



MOBILITY & ACCESS PRIORITY GROUP

Thursday, August 5, 2021

1:30 pm - 3:00pm

Virtual Meeting

<https://www.gotomeet.me/NFRMPO/mobility--access-priority-group>

[+1 \(408\) 650-3123](tel:+14086503123)

Access Code: 780-909-693

AGENDA

1. Welcome and introductions
 - **Icebreaker:** If you were a potato, how would you like to be prepared?
2. Review of Agenda and Meeting Notes (June)
3. RideNoCo (One Call/One Click Center) Updates
 - Website progress, updated Rider's Guide, Joint Mobility Meeting, funding & timeline
4. Discussion Items:
 - **MAPG 5-Year Plan Review & Discussion**
Review of 2020 5-year plan for updates and implementation
 - **RideNoCo Community Outreach**
Overview of engagement strategies, feedback, and support from MAPG members
 - **Fort Collins Open Streets Planning**
Planning outreach and education activities for 9/10 Open Streets event
5. Member Updates
6. Next MAPG meeting – October 7, 2021
 - Next meeting topics: TBD
7. Adjourn

Mobility & Access

Overarching goal:

To increase awareness of and promote transportation options, service delivery mechanisms, community planning and other creative means for older adults and adults with disabilities in Larimer County to access key services and quality of life opportunities.

Existing assets and programs:

- Collaboration and cooperation with current providers: Berthoud Area Transportation Systems (BATS), Rural Alternative for Transportation (RAFT), Via Mobility, Heart & Soul Paratransit, Senior Alternatives in Transportation (SAINT), Wellington Senior Center, Transfort/Dial-a-Ride, City of Loveland Transit (COLT), Town of Estes Park, zTrip
- Larimer County Department of Health & Environment Built Environment Program
- North Front Range MPO (NFRMPO) – Larimer County Mobility Committee
- Pro 31 Safe Senior Driver

Opportunities

Partner with the NFRMPO Larimer County Mobility Committee, Larimer County Health Department Built Environment team, current transportation providers, and Larimer County government to work on expansion and improvement of our transportation systems. The focus will be on outreach, education, and promotion of existing services to better connect both incorporated and unincorporated areas of Larimer County.

Summary of Completed Projects

1. Acted as the Steering Committee for the Larimer County Senior Transportation Needs Assessment
2. Developed and hosted Regional Bustang Travel Trainings, including a marketing opportunity supported through an AARP Livable Communities grant
3. Supported PAFC and NFRMPO with two National Aging & Disability Transportation Center grants (NADTC), including participation in local, regional, state, and national conferences and speaking opportunities
4. Distributed transportation provider materials at local events and senior centers
5. Provided support and input for the future One Call/One Click Center in Northern Colorado (tentatively named RideLink)

Goal 1:

To promote and expand travel training programs for older adults and adults with disabilities throughout Larimer County.

(Ongoing)

Action Steps

- Coordinate with appropriate liaisons from Fort Collins, Loveland, and Berthoud to plan travel training and increase frequency of the training.
- Create and maintain a schedule of travel training throughout Larimer County.
- Develop Spanish travel training materials.
- Work with community partners to increase interregional travel training, including trips to Longmont, Boulder, and Denver

Partners

- City of Fort Collins/Transfort/Dial-A-Ride
- City of Loveland/City of Loveland Transit (COLT)
- Rural Alternatives for Transportation (RAFT)
- Berthoud Area Transportation System (BATS)
- Colorado Department of Transportation/CDOT
- NFRMPO/Larimer County Mobility Committee
- Regional Transportation District (RTD)
- Town of Estes Park
- Senior Alternatives in Transportation (SAINT)
- Via Mobility
- Wellington Senior Center
- zTrip
- Pro-31 Safe Driving
- La Familia/The Family Center
- Heart&SOUL Paratransit

Performance Indicators

- How many travel training sessions were performed?
- How many cities hold travel training?
- How many attended each travel training?

Goal 2:

To develop a community outreach and education program about transportation resources, driver safety and travel training as recommended in the Larimer County Senior Transportation Needs Assessment.

(Ongoing)

Action Steps

1. Collect resources to promote existing services
2. Distribute the resources to local agencies, organizations, advocates, and residents
3. Collaborate on new programming to grow awareness around transportation options and services

Partners

- City of Fort Collins/Transfort/Dial-A-Ride
- City of Loveland/City of Loveland Transit (COLT)
- Rural Alternatives for Transportation (RAFT)
- Berthoud Area Transportation System (BATS)
- Colorado Department of Transportation/CDOT
- NFRMPO/Larimer County Mobility Committee
- Regional Transportation District (RTD)
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- Via Mobility
- Wellington Senior Center
- zTrip
- Heart&SOUL Paratransit
- La Familia/The Family Center

Performance Indicators

- How many events were held?
- How many resources were distributed?
- How many new people learned about existing transportation services?

Goal 3:

To spread awareness of RideLink, the One Call/One Click Center under development in Larimer County.

Action Steps

1. Plan outreach opportunities for RideLink
2. Collect feedback by engaging stakeholders
3. Develop PAFC role in RideLink

Performance Indicators

- How many older adults and adults with disabilities are aware of the program?
- How many first time riders used RideLink?
- How many providers are involved in RideLink?

Partners

- City of Fort Collins/Transfort/Dial-A-Ride
- City of Loveland/City of Loveland Transit (COLT)
- Rural Alternatives for Transportation (RAFT)
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MOBILITY & ACCESS PRIORITY GROUP

JUNE 3, 2021

1:30 P.M.

VIRTUAL MEETING

MEETING NOTES

ATTENDEES:	Cory Schmitt, NFRMPO	Ryan Dusil, NFRMPO	Hanna Johnson, NFRMPO
	Cari Brown, Arc of Larimer County	Sharon Courtney	Connie Nelson-Cleverley, SAINT
	Lorye McLeod, PAFC	Katy Mason, Citizen	Jim Becker, Citizen
	Derek Heino, Spin	Mike Ketterling, Cycling Without Age – Northern Colorado Chapter	

MEETING NOTES	No comments.
ONE CALL/ONE CLICK CENTER UPDATES	Schmitt provided an update on RideNoCo, announced the rideno.co URL, noted that the program is recruiting beta testers to give feedback on website and usability. If any members are interested in being a beta tester or have connections to people who may want to test the website, please email Schmitt with the name and contact info. The vaccine project still underway. The NFRMPO Mobility program has a new staff member, Hanna Johnson, who will help Schmitt implement the One Call/ One Click Center and expanded Mobility Program.

Discussion Items

FORT COLLINS ADAPTIVE BIKE SHARE	Heino shared information regarding Spin, a micro-mobility company partnering with the City of Fort Collins to provide more mobility options in Fort Collins. The program is expected to launch in July. Heino shared results from the adaptive bike survey: 32% of survey participants were people with disabilities or aging individuals. 35% of individuals would like to request the vehicle by calling, 24% on a smart phone application, and 26% would like to have a centralized location. The survey displayed that many people were interested trikes or recumbent bicycles. There will be a demonstration of the vehicles soon, and Heino will share the calendar invitation to Schmitt. The program will be free to start with a delivery-service model. The vehicles offered will be the trike, side by side trike, and recumbent trike. Schmitt will share a copy of the presentation with the group.
CYCLING WITHOUT AGE – POUDBRE TRAIL	Ketterling, board member of the Poudre River Trail, shared information regarding Cycling Without Age(CWA). CWA's mission is to get aging individuals on a bike to enjoy the experience of cycling by using electric trishaws driven by volunteer 'pilots'. The program originated in Denmark, and this is where the unique bikes are made. Using donations, the Northern Colorado chapter was able to purchase two bikes (~\$12K each). The rides are free to passengers. Drivers go slowly for the passengers and share stories between the driver and riders to build positive relationships between generations. The Poudre Trail is currently flooded, which

	<p>has been a hiccup for the new program. Right now older adults who want to ride will need transportation to the trailhead. More details regarding the national chapter can be found at cyclingwithoutage.org.</p> <p>CWA pilots and passengers currently start their ride at the Red Barn or the Poudre Learning Center in Weld County. They may soon start at the Kodak trailhead in Windsor. Pilot training is roughly 5 hours, and pilots must take a test to be certified to drive the bicycles.</p> <p>Dusil invited Ketterling to the NoCo Bike & Ped Collaborative August meeting.</p> <p>Dusil asked if there are conversations regarding expanding. Ketterling said they will need to get more pilots before expanding. NoCo CWA has had discussions regarding getting more bicycles already. They will likely need 40 pilots trained; currently they are at 12 pilots.</p> <p>Johnson will send out the CWA flier to the group.</p>
NFRMPO ACTIVE TRANSPORTATION PLAN	<p>Dusil shared information regarding the NFRMPO's Active Transportation Plan (ATP) update. This plan is currently in the public comment phase and closes on June 11th. The ATP is an update to the Regional Bicycle Plan and the Non-Motorized Plan. The ATP supports a shared regional vision for active transportation and is a toolkit for NFRMPO member communities and other partners.</p> <p>"Active transportation" is defined by the ATP as "human-powered" with or without electric assist. This updated definition is designed to be more inclusive of different mobility options and modes such as individuals using wheelchairs, e-bikes, and e-scooters.</p> <p>Dusil shared recommendations and guidance in the ATP that may be particularly relevant to this group: micro-mobility, general design standards, signal timing, walk audits and infrastructure assessments focusing on the most vulnerable users, educational expansion, leveraging flexibility in federal funding, and crowdsourcing regarding near miss accidents (almost crashes) or other hazards faced by active users. He recommends that if the group would like to review the ATP, chapters 3 and 5 may be the best place to start.</p> <p>Becker discussed how participation in walk-audits by PAFC were helpful and suggested that these activities should be included in the PAFC Strategic Plan. McLeod said that seems like a great idea. Dusil said that the NoCo Bike & Ped Collaborative members may want to connect with PAFC. Mason said that reconnecting is a good idea.</p>

	<p>More details regarding the ATP update can be found here: https://nfrmpo.org/bike-ped/active-transportation-plan/ If you have any questions, please reach out to Ryan Dusil, NFRMPO Transportation Planner II, directly: rdusil@nfrmpo.org or 970-422-1096.</p>
NCMM COMMUNITY MOBILITY DESIGN CHALLENGE GRANT	<p>Schmitt discussed the NCMM Community Mobility Design Challenge. This grant is more oriented towards research regarding barriers for vulnerable/disadvantaged individuals and then creating multi-sector partnerships to address the identified problem.</p> <p>McLeod stated that the NCMM gives technical assistance over the 6-month program. The grant amount is \$25k; if selected, organizations can receive \$75k for implementation after successfully going through the initial evaluation and engagement portions of the project.</p> <p>Mason asked if the group has ideas for a potential proposal. Schmitt noted that the purpose is not to implement a solution, but rather to do community outreach to identify barriers. McLeod noted that the grant application may be a high-intensity grant, but at the end, you will have a great plan to move forward and an opportunity for additional funding.</p> <p>Becker stated that this grant process seems like the beginning stages of RideNoCo (evaluating needs, engaging community, proposing solutions) and suggested that this could be helpful for the next phase of the One Call/One Click Center outcomes to increase mobility options in areas that are currently not adequately served (for example, in rural areas like Red Feather Lakes). This could help provide formalized planning to gauge transportation needs in the rural Mountain communities of Larimer County. Mason noted that the focus should be on rural transportation in general and not just in the Mountain communities. It may be more appropriate to share the grant opportunity with the Red Feather Lakes Library to see if they would be interested and also share the opportunity with other organizations.</p> <p>Schmitt noted that the team (as noted on page 6 of the NCMM grant details document) must be established prior to submitting the application, and there's some work that must be done prior to even applying. Mason noted that seems difficult. The due date is July 12th. There are 4 total grantees, and the application is open nationwide.</p> <p>Mason supported McLeod's suggestion to use this as a jumping-off-point to think about these concerns to help understand and identify gaps in service in the region; the NCMM's framework proposed by the grant is helpful. Schmitt noted that NCMM may have this grant in future years, and the group could apply once we</p>

	<p>are more prepared. The group agreed on that conclusion.</p> <p>More details can be found here: https://nationalcenterformobilitymanagement.org/challenge-2021/ </p>
AARP COMMUNITY CHALLENGE GRANT	McLeod does not have any updates yet. She will share more when she has updates.

Member Updates

TRANSFORT	Transfort in the process of installing solar lights across Fort Collins. Routes 11 and 12 are resuming service soon. Capacity limits lifted. See attachment for full member update details.
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Next Meeting: Thursday, August 5, 2021 - 1:30 to 3:00 p.m.

TBD

NEXT MEETING TOPICS	<p>Mason suggested an update on the Strategic Plan and discuss/review MAPG goals. McLeod suggested the group review opportunities for collaboration with the Active Transportation Plan and NoCo Bike/Ped Collaborative</p> <p>Schmitt noted the group could review the new RideNoCo website to get feedback. Mason noted that updates regarding the AARP grant and planning for the Open Streets Event would be timely.</p>
ADJOURN	Meeting adjourned at 3:00 p.m.



Contact: Drew Brooks, Director, Transfort, dbrooks@fcgov.com

Date: June 2, 2021

FOR IMMEDIATE RELEASE

Transfort installs solar lighting at bus stops

FORT COLLINS – Transfort, the transit agency owned by the City of Fort Collins, will install new solar lighting at select bus stops.

Rider safety and security is a top priority for Transfort. The pilot program will illuminate approximately 20 bus stops that are not currently lit from another source such as nearby streetlights or bus shelters. Adequate lighting at bus stops will enhance security and help notify bus drivers that a passenger is waiting at the stop, reducing rider pass-bys.

“The idea to install the lights came from our bus operators who are always looking out for the safety of our passengers,” said Drew Brooks, Director of Transfort and Parking Services.

The new lights are completely solar powered with a battery storage system large enough to last 5 days. Riders will be able to activate the light using a push button placed at an ADA accessible height. The light will stay illuminated for approximately 5 minutes.

The solar lights comply with the City’s Night Sky initiative directing light downward and used only where and when it is needed. To find out more about the initiative visit: fcgov.com/nightsky

Installation is expected to begin at the end of May with completion by mid-June. For a list of bus stops with the new solar lights, please visit: <http://ridetransfort.com/abouttransfort/safety>

This project was funded with FTA 5310 funds (funding for projects for Seniors and Individuals with Disabilities).

###

Help Out

Programs such as this and our other activities and events depend on community support and volunteers.

To learn more about how you or your organization can be a Poudre River Trail Corridor volunteer or partner, contact the Poudre River Trail Manager or check out the website.

We'd love to see you on the Trail!



Tax deductible donations can be made on the Poudre Trail website or scan square to donate now!



For more information about the International Cycling Without Age program, go to: cyclingwithoutage.org

Poudre River Trail Corridor, Inc.

321 N 16th Ave.
Greeley, CO 80631
970-381-6250
poudretrail@greeleygov.com



***Welcome to
the World
of Cycling
Without Age***





Poudre River Trishaw Experience

Connect to nature by cruising the Poudre Trail in style. The Poudre River Trail Corridor organization is now offering trishaw rides to members of our community who are housebound or living in supported living situations. Connect to nature by scheduling a ride today.

What can you expect?

The PRTC Cycling Without Age program (NoCo CWA) offers free rides to seniors that would like to visit the Poudre Trail and feel the "wind in their hair." It is an outdoor experience that shares the freedom found in nature along the river corridor.

Guided Bike Rides

A trained community volunteer will "pilot" your "trishaw" at a slow and safe pace. The trishaw seats one or two people facing forward for a story book ride on a quiet stretch of the Poudre Trail. The volunteers are familiar with the special habitats along the Trail and will not only offer a lovely ride, but share stories and sights along the way.

The volunteers would enjoy hearing passengers' stories as well!



Passengers must be able to arrange transportation to one of the Trail's pick-up points and be able to physically get in and out of the seated area of the bike.

Trishaw rides are more fun when shared, so having a companion or helper join the senior on the ride is encouraged!

Arranging a Ride

Rides are offered weekdays with the length tailored to your wishes. Choose a ride from 30 minutes to an hour.

Passengers should wear comfortable and weather-appropriate clothing (hat, sweater or sweatshirt, sunglasses, etc.) but, in case Mother Nature acts up, a canopy top can be raised to make the ride more comfortable along with a warm blanket to cover passengers.

***To arrange a ride go to
www.poudretrail.org/NoCoCWA***

***For more information contact the
Poudre Trail Manager at
970.381.6250 or
poudretrail@greeleygov.com***



Regional Active Transportation Plan (ATP)

Mobility & Access Priority Group



North Front Range
Metropolitan
Planning
Organization

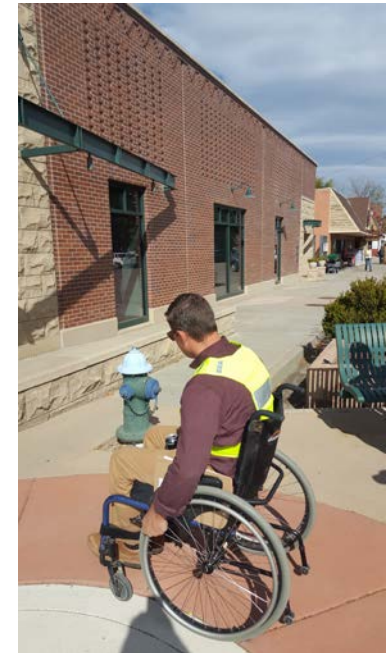


June 3, 2021

What is Active Transportation?

Human-powered* and human-scaled modes of transportation
pedestrian (walk or roll), bicycle, scooter, skateboard, etc.

*includes electric assist

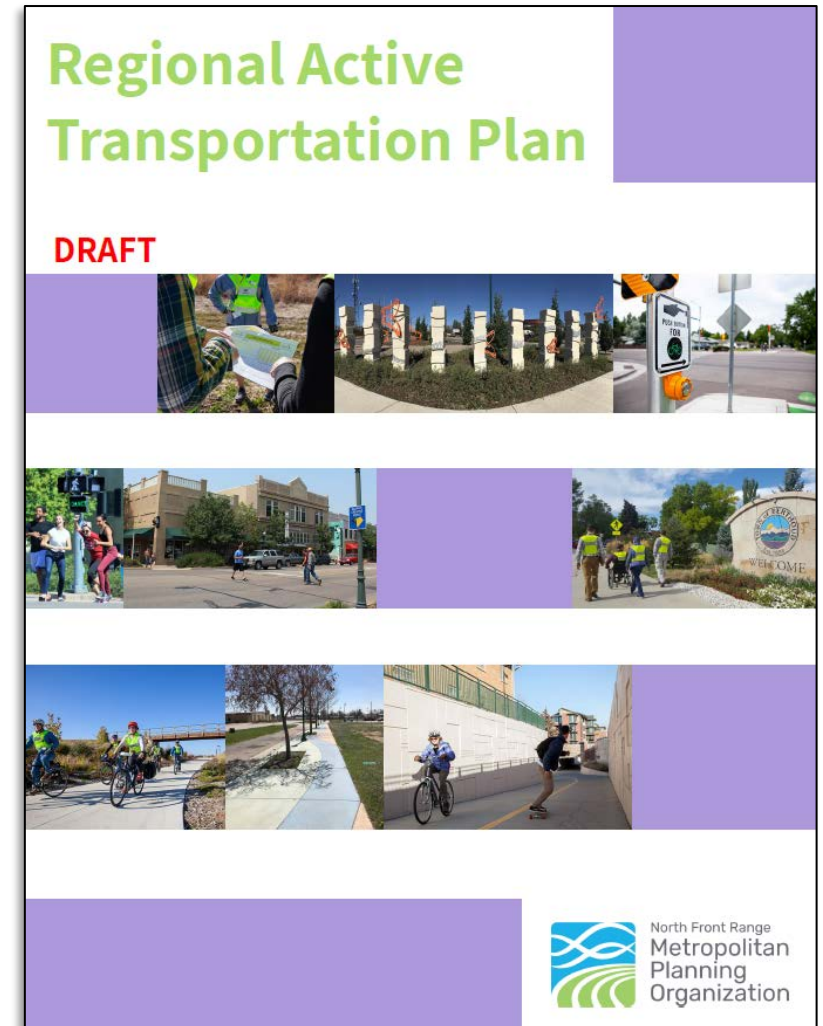


Background

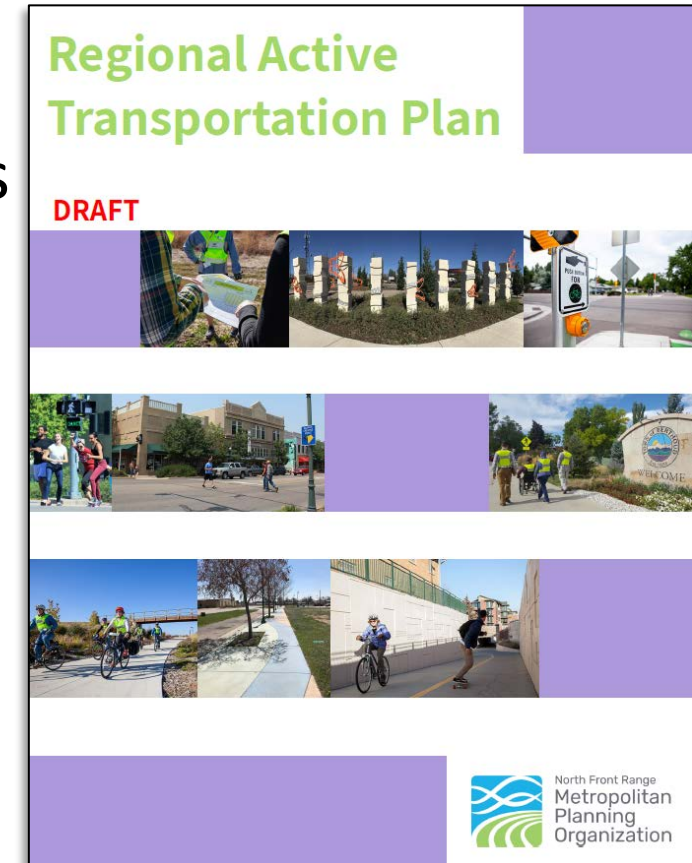


What is the Active Transportation Plan (ATP)?

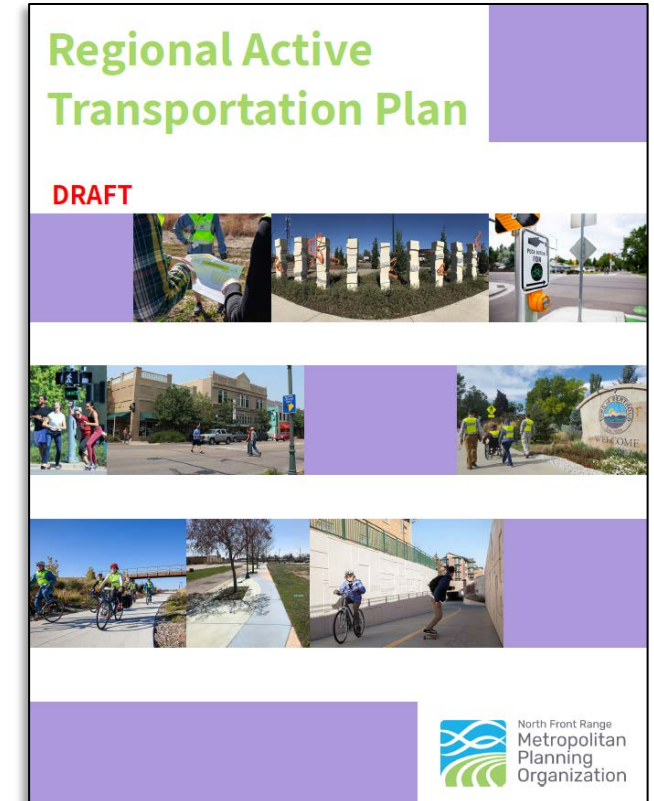
- An update to our shared regional vision for active transportation
- Guidance for consistent active transportation planning across the region
- Toolkit for NFRMPO member communities and other partners
- **30-Day Public Comment Period open through June 11, 2021**



- Chapter 1: Introduction
- Chapter 2: Existing Conditions
- Chapter 3: Strategies, Approaches, and Emerging Trends
- Chapter 4: Regional Active Transportation Corridors
- Chapter 5: Action Steps
- Appendices
 - A: Resource Library
 - B: Federal and State Funding Opportunities
 - C: Additional Best Practices
 - D: Crash Analysis
 - E: Wayfinding Guidance
 - F: Crossing Countermeasure Matrices
 - G: Bicycle Parking Guidance
 - H: Count Program Guidance
 - I: Outreach and Engagement Summary



- Chapter 1: Introduction
- Chapter 2: Existing Conditions
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Recommendations and Guidance

- **Micromobility (E-Bikes, E-Scooters, E-Boards, etc.)** – Example policies for regulating speed, throttle, and other behavior rather than user type; other accessibility consideration
- **General Design Standards (LCUASS, FHWA, etc.)** – Encouraging regionwide standards above ADA minimums, increased separation; flexibility
- **Signal Timing** – Encouraging more context-specific considerations for pedestrian and bike signals
- **Walk Audits and Infrastructure Assessment** – Focusing the experience on the most vulnerable users



Recommendations and Guidance (continued)

- **Educational and Encouragement Programs** – Support the expansion of classes offered in Northern Colorado such as Back on the Bike, Everyday Cycling, Adult Learn to Ride a Bicycle
- **Leveraging Flexibility in Federal Funding** – FTA Section 5310 funds can be used for “building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals, or other accessible features...[and] improving signage, or way-finding technology”
- **Near Miss Reporting Tool** – Creation of a tool to crowdsource information regarding near miss incidents (almost crashes) and other hazards faced by pedestrians and bicyclists



Contact Information



Ryan Dusil

Transportation Planner II

(970) 422-1096

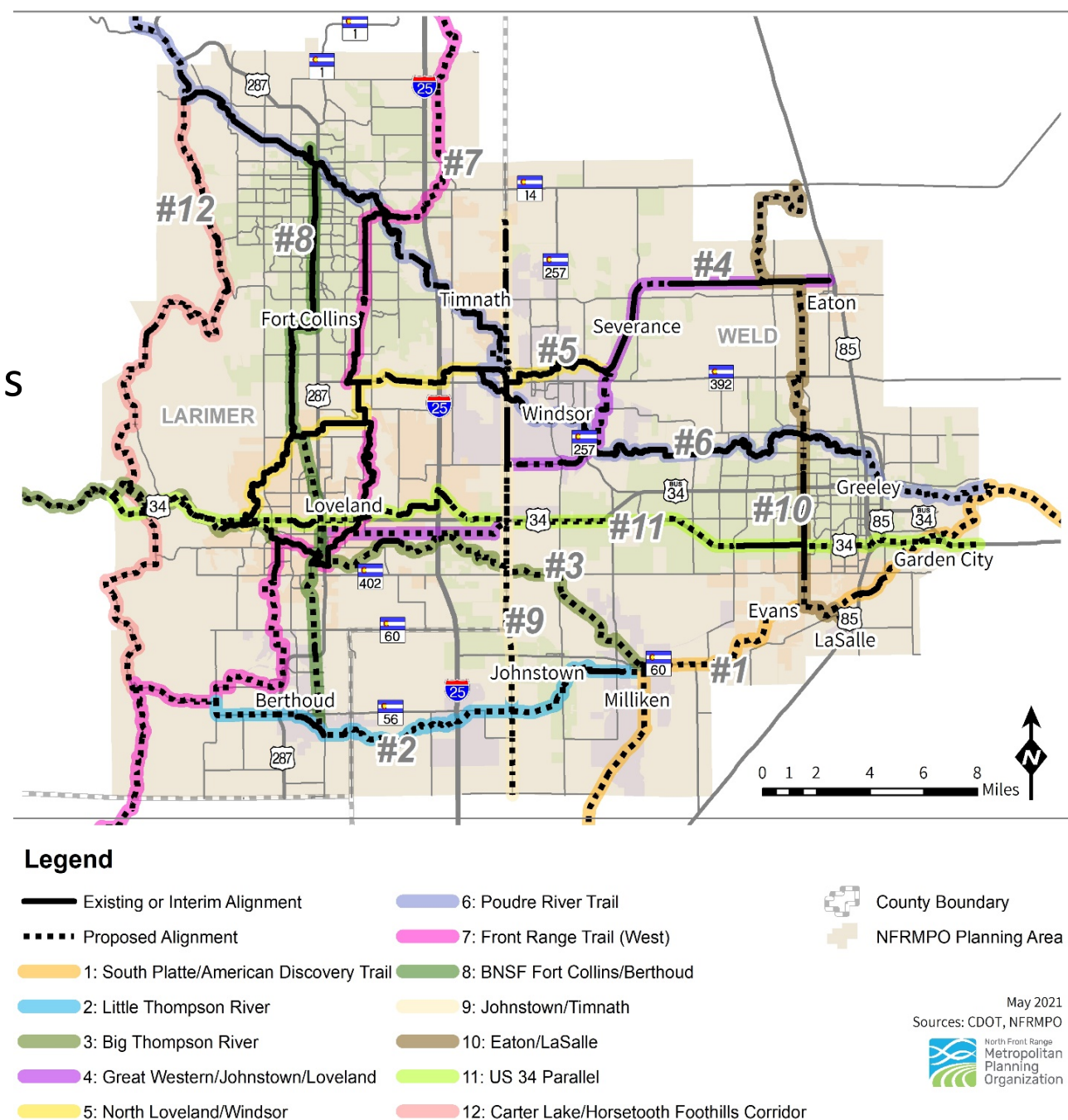
rdusil@nfrmpo.org

Outreach and Engagement

- **NoCo Bike & Ped Collaborative**
 - ATP Steering Committee
- **General Public**
 - Two in-person events (early 2020)
 - Community Remarks Interactive Webpage
 - Newsletter Articles
 - Social Media Engagement
 - Fall 2020 Survey
- **Other Stakeholders (Resident boards, committees, orgs, etc.)**
 - 10 formal meetings
 - Other conversations
- **NFRMPO Member Agencies**
 - Local plan review
 - 17 formal meetings
 - Other conversations

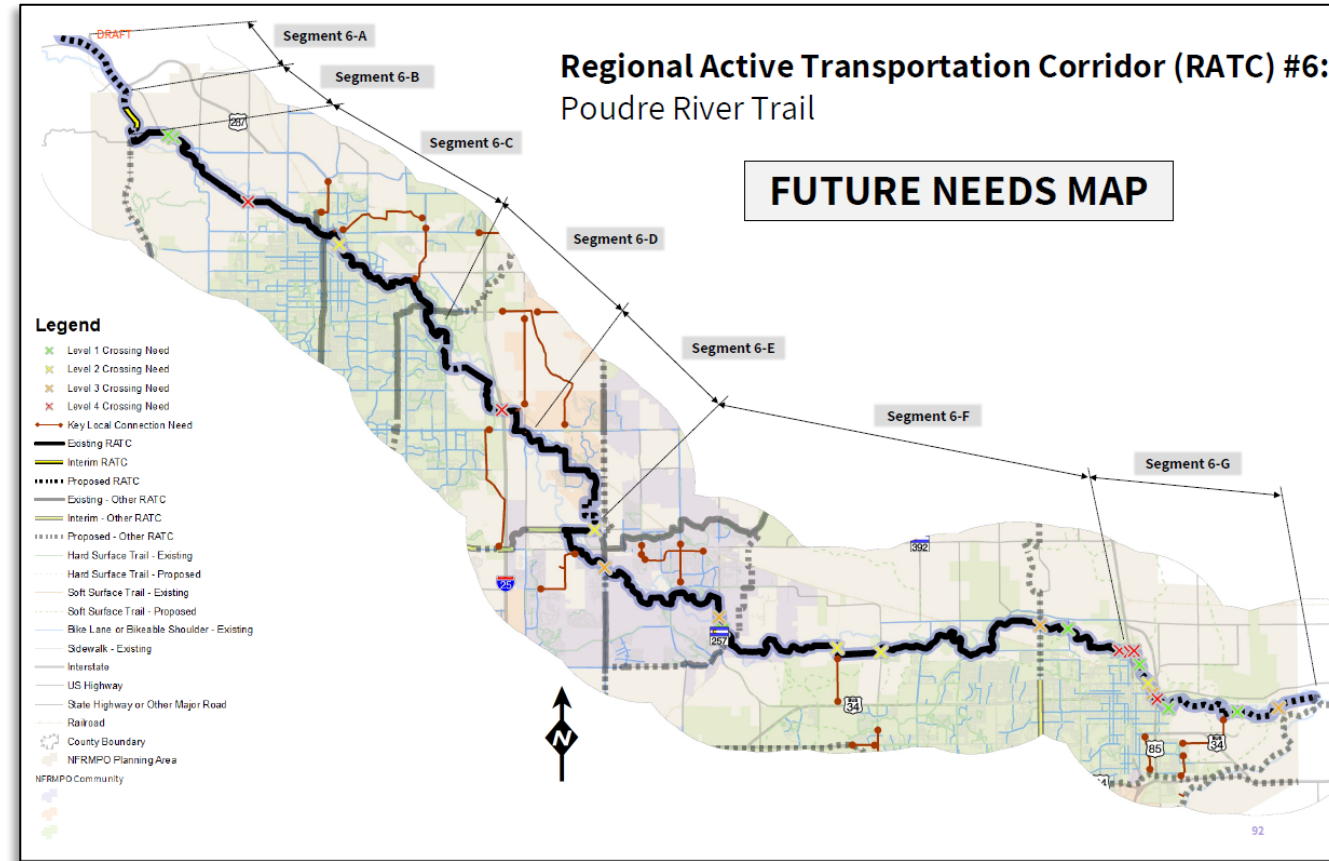


Regional Active Transportation Plan



Regional Active Transportation Corridors (RATCs)

- Originally conceived in the *2013 Regional Bicycle Plan* to one day serve as **the network for bicycle travel between and through the local communities.**
- Updated and adopted in the *2016 Non-Motorized Plan*
- Reaffirmed within the *2045 Regional Transportation Plan* (Adopted in 2019)
- The name has been changed to better align with the more accurate and inclusive category of ‘active transportation’



SPIN

Adaptive Bike Program Feedback

Fort Collins, CO

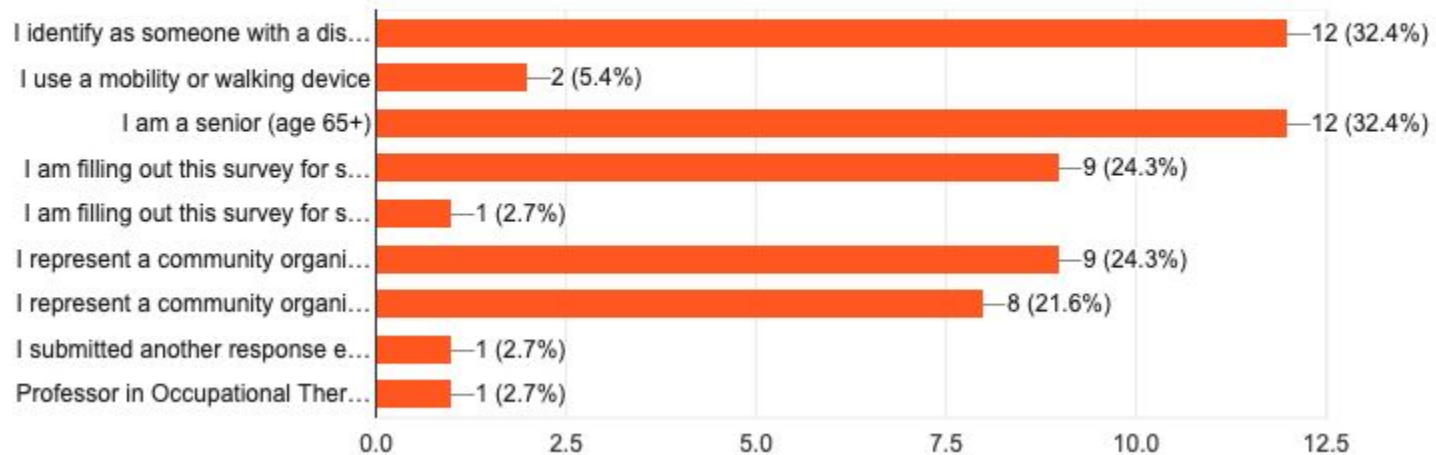
May 24, 2021



Who responded to the survey?

1. Of the statements below, please select those that apply to you. Please select all that apply.

37 responses

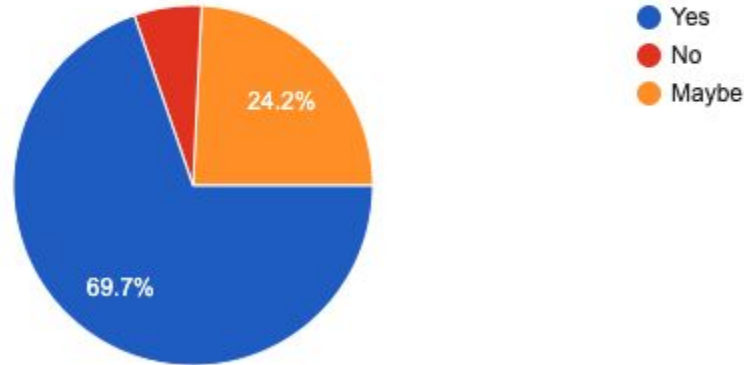


- 37 total survey responses
- 32% of respondents identified as someone with a disability or age +65

Who would use an adaptive bike?

4. If adaptive bikes were available for your use, would you or the person/people you represent use them?

33 responses

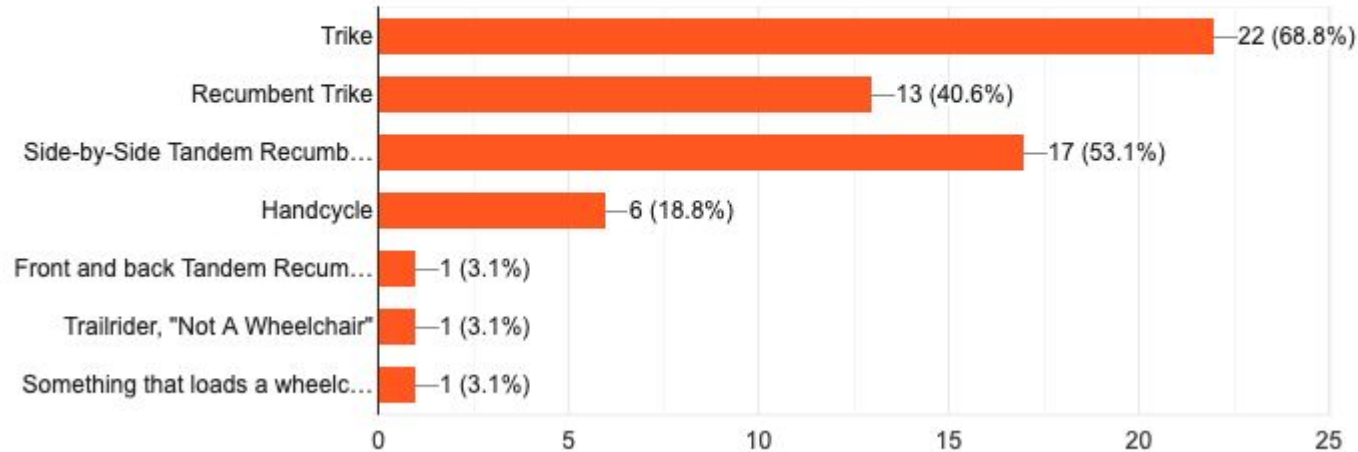


- 70% respondents indicated they would use an adaptive bike
- 24 % respondents indicated maybe they would use an adaptive bike

Which adaptive bikes would most likely be used?

5. From the adaptive bikes below, which would you or the person/people you represent be most likely to use? Please select all that apply.

32 responses



- 79% of respondents would likely use a Trike
- 53% of respondents would likely use a Side-by-Side Recumbent Trike
- 41% of respondents would likely use a Recumbent Trike

Help with balance ●●●

Accessibility for the largest number of participants in our Elderhaus/Mindset programs. ●●

My daughter has profound asd and struggles with balance. Standard and "heavy duty" training wheels don't hold her... a trike would allow her to ride safely. ●●

Trike or Side by Side ●●

Safer to ride with someone ●

looks less adaptive ●

We have one, and my son can ride it. It is the only kind of bike that he can operate. ●

Most useful ●

The side by side tandem bike allows biking plus companionship. Companionship is a primary need for folks who are older or living with disability. ●

Easiest to use. I don't need the other devices ●

They look fun ●●●

Ease of use, efficiency of design ●

I would chose an electric bike as it would be easier to ride. I have had one in the past and it made a world of difference!

Most like traditional bike, while easy to balance ●

Design makes it less likely that it would tip over and seat is at high enough that getting in and out looks favorable. ●

Most stable for population that have balance and excessive weight issues ●

My husband is more comfortable on trikes. (Senior). Person with disability has limited use of leg so handcycle better. ●●

People can stay in their own wheelchair.

Balance issues ●●

Powered and back support ●●

Recumbent Tandems give you a wide range of users and volunteers ●●●

I believe it depends entirely on the person. some seniors have joint issues in their wrists, some in their knees. The Tandem looks so fun but if they are an isolated Senior lacking social friendships it would be another reminder of the partner they have lost. But I think for those with friends it would be something to help you exercise more with accountability! ●●●●

Because cycling independently and with caregiver friend or org ●●●

For exercise I pedal a stationary recumbent bike. ●●●

It would be a great precursor to the single rider version ●

Many DD people only feel comfortable using a tricycle. A variety of bikes meets diverse needs. ●●●

safer to transfer too - folks I work with could not do the recumbent trike. and the basket is really a nice addition for folks ●●

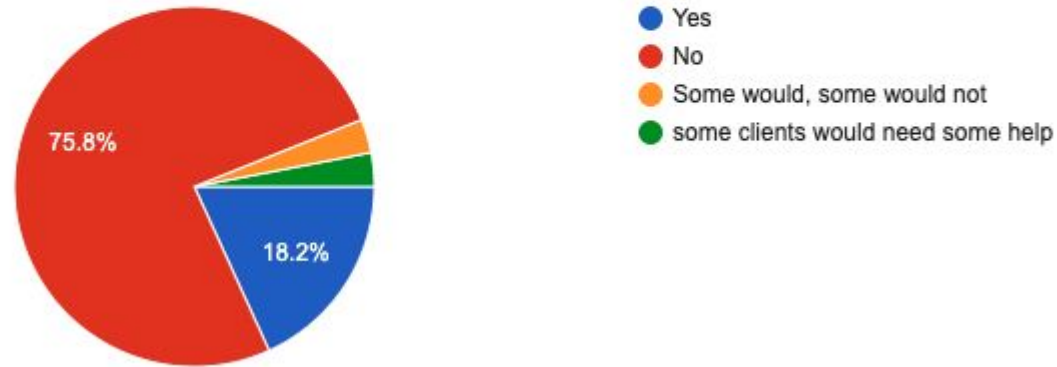
My daughter has side by side from workman bikes. Only type of bike she can ride. She needs co rider ●

● Trike
● Recumbent Trike
● Side-by-Side
● Handcycle

Assistance transferring to the bike?

8. If you've indicated that you would use an adaptive bike (if they were available), would you or the person/people you represent need assistance transferring to the bike?

33 responses

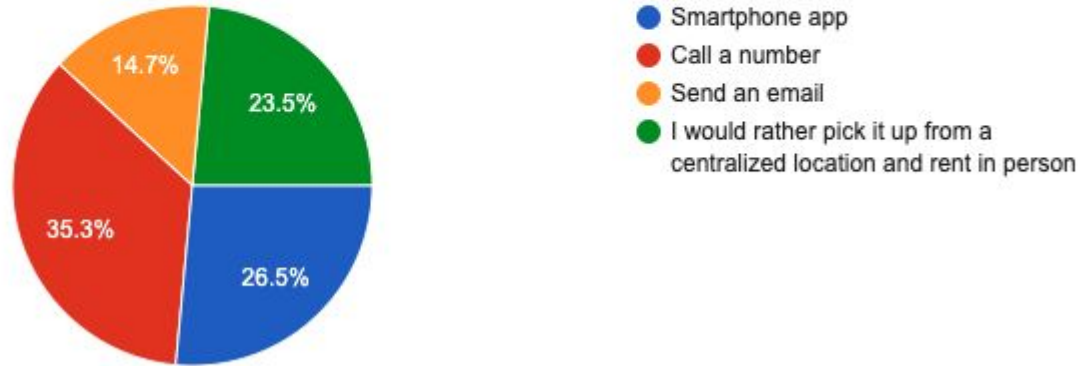


- 76% respondents indicated they wouldn't need help transferring
- 18 % respondents indicated they would need help transferring

Preferred way to order a bike?

9. What would be your preferred way to order an adaptive bike to be delivered to you or the person/people you represent?

34 responses

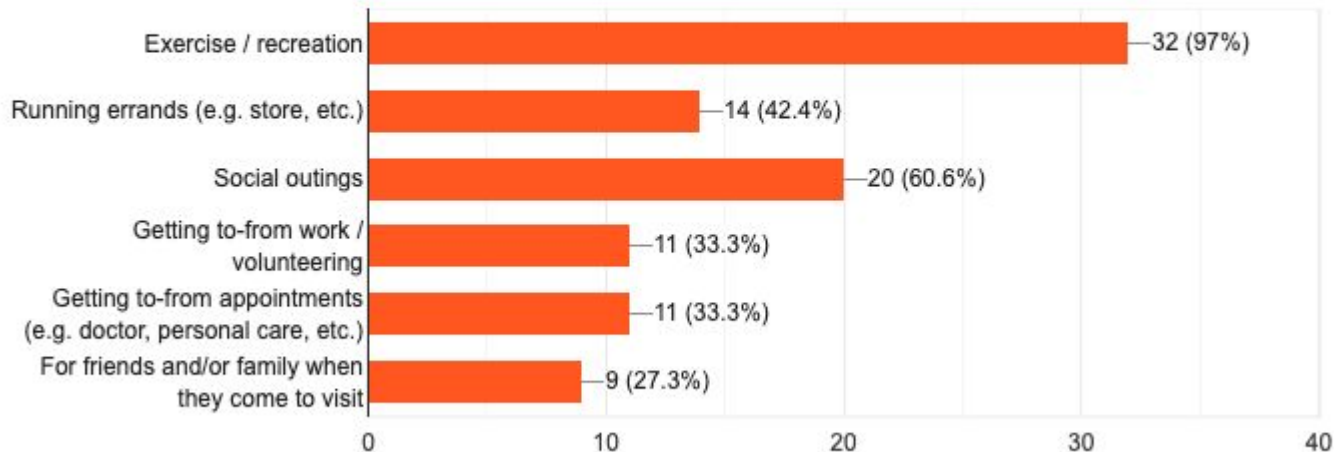


- 35% of respondents would prefer to call a number to request delivery
- 27% of respondents would prefer to use a smartphone app to request delivery
- 23% of respondents would prefer to pick up from a central location

How would an adaptive bike be used?

10. What would adaptive bikes be used for? Please select all that apply?

33 responses

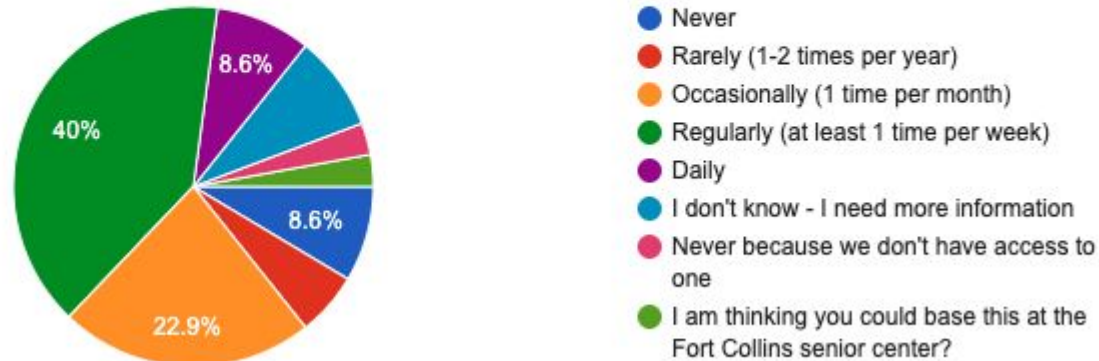


- 97% of respondents would use an adaptive bike for exercise/recreation
- 61% of respondents would use an adaptive bike for social outings
- 43% of respondents would use an adaptive bike for running errands

How often an adaptive bike be used?

11. How often do you think you or the person/people you represent use an adaptive bike?

35 responses

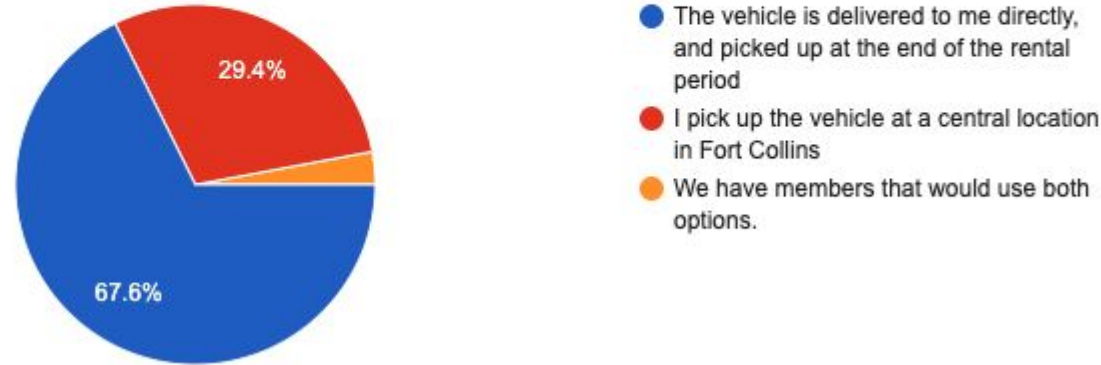


- 45% of respondents would use an adaptive bike at least 1 time per week
- 23% of respondents would use an adaptive bike at least 1 time per month
- 9% of respondents would use an adaptive bike daily

Delivering an adaptive bike or picking up at central location?

12. Which scenario for renting an adaptive bike would best serve your needs, or the needs of the person/people you represent?

34 responses

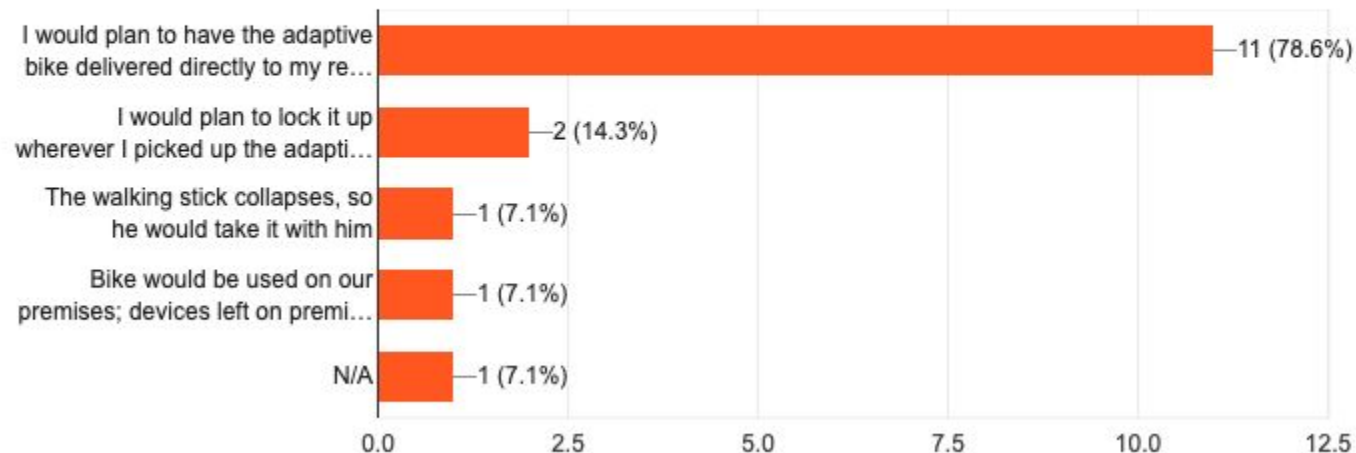


- 68% of respondents would prefer to have a vehicle picked up and dropped off
- 30% of respondents would prefer to pick up a vehicle from a central location

What would riders do with their device?

13. If you use a mobility or walking device, what would you do with your device while using the adaptive bike? (Leave blank if you don't use one of these devices)

14 responses

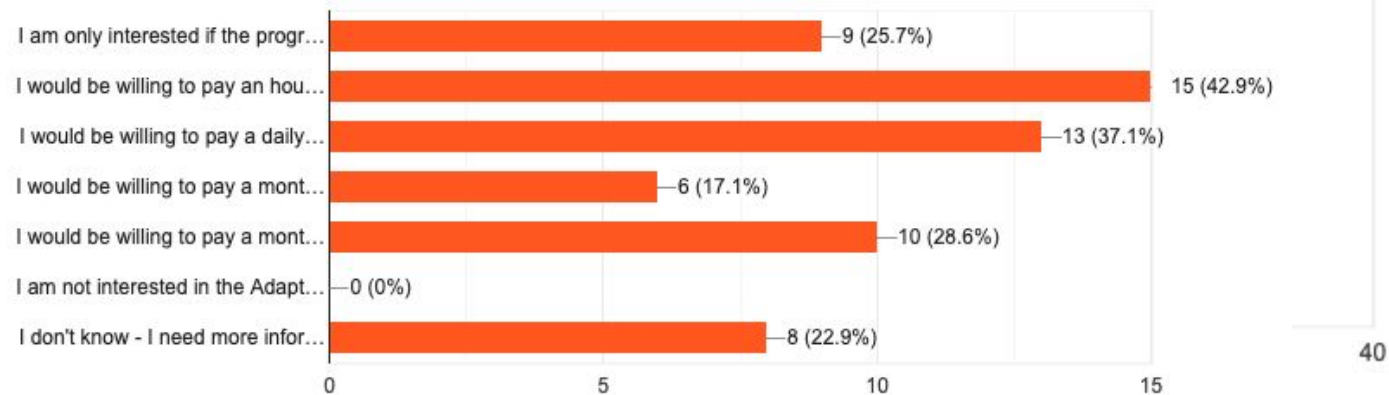


- 79% of respondents would plan to have the vehicle delivered
- 14% of respondents would plan to lock it up where the vehicle is picked up

Free program or hourly/daily/monthly fee structure?

14. We are exploring what a user fee structure might look like. What is your willingness, or that of the person/people you represent to pay to use an adaptive bike? Please select all that apply.

35 responses



- 43% of respondents would be willing to pay a hourly fee
- 26% of respondents would only be interested in a free adaptive vehicle program

Adaptive Bike Program

Based on survey results, we recommend offering the following bikes as a part of the Adaptive Bike Program in Fort Collins.



TRIKE

Sun's Atlas Deluxe Trike from Recycled Cycles

\$599.99 each



SIDE BY SIDE TRIKE

Worksman SIDE-BY-SIDE "Team Dual" Trike SBST-3CB-HB (Most Popular Version) from Recycled Cycles

\$1,699.00 each

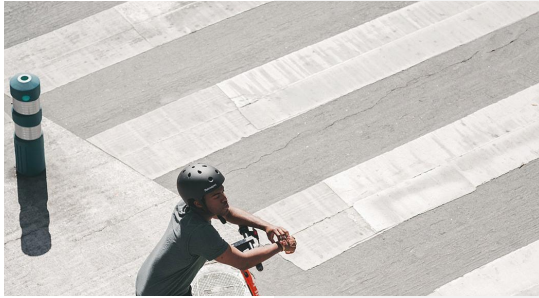
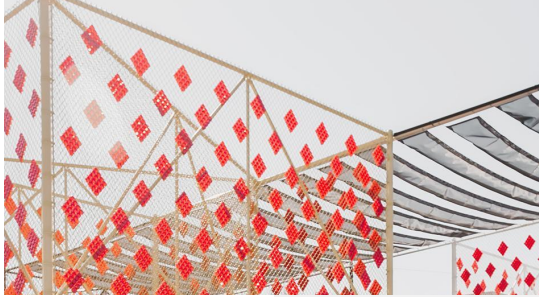


RECUMBENT BIKE

Sun EZ Sport CX from Rocky Mountain Recumbents

\$1,330 each

Adaptive Bike Program Plan



- **Feedback from the Community**
Survey feedback to determine the best type of adaptive bikes for the community
- **Purchase Adaptive Bikes**
We will look to source adaptive bikes from local bike shops or from others if necessary
- **Launch Adaptive Bike Program**
When we launch we will reach back out to partners we distributed the survey to

2021

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
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31						

FEBRUARY

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MARCH

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APRIL

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MAY

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JUNE

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JULY

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AUGUST

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SEPTEMBER

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NOVEMBER

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DECEMBER

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LCMC Meetings



WCMC Meetings



Joint Mobility Meeting



Mobility and Access Priority Group