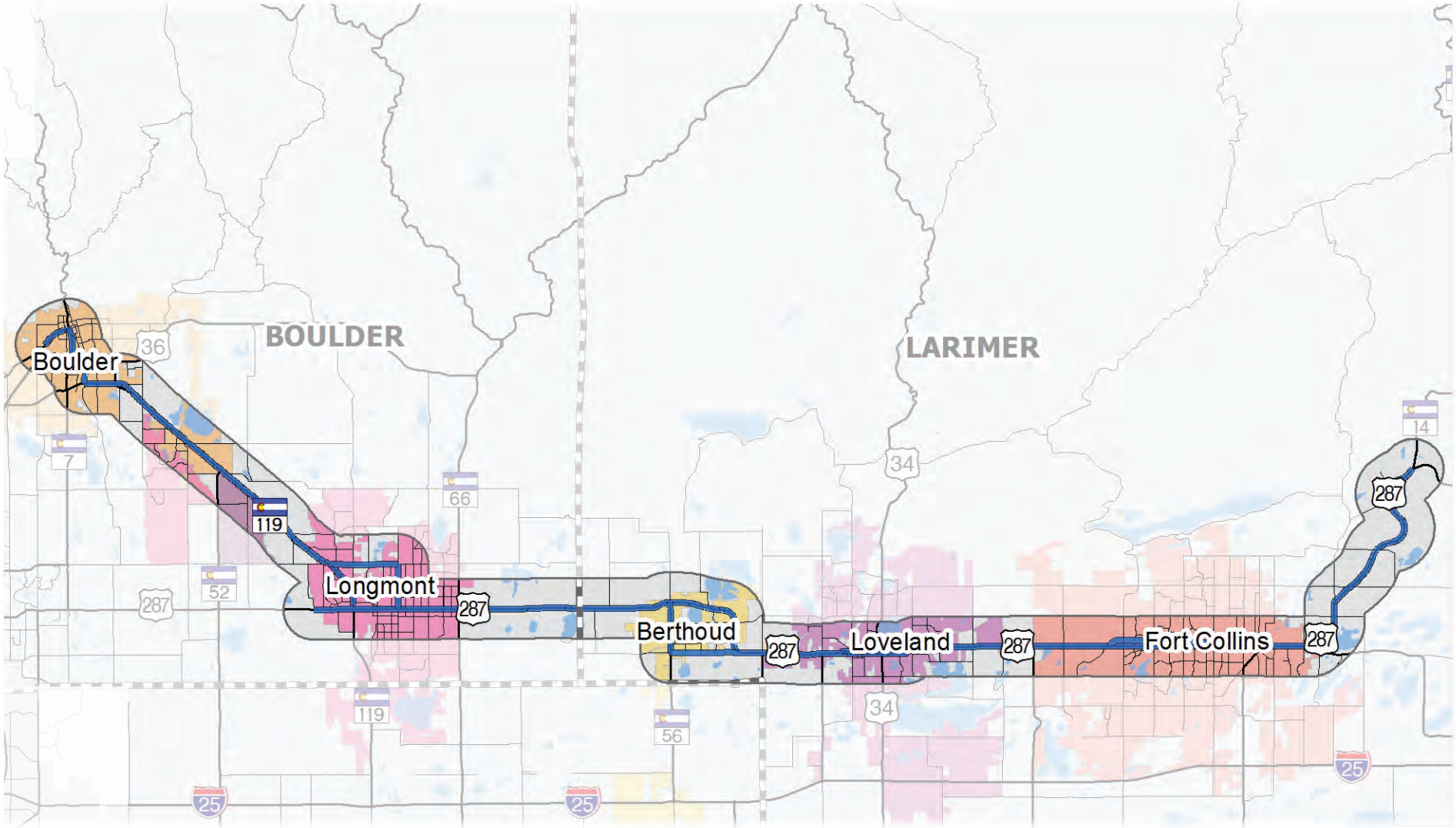

US287 Asset Inventory

June 2017

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NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

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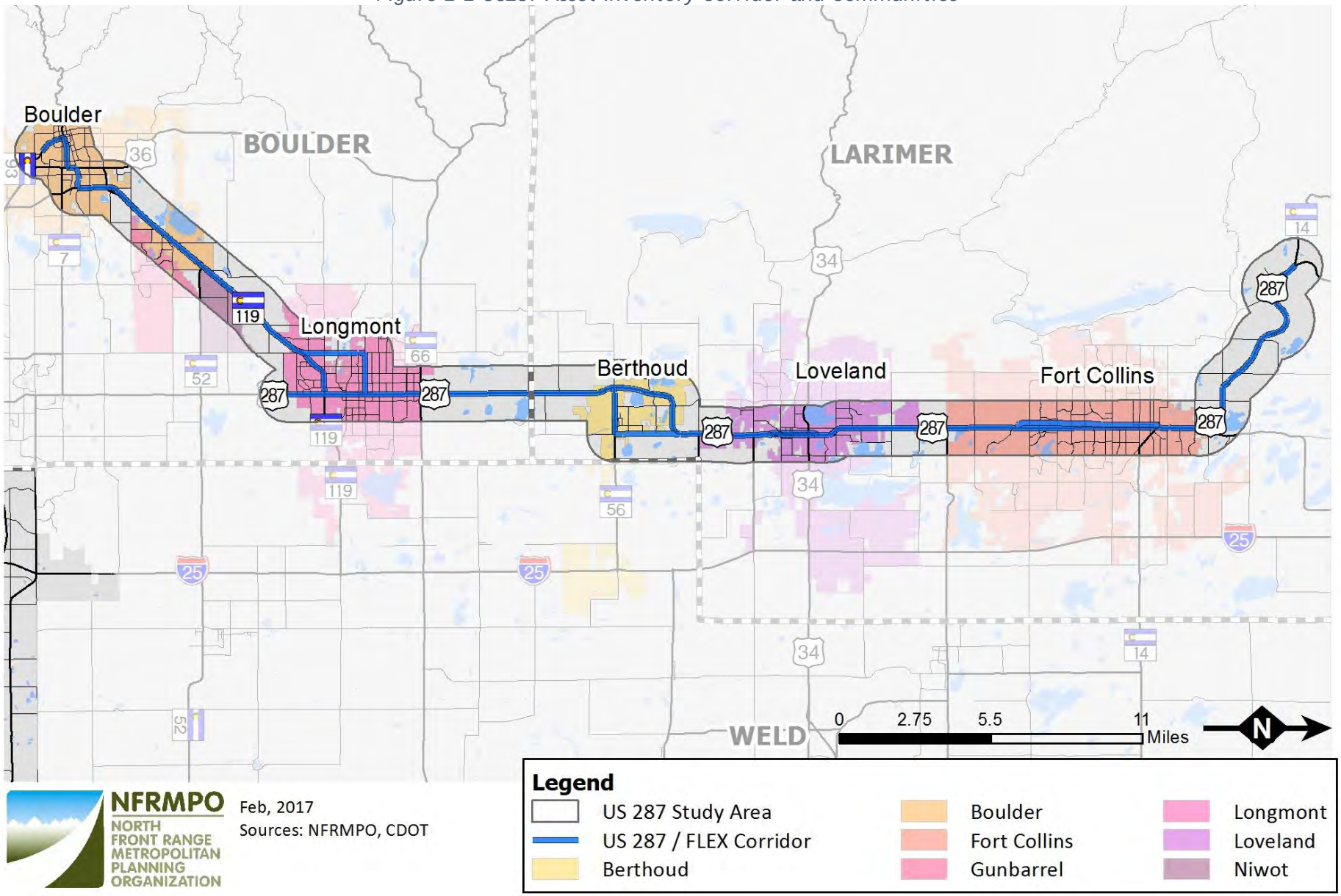
Acronyms

AADT	Annual Average Daily Traffic
AADTT	Annual Average Daily Truck Traffic
ADA	Americans with Disabilities Act
ATH	Around the Horn
BATS	Berthoud Area Transportation System
CO	Carbon Monoxide
CU	University of Colorado Boulder
CDOT	Colorado Department of Transportation
CMAQ	Congestion Mitigation and Air Quality Improvement Program
COLT	City of Loveland Transit
CSU	Colorado State University
DRCOG	Denver Regional Council of Governments
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GWRR	Great Western Railway
MPO	Metropolitan Planning Organization
NFRMPO	North Front Range Metropolitan Planning Organization
OTIS	Online Transportation Information System
PCA	Potential Conservation Areas
RAFT	Rural Alternative for Transportation
RAQC	Regional Air Quality Council
RTD	Regional Transportation District
UPRR	Union Pacific Railroad
VMT	Vehicle Miles Traveled

Chapter 1: Introduction

Figure 1-1 US287 Asset Inventory Corridor and Communities



Introduction

US287 is a major corridor connecting the Gulf of Mexico to Montana by way of Texas, Oklahoma, Colorado, Wyoming, and Montana. In Northern Colorado, US287 connects Fort Collins, Loveland, Berthoud, and Longmont along with unincorporated sections of Larimer and Boulder counties. The corridor acts as a parallel route to Interstate 25. A significant amount of development in the region has occurred along or near this corridor, including redevelopment of the Foothills Mall, the MAX Bus Rapid Transit route, and the downtowns of Fort Collins, Loveland, Berthoud, and Longmont. With the continued development along the corridor, the US287 Coalition has partnered with the North Front Range Metropolitan Planning Organization (NFRMPO) to create an inventory of the transportation assets and land uses in the corridor. *Figure 1-1* shows the corridor analyzed as part of the US287 Asset Inventory, which includes SH119 from Longmont to Boulder. Along SH119, Transfort's FLEX service connects Fort Collins to Boulder.

FLEX began as the FoxTrot, a route operated by Transfort between Fort Collins and Loveland. In June 2010, FoxTrot became the FLEX route, which extended the service to Berthoud and Longmont. In addition to funding from Fort Collins, FLEX operates using funds from Loveland, Berthoud, Longmont, City of Boulder and Boulder County. FLEX to Boulder operates using Congestion Mitigation and Air Quality (CMAQ) funding from the Denver Regional Council of Governments (DRCOG).

Purpose

With the extension of FLEX to Boulder in January 2016, the US287 Coalition decided to study the corridor between Fort Collins, Loveland, Berthoud, Longmont, and Boulder. As the initial step in this study, the *US287 Asset Inventory* was prompted. The main purpose of the *US287 Asset Inventory* is to identify and improve amenities along the FLEX route to Boulder.

The US287 Asset Inventory provides a synopsis of the entire corridor between Fort Collins and Longmont, including lane miles, crashes, traffic volumes, truck volumes, bicycle and pedestrian facilities, environmental features, transit routes and FLEX stops, and land uses. For further information, chapters 4 through 10 provide data by jurisdiction to present additional and localized information about the corridor. Chapter 3 provides a stop-by-stop analysis of the FLEX route, including bicycle and pedestrian access, amenities, and handicap-accessibility. Handicap-accessibility is based on the Americans with Disabilities Act (ADA) and more in-depth information about stop accessibility is available through Transfort.

Study Area

To narrow the scope of the Asset Inventory, a one-mile study area was established from US287 and other roadway used by FLEX. The Study Area extends from one mile in both directions from US287, beginning at SH14 in the northwest and extending through Longmont in the south. The Study Area continues along the FLEX corridor into Boulder on SH119. Going forward, this two-mile section (a mile in either direction from the road) is mentioned as the *US287 Study Area*.

Involved Entities

North Front Range Metropolitan Planning Organization

Established in 1988, the North Front Range Metropolitan Planning Organization (NFRMPO) is a regional agency whose responsibilities include transportation and air quality planning. The NFRMPO is the federally-designated metropolitan planning organization (MPO) for the Fort Collins and Greeley urbanized areas. The NFRMPO works at the regional level to identify, plan for, and integrate the needs and goals of its member communities to fulfill its mission of transportation planning for federally-funded transportation projects. Federal law requires regions with populations of 50,000 or more to form such an organization and complete federal requirements to be eligible for federal transportation funds. Additionally, the NFRMPO is the designated lead air quality planning organization for carbon monoxide (CO) in the North Front Range. The NFRMPO works alongside the Regional Air Quality Council (RAQC) in Denver, which is the lead air quality planning organization for ozone for both Denver and the North Front Range.

The NFRMPO serves a diverse region in Northern Colorado and is centered on the Interstate 25 (I-25) corridor. NFRMPO has 15 member governments, including: Berthoud, Eaton, Evans, Fort Collins, Garden

City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, and portions of both Larimer and Weld counties. The combined area is over 600 square miles, with a 2015 population of more than 482,000.[1]

Northern Colorado Highway 287 Corridor Coalition (US287 Coalition)

The US287 Coalition was formed by staff and/or elected officials from the Town of Berthoud, City of Boulder, City of Loveland, City of Fort Collins, City of Longmont, Boulder County, Larimer County, Aims Community College, the Colorado Department of Transportation (CDOT), the NFRMPO, and the offices of U.S. senators and representatives from Colorado. The purpose of the group is to support and advocate for investment in the US287 corridor. The US287 Asset Inventory is seen as a first step toward coordinated long range planning.

Asset Inventory

Throughout this Asset Inventory, the following items will be mapped and described:

- Road Network, which includes state-maintained bridges, active at-grade railroad crossings, intersections with traffic signals, 2015 Annual Average Daily Traffic (AADT), 2015 Annual Average Daily Truck Traffic (AADTT), the number of through lanes, speed limits, and pavement condition/Drivability Life[2];
- Crash Data, which includes serious injury and fatal crashes for 2009 to 2013 in Boulder County and 2011 to 2015 in Larimer County;
- Right-of-Way, which includes publicly-owned land and an estimation of the right-of-way for US287;
- Bicycle and Pedestrian Infrastructure, which includes sidewalks, trails, bicycle lanes, and bicycle-sharing stations;
- Transit, which includes the routes operated by each municipal or regional transit agency, including the FLEX route, and is displayed by frequency of service during peak periods[3];
- Environmental Features, which includes flood hazards, environmentally-sensitive areas described in terms of biodiversity significance, and wetlands; and
- Land Use, which includes current and future land uses from the NFRMPO 2040 Land Use Allocation and local jurisdictions.

Much of this information was collected from CDOT and the local jurisdictions. Where information did not exist, NFRMPO staff used the best information available to create new shapefiles and maps. Sources are noted on each map, and use the most recent available information.

CDOT provides roadway information using its Online Transportation Information System (OTIS). Roadway system data is primarily downloaded from OTIS, and is updated with Your CDOT Dollar data when available. With the exception of bridge load restriction data, which reflects conditions as of December 2016, the CDOT data reflects conditions as of December 31, 2015.

Right-of-Way information was estimated by inverting parcel data from Larimer and Boulder counties. More current right-of-way information will be available from CDOT when it completes its own inventory over the next several years.

The Environmental Features section uses the Colorado Division of Wildlife's Potential Conservation Areas rating to demarcate environmentally-sensitive areas. Ranging from B1: Outstanding Biodiversity Significance to B5: General Biodiversity Significance, these categories "identify a land area that can provide the habitat and ecological processes upon which a particular element or suite of elements depends for their continued existence".[4]

[1] Department of Local Affairs, 2016.
[2] See *Appendix B: Drivability Life* for the rating system's methodology.
[3] The most frequent service is displayed on top if more than one service line overlaps.
[4] Colorado Natural Heritage Program, Data Dictionary for Potential Conservation Area Transcription Reports, 2005. http://bit.ly/2kjT9Uf

Chapter 2: Entire US287 Corridor

The US287 Study Area spans four incorporated jurisdictions and two counties. Due to the length and density of infrastructure along the US287 Study Area, corridor-wide maps do not provide the level of detail needed for the planning process; however, they provide a good overview and starting point. The following maps provide regional context. More detailed maps and descriptions are provided in the community chapters that follow, organized by community from north to south.

The US287 Study Area spans more than 50 miles from unincorporated Larimer County in the north to the City of Boulder in the south. Due to the high level of detail and variation for some of the inventoried data, this chapter does not include corridor-wide maps for each data type. Specifically, for pedestrian infrastructure, right-of-way, existing land use, and future land use, please refer to Chapters 4 through 10 which present data for each jurisdiction.

Road Network

Figures 2-1 through 2-4 show the infrastructure located along the US287 corridor. *Figure 2-1* shows state and US highway bridges, along with their bridge condition rating by CDOT. There are 49 bridges along the corridor. All are rated in good condition except for three rated as "Fair." There are three bridges along the corridor with load restrictions. For additional information on the load restricted bridges, refer to *Chapter 5: City of Fort Collins*, *Chapter 6: City of Loveland*, and *Chapter 10: City of Boulder*.

Figure 2-1 Highway Bridge Locations and Conditions

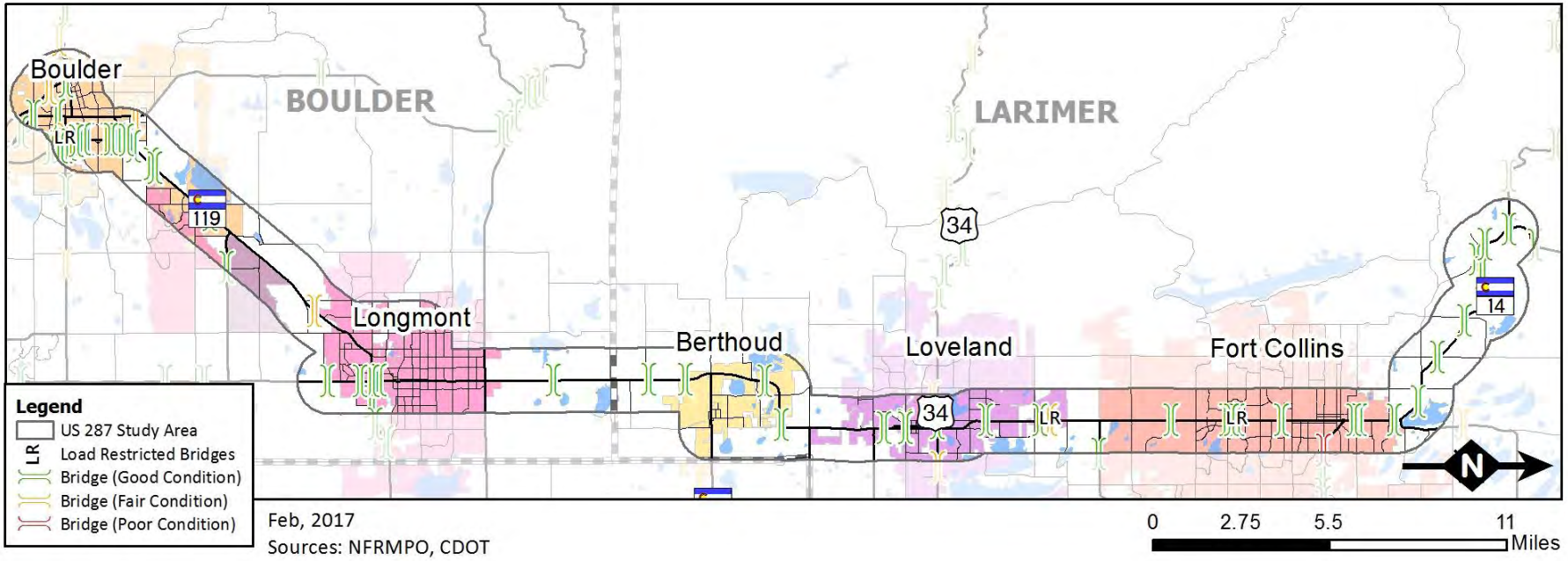
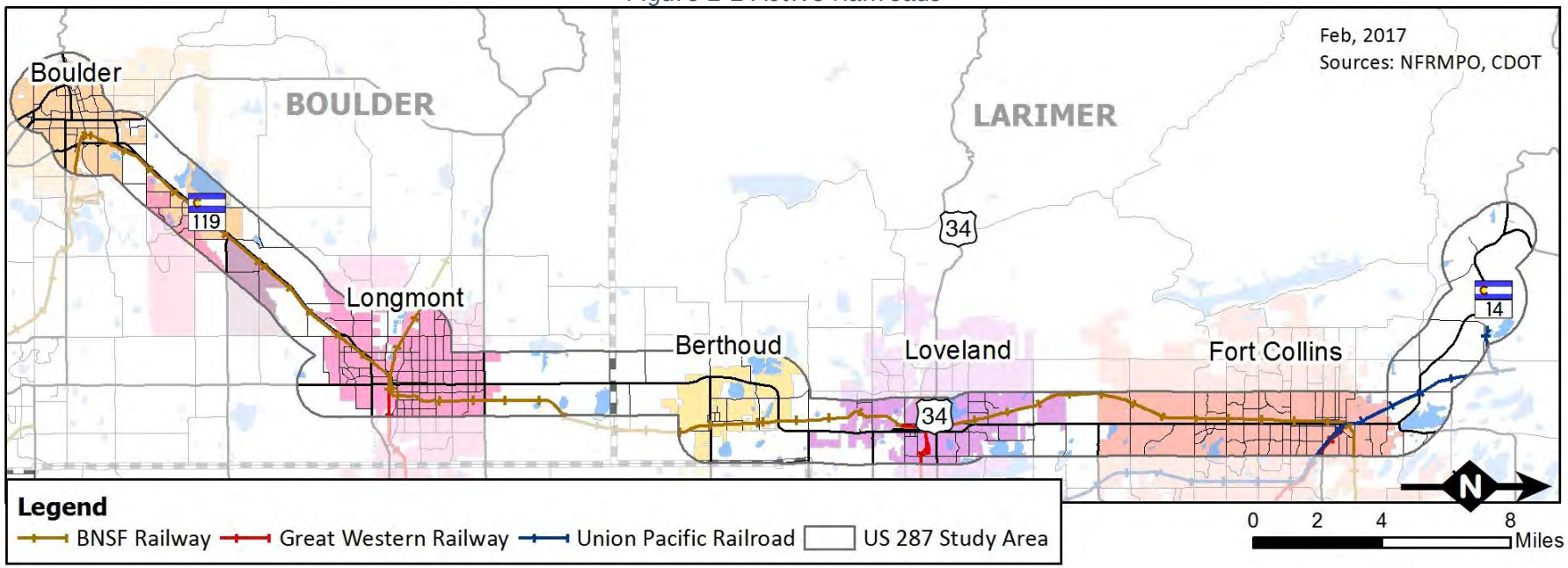


Figure 2-2 shows active railroads in the Study Area, which include the BNSF Railway, the Great Western Railway (GWRR), and the Union Pacific Railroad (UPRR). There are six at-grade railroad crossings and one railroad underpass on US287 in the Study Area. Along the rest of the FLEX route, there is one at-grade railroad crossing on SH119, one railroad overpass on SH157, and one at-grade crossing on Pearl Street.

Figure 2-2 Active Railroads



The number of through lanes, displayed on *Figure 2-3*, ranges from two to six lanes along the corridor.

Figure 2-3 Number of Through Lanes

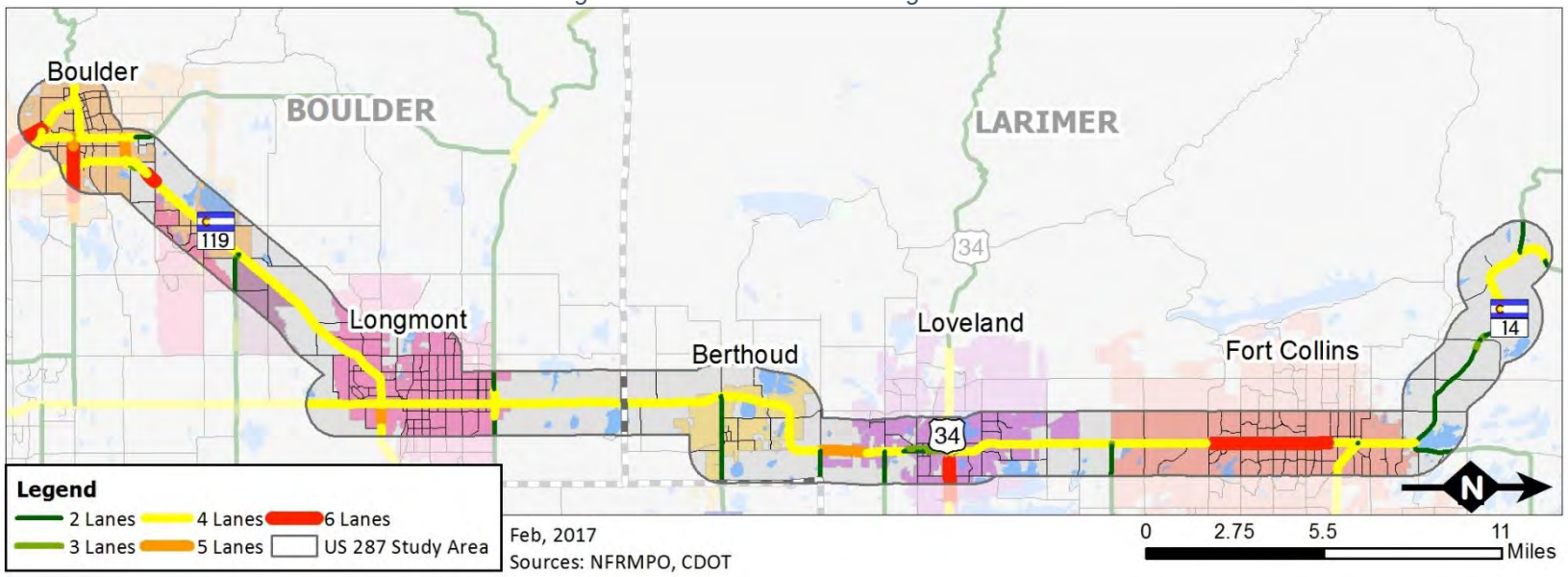


Figure 2-4 shows intersections with traffic signals. There are 116 signalized intersections along the 50 mile corridor.

Figure 2-4 Traffic Signals

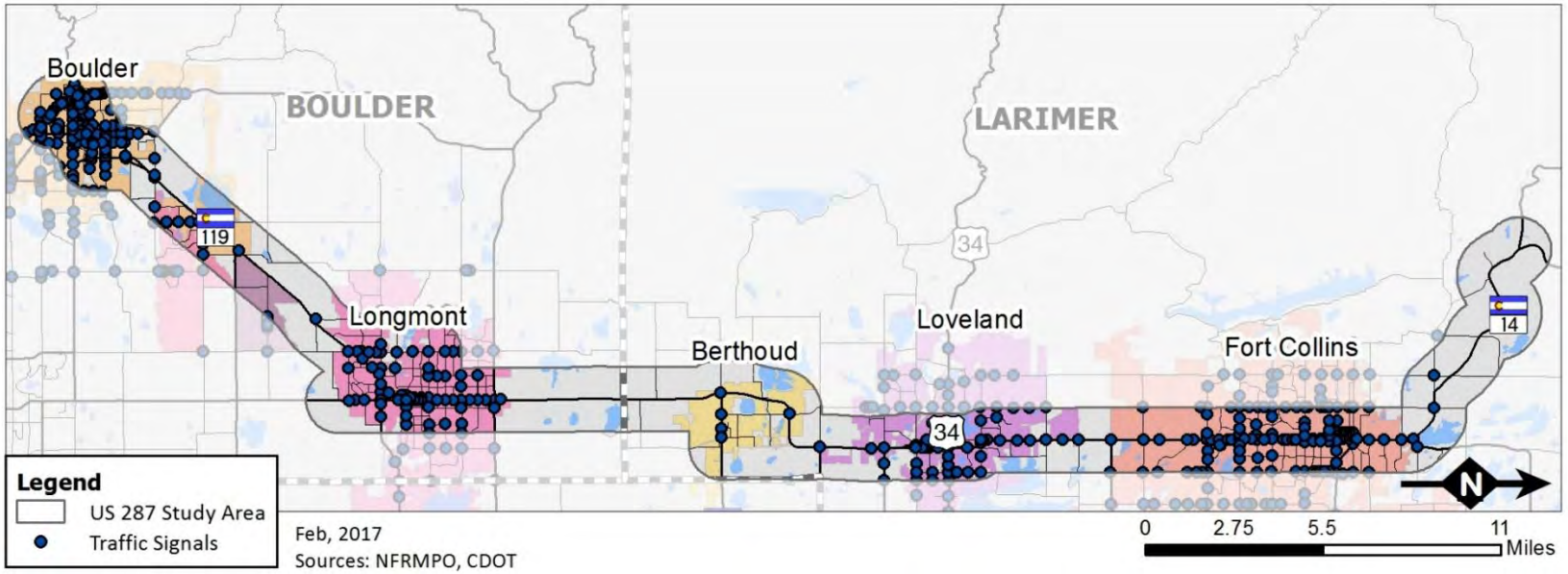


Figure 2-5 shows the 2015 Annual Average Daily Traffic in 2015 on state and US highways. The highest volumes occur in Midtown Fort Collins, and on SH119 between Gunbarrel, Niwot, and Boulder. The lowest volumes occur between south of the City of Loveland boundary to the south Larimer County boundary.

Figure 2-5 Annual Average Daily Traffic

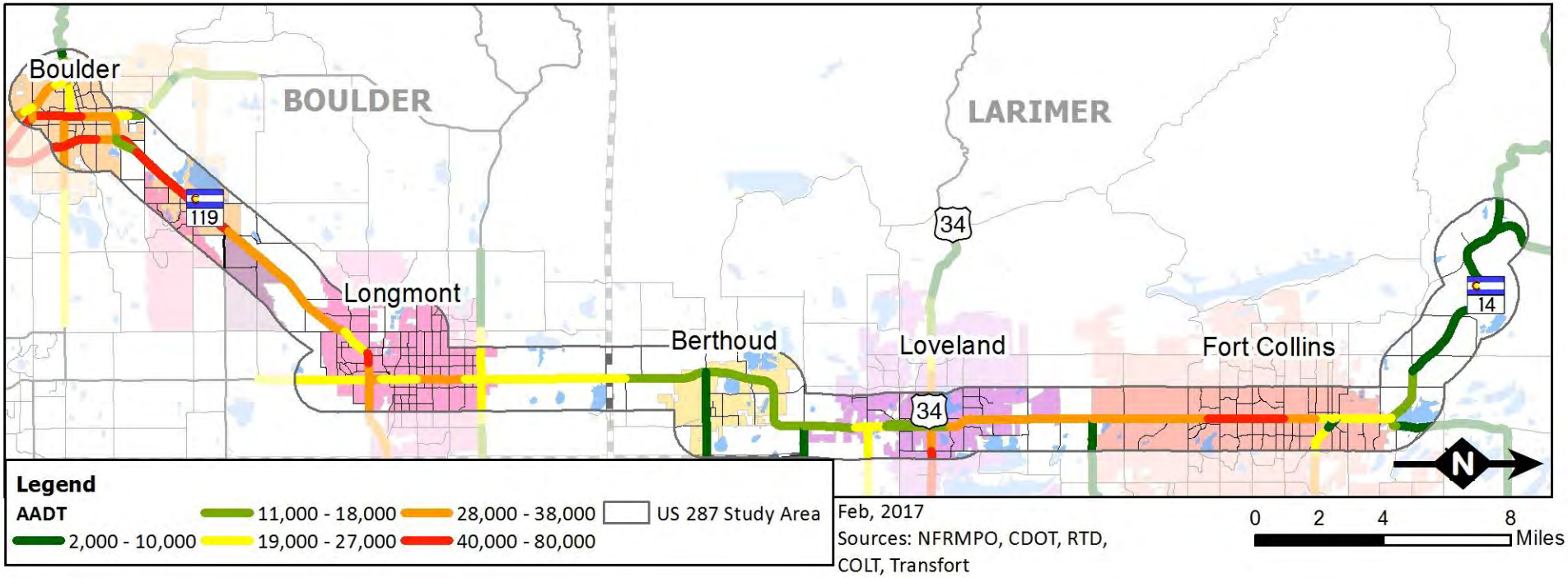


Figure 2-6 shows the 2015 Annual Average Daily Truck Traffic (AADTT) on state and US highways. The highest truck volumes occur at SH119 on the northeast boundary of the City of Boulder. The lowest truck volumes occur on US287 between the north Boulder County boundary and the north Longmont city limit.

Figure 2-6 Annual Average Daily Truck Traffic

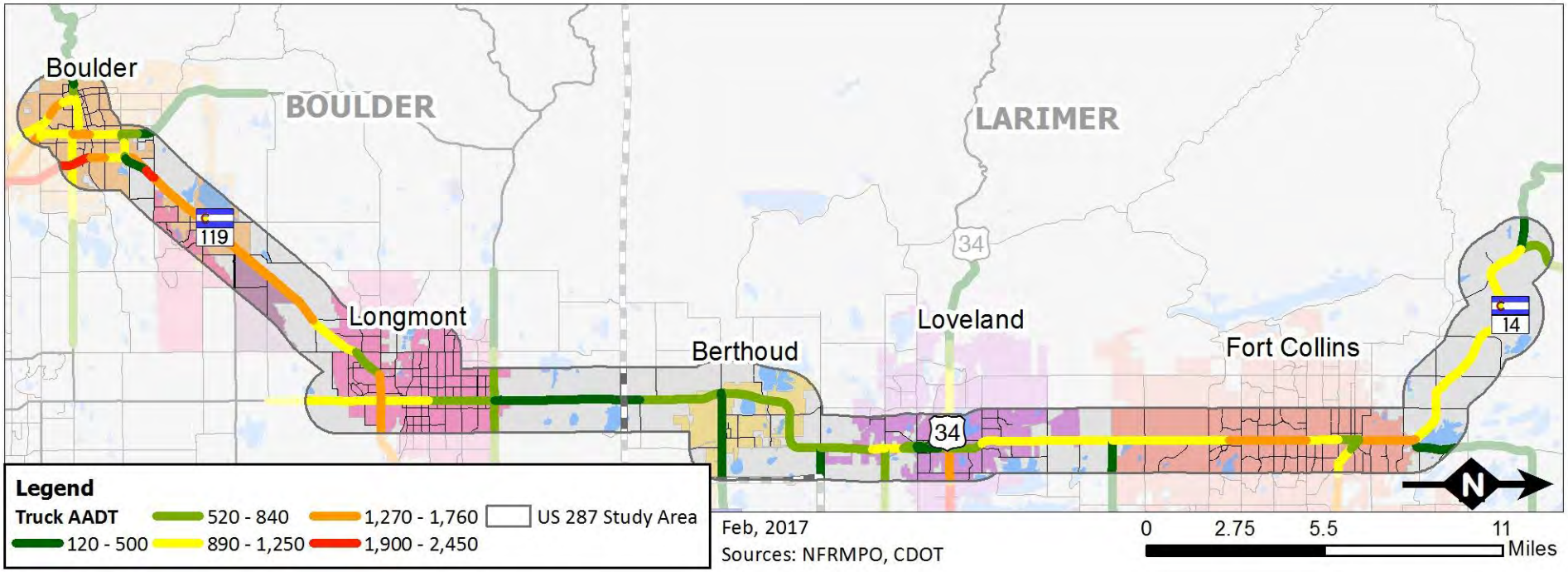


Figure 2-7 displays the speed limits for highways, as well as local roads used by FLEX. Speed limits may differ between northbound and southbound lanes of travel due to roadway geometry or other road or environmental features. Speed limits are highest north of Fort Collins in unincorporated Larimer County, south of Berthoud to the north Longmont city limit, and between Longmont's southern boundary and the east Niwot boundary.

Figure 2-7 Speed Limits

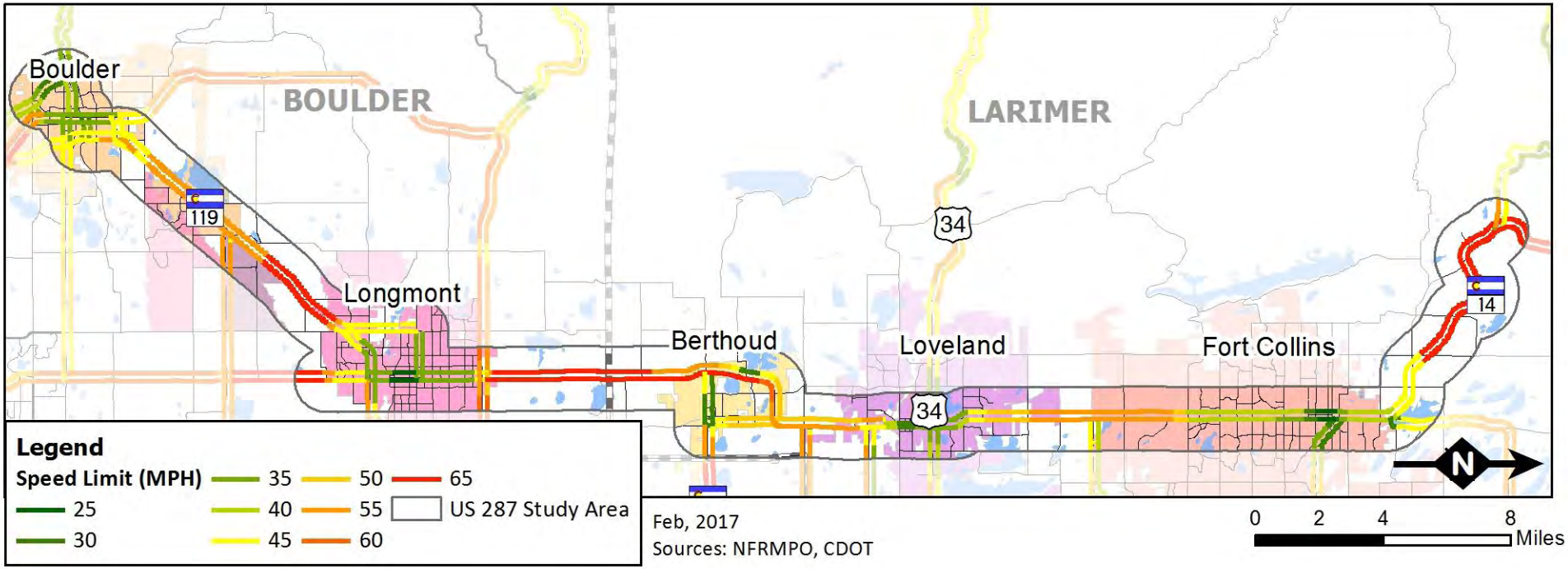
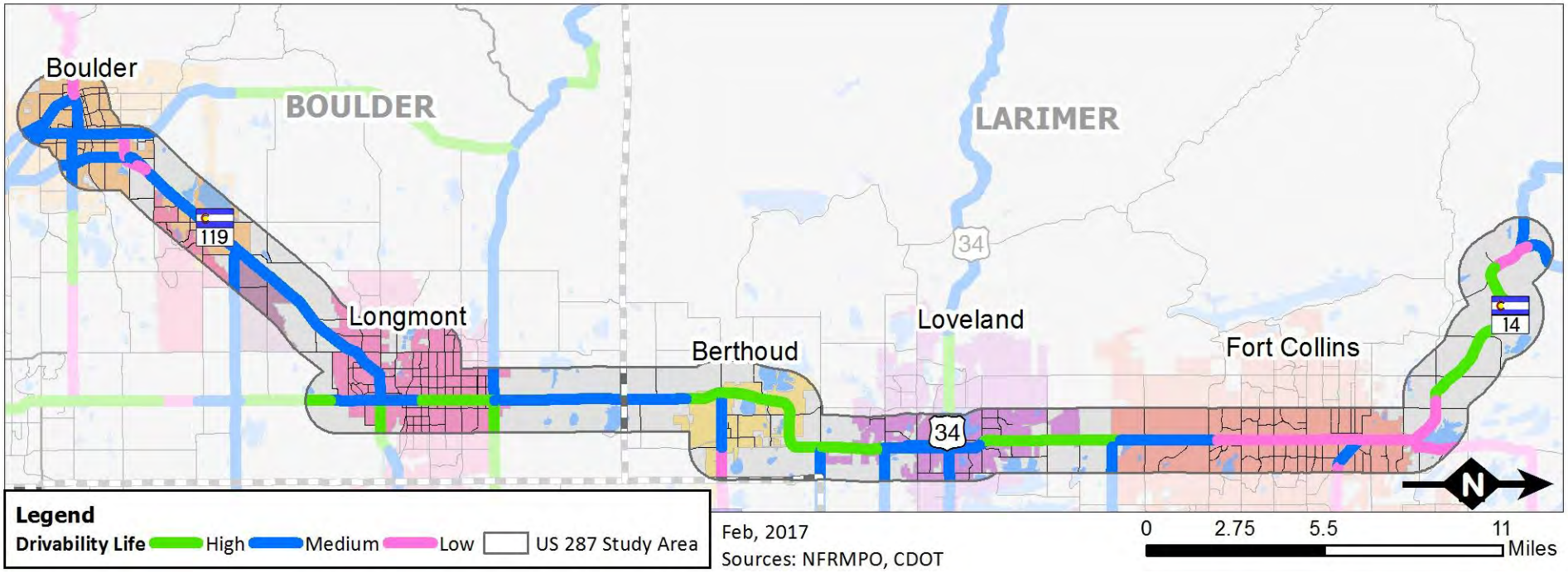


Figure 2-8 shows the Drivability Life of state-maintained facilities in the US287 corridor. CDOT uses Drivability Life to grade pavement conditions as high, medium, or low.[5] Between the southern city limits of Fort Collins and 29th Street, between the southern Loveland city limit and the south Berthoud town boundary, and between the north City of Longmont boundary and Longs Peak Avenue, the pavement is rated as 'high'. The lowest grade is for US287 in Fort Collins between Trilby Road and west of LCR17. A project currently underway by CDOT is repaving this portion.

Figure 2-8 Drivability Life

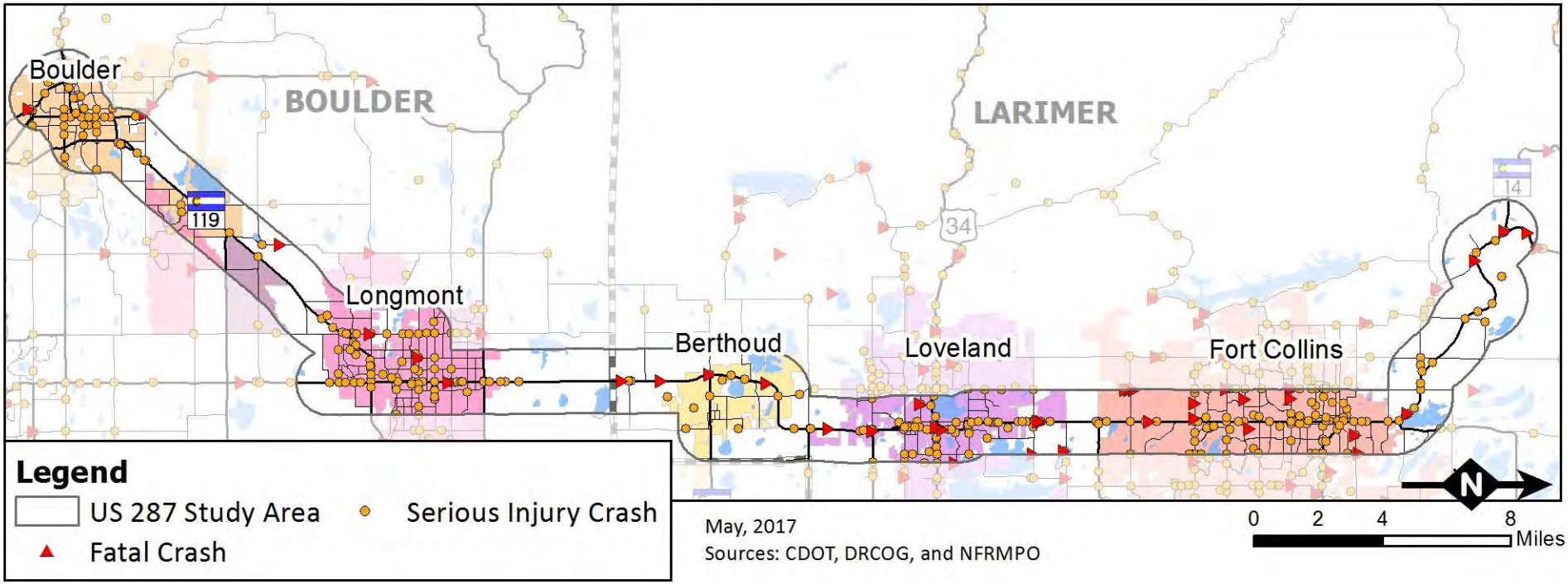


[5] Additional information on Drivability Life is provided in the Appendix.

Crash Data

Figure 2-9 displays serious injury and fatal crashes along the corridor. Data for all crashes reported by law enforcement officers was provided by CDOT. Crashes on highways and interstates were geocoded by CDOT, while crashes on local and county roads were geocoded by DRCOG and NFRMPO staff. The most recent data available for Boulder County is 2009-2013. Data for Larimer County is from 2011-2015. There were five fatal crashes and 147 serious injury crashes within the Boulder County Study Area between 2009 and 2013. There were 28 fatal crashes and 195 serious injury crashes in the Larimer County Study Area between 2011 and 2015. The difference in number of crashes between the Boulder County and Larimer County Study Areas is due to many factors, including, but not limited to, the difference in time period, corridor length, and traffic volumes.

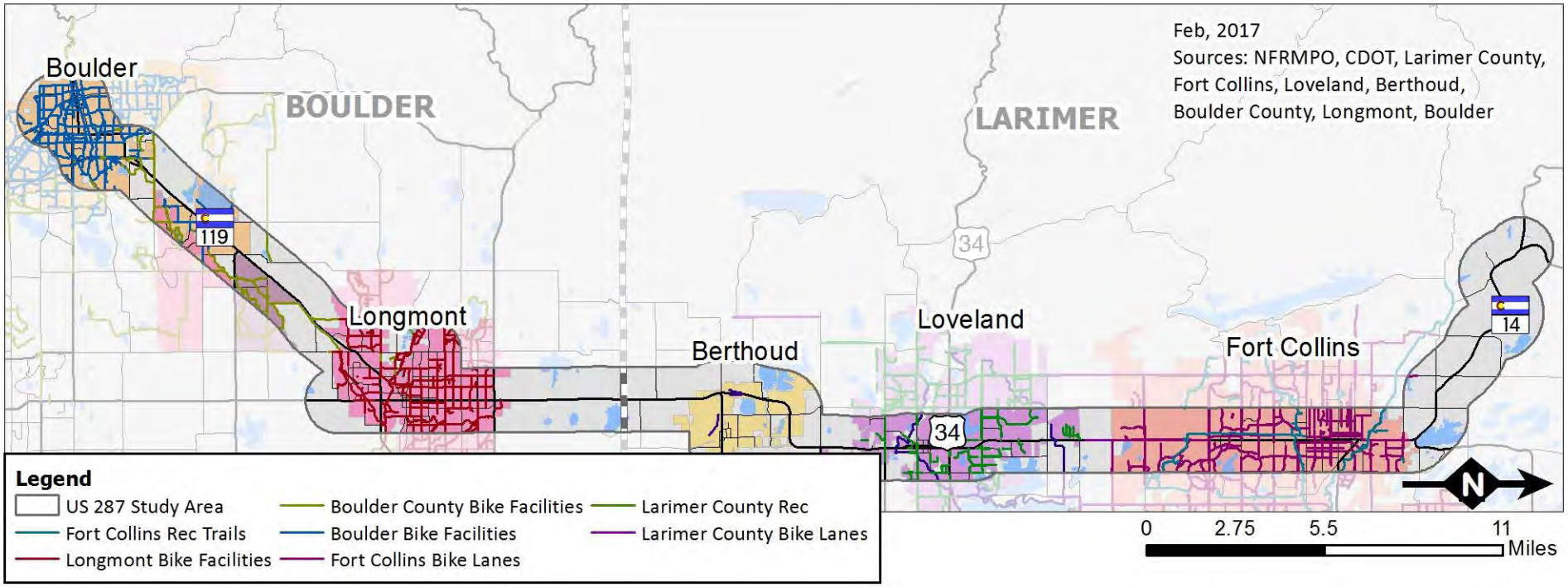
Figure 2-9 Serious Injury and Fatal Crashes (2009-2013 in Boulder County, 2011-2015 in Larimer County)



Bicycle Network

Figure 2-10 illustrates the bicycle infrastructure within the Study Area, but does not show the pedestrian network. Due to the density of the bicycle and pedestrian network, it is difficult to show in detail at the corridor level. Maps are provided in each community chapter at larger scale.

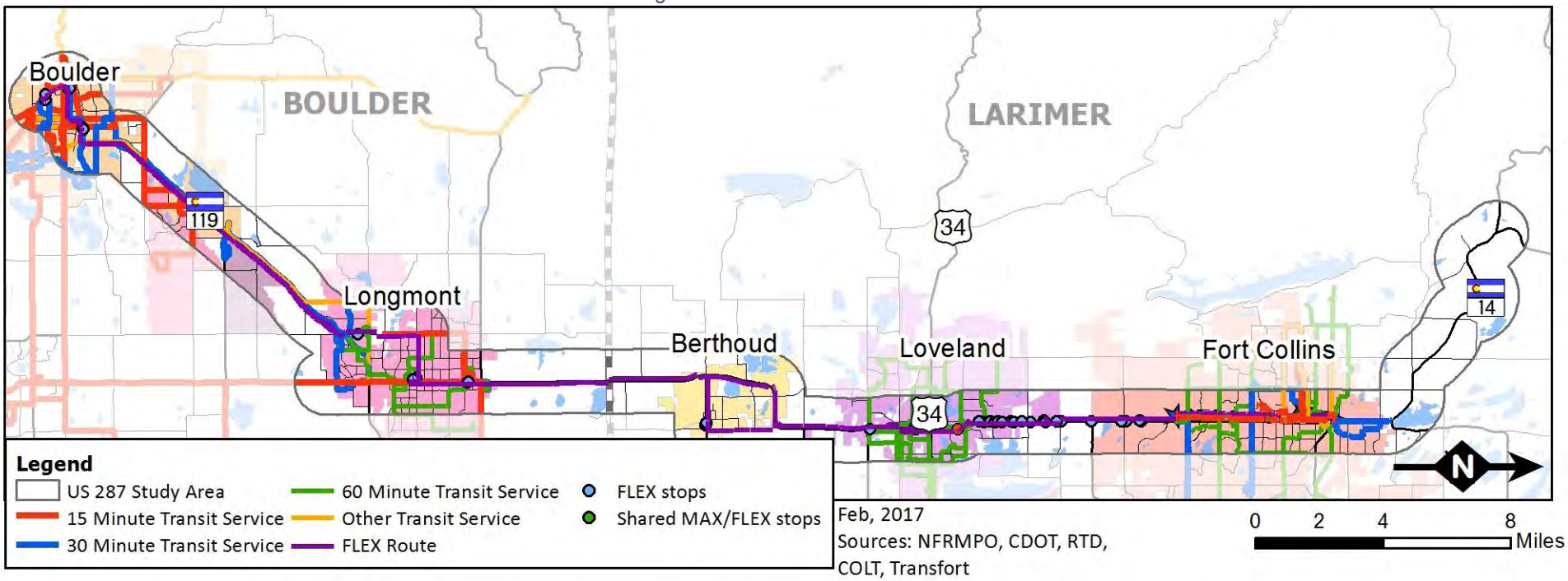
Figure 2-10 Bicycle Infrastructure



Transit

Figure 2-11 shows transit within the US287 Study Area. Transit is operated at the municipal level in Fort Collins and Loveland, and on a regional level in Longmont and Boulder. The Fort Collins system, Transfort, operates the two interregional FLEX routes: the FLEX to Loveland, Berthoud, and Longmont route and the express service on FLEX to Boulder. Routes on the map are displayed based on service frequency during peak periods. Red routes have 15-minute or better frequency, blue routes have service every 30 minutes, and green routes have service every 60 minutes. Routes shown in gold operate either less frequently or irregularly.

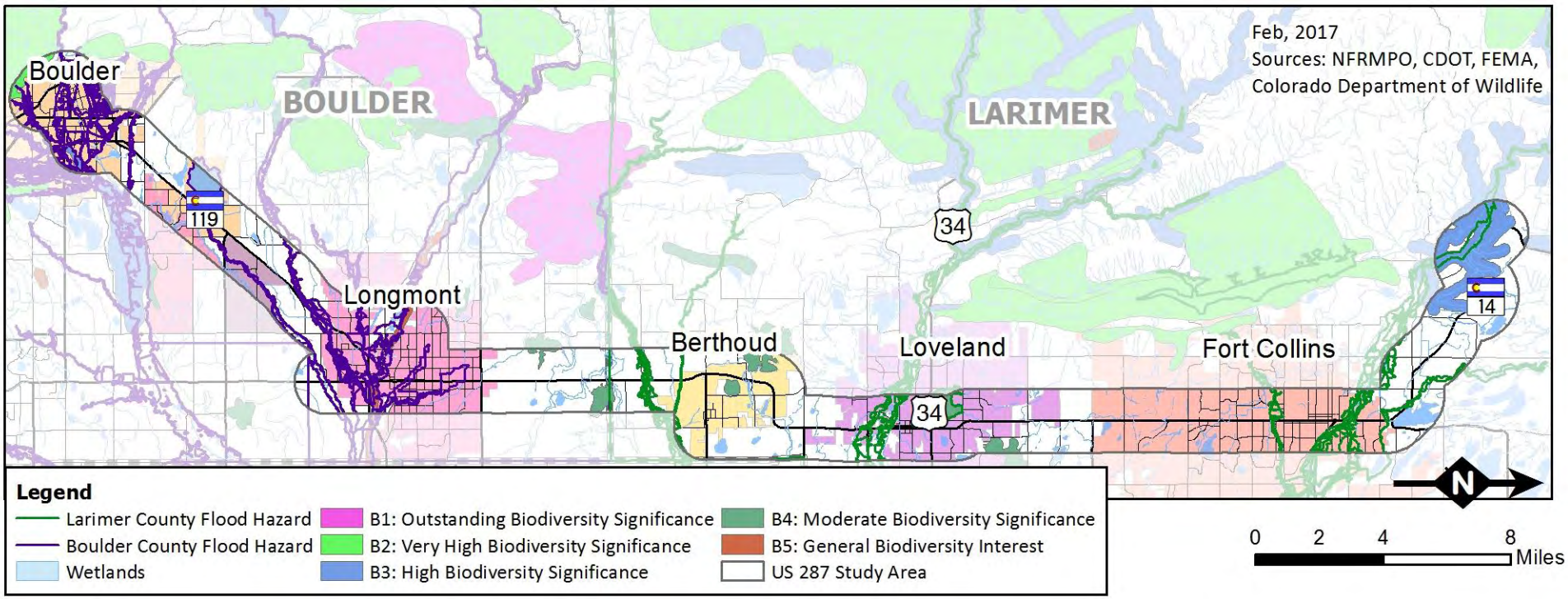
Figure 2-11 Transit Routes



Environmental Features

Larimer and Boulder counties have diverse environments resulting from their location along the foothills of the Rocky Mountains, as shown on *Figure 2-12*. A mix of irrigation ditches, creeks like the Dry Creek, and rivers like the Cache la Poudre River, provide a wide network of waterways and wetlands. The Colorado Division of Wildlife uses a rating system to determine Potential Conservation Areas (PCAs). The rating system, from B1: Outstanding Biodiversity Significance to B5: General Biodiversity Interest reflects the range of environmental features needing to be incorporated into planning efforts and conserved. Together, Larimer and Boulder counties have habitats which correspond to each of these levels of biodiversity significance. Flooding is a major issue due to the network of rivers, ditches, and creeks, and as a result, the Federal Emergency Management Agency (FEMA) identifies a variety of flood hazards in both counties.

Figure 2-12 Environmental Features



Chapter 3: FLEX Routes

Two transit routes traverse the US287 corridor. *Chapter 3* provides information about the two transit routes, the FLEX Loveland/Longmont Local route and the FLEX Boulder Express Route, and the respective stop features.

Figure 3-1 shows the FLEX Loveland/Longmont Local route and the FLEX Boulder Express route with associated stops. FLEX shares stops with the MAX Bus Rapid Transit (BRT) route in Fort Collins. These stops are shown with a yellow square on the map. Orange stops are served by the FLEX Loveland/Longmont Local route only, and purple stops are served by the FLEX Boulder Express. One stop in Loveland is served by both the Boulder Express and Loveland-Longmont Local routes. The Fort Collins South Transit Center, and the Lincoln Avenue and E 8th Street stop and Cleveland Avenue and E 8th Street stop in Loveland pair are served by both FLEX routes.

In 1999, the FLEX route began as the FoxTrot between Fort Collins and Loveland. In 2010, the FoxTrot route was extended to Berthoud and Longmont and was renamed the FLEX. In 2016, the FLEX route was extended again to the City of Boulder, which added service. The FLEX Loveland-Longmont Local route receives financial assistance from the cities of Fort Collins, Loveland, and Longmont, the Town of Berthoud, and Boulder County. The FLEX Boulder Express operates with funding from the City of Boulder, a grant from the Denver Regional Council of Governments (DRCOG) Congestion Mitigation and Air Quality (CMAQ) program, and contributions from Colorado State University (CSU) and University of Colorado (CU) Boulder.

The FLEX Loveland/Longmont Local route operates 17 scheduled trips per weekday. Each southbound trip begins at the South Transit Center in Fort Collins. Eight operate to the Loveland Food Bank and nine operate to Coffman & 8th/Roosevelt Park in Longmont. On Saturdays, 14 trips operate southbound, with 10 operating as far as the Loveland Food Bank and four operating to Coffman & 8th/Roosevelt Park; four trips operate from Longmont north to the South Transit Center in Fort Collins, and 10 from the Loveland Food Bank/Loveland Transit Center. There is no Sunday service on either route.

Figure 3-1 FLEX Routes and Stops

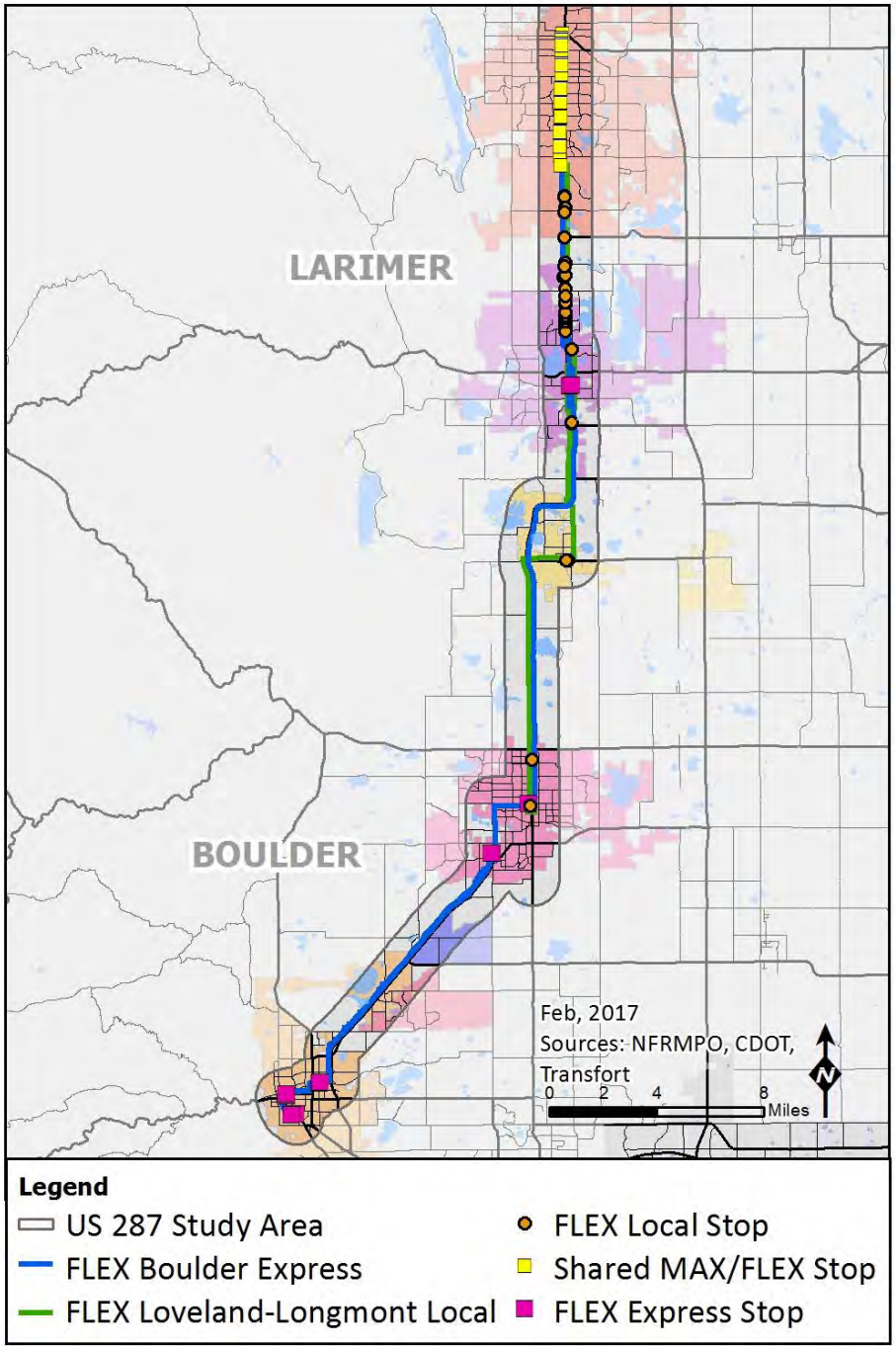


Figure 3-2 FLEX Boulder Express Bus at University Station

Image credit: NFRMPO staff

The FLEX Boulder Express route operates five roundtrips per weekday with no weekend service. Four southbound routes begin at the Downtown Transit Center in Fort Collins and one begins at the South Transit Center. All operate to the CU Boulder campus. Five northbound trips begin at the CU Boulder stop and operate to the Downtown Transit Center.

Both FLEX routes use the Transfort fare schedule, meaning all rides cost $1.25 per trip. Seniors, people with disabilities, and individuals on Medicare pay $0.60 per trip. FLEX also accepts Transfort passes, RamCards, RTD's EcoPass and CollegePass, and COLT passes.

Each FLEX bus is fitted with a rack accommodating up to three bicycles. Bicycle racks and storage are included at certain stations, which is denoted in the stop profiles.

Each stop profile provides average daily ridership by stop, information on the bicycle and pedestrian infrastructure, connecting transit routes, and stop features. A quarter-mile buffer has been drawn around each stop to show the average distance a person is willing to walk to transit service. Station pairs, which are stations located across the street but serving opposite directions, are combined into one profile. If a station feature only applies to one direction, the direction is denoted in parenthesis. Available amenities include:

- Benches;
- Bicycle facilities, including bicycle racks, bicycle securement bollards, and secure bicycle parking;
- Pads, which are concrete areas at stops where future amenities like benches and shelters may be built;
- Parking, and whether it is paid or unpaid;
- Street lights;
- Transit shelters; and
- Trash cans.

The stops listed in *Figure 3-3* are profiled. Stops are labeled as either northbound (NB) or southbound (SB), with their corresponding community, and whether the stop is served by the Express (EXP), Local (LOC), or both FLEX routes. There are 21 stops and stop pairs served by the FLEX Boulder Express, and 18 tops served by the FLEX Loveland-Longmont Local route.

Figure 3-3 Profiled FLEX Stops			
Stop Name	Community	Route	
		EXP	LOC
Downtown Transit Center - (NB and SB)	Fort Collins	X	
MAX Stations • Mountain Station • Olive Station • Mulberry Station • Laurel Station • University Station • Prospect Station • Spring Creek Station • Drake Station • Swallow Station • Horsetooth Station • Troutman Station • Harmony Station	Fort Collins	X	
South Transit Center - (NB and SB)	Fort Collins	X	X
US287 and Fossil Creek Parkway (NB) US287 and Cameron Drive (SB)	Fort Collins		X
US287 and Skyway Drive - (NB and SB)	Fort Collins		X
US287 and Trilby Road - (NB and SB)	Fort Collins		X
US287 and Carpenter Road/SH392 (NB and SB)	Fort Collins Larimer		X
US287 and 71 Street (NB and SB)	Larimer Loveland		X
US287 and 65th Street (NB and SB)	Larimer Loveland		X
US 287 and 57th Street (NB and SB)	Larimer Loveland		X
US287 and 50th Street (NB and SB)	Larimer Loveland		X

Figure 3-3 Profiled FLEX Stops			
Stop Name	Community	Route	
		EXP	LOC
Garfield Avenue and Knobcone Drive (NB) Garfield Avenue and 45th Street (SB)	Loveland		X
Garfield Avenue and E 42nd Street (NB) and Garfield Avenue and 41st Street (SB)	Loveland		X
Garfield Avenue and E 37th Street (NB) and Garfield Avenue and W 37th Street (SB)	Loveland		X
Loveland Food Bank (2600 N Lincoln Avenue) (NB and SB)	Loveland		X
Lincoln Avenue and E 8th Street (NB) and Cleveland Avenue and E 8th Street (SB)	Loveland	X	X
Lincoln Avenue and 14th Street SE (NB) and Lincoln Avenue and 14th Street SW (SB)	Loveland		X
Mountain Avenue and 2nd Street (NB) and Mountain Avenue and 3rd Street (SB)	Berthoud		X
Main Street and 21st Street (NB and SB)	Longmont		X
8th and Coffman/Roosevelt Park (NB and SB)	Longmont		X
9th and Coffman (NB and SB)	Longmont	X	
Hover Street and Village at the Peaks Mall (NB and SB)	Longmont	X	
Pearl Parkway and 30th Street/Boulder Junction (NB and SB)	Boulder	X	
Canyon Boulevard and 14th Street (SB) and Walnut Street and 14th Street (NB)	Boulder	X	
Broadway and Euclid (NB)	Boulder	X	
18th and Euclid (NB)	Boulder	X	

FLEX Boulder Express Stop Features

Downtown Transit Center

The Downtown Transit Center (DTC) is an ADA-accessible major transit hub in Old Town Fort Collins. As shown in *Figure 3-4*, a variety of services use the DTC as a hub. The MAX BRT route provides service every ten minutes throughout most of the day. Route 92 Tripper provides students with a trip from Poudre High School to the DTC along Laporte Avenue. The DTC is the northernmost stop for the FLEX Boulder Express.

2016 Average Daily FLEX Ridership:

- Northbound Alighting: 22
- Southbound Boarding: 20
- Total: 42

Transit connections:

- MAX Bus Rapid Transit
- Bustang, operated by CDOT
- FLEX Boulder Express
- Route 5
- Route 8
- Route 9
- Route 10
- Route 14
- Route 18
- Route 81
- Route 92

Stop Features:

- Bicycle racks and secure bicycle shelter
- Bus shelters, including benches and trash cans
- Customer service desk, open 7:30am to 5:30pm
  - Pass and ticket sales
  - Printed maps, schedules, rider alerts
  - Restrooms
  - Lost and Found
  - Indoor waiting area
- Fort Collins Bike Share Hub
- Parking (Civic Center Parking Structure paid parking)
- Streetlights
- Ticket vending machine (located on MAX platform)

Figure 3-4 DTC Transit

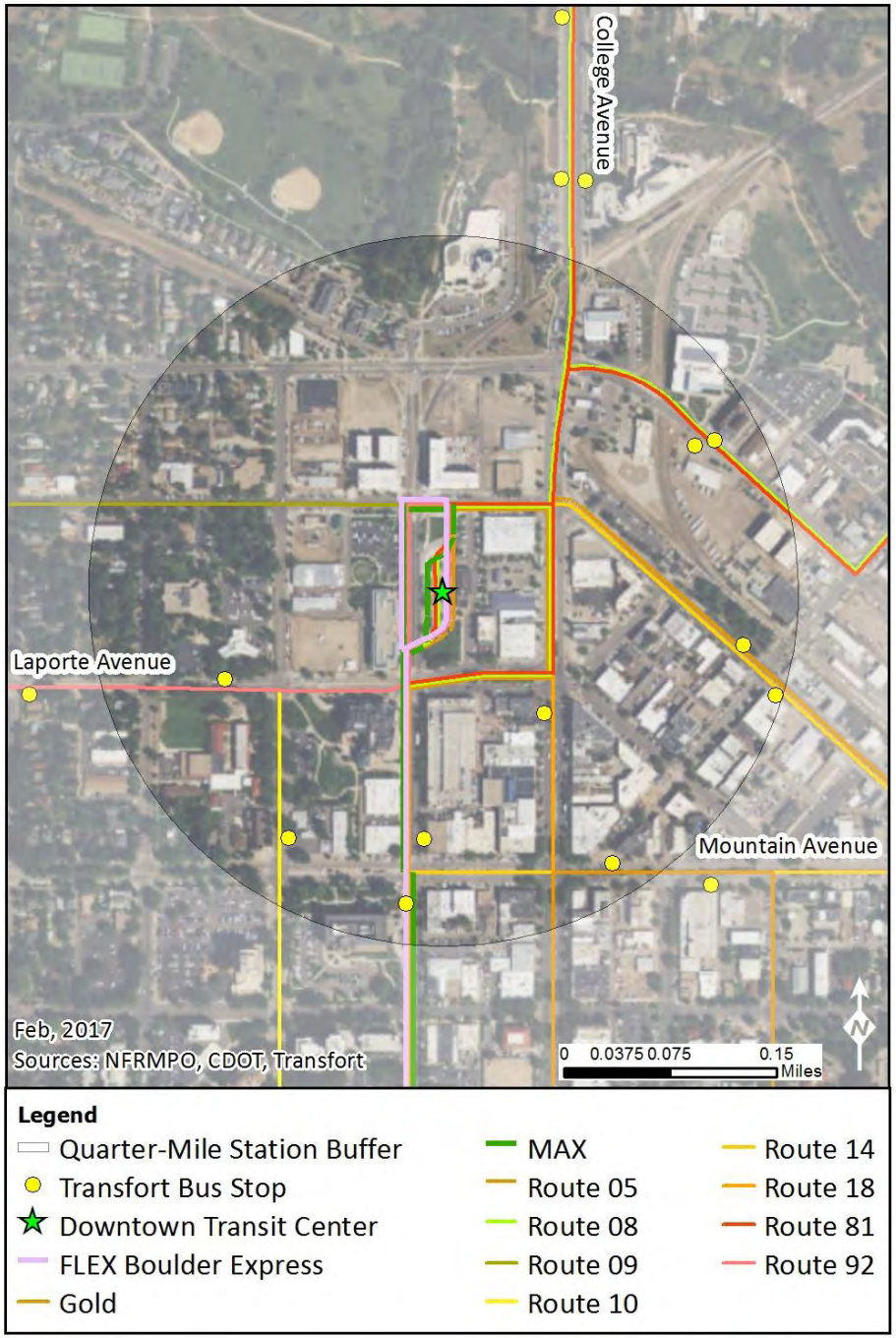
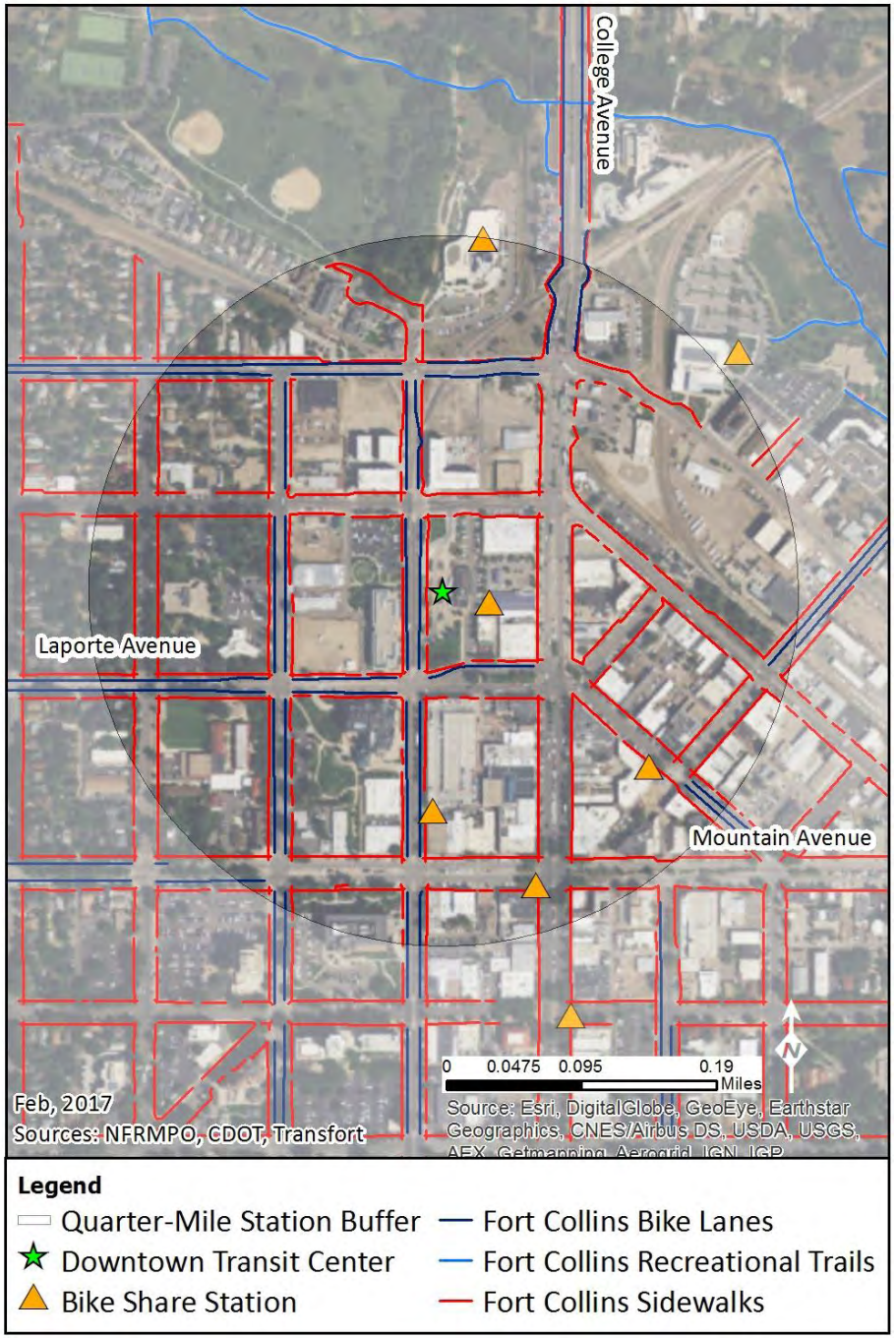


Figure 3-5 shows the density of sidewalks, bicycle sharing stations, and bicycle infrastructure available to users of the DTC. Sidewalks are provided on all major and side streets. Bicycle lanes are available on Cherry Street, Laporte Avenue, Mountain Avenue, Mason Street, and Howes Street. Four bicycle sharing stations are located within a quarter-mile walk of the DTC. Bicycles are allowed on the portion of College Avenue north of Laurel Street.

Figure 3-5 DTC Non-Motorized Infrastructure



MAX Stations

In May 2014, the City of Fort Collins opened the MAX BRT route. Operating on a fixed guideway parallel to US287/College Avenue between the Downtown Transit Center and the South Transit Center, the BRT route provides upgraded stop features that meet ADA guidelines. The FLEX Boulder Express stops at each MAX station between the DTC and STC.

As shown in *Figure 3-6*, MAX stations connect many Transfort routes throughout the system. Stations where transit riders may transfer routes include:

- University Station - Around the Horn (10 minute all-day frequency)
- Prospect Station - GOLD Route (late nights only)
- Swallow Station - Route 5 (60 minute all-day frequency) and Route 6 (60 minute all-day frequency)
- Horsetooth Station - Route 12 (60 minute all-day frequency)
    - Route 5 stops at Mason Street and Horsetooth Road, approximately 0.1 miles east
- Harmony Station - Routes 12 (60 minute all-day frequency) and 19 (60 minute all-day frequency)

Aside from the two transit centers profiled on pages 44-45 and pages 48-49, each intermediate station features the following features:

- Audio Visual Displays - Next bus arrivals, travel alerts
- Bicycle parking
- Bicycle racks
- Shelter
- Streetlights
- Ticket vending machine
- Trash cans
- Streetlights

Park-N-Ride lots are available at the following stations:

- Drake Station
- Swallow Station
- Troutman Station

Figure 3-6 MAX Stations - Connecting Transit

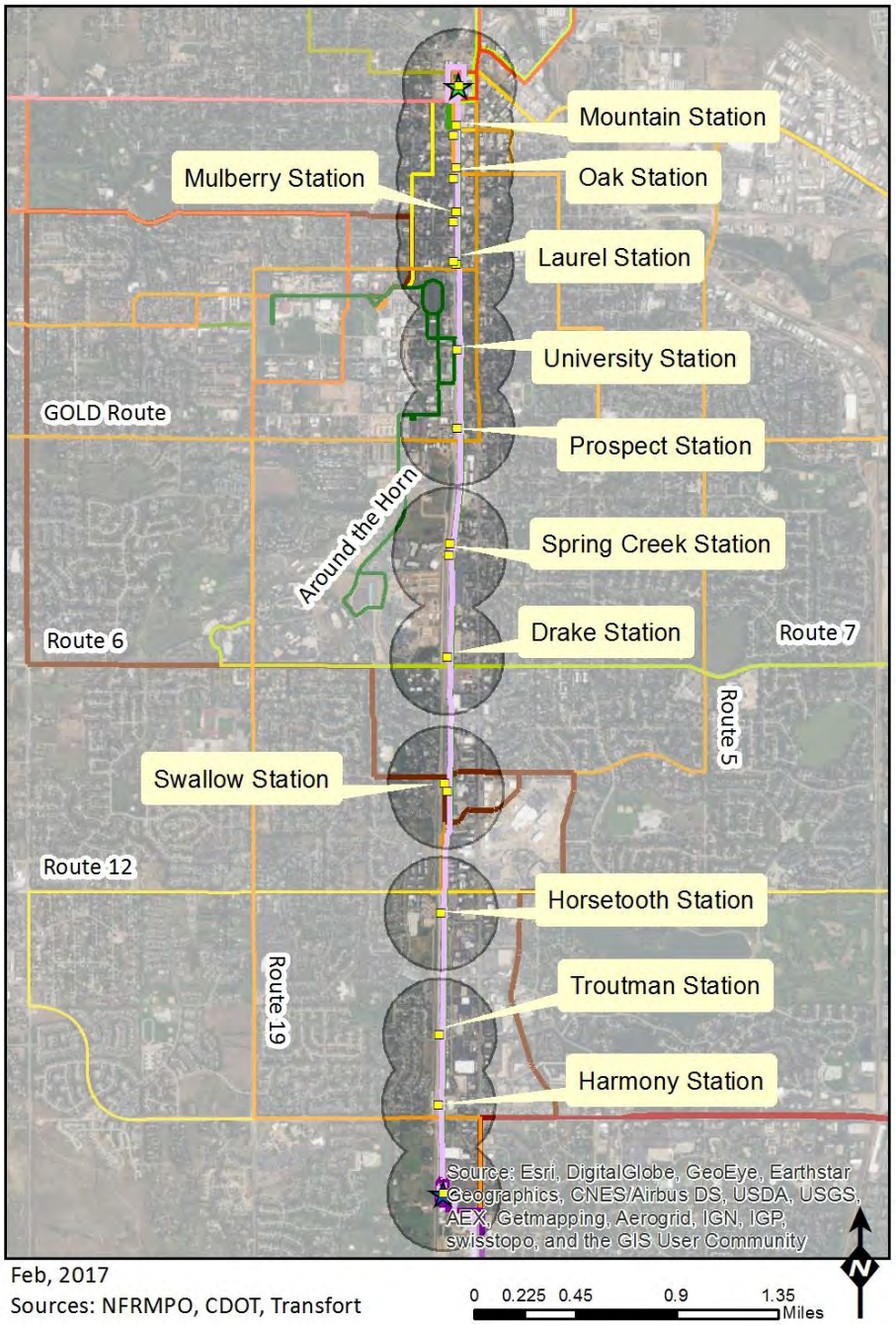


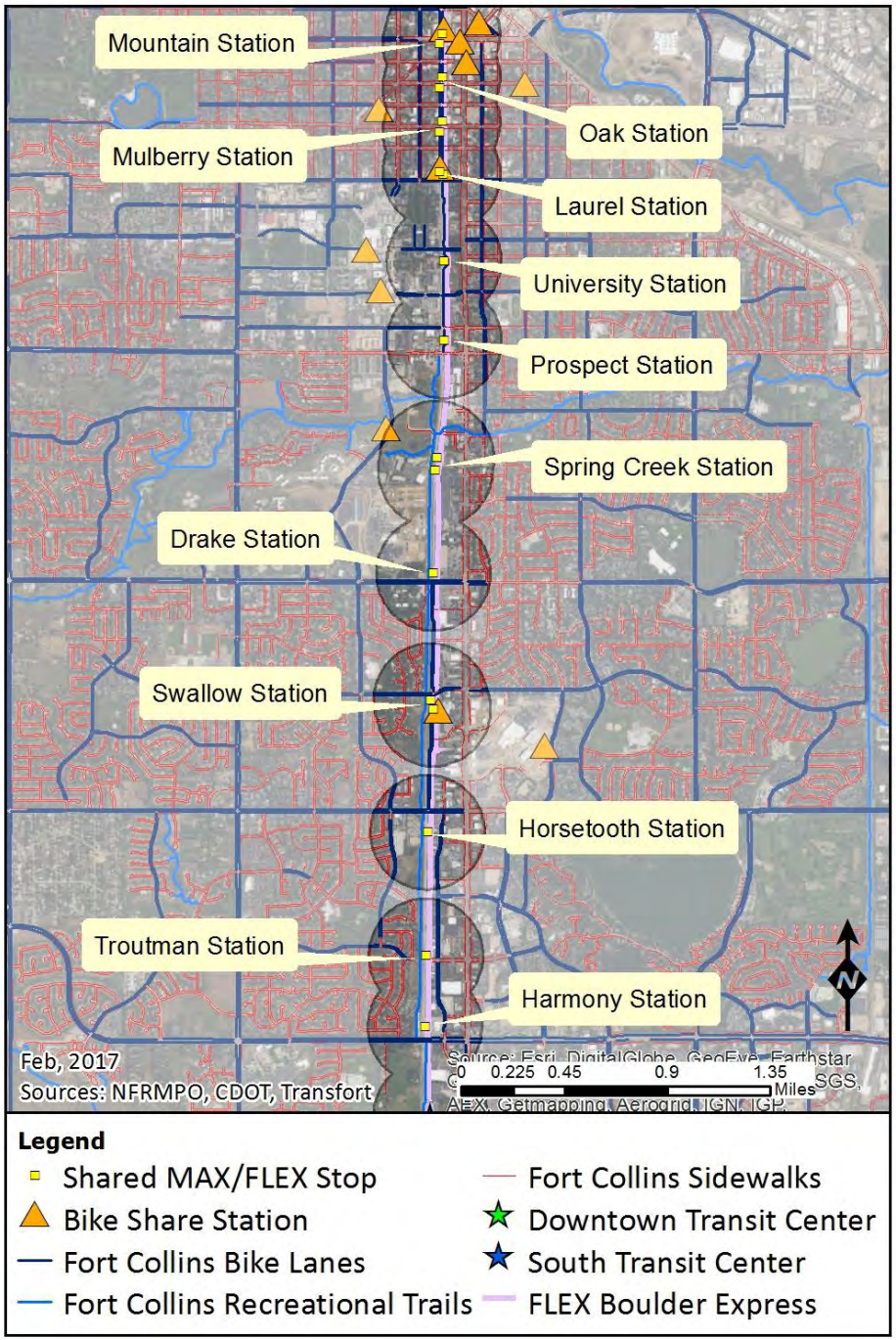
Figure 3-7 illustrates the non-motorized infrastructure in the City of Fort Collins and within the quarter-mile radius of each MAX station.

Secure bicycle parking is available at the University Station, provided in partnership with CSU.

Because of its location adjacent to a freight rail line, three pedestrian upgrades were built to allow safe crossings. An overpass connects Spring Creek Station to the Mason Trail, the Spring Creek Trail, and CSU buildings on the west side of the track. An underpass connects Troutman Station to the Mason Trail. Additionally, an underpass under US287/College Avenue is under construction between the Horsetooth Station and the Swallow Station. This new underpass will provide a safe mid-block crossing to the Foothills Mall.

Within Fort Collins, the Zagster bicycle sharing system allows people to rent bicycles at stations spread throughout the US287 corridor. Stations are shown on the map with orange triangles. Stations are predominantly located in Old Town Fort Collins, on the CSU campus, and near the Foothills Mall. Laurel Station and Swallow Station have bicycle sharing stations adjacent to the MAX stations.

Figure 3-7 MAX Station - Non-Motorized Infrastructure



South Transit Center (NB and SB)

The South Transit Center (STC) is located south of Harmony Road in Fort Collins, and is a major ADA-accessible hub for the Transfort system. The station was opened alongside the introduction of the MAX BRT service in 2014. Prior to the opening of the South Transit Center, the FLEX route began at Foothills Mall. As shown in *Figure 3-8*, a variety of services use the STC as a hub. The MAX route provides service every 10 minutes throughout most of the day. The FLEX Loveland/Longmont Local begins its southbound service at the STC.

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 2; Northbound Alighting: 192
- Southbound Boarding: 203; Southbound Alighting: 5
- Total: 402

Transit Connections:

- MAX Bus Rapid Transit (10 minute peak, 15 minute off-peak, 30 minute late night)
- FLEX Boulder Express
- FLEX Loveland/Longmont Local
- Route 6 (60 minute frequency all day)
- Route 12 (60 minute frequency all day)
- Route 16 (30 minute peak, 60 minute off peak)
- Route 19 (60 minute frequency all day)

Stop Features:

- Bicycle racks and secure bicycle shelter
- Bus shelters, including benches and trash cans
- Customer service desk, open 7:30am to 5:30pm
  - Pass and ticket sales
  - Printed maps, schedules, rider alerts
  - Restrooms
  - Lost and Found
- Parking (171 free parking spots)
- Streetlights
- Ticket vending machine

Figure 3-8 STC - Transit

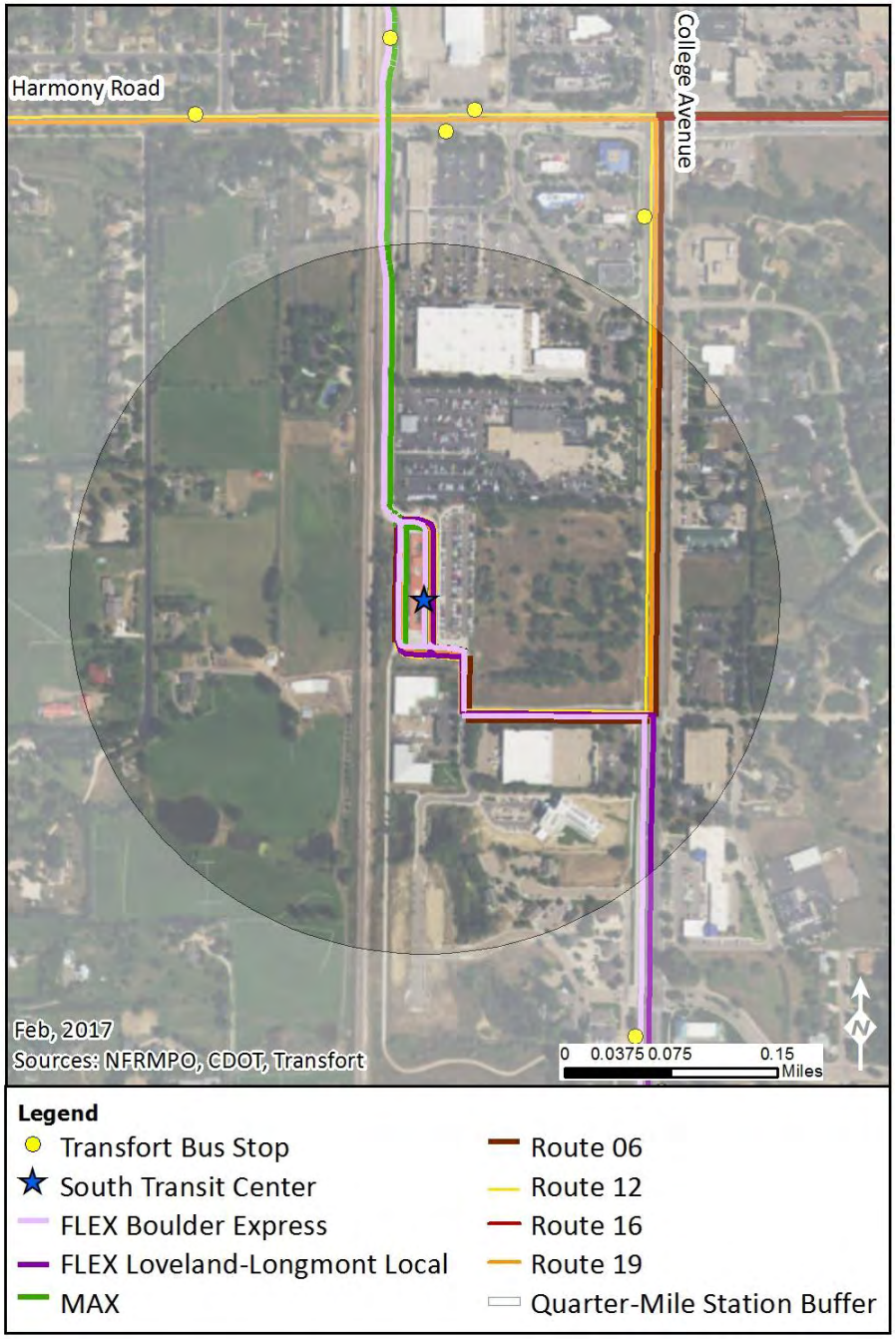
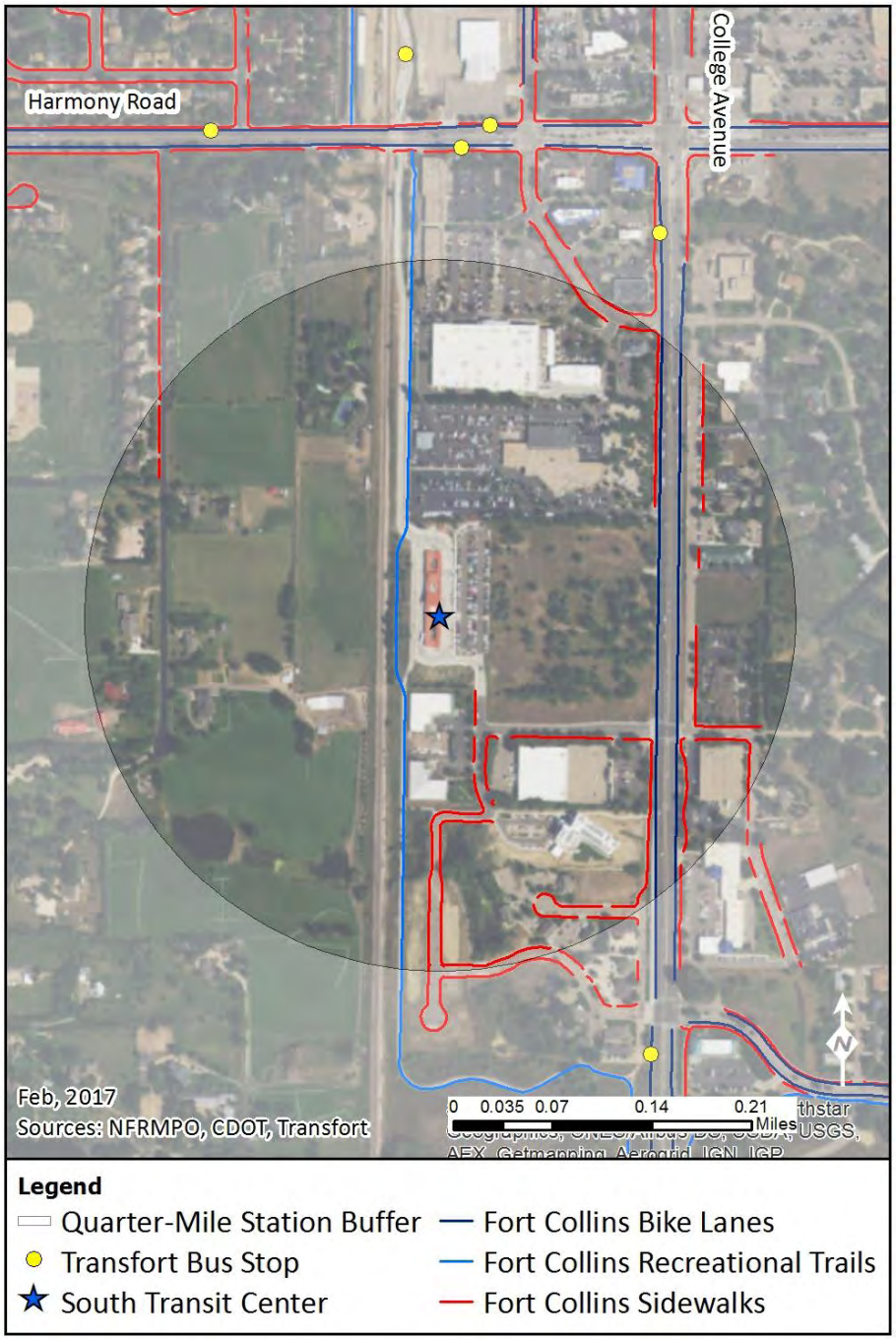


Figure 3-9 shows the bicycle and pedestrian infrastructure available near the STC. Built as a Park-N-Ride in the southern part of the City, pedestrian infrastructure is not as dense as the DTC. Sidewalks are available in the neighborhoods adjacent to the STC. The Mason Trail runs to the south and west of the station.

Figure 3-9 STC - Non-Motorized Infrastructure



Lincoln Avenue and E 8th Street (NB) and Cleveland Avenue and E 8th Street (SB)

The 8th Street station pair is located north of downtown Loveland at the South Transfer Station of the COLT network and is ADA-accessible. *Figure 3-10* shows the transit connections available at the 8th Street stop pair. All three routes within the COLT system connect at this stop. The 8th Street pair the only FLEX Boulder Express stop in the City of Loveland.

Transit Connections:

- FLEX Boulder Express
- FLEX Loveland-Longmont Local
- Route 100
- Route 200
- Route 300

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 15; Northbound Alighting: 29
- Southbound Boarding: 25; Southbound Alighting: 14
- Total: 83

Stop Features:

- Benches
- Streetlight
- Transit stop sign
- Trash can

Figure 3-10 8th Street Stop Pair - Transit

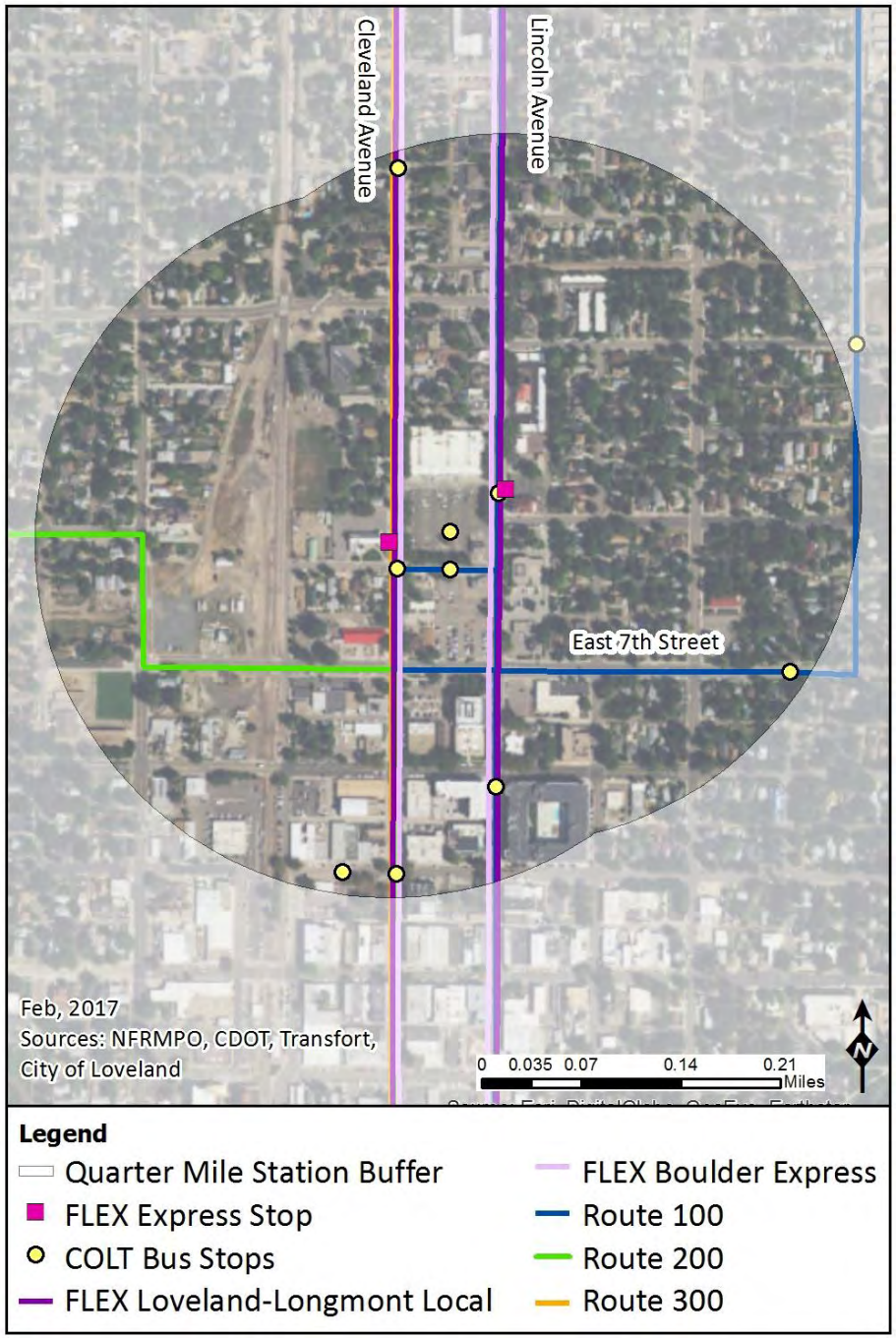
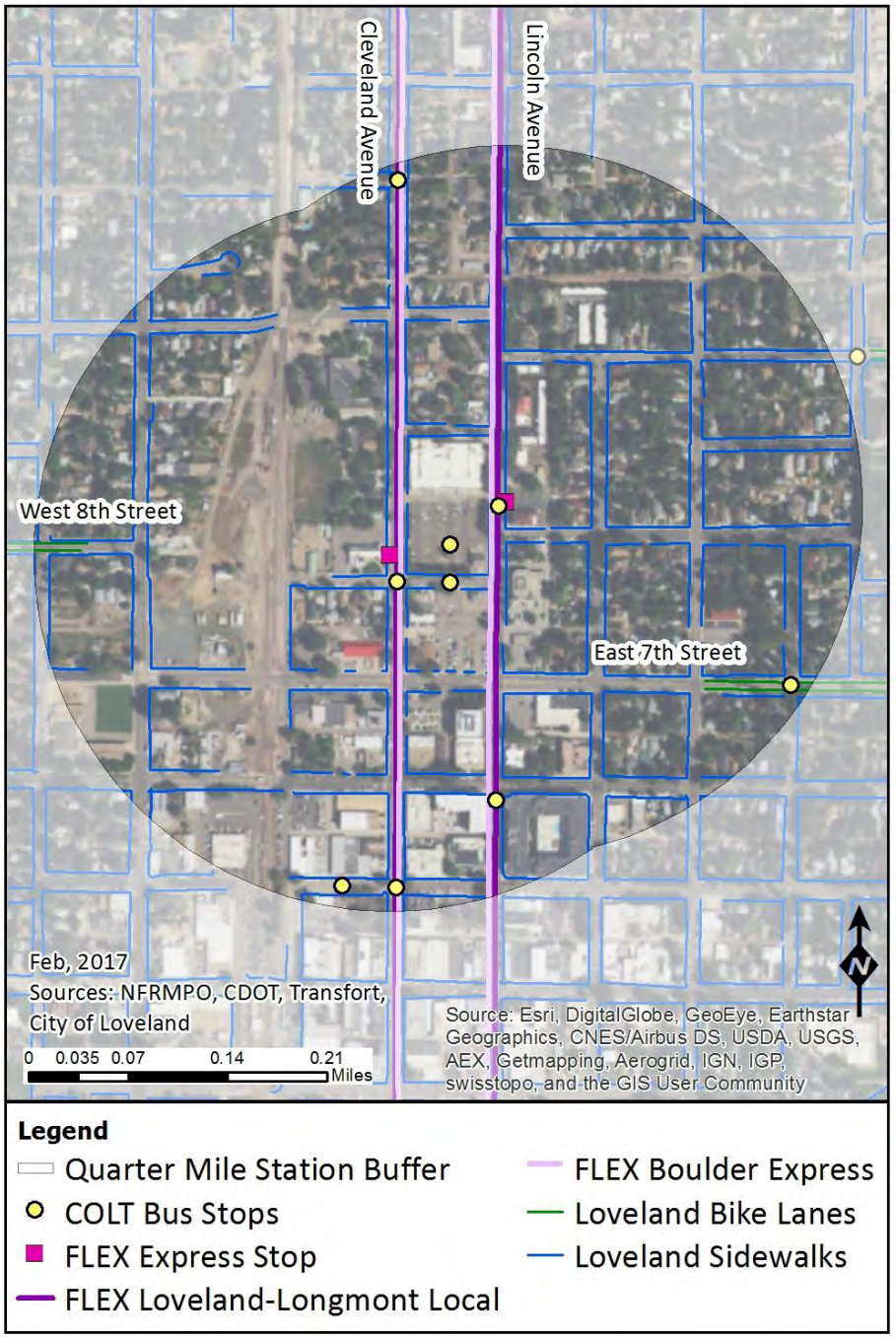


Figure 3-11 shows the non-motorized infrastructure available near the 8th Street stop pair. Due to its location in the center of the City, the station is connected to the City's dense bicycle network. Bicycle lanes are available on East 7th Street three blocks east of the stop pair, and on West 8th Street west of the stop pair.

Figure 3-11 8th Street Stop Pair - Non-Motorized infrastructure



8th and Coffman/Roosevelt Park (NB)

The 8th and Coffman/Roosevelt Park stop is located adjacent to downtown Longmont as shown in *Figure 3-12* and is ADA-accessible. The stop was previously the terminus of the FLEX route, and still provides connections between the Transfort and RTD systems.

Transit Connections:

- FLEX Loveland-Longmont Local
- FLEX Boulder Express
- RTD Route 323 (60 minute all-day frequency)
- RTD Route 324 (30 minute all-day frequency)
- RTD Route 326 (60 minute all-day frequency)
- RTD Route 327 (60 minute all-day frequency)
- RTD BOLT (30 minute all-day frequency)
- RTD Route J (30 to 50 minute frequency, PM peak only)
- RTD Route L (20 to 30 minute peak, approximately 60 minute off-peak)

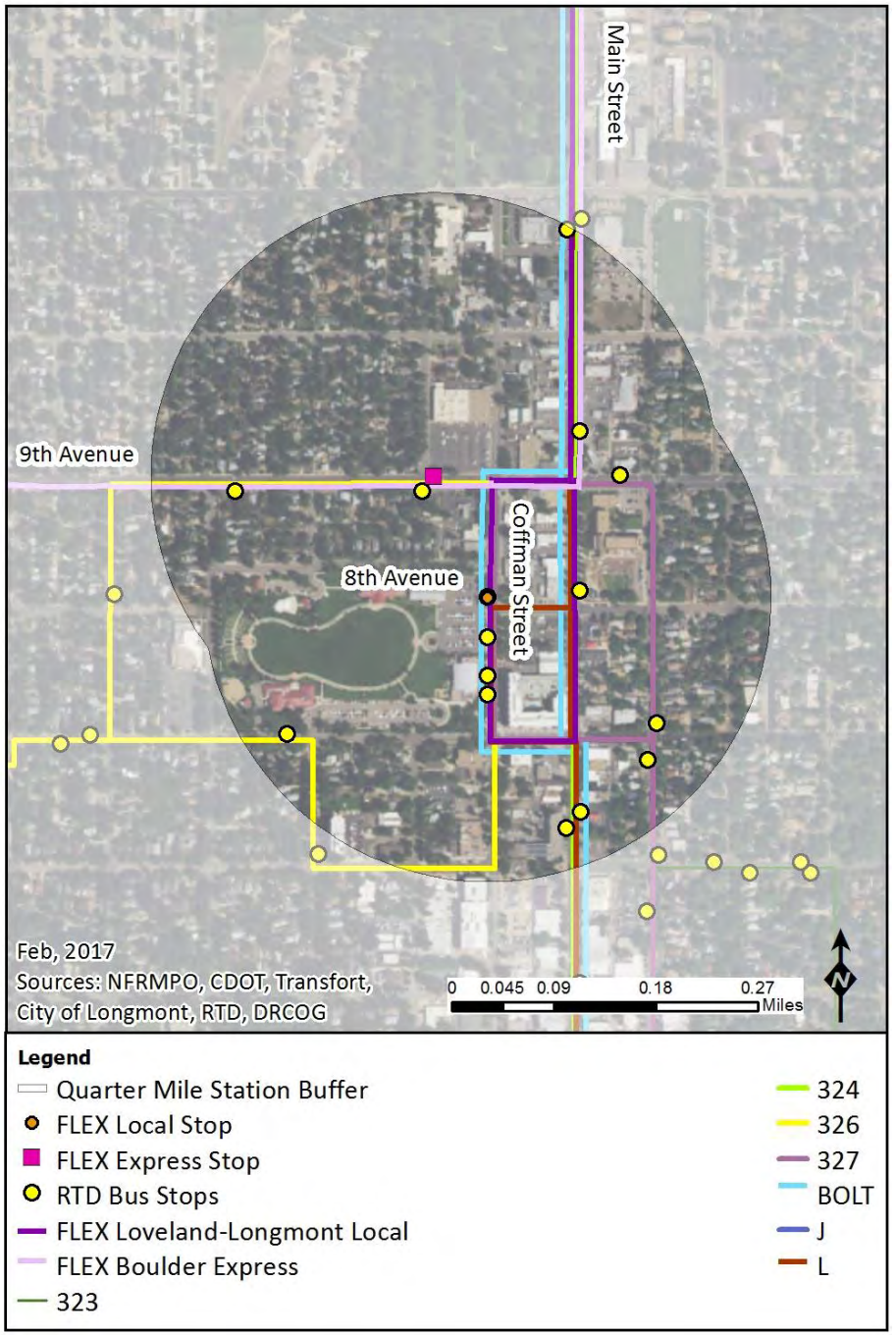
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 74; Northbound Alighting: 1
- Southbound Boarding: 1; Southbound Alighting: 60
- Total: 136

Stop Features:

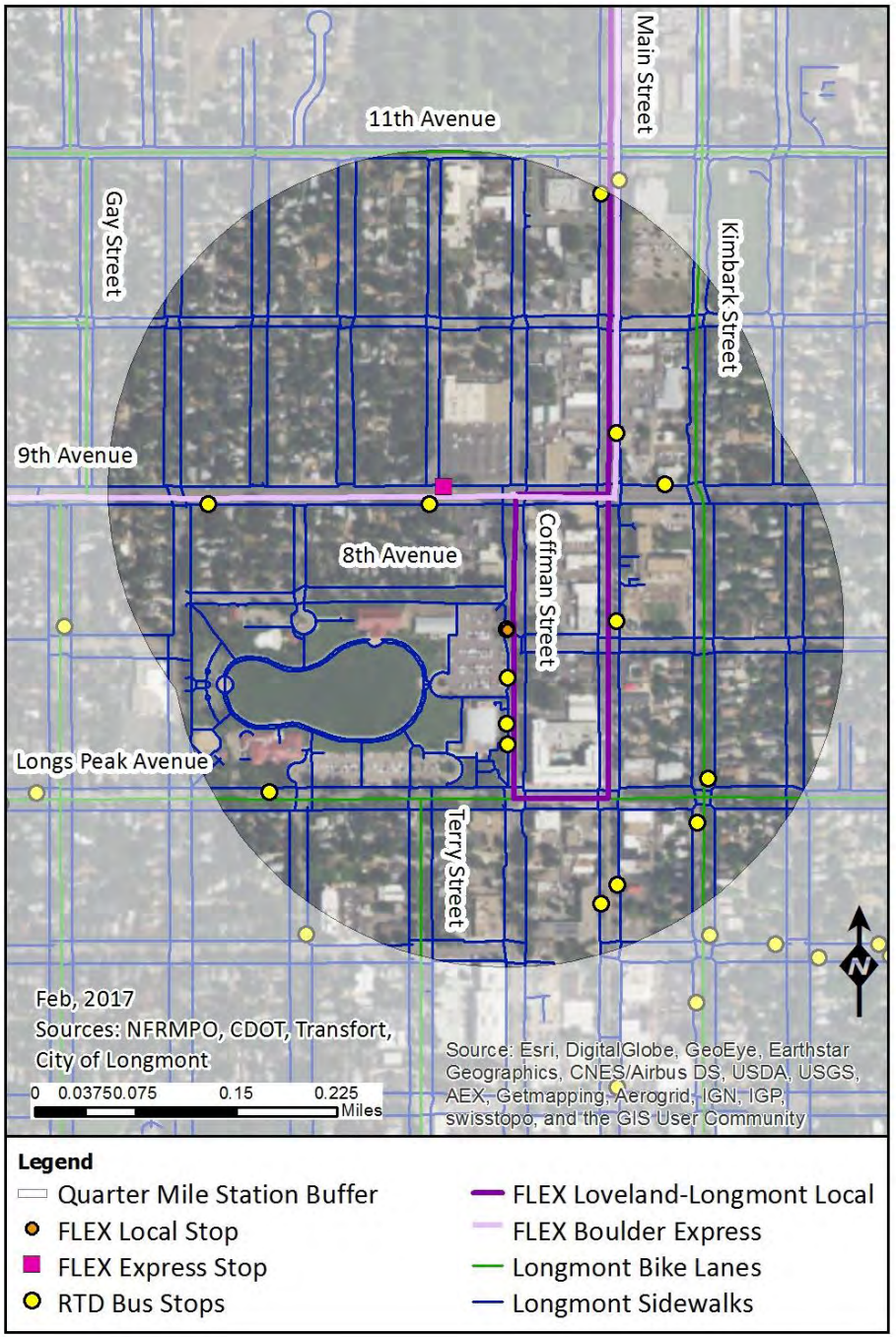
- Benches (RTD stop only)
- Secure bicycle storage
- Shelter (RTD stop only)
- Streetlights
- Transit stop sign

Figure 3-12 8th and Coffman Stop Pair Transit



Due to its location in downtown Longmont, the 9th and Coffman stop is connected into the City's dense sidewalk network. *Figure 3-13* shows the non-motorized infrastructure availbale. Bicycle lanes are available on 11th Avenue, Longs Peak Avenue, Gay Street, Terry Street, and Kimbark Street.

Figure 3-13 8th and Coffman Stop Pair - Non-Motorized Infrastructure



9th and Coffman (SB)

9th and Coffman is located on the north side of Roosevelt Park north of downtown Longmont, as shown in Figure *3-14* and is ADA-accessible. Due to an agreement between RTD and Transfort, passengers may only alight at this stop. Northbound passengers board at the 8th and Coffman stop located south of this station.

Transit Connections:

- FLEX Loveland-Longmont Local
- FLEX Boulder Express
- RTD Route 323 (60 minute all-day frequency)
- RTD Route 324 (30 minute all-day frequency)
- RTD Route 326 (60 minute all-day frequency)
- RTD Route 327 (60 minute all-day frequency)
- RTD BOLT (30 minute all-day frequency)
- RTD Route J (30 to 50 minute frequency, PM peak only)
- RTD Route L (20 to 30 minute peak, approximately 60 minute off-peak)

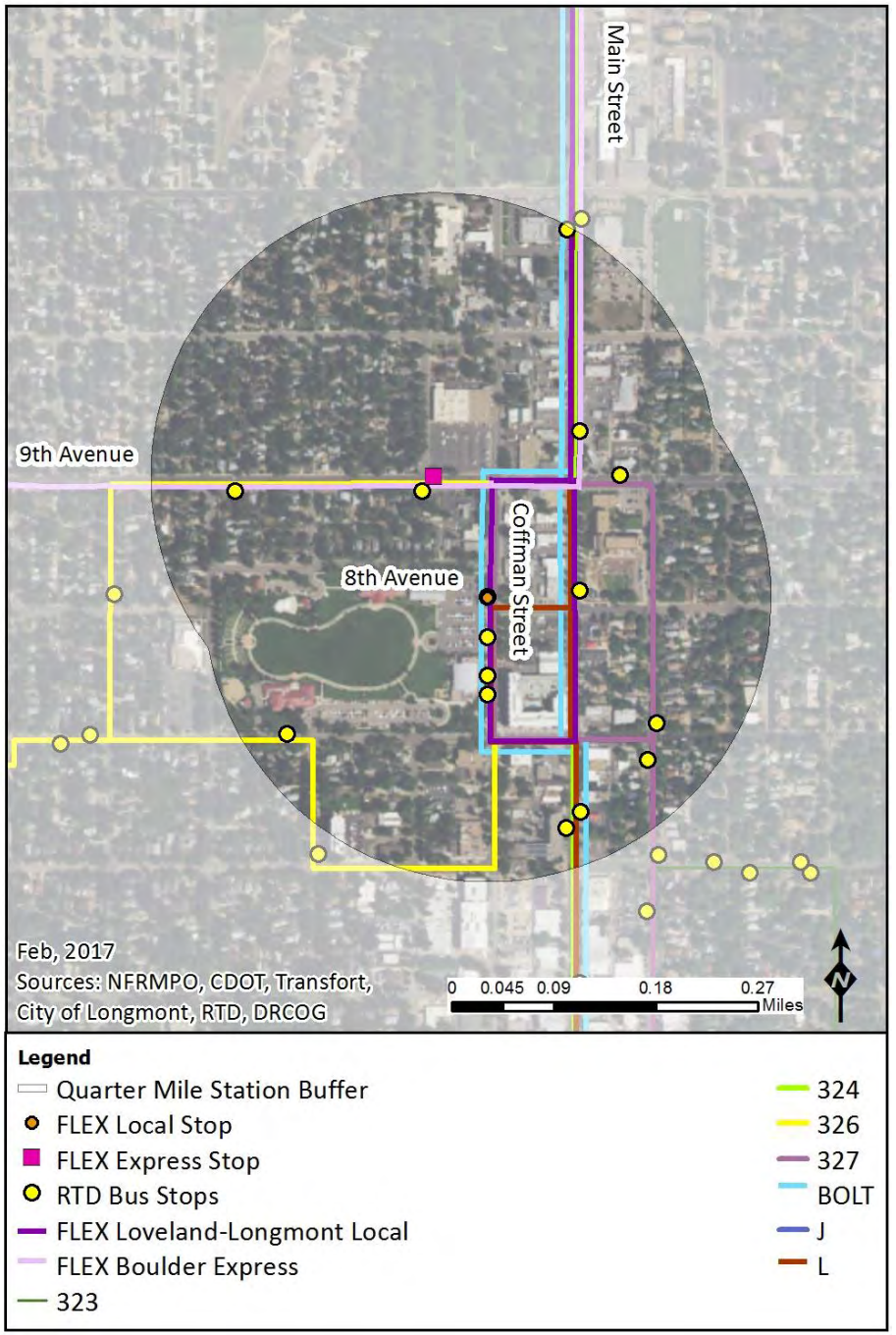
2016 Average Daily FLEX Ridership:

- Southbound Alighting: 7
- Total: 7

Stop Features:

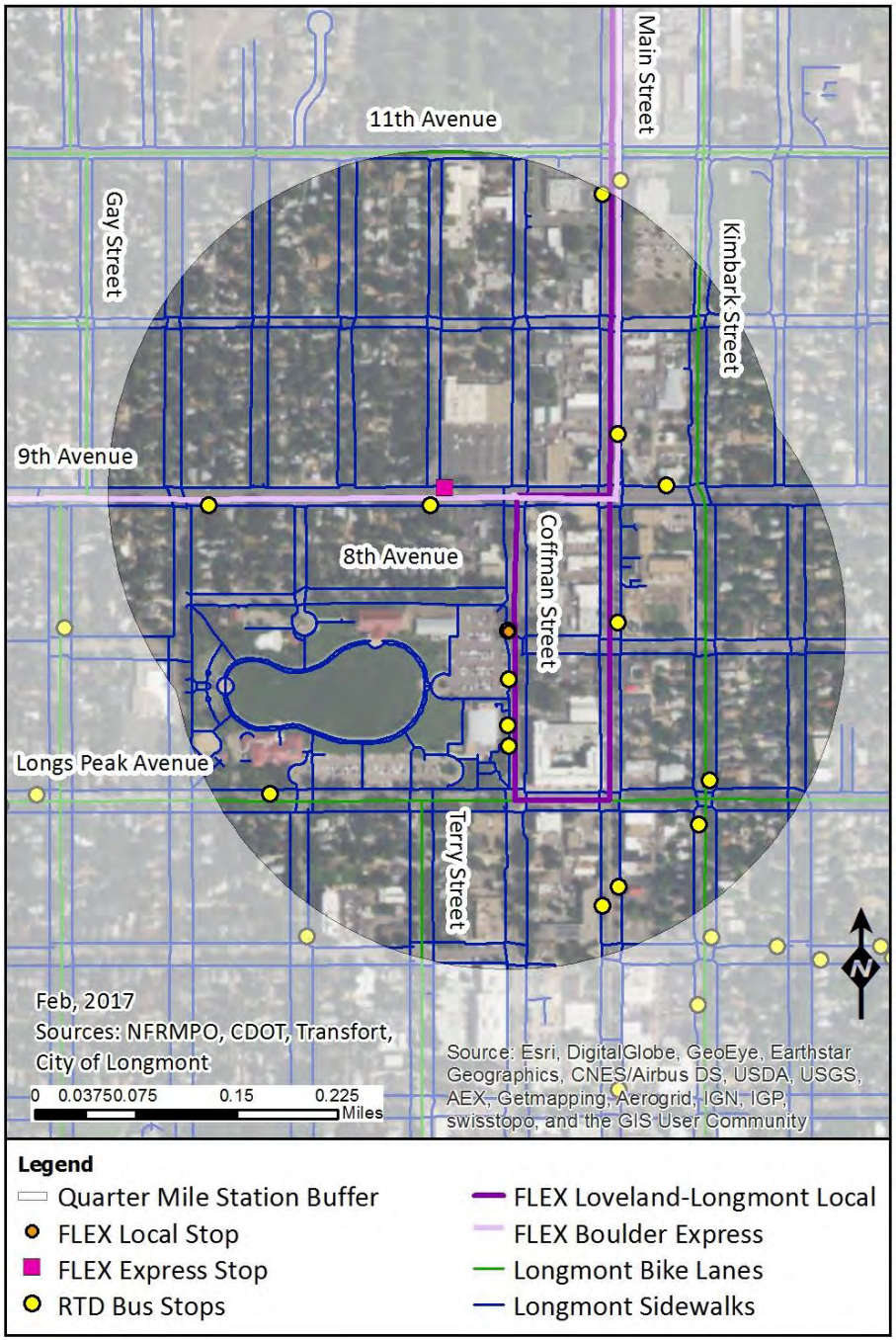
- Streetlight
- Transit stop sign

Figure 3-14 9th and Coffman Stop - Transit



Due to its location in downtown Longmont, the 9th and Coffman stop is connected into the City's dense sidewalk network. *Figure 3-15* shows the non-motorized infrastructure availbale. Bicycle lanes are available on 10th Avenue, Longs Peak Avenue, Gay Street, Terry Street, and Kimbark Street.

Figure 3-15 9th and Coffman Stop - Non-Motorized Infrastructure



Hover Street and Village at the Peaks Mall (NB and SB)

Hover Street and the Village at the Peaks Mall stop pair provide access to the west side of Longmont and is ADA-accessible. This is the first stop served solely by the FLEX Boulder Express route heading west toward Boulder, as illustrated in *Figure 3-16*.

Transit Connections:

- FLEX Boulder Express
- RTD Route 323 (60 minute all-day frequency)
- RTD Route 324 (30 minute all-day frequency)
- RTD BOLT (30 minute all-day frequency) - *outside of the ¼ mile buffer, but shown on map*
- RTD Route J (30 to 50 minute frequency, PM peak only) - *outside of the ¼ mile buffer, but shown on map*

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 2
- Southbound Alighting: 3
- Total: 5

Stop Features:

- Pad
- Streetlights
- Transit stop sign

Figure 3-16 Village at the Peaks Mall Top Pair - Transit

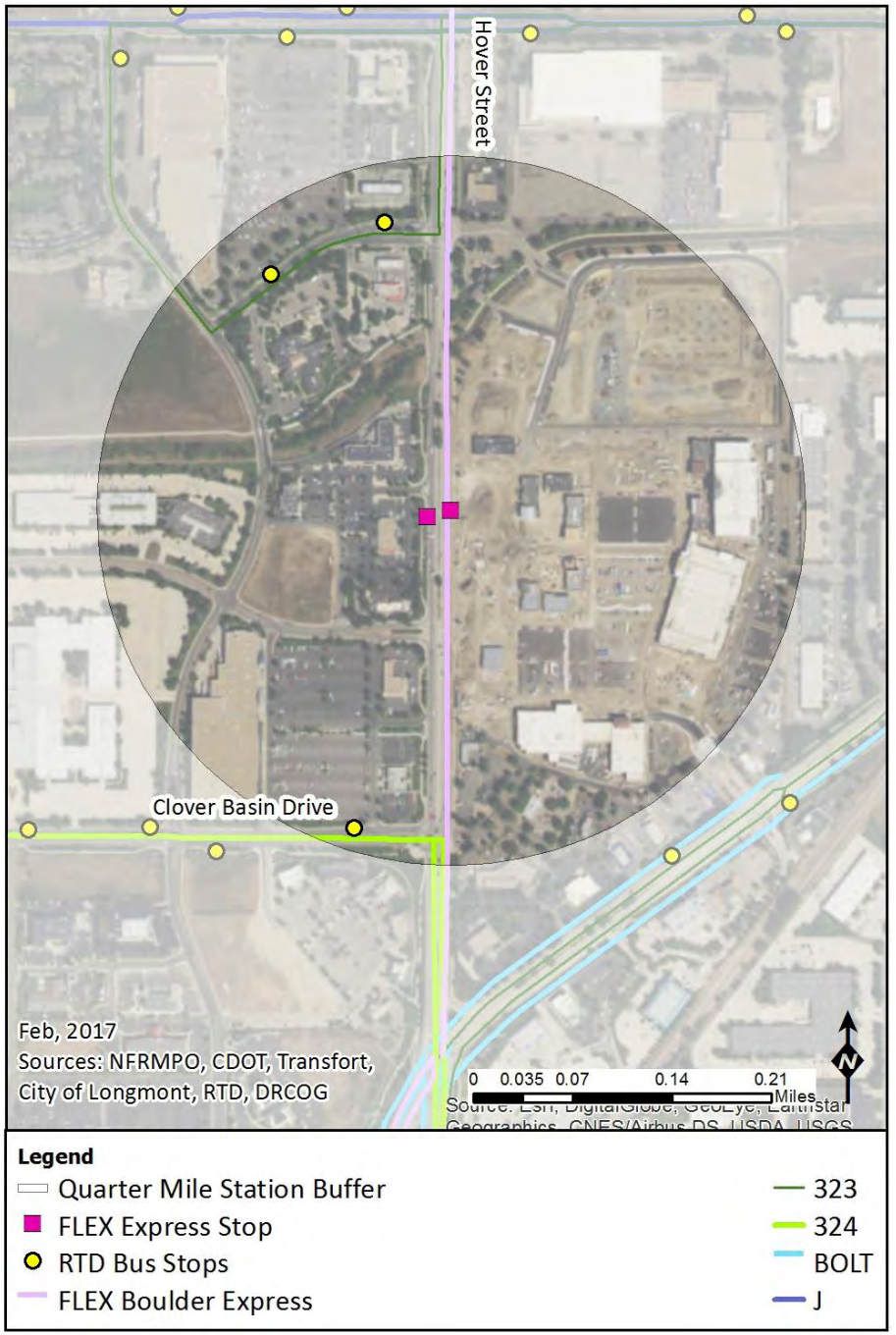
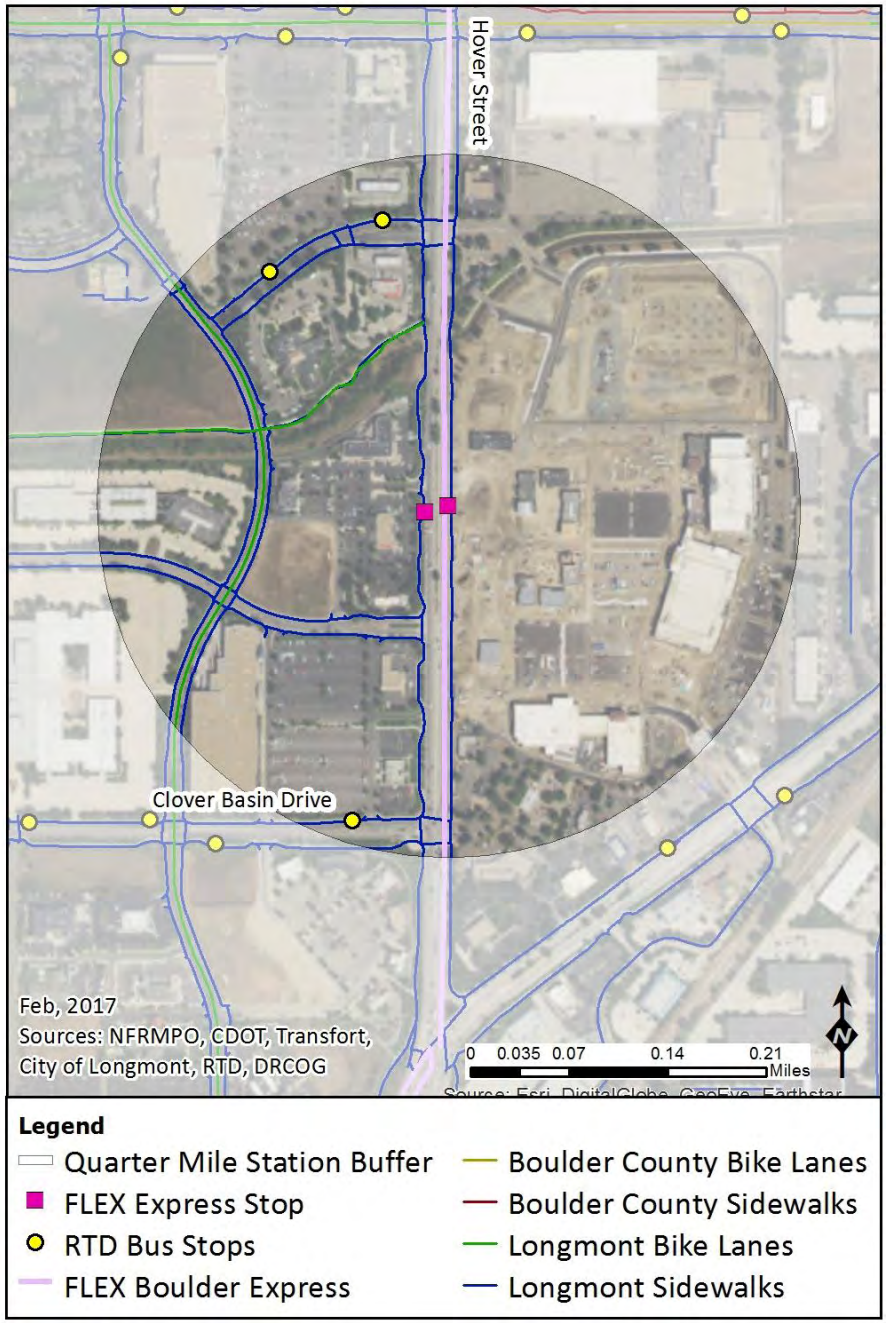


Figure 3-17 shows the non-motorized infrastructure near the Village at the Peaks Mall. The area around Village at the Peaks Mall is undergoing redevelopment. As a result, much of the area has seen investment into the non-motorized infrastructure available. New sidewalks connect the stop pair at the mall, and destinations along Hover Street. Bicycle lanes are available on Dry Creek Drive, and a multi-use trail traverses a nearby ditch.

Figure 3-17 Village at the Peaks Mall Stop Pair - Non-Motorized Infrastructure



Pearl Parkway and 30th Street/Boulder Junction (NB and SB)

The Boulder Junction stop at Pearl Parkway and 30th Street is a major redevelopment area for the City of Boulder with investment into transit-oriented development. The stop pair is ADA-accessible. Located in eastern Boulder, the station has an underground RTD bus terminal. In the future, the stop is expected to serve the FasTracks route from Denver through Boulder to Longmont. Transit connections are shown in *Figure 3-18.*

RTD initiated the Flatiron Flyer BRT system in January 2016. As a result, some routes included the HX and S were discontinued and replaced by Flatiron Flyer (FF) routes.

Transit Connections:

- FLEX Boulder Express
- RTD Route 205 (15 minute peak, 30 minute off-peak)
- RTD Route 206 (30 minute all-day frequency)
- RTD Route 208 (30 minute all-day frequency)
- RTD BOLT (30 minute all-day frequency)
- RTD BOUND (10 minute peak, 30 minute off-peak)
- RTD HOP (9-15 minute all-day frequency)
- RTD HX (replaced by Flatiron Flyer, FF4)
- RTD Route S (replaced by Flatiron Flyer, FF6)

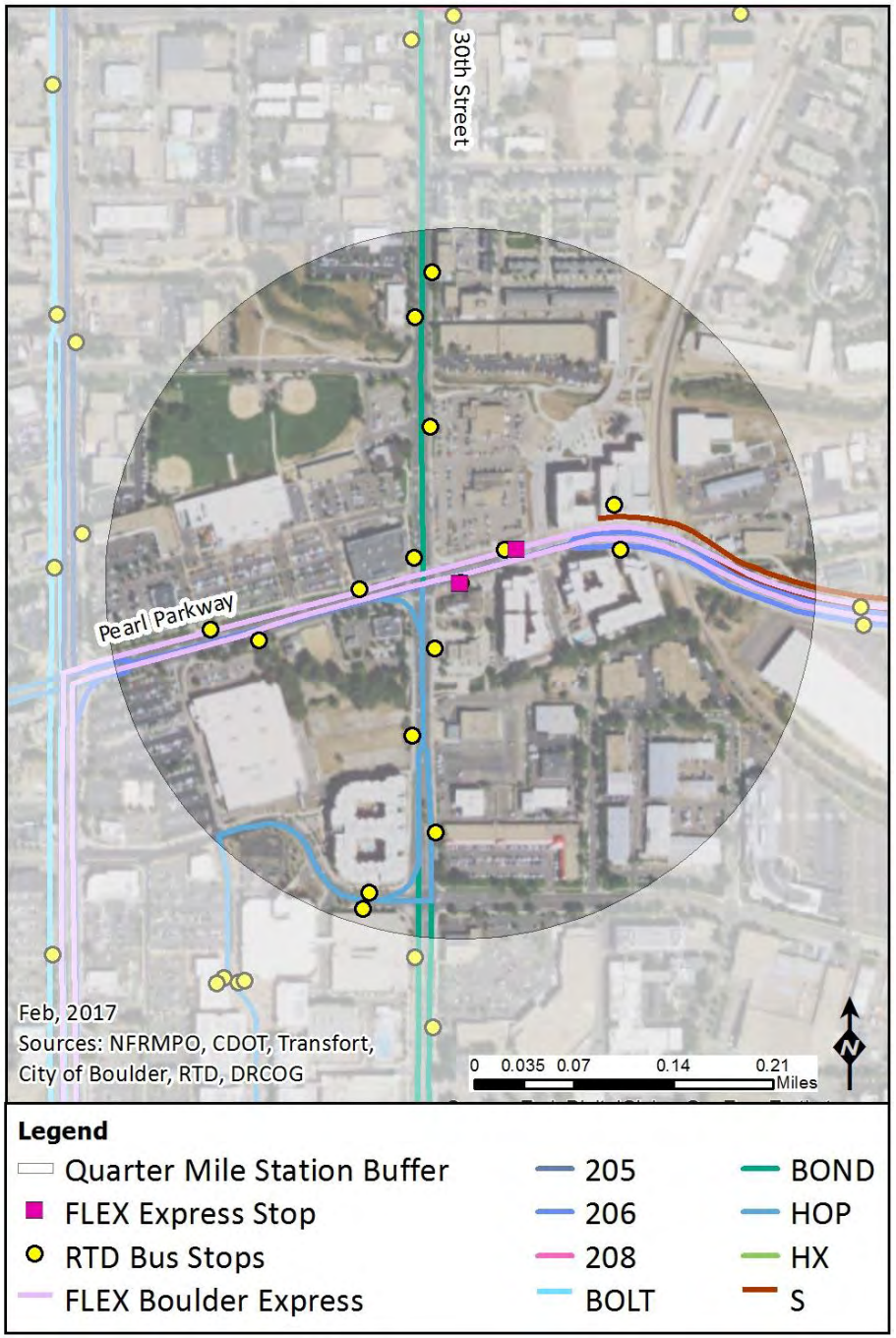
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 7
- Southbound Alighting: 12
- Total: 19

Stop Features:

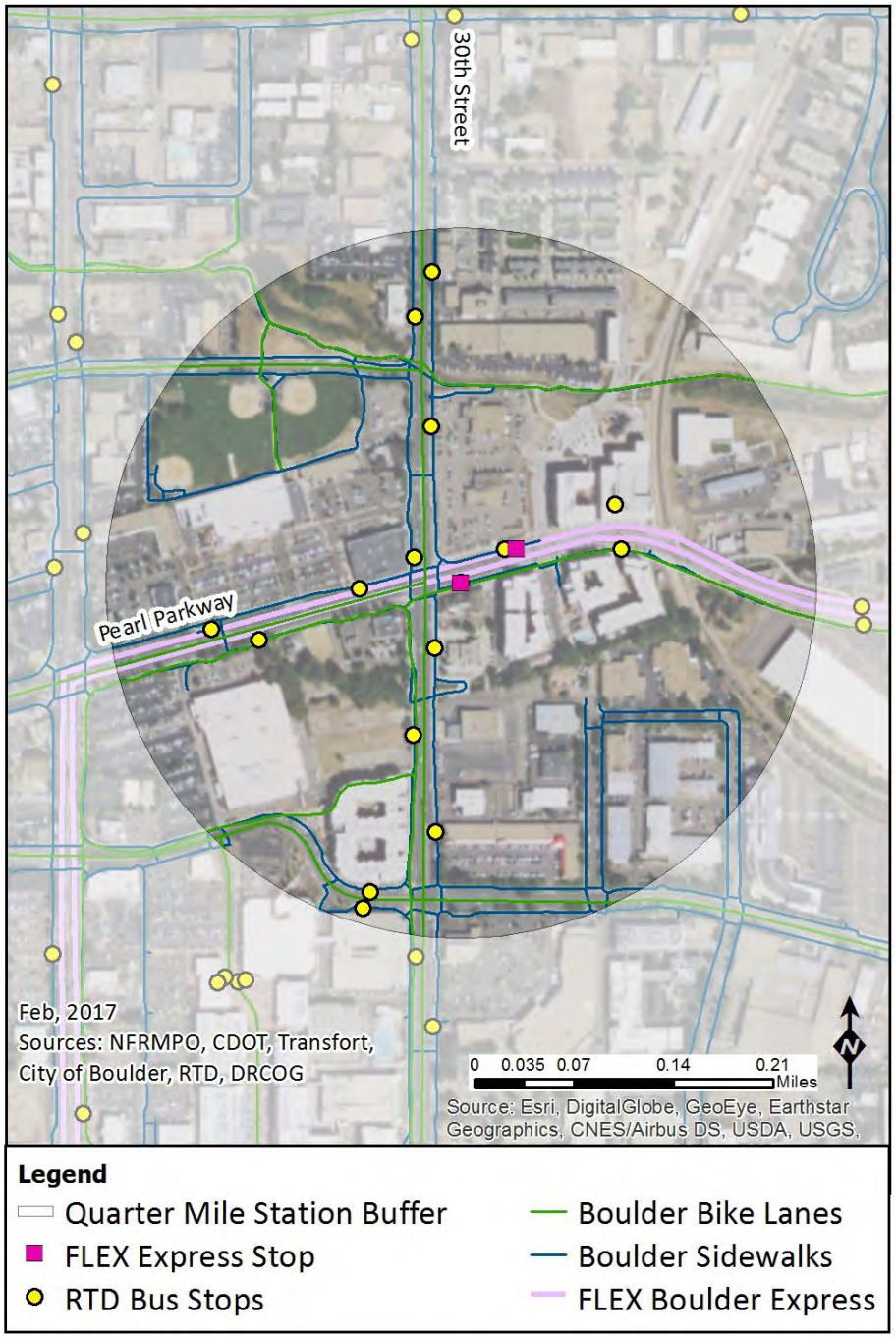
- Bench (SB only)
- Bicycle rack (SB only)
- Parking (386 parking spaces)
- Streetlights
- Trash can (SB only)
- Transit stop sign

Figure 3-18 Boulder Junction Stop Pair - Transit



Keeping in line with its reputation for non-motorized investments, the redevelopment around the Boulder Junction station has included investments into pedestrian and bicycle infrastructure. Bicycle lanes and recreational trails are available on most nearby streets, as illustrated in *Figure 3-19*.

Figure 3-19 Boulder Junction Stop Pair - Non-Motorized Infrastructure



Canyon Boulevard and 14th Street (SB) and Walnut Street and 14th Street (NB)

The FLEX Boulder Express route stops at the Downtown Boulder Station on Canyon Boulevard headed toward the CU Boulder campus and on Walnut Street headed toward Fort Collins. The stop pair is located in Downtown Boulder, is one of three FLEX stops in the City of Boulder, and is ADA-accessible. As shown in *Figure 3-20*, a variety of services use the station as a hub.

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 21; Northbound Alighting: 1
- Southbound Alighting: 21
- Total: 42

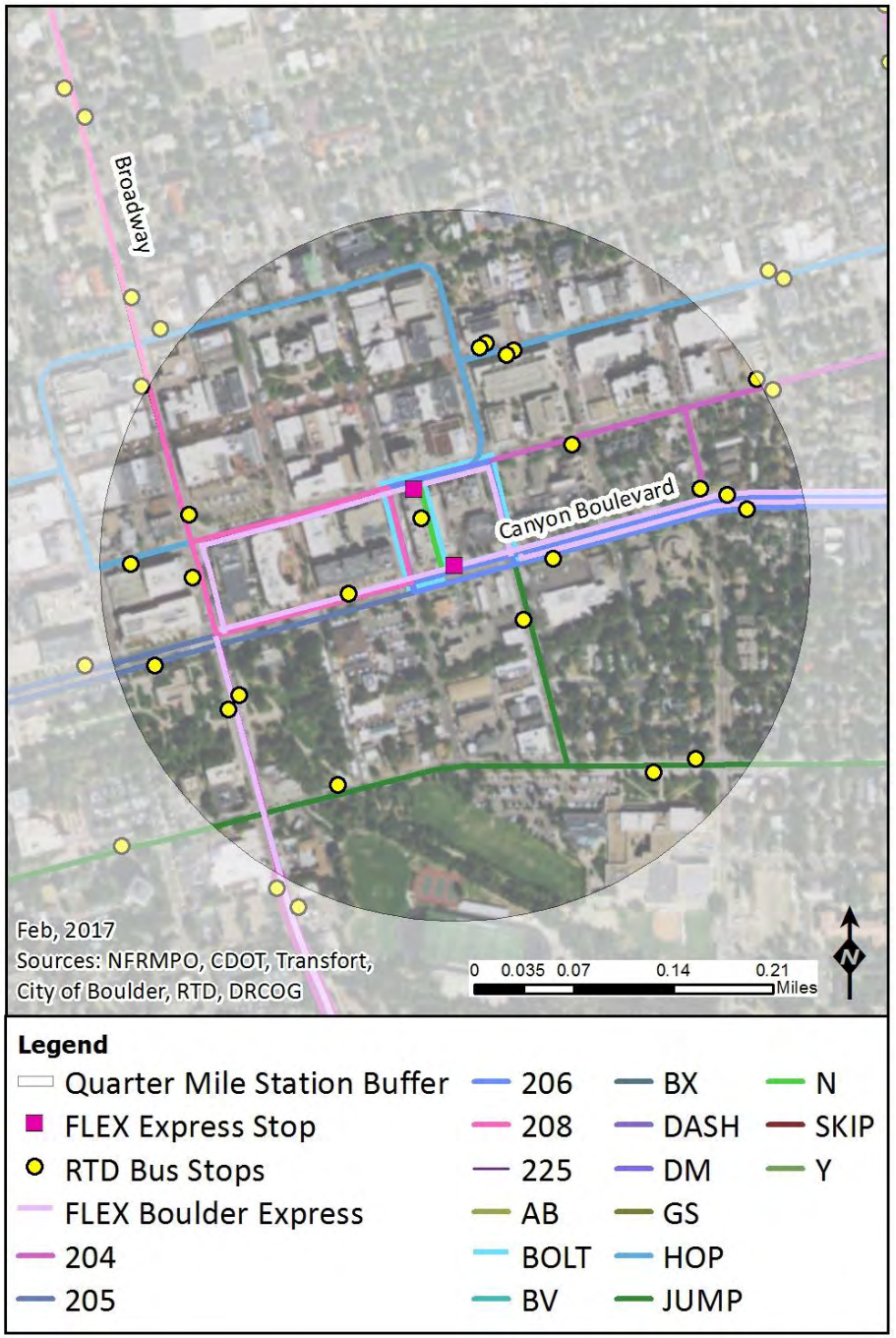
Transit Connections:

- FLEX Boulder Express
- RTD Route 204 (15 minute peak, 30 minute off-peak)
- RTD Route 205 (15 minute peak, 30 minute off-peak)
- RTD Route 208 (30 minute all-day frequency)
- RTD Route 225 (30 minute all-day frequency)
- RTD Route AB (60 minute all-day frequency)
- RTD BOLT (30 minute all-day frequency)
- RTD DASH (15-30 minute all-day frequency)
- RTD Route GS (30-60 minute peak only service)
- RTD JUMP (10-15 minute all-day frequency)
- RTD Route N (60 to 120 minute all-day frequency)
- RTD Route Y (six daily trips)

Stop Features:

- Bicycle racks and secure bicycle shelter
- Bus shelters, including benches and trash cans
- Customer service desk, open 7:30am to 5:30pm
  - Pass and ticket sales
  - Printed maps, schedules, rider alerts
  - Inside waiting area and Restrooms
  - Lost and Found
  - Ticket Vending Machine (Passes only)
- Parking (14th and Walnut Parking Garage, paid)
- Streetlights

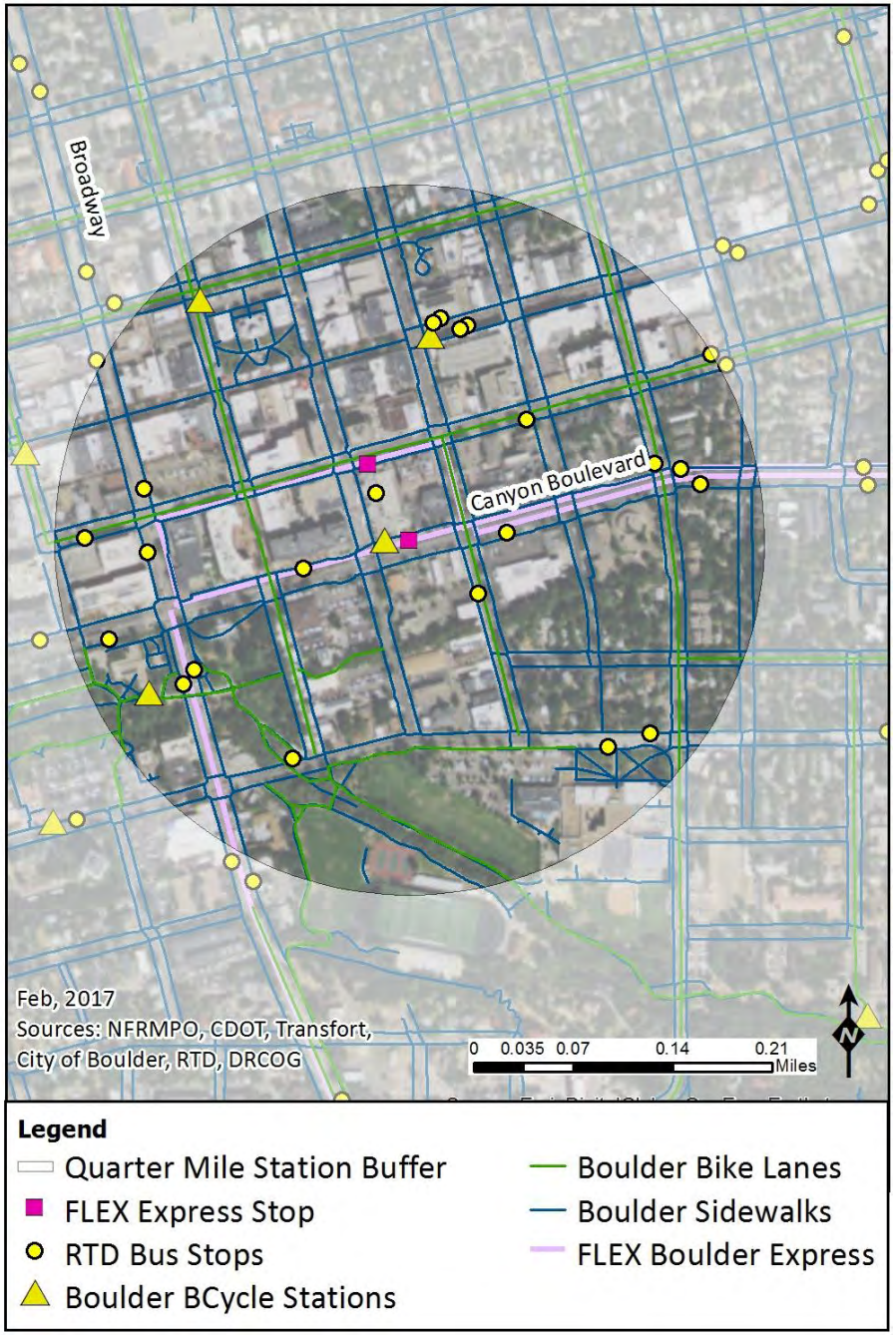
Figure 3-20 Boulder 14th Street Stop Pair - Transit



Downtown Boulder is well-connected with non-motorized infrastructure. Sidewalks are provided on every street, while bicycle lanes are provided on a majority of streets within the quarter-mile buffer. *Figure 3-21* shows this dense network of infrastructure.

Downtown Boulder is a hub for the Boulder B-Cycle system, which is a bicycle sharing system. There are four stations within the quarter-mile buffer. Two additional stations are located slightly outside of the buffer.

Figure 3-21 Boulder 14th Street Stop Pair -Non-Motorized Infrastructure



Broadway and Euclid (NB)

Broadway and Euclid is located on the western boundary of the CU Boulder campus and is ADA-accessible. The stop connects into the RTD system, providing transfers to a range of locations. Because of the student population, many transit routes enter or abut the campus. These transit routes are shown in *Figure 3-22*.

Transit Connections:

- FLEX Boulder Express
- RTD Route 204 (15 minute peak, 30 minute off-peak)
- RTD Route 209 (15 minute peak, 30 minute off-peak)
- RTD Route 225 (30 minute all-day frequency)
- RTD Route AB (60 minute all-day frequency)
- RTD Route BV (replaced by FF1 and FF2)
- RTD Route BX (replaced by FF1 and FF2)
- RTD DASH (15-30 minute all-day frequency)
- RTD Route DM (replaced by FF5)
- RTD Route GS (30-60 minute peak only service)
- RTD HOP (9-15 minute all-day frequency)
- RTD Route J (30-60 minute PM peak only)
- RTD SKIP (7-10 minute all day service, 15-30 minute late night)
- Stampede (10-15 minute all-day service)

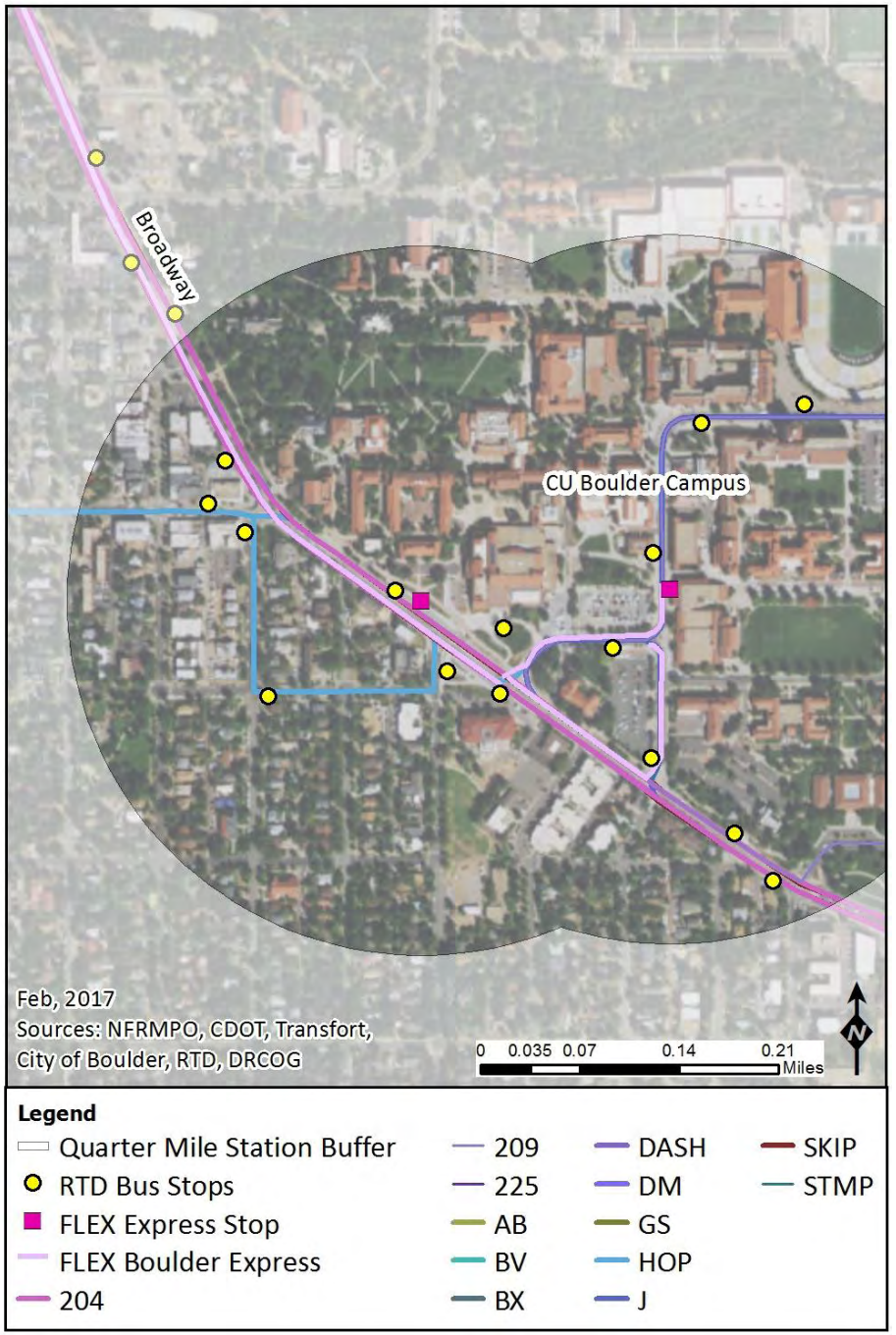
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 21;
- Total: 18

Stop Features:

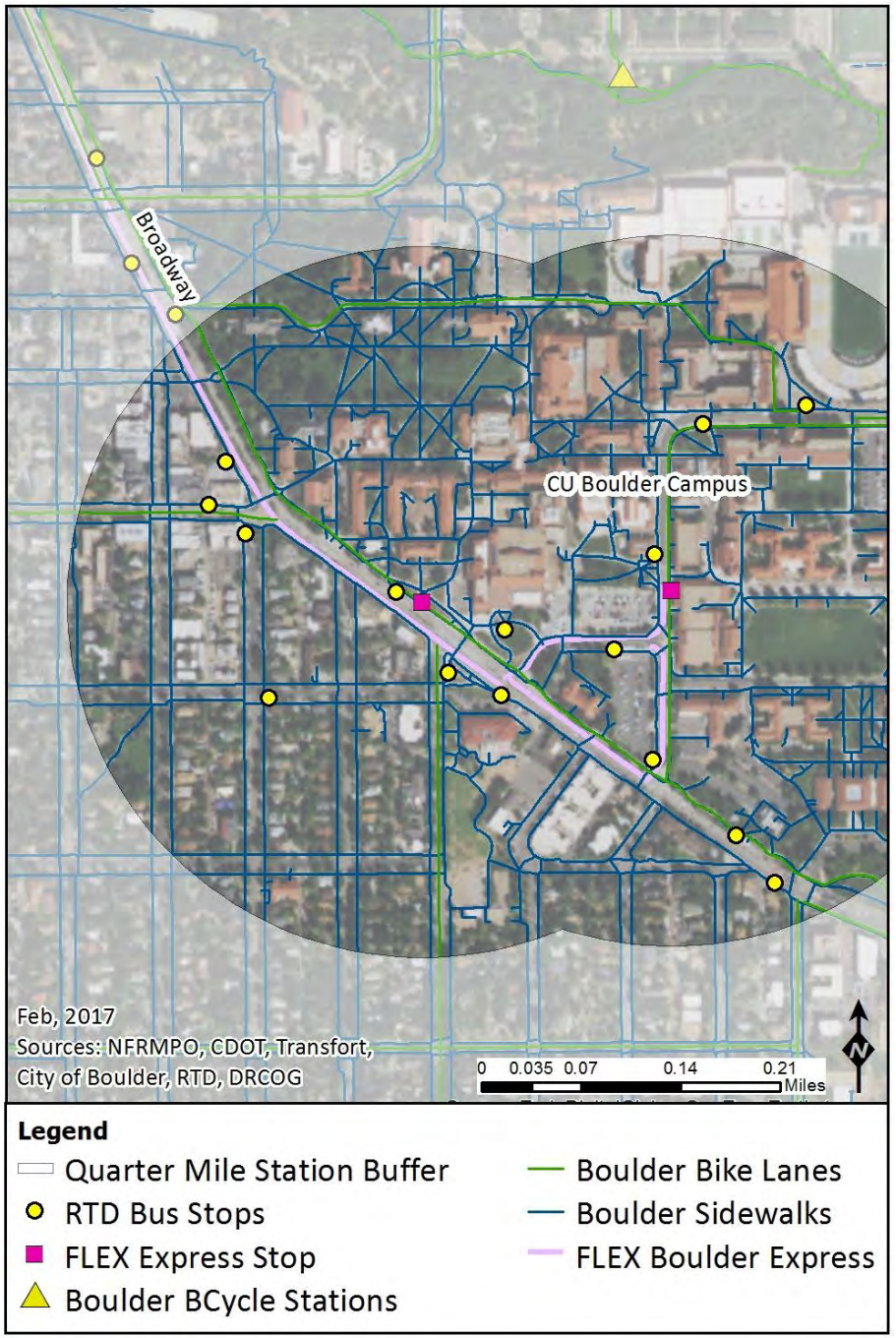
- Benches
- Bike racks
- Shelter
- Streetlights
- Transit sign
- Trash can

Figure 3-22 Broadway and Euclid Stop - Transit



Sidewalks in adjoining neighborhoods and within the CU Boulder campus are dense as shown in *Figure 3-23*. Bicycle lanes and trails also allow students, faculty, and visitors to traverse the campus without use of an automobile. A Boulder B-Cycle station is located north of the quarter-mile buffer.

Figure 3-23 Broadway and Euclid Stop - Non-Motorized Infrastructure



18th and Euclid (Southbound Terminus)

18th and Euclid is located on the campus of CU Boulder and is ADA-accessible. Many transit routes are available at this stop or at the Broadway and Euclid stop. Transit connections are shown in *Figure 3-24*.

Transit Connections:

- FLEX Boulder Express
- RTD Route 204 (15 minute peak, 30 minute off-peak)
- RTD Route 209 (15 minute peak, 30 minute off-peak)
- RTD Route 225 (30 minute all-day frequency)
- RTD Route AB (60 minute all-day frequency)
- RTD Route BV (replaced by FF1 and FF2)
- RTD Route BX (replaced by FF1 and FF2)
- RTD DASH (15-30 minute all-day frequency)
- RTD Route DM (replaced by FF5)
- RTD Route GS (30-60 minute peak only service)
- RTD HOP (9-15 minute all-day frequency)
- RTD Route J (30-60 minute PM peak only)
- RTD SKIP (7-10 minute all day service, 15-30 minute late night)
- Stampede (10-15 minute all-day service)

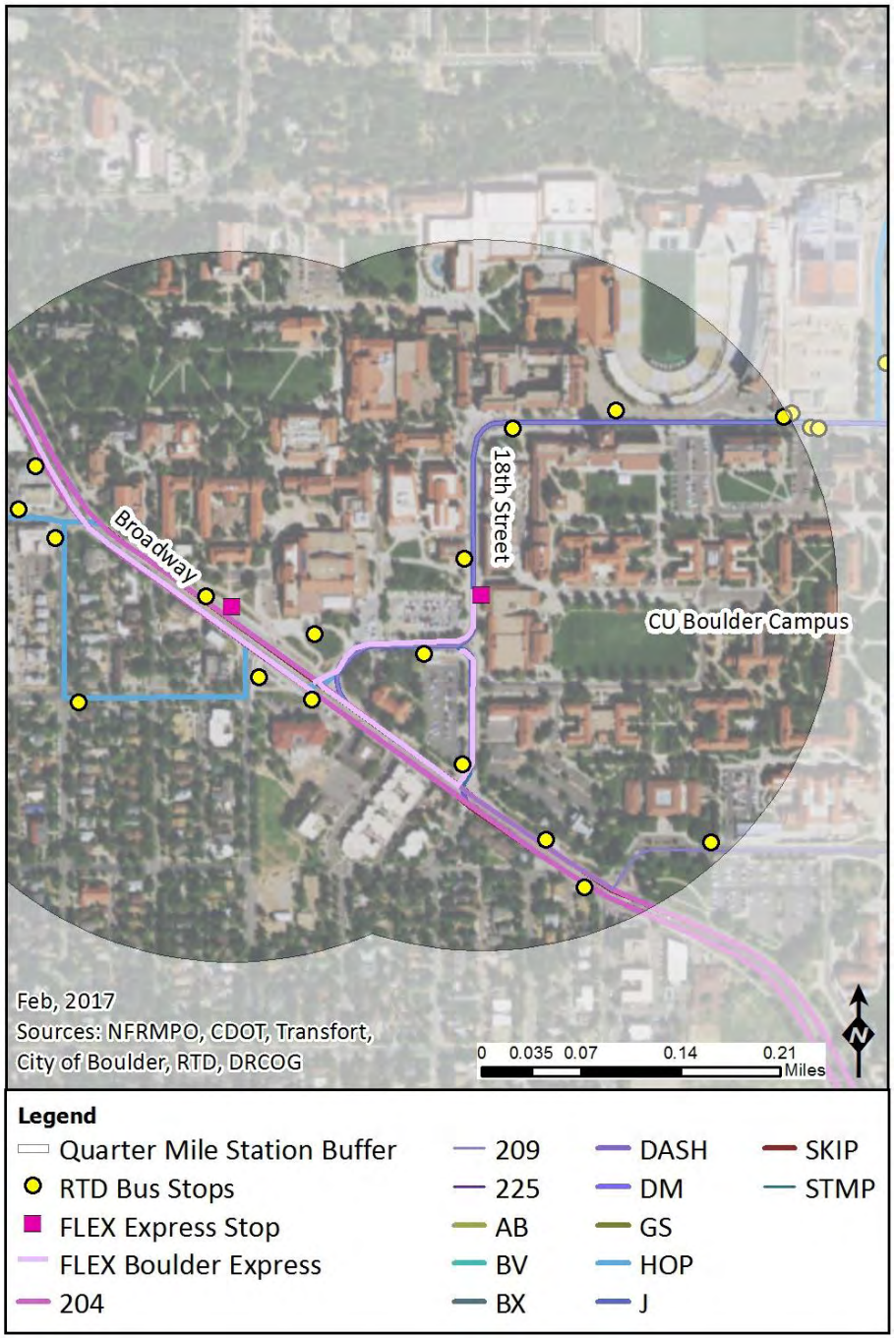
2016 Average Daily FLEX Ridership:

- Southbound Alighting: 17
- Total: 17

Stop Features:

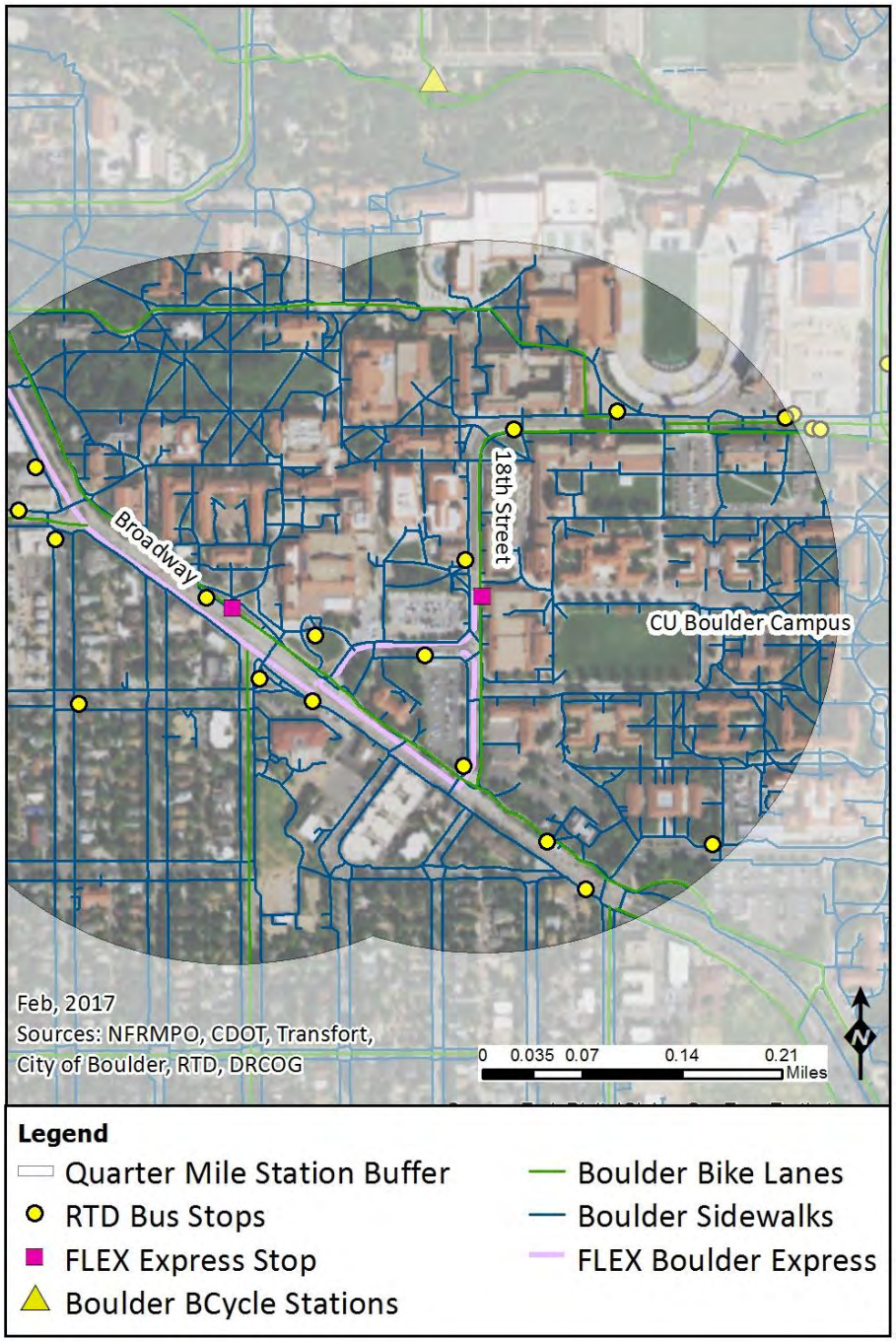
- Bicycle racks
- Pads
- Transit stop sign

Figure 3-24 18th and Euclid Stop - Transit



The sidewalk network in adjoining neighborhoods and within the CU Boulder campus is dense as shown in *Figure 3-25*. Bicycle lanes and trails also allow students, faculty, and visitors to traverse the campus without use of an automobile. A Boulder B-Cycle station is located north of the quarter-mile buffer.

Figure 3-25 18th and Euclid Stop - Non-Motorized Infrastructure



FLEX Loveland-Longmont Local Stop Features

South Transit Center (NB and SB)

The South Transit Center (STC) is located south of Harmony Road in Fort Collins, is a major hub for the Transfort system, and is ADA-accessible. The station was opened alongside the introduction of the MAX BRT service in 2014. Prior to the opening of the South Transit Center, the FLEX route began at Foothills Mall. As shown in *Figure 3-26*, a variety of services use the STC as a hub. The MAX route provides service every 10 minutes throughout most of the day. The FLEX Loveland/Longmont Local begins its southbound service at the STC.

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 2; Northbound Alighting: 192
- Southbound Boarding: 203; Southbound Alighting: 5
- Total: 402

Transit Connections:

- MAX Bus Rapid Transit (10 minute peak, 15 minute off-peak, 30 minute late night)
- FLEX Boulder Express
- FLEX Loveland/Longmont Local
- Route 6 (60 minute frequency all day)
- Route 12 (60 minute frequency all day)
- Route 16 (30 minute peak, 60 minute off peak)
- Route 19 (60 minute frequency all day)

Stop Features:

- Bicycle racks and secure bicycle shelter
- Bus shelters, including benches and trash cans
- Customer service desk, open 7:30am to 5:30pm
  - Pass and ticket sales
  - Printed maps, schedules, rider alerts
  - Restrooms
  - Lost and Found
- Parking (171 free parking spots)
- Streetlights
- Ticket vending machine

Figure 3-26 STC - Transit

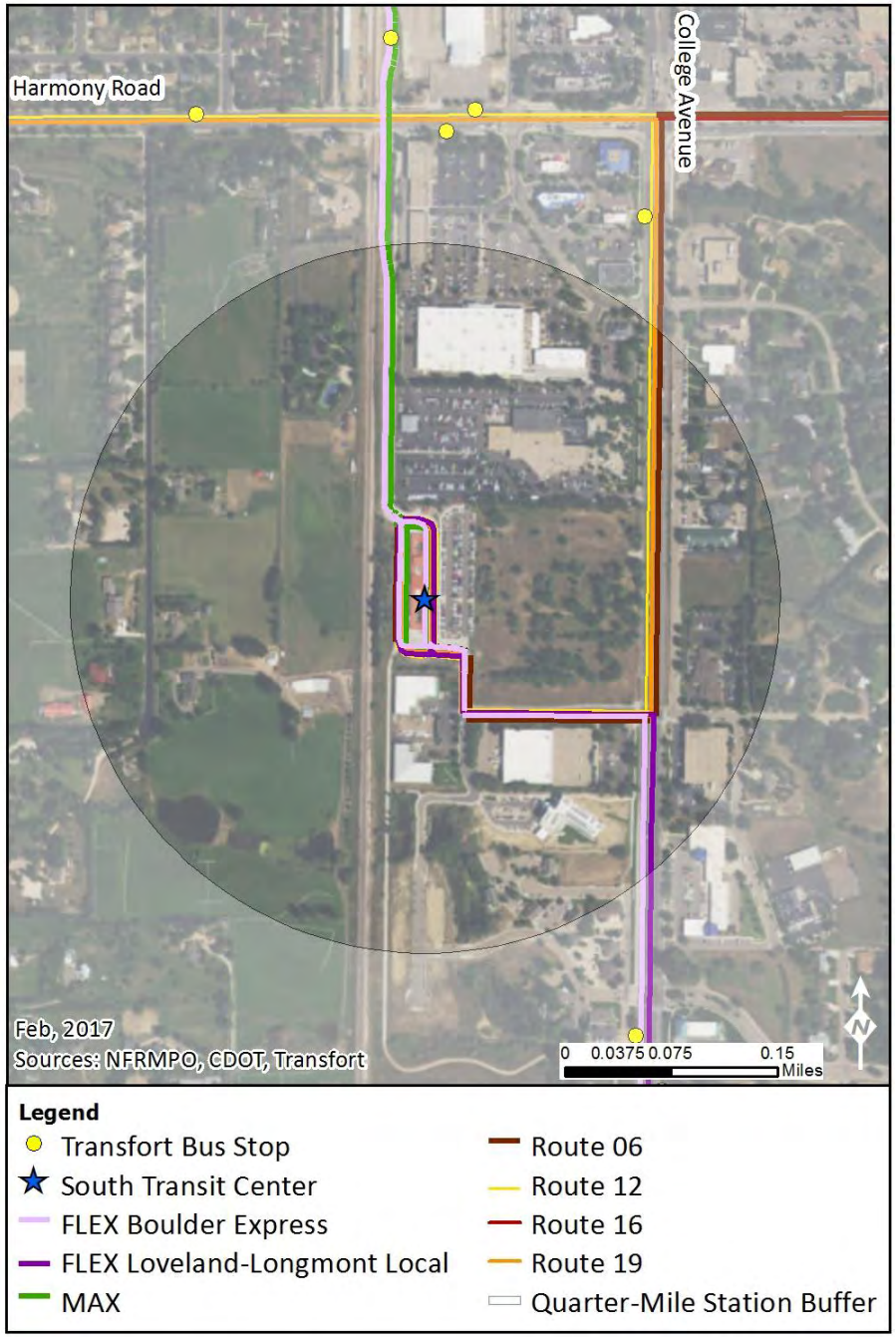
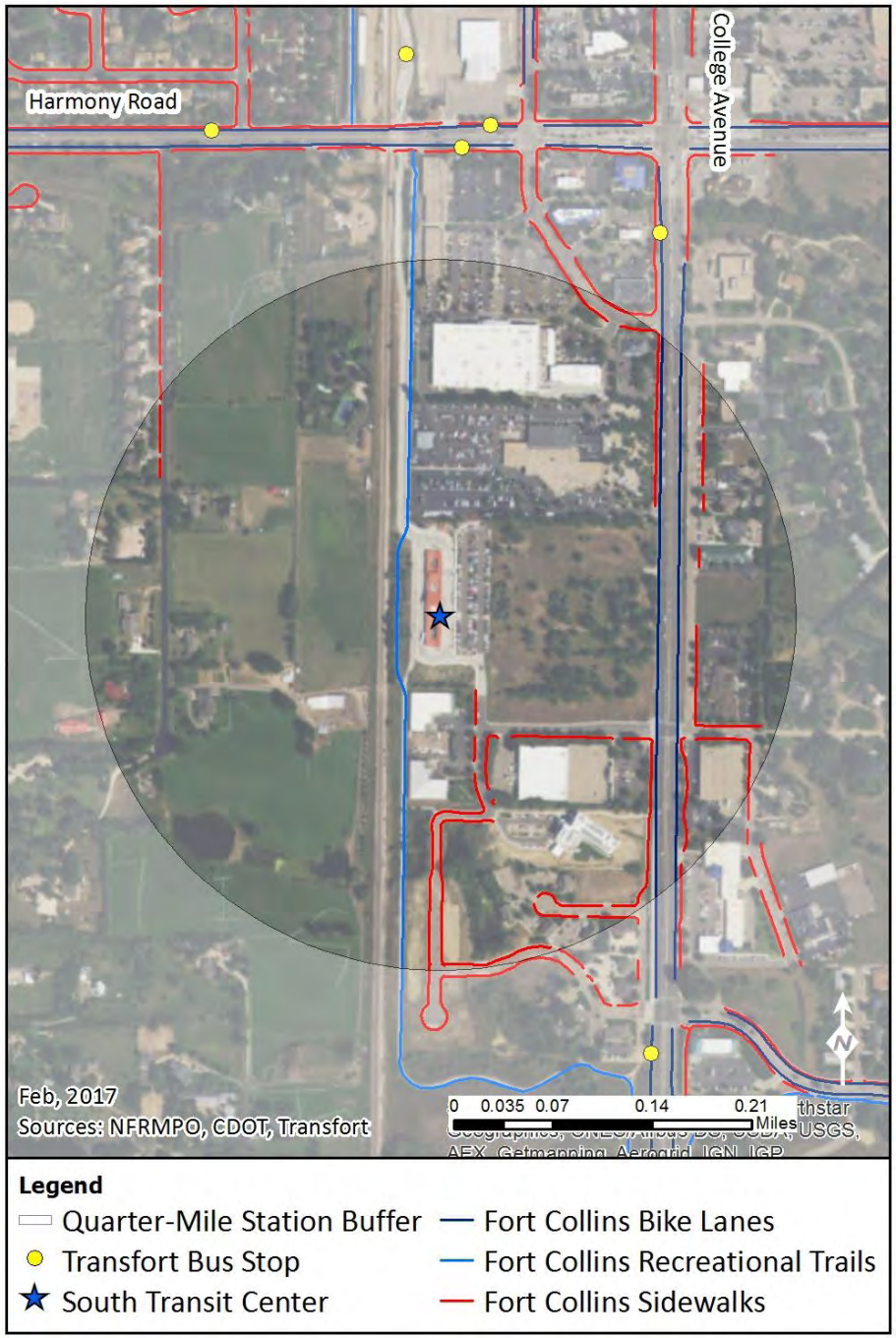


Figure 3-27 shows the bicycle and pedestrian infrastructure available near the STC. Built as a Park-N-Ride in the southern part of the City, pedestrian infrastructure is limited. Sidewalks are available in the neighborhoods adjacent to the STC. The Mason Trail runs to the south and west of the station.

Figure 3-27 STC Non-Motorized Infrastructure



US287 and Fossil Creek Parkway (NB)/Cameron Drive (SB)

As shown in *Figure 3-28*, the US287 and Fossil Creek Parkway/US287 and Cameron Drive stop pair does not provide connections to any other transit services and are partially ADA-accessible. The stops are located a short distance south of the STC. The station, however, does have access to sidewalks, and the Fossil Creek Trail and Mason Trail.

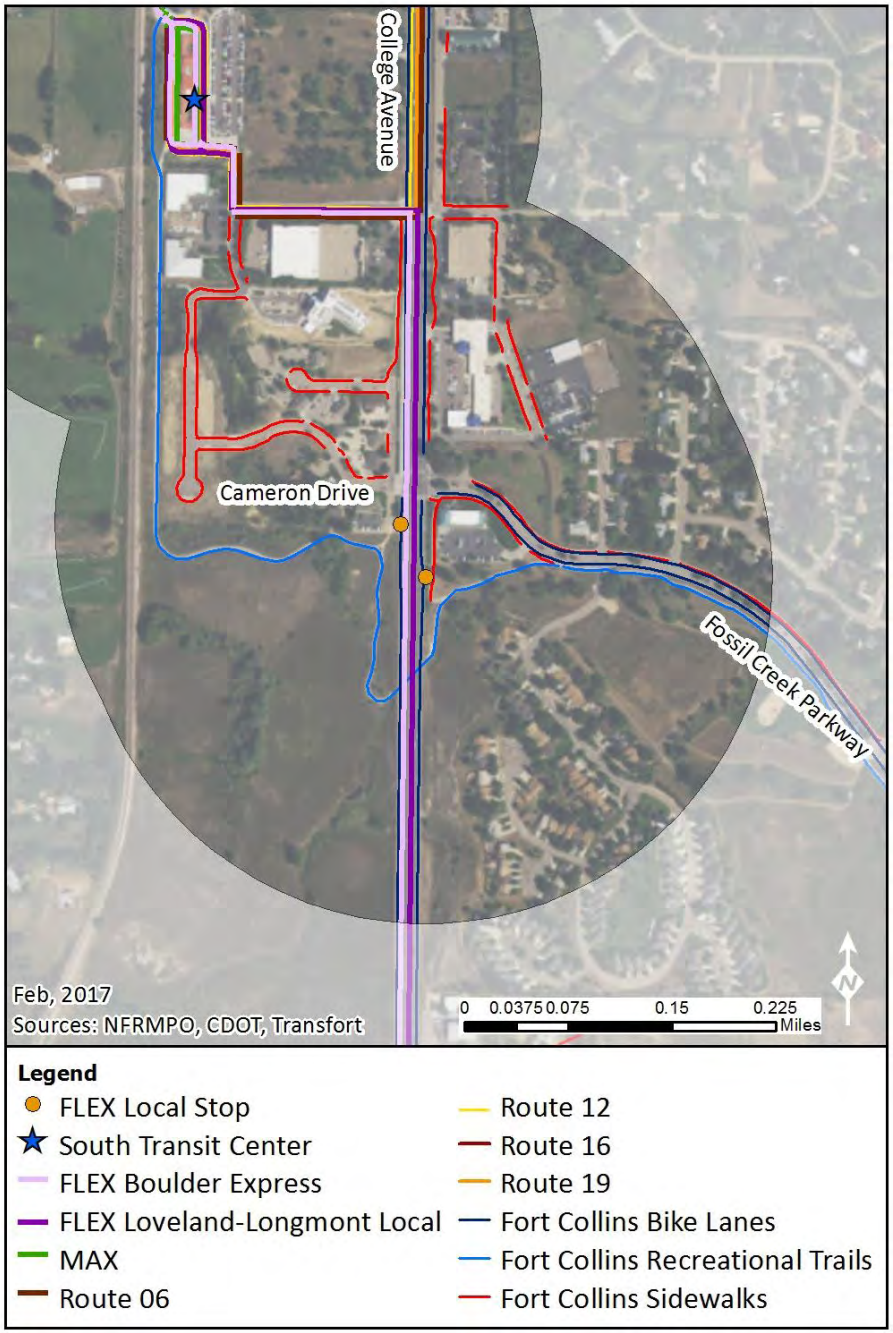
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 0; Northbound Alighting: 2
- Southbound Boarding: 16; Southbound Alighting: 0
- Total: 18

Stop Features:

- Bench
- Transit stop sign
- Shelter (SB only)
- Streetlights
- Trash can (SB only)

Figure 3-28 Fossil Creek Parkway and Cameron Drive Stop Pair - Transit and Non-Motorized Infrastructure



US 287 and Skyway Drive (NB and SB)

The US287 and Skyway Drive stop pair are located in a suburban section of southern Fort Collins as shown in *Figure 3-29*. A bicycle lane is provided on East Skyway Drive. Sidewalks are available in the neighborhood northeast of the intersection. The southbound stop is ADA-accessible, but the northbound stop is not. No connecting transit is available.

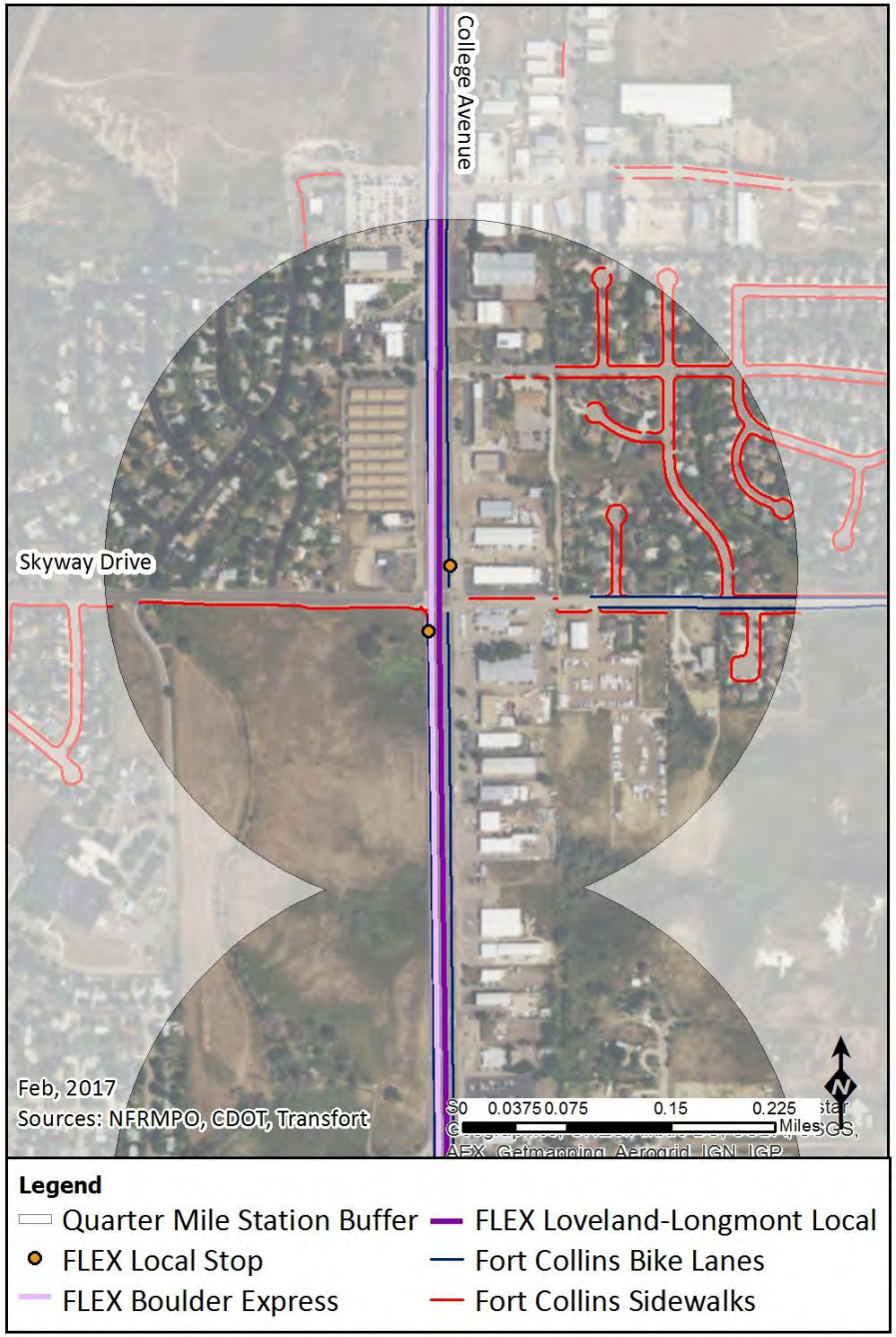
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 5; Northbound Alighting: 7
- Southbound Boarding: 4; Southbound Alighting: 6
- Total: 22

Stop Features:

- Bench
- Shelter (SB only)
- Streetlights
- Transit stop sign
- Trash can (SB only)

Figure 3-29 Skyway Drive Stop Pair - Transit and Non-Motorized Infrastructure



US287 and Trilby Road (NB and SB)

The Trilby Road stop pair is shown in *Figure 3-30*. They connect to wide shoulders, which act as non-motorized facilities. Sidewalks are available to the neighborhood southeast of the intersection and a sidewalk is available west of the quarter-mile buffer. No sidewalks connect directly to the stop pair, making this station not ADA-accessible. There are no transit connections at this stop.

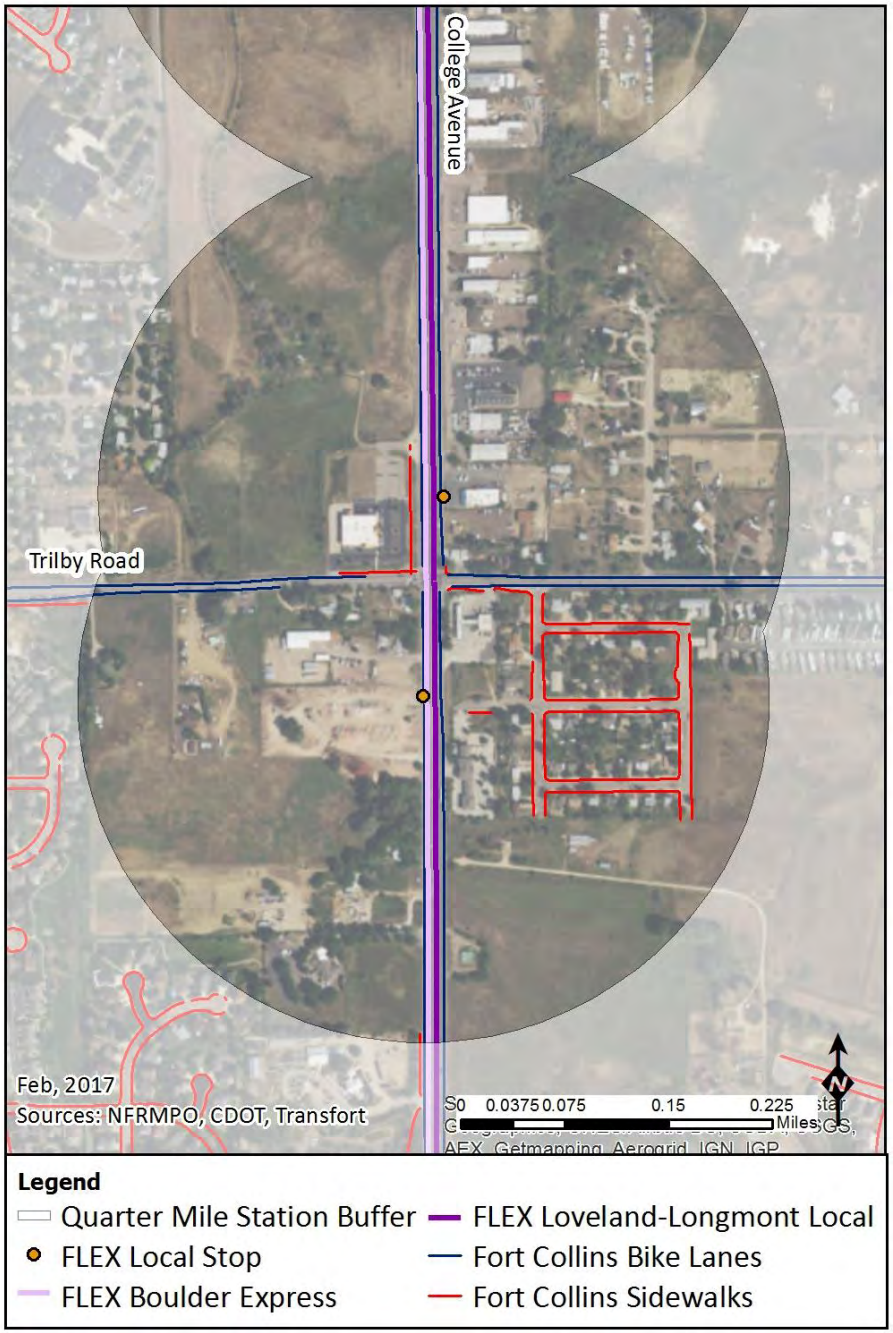
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 12; Northbound Alighting: 7
- Southbound Boarding: 7; Southbound Alighting: 12
- Total: 38

Stop Features:

- Bench (SB only)
- Shelter (SB only)
- Transit sign
- Trash can (SB only)

Figure 3-30 Trilby Road Stop Pair - Transit and Non-Motorized Infrastructure



US 287 and Carpenter Road (NB and SB)

As shown in *Figure 3-31*, the stop pair at Carpenter Road is accessible by wide shoulders, which act as non-motorized facilities. No sidewalks exist in this portion of the FLEX route, making this station not ADA-accessible. Bicycle lanes are also available on Carpenter Road. No transit connections are available at this stop.

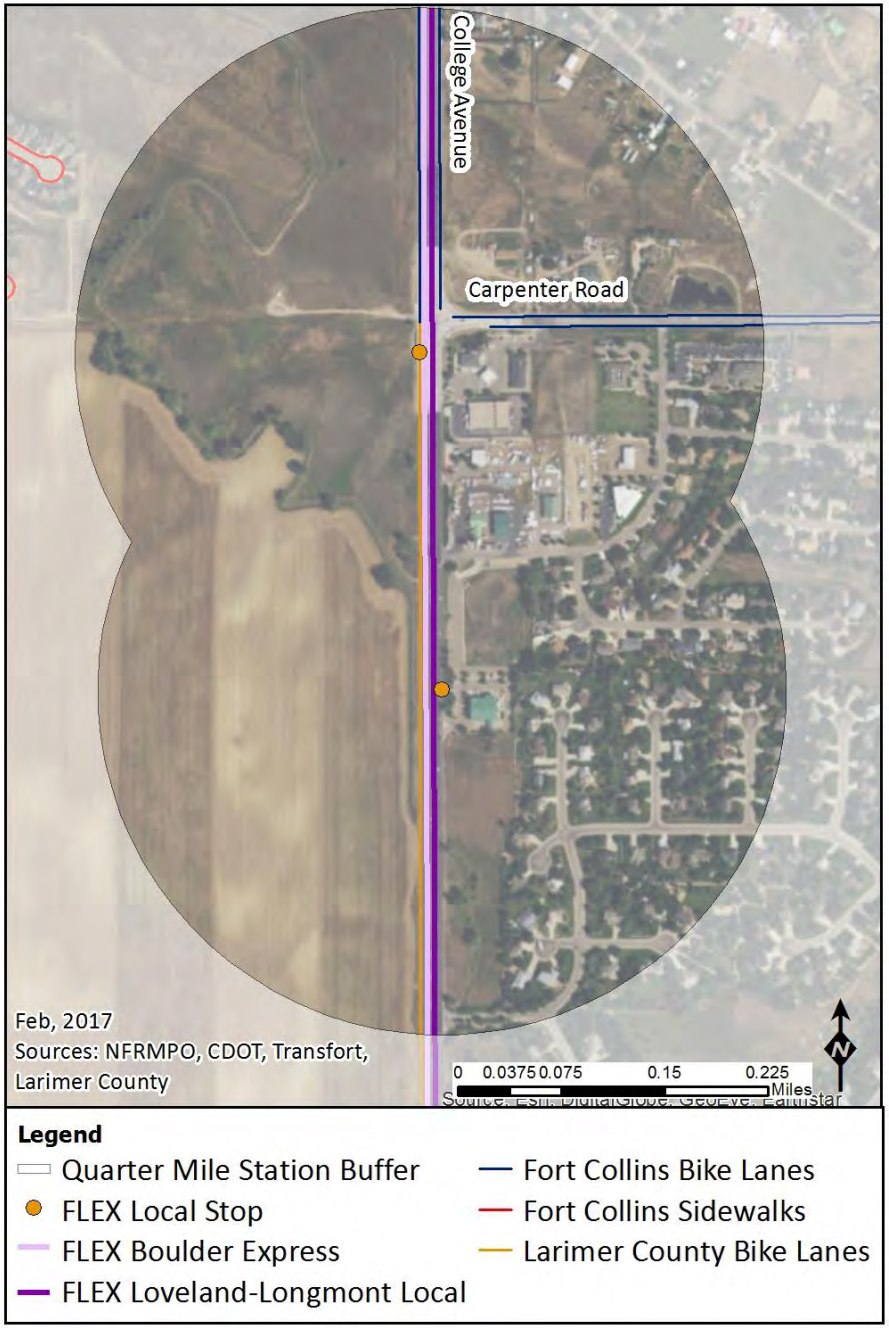
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 2; Northbound Alighting: 0
- Southbound Boarding: 0; Southbound Alighting: 2
- Total: 4

Stop Features:

- Bench (NB only)
- Pad (SB only)
- Shelter (NB only)
- Transit stop sign

Figure 3-31 Carpenter Road Stop Pair - Transit and Non-Motorized Infrastructure



US287 and 71st Street (NB and SB)

Figure 3-32 shows the US287 and 71st Street stop pair. A sidewalk is available to the southbound stop at West 71st Street, but no sidewalks are available to the northbound stop. This stop is partially ADA-accessible. Bicycle lanes provide access to the neighborhood west of US287. No transit connections are available at this stop.

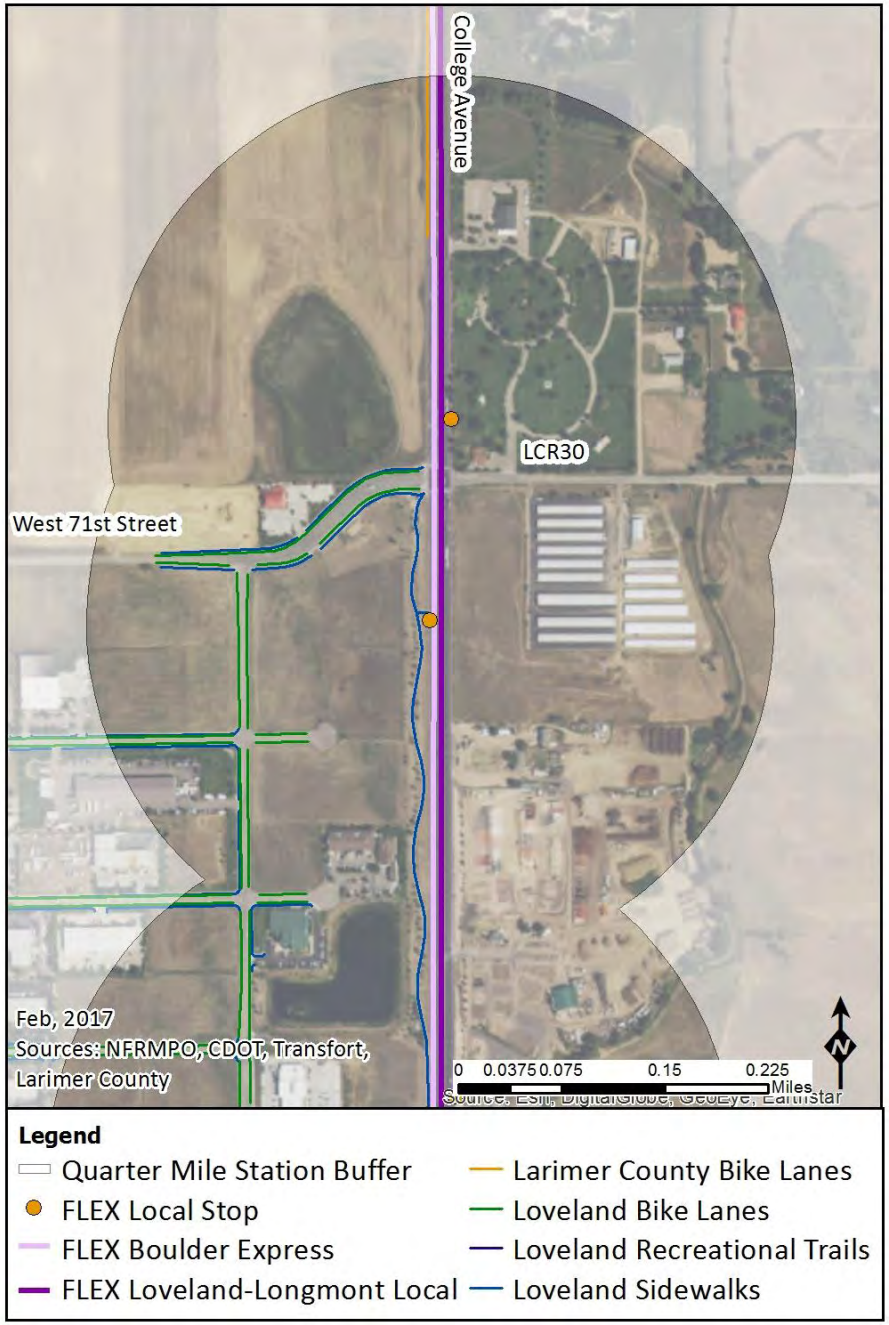
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 1; Northbound Alighting: 0
- Southbound Boarding: 0; Southbound Alighting: 1
- Total: 2

Stop Features:

- Bench (SB only)
- Shelter (SB only)
- Streetlight (SB only)
- Transit stop sign
- Trash can (SB only)

Figure 3-32 71st Street Stop Pair - Transit and Non-Motorized Infrastructure



US287 and 65th Street (NB and SB)

The southbound stop at West 65th Street is accessible by sidewalks, which provide connections to Walmart, making it ADA-accessiblea. The northbound stop is not accessible by sidewalk and therefore is not ADA-accessible. No transit connections are available at this station. An underpass of the Loveland trail system traverses US287 at West 64th Street. No transit connections are available at this stop. This is shown in *Figure 3-33*.

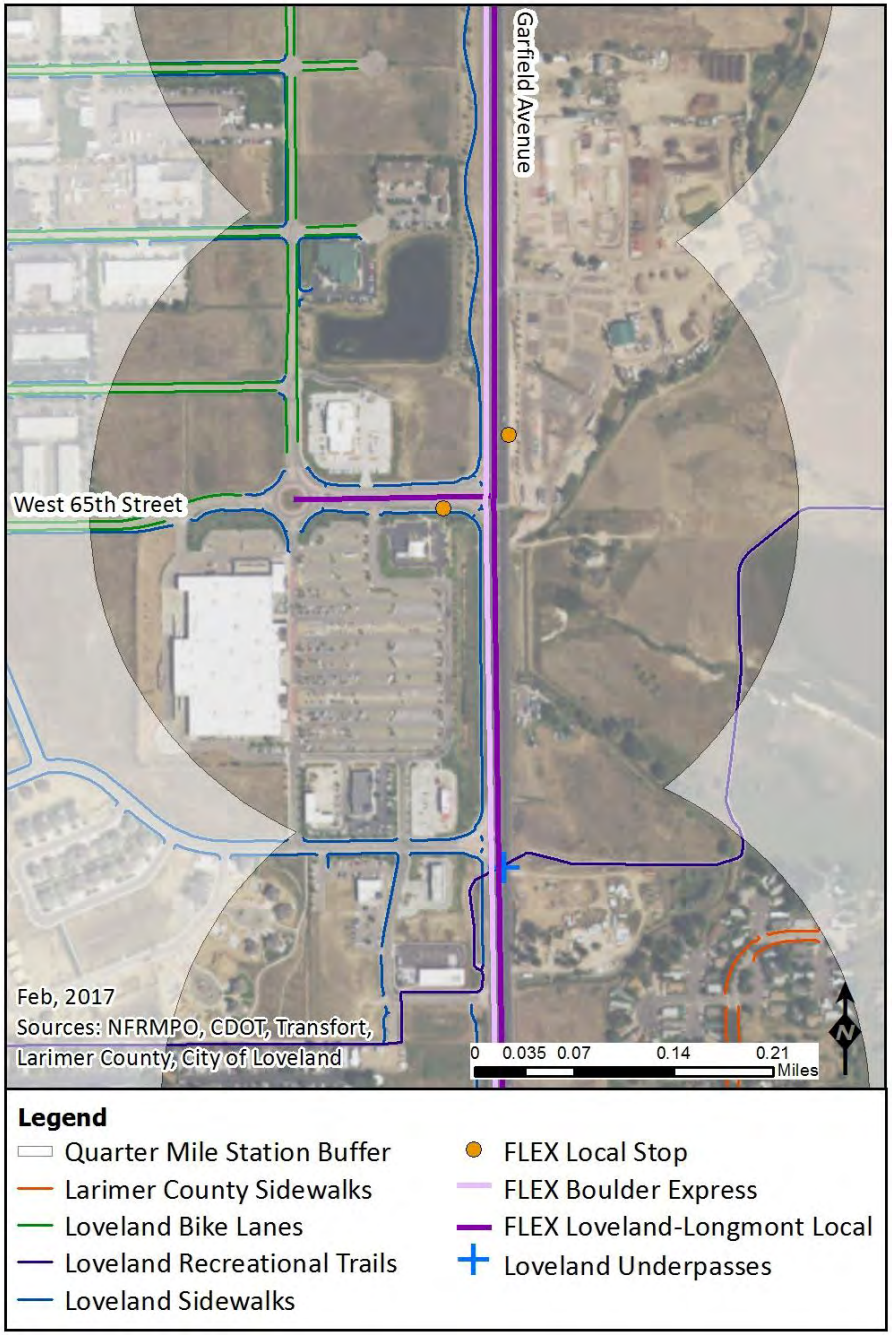
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 7; Northbound Alighting: 10
- Southbound Boarding: 14; Southbound Alighting: 15
- Total: 46

Stop Features:

- Bench
- Streetlight (SB only)
- Transit stop sign

Figure 3-33 65th Street Stop Pair - Transit and Non-Motorized Infrastructure



US287 and 57th Street (NB and SB)

As illustrated in *Figure 3-34*, there are no sidewalks at West 57th Street to either transit stop. No sidewalks make this stop pair not ADA-accessible. A sidewalk exists on the west side of the road, providing connections to the Walmart shopping center. Sidewalks exist within the adjacent neighborhoods and are maintained by Larimer County. No transit connections are available at this stop.

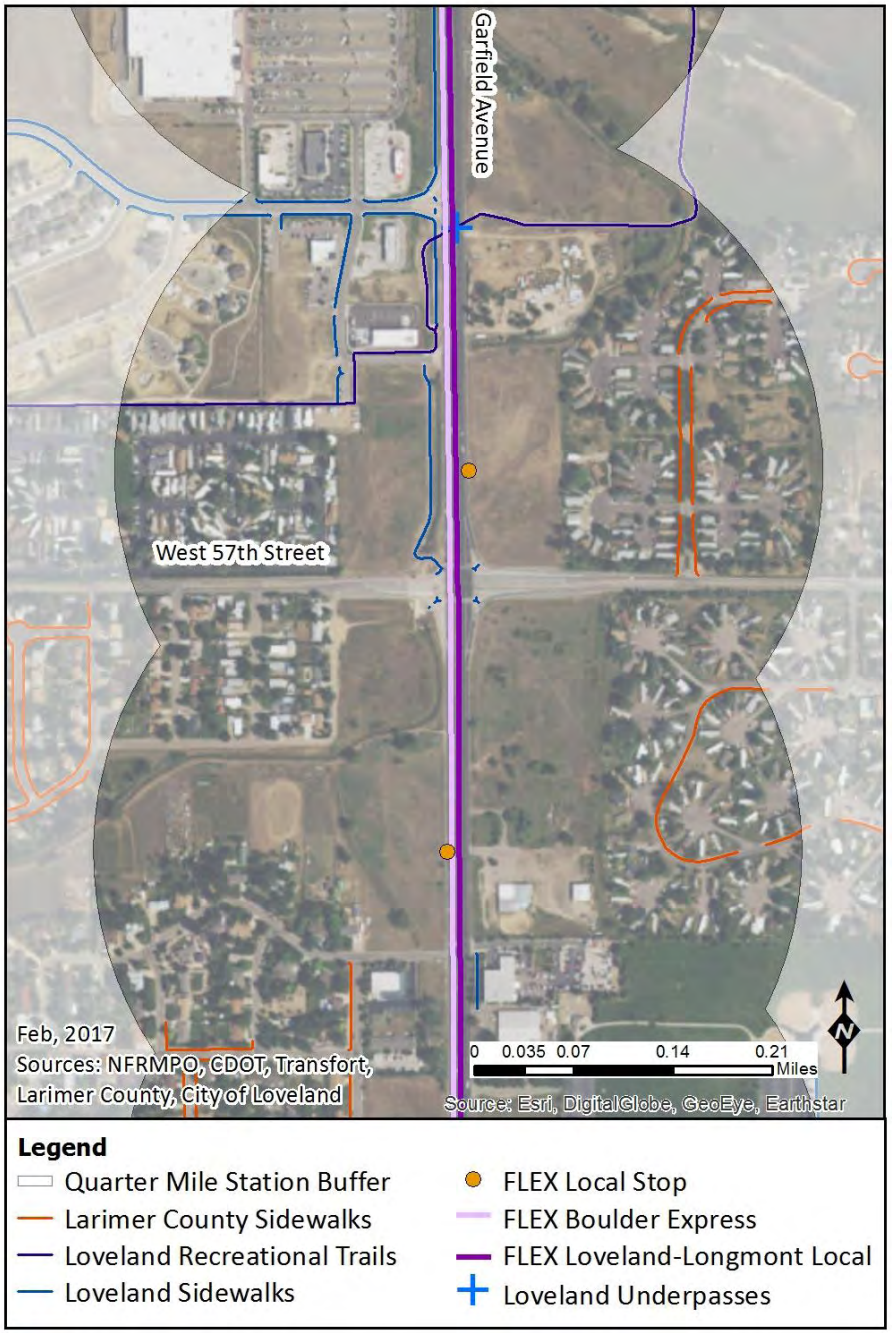
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 5; Northbound Alighting: 9
- Southbound Boarding: 7; Southbound Alighting: 2
- Total: 23

Stop Features:

- Bench
- Shelter (NB only)
- Transit stop sign
- Trash can (NB only)

Figure 3-34 57th Street Stop Pair - Transit and Non-Motorized Infrastructure



US287 and 50th Street (NB and SB)

Figure 3-35 shows Larimer County sidewalks provide access from the intersection of West 50th Street and US287; however, neither transit stop is accessible by sidewalks. Sidewalks exist in the neighborhoods south of the intersection. This stop pair is not ADA-accessible.

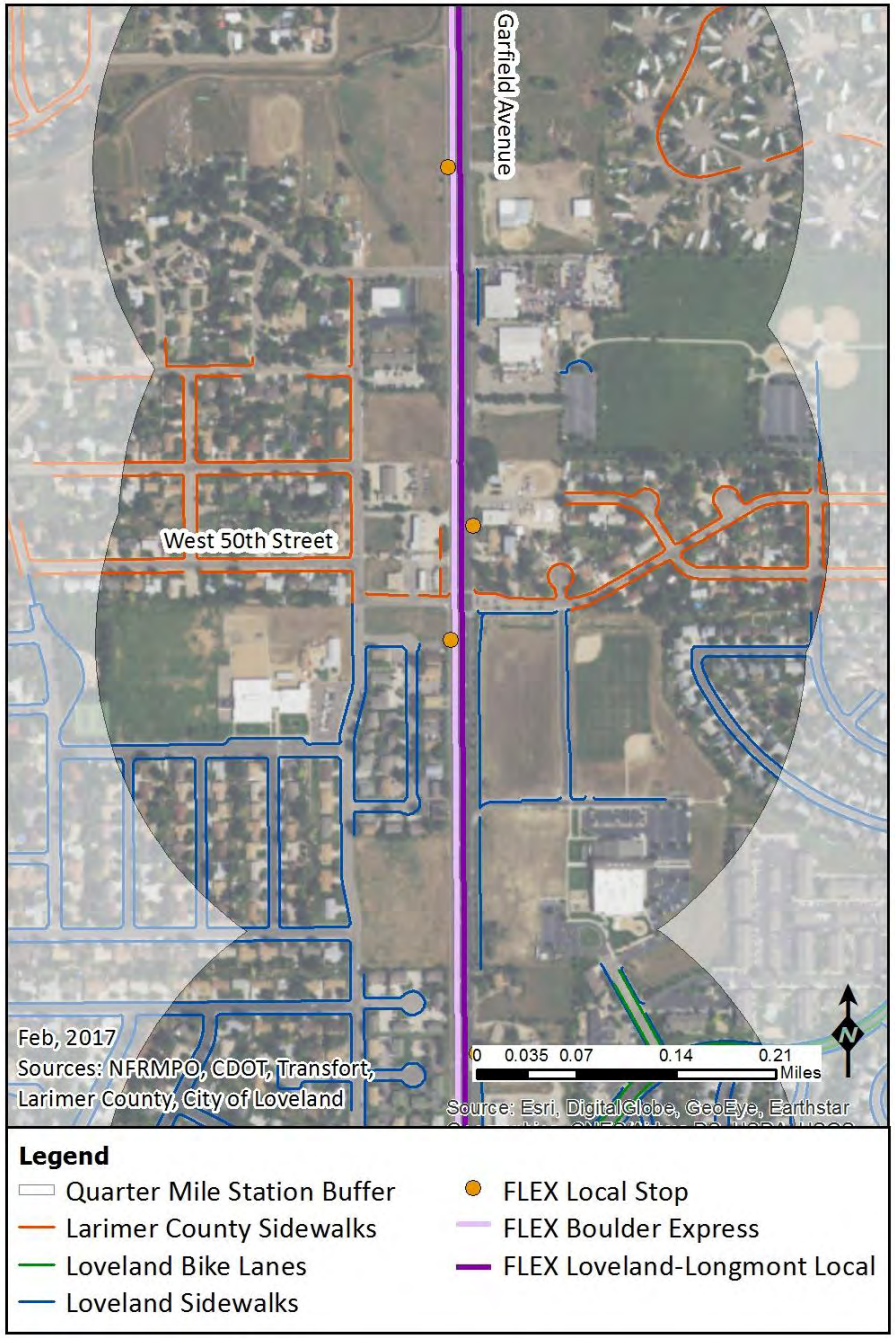
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 1; Northbound Alighting: 6
- Southbound Boarding: 3; Southbound Alighting: 1
- Total: 11

Stop Features:

- Bench
- Transit stop sign

Figure 3-35 50th Street Stop Pair - Transit and Non-Motorized Infrastructure



Garfield Avenue and Knobcone Drive (NB)/45th Street (SB)

Sidewalks are robust in the neighborhoods adjacent to the US287 and West 45th Street/Knobcone Drive intersection, as illustrated in *Figure 3-36*. Both stops are ADA-accessible. Bicycle lanes are available on Knobcone Drive. No transit connections are available at this stop. Due to the density of stops in this part of Loveland, the stop pair is denoted with yellow arrows on the map.

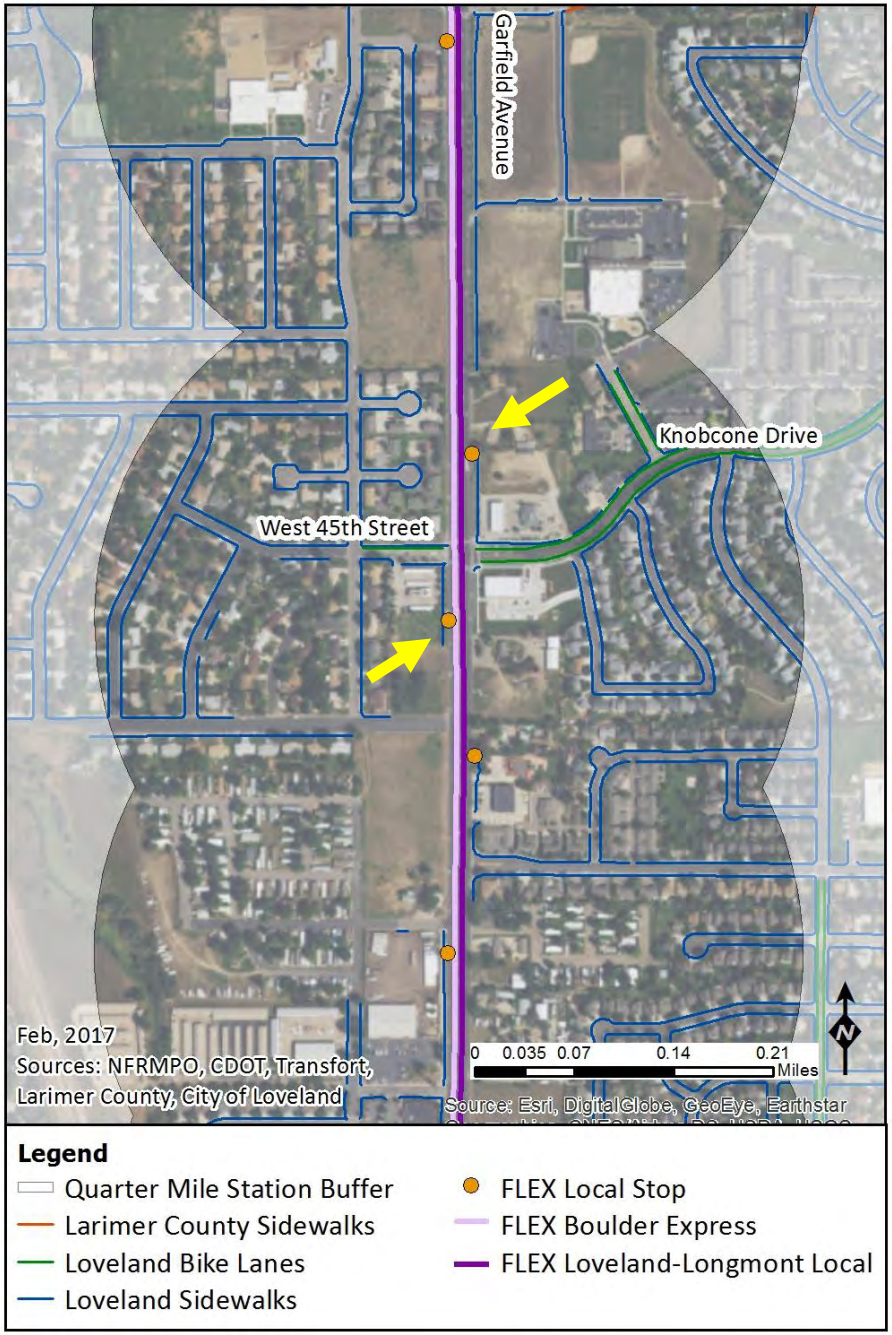
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 6; Northbound Alighting: 3
- Southbound Boarding: 5; Southbound Alighting: 6
- Total: 20

Stop Features:

- Bench
- Shelter (SB only)
- Streetlights
- Transit stop sign
- Trash can (SB only)

Figure 3-36 Knobcone/45th Street Stop Pair - Transit and Non-Motorized Infrastructure



Garfield Avenue and E 42nd Street (NB)/41st Street (SB)

Sidewalks are provided on the east side of US287 from West 42nd Street to the northbound FLEX stop. Sidewalks are also available on the west side of US287 from West 41st Street. The stop pair is not accessible by bicycle lanes. This stop pair is ADA-accessible. No transit connections are available at this station. The transit and non-motorized infrastructure is shown in *Figure 3-37*. Due to the number of stops along this portion of Garfield Avenue, the stop pair is marked with yellow arrows on the map.

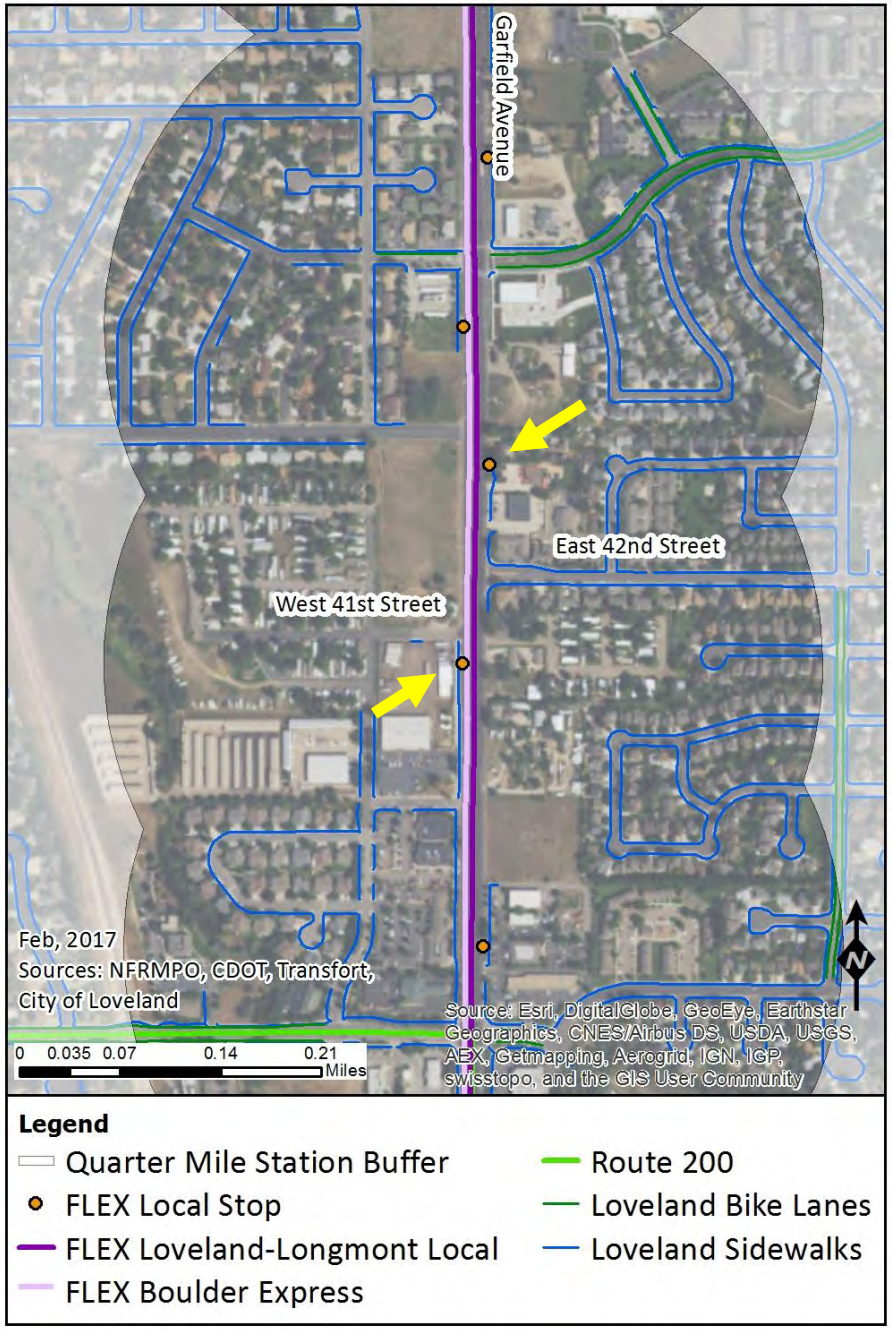
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 2; Northbound Alighting: 1
- Southbound Boarding: 4; Southbound Alighting: 4
- Total: 11

Stop Features:

- Bench
- Transit stop sign

Figure 3-37 42nd/41st Street Stop Pair - Transit and Non-Motorized Infrastructure



Garfield Avenue and E 37th Street (NB)/W 37th Street (SB)

The 37th Street stop pair is shown in *Figure 3-38*. Sidewalks are provided on both the east side and west side of US287 at 37th Street, making this stop ADA-accessible. FLEX riders may transfer to Route 200 on West 37th Street. Bicycle lanes are available on West 37th Street and in the neighborhoods east of US287. Due to the density of stops in this part of Loveland, the stop pair is denoted with yellow arrows in the map.

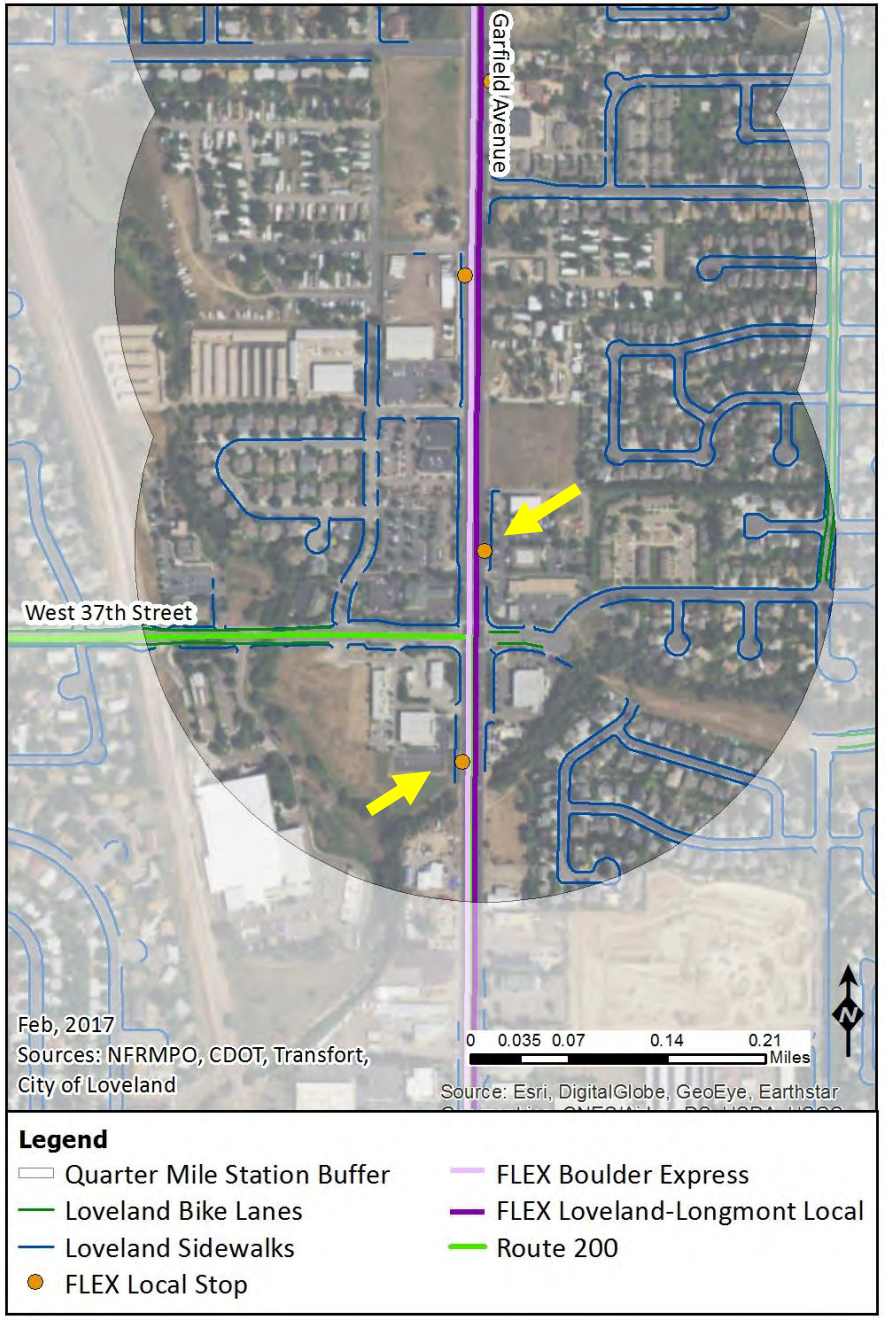
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 10; Northbound Alighting: 3
- Southbound Boarding: 2; Southbound Alighting: 6
- Total: 21

Stop Features:

- Bench
- Bike rack
- Streetlight (SB only)
- Transit shelter
- Transit stop sign
- Trash can

Figure 3-38 37th Street Stop Pair - Transit and Non-Motorized Infrastructure



Loveland Food Bank (2600 N Lincoln Avenue) (NB and SB)

The North Transfer Station moved from the Orchards Shopping Center to the Loveland Food Bank in January 2017. The new location of the transfer center is shown in *Figure 3-39*. FLEX's average daily ridership below is for the Orchards Shopping Center stop. The Loveland Food Bank location provides access to all three lines in the City of Loveland Transit (COLT) network. Both the Loveland Food Bank and former Orchards Shopping Center stop are ADA-accessible.

Transit Connections:

- FLEX Loveland-Longmont Local Route
- Route 100
- Route 200
- Route 300

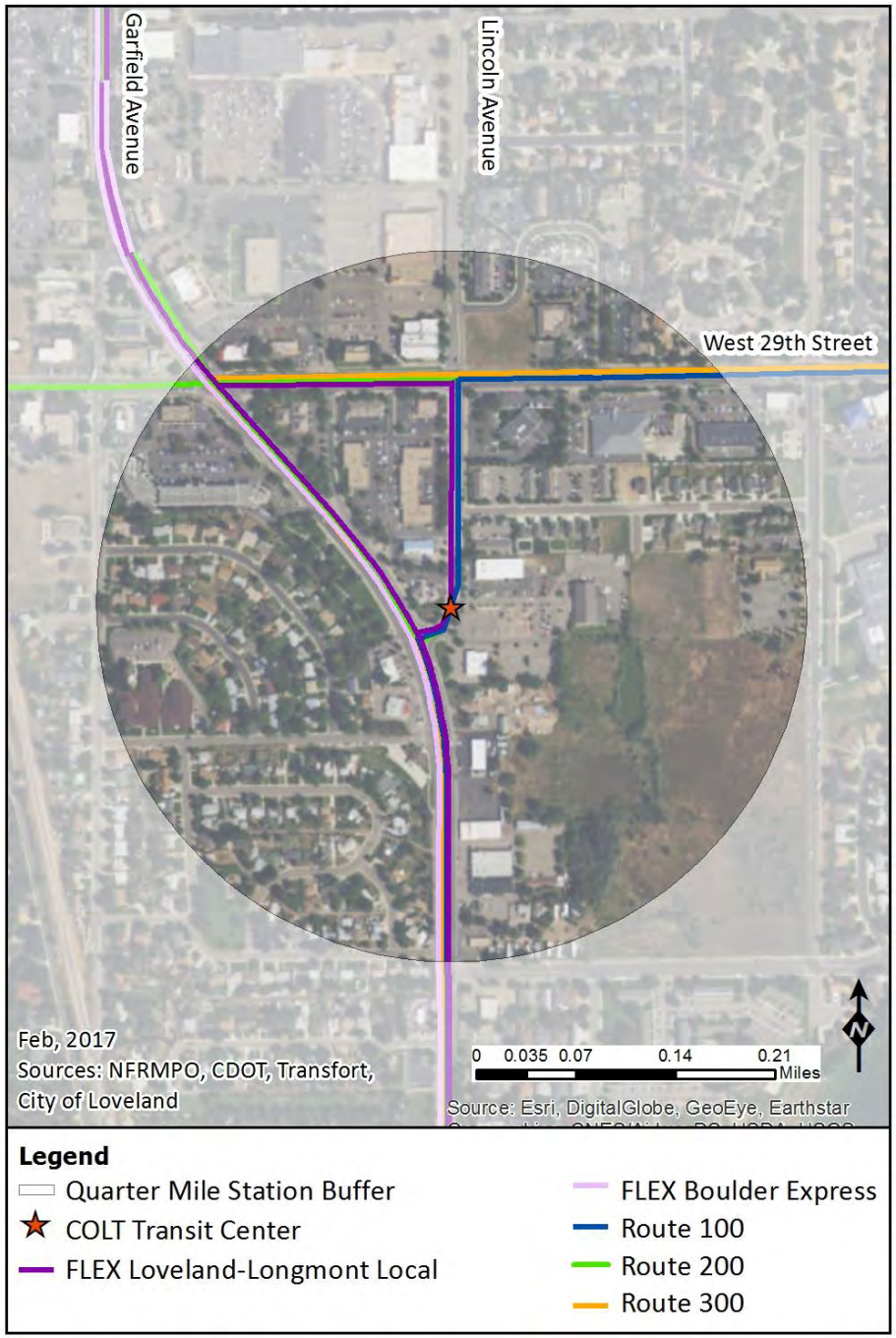
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 123; Northbound Alighting: 14
- Southbound Boarding: 23; Southbound Alighting: 129
- Total: 289

Stop Features:

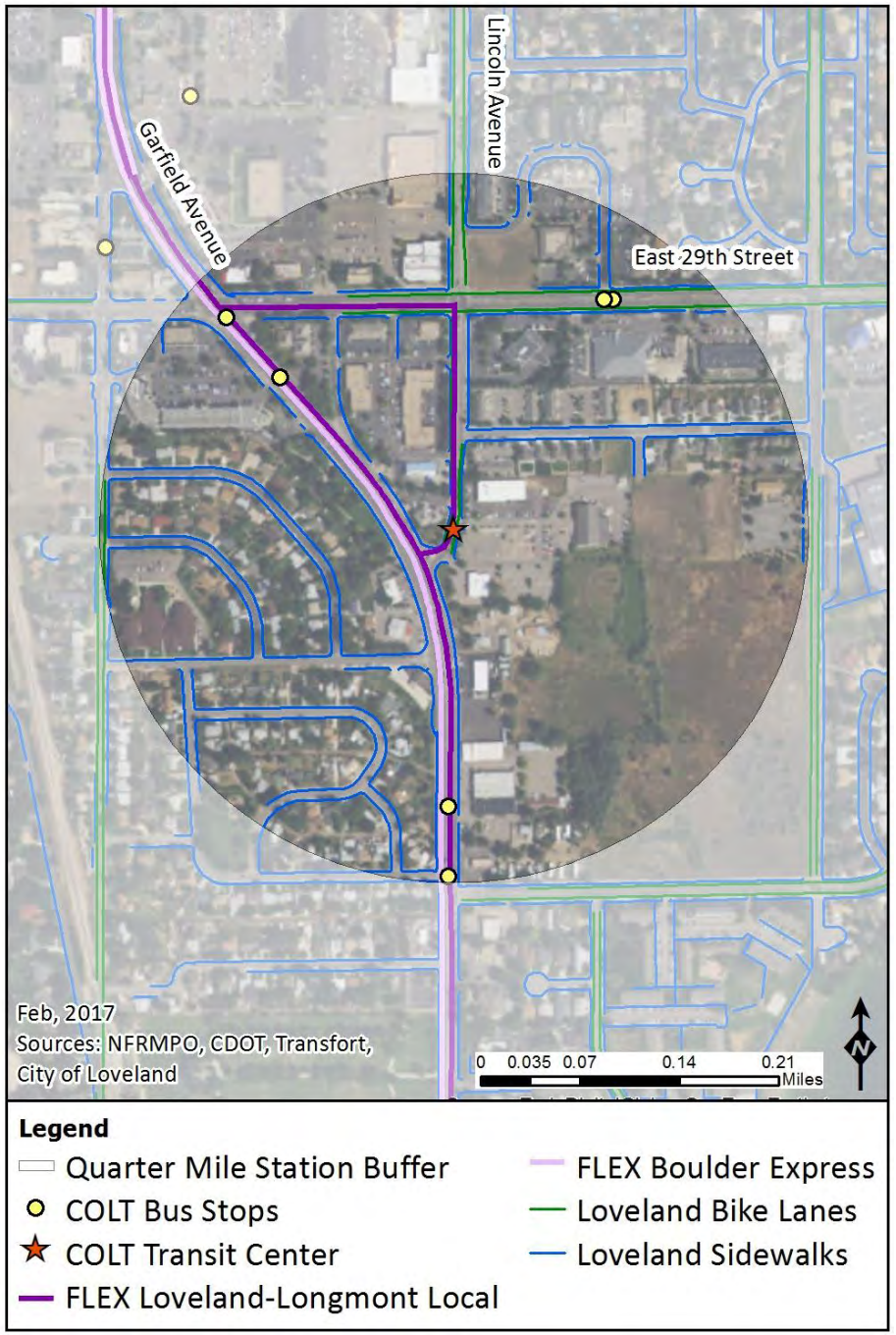
- Benches
- Bicycle securement bollards
- Streetlights
- Transit shelters
- Transit stop sign
- Trash cans

Figure 3-39 Loveland Food Bank - Transit



As shown in *Figure 3-40*, there are sidewalks connecting the Loveland Food Bank to the rest of the Loveland sidewalk network. Bicycle lanes are available on East 39th Street and on Lincoln Avenue north of the stop.

Figure 3-40 Loveland Food Bank Non-Motorized Infrastructure



Lincoln Avenue and E 8th Street (NB) and Cleveland Avenue and E 8th Street (SB)

The 8th Street station pair is located north of downtown Loveland at the South Transfer Station of the COLT network and is ADA-accessible. *Figure 3-41* shows the transit connections available at the 8th Street stop pair. All three routes within the COLT system connect at this stop. The 8th Street pair the only FLEX Boulder Express stop in the City of Loveland.

Transit Connections:

- FLEX Boulder Express
- FLEX Loveland-Longmont Local
- Route 100
- Route 200
- Route 300

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 15; Northbound Alighting: 29
- Southbound Boarding: 25; Southbound Alighting: 14
- Total: 83

Stop Features:

- Benches
- Streetlight
- Transit stop sign
- Trash can

Figure 3-41 8th Street Stop Pair - Transit

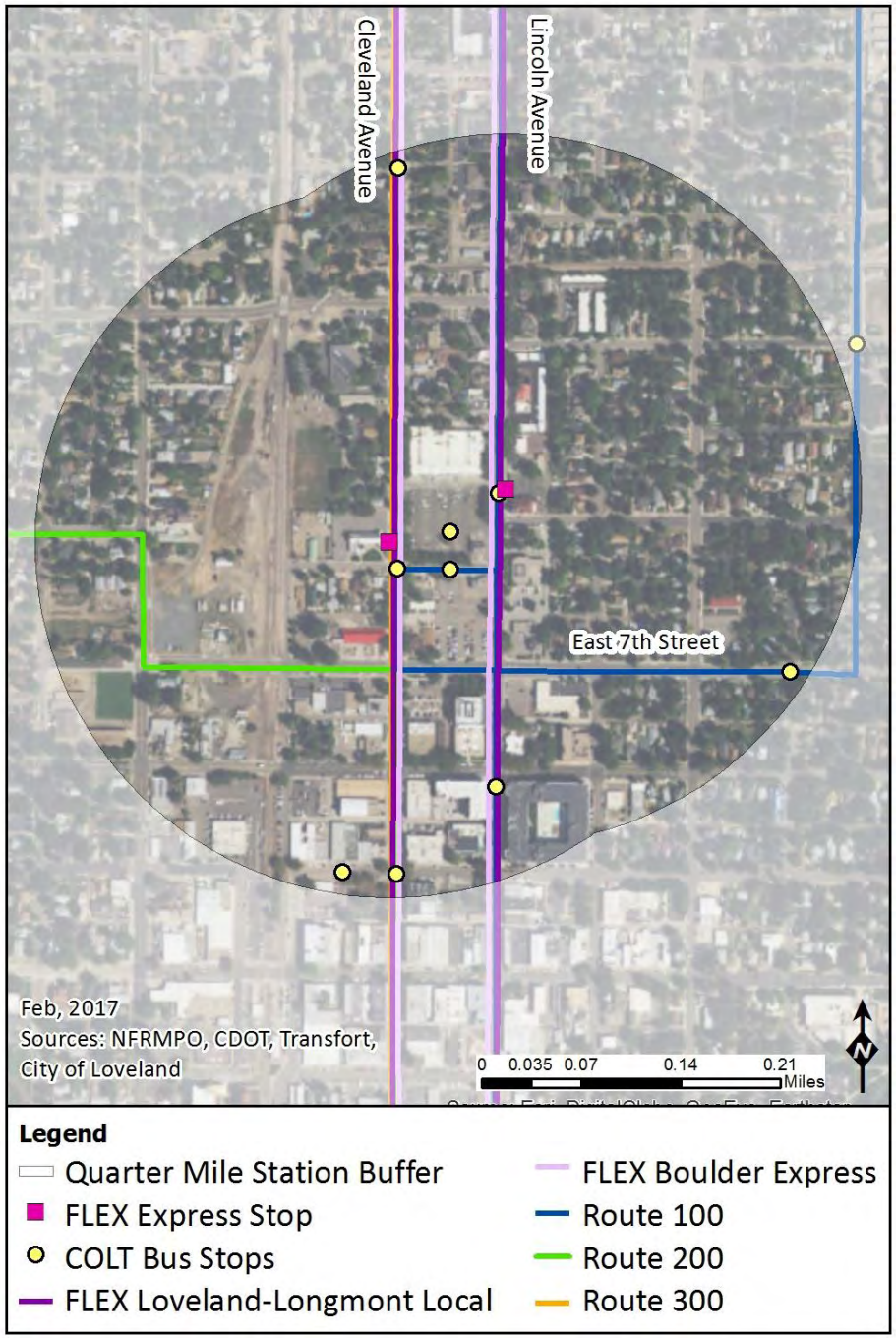
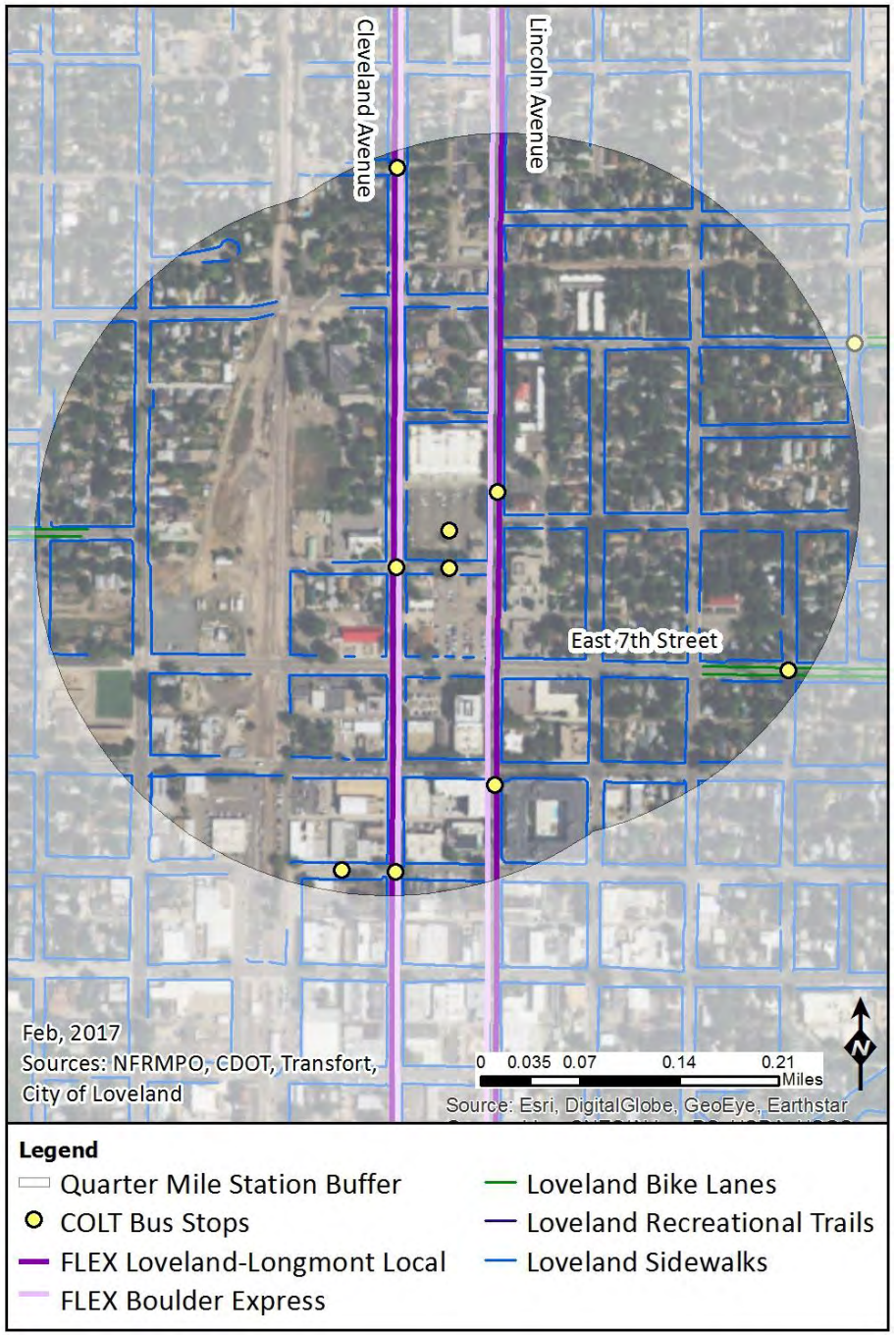


Figure 3-42 shows the non-motorized infrastructure available near the 8th Street stop pair. Due to its location in the center of the City, the station is connected to the dense sidewalk network. Bicycle lanes are available on East 7th Street three blocks east of the stop pair, and on West 8th Street west of the stop pair.

Figure 3-42 8th Street Stop Pair - Non-Motorized infrastructure



Lincoln Avenue and 14th Street SE (NB) and Lincoln Avenue and 14th Street SW (SB)

The 14th Street station pair is located in southern Loveland, and provides connections to two COLT routes, as shown in *Figure 3-43*. Sidewalks and bicycle lanes are available on 14th Street SW. The southbound stop is not accessible by sidewalk. The stop is not ADA-accessible. A recreational trail and underpass are located slightly north of the quarter-mile buffer.

Transit Connections:

- FLEX Loveland-Longmont Local
- Route 100 (60 minute all-day frequency)
- Route 200 (60 minute all-day frequency)

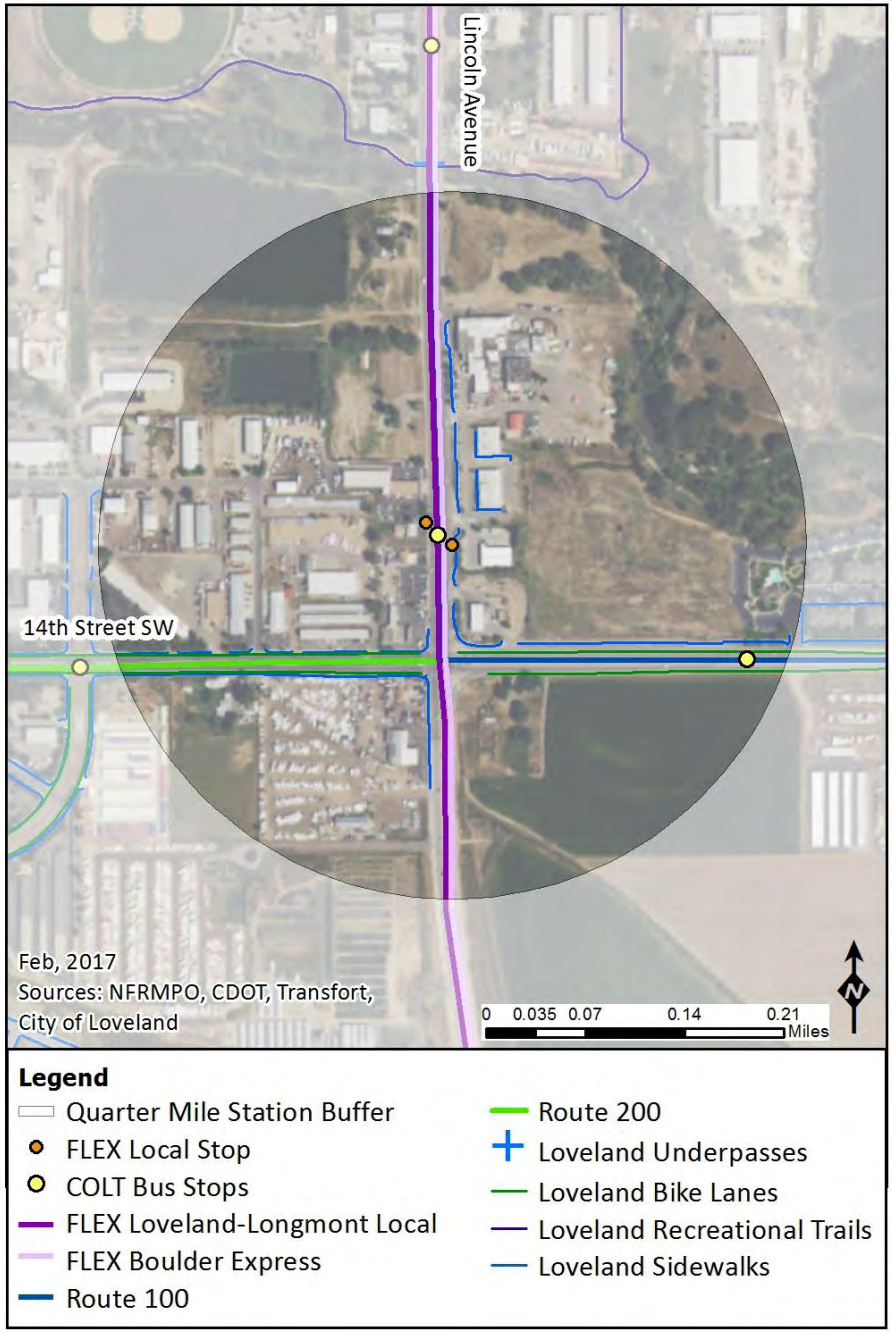
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 2; Northbound Alighting: 4
- Southbound Boarding: 2; Southbound Alighting: 3
- Total: 11

Stop Features:

- Bench (NB only)
- Streetlights (NB only)
- Transit stop sign
- Trash can (NB only)

Figure 3-43 14th Street Stop Pair - Transit and Non-Motorized Infrastructure



Mountain Avenue and 2nd Street (NB) / 3rd Street (SB)

The Mountain Avenue station pair shown in *Figure 3-44* provides access to downtown Berthoud and is ADA-accessible. No other transit connections are available at this stop. The Town of Berthoud sidewalk network is nearly complete, providing pedestrian access to the town.

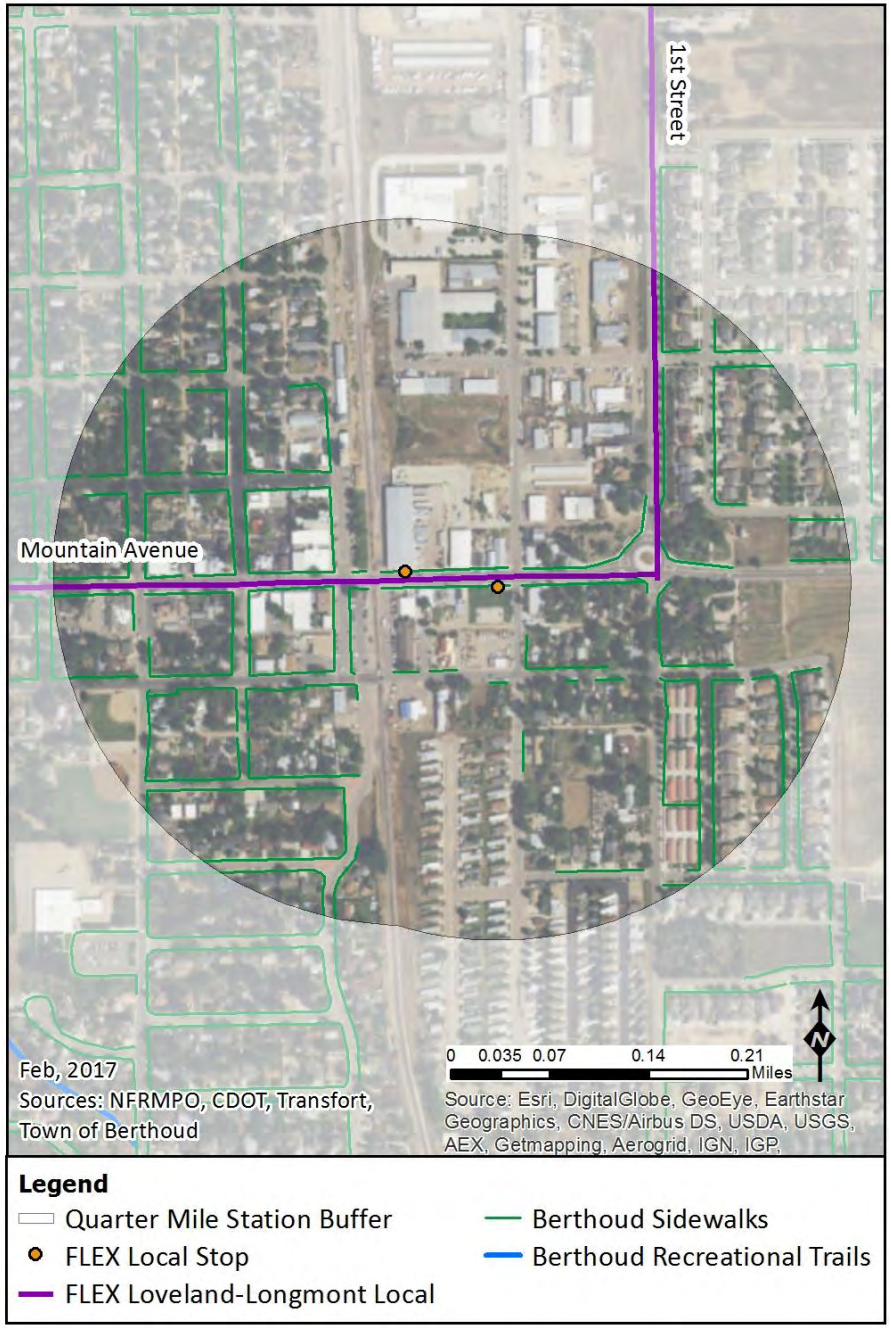
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 12; Northbound Alighting: 6
- Southbound Boarding: 8; Southbound Alighting: 12
- Total: 38

Stop Features:

- Bench (SB only)
- Streetlights
- Transit stop sign

Figure 3-44 Mountain and 2nd/3rd - Transit and Non-Motorized Infrastructure



Main Street and 21st Street (NB and SB)

Located on the north side of Longmont, the Main Street and 21st Street stop pair provides access to a variety of RTD routes as shown in *Figure 3-45*. The stop pair is ADA-accessible.

Transit Connections:

- FLEX Loveland-Longmont Local
- Route 324 (30 minute all-day frequency)
- Route 326 (60 minute all-day frequency)
- Route 327 (60 minute all-day frequency)
- BOLT (30 minute all-day frequency)
- Route J (30 to 50 minute frequency, PM peak only)
- Route L (20 to 30 minute peak, approximately 60 minute off-peak)

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 13; Northbound Alighting: 0
- Southbound Boarding: 1; Southbound Alighting: 15
- Total: 29

Stop Features:

- Bench (SB only)
- Shelter (SB only)
- Streetlights
- Transit stop sign
- Trash can (SB only)

Figure 3-45 Main Street and 21st Street Stop Pair - Transit

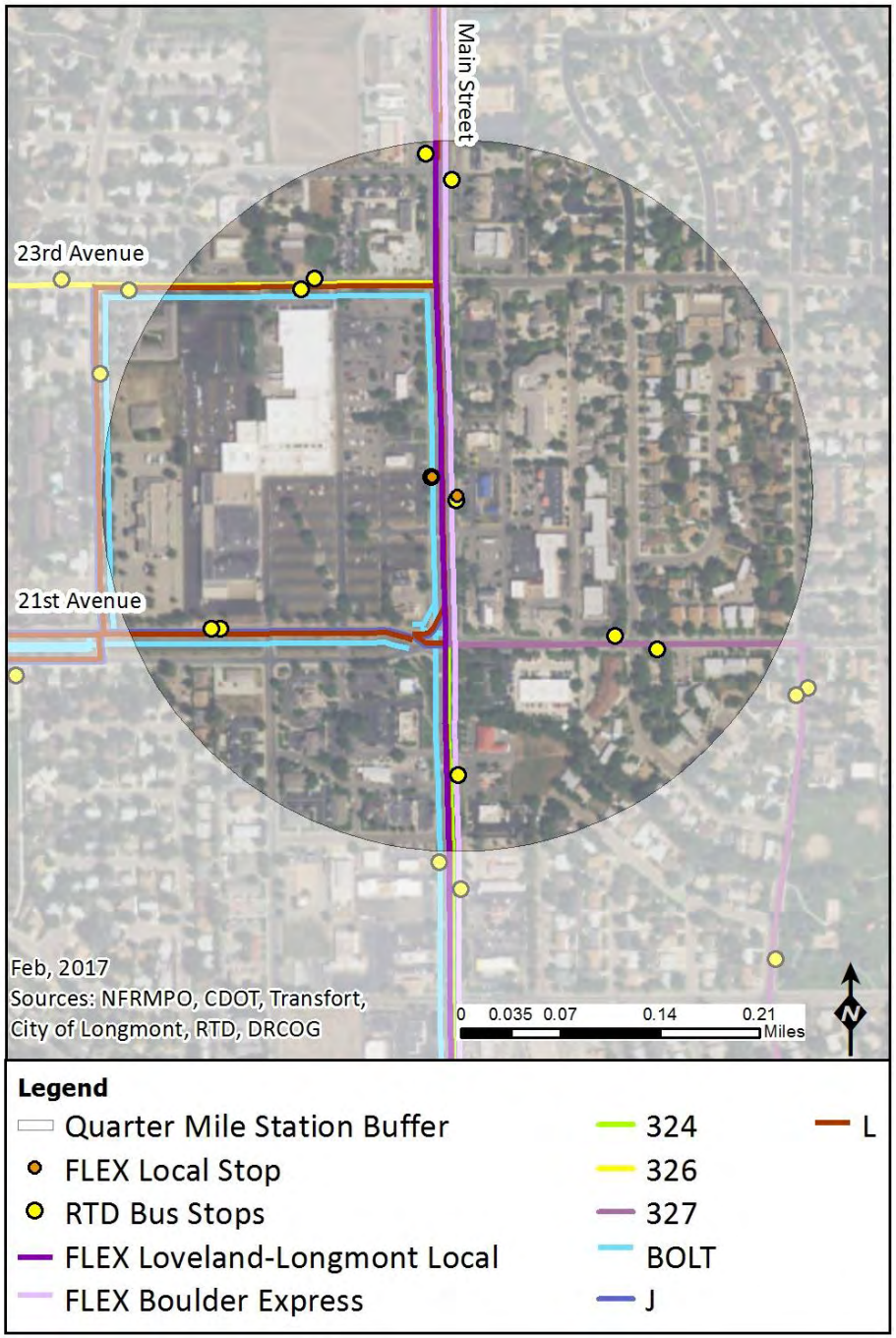
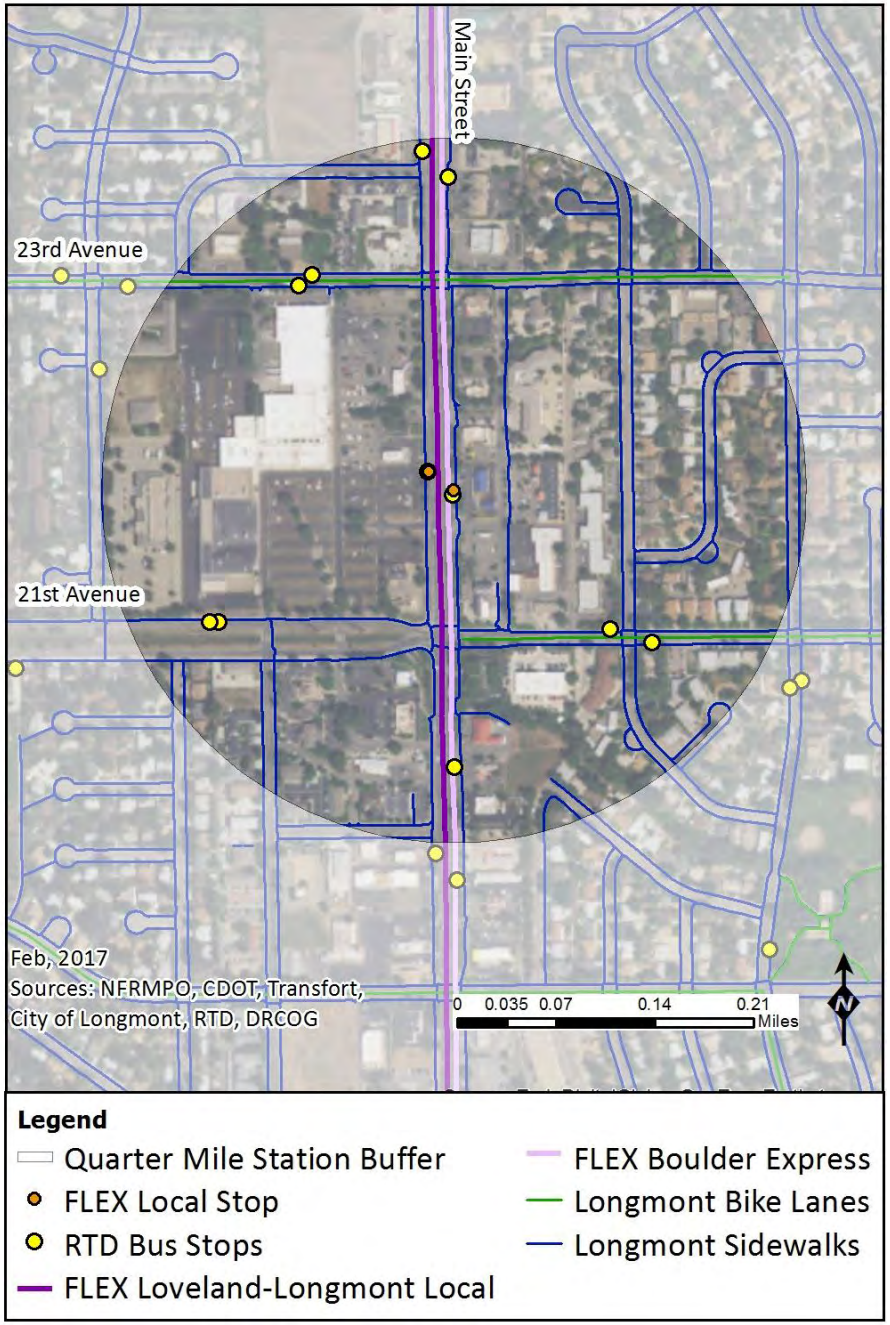


Figure 3-46 shows the network of sidewalks and bicycle lanes making up the non-motorized network near the Main Street and 21st Street stop pair in Longmont. Located in the north of the city, the stops are accessible by sidewalks. Bicycle lanes are located on 23rd Avenue on both sides of Main Street, while bicycle lanes are available on 21st Avenue on the east side of Main Street.

Figure 3-46 Main Street and 21st Stop Pair - Non-Motorized Infrastructure



8th and Coffman/Roosevelt Park (NB and SB)

The 8th and Coffman/Roosevelt Park station is located adjacent to downtown Longmont as shown in *Figure 3-47*. The stop was previously the terminus of the FLEX route, and still provides connections between the Transfort and RTD systems. The stop is ADA-accessible.

Transit Connections:

- FLEX Loveland-Longmont Local
- FLEX Boulder Express
- RTD Route 323 (60 minute all-day frequency)
- RTD Route 324 (30 minute all-day frequency)
- RTD Route 326 (60 minute all-day frequency)
- RTD Route 327 (60 minute all-day frequency)
- RTD BOLT (30 minute all-day frequency)
- RTD Route J (30 to 50 minute frequency, PM peak only)
- RTD Route L (20 to 30 minute peak, approximately 60 minute off-peak)

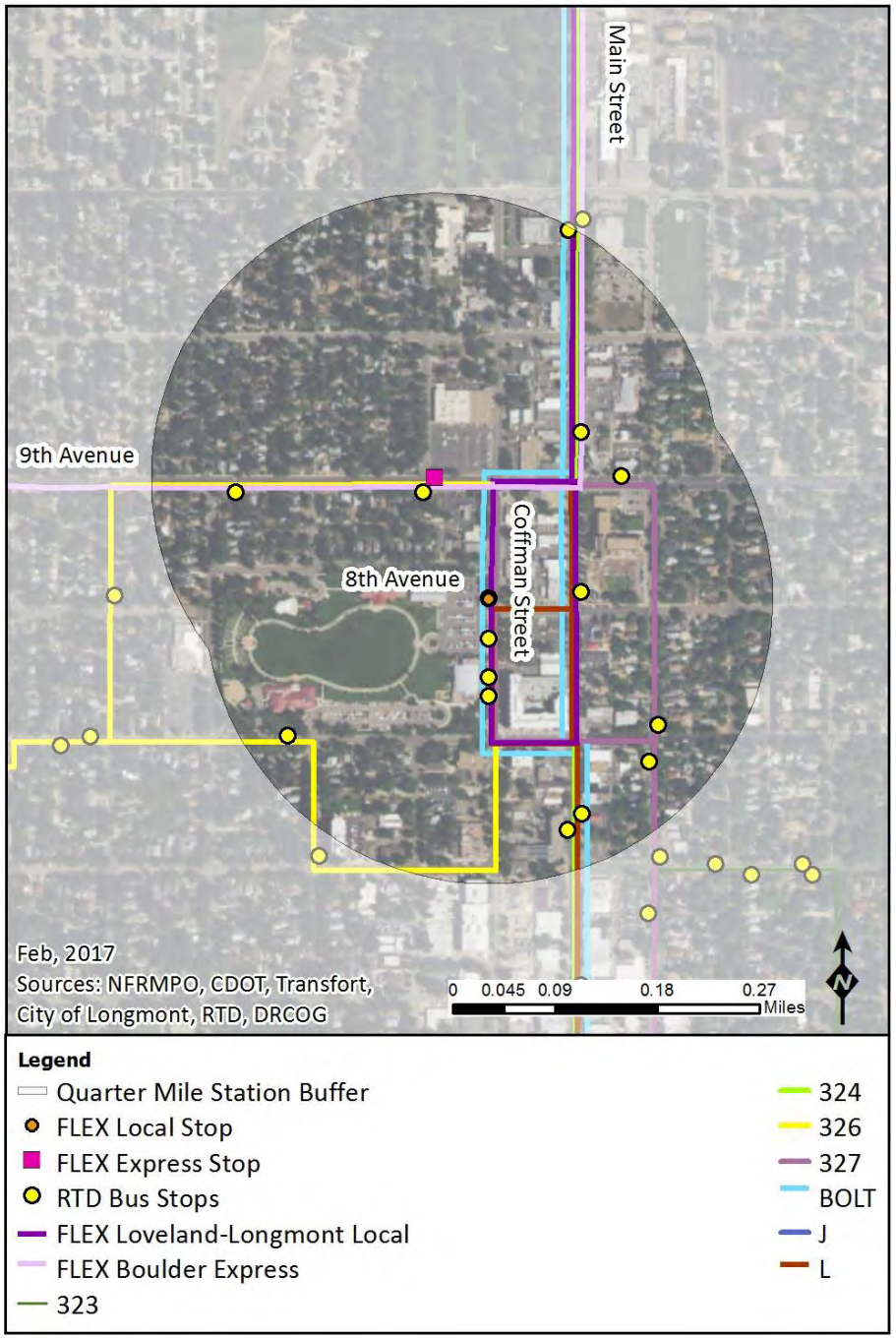
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 74; Northbound Alighting: 1
- Southbound Boarding: 1; Southbound Alighting: 60
- Total: 136

Stop Features:

- Benches (RTD stop only)
- Secure bicycle storage
- Shelter (RTD stops only)
- Streetlights
- Transit stop sign

Figure 3-47 8th and Coffman Stop - Transit



Due to its location in downtown Longmont, the 9th and Coffman stop is connected into the City's dense sidewalk network. *Figure 3-48* shows the non-motorized infrastructure availbale. Bicycle lanes are available on 10th Avenue, Longs Peak Avenue, Gay Street, Terry Street, and Kimbark Street.

Figure 3-48 8th and Coffman Stop - Non-Motorized Infrastructure

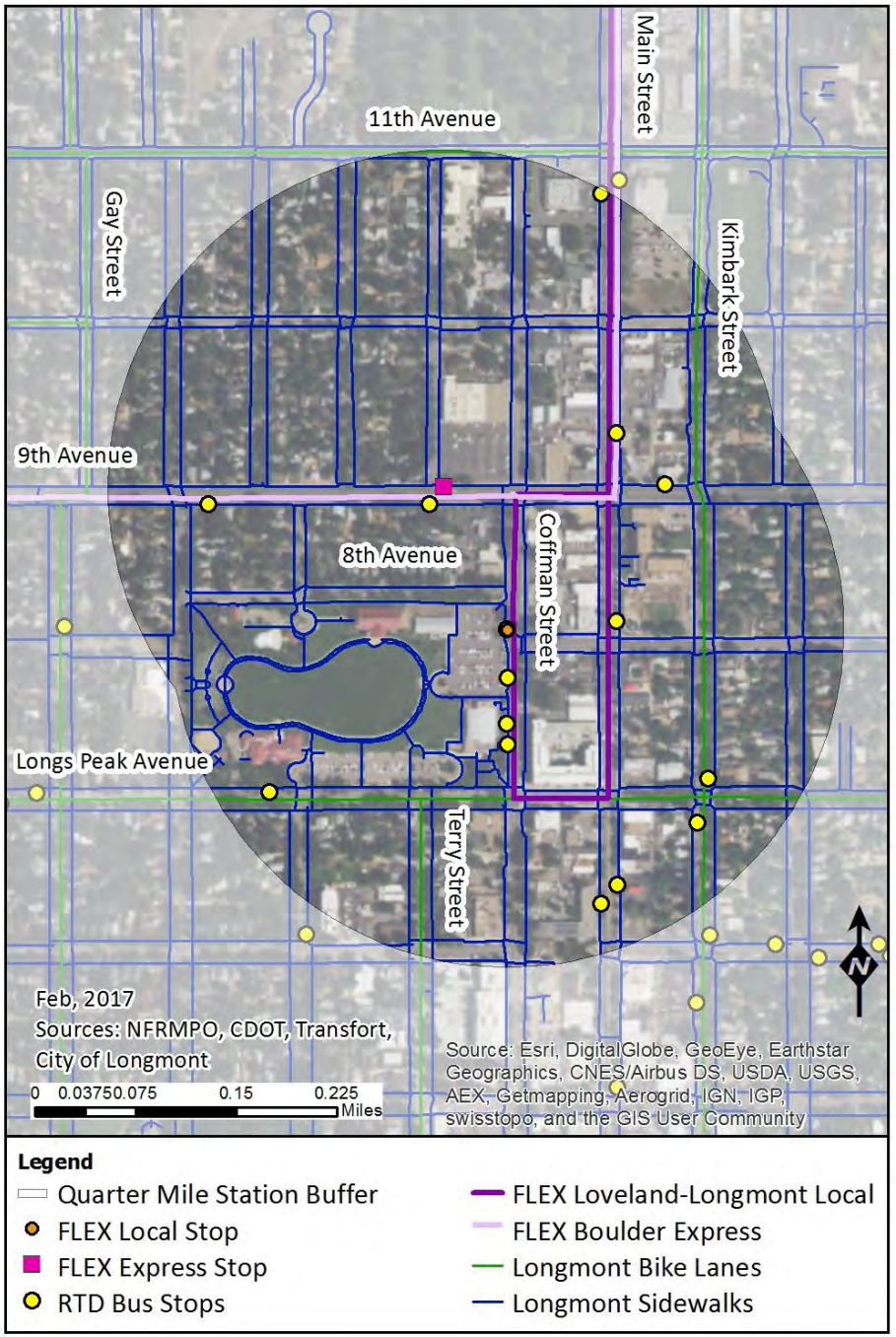


Figure 3-49 Summary Table of Stop Features							
Stop Name	Community	Benches	Bicycle storage	Shelter	Streetlights	Trash cans	Transit connections
Downtown Transit Center	Fort Collins	X	X	X	X	X	X
MAX Stations	Fort Collins	X	X	X	X	X	X
South Transit Center	Fort Collins	X	X	X	X	X	X
Fossil Creek Parkway & Cameron Drive	Fort Collins	X		X	X	X	
Skyway Drive	Fort Collins	X		X	X	X	
Trilby Road	Fort Collins	X		X		X	
Carpenter Road	Fort Collins	x		X			
71st Street	Loveland	x		x	x	x	
65th Street	Loveland	X			x		
57th Street	Loveland	X		x		x	
50th Street	Loveland	X					
Knobcone/45th Street	Loveland	X		x	X	x	
42nd Street	Loveland	X					
37th Street	Loveland	X	X	X	x	X	X
Loveland Food Bank	Loveland	X	X	X	X	X	X
8th Street	Loveland	X			X	X	X
14th Street	Loveland	x			x	x	X
Mountain and 2nd/3rd	Berthoud	x			X		
21st Street	Longmont	x		x	X	x	X
8th and Coffman/9th and Coffman	Longmont	X	X	X	X		X
Village at the Peaks Mall	Longmont				X		X
Pearl Parkway and 30th	Boulder	x	x		X	x	X
14th Street/Downtown Boulder	Boulder	X	X	X	X	X	X
Broadway and Euclid	Boulder	X	X	X	X	X	X
18th and Euclid	Boulder		X				X
KEY: X = featured at each direction of the stop pair | x = only featured in one direction of the stop pair							

Chapter 4: Larimer County

US287 traverses incorporated municipalities in Larimer County as discussed in *Chapter 5: City of Fort Collins*, *Chapter 6: City of Loveland*, and *Chapter 7: Town of Berthoud*. Within the NFRMPO region, US287 runs through unincorporated Larimer County in four sections: north of Fort Collins; between Fort Collins and Loveland; between Loveland and Berthoud; and south of Berthoud to the County boundary. Due to municipal boundaries, the Larimer County section between Loveland and Berthoud is covered in *Chapter 7: Town of Berthoud*. In the Larimer County chapter, only the north, central, and south sections are discussed. These sections are labeled on *Figure 4-1*.

Road Network

Figure 4-2 shows the bridges on state and US highways and traffic signals along the corridor. There are eight bridges in the North Larimer County section. All of the bridges are rated in good condition by CDOT. Due to the rural character of this section of US287, all but one bridge carry US287 over irrigation ditches and the Cache la Poudre River. The remaining bridge carries US287 over North Taft Hill Road. There are no bridges in the central Larimer County section within the Study Area. In the South Larimer County section, there are two bridges both rated in good condition: one over Dry Creek and one over the Little Thompson River.

Due to US287 generally being a limited-access highway in unincorporated Larimer County, there are fewer traffic signals than in Fort Collins or Loveland. Two traffic signals are located on US287 in North Larimer County, one at the intersection of SH1 and US287 and the other at LCR17/Shields Street. Two traffic signals are located in the Central Larimer County section, one at SH392 and US287, and the other at West 71st Street. No traffic signals are located in the South Larimer County section.

Figure 4-1 Larimer County - US287 with Insets

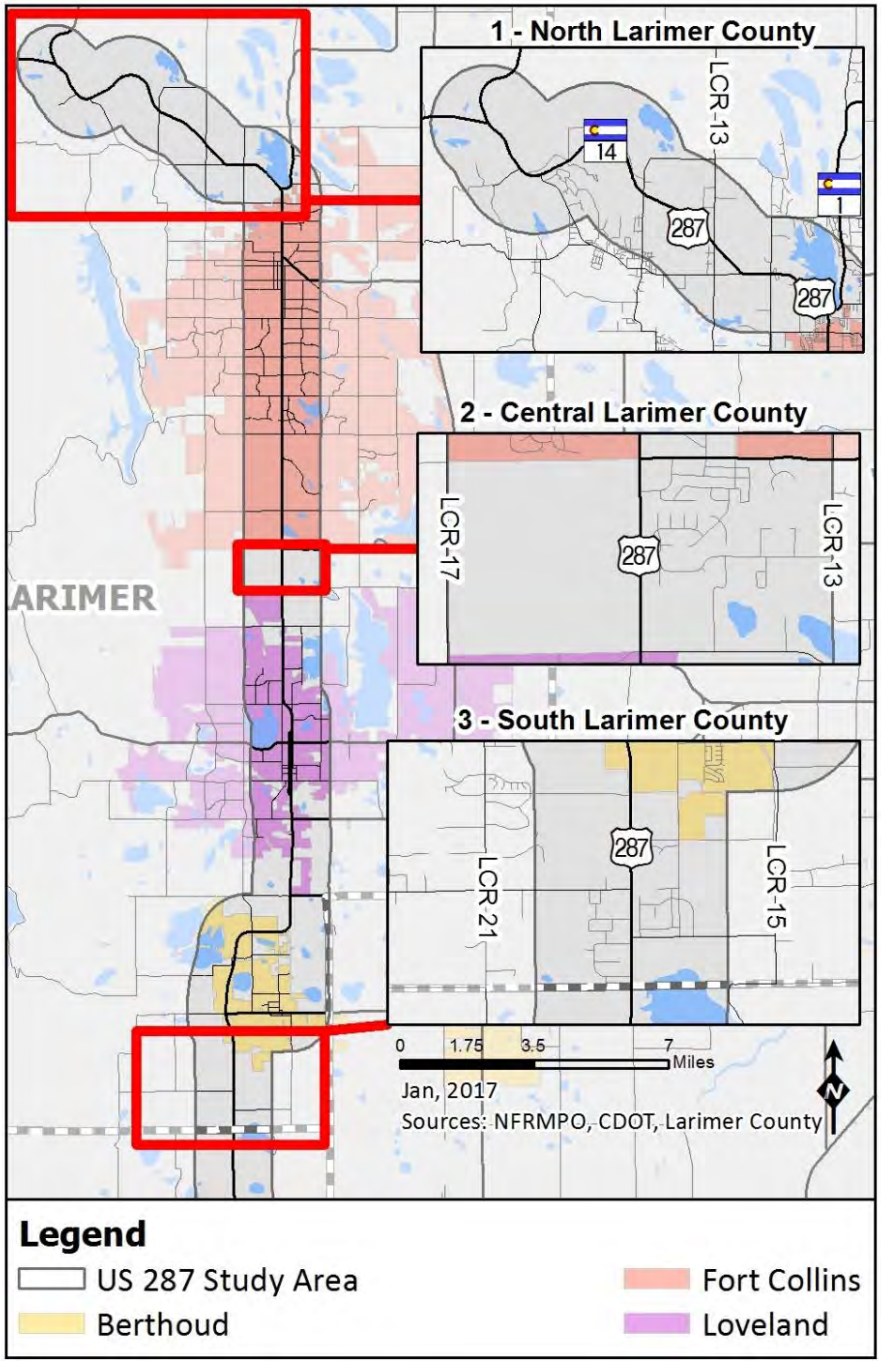
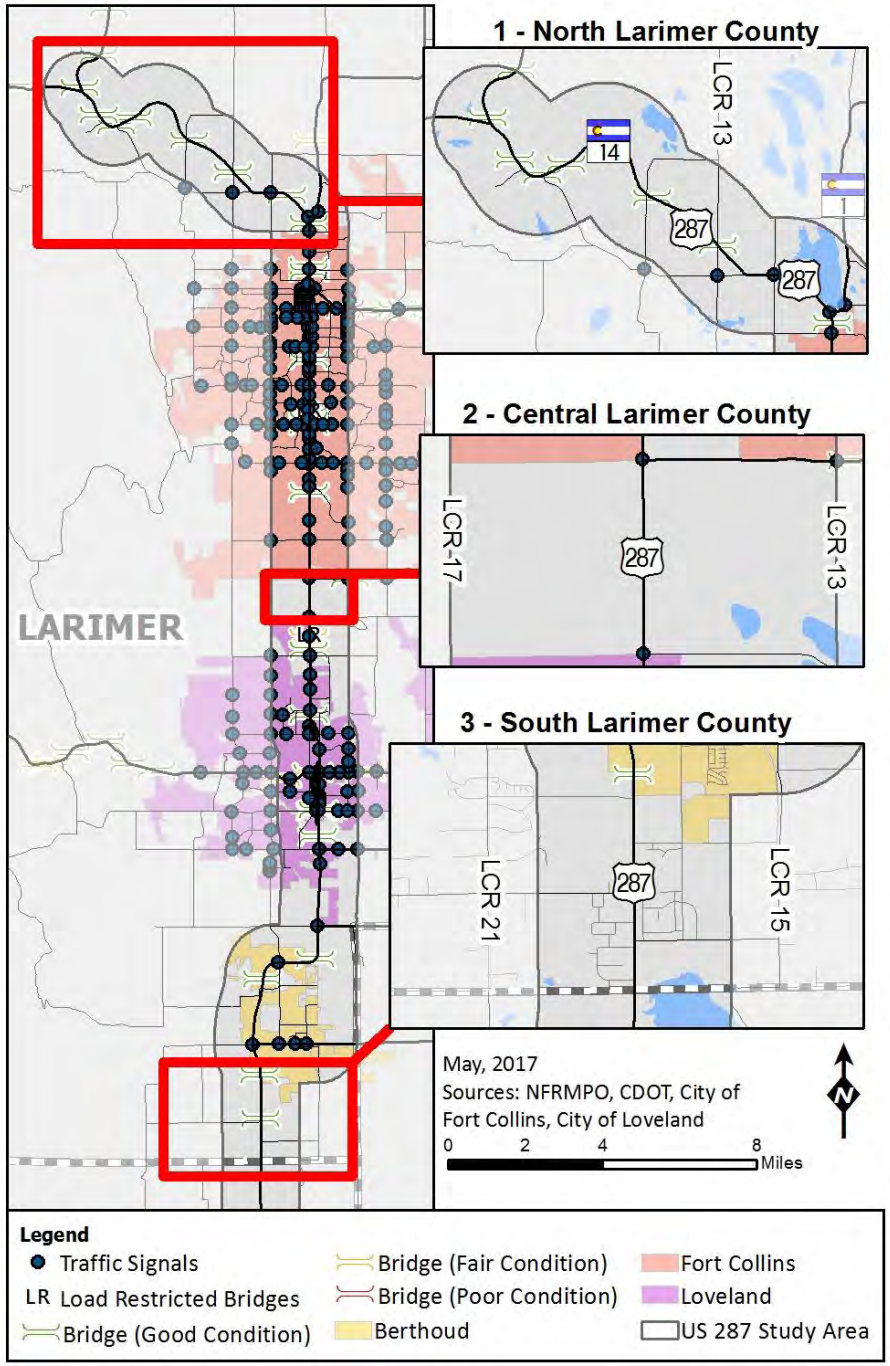


Figure 4-2 Larimer County Bridges and Traffic Signals



Active railroads and at-grade crossings are shown in *Figure 4-3*. In the North Larimer County section, the Union Pacific Railroad (UPRR) owns and maintains tracks. In the Central and South Larimer County sections, the BNSF Railway runs generally parallel to US287. The BNSF Railway runs within the Study Area for the Central Larimer County section, but is outside the Study Area for the South Larimer County section. There are five active at-grade railroad crossings in North Larimer County, and none in Central or South Larimer County.

Figure 4-4 shows Annual Average Daily Traffic (AADT), which varies significantly throughout the corridor. Traffic is generally lower in North Larimer County due to lower density and development. AADT generally increases closer to Fort Collins. Central Larimer County carries a medium amount of traffic due to its location as a major connection between Fort Collins and Loveland. South Larimer County varies between low and medium traffic in comparison to the rest of the corridor.

Figure 4-5 shows the Annual Average Daily Truck Traffic (AADTT) as measured by CDOT. Approximately 1,000 trucks travel daily between the US287/SH14 junction and the US287/SH1 intersection. Fewer trucks travel west on SH14 than those remaining on US287 toward Laramie, Wyoming. In Central Larimer County, a similar number travel between Fort Collins and Loveland. Fewer trucks use US287 south of Berthoud.

Figure 4-3 Larimer County Active Railroads and Crossings

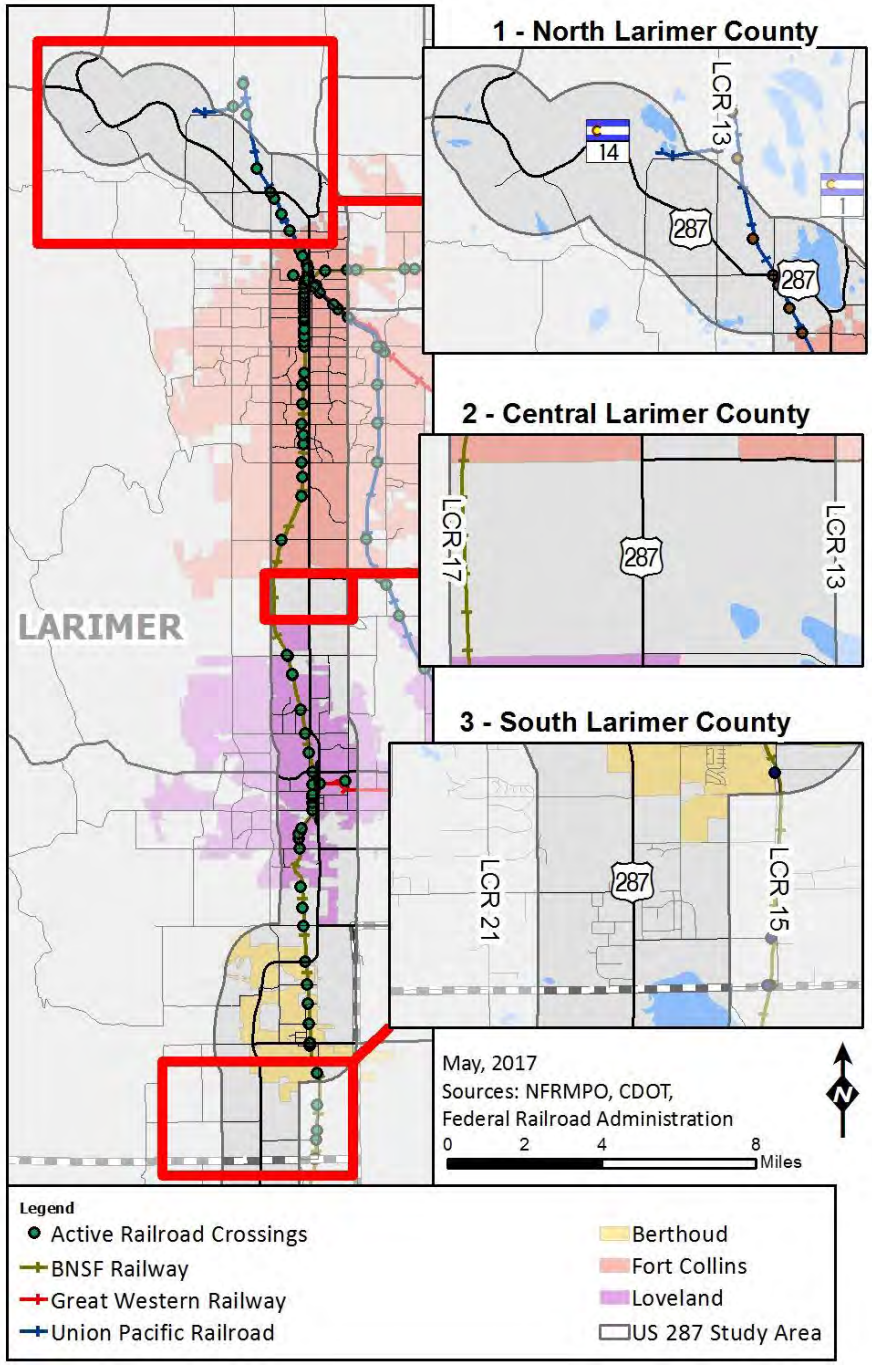


Figure 4-6 shows the number of through lanes in the corridor. In North Larimer County, the corridor ranges from two to four through lanes. Three lane sections feature a bypass lane, which allow slower cars to move to the right for faster cars to pass safely. Near the junction with SH14, the number of lanes increases to four. Central and South Larimer County remain consistent with four through lanes.

Figure 4-7 shows the speed limits in the corridor. The section north of North Taft Hill Road in North Larimer County has the highest speed within the US287 Study Area at 65 MPH. The speed limit decreases to 45 MPH as the road goes from a highway to a principal arterial. Speeds are 55 MPH in Central Larimer County, and between 60 MPH and 65 MPH in South Larimer County.

As shown on *Figure 4-8*, CDOT measures pavement condition using Drivability Life. North Larimer County has the greatest range in pavement conditions: the pavement is rated low from SH1 to North Taft Hill Road, where it the pavement is rated high. The section from SH1 to North Taft Hill Road is under construction as of January 2017. CDOT will be constructing and widening US287 to have four through lanes, a center turning lane, 10-foot shoulders which also function as bike lanes, and sidewalks. The project is expected to be completed by fall 2018. US287 north of SH14 and SH14 itself are both rated with medium Drivability Life. Central Larimer County is rated high and South Larimer County is rated medium Drivability Life.

Figure 4-4 Larimer County Annual Average Daily Traffic

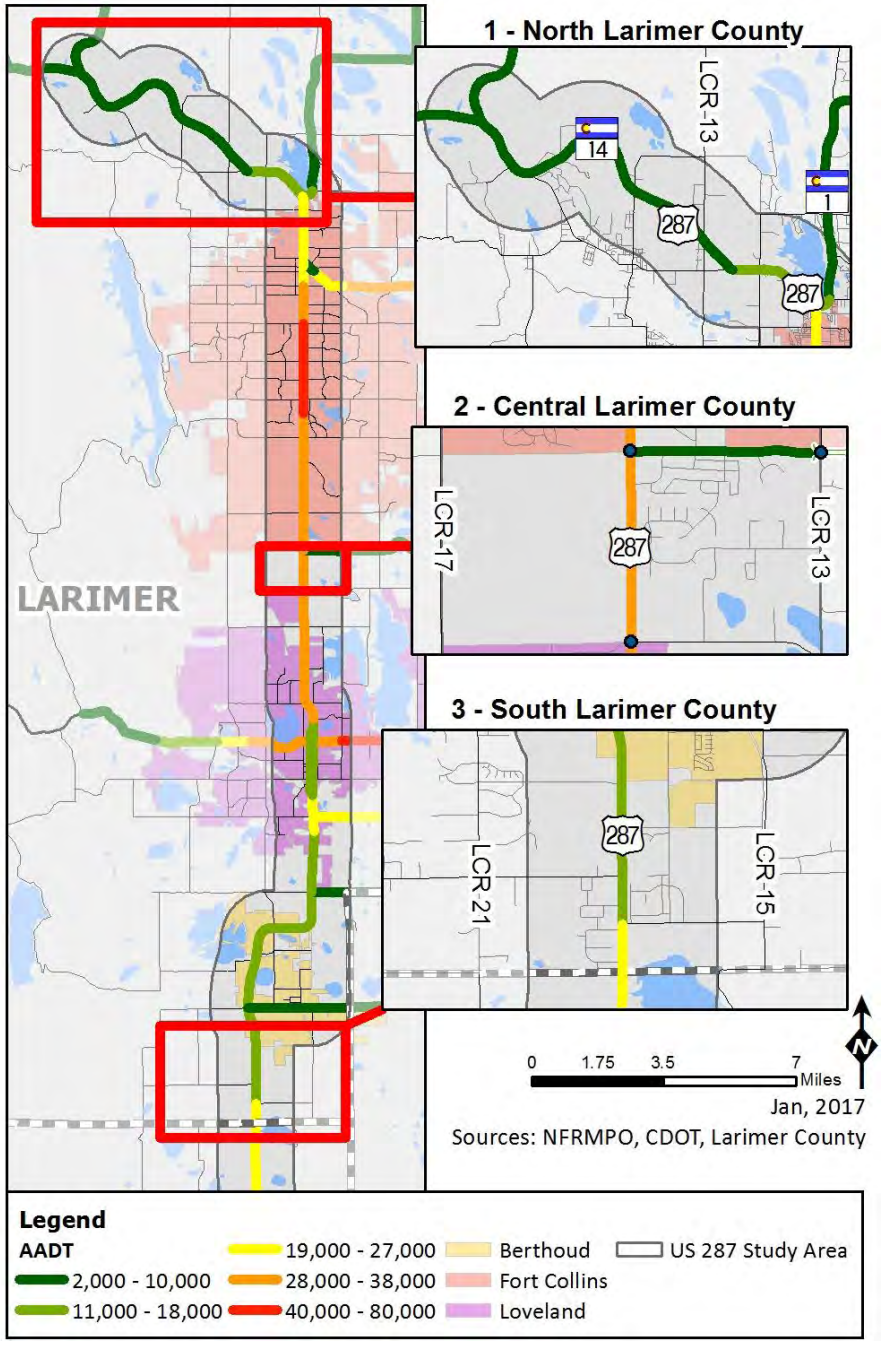


Figure 4-5 Larimer County Annual Average Daily Truck Traffic

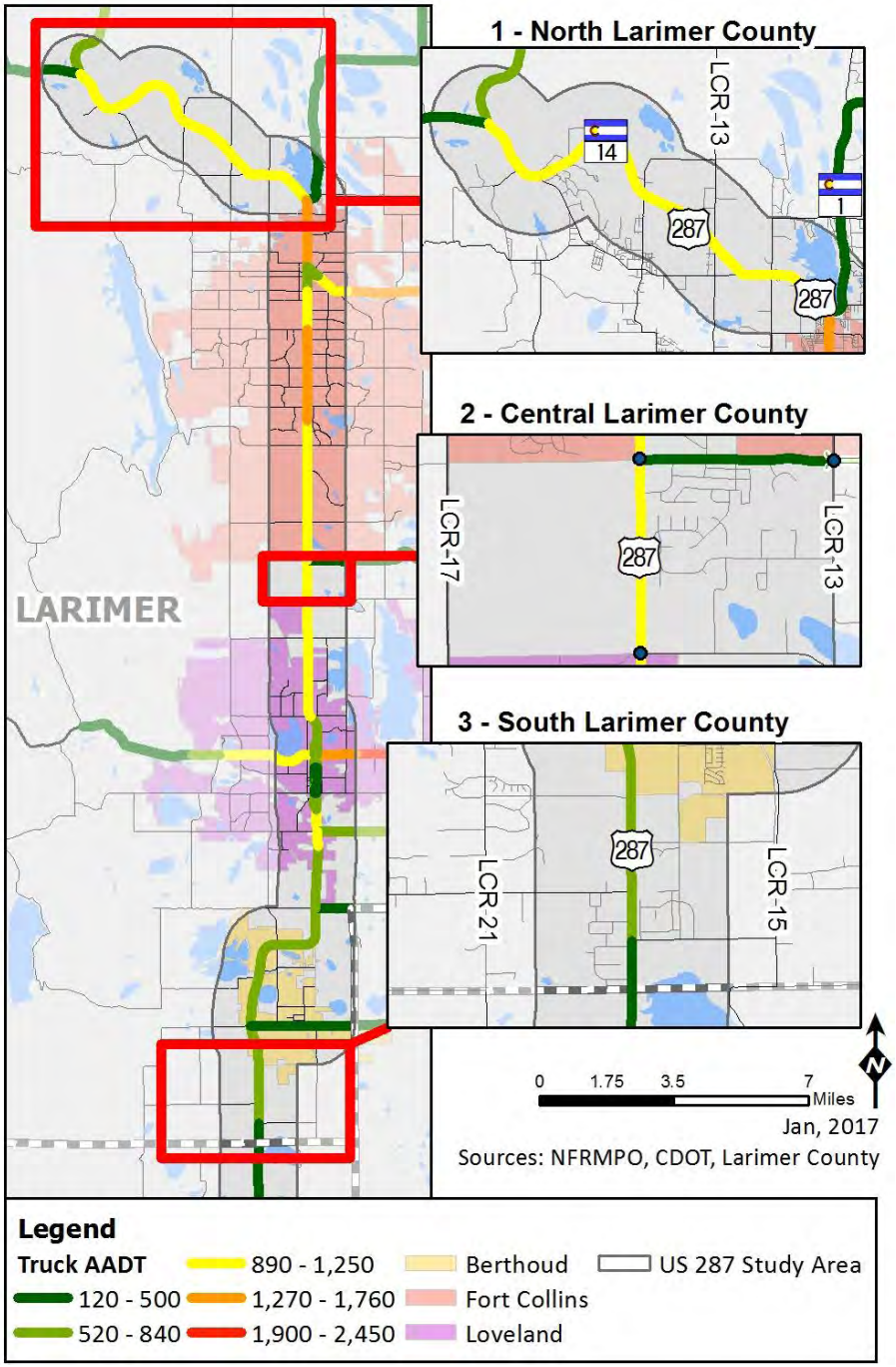


Figure 4-6 Larimer County Number of Through Lanes

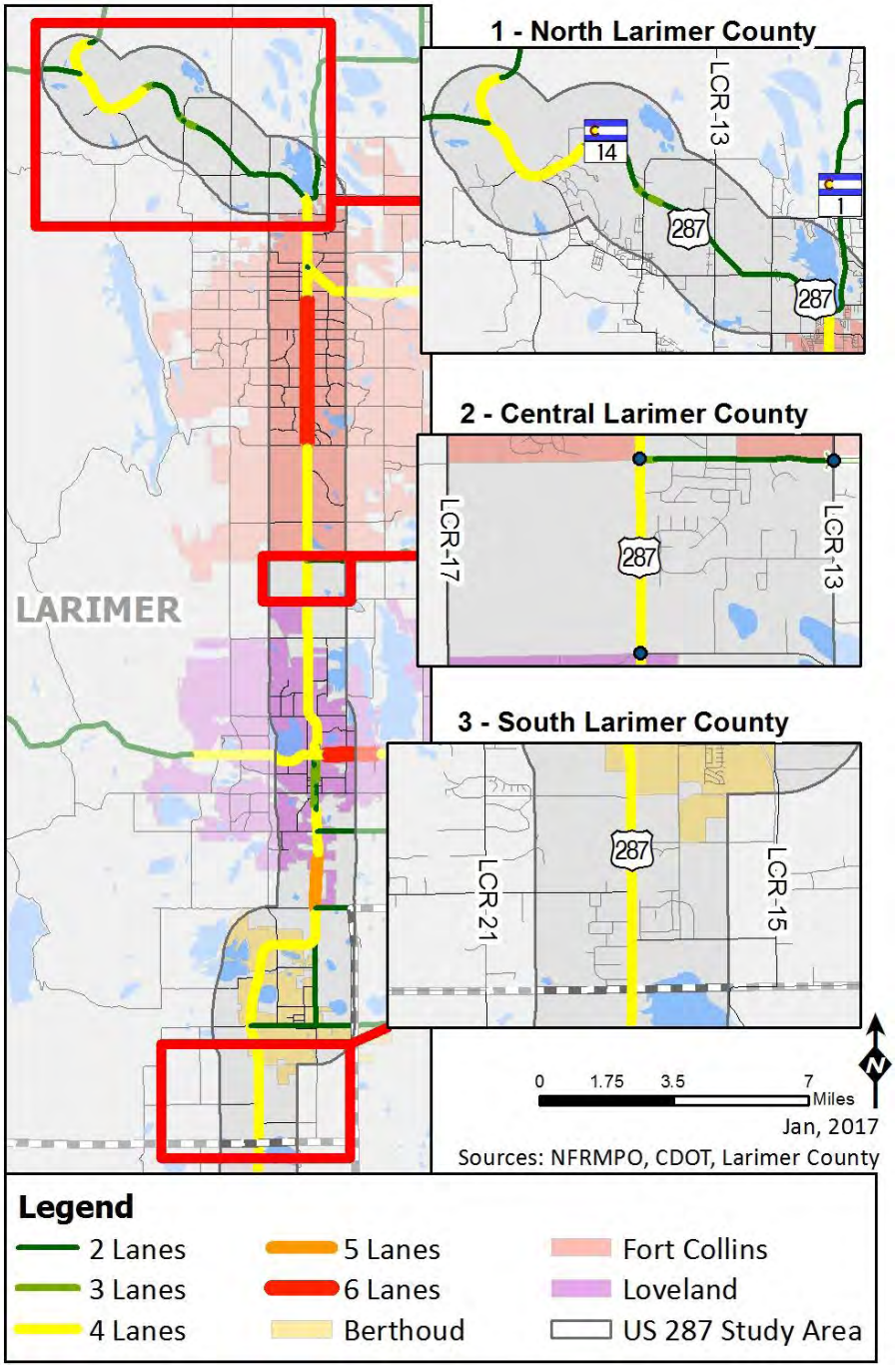


Figure 4-7 Larimer County Speed Limits

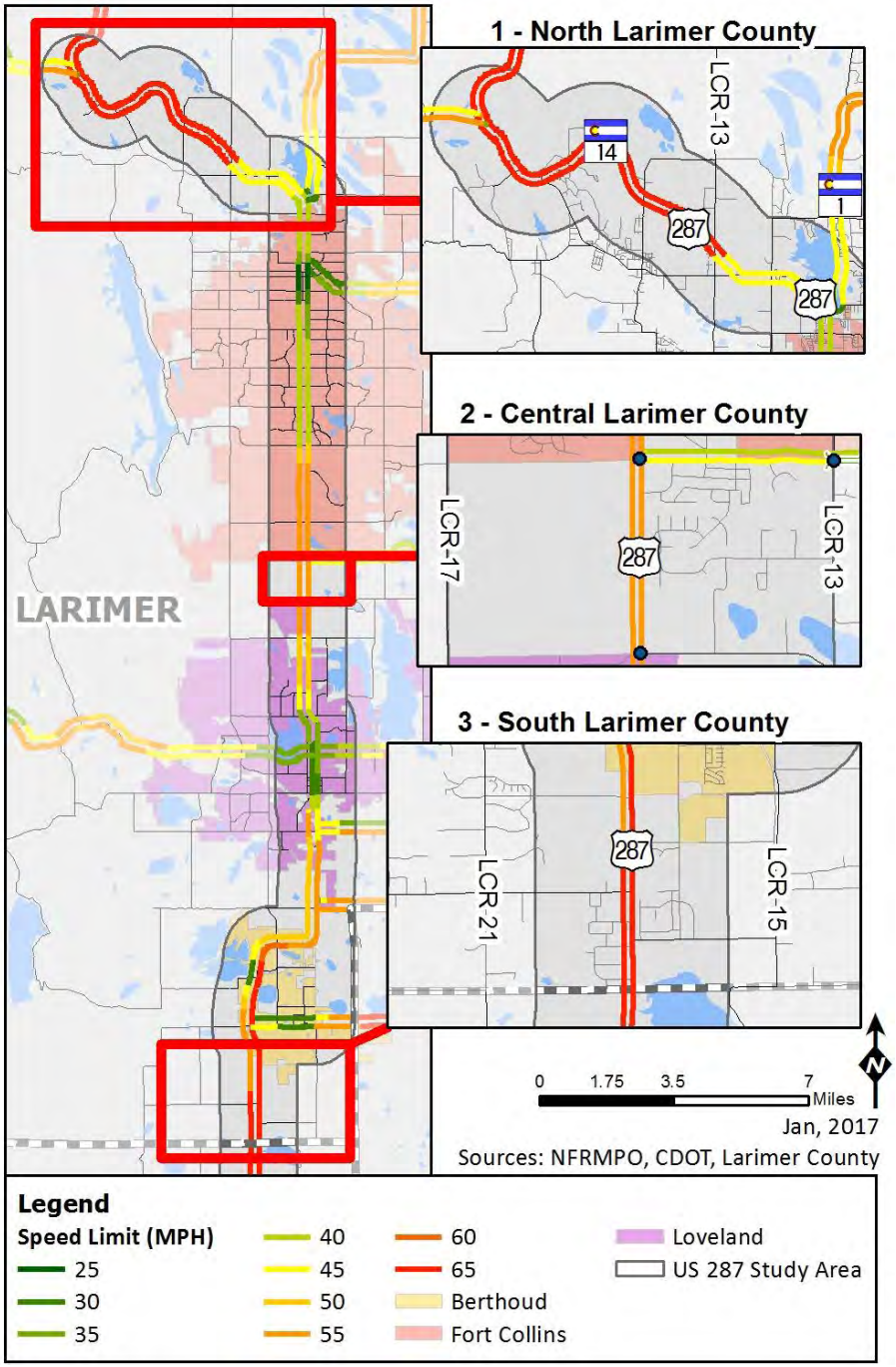
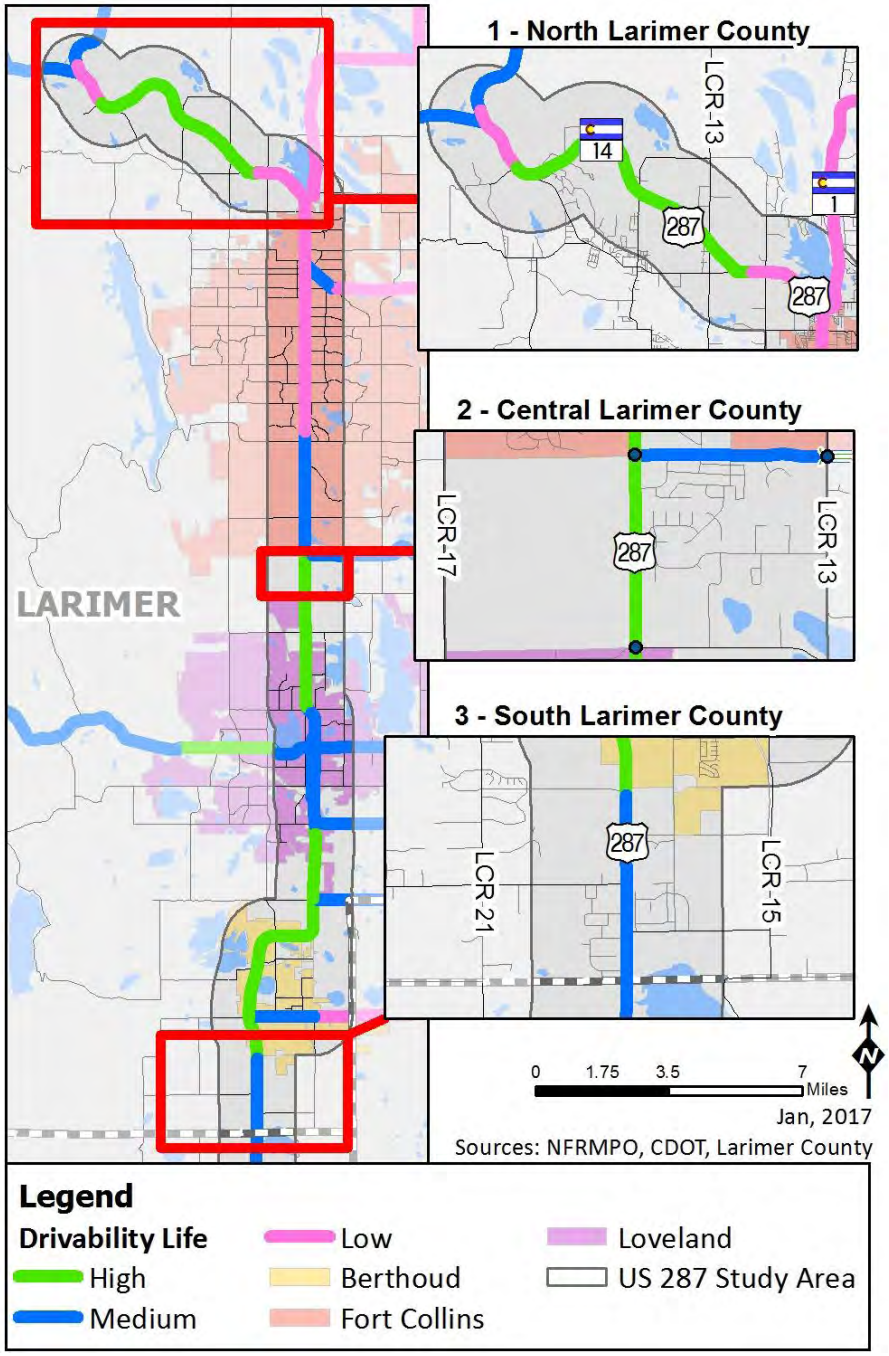


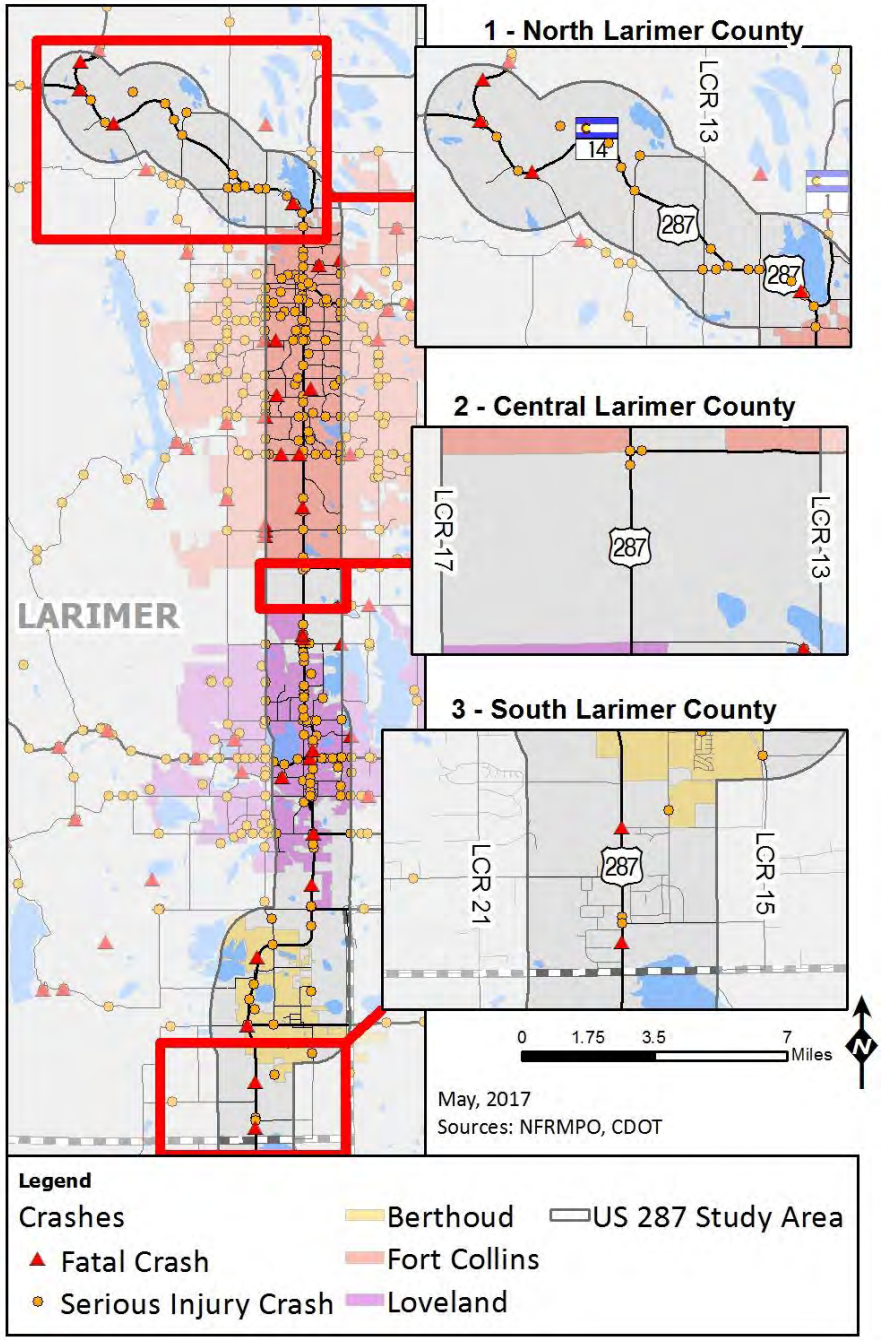
Figure 4-8 Larimer County Drivability Life



Crash Data

Serious injury and fatal crashes from 2011 to 2015 are presented on *Figure 4-9* for Larimer County. There were four fatal crashes in North Larimer County, zero fatal crashes in Central Larimer County, and two fatal crashes in South Larimer County.

Figure 4-9 Larimer County Serious Injury and Fatal Crashes (2011-2015)

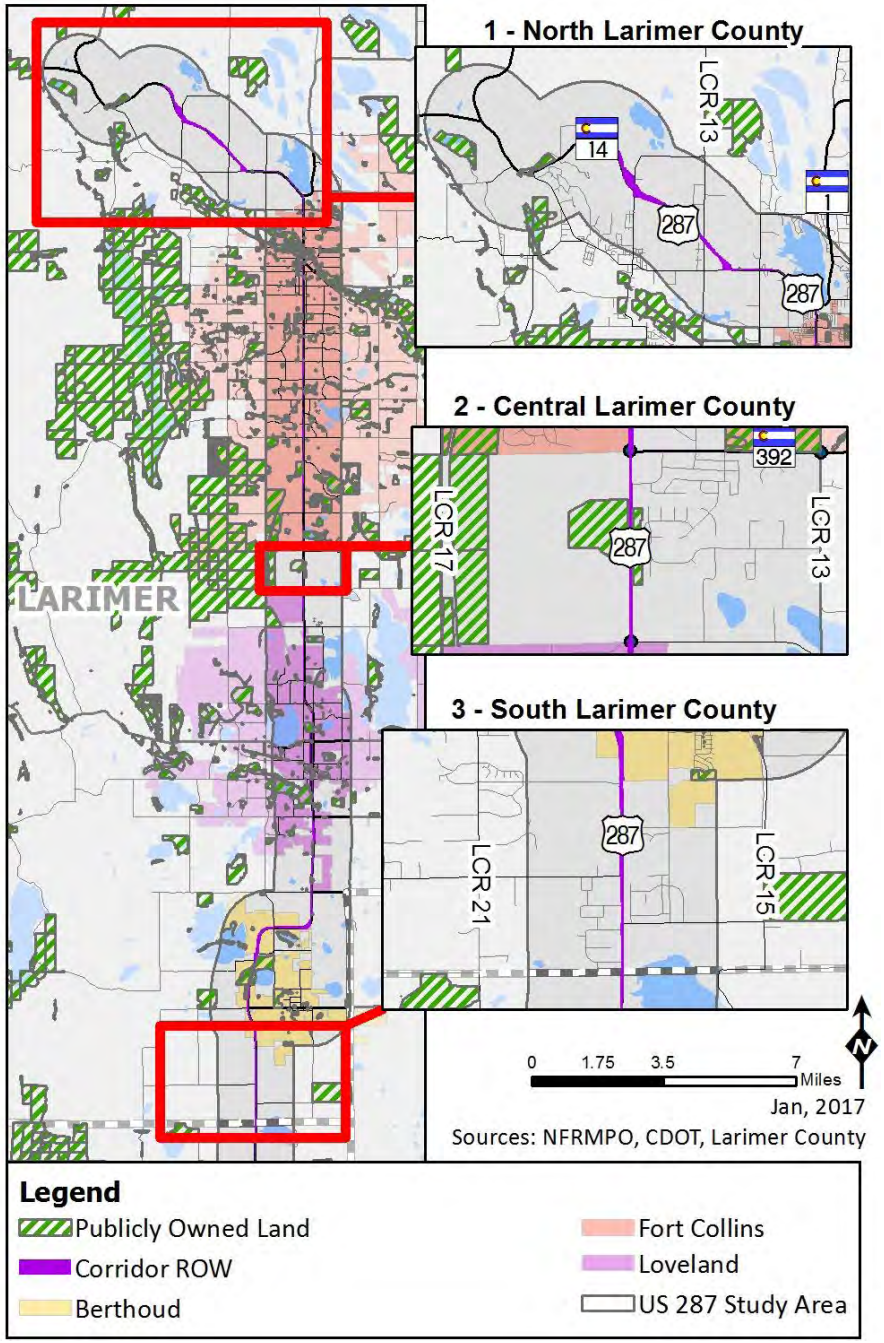


Right-of-Way

An estimate of US287 right-of-way is shown on *Figure 4-10*. Based on Larimer County parcel data, the right-of-way is colored in between the parceled land. The width of the right-of-way estimate along US287 ranges from 66-986 feet in unincorporated Larimer County. Due to the irregular borders of the right-of-way, a general map is presented in the figure. In-depth maps are available upon request.

Also shown is the land owned by the City of Fort Collins, City of Loveland, Town of Berthoud, Larimer County, the State of Colorado, or the US. CDOT is in the process of creating a right-of-way database, which will available in the future. The expected timeline is three to five years.

Figure 4-10 Larimer County US287 Right-of-Way and Publicly Owned Land



Bicycle and Pedestrian

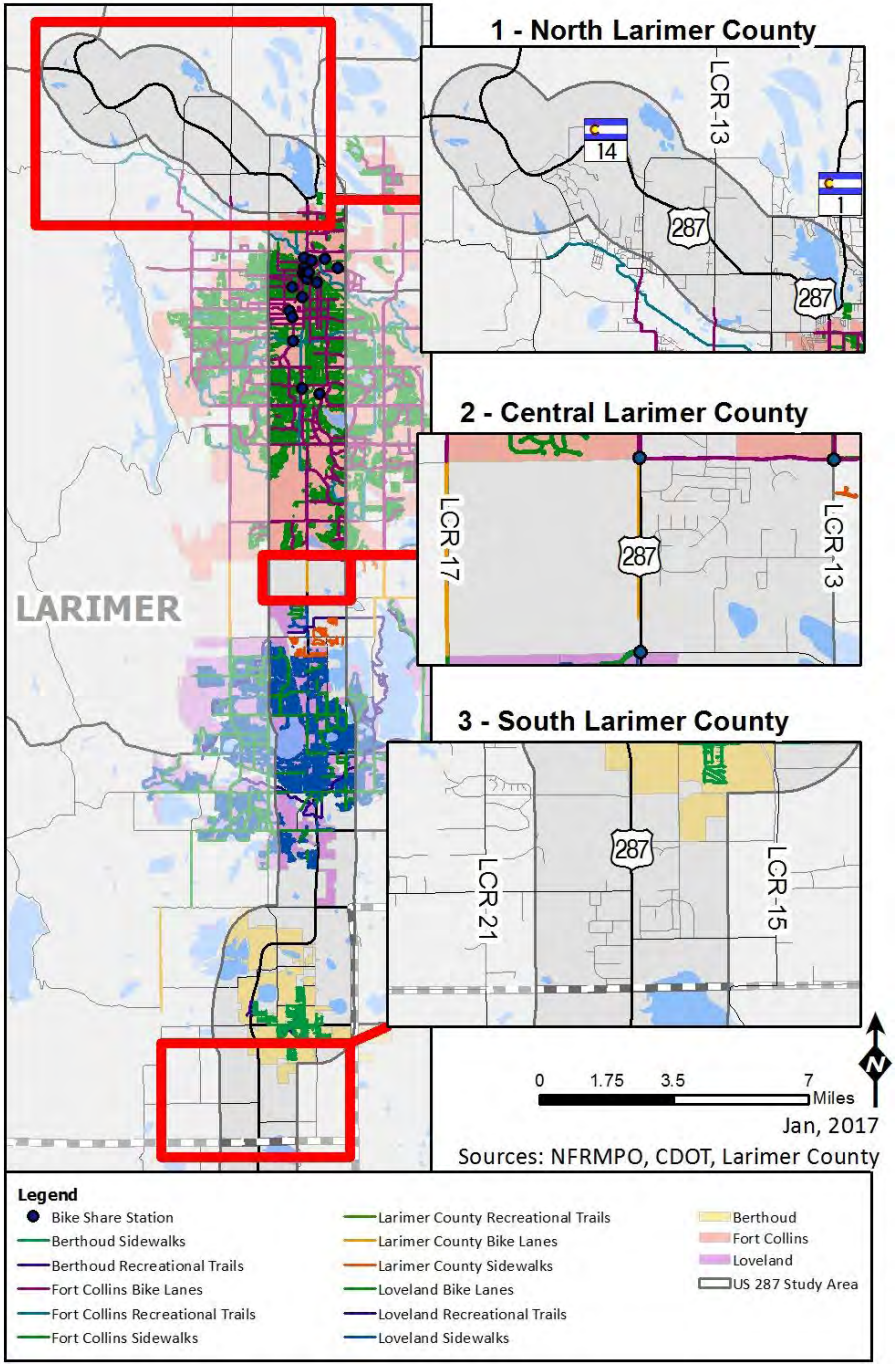
Figure 4-11 shows unincorporated Larimer County's bicycle and pedestrian network mapped during the 2016 *Non-Motorized Plan* development.

Within the Study Area, the North Larimer County section does not have bicycle lanes or sidewalks. This may be explained by the fact this section of road is built to rural standards. Experienced bicyclists use wider shoulders on this portion of US287. Although just outside of the US287 Study Area, Laporte and Bellevue have recreational trails. These Census-designated places are located south of the US287 Study Area.

In Central Larimer County, there are wide shoulders which function as bicycle lanes on LCR17 and US287. The wide shoulders may be more conducive to more experienced cyclists using the road due to the higher roadway speeds. A portion of sidewalk exists within a small development at Wyndham Hill Road, but only connects to a dirt path parallel to LCR13.

No bicycle lanes or sidewalks exist in South Larimer County. Wide shoulders may act as bicycle lanes for more experienced riders. The rural character of this corridor may limit sidewalks or bicycle lanes.

Figure 4-11 Larimer County Bicycle and Pedestrian Infrastructure

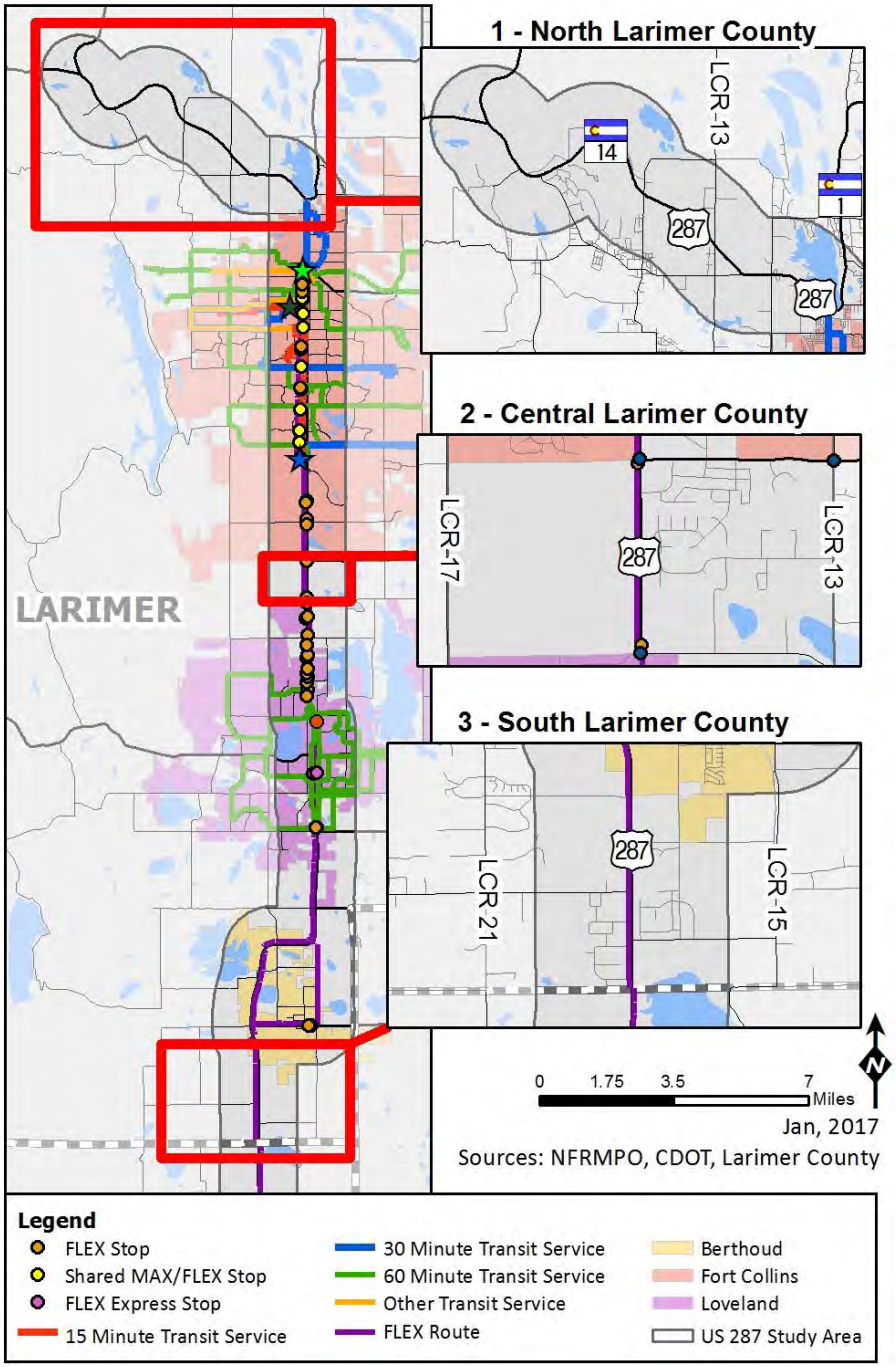


Transit

Larimer County has not directly operated transit since the cancellation of the Larimer Lift service in 2012. Some funding is available through the Larimer County Office on Aging for human service transportation. No fixed-route transit operates north of the Poudre Valley Mobile Home Park, which is the last stop for Transfort's Routes 8 and 81 located near the US287 and SH1 junction.

As shown on *Figure 4-12*, Central and South Larimer County have both FLEX routes: the Loveland/Longmont Route and the Boulder Express. The FLEX Loveland/Longmont route has two stops in Central Larimer County: one at SH392 and one at 71st Street. The FLEX to Boulder does not stop at either of these stops. No stops are located in South Larimer County.

Figure 4-12 Larimer County Transit Routes



Environmental Features

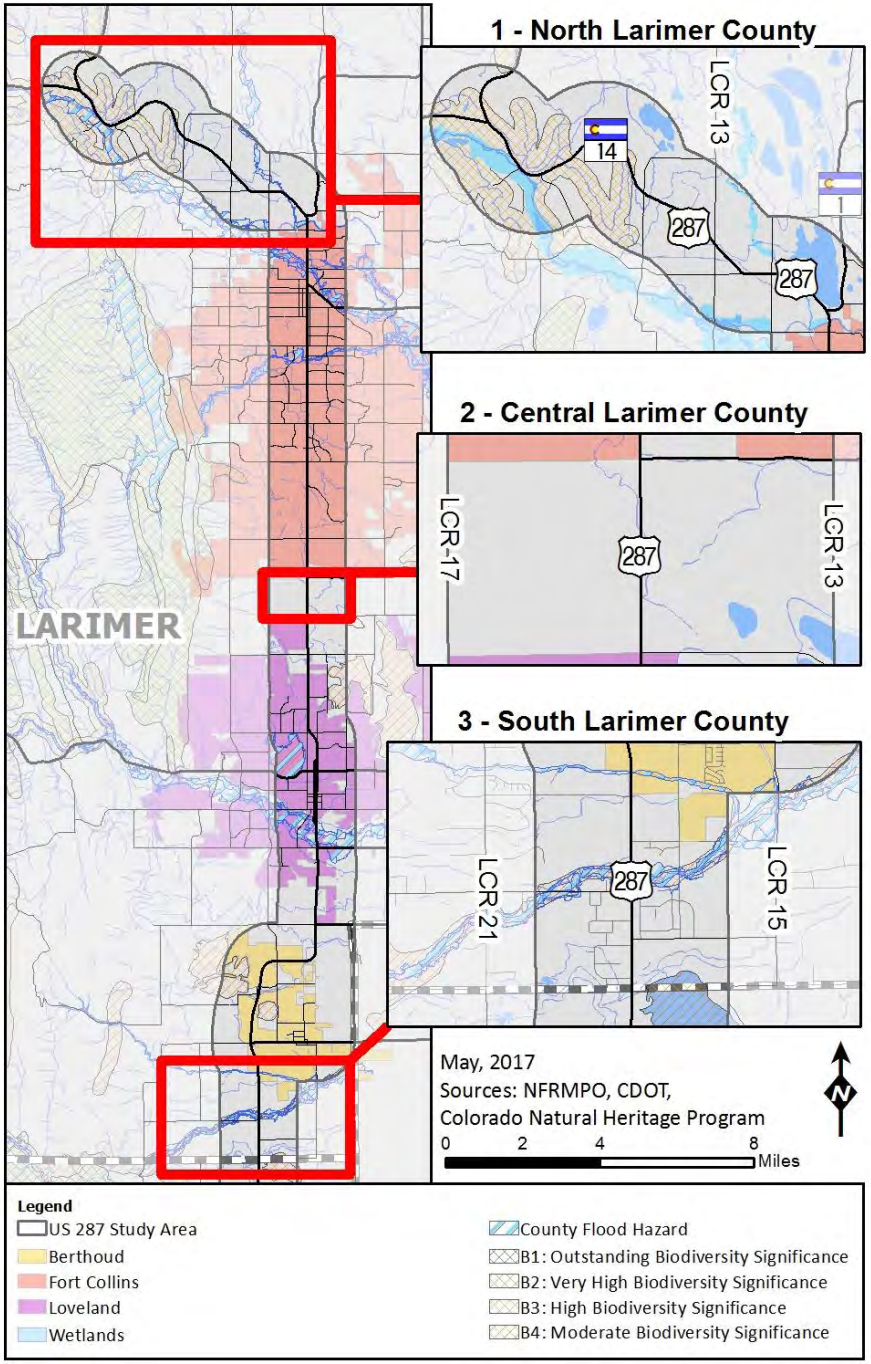
Figure 4-13 shows the environmental features for Larimer County. Due to its location along the Rocky Mountain foothills, Larimer County has a diverse environment and landscape. The Colorado Division of Wildlife has studied various habitats and uses the Potential Conservation Areas methodology to rate the habitats' ecological sensitivity. The rating scale of B1: Outstanding Biodiversity Significance to B5: General Biodiversity Significance is a reflection of how ecologically sensitive the area is.

US287 descends from the mountains in North Larimer County through primarily rural areas. Farms require ditches to irrigate the land, and the ditches take advantage of the Cache la Poudre River. Together, these make up the Larimer County Flood Hazard and wetlands for this section of Larimer County. The Cache La Poudre River near the SH14 junction is part of a High Biodiversity Significance area according to the Colorado Division of Wildlife.

Ditches connect a network of wetlands in Central Larimer County, but no major rivers or environmental features are located in this section.

The Little Thompson River and Dry Creek converge in South Larimer County and both have potential flood risks and Moderate Biodiversity (B4).

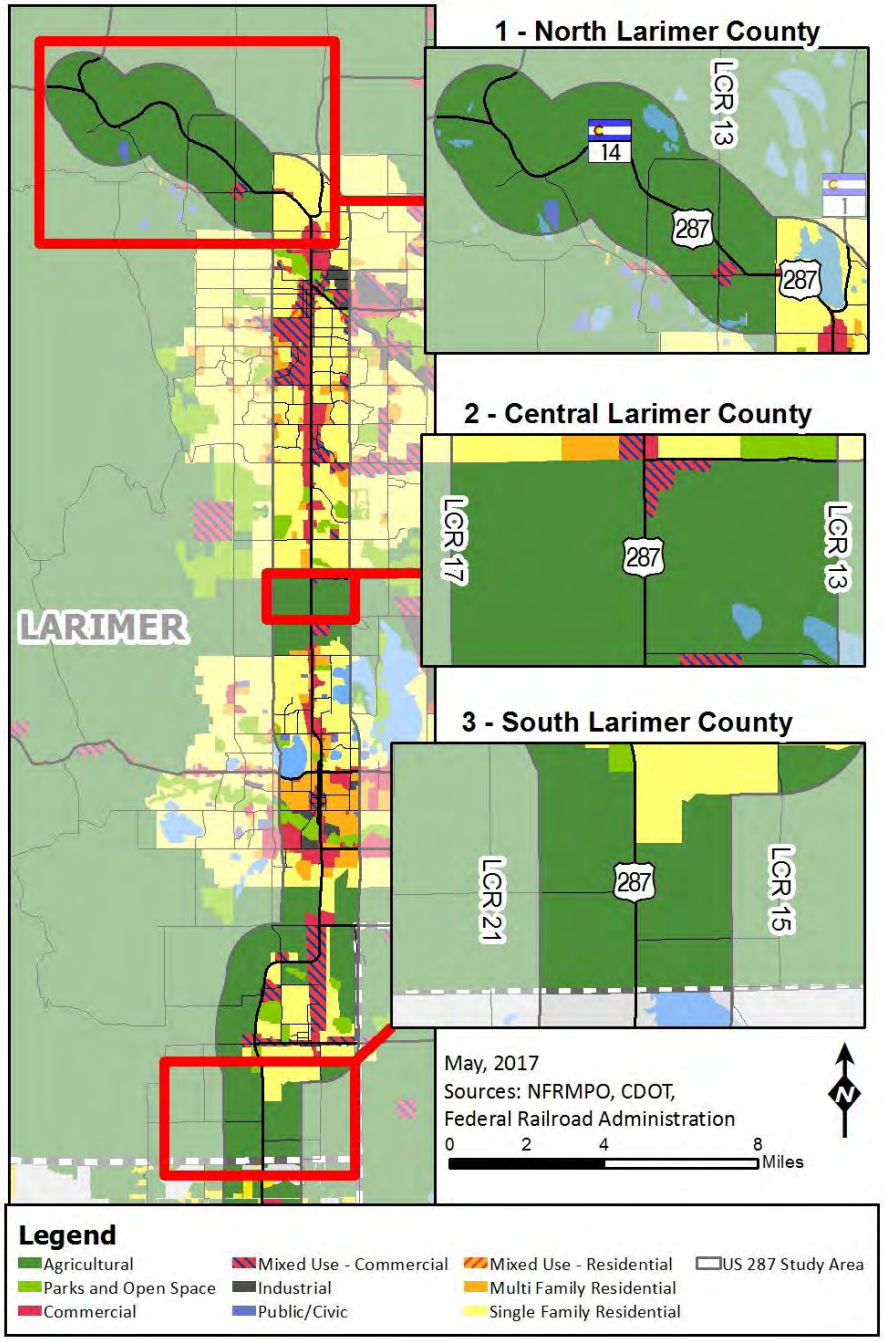
Figure 4-13 Larimer County Environmental Features



Existing Land Use

The land uses displayed on *Figure 4-14* represent 2012 land uses as compiled for the NFRMPO 2040 Land Use Allocation Model. Almost all of the Study Area in unincorporated Larimer County is identified as agricultural, which includes very low density residential uses. A few sections are identified as Mixed Use - Commercial.

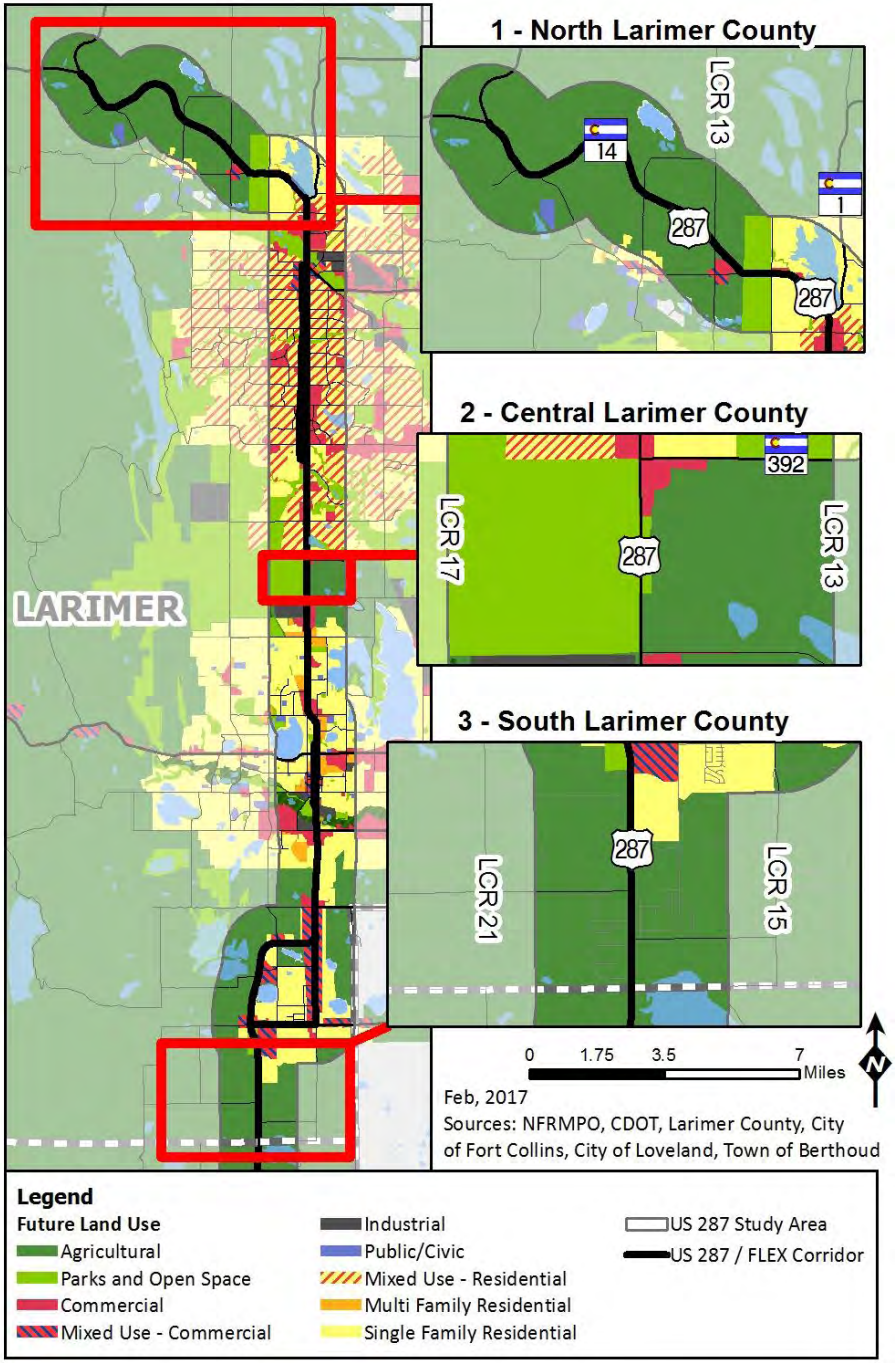
Figure 4-14 Larimer County Existing Land Use



Future Land Use

The land uses displayed on *Figure 4-15* represent future land uses as compiled for the NFRMPO 2040 Land Use Allocation Model. Data was provided by Larimer County zoning (2013), the 2011 City of Fort Collins Comprehensive Plan, and the 2007 Town of Berthoud Comprehensive Plan. The City of Loveland's future land uses were updated based on the 2015 Create Loveland Comprehensive Plan. The future land uses represent built out conditions identified by local communities, and does not adhere to a specific forecast year. Within the Study Area in unincorporated Larimer County, future land uses primarily include Agricultural land uses, which include very low density residential uses, as well as Parks and Open Spaces, Commercial, and Residential land uses.

Figure 4-15 Larimer County Future Land Use



Chapter 5: City of Fort Collins

US287 through Fort Collins is known as College Avenue, runs for approximately 9.25 miles, and bisects the City north to south. Within the City, US287 is a principal arterial. Within the City's mile-by-mile grid, College Avenue is the divider between east and west Fort Collins.

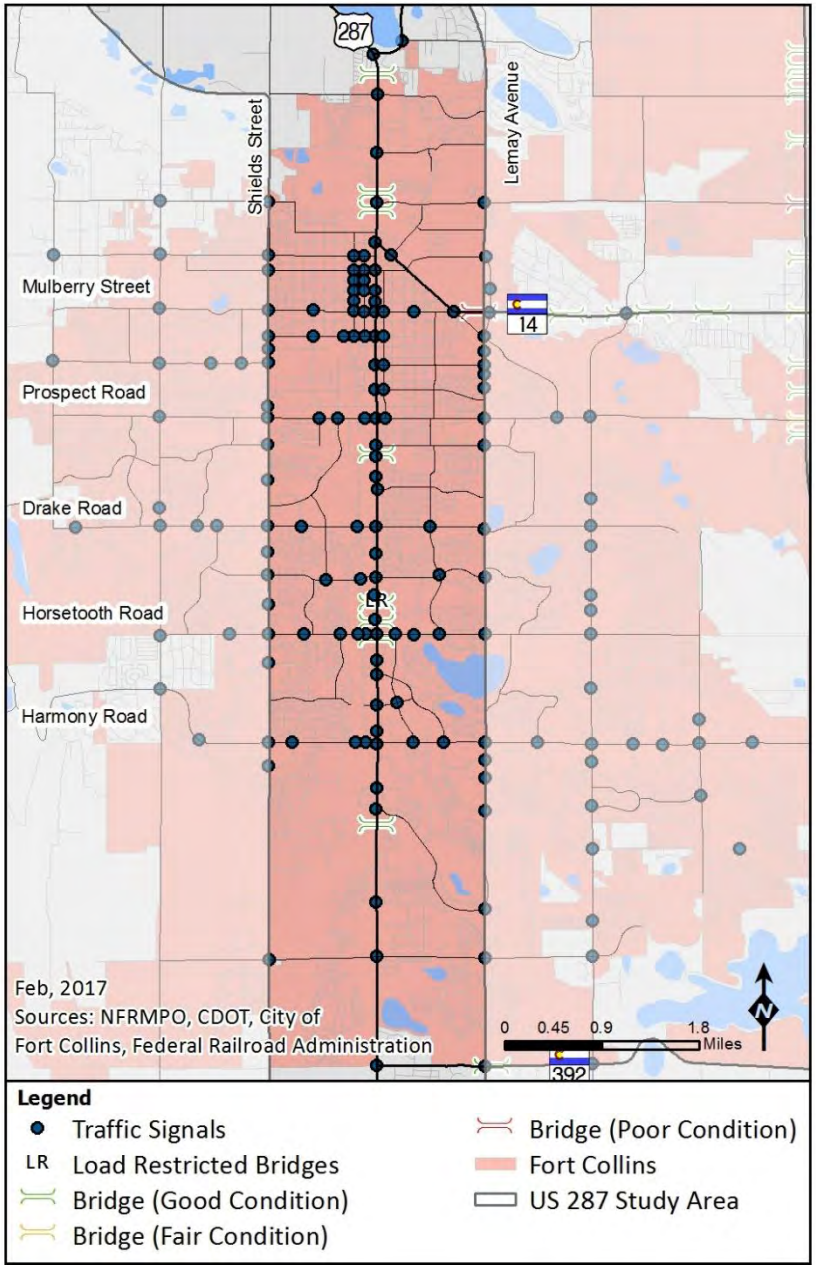
Road Network

Figure 5-1 shows infrastructure related to the corridor, including bridges on state and US highways, and traffic signals. Fort Collins maintains and operates traffic signals within the City including those owned by CDOT. Bridge maintenance along US287 is performed by CDOT.

Bridges carry US287 at eight points throughout the City and are all rated in good condition. There is one load restricted bridge at the Larimer County No. 2 Canal, with the load restriction category yellow. The maximum allowable permit weight depends on the number of axle groups and distance between axle groups, and is identified in *Appendix A: Bridge Load Restrictions*.

Intersections with traffic signals were mapped using the FCMaps tool and are up-to-date as of January 2017. As of that date, 33 intersections with traffic signals exist on US287 between Willox Lane and SH392/Carpenter Road. There are approximately 177 traffic signals within City limits, meaning nearly one in five traffic signals are on US287.[6] Shields Street and Lemay Avenue, parallel arterials to College Avenue, have similar numbers of traffic signals to College Avenue. Fort Collins has removed some traffic signals as part of its investment in the Low-Stress Bicycle Network. This is discussed more thoroughly in the Bicycle and Pedestrian Section.

Figure 5-1 Fort Collins Bridges and Traffic Signals



[6] Fort Collins, Fort Collins 2009 Traffic Signal Timing Program Final Report, 2010. http://bit.ly/2k1CsNF

Figure 5-2 shows Fort Collins is bisected by two major railroad corridors owned and operated by Union Pacific Railroad (UPRR) and BNSF Railway. The BNSF Railway corridor runs parallel west of College Avenue, and provides the right-of-way used for transit and trails on the Mason Corridor. The UPRR Line parallels Timberline Road and Riverside Avenue to a switching yard north of Old Town. The Great Western Railway (GWRR) also has track rights in the City.

Figure 5-3 shows the Annual Average Daily Traffic (AADT) along state highways in Fort Collins. The highest traffic on US287 is located south of Prospect Road to approximately Boardwalk Drive. This portion of US287 has over 40,000 vehicles per day. Other areas with significant traffic include the section between Mulberry Street and Prospect Road – roughly parallel to the Colorado State University (CSU) campus – and south of Boardwalk Drive to the City of Fort Collins boundary.

Truck traffic is similar in distribution to AADT as shown on *Figure 5-4*. The highest truck traffic is located between Prospect Road and Boardwalk Drive, and between Old Town Fort Collins and SH1.

Figure 5-5 shows the number of travel lanes along US287. The highest number of lanes is between Laurel Street and Harmony Road with six lanes bordering CSU, Foothills Mall, and other major destinations in the City. Through Old Town Fort Collins and south of Harmony Road, the road is four lanes wide.

Figure 5-6 shows speed limits for US287. Speeds may differ in the northbound and southbound directions. As a result, northbound and southbound speeds are shown separately on the map. Speed limits are highest south of Harmony Road at 55 MPH and decrease the closer the corridor gets to Old Town Fort Collins. Speeds increase again on the north side of Old Town.

Figure 5-2 Fort Collins Active Railroads and At-Grade Crossings

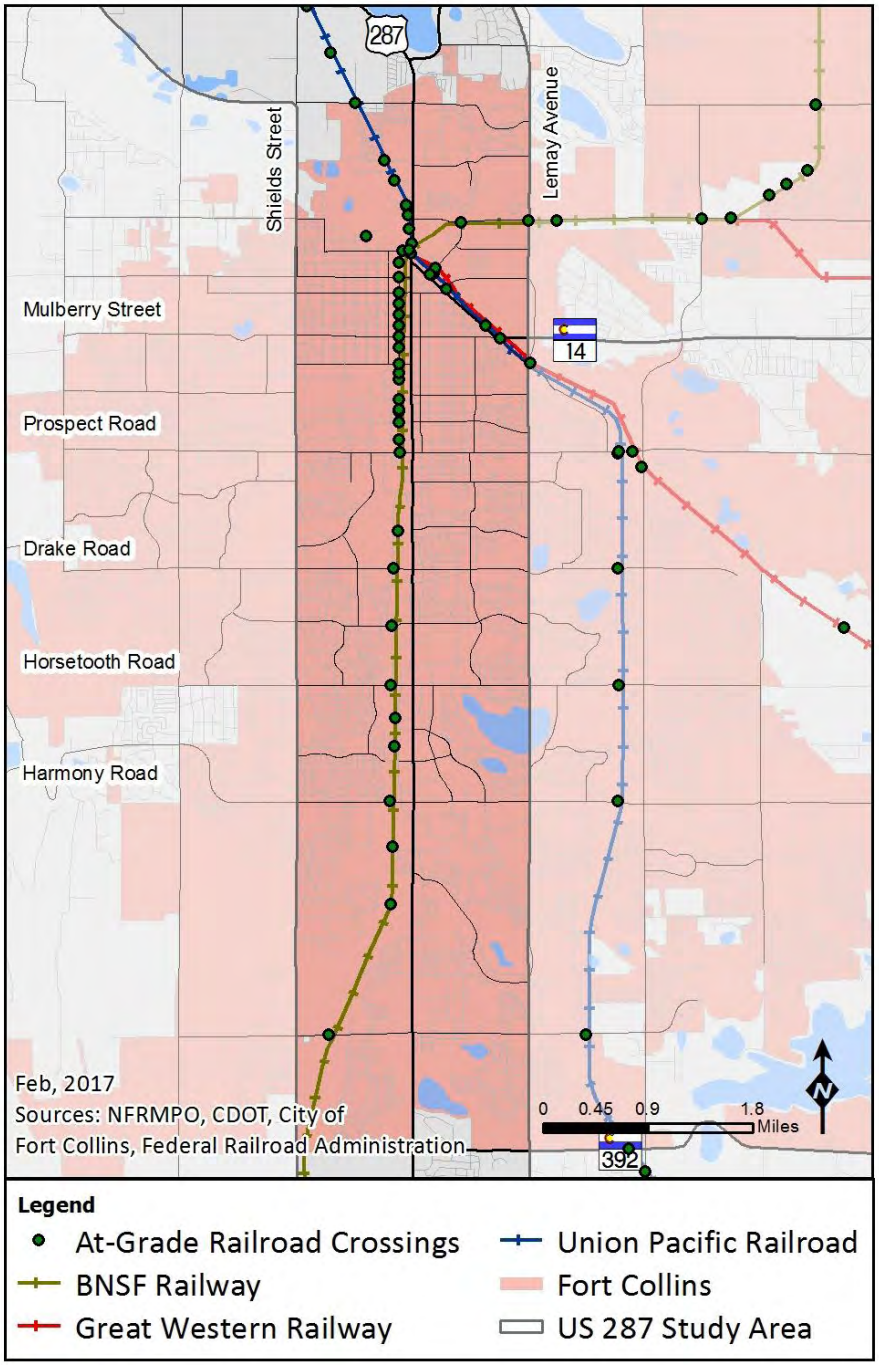


Figure 5-3 Fort Collins Annual Average Daily Traffic

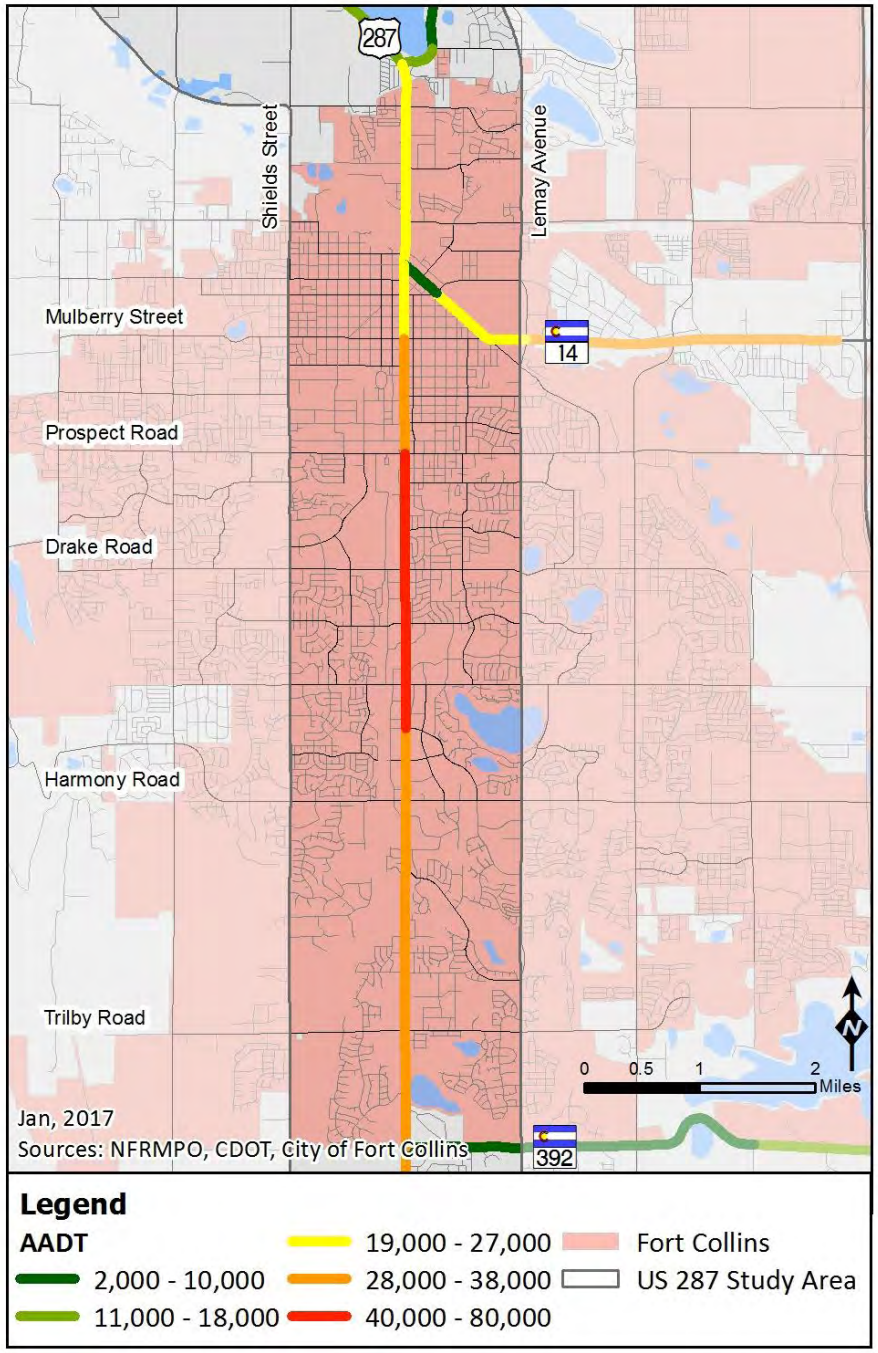


Figure 5-4 Fort Collins Annual Average Daily Truck Traffic

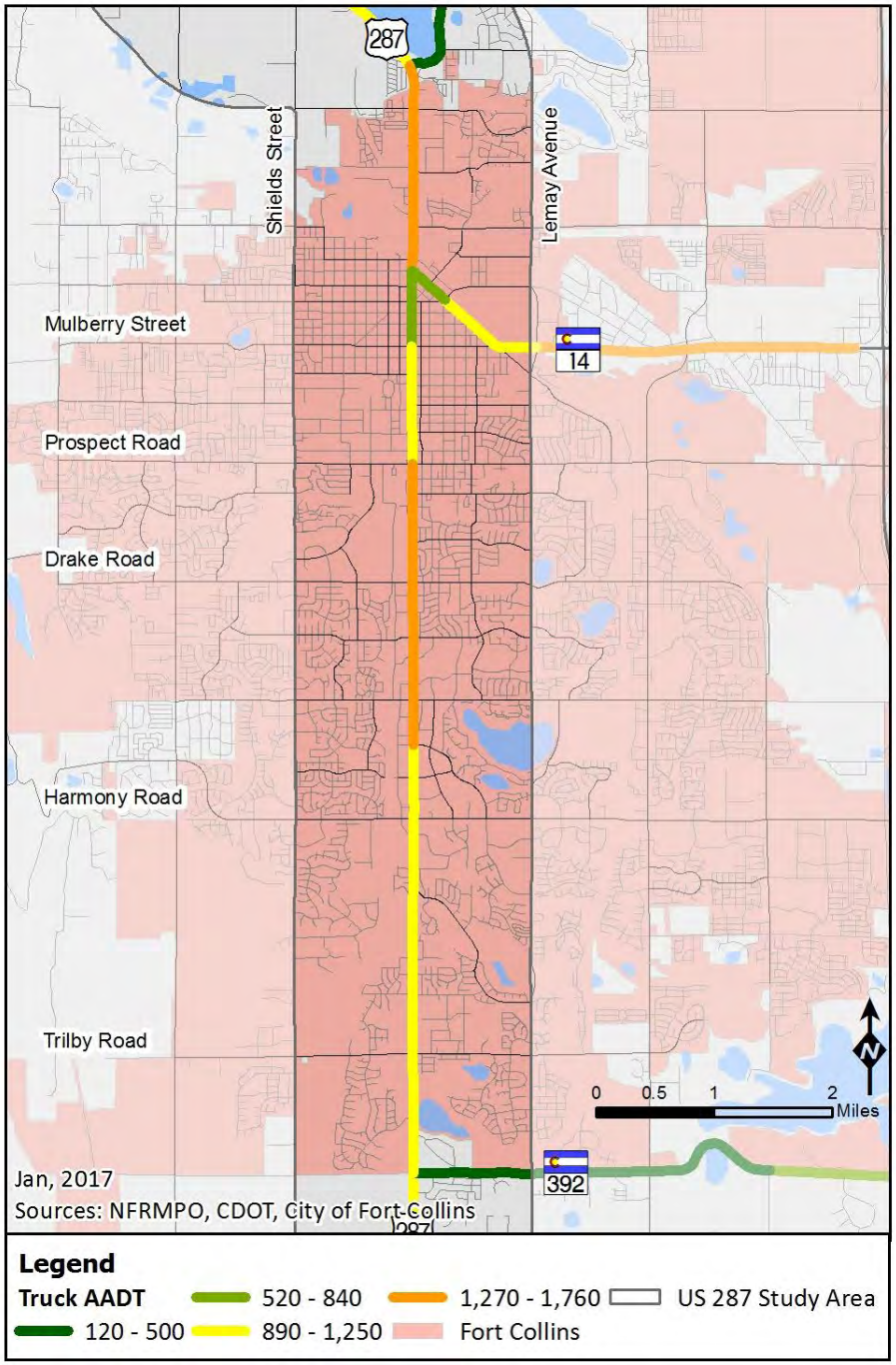


Figure 5-5 Fort Collins Number of Through Lanes

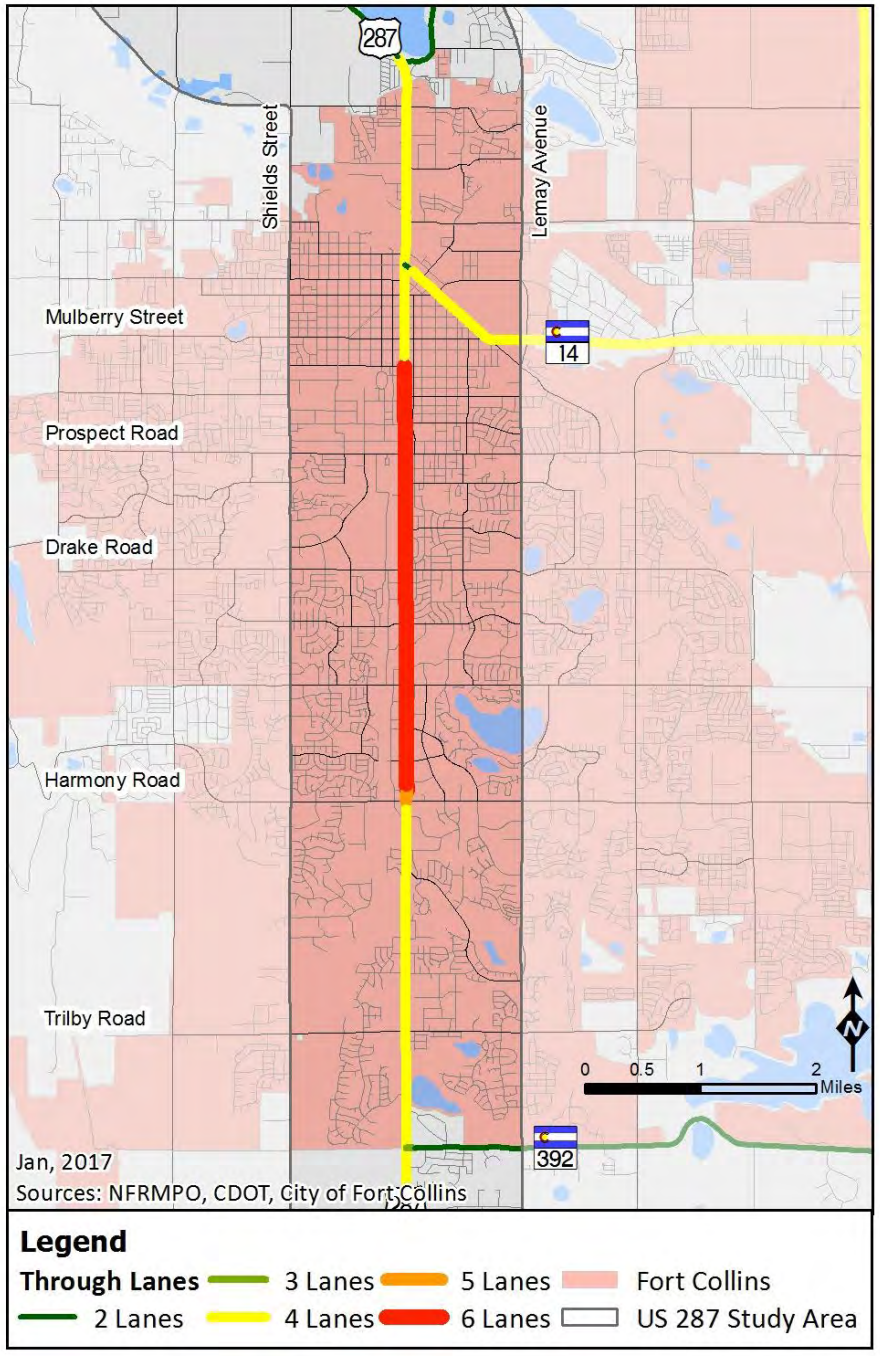
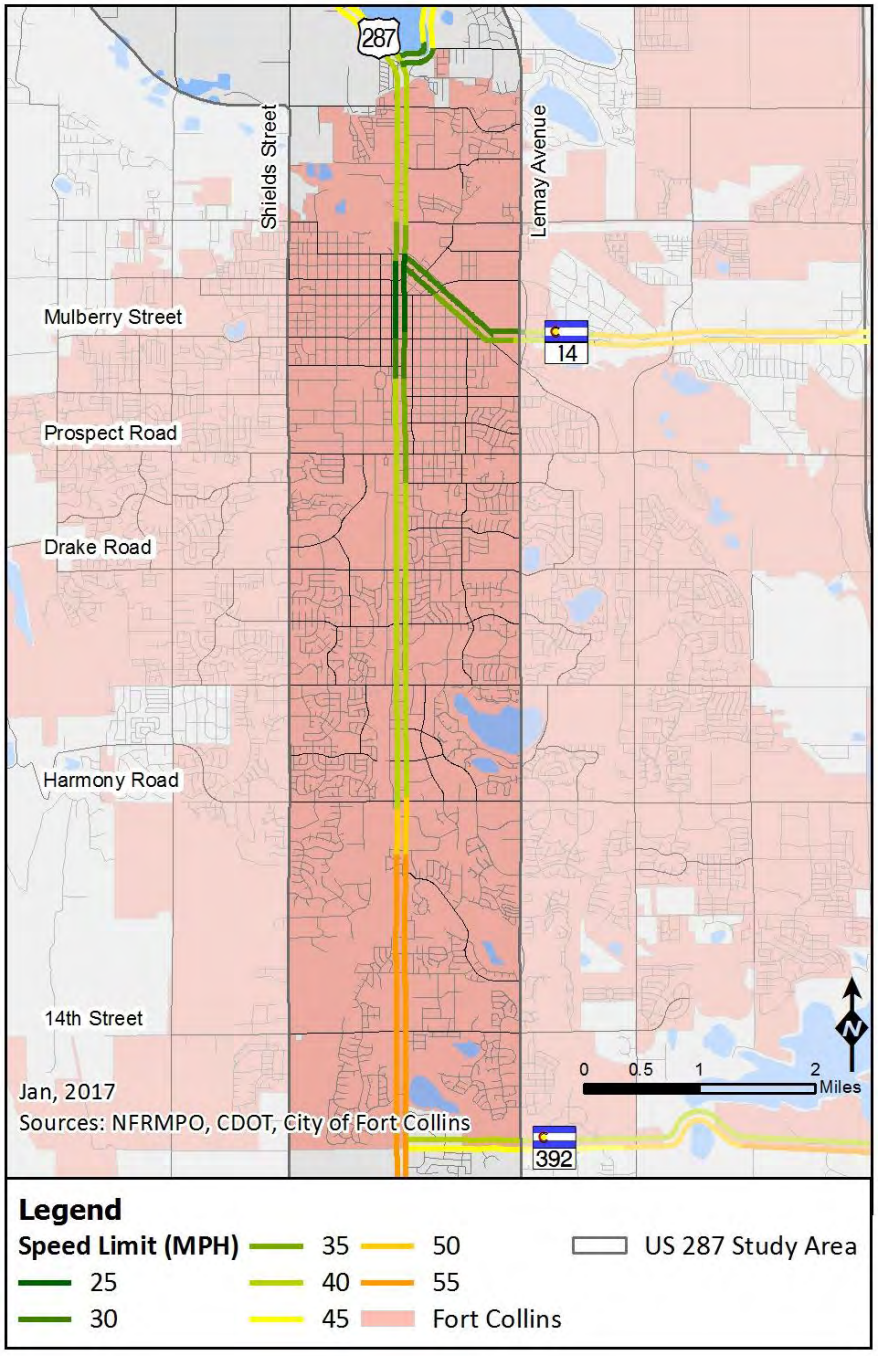
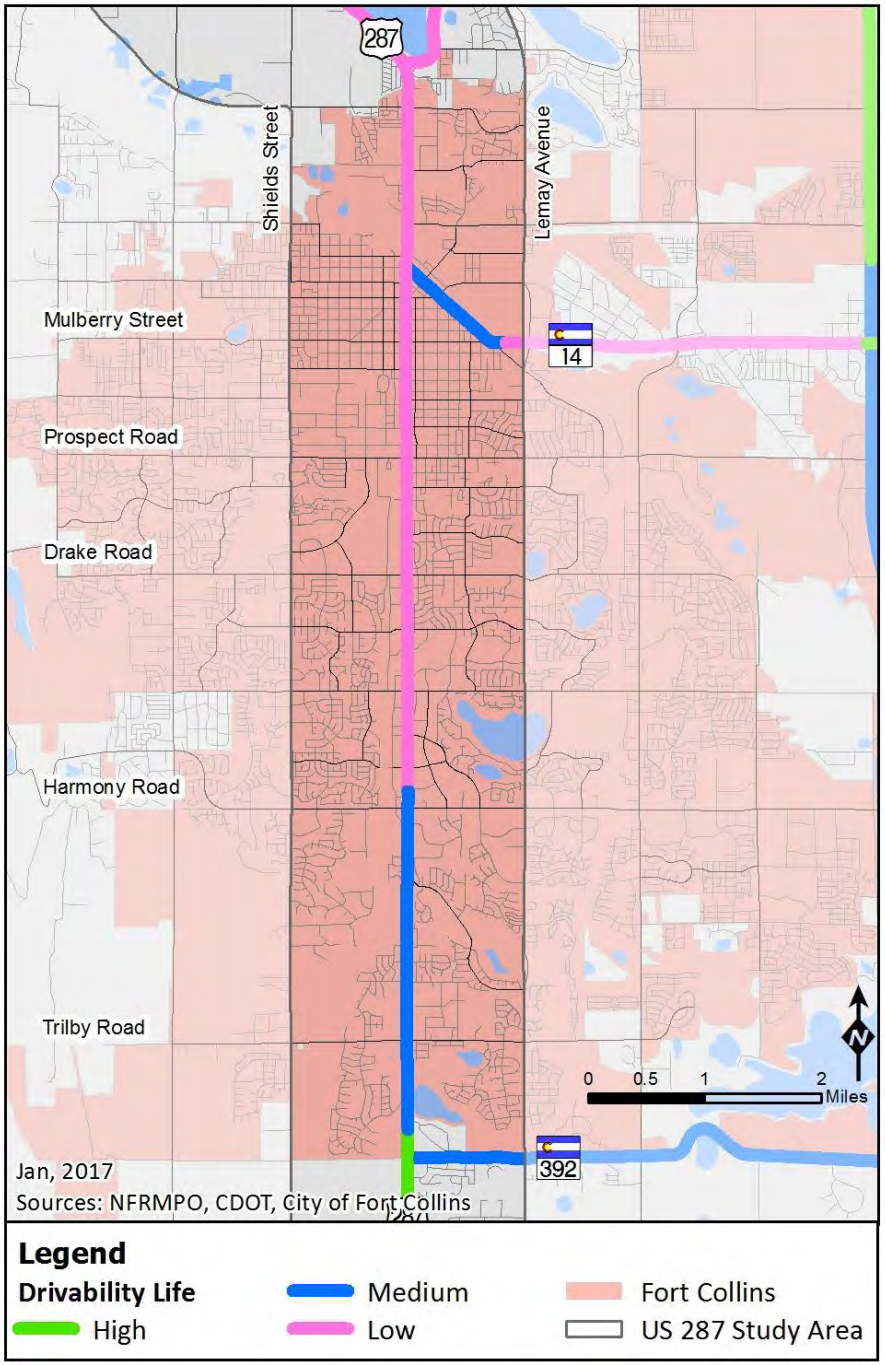


Figure 5-6 Fort Collins Speed Limits



Drivability Life is the rating system used by CDOT to grade pavement condition, which is shown on *Figure 5-7*. The latest data available represents year-end 2015. At that time, the section north of Harmony Road to SH1 had a low Drivability Life, while the section south of Harmony Road and north of SH392/Carpenter Road had a medium Drivability Life. CDOT initiated a repaving project along US287 through Fort Collins in 2016, which is expected to be completed in 2017.

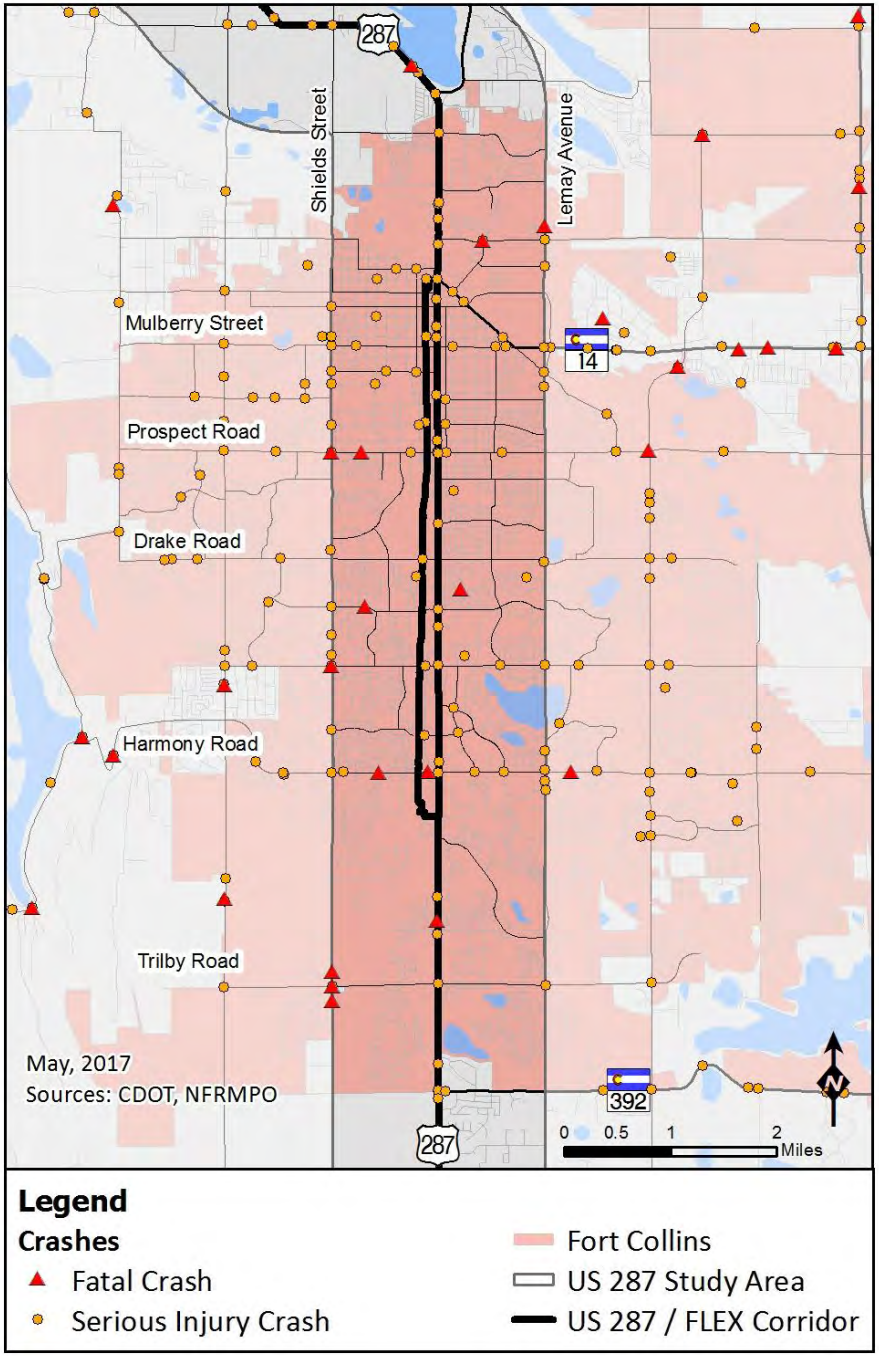
Figure 5-7 Fort Collins Drivability Life



Crash Data

Figure 5-8 shows serious injury and fatal crashes from 2011 to 2015 in Fort Collins. There were 13 fatal crashes and 104 serious injury crashes in the Fort Collins Study Area during the five year time period.

Figure 5-8 Fort Collins Serious Injury and Fatal Crashes (2011-2015)

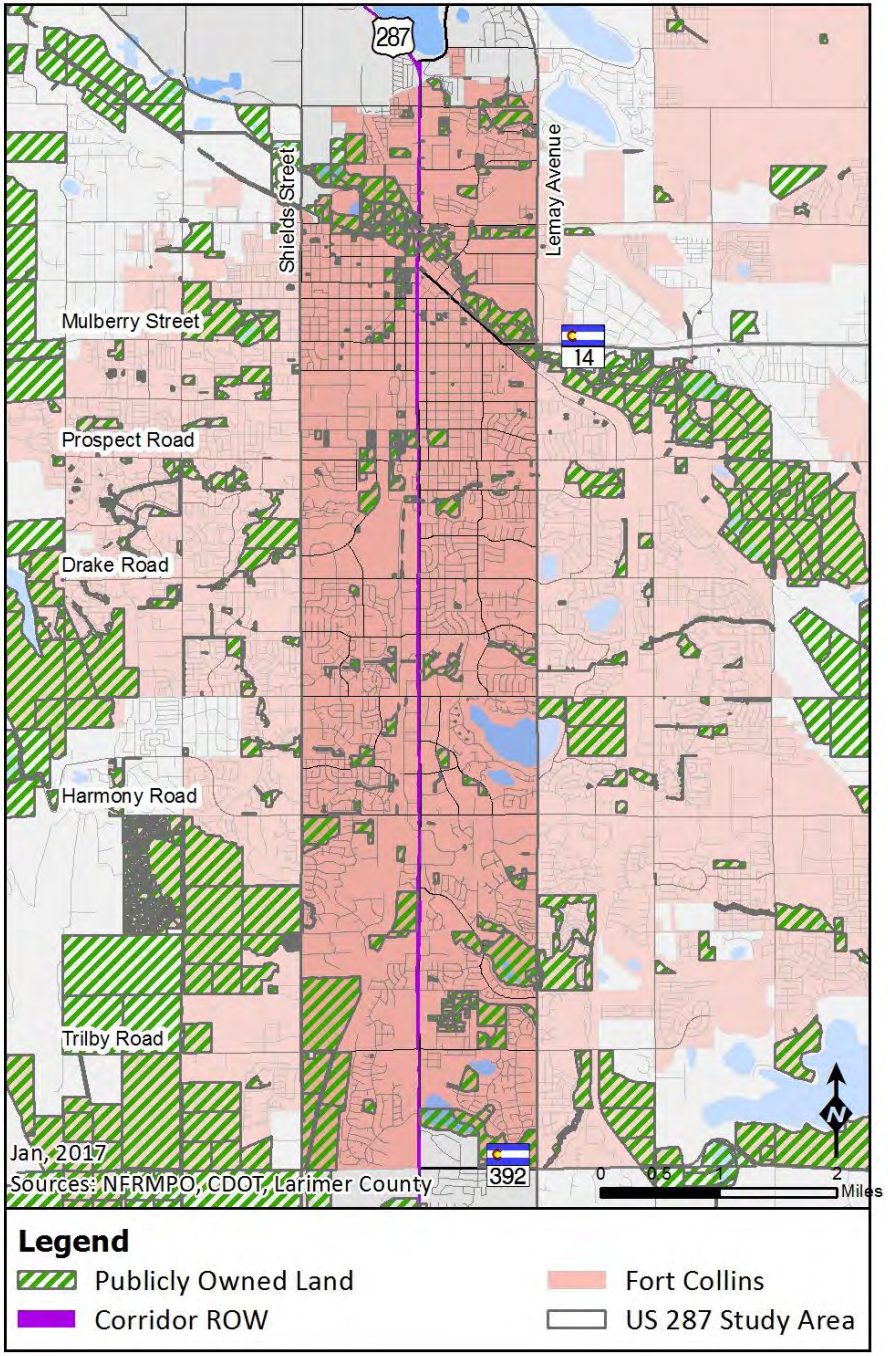


Right-of-Way

An estimate of US287 right-of-way is shown on *Figure 5-9*. Based on Larimer County parcel data, the right-of-way is colored where there is no existing property owner. The width of the right-of-way estimate along US287 ranges from 80-224 feet in Fort Collins. Due to the irregular borders of the right-of-way, a general map is presented in the figure. In-depth maps are available upon request.

Also shown is the land owned by the City of Fort Collins, Larimer County, the State of Colorado, or the US. CDOT is in the process of creating a right-of-way database, which will available in the future. The expected timeline is three to five years.

Figure 5-9 Fort Collins US287 Right-of-Way and Publicly Owned Land



Bicycle and Pedestrian

Fort Collins has a well-developed bicycle and pedestrian network. As a result, the League of American Bicyclists has named the City a Platinum Bicycle Friendly City. *Figure 5-10* shows the City's bicycle lanes, bicycle routes, recreational trails, and sidewalks. It is important to note cyclists are not permitted on College Avenue between Laurel Street and Harmony Road. Due to the density of the network, *Figures 4-10 through 4-12* show separate sections of Fort Collins in greater detail.

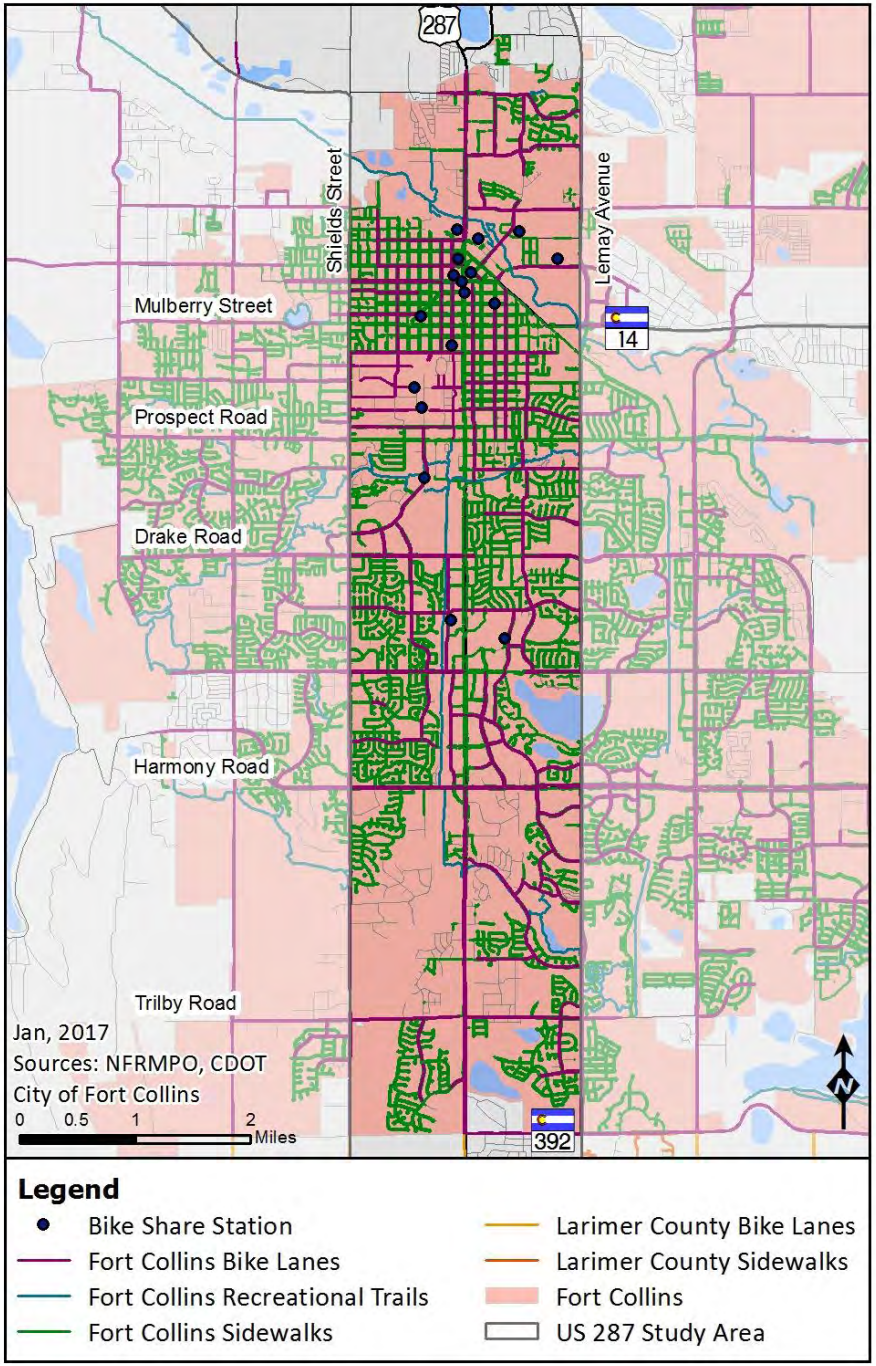
Fort Collins has a bicycle sharing system called Zagster, which operates along the US287 corridor. The service allows anyone to sign up for a day, month, or annual pass to sign out a bicycle at any Zagster station. If the bicycle is returned within 30 minutes, the user is not charged outside of the original pass. Stations are located in Old Town, on CSU's campus, and near the Foothills Mall. CSU is working on funding an expansion of the City/Zagster system on campus and the CSU area. Station locations are still under consideration.

Figure 5-10 focuses on Old Town Fort Collins and the CSU campus. Roads typically have sidewalks on each side. CSU has invested heavily in bicycle infrastructure on campus, which ties directly into the City's network. A pedestrian underpass connects CSU's Annual Flower Trial garden and the new parking garage north of Lake Street.

Figure 5-12 features Midtown Fort Collins, from Prospect Road to north of Harmony Road. A new pedestrian underpass is under construction at College Avenue between Monroe Drive and Foothills Parkway; this new pedestrian underpass will connect Foothills Mall to the Mason Trail and MAX corridor.

Figure 5-13 shows the portion of Fort Collins south of Harmony Road. Development is not as dense as in the North and Midtown portions of Fort Collins, but sidewalks and trails connect the existing development to US287 or other neighborhood streets.

Figure 5-10 Fort Collins Bicycle and Pedestrian Infrastructure



US287 is paralleled by two major non-motorized corridors: the Remington Greenway and the Mason Corridor. The Remington Greenway provides cyclists with buffered bicycle lanes from Mountain Avenue to south of Stuart Street. Some intersections were converted from four-way stops to two-way stops, and others had traffic signals replaced with either a four-way stop or a mini-roundabout. The infrastructure investments contribute to Fort Collins' Low Stress Bicycle Network. On the west side of College Avenue, the Mason Corridor provides buffered bicycle lanes and an off-road trail shared with the MAX high-capacity transit route. The MAX route is discussed more thoroughly in the Transit section. The Mason Corridor connects the Downtown Transit Center to the South Transit Center, providing access to CSU, Spring Creek Trail, and Foothills Mall.

Figure 5-11 North Fort Collins Bicycle and Pedestrian Infrastructure

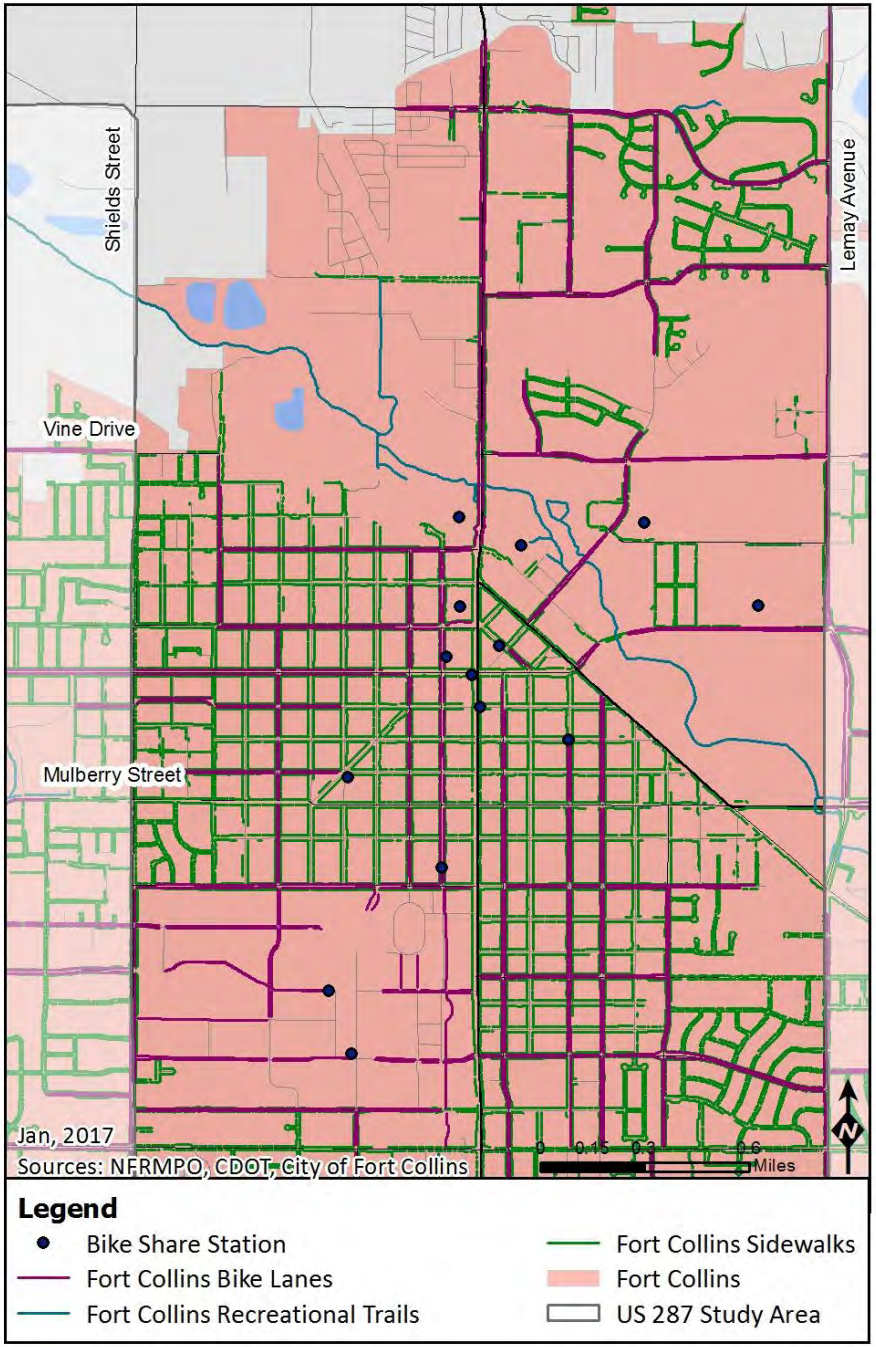


Figure 5-12 Midtown Fort Collins Bicycle and Pedestrian Infrastructure

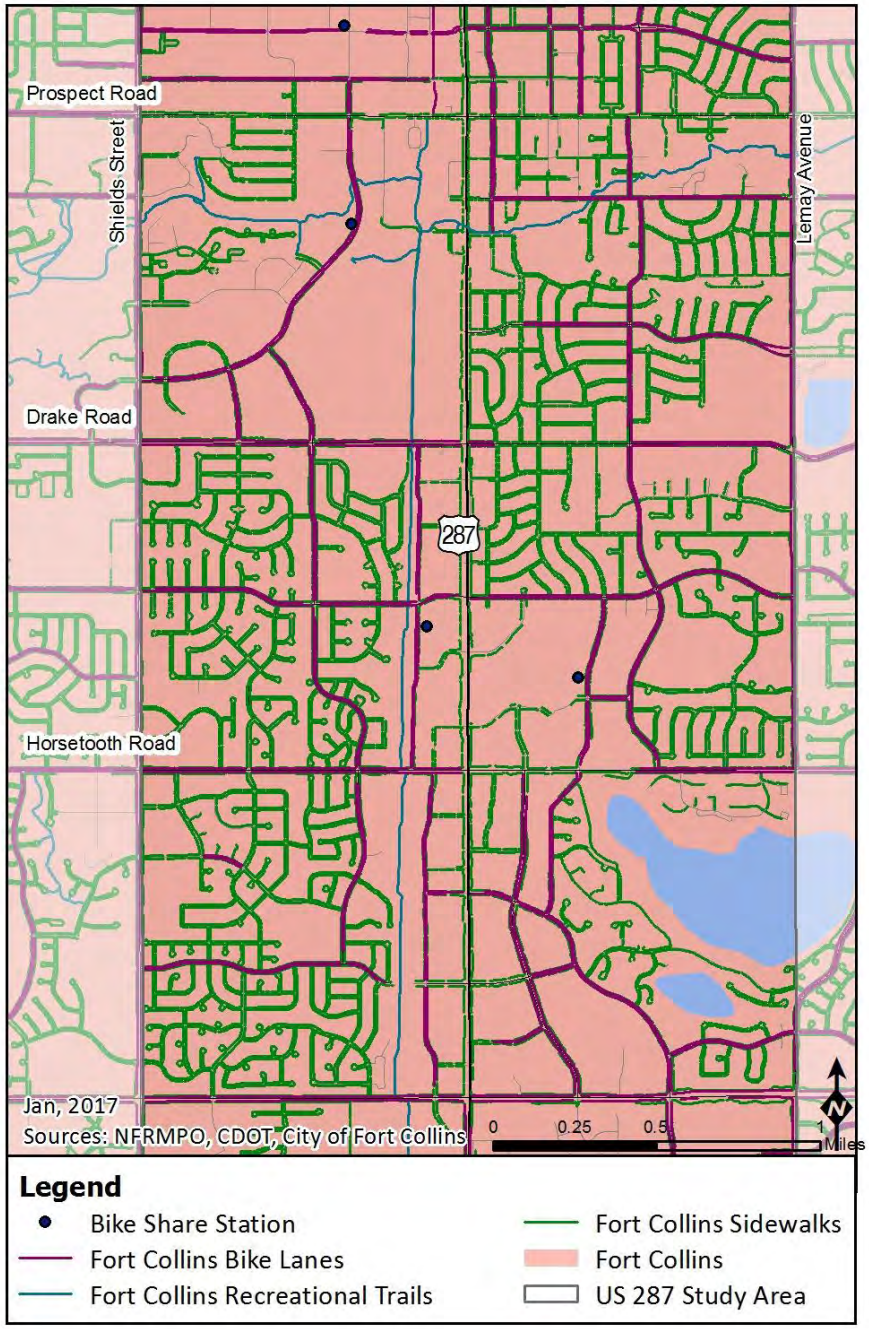
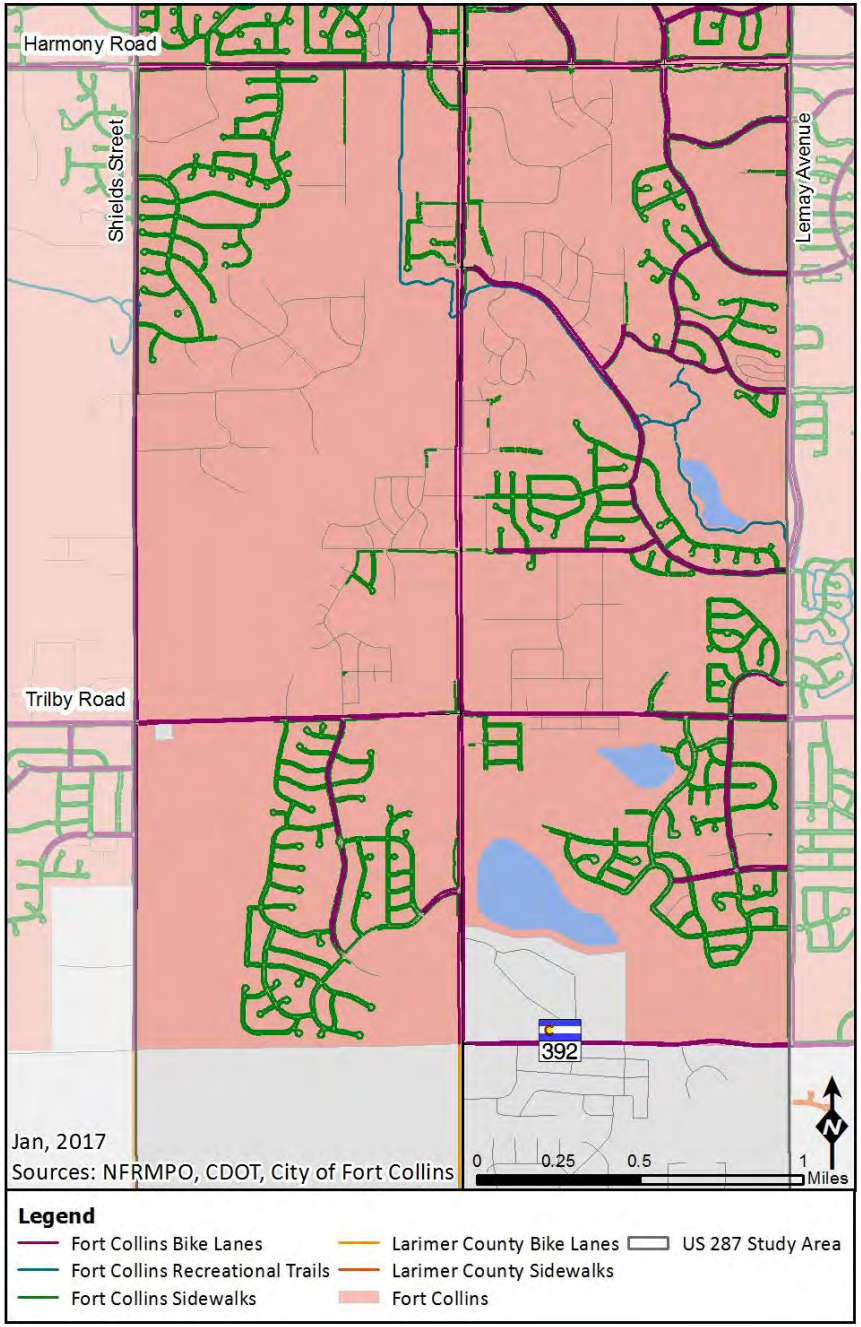


Figure 5-13 South Fort Collins Bicycle and Pedestrian Infrastructure



Transit

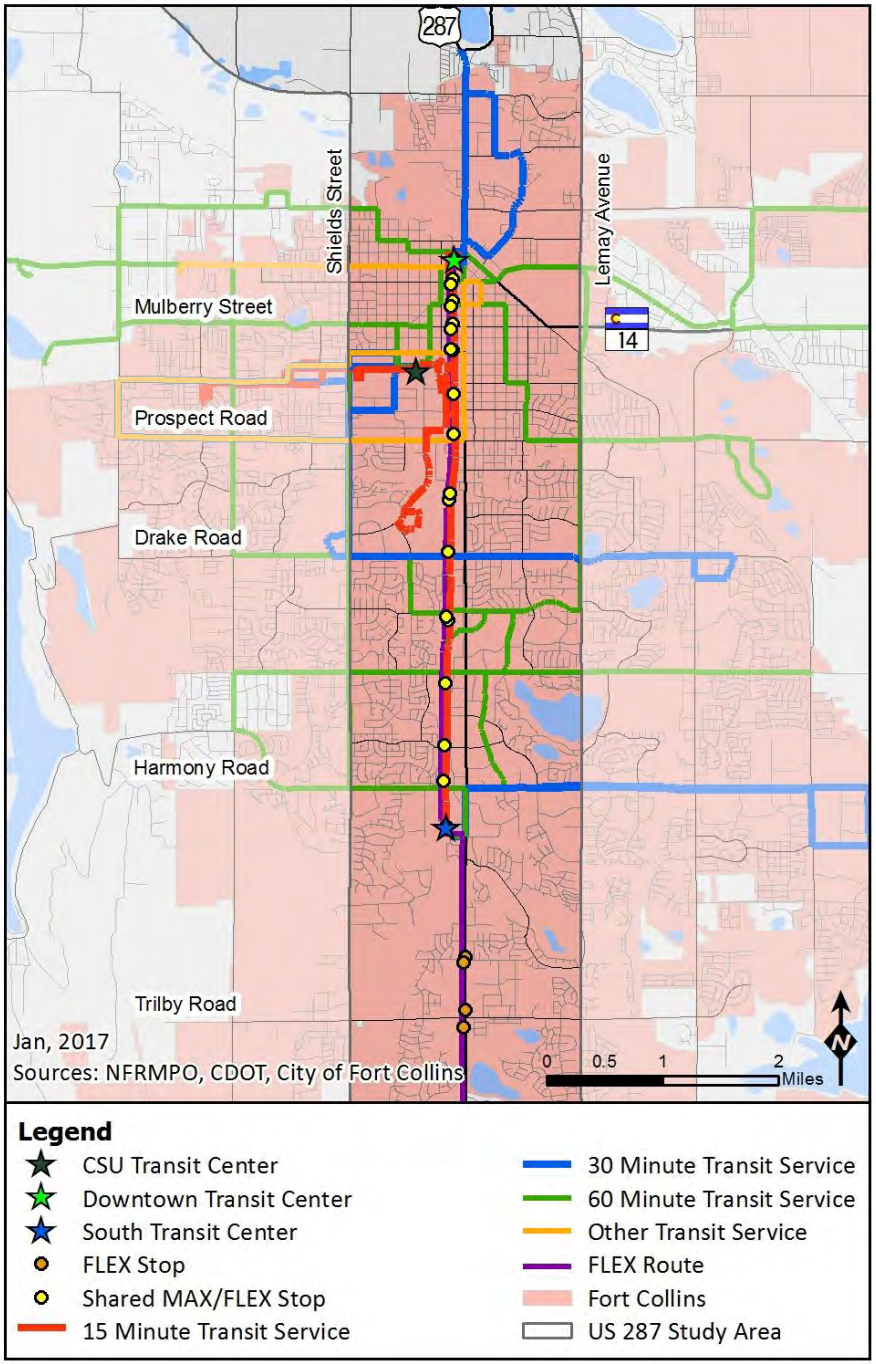
Transfort, a department of the City of Fort Collin's Planning, Development, and Transportation Service Area, operates transit in Fort Collins. MAX Bus Rapid Transit service provides 10-minute service approximately 0.10 to 0.20 miles west of US287. Some bus routes use US287 through Old Town to connect to the Downtown Transit Center. Similarly, some bus routes use a short segment of US287 south of Harmony Road to connect to the South Transit Center.

Figure 5-14 shows the routes operated by Transfort, identified by frequency of service during peak periods. Service operating more than every fifteen minutes is displayed in red, and includes the MAX corridor and three routes partially subsidized by CSU. MAX operates every ten minutes from approximately 6:30AM to 7:00PM. Routes displayed in blue provide service at half-hour intervals, and connect major arterials including North College Avenue, Drake Road, and Harmony Road. Green routes provide service hourly, and connect less dense neighborhoods. Orange services include a school route subsidized by Poudre School District, operating once per day, and a late-night route, which operates on 15-minute headways on Friday and Saturday late nights (Gold Line).

Transfort buses serve three transit centers: Downtown Transit Center; CSU Transit Center; and the South Transit Center. The Downtown Transit Center is located in Old Town, and provides access to nine routes. Connections to Bustang are available at the Downtown Transit Center. Additionally, FLEX to Boulder departs from the Downtown Transit Center. The South Transit Center connects five routes, in addition to both FLEX patterns. The CSU Transit Center is located at the Lory Student Center, connecting students and staff to 10 separate routes. Connection to the RamsRide, a Bustang route connecting CSU Transit Center to Denver Union Station on weekends, is available as well. CSU provides funding for multiple routes on corridors with high student populations, including Around the Horn. The HORN is a campus circulator operating 10 minute service when CSU is in session.

Information about Transfort routes is available at www.ridetransfort.com.

Figure 5-14 Transfort Routes



Environmental Features

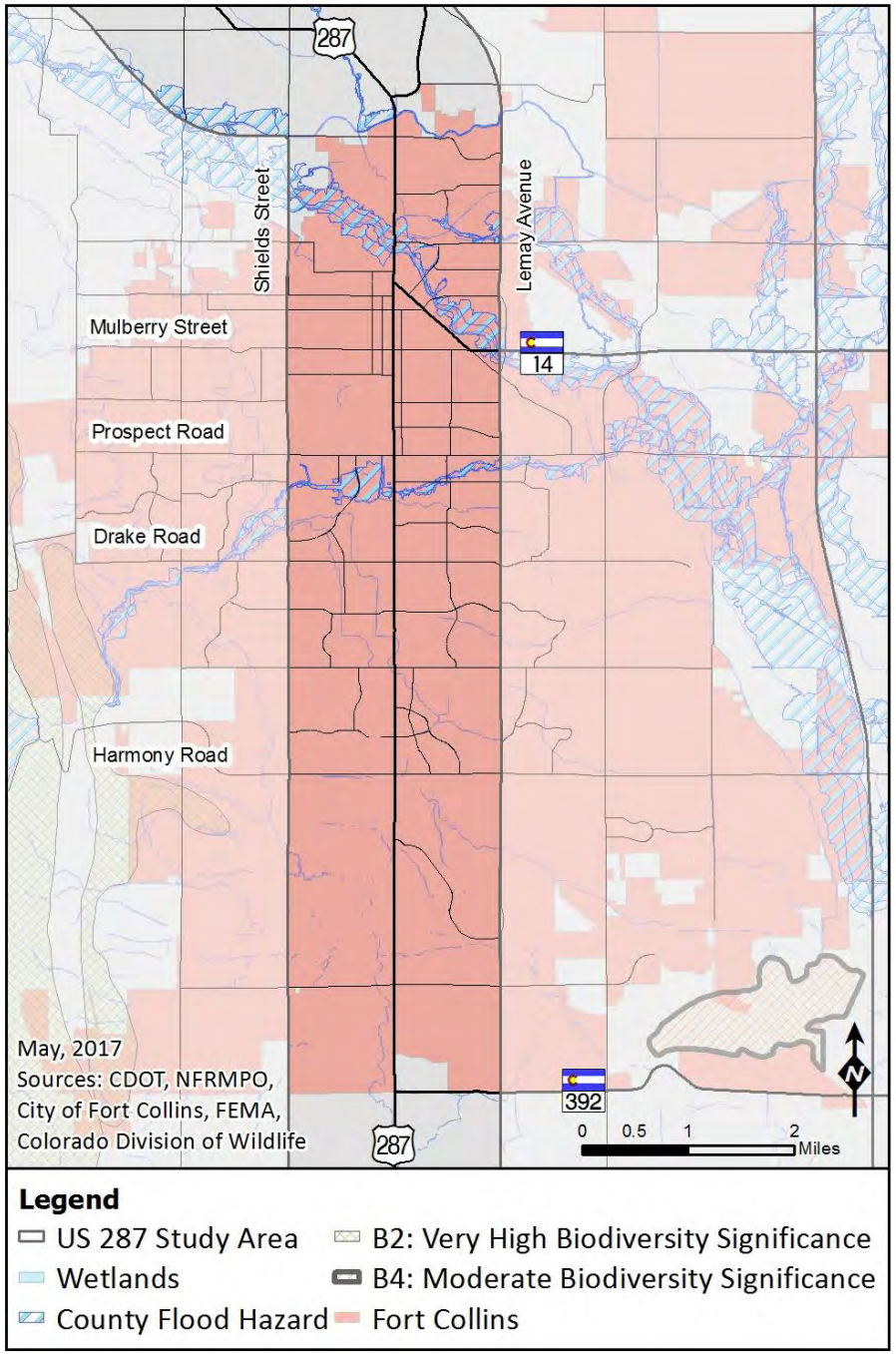
US287 through Fort Collins is located along the Rocky Mountain foothills. *Figure 5-15* shows wetlands, flood hazards, and conservation areas. The Colorado Division of Wildlife has studied various habitats throughout the State and considers the habitats denoted in the map as Potential Conservation Areas. The rating scale of B1: Outstanding Biodiversity Significance to B5: General Biodiversity Significance is a reflection of the ecological sensitivity of the area.

The Cache la Poudre River is a major river that runs through Fort Collins, running generally southwest across the City. Spring Creek, a major recreational corridor, bisects US287 between Prospect Road and Drake Road. FEMA has identified these corridors as potential flood hazards.

Wetlands are located throughout the City due to the ditches dating back to the area's rural beginnings.

Additionally, being located close to the Rocky Mountains ensures a diverse range of biodiversity. According to the Colorado Division of Wildlife, there are two conservation areas in Fort Collins: a Very High Biodiversity Significant area located close to Horsetooth Reservoir and a Moderate Biodiversity Significant area located near Fossil Creek Reservoir. Neither of these areas is located in the US287 Study Area.

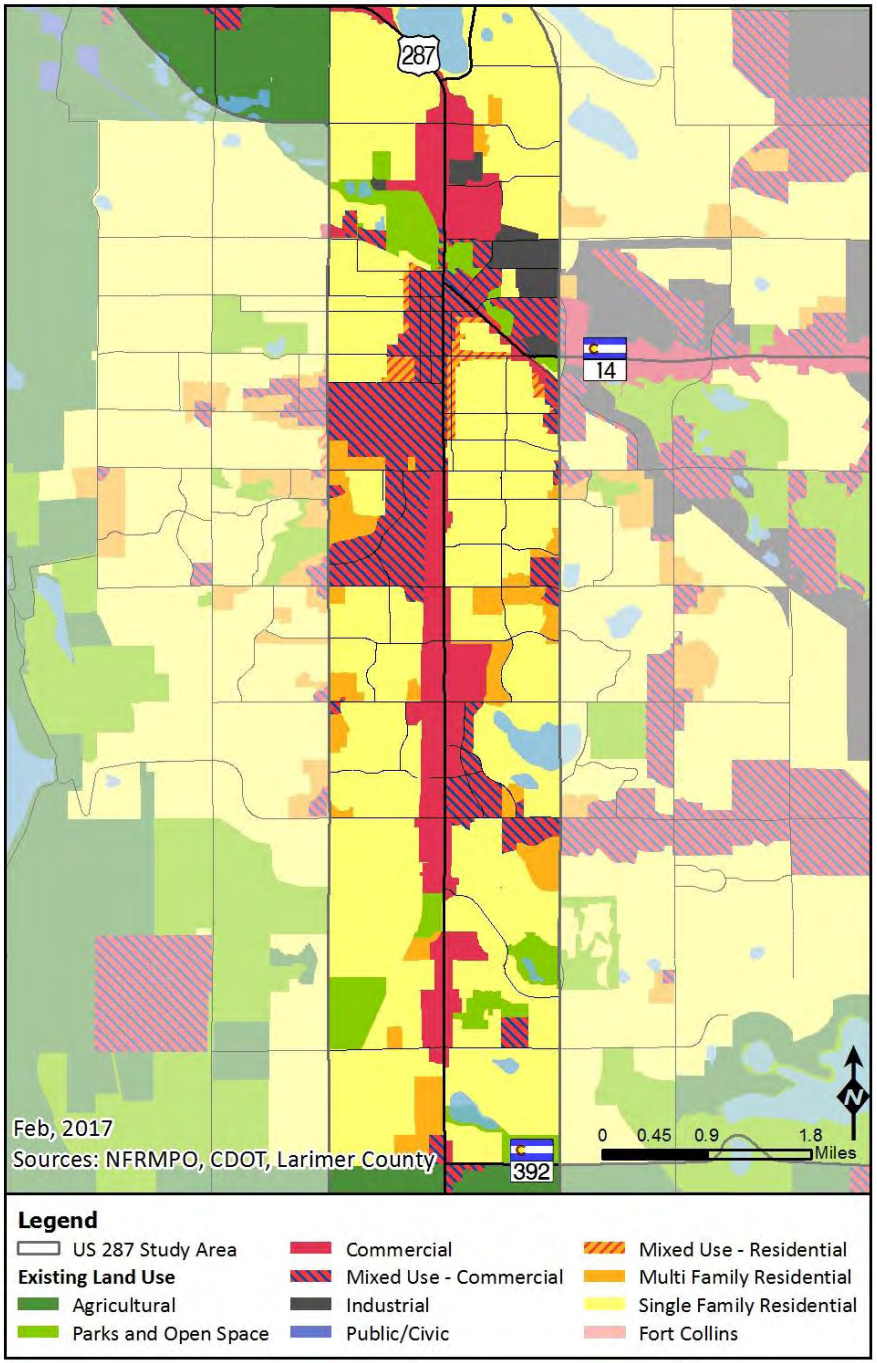
Figure 5-15 Fort Collins Environmental Features



Existing Land Use

The land uses displayed on *Figure 5-16* represent 2012 land uses as of 2012, as compiled for the NFRMPO 2040 Land Use Allocation Model. Land uses vary along the corridor, and primarily include Mixed Use - Commercial, Commercial, Parks and Open Spaces, and Residential land uses.

Figure 5-16 Fort Collins Existing Land Use

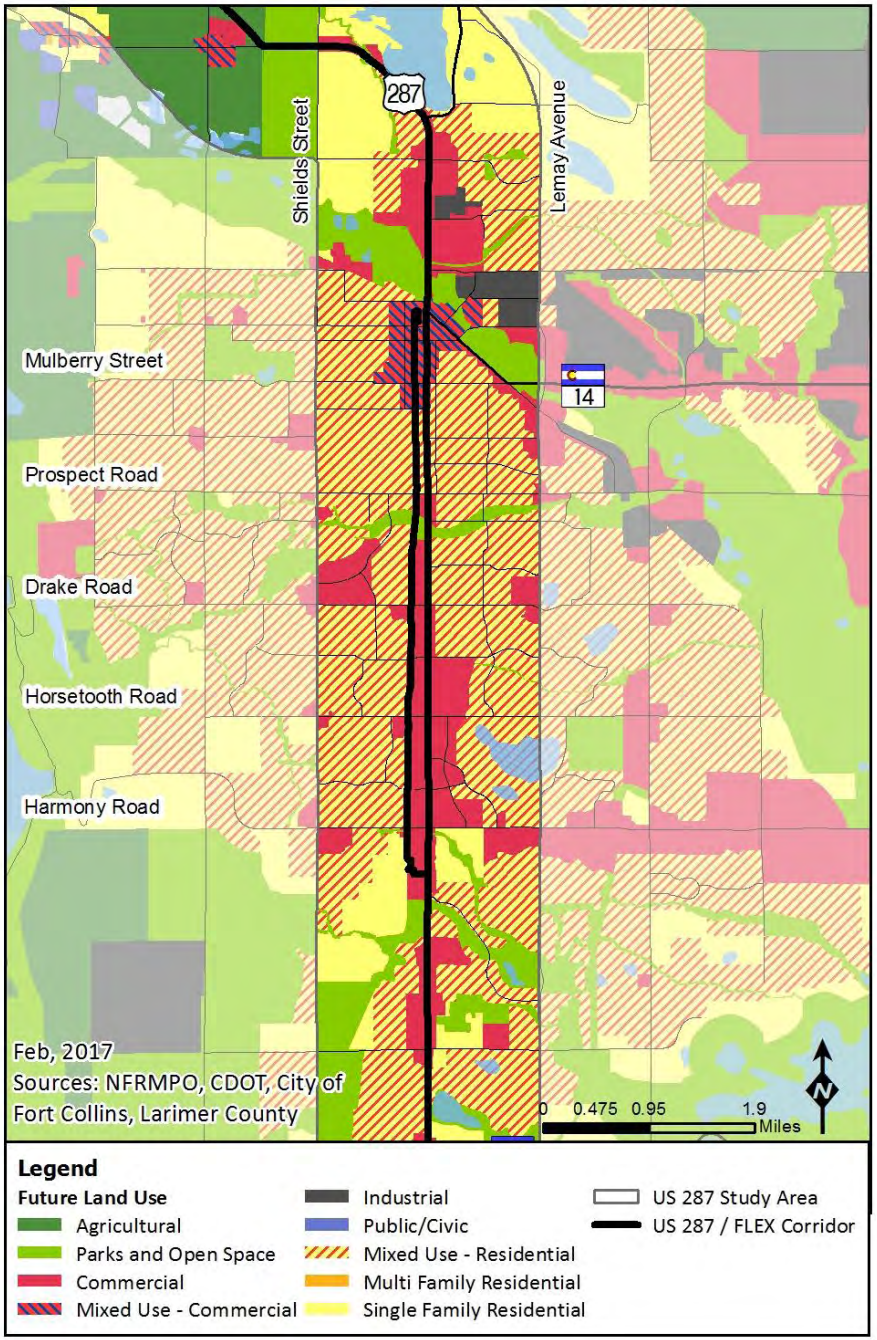


Future Land Use

The land uses displayed on *Figure 5-17* represent future land uses as compiled for the NFRMPO 2040 Land Use Allocation Model. Data were provided by Larimer County zoning (2013) and the 2011 City of Fort Collins Comprehensive Plan. The future land uses represent built out conditions identified by local communities, and does not adhere to a specific forecast year. Within the Study Area in Fort Collins, future land uses primarily include Mixed Use - Residential, Commercial, Mixed Use - Commercial, Single Family Residential, Parks and Open Spaces, and Industrial land uses.

The City of Fort Collins is undertaking an update to its Comprehensive Plan, which may result in changes to the future land use. The update is expected to be completed in 2018.

Figure 5-17 Fort Collins Future Land Use



Chapter 6: City of Loveland

US287 extends for approximately 13.1 miles through the City of Loveland. Between the northern City boundary and 29th Street, the road is labeled Garfield Avenue, before transitioning to Buchanan Avenue. From south of East 20th Street to north of 8th Street, the road is a one-way couplet: northbound as Lincoln Avenue and southbound as Cleveland Avenue. South of the merger of the couplet, the road is known as Lincoln Avenue. Within the City, US287 is a principal arterial and divides the City into east and west.

Road Network

Figure 6-1 shows bridges on state and US highways and traffic signals. Loveland maintains and operates all traffic signals within the City, including those on US287. Bridge maintenance along US287 is performed by CDOT.

There are seven bridges along US287 in Loveland. The bridges are mapped based on information provided by CDOT. There is one Load Restricted bridge in Loveland located at West 64th Street over the Louden Canal. The load restriction category for this bridge is black, which means no overweight vehicles are allowed. Additional information on load restriction categories is provided in *Appendix A: Bridge Load Restrictions*. CDOT provides bridge condition information: two bridges in Loveland are in fair condition, with the rest reported in good condition.

Traffic signals are mapped based on information provided by the City of Loveland. There are 24 traffic signals located directly on US287. Traffic signals are predominately located at intersections on arterial streets, including US287, Taft Avenue, Madison Avenue, US 34, and 1st Street.

Figure 6-1 Loveland Bridges and Traffic Signals

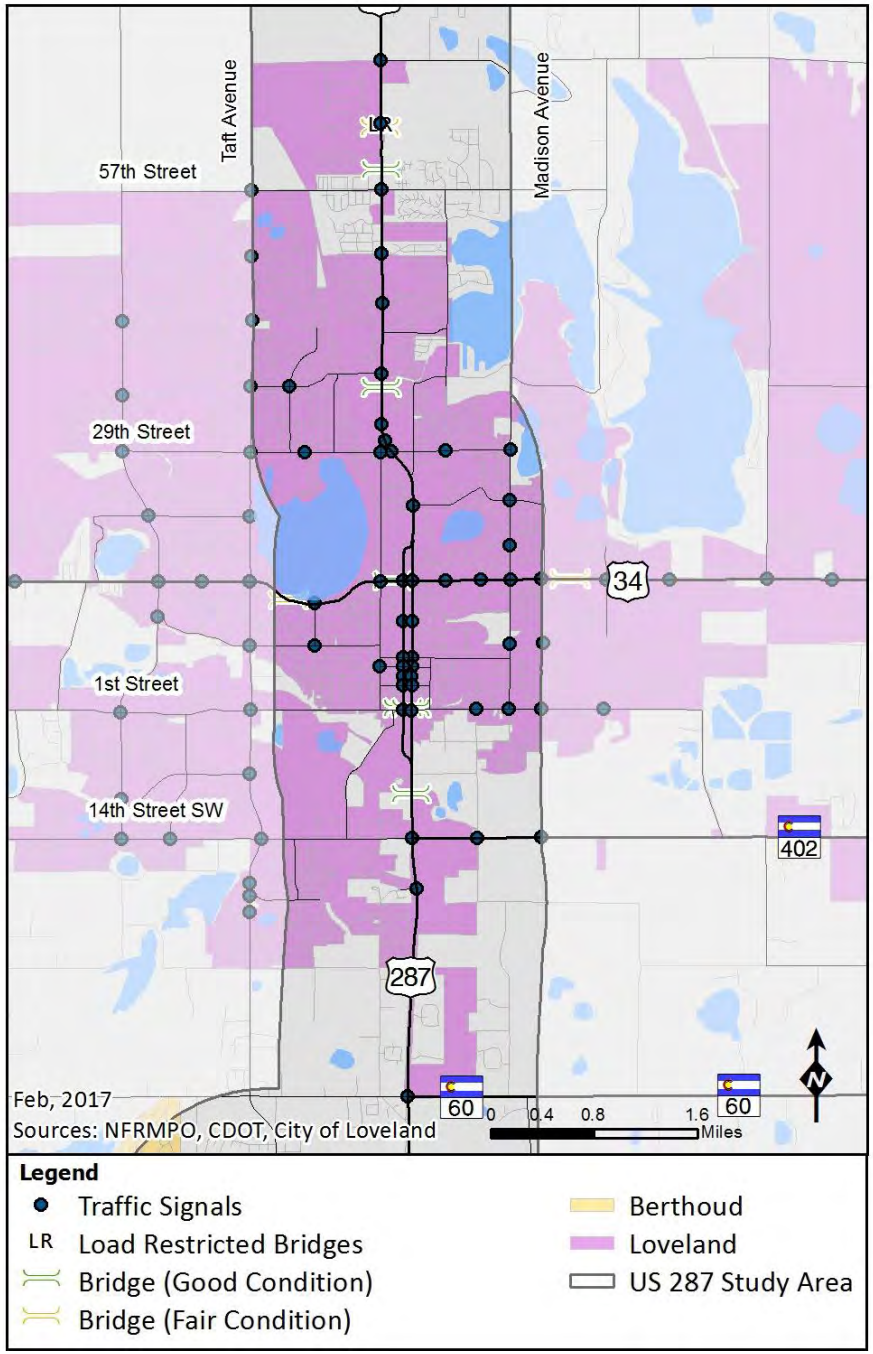


Figure 6-2 shows the three railroads operate within Loveland. Loveland actively works with the railroad companies operating within its boundaries, including the development of quiet zones. BNSF Railway operates parallel to US287 throughout the corridor and is demarcated in yellow. The Great Western Railway (GWRR) operates service from downtown Loveland eastward and is represented as a red line. Union Pacific Railroad (UPRR) operates tracks in the northeast portion of the City outside of the US287 Study Area, and is represented as blue on the map. Railroad crossings are also shown on the map.

Figure 6-3 shows the Annual Average Daily Traffic (AADT) along state-maintained highways in Loveland. AADT is highest north of 23rd Street. Because each one-way couplet carries traffic in one direction, total traffic remains consistent. Other highly-traveled sections within the US287 Study Area include US 34 east of Madison Avenue, and the section north and south of SH 402.

Figure 6-4 shows truck traffic on state-maintained highways in Loveland. The highest truck traffic within the City is located outside of the Study Area on US 34, but truck traffic on US287 north of 29th Street and south of Downtown Loveland is moderate.

The number of through lanes is shown on *Figure 6-5*. US 34 is the widest road in the US287 Study Area. Downtown Loveland maintains three through lanes on each of the US287 couplets. There are four lanes in much of the remaining portion.

Figure 6-6 shows speed limits for US287. As in Fort Collins, northbound and southbound lanes may have different speed limits. North of the City, the corridor is built as a highway. In the segment north of 57th Street, the speed limit is 55 MPH. Speeds gradually decrease closer to downtown Loveland, where it is 30 MPH. South of downtown, speeds gradually increase back to 50 MPH and 55 MPH for southbound and northbound lanes respectively.

CDOT measures pavement conditions using Drivability Life, which categorizes streets as good, fair, or poor. *Figure 6-7* shows the Drivability Life for state and US highways in the Study Area. Loveland currently has good drivability on much of its state road network. From 29th Street to SH402, the road is considered to have a moderate drivability life.

Figure 6-2 Loveland Active Railroads and At-Grade Crossings

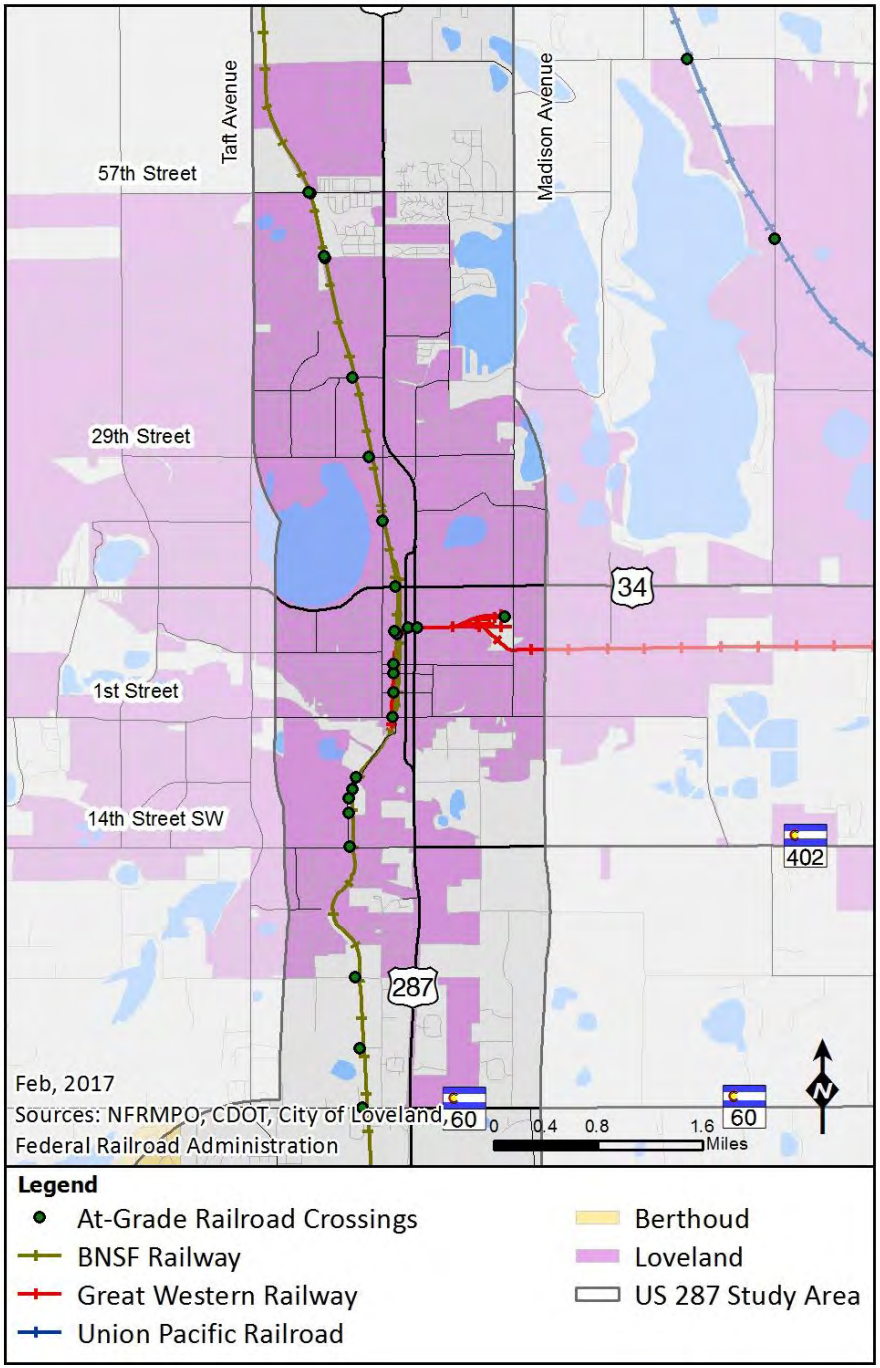


Figure 6-3 Loveland Annual Average Daily Traffic

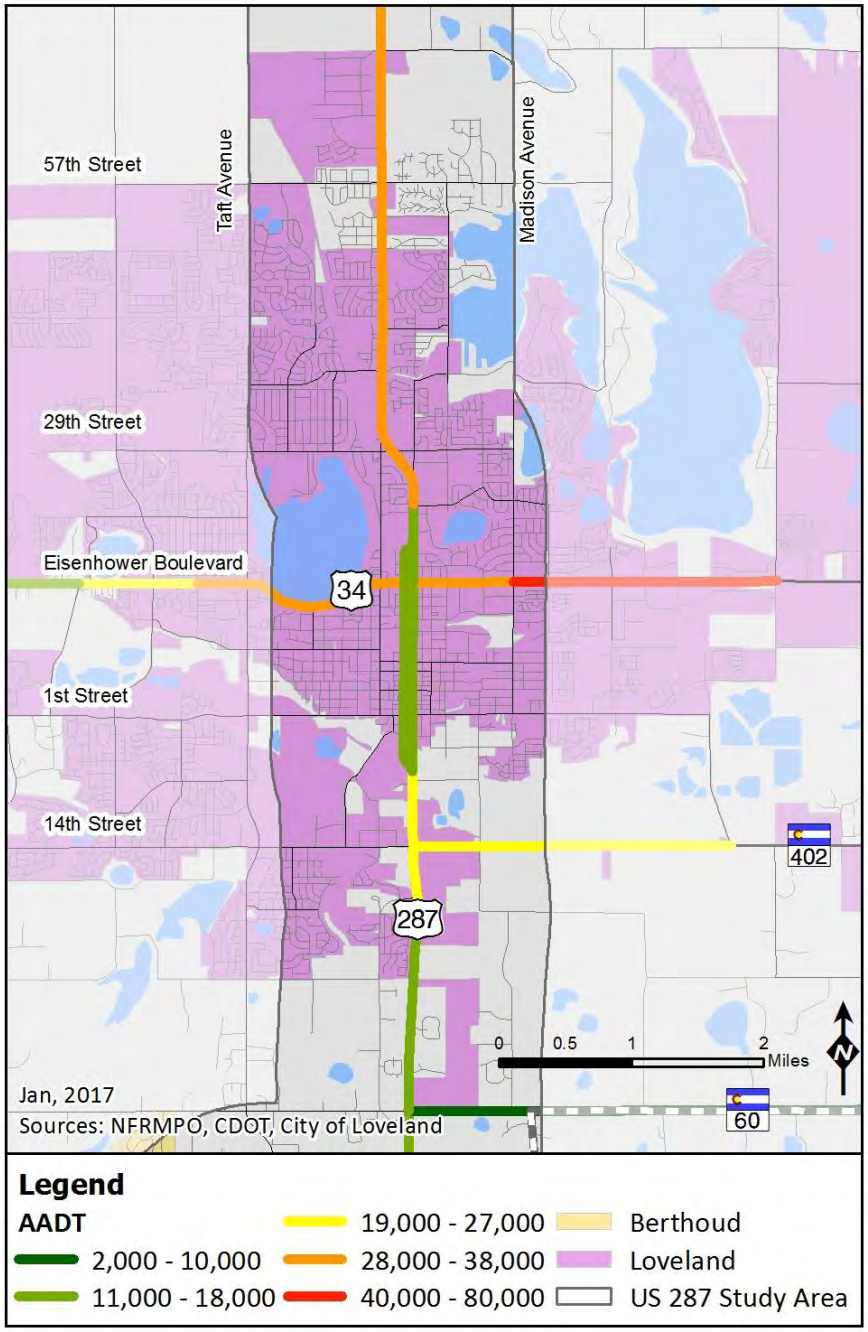


Figure 6-4 Loveland Annual Average Daily Truck Traffic

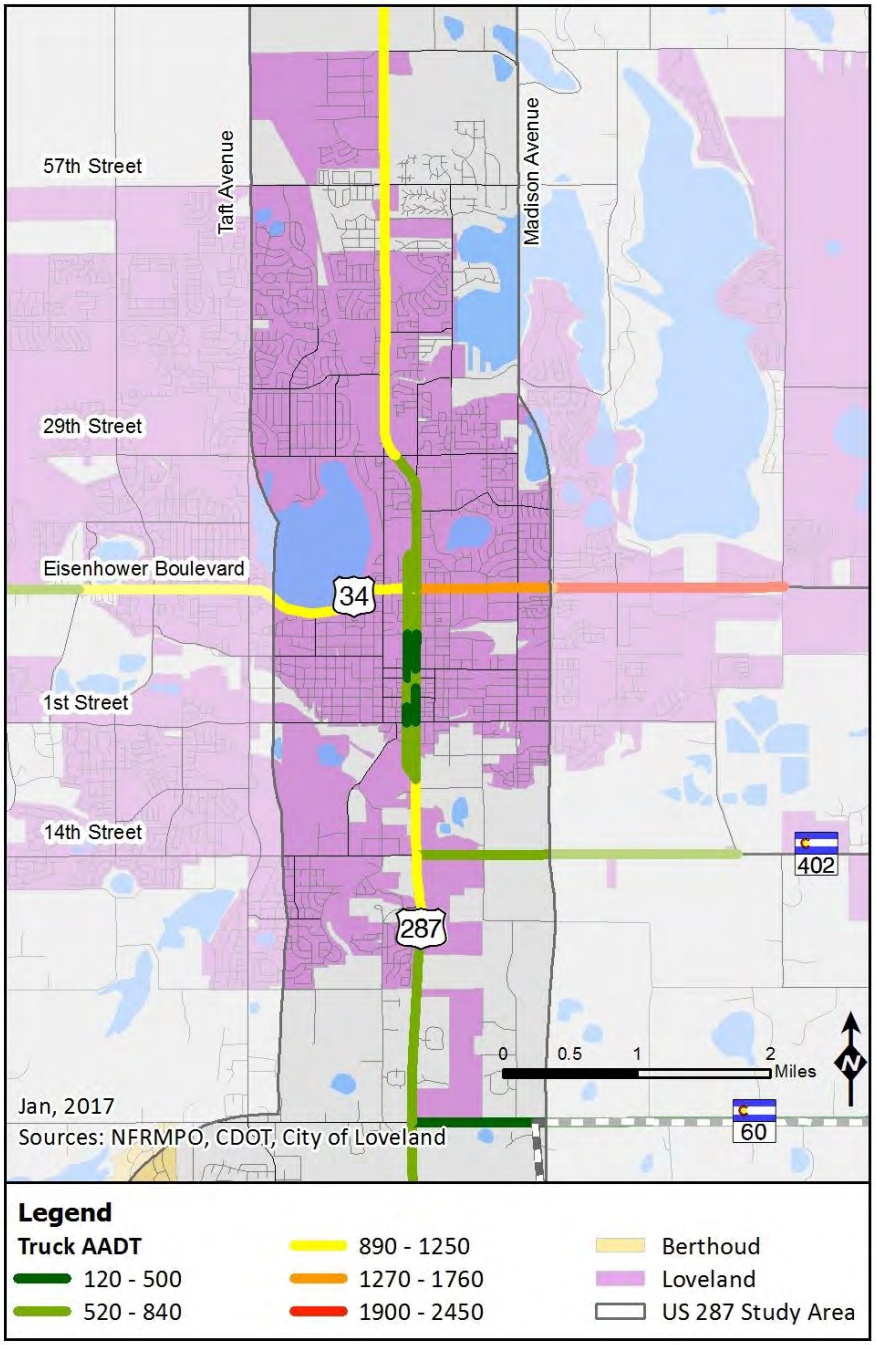


Figure 6-5 Loveland Number of Through Lanes

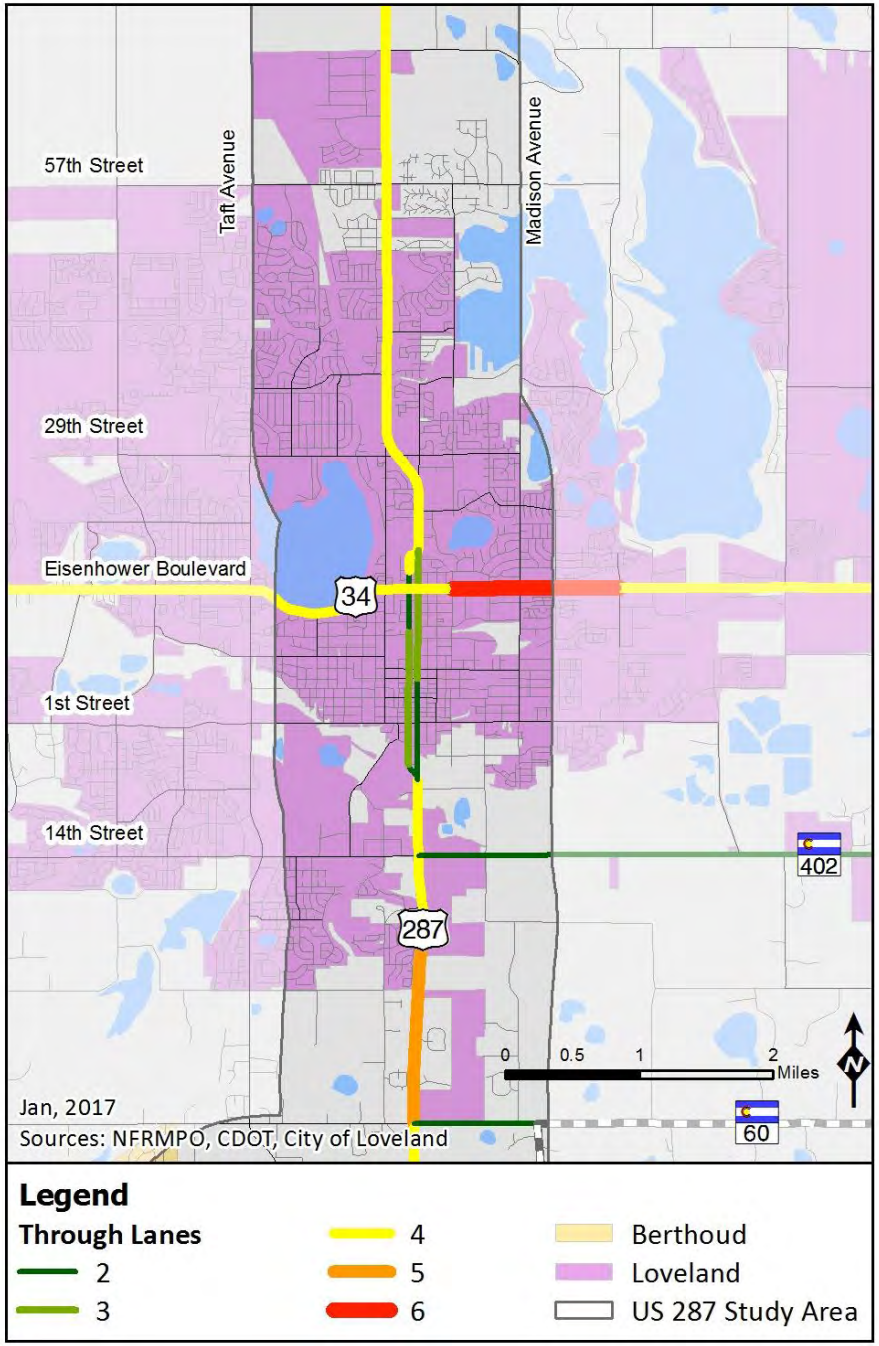


Figure 6-6 Loveland Speed Limits

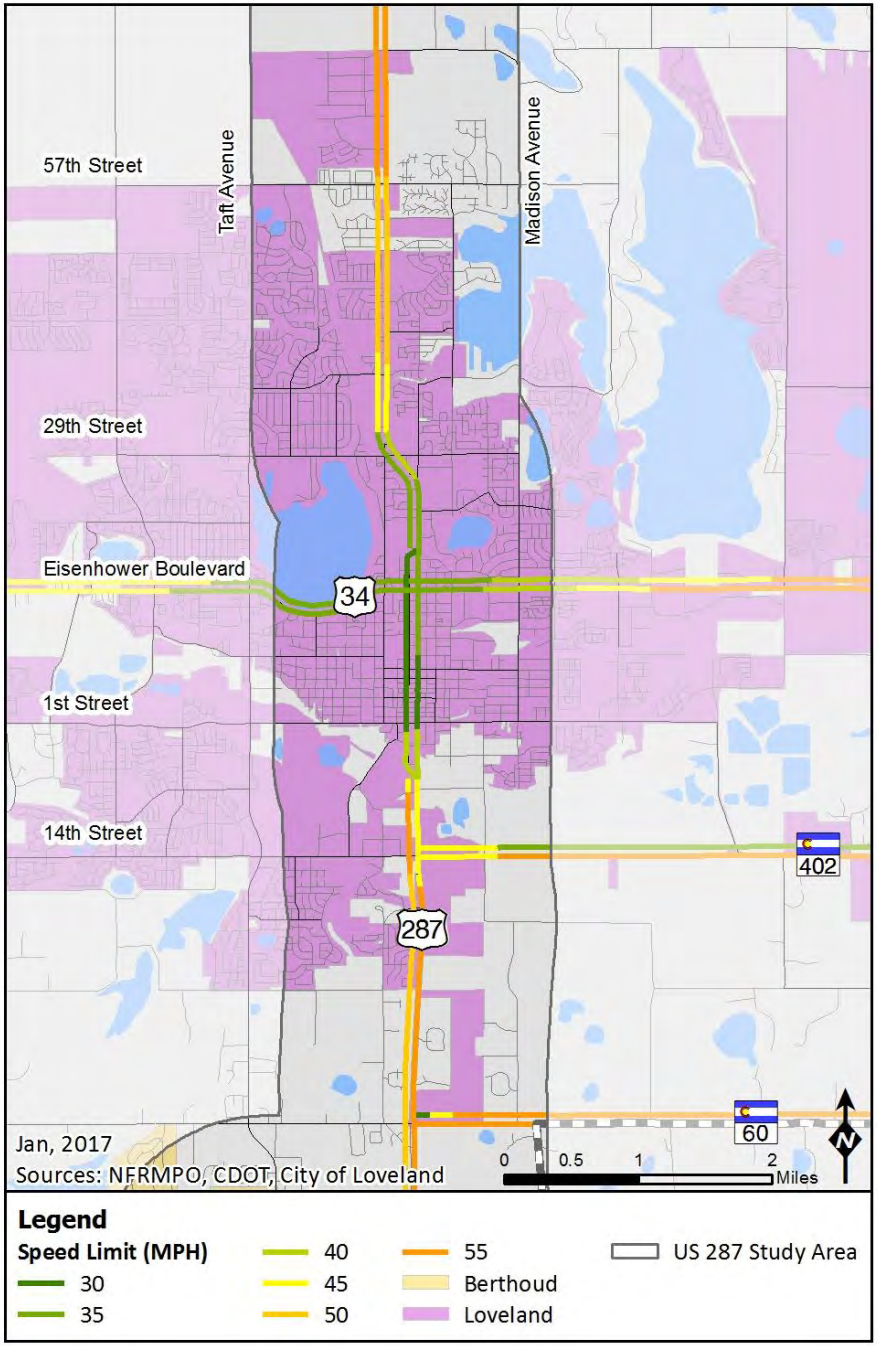
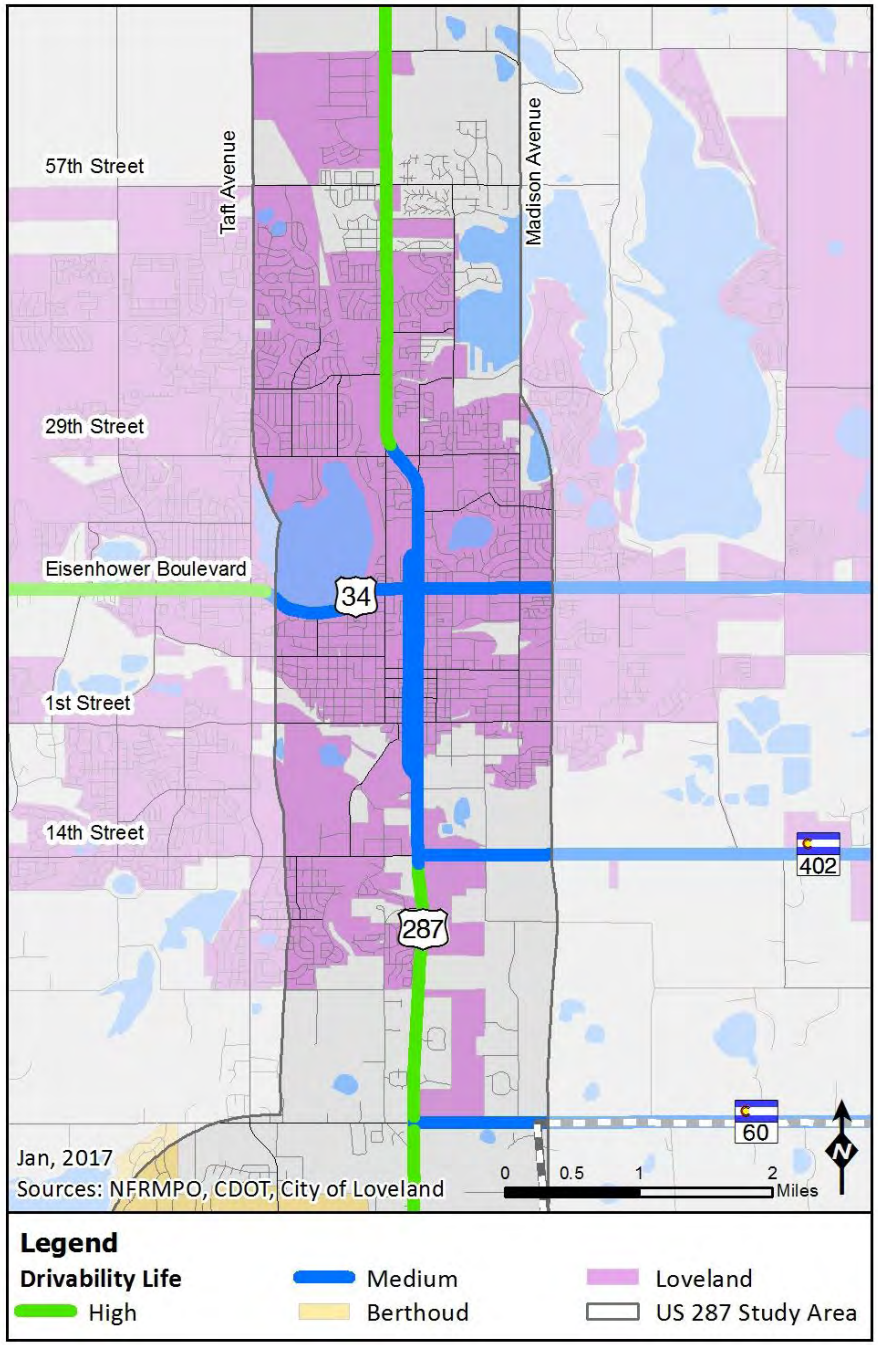


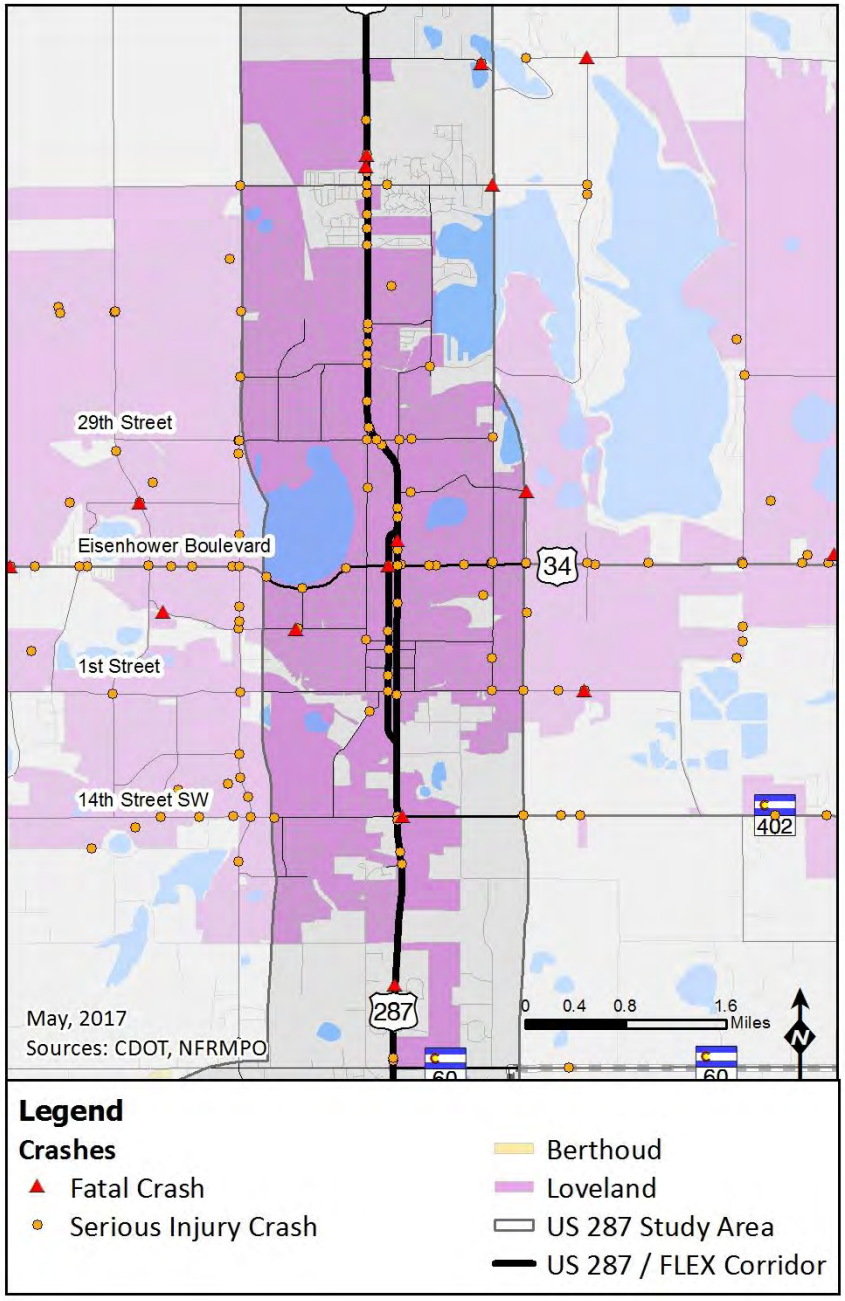
Figure 6-7 Loveland Drivability Life



Crash Data

Figure 6-8 shows the serious injury and fatal crashes from 2011 to 2015 in Loveland. There were nine fatal crashes and 89 serious injury crashes in the Loveland Study Area during the five year time period.

Figure 6-8 Loveland Serious Injury and Fatal Crashes (2011-2015)

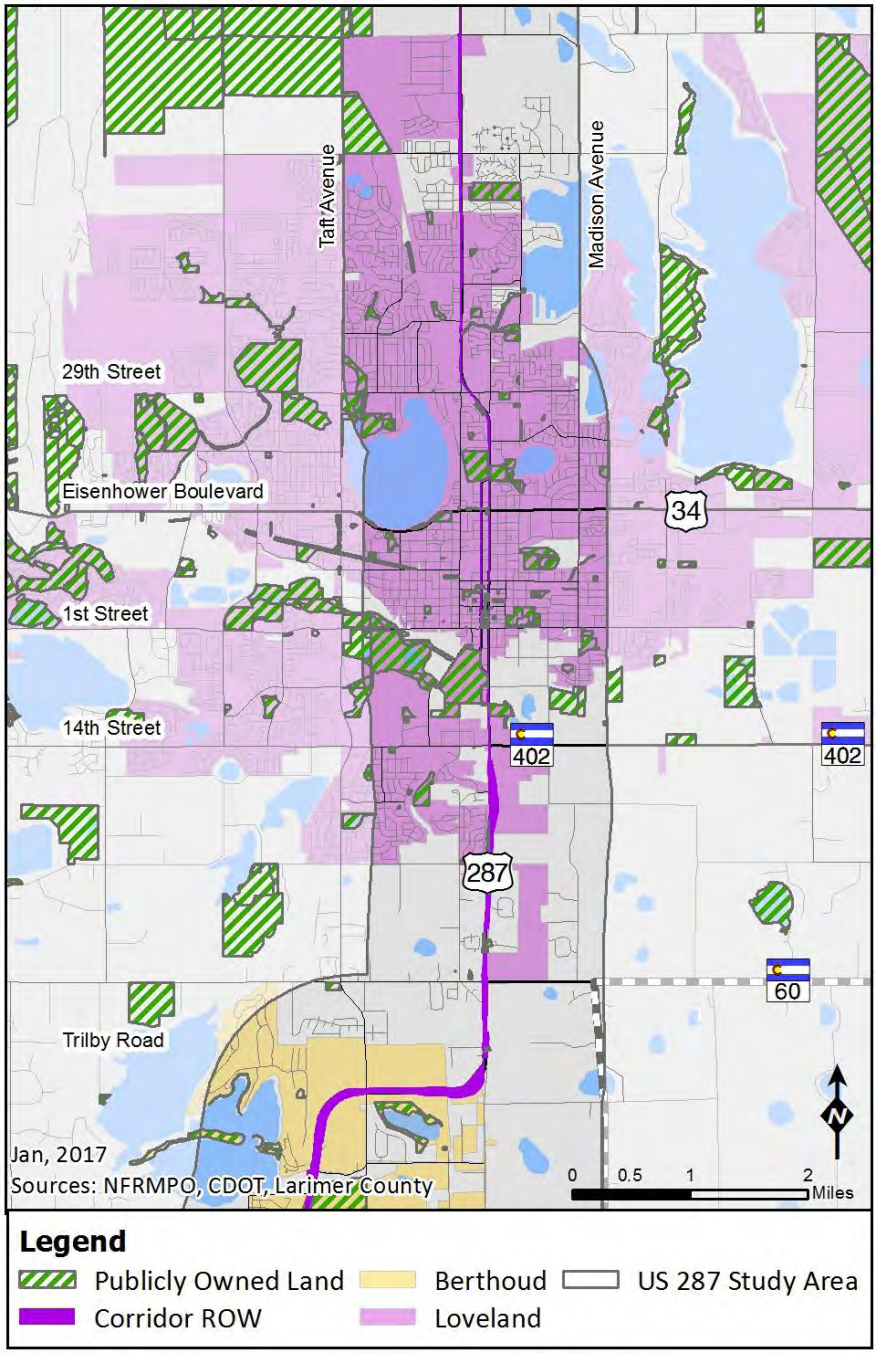


Right-of-Way

An estimate of US287 right-of-way is shown on *Figure 6-9*. Based on Larimer County parcel data, the right-of-way is colored in between the parceled land. The width of the right-of-way estimate along US287 ranges from 57-502 feet in Loveland. Due to the irregular borders of the right-of-way, a general map is presented in the figure. In-depth maps are available upon request.

Also shown is the land owned by the City of Loveland, Town of Berthoud, Larimer County, the State of Colorado, or the US. CDOT is in the process of creating a right-of-way database, which will available in the future. The expected timeline is three to five years.

Figure 6-9 Loveland US287 Right-of-Way and Publicly Owned Land



Bicycle and Pedestrian

Loveland has a robust sidewalk network, connecting much of the City. Investments into the bicycle network have introduced bicycle lanes and trails to connect many of the neighborhoods. *Figure 6-10* shows the bicycle and pedestrian infrastructure, including sidewalks, trails, and bicycle lanes. There are presently no bicycle lanes on US287, although there are wide shoulders. At multiple locations throughout the City, there are underpasses allowing trails to continue under busy roads. Due to the density of the network, *Figures 5-10 and 5-11* show separate sections of Loveland in higher detail.

Figure 6-11 is focused on Loveland north of US 34. Sidewalks in this area are built and maintained by both Larimer County and Loveland. Roads typically have sidewalks on each side, though gaps exist on US287. Neighborhoods are typically complete networks. An underpass carries a trail at 64th Street under US287.

Figure 6-12 features Loveland south of US 34. The sidewalk network is complete in the downtown core, but development is generally much less dense in the south of the City. An underpass carries the recreational trail under Lincoln Avenue at the Big Thompson River. Additional underpasses exist at Madison Avenue and north of East 8th Street, at Roosevelt Avenue and Fairgrounds Park, West 1st Street and the Big Thompson River, and Taft Avenue and the Big Thompson River.

Figure 6-10 Loveland Bicycle and Pedestrian Infrastructure

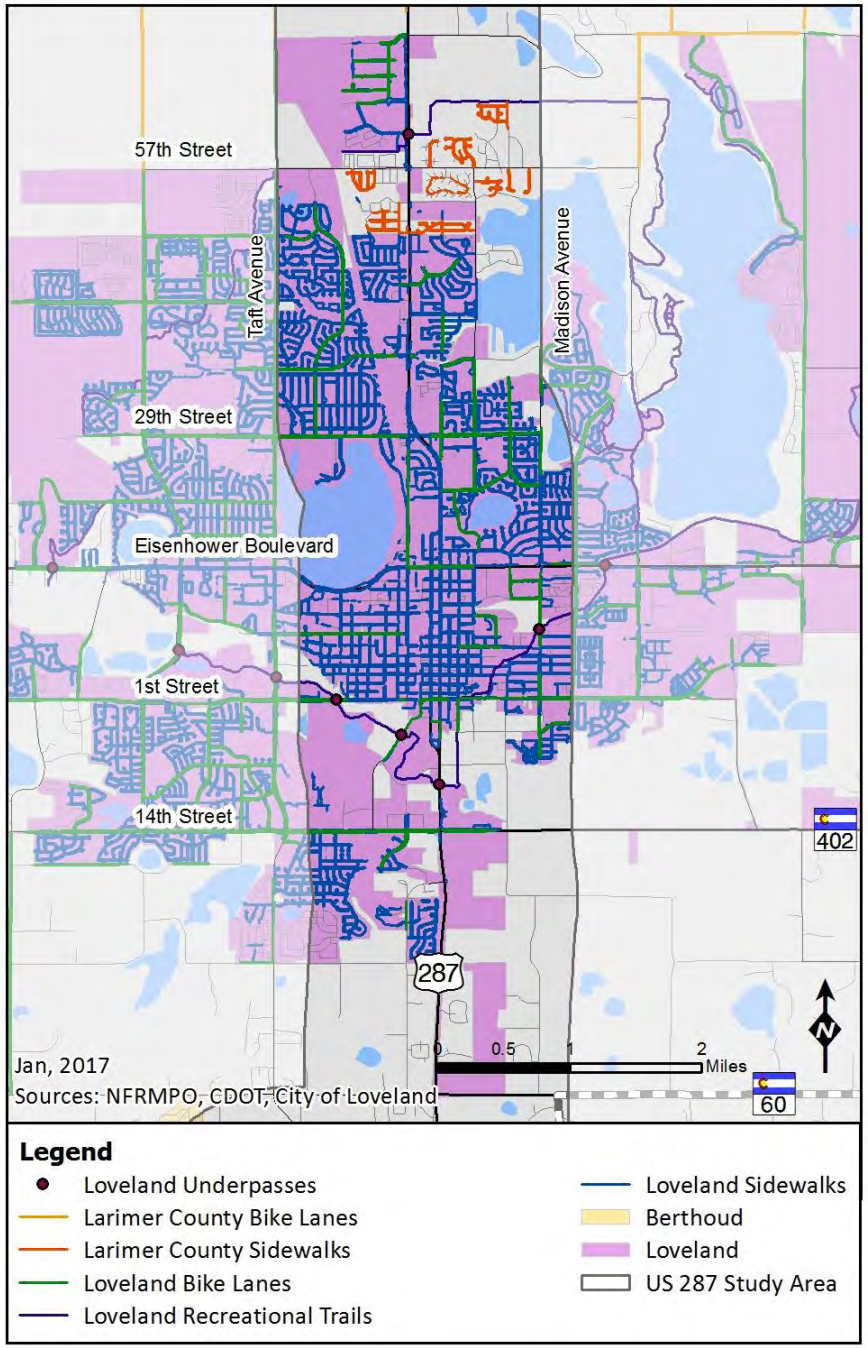


Figure 6-11 North Loveland Bicycle and Pedestrian Infrastructure

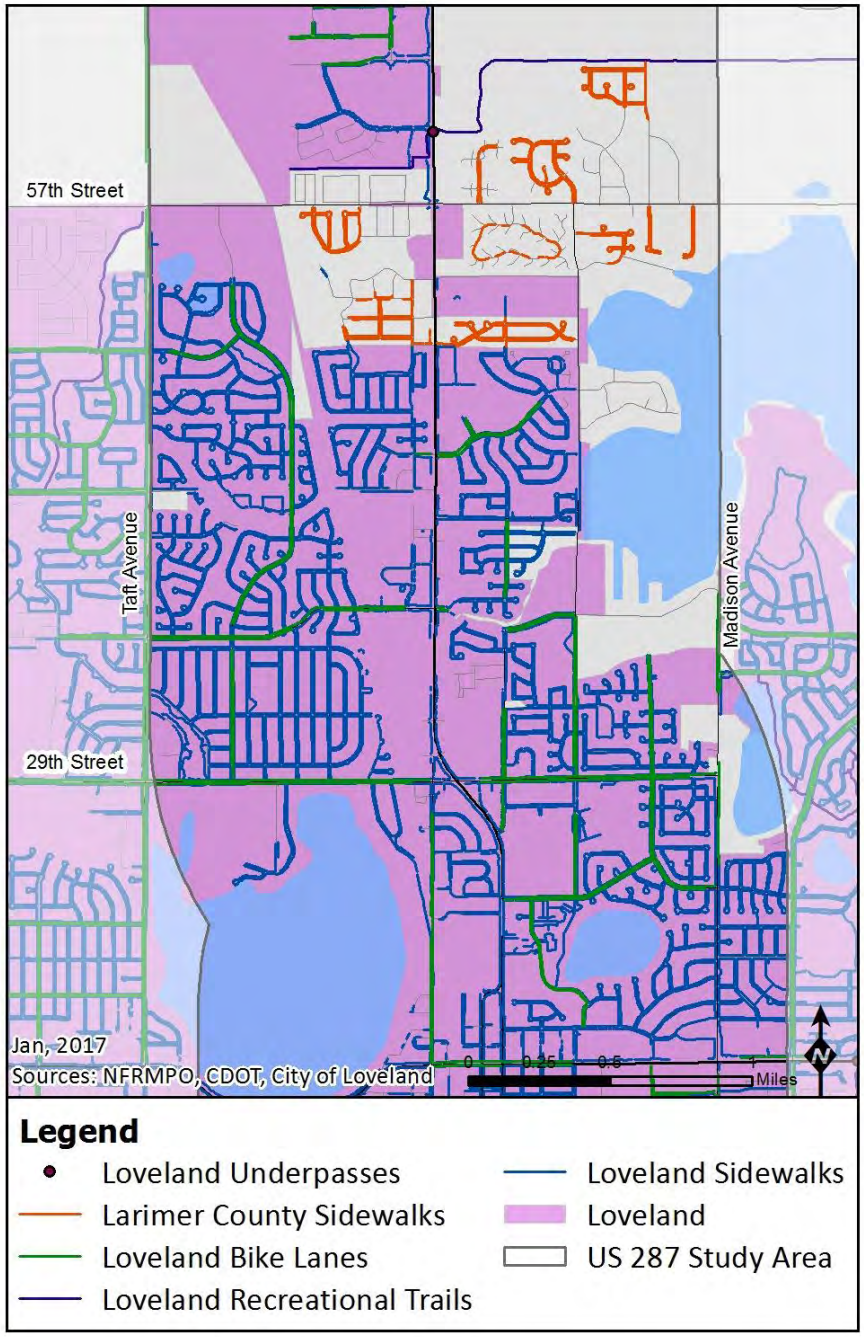
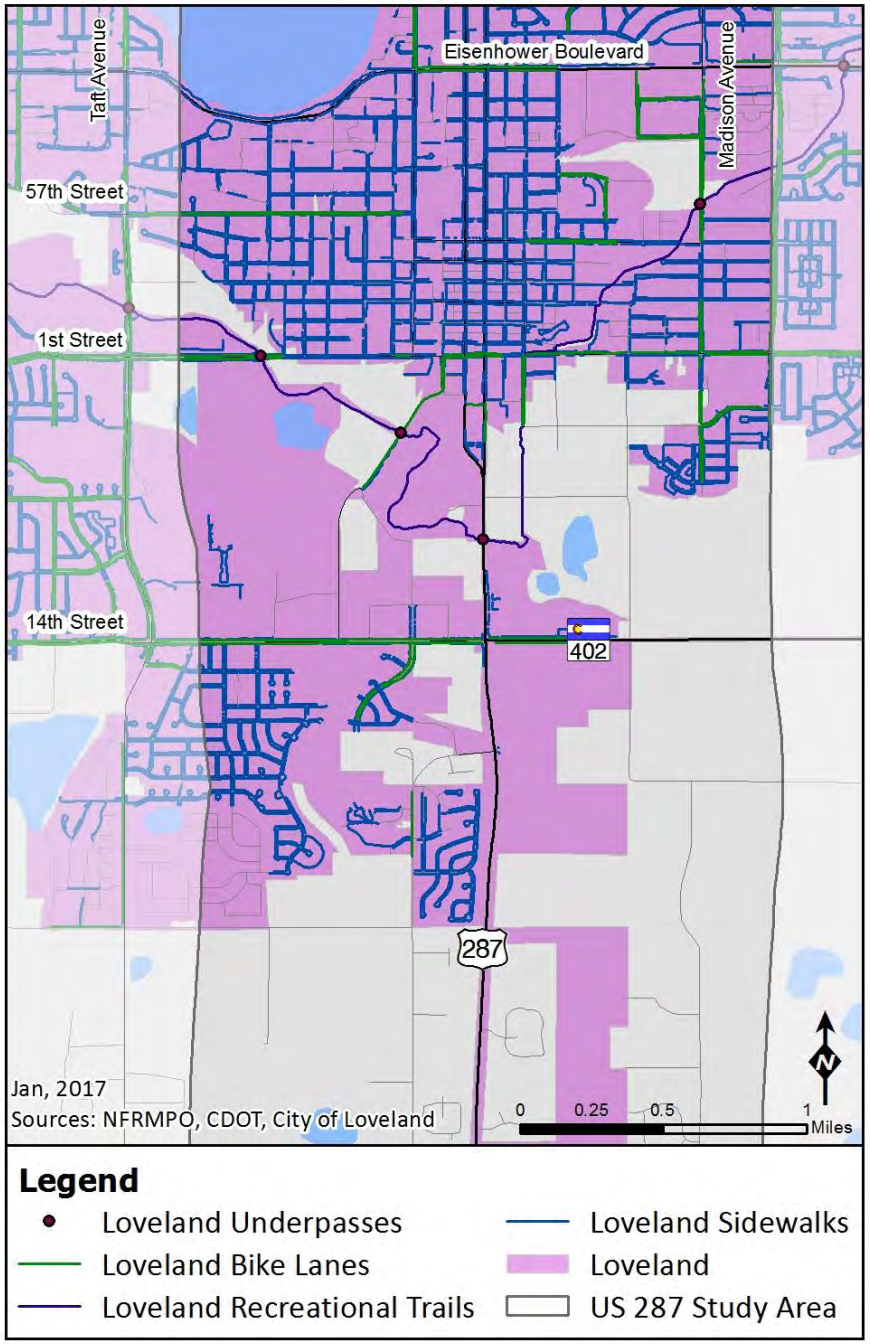


Figure 6-12 South Loveland Bicycle and Pedestrian Infrastructure



Transit

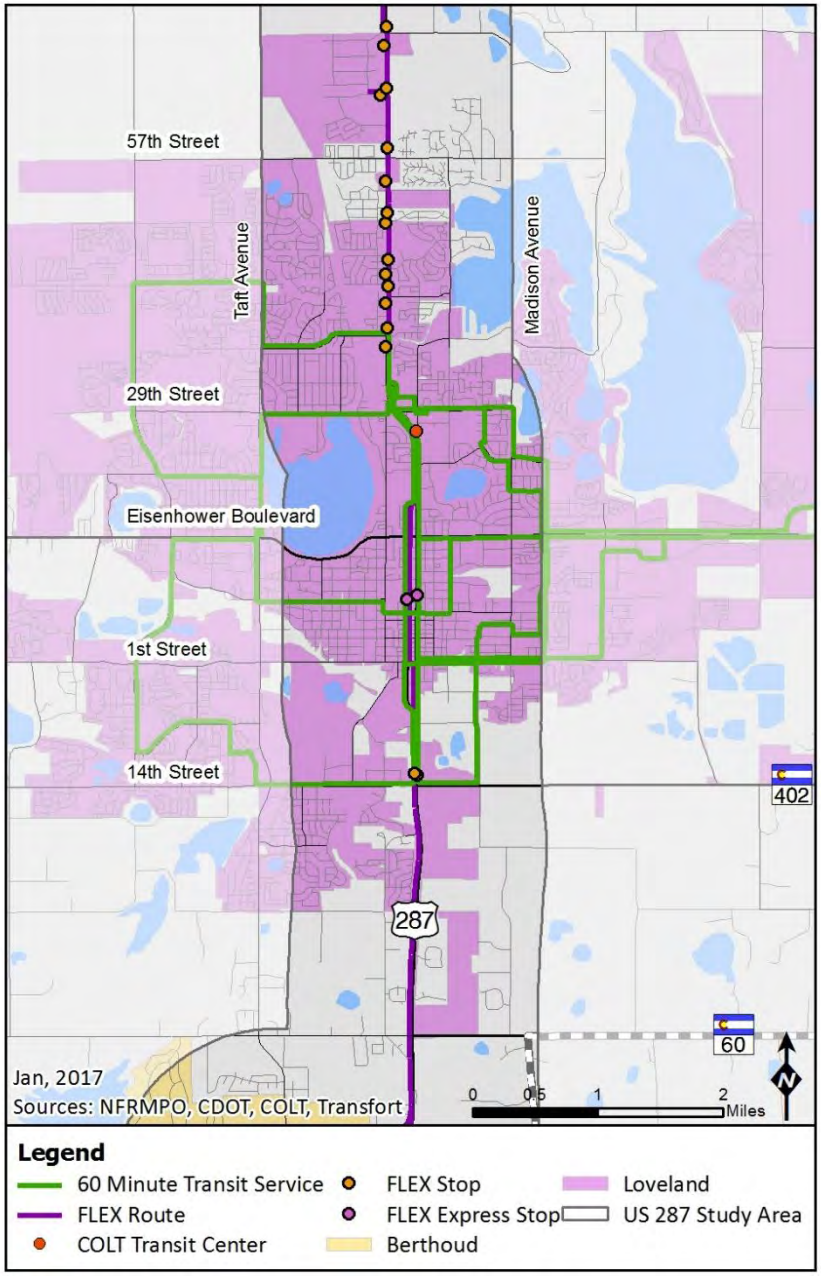
City of Loveland Transit (COLT), a division of Loveland's Public Works Department, operates transit in Loveland. COLT operates three fixed routes, each with a 60-minute frequency. FLEX runs along US287 in Loveland, traveling north on Lincoln Avenue and south on Cleveland Avenue. The FLEX to Longmont route operates predominantly at 30-minute or 60 minute intervals, while the FLEX Boulder Express runs five times per day in each direction.

Figure 6-*13* shows the three routes – the 100, 200, and 300 – run in one-way loops and connect major destinations to US287. COLT uses two transfer centers: the COLT Transit Center, which moved to the Loveland Food Bank in January 2017; and the South Transfer Station, located north of downtown Loveland, which is also a FLEX to Boulder stop. FLEX currently stops at the Loveland Food Bank and at the South Transfer Center. A more frequent pattern of FLEX operates between Fort Collins and Loveland, providing hourly service on weekdays and weekends.

To reach the Bustang service operated by CDOT, the interregional bus service between Fort Collins, Loveland, and downtown Denver, riders may take Route 300 toward Centerra and transfer at the Loveland-Greeley Park-n-Ride (at US 34 and I-25). The transfer is located outside of the US287 Study Area, but is an important connection.

Information about the COLT system is available at www.cityofloveland.org/transit.

Figure 6-13 Loveland Transit Routes



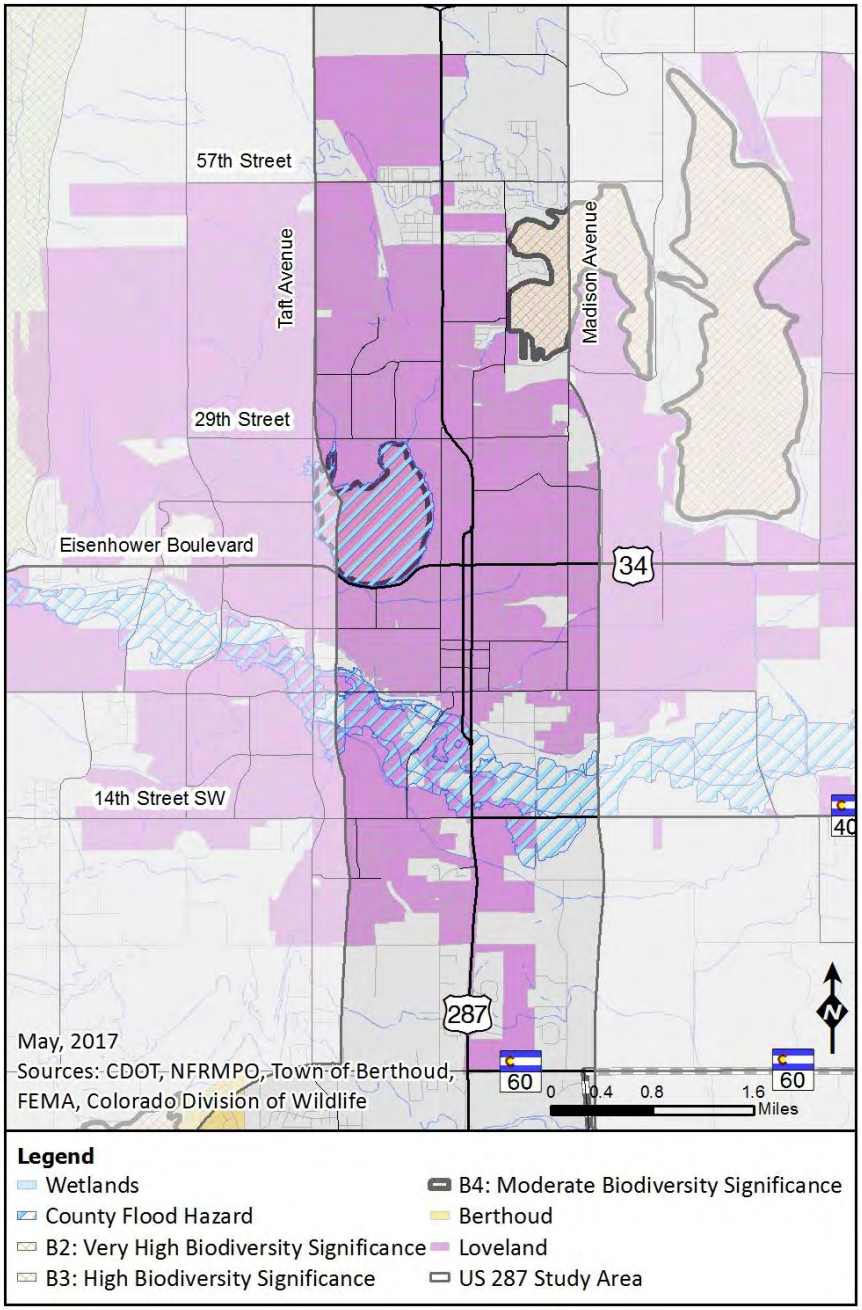
Environmental Features

US287 through Loveland is located east of the Rocky Mountain foothills. *Figure 6-14* shows wetlands, flood hazards, and conservation areas for this region.

The Big Thompson River runs from west to east, south of US 34. It is within the river's corridor where FEMA has identified flood hazards.

Three Moderate Biodiversity Significance areas exist in Loveland, including Lake Loveland, Horseshoe Lake, and Boyd Lake.

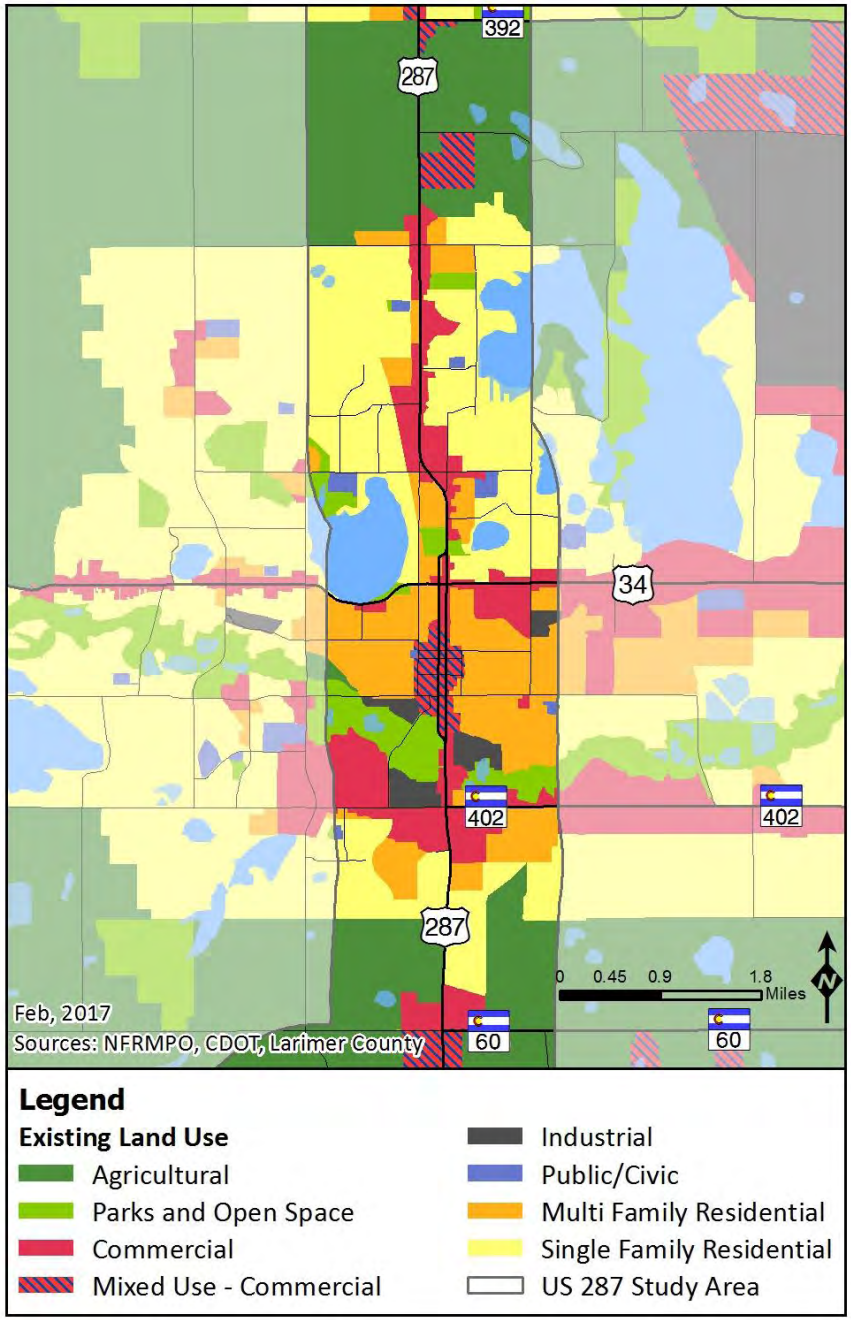
Figure 6-14 Loveland Environmental Features



Existing Land Use

The land uses displayed on *Figure 6-15* represent 2012 land uses as compiled for the NFRMPO 2040 Land Use Allocation Model. Land uses along the corridor primarily include Mixed Use - Commercial, Commercial, Industrial, Parks and Open Spaces, Multi Family Residential, and Single Family Residential uses.

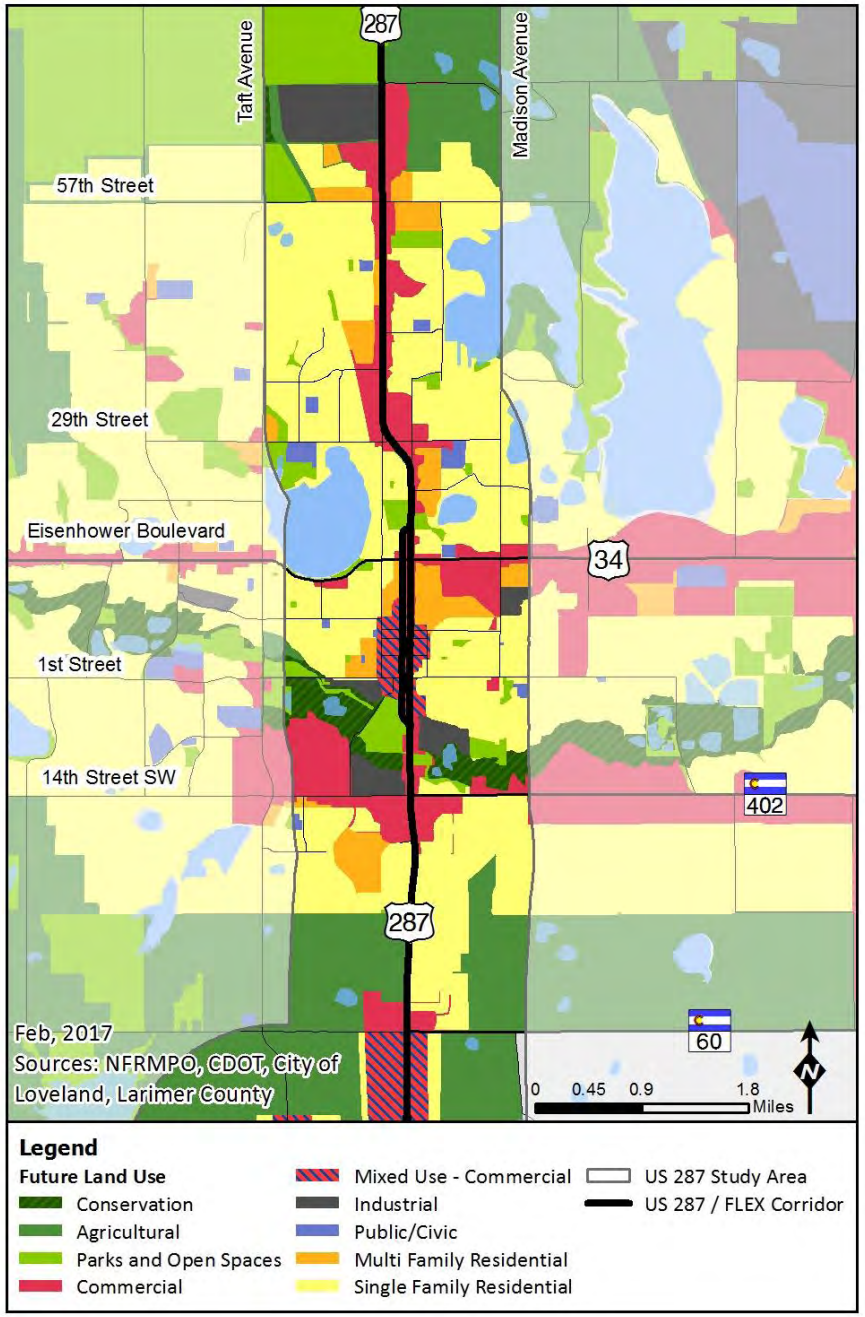
Figure 6-15 Loveland Existing Land Use



Future Land Use

The land uses displayed on *Figure 6-16* represent future land uses as compiled for the NFRMPO 2040 Land Use Allocation Model. Data were provided by Larimer County zoning (2013) and the 2007 Town of Berthoud Comprehensive Plan. The City of Loveland's future land uses were updated based on the 2015 Create Loveland Comprehensive Plan. The future land uses represent built out conditions identified by local communities, and does not adhere to a specific forecast year. Within the Study Area in Loveland, future land uses primarily include Commercial, Multi-Family Residential, Single Family Residential, Parks and Open Spaces, and Industrial land uses.

Figure 6-16 Loveland Future Land Use



Chapter 7: Town of Berthoud

The Town of Berthoud is located south of the City of Loveland in southeast Larimer County. US287 travels around the central portion of Berthoud for approximately 4.3 miles. Through Berthoud, the FLEX travels on two separate patterns. The FLEX to Longmont route travels through downtown Berthoud, while the FLEX to Boulder continues on the US287 Berthoud Bypass.

Road Network

South of Loveland, US287 traverses through unincorporated Larimer County, and then through the western edge of Berthoud. Prior to 2007, US287 traveled south on 1st Street and west on SH56. In 2007, a new section of US287 was opened as a limited-access higher speed highway. The FLEX Local route currently uses the old alignment on 1st Street.

Figure 7-1 shows bridges on state-maintained highways, the number of through lanes, and traffic signals in the Study Area. There are three bridges on this corridor, which are all rated in good condition by CDOT. The northern bridge carries US287 over the southbound ramp to 1st Street. A second bridge carries LCR10E over US287. The southern bridge carries US287 over Dry Creek.

There is generally a consistent number of through lanes in the corridor. North of SH60/42nd Street SW, the corridor is five lanes. From SH60 south, US287 has four through lanes: two in each direction, a center turn lane, and wide shoulders. SH56/Mountain Avenue and 1st Street has two through lanes.

Traffic signals are sparser in the US287 corridor through Berthoud. There are three directly on US287: one at SH60/42nd Street SW; one at LCR17; and one at the SH56/Mountain Avenue intersection. Three additional traffic signals exist on SH56/Mountain Avenue, and are located within the Study Area.

Figure 7-1 Berthoud Bridges, Number of Through Lanes, and Traffic Signals

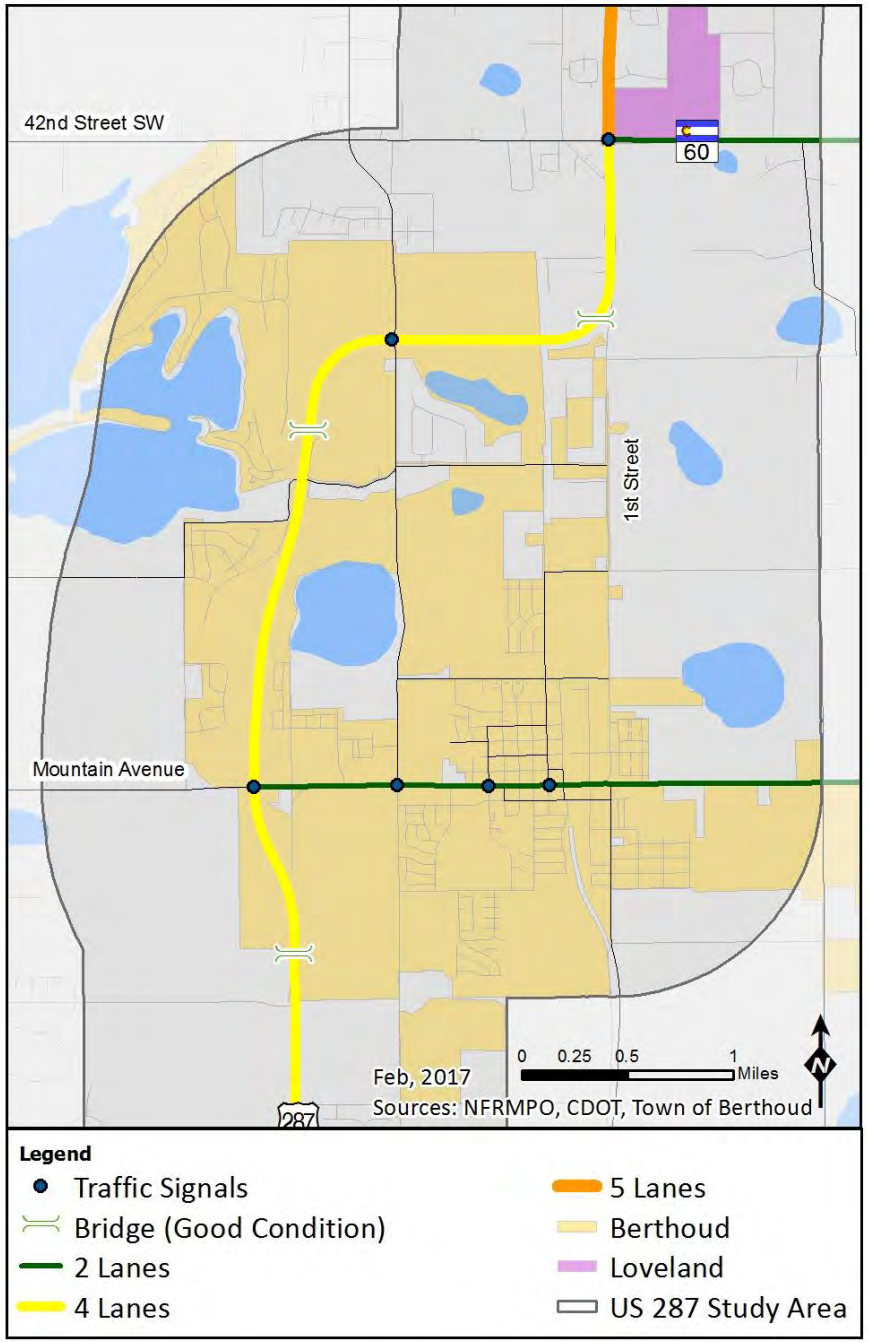
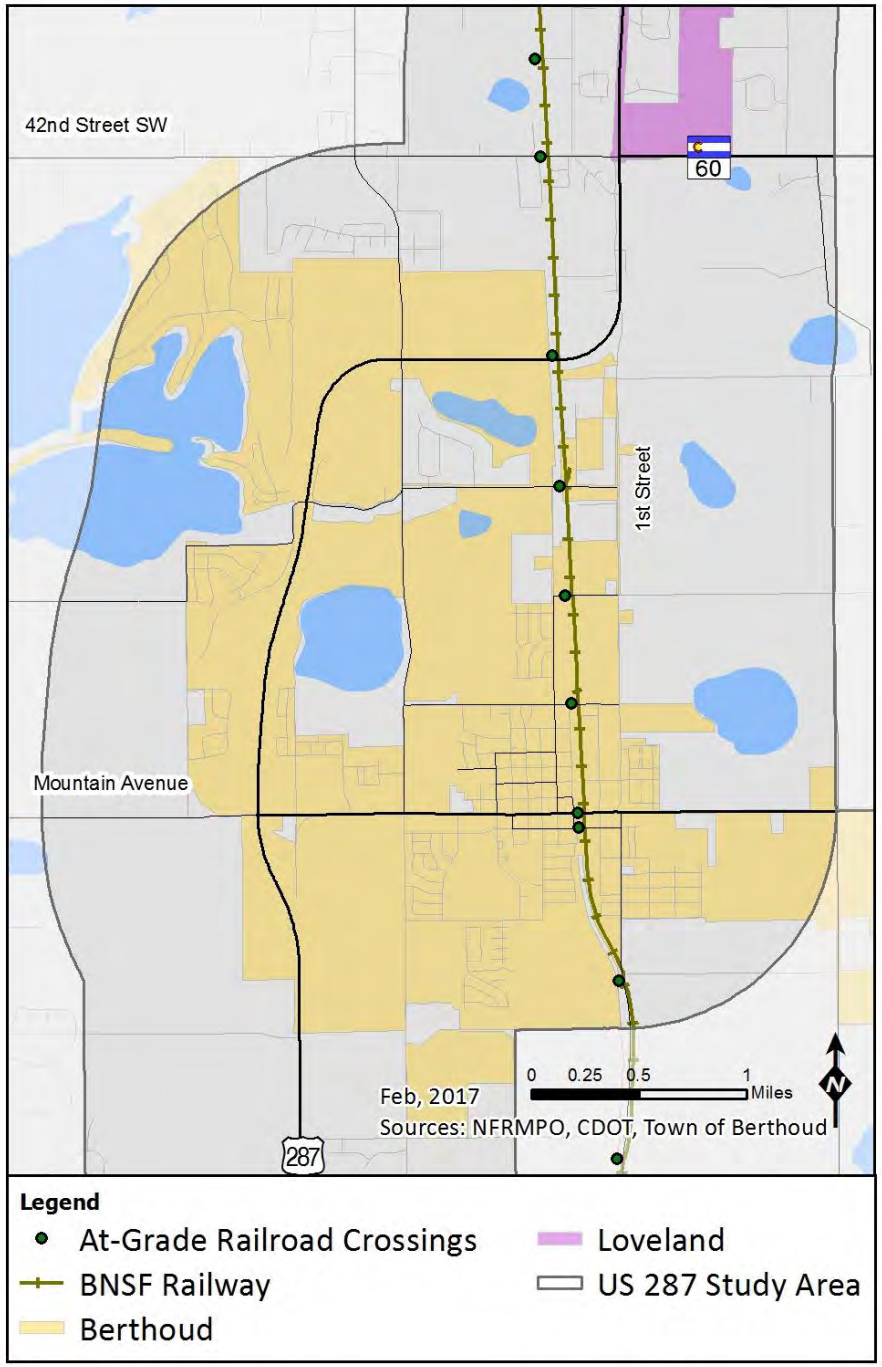


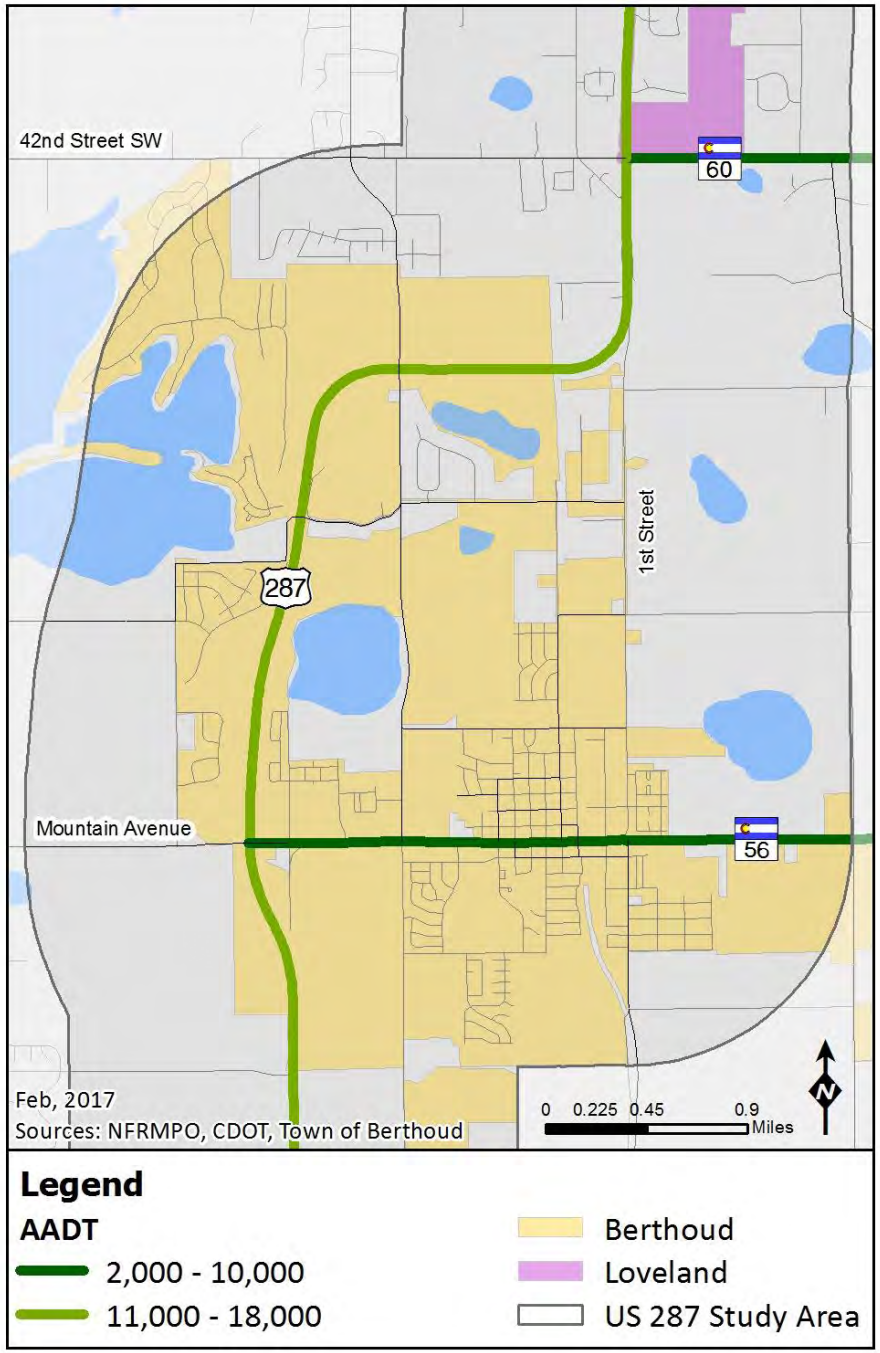
Figure 7-2 Berthoud Active Railroads and At-Grade Crossings



One major railroad bisects US287 in the north of Berthoud and bisects SH 56/Mountain Avenue in downtown Berthoud as shown in *Figure 7-2*. All active railroads and crossings are shown on the map. The BNSF Railway corridor runs generally parallel to US287.

As shown on *Figure 7-3*, Annual Average Daily Traffic (AADT) on US287 is higher than on the SH60/42nd Street SW and SH56/Mountain Avenue corridors. Specifically, fewer than 9,000 vehicles use SH56/Mountain Avenue and SH60/42nd Street SW on an average day; however, approximately 18,000 vehicles use US287 daily.

Figure 7-3 Berthoud Annual Average Daily Traffic



Similar to AADT, Annual Average Daily Truck Traffic is higher on US287 than on either SH56/Mountain Avenue or SH60/42nd Street SW as shown on *Figure 7-4*. Approximately 580 trucks travel per day on US287 in Berthoud.

Speed limits are shown on *Figure 7-5* and vary throughout the corridor by direction. Higher speeds are generally in the northbound direction from south of Berthoud to approximately LCR10E. Additionally, speeds generally slow inbound to downtown Berthoud and increase in the outbound direction.

CDOT measures pavement condition using its Drivability Life measure, which is shown on *Figure 7-6*. In the case of US287 in Berthoud, the corridor is generally rated as High Drivability Life. This section as noted before was opened in 2007, meaning much of the pavement is only 10 years old. SH56/Mountain Avenue west of 1st Street and SH60/42nd Street SW are Medium Drivability Life. East of 1st Street, SH56/Mountain Avenue is rated Low Drivability Life.

Figure 7-4 Berthoud Annual Average Daily Truck Traffic

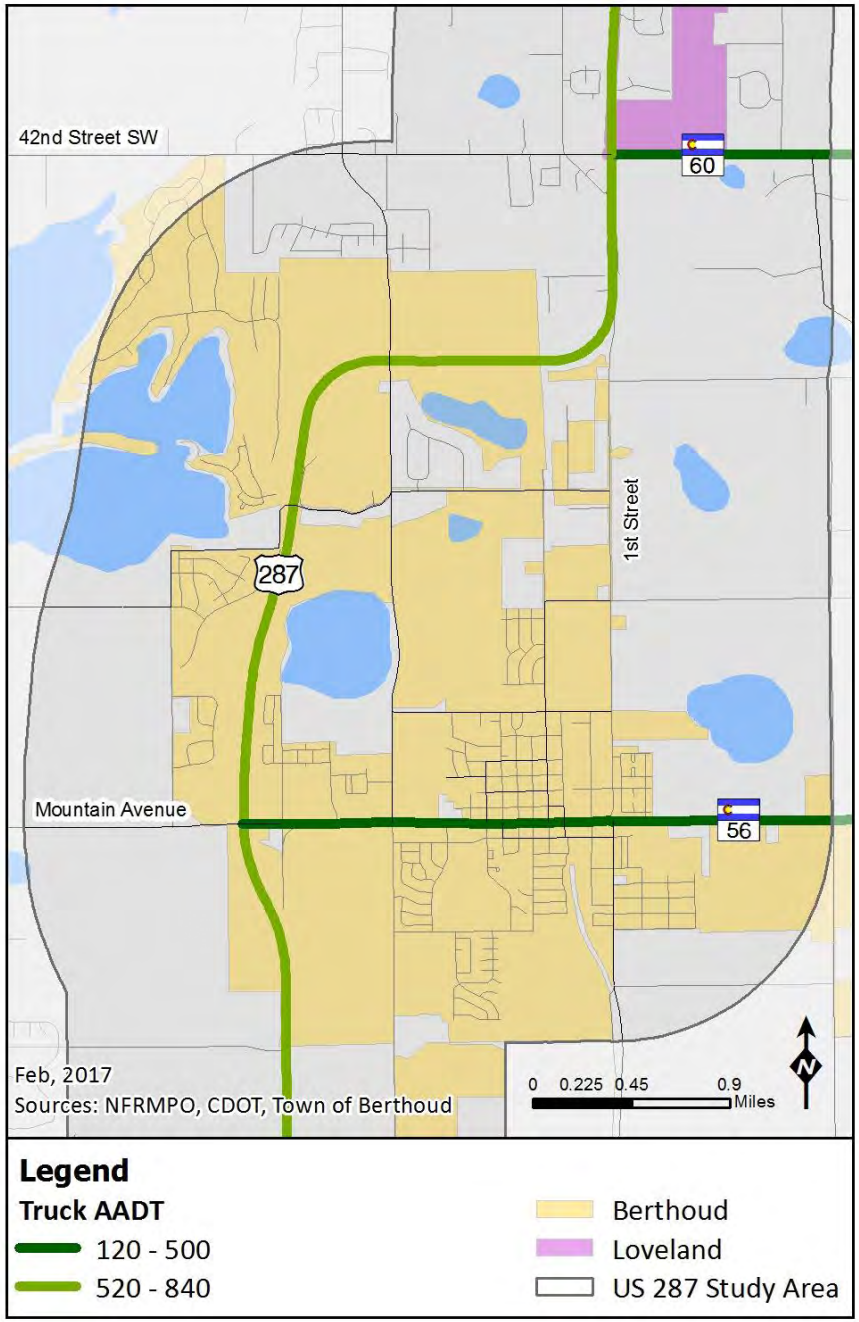


Figure 7-5 Berthoud Speed Limits

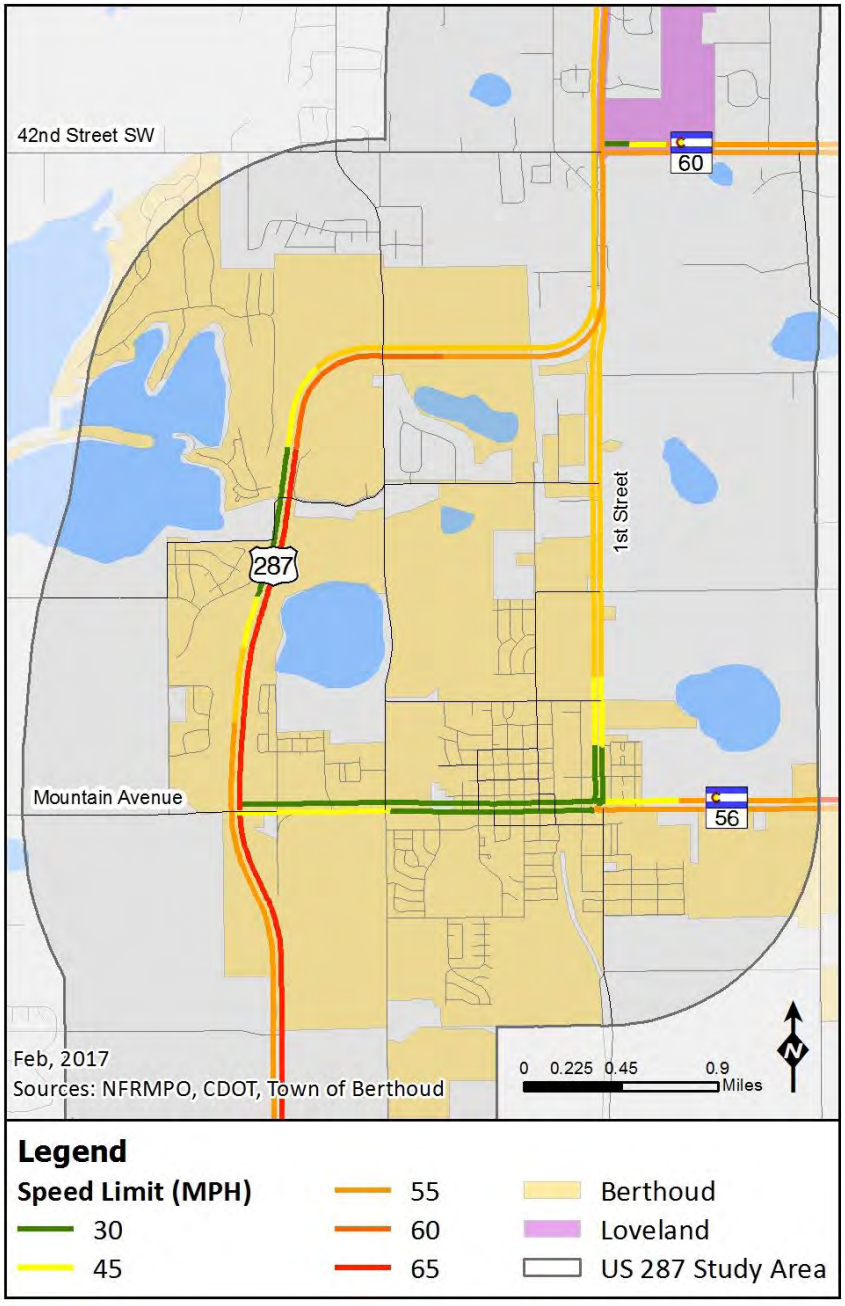
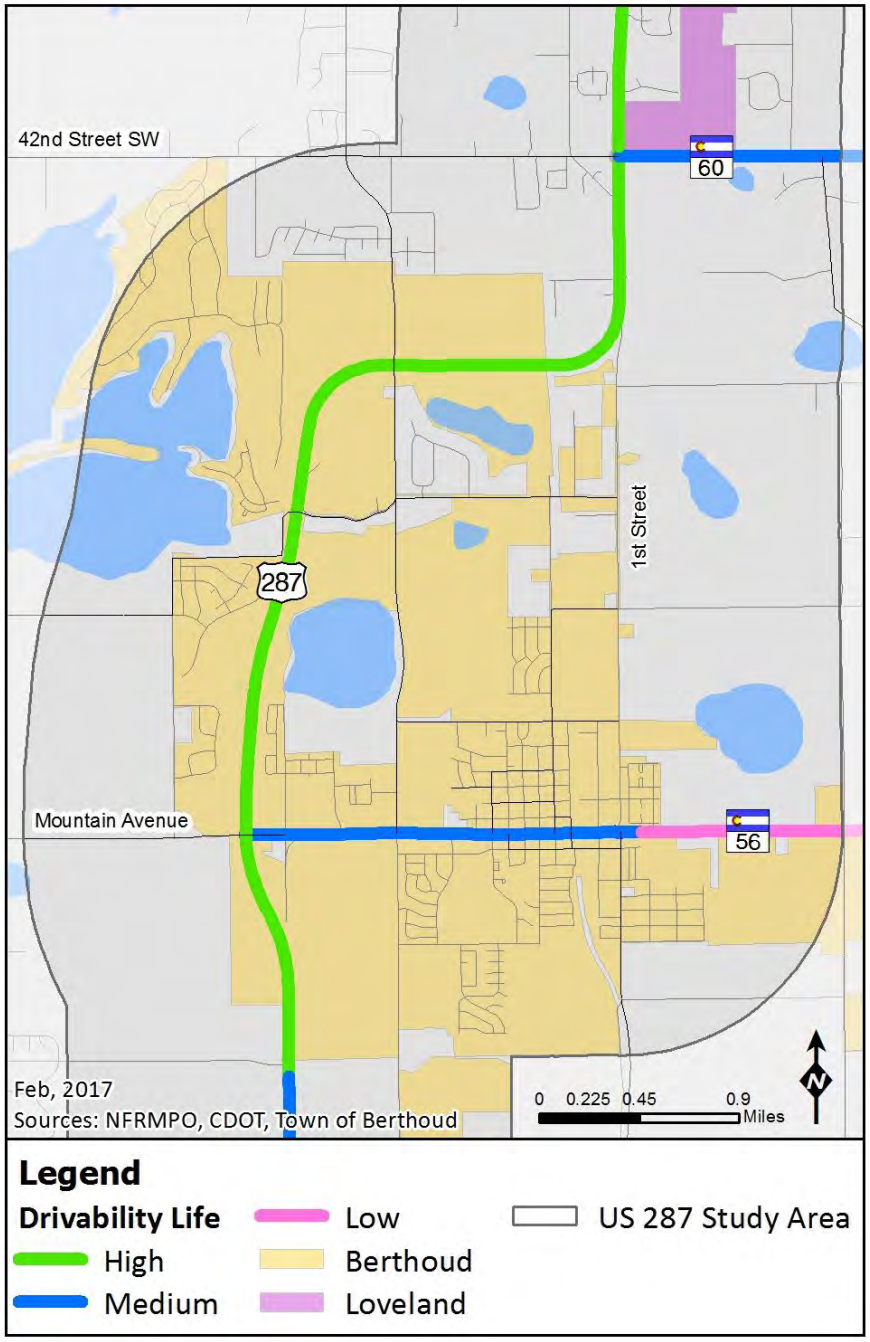


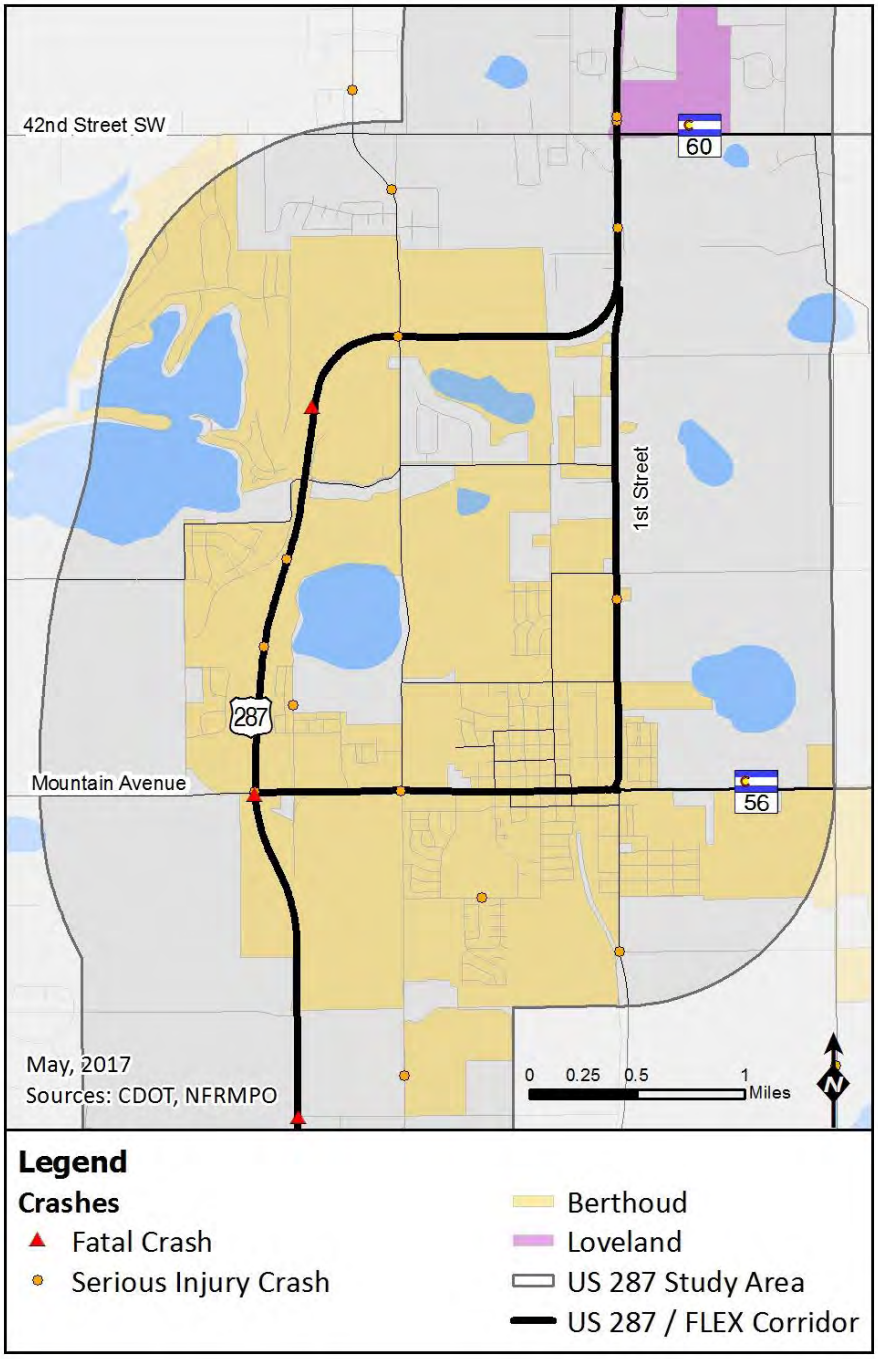
Figure 7-6 Berthoud Drivability Life



Crash Data

Figure 7-7 identifies serious injury and fatal crashes from 2011 to 2015 in Berthoud. There were two fatal crashes and 14 serious injury crashes in the Berthoud Study Area during the five year time period.

Figure 7-7 Berthoud Serious Injury and Fatal Crashes (2011-2015)

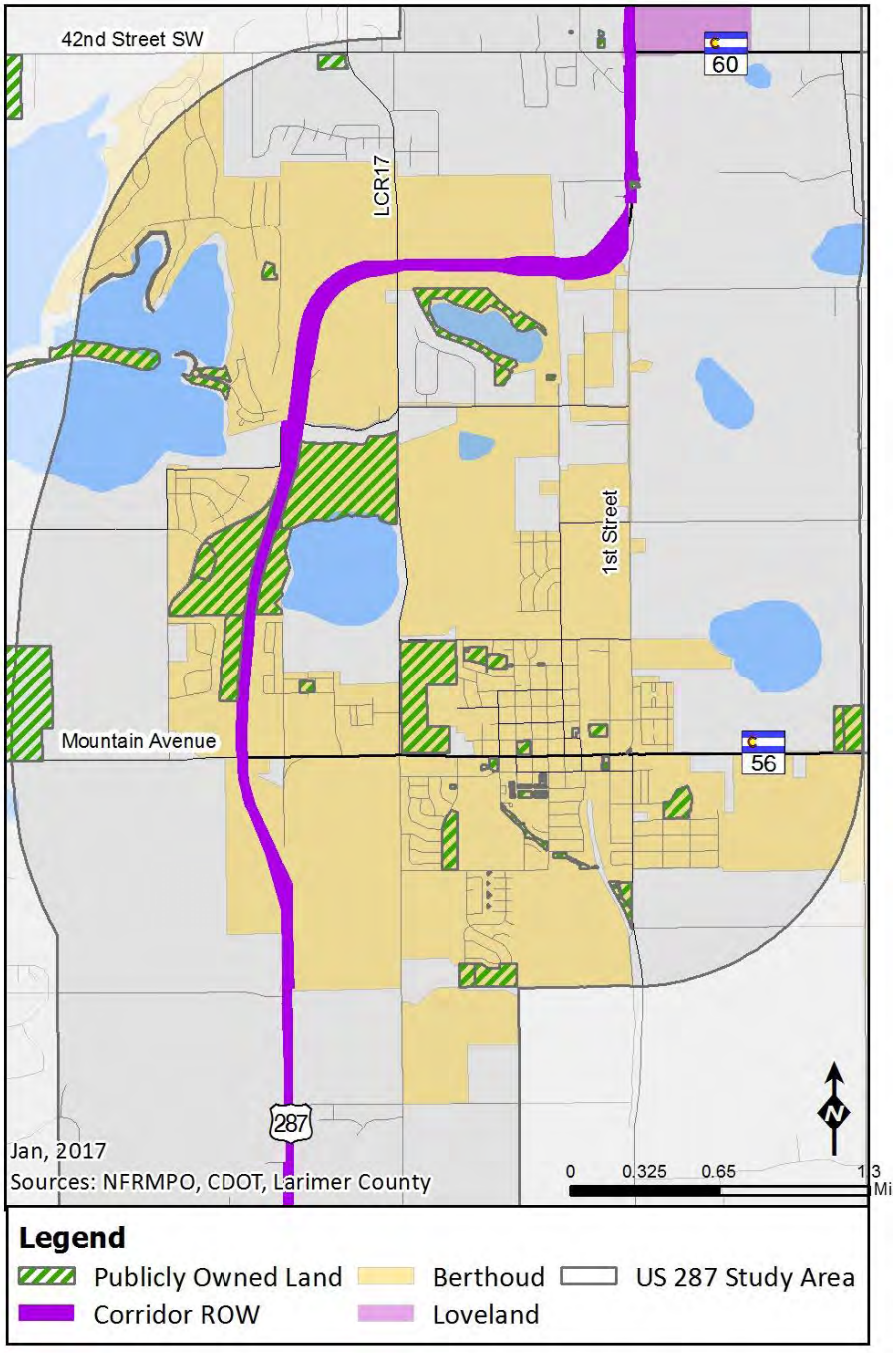


Right-of-Way

An estimate of US287 right-of-way is shown on *Figure 7-8*. Based on Larimer County parcel data, the right-of-way is colored in between the parceled land. The width of the right-of-way estimate along US287 ranges from 240-515 feet in Berthoud. Due to the irregular borders of the right-of-way, a general map is presented in the figure. In-depth maps are available upon request.

Also shown is the land owned by the Town of Berthoud, Larimer County, the State of Colorado, or the US. CDOT is in the process of creating a right-of-way database, which will available in the future. The expected timeline is three to five years.

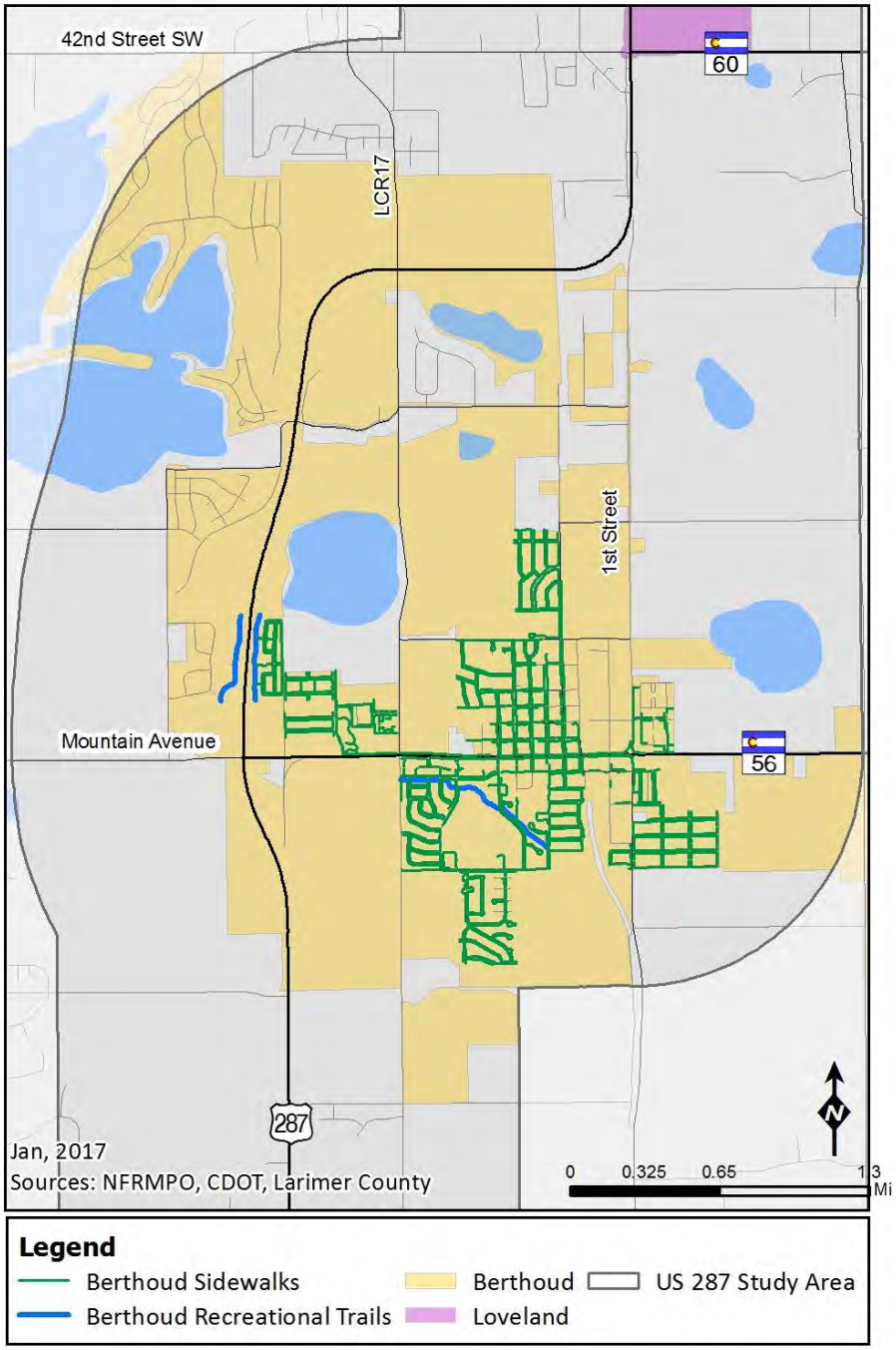
Figure 7-8 Berthoud US287 Right-of-Way and Publicly Owned Land



Bicycle and Pedestrian

As shown on *Figure 7-9*, sidewalks are readily available in the core of the Town, and less frequently available in newer developments. No sidewalks exist directly on the US287 corridor; however, some recreational trails exist. A recreational trail traverses Berthoud, generally southeast from Welch Avenue to South 5th Street at Nebraska Avenue.

Figure 7-9 Berthoud Bicycle and Pedestrian Infrastructure



Transit

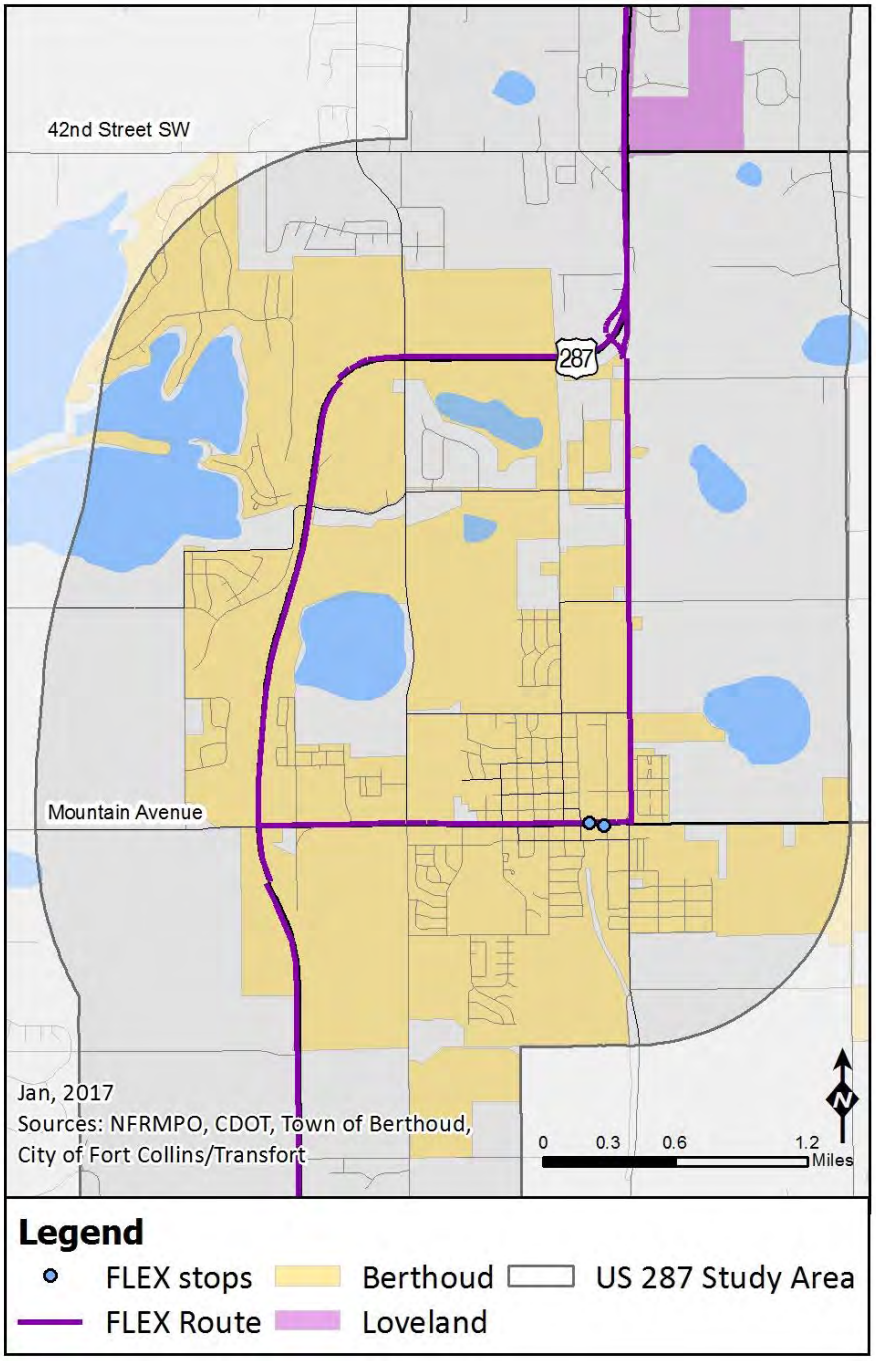
Transit routes are shown on *Figure 7-10*. The Town of Berthoud has one fixed-route service, which is the FLEX to Longmont route operated by Transfort. The one stop is located in downtown Berthoud on Mountain Avenue between the BNSF Railway and North 2nd Street. The FLEX to Boulder remains on US287 and bypasses the Town without stopping, primarily due to the lack of infrastructure, including sidewalks, parking, and bus stops, to safely connect the Town with the express route.

Berthoud operates the Berthoud Area Transportation System (BATS), which is a demand-response door-to-door service. The service is available to all residents. Rides should be scheduled before 4:00 PM the business day before the ride is needed. Riders age 60 and over are not required to pay, but donations are encouraged. For riders under 60, in-town trips are $1.00 per one-way trip and out-of-town trips are $4.00 per one-way trip. Out-of-town trips are offered on Monday mornings to Longmont, and Tuesdays, Wednesdays, Thursdays, and Fridays to Loveland.

An additional service named the Rural Alternative for Transportation (RAFT) operates within the Berthoud Fire Protection District, but outside of the BATS service pickup area.

For more information about the BATS system, visit the BATS website at http://bit.ly/2jNAL3i. For more information about the RAFT program, visit the RAFT website at http://bit.ly/2kQdeyg.

Figure 7-10 FLEX Route in Berthoud

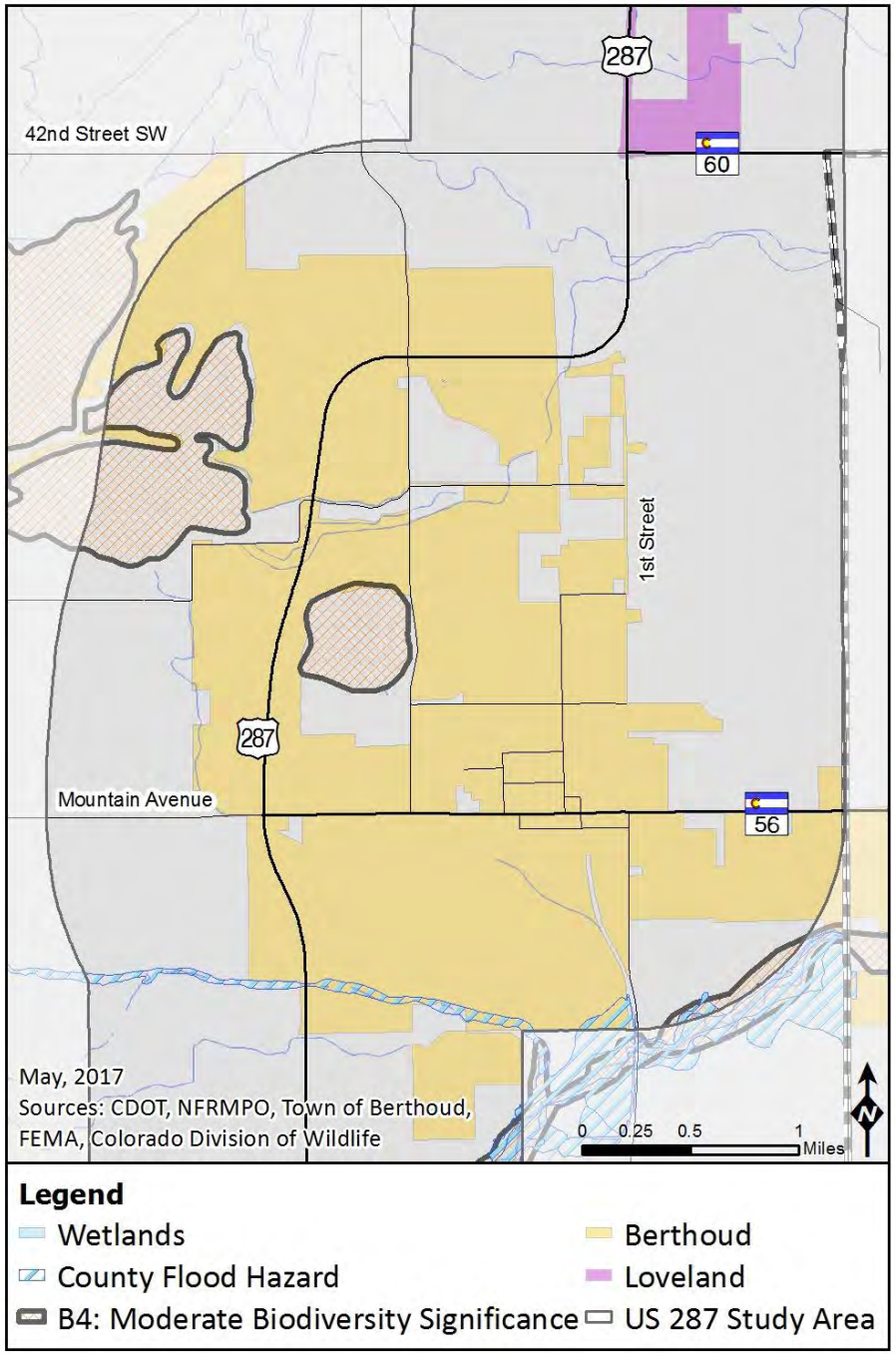


Environmental Features

Environmental features are shown on *Figure 7-11*. Due to the large amount of farmland located near the Town, a number of ditches are present in the area. Additionally, Dry Creek runs from the Dry Creek Reservoir west of Berthoud through southern Berthoud to the Little Thompson River. Dry Creek is considered a Larimer County Flood Hazard area, while the ditches are considered wetlands.

Lonetree Reservoir, Loveland Reservoir, and Welch Reservoir, located to the north and west of Town, are considered to have Moderate Biodiversity Significance. Moderate Biodiversity Significance means there are a variety of environmental features, allowing for a specific ecosystem to survive. In the southeast section of town, the Little Thompson River is both labeled a corridor with Moderate Biodiversity Significance and a Larimer County Flood Hazard.

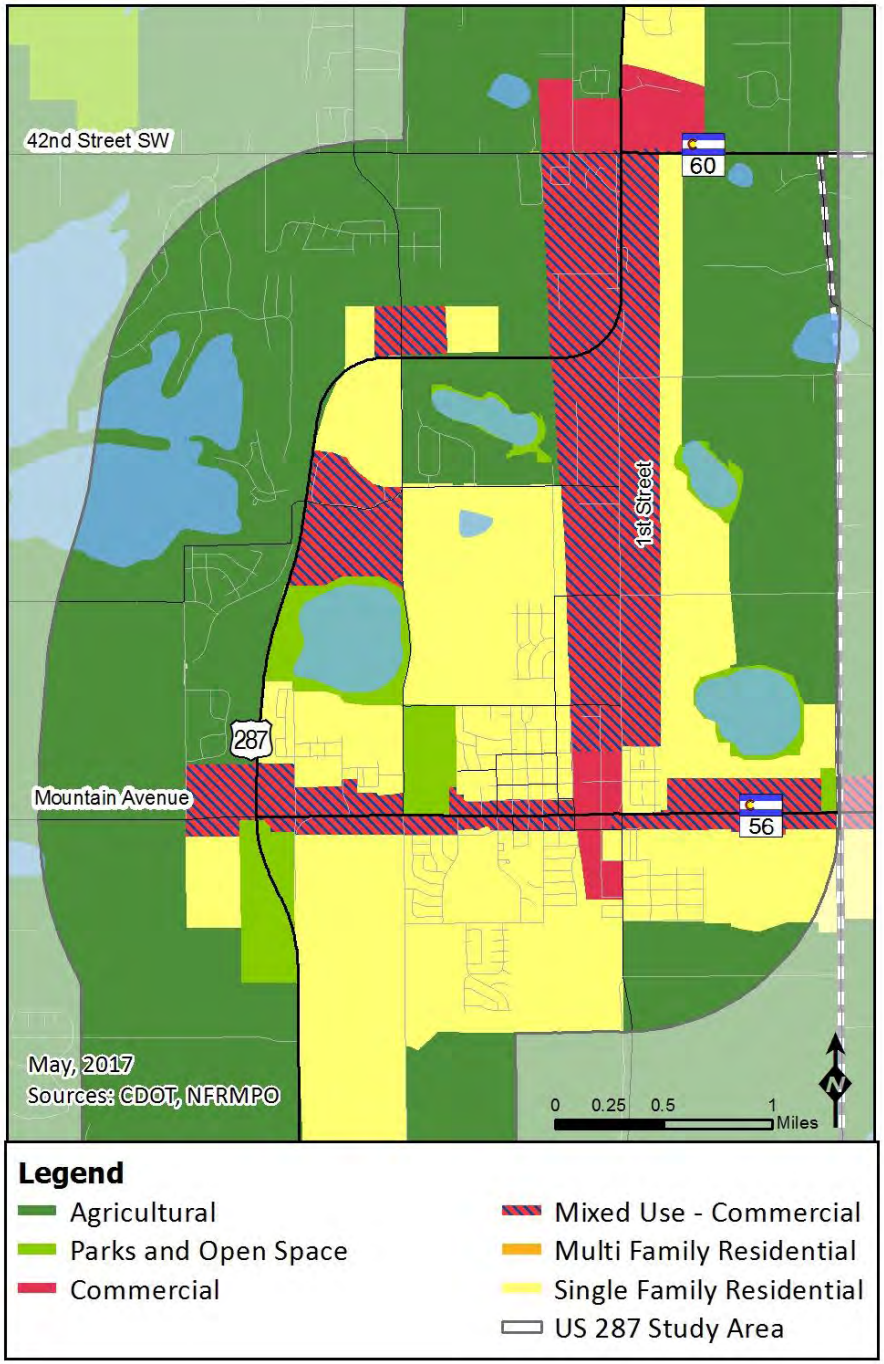
Figure 7-11 Berthoud Environmental Features



Existing Land Use

The land uses displayed on *Figure 7-12* represent 2012 land uses as compiled for the NFRMPO 2040 Land Use Allocation Model. The Study Area in Berthoud includes Agricultural, Single Family Residential, Mixed-Use Commercial, Commercial, and Parks and Open Space land uses.

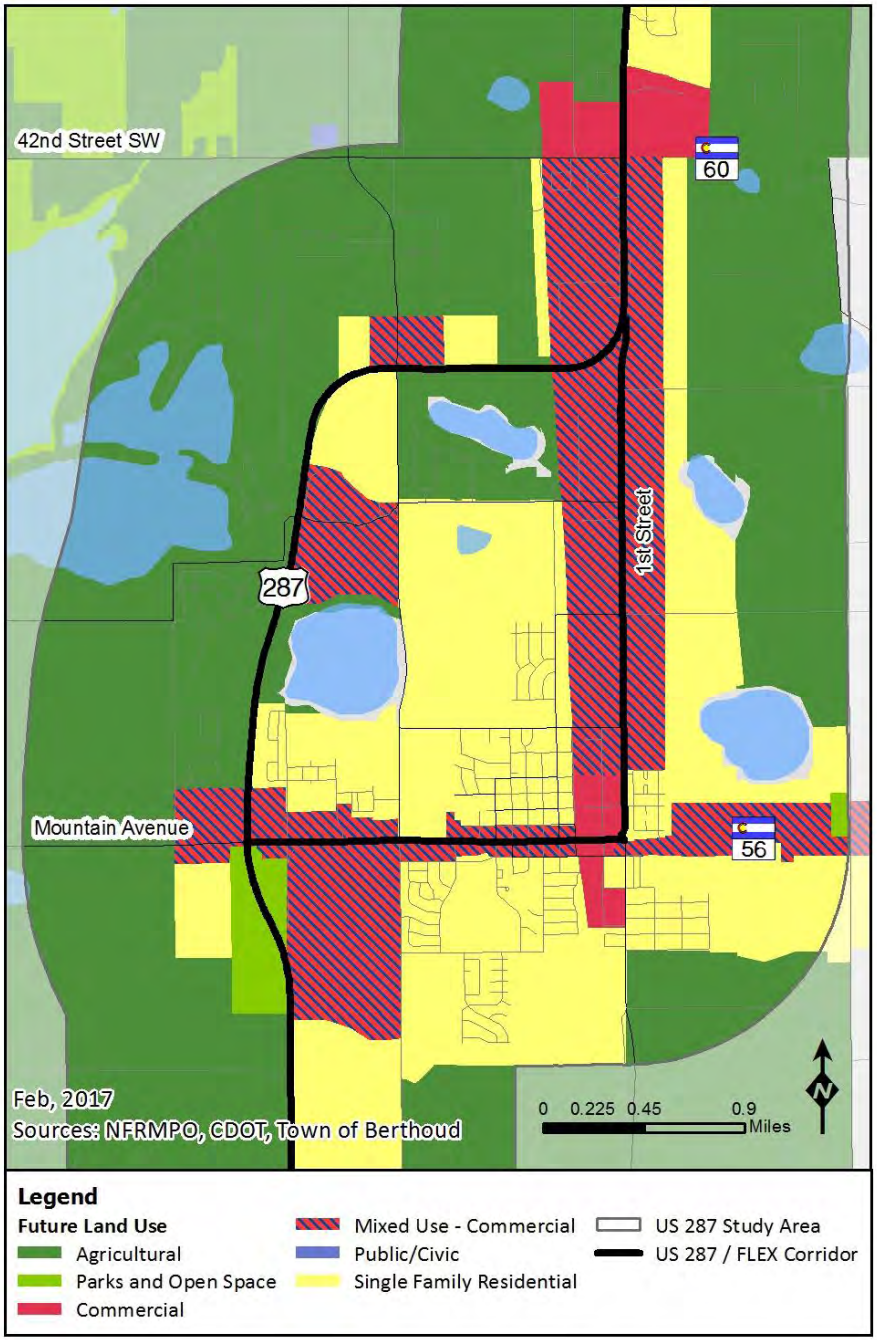
Figure 7-12 Berthoud Existing Land Use



Future Land Use

The land uses displayed on *Figure 7-13* represent future land uses as compiled for the NFRMPO 2040 Land Use Allocation Model. Data was provided by Larimer County zoning (2013) and the 2007 Town of Berthoud Comprehensive Plan. The future land uses represent built out conditions identified by local communities, and does not adhere to a specific forecast year. Within the Study Area in Berthoud, future land uses primarily include Agricultural, Mixed Use - Commercial, Single Family Residential, Commercial, and Parks and Open Spaces.

Figure 7-13 Berthoud Future Land Use



Chapter 8: Boulder County

Similar to Larimer County, Boulder County has a mixture of incorporated and unincorporated areas along the US287/SH119 corridor. As a result, Boulder County is broken into two sections to make discussion more understandable. The FLEX Route travels along US287, crossing Boulder County's northern boundary and travels for 3.5 miles to Longmont's northern boundary. Longmont is discussed in *Chapter 9: Longmont*. From the southern City of Longmont boundary, FLEX continues along SH119 toward Boulder, passing the census-designated places of Niwot and Gunbarrel. Because the communities of Gunbarrel and Niwot are census-designated places and not incorporated, they are included in the Boulder County chapter. In this section, the FLEX operates on SH119 for approximately 9.1 miles.

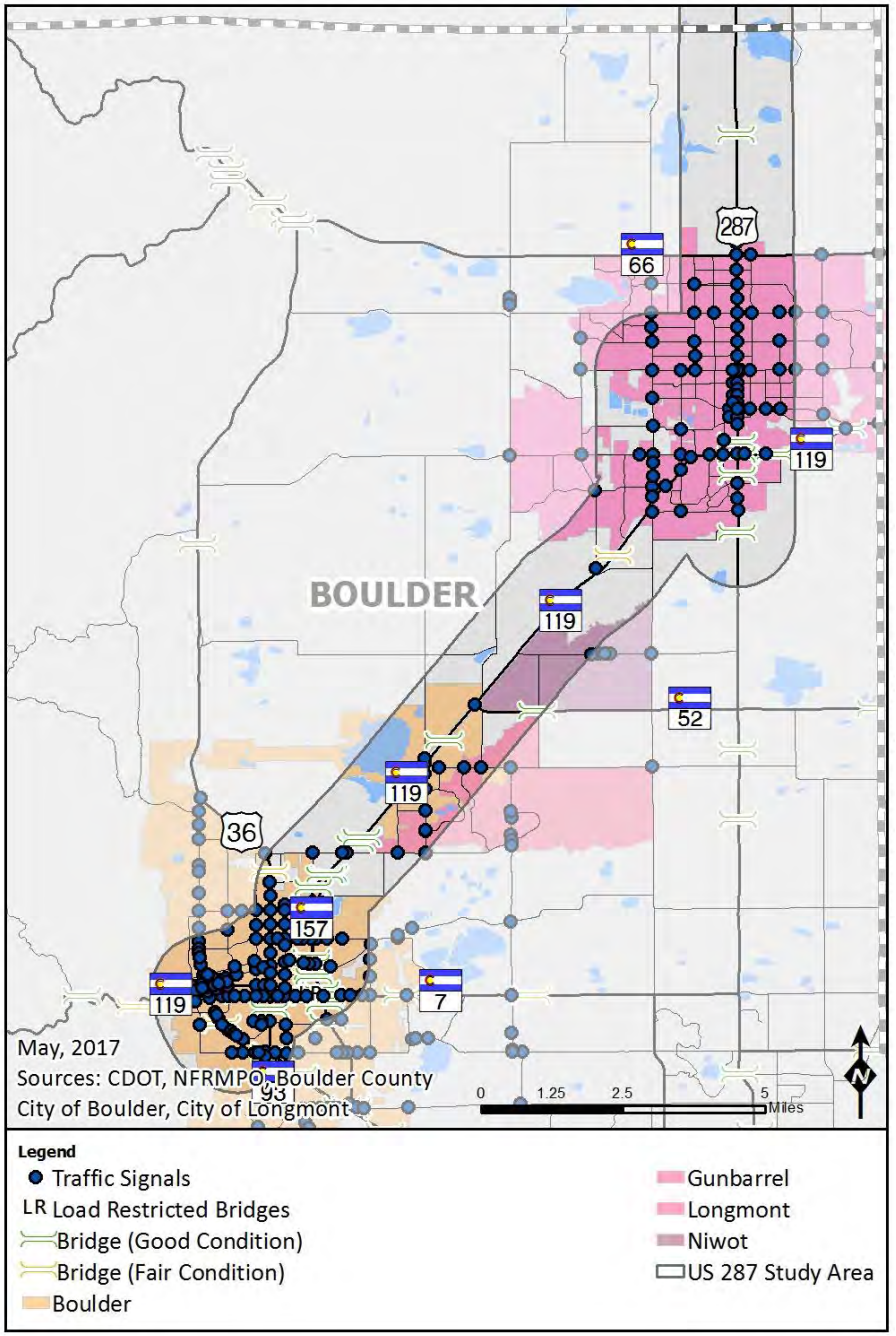
Road Network

Figure 8-1 shows bridges on state and US highways and traffic signals on US287 north of Longmont, and on SH119 southwest of Longmont.

There are twelve bridges on state-maintained highways within the Study Area in unincorporated Boulder County. All but one bridge is rated to be in good condition by CDOT. The bridge rated as "fair" is located at SH119 and Left Hand Creek. The bridges rated as "good" are located at: US287 and Wasatch Road; SH119 and Dry Creek; SH119 and Beasley Ditch; SH 119 and Four Mile Creek; SH119 and Four Mile Canyon Creek; and SH119 and 47th Street.

No traffic signals exist on US287 between the Boulder County boundary and the northern City of Longmont boundary. CDOT owns and maintains the traffic signals on SH119 south of Longmont. Due to the rural nature of SH119 and the road being built to limited-access highway standards, SH119 and US287 do not have many signals within

Figure 8-1 Boulder County Bridges and Traffic Signals



Boulder County. Traffic signals are located at SH119 and Airport Road, SH119 and SH52, SH119 and Niwot Road, SH119 and 63rd Street, and SH119 and Jay Road.

Figure 8-2 shows the active railroads and crossings in Boulder County. Two railroads operate track within the Study Area. BNSF Railway operates a corridor parallel to US287 north of Longmont, and a corridor parallel to SH119 south of Longmont. The Great Western Railway (GWRR) operates a route east from downtown Longmont, but this extends outside of the Study Area.

Figure 8-3 illustrates Annual Average Daily Traffic (AADT) for the US287 and SH119 corridors. Between 19,000 and 27,000 vehicles travel daily north of Longmont, and between 28,000 and 38,000 travel on the corridor between Longmont and Boulder.

Figure 8-4 displays Annual Average Daily Truck Traffic. Between 120 and 500 trucks travel on US287 north of Longmont, and between 520 and 840 trucks travel daily on SH119 from the southern Longmont boundary to SH52. From SH52 to the City of Boulder boundary, between 890 and 1,250 trucks travel daily.

There are consistently four travel lanes on both corridors as illustrated on *Figure 8-5*. At the SH119 and SH157 junction, a brief portion of the corridor expands to six lanes.

Speed limits are shown on *Figure 8-6*. North of Longmont, US 287 has a speed limit of 65MPH. South of Longmont, SH119 has a speed limit of 65MPH to Niwot Road, but slows to 55MPH from Niwot Road to the northeastern City of Boulder limits.

US287 north of Longmont is rated as medium Drivability Life, consistent with the portion of SH119 south of Longmont. Drivability Life is illustrated on *Figure 8-7*, and is a rating system used by CDOT to grade pavement condition.

Figure 8-2 Boulder County Active Railroads and Crossings

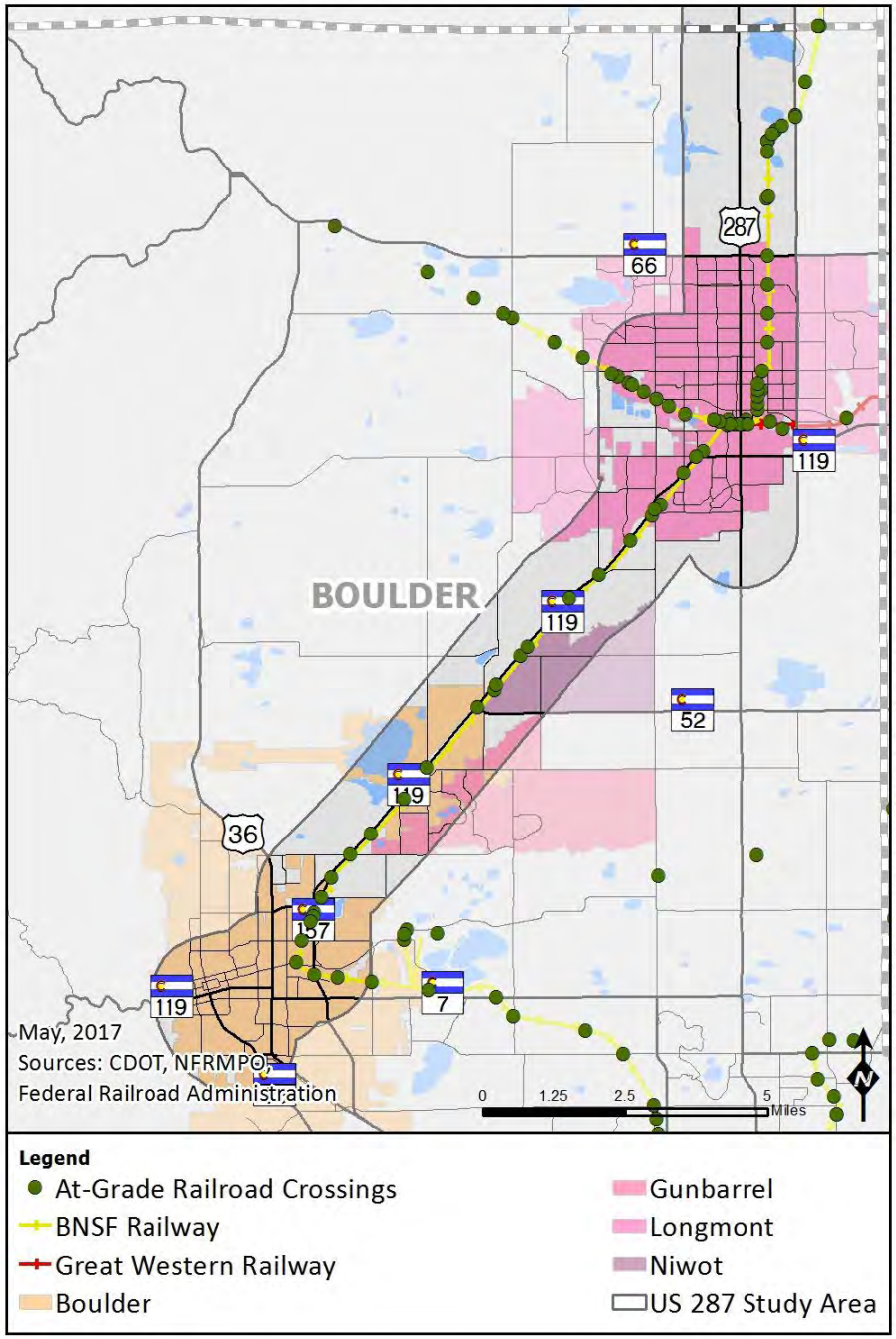


Figure 8-3 Boulder County Annual Average Daily Traffic

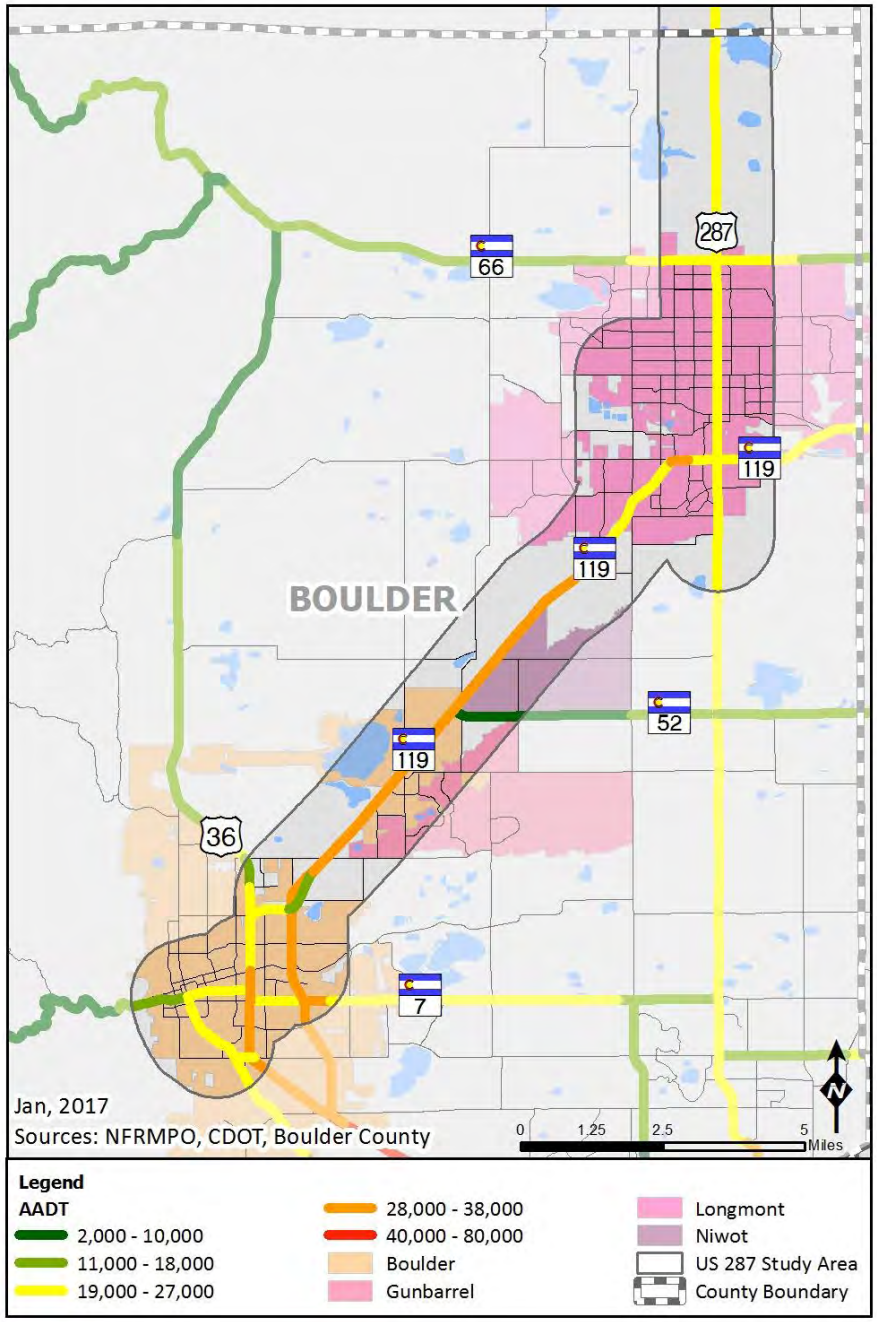


Figure 8-4 Boulder County Annual Average Daily Truck Traffic

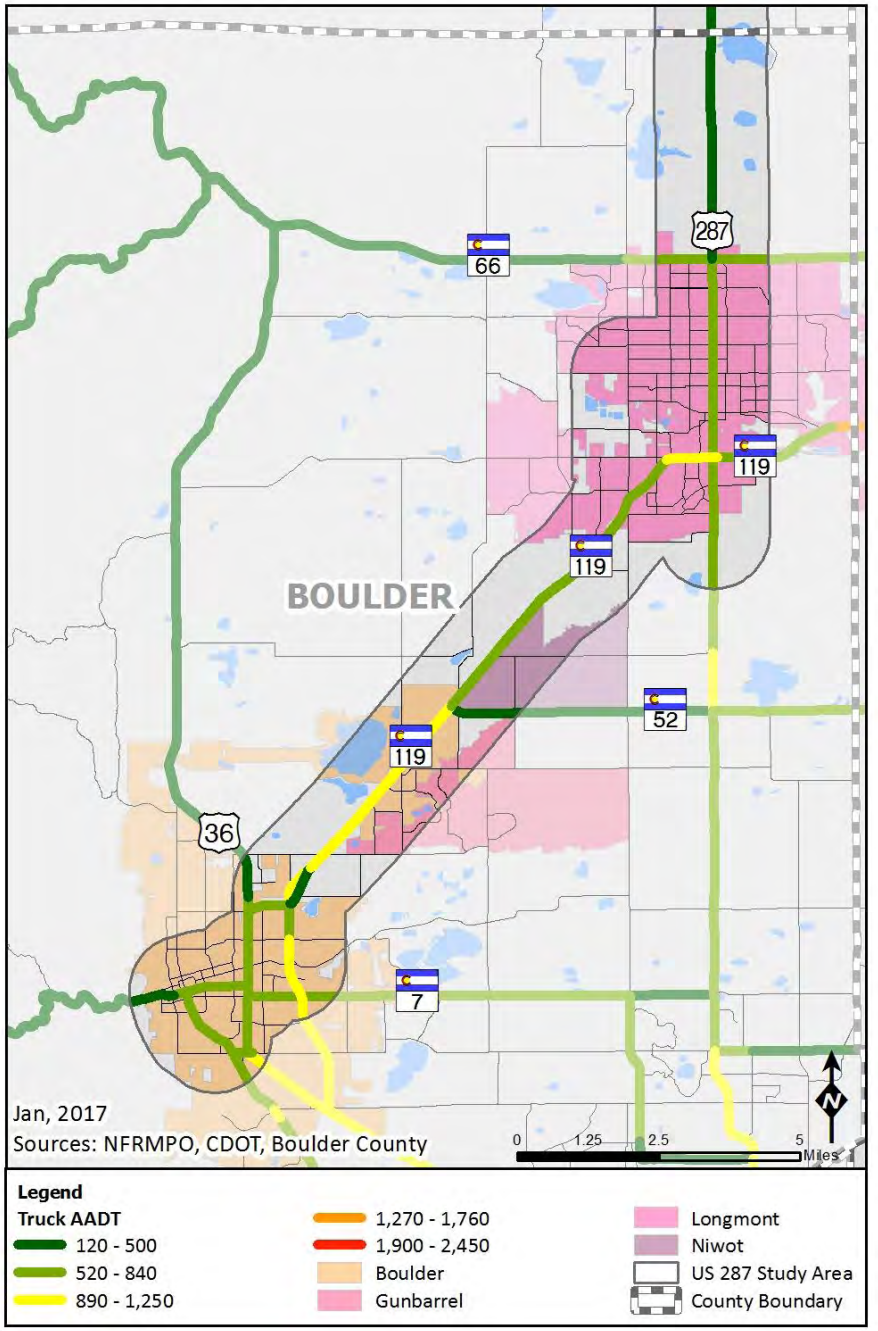


Figure 8-5 Boulder County Number of Through Lanes

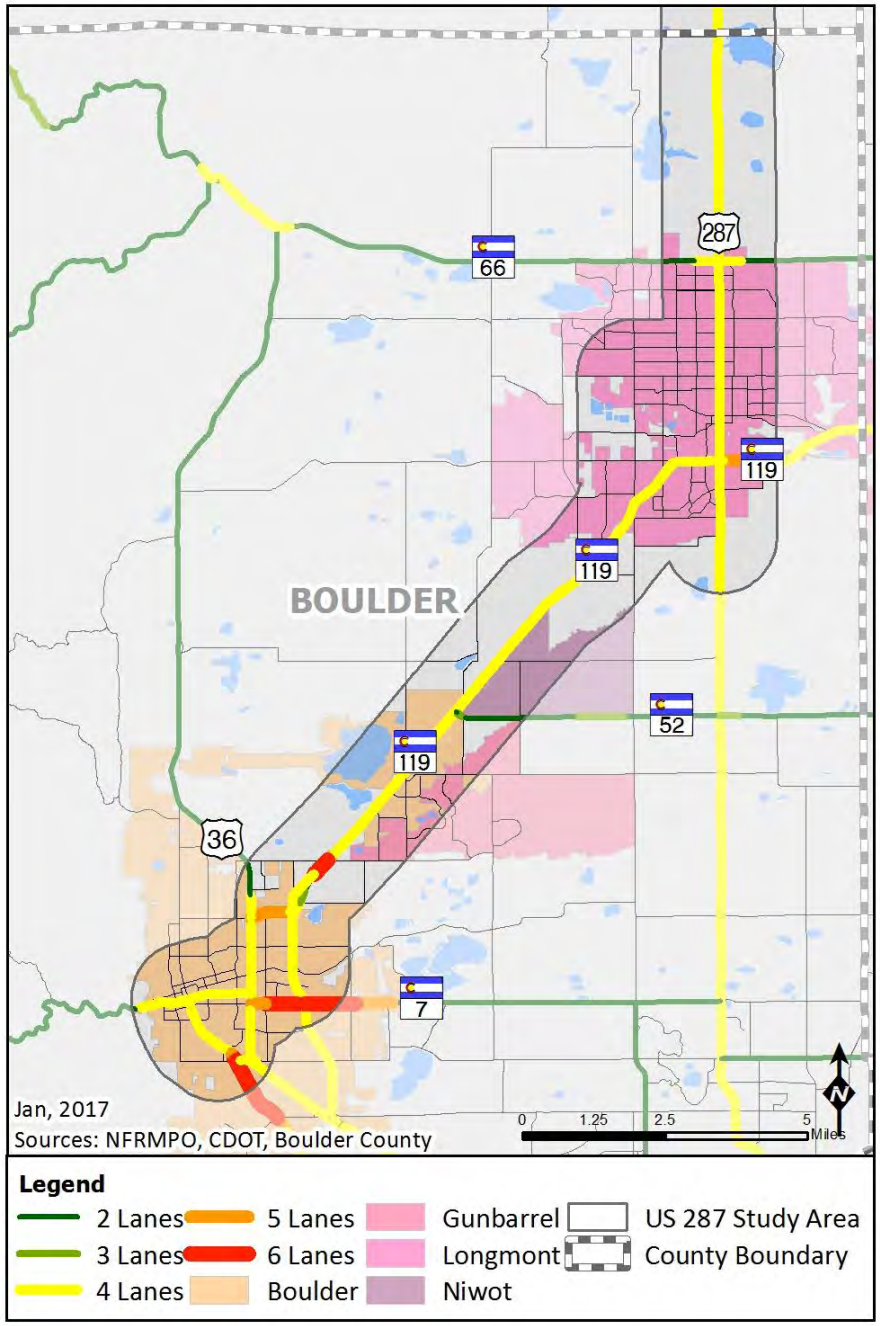


Figure 8-6 Boulder County Speed Limits

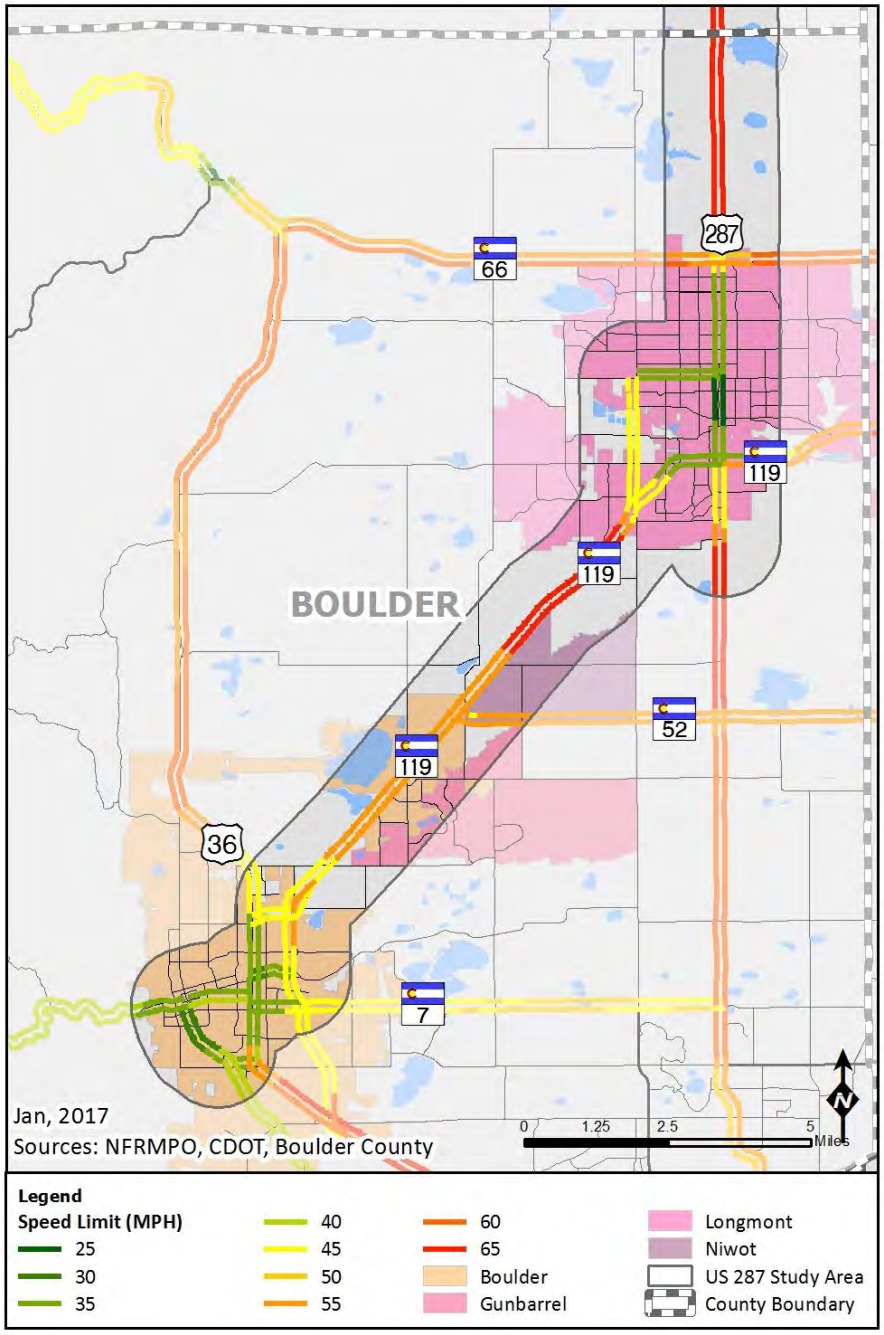
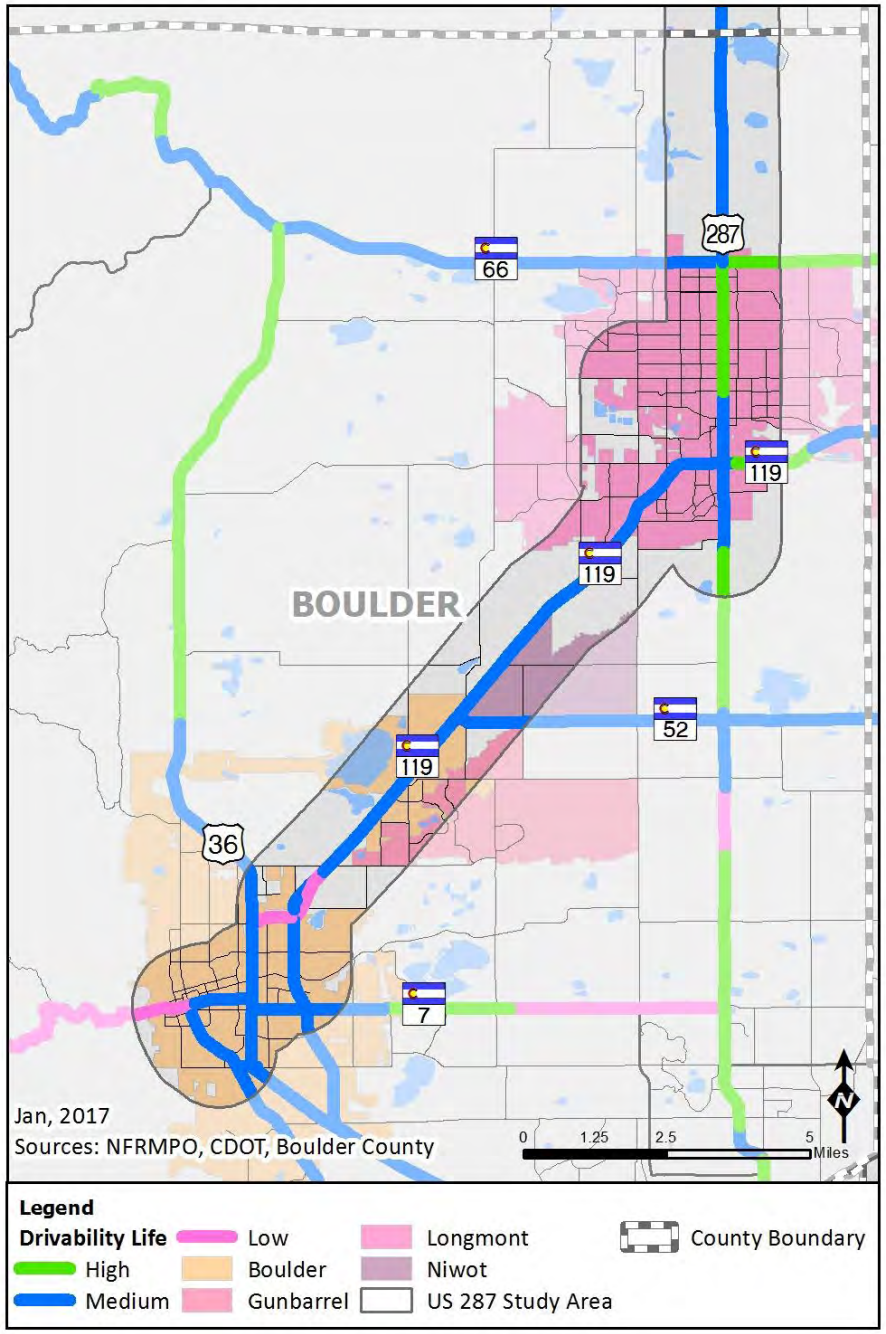


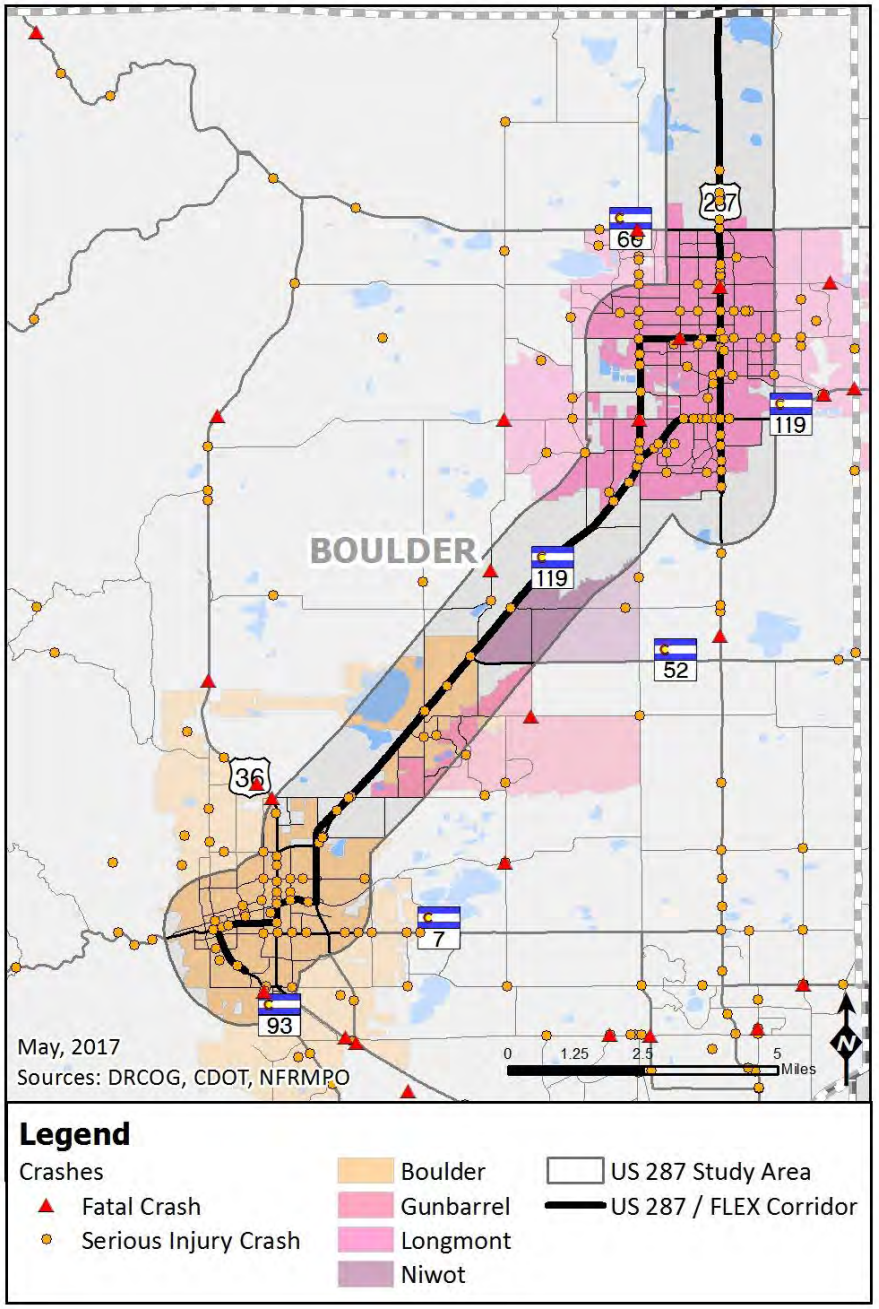
Figure 8-7 Boulder County Drivability Life



Crash Data

Figure 8-7 shows the serious injury and fatal crashes from 2009 through 2013 in the Boulder County Study Area. There were five fatal crashes and 147 serious injury crashes in the Boulder County Study Area during the five year time period.

Figure 8-8 Boulder County Serious Injury and Fatal Crashes (2009-2013)

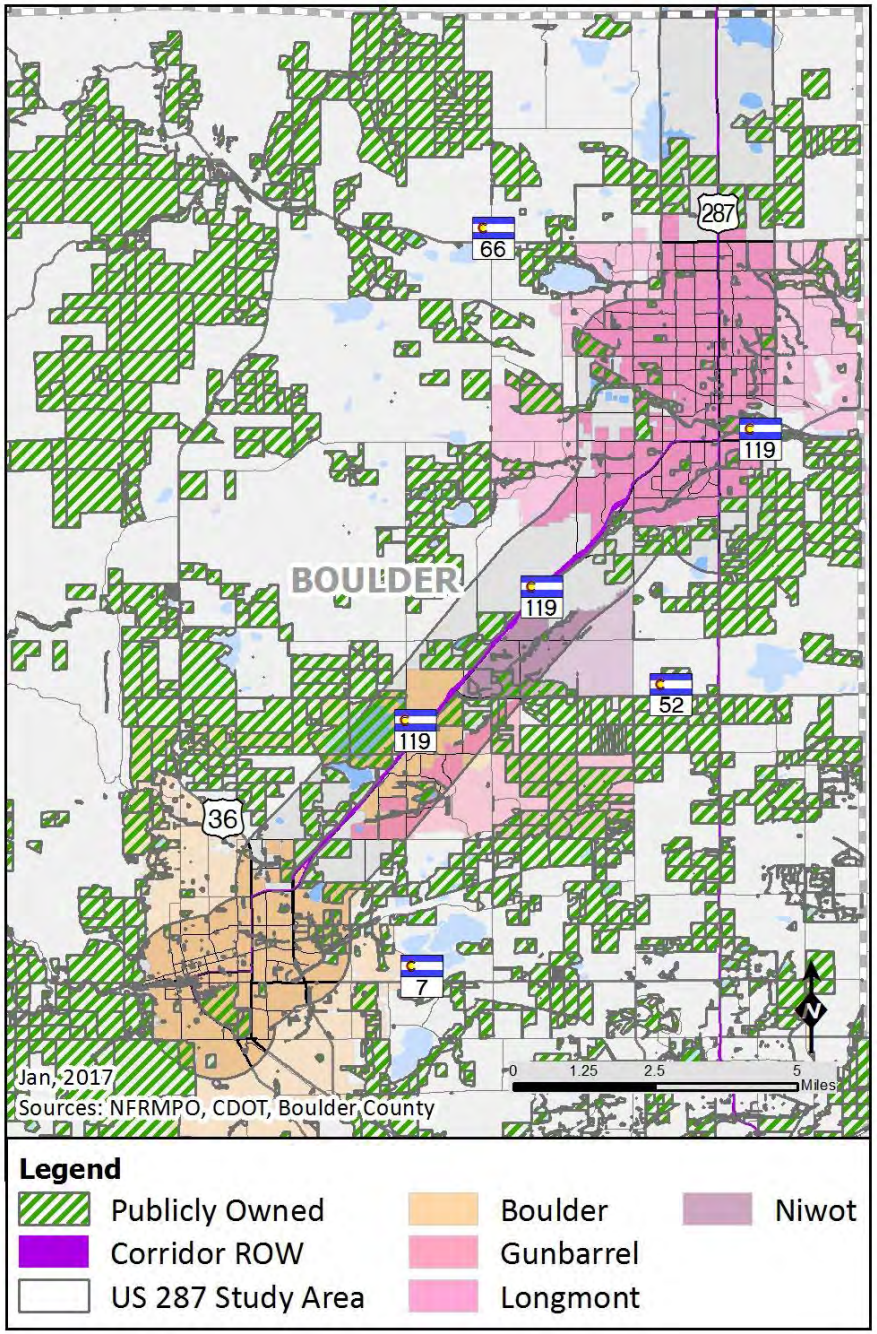


Right-of-Way

An estimate of US287 right-of-way is shown on *Figure 8-8*. Based on Boulder County parcel data, the right-of-way is colored in between the parceled land. The width of the right-of-way estimate along US287 ranges from 70-241 feet in unincoporated Boulder County. Along SH119, the width of the right-of-way estimate ranges from 315-640 feet. Due to the irregular borders of the right-of-way, a general map is presented in the figure. In-depth maps are available upon request.

Also shown is the land owned by the City of Longmont, City of Boulder, Boulder County, the State of Colorado, or the United States. CDOT is in the process of creating a right-of-way database, which will available in the future. The expected timeline is three to five years.

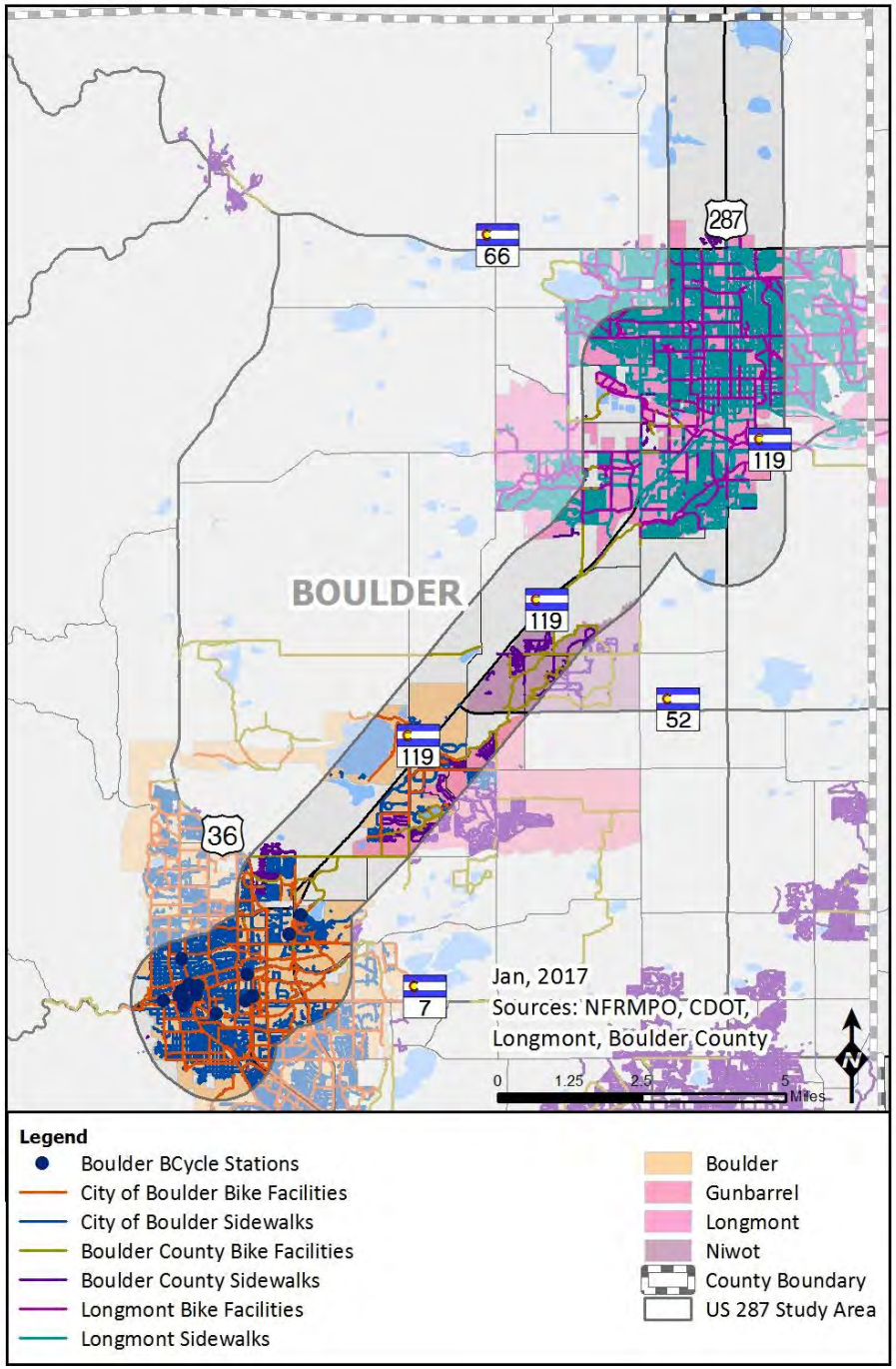
Figure 8-9 Boulder County US287 Right-of-Way and Publicly Owned Land



Bicycle and Pedestrian

Boulder County is known for its access to outdoor activities, and a variety of trails and bicycle facilities exist in unincorporated portions to make this possible. These facilities are shown on *Figure 8-9*. These facilities connect with the dense networks in the Cities of Longmont and Boulder. Wide shoulders exist on SH119, and more experienced cyclists can often be seen riding on them. A bicycle-sharing system called Boulder BCycle exists in the city, but no stations exist in unincorporated Boulder County.

Figure 8-10 Boulder County Bicycle and Pedestrian Infrastructure



Transit

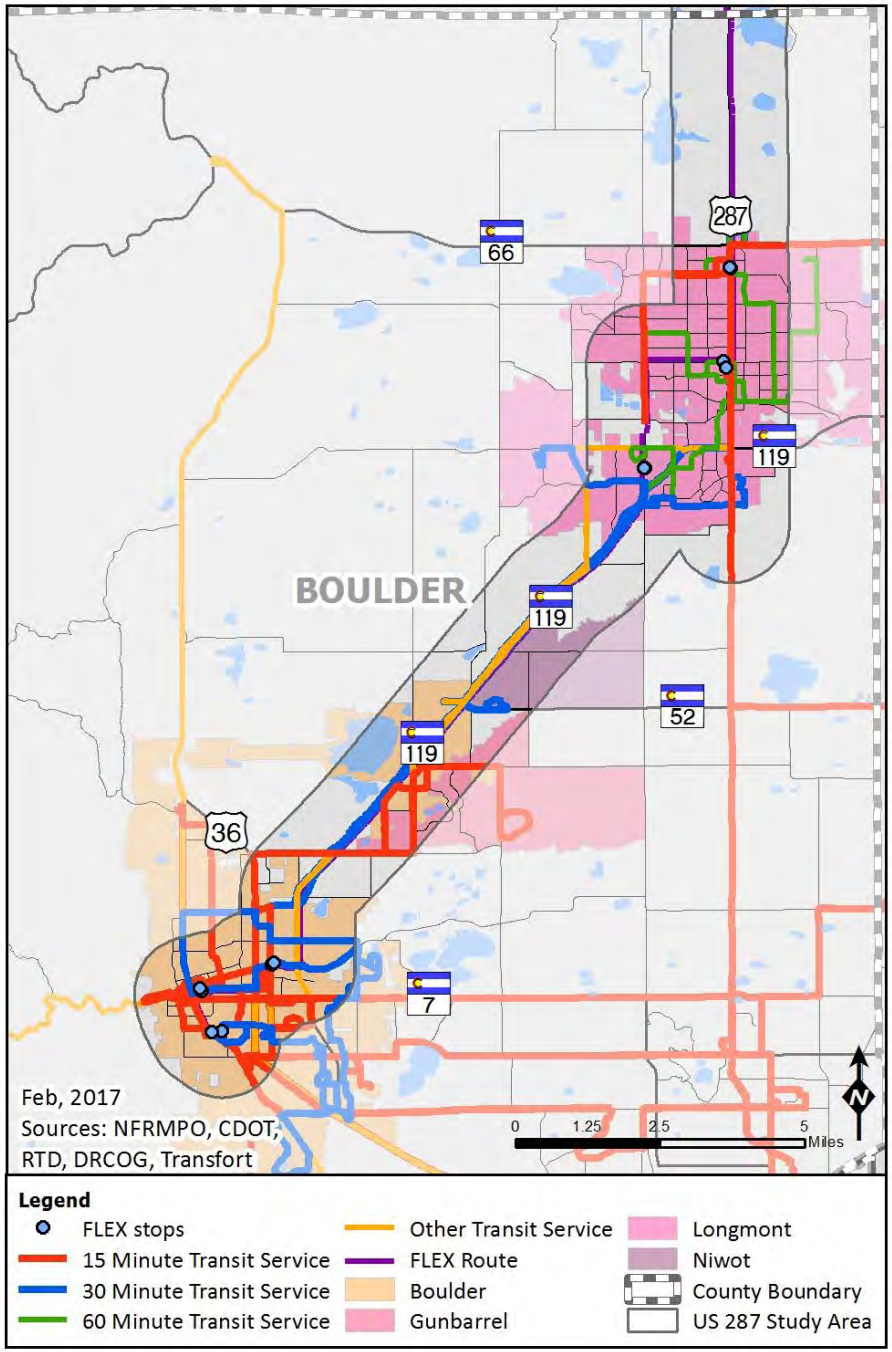
Boulder County does not operate any transit directly. Services on SH119 are operated by the Regional Transportation District (RTD). Though Transfort provides FLEX to Boulder service along SH119, it does not have any local stops on the highway. RTD operates regional buses that connect Boulder and Longmont along SH119 with local stops.

The FLEX to Boulder and FLEX to Longmont route enter Boulder County on US287 and travel to downtown Longmont. FLEX to Longmont route terminates in downtown Longmont, while the FLEX to Boulder continues on 9th and Hover streets to SH119, and on to the City of Boulder. This service does not stop on SH119. FLEX to Boulder service limits pickups and drop-offs in Boulder County to reduce ridership impacts on RTD routes.

Figure 8-10 displays all transit operating within the County. Services portrayed with a red line operate at least every 15 minutes at peak hour; blue lines denote 30-minute service; and green routes operate hourly. Lines denoted in gold, such as the route to Lyons operate at irregular frequencies.

Information about RTD schedules and routes can be accessed at www.rtd-denver.com.

Figure 8-11 Boulder County Transit Routes



Environmental Features

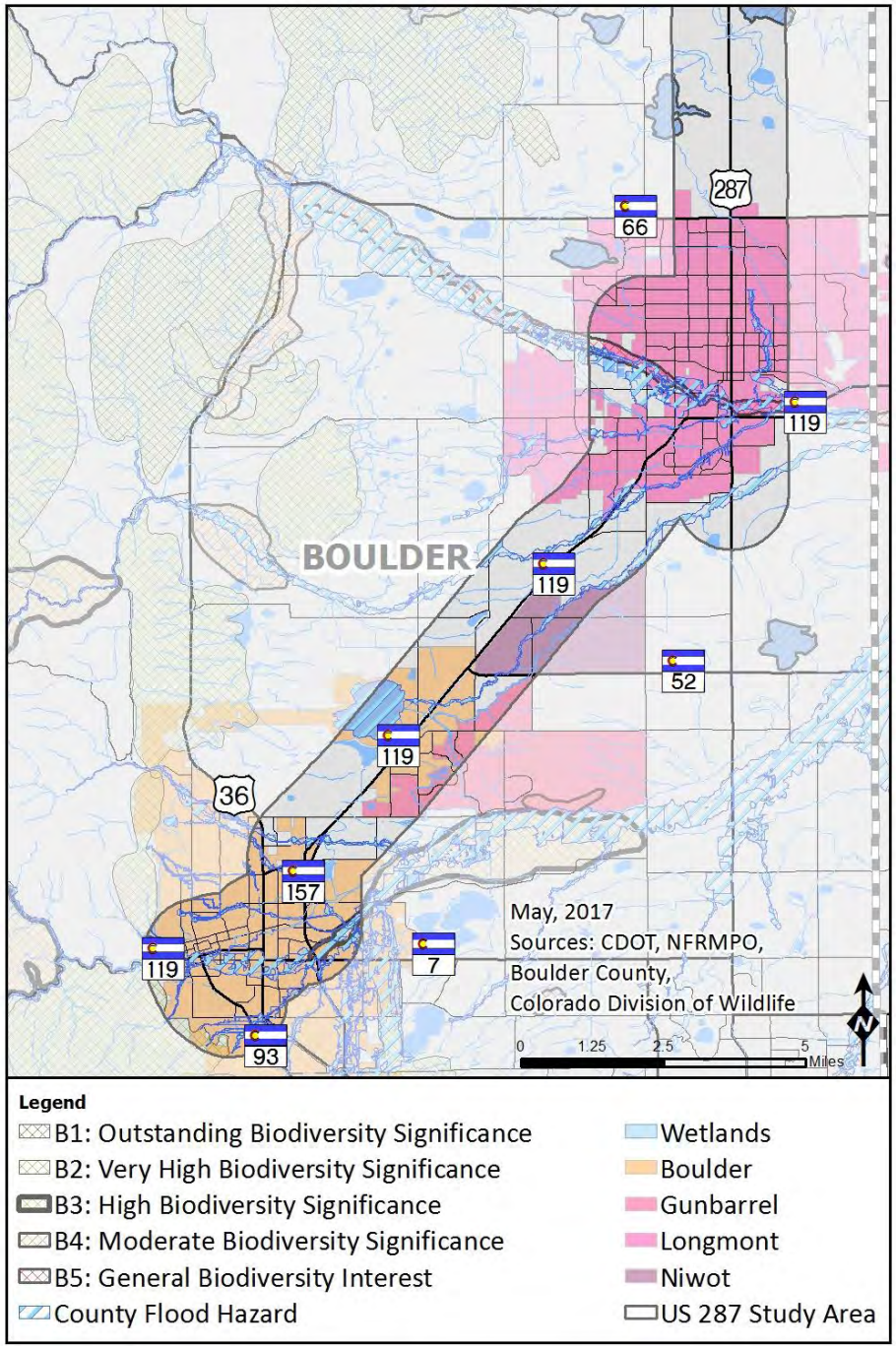
Figure 8-11 shows the environmental features for Boulder County. Due to its location in the Rocky Mountain foothills, Boulder County has a diverse environment and landscape.

FEMA rated the St. Vrain Creek, Left Hand Creek, the Boulder Reservoir, and the Boulder and Left Hand Ditch as potential flood hazards within unincorporated Boulder County.

Multiple irrigation ditches and reservoirs are described as wetlands throughout the county.

Colorado Division of Wildlife uses a system to define environmentally sensitive areas as part of the Potential Conservation Area program. The rating system ranges from general biodiversity to outstanding biodiversity. The St. Vrain Creek corridor is considered to have General Biodiversity Interest as it approaches Longmont. The South Platte River corridor is considered to have Moderate Biodiversity Significance. A High Biodiversity Significance exists for the Fourmile Creek as well.

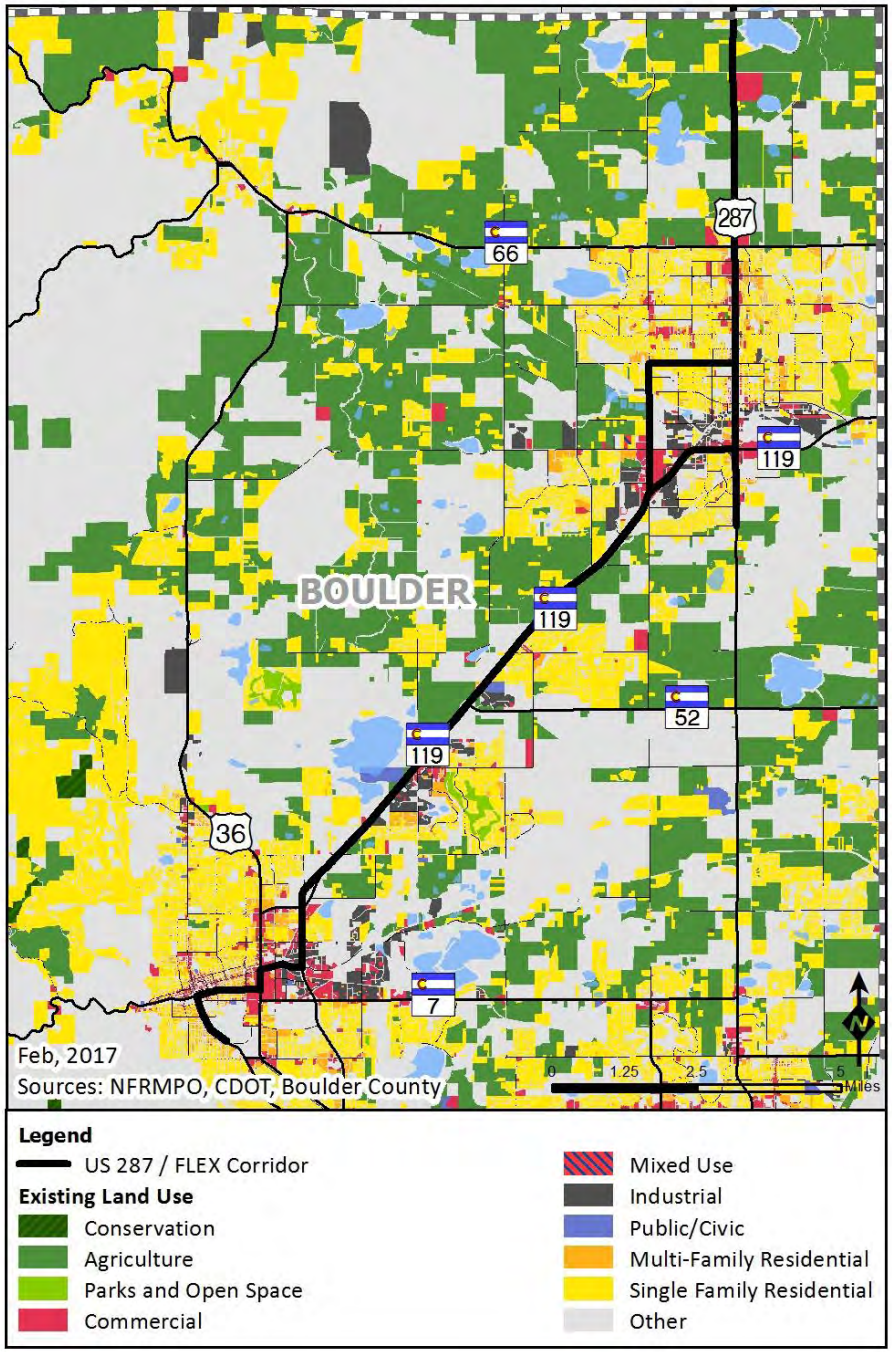
Figure 8-12 Boulder County Environmental Features



Existing Land Use

The land uses displayed on *Figure 8-12* represent 2017 land uses from the Boulder County Assessor's office. Land uses were consolidated into a smaller number of categories. Parcels categorized as "other" include vacant lots and some parcels exempt from property taxation without a clearly identified land use. The Study Area in unincorporated Boulder County primarily consists of Agricultural, Industrial, Single Family Residential, and Other land uses.

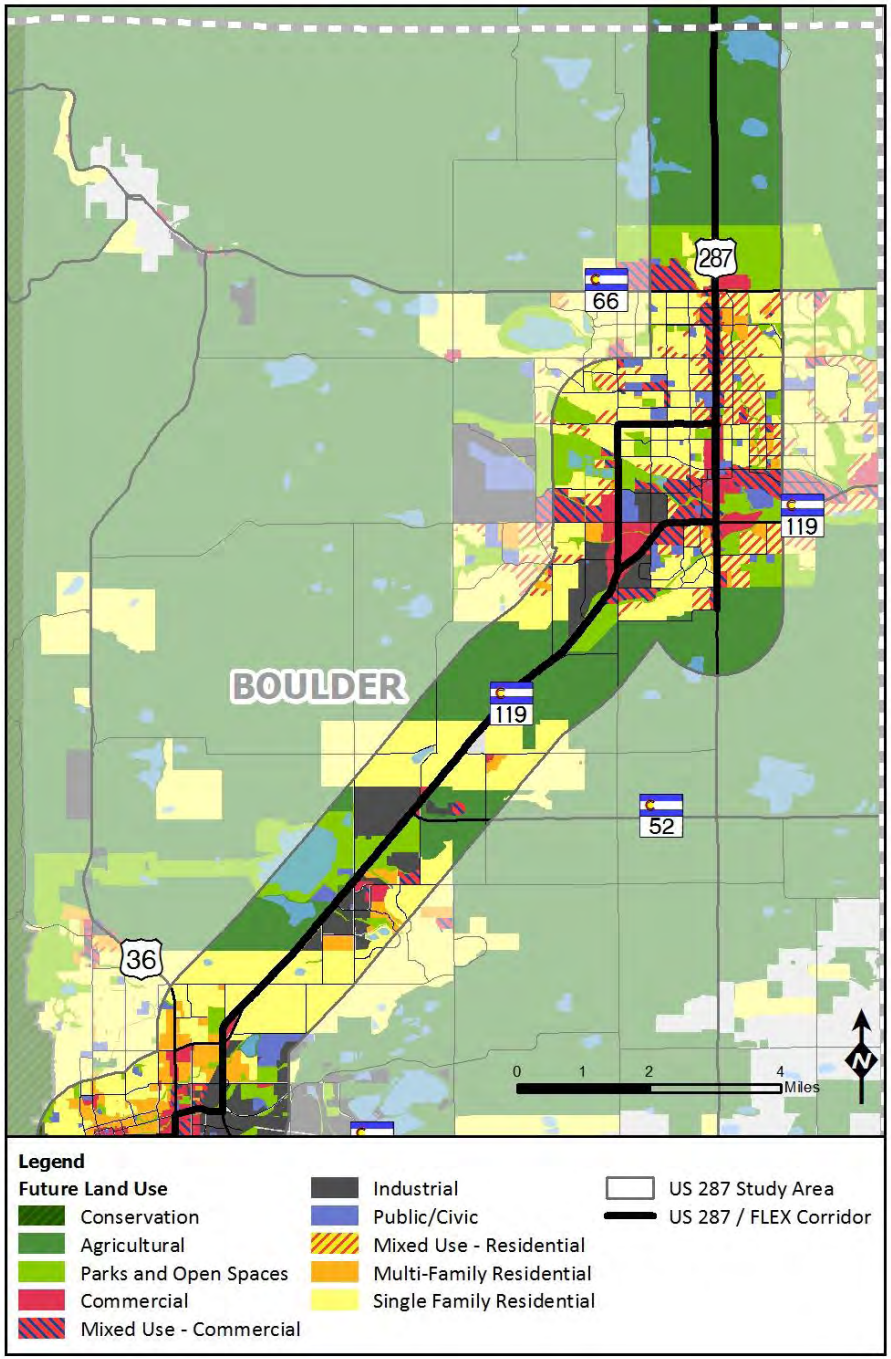
Figure 8-13 Boulder County Existing Land Use



Future Land Use

The land uses displayed on *Figure 8-13* represent future land uses consolidated from Boulder County Zoning (as of November 2016); the City of Longmont's 2016 Comprehensive Plan, Envision Longmont; and the City of Boulder's 2010 Boulder Valley Comprehensive Plan. The future land uses represent built out conditions identified by local communities, and do not adhere to a specific forecast year. Within the Study Area in unincorporated Boulder County, future land uses primarily include Agricultural land uses, which include very low density residential uses, as well as Single Family Residential, Multi Family Residential, Parks and Open Spaces, Industrial, and Commercial land uses.

Figure 8-14 Boulder County Future Land Use



Chapter 9: City of Longmont

US287 is 4.8 miles long within the City of Longmont. US287 is known as N 107th Street near the north and south boundaries of Longmont, and as S Main Street throughout most of Longmont. The FLEX Boulder Express runs on US287, 9th Avenue, Hover Street, and SH 119 in Longmont. SH 119 is 5.9 miles in length within the City of Longmont, known as Ken Pratt Boulevard. The US287 Asset Inventory examines 2.2 miles of SH 119 in Longmont, from US287 on the east to the border of Longmont on the west.

Road Network

Figure 9-1 displays the infrastructure along the corridor, including bridges on state-maintained highways, active railroads, and traffic signals. Longmont maintains and operates traffic signals within the City, including those on US287. Bridge maintenance is performed by CDOT. Longmont maintains an active relationship with the railroad companies operating within its boundaries.

There are four bridges on the US287/FLEX corridor in Longmont, none of which are Load Restricted or low clearance. All four bridges are rated in good condition by CDOT.

Of the City of Longmont's 80 signals, 21 are located along US287. Traffic signals are located along major roads within the City, with the largest concentration in downtown Longmont. Hover Street and Nelson Road/Ken Pratt Boulevard also host a larger number of traffic signals than other arterials in the city.

Two railroads provide service in Longmont as shown in *Figure 9-2*. BNSF Railway operates two routes, both traveling through downtown Longmont. The corridor enters Longmont parallel to US287, before a junction in downtown Longmont continues one route northwest and the other parallel to SH119. There are three at-grade railroad crossings along the US287 / FLEX corridor. The BNSF Railway crosses US287 north of 1st Avenue, Hover Street near 3rd Avenue, and SH 119 near Nelson Road. Great Western Railway (GWRR) connects to BNSF Railway and operates the other corridor from downtown Longmont eastward parallel to SH119. Many at-grade crossings exist south of downtown Longmont.

Figure 9-1 Longmont Bridges and Traffic Signals

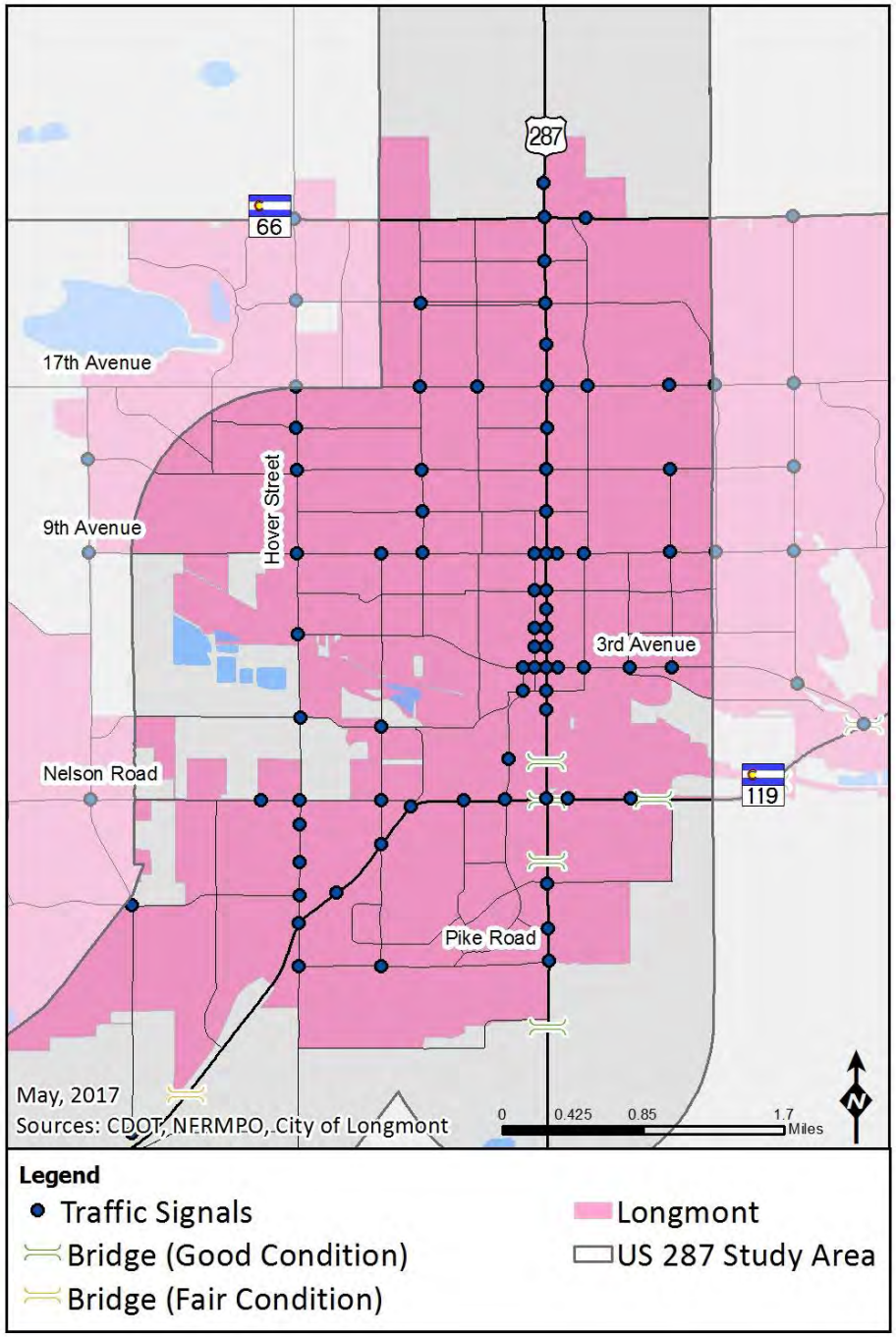


Figure 9-2 Longmont Active Railroads and At-Grade Crossings

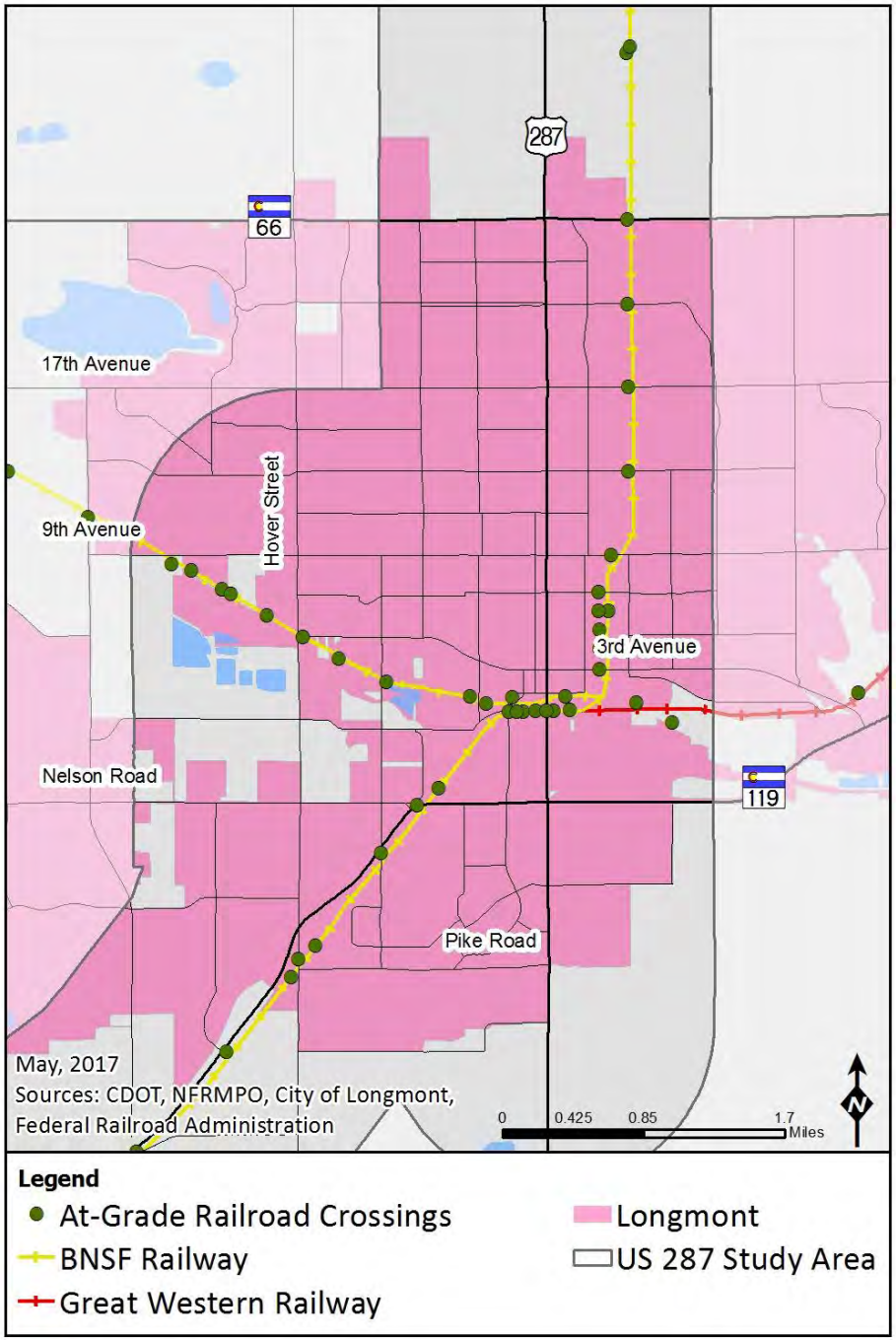


Figure 9-3 shows the 2015 Annual Average Daily Traffic (AADT) along state highways in Longmont. The highest traffic on the corridor occurs on SH119 between Nelson Road and Bowen Street, with an AADT of 41,000 vehicles per day. South of 21st Avenue to 9th Avenue and from the St. Vrain Creek to SH119 carries the largest amount of traffic on US287 in Longmont.

Figure 9-4 shows truck AADT in Longmont, which gradually increases on US287 closer to the intersection at SH119. SH119 has a larger amount of truck traffic than US287. Truck travel decreases on SH119 until Hover Street, when it increases again toward Boulder and the Diagonal Highway. During peak periods, trucks account for less than 0.4 percent of traffic on US287 and SH119 in Longmont. During off-peak periods, trucks account for 1.5 to 4.4 percent of traffic.

Figure 9-5 shows the number of travel lanes on state highways, US highways, and local roads used by FLEX in Longmont. US287 for its length through Longmont is four lanes. East of the intersection of US287 and SH119, SH119 is five lanes wide. FLEX Boulder Express buses use 9th Avenue and Hover Street, traveling through a more residential area and bypassing downtown Longmont. For almost a mile, 9th Avenue from Hover Street to Francis Street is two lanes, while Hover Street has four through lanes.

Speed limits are shown on *Figure 9-6*. Speeds are lowest in downtown Longmont, and highest outside of the City limits.

Figure 9-7 shows Drivability Life for all state highways in Longmont, which is how CDOT measures pavement condition. From north of Longs Peak Avenue to SH66 and south of Plateau Road, US287 is rated a high Drivability Life. Between these two sections, the road is rated a medium Drivability Life. SH119 west of US287 also has a medium Drivability Life, while east of US287 is rated a high Drivability Life.

Figure 9-3 Longmont Annual Average Daily Traffic

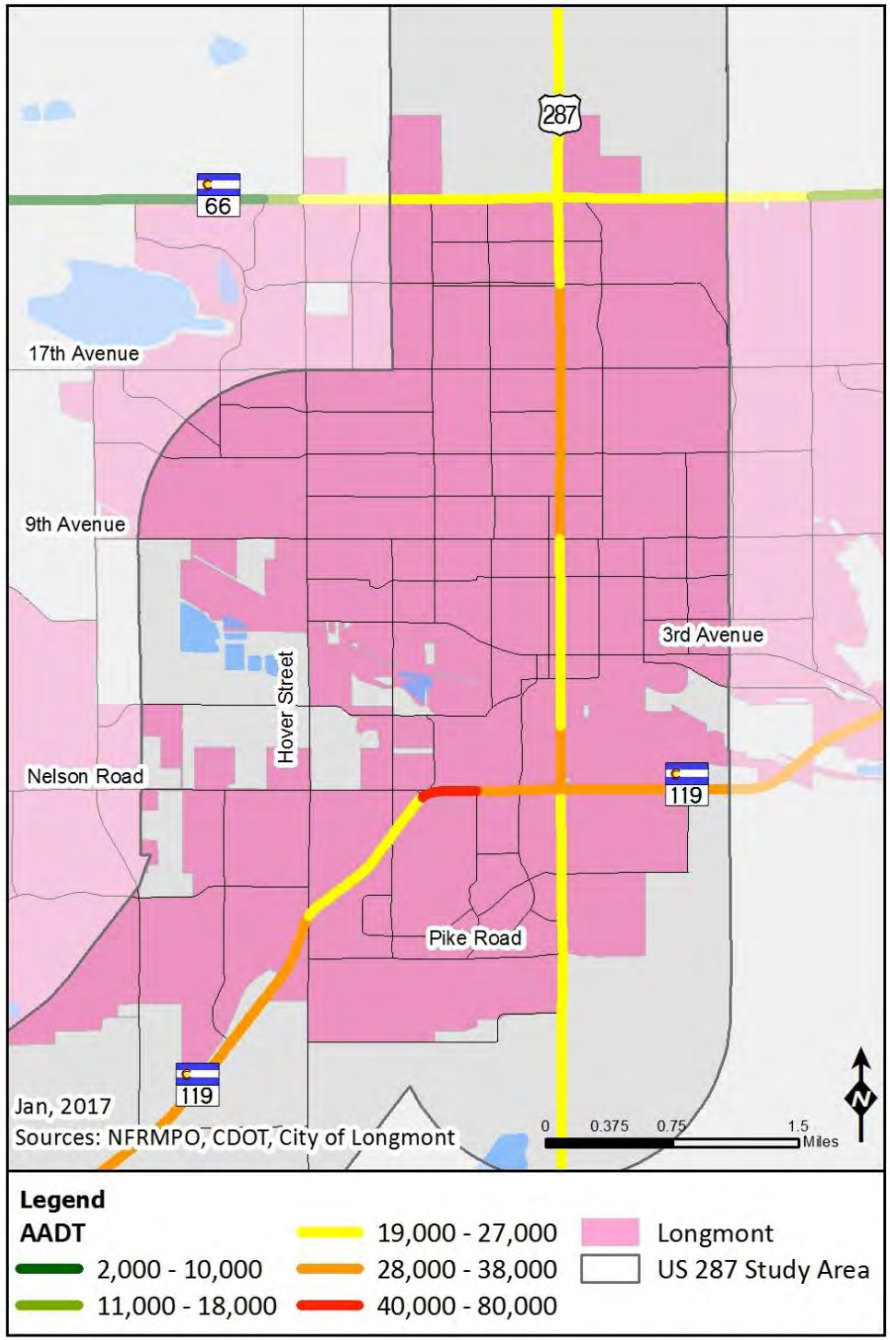


Figure 9-4 Longmont Annual Average Daily Truck Traffic

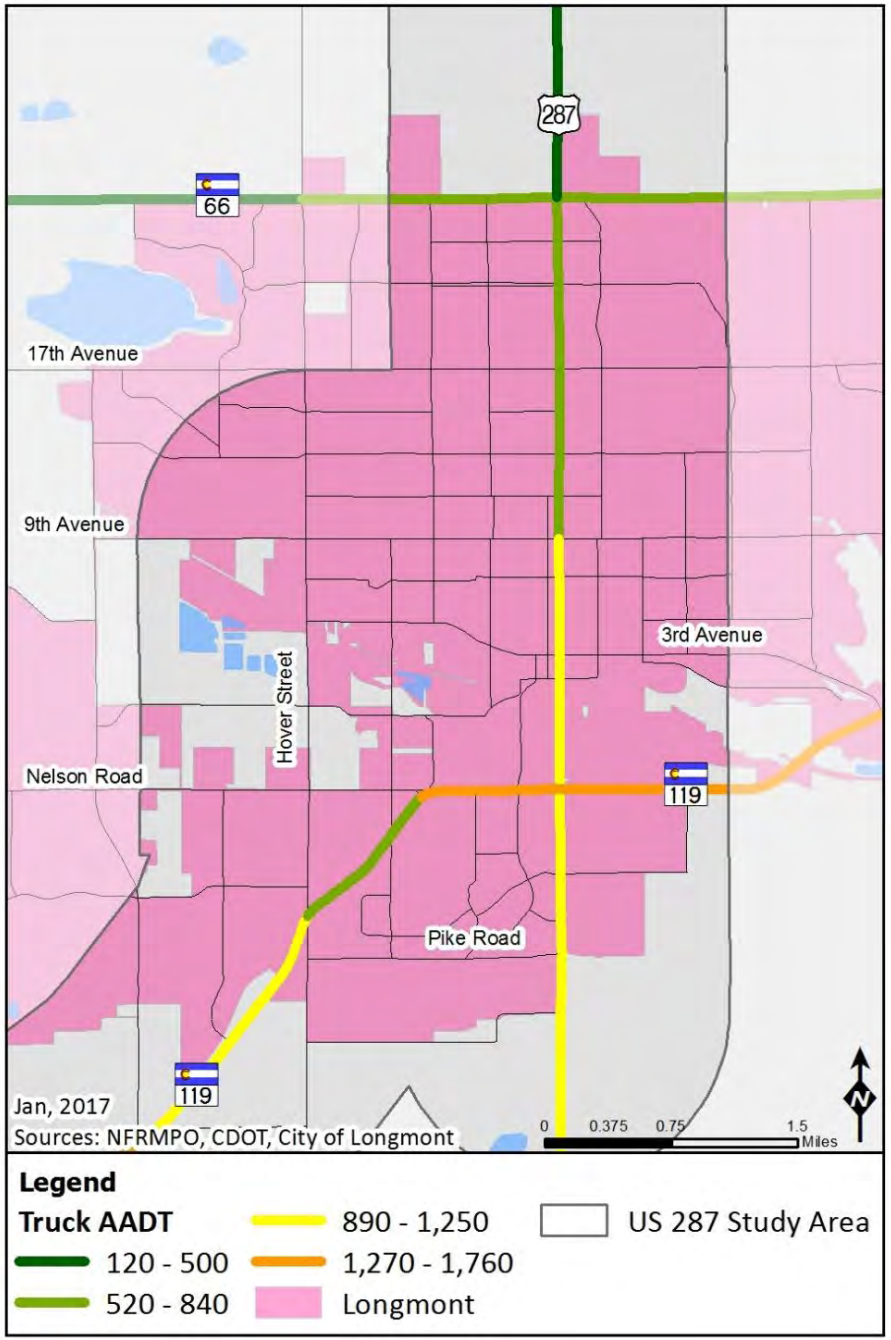


Figure 9-5 Longmont Number of Through Lanes

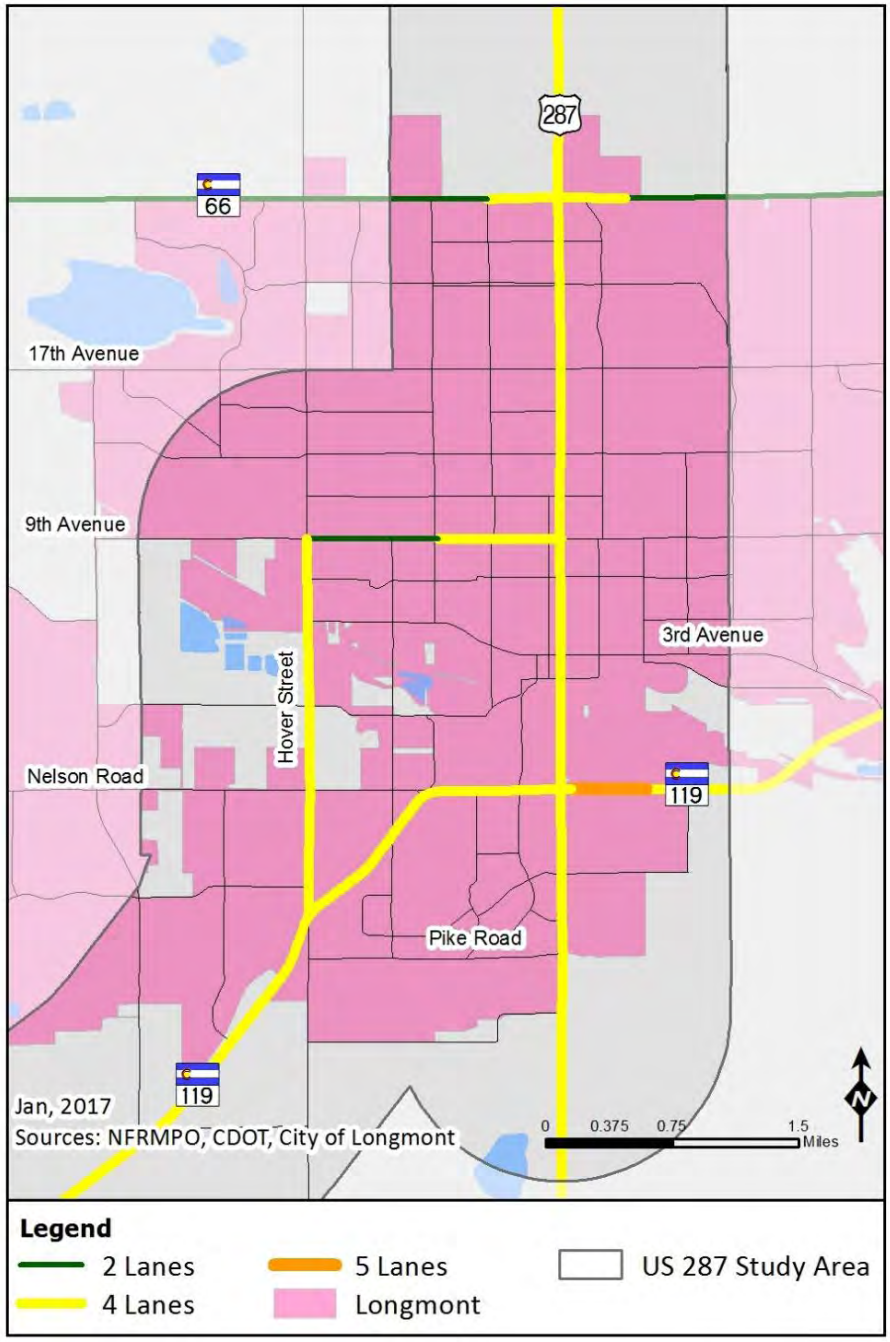


Figure 9-6 Longmont Speed Limits

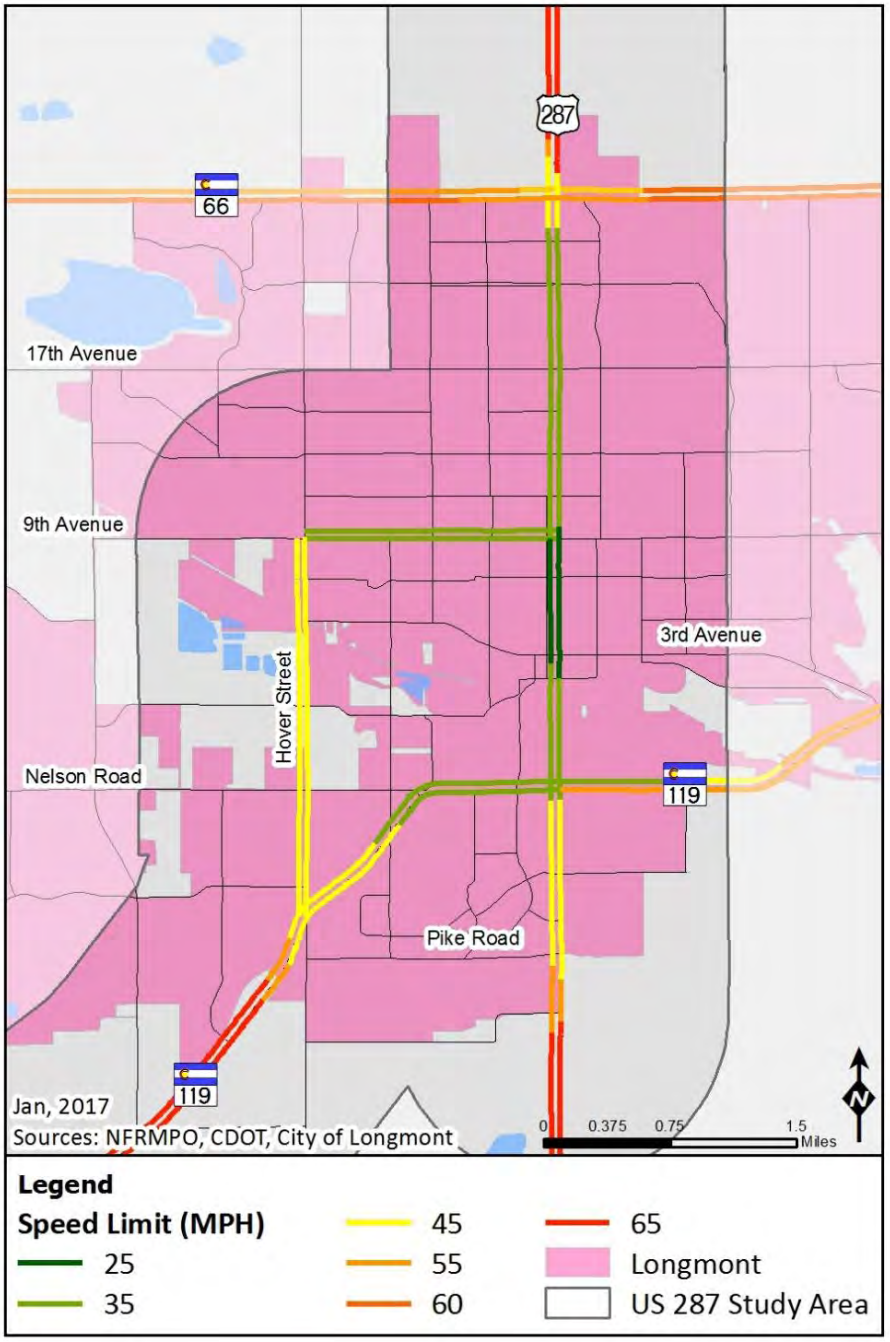
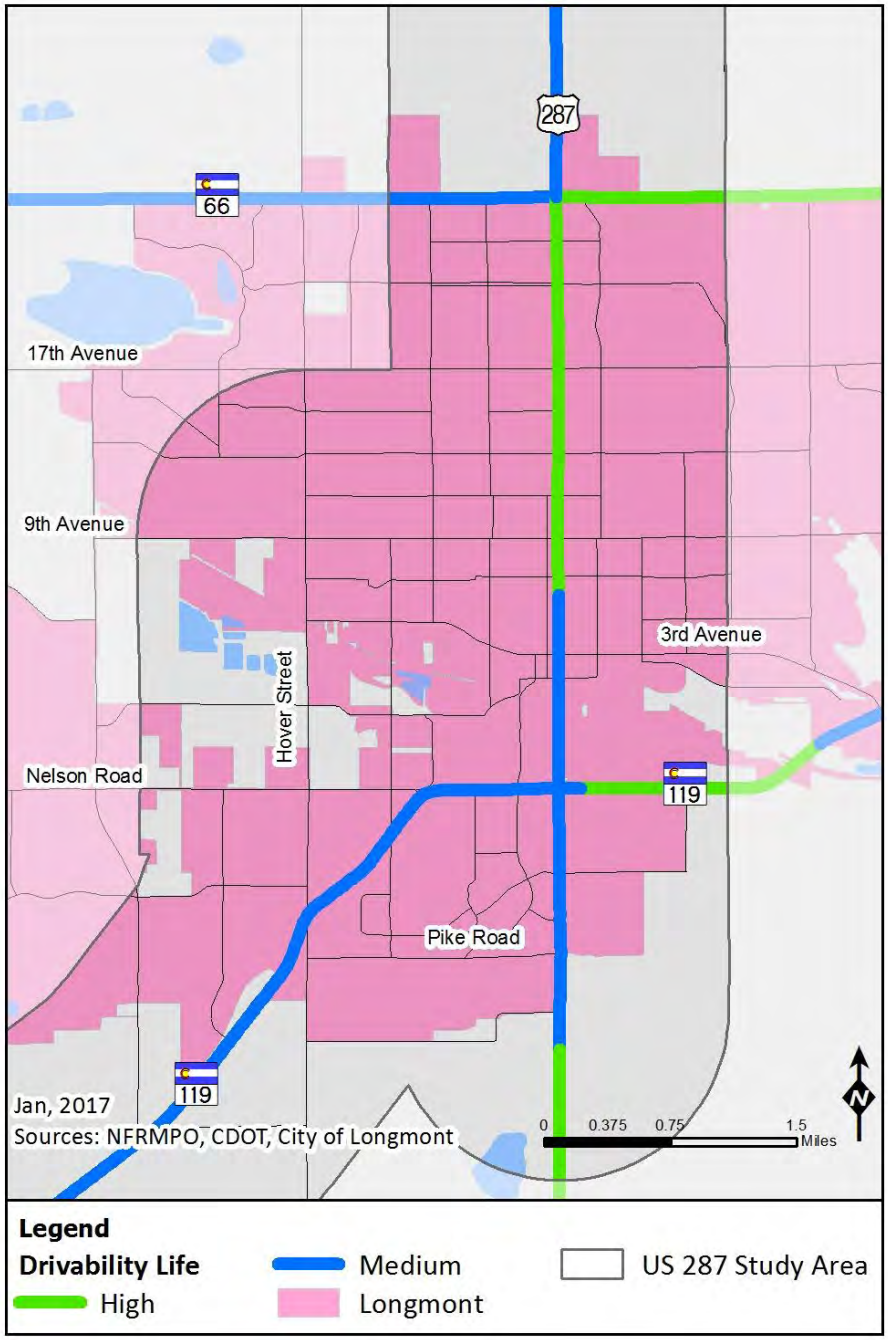


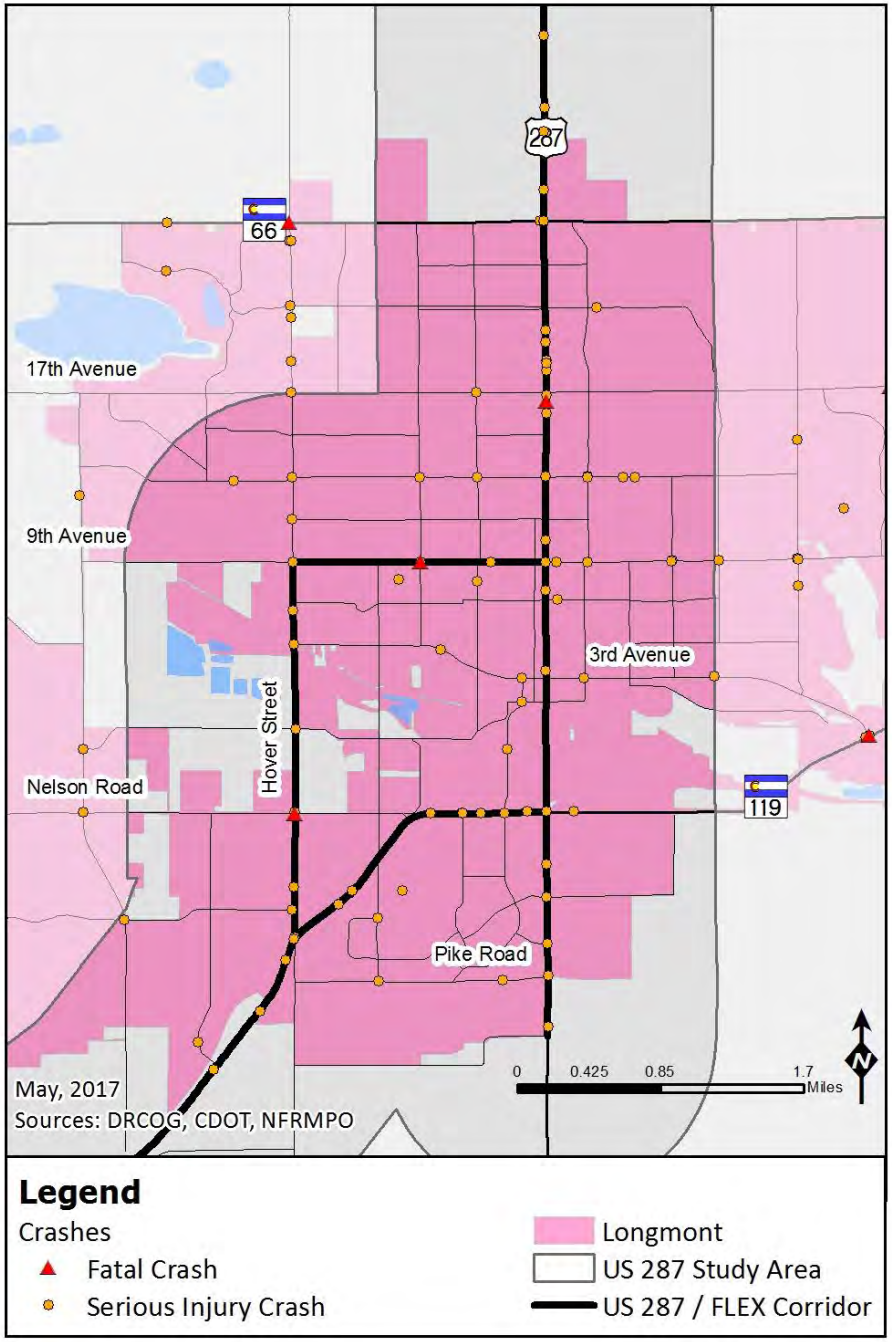
Figure 9-7 Longmont Drivability Life



Crash Data

Figure 9-8 shows the serious injury and fatal crashes from 2009 to 2013 in Longmont. There were three fatal crashes and 98 serious injury crashes in the Longmont Study Area.

Figure 9-8 Longmont Serious Injury and Fatal Crashes (2009-2013)

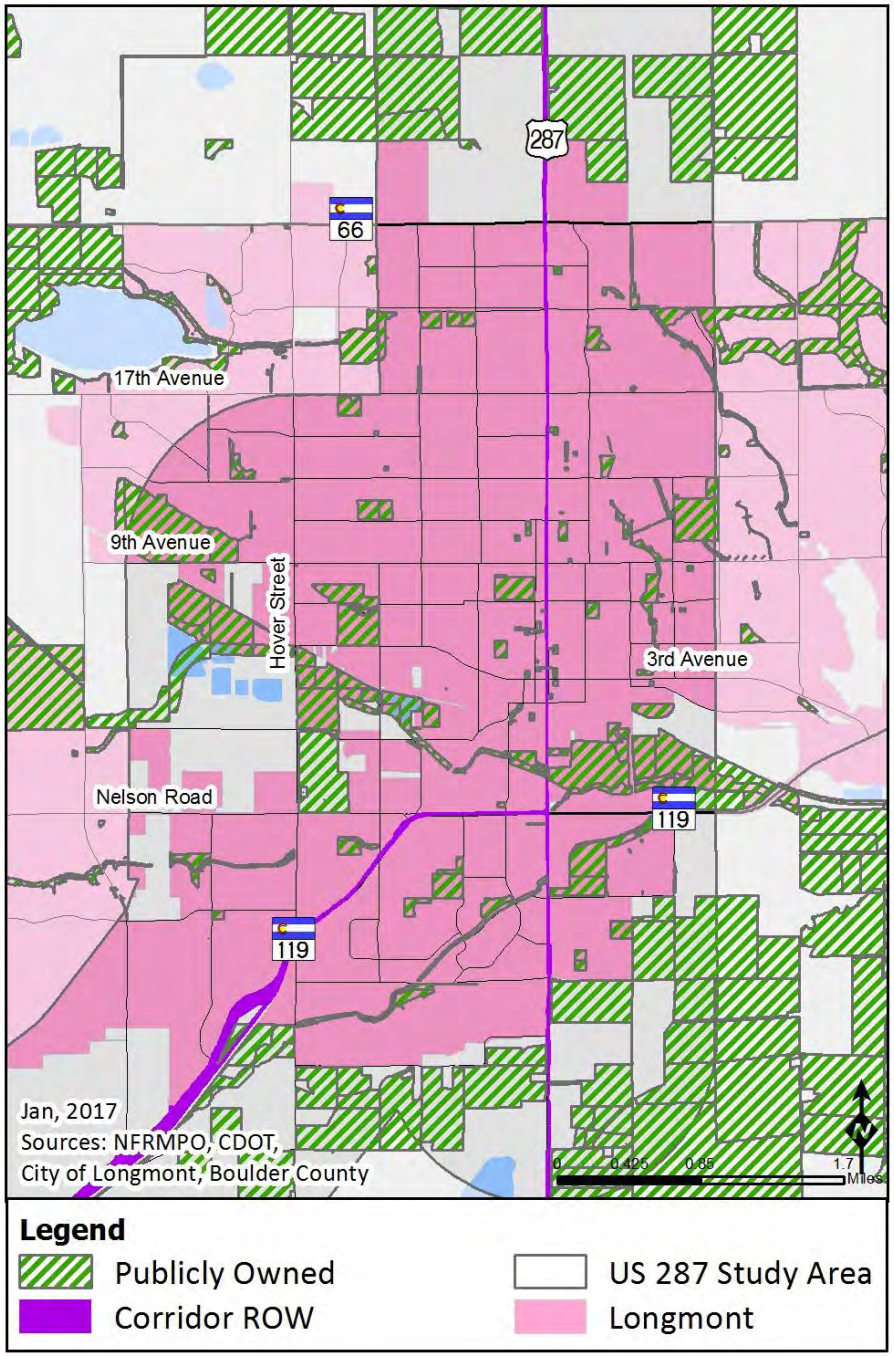


Right-of-Way

An estimate of US287 right-of-way is shown on *Figure 9-9*. Based on Boulder County parcel data, the right-of-way is colored where there is no existing property owner. The width of the right-of-way estimate along US287 ranges from 101-163 feet in Longmont. Along SH119, the width of the right-of-way estimate ranges from 94-660 feet. Due to the irregular borders of the right-of-way, a general map is presented in the figure. In-depth maps are available upon request.

Also shown is the land owned by the City of Longmont, Boulder County, the State of Colorado, or the US. CDOT is in the process of creating a right-of-way database, which will available in the future. The expected timeline is three to five years.

Figure 9-9 Longmont US287 Right-of-Way and Publicly Owned Land



Bicycle and Pedestrian Network

Longmont has a well-developed sidewalk and bicycle network. Investments have been made to the bicycle and pedestrian infrastructure to connect many of the neighborhoods. *Figure 9-10* shows bicycle and pedestrian infrastructure, including trails, sidewalks, and bicycle lanes. Trails and bicycle lanes are demarcated as "facilities" on *Figure 9-9*. Presently no bicycle lanes exist on US287, although there are wide shoulders.

Because of the high density of infrastructure, the map has been split into *Figures 8-10 and 8-11* to provide greater clarity. *Figure 9-11* focuses on the northern section of the City, and *Figure 9-12* focuses on the southwestern portion of the City. As can be seen in the three maps, US287 has a well-developed sidewalk network, which appears complete to the southern City boundary.

Figure 9-10 Longmont Bicycle and Pedestrian Infrastructure

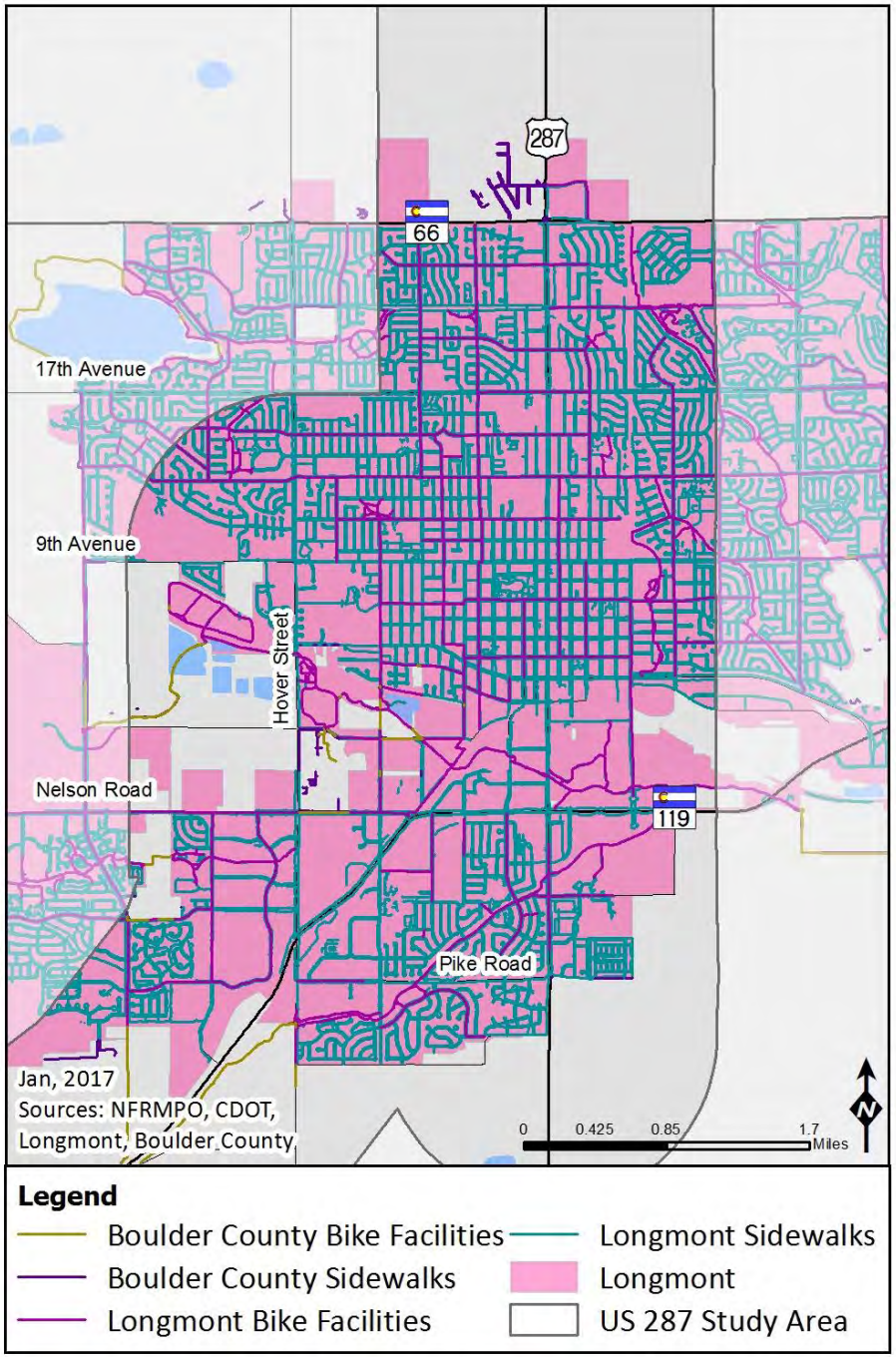


Figure 9-11 North Longmont Bicycle and Pedestrian Infrastructure

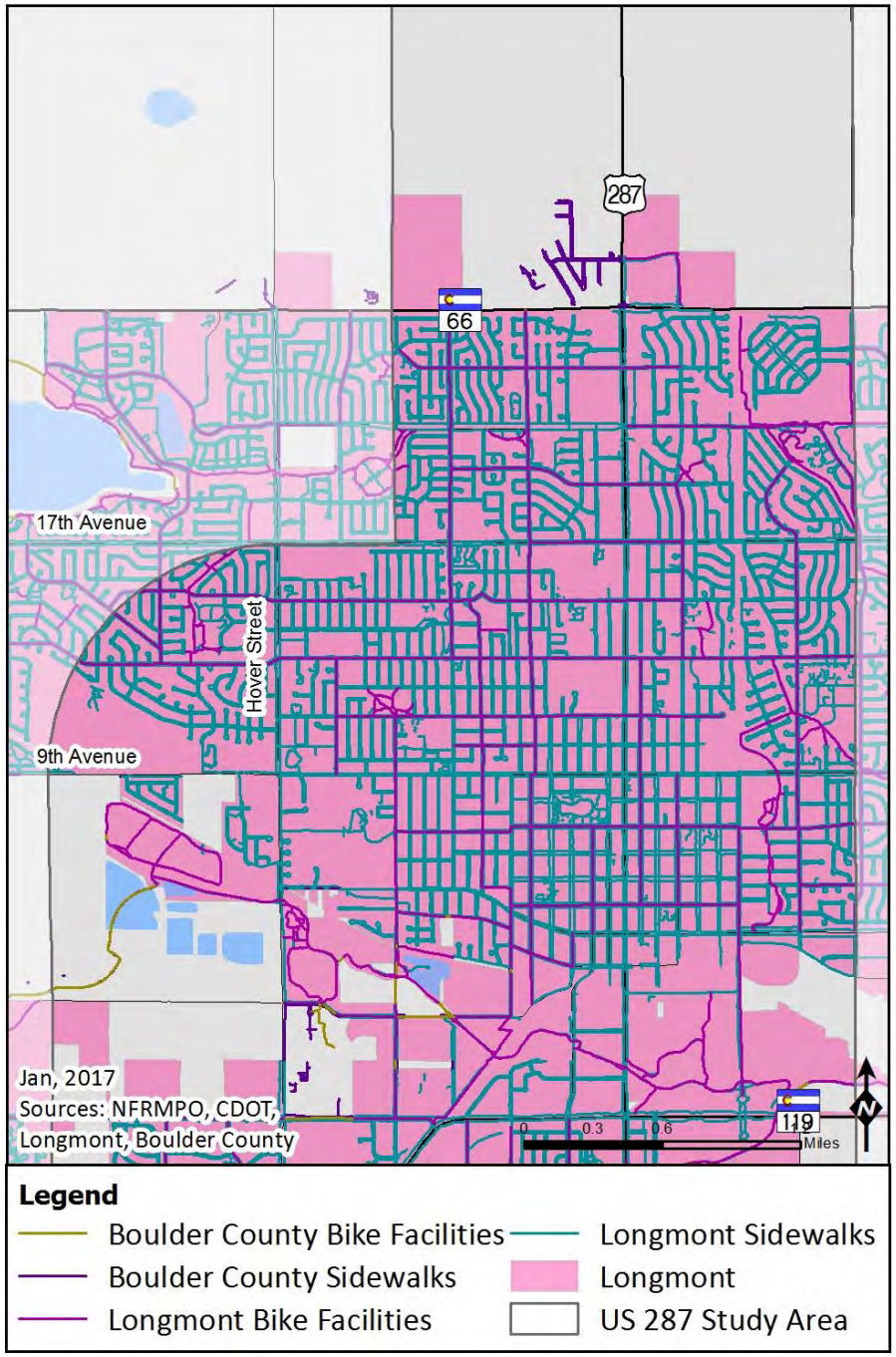
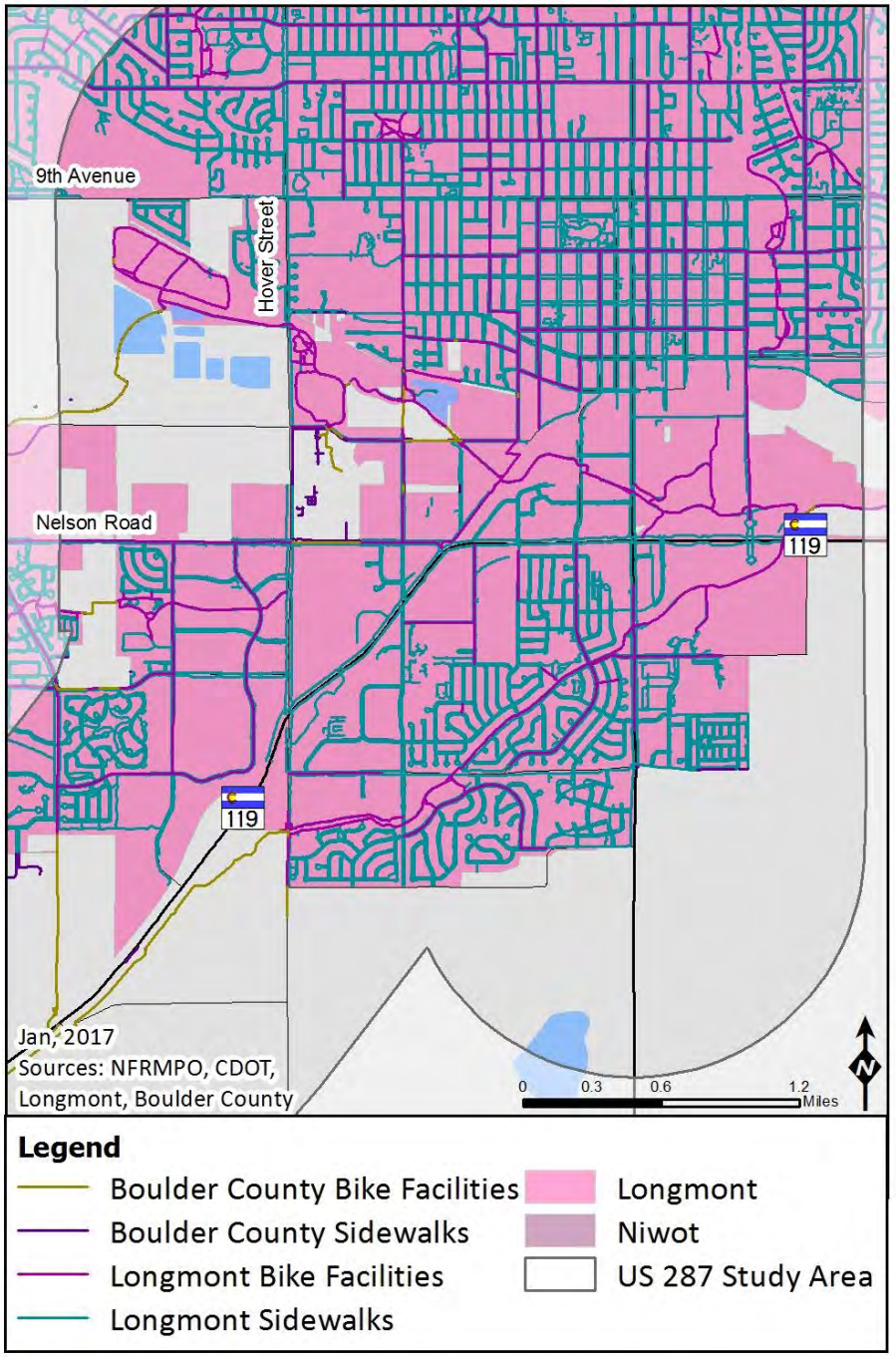


Figure 9-12 South Longmont Bicycle and Pedestrian Infrastructure



Transit Network

Transit service in Longmont is operated by the Regional Transportation District (RTD). Seven routes operate in Longmont, providing local, regional, and express service within the City, to Boulder, and to Denver. RTD's 'L' route operates multiple routes, providing additional service.

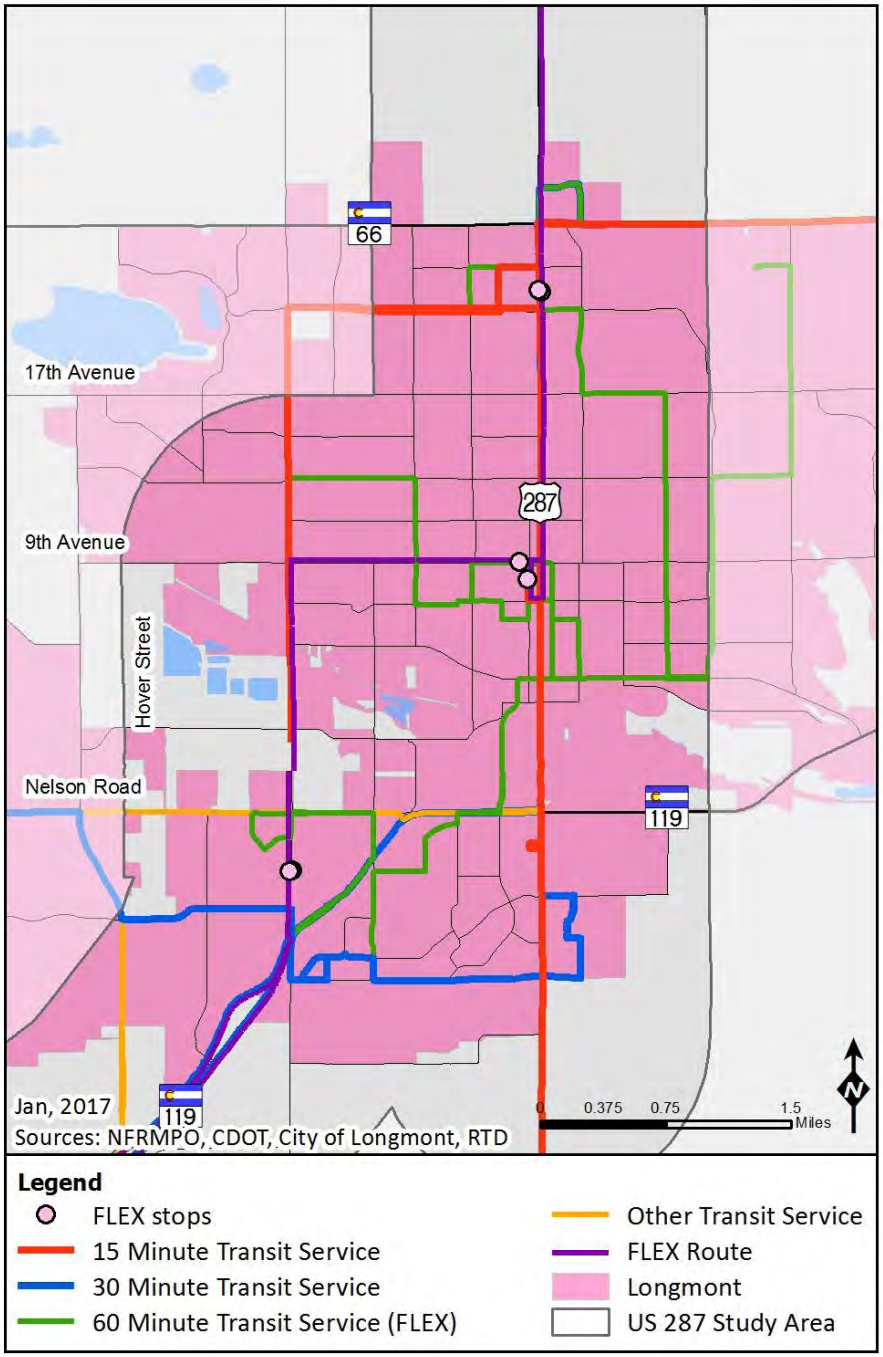
Routes are shown on *Figure 9-13* by peak period frequency: routes in red have a 15-minute frequency during peak hours; blue run every 30 minutes; and green run every 60 minutes or greater. FLEX and other express buses, which operate at irregular frequencies, are represented by purple and gold respectively.

Longmont is the terminus of the FLEX to Longmont route; Longmont has three stops on the FLEX to Boulder route. The two routes both stop in downtown Longmont near 8th and Coffman. The FLEX to Longmont route terminates at 8th and Coffman before returning north to Fort Collins. The FLEX to Boulder route stops at 9th and Coffman, and continues on to Boulder. The stops are located near each other. Another stop is located at Hover Street and Village at the Peaks Mall.

Fares on RTD cost $2.60 one-way for local routes and $4.50 one-way for regional and express routes. The "Ride Free Longmont" program subsidizes four RTD routes within the City and no fare is charged. Regional routes connect Longmont to Boulder along SH119/Diagonal Highway. Express service operates to Denver during peak hours.

Information about service and fares for the RTD system can be accessed at www.rtd-denver.com.

Figure 9-13 Longmont Transit Routes

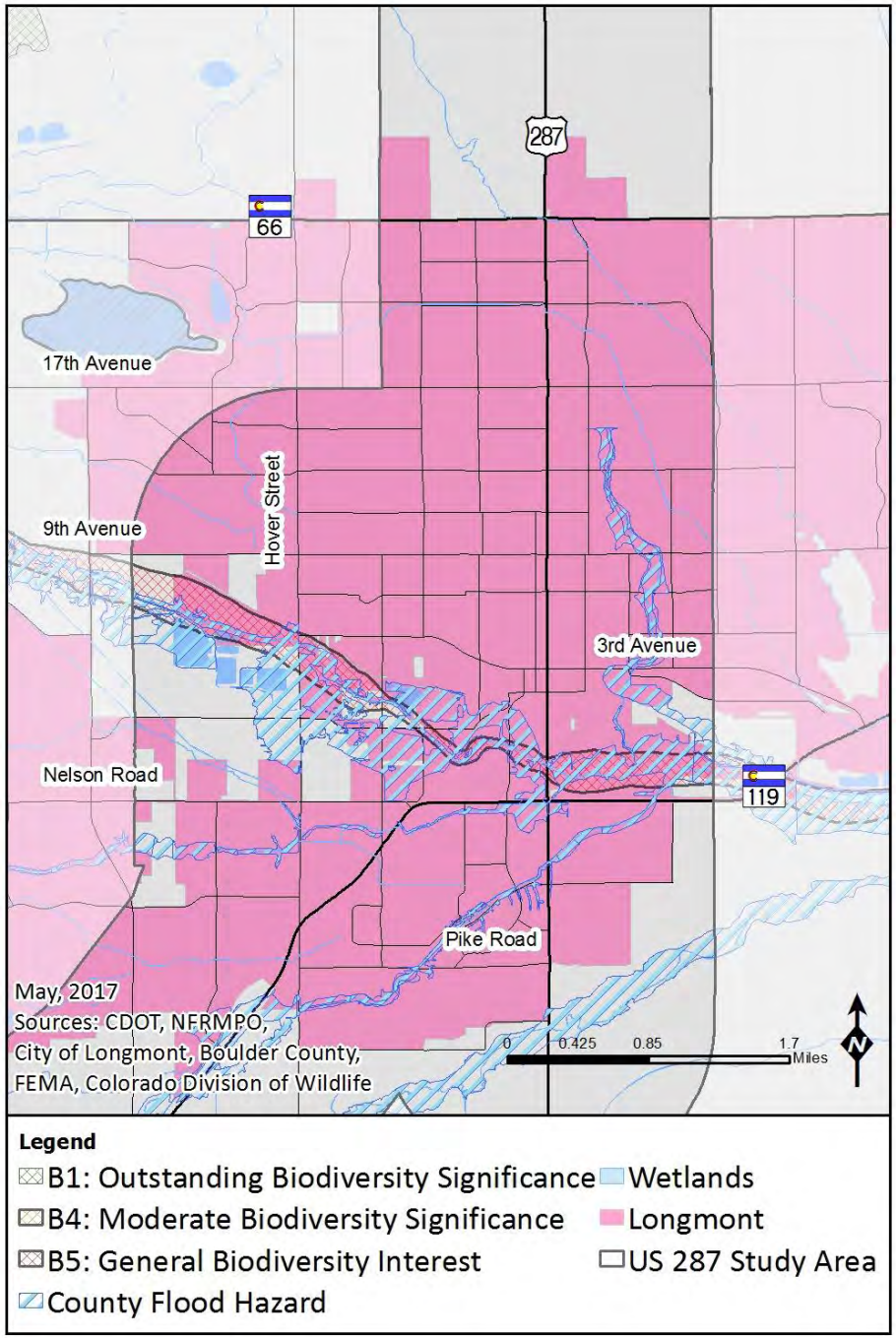


Environmental Features

Figure 9-14 displays the environmental features for the City of Longmont. Flood hazards exist along various waterways in Longmont as marked by FEMA. A series of ditches, creeks, and rivers make up the wetlands denoted on the map.

Colorado Division of Wildlife uses a system to define environmentally sensitive areas as part of the Potential Conservation Area (PCA) program. The rating system ranges from general biodiversity to outstanding biodiversity. The only portion of the Study Area in Longmont considered a PCA is the St. Vrain Creek corridor, which is identified as level B5: General Biodiversity Interest.

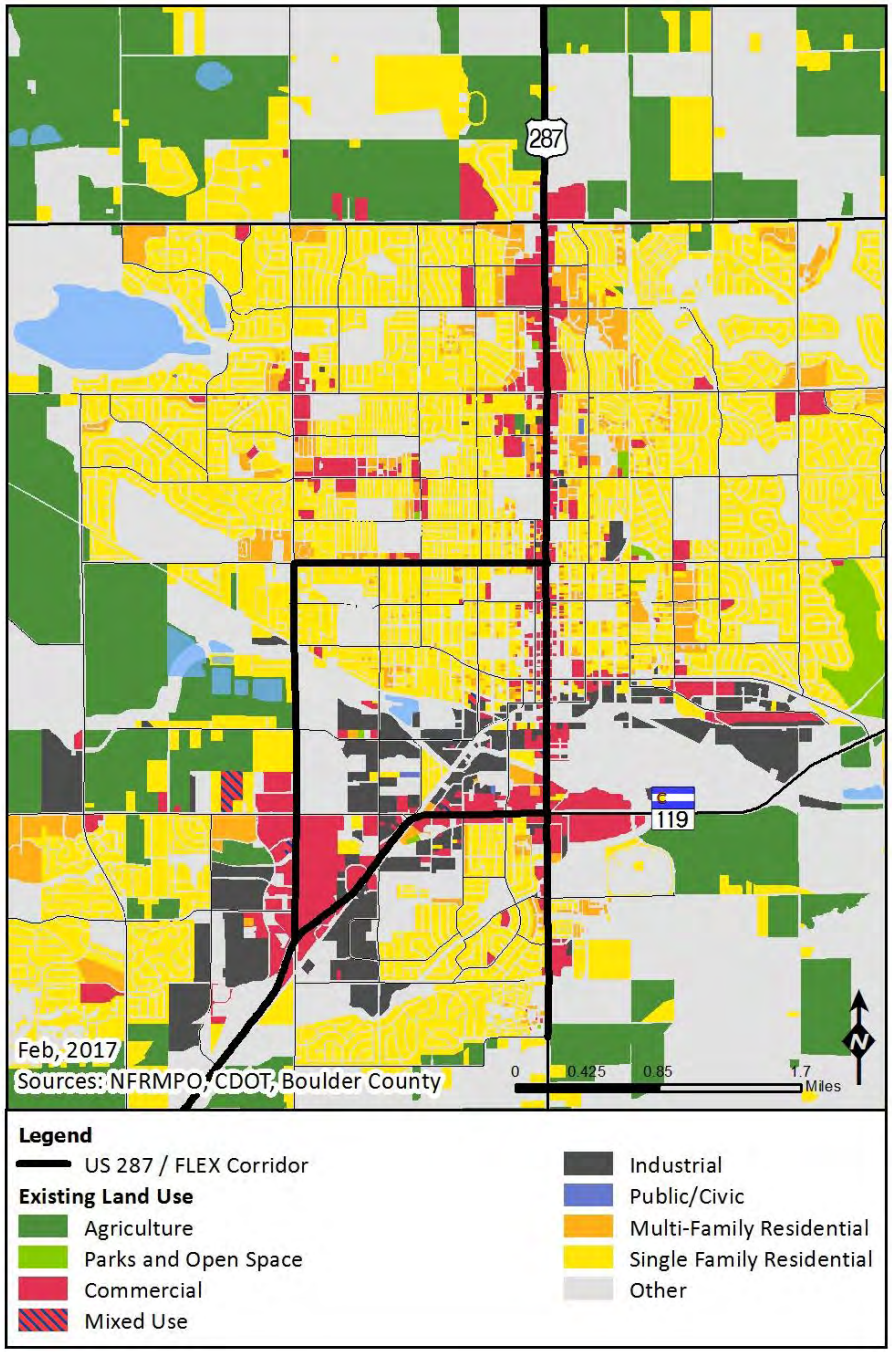
Figure 9-14 Longmont Environmental Features



Existing Land Use

The land uses displayed on *Figure 9-15* represent 2017 land uses from the Boulder County Assessor's office. Land uses were consolidated into a smaller number of categories. Parcels categorized as "other" include vacant lots and some parcels exempt from property taxation without a clearly identified land use. The Study Area in Longmont contains a variety of land uses, including Commercial, Industrial, Multi-Family Residential, and Single Family Residential.

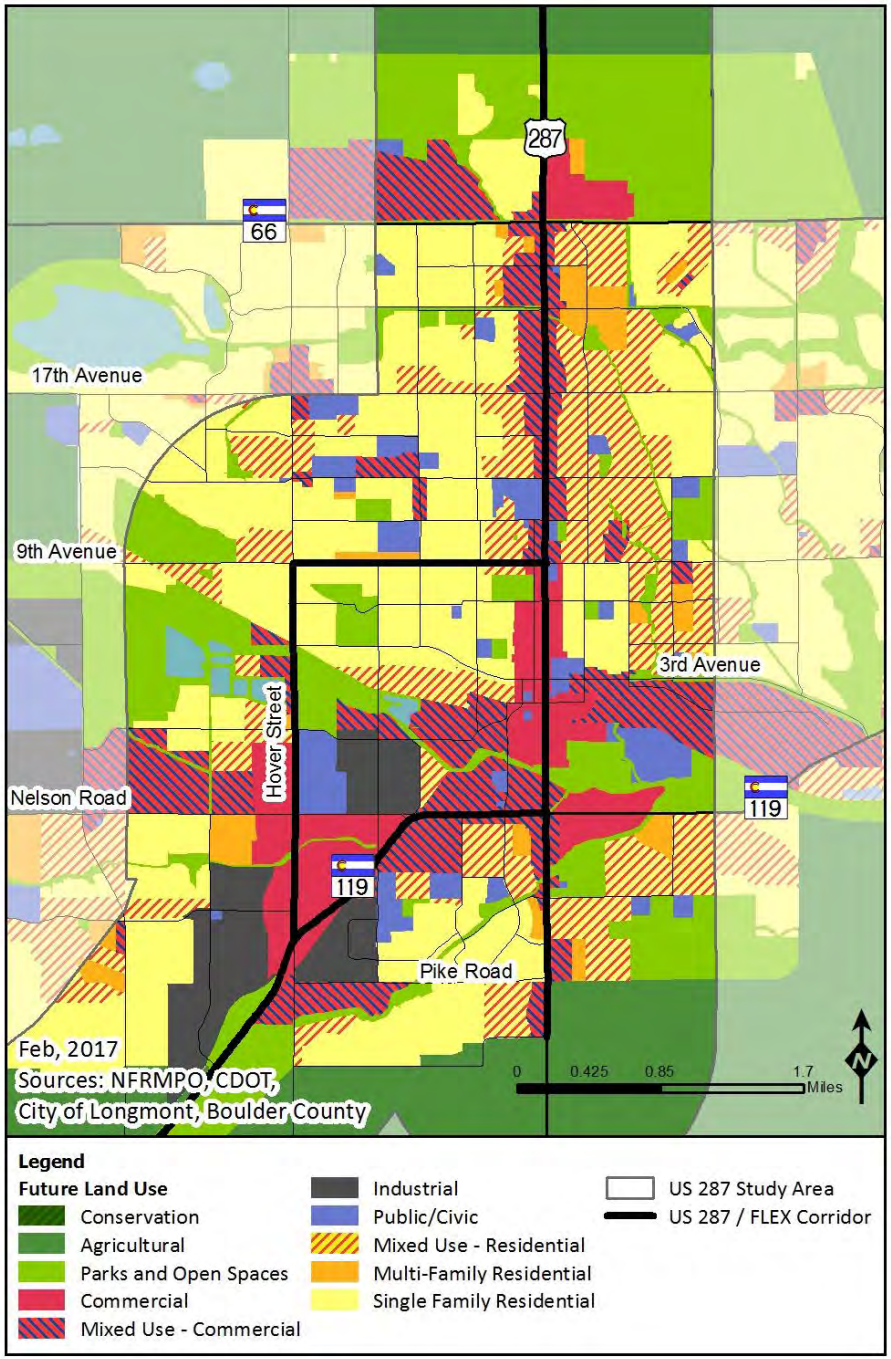
Figure 9-15 Longmont Existing Land Use



Future Land Use

The land uses displayed on *Figure 9-16* represent future land uses consolidated from Boulder County Zoning (as of November 2016) and the City of Longmont's 2016 Comprehensive Plan, Envision Longmont. The future land uses represent built out conditions identified by local communities, and do not adhere to a specific forecast year. Within the Study Area in Longmont, future land uses primarily include Mixed Use - Commercial, Commercial, Multi-Family Residential, Single Family Residential, Public/Civic, Industrial, and Parks and Open Space land uses.

Figure 9-16 Longmont Future Land Use



Chapter 10: City of Boulder

The FLEX to Boulder continues to the City of Boulder along the SH119/Diagonal Highway, to SH157/Foothills Parkway, to Pearl Parkway, to US 36, to SH119 through downtown Boulder, before turning onto SH93 and terminating at University of Colorado (CU Boulder). This amounts to approximately 5 miles.

Road Network

Figure 10-1 shows bridges on state and US highways, active railroads, and traffic signals within the City of Boulder. Because of the mix of roadways used by the FLEX route, maintenance for bridges and traffic signals falls under the auspices of both the City of Boulder and CDOT.

The City of Boulder maintains a large traffic signal network on arterial streets. The traffic signals were mapped by the City of Boulder, and shared with the NFRMPO. Within the City, more than 140 traffic signals control traffic, including 33 on the FLEX Boulder Express route. Traffic signals are predominantly located on arterial streets. Downtown Boulder has a higher density of signals, though the Broadway corridor in general has the most dense signal network.

There are 33 bridges on state-maintained highways in the Study Area. According to CDOT, four bridges were rated in fair condition and the rest in good condition in 2015. There is one Load Restricted bridge on SH7, near SH157/Foothills Parkway. The load restriction category for this bridge is orange. The maximum allowable permit weight depends on the number of axle groups and distance between axle groups, and is identified in *Appendix A: Bridge Load Restrictions* for all load restriction categories.

BNSF Railway is the only rail operator in the City of Boulder. Its route is parallel to SH119/Diagonal Highway, until Boulder Junction where it begins to head east parallel to SH7/Arapahoe Avenue. Multiple spurs exist in eastern Boulder, but are outside of the Study Area, and some are inactive. The crossings are still marked by the FRA as shown in *Figure 10-2*.

Figure 10-1 Boulder Bridges and Traffic Signals

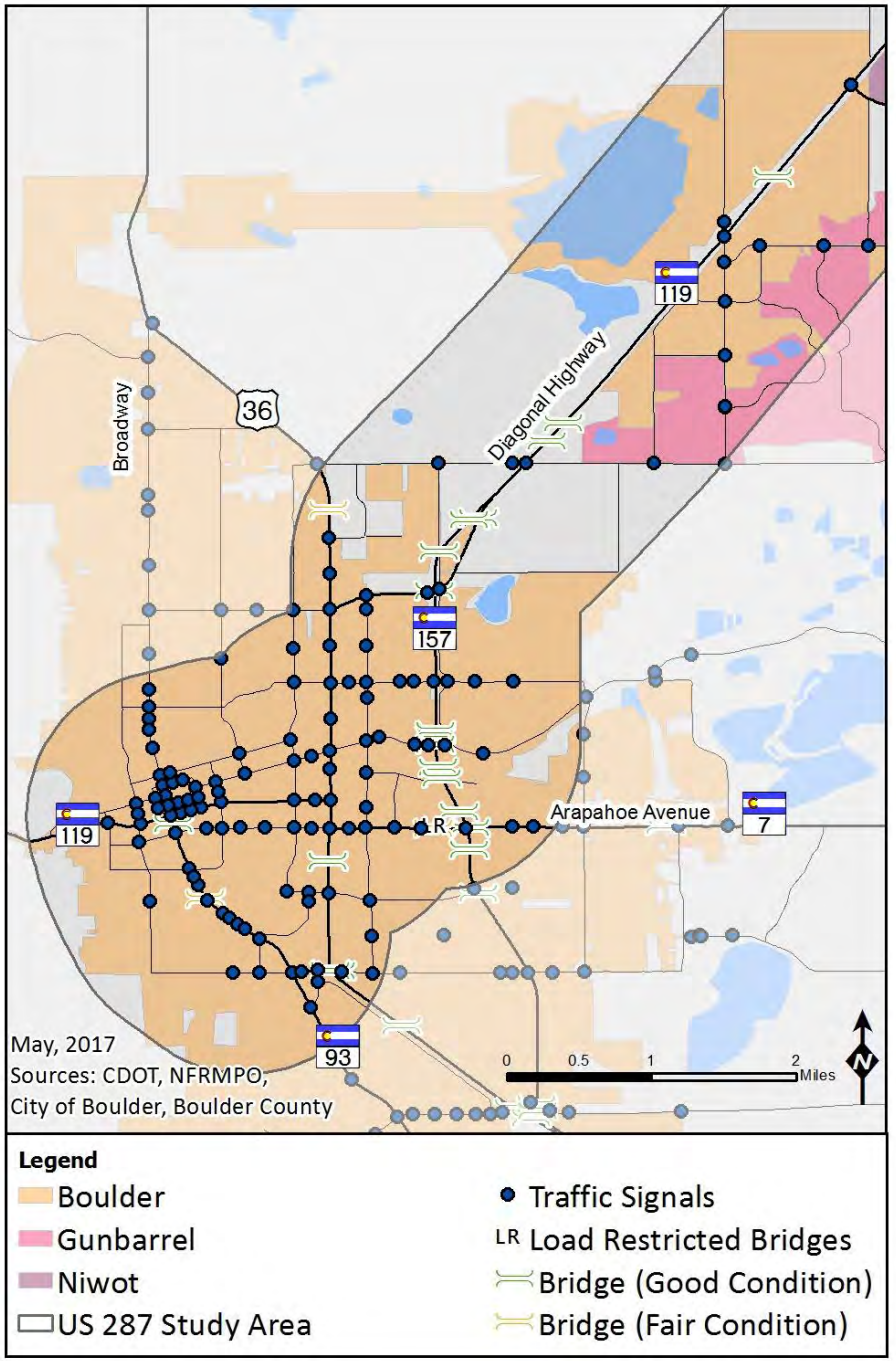


Figure 10-3 shows the Annual Average Daily Traffic (AADT) on state highways in the City. SH119/Diagonal Highway, SH157/Foothills Parkway, US 36 have the highest volumes in the City. US36 north of SH119 and west of downtown Boulder have the lowest traffic volumes.

Figure 10-4 illustrates the Annual Average Daily Truck Traffic for the corridor. The lowest truck traffic is on US36 north of SH119, while the highest is on the SH157/Foothills Parkway corridor, near the intersection of SH7/Arapahoe Avenue. State highways traversing downtown Boulder have moderate truck traffic. SH119 west of downtown Boulder has low truck traffic in comparison.

Figure 10-5 shows the number of through lanes on state highways, US highways, and local roads used by FLEX. The highest number of lanes are on the SH119/Diagonal Highway junction with SH157/Foothills Parkway, SH7/Arapahoe Avenue east and west of SH157/Foothills Parkway, and on SH93 south of the CU campus. In each of these locations, there are six through lanes. Most other state highways are four lanes, except US36 which is two through lanes.

Speed limits on state highways, US highways, and local roads used by FLEX vary depending on their locations as shown on *Figure 10-6*. SH119/Diagonal Highway and US36 north of Broadway are built for higher speeds, allowing the speed limits to be 55 MPH. US36 as it heads southeast toward Denver has a 65 MPH speed limit. Roads in downtown Boulder have lower speed limits, ranging from 30 to 35 MPH.

Figure 10-7 shows Drivability Life, CDOT's rating system for pavement condition. Much of the City of Boulder has a medium Drivability Life. A portion of SH119 at the eastern Boulder City boundary is rated Low, but a project is underway to improve pavement condition in this area. SH119 has a Low Drivability Life rating as it heads west from downtown Boulder.

Figure 10-2 Boulder Active Railroads and At-Grade Crossings

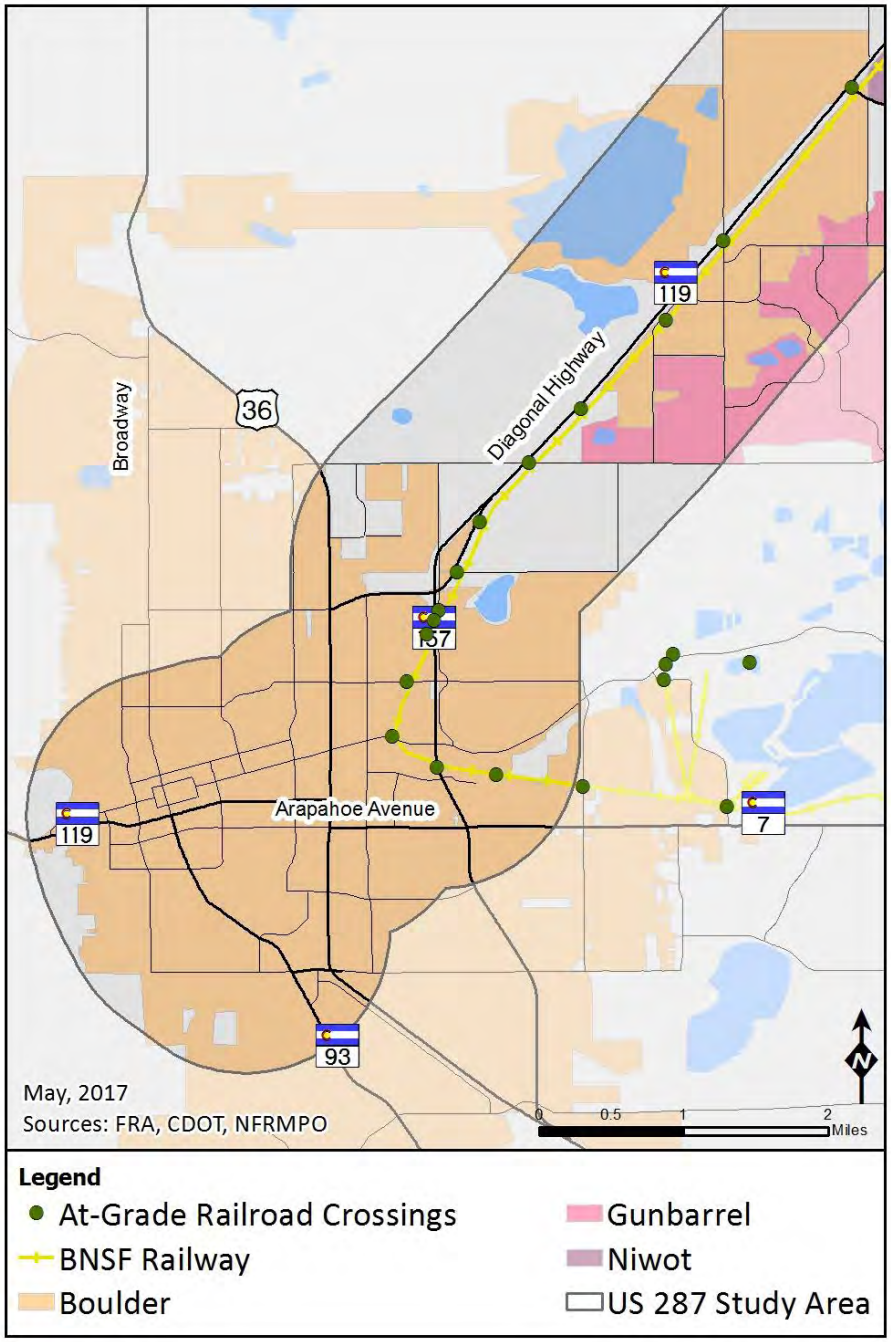


Figure 10-3 Boulder Annual Average Daily Traffic

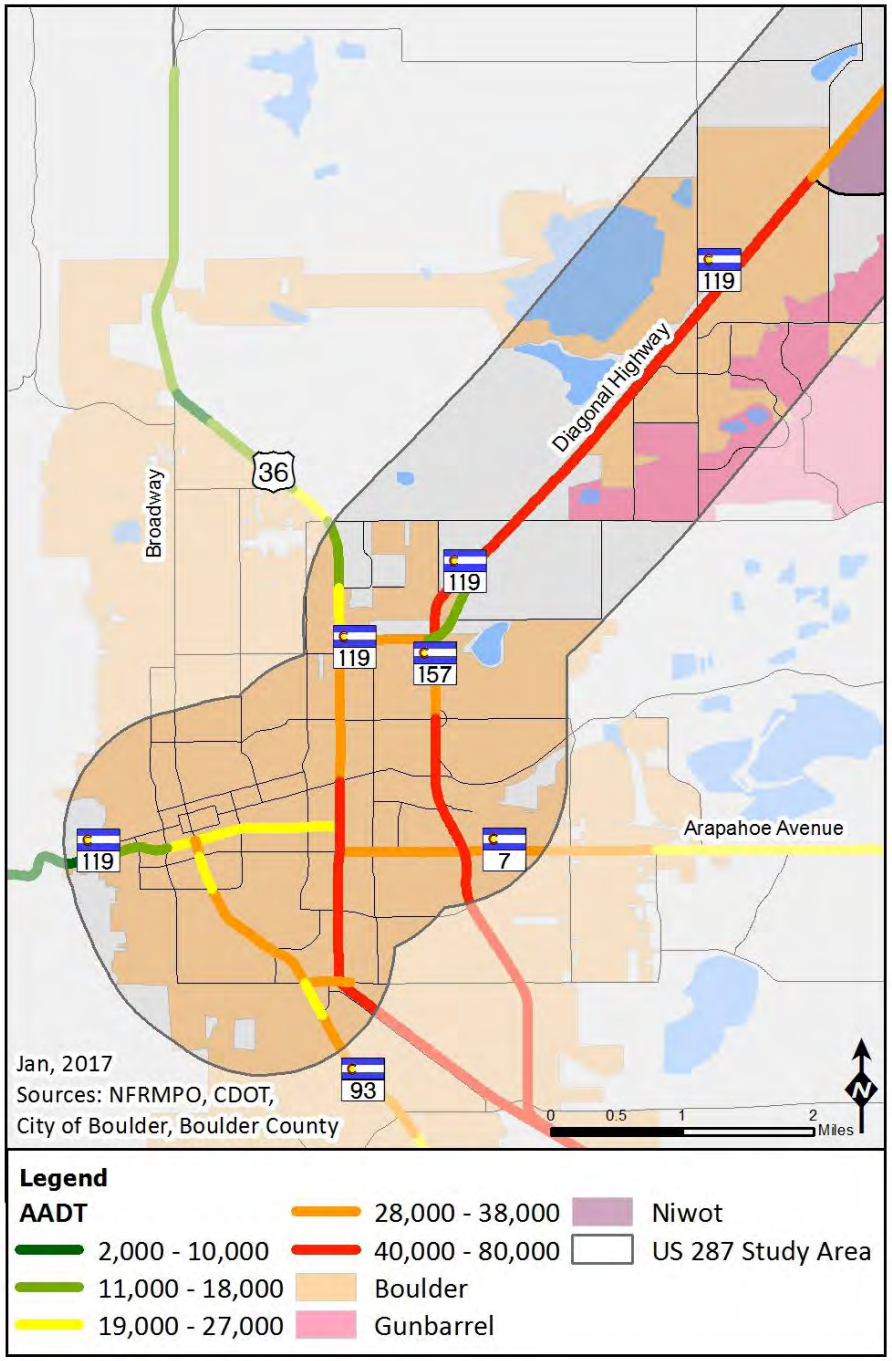


Figure 10-4 Boulder Annual Average Daily Truck Traffic

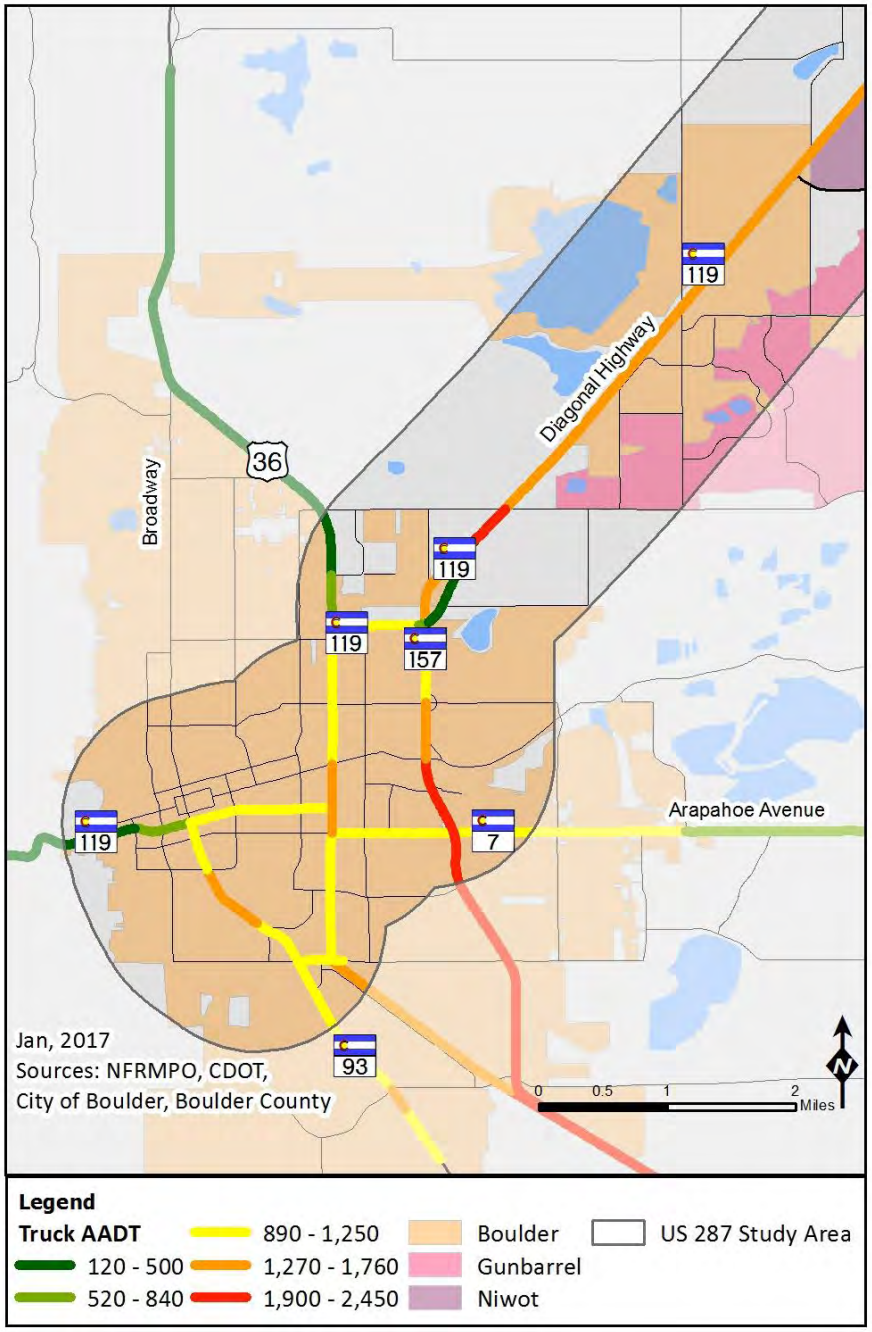


Figure 10-5 Boulder Number of Through Lanes

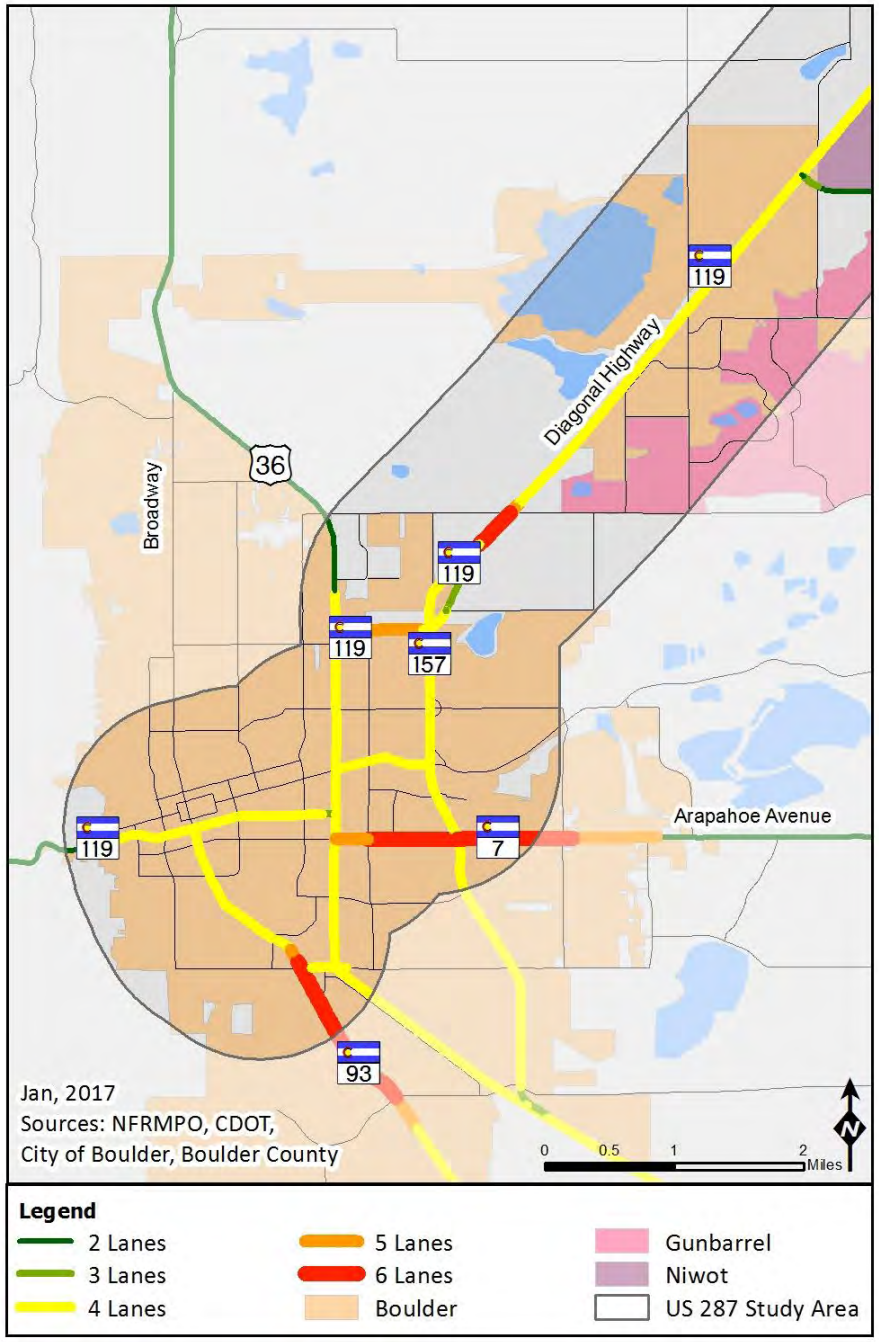


Figure 10-6 Boulder Speed Limits

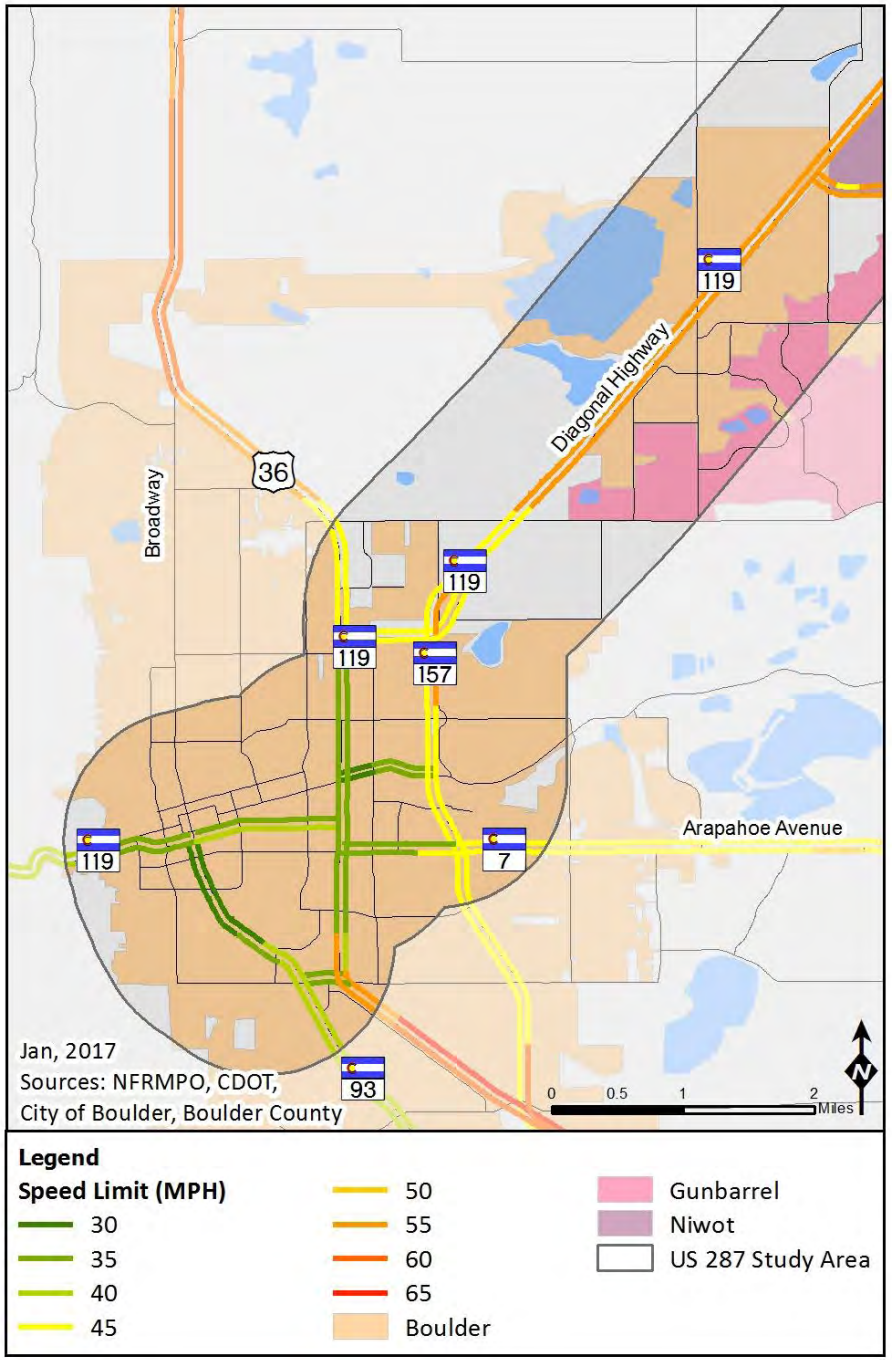
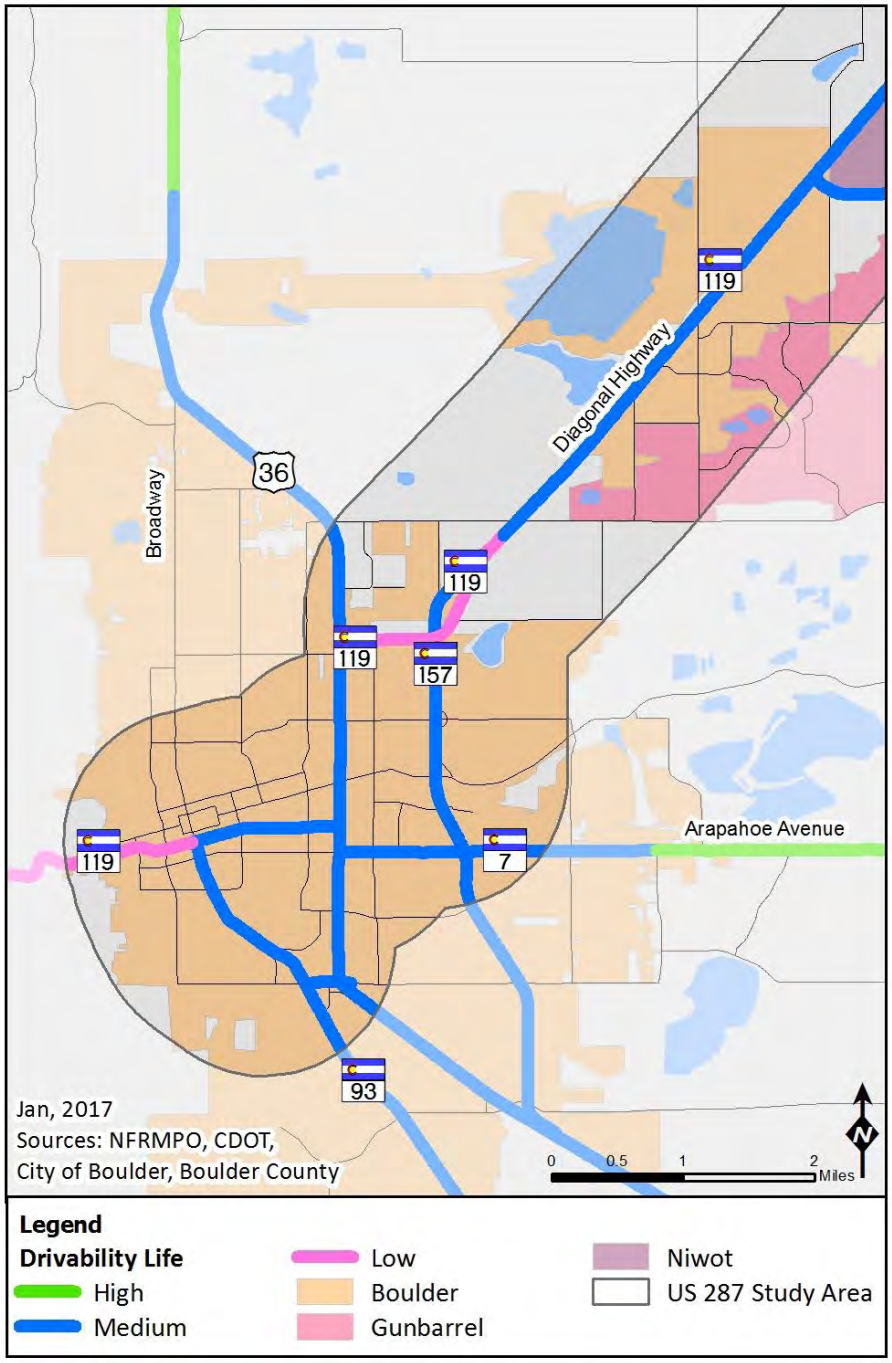


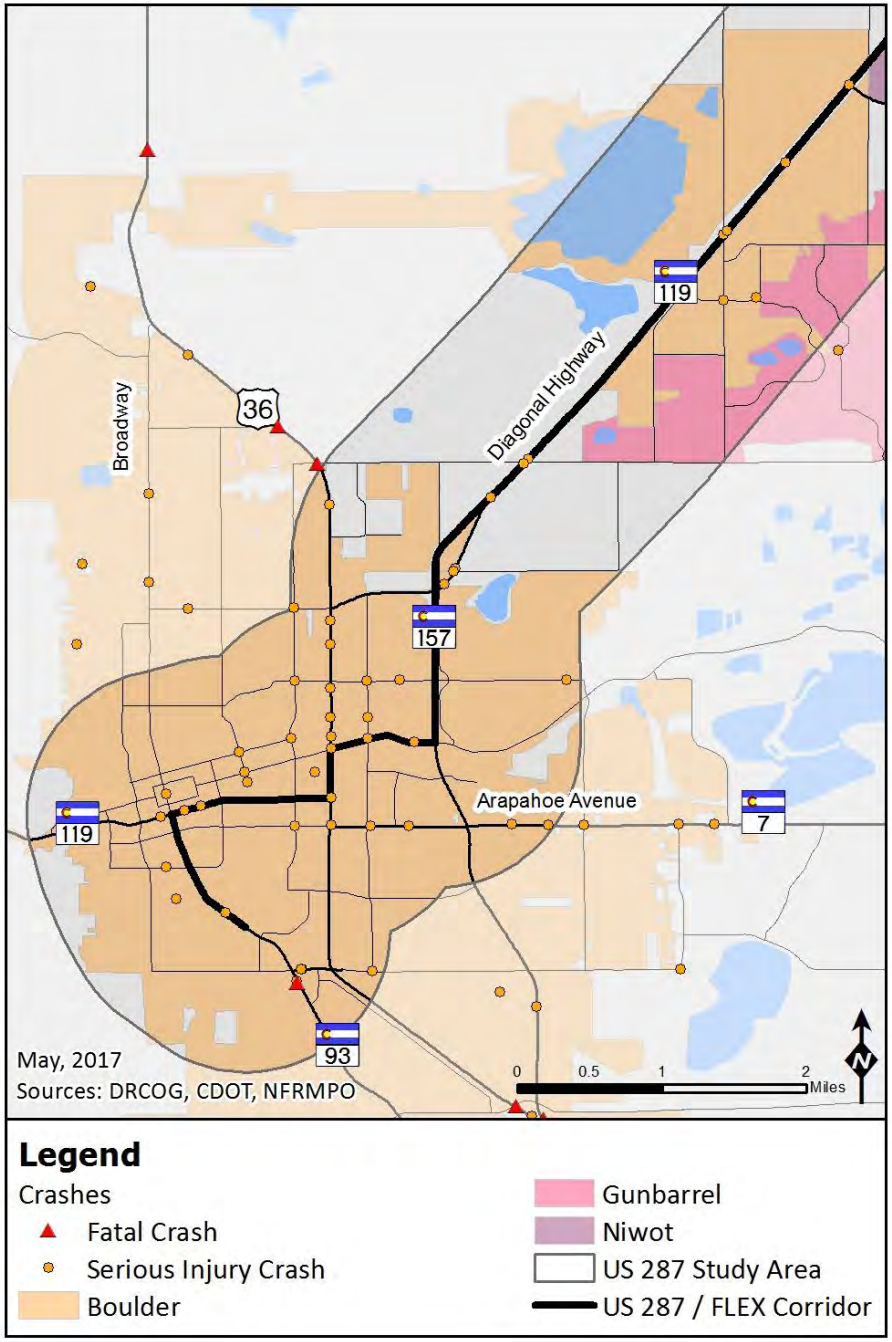
Figure 10-7 Boulder Drivability Life



Crash Data

Figure 10-8 shows the serious injury and fatal crashes in the Boulder Study Area between 2009 and 2013. There was one fatal crash and 54 serious injury crashes in the Boulder Study Area.

Figure 10-8 Boulder Serious Injury and Fatal Crashes (2009-2013)

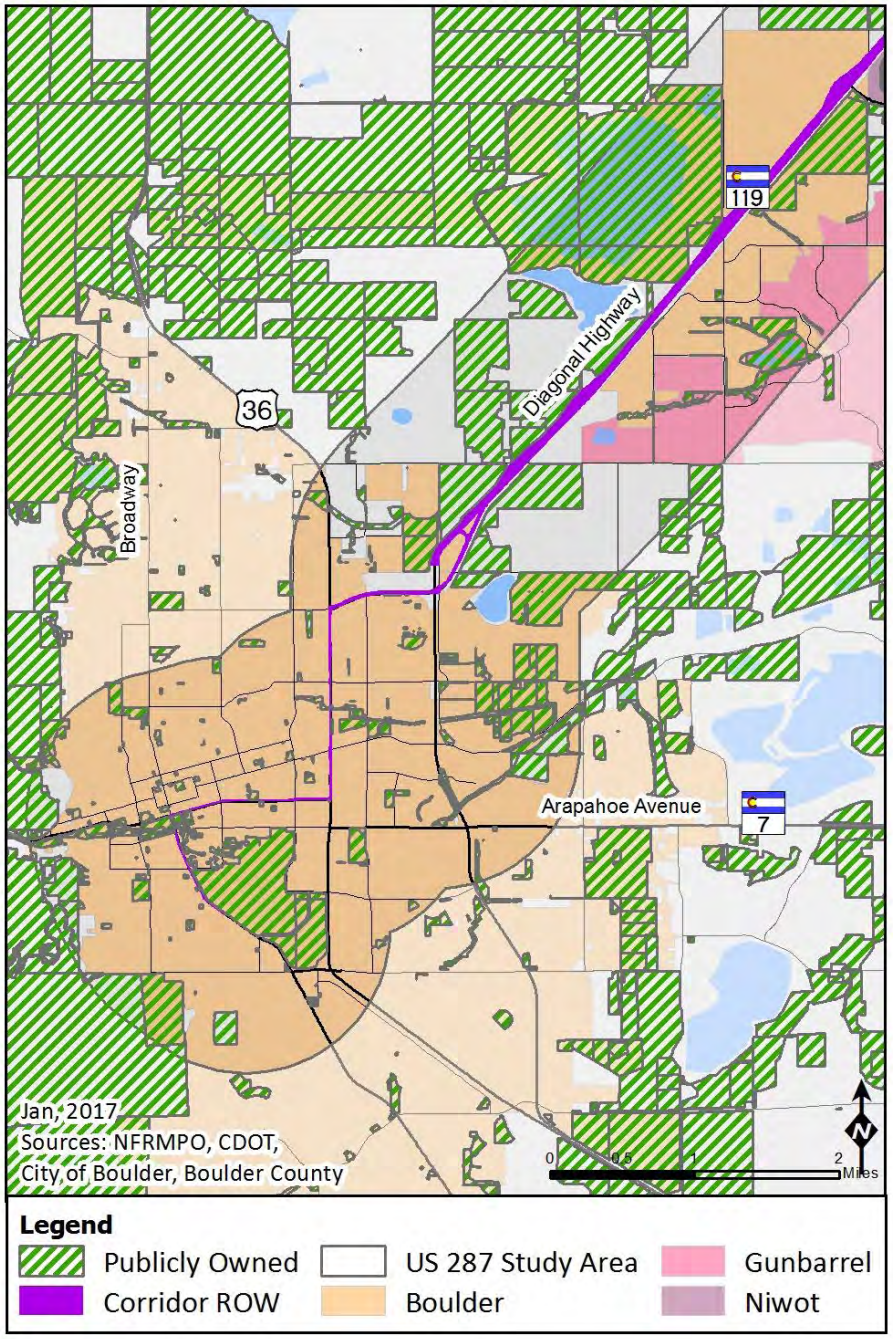


Right-of-Way

An estimate of US287 right-of-way is shown on *Figure 10-9*. Based on Boulder County parcel data, the right-of-way is colored in between the parceled land. The width of the right-of-way estimate along the FLEX corridor ranges from 79-149 feet in Boulder. Due to the irregular borders of the right-of-way, a general map is presented in the figure. In-depth maps are available upon request.

Also shown is the land owned by the City of Boulder, Boulder County, the State of Colorado, or the US. CDOT is in the process of creating a right-of-way database, which will be available in the future. The expected timeline is three to five years.

Figure 10-9 Boulder US287 Right-of-Way and Publicly Owned Land



Bicycle and Pedestrian

Boulder is well known for its bicycle and pedestrian infrastructure and culture. As shown on *Figure 10-10*, the network is dense and connected. A variety of trails, sidewalks, and bicycle lanes allow non-motorized transportation to be a viable option for mobility in the City. No lanes exist on SH119, though wide shoulders allow confident cyclists to travel. Because of the density of the network, the map has been divided to show downtown Boulder and Northeast Boulder on separate maps, *Figures 10-11 and 10-12*. Northeast Boulder also shows portions of Gunbarrel and Niwot.

In addition, the city has the Boulder BCycle system, which is a bicycle sharing service located predominantly downtown and near the CU campus. The bicycles can be hired on a day, month, or annual pass or on a pay-as-you-go model.

Figure 10-10 Boulder Bicycle and Pedestrian Infrastructure

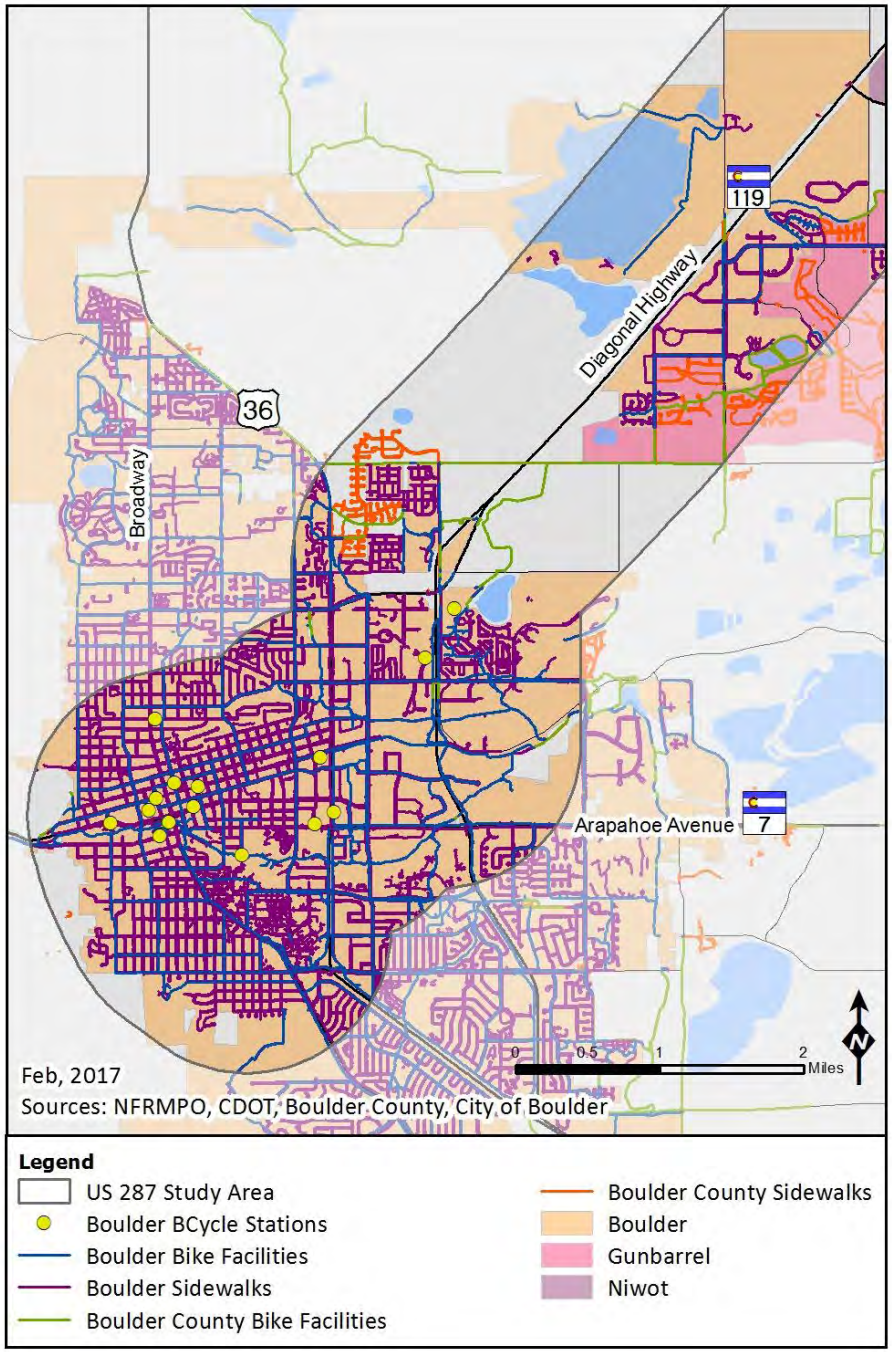


Figure 10-11 Downtown Boulder Bicycle and Pedestrian Infrastructure

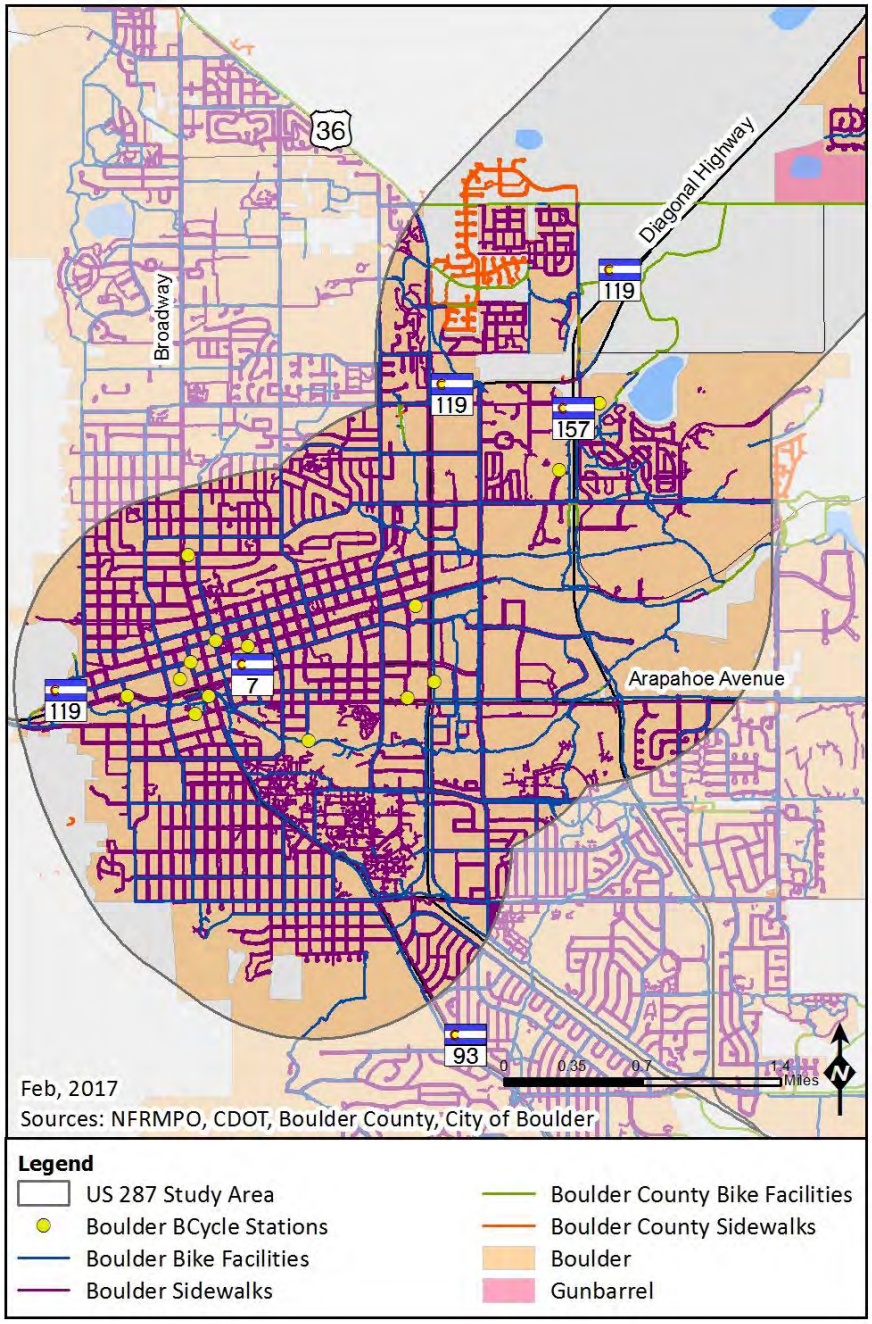
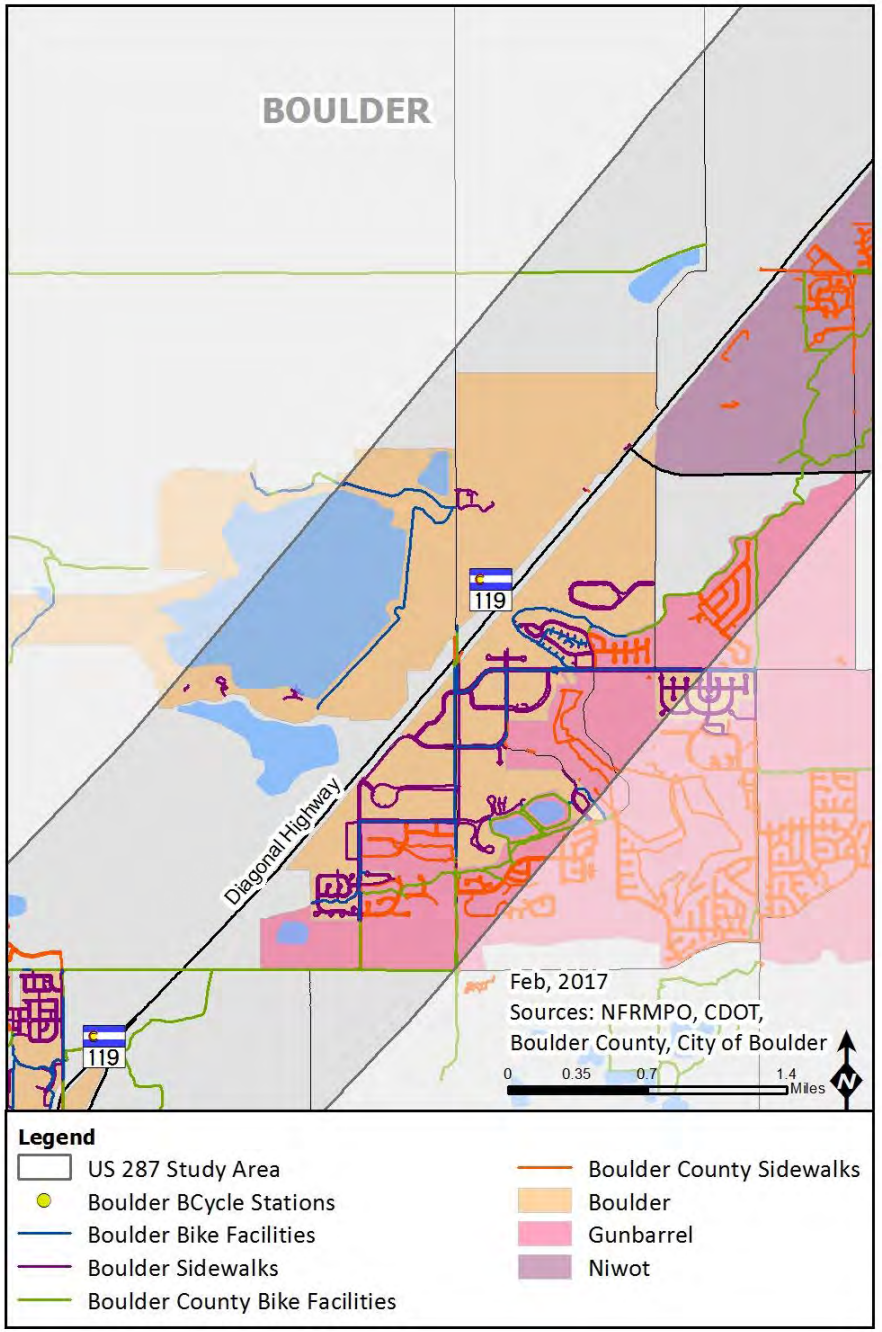


Figure 10-12 Northeast Boulder Bicycle and Pedestrian Infrastructure



Transit

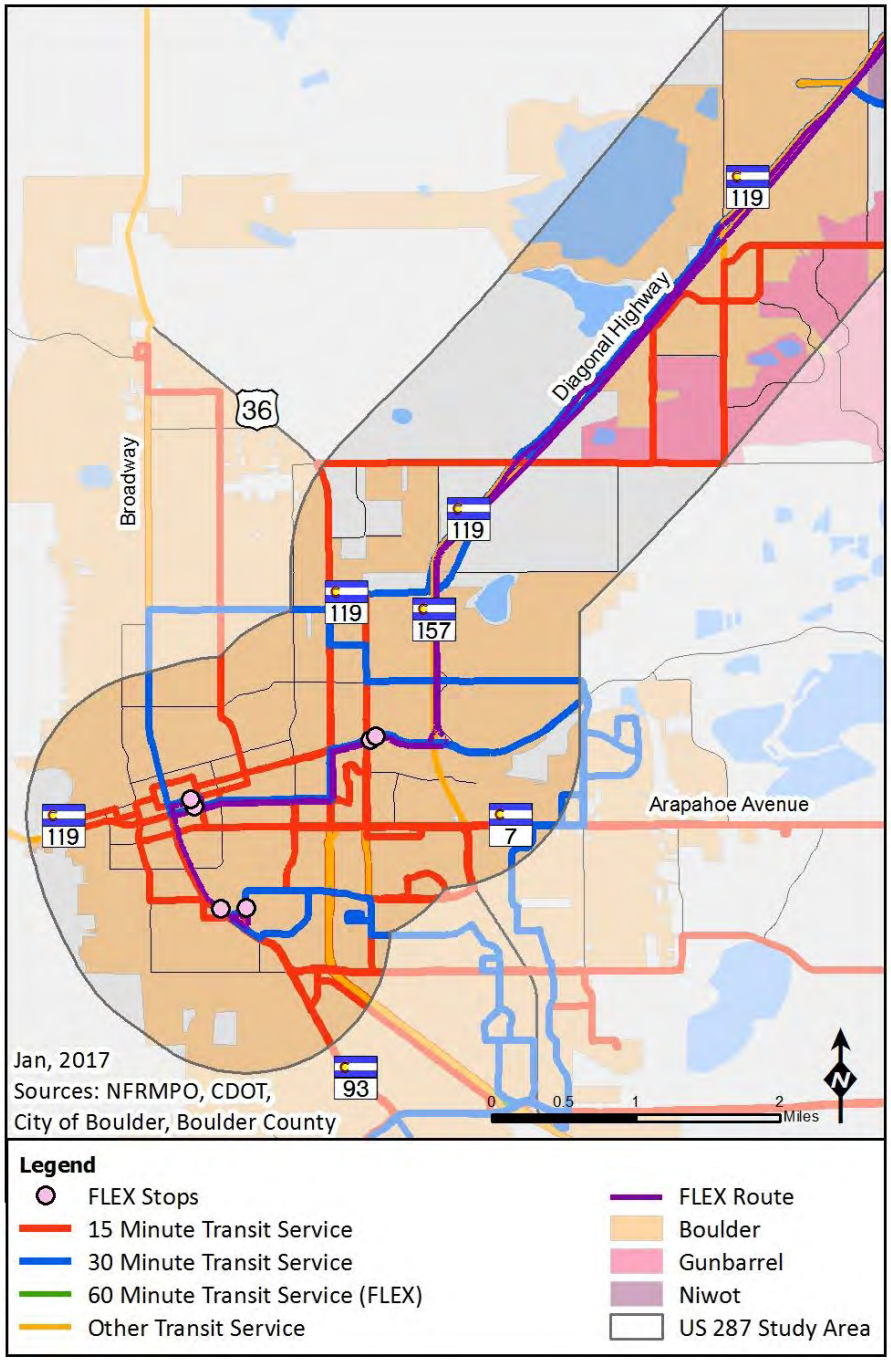
Transit in Boulder is operated by the Regional Transportation District (RTD) and by Via Mobility. Service is subsidized by the City of Boulder to allow more frequent service, specifically in the Broadway corridor and through downtown. Via Mobility operates the Hop route on behalf of the City of Boulder, which is a high-frequency shuttle with connections to major destinations. Because of the subsidized service, Boulder has multiple routes operating at least every 15 minutes during the peak period. These routes are shown in red on *Figure 10-13*. Additional routes which provide service at least every 30 minutes during peak periods are shown in blue, and express service or infrequent buses are shown in gold. FLEX Boulder Express is shown in purple.

Boulder is the terminus of the Flatiron Flyer bus rapid transit service, which provides frequent, express service along the US36 corridor to Denver. Buses stop at the Boulder Transit Center in downtown, before proceeding to CU's campus, and then toward Denver.

The FLEX service has three stop pairs in Boulder: Boulder Junction, a new transit-oriented neighborhood in east Boulder; the Boulder Transit Center in downtown Boulder; and at CU Boulder. Service is also provided along SH119/Diagonal Highway to Longmont. RTD service provides local stops along SH119, but FLEX is not allowed to pick up or drop off passengers, depending on the direction, in this corridor to reduce competition between Transfort and RTD services.

For more information about schedules and fares, visit RTD's website at www.rtd-denver.com.

Figure 10-13 Boulder Transit Routes

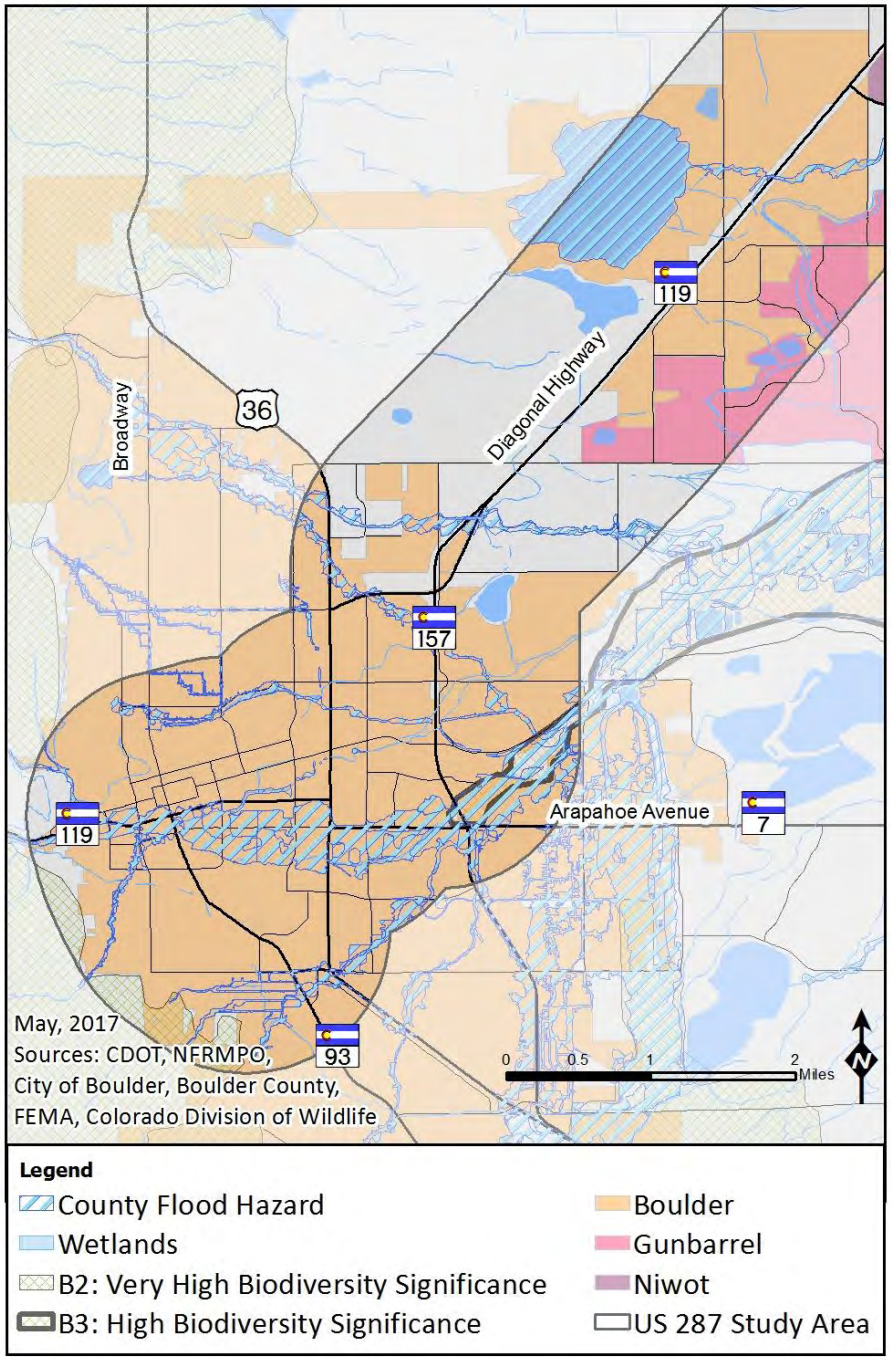


Environmental Features

Due to its location in the foothills, the City of Boulder has a diverse and important environment and landscape. As shown on *Figure 10-14*, much of the City is surrounded by a Very High Biodiversity Significance. Additional High Biodiversity Significant areas are located at Boulder Reservoir, Sawhill Ponds, and the Walden Ponds Wildlife Habitat.

Multiple waterways cross Boulder, including Boulder Creek. Because of the flat nature of the City, flood hazards exist along multiple corridors in the City. These are represented in purple on the map.

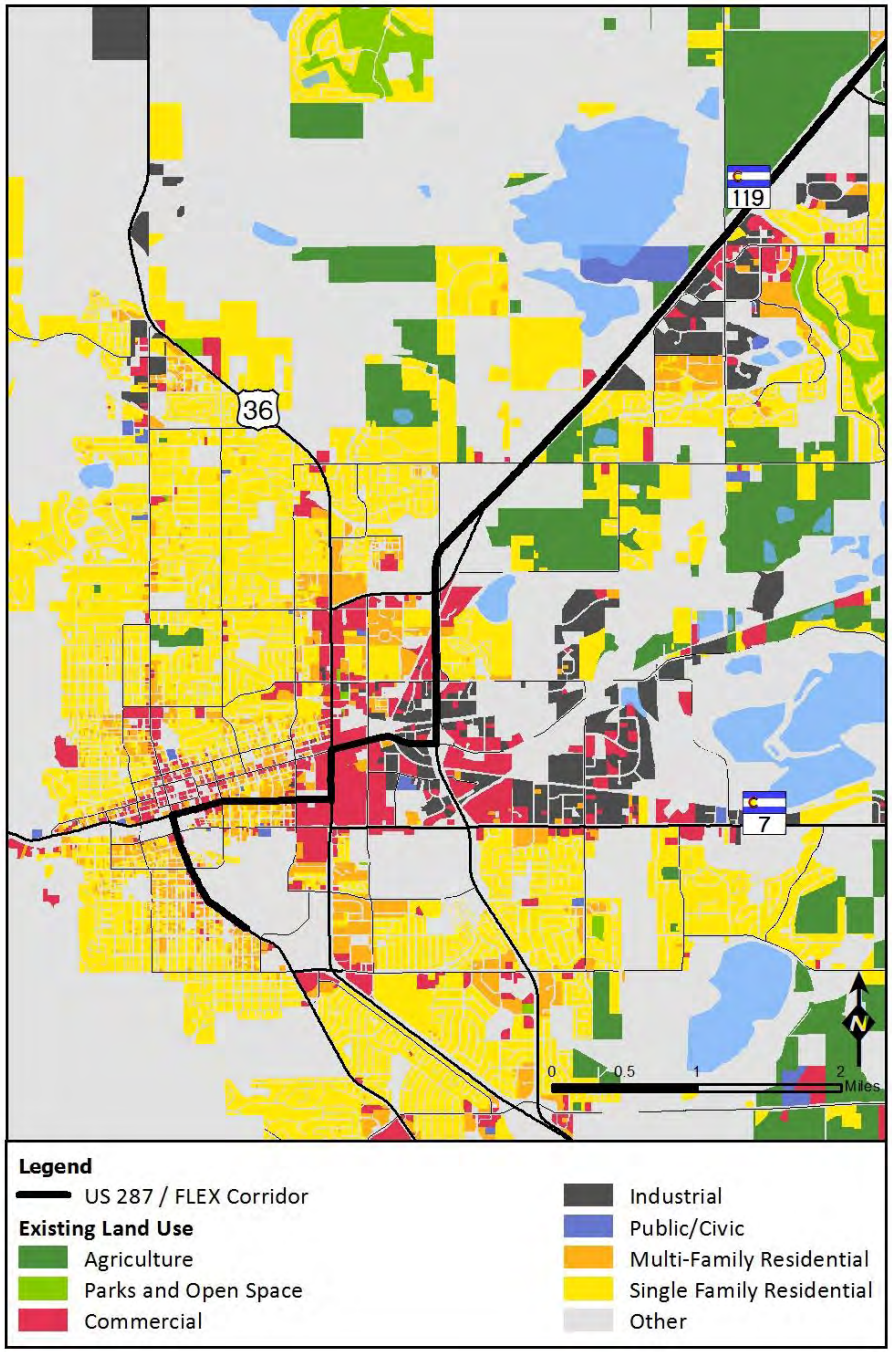
Figure 10-14 Boulder Environmental Features



Existing Land Use

The land uses displayed on *Figure 10-15* represent 2017 land uses from the Boulder County Assessor's office. Land uses were consolidated into a smaller number of categories. Parcels categorized as "other" include vacant lots and some parcels exempt from property taxation without a clearly identified land use. The Study Area in Longmont contains a variety of land uses, including Commercial, Industrial, Multi-Family Residential, and Single Family Residential.

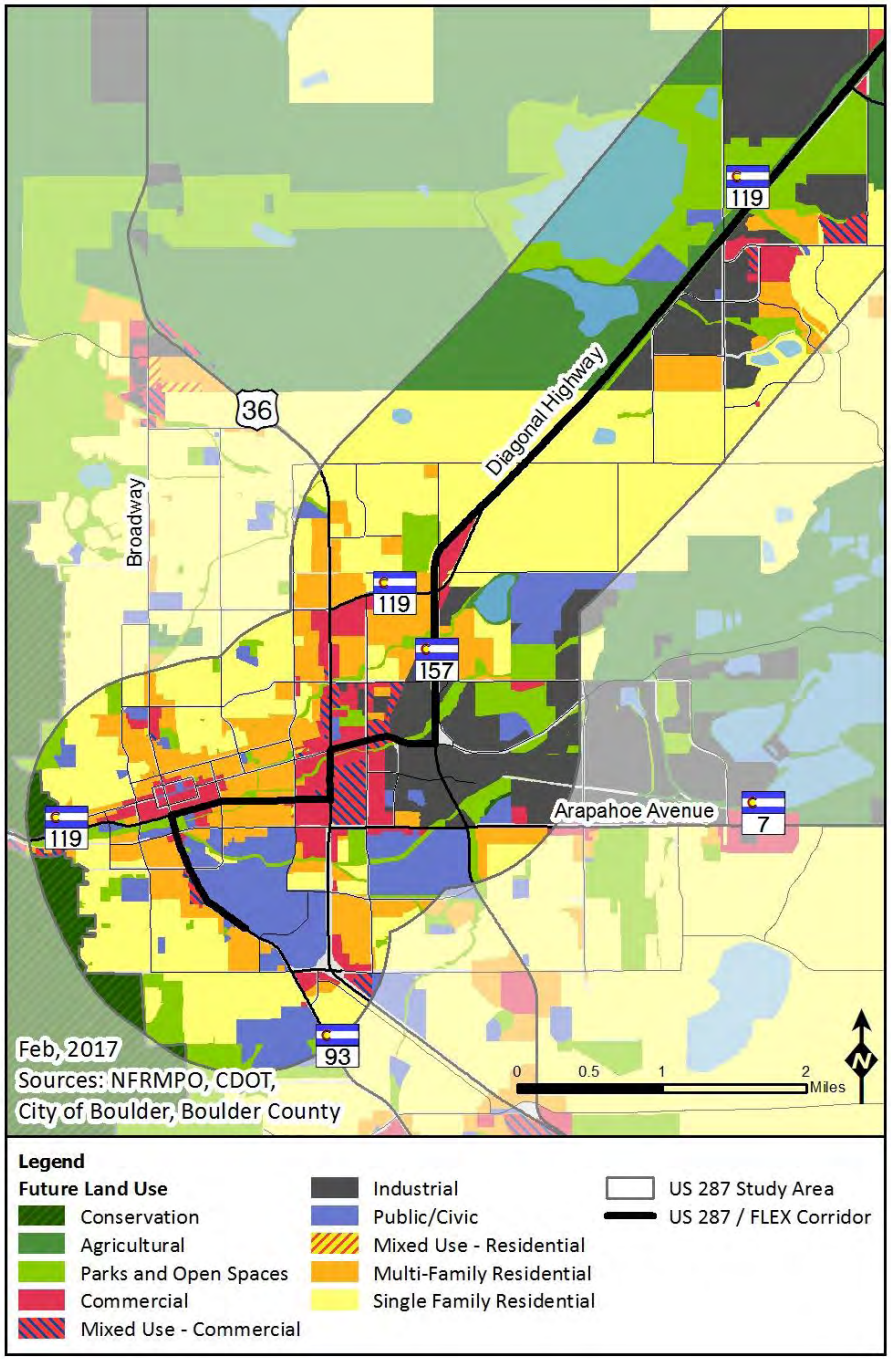
Figure 10-15 Boulder Existing Land Use



Future Land Use

The land uses displayed on *Figure 10-16* represent future land uses consolidated from Boulder County Zoning (as of November 2016) and the City of Boulder's 2010 Boulder Valley Comprehensive Plan. The future land uses represent built out conditions identified by local communities, and do not adhere to a specific forecast year. Within the Study Area in Boulder, future land uses vary considerably.

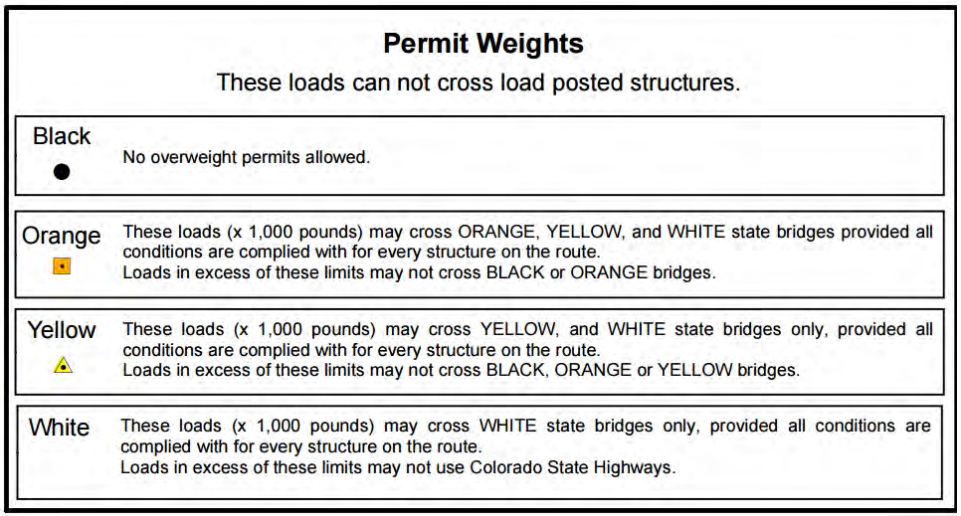
Figure 10-16 Boulder Future Land Use



Appendix A: Bridge Load Restrictions

This Appendix provides the weight limits for load restricted bridges. There are four levels of load restrictions imposed by CDOT on state bridges: black, orange, yellow, and white. Black is the most restrictive and does not allow overweight permits. Orange, yellow, and white allow overweight permits which vary based on the distance between axle groups and the number of axle groups. See *Figure A-1* and *Figure A-2* for complete information on each load restriction category.

Figure A-1 Bridge Load Restriction Categories[7]



Permit Weights

These loads can not cross load posted structures.

Black ●	No overweight permits allowed.
Orange ■	These loads (x 1,000 pounds) may cross ORANGE, YELLOW, and WHITE state bridges provided all conditions are complied with for every structure on the route. Loads in excess of these limits may not cross BLACK or ORANGE bridges.
Yellow ▲	These loads (x 1,000 pounds) may cross YELLOW, and WHITE state bridges only, provided all conditions are complied with for every structure on the route. Loads in excess of these limits may not cross BLACK, ORANGE or YELLOW bridges.
White	These loads (x 1,000 pounds) may cross WHITE state bridges only, provided all conditions are complied with for every structure on the route. Loads in excess of these limits may not use Colorado State Highways.

Figure A-2 Maximum Allowable Permit Weight per Axle Group (x 1,000 pounds)[7]

Distance (d) Between Axle Groups									Axle Groups
8' < d < 10'			10' ≤ d < 12'			d ≥ 12'			
Orange	Yellow	White	Orange	Yellow	White	Orange	Yellow	White	
22	25	27	22	25	27	22	25	27	Single Axle
36	39	43	39	43	47	42	46	50	Tandem Axle
49	53	58	53	58	63	55	60	65	Triple Axle
52	57	62	57	62	68	60	66	72	Four or more Axle

[7] CDOT, Colorado Bridge Weight Limit, December 2016. https://www.codot.gov/business/permits/truckpermits/documents-1/newmap.pdf

Appendix B: Drivability Life

CDOT uses Drivability Life to assess pavement condition on state-maintained facilities. As explained in CDOT's 2016 Transportation Deficit Report,[8] Drivability Life indicates how many years a highway segment will have acceptable driving conditions. The three rating categories of High, Medium, and Low are determined based on pavement smoothness, surface cracking, rutting, and safety. Pavement rated as High is predicted to have acceptable driving conditions for at least 10 years. Pavement rated as Medium is predicted to have acceptable driving conditions for four to 10 years. Pavement rated as Low is predicted to have fewer than four years of acceptable driving conditions. A rating of Low does not mean the highway is impassable. However, the pavement condition may require drivers to reduce speeds to navigate around potholes and other types of pavement damage.

[8] CDOT, 2016 Transportation Deficit Report, 2016. https://www.codot.gov/programs/BridgeEnterprise/resolutions/2016/transportation-deficit-report.pdf

Appendix C: Potential Conservation Areas

The Colorado Division of Wildlife, which is part of Colorado Parks and Wildlife, uses a rating system to determine Potential Conservation Areas (PCAs). The information is collected by the Colorado Natural Heritage Program (CNHP), and tracked in the Biodiversity Tracking and Conversation System (BIOTICS). PCAs are identified to "support the continued existence of a particular element of natural heritage significance."[9] The identified PCAs provide an environment allowing a particular element or suite of elements to continue existence. Information used to identify PCAs include:

- Species' life history
- Topography
- Geomorphology
- Hydrologic features
- Vegetative cover
- Current and potential land uses

Being identified as a PCA does not preclude development or any activity in the identified area. Rather, additional care should be used to identify whether or not the activity will cause degradation to the element or process identified. An inventory of CNHP PCAs within Colorado is available on the CNHP website at http://bit.ly/2l2MjCi.

[9] Colorado Natural Heritage Program, Data Dictionary for Potential Conservation Area, Transcription Reports from the Colorado Natural Heritage Program, 2005. http://www.cnhp.colostate.edu/download/dictionary/Data%20Dictionary%20for%20PCA%20Reports.pdf