including the cities of Berthoud, Eaton, Johnstown, LaSalle, Milliken, Severance, Timnath and Windsor).

In the six months prior to the survey, about three in five respondents reported having ridden a bicycle. Bike ridership in the last six months was highest in Fort Collins and lowest in Greeley. Additionally, men and respondents under age 55 were more likely to have ridden a bicycle in the last six months than women and respondents age 55 and over. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for additional details.)

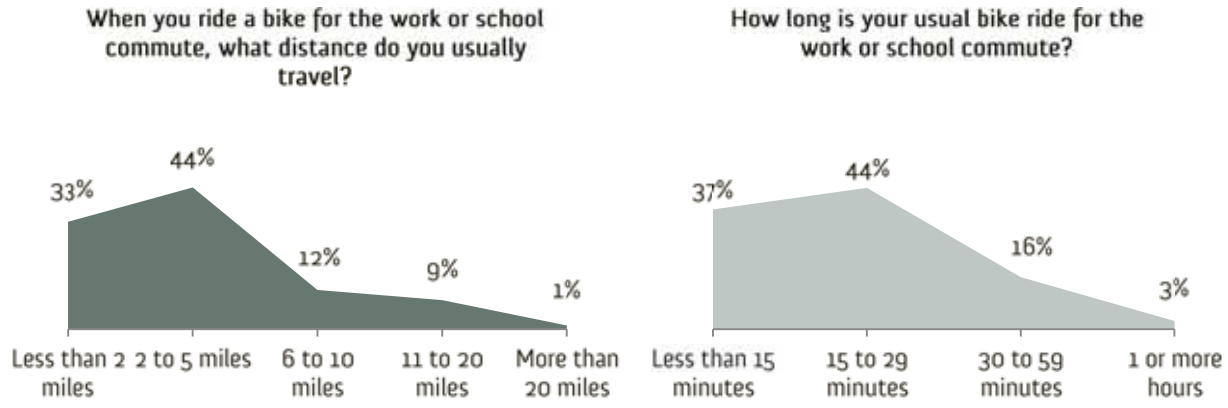
Figure 2: Bicycle Use in Last Six Months



For those respondents who reported having ridden a bicycle in the past six months, the survey included a series of follow-up questions related to the distance and duration of bike trips. For commutes trips to work or school, most respondents rode five miles or less and for under 30 minutes. For non-commute trips, respondents tended to take longer trips in terms of both distance and duration. Note that the response categories have been combined in the figures below; *Appendix B: Responses to Survey Questions* contains the full set of frequencies all the response categories for these questions.

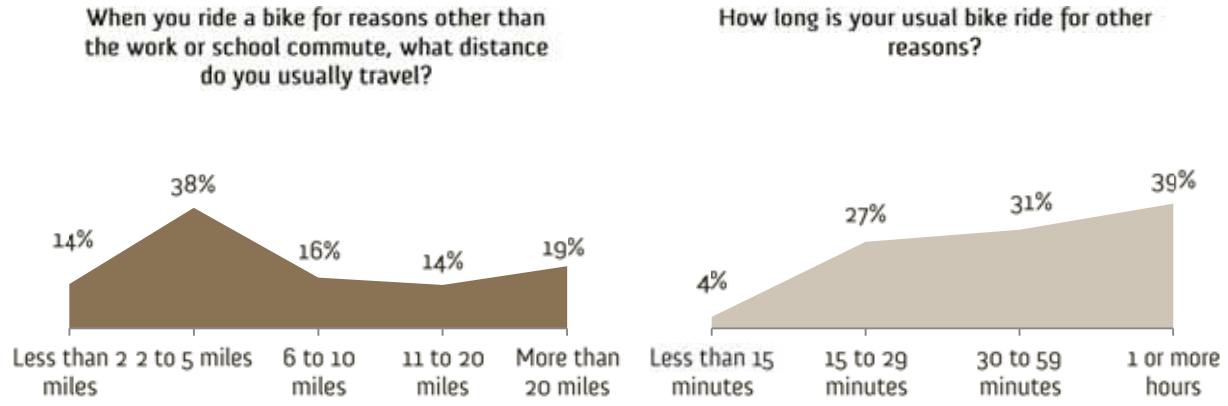
Bike commuters in Fort Collins tended to have shorter trips time-wise when compared to elsewhere in the region. Respondents in Other areas were most likely to not commute by bike but quite likely to bike for other reasons. The distance and duration of non-commute trips were similar among the four areas. Additionally, men were more likely than women to commute by bike and to ride longer distances for non-commute trips. A similar pattern was seen for respondents under age 55 when compared to their older counterparts. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for additional details.)

Figure 3: Distance and Duration of Work or school Bicycle Commute



Asked only of those respondents who reported riding their bike in the last six months.

Figure 4: Distance and Duration of Non-commute Bicycle Trips



Asked only of those respondents who reported riding their bike in the last six months.

For those respondents who reported not having ridden a bicycle in the past six months, the survey included a series of follow-up questions related to barriers to increased bike ridership. Over half of those respondents (answering "no") cited lack of bike ownership as a reason why they had not ridden a bike in the last six months. About one in five non-riders were not interested in riding a bike and slightly fewer (about one in six) had not ridden a bike due to inabilities (e.g., health condition), time or safety concerns.

In addition to selecting from a list of possible reasons for not riding a bike, respondents could write in their own words an "other" reason. These write-in responses can be found in *Appendix D: Verbatim Responses to Open-ended Questions*.

Across the region, respondents provided similar reasons for not having ridden a bicycle, although respondents in Other areas of the North Front Range were more likely to say it was unsafe to ride a bicycle and that no adequate facilities existed. When compared by respondent sociodemographic characteristics, adults age 55 and over were more likely to cite inabilities (e.g., health condition) and safety as reasons for not riding a bike. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for additional details.)

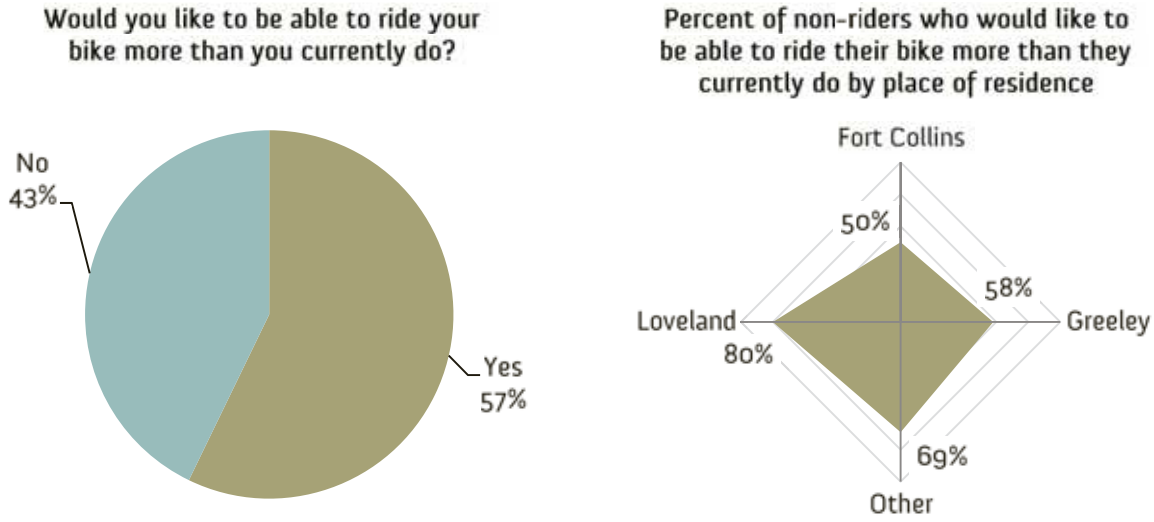
Figure 5: Reasons for Having Not Ridden a Bicycle in Past Six Months

Why haven't you ridden a bicycle in the last six months?	Percent of respondents
I don't own a bike	57%
I'm not interested in riding a bike	22%
I am unable to ride a bike (health conditions, etc.)	18%
I'm too busy; I don't have time	17%
It is unsafe to ride a bicycle	16%
Distances to destinations are too far	5%
I don't know how	4%
No adequate facilities exist	4%
Other	9%

Asked only of those respondents who reported not riding a bike in the last six months.

Over half of respondents who had not ridden a bike in the last six months would like to be able to ride more than they currently do. Loveland residents expressed a greater desire to ride their bikes more than those in other areas of the region. Additionally, men, respondents under age 34 and renters tended to wanted to ride their bikes more often than women, older respondents and homeowners. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for additional details.)

Figure 6: Interest in Riding a Bicycle More



Asked only of those respondents who reported not riding a bike in the last six months.

For those who had not ridden a bike in the past six months, about half of non-riders felt having more well-marked greenways and off-road paths would help them to ride their bikes more. About one-third of respondent would ride their bikes more if motorists drove slower and respected cyclists or if there were wider roads for riding or roads had paved shoulders.

In addition to selecting from a list of motivations that might inspire non-riders to increase their bike ridership, respondents could write in their own words "other" motivations. Almost half of respondents wrote in an "other" motivation; these write-in responses can be found in *Appendix D: Verbatim Responses to Open-ended Questions.*

Fort Collins non-riders were more likely to say they would be more inclined to ride their bikes if they felt safer or more confident on their bikes or if there were more well-marked greenways and off-road paths. Greeley non-riders, on the other hand, would be more inclined to ride their bikes if there were more on-road facilities such as bike lanes or if street/road conditions were better, such as smooth pavement and less debris. Women were more likely than men to cite improved safety (e.g., felt safer, motorists drove slower and better street/road conditions) as a motivator to increased bike ridership. Additional comparisons by area of residence and demographics can be found in *Appendix C: Selected Survey Results by Respondent Characteristics.*

Figure 7: Things that Would Make Respondents Inclined to Ride a Bicycle More

I would ride my bike more if:	Percent of respondents
There were more well-marked greenways and off-road paths	50%
Motorists drove slower & respected cyclists	34%
There were wider roads for riding or roads had paved shoulders	34%
There were more on-road facilities such as bike lanes	31%
I felt safer	27%
Street/road conditions were better, such as smooth pavement & less debris	22%
I felt more confident on my bike	13%
I knew how to ride a bicycle	0%
Other	49%

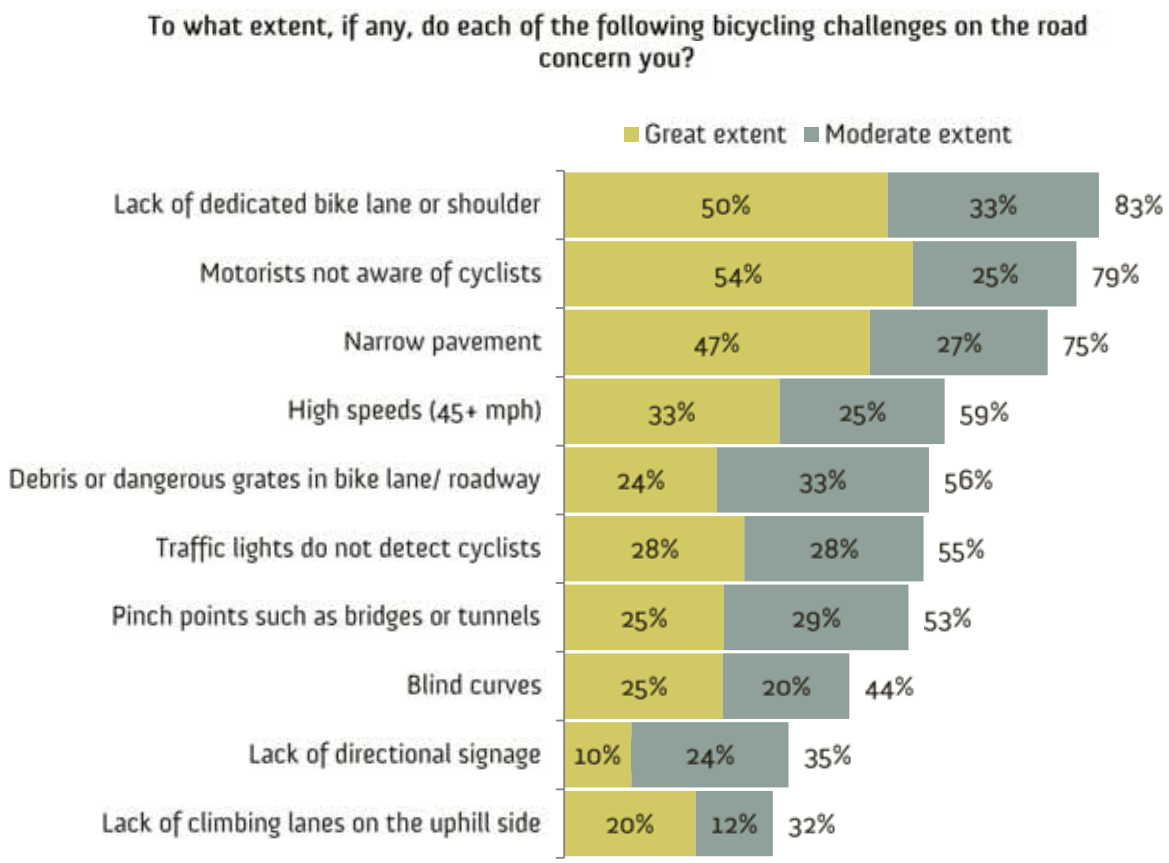
Asked only of those respondents who reported not riding a bike in the last six months.

All survey respondents rated the extent to which a series of bicycling challenges were of concern to them. These challenges encompassed physical aspects of roads (e.g., bike lanes, climbing lanes on hills, debris) as well as awareness of motorists, directional signage and traffic signal issues. About four in five respondents felt lack of dedicated bike lanes and motorists not being aware of cyclists were great or moderate concerns, while slightly fewer (about three-quarters) cited narrow pavement as a great or moderate concern. Respondents were least concerned about lack of directional signage and climbing lanes on the uphill sides of roads; about one-third felt these challenges were of great or moderate concern.

In addition to rating this list of bicycling challenges, respondents could write in their own words an "other" challenge. These write-in responses can be found in *Appendix D: Verbatim Responses to Open-ended Questions*. Additionally, *Appendix B: Responses to Survey Questions* contains the full set of frequencies for this question, including the proportion of "don't know" responses.

While ratings of these bicycling challenges were similar across the four areas of the North Front Range, some differences in opinion were found when comparing results by respondent gender, age and housing tenure. Generally, women were more likely than men to rate each of these challenges as a great or moderate concern and the youngest respondents were more likely to cite the lack of dedicated bike lanes or shoulders as concerns than their older counterparts. Renters more often rated blind curves and traffic lights' inability to detect cyclists as concerns than did homeowners. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for additional details.)

Figure 8: Ratings of Bicycling Challenges



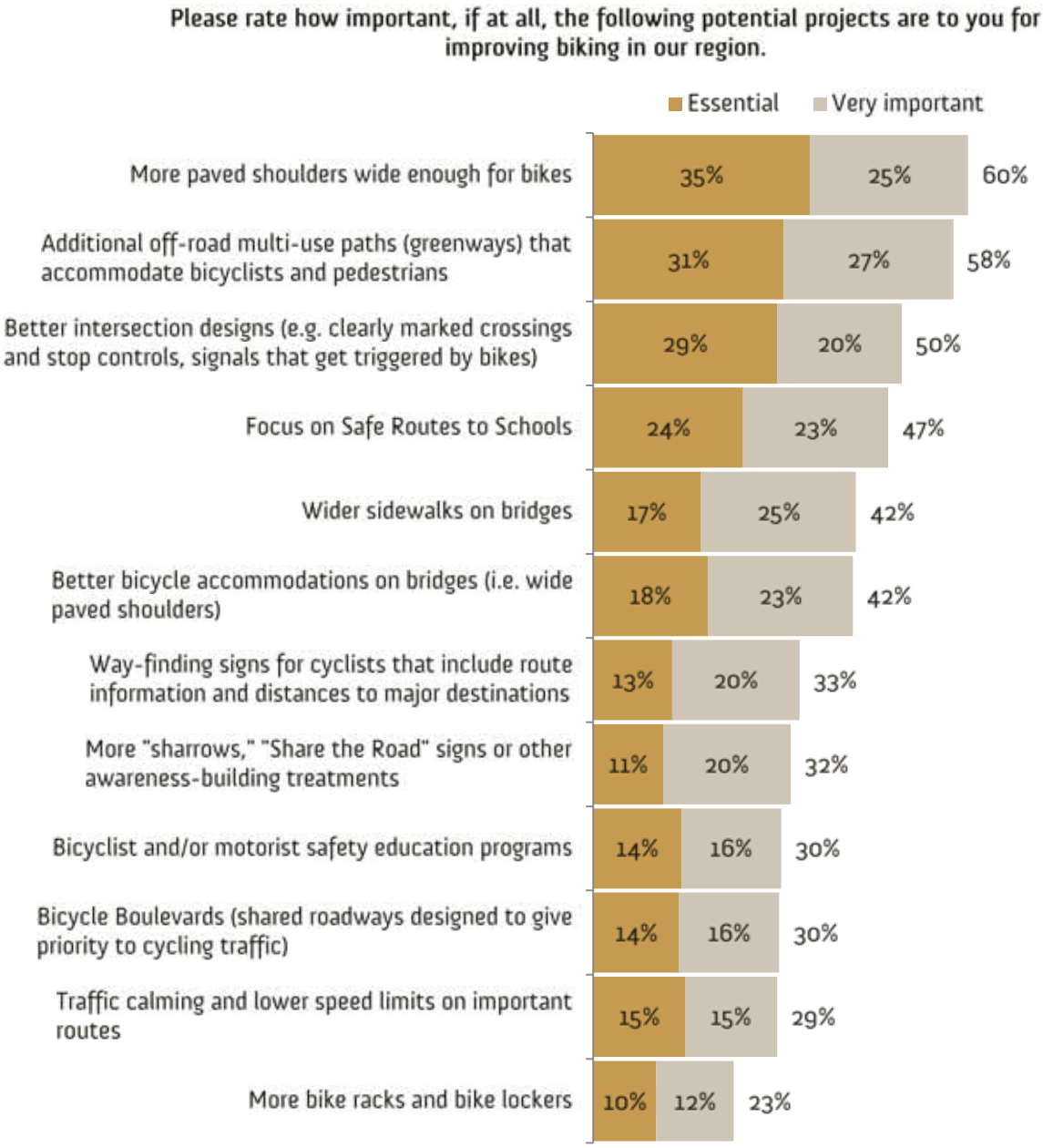
After rating the list of bicycling challenges, respondents rated the importance of potential projects for improving biking in the region (Figure 9). These projects ranged in nature from improving road conditions or creating additional paths to adding more signage or providing more education programs. Three in five respondents rated more paved shoulders wide enough for bikes and additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians as essential or very important for improving biking. About half of respondents thought better intersection designs and Focus on Safe Routes to Schools were essential or very important to improve biking. Less than one-third of respondents felt more bike racks and bike lockers, traffic calming and lower speed limits on important routes, Bicycle Boulevards (shared roadways designed to give priority to cycling traffic) and bicyclist and/or motorist safety education programs were essential or very important projects.

In addition to rating this list of potential projects, respondents could write in their own words an "other" project. These write-in responses can be found in *Appendix D: Verbatim Responses to Open-ended Questions*. Additionally, *Appendix B: Responses to Survey Questions* contains the full set of frequencies for this question, including the proportion of respondents who said "somewhat important," "not at all important" or "don't know."

Overall, few differences in the importance of these projects were found by area of residence or respondent demographics. *Appendix C: Selected Survey Results by Respondent Characteristics* provides the complete comparisons, observed differences included the following:

- Respondents in Fort Collins and Other areas of the North Front Range were more likely than respondents in Loveland or Greeley to feel that more paved shoulders wide enough for bikes would improve biking in the region.
- Women gave greater importance to way-finding signs for cyclists that include route information and distances to major destinations and more bike racks and bike lockers than men.
- The youngest respondents gave greater importance to better intersection designs (e.g., clearly marked crossings and stop controls, signals that get triggered by bikes) than older respondents.

Figure 9: Importance of Potential Projects



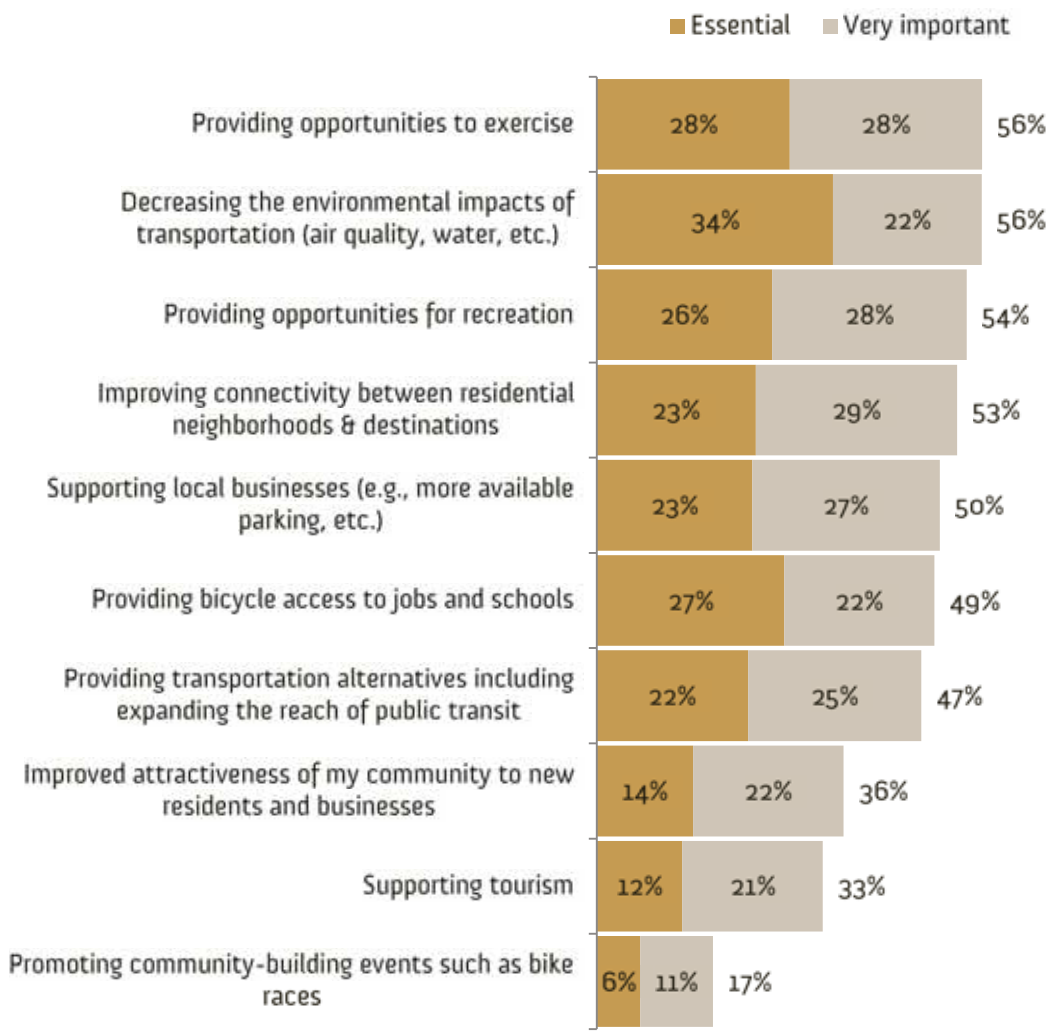
After rating the importance of projects, respondents rated the importance of a wide-range of benefits and uses of a regional bike system (Figure 10). Over half of respondents felt that improving connectivity between residential neighborhoods and destinations; providing opportunities for recreation; decreasing the environmental impacts of transportation (air quality, water, etc.); and providing opportunities to exercise were essential or very important to them. About half of respondents cited providing transportation alternatives including expanding the reach of public transit; providing bicycle access to jobs and schools; and supporting local businesses (e.g., more available parking, etc.) as essential or very important. Less than one in five respondents thought promoting community-building events such as bike races would be an important benefit to the system.

In addition to rating this list of benefits and uses, respondents could write in their own words an "other" benefit or use of a regional bike system. These write-in responses can be found in *Appendix D: Verbatim Responses to Open-ended Questions*. Additionally, *Appendix B: Responses to Survey Questions* contains the full set of frequencies for this question, including the proportion of respondents who said "somewhat important," "not at all important" or "don't know."

Across the region, respondents generally felt similarly about each of the benefits and uses of a regional bike system, however, respondents in Fort Collins and in Other areas were more likely than respondents in Loveland or Greeley to rate providing opportunities to exercise as essential or very important to them.

Men gave greater importance to promoting community-building events such as bike races than women, while women gave greater importance to decreasing the environmental impacts of transportation (air quality, water, etc.) and providing opportunities for recreation than men. Overall, respondents age 55 and over and homeowners tended to rate all of the benefits and uses of a regional bike system lower than their counterparts. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for the complete set of comparisons by place of residence and sociodemographic characteristics.)

Figure 10: Importance of Benefits of a Region Bike System



Appendix A: Respondent Characteristics

Characteristics of the survey respondents are displayed in the tables and graphs below. (Note: As with the other data presented in this report, characteristics are based on the weighted dataset, adjusted to best represent the demographic profile of North Front Range. See *Appendix E: Survey Methodology* for more information on the weighting process.)

Table 1: Length of Residency

How many years have you lived in this region?	Percent of respondents
Less than 5 years	27%
5 to 9 years	22%
10 to 14 years	12%
15 to 19 years	6%
20 or more years	33%
Average years in the region	16.2

Table 2: Housing Tenure

Do you rent or own your home?	Percent of respondents
Rent	38%
Own	62%

Table 3: Respondent Gender

What is your gender?	Percent of respondents
Male	50%
Female	50%

Table 4: Respondent Age

In which category is your age?	Percent of respondents
18-24 years	10%
25-34 years	29%
35-44 years	15%
45-54 years	19%
55-64 years	14%
65-74 years	9%
75 years or older	4%

Table 5: Respondent Ethnicity

Are you Spanish, Hispanic or Latino?	Percent of respondents
Yes	7%
No	93%

Appendix B: Responses to Survey Questions

The full set of responses to each survey question is displayed in the following tables. (Note: As with the other data presented in this report, these responses are based on the weighted dataset, adjusted to best represent the demographic profile of NFRMPO residents. See *Appendix E: Survey Methodology* for more information on the weighting process.)

Tables 6 to 23 display the complete set of responses to each question on the survey, *excluding* the "don't know" responses. Tables 24 to 41 display the complete set of responses to each question on the survey, *including* the "don't know" responses where "don't know" was a response option.

Frequencies Excluding Don't Know

Table 6: Question 1

About how frequently, if ever, do you ride your bike for the following reasons?	Never	Once or twice a year	3 to 11 times a year	Once or twice a month	3 to 4 times a month	Once or twice a week	3 or more times a week	Total
Getting to and/or from work	62%	5%	6%	3%	3%	5%	17%	100%
Getting to and/or from school	74%	3%	1%	3%	2%	3%	15%	100%
Shopping/running errands	52%	6%	13%	8%	8%	5%	6%	100%
Other general transportation	52%	7%	9%	5%	6%	12%	10%	100%
Bicycling for recreation (street bike)	36%	8%	12%	12%	11%	9%	11%	100%
Bicycling for exercise (street bike)	39%	6%	13%	7%	11%	12%	13%	100%
Mountain biking for recreation or exercise	60%	12%	11%	3%	7%	3%	2%	100%
Other	8%	0%	0%	0%	4%	49%	39%	100%

Table 7: Question 2

Have you ridden a bicycle in the last six months?	Percent of respondents
Yes	61%
No	39%
Total	100%

Table 8: Question 3

When you ride a bike for the work or school commute, what distance do you usually travel?	Percent of respondents
Less than 2 miles	21%
2 to 5 miles	28%
6 to 10 miles	8%
11 to 20 miles	6%
More than 20 miles	1%
I don't ride a bike for work or school	36%
Total	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 9: Question 4

How long is your usual bike ride for the work or school commute?	Percent of respondents
Less than 15 minutes	24%
15 to 29 minutes	28%
30 to 59 minutes	10%
1 or more hours	2%
I don't ride a bike for work or school	36%
Total	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 10: Question 5

When you ride a bike for reasons other than the work or school commute, what distance do you usually travel?	Percent of respondents
Less than 2 miles	13%
2 to 5 miles	36%
6 to 10 miles	15%
11 to 20 miles	13%
More than 20 miles	18%
I don't ride a bike for other reasons	5%
Total	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 11: Question 6

How long is your usual bike ride for other reasons?	Percent of respondents
Less than 15 minutes	3%
15 to 29 minutes	25%
30 to 59 minutes	29%
1 or more hours	37%
I don't ride a bike for other reasons	6%
Total	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 12: Question 7

Why haven't you ridden a bicycle in the last six months?	Percent of respondents
I don't know how	4%
I don't own a bike	54%
I am unable to ride a bike (health conditions, etc.)	17%
I'm too busy; I don't have time	16%
I'm not interested in riding a bike	21%
No adequate facilities exist	4%
Distances to destinations are too far	5%
It is unsafe to ride a bicycle	15%
Other	20%

Total may exceed 100% as respondents could select more than one response.
Asked only of those respondents who reported not riding a bike in the last six months.

Table 13: Question 8

Would you like to be able to ride your bike more than you currently do?	Percent of respondents
Yes	57%
No	43%

Asked only of those respondents who reported not riding a bike in the last six months.

Table 14: Question 9

I would ride my bike more if:	Percent of respondents
I knew how to ride a bicycle	0%
I felt more confident on my bike	13%
I felt safer	28%
Motorists drove slower & respected cyclists	35%
There were more well-marked greenways and off-road paths	51%
There were more on-road facilities such as bike lanes	31%
Street/road conditions were better, such as smooth pavement & less debris	22%
There were wider roads for riding or roads had paved shoulders	35%
Other	51%

Asked only of those respondents who reported not riding a bike in the last six months.

Table 15: Question 10

To what extent, if any, do each of the following bicycling challenges on the road concern you?	Great extent	Moderate extent	Small extent	Not at all	Total
Narrow pavement	47%	27%	14%	12%	100%
Lack of dedicated bike lane or shoulder	50%	33%	8%	9%	100%
Blind curves	25%	20%	33%	23%	100%
Lack of climbing lanes on the uphill side	20%	12%	32%	36%	100%
Traffic lights do not detect cyclists	28%	28%	24%	21%	100%
Debris or dangerous grates in bike lane/ roadway	24%	33%	28%	16%	100%
High speeds (45+ mph)	33%	25%	23%	19%	100%
Motorists not aware of cyclists	54%	25%	12%	9%	100%
Pinch points such as bridges or tunnels	25%	29%	28%	19%	100%
Lack of directional signage	10%	24%	28%	38%	100%
Other	72%	28%	0%	0%	100%

Table 16: Question 11

Please rate how important, if at all, the following potential projects are to you for improving biking in our region.	Essential	Very important	Important	Somewhat important	Not at all important	Total
More paved shoulders wide enough for bikes	35%	25%	24%	9%	7%	100%
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	31%	27%	24%	9%	9%	100%
Traffic calming and lower speed limits on important routes	15%	15%	22%	26%	22%	100%
More "sharrows," "Share the Road" signs or other awareness-building treatments	11%	20%	24%	23%	22%	100%
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	18%	23%	30%	19%	9%	100%
Wider sidewalks on bridges	17%	25%	23%	22%	13%	100%
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	29%	20%	25%	14%	11%	100%
Way-finding signs for cyclists that include route information and distances to major destinations	13%	20%	22%	24%	20%	100%
Focus on Safe Routes to Schools	24%	23%	30%	11%	11%	100%
More bike racks and bike lockers	10%	12%	30%	30%	18%	100%
Bicyclist and/or motorist safety education programs	14%	16%	26%	26%	18%	100%
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	14%	16%	30%	19%	21%	100%
Other	77%	9%	12%	3%	0%	100%

Table 17: Question 12

Please rate how important, if at all, the following benefits and uses of a regional bike system are to you.	Essential	Very important	Important	Somewhat important	Not at all important	Total
Providing bicycle access to jobs and schools	27%	22%	23%	13%	15%	100%
Providing transportation alternatives including expanding the reach of public transit	22%	25%	28%	13%	12%	100%
Promoting community-building events such as bike races	6%	11%	25%	30%	29%	100%
Improving connectivity between residential neighborhoods & destinations	23%	29%	24%	12%	12%	100%
Improved attractiveness of my community to new residents and businesses	14%	22%	29%	18%	17%	100%
Decreasing the environmental impacts of transportation (air quality, water, etc.)	34%	22%	21%	11%	11%	100%
Providing opportunities to exercise	28%	28%	23%	10%	11%	100%
Providing opportunities for recreation	26%	28%	25%	10%	10%	100%
Supporting tourism	12%	21%	33%	17%	17%	100%
Supporting local businesses (e.g., more available parking, etc.)	23%	27%	28%	13%	9%	100%
Other	72%	28%	0%	0%	0%	100%

Table 18: Question 20

How many years have you lived in this region?	Percent of respondents
Less than 5 years	27%
5 to 9 years	22%
10 to 14 years	12%
15 to 19 years	6%
20 or more years	33%
Average years in the region	16.2

Table 19: Question 21

Do you rent or own your home?	Percent of respondents
Rent	38%
Own	62%

Table 20: Question 22

What is your gender?	Percent of respondents
Male	50%
Female	50%

Table 21: Question 23

In which category is your age?	Percent of respondents
18-24 years	10%
25-34 years	29%
35-44 years	15%
45-54 years	19%
55-64 years	14%
65-74 years	9%
75 years or older	4%

Table 22: Question 24

Are you Spanish, Hispanic or Latino?	Percent of respondents
Yes	7%
No	93%

Table 23: Question 25

Would you like to receive email announcements regarding the NFRMPO Regional Bicycle Plan?	Percent of respondents
No	73%
Yes	27%

Frequencies Including Don't Know

The following pages contain a complete set of responses to each question on the survey, including the "don't know" responses. The percent of respondents giving a particular response is shown followed by the number of respondents.

Table 24: Question 1

About how frequently, if ever, do you ride your bike for the following reasons?	Never		Once or twice a year		3 to 11 times a year		Once or twice a month		3 to 4 times a month		Once or twice a week		3 or more times a week		Total	
Getting to and/or from work	62%	129	5%	11	6%	13	3%	6	3%	6	5%	9	17%	34	100%	208
Getting to and/or from school	74%	147	3%	7	1%	2	3%	6	2%	3	3%	5	15%	29	100%	199
Shopping/running errands	52%	109	6%	13	13%	28	8%	18	8%	17	5%	10	6%	13	100%	209
Other general transportation	52%	105	7%	13	9%	19	5%	9	6%	12	12%	24	10%	20	100%	204
Bicycling for recreation (street bike)	36%	76	8%	16	12%	26	12%	25	11%	24	9%	19	11%	24	100%	209
Bicycling for exercise (street bike)	39%	81	6%	13	13%	27	7%	14	11%	22	12%	24	13%	27	100%	208
Mountain biking for recreation or exercise	60%	122	12%	25	11%	23	3%	6	7%	15	3%	7	2%	5	100%	204
Other	8%	1	0%	0	0%	0	0%	0	4%	0	49%	5	39%	4	100%	10

Table 25: Question 2

Have you ridden a bicycle in the last six months?	Percent of respondents	Count
Yes	61%	136
No	39%	89
Total	100%	225

Table 26: Question 3

When you ride a bike for the work or school commute, what distance do you usually travel?	Percent of respondents	Count
Less than 2 miles	21%	29
2 to 5 miles	28%	39
6 to 10 miles	8%	11
11 to 20 miles	6%	8

When you ride a bike for the work or school commute, what distance do you usually travel?	Percent of respondents	Count
More than 20 miles	1%	1
I don't ride a bike for work or school	36%	49
Total	100%	137

Table 27: Question 4

How long is your usual bike ride for the work or school commute?	Percent of respondents	Count
Less than 15 minutes	24%	33
15 to 29 minutes	28%	39
30 to 59 minutes	10%	14
1 or more hours	2%	2
I don't ride a bike for work or school	36%	50
Total	100%	137

Table 28: Question 5

When you ride a bike for reasons other than the work or school commute, what distance do you usually travel?	Percent of respondents	Count
Less than 2 miles	13%	18
2 to 5 miles	36%	50
6 to 10 miles	15%	21
11 to 20 miles	13%	18
More than 20 miles	18%	26
I don't ride a bike for other reasons	5%	7
Total	100%	139

Table 29: Question 6

How long is your usual bike ride for other reasons?	Percent of respondents	Count
Less than 15 minutes	3%	5
15 to 29 minutes	25%	35
30 to 59 minutes	29%	40
1 or more hours	37%	51
I don't ride a bike for other reasons	6%	8
Total	100%	138

Table 30: Question 7

Why haven't you ridden a bicycle in the last six months?	Percent of respondents	Count
I don't know how	4%	3
I don't own a bike	57%	45
I am unable to ride a bike (health conditions, etc.)	17%	14
I'm too busy; I don't have time	16%	13
I'm not interested in riding a bike	21%	18
No adequate facilities exist	4%	3
Distances to destinations are too far	5%	4
It is unsafe to ride a bicycle	15%	13
Other	20%	17

Table 31: Question 8

Would you like to be able to ride your bike more than you currently do?	Percent of respondents	Count
Yes	57%	47
No	43%	35

Table 32: Question 9

I would ride my bike more if:	Percent of respondents	Count
I knew how to ride a bicycle	0%	0
I felt more confident on my bike	13%	6
I felt safer	28%	13
Motorists drove slower & respected cyclists	35%	16
There were more well-marked greenways and off-road paths	51%	24
There were more on-road facilities such as bike lanes	31%	15
Street/road conditions were better, such as smooth pavement & less debris	22%	10
There were wider roads for riding or roads had paved shoulders	35%	16
Other	51%	24

Table 33: Question 10

To what extent, if any, do each of the following bicycling challenges on the road concern you?	Great extent		Moderate extent		Small extent		Not at all		Don't know		Total	
Narrow pavement	44%	94	25%	55	13%	27	11%	23	8%	16	100%	216
Lack of dedicated bike lane or shoulder	46%	99	30%	64	8%	17	8%	18	7%	16	100%	213
Blind curves	22%	47	18%	38	30%	63	21%	45	9%	19	100%	212
Lack of climbing lanes on the uphill side	17%	34	10%	20	26%	53	29%	60	19%	38	100%	205
Traffic lights do not detect cyclists	23%	49	23%	48	19%	41	17%	37	17%	36	100%	211
Debris or dangerous grates in bike lane/ roadway	21%	45	30%	62	25%	53	14%	30	9%	19	100%	209
High speeds (45+ mph)	30%	64	23%	49	21%	44	17%	36	8%	18	100%	211
Motorists not aware of cyclists	51%	109	24%	51	11%	24	8%	18	6%	12	100%	214
Pinch points such as bridges or tunnels	22%	46	26%	53	25%	52	17%	35	10%	20	100%	207
Lack of directional signage	9%	19	21%	44	24%	50	33%	69	12%	26	100%	207
Other	72%	22	28%	9	0%	0	0%	0	0%	0	100%	30

Table 34: Question 11

Please rate how important, if at all, the following potential projects are to you for improving biking in our region.	Essential		Very important		Important		Somewhat important		Not at all important		Don't know		Total	
More paved shoulders wide enough for bikes	34%	72	25%	53	24%	51	8%	18	7%	15	3%	7	100%	215
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	29%	62	26%	56	23%	50	9%	18	8%	18	5%	10	100%	214
Traffic calming and lower speed limits on important routes	14%	30	14%	30	21%	46	25%	54	21%	45	5%	11	100%	216
More "sharrows," "Share the Road" signs or other awareness-building treatments	11%	23	19%	42	23%	49	21%	46	21%	45	5%	11	100%	216
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	17%	37	21%	46	28%	60	18%	39	8%	18	8%	17	100%	216
Wider sidewalks on bridges	16%	34	23%	49	22%	46	20%	43	12%	25	8%	17	100%	214
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	28%	59	19%	40	23%	50	14%	29	11%	23	6%	13	100%	214
Way-finding signs for cyclists that include route information and distances to major destinations	12%	25	19%	41	21%	45	23%	49	19%	40	7%	14	100%	213
Focus on Safe Routes to Schools	22%	47	22%	46	28%	60	11%	23	10%	22	7%	14	100%	211
More bike racks and bike lockers	9%	20	11%	25	27%	58	28%	59	16%	35	8%	16	100%	213
Bicyclist and/or motorist safety education programs	14%	29	15%	33	26%	54	25%	53	17%	37	3%	7	100%	213
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	13%	27	15%	31	28%	60	17%	36	19%	41	9%	20	100%	215
Other	77%	17	9%	2	12%	3	3%	1	0%	0	0%	0	100%	22

Table 35: Question 12

Please rate how important, if at all, the following benefits and uses of a regional bike system are to you.	Essential		Very important		Important		Somewhat important		Not at all important		Don't know		Total	
Providing bicycle access to jobs and schools	26%	57	21%	46	22%	48	13%	28	14%	31	3%	7	100%	217
Providing transportation alternatives including expanding the reach of public transit	21%	45	24%	51	26%	57	12%	26	11%	24	6%	14	100%	217
Promoting community-building events such as bike races	6%	13	10%	22	23%	50	28%	60	27%	58	6%	14	100%	216
Improving connectivity between residential neighborhoods & destinations	22%	48	28%	61	23%	50	11%	24	11%	24	4%	9	100%	217
Improved attractiveness of my community to new residents and businesses	13%	29	21%	45	27%	59	17%	36	17%	36	6%	12	100%	215
Decreasing the environmental impacts of transportation (air quality, water, etc.)	33%	71	21%	45	20%	44	11%	24	10%	23	5%	10	100%	216
Providing opportunities to exercise	27%	60	27%	60	22%	48	10%	22	10%	23	3%	6	100%	218
Providing opportunities for recreation	25%	54	28%	60	25%	54	10%	22	10%	22	3%	6	100%	218
Supporting tourism	12%	26	20%	43	32%	69	16%	35	17%	36	3%	7	100%	217
Supporting local businesses (e.g., more available parking, etc.)	22%	47	26%	57	27%	58	12%	26	9%	20	3%	7	100%	216
Other	72%	8	28%	3	0%	0	0%	0	0%	0	0%	0	100%	11

Table 36: Question 20

How many years have you lived in this region?	Percent of respondents	Count
Less than 5 years	27%	56
5 to 9 years	22%	45
10 to 14 years	12%	26
15 to 19 years	6%	12
20 or more years	33%	69
Average years in the region	16.2	206

Table 37: Question 21

Do you rent or own your home?	Percent of respondents	Count
Rent	38%	77
Own	62%	128

Table 38: Question 22

What is your gender?	Percent of respondents	Count
Male	50%	101
Female	50%	101

Table 39: Question 23

In which category is your age?	Percent of respondents	Count
18-24 years	10%	21
25-34 years	29%	59
35-44 years	15%	29
45-54 years	19%	37
55-64 years	14%	28
65-74 years	9%	18
75 years or older	4%	8

Table 40: Question 24

Are you Spanish, Hispanic or Latino?	Percent of respondents	Count
Yes	7%	14
No	93%	180

Table 41: Question 25

Would you like to receive email announcements regarding the NFRMPO Regional Bicycle Plan?	Percent of respondents	Count
No	73%	142
Yes	27%	53

Appendix C: Selected Survey Results by Respondent Characteristics

The following appendix includes crosstabulations of selected questions by selected respondent characteristics. Where differences between subgroups are "statistically significant" ($p \leq .05$, meaning there is a less than 5% chance that differences observed are due to chance alone), they are highlighted in grey. In order to facilitate comparisons between subgroups, response categories for many questions were combined. "Don't know" responses were excluded from the analysis.

Crosstabulations of Selected Survey Results by Ridership

The following tables display selected survey results by bicycle ridership (whether or not the respondent had ridden a bicycle in the last six months).

Table 42: Ratings of Bicycling Challenges by Ridership

Percent of respondents who felt each of the following challenges concerned them a great or moderate extent	Have you ridden a bicycle in the last six months?		
	Yes	No	Overall
Narrow pavement	74%	76%	75%
Lack of dedicated bike lane or shoulder	83%	82%	82%
Blind curves	42%	48%	44%
Lack of climbing lanes on the uphill side	26%	45%	32%
Traffic lights do not detect cyclists	57%	52%	55%
Debris or dangerous grates in bike lane/ roadway	59%	51%	56%
High speeds (45+ mph)	57%	61%	59%
Motorists not aware of cyclists	83%	71%	79%
Pinch points such as bridges or tunnels	55%	49%	53%
Lack of directional signage	28%	50%	34%

Table 43: Importance of Potential Projects by Ridership

Percent of respondents rating each of the following potential projects as essential or very important	Have you ridden a bicycle in the last six months?		
	Yes	No	Overall
More paved shoulders wide enough for bikes	65%	51%	60%
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	60%	54%	58%
Traffic calming and lower speed limits on important routes	33%	23%	29%
More "sharrows," "Share the Road" signs or other awareness-building treatments	28%	39%	32%
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	43%	38%	41%
Wider sidewalks on bridges	39%	49%	42%
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	51%	48%	50%
Way-finding signs for cyclists that include route information and distances to major destinations	32%	35%	33%
Focus on Safe Routes to Schools	48%	46%	47%
More bike racks and bike lockers	20%	27%	23%
Bicyclist and/or motorist safety education programs	23%	44%	30%
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	33%	25%	30%

Table 44: Importance of Benefits of a Region Bike System by Ridership

Percent of respondents rating each of the following benefits and uses of a regional bike system as essential or very important	Have you ridden a bicycle in the last six months?		
	Yes	No	Overall
Providing bicycle access to jobs and schools	61%	28%	49%
Providing transportation alternatives including expanding the reach of public transit	50%	43%	47%
Promoting community-building events such as bike races	21%	11%	17%
Improving connectivity between residential neighborhoods & destinations	62%	35%	53%
Improved attractiveness of my community to new residents and businesses	41%	27%	36%
Decreasing the environmental impacts of transportation (air quality, water, etc.)	60%	51%	56%
Providing opportunities to exercise	60%	50%	56%
Providing opportunities for recreation	57%	49%	54%
Supporting tourism	35%	30%	33%
Supporting local businesses (e.g., more available parking, etc.)	53%	45%	50%

Crosstabulations of Selected Survey Results by Place of Residence

For the comparison of results by area of residence, the 13 areas were combined to four: Fort Collins; Loveland; Greeley (including the cities of Greeley, Evans and Garden City; and Other (including the cities of Berthoud, Eaton, Johnstown, LaSalle, Milliken, Severance, Timnath and Windsor).

Table 45: Frequency of Bicycle Use by Place of Residence

Percent of respondents riding a bicycle at least once a month	Fort Collins	Loveland	Greeley	Other	Overall
Getting to and/or from work	42%	21%	22%	1%	28%
Getting to and/or from school	28%	22%	22%	11%	23%
Shopping/running errands	46%	18%	15%	19%	29%
Other general transportation	50%	34%	20%	13%	34%
Bicycling for recreation (street bike)	52%	54%	29%	46%	45%
Bicycling for exercise (street bike)	51%	51%	27%	46%	43%
Mountain biking for recreation or exercise	20%	13%	15%	14%	16%

Table 46: Rode a Bicycle in the Last Six Month by Place of Residence

	Fort Collins	Loveland	Greeley	Other	Overall
Percent of respondents who rode their bicycle in the last six months	77%	67%	42%	65%	64%

Table 47: Distance of Work or school Commute by Place of Residence

When you ride a bike for the work or school commute, what distance do you usually travel?	Fort Collins	Loveland	Greeley	Other	Overall
Less than 2 miles	26%	11%	27%	7%	22%
2 to 5 miles	33%	26%	32%	12%	30%
6 to 10 miles	5%	12%	9%	0%	7%
11 to 20 miles	4%	12%	6%	5%	6%
More than 20 miles	0%	4%	0%	0%	1%
I don't ride a bike for work or school	31%	34%	25%	76%	35%
Total	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 48: Duration of Work or school Commute by Place of Residence

How long is your usual bike ride for the work or school commute?	Fort Collins	Loveland	Greeley	Other	Overall
Less than 15 minutes	31%	12%	27%	7%	24%
15 to 29 minutes	30%	26%	36%	12%	29%
30 to 59 minutes	7%	24%	12%	0%	10%
1 or more hours	1%	4%	0%	5%	2%
I don't ride a bike for work or school	32%	34%	25%	76%	35%
Total	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 49: Distance of Non-commute Trips by Place of Residence

When you ride a bike for reasons other than the work or school commute, what distance do you usually travel?	Fort Collins	Loveland	Greeley	Other	Overall
Less than 2 miles	14%	17%	7%	10%	13%
2 to 5 miles	38%	18%	42%	36%	35%
6 to 10 miles	11%	19%	15%	37%	16%
11 to 20 miles	19%	11%	0%	10%	13%
More than 20 miles	15%	30%	27%	0%	18%
I don't ride a bike for other reasons	3%	4%	9%	7%	5%
Total	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 50: Duration of Non-commute Trips by Place of Residence

How long is your usual bike ride for other reasons?	Fort Collins	Loveland	Greeley	Other	Overall
Less than 15 minutes	3%	3%	2%	11%	4%
15 to 29 minutes	34%	18%	11%	20%	25%
30 to 59 minutes	19%	31%	54%	34%	30%
1 or more hours	39%	44%	26%	26%	36%
I don't ride a bike for other reasons	5%	4%	7%	10%	6%
Total	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 51: Reasons for Having Not Ridden a Bicycle in Past Six Months by Place of Residence

Why haven't you ridden a bicycle in the last six months?	Fort Collins	Loveland	Greeley	Other	Overall
I don't know how	12%	0%	0%	0%	3%
I don't own a bike	50%	37%	63%	37%	53%
I am unable to ride a bike (health conditions, etc.)	21%	6%	15%	13%	15%
I'm too busy; I don't have time	0%	29%	22%	2%	15%
I'm not interested in riding a bike	21%	11%	28%	19%	22%
No adequate facilities exist	0%	0%	1%	39%	4%
Distances to destinations are too far	0%	14%	0%	17%	4%
It is unsafe to ride a bicycle	17%	15%	13%	40%	17%
Other	34%	13%	22%	15%	23%

Statistical significance not tested.
Total may exceed 100% as respondents could select more than one response.
Asked only of those respondents who reported not riding a bike in the last six months.

Table 52: Interest in Riding a Bicycle More by Place of Residence

	Fort Collins	Loveland	Greeley	Other	Overall
Percent of respondents who would like to be able to ride their bike more than they currently do	50%	80%	58%	69%	60%

Asked only of those respondents who reported not riding a bike in the last six months.

Table 53: Things that Would Make Respondents Inclined to Ride a Bicycle More by Place of Residence

I would ride my bike more if:	Fort Collins	Loveland	Greeley	Other	Overall
I knew how to ride a bicycle	0%	0%	0%	0%	0%
I felt more confident on my bike	24%	0%	9%	21%	12%
I felt safer	67%	6%	19%	28%	27%
Motorists drove slower & respected cyclists	36%	20%	55%	4%	37%
There were more well-marked greenways and off-road paths	66%	17%	56%	62%	50%
There were more on-road facilities such as bike lanes	14%	11%	49%	36%	31%
Street/road conditions were better, such as smooth pavement & less debris	28%	0%	37%	15%	24%
There were wider roads for riding or roads had paved shoulders	42%	11%	44%	15%	33%
Other	68%	67%	35%	55%	52%

Statistical significance not tested.
Total may exceed 100% as respondents could select more than one response.
Asked only of those respondents who reported not riding a bike in the last six months.

Table 54: Ratings of Bicycling Challenges by Place of Residence

Percent of respondents who felt each of the following challenges concerned them a great or moderate extent	Fort Collins	Loveland	Greeley	Other	Overall
Narrow pavement	74%	69%	78%	78%	75%
Lack of dedicated bike lane or shoulder	80%	75%	93%	74%	82%
Blind curves	41%	48%	44%	51%	44%
Lack of climbing lanes on the uphill side	23%	38%	41%	40%	33%
Traffic lights do not detect cyclists	57%	51%	60%	45%	55%
Debris or dangerous grates in bike lane/ roadway	63%	53%	58%	45%	58%
High speeds (45+ mph)	62%	57%	60%	61%	60%
Motorists not aware of cyclists	80%	87%	77%	69%	79%
Pinch points such as bridges or tunnels	61%	49%	41%	55%	52%
Lack of directional signage	36%	24%	37%	30%	34%

Table 55: Importance of Potential Projects by Place of Residence

Percent of respondents rating each of the following potential projects as essential or very important	Fort Collins	Loveland	Greeley	Other	Overall
More paved shoulders wide enough for bikes	71%	39%	51%	68%	59%
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	55%	49%	61%	68%	57%
Traffic calming and lower speed limits on important routes	29%	32%	31%	39%	31%
More "sharrows," "Share the Road" signs or other awareness-building treatments	29%	23%	44%	32%	33%
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	41%	45%	38%	48%	42%
Wider sidewalks on bridges	38%	43%	44%	53%	42%
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	52%	41%	57%	34%	50%
Way-finding signs for cyclists that include route information and distances to major destinations	32%	32%	39%	32%	34%
Focus on Safe Routes to Schools	40%	60%	52%	45%	48%
More bike racks and bike lockers	28%	24%	19%	20%	24%
Bicyclist and/or motorist safety education programs	23%	33%	39%	36%	30%
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	32%	30%	27%	32%	30%

Table 56: Importance of Benefits of a Region Bike System by Place of Residence

Percent of respondents rating each of the following benefits and uses of a regional bike system as essential or very important	Fort Collins	Loveland	Greeley	Other	Overall
Providing bicycle access to jobs and schools	58%	43%	48%	42%	51%
Providing transportation alternatives including expanding the reach of public transit	47%	49%	47%	45%	47%
Promoting community-building events such as bike races	21%	26%	9%	13%	17%
Improving connectivity between residential neighborhoods & destinations	51%	55%	52%	64%	53%
Improved attractiveness of my community to new residents and businesses	33%	45%	33%	51%	37%
Decreasing the environmental impacts of transportation (air quality, water, etc.)	64%	56%	55%	39%	58%
Providing opportunities to exercise	71%	41%	43%	68%	57%
Providing opportunities for recreation	60%	47%	45%	68%	54%
Supporting tourism	36%	35%	21%	39%	32%
Supporting local businesses (e.g., more available parking, etc.)	53%	45%	47%	48%	49%

Crosstabulations of Selected Survey Results by Respondent Demographic Characteristics

The following tables display survey results by respondent gender, age and housing tenure (rent or own).

Table 57: Frequency of Bicycle Use by Gender, Age and Housing Tenure

Percent of respondents riding a bicycle at least once a month	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
Getting to and/or from work	34%	23%	29%	48%	20%	10%	29%	44%	18%	28%
Getting to and/or from school	21%	27%	24%	45%	18%	1%	25%	35%	16%	24%
Shopping/running errands	33%	26%	30%	44%	24%	16%	30%	36%	26%	30%
Other general transportation	43%	26%	35%	50%	29%	20%	35%	46%	26%	34%
Bicycling for recreation (street bike)	57%	33%	45%	50%	54%	30%	46%	51%	40%	45%
Bicycling for exercise (street bike)	52%	34%	43%	50%	48%	30%	44%	49%	39%	43%
Mountain biking for recreation or exercise	27%	8%	17%	22%	23%	3%	17%	18%	17%	17%

Table 58: Rode a Bicycle in the Last Six Month by Gender, Age and Housing Tenure

	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
Percent of respondents who rode their bicycle in the last six months	75%	53%	64%	74%	68%	45%	64%	64%	64%	64%

Table 59: Distance of Work or school Commute by Gender, Age and Housing Tenure

When you ride a bike for the work or school commute, what distance do you usually travel?	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
Less than 2 miles	21%	25%	23%	35%	13%	9%	23%	47%	6%	21%
2 to 5 miles	36%	24%	31%	33%	35%	10%	29%	26%	33%	30%
6 to 10 miles	12%	0%	7%	7%	8%	5%	7%	2%	10%	7%
11 to 20 miles	6%	5%	6%	7%	5%	3%	6%	8%	4%	5%
More than 20 miles	1%	0%	1%	0%	2%	0%	1%	0%	1%	1%
I don't ride a bike for work or school	24%	47%	33%	17%	37%	73%	34%	17%	46%	35%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 60: Duration of Work or school Commute by Gender, Age and Housing Tenure

How long is your usual bike ride for the work or school commute?	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
Less than 15 minutes	24%	27%	25%	38%	16%	6%	25%	34%	19%	25%
15 to 29 minutes	37%	19%	30%	32%	36%	9%	29%	31%	27%	29%
30 to 59 minutes	11%	7%	10%	12%	8%	8%	10%	17%	5%	10%
1 or more hours	3%	0%	2%	0%	4%	3%	2%	0%	3%	2%
I don't ride a bike for work or school	25%	47%	34%	17%	37%	74%	35%	18%	46%	35%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 61: Distance of Non-commute Trips by Gender, Age and Housing Tenure

When you ride a bike for reasons other than the work or school commute, what distance do you usually travel?	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
Less than 2 miles	5%	23%	13%	8%	14%	21%	13%	9%	13%	12%
2 to 5 miles	32%	39%	35%	39%	30%	35%	35%	48%	27%	35%
6 to 10 miles	21%	10%	16%	13%	19%	17%	16%	10%	19%	16%
11 to 20 miles	13%	12%	12%	14%	8%	17%	13%	9%	15%	13%
More than 20 miles	28%	7%	19%	18%	27%	8%	19%	19%	19%	19%
I don't ride a bike for other reasons	2%	8%	5%	7%	2%	2%	5%	5%	6%	5%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 62: Duration of Non-commute Trips by Gender, Age and Housing Tenure

How long is your usual bike ride for other reasons?	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
Less than 15 minutes	3%	4%	4%	0%	3%	14%	4%	3%	4%	4%
15 to 29 minutes	24%	24%	24%	24%	14%	43%	24%	24%	25%	25%
30 to 59 minutes	24%	40%	31%	33%	34%	15%	30%	33%	27%	29%
1 or more hours	46%	24%	37%	36%	44%	27%	37%	33%	38%	36%
I don't ride a bike for other reasons	3%	8%	5%	7%	5%	1%	5%	7%	5%	6%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 63: Reasons for Having Not Ridden a Bicycle in Past Six Months by Gender, Age and Housing Tenure

Why haven't you ridden a bicycle in the last six months?	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
I don't know how	0%	5%	3%	11%	0%	0%	3%	9%	0%	3%
I don't own a bike	44%	60%	55%	72%	61%	34%	53%	81%	39%	55%
I am unable to ride a bike (health conditions, etc.)	10%	19%	16%	0%	0%	39%	16%	3%	23%	16%
I'm too busy; I don't have time	18%	15%	16%	0%	35%	13%	16%	13%	17%	16%
I'm not interested in riding a bike	16%	26%	22%	29%	17%	21%	22%	25%	17%	20%
No adequate facilities exist	8%	1%	3%	0%	1%	7%	3%	0%	7%	5%
Distances to destinations are too far	10%	1%	4%	2%	7%	4%	4%	4%	4%	4%
It is unsafe to ride a bicycle	20%	15%	16%	0%	23%	20%	15%	12%	21%	18%
Other	20%	24%	23%	26%	23%	21%	23%	22%	23%	23%

Statistical significance not tested.
Total may exceed 100% as respondents could select more than one response.
Asked only of those respondents who reported not riding a bike in the last six months.

Table 64: Interest in Riding a Bicycle More by Gender, Age and Housing Tenure

	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
Percent of respondents who would like to be able to ride their bike more than they currently do	70%	54%	60%	69%	66%	47%	60%	69%	54%	60%

Asked only of those respondents who reported not riding a bike in the last six months.

Table 65: Things that Would Make Respondents Inclined to Ride a Bicycle More by Gender, Age and Housing Tenure

I would ride my bike more if:	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
I knew how to ride a bicycle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I felt more confident on my bike	5%	14%	10%	16%	0%	21%	13%	13%	12%	12%
I felt safer	14%	36%	27%	16%	34%	31%	27%	30%	28%	29%
Motorists drove slower & respected cyclists	11%	57%	38%	43%	56%	20%	40%	58%	19%	37%
There were more well-marked greenways and off-road paths	26%	69%	51%	63%	54%	28%	49%	67%	40%	52%
There were more on-road facilities such as bike lanes	19%	40%	31%	22%	50%	15%	29%	40%	22%	30%
Street/road conditions were better, such as smooth pavement & less debris	6%	40%	26%	43%	24%	8%	26%	41%	12%	25%
There were wider roads for riding or roads had paved shoulders	12%	52%	35%	22%	68%	17%	35%	47%	24%	34%
Other	79%	39%	56%	40%	60%	53%	51%	38%	68%	54%

Total may exceed 100% as respondents could select more than one response.
Asked only of those respondents who reported not riding a bike in the last six months.
Statistical significance not tested.

Table 66: Ratings of Bicycling Challenges by Gender, Age and Housing Tenure

Percent of respondents who felt each of the following challenges concerned them a great or moderate extent	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
Narrow pavement	66%	85%	75%	74%	75%	76%	75%	78%	74%	75%
Lack of dedicated bike lane or shoulder	79%	89%	84%	96%	72%	76%	83%	89%	79%	83%
Blind curves	31%	60%	45%	41%	48%	47%	45%	55%	38%	44%
Lack of climbing lanes on the uphill side	29%	39%	33%	28%	29%	45%	33%	37%	30%	33%
Traffic lights do not detect cyclists	53%	59%	56%	57%	55%	57%	56%	66%	50%	56%
Debris or dangerous grates in bike lane/ roadway	53%	66%	59%	59%	59%	55%	58%	58%	59%	59%
High speeds (45+ mph)	49%	74%	61%	62%	55%	67%	61%	65%	56%	59%
Motorists not aware of cyclists	76%	84%	80%	80%	82%	77%	80%	86%	75%	79%
Pinch points such as bridges or tunnels	45%	62%	53%	49%	54%	58%	53%	46%	57%	53%
Lack of directional signage	24%	47%	35%	38%	26%	42%	35%	41%	31%	34%

Table 67: Importance of Potential Projects by Gender, Age and Housing Tenure

Percent of respondents rating each of the following potential projects as essential or very important	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
More paved shoulders wide enough for bikes	56%	63%	59%	59%	63%	60%	60%	61%	58%	60%
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	56%	60%	58%	59%	59%	51%	57%	57%	57%	57%
Traffic calming and lower speed limits on important routes	29%	34%	31%	27%	39%	31%	32%	28%	31%	30%
More "sharrows," "Share the Road" signs or other awareness-building treatments	32%	34%	33%	36%	35%	31%	34%	40%	30%	33%
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	43%	42%	42%	35%	52%	41%	42%	43%	41%	42%
Wider sidewalks on bridges	40%	48%	44%	41%	47%	41%	43%	45%	42%	43%
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	46%	56%	51%	65%	46%	37%	52%	65%	41%	50%
Way-finding signs for cyclists that include route information and distances to major destinations	26%	43%	34%	34%	40%	32%	36%	46%	28%	35%
Focus on Safe Routes to Schools	45%	53%	49%	51%	51%	44%	50%	53%	45%	48%
More bike racks and bike lockers	18%	31%	24%	21%	29%	26%	25%	34%	18%	24%
Bicyclist and/or motorist safety education programs	29%	32%	31%	26%	35%	37%	31%	29%	32%	31%
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	32%	27%	30%	25%	36%	36%	32%	38%	26%	30%

Table 68: Importance of Benefits of a Region Bike System by Gender, Age and Housing Tenure

Percent of respondents rating each of the following benefits and uses of a regional bike system as essential or very important	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
Providing bicycle access to jobs and schools	51%	53%	52%	67%	50%	33%	53%	66%	42%	51%
Providing transportation alternatives including expanding the reach of public transit	42%	53%	47%	54%	44%	41%	47%	51%	45%	47%
Promoting community-building events such as bike races	24%	11%	18%	17%	25%	10%	18%	25%	14%	18%
Improving connectivity between residential neighborhoods & destinations	54%	52%	53%	58%	63%	39%	55%	61%	49%	53%
Improved attractiveness of my community to new residents and businesses	36%	37%	37%	39%	43%	30%	38%	33%	39%	37%
Decreasing the environmental impacts of transportation (air quality, water, etc.)	50%	66%	58%	73%	56%	43%	60%	72%	48%	57%
Providing opportunities to exercise	51%	63%	57%	67%	57%	47%	59%	64%	52%	57%
Providing opportunities for recreation	46%	62%	54%	60%	58%	46%	56%	62%	49%	54%
Supporting tourism	29%	36%	32%	28%	37%	35%	33%	39%	28%	32%
Supporting local businesses (e.g., more available parking, etc.)	44%	56%	50%	57%	49%	43%	51%	61%	43%	50%

Additional Crosstabulations of Selected Survey Results

Table 69: Rode a Bicycle in the Last Six Months by Area of Residence (Detailed Other Area)

	Percent of respondents who rode their bicycle in the last six months	
	Percent yes	Count
Fort Collins	77%	89
Loveland	67%	36
Greeley	42%	63
Other	60%	15
Berthoud	*87%*	*3*
Eaton	*62%*	*2*
Johnstown	*87%*	*3*
LaSalle	*0%*	*1*
Milliken	*25%*	*2*
Severance	*28%*	*1*
Timnath	*66%*	*3*
Overall	63%	202

Table 70: Interest in Riding a Bicycle More by Area of Residence (Detailed Other Area)

	Percent of respondents who would like to be able to ride their bike more than they currently do	
	Percent yes	Count
Fort Collins	50%	19
Loveland	80%	12
Greeley	58%	33
Other	63%	6
Berthoud	*0%*	*0*
Eaton	*41%*	*1*
Johnstown	*0%*	*0*
LaSalle	*42%*	*1*
Milliken	*70%*	*1*
Severance	*100%*	*1*
Timnath	*100%*	*1*
Overall	60%	70

Table 71: Reasons for Having Not Ridden a Bicycle in Past Six Months by Desire to Ride More

Why haven't you ridden a bicycle in the last six months?	Would you like to be able to ride your bike more than you currently do?		
	Yes	No	Overall
I don't know how	0%	10%	4%
I don't own a bike	50%	58%	53%
I am unable to ride a bike (health conditions, etc.)	6%	28%	15%
I'm too busy; I don't have time	25%	5%	16%
I'm not interested in riding a bike	2%	47%	22%
No adequate facilities exist	6%	1%	4%
Distances to destinations are too far	6%	4%	5%
It is unsafe to ride a bicycle	20%	7%	14%
Other	30%	8%	21%

Total may exceed 100% as respondents could select more than one response.

Table 72: Ratings of Bicycling Challenges by County

Percent of respondents who felt each of the following challenges concerned them a great or moderate extent	Larimer County	Weld County	Overall
Narrow pavement	72%	79%	75%
Lack of dedicated bike lane or shoulder	78%	91%	82%
Blind curves	43%	46%	44%
Lack of climbing lanes on the uphill side	28%	42%	33%
Traffic lights do not detect cyclists	55%	56%	55%
Debris or dangerous grates in bike lane/ roadway	58%	57%	58%
High speeds (45+ mph)	60%	61%	60%
Motorists not aware of cyclists	81%	76%	79%
Pinch points such as bridges or tunnels	56%	45%	52%
Lack of directional signage	33%	35%	34%

Table 73: Importance of Potential Projects by County

Percent of respondents rating each of the following potential projects as essential or very important	Larimer County	Weld County	Overall
More paved shoulders wide enough for bikes	61%	56%	59%
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	54%	63%	57%
Traffic calming and lower speed limits on important routes	30%	32%	31%
More "sharrows," "Share the Road" signs or other awareness-building treatments	28%	42%	33%
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	42%	41%	42%
Wider sidewalks on bridges	39%	47%	42%
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	47%	55%	50%
Way-finding signs for cyclists that include route information and distances to major destinations	32%	38%	34%
Focus on Safe Routes to Schools	45%	52%	48%
More bike racks and bike lockers	26%	20%	24%
Bicyclist and/or motorist safety education programs	26%	39%	30%
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	31%	29%	30%

Table 74: Importance of Benefits of a Region Bike System by County

Percent of respondents rating each of the following benefits and uses of a regional bike system as essential or very important	Larimer County	Weld County	Overall
Providing bicycle access to jobs and schools	53%	47%	51%
Providing transportation alternatives including expanding the reach of public transit	47%	48%	47%
Promoting community-building events such as bike races	22%	9%	17%
Improving connectivity between residential neighborhoods & destinations	52%	56%	53%
Improved attractiveness of my community to new residents and businesses	37%	37%	37%
Decreasing the environmental impacts of transportation (air quality, water, etc.)	61%	51%	58%
Providing opportunities to exercise	61%	50%	57%
Providing opportunities for recreation	56%	52%	54%
Supporting tourism	36%	24%	32%
Supporting local businesses (e.g., more available parking, etc.)	50%	47%	49%

Appendix D: Verbatim Responses to Open-ended Questions

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

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

Berthoud

- visiting friends (Once or twice a week)

Fort Collins

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

Garden City

- disabled/wheelchair (Never)

Greeley

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

Windsor

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

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

Eaton

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

Fort Collins

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

Garden City

- because in wheelchair

Greeley

- bikes need repairs and costs to much
- Car traffic is for to heavy
- no law inforcement on bicyclests
- not enough trails to ride
- weather

LaSalle

- It doesn't have motor

Loveland

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

Milliken

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

Timnath

- I am 83 years old

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

Fort Collins

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

Greeley

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

Loveland

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

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

Milliken

- I owned a bike
- If I had one

Timnath

- bike path by the right of way fence

Windsor

- I owned one

Unknown

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

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

Berthoud

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

Fort Collins

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

Garden City

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

Greeley

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

Loveland

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

Severance

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

Windsor

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

Unknown

- bikers ignoring rules of road (Great extent)

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

Berthoud

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

Eaton

- I hate bike riders

Fort Collins

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

Garden City

- Drivers yeild to pedestrians-bicyclist (Essential)

Greeley

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

Loveland

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

Severance

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

Windsor

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

Unknown

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

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

Fort Collins

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

Greeley

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

Loveland

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

Severance

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

Windsor

- safer routes in other towns (Essential)

Unknown

- I don't ride

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

Berthoud

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

Eaton

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

Fort Collins

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

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

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

Garden City

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

Greeley

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

Johnstown

- Residential streets inside the Pioneer ridge development in Johnstown

LaSalle

- No county roads in Greeley in somewhat safe.

Loveland

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

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

Milliken

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

Severance

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

Timnath

- all are fine now

Windsor

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

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

Berthoud

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

Eaton

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

Evans

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

Fort Collins

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

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

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

Garden City

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

Greeley

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

Johnstown

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

LaSalle

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

Loveland

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

Milliken

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

Severance

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

Timnath

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

Windsor

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

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

Berthoud

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

Eaton

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

Fort Collins

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

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

Greeley

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

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

Johnstown

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

LaSalle

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

Loveland

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

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

Milliken

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

Severance

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

Timnath

- school

Windsor

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

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

Berthoud

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

Eaton

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

Fort Collins

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

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

Garden City

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

Greeley

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

Johnstown

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

LaSalle

- Riverside Park in Evans
- Yes Greeley and Evans

Loveland

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

Milliken

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

Severance

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

Timnath

- WM, Front Range Village

Windsor

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

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

Berthoud

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

Eaton

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

Evans

- 37th St. from 35th Ave to CR21

Fort Collins

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

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

Garden City

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

Greeley

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

Johnstown

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

LaSalle

- Yes, see map

Loveland

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

Milliken

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

Severance

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

Timnath

- County RD 5, Harmony

Windsor

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

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

Berthoud

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

Eaton

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

Fort Collins

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

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

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

Garden City

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

Greeley

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

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

Johnstown

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

LaSalle

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

Loveland

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

Milliken

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

Severance

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

Timnath

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

Windsor

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

Appendix E: Survey Methodology

Survey Instrument Development

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

Selecting Survey Recipients

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

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

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

Table 75: Sample Characteristics

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

Survey Administration and Response

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

95% Confidence Intervals

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

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

Survey Processing (Data Entry)

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

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

Weighting the Data

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

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

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

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

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

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

Analyzing the Data

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

Considerations

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

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

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

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

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

Other considerations include:

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

Table 76: Weighting Table for the 2012 NFRMPO Bicycle Survey

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

Appendix F: Survey Materials

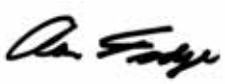
A copy of the survey materials appear on the following pages. Each of the 13 cities and towns included in this study received survey packets that contained the survey instrument as well as a map of their city on which to draw any desired bicycle routes and destinations.

Dear Resident,

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

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

Sincerely,



Aaron Fodge
Senior Transportation Planner

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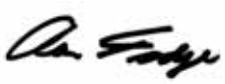

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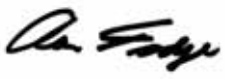

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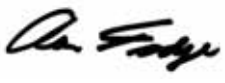

Aaron Fodge
Senior Transportation Planner

NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

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

Presorted
First Class Mail
US Postage
PAID
Boulder, CO
Permit NO. 94

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NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

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

April 2012

Dear {home city} Resident:

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

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

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

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

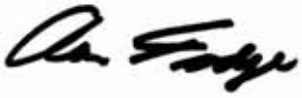
In addition to completing the questionnaire, which starts on the inside page of this booklet, we'd like you to draw any desired bicycle routes and/or destinations on the map inside this booklet. You can remove the inner pages to view the entire map and mark potential bicycling improvements.

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

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

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

Sincerely,



Aaron Fodge
Senior Transportation Planner

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

April 2012

Dear {home city} Resident:

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

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

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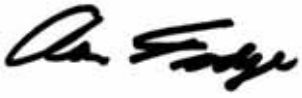


Aaron Fodge
Senior Transportation Planner

NFRMPO Regional Bicycle Plan Survey

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

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

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

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

COLUMN A (Have ridden a bicycle)

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

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

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

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

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

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

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

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

COLUMN B (Have *NOT* ridden a bicycle)

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

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

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

❑ Yes ❑ No → *go to question #10*

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

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

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

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

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

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

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

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

<Please turn map over to complete the questionnaire.>

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

_____

_____

_____

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

_____

_____

_____

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

_____

_____

_____

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

_____

_____

_____

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

_____

_____

_____

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

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

_____

_____

_____

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

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

21. Do you rent or own your home?

❑ Rent ❑ Own

22. What is your gender?

❑ Male ❑ Female

23. In which category is your age?

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

24. Are you Spanish, Hispanic or Latino?

❑ Yes ❑ No

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

❑ No
❑ Yes → *Name:* _____

Email:* _____

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

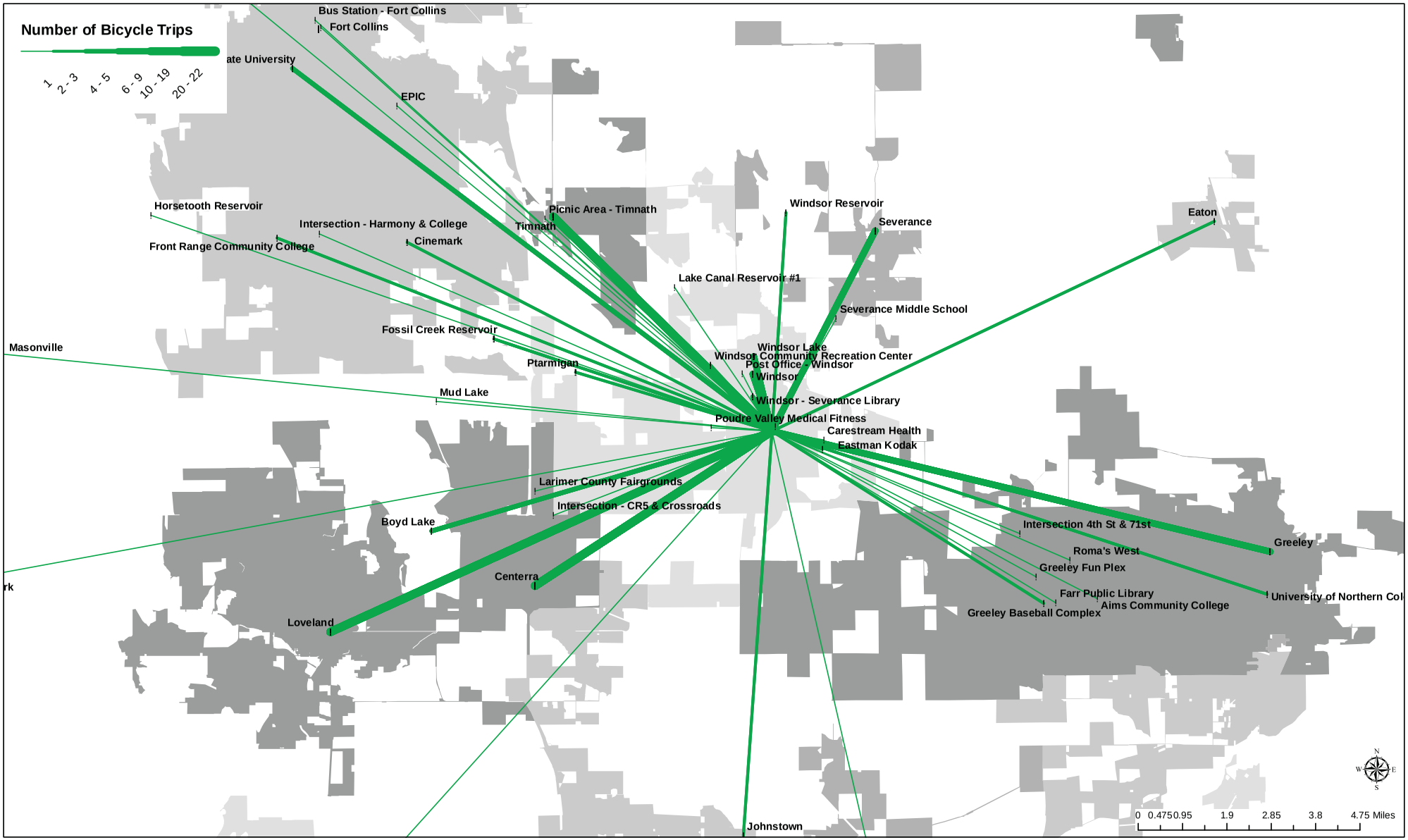
Thank you very much for completing this survey. Your opinions and feedback are appreciated. Please return this survey in the enclosed postage-paid envelope to:
National Research Center, Inc.
2955 Valmont Rd., Suite 300 Boulder, CO 80301

NFR MPO Regional Bicycle Plan

Windsor Bicycle Trip Destinations

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

NFRMPO NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

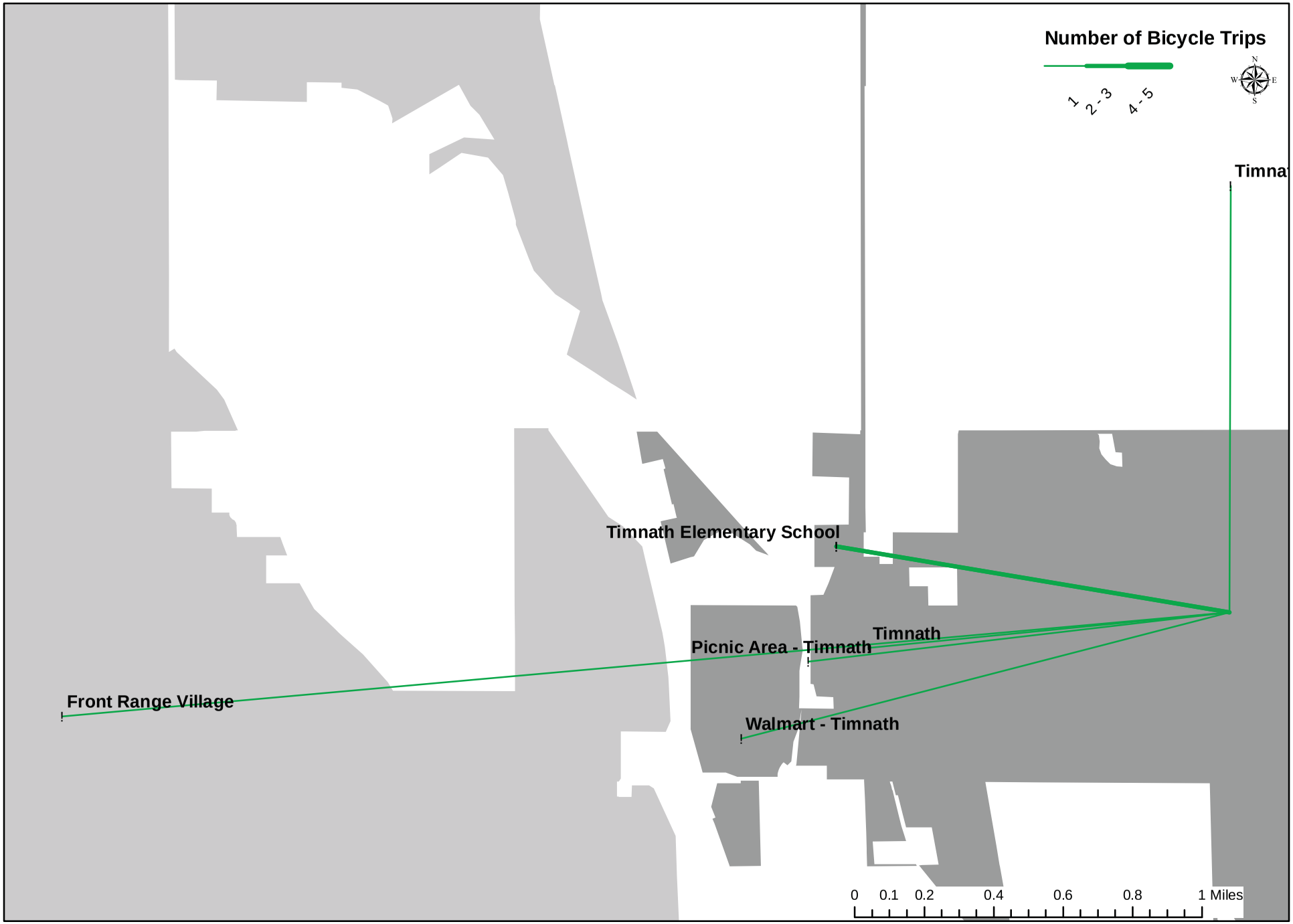


NFR MPO
Regional Bicycle Plan

Timnath Bicycle Trip Destinations

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

NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

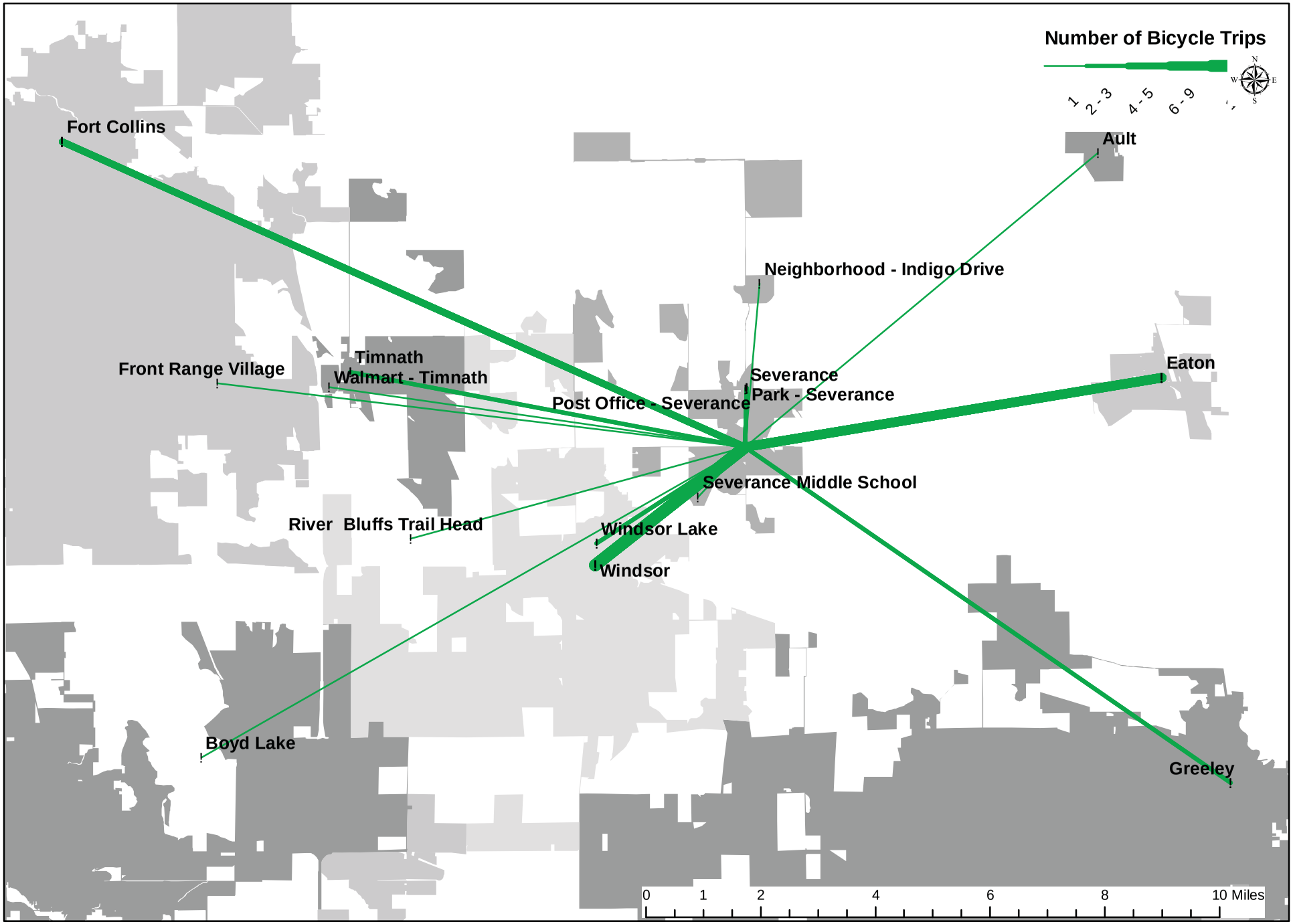


NFR MPO Regional Bicycle Plan

Severance Bicycle Trip Destinations

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

NFRMPO NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION



Milliken Bicycle Trip Destinations

NFR MPO Regional Bicycle Plan

NFRMPO NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

NFR MPO Regional Bicycle Plan

Loveland Bicycle Trip Destinations

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

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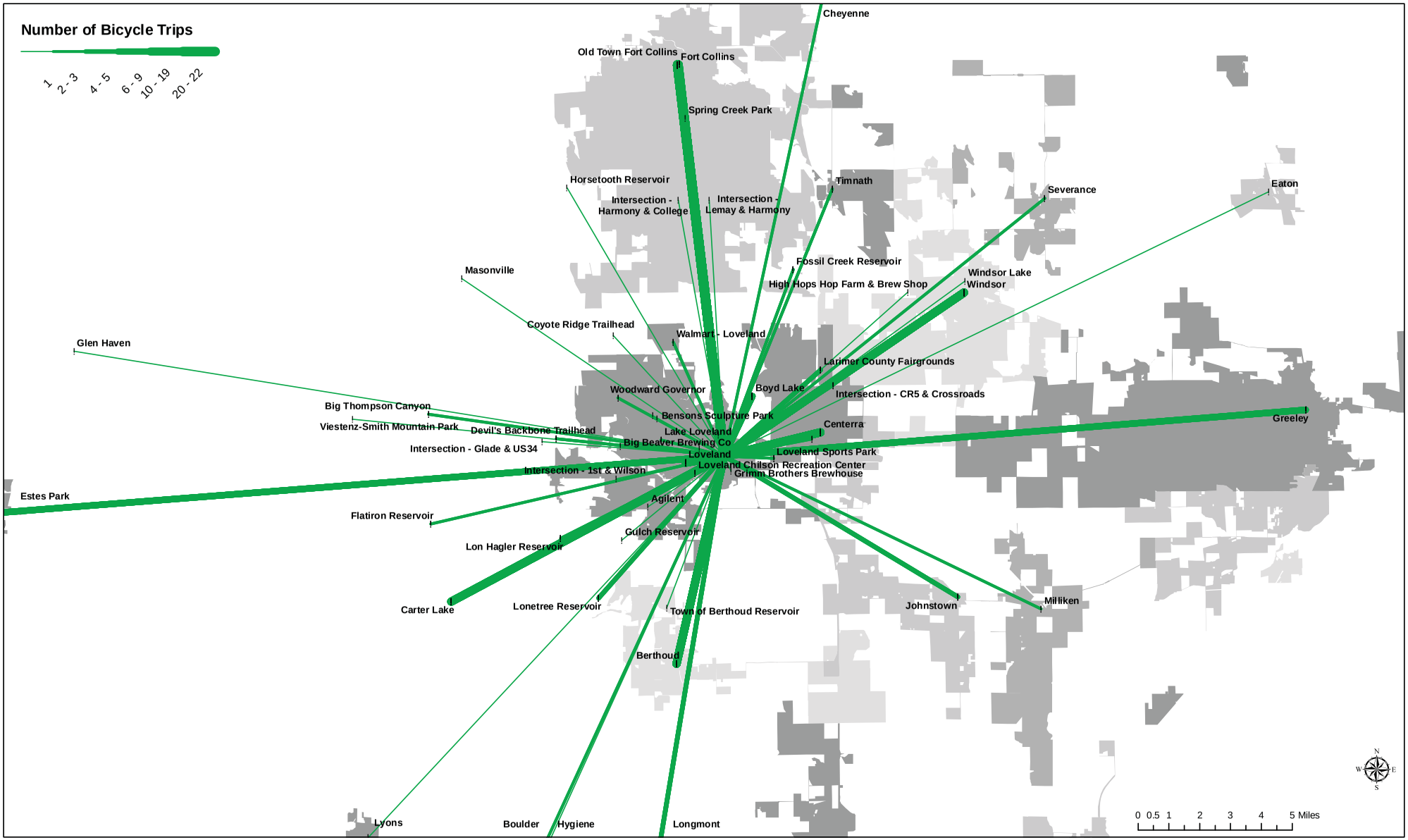
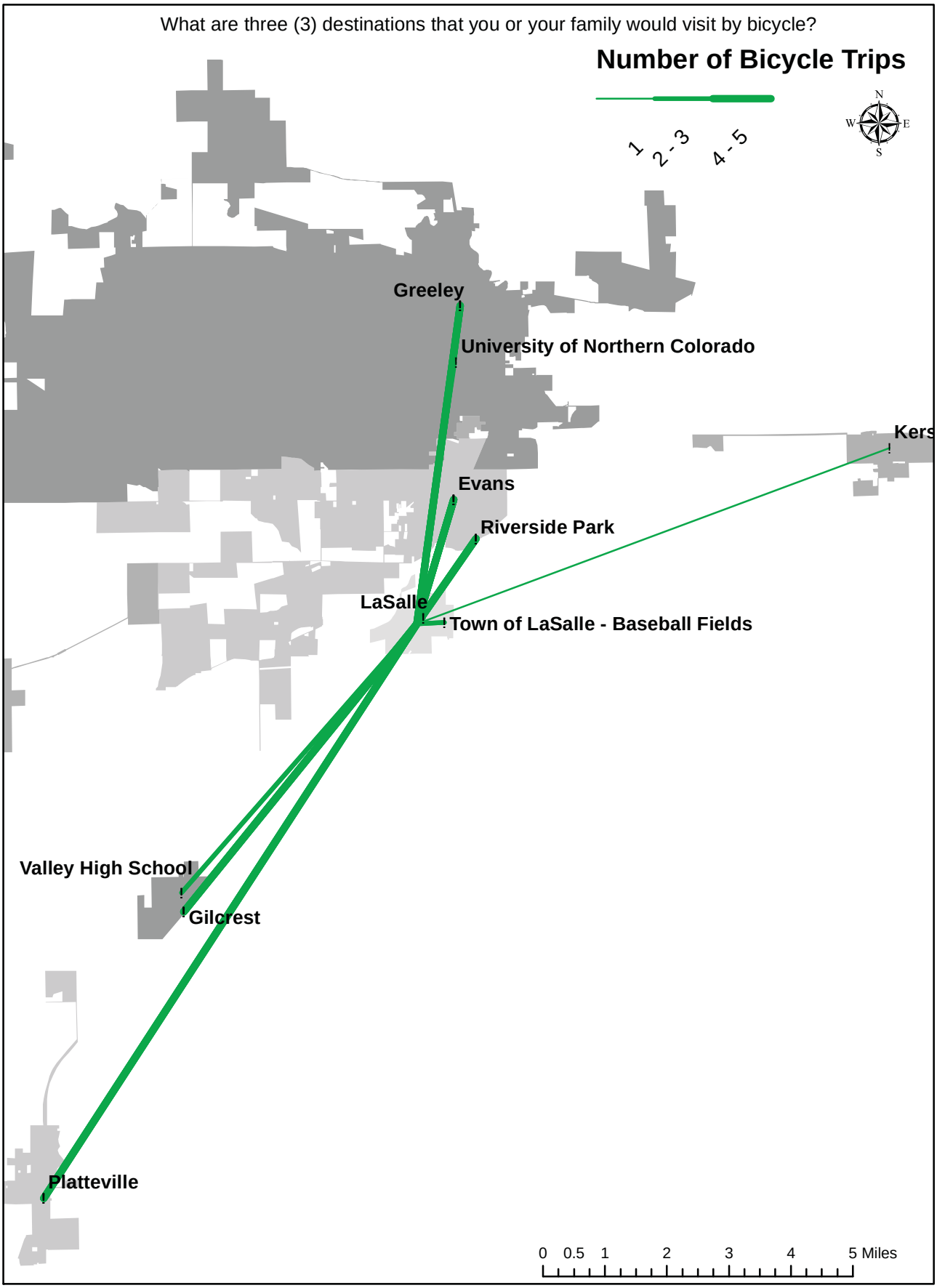


NFR MPO Regional Bicycle Plan

LaSalle Bicycle Trip Destinations

NFRMPO NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION



NFR MPO Regional Bicycle Plan

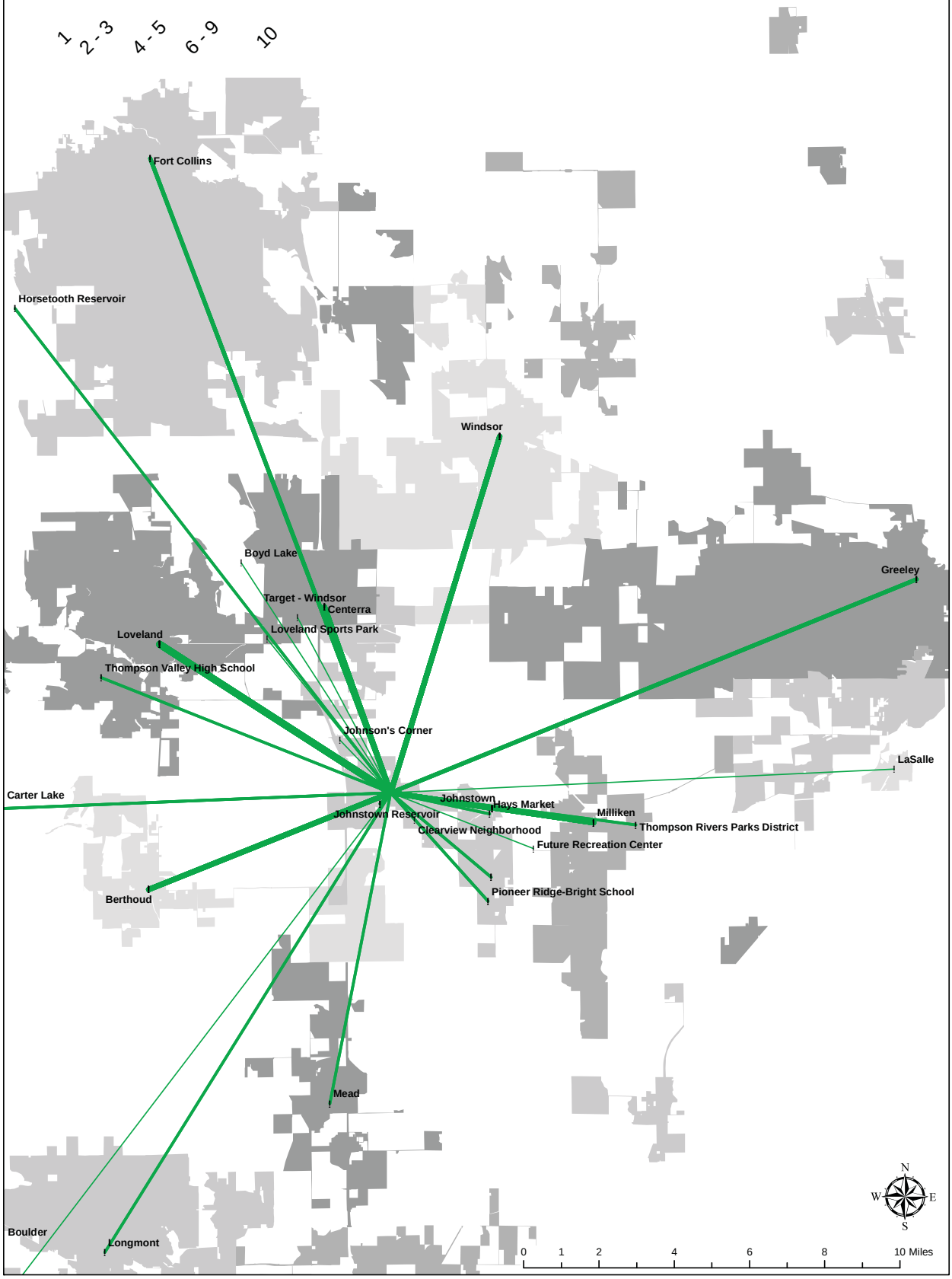
Johnstown Bicycle Trip Destinations

NFRMPO NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

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

Number of Bicycle Trips

1 2 - 3 4 - 5 6 - 9 10

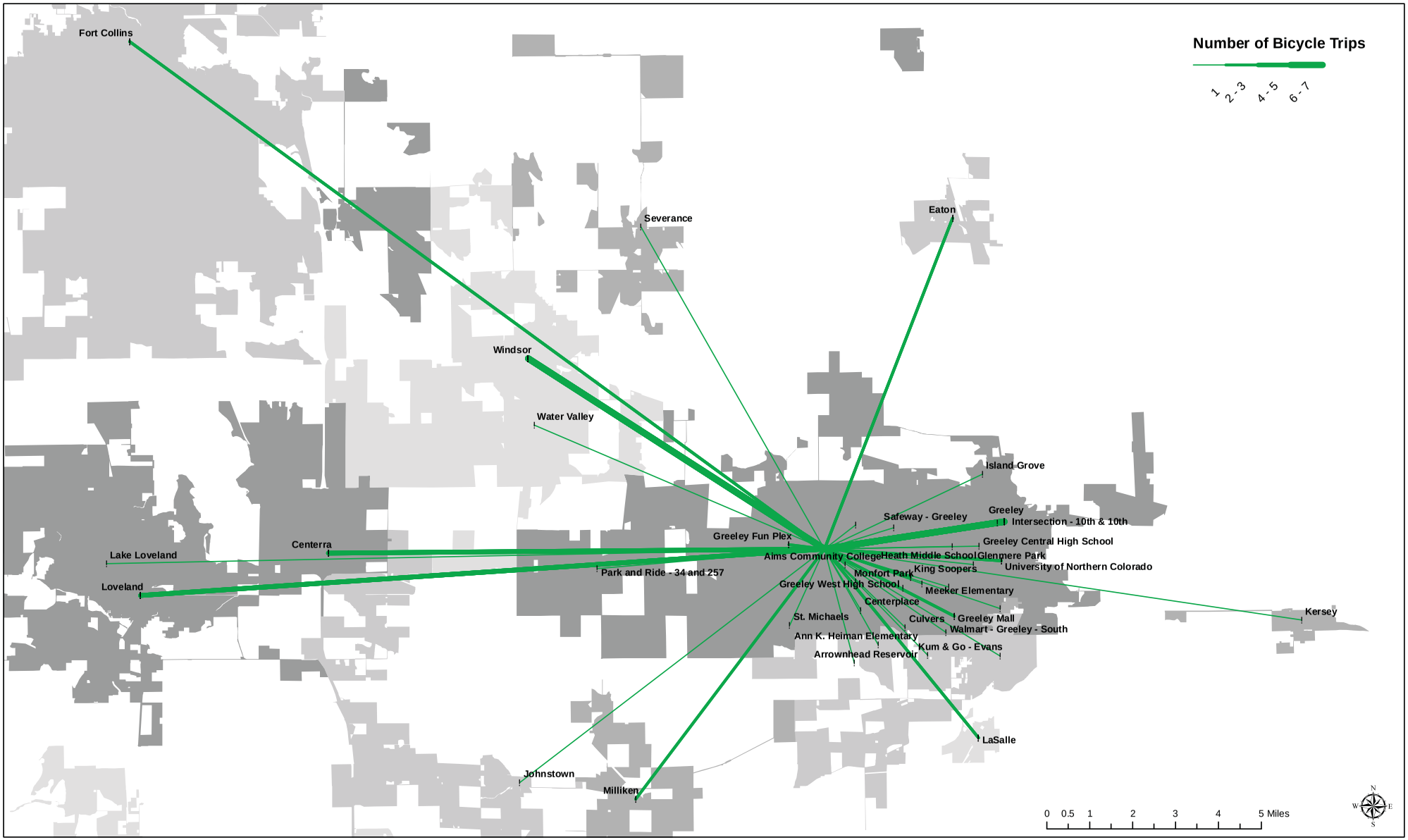


NFR MPO Regional Bicycle Plan

Greeley Bicycle Trip Destinations

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

NFRMPO North Front Range Metropolitan Planning Organization

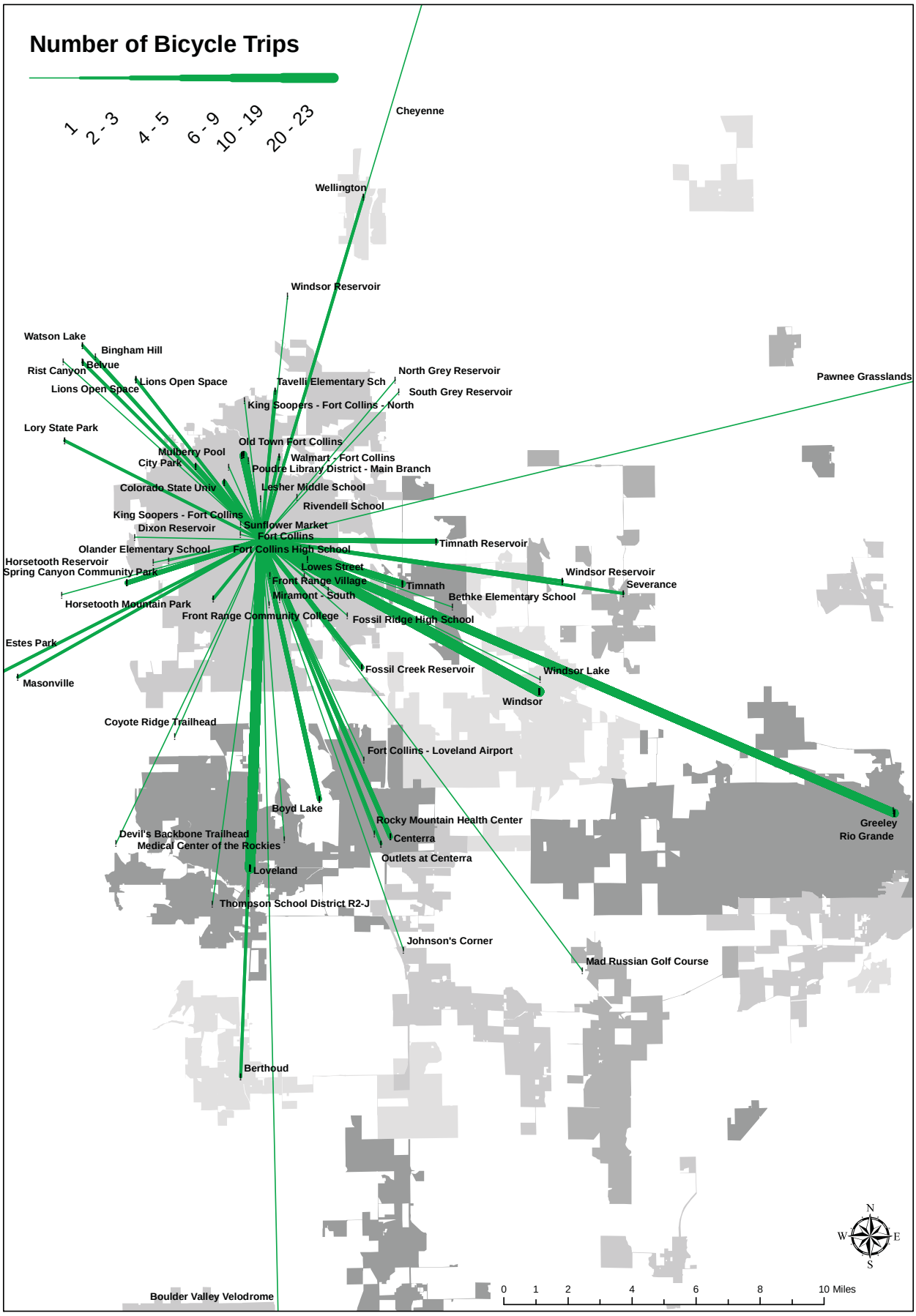


Fort Collins Bicycle Trip Destinations

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

NFR MPO Regional Bicycle Plan

NFRMPO NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

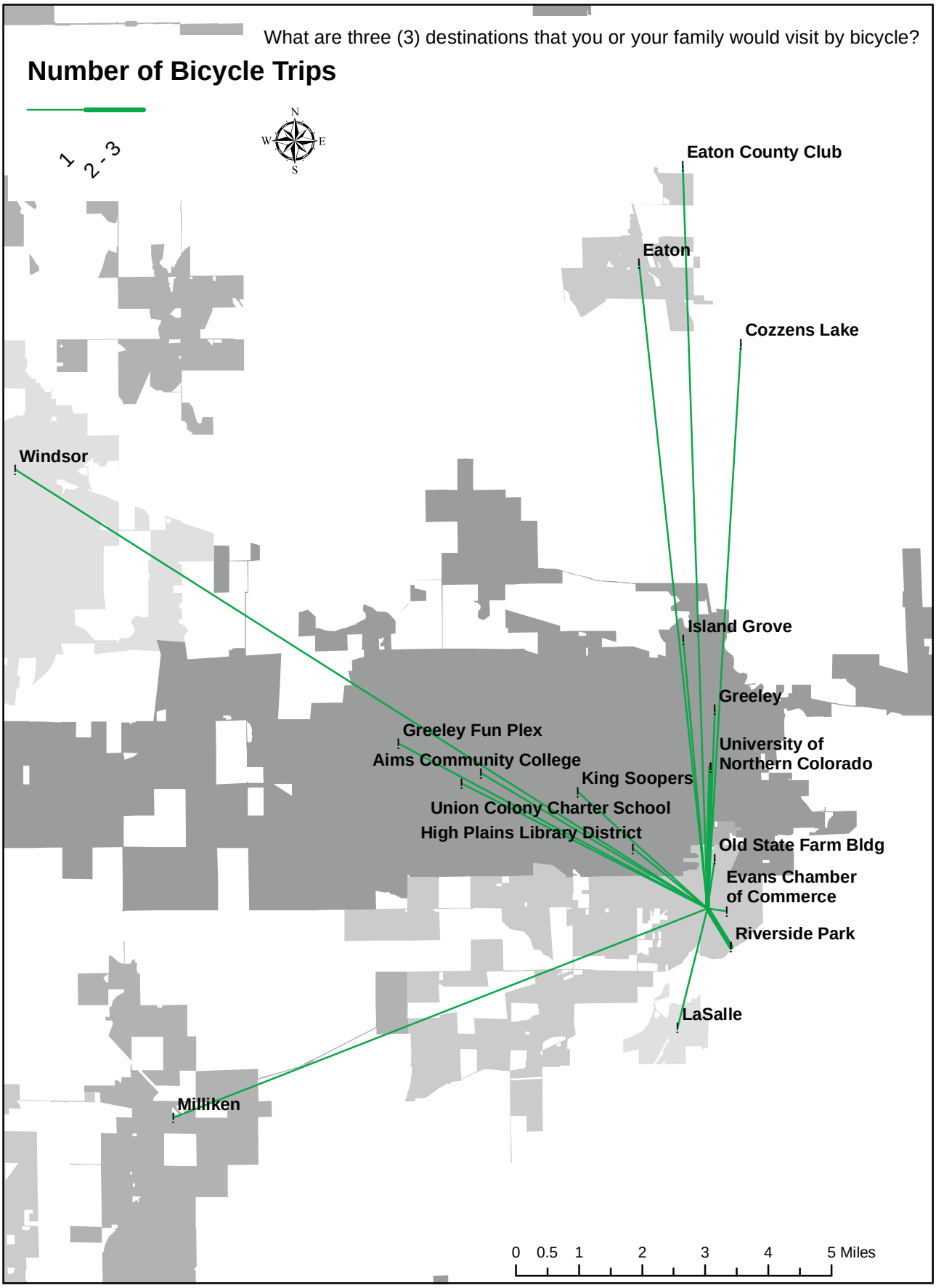


NFR MPO Regional Bicycle Plan

Evans Bicycle Trip Destinations

NFRMPO NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

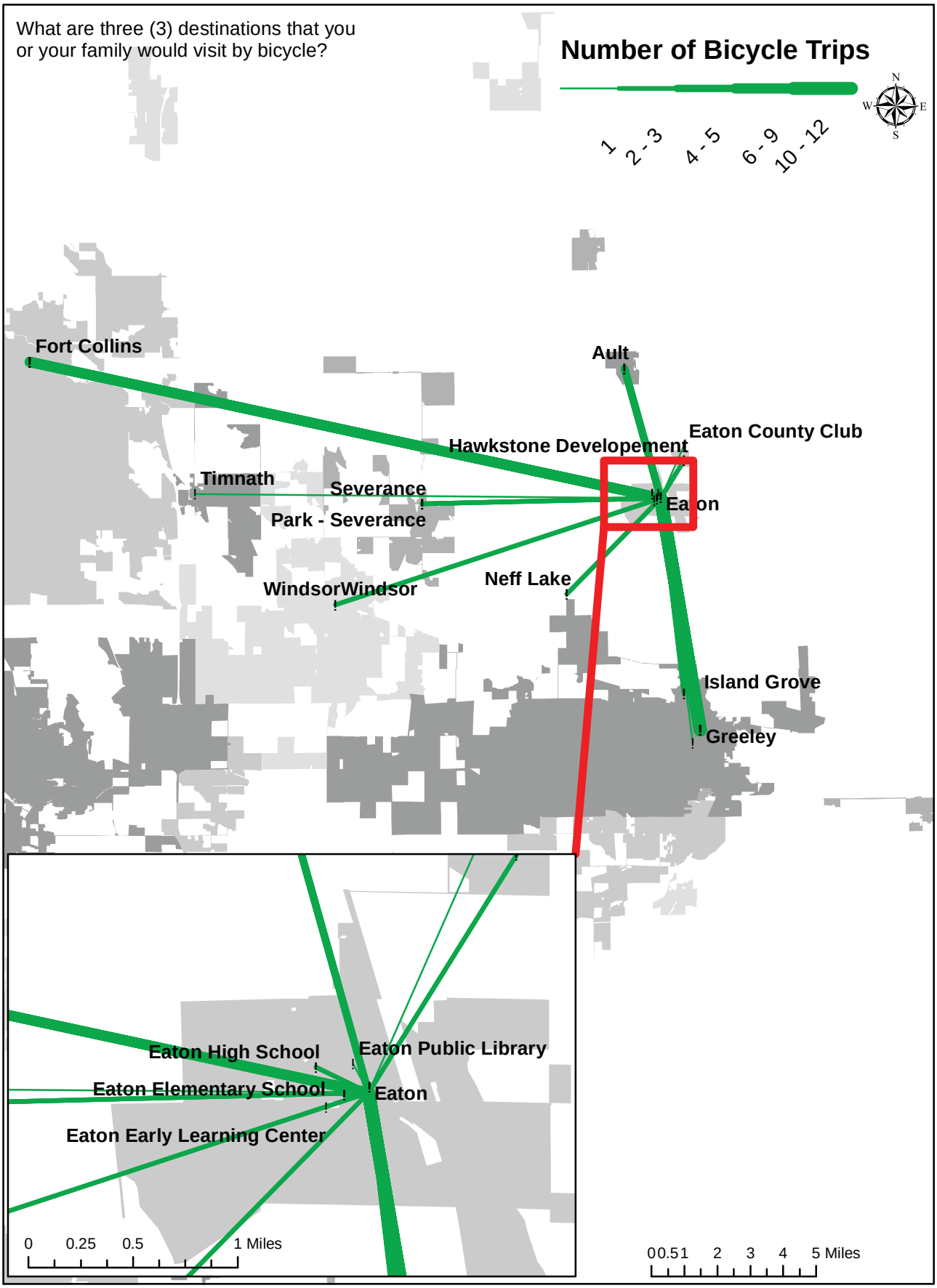
What are three (3) destinations that you or your family would visit by bicycle?



Eaton Bicycle Trip Destinations

NFR MPO Regional Bicycle Plan

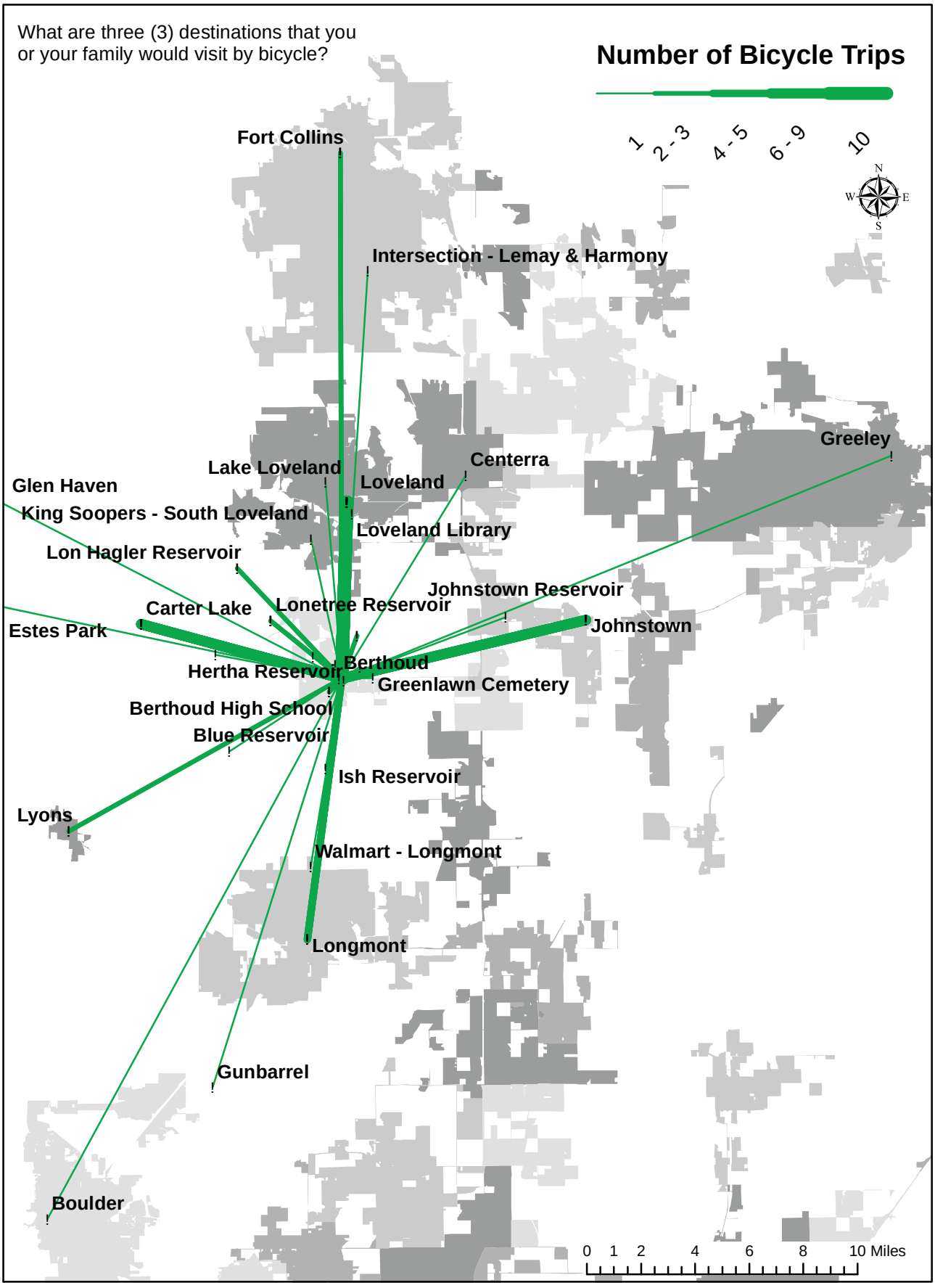
NFRMPO NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION



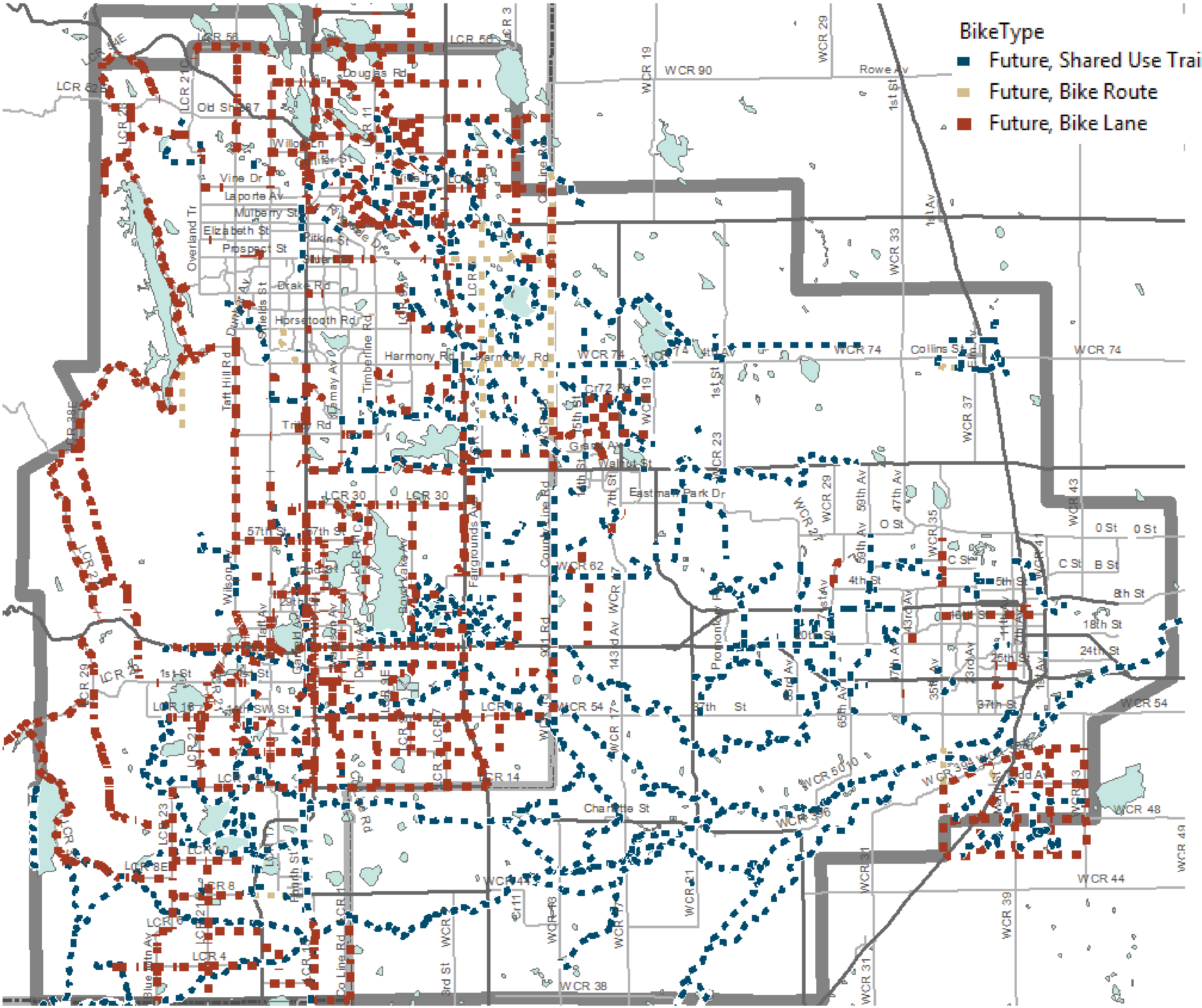
NFR MPO Regional Bicycle Plan

Berthoud Bicycle Trip Destinations

NFRMPO NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION



APPENDIX D COMPILATION OF LOCAL AGENCY PROPOSED BIKE FACILITIES


BikeType
Future, Shared Use Trail
Future, Bike Route
Future, Bike Lane
WCR 74
WCR 90
WCR 19
WCR 29
WCR 33
WCR 37
WCR 43
WCR 23
WCR 54
WCR 44
WCR 48
WCR 38
Collins St
Harmony Rd
Horsetooth Rd
Drake Rd
Prospect St
Elizabeth St
Mulberry St
Laporte Av
Vine Dr
Timberline Rd
Taft Hill Rd
Overland Tr
Douglas Rd
Old SH 287
Willox Ln
Conifer St
Trilby Rd
Fairgrounds Av
Boyd Lake Av
Eastman Park Dr
County Line Rd
Charlotte St
LCR 30
LCR 56
LCR 14
LCR 8
LCR 4
57th St
8th St
18th St
24th St
37th St
Rowe Av

APPENDIX E REGIONAL BICYCLE CORRIDOR EVALUATION MATRIX

NFR MPO
Regional Bicycle Plan

PRELIMINARY

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

Regional Bicycle Corridor	Consistency with Local/State Planning	Supports Tourism and Local/Regional Economy	Connects Multiple Jurisdictions	Provides Multi-modal Connections	Connects to Regional Trails/Trailheads	Obstacles to Implementation	Public Input
1 – S. Platte River Trail/ American Discovery / Front Range Trail (East)	• Identified in *Johnstown/ Milliken Parks, Trails, Recreation, Open Space Master Plan* • Shown on Evans' Conceptual Trail Network • Identified in *Greeley Parks and Trails Master Plan* • Identified in *LaSalle Transportation Plan* • *American Discovery Trail* • *St. Vrain Legacy Trail* • *Firestone to Windsor Trail*	• Includes two nationally recognized tourism trails • Connects to employers in Evans • Eligible for funds dedicated to Front Range Trail • Access to Downtown Businesses • Provide access for small communities to large community commerce centers	• Milliken • LaSalle • Evans • Greeley • Weld	• Connects to proposed Evans US 85 Commuter Bus Transit Station (N I-25 EIS) • River crossing will connect LaSalle to Greeley Evans Transit	• Part of Front Range Trail • Section of American Discovery Trail • Connects to Firestone to Windsor Trail	• Numerous property owners • Environmentally sensitive lands	• Desired crossing from LaSalle into Evans • Alternative to riding on US 85 • Off-system preference over On-system • Connects small communities to large • Connect smaller communities to amenities in larger communities
2 – Little Thompson River Trail	• Identified in *Johnstown/ Milliken Parks, Trails, Recreation, Open Space Master Plan* • Identified in Berthoud's *DRAFT Parks, Open Space and Recreation Master Plan*	• Access to Downtown Businesses • Connection to Larimer County Parks • Cross – County Connetivity	• Berthoud • Johnstown • Milliken • Weld • Larimer	• Connects to proposed Berthoud I-25 Express Bus Transit Station (N I-25 EIS) • Connects to FLEX in Berthoud • Connects to Future 60 (Transit Element)	• Continuation of existing Regional Trail Loveland • Connect to Front Range Trail • Connect to Big Thompson	• Numerous property owners • Environmentally sensitive lands • Crossing of I-25	• Desired connection between Johnstown and Milliken • River corridors desired • Trail to Carter Lake • Off-system preference over On-system • Connect smaller communities to amenities in larger communities
3 – Big Thompson River Trail	• Identified in *Johnstown/ Milliken Parks, Trails, Recreation, Open Space Master Plan* • Identified in *Loveland Bicycle and Pedestrian Plan* • Shown on Evans' Conceptual Trail Network	• Connects to Centerra • Cross-County Connectivity • Access to Downtown Businesses • Provide access for small communities to large community commerce centers	• Loveland • Johnstown • Milliken • Evans • Weld • Larimer	• Connects to FLEX stop in Loveland • Connects to COLT routes • Connects to proposed Loveland Commuter Rail Station (N I-25 EIS) • Connects to Future 60 (Transit Element)	• Connect to Front Range Trail • Connect to Little Thompson • Connect to BNSF	• Numerous property owners • Environmentally sensitive lands • Crossing of I-25	• Connect to Lakes in Loveland • Alternative to parallel 402 • Connect between counties • Access to County Parks • Off-system preference over On-system • Access to Centerra • Connect smaller communities to amenities in larger communities
4 – Great Western / Johnstown/ Loveland	• Identified in *Loveland Bicycle and Pedestrian Plan*TOWN OF WINDSOR PARKS, RECREATION, TRAILS AND OPEN LANDS MASTER PLAN-2007 UPDATE ● Great Western Trail – Windsor, Severance, Eaton	• Connects to Centerra • Access to Downtown Businesses • Cross-County Connectivity • Provide access for small communities to large community commerce centers	• Loveland • Johnstown • Windsor • Severance • Eaton • Weld • Larimer	• Connects to FLEX stop in Loveland • Connects to COLT routes • Connects to proposed Loveland Commuter Rail Station (N I-25 EIS)	• Connect ot Poudre River Trail • Connect to Firestone to Windsor • Connects to Both Front Range Trails • Connects to BNSF	• Railroad and PUC coordination • RR ROW • Crossing of I-25 • Railbank sought in section of Johnstown	• Desire NE to SW route in Weld County connecting to Centerra • Access to Loveland Reservoir and Boyd Lake • Off-system preference over On-system • Connect smaller communities to amenities in larger communities

NFR MPO Regional Bicycle Plan

PRELIMINARY

Regional Bicycle Corridor	Consistency with Local/State Planning	Supports Tourism and Local/Regional Economy	Connects Multiple Jurisdictions	Provides Multi-modal Connections	Connects to Regional Trails/Trailheads	Obstacles to Implementation	Public Input
5 – North Loveland/ Windsor	• Identified in *Loveland Bicycle and Pedestrian Plan* • TOWN OF WINDSOR PARKS, RECREATION, TRAILS AND OPEN LANDS MASTER PLAN-2007 UPDATE	• Connect to employers in South Fort Collins and North Loveland • Cross-County Connectivity • Access to Downtown Businesses • Provide access for small communities to large community commerce centers	• Loveland • Windsor • Weld • Larimer	• Connects to FLEX stop in Loveland • Connects to proposed Windsor I-25 Express Bus Transit Station (N I-25 EIS) • Connects to Future 257 (Transit Element)	• Poudre River Trail • Front Range Trail • BNSF •	• Crossing of I-25 • 57th Street expansion	• Access to Fossil Creek • Access to Boyd Lake • Safe Crossing at I-25 •
6 – Poudre River Trail	• Identified in Greeley Parks and Trails Master Plan • Shown on Windsor's *Parks, Recreation, Trails & Open Lands Master Plan* map • Identified in Fort Collins' *Bike Plan* • Identified in *Timnath Trails Plan*	• Cross-County Connectivity • Access to Downtown Businesses • Windsor Business park • Provide access for small communities to large community commerce centers	• Fort Collins • Timnath • Windsor • Greeley • Weld • Larimer	• Connects to FLEX stop in Fort Collins • Connects to Transfort routes • Connects to GET routes • Connects to proposed Fort Collins Commuter Rail Station (N I-25 EIS) • Connects to proposed Windsor I-25 Express Bus Transit Station (N I-25 EIS) • Connects to proposed Greeley US 85 Commuter Bus Transit Station (N I-25 EIS) • Connects to future 257 routes (Transit Element)	• Continuation of existing Regional Trail through Fort Collins, Windsor, Greeley • Platte/American Discovery • Connects both Front Range Trails • Great Western •	• Numerous property owners • Environmentally sensitive lands • Crossing of I-25 • Crossing US 85	• Segment between Fort Collins and Windsor • Additional connections to the Poudre Trail referenced throughout region •
7 – Front Range Trail (West)	• Identified in Berthoud's *DRAFT Parks, Open Space and Recreation Master Plan* • Identified in Fort Collins' *Bike Plan* (Power Trail)	• Nationally recognized tourism trail • Eligible for funds dedicated to Front Range Trail • Access to Downtown Businesses • Provide access for small communities to large community commerce centers	• Berthoud • Loveland • Fort Collins • Larimer	• Connects to FLEX stop in Loveland • Connects to Transfort routes • Connects to COLT routes • Connects to proposed Loveland Commuter Rail Station (N I-25 EIS)	• Part of Front Range Trail • Connection with Poudre Trail • Connection with Windsor to Loveland • Connection with Great Western	• Numerous property owners • Railroad and PUC coordination • RR ROW	• Desired connection between Fort Collins and Loveland Off-System • Access to lakes and natural areas • Connections out-of-region
8 – BNSF Fort Collins/ Berthoud	• Identified in *Loveland Bicycle and Pedestrian Plan* • Identified in Fort Collins' *Bike Plan* (Mason Trail)	• Access to Downtown Businesses • Extension of Mason Street Corridor • Provide access for small communities to large community commerce centers	• Berthoud • Loveland • Fort Collins • Larimer	• Connects to FLEX stops in Fort Collins, Loveland, and Berthoud • Connects to proposed Fort Collins, Loveland, and Berthoud Commuter Rail Stations (N I-25 EIS)	• Extension of Mason Street Corridor • Connection to Front Range Trail • Connection with Poudre Trail • Connection with Windsor to Loveland • Connection with Great Western	• Railroad and PUC coordination • RR ROW	• Access to lakes and natural areas • Connect smaller communities to amenities in larger communities

Regional Bicycle Corridor	Consistency with Local/State Planning	Supports Tourism and Local/Regional Economy	Connects Multiple Jurisdictions	Provides Multi-modal Connections	Connects to Regional Trails/Trailheads	Obstacles to Implementation	Public Input
9 – F_2W Johnstown/ Timnath	• Shown on Windsor's *Parks, Recreation, Trails & Open Lands Master Plan* map • Firestone to Windsor Trail • St. Vrain Valley Master Plan	• Provide access for small communities to large community commerce centers • Access to Downtown Businesses	• Johnstown • Windsor • Timnath • Larimer • Weld	• Connect to Poudre River Trail • Connects to Great Western • Connects to Big Thompson • Connects to Little Thompson • Connects to Platte/American Heritage	• Connection to Front Range Trail • Connection with Poudre Trail • Connection with Windsor to Loveland • Connection with Great Western • Platte River/ American Discover Trail • Connect to Little Thompson • Connect to Big Thompson	• Pinch point at Big Thompson River crossing • Shoulder improvements necessary	• Connect smaller communities to amenities in larger communities • Connection to Poudre River Trail
10 – LaSalle/Eaton	• Shown on Evans' Conceptual Trail Network • Identified in *Greeley Parks and Trails Master Plan* • Identified in *LaSalle Transportation Plan*	• Provide access for small communities to large community commerce centers • Access to Downtown Businesses	• LaSalle • Evans • Greeley • Eaton • Weld	• Connects to GET routes • Connects to Future 257 (Transit Element)	• Platte River/ American Discover Trail • Poudre River Trail	• Platte River Trail crossing (road does not exist) • Shoulder improvements necessary	• Connect smaller communities to amenities in larger communities • Connection to Poudre River Trail • Crossing over Platte connecting to GET

APPENDIX F EVALUATION CRITERIA FROM WELD.TRAILS COORDINATION.COMMITTEE

APPENDIX G PRESENATIONS ON RAILROAD AND DITCH COORDINATION

Railroad Right-of-Way Opportunities and Obstacles

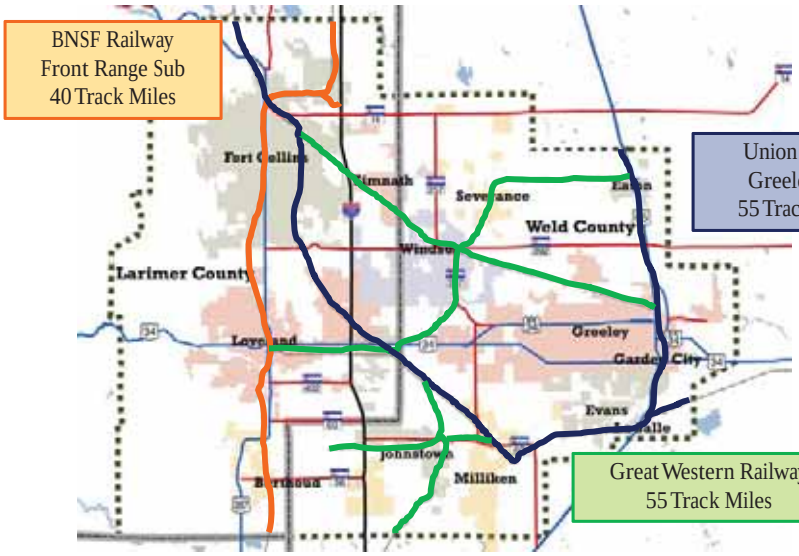
NFR MPO Regional Bicycle Plan

Technical Advisory Committee – Bike TAC

May 8, 2012

FELSBURG HOLT & ULLEVIG

Railroads and Rail Corridors



Railroad Right-of-Way Use

- Path Crossings
  - Adjacent to public roadway at-grade crossings
  - Individual grade separated crossings
  - Typically authorized through an easement

- Parallel Paths
  - Typically discouraged by railroads
  - Allowed under strict conditions
    - Minimum 25 feet from centerline of track
    - Positive barrier divider
  - Typically authorized via license agreement

Path Options

Parallel Path with Fencing

Overpass (clear span right-of-way)

Path with At-Grade Road Crossing

Underpass

Regulatory Authority

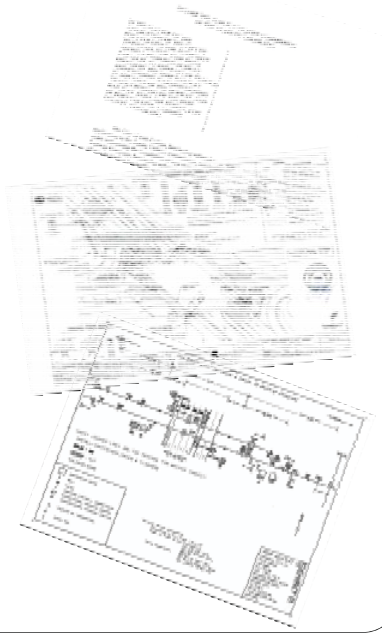
- Colorado Public Utilities Commission
  - Allow path/walk crossings at-grade within 25 feet of a public roadway at-grade crossing
  - Does not allow new at-grade path crossings of main line tracks more than 25 feet from a public roadway; must be grade separated
  - Allows new at-grade path crossings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

Railroad Approval Process

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

PUC Process

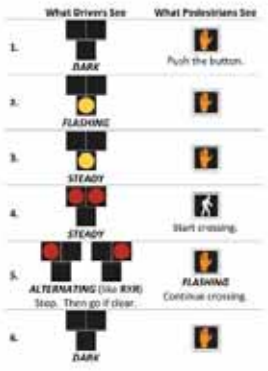
- Development of PUC application
  - Must include cost estimates from Railroad and Project Proponent
  - Must in include plans that are relatively final (no substantive changes following submittal)
  - Uncontested application – complete in 60 days
  - Contested application – can take up to 1 year
- Path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



Issues

- HAWK Signal System

  (High intensitey Activated CrossWalK)
- Multiple Tracks or Track Uses



Path of Least Resistance

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

Trail development along irrigation ditches

OPPORTUNITIES AND CONSTRAINTS

Opportunities

- Ditch alignments create network through the region

Opportunities

- Provide dual purpose: wildlife corridor preservation and trail connectivity

Opportunities

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

Constraints

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

Prescriptive Easements

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

Prescriptive Easements

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

How to get started...

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

www.nfrmpo.org <http://www.nfrmpo.org> @NFRMPO

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