

2013 NFRMPO

TRANSPORTATION SYSTEM PERFORMANCE

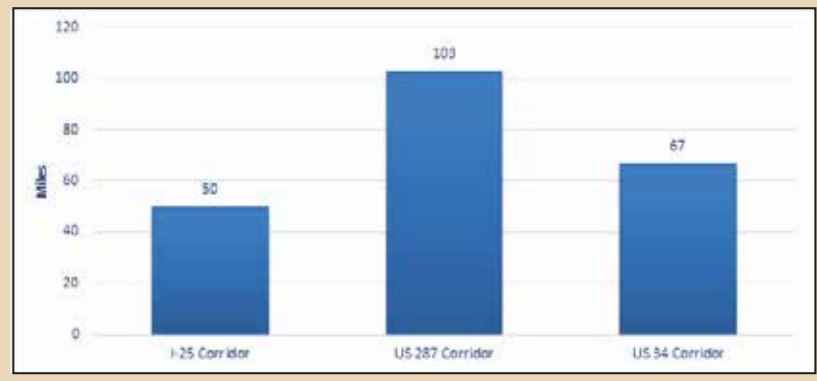
Bicycle and Pedestrian >>>

The bicycle and pedestrian facilities available indicates the extent that local communities encourage travelers use of alternative travel modes. The NFRMPO used member agency bicycle facility maps to determine the miles of bicycle facilities within ¼ mile of the study corridors (including parallel roadway facilities). Bicycle facilities include multi-use paths, bike lanes, and designated bike routes.

CDOT has a bicycle and pedestrian count program which includes one count location in Loveland on North Taft Avenue just north of West 8th Street. The average daily bicycle volume at this location was 46 bicycles. Fort Collins recorded counts at seven locations in 2013.



Miles of Bike Facilities Within 1/4 Mile of Corridors



Source: NFRMPO Bicycle Facilities GIS Database

Fort Collins 2013 Bicycle and Pedestrian Volumes

Location	Maximum 2-Hour Count	Average 2-Hour Count
Poudre Trail at Lee Martinez Park	255	205
Spring Creek Trail at Lilac Park	249	149
Spring Creek Trail at Edora Park	305	182
Fossil Creek Trail at Spring Canyon Park	200	99
Mason Trail at Horsetooth	129	67
Power Trail at Horsetooth	119	78

Source: City of Fort Collins

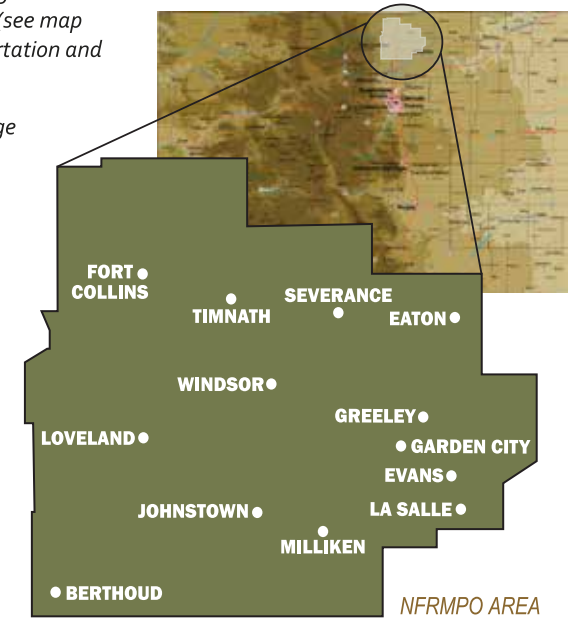


The North Front Range Metropolitan Planning Organization publishes the Transportation System Performance report annually to demonstrate how our region's transportation system is performing with regard to congestion, multi-modality, and safety compared with previous years.



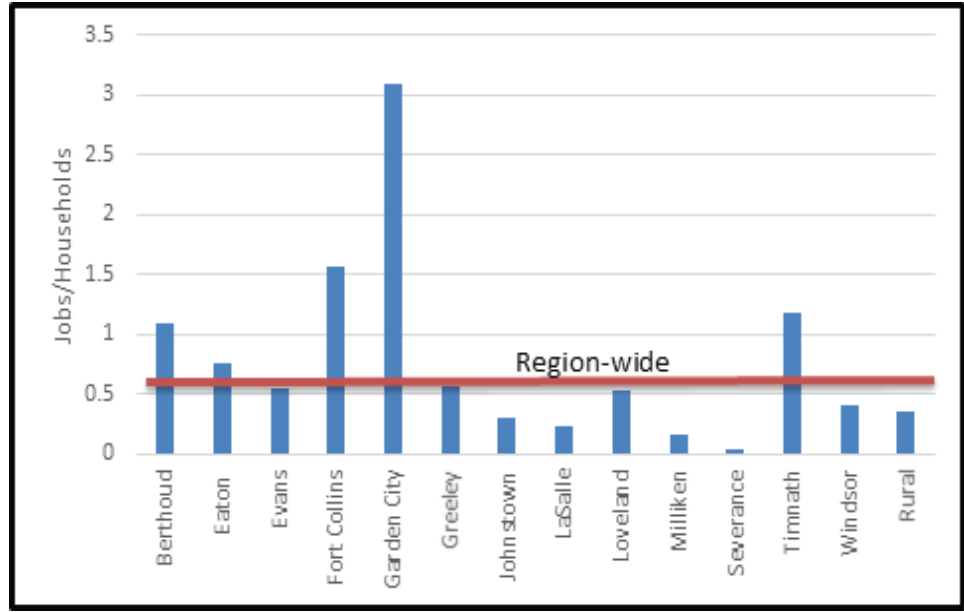
Supporting Long Range & Short Range Goals

- The North Front Range Metropolitan Planning Organization (NFRMPO) is an association of 15 local governments (see map below) working together to improve regional transportation and air quality.
- The NFRMPO supports long-range and short-range planning and facilitates the prioritization of projects in those plans to receive state and federal funding.
- The NFRMPO works to enhance air quality and mobility between the North Front Range and Denver Metro area by developing cooperative working relationships and financial partnerships among our member governments, the Colorado Department of Transportation, Federal Highway Administration, the Federal Transit Administration, and the private sector.
- The NFRMPO covers about 675 square miles in Northern Colorado, which is about the size of Houston, Texas. It stretches from Berthoud to just north of Fort Collins, from the foothills of the Rocky Mountains to just east of Greeley.



Land Use

Jobs/Housing Balance >>>



Source: NFRMPO Travel Demand Model Base Year 2009

The availability of different land uses within a community or suburb can affect the way people travel. A balance of jobs and housing reduces the need for long distance (out of town or out of region) travel and can contribute to reduced levels of congestion.

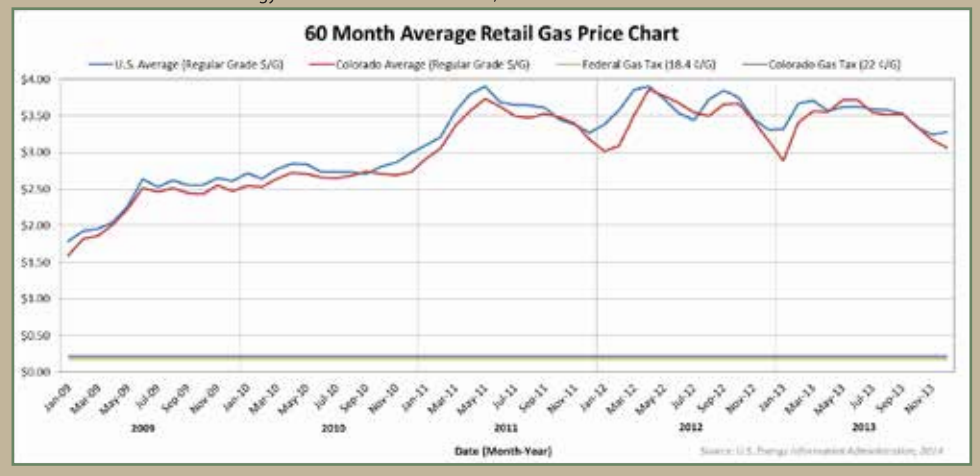
A general standard for a jobs/housing ratio is 1.5, which identifies the average number of workers per household (Source: Jobs Housing Balance, APA Planning Advisory Service Report Number 516, November 2003).

Region-wide, the jobs/housing ratio is estimated to be 0.50. Fort Collins is closest to the ideal jobs/housing ratio. Most communities have fewer job opportunities in comparison to the number of households. According to the 2009 North Front Range Travel Survey the average distance for work-related trips was 8.5 miles.

External Influences >>>

THERE ARE MANY FACTORS THAT AFFECT THE WAY PEOPLE TRAVEL IN THE NORTH FRONT RANGE REGION:

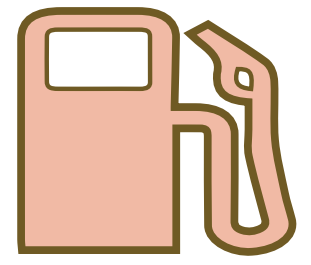
GAS PRICES Source: US Energy Information Administration, 2014



- When gas prices rise, people are more willing to use alternative transportation modes such as transit, carpooling/vanpooling, or bicycling/walking.
- As population grows more trips are made. From 2000 to 2010, Larimer County's population grew 19%, while Weld County's population increased by 40%.
- The unemployment rate in Colorado has risen from a low of 4.1% in 2008 to a high of 8.9% in July 2011. The Bureau of Labor Statistics reported a 2013 or 2014 unemployment rate for the region of 6.1%. High unemployment rates can result in reduced travel, especially during peak commuting times.
- The level of federal, state, and local funds available for transportation improvements affects how well the region can respond to travel demands.

Transportation Funding >>>

The state of Colorado relies heavily on the motor fuel tax as the main source (40%-50%) of transportation related revenue. Fuel tax is a fixed per-gallon tax and is not adjusted automatically for inflation. Increases in gas prices do not equate to additional taxes therefore the gas tax has remained constant.



In addition to the motor fuel tax, CDOT funding sources include motor vehicle registrations and other fees includes the Funding Advancement for Surface Transportation and Economic Recovery (FASTER), the Colorado General Assembly General Fund, Gaming Funds, and Capital Construction Funds.



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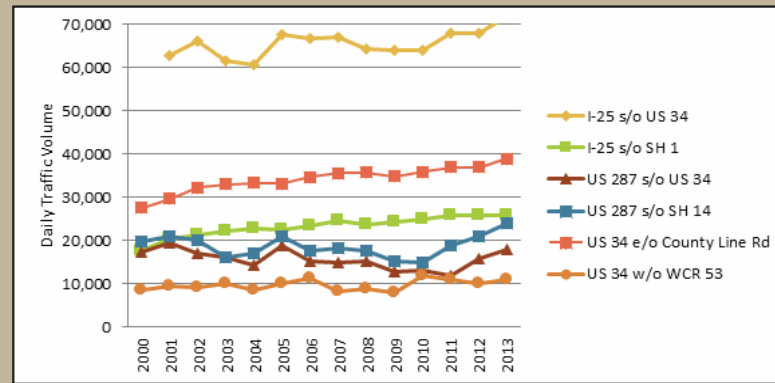
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Roadway >>>

Historical Traffic Counts



- I-25 south of US 34 carries nearly three times the volume of traffic as I-25 north of Fort Collins (south of SH 1).
- While the traffic on I-25 south of US 34 has fluctuated over the last decade, the 2012 traffic was the highest recorded since 2000, increasing six percent over 2012.



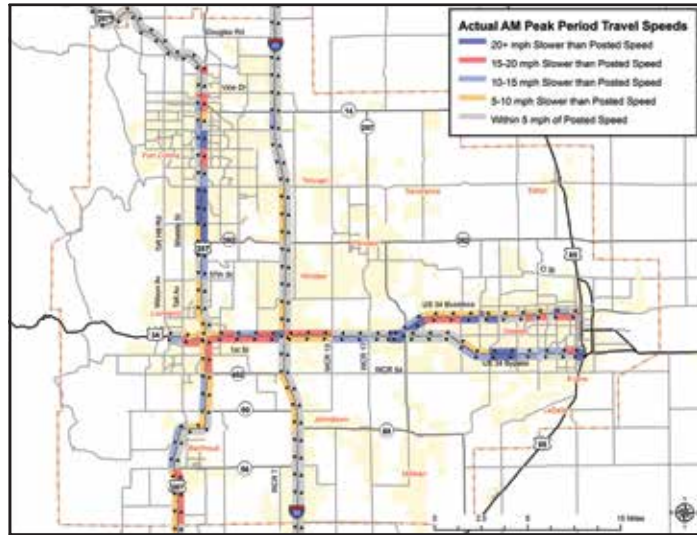
Source: CDOT Traffic Volume Database

- Of the six count locations, US 287 south of SH 14 has experienced the greatest percentage increase in traffic (about 30 percent since 2003).
- While other locations have fluctuated US 34 East of County Line Road has steadily increased. In 2013, the location reached an annual average high of over 39,000 vehicles per day.

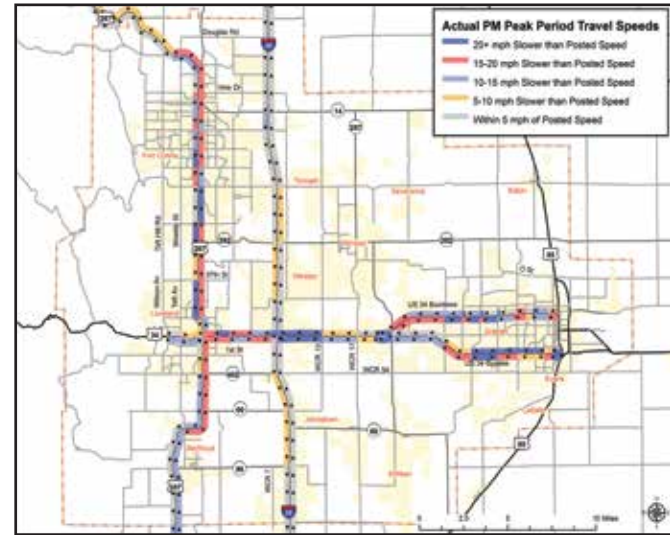


Travel Speeds >>>

TRAVEL TIME ALONG THE THREE CORRIDORS IS SIGNIFICANTLY AFFECTED BY THE TYPE OF ROADWAY

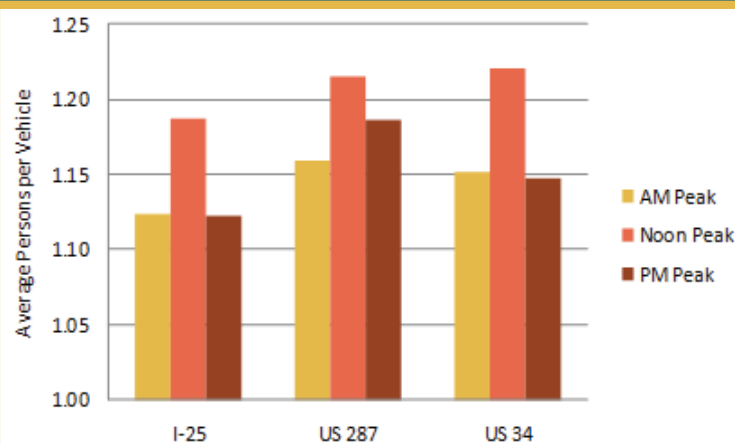


Source: NFRMPO Travel Time Surveys, 2014



I-25 is a freeway where no traffic signals affect the flow along the corridor, making it more predictable in terms of travel time. US 287 and US 34 each have segments through urban areas with many intersections and traffic signals, which tend to increase travel times.

The maps compare actual travel speeds to the posted speeds on the three corridors during the AM and PM peak periods.



Ridesharing >>>

The decision for commuters to carpool can be influenced by many factors including gas prices, parking prices, levels of congestion, and the existence of high occupancy vehicle (HOV) lanes. The average number of persons per vehicle by corridor is shown in the graph to the left. During the morning and afternoon peak periods, approximately 12 percent of the vehicles were carpools. Region-wide, approximately 25 percent of all automobile trips are carpools, indicating a higher rate of ridesharing during off-peak times for non-commuting trip purposes.

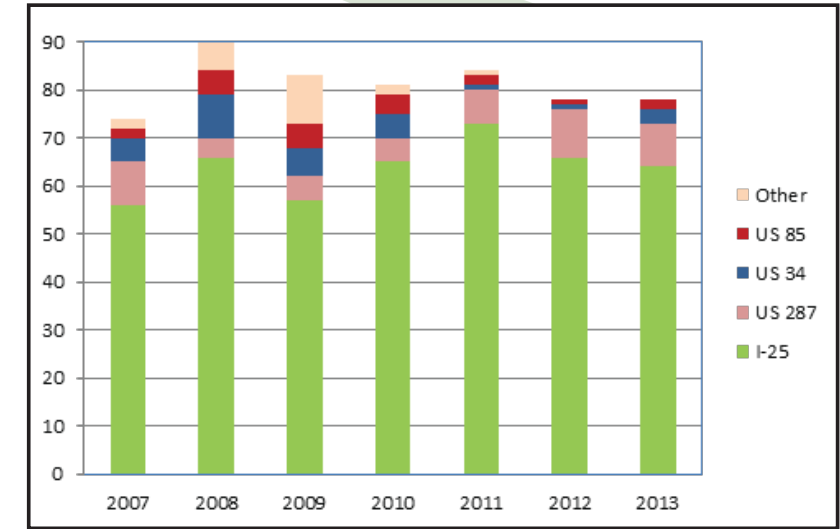
Source: Automobile Occupancy Counts, 2011

Travel Demand Management >>>

Travel demand management (TDM) includes actions that improve efficiency of the transportation system by altering the demand (e.g., traveler behavior) rather than increasing the supply (e.g., roadway capacity). The NFRMPO, its member governments, and employers based in the region offer various TDM programs aimed at reducing single occupancy vehicle trips, encouraging off-peak travel, and reducing trip time or length; including Rideshare Programs and Vanpool Programs.

One of the NFRMPO's TDM programs is the VanGo™ vanpooling program, which includes 78 vans that travel to various destinations within the region and between the NFRMPO and Denver region. At the end of 2013, there were 430 riders participating in the VanGo™ program, resulting in an estimated savings of over million vehicle-miles of travel per month.

The figure right shows which corridors vans operate to reduce vehicle trips.

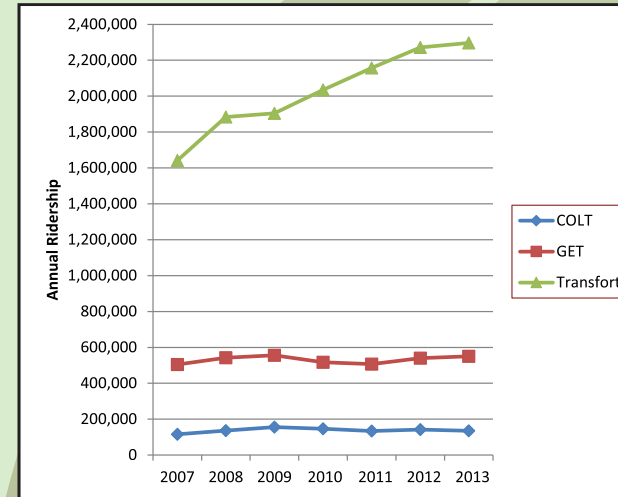


Source: NFRMPO VanGo™ Program

Transit

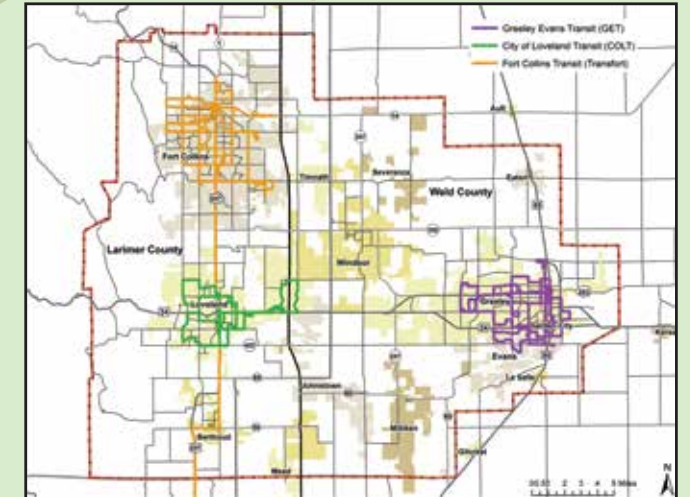
There are currently three transit providers that operate public-funded, fixed-route service in the NFR region. Transfort began operation of FLEX regional service in 2010, which travels between Fort Collins and Longmont by way of Loveland and Berthoud. FLEX provides northern Colorado with a transit connection to Denver's RTD service in Longmont.

Annual Ridership



Source: TransFort, GET, COLT

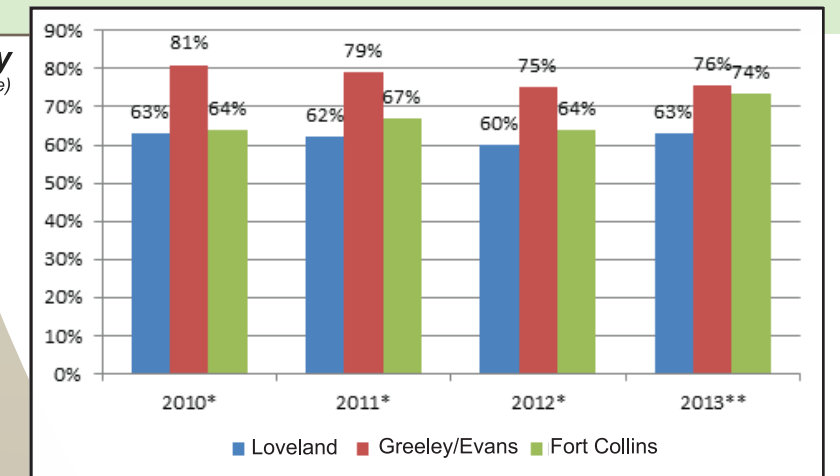
Existing Bus Routes



Source: TransFort, GET, COLT

Transit Availability

(percent of households within 1/4 mile of transit service)



Source: TransFort, GET, COLT