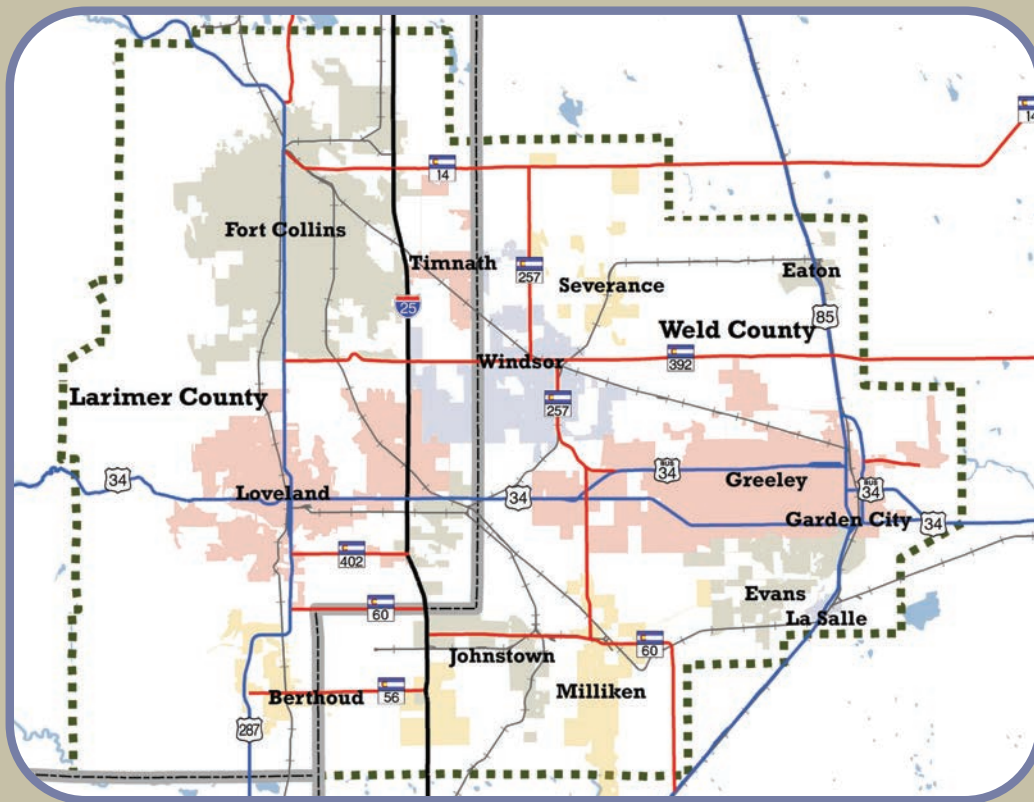


# The North Front Range 2035 Regional Transportation Plan Update

*Envisioning Transportation Solutions for Colorado's North Front Range*

**ADOPTED**

**September 2011**



Prepared by:

**North Front Range Metropolitan Planning Organization**



With assistance from:  
**Felsburg Holt & Ullevig**





# THE NORTH FRONT RANGE 2035 REGIONAL TRANSPORTATION PLAN UPDATE

**Prepared by:  
NFRMPO**

with assistance from  
**Felsburg Holt & Ullevig**  
6300 South Syracuse Way, Suite 600  
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Preparation of the 2035 Regional Transportation Plan Update has been financed in part through grants from the Federal Highway Administration, the Federal Transit Administration, and the Colorado Department of Transportation

September 2011





**NFRMPO**  
NORTH  
FRONT RANGE  
METROPOLITAN  
PLANNING  
ORGANIZATION

**RESOLUTION NO. 2011-14**  
**OF THE NORTH FRONT RANGE TRANSPORTATION**  
**& AIR QUALITY PLANNING COUNCIL**  
**ADOPTING THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE**

**WHEREAS**, 49 CFR PART 613.100 and 23 CFR 450.322 requires the development through the continuing, cooperative, and comprehensive ("3C") multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) for Metropolitan Planning Organizations (MPO); and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council (Planning Council) as the Metropolitan Planning Organization is the agency responsible for developing and amending the RTP; and

**WHEREAS**, the Cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) and the North Front Range also is within the Denver-North Front Range 8-hour ozone nonattainment area. The RTP shall be reviewed and updated at least every four years in air quality nonattainment or maintenance areas, and

**WHEREAS**, the transportation planning process shall address no less than a 20-year planning horizon as of the effective date. The effective date being established by the date of a conformity determination issued by FHWA and FTA, and

**WHEREAS**, the Planning Council approves the RTP and submits copies for informational purposes to the Governor;

**NOW, THEREFORE, BE IT RESOLVED BY THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**, that:

The Planning Council finds that the 2035 Regional Transportation Plan (RTP) Update, per Resolution No. 2011- 14, are in conformance with the 23 CFR 450.322.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held the 1st day of September, 2011.

  
\_\_\_\_\_  
Tom Donnelly, Chair

ATTEST:

  
\_\_\_\_\_  
Cliff Davidson, Executive Director





**RESOLUTION NO. 2011-16**  
**OF THE NORTH FRONT RANGE TRANSPORTATION**  
**& AIR QUALITY PLANNING COUNCIL**  
**ADOPTING CONFORMITY DETERMINATIONS**  
**ON THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE**  
**AND AMENDED FY 2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, 49 CFR PART 613 § 450.324 requires the development through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council (Planning Council) as the Metropolitan Planning Organization is the agency responsible for developing and amending the TIP; and

**WHEREAS**, the Planning Council is required to determine if the 2035 Regional Transportation Plan, as updated, and FY 2012-2017 TIP conforms with the State Implementation Plan (SIP) for air quality; and

**WHEREAS**, the Cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) and the North Front Range also is within the Denver-North Front Range 8-hour ozone nonattainment area; and

**WHEREAS**, the air quality conformity determinations conducted on the Fiscally Constrained 2035 RTP and amended FY 2012-2017 TIP were within the federally approved emissions budgets for CO and ozone for the northern subarea.

**NOW, THEREFORE, BE IT RESOLVED BY THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**, that:

The Planning Council finds that the 2035 RTP Update and amended FY 2012-2017 TIP, per Resolution No. 2011-16, are in conformance with the State Implementation Plan, and makes positive air quality conformity determinations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held the 1st day of September, 2011.

  
Tom Donnelly, Chair

ATTEST:

  
Cliff Davidson, Executive Director





# STATE OF COLORADO

John W. Hickenlooper, Governor  
Christopher E. Urbina, MD, MPH  
Executive Director and Chief Medical Officer



Dedicated to protecting and improving the health and environment of the people of Colorado

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Colorado Department  
of Public Health  
and Environment

September 15, 2011

Cliff Davidson, Executive Director  
North Front Range Metropolitan Planning Organization  
419 Canyon Avenue, Suite 300  
Fort Collins, CO 80521

Dear Mr. Davidson:

The Colorado Air Quality Control Commission has reviewed your agency's conformity determination documents regarding your amended 2012-2017 Transportation Improvement Program, Updated 2035 Regional Transportation Plan and the Upper Front Range Transportation Planning Region Plan. We support these determinations, finding that the plans and program presented to us today conform to the relevant air quality requirements.

Air quality analyses indicate that mobile source emissions budgets in current State Implementation Plans for carbon monoxide and ozone precursors would not be exceeded in any of the horizon years. Therefore, the Commission concurs with the determination that the plans and programs presented meet the requirements of Clean Air Act transportation conformity.

Should you have any questions regarding the Commission's action, please contact Michael Silverstein at (303) 692-3478.

Sincerely,

James Wilson  
Vice Chair

Cc:

Suzette Mallette, North Front Range MPO  
Jill Schlaefter and Jeffrey Sudmeier, CDOT  
Lisa Silva, APCD  
Tim Russ, EPA  
Bill Haas, FHWA





## PREFACE

*The North Front Range Metropolitan Planning Organization (NFRMPO) is a federally-designated transportation planning organization and state-designated air quality planning agency. Federal transportation funding to a region's governments requires the organization of a Metropolitan Planning Organization (MPO) whenever an urbanizing area reaches a population of 50,000 or more. There are two urbanized areas in the North Front Range – Fort Collins / Loveland / Berthoud and Greeley / Evans / Garden City / LaSalle.*

*The NFRMPO is comprised of 15 member governments (Larimer County, Weld County, Fort Collins, Greeley, Loveland, Windsor, Berthoud, Evans, Johnstown, Milliken, Eaton, La Salle, Severance, Garden City, and Timnath), covering 600 square miles and working on behalf of over 430,000 northern Colorado residents. Membership is also held on the NFRMPO Planning Council by the Colorado Transportation Commission and the Colorado Air Quality Control Commission.*

*The NFRMPO's objective is to provide the information, tools, and public input needed for improving the regional transportation system's performance in the North Front Range, as well as the region's air quality. The NFRMPO engages in cooperative decision-making through working relationships and financial partnerships among the member governments, the Colorado Transportation Commission, the Colorado Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and the Colorado Air Quality Control Commission.*

## Background

Eight out of ten people in the United States reside in 385 federally-defined metropolitan areas. These metropolitan areas produce more than 85 percent of the nation's economic output. They also generate 84 percent of America's jobs. Unfortunately, these crucial economic engines of the nation also have some of the worst urban problems:

- ▶ Growing congestion as regional economies expand in low-density growth patterns
- ▶ Increasing dependency on the car in order to accommodate sprawl
- ▶ Growing regional mismatch between the location of jobs and the residences of workers (known in the region as "drive to qualify")
- ▶ Americans are now spending more on transportation than ever before; sprawling metropolitan communities require families to drive longer and more often to satisfy their daily needs

*Brookings Institution Report "TEA-21 Reauthorization: Getting Transportation Right for Metropolitan America"*

The growing mismatch between the location of jobs and worker residences is also reflected in the *NFRMPO Household Survey* of 2010. This research indicates that 16.6 percent of Fort Collins' workforce is employed outside the city, while 26.5 percent of Greeley's workforce leaves for employment outside the city, and 54.1 percent of Loveland's workforce leaves Loveland every workday. That figure climbs to over 90 percent for many of the smaller communities in the North Front Range. The "regionalization" of the housing market has begun in earnest as many families "drive to qualify" by purchasing homes in communities such as Evans, Berthoud, Eaton, Severance, Ault, Johnstown, Windsor, etc.

These new residents then take to the highways each workday, driving an average of 16 miles each way for employment. Only about 4.3 percent of these workers drive to metro Denver. Another 6 percent drive to the Longmont-Boulder area. So the majority of North Front Range residents crisscross the region each workday for their jobs, and many do so for shopping and medical services as well. A metropolitan planning organization is the appropriate agency for addressing these kinds of issues since it is truly regional in scope and formation.

## Strategic Action Plan

In December 2010, the MPO Planning Council updated its Strategic Action Plan (included in **Appendix A**) to guide the functions and activities of the NFRMPO. This update process was initiated so that the locally-elected officials of this region, sitting as members of the NFRMPO Planning Council, have a clear frame of reference for the direction they want the organization to take in the future.

The cities and towns of the North Front Range are all growing together; the resulting growth patterns increase this region's dependency on the private automobile. Regional perspectives have become more necessary in the provision of transportation improvements and services. The *NFRMPO Household Survey* of 2010 showed the interconnection of this region's cities and towns. North Front Range residents travel back and forth across the North Front Range to get to jobs, medical appointments, shopping, and recreation. This region has come to fully realize how "connected" individual jurisdictions are to one another.

## Focusing on the Future of the North Front Range

As part of the Strategic Action Plan adopted in 2010, a new initiative has been launched to assess possible NFRMPO actions regarding "Tomorrow's Land Use." A future land use map has been created from locally-adopted land use plans of the 15 member governments in the North Front Range. MPOs have historically ignored, or perhaps misunderstood, the fundamental connections between land use, housing, and transportation (*Brookings Institution Report "TEA-21 Reauthorization: Getting Transportation Right for Metropolitan America"*). Transportation providers have usually been placed in a position where they merely react to facility demands created by land use decision-making. This has been particularly true for state Departments of Transportation (DOTs) as they "react" to incremental local land use decisions by increasing capacities of highways and major arterials through purchases of residential front yards or through the process of buying out adjacent homeowners and businesses altogether. Looking at "Tomorrow's Land Use" today, may lead to important cost-avoiding measures.



State and local governments that cooperate and collaborate on such issues can avoid these incredibly expensive “fixes.” This is where MPOs can be most effective – in building collaborative “bridges” between localities and DOTs. It is very difficult to create collaborative relationships on a case-by-case basis; but on a regional basis, it has been shown to work quite well – where governmental entities are willing.

Nationwide, transportation advocates have begun to realize that it is impossible to “build our way out of congestion” through road and highway improvements alone. A combination of solutions is necessary. MPOs are multi-modal planning organizations working at the local level and are, therefore, in the best position to use transportation planning in tandem with land use, housing, the workforce, and economic development policies.

This is where the NFRMPO Planning Council can truly make a difference – by promoting regional responses to identified issues. The Council members then become ambassadors to the rest of the elected and appointed officials of the North Front Range region regarding facts, trends, and understandings gained from our study of “Tomorrow’s Land Use.”

## **North Front Range Transportation Funding**

The Colorado Transportation Commission needs \$2.3 billion a year to keep up with the costs of maintenance and congestion. This year, they only have a little over a \$1 billion, which is expected to decrease over time. Forty percent of the state’s future federal funds have already been mortgaged for TRANS-funded projects through 2017. The fuel user fee, or so-called “gas tax,” has not been raised in Colorado for twenty years. Since 1957, the gas tax has lost over 800 percent of its purchasing power. It has been estimated that state legislatures across the country would have to raise the gas tax 11 cents per gallon to re-capture the purchasing power of 1957. The Colorado legislature is not inclined to do this.

Until new federal or state funding appears, Regional Transportation Authorities (RTA), local and municipal improvement districts, and other locally-created revenue generators, will be necessary to make needed transportation improvements in the North Front Range, as well as in the rest of the state. But two attempts to create an RTA have proved fruitless. This region will have to have incredibly sound transportation data to develop a consensus among cooperating groups with competing needs trying to decide on what to do, how to do it, and who pays what part in the foreseeable future.

## **Outlook**

There have been many changes at the NFRMPO since the 2035 Regional Transportation Plan was completed in 2007. Federal and state transportation funding has continued to dwindle. The emphasis by the Transportation Commission is now on simply preserving what they can of the state highway system.

Once the North I-25 Environmental Impact Statement has been completed (already in its eighth year), finding adequate funding for implementing the improvements identified in the preferred alternative will become the main obstacle to serious progress in this region of the state.

Still, with limited funding streams come other opportunities, as in greater partnering among entities, financial and planning facilitations, and a keener look at the relationship between land use decisions and transportation infrastructure needs. Finally, tough times bring communities together to help solve problems jointly. Issues such as transportation can often only be addressed properly at the regional level, since roads and transit are mostly multi-jurisdictional in nature. This is an important time for the NFRMPO to put its best foot forward to help facilitate regional solutions to what used to be called local problems.

-Cliff Davidson  
NFRMPO Executive Director



## ACKNOWLEDGEMENTS

### **NFRMPO Planning Council**

Mayor Tom Patterson, Town of Berthoud  
Mayor Pro, Tem Verniece Thomas, Town of Eaton  
Mayor Lyle Achziger, City of Evans  
Ben Manvel , City of Fort Collins  
Mayor Tom Norton, City of Greeley  
Scott James, Town of Johnstown  
Commissioner Tom Donnelly, Larimer County  
Mayor Andrew Martinez, Town of LaSalle  
Joan Shaffer, City of Loveland  
Mayor Pro-Tem Julie Cozad, Town of Milliken  
Bruce Florquist, Town of Severance  
Mayor Jill Grossman-Belisle, Town of Timnath  
Commissioner Sean Conway, Weld County  
Mayor John Vazquez, Town of Windsor  
Jon Slutsky, Air Quality Control Commission  
Bill Kaufman, Transportation Commission

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Cameron Parrott, Evans  
Helen Migchelbrink, Fort Collins  
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## **APPENDICES**

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**APPENDIX B PUBLIC INVOLVEMENT**

- 1. Focus Group Raw Meeting Notes**
- 2. Community Dialogue Raw Meeting Notes**
- 3. Open House/ Public Comment Form Raw Data**
- 4. 2011 North Front Range Transportation Survey – Executive Summary**

**APPENDIX C AIR QUALITY CONFORMITY**

**APPENDIX D PROJECT PRIORITIZATION PROCESS FOR AIR QUALITY CONFORMITY**

**APPENDIX E YEAR OF EXPENDITURE**



## LIST OF ACRONYMS

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Airport Improvement Program
ASAC	Airport Security Advisory Committee
ASP	Airport Security Plan
BATS	Berthoud Area Transportation Service
BNSF	Burlington North Santa Fe Railway
BRT	Bus Rapid Transit
BTU	British Thermal Units
CAA	Clean Air Act
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Health and Environment
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CMS	Congestion Management System
CNHP	Colorado Natural Heritage Program
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
COLT	City of Loveland Transit
CRS	Citizens United for Rail Security
CSU	Colorado State University
CWA	Clean Water Act
DIA	Denver International Airport
DOLA	Department of Local Affairs
DOW	Division of Wildlife
DRCOG	Denver Regional Council of Governments
EA	Environmental Assessment
EAC	Early Action Compact
EIS	Environmental Impact Statement
EOS	Environmental Overview Study
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FASTER	Funding Advancement for Surface Transportation and Economic Recovery
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GET	Greeley-Evans Transit
GHG	Greenhouse Gas
GIS	Geographic Information System
GPS	Global Positioning Satellite
GWR	Great Western Railway

HCBS	Home and Community Based Service
HUD	Housing and Urban Development
I/M	Inspection and Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
JPC	Joint Planning Conference
LCR	Larimer County Road
LOS	Level of Service
LUAM	Land Use Allocation Model
MBTA	Migratory Bird Treaty Act
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
N <sub>2</sub> O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NEMT	Non-Emergent Medical Transportation
NEPA	National Environmental Policy Act (NEPA)
NFR	North Front Range
NFRT&AQPC	North Front Range Transportation and Air Quality Planning Council
NHPA	National Historic Preservation Act
NHS	National Highway System
NIMS	National Incident Management System
NOx	Nitrogen Oxide
NPDES	National Pollution Discharge Elimination System
NPIAS	National Plan of Integrated Airport Systems
NRP	National Response Plan
PCA	Potential Conservation Area
PDO	Property Damage Only
PEL	Planning and Environmental Linkage
PIP	Public Involvement Plan
RPP	Regional Priorities Program
PRN	Park and Ride
QCEW	Quarterly Census of Employment and Wages
RACT	Reasonably Available Control Technology
RICE	Reciprocating Internal Combustion Engines
RMRA	Rocky Mountain Rail Authority
ROCC	Resource Operations Call Center
ROD	Record of Decision
RSC	Regionally Significant Corridor
RTA	Regional Transportation Authority
RTD	Regional Transportation District [Denver]
RTE	Regional Transit Element
RTP	Regional Transportation Plan
RVP	Reid Vapor Pressure
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAINT	Senior Alternatives in Transportation
SGPI	Short-Grass Prairie Initiative





SH	State Highway
SOV	Single Occupancy Vehicle
SSEPP	System Safety and Emergency Preparedness Plan
STEP UP	Strategic Transportation and Environmental Planning Process for Urbanizing Places
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAG	Transit Advisory Group
TAZ	Transportation Analysis Zone
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
TMA	Transportation Management Agency
TPR	Transportation Planning Region
UNC	University of Northern Colorado
UPRR	Union Pacific Railroad
US	U.S. Highway
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
V/C	Volume to Capacity Ratio
VMT	Vehicle Miles of Travel
VOC	Volatile Organic Compound
WCR	Weld County Road





# 1. INTRODUCTION

## A. Project Background

In 1991, Congress enacted the Intermodal Surface Transportation Efficiency Act (ISTEA), directing each state to prepare a multi-modal transportation plan. This directive was continued with the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), and most recently with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Colorado Department of Transportation (CDOT) has divided the state into 15 transportation planning regions (TPRs), including the North Front Range (NFR), each of which is required to prepare a Regional Transportation Plan (RTP). The RTPs are then used as the basis for the formulation of Colorado's Long Range Statewide Transportation Plan.

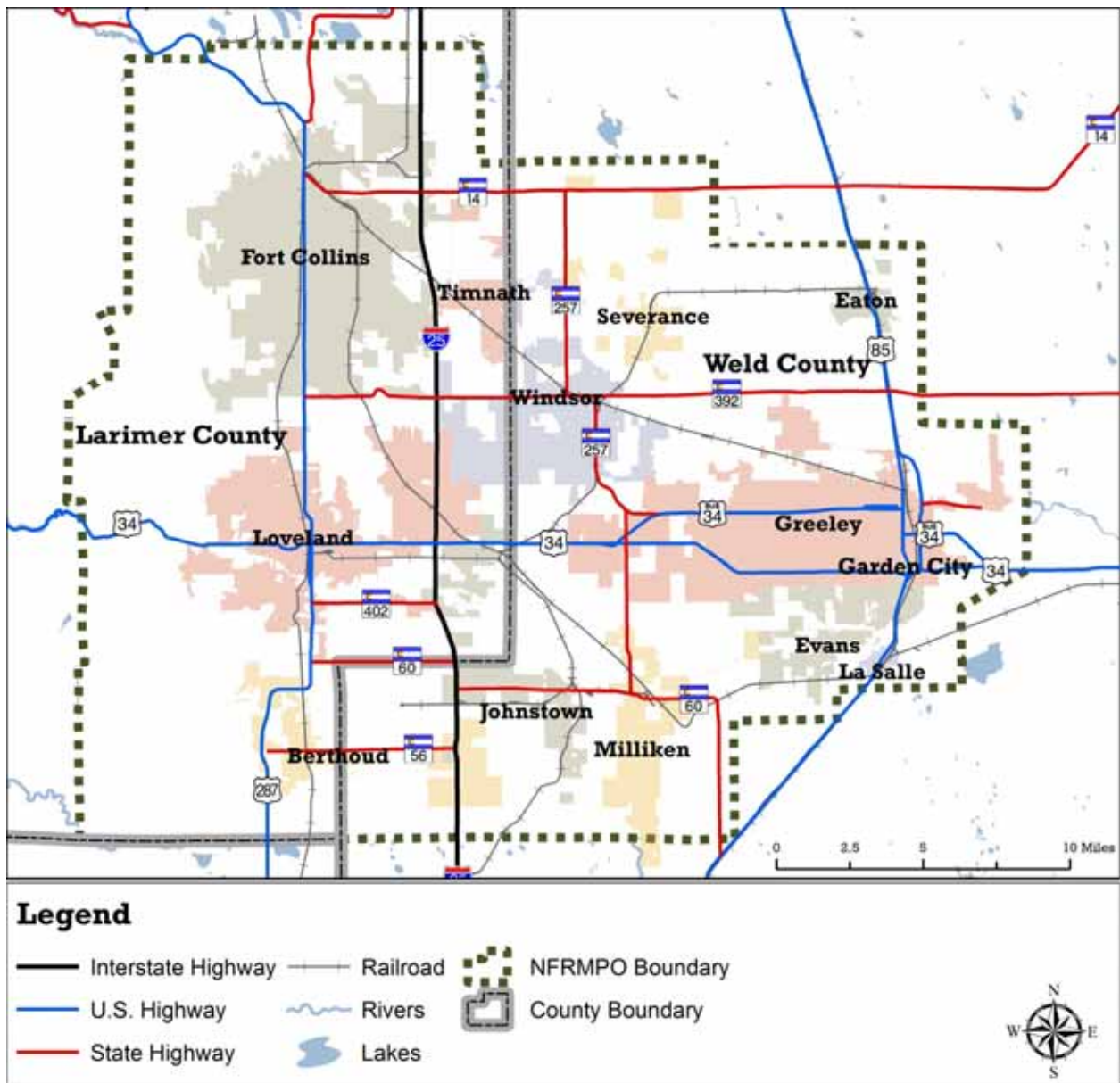
The NFR region, shown in **Figure 1-1**, is surrounded on three sides by the Upper Front Range TPR and Denver Regional Council of Governments (DRCOG) on the south. The NFR region includes the more populous portions of Larimer and Weld counties. Thirteen incorporated communities and two counties are within the NFR region: the cities of Fort Collins, Greeley, Evans, and Loveland; the towns of Berthoud, Eaton, Garden City, Johnstown, LaSalle, Milliken, Severance, Timnath, and Windsor; and Weld and Larimer counties.

The North Front Range Transportation and Air Quality Planning Council, also known as the North Front Range Metropolitan Planning Organization (NFRMPO), is responsible for long range regional transportation planning. In December 2007, the NFRMPO completed and adopted the North Front Range 2035 Regional Transportation Plan. The NFRMPO has undertaken this current effort as a minimal update to the 2035 RTP. The out-year time horizon for this plan remains set at 2035. This current plan is compliant with SAFETEA-LU, with no new federal authorization, and the guidelines remain the same. The NFRMPO has two air quality maintenance areas for carbon monoxide: Greeley and Fort Collins. The entire NFRMPO region is included in the nine county nonattainment area for ozone. Due to this air quality nonattainment status, the NFRMPO is required to update its long range transportation plan every four years.

This planning process was conducted under the direction of the NFRMPO Planning Council, which is composed of a representative from each of the two counties, each of the 13 communities, the Colorado Transportation Commission, and the Colorado Air Quality Control Commission. A Technical Advisory Committee (TAC), made up of representatives from the jurisdictions within the region, CDOT, and the Colorado Air Pollution Control Division, makes recommendations to the Council, as does a Transit Advisory Group (TAG), made up of representatives from transit providers across the region. This 2035 Plan Update was developed by NFRMPO staff with technical input from the TAC and TAG.

Statewide, the MPOs, TPRs, and CDOT agreed to make this plan a minor update because there has been no new federal authorization, leaving funding and future guidance or direction uncertain. CDOT purchased new software and invested in creating a new resource allocation model, and the out year for the Plan is beyond the minimum 20 year time horizon. For these reasons, it was agreed to make this planning effort a minor update that focuses on updating the base year information.

**Figure 1-1 North Front Range Planning Area**



## B. Planning Process

The long range planning process is guided by the federal transportation legislation, SAFETEA-LU. The authorization act first expired in September 2009 and has been extended since then. This document contains eight planning factors that are part of a continuous, cooperative, and comprehensive (3C) process:

1. "Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;



2. Increase the safety of the transportation system for all motorized and non-motorized users;
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.”



*Snow covered mountains above City Park Lake in Fort Collins*

This plan is corridor-based; no specific projects are listed, except those analyzed during the determination of conformity with air quality regulations. The vision plan and the fiscally constrained plan are at the corridor-level giving greater flexibility in project selection that now occurs at the Transportation Improvement Program (TIP) level. The TIP is the project programming list that must be included in the Statewide Transportation Improvement Program (STIP) that CDOT compiles.

### **C. Values, Vision, Goals, and Objectives**

The following value statement, visions, goals, and objectives were developed by the NFRMPO Planning Council, in conjunction with the 2035 Plan adopted in 2007, to guide the regional transportation planning process.

#### **VALUE STATEMENT**

Recognizing the unique character of the region, we will provide an environmentally, socially, and economically sensitive multi-modal transportation system for all users that protects and enhances the region's quality of life.

## Visions

**Vision A:** Assure that residents have adequate access to the process of transportation and air quality planning and project selection.

**Vision B:** Foster a transportation system that will effectively address the current and future needs of the region within fiscal constraints.

**Vision C:** Encourage local governments to work together as a council to develop a balanced approach to meeting transportation needs.

## Goals and Objectives

### Goal 1:

**Ensure residents are given the opportunity to participate in the transportation planning process, their issues and concerns are considered during funding decisions, and no population is disproportionately burdened by adverse impacts of transportation investments.**

- ▶ **Objective 1-1:** Include a public involvement component based on the current NFRMPO Public Involvement Plan (PIP).
  - **Measurement:** A full public involvement process is carried out and documented in this plan.
- ▶ **Objective 1-2:** Show the benefits to and burdens on the Environmental Justice community.
  - **Measurement:** Environmental Justice communities are identified (low income, minority populations, etc.) and analysis is performed and documented in this plan on the benefits and burdens to such populations.

### Goal 2:

**Provide a safe, balanced, and environmentally-sensitive transportation system that can move people, goods, and information quickly and efficiently.**

- ▶ **Objective 2-1:** Fully integrate the Regional Transit Element (RTE), 2011, into this plan update.
  - **Measurement:** Transit is included in this Plan with short and long term elements and all necessary requirements.
- ▶ **Objective 2-2:** Use the Congestion Management Process (CMP) to reduce congestion.
  - **Measurement:** The CMP was completed and approved by the NFRMPO Council in October 2010 and will be implemented per Council direction and reported on annually.
- ▶ **Objective 2-3:** Consider safety in the development of corridor visions.
  - **Measurement:** Crash history will be reviewed on all Regionally Significant Corridors and safety is specifically discussed in the Corridor Visions.
- ▶ **Objective 2-4:** Run an air quality conformity test on each RTP and TIP.





- **Measurement:** A completed positive conformity determination and attendant documentation are in this plan.

### Goal 3:

#### Provide a well-connected multi-modal system.

- ▶ **Objective 3-1:** Develop a plan that shows all modes of transportation and identifies the gaps and connections.
  - **Measurement:** All modes of travel are considered and analyzed for continuity with a full discussion recorded in this plan.
- ▶ **Objective 3-2:** Identify implementation strategies in this plan that will assist member agencies, the NFRMPO, and CDOT move toward the visions and goal 3.
  - **Measurement:** Listing of strategies for member governments, NFRMPO, and CDOT.

### Goal 4:

#### Identify funding needs and to explore and support all potential approaches to fulfill those needs.

- ▶ **Objective 4-1:** Include a funding implementation plan in this plan.
  - **Measurement:** An implementation section of this Plan describes how projects move from this plan to the TIP and potential funding options for the various transportation solutions.
- ▶ **Objective 4-2:** Produce an impact fee report every plan cycle to identify funding.
  - **Measurement:** An impact fee report is completed and presented to Council.

### Goal 5:

#### Foster regional coordination, cooperation, and transportation system continuity.

- ▶ **Objective 5-1:** Inform and educate special interest groups, general citizens, media, elected officials, staff, and any other stakeholders about the benefits of regional cooperation and system continuity.
  - **Measurement:** The public involvement process for this plan will be inclusive enough to cover the groups identified. The public involvement section of this plan documents the process, attendance, issues, and benefits.
- ▶ **Objective 5-2:** Develop a vision for every corridor identified in the *Regionally Significant Corridors Report*, which describes the desired future of transportation within the corridor.
  - **Measurement:** Top-tiered corridors will have a corridor vision that has enough detail and information to be consistent with National Environmental Policy Act (NEPA) requirements. All other corridors will have a vision, but not to this level of detail.
- ▶ **Objective 5-3:** Review and integrate local Comprehensive Land Use Plan information into regional transportation plans.

- **Measurement:** The Land Use Allocation Model developed by the NFRMPO will work with land use planners from across the region and the State Demographer's office to incorporate the comprehensive land use plans into the modeling effort.

These objectives are specific to the 2035 Regional Transportation Plan Update; each objective has been incorporated into the planning process as documented herein.

## D. Other Plans and Studies

Subsequent to the adoption of the 2035 Regional Transportation Plan in 2007, a number of regional transportation planning efforts have had an influence on the development of this plan update. Likewise, numerous transportation studies have been, or are being, prepared by individual counties, cities, and towns within the NFRMPO, all of which serve as input for this plan. Brief descriptions of some of the regional plans and studies follow; this is not an exhaustive list.

### Economic and Demographic Forecast for the North Front Range Modeling Area & its Sub-Regions

The report projected economic and demographic data to the year 2035. The information developed in the report provides control totals for use in the Land Use Allocation Model which then distributes the data geographically. The allocation model supplies the Transportation Analysis Zone (TAZ) level information to the Travel Demand Model. The forecast was brought down to a sub-regional level consisting generally of Fort Collins, Greeley, Loveland, and the areas outside of the sub-regions but within the North Front Range modeling boundary (see **Figure 3-1** in Chapter 3). Data by employment code was also developed to assist in the analysis of freight movement in the region.

### Regionally Significant Corridors Study

The *Regionally Significant Corridors Report* was completed and approved in September, 2006 and will continue to be used in this plan update. The study process included defining regional significance using specified criteria, corridor grouping, and corridor tier ranking. The top tiered corridors (I-25, US 34, and US 287) are the focus of the Congestion Management Process (CMP) and receive more in-depth discussion in the Corridor Visions section of this plan.

### North I-25 Environmental Impact Statement

The North I-25 Environmental Impact Statement is a planning study that began in the fall of 2003. The study analyzes potential environmental impacts, identifies mitigation measures, and prepares the environmental decision document required under the National Environmental Policy Act (NEPA). The study addresses roadway widening, roadway upgrades, new roadway alignments, interchange modifications, and transit alternatives between the Denver Metropolitan Area and Northern Colorado. A Record of Decision is due in the fall of 2011.





## Long Range Transportation Demand Management Plan

The NFRMPO Planning Council approved the *Long Range Transportation Demand Management Plan* (TDM Plan) in December of 2010. The purpose of the TDM Plan is to recommend TDM strategies for implementation through 2035. Supporting these recommendations is an outline for a clear process to select, fund, and evaluate these strategies. The TDM evaluation techniques developed for the plan were coordinated with the enhancement of the NFRMPO Congestion Management Process (CMP), which was updated concurrently with the TDM Plan.

## 2035 Regional Transit Element

The NFRMPO Planning Council approved the *2035 Regional Transit Element* (RTE) in April 2011. The 2035 RTE updates the 2030 document and is part of this plan. The purpose of the RTE is to guide development of regional transit development.

## Other NFRMPO Plans and Studies

NFRMPO staff and CDOT Region 4 developed an Access Control Plan for SH 56 and a Sub-Regional Study in the northeast quadrant of the NFRMPO.

## High Speed Rail Feasibility Study

The Rocky Mountain Rail Authority (RMRA) recently completed an intercity *High Speed Rail Feasibility Study* for the I-25 and I-70 corridors. The 18-month feasibility study, conducted with significant financial and technical support from the CDOT, focused on determining whether options exist that are capable of meeting Federal Railroad Administration (FRA) technical, financial and economic criteria for high-speed rail feasibility. The study identified a handful of options between Fort Collins and Pueblo in the I-25 corridor and Denver International Airport and Eagle County Airport in the I-70 corridor that exceed the FRA's threshold for high speed rail feasibility. For more information on the study process and conclusions, please visit the RMRA website at: <http://www.rockymountainrail.org/>

## Freight Policy

The 2035 RTP (2007 version) established three strategies to integrate freight management into the transportation planning process, as described below.

1. Coordinate freight plans with other transportation and land use plans to encourage desirable mobility patterns.
2. Promote the safe and efficient movement of goods while facilitating freight operations.
3. Engage the private sector to explore options that will benefit the freight system and the regional economy.

In addition, in 2006 the NFRMPO conducted a survey of private sector freight companies. The survey showed that the predominant mode of freight movement in the NFRMPO is trucking. Freight coming

into the region uses a fair amount of rail as well as truck, while freight leaving the region is predominantly by truck.

## **E. Summary of Public Participation Process**

The planning process for the North Front Range 2035 Regional Transportation Plan (RTP) Update was conducted during the 2011 NFRMPO calendar year by staff under the direction of the NFRMPO Planning Council. The public involvement process was integral to the plan update process, consistent with the requirements of U.S. Department of Transportation legislation at the time (SAFETEA-LU).

The public involvement process for the 2035 RTP Update was truncated and used targeted messaging due to the limited changes in the plan. CDOT and previous NFRMPO Planning Councils directed the 2035 RTP Update process and kept the process efficient and focused. This direction reflects the constraint on local and state resources in 2011. The process engaged local governments, transportation stakeholders, and the general public on focused outreach from January through August 2011.

This plan, which is an update to the previous RTP that was adopted in 2007, now defines NFRMPO Planning Council policy direction. The public involvement shifted from evaluating the policy direction to capturing participant perceptions of how transportation influences them—today and in the future. The findings provide guidance for the NFRMPO Planning Council as they prepare to craft a new RTP with a planning horizon of 2040 over the next four years (starting in Fiscal Year 2013). Further, the effort sought to foretell the challenges of how limited federal and state funding sources for transportation improvements and maintenance will influence our region.

### **Targeted Messaging for the of the Public Involvement Effort**

The targeted messaging for the RTP Update is as follows:

#### **Targeted Message 1 –Region’s Commuters Rely on State and Federal Transportation Corridors**

- ▶ Corridor Maps Developed for 2035 RTP through rigorous Public Outreach Process (show Maps of Corridors)
- ▶ Population Travels Between Cities for Employment, Leisure, Education
- ▶ Connections Outside the Region (e.g., to work, VanGo, FLEX)

#### **Targeted Message 2 – Our Transportation System Affects the Success of the Region**

- ▶ Jobs/Housing Balance
- ▶ Ability to Keep and Develop Jobs
- ▶ A Congesting Transportation System will Affect the Quality of Life in Northern Colorado

#### **Targeted Message 3 – Proposed Transportation Improvements Outnumber Available Funds**

- ▶ TIP Process
- ▶ Increasing Deficit Between Funded Projects and Unfunded Transportation Needs/Improvements



- ▶ Dwindling Federal and State Funds (e.g., gas tax, lack of congressional support for federal legislation)

## Preparations for Public Outreach

In preparation for the public involvement for the 2035 RTP Update, the NFRMPO completed the following task to support the entire planning effort:

### Project Webpage

The NFRMPO crafted a project webpage, **Figure 1-2**, in January 2011 to serve as the public interface throughout the plan update. The project homepage received a primary designation on the homepage of our website, [www.nfrmpo.org](http://www.nfrmpo.org), to facilitate simple access to the page by new visitors. The webpage also provided a link to project resources from event calendar listings (radio, newspaper, etc.), local government websites, press releases, and other correspondence.

**Figure 1-2 Screen Capture of 2035 RTP Update Project Webpage**

The screenshot shows the NFRMPO website's project page for the 2035 RTP Update. The page features a green navigation bar with links for Home, About, Projects, Air Quality, Resources & Documents, Geographic Info, News, Calendar, and Archives. Below the navigation bar, there is a sub-menu with links for 2035 RTP Update, TIP Database, Sub-Regional, and Project Archive. The main content area is titled "The North Front Range 2035 Regional Transportation Plan Update" and includes a search bar, a "My Account" section, and a "Public Comment for Draft Plan - OPEN" section. The public comment section states that the public comment period is now open until July 22, 2011, and provides links to download the draft plan and submit comments.

The 2035 RTP Update project webpage included the following sections:

1. The latest draft updates of the plan, chapters, maps, and related-research
2. Project manager contact information
3. A schedule of upcoming public involvement meetings
4. Link to online public involvement survey
5. Online comment submittal form
6. Links to published articles about the planning effort
7. Photographs from the various public involvement meetings and events

## Outreach Phases

The NFRMPO conducted the 2035 RTP Update public involvement in three phases to include an array of strategies from conducting an electronic survey to holding public meetings and focus groups. The phases below reflect the milestones in the creation of the draft and final plan:

- 1) Focused public involvement during plan development (February through May 2011)
- 2) Public review and comment on the DRAFT 2035 RTP update document (June and July 2011)
- 3) RTP Update adoption and conformity determination (August through October 2011)

### Phase 1: Focused Public Involvement during the Development of the 2035 RTP Update

This section outlines the public involvement that took place during the first phase of the 2035 RTP update – from early February through May 2011.

#### “Topic of Focus” White Papers

The NFRMPO staff wrote three white papers for the purpose of explaining relevant topics and updates in the RTP Update. The white papers were in the monthly deliverable, “Topic of Focus,” published prior to the NFRMPO Planning Council meetings. The Topic of Focus was mailed to all recipients of the Planning Council meeting packet and posted to the website for the public.

The white paper topics were as follows:

- ▶ **2035 Regional Transportation Plan Update** – February 2011 – This initial paper described the plan for developing the 2035 RTP Update along with the rationale for updating the 2035 plan.
- ▶ **Results of FY12-15 Call for Projects** – April 2011 – This white paper summarized the selected projects for inclusion in the FY '12 –'17 Transportation Improvement Program (TIP) as in compliance with the 2035 RTP. The paper discussed the dwindling federal and state transportation resources for transportation compared with the growing number of projects submitted during the 2012-2015 Call for Projects.
- ▶ **Potential Changes in Re-authorization** – June 2011 – In 2011, Congress continued to debate the authorization of a transportation bill while they continued to extend SAFETEA-LU. The white paper discussed how the lack of a transportation bill has limited resources for transportation



system improvements while causing MPOs across the country to scramble to remain solvent while upholding the needs of the Regional Transportation Plans.

### **Focus Groups**

The NFRMPO held seven focus groups that represented four underserved populations to uphold the Environmental Justice requirement of this plan update (**See Chapter 3 – B. Environmental Justice**). A focus group is a form of qualitative research in which a group of people are asked about their perceptions, opinions, beliefs, and attitudes about a specific topic. The focus groups provided the opportunity to isolate specific issues and concerns of the targeted population. Further, the focus groups permitted the NFRMPO to ask open-ended questions which the participants could expound upon in a comfortable setting with their peers.

The public participation program focused on the following “underserved populations” that met the diversity required for Environmental Justice and Title VI. The “underserved populations” targeted in this plan update included:

- ▶ Hispanic
- ▶ Low Income
- ▶ Seniors
- ▶ Students (three separate focus groups required to accommodate special needs to participants)



*Focus Group led by NFRMPO Staff.*

The NFRMPO recruited representative individuals for each focus group while identifying a meeting time and location to accommodate the specific needs of each underserved population. **Table 3-7** (in Chapter 3) shows the time, date, location(s), and recruiter(s) for each focus group.

Each group of participants was asked the same questions about the influence of the current transportation system on their daily lives along with questions about their desired improvements for the system in the future. NFRMPO staff recorded the proceedings by typing into blank PowerPoint slides projected on a screen for the participants to confirm the accurate recording of their statements. The unabridged proceedings for each focus group can be found in Appendix B.

### **Phone Survey**

The NFRMPO contracted the ETC Institute (Olathe, KS) to conduct a phone survey for the 2035 RTP Update. ETC contacted a statistically-valid, random sample of 200 households geographically proportional to the three large NFRMPO cities’ (Greeley, Loveland, and Fort Collins) population along with a set of responses from the smaller communities. Respondents were contacted during the months of April and May 2011.



The NFRMPO updated the previous survey from the 2035 RTP to identify any differences between the 2007 and 2011 efforts. The questions explored the respondents' perceptions of the transportation system, future infrastructure investment, and where transportation ranks amongst other regional issues.

A summarized review of the findings, along with the survey tool and the tabular responses to each question can be found in Appendix B.

### Community Dialogues and Joint Meetings

The NFRMPO Planning Council identified an implementation strategy for their 2010-2015 Strategic Action Plan to focus on transportation projects that are important to individual jurisdictions and the region. The strategy is referred to as "Community Dialogues" and their mission is defined below.

*Use community dialogues to identify those projects member jurisdictions want to see accomplished. Include relevant state agencies. Use Planning Council guidance to identify specific issues and gaps in the transportation system, possibly escalating to higher levels including partnerships.*

The NFRMPO offered a one-hour Community Dialogue with the Town Board or City Council of each small community member of the NFRMPO. The NFRMPO invited Senators Bennet and Udall and Congressman Gardner as well as staff from the Colorado Department of Transportation (CDOT), Colorado Department of Local Affairs (DOLA), and the Federal Highway Administration (FHWA) to attend and answer relevant questions during the meetings.

The following communities accepted the NFRMPO invitation to participate:

- ▶ **LaSalle** – May 10 – 7pm - 128 N. 2nd Street, LaSalle, CO
- ▶ **Berthoud** – May 17- 6pm - Berthoud Town Hall - 328 Massachusetts Ave, Berthoud, CO
- ▶ **Evans** - May 17<sup>th</sup> – 6pm - 1100 37th Street, Evans, CO
- ▶ **Eaton** – May 19 – 7pm -223 1st Street, Eaton, CO
- ▶ **Milliken** – June 8 – 5:45pm -1101 Broad Street, Milliken, Colorado
- ▶ **Timnath** – July 5 – 6pm - 4800 Goodman Street, Timnath CO, 80547

The NFRMPO scheduled the dialogues to coincide or precede a Board/Council meeting or work session. The meetings were published on the community's municipal website as well as in relevant newspapers. A press release and formal invitations to each Board/Council member were issued a week prior to each meeting. All related news coverage and photographs from the dialogues have been posted on the project website:

<http://nfrmpo.org/Projects/2035RTPUpdate.aspx>.



*Community Dialogue in Milliken, CO*



The results of the Community Dialogues, along with the recorded proceedings from the dialogues have been placed in Appendix B.

## Phase 2: Public Release of Draft 2035 RTP

The NFRMPO released the draft plan of the 2035 RTP Update in July 2011. The second phase involved the various methods to review the plan and provide feedback with multiple media. Public open houses were held in the three largest NFRMPO communities (Greeley, Loveland, and Fort Collins).

### Plan Availability

The NFRMPO posted the draft plan (complete document and by chapter) on the project website: <http://nfrmpo.org/Projects/2035RTPUpdate.aspx>. The NFRMPO hired a firm to translate the first chapter of the plan into Spanish for download. Printed copies of the plan were made available at the front desk of the NFRMPO offices at 419 Canyon, Suite 300, Fort Collins, CO 80521.

### Feedback Opportunities

The following mechanisms were used to receive feedback:

1. Online feedback form created in Zoomerang to obtain feedback in English and Spanish located at <http://nfrmpo.org/Projects/2035RTPUpdate.aspx>
2. A dedicated email to receive comments: [rtp@nfrmpo.org](mailto:rtp@nfrmpo.org)
3. A dedicated voicemail box on the NFRMPO 1-800 number
4. Mail/fax feedback forms (English and Spanish) available at the open houses and online
5. Postage-paid postcards for submitting comments after participating in the open houses

### Press Release Announcing Release of Draft Plan (Copy in Appendix B)

NFRMPO staff issued a press release to announce the availability of the preliminary draft 2035 RTP Update. The press release directed stakeholders to obtain a copy of the draft document on the project website along with instructions for providing feedback by phone, email, and via the online survey tool.



*Open Houses with Directions to Location in the Greeley Tribune.*

### Email to Transportation Stakeholders

The NFRMPO emailed over 800 previously identified transportation stakeholders regarding the plan availability at the open houses. Further, the NFRMPO requested that the local Chambers of Commerce email their constituents about the plan availability and the open houses.

## Regional Websites

The availability of the plan and the dates for the open house were submitted to the following websites:

1. Municipal government websites
2. Calendars for local newspapers
3. Calendars for regional radio stations

## Regional Presentations

The NFRMPO responded to regional requests for presentations about the 2035 RTP Update in the following locations:

1. City of Loveland Council - April 26, 2011
2. Fort Collins Chamber of Commerce Legislative Affairs Committee - July 29, 2011

## Open Houses

The NFRMPO conducted a total of three public open houses in Greeley, Fort Collins, and Loveland.

<p><b>7/13/11 - Greeley</b> Recreation Center 651 10th Avenue - Room 101C 4pm – 7:00pm Attendees: <b>9</b></p>	<p><b>7/14/11 - Fort Collins</b> Community Room 215 N. Mason 4pm – 7:00pm Attendees: <b>26</b></p>	<p><b>7/21/11 - Loveland</b> Pulliam Community Room 545 N. Cleveland Avenue 4pm – 7:00pm Attendees: <b>17</b></p>
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The visitors went through five stations of 12 placards that covered the following:

### # 1 - NFRMPO Station

- ▶ Board 1 – Map of the NFRMPO Region
- ▶ Board 2 – Over 300 MPOs Across Country

### #2 – RTP Document Station

- ▶ Board 1 – Purpose of the RTP
- ▶ Board 2 – List of Chapters in Document
- ▶ Board 3 – Updates to RTP
  - TDM Plan
  - RTE
  - Congestion Management Process
  - Modeling Data
- ▶ Board 4 – 2012 – 2017 Funded Projects

### #3 – Existing Transportation Conditions Station

- ▶ Board 1 – Trip Time between cities (Fort Collins, Loveland, Greeley)





- ▶ Board 2 – Level of Service in Region
- ▶ Board 3 – Transit System Maps

#### #4 - Funding Station

- ▶ Board 1 – History of Transportation Legislation and Gas Tax
- ▶ Board 2 – Potential Federal Funding Sources “On the Table” (re-authorization)
- ▶ Board 3 – Local / State Sources of Funding

#### #5 – Funding Activity Station

- ▶ Participants were provided with \$100 million in “MPO Bucks” in \$10 million increments to deposit in five separate buckets labeled with the following transportation improvement areas:

- Transit
- Bike / Pedestrian
- Roadway Maintenance
- New/ Expanded Roadways
- Transportation Technology

The visitors concluded their visit to the open house by providing their feedback to the 2035 RTP Update using laptop computers displaying an online submission form (visitors could type or be assisted by NFRMPO staff). Visitors could also complete a paper form that could be turned in at the open house or taken home and submitted by mail, fax, or email.



*Buckets for collecting “MPO Bucks” at the Public Open Houses.*

### Phase 3: 30-day Public Comment Period and Conformity Determination

The 30-day comment period began on August 1, 2011 to meet the 30-day noticing requirement for the scheduled September 1, 2011 Council hearing and adoption. The conformity determination hearing was also held at the September 2011 meeting with the NFRMPO Council making a positive conformity determination. The Air Quality Control Commission hearing on the conformity determination was held on October 2011 for a concurrence with the finding. The objective of this phase was to fine-tune the draft plan and prepare for the adoption process.

#### Public Hearing Notice

On Monday, August 1, 2011, the NFRMPO issued a public hearing notice in regional newspapers for the 2035 RTP Update, 2012-2017 Transportation Improvement Program (TIP), and Air Quality Conformity. It should be noted that the 2012-2017 TIP and Air Quality Conformity documents are under a separate cover.

## F. Summary of Public Input

The narrative below summarizes the major themes uncovered during the public involvement process for the 2035 RTP Update. The raw data collected during each public involvement stage is published in the Appendix B of this document.

### Current Transportation System

Throughout the public involvement period, participants were questioned about the influence of the current transportation system on their daily lives. The following five themes arose:

- ▶ Challenges for commuters
- ▶ Lack of commuting options
- ▶ Challenges for travel dependent persons
- ▶ Economic downturn and increased cost of commuting
- ▶ Road maintenance and safety concerns

Tables 1-1 through 1-5 provide further descriptions of these themes along with related survey results.

**Table 1-1 Challenges for Commuters**

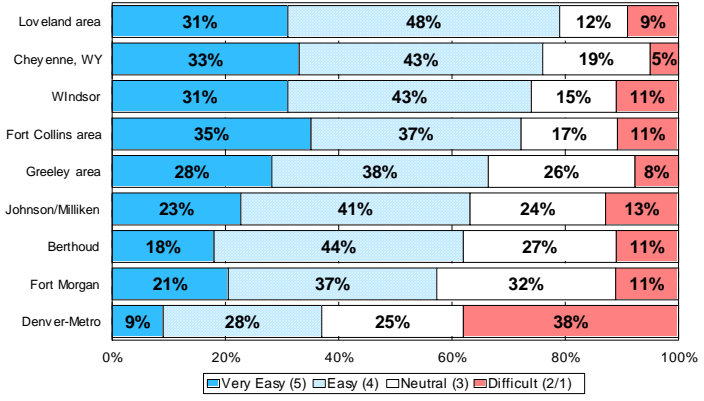
Theme 1																																				
<b>Where Observed</b>	Focus Groups, Community Dialogues, Open Houses																																			
<b>Description</b>	Participants demonstrated a keen awareness of their daily challenges commuting by automobile to and from work: traffic signals, parking spaces, car/bike interactions, freight rail crossings, missing sidewalks/bus stops. They quickly identified specific intersections and crossings (rail and bridge) in their community and the impact of the issue to them: commute time, safety risk, damage to vehicle. The open houses brought organized groups advocating for local projects.																																			
<b>Related Survey Data</b>	<div style="text-align: center;"> <p><b>Q5. Rate the Aspects of Transportation</b> by percentage of respondents who rated the item as a 1 to 5 on a 5-point scale</p> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th>Aspect</th> <th>Excellent (5)</th> <th>Good (4)</th> <th>Neutral (3)</th> <th>Below Average (2/1)</th> </tr> </thead> <tbody> <tr> <td>Safety on HWY's where you live</td> <td>13%</td> <td>50%</td> <td>22%</td> <td>16%</td> </tr> <tr> <td>Safety on HWY's in other parts</td> <td>8%</td> <td>48%</td> <td>25%</td> <td>18%</td> </tr> <tr> <td>Traffic flow on HWY's in other parts</td> <td>6%</td> <td>44%</td> <td>36%</td> <td>14%</td> </tr> <tr> <td>Condition of HWY's where you live</td> <td>11%</td> <td>38%</td> <td>35%</td> <td>16%</td> </tr> <tr> <td>Traffic flow on HWY's where you live</td> <td>7%</td> <td>42%</td> <td>36%</td> <td>15%</td> </tr> <tr> <td>Condition of HWY's in other parts</td> <td>7%</td> <td>37%</td> <td>44%</td> <td>12%</td> </tr> </tbody> </table> <p><small>Source: ETC Institute DirectionFinder (May 2011 North Front Range Transportation Study)</small></p> </div>	Aspect	Excellent (5)	Good (4)	Neutral (3)	Below Average (2/1)	Safety on HWY's where you live	13%	50%	22%	16%	Safety on HWY's in other parts	8%	48%	25%	18%	Traffic flow on HWY's in other parts	6%	44%	36%	14%	Condition of HWY's where you live	11%	38%	35%	16%	Traffic flow on HWY's where you live	7%	42%	36%	15%	Condition of HWY's in other parts	7%	37%	44%	12%
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**Table 1-2 Lack of Commuting Options**

Theme 2													
<b>Where Observed</b>	Community Dialogues, Survey, Focus Groups, Open Houses												
<b>Description</b>	This theme focused primarily on the lack of transit connecting the smaller communities in Northern Colorado to the employment centers inside the region and Metro-Denver. It was repeatedly stated about the challenges of those forced to work, shop, and recreate outside their home community. Further, a repeated desire for additional bicycle lanes and new trails connecting the communities for working, shopping, and entertainment was mentioned.												
<b>Related Survey Data</b>	<div style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;"><b>Q11. How do you think the current level of funding for public transportation improvements should change over the next 25 years?</b></p> <p style="text-align: center;">by percentage of respondents</p> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <caption>Survey Results for Q11</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Much greater than now</td> <td>30%</td> </tr> <tr> <td>Somewhat greater than</td> <td>33%</td> </tr> <tr> <td>Stay the same</td> <td>20%</td> </tr> <tr> <td>Be reduced</td> <td>3%</td> </tr> <tr> <td>Don't know</td> <td>14%</td> </tr> </tbody> </table> <p style="font-size: small; margin-top: 10px;">Source: ETC Institute DirectionFinder (May 2011 North Front Range Transportation Study)</p> </div>	Response	Percentage	Much greater than now	30%	Somewhat greater than	33%	Stay the same	20%	Be reduced	3%	Don't know	14%
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**Table 1-3 Challenges for Travel Dependent**

Theme 3																																																			
<b>Where Observed</b>	Focus Groups, Open Houses																																																		
<b>Description</b>	Travel for seniors and children resonated during the discussions. Seniors unable/lacking confidence to drive became reliant on other seniors/family for trips to the hospital, shopping, and entertainments. Parents expressed having to leave work early, transfer their child from school to daycare, and then return to work.																																																		
<b>Related Survey Data</b>	<div style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;"><b>Q6. Ease of Travel Between your Home and...</b> by percentage of respondents who rated the item as a 1 to 5 on a 5-point scale</p>  <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Area</th> <th>Very Easy (5)</th> <th>Easy (4)</th> <th>Neutral (3)</th> <th>Difficult (2/1)</th> </tr> </thead> <tbody> <tr> <td>Loveland area</td> <td>31%</td> <td>48%</td> <td>12%</td> <td>9%</td> </tr> <tr> <td>Cheyenne, WY</td> <td>33%</td> <td>43%</td> <td>19%</td> <td>5%</td> </tr> <tr> <td>Windsor</td> <td>31%</td> <td>43%</td> <td>15%</td> <td>11%</td> </tr> <tr> <td>Fort Collins area</td> <td>35%</td> <td>37%</td> <td>17%</td> <td>11%</td> </tr> <tr> <td>Greeley area</td> <td>28%</td> <td>38%</td> <td>26%</td> <td>8%</td> </tr> <tr> <td>Johnson/Milliken</td> <td>23%</td> <td>41%</td> <td>24%</td> <td>13%</td> </tr> <tr> <td>Berthoud</td> <td>18%</td> <td>44%</td> <td>27%</td> <td>11%</td> </tr> <tr> <td>Fort Morgan</td> <td>21%</td> <td>37%</td> <td>32%</td> <td>11%</td> </tr> <tr> <td>Denver-Metro</td> <td>9%</td> <td>28%</td> <td>25%</td> <td>38%</td> </tr> </tbody> </table> <p style="font-size: small; margin-top: 5px;">Source: ETC Institute DirectionFinder (May 2011 North Front Range Transportation Study)</p> </div>	Area	Very Easy (5)	Easy (4)	Neutral (3)	Difficult (2/1)	Loveland area	31%	48%	12%	9%	Cheyenne, WY	33%	43%	19%	5%	Windsor	31%	43%	15%	11%	Fort Collins area	35%	37%	17%	11%	Greeley area	28%	38%	26%	8%	Johnson/Milliken	23%	41%	24%	13%	Berthoud	18%	44%	27%	11%	Fort Morgan	21%	37%	32%	11%	Denver-Metro	9%	28%	25%	38%
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**Table 1-4 Economic Downturn and Increased Cost of Commuting**

Theme 4																																									
<b>Where Observed</b>	Focus Groups, Community Dialogue, Survey																																								
<b>Description</b>	Participants shared how they have attempted to adapt during the economic downturn and the subsequent increase in fuel prices. The focus groups uncovered the following adaptations: consolidating trips, eliminating trips, carpooling, reducing entertainment expenditures, and searching for work closer to home. Respondents also identified the added vehicle maintenance cost associated with poor roadway conditions.																																								
<b>Related Survey Data</b>	<div style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;"><b>Q7. Destinations that Will be Most Difficult to Travel</b> by percentage of respondents who selected the item as one of their top two choices</p> <table border="1" style="margin-top: 10px; width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Area</th> <th>1st Choice (%)</th> <th>2nd Choice (%)</th> <th>Total (%)</th> </tr> </thead> <tbody> <tr> <td>Denver-Metro area</td> <td>60</td> <td>13</td> <td>73</td> </tr> <tr> <td>Fort Collins area</td> <td>10</td> <td>17</td> <td>27</td> </tr> <tr> <td>Greeley area</td> <td>5</td> <td>12</td> <td>17</td> </tr> <tr> <td>Loveland area</td> <td>5</td> <td>8</td> <td>13</td> </tr> <tr> <td>Windsor area</td> <td>3</td> <td>6</td> <td>9</td> </tr> <tr> <td>Cheyenne, WY area</td> <td>3</td> <td>6</td> <td>9</td> </tr> <tr> <td>Berthoud area</td> <td>0</td> <td>7</td> <td>7</td> </tr> <tr> <td>Johnstown/Milliken area</td> <td>3</td> <td>3</td> <td>6</td> </tr> <tr> <td>Fort Morgan area</td> <td>3</td> <td>3</td> <td>6</td> </tr> </tbody> </table> <p style="font-size: small; margin-top: 5px;">Source: ETC Institute DirectionFinder (May 2011 North Front Range Transportation Study)</p> </div>	Area	1st Choice (%)	2nd Choice (%)	Total (%)	Denver-Metro area	60	13	73	Fort Collins area	10	17	27	Greeley area	5	12	17	Loveland area	5	8	13	Windsor area	3	6	9	Cheyenne, WY area	3	6	9	Berthoud area	0	7	7	Johnstown/Milliken area	3	3	6	Fort Morgan area	3	3	6
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**Table 1-5 Road Maintenance and Safety Concerns**

Theme 5																																													
<b>Where Observed</b>	Community Dialogue, Open Houses, Focus Groups, Survey																																												
<b>Description</b>	During the community dialogues, the elected officials shared their struggle to maintain local roadways with existing funds. Participants identified unsafe locations within their communities citing dangerous intersections, absence of sidewalks, auto/bicycle conflicts, and sections of roadway in disrepair.																																												
<b>Related Survey Data</b>	<div style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;"><b>Q9. Most Important Transportation Priorities</b> by percentage of respondents who selected the item as one of their top two choices</p> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th>Priority</th> <th>1st Choice (%)</th> <th>2nd Choice (%)</th> <th>Total (%)</th> </tr> </thead> <tbody> <tr> <td>Maintaining existing roads &amp; highways</td> <td>18</td> <td>20</td> <td>38</td> </tr> <tr> <td>Improving public transportation</td> <td>18</td> <td>12</td> <td>30</td> </tr> <tr> <td>Widening existing roads &amp; highways</td> <td>15</td> <td>13</td> <td>28</td> </tr> <tr> <td>Improving services for elderly/children/disabled</td> <td>10</td> <td>9</td> <td>19</td> </tr> <tr> <td>Safety when traveling to work/school/rec</td> <td>8</td> <td>7</td> <td>15</td> </tr> <tr> <td>Building new roads &amp; highways</td> <td>6</td> <td>6</td> <td>12</td> </tr> <tr> <td>Improving traffic management</td> <td>5</td> <td>6</td> <td>11</td> </tr> <tr> <td>How much you spend to travel</td> <td>5</td> <td>5</td> <td>10</td> </tr> <tr> <td>Building new bicycle trails &amp; walkways</td> <td>5</td> <td>5</td> <td>10</td> </tr> <tr> <td>Expanding bicycle trails &amp; walkways</td> <td>4</td> <td>5</td> <td>9</td> </tr> </tbody> </table> <p style="font-size: small; margin-top: 10px;">Source: ETC Institute DirectionFinder (May 2011 North Front Range Transportation Study)</p> </div>	Priority	1st Choice (%)	2nd Choice (%)	Total (%)	Maintaining existing roads & highways	18	20	38	Improving public transportation	18	12	30	Widening existing roads & highways	15	13	28	Improving services for elderly/children/disabled	10	9	19	Safety when traveling to work/school/rec	8	7	15	Building new roads & highways	6	6	12	Improving traffic management	5	6	11	How much you spend to travel	5	5	10	Building new bicycle trails & walkways	5	5	10	Expanding bicycle trails & walkways	4	5	9
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### Future Transportation Concerns

Throughout the public involvement process, feedback was actively sought regarding the future of the transportation system. Direct questions were asked to provide information to the NFRMPO Planning Council and their committees. The following four themes arose relative to the future transportation system:

- ▶ Rail connections to employment centers
- ▶ Diversification of public transit
- ▶ Funding for road maintenance and expansion projects
- ▶ Bike and pedestrian trail expansion

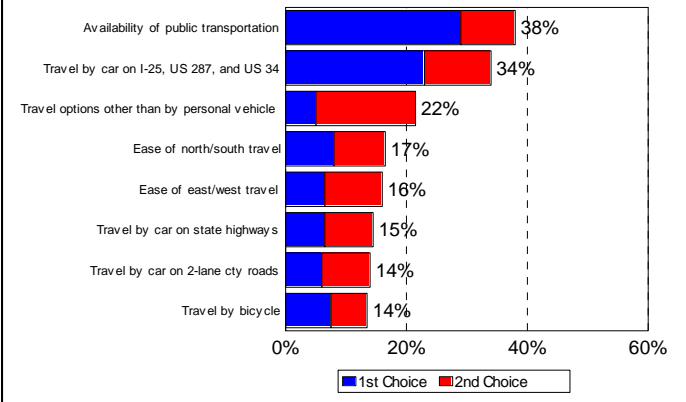
Tables 1-6 through 1-9 provide further descriptions of these themes along with related survey results.



**Table 1-6 Rail Connections to Employment Centers**

Theme 1																																									
<b>Where Observed</b>	Community Dialogue, Open Houses, Focus Groups, Survey																																								
<b>Description</b>	The most referenced future improvement for the transportation system was some form of rail to connect with employment centers primarily outside the region. Typically, the discussion did not revolve around the type of rail (light, commuter, high-speed), but the perception that rail should connect to the Denver-Metro area along a North-South Corridor.																																								
<b>Related Survey Data</b>	<div style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;"><b>Q7. Destinations that Will be Most Difficult to Travel</b> by percentage of respondents who selected the item as one of their top two choices</p> <table border="1" style="margin-top: 10px;"> <thead> <tr> <th>Destination</th> <th>1st Choice</th> <th>2nd Choice</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Denver-Metro area</td> <td>60%</td> <td>13%</td> <td>73%</td> </tr> <tr> <td>Fort Collins area</td> <td>10%</td> <td>17%</td> <td>27%</td> </tr> <tr> <td>Greeley area</td> <td>5%</td> <td>12%</td> <td>17%</td> </tr> <tr> <td>Loveland area</td> <td>5%</td> <td>8%</td> <td>13%</td> </tr> <tr> <td>Windsor area</td> <td>3%</td> <td>6%</td> <td>9%</td> </tr> <tr> <td>Cheyenne, WY area</td> <td>3%</td> <td>6%</td> <td>9%</td> </tr> <tr> <td>Berthoud area</td> <td>0%</td> <td>7%</td> <td>7%</td> </tr> <tr> <td>Johnstown/Milliken area</td> <td>3%</td> <td>3%</td> <td>6%</td> </tr> <tr> <td>Fort Morgan area</td> <td>3%</td> <td>3%</td> <td>6%</td> </tr> </tbody> </table> <p style="font-size: small; margin-top: 5px;">Source: ETC Institute DirectionFinder (May 2011 North Front Range Transportation Study)</p> </div>	Destination	1st Choice	2nd Choice	Total	Denver-Metro area	60%	13%	73%	Fort Collins area	10%	17%	27%	Greeley area	5%	12%	17%	Loveland area	5%	8%	13%	Windsor area	3%	6%	9%	Cheyenne, WY area	3%	6%	9%	Berthoud area	0%	7%	7%	Johnstown/Milliken area	3%	3%	6%	Fort Morgan area	3%	3%	6%
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**Table 1-7 Diversification of Public Transit**

Theme 2																																					
<b>Where Observed</b>	Open Houses, Focus Groups, Community Dialogue, Survey																																				
<b>Description</b>	The second resonant theme emphasized increasing connections between the communities of Northern Colorado with public transit (particularly bus with some references to rail). Respondents discussed access to the smaller (but growing) communities along with a more efficient (more routes, stops, and pickup times) and less circuitous routes within the three large cities (Loveland, Greeley, and Fort Collins).																																				
<b>Related Survey Data</b>	<p><b>Q4. Transportation Items Needing the Most Improvement</b> by percentage of respondents who selected the item as one of their top two choices</p>  <table border="1"> <thead> <tr> <th>Item</th> <th>1st Choice (%)</th> <th>2nd Choice (%)</th> <th>Total (%)</th> </tr> </thead> <tbody> <tr> <td>Availability of public transportation</td> <td>~28</td> <td>~10</td> <td>38%</td> </tr> <tr> <td>Travel by car on I-25, US 287, and US 34</td> <td>~22</td> <td>~12</td> <td>34%</td> </tr> <tr> <td>Travel options other than by personal vehicle</td> <td>~8</td> <td>~14</td> <td>22%</td> </tr> <tr> <td>Ease of north/south travel</td> <td>~8</td> <td>~9</td> <td>17%</td> </tr> <tr> <td>Ease of east/west travel</td> <td>~8</td> <td>~10</td> <td>18%</td> </tr> <tr> <td>Travel by car on state highways</td> <td>~8</td> <td>~7</td> <td>15%</td> </tr> <tr> <td>Travel by car on 2-lane city roads</td> <td>~8</td> <td>~6</td> <td>14%</td> </tr> <tr> <td>Travel by bicycle</td> <td>~8</td> <td>~6</td> <td>14%</td> </tr> </tbody> </table> <p>Source: ETC Institute DirectionFinder (May 2011 North Front Range Transportation Study)</p>	Item	1st Choice (%)	2nd Choice (%)	Total (%)	Availability of public transportation	~28	~10	38%	Travel by car on I-25, US 287, and US 34	~22	~12	34%	Travel options other than by personal vehicle	~8	~14	22%	Ease of north/south travel	~8	~9	17%	Ease of east/west travel	~8	~10	18%	Travel by car on state highways	~8	~7	15%	Travel by car on 2-lane city roads	~8	~6	14%	Travel by bicycle	~8	~6	14%
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**Table 1-8 Funding for Road Maintenance and Expansion Projects**

Theme 3																															
<b>Where Observed</b>	Community Dialogue, Open Houses, Survey																														
<b>Description</b>	On the maintenance side, communities have acknowledged the growing budget for street maintenance is preventing them from investing in other municipal infrastructure (parks, sidewalks, etc.). Funds for roadway expansion are sought to alleviate future congestion on I-25 and to fund the expansion of arterials connecting the region (Harmony in Timnath, Weld County Road 74 in Eaton, etc.).																														
<b>Related Survey Data</b>	<p>Participants at the July 2011 public meetings were asked to distribute \$100 million in \$10 million increments to five categories of transportation improvements. The resulting distribution of “MPO Bucks” for the three meetings and the combined total are shown below.</p> <div style="text-align: center;"> <table border="1" style="margin: 10px auto;"> <caption>Estimated Data from MPO Bucks Distribution Chart</caption> <thead> <tr> <th>Meeting</th> <th>Transit</th> <th>Bike/Pedestrian</th> <th>New/Widened Roads</th> <th>Transportation Technology</th> <th>Road Maintenance</th> </tr> </thead> <tbody> <tr> <td>Combined Total</td> <td>35%</td> <td>15%</td> <td>15%</td> <td>10%</td> <td>25%</td> </tr> <tr> <td>Loveland Meeting</td> <td>25%</td> <td>15%</td> <td>20%</td> <td>10%</td> <td>25%</td> </tr> <tr> <td>Fort Collins Meeting</td> <td>45%</td> <td>15%</td> <td>10%</td> <td>10%</td> <td>15%</td> </tr> <tr> <td>Greeley Meeting</td> <td>20%</td> <td>15%</td> <td>25%</td> <td>10%</td> <td>30%</td> </tr> </tbody> </table> </div>	Meeting	Transit	Bike/Pedestrian	New/Widened Roads	Transportation Technology	Road Maintenance	Combined Total	35%	15%	15%	10%	25%	Loveland Meeting	25%	15%	20%	10%	25%	Fort Collins Meeting	45%	15%	10%	10%	15%	Greeley Meeting	20%	15%	25%	10%	30%
Meeting	Transit	Bike/Pedestrian	New/Widened Roads	Transportation Technology	Road Maintenance																										
Combined Total	35%	15%	15%	10%	25%																										
Loveland Meeting	25%	15%	20%	10%	25%																										
Fort Collins Meeting	45%	15%	10%	10%	15%																										
Greeley Meeting	20%	15%	25%	10%	30%																										

**Table 1-9 Bike and Pedestrian Trail Expansion**

Theme 4	
<b>Where Observed</b>	Community Dialogue, Focus Groups, Open Houses, Survey
<b>Description</b>	This theme reflects a broad collection of statements regarding bicycle and pedestrian infrastructure. First, small communities are seeking safe connections between neighboring communities and river corridors (Poudre, Platte, and Big Thompson) for recreation, commuting, and entertainment. Second, a desire for safe bike and pedestrian facilities for children to travel to school. Third, safe bike routes that provide more direct access to shopping and entertainment areas.

## Importance of Regional Issues

The focus groups and open house attendees were asked to rank where transportation falls amongst other regional issues in the short-term (3-5 years). The respondents were allowed to select two (2) choices. **Table 1-10** below summarizes the respondent selections.

**Table 1-10 Short-Term (3-5 Years) Importance of Regional Issues**

	Student Group 1	Student Group 2	Student Group 3	Hispanic	Seniors*	Low Income	Open Houses	Total
Water	1	0	3	1	2	0	11	<b>18</b>
Personal Safety	1	0	1	0	1	0	4	<b>7</b>
Transportation	1	2	5	1	5	0	24	<b>38</b>
Air Quality	3	0	0	0	0.5	0	1	<b>4.5</b>
Healthcare	1	1	0	3	7	7	7	<b>26</b>
Housing	1	1	0	0	1	0	3	<b>6</b>
Jobs/ Employment	3	0	1	3	2	6	23	<b>38</b>
Education	0	0	0	2	0	3	8	<b>13</b>
Other	0	0	0	0	0	0	5	<b>5</b>

\* Not defined in the notes as a short term or long term issue.

The focus groups and open house attendees were also asked to decide where transportation ranks amongst other regional issues in the long-term (5-25 years). The respondents were allowed to select two choices. **Table 1-11** below summarizes the respondent selections.

**Table 1-11 Long-Term (5-25 Years) Importance of Regional Issues**

	Student Group 1	Student Group 2	Student Group 3	Hispanic	Low Income	Total
Water	2	0	0	1	1	<b>4</b>
Personal Safety	0	0	0	1	0	<b>1</b>
Transportation	2	2	2	1	0	<b>7</b>
Air Quality	2	0	0	0	0	<b>2</b>
Healthcare	3	1	0	3	7	<b>14</b>
Housing	0	1	2	1	0	<b>4</b>
Jobs/ Employment	1	0	8	2	6	<b>17</b>
Other (Education)	0	0	4	1	3	<b>8</b>
Other (money)	0	0	1	0	0	<b>1</b>



## 2. TRANSPORTATION SYSTEM

Inventorizing the existing transportation systems within the region is an integral step in the planning process, as it is used to identify areas in need of improvement over the planning period through 2035. The NFRMPO researched a variety of documents and plans to develop an accurate, up-to-date database of existing transportation facilities and services. CDOT maintains a Geographic Information System (GIS) Transportation Planning Data Set and the NFRMPO develops regional data for use in the planning process. These two sources are the basis for much of the information presented in this chapter, along with data from the land use allocation and the travel demand models.

### A. Regionally Significant Corridors

The concept of Regionally Significant Corridors (RSCs) has been used in previous regional plans in order to focus the limited transportation dollars on corridors that are of most importance to the region. Since this plan is corridor-based, the RSCs set the stage for the overall plan. In keeping with SAFETEA-LU requirements, multiple modes of travel are incorporated in the RSCs.

Identification and grouping of individual corridors was first done in the 2030 RTP. The corridors were updated and affirmed in the 2035 RTP and carried forward in this updated plan. The Technical Advisory Committee (TAC) assisted NFRMPO staff with the development of the Regionally Significant Corridors Report. The report defines Regionally Significant Corridors as:

*An important link in a multi-modal, regional network comprised of existing or new transportation corridors that connect communities and/or activity centers by facilitating the timely and safe movement of people, goods, information, and services.*

Three criteria were used to identify RSCs. They are presented below in order of how they are applied.

#### 1. Includes all State Highways

- The Colorado Department of Transportation (CDOT) requires that a corridor vision be developed for all state highways as part of the regional transportation plan. Since this is required by CDOT, and most state highways are regional in nature, this was established as the first criteria.

#### 2. Functional Classification

- Roadways must have a functional classification of arterial or higher, as defined by the appropriate member government.
- The higher the functional classification, the greater the likelihood that trips are longer and the roadway connects more than one community.

#### 3. Connectivity

- The corridor must go through, or plan to go through, more than one governmental jurisdiction and connect activity centers.

The definition criteria above are predominantly geared toward roadways, the railroad, and trail corridors which were identified using alternative resources from the *Colorado Front Range Trail Corridor Plan* developed by the Colorado State Parks and *Eastern Colorado Mobility Study* developed by CDOT.

In 2007, the tiering of the corridors was a new component of the RSC process. The tiers identify the top priorities for the region and focus the congestion management system and public involvement on the top tiered corridors. The tiers and process to develop them are described in detail in **Chapter 7** of this document.

**Figure 2-1** shows the 2035 Regionally Significant Corridors. These individual corridors were then grouped into similar travel corridors. **Table 2-1** describes the 12 grouped RSCs in the region, most of which include more than one roadway, trail, and/or railroad line.

**Table 2-1 Definitions of Grouped Corridors**

Corridor Name/Component	Description
<b>Corridor 1 – US 287</b>	
Burlington Northern Santa Fe (BNSF) and Mason Trail corridor	Approximately parallels US 287 to Vine Drive in Fort Collins, turns east to parallel I-25 (freight & potential passenger rail)
US 287	Southern NFRMPO boundary to northern NFRMPO boundary, includes Berthoud Bypass
LCR 19	US 34 on the south to US 287 on the north
LCR 17	SH 56 on the south to US 287 on the north
<b>Corridor 2 – SH 1</b>	
SH 1	US 287 on the south to the northern NFRMPO boundary
<b>Corridor 3 – I-25</b>	
I-25	Southern NFRMPO boundary to northern NFRMPO boundary
Timberline/LCR 9e/WCR 7	Southern NFRMPO boundary to Vine Drive on the north, follows WCR 7 to LCR 9e (road approximate) to Timberline Road
LCR 5	US 34 on the south to SH 14 on the north
LCR 3	Southern NFRMPO boundary to Crossroads Blvd on the north
WCR 13	Southern NFRMPO boundary to SH 14 on the north
<b>Corridor 4 – SH 257</b>	
WCR 17	Southern NFRMPO boundary to Crossroads extension on the north
SH 257	SH 60 on the south to SH 14 on the north, includes offset in Windsor
<b>Corridor 5 – Two Rivers Parkway</b>	
Two River Parkway/83rd Ave	Southern NFRMPO boundary to northern NFRMPO boundary, approximately WCR 27
65th Ave (Greeley)	54 <sup>th</sup> Street on the south to SH 392 on the north
35th Ave (Greeley)	US 85 on the south to O Street on the north
<b>Corridor 6 – US 85</b>	
US 85	WCR 48 on the south to north of WCR 70
US 85 Business	US 34 to US 85
Union Pacific Railroad (UPRR)	Approximately parallels US 85 through the NFRMPO



Corridor Name/Component	Description
<b>Corridor 7 – SH 14</b>	
Poudre River Trail	Northwest corner of NFRMPO boundary to junction with South Platte
SH 14	Eastern NFRMPO boundary to College Avenue (US 287)
Mulberry Street	Riverside Avenue (SH 14) to LCR 19
<b>Corridor 8 – Prospect Road</b>	
Spring Creek Trail	Poudre River on the east to Horsetooth Reservoir on the west
Prospect Road (Fort Collins)	LCR 5 on the east to US 287 on the west
<b>Corridor 9 – SH 392</b>	
Harmony Rd/WCR 74 (Fort Collins/Weld Co.)	WCR 21 to LCR 17
SH 392	US 85 on the east to US 287 on the west
Poudre River Trail	SH 257 on the east to SH 392 on the west (through Windsor)
<b>Corridor 10 – US 34</b>	
Big Thompson Trail	US 287 on the east to US 34 on the west (through Loveland)
Crossroads/O St	US 85 on the east to I-25 on the west
US 34	Eastern NFRMPO boundary to western NFRMPO boundary
US 34 Business	Eastern NFRMPO boundary to US 34 on the west
SH 402	US 85 on the east to LCR 17 on the west
<b>Corridor 11 – SH 60/SH 56</b>	
SH 60	Two Rivers Parkway on the east to LCR 17 on the west
SH 56	WCR 17 on the east to US 287 on the west
<b>Corridor 12 – Rural River Trails</b>	
River Trail Corridors	Various river trail corridors that include Big Thompson, Little Thompson, Cache la Poudre, and South Platte. This corridor is the portion of the river trails (existing or planned) that is outside of municipal boundaries.



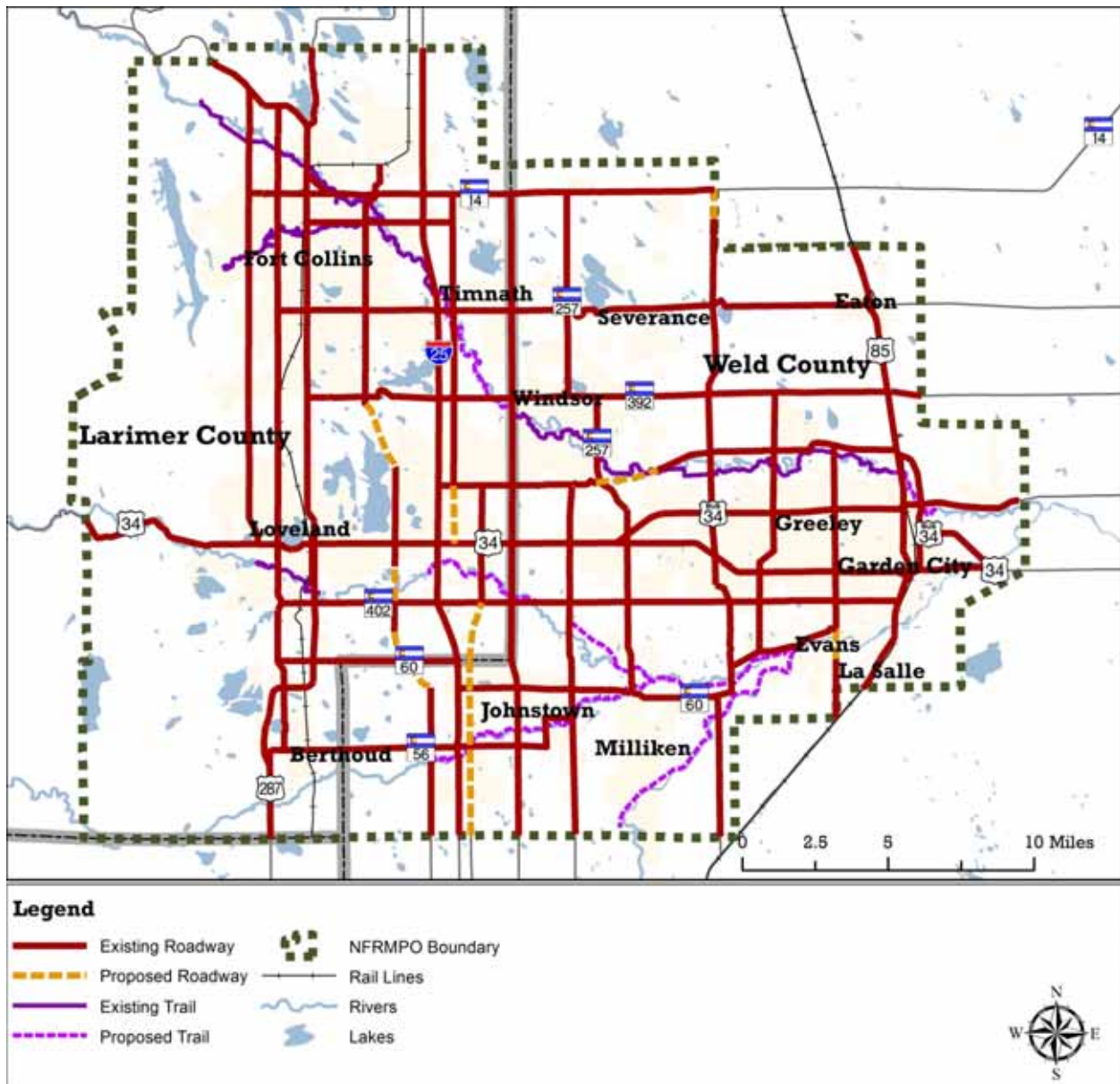
*SH 14 near I- 25 in Larimer County*



*Looking west down the Poudre River Bike Trail in Greeley*



**Figure 2-1 Regionally Significant Corridors**





## B. Roadway System

The roadway system is currently the principal transportation component within the NFRMPO. Not only does it provide a network for vehicular traffic, such as cars and trucks, but it also provides infrastructure for bicycle use and transit service.

### Functional Classification

The roadway network comprises a hierarchy of roadways defined by their functional classification and how they serve the mobility and access needs of the users. As mobility increases on a roadway, access decreases; and conversely, as access increases, mobility decreases.

The functional classifications described below are based on the North Front Range travel demand model. The functional classification of each roadway reflects its role in the system of streets and highways. Functional classification has specific implications for administration of federal aid highway programs. Transportation planning agencies use functional classification as a means to identify corridor preservation, access management, and roadway design requirements.

- ▶ **Freeway:** A divided, restricted access facility with no direct land access and no at-grade crossings or intersections. Freeways are intended to provide the highest degree of mobility serving higher traffic volumes and longer-length trips. Freeways can have four, six, or more travel lanes. All interstate facilities are freeways. I-25 is the only freeway facility in the North Front Range.
- ▶ **Freeway Ramp:** Provide connections between freeways, expressways, and other roadway facilities. Freeway to freeway movements are also handled using freeway ramps or in some cases a collector/distributor system. Generally, expressways only have ramps where access management techniques have been employed and/or grade separations occur.
- ▶ **Expressway:** These facilities permit traffic flow through urban areas and between major activity centers. They are similar to freeways but can include some at-grade intersections at cross streets. Access may be either full or partial control with very limited direct land access. Expressways are intended to provide higher levels of mobility rather than local property access. They typically have either four or six travel lanes. State and US Highways are often designated as expressways. Expressways have a tendency to evolve over time into the higher-type freeway classification or into major arterials as rural lands are developed and local land access is provided.
- ▶ **Major Arterial:** Major arterials permit traffic flow through urban areas and between major destinations. They are of great importance in the transportation system since they provide local land access by connecting major traffic generators, such as central business districts and universities, to other major activity centers. Containing up to six travel lanes, major arterials carry a high proportion of the total urban travel on relatively low roadway mileage. In urban areas, a grid pattern of arterials is often recommended with one-mile spacing for major arterials. They typically receive priority in traffic signal systems, have turn bays at intersections, medians or center turn lanes, and sometimes contain grade separations and other higher classification-type design features. State and US Highways are often designated as major arterials.

- ▶ **Frontage Road:** Frontage roads serve several different functions, depending on their application. They run parallel to, and in close proximity with, a higher classification facility and can be used in conjunction with both freeways and arterial streets. With freeways, their primary function is to collect and distribute traffic between local streets and freeway interchanges. They often provide access to local land uses along freeways. When accompanying arterials, they can be used to control access to the arterial, to function as a street facility serving adjoining property, and to maintain circulation of traffic on each side of the arterial. Frontage roads can be constructed in one-way and two-way configurations. Frontage road systems can have one or two travel lanes in each direction.
- ▶ **Minor Arterial:** Minor arterials collect and distribute traffic from major arterials, freeways, and expressways to streets of lower classification and, in some cases, allow traffic to directly access properties. They serve secondary traffic generators such as community business centers, neighborhood shopping centers, multifamily residential areas, and traffic between neighborhoods. Access to land use activities is generally permitted, but should be consolidated, shared, or limited to larger-scale users. Minor arterial street spacing is often recommended to be at half-mile intervals.
- ▶ **Collector Street:** Collectors provide for land access and traffic circulation within and between residential neighborhoods and commercial and industrial areas. They distribute traffic movements from these areas to the arterial streets. Collectors do not typically accommodate long through trips and are not continuous for long distances. In areas where arterial streets are adequately spaced, collector streets should penetrate, but not necessarily completely traverse through, residential areas. Individual access from residential lots should be discouraged, particularly where bicycle lanes or routes are provided. The cross-section of a collector street may vary widely depending on the scale and density of adjacent land uses and the character of the local area. Left-turn lanes should be considered on collector streets adjacent to nonresidential development. Collector streets should generally be limited to two lanes, but sometimes have four-lane sections.
- ▶ **Local Roadway:** The primary function of local roads is to provide access to adjacent land uses in both urban and rural areas.

**Table 2-2** summarizes the classification and the associated lane miles of roads within the North Front Range, and **Table 2-3** summarizes the same information for Regionally Significant Corridors.





**Table 2-2 Lane Miles by Functional Classification in the NFRMPO**

Functional Class	Lane Miles
Freeway	109
Expressway	216
Major Arterial	616
Minor Arterial	681
Collector	1,170
Ramps	16
Frontage Road	66
<b>Total</b>	<b>2,873</b>

Source: North Front Range 2009 Base Year Regional Travel Model, MPO boundary.

**Table 2-3 Lane Miles by Functional Classification for Regionally Significant Corridors**

Functional Class	Lane Miles
Freeway	109
Expressway	216
Major Arterial	463
Minor Arterial	300
Collector	74
Ramps	-
Frontage Road	-
<b>Total</b>	<b>1,161</b>

Source: North Front Range 2009 Base Year Regional Travel Model, MPO boundary.

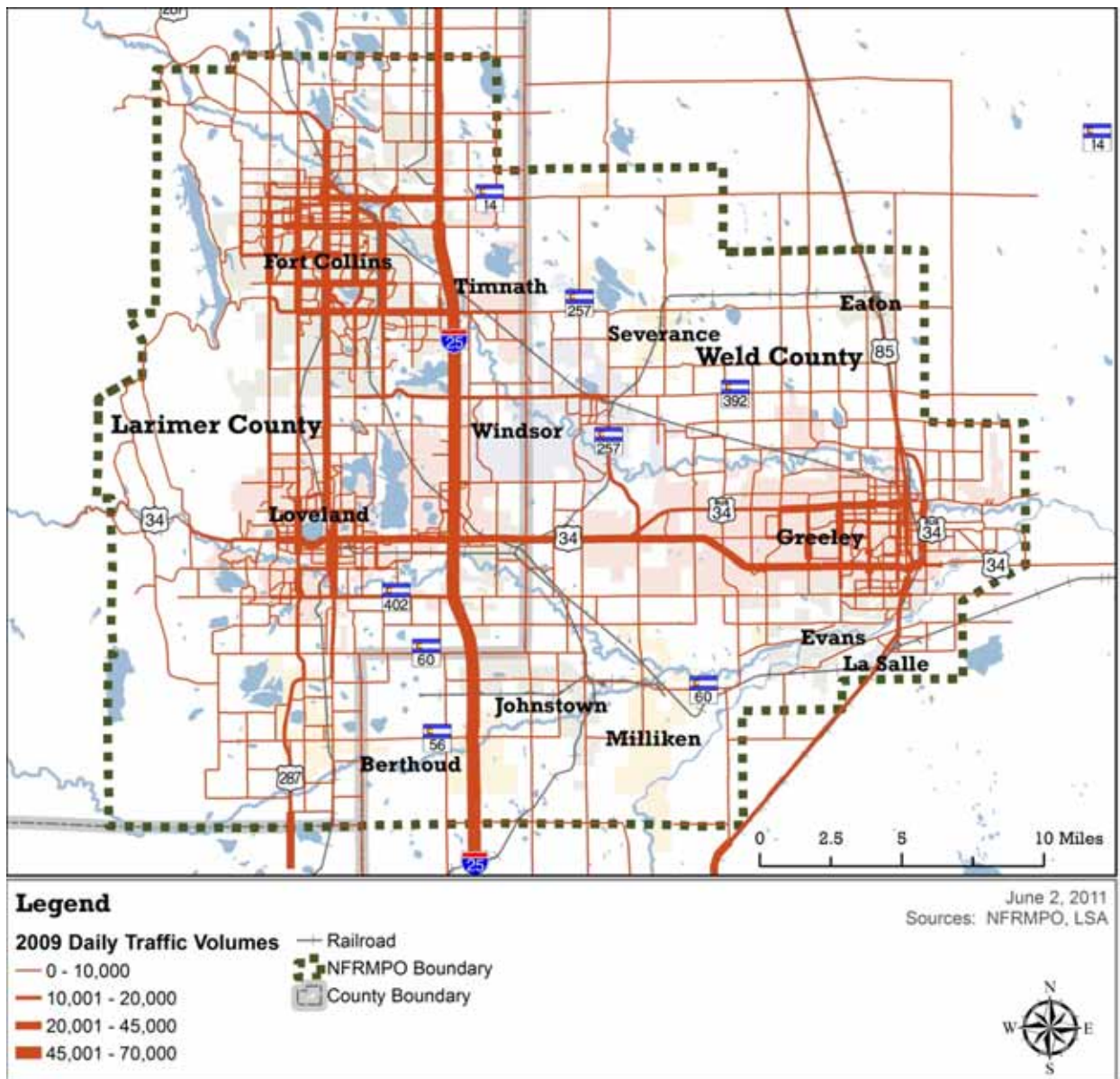
### Existing Daily Traffic Volumes

Figure 2-2 presents the 2009 daily traffic volumes on major roadways in the North Front Range. This grouping is an equal interval representation of the traffic volumes.



*Traffic stopped at a traffic signal in Greeley*

**Figure 2-2 2009 Average Daily Traffic Volumes**

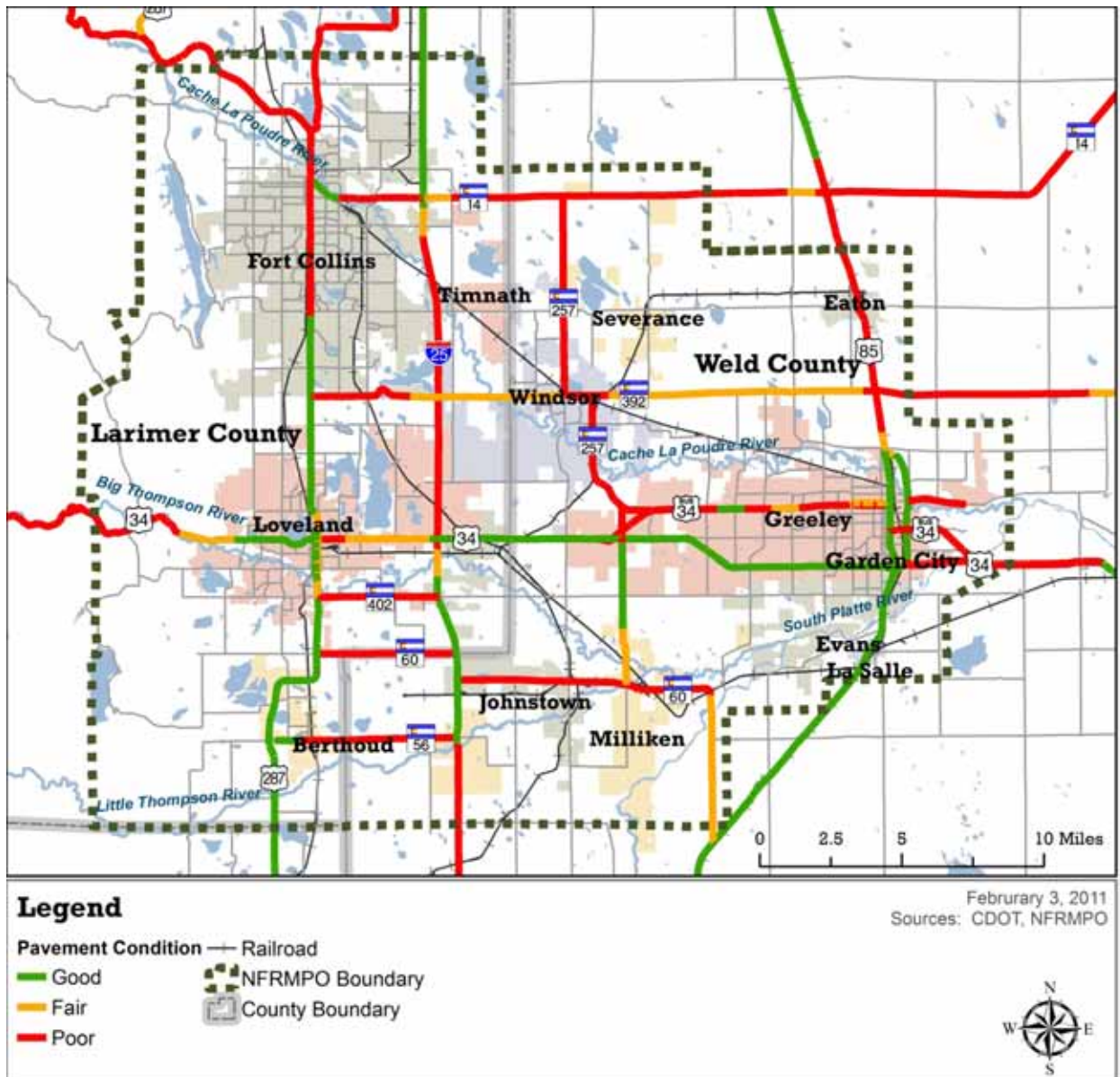




## Roadway Surface Condition

CDOT monitors roadway conditions on the State Highway system on a yearly basis. Roadways are given a rank based on the roughness and rutting of the roadway, as well as the amount of cracking and patching. A “good” surface condition corresponds to a remaining service life greater than 11 years, a “fair” surface condition corresponds to a remaining service life between 6 and 11 years, and a “poor” surface condition corresponds to a remaining service life of less than six years. Roadway conditions are illustrated in **Figure 2-3**.

**Figure 2-3 Roadway Surface Conditions**





**Table 2-4** shows a comparison between the conditions of the State Highways in the North Front Range region and the state as a whole. In general, facilities in the North Front Range region are in worse condition than the state as a whole. **Table 2-4** also shows a comparison between the 2005 and 2009 surface conditions. The statewide average percentages have remained relatively unchanged since about 2000. Since 2005, the NFRMPO has seen a 17 percent increase in highways with a ‘good’ rating due to recent maintenance efforts. The portion of NFRMPO highways in poor condition is 11 percent higher than the statewide total.

**Table 2-4 Surface Conditions of State Highways**

	Surface Condition					
	2005			2009		
	Good	Fair	Poor	Good	Fair	Poor
<b>North Front Range</b>	15%	20%	65%	32%	16%	52%
<b>Statewide</b>	35%	22%	43%	36%	23%	41%

Source: CDOT’s 2035 Transportation Planning Data Set, 2009.

### Special Roadway Corridors

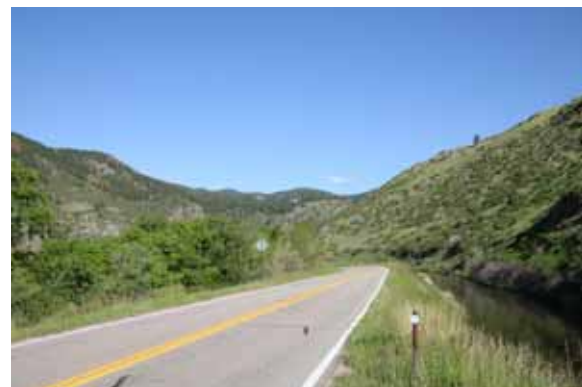
The following section describes roadway corridors which have special designations, serve a special purpose, or can be characterized by the nature of their use.

#### National Highway System

The National Highway System (NHS) includes interstate highways as well as a portion of the urban and rural major arterial system. Approximately 102 miles of National Highway System are within the boundaries of the NFRMPO, as shown on **Figure 2-4**. The Federal Highway Administration (FHWA) has designated “High Priority Corridors” as a focus for improvements to enhance mobility for trade (both domestic and international) and to promote economic development. Camino Real extends from Mexico to Canada via I-25 through Colorado.

#### Scenic and Historic

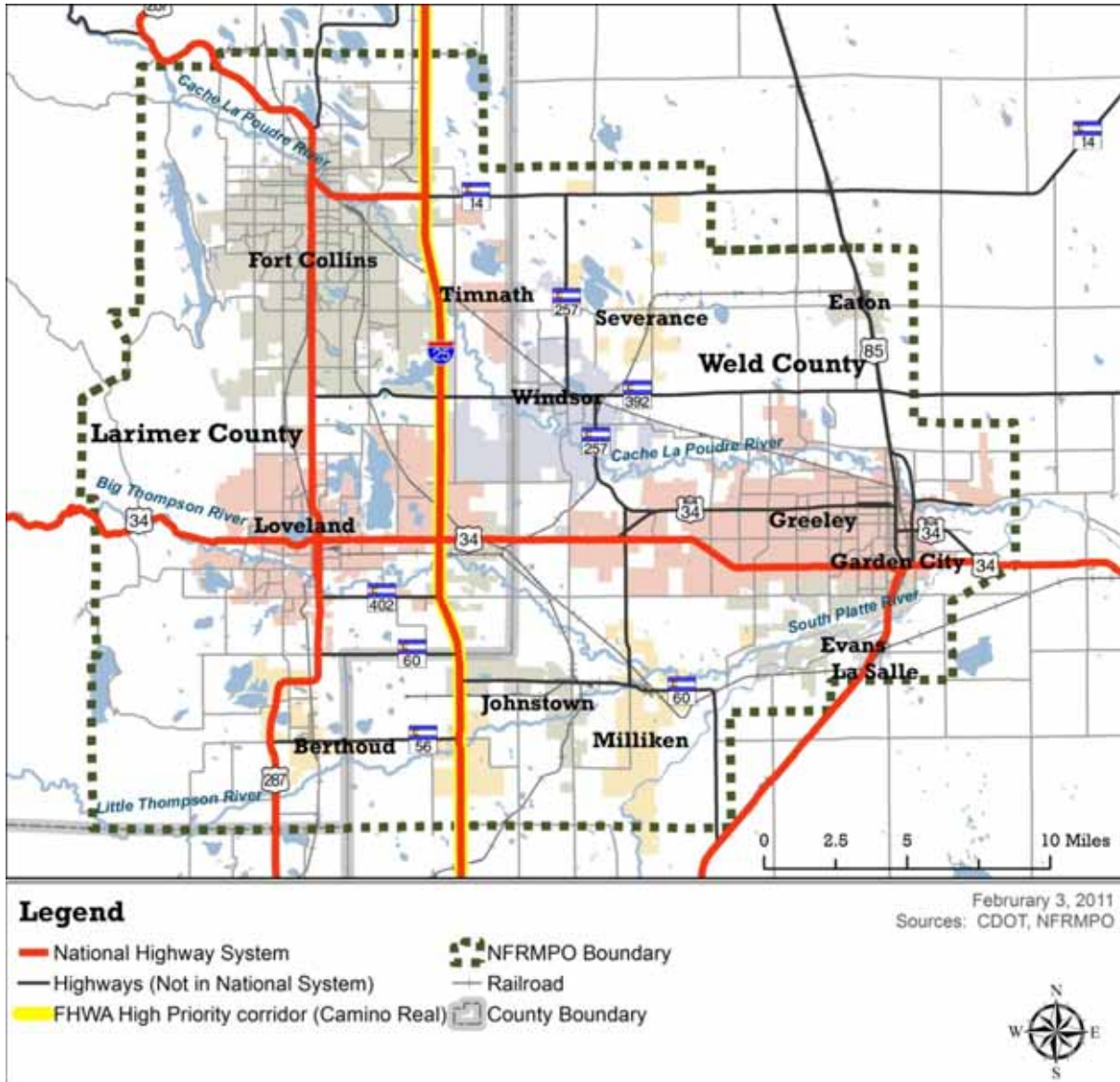
The State of Colorado has identified more than 2,000 miles of roadway as Scenic Byways. The Cache La Poudre - North Park (SH 14 and US 287) is the only Scenic Byway in the North Front Range. Only a few miles of this byway are within the northern part of the North Front Range.



*US 287 (the Cache la Poudre-North Park Scenic Byway) heading northbound into the Colorado Rocky Mountains*



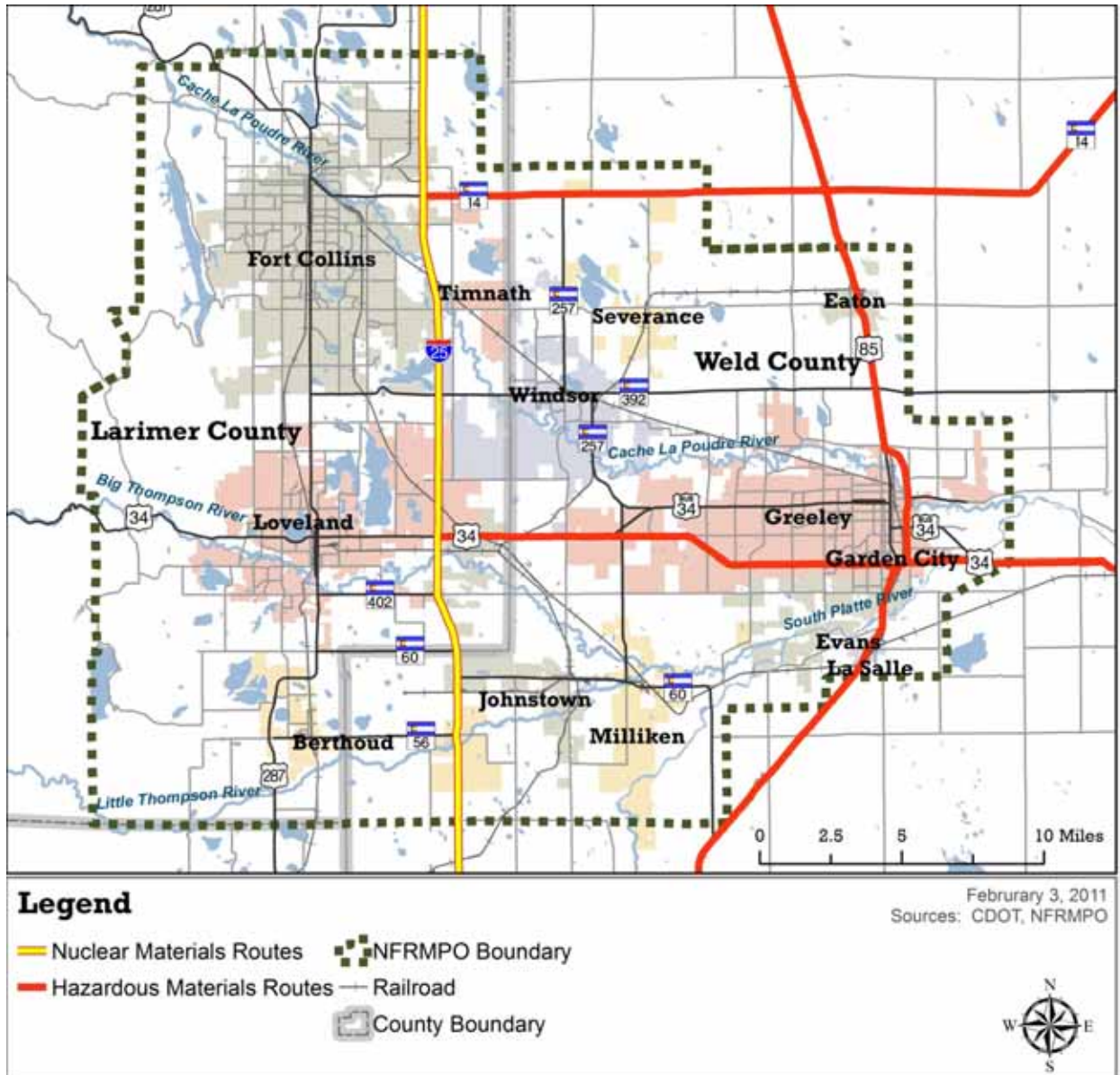
Figure 2-4 National Highway System



### Hazardous and Nuclear Materials

The transportation of hazardous and nuclear materials is limited to designated roadways. **Figure 2-5** illustrates the roadways in the North Front Range region that the State of Colorado designates for transportation of hazardous and nuclear materials. As shown, nuclear materials are restricted to I-25. Hazardous materials can be transported on I-25, US 85, SH 14, and US 34 east of I-25.

**Figure 2-5 Hazardous and Nuclear Materials Routes**







## Bridge Conditions

Bridges comprise an important element of the roadway network, as inadequate bridges can cause various capacity and safety problems on roadways. CDOT regularly inspects and evaluates all bridges on and off the State Highway system and assigns a sufficiency rating so that structurally deficient and functionally obsolete bridges are identified. The definitions used by the FHWA for these categories are as follows:

- ▶ **Structurally Deficient:** Bridges which are in advanced stages of deterioration, or are in marginal condition, but still function at a minimum level. Also included in this category are bridges which do not have desired load carrying capacities.
- ▶ **Functionally Obsolete:** Bridges which have acceptable load carrying capacity, but impose unacceptable physical restrictions such as narrow width, restricted vertical clearance, limited sight distances, speed reducing curves, or insufficient waterway adequacy.

Within the NFRMPO, 165 bridges are on the State Highway system and 328 are off the State Highway system, totaling 493 bridges. At the end of 2010, 102 bridges had documented inadequacies, as shown in **Table 2-5**. Bridges with a sufficiency rating of 50 or lower, which are classified as Functionally Obsolete or Structurally Deficient, are eligible to receive federal funds for structure replacement. Those structures with a rating between 50 and 80, classified as Functionally Obsolete or Structurally Deficient, are eligible for rehabilitation funds administered by CDOT with a possibility of replacement on a case by case basis. **Table 2-5** presents the bridges within the NFRMPO with documented deficiencies in 2010 and **Figure 2-6** depicts the bridge locations.

**Table 2-5 Bridges with Deficiencies**

Bridge Structure No.	Location	Facility	Bridge Condition	Rating
<b>FCWHTM-0.0-LAPT</b>	Arthur Ditch	Whitcomb/LaPorte	Structurally Deficient	20.1
<b>LR11C-0.7-24E</b>	Boyd/Horseshoe Canal	County Road 11C	Structurally Deficient	26.3
<b>LOVCO-FAIRGRNDS</b>	Big Thompson River	Service Road	Structurally Deficient	27.5
<b>LR3-0.2-50</b>	Larimer & Weld Canal	County Road 3	Structurally Deficient	28.3
<b>FCSHLD-0.4-DRK</b>	Larimer Co Canal No 2	S. Shields Street	Structurally Deficient	33.2
<b>WEL068.5-013.0A</b>	New Cache La Poudre Canal	County Road 68.5	Structurally Deficient	35.3
<b>B-16-D</b>	Cache La Poudre River	SH 14 ML	Structurally Deficient	38
<b>WEL052.0-013.0A</b>	Hillsborough Ditch	County Road 52	Structurally Deficient	39
<b>LASALLE-001</b>	Union Ditch	Main Street	Structurally Deficient	43.4
<b>LOV850MADISONAV</b>	Greeley Loveland Canal	North Madison Ave.	Structurally Deficient	43.8
<b>FCBRYN-0.2-MULB</b>	Larimer Co. Canal No. 2	Bryan Street	Structurally Deficient	45.2
<b>C-17-BN</b>	Little Thompson River Sr	I 25 SERVICE RD	Structurally Deficient	45.3
<b>C-17-EL</b>	Draw	I 25 ML	Structurally Deficient	45.5

**Table 2-5 Bridges with Deficiencies (Continued)**

Bridge Structure No.	Location	Facility	Bridge Condition	Rating
<b>TNTH38-0.3-I25</b>	Cache La Poudre River	County Road 38	Functionally Obsolete	45.7
<b>WIN015.0-068.0A</b>	New Cache Lapoudre Canal	15th Street	Structurally Deficient	46.6
<b>B-16-AE</b>	Draw	US 287 ML	Structurally Deficient	47.2
<b>B-16-EU</b>	I 25 ML	County Road 48	Structurally Deficient	47.3
<b>LOV0390NTAFTAVE</b>	Big Thompson River	Taft Hill Rd(Cr17)	Functionally Obsolete	47.7
<b>FCHRMYE-0.7-I25</b>	Fossil Creek Res. Inlet	EB Harmony Road	Structurally Deficient	49.3
<b>C-18-BK</b>	Us 85 Buss Rt	US 85 Bypass SBND	Structurally Deficient	49.6
<b>LASALLE-002</b>	Union Ditch	Railroad Drive	Structurally Deficient	50
<b>GREELEY-0000012</b>	Greeley No. 3 Ditch	59th Avenue	Structurally Deficient	50.6
<b>LR18-0.4-23E</b>	Handy Ditch	County Road 18	Structurally Deficient	50.8
<b>WIN021.0-068.0A</b>	New Cache Lapoudre Canal	County Road 21	Structurally Deficient	50.9
<b>WEL019.0-046.5A</b>	Little Thompson River	County Road 19	Structurally Deficient	52.4
<b>LR54G-0.5-52E</b>	Terry Lake Inlet Canal	County Road 54G	Functionally Obsolete	55.6
<b>FCRVSDE-S.2PRST</b>	Spring Creek	Riverside Drive	Structurally Deficient	57.5
<b>C-18-J</b>	South Platte River	US 34 Business	Structurally Deficient	58.9
<b>C-16-AB</b>	Louden Canal	US 287 ML AR	Functionally Obsolete	60.1
<b>B-16-EX</b>	I 25 ML	SH 14 ML WBND	Structurally Deficient	60.7
<b>C-16-W</b>	Barnes Inlet Canal	US 34 ML WBND	Functionally Obsolete	60.8
<b>C-17-G</b>	Draw SR	I 25 Service Rd	Structurally Deficient	61
<b>LOV150MONROE AV</b>	Greeley Loveland Canal	Monroe Avenue	Structurally Deficient	62
<b>C-18-BH</b>	Up Rr	US 34 EB	Functionally Obsolete	62.1
<b>WEL013.0-044.0B</b>	Little Thompson River	County Road 13	Functionally Obsolete	62.6
<b>B-16-EW</b>	I 25 ML	SH 14 ML EBND	Functionally Obsolete	62.9
<b>LR19E-0.5-20</b>	Big Thompson River	County Road 19E	Structurally Deficient	63.5
<b>C-18-BM</b>	CO.RD 39.5, UP RR	US 85 ML SBND	Structurally Deficient	64.4
<b>FCLINC-0.0-WLLW</b>	Cache La Poudre River	Lincoln Avenue	Functionally Obsolete	64.6
<b>LOV150WASHTN AV</b>	Greeley Loveland Canal	Washington Avenue	Structurally Deficient	64.6
<b>LOV1050TAFT AV</b>	Big Barnes Ditch	Taft Avenue	Functionally Obsolete	65
<b>FCLAPT-0.1-TFTH</b>	New Mercer Canal	LaPorte Avenue	Functionally Obsolete	65
<b>GREELEY-0000028</b>	Sand Creek	8th St (CR60.5)	Structurally Deficient	65.1
<b>B-16-AM</b>	I 25 ML	Prospect Road	Functionally Obsolete	65.4
<b>FCVINE-W.5-SUMV</b>	Lake Canal	East Vine Drive	Functionally Obsolete	65.4
<b>FCMULB-0.1-OVLD</b>	Pleas. Valley Lake Canal	Mulberry Street	Functionally Obsolete	65.6





**Table 2-5 Bridges with Deficiencies (Continued)**

Bridge Structure No.	Location	Facility	Bridge Condition	Rating
<b>WEL076.5-021.0A</b>	Larimer and Weld Canal	County Road 76.5	Functionally Obsolete	65.9
<b>LR46E-1.1-13</b>	Dry Creek	Lincoln Avenue	Functionally Obsolete	66.2
<b>LR13E-0.3-24E</b>	Love/Horse Shoe Canal	County Road 13E	Functionally Obsolete	66.3
<b>LR27-0.1-32C</b>	Buckhorn Creek	County Road 27	Functionally Obsolete	66.7
<b>JSTWN-004</b>	Consol Hillsborough Cana	County Road 3	Functionally Obsolete	67.2
<b>EVN031.0-050.0A</b>	Big Thompson River	County Road 396	Structurally Deficient	68.9
<b>LR42-0.0-9</b>	Fossil Creek Res. Inlet	County Road 42	Functionally Obsolete	69.5
<b>C-17-C</b>	Little Thompson River	SH 60 ML	Functionally Obsolete	70.3
<b>C-18-AP</b>	Us 85 Buss Rt	US 34 Bypass	Functionally Obsolete	70.3
<b>C-16-AI</b>	Draw	US 34 ML	Functionally Obsolete	71
<b>C-17-ER</b>	I 25 ML	SH 392 ML	Functionally Obsolete	72.3
<b>C-17-CZ</b>	Draw	SH 257 ML	Functionally Obsolete	73.1
<b>C-16-AG</b>	Home Supply Ditch	US 34 ML	Functionally Obsolete	73.3
<b>LR15-0.9-4</b>	Little Thompson River	County Road 15	Functionally Obsolete	73.6
<b>B-17-BN</b>	I 25 ML	County Road 36	Functionally Obsolete	73.9
<b>B-16-AL</b>	Larimer Co Canal	SH 1 ML	Functionally Obsolete	74.2
<b>C-17-EH</b>	I 25 ML	US 34 ML EBND	Functionally Obsolete	75.6
<b>C-17-EG</b>	I 25 ML	US 34 ML WBND	Functionally Obsolete	75.6
<b>C-16-AH</b>	Handy Ditch	US 34 ML	Functionally Obsolete	75.7
<b>FCELIZ-0.1-BRYN</b>	Larimer Co. Canal No. 2	Elizabeth Street	Functionally Obsolete	76.4
<b>LR17-0.5-48</b>	Cache La Poudre River	County Road 17	Functionally Obsolete	76.5
<b>FCSHLD-0.1-HLPD</b>	Spring Creek	Shields Street	Functionally Obsolete	76.6
<b>FCCRST-0.1-BRYN</b>	Larimer Co. Canal No. 2	Crestmore Court	Functionally Obsolete	76.9
<b>EVN052.0-033.0A</b>	Ashcroft Draw	49th Street	Functionally Obsolete	77
<b>LR11H-0.3-S402</b>	Big Thompson River	County Road 11H	Functionally Obsolete	77
<b>LR5-1.0-32E-A</b>	Boxelder Ditch	County Road 5	Functionally Obsolete	77.4
<b>FCMNR-0.0-CLGE</b>	Larimer Co. Canal No. 2	Monroe Street	Functionally Obsolete	77.4
<b>B-17-BC</b>	RR Spur	I 25 ML NBND	Functionally Obsolete	77.4
<b>FCPLM-W0.1-CTYP</b>	Larimer Co. Canal No. 2	Plum Street	Functionally Obsolete	77.6
<b>C-17-Z</b>	Big Thompson River	SH 257 ML	Functionally Obsolete	77.8
<b>B-16-FJ</b>	Windsor Res, Canal Sr	I 25 Service Rd	Functionally Obsolete	77.9
<b>FCLMY-1.2-VINE</b>	Larimer & Weld Canal	LeMay Avenue	Functionally Obsolete	78
<b>LR6C-0.8-15</b>	Little Thompson River	County Road 6C	Functionally Obsolete	78
<b>EVN033.0-048.0A</b>	Union Ditch	County Road 33	Functionally Obsolete	78
<b>C-16-T</b>	Loveland-Greeley Canal	US 34 ML EBND	Functionally Obsolete	78.4
<b>C-16-X</b>	Loveland-Greeley Canal	US 34 ML WBND	Functionally Obsolete	78.4

**Table 2-5 Bridges with Deficiencies (Continued)**

Bridge Structure No.	Location	Facility	Bridge Condition	Rating
<b>C-18-AV</b>	Ramp To US 85 Sbdn	US 34 ML EBND	Structurally Deficient	78.5
<b>C-17-Y</b>	Little Thompson River	SH 257 ML	Functionally Obsolete	78.7
<b>LR31D-0.0-22H-A</b>	Handy Ditch	County Road 31D	Functionally Obsolete	78.9
<b>C-16-R</b>	Louden Ditch	US 34 ML	Functionally Obsolete	80.5
<b>LR29-0.0-22H</b>	Big Thompson River	County Road 29	Functionally Obsolete	81
<b>C-18-BL</b>	CO.RD 39.5, UP RR	US 85 ML NBND	Structurally Deficient	81
<b>C-17-ET</b>	Crossroads Blvd.	I 25 ML SBND	Functionally Obsolete	82.1
<b>C-17-EK</b>	I 25 ML	County Road 20E	Functionally Obsolete	82.9
<b>B-16-FL</b>	I 25 ML	County Road 52	Functionally Obsolete	84.3
<b>WIN017.0-064.0A</b>	Cache La Poudre River	Seventh Street	Functionally Obsolete	87.8
<b>C-17-CE</b>	GW RR	I 25 ML NBND	Functionally Obsolete	89.3
<b>C-17-CB</b>	GW RR	I 25 ML SBND	Functionally Obsolete	89.3
<b>C-17-AS</b>	County Road	I 25 ML SBND	Functionally Obsolete	89.7
<b>C-17-DH</b>	County Road 46	I 25 ML SBND	Functionally Obsolete	89.7
<b>C-17-BR</b>	SH 60 MI	I 25 ML SBND	Functionally Obsolete	91.7
<b>FCLMY-0.1-STUT</b>	Spring Creek	LeMay Avenue	Functionally Obsolete	91.7
<b>C-17-EI</b>	County Road 16	I 25 ML NBND	Functionally Obsolete	92.1
<b>C-17-EE</b>	County Road 16	I 25 ML SBND	Functionally Obsolete	92.1
<b>C-17-ES</b>	Crossroads Blvd.	I 25 ML NBND	Functionally Obsolete	93.1
<b>B-17-DS</b>	I 25 ML	OLD SH 68 ML	Functionally Obsolete	94.2

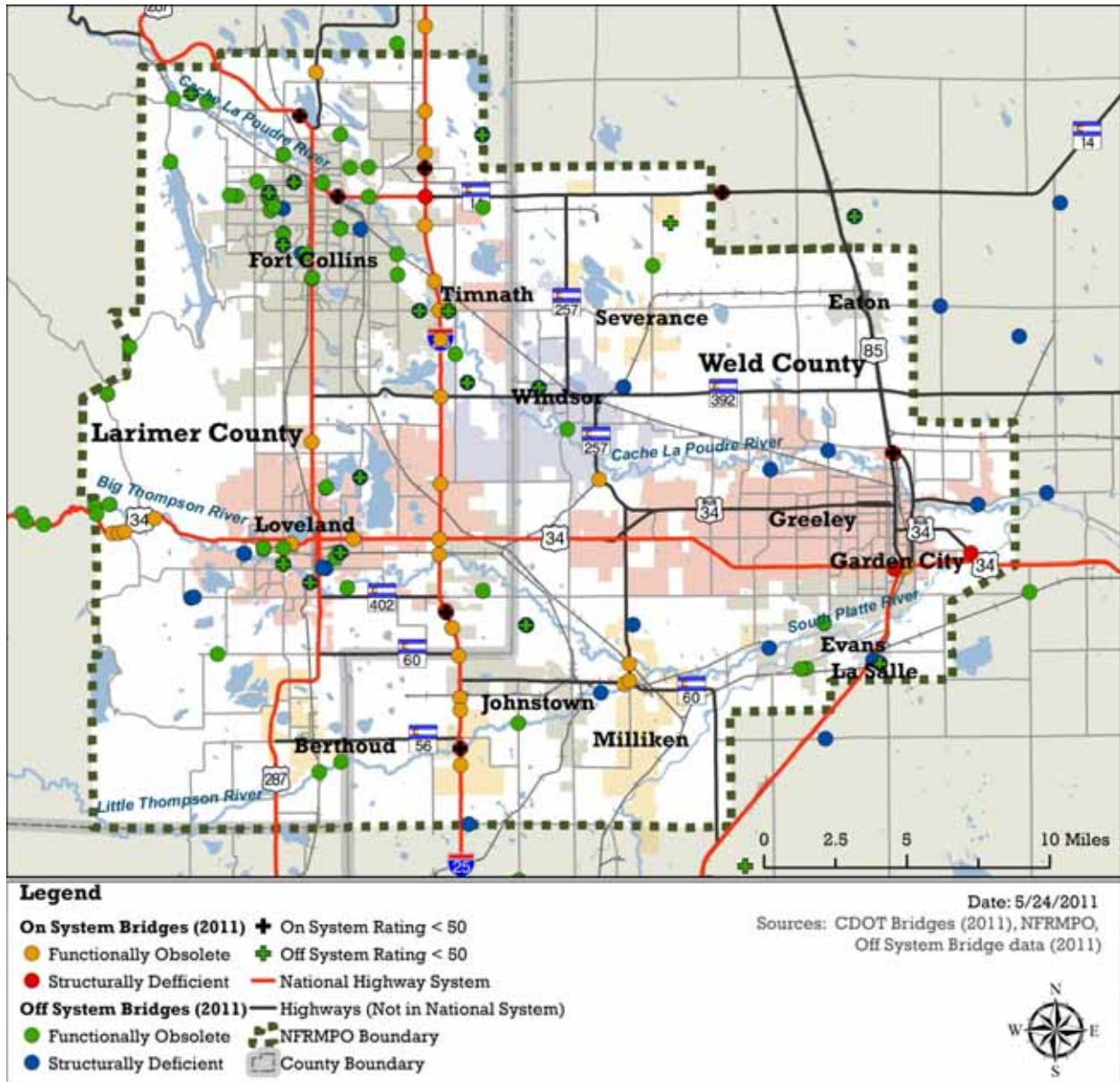
Source: CDOT, bridge data, 2011.



*The SH 392 bridge over I-25 in Windsor*



Figure 2-6 Bridges with Deficiencies



### Safety

Crash data for all Regionally Significant Corridors (State Highways and non-State Highways) were collected from the CDOT Crash Database. The crash data cover a five-year period from June 2001 to June 2006. **Table 2-6** shows the number of crashes by year for all Regionally Significant Corridors by crash severity.

**Table 2-6 Regionally Significant Corridor Crashes by Severity**

Year	Property Damage Only	Injury	Fatal	Total
6/2001 – 6/2002	2,742	1,211	26	3,979
6/2002 – 6/2003	3,355	1,311	32	4,698
6/2003 – 6/2004	3,187	1,244	31	4,462
6/2004 – 6/2005	3,278	1,167	22	4,467
6/2005 – 6/2006	3,380	1,152	20	4,552
<b>Total</b>	<b>15,942</b>	<b>6,085</b>	<b>131</b>	<b>22,158</b>

Source: CDOT crash data, 2001-2006.

The safety measure was based on the crash rates within each corridor, that is, the number of crashes per million vehicle miles of travel (VMT). Since most corridors include several roadway segments with varying levels of traffic, the VMT was derived using the current traffic volumes weighted by roadway segment length.

As a preliminary assessment of the overall corridor safety, the crash rates were weighted based on the severity of the crash, as follows:

- ▶ Property Damage Only (PDO) Crashes = 1
- ▶ Injury Crashes = 5
- ▶ Fatal Crashes = 12

**Table 2-7** shows the resulting crash rates for each of the eleven Regionally Significant Corridors. Refer to **Table 1-1** for a description of the roadway facilities included in each corridor.

**Table 2-7 Weighted Crash Rates on Regionally Significant Corridors**

Corridor	Corridor Description	Weighted Crash Rate <sup>1</sup>
1	US 287	9.59
2	SH1	5.19
3	I-25	2.53
4	SH 257	7.72
5	Two Rivers Parkway	7.72
6	US 85	5.27
7	SH 14	5.24
8	Prospect Road	7.60
9	SH 392	3.82
10	US 34	4.45
11	SH 60/SH 56	3.77

<sup>1</sup> Crashes per million vehicle miles of travel based on crash severity. (PDO = 1, Injury = 5, Fatal = 12) CDOT crash data, June 2001-June 2006.





In order to better assess the relative safety of the roadways within the NFRMPO, the crash history along the Regionally Significant Corridors (RSC) was reviewed in detail. Three distinct roadway types are within the Regionally Significant Corridors: Interstate Highways, State Highways, and non-State Highways.

Crash rates were developed using the total crashes per million vehicle miles traveled along a segment of roadway. While the weighted crash rates are useful when comparing corridors as a whole, a segmented analysis would require additional information in order to properly weight crashes by severity that is not readily available for all roadways within the RSCs. Therefore, for the purpose of this detailed analysis, the rates were not weighted by crash severity.

The crash rates are sensitive to both the length of the segment analyzed and the average daily traffic (ADT) counts along the segment. The results are such that the crash rate for five crashes along a low volume roadway segment will be much higher than five crashes along a high volume roadway segment of the same length. Likewise, the same five crashes on a five mile roadway segment will result in a higher crash rate than five crashes on a ten mile roadway segment with the same ADT.

While both crash data and ADT data were available for both State Highways and non-State Highways within the study region, the non-State Highway data lacked sufficient detail to accurately pinpoint the location of the crashes. As such, the crash rates were derived for long stretches of roadway. This approach allows for a reasonable comparison between the facilities since this methodology was used for all non-State Highway segments.

By way of comparison, the calculated State Highways and non-State Highway crash rates were compared against a derived average for all similar segments of the North Front Range RSCs. The average crash rate was approximately 2.13 for State Highways, and approximately 2.56 for non-State Highways. Because I-25 is the only Interstate Highway in the region, it was compared to the Rural Interstate Highway statewide average of 0.90 as documented in the *Accident and Rates on State Highways* report produced by the CDOT Transportation Safety and Traffic Engineering Branch.

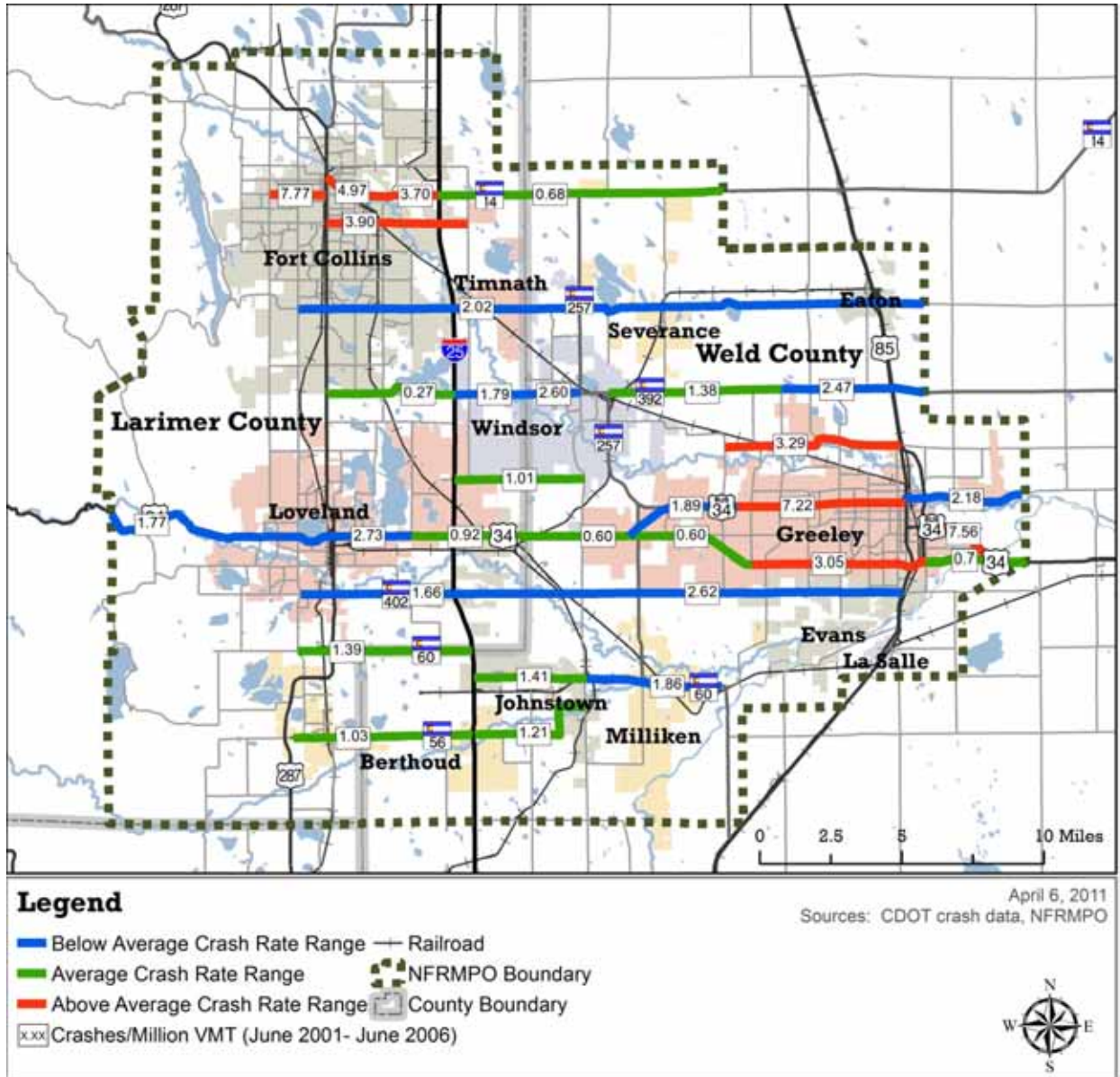
**Figures 2-7 and 2-8** graphically present the results of the crash rate comparison for the north-south and east-west roadway segments within the RSCs. The red indicates roadway segments that are significantly higher, and the blue indicates roadway segments that are significantly lower than the average total crash rates derived for that type of facility. The green indicates roadway segments that are within 50 percent of the standard deviation for State Highways, non-State Highways, and the statewide rate for Interstate Highways, respectively.

With the exception of the Interstate Highway segments, the red segments are predominantly located along arterial roadways, or low volume rural roadways. Arterial roadways, particularly through more densely populated areas, often experience high crash rates due to a large proportion of interchange access and intersection related crashes. For low volume rural roadways, one or two crashes can cause large shifts in the crash rates. Along I-25, the crash rates may be influenced by a wide variety of factors, including congestion and heavy directional flow during peak hours.





Figure 2-8 Crash Rates on East-West Corridors





## C. Freight

The U.S. Department of Transportation estimates that by 2020 the Nation's transportation system will handle cargo valued at almost \$30 trillion, compared with \$9 trillion in 2004. Volumes, in tons, will increase by nearly 70 percent over current levels. These huge increases in freight movement will place even greater demands on the Nation's transportation system. Thus, it is critical that transportation planning agencies throughout the country integrate freight considerations into their long range planning process. It is clear that many different strategies are needed to address the challenges surrounding the projected growth of freight transportation.

### Truck Freight

The NFRMPO develops economic forecasts for the region every four years in preparation for the update of the RTP. The forecast report for the 2035 RTP, *Economic and Demographic Forecast for the North Front Range Modeling Area and Its Sub-Regions Supplemental Report*, March 2006, included analysis of freight movement in the North Front Range. This supplemental report used the 2004 Global Insight Transearch Database information as the foundation for the report on truck freight. It should be noted that the truck freight movement shown in **Table 2-8** broadly represents the truck movement regionally.

The most heavily used truck routes in the North Front Range are I-25, US 85, US 34, US 287, SH 14, as well as portions of Larimer County Road 5 and 19. The data collected through the supplemental report formed the basis for developing a truck flow calculation in the travel demand model. **Figure 2-9** identifies the existing level of truck traffic from the travel model, using natural breaks in the data set. As shown, I-25 carries the heaviest volume of truck traffic, followed by US 85 and US 34. The Port of Entry on I-25 south of Prospect Road is automated and handles an average of 83,000 trucks per month. This number is bi-directional and includes both automated and non-automated.

The Transearch database provides freight movement at the county level. **Table 2-8** shows the commodity flows in Larimer and Weld Counties for a 2004 base year. The tonnage of truck freight movement has more than doubled since 1998. These data are for the entire counties of Larimer and Weld, not just the areas within the North Front Range.

**Table 2-8 Existing Commodity Flows (2004)**

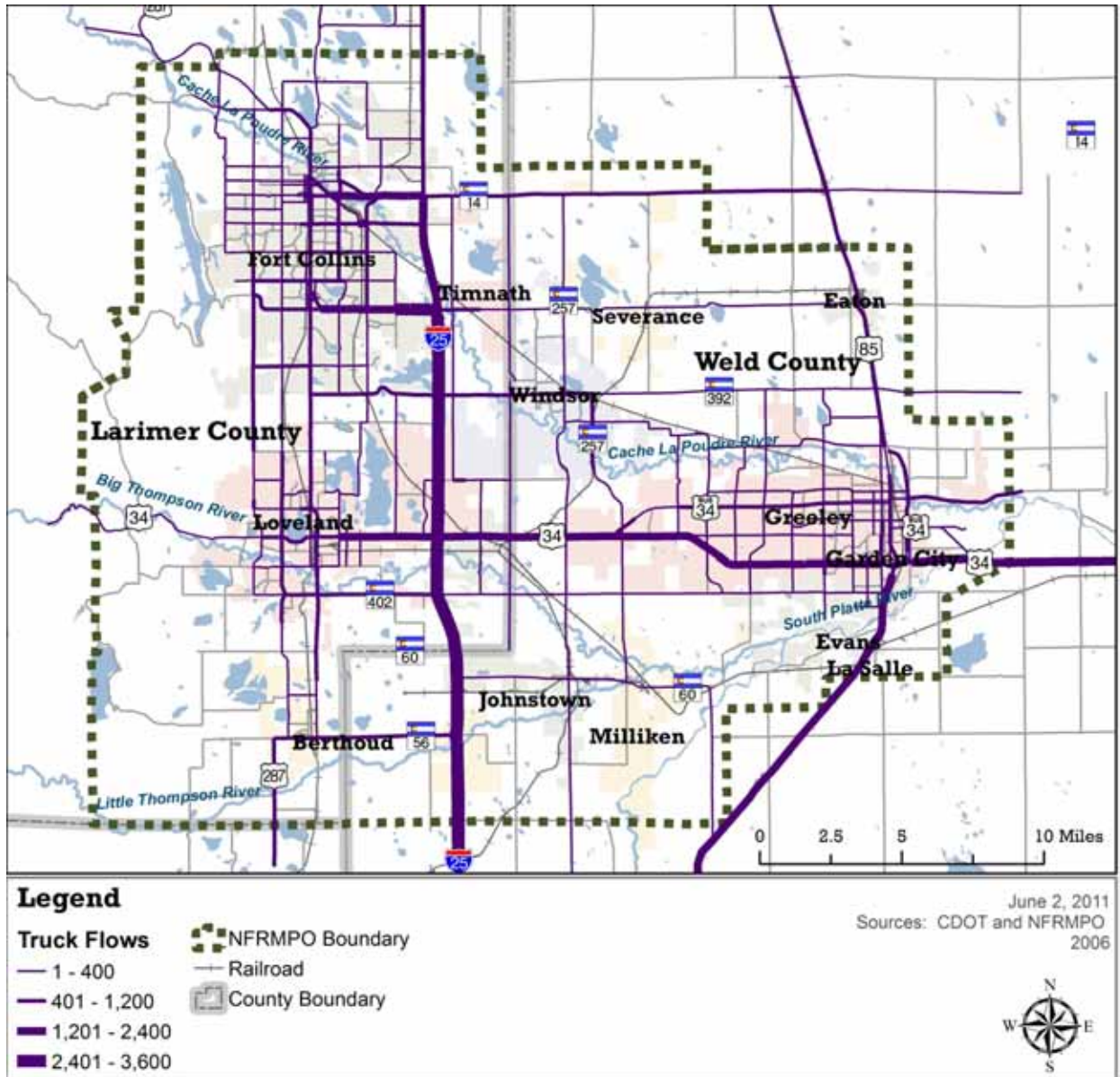
County	Inbound Tonnage (thousands)		Outbound Tonnage (thousands)		Total Tonnage (thousands)	
	1998	2004	1998	2004	1998	2004
<b>Larimer</b>	6,056.6	9,351.8	3,057.4	10,042.1	9,114.0	19,393.9
<b>Weld</b>	6,085.8	8,997.4	5,638.9	15,711.3	11,724.7	24,708.7

Source: Global Insight Transearch Database, 2004

Note: Includes entire counties of Larimer and Weld, not just the areas within the North Front Range.



**Figure 2-9 Existing Truck Traffic**



### Rail Freight

Rail freight in the NFRMPO is primarily on the Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) Railroad lines, which carry an average of six and 17 trains per day, respectively. The BNSF carries approximately 33.0 annual gross tons per mile (in millions) and in 2005, UPRR carried between 20.0 and 39.9 annual gross tons per mile (in millions).

Railroads are classified according to the annual gross operating revenue from the railroad operations. A Class I railroad is one which had, in 2008, an operating revenue of at least \$401.4 million. A Local Railroad is one which is not a Class I and is engaged primarily in line-haul service. There are two Class I

railroads (Burlington Northern Santa Fe and Union Pacific) and one local railroad (Great Western Railway of Colorado) operating in the NFRMPO. They are described below and depicted in **Figure 2-10**.

- ▶ **Union Pacific Railroad (UPRR):** The UPRR is a Class I railroad which has several rail lines in the North Front Range. The north-south line runs from the Denver metro region through the North Front Range to Wyoming, generally following the US 85 corridor. The majority of the east-west line of the Union Pacific runs between Milliken and LaSalle, with a switching yard in LaSalle, and from Milliken into Fort Collins. There are 17 trains per day on the UPRR lines.
- ▶ **Burlington Northern Santa Fe Railroad (BNSF):** The BNSF is a Class I railroad which traverses the length of the NFRMPO, passing through Fort Collins, Loveland, and Berthoud, parallel to US 287, with a switch yard in Fort Collins. Six trains operate per day on the BNSF line.
- ▶ **Great Western Railway of Colorado (GW):** The GW Railway of Colorado is a local railroad. GW operates a total of 80 miles of track and interchanges with BNSF and UPRR. The company operates freight service between Loveland and Johnstown, with a line splitting to Milliken and Longmont. Another line connects north from Kelim (east of Loveland) to Windsor, and from there to either Greeley or Fort Collins. GW also owns a branch line from Johnstown to Welty (just west of Johnstown). GW serves a diverse base of customers including the Great Western Industrial Park.

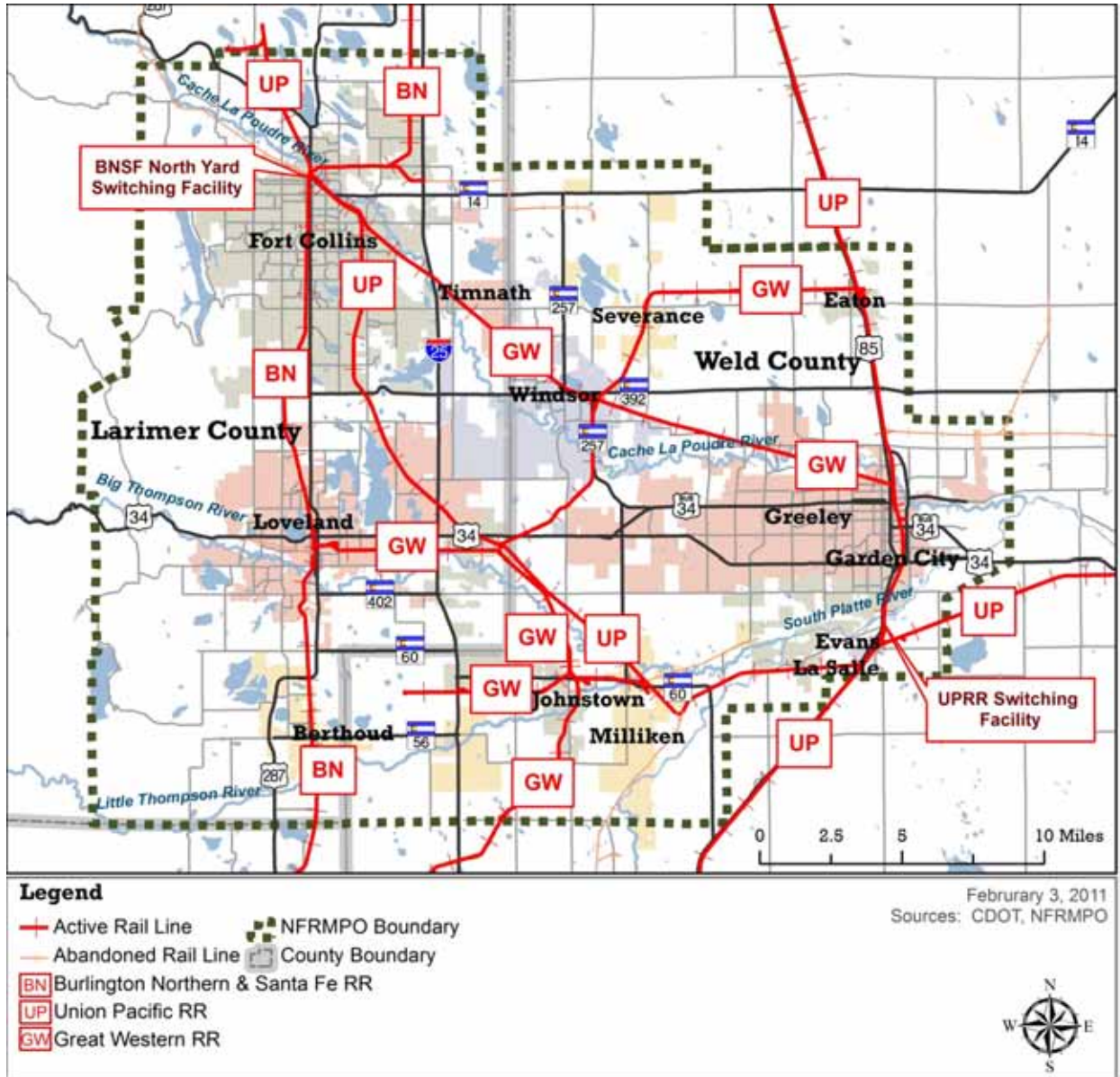


*Union Pacific Railroad switching station in LaSalle*





Figure 2-10 Rail System



## Freight Safety

The traveling public and freight movement interface on the roadway system and at rail crossings across the region. **Table 2-9** lists the number of crashes at rail crossings. Twelve crashes occurred at railroad crossings in 2006 through 2010, with three injuries (all of which occurred as a result of one crash) and two fatalities.

**Table 2-9 Railroad Crossing Crashes**

Year	RR	County	Jurisdiction	Crossing ID	Highway Name	Crossing Protection	Fatal	Injury
2006	GWRR	Larimer	Loveland	872128C	Denver Ave	Highway traffic signal, Cross bucks		
2007	BNSF	Larimer	Fort Collins	244622C	Horse Tooth	Gates, Cantilever FLS	1	
2008	BNSF	Larimer	Fort Collins	244647X	Summit View	Gates, Standard FLS, Audible, Cross bucks		
2010	BNSF	Larimer	Fort Collins	244632H	Plus St	Cross bucks	1	
2006	GWRR	Weld	Windsor	871917X	Eastman Park Dr	Cross bucks, Flagged by crew		
2006	UP	Weld	Milliken	804538S	SH 257	Standard FLS, Audible, Cross bucks		
2006	UP	Weld	Milliken	804539Y	CR 52	Cross bucks		3
2007	UP	Weld	Eaton	804853H	2nd St	Gates, Standard FLS, Audible, Cross bucks		
2007	GWRR	Weld	Windsor	244889T	CR 15	Cross bucks		
2008	UP	Weld	Eaton	804852B	CR 72	Cross bucks, Stop sign		
2008	UP	Weld	LaSalle	804355Y	CR 48	Cross bucks, Stop sign		
2010	UP	Weld	Eaton	804855W	5th St	Cross bucks, Stop sign		

To evaluate the relative safety of truck travel on the roadway network, the percent of overall crashes involving a truck have been compared against the percent of truck traffic on a particular segment of roadway. Due to limitations in the data for non-State Highway facilities, this comparison is limited to the State Highway portions of the Regionally Significant Corridors. **Table 2-10** shows the percentage of truck traffic, which is a weighted average of the State Highway segments that comprise the corridor, and the percentage of truck crashes (i.e., the percent of the total crashes that involved a truck), which is also a weighted average for the corresponding State Highway segments. The truck traffic is for the year 2008 and the crash data is for the five year time period June 2001 – June 2006. In most of the Regionally



Significant Corridors, the percentage of crashes involving trucks is less than the percentage of truck traffic.

**Table 2-10 Truck Crash Rates**

Corridor	Description	% Truck Traffic	% Truck Accidents
1	US 287	5.0%	2.4%
2	SH 1	3.0%	3.4%
3	I-25	12.8%	8.3%
4	SH 257	8.6%	8.6%
5	Two Rivers Parkway/SH 60	7.5%	1.7%
6	US 85	10.8%	3.6%
7	SH 14	8.5%	0.1%
8	Prospect Road	NA	NA
9	SH 392	8.5%	4.1%
10	US 34	5.3%	2.8%
11	SH 60/SH 56	5.3%	6.1%

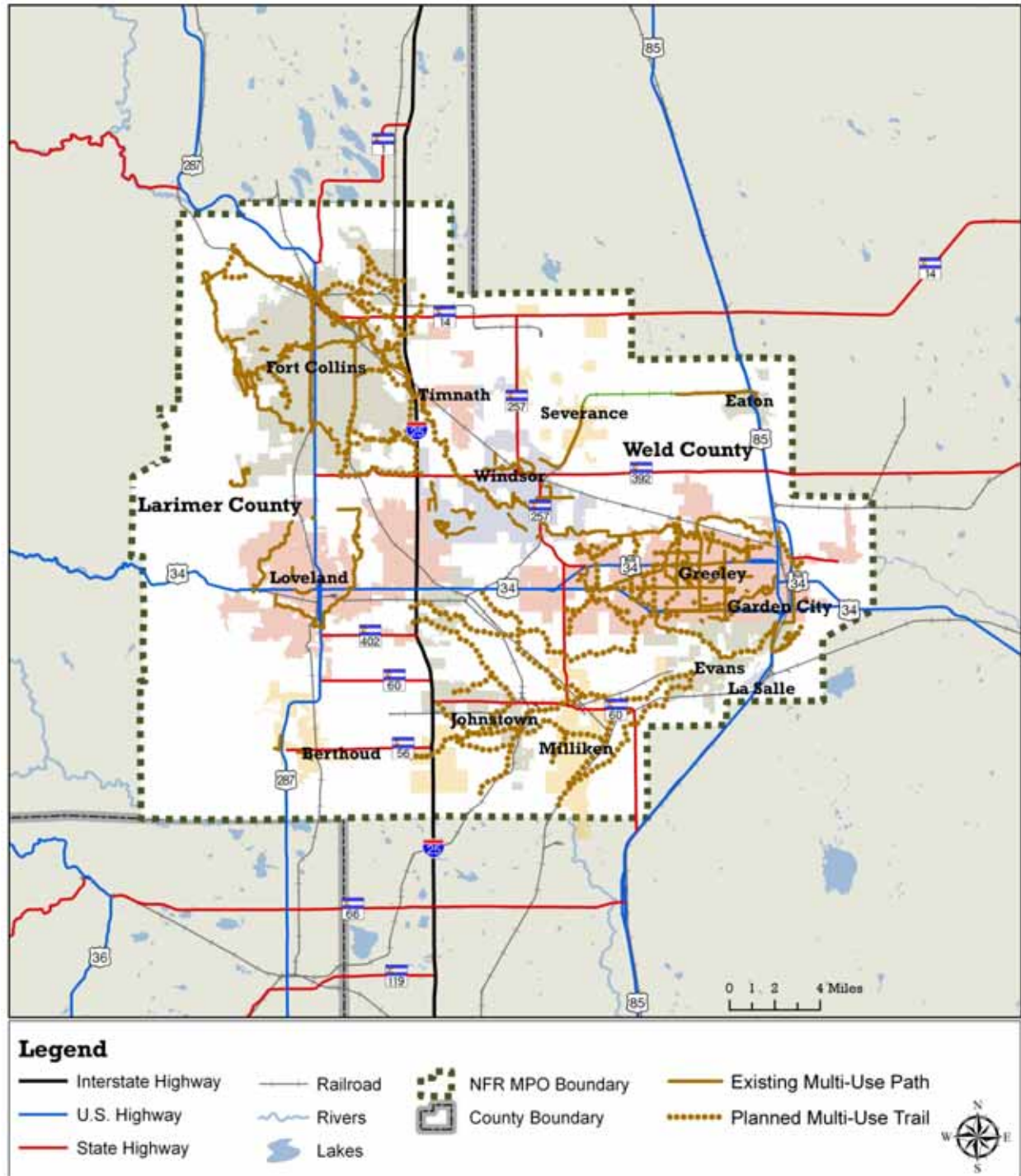
## D. Bicycle and Pedestrian System

The NFRMPO identified regional bicycle and pedestrian facilities on Regionally Significant Corridors as well as those that are included in local transportation plans. Facilities identified include multi-use off-street trails, on-street bicycle lanes, and on-street bicycle routes. The following are common definitions of these types of facilities:

- ▶ **Multi-Use Off-Street Facility** – a hard or soft surface trail that is designed to be used by commuters and recreationalists. These facilities are accessible to bicycles, pedestrians, equestrians, and other non-motorized users.
- ▶ **On-Street Bicycle Lane** - an on street bicycle facility delineated by pavement markings and signage for the use of bicyclists. Typically located on roadways with classification of collector and above.
- ▶ **On-Street Bicycle Route** – an on street bicycle facility, delineated by signage only. These facilities tend to be located on lower volume residential streets or in semi-rural areas.

The facilities in the following maps were identified from a number of sources, including the *Colorado Front Range Trail Corridor Plan* (Colorado State Parks, April 2000), local Master Street Plans and Standards, as well as existing local bicycle and pedestrian plans. They were further refined by discussions with individual local governments. **Figure 2-11** shows the existing and planned multi-use trails and segments. **Figure 2-12** shows existing and planned on-street bicycle lanes and routes.

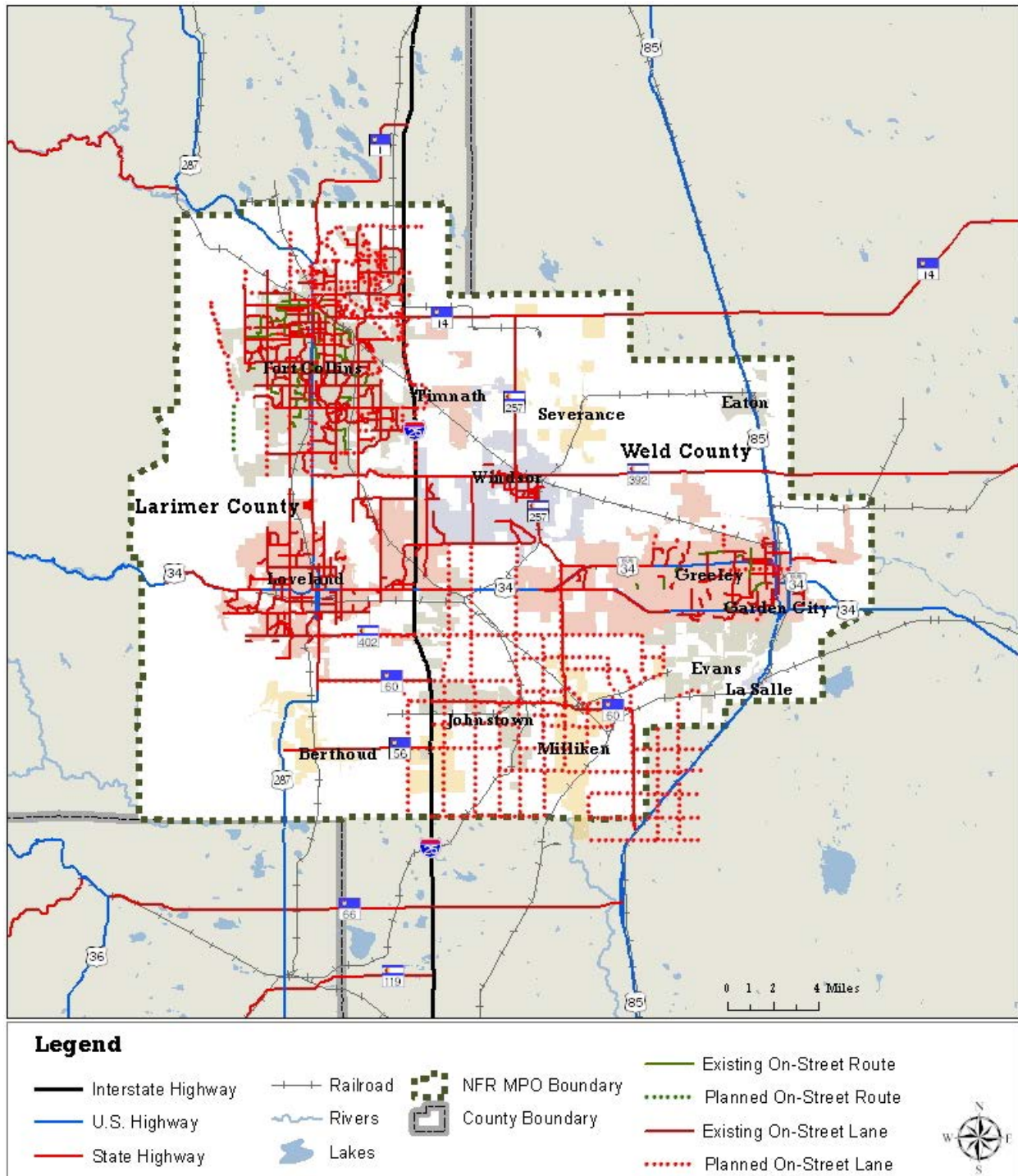
**Figure 2-11 Off-Street Multi-Use Trails**







**Figure 2-12 On-Street Bicycle Facilities**



## E. Transportation Demand Management Program

Transportation Demand Management (TDM) – also known locally as Transportation Efficiency Programs – can be described as the actions that improve transportation system efficiency by altering transportation system demand rather than embarking on roadway capital expansion. TDM strategies include the following:

- ▶ Reducing trip length or time (less time congesting roadway)
- ▶ Encouraging off-peak travel (travel during less congested periods)
- ▶ Reducing single occupancy vehicles (fewer vehicles during congested periods)

In 1996, the NFRMPO began implementation of the SmartTrips™ program for Northern Colorado with allocated staff from the NFRMPO and the communities of Fort Collins, Greeley, and Loveland. The program was part of a package of strategies developed to reach the goals established in the Long Range Regional Transportation Plan (RTP) which includes reducing the number of trips made by single occupant vehicles (SOVs) by 10 percent by the year 2015.

Later, the three local programs were dissolved to reduce confusion and to increase efficiency. The NFRMPO then began to administer the carpool (CarGo) and vanpooling (VanGo™) programs which support increased regional carpooling and vanpooling, decreased SOV use, and increased biking, walking, and telecommuting within the member municipalities.

The NFRMPO currently provides several TDM programs, including the VanGo™ vanpooling program, ridematching through the Go Portal ([www.smarttrips.org](http://www.smarttrips.org)), and business outreach services and events.

### NFRMPO Household Survey of 2010 and Implications for TDM

The NFRMPO conducted a household survey in 2009 for the four Front Range Colorado Metropolitan Planning Organization (MPO) sub-regions. The NFRMPO collected data throughout the NFRMPO region and documented it in the *NFRMPO Household Survey of 2010*. The survey was conducted in the same manner across all of the sub-regions, providing a snapshot of current travel behavior throughout the Front Range. The data can be used to target TDM service improvements for existing programs as well as exploring the potential for new services and programs in the NFRMPO region.

Key differences between the cities, towns, and rural areas in the NFRMPO are reflected in the household travel behavior. Some characteristics include:

- ▶ **Greeley/Evans** – Households in the Greeley/Evans area are the most different from the other four areas. Consisting of more retirees and minorities than other areas, these households tend to be smaller, with fewer vehicles, fewer students, fewer workers, lower incomes, and the highest disability rates. The Greeley/Evans area has higher renter rates, and respondents are more likely to hold a transit pass than other areas of the region, with the exception of Fort Collins. Households in the Greeley/Evans area use transit more frequently than other parts of the region. Thirteen percent of Greeley/Evans drivers do not have a driver's license, which may contribute to higher levels of walking or transit use.



- ▶ **Loveland** – Loveland households generally tend towards average characteristics for the region. They report somewhat smaller household sizes and number of workers per household, but higher-than-average renters. Loveland households have above-average transit usage for the region.
- ▶ **Fort Collins** – Fort Collins households report smaller-than-average household sizes and fewer vehicles. These households report the highest levels of non-motorized travel in a typical week and the highest levels of holding a transit pass. Household members have higher-than-average education levels and more students per household than the other areas. Fort Collins respondents have a higher average number of bicycles per household and report riding a bicycle or walking to work or school more frequently than in other parts of the region.
- ▶ **Larimer County** – Household size in non-urbanized Larimer County is smaller than average, but respondents report the highest number of vehicles per household. They have the highest licensure rate, lowest levels of disability, above-average number of workers per household, and have the highest reported income levels in the area.
- ▶ **Weld County** – Respondents in Weld County are similar to those in Larimer County, except that they have lower education rates and more Hispanic households than the regional average. They are younger, have more students, and report the largest household size. Transit use is lowest in outlying areas of Weld County.

### I-25 Carpool Park and Ride Study

In the summer of 2010, the NFRMPO conducted a survey to find out how park and rides (PNRs) are being used along the I-25 corridor in Northern Colorado. The following six park and rides were surveyed during morning (a.m.) and evening (p.m.) peaks on weekdays during July and August 2010:

- ▶ Harmony (Fort Collins)
- ▶ SH 392 (Windsor)
- ▶ US 34 (Loveland)
- ▶ SH402 (Loveland)
- ▶ SH 60 (Johnstown)
- ▶ SH 56 (Berthoud)

The results of the surveys show a significant change in PNR use compared to previous surveys. Highlights from the 2010 survey include:

- ▶ SH 402 and SH 60 approached or exceeded 100 percent capacity on the days surveyed. At the SH 402 PNR, which currently has 88 paved spaces, users also were parking in a makeshift unpaved extension of the lot.
- ▶ SH 392 had the largest drop in use (from 36 vehicles in previous surveys down to 11 - 12 vehicles).
- ▶ License plate data collected from 532 license plates and matched with home addresses in Northern Colorado reveals that 38 percent of the cars at the six PNRs were from the Fort Collins

area, while 25 percent were from the Loveland area. Greeley, Berthoud-Johnstown, and Denver-Metro each yielded between 9 and 10 percent.

- ▶ Carpools represent more than 70 percent of the overall usage at PNRs in the NFRMPO region. Vanpools account for 24 percent of the vehicles leaving in the morning and 20 percent of the vehicles arriving in the afternoon. Harmony Road PNR had the largest number of morning and afternoon carpools (39 and 48 vehicles, respectively).
- ▶ 54 percent of carpools in both the morning and afternoon contained two passengers while the three passenger vehicles accounted for 11 and 18 percent respectively.

## Regional TDM Efforts

The NFRMPO serves as the regional coordinator for TDM programs in the NFRMPO area which includes the VanGo™ Vanpool Services program and business outreach.

### SmartTrips™

SmartTrips™ is an NFRMPO program that provides resources, information, and incentives to help area residents travel by means other than by single occupancy vehicles. Funding cuts in recent years have resulted in the scaling back of both the number and scope of TDM programs offered by SmartTrips™, particularly at the local level. The NFRMPO has focused on regional modes of transportation which includes carpooling and vanpooling along with the ridesharing website smarttrips.org.

### VanGo

The VanGo™ program, managed by the NFRMPO, provides vanpool services to meet the origin and destination needs of commuters in the region and between the North Front Range and the Denver metro area. The program, in operation since 1994, has grown throughout the years to a peak of more than 500 riders (in 2008). The program is more fully addressed in the transit section toward the end of this chapter.



### CarGo

Carpool matching is provided by CarGo, a ridesharing system available through the smarttrips.org web site (the same web site used by the VanGo™ program). The CarGo program enables users to receive personalized carpool matches. The tool matches willing carpool participants who live near each other and are traveling in the same direction and during the same time to share the ride to school or work.



### The Go Portal (GreenRide)

The NFRMPO has developed a new online commuter service called The Go Portal (GreenRide) which will enhance the current services that allow commuters to find carpool matches, calculate commute savings, and get information on commute options. Commuters will also be able to track their carpool trips and earn incentives with The Go Portal. Users of both VanGo™ and CarGo may also track their savings, calories burned, and reduction in carbon monoxide emissions by using a savings calculator.



The new tool can also be used by employers to promote and gather data on their own programs, provide incentives for employees, and assist employers in implementing successful commute programs. GreenRide will be provided free of charge to employees and employers in the NFRMPO region.

### **Bicycle Programs**

The NFRMPO works with CDOT and local governments to promote Bike Month and Bike to Work Day every June. In addition, there are more than 290 miles of bicycle facilities (bike routes, paths, lanes, and off-street trails) within a quarter mile of the Tier One Regionally Significant Corridors in the region (I-25, US 34, and US 287 and parallel facilities, as defined in the 2035 RTP). Also, the [smartrips.org](http://smartrips.org) website allows users to track miles of bicycle travel. Tracking of these miles will serve as an important measure for the program. Personal and employer incentives will need to be employed to increase reporting participation.

### **Local Government TDM Efforts**

Local governments in the NFRMPO region are also involved in TDM efforts. Transit and bicycle programs are the most common focus of TDM efforts in the NFRMPO region. Some local governments have also developed Intelligent Transportation Systems (ITS) that provide information to travelers about traffic, weather, construction, and other travel factors.

### **City of Fort Collins**

The City of Fort Collins is the largest city in the NFRMPO region, with a population of 143,986 (2010 Census). It is an economic and academic hub within the region and is home to Colorado State University (CSU).

### **FCTrip**

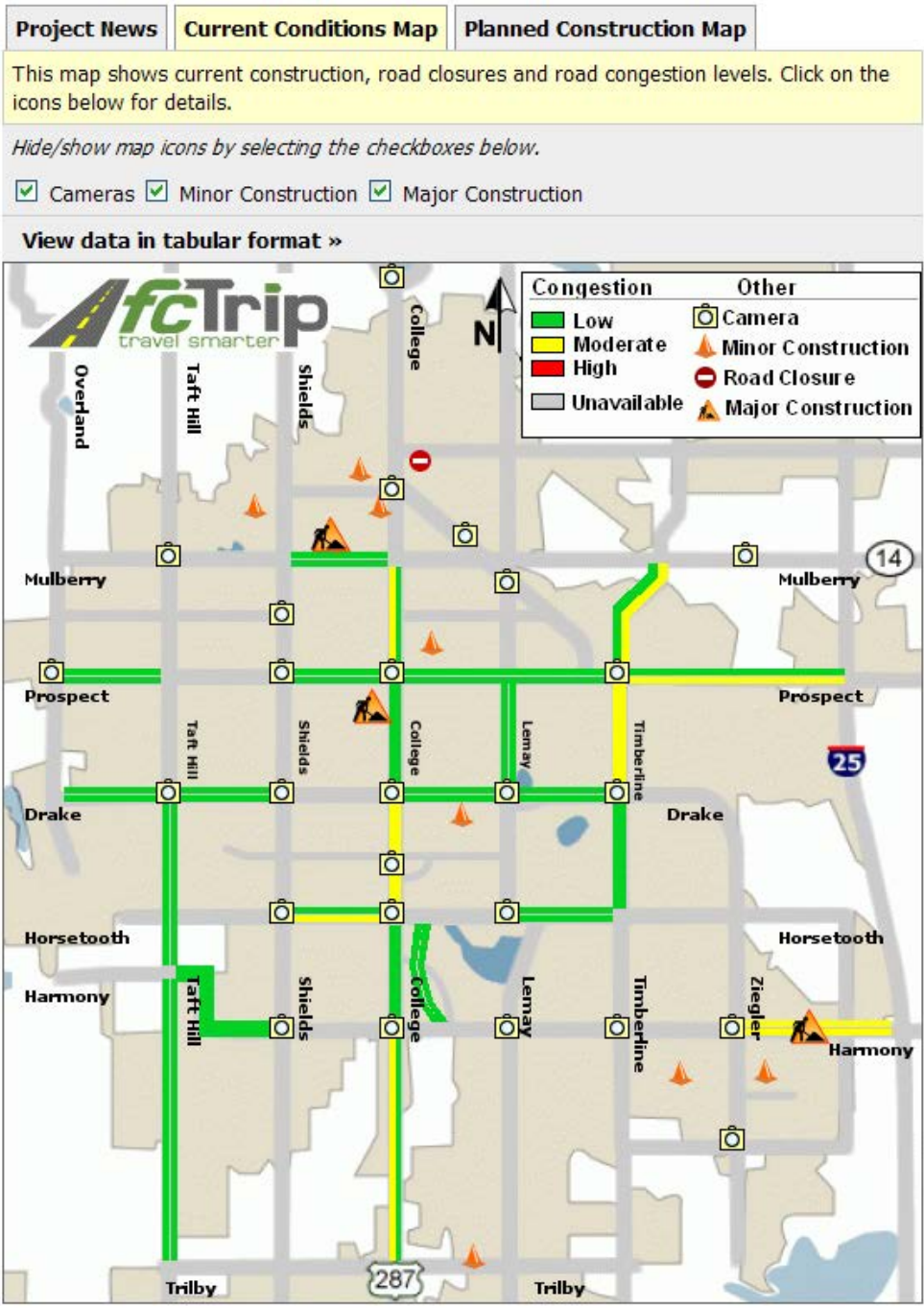
FCTrip is a web-based application that provides information to travelers in the City of Fort Collins. FCTrip provides:

- ▶ Timely and accurate information regarding traffic conditions
- ▶ Information regarding alternative modes of transportation
- ▶ Information on weather conditions, work area traffic/construction
- ▶ Links to Denver Metropolitan Area traveler information
- ▶ Technology foundation for future North Front Range Traveler Page

FCTrip provides this information through a network of closed-circuit television cameras, video detectors and pavement sensors. Users are able to view real-time maps that provide information on traffic conditions, congestion, construction, and road closures. An example FCTrip map is shown in **Figure 2-13**.



**Figure 2-13 FCTrip Map**



Map generated at <http://www.fcgov.com/fctrip/>



### **Fort Collins Bike Library**

The Fort Collins Bike Library<sup>1</sup> is a free service for residents, students, and visitors to Fort Collins. Members can borrow a bike for as short as one hour or for as long as seven days. The Bike Library is a cooperative effort between the City of Fort Collins, Bike Fort Collins (a local advocacy group), and the Fort Collins Bike Co-op, which provides maintenance and rehabilitation for the library's bikes. As of 2010, 1,950 registered patrons have logged 21,000 miles and 2,600 rider days, preventing 9.7 metric tons of carbon dioxide from being released into the atmosphere, according to Bike Fort Collins.

### **FC Bikes**

FC Bikes is the City of Fort Collins' bicycle program. The City completed a 2008 update to its 1995 Bicycle Plan and Program. The updated plan proposes improvements to nearly every facet of bicycling in Fort Collins. The goals, principles, and policies that pertain to bicycling established in *City Plan* and the *Transportation Master Plan* have set the foundation for the current policies, projects, and programs as well as the focus for the numerous recommendations provided. In addition, FC Bikes promotes bicycling in the city by sponsoring events such as Bike to Work Day, Winter Bike to Work Day (in December), and BikeWinter, encouraging cyclists to ride throughout the winter. Winter Bike to Work Day in December is the cornerstone event, with increased numbers of participants in each year since its inception in 2007. The City of Fort Collins Transportation Board recently incorporated a bicycle sub-committee.

### **Climate Wise**

Climate Wise is a free, voluntary City of Fort Collins program that is dedicated to helping local businesses reduce greenhouse gas emissions. The alternative transportation part of the program promotes the CarGo and VanGo<sup>TM</sup> programs, as well as School Pool.

### **Colorado State University – TDM Programs**

Colorado State University, with approximately 25,000 students enrolled, has a significant transportation impact on the City of Fort Collins. The presence of students and faculty affects the city's demographics and transportation system. For instance, Fort Collins has a higher level of bicycle commuting than the national average (and other parts of the region). This can be partially attributed to the student population. In addition, more than 35 percent of Fort Collins households reported that someone walks or bicycles to work or school at least once a week (NFRMPO Household Survey of 2010). CSU has implemented TDM programs to alleviate parking issues and congestion, as described below.

All CSU students receive a pass to ride the Transfort bus system at no cost per ride. In addition, CSU offers reduced price annual faculty/staff bus passes (\$50 in 2010). The 2006 transit center at Lory Student Center includes a Transfort customer counter, flat screen monitors displaying departure times and news stories, and an indoor passenger waiting area to increase comfort and convenience. The transit center is certified LEED Gold.

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<sup>1</sup> The Fort Collins Bike Library is a pilot project funded by the North Front Range MPO Planning Council for a period of 3 years. Funding is made possible by a federal Congestion Mitigation Air Quality (CMAQ) grant. Once the pilot period is over, local funding will need to be secured.





Lory Transit Center, image courtesy of the CSU Facilities Management website

The Fort Collins Bike Library has a station at the Lory Student Center, with free access to bicycles to students, faculty, and staff. Colorado State University has recently purchased hundreds of new, user-friendly bike racks to accommodate more than 15,000 bicyclists daily (City of Fort Collins 2008 Bicycle Plan).

CSU also provides a full subsidy for employee vanpools through the VanGo™ program.

## **City of Greeley**

### **University of Northern Colorado (UNC) – TDM programs**

The UNC Bear Bus Blue and Gold Routes are a joint effort between Greeley Evans Transit and the students of the University of Northern Colorado. UNC students ride free with a student ID.

The Gold Route runs Monday through Friday, every 8-10 minutes, from 7:45 a.m. until 2:00 p.m. The route is designed to serve the University Center, West Campus residence halls, Student Recreation Center, Arlington Park Apartments, Gunther, Skinner and Kepner Halls, University Family housing, the Jackson Field complex, and Central Campus residence halls- Candelaria and Butler-Hancock.

The Blue Route runs Wednesday, Friday, and Saturday every 30 minutes from 9:00 p.m. until 2:00 a.m. The route provides evening service connecting the UNC Campus with downtown Greeley, South 8th Avenue, and the Grove Apartments.

## **City of Loveland**

### **Loveland Bicycling and Pedestrians**

The City of Loveland also sponsors an annual Bike to Work Day event, including a business challenge to encourage employers to promote cycling as transportation to their employees. Additionally, the City of Loveland's Engineering Department has partnered with the Thompson School District to promote the Safe Routes to School Program, a federally-funded program through CDOT. This program benefits children and the community by reducing traffic congestion in school zones, improving air quality, increasing physical activity of children and adults, and promoting safe neighborhoods.

The City of Loveland Bicycle and Pedestrian Plan will provide a comprehensive approach to identifying bicycle and pedestrian needs, reviewing improvements, and prioritizing implementation strategies and viable funding sources. The plan will look for opportunities to connect and integrate existing facilities.



Precise alignments may be determined during the implementation process. It is anticipated that the plan will be adopted in the middle of 2011.

### Local Transit Programs

Transit is a big part of TDM and a later section of this chapter provides more detail about the various transit programs. Briefly, programs in the region include:

- ▶ Transfort, Fort Collins
- ▶ FLEX, operated by Transfort, with service between Fort Collins and Longmont
- ▶ Greeley-Evans Transit (GET), Greeley-Evans
- ▶ City of Loveland Transit (COLT), Loveland
- ▶ Windsor Senior Ride, demand-responsive service in Windsor
- ▶ Berthoud Area Transportation Services (BATS), Berthoud
- ▶ Larimer Lift, Larimer County demand-responsive service
- ▶ Weld County Transportation program, demand-responsive transit service in Weld County

### Employer-based TDM programs

Employer-promoted TDM programs are an effective, locally-based mechanism to increase employee utilization of alternative modes for their commute to work.

A notable employer-based TDM effort in the region is the New Belgium Brewery. New Belgium actively promotes and supports bicycle commuting, both by their own employees and in general nation-wide. New Belgium employees receive a custom cruiser bicycle after a year of employment with the company. Team Wonderbike is New Belgium's bicycle commuter advocacy program which has more than 10,000 members who have pledged to offset more than eight million car miles per year by riding their bikes. New Belgium also offers local grants, sponsorships, and product donations to applicants whose objectives align with New Belgium's.

Another notable employer-based effort in Northern Colorado is AMD (Advanced Micro Devices). Just over a year ago, AMD purchased GreenRide Connect™, a web-based ride matching and trip reduction solution recognized for its ease-of-use and top performance in engaging user and organizational participation. Connect identifies personally relevant and more environmentally friendly transportation matches for users such as carpools, vanpools, bicycle buddies, park and ride, and transit. AMD also holds an annual transportation fair that encourages employees to seek out information on alternative methods of transportation. AMD has also solicited coupons and prizes from area bicycle shops to use as awards and incentives during their annual Bike to Work Month each June.

Two high tech companies in Fort Collins, Intel and LSI Corporation, have taken the lead in establishing first class facilities for their employees who bike to work. Both companies invested heavily in constructing secure, lockable weatherproof bike lockers that are just outside the employee entrance to their facilities. The bike locker area at both companies is protected by around the clock video

surveillance. In addition to the storage facilities provided, both companies have also built change facilities with lockers and showers. These facilities are available to all employees who ride or walk to work or who might want to work out during their lunch break. In addition to the bike facilities, both of these employers have designated reserved parking spaces in their parking lots for carpools and hybrid/low emission vehicles.

Another company that has encouraged alternative modes of transportation for its employees is Platte River Power Authority (PRPA) headquartered in Fort Collins. PRPA helped establish a vanpool for several of its employees who live in Loveland and Fort Collins and who work at the remotely located Rawhide Power Plant 20 miles north of Fort Collins. The company has established a flexible benefits plan in which the monthly vanpool fare is pre-deducted from employee paychecks, thus reducing their tax liability.

CDOT offers TDM programs to its employees located throughout Colorado. Employees who work in the NFRMPO region are provided with a monthly commuter check worth \$35 to subsidize vanpool costs. Employees who travel to the Denver metro area for meetings are provided with an RTD Eco Pass to allow them to ride transit. Full-time employees who commute to the Denver region from the NFRMPO region are also provided with Eco Passes. CDOT sponsors Bike to Work Day events in June at all of its statewide offices and provides incentives for employees to ride their bikes to work through the month of July.

Several employers promote transportation alternatives in conjunction with other events at the workplace, most commonly health fairs. These employers include:

- ▶ Hewlett-Packard
- ▶ Intel
- ▶ Weld County
- ▶ Hach
- ▶ AMD
- ▶ Avago Technologies
- ▶ Platte River Power Authority - Rawhide Power Plant
- ▶ LSI Corporation
- ▶ Advanced Energy, Inc.
- ▶ Rickards Long & Rulon, LLP
- ▶ Gallegos Sanitation
- ▶ Poudre River Public Library District
- ▶ State Farm Insurance – Great Western Region
- ▶ Woodward Governor
- ▶ McKee Medical Center



## F. Aviation Facilities

Two airports currently operate within the NFRMPO region; Greeley-Weld County and Fort Collins-Loveland. The Fort Collins Downtown Airport closed in 2006. Each of the two operating facilities is described in more detail below and represented in **Figure 2-14**. This information was provided by the CDOT Aeronautics Division.

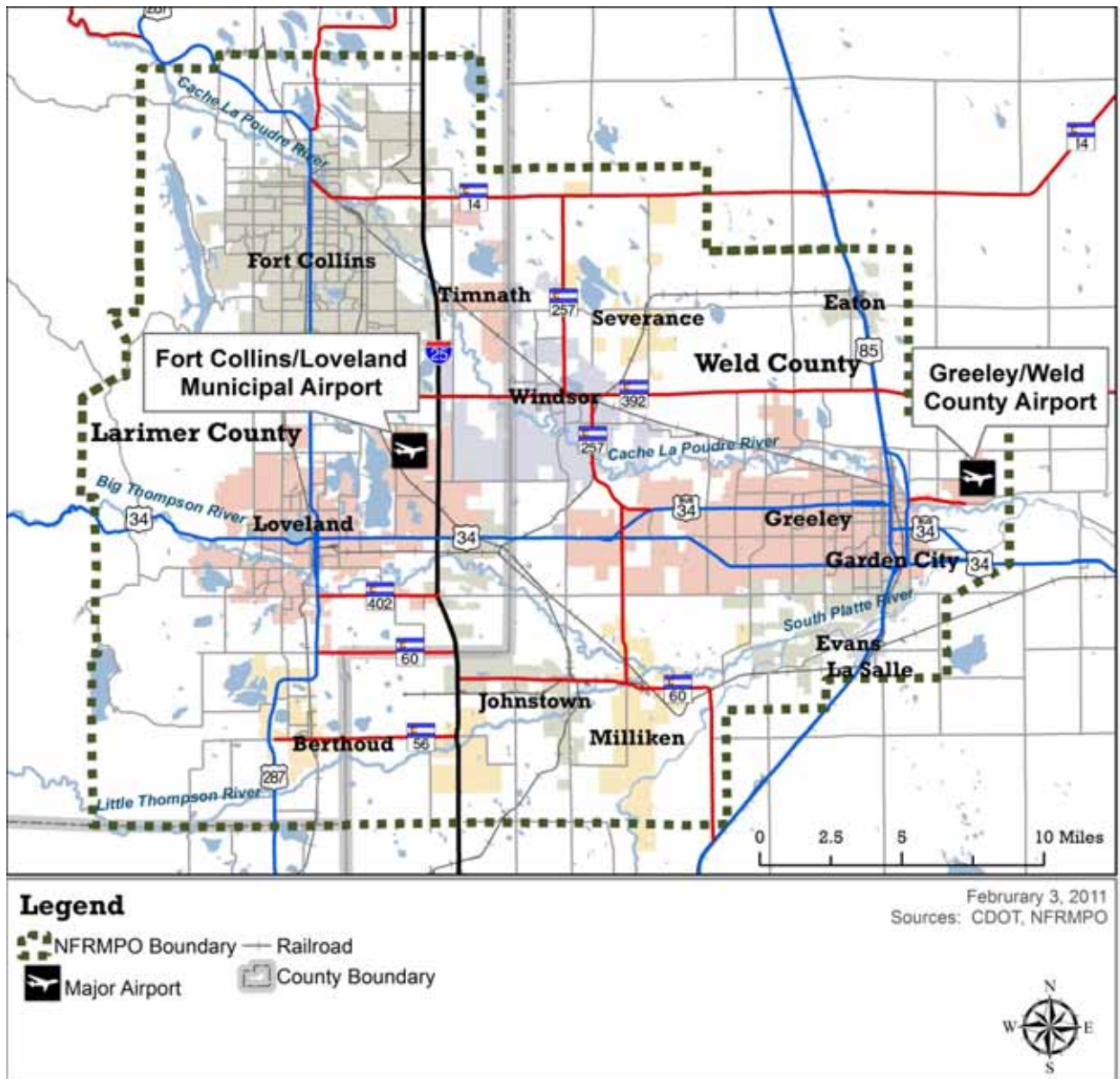
### Greeley-Weld County

The Greeley-Weld County Airport is a large general aviation airport with two runways: 9/27 and 16/34. Runway 16/34 is 10,000 feet long and 100 feet wide. This runway has an asphalt surface and medium intensity runway lighting. Runway 9/27 is 5,800 feet long and 100 feet wide. This runway also has an asphalt surface with medium intensity runway lighting. The airport is equipped with a VHF (Very High Frequency) Omni-directional Range (VOR), an Instrument Landing System (ILS) and a Global Positioning Satellite (GPS) and NDB (Non-Directional Radio Beacon) as aids to navigation. As of April 2010, the airport had 143,000 operations for the previous 12 months; in 2003 it had \$73,102,000 in economic activity, with 1,436 related jobs. In 2007, the airport employed 1,766 people with a total payroll of approximately \$65,000,000. The total economic impact of the airport (including direct, indirect, and induced impacts) is estimated to be \$120,800,000. (Source: *Colorado Airports Economic Impact Study, 2008*)

### Fort Collins-Loveland

Fort Collins-Loveland Airport is a Commercial Service aviation airport, which operates under a limited Federal Aviation Regulation (FAR) Part 139 certificate. This Regulation establishes operation procedures for commercial service. Allegiant Air serves Fort Collins-Loveland three times a week with the McConnell Douglas-80 series of aircraft. The airport has two runways - 15/33 and 6/24. Runway 15/33 is 8,500 feet in length and has a width of 100 feet. This runway has an asphalt surface with high intensity runway lighting. Runway 6/24 is 2273 feet in length and 40 feet in width. This runway has an asphalt surface but does not have any runway lighting. Fort Collins-Loveland has a VOR, ILS, and GPS as navigation aids. The airport has approximately 100,000 annual operations. In 2007, the airport employed 749 people with a total payroll of approximately \$21,600,000. The total economic impact of the airport (including direct, indirect, and induced impacts) is estimated to be \$56,000,000. (Source: *Colorado Airports Economic Impact Study, 2008*)

**Figure 2-14 Airports**







## G. Intelligent Transportation System (ITS)

In 2011, CDOT, in cooperation with the cities, towns and the NFRMPO developed a Strategic Plan in 2011 for the deployment of Intelligent Transportation System (ITS) in CDOT Region 4 over the next ten years.

The purpose of this project was to update and expand the previously developed ITS Strategic Plan and ITS Architecture to include all of the geographic area in Region 4. Specific tasks included an assessment of how ITS can address critical transportation problems, an inventory of existing and planned ITS applications, generation of an ITS Strategic Implementation Plan and development of an ITS Regional Architecture. The CDOT Region 4 ITS Strategic Implementation Plan (CDOT R4 ITS Plan) provides a comprehensive document that details a vision and framework for the application of ITS to meet recognized transportation problems within the region.

The CDOT Region 4 ITS Plan shows how ITS applications will be implemented in a systematic and coordinated manner using a corridor approach. The CDOT R4 ITS Plan identifies the funding needs, recommended deployment time frames, and potential funding sources. For more information, the ITS Plan is located on the NFRMPO website.

### National ITS Architecture and Standards

This plan conforms with the National ITS Architecture and Standards (1997) that guide the standardized development and deployment of ITS across America. The purpose of the National ITS Architecture is to foster institutional agreement and technical integration for the implementation of ITS projects or groups of projects into regional ITS systems. The National ITS Architecture defines the ITS system components, key functions, organizations involved in developing an architecture, and the type of information to be shared between organizations and between parts of the system.

### Committee Findings

The NFRMPO recruited members of the Technical Advisory Committee (TAC) and Transit Advisory Group (TAG) to participate in the Transportation Service Area meetings on behalf of the region towards the end of 2010 and the beginning of 2011. **Table 2-11** identifies the regional transportation problems and their alignment with ITS Transportation Service Areas. The ITS Plan includes additional information about ranking of regional transportation problems, as well as an ITS Element Inventory. Those lists are not included in this plan because they will change periodically.



**Table 2-11 Transportation Problems and ITS Transportation Service Areas**

	Problem	Regional Traveler Info.	Regional Transportation Ops.	Regional Traffic Incident Mgmt.	Transit Operations / Mgmt.	Maintenance and Construction	Regional Parking Mgmt.	Regional Data Mgmt.	Emergency M Mgmt.	Commercial Vehicle Ops.
1	Not enough real-time information (traffic conditions, incidents, and construction) provided to the travelers	X	X	X		X			X	X
2	Not enough real-time weather and pavement data	X	X	X		X	X		X	X
3	Not much awareness of available existing real-time information	X		X	X	X	X	X	X	X
4	No on-line trip planning services				X					
5	Not enough video surveillance to monitor traffic conditions, incidents and construction activities.	X	X	X		X			X	
6	Freeway/arterial congestion	X	X							
7	Synchronization of signals and strategies beyond TOD plans		X							
8	Event traffic management	X	X				X			
9	Lack of communications infrastructure	X	X	X			X	X	X	
10	Tracking and data collection from maintenance vehicles	X	X							
11	Not enough reliable communication for signals		X							
12	Security of key infrastructure		X							
13	Weather (high winds, flooding, and icing)	X	X	X		X			X	
14	Improve highway-rail crossing		X							
15	Incidents	X	X	X					X	X
16	Management of road closures	X	X	X					X	X
17	Speeding		X						X	
18	Not enough coordination and integration between other travel modes				X					
19	No priority for transit vehicles at signals		X		X					
20	Not many regional bus routes				X					
21	Lack of dedicated transit outreach to boost competitiveness				X					
22	Work zone management	X	X			X				
23	Parking management	X	X				X			
24	Not enough historic traffic count (volume) data		X							
25	Data sharing between agencies	X	X		X			X	X	
26	Lack of performance monitoring data		X							
27	Access to MDSS and CDOT Traveler Information		X	X	X					
28	Antiquated Business Systems									X
29	Inadequate support infrastructure									X
30	Champion for ITS within the Region	X	X	X	X	X	X	X	X	X
31	Lack of adequate funding	X	X	X	X	X	X	X	X	X



## H. Transit System

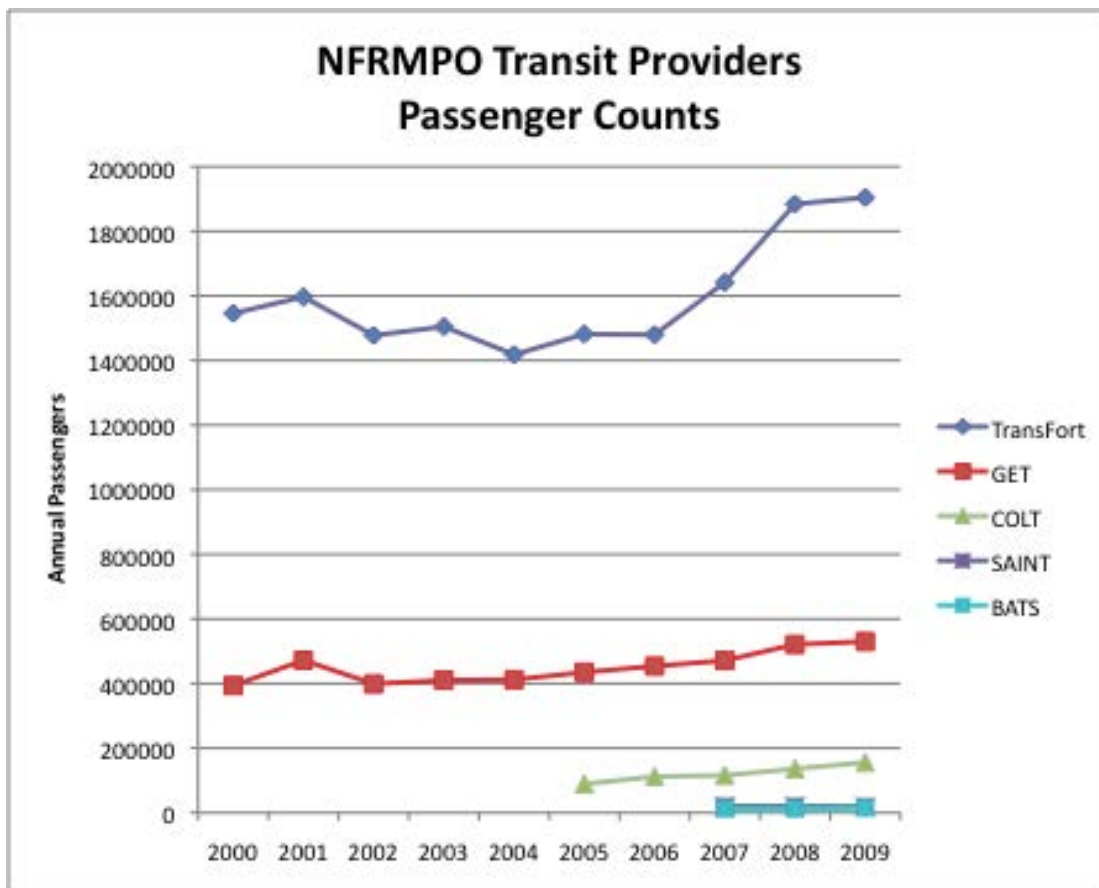
This section provides information on municipal, county, private, and non-profit transit providers. These entities operate services in urban and in rural areas, including limited inter-regional services.

### Public Transportation Providers

Current municipal and county systems include those operated by the cities of Fort Collins, Loveland, and Greeley, the Town of Berthoud, and the counties of Larimer and Weld. Other transportation services active in the region include the Senior Alternatives in Transportation (SAINT) volunteer driver program, and the SmartTrips VanGo vanpool program.

Public transportation in the NFRMPO has evolved primarily as a city or county government function. SAINT and the Berthoud Area Transportation Services (BATS) have evolved to meet the needs of seniors, while the transit services in Fort Collins, Loveland, and Greeley operate fixed routes serving broad markets. **Figure 2-15** illustrates the comparative levels of ridership among these systems.

**Figure 2-15 Ridership on Publicly Funded Services**



(Note: SAINT is just under BATS)

### Transfort – The City of Fort Collins

The Transfort system is owned and operated by the City of Fort Collins. Transfort provides fixed route and paratransit services. The paratransit service is known as Dial-a-Ride.

Transfort fixed routes are illustrated in **Figure 2-16**. Transfort operates 19 local routes and two regional routes. Routes generally run from 6:30 am until 6:30 p.m., Monday through Saturday, but there is considerable variation with some service until 10 p.m. to the Colorado State University (CSU) campus. There is no service on the major holidays. Transfort also adjusts its schedule depending on whether the CSU and the Poudre School District (PSD) are in session or not. CSU is in session approximately 150 days/year while the school district is in session approximately 183 days.

Transfort also operates the FLEX regional service between Fort Collins and Longmont through a partnership with the City of Loveland, the Town of Berthoud, the City of Longmont, and Larimer and Boulder counties. This project is described more thoroughly in the discussion of existing regional transit services, found after the description of municipal services.



*A Transfort bus carrying a rider's bicycle*

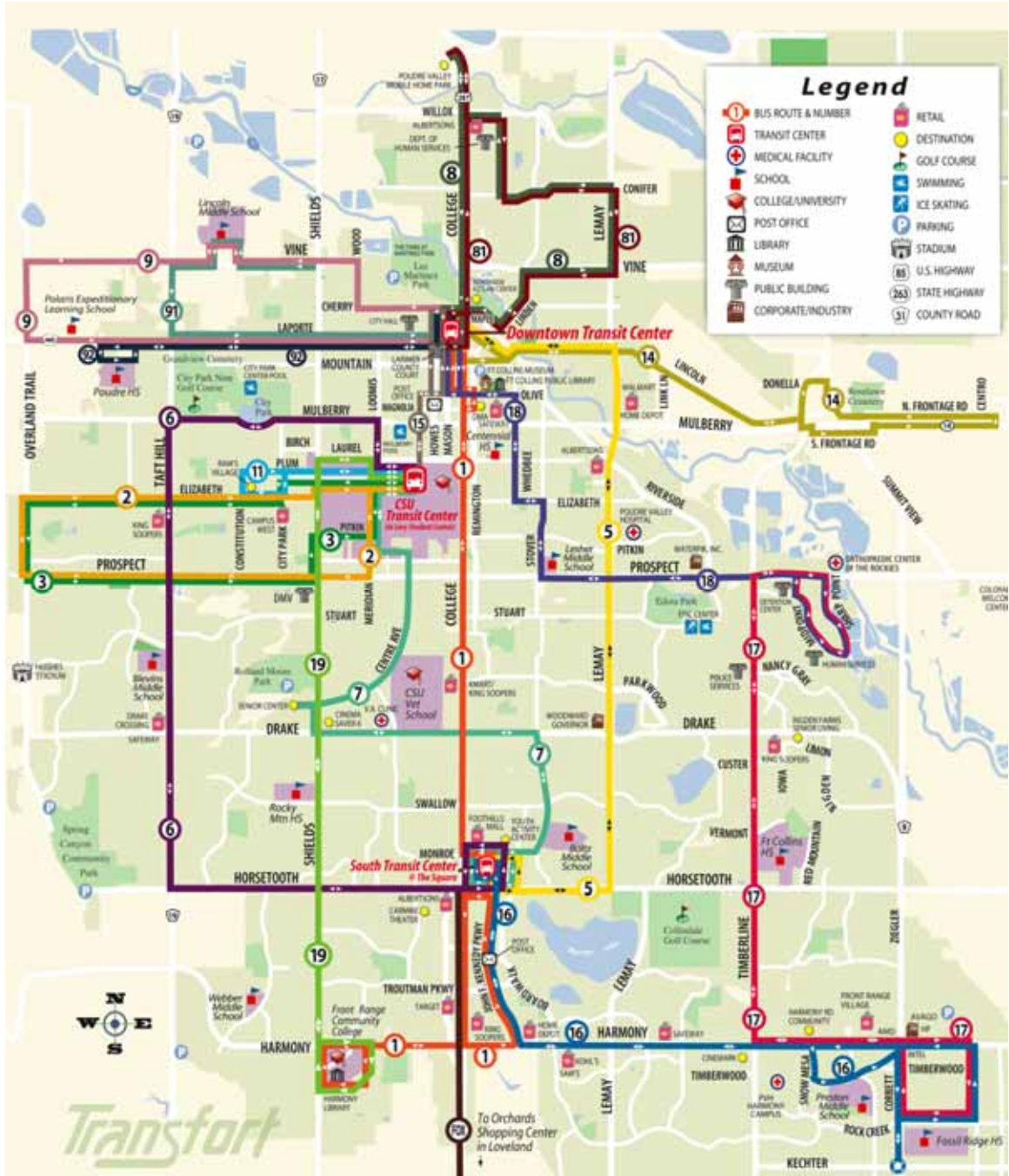
### Service Characteristics

Transfort tallied more than 1.9 transit riders in 2009 on the fixed route system. The system productivity was 27.2 riders per hour as shown in **Table 2-12**. Routes 2, 3, and 11 serve the CSU market and have some of the highest productivities in the system. These three routes carry a combined average of 63 passengers per hour, showing that Transfort has done an excellent job not only of building ridership in the student market but also of matching service levels to demand both when CSU is in session and not in session. Similarly, routes 91 and 92 are designed to serve Poudre School District students and operate limited hours with high productivity. The remaining routes average 21.5 riders per hour, a solid number for a system operating in a city the size of Fort Collins.

Transfort's Dial-a-Ride service provides paratransit service within ¼-mile of regular fixed routes. In 2009 the system provided 1,771 hours of service and carried 3,338 riders. Travel training is also provided to assist riders in learning to use the fixed route buses for some or all of their trips.



Figure 2-16 Transfort System Map





**Table 2-12    Transfort Route Statistics**

Route	Annual Passengers	Annual Service Hours	Passengers per Hour
1	312,729	13,989	22.4
2	181,496	4,313	42.1
3	156,760	2,680	58.5
4	5,686	359	15.8
5	88,561	3,967	22.3
6	106,646	5,073	21
7	74,371	4,378	17
8	130,702	3,835	34.1
9	55,377	1,971	28.1
11	252,319	2,364	106.7
14	49,018	2,587	18.9
15	105,765	4,528	23.4
16	72,226	6,522	11.1
19	48,968	2,787	17.6
91	4,145	91	45.5
92	5,289	55	96.9
17 & 18	137,233	6,514	21.1
FoxTrot	111,228	3,973	28
Specials	5,710	115	49.7
<b>TOTAL</b>	<b>1,904,229</b>	<b>70,099</b>	<b>27.2</b>

Source: Transfort. Hours estimated, except Specials hours.

The above information was reported for 2009 and includes operating statistics for the FoxTrot, a route connecting Fort Collins and Loveland on behalf of these two cities and Larimer County. This has now expanded to the FLEX route and operates between Fort Collins and Longmont.

### Vehicles

Transfort operates 31 full-size buses for fixed route service and 13 body-on chassis vehicles for paratransit services. All are accessible and 38 operate on Biodiesel fuel. The remaining six are fueled with compressed natural gas.

### System Characteristics

**Table 2-13** illustrates system-wide characteristics over the past several years. All categories show a steady increase, with a 29 percent increase in ridership and service hours. On the financial side, there was a 32 percent increase in costs and a 37 percent increase in fare revenues.

The City of Fort Collins funds Transfort with a combination of Federal Transit Administration (FTA) urbanized area funds, city general funds, operating revenues, and contract revenue for CSU students and Poudre School District. **Table 2-14** illustrates system-wide performance measures for Transfort.



**Table 2-13    Transfort Trends**

Characteristic	2006	2007	2008	2009
<b>Ridership</b>	1,479,241	1,641,407	1,884,197	1,904,229
<b>Annual Vehicle Miles</b>	640,677	774,466	798,952	791,627
<b>Annual Vehicle Hours</b>	54,665	66,675	68,368	69,984
<b>Annual Operating Cost</b>	\$4,553,023	\$5,857,751	\$6,288,216	\$6,001,968
<b>Annual Fares</b>	\$578,686	\$663,213	\$699,681	\$790,883

Source: Transfort

**Table 2-14    Transfort System-wide Performance Measures**

Performance Measures - 2009	Total
<b>Cost/Operating Hour</b>	\$85.76
<b>Passengers/Operating Hour</b>	27.21
<b>Cost/Passenger Trip</b>	\$3.15
<b>Subsidy/Passenger Trip</b>	\$2.74
<b>Farebox Recovery</b>	13.20%
<b>Ridership per Capita</b>	13.88
<b>Cost per Capita</b>	\$43.75

### **Greeley-Evans Transit (GET)**

Greeley-Evans Transit (GET) is operated by the City of Greeley. GET provides fixed route, demand-response, and paratransit services.

GET fixed routes are illustrated in **Figure 2-17**. GET operates six local routes plus evening demand-response services. Routes generally run from 6:30 a.m. until 6:30 p.m., Monday through Saturday, but some routes run until 8 p.m. Paratransit service is operated within ¼ mile of bus routes. There is no service on the major holidays. The Boomerang route only operates when the University of Northern Colorado (UNC) is in session. Demand-response service operates along the routes, with extended service during the evening, until 8:45 p.m. Monday through Friday and 9:45 p.m. on Saturday. Demand-response service is also available on Sunday from 7:45 a.m. until 1:45 p.m.

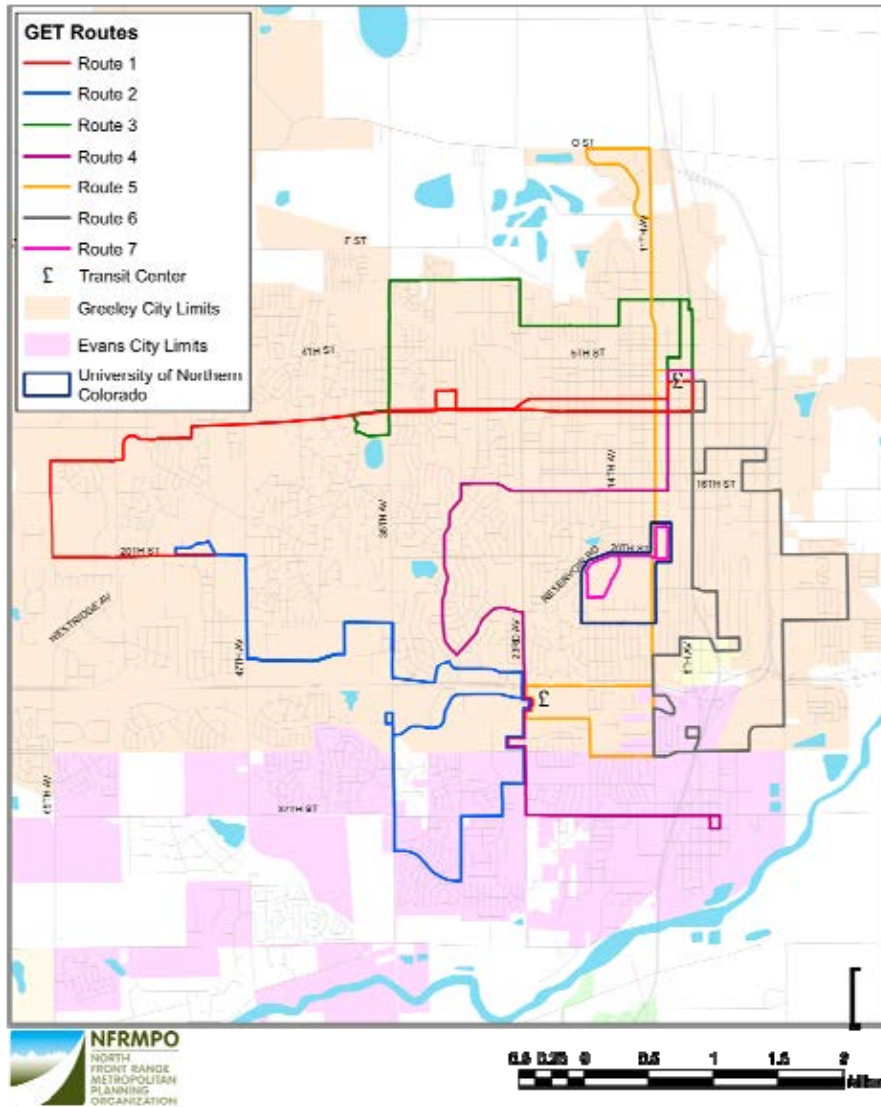
### **Service Characteristics**

GET carried nearly 530,000 passengers in 2009 on the fixed route system. The fixed route system productivity was 17.2 riders per hour as shown in **Table 2-15**. Route 7 serves the UNC market and carries 46.9 passengers per hour. The remaining routes averaged 15.2 riders per hour.

The paratransit and demand response services operated 15,123 hours of service and carried 26,088 riders for an average productivity of 1.7 riders per hour. This service uses one-third of the system service hours. Travel training is also available to assist riders in learning to use the fixed route buses for some or all of their trips.



**Figure 2-17 GET Fixed Route Services**





**Table 2-15 GET Route and Service Statistics**

Route	Annual Passengers	Annual Service Hours	Passengers per Hour
Route 1 / 2	55,649	4,016	13.9
Route 2 / 1	55,401	3,977	13.9
Route 3 / 4	36,496	4,054	9
Route 4 / 3	34,296	3,862	8.9
Route 5	202,012	8,043	25.1
Route 6	38,401	3,913	9.8
UNC Boomerang	107,722	2,297	46.9
<b>FR SUBTOTAL</b>	<b>529,977</b>	<b>30,162</b>	<b>17.6</b>
Paratransit/DR	26,088	15,123	1.7
<b>Total</b>	<b>556,065</b>	<b>45,285</b>	<b>12.3</b>

Source: GET

**Vehicles**

GET has a fleet of 26 vehicles.

**System Characteristics**

Trends in basic characteristics are illustrated in **Table 2-16**. GET held onto ridership gains that occurred in 2008 when gas prices increased, and ridership continued to grow in 2009. Over the three-year period, ridership grew by 10 percent while service hours remained steady. A 36 percent increase in operating revenues is the result of fare increases.

**Table 2-16 GET Trends**

Characteristic	2007	2008	2009
<b>Ridership</b>	504,487	541,770	556,065
<b>Annual Vehicle Miles</b>	589,635	557,739	537,251
<b>Annual Vehicle Hours</b>	45,222	45,997	45,285
<b>Annual Operating Cost (\$)</b>	\$2,111,672	\$2,557,364	\$2,553,479
<b>Annual Fares (\$)</b>	\$367,141	\$457,590	\$498,542

Source: GET

The \$2.5 million in operating costs are funded by fares, UNC contract revenues, and local and FTA funding. Service is provided to the City of Evans through a contract wherein Evans provides a portion of the local funding. The potential for losing the ability to use federal money for unrestricted operating expenses is an important concern for the City.<sup>2</sup>

<sup>2</sup> The cities of Greeley and Evans are awaiting the outcome of the 2010 Census and decisions by the US Department of the Census on how urbanized area boundaries will be determined for the next decade. There is a possibility that the Greeley/Evans area will be combined with Fort Collins and Loveland in a large Transportation Management Area. If this happens, the funding rules for large urbanized areas will apply, resulting in restrictions on funds for operating costs and a lower rate of FTA funding per capita.

A series of performance measures are shown in **Table 2-17**. The system has a very low cost per hour, reflecting the limited staff available to run the system. The other performance measures reflect a basic system that has a relatively high level of paratransit service compared to the fixed route services that are provided.

**Table 2-17 GET 2009 System-wide Performance Measures**

Performance Measure	System Total
Cost/Operating Hour	\$56.39
Passengers/Operating Hour	12.28
Cost/Passenger Trip	\$4.59
Subsidy/Passenger Trip	\$3.70
Farebox Recovery	19.50%
Ridership per Capita	5.04
Cost per Capita	\$23.14

Source: GET

### City of Loveland Transit (COLT)

The COLT system is operated by the City of Loveland Public Works Department. COLT fixed route service is provided from 6:40 a.m. to 6:40 p.m., Monday through Saturday, and it operates on one-hour headways. Paratransit service is available during the same hours for eligible passengers. The service is organized by three color-coded routes: Blue, Orange, and Green, as illustrated in **Figure 2-18**.

In addition, COLT is a partner in providing FLEX regional service between Longmont and Fort Collins. Other partners include the cities of Fort Collins and Longmont, Town of Berthoud, Larimer County, and Boulder County.

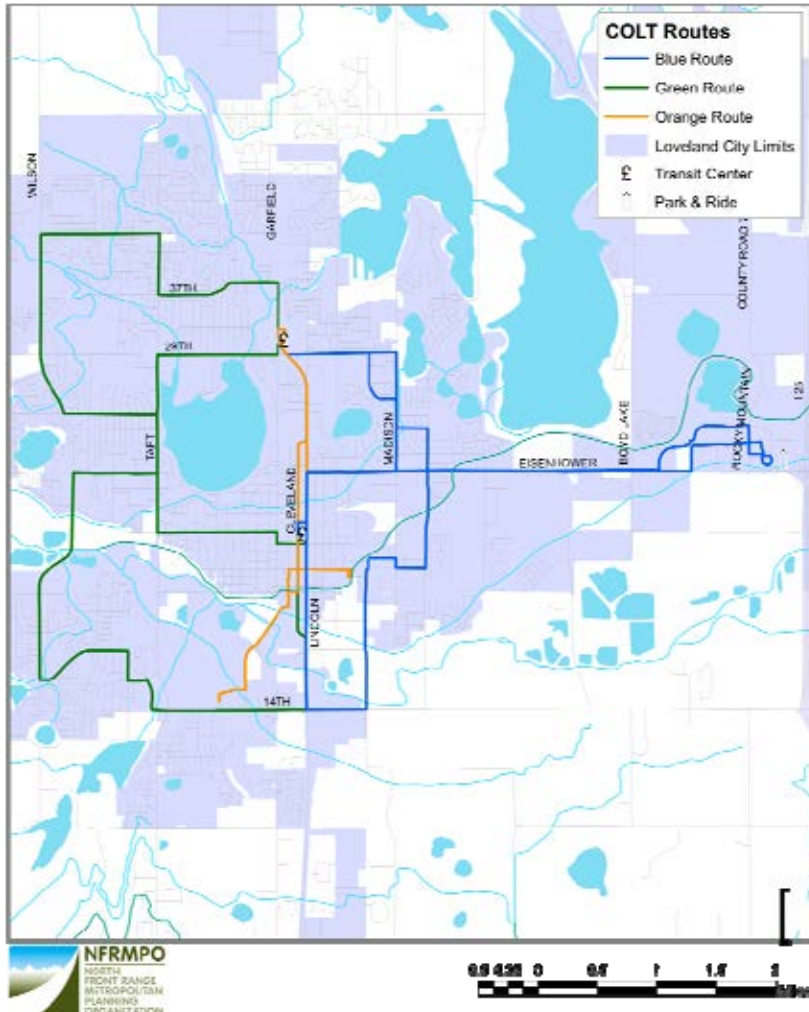
A regular one-way adult fare is \$1.25 and reduced fares are offered for seniors and youth. 20-Ride, Monthly and Annual passes are available at discounted rates. Regular paratransit trips are \$2.00 each way with 20- and 40-ride passes available at a discounted rate.

### Service Characteristics

COLT, while the smallest of the fixed route systems, has had steady increases in ridership each year. COLT provides significant service in the community with respectable levels of farebox recovery and riders per hour. As with Greeley-Evans Transit, the system has relatively high levels of paratransit service in relationship to its fixed route services. COLT has provided a relatively high level of demand response services to individuals in the community who are elderly or have disabilities. This has enabled the City to meet the mobility needs of its citizens while keeping fixed route services at a basic level. COLT route and service statistics are provided in **Table 2-18**.



**Figure 2-18 COLT Routes**



**Table 2-18 COLT Route and Service Statistics**

	Ridership	Hours	Passenger/Hour
<b>Blue</b>	55,171	3,660	15.07
<b>Green</b>	48,862	3,660	13.35
<b>Orange</b>	34,251	1,830	18.72
<b>Total</b>	138,284	9,150	15.11

Source: COLT, 2011

**Vehicles**

COLT has a fleet of 10 vehicles, a mix of full-size transit coaches and body-on-chassis vehicles. Two replacement vehicles (Gillig coaches) were delivered in January of 2011.

**System Characteristics**

COLT ridership grew by almost 40,000 riders between 2007 and 2009, as shown in **Table 2-19**. At the same time, the Annual Vehicle Hours decreased by 11% with vehicles operating at an average speed of 16.4 miles per hour in 2009.

**Table 2-19 COLT 2009 Trends**

Characteristic	2007	2008	2009
<b>Ridership</b>	115,895	136,255	155,695
<b>Annual Vehicle Miles</b>	184,058	192,481	200,370
<b>Annual Vehicle Hours</b>	13,617	14,112	12,237
<b>Annual Operating Cost</b>	\$900,070	\$948,463	\$978,013
<b>Annual Fares</b>	\$68,518	\$75,332	\$76,468

Source: COLT

Performance measures for the system show that COLT's operational costs are average, as shown in **Table 2-20**, and the riders per hour are comparable to that of GET. As with Greeley, this reflects a relatively high percentage of demand-response service and healthy ridership on the fixed routes. COLT has the lowest cost per capita of any of the fixed route systems. This is a reflection both of the operational efficiency and level of service. The City of Loveland provides 0.19 service hours per capita, compared to 0.38 for GET and 0.55 for the City of Fort Collins.

**Table 2-20 COLT 2009 System-wide Performance Measures**

Performance Measures 2009	Total
<b>Cost/Operating Hour</b>	\$79.92
<b>Passengers/Operating Hour</b>	12.7
<b>Cost/Passenger Trip</b>	\$9.28
<b>Subsidy/Passenger Trip</b>	\$5.79
<b>Farebox Recovery</b>	7.82%
<b>Ridership per Capita</b>	2.37
<b>Cost per Capita</b>	\$13.70

**Berthoud Area Transportation Services (BATS)**

Berthoud Area Transportation Service (BATS) is operated by the Town of Berthoud. BATS began providing transportation around Berthoud in 1992 before becoming a town service in 2006.

BATS provides shared-ride demand response service for the general public within Berthoud town limits or within the Berthoud Fire Protection District and will transport people to Loveland or Longmont. BATS operates Monday through Friday, 7:00 a.m. to 5:00 p.m. Service is not provided on most holidays. Rides must be scheduled at least 24 hours in advance.





BATS schedules trips to popular locations to improve efficiency. For example, it goes to Hays Market every Friday afternoon and Super Wal-Mart the second Monday of the month. BATS has been traveling to Loveland and Longmont daily, but the number of trips to these locations may be reduced with the initiation of the FLEX service.

BATS has a suggested donation based on the destination rather than a flat fare. Even with this voluntary system, fares cover about 8.5% of operating costs, a respectable level.

**Vehicles**

BATS operates with a fleet of 5 body-on-chassis vehicles.

**BATS Service Characteristics**

Trends in basic characteristics are illustrated in **Table 2-21**. BATS grew by more than 2,000 riders between 2007 and 2009 although ridership dipped in 2008. Ridership recovered strongly in 2009 with a 17% increase over 2007. Service hours increased by 16% in this timeframe, while fares more than doubled. The \$210,000 in operating costs is funded by fares, local, and FTA funds. The system is fortunate in that it has a small source of revenue, with one-cent of sales tax allocated to several town services, one of which is transit services.

**Table 2-21 BATS Trends**

Characteristic	2007	2008	2009
<b>Annual Ridership</b>	12,189	11,885	14,273
<b>Annual Miles</b>	81,642	99,696	112,172
<b>Annual Hours</b>	5,378	5,822	6,253
<b>Annual Operating Cost</b>	\$187,414	\$220,746	\$209,975
<b>Annual Fares</b>	\$8,520	\$13,520	\$17,571

Source: BATS

BATS service characteristics and performance measures reflect the demand response service mode as shown in **Table 2-22**. Considering the large geographic area the system covers, the system productivity is relatively high. BATS characteristics can perhaps be best compared with SAINT, although they use paid drivers rather than volunteers. Their budget and cost per hour remain low. While the riders per capita is low, again considering that it is a demand-response system, 1.4 riders per capita shows solid community use. By way of comparison, the City of Loveland has 2.4 riders per capita for their fixed and demand-response service. Fixed route systems in small cities generally carry 3-8 passengers per hour.

**Table 2-22 BATS 2009 System-wide Performance Measures**

Performance Measures 2009	Total
Cost /Operating Hour	\$33.58
Passengers/Operating Hour	2.3
Cost/Passenger Trip	\$14.71
Subsidy/Passenger Trip	\$13.48
Farebox Recovery	8.4%
Ridership per Capita	1.4
Cost per Capita	\$21.00

### **SAINT – Senior Alternatives in Transportation**

SAINT is a non-profit program that provides rides to seniors (aged 60 and older) and people with disabilities in Loveland and Fort Collins. SAINT volunteers drive their own cars. SAINT staff recruits volunteers, schedules rides, and provides a mileage allowance and extra insurance to the volunteers. SAINT’s 500 clients are served by 160 volunteers and four staff members (one full-time and three part-time). In addition, SAINT describes its services as follows:

- ▶ SAINT cannot provide transportation to individuals requiring wheelchairs or scooters.
- ▶ SAINT operates within Fort Collins and Loveland and provides transportation for any purpose to eligible riders. SAINT cannot provide transportation between the two cities or outside the city limits of each city.
- ▶ SAINT operates from 8:15 a.m. to 4:00 p.m. Monday through Friday. Weekend and evening rides may be available in Fort Collins only by special request. Riders must call to make reservations at least three business days in advance. Reservations are taken Monday through Friday from 8:00 a.m. to noon. Donations are suggested but no fare is required.

### **Larimer Lift**

The Larimer Lift, operated by Larimer County, is a demand-response service operating in the northern portion of unincorporated Larimer County, primarily to locations in Fort Collins. The service area extends from Wellington on the north end to East County Road 30 (Carpenter Road) on the south and covers only the area outside Fort Collins city limits. The west border is near Horsetooth Reservoir while the east border extends to the Larimer County line.

The service operates from 8:00 a.m. to 5:30 p.m. Mondays, Wednesdays, and Fridays and from 8:00 a.m. to 2:30 p.m. on Tuesdays, except for published holidays. Reservations must be made at least 48 hours, but not more than two weeks in advance. Trips may be scheduled Monday through Friday between 8:00 a.m. and 3:00 p.m. and the scheduler calls back after 4 p.m. with a confirmed reservation time. A basic client registration form must be completed.



## **Weld County Transportation Program**

The Weld County Transportation program is primarily a demand-response transit service for rural Weld County residents and connects outlying communities to Greeley by providing assistance to elderly, disabled, low income persons and the general public. The Transportation division is a subordinate division of the Department of Buildings and Grounds. NOTE: Greeley-Evans Transit is the primary transportation provider for "urban" residents.

In addition, Medicaid (not Medicare) may permit two methods of obtaining a ride with Weld County Transportation. These are Non-Emergent Medical Transportation (NEMT) and the Home and Community Based Service (HCBS) programs. Each has its own strict application and pre-authorization guidelines. Pre-Authorization must be obtained before Weld County Transportation can be utilized. Under these programs, trips may be made to adult day care centers and/or doctor's appointments outside the Weld County boundaries depending on proper authorizations.

Rides using Weld County Transportation can be obtained through three methods: FTA/CDOT, NEMT, and HCBS.

## **Windsor Senior Ride Program**

The Windsor senior transportation program operates out of the Recreation Department within the Town of Windsor. Service is provided for seniors ages 60 or older for trips to medical appointments and nutrition sites, on Wednesdays and Fridays, and for grocery shopping on Thursday mornings. The program also serves the disabled, but the disabled must go through a registration process prior to using the service. The disabled may use the service for the same trips as the seniors.

Passengers must call at least 24 hours in advance to schedule a ride, but may call up to one week in advance to make a trip reservation. The top destinations for the Senior Ride program outside of Windsor in order of demand are: Fort Collins, Loveland, and Greeley.

The Windsor Senior Ride program has a very modest budget and employs one driver, who works an average of 15 to 30 hours per week depending upon demand. The Senior Ride program coordinator is funded through the Town of Windsor's recreation budget and is therefore not included as a direct expense to the Senior Ride Program.

## **FLEX Regional Transit Service**

In June 2010 the FoxTrot route was replaced with the FLEX route, extending service to Berthoud and Longmont. The route terminates at RTD's Longmont Park-n-Ride at 8th Street and US 287. The service, now known as FLEX, is provided through a regional partnership between the cities and counties in northern Colorado and uses TransFort vehicles and drivers. This two-year pilot project connects riders in Fort Collins, Loveland, and Berthoud with the Denver Metro Area and Boulder. During peak morning and afternoon commute time, an express route operates on 30-minute headways at key stops between Fort Collins and Longmont. Off-peak service is provided on one-hour headways between Fort Collins and Loveland.

### 34-Xpress

The 34-Xpress is a discontinued service as of spring 2010. The 34-Xpress Bus was a commuter-oriented bus route that ran between Greeley and Loveland along the U.S. Highway 34 corridor. The intent of this pilot project was to provide transit access to employment centers along the U.S. 34 corridor and to demonstrate the positive potential of regional collaboration.

The 34-Xpress ran Monday through Saturday from the East Loveland Transfer Center at The Loveland Visitors Center to the South Greeley Transfer Center at The Greeley Mall.

### VanGo – Van Pool Program

A vanpool is a group of six to nine people with similar commutes (consistent start time and destination) of 20 to 80 miles to and from work who share a comfortable van provided by the VanGo™ Vanpool Program. They usually live and work in approximately the same areas and work roughly the same hours. Vanpool members pay a monthly fee that helps cover the costs of the van, fuel, maintenance and insurance. Driving responsibility is shared.

The VanGo website lists currently active vanpools and any available vacant seats. On June 4, 2010, there were 83 separate van pools, with 442 seats reserved out of 498 available. Full vanpools carry six people. Van Go showed 56 available seats in 38 vanpools. Waiting lists are maintained for the full vanpools.

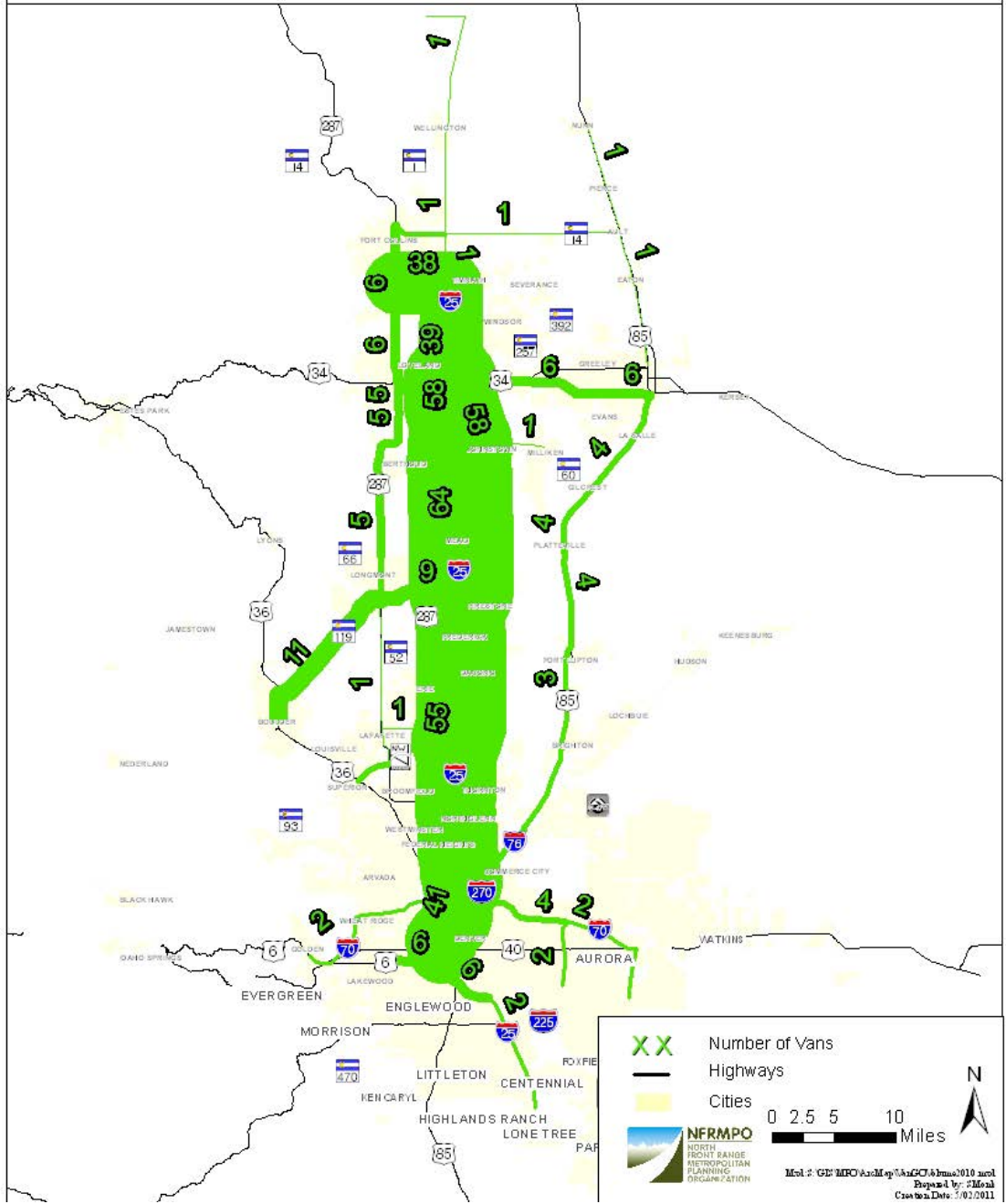
Each of the 83 vanpools has different pick-up and drop-off locations as well as times of travel. Despite the variety of vanpools, grouping them into routes shows the relative demand for travel on those routes. **Figure 2-19** and **Table 2-23** illustrate the general travel patterns of these regional riders, with strong demand along the north-south corridors. It is likely that a number of vanpool riders would also be interested in using transit service in the north-south corridors.

**Table 2-23 VanGo Service by Corridor**

Van Go Corridor	People	Percentage
<b>North-South Connections</b>		
Commuter Rail Corridor - Ft. Collins to Denver via Loveland and the US 287 corridor	213	48%
Commuter Rail Counter Flow to Fort Collins	43	10%
FasTracks Connection to Boulder and other communities	76	17%
FasTracks Connection Counter-Flow to Fort Collins	6	1%
<b>Subtotal Along Proposed Rail Corridors</b>	<b>338</b>	<b>76%</b>
I-25 Express Bus Corridor to Denver	31	7%
US 85 Commuter Bus Corridor Greeley o Denver	36	8%
North of Fort Collins	10	2%
<b>Subtotal North-South Flow</b>	<b>415</b>	<b>94%</b>
<b>East-West Connections</b>		
Fort Collins to Greeley	6	1%
Greeley to Fort Collins	9	2%
Greeley to Boulder	12	3%
<b>Subtotal East-West Flow</b>	<b>27</b>	<b>6%</b>
<b>TOTAL ALL ROUTES</b>	<b>442</b>	<b>100%</b>



**Figure 2-19 VanGo Volume (2010)**





## **Private Carriers**

Privately funded transportation services include SuperShuttle taxi and airport express services and intercity bus services operated by Greyhound, Black Hills Stage Lines, and El Paso-Los Angeles Limousine Express. The routes and schedules are described in this section.

### **Greyhound**

Greyhound Lines, Inc. is the largest provider of intercity bus transportation in the nation and operates primarily between major cities. TransFort partnered with Greyhound Lines, Inc. to provide ticket sales at the Downtown Transit Center in Fort Collins. Greyhound travels along I-25 serving Fort Collins to Denver, with two northbound and two southbound departures departing Fort Collins each day. No service is available between Greeley and Denver. No service is provided in Loveland or any of the smaller communities.

### **Black Hills Stage Lines**

Black Hills operates a route traveling between Denver, Greeley, and Fort Collins, with two southbound departures and one northbound departure from Fort Collins per day. Greeley has two southbound and one northbound departure per day.

### **El Paso-Los Angeles Limousine Express**

The El Paso-Los Angeles Limousine Express operates along US 85 and makes three southbound departures per day from Greeley to Denver, and three northbound departures from Denver to Greeley per day. The Greeley terminal is located at 2410 8th Avenue in the Agency Boutique Seis Rosas. The Denver terminal is located at 2215 California Street, a few blocks from the Denver Bus Station.

### **SuperShuttle**

SuperShuttle provides scheduled service between the communities in the region and Denver International Airport (DIA). It also operates Yellow Cab taxi service in Fort Collins, Loveland, and Greeley. SuperShuttle has several stops in Fort Collins, Wellington, Windsor, Loveland, and Greeley, stopping at various hotels and other commercial businesses. In Fort Collins, it also stops at the Harmony Transfer Center. Service from DIA to communities in the I-25 corridor departs hourly between 6 a.m. and 11 p.m. In the southbound direction, the first morning bus departs Fort Collins at 4:00 a.m. Service from DIA to Greeley departs every two hours, with the first bus at 5:45 a.m. and continuing until 11:40 p.m.

### **Green Ride Colorado Shuttle**

Green Ride provides service to DIA from Northern Colorado communities and Cheyenne, Wyoming. Twenty-one round-trips are provided daily, with hourly service from 3:30 a.m. until 11:30 p.m. for the Fort Collins area. DIA service operates hourly from 5:00 a.m. until 1:00 a.m. Pickup locations are at various hotels, the Harmony & I-25 park-n-ride, and Foothills Mall. Door-to-door service is also available.



## 3. SOCIO-ECONOMIC PROFILE

### A. Socio-Economic Data

Socio-economic data provides the basis for the travel demand model, which is used to project future travel volumes on roadways and transit ridership. The demographic forecasting process has two steps. The first is an overall forecast of housing and employment for the entire region. Second, a land use allocation model, CommunityViz, distributes the housing and employment forecasts geographically to the Transportation Analysis Zone (TAZ) level. For modeling purposes, the NFRMPO has developed 1,000 TAZs for which the household and employment data are compiled. The household and employment data are estimated for the area within the MPO modeling boundary, shown on **Figure 3-1**, which is somewhat larger than the MPO boundary. The socio-economic forecasts have been divided into four sub-regions as illustrated on **Figure 3-2**.

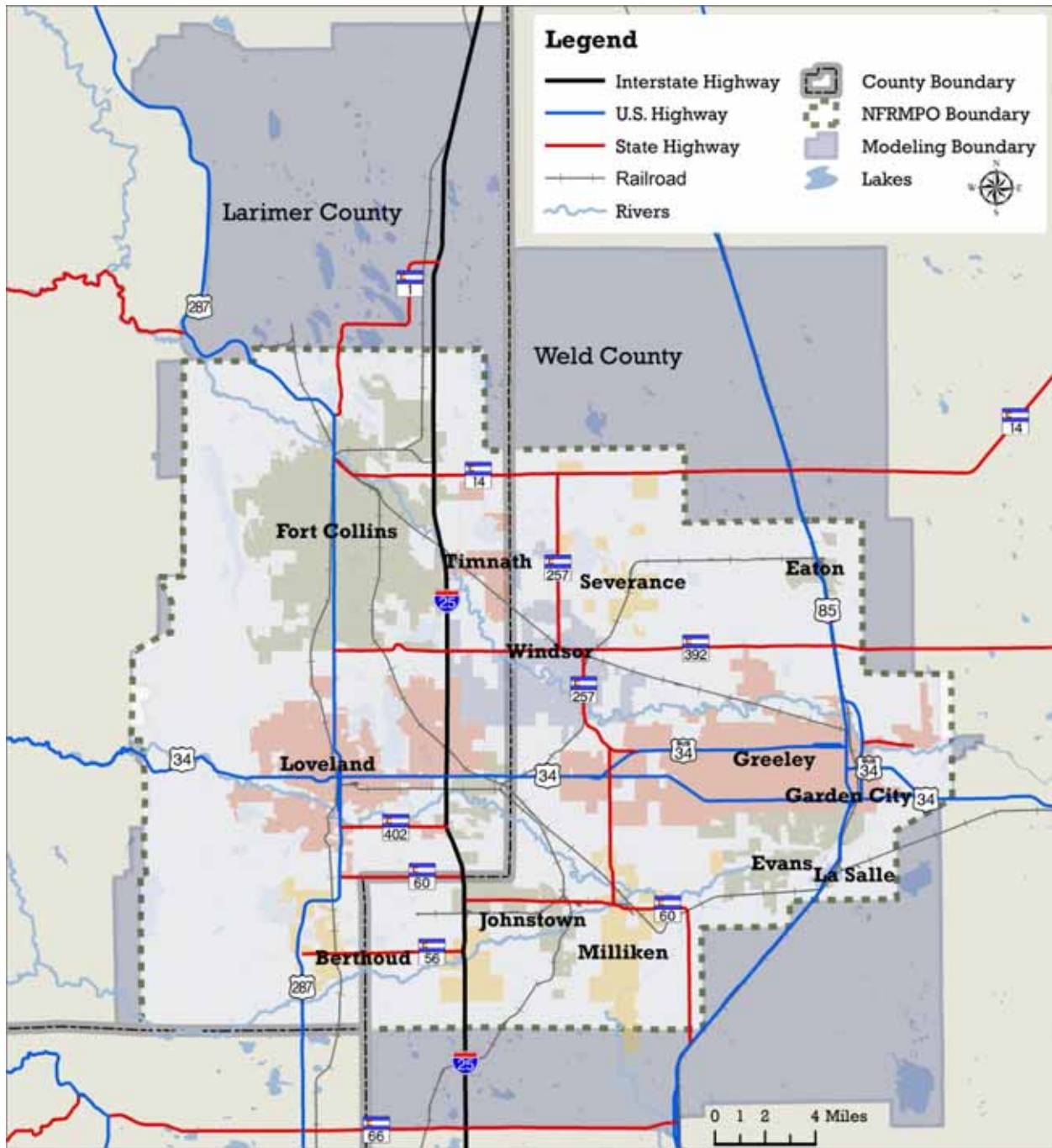
#### Overall 2035 Forecast

The NFRMPO hired an economic consulting firm to prepare a demographic forecast for the NFR's portions of Larimer and Weld counties. The firm worked closely with the State Demographer's office and a stakeholders' group to develop NFR specific information. The report, *2035 Economic and Demographic Forecast for the North Front Range Modeling Area and its Sub-regions* (CBEF, 2006), describes the forecasting process and the resulting anticipated growth in both households and employment between 2005 and 2035, in five year increments.

As described in the report, "The outlook for the region's economy drives the forecast of jobs and population. The Modeling Area forecast is based on a model which balances the demand for labor and the supply of workers. The sub-regional models distribute the Modeling Area's growth among the four sub-regions." The forecast involved three major tasks:

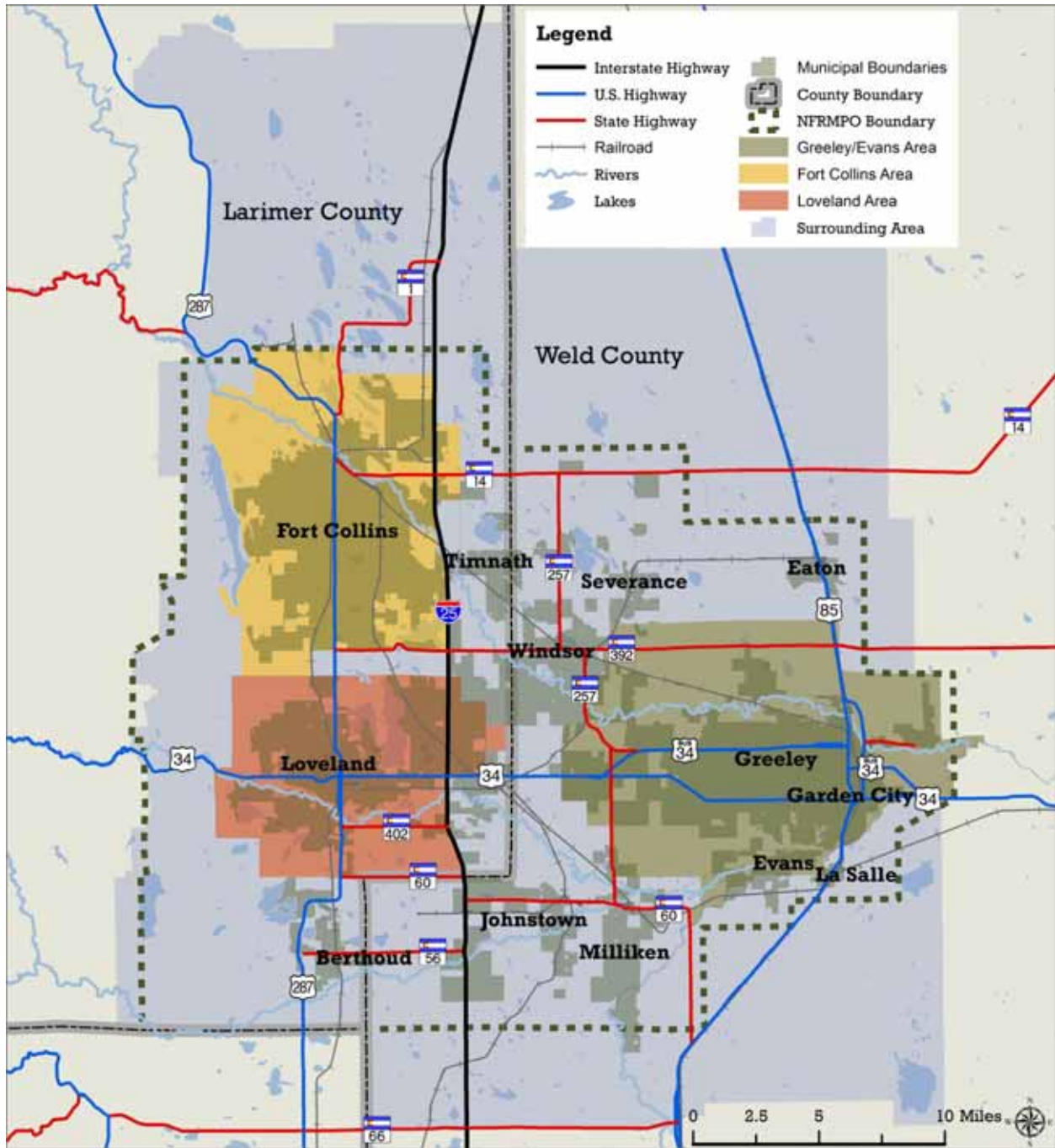
1. **Labor Demand Forecast for NFR.** The first task was to determine the labor demand, which is largely determined by projected job growth, which, in turn, results from new jobs in the region's basic industries. Basic industries are those dependent on exports, or outside dollars flowing into the region. New basic jobs generate additional jobs in the region. These are indirect and induced jobs (i.e., jobs from suppliers to basic industries or those caused by spending of workers in basic industries respectively). These are referred to in this analysis as non-basic resident service jobs. Each basic job is assigned a multiplier to determine the number of non-basic jobs in more than 70 job categories.
2. **Modeling Area Job Growth Forecast.** The second task was to determine how much of the forecast job growth in the counties would occur within the modeling area.
3. **Population Forecast.** Finally, the population needed to fill these jobs was forecast. Job demand along with the region's age and gender makeup and trends in labor force participation were the critical elements in this calculation. The forecasts were adjusted in response to comments from a review committee made up of local experts.

**Figure 3-1 North Front Range Modeling Boundary**





**Figure 3-2 North Front Range Sub-regions**





## 2009 Land Use Allocation Model

The 2009 Land Use Allocation Model (LUAM) is a parcel/land use based growth model that distributes household and employment projections set by the state demographer in the Colorado Department of Local Affairs (DOLA). These projections serve as the “control totals” for the LUAM, meaning the limits that the model is allowed to allocate. The North Front Range planning areas consist of four sub-regions: Fort Collins, Loveland, Greeley, and portions of Larimer and Weld counties. Each sub-region has individual control totals set for 2015, 2025, and 2035 for jobs and households. The Upper Front Range portion that is within the ozone nonattainment area (see **Figure 4-1** in Chapter 4) has been included for the purposes of conformity determinations.

The first step in the LUAM is the “Crosswalk” process that combines spatial land use data from across all jurisdictions into one seamless dataset with a single set of attributes. This is facilitated through the Crosswalk™ website ([www.cooperativeplan.com](http://www.cooperativeplan.com)), where jurisdictions upload spatial datasets in their original form and classify that data based on a common set of criteria. Criteria include primary use, density, employment capacity, and visual representations. From the Crosswalk™ website, users choose their jurisdiction, upload data (land use, transit, hotspots, centers, future development areas, etc.), and “crosswalk” land use data into a regional dataset using a common language. Additional data is input into an “attractiveness” layer that further characterizes areas within their planning boundaries and further allocates growth. Future land uses in the region are shown on **Figure 3-3**.

The LUAM is then compiled with ArcGIS-based CommunityViz using the regional land use dataset, attractiveness layers, and weights for each attractiveness layer. The weights for the attractiveness factors were determined throughout workshops with each jurisdiction. The model also retains the jurisdictions’ source densities to project growth appropriately during the allocation process. Distribution of households and employees was based on the attractiveness of a parcel. Attractiveness was determined by such factors as proximity to arterial roadways, business, and employment centers and location in a municipal boundary or growth management/urban growth areas.

Based on the above assumptions, the LUAM distributed households and employees to developable parcels in each sub-region until the forecasted control total for that sub-region had been reached. The number of households and employees were then summarized by Transportation Analysis Zone (TAZ). The member government land use planners reviewed the results and submitted comments. Any issues or concerns raised by the land use planners during review webinars or workshops were addressed and the model was further refined.

The following maps on **Figure 3-4 through Figure 3-7** display the results of the land use allocation model by TAZ.





**Figure 3-4 2009 Employment**

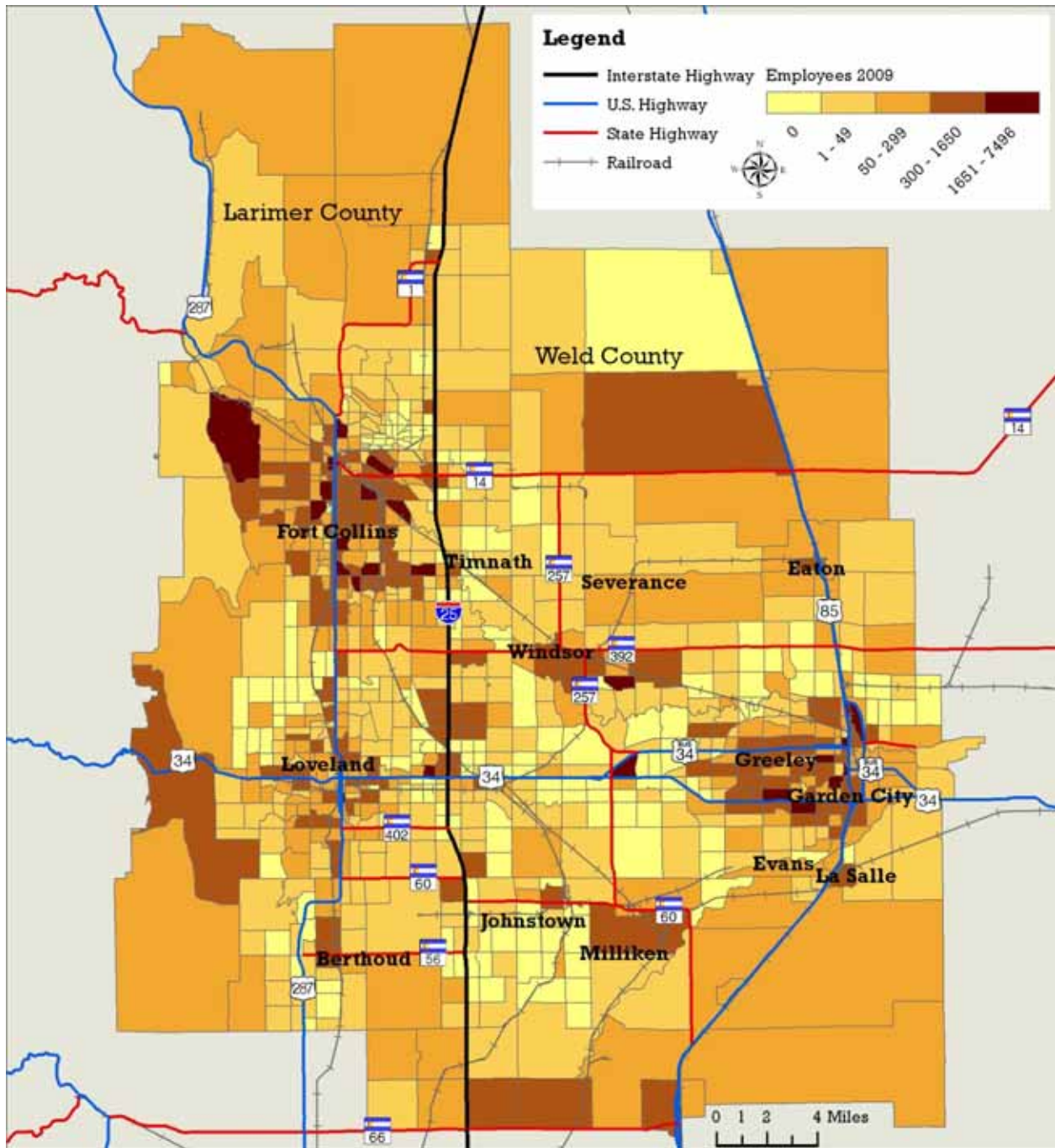
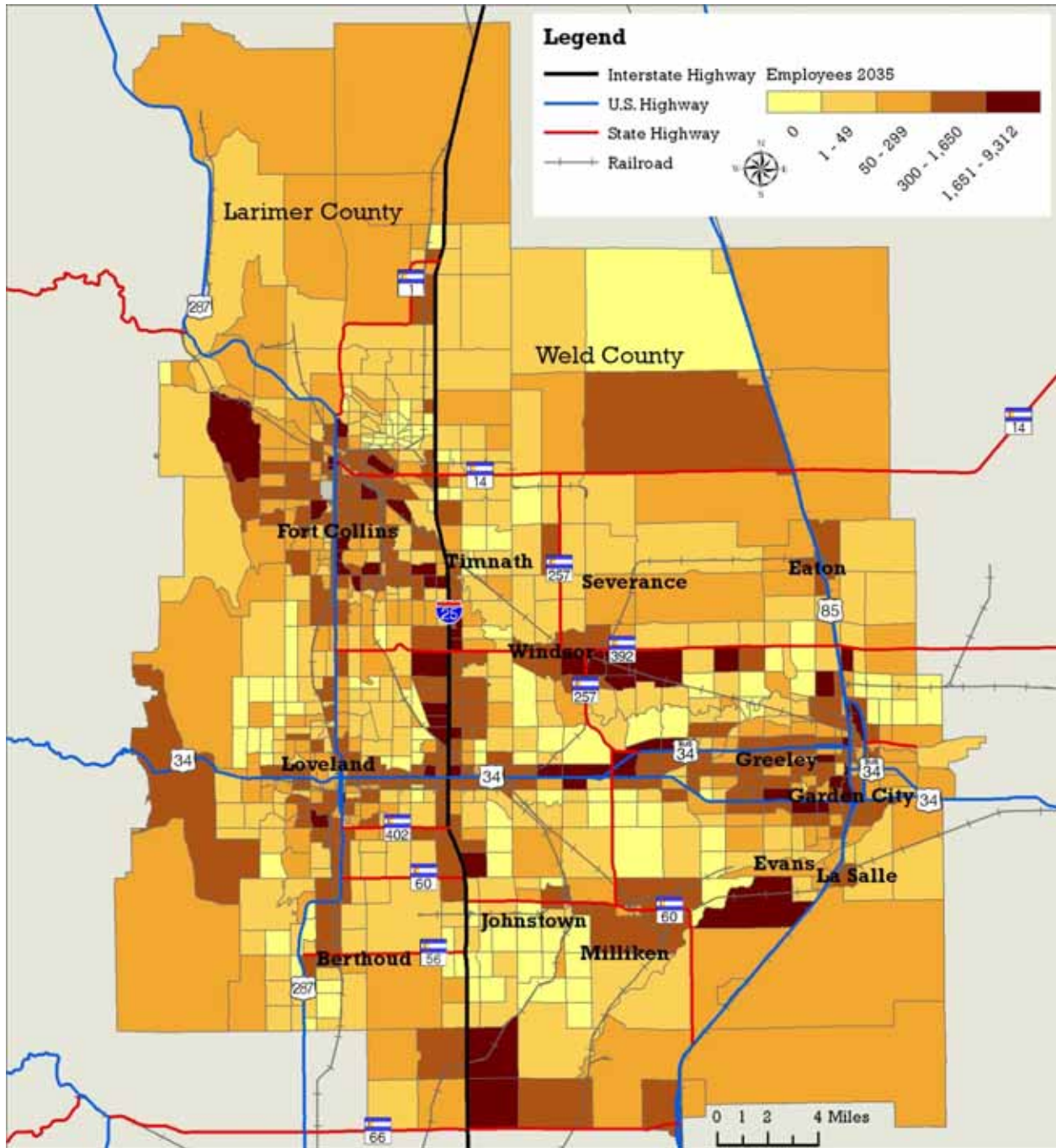






Figure 3-5 2035 Employment Forecasts



**Figure 3-6 2009 Households**

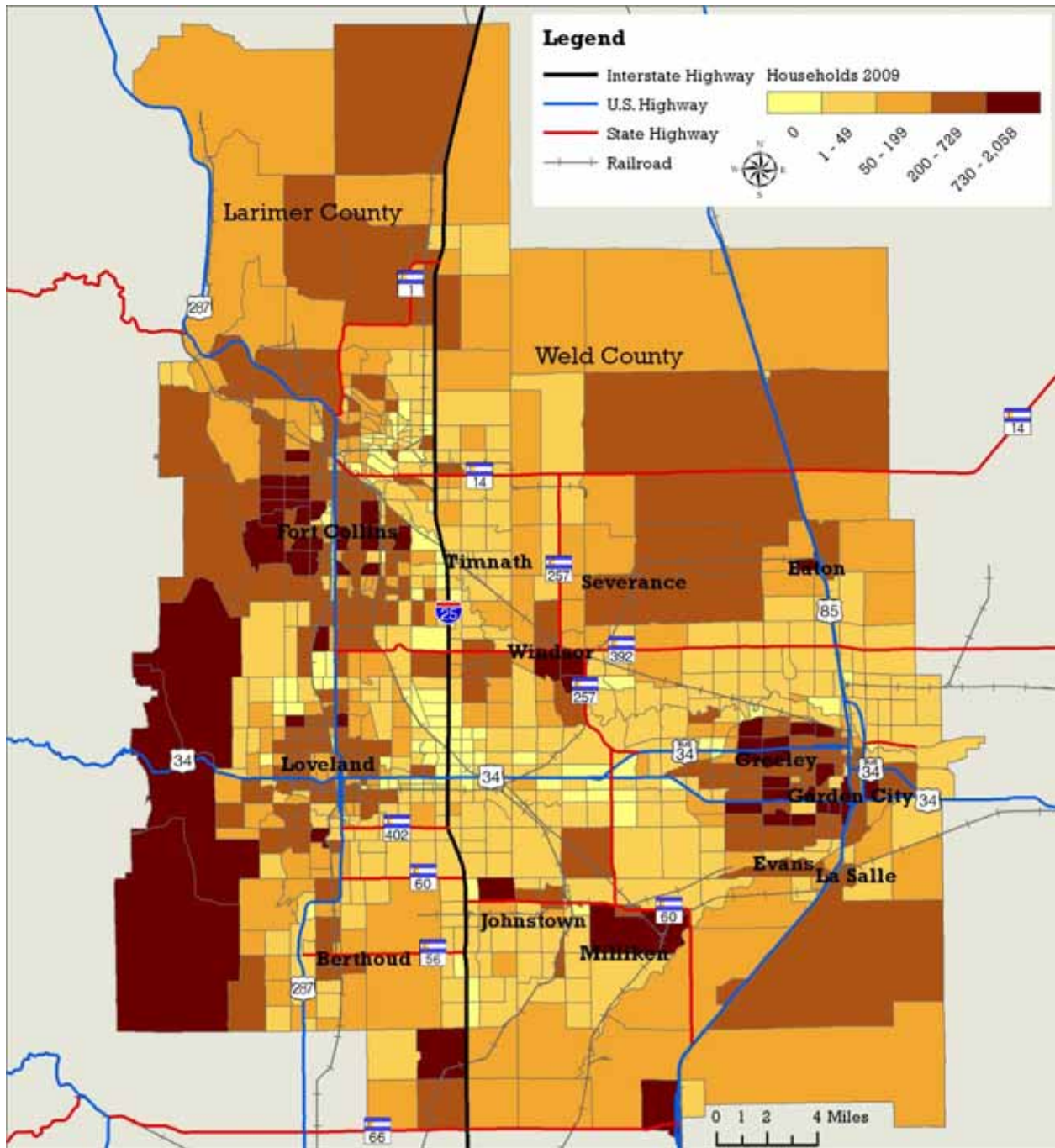
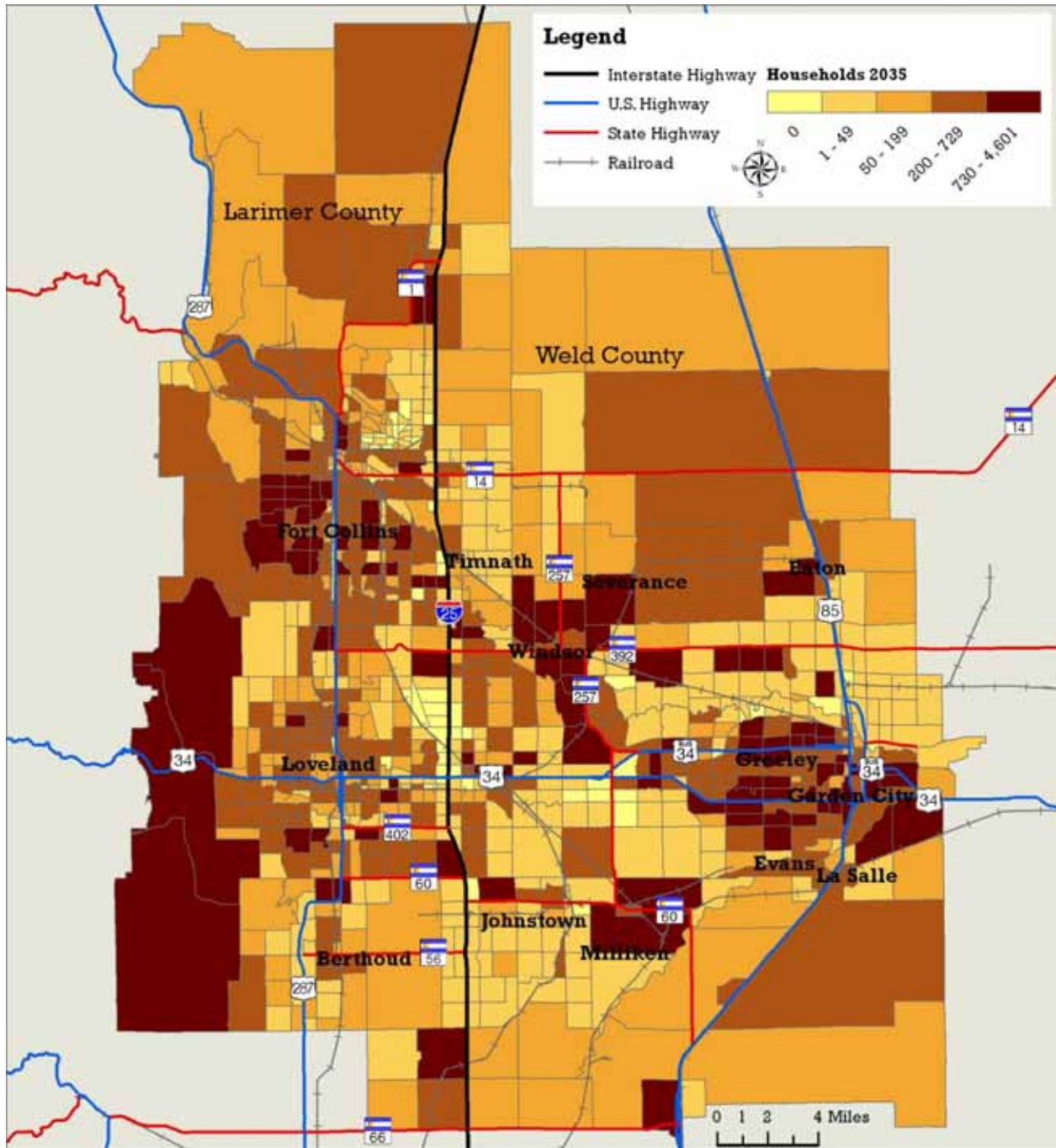






Figure 3-7 2035 Household Forecasts





## Regional Travel Model

### Households

The *2035 Economic and Demographic Forecast for the North Front Range Modeling Area and its Sub-regions* projects the number of households in the NFR to increase 2.2 percent annually for the region between 2009 and 2035.

For input into the travel model, household projections were further classified by household size, or number of people in the household, and income level as illustrated in **Table 3-1** for the 2009 base and **Table 3-2** for the 2035 projections. These classifications increase the sensitivity of the travel demand model in response to household characteristics.

**Table 3-1 2009 Household Size and Income Data**

Household Income (2000 dollars)	1- person HH	2- person HH	3- person HH	4- person HH	5+ person HH	Total HH	Percent
<b>Less than \$20,000 (Low Income)</b>	16,351	7,625	2,557	1,361	1,668	<b>29,562</b>	<b>16.2%</b>
<b>\$20,000 - \$74,999 (Medium Income)</b>	22,922	33,438	13,880	8,891	8,301	<b>87,432</b>	<b>47.9%</b>
<b>\$75,000 and higher (High Income)</b>	6,046	25,934	12,485	12,327	8,648	<b>65,440</b>	<b>35.9%</b>
<b>Total</b>	<b>45,320</b>	<b>66,997</b>	<b>28,922</b>	<b>22,579</b>	<b>18,617</b>	<b>182,434</b>	<b>100%</b>
<b>Percent</b>	<b>24.8%</b>	<b>36.7%</b>	<b>15.9%</b>	<b>12.4%</b>	<b>10.2%</b>	<b>100.0%</b>	

Source: NFR Regional Travel Model, Model Process, Parameters, and Assumptions, 2009.

**Table 3-2 2035 Household Size and Income Data**

Household Income (2000 dollars)	1- person HH	2- person HH	3- person HH	4- person HH	5+ person HH	Total HH	Percent
<b>Less than \$20,000 (Low Income)</b>	25,933	12,093	4,056	2,158	2,645	<b>46,885</b>	<b>16.2%</b>
<b>\$20,000 - \$74,999 (Medium Income)</b>	36,355	53,032	22,013	14,101	13,165	<b>138,667</b>	<b>47.9%</b>
<b>\$75,000 and higher (High Income)</b>	9,589	41,132	19,801	19,550	13,716	<b>103,789</b>	<b>35.9%</b>
<b>Total</b>	<b>71,878</b>	<b>106,257</b>	<b>45,870</b>	<b>35,810</b>	<b>29,527</b>	<b>289,341</b>	<b>100.0%</b>
<b>Percent</b>	<b>24.8%</b>	<b>36.7%</b>	<b>15.9%</b>	<b>12.4%</b>	<b>10.2%</b>	<b>100.0%</b>	

Source: NFR Regional Travel Model, Model Process, Parameters, and Assumptions, 2009.

### Employment

In 2009, roughly 86 percent of the jobs in Weld and Larimer counties were within the NFR Modeling Area. Overall, employment is projected to grow at approximately two percent per year for the entire region, with Weld County projected to grow at a slightly higher rate than Larimer County.



The location of employment for 2009 was determined by geocoding Quarterly Census of Employment and Wages (QCEWs) data, from Bureau of Labor Statistics information, to the street centerline map for the NFR. The results show each employer and the number of employees for each location on a map. These results were then aggregated up to the TAZ level. **Figure 3-8** shows the major employers (those with more than 100 employees) across the NFR region. In 2009, the major employers were predominately within the cities, as they were in previous years. These major employers could also be viewed as the major activity centers making sizable contributions to use of the transportation network.



*View of the Great Western Industrial Park in Windsor from Missile Silo Park*

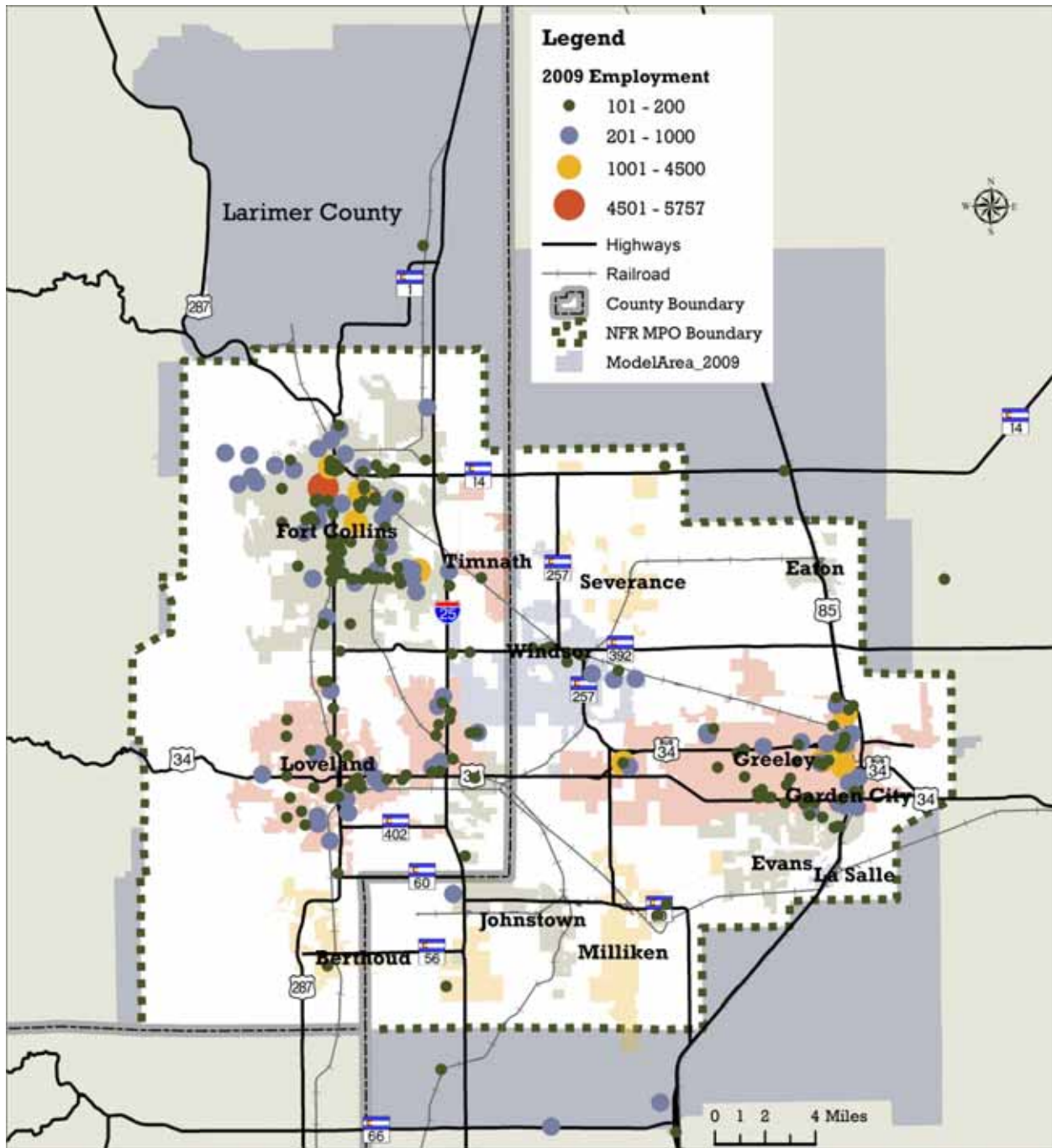
For input into the regional travel model, employment is broken down into three categories: Basic, Retail, and Service. Basic jobs, also known as production-distribution, are those that are based on outside dollars flowing into the local economy and include industries that manufacture and/or produce goods locally for export outside the region. Basic jobs include manufacturing, mining, utilities, transportation, warehousing, among others. Retail jobs include retail trade, post offices, and food service. Service jobs include finance, insurance, real estate, and public administration. The Basic, Retail, and Service employment estimates for 2009 and forecasts for 2035 are shown in **Table 3-3**. The disaggregated total employment in the travel model does not account for people working from home.

**Table 3-3 Classification of Employment**

	2009		2035	
	Employees	Percentage (%)	Employees	Percentage (%)
<b>Basic</b>	57,138	24.2%	104,128	26.9%
<b>Retail</b>	49,379	20.9%	79,277	20.5%
<b>Service</b>	129,875	54.9%	204,038	52.7%
<b>Total</b>	<b>236,392</b>	<b>100.0%</b>	<b>387,443</b>	<b>100.0%</b>

Source: Regional Land Use Allocation Model, 2009.

**Figure 3-8 2009 Major Employers**





## Aging Population

Colorado has 6th highest baby boomer population, at 31 percent, according to the 2000 Census. **Figure 3-9** from the Colorado State Demographer Office depicts a significant increase in the senior population by 2030 compared to the year 2000. The likely impacts of new and pending retirees will affect our regional transportation system dependent on:

- ▶ The increased demand for housing units as the in-migration of new workers assume the jobs of the recently retired
- ▶ The location and availability of amenities, health care, and entertainment for senior populations
- ▶ The shift in the type of housing necessary to accommodate the growing senior population
- ▶ The level of service and availability of transit for senior populations.

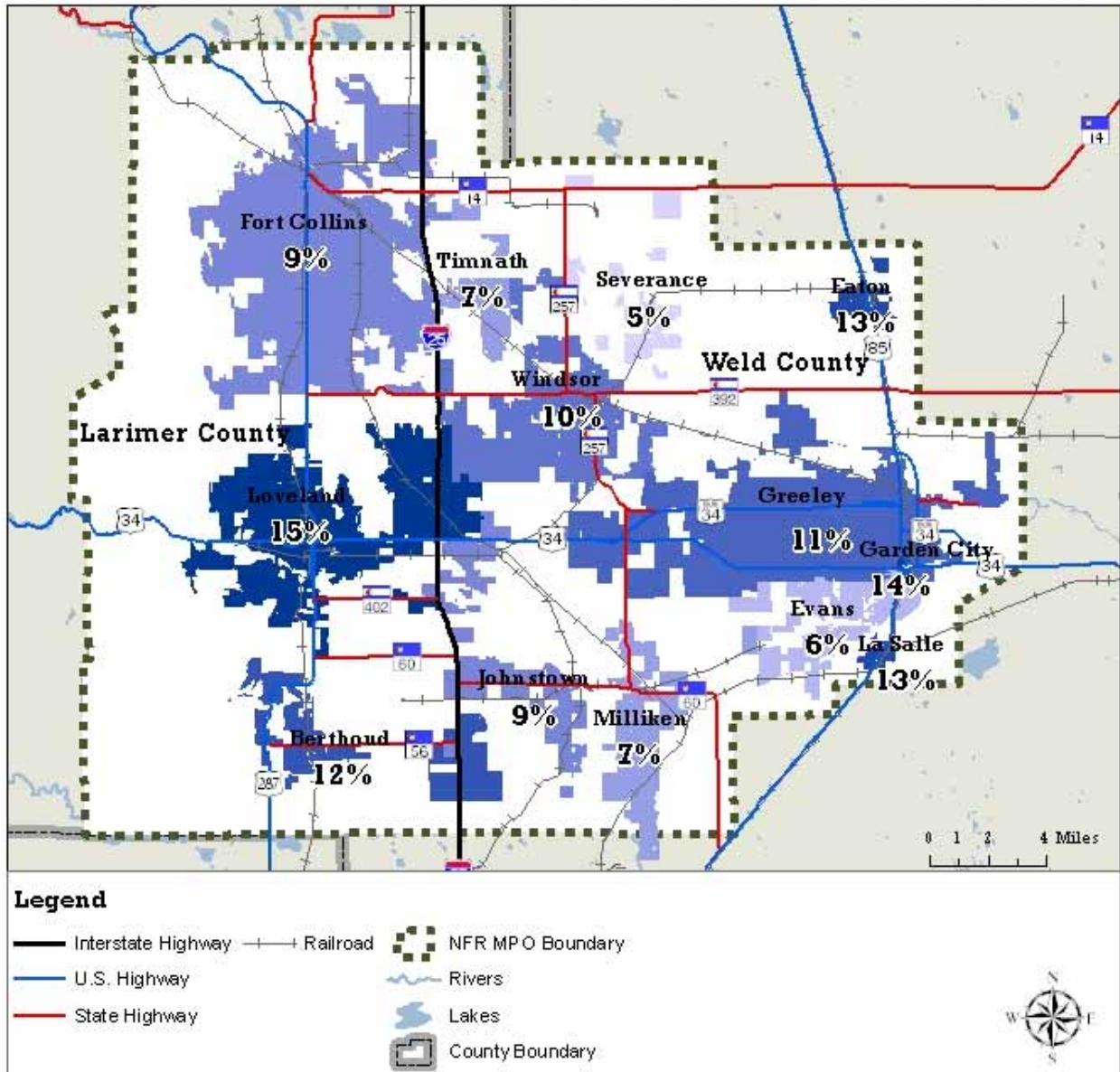
**Figure 3-9 Colorado Population by Age in 2000 (Green) and 2030 (Blue)**



Census data (2010) was used to identify the percentage of people aged 65 years and older by city in the NFRMPO region on **Figure 3-10**. The cities range from 5 percent (Severance) to 15 percent (Loveland).



**Figure 3-10 Percentage of Population 65 Years and Older by City**

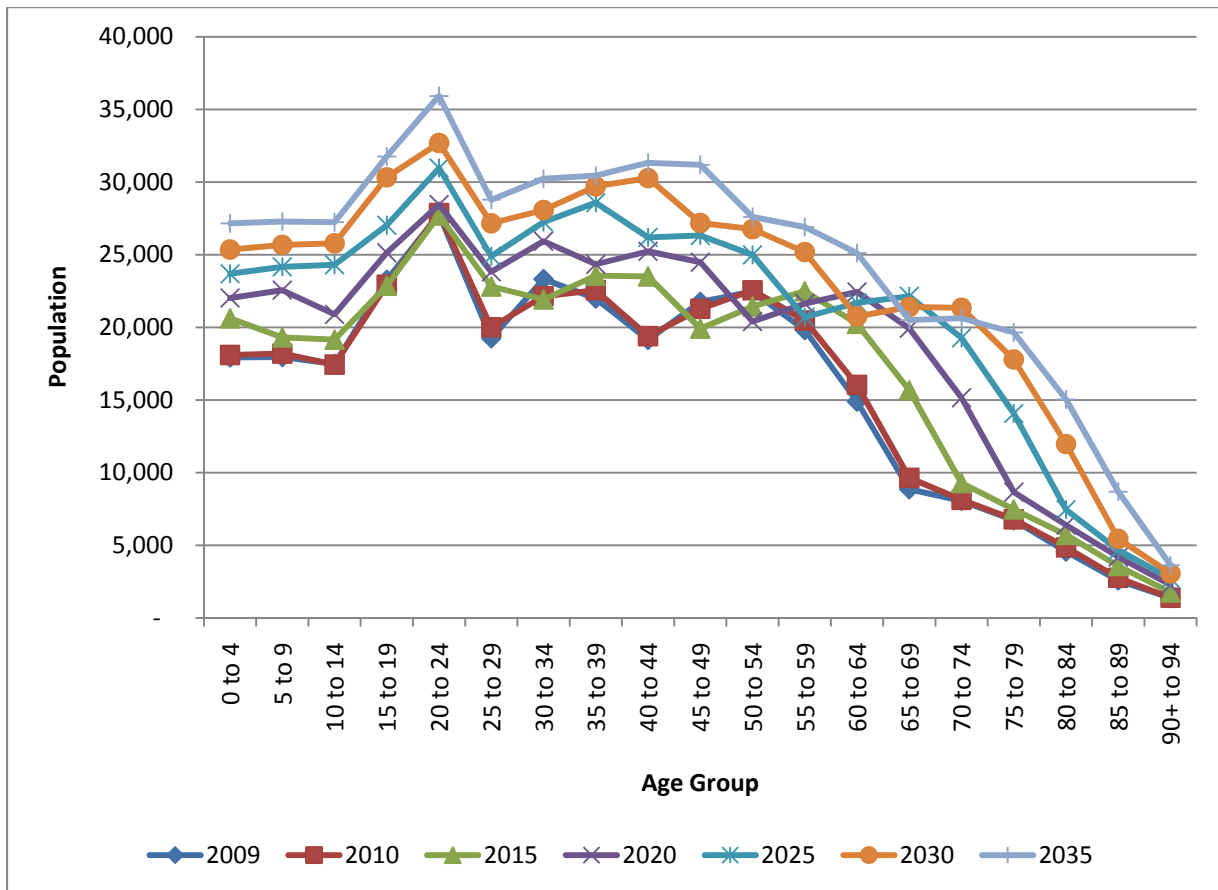


Larimer County is expected to have a larger percentage of its population over the age of 60, while the larger portion of Weld County population growth is expected to be in the younger age brackets. The difference in general terms would be an increase in the percentage of retirees in Larimer County and an increase in the percentage of younger families with children in Weld County. The two charts that follow, **Figures 3-11 and 3-12**, depict this trend.



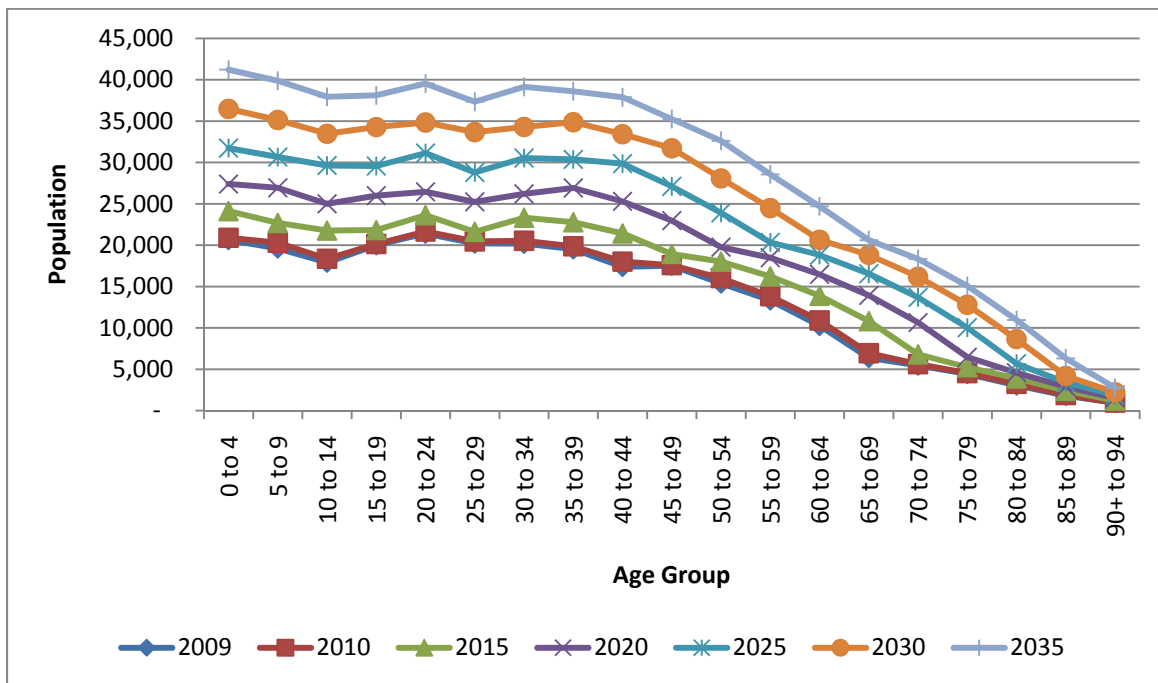


**Figure 3-11 Larimer County Age Distribution**



Source: State Department of Local Affairs, Demography Division, 2011.

**Figure 3-12 Weld County Age Distribution**



Source: State Department of Local Affairs, Demography Division, 2011.

### Vehicles by Household

The number of vehicles available in households is slightly different between Larimer and Weld counties, with the overwhelming majority of households having at least one vehicle available, as seen in **Table 3-4**.

**Table 3-4 Number of Vehicles Available in Households by County**

Number of Vehicles	Larimer County	Weld County
<b>None</b>	4.0%	5.6%
<b>1</b>	28.3%	26.8%
<b>2</b>	42.3%	40.5%
<b>3 or more</b>	25.5%	27.1%

Source: US Census Bureau, Decennial Census, 2000.



The vehicle availability per household is in line with the commute patterns across the region. The *NFRMPO Household Survey* of 2010 provides information about how residents in the region commute to work. The vast majority of people commute to work in automobiles, as shown in **Table 3-5**. Most of the commuters who use bicycles or walk to work live in Fort Collins and Greeley/Evans.

**Table 3-5 Commute to Work by Mode**

Travel Mode	Commuter Trips (%)
<b>Auto/van/truck driver or passenger</b>	89.3%
<b>Bike</b>	6.2%
<b>Walk</b>	3.4%
<b>Transit (local bus or express bus)</b>	0.5%
<b>Other (don't know or refused)</b>	0.6%
<b>Total</b>	<b>100%</b>

Source: NFRMPO Household Survey, 2010.

## B. Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994) was enacted to reinforce Title VI of the Civil Rights Act of 1964. In the Civil Rights Act, it is stated that, “No person in the United States shall, on grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Executive Order 12898 states, “Each Federal agency shall make achieving environmental part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

It is important to identify where significant numbers of minority and low-income households are located within the region in order to comply with the requirements of Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. This 1994 Order was enacted to ensure the full and fair participation of potentially affected communities in transportation decisions. The intent of Environmental Justice is also to avoid, minimize, or mitigate disproportionately high and adverse impacts on minority populations and low-income populations.

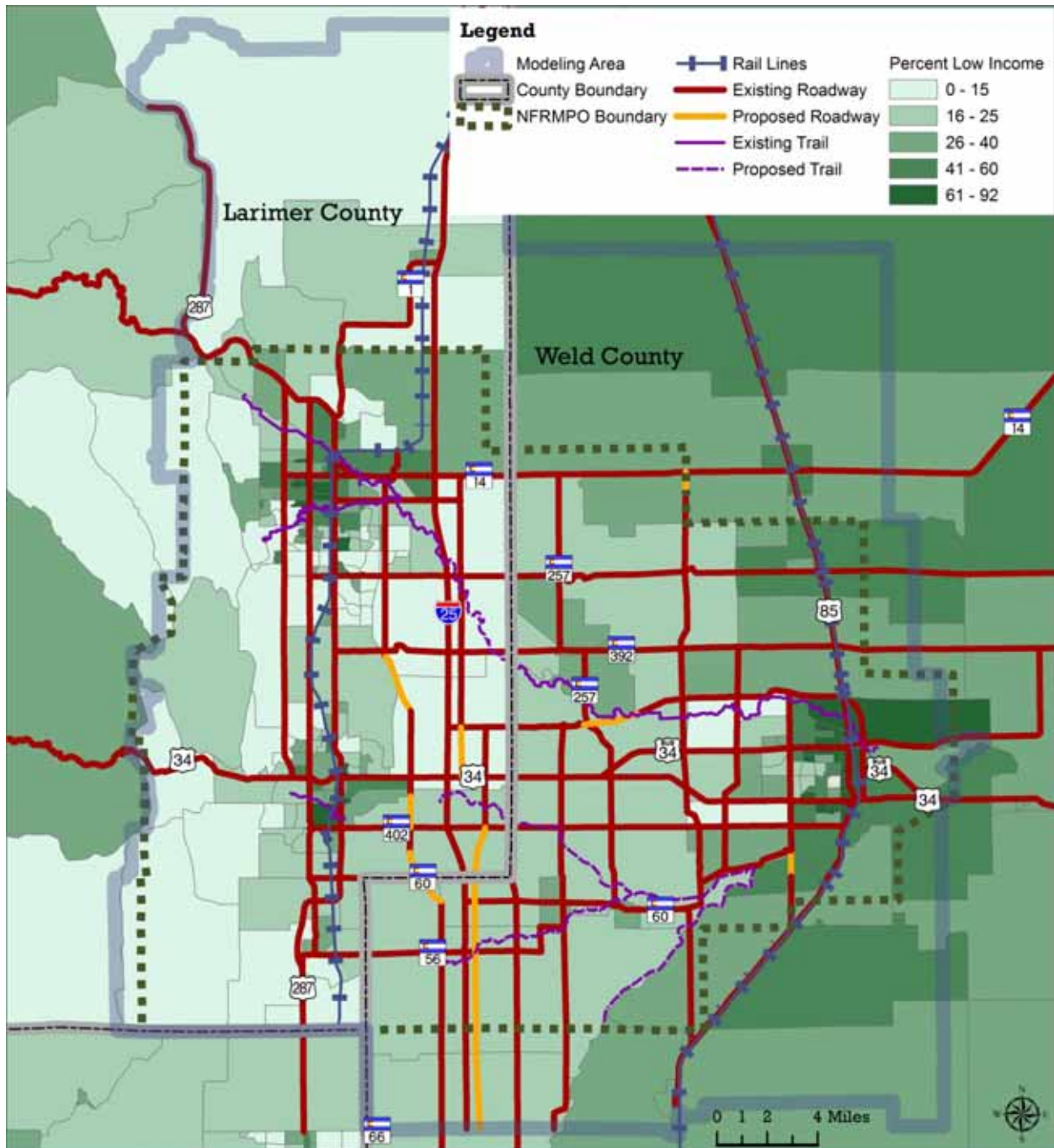
The NFRMPO uses CDOT’s Environmental Justice in Colorado’s Statewide and Regional Planning Process Guidebook, as the framework for addressing environmental justice in the North Front Range. This section discusses minority and low-income populations and the specific efforts in public involvement, mapping, and measuring the benefits and burdens. **Figures 3-13 to 3-16** are based on the 2010 Census while **Figure 3-17** is based on the 2000 Census.

### Low Income

Low-income thresholds are determined by Housing and Urban Development (HUD) for the counties in the State of Colorado for use by the Department of Local Affairs (DOLA) that allocates Community Development Block Grants. The methodology for determining low income follows the CDOT Environmental Justice Guidebook. Households that have 2.59 occupants or more and make less than

\$30,015 are considered low income in the North Front Range. These households have been mapped using Census Block Groups from 2000 (2010 data was not available at the time of publication). **Figure 3-13** shows that low income households exist primarily in Fort Collins, Greeley, and Loveland.

**Figure 3-13 Low Income Households per Block Group**





**Table 3-6** gives the poverty thresholds for the United States. These thresholds are used throughout the United States and updated annually for inflation. Although the thresholds in some sense reflect family's needs, they are intended for use as a statistical yardstick, not as a complete description of what people and families need to live. These thresholds are established by the U.S. Census Bureau, Income, Poverty, and Health Insurance Coverage in the United States (2010)<sup>1</sup>.

**Table 3-6 Poverty Thresholds for 2010 by Size of Family and Number of Related Children Under 18 Years**

Size of family unit	Related children under 18 years								
	None	One	Two	Three	Four	Five	Six	Seven	Eight +
<b>One person (unrelated individual)</b>									
<b>Under 65 years</b>	11,344								
<b>65 years and over</b>	10,458								
<b>Two people</b>									
<b>Householder under 65 years</b>	14,602	15,030							
<b>Householder 65 years and over</b>	13,180	14,973							
<b>Three people</b>	17,057	17,552	17,568						
<b>Four people</b>	22,491	22,859	22,113	22,190					
<b>Five people</b>	27,123	27,518	26,675	26,023	25,625				
<b>Six people</b>	31,197	31,320	30,675	30,056	29,137	28,591			
<b>Seven people</b>	35,896	36,120	35,347	34,809	33,805	32,635	31,351		
<b>Eight people</b>	40,146	40,501	39,772	39,133	38,227	37,076	35,879	35,575	
<b>Nine people or more</b>	48,293	48,527	47,882	47,340	46,451	45,227	44,120	43,845	42,156

Source: 2010. U.S. Census Bureau.

## Minority

Executive Order 12898<sup>2</sup> defines the term minority as anyone who is:

- ▶ American Indian and Alaskan Native – a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
- ▶ Asian or Pacific Islander (including Native Hawaiian) – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands.
- ▶ Black/African American – a person having origins in any of the black racial groups of Africa, or
- ▶ Hispanic/Latino – a person who is Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

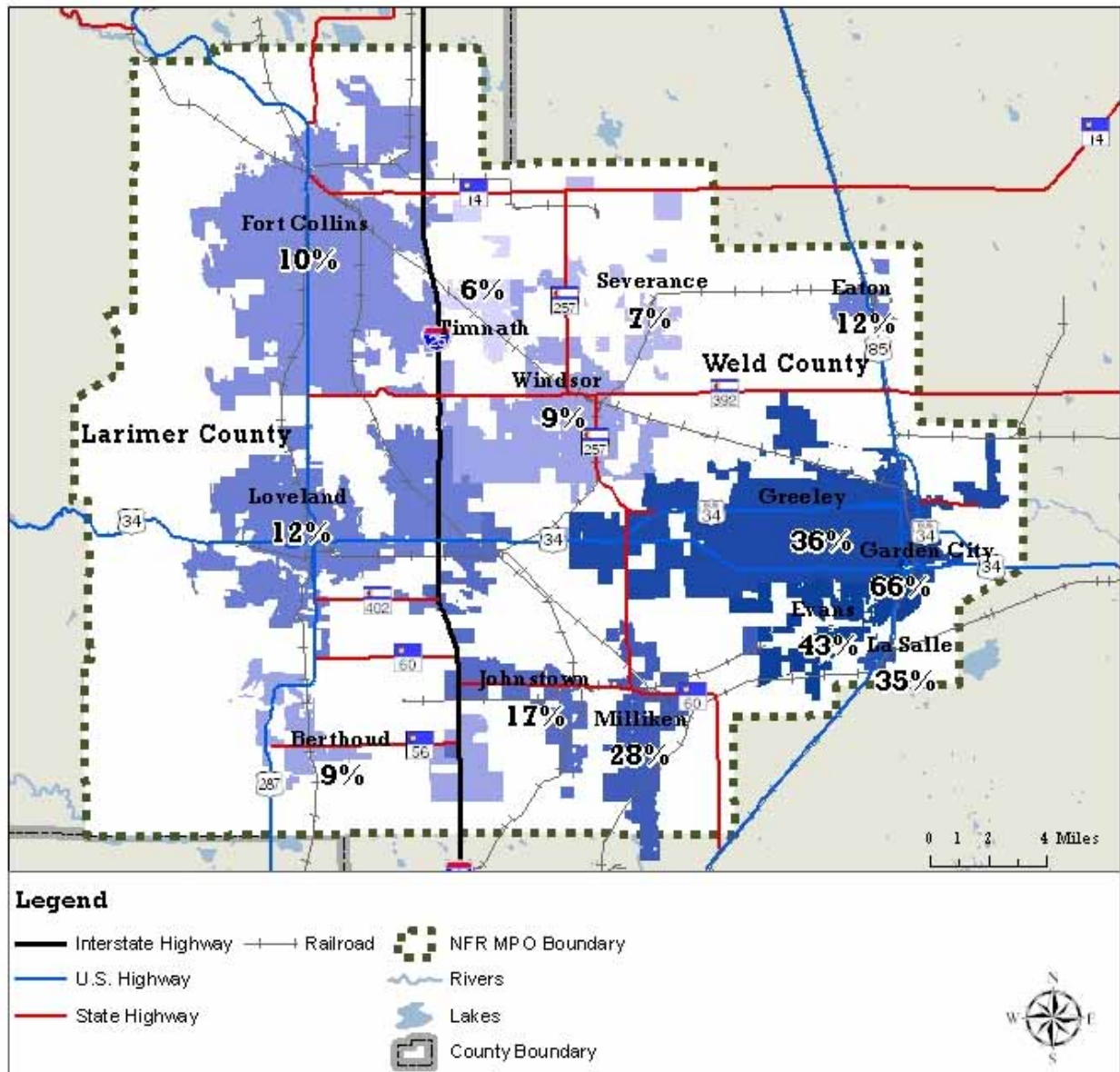
<sup>1</sup> <http://www.census.gov/hhes/www/poverty/about/overview/measure.html>

<sup>2</sup> [http://www.fhwa.dot.gov/environment/ejustice/dot\\_ord.htm](http://www.fhwa.dot.gov/environment/ejustice/dot_ord.htm)



The 2010 Census demonstrates that the largest minority population amongst the NFRMPO member communities is the Hispanic/Latino segment. **Figure 3-14** shows highest concentrations, by percentage, in Evans at 43 percent and Greeley at 36 percent. By comparison, Fort Collins and Loveland have 10 percent and 12 percent, respectively.

**Figure 3-14 Percentage of Hispanic/Latino Population by City in NFRMPO Region**



**Figures 3-13 and 3-14** were used to identify minority populations with Census 2010 data as shown by block group for the Hispanic/Latino segment and the combination of the smaller minority population segments.



The block groups demonstrate the largest concentrations of Hispanic/Latino residents in **Figure 3-15** reside along the US 85 corridor in Weld County and smaller pockets in northeast Fort Collins and southeast Loveland.

**Figure 3-15 Hispanic / Latino Minority Population by Block Group**

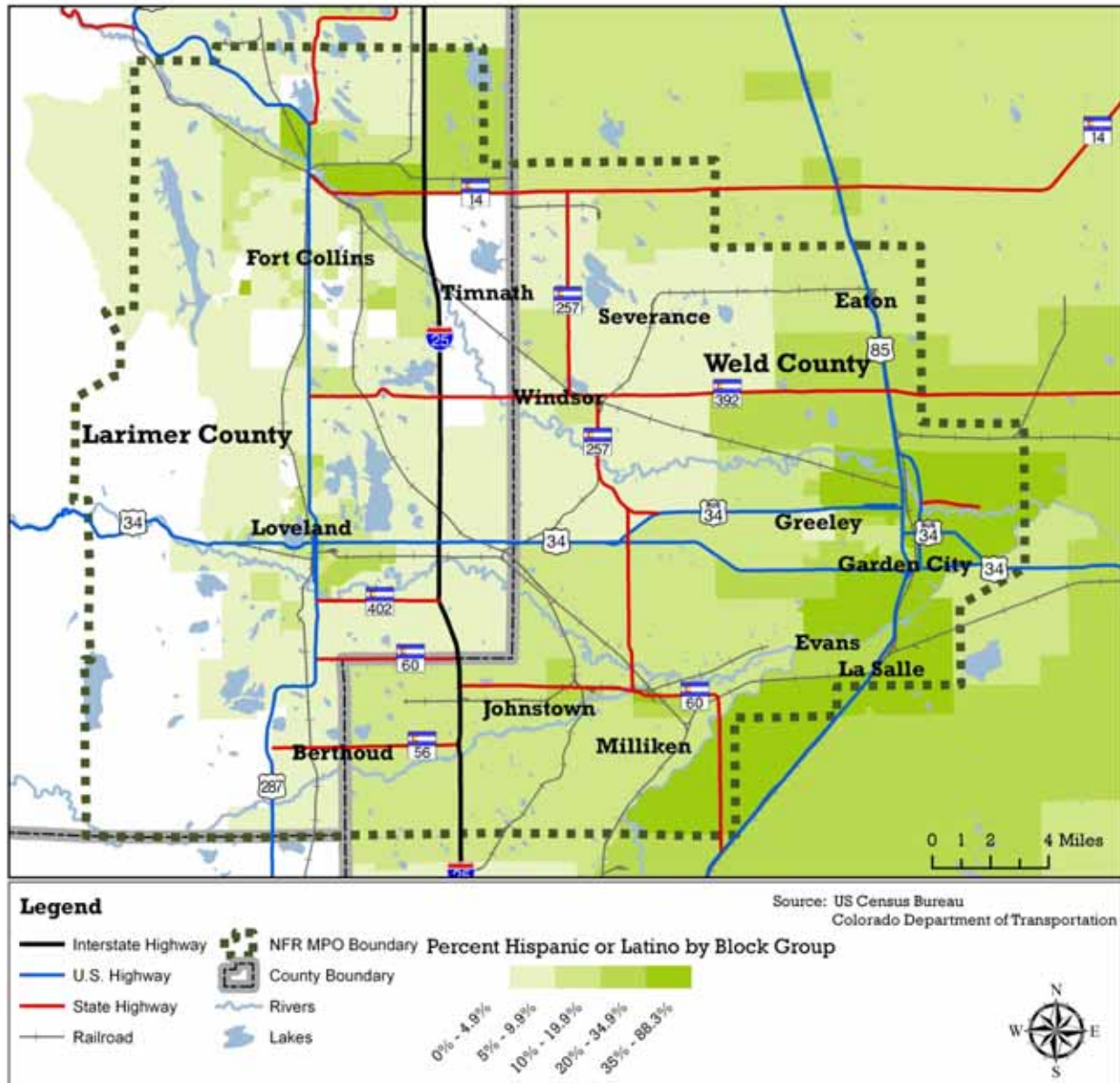
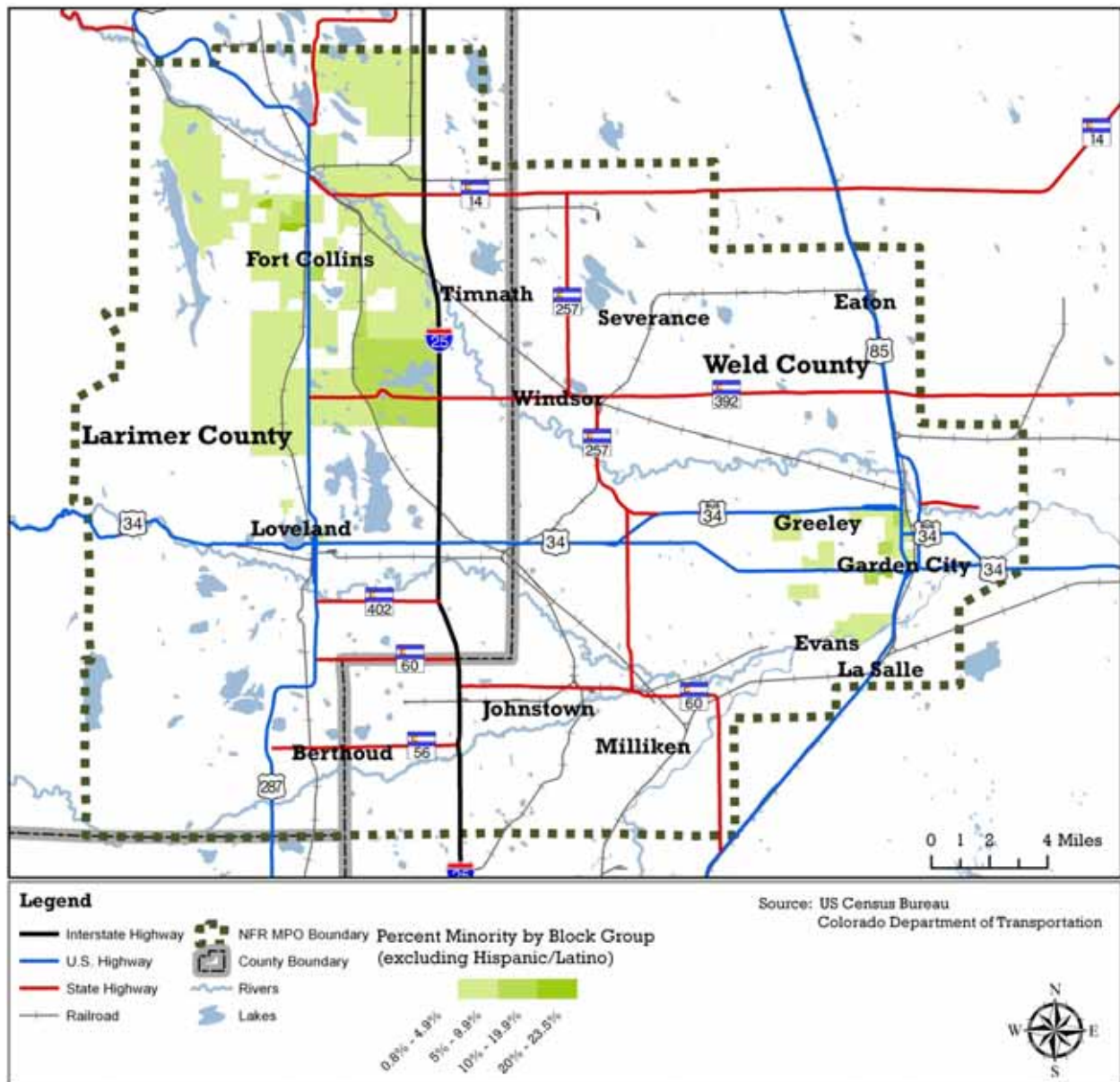




Figure 3-16 combines all remaining minority populations from the 2010 Census. An initial review quickly demonstrates the predominance of the Hispanic/Latino minority and lack of diversity outside of Greeley and Fort Collins. The block groups in Fort Collins and Greeley are likely due to the presence of major universities and the influx of refugee populations this past decade.

**Figure 3-16 Minority Populations per Block Group (without Hispanic/Latino Population)**

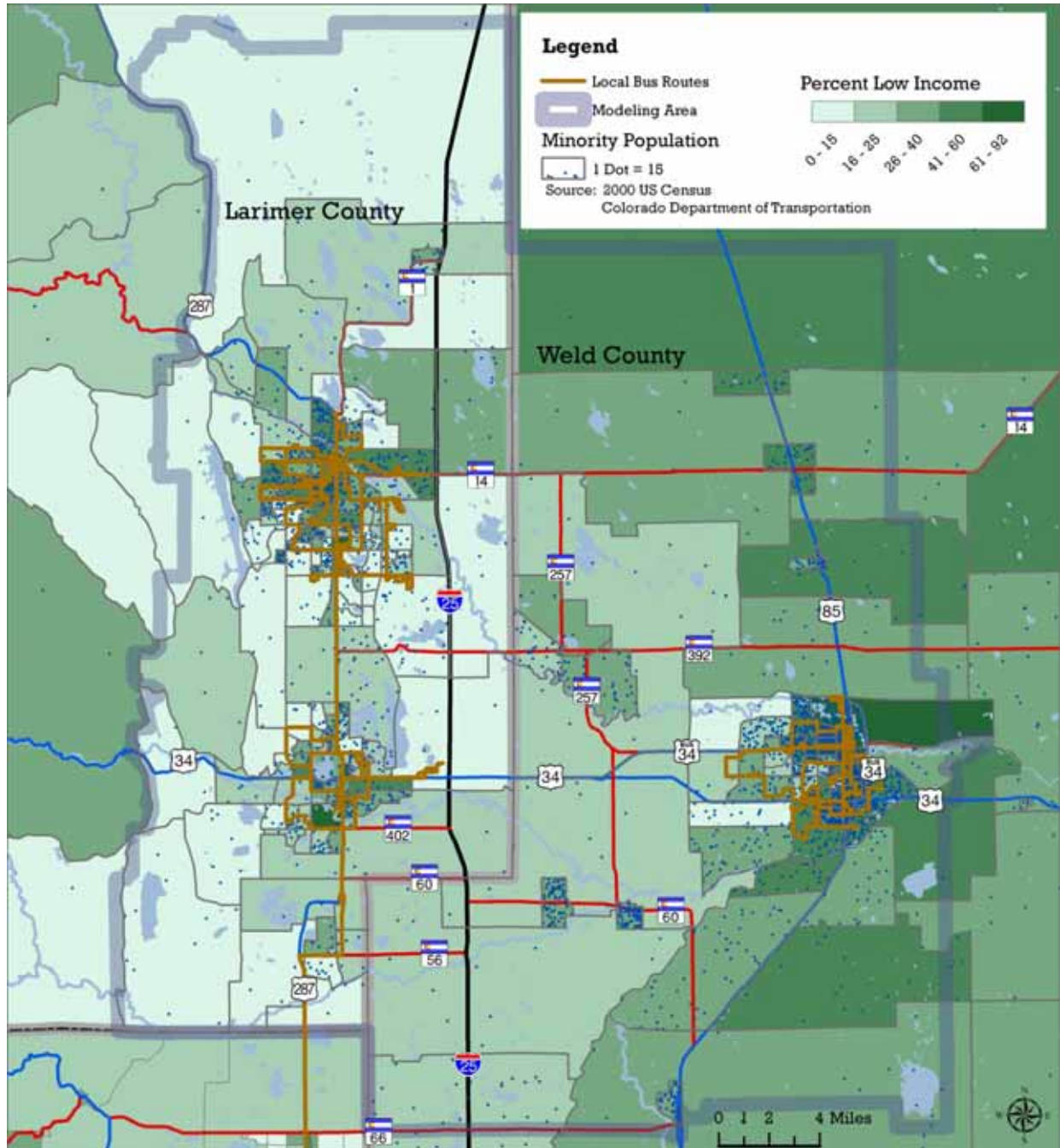




## Benefits and Burdens

Figure 3-17 shows the Census Block Groups that contain both low income and minority populations along with the local fixed route transit for the communities of Fort Collins, Greeley, and Loveland. All of the low income and minority areas have some proximity to the local transit networks though this is at an aggregate scale and does not guarantee access.

**Figure 3-17 Low Income & Minority Households per Block Group**



The 2007 Coordinated Public Transit/Human Services Transportation Plan provides the framework for the region to make decisions about the next steps in coordinating transit and human service transportation services. The plan sets priorities for specialized transportation service projects and for transportation services oriented to serving low income employment trips. The plan is divided into six chapters that document the following:

1. A historical perspective and the planning process.
2. The characteristics of the region with specific examples for each county.
3. The structures used for the delivery of human services and transit services, as well as the level of transportation services provided.
4. An assessment of needs and basic issues to consider as the region moves forward with coordination.
5. The planning and program management issues for the Federal Transit Administration programs.
6. Strategies and actions for increasing coordination and mobility are identified.

Most of the chapters are divided into two sections, with one for each county, since the needs, structure of services, planning requirements, and actions to improve mobility are significantly different in Larimer and Weld counties. The document is a strategic five-year plan for coordinating services and meets the Federal requirements for a Coordination Plan for the region.

A conclusion from this study is that, "Development is occurring at the center of the region, towards and along the I-25 corridor." While "transit services have remained largely centered within the cities that fund the services..." addressing some of these transit gaps would provide a benefit to the low income population.

As this is a corridor based plan, the identification of specific projects to evaluate the benefits and burdens is not possible in more than general terms. Benefits and burdens will be further addressed in the TIP document as specific projects are brought forward for consideration.

### **Public Involvement for Environmental Justice**

The NFRMPO is dedicated to creating "an environment that encourages the participation of diverse people in the selection and design of transportation facilities that will positively impact the mobility and quality of life of Colorado citizens" (*CDOT Environmental Justice Training Manual*). The Public Involvement Plan for the NFRMPO (2005) states: "The NFRMPO understands the value of input from the public in helping define and implement effective transportation and congestion solutions... Just opening the process to the 'public' is not enough."

Numerous populations are not likely to get involved unless a special effort is made to reach out to them. These groups include, but are not limited to, minority and low income community members. This group may also include people who do not speak English or people who are unable to operate a private automobile (physically, financially, etc.) such as students and the elderly.

This plan process focused public involvement on the following "underserved populations" that met the diversity required for Environmental Justice and Title VI. The "underserved populations" targeted in this plan update included:





- ▶ Hispanic
- ▶ Low Income
- ▶ Seniors
- ▶ Students

The public involvement for the 2035 RTP Update with these populations centered on a concentrated focus group discussion for each targeted population. Compared with other public involvement strategies, focus groups provide the opportunity to isolate the specific issues and concerns of the underserved population. Focus groups permitted the NFRMPO to ask open-ended questions where the participants could expound upon a topic with limited time constraint in the comfort of their peers.

**Goal of the Focus Groups** – Interview groups of 6 to 12 individuals in a collaborative discussion to capture how the realities of the region’s transportation system affects their underserved population today and in the future. To capture “the voice” for the representative group to serve as guidance for NFRMPO planning.

### Focus Group Recruitment Strategy

The NFRMPO sought the assistance of respected individuals and organizations to recruit representative individuals for each focus group while identifying a meeting time and location to accommodate the specific needs of each underserved population. **Table 3-7** below shows the time, date, location(s), and recruiter(s) for each focus group.

The NFRMPO enlisted interns to recruit focus group participants. The interns performed the phone-intensive tasks of calling recruiters and potential leads. They were also able to offer a complimentary lunch or dinner and a gift card to participants. Participants were contacted by phone or email and sent a reminder phone call and email.



*NFRMPO Executive Director Cliff Davidson speaking at the Larimer County Mobility Coordination Symposium*

**Table 3-7 Public Participation Events / Environmental Justice**

Focus Group	Date	Location	Time	Recruiters Used
<b>SENIOR</b>	March 8	Maple Room, Windsor Recreation Center, 250 11th Street, Windsor	11:00 AM – 1:00 PM	Senior Centers of Johnstown, Fort Collins, Loveland, Greeley, Evans, Berthoud, Milliken, Greeley & Windsor
<b>HISPANIC</b>	March 15	Boys & Girls Club of Greeley, Painter Unit, 2400 W. 4th Street, Greeley	6:30 PM – 8:30 PM	Unit Director of Boys and Girls Club Painter Unit
<b>LOW INCOME</b>	March 16	Northside Aztlan Community Center, 112 East Willow, Fort Collins	6:00 PM – 8:00 PM	Staff of the Food Bank of Larimer County, Project Self Sufficiency, Larimer County Workforce Center
<b>STUDENT (1)</b>	March 10	The Larimer County Conference Center, First National Bank Exhibition Hall, The Ranch Events Complex	4:00 PM – 6:00 PM	Flyers and Email Solicitation at Front Range Community College; Staff at University of Northern Colorado; Email at Colorado State University
<b>STUDENT (2)</b>	March 25	Colorado State University, 178 Lory Student Center	3:00 PM – 5:00 PM	Staff of Lory Student Center
<b>STUDENT (3)</b>	April 1	University of Northern Colorado, Michener Library	3:00 PM – 5:00 PM	Professor at University

### Staging of Focus Groups

The focus group participants were led through a two-hour discussion along the following line of focus:

1. To capture the current sentiment about the transportation system of Northern Colorado
2. To identify existing transportation needs and challenges of the participants
3. To gauge where transportation ranks among other regional issues and concerns
4. To capture a “wishlist” of transportation improvements
5. To identify future concerns for the respondents about transportation in the future

The complete list of the questions is provided in **Appendix B** of this plan.

### Summary of Environmental Justice Findings

The recurring topics arising from the focus group discussions with the underserved population groups were:

#### Existing Conditions of Transportation System

- ▶ The top-of-mind awareness, in detail, of daily impediments while commuting: long stoplights, missing sidewalks, potholes, constructions sites
- ▶ The negative influence increasing gas prices will have on their existing lifestyle and monthly household expenditures (low income and seniors)



- ▶ A desire for efficient and expanded transit for commuting to work and areas outside of the region for medical trips (seniors), visiting family (low-income, students, and Hispanic), and entertainment (students)
- ▶ The need/desire to travel outside of their home municipality to work, shop, seek entertainment, and receive medical-related services

#### **Future Improvements Desired for Transportation System**

- ▶ Perception that travel by train (high-speed, commuter, light-rail) between NFRMPO cities along with the Denver-metro region will improve mobility for regional residents
- ▶ Investment in multi-modal connectivity between cities for access to employment centers
- ▶ Continued improvement in the condition of roadways for automobile users of the transportation system

A summary of the broader public outreach program for this plan update can be found in Chapter 1 on page 1-8.





## 4. ENVIRONMENTAL PROFILE

A variety of environmental considerations affect transportation planning and projects in the North Front Range region. These include air quality, historic and archaeological sites, agriculture, habitat and species, water and wetlands, and conservation areas (current and potential). Of these, the NFRMPO has some specifically designated responsibilities with regard to air quality.

### A. Air Quality

North Front Range air quality is regulated by stringent state and federal laws. The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) is a designated lead air quality planning organization. Air quality planning, and conformity with the State Implementation Plan (SIP) is a federally and state sanctioned function of the MPO. The NFRMPO must address motor vehicle emissions which constitute a major source of carbon monoxide (CO) and ozone pollutants. The region has been in violation of the National Ambient Air Quality Standards (NAAQS) for CO and ozone, and therefore designated as a maintenance area for CO and nonattainment area for ozone.

In 1993, the Governor of Colorado designated the North Front Range Transportation and Air Quality Planning Council as the lead air quality planning organization for the Greeley and Fort Collins carbon monoxide areas. The Council, in cooperation with the Colorado Air Pollution Control Division, CDOT, and local governments, is responsible for the development and implementation of the Fort Collins and Greeley carbon monoxide elements of the State Implementation Plan, as well as other transportation-related air quality planning projects within the NFRMPO boundary. In 2011, the Council is working with the state to update its role as lead air quality organization for all pollutants or nonattainment areas that affect the North Front Range, including ozone.

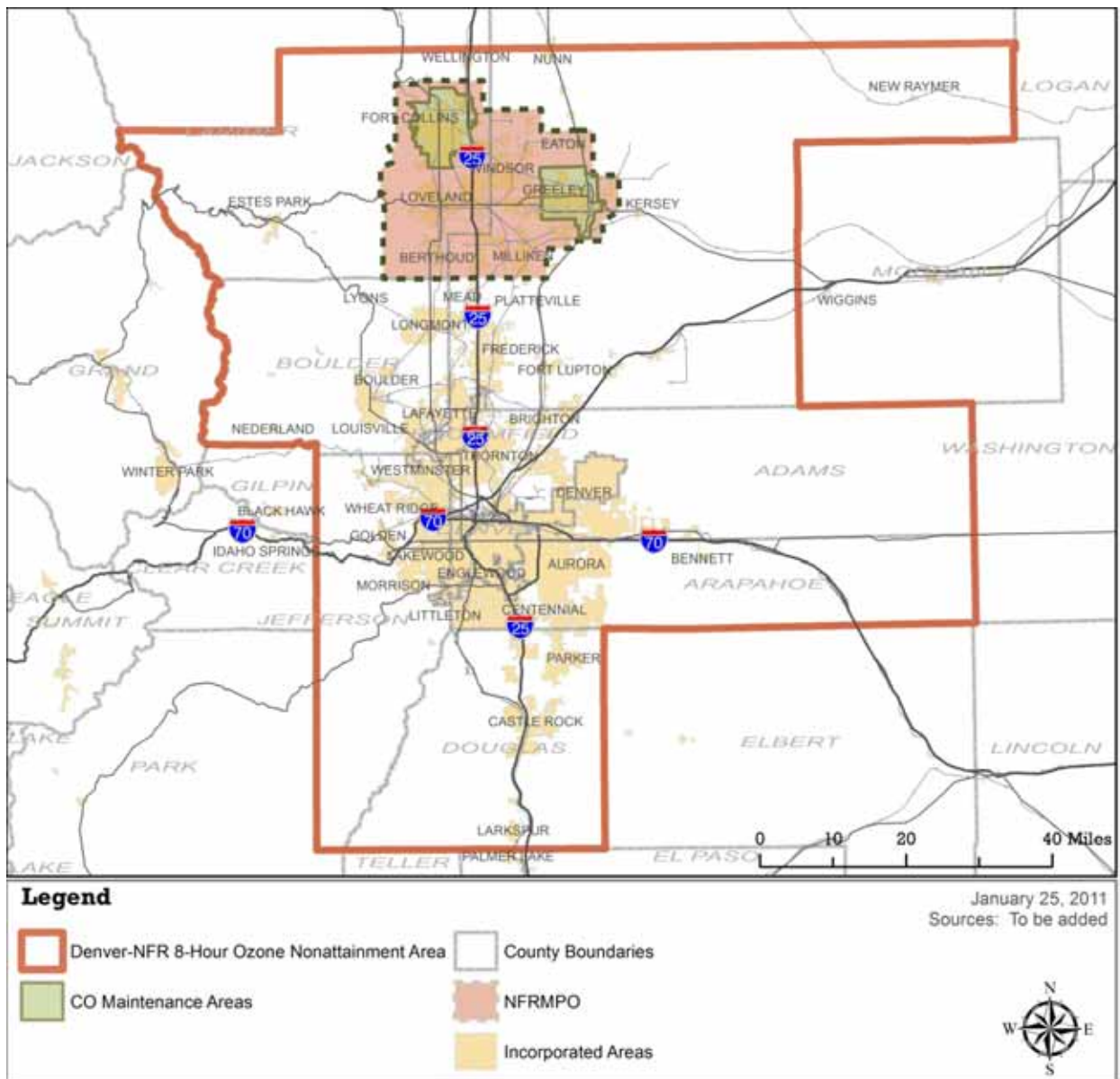
A number of regional strategies are being implemented to offset the increase in emissions which accompanies the high population growth rates in the North Front Range. Strategies include a regional Transportation Demand Management (TDM) program with carpool and vanpool programs, regional transit planning, and coordination with the Denver Regional Transportation District (RTD) on inter-regional transit services.

### Carbon Monoxide Maintenance Areas—Greeley and Fort Collins

In the late 1980s, both Greeley and Fort Collins had violations of the NAAQS for carbon monoxide (CO). As a result, their previous nonattainment status continued with the passage of the Clean Air Act Amendments of 1991. In the 1990s, CO levels improved substantially, and Greeley was re-designated to maintenance status on May 10, 1999, with a revision to the SIP in December 2002 that removed the Inspection and Maintenance (I/M) program and the oxygenated fuels program. Fort Collins was re-designated to a maintenance area in July 2002. The same programs were removed at the end of 2006. **Figure 4-1** shows the two CO maintenance areas. A summary of the conformity documentation for the Greeley and Fort Collins CO Maintenance Plans is provided in **Appendix C**.



**Figure 4-1 Carbon Monoxide Maintenance Areas and 8-Hour Ozone Nonattainment Area**



### Denver-North Front Range 8-Hour Ozone Nonattainment Area

In November 2007, the United States Environmental Protection Agency (EPA) designated the Denver/North Front Range region as a nonattainment area for the 8-hour ozone standard of 0.08 parts per million (ppm), adopted in 1997. The ozone nonattainment area is shown in **Figure 4-1**. This was due to violations of the 8-hour ozone standard that occurred in the summer of 2007. The official nonattainment designation effectively terminated the Early Action Compact (EAC) of earlier years, and necessitated adopting a SIP for ozone within one year, per EPA requirements. In addition, nonattainment status meant that businesses needing air quality permits would have more stringent requirements. Most importantly, from the MPO's perspective, ozone conformity determinations now



are required for all Transportation Improvement Programs and Regional Transportation Plans. A summary of the conformity documentation for the Denver-North Front Range Ozone SIP is provided in **Appendix C**.

In March 2008, EPA established a more stringent 8-hour standard for ozone, based on a review of the most recent health effects information. The standard currently is set at a level of 0.075 ppm averaged over an eight-hour period. States will have to submit revised state implementation plans for the new ozone standard by March 2013. However, according to the *2008 Ozone Action Plan*, it contains provisions intended to begin moving the region to compliance with the 2008 standard.

As of early 2011, EPA has proposed to release an even more stringent 8-hour ozone standard ranging between 0.06 and 0.07 ppm.

### **Ozone Action Plan (2008)**

In 2008, after several months of analysis and evaluation and public input, the Regional Air Quality Council and NFRMPO proposed an Ozone Action Plan to the state. The Colorado Air Quality Control Commission approved the plan in December 2008. The Ozone Action Plan includes a range of control measures to be included in the SIP, including federally-enforceable measures, state-only enforceable measures, and measures for further evaluation.

#### **Federally-enforceable measures include:**

1. Increase the system-wide control requirements for all condensate tanks.
2. Remove exemptions for selected small sources required to file air pollution emission notices and obtain permits.
3. Require general application of permit requirements and reasonably available control technology (RACT) for all Volatile Organic Compound (VOC) stationary sources greater than two tons per year and Nitrogen Oxide (NOx) stationary sources greater than five tons per year in the entire nonattainment area.

#### **State-only enforceable measures in the plan include:**

1. Implement a motor vehicle inspection/maintenance program in the North Front Range (Larimer and Weld counties).
2. Implement more stringent cut-points for the Denver metro area inspection/maintenance program.
3. Continue implementing the high-emitter pilot program in the Denver metro area.
4. Tighten state collector plate requirements.
5. Implement statewide control requirements for reciprocating internal combustion engines (RICE).
6. By 2009, require low-bleed control devices on all new and existing pneumatic valves in oil and gas operations.
7. Expand current requirements for VOC controls in the entire nonattainment area.

### **Background - Early Action Compact for Ozone**

Prior to 2007, the NFRMPO was included in the nonattainment area by EPA because of identified ozone precursor contributions from the region and monitors that exceeded the 8-hour ozone NAAQS. In 2004,

EPA included all of the NFRMPO and additional parts of Larimer and Weld counties that had the highest concentration of emissions, within the nonattainment boundary.

Larimer and Weld counties joined with the Denver metro region in an Early Action Compact (EAC) with EPA to defer nonattainment status. The EAC outlined control measures in place by the end of 2005 and required ozone readings to be back in compliance by the end of 2007. Control measures that affected the NFRMPO were emissions controls on stationary sources at oil and gas wells. In addition, EPA required that the Reid Vapor Pressure (RVP), or evaporation rate, of gasoline be reduced to 7.8 pounds per square inch (psi) from the previous 9.0 psi RVP gasoline in the Denver area.

The EAC did not require any controls on mobile sources in the NFR. At that time, the Denver metro area was subject to an automotive inspection and maintenance program, but the EAC did not require it for the NFR.

## **B. Historic and Archaeological Sites**

Section 106 of the National Historic Preservation Act (NHPA) sets forth the process that federal agencies and their designated representatives must follow when planning projects that have the potential to affect significant historic and prehistoric properties. The Colorado State Register of Historic Places and the National Register of Historic Properties identify sites, areas, and communities that reflect the state's cultural heritage and resources.

### **Mitigation**

The potential impact of implementing a transportation improvement project relative to identified historic sites, as well as other sites considered for inclusion in the historic registers, must be evaluated prior to project initiation.

For construction projects and many maintenance activities, a certified historian and archaeologist conducts on-the-ground surveys to identify, record, and evaluate cultural resources for eligibility to the National Register of Historic Places. When significant sites are identified within a proposed project area, an interdisciplinary team determines how best to avoid the sites or minimize adverse effects during construction.

## **C. Agricultural Land**

Agriculture in the North Front Range is a major contributor to the economic vitality of the region. The Colorado Department of Agriculture prepares statistics with profiles of Weld and Larimer counties. In 2007, Weld County had 2,088,715 acres of land in farms with a market value of more than \$1.5 billion worth of products sold; and Larimer County had 489,819 acres with a product market value of more than \$128 million. The majority of sales was in livestock for both counties (82 and 61 percent, respectively). Weld County is one of the leading agricultural producers in the state for a variety of crops and livestock items, and also has high rankings nationwide for total value of products, especially livestock. **Table 4-1** shows the percentage of each type of agricultural land by county.



A large percentage of the rural land under cultivation within the North Front Range region is irrigated through an intricate network of canals, making it highly productive. These canals and their lateral ditches are crossed by streets, roads, highways, bike paths, sidewalks, and railroads. These crossings sometimes pose engineering, project scheduling, and funding/contractual challenges during the development and implementation of transportation improvement projects and programs.

In addition, the conversion of agricultural land to urban and transportation uses is a regional and community issue. Conversions for transportation uses are typically addressed at a project level through actions to avoid or minimize such impacts. (See the Farmland Protection Policy Act [PL 97-98; 7 U.S.C. 4201 et seq.]) The potential conversions are coordinated with federal agencies, particularly with regard to National Environmental Policy Act processes. Reporting of these kinds of conversions to the Natural Resources Conservation Service of the U.S. Department of Agriculture is coordinated through CDOT.

**Table 4-1 Agricultural Production Statistics (2007 Inventory)**

Type of Land	Larimer (%)	Weld (%)
Woodland	6.37%	--
Cropland	24.50%	47.30%
Pasture	63.99%	48.77%
Other uses	5.15%	3.93%

Source: Colorado Agricultural Statistics, USDA, Census for Agriculture, County Profiles, 2007.

## D. Threatened and Endangered Species

Wildlife habitat and its ability to support diverse species is important in the NFRMPO. Numerous laws and regulations protect wildlife species and their habitats within the MPO region. **Figure 4-2** illustrates some of the region’s bird and mammal species that are either threatened or important to this area. Short-grass prairie is the major habitat that supports species, as well as riparian areas along major waterways, including the Cache la Poudre, Big Thompson, Little Thompson, and South Platte Rivers. Along with individual pockets of habitat, some larger habitat areas cover the entire region. These include the Preble’s Meadow Jumping Mouse and Mule Deer overall ranges.

Many agencies helped in the compilation of important habitat and designated wildlife areas including: The U.S. Fish and Wildlife Service (USFWS), Colorado Division of Wildlife (CDOW), and the Colorado Natural Heritage Program (CNHP).

The NFRMPO recognizes that threatened and endangered bird, mammal, plant, and fish species inhabit Larimer and Weld counties. Further research must be conducted before a transportation project begins to determine if threatened and endangered species are an issue within the given geography.

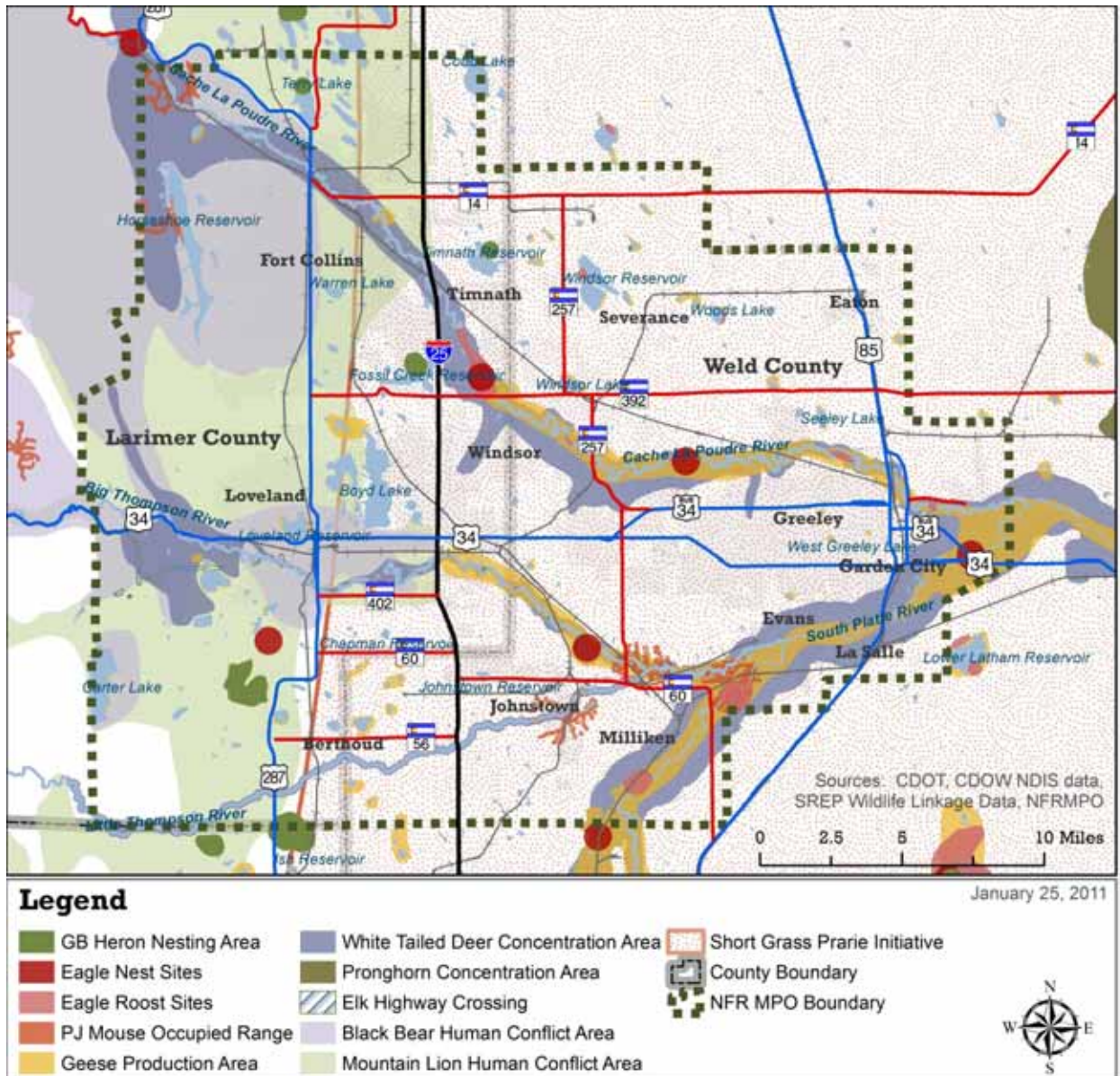
### Wildlife Habitat Mitigation

CDOT has recognized the importance of the short-grass prairie habitat and created a proactive mitigation strategy by participating in the Short-Grass Prairie Initiative (SGPI). This initiative covers a little more than a third of the state, extending out to the eastern border. It goes from the northern to southern most points of the state. The SGPI included the Nature Conservancy, USFWS, and other federal



agencies and protected up to 50,000 acres of the short-grass prairie in eastern Colorado. This allows for CDOT projects that impact short-grass prairie to offset the project's impacts against the areas that have been created through the SGPI.

**Figure 4-2 Wildlife Habitats**







The Colorado Department of Natural Resources is responsible for protecting and preserving the state's fish and wildlife resources from actions of any state agency, or funded by a state agency, which may obstruct, damage, diminish, destroy, change, modify, or vary the natural existing shape and form of any stream or its bank or tributaries.

Certification from the Colorado DOW must be obtained for actions with adverse impacts to streams or its bank or tributaries. Certification is provided by the DOW which includes appropriate measures to eliminate or diminish adverse effects to such streams or their banks or tributaries.

The Migratory Bird Treaty Act (MBTA) is a federal law that protects migratory birds, nests, and eggs. This protection is extended to all birds except the rock dove (pigeon), English sparrow, and European starling.

## E. Water Features and Water Quality

Numerous water bodies lie within and run through the North Front Range region. These include major rivers such as the Cache La Poudre, Big and Little Thompson, and South Platte rivers, along with their minor tributary creeks and streams. The region also contains many lakes and reservoirs such as Horsetooth and Windsor reservoirs; and Loveland, Carter, and Boyd lakes. Two aquifers, Laramie and Laramie-Fox Hills, flow through the south eastern portion of the MPO region. The water features and aquifers are illustrated in **Figure 4-3**.

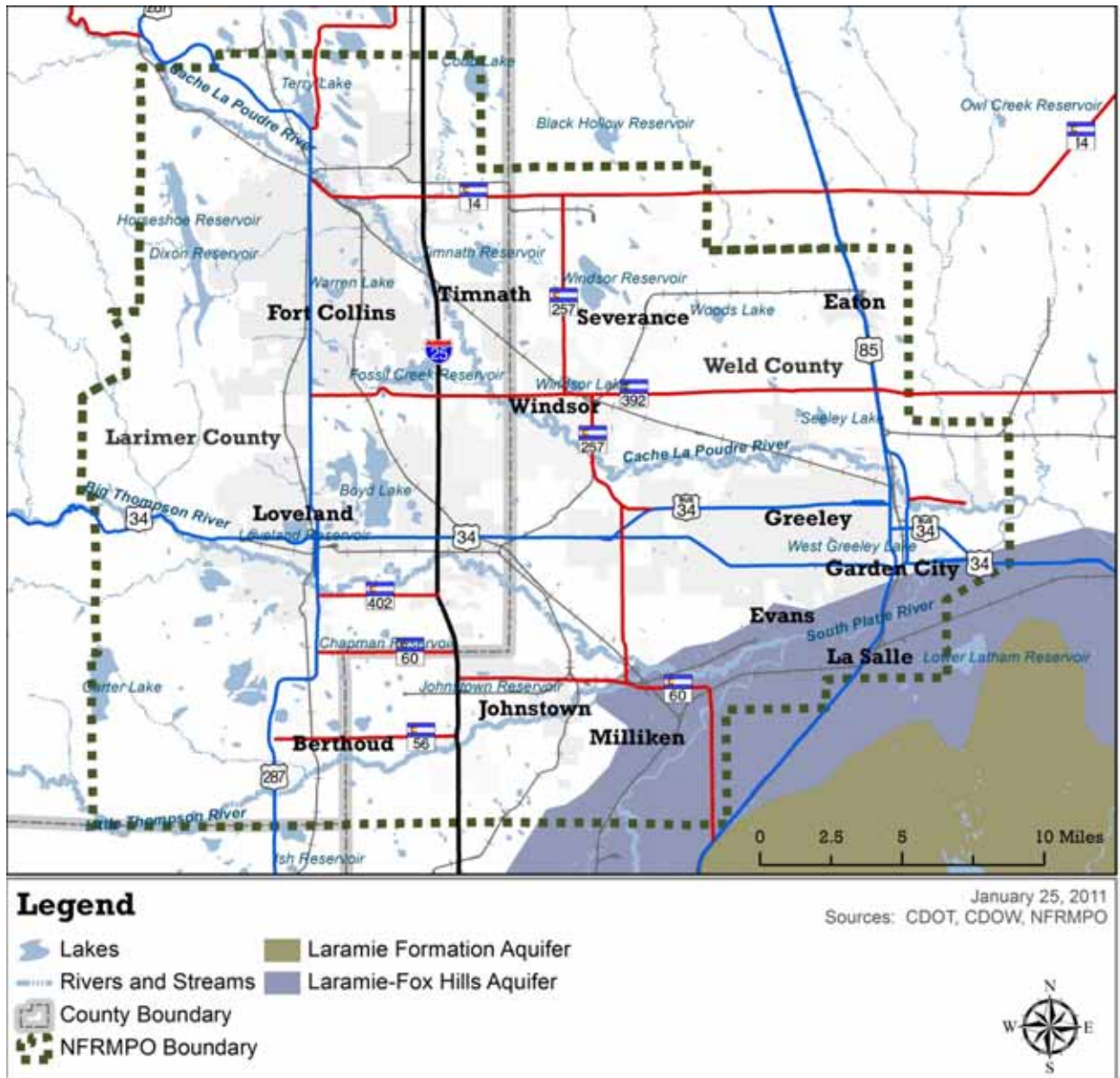
The Federal Clean Water Act (CWA) protects the waters throughout the United States. From this act, the National Pollution Discharge Elimination System (NPDES) was created to develop water discharge standards to prevent pollution from entering our nation's waters.

The CWA is administered by the Colorado Department of Health and Environment (CDPHE) throughout the state. The USEPA oversees the Clean Water Act throughout the nation but has granted the Department of Health and Environment this same duty in Colorado.

### Water Quality Mitigation

In accordance with CDOT's Long Range Plan, mitigation strategies are used for water quality. The primary method to control storm water discharges is through best management practices that avoid or control runoff. CDOT's Municipal Separate Storm Sewer System (MS4) permit will set into motion a series of requirements to improve water quality in urban areas. These requirements include new programs, training, public involvement, monitoring, and planning.

**Figure 4-3 Water Features and Aquifers**





## F. Wetlands

Wetlands are areas that are inundated or saturated by surface or ground water at a frequency or duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions. In the North Front Range region, wetlands are primarily found adjacent to streams or rivers where the ground stays saturated. Wetlands are regulated by standards set by Section 404 of the Clean Water Act.

### Wetland Mitigation

CDOT projects are required by federal law to first avoid and minimize impacts to wetlands. Where impacts are unavoidable, they must be mitigated. Preference must be given to the use of wetland banks where the project impacts occur within the Service Area of an approved wetland bank. Use of wetland banks is not appropriate where locally important ecological functions should be replaced on-site. Outside of an approved wetland bank's Service Area, mitigation should be on-site or within the same watershed where the impacts are occurring.

As Colorado communities continue to grow, mitigating for wetland impacts is becoming increasingly difficult and expensive. Anticipating and planning for future projects and operations in order to avoid and minimize impacts as much as possible is increasingly important, as is proactive identification of methods to mitigate unavoidable impacts.

CDOT is currently involved in the identification and development of proactive mitigation programs for wetlands. Current programs include the development of new wetland banks and cooperative partnerships with state, local, and federal agencies for the development of wetland enhancement and restoration programs.

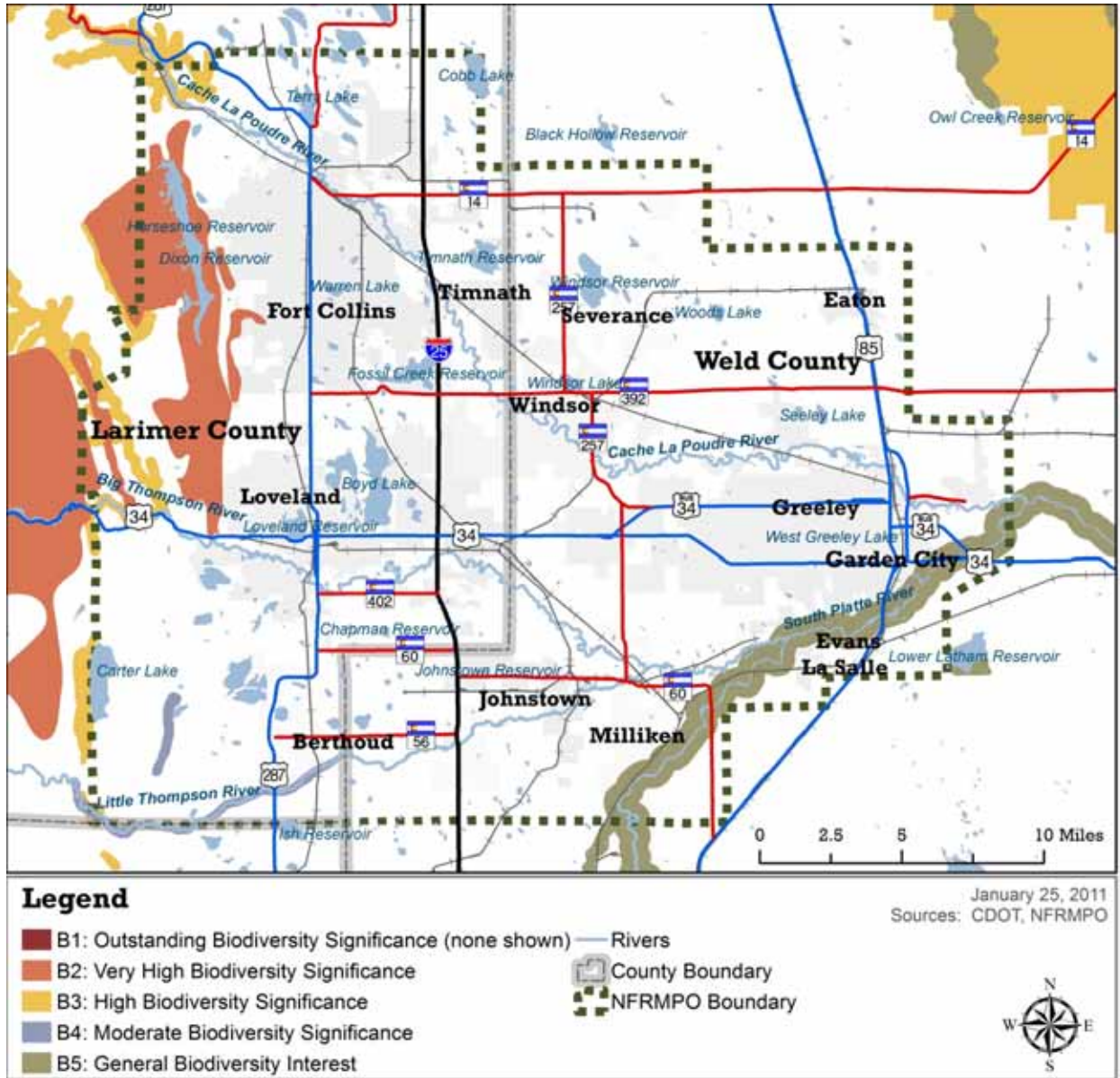
## G. Conservation Areas

The Colorado Natural Heritage Program has identified Potential Conservation Areas (PCA) on a statewide map. **Figure 4-4** identifies the areas within the NFRMPO. These areas are the best estimate of the primary area required to support the long-term survival of targeted species or natural communities. The size and configuration of a PCA will be dictated by what species, communities, or systems the Colorado Natural Heritage Program seeks to conserve at a given location. The PCAs do not necessarily preclude human activities, but the target's ability to function naturally might be greatly influenced by them, and the areas may require management. **Figure 4-4** identifies the conservation areas within the NFRMPO. The areas with "very high" and "high" biodiversity significance are generally found around Horsetooth Reservoir, Devil's Backbone, hogbacks, and along waterways in the foothills on the western edge of the North Front Range region. The area along the South Platte River also has general biodiversity interest.

The Regionally Significant Corridors identified for this plan have minimal contact with the PCAs, with the main contact points crossing over rivers. Proposed bike and pedestrian trails could potentially have more of an impact on the PCAs than Regionally Significant Corridors, especially along the South Platte River because of its biodiversity interest.



**Figure 4-4 Potential Conservation Areas**





## H. Energy

Significant oil and gas production has been underway within the North Front Range region for most of the past century. Consequently, it is not unusual to see drilling rigs and operations equipment being transported from one place to another. Much of the petroleum is transported away from well heads by tank trucks rather than through pipelines.

The presence of a thriving oil and gas production industry has had air quality consequences due to the emissions of gaseous pollutants from wellheads. Modeling of air quality for transportation conformity analyses is required to take these emissions into consideration. Consequently, some unique dependencies exist in the North Front Range region between the oil and gas industry and the expansion and maintenance of the transportation system.

The Niobrara Shale is a shale rock formation covering Northeastern Colorado, Southeast Wyoming, Southwest Nebraska, and Northwest Kansas. Oil and natural gas can be found within these rock formations beneath the ground surface at depths of approximately 7,000 feet. Companies drill wells vertically and horizontally to access the oil and gas and use a complex fracture system to extract the resource. Companies are still in the early stages of exploration of the Niobrara play; however, they say results appear to be promising and assessment of long-term production is occurring. In 2010 and 2011, oil and gas companies are actively expanding their mineral interests and leases in Weld County Colorado. Depending on outcomes from early exploration, the 2040 RTP may need to more fully assess the effects of this oil and gas play on regional transportation and infrastructure systems and needs.

## I. Planning and Environmental Linkages (PEL)

The 2035 RTP in 2007 referenced an environmental streamlining project (Strategic Transportation and Environmental Planning Process for Urbanizing Places (STEP UP)) for Colorado to develop an improved process for addressing environmental impacts of transportation projects at early stages of planning. At that time, the pilot project was a partnership by a number of agencies with the NFRMPO to develop tools to assist with more comprehensive and effective transportation, land use, and environmental planning. The target for STEP UP was to provide high quality data, limit environmental impacts, and have coordination early on with Resource Agencies and other public officials having responsibilities for environmental matters.

Since that time, CDOT has not implemented STEP UP as originally intended, because the challenges of organizing data proved to be greater than anticipated. However, CDOT continues to pursue Planning and Environmental Linkages (PEL) as an effort to improve efficiency, reduce environmental impacts, and lower costs of implementing transportation projects through the environmental review stages. It also helps to streamline projects and shorten decision-making by identifying planning studies before a full-blown National Environmental Policy Act (NEPA) process occurs, which requires evaluation of relevant environmental effects of a federal project or action, including developing alternatives.

CDOT's PEL program provides guidance for the agency and regional transportation planning partners to integrate useful NEPA information into statewide and regional transportation planning processes, particularly how to incorporate data and analysis conducted during the planning stage into the project-level environmental review processes and avoid redundant work. The program complies with the



requirements of the most recent Highway appropriations bill (SAFETEA-LU) environmental consultation and mitigation requirements for transportation planning.

In June 2009, the NFRMPO, with 14 other regional, state, and federal agencies, approved a partnering agreement to support a coordinated and collaborative interagency process for a PEL approach to transportation project development.

## **J. Environmental Forum**

In 2007, before the development of the 2035 RTP, CDOT coordinated an Environmental Forum with resource agencies and MPOs. In fall 2010, CDOT coordinated another such forum. The meeting enabled resource agencies to identify important environmental issues for the region that may affect this plan update. A few issues identified during the forum included:

- ▶ The air quality portion of this plan should reflect the current ozone nonattainment status.
- ▶ The region has a lack of wetland mitigation banks.
- ▶ The habitat section of this plan should note the addition of the Mountain Plover as a proposed threatened bird species (in the eastern portion of the region).



## 5. TRANSPORTATION SAFETY AND SECURITY

### A. Safety

Reducing the number and severity of crashes on the transportation facilities of the North Front Range is a major goal for the region. Safety is one of the main factors in prioritizing and selecting projects. The process involves looking at projects and evaluating how well a project will enhance safety by addressing any existing hazardous or potentially unsafe situations. This ensures that projects will address all the goals and strategies of this plan. In the NFRMPO's "Call for Projects," safety and crash reduction is used as a criterion for ranking applications for certain kinds of federal funding against one another.

Many factors fall within the realm of safety. The NFRMPO looks at many different safety aspects in its transportation and air quality planning, some of which comes from coordination with CDOT. Through the years, CDOT has tracked crash data. The NFRMPO utilizes this data and incorporates it into the planning process. The NFRMPO will continue to coordinate with CDOT in the data collection process.

Aside from crash data, the NFRMPO relies on other CDOT compiled information. The state coordinates with local emergency responders to provide public safety education. At this time the NFRMPO does not handle any educational activities itself. Transportation safety is most effectively coordinated at the state level.

In addition to roadway safety, this plan covers other relevant factors for planning a safer transportation network. The existing conditions chapter of this plan discusses the region's rail system. Rail crossings are identified with the attendant crashes involving trains and automobiles. Bridges are another safety feature identified in the existing conditions chapter of this plan. Bridges that are structurally deficient or functionally obsolete have been identified, and the locations are mapped. The Congestion Management Process is an additional portion of this plan that identifies safety as a factor that affects non-recurring congestion. Bike/pedestrian routes are shown in Chapter 2 and the Regionally Significant Corridors section of this plan. Pedestrian facilities are required to follow Americans with Disabilities Act (ADA) regulations.

Different types of safety funding pools are awarded directly to applicants through CDOT on a competitive basis. The NFRMPO is not a part of the safety funding allocation process.

The NFRMPO fully stands behind CDOT and its goals, objectives, and strategies in keeping safety a major priority for our transportation network. For more information on safety, the *Colorado Integrated Safety Plan* developed by CDOT is available on the CDOT website at [www.dot.state.co.us](http://www.dot.state.co.us).

## B. Security

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) calls for the security of the transportation system to be one of eight stand-alone planning factors. "...Increase the security of the transportation system for motorized and non-motorized users." This signals an increase in importance from prior legislation, in which security was coupled with safety in the same planning factor. SAFETEA-LU encourages the transportation planning process to be consistent with applicable security plans, programs, and projects. This new requirement must be in place before NFRMPO and State adoption or approval of transportation plans addressing SAFETEA-LU provisions.

Security as a stand-alone transportation planning factor is linked to the US Department of Homeland Security and the 2006 implementation of the National Incident Management System (NIMS). In 2004, the NIMS was issued to provide a comprehensive and consistent national approach to all-hazard incident management, at all jurisdictional levels, and across functional disciplines. Full compliance with the NIMS certification process was required by September 2006. Beginning in 2007, NIMS compliance became a condition for jurisdictions to receive federal preparedness funding assistance.

"The most important of the 2006 requirements is that states and territories must establish a planning process that incorporates the appropriate procedures to ensure the effective communication and implementation across the state, including tribes and local governments. This planning process must include a means for measuring progress and facilitate the reporting of NIMS implementation among jurisdictions" (Michael Chertoff, Secretary U.S. Department of Homeland Security).

In response to the SAFETEA-LU requirement, the NFRMPO has inventoried the region's security plans and protocols. This chapter simply references the security plans which are in place, both as a direct result of the NIMS requirement, and others which have been standing protocol within local agencies. This chapter is not designed to replace or modify any security protocol or plan. The appropriate agency should be contacted directly with security concerns.

### Transit Security

#### CDOT



#### Transit Safety and Security Prototype Report

In 2002, the CDOT Transit Unit contracted with RAE Consultants, Inc. to develop a model transit safety and security program for small urban and rural transit providers in the state. The purpose of the technical assistance framework was to assist small transit agencies with improving their capacity to respond to emergency situations, while working within the framework of the agency's existing safety training efforts. This prototype has been used by several of the NFRMPO member transit agencies as a model for their own emergency management plans.

#### BATS



#### Mode: On-call transportation

In 2003, Berthoud Area Transportation Service (BATS) adopted the Transit Safety and Security Plan. The BATS agency provides seniors with regularly scheduled transportation to shopping, and on-call



transportation around Berthoud and Loveland. The service takes passengers to Loveland and Longmont everyday with links to FLEX and RTD.

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

Contact: Eric Boyd, Director of BATS, Phone: (970) 532-5199

### **Transfort/Dial-A-Ride**



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

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

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

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

Contact: Marlys Sittner, Transfort, Phone: (970) 416-2113  
City of Fort Collins Emergency Operations Center (24 hours), Phone: (970) 416-2861

### **FLEX**

#### **Mode: Fixed-route bus**

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

Contact: Marlys Sittner, Transfort, Phone: (970) 416-2113

### **VanGo**



#### **Mode: Vanpool**

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

- (1) Ensure that security and emergency preparedness are addressed during all phases of system operation, including the hiring and training of agency personnel; the procurement and maintenance of agency equipment; the development of agency policies, rules, and procedures; and coordination with local public safety and community emergency planning agencies.

- (2) Promote analysis tools and methodologies to encourage safe system operations through the identification, evaluation and resolution of threats and vulnerabilities, and the ongoing assessment of agency capabilities and readiness.
- (3) Create a culture that supports employee safety and security and safe system operations (during normal and emergency conditions) through motivated rules and procedures and the appropriate use and operation of equipment.

Contact: Anne Blair, VanGo Vanpool Manager, Phone: (970) 221-6859 / (800) 332-0950

## **COLT**



### **Mode: Fixed-route bus, paratransit**

The City of Loveland Transit (COLT) prepared an emergency operations and security plan in 2007. COLT worked with the Loveland Office of Emergency Management to implement a safety and security protocol for the COLT system.

Contact: Marcy Abreo, Transit Services Manager, Phone: (970) 962-2700

## **Greeley Bus**



### **Mode: Fixed-route bus, paratransit**

The Greeley Bus prepared a System Safety and Security Plan in 2007. The Transit Services Division in Greeley has an Emergency Operations Plan in place. The plan outlines emergency procedures for city transit services, criteria for activating and deactivating the plan, and roles, responsibility, and authority of staff for implementing the plan.

Contact: Brad Patterson, Transit Services Manager, Phone: (970) 350-9751

## **Railway Transportation Security**

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

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

Note: The DOT number is a six digit number with an alpha character at the end (e.g., 427 774K) and is found on the sign mounted on the crossing post for a passive warning. It may be found on either the signal mast and/or signal cabin for an active warning device (i.e., a sign with flashing lights or a gate).





## Burlington Northern Santa Fe Railway (BNSF)



The BNSF Resource Protection Solutions Team responds to all railroad related emergencies, trespassers, and crimes. Contact the BNSF Resource Protection hotline at **1-800-832-5452** to report a railroad emergency or a railroad related crime, or to report all suspicious activities, individuals, and trespassers.

"Security has become everyone's business. Because of heightened security status, Americans are being asked to be the 'eyes and ears' for law enforcement," says John Clark, assistant vice president, Resource Protection Solutions Team.

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

The Citizens United for Rail Security (CRS) program encourages interested citizens and railway fans to participate in BNSF security training. Participants receive official identification cards. Citizens and CRS members are encouraged to report all suspicious activity along railroad property to the BNSF Resource Protection hotline, Phone: 1-800-832-5452.

## Union Pacific Railroad (UPRR)



**Reporting Emergencies:** Contact UP Police by calling 1-888-877-7267

### Reporting Unusual or Suspicious Occurrences and Environmental Hazards

Call **1-888-UPRR COP (877-7267)** to report hazardous materials releases, personal injuries, criminal activities, illegal dumping, or other environmental incidents.

### Reporting Rough or Damaged Grade Crossings

To report emergency grade crossing blockages or damage, call **1-800-848-8715**.

## Great Western Railway of Colorado (GWR)



GWR operates a total of 80 miles of track in the NFR region and it interchanges with BNSF Railway and Union Pacific Railroad. It is owned by OmniTRAX. Report all emergencies to GWR at (970) 667-6883, and the local police departments.

## Airport Transportation Security

### Greeley-Weld County Airport

In 2009, the Greeley-Weld County Airport Authority updated its Airport Security Plan (ASP) with the assistance of an Airport Security Advisory Committee (ASAC). The ASAC is formed with the assistance of the Greeley-Weld County Airport Tenants & Users Association. The ASAC periodically reviews the current plan and works with airport staff to implement updates. Questions about the ASAC can be directed to Linda Belleau at (970) 336-3020, or the Airport Authority administrative offices during normal business hours at (970) 336-3000.

### Fort Collins-Loveland Airport

Security operations at the Fort Collins-Loveland Airport are conducted by the Transportation Security Administration. The same level of security inspections, regulations, and restrictions used at major airports are in place at the Fort Collins-Loveland Airport, as Allegiant Air provides service to and from Las Vegas four times a week with a 150-seat jetliner and to and from Phoenix-Mesa Gateway Airport twice weekly.

The terminal facilities have been expanded to accommodate a larger number of passengers and expanded security requirements. Questions about airport security can be directed to (970) 962-2852.

## Transportation Security – Local Agency Plans

### Emergency Management Plan

The purpose of an Emergency Management Plan is to minimize the loss of life and property during and while recovering from an emergency or disaster by defining assignments and responsibilities for effective management of an emergency disaster affecting the local agency. Most of the local agencies within the NFRMPO have Emergency Management Plans in place. Generally speaking, they are published under the authority of the county, city, or town, and they support the Emergency Operations Plan of Colorado and the National Response Plan (NRP). Contacts for information about these plans are listed below, although contact information changes from time-to-time.

<b>Jurisdiction</b>	<b>Contact</b>	<b>Phone Number</b>
City of Evans	Warren Jones	(970) 475-1117
City of Fort Collins	Mike Gavin	(970) 416-2878
	24 Hr Contact	(970) 221-6545
City of Greeley	Steve Blois	(970) 350-9502
City of Loveland	Merlin Green	(970) 962-2519
Town of Berthoud	Chief Stephen Charles	(970) 532-2264
Town of Eaton	Don Cadwallader	(970) 454-3338
Town of Johnstown	Brian Phillips	(970) 587- 5555
Town of LaSalle	Carl Harvey	(970) 284-5541
own of Milliken	Jim Burack	(970) 660-5011
Town of Severance	John Holdren	(970) 686-1218
Town of Timnath	Sherri Wagner	(970) 224-3211
Town of Windsor	Terry Walker	(970) 686-9596 ext. 310
Larimer County	Erik Nilsson	(970) 498-5310
Weld County	Roy Rudisill	(970) 304-6540 or (970) 436-9276 x 3990

### Vulnerability Assessment

A vulnerability assessment is a confidential security plan that private businesses and government entities develop. The assessment helps local planning organizations define locally vulnerable land uses which threaten their jurisdictions, and the extent to which communities are vulnerable to breaching events at those sites. This type of information can enable local governments to better develop security and response programs. Examples of entities that have these plans are Kodak, Center for Disease Control, and Hewlett Packard.



## 6. TRAVEL DEMAND ANALYSIS

### A. Overview

The NFRMPO prepares a regional travel demand model with projections based on socio-economic forecasts provided in Chapter 3 to evaluate the effects of growth upon the transportation system of the North Front Range and to meet the Clean Air Act (CAA) requirements. The NFRMPO has developed a regional travel demand model which provides estimates and forecasts for the following scenarios:

- ▶ **2009 Base Year** – Model calibrated to 2009.
- ▶ **2015 Interim Year** – Interim for Conformity testing (CAA), includes 2015 transportation network and 2015 socio-economic forecasts.
- ▶ **2025 Interim Year** – Interim for Conformity testing (CAA), includes 2025 transportation network and 2025 socio-economic forecasts.
- ▶ **2035 No Build** – 2009 transportation network and 2035 socio-economic forecasts.
- ▶ **2035 Build** – 2035 transportation network based on the fiscally constrained plan (as described in Chapter 8) and 2035 socio-economic forecasts, for Conformity testing (CAA).

It is important to recognize that transportation improvements, other than those for increasing highways capacity may result in a reduction of roadway travel demand. The 2035 model is a mode choice model, which means that transit is modeled on its own network and calibrated to transit surveys. This portion of the model allows for scenario testing not only with the roadway network but also with transit.

This section provides a summary of travel demand forecasting results focusing on the 2035 out year. The regional travel model output data is depicted for the North Front Range modeling boundary area, shown in Chapter 3, which is somewhat larger than the NFRMPO boundary.

### B. Existing Travel Characteristics

As noted in Chapter 2, the NFRMPO conducted a household survey of residents within the NFRMPO boundary area (*The NFRMPO Household Survey of 2010*). The survey showed that the main reason for nearly 34 percent of traveling was for returning home from non-work activities (e.g., shopping). Other frequently reported reasons for traveling included for work (11 percent), routine shopping (9 percent), and attending class (6 percent). See **Table 6-1**.

**Table 6-1 Primary Reasons for Traveling**

Main Reason for Traveling	Number of Trips	Percent	Avg. Trip Duration (min)
Working at home	127	0.90%	14.16
Shop at home	0	0.00%	--
On-line school at home	7	0.00%	8.8
Return home from non-work activities	4,920	34.00%	17.17
Work/job	1,637	11.30%	19.34
All other activities at work	70	0.50%	17.82
Attending class	790	5.50%	15.53
All other activities at school	92	0.60%	11.75
Change of mode/transportation	354	2.40%	15.43
Dropped off passenger from car	566	3.90%	12.95
Picked up passenger from car	557	3.80%	14.6
Drive through	88	0.60%	9.93
Other – travel related	37	0.30%	10.97
Work/business related	618	4.30%	20.36
Service private vehicle	160	1.10%	13.21
Routine shopping (groceries, clothing, etc.)	1,236	8.50%	12.5
Shopping for major purchases or specialty items	91	0.60%	18.35
Household errands (bank, dry cleaning, etc.)	475	3.30%	11.18
Personal business (attorney, accountant, etc.)	241	1.70%	16.86
Eat meal outside of home	577	4.00%	12.09
Health care (doctor, dentist)	224	1.50%	18.59
Civic/religious activities	196	1.40%	14.89
Outdoor recreation/entertainment	254	1.80%	23.18
Indoor recreation/entertainment	516	3.60%	16.42
Visit friends/relatives	435	3.00%	33.89
Loop trip	18	0.10%	38.74
Other	180	1.20%	14.33
<b>Total</b>	<b>14,467</b>	<b>100.00%</b>	<b>16.76</b>

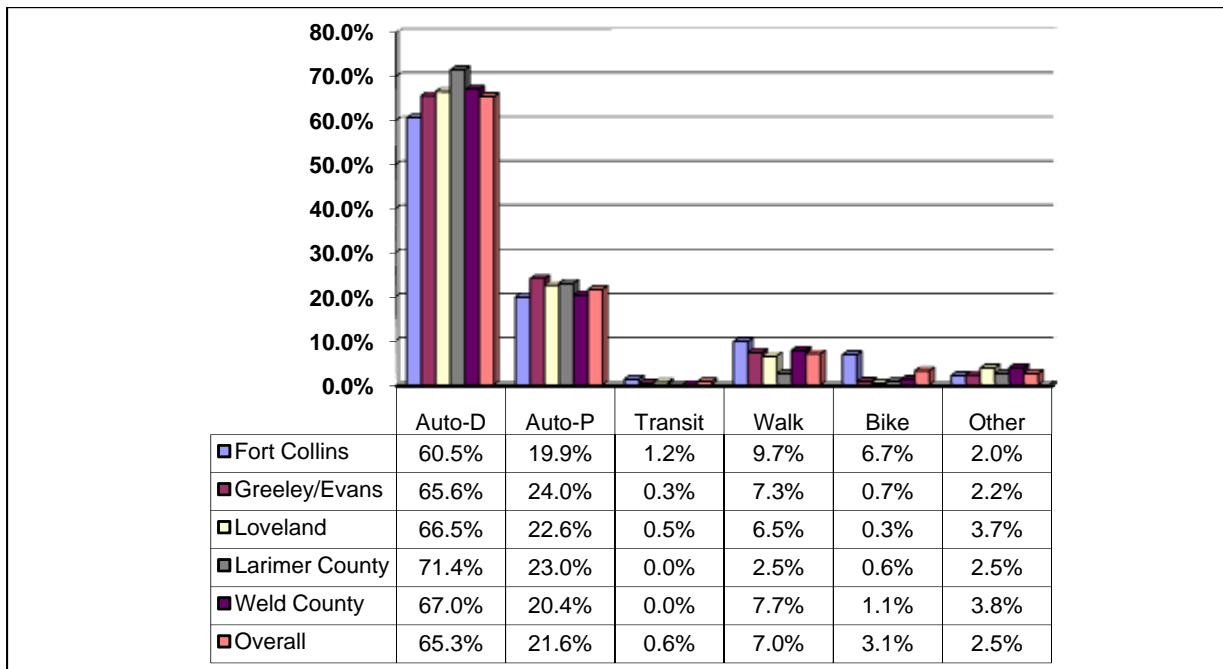
Source: Front Range Travel Counts – NFRMPO Household Survey, weighted 2009 data.

### Travel by Automobile

The majority of trips within the NFRMPO are trips in single occupancy vehicles (SOV), which are vehicles with only a driver as an occupant (identified as Auto-D in **Figure 6-1**). Auto-P in the figure refers to passengers in vehicles. The table also shows the differences in travel modes among different parts of the region. Approximately 10 percent of trips were made by non-motorized modes (7 percent walk and 3.1 percent bike), and less than one percent of reported trips were made by public transit.



**Figure 6-1 Travel Modes by Area**



Again, driving alone is the primary travel mode to work for most respondents. Non-motorized transport accounts for nearly 10 percent of work trips. Fort Collins leads the region in work trips made by bicycle, and Greeley has the highest percentage of work trips by pedestrians. Survey results also indicate that 13 percent of Greeley/Evans residents do not have driver’s licenses, which may contribute to higher levels of walking. Household size also affects the number of trips per day. Households with higher numbers of workers also recorded higher numbers of trips.

### Non-Motorized Travel

As stated above, nearly 10 percent of work and non-work related trips in the region are by non-motorized modes, either bicycle or pedestrian travel. These can either be stand-alone trips or they can augment transit trips (to and from transit stops). Generally, people make non-motorized trips more frequently to attend class (e.g., at Colorado State University or University of Northern Colorado) or non-work related activities. Fort Collins and Greeley have large college student populations, which likely contributes to the higher percentage of bicycling in those communities.

Survey data also indicate that about 70 percent of the households throughout the region have at least one bicycle, and half have two or more bicycles. More than 24 percent of survey respondents indicated that a household member walked or rode a bicycle to school or work at least once per week. The highest numbers were reported for Fort Collins and the lowest numbers were in non-urbanized areas of Weld County.



## Transit Use

In the North Front Range, transit use accounts for less than one percent of work-related and other trips. A large portion of the region consists of rural areas that are not served by transit, which likely accounts for the low overall rate of transit use. Most transit users connect to transit by walking or bicycling. Nearly seven percent of travel survey respondents indicated that they use transit at least once per week. Transit use is highest in Greeley/Evans (12 percent) and lowest in non-urbanized areas of Weld County (2 percent).

Of the adult survey respondents, four percent reported having a transit pass. Highest levels were reported in Fort Collins (7.2 percent), which has the largest transit system in the region, and lowest levels were reported in non-urbanized Larimer County (0.5 percent). Less than two percent of survey respondents reported that their employers provide a transit pass.

The lack of available transit options and sustainable revenue sources are likely causes of low transit pass use. Another factor that could explain the low rates of transit use is the high percentage (nearly 95 percent throughout the region) of employers that provide free parking. Employees have fewer incentives to utilize other modes of transportation when they have unlimited free parking at their destination.

## C. Travel Demand Growth

### Roadways

Daily vehicle miles traveled (VMT), which is the total distance traveled by all motor vehicles each day, was used as a gauge to measure the forecast growth of travel in the region. **Table 6-2** shows the estimated VMT for 2009 and forecast VMT for 2035 for the region's three major urban areas and the region as a whole.

It should be noted that using a No-Build scenario does not always create realistic results in smaller areas of the region. This is due to significant levels of congestion in the forecast year without any improvements to the roadway system.

**Table 6-2 Growth in Vehicle Miles of Travel**

Area	Daily VMT		
	2009	2035 (No-Build)	Percent Growth (%)
<b>Fort Collins Area</b>	3,290,404	4,192,564	27.4%
<b>Greeley Area</b>	1,880,295	3,706,239	97.1%
<b>Loveland Area</b>	1,839,474	2,961,922	61.0%
<b>Other Areas</b>	5,026,701	8,988,548	78.8%
<b>North Front Range</b>	12,036,874	19,849,273	64.9%

Source: North Front Range 2009 Regional Travel Model, Model Process, Parameters and Assumptions, LSA and Associates, Inc., 2011



These forecasts show that VMT for the North Front Range region is projected to grow by 64.9 percent between 2009 and 2035. This growth assumes no roadway expansion into the future and only accounts for growth in households and employment. This also assumes that current patterns and travel trends are the same in the future. This VMT growth compares with household growth forecasts of 58.6 percent and employment growth forecasts of 63.9 percent for the same period.

### Roadway Level of Service

A system-wide measure which is a good indicator of the impacts of growth on transportation is level of service (LOS), which is a qualitative measure which describes operating conditions, or traffic flow rates. LOS A represents a free flow condition and LOS F represents a breakdown of traffic flow with excessive congestion and delay. Levels of service have been calculated on all arterials, expressways, and freeways based on a generalized peak hour volume (a combination of the morning, midday, and afternoon peak periods) and planning level roadway capacities. Congestion, defined in the Congestion Management Program (see Chapter 9), is LOS E or F, with E nearing capacity and F over capacity.



*Morning peak hour traffic on  
US 287 in Fort Collins*

The percent of congested roadway lane miles (LOS E or F) during the average peak period in 2009 is 1.0 percent. It is anticipated to climb to 10.9 percent during the average peak period by 2035 with no roadway improvements. **Figures 6-2 and 6-3** depict the 2009 and future 2035 roadway levels of service, respectively. This LOS analysis is based on travel demand modeling results and does not explicitly account for intersection operations and delay.

**Figure 6-2 2009 Level of Service**

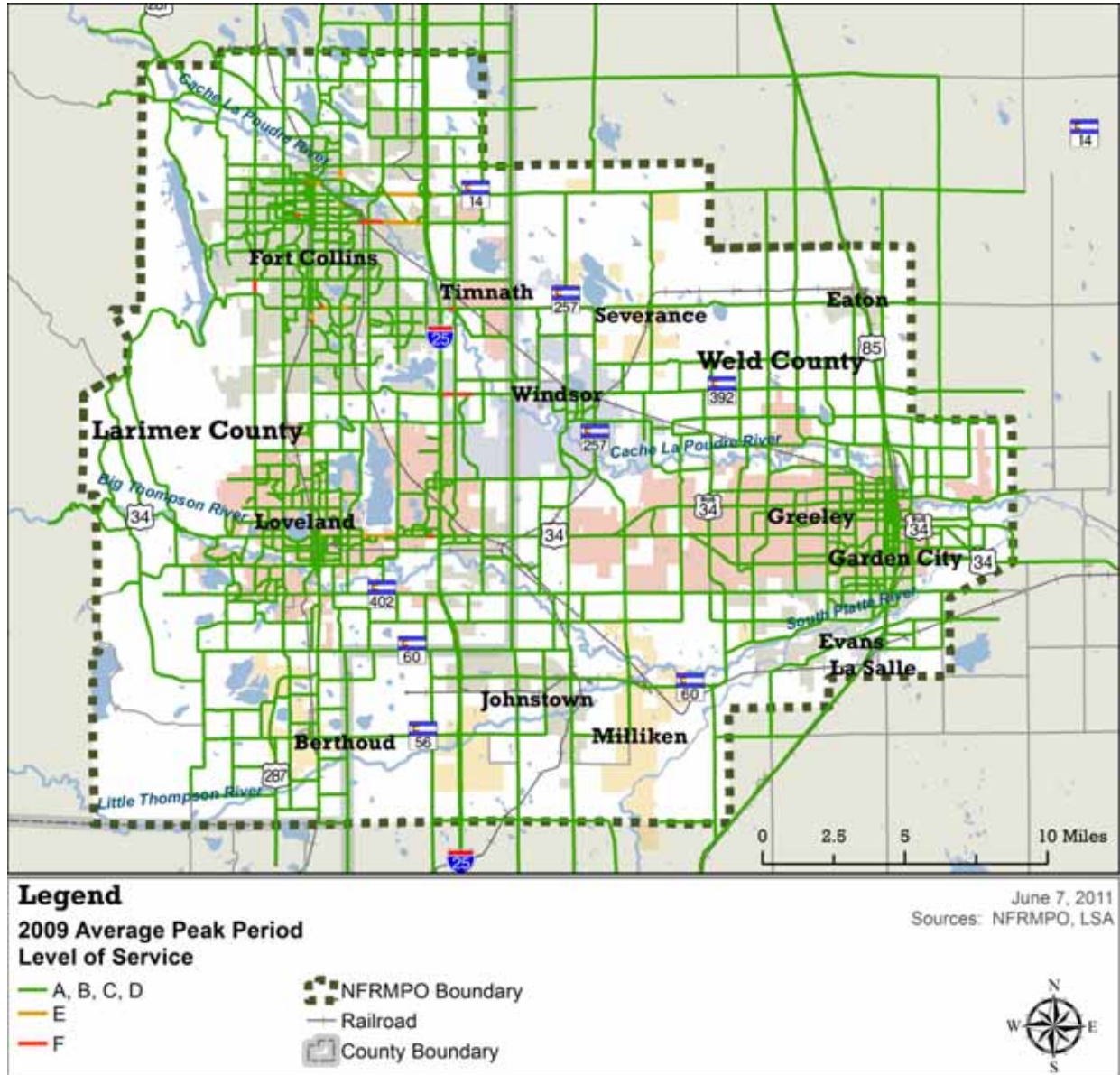
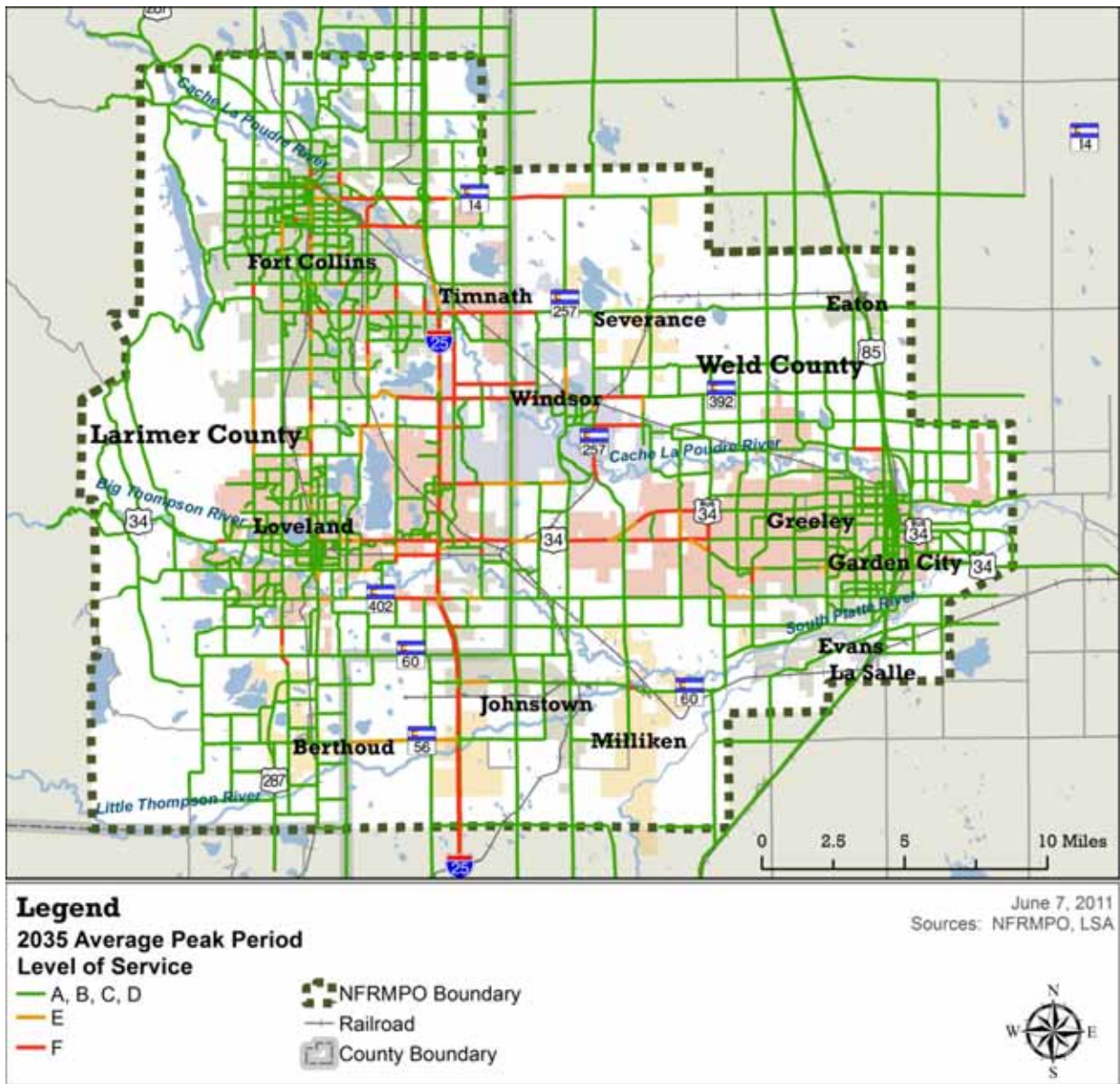






Figure 6-3 2035 Level of Service



### Mode Choice

The 2035 travel demand model is a mode choice model. A mode choice model allows the user to also model transit systems. The NFRMPO first built the model with the mode choice capability for the 2005 model. Transit alternatives can now be tested both locally and regionally. Transit ridership is verified and calibrated for the base-year scenario through on board surveys that actually count the number of riders on any given route. This is similar to the calibration of the volumes on the roadways that are verified using traffic count data.

## Regional Routes

The Regional Transit Element (RTE) 2011, a companion document to the 2035 RTP, describes in detail the demand analysis used to model potential regional transit routes, as depicted on **Figure 6-4**. The analysis of the regional routes used the NFRMPO travel demand model, base year 2005, and the combined NFRMPO and Denver Regional Council of Governments (DRCOG) model that was used in the development of the North I-25 EIS.

The RTE worked with the data in the NFRMPO travel model to develop an understanding of how the anticipated growth over the next 25 years will impact transit ridership in proposed regional corridors. The region was divided into 15 sub-areas that provide information on where trips originate and the regional corridors in which they are most likely to travel. The zones, along with detailed tables with calculations for each zone, are presented in the full RTE document.

The travel demand analysis included the following steps:

- ▶ Trip matrices were created for 2005, 2015, 2025, and 2035 showing the trip productions and attractions for each of the 15 zones.
- ▶ Each zone pair was analyzed in order to determine which (if any) regional corridor would collect trips from the zone pair. Each zone pair was color-coded to reflect the corridor. A percentage was assigned to reflect an estimated amount of the trips that would fall into the regional corridor.
- ▶ The external trips were also identified for each zone. As with internal trips, each pair was identified with a regional corridor, if applicable, and a percentage was assigned to reflect an estimated portion of the trips that would fall into the particular regional corridor.
- ▶ Multiplying the total trips in each zone pair by the percentage for each corridor resulted in the trips that would have the potential demand for transit services.
- ▶ A mode share of 0.5 - 2% was selected to determine a range for trips that might be likely to use transit. A higher percentage of work trips might switch to the transit mode and over time these percentages might increase, but this range is reasonable given the overall conditions in these corridors. It is also consistent with the most recent Household Travel Survey undertaken by the NFRMPO in 2010. The corridor comparison is shown in **Table 6-3**.

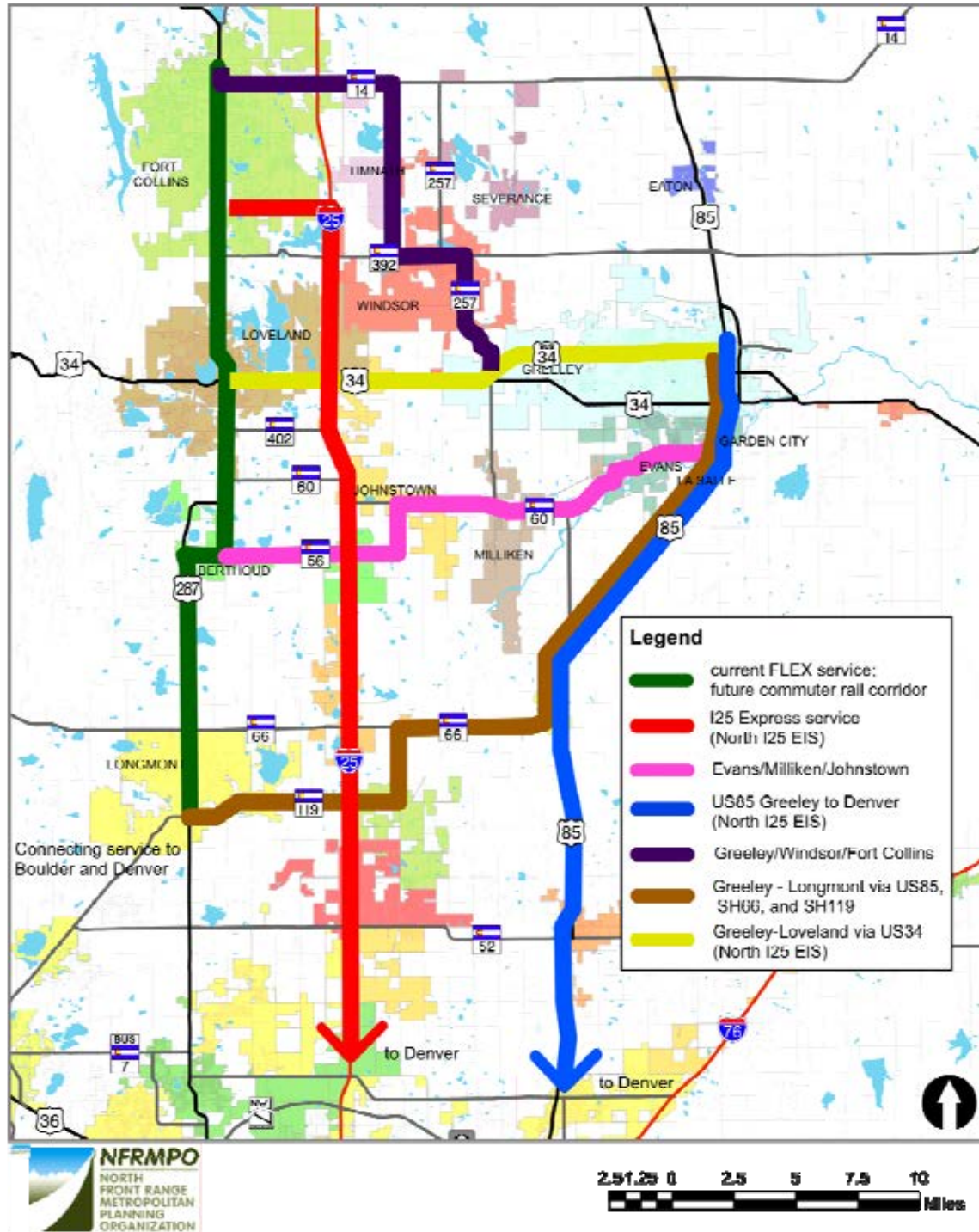
The evaluation of the zone-to-zone trips showed some important changes between 2005 and 2035:

- ▶ Overall trips nearly double in this time period. In 2005 the model estimates 2.2 million daily person trips, while in 2035 the model estimates 3.7 million daily person trips.
- ▶ Much of the growth is projected to occur in the middle of the region – from Timnath to Mead and Johnston to West Greeley.





**Figure 6-4 Regional Transit Corridors for Evaluation**



**Table 6-3 Comparison of Transit Demand by Corridor**

Corridor	North I-25 EIS 2030 Projection	NFRMPO Travel Model Analysis for 2035		
		0.5% of Trips	1% of Trips	2% of Trips
<b>A: FLEX / Future US 287</b>	1,400 – 2,175	542	1,085	2,170
<b>B: I-25 Express Service</b>		663	1,326	2,653
<b>C: US 85 Greeley to Denver</b>	725 – 1,175	58	115	230
<b>D: Greeley - Longmont</b>	N/A	26	52	104
<b>E: Evans/Milliken/Johnstown</b>	200	44	87	175
<b>F: Greeley-Loveland via US 34</b>	2,500	207	415	830
<b>G: Greeley/Windsor/Fort Collins</b>	260	130	260	519

Notes:

1. N I-25 EIS projections are for commuter rail, not bus service.
2. The Greeley/Longmont corridor was not included in the N I-25 EIS analysis.
3. The N I-25 EIS analysis did not connect corridor E to Evans – rather it operated only to Milliken.
4. Corridor G (Windsor) in the N I-25 EIS traveled north from Windsor on US 257 to Harmony Road, ending at the Fort Collins South Transit Center. In the NFRMPO travel model analysis the route travels north on Weld County Road 13 and east on SH 14 to the Downtown Transit Center.

### Transit Level of Service

The level of service (LOS)<sup>1</sup> concept can be applied to the transit mode as well. LOS measures have been standardized for transit service networks for both fixed route and demand response services. They can be applied to corridors, systems, or individual stops, but for the purposes of this plan will be kept at the system level. The LOS measures address:

- ▶ **Availability of Service** – common measures are the frequency of service, hours in a day in which service is provided, and service area coverage; and
- ▶ **Comfort and Convenience** – common measures are on-time performance, missed or late trips (reliability), and convenience.

The fixed route systems in the region, Fort Collins, Greeley, and Loveland, are currently at a LOS of between D-E generally. This LOS would remain if there is no expansion to the system. However, as development continues to occur outside the area presently served by transit, the LOS for coverage would likely drop from E to F.

<sup>1</sup> The Transit Capacity and Quality of Service Manual published by Transportation Research Board of the National Academies as TCRP Report 100, Washington, DC 2003 identifies standard Level of Service measures for fixed route and demand responsive services.



With expansion included, it is anticipated that the LOS for coverage would generally increase by one letter grade as systems are expanded to serve a larger geographic area. In both Fort Collins and Greeley, implementation of their strategic plans would result in stronger grid systems, so convenience would also be improved. For regional services, further development of regional bus routes would improve the LOS for coverage and convenience as more areas would be served and it is anticipated that more frequent peak hour service would be provided in some corridors.

## Greenhouse Gas Emissions

The federal government is interested in reducing greenhouse gas (GHG) emissions and may include a new requirement with transportation reauthorization. The FHWA has become more interested in the amount of energy consumed as part of regional transportation systems and the potential greenhouse effect of the energy use. The State of Colorado, under the FASTER legislation, is required to address the reduction in GHG emissions. To assist the state, a minimal technical analysis out of the travel demand model is included in this plan.

A greenhouse gas (GHG) in the atmosphere absorbs and emits radiation. GHGs are tied to the natural process or greenhouse effect, whereby they help capture radiant heat from the sun in the earth's lower atmosphere. The gasses that contribute most to the greenhouse effect are water vapor, carbon dioxide, methane, and nitrous oxides. Most greenhouse gases have both natural and human-caused sources. Transportation is the second largest source of GHG emissions, accounting for roughly 29 percent of all emissions (USDOT, April 2010).

As it relates to the transportation system, energy is directly consumed by the vehicles (automobiles, trucks, and buses) using the regional system and indirectly consumed by the equipment during the construction of transportation capital improvement projects. The GHG emissions quantified for this plan are based only on the direct energy (i.e., direct energy that is consumed by vehicles using the facilities). Transportation emissions from fuel combustion in vehicles are normally presented as the total carbon dioxide (CO<sub>2</sub>) equivalent released, and they take into account the potential greenhouse effect of each gas. For example, motor vehicles emit small amounts of nitrous oxide (N<sub>2</sub>O), which has greenhouse gas effect potential that is 310 times that of CO<sub>2</sub>. Therefore, each ton of N<sub>2</sub>O is equivalent to 310 tons of CO<sub>2</sub>. The greenhouse gas emissions presented in this section are all presented as a CO<sub>2</sub> equivalent.

**Table 6-4** compares the total mobile source on-road greenhouse gas emissions of the base year (2009) land use and transportation system and the 2035 forecasts with the fiscally constrained transportation system (2035 Fiscally Constrained). The energy calculations are based on vehicle miles traveled (VMT) projections generated by the regional travel demand model. By 2035, the direct energy consumption and greenhouse gas emissions associated with use of the transportation system is projected to increase by approximately 42 percent, less than the projected VMT increase of 64.9 percent.

**Table 6-4 Mobile Source Greenhouse Gas Emissions**

Area	Tons of CO <sub>2</sub> Equivalent		
	2009	2035 (Fiscally Constrained)	Percent Growth (%)
<b>North Front Range</b>	6,880	9,796	42.4%

Source: North Front Range 2009 Regional Travel Model, LSA and Associates, Inc., 2011

Note: Regional energy consumption, as measured in British Thermal Units (BTUs) is based on the estimated VMT multiplied by standard energy consumption factors for various vehicle classifications and fuel types. The greenhouse gas emissions are calculated from the BTU estimates multiplied by standard tons CO<sub>2</sub>/million BTU conversion factors. Consistent factors have been used to calculate the base year and future energy consumption; no change in fuel efficiency is assumed in the calculation.

The NFRMPO has determined that further analysis and work in this area would be conducted in conjunction with new state or federal requirements.



## 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

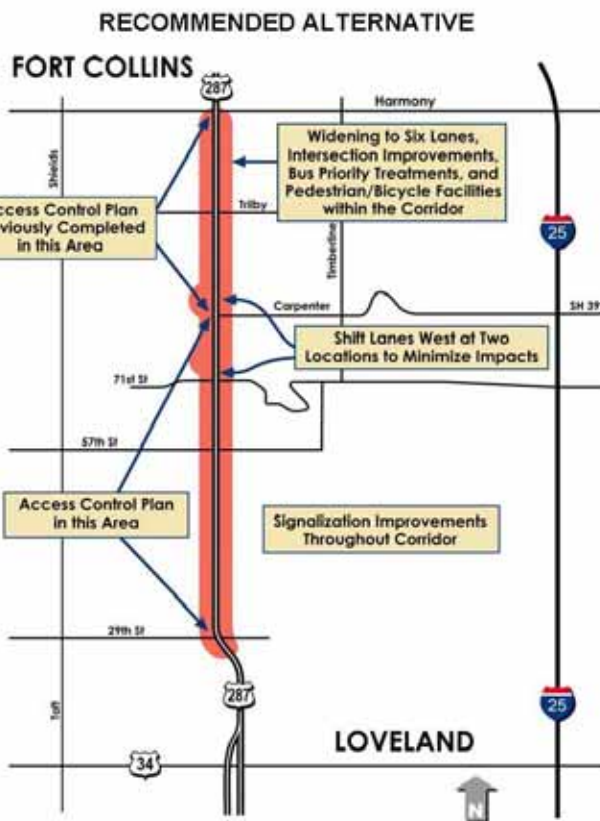
ENVIRONMENTAL OVERVIEW STUDY

## 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.



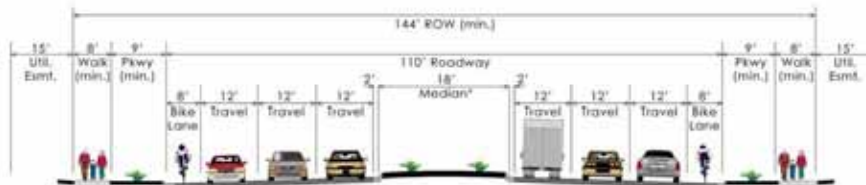


US 287  
ENVIRONMENTAL OVERVIEW STUDY

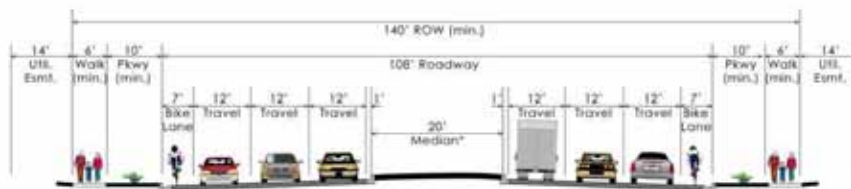
- Pedestrian and bicycle linkages.
- Traffic signal timing improvements to improve coordination between signals.

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

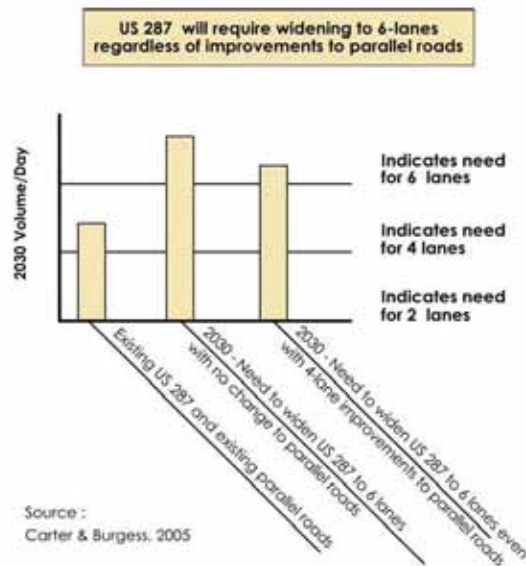
ENVIRONMENTAL OVERVIEW STUDY

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.





US 287

ENVIRONMENTAL OVERSIGHT STUDY

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

ENVIRONMENTAL OVERVIEW STUDY

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:

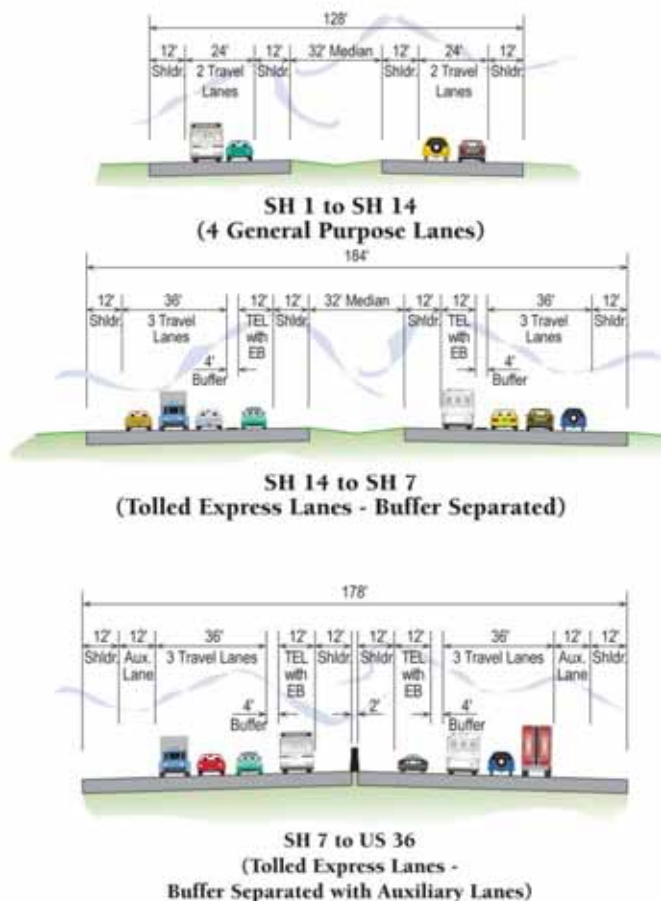
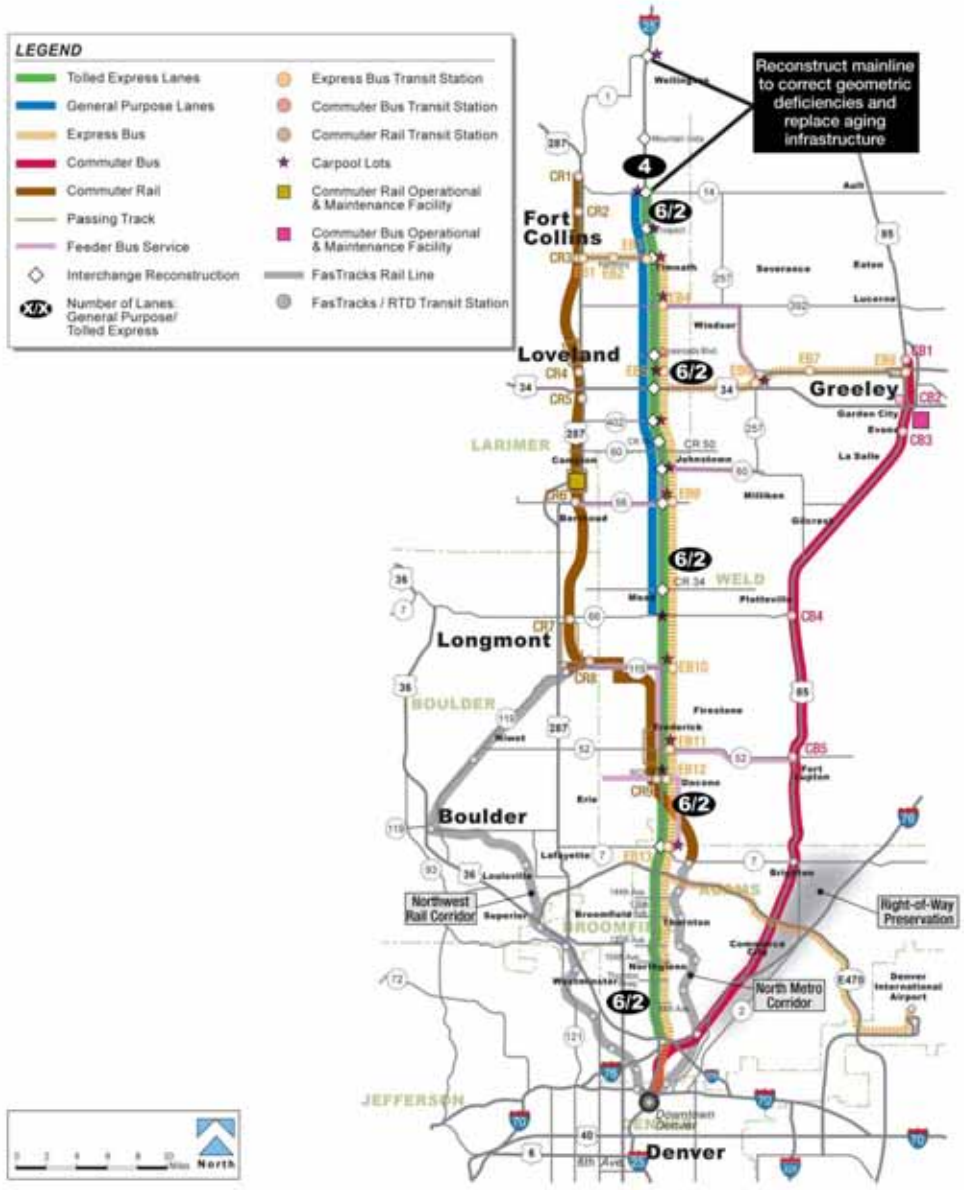




Figure 1. Preferred Alternative





### 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.





**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**.

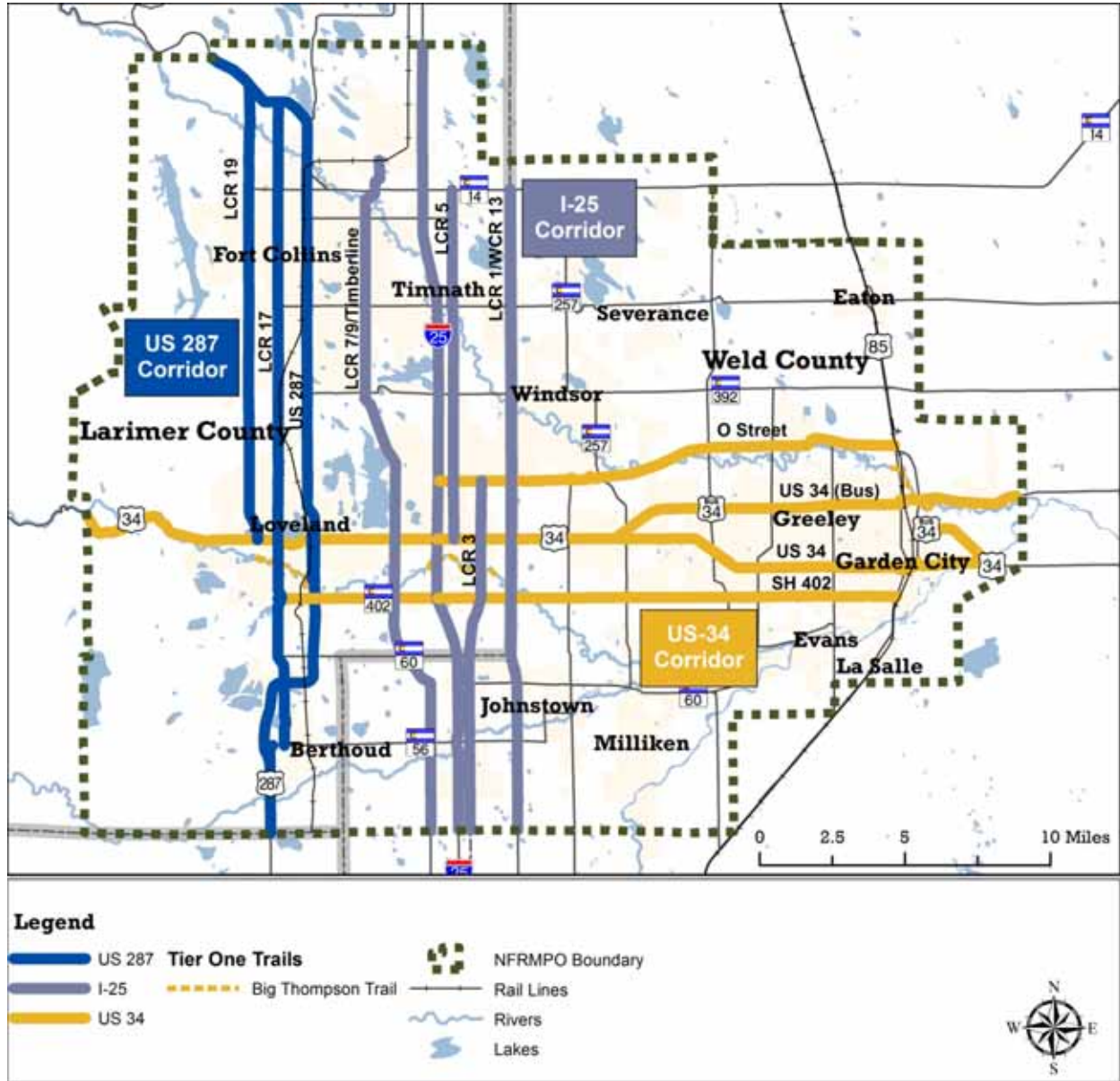
**Table 7-1 RSC Tiers**

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**

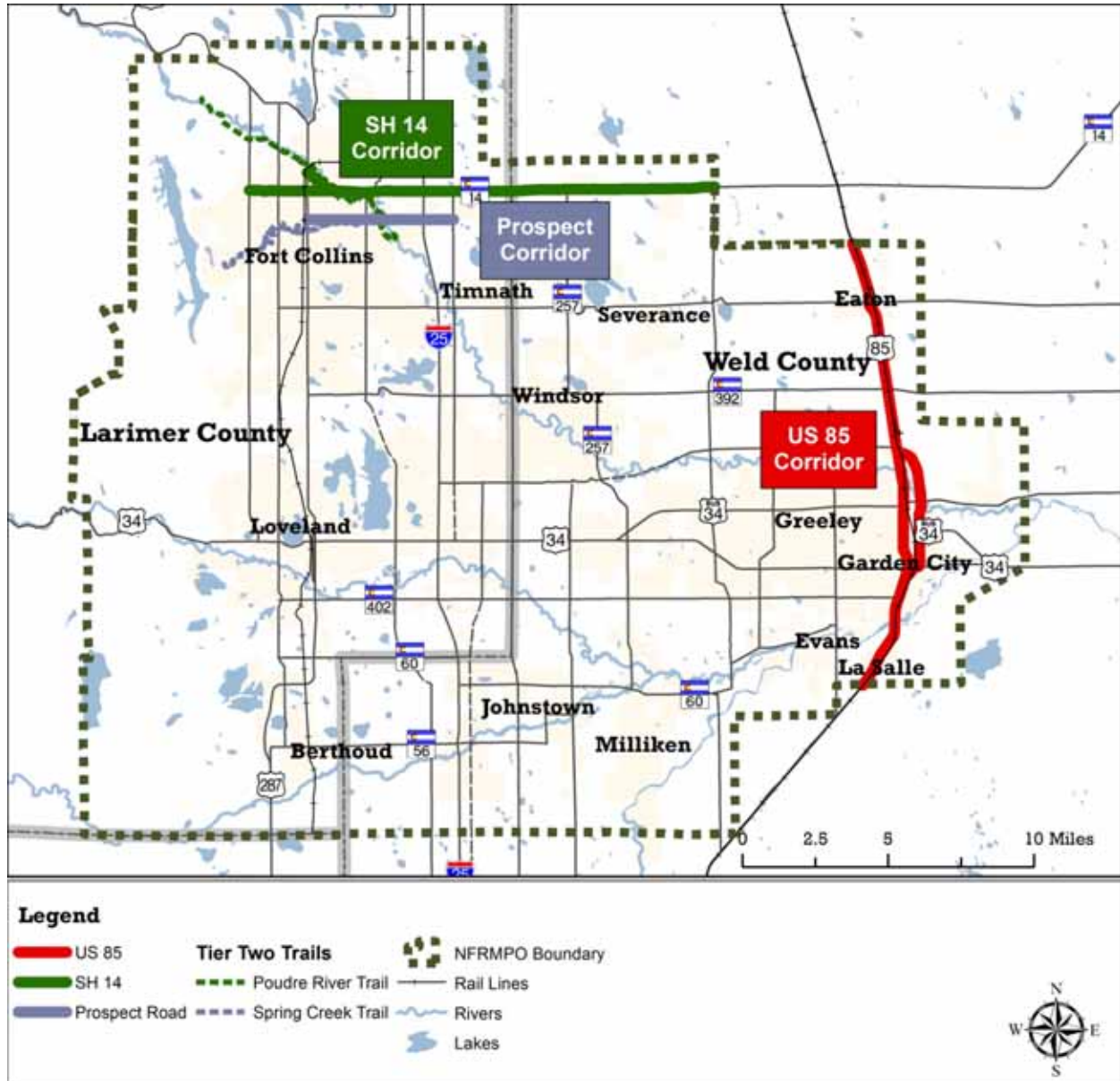
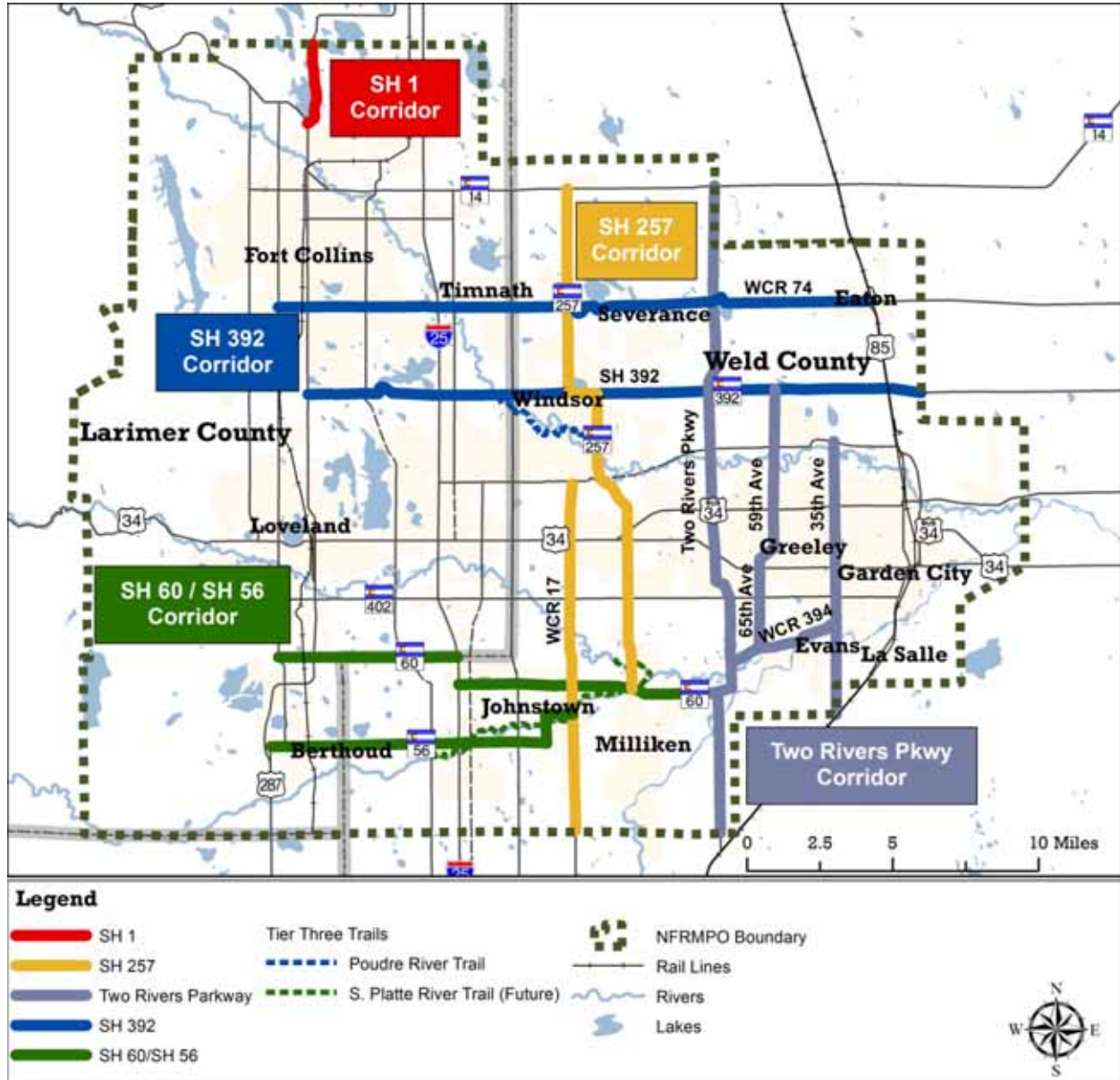




Figure 7-3 Tier Three Corridors



## 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.

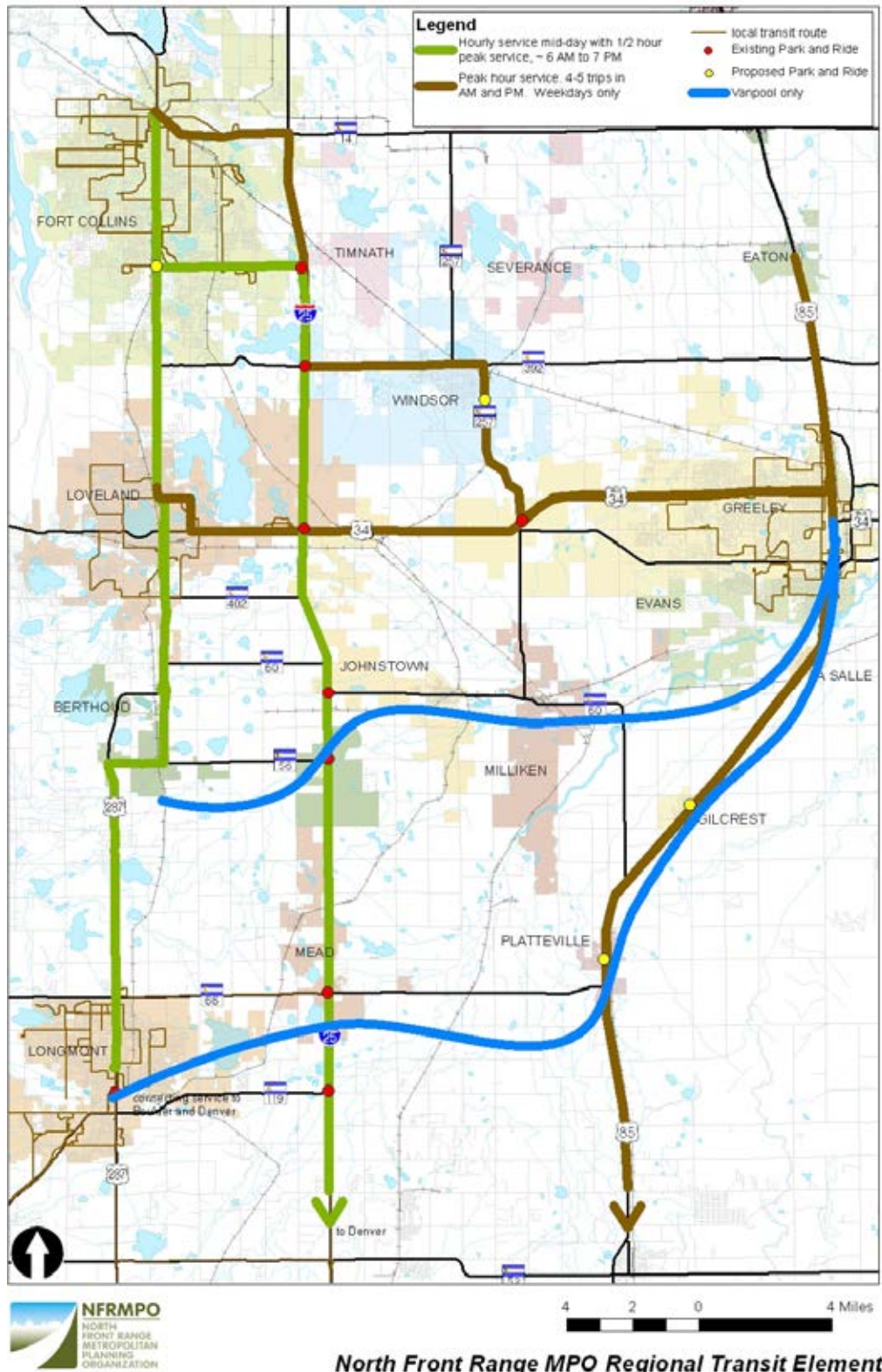
The Planning Council of the NFRMPO approved the Basic Alternative with the addition of regional bus service along US 85. This is denoted as the Basic + Alternative, shown in **Figure 7-4**.

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**



### 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.*





## 8. FISCALLY CONSTRAINED PLAN

The Fiscally Constrained Plan is based on the tiered corridors developed in preceding chapters of this plan. Resource allocation has been developed to project anticipated revenues which have been allocated to the three corridor tiers. The majority of the fiscal items discussed in this chapter have been modified only to the extent necessary to accommodate changes since the first 2035 RTP, approved in 2007. The overall intent has been to keep the funding as close to the 2007 version as possible, although funding source types have changed in the four year time frame.

### A. Funding Estimates

Estimates of available federal, state, and local funding for the plan period from 2008 to 2035 are shown in **Table 8-1**. Sources for these revenue projections include CDOT estimates (April 21, 2010), the 2012-2017 NFR Transportation Improvement Program (TIP), Transportation Impact Fees in the NFRMPO, 2002 Report, and local government estimates. All funding estimates are stated in constant (year 2008) dollars. This information is also provided by year of expenditure in **Appendix E**.

**Table 8-1 Available Funding Sources (in 2008 dollars)**

Funding Category	Federal/State (millions)	Local (millions)	Total (millions)
<b>Regional Priorities Program (RPP)</b>	\$24.6	\$0	\$24.6
<b>Enhancement</b>	\$12.2	\$3.0	\$15.2
<b>Congestion Mitigation and Air Quality (CMAQ)</b>	\$39.7	\$9.7	\$49.4
<b>Surface Transportation Program Metro (STP Metro)</b>	\$59.8	\$12.4	\$72.2
<b>Congestion Relief</b>	\$10.3	\$0	\$10.3
<b>Transit – Local (1)</b>	\$145.1	\$224.1	\$369.2
<b>Transit – Regional</b>	\$2.9	\$2.9	\$5.8
<b>Senate Bill 1 – Regional Transit</b>	\$8.9	\$2.3	\$11.2
<b>Small Starts</b>	\$59.4	\$3.6	\$63.0
<b>Strategic Projects (2)</b>	\$143.4	\$0	\$143.4
<b>Strategic Transit A (2)</b>	\$95.0	\$0	\$95.0
<b>Strategic Transit B (3)</b>	\$48.0	\$0	\$48.0
<b>FASTER Safety</b>	\$127.5	\$0	\$127.5
<b>Local Impact Fees (4)</b>	\$0	\$154.0	\$154.0
<b>Other Local Funds (5)</b>	\$0.0	\$178.0	\$178.0
<b>Total</b>	<b>\$776.8</b>	<b>\$590.0</b>	<b>\$1,366.8</b>

(1) Based on TIP 2007-2012, and CASTA information on FTA 5309, using FY'08 constant dollars.

(2) Limited to Strategic Project - SP4028 - I-25 North Corridor.

(3) Portion of the Strategic Funds that are used to complete the Post 7<sup>th</sup> Pot.

(4) Based on the Transportation Impact Fees in the NFRMPO, 2002 Report.

(5) These funds are used on specific projects, including \$15m from the City of Loveland for the N I-25 EIS.

Note: All allocations are subject to change based on performance measures and economic conditions. CDOT and the NFRMPO recognize that other funds may become available during the life of the 2035 RTP that include, but are not limited to, authorization and appropriation allocations, and FHWA discretionary programs.



Funding estimates total \$1.4 billion for the timeframe of this plan. Federal and state funds account for \$776.8 million, or 57% of the total. Local funding, including local government and private contributions, are projected to be \$590.0 million, or 43% of the total.

The following are brief descriptions of the funding categories listed in **Table 8-2**.

- ▶ **Regional Priorities Program (RPP):** A large portion of this federal/state funding comes from the federal Surface Transportation Program (STP) Federal Highway Administration (FHWA) funds and State Highway Users Tax Fund dollars that are allocated by CDOT to the North Front Range region. Federal guidelines on the use of these funds is relatively flexible in terms of project types including transit capital; however, the Colorado Transportation Commission has historically limited spending of these funds to projects on the State Highway System.
- ▶ **Transportation Enhancement Activities:** Starting with the Intermodal Surface Transportation Efficiency Act (ISTEA), and continuing with the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 10 percent of Surface Transportation Program Federal Highway Administration funds are set aside for transportation enhancements. Transportation enhancements include bicycle and pedestrian improvements (or projects), transportation aesthetics, historic preservation, and environmental mitigation. The CDOT Regions are responsible for the administration of this program, working with their Regional Planning Commissions.
- ▶ **Congestion Mitigation and Air Quality (CMAQ) Improvements:** CMAQ funds are FHWA funds aimed at improvements that will contribute to attainment or maintenance of national ambient air quality standards. These funds are available to all NFRMPO members as of 2010 when the CMAQ funds were reallocated based on the ozone nonattainment areas rather than just members including in the Fort Collins and Greeley maintenance area for carbon monoxide, as in the past.
- ▶ **Surface Transportation Program Metro (STP Metro):** These FHWA funds are sub-allocated to urbanized areas with populations over 200,000. The sub-allocation is based on each area's share of population in areas over 200,000 in the state. The funds may be used for any of the eligible purposes set forth in 23 U.S.C. 133(b), which includes a wide variety of programs. This is one of the most flexible federal funding sources available.
- ▶ **Congestion Relief:** This program was created by the Colorado Transportation Commission in October 2003 to address congestion issues that are present throughout the state of Colorado. The program started in FY06-07 and will be funded with 8 million dollars per year, statewide. The objective of the program is to show measurable improvements on congested State Highways. Eligible activities are access management, signal timing measures, ramp metering, construction of turning lanes and median separation, tolling/High Occupancy Toll (HOT) lane activities, incident management, ITS, TDM, and alternative modes measures.
- ▶ **Transit - Local and Regional:** The federal portion of transit funds consists of Federal Transit Administration (FTA) funding in various capital, operational, and maintenance funding programs, all of which are specifically targeted at transit service. Local funds in the Transit category represent local matches for these federal funds, as well as continuation of the overmatch that



the cities of Fort Collins, Greeley, and Loveland have applied to their bus systems. Regional transit funds identify the federal and required local expenses of operating the FLEX regional bus pilot (replacing and expanding the Fox Trot route) and are supplemented with CMAQ funds during the pilot between 2010 and 2012.

- ▶ **Colorado Senate Bill 1** – Regional Transit and Small Starts: Colorado Senate Bill 1 funds are allocated for projects in the region (three buses for Greeley-Loveland transit service, construction of the Mason Corridor Bus Rapid Transit (BRT) Phase 1, and construction of the South Transit Center in Fort Collins) are reflected under Senate Bill 1 – Regional Transit. Senate Bill 1 funds are distributed on a statewide basis by the Colorado Transportation Commission. Small Starts is an FTA program that provides grants for capital costs associated with new fixed guideway systems, extensions, and bus corridor improvements. The Mason Corridor BRT project has been awarded a Small Starts grant. These are known projects as this plan update continues to account for all funds from 2008 onward.
- ▶ **Strategic Projects and Strategic Transit A&B:** The Strategic Project program, commonly referred to as the “7<sup>th</sup> Pot,” is a funding program targeted by the Colorado Transportation Commission for investments in strategic corridors throughout the state. The North I-25 corridor through the North Front Range and Denver Regional Council of Governments (DRCOG) planning areas is one of those strategic corridors. These funds would be used for improvements in this corridor. In addition, 10 percent of the Strategic Project revenue is assigned to transit capital projects selected on a statewide basis. For purposes of keeping funding consistent between the original 2035 RTP and this update, Strategic Transit has been subdivided into Strategic Transit A and Strategic Transit B. Transit A is aligned with the projects for Phase 1 of the N I-25 EIS and Transit B backfills the Flexible Funding described later in this chapter.
- ▶ **FASTER Funds:** In the spring of 2009, the State of Colorado passed legislation to impose fees to generate revenue for transportation within the state. The fees are assessed on vehicle registration, rental cars, with an increase to oversize and overweight vehicles. For CDOT, FASTER funds are broken into three different programs: Bridge, Safety, and Transit. FASTER Bridge is administered through the Colorado Bridge Enterprise, which targets funding to address Colorado’s deficient bridges and for RTP purposes is considered and included as a CDOT program.
  - **FASTER Safety:** Collected fees are distributed to CDOT, cities/towns, and counties based on the historic HUTF distribution formula. CDOT’s FASTER Safety Funds are to be used for construction, reconstruction, or maintenance projects that the Transportation Commission determines are needed to enhance the safety of a State Highway. FASTER Safety funds are the only funds included in resource allocation for this plan.
- ▶ **Local Impact Fees:** Some local impact fees are in place under the jurisdiction of member governments in the NFRMPO. This plan approximates that potentially half of the collected revenue would go to Regionally Significant Corridors. These funds must be spent in the applicable benefit district.
- ▶ **Other Local Funds:** The NFRMPO Council directed that local funds other than impact fees that were being spent on regional transportation projects should be taken into account for planning purposes. The NFRMPO staff contacted local governments and identified these funds, though

not all of the members have such funds. The majority of dollars identified in this category are tied to specific highway projects, and those ties were taken into account during the fiscal constraint process.

## B. Restricted and Project Specific Funding

A significant portion of the approximately \$1.4 billion total resources described in the previous section is either restricted with a separate allocation process or it has already been committed to specific projects and programs. Thus, these funds are not available to be allocated to projects identified in the RTP. **Table 8-2** shows the funding limitations by funding source.

**Table 8-2 Funding Restrictions and Commitments**

Funding Source	Amount (in millions)	Comments
<b><i>Flexible Funding</i></b>		
Regional Priorities Program (RPP)	\$24.6	Excludes transit operation
STP Metro	\$72.2	Up to half used for MPO operations. Other STP-Metro eligible projects may include construction, rehabilitation, resurfacing, and operational improvements for highways (23 USC 133) or a variety of transit capital costs including vehicles and facilities (49 USC 53).
FASTER Safety	\$127.5	
Strategic Transit B	\$48.0	Back fill the Post 7 <sup>th</sup> Pot program only
<b><i>Restricted Funding Sources with Separate Processes</i></b>		
Enhancement	\$15.2	Bicycle/pedestrian, transportation aesthetics, historic preservation, environmental mitigation only
CMAQ	\$49.4	Follows the CMAQ eligibility process specific to air quality
Congestion Relief	\$10.3	Tier 1 non-capacity projects only (per Congestion Management System)
<b><i>Project Specific Funding Sources</i></b>		
Strategic Projects & Strategic Transit A	\$238.4	North I-25 EIS Phase 1 only
Transit (FTA, SB-1, Small Starts, and Local funding)	\$449.2	Transit operations or funding to maintain current levels of service or complete specific projects
Local Impact Fees	\$154.0	Must be spent within applicable benefit district
Other Local Funds	\$178.0	Tied to specific projects
<b>Total</b>	<b>\$1,366.8</b>	



### C. Resource Allocation

Resource allocation is a process that establishes how the NFRMPO Planning Council intends to distribute the limited funding available for regional transportation system improvements in order to best achieve the vision and goals of this plan.

The NFRMPO Planning Council, in preparation for the 2007 adoption, used the above information to identify the amount of flexible funds, assign those funds to tiers (Regionally Significant Corridors), and then further identify the split within each tier between highway capacity projects and all other projects.

The flexible funding comes from four sources: the Regional Priorities Program, STP Metro, FASTER Safety, and Strategic Transit B. Of these sources, half of the STP Metro (based on Council direction from April, 2006) and the FASTER Safety are flexible, and Strategic Transit B funds are not available until after 2018. A total of \$236.2 million in flexible funding is available to the region. The NFRMPO Planning Council chose to “hold harmless” and continue the funding commitments to projects that have repeatedly been programmed in the past and remain listed in the current TIP. The remaining \$150.3 million in flexible funding is available for allocation to the corridor tiers, as shown in **Table 8-3**.

**Table 8-3 Flexible Funding (2008 to 2035)**

	Amount (in millions)
Regional Priorities Program	\$24.6
STP Metro (half)	\$36.1
FASTER Safety	\$127.5
Strategic Transit B	\$48.0
<b>Subtotal</b>	<b>\$236.2</b>
<b>TIP Project Costs (FY 08 to completion)</b>	
US 34 Business major widening	\$2.5 (1)
SH 402 major widening	\$29.5
US 287 major widening	\$37.4
FASTER Safety projects (2)	\$16.5
<b>Remaining Available Flexible Funding</b>	<b>\$150.3</b>

(1) Total project cost is \$35 million, \$32.5 million of which has been obligated prior to FY08. The difference was programmed in previous TIPs.

(2) Several projects programmed in FY 10 and FY 11 of the TIP.

In October 2009, the NFRMPO Planning Council agreed to shift \$50 million from the flexible funds to Phase 1 of the North I-25 Environmental Impact Statement (EIS). This will allow more projects in the EIS to be constrained in the North Front Range region.

The NFRMPO Planning Council distributed the remaining flexible funds (\$100.3 million) to each tier using the same percentage allocations determined in 2007; Seventy percent was allocated to Tier One, and 30 percent was split equally between Tier Two and Tier Three.

In order to complete the air quality conformity determination, a fiscally constrained list of highway capacity projects is required. As with the 2007 plan, the Planning Council further split the available

flexible funding between highway capacity projects (75 percent) and other projects (25 percent). The resulting resource allocation matrix is shown in **Table 8-4**.

**Table 8-4 Resource Allocation Matrix**

	Highway Capacity Projects (75%) (in millions)	Other Projects (25%) (in millions)	Total (in millions)
Tier 1 (70%)	\$52.7	\$17.6	<b>\$70.2</b>
Tier 2 (15%)	\$11.3	\$3.8	<b>\$15.0</b>
Tier 3 (15%)	\$11.3	\$3.8	<b>\$15.0</b>
<b>Total</b>	<b>\$75.2</b>	<b>\$25.1</b>	<b>\$100.3</b>

Corridor #12, the Rural River Trails Corridor, was not included in the corridor tiering process. Although no flexible funding has been allocated to the rural river trails, they are important linkages in the regional trail system and are eligible to receive funding through other NFRMPO funding sources.

## **D. North I-25 Environmental Impact Statement (EIS) Phase 1**

The Corridor Vision for I-25 is discussed in detail in **Chapter 7** of this plan and includes a summary of the North I-25 EIS (see page 7-11). The EIS has been ongoing for several years and a Preferred Alternative has been selected. A Preferred Alternative is the improvements, in total, that need to be addressed to meet the desired outcome of the study. The Preferred Alternative has been broken down into three funding phases.

The Phase 1 improvements are those improvements anticipated by 2035. The geographic extent of the North I-25 EIS is much larger than just the NFRMPO. The Phase 1 portion within the NFRMPO boundary is discussed here to identify funding sources, the list of projects, and demonstrate how it meets fiscal constraint. The demonstration of fiscal constraint for Phase 1 within this plan is necessary so that a Record of Decision (ROD), an Environmental Protection Agency (EPA) requirement, can be made on that portion of the EIS. (A ROD is a document separate from, but associated with, an environmental impact statement that publicly and officially discloses the responsible official's decision as to which alternative assessed in the EIS is to be implemented). Fiscal constraint demonstrates that projects brought forward for funding are consistent with the RTP and can move forward into programming (i.e., the Transportation Improvement Program).

The NFRMPO portion of Phase 1 is estimated to cost \$343 million in 2009 dollars. **Figure 8-1** illustrates the projects and **Table 8-5** identifies their anticipated costs. It is important to note that these costs are stated in terms of 2009 dollars, to be consistent with the North I-25 EIS. The remainder of this plan funding and cost estimates are in 2008 dollars. The inflation factor for this one year accounts for the difference in the funding amounts presented in this section.

The funding sources, in millions (2009 dollars), identified for Phase 1 are shown in **Table 8-6**. There are adequate funds identified to fund the NFRMPO Phase 1 portion of the EIS within the fiscally constrained priorities of this plan.





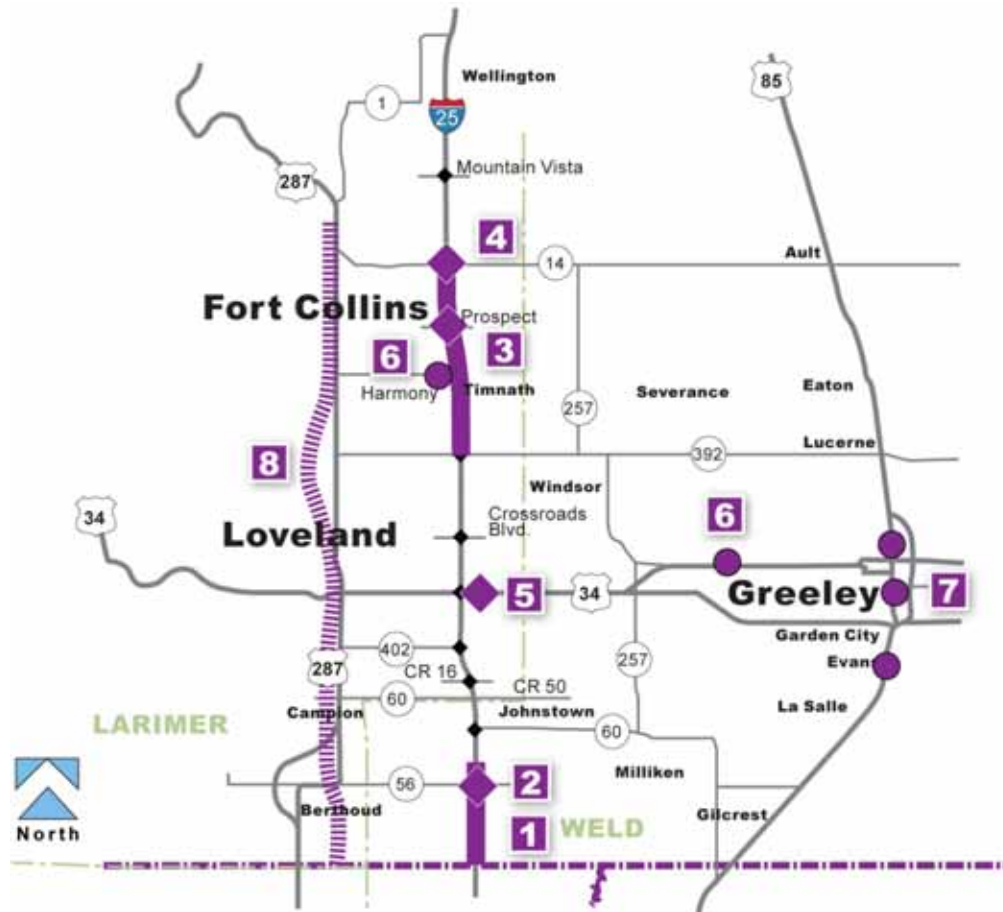
**Table 8-5 North I-25 EIS Phase 1 NFRMPO Projects**

No.	Projects	Description	Cost Estimate (2009 dollars, in millions)
<b>Roadway Projects</b>			
1	1-25: WCR 38 to SH 56	Add tolled express lanes 3 mile length / 2 lanes – one in each direction	\$35
2	I-25: SH 56 Interchange	Diamond interchange	\$48
3	I-25: SH 392 to Prospect Interchange	Add auxiliary lanes (would accommodate eventual use as TELs) 6.0 mile length / 2 lanes – one in each direction/Reconstruct Prospect interchange	\$134
4	I-25: SH 14 Interchange	Diamond interchange with associated mainline reconstruction	\$61
5	US 34/Centerra Parkway Interchange	Single Point Urban Interchange	\$30
<b>Subtotal Roadway</b>			<b>\$308</b>
<b>Rapid Transit Projects</b>			
6	Express bus stations	Initial bus stations at I-25/Harmony, and US 34/83 <sup>rd</sup> Ave.	\$16
7	Commuter bus stations	US 85 park and rides and transit priority features	\$7
8	Commuter rail	Right-of-way preservation	\$12
<b>Subtotal Transit</b>			<b>\$35</b>
<b>Total NFRMPO Projects</b>			<b>\$343</b>



*Phase 1 of the North I-25 EIS includes \$343 million in transportation improvements*

**Figure 8-1 North I-25 Phase 1 NFRMPO Capital Improvement Projects**



**Table 8-6 North I-25 EIS Phase 1 Funding Sources**

Funding Source	Amount (2009 dollars, in millions)
Strategic Projects	\$150.6
Strategic Transit A	\$99.8
Local funds – City of Loveland (1)	\$15.8
Flexible funds – RTP	\$52.5
STP Metro, CMAQ, FASTER Safety (2)	\$24.3
<b>Total</b>	<b>\$343.0</b>

(1) These funds are identified for use on the US 34/I-25 interchange.

(2) There is an anticipation that some portion of available funds may be used to account for specific projects on the corridor. Further, some of the projects are abutting the Denver Regional Council of Governments (DRCOG) border and the cost share portion may not be exact.



The fiscal constraint demonstrated above for the Phase 1 section of the North I-25 EIS within the NFRMPO boundary does not include the operation or maintenance of the two transit routes identified in that phase. Phase 1 has an express bus service on I-25 and a commuter bus service on US 85. The North I-25 EIS document and information is available on the Colorado Department of Transportation website, <http://www.coloradodot.info/projects/north-i-25-eis>.

## E. Project Prioritization for Capacity Projects

### Background

The NFRMPO developed a project prioritization process in 1994 as part of the first Regional Transportation Plan (RTP). The process has been refined in each successive regional planning process; however, the original intent and structure have largely been maintained. The corridor-based 2035 RTP represents a significant departure from previous RTPs which had been project-based. Previously, the estimated available resources had been allocated to specific projects, but now they are assigned to the corridor tiers rather than to specific projects. This allows for flexibility in allocating monies as they become available. Under this tier-based plan approach, the prioritization of projects occurs as a function of developing the Transportation Improvement Program (TIP).

### Conformity with the State Implementation Plan for Air Quality

The NFRMPO is required to conduct an Air Quality Conformity Determination on the Fiscally Constrained Plan. Projects that are part of the conformity determination are all regionally significant projects in terms of their potential effects on air quality. Regionally significant roadway projects are defined as adding at least one lane mile to the network. All projects included in conformity determination must come from fiscally constrained plans. The sources of projects include:

1. Locally funded capital improvement plans
2. North I-25 EIS Phase 1 within this Plan
3. Call for capacity projects within this Plan
4. Hold harmless projects in the TIP (US 34 Business, SH 402, and US 287)
5. Regionally significant transit projects

Other types of projects are able to be funded within fiscal constraints, but are not modeled during air quality conformity determinations. These are identified at the TIP level. All other projects, which could fall into the categories listed below, are fiscally constrained through reference to **Table 8-2**, Funding Restrictions and Commitments, and must be consistent with the Corridor Visions in **Chapter 7**.

### Other Projects

- ▶ Bicycle/Pedestrian
- ▶ Other Highway (intersection or interchange improvements, safety/geometric improvements, operational improvements, shoulder widening, park-n-ride lots, freight related improvements, rail/highway grade crossing improvements)
- ▶ Local and Regional Transit (bus, BRT, rail)
- ▶ Transportation Demand Management

- ▶ Transportation Systems Management

### Capacity Project Fiscal Constraint

A project prioritization process for highway capacity projects has been developed for this plan. The identification of capacity projects and fiscally constraining those projects to the identified flexible funding, shown in **Table 8-3**, allows them to be included in traffic modeling for the conformity determination.

This section provides the results of the project prioritization. The *Project Prioritization Process for Air Quality Conformity* document is included in **Appendix D**

For the purpose of the air quality conformity determination, Highway Capacity projects have been defined as follows:

#### Highway Capacity Projects

- ▶ New roadway segments
- ▶ Major widening (adding through lanes)
- ▶ New or substantially modifying interchanges or intersections

Highway Capacity projects were submitted by the member governments and were then scored and ranked based on the Project Prioritization Process. The resource allocation matrix (**Table 8-4**) was used to draw the fiscally constrained lines for each of the three tiers, as shown in **Table 8-7**. The fiscally constrained Highway Capacity projects are shown on **Figure 8-1**.



*Widening of Harmony Road near  
I-25 in Timnath*



**Table 8-7 Prioritized Highway Capacity Projects**

Rank	Project Number	Submitting Agency	Highway	Limits	Description	Cost (millions)			Weighted Score	Cumulative Cost (millions)	
						Federal Funding Requested	Local Overmatch	Total Project Cost		Federal	Total
<b>Tier 1 Corridors</b>											
T1-1	8	Fort Collins	US 287	Harmony Road to Carpenter Rd	Widen 4 to 6 lanes	\$24.0	\$0.0	\$24.0	250.5	\$24.0	\$24.0
T1-2	27	Loveland	US 287	29th Street to 71th Street	Widen 4 to 6 lanes	\$5.0	\$2.2	\$7.2	235.5	\$29.0	\$31.2
T1-3	25	Loveland	US 34	Denver Avenue to I-25	Widen 4 to 6 lanes	\$9.5	\$4.1	\$13.5	235.5	\$38.5	\$44.7
T1-4 <sup>1</sup>	26	Loveland	US 34	I-25 to LCR 3	Widen 4 to 6 lanes	\$7.4	\$3.2	\$10.5	235.5	\$45.8	\$55.2
T1-5	21	Larimer County	County Line Rd	LCR 18 to LCR 26	Pave 2 lane section (new segment)	\$4.9	\$0.9	\$5.8	210	\$50.8	\$61.0
T1-6	7	Fort Collins	Timberline Rd	Vine Drive to Harmony Rd	Widen 4 to 6 lanes	\$33.6	\$4.4	\$38.0	202	\$84.4	\$99.0
T1-7	18	Larimer County	LCR 17	Loveland City Limits to FC City Limits	Widen 2 to 4 lanes	\$7.7	\$0.0	\$7.7	177.5	\$92.0	\$106.7
T1-8	19	Larimer County	LCR 17	LCR 34 to Scenic Drive	Widen 2 to 4 lanes	\$4.2	\$0.0	\$4.2	177.5	\$96.3	\$110.9
T1-9	20	Larimer County	LCR 17	US 287 Bypass to Loveland City Limits	Widen 2 to 4 lanes	\$11.2	\$0.0	\$11.2	177.5	\$107.4	\$122.1
T1-10	24	Loveland	Boyd Lake Ave	SH 402 to LCR 20E	Widen 2 to 4 lanes + new segment	\$10.0	\$0.0	\$10.0	163.5	\$117.4	\$132.1
T1-11	22	Loveland	Taft Ave (LCR 17)	50th Street to 71st Street	Widen 2 to 4 lanes	\$5.2	\$0.0	\$5.2	162.5	\$122.6	\$137.3
T1-12	16	Larimer County	LCR 19	LCR 28 to FC City Limits	Widen 2 to 4 lanes	\$10.2	\$0.0	\$10.2	157	\$132.8	\$147.5
T1-13	13	Greeley	O Street	35th Avenue to 59th Avenue	Widen 2 to 4 lanes	\$11.5	\$0.0	\$11.5	148	\$144.3	\$159.0
T1-14	17	Larimer County	LCR 18	I-25 to County Line Road	Widen 2 to 4 lanes	\$12.4	\$0.0	\$12.4	148	\$156.7	\$171.4
T1-15	14	Johnstown	I-25	at LCR 16 (Johnson's Corner)	Reconstruct Interchange (new ramps)	\$25.0	\$0.0	\$25.0	129	\$181.7	\$196.4
T1-16	23	Loveland	Boyd Lake Ave	37th Street to 71st Street	Widen 2 to 4 lanes	\$6.7	\$0.0	\$6.7	127.5	\$188.4	\$203.1

\$52.7M



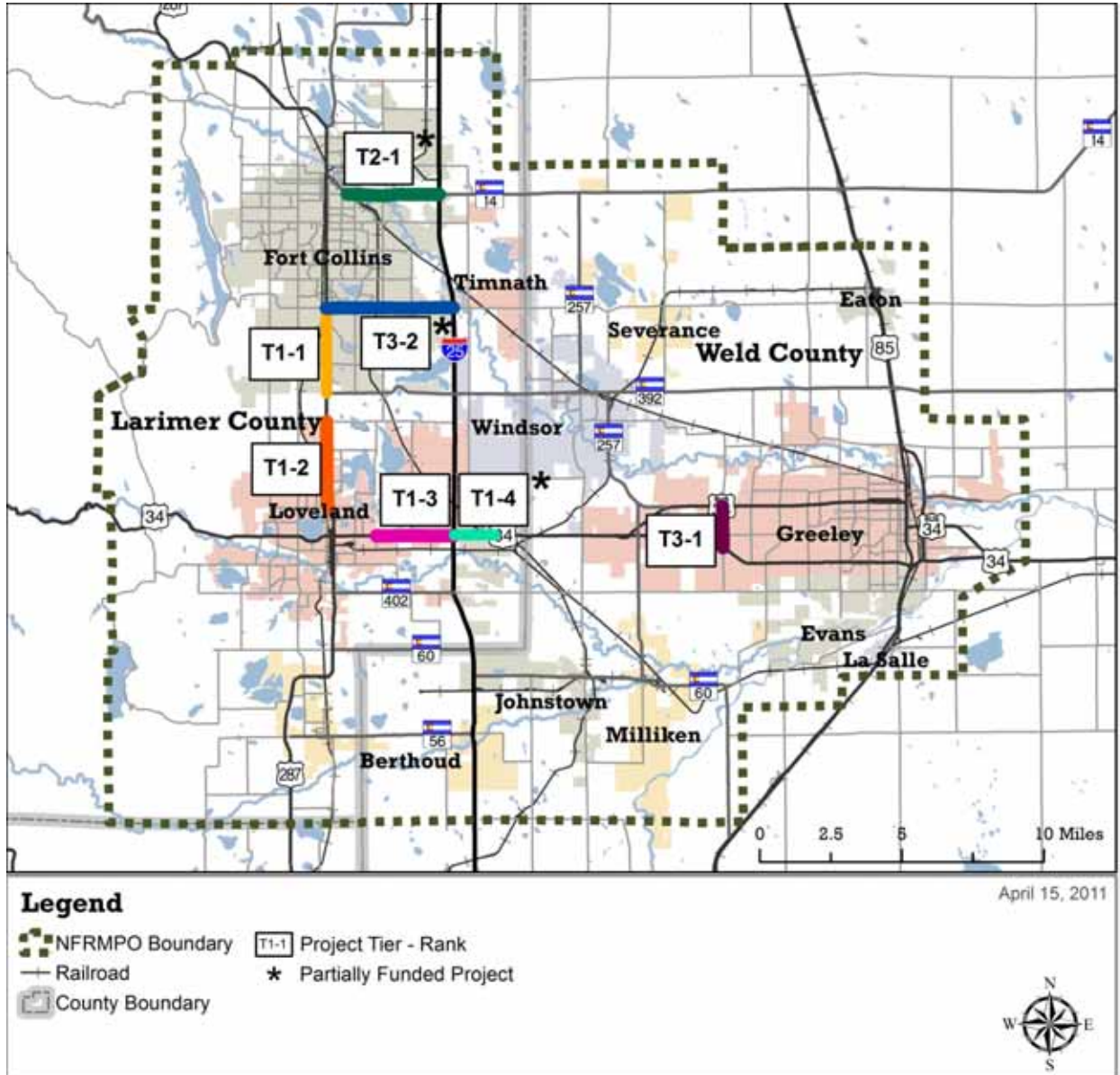
**Table 8-7 Prioritized Highway Capacity Projects (Continued)**

Rank	Project Number	Submitting Agency	Highway	Limits	Description	Cost (millions)			Weighted Score	Cumulative Cost (millions)		
						Federal Funding Requested	Local Overmatch	Total Project Cost		Federal	Total	
<b>Tier 2 Corridors</b>												
T2-1 <sup>1</sup>	5	Fort Collins	SH 14	I-25 to Riverside	Widen 4 to 6 lanes	\$25.5	\$0.0	\$25.5	222.5	\$25.5	\$25.5	\$11.3M
T2-2	6	Fort Collins	Prospect Rd	I-25 to Poudre River	Widen 2 to 4 lanes	\$7.0	\$0.0	\$7.0	218	\$32.5	\$32.5	
<b>Tier 3 Corridors</b>												
T3-1	12	Greeley	83rd Avenue	10th Street to US 34 Bypass	Widen 2 to 4 lanes	\$5.9	\$0.4	\$6.2	214.5	\$5.9	\$6.2	
T3-2 <sup>1</sup>	4	Fort Collins	Harmony Rd	I-25 to US 287	Widen 4 to 6 lanes	\$36.2	\$0.4	\$36.6	210	\$42.1	\$42.8	\$11.3M
T3-3	2	CDOT	SH 392	I-25 to 16th Street in Windsor	Widen 2 to 4 lanes	\$25.4	\$0.0	\$25.4	185.5	\$67.5	\$68.2	
T3-4	11	Greeley	59th/65th Ave	20th Street to US 34 Bypass	Widen 2 to 4 lanes	\$5.8	\$0.0	\$5.8	184	\$73.2	\$74.0	
T3-5	9	Greeley	59th Avenue	C Street to 4th Street	Widen 2 to 4 lanes	\$2.4	\$0.2	\$2.5	168	\$75.6	\$76.5	
T3-6	10	Greeley	65th Avenue	US 34 Bypass to 37th Street	Widen 2 to 4 lanes	\$3.9	\$0.1	\$4.0	157	\$79.5	\$80.5	
T3-7	15	Johnstown	SH 60	I-25 to CR 15	Widen 2 to 4 lanes	\$15.0	\$0.0	\$15.0	156	\$94.5	\$95.5	
T3-8	1	CDOT	SH 60	US 85 to Two Rivers Parkway	Widen 2 to 4 lanes	\$36.2	\$0.0	\$36.2	140	\$130.7	\$131.7	
T3-9	3	Fort Collins	Carpenter Rd	I-25 to US 287	Widen 2 to 4 lanes	\$28.0	\$0.0	\$28.0	134.5	\$158.7	\$159.7	

<sup>1</sup> Project partially funded within Fiscally Constrained Plan



Figure 8-2 Fiscally Constrained Highway Capacity Projects



## F. CDOT Programs

Projects in the NFRMPO TIP and the Statewide Transportation Improvement Program (STIP) selected from the programs listed below by processes involving statewide competition, program-specific applications, or CDOT Region 4 are typically considered to be consistent with the goals and objectives of this plan:

- ▶ **CDOT Surface Treatment Program** - The CDOT Surface Treatment Program identifies the remaining service life of the State Highway system to determine where the surface treatment funding should be used in meeting the Transportation Commission's goals. The Transportation Commission has set an objective of having 60 percent of the State Highway system rated as good or fair.
- ▶ **CDOT Bridge Program** - The CDOT Bridge Program identifies the condition of every bridge on the highway system to determine where bridge funding should be used. The Transportation Commission has set a goal to meet 100 percent of structural, functional, and maintenance needs of the structures on the State Highway system.
- ▶ **CDOT Safety Programs** - The CDOT Safety Programs are aimed at meeting the Transportation Commission's goal to reduce motor vehicle crashes, injuries, and fatalities on the State Highway system. In addition, safety program objectives for sign replacement and roadway striping have been established.
- ▶ **CDOT Maintenance Program** - The CDOT Maintenance Program uses a process of grading maintenance levels of service on the State Highway system. The Transportation Commission has established specific grade levels as objectives for the various activities associated with the maintenance program.
- ▶ **CDOT Operations Program** - The CDOT Operations Program addresses the variety of administrative functions which enables CDOT to deliver its construction and maintenance programs. These include general support activities such as procurement services and human resource management, as well as program support activities such as transportation planning and roadway design.

As individual projects funded from these programs are being added to the TIP, they are assumed not to be regionally significant in terms of their air quality effects unless the NFRMPO is informed otherwise by the Project Sponsors. In addition to these programs, federal discretionary programs such as Recreational Trails, the Transportation and Community and System Preservation, Access to Jobs/Reverse Commute, and various FTA grants can provide additional funding for specific transportation projects. Program and grant applicants are required to coordinate with the NFRMPO to ensure consistency with the regional transportation plans and programs. Similarly, notification to CDOT is necessary to facilitate coordination between regional and statewide plans and programs. The consistency requirement is considered to be met in the STIP if demonstrated at the RTP and TIP level. This enables the projects awarded grants under the discretionary programs to be interpreted as eligible for inclusion in the STIP.



## G. Transit Plan

A variety of FTA programs are used for funding transit services in the region. Some the funds are received and managed directly by local agencies in the urbanized areas. Other programs are administered by CDOT through a competitive process and other funds are competed for nationally. The \$148 million in FTA funds identified as resources represents the average amount received from a variety of programs over the last three years. The primary formula programs through which the region received ongoing funding are the:

- ▶ **FTA 5307 Urbanized Area Formula Program** – This formula program supports the provision of transit services in urbanized areas.
- ▶ **FTA 5310 Transportation for Elderly Persons and Persons with Disabilities Program** – This program supports the purchase of vehicles for transportation of the elderly and individuals with disabilities. It is used by a variety of non-profit and public agencies. In Colorado, 5310 funds can also be used for mobility management program and project implementation.
- ▶ **FTA 5311 Rural & Small Urban Areas Non-urbanized Areas Program** – This program supports the provision of transit services in rural portions of the region.
- ▶ **FTA 5316 Job Access Reverse Commute Program** – This program supports alternative transportation oriented to providing job access for low-wage workers.
- ▶ **FTA 5317 New Freedom Program** – This program is for projects or services that exceed the ADA paratransit requirements. These projects or services support providing access to activities of daily living for people with disabilities.

As some are capital programs or may reflect discretionary funding, it is not unusual to have significant variation in the amount of funding received, especially when projects such as the Mason Corridor BRT or maintenance and operations facility construction/expansion is included.

This 2035 RTP also supports the inclusion of projects in the NFRMPO TIP and the Statewide Transportation Improvement Program (STIP) selected from the discretionary programs listed below by processes involving national competition and are not formula-driven program-specific applications, or by CDOT:

- ▶ **Colorado Senate Bill 1 Funds** – Three projects were funded in the region: the purchase of transit coaches to be used to initiate service on US 34 between Greeley and Loveland and the construction of the BRT Phase 1 and a new South Transit Center to serve the Mason Corridor (\$300,000 for vehicles, \$4.6 million for the Mason Corridor BRT Phase 1, and \$4 million for the South Transit Center). These are known projects as this plan update continues to account for all funds from 2008 onward.
- ▶ **FASTER Transit** - The CDOT Division of Transit and Rail will oversee the statewide transit program, which will promote, plan, design, finance, operate, maintain, and contract for transit services such as passenger rail, buses, and advanced guideway systems. This past year, CDOT has created the FASTER transit funding guidelines to begin distribution of the available funds statewide. In addition, the department established a FASTER Local Grant Program and the

FASTER State Program for transit-related projects. The FASTER Transit funds are limited to expend only on capital, not maintenance and operations, at this time.

- ▶ **FTA 5309 Bus Discretionary Program** - This federal discretionary program covers both vehicles and capital facilities. Agencies providing transit service rely upon this program for the capital needed for routine bus replacements and for facility construction or expansion. A base level of funding from this program has been built into the estimations, but when facilities are constructed, the amount received from this source is likely to exceed the averages. The Town of Berthoud has received funding from this program for an operations facility (\$300,000). The City of Fort Collins is applying for funding through this program to expand their existing maintenance and operations program (\$12 to \$15 million cost estimate).
- ▶ **FTA 5309(e) Small Starts Program** – The City of Fort Collins applied for and received Small Starts funds for the construction of the Mason Corridor project (\$66 million). Local matching funds are secured.

## H. Aviation Plan

The constrained costs for aviation were developed by the CDOT Division of Aeronautics in their *2005 Aviation System Plan* for the airports in Colorado using very general assumptions and forecasts. Airports that receive entitlement money fell under the assumption that they will continue to receive entitlements through 2035 at the current level. In addition to the entitlements, forecasts were used to determine how much discretionary money an airport would receive. The discretionary money is all FAA dollars other than entitlement and any money the state might grant. The forecasts were derived from any projects in their five year CIP, any major projects anticipated outside the five year CIP, as well as looking at historic funding levels at that airport to help predict the possible level of funding over the next 28 years. Any contributions to the airport from the local communities were not included in these constrained costs. An estimated \$50 million will be available to the two airports in the North Front Range over the 28 year period. By no means do these constrained costs shown in **Table 8-8** guarantee that each airport will receive this amount through 2035.

**Table 8-8      Fiscally Constrained Aviation Plan**

Airport	Amount (in millions)
Greeley-Weld County	\$12
Fort Collins/Loveland	\$38
<b>Total</b>	<b>\$50</b>





## 9. CONGESTION MANAGEMENT PROCESS

### A. Introduction

The following information comes from the 2010 Congestion Management Process (CMP) document (September 2010), which is available on the NFRMPO's website: [www.nfrmipo.org](http://www.nfrmipo.org). The CMP document contains more detailed information and outlines the data collection effort recommended to address the performance measures and agencies responsible.

Federal requirements state that regions with more than 200,000 people, known as Transportation Management Areas (TMAs), must maintain a Congestion Management Process (CMP) and use it to make informed transportation planning decisions.

These requirements were introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and were continued under the successor law, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). Whereas previous laws referred to this set of activities as a congestion management system (CMS), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), refers to a "congestion management process," reflecting that the goal of the law is to utilize a process that is an integral component of metropolitan transportation planning.

FHWA defines a CMP as "a systematic transparent process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility." The purpose of the CMP is to define congested corridors in the region, develop strategies to mitigate the congestion, and provide a way to monitor the effectiveness of the strategies. The CMP is also intended to harness performance measures to direct funding toward projects and strategies that most effectively address congestion. The CMP is intended to augment and be folded into the overall metropolitan transportation planning process for the NFRMPO.

FHWA requires that consideration be given first to strategies that reduce single occupancy vehicle (SOV) travel and improve the efficiency of the existing system. All other reasonable strategies must be analyzed before a capacity increase is proposed as a congestion management technique.

The FHWA regulations (23 CFR Part 450. 320) specify that an effective CMP should include:

- ▶ Methods to monitor and evaluate the performance of the multi-modal transportation system, identify the causes of reoccurring and nonrecurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implemented actions;
- ▶ Definition of objectives and performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies;

- ▶ Establishment of a program for data collection and system performance monitoring to define the extent and causes of congestion, to contribute in determining the causes of congestion, and to evaluate the efficiency and effectiveness of implemented actions;
- ▶ Identification and evaluation of the anticipated performance and benefits of both traditional and non-traditional congestion management strategies;
- ▶ Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy; and
- ▶ Implementation of a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area's established performance measures.

## **B. History of NFRMPO's CMP**

The NFRMPO was designated a Transportation Management Agency (TMA) in 2002 as a result of data from the 2000 U.S. Census. In 2004, FHWA accepted a Congestion Management Framework in lieu of a Congestion Management System, given the short time frame between the NFRMPO designation as a TMA and the publication of the 2030 Regional Transportation Plan (RTP).

In 2007, the NFRMPO expanded the framework into a full Congestion Management Process, which was integrated with the 2035 RTP. During the development of the 2035 RTP and CMP in 2007, the Technical Advisory Committee (TAC) and NFRMPO Planning Council identified the Tier One Regionally Significant Corridors (RSCs) to be the focus of the Congestion Management Process in the North Front Range. Tier One corridors include I-25, US 34, US 287, and their parallel facilities. The 2007 CMP identified the causes of congestion on the Tier One corridors as well as strategies to manage congestion.

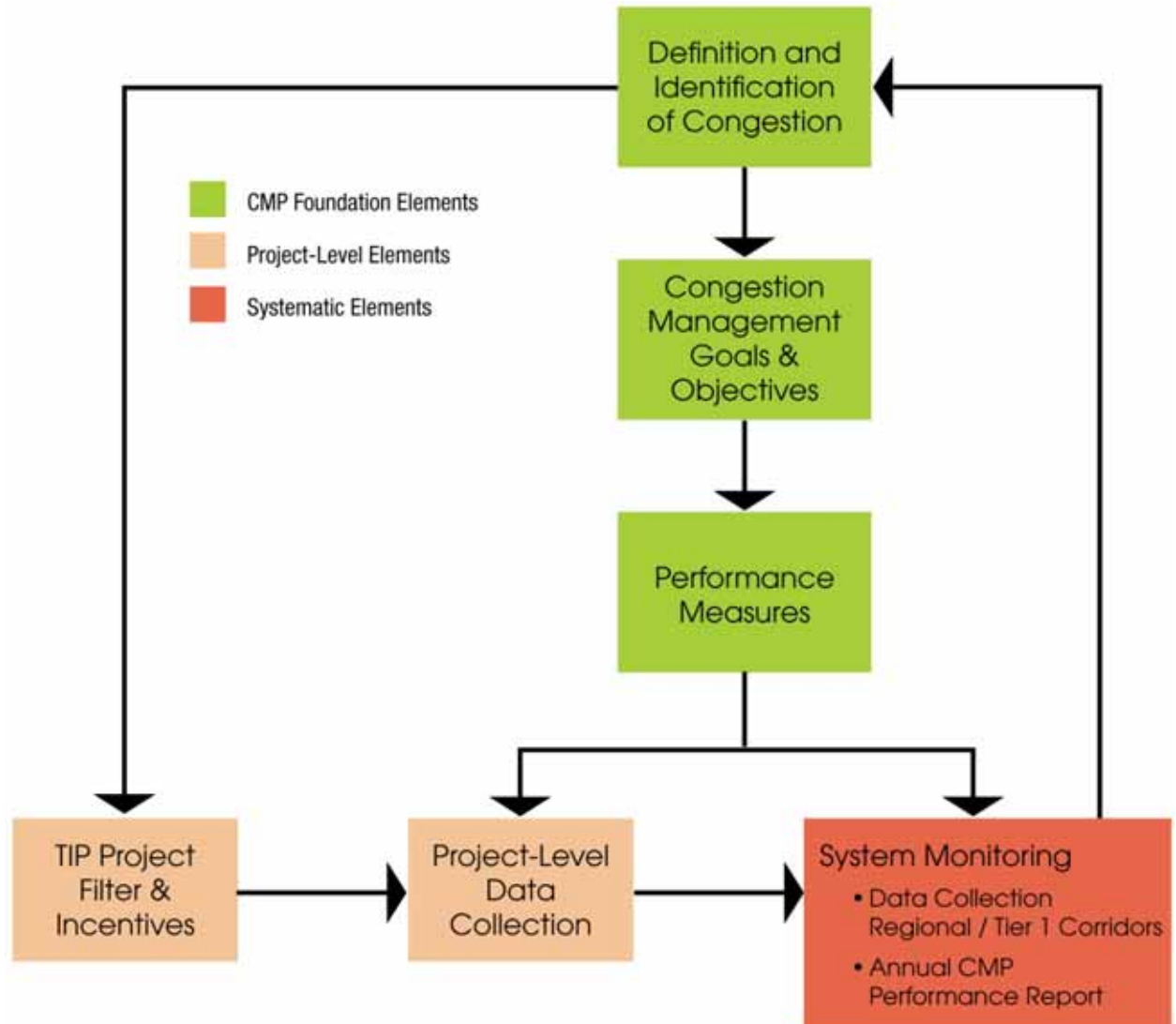
### **CMP Structure**

The structure of the MPO's Congestion Management Process is depicted on **Figure 9-1**. The green boxes represent elements of the CMP that establish the state of the region's congestion and what is important to the region in terms of managing or mitigating the congestion. The beige boxes represent project-level components of the CMP; the CMP serves as both a filter and an incentive in selecting projects for the Transportation Improvement Program (TIP), and all projects that receive funding through the MPO are required to collect before and after data. Finally, the salmon colored box represents the systemic component of the CMP; regional and corridor-level data will be collected on an annual basis to compare the state of the region in terms of congestion levels on a year-to-year basis. Both the system monitoring and the project-level data collection will be documented and analyzed in the Annual CMP Performance Report. These basic elements of the process are to operate as a cycle to continually adjust and monitor the effectiveness of the CMP and the projects that are being funded.

Not only is it important to understand how the elements of the CMP interact, it is also important to recognize the CMP's role in the overall regional transportation planning process. The CMP is closely tied to the RTP. The CMP focuses on the Tier One corridors as identified in Chapter 2 of this plan. The CMP goals and objectives feed into this plan. Both the RTP and the CMP inform the programming of projects in the TIP—the RTP by providing the vision, and the CMP by serving as both a filter and incentive.



Figure 9-1 CMP Structure



## C. CMP Vision, Goals, and Objectives

### CMP Vision

The vision for the CMP recognizes that the North Front Range is a growing region. The CMP vision is the following:

**Manage the increase in congestion levels on the regional transportation system.**

### CMP Goals and Objectives

The congestion management goals and objectives, shown in **Table 9-1**, were developed in support of the CMP Vision.

**Table 9-1 Congestion Management Goals and Objectives**

Goals	Objectives
<b>1. Improve Mobility</b>	<b>1A.</b> Reduce travel times along Regionally Significant Corridors
	<b>1B.</b> Improve transportation system reliability and reduce unexpected traveler delay for commercial, public, and private users
	<b>1C.</b> Provide transportation alternatives
<b>2. Make the best use of the existing transportation facilities</b>	<b>2A.</b> Reduce the demand for travel by implementing TDM programs
	<b>2B.</b> Improve transportation system management and operations
	<b>2C.</b> Collaborate land use planning to help reduce the need for long distance travel
<b>3. Decrease reliance on Single Occupancy Vehicles (SOV)</b>	<b>3A.</b> Increase carpool and vanpool ridership
	<b>3B.</b> Increase transit ridership on existing services
	<b>3C.</b> Develop regional and inter-regional transit services and support the development of feeder services to regional routes
	<b>3D.</b> Encourage active travel by expanding bicycle and pedestrian facilities
<b>4. Improve accessibility for all modes of transportation</b>	<b>4A.</b> Encourage local communities to develop land use plans that provide balanced access to all modes of travel
	<b>4B.</b> Maximize access to alternative transportation systems
<b>5. Minimize environmental impacts of the transportation system</b>	<b>5A.</b> Reduce growth in mobile source air pollution emissions
	<b>5B.</b> Reduce transportation-related fuel consumption



## D. Definition of Congestion

Congestion in the North Front Range MPO is defined as a corridor operating at level of service (LOS) E or F during the peak periods, as calculated in the travel demand model. LOS E on a roadway segment can be defined as a volume to capacity (V/C) ratio between 0.9 and 1.0. LOS F can be defined as a V/C ratio of 1.0 or greater.

### Identification of Congested Corridors

The transportation network used for identifying congested corridors in the North Front Range is the Tier One Regionally Significant Corridors. The NFRMPO went through the process of identifying and ranking those corridors which are most significant to the region (as a part of the 2007 2035 RTP planning process) to focus the limited transportation resources. The facilities within the Tier One RSCs are shown in **Chapter 7**.

## E. Causes of Congestion

The causes of congestion for the Tier One corridors have been categorized as follows:

- ▶ Lack of Parallel Facilities – Often short, local trips are forced onto high functional classification facilities (i.e., expressways or interstates) when parallel facilities are not available, resulting in congestion.
- ▶ Lack of Other Modes – When alternative travel modes such as transit or vanpool service, or bicycle/pedestrian facilities are not provided, travelers are forced to drive, resulting in congestion.
- ▶ Need for HOV – A lack of Travel Demand Management (TDM) techniques such as carpool/vanpool programs or congestion pricing can contribute to congestion along a corridor.
- ▶ Operations – Inefficient signal timing and progression and/or lack of auxiliary lanes can result in delays and queuing along a corridor.
- ▶ Capacity – While the CMP focuses on identifying non-roadway capacity expanding solutions to congestion, in some cases, the cause of congestion on a corridor is a result of limited capacity.
- ▶ Other (e.g., Land Use) – When communities or subareas have an unbalanced jobs/housing mix, travelers are forced to travel long distances for work and other types of trips, resulting in congestion.

The primary causes of congestion are identified and mapped for each segment of the Tier One corridors that is expected to be congested by 2035 in the Congestion Management Process Report, 2010.

## F. Congestion Management Strategies

A variety of strategies can be employed to address congestion in the North Front Range. **Table 9-2** presents a menu of strategies that could be used to address the cause(s) of congestion. The congestion management objectives refer to the objectives in **Table 9-1**. This menu of strategies has been intentionally generalized to accommodate potential new technologies in transportation. The categorization is for organizational purposes, and strategies in the same or different categories may



overlap. Often a comprehensive set of strategies can be more effective at relieving congestion than a single congestion management strategy.

The federal regulations specify that all reasonable congestion management strategies must be evaluated and deemed ineffective or infeasible prior to considering a roadway capacity increase as a congestion management approach.

**Table 9-2 Congestion Management Strategies**

Category	Strategy	Objective(s) Addressed
<b>Access Management</b>	Access control	<b>1A, 1B</b>
	Frontage roads	<b>1A, 1B</b>
	Median control	<b>1A, 1B</b>
<b>Alternative Travel Modes</b>	Transit fleet and facilities expansion	<b>1C, 3B, 3C</b>
	Transit service expansion	<b>1C, 3C</b>
	Transit priority treatments	<b>3B, 3C</b>
	Transit information systems	<b>3B, 3C</b>
	Bus only lanes	<b>1C, 3B, 3C</b>
	New rail service	<b>1C, 3C</b>
	Improved intermodal connections	<b>1C, 4B</b>
	Improved/expanded bicycle/pedestrian network	<b>1C, 3D</b>
Bicycle/pedestrian amenities	<b>1C, 3D</b>	
<b>Travel Demand Management/ Congestion Pricing</b>	Telecommuting	<b>2A, 5A, 5B</b>
	Flextime/compressed work week	<b>2A, 5A, 5B</b>
	Vanpool/carpool services	<b>1A, 2A, 3A</b>
	Parking management/preferential parking (for vanpools/carpools)	<b>2A, 3A, 5A, 5B</b>
	Road user fees (toll lanes)	<b>2A, 5A, 5B</b>
	Park-and-ride facilities	<b>1C, 3A, 4B</b>
	HOV/HOT lanes	<b>2A, 5A, 5B</b>
<b>Land Use Considerations</b>	Adequate Public Facilities regulations	<b>2C, 4A</b>
	Impact fees	<b>2C, 4A</b>
	Land use regulations/growth management	<b>2C, 4A</b>
	Land use plans	<b>2C, 4A</b>



Category	Strategy	Objective(s) Addressed
<b>Operational Improvements</b>	Intersection geometric improvements	1A, 2B
	Intersection channelization	1A, 2B
	Intersection turn restrictions	1A, 2B
	Intersection signalization improvements	1A, 2B
	Intelligent Transportation Systems (ITS)	1A, 2B
	Coordinated signal systems	1A, 2B
	Elimination of bottlenecks on freeways	1A, 1B
	Ramp metering	1A, 2B
Incident management	1B	
<b>Capacity Expansions<sup>1</sup></b>	Freeway lanes	1A
	Arterial lanes	1A

<sup>1</sup> All reasonable congestion management strategies must be evaluated and deemed ineffective or infeasible prior to considering a roadway capacity increase.

## G. System Monitoring

The system monitoring element of the CMP outlines an annual data collection program that will track the progress of the region in terms of congestion and is focused on the Tier One RSCs and the region as a whole. Results of the system monitoring will be incorporated into an Annual CMP Performance Report.

### Performance Measures

A performance measure is a quantifiable measure to assess how well the communities of the North Front Range region are meeting the established congestion management goals and objectives. Performance measures serve as indicators to better understand the usage of a transportation facility or the characteristics of travelers using the transportation system. A measure may refer to the experience of a traveler on a trip between a particular origin and destination, it may summarize all trips on a particular corridor, or it may describe the operation of one mode of transportation versus another.

The CMP establishes a set of performance measures that can be calculated from real world data on an annual basis and that will provide the NFRMPO with useful information and trends to inform transportation investment decisions. The following considerations were taken into account in establishing performance measures:

- ▶ Performance measures should reflect the region’s congestion management goals and objectives.
- ▶ Performance measures should be relevant and should speak to the user’s experience.
- ▶ Performance measures should be simple and understandable by the general public.
- ▶ Performance measures need to be based on readily available data.

- ▶ Performance measures should be meaningful both at a regional/corridor level as well as a project level.
- ▶ The mix of performance measures should address all modes of travel and should address both the supply and demand sides of transportation.
- ▶ The number of performance measures should be limited to avoid diluting the importance of any single indicator and to simplify output.
- ▶ While some performance measures may be in conflict with one another, the mix of performance measures should provide an understanding of the “state of the region” in terms of managing congestion.
- ▶ Performance measures should provide benchmarks for continued improvement and value in making investment decisions.

### Annual CMP Performance Measures Reports

The NFRMPO prepares updates to the CMP Performance Measure Report on an annual basis. The annual report illustrates congestion trends in the region, which help inform the next update of the CMP and potentially the way TIP projects are selected. At the time of this plan adoption, the most current CMP Performance Measure Report (for 2007-2009) is from June 2010. Please check the NFRMPO website for the most current report.

The system-wide data collection effort will be focused on the Tier One corridors, or region-wide, as appropriate for the particular performance measure.

## H. TIP Project CMP Consistency

The CMP not only provides a vision for managing congestion as part of the RTP and a mechanism for reporting regional trends, it also serves an important role in the selection of projects for the Transportation Improvement Program (TIP).

### Project Filter

The federal regulations specify that all reasonable congestion management strategies must be evaluated and deemed ineffective or infeasible prior to considering a roadway capacity increase as a congestion management approach. The intention of this requirement is to ensure consideration of viable solutions to mitigate congestion that may be more cost effective and with less environmental impact than roadway capacity expansions. For the purpose of the CMP, roadway capacity expansion is defined as additional general purpose through lane capacity.

Any project on a Tier One corridor that is applying for federal or state funding through the NFRMPO must be consistent with the CMP. If a project includes roadway capacity expansion for general purpose lanes, the project application must provide documentation of a thorough evaluation of alternative congestion mitigation strategies. The evaluation should demonstrate that alternative strategies would be ineffective at relieving congestion or would be infeasible and that capacity expansion has been deemed the best solution.



Additionally, any roadway capacity expanding projects on Tier One corridors should incorporate alternative congestion management strategies (such as ITS infrastructure, TDM programs, or transit priority treatments) into the overall project.

### **CMP Next Steps and Update**

The next major update of the NFRMPO's Congestion Management Process will be a component of the 2040 RTP. At that time, the NFRMPO may revisit the definition of the CMP network and the identification of congested corridors. The following suggestions may be possible modifications to the future CMP:

- ▶ Update the identification of currently congested corridors based on actual data collected through the region-wide data collection program, rather than using travel demand model results.
- ▶ Reconsider the network for which the CMP applies; the CMP may not be as appropriate to rural portions of the Tier One corridors as the portions that are in urban areas.

The CMP may also be expanded to include new objectives, performance measures, and/or strategies for mitigating congestion.







## 10. IMPLEMENTATION

### A. Plan Amendment Process

The NFRMPO will update this Regional Transportation Plan (RTP) on a four-year cycle, as required by federal law for air quality nonattainment and maintenance areas. However, in the period between plan updates, plan amendments may be necessary. Amendments may be triggered by new regionally significant projects or by substantially modified project descriptions that result from a regional or local study. A plan amendment also could potentially be needed if substantial financial resources become available that were not anticipated in this plan process.

To initiate a plan amendment, information is submitted to the NFRMPO outlining the specific amendment request along with a clear explanation of the reason for the amendment. NFRMPO staff review the request and determine how the request should be processed. The Technical Advisory Committee (TAC), Transit Advisory Group (TAG), and NFRMPO Planning Council approve all amendments prior to submission to CDOT. It should be noted that CDOT has modeled its plan amendment process after the NFRMPO's process.

### B. Transportation Improvement Program

Every four years, the NFRMPO updates the region's six-year Transportation Improvement Program (TIP). The TIP is the primary tool for allocating funds to implement projects that are consistent with the Corridor Visions included in this plan. Since this plan is corridor-based, the identification of projects (other than regionally significant projects which have been identified and prioritized herein for air quality conformity purposes) will occur at the TIP level. A project prioritization process will be used to rank non-regionally significant projects such as the following:

- ▶ Bicycle/Pedestrian
- ▶ Other Highway (non Highway Capacity projects)
- ▶ Passenger and Freight Rail
- ▶ Transportation Demand Management
- ▶ Transportation Systems Management

Projects will be selected for inclusion in the TIP based on the prioritized project lists, the allocation of funding to Corridor Tiers as outlined in this plan, and the type of funding source(s) available.

## C. Strategies

The greatest challenge to meeting transportation demand in the NFRMPO will be finding resources to pay for the implementation of this plan. There is an estimated funding shortfall of approximately \$3.63 billion to achieve the vision for the NFRMPO multi-modal transportation system by 2035. In addition, the dollars identified in the Fiscally Constrained Plan chapter (**Chapter 8**) are not certain sources of funding. To address the funding gap, the NFRMPO Planning Council could pursue additional policies to aid in the implementation of this regional plan. The strategies listed below represent a potential menu of options that could be used to effectively implement the transportation vision for the NFRMPO.

- ▶ **Focus available funding on only the most critical projects.** This plan begins to set the stage for focusing available funding on the most critical projects by establishing the corridor tiers. As described in Chapter 8, the Planning Council has allocated 70 percent of the available flexible funding to Tier One, thus indicating a preference for focusing improvement projects on these high priority corridors. The Planning Council has also specified a desire to complete existing projects (e.g., the current TIP projects) rather than distributing the limited funding to small pieces of many projects.
- ▶ **Focus on projects that provide the most benefit for the least expenditure of revenue.** Examples could include Travel Demand Management projects (e.g., carpooling and vanpooling), Transportation System Management projects (e.g., traffic management and traveler information), and intersection improvement projects. The concept of “thin roads, thick nodes” will guide many improvements, particularly intersection improvements, which can provide the highest return on investment for maintaining a transportation facility as a thruway.
- ▶ **Emphasize projects that minimize long-term costs,** such as phased projects or temporary improvements. Another example is roadway maintenance, which, when addressed in a timely manner, can postpone or eliminate the need for expensive reconstruction.
- ▶ **Complete Access Management Plans** to preserve capacity and enhance safety on corridors or portions of corridors where significant residential or commercial development is anticipated. The Planning Council’s adopted Strategic Action Plan (2010) encourages developing access management plans for all Regionally Significant Corridors in the North Front Range that do not have such plans. Additional county and city arterials that have been identified as “regionally significant” should also have access management plans developed.
- ▶ Encourage local governments (counties and municipalities) and state and federal land management agencies to work with CDOT and the NFRMPO to **develop or update local comprehensive plans** (including transportation plans) that minimize the effects of growth and development on transportation infrastructure.
- ▶ Work with CDOT staff to implement the Phase I component of the **North I-25 EIS**.



- ▶ **Generate new funding mechanisms** or increase the level of revenue from existing funding streams. Examples include:
  - Create new opportunities for “leveraging scarce funding sources” and support initiatives to create Special Improvement Districts and Regional Transportation Authorities (RTA) to contribute local funds to transportation projects on regional facilities. It is especially important for the NFRMPO to recognize projects that leverage NFRMPO funding sources, particularly STP-Metro funding. For example, the current VanGo™ vanpool program leverages around \$150,000 in STP-Metro funding with rider fares and Federal Transit Administration incentive funding covering the remaining funds and is working toward being completely self-sufficient. Projects supported by such initiatives or funding opportunities could receive priority treatment in the planning and programming process.
  - Support initiatives to increase state and federal funding for transportation. For example, the NFRMPO maintains a 501c(3) organization, North Front Range Mobility Alternatives, for pursuing foundation grants to assist in providing the required local match for federally-funded programs sponsored by NFRMPO members.
  - Increase the number of regional services to reduce costs to member governments and provide opportunities for cost-sharing such services as mobility management, data collection and analysis, aerial photography, modeling, grant applications, geographic information systems, U.S. Census data, etc.
  - Support the pursuit of non-traditional federal and state funding sources for transportation.
  - Facilitate private/public partnerships.
- ▶ **Encourage corridor preservation efforts** for both passenger and freight rail by working with member governments, other agencies, and railroads.
- ▶ Work with member governments to **preserve right of way for a regional arterial grid system** to support future development and complement the Regionally Significant Corridors.





# **APPENDIX A**

## **STRATEGIC ACTION PLAN**







# 2010 North Front Range Strategic Action Plan Matrix

## - FINAL -

Red = Retreat Statements by Planning Council members  
 Green = Federal Certification Review recommendations

2010-2015 Goal Statements	Implementation Strategies	Specific Actions
<p>1. Focus on projects that are important to individual jurisdictions and the region that have direct positive impacts and use money in a meaningful way that serves the citizens of this region.</p>	<ul style="list-style-type: none"> <li>• Fully engage all MPO jurisdictions in the regional transportation &amp; air quality planning process. Engage private interests as well.</li> <li>• Use community dialogues to identify those projects member jurisdictions want to see accomplished. Include relevant state agencies. Use Planning Council guidance to identify specific issues and gaps in the transportation system, possibly escalating to higher levels including partnerships.</li> <li>• Move commonalities noted by the MPO regarding jurisdictional needs up to regional or sub-regional efforts. Pursue regional or sub-regional partnerships for funding and sharing of grant opportunities. Avoid federal and state agency "silo" thinking.</li> <li>• With appropriate local staff proactively develop data and analyses that prepare projects for successful grant applications. Help member governments in applying for grants by bringing local, state and federal partners together to identify potential funding.</li> <li>• Identify regional efficiencies and what role the MPO can play in providing those efficiencies. Avoid duplication of efforts among member governments.</li> </ul>	<p><b>MPO Planning Council</b></p> <ul style="list-style-type: none"> <li>• Emphasize policy discussions and organizational direction in monthly Planning Council meetings.</li> <li>• Base policy decisions on solid data, such as the updated Household Travel Survey analysis.</li> <li>• Provide assistance to member jurisdictions to help leverage federal and state funding where possible.</li> <li>• Provide regular opportunities for TAC, TAG and MPO staff to report on progress.</li> </ul> <p><b>TAC / TAG</b></p> <ul style="list-style-type: none"> <li>• Submit annual report to MPO Planning Council on advisory committees' work plans, goal-setting and regional outlook.</li> </ul> <p><b>MPO Staff</b></p> <ul style="list-style-type: none"> <li>• Provide MPO Planning Council with enhanced data collection &amp; analysis to evaluate policy options.</li> <li>• Coordinate with DRCOG and the Upper Front Range in the development of modeling opportunities to assess and enhance air quality, travel demand and land use modeling. Explore additional modeling opportunities that can assist in analyzing how best to operate and manage the transportation system.</li> <li>• Limit time for routine business matters and increase use of Consent Agenda to allow additional time for policy discussions and SAP progress assessments.</li> </ul>

2010-2015 Goal Statements	Implementation Strategies	Specific Actions
		<ul style="list-style-type: none"> <li>Assist TAC and TAG in developing annual report.</li> <li>Present Annual Report to Planning Council to check progress on SAP and core MPO business.</li> </ul>
<p>2. <b>Develop transportation solutions that benefit citizens by minimizing traffic congestion.</b></p>	<ul style="list-style-type: none"> <li>Update the 2035 Regional Transportation Plan as required emphasizing the goals of the SAP and applicable federal and state regulations. Use performance measures to document progress in subsequent plans.</li> <li>Revise or update the regional strategic corridors document. Emphasize new Congestion Management Program and eligibility criteria for project selections.</li> <li>Determine MPO's responsibilities for implementing appropriate portions of the preferred alternative of the N. I-25 Environmental Impact Statement (EIS).</li> <li>Address freight traffic in the MPO planning process, including the RTP and TIP.</li> <li>In concert with public transportation providers within the region, continue to provide consistent, cooperative, and comprehensive planning for efficient and effective transit services within the North Front Range.</li> </ul>	<p><b>MPO Planning Council</b></p> <ul style="list-style-type: none"> <li>Encourage and seek partnerships in funding parallel road systems along I-25 and other major corridors as part of N. I-25 EIS preferred alternative.</li> <li>Identify and preserve right-of-way for future passenger rail service.</li> </ul> <p><b>TAC / TAG / AQTAC</b></p> <ul style="list-style-type: none"> <li>Identify and facilitate funding partnerships with CDOT and member governments for parallel road systems.</li> <li>TAC – Create regional highway and road priorities annual report to MPO Planning Council, including regionally significant corridors in accordance with Congestion Management Process.</li> <li>TAG – Produce regional transit priorities annual report to MPO Planning Council, including regionally-significant corridors in accordance with Congestion Management Process.</li> <li>TAC / TAG / AQTAC - Evaluate and recommend regional transportation solutions, including those implementing the N. I-25 EIS preferred alternative.</li> <li>TAC / TAG / AQTAC – Monitor and report multi-modal projects through the Congestion Management Process performance report.</li> </ul> <p><b>MPO Staff</b></p> <ul style="list-style-type: none"> <li>Re-evaluate Goals and Objectives in the Regional Transportation Plan based on the performance measures, SAP goals and current federal initiatives.</li> </ul>



2010-2015 Goal Statements	Implementation Strategies	Specific Actions
		<ul style="list-style-type: none"> <li>• Create graphic representations of performance measures in the RTP to monitor transportation progress at regional level.</li> <li>• Assist TAC, TAG and AQTAC in development of required annual reports.</li> <li>• Develop Regional Bicycle and Pedestrian Plan.</li> <li>• Develop cost estimates for Regional Transit Element and TDM Plan's identified strategies.</li> </ul>
<p>3. Develop regional strategies on behalf of local governments to achieve federal air quality standards in the North Front Range region.</p>	<ul style="list-style-type: none"> <li>• Participate in development of the Ozone State Implementation Plan (SIP) due in the Spring of 2011 as lead air quality planning agency for the North Front Range.</li> <li>• Ensure necessary air quality conformity for RTP and TIP.</li> <li>• Provide educational presentations and forums for member governments to solicit input on ozone and other Clean Air Act issues.</li> <li>• Continue to provide MPO representation on the Regional Air Quality Council (RAQC). Coordinate efforts with RAQC and the State Air Pollution Control Division as technical leads for transportation-related air quality strategies.</li> </ul>	<p><b>MPO Planning Council</b></p> <ul style="list-style-type: none"> <li>• Appoint Air Quality technical advisory committee (AQTAC) to advise and make recommendations to Council on air quality issues.</li> </ul> <p><b>TAC / TAG / AQTAC</b></p> <ul style="list-style-type: none"> <li>• AQTAC - Develop a schedule of air quality-related training from federal and state agencies as needed for the MPO organization and member governments.</li> <li>• AQTAC - Develop recommendations to the MPO Planning Council for appropriate air quality strategies as part of the Ozone State Implementation Plan (SIP) update and conformity requirements.</li> <li>• AQTAC – In partnership with CDOT, develop regional report on air quality reduction benefits from TIP projects.</li> </ul> <p><b>MPO Staff</b></p> <ul style="list-style-type: none"> <li>• Enhance current staff technical abilities.</li> <li>• Identify existing needs and continue to coordinate with the Regional Air Quality Council and Colorado Department of Public Health and Environment on how the two organizations may assist the MPO Planning Council in it lead air quality planning agency role.</li> </ul>

2010-2015 Goal Statements	Implementation Strategies	Specific Actions
		<ul style="list-style-type: none"> <li>Assist AQTAC in developing schedule of air quality related training for Planning Council, other advisory committees and member governments.</li> </ul>
<p>4. Identify newly adopted and upcoming federal elements of transportation policy; and develop a strategy to position the North Front Range to meet those requirements, including the concept of “Livable Communities.”</p>	<ul style="list-style-type: none"> <li>Develop a template for regional transportation that addresses the Six Livability Principles adopted by the U.S. Department of Transportation, Housing &amp; Urban Development and the Environmental Protection Agency (attached).</li> <li>Tie the quality and location of transportation facilities to broader opportunities, including access to good jobs, affordable housing, quality schools, and safe streets. Encourage regional planners to address safety and capacity issues on all roads through better planning and design, maximizing and expanding the use of new technologies.</li> <li>Include Transportation Demand Management (TDM) approaches to transportation system planning and operations.</li> </ul>	<p><b>MPO Planning Council</b></p> <ul style="list-style-type: none"> <li>Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods</li> </ul> <p><b>TAC / TAG / AQTAC</b></p> <ul style="list-style-type: none"> <li>Develop alternative strategies for delivering regional transportation solutions for “Tomorrow’s Land Use” exhibit.</li> <li>Technical advisory committee members, an ad hoc working group of member government officials, and MPO staff jointly develop alternative “livable communities” approaches to regional transportation planning in the North Front Range in preparation for the 2040 Regional Transportation Plan update.</li> </ul> <p><b>MPO Staff</b></p> <ul style="list-style-type: none"> <li>In support of advisory committees, develop alternative strategies for delivering regional transportation solutions for “Tomorrow’s Land Use” exhibit.</li> <li>Assist TAC, TAG and AQTAC in jointly preparing alternative “livable communities” strategies and approaches to regional transportation planning on behalf of the Planning Council in preparation for the 2040 Regional Transportation Plan update process.</li> </ul> <p>The 2040 Regional Transportation Plan should:</p> <ul style="list-style-type: none"> <li>Provide more transportation choices in the regional transportation planning process.</li> <li>Develop safe, reliable and economical transportation choices to decrease household transportation costs, improve personal mobility, reduce dependence on foreign oil, improve air quality, reduce greenhouse gas</li> </ul>





2010-2015 Goal Statements	Implementation Strategies	Specific Actions
		<p>emissions and promote public health.</p> <ul style="list-style-type: none"> <li>• Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.</li> <li>• Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.</li> <li>• Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.</li> </ul>
<p>5. Address CDOT’s investment categories, including system quality, maintenance and operation, safety, and mobility.</p>	<ul style="list-style-type: none"> <li>• Work with CDOT Region 4 on joint performance measures for each investment category and set coordinated goals by category.</li> <li>• Become more involved in maintenance and operation of the transportation system, as per federal direction. Focus on the efficiency and operation of the transportation system rather than just capacity improvements.</li> <li>• Value safety as the number one priority for the North Front Range.</li> <li>• Address regional mobility as well as personal mobility barriers including income, disabilities and age so that all citizens in the region have equal access to the transportation system.</li> </ul>	<p><b>MPO Planning Council</b></p> <ul style="list-style-type: none"> <li>• In the RTP and TIP, assess efforts necessary to adequately maintain and operate the transportation system, and provide the financial detail (costs and revenue) to support the system level estimate.</li> </ul> <p><b>TAC / TAG / AQTAC</b></p> <ul style="list-style-type: none"> <li>• Identify system deficiencies through the Congestion Management Process.</li> <li>• Identify ITS improvements through CDOT’s update of the Regional ITS Architecture.</li> </ul> <p><b>MPO Staff</b></p> <ul style="list-style-type: none"> <li>• Continue the Access Management program for Regionally Significant Corridors to help preserve the existing transportation system.</li> <li>• Make better use of the new Congestion Management Process and intelligent transportation systems (ITS).</li> </ul>

2010-2015 Goal Statements	Implementation Strategies	Specific Actions
		<ul style="list-style-type: none"> <li>Report back annually to MPO Planning Council progress on investment categories, including operations and maintenance.</li> </ul>
<p>6. Continue to plan effectively and professionally, regardless of funding availability, in order to strategically position the region for the future when funding becomes available.</p>	<ul style="list-style-type: none"> <li>Be proactive; avoid falling into a reactive mode.</li> <li>Improve coordination within the NFRMPO area as well as outside the MPO boundary (RTD, DRCOG, the Upper Front Range and other transportation planning regions).</li> <li>Meet all federal requirements for an MPO.</li> </ul>	<p><b>MPO Planning Council</b></p> <ul style="list-style-type: none"> <li>Develop additional forums and regular meeting schedules with adjacent elected and appointed officials (RTD, DRCOG and Upper Front Range).</li> <li>Coordinate with RTD to connect regional transit services between Denver metro region and North Front Range.</li> </ul> <p><b>TAC / TAG / AQTAC</b></p> <ul style="list-style-type: none"> <li>Discuss and make recommendations to MPO Planning Council regarding "Tomorrow's Land Use" exhibit.</li> </ul> <p><b>MPO Staff</b></p> <ul style="list-style-type: none"> <li>Coordinate regional transportation planning with RTD to connect transit services between the North Front Range and the Denver area.</li> <li>Develop and maintain MPO core business products, including Regional Transportation Plan (RTP), Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP).</li> </ul>
<p>7. Increase the amount and quality of MPO Communications</p>	<ul style="list-style-type: none"> <li>Improve coordination within the NFRMPO area as well as outside the MPO boundary with RTD, DRCOG, and the Upper Front Range)</li> <li>Increase public awareness of roles and responsibilities of the North Front Range MPO.</li> </ul>	<p><b>MPO Planning Council</b></p> <ul style="list-style-type: none"> <li>MPO Chair - issue an invitation to non-participating jurisdictions discussing the local benefits of engaging in the regional dialogue.</li> </ul> <p><b>TAC / TAG / AQTAC</b></p> <ul style="list-style-type: none"> <li>Members facilitate annual reports by the MPO executive director to their respective commissions, councils and town boards.</li> </ul> <p><b>MPO Staff</b></p> <ul style="list-style-type: none"> <li>Executive Director - annually visit with member governments to review active projects, potentials for transportation funding and air quality issues.</li> </ul>



2010-2015 Goal Statements	Implementation Strategies	Specific Actions
		<ul style="list-style-type: none"> <li>Work with CDOT and others to pursue improvements in the MPO's public involvement procedures through the use of Web 2.0.</li> </ul>

Revised: October 10, 2010

## Six Livability Principles

- Provide more transportation choices.*  
Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.
- Promote equitable, affordable housing.*  
Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- Enhance economic competitiveness.*  
Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.
- Support existing communities.*  
Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.
- Coordinate policies and leverage investment.*  
Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- Value communities and neighborhoods.*





## **APPENDIX B**

### **PUBLIC INVOLVEMENT**

- 1. Focus Group Raw Meeting Notes**
- 2. Community Dialogue Raw Meeting Notes**
- 3. Open House/ Public Comment Form Raw Data**
- 4. 2011 North Front Range Transportation Survey – Executive Summary**







# 1. Focus Group Raw Meeting Notes

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## Senior Focus Group

**Date:** March 8, 2011

**Time:** 11am to 1pm

**Location:** Maple Room, Windsor Recreation Center

**Staff Attendance:** Aaron Fodge, *Facilitator*. Romare Truly, *Recorder*. Lesli Ellis, *Observation Recorder*. Mary Rogers, *Observer*.

**Focus Group Attendance:** 9 people

**Recruitment:** We recruited people from the Senior Centers in Greeley, Windsor, Milliken, Fort Collins, Loveland and Johnstown.

### Observations

I felt that the most of the people in this group came into the meeting with specific ideas and opinions on transportation that they were looking to share. They looked for an immediate opening in the discussion and offered their thoughts wither or not the topic was related to their view points. They were very eager to get their views and ideas expressed.

Most seniors also came to the meeting with a sense of entitlement; their transportation situation was anybody's but their own problem to solve. Only one gentleman stated they he clearly made a thought out plan for the ability to take care of his transportation needs -- now and for the future. Most of the group dismissed his forethought, and stayed focused on the idea that others need to solve their problems. There were a lot of strongly worded arguments that they could not and would not change their lifestyle.

### Group Notes:

Dot exercise – Participants recorded where they live and travel most.

The location of the dots show a lot of mobility, including travel outside the region (e.g., to Longmont) to visit family and attend appointments.

### Discussion

#### Question: Where are the top three places of travel in an average week?

- ▶ Grocery store, friends (in another city), senior center (in another city)
- ▶ Doctor appointments, shopping (in another city), clubs (e.g., elks), and social organizations that are scattered around the region
- ▶ Church
- ▶ Shopping (in other cities), work close to home, choir practice/church, exercise

- ▶ Medical, rehab, grocery store, senior center
- ▶ Grocery shopping in other cities, medical in other cities, other activities close to home (senior center, church)
- ▶ Used to be in Loveland that Fort Collins had everything. Now Loveland has most services, but still go to Fort Collins for medical, dining, shopping, recreation
- ▶ Shopping, recreation, (often in other cities).
- ▶ Grocery, family, church
- ▶ Family, church, fraternal organization meeting (other cities)
- ▶ Bank

**Question: What about existing transportation system? How does each component of the system affect your lifestyle today?**

Roadway Maintenance and Repairs (e.g., potholes, sidewalks)

- ▶ Why does maintenance occur in the summertime, when traffic is worse? It makes a big mess in the summer when people visit.
- ▶ Why roundabouts (rotaries) – They got rid of them in the east, because they caused accidents
- ▶ Cty. Road 54 near Greeley is a nightmare (potholes). When they get repaired, they create uneven surface. This causes delays, detours. Seniors like to do back country roads more to avoid the main routes and to be able to drive slower.
- ▶ County Road 60 near Loveland is a problem
- ▶ County Road 7, 17 have maintenance issues.
- ▶ 20 years ago, most of the rural roads were gravel. Now they are mostly paved. There has been improvement, but the maintenance of blacktop is more expensive and harder to maintain. That will continue to be a problem. We did have money from developers to pave roads. Later we'll have to kick in with taxes to improve.
- ▶ Dirt roads – tear cars apart. Poor grading.
- ▶ Cost of transportation is high. Johnstown/Milliken doesn't have any transportation. Isn't the point of this meeting to hear more about transportation? (Note: Aaron will talk later about what some of the outcomes might be.)
- ▶ What about people who can't drive? They need transportation to/from weekly activities.
- ▶ Buses – state/feds, only allow so much money for transportation for those folks who can't drive.
- ▶ Loveland, the "crazy thing" (jog of the road) near Sam's Club, causes accidents

Transit, Bus Systems

- ▶ How can we develop transportation to/from areas that don't currently have transit.
- ▶ In Johnstown – so many boards reinvent the wheel. We tried regional mass transit, but it went down the tubes. We can't get government together to do it. Johnstown is remote – miles away from other communities. It has no transportation to get seniors from the housing to the grocery





store, to doctors' appointments, etc. People have to wait and rely on people to drive them around (e.g., family from other cities).

- ▶ Weld County has a bus system, but it only operates a certain day of the week, and it is inconvenient (e.g., a senior gets dropped off in the morning and then has to wait for a long time to get a return trip).
- ▶ Driver for Saint – which serves seniors with eye problems. There's a great need, fulfilled by volunteers. Thought there would be buses or something within a few years. Volunteer service only is not the most efficient way to get seniors around. Have to wait. Have to reserve 24 hours in advance. Seniors are prisoners in their homes.
- ▶ Fantastic bus system in Berthoud – on demand system. BATS. Have to call 24 hours in advance. Pick up/drop off at appointment, etc. One day a week it picks up at senior housing. Now it is all inclusive and picks up kids, too (e.g., to the babysitter). Students, etc., after-school. It costs \$2 each way. The town helps support it.
- ▶ Senior apartments in Johnstown. Seniors don't have cars. They rely on other people. Berthoud has had interest from Johnstown.
- ▶ FLEX is helping out.
- ▶ How is cost subsidized for BATS? Federal funds plus the town.
- ▶ Fort Collins really has the same issues, with seniors having to walk several blocks to catch the bus, but it doesn't necessarily serve the senior population. (E.g., a friend who can't go to church). Dial a ride was cut back several years ago. Subsidies for volunteers are gone with budget cuts, so towns will be losing volunteers.
- ▶ One participant took the FLEX bus to Denver and had a wonderful time. It gives people access to Denver and outside the town. (Other people on the bus reported that, too.)
- ▶ But, for people that don't have a car, how do they get to it in Loveland?

#### Transit, Bus Systems

- ▶ If you time it right, you can get into Loveland on 39 without stopping (traffic signals good there).
- ▶ In Greeley, signals are timed for road rage. If you hit one red light, you hit them all.
- ▶ New stop lights for I-25 at highway 60 take forever.
- ▶ Flashing yellow light turn light – allows to go when traffic allows – that's an improvement.
- ▶ 34 and Madison is a nightmare (Loveland).

#### Parking

- ▶ Parking is not a real big problem in the small towns.
- ▶ It could be an issue for the elderly, especially parallel and diagonal parking. The physical ability to park (to turn their necks and back up) is difficult for seniors.
- ▶ Johnstown is more of a nightmare, now that it is redone. Now seniors have to parallel park downtown or park in designated areas and walk. It creates a further walk for senior population.
- ▶ Roads aren't wide enough in the small towns to get the parking done.

### Sidewalks and Walking and Trails

- ▶ Bentonite causes uneven sidewalks and driveways creating tripping hazards. How can that be rectified? (Johnstown)
- ▶ Sidewalks with a sloped curb are harder than a step and are difficult with poor eyesight.
- ▶ Non-existent sidewalks mean that walkers have to be in the road dodging traffic. Lack of sidewalks in some places is a problem.
- ▶ Bulb-outs create a driving and walking nightmare. Surfacing can be a problem (if it creates really slick, icy spots). They have these in Loveland on Hwy. 287.
- ▶ If you can drive, you don't need sidewalks. Life changes when you can't drive. Living downtown, it is two blocks to everything. (Living in downtown apartments is a solution.)

### Bicycle Lanes and Bicycle Trails

- ▶ Years ago, I used to walk on the bicycle lanes. Bicyclists run pedestrians over.
- ▶ Senior drivers sometimes drive in the bicycle lane – it can be pretty dangerous for bicyclists. Knowledge and awareness is important.
- ▶ Bicycles don't stay on the shoulder – they end up on the highway and don't obey laws. Especially on mountain roads.
- ▶ Seniors are a danger to the bicycles. They are driving with cataracts and eye problems. They'll drive to the side of the road rather than the middle. This is a hazard for bikes.
- ▶ Wheel chair use – they are using the bicycle lanes. Where are they supposed to drive if there isn't a sidewalk?

### **Question: How does each of these conditions affect your lifestyle today?**

#### Time Spent in your Vehicle

- ▶ A lot of time, because of volunteer time to take people to/from places (e.g., 4 hours per day).
- ▶ Greeley's organization is subsidized by the county for transportation and wheelchair ramps, etc.
- ▶ Will have to minimize the amount of time because of the price of gasoline. Seniors on limited income – that has a big impact.
- ▶ Consolidate trips (e.g., to go to Longmont to do shopping, fill prescriptions, visit). But, then seniors are stuck in the house the rest of the time.
- ▶ It is a big difference for seniors who are able to drive themselves.
- ▶ In Johnstown it takes at least 20 minutes to go anywhere (e.g., to other towns for services). Problems: There is more traffic into all the towns. The state has decided they want to get people off I-25. 287 is a nice facility, but it takes a while to get there. County Road 13 speed limit has been lowered, so it takes an hour to get to Denver and with a lot of red lights. That saves gas but increases boredom and tiredness.



### Distance

- ▶ Milliken has no services – have to travel to other towns for groceries.
- ▶ More time and distance equals more cost. Doctor appointments, shopping, are often at great distances.
- ▶ Windsor was a long distance away from things. Moved to edge of Loveland. Now downtown and can walk. That is probably a solution. Used to be that Good Samaritan in Loveland was the only senior facility you could live that had a bus service. That is often why people moved to assisted living, if available and affordable. (The cost is prohibitive: Often \$4,000 per month or up.)
- ▶ That solution won't work for everyone. Everyone won't sell a house to move downtown. Those condos are expensive. It is an option for some.
- ▶ That is not an option in a town like Milliken or Johnstown. Small town perspective with access to amenities is a different problem that needs a different solution.
- ▶ Have fought for transit for a long time in the small towns, but it is going nowhere. Government, community, can't support. Seem to be beating a dead horse.
- ▶ Developers didn't help in small communities when they put in big boxes, created traffic, and didn't fix the roads.
- ▶ A lot of people in the small communities leave to commute for work (80% leave every day).
- ▶ Medical Center of the Rockies has changed the complexion of Fort Collins completely, because now people need to get there and there isn't transportation to get there.

### Safety

- ▶ Some seniors won't go on I-25 because of the speed.
- ▶ If they are afraid to drive, they should stay off, because they cause the accidents.
- ▶ Too many people have never driven in bad weather.
- ▶ US 85 is worse than I-25.
- ▶ Night driving is a concern for older people. That white line on the right side should be visible and painted. It is hard to see the yellow line because of oncoming traffic and lights.
- ▶ New headlights (halogen blue lights) are terrible – create night blindness.
- ▶ We are fortunate (in Berthoud) where transit will come to your door, after calling in 24 hours in advance. That service does many extra things (BATS).
- ▶ All the budget cuts coming – in the future – may mean that services like that will no longer exist.

### Availability of options to travel

- ▶ A problem is when transit services won't let a person ride if he/she has too much income (i.e., must be below poverty). That isn't right for citizens who pay taxes. Why can't anyone of us use that service if needed?
- ▶ One program just died (due to county cuts).

- ▶ The funding is getting cut for subsidies to volunteers. Volunteers are worried about liability. People would love to volunteer, but they can't, because they don't want a liability. It is harder to recruit volunteers because of the cost and liability.
- ▶ The Greeley service is "a zoo." Their funds have been cut.
- ▶ At the moment, the BATS won't be cut.
- ▶ In reality, you can't get to the airport unless someone drives you (especially from Weld County, that's a challenge).

#### Cost to Commute

- ▶ Big costs and rising costs.
- ▶ We try to combine trips to reduce the cost.
- ▶ Now we have to have emissions testing. That costs \$25 (every two years). That cuts on gas mileage, because you have to put a converter on.
- ▶ Maintenance on vehicles is a cost.
- ▶ Cost of driving precludes travel – it means cutting trips such as to visit a family member. Also don't make as many trips to Greeley and Loveland – consolidating and mapping trips. It costs \$5 per trip.
- ▶ Cost of insurance is going up, across the board.
- ▶ What about enjoyment and vacation – those trips are getting cut back, because they are too expensive. We are eliminating trips with the camper, because they are unaffordable. That cost particularly affects seniors because it takes a bigger piece of fixed income.

#### **Question: Improvements for the Future? Solutions**

##### Short-Term (e.g., next 5 years) – How can the Transportation Be Improved?

###### You

- ▶ Costs, on fixed income is a concern – to transport from A to B.
- ▶ Allow golf carts on roads.

###### Your Family (none identified)

###### Your Community

- ▶ Access to public transportation - For those who can get to the FLEX system, the cost is reasonable. Provide a way to get to it. As cost of gas goes up, more bicycles might be on the bus. With BATS, more people are taking advantage of it.
- ▶ More people working closer to the community and being involved with it and working on activities.
- ▶ Advertisement, so that folks know what FLEX is to get to Denver. (Then what, once you get to Denver – maybe more time and money, because a lot of transfers are necessary)?
- ▶ Why not a rail system going down I-25 that is easy for all community to get to?
- ▶ Why not subways underground?



- ▶ Federal money in Fort Collins – developing Mason Street Corridor from Harmony to Downtown. There will be businesses along the route. It doesn't branch off and go to the church or grocery store, etc. Connections to transit system – more accessible.
- ▶ Fix the railroad system so people can use them.
- ▶ Governor's office has been working on trains for a long time but it will take a lot longer. Getting from Milliken to Johnstown to where it is supposed to stop (have to go to Fort Collins). Connections and accessibility.
- ▶ Why can't towns work together?
- ▶ Cars are the most expensive way to go. Anything is better than cars. Cars are destroying our society. They are convenient.
- ▶ Options to get to medical facilities. If you don't drive, then good luck.
- ▶ Alternatives
- ▶ Connections into Alternatives

#### **Question: What is the Greatest Concern about Transportation?**

- ▶ Tell your grandkids to move to a big city – to have access to amenities.
- ▶ More jobs for people.
- ▶ Beef up the railroads in case of a war. Also, it is easier and cheaper in the long run. Need to transport foods, etc.
- ▶ In Japan, trains are everywhere. Even kids get on the train to go to school, but they have to walk 20 minutes each way.
- ▶ In NYC, buses ran to the trains. That might need a walk for a few blocks to the bus.
- ▶ Trains are the future.
- ▶ One participant's farm is next to the railroad track. Why can't the track that is already there be used for passenger service? Use existing lines.
- ▶ Can't see trains helping much in a rural area. But, maybe light rail could work.
- ▶ In Alaska, the train travels slowly and provides services.
- ▶ Given the increased senior population, if we have problems now, it will get really serious unless we come up with a public accessible transportation solution. Move on it!
- ▶ Mentality of using cars needs to change a bit (e.g., in Japan, people aren't accustomed to using transit). Some seniors are hostile because kids took cars away. Need to recognize alternatives. Need a way to get there. Need alternatives.



**Question: Where Does Transportation Rank Among Other Regional Issues for the Future?**

Pick 2. (One person noted, this would be different with a younger crowd.)

Water	2
Personal Safety	1
Transportation	5
Air Quality	0.5 (one person added this as a third choice)
Healthcare	7
Housing	1
Jobs/Employment	2



## Student Focus Group

**Date:** March 10, 2011

**Time:** 4pm to 6pm

**Location:** Conference Center, The Ranch, Loveland, CO.

**Staff Attendance:** Aaron Fodge, *Facilitator*. Romare Truly, *Recorder*. Mary Rogers, *Observer*.

**Focus Group Attendance:** 5 people

**Recruitment:** We recruited students from the Student Senate of The University of Northern Colorado, Student Life of Front Range Community College, Student Life of Aims Community College, El Centro at Colorado State University.

\* *An Additional Student Group was held 3/25/11 at Colorado State University because we had difficulty with students attending an event off campus. Attended: 3 students. Staff Attendance, Aaron Fodge, Facilitator, Mary Rogers, Recorder.*

### Observations/The Ranch

The Student Group seemed to not know what to expect from the Focus Group. They had not come with predetermined ideas or a personal agenda to push. They treated the meeting much like a classroom environment, unsure about their opinions, almost like they needed confirmation that they were thinking in the “correct” direction.

The students were more flexible solving their own transportation problems, but reticently offer suggestions that would help their problems. They showed no entitlement issues as the seniors had. Most students showed a willingness to personally help with solutions or seek to understand the issues if they were not at first happy with the situation.

### \* Observations/CSU

We met at Colorado State University this afternoon with three students in order to supplement our sample of Students for the RTP Focus Group update. The student group held earlier in the month was small and represented 4 Front Range Community College students and 1 University of Northern Colorado student.

Two of the three students we met with that at this gathering were doctoral candidates, the third was an underclassman. Not surprisingly these students offered a lot of thoughtful opinions and seemed to me a lot less of the hasty interactions that was prevalent at the earlier student group. The students brought with them a lot of questions about their understanding of the transportation situation, and seemed a bit more preoccupied by wanting to understand how things were as opposed to just offering opinions.

These students were not fixated on their own immediate personal needs, but weighted in their minds the greater good when asked about their wants and desires. The interaction with the students was much more focus because of the small group we had, and the confusion a larger group can bring.

## The Ranch, Loveland, CO Introductions

- ▶ Staff introductions
- ▶ Explained this is part of the long-range transportation planning process
- ▶ Speak freely; your comments will be anonymous

## CSU Group Introductions

- ▶ Small Supplemental Student Focus held at Colorado State University, Fort Collins, CO at the El Centro office.
- ▶ Introductions.
- ▶ Group was shown other student groups comments on the laptop computer.

## Discussion

### **Question: Where are the top three places of travel in an average week?**

The Ranch:

- ▶ School, Walmart, Church, Library
- ▶ Girlfriend's house (Loveland), parent's house, library, Old Town Fort Collins
- ▶ Sunflower Market, Plasma Center, King Soopers
- ▶ School/work, North Shore (to see Family), Walmart
- ▶ School/work, Doctor (Fort Collins), Boyfriend's House (Greeley)

CSU:

- ▶ School, Walmart, King Soopers
- ▶ Liberty Commons, Clients in Loveland, Old Town Fort Collins
- ▶ CSU Campus, Whole Foods, Parents home in Denver

### **Question: What about existing transportation system? How does each component of the system affect your lifestyle today?**

Roadway Maintenance and Repairs (e.g., potholes, sidewalks)

The Ranch:

- ▶ Seems that the pothole situation is improving
- ▶ There is a lot of construction
- ▶ Construction is for the road damage. Seemed as if construction was done at separate times and routes.
- ▶ A Friend would inform me about construction on various roads.
- ▶ Potholes are bad from a bicyclist's standpoint (McClelland and Drake, Fort Collins).



- ▶ Horsetooth Rd, east of College Ave the pavement is uneven.
- ▶ Potholes cause wear and tear on cars and which costs me more money.
- ▶ The Construction at Harmony and College can be frustrating.
- ▶ Alternate routes around construction can take just as long as sitting through traffic.
- ▶ Near UNC (Greeley) the roads are poor.
- ▶ Roads seem to be better in the west in Greeley.
- ▶ Potholes are bad in east Greeley.
- ▶ Alleys are poor – My roommate got flat tire there in Greeley.
- ▶ Colorado Springs paid for repairs of car due to damage by poor roads.
- ▶ Wilson/Taft Hill (Loveland and FTC) is poor in the winter due to lack of plowing in the winter.

#### CSU:

- ▶ Roads are terrible but doesn't keep me from travel
- ▶ Potholes are bad on College Ave, and Shields.
- ▶ Drake and Prospect has wavy pavement.
- ▶ Downtown concerns with poor pavement so he drives slower.
- ▶ The tire damage from the poor roads is costly.
- ▶ The swerving around potholes is unsafe.
- ▶ Worrying about safety since he has to do driving at night, can't see the roadway conditions.
- ▶ The cost of repairs from road condition, she is worry about money, needs it for school.
- ▶ The construction is bothersome
- ▶ There are many delays on I-25 drive to Denver from the roadwork and congestion.
- ▶ Won't ride his motorcycle at night because of road conditions.

#### Transit, Bus Systems

##### The Ranch:

- ▶ Bus is primary form of transit in Fort Collins.
- ▶ The bus works well due to proximity of bus stops to my house.
- ▶ Schedule works with classes
- ▶ Indirect route causes long delays relative to use of car (Loveland), 45 mins. vs. 15 mins.
- ▶ In Loveland the bus route service seems to stop fairly early.
- ▶ Some bus routes are more frequent than others in Fort Collins.
- ▶ examples: routes 8 and 81 seem to run frequently
- ▶ Difficulty in getting from Loveland to Fort Collins by bus system due to time conflicts.
- ▶ Fort Collins has different service times on various routes.

- ▶ Glad bus service is there for people who need it – does not personally use the bus system.
- ▶ Waiting for the bus in inclement weather are difficulties.
- ▶ Never taken a bus in Greeley and has lived there for 15 years.
- ▶ - Has taken the bus that travels around UNC.
- ▶ - Uses car to get to campus – lives two blocks away.
- ▶ CSU students ride free with student ID – Front Range students cannot ride free with ID.
- ▶ Lived in Denver for one year – buses ran very well.
- ▶ FTC bus seems to take a lot of time compared to RTD.
- ▶ CSU would benefit by having a shuttle from Old Town Fort Collins.

**CSU:**

- ▶ She doesn't know where to find a bus stop here her house.
- ▶ Bus frequency is very low – where she comes from it is so different.
- ▶ Would use the bus if it was more convenient and more frequency.
- ▶ She doesn't like the bus, likes her freedom.
- ▶ Has to use her car for campus errands. Unaware of the availability of the University Car.
- ▶ Bus service ends early, the campus library closes at 12pm
- ▶ Dislike the kinds of people that uses the bus. Won't let his daughter ride because he feels she is unsafe and subjected to foul language.
- ▶ Would take it if it was more frequent.
- ▶ Would like to take advantage of personal time with use of a bus.

Sidewalks and Walking Trails

**The Ranch:**

- ▶ There are bicycles on walking trails in Fort Collins.
- ▶ Fort Collins seems pedestrian friendly.
- ▶ There are a lot of great walking trails for exercise (FTC)
- ▶ Except from Poudre River Trail, unsure of walking trails in Fort Collins.
- ▶ Sidewalks seem to end abruptly and are poor on the east side of Greeley.
- ▶ - Campus sidewalks seem good.
- ▶ No slope on many curbs in Fort Collins – people in wheelchairs could have significant difficulty.
- ▶ Front Range College crosswalks – there are vehicle/pedestrian conflicts.
- ▶ More consistent sidewalks needed in places with a lot of traffic – examples: Walmart at I-25 to 24 Hour Fitness along Harmony to Timberline Rd. There is little consistency.





- ▶ Some intersections have poor visibility for pedestrians, example: Horsetooth and Lemay in Fort Collins.

#### CSU:

- ▶ It is a nice walking trail – the Spring Creek trail, I used it to exercise.
- ▶ I walk a lot, my family uses the walking trails.
- ▶ I want them to be attractive'
- ▶ I like the trails but none go to a place'
- ▶ I don't like bikes on the sidewalks'
- ▶ It would be nice to have more trails that go north and south, to get from one end of town to the south shopping centers, and north dining.
- ▶ Would like city trail with landmarks posted.
- ▶ Would use them more if they stopped at more places.

#### Traffic Signals

##### The Ranch:

- ▶ Every town has its own nuances.
- ▶ People are running red left turn lights which cause delays.
- ▶ Loveland is good with timing as long as you hit green lights right.
- ▶ 43<sup>rd</sup>/Wilson and 57<sup>th</sup>/Taft are poorly timed in Loveland which causes delays.
- ▶ Difficult turning southbound on Shields Ave. from Harmony Road in Fort Collins because of short left turn light.
- ▶ Drake and College intersection has photo radar – is afraid because of people slamming on brakes to avoid photo ticket. Considers intersection less safe.
- ▶ Drake and Taft Hill signal is poorly timed at night.
- ▶ A lot of traffic turning from FRCC onto Harmony can cause delays.
- ▶ - Left turn signal need to be extended to clear out traffic.
- ▶ Greeley's traffic lights are good
- ▶ 20th St. and 11th Ave. (Greeley) there is no right on red signal
- ▶ In Old Town Fort Collins, no one pays attention to pedestrian signals.

##### CSU:

- ▶ Traffic signals are not triggered to change for motorcycles
- ▶ Prospect going south, the west signal won't change even if there are no cars.
- ▶ The sequence of signals on College Ave. is poor.
- ▶ The train signal will go even if there is not a train coming

- ▶ Put the train outside of the city.
- ▶ Train comes at rush hour times and effects traffic.

### Bike Lanes and Trails

#### The Ranch:

- ▶ Fort Collins Spring Creek Trail is very useful for traveling east and west.
- ▶ No problems cutting through neighborhoods on bike to get to school during the spring and summer. Uses a bike a couple times a week during nice weather.
- ▶ Uses bike lanes due to speed and lack of pedestrians.
- ▶ Lemay Ave. bike lane is very narrow.
- ▶ Horsetooth west of Stover the bike lane abruptly ends.
- ▶ Grateful that CSU is a bike-friendly campus. Keeps traffic down, students seem responsible.
- ▶ FRCC: Attempt to make the campus bike friendly but the bike racks are half full.
- ▶ FRCC: Certain times when 90 percent of bike racks are full.
- ▶ FRCC: Complains of designated smoking area near bike racks.
- ▶ Would be terrified to ride in bike lanes.
- ▶ Right turn on to McClelland near Target ended in near accident.
- ▶ Bikes between cars are intimidating on roads.
- ▶ Bike/vehicle conflict. Uncertain who is at fault in event of accidents and who has right of way? Clarification could improve situation.
- ▶ Would like to ride bike but lack of bike paths and condition of streets discourages biking in Greeley.

#### CSU:

- ▶ I am positive about them, but I am too green and feel too unsafe on bike lanes.
- ▶ Would like to see bike lanes on College Ave. around the sidewalk areas. And bike lanes to Old Town.
- ▶ More bike safety training for student riders.
- ▶ Have bike rentals (bike library) available in other areas of the city.

### Parking

#### The Ranch:

- ▶ FRCC: All students get charged regardless of car ownership.
- ▶ UNC: Pleased with parking because of permit (cost \$250). Expense keeps her friends from buying parking permits.
- ▶ FRCC: Parking costs \$5 a credit.



- ▶ CSU: Bad parking situation due to distance between parking lots and school destinations. Seems to not be enough parking.
- ▶ CSU: Lived in Greeley for a time and could not park close-in to CSU due to being a non-resident of Fort Collins. Seems discriminatory.
- ▶ Fort Collins Old Town parking is good. Parking lots and 2 hour parking are sufficient. The town should encourage less driving. Bike racks take up parking space in Old Town.

CSU:

- ▶ There is no reason for Old Town to charge for parking. It should be free for shoppers and dining. It promotes economic development.
- ▶ Hard to find parking spaces in Old Town.
- ▶ Need for buses to Old Town.
- ▶ Don't two cars left in Old Town. It encourages drinking and driving.

#### Campus Parking

- ▶ Gets to the campus before 8am to be able to get a parking spot.
- ▶ Takes bike in the car to school, and then uses bike around campus.
- ▶ Parking fees are very expensive, \$200.00 a semester.

Please describe how each factors affects your lifestyle today?

#### Time Spent in Vehicle / Traffic

The Ranch:

- ▶ Huge factor – appreciative to work and go to school in the same place.
- ▶ Can schedule classes and work time at close times.
- ▶ Commute is easy because lives in central location and can bicycle and use the bus in Fort Collins. Close to job, school, and grocery.
- ▶ Gas prices affect time spent in vehicle. Needs to have a nice job in order to justify time spent commuting and travel.
- ▶ Lives half a mile to school
- ▶ Some days she has to drive across campus to get to classes in Greeley.
- ▶ Commutes to FTC for doctor visits.

CSU:

- ▶ Doesn't like wasting time waiting in vehicle in traffic on the commute toDe, could be doing something else with that time such as reading a book, working on a project, studying, sitting in the park.
- ▶ It's not a big deal, I'm from bigger cities.
- ▶ Gets caught in traffic. When taking long trips to Denver the ride back is tiring. Would prefer not to drive and will stay the night in Denver

### Distance Needed to Travel Daily

#### The Ranch:

- ▶ Will driver longer at night for school purposes
- ▶ Greeley is not exciting – will drive to Centerra, Loveland or Fort Collins for fun.
- ▶ Vet visits are long because of the distance due to traveling to good vet – Loveland to Windsor.
- ▶ Drivers longer to visit friends and family.
- ▶ Will drive to Colorado Springs or friends and family will drive here for visits
- ▶ Drives from Loveland to Masonville to see girlfriend.
- ▶ Will go to Safeway instead of King Soopers due to distance, although Safeway is more expensive.
- ▶ Goes to two churches – Cowboy Church on US 85, Greeley from Fort Collins
- ▶ Will travel to Loveland and Longmont to visit family – will stay home within a 5 mile radius otherwise.

#### CSU:

- ▶ Family is in Denver. If it was any further she wouldn't go because of the gas cost.
- ▶ It is short between cities and it doesn't bother me. But would much prefer public transportation.

### Overall Safety of Transportation System

#### The Ranch:

- ▶ Does not like driving around Downtown Greeley due to safety issues.
- ▶ Near collisions as a pedestrian due to right on red in Fort Collins.
- ▶ CSU is responsible with bikes.
- ▶ Bike slammed into the back of car after making a left hand turn in Fort Collins.
- ▶ Drivers/bicyclists need to pay more attention to avoid accidents.
- ▶ As a bicyclist, route selection is important to help avoid vehicle/bicycle conflicts in Fort Collins.
- ▶ Would like to walk more around where I lives – but I do not feel safe around here in Greeley. Another part of Greeley would be safe to walk.
- ▶ Feels that Fort Collins is safe to walk around.
- ▶ Walking at CSU on party nights is not fun due to rowdy people.
- ▶ Doesn't mind taking dog for walk around neighborhood in Loveland.
- ▶ Would be hesitant to drive around Fort Collins on wild nights.
- ▶ Not as alert now at my age – not feeling safe driving while packs on bikes are on road.
- ▶ Does not feel safe on bus in Greeley – would give car rides to friends.
- ▶ Sometimes it's too cold to go to class – parking is difficult/unsafe winter conditions with the walk to class so people don't go.



CSU:

- ▶ It is safe
- ▶ The commute to Denver has many crazy drivers from Wyoming.
- ▶ Better be prepared for weather in advance. Keep your distance from other cars.
- ▶ There are dangerous student bicyclists on campus, Unsafe to walk, there are not suppose to be on bikes.

Availability of Options to Travel

The Ranch:

- ▶ Bus is not accessible on west side of Fort Collins
- ▶ Checks frequently for new bus routes in Fort Collins.
- ▶ UNC has a new bike share program.
- ▶ Doesn't know if bus route would be convenient at UNC.
- ▶ Fewer options at night without car in Fort Collins – buses stop running at 7pm.
- ▶ Did not consider evening classes due to timing conflicts.

CSU:

- ▶ Will get a moped if gas prices continue to rise.
- ▶ Uses a motorcycle for fuel efficiency.
- ▶ City should help with car sharing and have a website for those looking for one.

Cost to Commute

The Ranch:

- ▶ It costs \$55/year for bus pass plus bike maintenance.
- ▶ If car broke down it would be nice to get from Loveland to FTC on bus.
- ▶ Would like the bus to be free for FRCC students.
- ▶ Driving from Greeley to Fort Collins can get expensive.
- ▶ Scholarship helps pays for on campus parking.
- ▶ Gas prices will affect commuting with the higher prices, will go fewer places.
- ▶ Owns a Gas guzzler – needs a new car. Waiting for teleportation.
- ▶ Commuting takes a chunk out the student budget.
- ▶ Student discounts on gas would be desirable – use ID for discounts
- ▶ Full time students pay \$60/semester for parking vs \$55/yr for bus pass at FRCC.
- ▶ Cost of owning car is primary reason for not owning car.

CSU:

- ▶ Has no options, has to spend the money. Highest she'd pay is \$5.00/gallon for gas. If it got any higher she'd take the bus.



- ▶ The city should offer an incentive for you to purchase a fuel efficient car. Tying miles traveled to revenue.
- ▶ She is shopping less now and dining less frequent.
- ▶ Thinking about doing less trips, but there are some things that I have to do.
- ▶ Cutting out recreational trips such as going up into the mountains.

**Question: Improvements for the Future? Solutions.**

Short Term Transportation System Improvement

The Ranch:

- ▶ Would like to see light changed at Harmony and Starflower – use a sensor to prolong lights.
- ▶ Shields entrance/exit should have similar systems.
- ▶ Downtown shuttle for students to party safely (CSU/FRCC) similar to system in Daytona Beach.
- ▶ More collaboration on a regional level for comprehensive public transit – incentive and campaigns to get people to ride. Taking advantage of rail lines, more bus lines, early start/late finish.
- ▶ Integration of bus service between Loveland/FTC and Greeley.
- ▶ Buses would be more efficient if ran on a grid system and Sunday service.
- ▶ Shuttle to go from Berthoud to Loveland to FRCC to CSU – four exclusive stops.
- ▶ Shuttle from Greeley to FRCC/CSU with no stops. Would eliminate need for parking for commuters.
- ▶ Potholes in the roads need to be improved.
- ▶ Cars allow for more independence. Would ride my car regardless of any transit improvements.
- ▶ More government subsidies/tax breaks for fuel efficient vehicles.
- ▶ Tax breaks for students – to allow more money to go for gas.
- ▶ Would be nice to have free parking at UNC.
- ▶ Would like to see parking permit system at FRCC – doesn't own a car so why pay for parking?

Long term?

The Ranch:

- ▶ A commuter rail corridor near I-25. Increase in drivers/cost of gas will be needed to alleviate traffic, accommodate people who cannot afford to drive. People will still need to commute in the future.
- ▶ More bus programs .
- ▶ Improvement in quality of roads – poor condition – because people will continue driving.
- ▶ Would like to see improvement in sidewalks – more continuity.
- ▶ Connecting Northern Colorado towns by mass transit – rail.



- ▶ Connecting Denver to Northern Colorado by train is important.
- ▶ Teleportation.
- ▶ Electric sidewalks at CSU to get around campus faster.
- ▶ Mixed zoning – more commercial zoning mixed in to get to shops and work quickly and easily.
- ▶ System of carpooling similar to Craigslist for people who do not have transportation.

CSU:

- ▶ Light rail train from Fort Collins to Denver, with stops along the corridor, 30 minutes to an hour apart.
- ▶ Connections to Wyoming and Nebraska.
- ▶ Rail service between Greeley, Fort Collins and Loveland. Light rail or a fast reliable bus.

Given our discussion today, how would you prioritize or rank, in terms of importance, the following regional issues in the short term?

The Ranch:

- Water (1)
- Personal Safety (1)
- Transportation (1)
- Education (3)
- Healthcare (1)
- Jobs / Work (3)

CSU:

- Transportation (2)
- Jobs (2)
- Housing (1)
- Healthcare (1)

Given our discussion today, how would you prioritize or rank, in terms of importance, the following regional issues in the long term?

The Ranch:

- Water (2)
- Transportation (2)
- Air Quality (2)
- Healthcare (3)
- Jobs / Work (1)

CSU:

- Education (2)
- Transportation (1)
- Jobs (1)
- Healthcare (1)
- Other - New Businesses (1)

## Hispanic Focus Group

**Date:** March 15, 2011

**Time:** 6:30pm to 8:30pm

**Location:** Boys and Girls Club, Greeley, CO

**Staff Attendance:** Aaron Fodge, *Facilitator*. Romare Truly, *Recorder*. Jeff McVay, *Observation/Recording*. Mary Rogers, *Observer*.

**Focus Group Attendance:** 5

**Recruitment:** We recruited from the Boys and Girls Club of Greeley.

### Observations

It didn't seem like it to me for most of the two hour Focus Group that we were talking with Hispanics. The only time that was apparent was when a few of the members brought up their observations of the local lack of inexpensive taxi services like they had known in Mexico. Otherwise this was a group of families, with the makeup of their lives comprised of family matters, as family was very important to them.

Most members seemed hesitant to first speak, but they quickly fed off of each other because so many of their recollections were similar. They truly had many shared experiences and were eager to confirm this with each other. This seemed to be in sharp contrast if you compared it to the earlier Senior Focus Group, as those members seemed to act like they were competing against each other. Or they just appeared to be expressing more an effort to be individuals.

### Staff introductions

Explained this is part of the long-range transportation planning process  
Speak freely; your comments will be anonymous

**Dot exercise** – Participants recorded where they live and travel most.  
All of the participants traveled out of the region to worksites, to Loveland, Evans and Fort Collins.

### Discussion

**Question: Where are the top three places of travel in an average week?**

- ▶ Grocery store, work, visiting family members
- ▶ Work, Boys and Girls Club, Liquor store
- ▶ School, store, Mom's house
- ▶ School, work, shopping
- ▶ School, doctor appointments, shopping



**Question: What about existing transportation system? How does each component of the system affect your lifestyle today?**

Roadway Maintenance and Repairs (e.g., potholes, sidewalks)

- ▶ Main roads, examples: 14th, 11th, 8th, 23rd, 35th, 10th Streets are in good shape.
- ▶ Side streets off of the main roads are sometimes rough.
- ▶ Construction slows you down, so you have to take many back roads to get to Ft. Collins
- ▶ Allows extra time due to construction, because she has a lot of appointments outside of Greeley
- ▶ Road construction results in needing to leave earlier to get place.
- ▶ Bridge on 34 to Loveland took months to complete. This caused a lot of problems such as being late to work.
- ▶ Road conditions affects vehicle – one woman popped a wheel on 34.
- ▶ 392 in good condition
- ▶ Seems a lot of money is going to roadway construction

Transit and Bus Services

- ▶ These serves help people who don't have transportation get from one place to another.
- ▶ Has been a long time since traveled on the bus – now owns own vehicle.
- ▶ Doesn't like city buses – hasn't ridden them since a child.
- ▶ Buses that are pulled over to the curb take up an entire lane of traffic.
- ▶ Waiting for a bus can take a long time – up to 45 minutes
- ▶ If you need a bus, you need it now.
- ▶ Takes forever to get from one side of Greeley to the other.
- ▶ Understands that the bus can't go all over.
- ▶ Had one vehicle to get to work – almost had to use the bus.
- ▶ How early would you have to wake up/leave to get to the bus?
- ▶ Irritating for drivers with buses being in the way – Examples 8th Ave. between 25th and 16th near the College. Several buses along that route take up entire lane of traffic on stops. 11th Avenue is also a problematic street.

Sidewalks and Walking Trails

- ▶ Need bigger sidewalks – people are forced to walk on the street
- ▶ Sidewalk section on 11<sup>th</sup> past 5<sup>th</sup> where the sidewalk ends – becomes a hassle in the winter. This section forces people into the road.
- ▶ Relies on sidewalk with kids.
- ▶ Sidewalks cut off –on 5<sup>th</sup> between 14<sup>th</sup> and 23<sup>rd</sup> Avenue – ugly sidewalks, torn up, uneven, inconsistent.

- ▶ Not enough sidewalks in some places – 35<sup>th</sup> and 20<sup>th</sup> near King Soopers – sidewalk on one side and not on the other (no sidewalk on south side of 20<sup>th</sup>).
- ▶ Campus sidewalks are fine – students use the buses a lot.
- ▶ Glenmere and Bittersweet Park are some of the only walking trails around.
- ▶ Poudre River Trail is mainly used for bikes.
- ▶ Problems with snakes, cows and loose dogs roaming the walking trails.
- ▶ PRT – no lights at night. Lonely and creepy
- ▶ Bikers should be on the sidewalk for safety.
- ▶ It would nice to have a bike trail in Greeley similar to Fort Collins.

#### Parking

- ▶ Difficulty getting parking in the Walmart lot. Parking is cramped, and people are fighting over spaces. People want to get the closest space – the only time lot is full is on holidays. In nice weather, people should park farther away
- ▶ People do not always fit into parking spaces at Walmart and Avanza shopping centers.
- ▶ Parking at Northern Colorado Medical Center is bad. Parking in emergency parking for non-emergency can cause a vehicle to be towed. Pedestrian walkway from parking garage is nice.
- ▶ Would be nice to have another parking level for emergencies at Northern Colorado Medical Center.
- ▶ It's a hassle finding spots when there is parallel parking. Example: 8<sup>th</sup> Ave from 10<sup>th</sup> to 16<sup>th</sup> – 8 AM to 5 or 6 PM.
- ▶ Unsafe parallel parking near businesses.
- ▶ It can be scary parking far away
- ▶ Parking at Scott School, you can cause getting stuck waiting for cars to clear while going around circling waiting for kids.
- ▶ There should be a parking and loading monitor at schools – at MK Hyman some people park in school drop off zones which takes up time. Behind Home Depot there are issues leaving schools.
- ▶ Billy Martinez school has good parking and student drop-off and pick-up procedures for circulation.

#### **Please describe how each factors affects your lifestyle today?**

#### Time Spent in Vehicle / Traffic

- ▶ Sometimes the time spent getting to work makes you feel like this is time you should be getting paid. It's a long distance to traveling to my job . Greeley to Loveland takes an hour of the day
- ▶ My In-laws commute from Greeley to Ft. Morgan which can take 2 hours per day.
- ▶ Has to leave earlier because of the weather and distance.
- ▶ Feels like you should be working while spending time in car.





- ▶ Have to leave 15 minutes early to get to work, driving within Greeley, so I wake up earlier.
- ▶ Poorly timed traffic lights cause time delays.

#### Distance Needed to Travel Daily

- ▶ Distances needed to travel causes wear and tear on the car and burns up gas.
- ▶ Gas prices are up and costs more to travel. Travels out of town daily, a long distance
- ▶ Lack of jobs here in Greeley have caused people to drive out of town for work.
- ▶ Cities in the west are spread out – we need to rely on our cars.
- ▶ Will soon need to leave town for shopping, because the Greeley Mall is closing soon.

#### Overall Safety of Transportation System

- ▶ People are getting road rage from so much traveling and becoming impatient drivers.
- ▶ Speed limits are too low in many places and switches speeds within a street often. Example: 8<sup>th</sup> Avenue goes back and forth from 25 to 30 mph.
- ▶ 25 MPH feels too slow – so I will speed. But can see the point with narrow lanes.
- ▶ We need more safety crosswalks needed near schools
- ▶ Middle school students still need crossing guards. Older students will jaywalk – can be unsafe by not using crosswalks.
- ▶ Crosswalk at 9<sup>th</sup> St. and 20<sup>th</sup> Ave. have state law signs but drivers do not observe signs.
- ▶ Vehicles do not always yield to pedestrians at crosswalks.
- ▶ Older people might have difficulty seeing signs – better signage is needed.
- ▶ There are many accidents in construction zone near Loveland – reconfiguration of streets and roundabouts are confusing.

#### Availability of Options to Travel

- ▶ Fuel prices a limiting factor.
- ▶ We need more trains – cheap train to connect cities (Greeley, Ft. Collins, and Loveland). Would like to travel to malls and other shopping options.
- ▶ Train could lower road rage
- ▶ People who commute to Denver would really like a train connecting areas (90 percent seems supportive). Can work on trains and will save time.
- ▶ Would like to use Taxis to run errands (would be nice if area had a similar system to Mexico).

#### Cost to Commute

- ▶ Gas is too expensive now.
- ▶ Can still commute to and from work on \$10 worth of gas a week in his Mercury Tracer.
- ▶ His Jeep is gas guzzler and is expensive when speeding.
- ▶ Driving to Ft. Collins is expensive. Now her personal money gets used for gas.

- ▶ Budgeting is more now important to help figure in high gas costs
- ▶ She's now cutting back on life – and the money is spent on the kids.
- ▶ Time consuming with having to stop at the gas station frequently because she can only afford little amounts at a time on gas and can't fill up the gas tank at one time.

In the short term, how our transportation system might be improved to benefit:

- ▶ More taxis and the frequency– could be cheaper and faster than taking the bus. Will limit the number drunk drivers on the road.
- ▶ Improved traffic signals – improved timing for the limit waiting
- ▶ Would like a bus that picks kids up at schools to bring them to the Boys and Girls Club/Day Care – would be willing to pay \$10-\$50/year for that. It costs more to bring kids on your own.
- ▶ One woman depends on family due to transport kids from school to daycare do to the lack of other transportation options.
- ▶ Daycare transportation causes conflict.
- ▶ One wishes for more school bus routes to get kids to school. Unsafe to walk to school – even in groups . Parents are forced to pick up kids due to lack of bus routes.
- ▶ You need to be in school boundaries to have bus transportation provided..
- ▶ Greeley used to have better bus transportation for students.
- ▶ Crossing main streets can be difficult and unsafe.
- ▶ Would be nice to have a larger regional airport so you would not have to drive to DIA.

Long Term Greatest Concern Regarding Transportation System

- ▶ Better regional airport to prevent people from having to drive to Denver
- ▶ Would like transport like the Jetsons or Teleportation.
- ▶ Would like a Train to connect area cities – it would be safe and fast.
- ▶ How about Flying cars?
- ▶ We need more solar cars/hybrid cars.

**Given our discussion today, how would you prioritize or rank, in terms of importance, the following regional issues in the short term?**

Jobs / Work (3)  
Healthcare (3)  
Education (2)  
Transportation (1)  
Water (1)



**Given our discussion today, how would you prioritize or rank, in terms of importance, the following regional issues in the long term?**

- Healthcare (3)
- Jobs / Work (2)
- Water (1)
- Personal Safety (1)
- Transportation (1)
- Air Quality
- Education (1)
- Housing (1)

## Low Income Focus Group

**Date:** March 16, 2011

**Time:** 6:00pm to 8:00pm

**Location:** Northside Aztlan Community Center, CO

**Staff Attendance:** Aaron Fodge, *Facilitator*. Shawn Monk, *Recorder*. Mary Rogers, *Observer*.

**Focus Group Attendance:** 10

**Recruitment:** Food Bank of Larimer County, Project Self Sufficiency, Larimer County Workforce.

### Observations

This was the largest attendance, most vocal and unruly group of all the Focus Groups we have done in the last two weeks. Unfortunately we have a few “uninvited” participants that know about the group but did not check in with me regarding their confirmation in the group. We accepted two of these people, but with limited food and Gift Cards available for those that had already confirmed, I had to turn away one person, and sadly refused one late arrival. We ended up with 10 participants.

This group consisted of family members with children, and a couple of seniors, but mostly single mothers. Most of their wants and needs were centered on their families. Safety issues, perceived or real were a big concern. Many of them were fixated on a few issues that were repeatedly brought up. The group fed off the energy of each other, causing spontaneous outbursts and confusion. Often one member would quickly express an opinion but after some animated discussion with others they would completely change their mind on their original view. Almost like they had not thought much about the issues before and were open to being educated and persuaded in another direction. We again gained a lot of insight to how families feel about the issues, as we did with the Hispanic group, but with more expressions of entitlement along with the needs and wants of each group.

### Introductions

Explained this is part of the long-range transportation planning process

Speak freely; your comments will be anonymous

**Dot exercise** – Participants recorded where they live and travel most.

Map still needs to be analyzed. Most of the participants did not travel out of the region much for job commutes or other activities.

### Discussion

**Question: Where are the top three places of travel in an average week?**

- ▶ Work (7)
- ▶ Children’s school and daycare (5)
- ▶ Their School (4)



- ▶ Grocery Store (4)
- ▶ Doctor (2)
- ▶ Children’s Entertainment (2)
- ▶ Exercise Facilities (2)
- ▶ Bank
- ▶ Library
- ▶ Resource

**Question: What about existing transportation system? How does each component of the system affect your lifestyle today?**

Roadway Maintenance and Repairs (e.g., potholes, sidewalks)

- ▶ Wear on vehicle because of poorly maintained railroad crossings.
- ▶ Pot holes are annoying. Potholes on Prospect Ave, are noted to be especially bad.
- ▶ Construction slows traffic down at rush hours and could contribute to road rage. It also Increases time on commutes, and sometimes they must reroute the trip or not travel.
- ▶ The lanes on North College Ave., between Vine and Willow are beat up.
- ▶ Lazy Construction workers are noticed at work sites.
- ▶ Half fixed road near Shields and Harmony at the daycare on Richmond Dr. there was damage their vehicle.
- ▶ Pot holes are notice while riding their bike, and there is no street sweeping in bike lanes.

Transit, Bus Systems

- ▶ No access to bus, has to borrow a car to travel
- ▶ FLEX is great – allows me to get to the Medical Center of Rockies
- ▶ Was once stranded at Aims College in Loveland due to no return service at time needed
- ▶ Buses do not running frequently enough, not good enough service hours
- ▶ Doesn’t take the bus because she has too many errands for kids that requires her to around town
- ▶ The buses are not time efficient
- ▶ Not enough long-distance services available, example, a bus to Denver for kid’s activities or jobs
- ▶ Would like to have extended local bus system hours.
- ▶ No Sunday service on Dial-A-Ride, unable to use it for certain jobs and for Church and extension of territory. Would be nice if there was a overlap of Dial-A-Ride with Larimer Lift services.
- ▶ Unable to go up to mountains on bus
- ▶ Complains about the Greyhound bus lack of safety



- ▶ Not enough bus stops in Loveland in general.
- ▶ Is cost effective, students ride free
- ▶ There needs to be more advertising/promotion to make people aware of bus services
- ▶ Bus has a reputation for being scary which may limit it's consideration by some people.
- ▶ Bus service is difficult to get to places in Fort Collins.
- ▶ The circle routes the buses us take too long for some
- ▶ Lack of bus stops limits a disabled sister's ability to access life opportunities.

#### Sidewalks and Walking Trails

- ▶ The trails are good in Fort Collins. They are plowed , well maintained and are fixed quickly.
- ▶ There is a lack of sidewalks, examples would be on Overland Rd, 7th Avenue in Loveland and on North College Ave.
- ▶ Walking trails are well mapped out.
- ▶ Overland Trail needs more visible crosswalks with lights installed.
- ▶ Extend cross walks timing, not long enough to cross street. Some don't function.
- ▶ There is a need for wider sidewalks in Old Town because of smoking ordinance have extended patios well into the sidewalks. She can't get her stroller through all the lingering bar customers blocking the reduced sidewalk space.

#### Traffic Signals

- ▶ Mountain Ave. and College Ave. have no turn signal
- ▶ Timing is wrong and noted at:
  - College/Prospect
  - Drake/College
  - Harmony/College
  - Laporte/College
  - Elizabeth/Shields
- ▶ US 34 in Loveland
- ▶ Turn arrows could be longer at Lemay and Prospect.
- ▶ At US 34 and Madison the continuous flow intersection doesn't work.
- ▶ Doesn't like round-a-bouts
  - College kids use carelessly at Vine and Taft Hill and at Centerra in Loveland.
  - People aren't informed on how they work
  - Many people are not yielding
- ▶ Do like round-a-bouts
  - Beautiful



- When used properly they work well
- ▶ No matter who careful, she always hits the curb at the North/East corner of Shields Ave. and Mulberry.
- ▶ Doesn't like new 34/I-25 interchange.
  - Expel lanes do not work
  - The lights timing is non-existent

#### Bike Lanes and Trails

- ▶ There is a lack of street sweeping on bike lanes. Beer bottles are seen in bike lanes.
- ▶ Smaller side roads are lacking bike lanes.
- ▶ Would like to be able to ride their bike in Old Town
- ▶ The bike trails are good when they use them
- ▶ There is a good bike path around Boyd Lake, wish it would continue to Fort Collins.
- ▶ We need more routes that are kid friendly for bikes and suggested routes are needed for slower bikers.
- ▶ It is hard and dangerous to bike around Fort Collins
- ▶ We need bike lands and trails to Grocery stores
- ▶ Widen bike lanes for people pulling kid carriers (trailers called "Burleys.")
- ▶ There are bikes on sidewalks on Shields Ave. because of the confusion where pedestrians and bikers should go.
- ▶ There should be a bike lane on North Shields.
- ▶ Believes there is a need for cross walks on the bike trails and the ones they have should be better marked.
- ▶ There is a need for designated cross walks on Willow Ave. by the Recreation Center. There is confusing traffic of people and cars.
- ▶ There should be a speed limit on the Spring Creek bike trail.
- ▶ The larger northern towns should have connected bike trail so you can travel from each town to another.
- ▶ Fort Collins is most bike friendly place they lived.
- ▶ There should be a visible ID on bikes.

#### Parking

- ▶ It's not bad in Northern Colorado.
- ▶ People aren't aware of the easy to use and cheap parking structures
  - Likes the free first hour.
- ▶ There should be a longer time than 2 hours to stay in Old Town.

- ▶ Leaving car overnight at the Old Town bar results in ticket.
  - Encourages driving home drunk
  - No buses from Old Town to get home at night
- ▶ Likes the free parking here.
  - Don't want it to get expensive
  - Discourages shopping if wasn't free
- ▶ Would like to eliminate parking in middle of Old Town.
  - Not safe
  - Can't get kids safely across the street
  - People circle illegally looking for parking
- ▶ It was pointed out to her that it doesn't say it's not illegal to u-turn in that area.
  - Likes parking in middle of Old Town
- ▶ There needs to be more patrolling of Old Town parking.
- ▶ More than one participant reported getting a ticket at the Court House while they were inside getting their expired car licenses renewed.
- ▶ More parking structures are needed around Old Town parameter and more it needs to be more pedestrian friendly.

**Question: How does each of these conditions affect your lifestyle today?**

Time Spent in Vehicle / Traffic

- ▶ Likes the Dial-A-Ride, service and the reservation system is excellent.
- ▶ Trains wastes a lot of time
- ▶ -at rush hours
  - through Old Town
  - Stuck behind train gates not working right
  - Doesn't like all the cars idling waiting for the trains to pass through.
- ▶ Doesn't like to go to south Fort Collins, takes too much time
- ▶ If transit was available, they would make time for it.
- ▶ They are canceling trips because it takes too much time.
- ▶ Bus takes a long time on trips and it makes it difficult.
- ▶ One woman moved to Loveland because she disliked the Fort Collins traffic.

Distance Needed to Travel Daily

- ▶ One person reports consolidating trips now.
- ▶ Another is making sure there lifestyle needs are local, so they need not travel as much.



- ▶ One is not able to see family as much that live out of town.

#### Short Term Transportation System Improvement

- ▶ One single parent wanted to be provided incentives for single mothers to ride the bus.
- ▶ Provide a Bus route up Taft Hill Rd.
- ▶ One person announced that she was glad gas prices are going up so that now people will focus on other transit choices.
- ▶ Many expressed the need for the bus system to offer more trips, more stops, and longer hours.
- ▶ Another wished for weekend buses to go out for entertainment, which would help produce public support for transit.
- ▶ One man wanted a grid route network for TransFort.
- ▶ A couple noted they would like later night operation on main routes.
- ▶ One person wanted guaranteed rides for drunk people, single parents, and to and from hospital.
- ▶ Don't cut service in summer and spring break.
- ▶ Bike routes need to also go to useful places such as shopping and services.
- ▶ Express a wish for intersections to have a cycle that lets pedestrians to cross in any direction such as the one up in Estes Park.

#### **Long Term Greatest Concern Regarding Transportation System**

- ▶ Funding the changes that should be made
- ▶ General funding concerns
- ▶ Shift funding to public transit system
- ▶ Improving the transit schedule
- ▶ Train that connects Fort Collins and other surrounding cities
- ▶ Multi model regional connectivity
- ▶ Trains
- ▶ Bikes
- ▶ Busses
- ▶ Bring trolleys back
- ▶ Affordability
- ▶ Tourism
- ▶ Less focus on cars
- ▶ Cleaner busses
- ▶ Cleaner fuels for transit

**Given our discussion today, how would you prioritize or rank, in terms of importance, the following regional issues in the short term?**

- Healthcare (7)
- Jobs / Work (6)
- Education (3)
- Transportation (2)
- Water (1)
- Air Quality (1)

**Given our discussion today, how would you prioritize or rank, in terms of importance, the following regional issues in the long term?**

- Jobs / Work (8)
- Education (4)
- Healthcare (3)
- Transportation (2)
- Housing (2)
- Other -Money (1)

Overall Safety of Transportation System

- ▶ Amount of Fort Collins traffic signals seems to agitate drivers.
  - Wouldn't go down College Ave because it is unsafe.
- ▶ Motorcyclists should avoid College Ave
- ▶ Avoids driving in Old Town Fort Collins
- ▶ One woman reverse parks in parallel parking in Old Town to feel safer.
- ▶ One will not bike her son to school because she has to cross Mulberry Ave and don't feel safe with the tag-along attached to her bike or pulling her Burley trailer.
- ▶ Will not bike to Walgreens on Lincoln and Highway 34 in Loveland because she doesn't feel safe.
- ▶ One avoids off bike trails due to no signs for pedestrian crossings.
- ▶ One avoids Madison and 34 in Loveland.

Availability of Options to Travel

- ▶ We need transit connections to provide access to Old Town Fort Collins
  - We need optional connections to other communities for entertainment, work, mountain access and education needs.
- ▶ Not able to get around on the available public transit and it doesn't go to right places.
- ▶ Lack of options prevents one from going out for entertainment.

Cost to Commute

- ▶ Staying home more because of the high cost of gas
- ▶ Tries to take the bus, if have time to use it.
- ▶ Now can't go son's school activities, and is cancelling trips because of gas prices.





- Canceling entertainment trips
- Canceling long distance and medium distance trips
- Not Shopping as much
- ▶ Some are consolidating trips when using their car
- ▶ Cutting down on their kids activities due to their low fuel efficiency vehicles
- ▶ One woman borrows vehicles from family and friends.
- ▶ Not enough gas money due to high car insurance payments.
- ▶ Not accepting temporary work assignment unless the time offered for the job makes it cost effective.
- ▶ Got a new job that's closer to home by starting their own business.
  - Is a one car family
- ▶ Single bus trips costs are very high, but passes are less expensive per ride.
- ▶ Moved in to Fort Collins from the Mountains to save money.
- ▶ One said they would get a car with better fuel efficiency when they get a job.

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## 2. Community Dialogue Raw Meeting Notes

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## Town of LaSalle Community Dialogue

**Date:** May, 10, 2011

**Time:** 7:00pm

**Location:** LaSalle Town Board Meeting

### Meeting Notes for LaSalle Community Dialogue

LaSalle – May 10, 2011

#### What transportation challenges face your community today?

Railroad is the main issue. There is a switch yard for UP in LaSalle and it blocks traffic significantly around 8:00 a.m. every morning. Most residents (90%) live west of the tracks but the Fire House is east of the tracks. Kids go under the trains to get across. Alternate roads to cross the tracks are needed with some needing roadway improvements. Ultimately and overpass is needed.

CR 394 has seen an increase in truck traffic since Ensign Co. has moved in. An acceleration lane going north is needed.

35th Avenue out of Evans connecting across the Platte River going south would be a great improvement and offer options to US 85.

#### Where does transportation rank amongst other local issues facing your community?

Transportation is in the top 5% of people's concerns.

Maintenance of the existing roadway system is important – 10% of the budget is used for street maintenance and the public works department does an excellent job.

School bus pick-up and drop-off locations has been altered and it is taking some adjustment.

1st Ave and 4th St – the sight distance at the stop sign is impaired due to the angle of the roadway. Traffic needs to creep out a good distance before they are able to see clearly.

1st Ave and US 85 turn lanes are needed for East/West traffic flow.

#### Over the next 25 years, what long-term transportation improvement would benefit your community?

Roundabouts (don't know that this was a serious comment)



Traffic on US 85 is a huge concern especially as it grows. Difficult on commuters and biking is not an option. Need to alleviate pressure on US 85.

Bike and pedestrian trails that would connect with the Platte River Trail, much like the Poudre River Trail.

Fix the disconnect with the Railroad in town

**What outside assistance/expertise does your community lack that would significantly help your community at this time?**

Have meetings like this (MPO staff) on a regular basis, perhaps semi-annually.



## Town of Berthoud Community Dialogue

**Date:** May, 17, 2011

**Time:** 7:00pm

**Location:** Berthoud Town Hall

### What transportation challenges face Berthoud today?

Mostly a commuter community, so most transportation issues are State Highway related (since Berthoud is next to highway) – those are what get congested.

Question about MPO funding and one seat at the table. (Is the “seat bigger” when it is Fort Collins or a county and smaller when it is Berthoud?) What is in place to balance project dollars, so that smaller communities get more dollars? Also, of the other funding options being considered – what are they?

Berthoud has actually been treated pretty well by the MPO, on a per capita basis. Experience with the MPO is the list goes out pretty far and gets prioritized as objective process.

In town, the roads are woefully short on maintenance. Taxes are way down. The town can't do chip seal, fix cracks, etc., to get ahead of bigger costs. If state highways became local, that would be devastating for Berthoud; the town can't afford to maintain those roads. The town doesn't have a revenue source to help with maintenance. Impact fees help with new improvements. The town has annexed out to the highway to capitalize on potential revenue – and absorbed Weld County roads that are now town responsibility. Now the town is maintaining roads in the rural areas where development (and revenue) hasn't happened. Also, potential development west of town is impossible because the 287 bypass was designated a parkway with no access starting one mile south of Berthoud. That makes that property much less marketable. The town needs economic development, but three miles of road has no access. Even at SH 56, there is no right-in/right-out allowed by CDOT within 1,000 feet. Retail commercial won't go 1,000 feet west. We need to revisit access to the SH 287 parkway.

Local streets in town aren't as much of an issue as state highways for Berthoud.

Vast majority of citizens commute. Connections between communities very important (more than within the community). Revenue – Berthoud has yet to reach critical mass to be self-sustaining due to state sales tax. Not a retail base – major disadvantage. Basic infrastructure upkeep is a challenge. Ability to share into revenues that citizens put into other communities would be a help.

Berthoud was a supporter of RTA because they would have gotten some of the leakage back. Will always be on the short end of the retail stick with Wal-Marts just outside the borders north and south.

Biggest problem is loss of traffic downtown due to the bypass building. Lack of transportation planning occurring for the graying (aging) population. On Embrace Colorado task force. Traffic jams – don't have. Would like to see more public transportation. Do infill building in town to accommodate walking and biking.

### **Where Does Transportation Rank Amongst Other Local Issues Facing Berthoud?**

Maintenance issues are in the top 3 (e.g., asphalt, chip sealing, etc. before costs increase) (that is with economic development and water).

Average citizen might not think transportation as a highly ranked issue, because you can get out of town pretty quickly. Berthoud citizens may be driving more miles – gas tax increase or adjustment for inflation might pop up as a big issue because the citizens drive more per year.

Redoing overpass, for instance, is not on top priority list.

Economic development is a top issue, but that is because it is the revenue to do all the other things that people want (e.g., maintain roads). Congestion is so low in town. Out – 287 and 56 – if those roads start to go bad, it is obvious right away. The local roads O&M needs to be addressed.

Agreed

More regional connections needed. (e.g., County Road 1 connected from Loveland to Longmont, County Rd 23 western relief valve). In town pretty blessed, except for O&M. grid and network is there, but interconnections needed. Rail station – want to begin planting seeds for future standpoint for a TOD and get densities up in town.

### **What Long-term transportation improvements (over 25 years) would benefit Berthoud?**

Think outside the box – Each town's primary transportation mode is the car. We like flexibility. The challenge is to transport the car quickly without the use of highways or roads. If we can contain vehicles (e.g., onto arteries and easily travel via a controlled area such as tubes – without animals, dogs, and other items – and human error gets taken out of driving). This would work well for long-distance transportation. The first step would be a trial basis with trial models. Get around the process we have today and find a different way of getting around in the car. Jetsons-like. Sit back and relax for the long distance hauls. Looking for self-containment with a tube. Do it with a good price.

Google has an example of self-guided self-driven car.

Berthoud supports commuter rail. (e.g., Metro system in D.C. spurred economic development at each station. Metro drives the density and property values within communities with shopping and retail.) People would use commuter rail if available, especially if was in downtown Berthoud. Berthoud would support joining RTD – to extend rail from Longmont. In Colorado, we should have rail from Colorado Springs to Fort Collins. It is not that expensive, considering how much it costs to build roads.

Northern I-25 needs improvement – it is way behind schedule. Not that far into the future the SH 56 overpass will need to be improved.

40 years ago, we had the same types of conflicts with building the interstate system that we have with commuter rail now, because towns were precluded from exits. Hate to compare US to Europe because we are different, but we should look at the technology they use, not how they use it. We are different in the US. We need the corridor and trains, but there will be a problem with lack of ridership. There are



times when flexibility is needed to stop elsewhere – need stops along the way and need flexibility for people to use cars, too. The transportation system needs to be a mixture (including something like the Jetsons idea) to allow for individuality. We can't build a train route to every town that allows all towns to compete economically.

Rail travel is an old way of travel. Older generation in Berthoud used to hop on a train to go to Denver for the evening. The train should and needs to come back. A train station would be a great hub to get in town for economic development. There would be a lot of activity around the station. That can only be pursued if it is balanced with how roads are handling people. A lot of people still want to get in their cars. Pushes to rail beyond the Denver metro area needs to be balanced with making sure roads are adequately sized.

Let's compare Berthoud with Longmont where 50% of the people work within city limits. It has a lot of industry. Two major changes need to be made in Berthoud to become less of a commuter town: (1) Provide more jobs in town (economic development) to cut down on the commuting (vs. getting to the point of trying to commute with expensive gas (e.g., gas that was \$8 gallon in Europe recently)). (2) Improve technology infrastructure for knowledge workers who work at home or telecommute.

Recognize where Berthoud has been. It is a bedroom community. The jobs to housing ratio is different that surrounding communities. Our modes need to be interconnected to work with the three big counties around the town (Larimer, Boulder, and Weld). Transportation planning will not be just with Larimer County. Also, the I-25 overpass is Berthoud's statement along Colorado's "main street." Berthoud would like to reserve the opportunity to make a statement there and not lose its identity. Right now we have a pretty blank intersection, so there could be regional ideas to increase the economic benefit.

#### **Question 4. What outside assistance or expertise does Berthoud lack that would significantly help?**

Expertise among a larger group of players about financing. Berthoud subsidizes other communities (because of leakage outside of the town) and lacks an ability to remedy that to get a more equitable share of those tax dollars.

Funding! It could be a RTA. There is a lack of leadership at state level to address this issue. Citizens probably would have passed the RTA a few years ago, but elected official didn't. Now there is a reluctance to talk about increasing taxes. Nothing is happening because the issue is so partisan. There is nothing happening to fund the current level of service for anything (roads, schools, etc.). Need statewide initiative.

Regionalism is becoming a bigger word – and will become more so in the state. Funding. RTA was a great idea but politics got in the way. Regional concepts (e.g., water) are driving a lot of discussion. Reading, PA, for example is pushing that concept. They are asking, why does every small town need their own police, etc.? Shared resources could work. When you raise taxes where does the money go? That is always an issue with constituents. Need to show that revenues will be proportionately distributed.

What percentage of funds from CDOT go to local jurisdiction versus CDOT roads? CDOT roads are in pretty good shape right now.

CDOT reply: Before CDOT gets money from the Highway Trust Fund, a portion goes to counties and then towns. Not only has federal gas tax been stagnant, but so has the state tax. The fund is divided out by formula. To add to that FASTER – before CDOT receives, a portion goes to the community. Towns get a bit of registration and gas tax. It is supposed to be used for the transportation system, but it often gets thrown into the general fund.

CDOT does not receive general fund dollars at the state level. The budget battles at the state are not about transportation, because other areas need the general fund. So, CDOT is surviving on gas taxes alone. Revenues have gone down: \$1.5 billion (2007) to \$1.1 billion (2011) in a few years. CDOT is trying to stretch dollars and make wise investments.

Trying to hear ways to partner on a project that would make a big improvement for Berthoud and CDOT. Berthoud has received funds from the MPO and state (e.g., roundabout). Are there ways to do more joint efforts?

Two grant opportunities to consider:

Hazard Elimination Funds – for intersections or areas where a traffic signal is really needed or changing how and intersection is needed. CDOT can write those applications. There may be an opportunity to do the interstate improvement without a match since it is a state highway. Project needs to meet warrant. Location must have a chronic issue. With a non-complex solution.

Safe Routes to School – can be programmatic or educational or construction. E.g., Loveland – tennis and tires Tuesday to encourage kids to walk to school, or a trail to school. More of a cooperative effort between school district and town. They need to do pre and post survey. Partnership has to go on, but it is a good opportunity.

Berthoud has some inactive projects that need to be closed out: (1) pedestrian and landscaping components of the roundabout. If there hasn't been a billing or any kind of discernable activity. (2) state highway 56. Mayor Patterson has the list. Need paperwork to finish them out. Touch base with staff to clean the books. Roughly \$20 on each project needs to be spent. KS can provide contact people. Be aware of the bridge replacement project east side of I-25 on the frontage road. Once a bridge scores 50 or lower it is eligible for replacement. That bridge is funded through FASTER dollars through the bridge enterprise fund.

Wrap up: Summarizing public input, open houses, wrap up the RTP by September. Will notify the papers for the Loveland open house.

To get back to the questions about funding options and MPO process:

General authorization – different environment about funding sources – raising money locally, at national level it is being based on the user of the system (like gas tax, HOV, toll lanes, privatize roadway, tax





commuter by miles). Add to the list – local list (regional or local fund raising). Let voters decide (if it is a good plan).

MPO Call for Projects and apportioning funds with local communities. The Rules decided on by whole TAC and Council. Partnering with other governments helps elevate small communities. The process is democratic. But bigger problems and size of project could win out in a bigger community.

## **Town of Evans Community Dialogue**

**Date:** May, 17, 2011

**Time:** 6:00pm

**Location:** Evans Community Complex

### **Question 1: Transportation related challenges facing the community?**

Being able to maintain current roads and facilities, there simply isn't enough money to adequately achieve this;

Finding funding for a bridge over the Platte river at 35th street;

No funds to build out street network and improve/widen existing streets or roads;

Facilitating/funding improvements in the 85 Corridor – not good access to commercial and other business areas of town;

Lack of a taxi service in Evans (or at least limited service and the perception that it isn't a viable option for residents);

Lack of mobility options in the 85 Corridor (transit).

### **Question 2: How does transportation rank among other local issues for your community?**

The Council has gone through a visioning process and identified 4 priority areas – development of infrastructure, community safety, developing regional leadership, and economic development. Transportation is seen to be a piece of “development of infrastructure” so it is one of the highest priorities for Evans.

### **Question 3: What kind of long term improvements would you like to see implemented?**

35th Avenue extension with a bridge over the Platte river;

US85 Improvements, including those elements related to the US85 Access Control Plan and ancillary safety improvements;

Re-configuration of the 34/85 interchange;

37th Street west of town improved to a higher functional classification (not sure if they meant widening, some sort of access control, addition of shoulders, multi-modal improvements, or otherwise) clues to the nature of desired improvements might be in the US34 Corridor Optimization Plan which identified this road as a parallel facility;

Consideration of Commuter Rail service on the existing UP line which parallels 85 and might be a good alternative in that corridor.



**Question 4: What kind of assistance might you need in achieving community goals and objectives?**

Input or research that could augment the economic/land-use decision making model that Evans is developing;

Currently “ok” with staff capacity with regards to grant application preparation, but if activity stepped up in this arena, they could probably use some assistance;

Planning or development of alternative fuel infrastructure.

## **Town of Eaton Community Dialogue**

**Date:** May, 19, 2011

**Time:** 7:00pm

**Location:** Eaton Town Hall

### **Meeting Notes for Eaton Community Dialogue**

#### **What transportation challenges face your community today?**

There is a lack of funds, even just for maintenance, let alone building new.

At the intersection of 10<sup>th</sup> Street and US 85 there is no space for stacking of (roadway) traffic between the highway (US 85) and the railroad tracks, which creates an accident hazard. A signal warrant study did not indicate that signalization would be warranted, however.

Pedestrian traffic across US 85 and the railroad is a concern: Davidson pointed out CDOT's Safe Routes to Schools program as a possible funding source. There was discussion about Eaton preparing an application for a different crossing for bikes and pedestrians. The Hawkstone and Eaton Commons areas were mentioned as areas of concern.

There is a "US 85 Coalition" that will be meeting in Eaton; this group discusses the US 85 Access Control Plan. Gloria Hice-Idler is CDOT's participant at these meetings and addresses plans for new developments and access matters.

#### **Where does transportation rank amongst other local issues facing your community?**

Transportation is a high priority but town board members don't receive a lot of calls about it. A board member pointed out how "a lot of traffic comes through" Eaton, considering US 85, WCR 74, traffic to and from Cheyenne, and so on.

Home building in Eaton has been the main growth activity. It has been slow lately but as it might resume, there would be more concern.

Traffic becomes more of an issue on a seasonal basis, referring to agricultural freight and equipment using the roads/streets.

Eaton anticipates redevelopment for commercial/retail/industrial once the sugar factory site (termed a "monstrosity") gets removed. This is likely to prompt more rail traffic and additional truck (big, semi-truck) traffic.

There is a concern that existing revenues for transportation are not even adequate for maintaining the existing system. There is an impression that Eaton is so small in relation to other participants in the



planning processes that bigger entities are in line for funds first, leaving very little if anything to reach Eaton.

A board member expressed how the Eaton area should not have to be going through the testing (vehicle inspection and maintenance) requirements associated with ozone nonattainment.

A board member said “planning’s great but we need to build and maintain” the system. Other sources of funds have been used for local transportation planning, like the Orton Community Foundation.

Davidson pointed out the most recent “Call for Projects,” which had been an opportunity for funding projects in Eaton. The town’s staff said that Eaton had not submitted an application for funding of any projects. (Eaton has only been a member of the MPO since 2007.) However, as redevelopment activities start, for example around the sugar factory site, Eaton might be in a more competitive position to apply for funding.

### **Over the next 25 years, what long-term transportation improvement would benefit your community?**

When will there be light rail to Denver? The upcoming completion of the North I-25 EIS was mentioned.

Eaton foresees increased importance of Weld CR 74, which connects the town to Interstate 25. This may need to become a 4-lane, higher speed arterial in the future. There was mention of the slow speeds (average of 30 MPH) through Severance and the idea of a “Severance bypass.”

There are maintenance issues on both US 85 and SH 392—particularly during wet weather (implying drainage concerns and possibly rutting of the pavement for extremely heavy oil well rigs moving along the roads and highways). As growth resumes, there will be a need for improvements to the grid of county roads.

Truck traffic coming through Eaton’s downtown area is a concern that might spark interest in some kind of truck route to the east for US 85 traffic.

### **What outside assistance/expertise does your community lack that would significantly help your community at this time?**

There is a perception that Eaton is “too far down on the pecking order” to expect much to come from the “outside” in terms of funding for transportation.

There may be smaller things that can be done with outside assistance (like the bike/ped crossing of US 85, which would need investigation with CDOT).

There are drainage issues at the US 85/WCR 74 intersection that would also need to be reviewed with CDOT.



Better communication with/from the MPO was of interest. There may be more time devoted on the town board's meeting agendas for reports to the town board from their representative on the MPO Council, Verniece Thomas.

Karen Schneiders (CDOT) said that there might be possibilities for "partnering" with CDOT to address concerns like the drainage issues (noted above).



## Town of Milliken Community Dialogue

**Date:** June 8, 2011

**Time:** 5:45pm

**Location:** Milliken Police Community Room

### Town of Milliken Community Dialogue Notes

June 8, 2011

Comments from Julie Cozad:

The economy has changed how the MPO budget for planning is perceived. It is difficult to look out 20 years when there are immediate issues. The MPO does give small communities a place at the table in the regional discussions. Small communities are more regional and they understand how regional project can benefit Milliken even if not located in Milliken. The small communities can't be as competitive as the large communities in the call for projects.

She would like to see more trails and transit in Milliken as well as truck bypass for downtown.

#### Question 1: What transportation challenges face your community today?

- ▶ Bike trails between Johnstown and Milliken that are ADA accessible
- ▶ Remove truck traffic from downtown – realize that trucks to stop at stores and do not want to stop commerce but are concerned about pedestrian safety and noise
- ▶ Other commute to Denver options than driving
- ▶ Maintenance of infrastructure – difficult to keep up
- ▶ No devolution of Highway 60 – it needs more maintenance
- ▶ Railroads do cause conflicts with truck traffic

#### Question 2: Where does transportation rank amongst other local issues facing your community?

- ▶ Very little feedback from constituents on transportation except on local projects
- ▶ When gas prices go up people want another way to get to work, but not much input
- ▶ Trails are important to connect to other communities
- ▶ Biggest challenge is revenue and growth
- ▶ Water is an issue both quality and quantity

**Question 3: Over the next 25 years, what long-term transportation improvement would benefit your community?**

- ▶ Public transportation options on the US 85 corridor
- ▶ A public transit option with a potential hub in town
- ▶ Bike paths everywhere – seems to be the biggest issue
- ▶ Transit needs to be convenient or people won't use it
- ▶ If money was no object, transit would be great
- ▶ Cost of transit trips is a factor as they are more heavily subsidized with lower ridership
- ▶ Trails would allow more mode flexibility and contribute to a healthier lifestyle and safety for kids
- ▶ A truck bypass along the tracks north of town from the Milliken transportation plan
- ▶ South Platte development is a balance between preservation and developing a bike/ped corridor
- ▶ Connections to DIA
- ▶ Development of alternative fuel vehicles and the infrastructure necessary to support them

**Question 4: What outside assistance/expertise does your community lack that would significantly help your community at this time?**

- ▶ Small towns don't have engineers or resources to fill out applications for funding
- ▶ Too small to have staff on the new air quality committee
- ▶ Want to know what grants are out there and when they are due
- ▶ HES, CDOT Hazard Elimination Safety funds, can be used to crossing on Highway 60



## Town of Timnath Community Dialogue

**Date:** July, 5, 2011

**Time:** 6:00pm

**Location:** Before the Timnath Town Board Meeting

### Timnath Community Dialogue

July 5, 2011 – Timnath Administration Building

### Attendance

Jill Grossman-Belisle, Mayor  
Paul Steinway, Councilmember  
Bill Neal, Councilmember  
TJ Dlubac, Town Planner  
Russell Connelly, Office of Senator Udall

### MPO and CDOT Staff

Aaron Fodge, Lesli Ellis, Mary Rogers, MPO  
Karen Schneiders, CDOT

### Questions and Discussion

General discussion:

Gas tax hasn't changed or kept up with the maintenance and funding needs for the transportation system. Question: Is the gas tax a flat rate? Yes – Federal and state tax is \$.40/gallon – Federal level (\$.18) hasn't changed since 1991 and state level (\$.22) since 1992. Gas tax funds are divided between cities, counties, and CDOT.

FASTER – (Funding Alternatives in State Transportation for Economic Recovery) is tied to vehicle registration – for all vehicles. It is a fee rather than a tax. FASTER funds also go to cities, counties, and CDOT.

### Question 1 – What transportation challenges face Timnath today?

One councilmember who has lived in the community for 3 years and travels a lot hasn't heard much about transportation in the town. Mostly, the challenges are transportation to and from DIA (e.g., cost of parking and challenge of finding parking has become more difficult). Alternatives means of getting to/from the airport are challenging.

Harmony Corridor is a challenge from the Timnath side. It has heavy flows in evenings and mornings. It is the main corridor into Fort Collins. It takes 30 minutes sometimes to get from Timnath to Harmony and Boardwalk. For Timnath, it is the sole corridor east/west. Mason Corridor provides north/south access points, whereas Timnath needs a diagonal access (e.g., light rail or bus system or some other way to go to downtown Fort Collins). It is not efficient to go to Harmony/College first and then north.

The transportation Center has limited options for Timnath with its location on the east side of the interstate (e.g., Super Shuttle across I-25 – cannot get a cab across the other side of I-25). Available commercial options to airport are limited for Timnath. Primary employers, etc. should be able to use the Transportation Center.

Harmony widening is a key project for Timnath.

Bicycle pathway is another important project. It is the last (missing) link in the Poudre River trail system. There are some challenges with the highway and river crossings.

Ultimately there are plans for community-wide bicycle lanes in Timnath, but most of the system is not completed yet.

Main Street (Cty. Rd. 5) is the north/south corridor, which won't be able to handle the growth of traffic as more grow occurs in the town. The town has plans for a bypass to go around Main Street -- where there is residential on Main Street. There is a school crossing, but fast traffic makes it unsafe in front of the school.

Signal timing on the Harmony Corridor and inability to turn left on Harmony are two other issues. As traffic counts increase, it is difficult to turn left onto Harmony anywhere that is not signalized (County Roads 3 and 3F especially). It takes a long time to go a short distance because of that. The town needs to coordinate with CDOT and Fort Collins on signal timing. One can hit four lights in a row, or you can get lucky and avoid them all.

## **Question 2 – Where Does Transportation Rank Amongst Other Local Issues Facing Timnath?**

Question: Can this also mean multi-modal? Yes – it can mean getting from Point A to Point B with any form of transportation.

The town is about to adopt a Strategic Plan that will contain eight bullet points within the strategic vision. Two relate solely to “connections” – roadway, trails, transit, etc. Timnath wants to be connected. Transportation is definitely in the Top 10 important issues. But, infrastructure has to be there, whether the town thinks it is important or not to achieve the rest of the objectives. Currently, Timnath residents can almost drive to Denver faster than to other areas within the region. We need to correct transportation within the region. As we become more of a region where we work, play, and live within different parts of the region, we need connectivity and many modes of transportation to get around.

In our growing community of Timnath, the perception is there is a great deal more push for recreational facilities than for transportation. The community wants more community and neighborhood parks.





They are more mindful of the need. People are very interested in the bicycle path. People would likely spend dollars on bicycle trail and community parks.

Timnath is very lucky to have the gorgeous intersection and bridge and access to the interstate.

The first dollars should go into infrastructure and transportation to increase revenues to be able to spend more revenues on parks and other facilities.

### **Question 3 - What long-term transportation improvements (over 25 years) would benefit Timnath?**

Fairly Immediate Needs:

Harmony widening.

Bypass Main Street.

Multi-modal connectivity (e.g., bicycle path to Greeley and Fort Collins).

I-25 widening of north section must happen. The volume of traffic on I-25 at times is scary. Traffic backups can happen anytime. When I-25 narrows down from three lanes it is dangerous.

Longer-Term Needs:

Better use of the whole regional transportation system.

Be mindful that a grid pattern isn't necessarily the best pattern given where Timnath is located. Long-term maybe a beltway type pattern might best serve Timnath. Ultimately the main street patterns might be too congested and would take a very long time. (The old rail lines are diagonal).

South Denver is proof that people will use rail if it is convenient and gets people to destinations. In a major city – a lot of people points south will use it. This community is different, because a lot of people commute to Denver. That will increase in the future.

Other ideas:

Mason Corridor is a great concept but it is not in the right place for Timnath. That future plan doesn't quite reach out in a way that addresses Timnath's questions.

The Transportation Center at Harmony could be the nucleus for this area.

CDOT - There's no one silver bullet that will solve all the transportation problems (e.g., I-25 EIS has tolled express lanes, widening, and other features along with other systems). We have to find a balance between the different kinds of transportation. Mason Corridor is very localized, but it will take cars off College and it will create secondary benefits because of that.

Timnath – the percent of commuters out of town is very high.

Timberline Road volumes have increased in a huge amount. In California, they built expressways, but those got crowded. Improvement is a continual thing. We have to mitigate by using different forms of transportation. Could see this area becoming more difficult to access Fort Collins as growth occurs.

**Question 4 - What Outside Assistance and Expertise Does Timnath Lack that would be a Benefit?**

MPO does provide the assistance. There is currently good open dialogue. The town is not seeking anything in particular currently, unless you mean financial assistance. TJ would be the best person to answer that question.

CDOT noted two available programs: (1) **Safe Routes to School** – CDOT can provide local expertise on this. The program has two goals: (a) build infrastructure improvements and program and (b) provide an education component. There are requirements. The effort needs to come from the school district rather than the town. (2) **Hazard Elimination Program** – CDOT has experts that can help apply for this also.



### 3. Open House/ Public Comment Form Raw Data

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**1. Question 1 - Please use the space provided below to input your comments and suggestions regarding the 2035 Regional Transportation Plan (RTP) Update.**

**FROM GREELEY OPEN HOUSE 7/13/11**

Need more funding directed to road maintenance and new roads to meet growing demand.

Continue to obtain public comments. Suzette sounded great on the radio and that is one way to let people know about the different ways to participate.

The update captures the dire straits of transportation funding really well.

Hopefully Greeley puts a transportation bill on the next ballot and it passes

The plan does a great job looking at need. It is also important to look at vision.

I think that more should be done to improve Greeley transit system which could also help very much cities like La Salle. Also, possibly Windsor, Johnstown, and Milliken. On top of that, we need to be more focused on mobility regionally as well as resurface a lot of roads that are in bad shape. Also, we need more pedestrian friendly intersections and bike lanes as well as educate the drivers to "yield to pedestrians it's the law." Plus, the identities and organizations need the community more involved in the process.

They need a new 34 x to be able to go to Loveland from Greeley.

**FROM FORT COLLINS OPEN HOUSE 7/14/11**

The influx of residents overburdening the existing infrastructure. The cost of making comfortable mobility has to increase the tax rate far beyond of what is acceptable. Stop the growth or TAX.

Concerned that smaller communities are promoting low density sprawl (large lot single family) without considering transportation implications. Fort Collins understands the land use/trans connection. What can the MPO do....I don't think "education" will suffice.

No more widened roads. A greater focus on transit projects would be a wiser investment. CDOT is ignoring the majority of comments by giving Fort Collins an 8-lane mega highway before rail, even though ~90% of the 2000 comments were in favor of improved rail service.

Would have liked a hard copy of the plan here. Great information well presented. The staff and charts were helpful and informative and I appreciated getting snacks and water.

Good information. I like the idea of being able to allocate money to different categories. Recommend more information on how the RTP meshes with local plans and CDOT's North I-25 EIS.

I am going to review the plan details on-line before I make any general comments about the plan.

Great to see new demographic data - glad there were no major vision/philosophy changes. The transit updates were very thoughtful and common sense.

Would like to see more emphasis on rail systems particularly joining communities. Also need dedicated service to medical locations and affordable paratransit systems.

I would like to see an emphasis on connectivity among multi-modal options: bike-bike, bike-transit, transit-transit, car-transit, etc. throughout the region. I'd also like to see a focus on commuting options from Fort Collins to Denver.

Thank you for requesting public input. My frustration with what seems like all transportation plans is the emphasis on increasing the lanes on freeways for more car travel. In reality, cars will become less a part of our lives because most will not be able to afford to pay for gas. We will be in a crisis situation before the US and the state start funding mass rail transit.



<b>1. Question 1 - Please use the space provided below to input your comments and suggestions regarding the 2035 Regional Transportation Plan (RTP) Update.</b>
I use I-25 extensively what is being projected for 2035 will in fact happen within 5 years!!!!
Was informative,
Short sighted, unmindful of the possibility that transportation fuels may be so economically scarce before 2035 as to render all current planning meaningless.
There is a need for Dial-a-Ride service south of Harmony and east of Lemay, down to Trilby. We are tax-paying seniors. Seniors north of Harmony have Dial-a-Ride from 6:15 am - 10:30 pm. We have no such service. How can this inequality be justified?
Fort Collins is a wonderful place to live, but as I get older I fear being house-bound when I can no longer drive (asking for favors from neighbors who are too busy for giving help). It is demeaning to constantly have to ask. Cost now is \$50 to get a Taxi ride- from my home in south FC to Riverside for example. Consider your trips for food, clothing, etc. How many \$50 trips would eat into a S.S. check? My brain power is very good and I am not ready nor do I have money for assisted living in the extremely expensive senior living.
An Exec Summary (missing from the online plan) or shorter version of the document would encourage public reading. 200+ pages does not. Open house well-organized. Public needs to understand funding constraints, shortfalls vs. desired improvements and that gas tax falls far short of needs.
I really need more time to study the plan in order to make concrete suggestions. I really favor the regional approach and working cooperatively.
Dial-a-ride is gone. Would like a shuttle service. Especially for seniors and disabled seniors. Takes \$- sponsor and equipment for a shuttle service. In Fort Collins, south of Harmony, a lot of people who live in that area don't have a city bus.
Need to get transit going between towns, especially for job commuters. Encourage more van pools and car pools. Faster transit between FC/Loveland/Greeley and Denver. Present bus service is slow. What about train commuting from N. Colorado to Denver and Cheyenne? Doesn't seem to be in the present plan.
We need bus service and Dial-a-Ride. Services for the growing senior population. East of Lemay and south of Harmony- the southeast corner of Fort Collins. Many new senior living accommodations are there!
I am an energy economist. Oil prices will continue to rise. Put as much effort in mass transit as possible. Money spent on I-25 will be wasted.
<b>FROM LOVELAND OPEN HOUSE 7/21/11</b>
287 to Interstate- would like to see it finished all the way to Fort Collins.
I would like to see this region plan for more transit, including commuter-type rail, and bicycling. A good opportunity for a bus route is Timnath to 287 along Harmony. I'm surprised this didn't surface during the recent regional Transit plan development discussions.
Not much to it . . . disappointing!
I hope a rail system will be considered to tie in with fast track in Denver area.
<b>Online / Phone / Written Submission</b>
Is this a question?
Please do not provide information en Español. If someone wants to get the information, please let it be in ENGLISH, our language in these United States. Where is the incentive to learn English? Thank you.



**1. Question 1 - Please use the space provided below to input your comments and suggestions regarding the 2035 Regional Transportation Plan (RTP) Update.**

Very good work! Understandable to take an incremental approach considering unknown budget realities.

Added congestion is currently and will be the problem in the coming years. Confusion with off-ramps going both left and right are a problem. Calif. every off-ramp to any destination on the freeway system is a right. And these roundabouts are a total curmudgeon! Light rail is not even worth the attempt either. RTD was supposed to have finished their plan in 1973. And even then, when the railroads were willing to let them use existing lines for northern routes, they did not accept. Now those lines don't exist! RTD wants to expand, and burden taxpayer's once again, but it's not efficient, no one uses it, and it's cheaper and faster to drive. Add lanes, and keep them simple!

As the nation's third largest craft brewery, we are writing to express New Belgium's strong support for a safe, balanced, and environmentally sensitive transportation system. Environmental stewardship has been a core value of New Belgium's since our inception. Our coworkers utilize the I-25 corridor quite often and we would be pleased to have the option to travel by rail as we feel it is the only solution on the table that will benefit our environment and our health. After careful review of the regional transportation plan, our concerns grew in terms of its priority to expanding roadways prior to implementing a passenger rail system. Due to the \$3.63 billion dollar shortfall in revenue to complete the entire plan, we believe it would be wise to implement the passenger rail system before investing in the expansion of roadways. Having an environmentally friendly alternative to single occupancy vehicles on roadways might alleviate the need to expand the roadways, reducing or eliminating the financial shortfall. On behalf of the 400 coworkers employed by New Belgium, we urge you to implement environmentally conscious and sustainable practices in the transportation plan, leading to higher air quality and minimal environmental impact.

Chapter 2: Table 2-4 - Although surface conditions have improved, why are the surface conditions in the North Front Range in worse condition than the Statewide State Highways? Should there be funding priority changes?

Table 2-6 and Table 2-10 - We must have more current crash data than for 2006. This "update" plan should update!

Table 2-8 – What is the real impact to our highway system with truck traffic, and how does it compare to light duty vehicles? How does truck traffic impact our air quality planning?

Section E – Transportation Demand Management Program. Over the years, the NFRMPO has spent several millions of dollars on TDM programs, with NO tangible improvement to our transportation system or air quality planning. With so few dollars available, it is time to look to those programs which provide the greatest benefit to the greatest number of citizens, and not continue to spend our Federal fuel tax dollars on wasteful programs. If the CSU students ride Transfort at no cost, who pays for this transportation and what is this teaching the students?

The more freedom individuals have in exercising responsibility for their transportation choices, the greater opportunity there is for an improved economy, job locations and general quality of life.

**1. Question 1 - Please use the space provided below to input your comments and suggestions regarding the 2035 Regional Transportation Plan (RTP) Update.**

Figure 2-15 – It is not clear how a “passenger” or “ridership” is defined when using transit. Can passenger miles travelled be used for easy comparison with vehicles miles travelled? It should be explained who pays the subsidy, or the fares vs. cost difference if the users don’t pay. Do we expect users to pay a user fee for their transportation?

Chapter 3:

Environmental Justice: It is not surprising that those who don’t pay for things such as high speed, commuter, or light rail, want to have it; however, those of us who do the paying know how “gold plated” those systems cost. An example is the I-25 EIS improvements showing approximately \$2 Billion for highway improvements for the 98% of users, and another approximately \$2 Billion for buses and commuter rail, for about 2% of users. I don’t see how anyone can justify those costs for transit.

Chapter 5:

Safety: I am amazed at the lack of any information detailing the safety issues on our roads/highways. Why is there no list of safety projects, where citizens might request additional or priority requests?

Security: It is of note that when government is involved in anything, the issues and costs expand exponentially. Security concerns appear to apply mostly to government involved transit/railway and airport security. Independent vehicles users are not typically a target for those wanting to do great harm.

Chapter 6:

As with the costs of modes versus the usage, I seem to find with this document that there is more coverage and detail for non-motorized elements making up less than 10% of trips versus the 90% of motorized elements.

Greenhouse Gas Emissions: The Federal Government may, at this time, be interested in reducing GHG’s; however, we must question the amount of human control there actually is. I attended a seminar at CSU this week and learned from professionals that humans have very little control over GHG’s. Do we really want reduction in CO2 (less plant life, with direct impact on human life)? It is not clear how you’ve decided how many fuel combustion vehicles will be on the road in 2035. I suggest you simplify this section, if it is truly related to our transportation plan, with just the first paragraph and the tables, if you can assure the numbers are factual.

Chapter 8: Fiscally Constrained Plan

Table 8-1 – How is it justified that \$610.3 million (44.1%) is available funding for transit, which provides 0.6% of the travel trips? And, several million more from our Federal Fuel Tax program for Enhancement, CMAQ, and STP will not be spent on roads/highways if future expenditures mirror the past.

I cannot find any information regarding Strategic Project SP4028 on the I-25 Corridor.

Table 8-2 – I thought the MPO staff had agreed to use less than 50% of the STP money for MPO operations. What is the actual amount? Also, I don’t think CMAQ is restricted to “Highway capacity



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projects.”

Table 8-3 – The STP Metro (half) in this table does not match the “flexible funding” in Table 8-2.

What does “constrained” mean when discussing the shift of \$50 million in flexible funds to the I-25 EIS. Can those dollars be spent anywhere else in the future, or is this a hard constraint regardless of future circumstances?

Table 8-5 - Tolling express lanes for 3 miles does not appear to be a good plan when adding only one lane in each direction.

Page 8-9 – The website listed for the CDOT I25 EIS information does not work.

It doesn’t make any sense at all to fund “bus stations” and “park and rides and transit priority features” when it does not appear there is a plan to operate or maintain and buses. If the \$12 million to preserve right-of-way for proposed commuter rail is part of the \$50 million shifted from NFRMPO flexible funds, those funds would have much higher utilization and need from even just one grade separation project along US 34 or 287.

F. CDOT Programs – Where are the NFRMPO comparable measurable goals for our surface treatment, bridge and safety need?

Chapter 9:

Introduction: The FHWA requires that we first look at reducing SOV travel and all other reasonable strategies before capacity improvements. We have completed that requirement by all the money that has been spent year after year in attempting to do so, but with failure.

Page 9-1 CMP Structure – The structure as shown CANNOT possibly work if the projects are not integral to the overall process of Goals and Objectives, Definition and Identification of Congestion with Projects Planned to Remedy, followed by Measurements to see if the Plan worked. The projects are what are supposed to create the reductions in Congestion.

Page 9-4 – Vision –“Manage the increase in congestion levels on the regional transportation system.” All the Goals and Objectives should relate to the Vision.

E . Causes of Congestion

1. Lack of Parallel Facilities. Many parallel roads are available; but, they do not provide similar mobility (speed) and are not used for that reason. We do not have a list detailing this problem or the extent of it (Definition and Identification). And I find no measurement for success.
2. Lack of Other Modes – The other modes have been tried, at great cost, and have not proven here, or in other similar locations, to be of any benefit towards congestion reduction. Even FasTracks in Denver is recognized for doing little to relieve congestion. Where is the supporting data (Definition and Identification)?
3. Need for HOV – Again, this has been tried year after year, with even less success than Other

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Modes. Where is the supporting data (Definition and Identification)?

4. Operations – I agree this may be a issue area causing congestion, but we have no idea (Definition and Identification) what the regional extent of the problem is because there is no focus on a desire to find out. What is the measurement for success?
5. Capacity – I agree this is definitely a possible problem for congestion; however, we have no priority list to know where to focus (Definition and Identification). What is the measurement for success?
6. Other (Land Use) – What is the Definition and Identification? Communities generally are allowed to develop as they choose, and I wouldn't advocate for government interference in their choices. Individual workers also choose where they want to live versus where they want to work, and they will change jobs during their working career. There is good evidence that impact fees, which drive up the costs of housing, are an element in forcing citizens to locate where housing is cheaper. The MPO requires transportation impact fees, which force citizens to seek cheaper housing and to drive farther. What is the measure of success?

Page 9-6 - Our region can easily document all the programs and costs over the years that have failed to relieve the congestion problem. It is useless to continue the same process and expect a different result.

NOTE: The following items ALL need "Definition and Identification" for an input into the CMP system; they should NOT be assumed as beneficial.

- I agree Access Management is important. We need to have a priority list of locations where there are problems, and a measurement for congestion improvement.
- Alternative Travel Modes – These should not be listed as ways to improve congestion until there is knowledge about the amount of congestion that would be reduced, and then these can be compared to other means to determine priority for congestion reduction. What is the measure for congestion improvement?
- Travel Demand Management/Congestion Pricing – These should not be listed as ways to improve congestion until there is knowledge about the amount of congestion that would be reduced, and then these can be compared to other means to determine priority for congestion reduction. What is the measure for congestion improvement?
- Land Use Considerations – All of the items listed simply increase the cost of housing, driving home buyers to communities farther and farther out. I suggest the measure of success might be "the degree to which we wish to mess in our own nest."
- Operational Improvements – All important items, but I have not seen a prioritized list of need for any of them. What is the measure of success?
- Capacity Expansions – I have not seen a prioritized list of need. I need not repeat regarding the notation about deeming as ineffective and infeasible all the strategies we've tried, but they have failed to reduce congestion to any degree. Been there, done that! What is the measurement goal for Capacity Expansions?

Page 9-8 – Annual CMP Performance Measure Reports: In reviewing the 2007-2009 Report, I am most



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disappointed to find absolutely no measurements for congestion reductions. There simply are lists of activities, without any plan associated with the activities to accomplish any improvement in our transportation system. We will NEVER have an effective transportation planning "system" until measurements are established for the goals established to improve our system and the results are evaluated for effectiveness; then, any needed corrections are made and the cycle is repeated.

This 2035 Update should not simply repeat all the measures that should be made, but include some real measures for success. A list of a bunch of projects should not be assumed to be measurements if there is no connection to any specific purpose (Definition and Identification) for the projects, and then actual measurement of their success. Proper measurements should show if the goals set are the right goals, or if they need changes; should show if the right strategies have been selected, or if they need changes; and, the measurements also need to be evaluated to see if they are providing the correct focus for projects and spending to accomplish the mission/vision statement.

The 2007-2009 CMP Report and Chapter 9 of the 2035 Update are quite useless in understanding our congestion situation, or to know where we might find needed improvements.

**2. Question 2 - What transportation challenges does your home city/town/county face TODAY?**

**FROM GREELEY OPEN HOUSE 7/13/11**

Transit doesn't meet the needs of the people. Roads are in bad shape in most cases.

Road maintenance - improvements.

Funding

Road conditions safety

Not enough resources to adequately maintain the transportation system, let alone expand to meet citizens' needs. More opportunities are needed for mode choices.

There are not enough bike paths connecting our cities

In Greeley, there are difficulties for many people with the bus system. It needs a great deal of improvements.

**FROM FORT COLLINS OPEN HOUSE 7/14/11**

Roadway congestion - additional lanes reach capacity too soon - people want transit options but it's so expensive

I'm retired and avoid rush traffic.

Undersized interchanges at Prospect and Mulberry. Intercity bike trail connections need to be completed. North-south connections between communities.

Lack of safe bicycle facilities. They are often next to fast moving traffic with no buffer. Large, fast roads only meant to move cars as quick as possible. Results with dangerous conditions for pedestrians and bicyclists. (Harmony Road)



2. Question 2 - What transportation challenges does your home city/town/county face TODAY?
Maintenance and improvements to existent roads and streets to enhance mobility for cars and trucks. Stopping the east and west coast congestion subsidized mass transit is okay as long as the federal government pays for the absurdity of fixed passenger rail. Trying to cram 19th and early 20th century anachronistic (and expensive) plans on a 21st century freedom grid. We are not now, nor will we ever be, Europe, Japan or New York City! FUNDING. Communicating to build public support for some excellent plans, educating people to what a friend of mine calls "stark raving reality," in terms of particularly funding realities. The LC 101 program does an excellent exercise on applying limited dollars to maximum needs.
Need more transit - local & regional - as well as bicycle and pedestrian facilities. Should incentivize allocating resources to areas that promote infill and redevelopment along primary corridors rather than enabling/facilitating sprawl
Maintenance is the biggest issue that I see. We need to maintain what we have before we think about building anything new. Our roads are falling apart. This creates safety and congestion problems.
Road maintenance; dollars for new projects
Fort Collins has transit issues particularly paratransit systems. I live in Windsor where it is impossible for low income or others who cannot drive to get to jobs or other services.
Transit options that don't significantly increase overall travel time in Fort Collins, and between Fort Collins and other communities. Safe bicycling options, and reducing car-bike conflicts in Fort Collins.
No reasonable way to get to Denver from Fort Collins unless you are in a car. I support a train from FC to several Denver locations.
Poorly timed traffic signals
Traffic lights needs to be timed more efficiently.
Move people and goods efficiently and safely
Poor regional transit options. Notably, transit options to the metro area are limited and to me consuming, but at least we now have something.
To obtain \$\$ for Dial-a-Ride for seniors- or at least cut service north of Harmony and give us some of that service.
Congestion is getting worse while poor driving increases through frustration waiting for "lengthy" red lights. I don't know where more roads in FC can be built to relieve congestion.
Congestion on College Ave., Ft. C. Lack of quality regional transport- i.e. rail - for today's use and to focus transportation and land use in the future.
Moving seniors who no longer drive (or should not be driving) to medical facilities, recreational opportunities, and necessary activities (shopping, etc.). Dial-a-Ride (as limited) and SAINT are not adequate for this population now- and the population is expected to explode.
Need someone to start a shuttle business for seniors. Not so much for the public in general.
1. Need safer areas for biking in streets. Too close to cars. 2. Could lights be better set to allow less stops for gas mileage increase? 3. Speed limits quite high for safety- people go 5-7 mph more than posted limits. Need to set limits with this in mind.
1. Maintenance of existing streets in Fort Collins is way behind. 2. Services for Senior Citizens.



**2. Question 2 - What transportation challenges does your home city/town/county face TODAY?**

**FROM LOVELAND OPEN HOUSE 7/21/11**

Co. Rd. 7 possibly being made into an expressway. Lack of clarity on whether that will happen or not. People are avoiding the intersection of Madison and Eisenhower (it's a mess). People are avoiding the corner altogether and using other roads. Has been described as an area where engineers had too much time. People are not yielding and it's dangerous.

In Loveland, our bicycling infrastructure is fractured and disjointed; however the city is developing a long term plan. The bus system operates hourly which is not frequent enough, nor does it operate long enough into the evening. Also the newspaper does not give enough coverage to transportation innovation - although they are better than they used to be. One of my top two concerns for this region was jobs. And one of the transportation challenges in this region is bicycle facilities. As good as facilities are inside each town, regional movement is limited by lack of all the following in the county jurisdiction: wide-enough road shoulders, off-road bike paths between cities and towns and along railways, bike racks at bus stops, shelters that provide protection from wind, rain and hail until the squall blows over and signage.

On the plus side, the weather is terrific for bicycling most of the time and bicycle infrastructure is already good enough to encourage a higher-than-average number of people to consider bicycling for short trips first, then progressively longer trips.

This morning I saw a report from Political Economy Research Institute, published in June 2011  
Pedestrian and Bicycle Infrastructure- A National Study of Employment Impacts

Please see page 11. 11.4 jobs created for \$1 million spent on bicycle infrastructure versus 7.7 jobs created for \$1 million spent on roads.

\$1 million of bicycle infrastructure would bring a huge percentage increase in regional infrastructure. When I add the jobs benefit to the health benefits of bicycling that the MPO included in the July Council meeting packet, and to congestion and air quality concerns, then in my opinion (admittedly biased toward health, air quality and conserving finite resources), I think the time has come for a strong regional bicycle plan.

I live on Johnstown Corner and I own a car wash business. I was never notified about intersection change. Madison and 34. Looks like they're doing 1st and Madison but we don't know what they're doing and we own a business. Nobody ever mentions what is going on with the water either. Seems like there is misinformation in the paper about water (ex- a farm irrigation with a about \$180,000 worth of water that never happened but the paper said it did). The City of Loveland doesn't get things done. Pot holes can be around for years. Stop lights cause a lot of problems. Maybe change the speed limit from 45 mph to 35 mph.

Level of service issues (highway 392), Harmony Rd, US 34. I-25 to and from Denver will not be far behind given current growth trends.

<b>2. Question 2 - What transportation challenges does your home city/town/county face TODAY?</b>
Loveland challenges include efficiently moving traffic along US 34 and US 287. We're also looking to complete our shared-use path throughout town and connecting it to paths into neighboring communities. Our transit system is trying to gain traction, but our land use patterns don't seem to support it. Making the most of existing capacity is important in Loveland, as well as maintaining that capacity.
Need mass transit to get people out of cars -need improved bike/pedestrian systems to get people out of cars -stop widening roads and building new roads; maintain the ones that are already there
High speed to Denver and beyond.
<b>Online / Phone / Written Submission</b>
My home town, Fort Collins, does a decent job. But I would like to see more bicycle commuting options.
Street maintenance. Congestion is not too bad currently but probably a constant challenge to adapt technology to keep traffic moving.
Train tracks dividing east and west portion of city
No way round Loveland going west. US34 only way. New developments along I-25, confusing, and congested. Going to Denver in any weekday morning is congested already! The Windsor exit so bad, it's dangerous! Mulberry, and US34 are before Windsor on the list of exchanges to be re-vamped. Snow removal a problem at times too.
We could greatly benefit from a more widespread public transportation system that services the larger community with more frequency and extended service times. There is a lack of convenient, environmentally friendly, long-distance core-city public transportation.
Larimer County has a very good handle on how to set goals for determining the desired transportation system, for identifying the most important projects needed, and for measuring their accomplishments; and, then repeating the process.
Funding is a challenge; however, the County does a very good job with the vast expanse of roads in their domain.
As a citizen of Larimer County, I believe the top priority for the County in the next 4 years is to decide to complete water storage plans. These plans are important to agriculture and the cities.



**3. Question 3 - In your opinion, please rank the top two (2) local issues facing your town/city/county IN THE NEXT 4 YEARS. If you don't find the issue on the list, please enter the Issue in the "OTHER" box. You may only select two choices.**

Water		11	26%
Personal Safety		4	9%
Transportation		24	56%
Air Quality		1	2%
Education		8	19%
Healthcare		7	16%
Housing		3	7%
Jobs / Work / Employment		23	53%
Other, please specify		5	12%

**4. Question 4 - What long-term transportation improvements (next 25 years) would benefit your city/town/county?**

**FROM GREELEY OPEN HOUSE 7/13/11**

Additional lanes on I-25 between Fort Collins and Mead.

Maintenance and many towns added

That the transit system would grow as the city grew. That would have basically a grid system most routes every 1/2 hour from 6 am- 10 pm. And re-surface a lot of roads in the Greeley area.

Interchange at I25 and Hwy 60 (Johnstown); long term maintenance of Hwy 60 through Milliken; widening of Highway 257 and bridge improvements from Milliken to Windsor

Interchanges on US 34 in Greeley Improvements to the intersections on US 85

More investment in bike/ped and transit.

More bike paths that do not allow access to cars, like the ones with a lot of landscaping and trees providing shade. this will encourage commuters to walk and use bikes,

**FROM FORT COLLINS OPEN HOUSE 7/14/11**

Regional rail in conjunction with the approved Mason Corridor

New methods of transportation. I am going to suggest tubes for bicycles that generate watts.

Improvement of the prospect and mulberry interchanges at I-25; grade separated railroad crossings; railroad quiet zones; gaps in bike lanes along arterials and highways

Improve local bus service before jumping to BRT. Widening roads should NOT be the first priority. The BNSF railway needs to be double track in order to support S-Bahn service levels for regional rail.

Move the trains east of Ft. Collins and Greeley and quit running them through town. Better maintenance and improvements of existing streets and roads. Truck bypass north of Ft. Collins, but not disruptive of agriculture, environment, etc. Develop better education of all-- pedestrians, bikes, motorized, pedal and ebikes and drivers of all motorized vehicles. William Wilberforce had a second great passion along with ending slavery in the British Empire and that was the restoration of manners. I think that if we emphasized that, a lot of the other problems would disappear.

Local and regional transit - bus & rail - as well as bicycle connections via on-street bike lanes and trails and pedestrian/trail connections to transit stops and trails.

Again, maintenance. See #2.

Additional through roads in community (i.e. - College Ave, Harmony Rd, etch) - need to maintain as key

roads. Dollars to maintain what we have for the benefit of all modes. Better access to I-25 - Prospect has to be improved.
Affordable transportation to surrounding communities with focus on healthcare, jobs, and shopping.
Improved, more time-efficient connectivity between Fort Collins and other communities, particularly Denver. A realistic (faster) transit option connecting Fort Collins to Denver, Wyoming, etc. along I-25.
Rail transportation within the state of Colorado, and rail transportation to compete with I-25 from Cheyenne (or Casper, WY) to Albuquerque, NM. The entire US needs to be linked by reasonable rail transportation.
I-25 should be three lanes border to border
Bus systems, should have longer hours
6 lane I-25 highway 66 - WY state line. Truck bypass north Fort Collins
Shift the entire Federal and state funding for the Mason BRT into regional transit.
Dial-a-Ride south of Harmony for seniors.
Dial-a-Ride should be expanded to Lemay and Trilby or Carpenter to keep us in our homes where government surveys suggest is the place to be.
I-25 widening. Regional Rail. Continued development of bike trails and bike commuter corridors. Also, can't spend this problem away. Need lots more transit, land use and bike solutions. Need to get non-transportation planners and politicians more involved in changing things that underlie travel demand.
City- options in public transit to move in and about my city- i.e. grid system. Options in transit for moving about regionally- i.e. bus, rail, etc. In response to question 3- Addressing needs of changing demographics. This influences my choices of the 2 issues (healthcare and transportation)
PVH hooking up w/ University of CO. How are seniors supposed to get there if they can't drive? How can seniors get to church if the buses don't run on Sundays?
Train/Commuter train to Denver/Colorado Springs- also Cheyenne.
Bus service on South Lemay and Dial-a-Ride service that comes along.
Electric Rail
<b>FROM LOVELAND OPEN HOUSE 7/21/11</b>
Do not want Co. Rd. 7 made into an expressway. Has not been any clarity of whether it will be Co. Rd. 9 or 7. Already have an interstate, frontage rd., 287. Want a 4-way stop at co. rd 7 and E. Co. Rd. 16. A petition has been signed for this with 75 signatures for no CO rd. 7 as exp way.
Commuter rail system along the BNSF rail, connecting these towns with Denver, Boulder and Cheyenne.
Widened main roads. Highway 34 going out east- people aren't seeing the speed limit sign of 55 and they're going 25-35. Police in Loveland don't seem well-informed. Shorten 2 minute red lights. Make speed signs on E. Eisenhower relevant to public use and time them accordingly.
Road widening, transit, & maintenance.
> US 287/US 34 roundabout > Maintenance of sufficient right-of-way along SH 402 as it builds out between US 287 and I-25 > Efficient signal coordination along US 34 Proliferation of interchanges > Improvement of access management whenever possible
Mass transit; bike/pedways
Rail



OTHER
Passenger rail service
Next 25 year transportation improvements would be to add capacity to I-25, to add capacity to 402, and to add capacity to US 34 out to I25. We also need improved long-term planning: 1) Considerations of new technologies, such as driverless vehicles and their impacts on our transportation system. We may not need as much additional capacity as we think we do. 2) Financially plan to provide funding for grade separations on major highways, which could become expressways. We can't tolerate an increasing number of stop lights. 3) Work to get rid of the Federal Fuel Tax, and put in place a user fee system specifically for highway users.
Innovative systems to keep automobile traffic moving efficiently.
Rail connections of FC/Loveland/Greeley to Denver.
Adding lanes, HOV and conventional. Simplifying the road structure, i.e. right turn exits, fixing bridges and resurfacing bad roads.
Front range train - Cheyenne to Colorado Springs

5. In what town/city/county do you live/reside? If you don't see your community, please enter it in the box labeled, "Other".		
Berthoud	0	0%
Eaton	0	0%
Evans	0	0%
Fort Collins	22	51%
Garden City	0	0%
Greeley	4	9%
Johnstown	0	0%
La Salle	0	0%
Loveland	9	21%
Milliken	1	2%
Severance	0	0%
Timnath	0	0%
Unincorporated Larimer County	3	7%
Unincorporated Weld County	1	2%
Windsor	2	5%
Other, please specify	1	2%
<b>Total</b>	<b>43</b>	<b>100%</b>



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#### 4. 2011 North Front Range Transportation Survey - Executive Summary

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# *North Front Range Survey*

## *Executive Summary*

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### *Overview*

**Purpose.** ETC Institute conducted a transportation survey for the North Front Range during April and early May of 2011. The purpose of the survey was to gather input from residents regarding transportation issues and to facilitate long range planning.

**Methodology.** The survey was administered by phone to a random sample of residents. Two-hundred surveys were completed. The overall results for the 200 surveys have a precision of at least +/- 7% at the 95% level of confidence.

**Contents of the Report.** This report contains:

- an executive summary of the methodology and major findings of the survey
- charts depicting the overall results of each question
- tables that show the results of the survey
- cross-tabs that show the answers to questions 1, 8, and 11 by City
- a copy of the survey instrument.

### *Major Findings*

- **Resident Rating of Current Transportation System Where They Live.** Those surveyed were asked to rate the current transportation system in the community where they live; 10% rated it as excellent, 41% as good, 23% as fair and 9% as poor. Thirteen percent (13%) were not sure.
- **Resident Rating of Current Transportation System in Weld and Larimer Counties.** Those surveyed were asked to rate the current transportation system in the 2-County region of Weld and Larimer Counties; 7% rated it as excellent, 38% as good, 22% as fair and 15% as poor. Eighteen percent (18%) were not sure.
- **Satisfaction with Various Transportation Issues in Weld and Larimer Counties.** When asked about levels of satisfaction with various transportation issues in the 2-County region, the highest levels of satisfaction (very satisfied and satisfied) were with the ease of travel by car on State highways (66%), the ease of travel by car on 2-lane County roads (64%), and the ease of North/South travel in Weld and Larimer Counties (54%). Least satisfaction was with travel options other than by personal vehicle (29%).

When asked about the relative importance of transportation issues in the 2-County region, two issues clearly were the priority: 1) Availability of public transportation, and 2) Travel by car on I-25, US 287, and US 34.

- **Safety Ranks Above Traffic Flow and Road Conditions.** When asked to rate safety, traffic flow and road conditions in the 2-County region, the highest ratings (excellent and good) were given the safety of highways where residents live (63%), and the safety on highways in other parts of the 2-county region (56%).
- **Ease of Travel in the Region.** The communities in the area rated as easiest (very easy and easy) to travel to, were the Loveland Area (79%), Cheyenne, WY (76%) and Windsor (74%). The Denver-Metro area rated last (37%).

When asked to indicate the communities that will be the most difficult to reach **over the next 25 years**, the Denver-Metro area was the top choice by 73% of the respondents, followed by Fort Collins, 27%.

- **Importance of Various Transportation Priorities.** Those surveyed were asked to indicate the most important transportation issues **over the next 25 years** and 92% of residents selected maintaining existing roads and highways as very important or important, 76% selected improving services for elderly/children, and disabled, and 74% selected improving public transportation.
- **Funding.** Residents were asked how they thought the current level of funding should change **over the next 25 years** in Weld and Larimer Counties, in the areas of:
  - **Road Improvements:** 21% felt that funding should be much greater than now, 40% felt it should be somewhat greater than now, 19% felt it should stay the same, and 5% felt it should be reduced. Fifteen percent (15%) did not have an opinion.
  - **Public Transportation Improvements:** 30% felt that funding should be much greater than now, 33% felt it should be somewhat greater than now, 20% felt it should stay the same, and 3% felt it should be reduced. Fourteen percent (14%) did not have an opinion.



## **APPENDIX C**

# **AIR QUALITY CONFORMITY**







## A. Overview

The NFRMPO is required to conduct an air quality conformity determination on the Fiscally Constrained Regional Transportation plan to determine conformance with the State Implementation Plan (SIP) for the following maintenance and nonattainment areas

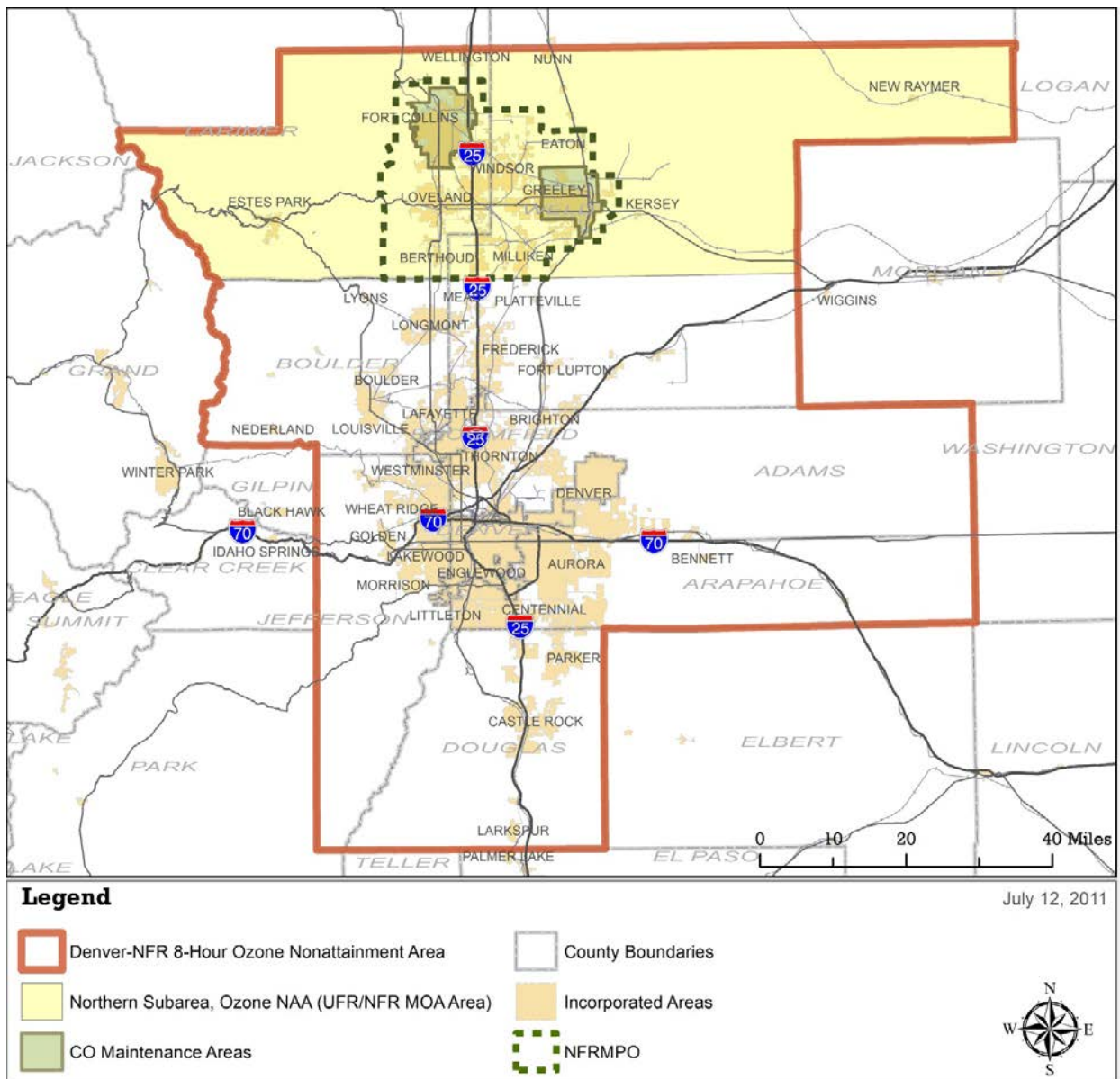
- ▶ Fort Collins carbon monoxide (CO) maintenance area (designated July 2002),
- ▶ Greeley carbon monoxide maintenance (CO) area (designated December 2002),
- ▶ Northern Subarea for the Denver/North Front Range ozone nonattainment area.

Conformity determinations are performed through the use of a mobile emissions model – in this case, Mobile 6.2. The North Front Range Regional Travel Model provides the necessary inputs of vehicle miles of travel (VMT), travel speed by area type and time of day, and roadway function class. The NFRMPO's technical committees reviewed the data.

The Air Pollution Control Division runs the emissions portion of the model and prepares emissions tables for CO and ozone. The emissions are compared with the allowable motor vehicle emissions budgets to determine if the NFRMPO passes conformity for the two pollutants.

Based on the quantitative conformity analyses, the NFRMPO 2035 RTP Update demonstrates conformity with the SIP, as described below for CO and ozone.

**Figure C-1 Carbon Monoxide Maintenance Areas and 8-Hour Ozone Nonattainment Area**



## B. Fort Collins and Greeley Carbon Monoxide (CO) Conformity

The CO conformity determination for Fort Collins and Greeley can be found in the document entitled: **“Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas: Conformity Determination for the NFRMPO Fiscally Constrained 2035 Regional Transportation Plan Update and the Amended FY 2012-2017 Transportation Improvement Program (TIP),”** adopted on September 1, 2011. The conformity determination document is available on the NFRMPO website at: <http://www.nfrmpo.org/AirQuality.aspx>



The emissions tests show the budgets for Fort Collins and Greeley from the latest approved SIP (as described in 40 CFR 93.118) for the horizon years and the results of the conformity tests, which passed in all years.

**Table C-1 Fort Collins Emissions Test (Tons per Day)**

	2013	2015	2023	2025	2035
<b>Emissions</b>	61.9	58.3	52.6	52.1	55.2
<b>Budget</b>	98	94	94	94	94
<b>Pass/Fail</b>	<i>Pass</i>	<i>Pass</i>	<i>Pass</i>	<i>Pass</i>	<i>Pass</i>

**Table C-2 Greeley Emissions Test (Tons per Day)**

	2013	2015	2019	2025	2035
<b>Emissions</b>	39.0	37.9	36.6	37.8	41.1
<b>Budget</b>	62	60	60	60	60
<b>Pass/Fail</b>	<i>Pass</i>	<i>Pass</i>	<i>Pass</i>	<i>Pass</i>	<i>Pass</i>

### C. Ozone Conformity

The CO conformity determination for Fort Collins and Greeley can be found in the document entitled: “Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination for the NFRMPO Fiscally Constrained 2035 Regional Transportation Plan Update and the Amended FY 2012-2017 Transportation Improvement Program and the Upper Front Range 2035 Regional Transportation Plan (2007) and the FY 2012-2017 State Transportation Improvement Program for the Upper Front Range Transportation Planning Region,” adopted on September 1, 2011. The conformity determination document is available on the NFRMPO website at:

<http://www.nfrmipo.org/AirQuality.aspx>

Based on the quantitative conformity analysis, the NFRMPO 2035 RTP Update demonstrates conformity for the 8-hour ozone standard using the 8-hour ozone emissions budgets for the Northern Subarea.

**Table C-3 8-Hour Ozone Conformity for Denver-North Front Range (Northern Subarea) (Emission Tons per Day)**

	SIP budgets	2015	2025	2035	Pass/Fail
Volatile Organic Compounds (VOC)	19.5	12.46	8.70	9.93	Pass
Oxides of Nitrogen (NOx)	20.5	11.48	7.01	6.72	Pass





**APPENDIX D**  
**PROJECT PRIORITIZATION PROCESS FOR AIR QUALITY**  
**CONFORMITY**







## A. Introduction

The purpose of this report is to document the project prioritization process for development of the 2035 Regional Transportation Plan (RTP). Only those projects that affect the air quality conformity determination will be prioritized within the RTP. The remaining projects will be prioritized at the Transportation Improvement Program (TIP) level.

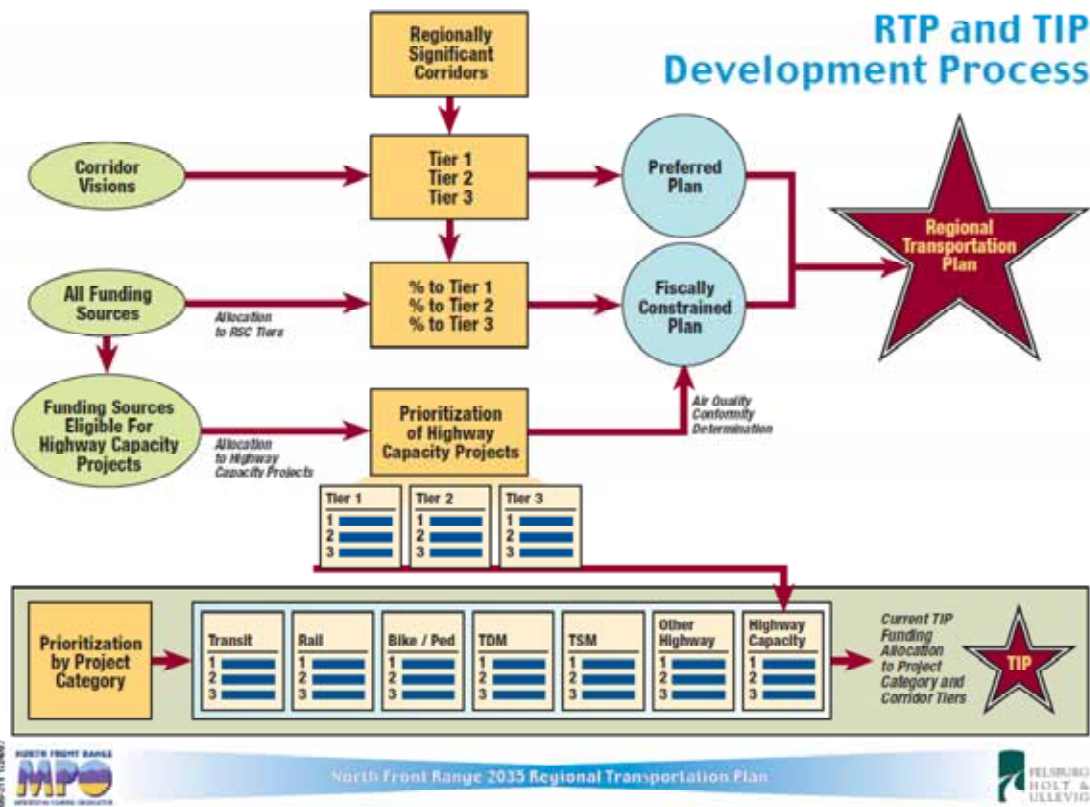
A project prioritization process for the NFRMPO was originally developed in 1994 as a part of the first Regional Transportation Plan (RTP). The process has been refined in each successive regional planning process; however, the original intent and structure have largely been maintained. The 2035 RTP represents a significant departure from previous RTPs; the 2035 RTP is a corridor-based plan, rather than a project-based plan. The 2035 plan will include a series of corridors which have been prioritized into three corridor tiers. The estimated available resources will be allocated to the corridor tiers rather than to specific projects, allowing flexibility in allocating monies as they become available. Under this corridor-based plan approach, the prioritization of projects will occur at the Transportation Improvement Program (TIP) level, rather than within the RTP. However, the NFRMPO is required to conduct an Air Quality Conformity Determination on the Fiscally Constrained RTP. This document, therefore, provides an overview of the RTP and TIP development processes and presents the project prioritization process for air quality conformity. The following page provides a diagram of the RTP and TIP processes.

A key premise in the development of the original project prioritization process was that projects should be prioritized against projects of similar nature; for example transit projects were prioritized only against other transit projects. In this manner, a set of evaluation criteria could be uniformly applied to projects for comparative purposes. Although these criteria are applicable to all project categories, it is clear that the assessment measures for a criterion may change for each project category. Further, the relative importance of each criterion could be different for the various project categories. Therefore a scoring and weighting system was developed for each project category.

The premise of the project prioritization process remains the same for the 2035 RTP; however a separate project category, entitled “Highway Capacity” has been created for those projects that can be modeled in the travel demand model for the air quality conformity determination. As shown on the following page, the prioritized list of Highway Capacity projects (as developed in the RTP) will join the remaining project categories in vying for funding in the current TIP. Therefore, the prioritization of Highway Capacity projects will be used for both air quality conformity and for developing the TIP.

The air quality conformity determination will be based on four sources of projects:

- ▶ Projects that have committed funding in the North Front Range TIP and CDOT’s STIP
- ▶ Projects for which local governments are providing 100% of the required funds
- ▶ Projects with a dedicated funding source (i.e. Strategic Programs)
- ▶ Highway Capacity projects selected from the prioritized list of individual projects that fall within the Fiscally Constrained 2035 RTP



## B. Definitions of Project Categories

### Air Quality Conformity Project Prioritization

As described in the introduction, only Highway Capacity projects will be prioritized as part of the 2035 RTP for the air quality conformity determination. This project category is defined as follows:

#### Highway Capacity

Projects in this category have a primary objective of improving the capacity and mobility of roadway facilities usually through the addition of through travel lanes. Such projects could include new roadways or new roadway segments, roadway widening (such as general purpose and HOV lanes), and new interchanges.



## TIP Project Prioritization

The remaining seven project categories are described below. The prioritization of projects in these categories will occur at the TIP level rather than within the RTP.

### Aviation

This category would include projects that improve on-site airport activity (including equipment purchases, runway and terminal improvement/construction, economic development, etc.) and access to/from airport facilities (including links to other modes of transportation). Only projects at publicly owned and operated airports qualify for inclusion in the RTP.

### Bike/Ped

These projects would include all projects with a primary purpose of providing for safe and efficient bicycle or pedestrian movement. They could include travelways or supporting facilities such as bike racks, storage lockers, etc.

### Highway – Other

This category would include all projects which have a primary objective of improving the infrastructure for safe and efficient vehicular movement other than Highway Capacity projects (as defined above). Such projects could include interchange improvements, intersection and access improvements, shoulder widening, geometric/safety improvements, operational improvements, park-n-ride lots, and improvements at rail/highway grade crossings.

### Passenger & Freight Rail

Projects in this category would include any projects which would enhance service or supporting facilities/infrastructure for passenger rail, or would maintain and improve the rail system for freight haul (including intermodal facilities).

### Transit

Projects in this category would include vehicle purchase, service expansion and operations, and supporting facilities/infrastructure (such as transit transfer centers, maintenance facilities, shelters, etc.) for regional bus service, local bus systems, and paratransit services such as special providers and the regional vanpool programs.

### Transportation Demand Management

These projects would be those which provide planning, marketing, education, and management support for programs which will reduce growth of VMT and will encourage a shift in mode from SOV travel in the region. Examples of such programs could include ridesharing, preferential parking, and telecommuting.

## **Transportation Systems Management**

This category should remain flexible and would include studies and projects which provide support to the infrastructure system. It could include projects and studies related to issues such as intelligent transportation systems (ITS), access management, traffic signal systems, etc.

### **C. Project Eligibility– Highway Capacity**

- ▶ The project must be on a regionally significant corridor
- ▶ The project must be a capacity project (roadway widening, new roadway segment, new interchange)
- ▶ The project must be consistent with the vision for the corridor
- ▶ The project must be in an area covered by an Adequate Public Facilities ordinance
- ▶ Large local agencies (Fort Collins, Greeley, Loveland, Larimer County, and Weld County) are limited to **six** project submittals, all other local agencies are limited to **two** project submittals

### **D. Definitions of Evaluation Criteria**

The following definitions are sufficiently broad to be applicable to all project categories. The definitions as related specifically to Highway Capacity projects are further refined by the more detailed scoring guidelines that follow.

#### **Congestion Mitigation**

Projects should reduce congestion by capacity or operational improvements, or by reducing demand through trip reduction or shifts to alternative modes.

#### **System Continuity**

Projects should complete gaps or improve incomplete or inadequate segments of the regional system. Emphasis should be placed on inter-regional corridors and on regional connections (into, through, and out of communities) rather than local connections (within communities).

#### **Safety Enhancement**

Projects should enhance safety by addressing an existing hazardous situation, a potentially unsafe situation, or a transportation facility of substandard design.

#### **Multi-Modal Enhancement**

Projects should enhance more than a single mode of travel or should improve connection between modes.

#### **Land Use and Regional Planning**

Projects should work in conjunction with the applicable land use plans in the region and should be consistent with current corridor studies.



**Environmental**

Project clearly identifies environmental resources and avoids, minimizes, or mitigates those items. Any impacts to the resources identified in relevant environmental documents should be addressed by the project.

**Local Match**

The purpose of this criterion is to allow those projects which have significant funding sources beyond the required local match to score higher. The local overmatch is any funding committed to the project beyond the normally required match.

**E. Scoring Guidelines – Highway Capacity**

**Congestion Mitigation**

Projects should reduce congestion and improve travel time by providing additional capacity.

Assessment	Score
Congestion (LOS E or F) is currently experienced throughout the peak periods and project will measurably improve capacity and/or travel time for passenger vehicles and/or freight movement.	3
Congestion is currently experienced periodically at peak hours and project will measurably improve capacity and/or travel time for passenger vehicles and/or freight movement.	2
Congestion is currently experienced but project might only moderately improve problem.	2
Congestion is not currently experienced but is predicted to occur by 2035 and project would improve problem.	1
Congestion is not experienced or predicted; project would improve capacity or measurably improve travel time.	1
The project would not measurably improve any congestion problems.	0

**System Continuity**

Projects should complete gaps or improve incomplete or inadequate segments of the regional system. Emphasis should be placed on inter-regional corridors and on regional connections (into, through, and out of communities) rather than local connections (within communities).



Assessment	Score
Project will complete a segment which helps to provide a continuous link between two points of inter-regional or regional significance for either passenger travel or freight haul movement.	3
Project will partially complete a gap between two points of inter-regional or regional significance.	2
Project will bring to standards an existing segment which is of inter-regional or regional significance for either passenger travel or freight haul movement.	2
Project will complete or bring to standards a segment which enhances continuity of a local system.	1
Project is on a segment which does not enhance continuity of either a regional or a local system.	0

### Safety Enhancement

Projects should enhance safety by addressing an existing hazardous situation, a potentially unsafe situation, or a transportation facility of substandard design.

Assessment	Score
Location is listed from a safety evaluation as a “high hazard” situation; project is clearly expected to improve problem.	3
Location is of substandard design and has a higher than average accident rate compared to similar facilities in the region but is not a “high hazard” location; project would bring facility up to current standards, for a long distance.	3
Location is of substandard design and has a higher than average accident rate compared to similar facilities in the region but is not a “high hazard” location; project would bring facility up to standards for a short distance or at a spot location.	2
Location is perceived by the public as highly hazardous but has not experienced large numbers of accidents; project is expected to help avoid “near misses” or to bring facility up to current standards.	2
Location is a “high hazard” situation; project is expected to have only limited success at reducing accidents.	2
Location is of substandard design, not higher than average accident rates, not perceived by the public as hazardous; project would bring facility up to current standards.	1
Project would not provide any beneficial effects on safety.	0



## Multi-Modal Enhancement

Projects should enhance more than a single mode of travel or should improve connection between modes.

Assessment	Score
Project will accommodate and create significant benefits to at least two additional modes of travel, or will complete a link to an intermodal facility of regional significance.	3
Project will accommodate and create significant benefits to one other mode of travel, or will bring to standards an existing segment which connects to an intermodal facility of regional significance.	2
Project will accommodate other mode(s) of travel, but benefits are expected to be limited; or project will enhance a connection to an intermodal facility of local significance.	1
Project will accommodate no other modes of travel and will not improve a connection to any intermodal facility.	0

## Land Use and Regional Planning

Projects should work in conjunction with the applicable land use plans in the region and should be consistent with current corridor studies.

Assessment	Score
Project will work in conjunction with applicable land use plans, and project is consistent with current corridor studies.	3
Project is consistent with current corridor studies, but project will not work in conjunction with applicable land use plans.	2
Project will work in conjunction with applicable land use plans, but project is not consistent with current corridor studies.	1
Project will not work in conjunction with applicable land use plans, and project is not consistent with current corridor studies.	0

## Environmental

Project clearly identifies environmental resources and avoids, minimizes, or mitigates those items. Any impacts to the resources identified in relevant environmental documents should be addressed by the project.

Assessment	Score
Project clearly identifies environmental resources (such as air quality, energy consumption, noise, water quality) and avoids impact or enhances the resource(s).	3
Project clearly identifies environmental resources (such as air quality, energy consumption, noise, water quality) and shows minimal impacts which will be mitigated.	2
Project clearly identifies environmental resources (such as air quality, energy consumption, noise, water quality) and shows substantial impacts, not all of which can be mitigated.	1
Project does not clearly identify environmental resources (such as air quality, energy consumption, noise, water quality) or project has negative impacts on identified resources.	0

Note: Environmental datasets are available through STEP UP for use in the project submittal process.

## Local Match

The purpose of this criterion is to allow those projects which have significant funding sources beyond the required local match to score higher. The local overmatch is any funding committed to the project beyond the normally required match.

Assessment	Score
Project has a local overmatch greater than 15% of total project cost.	3
Project has a local overmatch between 6 and 15% of total project cost.	2
Project has a local overmatch between minimum and 6% of total project cost.	1
Project has minimum required local match.	0



## F. Weighting Of Evaluation Criteria

Each of the seven evaluation criteria has a different relative importance depending upon the project category. The following table provides the weights assigned to the seven evaluation criteria for the Highway Capacity projects. Weights will likewise be applied to the evaluation criteria for the remaining project categories for project prioritization at the TIP level.

Evaluation Criteria	Weight for Highway Capacity Projects
Congestion Mitigation	25
System Continuity	18
Safety Enhancement	17
Multi-Modal Enhancement	11
Land Use and Regional Planning	11
Environmental	9
Local Match	9
<b>Total</b>	<b>100</b>

For each project, these weights will be applied to the score (ranging from 0 to 3) for each evaluation criterion. Each project will have a total score that ranges from 0 to 300.





**APPENDIX E**  
**YEAR OF EXPENDITURE**







## A. Inflated Funding Estimates

SAFETEA-LU requires that revenue and cost estimates that support the transportation plan use an inflation rate(s) to reflect “year of expenditure dollars.” CDOT supplied the NFRMPO with the inflated revenue out to 2035 by funding category as shown in **Table E-1** below. This format is the same as used in the Resource Allocation section of this document whose revenue projections include CDOT estimates (April 21, 2010), the 2012-2017 NFR Transportation Improvement Program (TIP), Transportation Impact Fees in the North Front Range MPO, 2002 Report, and local government estimates.

Funding estimates in this section are stated in inflated dollars. These numbers are derived from a CDOT spreadsheet from April 28, 2010, and from calculations made by MPO staff. The year of expenditure funds represent inflation rates that vary by funding source from less than one percent per year to as high as 2.25% per year.

It should be noted that local funds were not inflated due to the uncertainty of which year they would be expended. The determination of which projects would be fiscally constrained was made on the basis of the original estimates using Constant Year 2008 dollars.

Inflated funding estimates total nearly \$2.1 billion for the plan period. Federal and State funds account for \$1.27 billion, or 61% of the total. Local funding, including local government and private contributions, are projected to be \$0.83 billion, or 39% of the total.

The inflated project dollar amounts are different from inflated revenues. The year of expenditure project costs for the highway capacity projects have been calculated using a 1.5% annual inflation rate. The year of expenditure costs for the North I-25 Phase 1 projects were calculated as a part of the EIS; these costs have been included in this document.

**Table E-1 Inflated Available Funding Sources**

Funding Category	Federal/State (millions)	Local (millions)	Total (millions)
<b>Regional Priorities Program (RPP)</b>	\$29.3	\$0	\$29.3
<b>Enhancement</b>	\$15.3	\$3.8	\$19.1
<b>Congestion Mitigation and Air Quality (CMAQ)</b>	\$49.4	\$12.1	\$61.5
<b>Surface Transportation Program Metro (STP Metro)</b>	\$73.8	\$15.3	\$89.1
<b>Congestion Relief</b>	\$15.4	\$0	\$15.4
<b>Transit – Local (1)</b>	\$292.5	\$457.5	\$750.0
<b>Transit – Regional</b>	\$0.0	\$0.0	\$0.0
<b>Senate Bill 1 – Regional Transit</b>	\$8.9	\$2.3	\$11.2
<b>Small Starts</b>	\$59.4	\$3.6	\$63.0
<b>Strategic Projects (2)</b>	\$248.5	\$0	\$248.5
<b>Strategic Transit A (2)</b>	\$173.2	\$0	\$173.2
<b>Strategic Transit B (3)</b>	\$87.5	\$0	\$87.5
<b>FASTER Safety</b>	\$218.1	\$0	\$218.1
<b>Local Impact Fees (4)</b>	\$0	\$154.0	\$154.0
<b>Other Local Funds (5)</b>	\$0.0	\$178.0	\$178.0
<b>Total</b>	<b>\$1,271.3</b>	<b>\$826.6</b>	<b>\$2,097.9</b>

(1) Based on TIP 2007-2012, and CASTA information on FTA 5309, using FY'08 constant dollars.

(2) Limited to Strategic Project - SP4028 - I-25 North Corridor.

(3) Portion of the Strategic Funds that are used to complete the Post 7<sup>th</sup> Pot.

(4) Based on the Transportation Impact Fees in the NFRMPO, 2002 Report.

(5) These funds are used on specific projects, including \$15.8m from the City of Loveland for the N I-25 EIS.

Note: All allocations are subject to change based on performance measures and economic conditions. CDOT and the NFRMPO recognize that other funds may become available during the life of the 2035 RTP that include, but are not limited to, authorization and appropriation allocations, and FHWA discretionary programs.

## **B. Inflated Restricted and Project Specific Funding**

A significant portion of the nearly \$2.1 billion total resources described in the previous section is either restricted with a separate allocation process or it has already been committed to specific projects and programs. Thus these funds are not available to be allocated to new projects in the RTP. **Table E-2** shows the funding limitations by funding category.



**Table E-2 Inflated Funding Restrictions and Commitments**

Funding Source	Amount (in millions)	Comments
<b>Flexible Funding</b>		
Regional Priorities Program (RPP)	\$29.3	Excludes transit operation
STP Metro	\$89.1	Up to half used for MPO operations. Other STP-Metro eligible projects may include construction, rehabilitation, resurfacing, and operational improvements for highways (23 USC 133) or a variety of transit capital costs including vehicles and facilities (49 USC 53).
FASTER Safety	\$218.1	
Strategic Transit B	\$87.5	Back fill the Post 7 <sup>th</sup> Pot program only
<b>Restricted Funding Sources with Separate Processes</b>		
Enhancement	\$19.1	Bicycle/pedestrian, transportation aesthetics, historic preservation, environmental mitigation only
CMAQ	\$61.5	Follows the CMAQ eligibility process specific to air quality
Congestion Relief	\$15.4	Tier 1 non-capacity projects only (per Congestion Management System)
<b>Project Specific Funding Sources</b>		
Strategic Projects & Strategic Transit A	\$421.7	North I-25 EIS Phase I only
Transit (FTA (\$292.5m), SB-1 (\$11.2m), Small Starts (\$63m), and Local funding (\$457.5))	\$824.2	Transit operations or funding to maintain current levels of service
Local Impact Fees	\$154.0	Must be spent within applicable benefit district
Other Local Funds	\$178.0	Tied to specific projects
<b>Total</b>	<b>\$2,097.9</b>	

### C. Inflated Resource Allocation

Resource Allocation is a process that reflects how the NFRMPO Planning Council believes the limited funding that is available for regional transportation system improvements should be distributed in order to best achieve the vision and goals of the plan.

The NFRMPO Council used the above information to identify the amount of flexible funds, assign those funds to tiers (Regionally Significant Corridors) and then to further identify, within each tier, the split between highway capacity projects and all other projects.

The flexible funding comes from four sources: the Regional Priorities Program, STP Metro, FASTER Safety, and Strategic Transit B. Of these sources, half of the STP Metro (based on Council direction from April, 2006) and the FASTER Safety are flexible, with Strategic Transit B not being available until 2018. A total of \$379.4 million in flexible funding is available to the region as shown in **Table E-3** below.

**Table E-3 Inflated Flexible Funding (2008 to 2035)**

	Amount (in millions)
Regional Priorities Program	\$29.3
STP Metro (half)	\$44.5
FASTER Safety	\$218.1
Strategic Transit B	\$87.5
<b>Total</b>	<b>\$379.4</b>

Of the \$379.4 million of inflated flexible funding, approximately \$138 million is dedicated to completing the current TIP projects, and \$77.6 million is dedicated to the North I-25 Phase 1 projects. At the direction of the NFRMPO Planning Council, the remaining \$163.8 million shall be split 75% (\$122.9 million) to 25% (\$41.0 million) for Highway Capacity and all other types of projects, respectively. The result is a total of **\$260.9 million** for current TIP projects and Highway Capacity projects identified in the RTP.

## D. Inflated Project Cost

Capacity projects were submitted, scored, ranked, and fiscal constraint was determined for those projects that were necessary for conformity determination purposes. TIP projects were also inflated to the proper year using a 1.5% inflation factor. The projects are listed in **Table E-4** below.

**Table E-4 Inflated Prioritized Highway Capacity Projects**

Plan ID #	Tier	Corridor	Project Sponsor	Roadway	Description	In Millions		Year
						Cost In 2008 Dollars	Inflated Cost	
TIP	1	US 34	CDOT Region 4	US 34 Business	SH 257 to 47th Avenue	\$2.5	\$2.7	2013
TIP		Various	CDOT Region 4	Various	FASTER Safety projects	\$16.5	\$18.3	2015
TIP	1	US 34	CDOT Region 4	SH 402	US 287 to I-25	\$29.5	\$44.1	2035
TIP	1	US 287	CDOT Region 4	US 287	SH 1 to LaPorte Bypass	\$37.4	\$55.9	2035
T1-1	1	US 287	Fort Collins	US 287	Harmony Rd to Carpenter Rd	\$24.0	\$35.9	2035
T1-2	1	US 287	Loveland	US 287	29th Street to 71st Street	\$7.2	\$10.8	2035
T1-3	1	US 34	Loveland	US 34	Denver Avenue to I-25	\$13.5	\$20.2	2035
T1-4	1	US 34	Loveland	US 34	I-25 to LCR 3	\$8.0	\$12.0	2035
T2-1	2	SH 14	Fort Collins	SH 14	I-25 to Riverside	\$11.3	\$16.9	2035
T3-1	3	Two River	Greeley	83rd Avenue	10th Street to US 34 Bypass	\$6.2	\$9.3	2035
T3-2	3	SH 392	Fort Collins	Harmony Rd	I-25 to US 287	\$5.1	\$7.6	2035
<b>Total Costs</b>						<b>\$161.2</b>	<b>\$233.6</b>	

The total inflated flexible funding for Highway Capacity projects (including the TIP projects) is estimated to be \$260.9 million and total inflated project cost is \$233.6 million. This analysis shows the anticipated revenues to be adequate to cover the project costs.



## E. North I-25 EIS

The North I-25 EIS Phase I revenue and projects are also identified in this plan. **Table E-5** below shows the inflated revenue sources Phase 1 projects totaling \$544.6 million.

**Table E-5 Inflated North I-25 EIS Phase I Funding Sources**

Funding Source	Amount (in millions)
<b>Strategic Projects</b>	\$248.5
<b>Strategic Transit A</b>	\$173.2
<b>Local funds – City of Loveland (1)</b>	\$15.8
<b>Flexible funds – RTP</b>	\$77.6
<b>Other Funds - RTP (2)</b>	\$29.7
<b>Total</b>	<b>\$544.6</b>

(1) These funds are identified for use on the US 34/I-25 interchange.

(2) There is an anticipation that some portion of available funds may be used to account for specific projects on the corridor. Further, some of the projects are abutting the Denver Regional Council of Governments (DRCOG) border and the cost share portion may not be exact.

The North I-25 EIS Phase I projects were also fiscally constrained and inflated and are shown in **Table E-6**. The inflated costs shown in Table E-6 correspond to the estimated year of expenditure, also shown in the table. This information (both the year of expenditure and associated inflated costs) is from the North I-25 EIS. With total inflated funding estimated to be \$544.6 million, and inflated project costs of \$518.3 million, this comparison shows more than adequate revenues to cover the project costs. The year of expenditure for the Phase 1 projects may be optimistic in some cases, but with inflated revenues in excess of the project costs, the difference should cover any potential lag in project schedules.



**Table E-6      Inflated North I-25 EIS Phase 1 Projects**

Tier	Corridor	Description	In Millions		Year
			Cost in 2009 Dollars	Inflated Cost	
1	I-25	I-25 - WCR 38 to SH 56: Add tolled express lanes	\$35	\$50.8	2020
1	I-25	I-25/SH 56 Interchange	\$48	\$69.4	2020
1	I-25	I-25 - SH 392 to Prospect Interchange: Add auxiliary lanes and Reconstruct Prospect interchange	\$134	\$194.2	2020
1	I-25	I-25/SH 14 Interchange and associated mainline reconstruction	\$61	\$88.1	2020
1	US 34	US 34/Centerra Parkway Interchange: Single Point Urban Interchange	\$30	\$47.4	2020
1	I-25	Express bus stations: Initial bus stations at I-25/Harmony, and US 34/83rd Ave	\$16	\$34.0	2027
1	I-25	Commuter bus stations: US 85 park and rides and transit priority features	\$7	\$13.9	2027
1	I-25	Commuter rail right of way: Right-of-way preservation	\$12	\$20.5	2020
<b>Total Costs</b>			<b>\$343</b>	<b>\$518.3</b>	



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