

Appendix C: Additional Best Practices

This section contains a non-exhaustive list of best practices in active transportation planning, programming, design, and implementation from across the NFRMPO region, the State of Colorado, and the rest of the nation. For agencies considering improvements in these areas, this list is meant to serve as a starting point. NFRMPO staff are available to assist agencies in determining how the best practices could be employed or adapted within the local context. Many other best practices are listed through the ATP and its appendices, including many related to emerging micromobility solutions in **Chapter 3**.

NFRMPO Region

Open Streets Events

[Open Streets initiatives](#) have gained popularity across North America over the past decade. At City of Fort Collins Open Streets events participants can expect 1-2 miles of car-free, family-friendly streets. Participants are encouraged to Ride the Route and explore programmed areas called “plazas”, temporary hubs of activity provided by local businesses and organizations. The routes generally include attractive neighborhood elements such as parks, and other key destinations like churches, schools, and commercial centers. Open Streets events aim to show participants that travelling by bike, foot, scooter, and other active, car-free transportation modes can be comfortable, easy, and a healthy alternative to driving. Plazas are strategically located throughout the event route to encourage movement along the entire route, although participants can also visit only a portion of the route for a fun-filled, relaxed experience. Each plaza is unique: they could include live music, local food trucks, health and wellness inspired activities, and participant-made art. [Learn more here.](#)



Image credit: City of Fort Collins

Bicycle Safety Stop Ordinance

With the adoption of *Traffic Code Ordinance 1285 - Section 1412.5*, the Town of Berthoud allowed people on standard bikes and e-bikes to treat traffic stop signs as yield signs, and red traffic lights as stop signs when the coast is clear. At a stop sign intersection, if the coast is clear, the person on a bicycle may proceed like they would at a yield sign at a reasonable speed (15 mph or less). At a red stop light, bicyclists must come to a complete stop and then may proceed straight or right if the coast is clear. [Learn more here.](#)

Bike and Walk Month

The City of Loveland dedicates the month of June as Bike and Walk Month, spending the month celebrating people walking and biking through various events with partners from across the community. Like many other communities, the pinnacle of the month is Bike to Work Day, held the last Wednesday of the month with dozens of morning and afternoon stations across the local bike network to encourage riders.

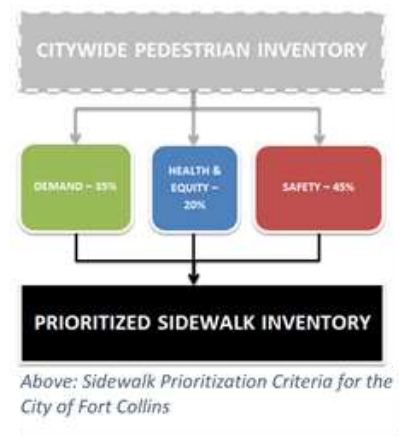
Trail Authorities

There are currently two trail management authorities/organizations operating in the NFRMPO region, the [Great Western Trail Authority](#) (GWTA) and [Poudre River Trail, Inc.](#) (PRT, Inc.). The GWTA is a local government entity, created by an Intergovernmental Agreement (IGA) between the towns of Windsor, Severance & Eaton to accept the donation of the abandoned Great Western Railway. The GWTA has a nine-member board and one staff member. The GWTA is responsible for managing, improving, and telling the story of the trail. The GWTA has also been very successful in securing grant funds for improvements to the trail.

PRT, Inc. is a local non-profit organization, managed by a local board comprised of representatives from Greeley, Windsor, and Weld County. The board operates under the direction of those community representatives and an intergovernmental agreement allowing the support of professional staff from the City of Greeley, Weld County, and the Town of Windsor. Together they form a community partnership that maintains and improves the trail, serving similar roles to the GWTA.

Sidewalk Improvement Prioritization

The City of Fort Collins has developed a detailed citywide inventory of sidewalks and other pedestrian facilities. To prioritize improvements or additions to this network, the City evaluates needs using a combination of demand (35 percent), health and equity (20 percent), and safety (45 percent). Each of these categories is broken into several subcategories based on available socioeconomic and infrastructure data. The scores and maps produced help City staff evaluate prioritization and other implementation considerations. [Learn more here.](#)



Intersection / Facility Focus Surveys

The Bike Fort Collins organization has sent out surveys to the general public to gather feedback on user experiences and suggestions for bike-related improvements at various on-road locations around the community. The information gathered has been presented to the Fort Collins Bicycle Advisory Committee and Transportation Board, helping improve dialogue about known problem areas around the community. [Learn more here.](#)

Walk and Bike Audits

In Northern Colorado, the NoCo Bike & Ped Collaborative (NoCo) has been a leader in conducting walking audits in various communities. Walk and bike audits can be conducted a variety of ways and are a great tool for engaging local leaders and community members in identifying problem areas and assessing patterns that promote or inhibit walkability or bikeability. Additionally, participants should have an opportunity debrief as a team and identify potential short-, medium-, and long-term solutions that fit the local context. Various walk and safety audit resources are referenced in **Appendix A**.



Above: Participants navigate the sidewalk network around Old Town Berthoud in a 2019 Walk Audit

2015 NoCo Bike & Walk Conference

Over 130 planners, engineers, public officials, and active transportation enthusiasts attended the Northern Colorado Bike and Walk Conference at the University of Northern Colorado (UNC) in Greeley on November 5, 2015. Keynote speaker and Active Transportation Consultant, Mark Fenton, kicked off the conference by making the case for healthy community design as an economic driver. The Colorado Department of Transportation (CDOT) Executive Director Shailen Bhatt described some of the CDOT's initiatives before introducing Governor John Hickenlooper. Governor Hickenlooper touched on personal memories of bicycling, the correlation between economic growth and bike-related spending, and addressed concerns regarding backlash from government spending on bicycle and pedestrian infrastructure.

After a networking lunch, groups formed to participate in a neighborhood walking audit or breakout sessions. A walking audit is an assessment of existing pedestrian infrastructure with consideration for pedestrian comfort, accessibility, and future improvement opportunities. The first breakout session discussed transportation funding for bicycle and pedestrian projects. The second breakout session allowed communities in the region to describe successful recent bicycle and pedestrian projects. CDOT Deputy Director, Michael Lewis wrapped up the conference with final thoughts on the future of bicycle and pedestrian initiatives in Colorado. [Learn more here](#).



Above: Mark Fenton addresses attendees of the 2015 NoCo Bike & Walk Conference at UNC in Greeley.

Image credit: City of Fort Collins

On-Road Bicycle Safety Signage

Larimer County and CDOT Region 4 are in the process of identifying priority locations to install “State Law: Motorists Must Give 3-FT Clearance” signs across the region. They agencies have worked closely with Bike Fort Collins, Your Group Ride, the Scott Ellis Memorial Fund, and other leaders to identify high-priority locations, including locations that currently have “Share the Road” signage that can have varying interpretations. The effort will culminate in up to 80+ new signs on state highways and county roads, and in part has inspired Bicycle Colorado’s 2021 legislative agenda. Other local agencies have joined the discussion. Many of the signs may be installed as a permanent solution where topography or other physical constraints limit other improvements. Some signs will be installed temporarily as a short-term solution until other infrastructure improvements can be made. Other signs will simply replace existing “Share the Road” signage. **Chapter 3** includes a map of the locations that have been identified as of May 2021.



Above: Bicycle safety signage installed in 2021 in rural Larimer County. Image credit: Your Group Ride.

Nighttime/Full Moon Bike Rides

Communities like Greeley, Windsor, Brighton, and Broomfield have organized and hosted nighttime and/or full moon bike rides. The events encourage and promote safe bike riding practice after dusk in a semi-controlled, group setting. Participants meet at a designated location and navigate a low-stress bike route.

Safe Routes to School (SRTS)

The City of Fort Collins’ Safe Routes to School (SRTS) program works with strategic partners such as Poudre School District and Bike Fort Collins to increase the number of students safely walking, bicycling and taking the bus to school. Whether through bicycle and pedestrian safety classes, improved sidewalks and bike lanes, or enforcing school-zone speed limits and other "traffic calming" in school areas, the City has dedicated annual funding to promote walking, bicycling or taking the bus as a great option for children. [Learn more here.](#)



Image credit: City of Fort Collins

Bicycle Ambassador Program

The City of Fort Collins operates a Bicycle Ambassador Program consisting of a group of community members in Northern Colorado who work to get more people on bicycles and educate community members to make the roadways safe and comfortable for all users. Ambassadors teach classes, educate community members at events, report infrastructure opportunities, serve as “bike buddies” to interested, but concerned riders, and lead by example by riding safely and legally.



Image credit: City of Fort Collins

Developer Requirements for Trail Construction or Improvement

[Town of Timnath Land Use Code Section 5.7.6-D](#) states “Developers must provide trails in all areas designated on the Town Parks, Recreation, Open Space and Trails Plan Map as well as connections to any portion of the Town’s trail system and other destinations within neighborhoods.” Within the Town’s [2020 Comprehensive Plan](#), the minimum and preferred trail widths have been updated to specify that “Community trails will have a minimum 10-foot trail width and a preferred corridor width of 50 feet. The Front Range and Poudre River trails are regional trails that serves as community trail. However, it may have a 12-foot width to accommodate a larger volume of users, additional amenities, and different signage. For Community Trails - 12 feet ideal; 10 feet minimum. Parallel 3-foot jogging path, and where appropriate, may include equestrian path.”

In 2021, the Town of Severance enacted Pavement Requirements for the Great Western Trail through an update to *Town Land Use Code Section 16.6.10.12. – Connectivity*. The update states, “Pedestrian connectivity within and adjacent to the subdivision is highly encouraged. Each development shall provide a combination of trails, sidewalks or widened streets to accomplish connectivity. Off-street pedestrian linkage can be accomplished with the use of open greenways and drainage conveyance corridors with meandering trails or paths. Refer to Typical Subdivision Layout for examples. Each subdivision must contain a twenty (20)-foot minimum perimeter landscape buffer with a minimum six (6)-foot-wide community pathway. Where a subdivision either borders or includes portions of the Great Western Trail the developer will be required to pave the trail with a minimum 10’ concrete cross section for the entirety of the trail within or adjacent to the property. Sidewalks adjacent to all school sites and parks require a minimum width of five (5) feet or wider. Projects shall connect to Severance trail network whether that be through newly dedicated neighborhood trails or connections to a previously establish Severance trail network.”

The City of Fort Collins has a [Transportation Capital Expansion \(TCEF\) Program](#). The TCEF Program collects fees from new development that are ultimately used to support projects which increase the carrying capacity of the transportation system. The TCEF Program is plan-based, referencing various City plans to determine project and funding priorities. The following plans influence how the program prioritizes projects: *Master Street Plan, City Plan, Bicycle Plan Fort Collins, Pedestrian Plan*.

Multimodal Index (MMI)

The Multimodal Index (MMI) tool currently exists for the Loveland and Fort Collins Growth Management Areas (GMAs). The MMI identifies and quantifies areas with inadequate access to safe active transportation modes

like bicycling, walking, and riding the bus. It is a compilation of data that uses 11 indicators split between three categories: Health Equity, Crash data, and Proximity to Active Transportation. The MMI was developed through a multi-agency partnership spearheaded by the Larimer County Department of Health and Environment’s (LCDHE) Built Environment Program. A replicable methodology was developed for updating and expanding the MMI using publicly available data. NFRMPO staff should work with the LCDHE and other local agencies to update the MMI, expand it to incorporate all NFRMPO communities, and explore potential applications of the tool such as the Call for Projects, the TIP, performance measurement, and the Regional Travel Demand Model (RTDM). The MMI tool can be adjusted and disaggregated for specific geographies and indicator combinations. The Weld County Department of Public Health and Environment (WCDPHE) will be an important partner for expanding the tool in a useful way to Weld County communities. Additionally, regular updates to NFRMPO datasets such as geocoded crash data, bicycle and pedestrian infrastructure GIS data, and the RTDM will provide important inputs for the MMI.

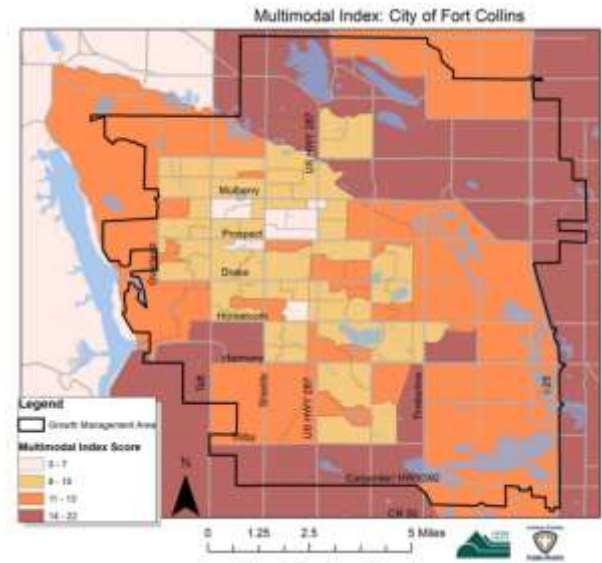


Image credit: Larimer County.

Elsewhere in Colorado

“20 is Plenty” Initiatives

Cities across the globe have begun evaluating the feasibility of lower speed limits in residential areas and areas with a high presence of active modes. In June 2020 in the City of Boulder, all speed limits on residential, local streets (70 percent of all streets) were lowered from 25 mph to 20 mph. The default speed limit in Boulder where no signs are posted was also lowered to 20 mph. The speed limit was changed at a total of 465 locations and Vision Zero 20 mph signs were installed across the community. Various studies from the United Kingdom suggest speed limits of 20 mph in residential areas reduce fatalities by 20 percent and 40 percent on arterial streets.⁴⁰ In 2018, the World Health Organization cited speed limits of 20 mph a global best practice.⁴¹



Credit: GoBoulder

⁴⁰ Schmitt, Angie. (2020). *Right of Way: Race, Class, and the Silent Epidemic of Pedestrian Deaths in America* (p. 142). Island Press.

⁴¹ World Health Organization, “[Global Status Report on Road Safety 2018](#),” June 17, 2018.

Analysis suggest the largest impacts in driver behavior from these speed limit changes is in the percentage reduction of vehicles traveling over 30 and 35 mph.⁴²

Variable “when flashing” 20 mph speed limits are already used commonly along arterial roadways within designated school zones at certain time periods across the NFRMPO region. 20 mph speed limits may be appropriate for more local roadways that are adjacent to parks, community centers, retirement communities, business districts, and other areas with high rates of bike and pedestrian traffic by vulnerable users.

Regional Complete Streets Toolkit

The Denver Regional Council of Governments (DRCOG) is currently working to develop a [Regional Complete Streets Toolkit](#) for the Denver region. Complete Streets are safe, context-sensitive, inclusive, equitable and flexible, and the Complete Streets approach gives pedestrians, cyclists, transit riders and other multimodal travelers the same access to safe comfortable streets as motor vehicles.

The toolkit will provide guidance for local governments to plan, design, and implement Complete Streets. It will provide strategies and give support to decision makers, planners, and designers to ensure that multimodal elements are incorporated into transportation projects. The toolkit will also:

- Support connectivity and the development of a safe and comfortable transportation network for all modes and all users.
- Promote the use of the latest design criteria and guidelines for multimodal facilities.
- Establish a vision for how local governments could adopt and apply a Complete Streets policy.
- Develop a multimodal street design typology to supplement the traditional functional classification system by identifying design elements linked to all modes of travel.
- Develop a Complete Streets toolkit to create awareness and provide guidance on a variety of street design measures available to local jurisdictions in planning and engineering safe and comfortable Complete Streets for all users of the regional transportation system.

⁴² Monsere, Mothuri, and Anderson. (2020). [Effect of Residential Street Speed Limit Reduction from 25 to 20 mi/hr on Driving Speeds in Portland, Oregon](#). Portland State University.

Tactical Urbanism as Public Engagement

In redesigning Beaver Creek Boulevard to be a more bicycle and pedestrian-friendly corridor, the Town of Avon installed a temporary, mock-up installation and invited community members to test and engage with the design and provide feedback on their experience. The Town used signage, walking tours, public meetings, emails, and digital voting to help guide the final build design. The outreach was targeted to end users of the corridor living and working in the area. Users evaluated the installation and other alternative strategies. Favored elements and recommendations from users were then carried forward into the final design. These elements were highlighted and communicated back to participants to emphasize the impact of their involvement and inspire ownership in future projects. [Learn more here.](#)



Image credit: Town of Avon

Small Project Grants

State agencies such as CDOT and CDPHE have recently increased their focus on financially assisting communities to create and enhance safe spaces to bike and walk. In response to the COVID-19 pandemic, CDOT launched the Revitalizing Main Streets program intended to help communities across the state implement transportation-related projects that improve safety and yield long-term benefits to community main streets. Awards could be up to \$150,000 or \$2M depending on the grant opportunity for projects supporting communities as they find innovative ways to reuse public spaces and help businesses reopen safely, while improving multimodal safety and accessibility along urban arterials. Agencies such as the City of Fort Collins, City of Loveland, and CSU were awarded funding.

In 2020, CDPHE identified Northern Colorado as a focus area for implementing quick win (short-term) bikeability and walkability projects under \$5,000. Staff from CDPHE, Weld County Department of Public Health and Environment (WCDPHE), and Larimer County Department of Health and Environment (LCDHE) worked together to identify projects across seven communities (six in the NFRMPO region) that could create “quick win” improvements for active modes. The recipients included Berthoud, Greeley, Great Western Trail Authority (GWTA), Loveland, Milliken, Severance, and Wellington. The project includes fencing for limiting trail access, wayfinding to parks, painted curb extensions, bicycle repair stations, “Bike May Use Full Lane” signage, trailhead enhancements, and trail surface improvements. CDPHE shifts its focus to a new region of the state each year.



Snapshots before and after the trail access improvements along the Great Western Trail near downtown Severance

Active Transportation Challenge

In September 2020, the NFRMPO partnered with the City of Greeley, City of Loveland, and Town of Estes Park on an initiative to encourage Northern Coloradans to try an alternative mode of transportation. Participants in the NoCo Active Transportation Challenge took the #SwitchATrip Pledge to switch one car trip to a bike, bus, or walk trip during the week of September 20-26. 112 people across 13 communities took the Pledge for exercise, to improve air quality, or just to have fun. Greeley came in first place with the most participants, trips, and total miles switched. 55 of the participants responded to a follow-up survey, reporting a total of 138 car trips switched to an active transportation mode. These trips saved an estimated 786 vehicle miles traveled (VMT) across the week. Over half of these respondents stated they are now more likely to bike, bus, or walk more often. Several prizes that were donated and distributed to participants randomly via a drawing, including transit passes and vouchers, gift cards, merchandise, and other small items.



Across the United States

Active Transportation GIS Data Resources

The Wasatch Front Regional Council hosts a series of online maps and other information resources that can be used to inform not only cyclists and pedestrians, but also those tasked with planning and securing funding for

future bike lanes, shared use paths and safe, connected routes. The dataset includes maps on existing features, planned features, the future active transportation network, bike and pedestrian demand, network quality, and links to local plans. [Learn more here.](#)

Support Walking and Cycling During Social Distancing

Through an online [Local Actions to Support Walking and Cycling During Social Distancing Dataset](#), the Pedestrian and Bicycle Information Center (PBIC) tracks immediate community actions that show adaptation to changing demands on public space in response to COVID-19. It is also used as a reference for communities looking for examples from other cities on ways to create safe spaces for social distancing. The data is crowdsourced and increases knowledge of what efforts have been successfully deployed around the nation.

The dataset is open-access and all are encouraged to submit information about their communities' efforts to rebalance streets for walking, biking, and other forms of travel while promoting social distancing.

Parklets

Parklets are a conversion of underutilized or excess roadway into public plazas for gathering, resting, socializing, and more. Parklets can also be used to provide outdoor seating for restaurants, additional bike parking, public benches and tables, important tourist information, publicly available shade or temporary shelter, and much more. Through its [Pavement to Parks Program](#), – San Luis Obispo (SLO) County offers up to \$300 to help cover the cost of plants, paint, chairs, lighting, etc. to set up a parklet, with design and marketing assistance, as well as prizes of up to \$1,000.

[National Park\(ing\) Day](#) is an annual event promoted by the American Society of Landscape Architects (ASLA) that encourages landscape architects, community members, and students to transform metered parking spaces into temporary parklets.



Above: An example of an interactive parklet in Boise, ID. Image credit: Idaho Walk Bike Alliance

Safe Streets Summit

The Broward MPO created this event in 2014 to bring policymakers, technical staff and interested parties to the table and start a conversation on taking completed streets projects from planning through implementation. The Summit expanded in 2017 to include the MPO's counterparts, Miami-Dade Transportation Planning Organization (TPO) and Palm Beach Transportation Planning Agency (TPA), to emphasize the importance of partnerships in creating a safe and accessible transportation system for all users region-wide. The Safe Streets Summit focuses on promoting and creating healthier, safer, and more vibrant communities by encouraging

and building the necessary skills to implement Complete Streets throughout the South Florida region. It attracts attendees and participants from across the nation. [Learn more here.](#)