



## 7. VISION PLAN

Since this plan is corridor-based, the vision plan is composed of the corridor visions for the Regionally Significant Corridors (as described in **Chapter 2**) and the tiering thereof. The following sections provide the multi-modal corridor visions and the results of the corridor tiering process. The Transit and Aviation Plans provide the vision specific to those travel modes.

State Statute 43-1-1103(1)(c) requires that Regional Transportation Plans include identification of the total funding needs in addition to identification of anticipated funding sources. The total estimated funding from 2008 to 2035 is approximately \$1.37 billion (described in detail in **Chapter 8**). In developing a vision cost for the 2035 RTP, the NFRMPO has used the 2030 RTP vision cost and applied an 11% inflation factor, as calculated by CDOT using the Construction Cost Index. This results in a total need of approximately \$5.0 billion. With the estimated revenue of \$1.37 billion, there remains an unfunded amount of \$3.63 billion. There are no identified revenue sources to cover this shortfall.

### A. Corridor Visions

Corridor visioning seeks to develop visions, goals, and strategies for statewide corridors. Each corridor is a transportation system that includes all modes and facilities within a defined geographic area, having both a length and a width. The Corridor Visions provide a general description of each corridor's investment needs, future travel modes, geographic and social environment, and the values of the communities served by the corridor. The Corridor Goals begin to define the primary objectives of the corridor, and the Strategies provide more specific guidance on potential means to achieve the visions and goals of the corridor.

A primary investment category (mobility, safety, or system quality) has been assigned to each corridor. This does not imply that other types of projects are not needed on a given corridor. For instance, if safety was determined to be the primary investment category, the most pressing needs may be for safety improvement projects. But the corridor may also have spot locations where congestion or capacity (the main focus of the mobility investment category) need to be addressed. Likewise, if a corridor's primary investment category has been identified as system quality, there may also be a need for spot safety or mobility improvements. The purpose of identifying the primary investment category is to categorize the primary set of needs for a corridor.

The corridor visions for the 12 corridors, as previously defined in **Table 2-1**, are included on the following pages. However, it should be noted that some of the goals and objectives apply to the entire transportation system in the region. The following corridor visions are included as over-arching goals in all of the 12 corridor visions:

- ▶ **Maintain or improve infrastructure.** Maintaining the quality of the transportation system is integral to servicing the transportation needs of the region.
- ▶ **Reduce fatalities, injuries, and property damage crash rates.** Decreasing the number and severity of crashes is a high priority for all modes of transportation in the region.
- ▶ **Coordinate transportation and land use decisions.** Land use and transportation are intrinsically linked and coordination of the two should be considered on all corridors in the region.
- ▶ **Promote transportation improvements that are environmentally responsible.** Potential environmental impacts need to be considered in all transportation improvements; those improvements that provide enhancements to the natural and/or social environment of the region are encouraged.

The three top-tiered corridors (I-25, US 287, and US 34), as defined in the next section of this document, contain a more detailed vision including references from recent corridor studies.

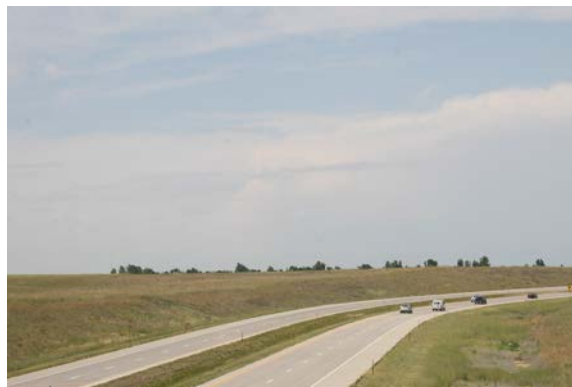
The NFRMPO recognizes that corridors identified as regionally significant within the NFRMPO often extend beyond the NFRMPO boundary. The NFRMPO makes an effort to coordinate with the adjacent planning regions of Upper Front Range Transportation Planning Region and Denver Regional Council of Governments in the development of the corridor visions. The corridor visions in this document describe the visions within the NFRMPO boundary.



*Looking southbound down I- 25 at the SH 392 exit in Windsor*



*Looking East on US Highway 34 just outside of Greeley*



*Looking northbound on US 287 in Berthoud*



## **Corridor Vision #1: US 287 Front Range Urban**

US 287 from approximately WCR 38 (southern NFRMPO boundary) to LCR 56 on the north (northern NFRMPO boundary). This corridor includes the Burlington Northern Santa Fe (BNSF) Rail line, the Mason Corridor (Fort Collins), LCR 19 from US 34 on the south to US 287 on the north, and LCR 17 from SH 56 on the south to US 287 on the north.

**Primary Investment Need:** Increase Mobility

### **Vision Statement**

The vision for the US 287 Front Range Urban corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor provides north-south connections within the Fort Collins, Berthoud, and Loveland areas and connections to the Denver metropolitan area and north to Laramie, Wyoming and I-80. US 287 is a National Highway System facility and acts as Main Street through both Fort Collins and Loveland. LCR 17 and LCR 19 are off-system facilities which provide connections through residential and commercial areas. Future travel modes to be planned for include passenger vehicle, bus service, passenger rail, truck freight, rail freight, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations both within and outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. Freight traffic is primarily limited to the US 287 facility and the BNSF railway line. The BNSF railway line is in the process of being developed into a multimodal transportation corridor, including transit/Bus Rapid Transit (BRT)/passenger rail, bicycle and pedestrian travel. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and residential and retail access. They 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 corridor 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 in and through the corridor and also recognizing the environmental, economic, and social needs of the surrounding area.

### **Goals**

1. Increase travel reliability and improve traffic flow, with a focus on commuter travel.
2. Reduce dependency on single occupancy vehicles by enhancing transit, TDM, and bicycle/pedestrian options.

### **Strategies**

1. Perform and implement studies such as US 287 Environmental Overview Study, corridor optimization, and access management plans.
2. Improve mobility by constructing intersection improvements, such as traffic signals, auxiliary lanes, and medians.
3. Preserve right-of-way and construct additional general purpose lanes on US 287 or parallel facilities.

4. Improve and maintain the system of local roads connecting the three major roadways in the corridor.
5. Expand transit service coverage and frequencies, and provide improved transit amenities, including the development of the Mason Street corridor project. Transit development includes supporting connections to the private intercity and regional bus network from other modes.
6. Identify and preserve transportation corridors to improve the multi-modal interface for expanded and more frequent regional transit service; coordinate long-range transit/passenger rail opportunities with Denver RTD.
7. Promote ITS strategies, such as incident response, traveler information, and variable message signs.
8. Implement appropriate TDM mechanisms.
9. Provide for bicycle and pedestrian travel through improvements such as bicycle/pedestrian paths, crosswalk improvements, wider shoulders, or designated bike lanes.
10. Increase safety by implementing improvements such as grade separations and access management improvements.
11. Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping paint, sign replacements, improved landscaping, noise barriers, and drainage improvements.

## References

*US 287 Environmental Overview Study*  
*US 287 Environmental Assessment/FONSI*  
*North I-25 Environmental Impact Statement*  
*US 287 Access Control Plan*  
*Mason Corridor Plan*



# US 287

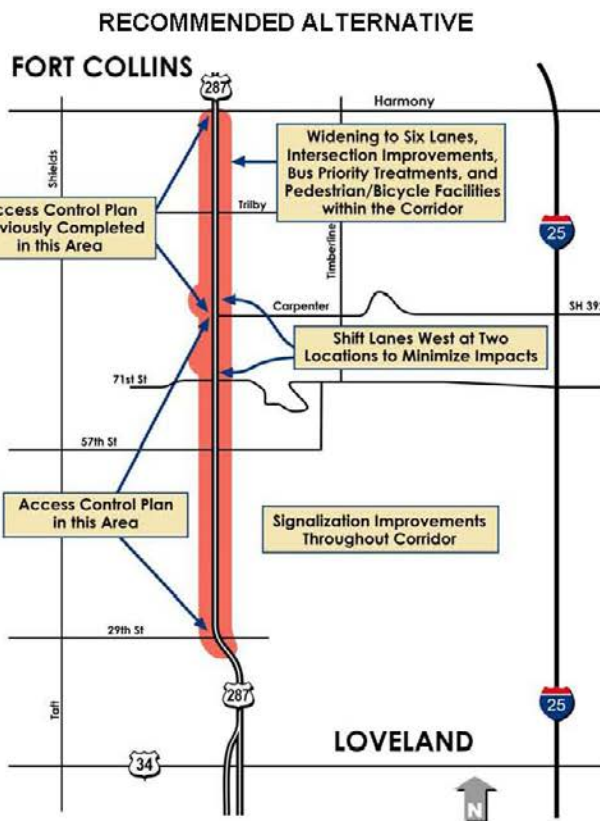
ENVIRONMENTAL OVERVIEW STUDY

## EXECUTIVE SUMMARY

The Colorado Department of Transportation, Region 4 (CDOT), the Cities of Loveland and Fort Collins, Larimer County, and the North Front Range Metropolitan Planning Organization have recommended a transportation alternative that addresses safety, mobility, and the preservation of environmental and other community values. Defined as a "context sensitive solution," this alternative identifies a right-of-way width needed for future improvements along a 7.1 mile stretch of the US 287 corridor between 29<sup>th</sup> Street in Loveland and Harmony Road in Fort Collins. No funds are currently programmed for any of these improvements.

The recommended right-of-way along the US 287 corridor will ensure adequate area for the following future improvements (see map to right):

- Roadway widening to six lanes to accommodate future travel demand and congestion.
- Intersection improvements to accommodate peak-hour demand.
- Priority at intersections for bus transit.
- Safety improvements including auxiliary lanes and medians.
- Access Control south of Carpenter Road to 29<sup>th</sup> Street to define where and what type of future access changes or modifications can occur.



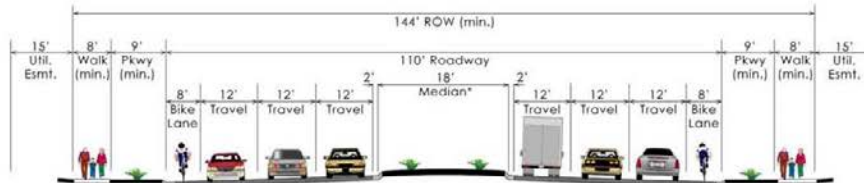


US 287  
ENVIRONMENTAL OVERVIEW STUDY

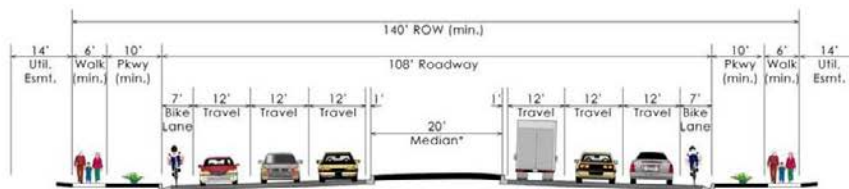
- Pedestrian and bicycle linkages.
- Traffic signal timing improvements to improve coordination between signals.

The recommended widening to six lanes will be centered on the existing four lane roadway, except in two locations where it will be shifted to the west: north of 71<sup>st</sup> Street to avoid impacting Resthaven Cemetery property, and an area north of Carpenter Road to reduce potential impacts to an existing residential development.

The future right-of-way will provide adequate roadway width throughout the corridor for needed travel lanes, shoulders, raised center median, and left and right-turn lanes at selected intersections. The right-of-way also will provide room for pedestrian and commuter and recreational bicycle linkages between Loveland and Fort Collins (see typical sections below).



**US 287 Cross-Section North of 57th Street - 55 mph**



**US 287 Cross-Section South of 57th Street - 45 mph**

Intersection improvements, such as turn lanes and median treatments, are recommended to improve traffic flow and safety. Signal timing improvements are proposed to improve interconnectivity traffic flow, connections to crossroads, and east-west travel. Bus signal priority



# US 287

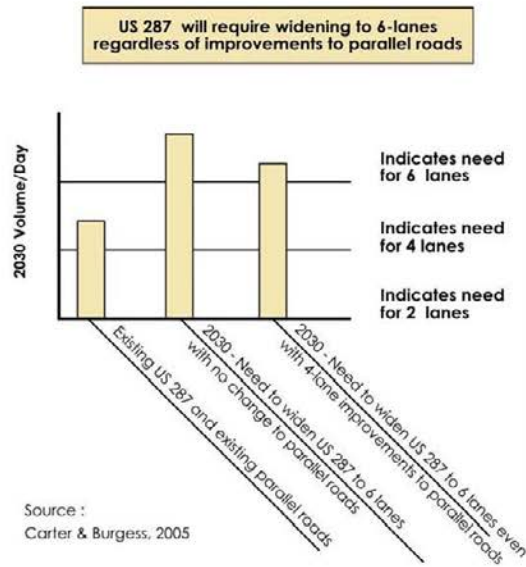
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can be developed at intersections as part of signal timing and turn-lane improvements. The widened roadway will have curb and gutter on both sides and will be designed for 55 miles per hour (mph) north of 57<sup>th</sup> Street and 45 mph south of 57<sup>th</sup> Street.

These future improvements will enable US 287 to accommodate forecast travel demand in the corridor through the year 2030. These improvements will also address the project's purpose and need and associated goals as defined from input gained during public and agency scoping, two public open houses in April and July 2005, and from meetings with local groups, organizations, and local agencies. The purpose and need and associated goals are presented in Sections 2.2 and 2.3.

Eight build alternatives and a no-action alternative were evaluated during the US 287 EOS study, leading to the identification of the recommended alternative. The recommended alternative for US 287 between Loveland and Fort Collins provides the following benefits:

- Accommodates modal alternatives (auto/truck, transit, pedestrian, and bicycle).
- Accommodates projected 2030 traffic volumes.
- Brings all improvements up to existing safety standards.
- Does not preclude improvements to other north-south parallel routes (see graphic at right which illustrates that even if 4 lane improvements to parallel roads are made, 6 lanes would be needed on US 287).
- Improves traffic flow by applying access control.
- Addresses local plans and identifies right-of-way footprints for all future development along the corridor for the next 20-plus years.



# The North Front Range 2035 Regional Transportation Plan Update

Envisioning Transportation Solutions for Colorado's North Front Range



## US 287

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The study considered environmental factors in the evaluation of the alternatives. Identification of effects to the environment during early planning will make sure they are considered during future roadway design and construction. Major environmental findings related to the recommended alternative include:

- Ten wetlands were identified along the study corridor that potentially could be considered under the jurisdiction of the Army Corps of Engineers (ACOE) and would require further delineation, impact analysis, coordination with the Corps of Engineers and possibly mitigation. Minor alignment adjustments, design modifications, construction permits, and or mitigation may be necessary when roadway improvements are proposed.
- The corridor is adjacent to one site on the State Register of Historic Properties, the Denies Barn, and two structures and one ditch that are potentially eligible for the National Register of Historic Sites. As future NEPA proceeds, properties along the corridor would need to be further evaluated for National Register status, concurrence from the State Historic Preservation Officer (SHPO) would be needed and impacts would need to be avoided if prudent and feasible.
- Widening would likely require right-of-way or easements from four publicly-owned properties: Long View Farm, Manor Ridge Open Space, Robert Benson Lake, and Redtail Grove Natural Area. Although none of these properties currently have public facilities, nor are they open to the public, the City of Fort Collins has plans to develop trails at the Redtail Grove Natural Area in the near future. Trails could also be developed in the future at Long View Farm by Larimer County. Early right-of-way/easement coordination with Larimer County and Fort Collins will be important to minimize impacts to future trails, as well as to assess potential Section 4(f) status and impacts at the time of NEPA processing. Design modifications may be appropriate to avoid or minimize impacts to these properties when roadway improvements are proposed.
- The land along Redtail Grove Natural Area, where Fossil Creek goes through, needs to be monitored for fossils during construction.
- No Threatened or Endangered Species would be negatively impacted by future widening.

Concurrent with the US 287 EOS study, an access control plan was prepared for the City of Loveland and Larimer County from 29th Street to Carpenter Road. (An access control plan already exists for US 287 in Fort Collins from Carpenter Road north to Harmony Road.) Formal approval of this access control plan combined with the access control plan along US 287 in Fort Collins would provide access management tools for the entire US 287 EOS study area.







# US 287

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Furthermore, a memorandum of understanding (MOU) between CDOT and local agencies adopting the EOS findings will provide the basis for approving development of locally funded transportation improvements along the corridor.

## Corridor Vision #2: SH 1

SH 1 from US 287 on the south to LCR 56 (NFRMPO boundary) on the north.

**Primary Investment Need:** Improve Safety

### **Vision Statement**

The vision for the SH 1 corridor is primarily to improve safety as well as increase mobility and maintain system quality. This corridor serves as a local facility, provides commuter access, and makes north-south connections within the Wellington/Fort Collins area. Future travel modes expected in this corridor include passenger vehicle, bus service, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. 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 corridor value transportation choices, connections to other areas, and safety. The area served by this corridor 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 corridor want to preserve the rural-residential character of the area and support the movement of commuters along the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

### **Goals / Objectives**

1. Support commuter travel and mobility for residents by enhancing transit, TDM, and bicycle/pedestrians options.
2. Provide for safe movement of all travel modes.

### **Strategies**

1. Perform and implement studies that focus on improving safety such as access management plans, speed studies, and safety studies.
2. Implement appropriate TDM mechanisms.
3. Improve traffic flow and safety by constructing geometric and intersection improvements, such as auxiliary lanes.
4. Add/improve shoulders with consideration for bike lanes.
5. Initiate/expand transit service coverage and frequencies, and provide improved transit amenities.
6. Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping, sign replacements, and drainage improvements.



### Corridor Vision #3: I-25 Front Range

I-25 from WCR 38 (southern NFRMPO boundary) to LCR 56 (northern NFRMPO boundary), includes LCR 5 from US 34 to SH 14, LCR 3 from MPO southern boundary to Crossroads Blvd on the north, WCR 13 from the southern NFRMPO boundary to SH 14 on the north, LCR 7/LCR 9e/Timberline Road from the southern NFRMPO boundary to Vine Drive following LCR 9e to Timberline (road is approximate).

**Primary Investment Need:** Increase Mobility

#### **Vision Statement**

The vision for the I-25 Front Range corridor is primarily to increase mobility as well as improve safety and maintain system quality. This multi-modal corridor includes I-25, an interstate facility on the National Trade Network which serves as the principal north-south facility through Colorado. The section of I-25 included in this corridor is one of CDOT's 7th Pot Strategic Corridors. The corridor also includes LCR 3, LCR 5, LCR 7, LCR 9e, WCR 13, and Timberline Road, all of which serve as off-system parallel arterials to I-25, providing for local access off I-25. A future transit connection to the Denver metropolitan area is also envisioned in this corridor. The corridor provides north-south connections throughout the North Front Range area (serving towns, cities and destinations within the corridor) as well as providing connections to the Denver metropolitan area and destinations outside of the state.

Future travel modes could include passenger vehicle, bus service, truck freight, rail freight, bicycle and pedestrian facilities (off of mainline I-25), and aviation (Loveland/Fort Collins Airport). Transportation Demand Management (TDM) would likely be effective in this corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. Freight traffic in the corridor is primarily limited to the interstate facility. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and intermodal connections. They depend on manufacturing, high-tech industries, commercial activity, retail, and residential development for economic activity in the area. The Larimer County Events Complex and a Port of Entry are located within the corridor, contributing to the activity of the corridor. The area surrounding this corridor is transitioning from rural to suburban, and the corridor needs to support the movement of commuters, tourists, freight, farm-to-market products, and hazardous materials. It also needs to provide for long distance travel in and through the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

#### **Goals**

1. Increase travel reliability and improve traffic flow in order to support commuter travel, accommodate growth in freight transport, and maintain statewide transportation connections.
2. Reduce dependency on single occupancy vehicles by enhancing transit, TDM, and bicycle/pedestrian options.
3. Provide information to the traveling public and promote education to improve safe driving behavior.
4. Increase access to air travel.
5. Deliver projects on time (7<sup>th</sup> Pot).

## Strategies

1. Work in conjunction with CDOT to implement the Preferred Alternative of the North I-25 Environmental Impact Statement.
2. Promote ITS strategies such as variable message signs, incident response, traveler information, and traffic management.
3. Preserve right-of-way and construct additional lanes, or complete missing linkages, and improve and maintain the system of local roads connecting the north-south roadways in the corridor.
4. Improve mobility by constructing intersection and interchange improvements such as traffic signals, auxiliary lanes, and medians.
5. Implement appropriate TDM mechanisms.
6. Provide for bicycle and pedestrian travel through improvements such as bicycle/pedestrian paths, wider shoulders, or designated bike lanes.
7. Expand transit service coverage and frequencies, and provide improved transit amenities and intermodal connections, including connections to private intercity and regional bus services.
8. Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping paint, sign replacements, improved landscaping, noise barriers, and drainage improvements.

## References

*North I-25 Environmental Impact Statement*



March 14, 2011

## Introduction

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), initiated preparation of an Environmental Impact Statement (EIS) to identify and evaluate multi-modal transportation improvements along approximately 61 miles of the I-25 corridor from the Fort Collins-Wellington area to Denver. The improvements being considered in the Final EIS will address regional and inter-regional movement of people, goods, and services in the I-25 corridor.

### *Project Purpose*

The purpose of the project is to meet long-term travel needs between the Fort Collins-Wellington area, the rapidly growing population centers along the I-25 corridor, and south to the Denver Metro Area. To meet long-term travel needs, the project must improve safety, mobility and accessibility, and provide modal alternatives and interrelationships.

### *Need for the Project*

The need for the project can be summarized in the following four categories:

- ▶ Increased frequency and severity of crashes
- ▶ Increasing traffic congestion leading to mobility and accessibility problems
- ▶ Aging and functionally obsolete infrastructure
- ▶ Lack of modal alternatives

## Improvement Packages

The Final EIS evaluates the following four potential improvement packages:

- 1) No Action Alternative – This is a conservative estimate of safety improvements and maintenance requirements that would be necessary if a build alternative is not constructed. It does not include any major highway widening or substantial transit improvements. It is presented for comparison with the build alternatives, in accordance with NEPA requirements.
- 2) Package A – This package was developed and evaluated in the Draft EIS. It includes commuter rail along the BNSF rail corridor connecting to FasTracks' Northwest and North Metro commuter rail corridors. It includes widening I-25 with general purpose lanes and would add commuter bus service along US 85.
- 3) Package B – This package was also evaluated in the Draft EIS. It includes widening I-25 with tolled express lanes and provides Bus Rapid Transit that could utilize these lanes. The BRT system would connect Fort Collins and Greeley to downtown Denver and DIA.
- 4) Preferred Alternative – This alternative combines elements of Package A and Package B into a single improvement package. It includes commuter rail along the BNSF rail corridor, express bus along I-25 and commuter bus along US 85. I-25 widening would accommodate two new general purpose lanes (one in each direction) between SH 14 and SH 66 and two new Tolled Express Lanes (one in each direction) between SH 14 and US 36. The Preferred Alternative was developed through the Draft EIS evaluation of Packages A and B and through a series of workshops held with the project's Technical Advisory Committee and Regional Coordination

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Committee. Consideration was also given to the comments received from the public throughout the process. This Preferred Alternative and the recommended phasing plan for implementation of the Preferred Alternative is described in more detail below.

***Preferred Alternative***

The Preferred Alternative is a combination of transit and highway components along multiple corridors. The Preferred Alternative is illustrated on **Figure 1** and described below.

***I-25 Improvements***

The Preferred Alternative would widen I-25 with general purpose lanes between SH 14 and SH 66. It would also add Tolleed Express Lanes (lanes restricted to high-occupant vehicles and tolled single occupant vehicles) between SH 14 and US 36 for a total of eight lanes between SH 14 and US 36. Between SH 1 and SH 14, I-25 would be reconstructed to current design standards but would remain four lanes. I-25 cross sections are illustrated below:

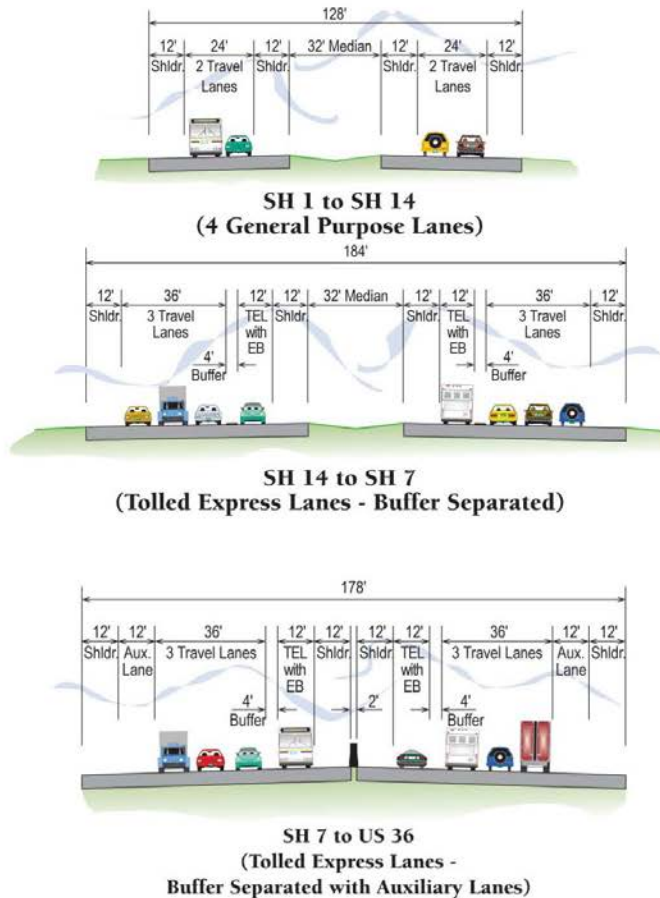
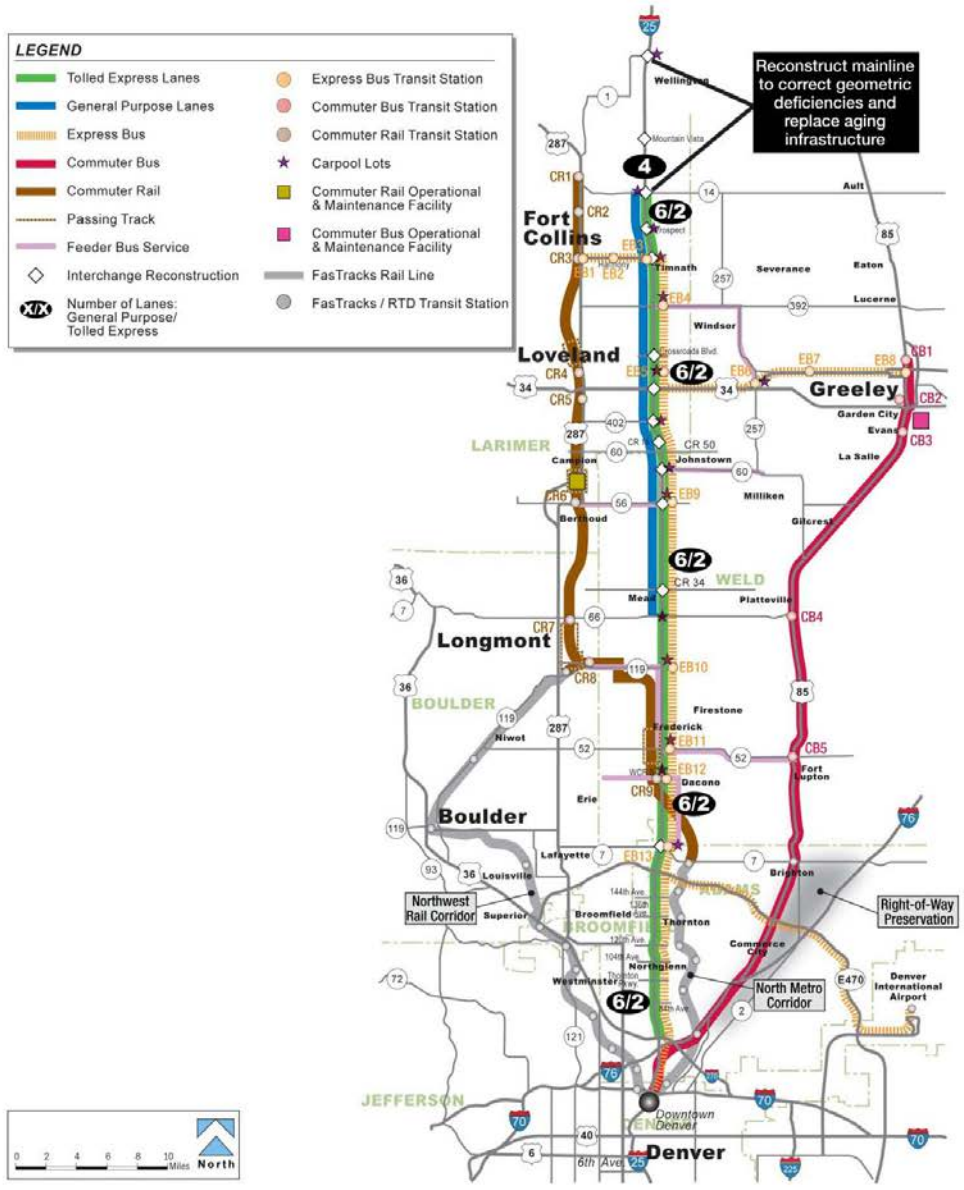




Figure 1. Preferred Alternative



### Interchanges

The PA would fully reconstruct 13 interchanges, widen bridges and/or modify ramp terminals at another 11 interchanges to accommodate future travel needs.

### Carpool Lots

Carpool lots would be located near many interchanges along the I-25 corridor to serve HOV users of the TEL. There are five new or expanded carpool lots planned. Eight additional carpool lots would be combined with Express Bus stations. The existing carpool lots at SH 66/I-25 and US 34/SH 257 would remain in place.

### Express Bus Service

Express Bus services would connect northern Colorado communities to downtown Denver and to DIA, utilizing the tolled express lanes along I-25. Fourteen Express Bus stations would be utilized as part of this service. Two of the stations would provide an intermodal connection between the planned commuter rail line and the planned express bus. An existing carpool lot located at US 34/SH 257 would be upgraded for use by the express bus. Five stations located adjacent to I-25 would provide the bus with bus-only slip ramps to improve travel time and reliability. Queue jumps and/or transit signal priority would be provided along US 34 to improve travel time and reliability for the Greeley-based route.

### US 85 Commuter Bus

The Preferred Alternative includes commuter bus service along US 85 connecting Greeley to downtown Denver. It would include five new bus stations along the corridor and queue jumps and/or signal priority, allowing buses to bypass queued traffic at 17 intersections to help achieve reliable speeds for bus services. Two stops would occur at RTD Transit Stations and the service would terminate in Downtown Denver.

### Commuter Rail Transit

The Preferred Alternative includes commuter rail transit service from Fort Collins to the anticipated FasTracks North Metro end-of-line. Service to Denver would travel through Longmont and along the FasTracks North Metro Corridor; a transfer would not be necessary. To reach Boulder, northern Colorado riders would transfer to the Northwest Rail Corridor at the Sugar Mill station in Longmont. The service is assumed to operate with diesel multiple unit vehicles, though additional analysis of available vehicle technologies is anticipated prior to implementation. The plan includes construction of 10 commuter rail stations 9 of which have parking associated with them.

The rail line would be largely single-track with passing tracks in four locations. RTD has recently purchased the rail ROW from north of the North Metro Corridor end-of-line to approximately CR 8 at I-25.

Four new grade-separated crossings would be provided for the commuter rail service (see below). Other intersection treatments would include gates or four-quadrant gates with median. The following locations would be provided grade-separated railroad crossings of roadways:

- I-25 south of CR 8 (replaces a previous crossing)
- SH 52 and Wyndham Hill, west of I-25





- SH 119 near 3<sup>rd</sup> Avenue in Longmont
- US 287 north of Berthoud
- US 34 in Loveland (existing crossing)

#### **Maintenance Facilities**

A bus maintenance facility serving both the I-25 express bus and the US 85 commuter bus would be located at 31st Street and 1st Avenue in Greeley. The bus maintenance facility would include staff for the maintenance and operation of buses for the US 85 commuter bus service, I-25 bus service, and the feeder bus routes.

A commuter rail maintenance facility would include facilities for vehicle maintenance, cleaning, fueling and storage; track maintenance; parts storage; and vehicle operator facilities. The commuter rail maintenance facility would employ an estimated 90 workers. The recommended 30-acre site, included in the Preferred Alternative, is located at LCR 10 and LCR 15 in Berthoud.

#### **Feeder Bus**

Local bus service would be provided to enable local riders to access the commuter rail and express bus regional services. Four feeder bus routes would operate hourly, timed to meet the regional services.

#### **Congestion Management Features**

Several congestion management measures are included with the Preferred Alternative. These serve to enhance the Preferred Alternative to improve the efficiency of the transportation system:

- Local Transit Service: Local routes would connect to the Express Bus stations in seven locations.
- Carpool and Vanpool: Carpool/vanpool lots along I-25 would be provided at 13 locations.
- Incident Management: Courtesy patrol service would serve the I-25 corridor between SH 14 and SH7.
- Signal Coordination: Signal timing at interchanges along I-25 would be optimized.
- Ramp Metering: Ramp meters would be installed when warranted by interchange volumes
- Real-Time Transportation Information: Variable message signs would be installed along the I-25 corridor.
- Bicycle/Pedestrian Facilities: Transit station areas would be designed to provide bicycle and pedestrian links to the nearest local road.
- Travel Demand Measures: Use of alternative modes would be encouraged during construction.

#### **Other Preferred Alternative Features**

The Preferred Alternative would also include retaining walls, water quality ponds, and drainage structures.

#### **Preferred Alternative Phasing**

The project's Purpose and Need statement identifies a need to replace aging infrastructure on I-25, address safety concerns on I-25, improve mobility, and provide modal options. This was used to develop the Phasing approach for the Preferred Alternative.

In addition, the two North I-25 committees representing the municipalities and agencies in the corridor identified the following guiding principles for development of Phase 1:

- Address concerns (safety, infrastructure and capacity) on I-25 north of SH 66
- Include bus transit
- Include a commitment to Commuter Rail

A review of current interchange safety rates, sufficiency ratings for structures, anticipated volumes in 2035 and remaining service life for pavement resulted in the following key findings:

- Pavement between SH 66 and Prospect has no practical remaining service life.
- Interchange structures at SH 1, SH 14, Prospect, US 34, and SH 56 all have sufficiency ratings below 75.
- Pavement and structures south of SH 66 are relatively new with a long remaining service life.
- Accident rates are higher than average at the SH 14, US 34, and SH 60 interchanges with I-25.

### **Phase 1**

The effort described above resulted in the Phase 1 shown in **Figure 2**. As shown, this alternative includes the following elements.

- Widening I-25 between SH 66 and SH 56 with one tolled express lane in each direction. Widening would include noise and sound walls, water quality ponds, and median barrier features as well as the right-of-way purchase associated with the ultimate Preferred Alternative cross section.
- Widening I-25 between SH 392 and SH 14 - would initially be used as continuous acceleration/deceleration lanes but would ultimately become part of the six-lane cross section. Widening would include noise and sound walls, water quality ponds, and median barrier features necessary to accommodate this improvement. Right-of-way purchase associated with the ultimate Preferred Alternative cross section is also included.
- Widening I-25 between 120<sup>th</sup> Avenue and approximately US 36 – one buffer-separated tolled express lane in each direction. Widening would include noise and sound walls, water quality ponds, and median barrier features as well as the right of way purchase associated with the ultimate Preferred Alternative cross section.
- Interchange replacement and upgrades – I-25/SH 14, I-25/Prospect, Centerra Parkway/ US 34, I-25/SH 56, I-25/CR 34, and I-25/SH 7 would be constructed to their ultimate configurations. The I-25/SH 392 interchange and the I-25/84<sup>th</sup> Avenue interchange would be completed as part of a separate project.
- Five carpool lots along I-25 at the SH 14, Prospect, SH 56, SH 119, and SH 7 interchanges.
- Commuter Rail right of way preservation – All ROW necessary to construct the ultimate commuter rail configuration would be purchased as part of Phase 1.
- Initial I-25 Bus – Regional bus service connecting Fort Collins and Greeley to downtown Denver and DIA would be initiated. Four transit stations would be constructed as part of Phase 1 and 27 buses would be purchased.
- Commuter Bus – Commuter bus along US 85 connecting Greeley to downtown Denver would be implemented in Phase 1. This would include construction of five stations, 17 queue jumps/transit signal priority intersections and the purchase of five buses.
- Funding to upgrade one or more of the existing bus maintenance facilities in northern Colorado is included in Phase 1.



Figure 2. Phase 1



**Phase 2 and 3**

Projects identified in Phases 2 and 3 could be implemented sooner if funding is identified. However, for the purposes of this phasing discussion the following elements of the Preferred Alternative are anticipated to be constructed in phases 2 and 3.

**Phase 2:**

- Completion of express bus service on I-25
- Commuter rail service would begin on an initial corridor segment between Longmont and Loveland
- Construct bus maintenance facility
- Construction of commuter rail maintenance facility
- Tolled Express Lanes from SH 56 to SH 14
- Tolled Express Lanes from 120th Avenue to E-470
- I-25 Interchange replacement and upgrades – CR 16, SH 60, SH 402, Crossroads, Harmony, Mountain Vista, and SH 1 would be constructed to their ultimate configurations. The second phase of improvements to the US 34 interchange would be completed.

**Phase 3:**

- Completion of commuter rail service
- Tolled Express Lanes from E-470 to SH 66 and the associated interchange modifications required (1 new buffer-separated tolled express lane in each direction)
- General purpose lanes from SH 66 to SH 14 (1 new lane in each direction)
- Completion of the US 34 interchange



## **Corridor Vision #4: SH 257**

SH 257 from SH 60 on the south to SH 14 on the north, which includes offset in Windsor, and WCR 17 from the southern NFRMPO boundary to Crossroads Boulevard.

**Primary Investment Need:** Maintain System Quality

### **Vision Statement**

The vision for the SH 257 corridor is primarily to maintain system quality as well as increase mobility and improve safety. This corridor consists of SH 257, on the State Highway system and WCR 17, an off-system facility. Together, these roadways comprise a corridor that provides commuter access and makes north-south connections within the Milliken, Windsor, and western Greeley areas. Future travel modes to be planned for in the corridor include passenger vehicle, bus service, bicycles, and truck freight. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations both within and outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase, while freight volume will remain relatively constant. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, and residential development for economic activity in the area. The area surrounding this corridor is transitioning from rural and agricultural to suburban. Users of this corridor want to support the movement of commuters and freight in and through the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

### **Goals**

1. Preserve the existing transportation system.
2. Increase travel reliability with a focus on supporting commuter travel and increased freight transport.
3. Reduce dependency on single occupancy vehicles by initiating TDM usage.

### **Strategies**

1. Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacement, improved striping paint, and sign replacements.
2. Increase safety by implementing improvements such as guardrails, railroad crossing devices, rumble strips, and geometric modifications (i.e., flatten slopes and curves).
3. Improve mobility by constructing improvements such as auxiliary lanes and wider shoulders and routing freight traffic out of downtown areas.
4. Preserve right of way for future widening.
5. Implement appropriate TDM mechanisms.
6. Promote ITS strategies such as incident response, traveler information, and variable message signs.
7. Perform and implement studies that focus on maintaining and enhancing the system quality such as corridor optimization plans or access control plans.

## **Corridor Vision #5: Two Rivers Parkway**

Two Rivers Parkway from the NFRMPO boundaries to the south and north – approximately WCR 27, includes 65<sup>th</sup> Ave in Greeley from 54<sup>th</sup> St to SH 392, and 35<sup>th</sup> Ave in Greeley from US 85 on the south to O Street on the north, including the north-south portion of SH 60.

**Primary Investment Need:** Increase Mobility

### **Vision Statement**

The vision for the Two Rivers Parkway corridor is primarily to increase mobility as well as improve safety and maintain system quality. This corridor includes 65<sup>th</sup> and 35<sup>th</sup> Avenues in Greeley, which are off-system arterial roadways. The corridor provides local and regional access and makes north-south connections within the Greeley, Evans, and Milliken areas. It serves as a feeder to US 85, SH 392, and SH14 with connections to the Denver metropolitan area. Future travel modes to be planned for include passenger vehicle and truck freight; Transportation Demand Management (TDM), park-n-ride lots, and bicycling could be effective in this corridor. The transportation system in the area serves towns, cities, and destinations both within and outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain relatively constant. The communities along the corridor 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. The area surrounding the Two Rivers Parkway corridor is transitioning from rural to suburban. Users of this corridor want to support the movement of commuters in and through the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

### **Goals**

1. Reduce traffic congestion and improve traffic flow to support commuter travel.
2. Reduce dependency on single occupancy vehicles by enhancing transit, TDM, and bicycle/pedestrian options.

### **Strategies**

1. Perform and implement studies that focus on enhancing mobility.
2. Preserve right of way and construct additional general purpose lanes and other connections that complete linkages.
3. Improve mobility by constructing improvements such as auxiliary lanes and wider shoulders.
4. Expand transit service coverage and frequencies; provide park-n-ride facilities; and provide improved transit amenities.
5. Implement appropriate TDM mechanisms.
6. Provide for bicycle and pedestrian travel through improvements such as bicycle/pedestrian paths, wider shoulders, or designated bike lanes.
7. Increase safety by implementing improvements such as guardrails, railroad crossing devices, rumble strips, and geometric modifications (i.e., flatten slopes and curves).
8. Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping paint, and replacement signs.



## **Corridor Vision #6: US 85 Urban**

US 85 from WCR 48 on the south to WCR 70 on the north, includes the US 85 Business Route through Greeley and the Union Pacific Rail Road (UPRR) rail line.

**Primary Investment Need:** Increase Mobility

### **Vision Statement**

The vision for the US 85 Urban corridor is primarily to increase mobility as well as maintain system quality and improve safety. The section of US 85 south of US 34 is on the National Highway System, while the section to the north of US 34, as well as the US 85 Business Route, are State Highway facilities. The corridor also includes the UPRR freight rail line. The corridor provides north-south connections within the Greeley, Evans, and LaSalle areas, with connections out of the region to the Denver metropolitan area and Wyoming. Future travel modes to be planned for include passenger vehicle, bus service, truck freight, and rail freight. Transportation Demand Management (TDM) could be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations both within and outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. The section of this corridor within the NFRMPO is predominately urban. The area depends on manufacturing, agriculture, commercial activity, and oil and gas for economic activity. The area surrounding this corridor is diverse and includes urban characteristics through the Greeley area, as well as rural and agricultural characteristics through other sections of the corridor. Users of the corridor want to support the movement of commuters, freight, farm-to-market products, and hazardous materials in and through the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

### **Goals**

1. Support commuter travel by expanding transit usage and initiating TDM.
2. Increase travel reliability with a focus on supporting commuter travel and increased freight transport.

### **Strategies**

1. Perform and implement studies that focus on enhancing mobility such as corridor optimization and access management plans.
2. Improve mobility by constructing intersection and interchange improvements such as traffic signals, auxiliary lanes, and roadway improvements (e.g., medians, wider shoulders, and bus pullouts).
3. Expand transit service coverage and frequencies, and provide improved transit amenities, including small park-n-ride lots with passenger amenities for people who may use transit, carpools, or vanpools.
4. Implement appropriate TDM mechanisms.
5. Promote ITS strategies such as incident response, traveler information, and variable message signs.

6. Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping paint, and sign replacements.
7. Increase safety by implementing improvements such as railroad crossing devices, rumble strips, geometric modifications, and bicycle/pedestrian overpasses.

## **References**

*US 85 Access Control Plan*

*North I-25 Environmental Impact Statement*





## **Corridor Vision #7: SH 14 Urban**

SH 14 from the eastern NFRMPO boundary (approximately LCR 3) to College Avenue (US 287), Mulberry Street from Riverside Avenue to LCR 19 on the west, includes Poudre River Trail through Fort Collins.

**Primary Investment Need:** Increase Mobility

### **Vision Statement**

The vision for the SH 14 Urban corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor serves as a National Highway System facility between US 287 and I-25. It is a primary connection between downtown Fort Collins and the I-25 corridor. Future travel modes to be planned for include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) will likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations both within and outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community in this corridor values 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 corridor want to enhance the urban character of the area, support the movement of commuters, freight and hazardous materials in and through the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

The Poudre River Trail within this corridor segment is a portion of the larger trail that connects Fort Collins, Windsor, and Greeley. The segment within Fort Collins serves both recreational and commuter purposes for both bicyclists and pedestrians. The trail offers alternative modes of transportation and is an amenity to the community.

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

### **Goals**

1. Increase travel reliability and improve mobility.
2. Accommodate growth in freight transport.
3. Reduce dependency on single occupancy vehicles by expanding transit and initiating TDM.

### **Strategies**

1. Perform and implement studies that focus on enhancing mobility such as corridor optimization and access management plans.
2. Improve mobility by constructing improvements such as traffic signals, intersection improvements, auxiliary lanes, medians, wider shoulders, and bus pullouts.
3. Expand transit service coverage and frequencies, and provide improved transit amenities and pedestrian connections to businesses along the frontage roads.
4. Implement appropriate TDM mechanisms.
5. Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping paint, and sign replacements.

6. Increase safety by implementing improvements such as railroad crossing devices, rumble strips, geometric modifications, and bicycle/pedestrian overpasses.
7. Preserve right of way and construct additional general purpose lanes on SH 14 or parallel facilities.

## References

*Interstate 25/State Highway 14 Interchange Area Study*  
*North I-25 Environmental Impact Statement*  
*US 287 and SH 14 Access Management Plans*



## **Corridor Vision #8: Prospect Road**

Prospect Road in Fort Collins from LCR 5 to US 287, includes Spring Creek Trail from the junction of the Poudre River to Horsetooth Reservoir.

**Primary Investment Need:** Increase Mobility

### **Vision Statement**

The vision for the Prospect Road corridor is primarily to increase mobility as well as improve safety and maintain system quality. This corridor serves as a local off-system facility, makes east-west connections within the central Fort Collins area, and provides access to Colorado State University and I-25 with the new rest area located on the west side of I-25. Future travel modes to be planned for include passenger vehicle, bus service, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations both within and outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The community along this corridor values high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on high-tech industry, commercial activity, and Colorado State University for economic activity in the area. Users of this corridor want to preserve the urban character of the area and the wetlands along the section of the corridor between I-25 and the Poudre River. Users also support the movement of commuters in and through the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

### **Goals**

1. Increase travel reliability and improve traffic flow.
2. Reduce dependency on single occupancy vehicles by enhancing transit, TDM, and bicycle/pedestrian options.

### **Strategies**

1. Perform and implement studies that focus on enhancing mobility.
2. Improve mobility by constructing improvements such as auxiliary lanes, intersection improvements, and wider shoulders.
3. Implement appropriate TDM mechanisms.
4. Expand transit service coverage and frequencies, and provide improved transit amenities.
5. Increase safety by implementing improvements such as railroad crossing devices, rumble strips, guardrails, and geometric modifications (i.e., flatten slopes and curves).
6. Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping paint, and sign replacements.
7. Preserve right of way and construct additional general purpose lanes.

## Corridor Vision #9: SH 392

SH 392 from US 85 to US 287, Harmony Road/WCR 74 from the eastern NFRMPO boundary to LCR 17, and the Poudre River Trail through Windsor.

**Primary Investment Need:** Increase Mobility

### **Vision Statement**

The Vision for the SH 392 corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor serves as a local facility, provides commuter access, and makes east-west connections within the south Fort Collins, Windsor, Lucerne, and Severance areas. SH 392 serves as Main Street through Windsor. Future travel modes to be planned for include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations both within and outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, high-tech industries, commercial activity, and agriculture for economic activity in the area. The area surrounding the western portion of the corridor is urban, while the areas surrounding the central and eastern portions of the corridor are transitioning from agricultural to suburban. Users of this corridor want to support the movement of commuters, freight, and farm-to-market products in and through the corridor, 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.

The Poudre River Trail within this corridor segment is a portion of the larger trail that connects Fort Collins, Windsor, and Greeley. The segment within Windsor serves both recreational and commuter purposes of bicyclists and pedestrians. The trail offers alternative modes of transportation and is an amenity to the community.

### **Goals**

1. Reduce traffic congestion and improve traffic flow with a focus on commuter travel.
2. Reduce dependency on single occupancy vehicles by initiating transit services and TDM usage.
3. Preserve and minimize/mitigate impacts to protected public open lands/natural areas.

### **Strategies**

1. Perform and implement studies that focus on enhancing mobility such as State Highway 392 Environmental Overview Study (EOS), corridor optimization, and access management plans.
2. Improve mobility by constructing improvements such as auxiliary lanes, intersection improvements, and wider shoulders.
3. Expand transit service coverage and frequencies, and provide improved transit amenities.
4. Implement appropriate TDM mechanisms.
5. Promote ITS strategies such as incident response, traveler information, and variable message signs.



6. Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping paint, and sign replacements
7. Increase safety by implementing improvements such as railroad crossing devices, rumble strips, guardrails, and geometric modifications (i.e., flatten slopes and curves).
8. Preserve right of way and construct additional general purpose lanes on SH 392 or parallel facilities.

**Reference:**

*SH 392 Environmental Assessment Overview Study*

*SH 392 Access Control Plan*

## Corridor Vision #10: US 34 Urban

US 34 from the eastern NFRMPO boundary across the region to the western NFRMPO boundary, includes US 34 Business Route from the eastern NFRMPO boundary to US 34 and WCR 43 to the Greeley-Weld Airport, O Street/Crossroads Blvd from US 85 to I-25, WCR54/SH 402 from US 85 to LCR 17, and the Big Thompson bike trail through Loveland.

**Primary Investment Need:** Increase Mobility

### **Vision Statement**

The Vision for the US 34 Urban corridor is primarily to increase mobility as well as to maintain system quality and improve safety. This corridor includes US 34 (a National Highway System facility), the US 34 Business Route and SH 402, WCR 43 (local State Highway facilities), and the Crossroads/O Street and LCR 18/WCR 54 alignments (off-system arterials). Additionally, the corridor includes the Big Thompson bike trail through Loveland. Together, these facilities comprise a corridor that provides commuter access and makes east-west connections within the Loveland, Greeley, Evans, Johnstown, and Windsor areas. Future travel modes to be planned for include passenger vehicle, bus service, bus rapid transit, truck freight, bicycle and pedestrian facilities, and aviation. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations both within and outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They 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 and the University of Northern Colorado are situated along this corridor, contributing to the activity. While the majority of the area surrounding the corridor is transitioning from agricultural to suburban, sections of the corridor through Loveland and Greeley are urbanized. Users of this corridor want to support the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

### **Goals**

1. Increase travel reliability and improve traffic flow.
2. Reduce dependency on single occupancy vehicles by enhancing transit and TDM usage.
3. Accommodate growth in freight transport and support recreational travel.



## Strategies

1. Perform and implement studies that focus on enhancing mobility.
2. Improve mobility by constructing improvements such as auxiliary lanes, wider shoulders, and new/improved intersections and interchanges.
3. Preserve right of way for future widening such for general purpose lanes and/or completing missing linkages.
4. Expand transit service coverage and frequencies; provide improved transit amenities and pedestrian connections to transit services; and support modal connections between public and regional transit services and other modes.
5. Implement appropriate TDM mechanisms.
6. Promote ITS strategies such as variable message signs, incident response, traveler information, and traffic management.
7. Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping paint, and sign replacements.
8. Increase safety by implementing improvements such as guardrails, rumble strips, and geometric modifications (i.e., flatten slopes and curves).

## References

*US 34 Corridor Optimization Plan and Access Control Plan*

*US 34 Business Route Environmental Assessment*

*US 34 Environmental Assessment/FONSI*

*North I-25 Environmental Impact Statement*



## US 34 Corridor Optimization Plan

### EXECUTIVE SUMMARY

Corridor Optimization is a relatively new procedure developed by the Colorado Department of Transportation (CDOT) to identify basic needs for selected highway corridors. The intent of the process is to conduct cursory-level analyses to determine the most effective means of serving future travel demands. The process was developed when the Major Investment Study process was eliminated as part of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). The procedure provides CDOT a method of evaluating corridors without the large financial commitment of a Major Investment Study to establish CDOT's vision of a corridor for purposes of planning.

The Corridor Optimization process was applied to a 25-mile segment of US 34 extending from I-25 east through the Town of Kersey. A separate and overlapping effort included the development of an Interim and Ultimate Access Control Plan (ACP) for the corridor which is also a significant step toward optimizing the operation of a or this particular corridor.

The development of the ACP began prior to that of the COP, but there was significant overlap in these efforts, which was beneficial to both plans. This close coordination allowed the results and findings of one effort to be considered in the development of the other. For details on the ACP, one should refer to the separate report documenting that specific process dated April 2003.

The development of the US 34 COP was a collaborative effort involving all of the local jurisdictions along or near the 25-mile segment of the highway. These included the City of Loveland, The Town of Johnstown, The Town of Windsor, Larimer County, the Town of Milliken, the City of Greeley, the City of Evans, the Town of Kersey, and Weld County.

The primary steps taken in conducting the US 34 COP were as follows:

- Identify the future transportation problem/issues along US34,
- Develop improvement alternatives and measures to address the problems/issues,
- Evaluate the effectiveness of each alternative relative to its cost and select preferred improvements and measure for inclusion in the COP, and
- Assemble the COP and develop a business plan.

The following Vision Statement was adopted to guide this effort:

*Highway US 34 is the major east-west transportation facility within Northern Colorado. The corridor serves as an expressway connection between Kersey, I-25, Greeley, and Loveland as well as other adjacent communities. Much of the highway has been designed for high-speed traffic. However, historic and on-going growth within the region will continue to place increasing travel demand along the corridor. The Corridor Optimization Plan is a new effort to maintain proper planning to ensure that US 34 continues to function as a high-level expressway to maintain existing and future east-west mobility within the region.*





## US 34 Corridor Optimization Plan

*Several aspects of this planning should be explored including interchange locations, capacity improvements, alternative modes of transportation, travel demand management measures, appropriate Intelligent Transportation Systems (ITS) techniques, parallel facilities (arterial roads and service roads) and adjacent land uses. The US 34 Access Control Plan will be considered in this planning effort and incorporated into the final optimization plan. The Corridor Optimization planning will also identify the associated right-of-way needs for US 34. Each aspect has a potential role to ensure that the US 34 corridor continues to provide a high level of mobility while recognizing the environmental and social needs of the surrounding area.*

Extensive analysis was conducted on the US 34 corridor. Between I-25 and US 85, traffic volumes along US 34 currently range from 21,000 vehicles per day (vpd) to 35,000 vpd. Year 2025 traffic projections indicate that these volumes would approximately double; more than 80,000 vpd are projected just east of I-25. The 20-year traffic forecasts will exceed the highway's capacity between I-25 and US 85 but not east of US 85. As such, there is no need to optimize the segment east of the US 85 interchange. Much of the traffic making use of US 34 will be commuter traffic between Greeley and Loveland as well as Greeley and Fort Collins. Within Greeley, the predominant highway user will be comprised of trips internal to the Greeley/Evans area.

An inventory of the existing transportation services and facilities shows the following:

- ◆ Local transit service within the Greeley/Evans area,
- ◆ Parallel roads to US 34 that could potentially be major arterial facilities in the future,
- ◆ A significant width of right-of-way (ROW) along most of the US 34 corridor.

A total of 17 alternatives were considered including:

- ◆ Widening US 34 to six lanes from I-25 to US 85,
- ◆ Widening US 34 to six lanes from I-25 to Business 34 (west end near SH 257),
- ◆ Establishing Crossroads Boulevard/"O" Street Connection as a major parallel facility (north of US 34),
- ◆ Establishing LCR 18/WCR 54 as a major parallel facility (south of US 34),
- ◆ Building parallel Collector/Service Roads,
- ◆ Building north-South connection via Two Rivers Parkway/Harmony Road,
- ◆ Building HOV Lanes
- ◆ Building north-South connection via WCR 13,
- ◆ Implementing advanced Signal Timing System for US 34,
- ◆ Constructing Interchanges at major cross-streets,
- ◆ Incorporating a bicycle facility along US 34,
- ◆ Providing Inter-City bus service between Greeley and Loveland as well as between Greeley and Fort Collins,
- ◆ Implementing employer Travel Demand Management measures,
- ◆ Providing Intra-Regional rail service along US 34,



## US 34 Corridor Optimization Plan

- ◆ Expanding the Van Pool Program,
- ◆ Expanding Greeley's public bus system,
- ◆ Reducing land use densities for adjacent development.

Each of these alternatives were evaluated relative to their effectiveness in either reducing traffic demand along US 34 or increasing the highway's capacity. Further, the effectiveness was compared against the estimated cost to ascertain the relative value of each alternative. The results of the analysis provided the major elements of the US 34 Corridor Optimization Plan. These are shown in Figure ES-1.

The US 34 COP also recognizes other measures that should will have a positive impact on US 34 travel and are supported by this plan. They include the following:

- ◆ Inter-City Transit Service
- ◆ Local Transit Service
- ◆ Employer Travel Demand Management
- ◆ Van pool services
- ◆ Land Use Decisions; reduced densities along US 34.

The implementation of the US 34 COP will require action from all involved jurisdictions. CDOT will not be able to implement all of the plan's elements since many are "off system." A business plan was developed to identify the appropriate lead agencies for each of the major components, their estimated costs, and potential funding sources.

The ultimate cross-section identified for US 34 includes six through lanes, a median wide enough to accommodate dual left turn lanes at intersections, auxiliary right-turn acceleration/deceleration lanes, and shoulders. A 185-foot ROW envelope should be preserved along the US 34 to accommodate these elements.

Preliminary environmental research was conducted. The following highlights resulted from this effort:

- ◆ Threatened and Endangered species may existing along some of the corridors considered for improvements.
- ◆ Surface waters systems (Big Thompson River and the Cache La Poudre River) must be considered; avoidance and mitigation measures will need to be explored.
- ◆ Oil and gas tanks/pumping stations will need to be investigated as to possible spills.
- ◆ Environmental Justice issues may be a concern in certain areas.
- ◆ Noise investigations may be necessary where there are improvements.
- ◆ Appropriate Storm Water Improvements are necessary.
- ◆ Historical buildings and irrigation canals need to be avoided.



## 1.0 PURPOSE AND NEED

### 1.1 INTRODUCTION AND DESCRIPTION OF PROPOSED ACTION

The Federal Highway Administration (FHWA), in conjunction with the Colorado Department of Transportation (CDOT), initiated an Environmental Assessment (EA) for transportation improvements to United States (US) Business 34 between 71st Avenue and State Highway (SH) 257 in the City of Greeley, Colorado. The project boundaries (see Figure 1.1) are located entirely in Weld County.

In accordance with the National Environmental Policy Act of 1969 (NEPA), actions proposed by federal agencies or that receive federal funding must consider environmental and socioeconomic impacts. This EA evaluates the impacts of the proposed action(s) and documents avoidance, minimization, and mitigation measures.

US Business 34 is an east/west highway that begins on the eastern edge of Greeley, Colorado and ends just west of SH 257. The project area begins at 71st Avenue and ends at SH 257. This segment of the highway is approximately 4.2 miles in length and consists of a two-lane undivided highway with no turn lanes and minimal shoulder width. Major north/south streets along the highway are 71st Avenue, 83rd Avenue, and 95th Avenue. The posted speed limit is 55 miles per hour (mph) with a design speed of 60 mph. The CDOT right-of-way in this corridor is approximately 103 feet.

CDOT proposes to reconstruct US Business 34 between 71st Avenue and SH 257 as a four-lane highway. The four-lane improvements include a 16-foot median, 10-foot shoulders, and signals at 83rd Avenue and 95th Avenue. The design speed will be between 50 and 60 mph. The new right-of-way width will be 180 feet.

### 1.2 PURPOSE AND NEED FOR THE ACTION

The purpose of this project is to ensure that future travel demand projections on US Business 34 can be accommodated and improve mobility, safety, and access. CDOT aims to proactively build for future travel demands on this highway before mobility declines significantly.

The need to improve the roadway to meet future travel demand projections is illustrated by the following:

- Traffic increases on US Business 34 are projected by the North Front Range 2030 Regional Transportation Plan to occur at an estimated 2.4 percent annually or 60 percent in 25 years (NFRTP 2004).
- Greeley's population has been projected to grow 105 percent between 1998 and 2020 (City of Greeley 2002).
- Traffic projections by the North Front Range 2030 Regional Transportation Plan indicate the Level of Service (LOS) will degrade on US Business 34 from a current B and deteriorate to F without needed improvements.
- The project will provide traffic continuity by upgrading this two-lane highway segment to four-lanes and connecting with the existing four-lane highway on the eastern and western boundaries of the project.

### 1.3 TRAVEL DEMAND

Travel demand is calculated by identifying trip generation (sources of trips such as commute to work, shopping, home), distribution (where trips go), mode choice (automobile, bus, etc.), and traffic assignment (this information is used to generate trips on various highway networks). For this project, travel demand was forecast for the year 2030.

#### Level of Service

LOS is a qualitative measure describing the operational characteristics of a traffic stream, ranked from A (best) to F (worst). LOS is described in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Highway LOS ratings are as follows:

- LOS A – Free flow operations
- LOS B – Reasonably free-flow operations
- LOS C – Noticeable traffic
- LOS D – Declining speeds and congestion beginning to form
- LOS E – Maximum service flow (full capacity)
- LOS F – Heavy congestion, significant delays, stop-and-go traffic

The factors used to determine LOS differ depending on the type of highway and intersection. For instance, an intersection LOS is based on vehicle seconds of delay, whereas highway LOS is generally based on a volume-over-capacity ratio. For two-lane highways, the percent of non-passing zones is also considered.

#### Average Daily Traffic

Current average daily traffic (ADT) volumes for this segment of US Business 34 were based on traffic counts taken in June 2004 and are shown in Table 1.1. The highway is currently designed to handle a total of 27,936 passenger cars per day for both east and west bound traffic. Traffic projections for 2030 identify ADT volumes that show significant increases over current volumes. The 2030 projections were determined based on the 2004 existing traffic data, The North Front Range 2030 Regional Transportation Plan, and Greeley Comprehensive Transportation Plan 2020. Projected 2030 ADT volumes are shown in Table 1.1.

**Table 1.1  
Existing 2004 and Projected 2030 ADT Volumes**

Location	2004 ADT Volumes- East Bound	2030 ADT Projection- East Bound	2004 ADT Volumes- West Bound	2030 ADT Projection- West Bound
Between Promontory Circle and Promontory Parkway	6,450	18,810	8,380	24,620
Between Promontory Parkway and 95 <sup>th</sup> Avenue	6,670	19,750	8,610	25,280
Between 95 <sup>th</sup> Avenue and 83 <sup>rd</sup> Avenue	6,630	19,400	8,650	25,200
Between 83 <sup>rd</sup> Avenue and 77 <sup>th</sup> Avenue	6,020	17,700	8,640	25,640
Between 77 <sup>th</sup> Avenue and 71 <sup>st</sup> Avenue	5,960	17,830	8,860	26,020



Currently, this segment of US Business 34 operates at a LOS of A or B. However, without this capacity upgrade, by 2030 the LOS deteriorates to F. These increases in 2030 traffic are the result of a number of factors including local and regional population growth, residential and commercial development along the corridor, and local travel demands along this highway. In addition to these population and development factors, traffic forecasts for US Business 34 include North Front Range Transportation (NFRMPO) and Air Quality Planning Council (AQPC), and City of Greeley planning assumptions.

### **1.3.1 Accident History**

A total of 34 accidents were documented by CDOT from 1997 to 2000 within the project area. These accidents resulted in 22 injuries; with no fatalities resulting from the injuries. The majority of the accidents (21) occurred during daylight hours.

## Corridor Vision #11: SH 60 / SH 56

SH 60 from Two Rivers Parkway to LCR 17 and SH 56 from WCR 17 to US 287.

**Primary Investment Need:** Increase Mobility

### **Vision Statement**

The Vision for the SH 60/SH 56 corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor includes the east-west portions of SH 60 and SH 56, which are local facilities on the State Highway system. These facilities comprise a corridor that provides local area-wide access to higher classified facilities and makes east-west connections within the Johnstown, Milliken, Campion, and Berthoud areas. Future travel modes to be planned for include passenger vehicle, bus service, and truck freight. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations both within and outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor 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 corridor is transitioning from agricultural to suburban. Users of this corridor want to support the movement of commuters and freight in and through the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

### **Goals**

1. Increase travel reliability and improve mobility, particularly for commuter travel.
2. Initiate TDM usage to reduce dependency on single occupancy vehicles.

### **Strategies**

1. Improve mobility by constructing improvements such as auxiliary lanes and wider shoulders.
2. Implement appropriate TDM mechanisms.
3. Promote ITS strategies such as incident response, traveler information, and variable message signs.
4. Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping paint, and sign replacements.
5. Increase safety by implementing improvements such as guardrails, railroad crossing devices, rumble strips, and geometric modifications (i.e., flatten slopes and curves).
6. Implement studies such as the SH 60 Environmental Overview Study.

### **References**

*SH 56 Access Control Plan*  
*SH 60 Access Control Plan*



## **Corridor Vision #12: Rural River Trails Corridor**

Various river trail corridors that include Big Thompson, Little Thompson, Cache la Poudre, and South Platte. This corridor includes the portions of the river trails, either existing or planned, that are outside of a municipal boundary.

**Primary Investment Need:** Increase Mobility

### **Vision Statement**

The Vision for the Rural River Trails corridor is primarily to increase mobility as well as improve safety and maintain system quality. This corridor provides bicycle and pedestrian access in the rural areas of the region and primarily serves recreational travel. Future travel modes to be planned for include bicycle and pedestrian facilities. Based on historic and anticipated demand, bicycle and pedestrian traffic volumes are expected to increase. The communities and counties in this corridor value transportation choices and safety. Users of this corridor want to preserve the character of the area, support the movement of commuters and recreational travel in and through the corridor, and maintain regional connections of the trail system while recognizing the environmental, economic, and social needs of the surrounding area.

### **Goals**

1. Increase travel reliability for commuter and recreational bicycle and pedestrian travel.
2. Initiate and/or increase TDM usage.

### **Strategies**

1. Provide bicycle/pedestrian facilities and connections with other regional trails.
2. Implement appropriate TDM mechanisms to provide alternatives to single occupancy vehicles.
3. Coordinate with existing plans and studies.

### **References**

*Front Range Trail Study*

## B. Corridor Tiering Process

The Regionally Significant Corridors (RSCs) have been grouped into tiers to identify the top priority corridors and to focus the Congestion Management Process (CMP), Corridor Visions, Goals, and Strategies, and the public involvement effort. The TAC worked extensively to develop a series of measures upon which to base the corridor tiering. The five tiering measures include:

- ▶ Safety
- ▶ Congestion
- ▶ Accessibility
- ▶ Freight
- ▶ Public Opinion

The results of the tiering process are presented in **Table 7-1**. Corridor Tiers One, Two, and Three are shown graphically on **Figures 7-1, 7-2, and 7-3**, respectively. The corridor tiers along with the corresponding Corridor Visions represent the Vision Plan for the NFRMPO. Projects are selected for the Transportation Improvement Program (TIP) using the information included in each corridor's vision along with the allocation of funding as described in **Chapter 8**.

**Table 7-1 RSC Tiers**

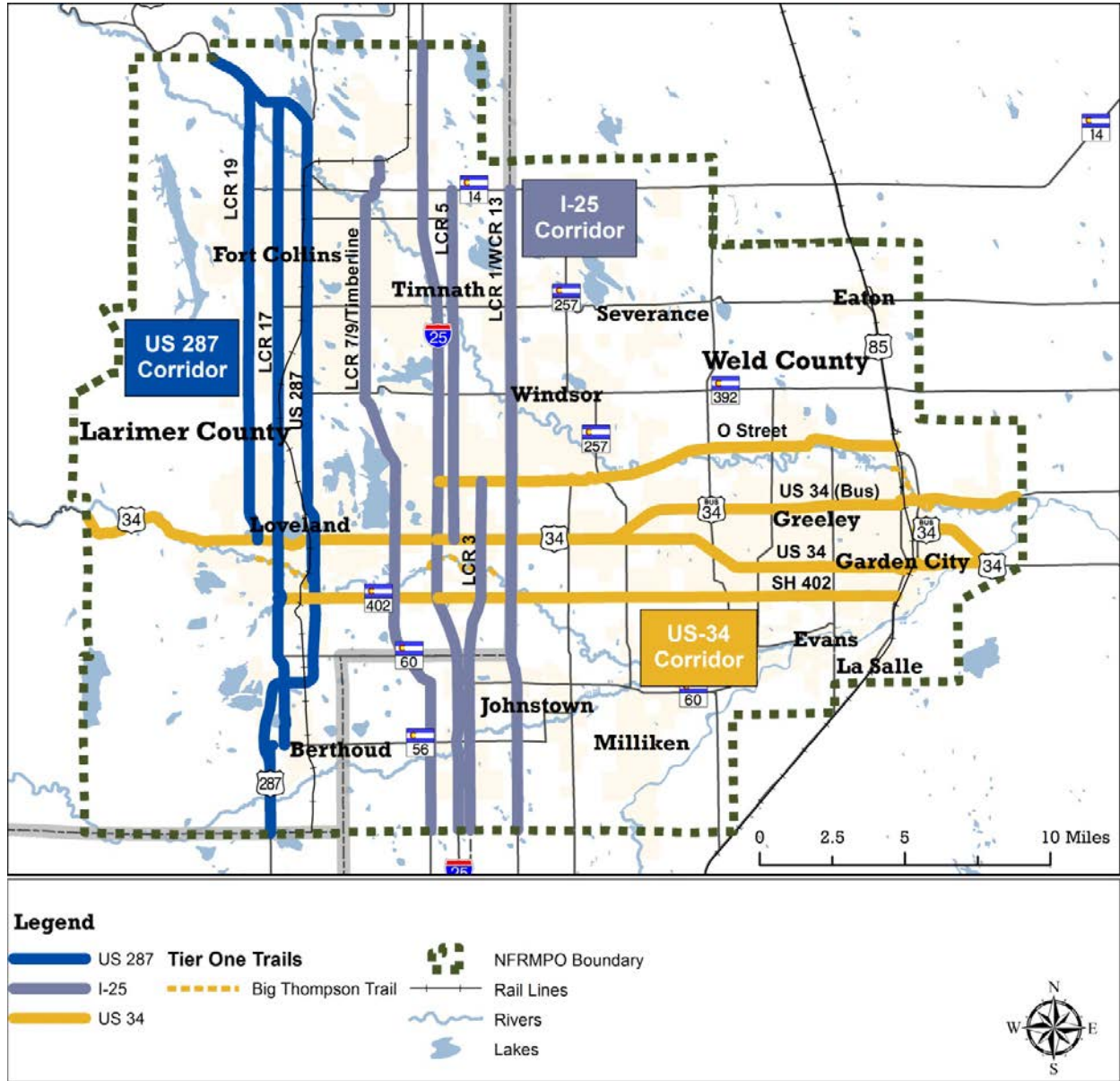
Tier One	Tier Two	Tier Three
I-25 US 287 US 34	SH 14 US 85 Prospect	SH 392 SH 1 Two Rivers Pkwy SH 60/SH 56 SH 257

Corridor #12, the Rural River Trails Corridor, has not been included in the tiering process because it would be difficult to quantify the tiering measures in the manner that was used on the other 11 corridors. The rural portions of the river trails represent important linkages of the regional trail system.





Figure 7-1 Tier One Corridors



**Figure 7-2 Tier Two Corridors**

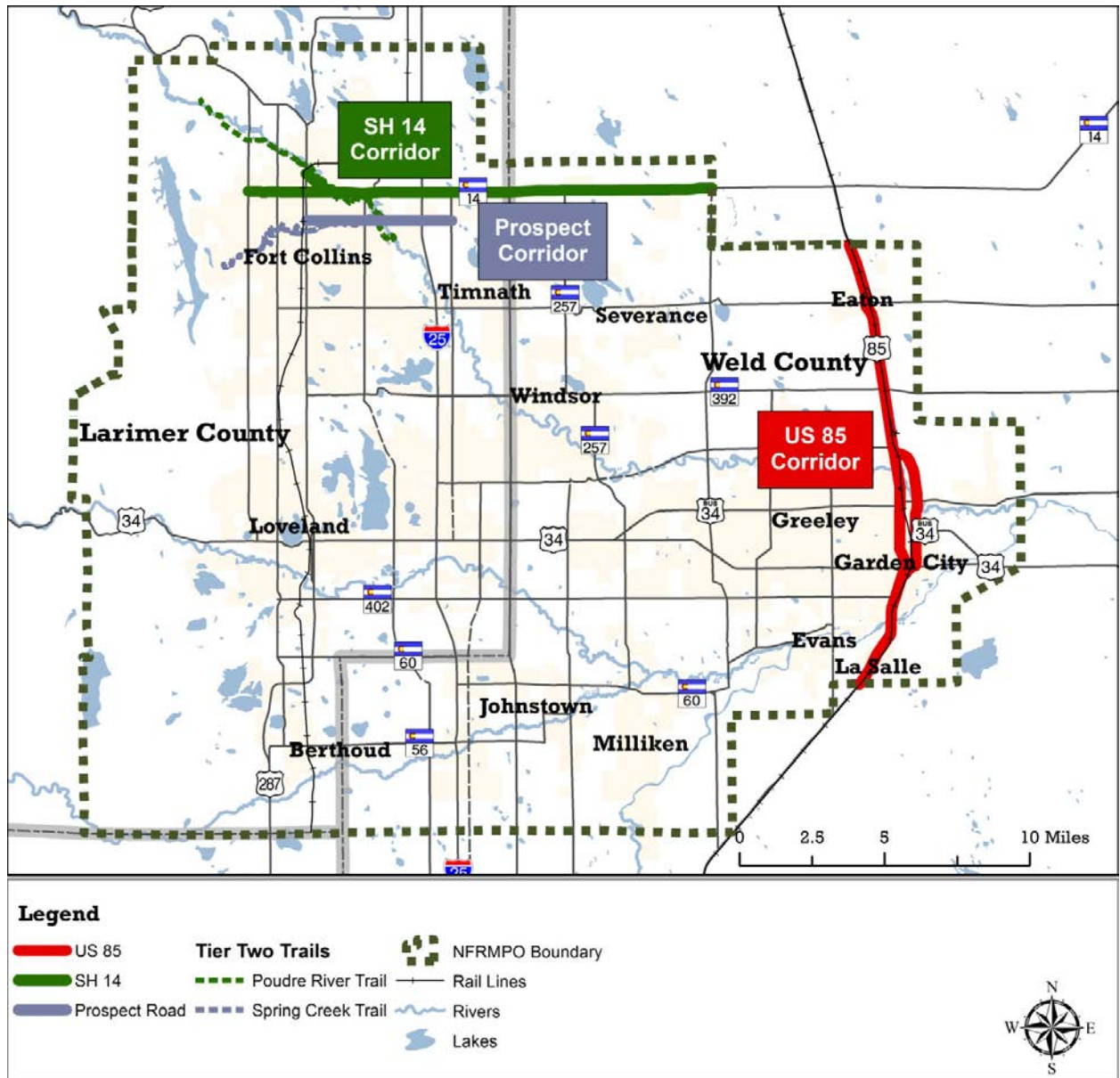
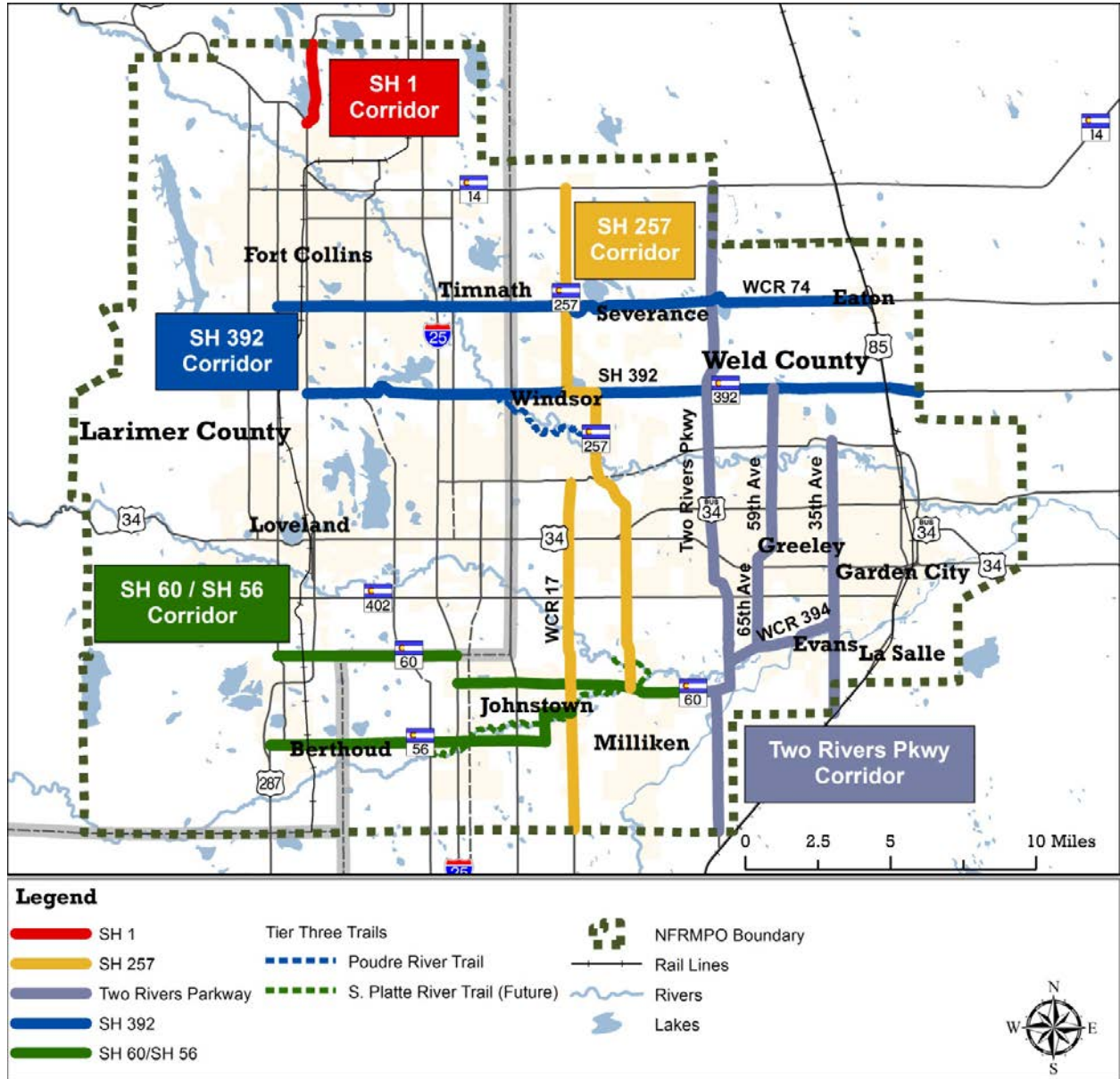




Figure 7-3 Tier Three Corridors



## C. Transit Plan

Transit planning is conducted at the local, regional, and statewide levels. Local governments, responsible for operating and funding transit services, prepare plans to guide service development. The City of Fort Collins and Loveland have developed a joint long range plan. The City of Greeley also has a long range strategic plan. Various rural studies have been conducted for Berthoud, North Larimer County, and the Johnstown/Milliken/Windsor area. At the regional level, transit is incorporated into the transportation planning process through the Regional Transit Element (RTE). At the state level, transit has been actively considered as part of corridor studies, including the North I-25 EIS and the US Highway 34 Corridor Optimization Plan and Business Route Environmental Assessment.

Transit services are evolving from primarily serving local trips largely taken by individuals who are transportation disadvantaged to becoming an integral part of the transportation network, serving an important role in regional travel and peak hour congestion mitigation. As such, the service needs are evolving and institutional structures will be required to effectively address both local and regional issues. The vision for transit includes effective transit service for local travel needs in growing cities and regional transit service between the cities in the region and to cities outside the region. Important destinations outside the region include the Denver metropolitan area (along US 85 and I-25 corridors) and Boulder County.

### Regional Transit Element

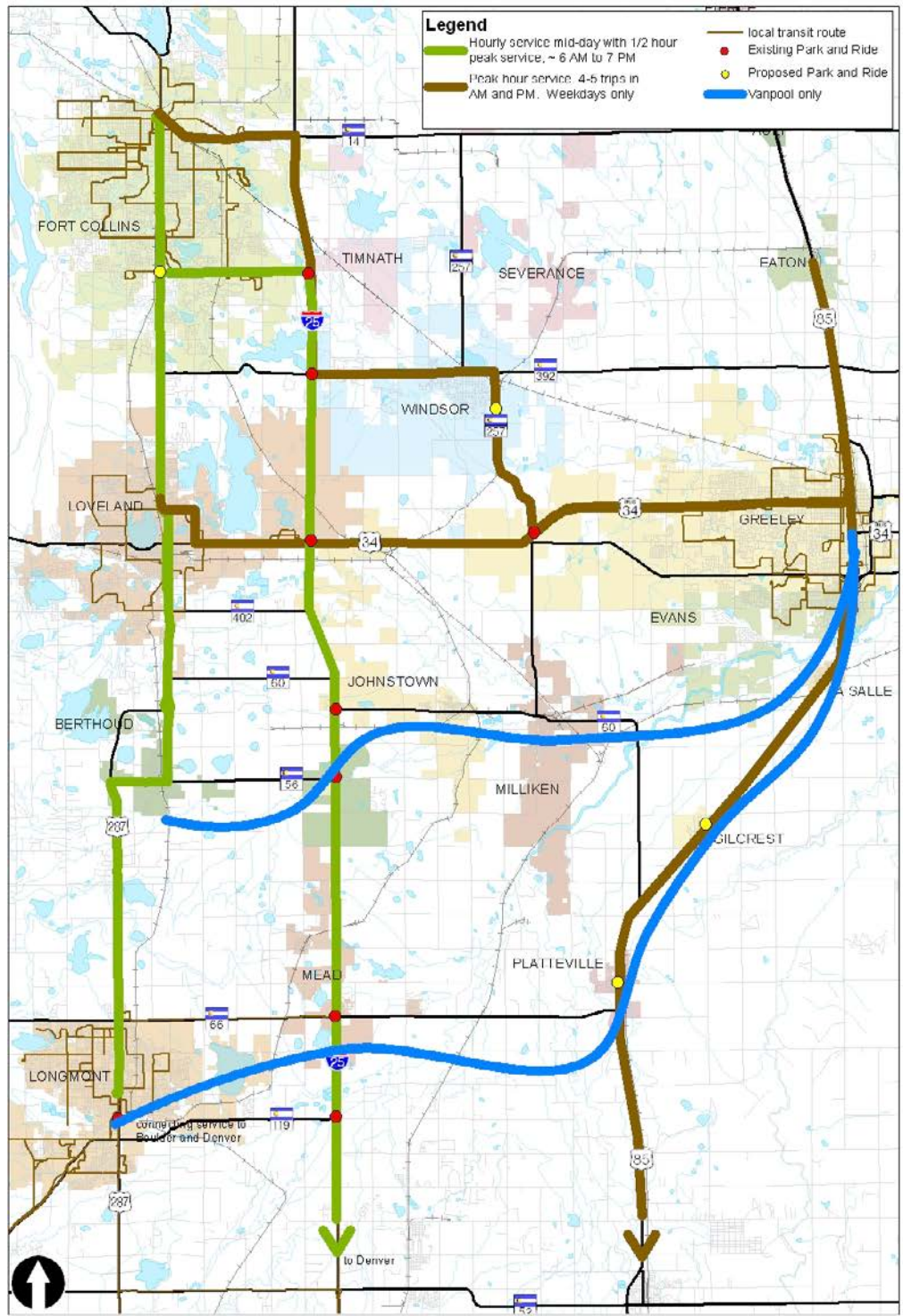
The RTE, updated in 2011, looks at regional transit service both inter- and intra-regionally. Structural and funding issues that need to be considered in the development of a regional system are discussed and would be further refined based on the level of interest in pursuing a regional system.

The Planning Council of the NFRMPO approved the Basic Alternative with the addition of regional bus service along US 85. This is denoted as the Basic + Alternative, shown in **Figure 7-4**.

The Basic + Alternative provides a benchmark of the level of service that the NFRMPO Planning Council envisions. The Basic + Alternative has significant questions to resolve regarding governance, funding, and service delivery. As other parties participate in the discussion of how to govern, fund, and deliver services, the region may find that funding is available for somewhat less or somewhat more service than noted at this point. The recommended corridor plans, which are necessary prior to service implementation, will also provide refinements to the plan and will result in changes as services are implemented. Over time, changes can be made—and are likely to be made—from the initial planned level of service of the Basic + Alternative.



**Figure 7-4 Regional Transit Basic + Alternative**



**North Front Range MPO Regional Transit Element**



## Service Components of Basic+ Alternative

**Table 7-2** identifies the general characteristics of the Basic+ Alternative. It includes:

- ▶ Full-day service on US 287 and I-25 from approximately 6:00 a.m. to 7:00 p.m. Saturday service is only included on US 287. Hourly service would be provided mid-day and half-hourly service would be provided during the commuting peak periods.
- ▶ Peak hour service in the US 34, 85, and SH 257/392 corridors, with four to five trips in the morning and afternoon peak periods.
- ▶ The remaining corridors would only be served by vanpool services, and vanpools will remain an important component of the regional network on all corridors.

**Table 7-2 Characteristics of the Basic + Alternative**

Roadway	Hours			Miles Annual	Peak Vehicles	Operating Expense	Bus Expense (Annual)	Total Expense (Annual)
	M-F	Sat	Annual					
<b>US 287</b>	60	42	17,400	394,300	3	\$1,300,000	\$100,000	\$1,400,000
<b>I-25</b>	60	0	15,200	731,500	3	\$1,100,000	\$100,000	\$1,200,000
<b>US 85</b>	36	0	9,100	337,100	3	\$700,000	\$100,000	\$800,000
<b>US 34</b>	30	0	7,600	181,400	3	\$600,000	\$100,000	\$700,000
<b>SH 257/392</b>	30	0	7,600	215,500	3	\$600,000	\$100,000	\$700,000
<b>Total</b>			<b>56,900</b>	<b>1,859,800</b>	<b>15</b>	<b>\$4,300,000</b>	<b>\$500,000</b>	<b>\$4,800,000</b>

## Transfort/COLT Strategic Transit Plan (Fort Collins/Loveland)

The Transfort/COLT Strategic Plan, adopted in 2009, includes an expansion of the fixed route system for local and some regional services. The timeframe for expansion will be dependent upon developing revenues to fund the new services, but the improvements are described below by phase.

### Transfort (Fort Collins):

- ▶ Phase I – Modest growth of the system and anticipates MAX BRT service. Service to Poudre School District schools is improved.
- ▶ Phase II – Expands service, extends evening services, and begins the transition to a grid route configuration with higher frequencies. Regional services are identified between Fort Collins, Loveland, and Denver.
- ▶ Phase III – Additional transit growth with longer hours, Sunday service, and expansion of regional service.

### COLT (Loveland):

- ▶ Phase 1 recommends substantial transit growth over existing service in Loveland. It also recommends bi-directional service and a new regional connection to Longmont. Partnering strategies would likely be considered for the implementation of regional services.



## Greeley Strategic Transit Plan

The Greeley Strategic Transit Plan identifies the development of the transit system over a ten-year period. Several alternatives were identified and individual projects were packaged that could be implemented incrementally. The plan has a significant focus on funding, as Greeley's status as an urbanized area may result in loss of Federal Transit Administration funding for operating expenditures in 2020. The plan identifies a need for 3/8-cent sales tax to provide long-term stability for the transit system.

## Rural Transit Plans

Some of the smaller systems have carried out transit studies to identify steps to implement services or expand services.

## Public Transit/Human Services Transportation Coordination Plan

In the Public Transit Plan, the vision for regional services is extended to specialized transportation, job access services, and rural transit services. The plan identifies the need for increased services between communities in the region and to other counties (Denver, Boulder), as well as to Cheyenne, Wyoming.

## Corridor Studies

Transit figures predominantly in the alternatives considered for the north I-25 corridor, with transit services identified on I-25 and parallel corridors (Highways 85 and 287). A variety of transit alternatives were also considered in the US 34 Corridor Optimization Plan including intercity and local services.

## D. Aviation Plan

The CDOT Division of Aeronautics developed the preferred list of airport projects and their associated cost estimates in the *2005 Aviation System Plan* which utilized several sources of information:

**Six Year Capital Improvement Program (CIP):** Every airport in the state of Colorado that receives either Federal Aviation Administration (FAA) or Colorado Division of Aeronautics grant funds must develop and maintain a current six-year CIP list. That list contains major capital projects that the airport anticipates could take place over the six-year planning period. The CIP will show the year the project is anticipated to occur and further identifies anticipated funding sources that will be used to accomplish the project. Those funding sources may include local, FAA, and Aeronautics Division funds.

CDOT Aeronautics and FAA staff work very closely with those airports that anticipate funding eligible projects with grant funds from the FAA. Since the FAA and CDOT Aeronautics are concerned with the statewide system of airports, it is very important that individual airport projects be properly planned and timed to fit within the anticipated annual federal funding allocation.

FAA and CDOT Aeronautics staffs meet on a regular basis to evaluate the federal CIP program and make any adjustments that may be required. Therefore, projects shown on the individual airport CIP that identify FAA as a source of funding for the project have already been coordinated with FAA and CDOT Aeronautics for programming purposes.

The costs of the projects are estimates and are typically provided to airports through their own staff, consulting firms, engineering firms, planning documents, FAA, CDOT Aeronautics, or similar sources.

***National Plan of Integrated Airport Systems (NPIAS):*** The NPIAS identifies more than 3,000 airports nationwide that are significant to the national air transportation system and thus are eligible to receive federal grants under the Airport Improvement Program (AIP). The projects listed in this document include those that have been identified in the near term and have been programmed into individual airport CIPs. Long term projects that have only been identified as a need, but not programmed into the Federal grant process, are also listed. The plan also includes cost estimates for the proposed future projects. The projects included in the NPIAS are intended to bring these airports up to current design standards and add capacity to congested airports. The NPIAS comprises all commercial service airports, all reliever airports, and selected general aviation airports. The plan draws selectively from local, regional, and state planning studies.

The State of Colorado is served by a system of 76 public-use airports, of which 14 are categorized as commercial service airports and 62 are categorized as non-commercial service general aviation airports. These 76 airports are divided into two general categories: commercial service and general aviation. The Statewide Airport Inventory and Implementation Plan was designed to assist in developing a Colorado Airport System that best meets the needs of Colorado's residents, economy, and visitors. The study was designed to provide the Division of Aeronautics with information that enables them to identify projects that are most beneficial to the system, helping to direct limited funding to those airports and those projects that are of the highest priority to Colorado's airport system.

The report accomplished several things, including the assignment of each airport to one of three functional levels of importance: Major, Intermediate, or Minor. Once each airport was assigned a functional level, a series of benchmarks related to system performance measures were identified. These benchmarks were used to assess the adequacy of the existing system by determining its current ability to comply with or meet each of the benchmarks. The NPIAS was most recently updated in September 2010.

***Airport Survey Information:*** As a part of the CDOT 2035 Statewide Transportation Plan Update process, a combination of written and verbal correspondences as well as actual site visits occurred due to the request for updated CIP information. The CIP list includes those projects that are anticipated to occur throughout the CDOT 2035 planning period. Letters were mailed out to each airport manager or representative that explained the CDOT plan update process. Included with each letter was a Capital Improvement Project Worksheet whereby airports could list their anticipated projects through the year 2035. Follow-up telephone calls as well as several additional site visits were conducted by Aeronautics Division staff to assist airports in gathering this information. Most airports responded to this information request. Some of the smaller airports with limited or no staff were not able to respond.

***Joint Planning Conferences:*** One of the methods utilized by the CDOT Aeronautics Division to assist in the development of Airport Capital Improvement Programs is to conduct what is known as a Joint Planning Conference (JPC). A JPC is a process whereby an airport invites tenants, users, elected officials, local citizens, special interests groups, and all other related groups to meet and discuss the future of the airport. CDOT Aeronautics and FAA staffs attend these meetings. The JPC allows an opportunity for all of





the aviation community to contribute to the planning process of the airport. Many good ideas and suggestions are generated as a result of these meetings.

**Table 7-3** provides the vision plan cost estimates for the needed improvements at the two airports in the North Front Range over the time period from 2008 to 2035. The total vision cost for aviation in the region is approximately \$70.91 million.

**Table 7-3 Aviation Vision Plan**

Airport	Amount (in millions)
Greeley-Weld County	\$14.05
Fort Collins/Loveland	\$56.86
<b>Total</b>	<b>\$70.91</b>



*The Fort Collins-Loveland Airport is located west of I-25 and north of Crossroads Blvd.*