

Chapter 4: Regional Active Transportation Corridors (RATC)

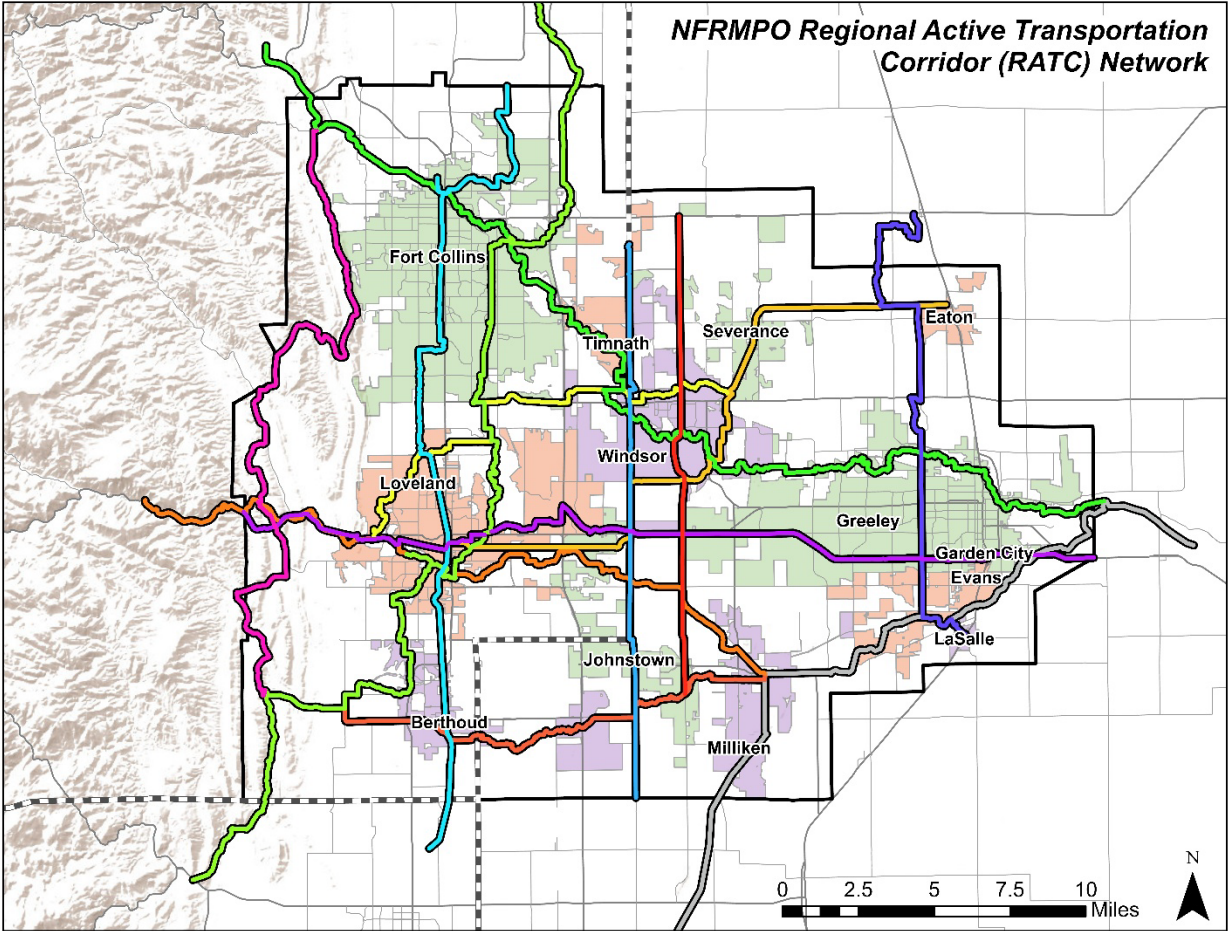
The RATC network was originally adopted in the NFRMPO's *2013 Regional Bicycle Plan* as the 'Regional Bicycle Corridors,' and have been carried forward and reaffirmed through several subsequent planning efforts, including the *2040 RTP*. Collectively, these corridors were conceived to one day serve as the spine for bicycle travel between and through the local communities. The corridors were identified based on a series of selection criteria focused on consistency with local/regional/state planning efforts, multimodal connectivity, economy and tourism, access to key destinations, obstacles to implementation, and public input.

Following the *2040 RTP*, the importance of these corridors was validated and their visions carried forward in the *2016 Non-Motorized Plan*. They were referred to as the 'Regional Non-Motorized Corridors' for their capacity to accommodate pedestrian travel were adopted in the *2045 RTP*.

In the *2021 Regional Active Transportation Plan*, these corridors were carried forward and renamed to 'Regional Active Transportation Corridors'. These corridors were adopted in the *2050 RTP*.

A major component of *ATP* development focused on engagement around these corridors. Through various tools and meetings, feedback from the public and updates from local agencies were collected to refine preferred and alternative, key local connections and critical gaps, and major barriers and opportunities for completion. These efforts largely reinforced the importance of these regional corridors but also highlighted the need for more localized considerations that maximize safe and equitable access to them. These needs and considerations are identified in the individual corridor-level maps and segment-level narratives later in this section. The updated RATC network is shown in **Figure 4-1** and **Table 4-1**. **Figure 4-2** shows the RATC Build-Out Status as of 2026.

Figure 4-1: NFRMPO Regional Active Transportation Corridor (RATC) Network



Legend

RATC Name and Number

- #1, South Platte American Discovery
- #2, Little Thompson River
- #3, Big Thompson River
- #4, Great Western/Johnstown/Loveland

- #5, North Loveland/Windsor
- #6, Poudre River Trail
- #7, Front Range Trail West
- #8, BNSF Fort Collins/Berthoud
- #9, Johnstown/Timnath
- #10, Eaton/LaSalle

- #11, US-34 Parallel
- #12, Carter Lake/Horsetooth Foothills
- #13, Johnstown/Severance
- NFR Region
- County Line

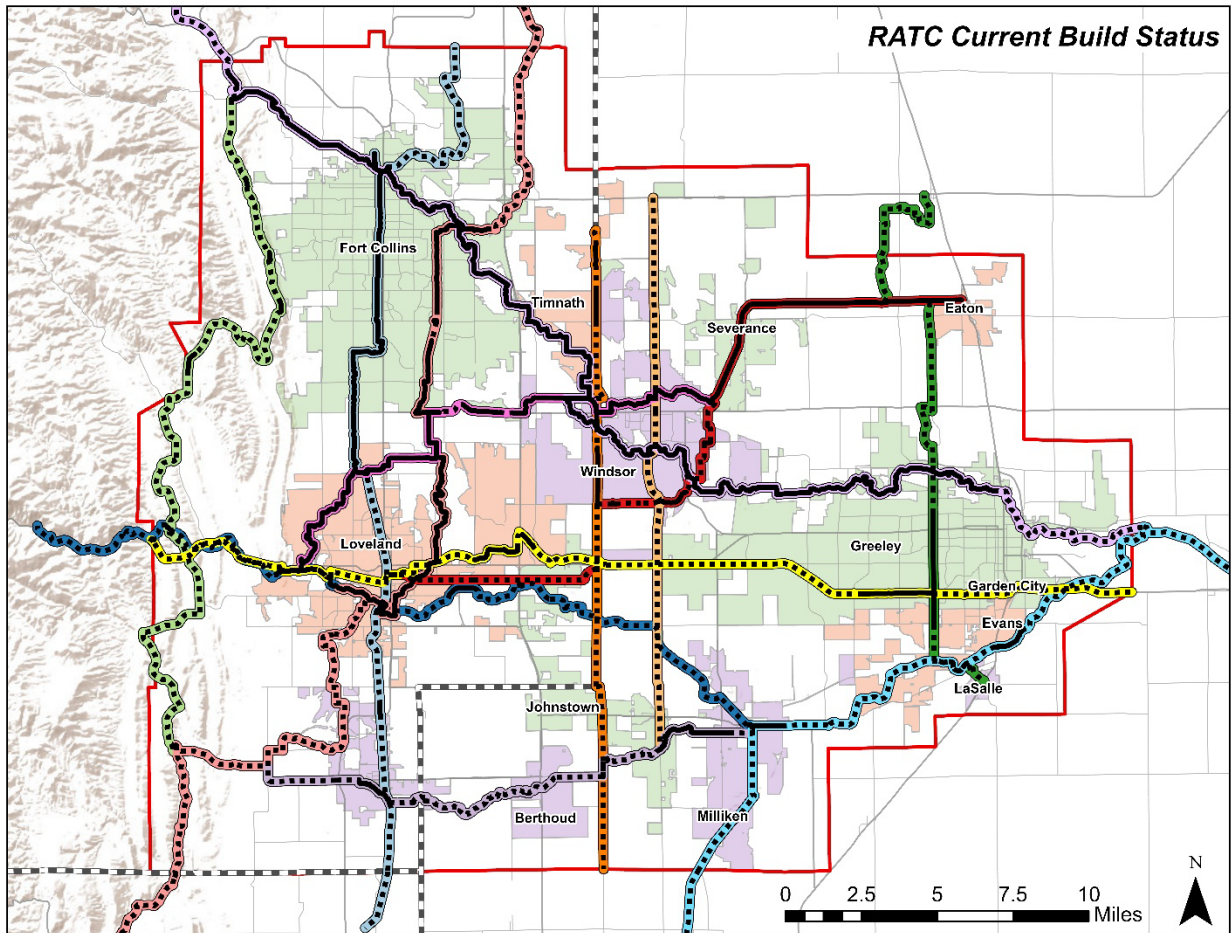


March 2026
Sources: NFRMPO

Table 4-1: NFRMPO Regional Active Transportation Corridor Network

Corridor	Name
RATC-1	South Platte/American Discovery
RATC-2	Little Thompson River
RATC-3	Big Thompson River
RATC-4	Great Western/ Johnstown, Loveland
RATC-5	North Loveland/Windsor
RATC-6	Poudre River Trail
RATC-7	Front Range Trail West
RATC-8	BNSF Fort Collins/Berthoud
RATC-9	Johnstown/Timnath
RATC-10	Eaton/LaSalle
RATC-11	US-34 Parallel
RATC-12	Carter Lake/ Horsetooth Foothills Corridor
RATC-13	Johnstown/Severance

Figure 4-2: RATC Current Build-Out Status



Legend

- Build Status
- Existing; Interim
 - Proposed
 - NFR Region
 - - - County Line

May 2026
Sources: NFRMPO



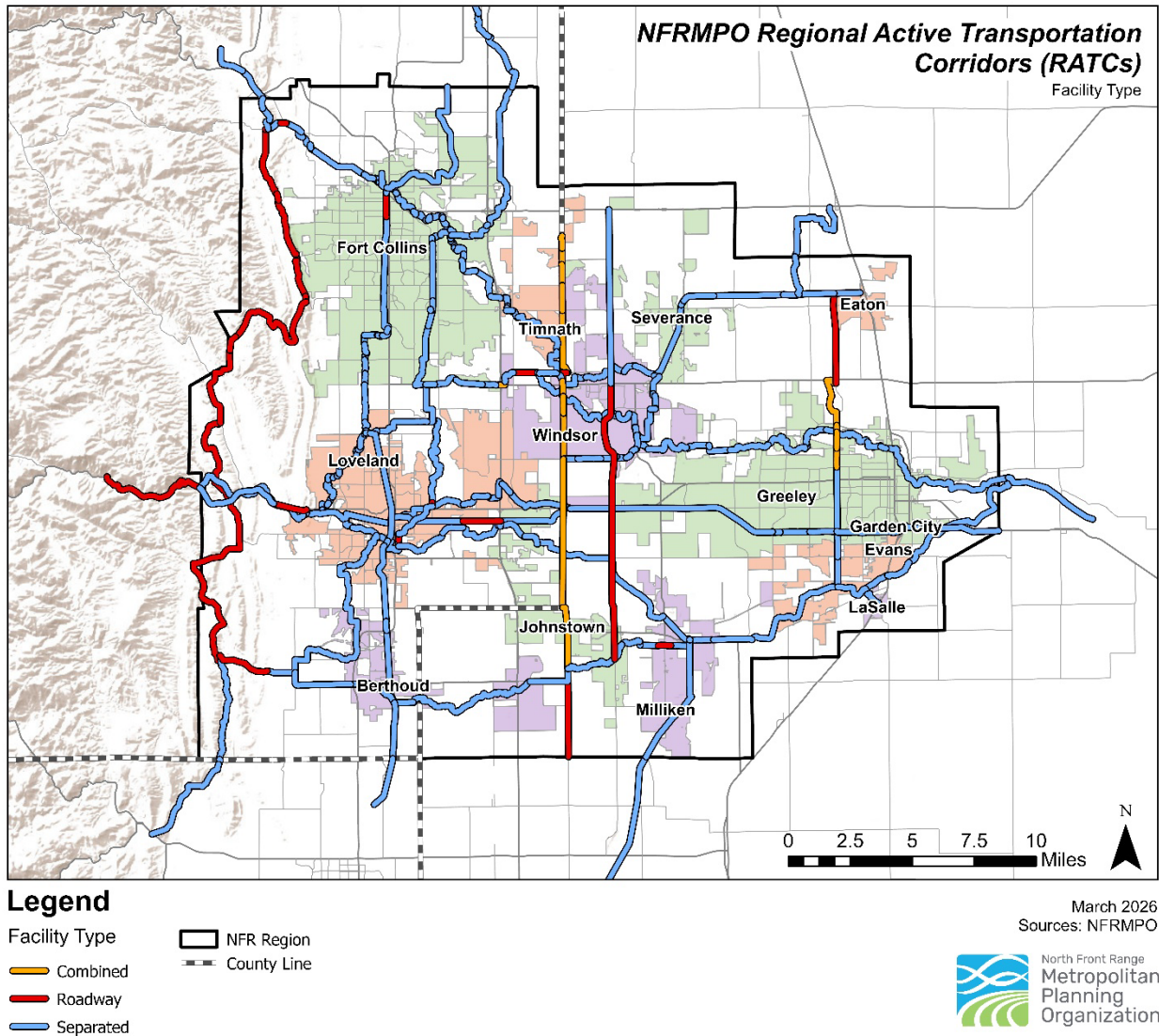
The corridors are not labeled or categorized as recreation-, school-, or commuter-oriented due to the complex and ever-changing nature of how trips are made and how these facilities are used. Part of any trip, regardless of purpose, that can be converted to an active mode helps the region achieve its transportation and air quality targets. Each of these corridors has the capacity to serve a variety of trip types, especially as population growth continues, local connections are built out, and emerging micromobility solutions extend active mode trip lengths.

Throughout this section, interim and alternative alignments are identified for many proposed segments. Identification and development of one alignment does not preclude development

of an alternative. Parallel alignments are encouraged and can complement one another in their ability to connect more community members to transportation and recreation opportunities.

The RATC Network consists of sections that are envisioned to have separate facilities (shared-use path or trail), roadway/on-road facilities (bike lanes or bikeable shoulders), and combined facilities (both on-road and separated). **Figure 4-3** shows the vision for facility types across the RATC Network. Chapter 3 summarizes more detailed guidance on what regional and/or high-use facilities like the RATC Network should ultimately look like. Upon build-out the preferred RATC Network will consist of 300.0 miles with separate facilities, 51.1 miles with roadway facilities, and an additional 24.1 miles with combined facilities. Many RATC segments may have existing combined facilities that do not meet a standard for carrying regional bike and pedestrian traffic.

Figure 4-3: Build-Out Facility Type across the RATC Network



RATC Crossing Considerations

There are dozens of crossing treatments that can be applied and combined to improve safety and mobility for bicycles and pedestrians where off-street facilities cross the roadway network or at on-street intersections. For the RATC network, a non-exhaustive list of treatments have been divided into four generalized levels based on the intensity and investment required (Level 1 being low and Level 4 being high). These categories were devised based on guidance from the Federal Highway Administration (FHWA), National Highway Research Program (NCHRP), and National Association of City Transportation Officials (NACTO).

Many of these treatments can and should be used in combination with other, potentially unlisted strategies. Final design should be appropriate for the design user based on engineering judgment and local context. The design user should be chosen to assume continued growth in trends such as electric bikes (e-bikes). Design users were discussed further in **Chapter 3**. The lowest acceptable level of crossing treatment that would be acceptable upon build-out of the various crossings along the RATC network is identified in **Figure 4-3**. In some locations, crossings are identified for facilities that do not yet exist. For others, higher level treatments are identified than what currently exists on that facility. Some facilities are already built to their final design, which is indicated on the map. Treatment levels are assigned based on a combination of factors which include traffic volumes, posted speed limit, number of travel lanes, local agency plans, and other local context. If a crossing type is not identified at a location (local roads, alleys, driveway access, etc.), it can be assumed a Level 1 crossing would be appropriate until further study is done. Although unlabeled, these crossings may still pose significant barriers to mobility along or across an RATC.

Level 1 (Low)

Pavement markings, signage, and basic improvements to existing signalized infrastructure. This can include standard signal infrastructure at signalized and unsignalized intersections.

- Crosswalk markings
- Bike lane color markings (green)
- Advanced Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- Crossing warning signs
- In-streets pedestrian crossing signs (State Law: Stop for Pedestrians in Crosswalk Sign)/"Gateway Treatment"
- No turn on red sign
- All-way stop signs



Above: Marked Crosswalk at the Loveland Transit Center

Level 2 (Medium)

More advanced warning systems, pavement treatments, physical features, detection technology, and flashing beacons. These can include midblock crossing infrastructure, such as beacons and flashing lights that are not considered traffic signals.

- Active warning beacon/ Rapid flashing beacon
- Dynamic speed feedback signs

- Internally illuminated crossing signs
- Median refuge island
- Raised crosswalk
- Leading or protected bike/ped signal phase
- Bike or pedestrian scramble
- Bike box
- Two-stage bicycle turn queue box
- Curb extensions
- Curb radius reduction
- Nighttime lighting
- Bike lane extension through intersection
- Passive bicycle signal detection
- Hardened centerline

Level 3 (High)

Major infrastructure that separates and protects active modes, including bike/ped specific signals. Level 3 improvements are often classified as if they are located at a midblock location. Some of these treatments may equate to Level 1 treatments if they are already incorporated and not specifically focused on active modes.

- Protected intersection
- Dedicated intersection
- Pedestrian Hybrid Beacon (PHD) or signal
- Roundabout

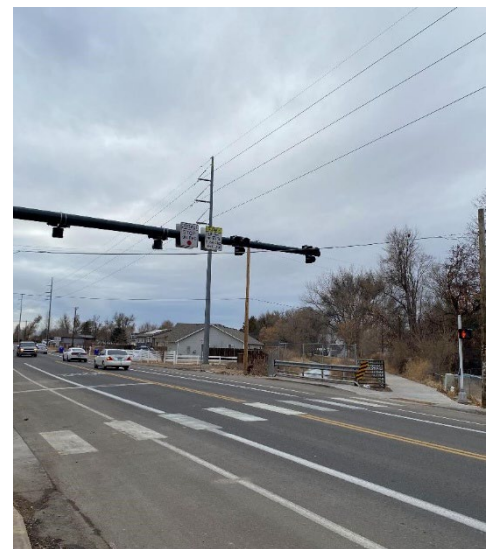
Level 4 (Separation)

Level 4 is reserved exclusively for grade-separated crossings. Underpass and overpasses are typically the highest-intensity treatment, but often the only treatment that will eliminate modal conflicts at intersections and across interchanges.

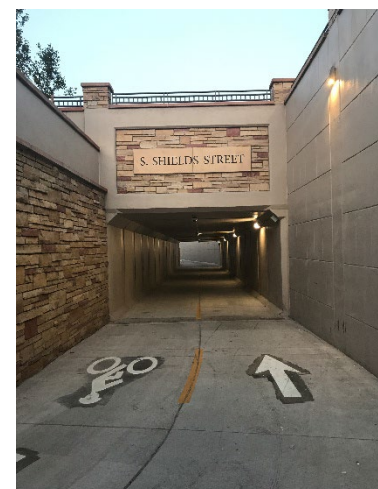
- Grade-separated crossing (underpass or overpass)



Above: Bike Box on Laurel Street in Fort Collins

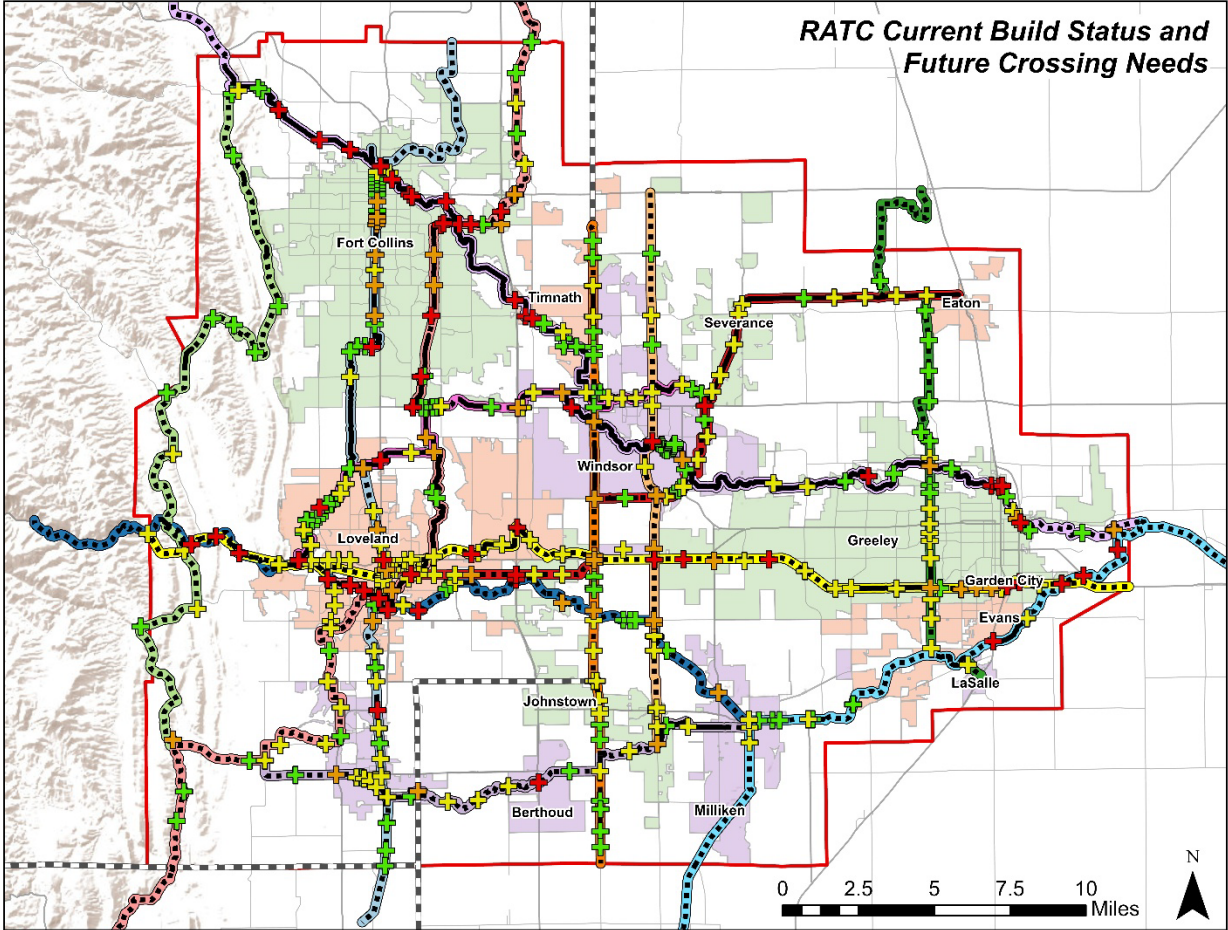


Above: Pedestrian Hybrid Beacon (PHD) in Greeley



Above: Underpass at Shields Street in Fort Collins

Figure 4-4: RATC Roadway Crossing Needs



Legend

Crossing Level	Build Status	NFR Region
<ul style="list-style-type: none"> + 1 + 2 + 3 + 4 	<ul style="list-style-type: none"> Existing; Interim Proposed 	<ul style="list-style-type: none"> NFR Region County Line

May 2026
Sources: NFRMPO



RATC Corridor Profiles

The following section describes each of the 13 corridors with a map and several corresponding tables detailing the individual segments. Each segment in the corridor map is described as:

- **Existing**- the segment exists and adequately serves regional usage. Only minimal improvements are necessary.
- **Interim**- The segment exists and is usable for some user types but would benefit from moderate to significant improvements to improve accessibility. These improvements may include facility widening, increased separation or protection from vehicle traffic,

upgrading from on-street to off-street facilities, paving, or improved access agreements with managers of the facility.

- **Proposed-** The segment does not exist but has been identified in at least one local planning document. The status of these segments within the local planning process range widely from conceptual to prioritized with local funding allocated.

Each corridor map is supported with relevant data about current and forecasted conditions. The accompanying tables include:

Corridor-Level Information

- **Corridor narrative-** A descriptive vision for the entire corridor, including highlights of its relevance regionally, statewide, and/or nationally.
- **Current and forecasted conditions**
 - Total length (miles)- Existing or Interim (2023) and Build-Out (2050)
 - Miles on-street: Existing (2023) and Build-Out (2050)
 - Miles off-street: Existing (2023) and Build-Out (2050)
 - Population within a ½ mile- Existing (2023) and Build-Out (2050)
Source: NFRMPO Land Use Allocation Model
 - Jobs within a ½ mile- Existing (2023) and Build-Out (2050)
Source: NFRMPO Land Use Allocation Model
 - Schools within a ½ mile- Existing (2023) and Build-Out (2050)
Source: 2020 CDOE School Locations
 - Transit stops within a ½ mile- Existing (2023) and Build-Out (2050)
Source: 2020 Transit Stops from various service providers
- **Planning references-** A list of the most recent and/or relevant plan citations from impacted agencies referencing this corridor with a code (letter) for use in referencing each corridor segment. For agencies with multiple plans referencing the corridor, the most current and/or relevant plan is listed.

Segment-Level Information

- **Segment ID-** Segment identifier corresponding to the corridor map.
- **Jurisdictions-** The agencies with current or future (based on Growth Management Areas) jurisdiction over the area of the segment.
- **Description-** A narrative overview of the segment with acknowledgement of local planning, projects, and opportunities.
- **Key local connection needs-** Future infrastructure necessary for community members to access the corridor. Other RATC segments are excluded from this

section, as well as areas with sufficient local infrastructure to important destinations.

- **Crossing needs-** The minimum acceptable infrastructure needed for the segment to serve regional traffic upon build-out, based on the four levels described in the previous section. If crossings are identified at locations with existing infrastructure, it is to signify the minimum level of additional enhancements that will be necessary in the future.
- **Preferred alignment-** The proposed alignment that maximizes connectivity, opportunities, and overall appeal.
- **Alternative alignment-** Segment alignment that may prove more feasible.

Figure 4-5: South Platte/American Discovery Trail Build Status

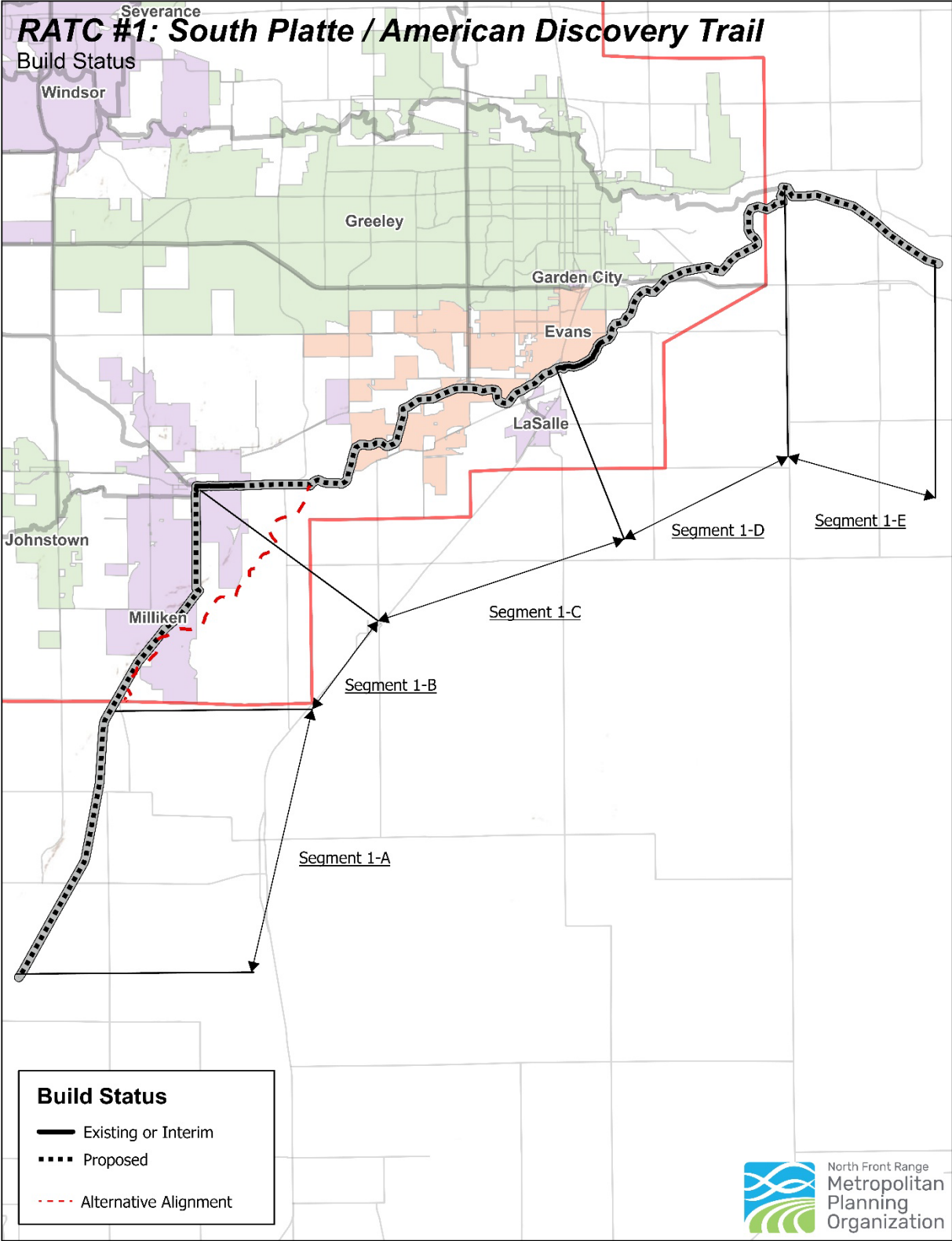
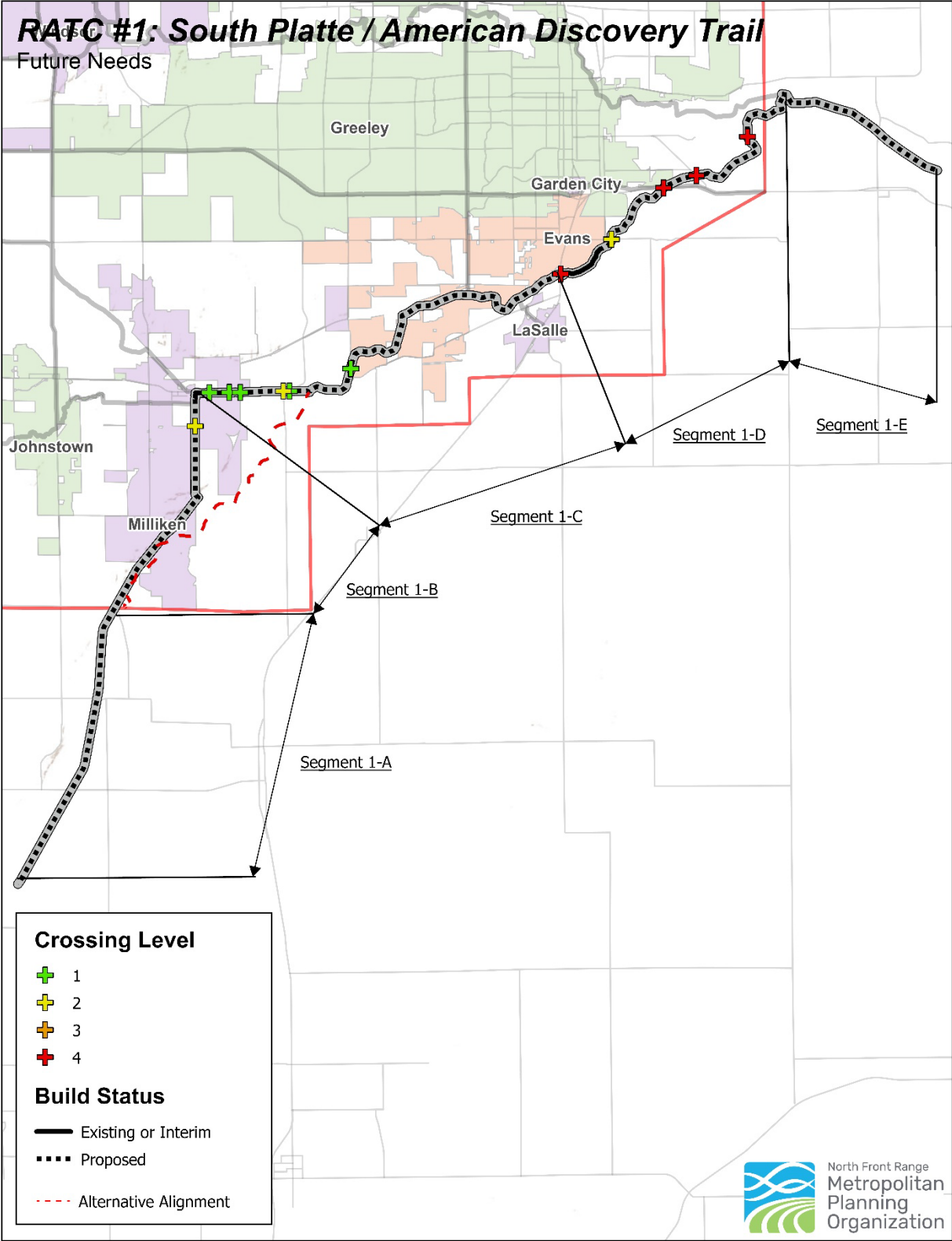


Figure 4-6: South Platte/American Discovery Trail Future Needs



RATC #1: Corridor-Level Information

Corridor Description	Planning References
<p>The South Platte River flows through the southeast portion of the NFRMPO region. This corridor will showcase and improve access to a river corridor of statewide significance, opening recreation opportunities in areas with otherwise poor access to public open lands. The corridor not only represents a future connection between NFRMPO communities and its neighbors to the south, but a statewide (Colorado Front Range Trail) and national recognized corridor (American Discovery Trail). The corridor is widely referenced by our member governments as a shared-use trail along the river corridor ultimately connecting with the Poudre River Trail (RATC #6) east of Greeley.</p>	<p>CPW- Colorado Front Range Trail (2002) DOLA – Wildcat Trail Conceptual Master Plan (2015) Firestone – Parks, Trails, & Open Space Master Plan (2020) Milliken – Milliken Comprehensive Plan Update (2023) Evans – Multimodal Transportation Master Plan (2022) Weld County – 2045 Weld County Transportation Plan (2020) Greeley – Greeley Trails Master Plan (2025)</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
2.13	33.45	0	0	2.13	33.45	5,151	18,457	1,884	1,884	2	6	2	2
<p>Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.</p>													

RATC #1: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
1-A	South of the NFRMPO Region	Proposed and Existing	Separated	Weld County, Firestone	Communities south of the NFRMPO region such as Brighton, Dacono, Firestone, and Frederick have contributed large segments of the Front Range Trail (East). As the trail extends north from its existing northern terminus at WCR24 to the NFRMPO boundary, the trail will pass through two Transportation

					Planning Regions (DRCOG, Upper Front Range TPR). The major gaps to fill are SH60 in Milliken to the current northern terminus, Dacono to Fort Lupton, Fort Lupton to SH7 in Brighton, and SH7 to E-470. South of E-470, the trail exists all the way to Chatfield State Park in Littleton.
Key Local Connection Needs		None Identified- Outside NFRMPO Planning Area			
Crossing Needs		None Identified- Outside NFRMPO Planning Area			
1-B	NFRMPO Boundary to SH60	Proposed	Separate	Thompson River Parks and Recreation District (TRPR), Weld County, Xcel Energy	The trail will enter the NFRMPO region from the south near the confluence of the St. Vrain and South Platte Rivers. The southernmost part of this segment will follow an abandoned railway line and easement owned by Xcel Energy and other private property owners. The trail will then parallel WCR23 (Alice Avenue) northward towards east Milliken. The segment is known locally as the Wildcat Trail for its proximity to the Wildcat Mound River Bluffs, which contain large deposits of shell fossils from roughly 80 million years ago. Trail development will need to consider eagle nesting habitat and wetlands. The Wildcat Trail Conceptual Trails Master Plan was completed in 2015 to assess opportunities and considerations along this segment.
Key Local Connection Needs		None Identified			
Crossing Needs		Level 2: WCR46/Inez Boulevard			

1-C	SH60 to US85	Proposed and Existing	Separate	Milliken, Evans, LaSalle, Weld County	East of the Thompson Recreation Parks and Recreation (TRPR) Center, this section will require significant intergovernmental cooperation as much of the section is currently unincorporated but lies within the Growth Management Area (GMA) of either Milliken or Evans. This section is the most critical to achieving regional connectivity in a part of the NFRMPO region without many existing options. There are several potential alignments that could take advantage of undevelopable land in the South Platte River or Big Thompson River riparian areas, county road right-of-way, or Union Pacific Railroad right-of-way.
Key Local Connection Needs		Along 77 th Avenue to West Evans and West Greeley, 49 th Street			
Crossing Needs		Level 1- S Traders Lane, WCR25, Union Pacific Railroad (x2); Level 2- SH60; Level 3- 35 th Avenue			
1-D	US85 to Poudre River	Proposed and Existing	Separate	Evans, Greeley, Weld County	This segment contains Riverside Park in Evans, one of the region’s premier outdoor recreation areas with access to the South Platte River, a popular destination for various river-related activities. Northeast of Riverside Park, this corridor could continue to follow the river, take advantage of existing public right-of-way along nearby roads, or a combination of both. US34, US34 Business, and Weld County Parkway/WCR47, where adequate space for two trail underpasses may already exist, pose the largest obstacles to

					connecting RATCs #1 And #6 near the confluence.
Key Local Connection Needs	East Evans via 37 th Street (WCR54), Southeast Greeley, East Memorial Neighborhood				
Crossing Needs	Level 2- E 37 th St; Level 4- US34, US34 Business, Weld County Parkway/WCR47				
1-E	East of NFRMPO Region	Proposed	Separated	Weld County, Kersey	The cities of Greeley and Evans and the Town of Kersey have discussed possibilities for a trail connection that could serve as a segment of either or both RATC #1 and RATC #11.
Key Local Connection Needs	None Identified- Outside NFRMPO Planning Area				
Crossing Needs	None Identified- Outside NFRMPO Planning Area				

Figure 4-7: Little Thompson River Build Status

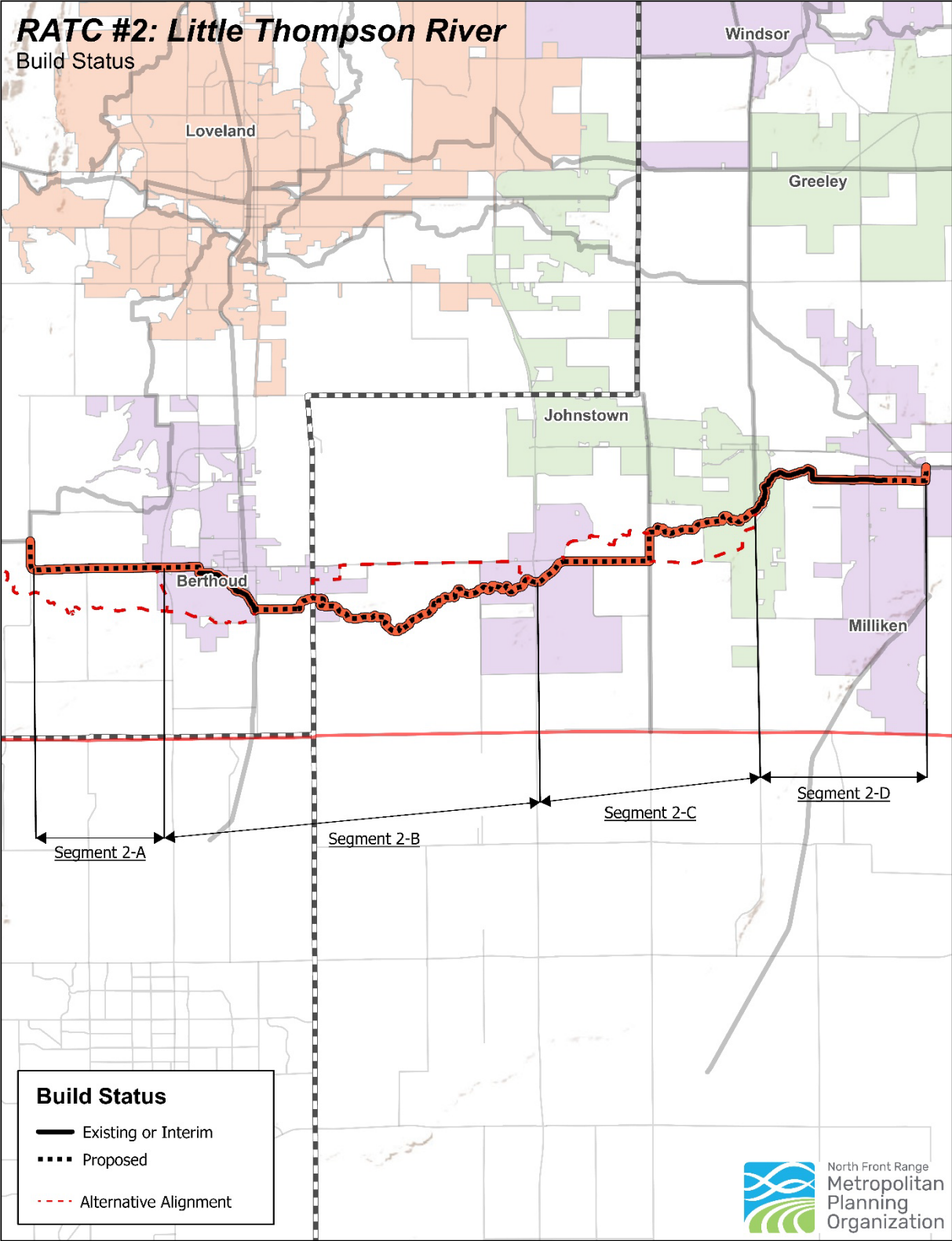
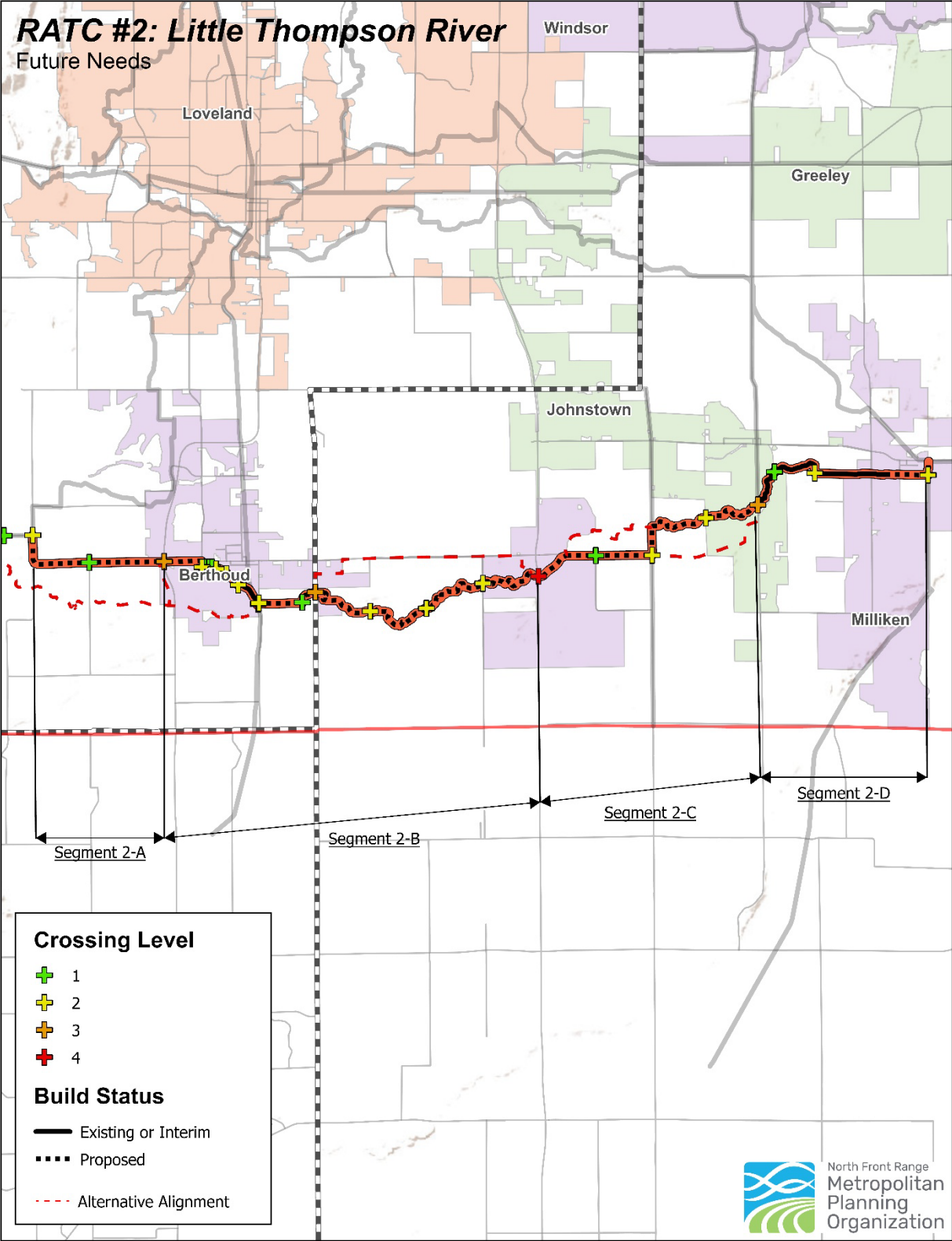


Figure 4-8: Little Thompson River Future Needs



RATC #2: Corridor-Level Information

Corridor Description	Planning References
<p>The Little Thompson River Trail provides a regional connection across the southern portion of the NFRMPO region. This historically-identified corridor connects both Larimer and Weld County with access to popular destinations like Carter Lake, The Front Range Trail (West), I-25/SH60 Park-n-Ride, and Downtown Milliken. The preferred alignment for this corridor follows county road right-of-way east from Carter Lake, connects into Berthoud’s existing trail system, and continues east following the Little Thompson River corridor and county roads to Milliken, where it meets with RATCs #1 and #3. Alternatively the westernmost segments of the corridor could follow a combination of Dry Creek and the Little Thompson River riparian areas; however, much of this alignment is privately owned.</p>	<p>Larimer County – Larimer on the Move Transportation Plan (2025) Berthoud- Berthoud Trails Master Plan (2022) Johnstown – Johnstown Updated Land Use Framework Plan (2019) Milliken- Milliken Comprehensive Plan Update (2023)</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
2.57	20.4	.51	0	2.07	20.56	9,067	35,241	3,195	4,677	6	6	2	2
<p>Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.</p>													

RATC #2: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
2-A	LCR8E to US287	Proposed	Separated	Larimer County, Berthoud	The westernmost segment would connect with RATC #7 near the intersection of LCR8E and LCF23. From this point, the corridor would follow LCR8 towards its intersection with US287, where it would require an enhanced crossing to continue towards Berthoud’s existing trail system. There are several alternative alignments in

					this area, but their feasibility is still to be determined.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 1- S LCR21; Level 3- US287			
2-B	US287 to I-25	Proposed and Existing	Separated	Berthoud, Johnstown, Weld County	From US287, this segment would follow SH56 before connecting into Berthoud’s existing trail system, which will take users by several parks and schools, with local connections to Old Town Berthoud as well. The corridor will connect with RATC #8 and head east towards undeveloped areas near the Growth Management Area (GMA) boundaries between Berthoud and Mead. The corridor will cross I-25 under the Little Thompson River bridge, where it will also make an important multimodal connection with the Berthoud Mobility Hub.
Key Local Connection Needs		RATC #7 via LCR17, Downtown Berthoud via SH56			
Crossing Needs		Level 1- Sioux Drive, Bein Street, Common Drive, BNSF Railroad, LCR6C; Level 2- LCR17, 10th Street, 8th Street, 5th Street, First Street/LCR15, WCR3, WCR5, WCR7; Level 3- County Line Road; Level 4- I-25			
2-C	I-25 to WCR17	Proposed	Separated	Berthoud, Johnstown, Weld County	On the east side of I-25 trail and wildlife underpass, the preferred alignment would continue east on the south side of WCR44, leveraging development plans in the area and showcasing the rolling hills in western Weld County. At WCR 13, it would be coterminous with RATC #9 until the Little Thompson River. The corridor will continue along the Little Thompson River until it intersects with RATC #13 at WCR17.
Key Local Connection Needs		Along SH60			

Crossing Needs		Level 1- WCR11, Great Western Railroad; level 2- WCR13, WCR 15; Level 3- WCR17			
2-D	WCR17 to S Alice Avenue	Proposed and Existing	Separated	Johnstown, Milliken	From the intersection of WCR17 and WCR46.5, cross the GWRR tracks and constructed to the intersection of WCR19 and WCR46.5, where intersection enhancements will be necessary. From there, it connects to an existing segment of crusher fine trail along the south side of WCR46.5 to Green Street. Along Green Street, a future trail could continue east to S Alice Avenue where it would connect with RATC #1. Local enhancements to the street network can better connect this corridor to downtown Milliken. Alternative alignments to Green Street should be considered as opportunities arise with proposed development to the south.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 1- Great Western Railroad; Level 2- WCR19 and WCR46.5, S Alice Avenue (WCR23)			

Figure 4-9: Big Thompson River Build Status

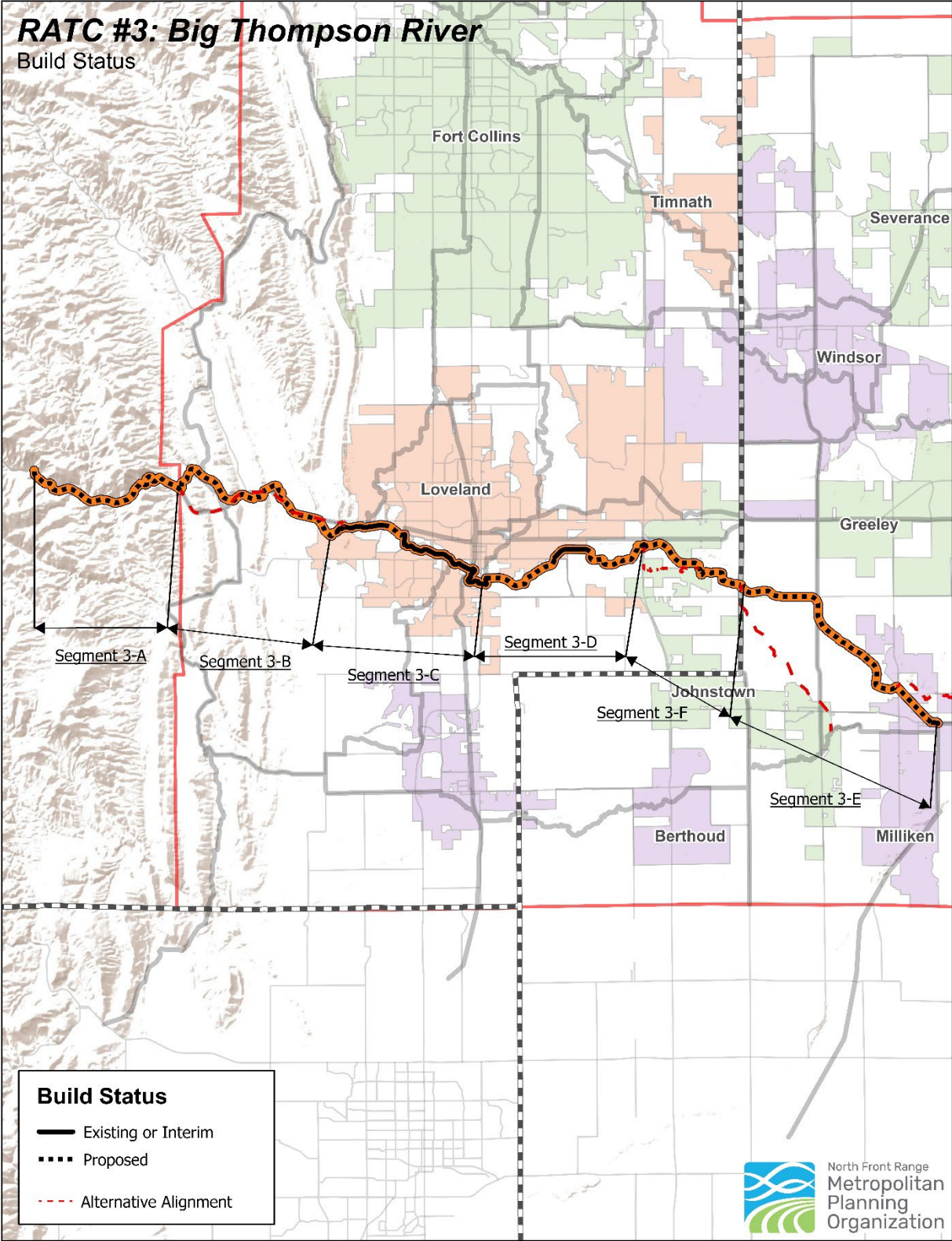
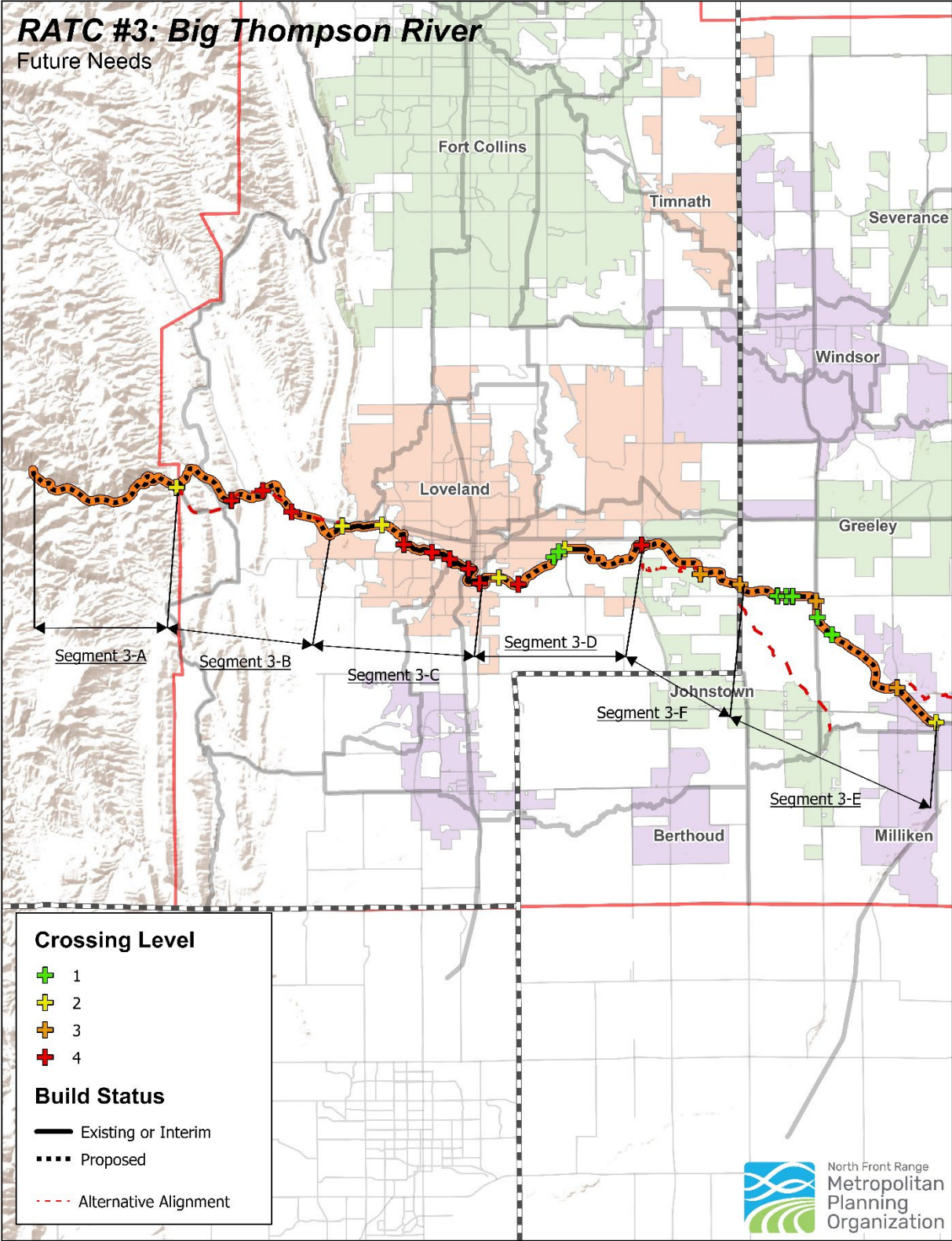


Figure 4-10: Big Thompson River Future Needs



RATC #3: Corridor-Level Information

Corridor Description	Planning References
<p>The Big Thompson River Trail provides a regional connection across the south-central portion of the NFRMPO region. This corridor connects both Larimer and Weld County with access to destinations like Downtown Loveland via RATCs #7 and #8, Devil’s Backbone Open Space, and Downtown Milliken.</p> <p>Future considerations in developing this corridor should also consider the vision for RATC #11 in the area between the NFRMPO Boundary (The Dam Store/ LCR31D) and Rossum Drive. There is opportunity for these two RATCs to be combined and/or serve as complementary alignments depending on engineering and cost constraints.</p>	<p>Larimer County – Larimer on the Move Transportation Plan (2025)</p> <p>Loveland- Connect Loveland Transportation Master Plan (2023)</p> <p>CDOT- US34 Planning and Environmental Linkages (PEL) Study (2019)</p> <p>Johnstown- Johnstown Updated Land Use Framework Plan (2019)</p> <p>Milliken- Milliken Comprehensive Plan Update (2023)</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
5.67	32.07	0	4.9	5.67	27.17	15,907	49,051	13,630	18,467	6	8	21	22
<p>Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.</p>													

RATC #3: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
3-A	West of NRMPO Region	Proposed	Separated	CDOT, Larimer County	Although the topography of the canyon limits possibilities for a shared-use path, there is still interest from some planning partners and the public in pursuing opportunities to create an off-street corridor west of Loveland’s current City boundary and in the canyon.
Key Local Connection Needs		None Identified- Outside of NFRMPO Planning Region.			
Crossing Needs		None Identified- Outside of NFRMPO Planning Region.			

3-B	NFRMPO Boundary to Rossum Drive	Proposed and Existing	Separated	Larimer County, Loveland, CDOT	If there is opportunity for this corridor to follow city- and county-owned land tracts, the trail would follow the Big Thompson River and take advantage of the various bike/ped and wildlife crossings that would be accommodated within the US34 PEL Recommended Alternative where US34 bridges cross the river. This segment of RATC #3 can support additional regional soft-surface trail development connecting the existing trail network at Devil’s Backbone Open Space with future trails at Skyline Natural Area. This segment is a crucial link in completing the roughly 15-mile recreation loop between various open lands. Rossum Drive serves as the western terminus of RATC #11.
Key Local Connection Needs		Skyline Natural Area			
Crossing Needs		Crossing Needs: Level 2- Rossum Drive; Level 4- US34 near Fawn Hollow Motel, US34 near Fireside Cabins RV Park, US34 near Wild Lane			
3-C	Rossum Drive to 8 th Street SE	Existing	Separated	Loveland	This segment is complete and provides safe biking and walking access for the southwest side of Loveland. This segment intersects with RATCs #5 and #8 and shares part of its alignment with RATC#7.
Key Local Connection Needs		Downtown Loveland			
Crossing Needs		Level 2- Namaqua Avenue			
3-D	8 th Street SE to I-25	Proposed and Existing	Separated	Loveland, Larimer County, CPW, CDOT	This segment will extend east along 8th Street as RATC #7 continues north. This segment will connect a growing part of east Loveland and several parks, natural areas, and State Wildlife

					Areas (SWAs). Ultimately, this segment will include an underpass at Boise Ave and Boyd Lake Ave when it is extended south to SH402. This segment will cross I-25 using the underpass accommodated during reconstruction of the I-25 bridge over the Big Thompson River.
Key Local Connection Needs		S Madison Avenue, Wrybill Avenue, SH402 via S Boyd Lake Avenue			
Crossing Needs		Level 1: E First Street, Saint John Place; Level 2- Saint Louis Avenue, Sculptor Drive; Level 4- S Boise Avenue, I-25			
3-E	I-25 to County Line Road	Proposed	Separated	Johnstown, Larimer County	<p>This segment will use a shared-use paths on the east side of the NE Frontage Road bridge to get south of the Big Thompson River. Depending on future development in the area, this segment will either continue paralleling the NE Frontage Road to connect into existing trails in the Thompson River Ranch Development, or continue along the river corridor to LCR3. The trail will require crossing considerations at Riverwalk Circle and will continue to follow the northern edge of development until reaching County Line Road.</p> <p>A key local connection to RATC #3 along this segment is the 2534 district on the north side of the Great Western Railroad, where few multimodal connections currently exist. This could be facilitated via facilities along the SE/NE Frontage Road or via a conservation easement along a drainage easement on the western edge of 2534.</p>

Key Local Connection Needs		2534 District				
Crossing Needs		Level 3- LCR3, County Line Road				
3-F	County Line Road to Little Thompson River Trail	Proposed	Separated	Weld County, Milliken		<p>At County Line Road, this Corridor will intersect with RATC #9, where significant infrastructure will be necessary, such as a grade-separated crossing with paths bringing connection to County Line Road. From this point, the alignment will depend on a combination of development, road improvements, and working relationships with railroad and irrigation/ditch companies. One alignment would involve paralleling the Hillsboro Ditch into downtown Johnstown and connecting to the Little Thompson Trail near the YMCA. The preferred alignment would follow WCR52 until it intersects with RATC #13 at WCR 17. It would be coterminous with RATC #13 via WCR17 until the Union Pacific Railroad. It would follow the Union Pacific Railroad alignment into downtown Milliken or the confluence of the Big Thompson and Little Thompson Rivers.</p> <p>Although less feasible due to significant land acquisition, this corridor could continue east along the Big Thompson River towards its confluence with the South Platte River.</p>
Key Local Connection Needs		Mad Russian Neighborhood, Downtown Milliken				
Crossing Needs		Level 1- WCR15, Great Western Railroad, Union Pacific Railroad (x2), WCR52; Level 2- SH60; Level 3- WCR17, SH257				

Figure 4-11: Great Western/Johnstown/Loveland Build Status

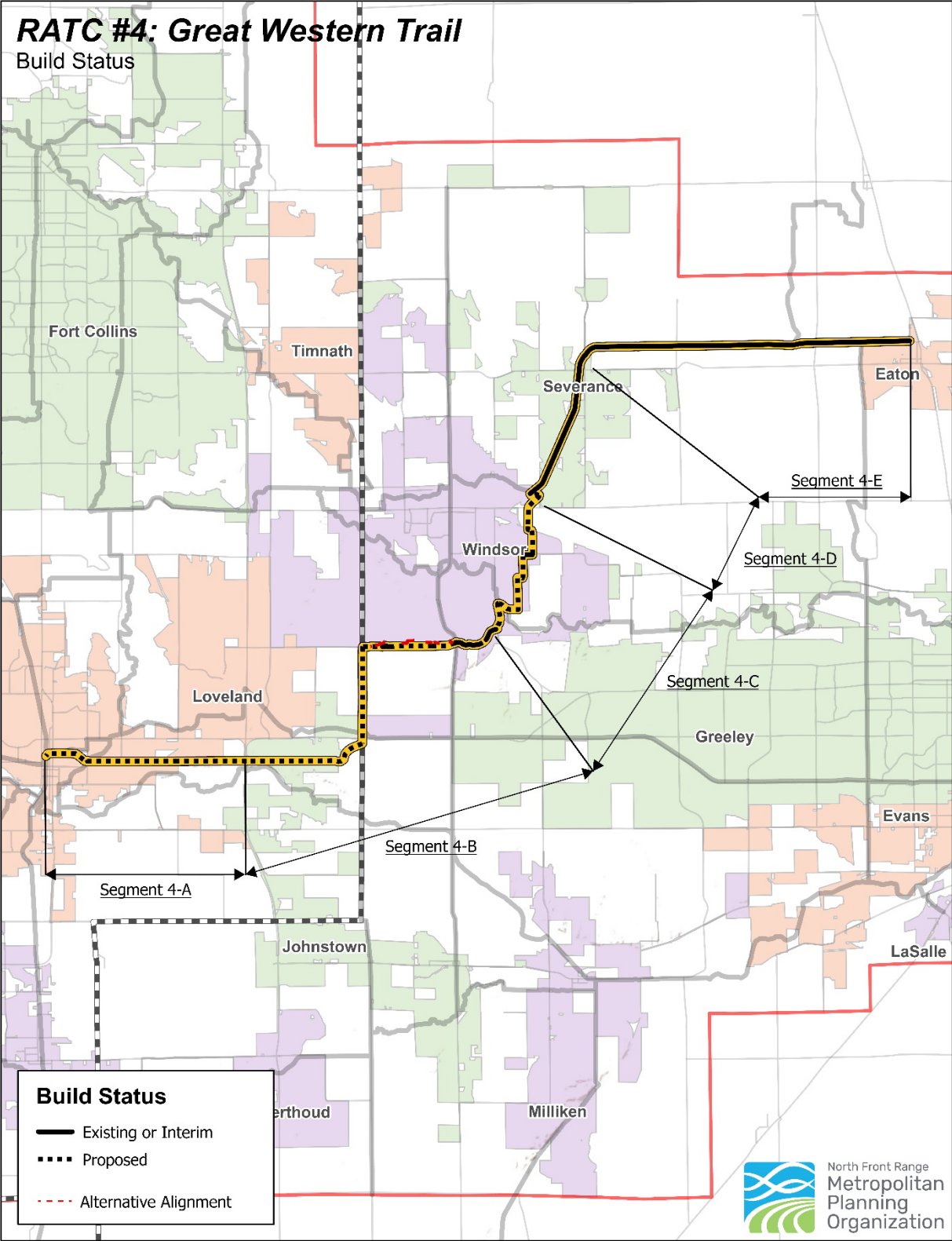
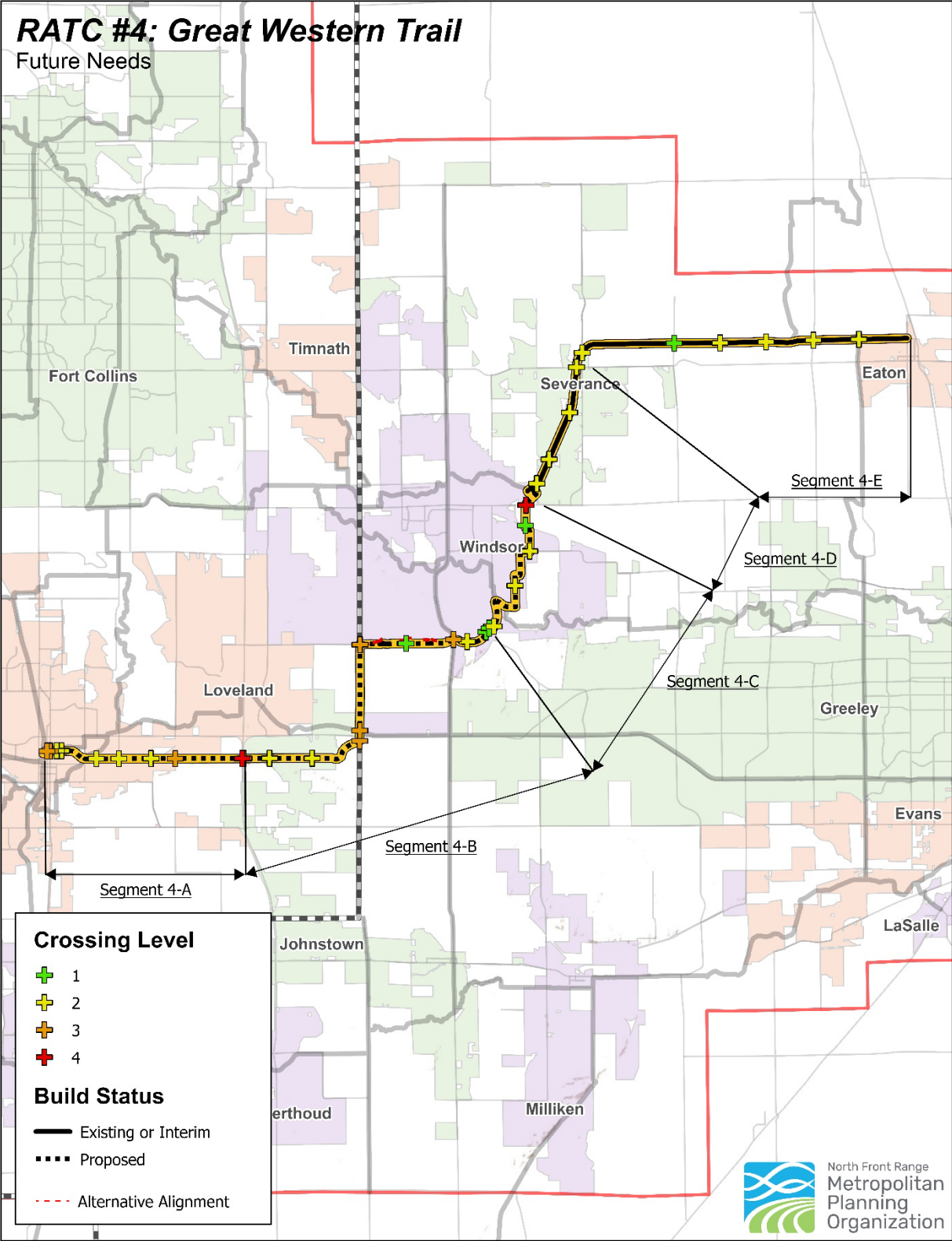


Figure 4-12: Great Western/Johnstown/Loveland Future Needs



RATC #4: Corridor-Level Information

Corridor Description	Planning References
<p>The Great Western Trail Corridor follows the alignment of the Great Western Railroad that once connected Loveland to Eaton. The backbone of the corridor is the 11.7-mile mixed-use recreational trail that connects the towns of Windsor, Severance and Eaton utilizing the abandoned rail bed of the Great Western Railroad (preserved right-of-way through the provisions of the federal “Rails to Trails” legislation). The remainder of the corridor would connect to and cross the Poudre River Trail corridor (RATC #6), Windsor’s community trail network, and follow the remaining active railway (Rails-with-Trails) into Loveland’s active transportation network. This corridor provides critical rural access from the northeast portion of the NFRMPO region into the region’s core.</p> <p>The Great Western Trail preserves and celebrates a significant piece of Northern Colorado’s history: the sugar beet industry that flourished for most of the 20th Century and gave roots to the communities that are thriving across the region today.</p>	<p>Windsor- Windsor Open Space and Trails Strategic Plan(2022) Loveland- Connect Loveland Transportation Master Plan (2023) Severance- Severance Transportation Master Plan (2021) Weld County – 2045 Weld County Transportation Plan (2020) Eaton- Eaton Comprehensive Plan (2020)</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
10.44	27.34	0	3.63	10.44	23.69	25,766	64,948	6,696	37,044	8	11	0	32
Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.													

RATC #4: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
4-A	Downtown Loveland to I-25	Proposed	Separated and Roadway	Loveland	This segment will connect downtown Loveland to I-25 via on- and off street facilities parallel to the Great Western Railroad. This would connect community members and visitors to and from

					<p>the Centerra district. The western terminus of this corridor would be at the BNSF Railroad (RATC #8), The segment would extend east, passing by the historic Great Western Railroad Depot. There is some publicly owned and private developable land along the corridor that could accommodate a shared-use path. Between Boyd Lake Avenue and I-25, it is likely this corridor would be facilitated by enhanced bike lanes or bikeable shoulders along LCR20E as development drives the improvement of the roadway. Bike lanes currently exist across I-25 on the LCR20E bridge.</p> <p>Note: This corridor could connect with Loveland’s Front Range Passenger Rail (FRPR) station depending on the stations’ final location.</p>
Key Local Connection Needs		Loveland Sports Park			
Crossing Needs		Level 2- W 10th Street, Washington Avenue, Monroe Avenue, Boise Avenue, Denver Avenue, Sculptor Drive; Level 3- Boyd Lake Avenue, Lincoln Avenue, Cleveland Avenue; Level 4- I-25			
4-B	I-25 to SH257	Proposed and Existing	Separated and Combined	Johnstown, Windsor	<p>East of I-25, this segment will continue paralleling the Great Western Railroad until it reaches WCR13, where it will turn north to an enhanced intersection at US34 and WCR13, This intersection also serves as the junction of RATCs #4, #9, and #11. The US34 PEL Study Recommended Alternative calls for a protected crossing signal or</p>

					underpass/overpass at WCR13 and US34. Once across US34, this segment would share alignment with RATC #9 north to Crossroads Boulevard. Along Crossroads Boulevard, this segment would utilize some existing path or future paths to be constructed as development in the area intensifies.
Key Local Connection Needs		2534 District			
Crossing Needs		Level 1- New Liberty Road, Montauk Lane, WCR15; Level 2- SH257, Skys End Drive, 7th Street/WCR17; Level 3- NE Frontage Road, County Line Road, US34, Crossroads Blvd			
4-C	SH257 to SH392	Proposed and Existing	Separated	Windsor	With an enhanced crossing at Sh257, this segment will cross the Poudre River and continue north through the Great Western 2nd Annexation property and Future Legends Baseball and Softball Complex where the trail will be constructed alongside development. The trail will then cross the Great Western Railroad and parallel the Consolidated law Ditch to SH392, where it will pass under the roadway via an existing box culvert.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 1-Poudre Trail Drive, Great Western Railroad; Level 2- Kodak Drive, Eastman Park Drive; Level 4- SH392			
4-D	SH392 to WCR23	Proposed and Interim	Separated	Windsor, Weld County, Severance	Once across SH392, this segment will continue north paralleling the Consolidated Law Ditch and then west along the Greeley #2 Canal for a short stretch before meeting the existing termini of the Greeley #2

					Canal Trail and Great Western Trail. This segment will then continue northeast along the existing, soft-surface alignment. This segment will be paved as funding becomes available and local connections will be created or enhanced as development occurs along the trail. Crossing enhancements have been made at all county roads, but additional considerations may be necessary as vehicle traffic increases. A trailhead will be constructed at the corner of Railroad Avenue and 3rd Avenue. This segment will be paved in sections as development occurs along the corridor and other funding is identified in built out areas.
Key Local Connection Needs		Along 1st Street/WCR23, Along 4th Avenue/WCR74			
Crossing Needs		Level 2- WCR21, WCR70, WCR72, 4th Avenue/WCR74, 1st Street/WCR23			
4-E	1 st Street/WCR23 to Cheyenne Avenue	Existing	Separated	Severance, Weld County, Eaton	This segment will continue northeast and cross Roulard Lake via a historic trestle bridge. This segment has also benefited from recent crossing enhancements at county roads but will likely need further safety considerations. This segment may also benefit from paving when funding becomes available. Additional enhancements could be made in Eaton to connect more community members to the corridor. At Cheyenne Avenue, the trail will terminate at a future park and trailhead. This section has received TAP and CPDHE funding.

Key Local Connection Needs	To and across WCR74, Eaton Country Club Neighborhood
Crossing Needs	Level 1- WCR27; Level 2- WCR29, WCR31, WCR33, WCR35, WCR25

Figure 4-13: North Loveland/Windsor Build Status

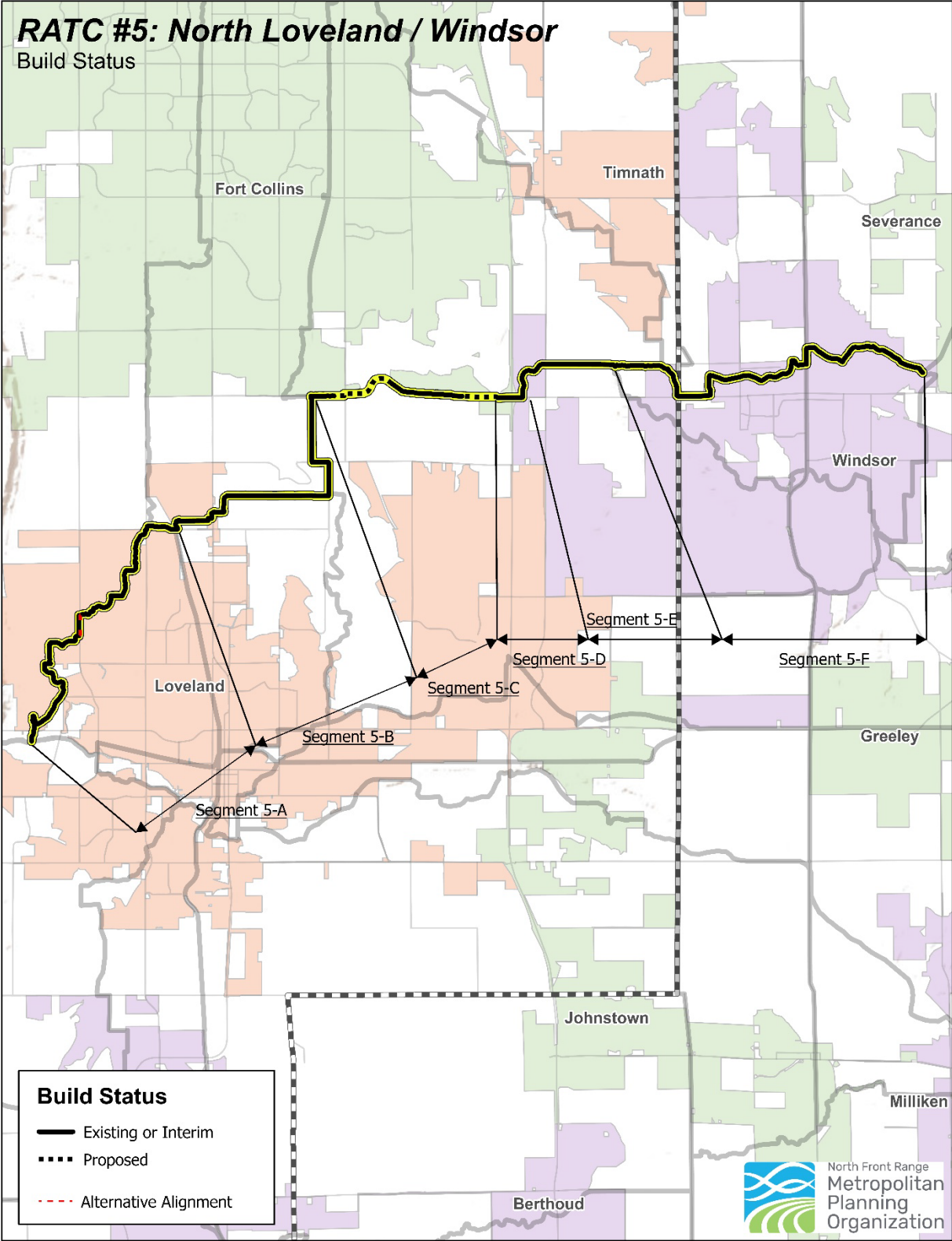
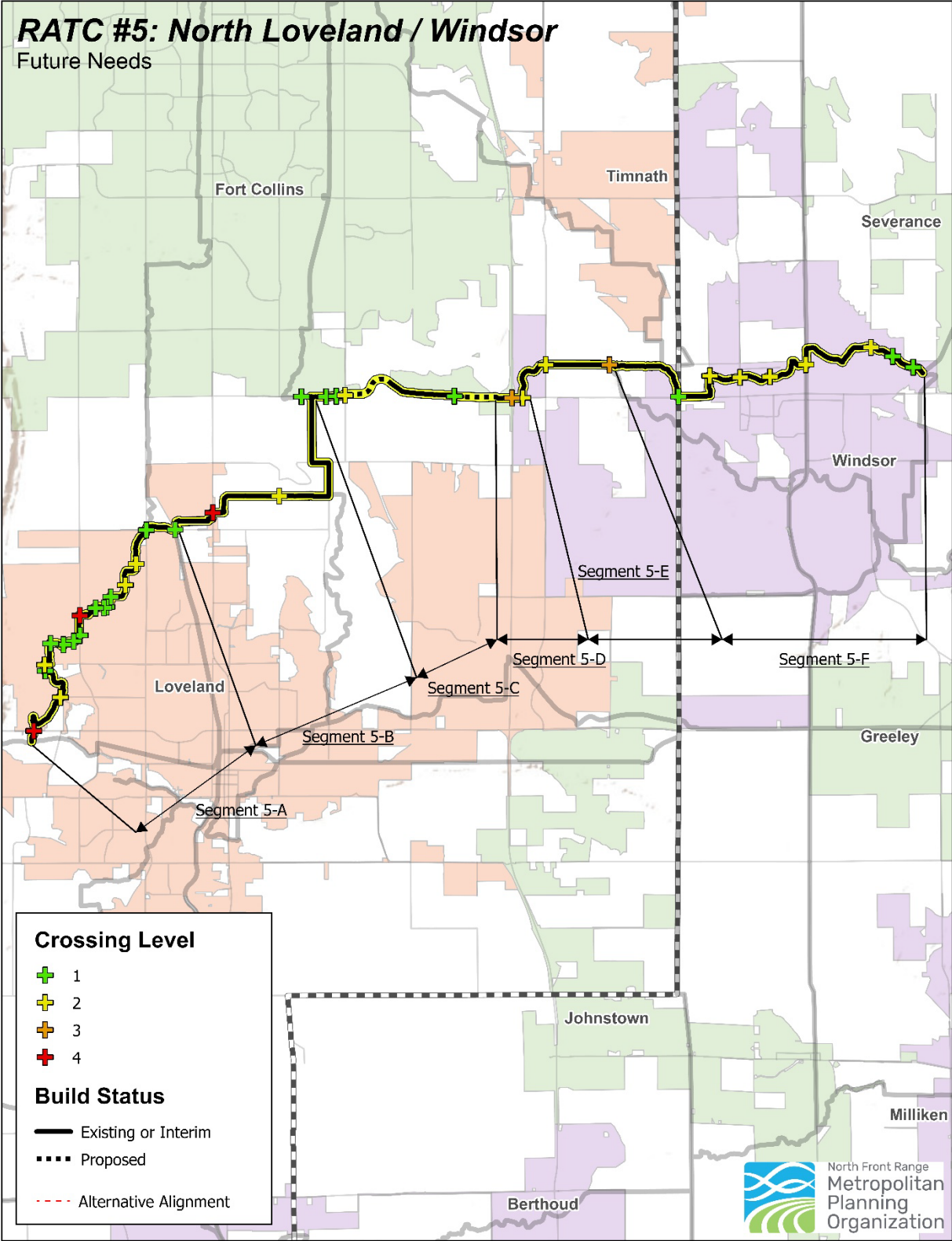


Figure 4-14: North Loveland/Windsor Future Needs



RATC #5: Corridor-Level Information

Corridor Description	Planning References
<p>The North Loveland to Windsor corridor will support bicycle travel from the Great Western Trail in Windsor, across the Larimer-Weld County line, into the southern portion of Fort Collins, the Front Range Trail (RATC #7) and the western arc of Loveland’s Recreation Trail. This Corridor will provide a crucial connection across I-25 in an area where separated crossings are 7.5 miles apart (Poudre River Trail to Kendall Parkway – both to be completed by 2023). With few options for a grade-separated crossing of I-25 in this area, the I-25 and SH392 interchange is an important connection for all users in this rapidly growing part of the region. East-west connectivity from North Loveland and South Fort Collins to Windsor is severely limited by lakes, reservoirs, I-25, and other topographic and built environment barriers. Kechter Road and Crossroads Boulevard are less direct routes and provide facilities for more confident cyclists.</p>	<p>Loveland- Connect Loveland Transportation Master Plan (2023) Larimer County - Larimer on the Move Transportation Plan (2025) Fort Collins - Fort Collins Strategic Trails Plan (2025) Windsor- Windsor Open Space and Trails Strategic Plan(2022)</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
21.05	21.6	1.69	1.48	20.12	21.05	9,067	70,406	3,195	13,795	9	9	14	14
<p>Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.</p>													

RATC #5: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
5-A	Big Thompson River to BNSF Railroad	Existing	Separated	Loveland	This segment of the corridor is complete except for a trail underpass of Wilson Avenue. This underpass will create a safe, separated crossing in a high-speed area with a history of fatal crashes. Additional at-grade crossing improvements will be necessary at the intersection of Taft Avenue and 57th Street when the 57th Street is widened. This segment

					terminates at BNSF railroad, the conceptual alignment for RATC #8.
Key Local Connection Needs	Dakota Ridge Natural Area				
Crossing Needs	Level 1- Atwood Drive, New Castle Drive, W 35 th Street; Level 3- 57 th Street; Level 4- Wilson Avenue				
5-B	BNSF Railroad to the Colorado Front Range Trail	Existing	Separated	Loveland, Larimer County	Recent trail investments through the Copper Ridge residential development have closed the only remaining gap in this segment. This segment plays an important role in connecting community members in the 57th Street/US287 area to retail, recreation, and local and regional transit opportunities.
Key Local Connection Needs	Along 57th Street, along US287, Alpine Vista Village				
Crossing Needs	Level 2- E LCR30				
5-C	Colorado Front Range Trail to Timberline Road	Proposed and Existing	Separated	Larimer County, Fort Collins	This segment was completed in 2019 between the Boyd Lake State Park entrance along LCR11C and the Union Pacific Railroad (UPRR) at SH392, in part with grant funding from CDOT and GOCO. According to the 2025 Fort Collins Strategic Trails Plan, this section of the corridor is classified as a mid-term priority. The plan estimates mid-term priorities to be completed in 17-30 years. Crossing enhancements will be needed at the intersection of SH392 and Timberline Road to provide a safe connection across these arterial roadways.
Key Local Connection Needs	RATC #8 via Carpenter Road				
Crossing Needs	Level 1- Union Pacific Railroad; Level 2- Carpenter Road/SH392; Level 4- Timberline Road				

5-D	Timberline Road to SW Frontage Road	Proposed and Existing	Separated and Combined	Fort Collins	According to the 2025 Fort Collins Strategic Trails Plan, build out of this segment will consist of a shared-use path along the north side of SH932/Carpenter Road east to the SW Frontage Roads, accompanied by buffered on-street bike lanes. The shared-use path will take advantage of large tracts of publicly owned land near Fossil Creek Reservoir.
Key Local Connection Needs		Harmony Transfer Center/Poudre River Trail			
Crossing Needs		None Identified.			
5-E	SW Frontage Road to Westgate Drive/SH392	Existing	Separated, Combined, and Roadway	Fort Collins, Windsor	This segment currently consists of striped bike lanes and sidewalks with automatic and pedestrian-activated crossing signals. Signal and intersection improvements will be needed at the SH392 and SW Frontage Road intersection to transition bicyclists and pedestrians between facilities. Similar improvements will be necessary at Westgate Drive for multi-phased turns/crossings.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 2- Westgate Drive; Level 3- I-25			
5-F	SH392 to the Poudre River Trail	Existing	Separated, and Roadway	Windsor, Larimer County	Along Westgate Drive there are bike lanes and shared-use path between SH392 and LCR5. Users must navigate two roundabouts along Westgate Drive. Improved signage and/or pavement markings may be necessary at both roundabouts to improve legibility and awareness along all modes. Along LCR32E, 5-6

					foot-wide bikeable shoulders exist between LCR5 and LCR3. East of LCR3, users transition to/from a shared-use path at the northwestern edge of River Bluffs Open Space. Signage, signal, and/or pavement marking improvements at the intersection of LCR3 and LCR32E would improve safety for all modes navigating the area. Within River Bluffs Open Space, this segment shares alignment with RATC #6.
Key Local Connection Needs	None Identified.				
Crossing Needs	Level 2- LCR5; Level 3- LCR3				
5-G	Poudre River Trail to Great Western Trail	Existing	Separated	Larimer County, Windsor	This segment traces the eastern edge of Kyger Reservoir to the intersection of WCR13 and SH392, where users cross east-west via an activated signal. The trail exists east to the Great Western Trail (RATC#4) via the Greeley #2 Canal, Windsor Lake, and various neighborhoods. This segment relies on several at-grade crossings. These crossings should be assessed as area traffic increases to ensure they safely accommodate bicyclists and pedestrians. Until RATC#4 is extended south, this segment provides the only shared-use path connecting community members in and around Eaton and Severance to other parts of the region.
Key Local Connection Needs	7th Street across SH392/Main Street, Along 15th Street, Along Walnut Street.				
Crossing Needs	Level 2- N 17th Street, N 15th Street, SH257/7th Street, Hollister Lake Road				

Figure 4-15: Poudre River Trail Build Status

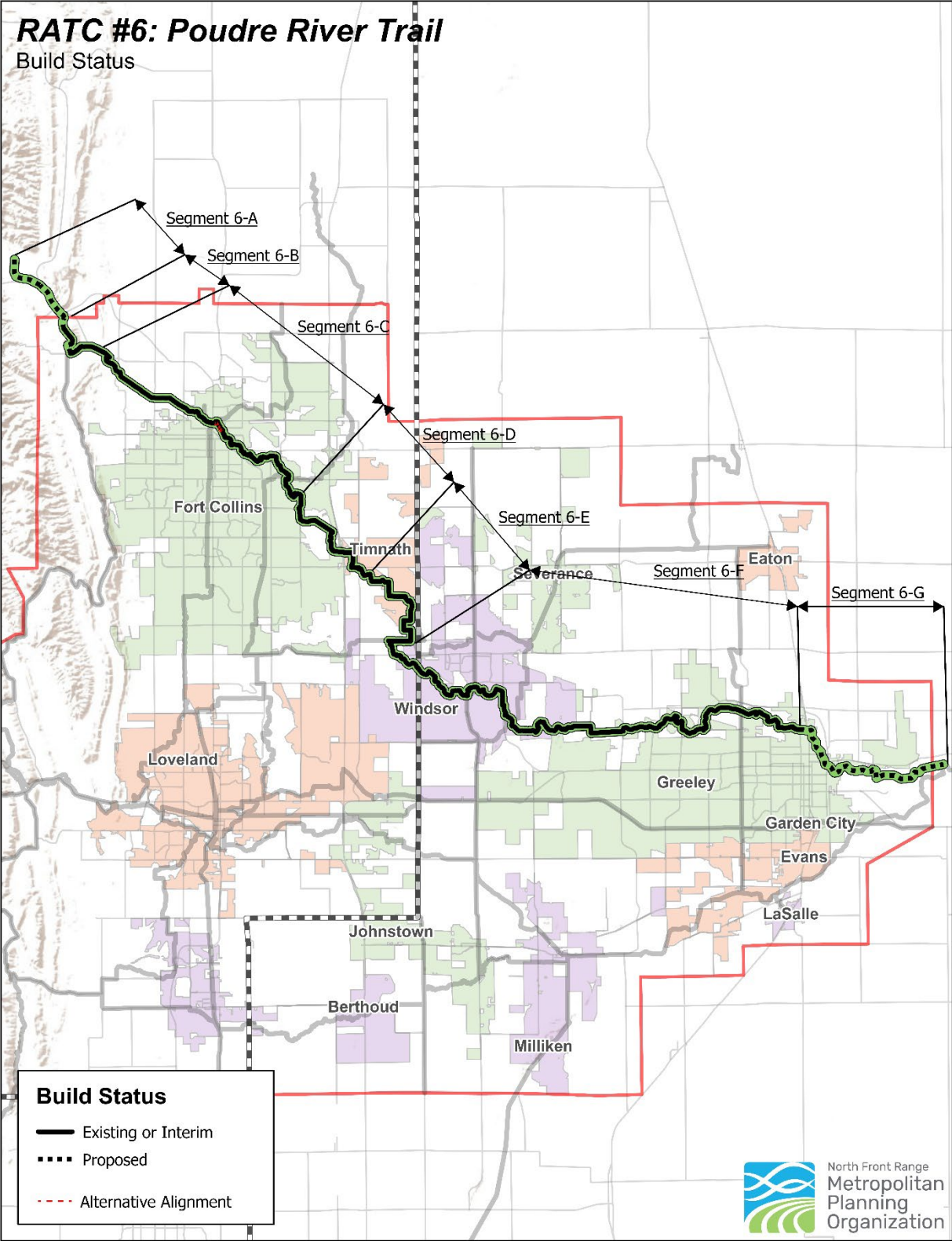
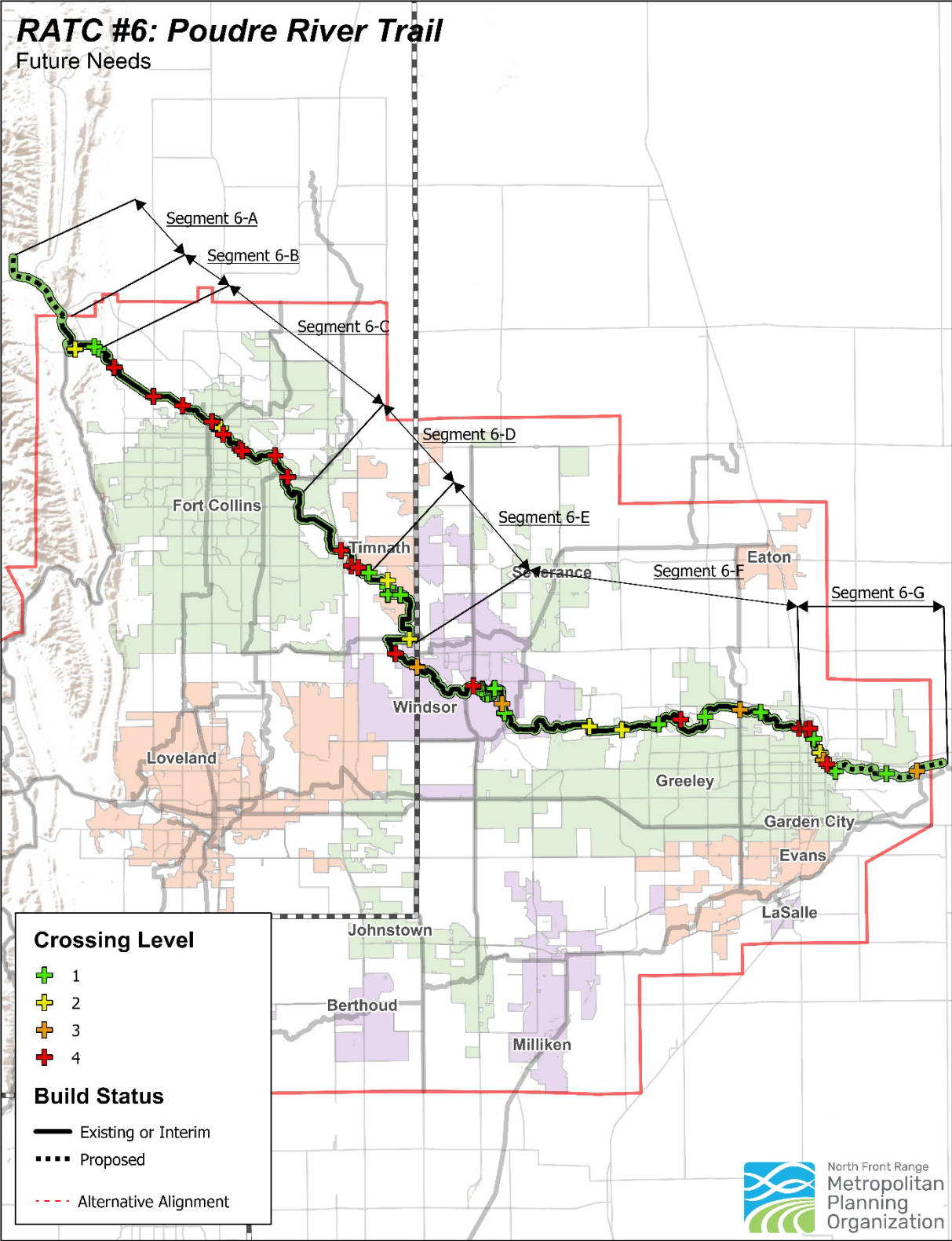


Figure 4-16: Poudre River Trail Future Needs



RATC #6: Corridor-Level Information

Corridor Description	Planning References
<p>The Poudre River Trail Corridor is a nationally recognized bicycle and pedestrian corridor. Within the NFRMPO region, the vision for this corridor is a 51-mile contiguous trail between Watson Lake State Wildlife Area (SWA) in Bellvue and the Poudre River’s confluence with the South Platte River east of Greeley. The interagency collaboration required to complete this corridor has built the model for all other Northern Colorado corridors. Consistent local investment has brought in millions of dollars in state and federal grants. Only one gap remain between Fort Collins and Windsor, and this gap will be complete by Spring 2026.</p> <p>The corridor traverses the Cache la Poudre National Heritage Area and is recognized as the backbone of the Colorado State Park’s Front Range Trail through Northern Colorado. There is an extensive network of formal and informal soft-surface trails serving various purposes along this corridor. There is opportunity to expand and improve this network and to set an example for possible amenities along other RATCs such as mountain bike skills parks, formalized racing courses and soft-surface trail networks, riverfront parks, interpretive signage, and more.</p>	<p>Larimer County – Larimer on the Move Transportation Plan (2025) Fort Collins – Fort Collins Strategic Trails Plan (2025) Windsor- Windsor Open Space and Trails Strategic Plan(2022) Timnath- Timnath Transportation Plan Update (2024) Weld County – 2045 Weld County Transportation Plan (2020) Greeley – Greeley Trails Master Plan (2025)</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
41.34	54.49	.22	0	41.12	54.49	51,883	95,696	47,124	69,464	12	13	82	92
Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.													

RATC #6: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
6-A	North of the NFRMPO Region	Proposed	Separated	Larimer County, CDOT	According to the 2025 Larimer County Larimer on the Move Transportation Plan, this segment

					will leave the NFRMPO region north of Watson Lake SWA and head towards the intersection of US287 and SH14 (Ted's Place), near the mouth of the Poudre River Canyon. Construction timing for this segment is dependent on the future of the Glade Reservoir (NSIP) project.
Key Local Connection Needs		None Identified- Outside NFRMPO Planning Area			
Crossing Needs		None Identified- Outside NFRMPO Planning Area			
6-B	NFRMPO Boundary to Rist Canyon Road	Proposed and Interim	Separated	Larimer County	A .5-mile trail gap currently exists between the Watson lake SWA entrance, and the riverside trail segment east of Watson Lake. To accommodate regional trail usage, the .6-mile existing trail segment would need to be widened.
Key Local Connection Needs		Along Rist Canyon Road to Bellvue			
Crossing Needs		None Identified.			
6-C	Rist Canyon Road to CSU Environmental Learning Center (ELC)	Existing	Separated	Larimer County, Fort Collins	This 12.1-mile segment is completed, with at-grade road and driveway crossings only existing near LaPorte, Bellvue, Taft Hill Road, and Linden Street. All other roadway crossings are grade separated. The Taft Hill Road and Linden Street crossings may need to be separated in the future. This is the most heavily used segment of the Poudre River Trail. This segment of trail has dozens of local connections to neighborhoods, schools, natural areas and parks, business districts, and other

					destinations. The CSU Environmental Learning Center (ELC) is a very popular location for trail users to park, but it is not currently designated as a trailhead that can support the amount of parking necessary. The ELC would benefit from expanded trailhead amenities and parking to support high trail demand.
Key Local Connection Needs		Northeast Fort Collins, North College Avenue			
Crossing Needs		Level 1- Gateway Drive, McConnell Drive; Level 2- Linden Street; Level 4- Taft Hill Road			
6-D	CSU ELC to Signal Tree Drive	Existing	Separated	Fort Collins, CDOT, Timnath	This segment of trail is completed, with grade-separated crossings at I-25, Harmony Road, and LCR5. This segment provides bicycle/pedestrian access to the Arapaho Bend Natural Area in Fort Collins and Weitzel Park in Timnath. Local connections to this segment are critical to safe active transportation access for current and future Timnath community members.
Key Local Connection Needs		North Timnath via LCR5, Downtown Timnath			
Crossing Needs		None Identified.			
6-E	Signal Tree Drive to LCR32E/Jacoby Road	Proposed and Existing	Separated	Timnath, Windsor	This segment contains the final gap in the corridor between Fort Collins and Greeley. This corridor utilizes existing trail through the Timnath Ranch neighborhood, terminating just north of the Greeley #2 Canal and Timnath Reservoir Outlet Confluence. This gap is anticipated to be complete

					by Spring 2026. To the south, the trail will cross Greeley #2 Canal, continue through unincorporated Larimer County, and meet County Road 32E/Jacoby Road in Windsor at a pedestrian crossing with a traffic signal.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 2- Jacoby Road/LCR32E			
6-F	LCR32E/Jacoby Road to Island Grove Regional Park	Existing	Separated	Windsor, Weld County, Greeley	With the exception of bike lanes for a short stretch along 95th Ave in Greeley, this 21.7-mile segment exists entirely as a shared-use path with a combination of at-grade and grade-separated roadway and railroad crossings. As roadway traffic increases, crossing enhancements (including grade separation where appropriate) will improve the trail user experience when crossing County Line Road, SH257, 95th Ave, 83rd Ave, 71st Ave, 35th Ave, and 25th Ave. This segment will benefit from improvements creating important local connections along County Line Road and Walnut Street in Windsor, and F Street, 35th Avenue, and 83rd Avenue in Greeley.
Key Local Connection Needs		Connection to Highland Hills/Highland Meadows neighborhoods; SH 257 (Poudre Trail Rd to south side of Poudre River Bridge); Larson Trail along F Street			
Crossing Needs		Level 1 – Poudre Trail Drive; Level 2 – WCR25, 83rd Avenue; Level 3 – County Line Road, SH257, 35th Avenue, 25th Avenue; Level 4 – 11th Avenue			
6-G	Island Grove Regional Park	Proposed	Separated	Greeley, Weld County	East of Island Grove Regional Park, significant infrastructure is needed

	to South Platte River				for grade-separated crossings of two 8th Avenue (US85 Business) bridges, Union Pacific Railroad (UPRR), and US85. There will be significant development along this alignment, including a wastewater treatment facility and two proposed metro districts with a focus on parks and recreation. The proposed alignment may need to be rerouted around the wastewater treatment facility.
Key Local Connection Needs		East Memorial Neighborhood, Downtown Greeley			
Crossing Needs		Level 1- N 6th Avenue, Ash Avenue, Fern Avenue; Level 2- 5th Street; Level 3- E 8th Street, WCR47/ Weld County Parkway; Level 4- 11th Avenue, US85 Business, UPRR, US85			

Figure 4-17: Front Range Trail West Build Status

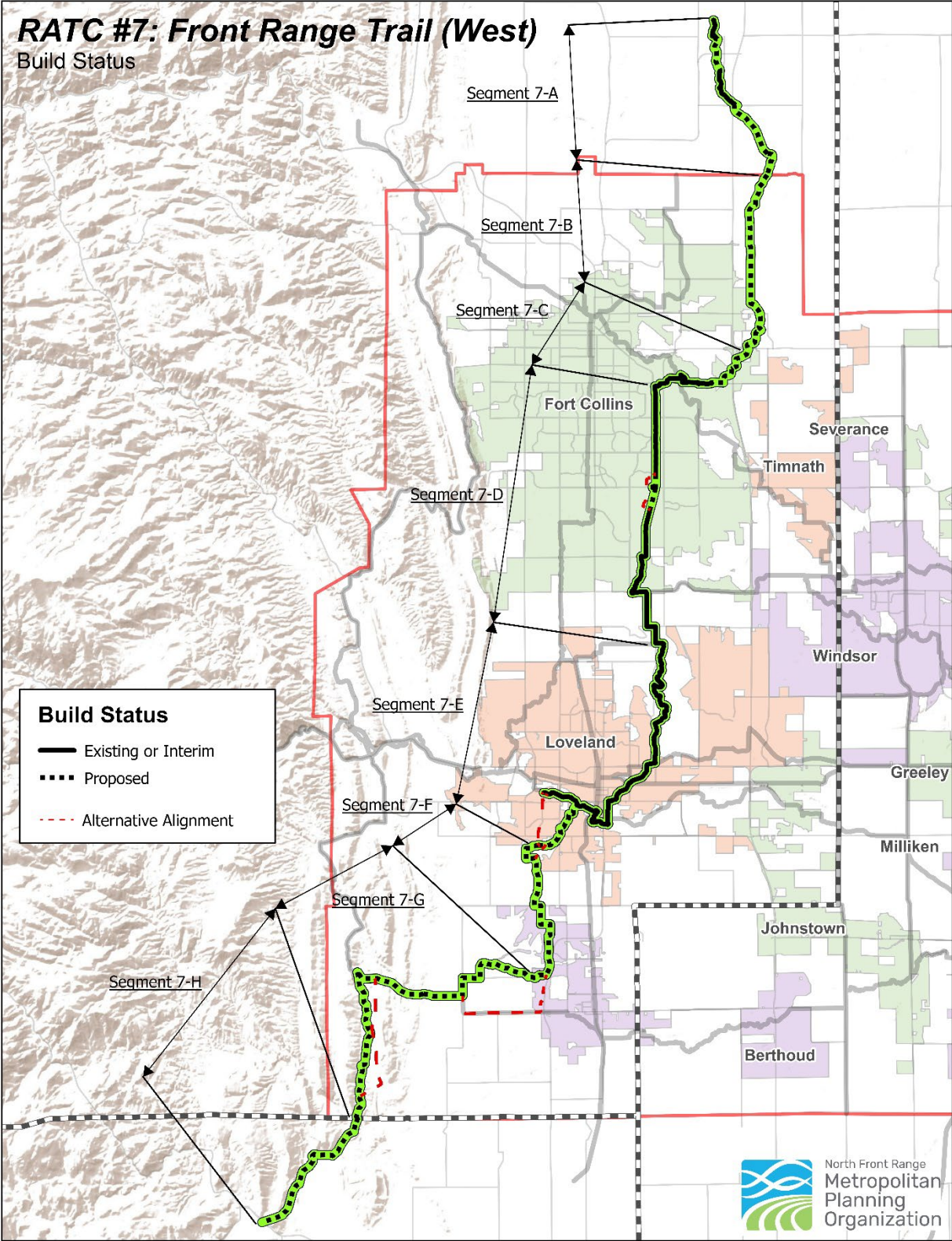
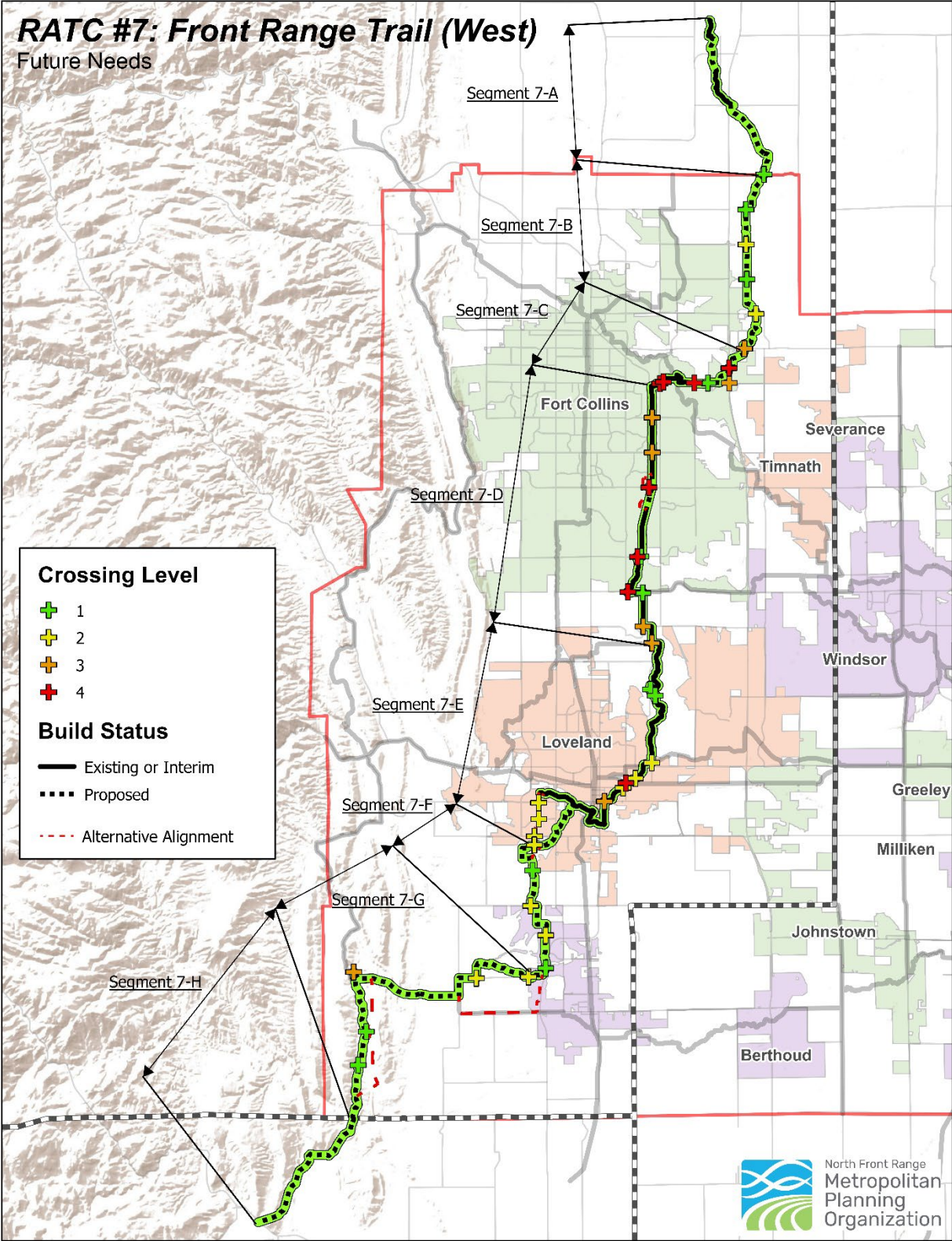


Figure 4-18: Front Range Trail West Future Needs



RATC #7: Corridor-Level Information

Corridor Description	Planning References
<p>Colorado State Parks recognizes the majority of this corridor as the western leg of the Colorado Front Range Trail in the NFRMPO region. This RATC is already constructed in Fort Collins and Loveland from the Poudre River Trail (RATC#6) to the Big Thompson River Trail (RATC #3), with the exception of one gap near Harmony Road in Fort Collins. This gap will be completed in Spring 2027. The completed corridor will connect Wellington, Fort Collins, Loveland, and Berthoud to Boulder County. The alignment between the Poudre River Trail and Wellington (segments 7-a, 7-B, and part of 7-C) is recognized by Colorado State Parks as an alternative Front Range Trail alignment to ultimately terminate in Cheyenne, Wyoming.</p>	<p>Larimer County – Larimer on the Move Transportation Plan (2025) Berthoud- Berthoud Trails Master Plan (2022) Loveland- Connect Loveland Transportation Master Plan (2023) CDOT- US34 Planning and Environmental Linkages (PEL) Study (2019) Fort Collins – Fort Collins Strategic Trails Plan (2025) Timnath- Timnath Transportation Plan Update (2024) CSU- Colorado State University ARDEC Campus Infrastructure Masterplan (2018)</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
20.89	56.96	1.47	4.54	19.42	52.42	49,638	87,665	32,613	45,824	18	19	81	82
<p>Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.</p>													

RATC #7: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
7-A	North of NFRMPO Region	Existing and Proposed	Separated	Wellington, Larimer County, CSU, City of Thornton	This segment would enter/leave the NFRMPO region at LCR 56 on the east side of I-25. Much of the land in this area is publicly owned by the State of Colorado, the CSU Agricultural Research, Development, and Education Center (ARDEC). Through this section, trail development will need to consider

					<p>potential conflicts with livestock, irrigation pivot systems, spraying operations, and irrigation ditch maintenance activity.</p> <p>The trail would be constructed to connect with the existing trail in Meadows Open Space in Wellington and continue under I-25 via an existing trail underpass passing through the Wellington Town Core on nearly two miles of existing shared-use path. From Wellington, the ultimate vision for this corridor is to Connect to Cheyenne, WY. As the capital of Wyoming and northern capstone of the Front Range, it is an important destination for regional and cross-country touring cyclists. The corridor would create a viable complement and alternative to the Transamerica Route that opts for the western slope.</p>
Key Local Connection Needs		None Identified- Outside NFRMPO Planning Area.			
Crossing Needs		None Identified- Outside NFRMPO Planning Area.			
7-B	NFRMPO Boundary to SH14	Proposed	Separated	Larimer County, CSU, Fort Collins, Timnath	<p>This segment would roughly follow Box Elder Creek and the Larimer and Weld Canal with enhanced crossings necessary at SH14 and five county roads. This segment continues through CSU ARDEC. Some land in this section is publicly owned by the City of Thornton. East-West connections along county roads and along I-25 overpasses will be important to ensure residents and visitors in the vicinity will have safe access to the corridor.</p>
Key Local Connection Needs		Across I-25 along Richards Lake Road, Mountain Vista Drive, and Vine Drive			

Crossing Needs		Level 1- LCR56, Douglas Road/LCR54, Mountain Vista Drive/LCR50; Level 2- Richards Lake Road/LCR52, Vine Drive/LCR48; Level 3- SH14			
7-C	SH14/East Mulberry Street to the Power Trail	Existing and Proposed	Separated	Fort Collins	This segment requires significant crossing infrastructure at I-25 and a minimum crossing signal enhancements at SH14 and Prospect Road. In Fort Collins, the trail will connect to the Poudre River Trail near the CSU Environmental Learning Center and follow the existing Poudre River Trail and Spring Creek Trail alignments to the northern terminus of the Power Trail at Edora Park.
Key Local Connection Needs		Old Town Timnath via LCR5 or community trails, RATC#9/County Line Road			
Crossing Needs		Level 1- Prospect Road; Level 4- I-25			
7-D	Power Trail to Boyd Lake State Park	Existing and Proposed	Separated	Fort Collins, Larimer County, Loveland, CPW	This segment of the trail is complete aside from a one-mile section on either side of Harmony Road. This gap and the Power Trail underpass at Harmony Road are under construction and is anticipated to be complete in Spring 2027. The 2025 Fort Collins Strategic Trails Plan identifies Drake Road and Horsetooth Road as future grade-separated crossings. In 2025, The City of Fort Collins installed an overpass over the Union Pacific Railroad to connect to the Mail Creek Trail. This will provide additional trail access to Southeast Fort Collins.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 4- Harmony Road			
7-E	Boyd Lake State Park	Existing and Proposed	Separated and Roadway	CPW, Loveland	This segment of trail is complete between Boyd Lake State Park and Washington Avenue, with the exception

	to Ryan Gulch Reservoir				of a few short on-road sections that could be improved with enhanced signage, additional pavement markings, or increased separation from vehicle traffic. Part of this segment shares alignment with RATC #3.
Key Local Connection Needs		Intersection of 14th Street SW and S Taft Avenue, River's Edge Natural Area			
Crossing Needs		Level 1- Denver Avenue, Level 2- Boise Avenue, 14th Street SW			
7-F	Ryan Gulch Reservoir to LCR10	Proposed	Separated	Loveland, Berthoud	This segment of trail will travel between Ryan Gulch Reservoir and Bud Mielke Reservoir and continue south via a trail easement as part of the Water's Edge addition to Loveland. From Water's Edge, the trail will pass through Eagle Vista Natural Area and across a stream into the Fancher conservation easement before reaching LCR14. Crossing improvements will be necessary at LCR14 before the trail enters the Heron Lakes Development, where it will be constructed by the developer south to Bridgeport Road. The trail will then enter land owned by the Town of Berthoud that is designated for a future park.
Key Local Connection Needs		RATC #8 via W LCR16, RATC#8/Campion via LCR14			
Crossing Needs		Level 1 – W LCR16, LCR10E; Level 2- LCR14, Heron Lake Parkway, LCR19E			
7-G	LCR10 to NFRMPO Boundary	Proposed	Separated and Roadway	Berthoud, Larimer County	This segment turns west towards Carter Lake. The alignment will generally follow LCR10, pass near Hertha Reservoir, and continue along LCR8E, sharing alignment with RATC#2 to Carter Lake. At Carter Lake, the segment will turn south to follow the St. Vrain Canal and through the site of the Red-Tail Ridge Open Space.

Key Local Connection Needs		None Identified.			
Crossing Needs		Level 1- N LCR23E, Bennett Road, Lakota Ridge Road; Level 2- LCR10, LCR23; Level 3- Saint Vrain Canal Road			
7-H	South of NFRMPO Region	Proposed	Separated	Boulder County	From the Larimer-Boulder County Line, the trail could continue to SH66, where a local trail segment will head west into Lyons, a regional trail segment will head south towards the City of Boulder (Lyons-to-Boulder Trail), and another regional trail segment will go southeast towards Longmont (St. Vrain Greenway). This corridor could also connect to the envisioned Rocky Mountain Greenway, which would link the State’s four National Wildlife Refuges (NWRs): Rocky Mountain Arsenal NWR, Two Ponds NWR, Rocky Flats NWR, and Rocky Mountain National Park.
Key Local Connection Needs		None Identified- Outside NFRMPO Planning Area			
Crossing Needs		None Identified- Outside NFRMPO Planning Area			

Figure 4-19: BSNF Fort Collins/Berthoud Build Status

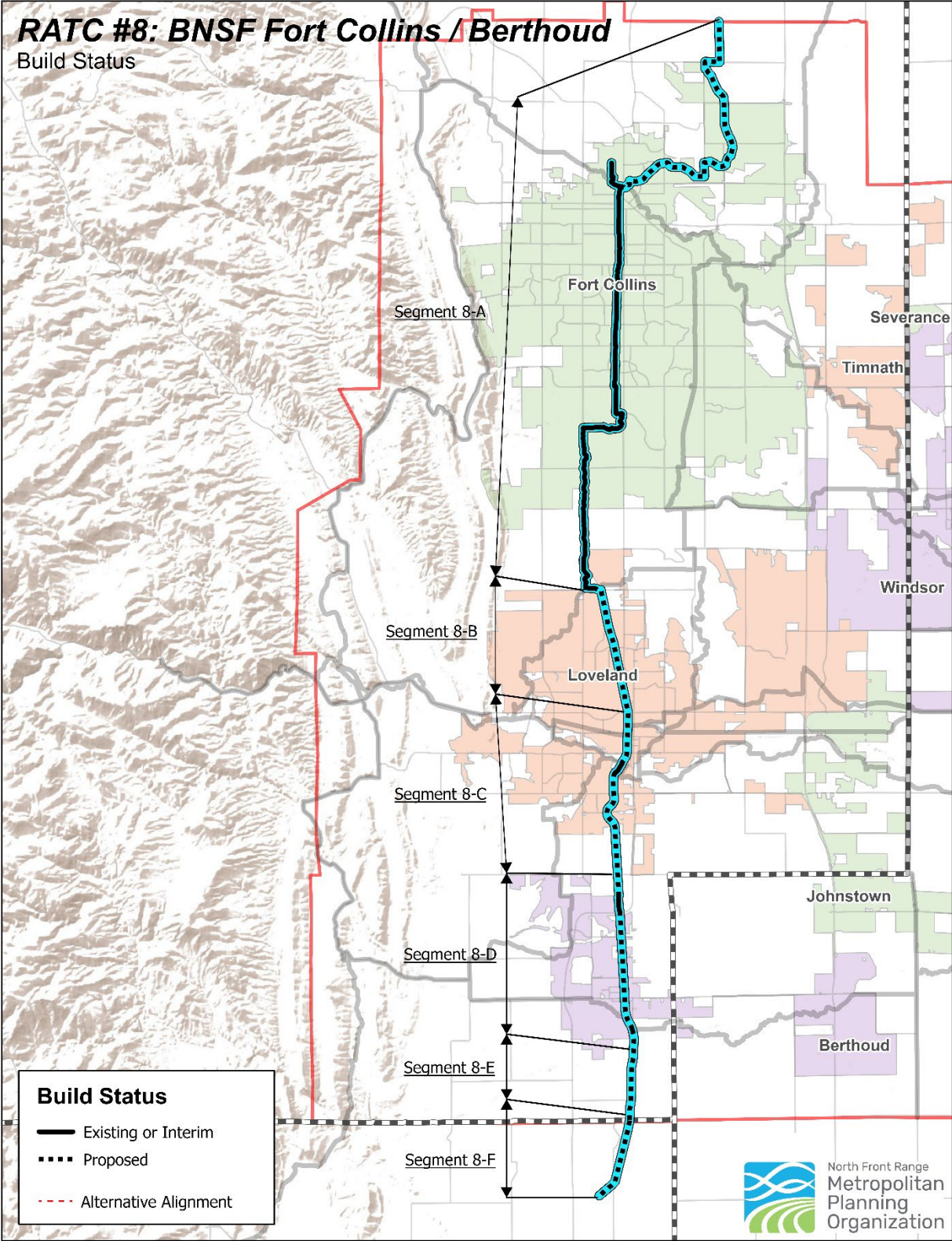
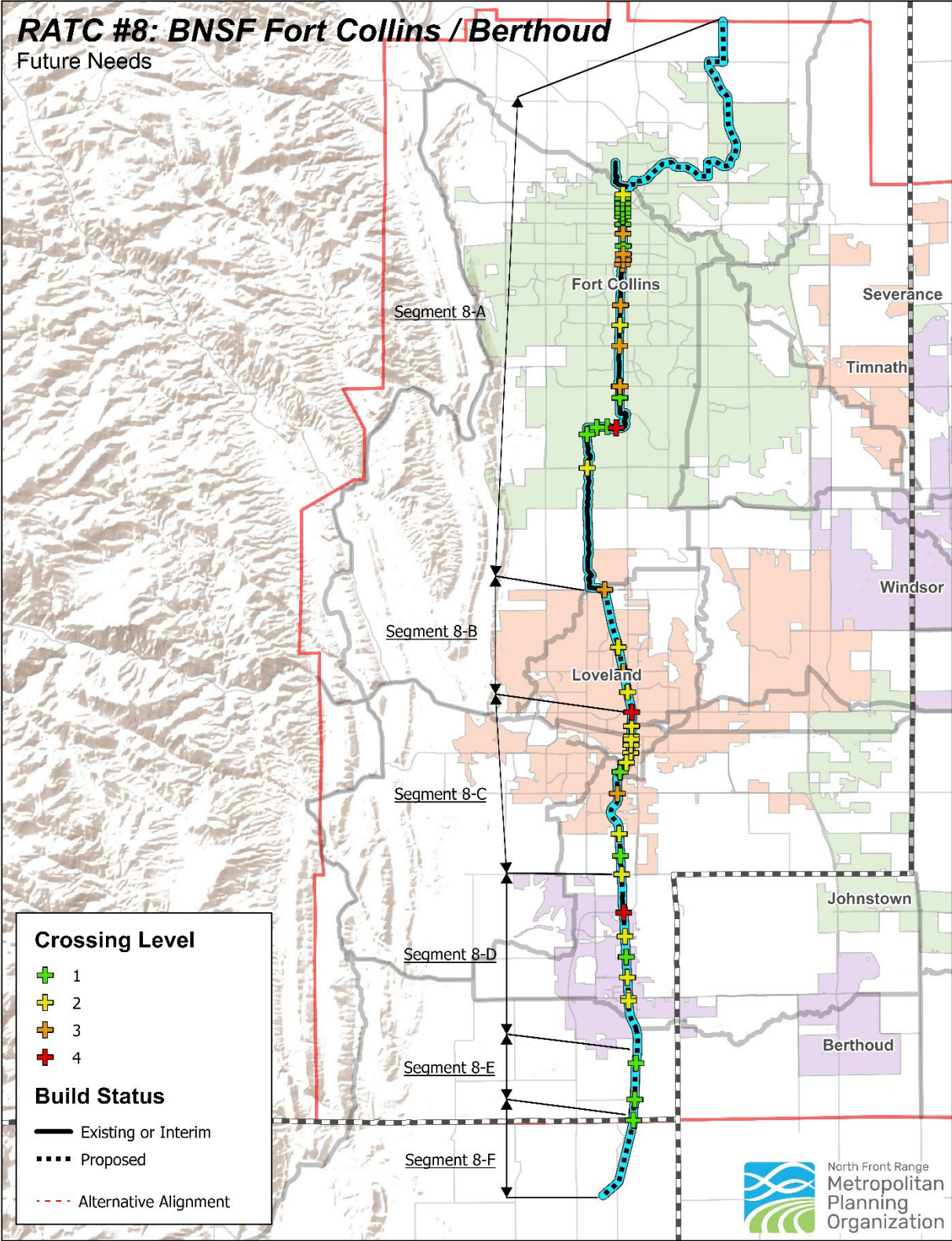


Figure 4-20: BNSF Fort Collins/Berthoud Future Needs



RATC #8: Corridor-Level Information

Corridor Description	Planning References
<p>The historical Burlington Northern Santa Fe (BNSF) railway runs through Fort Collins, Loveland, Larimer County, and Berthoud. This corridor parallels the railway (Rails-with-Trails) to provide multimodal access to the downtown cores of three communities. South of 57th Street in Loveland, trail development along much of the rail corridor is only in conceptual phases and is highly dependent on future access and easement conversations with BNSF.</p> <p>The BNSF Railroad has been selected as the proposed alignment for Front Range Passenger Rail (FRPR). FRPR would provide a new travel option for Colorado Front Range community members and visitors between Fort Collins and Pueblo. RATC #8 could complement this FRPR alignment, enhancing ridership and economic activity by providing additional multimodal connectivity in areas lacking options currently.</p>	<p>Larimer County – Larimer on the Move Transportation Plan (2025) Fort Collins – Fort Collins Strategic Trails Plan (2025) Loveland- Connect Loveland Transportation Master Plan (2023) Berthoud- Berthoud Trails Master Plan (2022) CDOT- US34 Planning and Environmental Linkages (PEL) Study (2019)</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
13.04	35.73	.98	.98	12.07	34.75	44,962	137,488	47,659	85,944	16	28	138	182
Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.													

RATC #8: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
8-A	North of the NFRMPO Region	Proposed	Separated	Wellington, Larimer County	This segment begins at LCR60 west of the BNSF Railway in Wellington which will provide an additional active transportation connection between Wellington and Fort Collins. The corridor ties into the Town of Wellington’s trail network at LCR60 and provides a direct trail connection between Wellington and CSU. This

					segment would enter/leave the NFRMPO region at LCR56.
Key Local Connection Needs		None Identified- Outside NFRMPO Planning Area			
Crossing Needs		None Identified- Outside NFRMPO Planning Area			
8-B	LCR56 to Poudre River Trail	Existing and Proposed	Separated	Larimer County, Fort Collins	Once this segment enters the NFRMPO region, it continues towards Old Town Fort Collins and provides crucial active transportation access to Northeast Fort Collins which is growing rapidly. This segment is classified as a near term priority in the Fort Collins Strategic Trails Plan. The plan estimates near term priorities to be completed in 9-15 years. Trail development will need to consider how the corridor interacts with the nearby Larimer and Weld Canal and No. 8 Outlet Ditch and where the corridor will cross these waterways.
Key Local Connection Needs		North College Avenue Neighborhoods			
Crossing Needs		Level 1- Vine Drive, Redwood Street, Douglas Road, LCR52, LCR54, LCR56; Level 3- Mountain Vista Drive; Level 4- Timberline Road			
8-C	Poudre River Trail to 57 th Street	Existing	Separated and Roadway	Fort Collins, CSU, Larimer County, Loveland	This segment makes connections with RATCs #5 and #6, as well as with several local trails and destinations. Important future local connections include improvements along 57th Street and two enhanced connections to the CSU South Campus. Locally, individual sections of this corridor segment are known as the Mason Trail, Fossil Creek Trail, and the Long View Trail. This segment connects to several natural areas, open spaces, business districts, neighborhoods, and provides crucial active transportation access to

					CSU. The northernmost section of this segment through Old Town Fort Collins provides a great example of low stress, on-street bicycle facilities.
Key Local Connection Needs	Fort Collins Bike Co-op, CSU Veterinary Teaching Hospital, west and east along 57th Street, Coyote Ridge				
Crossing Needs	Level 3- 57th Street				
8-D	57 th Street to US34	Proposed	Separated	Loveland	With an enhanced crossing at 57th Street and Duffield Avenue, RATC #8 could follow the edge of development east of Duffield Avenue and Trailwood Drive, transitioning into the BNSF right-of-way near Dry Creek and 43rd Street. The trail would make several at-grade road crossings alongside the railroad before reaching the BNSF underpass at US34.
Key Local Connection Needs	None Identified.				
Crossing Needs	Level 2- 37th Street, Garfield Avenue; Level 3- 29th Street; Level 4- US34				
8-E	US34 to 42 nd Street SW	Proposed and Existing	Separated	Loveland, Larimer County	Near US34, the BNSF right-of-way becomes constrained. This segment would make much needed connections to downtown Loveland, Fairgrounds Park and RATC #7, as well as RATC #4. East-west active transportation enhancements could create new multimodal options for community members in south Loveland, including the small, unincorporated community of Campion.
Key Local Connection Needs	West Loveland via Arkins Branch, RATC #7 via W LCR16, RATC #7 via LCR14				
Crossing Needs	Level 1- 35th Street SW; Level 2- W 10th Street, W 7th Street, W 6th Street, W 4th Street, W 1st Street, Railroad Avenue, 14th Street SW, W LCR16, W LCR14/SH60				

8-F	42 nd Street SW to Little Thompson River	Proposed and Existing	Separated	Berthoud, Larimer County	This segment could take advantage of an existing rail underpass of BSNF and several at-grade crossings before arriving in Old Town Berthoud. The corridor would intersect RATC #2. The segment would benefit from enhanced east-west connections along local and major roadways.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 1- LCR10; Level 2- LCR10E, Bunyan Avenue, SH56, Welch Avenue, LCR15; Level 4- US287			
8-G	Little Thompson River to NFRMPO Boundary	Proposed and Existing	Separated	Berthoud, Larimer County	From RATC #2, this corridor would continue south along the BSNF alignment or LCR15 towards Larimer County-Boulder County line. Some publicly-owned land along LCR15 could pose an opportunity for an alignment on the east side of LCR15, especially given the limited space between the BNSF right-of-way and structures on either side.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 1- LCR15A, LCR2E, County Line Road			
8-H	South of NFRMPO Region	Proposed and Existing	Separated	Boulder County	<p>Although existing Boulder County and Longmont long-term trail plans do not call for a trail in this area, most of the land along the BNSF rail line between the Boulder County Line and the City of Longmont is county-owned open space or has a county conservation easement. These characteristics could make RATC #8 an appealing interregional connection.</p> <p>Note: The NFRMPO and its member agencies have not engaged with</p>

					Boulder County regarding this alignment.
Key Local Connection Needs	None Identified- Outside NFRMPO Planning Area				
Crossing Needs	None Identified- Outside NFRMPO Planning Area				

Figure 4-21: Johnstown/Timnath Build Status

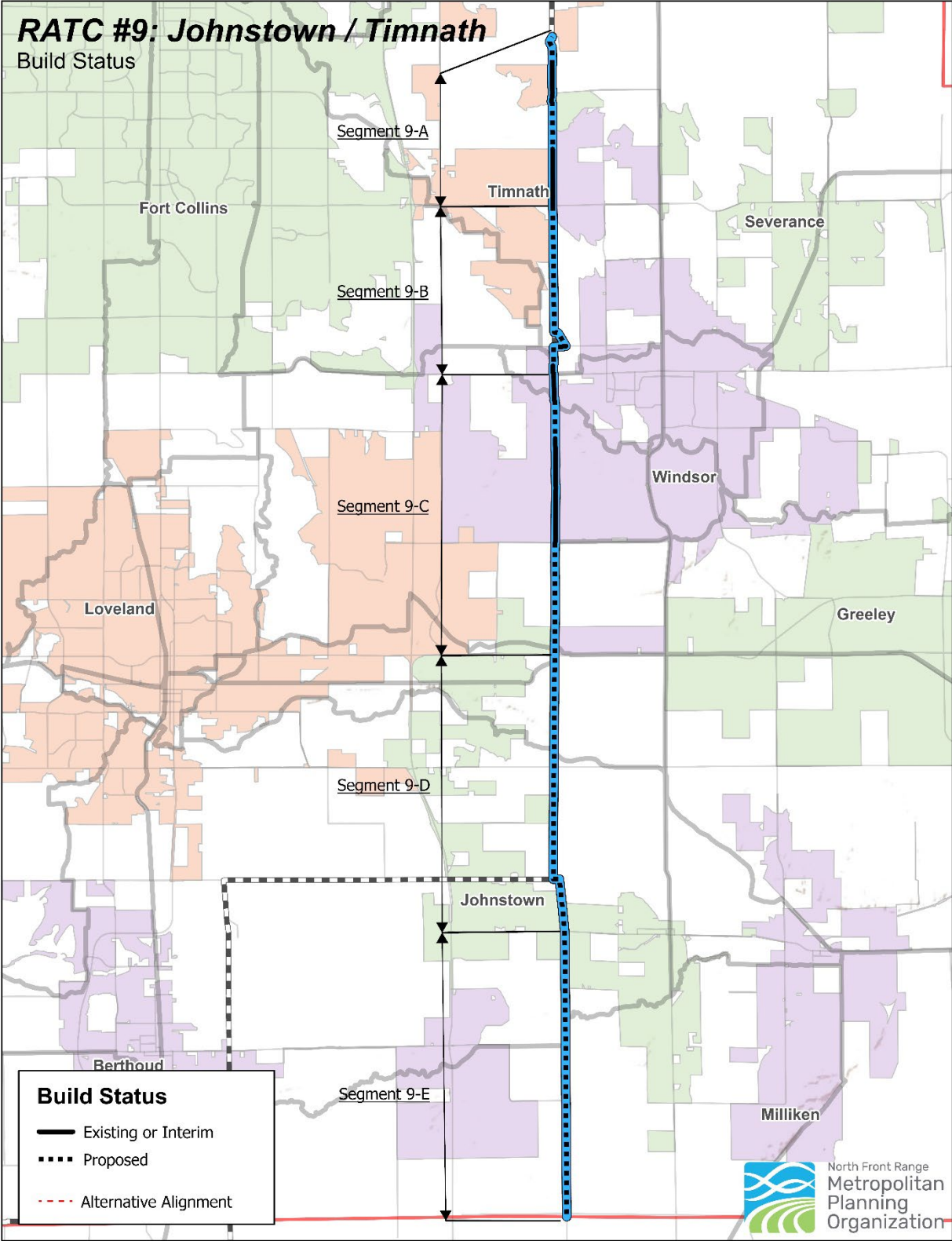
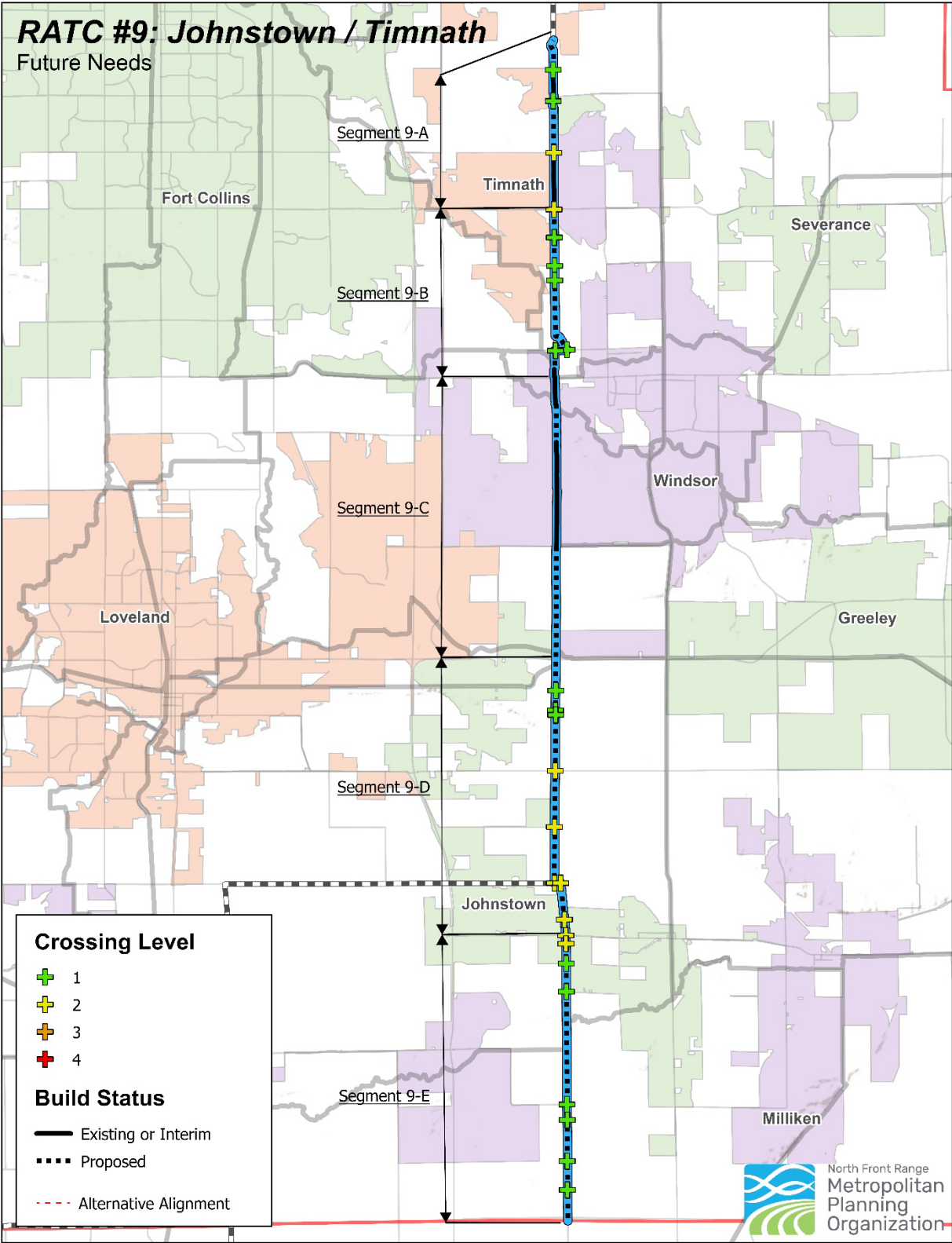


Figure 4-22: Johnstown/Timnath Future Needs



RATC #9: Corridor-Level Information

Corridor Description	Planning References
<p>The Johnstown to Timnath Corridor serves as a north-south connection down the heart of the NFRMPO Region. The corridor connects Timnath, Windsor, Johnstown, Berthoud, Larimer County and Weld County with dedicated bike lanes, bikeable shoulders, and/or shared-use paths. The corridor strategically follows County Line Road (WCR13, LCR1, Latham Parkway, Colorado Blvd) to create crucial intersections with six RATCs, provide multimodal access in the fastest growing area within the NFRMPO region: Little Thompson River Trail (RATC #2), Big Thompson River Trail (RATC #3), Great Western Trail (RATC #4), US34 Parallel (RATC #11), Poudre River Trail (RATC #6), and the North Loveland to Windsor corridor (RATC #5). This corridor also connects various local trail networks.</p> <p>Timing for the build-out of this corridor is heavily dependent on impending residential and commercial development along County Line Road. Many segments of this corridor may have combined on-road and off-road facilities to cater to various user types and comfort levels. For on-road segments, a minimum of 6’ shoulders should be provided. 4’ shoulders are only acceptable at pinch points where topographical challenges or other constraints make 6’ width infeasible. In these instances, signage is important. Separated shared-use paths are preferable wherever possible and transitions to-from the road right-of-way should be designed with careful consideration.</p>	<p>Timnath- Timnath Transportation Plan Update (2024)</p> <p>Windsor- Windsor Open Space and Trails Strategic Plan(2022)</p> <p>CDOT- US34 Planning and Environmental Linkages (PEL) Study (2019)</p> <p>Johnstown – Johnstown Updated Land Use Framework Plan (2019)</p> <p>Weld County – 2045 Weld County Transportation Plan (2020)</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
4.14	21.46	4.14	17.32	4/07	17.33	12,596	41,259	1,913	8,217	0	2	0	0
<p>Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.</p>													

RATC #9: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
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9-A	Prospect Road to Harmony Road	Proposed, Interim, and Existing	Combined	Timnath, Severance, Windsor	The northern terminus of this corridor is at Prospect Road, approximately two miles east of the Poudre School District middle/high school on Prospect Road east of I-25 as well as the Front Range Trail (RATC#7). This segment is located within the Timnath and Windsor GMAs. Improvements to the roadway in the Timnath GMA will be driven by development and will include 7'-wide bike lanes and 10'-wide detached sidewalks. Improvement to the roadway within the Windsor GMA will include a minimum 6'-wide bike lanes and 6'-wide detached sidewalks.
Key Local Connection Needs		RATC #7 via Prospect Road			
Crossing Needs		Level 1- Wildwing Drive, Wildshore Drive; Level 2- LCR40/WCR76/E Horsetooth Road			
9-B	Harmony Road to SH392	Proposed and Existing	Combined	Timnath, Windsor	This segment is located within the Timnath and Windsor GMAs. Crossing and turn movement considerations for active modes will be necessary at WCR68.5 and across the Greeley #2 Canal. The segment will take advantage of a new trail around Kyger Reservoir and recent enhancements to the signal at County Line Road and SH392.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 1- Wheatfield Lane, E LCR36, Great Western Railroad, Jacoby Road (x2)			
9-C	SH392 to US34	Existing and Proposed	Combined	Windsor, Johnstown	The Town of Windsor completed a shared-use path and bike lanes along Colorado Boulevard connecting the Poudre River Trail to SH392. Similar improvements will be made to Crossroads Boulevard along with a roundabout at Crossroads Boulevard

					and Colorado Boulevard. Between Crossroads Boulevard and US34, the corridor will be on-road, with potential for transition to a shared-use path near the US34 and Colorado Boulevard intersection. This intersection is a crucial node for RATCs #4, #9, and #11. The US34 PEL calls for a “protected crossing signal or underpass/overpass” to accommodate these corridors.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 3- Poudre River Trail, Crossroads Boulevard, US34			
9-D	US34 to SH60	Proposed	Combined	Johnstown, Weld County	Between US34 and LCR14/WCR50, this corridor is likely to be comprised of 7’ bike lanes/bikeable shoulders. Sidewalks or a shared-use path may be provided as development occurs along this segment. South of LCR14/WCR50, this corridor is likely to include bike lanes and a shared-use path as development is proposed near the Johnstown town core in the short-term, including a large community park. The discontinuity of the corridor at these intersections should be addressed with crossing enhancements when improvements are made. Bike and pedestrian enhancements will be necessary at the signalized intersection of Colorado Boulevard and SH60.
Key Local Connection Needs		Future Regional Park near Johnstown Reservoir, Centerra Mobility Hub, Downtown Johnstown			
Crossing Needs		Level 1- Union Pacific Railroad, Great Western Railroad (Southernmost), WCR56; Level 2- WCR54/LCR18, WCR52/LCR16, WCR50/LCR14, Ballentine Boulevard, SH60; Level 3- Great Western Railroad (Northernmost)			

1-E	SH60 to NFRMPO Boundary	Proposed	Combined	Johnstown, Weld County	South of SH60, this corridor is likely to be comprised of 7' bike lanes and shared-use path as development occurs along this segment. There are significant residential development and two schools along this segment which increases the importance of this corridor for safe routes to school purposes. At a minimum, bikeable shoulders should continue along Colorado Boulevard as far as possible to accommodate bike travel for rural subdivisions and the rapidly growing Town of Mead.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 1- Great Western Railroad (x2), WCR46, WCR42 (x2), WCR40; Level 2- Carlson Boulevard			

Figure 4-23: Eaton/LaSalle Build Status

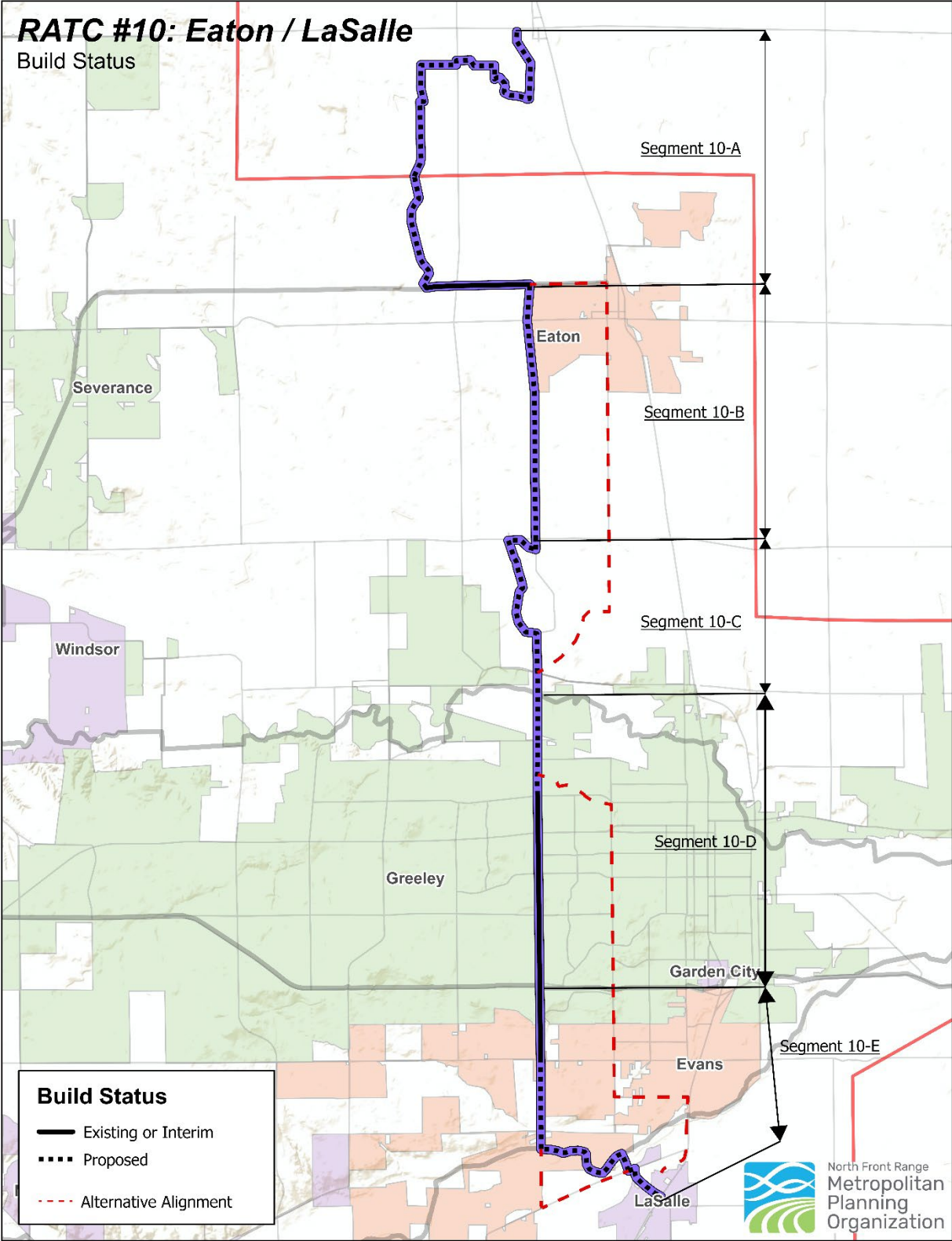
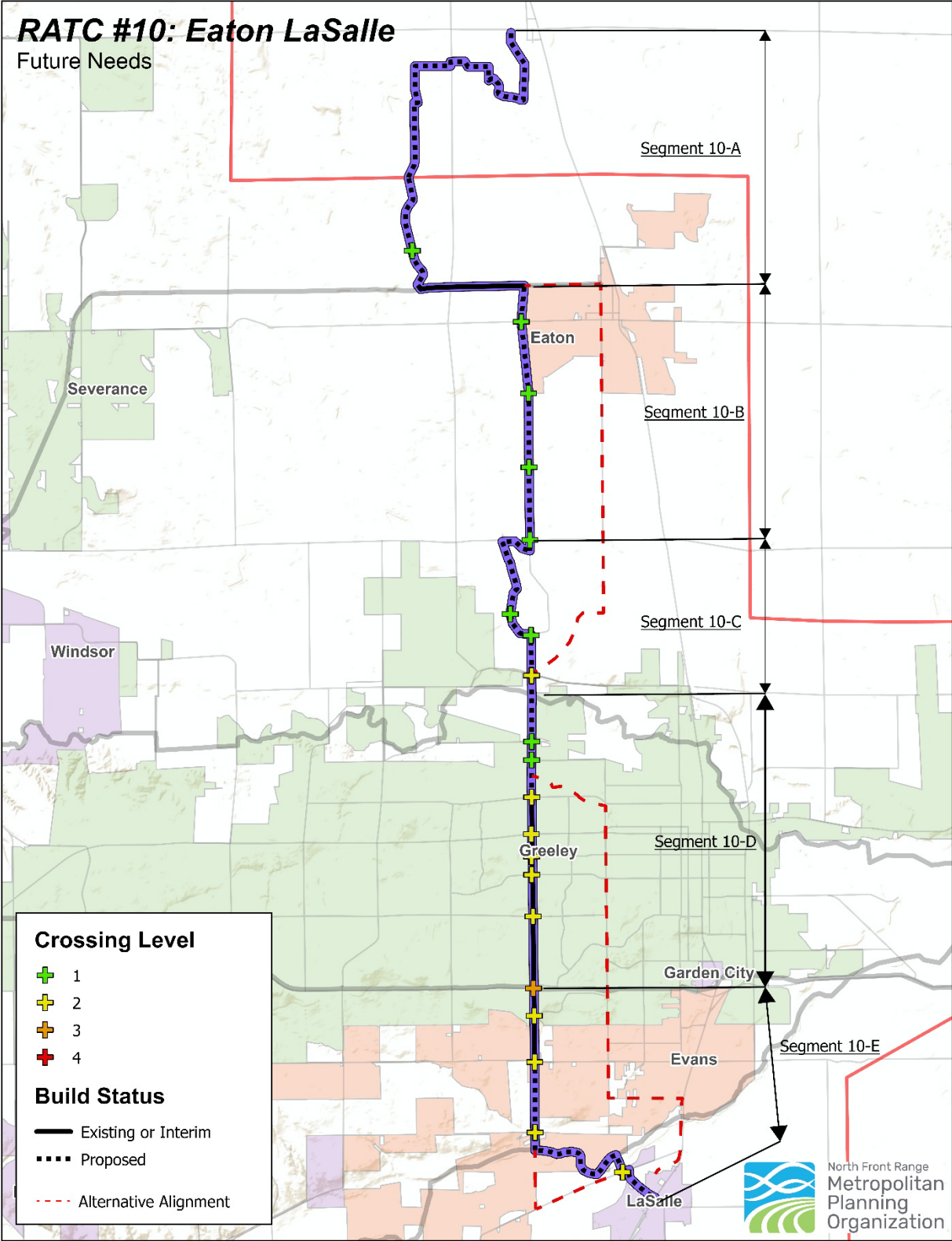


Figure 4-24: Eaton/LaSalle Future Needs



RATC #10: Corridor-Level Information

Corridor Description	Planning References
Much of the eastern portion of the NFRMPO region currently lacks safe, designated corridors for active transportation. The Town of LaSalle is currently isolated from the rest of the NFRMPO region by the South Platte River. In the 2018 LaSalle Comprehensive Plan, community members identified trail connections along and across the river as a top community priority. This corridor can also address identified desire for north-south multimodal connectivity in the eastern part of the region to access destinations and amenities such as the Greeley Evans Transit (GET) system, AIMS Community College, the University of Northern Colorado (UNC), West Greeley, and various retail centers.	<p>Weld County – 2045 Weld County Transportation Plan (2020)</p> <p>Greeley – Greeley Trails Master Plan (2025)</p> <p>Evans – Multimodal Transportation Master Plan (2022)</p> <p>LaSalle – LaSalle Comprehensive Plan (2018)</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
5.04	22.57	0	7.78	5.04	14.78	20,298	41,243	9,237	11,846	8	12	53	57
Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.													

RATC #10: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
10-A	Ault to Great Western Trail	Proposed	Separated	Ault, Weld County	Although the majority of this segment is north of the NFRMPO boundary, it provides a key local connection to another Northern Colorado community. GOCO funding was secured in 2017 by the Town of Ault to plan the “Loop to Gateway Trail” connecting the Ault Town Core to the Great Western Trail. This segment will parallel the Eaton Ditch and provide much needed recreation and multimodal transportation options to the northeast quadrant of the NFRMPO.

Key Local Connection Needs		None Identified.			
Crossing Needs		Level 1- WCR76			
10-B	Great Western Trail to SH392	Existing and Proposed	Separated and Roadway	Eaton, Weld County	This segment will be completed when WCR35 is widened to rural 3-lane collector standards between 2026-2035, which include a minimum 6'-wide shoulder. This segment would also benefit from enhanced signage. Ultimately, this segment may be better served on WCR37; however, road expansion on WCR37 is not expected until 2036-2045. Regardless of alignment, crossing enhancements will be necessary.
Key Local Connection Needs		Eaton Town Core			
Crossing Needs		Level 1- WCR74, WCR72, WCR70, SH392; Level 2- WCR33, WCR35			
10-C	SH392 to Poudre River Trail	Proposed	Combined	Weld County, Greeley	According to the 2025 Greeley Trails Master Plan, this segment south of SH392 could be a shared-use path through the subdivision north of Seeley Lake, continuing east of Seeley Lake, and finally paralleling WCR35/35th Avenue south of the Poudre River Trail. In the interim, this segment may be served by bikeable shoulders along WCR35 when the road is upgraded. Ultimately, this segment may be best served along WCF37 and the potential realignment of O street. The roundabout at WCR35 and O Street will need on- and/or off-street enhancements to better accommodate active modes.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 1- AA Street, 35th Avenue; Level 2- O Street			

10-D	Poudre River Trail to US34	Interim and Proposed	Combined and Separated	Greeley	A high density of access points along this corridor make achieving a low level of traffic stress (LTS) for bikes challenging. This corridor continues straight south of 35th Avenue via on-street infrastructure or shared-use paths. Although 35th Avenue has wide sidewalks in some areas, infrastructure along the corridor is inconsistent and contains dozens of access points for driveways, parking lots, and local streets. This segment is important from a Safe Routes to School perspective and can provide safe and direct north-south connectivity between communities where no connectivity currently exists.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 1- F Street, C Street; Level 2- 4th Street, 13th Street, 20th Street; Level 3- US34			
10-E	US34 to LaSalle	Interim and Proposed	Separated	Greeley, Evans, LaSalle	Similar to segment 10-D, this segment also has a high density of access points along 35th and 23rd Avenues. Shared-use paths are preferred, but some sections may most realistically be served by enhanced bike lanes and sidewalks, especially in the short-term. This segment requires a crossing of the South Platte River. The preferred alignment of this corridor should account for the feasibility of a river crossing, direct access to RATC #1 for LaSalle community members, and scenic and recreational value. Opportunities should be explored in conjunction with design of the 35th Avenue/WCR35 crossing of the South

					Platte River and work on the US85 and/or UPRR crossings of the river.
Key Local Connection Needs	East Evans via 37th Street				
Crossing Needs	Level 2- 29th Street, 37th Street, 49th Street, WCR394				

Figure 4-25: US34 Parallel Build Status

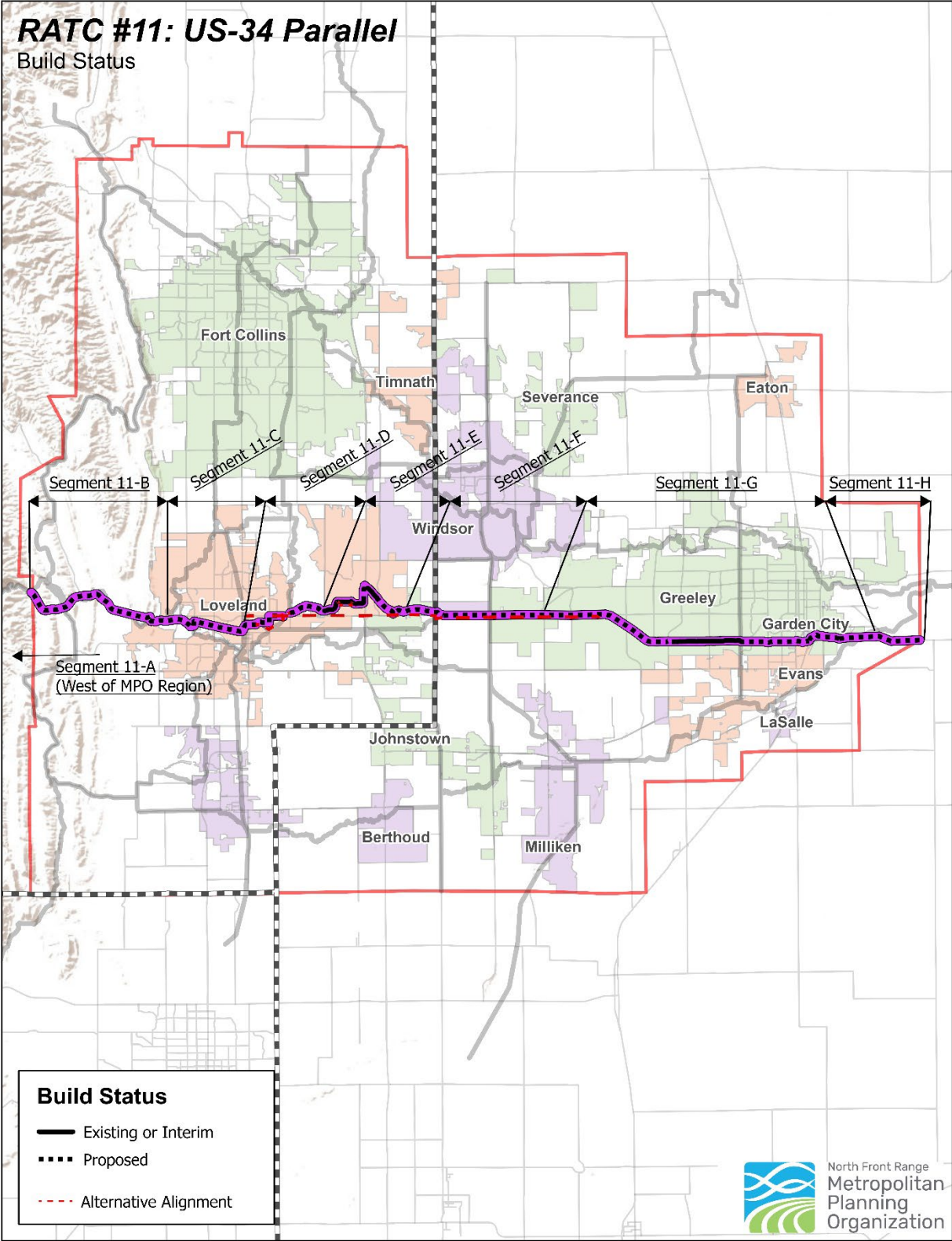
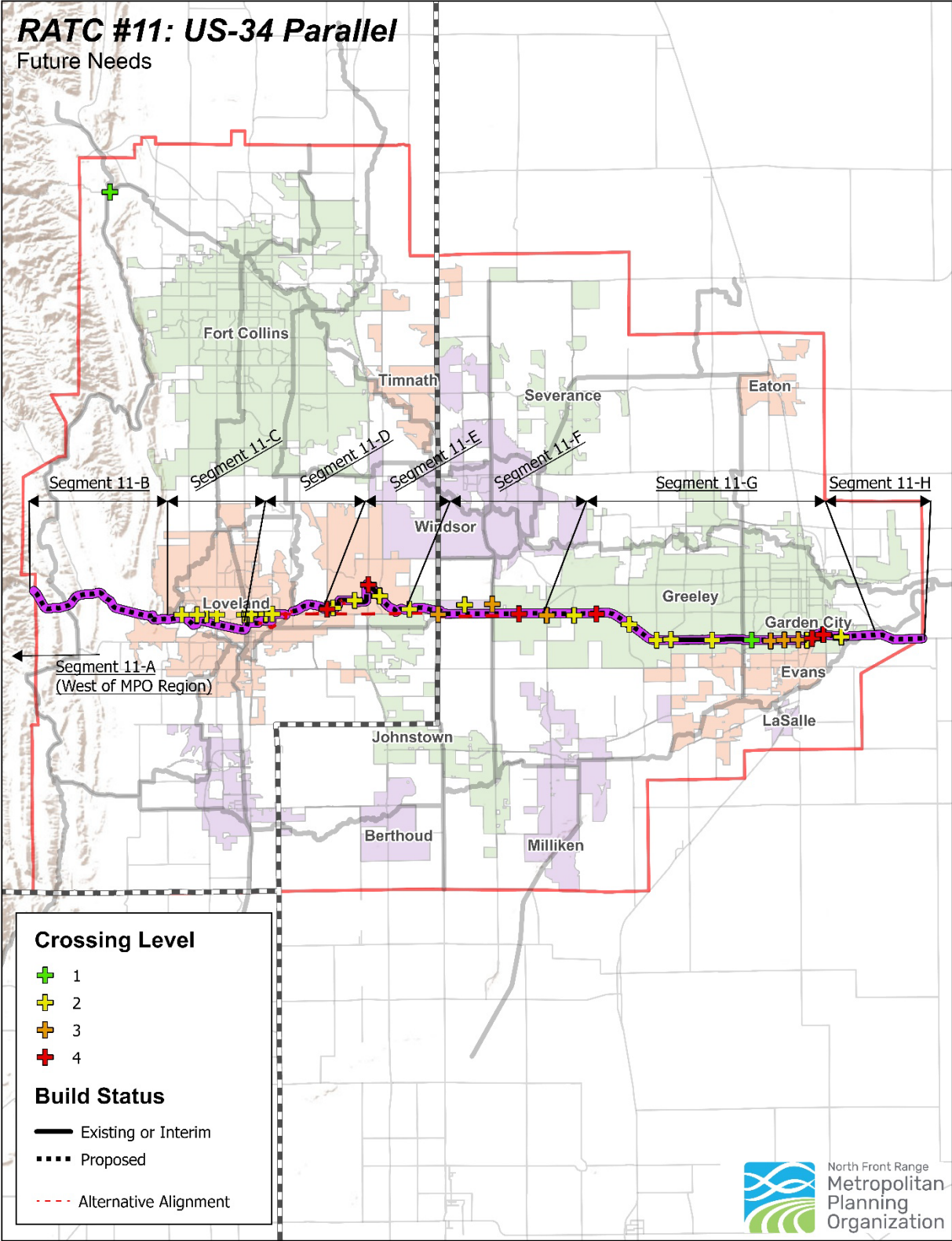


Figure 4-26: US34 Parallel Future Needs



RATC #11: Corridor-Level Information

Corridor Description	Planning References
<p>The US34 Corridor is the only RATC to primarily parallel a highway on the State system. The Colorado Transportation Commission’s Bike and Pedestrian Policy Directive 2602.0 and subsequent State Statute 43-1-120 codify the accommodation of bicyclist and pedestrians on the state highway system. A shared-use trail safely separated from the highway, could connect Greeley and Evans to Johnstown and Loveland. The corridor would leverage, but is not limited to, CDOT’s right-of-way. This corridor is identified in CDOT’s US34 Planning and Environmental Linkages (PEL) Study as an element to be implemented or accommodated in the Recommended Alternative. The facility type will vary across this corridor. Level of Traffic Stress (LTS) for bicyclists will likely be high for cyclists in constrained areas where the facilities will be on-road. Segment visions for this corridor are divided to match the US34 PEL Recommended Alternative segments as closely as possible.</p> <p>Future Considerations in developing this corridor should also consider the vision for RATC #3 in the area between the NFRMPO Boundary (The Dam Store/ LCR31D) and Rossum Drive. There is opportunity for these two RATCs to be combined and/or serve as complementary alignments depending on engineering and cost constraints.</p>	<p>Loveland- Connect Loveland Transportation Master Plan (2023) CDOT- US34 Planning and Environmental Linkages (PEL) Study (2019) Greeley – Greeley Trails Master Plan (2025)</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
5.27	35.65	0	1.35	5.27	35.65	27,949	133,339	45,707	70,438	7	15	53	135
Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.													

RATC #11: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description

11-A	West of the NFRMPO Region	Interim	Roadway and Separated	CDOT, Larimer County	In Connect Loveland, the vision for a shared-use path along US34 extends as far west as the Dam Store at LCR31D, which is very close to the NFRMPO boundary. From this point, US34 enters the narrow and steep Big Thompson Canyon. Repairs and improvements to US34 following the historic Fall 2013 floods included wider shoulders for safer biking in the narrow Big Thompson Canyon. Although the topography of the canyon limits possibilities for a shared-use path, there is still interest from some partners in pursuing opportunities to create an off-street corridor west of Loveland’s current City boundary.
Key Local Connection Needs		None Identified- Outside NFRMPO Planning Area			
Crossing Needs		None Identified- Outside NFRMPO Planning Area			
11-B	NFRMPO Boundary to RATC #5	Proposed and Existing	Separated	CDOT, Loveland	It is important that active transportation facilities along US34 extend this west of Loveland to provide multimodal connectivity to popular recreation amenities and future destinations such as Skyline Natural Area, Devil’s Backbone Open Space, Glade Park, and the Big Thompson River. In the short-term, consistent shoulders of 8’ in width are preferred in this section, with a minimum width of 6’. Although pedestrian facilities may not be feasible along this entire segment for several years, a shared-use path should be prioritized to connect Skyline Natural Area and Devil’s Backbone Open Space whenever the Skyline trail network is completed and opened.

					Beginning at Rossum Drive, this section runs concurrently with RATC #4: The Big Thompson River Trail. This segment intersects with the Southern Terminus of RATC #5: North Loveland/Windsor
Key Local Connection Needs	Skyline Natural Area				
Crossing Needs	Level 2- LCR29, Rossum Drive				
11-C	RATC #5 to Lincoln Avenue	Proposed and Existing	Separated	Loveland	This segment remains concurrent with the Big Thompson River Trail until Wilson Avenue. This segment is called the Loveland Urban Segment in the US34 PEL. In Connect Loveland, the corridor runs through a pedestrian focus area. The segment is concurrent with RATC #4: The Great Western Trail beginning at Railroad Avenue.
Key Local Connection Needs	None Identified				
Crossing Needs	Level 2- Namaqua Avenue, Wilson Avenue, Van Buren Avenue, Taft Avenue; Level 3- Cleveland Avenue, Lincoln Avenue				
11-D	Lincoln Avenue to Rocky Mountain Avenue	Proposed and Existing	Separated	Loveland	This segment runs concurrently with the Great Western Trail alignment until Monroe Avenue. At Monroe Avenue, RATC #11 runs adjacent to 11th street to Madison Avenue where the corridor continues northward to US34. The corridor will continue on the southern portion of US34 to the Front Range Trail (RATC #7). This segment crosses US34 at an existing underpass and runs concurrently with RATC #7 to Denver Avenue. At Denver Avenue, the corridor continues as the Centerra Trail to Boyd Lake Avenue. The corridor will follow the Loveland and Greeley Canal to Rocky Mountain Avenue.

Key Local Connection Needs		None Identified			
Crossing Needs		Level 1- 11th Street; Level 2- Washington Avenue, Monroe Avenue, Madison Avenue, Denver Avenue, Boyd Lake Avenue			
11-E	Rocky Mountain Avenue to Colorado Boulevard	Proposed and Existing	Separated	Loveland, Johnstown	This segment runs south and east of the Medical Center of the Rockies and continues under I-25 via the Centerra Mobility Hub. This corridor provides access to Bustang’s North Line which provides service to Denver Union Station. East of I-25, the corridor continues along the north side of Kendall Parkway and the Promenade Shops at Centerra. The corridor continues along the Union Pacific Railroad to the Greeley & Loveland Canal where it will continue to Colorado Boulevard/WCR13 where it intersects with RATC #9: Johnstown/Timnath corridor. This segment provides access to a variety of commercial destinations in Centerra and the 2534 District.
Key Local Connection Needs		None identified			
Crossing Needs		Level 2-Centerra Parkway			
11-F	Colorado Boulevard to SH257	Proposed	Separated	Johnstown, Windsor, Weld County	At Colorado Boulevard/County Line Road, RATC #11 intersects with RATC#9 and RATC #4 which are running concurrently across US34. RATC #11 continues along the Great Western Railway to WCR15 where the corridor continues eastward to Aims Community College Public Safety Institute. The corridor intersects with RATC #13 at WCR17 and continues eastward to 131st Avenue. The corridor

					crosses US34 at the proposed 131st Avenue Mobility Hub then continues eastward along the southern edge of the US34 corridor. This segment provides multimodal connections via the proposed 131st Avenue Mobility Hub. This segment is called the Johnstown-Greeley Segment in the US34 PEL.
Key Local Connection Needs		None Identified			
Crossing Needs		Level 2- WCR15; Level 3- WCR17. SH257; Level 4- US34			
11-G	SH257 to South Platte River	Proposed and Existing	Separated	CDOT, Greeley, Evans, Garden City	<p>This segment would be comprised of a shared-use path paralleling US34. Of all the proposed segments across the RATC network, this segment contains the highest density of conflict points between travel modes. The US34 PEL calls for accommodation of enhanced crossings across US34 at Promontory Parkway, 95th Avenue, 83rd Avenue, 71st Avenue, 65th Avenue, 47th Avenue, Reservoir Road (grade-separated crossing), 23rd Avenue and 17th Avenue (grade-separating crossing), as identified in the City of Greeley Bicycle Master Plan (2015) and the Greeley Parks, Trails and Open Lands Master Plan (2016). Some sections of this segment may be constructed alongside development in West Greeley.</p> <p>Considerations at the US34/US85 interchange (Spaghetti Junction) will need to be coordinated with the US34/US85 project (a separate effort). This segment is called the Greeley Expressway Segment in the US34 PEL. Because of the complexity of this</p>

					interchange, grade-separation is highly preferred. There may be opportunity to parallel a canal on the north and east side of the interchange. This corridor will intersect, and likely terminate at RATC #1, the South Platte River.
Key Local Connection Needs	Downtown Greeley via Union Pacific Railroad, East Memorial Neighborhood, #3 Canal Trail to East Greeley, 11th Avenue to UNC, 50th Avenue to Aims Community College				
Crossing Needs	Level 1- Sunset Memorial Cemetery Access Road; Level 2- Promontory Parkway, 83rd Avenue, 71st Avenue, 65th Avenue, 47th Avenue, 8th Avenue; Level 3- 35th Avenue, 23rd Avenue, 11th Avenue, E 27th Street; Level 4- 95th Avenue, US85 Business, US85				
11-H	East of NFRMPO Region	Proposed	Separated	Weld County, Kersey	Connections between Kersey and Greeley/Evans are being discussed. Although an alignment along the South Platte River provides an opportunity, possibilities along the US34 corridor should be considered as feasibility analyzed.
Key Local Connection Needs	None Identified- Outside of NFRMPO Planning Area				
Crossing Needs	None Identified- Outside of NFRMPO Planning Area				

Figure 4-27: Carter Lake/Horsetooth Foothills Build Status

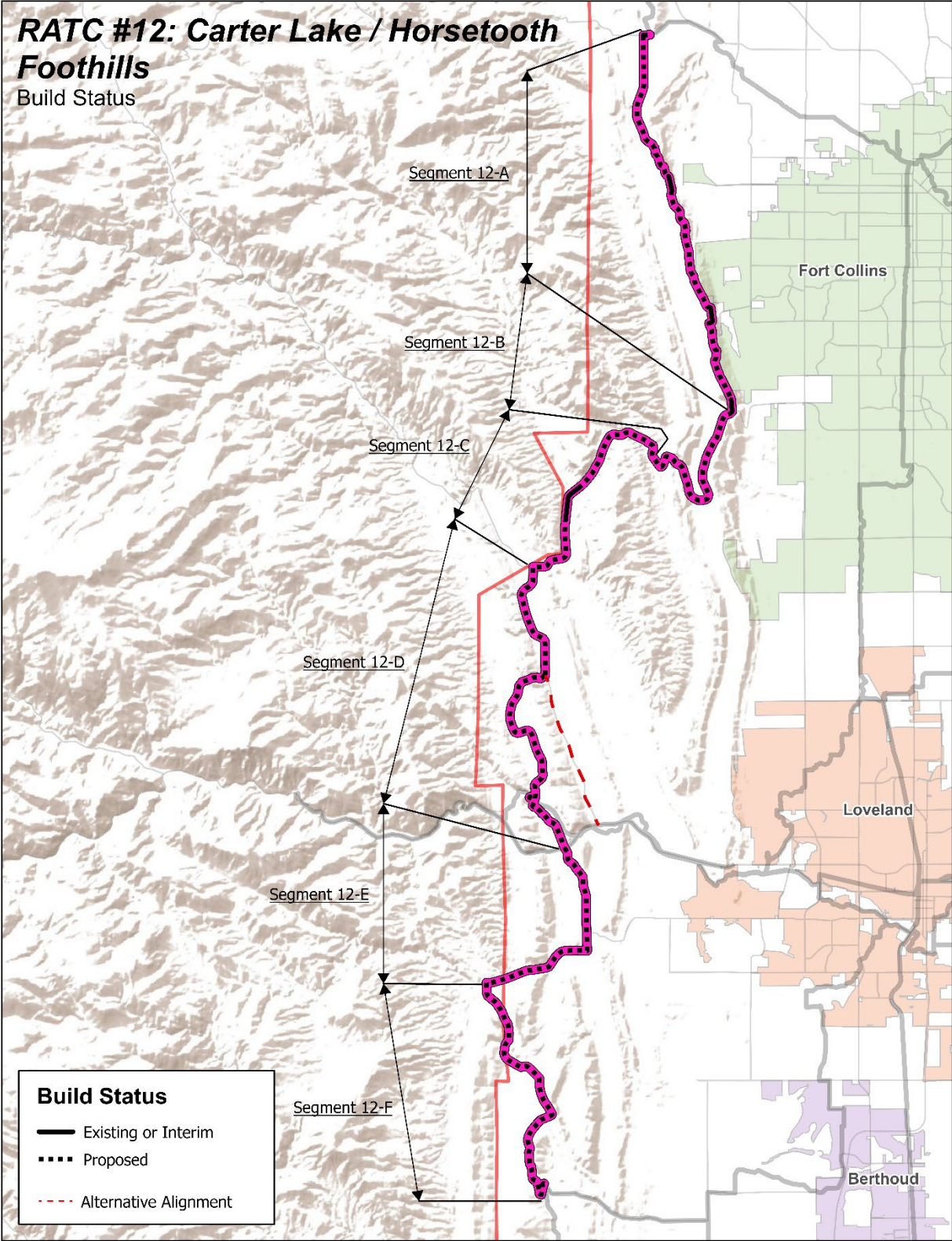
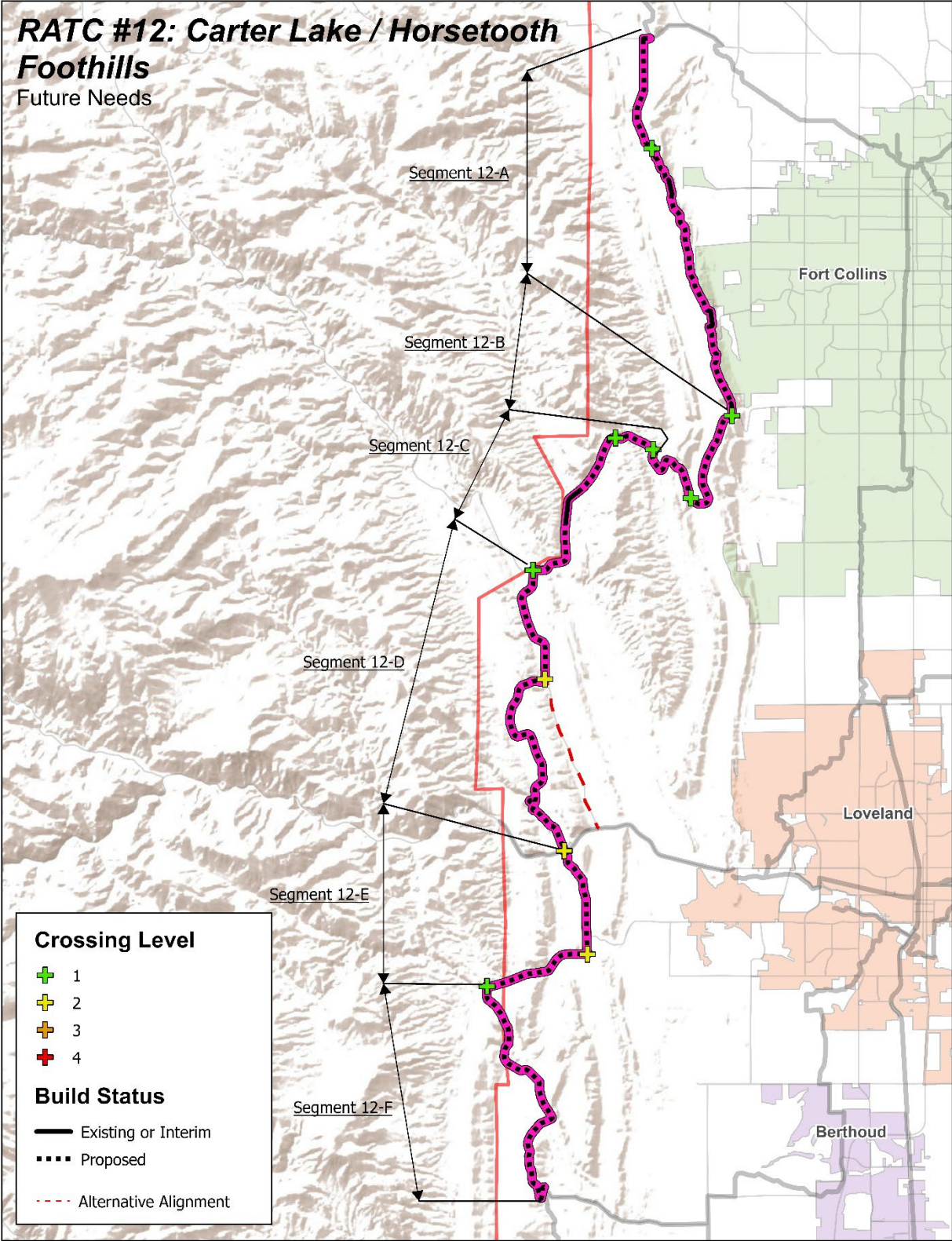


Figure 4-28: Carter Lake/Horsetooth Foothills Corridor Future Needs



RATC #12: Corridor-Level Information

Corridor Description	Planning References
<p>The Carter Lake/Horsetooth Foothills Corridor is predominantly a recreational bicycling corridor that provides access to the many city, county, and state parks and trailheads of the foothills in the western portion of the NFRMPO region. North to south, the corridor uses segments of Rist Canyon Road, LCR23/Centennial Drive, LCR38E, LCR29/Buckhorn Road, LCR29, LCR18E/Pole Hill Road, LCR31, and LCR8E. The corridor frequently accommodates bicycle and running races/group events and is heavily trafficked by recreators of all types throughout the year. Various sections of this corridor would benefit from shoulder widening and related improvements. Providing minimum 4'-wide shoulders should be the ultimate vision along the entirety of this corridor. These improvements should be made on segments labeled "proposed" when the roadway is scheduled for improvement or significant maintenance. Strategic local connections to Berthoud, Loveland, and Fort Collins are recognized for safe access to this corridor. With nearly 2,500 feet of climb north to south, sharp drop-offs, winding curves, blind corners, this corridor is characterized by areas where ample room for error is necessary for travelers moving at widely varying speeds.</p>	<p>Larimer County – Larimer on the Move Transportation Plan (2025)</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
1.39	31.35	1.39	31.35	0	0	944	7,535	916	2,418	0	0	1	1

Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within "combined" on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.

RATC #12: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
12-A	Poudre River Trail	Proposed and Existing	Roadway	Larimer County	Referred to as "The Dams" by bicyclists and distance runners, this segment traverses the four dams on the northern

	to LCR38E				and eastern sides of Horsetooth Reservoir and is the most heavily used segment of the corridor among all user types. The 7.7-mile segment contains scenic vistas, picnic and rest areas, restrooms, hiking and mountain biking trails, and other amenities. Shoulder improvements are needed along various parts of this segment.
Key Local Connection Needs		Along Dixon Canyon Road			
Crossing Needs		Level 1- LCR52E, LCR48C, LCR38E			
12-B	LCR38E to Shoreline Drive	Proposed	Roadway	Larimer County	This segment contains several curving sections where larger shoulders would provide a safer experience for the motorist and bicyclist, including the section approaching the heavily used South Bay Marina and Campground. The segment terminates at the heavily used Shoreline Drive that provides access to Horsetooth Reservoir for boaters and campers making slow turning movements across bicycle traffic.
Key Local Connection Needs		None Identified			
Crossing Needs		Level 1- Shoreline Drive			
12-C	Shoreline Drive to Buckhorn Road	Proposed and Existing	Roadway	Larimer County	Part of this segment has adequate shoulders, but widths are inconsistent. Conflict areas such as the entrance to Horsetooth Mountain Open Space and the intersection of Buckhorn Road and LCR38E are identified for signage improvements. Other conflict area exist where narrow shoulders exist alongside guardrails.
Key Local Connection Needs		None Identified			

Crossing Needs		Level 1- Red Cliff Road, Buckhorn Road			
12-D	Buckhorn Road to US34	Proposed	Roadway	Larimer County, CDOT	The corridor is routed away from LCR25E and LCR27 to LCR29 to ensure the bicyclist does not have to ride along US34 to take the lane to make turning movements. Users can ride straight across US34 along LCR29 to minimize conflicts with fast-moving traffic, but improved signage at this intersection could improve safety. This segment takes users by Sunrise Ranch, Green Ridge Glade Reservoir, the Big Thompson River, and other amenities. Northbound cyclists heading up the hill to Green Glade Reservoir are accommodated with a wide climbing shoulder, although it ends abruptly. Climbing shoulders like this one would be beneficial across the corridor where steep inclines cause low bicycle speeds. Conflict areas exist over the narrow bridge near the Masonville Post office and locations where narrow shoulders exist alongside guardrails.
Key Local Connection Needs		None Identified			
Crossing Needs		Level 2- LCR29, US34			
12-E	US34 to Pole Hill Road	Proposed	Roadway	Larimer County	This section has narrow shoulders and the intersection of Carter Lake Road/LCR29 and 1st Street/LCR20 can be a conflict point for turning bicycles and vehicles heading to/from southwest Loveland.
Key Local Connection Needs		None Identified			
Crossing Needs		Level 2- Pole Hill Road			

12-F	Pole Hill Road to LCR31	Proposed	Roadway	Larimer County	This section has narrow shoulders and the intersection of Pole Hill Road/LCR18E and LCR31 can be a conflict point for vehicles and cyclists due to the steep grade of LCR31 and setback of the stop sign. Two locations along this segment are identified for signage improvements.
Key Local Connection Needs		None Identified			
Crossing Needs		Level 1- LCR31			
12-G	LCR31 to LCR8E	Proposed	Roadway	Larimer County	This section has narrow shoulders and several pinch points where cyclists must take the lane to allow safe clearance from guardrails, especially over dams and around corners.
Key Local Connection Needs		None Identified			
Crossing Needs		Level 3- LCE8E/Saint Vrain Canal Road			

Figure 4-29: Johnstown/Severance Build Status

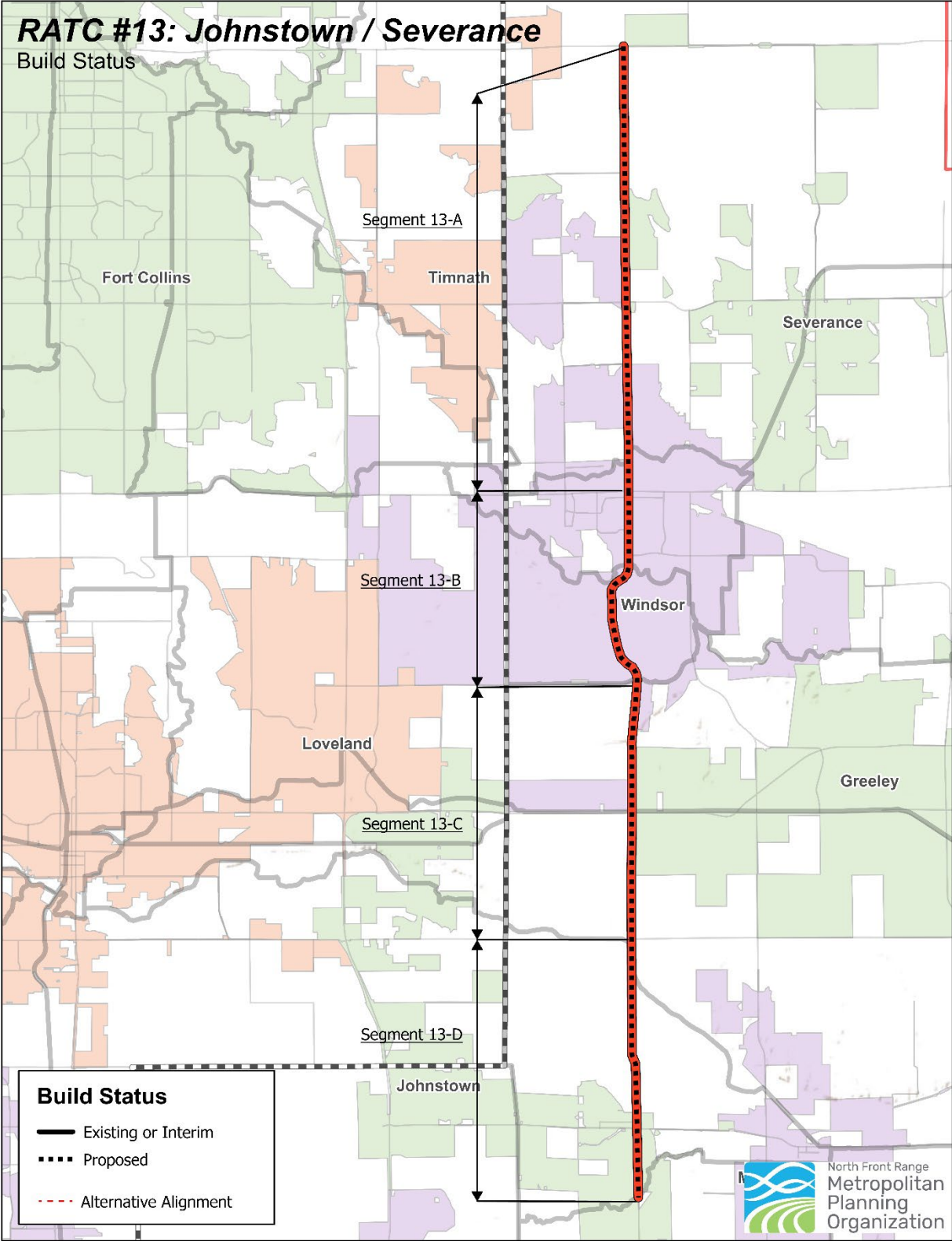
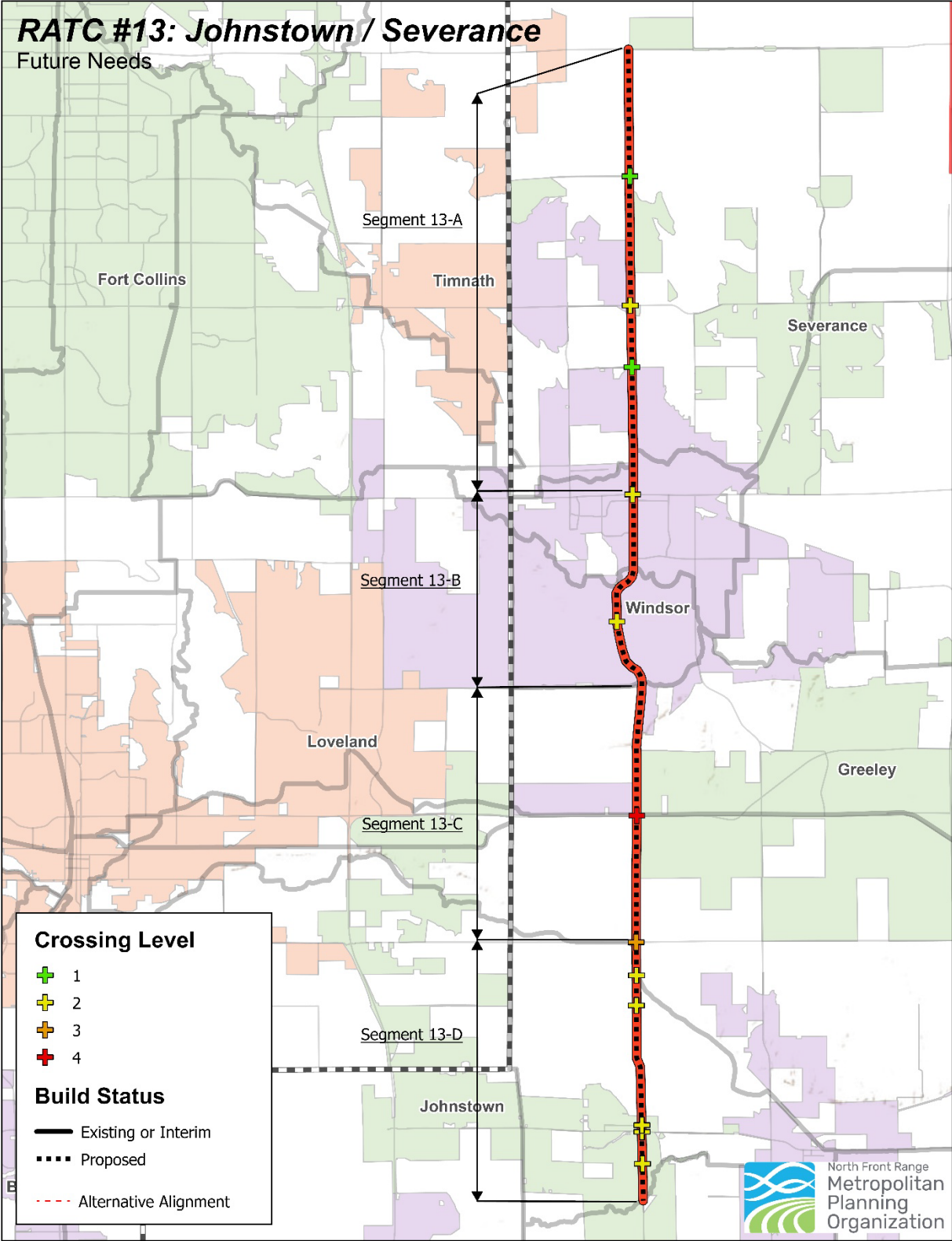


Figure 4-30: Johnstown/Severance Future Needs



RATC #13: Corridor-Level Information

Corridor Description	Planning References
The Johnstown to Severance Corridor serves as a key north-south connection in the rapidly growing central portion of the NFRMPO region. The corridor connects Johnstown, West Greeley, Windsor, Weld County, and Severance with dedicated bike lanes and shared-use paths. The corridor follows WCR17 (Parish Avenue, 7th Street) beginning in Johnstown until WCR17’s terminus at SH392 in Windsor. From here, the corridor continues along SH257 to the corridor’s northern terminus at SH14. Timing for the build-out of this corridor is heavily dependent on anticipated development along WCR17 and US34.	Severance- Severance Transportation Master Plan (2021) Windsor Open Space and Trails Strategic Plan(2022) Greeley – Greeley Trails Master Plan (2025) Weld County – 2045 Weld County Transportation Plan (2020) Johnstown- Johnstown Updated Land Use Framework Plan (2019)

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
0	18.37	0	11.37	0	7	19,871	54,909	5,960	10,854	5	5	2	2
Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.													

RATC #13: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
13-A	SH14 to SH392	Proposed and Existing	Separated and Roadway	Severance, Windsor	The northern terminus of this corridor is at SH14 near the Windsong Estate Event Center. The corridor traverses near Windsor Reservoir and continues on SH257 to SH392/Main Street in Windsor. The corridor runs concurrently with RATC #5 across Windsor Lake before continuing to SH392/Main Street. This segment provides bicycle pedestrian access to Windsor Lake via the Windsor Lake Loop Trail and the rest of the Town of Windsor’s trail system.

Key Local Connection Needs		None Identified			
Crossing Needs		Level 1- WCR78, WCR72; Level 2- WCR74, SH392			
13-B	SH392 to Crossroads Boulevard	Existing	Roadway	Windsor	From SH392, the corridor will continue along WCR17 until the southern terminus in Johnstown. This segment is identified in the Town of Windsor’s Open Space and Trails Strategic plan as an on-street bike route. This segment provides access to downtown Windsor and Eastman Park. This segment has existing bicycle lanes along 7th Street. This segment would benefit from additional separation between bicycle lanes and vehicles and wider sidewalks for pedestrians.
Key Local Connection Needs		Walnut Street			
Crossing Needs		Level 2- Crossroads Boulevard, WCR64			
13-C	Crossroads Boulevard to WCR54	Proposed	Roadway and Separated	Windsor, Greeley, Weld County, Johnstown	This segment crosses through the WCR17 and US34 intersection which is slated for significant development both north and south of US34 along WCR17. This segment is identified in the City of Greeley’s 2025 Trails Master Plan as a recommended off-street trail corridor. This area of the NFRMPO region is anticipated to see significant population and job growth. The corridor build out timing is dependent on development in the area. The corridor intersects with RATC#11: US34 Parallel which will provide additional connectivity to the rest of the Regional Trail Network. This segment provides access to the Aims Community College Public Safety Institute which is located

					near the intersection of WCR17 and US34.
Key Local Connection Needs	Arroyos Del Sol Natural Area, Greeley/Loveland Canal Trail, Mobility Hub at 131st Avenue.				
Crossing Needs	Level 3- WCR54; Level 4- US34				
13-D	WCR54 to Little Thompson River Trail	Proposed and Existing	Separated	Johnstown	The segment continues along WCR17 through Downtown Johnstown to its southern terminus at the Little Thompson River Trail south of Downtown. This segment is identified as a neighborhood trail in the Town of Johnstown’s 2008 Transportation Master Plan. The plan also requires a 10-foot sidewalk and bike path along every arterial (including WCR17). This segment provides crucial north/south bicycle and pedestrian connections to Downtown Johnstown.
Key Local Connection Needs	SH60				
Crossing Needs	Level 2- UPRR, WCR52, Charlotte Street, SH60/1st Street, Centennial Drive				