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**NFRMPO TECHNICAL ADVISORY COMMITTEE
WORK SESSION AGENDA**

**May 27, 2015
Windsor Community Recreation Center
250 N. 11th Street—Pine Room
Windsor, Colorado**

1:00 to 3:00 p.m.

1. Public Comment

DISCUSSION ITEMS:

- 2. 2040 Regional Transportation Plan:
Chapter 6: Safety and Security (Pg. 2) Karasko/Buckley/Gordon
- 3. 2040 Regional Transportation Plan:
Chapter 9: Vision Plan (Pg. 18) Karasko
- 4. 2040 Regional Transportation Plan All

WORK SESSION WRAP-UP:

Final Public Comment (*2 minutes each*)

**TAC MEMBERS: If you are unable to attend this meeting, please
contact Becky Karasko at (970) 416-2257 or RKarasko@nfrmpo.org.
Thank you.**

DISCUSSION ITEM: 2040 RTP: Chapter 6: Safety and Security

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
May 27, 2015	Discussion of 2040 Regional Transportation Plan Chapter 6	Becky Karasko
Objective / Request Action		
Staff is providing the third of five groups of chapters for the 2040 Regional Transportation Plan (RTP) for TAC review and comment.		<input type="checkbox"/> Report <input checked="" type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • MPO staff is developing the 2040 RTP, scheduled for September 2015 Council approval • The 2040 RTP includes a long term transportation vision for the region 		
Committee Discussion		
At their February 18, 2015 meeting, TAC requested staff provide a revised schedule of when staff would require Committee review and input on the 2040 RTP chapters.		
Supporting Information		
The 2040 RTP is a fiscally constrained federally-mandated plan for MPOs and includes a long-term transportation vision for the region. The 2040 RTP summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a corridor plan for the future.		
Advantages		
Providing the chapters as they are drafted allows TAC to maximize their time and input in reviewing the 2040 RTP chapters. Staff will provide presentations on the changes to the RTP to summarize changes to assist TAC in their review.		
Disadvantages		
None noted.		
Analysis/Recommendation		
Staff requests TAC members review the portions of the 2040 RTP Chapter 6 applicable to their jurisdictions for accuracy and content.		
Attachments		
<u>RTP Chapter:</u> <ul style="list-style-type: none"> • Chapter 6: Safety and Security 		

Rev. 9/17/2014

Chapter 6: Transportation Safety and Security

A. Safety

One of the core goals of the NFRMPO is to reduce the number and severity of crashes on regional transportation facilities. Specifically, the target is to have no increase in crashes over the next five years. Safety is considered at all levels of the system, including roads, transit, bicycle and pedestrian facilities, and at-grade railroad crossings. The MPO considers the reduction in crash rates, improvement of at-grade crossings, and safer bicycle and pedestrian facilities during the Call for Projects phase of the Transportation Improvement Program (TIP) when selecting projects.

Successive federal transportation spending bills have shifted transportation planning focusing on safety for roads, non-motorized trails, transit, and railroads. MAP-21, the most recent and current authorization bill continued the shift to additional federal spending for safety projects. The inclusion of additional requirements from the Americans with Disabilities Act (ADA) have also made aspects of the transportation system safer for those with disabilities; and emergency response organizations are collaborating at the scene of traffic incidents to improve safety and efficiency.

Additionally, MAP-21 pushed transportation planning to become goal and performance measure oriented. As a result, the NFRMPO defined its *Mobility* goal to include the following performance measures:

- ▶ Reduce facilities with poor surface condition by 1 percent
- ▶ Ensure less than 5 percent of bridges have a sufficiency rating below 50.0
- ▶ No increase in crashes on a five year rolling average of injury and fatal crashes

These performance measures will influence projects awarded funding through the NFRMPO's TIP Call for Projects.

Crash Data

MPO and municipal staff track regional incidents and identify areas where crash data shows a high rate of incidents. Crash rate information was detailed in **Chapter 2**. Since crashes impact the regional transportation system, **Chapter 11** explains the different methods the region employs to manage congestion, what information is provided on transportation system performance, and what strategies can alleviate congestion. Multiple strategies can improve reliability and safety by understanding the underlying congestion causes.

Statewide Initiatives

The NFRMPO works alongside and follows initiatives undertaken at the state level. A variety of plans have been produced to ensure an open dialogue, a statewide policy, and a coordinated effort to improve safety on Colorado's transportation system. These plans are available on CDOT's website at www.codot.gov.

In 2006, Colorado published its Strategic Plan for Improving Roadway Safety (SPIRS). For the 2014 update, Colorado produced the State Highway Safety Plan (SHSP) which established the state's *Towards Zero Deaths* (TZD) initiative. The plan notes in the 10 years between 2002 and 2012, traffic-related fatalities in Colorado

dropped 36 percent and serious injuries declined 35 percent¹. To continue this decrease, the SHSP brought together a range of stakeholders to achieve TZD in eight emphasis areas: aging road users; bicyclists and pedestrians; impaired driving; infrastructure – rural and urban; motorcyclists; occupant protection; young drivers; and data. The plan also established a Distracted Driving Task Force, to conduct research into the issue of distracted driving.

Every year CDOT publishes the Colorado Integrated Safety Plan (ISP). Produced by CDOT's Office of Transportation Safety and Traffic and Safety Engineering Branch, the ISP identifies the state's goals, objectives, and strategies for improving traffic safety. The plan presents different funding sources, the amounts allocated to each CDOT region, and potential projects/project types that could be funded. Every year CDOT studies the crash data, including number and severity, and further develops existing strategies to reduce and mitigate future crashes.

In 2012, CDOT produced the I-25 Traffic Incident Management Plan (TIMP) for the section from State Highway 7 to the Wyoming State Line. The plan is the culmination of an effort by nine fire districts, 12 law enforcement agencies, 12 cities and towns, three counties, WYDOT, and CDOT. The main objectives of the TIMP are: responder safety; safe, quick clearance of incidents; and prompt, reliable, inter-operable communications. Underlying this plan is the need to create relationships between agencies and conversations between responders so there is a consistent and coordinated effort at the scene of an incident. In addition to the physical plan, CDOT has created a program for its staff to travel throughout the North I-25 region to different emergency response agencies and train responders about the plan.

In 2009, Coloradans passed the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) Act, ensuring a stable flow of funding to safety, transit, highway, and bridge projects. This source of funding has been used throughout the region to enhance the safety of the regional transportation system. Safety projects include pavement resurfacing and culvert repairs, variable messaging signs, and bicycle-pedestrian facilities. Municipalities within the NFRMPO region have worked diligently to use this funding to improve the safety of the region's transportation system.

Transit Safety

MAP-21 authorized the Federal Transit Administration (FTA) to regulate safety for all modes of public transportation. As a result, Direct Recipients (DR) of 5307 Urbanized Area Formula Grants Program funds must develop, implement, and certify a Public Transit Agency Safety Plan within one year of FTA's ruling. The Safety Plans are one part of the National Safety Program, which also includes the National Public Transportation Safety Plan, the Public Transportation Safety Certification Training Program, and the State Safety Oversight Program. As of March 2015, there has been no ruling from FTA and no local agencies have created these plans.

¹ <https://www.codot.gov/safety/safety-data-sources-information/safety-plans/colorado-strategic-highway-safety-plan>

Rail safety

As discussed in **Chapter 2**, the North Front Range region has extensive railroad track mileage running in both the rural and urban areas. There are 118 at-grade crossings in Larimer County and 198 in Weld County. BNSF Railway, Great Western Railway, and Union Pacific Railroad provide multiple programs to ensure track safety.

American railroads ensure a culture of safety is followed both internally and on the tracks. BNSF Railway and Union Pacific staff inspects the many routes multiple times per week for internal defects, track strength, undue stress on wheels, or preventable equipment failures.

Educating people about safety near railroad tracks is an important undertaking for the railroads. Union Pacific and BNSF Railway provide safety grants, which can be used by communities to provide education about safety near railroads. Grants can be used for youth education activities, school or community safety days, community safety blitzes, and at-grade crossing educational enforcement activities. In addition to programs for the public, the railroads maintain a firm commitment to safety behind the scenes. The railroads provide safety and technical training for all employees. Employees are trained in the field, on the job, and at centralized training centers.

Operation Lifesaver Inc. (OLI) is a rail safety education program, established in 1972. The non-profit organization offers free rail safety education programs using a network of authorized volunteer speakers and trained speakers. OLI focuses on what it calls the three E's: education, enforcement, and engineering. By partnering with federal, state, and local government agencies, highway safety organizations, and the freight railroads, OLI is able to reach out to a wide population as rail transport increases, becomes more efficient, and uses quieter trains. For more information about OLI, visit their website at www.oli.org.

Some jurisdictions within the North Front Range are working to ensure safety while creating Quiet Zones at some crossing in the downtowns. The communities have requested Quiet Zones but they necessitate improvements in the safety features of the rail crossings. In 2011, Fort Collins began a Quiet Zone Study for the Downtown area in addition to improvements made during construction of the MAX corridor. To follow through with the Quiet Zone Study, Fort Collins, BNSF Railway, and Union Pacific Railroad must continue to work together to improve safety in the corridor through new or expanded gates, supplemental safety measures, and/or closing cross streets. The City of Fort Collins has submitted their waiver to the Federal Rail Administration and is awaiting their response. The City of Windsor received a TIGER grant to install gates to allow them to have Quiet Zones in their downtown.

B. Security

Transit Security

Transit Security is the freedom from intentional harm and tampering which may affect transit users and operators. Plans to prevent, manage, or respond to threats on the region's transit networks are included in this section.

BATS



Mode: On-call transportation

In 2003, BATS adopted their Transit Safety and Security Plan. BATS provides seniors with regularly scheduled transportation to shopping and on-call transportation demand response service around Berthoud. The service takes passengers to Loveland and Longmont every day, with links to FLEX and RTD.

The core elements of the BATS Transit Safety and Security Plan are: Driver Selection, Driver Training, Vehicle Maintenance, Drug and Alcohol Education Programs, Safety Data, and a System Safety and Emergency Preparedness Plan (SSEPP). The SSEPP includes a training policy, security and emergency protocol, contacts, and other preparedness guidelines. It is modeled after the CDOT prototype.

Drivers for BATS have a complete background check performed, they must pass a drug and alcohol screening, and if available have the two previous years drug and alcohol records checked. Motor vehicle records are checked. Training on policies and procedures lasts approximately two weeks. Each driver has a cell phone for emergency purposes.

Vehicles used for BATS service have first aid kits and a fire extinguisher. The vehicles do not have cameras installed.

Contact Phone: (970) 532-3049

Website: <http://berthoud.org/Town/bats.php>

Bustang



Mode: Interregional express bus service

With an anticipated late spring/early summer 2015 start date, Bustang will connect commuters to Denver along the I-25 and I-70 corridors. This service was created by CDOT to alleviate congestion along major transportation corridors.

CDOT will contract with Horizon Coach Lines to operate the bus service for all Bustang routes. Driver training involves a multi-week training program that covers the Occupational Safety and Health Administration guidelines; Federal Motor Carrier Safety Administration Regulations; Customer Service; Hours of Service; Drug and Alcohol Screening; Passenger Safety; Vehicle Inspection; Fundamentals of Defensive Driving; and all drivers are required to take annual qualification and recertification tests to maintain driving skills.

Vehicle safety includes required routine maintenance on all 13 buses. Safety inspections are performed whenever a vehicle is being maintained. Drivers inspect vehicles before departing Horizon Coach Line facilities. Each bus has eight onboard cameras that record a week of video and can be monitored in real time using wireless internet (WiFi) access.

Website: <https://www.codot.gov/travel/bustang>

CDOT



Park-n-Ride Services

CDOT maintained Park-n-Ride locations in the NFRMPO region include: Harmony Road Park-n-Ride, SH 392 Park-n-Ride, US 34 Park-n-Ride, SH 402 Park-n-Ride, SH60 Park-n-Ride, SH 56 Park-n-Ride, and Promontory Park-n-Ride west of Greeley. Each of the CDOT maintained Park-n-Ride locations have surveillance cameras with the exception of the SH56 Park-n-Ride location. Law enforcement officers regularly drive through the Park-n-Ride lots.

Currently, there is limited parking in many of the lots along I-25. With the addition of Bustang services at three Park-n-Ride lots including the south Transit Center, there will be an increased need for more parking spaces and improved facilities.

Website: <https://www.codot.gov/travel/parknride>

COLT



Mode: Fixed-route bus, paratransit

In 2007, COLT prepared an emergency operations and security plan. COLT worked with the Loveland Office of Emergency Management to implement a safety and security protocol for the COLT system. All COLT fixed-route and paratransit buses have a six camera security system on-board.

All COLT drivers are prescreened before employment to verify they carry a Class B CDL or higher with proper endorsements, pass a background check, pass a pre-employment drug screen, and must have a clean driving record.

During employment, drivers are required to complete a defensive driving course; be certified in both CPR/AED and First Aid; attend all safety-related meetings and trainings required by the City of Loveland; submit to random testing for both drugs and alcohol; and have their driving records monitored.

Contact Phone: (970) 962-2700

Contact Email: COLT@cityofloveland.org

FLEX



Mode: Fixed-route bus

The City of Fort Collins operates FLEX as part of a regional partnership with Loveland, Berthoud, and Longmont. The same plans and operations in effect for Transfort apply to FLEX. See the section on Transfort for more information.

Contact Phone: (970) 221-6620

GET



Mode: Fixed-route bus, paratransit, and call-n-ride

GET offers fixed-route bus services, paratransit, and call-n-ride services. Currently, GET is working on a Safety and Security Plan in anticipation of new MAP-21 guidance regarding safety and is anticipated to be completed in spring 2015. Additionally, GET is working on a 5 to 10 year strategic transit plan to update the 2006 plan.

All new transit drivers undergo an extensive training process. A six-day classroom and hands-on training experience includes: a full tour of the facilities, explanation of procedures, the various transit shifts, driver cell phones and their use, organizational flow, the pre-post trip log book which is kept for a year, work related timekeeping, dress code, bulletin boards, the transit time book, safety board, a variety of informational training videos, sensitivity training handouts, drug/alcohol training, transit communication codes, and a complete training manual.

In the buses, new drivers will experience a skills course to test driving skills, tablet training using RouteMatch (onboard GPS), wheelchair securement training, and mechanically-assisted and manual wheelchair lift operation. Before training is complete each driver must drive every route with a driver trainer. In total, complete driver training usually takes six weeks and all drivers must have final supervisor approval before they begin service.

Drivers for GET have background and driving checks performed in the initial hiring process. Drivers must have current, personal automobile insurance in good standing in addition to insurance with GET for the transit vehicles. Each year drivers are required to attend an eight hour class on defensive driving techniques. Drivers have a supervisor ride along at least twice a year. If a driver is involved in an accident, a supervisor will ride along on the next work day of operation.

A new GET transit center will be open January 2016. The facility will have cameras throughout, double lock doors, and proximity doors for identification cards. The facility will be moving from the downtown library location to 1200 A Street. With the addition of one bus operating on Sundays, the level of security at the facility has been increased.

All GET buses have cameras on board. There are five cameras on each vehicle and the video from each bus is downloaded every night. Supervisors can request time to review more of the video if necessary. GET has an additional plan for fleet maintenance.

Contact Phone: (970) 350-9287

Website: <http://greeleygov.com/services/greeley-evans-transit>

RAFT



Mode: On demand volunteer ride service

RAFT provides rides for seniors (60+) and adults with disabilities (18+) which prevent them from driving. RAFT users must reside in the Berthoud Fire Protection District (zip code 80513). Most of the vehicles used in this program are personal automobiles driven by volunteers. The program has one ADA accessible van that was purchased in part using FTA funds. There are no cameras in the volunteer vehicles or in the van.

The service limits of the Berthoud Fire District outside the Township of Berthoud is the state Hwy 60/Larimer County Road 14 to the north; I-25 to the east; Yellowstone Road to the south and Carter Lake/Larimer County Road 31 to the west. A map of these limits can be found in **Chapter 2**.

The volunteer driver requirements for RAFT include: having a current, valid driver's license; a clean, safe and dependable vehicle; compliance with speed limit and traffic laws; authorization to obtain a copy of their driving record; a background check; must be 18 years of age or older, and if requested will submit to a drug test.

Additionally, volunteer drivers must maintain the minimum automobile insurance required by Colorado State Law and proof of insurance must be provided to RAFT. Volunteers are protected by the Volunteer Protection Act of 1997. First Aid classes and defensive driving courses are not required, but recommended, reimbursement is offered to volunteers who complete either training.

As of January 2015, RAFT has been in operation for one year. In the first year of operation, 28 volunteer drivers drove approximately 22,000 miles over 960 trips. There were no accidents in 2014 and there have been no complaints filed to date.

Contact Phone: (970) 532-2730

Website: <http://www.berthoudraft.org/>

SAINT



Mode: Demand response / pre-scheduled volunteer ride service

SAINT provides rides for seniors (60+) and adults with disabilities that prevent them from driving in the Loveland and Fort Collins areas.

The volunteer screening for SAINT includes: a motor vehicle driver background check; a criminal background check; confirmation of their personal automobile insurance; and an interview in the volunteer's home.

All vehicles involved in the SAINT program are owned by the volunteer. There are no cameras or other special equipment in the vehicles. There is no SAINT 'road supervisor,' but clients have been willing to let SAINT staff know how the drivers are performing.

Contact Phone: (970) 223-8604

Website: <http://www.saintvolunteertransportation.org/>



Senior Resource Services

Mode: Demand response / pre-scheduled volunteer ride service

Senior Resource Services provides transportation for Weld County seniors (60+) through volunteers driving their own automobiles. Background and driving record checks are performed on all volunteers.

The group has one minivan with five hired drivers that provide transportation for seniors requesting non-medical trips. Service is expected to expand to the south in the future.

Contact Phone: (970) 352-9348

Website: <http://seniorresourceservices.info/>

Transfort/Dial-A-Ride



Mode: Fixed-route bus, paratransit, and on-call transportation

Transfort is the transit provider for FLEX, MAX, and the general Transfort services. The Transfort System Safety Program Plan (SSMP) was last updated in March 2014. This safety plan outlines: purpose, goals and update procedures; a system and operational description; hazard management; contract management; bus rapid transit guideway access management; accident/incident notification, investigation, and reporting; maintenance audits and inspections; training and certifications; emergency response procedures; employee safety program; procurement; compressed natural gas fuels and safety; security; and an internal safety audit process.

The SSMP appendix contains documents on the safe operator plan, standard operating procedures, fleet maintenance, risk management audit, bus operator training program, emergency procedures, City of Fort Collins personnel policy and procedures, and transit security procedures.

The purpose of the SSMP is to:

- ▶ Establish management strategies to control hazards (safety) and threats and vulnerabilities (security); hazards and threats are identified, their risks assessed, and mitigating actions are developed, tracked, and resolved prior to revenue service; and
- ▶ Provide guidance for verifying that all project equipment, facilities, plans, procedures, and training programs are systematically reviewed for compliance with established system safety and security requirements prior to implementation of revenue service.²

New driver training consists of six to eight weeks of progressive training. Depending on the area of training various materials, methods, and forms of interaction are employed. Conditions of employment, defensive driving, customer service, emergency and security, and service operating policies are covered. Additionally, continuing education is a focus of the Transfort training programs.

² [Safety and Security Management Plan, R4, 2013, p.2].

The Conditions of Employment Section lists Equal Employment Opportunity, Sexual Harassment, and Substance Abuse Rules that must be followed by all employees.

System security measures are in place to safeguard employees, passengers, facilities, and equipment. A Citywide ID program is in place for City employees, non-public facility visitors, and contractors. Transfort specific transit security officers have been commissioned by the Fort Collins Chief of Police.

All Transfort buses, including MAX and FLEX, have cameras on board. All MAX bus stops along Mason Street have security cameras and are well lit. In 2014, Transfort installed two security gates at the dispatch facility.

In 2006, Fort Collins adopted the Transfort/Dial-A Ride Snow and Severe Weather Emergency Operations Plan. The objectives of this plan are to:

1. Provide the best possible level of service in a winter storm that is safe, effective, and efficient;
2. Ensure that staff respond to the emergency according to plan;
3. Provide mutual support to other departments and a promise of best possible effort during the emergency; and
4. Provide public information that imparts the reality of operations in winter conditions.

In addition, the City of Fort Collins adopted the Safe Operator Plan in 2009.

Contact Email: transfortinfo@fcgov.com

Contact Phone: (970) 221-6620

VanGo

Mode: Vanpool



The NFRMPO has developed the VanGo Vanpool Services System Security and Emergency Preparedness Plan (SSEPP), which is modeled after the CDOT prototype. This plan is updated on an annual basis. Goals of the VanGo SSEPP are to:

1. Ensure security and emergency preparedness are addressed during all phases of system operation, including the hiring and training of agency personnel; the procurement and maintenance of agency equipment; the development of agency policies, rules, and procedures; and coordination with local public safety and community emergency planning agencies.
2. Promote analysis tools and methodologies to encourage safe system operations through the identification, evaluation, and resolution of threats and vulnerabilities, and the ongoing assessment of agency capabilities and readiness.
3. Create a culture which supports employee safety and security and safe system operations (during normal and emergency conditions) through motivated rules and procedures and the appropriate use and operation of equipment.

Annually the VanGo program creates a mock scenario for drivers and staff to practice their emergency response skills. Previous scenarios have focused on the response to a serious incident involving a VanGo van with passengers. Annual safety meetings are held in Fort Collins and Greeley in the fall.

VanGo drivers and riders each have their own required application before they can begin using the service. Drivers are required to undergo driving record checks and complete an online defensive driving course.

A portion of VanGo vehicles are housed in Greeley with the remainder in Fort Collins. Transfort provides all of the emergency equipment for the vans. Items in the vans include a fire extinguisher, emergency blankets, First Aid kit, reflective traffic triangles, and information on accident response. Vehicle service is provided by GET for vans in Greeley and Transfort provides service for vans in Fort Collins.

VanGo operates approximately 74 vans, with 10 additional vans in reserve. There are no security cameras in any of the VanGo vans.

Contact Phone: (800) 332-0950

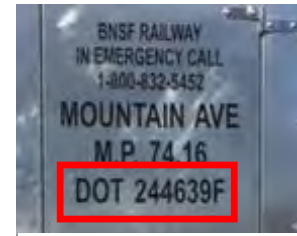
Contact Email: staff@nfrmpo.org

Website: <https://www.smarttrips.org/>

Railway Transportation Security

To identify incident locations on the railway system, the following information is needed when contacting the appropriate railroad:

- ▶ Street/highway name;
- ▶ Nearest city/town;
- ▶ Railroad mile post;
- ▶ Railroad subdivision; and
- ▶ Crossing/DOT Number (if available)



0-1 Crossing Number highlighted

Note: The DOT number is a six digit number with an alpha character at the end (e.g., 244639F) and is found on the sign mounted on the crossing post for a passive warning. It may be found on either the signal mast and/or signal cabin for an active warning device (i.e., a sign with flashing lights or a gate).

BNSF Railway

The BNSF Resource Protection Solutions Team responds to all railroad related emergencies, trespassers, and crimes. To ensure goods and services are protected; BNSF Railway has a Police Team as part of its Resource Protection Team. Additionally, BNSF has a trained K-9 team. The Police Team consists of fully certified state law enforcement officers who patrol to prevent trespassing and cargo theft.

BNSF Railway ensures hazardous materials are carried safely and efficiently. Materials shipped via rail are identified and tracked by BNSF. If an incident occurs while hazardous materials are in transit, BNSF has developed the Community Awareness and Emergency Response Code by working with multiple local agencies across the country. Additionally, BNSF offers a First Responder Training at their Security and Emergency Response Training Center in Pueblo, Colorado.

ON GUARD is a BNSF employee program which encourages employees to report suspicious activities, individuals or trespassers to BNSF's Resource Operations Call Center (ROCC). Since its inception in 2003, over 200 employees have reported suspicious activities. Employees have reported theft, vandalism, arson, attempted suicide, and other criminal violations, threats to safety, or unusual events on or near railway properties.

To ensure members of the community are involved in the security of the rail system, BNSF educates community and legislative groups, police authorities, and schools on rail security. Specifically, the Citizens United for Rail Security (CRS) program encourages interested citizens and railway fans to participate in BNSF security training. Across the country, over 9,600 citizens and 777 partner law enforcement agencies currently participate in the program. Citizens and CRS members are encouraged to report any and all suspicious activity along railroad property to the BNSF Resource Protection hotline. Those interested in learning more can visit www.citizensforrailsecurity.com.

For more information about the security of the BNSF Railway system, visit www.bnsf.com.

Union Pacific Railroad (UPRR)

Union Pacific has a police department with more than 220 Special Agents across their system. Similar to BNSF, Special Agents are certified state law enforcement officers who can arrest both on and off railroad property. Special Agents investigate trespassing, theft, threats of terrorism, and derailments. These officers have access to surveillance technology and investigative techniques in addition to relationships with local, state and federal law enforcement agencies.

Union Pacific operates a varied security system throughout its network. In addition to the Special Agents, Union Pacific provides a surveillance network which can report the location and movement of hazardous cargo within seconds. In partnership with constant track checks, Union Pacific can pinpoint and manage the locations of the trains to ensure products are being shipped safely and efficiently.

For more information about the security of Union Pacific, visit www.up.com.

Great Western Railway of Colorado (GWR)

The Great Western Railway is a short-line railroad operated by OmniTRAX. OmniTRAX produces a Customer Safety Handbook, most recently updated in 2014, which explains the company's policies on safety and security. The handbook provides recommendations, contact information, and explanations of what to do in emergencies. The handbook can be accessed at www.omnitrax.com.

Airport Transportation Security

Greeley-Weld County Airport

In 2009, the Greeley-Weld County Airport Authority updated its Airport Security Plan (ASP) with the assistance of an Airport Security Advisory Committee (ASAC). The ASAC is formed with the assistance of the Greeley-Weld County Airport Tenants & Users Association. The ASAC periodically reviews the current plan and works with airport staff to implement updates.

Contact Phone: (970) 336-3000

Website: <http://www.gxy.net/>

Fort Collins-Loveland Airport

Security operations at the Fort Collins-Loveland Airport are conducted by the Transportation Security Administration. The same level of security inspections, regulations, and restrictions used at major airports are in place at the Fort Collins-Loveland Airport.

The terminal facilities have been expanded to accommodate a larger number of passengers and expanded security requirements.

Contact Phone: (970) 962-2850

Website: <http://www.fortloveair.com/>

Emergency Management

Emergency management can be divided into four phases: prevention/mitigation, preparedness, response, and recovery³. These four phases correspond to efforts made across the North Front Range region. When a disaster or emergency occurs, local governments have plans in place for how to prepare and inform residents, respond to disasters as they happen, and recover. As more data and knowledge about disasters is collected, local governments can work to mitigate future events and prevent further damage.

One of the ways local governments can prepare residents is to create a localized plan. Local municipalities and agencies in the region have worked together to create a range of Emergency Management Plans which establish protocols for handling and recovering from a variety of emergencies or disasters.

Two additional plans help the region with emergency preparedness actions. The Northern Colorado Regional Hazard Mitigation Plan is a joint effort between Larimer County; the cities of Loveland and Fort Collins; the towns of Berthoud, Estes Park, and Wellington; the Federal Emergency Management Agency (FEMA); the National Transportation Safety Board (NTSB); CDOT; National Weather Service; and CSU. The plan prepares residents for natural, man-made, and hazardous materials disasters or incidents by providing resources, information, and potential actions that should be undertaken in an emergency. Each community prepares an

³ <http://ema.ohio.gov/Documents/COP/The%20Four%20Phases%20of%20Emergency%20Management.pdf>

annual report concerning necessary updates and future actions. In recent years, the annual reports have analyzed the clean-up and mitigation efforts since the major flood of 2013.

The State of Colorado created READYColorado, a homeland security and all-hazards preparedness campaign. Teaming with a variety of public and private partners, READYColorado used a grant from the U.S. Department of Homeland Security to enhance preparedness and response capabilities. The website provides assistance in making a personal plan, a one-stop shop for local emergencies, and a list of tools residents can use to prepare for and mitigate the risks from natural disasters and emergencies. The program is located at www.readycolorado.com.

Vulnerability Assessment

FEMA defines vulnerability as “any weakness that can be exploited by an aggressor”⁴. To identify vulnerabilities, FEMA uses a multidisciplinary team featuring engineers, architects, security specialists, and subject matter experts. The team reviews and coordinates building plans, utilities, emergency plans, and interview schedules. Using this information, FEMA is able to assess potential damages and impacts on local buildings and transportation network if an event were to occur. The analysis identifies vulnerabilities in the critical functions and critical infrastructure using a Vulnerability Assessment Checklist that rates them on a scale from “very low” (no weaknesses) to “very high” (extremely susceptible).

⁴ http://www.fema.gov/pdf/plan/prevent/rms/155/e155_unit_iv.pdf

DISCUSSION ITEM: 2040 RTP: Chapter 9: Vision Plan

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
May 27, 2015	Discussion of 2040 Regional Transportation Plan Chapter 9	Becky Karasko
Objective / Request Action		
Staff is providing the third of five groups of chapters for the 2040 Regional Transportation Plan (RTP) for TAC review and comment.		<input type="checkbox"/> Report <input checked="" type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • MPO staff is developing the 2040 RTP, scheduled for September 2015 Council approval • The 2040 RTP includes a long term transportation vision for the region 		
Committee Discussion		
At their February 18, 2015 meeting, TAC requested staff provide a revised schedule of when staff would require Committee review and input on the 2040 RTP chapters.		
Supporting Information		
The 2040 RTP is a fiscally constrained federally-mandated plan for MPOs and includes a long-term transportation vision for the region. The 2040 RTP summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a corridor plan for the future.		
Advantages		
Providing the chapters as they are drafted allows TAC to maximize their time and input in reviewing the 2040 RTP chapters. Staff will provide presentations summarizing the changes to the RTP to assist TAC in their review.		
Disadvantages		
None noted.		
Analysis/Recommendation		
Staff requests TAC members review the portions of the 2040 RTP Chapter 9 applicable to their jurisdictions for accuracy and content.		
Attachments		
<u>RTP Chapter:</u> <ul style="list-style-type: none"> • Chapter 9: Vision Plan 		

Rev. 9/17/2014

Chapter 9: Vision Plan

A. Regionally Significant Corridor Visions

Corridor visioning seeks to develop visions, goals, and objectives for the Regionally Significant Corridors (RSC), defined in **Chapter 2**. Each RSC has its own unique transportation system which includes one or more modes and facilities within a defined geographic segment, having a length from west to east or north to south. The RSC Visions provide a general description of each RSC's current travel modes, primary investment need, future travel modes, geographic and social environment, and the priorities of the communities served by the RSC. RSC goals and objectives are from the 2040 GOPMT, defined in **Chapter 4**, and provide guidance on potential means to achieve the vision of each RSC.

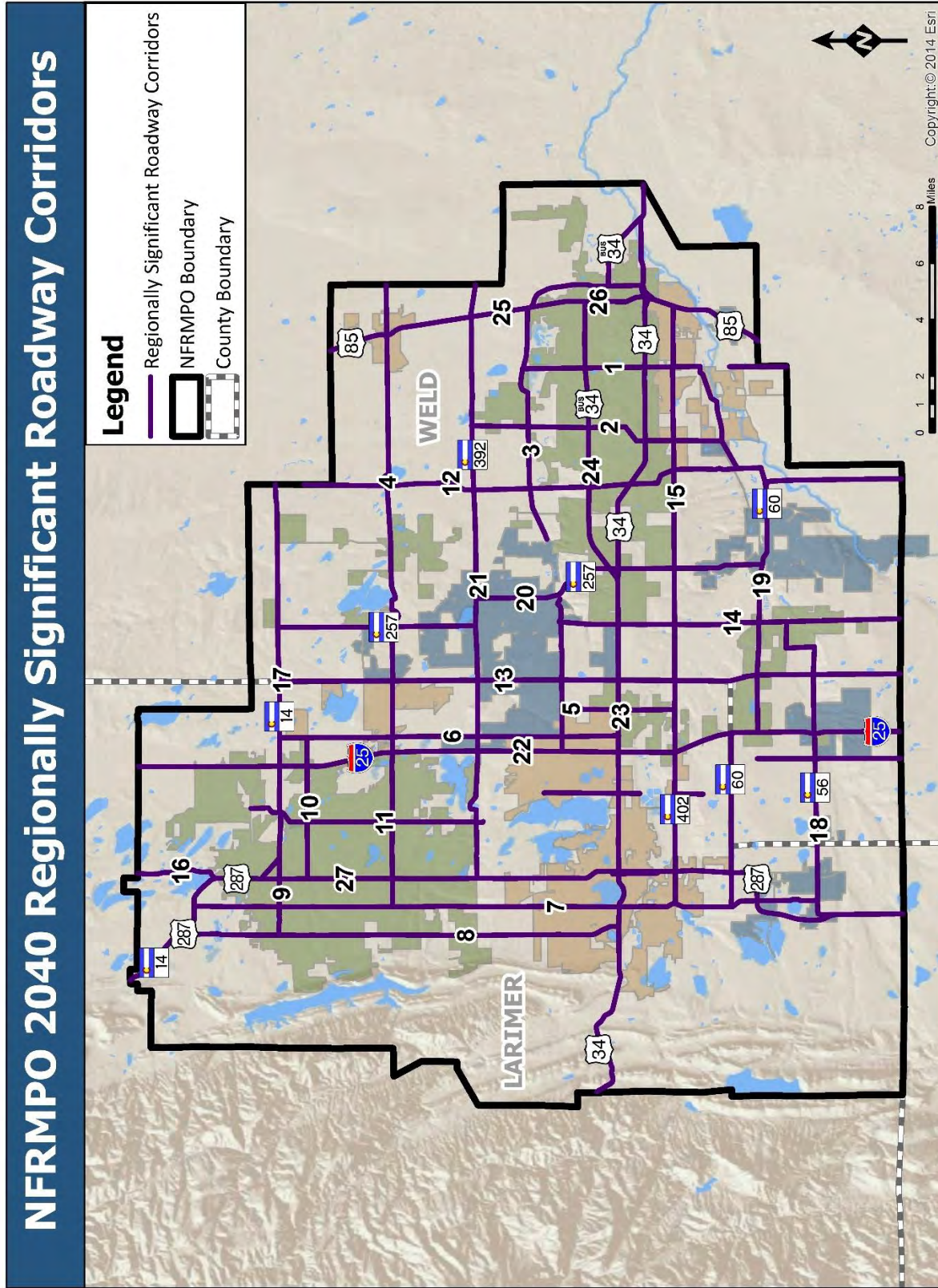
A primary investment category (mobility, safety, or system quality) has been assigned to each RSC. This does not imply other types of projects are not needed on a given RSC. If safety was determined to be the primary investment category, the most pressing needs for a corridor may be for safety improvement projects. The RSC may also have spot locations where congestion or capacity, the main focus of the mobility investment category, need to be addressed. The purpose of identifying the primary investment category is to categorize the highest need for each RSC.

The NFRMPO recognizes RSCs identified as regionally significant within the NFRMPO often extend beyond the NFRMPO boundary. The NFRMPO makes an effort to coordinate with the adjacent planning organizations of Upper Front Range Transportation Planning Region and the Denver Regional Council of Governments in the development of RSC visions. The RSC visions in this document are only for those segments within the NFRMPO boundary.

RSCs 1-27, **Figure 9-1**, are roadway corridors and RSCs 28-39, **Figure 9-29**, are bicycle corridors. For consistency between plans, RSCs 28-39 are referred to Regional Bike Corridors (RBC), as defined in the NFRMPO Regional Bike Plan.¹

¹ NFRMPO Regional Bike Plan, <http://www.nfrmpo.org/Projects/BikePlan.aspx>, 2013

Figure 9-1: Regionally Significant Roadway Corridors



Apr, 2015
Sources: CDOT

RSC Vision 1: 35th Avenue (Greeley)

RSC 1 begins at O Street on the north and ends at US 85 on the south. The majority of RSC 1 is four-lanes, with the remaining segment in Greeley from O Street to 10th Street planned for four-lanes, including bike lanes. This RSC has access to the GET transit system.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 1 is to increase mobility. This is an off-system arterial roadway providing local and regional access. It serves as a feeder to US 34, US 85, and SH 392. Future travel modes are planned to include passenger vehicle and truck freight; TDM, park-n-ride lots, and bike lanes which could be effective in this RSC. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase around the intersection at the US 34 RSC. Users of RSC 1 support the movement of commuters in and through the RSC, while recognizing the environmental, economic, and social needs of the surrounding area.

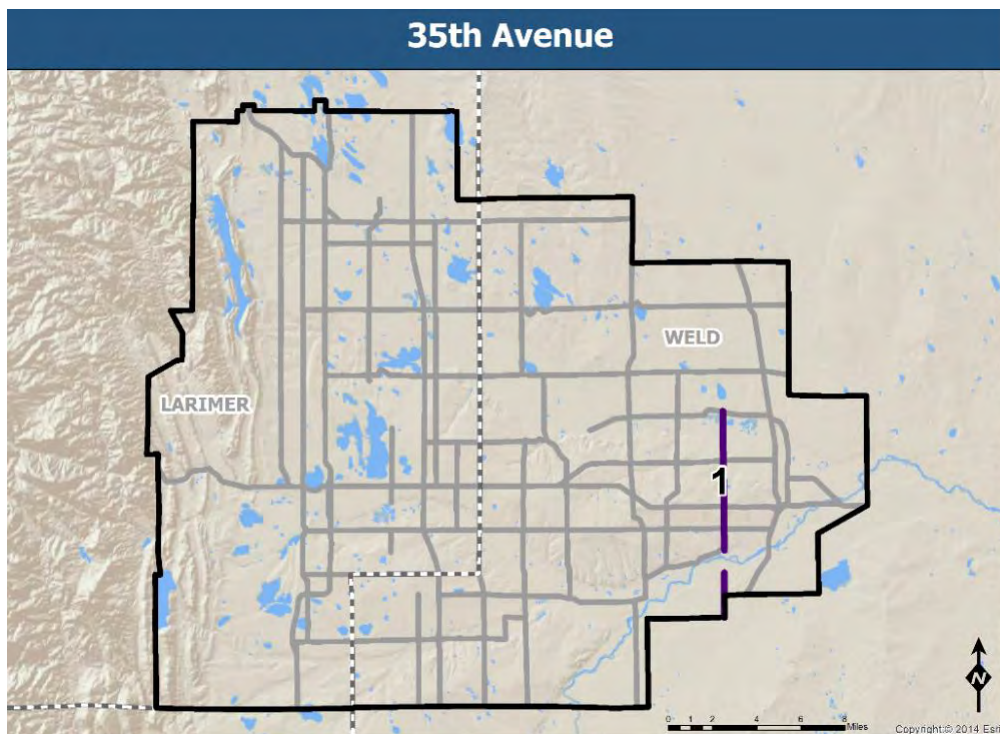
Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

Objectives

1. Conforms to air quality requirements
2. Investment in infrastructure
3. Provide reliable travel times
4. Develop infrastructure that supports alternate modes and connectivity.
5. Use Transportation Demand Management (TDM) techniques to reduce congestion and optimize the system.

Figure 9-2: RSC 1



Reference

- [City of Greeley 2035 Comprehensive Transportation Plan, 2011](#)

RSC Vision 2: 65th Avenue/59th Avenue (Greeley)

RSC 2 is located in Greeley, from 54th Street to SH 392 along the 59th Avenue alignment. RSC 2 is primarily two-lanes, with one segment of four-lanes from 4th Street to 20th Street in Greeley. The portion from O Street to 37th Street is planned to be four-lanes with bike lanes. This RSC has access to the GET transit system.

Primary Investment Need: Increase mobility

Vision Statement

RSC 2 is an off-system arterial roadway. It provides local and regional access and makes north-south connections within Greeley, Evans, and Milliken. It serves as a feeder to US 34, US 85, and SH 392. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase significantly especially south of US 34, while freight volume will remain relatively constant. The communities along the RSC value high levels of mobility, connections to other areas, safety, and system preservation. They depend on commercial activity and residential development for economic activity in the area.

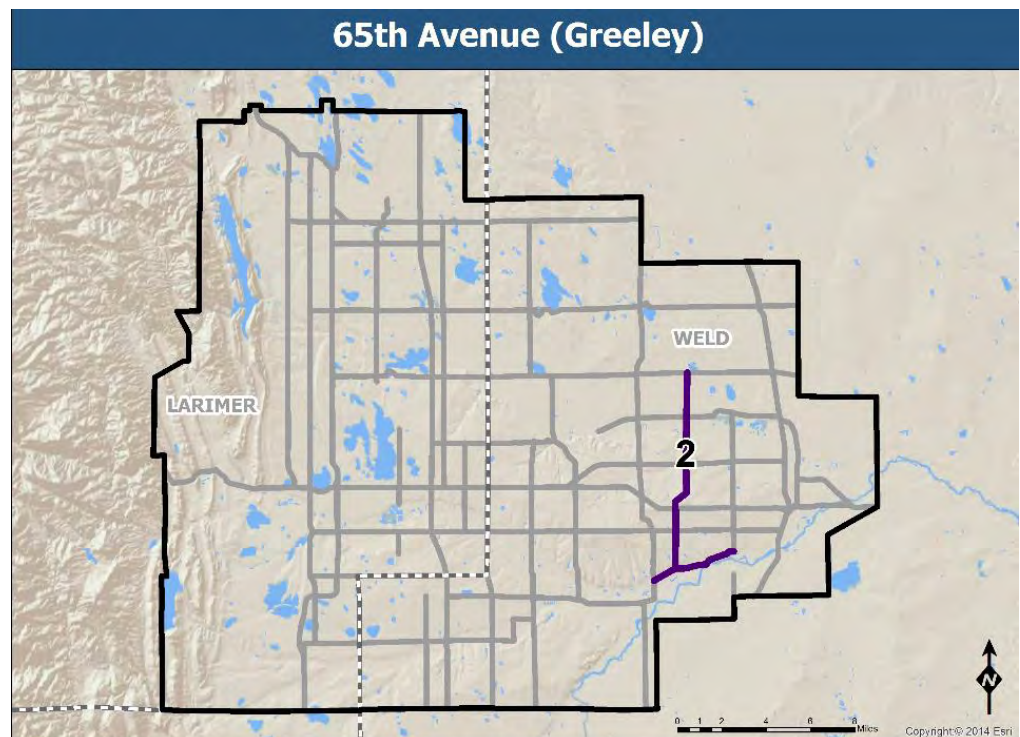
Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

Objectives

1. Conform to air quality requirements
2. Invest in infrastructure
3. Provide reliable travel times
4. Develop infrastructure that supports alternate mode and connectivity.
5. Use Transportation Demand Management (TDM) techniques to reduce congestion and optimize the system.

Figure 9-3: RSC 2



Reference

- [City of Greeley 2035 Comprehensive Transportation Plan, 2011](#)

RSC Vision 3: Crossroads/O Street

RSC 3 extends from I-25 on the west to US 85 on the east. RSC 3 is currently two-lanes on the existing segments and planned to be a four-lane arterial. Currently, Crossroads Boulevard and O Street do not connect. The City of Greeley plans to connect this segment, making it a major arterial.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 3 (off-system arterials) is to increase mobility. These facilities provide commuter access and make east-west connections between Greeley and Windsor. Future travel modes to be planned for include passenger vehicle, bus service, bus rapid transit, bicycle and pedestrian. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase. Communities along the RSC depend on manufacturing, high-tech industry, agriculture, commercial activity, and residential development for economic activity in the area. The Larimer County Fairgrounds and Events Complex is located along this RSC, contributing to the activity. While the majority of the area surrounding RSC 3 is transitioning from agricultural to suburban, sections of the RSC in Loveland and Greeley are urbanized. Portions of this RSC support the movement of tourists, commuters, freight, and farm-to-market products in and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

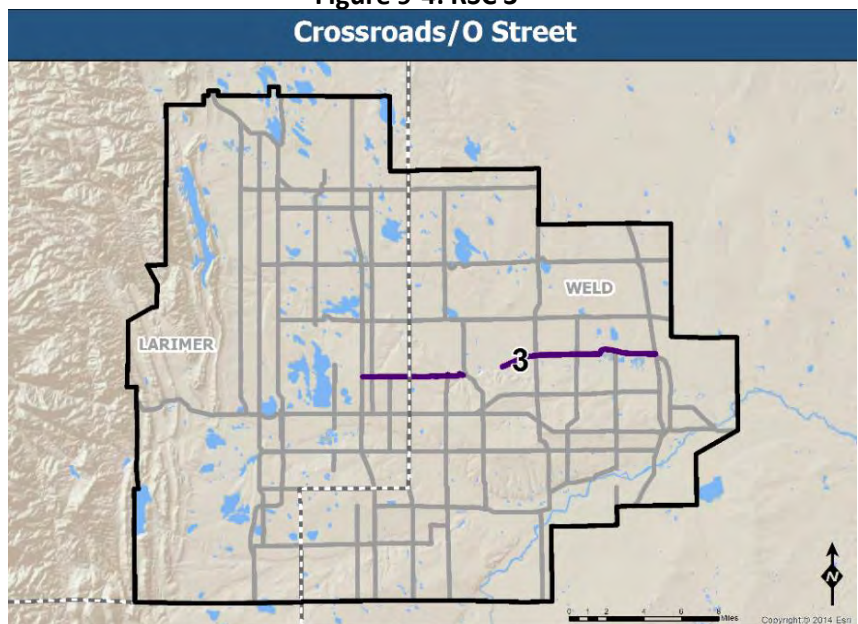
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Provide reliable travel times
3. Use Transportation Demand Management (TDM) techniques to reduce congestion and optimize the system.
4. Reduce project delivery time frame.

Reference

- ▶ City of Greeley 2035 Comprehensive Transportation Plan, 2011

**Figure 9-4: RSC 3
Crossroads/O Street**



RSC Vision 4: Harmony Road/WCR 74 (Fort Collins/Weld County)

RSC 4 goes from Shields/LCR 17 in Fort Collins to WCR 21 in unincorporated Weld County. The roadway, from the west side in Fort Collins (Harmony Road), is two to three lanes each way until LCR 5 in Timnath where the road drops down to one-lane each way as it travels into unincorporated Weld County. Fort Collins is planning for a six-lane roadway and Timnath plans to widen east to CR 1 in the next few years. The western portion of the RSC has access to the Transfort transit system.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 4 is to increase mobility as well as to maintain system quality and improve safety. This RSC serves as a local facility, provides commuter access, and an east-west connection between south Fort Collins, Timnath, Windsor, Severance and Eaton. Future travel modes to be planned for include passenger vehicle, bus service, freight trucks, and bicycle and pedestrian facilities. The transportation system in the area serves towns, cities, and destinations both within and outside of the RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The area adjacent to the western portion of the RSC is urban, while the areas in the central and eastern portions of the RSC are transitioning from agricultural to suburban. Users of this RSC support the movement of commuters, freight, and farm-to-market products in and along the RSC, while recognizing the environmental (including preservation and minimization/mitigation of impacts to protected public open lands/natural areas), economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

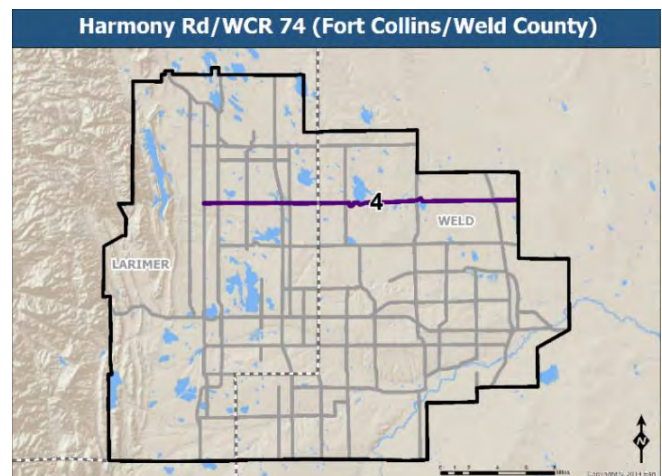
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Provide Reliable travel times.
3. Support transportation services for all including the most vulnerable and transit dependent populations.
4. Use Transportation Demand Management (TDM) techniques to reduce congestion and optimize the system.
5. Enhance transit service in the NFR.

References

- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ [Timnath Comprehensive Plan, 2013](#)

Figure 9-5: RSC 4



RSC Vision 5: LCR 3

RSC 5 extends from Crossroads Boulevard on the north to the MPO Boundary on the south. This Corridor currently exists in Johnstown and portions of unincorporated Larimer County as a gravel road, **Figure 9-5**. This RSC has no access to transit. Johnstown plans to extend this road down into Berthoud as a two- to four-lane road.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 5 is to increase mobility as well as to improve safety and maintain system quality. The RSC serves as off-system parallel arterial to I-25, providing local access off of I-25. Future travel modes could include passenger vehicle, bus service, and bicycle and pedestrian facilities. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain relatively constant. The area surrounding this RSC is transitioning from rural to suburban, and the RSC needs to support the movement of commuters and farm-to-market products.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a multi-modal system that improves accessibility and transportation system continuity.

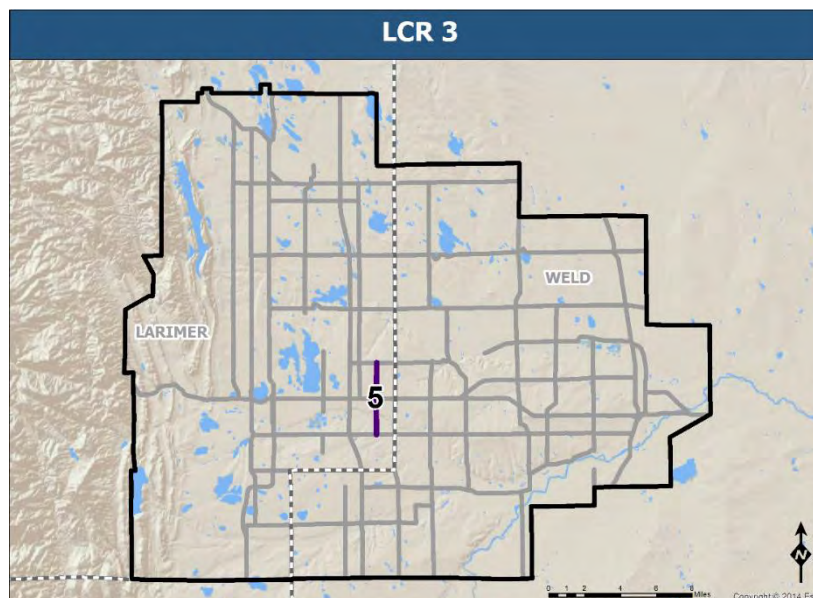
Objectives

1. Develop infrastructure that supports alternate modes and connectivity.
2. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.

References

- ▶ Town of Johnstown Transportation Master Plan, 2008
- ▶ Berthoud Comprehensive Plan Update, 2014

Figure 9-6: RSC 5



RSC Vision 6: LCR 5

RSC 6 extends from SH 14 on the north to US 34 on the south. Part of the corridor is currently one-lane each way, with TDM measures through downtown Timnath and portions of unincorporated Larimer County with subdivisions. As it approaches US 34, the road transitions to four-lane and then six-lanes as you approach Centerra Parkway.

Primary Investment Need: Increase mobility

Vision Statement

The vision for LCR 5 is increased mobility, improved safety while maintaining system quality. The RSC serves as an off-system parallel arterial to I-25, providing for local access east of I-25. The Larimer County Fairgrounds and Events Complex is located along this RSC and contributes to traffic. Future travel modes should include passenger vehicle, bus service, and bicycle and pedestrian facilities. TDM would be effective in this RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. This area depends on manufacturing, high-tech industries, commercial activity, retail, and residential development for economic activity. The area is transitioning from rural to suburban, and the RSC needs to support the movement of commuters and farm-to-market products.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

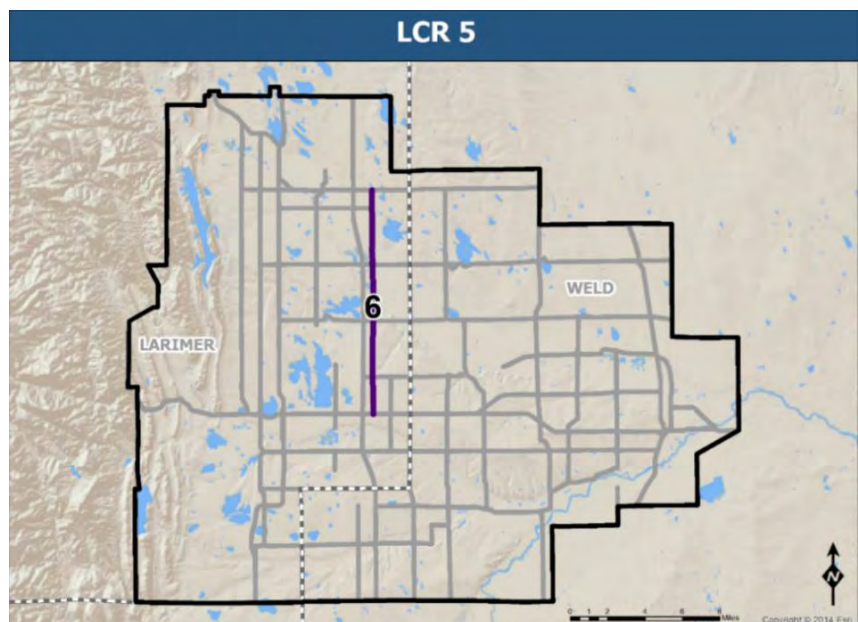
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Use the Congestion Management Process (CMP) to reduce congestion.
3. Develop infrastructure that supports alternate model and connectivity.

References

- ▶ [Town of Windsor Update of 2002 Comprehensive Plan, 2006](#)
- ▶ [Timnath Comprehensive Plan, 2013](#)
- ▶ [City of Loveland 2035 Transportation Plan, 2012](#)

Figure 9-7: RSC 6



RSC Vision 7: Shields/LCR 17

RSC 7 extends from US 287 on the north to SH 56 on the south. This RSC is four lanes in the urban areas of Fort Collins and Loveland and decreases to two lanes in the suburban and rural areas. This RSC has access to COLT and Transfort transit systems.

Primary Investment Need: Increase mobility

Vision Statement

RSC 7 is an off-system facility which provides a connection through residential and commercial areas. Future travel modes to be planned for include passenger vehicle, bus service, and bicycle and pedestrian facilities. Based on historic and projected population and employment levels, passenger volumes are expected to increase significantly, while freight traffic volumes are expected to remain constant. Communities along the RSC depend on commercial activity, residential development, Colorado State University, governmental agencies, as well as manufacturing and high-tech industries for economic activity in the area. Users of this RSC want to retain the character of the area, including the dedicated open space between Fort Collins and Loveland, while supporting the movement of commuters and freight along the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

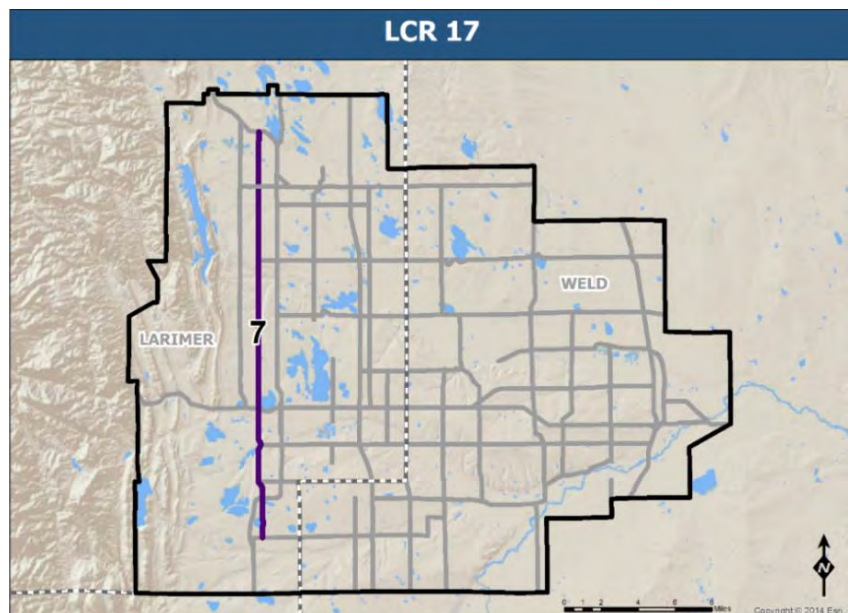
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Use the Congestion Management Process (CMP) to reduce congestion.
3. Provide reliable travel times.
4. Regional Bicycle Plan, and North I-25 EIS.
5. Implement Intelligent Transportation Systems (ITS).
6. Enhance transit service in the NFR

References

- ▶ [Fort Collins Transportation Master Plan, 2011](#)
- ▶ [City of Loveland 2035 Transportation Plan, 2012](#)
- ▶ [Berthoud Comprehensive Plan Update, 2014](#)

Figure 9-8: RSC 7



RSC Vision 8: LCR 19/Taft Hill/Wilson

RSC 8 stretches from US 287 on the north to US 34 on the south. The RSC has four-lane segments in the urban areas of Fort Collins and Loveland, while the rural and suburban areas are two-lane. This RSC has access to transit routes on the Transfort and COLT systems.

Primary Investment Need: Increase mobility

Vision Statement

RSC 8 is an off-system facility which provides a connection through residential and commercial areas. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations both within and outside of the RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. Communities in this area depend on commercial activity, residential development, as well as manufacturing and high-tech industries for economic activity in the area. Users of this RSC want to retain the character of the area, including the dedicated open space between Fort Collins and Loveland, while supporting the movement of commuters and freight to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

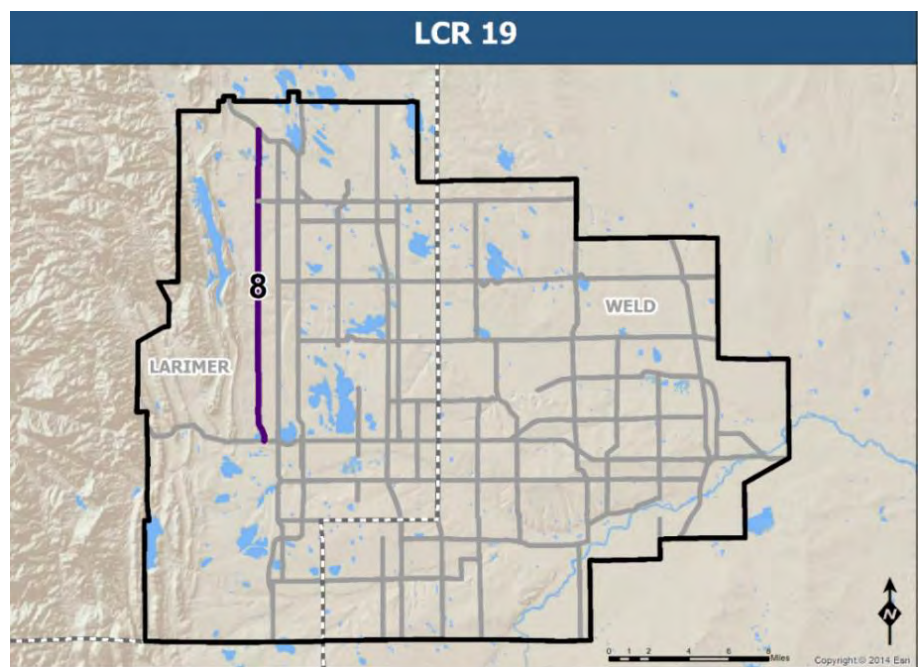
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Use the Congestion Management Process (CMP) to reduce congestion.
3. Develop infrastructure that supports alternate model and connectivity.
4. Enhance transit service in the NFR

References

- ▶ [Fort Collins Transportation Master Plan, 2011](#)
- ▶ [City of Loveland 2035 Transportation Plan, 2012](#)

Figure 9-8: RSC 8



RSC Vision 9: Mulberry Street

RSC 9 extends from Taft Hill/LCR 19 on the west to Riverside Avenue on the east. This RSC is primarily contained in the urban area of Fort Collins. The road is currently built to capacity with two-lanes in each direction with the exception of the west segment as the area becomes more suburban the road becomes two-lanes, with one lane in each direction. This RSC has access to Transfort transit routes.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 9 is to increase mobility as well as to maintain system quality and improve safety. It is a primary connection between downtown Fort Collins and RSC 17. Future travel modes to be planned for include passenger vehicles, bus service, and bicycles and pedestrians. Based on historic and projected population and employment levels, passenger volumes are expected to increase. The community along this RSC value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. This community depends on manufacturing and commercial activity for economic activity in the area. Users of this RSC want to enhance the urban character of the area, support the movement of commuters, while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports development and improves residents' quality of life.
2. Optimize operations of transportation facilities.

Objectives

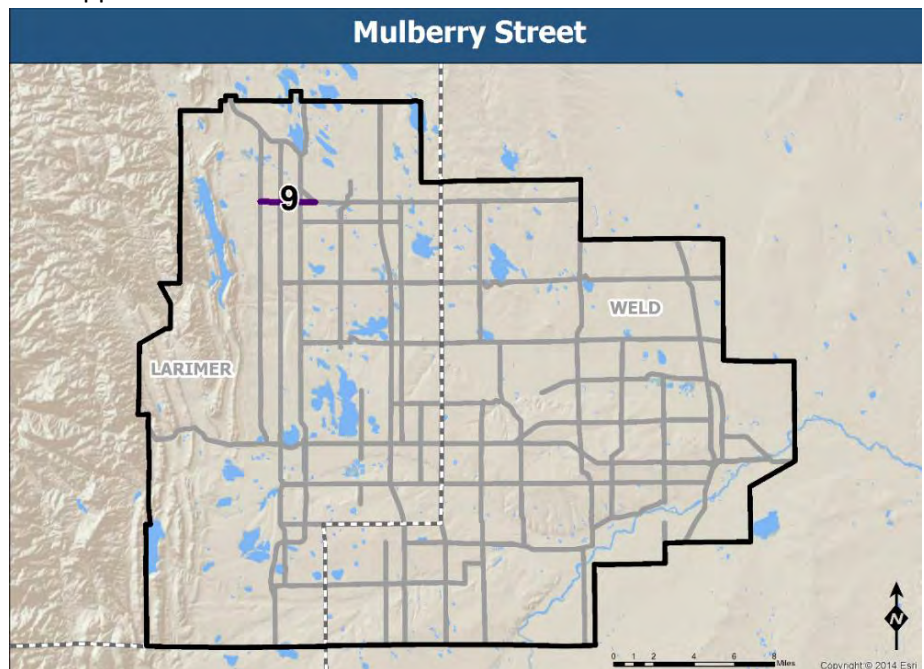
1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Provide reliable travel times.
3. Enhance transit service in the NFR.

References

- ▶ [Interstate 25/State Highway 14 Interchange Area Study](#)
- ▶ [North I-25 Environmental Impact Statement](#)
- ▶ [US 287 and SH 14 Access Management Plans](#)

Figure 9-10: RSC 9

economic



RSC Vision 10: Prospect Road (Fort Collins)

RSC 10 is within Fort Collins and extends from LCR 5 to College/US 287. The road from the west is in a suburban area and is two-lanes, one in each direction, with TDM improvements. The road continues into the urban area maintaining the TDM improvements and adding capacity to make a four-lane segment, two-lanes in each direction. This RSC has access to the Transfort system.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 10 is to increase mobility as well as to improve safety and maintain system quality. This RSC serves as a local off-system facility and makes an east-west connection within central Fort Collins, and provides access to Colorado State University and the Welcome Center west of I-25. Future travel modes to be planned for include passenger vehicles, bus service, and bicycles and pedestrians. The transportation system in the area serves towns, cities, and destinations both within and outside of the RSC. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volumes will remain constant. The community along this RSC values high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. Users of this RSC want to preserve the character of the area including the wetlands along the section of the RSC between I-25 and the Poudre River. Users also support the movement of commuters in and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.

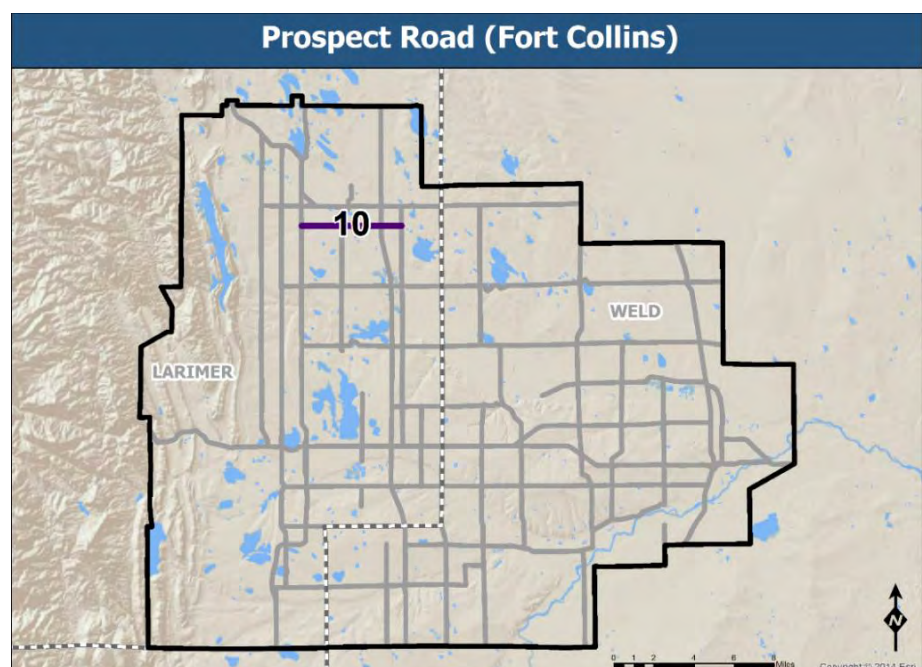
Objectives

1. Invest in infrastructure.
2. Use the Congestion Management Process (CMP) to reduce congestion.
3. Provide reliable travel times.

References

- ▶ [Fort Collins Transportation Master Plan, 2011](#)
- ▶ [City of Loveland 2035 Transportation Plan, 2012](#)

Figure 9-11: RSC 10



RSC Vision 11: Timberline/LCR 9/WCR 7

RSC 11 is from Vine Drive on Timberline Road, along LCR 9e, to the southern MPO boundary. The RSC is two-lanes, one in each direction in rural and suburban areas and four-lanes, two in each direction, in commercial and urban areas.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 11 is to increase mobility and improve safety while maintaining system quality. The RSC includes Timberline Road, LCR 9e, and WCR 7 which serve as off-system parallel arterials to I-25, providing local access west of I-25. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the RSC value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and intermodal connections. The community members depend on manufacturing, high-tech industries, commercial activity, retail, and residential development for economic activity in the area. The area surrounding this RSC is transitioning from rural to suburban, and the RSC needs to support the movement of commuters.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

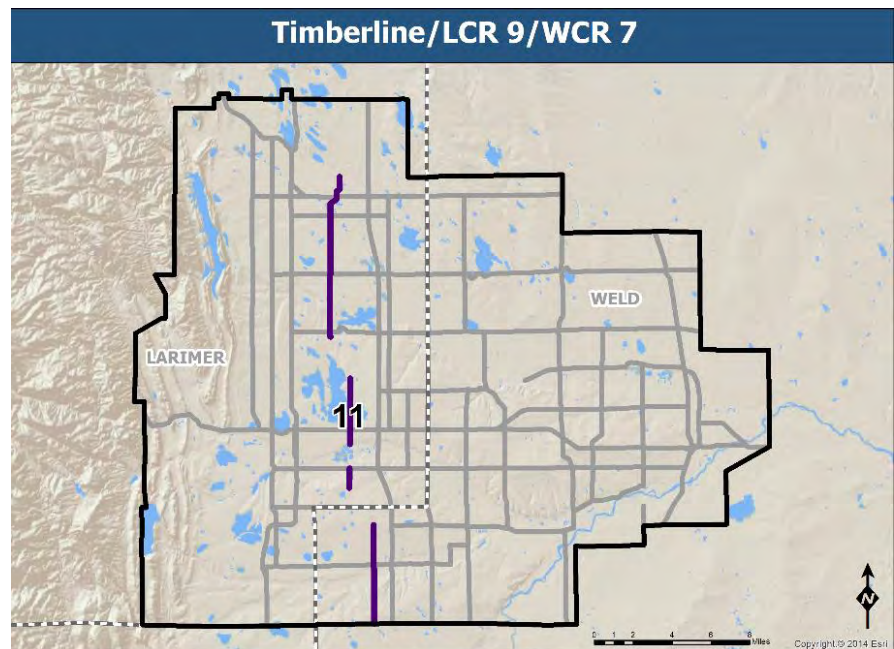
Objectives

1. Invest in infrastructure.
2. Develop infrastructure that supports alternate model and connectivity.
3. Use Transportation Demand Management (TDM) techniques to reduce congestion and optimize the system.
4. Use the Congestion Management Process (CMP) to reduce congestion.

References

- ▶ [Fort Collins Transportation Master Plan, 2011](#)
- ▶ [City of Loveland 2035 Transportation Plan, 2012](#)
- ▶ [Berthoud Comprehensive Plan Update, 2014](#)

Figure 9-12: RSC 11



RSC Vision 12: Two River Parkway/83rd Avenue

RSC 12 stretches from the NFRMPO boundary on the north to the south – approximately WCR 27. This RSC is expected to be a primary route for north-south travel in the future. Currently, the road is one-lane each direction. The cities of Evans and Greeley plan to expand this road to four-lanes. There is access to transit service along this Corridor.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 12 is to increase mobility as well as improve safety and maintain system quality. The RSC provides local and regional access and makes north-south connections between Greeley, Evans, and Milliken. It serves as a feeder to US 85, SH 392, and SH 14 with connections to the Denver metropolitan area. The transportation system in the area serves towns, cities, and destinations both within and outside of the RSC. Based on historic and projected population and employment levels, passenger traffic volumes and freight volumes are expected to increase. The communities along the RSC value high levels of mobility, connections to other areas, safety, and system preservation. The area depends on commercial activity and residential development for economic activity. The area surrounding RSC 12 is transitioning from rural to suburban. Users of this RSC want to support the movement of commuters to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Optimize operations of transportation facilities.

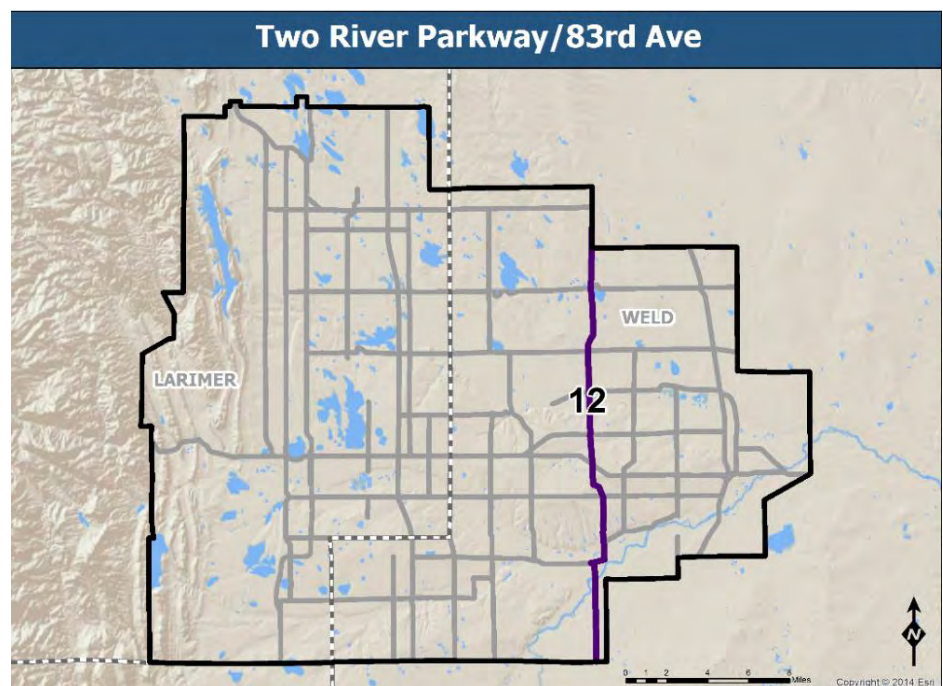
Objectives

1. Invest in infrastructure
2. Provide reliable travel times.
3. Reduce project delivery time frame.

References

- ▶ [City of Greeley 2035 Comprehensive Transportation Plan, 2011](#)
- ▶ [City of Evans Transportation Plan, 2004](#)

Figure 9-13: RSC 12



RSC Vision 13: WCR 13

RSC 13 stretches from SH 14 on the north to the southern NFRMPO boundary. The road is two lanes, one in each direction. Segments of the road are unpaved while others are paved. There are no planned improvements to this RSC. There is no transit service to this corridor.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 13 is primarily to increase mobility. RSC 13 serves as an off-system parallel arterial to I-25, providing local access east of I-25. The RSC provides north-south connections throughout the North Front Range area serving towns, cities, and destinations along the RSC. Future travel modes could include passenger vehicle and bicycle and pedestrian facilities. Based on historic and projected population and employment levels, passenger volumes are expected to increase while freight traffic volumes are expected to be relatively constant.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Optimize operations of transportation facilities.

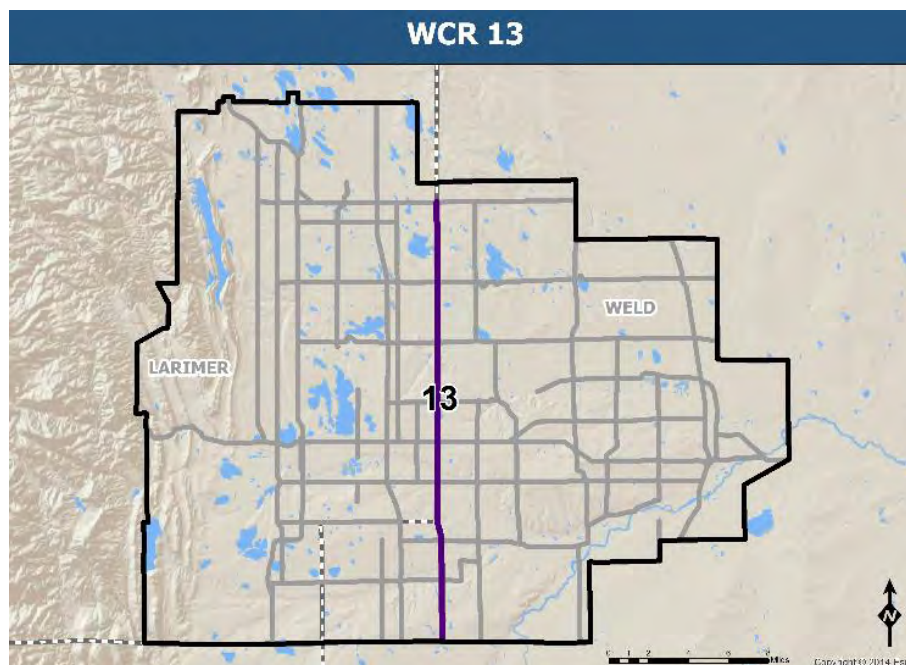
Objectives

1. Invest in infrastructure

References

- ▶ Town of Windsor Update of 2002 Comprehensive Plan, 2006
- ▶ Town of Johnstown Transportation Master Plan, 2008

Figure 9-14: RSC 13



RSC Vision 14: WCR 17

RSC 14 stretches from Crossroads Boulevard on the north to the south NFRMPO boundary. The road is two-lanes, one in each direction. This RSC services as a main thoroughfare in Johnstown, with TDM measures allowing north-south connections. From Main Street to WCR 74, Windsor plans to expand the RSC to a four-lane road while Greeley does not plan to add capacity. Currently, there is no transit service to the RSC.

Primary Investment Need: Maintain system quality

Vision Statement

The vision for the RSC 14 is to maintain system quality as well as to increase mobility and improve safety. Future travel modes to be planned for in the RSC include passenger vehicle, bus service, bicycles, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations both within and outside of the RSC. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase, while truck freight volume will remain relatively constant. Communities along the RSC depend on manufacturing, agriculture, and residential development for economic activity. The area surrounding this RSC is transitioning from rural agricultural to suburban. Users of this RSC support the movement of commuters and freight to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a multi-modal system that improves access and transportation system continuity.
3. Optimize operations of transportation facilities.

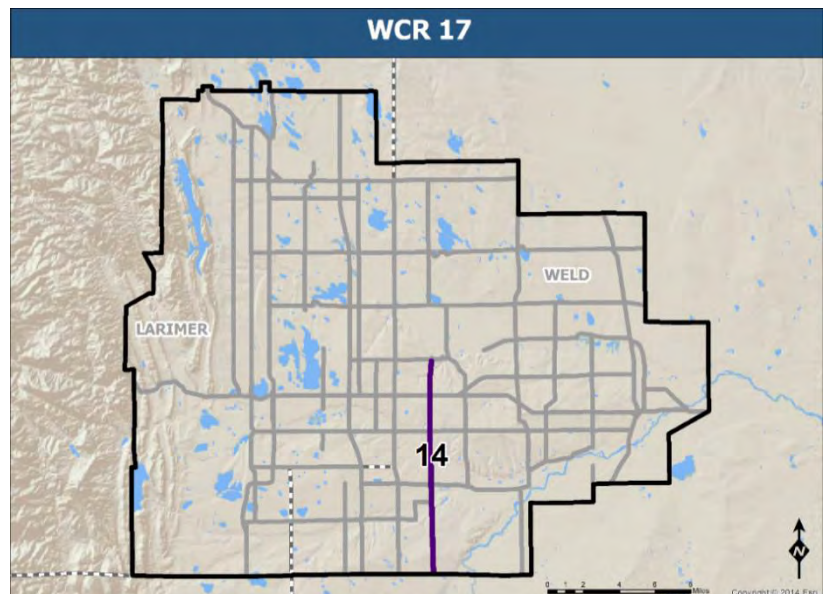
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Support transportation services for all including the most vulnerable and transit dependent populations.
3. Develop infrastructure that supports alternate modes and connectivity.
4. Enhance transit service in the NFR

References

- ▶ *Town of Windsor Comprehensive Plan, 2006*
- ▶ *Johnstown Area Comprehensive Plan, 2006*
- ▶ *City of Greeley 2035 Comprehensive Plan, 2011*

Figure 9-15: RSC 14



RSC Vision 15: LCR 18/SH 402/WCR 54/37th Street

RSC 15 extends from Taft Avenue in Loveland through portions of Johnstown, Greeley, and Evans and ends at US 85. This corridor provides east-west connections to several cities. Currently, this corridor is one-lane in each direction, with the exception of the approach to Taft Avenue in Loveland and US 85 in Evans. The road is planned for expansion to two-lanes in each direction according to Evans, Greeley, and Loveland Transportation Plans.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 15 is to increase mobility as well as to maintain system quality and improve safety. This corridor provides commuter access and makes east-west connections between Loveland, Greeley, Evans, Johnstown, and Windsor. Future travel modes to be planned for include passenger vehicle, bus service, and bicycle and pedestrian facilities. Communities along the corridor value high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation.

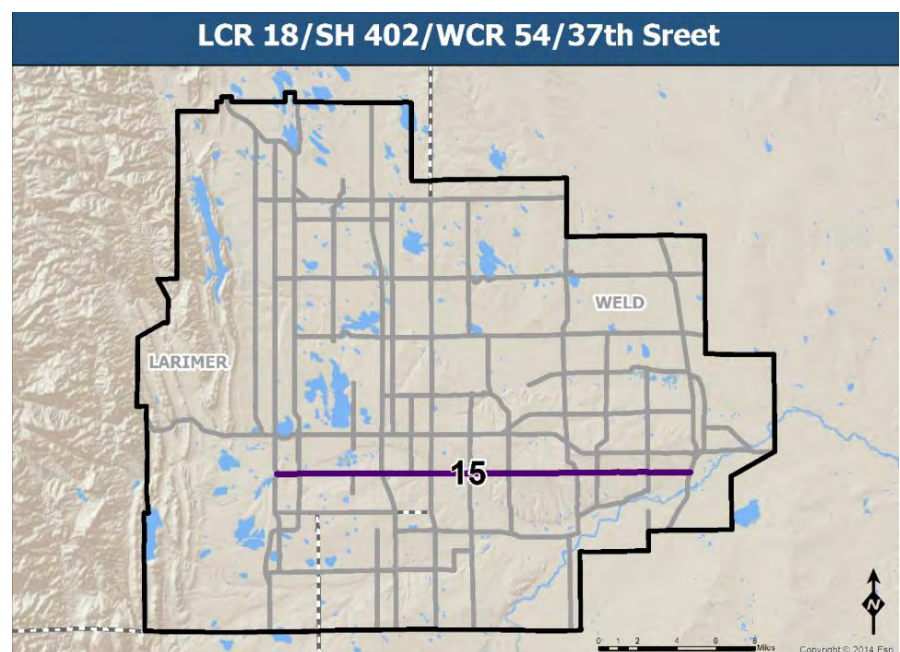
Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Use the Congestion Management Process (CMP) to reduce congestion.
3. Provide reliable travel times.
4. Develop infrastructure that supports alternate modes and connectivity.
5. Use Transportation Demand Management (TDM) techniques to reduce congestion and optimize the system.

Figure 9-16: RSC 15



References

- ▶ State Highway 402 Environmental Assessment, 2007
- ▶ State Highway 402 FONSI, 2008

RSC Vision 16: SH 1

RSC 16 extends from US 287 on the south to LCR 56 (NFRMPO boundary) on the north. The road is two-lanes, one in each direction. There are no planned improvements to this RSC. The Corridor has no access to transit service.

Primary Investment Need: Improve safety

Vision Statement

The vision for RSC 16 is to improve safety and increase mobility and maintain system quality. This RSC serves as a local facility, provides commuter access, and makes north-south connections between Wellington and Fort Collins. Future travel modes expected along this RSC include passenger vehicles, bus service, and bicycles and pedestrians. The transportation system in the area primarily serves towns, cities, and destinations along the RSC. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase, while freight volume will likely remain relatively constant. The communities along the RSC value transportation choices, connections to other areas, and safety. The area served by this RSC is primarily residential, including large lot residential, with a significant number of people living in Wellington, but working and shopping in Fort Collins. Users of this RSC want to preserve the rural-residential character of the area and support the movement of commuters along the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a multi-modal system that improves accessibility and transportation system continuity.

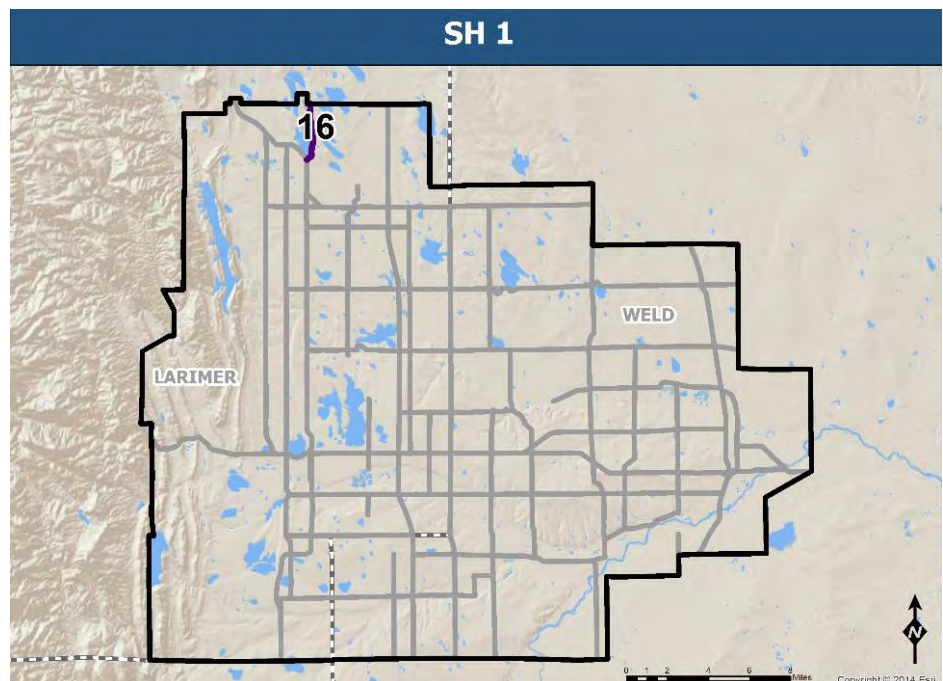
Objectives

1. Invest in infrastructure
2. Support transportation services for all including the most vulnerable and transit dependent populations.

References

- ▶ [Larimer County Transportation Plan, 2006](#)
- ▶ [Fort Collins Transportation Master Plan, 2011](#)

Figure 9-17: RSC 16



RSC Vision 17: Mulberry/SH 14

RSC 17 is located along SH 14 from College Avenue (US 287) to the eastern NFRMPO boundary (approximately LCR 3). The corridor is four-lanes, two-lanes in each direction with the exception of Riverside Avenue which is four-lanes, two in each direction. This RSC has access to the Transfort transit system.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 17 is to increase mobility as well as to maintain system quality and improve safety. This RSC serves as a NHS facility between US 287 and I-25. It is a primary connection between downtown Fort Collins and RSC 22 – I-25. Future travel modes to be planned for include passenger vehicles, bus service, truck freight, and bicycles and pedestrians. TDM will likely be effective in this RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community along this RSC values high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. Users of this RSC want to enhance the urban character of the area, support the movement of commuters, freight and hazardous materials to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Note: This RSC is currently used as a connection for freight and travelers from I-25 to I-80.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

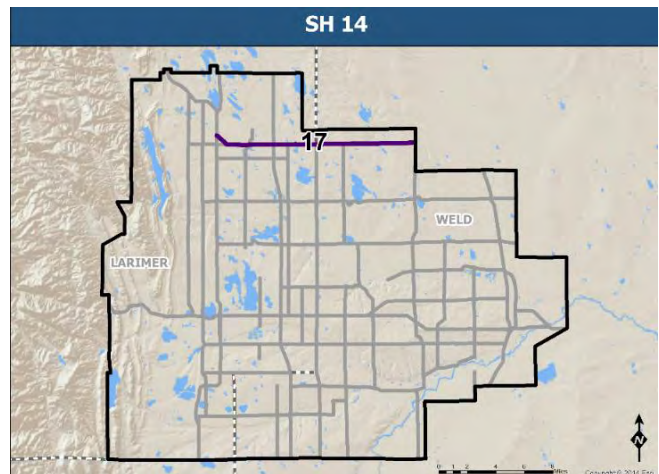
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Use the Congestion Management Process (CMP) to reduce congestion.
3. Provide reliable travel times.
4. Support transportation services for all including the most vulnerable and transit dependent populations.
5. Use Transportation Demand Management (TDM) techniques to reduce congestion and optimize the system.
6. Reduce project delivery time frame.

References

- ▶ [*Interstate 25/State Highway 14 Interchange Area Study, 1999*](#)
- ▶ [*North I-25 Environmental Impact Statement, 2001*](#)
- ▶ [*US 287/SH 14 Access Management Plan, 2001*](#)

Figure 9-18: RSC 17



RSC Vision 18: SH 56

RSC 18 stretches from US 287 in Berthoud to WCR 17 in Johnstown. The road is two-lanes, one in each direction, to CR 13/Colorado Boulevard in unincorporated Weld County. The road continues along CR 44, north on CR 15, and east on CR 46 until reaching WCR 17. This portion of the RSC is primarily unpaved. There has been TDM investment in the urban areas of Berthoud. The west portion of the RSC has access to the FLEX route in Berthoud where connections can be made to COLT, Transfort, and RTD transit systems.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 18 is to increase mobility as well as to maintain system quality and improve safety. This RSC provides east-west connections within the Johnstown, Berthoud, and unincorporated Larimer and Weld county areas. Future travel modes to be planned for include passenger vehicle, bus service, and truck freight. The transportation system in the area serves towns, cities, and destinations both within and outside of the RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the RSC value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on commercial activity and residential development for economic activity in the area. The area surrounding this RSC is transitioning from agricultural to suburban. Users of this RSC want to support the movement of commuters and freight to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves accessibility and transportation system continuity.

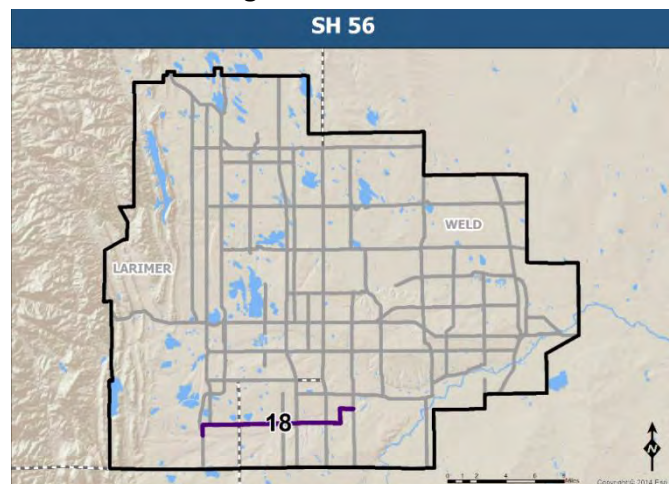
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Provide reliable travel times
3. Support transportation services for all including the most vulnerable and transit dependent populations.

References

- ▶ [Town of Johnstown Transportation Master Plan, 2008](#)
- ▶ [SH 56 Access Control Plan, 2009](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)

Figure 9-19: RSC 18



RSC Vision 19: SH 60

RSC 19 extends from LCR 17 to I-25 on the western portion and from I-25 to Two Rivers Parkway as the eastern portion. The west portion is two-lanes while the east portion is also two-lanes with TDM investment throughout parts of Johnstown and Milliken. There is no access to transit on this RSC.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 19 is to increase mobility and maintain system quality and improve safety. This RSC includes the east-west portions of SH 60, which is a local facility on the State Highway system. The facility comprises a RSC that provides local area-wide access to higher classified facilities and makes east-west connections within and between Johnstown, Milliken, and Berthoud. Future travel modes to be planned for include passenger vehicle, bus service, and truck freight. The transportation system in the area serves towns, cities, and destinations both along and outside of the RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The area surrounding this RSC is transitioning from agricultural to suburban. Users of this RSC want to support the movement of commuters and freight to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.

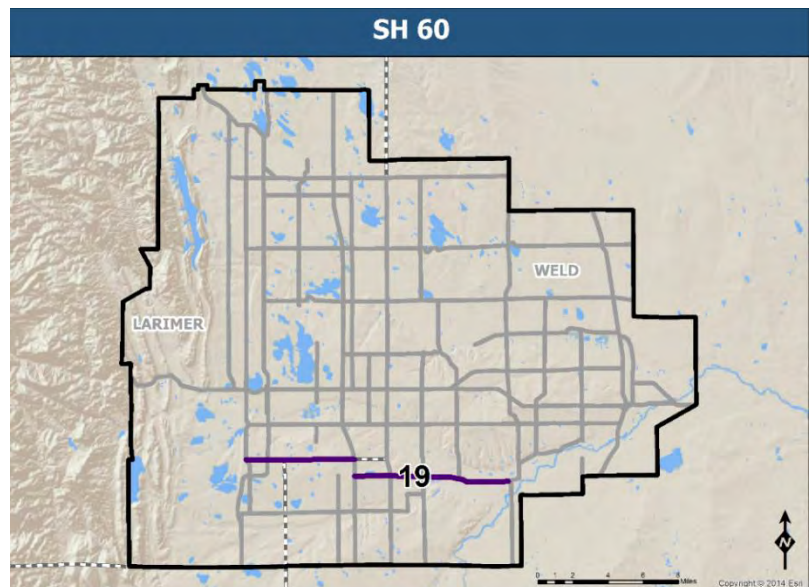
Objectives

1. Invest in infrastructure.
2. Use the Congestion Management Process (CMP) to reduce congestion.

References

- ▶ [SH 60 Access Control Plan, 2006](#)
- ▶ [SH 60 Environmental Overview Study, 2006](#)
- ▶ [Town of Milliken Transportation Master Plan, 2008](#)
- ▶ [Town of Johnstown Transportation Master Plan, 2008](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)

Figure 9-20: RSC 19



RSC Vision 20: SH 257

RSC 20 starts at SH 14 on the north in Severance and ends at SH 60 on the south in Milliken including an offset in Windsor. The road is two-lanes on the south with added TDM improvements through Windsor. There is no access to transit along this RSC.

Primary Investment Need: Maintain system quality

Vision Statement

The vision for RSC 20 is to maintain system quality as well as increase mobility and improve safety. This RSC is on the State Highway system and provides commuter access and makes north-south connections within and between the Windsor and western Greeley areas. The transportation system in the area primarily serves towns, cities, and destinations both along and outside of the RSC. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain relatively constant, while freight volume will increase. Communities in the area depend on manufacturing, agriculture, and residential development for economic activity in the area. Portions of the area surrounding this RSC are transitioning from rural and agricultural to suburban.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a multi-modal system that improves accessibility and transportation system continuity.
3. Optimize operations of transportation facilities.

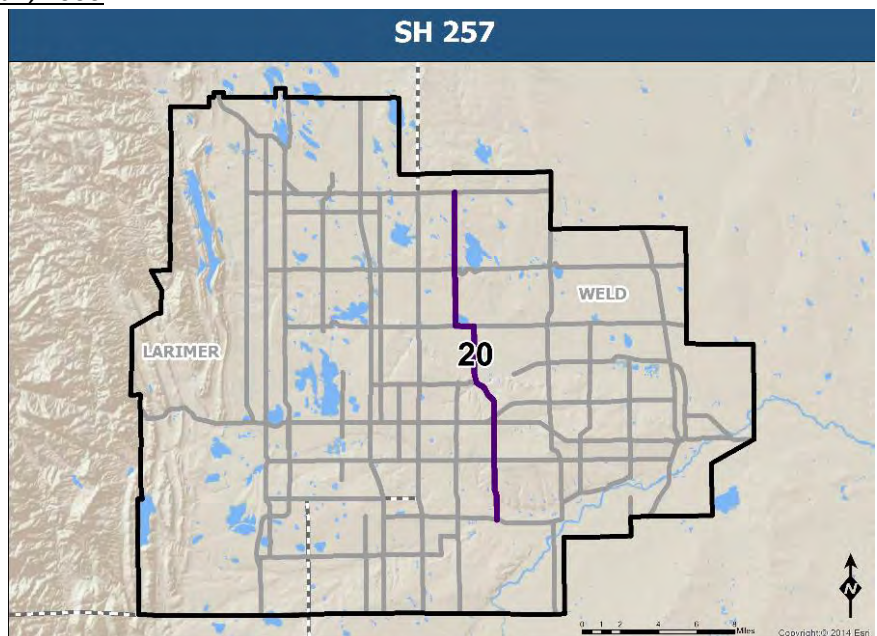
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Support transportation services for all including the most vulnerable and transit dependent populations.

References

- ▶ [Town of Windsor Comprehensive Plan, 2006](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)

Figure 9-21: RSC 19



RSC Vision 21: SH 392

RSC 21 runs from US 287 on the west in Fort Collins to the eastern MPO boundary in unincorporated Weld County. The road is primarily two-lanes, one in each direction, except in the urban portion of Windsor which is four-lanes, two in each direction. There are TDM improvements along this Corridor. There is no access to Transit along this Corridor.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 21 is to increase mobility and to maintain system quality and improve safety. This RSC serves as a local facility, provides commuter access, and makes east-west connections within south Fort Collins, Windsor, and unincorporated Weld County. The RSC serves as Main Street through Windsor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to continue to increase. The area surrounding the western portion of the RSC is suburban, while the areas surrounding the central portion are urban. Eastern portions of the RSC run through agricultural areas. Users of this RSC support the movement of commuters, freight, and farm-to-market products in and through the RSC, while recognizing the environmental (including preservation and minimization/mitigation of impacts to protected public open lands/natural areas), economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably

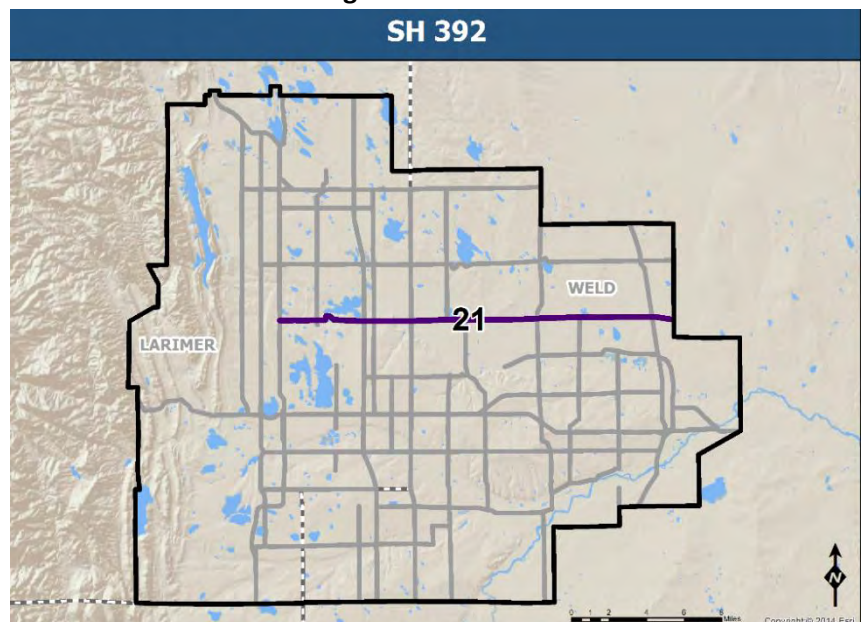
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Use the Congestion Management Process (CMP) to reduce congestion.
3. Reliable travel times

Reference:

- ▶ [SH 392 Environmental Overview Study, 2006](#)
- ▶ [SH 392 Access Control Plan, 2006](#)
- ▶ [Town of Windsor Comprehensive Plan, 2006](#)
- ▶ [Fort Collins Transportation Master Plan, 2011](#)

Figure 9-22: RSC 21



RSC Vision 22: I-25

RSC 22 extends from LCR 56 (northern NFRMPO boundary) to WCR 38 (southern NFRMPO boundary). The corridor is primarily four-lanes, two-lanes each direction, with auxiliary lanes. The entire corridor is planned to be 6-lanes, three-lanes in each direction, with auxiliary lanes. Currently, CDOT provides transit service along the corridor to connect the North Front Range Communities to downtown Denver with stops at Harmony and US 34 Park-n-Ride lots.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 22 is to increase mobility and to improve safety and system reliability. This RSC is a FHWA-recognized Major Freight Corridor on the Priority Freight Corridor Network. It is called the Western Transportation Trade Network, developed by the Western Association of State Highway and Transportation Officials (WASHTO). It is a system of highway and rail routes through 17 states, and serves as the principal north-south facility through Colorado connecting Mexico and Canada. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the RSC value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and intermodal connections. The Larimer County Events Complex, Budweiser Events Center, and the Fort Collins Port of Entry are located along the RSC, contributing to the activity. The area surrounding this RSC is transitioning from suburban to urban, and the RSC needs to support the movement of commuters, tourists, freight, farm-to-market products, and hazardous materials.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves access and transportation system continuity.
4. Optimize operations of transportation facilities.

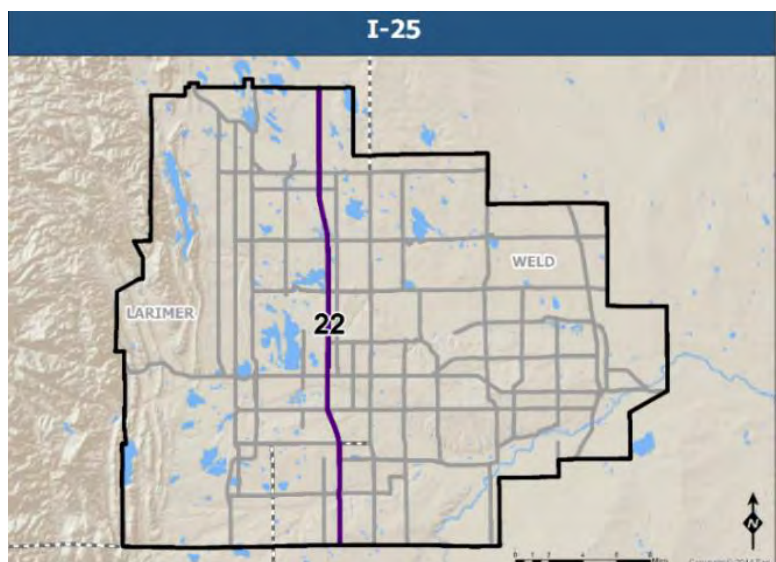
Objectives

1. Conform to air quality requirements.
2. Invest in infrastructure.
3. Use the Congestion Management Process (CMP) to reduce congestion.
4. Reduce number of severe traffic crashes.
5. Provide reliable travel times.
6. Support transportation services for all including the most vulnerable and transit dependent populations.
7. Implement RTE, Regional Bicycle Plan, and North I-25 EIS.
8. Implement Intelligent Transportation Systems (ITS).
9. Enhance transit service in the NFR.
10. Reduce project delivery time frame.

Reference

- ▶ [North I-25 Environmental Impact Statement, 2011](#)

Figure 9-23: RSC 22



RSC Vision 23: US 34

RSC 23 stretches from the eastern NFRMPO boundary across the region to the western NFRMPO boundary. The corridor is primarily four-lanes, two-lanes in each direction. There has been significant TDM investment in the urban portions of Loveland and Greeley. There is transit access on the west to the COLT system, on the east to the GET system and to the CDOT system at I-25.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 23 is to increase mobility and to maintain system quality and improve safety. Future travel modes to be planned for include passenger vehicles, bus service, bus rapid transit, truck freight, and bicycles and pedestrians. The transportation system in the area serves towns, cities, and destinations both along and outside of the RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the RSC value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. The University of Northern Colorado is located on this RSC, contributing to the activity. While the majority of the area surrounding the RSC is transitioning from agricultural to suburban, sections of the RSC through Loveland and Greeley are urbanized.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves access and transportation system continuity.
4. Optimize operations of transportation facilities.

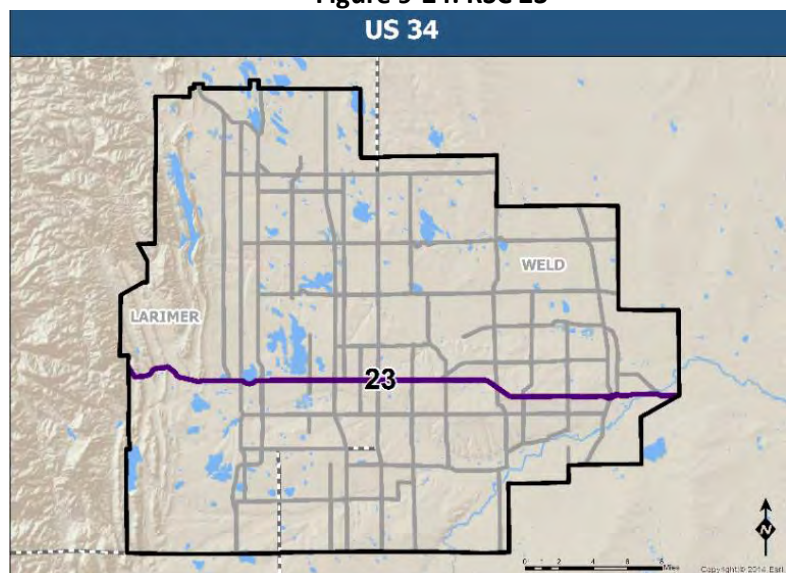
Objectives

1. Invest in infrastructure.
2. Use the Congestion Management Process (CMP) to reduce congestion.
3. Provide reliable travel times.
4. Support transportation services for all including the most vulnerable and transit dependent populations.
5. Implement RTE and Regional Bicycle Plan.
6. Enhance transit service in the NFR.
7. Reduce project delivery time frame.

References

- ▶ [US 34 RSC Optimization Plan, 2003](#)
- ▶ [US 34 Access Control Plan, 2003](#)
- ▶ [US 34 Environmental Assessment/FONSI, 2007](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)

Figure 9-24: RSC 23



RSC Vision 24: US 34 Business Route

RSC 24 is the US 34 Business Route from the eastern NFRMPO boundary to US 34. The road is primarily two-lanes in each direction with the exception of a one-way couplet through Downtown Greeley where there are three-lanes in each direction. This corridor has access to the GET transit system.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 24 is to increase mobility as well as maintain system quality and improve safety. This facility provides an east-west connection within Greeley. Future travel modes to be planned for include passenger vehicles, bus service, and bicycles and pedestrians. Based on historic and projected population and employment levels, passenger volumes are expected to increase. Users of this RSC support the movement of tourists, commuters, freight, and farm-to-market products to and along the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Optimize operations of transportation facilities.

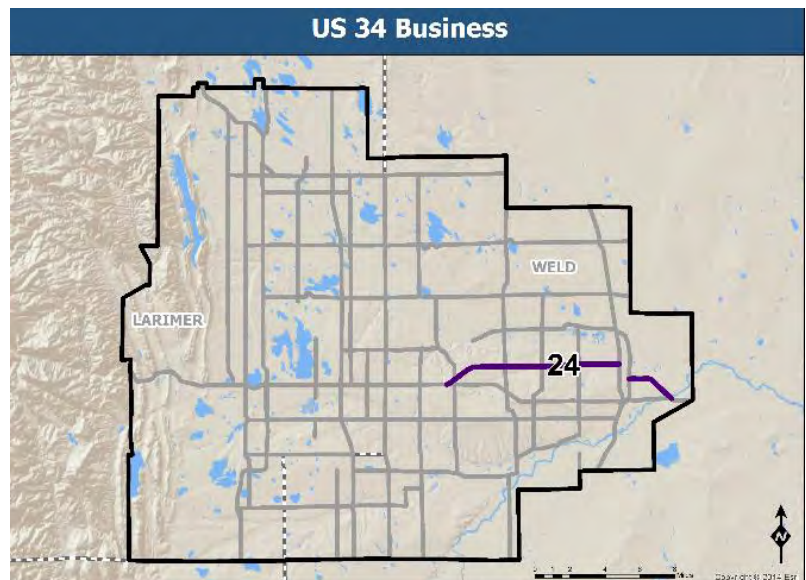
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Provide reliable travel times.
3. Reduce project delivery time frame.

References

- ▶ [US 34 RSC Optimization Plan, 2003](#)
- ▶ [US 34 Access Control Plan, 2003](#)
- ▶ [US 34 Business Route Environmental Assessment, 2007](#)
- ▶ [US 34 Environmental Assessment/FONSI, 2007](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)

Figure 9-25: RSC 24



RSC Vision 25: US 85

RSC 25 extends from the northern MPO boundary to the southern MPO boundary including Eaton, Evans, Greeley, and LaSalle. The road is primarily a four-lane divided highway, two-lanes in each direction. Evans and Greeley have access to the GET transit system, but Eaton, LaSalle and unincorporated Weld County do not have access to transit service.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 25 is to increase mobility and maintain system quality and improve safety. The section of US 85 south of US 34 is on the NHS, while the section to the north of US 34 is a State Highway facility. The RSC provides north-south connections within the Greeley, Eaton, Evans, and LaSalle, with connections to the Denver metropolitan area on the south and Wyoming on the north. Future travel modes to be planned for include passenger vehicles, bus service, truck freight, and rail freight. TDM could be effective in this RSC. The transportation system in the area primarily serves towns, cities, and destinations both along and outside of the RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The area depends on manufacturing, agriculture, commercial activity, and oil and gas for economic activity. Users of the RSC support the movement of commuters, freight, farm-to-market products, and hazardous materials to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

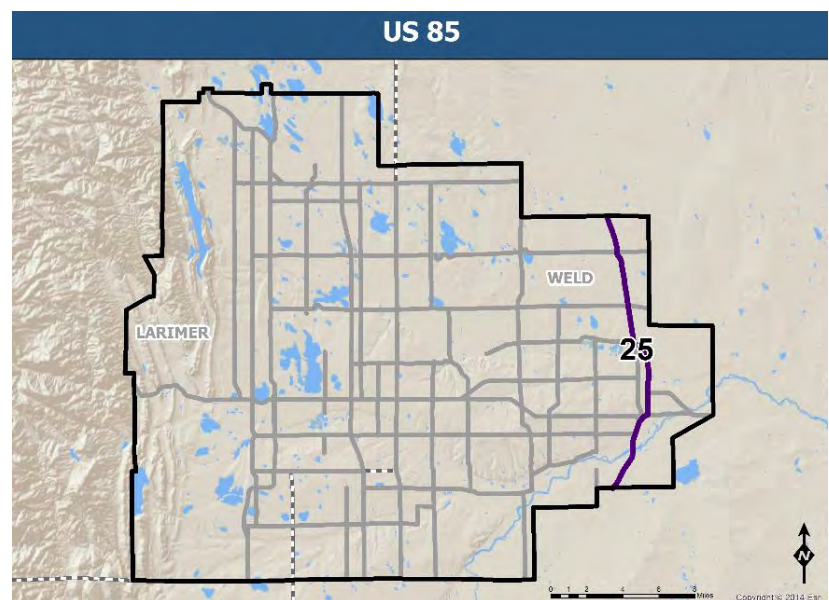
Objectives

1. Invest in infrastructure.
2. Reduce number of severe traffic crashes.
3. Provide reliable travel times.
4. Implement Intelligent Transportation Systems (ITS).
5. Reduce project delivery time frame.

References

- ▶ [US 85 Access Control Plan, 1999](#)
- ▶ [North I-25 Environmental Impact Statement, 2001](#)

Figure 9-26: RSC 25



RSC Vision 26: US 85 Business Route

RSC 26 is the US 85 Business Route through Greeley from O Street to US 34. This RSC is a divided two-lane highway in each direction. There is access to the GET transit system for this Corridor.

Primary Investment Need: Increase mobility

Vision Statement

The vision for RSC 26 is to increase mobility as well as maintain system quality and improve safety. The RSC is a State Highway facility, and provides north-south connections within the Greeley and Evans. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The area depends on manufacturing, agriculture, commercial activity, and oil and gas for economic activity. The area surrounding this RSC is diverse and includes urban characteristics through the Greeley area. Users of the RSC support the movement of commuters, freight, farm-to-market products, and hazardous materials to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

1. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
2. Optimize operations of transportation facilities.

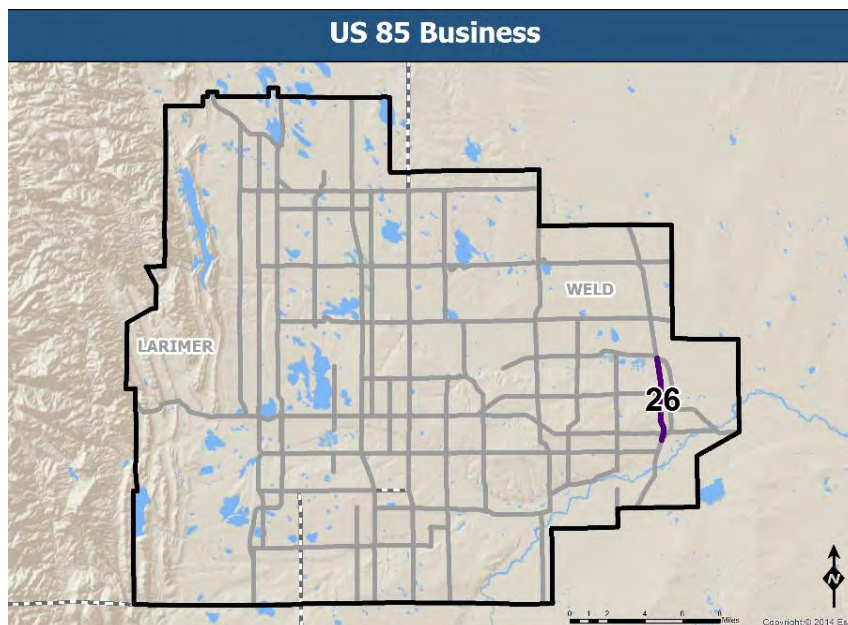
Objectives

1. Reduce number of severe traffic crashes.
2. Provide reliable travel times.
3. Reduce project delivery time frame.

References

- ▶ US 85 Access Control Plan, 1999

Figure 9-27: RSC 26



RSC Vision 27: US 287/College

RSC 27 stretches from the northern MPO boundary to the southern MPO boundary. This RSC is primarily two-lanes in each direction. The portion parallel to CSU is six-lanes. There also is a one-way couplet in Loveland which is three-lanes in each direction. There is access to both COLT and Transfort transit systems.

Primary Investment Need

- ▶ Increase mobility

Vision Statement

The vision for RSC 27 is to increase mobility as well as maintain system quality and improve safety. This RSC provides north-south connections within Berthoud, Fort Collins, and Loveland and connections to Denver metropolitan area to the south and north to Laramie, Wyoming and I-80. US 287 is a NHS facility and acts as Main Street through both Fort Collins and Loveland. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. Users of this RSC want to retain the character of the area, including the dedicated open space between Fort Collins and Loveland, while supporting the movement of commuters and freight to and through the RSC.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

Objectives

1. Conform to air quality requirements
2. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
3. Use the Congestion Management Process (CMP) to reduce congestion.
4. Reduce number of severe traffic crashes.
5. Provide reliable travel times.
6. Develop infrastructure that supports alternate model and connectivity.
7. Use Transportation Demand Management (TDM) techniques to reduce congestion and optimize the system.
8. Enhance transit service in the NFR

References

- ▶ [US 287 Access Control Plan, 2002](#)
- ▶ [US 287 Environmental Overview Study, 2007](#)
- ▶ [US 287 Environmental Assessment/FONSI, 2007](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)

Figure 9-28: RSC 27
US 287

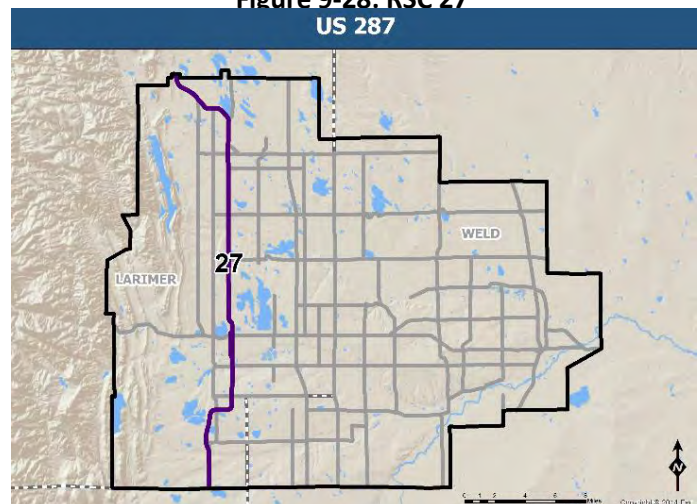
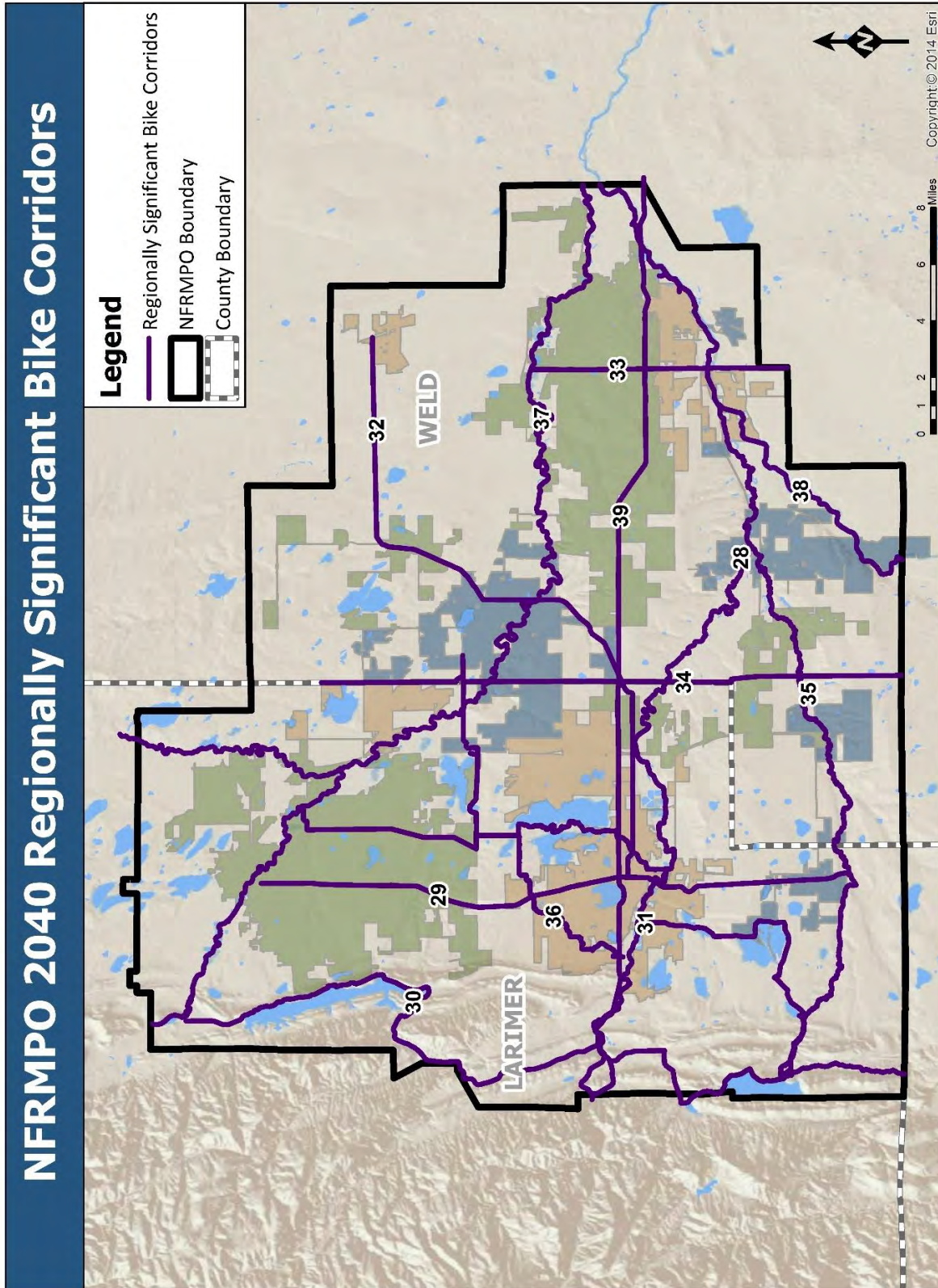


Figure 9-29: Regionally Significant Bike Corridors



Apr, 2015
Sources: CDOT, NFRMPO 2012 Bike Plan

RBC 28: Big Thompson River

RBC 28 extends from RSC 39 – US 34 to RSC 38 – South Platte/American Discovery Trail, along the Big Thompson River. RSC 28 is 35 miles in length with 20 miles in Larimer County and 15 miles in Weld County. Currently, one segment has been constructed in Loveland. The segments towards the east are planned to be constructed when funds become available. This Corridor is a priority for Larimer County to complete in the next 10 years.

Primary Investment Need

- ▶ Increase mobility

Vision Statement

RBC 28 provides a regional connection across the central portion of the NFRMPO region. This historically identified RBC will connect both Larimer and Weld County with access to destinations such as RBC 31 – Front Range Trail, Loveland’s Recreation Trail, Devil’s Backbone, and downtown Loveland and Milliken, as well as 15 different schools in the area.

Goals

1. Foster a transportation system that supports economic development and improves residents’ quality of life.
2. Provide a multi-modal system that improves accessibility and transportation system continuity.

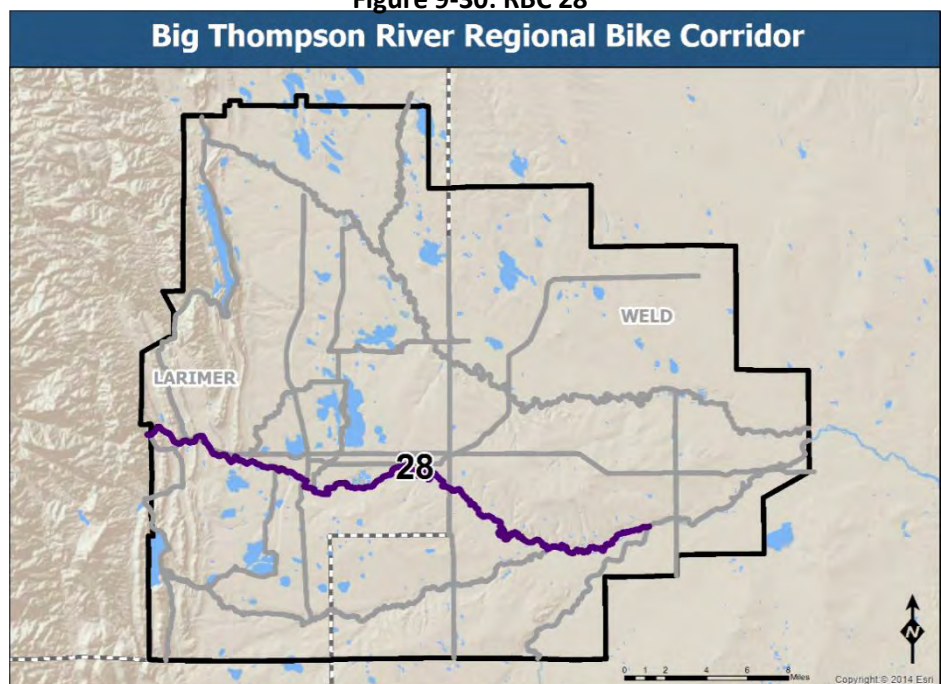
Objectives

1. Invest in infrastructure.
2. Support transportation services for all including the most vulnerable and transit dependent populations.
3. Implement Regional Bicycle Plan.
4. Develop infrastructure that supports alternate model and connectivity.

References

- ▶ [*NFRMPO Regional Bicycle Plan, 2013*](#)
- ▶ [*Larimer County Open Land Plan Update, 2015*](#)

Figure 9-30: RBC 28



RBC 29: BNSF Fort Collins/Berthoud

RBC 29 begins in Fort Collins at RBC 37 – Poudre River Trail and connects to RBC 35 – Little Thompson River in Berthoud. RBC 29 is 24 miles in length as is completely within Larimer County. Most recent investment was made by the City of Fort Collins as part of the Mason Street Transportation Corridor Master Plan.

Primary Investment Need

- ▶ Increase safety

Vision Statement

The historical BNSF railway runs from Fort Collins through Loveland, Larimer County, and Berthoud. RBC 29 parallels the BNSF railway line (Rails-with-Trails) to connect the downtown areas of all three cities and to 57 schools within the area.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a multi-modal system that improves accessibility and transportation system continuity.

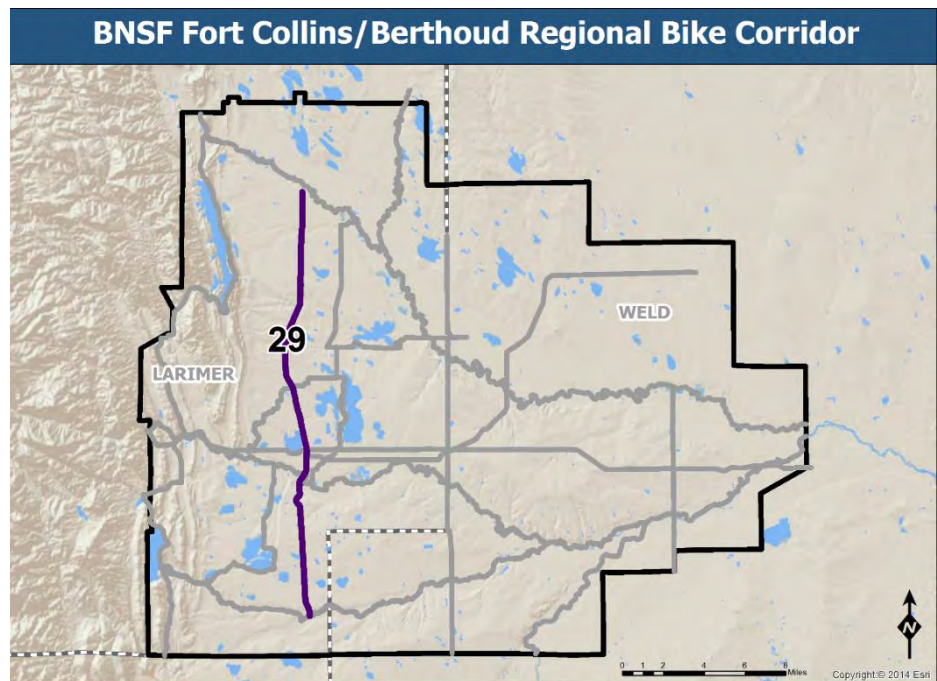
Objectives

1. Invest in infrastructure.
2. Support transportation services for all including the most vulnerable and transit dependent populations.
3. Implement Regional Bicycle Plan.
4. Develop infrastructure that supports alternate model and connectivity.

References

- ▶ NFRMPO Regional Bicycle Plan, 2013
- ▶ Mason Street Transportation Corridor Master Plan, 2000

Figure 9-31: RBC 29



RBC 30: Carter Lake/Horsetooth Foothills Corridor Regional Bike Corridor

RBC 30 begins at RBC 37 – Poudre River Trail on the north and ends at RBC 35 – Little Thompson Trail River on the south. This RBC follows the existing roadway and is 31 miles in length, with wide shoulders. There is no existing or planned investment expected until the roadway is scheduled for maintenance.

Primary Investment Need

- ▶ Increase safety

Vision Statement

RBC 30 is predominantly a recreational corridor which provides access to many city, county, state parks, and trailheads of the foothills in the western portion of the NFRMPO region. The RBC frequently hosts bicycle and foot races and sporting events. The entire RBC traverses Larimer County and provides strategic local connections to Berthoud, Fort Collins, and Loveland.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a multi-modal system that improves accessibility and transportation system continuity.

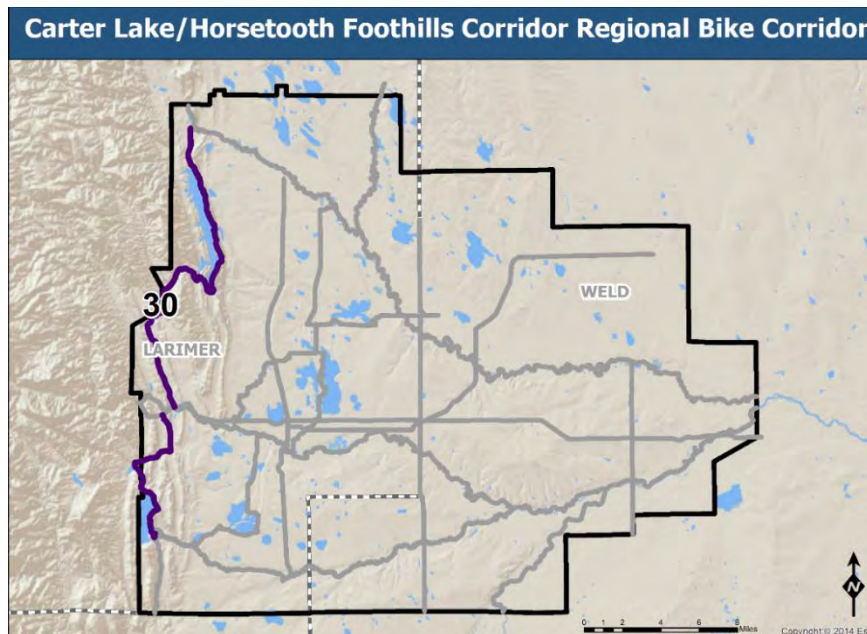
Objectives

1. Invest in infrastructure.
2. Implement Regional Bicycle Plan.
3. Develop infrastructure that supports alternate model and connectivity.

Reference

- ▶ [NFRMPO Regional Bicycle Plan, 2013](#)

Figure 9-32: RBC 30



RBC 31: Front Range Trail (West)

RBC 31 extends from the northern MPO boundary to the southern MPO Boundary through Berthoud, Fort Collins, and Loveland. The RBC is 35 miles in length with the majority of the RBC in Fort Collins and Loveland from RBC 37 – Poudre River Trail to RBC 28 – Big Thompson River. The remaining segments are planned for development with many infrastructure obstacles including I-25 and Harmony Road crossings.

Primary Investment Need

- ▶ Increase safety

Vision Statement

Colorado State Parks recognizes RBC 31 as the western leg of the Front Range Trail in the NFRMPO region. The completed RBC would connect Berthoud, Fort Collins, Loveland, and to Boulder County. The trail connects many open space areas and 43 schools. The trail is recognized by the Colorado State Parks to terminate, in the future, in Cheyenne, Wyoming.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a multi-modal system that improves accessibility and transportation system continuity.

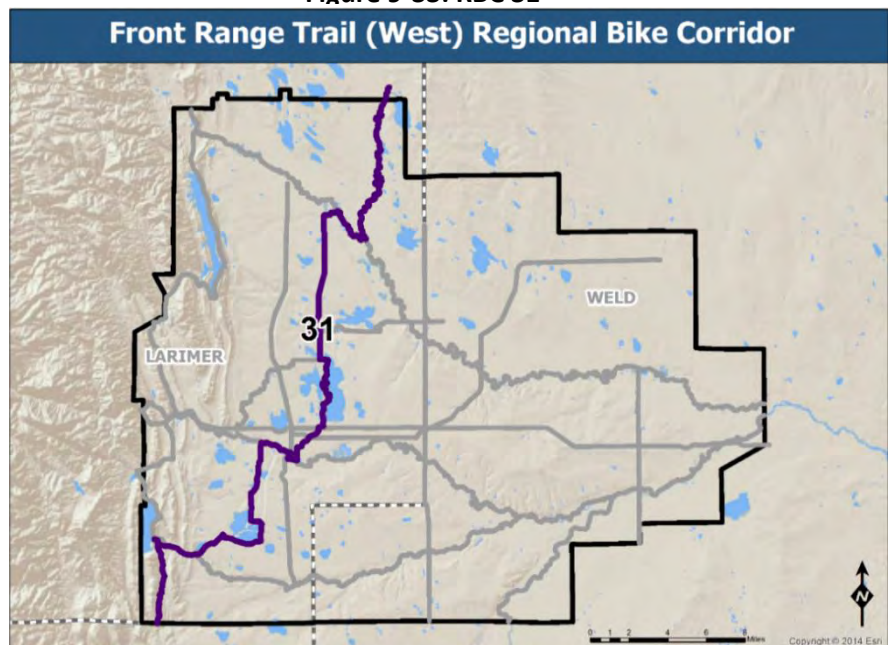
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Invest in infrastructure.
3. Support transportation services for all including the most vulnerable and transit dependent populations.
4. Implement the Regional Bicycle Plan.
5. Develop infrastructure that supports alternate model and connectivity.

Reference

- ▶ [NFRMPO Regional Bicycle Plan, 2013](#)

Figure 9-33: RBC 31



RBC 32: Great Western/Johnstown/Loveland

RBC 32 begins at RBC 29 –BNSF Fort Collins/Berthoud and ends at RSC 25 – US 85. The RBC is 25 miles in length, seven miles in Larimer County and 18 miles in Weld County. Windsor recently received MPO TAP funds to construct a segment of the trail connecting Windsor to Eaton.

Primary Investment Need

- ▶ Maintain system quality

Vision Statement

The RBC follows the alignment of the Great Western Railroad, once connecting Eaton to Loveland. The backbone of the RBC in the 11.7 mile mixed-use recreational trail connecting 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 RBC would follow the remaining active railway (Rail-with-Trails) crossing RBC 37 – Poudre River Trail and I-25 into Loveland’s off-street bicycle network. This corridor provides critical rural access from the northeast portion of NFRMPO region in the region’s core.

Goals

1. Provide a multi-modal system that improves accessibility and transportation system continuity.

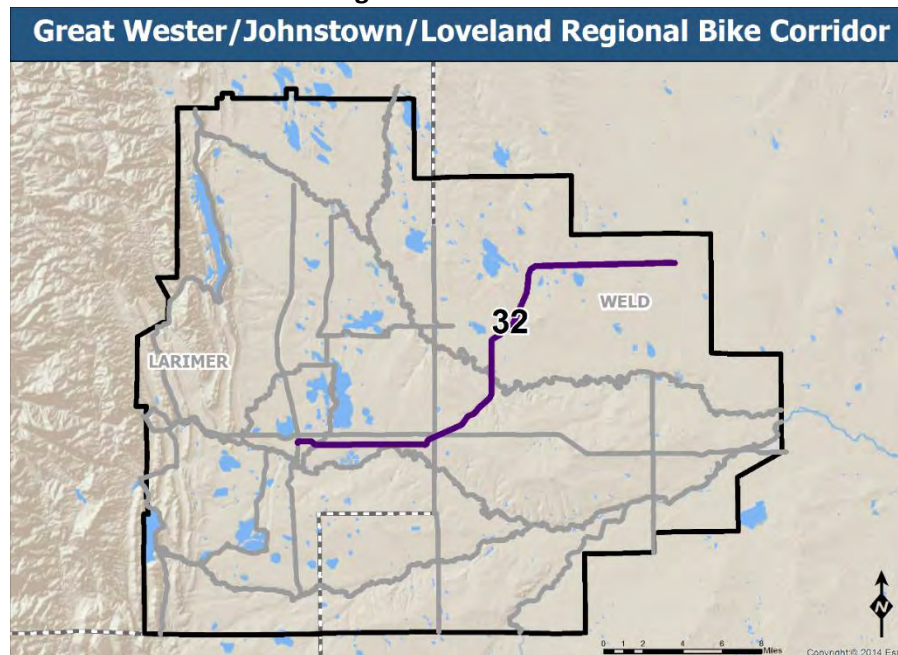
Objectives

1. Support transportation services for all including the most vulnerable and transit dependent populations.
2. Implement RTE, Regional Bicycle Plan, and North I-25 EIS.
3. Develop infrastructure that supports alternate model and connectivity.

Reference

- ▶ [NFRMPO Regional Bicycle Plan, 2013](#)

Figure 9-34: RBC 32



RBC 33: Greeley/LaSalle

RBC 33 connects to RBC 37 – Poudre River Trail on the north and US 85 on the south along 35th Avenue. RBC 33 is roughly 8.5 miles in Weld County. The RBC currently exists in Evans and Greeley as shared-use paths. The trail is planned to be completed in the City of Evans and Town of LaSalle Transportation Plans.

Primary Investment Need

- ▶ Increase mobility

Vision Statement

RBC 33 leverages the existing shared-use trail infrastructure along 35th Avenue in Greeley to create a RBC extending to LaSalle through Evans. The RBC accommodates the identified desire for north-south bicycle commuting between the communities to access the GET transit system, Aims Community College, Greeley West High School, and various retail centers.

Goals

1. Provide a multi-modal system that improves accessibility and transportation system continuity.

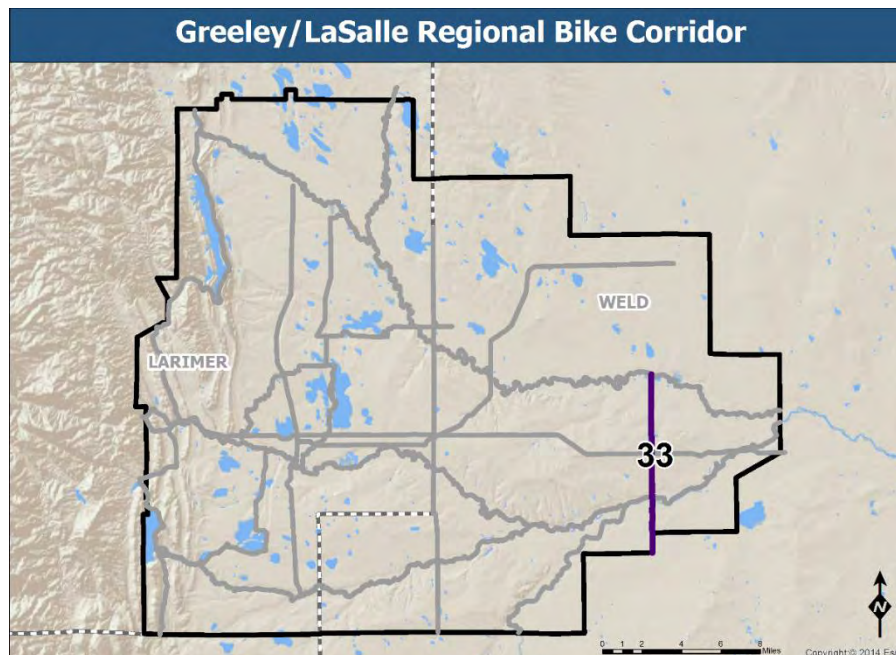
Objectives

1. Support transportation services for all including the most vulnerable and transit dependent populations.
2. Implement RTE, Regional Bicycle Plan, and North I-25 EIS.
3. Develop infrastructure that supports alternate model and connectivity.

Reference

- ▶ NFRMPO Regional Bicycle Plan, 2013

Figure 9-35: RBC 33



RBC 34: Johnstown/Timnath

RBC 34 starts at County Road 80/Prospect Road and travels along County Line Road and County Road 13 to County Road 38 on the south. The RBC is 19 miles in length, 13 miles in Larimer County, and six miles in Weld County. There are no existing improvements on this RBC until the roadway is scheduled for maintenance/expansion.

Primary Investment Need

- ▶ Increase mobility

Vision Statement

RBC 34 serves as a north-south connection in the NFRMPO Region. The RBC connects Berthoud, Johnstown, Timnath, Windsor, Larimer County, and Weld County with dedicated bike lanes. The corridor strategically follows County Line Road (Colorado Boulevard) to intersect with six RBCs to provide bicycle access for many of the developing NFRMPO communities including RBCs: 28 – Big Thompson River, 32 – Great Western/Johnstown/Loveland, 35 – Little Thompson, 36 – North Loveland, 37 – Poudre River Trail, and 39 – US 34.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a multi-modal system that improves accessibility and transportation system continuity.

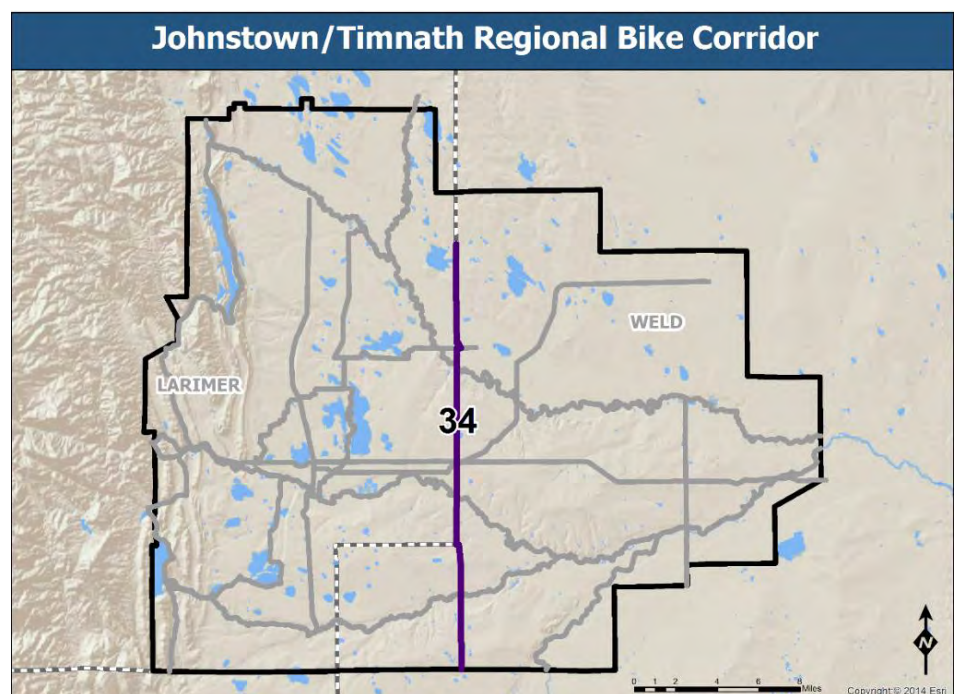
Objectives

1. Invest in infrastructure.
2. Implement Regional Bicycle Plan.
3. Develop infrastructure that supports alternate model and connectivity.

Reference

- ▶ NFRMPO Regional Bicycle Plan, 2013

Figure 9-36: RBC 34



RBC 35: Little Thompson River

RBC 35 starts at RBC 30 – Carter Lake/Horsetooth Foothills Corridor Regional Bike Corridor on the east to RBC 28 – Big Thompson River on the west. This RBC connects Berthoud, Johnstown, and Milliken. The length of the RBC is 25.5 miles, 10.5 miles in Larimer County and 15 miles in Weld County.

Primary Investment Need

- ▶ Increase safety

Vision Statement

RBC 35 provides a true regional connection across the southern portion of the NFRMPO region. This historically-identified corridor connects both Larimer and Weld counties with access to destinations such as Carter Lake, RBC 31 – Front Range Trail West, I-25 Park-n-Ride, and downtown Milliken. The preferred alignment for this corridor leaves the Little Thompson River in Berthoud and follows the Dry Creek northwest to Carter Lake. The historical alignment along the Little Thompson is preserved as an alternative alignment.

Goals

1. Provide a multi-modal system that improves accessibility and transportation system continuity.

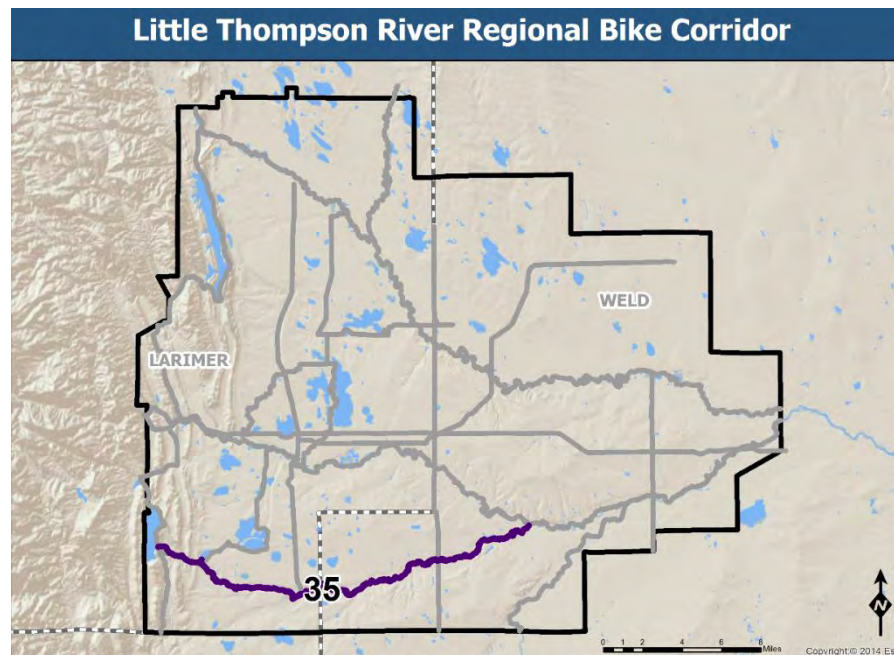
Objectives

1. Support transportation services for all including the most vulnerable and transit dependent populations.
2. Implement Regional Bicycle Plan.
3. Develop infrastructure that supports alternate model and connectivity.

Reference

- ▶ NFRMPO Regional Bicycle Plan, 2013

Figure 9-37: RBC 35



RBC 36: North Loveland/Windsor

RSC 36 starts at RSC 28 – Big Thompson River in Loveland to and extends to CR 15 in Windsor. The RSC is 18 miles in length, 17 miles in Larimer County, and one mile in Weld County. This existing segment is the backbone of Loveland’s bicycle network including shared-use trails, bike lanes, and signed bike routes. The remaining segments are planned to be complete in the next 10 years.

Primary Investment Need

- ▶ Increase mobility

Vision Statement

RBC 36 will support bicycle travel from Windsor in Weld County across the county line into the southern portion of Fort Collins, RBC 30 and the western arc of Loveland’s Recreation Trail in Larimer County. The trail attempts to route bicycle traffic away from SH 392 along the parallel section of LCR 11 to the north. The trail also leverages the newly constructed bike lanes across the upgraded Fort Collins/Windsor Bridge at SH 392 to access the bicycle lanes and a future shared-use trail on the southern boundary of Fossil Creek Reservoir.

Goals

1. Provide a multi-modal system that improves accessibility and transportation system continuity.

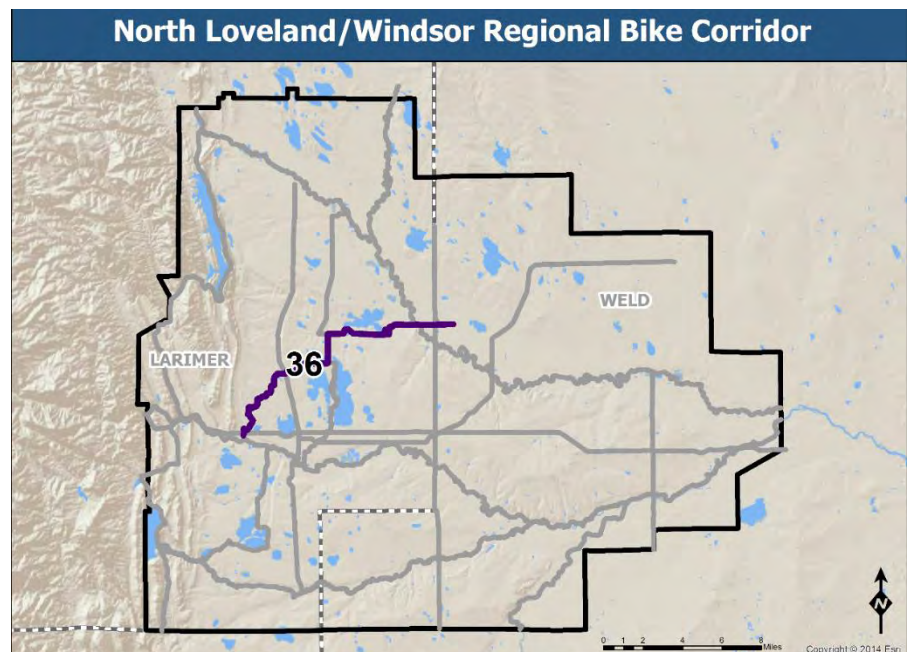
Objectives

1. Support transportation services for all including the most vulnerable and transit dependent populations.
2. Implement Regional Bicycle Plan.
3. Develop infrastructure that supports alternate model and connectivity.

Reference

- ▶ NFRMPO Regional Bicycle Plan, 2013

Figure 9-38: RBC 36



RBC 37: Poudre River Trail

RBC 37 connects to RBC 30 – Carter Lake/Horsetooth Foothills Corridor on the east to the MPO Boundary on the west, along the Poudre River. The RBC is 53 miles in length, 24 miles in Larimer County, and 29 miles in Weld County. This Corridor connects Fort Collins, Greeley, Timnath, Windsor, Larimer County and Weld County.

Primary Investment Need

- ▶ Increase mobility

Vision Statement

RBC 37 is a nationally-recognized bicycle and pedestrian corridor extending beyond the MPO boundary. The RBC within the NFRMPO region is the most publicly recognized infrastructure in the 2040 RTP and works as a model for the regional collaboration required to construct a trail between multiple jurisdictions. The collaborative effort has received numerous State and Federal funding awards. The RBC is recognized as the backbone of the Colorado State Park's Front Range Trail through Northern Colorado. The segment within Windsor serves both recreational and commuter purposes of bicyclists and pedestrians. The trail offers alternative modes of transportation and is a significant community amenity.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves accessibility and transportation system continuity.

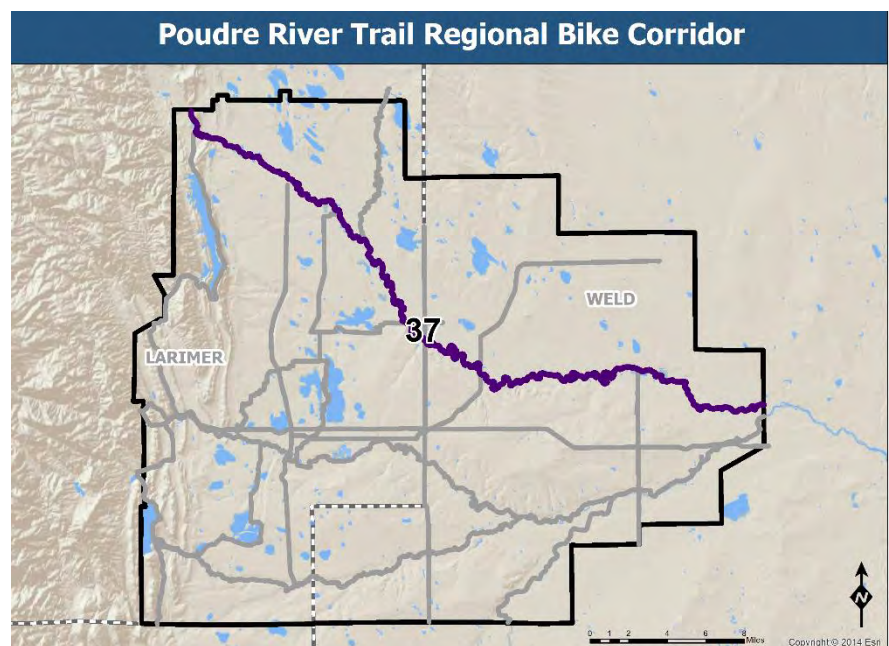
Objectives

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Reduce number of sever traffic crashes.
3. Provide reliable travel times.
4. Support transportation services for all including the most vulnerable and transit dependent populations.
5. Implement Regional Bicycle Plan.
6. Develop infrastructure that supports alternate model and connectivity.

Reference

- ▶ [NFRMPO Regional Bicycle Plan, 2013](#)

Figure 9-39: RBC 37



RBC 38: South Platte/American Discovery Trail

RBC 38 goes from the southern MPO boundary on the west to the eastern MPO Boundary on the east. The RBC is 22 miles in length in Weld County and connects Evans, Greeley, LaSalle, and Milliken. There is one existing segment in Evans connecting US 85 to Riverside Park. The remaining segments are planned with several grant awards received to complete the RBC.

Primary Investment Need

- ▶ Increase safety

Vision Statement

The South Platte River flows through the southeast portion of the NFRMPO region. The RBC represents a future connection between NFRMPO communities and a statewide- (Colorado Front Range Trail) and nationally-recognized corridor (American Discovery Trail). The RSC is widely referenced by our member governments as a shared-use trail along the river corridor ultimately connecting with RBC 37- Poudre River Trail east of Greeley.

Goal

1. Provide a multi-modal system that improves accessibility and transportation system continuity.

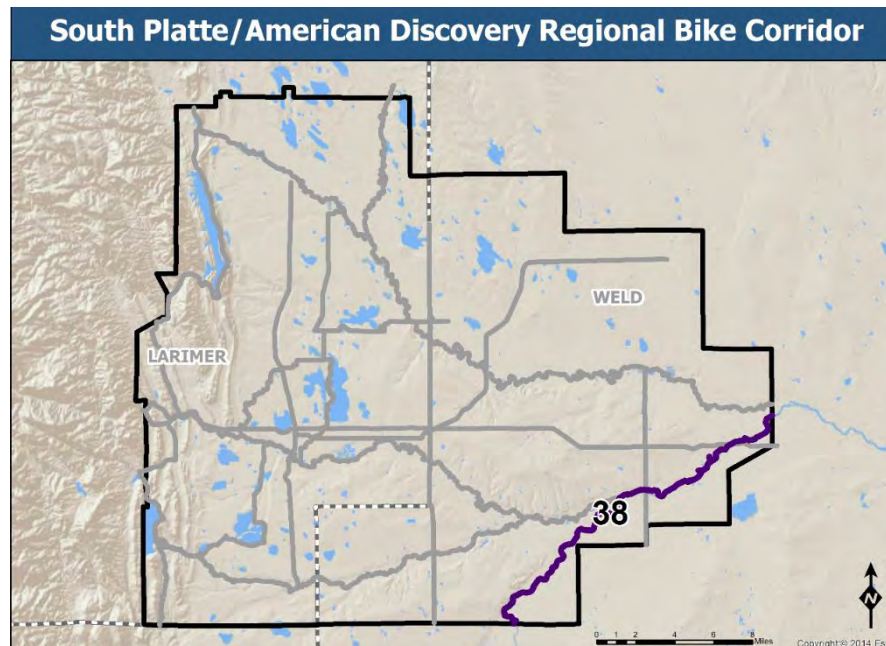
Objectives

1. Support transportation services for all including the most vulnerable and transit dependent populations.
2. Implement Regional Bicycle Plan.
3. Develop infrastructure that supports alternate model and connectivity.

Reference

- ▶ [NFRMPO Regional Bicycle Plan, 2013](#)

Figure 9-40: RBC 38



RBC 39: US 34

RBC 39 connects RBC 31 – Front Range Trail on the west to RBC 38 – South Platte/American Discovery Trail on the east following US 34. RBC 39 is 21.5 miles in length, 5.5 miles in Larimer County, and 16 miles in Weld County. This RBC connects Loveland, Windsor, Greeley, and Garden City.

Primary Investment Need

- ▶ Increase safety

Vision Statement

RBC 39 is the only regional corridor to parallel a highway on the State system. The *Colorado Transportation Commission's Bike and Pedestrian Policy Directive 1602.0²* and subsequent *State Statute 43-1-120³* codifies the accommodation of bicyclists and pedestrians on the State Highway System. The vision for this RBC is a shared-use trail, safely separated from the highway connecting Greeley and Promontory to Centerra, Johnstown, and Loveland. The RBC would leverage, but is not limited to, CDOT's Right-of-Way on US 34.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a multi-modal system that improves accessibility and transportation system continuity.

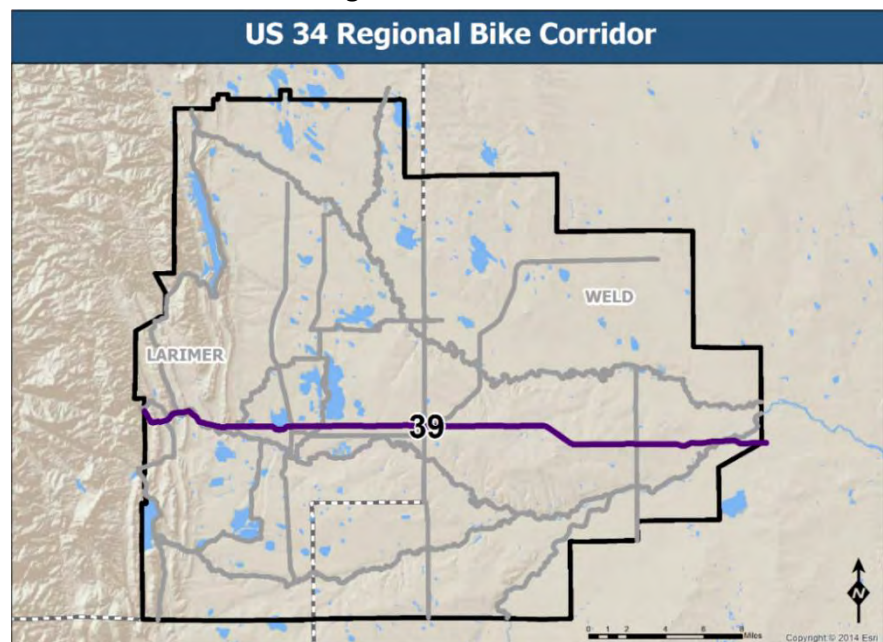
Objectives

1. Invest in infrastructure.
2. Implement the Regional Bicycle Plan.
3. Develop infrastructure that supports alternate model and connectivity.

Reference

- ▶ *NFRMPO Regional Bicycle Plan, 2013*

Figure 9-41: RBC 39



² *Colorado Commission's Bike and Pedestrian Policy Directive 1602.0*, <https://www.codot.gov/programs/bikeped/documents/1602-0-policy-bike-pedestrian>, 2009

³ *State Statute 43-1-120*, http://tornado.state.co.us/gov_dir/leg_dir/olls/2013TitlePrintouts/CRS%20Title%2043%20%282013%29.pdf, 2013

B. Transit Vision

The 2040 Regional Transit Element (RTE) recommends nine Regional Transit Corridors (RTC) as priorities for transit investment over the next 25 years. These corridors enhance intra- and interregional connections, creating a network of east-west and north-south routes. Many of the routes would complement existing infrastructure, such as connecting cities to the Bustang service, while others would enhance the mobility of residents by connecting them to medical, employment, and social facilities.

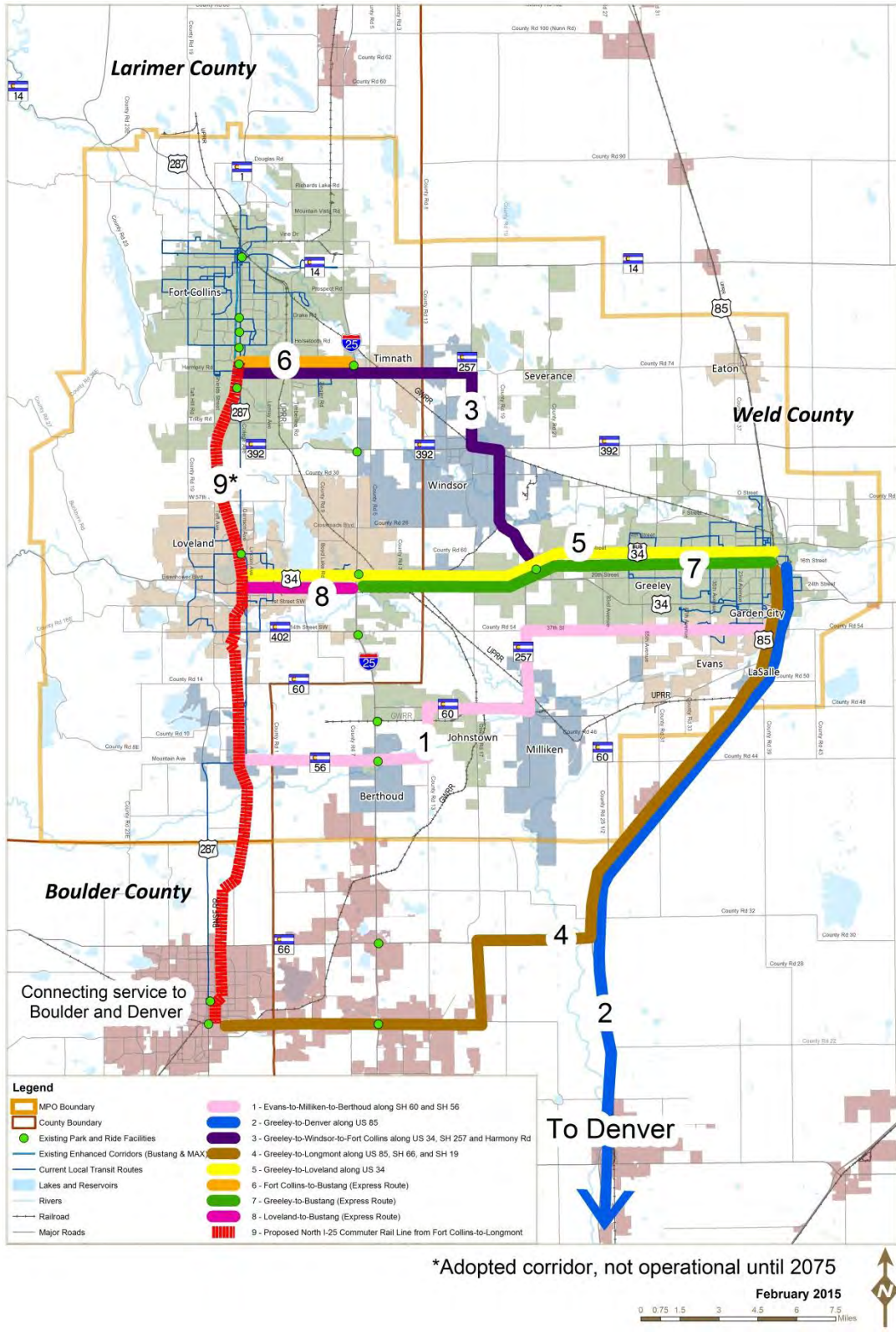
Each of the corridors corresponds to suggested transit routes within the North I-25 Final Environmental Impact Statement, which established a long-term plan for the North I-25 corridor. Because US 287 and US 85 are parallel facilities to I-25, investment in mobility and connectivity along these routes will benefit those who commute along this corridor.

Each corridor has a primary investment need, vision statement, goals, strategies, and references. The primary investment need describes the benefits of investing in these corridors. Similarly, the vision statement expands on the benefits of the corridors by explaining the need for the route, how it builds on aspects of local and regional plans, and the advantages of build-out. The goals and strategies correspond to the MPO's *Goals, Objectives, Performance Measures, and Targets*, discussed in **Chapter 4**. The MPO's overall goals were applied to the transit corridors and the objectives provide the strategies that can be used to meet the goals.

Figure 9-42 illustrate the nine RTCs studied in the 2040 RTE and the existing local transit systems. Each RTC has its own map to show connections and to provide regional context.

During the 2040 RTE planning process, NFRMPO staff worked with the three local transit agencies, TAC, and the public to identify a regional transit recommendation for Planning Council's consideration for the next 25 years. The recommendation is included in the *2040 Regional Transit Element Recommendation* portion of this section and is shown in **Figure 9-52**.

Figure 9-42 2040 Regional Transit Element Proposed Corridors



RTC 1: Evans-to-Milliken-to-Berthoud

Primary Investment Need

- Increase regional connectivity
- Increase mobility

Vision Statement

The vision for RTC 1 is to increase mobility and connectivity to communities along this corridor. A regional demand exists to provide east-west connections via transit to improve mobility, accessibility, and connectivity. The corridor will provide a transit connection between the City of Evans and the towns of Berthoud, Johnstown, and Milliken. This transit connection would provide residents of all four communities with access to medical facilities and social services, additional transit facilities, and a wider range of job opportunities. Additionally, RTC 1 connects to RTCs 2 and 4 allowing further connections within and outside of the region. The corridor also mirrors a route established in the North I-25 Final Environmental Impact Statement, connecting Berthoud to the I-25 Express Bus service and Berthoud Park-n-Ride.

Goals

1. Foster a transportation system which improves residents' quality of life.
2. Provide a multi-modal system which improves access and transportation system continuity.

Strategies

1. Support transportation services for all, including the most vulnerable and transit-dependent populations.
2. Implement the 2040 RTE.
3. Develop infrastructure that supports alternate modes and connectivity.
4. Enhance transit service in the North Front Range region.
5. Prepare a detailed corridor service plan.

References

- North I-25 Final Environmental Impact Statement
- Colorado Statewide Transit Plan

Figure 9-43 RTC 1 Map



Source: 2040 Regional Transit Element

RTC 2: Greeley-to-Denver

Primary Investment Need

- Increase regional connectivity
- Increase mobility
- Economic development

Vision Statement

The vision for RTC 2 is to connect Greeley to Denver along the US 85 corridor as identified in the *North I-25 Final Environmental Impact Statement*. The corridor is meant to serve as a parallel route to I-25, providing high-capacity transit between Evans, Greeley, LaSalle, and communities in the eastern North Front Range region. The route will provide connections to employment opportunities, medical facilities, and other amenities within the Denver Metro area and the eastern North Front Range. A transit route along US 85 would provide access for employees in the manufacturing, agriculture, commercial activity, and oil and gas sectors. The route could also provide additional economic benefits by allowing those in the eastern North Front Range to commute to Evans and Greeley using an alternative mode.

Goals

1. Foster a transportation system which improves residents' quality of life.
2. Provide a multi-modal system which improves accessibility and transportation system continuity.
3. Reduce congestion.

Strategies

1. Support transportation services for all, including the most vulnerable and transit-dependent populations.
2. Implement the 2040 RTE.
3. Develop infrastructure that supports alternate modes and connectivity.
4. Enhance transit service in the North Front Range region.
5. Prepare a detailed corridor service plan.

References

- *North I-25 Final Environmental Impact Statement*
- *Colorado Statewide Transit Plan*

Figure 9-44 RTC 2 Map



Source: 2040 Regional
Transit Element

RTC 3: Greeley-to-Windsor-to-Fort-Collins

Primary Investment Need

- Increase regional connectivity.
- Increase mobility.

Vision Statement

The vision for RTC 3 is to improve regional mobility and connectivity. A regional demand exists to provide east-west connections, especially connecting Greeley to the communities west of I-25. RTC 3 will provide connections to fast-growing Windsor, as well as provide increased mobility and connections between Fort Collins and Greeley. Each city offers a large number of social services, economic opportunities, and additional transit connections. Providing the regional link opens these opportunities to the region as a whole. The section from the Promontory Park-n-Ride in Greeley to the intersection of CO 392 and CO 257 is mentioned in the North I-25 Final Environmental Impact Statement as a feeder bus to the I-25 corridor.

Goals

1. Foster a transportation system which improves residents' quality of life.
2. Provide a multi-modal system which improves accessibility and transportation system continuity.

Strategies

1. Support transportation services for all, including the most vulnerable and transit-dependent populations.
2. Implement the 2040 RTE.
3. Develop infrastructure that supports alternate modes and connectivity.
4. Enhance transit service in the North Front Range region.
5. Prepare a detailed corridor service plan.

References

- North I-25 Final Environmental Impact Statement
- Colorado Statewide Transit Plan

Figure 9-45 RTC 3



Source: 2040 Regional Transit Element

RTC 4: Greeley-to-Longmont

Primary Investment Need

- Increase regional connectivity.
- Increase mobility.
- Economic development

Vision Statement

The vision for RTC 4 is to improve mobility and connectivity. A regional demand exists to provide east-west and north-south connections via transit to improve mobility, accessibility, and connectivity. RTC 4 would provide a transit connection between the cities of Greeley and Longmont. This transit connection would provide residents of both communities with access to medical and social services facilities, additional transit facilities, and a wider range of jobs. Additionally, RTC 4 connects to RTCs 2, 5, 7 and 9, allowing further connections both within and outside of the region.

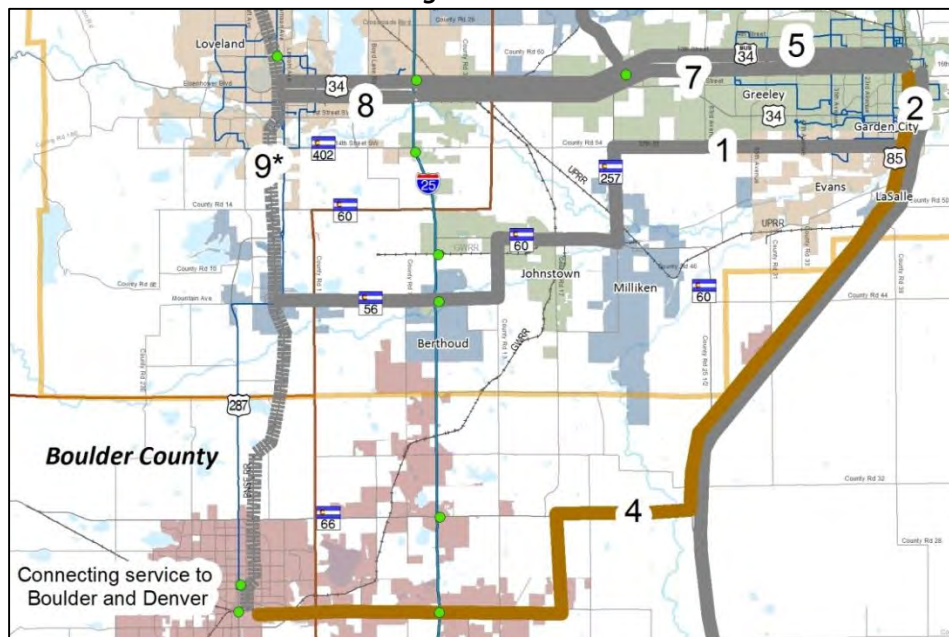
Goals

1. Foster a transportation system which improves residents' quality of life.
2. Provide a multi-modal system which improves accessibility and transportation system continuity.

Strategies

1. Support transportation services for all, including the most vulnerable and transit-dependent populations.
2. Implement the 2040 RTE.
3. Develop infrastructure that supports alternate modes and connectivity.
4. Enhance transit service in the North Front Range region.
5. Prepare a detailed corridor service plan.

Figure 9-46 RTC 4



Source: 2040 Regional Transit Element

RTC 5: Greeley-to-Loveland

Primary Investment Need

- Increase regional connectivity
- Increase mobility

Vision Statement

The vision for RTC 5 is to improve connectivity and mobility. Development has occurred along the US 34 corridor connecting Greeley and Loveland, providing new opportunities for shopping, medical offices, and retail. A previous version of this route, the 34 Xpress, was canceled due to low ridership. Additional development, connectivity to the Bustang service on I-25 at the US 34 Park-n-Ride, and improved marketing and scheduling should improve the usage of this route. A demand exists for east-west transit routes, especially between Greeley and Loveland.

RTC 5 will provide a separate service from RTCs 7 and 8 by providing a complete, local route between Loveland and Greeley, in addition to connecting to the I-25 Bustang service. Whereas these two routes exist to provide links to the Bustang service, RTC 5 exists to provide connections within and between the two cities.

Goals

1. Foster a transportation system which improves residents' quality of life.
2. Provide a multi-modal system which improves accessibility and transportation system continuity.

Strategies

1. Support transportation services for all, including the most vulnerable and transit-dependent populations.
2. Implement the 2040 RTE.
3. Develop infrastructure that supports alternate modes and connectivity.
4. Foster a transportation system which improves residents' quality of life.
5. Prepare a detailed corridor service plan.

References

- [North I-25 Final Environmental Impact Statement](#)
- [Colorado Statewide Transit Plan](#)

Figure 9-47 RTC 5 Map



Source: 2040 Regional Transit Element

RTC 6: Fort Collins-to-Bustang (Express Route)

Primary Investment Need

- Increase regional connectivity.
- Improve mobility.

Vision Statement

The vision for RTC 6 is to provide connections and increase mobility between two other regional transit services. The route between Fort Collin’s South Transit Center and the Harmony Park n Ride will provide a connection between the I-25 Bustang service beginning in July 2015 and the future commuter rail service to Longmont and Denver. The North I-25 Final Environmental Impact Statement suggests this route as a feeder bus to bus service on I-25. Additionally, the Harmony Road corridor has seen increased development in high-tech jobs, health care, and retail.

Goals

1. Foster a transportation system which improves residents’ quality of life.
2. Provide a multi-modal system which improves accessibility and transportation system continuity.

Strategies

1. Support transportation services for all, including the most vulnerable and transit-dependent populations.
2. Implement the 2040 RTE.
3. Develop infrastructure that supports alternate modes and connectivity.
4. Foster a transportation system which improves residents’ quality of life.
5. Prepare a detailed corridor service plan.

References

- North I-25 Final Environmental Impact Statement

Figure 9-48 RTC 6



Source: 2040 Regional Transit Element

RTC 7: Greeley-to-Bustang (Express Route)

Primary Investment Need

- Increase regional connectivity.
- Improve mobility.

Vision Statement

The vision for RTC 7 is to provide express connections between downtown Greeley and the I-25 Bustang route. The corridor complements RTCs 5 and 8. The corridor intersects five additional corridors, creating a true regional connection. A regional demand exists to provide east-west connections, especially connecting Greeley to other transit corridors, I-25, and the development along the corridor.

Goals

1. Foster a transportation system which improves residents' quality of life.
2. Provide a multi-modal system which improves accessibility and transportation system continuity.

Strategies

1. Support transportation services for all, including the most vulnerable and transit-dependent populations.
2. Implement the 2040 RTE.
3. Develop infrastructure that supports alternate modes and connectivity.
4. Foster a transportation system which improves residents' quality of life.
5. Prepare a detailed corridor service plan.

References

- [North I-25 Final Environmental Impact Statement](#)

Figure 9-49 RTC 7



Source: 2040 Regional Transit Element

RTC 8: Loveland-to-Bustang (Express Route)

Primary Investment Need

- Increase regional connectivity.
- Improve mobility.

Vision Statement

The vision for RTC 8 is to provide express connections between downtown Loveland and the I-25 Bustang route. The corridor complements RTCs 5 and 7. The corridor intersects five additional corridors, creating a true regional connection. A regional demand exists to provide east-west connections, especially connecting Loveland to other transit corridors, I-25, and the development along the corridor.

Goals

1. Foster a transportation system which improves residents' quality of life.
2. Provide a multi-modal system which improves accessibility and transportation system continuity.

Strategies

1. Support transportation services for all, including the most vulnerable and transit-dependent populations.
2. Implement the 2040 RTE.
3. Develop infrastructure that supports alternate modes and connectivity.
4. Foster a transportation system which improves residents' quality of life.
5. Prepare a detailed corridor service plan.

References

- [North I-25 Final Environmental Impact Statement](#)

Figure 9-50 RTC 8



Source: 2040 Regional Transit Element

RTC 9: Proposed North I-25 Commuter Rail Line from Fort Collins-to-Longmont

Primary Investment Need

- Increase regional connectivity.
- Increase mobility.
- Economic development.

Vision Statement

The North I-25 Environmental Impact Statement established RTC 9 as a priority for the region due to the additional capacity offered by high-frequency, higher capacity trains. Additional capacity means more people can be moved in the congested US 287 corridor and act as a reliever route to the I-25 corridor as well. The corridor parallels the existing BNSF Railway trackage from Fort Collins to Longmont. At the route's southern end, it would connect to RTD's North Metro Rail Line and continue to Denver Union Station. At its northern end, the route would connect to Transfort's MAX bus rapid transit line at the South Fort Collins Transit Center to Old Town Fort Collins. The areas near stations in Berthoud, Fort Collins, Longmont, and Loveland offer new districts for economic development. The North I-25 Environmental Impact Statement 2015 Commuter Rail Update requires the commuter rail operate on a separate, parallel track in the corridor, as well as improvements to at-grade rail crossings and to provide a road for the railway's maintenance and emergency vehicles. The improvements would increase BNSF's freight capacity and efficiency as well within the corridor.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a multi-modal system which improves accessibility and transportation system continuity.

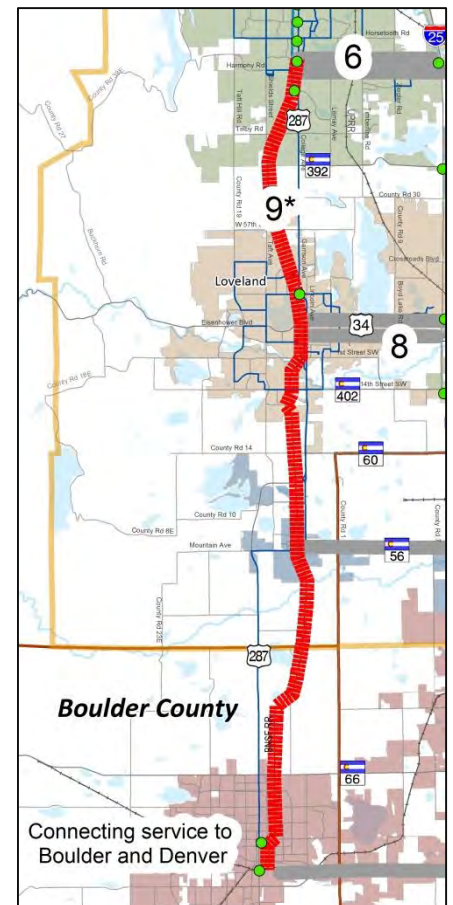
Strategies

1. Invest in infrastructure.
2. Support transportation services for all, including the most vulnerable and transit-dependent populations.
3. Implement the 2040 RTE.
4. Develop infrastructure that supports alternate modes and connectivity.
5. Foster a transportation system which improves residents' quality of life.

References

- North I-25 Environmental Impact Statement
- Draft North I-25 EIS Commuter Rail Update

Figure 9-51 RTC 9 Map



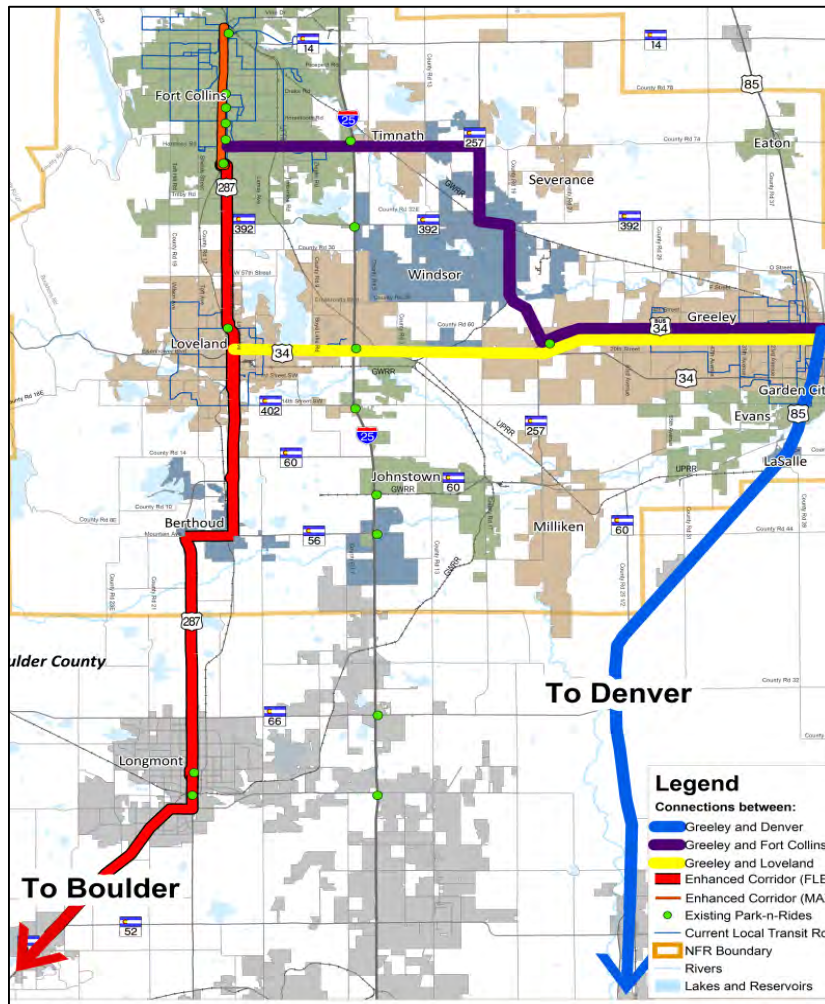
Source: 2040 Regional Transit Element

2040 Regional Transit Element Recommendation

For the 2040 RTE, the NFRMPO recommendation is based on discussions with the three local transit agencies, TAC, and input received during the public outreach phase. Staff also considered results from the transit portion of the 2040 Regional Travel Demand Model and previously completed studies, specifically the 2013 *North Front Range Transit Vision Feasibility Study*. The recommendations require communities within the region to work together and build upon existing relationships. The 2040 RTE recommendation includes:

- Further study into the transit connections between:
 - Greeley and Fort Collins;
 - Greeley and Loveland; and
 - Greeley and Denver.
- Additional service and investment along the FLEX corridor following the 2016 extension to Boulder.
- Additional service and investment in the MAX system, as specified in Phase 3 of Transfort’s Transit Strategic Operating Plan.

Figure 9-52 2040 RTE Recommendation Map



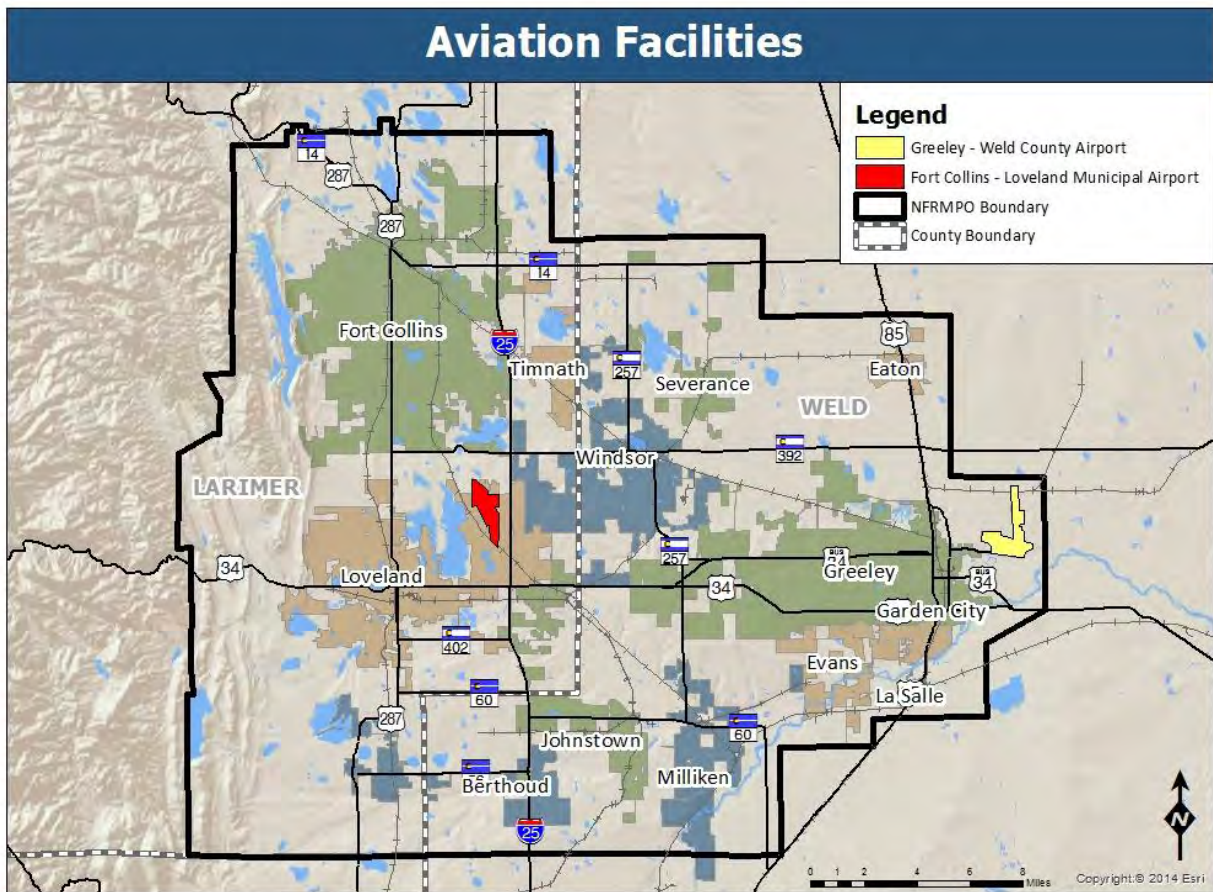
Source: 2040 Regional Transit Element

C. Aviation Vision

The North Front Range has two regional general aviation airports, both of which are discussed in **Chapter 2**. The visions for these airports are based on the respective airport’s strategic and master plans. **Figure 9-53** shows the footprints of the airports to provide a regional context. Neither airport expects to serve commercial airlines. Rather, both plan to focus on different economic development and general aviation opportunities.

Much like the Corridor and Transit Vision Plans, the Aviation Vision provides primary investment need, vision statement, goals, strategies, and references for each airport. The vision statement provides information about how the airport will operate into the future based on information provided by the airports. Goals and strategies correspond to the MPO’s *Goals, Objectives, Performance Measures, and Targets*, as shown in **Chapter 4**.

Figure 9-53 Aviation Facilities



Apr, 2015

Sources: CDOT, 2015

Fort Collins – Loveland Municipal Airport

Primary Investment Need

- Provide economic development opportunity

Vision Statement

The vision for the Fort Collins – Loveland Municipal Airport (FNL) is to create a diversified facility which supports general aviation, regional air carrier services, and business opportunities. Development of airport property is aided by its location along I-25 and the Union Pacific Railroad. With the loss of the only commercial air service in the region, the airport is opening space for economic development activities. Both Fort Collins and Loveland have prioritized the economic development of the airport's facilities. These activities include manufacturing, maintenance, overhaul, and repair. The Fort Collins – Loveland Municipal Airport is within an aviation development zone which offers new businesses within the airport boundaries a \$1,200 tax credit per new employee. Recent investments in the airport amount to nearly \$14M through 2015 and include additional snow removal equipment, runway weather information system, and new surfaces stressed to handle over 180,000 pounds. These improvements can and should be marketed to attract further business.

Goals

1. Foster a transportation system that supports economic development.

Strategies

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Invest in infrastructure.

References

- *Fort Collins – Loveland Airport Strategic Plan*
- *Fort Collins – Loveland Airport Informational Brochure*

Greeley – Weld County Airport

Primary Investment Need

- Provide economic development opportunity.

Vision Statement

The vision for the Greeley – Weld County Airport (GXY) is to continue operating and expanding as a general and corporate aviation facility. The airport completed a new terminal/administration building, runway and taxiway system, and infrastructure improvements between 2000 and 2003. The current Master Plan was completed in 2004 and focuses on hangar improvement and business development. There are no plans to expand the airport or to offer commercial or freight services through the airport. Runway rehabilitation is expected to begin in 2016, which will continue to allow the airport to expand for private aircraft. Economic and business development in both aviation and non-aviation areas is important to the future of the airport. The airport may lease land to house a solar panel farm in the northwest section of the airport property, which could produce up to 3.6 Million kilowatt hours annually. Taking advantage of existing relationships, the airport will continue to offer flight training days and providing its facilities to Aims Community College, and events for the Greeley Chamber of Commerce.

Goals

1. Foster a transportation system that supports economic development.

Strategies

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Invest in infrastructure.

References

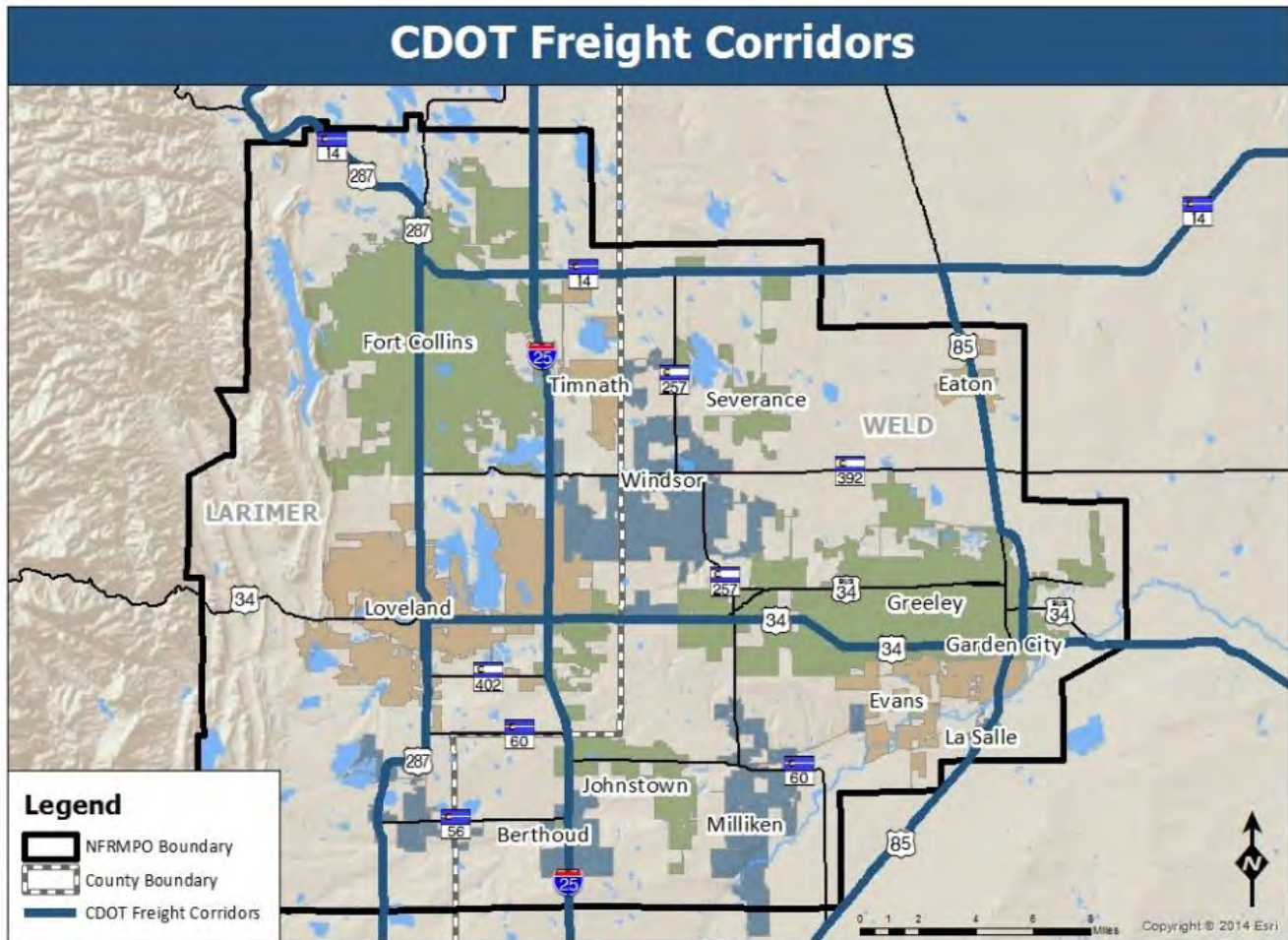
- *Greeley – Weld County Airport Master Plan*

D. Freight Vision

Freight traffic within the North Front Range region has been growing as the population in the State grows. In 2015, CDOT completed their first statewide freight plan, the *State Highway Freight Plan*. In this plan, CDOT identified Freight Corridors throughout the State. The corridors identified within region, **Figure 9-54**, are: I-25, US 34, US 287, SH 14, and US 85.

Much like the Regionally Significant Corridor, Transit, and Aviation Visions, the Freight Vision highlights the primary investment needs, vision statement, goals, strategies, and references. The vision statement provides information on how the MPO can address and integrate freight into the regional planning processes. The goals and strategies correspond to the MPO's *Goals, Objectives, Performance Measures, and Targets*, as discussed in **Chapter 4**.

Figure 9-54 CDOT Freight Corridors



Apr, 2015

Sources: CDOT, 2015

Regional Freight Vision Plan

Primary Investment Need

- Increase mobility
- Improve safety
- Economic development

Vision Statement

FHWA estimates freight tonnage will increase by nearly 45 percent over 2012 levels by the year 2040, from 19.7 Billion to 28.5 Billion, respectively. This huge increase in freight movement will place even greater demands on the nation's transportation system. It is critical for transportation planning agencies to integrate freight considerations into their long range planning processes. It is clear a variety of strategies are needed to address the challenges surrounding the projected growth of freight transportation.

In the fall of 2015, NFRMPO staff will begin work on a region wide freight plan. To help inform the freight plan, current data sources will be reviewed and new data sources will be investigated. Additionally, the regional freight plan will include public involvement, freight stakeholder identification, Regionally Significant Freight Corridor identification, a freight system analysis, a Project Prioritization Process, and recommendations.

Goals

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multi-modal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

Strategies

1. Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation.
2. Invest in infrastructure.
3. Reduce number of severe traffic crashes.
4. Use the Congestion Management Process (CMP) to reduce congestion.
5. Provide reliable travel times.
6. Implement North I-25 EIS.
7. Implement Intelligent Transportation Systems (ITS).

References

1. *State Highway Freight Plan*, CDOT
2. *Colorado State Freight and Passenger Rail Plan*
3. *FHWA Freight Facts and Figures 2013*