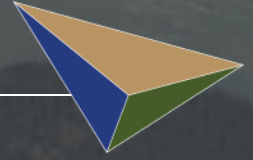


# Chapter 9

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## Vision Plan



## Chapter 9: Vision Plan

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### A. Regionally Significant Corridor and Regional Bike Corridor Visions

Corridor visioning seeks to develop visions, goals, and objectives for the Regionally Significant Corridors (RSC), defined in **Chapter 2** and shown in **Figure 9-1**, and the Regional Bike Corridors (RBC), defined in the *2013 Regional Bike Plan*, shown in **Figure 9-31**. Each corridor has its own unique transportation characteristics which include one or more modes and facilities within a defined geographic segment, having a length from west to east or north to south. Many existing corridor segments have names which differ from the corridor name, this difference is defined for each jurisdiction the corridor passes through. The visions provide a general description of each corridors current travel modes, primary future travel modes, geographic and social environment, and the priorities of the communities served by the corridor.

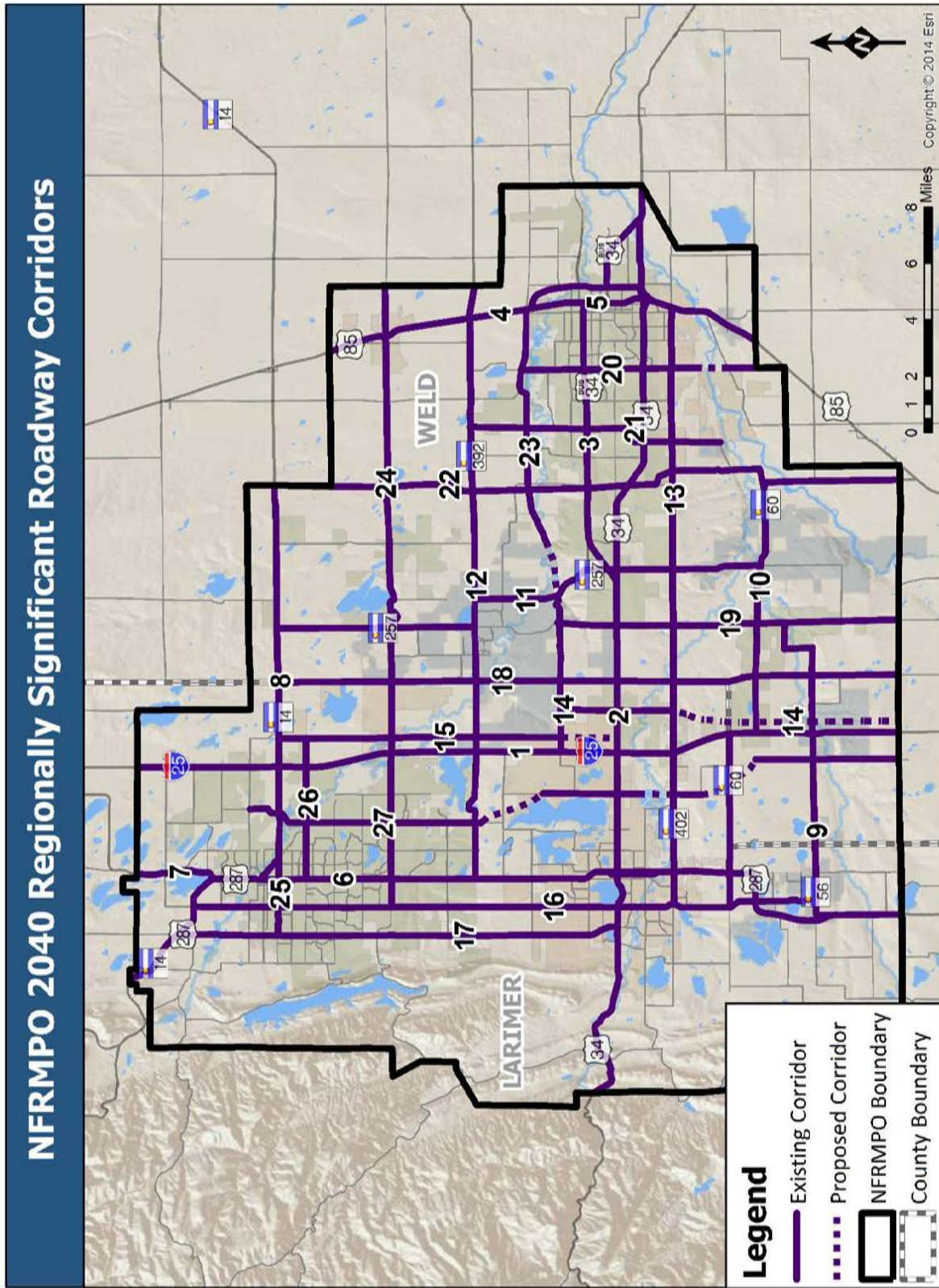
The North Front Range Metropolitan Planning Organization (NFRMPO) recognizes corridors identified as regionally significant within the NFRMPO often extend beyond the NFRMPO boundary. The NFRMPO makes an effort to coordinate with the adjacent planning organizations of Upper Front Range (UFR) Transportation Planning Region (TPR) and the Denver Regional Council of Governments (DRCOG) in the development of visions. The visions in this chapter are only for those segments within the NFRMPO boundary.

The 2040 Goals, Objectives, Performance Measures, and Targets (GOPMT) (**Chapter 4**), and specifically the vision statement in **Chapter 1**, defines the overall direction the region wishes to move towards and is an overarching statement for all of the corridor visions:

*“We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users that protects and enhances the region’s quality of life and economic vitality.”*

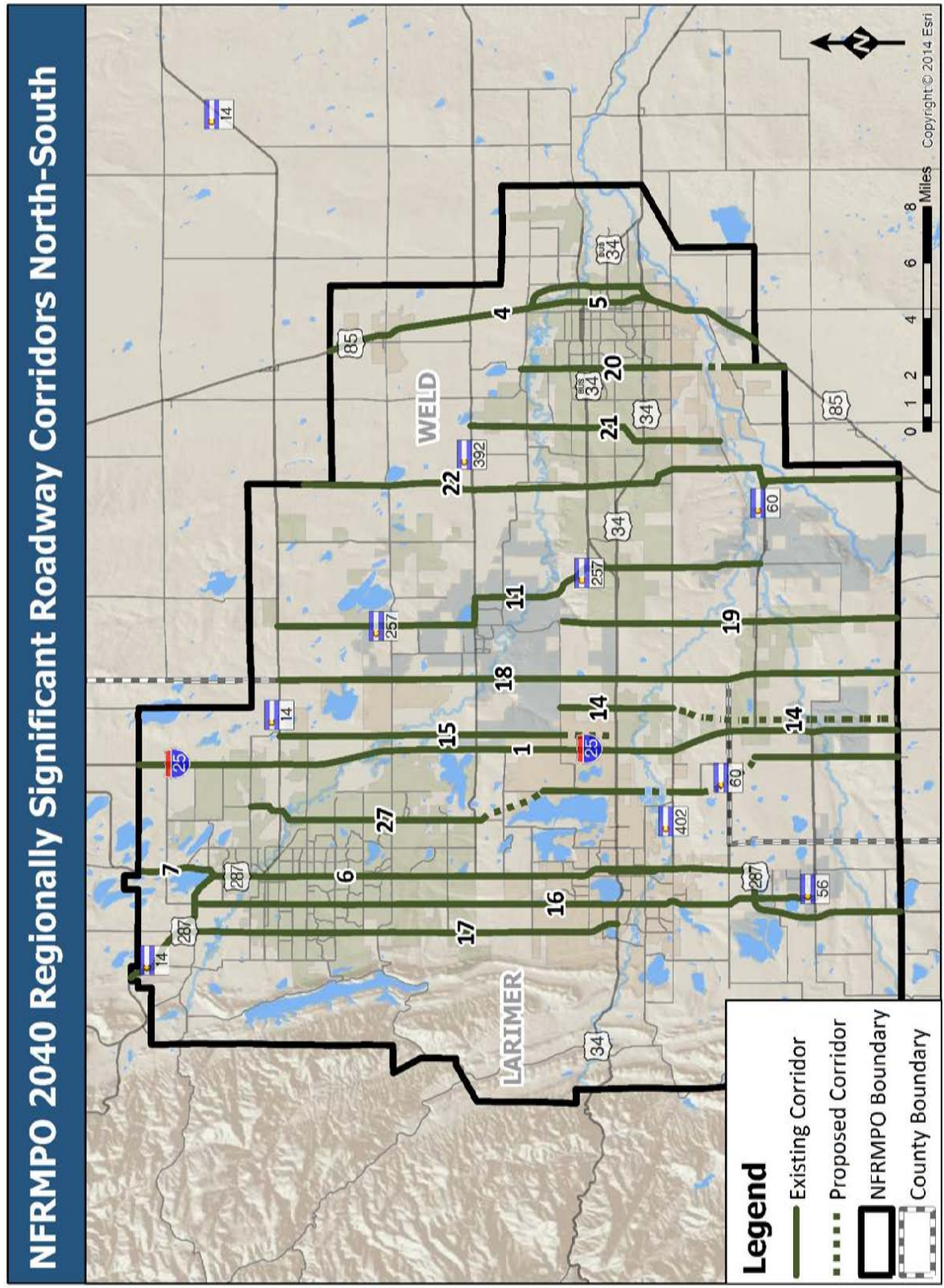
These visions are defined for the NFRMPO’s 2040 Regional Transportation Plan (RTP) and should not be used as a sole source for project implementation, but rather as a guide for communities to gauge current and future conditions on regional corridors.

Figure 9-1: Regionally Significant Roadway Corridors



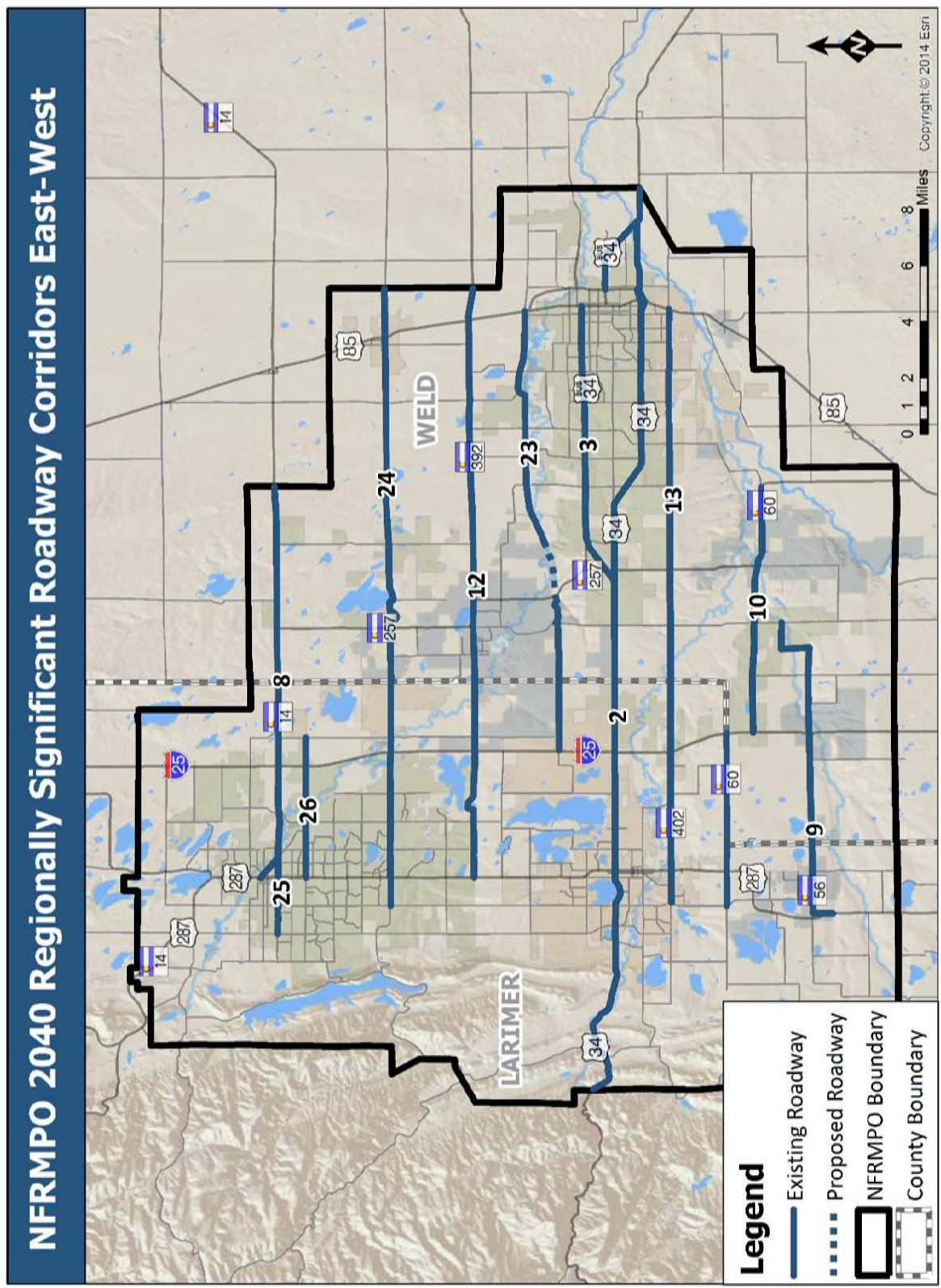
Jun, 2015  
Sources: CDOT, NFRMPO

Figure 9-2: Regionally Significant Roadway Corridors North-South



Jun, 2015  
Sources: CDOT, NFRMPO

Figure 9-3: Regionally Significant Roadway Corridors East-West



**RSC Vision 1: I-25**

RSC 1 extends from Larimer County Road (CR) 56 (northern NFRMPO boundary) to Weld CR 38 (southern NFRMPO boundary). The corridor is primarily four-lanes, two-lanes each direction, with auxiliary lanes. The entire corridor is planned to be six-lanes, three-lanes in each direction, with managed and auxiliary lanes. Currently, the Colorado Department of Transportation (CDOT) provides transit service along the corridor to connect the North Front Range communities to downtown Denver with stops at the Harmony and US 34 Park-n-Ride (PNR) lots.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Berthoud, Fort Collins, Johnstown, Loveland, Timnath, Windsor, Unincorporated Larimer County, and Unincorporated Weld County

*Total Length (miles):* 27

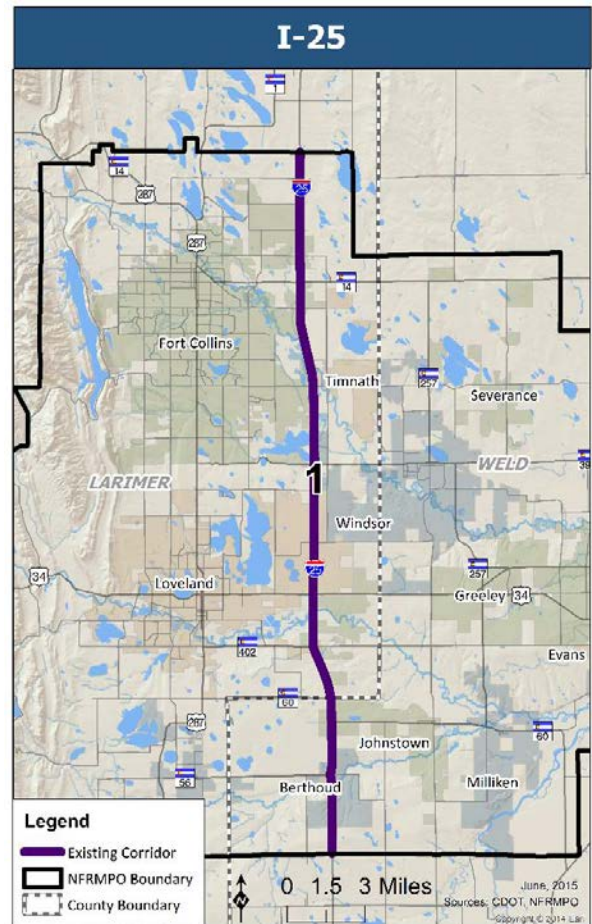
*Vision Statement*

The vision for RSC 1 is to increase mobility and to improve safety and system reliability. This RSC is a Federal Highway Administration (FHWA) - recognized Major Freight Corridor (Camino Real) on the Priority Freight Corridor Network. The Western Transportation Trade Network was developed by the Western Association of State Highway and Transportation Officials (WASHTO). It is a system of highway and rail routes through 17 states, and serves as the principal north-south facility through Colorado connecting Mexico and Canada. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the RSC value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and intermodal connections. The Larimer County Events Complex, Budweiser Events Center, access to major tourist attractions, major commercial development throughout the region and the Fort Collins Port of Entry are located along the RSC, contributing to the activity. The area surrounding this RSC is transitioning from suburban to urban, and the RSC needs to support the movement of commuters, tourists, freight, farm-to-market products, and hazardous materials.

*References*

- ▶ North I-25 Environmental Impact Statement, 2011
- ▶ North I-25 Record of Decision, 2011

**Figure 9-4: RSC 1**



**RSC Vision 2: US 34**

RSC 2 stretches from the eastern NFRMPO boundary across the region to the western NFRMPO boundary. The corridor is primarily four-lanes, with a six-lane configuration within the City of Loveland. There has been significant Transportation Demand Management (TDM) investment in the urban portions of Loveland and Greeley. There is transit access on the west to with City of Loveland Transit (COLT) system, on the east with the Greeley-Evans Transit (GET) system, and to Bustang at I-25.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Greeley (Canal Road), Loveland (Eisenhower Boulevard), Unincorporated Larimer County, and Unincorporated Weld County

*Total Length (miles):* 34.5

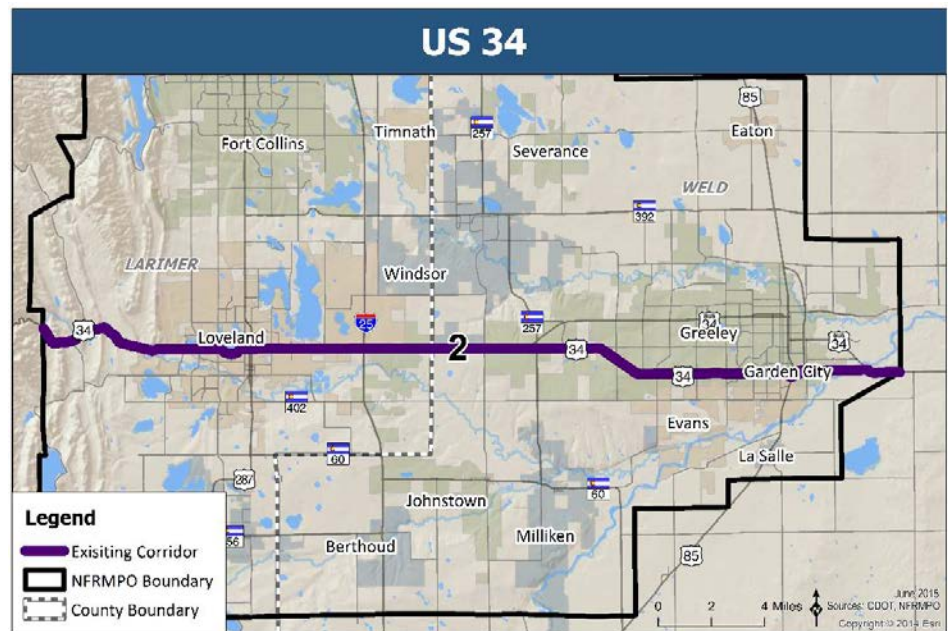
*Vision Statement*

The vision for RSC 2 is to increase mobility and to maintain system quality and improve safety. Future travel modes to be planned for include passenger vehicles, bus service, bus rapid transit, truck freight, and bicycles and pedestrians. The transportation system in the area serves towns, cities, and destinations both along and outside of the RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the RSC value high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation. The University of Northern Colorado (UNC) is located on this RSC, contributing to the activity. While the majority of the area surrounding the RSC is transitioning from agricultural to suburban, sections of the RSC through Loveland and Greeley are urbanized.

**Figure 9-5: RSC 2**

*References*

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



**RSC Vision 3: US 34 Business Route**

RSC 3 is the US 34 Business Route from the eastern NFRMPO boundary to RSC 2 – US 34. The road is primarily a four-lane facility with the exception of a three-lane, one-way couplet through Downtown Greeley. This corridor has access to the GET transit system.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Greeley (10<sup>th</sup> Street, 9<sup>th</sup> Street) and Unincorporated Weld County

*Total Length (miles):* 13

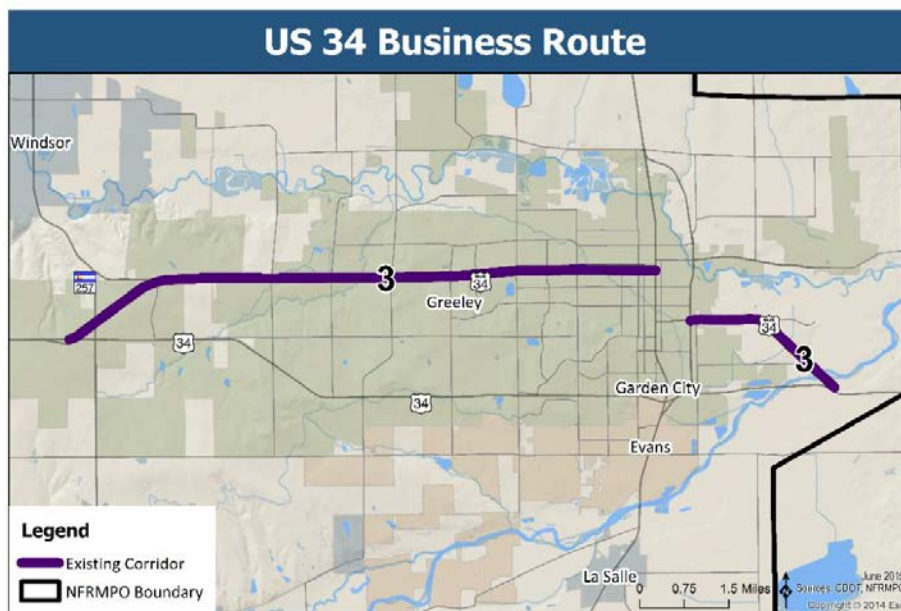
*Vision Statement*

The vision for RSC 3 is to increase mobility as well as to maintain system quality and improve safety. This facility provides an east-west connection within Greeley. Future travel modes to be planned for include passenger vehicles, bus service, and bicycles and pedestrians. Based on historic and projected population and employment levels, passenger volumes are expected to increase. Users of this RSC support the movement of tourists, commuters, freight, and farm-to-market products to and along the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

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

Figure 9-6: RSC 3





**RSC Vision 4: US 85**

RSC 4 extends from the northern NFRMPO boundary to the southern NFRMPO boundary including Eaton, Evans, Greeley, and LaSalle. The road is primarily a four-lane divided highway with two-lanes in each direction. Evans and Greeley have access to the GET transit system, but Eaton, LaSalle and unincorporated Weld County do not have access to transit service.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Eaton (Canam Highway), Evans (Canam Highway), Greeley (Canam Highway), LaSalle (Canam Highway), and Unincorporated Weld County (Canam Highway)

*Total Length (miles):* 16

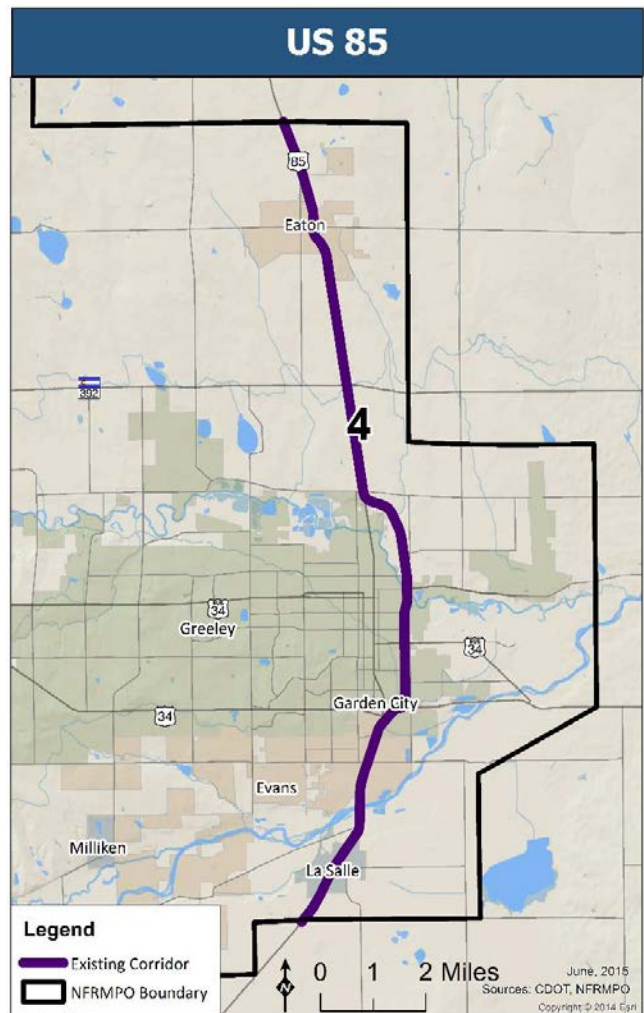
*Vision Statement*

The vision for RSC 4 is to increase mobility and maintain system quality and improve safety. The section of US 85 south of US 34 is on the National Highway System (NHS), while the section to the north of US 34 is a State Highway facility. The RSC provides north-south connections within the Eaton, Evans, Greeley, and LaSalle, with connections to the Denver metropolitan area to the south and Wyoming to the north. Future travel modes to be planned for include passenger vehicles, bus service, truck freight, and freight rail. TDM could be effective in this RSC. The transportation system in the area primarily serves towns, cities, and destinations both along and outside of the RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The area depends on manufacturing, agriculture, commercial activity, and oil and gas economic activity. Users of the RSC support the movement of commuters, freight, farm-to-market products, and hazardous materials to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

- ▶ US 85 Access Control Plan, 1999
- ▶ North I-25 Environmental Impact Statement, 2001

**Figure 9-7: RSC 4**



**RSC Vision 5: US 85 Business Route**

RSC 5 is the US 85 Business Route through Greeley from O Street to RSC 2 – US 34. This RSC is a divided two-lane highway with one lane in each direction. There is access to the GET transit system for this corridor.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Evans, Greeley (8<sup>th</sup> Avenue), and Garden City

*Total Length (miles):* 4.5

*Vision Statement*

The vision for RSC 5 is to increase mobility as well as maintain system quality and improve safety. The RSC is a State Highway facility, and provides north-south connections within Greeley and Evans. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The area depends on manufacturing, agriculture, commercial activity, and oil and gas for economic activity. The area surrounding this RSC is diverse and includes urban characteristics through the Greeley area. Users of the RSC support the movement of commuters, freight, farm-to-market products, and hazardous materials to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

- ▶ US 85 Access Control Plan, 1999

Figure 9-8: RSC 5



**RSC Vision 6: US 287**

RSC 6 stretches from the northern NFRMPO boundary to the southern NFRMPO boundary. This RSC is primarily two-lanes in each direction, with the Fort Collins portion being six-lanes. There also is a one-way couplet in Loveland with three-lanes in each direction. There is access to both the COLT and Transfort transit systems.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Berthoud, Fort Collins (College Avenue, SH 14), Loveland (Cleveland Avenue, Garfield Avenue, Lincoln Avenue), Unincorporated Larimer County (College Avenue, SH 14)

*Total Length (miles):* 32.5

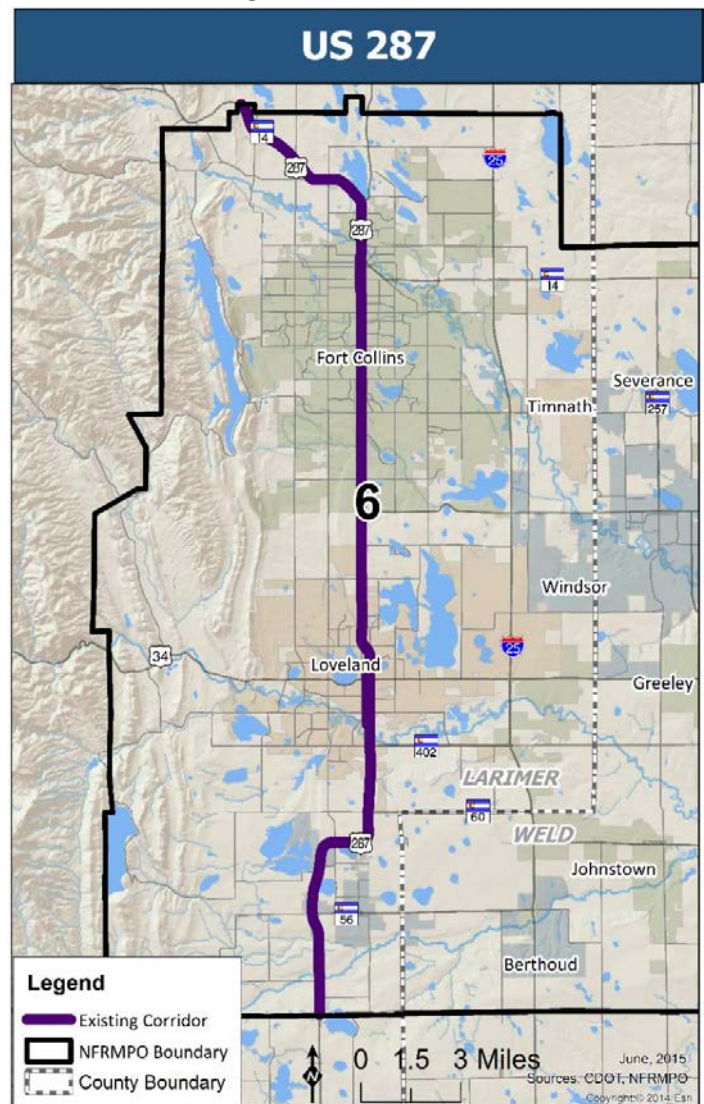
*Vision Statement*

The vision for RSC 6 is to increase mobility as well as to maintain system quality and improve safety. This RSC provides north-south connections within Berthoud, Fort Collins, and Loveland and connections to Denver metropolitan area to the south and north to Laramie, Wyoming and I-80. US 287 is a NHS facility and acts as a main street through both Fort Collins and Loveland. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. Users of this RSC want to retain the character of the area, including the dedicated open space between Fort Collins and Loveland, while supporting the movement of commuters and freight to and through the RSC.

*References*

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

Figure 9-9: RSC 6



**RSC Vision 7: SH 1**

RSC 7 extends from RSC 6 – US 287 on the south to Larimer CR 56 (NFRMPO boundary) on the north. The road is two-lanes, one in each direction. There are no planned improvements to this RSC. The corridor has no access to transit service.

*Primary Investment Need:* Improve safety

*Jurisdictions*

Unincorporated Larimer County (Terry Lake Road, Larimer CR 15)

*Total Length (miles):* 3

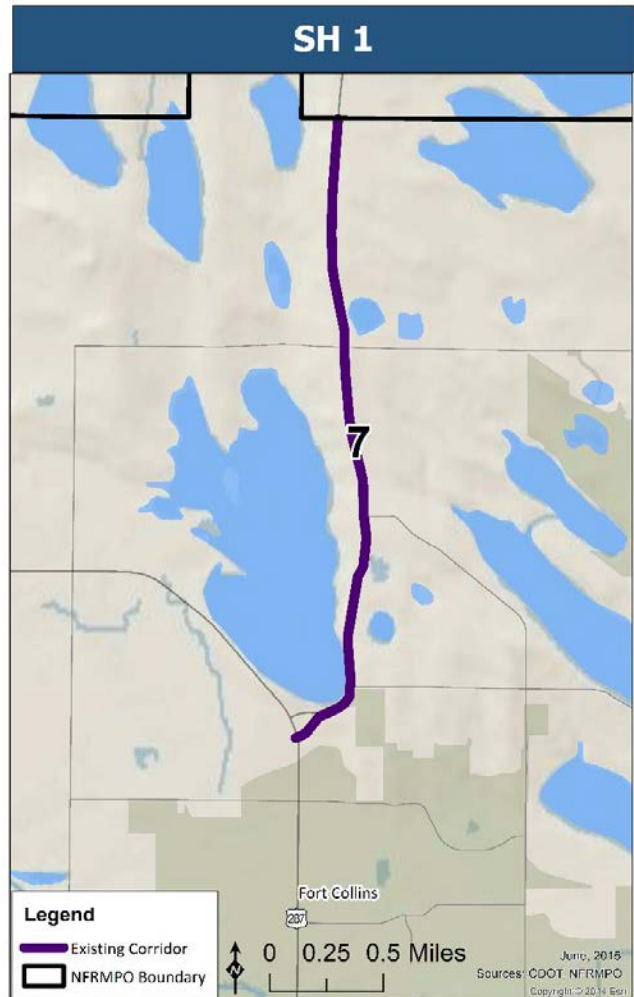
*Vision Statement*

The vision for RSC 7 is to improve safety and increase mobility and maintain system quality. This RSC serves as a local facility, provides commuter access, and makes north-south connections between Wellington and Fort Collins. Future travel modes expected along this RSC include passenger vehicles, bus service, and bicycles and pedestrians. The transportation system in the area primarily serves towns, cities, and destinations along the RSC. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase, while freight volume will likely remain relatively constant. The communities along the RSC value transportation choices, connections to other areas, and safety. The area served by this RSC is primarily residential, including large lot residential, with a significant number of people living in Wellington working and shopping in Fort Collins. Users of this RSC want to preserve the rural-residential character of the area and support the movement of commuters along the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

- ▶ Larimer County Transportation Plan, 2006
- ▶ Fort Collins Transportation Master Plan, 2011

**Figure 9-10: RSC 7**



**RSC Vision 8: SH 14**

RSC 8 is located along SH 14 from RSC 6 – US 287 to the eastern NFRMPO boundary (approximately Larimer CR 3). The corridor is four-lanes, two-lanes in each direction with the exception of Riverside Avenue which is four-lanes, two in each direction. This RSC has access to the Transfort transit system.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Fort Collins (Jefferson Street, Mulberry Street, Riverside Avenue), Severance, Unincorporated Larimer County (Mulberry Street), and Unincorporated Weld County

*Total Length (miles):* 14

*Vision Statement*

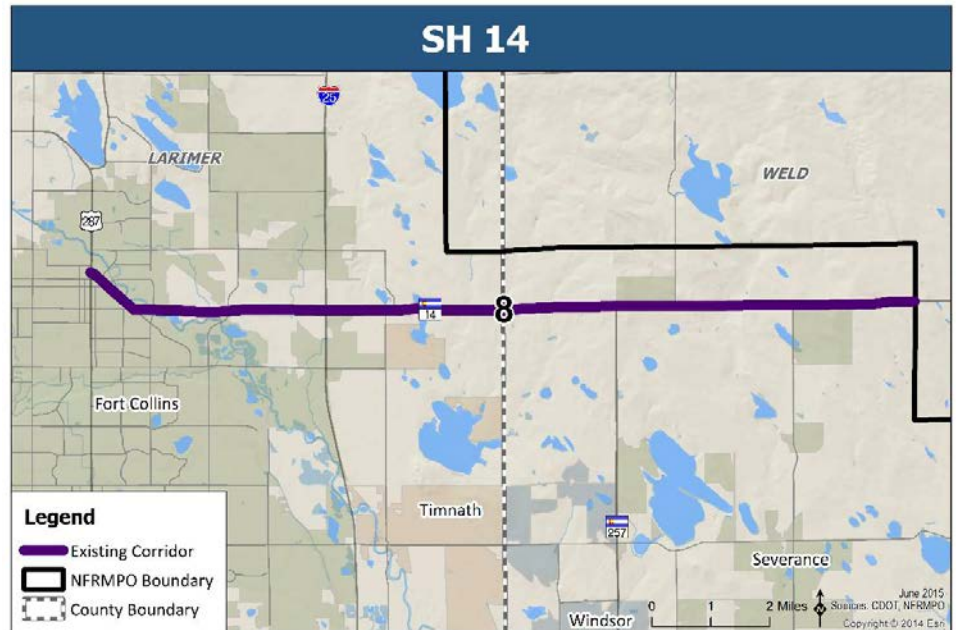
The vision for RSC 8 is to increase mobility as well as to maintain system quality and improve safety. This RSC serves as a NHS facility between US 287 and I-25. It is a primary connection between downtown Fort Collins and RSC 1 – I-25. Future travel modes to be planned for include passenger vehicles, bus service, truck freight, and bicycles and pedestrians. TDM would likely be effective in this RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community along this RSC values high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation. Users of this RSC want to enhance the urban character of the area, support the movement of commuters, freight and hazardous materials to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

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

*References*

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

**Figure 9-11: RSC 8**



**RSC Vision 9: SH 56**

RSC 9 stretches from RSC 16 – Larimer CR 17 in Berthoud to RSC 19 – Weld CR 17 in Johnstown. The road is two-lanes, one in each direction, to Weld CR 13/Colorado Boulevard. The road continues along Weld CR 44, north on Weld CR 15, and east on Weld CR 46 until reaching Weld CR 17. There has been TDM investment in the urban areas of Berthoud. The western portion of the RSC has access to the FLEX route in Berthoud where connections can be made to COLT, Transfort, and the Regional Transportation District (RTD) systems.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Berthoud (Larimer CR 8, Mountain Avenue, Weld CR 44, ), Johnstown (Road 46, Weld CR 15, Weld CR 44), Unincorporated Larimer County, Unincorporated Weld County (Weld CR 44)

*Total Length (miles):* 12

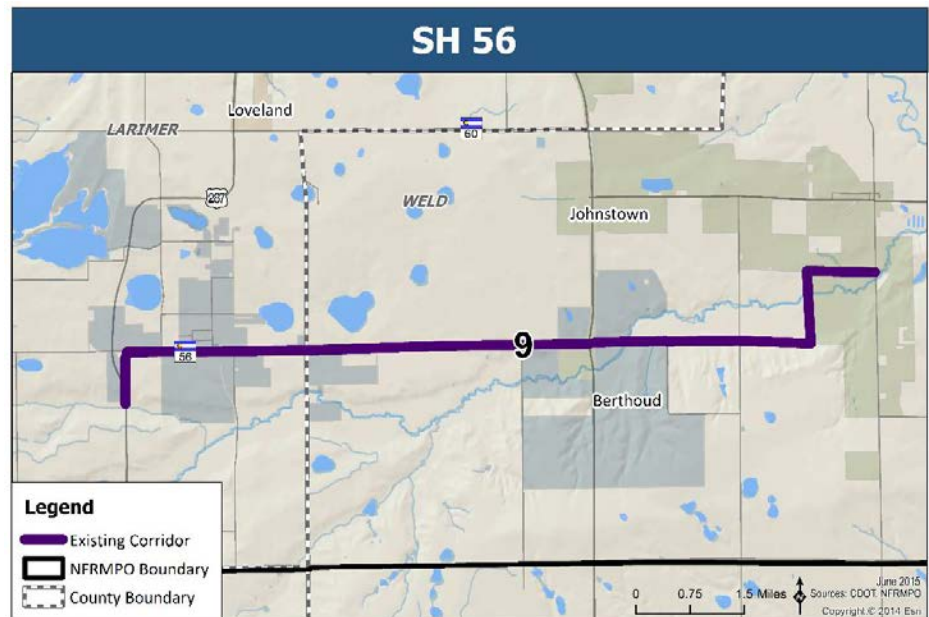
*Vision Statement*

The vision for RSC 9 is to increase mobility as well as to maintain system quality and improve safety. This RSC provides east-west connections within the Berthoud, Johnstown, and unincorporated Larimer and Weld county areas. Future travel modes to be planned for include passenger vehicle, bus service, and truck freight. The transportation system in the area serves towns, cities, and destinations both within and outside of the RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the RSC value high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation. They depend on commercial activity and residential development for economic activity in the area. The area surrounding this RSC is transitioning from agricultural to suburban. Users of this RSC want to support the movement of commuters and freight to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

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

**Figure 9-12: RSC 9**



**RSC Vision 10: SH 60**

RSC 10 extends from RSC 16 – Larimer CR 17 to RSC 1 – I-25 on the western portion and from I-25 to Two Rivers Parkway as the eastern portion. The western portion is two-lanes, while the eastern portion is also two-lanes with TDM investment throughout portions of Johnstown and Milliken. There is no access to transit on this RSC.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Johnstown (1<sup>st</sup> Street), Milliken (Broad Street), Unincorporated Larimer County (42<sup>nd</sup> Street SE, Larimer CR 14), and Unincorporated Weld County

*Total Length (miles):* 15

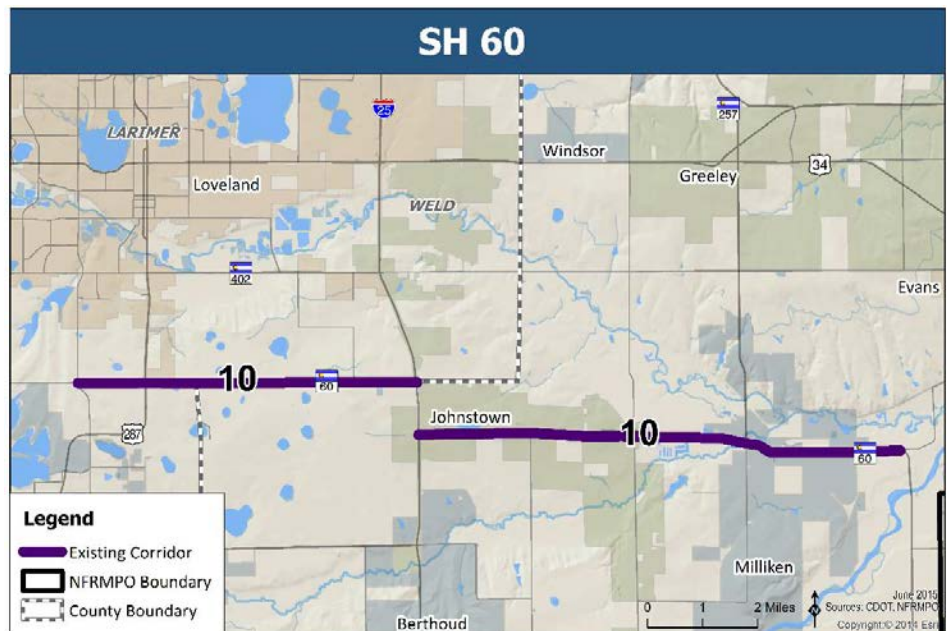
*Vision Statement*

The vision for RSC 10 is to maintain system quality and improve safety. This RSC includes the east-west portions of SH 60, which is a local facility on the State Highway system. The facility comprises a RSC that provides local area-wide access to higher functional class facilities and makes east-west connections within and between Johnstown, Milliken, and Berthoud. Future travel modes to be planned for include passenger vehicle, bus service, and truck freight. The transportation system in the area serves towns, cities, and destinations both along and outside of the RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The area surrounding this RSC is transitioning from agricultural to suburban. Users of this RSC want to support the movement of commuters and freight to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

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

**Figure 9-13: RSC 10**



**RSC Vision 11: SH 257**

RSC 11 starts at RSC 8 – SH 14 on the north in Severance and ends RSC 10 – SH 60 on the south in Milliken including an offset in Windsor. The road is two-lanes on the south with added TDM improvements through Windsor. There is no access to transit along this RSC.

*Primary Investment Need:* Maintain system quality

*Jurisdictions*

Greeley (Weld CR 21), Milliken (Weld CR 21), Severance (Weld CR 17), Windsor (7<sup>th</sup> Street, Weld CR 19, Weld CR 68), and Unincorporated Weld County (Weld CR 17, Weld CR 21)

*Total Length (miles):* 18.5

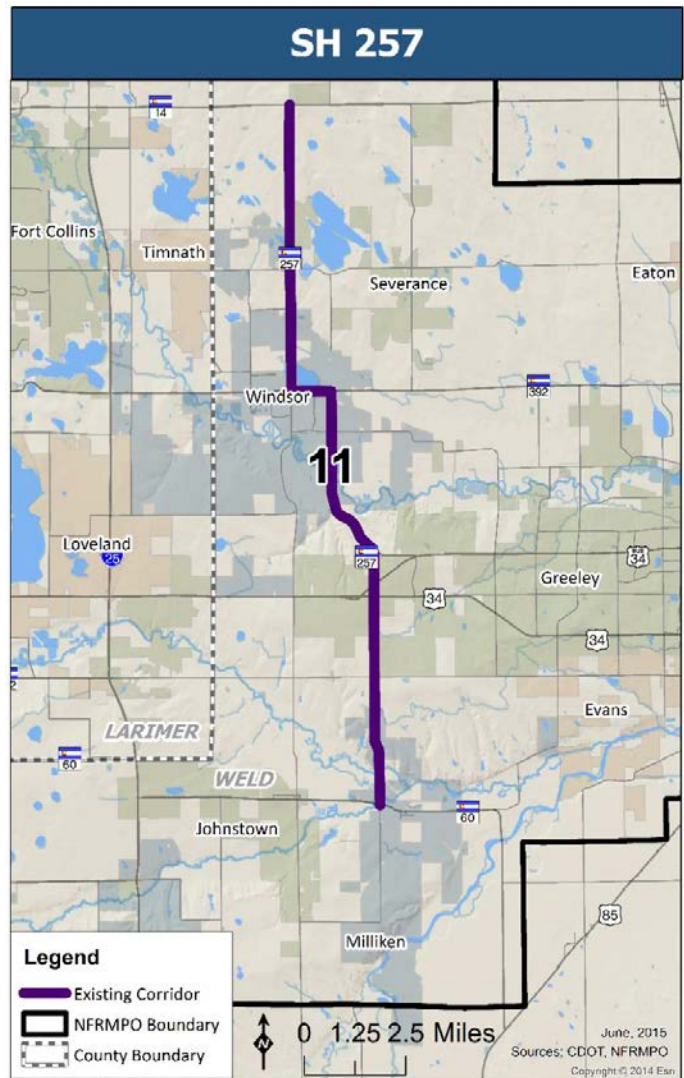
*Vision Statement*

The vision for RSC 11 is to maintain system quality as well as to increase mobility and improve safety. This RSC is on the State Highway system and provides commuter access and makes north-south connections within and between the Windsor and western Greeley areas. The transportation system in the area primarily serves towns, cities, and destinations both along and outside of the RSC. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain relatively constant, while freight volume will increase. Communities in the area depend on manufacturing, agriculture, and residential development for economic activity in the area. Portions of the area surrounding this RSC are transitioning from rural and agricultural to suburban.

*References*

- ▶ Town of Windsor Comprehensive Plan, 2006
- ▶ Truck Traffic in the Northeastern Quadrant of the NFRMPO Region, 2010
- ▶ North I-25 Environmental Impact Statement, 2011

**Figure 9-14: RSC 11**





**RSC Vision 12: SH 392**

RSC 12 runs from RSC 6 – US 287 on the west in Fort Collins to the eastern NFRMPO boundary in unincorporated Weld County. The road is primarily two-lanes, one in each direction, except in the urban portion of Windsor which is four-lanes, two in each direction. There are TDM improvements along this corridor. There is no access to Transit along this RSC.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Fort Collins (Carpenter Road, Larimer CR 32), Greeley, Windsor (Larimer CR 32, Weld CR 68), Unincorporated Larimer County (Carpenter Road, Larimer CR 32), and Unincorporated Weld County (Weld CR 68)

*Total Length (miles):* 21

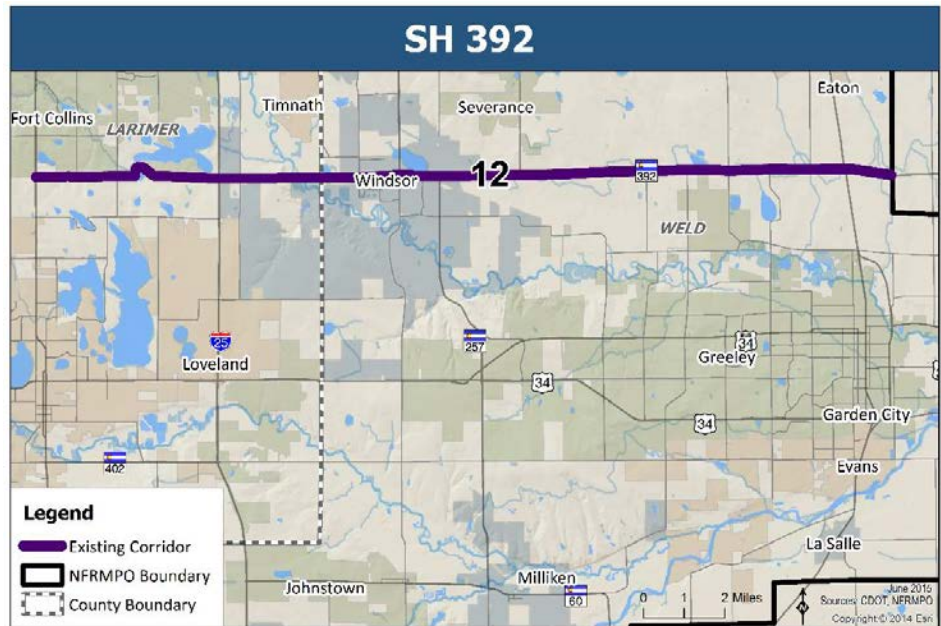
*Vision Statement*

The vision for RSC 12 is to increase mobility and maintain system quality and improve safety. This RSC serves as a local facility, provides commuter access, and makes east-west connections within south Fort Collins, Windsor, and unincorporated Weld County. The RSC serves as Main Street through Windsor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to continue to increase. The area surrounding the western portion of the RSC is suburban, while the areas surrounding the central portion are urban. Eastern portions of the RSC run through agricultural areas. Users of this RSC support the movement of commuters, freight, and farm-to-market products in and through the RSC, while recognizing the environmental (including preservation and minimization/mitigation of impacts to protected public open lands/natural areas), economic, and social needs of the surrounding area.

*References*

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

**Figure 9-15: RSC 12**



**RSC Vision 13: SH 402**

RSC 13 extends from RSC 16 – Larimer CR 17 in Loveland through portions of Johnstown, Greeley, and Evans and ends at RSC 4 – US 85. This corridor provides east-west connections to several cities. Currently, this corridor is one-lane in each direction, with the exception of portions in Loveland and adjacent to US 85 in Evans. The road is planned for expansion to a four-lane facility according to Evans, Greeley, and Loveland Transportation Plans, and the SH 402 Environmental Assessment.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Evans (37th Street), Greeley (37th Street, Weld CR 54), Johnstown (Larimer CR 18), Loveland (14th Street, Larimer CR 18), Unincorporated Larimer County (14th Street, Larimer CR 18), and Unincorporated Weld County (Weld CR 54)

*Total Length (miles):* 21

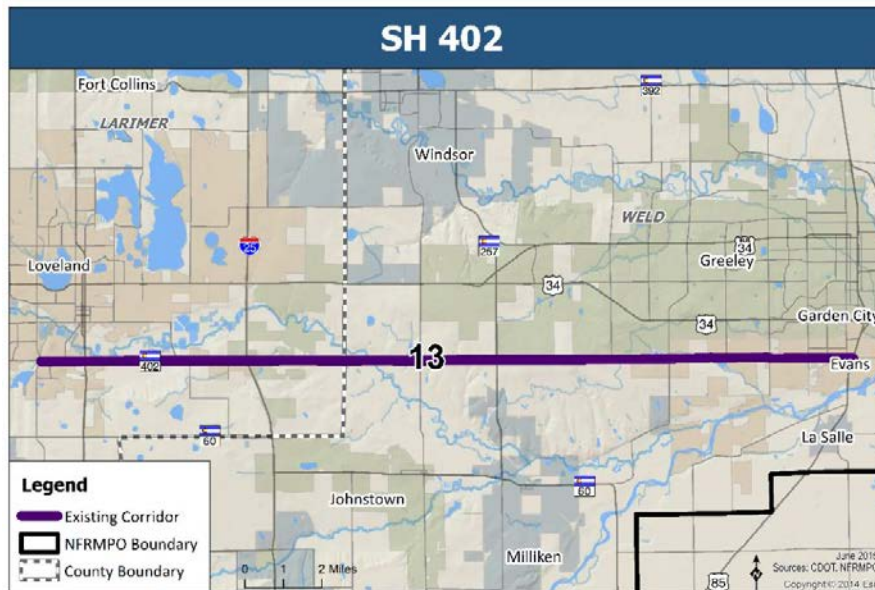
*Vision Statement*

The vision for RSC 13 is to increase mobility as well as to maintain system quality and improve safety. This corridor provides commuter access and makes east-west connections between Loveland, Greeley, Evans, Johnstown, and Windsor. Future travel modes to be planned for include passenger vehicle, bus service, and bicycle and pedestrian facilities. Communities along the corridor value high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation.

*References*

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

**Figure 9-16: RSC 13**



**RSC Vision 14: Larimer County Road 3**

RSC 14 extends from RSC 23 – Crossroads Boulevard on the north to the NFRMPO Boundary on the south. This Corridor currently exists in Johnstown and portions of unincorporated Larimer County as a gravel road. This RSC has no access to transit. Johnstown plans to extend this road south to Berthoud as a two- to four-lane road.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Berthoud, Johnstown, Loveland, Windsor, Unincorporated Larimer County, and Unincorporated Weld County

*Total Length (miles):* 12

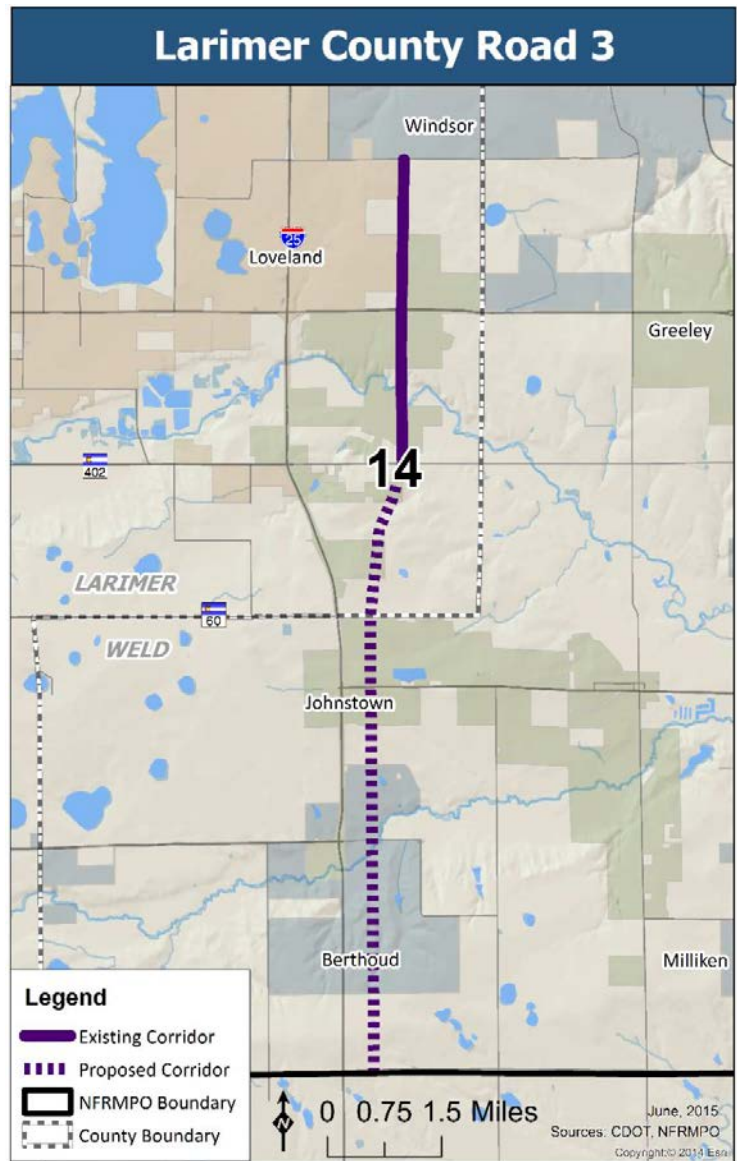
*Vision Statement*

The vision for RSC 14 is to increase mobility as well as to improve safety and maintain system quality. The RSC serves as off-system parallel arterial to I-25, providing local access off of I-25. Future travel modes could include passenger vehicle, bus service, and bicycle and pedestrian facilities. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain relatively constant. The area surrounding this RSC is transitioning from rural to suburban, and the RSC needs to support the movement of commuters and farm-to-market products.

*References*

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

**Figure 9-17: RSC 14**



### RSC Vision 15: Larimer County Road 5

RSC 15 extends from RSC 8 – SH 14 on the north to RSC 2 – US 34 on the south. Part of the corridor is currently one-lane each way, with TDM measures through downtown Timnath and portions of unincorporated Larimer County with subdivisions. As it approaches US 34, the road transitions to four- and then six-lanes as you approach Centerra Parkway.

*Primary Investment Need:* Increase mobility

#### Jurisdictions

Fort Collins, Loveland (Fairgrounds Avenue, Centerra Parkway), Timnath (Main Street), Windsor (Fairgrounds Avenue), and Unincorporated Larimer County

*Total Length (miles):* 12

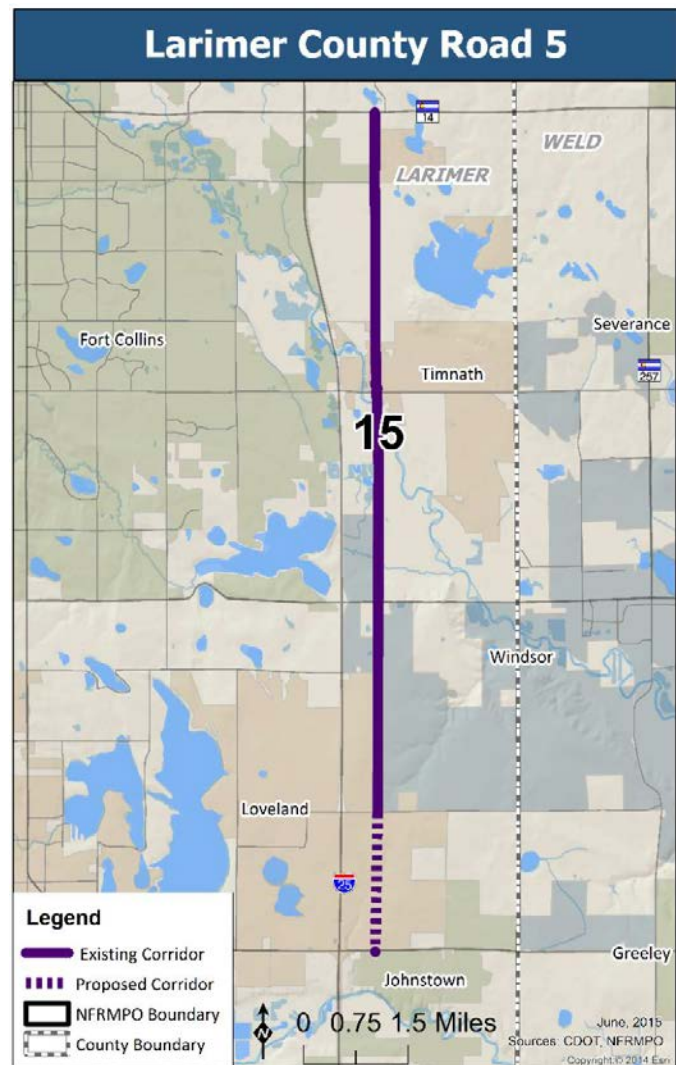
#### Vision Statement

The vision for RSC 15 is increased mobility, improved safety while maintaining system quality. The RSC serves as an off-system parallel arterial to I-25, providing for local access east of I-25. The Larimer County Fairgrounds and Events Complex is located along this RSC and contributes to traffic. Future travel modes should include passenger vehicle, bus service, and bicycle and pedestrian facilities. TDM would be effective in this RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. This area depends on manufacturing, high-tech industries, commercial activity, retail, and residential development for economic activity. The area is transitioning from rural to suburban, and the RSC needs to support the movement of commuters and farm-to-market products.

#### References

- ▶ Town of Windsor Update of 2002 Comprehensive Plan, 2006
- ▶ Timnath Comprehensive Plan, 2013
- ▶ City of Loveland 2035 Transportation Plan, 2012

Figure 9-18: RSC 15



**RSC Vision 16: Larimer County Road 17**

RSC 16 extends from RSC 6 – US 287 on the north to RSC 9 – SH 56 on the south. This RSC is four lanes in the urban areas of Fort Collins and Loveland and decreases to two lanes in the suburban and rural areas. This RSC has access to both the COLT and Transfort transit systems.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Berthoud, Fort Collins (Shields Street), Loveland (Taft Avenue), and Unincorporated Larimer County (Shields Street, Taft Avenue)

*Total Length (miles):* 22

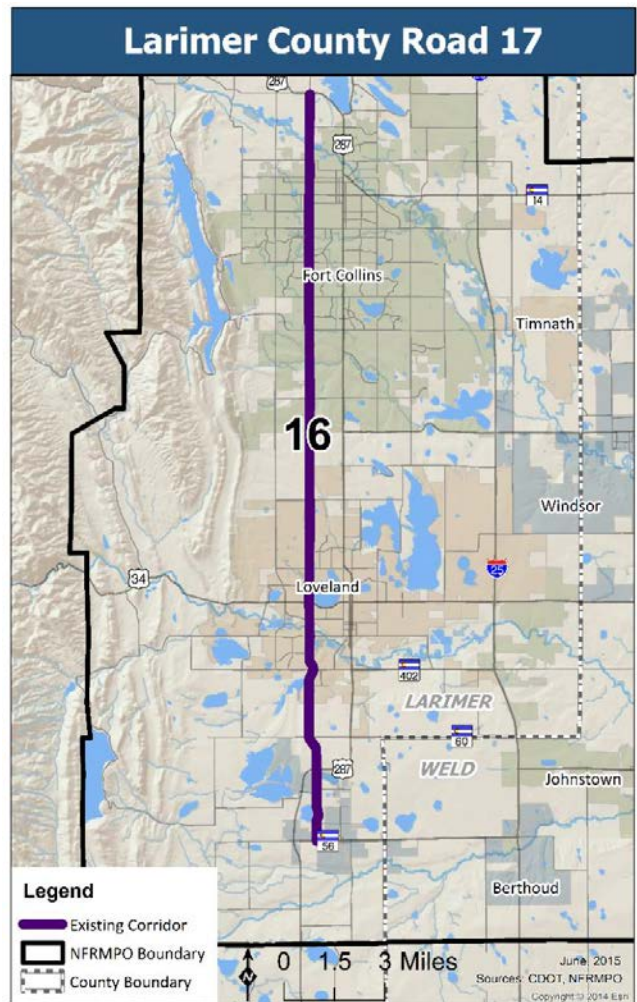
*Vision Statement*

RSC 16 is an off-system facility which provides a connection through residential and commercial areas. Future travel modes to be planned for include passenger vehicle, bus service, and bicycle and pedestrian facilities. Based on historic and projected population and employment levels, passenger volumes are expected to increase significantly, while freight traffic volumes are expected to remain constant. Communities along the RSC depend on commercial activity, residential development, Colorado State University (CSU), governmental agencies, as well as manufacturing and high-tech industries for economic activity in the area. Users of this RSC want to retain the character of the area, including the dedicated open space between Fort Collins and Loveland, while supporting the movement of commuters and freight along the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

- ▶ Fort Collins Transportation Master Plan, 2011
- ▶ City of Loveland 2035 Transportation Plan, 2012
- ▶ Berthoud Comprehensive Plan Update, 2014

**Figure 9-19: RSC 16**



**RSC Vision 17: Larimer County Road 19**

RSC 17 stretches from RSC 6 – US 287 on the north to RSC 2 – US 34 on the south. The RSC has four-lane segments in the urban areas of Fort Collins and Loveland, while the rural and suburban areas are two-lane. This RSC has access to transit routes on both the COLT and Transfort systems.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Fort Collins (Taft Hill Road), Loveland (Wilson Avenue), and Unincorporated Larimer County (Taft Hill Road, Wilson Avenue)

*Total Length (miles):* 16

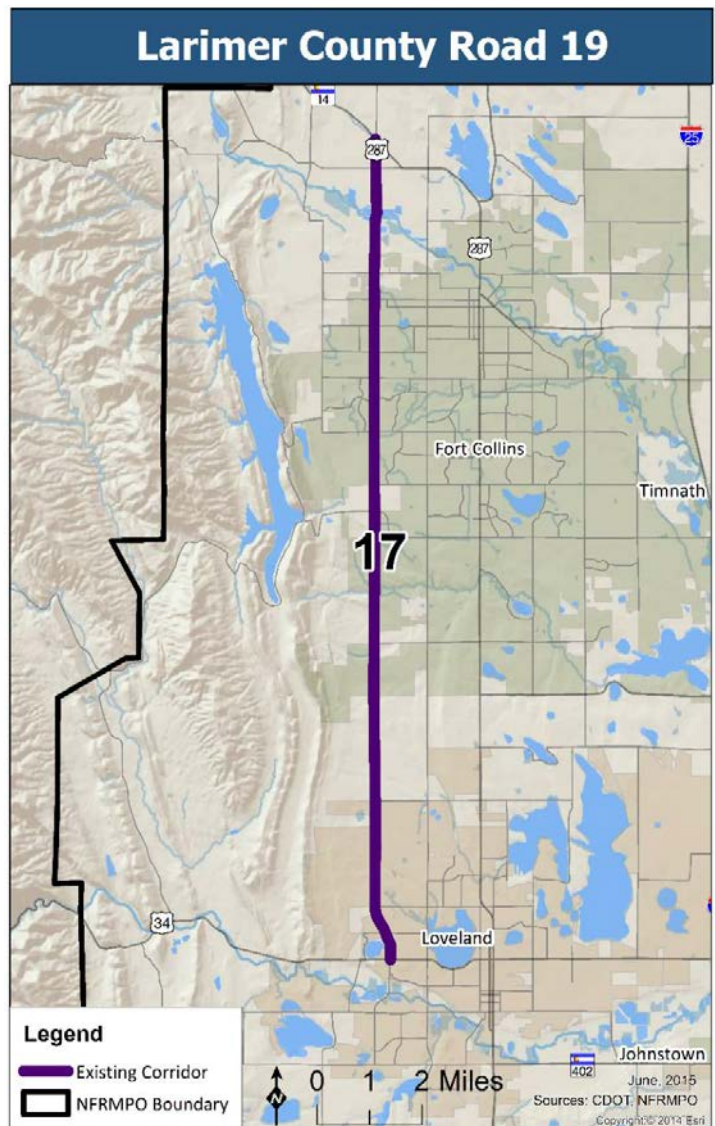
*Vision Statement*

RSC 17 is an off-system facility which provides a connection through residential and commercial areas. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations both within and outside of the RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. Communities in this area depend on commercial activity, residential development, as well as manufacturing and high-tech industries for economic activity in the area. Users of this RSC want to retain the character of the area, including the dedicated open space between Fort Collins and Loveland, while supporting the movement of commuters and freight to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

- ▶ Fort Collins Transportation Master Plan, 2011
- ▶ City of Loveland 2035 Transportation Plan, 2012

**Figure 9-20: RSC 17**



**RSC Vision 18: Weld County Road 13**

RSC 18 stretches from RSC 8 – SH 14 on the north to the southern NFRMPO boundary. The road is two lanes, one in each direction. Segments of the road are paved while others are unpaved. There are no planned improvements to this RSC. There is no transit service to this corridor.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Johnstown (Larimer CR 1, Colorado Boulevard, County Line Road), Timnath (Colorado Boulevard, Larimer CR 40), Windsor (Colorado Boulevard, Larimer CR 40, Weld CR 13), Unincorporated Larimer County (Colorado Boulevard, Larimer CR 1, Larimer CR 40), and Unincorporated Weld County (Colorado Boulevard)

*Total Length (miles):* 22

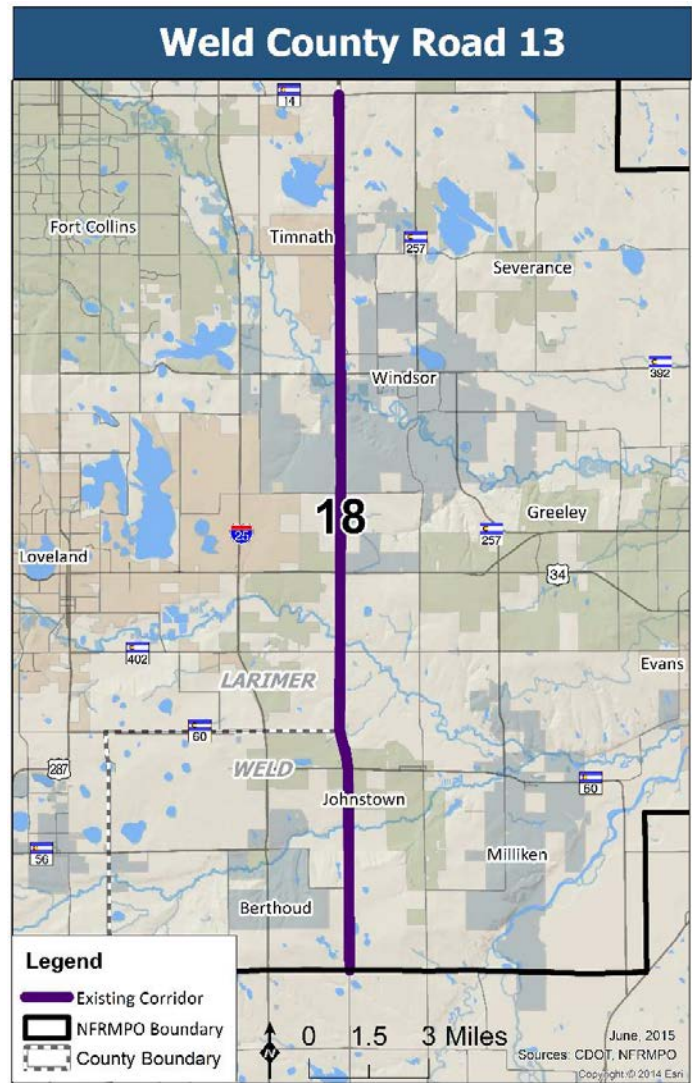
*Vision Statement*

The vision for RSC 18 is primarily to increase mobility. RSC 18 serves as an off-system parallel arterial to I-25, providing local access east of I-25. The RSC provides north-south connections throughout the North Front Range area serving towns, cities, and destinations along the RSC. Future travel modes could include passenger vehicle and bicycle and pedestrian facilities. Based on historic and projected population and employment levels, passenger volumes are expected to increase while freight traffic volumes are expected to be relatively constant.

*References*

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

**Figure 9-21: RSC 18**



**RSC Vision 19: Weld County Road 17**

RSC 19 stretches from RSC 23 – Crossroads Boulevard on the north to the southern NFRMPO boundary. The road is two-lanes, one in each direction. This RSC serves as a main thoroughfare in Johnstown, with TDM measures allowing north-south connections. From Main Street to Weld CR 74, Windsor plans to expand the RSC to a four-lane road while Greeley does not plan to add capacity. Currently, there is no transit service to the RSC.

*Primary Investment Need:* Maintain system quality

*Jurisdictions*

Greeley, Johnstown (Parish Avenue), Windsor (7<sup>th</sup> Street), and Unincorporated Weld County

*Total Length (miles):* 12

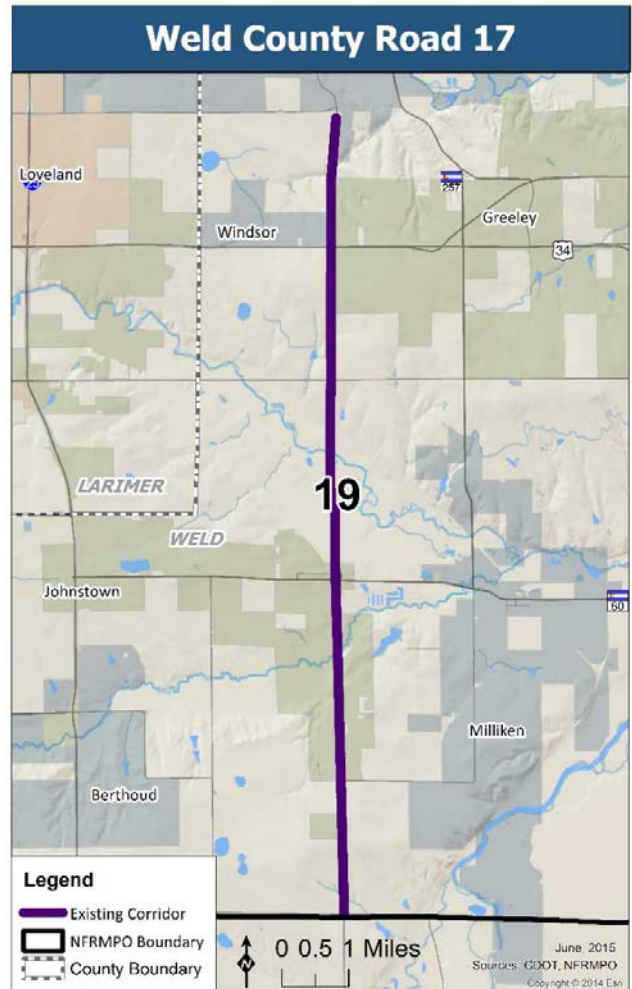
*Vision Statement*

The vision for the RSC 19 is to maintain system quality as well as to increase mobility and improve safety. Future travel modes to be planned for in the RSC include passenger vehicle, bus service, bicycles, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations both within and outside of the RSC. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase, while truck freight volume will remain relatively constant. Communities along the RSC depend on manufacturing, agriculture, and residential development for economic activity. The area surrounding this RSC is transitioning from rural agricultural to suburban. Users of this RSC support the movement of commuters and freight to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

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

**Figure 9-22: RSC 19**





**RSC Vision 20: 35th Avenue**

RSC 20 begins at O Street on the north and ends at RSC 4 – US 85 on the south. The majority of RSC 20 is four-lanes, with the remaining segment in Greeley from O Street to 10<sup>th</sup> Street planned for four-lanes, including bike lanes. This RSC has access to the GET transit system.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Evans, Greeley, and Unincorporated Weld County

*Total Length (miles):* 9.5

*Vision Statement*

The vision for RSC 20 is to increase mobility. This is an off-system arterial roadway providing local and regional access. It serves as a feeder to US 34, US 85, and SH 392. Future travel modes are planned to include passenger vehicle and truck freight; TDM, and bike lanes which could be effective in this RSC. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase around the intersection at the RSC 2. Users of RSC 20 support the movement of commuters in and through the RSC, while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

- ▶ City of Greeley 2035 Comprehensive Transportation Plan, 2011

Figure 9-23: RSC 20



**RSC Vision 21: 65th Avenue**

RSC 21 is located in Greeley, from 54<sup>th</sup> Street to RSC 12 – SH 392 along the 59<sup>th</sup> Avenue alignment. RSC 21 is primarily two-lanes, with one segment of four-lanes from 4<sup>th</sup> Street to 20<sup>th</sup> Street in Greeley. The portion from O Street to 37<sup>th</sup> Street is planned to be four-lanes with bike lanes. This RSC has access to the GET transit system.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Evans (Milliken Road), Greeley (Milliken Road, Weld CR 31, Westridge Avenue, 59<sup>th</sup> Avenue), Milliken (Milliken Road), and Unincorporated Weld County (Weld CR 31, 59<sup>th</sup> Avenue)

*Total Length (miles):* 9

*Vision Statement*

RSC 21 is an off-system arterial roadway. It provides local and regional access and makes north-south connections within Greeley, Evans, and Milliken. It serves as a feeder to US 34, US 85, and SH 392. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase significantly especially south of US 34, while freight volume will remain relatively constant. The communities along the RSC value high levels of mobility, connections to other areas, safety, and system preservation. They depend on commercial activity and residential development for economic activity in the area.

*Reference*

- ▶ City of Greeley 2035 Comprehensive Transportation Plan, 2011

Figure 9-24: RSC 21



**RSC Vision 22: 83<sup>rd</sup> Avenue**

RSC 22 stretches from the NFRMPO boundary on the north to the south – approximately Weld CR 27. This RSC is expected to be a primary route for north-south travel in the future. Currently, the road is one-lane in each direction. The cities of Evans and Greeley plan to expand this road to four-lanes. There is access to GET transit service along this corridor.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Evans (77<sup>th</sup> Avenue, 2 Rivers Parkway, Weld CR 27), Greeley (77<sup>th</sup> Ave, 2 Rivers Parkway, Weld CR 27), Milliken (Weld CR 21 ½), and Unincorporated Weld County (77<sup>th</sup> Avenue, 2 Rivers Parkway, Weld CR 27, Weld CR 68/SH 392, Weld CR 64 ½, Weld CR 21 ½)

*Total Length (miles):* 22

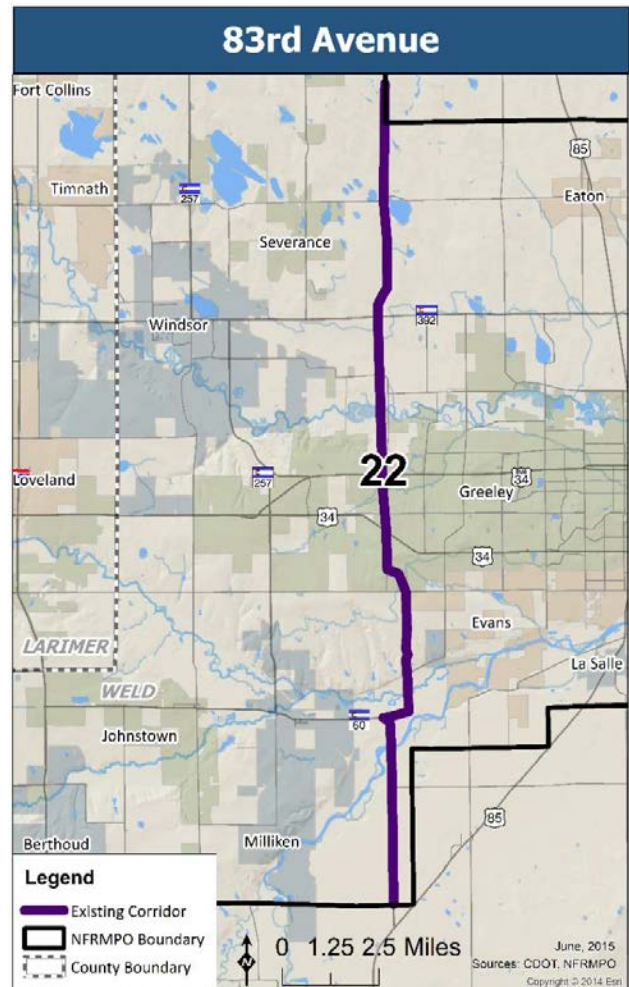
*Vision Statement*

The vision for RSC 22 is to increase mobility as well as to improve safety and maintain system quality. The RSC provides local and regional access and makes north-south connections between Greeley, Evans, and Milliken. It serves as a feeder to US 85, SH 392, and SH 14 with connections to the Denver metropolitan area. The transportation system in the area serves towns, cities, and destinations both within and outside of the RSC. Based on historic and projected population and employment levels, passenger traffic volumes and freight volumes are expected to increase. The communities along the RSC value high levels of mobility, connections to other areas, safety, and system preservation. The area depends on commercial activity and residential development for economic activity. The area surrounding RSC 22 is transitioning from rural to suburban. Users of this RSC want to support the movement of commuters to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

- ▶ City of Greeley 2035 Comprehensive Transportation Plan, 2011
- ▶ City of Evans Transportation Plan, 2004

**Figure 9-25: RSC 22**



**RSC Vision 23: Crossroads Boulevard**

RSC 23 extends from RSC 1 – I-25 on the west to RSC 4 – US 85 on the east. RSC 23 is primarily two-lanes on the existing segments, with a four-lane section in Windsor. The two-lane facility is planned to be a four-lane arterial when completed. Currently, Crossroads Boulevard and O Street do not connect. The City of Greeley plans to connect these segments, making it a major arterial.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Greeley (O Street), Loveland (Larimer CR 26), Windsor (Weld CR 62), and Unincorporated Weld County (O Street, Weld CR 62, Weld CR 64)

*Total Length (miles):* 16

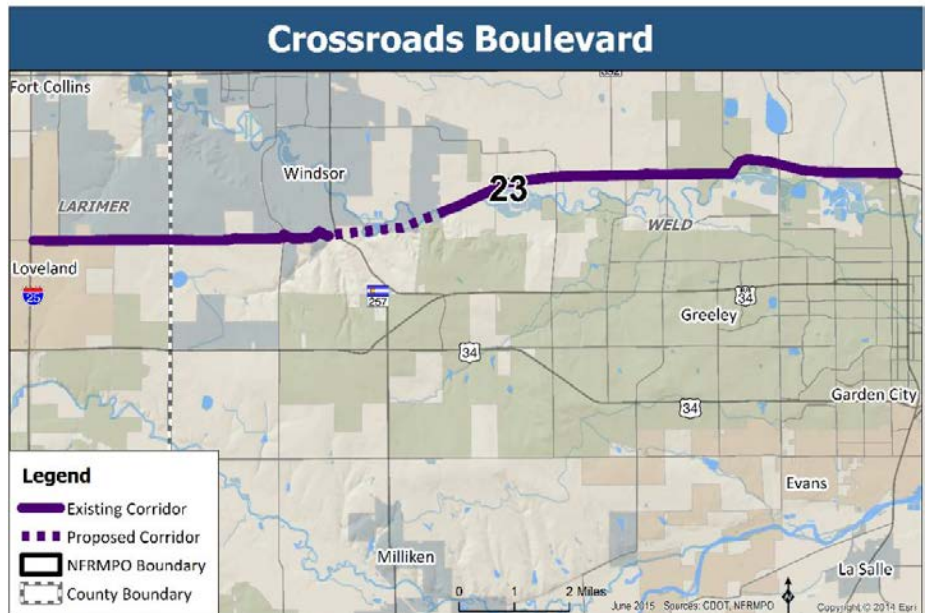
*Vision Statement*

The vision for RSC 23 (off-system arterials) is to increase mobility. These facilities provide commuter access and make east-west connections between Greeley, Loveland, and Windsor. Future travel modes to be planned for include passenger vehicle, bus service, bus rapid transit, and bicycle and pedestrian. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase. Communities along the RSC depend on manufacturing, high-tech industry, agriculture, commercial activity, and residential development for economic activity in the area. The Larimer County Fairgrounds and Events Complex is located along this RSC, contributing to the activity. While the majority of the area surrounding RSC 23 is transitioning from agricultural to suburban, sections of the RSC in Loveland and Greeley are urbanized. Portions of this RSC support the movement of tourists, commuters, freight, and farm-to-market products in and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

- ▶ City of Greeley 2035 Comprehensive Transportation Plan, 2011
- ▶ City of Loveland 2035 Transportation Plan, 2012

**Figure 9-26: RSC 23**



**RSC Vision 24: Harmony Road**

RSC 24 goes from RSC 16 – Larimer CR 17 in Fort Collins to Weld CR 21 in unincorporated Weld County. The roadway, from the west side in Fort Collins (Harmony Road), is two to three lanes each way until Larimer CR 5 in Timnath where the road drops down to one-lane each way as it travels into unincorporated Weld County. Fort Collins is planning for a six-lane roadway and Timnath plans to widen east to CR 1 in the next few years. The western portion of the RSC has access to the Transfort transit system.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Eaton, Fort Collins (Larimer CR 38), Severance (4<sup>th</sup> Avenue), Timnath, Windsor (Weld CR 74), Unincorporated Larimer County (Larimer CR 38), and Unincorporated Weld County (Weld CR 74)

*Total Length (miles):* 23

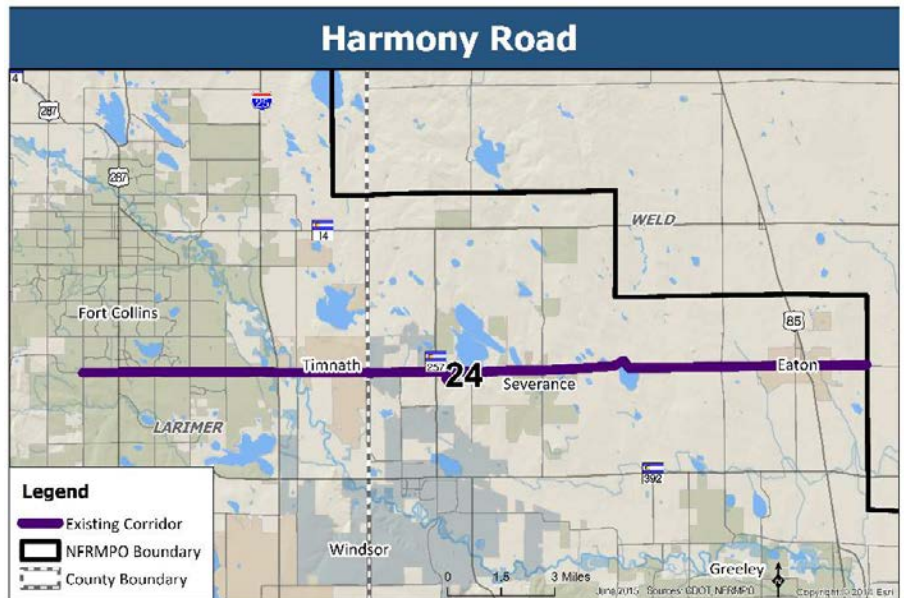
*Vision Statement*

The vision for RSC 24 is to increase mobility as well as to maintain system quality and improve safety. This RSC serves as a local facility, provides commuter access, and an east-west connection between south Fort Collins, Timnath, Windsor, Severance, and Eaton. Future travel modes to be planned for include passenger vehicle, bus service, freight trucks, and bicycle and pedestrian facilities. The transportation system in the area serves towns, cities, and destinations both within and outside of the RSC. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The area adjacent to the western portion of the RSC is urban, while the areas in the central and eastern portions of the RSC are transitioning from agricultural to suburban. Users of this RSC support the movement of commuters, freight, and farm-to-market products in and along the RSC, while recognizing the environmental (including preservation and minimization/mitigation of impacts to protected public open lands/natural areas), economic, and social needs of the surrounding area.

*References*

- ▶ North I-25 Environmental Impact Statement, 2011
- ▶ Timnath Comprehensive Plan, 2013

**Figure 9-27: RSC 24**



**RSC Vision 25: Mulberry Street**

RSC 25 extends from RSC 17 – Larimer CR 19 on the west to Riverside Avenue on the east. This RSC is primarily contained in the urban area of Fort Collins. The road is currently built to capacity with two-lanes in each direction with the exception of the western segment. As the area becomes more suburban the road becomes two-lanes, with one lane in each direction. This RSC has access to Transfort transit routes.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Fort Collins

*Total Length (miles):* 2.75

*Vision Statement*

The vision for RSC 25 is to increase mobility as well as to maintain system quality and improve safety. It is a primary connection between downtown Fort Collins and RSC 17 – Larimer CR 19. Future travel modes to be planned for include passenger vehicles, bus service, and bicycles and pedestrians. Based on historic and projected population and employment levels, passenger volumes are expected to increase. The community along this RSC values high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation. This community depends on manufacturing and commercial activity for economic activity in the area. Users of this RSC want to enhance the urban character of the area, support the movement of commuters, while recognizing the environmental, economic, and social needs of the surrounding area.

*References*

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

**Figure 9-28: RSC 25**



### RSC Vision 26: Prospect Road

RSC 26 is within Fort Collins and extends from RSC 15 – Larimer CR 5 to RSC 6 – US 287. The western portion of the road is in a suburban area and is two-lanes, one in each direction, with TDM improvements. The road continues into the urban area maintaining the TDM improvements and adding capacity to make a four-lane segment, two-lanes in each direction. This RSC has access to the Transfort system.

*Primary Investment Need:* Increase mobility

#### Jurisdictions

Fort Collins

*Total Length (miles):* 5

#### Vision Statement

The vision for RSC 26 is to increase mobility as well as to improve safety and maintain system quality. This RSC serves as a local off-system facility and makes an east-west connection within central Fort Collins, and provides another access point to CSU, along with access to the Prospect Rest Area and the Colorado Welcome Center west of RSC 1 – I-25. Future travel modes to be planned for include passenger vehicles, bus service, and bicycles and pedestrians. The transportation system in the area serves towns, cities, and destinations both within and outside of the RSC. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volumes will remain constant. The community along this RSC values high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation. Users of this RSC want to preserve the character of the area including the wetlands along the section of the RSC between RSC 1 – I-25 and the Poudre River. Users also support the movement of commuters in and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

#### References

- ▶ Fort Collins Transportation Master Plan, 2011

Figure 9-29: RSC 26



**RSC Vision 27: Timberline Road**

RSC 27 is from Vine Drive on Timberline Road, along Larimer CR 9E, to the southern NFRMPO boundary. The RSC is two-lanes, one in each direction in rural and suburban areas and four-lanes, two in each direction, in commercial and urban areas.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Berthoud (Weld CR 7), Fort Collins (Summit View Drive, Larimer CR 11), Loveland (Boyd Lake Avenue, Larimer CR 9, Larimer CR 30, Unincorporated Larimer County (Boyd Lake Avenue, Larimer CR 7, Larimer CR 11, Larimer CR 30), and Unincorporated Weld County (Weld CR 7)

*Total Length (miles):* 24

*Vision Statement*

The vision for RSC 27 is to increase mobility and improve safety while maintaining system quality. The RSC includes Timberline Road, Larimer CR 9E, and Weld CR 7 which serve as off-system parallel arterials to I-25, providing local access west of I-25. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the RSC value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and intermodal connections. The community members depend on manufacturing, high-tech industries, commercial activity, retail, and residential development for economic activity in the area. The area surrounding this RSC is transitioning from rural to suburban, and the RSC needs to support the movement of commuters.

*References*

- ▶ Fort Collins Transportation Master Plan, 2011
- ▶ City of Loveland 2035 Transportation Plan, 2012
- ▶ Berthoud Comprehensive Plan Update, 2014

**Figure 9-30: RSC 27**

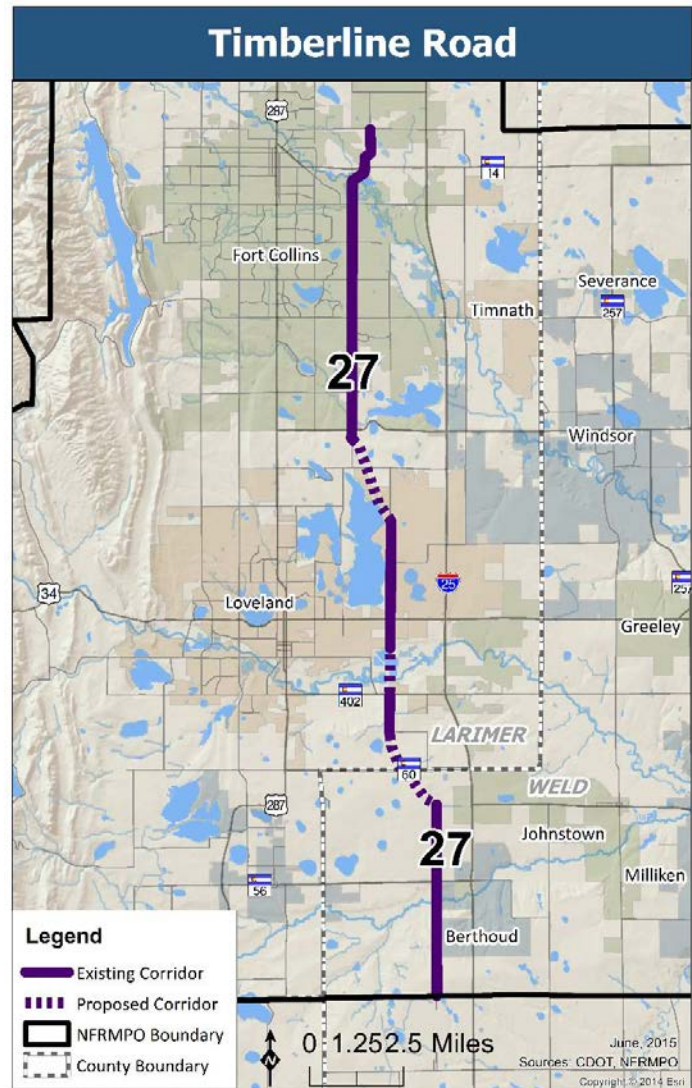




Figure 9-31: Regional Bike Corridors

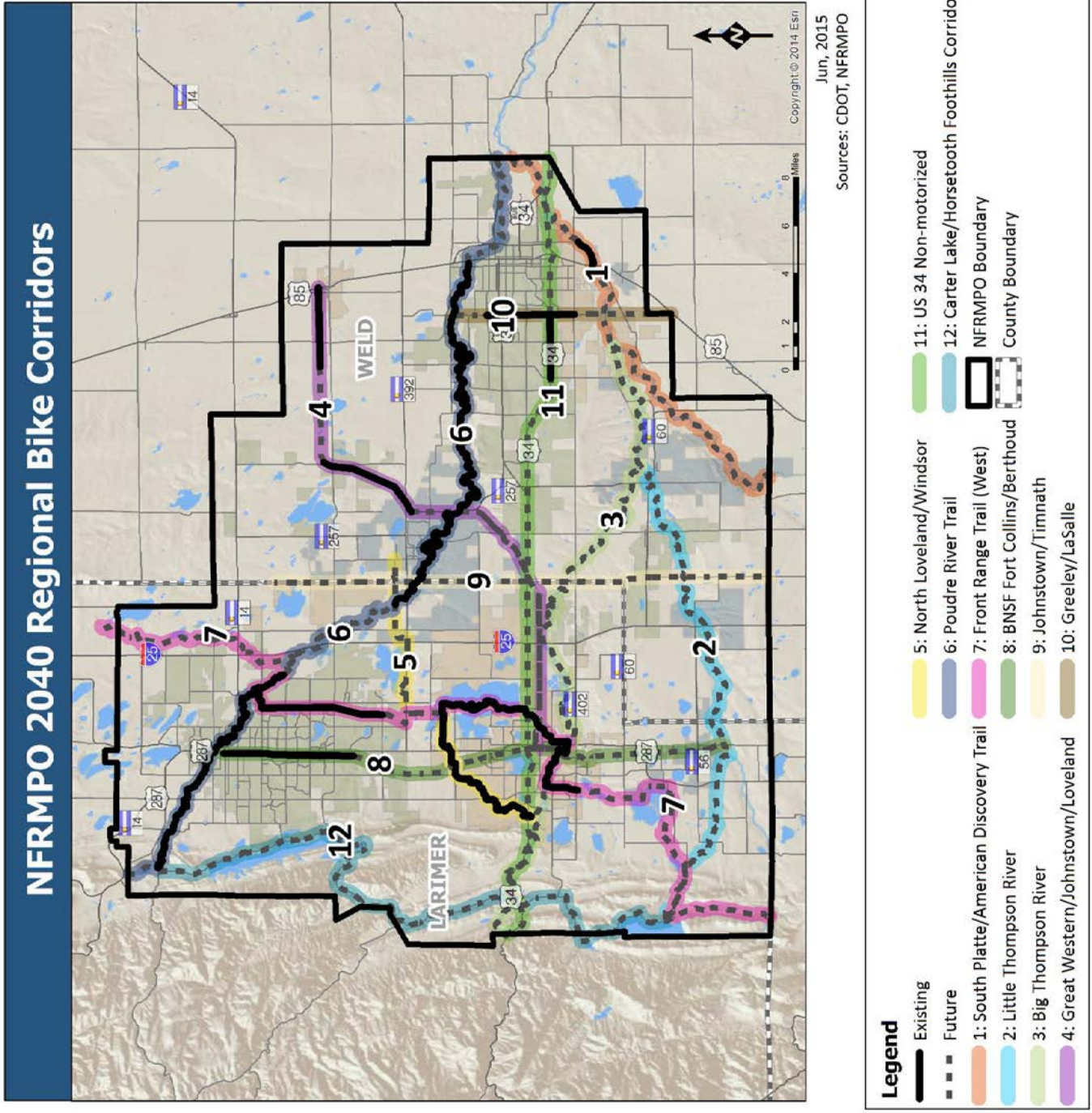


Figure 9-32: Regional Bike Corridors North-South

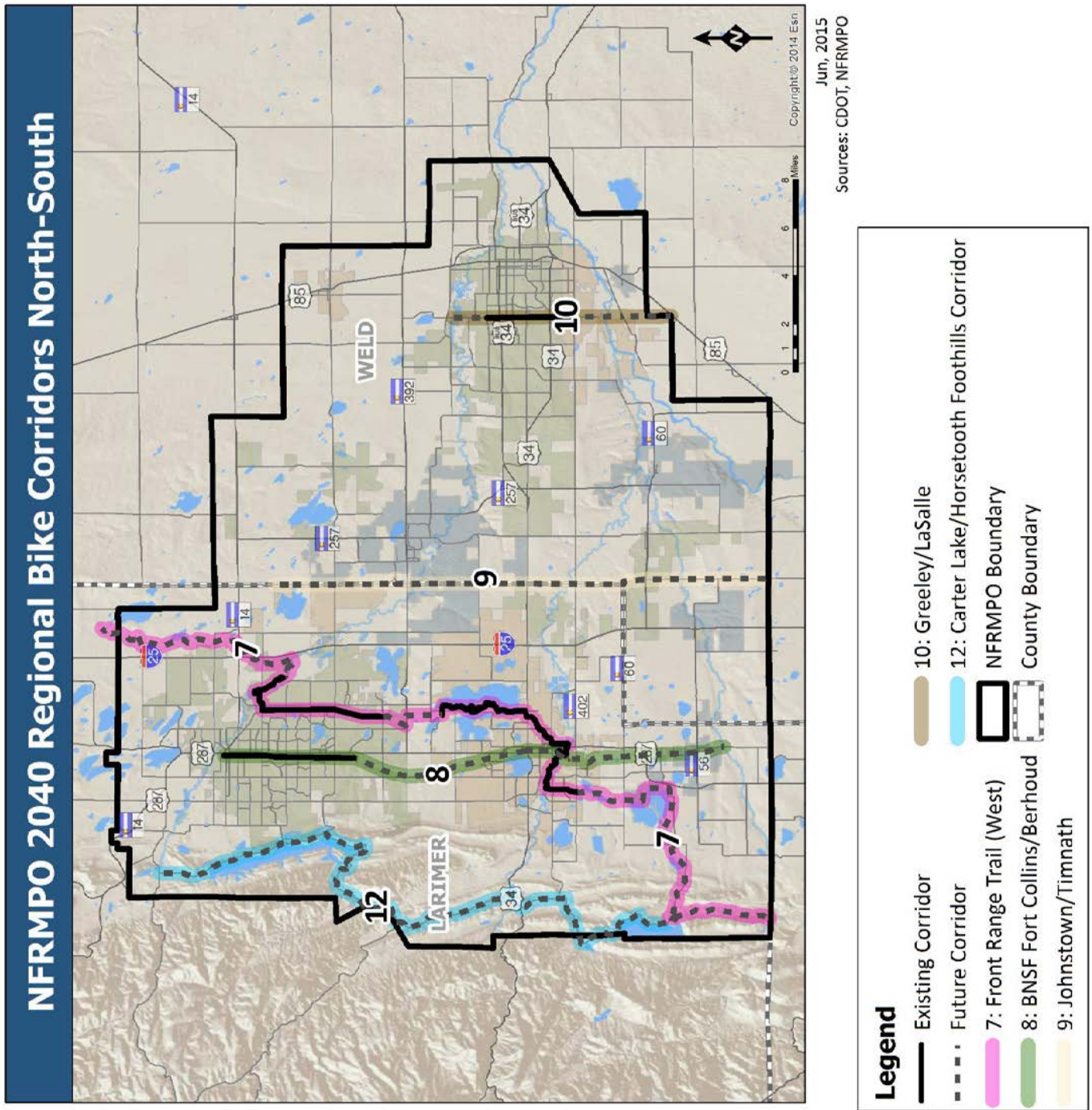
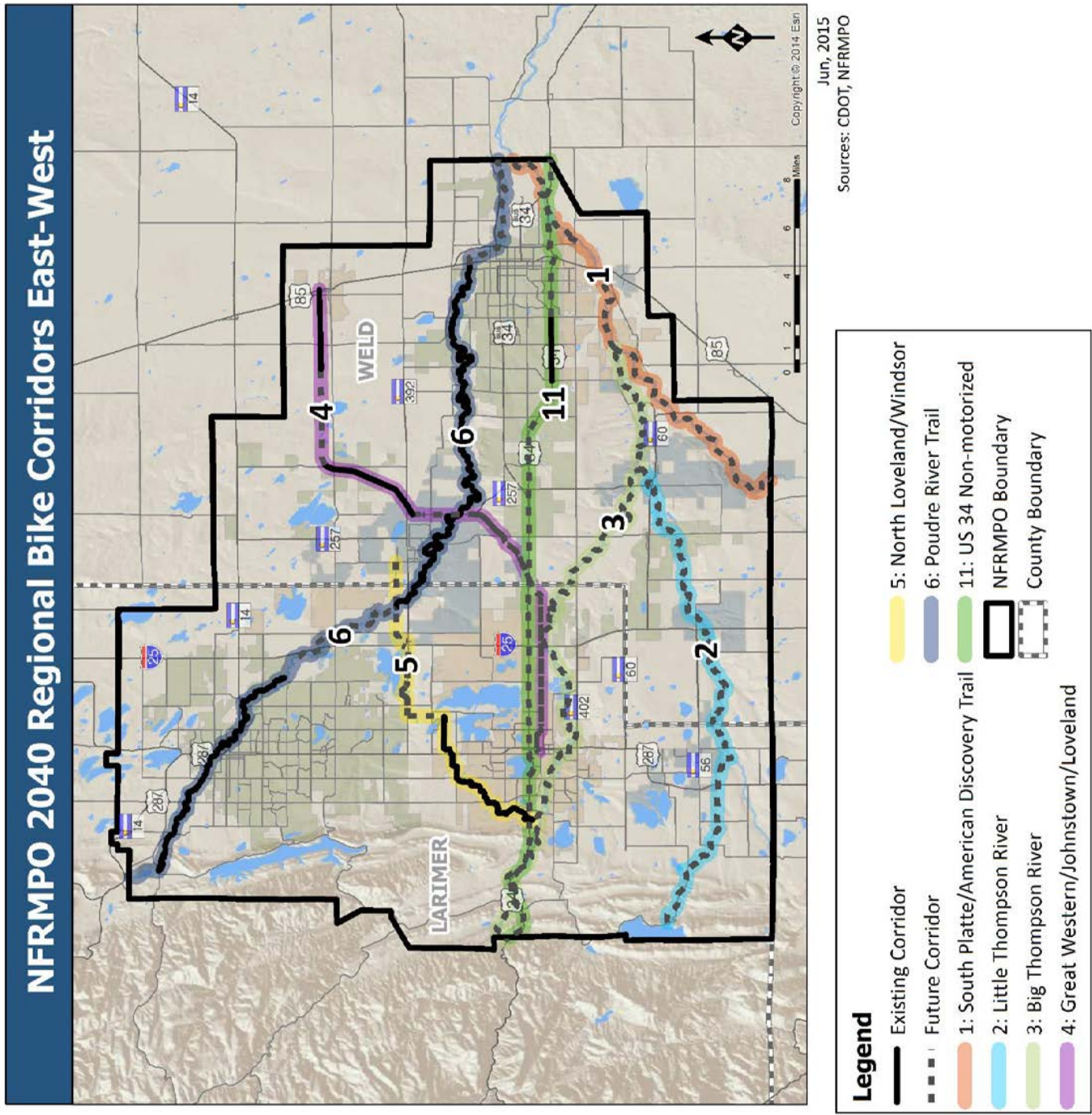


Figure 9-33: Regional Bike Corridors East-West



### RBC 1: South Platte/American Discovery Trail

RBC 1 stretches from the southern NFRMPO boundary on the west to the eastern NFRMPO Boundary on the east. The RBC is 22 miles in length in Weld County and connects Evans, Greeley, LaSalle, and Milliken. There is one existing segment in Evans connecting US 85 to Riverside Park. The remaining segments are planned with several grant awards received to complete the RBC.

*Primary Investment Need:* Increase safety

*Jurisdictions*

Evans, Greeley, LaSalle, Milliken, and Unincorporated Weld County

*Total Length (miles):* 22

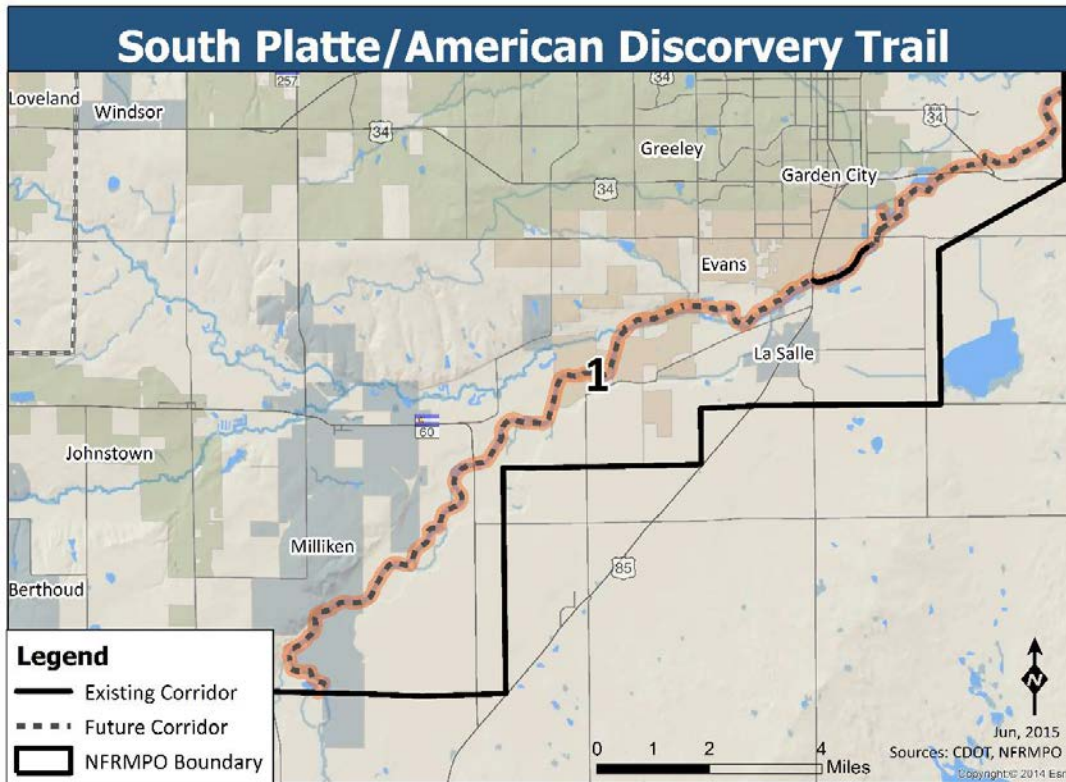
*Vision Statement*

The South Platte River flows through the southeast portion of the NFRMPO region. The RBC represents a future connection between NFRMPO communities and a statewide-, Colorado Front Range Trail, and nationally-recognized corridor, the American Discovery Trail. The RBC is widely referenced by member governments as a shared-use trail along the river corridor ultimately connecting with RBC 6 – Poudre River Trail east of Greeley.

*Reference*

- ▶ NFRMPO Regional Bicycle Plan, 2013

Figure 9-34: RBC 1



**RBC 2: Little Thompson River**

RBC 2 starts at RBC 12 – Carter Lake/Horsetooth Foothills Corridor Regional Bike Corridor on the east to RBC 3 – Big Thompson River on the west. This RBC connects Berthoud, Johnstown, and Milliken. The length of the RBC 25.5 miles, with 10.5 miles in Larimer County and 15 miles in Weld County.

*Primary Investment Need:* Increase safety

*Jurisdictions*

Berthoud, Johnstown, Milliken, Unincorporated Weld County, and Unincorporated Larimer County

*Total Length (miles):* 25.5

*Vision Statement*

RBC 2 provides a true regional connection across the southern portion of the NFRMPO region. This historically-identified corridor connects both Larimer and Weld counties with access to destinations such as Carter Lake, RBC 7 – Front Range Trail (West), I-25 PNR, and downtown Milliken. The preferred alignment for this corridor leaves the Little Thompson River in Berthoud and follows the Dry Creek northwest to Carter Lake. The historical alignment along the Little Thompson is preserved as an alternative alignment.

*Reference*

- ▶ NFRMPO Regional Bicycle Plan, 2013

Figure 9-35: RBC 2



**RBC 3: Big Thompson River**

RBC 3 extends from RSC 2 – US 34 to RBC 1 – South Platte/American Discovery Trail, along the Big Thompson River. RBC 3 is 35 miles in length with 20 miles in Larimer County and 15 miles in Weld County. Currently, one segment has been constructed in Loveland. The eastern segments are planned to be constructed when funds become available. This corridor is a priority for Larimer County to complete in the next 10 years.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Evans, Loveland, Milliken, Unincorporated Weld County, and Unincorporated Larimer County

*Total Length (miles):* 35

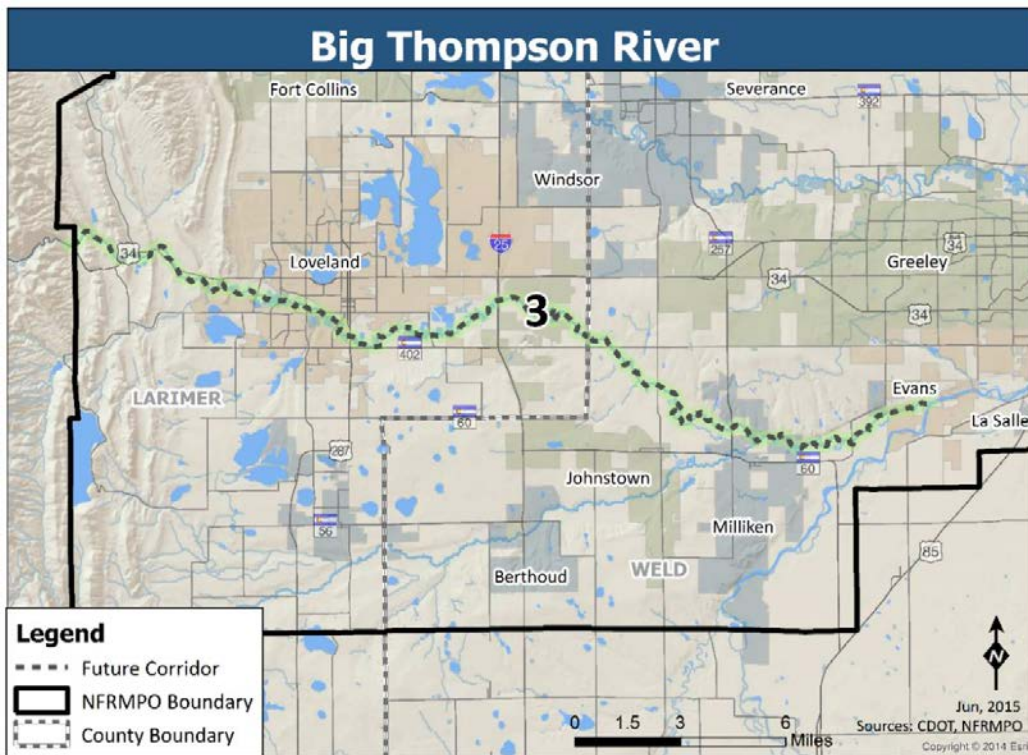
*Vision Statement*

RBC 3 provides a regional connection across the central portion of the NFRMPO region. This historically identified RBC will connect both Larimer and Weld counties with access to destinations such as RBC 7 – Front Range Trail (West), Loveland’s Recreation Trail, Devil’s Backbone, and downtown Loveland and Milliken, as well as 15 different schools in the area.

*References*

- ▶ NFRMPO Regional Bicycle Plan, 2013
- ▶ Larimer County Open Land Plan Update, 2015

Figure 9-36: RBC 3



**RBC 4: Great Western/Johnstown/Loveland**

RBC 4 begins at RBC 8 – BNSF Fort Collins/Berthoud and ends at RSC 4 – US 85. The RBC is 25 miles in length, with seven miles in Larimer County and 18 miles in Weld County. Windsor recently received NFRMPO TAP funds to construct a segment of the trail connecting Windsor to Eaton.

*Primary Investment Need:* Maintain system quality

*Jurisdictions*

Eaton, Greeley, Johnstown, Loveland, Severance, Windsor, and Unincorporated Weld County

*Total Length (miles):* 25

*Vision Statement*

The RBC follows the alignment of the Great Western Railroad, which once connected Eaton to Loveland. The backbone of the RBC in the 11.7 mile mixed-use recreational trail connecting the towns of Windsor, Severance, and Eaton utilizing the abandoned rail bed of the Great Western Railroad (preserved right-of-way through the provisions of the federal “Rails to Trails” legislation). The remainder of the RBC would follow the remaining active railway (Rail-with-Trails) crossing RBC 6 – Poudre River Trail and I-25 into Loveland’s off-street bicycle network. This corridor provides critical rural access from the northeast portion of NFRMPO region in the region’s core.

*Reference*

- ▶ NFRMPO Regional Bicycle Plan, 2013

Figure 9-37: RBC 4



**RBC 5: North Loveland/Windsor**

RBC 5 starts at RBC 3 – Big Thompson River in Loveland to and extends to Weld CR 15 in Windsor. The RBC is 18 miles in length, 17 miles in Larimer County, and one mile in Weld County. This existing segment is the backbone of Loveland’s bicycle network including shared-use trails, bike lanes, and signed bike routes. The remaining segments are planned to be complete in the next 10 years.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Fort Collins, Loveland, Windsor, and Unincorporated Larimer County,

*Total Length (miles):* 18

*Vision Statement*

RBC 5 will support bicycle travel from Windsor in Weld County across the county line into the southern portion of Fort Collins, RBC 12 – Carter Lake/Horsetooth Foothills Corridor and the western arc of Loveland’s Recreation Trail in Larimer County. The trail attempts to route bicycle traffic away from SH 392 along the parallel section of Larimer CR 11 to the north. The trail also leverages the newly constructed bike lanes across the upgraded Fort Collins/Windsor Bridge at SH 392 to access the bicycle lanes and a future shared-use trail on the southern boundary of Fossil Creek Reservoir.

*Reference*

- ▶ NFRMPO Regional Bicycle Plan, 2013

Figure 9-38: RBC 5





**RBC 6: Poudre River Trail**

RBC 6 connects to RBC 12 – Carter Lake/Horsetooth Foothills Corridor on the east to the NFRMPO Boundary on the west, along the Poudre River. The RBC is 53 miles in length, with 24 miles in Larimer County and 29 miles in Weld County. This corridor connects Fort Collins, Greeley, Timnath, Windsor, Larimer County, and Weld County.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Fort Collins, Greeley, Timnath, Windsor, Unincorporated Larimer County, and Unincorporated Weld County

*Total Length (miles):* 53

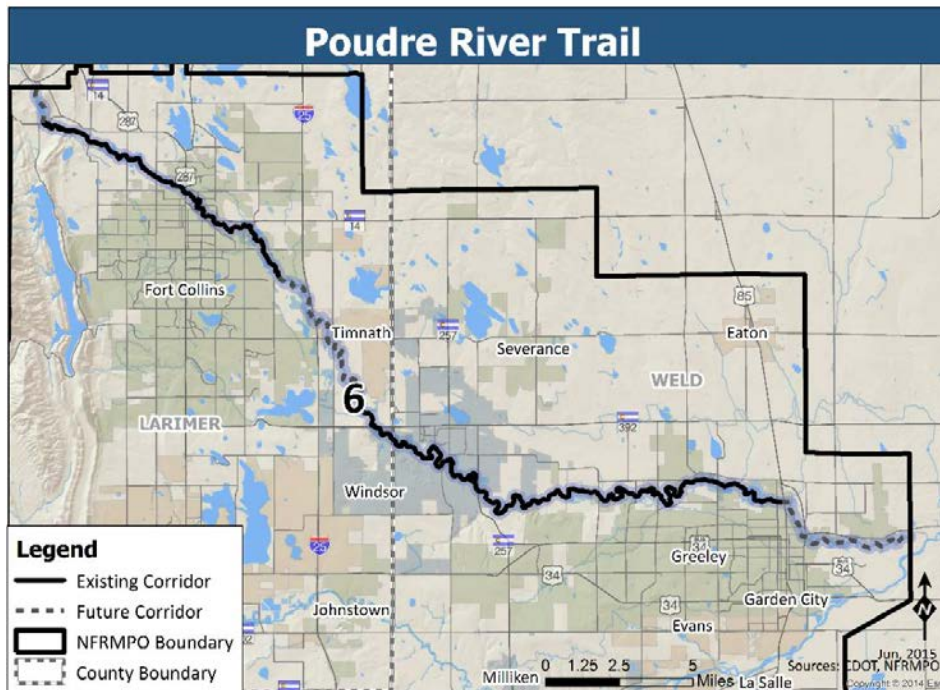
*Vision Statement*

RBC 6 is a nationally-recognized bicycle and pedestrian corridor extending beyond the NFRMPO boundary. The RBC within the NFRMPO region is the most publicly recognized infrastructure in the 2040 RTP and works as a model for the regional collaboration required to construct a trail between multiple jurisdictions. The collaborative effort has received numerous State and federal funding awards. The RBC is recognized as the backbone of the Colorado State Park’s Front Range Trail through Northern Colorado. The segment within Windsor serves both recreational and commuter purposes of bicyclists and pedestrians. The trail offers alternative modes of transportation and is a significant community amenity.

*Reference*

- ▶ NFRMPO Regional Bicycle Plan, 2013

**Figure 9-39: RBC 6**



**RBC 7: Front Range Trail (West)**

RBC 7 extends from the northern NFRMPO boundary to the southern NFRMPO Boundary through Berthoud, Fort Collins, and Loveland. The RBC is 35 miles in length with the majority of the RBC in Fort Collins and Loveland from RBC 6 – Poudre River Trail to RBC 3 – Big Thompson River. The remaining segments are planned for development with many infrastructure obstacles including I-25 and Harmony Road crossings.

*Primary Investment Need:* Increase safety

*Jurisdictions*

Berthoud, Fort Collins, Loveland, and Unincorporated Larimer County

*Total Length (miles):* 35

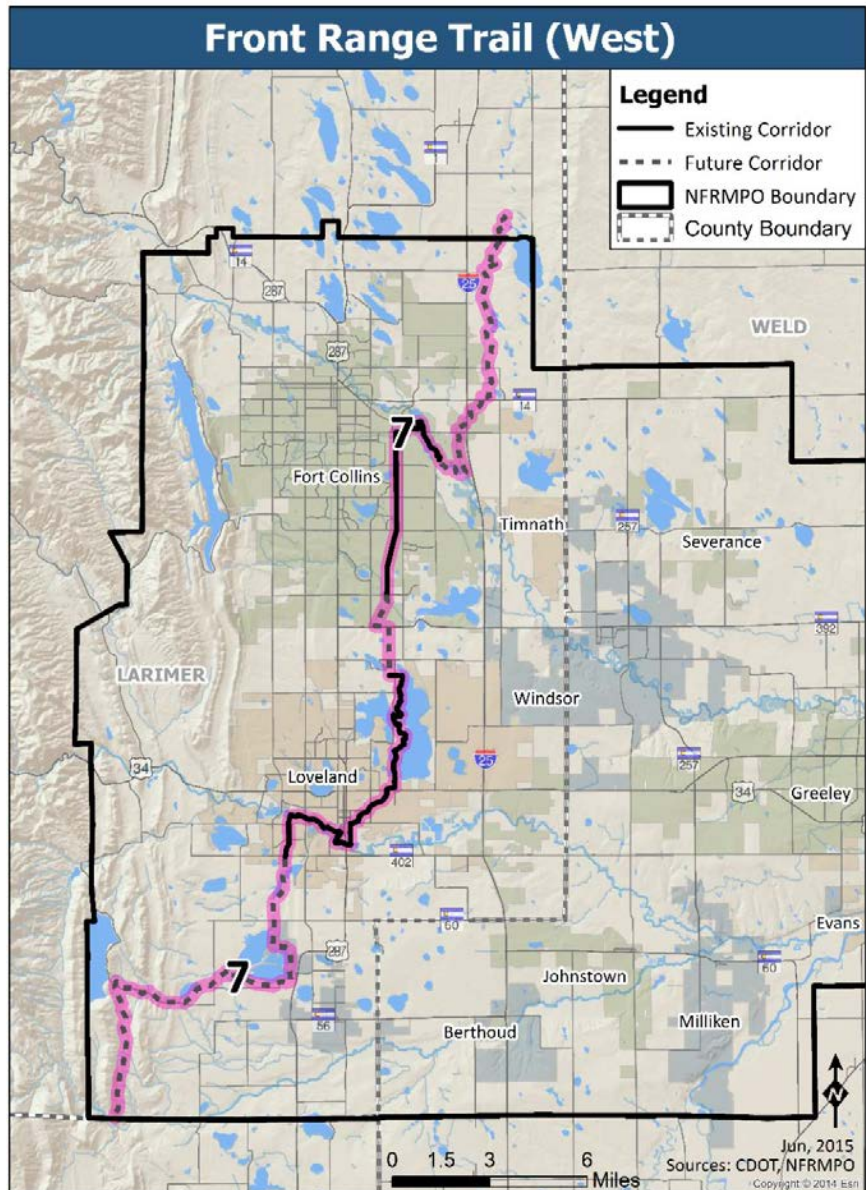
*Vision Statement*

Colorado State Parks recognizes RBC 7 as the western leg of the Front Range Trail in the NFRMPO region. The completed RBC will connect Berthoud, Fort Collins, Loveland, and to Boulder County. The trail connects many open space areas and 43 schools. The trail is recognized by the Colorado State Parks to terminate, in the future, in Cheyenne, Wyoming.

*Reference*

- ▶ NFRMPO Regional Bicycle Plan, 2013

Figure 9-40: RBC 7



**RBC 8: BNSF Fort Collins/Berthoud**

RBC 8 begins in Fort Collins at RBC 6 – Poudre River Trail and connects to RBC 2 – Little Thompson River in Berthoud. RBC 8 is 24 miles in length as is completely within Larimer County. Most recent investment was made by the City of Fort Collins as part of the Mason Street Transportation Corridor Master Plan.

*Primary Investment Need:* Increase safety

*Jurisdictions*

Berthoud, Fort Collins, Loveland, and Unincorporated Larimer County

*Total Length (miles):* 24

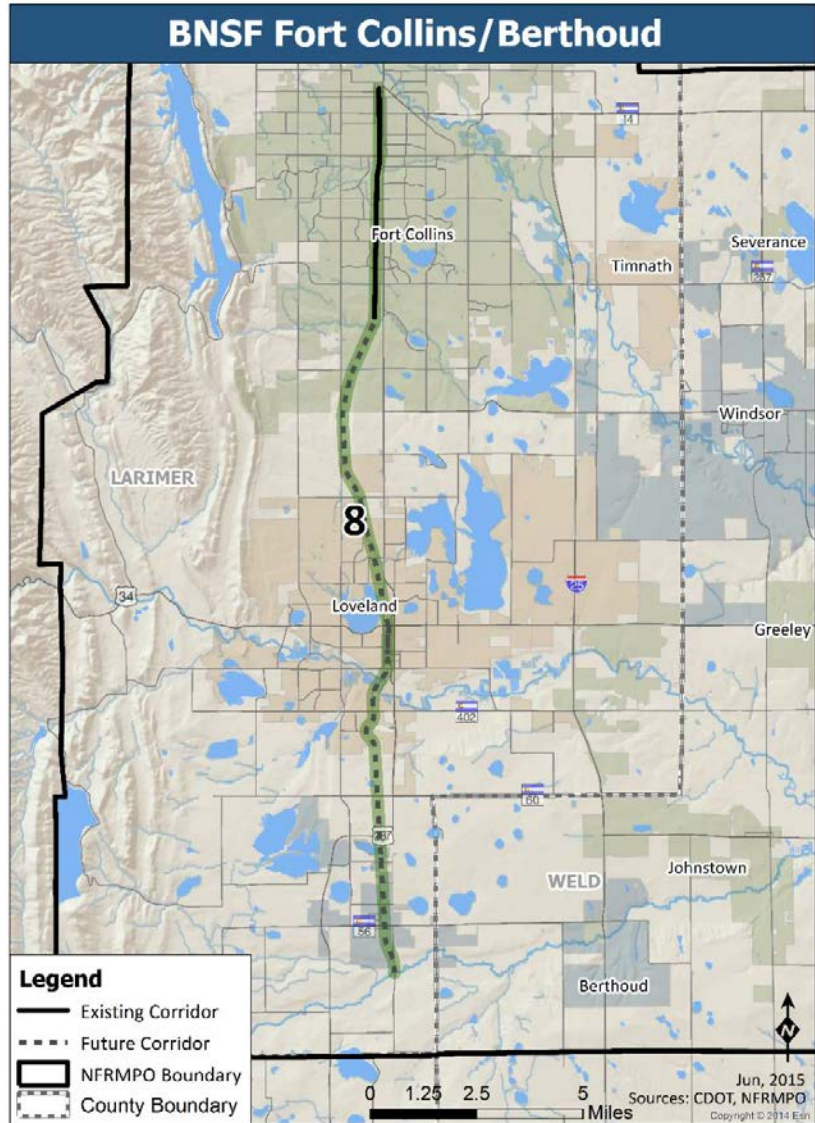
*Vision Statement*

The historical BNSF railway runs from Fort Collins through Loveland, Larimer County, and Berthoud. RBC 8 parallels the BNSF Railway line (Rails-with-Trails) to connect the downtown areas of all three cities and to 57 schools within the area.

*References*

- ▶ NFRMPO Regional Bicycle Plan, 2013
- ▶ North I-25 Environmental Impact Statement, 2011
- ▶ Mason Street Transportation Corridor Master Plan, 2000

Figure 9-41: RBC 8



**RBC 9: Johnstown/Timnath**

RBC 9 starts at County Road 80/Prospect Road and travels along County Line Road and County Road 13 to County Road 38 on the south. The RBC is 19 miles in length, 13 miles in Larimer County, and six miles in Weld County. There are no existing improvements on this RBC until the roadway is scheduled for maintenance/expansion.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Johnstown, Timnath, Windsor

*Total Length (miles):* 19

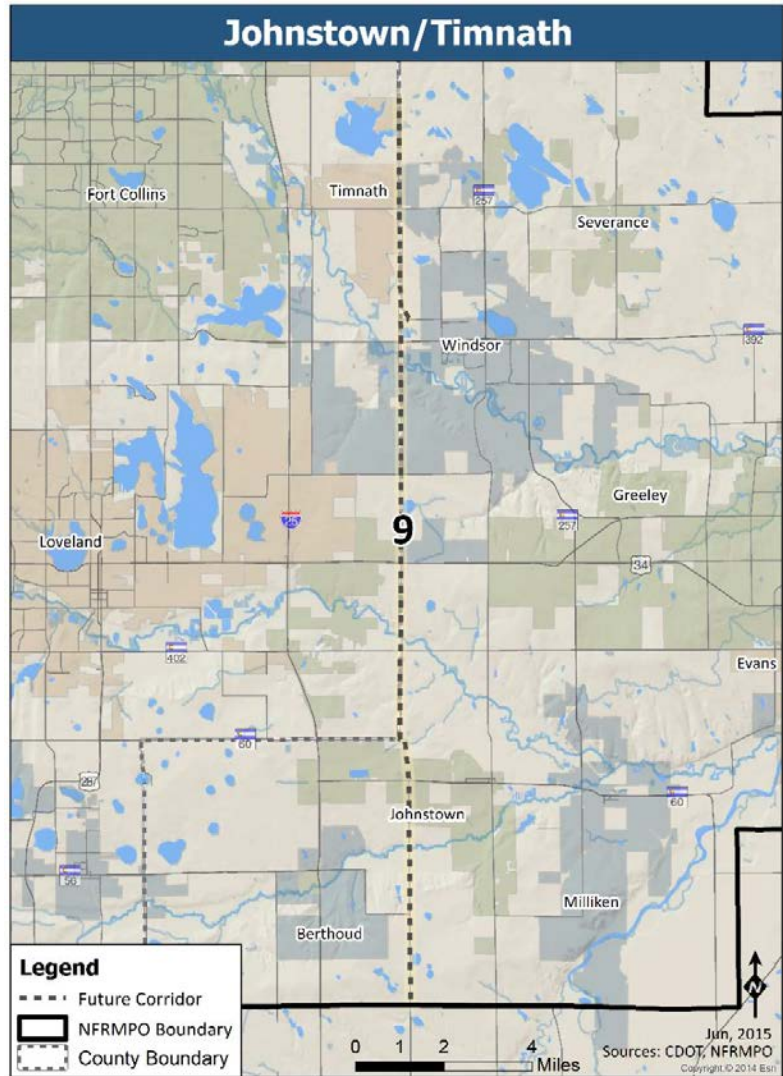
*Vision Statement*

RBC 9 serves as a north-south connection in the NFRMPO Region. The RBC connects Berthoud, Johnstown, Timnath, Windsor, Larimer County, and Weld County with dedicated bike lanes. The corridor strategically follows County Line Road (Colorado Boulevard) to intersect with six RBCs to provide bicycle access for many of the developing NFRMPO communities including RBCs: 3 – Big Thompson River, 4– Great Western/Johnstown/Loveland, 2 – Little Thompson, 5 – North Loveland, 6 – Poudre River Trail, and 11 – US 34 Non-motorized.

*Reference*

- ▶ NFRMPO Regional Bicycle Plan, 2013

Figure 9-42: RBC 9



**RBC 10: Greeley/LaSalle**

RBC 10 connects to RBC 6 – Poudre River Trail on the north and US 85 on the south along 35<sup>th</sup> Avenue. RBC 10 is approximately 8.5 miles long within Weld County. The RBC currently exists in Evans and Greeley as shared-use paths. The trail is planned to be completed in the City of Evans and Town of LaSalle Transportation Plans.

*Primary Investment Need:* Increase mobility

*Jurisdictions*

Evans, Greeley, and LaSalle

*Total Length (miles):* 8.5

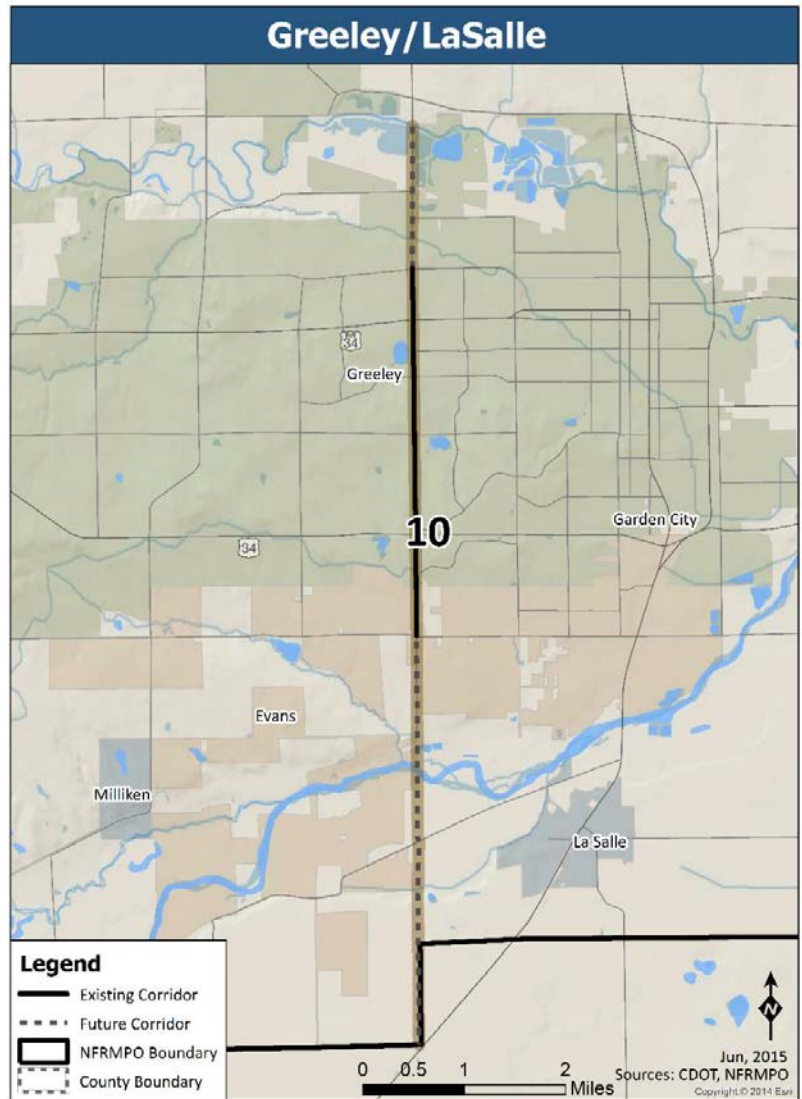
*Vision Statement*

RBC 10 leverages the existing shared-use trail infrastructure along 35<sup>th</sup> Avenue in Greeley to create a RBC extending to LaSalle through Evans. The RBC accommodates the identified desire for north-south bicycle commuting between the communities to access the GET transit system, Aims Community College, Greeley West High School, and various retail centers.

*Reference*

- ▶ NFRMPO Regional Bicycle Plan, 2013

Figure 9-43: RBC 10



**RBC 11: US 34 Non-Motorized**

RBC 11 connects RBC 7 – Front Range Trail (west) on the west to RBC 1 – South Platte/American Discovery Trail on the east following US 34. RBC 11 is 21.5 miles in length, with 5.5 miles in Larimer County and 16 miles in Weld County. This RBC connects Loveland, Windsor, Greeley, and Garden City.

*Primary Investment Need:* Increase safety

*Jurisdictions*

Garden City, Greeley, Loveland, Windsor, and Unincorporated Larimer County

*Total Length (miles):* 21.5

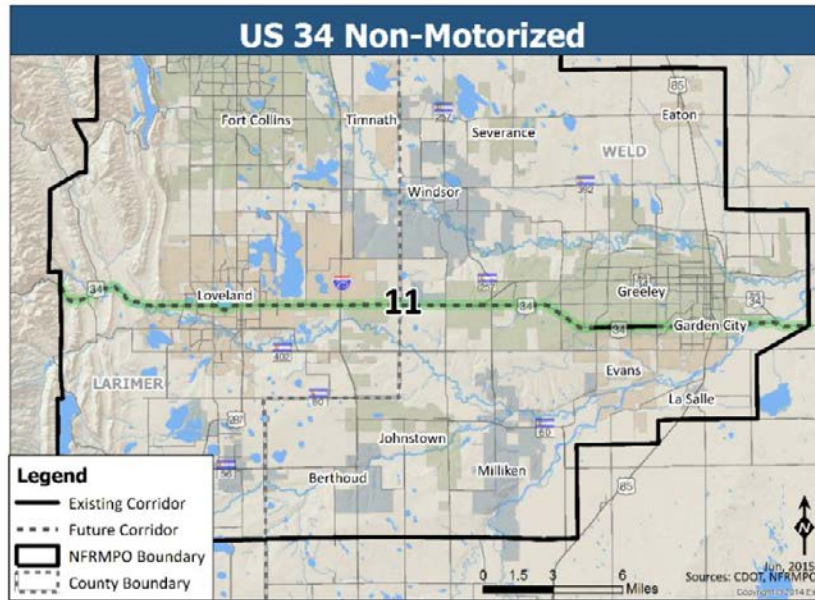
*Vision Statement*

RBC 11 is the only regional corridor to parallel a highway on the State system. The Colorado Transportation Commission’s Bike and Pedestrian Policy Directive 1602.0<sup>1</sup> and subsequent State Statute 43-1-120<sup>2</sup> codifies the accommodation of bicyclists and pedestrians on the State Highway System. The vision for this RBC is a shared-use trail, safely separated from the highway connecting Greeley and Promontory to Centerra, Johnstown, and Loveland. The RBC would leverage, but is not limited to, CDOT’s Right-of-Way on US 34.

*Reference*

- ▶ NFRMPO Regional Bicycle Plan, 2013

**Figure 9-44: RBC 11**



<sup>1</sup> Colorado Commission’s Bike and Pedestrian Policy Directive 1602.0, <https://www.codot.gov/programs/bikeped/documents/1602-0-policy-bike-pedestrian>, 2009

<sup>2</sup> State Statute 43-1-120, [http://tornado.state.co.us/gov\\_dir/leg\\_dir/olls/2013TitlePrintouts/CRS%20Title%2043%20%282013%29.pdf](http://tornado.state.co.us/gov_dir/leg_dir/olls/2013TitlePrintouts/CRS%20Title%2043%20%282013%29.pdf), 2013

**RBC 12: Carter Lake/Horsetooth Foothills Corridor Regional Bike Corridor**

RBC 12 begins at RBC 6 – Poudre River Trail on the north and ends at RBC 2 – Little Thompson Trail River on the south. This RBC follows the existing roadway and is 31 miles in length with wide shoulders. There is no existing or planned investment expected until the roadway is scheduled for maintenance.

*Primary Investment Need:* Increase safety

*Jurisdictions*

Fort Collins and Unincorporated Larimer County

*Total Length (miles):* 31

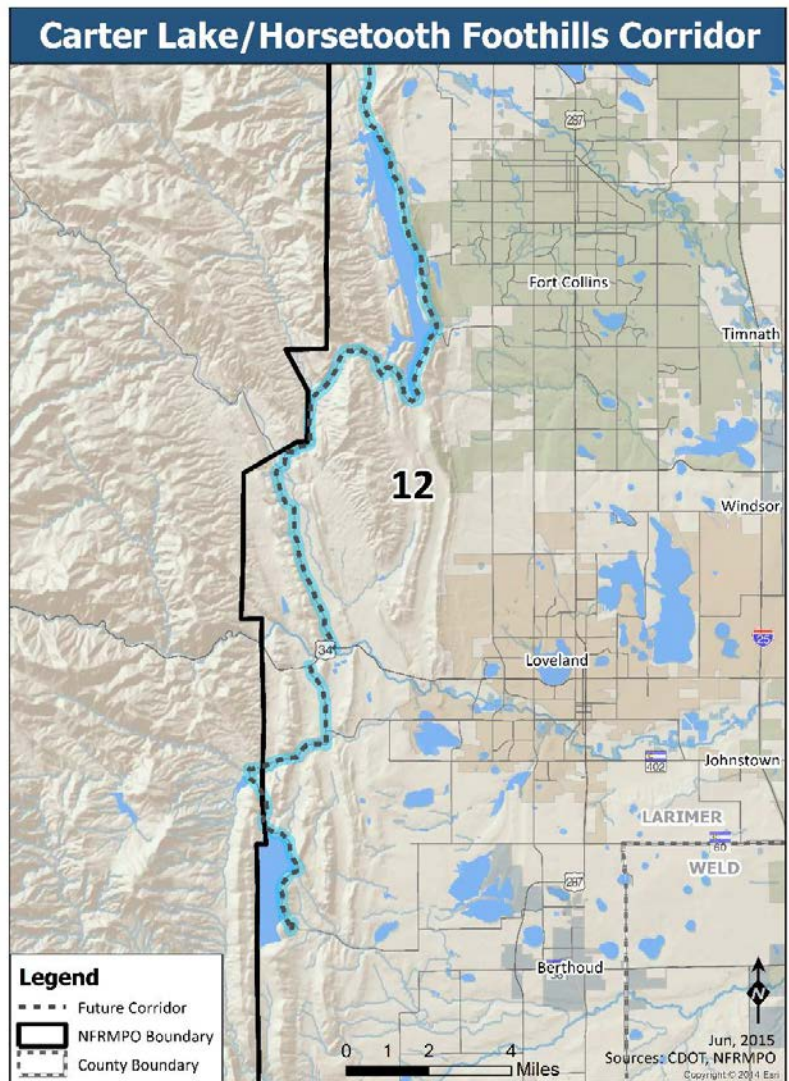
*Vision Statement*

RBC 12 is predominantly a recreational corridor which provides access to many city, county, state parks, and trailheads of the foothills in the western portion of the NFRMPO region. The RBC frequently hosts bicycle and foot races and sporting events. The entire RBC traverses Larimer County and provides strategic local connections to Berthoud, Fort Collins, and Loveland.

*Reference*

- ▶ NFRMPO Regional Bicycle Plan, 2013

Figure 9-45: RBC 12



## B. Transit Vision

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

The RTCs discussed in this section are suggested corridors and not specific routes. The purpose of these corridors is to create a regional transit system by building on current successes in transit investments. Corridors which connect to other corridors are not shown to final destinations as further studies should determine actual routing. To simplify corridor names, not every community the corridor travels through is named in the RTC.

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

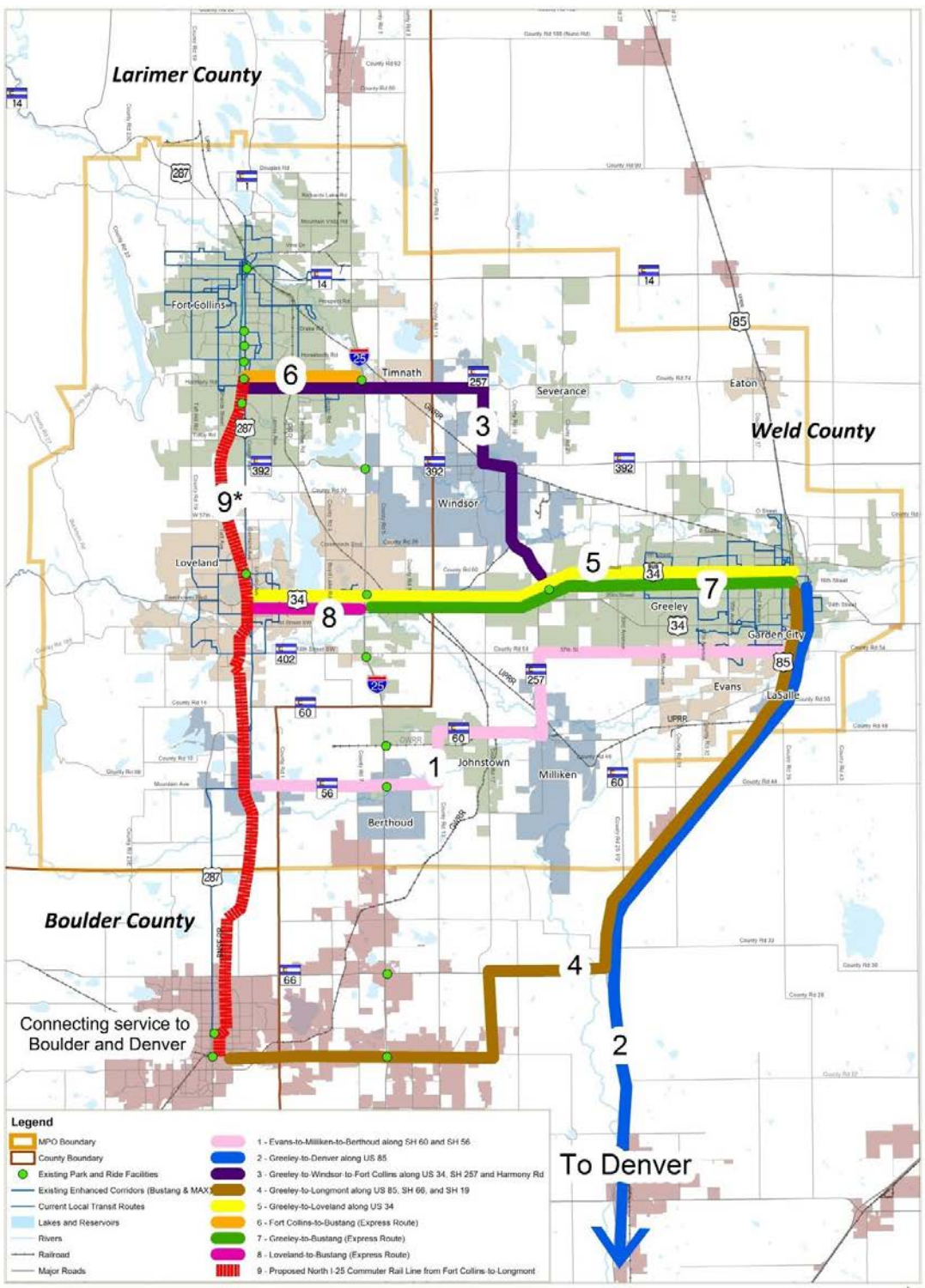
Each corridor has a primary investment need, vision statement, and references. The primary investment need describes the benefits of investing in these corridors. Similarly, the vision statement expands on the benefits of the corridors by explaining the need for the route, how it builds on aspects of local and regional plans, and the advantages of build-out.

**Figure 9-46** illustrates the nine RTCs studied in the *2040 RTE* and the existing local transit systems. Each RTC has its own map to show connections and to provide regional context.

During the *2040 RTE* planning process, NFRMPO staff worked with the three local transit agencies, TAC, and the public to identify a regional transit recommendation for Planning Council's consideration for the next 25 years. The recommendation is included in the *2040 Regional Transit Element Recommendation* portion of this section and is shown in **Figure 9-56**.



Figure 9-46: Regional Transit Element Proposed Corridors



\*Adopted corridor, not operational until 2075

February 2015



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

*Primary Investment Need:*

Increase regional connectivity, increase mobility

*Jurisdictions:*

Evans, Greeley, Milliken, Johnstown, Berthoud

*Vision Statement*

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

*References*

- ▶ North I-25 Final Environmental Impact Statement
- ▶ *Colorado Statewide Transit Plan, 2015*

**Figure 9-47: RTC 1**



*Source: 2040 Regional Transit Element*

**RTC 2: Greeley-to-Denver**

*Primary Investment Need:*

Increase regional connectivity, Increase mobility, Economic development

*Jurisdictions:* Greeley, Evans, Unincorporated Weld County

*Vision Statement*

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

*References*

- ▶ North I-25 Final Environmental Impact Statement
- ▶ Colorado Statewide Transit Plan, 2015

**Figure 9-48: RTC 2**



**Source:** 2040 Regional Transit Element

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

*Primary Investment Need:*

Increase regional connectivity, Increase mobility.

*Jurisdictions:*

Greeley, Windsor, Timnath, Fort Collins

*Vision Statement*

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

*References*

- ▶ North I-25 Final Environmental Impact Statement
- ▶ Colorado Statewide Transit Plan, 2015

**Figure 9-49: RTC 3**



**Source:** 2040 Regional Transit Element

**RTC 4: Greeley-to-Longmont**

*Primary Investment Need:*

Increase regional connectivity, Increase mobility, Economic development

*Jurisdictions:* Greeley, Evans, Unincorporated Weld County, Longmont

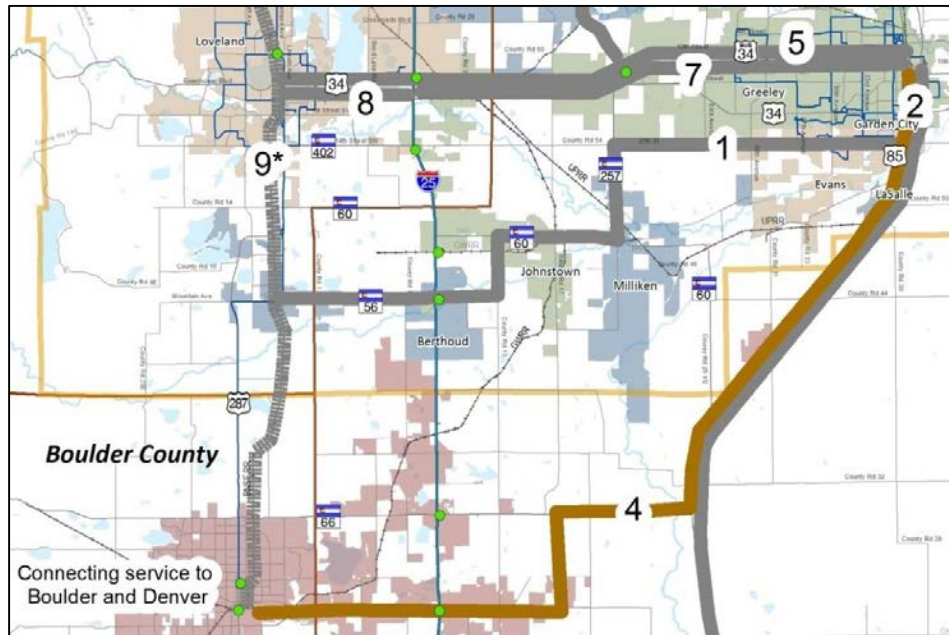
*Vision Statement*

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

*References*

- ▶ North I-25 Final Environmental Impact Statement
- ▶ Colorado Statewide Transit Plan, 2015

**Figure 9-50: RTC 4**



*Source: 2040 Regional Transit Element*

**RTC 5: Greeley-to-Loveland**

*Primary Investment Need:*

Increase regional connectivity, Increase mobility

*Jurisdictions:*

Greeley, Unincorporated Larimer County, Johnstown, Loveland

*Vision Statement*

The vision for RTC 5 is to improve connectivity and mobility. Development has occurred along the US 34 corridor connecting Greeley and Loveland, providing new opportunities for shopping, medical facilities, and retail. A previous version of this route, the 34 Xpress, was canceled due to low ridership. Further discussion of potential problems are discussed in the 2040 RTE. Additional development, connectivity to the Bustang service on I-25 at the US 34 PNR, and improved marketing and scheduling should improve the usage of this route. A demand exists for connecting communities west of I-25 with Greeley.

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

*References*

- ▶ North I-25 Final Environmental Impact Statement
- ▶ Colorado Statewide Transit Plan, 2015

**Figure 9-51: RTC 5**



*Source: 2040 Regional Transit Element*

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

*Primary Investment Need:*

Increase regional connectivity, Improve mobility.

*Jurisdictions:* Fort Collins

*Vision Statement*

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

*References*

- ▶ North I-25 Final Environmental Impact Statement

**Figure 9-52: RTC 6**



*Source: 2040 Regional Transit Element*

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

*Primary Investment Need:*

Increase regional connectivity, Improve mobility.

*Jurisdictions:* Greeley and Loveland

*Vision Statement*

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

*References*

- ▶ North I-25 Final Environmental Impact Statement

Figure 9-53: RTC 7



Source: 2040 Regional Transit Element



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

*Primary Investment Need:*

Increase regional connectivity, Improve mobility.

*Jurisdictions:* Loveland

*Vision Statement*

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

*References*

- ▶ North I-25 Final Environmental Impact Statement

**Figure 9-54: RTC 8**



*Source: 2040 Regional Transit Element*

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

*Primary Investment Need:*

Increase regional connectivity, Increase mobility, Provide economic development opportunity.

*Jurisdictions:* Fort Collins, Unincorporated Larimer County, Loveland, Berthoud, Longmont

*Vision Statement*

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

*References*

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

**Figure 9-55: RTC 9**



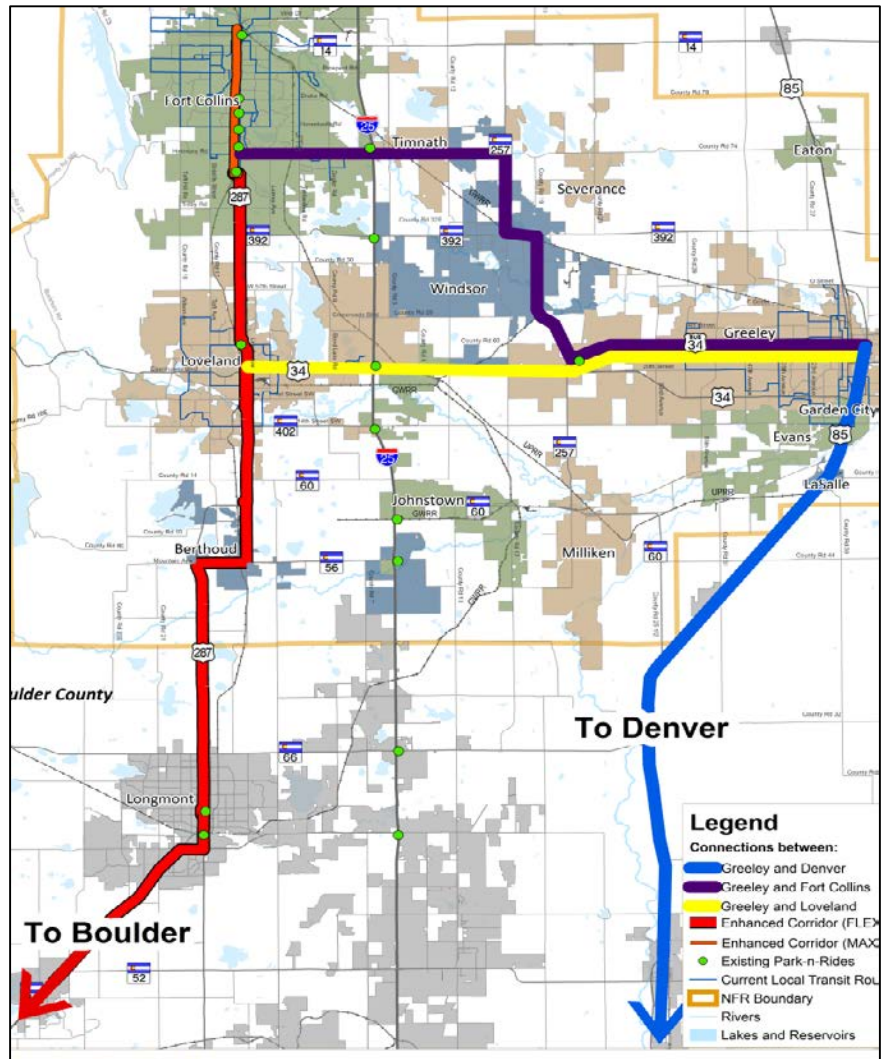
*Source: 2040 Regional Transit Element*

### 2040 RTE Recommendation

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

- ▶ Further study into the transit connections between:
  - Fort Collins and Greeley;
  - Greeley and Loveland; and
  - Greeley and Denver.
- ▶ Additional service and investment along the US 287 corridor.

Figure 9-56: 2040 RTE Recommendation Map



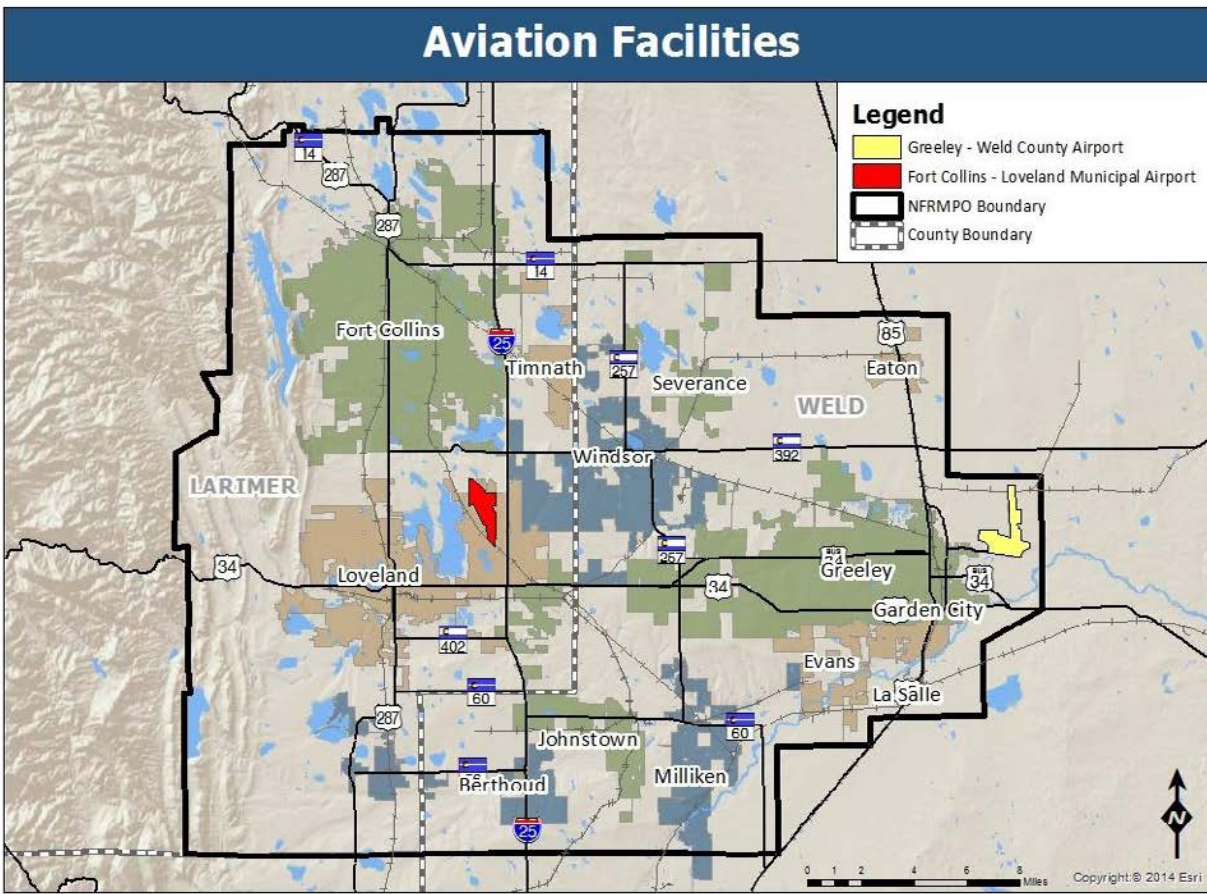
Source: 2040 Regional Transit Element

C. Aviation Vision

The North Front Range has two regional general aviation airports, discussed in **Chapter 2**. The visions for these airports are based on the respective airport’s strategic and master plans. **Figure 9-57** shows the footprints of the airports to provide a regional context. Neither airport expects to serve commercial airlines. Rather, both plan to focus on different economic development and general aviation opportunities.

Much like the Corridor and Transit Vision Plans, the Aviation Vision provides primary investment need, vision statement, and references for each airport. The vision statement provides information about how the airport will operate into the future based on information provided by the airports.

Figure 9-57: Aviation Facilities



Apr, 2015  
Sources: CDOT, 2015

## Fort Collins – Loveland Municipal Airport

### *Primary Investment Need:*

Provide economic development opportunity

### *Vision Statement*

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

### *References*

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

## Greeley – Weld County Airport

### *Primary Investment Need:*

Provide economic development opportunity.

### *Vision Statement*

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

### *References*

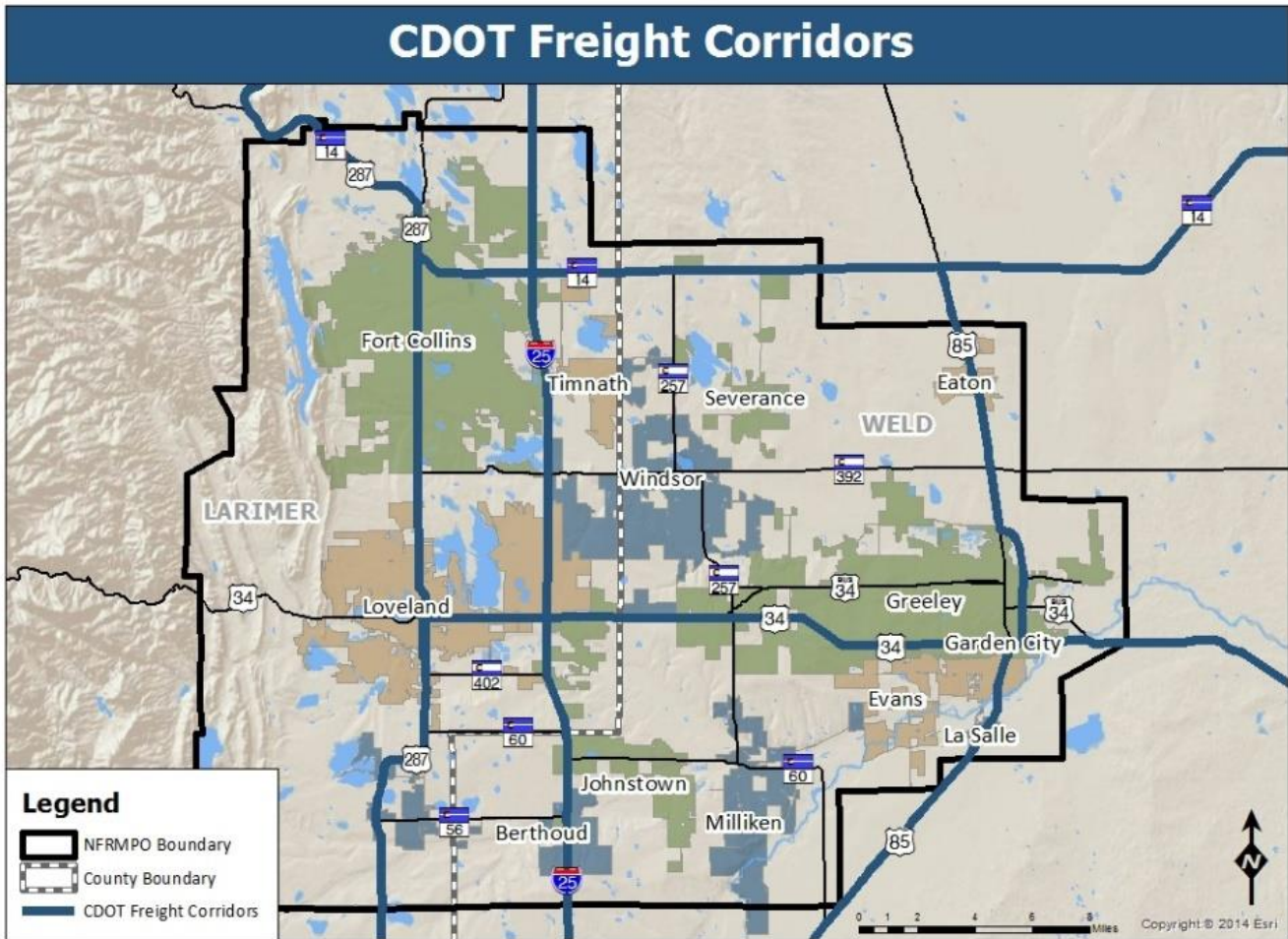
- ▶ Greeley – Weld County Airport Master Plan

D. Freight Vision

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

Much like the Regionally Significant Corridor, Transit, and Aviation Visions, the Freight Vision highlights the primary investment needs, vision statement, and references. The vision statement provides information on how the NFRMPO can address and integrate freight into the regional planning processes.

Figure 9-58: CDOT Freight Corridors



Apr, 2015

Sources: CDOT, 2015

## Regional Freight Vision Plan

### *Primary Investment Need:*

Increase mobility, Improve safety, Economic development

### *Vision Statement*

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

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

### *References*

- ▶ CDOT State Highway Freight Plan, 2015
- ▶ FHWA Freight Facts and Figures 2013
- ▶ Colorado State Freight and Passenger Rail Plan, 2012