

## Appendix B: Outreach and Engagement Summary

The outreach methods and feedback received are described throughout this Appendix. Overall, NFRMPO staff promoted the ATP all throughout the NFRMPO's outreach season in 2024 and 2025. The NFRMPO conducted a virtual survey to support the ATP. This survey opened on February 21, 2024, and closed on September 27, 2024. There were 262 responses in total from 19 different zip codes.

### In-Person Events and Presentations

#### *Northern Colorado Mobility Committee (NCMC)*

##### **I would bike more if....**

- Downtown had better lighting
- I had an e-bike
- If I had a bike
- If my kid could ride with me
- There was more connectivity over entire network
- I didn't live on US34
- If I had a bike but I am too old anyway
- Trails connected from Severance to Promontory
- I had a good bike, more time, and there was less traffic or congestion
- I don't ride and won't ride
- I knew how
- Commute distances to Longmont, Denver and Colorado Springs were shorter
- I didn't have so many meetings in different places
- I didn't have to carry so much stuff to and from work
- I didn't have to go down US287
- There was more respect for bikers
- It was as efficient as driving
- It made pick-off and drop off kids and family more efficient
- There were more events for first time riders

##### **I would walk or roll more if...**

- I had more time
- There were more shade and lighting at night
- I took breaks or a lunch during work hours
- If my community had more sidewalks

- There were more safe crosswalks
- I was more disciplined, or I had a walking buddy
- If the sidewalks weren't in bad shape in many areas in Greeley
- If the paths were connected safely
- I had more time
- I had more time and safer paths
- I lived in the country
- I had more time and fewer meetings in multiple locations

**What do you see as the largest barrier to safer and more reliable biking & walking in your community?**

- Safe connections between trails and city
- Funding and legislative commitment
- Lack of sidewalks
- Cleaned sidewalks for wheelchairs
- Greatest barrier is unmanaged growth and thinking of active transportation as an afterthought
- Others on the road
- Traffic (speed), congestion on walkways, no paths, animals
- Not enough safe connections
- Education for drivers and safety signage
- In Greeley, there are not enough barriers and bike lanes for safe riding, and sidewalks are in poor condition
- Lack of sidewalks and bike lanes. Distracted drivers
- Not enough disconnected paths trail, bike lanes
- More long-distance bike trails
- Cultural perception
- Safety regarding homelessness, crime
- Distracted drivers. Safety for riding with family

NFRMPO staff gave informational presentations to the following groups:

- Loveland Transportation Advisory Board
- Greeley Active Transportation Stakeholders Group
- Larimer County Mobility Committee
- Weld County Mobility Committee
- Weld County Active Living
- US34 Technical Advisory Committee (TAC)
- NoCo Bike & Ped Collaborative

NFRMPO staff attending the following events to promote the ATP:

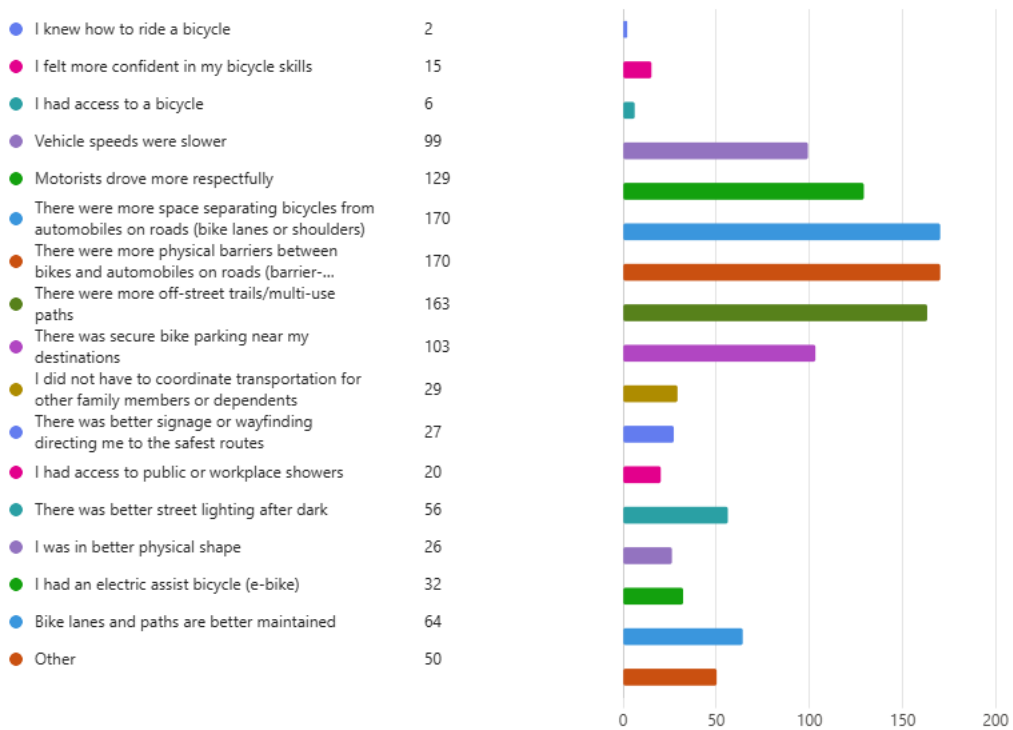
- Fort Collins Transportation Projects Fair
- Loveland Transportation Projects Fair

## Digital Engagement

### Active Transportation Plan Survey

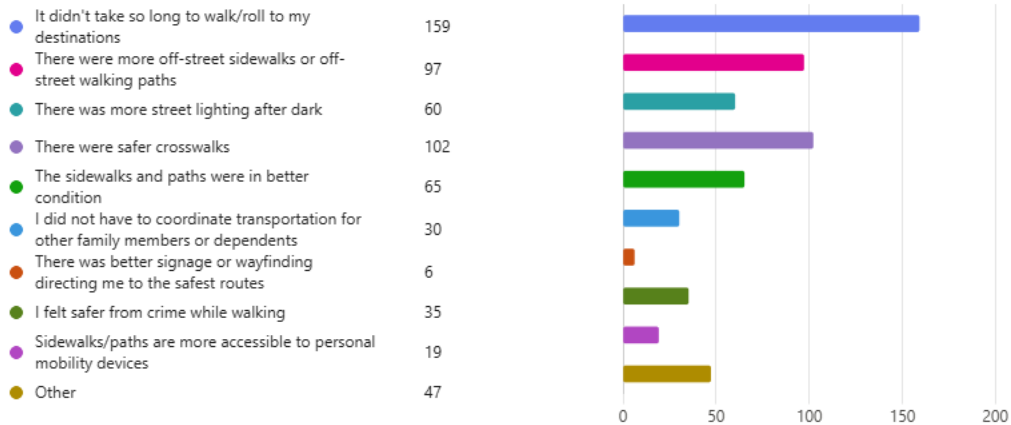
#### I would ride a bicycle more if:

4. I would ride a bicycle more if: (Choose all that apply)



**I would walk or roll more if:**

9. I would walk or roll more if: (Choose all that apply)



**Do you have any additional comments pertaining to Active Transportation?**

**Table AB-5-1: Do you have any additional comments pertaining to Active Transportation Responses**

ID	Responses
1	The reason the car has dominated transportation is because it is the best transportation available for maximum efficiency, independence, and load. You can tell because cars dominate transportation.
2	This isn't a large metropolitan area. We are comparatively sparsely populated area where everything and everyone is spread out. It is a waste of taxpayer money building more transport infrastructure. Fix the roads and stop wasting everyone's money.
3	I would like to see city planning with less dependence on cars for transit. More parking garages and emission-free shuttles near more streets closed to cars, especially downtown. More encouragement of working from home when possible, and alternate work schedules to reduce rush hour congestion. Also, busses to major events in Denver (concerts, sporting events, conventions) offered for a price comparable to gas+parking.
4	Is there any flexibility to improve lighting on transit both on the vehicle and in the cabin? Increased restroom access?

ID	Responses
5	Buffered bike lane, traffic calming, and bulb outs on south Boardwalk
6	We need much more traffic calming (narrower streets, speed bumps, raised crosswalks, etc) to bring down vehicle speeds and make cycling/walking/rolling safer.
7	I have chosen to not have a car so walking, biking and taking the bus (or asking my grown children for a ride) are my only modes of transportation. I appreciate what is already in place here and look forward to improvements.
8	Even in Fort Collins with relatively good walking and cycling infrastructure automobiles still rule this town. Please help to carve out more and more dedicated space and infrastructure for active modes in our region.
9	Transit just isn't feasible until there are MANY more stops and more frequent stops.
10	I'm so culturally ingrained to drive instead of take public transportation
11	The only times I have ridden transit are when my bus pass is heavily subsidized by work or school
12	Thank you to all staff working diligently to improve our active modes network. Automobile infrastructure proves challenging to navigate for many including me especially because of the noise, lights and fumes that come from the road and struggles with driving. It certainly demonstrates in my mind a structural problem, and I am happy to see it being addressed through public transit and walking/rolling improvements. I also hope to see more educational/encouraging imagery around the buses like the Zero Fare for Better Air posters that will help with public awareness of transit benefits so that all mobility projects can be aided by the public sphere.
13	I would PLEASE like to advocate for a dedicated bike lane going northbound on shields between Mulberry and Mountain. Currently, the bike lane is shared with cars and the speeds in these residential areas are out of control. My child goes to Lincoln and CAN NOT safely bike to school on Shields. I would also like to see wider sidewalks for easier access to mountain ave off of Shields. I can not safely walk to Beavers market without fear of my life or my children's life. Take out the turn lane (north bound) on shields and put in a dedicated bike lane. I've been emailing the city about this for years. AT MINIMUM, we need speed checks and active police presence on shields. I have seen several traffic accidents and our neighbor had their brick fence run in by a car. The drivers are becoming more and more wreck-less on this street and we need to hold them accountable for fast driving in a residential zone.

ID	Responses
14	Please keep TransFort/Max fare free!
15	Fort Collins is pretty good, but we can do better! Especially make sure bicycle connectivity is provided for all projects. One sad example is the new development on College south of Red Tail Hawk open space. How can this project have been approved without access to the Fossil Creek bicycle trail?? Another example is access from the new developments on the SE side of town. That area is a bicycle wasteland.
16	I'm a huge supporter and user of active transport modes! Thank you for putting this together!
17	I ride a bike regularly. I find that most destinations on my bike take a third of the time to reach my destination over public transportation.
18	Would like to see more security on busses and at transit centers.
19	I have a bus stop in front of my house, yet I can still bike anywhere faster and walk almost as fast. For example, to get to a medical appointment it was 1 h 47 min by bus, 1 h 48 min walking, and 30 min by bicycle (dangerous route) & 9 min driving. Infrequent transit is not useful. Also Loveland does not maintain the stop, I have to shovel it myself so people have access to the stop.
20	I use the Bustang to Denver once a month or so, would use it a lot more if there were later busses back to FoCo.
21	Cities should be built for people, not cars. My family tries to walk and bike as much as possible, but we've had numerous close calls from drivers who don't pay attention, don't care, or are aggressive.
22	Public buses mainly transport homeless people. I would never let a child on one.
23	Fundamental problems are that streets are too wide, speed limits are too high, not enough separate infrastructure (e.g. protected bike lanes), and really tiny (3') or nonexistent sidewalks in many places. We need protected bike lanes, more sidewalks, and above all traffic calming/road diets. Also please fund Sunday and evening service on Transport as well as more frequent service on heavily used routes!
24	My concern I'd vehicular speeds in school zones are too high
25	There is no bus stop near Zeigler Road and my Rigden Farm home near Zeigler Road. I worry that when I am no longer able to drive, I will have to rely on my daughter to take me to grocery shop. It quite a long

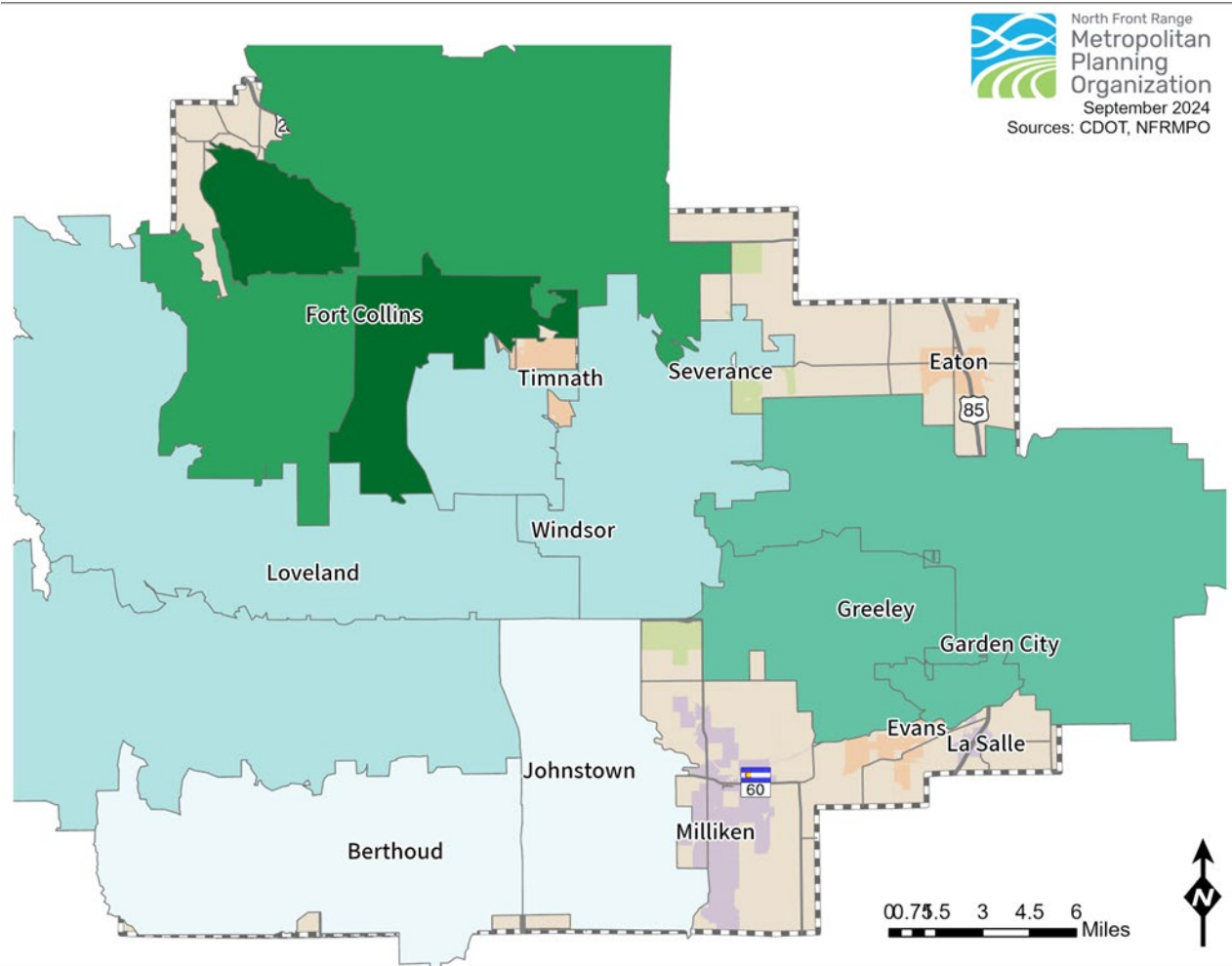
ID	Responses
	walk to King's Sooper's and Target from my condo. I live in the Rigden Corners. Rigden Corners was a Habit For Humanity housing complex, so a lot of lower income senior residents still live there.
26	I would use more Transit if there were better facilities to carry bikes on buses (less chance of bike damage). More signalized crosswalks on busy arterials would be helpful.
27	Get rid of parking minimums! If we want people to walk, bike, or take transit more, then we need to stop subsidizing motorized vehicle use to the extent that we do.
28	We need a commuter rail for the Front Range.
29	Increase fines on drivers endangering cyclists and pedestrians more and actually enforce the laws.
30	Side walks need to be cleared of snow in the winter to make walking feasible and safe.
31	I am incredibly grateful for the transition to fare-free rides in Fort Collins.
32	Transfort has good service coverage but the connectivity and frequency are poor
33	I live in Nelson Farm, which is pretty central for mid-town. To take a bus to campus or north of campus requires a transfer and takes up to an hour. So the main barrier I have is that there aren't enough lines that run frequently enough. I would ride a bus to Old Town on the weekend to go out at night if there were regular buses that went down Lemay and went direct to Old Town.
34	More frequent transportation out of the city (airport, Boulder, Denver) would make me more likely to take transit.
35	Two way stops need to be evaluated. Roundabouts, RFBs, Hawk signals and other intersection control features would make active transportation (and all forms of transportation) safer.
36	I'd like to see more investment in fixed rail infrastructure. Both streetcar investments in our downtowns, and commuter rail to the Denver Metro Area
37	I am HERE for walking, biking, transit, and whatever else we can do to make travelling easier and less dependent upon cars. I think that building communities to be walk/bike/transit-able (including denser development and more mixed development, and fewer parking spots, meaning things ARE in walk/bike distance) is a way to make living more affordable. It's far cheaper to buy and maintain a bike than it is a car, especially when there is transit to take you to the farther places.

ID	Responses
38	Affordable train service would be great, it's just a matter of getting it built without waiting for decades of studies to be completed.
39	More service from Fort Collins to Denver destinations such as red rocks please!
40	<p>* Road designs should slow traffic in primarily residential/business areas (i.e. less lanes, narrower lanes, tree lined, traffic calming measures, etc.) Save the big multi-lane nonsense for arterial roads away from pedestrians and cyclists. [Looking at you, Horsetooth Rd.. what even is the point of that bike lane?] *</p> <p>Walking/cycling paths should avoid interacting with car traffic as much as possible, but when crosswalks are necessary, they should prioritize people, not cars. Our bike rides are often twice as long as they need to be solely because we get stuck at lights that prioritize car traffic and there is no safe way around. * Public transit *needs* to be faster than taking a car or no one will ever choose it over a car. This means more routes and running more often, but could also mean closing off high-pedestrian areas like Old Town to cars. * This is a beer town! More safe non-car routes to breweries please! Public transit should run late in these cases.. though proper bike paths would be just as good. Mostly, keep up the good work! Loving all the talk about reducing car dependency and making this town even better!</p>
41	Locally, focus on making the core/most used routes more frequent and reliable. Work on getting faster and more frequent transit options to Denver or at least Longmont to connect to other areas.
42	Please focus on pedestrian and bike infrastructure improvements.
43	I believe safe, active modes of transportation should be a priority as the area continues to grow. Thank you for doing this work!
44	Transfort needs more cover bike shelters along routes, including in the CSU campus on the 2/7 route. Stop putting hostile architecture benches in the shelters without backs or bars in between seats- it's a terrible look for the community. Reinstate service to some of the cancelled routes like route 11/12 even if running smaller buses. Run smaller buses on route with less demand rather than cutting service completely.
45	I used to take the MAX bus daily to commute to my office on CSU Main Campus. My new office is at the CSU Foothills Campus and the bus route is no longer a reasonable commute option for me (route takes way too long compared to driving)
46	I want to stress the fact that busses are not clean, but most of: run later and earlier PLEASE.

ID	Responses
47	I live on the outskirts of town, and work downtown. there is no route that will take me to work in under an hour, and no way to get home since i get off after 9pm. if there were these options, i would be more likely to ride the bus
48	There are private bus companies providing general public transportation to economical locations/events. With so many businesses providing on-line shopping and delivery services, there is actually less need for public transportation. The Northern Colorado I-25 Improvement Plan showed that 98% of VMT's are taken by vehicle and only 2% are taken by public transportation; therefore, it is wrong to spend the same amount of money attempting to accommodate the need for public transportation, which goes from fixed points to other fixed points and is very expensive to extend flexibility. Use common sense and respect for the taxpayers dollars and where they are spent. Limited government is always best; however, there should be exceptions for the disabled.
49	More multi-use paths and more bus routes on the SE end of town that went later (most businesses close at 8 or later - so if I have a closing shift I can't get home on the bus) are the 2 biggest things for me. Harmony and Ziegler is a bustling area of Fort Collins with schools, a library, a large open shopping area, and MANY businesses and only 1 bus goes there! If the bus route on Drake/Ziegler went to Harmony instead of stopping at Horsetooth, or if ANY North/South routes went to Harmony instead of Horsetooth other than the MAX, that would be SO much better.
50	In nearly every instance, a private car is the most efficient choice.
51	Appreciate all efforts to provide more active transportation options and routes, especially trails.
52	I wish there had been better options under biking and walking for frequency. I wanted to have 'occasionally' as an option, or 'once or twice a month' instead of once or twice a week. Very hard to actually gauge how to answer.
53	No, thank you for the work you do
54	I live in Greeley, and while I think we're making progress, there's just no way to justify green/active transportation as a mom with two kids (with separate drop-offs, no school buses, and too young for public buses solo). I can drop off both kids and get to my office by car all in under 30 minutes; I don't have a comparable active way to do so.
55	Don't use it personally

ID	Responses
56	I like riding bike paths and look forward to any new ones. I live in Loveland and enjoy riding up to Fort Collins trails. Also like the Poudre River Trail from Windsor to Greeley. Looking forward for the connection between FC and Windsor.
57	Question how full is the large bus that travels between Greeley and Fort Collins? Would it be better for environment if we used smaller buses until big are needed?
58	I would not take transit.
59	Having sidewalks or bike lanes along busy streets would be helpful.
60	I would ride way more on the weekend but the busses hardly run on the weekend
61	When the bike racks are full on the bus and you can't take the bus you intended because you have a bike it is very inconvenient and discouraging
62	I take the RTD to work in Denver and I love it. If Greeley had more routes that ran more often I would use the bus here for in town shopping and recreation. Currently I drive to Brighton to pick up RTD but if there was a bus I could take to connect to an RTD route I would take it instead of driving
63	Evenings and Sundays would be a nice addition. I could still use my bus pass and not have to pay each way.
64	I recently moved to Greeley and have been pleasantly surprised by the cycling infrastructure (I'm an avid cyclist) especially after having lived in Fort Collins for a few years. I do not ride to work at the moment (the weather this summer has been a big part of it) but I've also yet to find an ideal route from home to work. My street, which has a bike lane, dead ends at an industrial plant where there is no choice but to go around, eliminating the most direct route. There are alternate options, but both add significant mileage in order to stay on roads with bike lanes. While that doesn't bother me if I'm riding just to ride, it hasn't been appealing from a commute standpoint. Otherwise I'd be riding to work regularly!
65	Fort Collins should bring back Sunday Service.

**Figure AB-1: Active Transportation Plan Response Rate by ZIP Code**



**Legend**

- |                 |                      |                                      |         |
|-----------------|----------------------|--------------------------------------|---------|
| — Interstate    | County Boundary      | Count of What is your home zip code? | 11 - 15 |
| — US Highway    | NFRMPO Planning Area | 1 - 3                                | 16 - 37 |
| — State Highway |                      | 4 - 10                               | 38 - 53 |
| — Major Roads   |                      |                                      |         |

Other Key Stakeholders

*Additional Meetings and Conversations*

- Town of Berthoud Planning Staff
- City of Evans Community Development Staff
- City of Fort Collins Parks Planning and Development Staff
- City of Fort Collins FC Moves Staff
- City of Greeley Transportation Planning Staff
- City of Greeley Natural Areas & Trails Department
- Town of Johnstown Planning Staff

- Larimer County Engineering Staff
- Larimer County Natural Resources Staff
- Weld County Public Works Staff
- City of Loveland Public Works Staff
- City of Loveland Open Lands Staff
- Town of Windsor Open Space and Trails Staff
- Town of Severance Planning Staff
- Town of Timnath Community Development Staff
- Town of Wellington Staff

#### Draft ATP Public Comment Period

The public comment period opened on March 20, 2026 and closed on April 20, 2026. The NFRMPO received five comments from community members and local agency staff. The comments included wording recommendations, updates on the RATC vision plans, and recommendations for further action steps in Chapter 5.