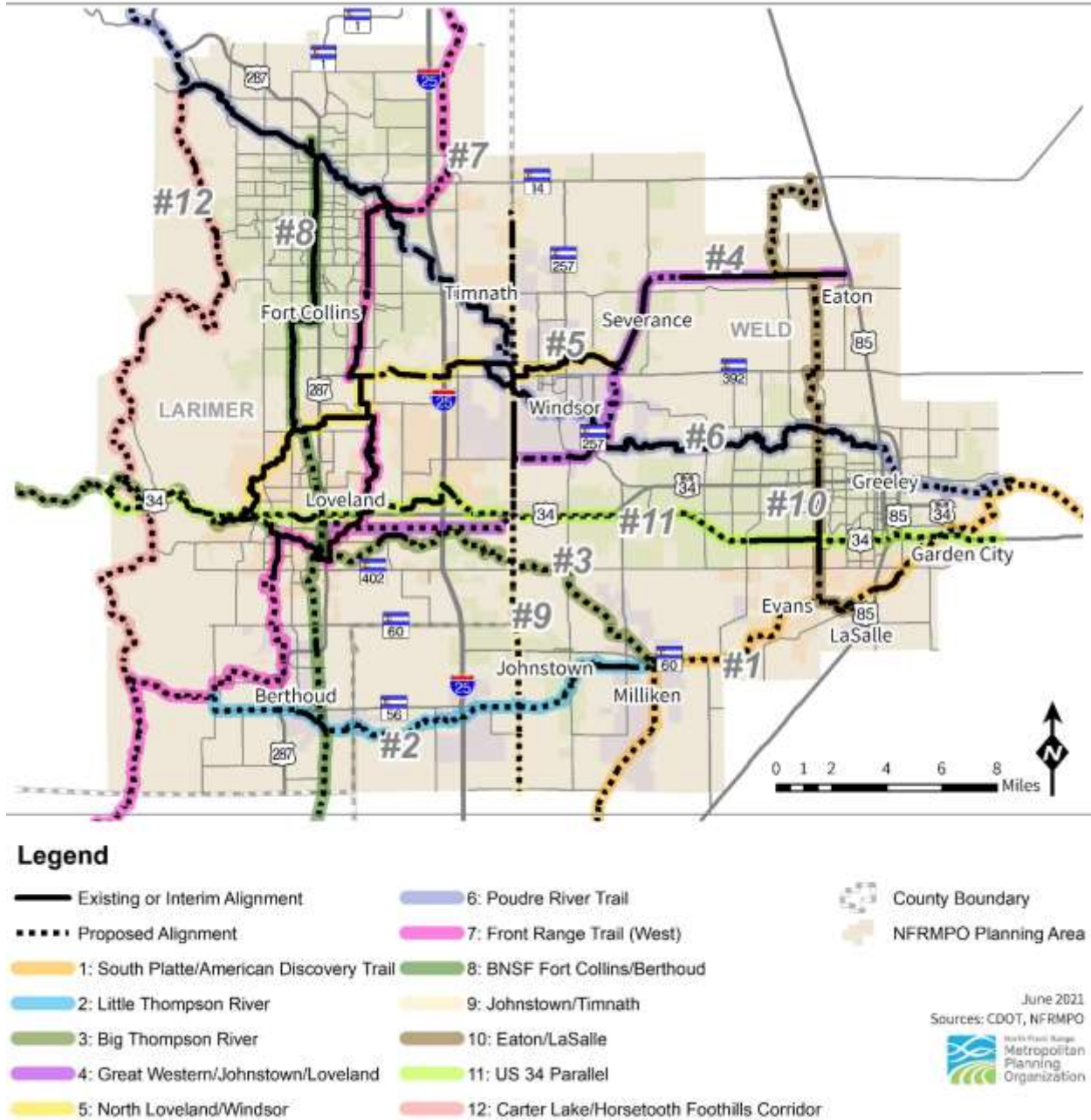


## Chapter 4: Regional Active Transportation Corridors (RATC)

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. Again, these corridors were adopted in the *2045 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 alignments, 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**.

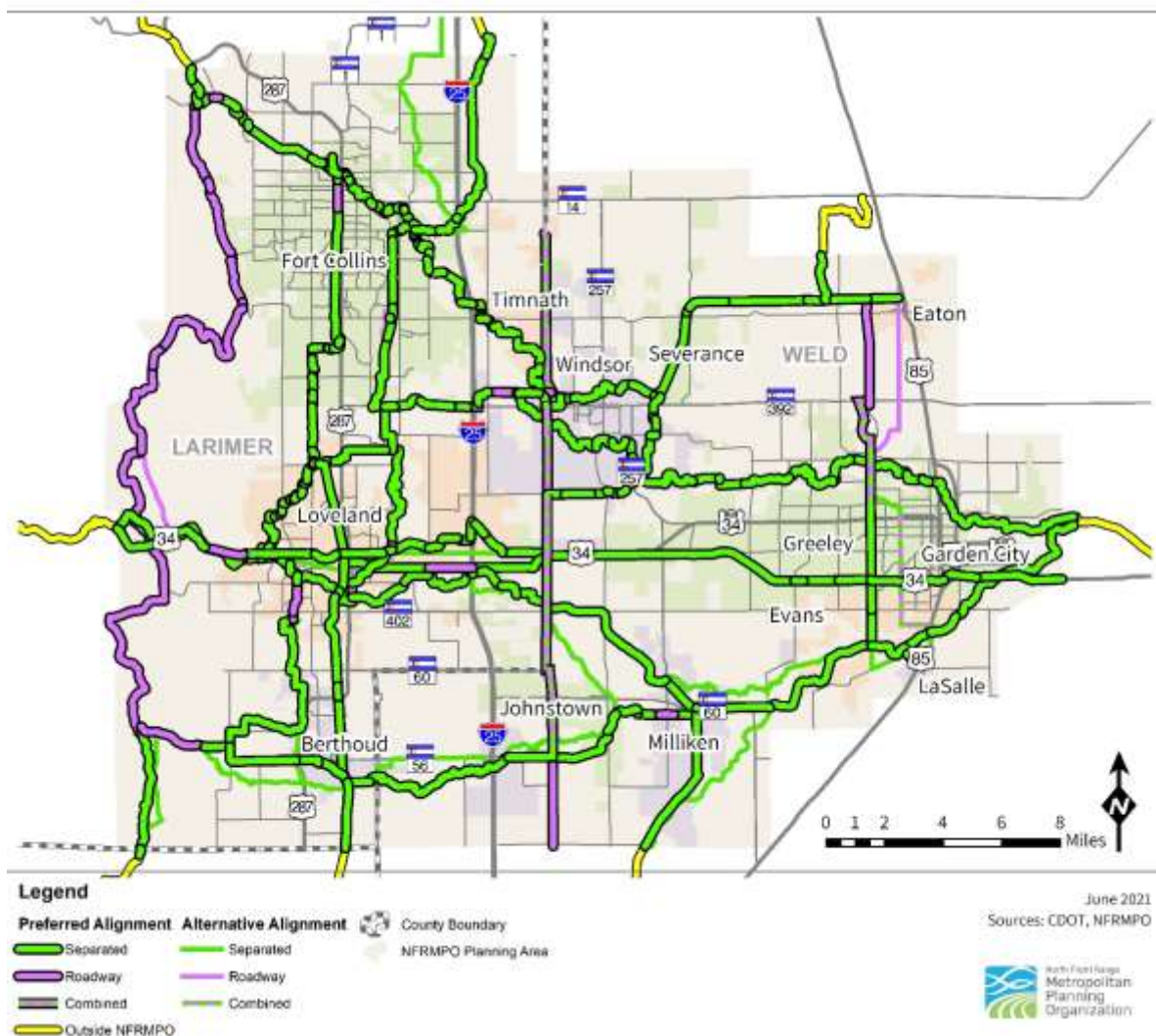
**Figure 4-1: NFRMPO Regional Active Transportation (RATC) Network**

The corridors are not labeled or categorized as recreation-, school-, or commuter-oriented due to the complex and everchanging 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 equitable transportation and recreation opportunities.

The RATC Network consists of sections that are envisioned to have separated facilities (shared-use path or trail), roadway/on-road facilities (bike lanes or bikeable shoulders), and combined facilities (both on-road and separated). **Figure 4-2** shows the vision for facility types across the RATC Network, including facility types on alternative alignments. 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 275.2 miles with separated facilities, 45.5 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 4-2 Build-Out Facility Type across the RATC Network**

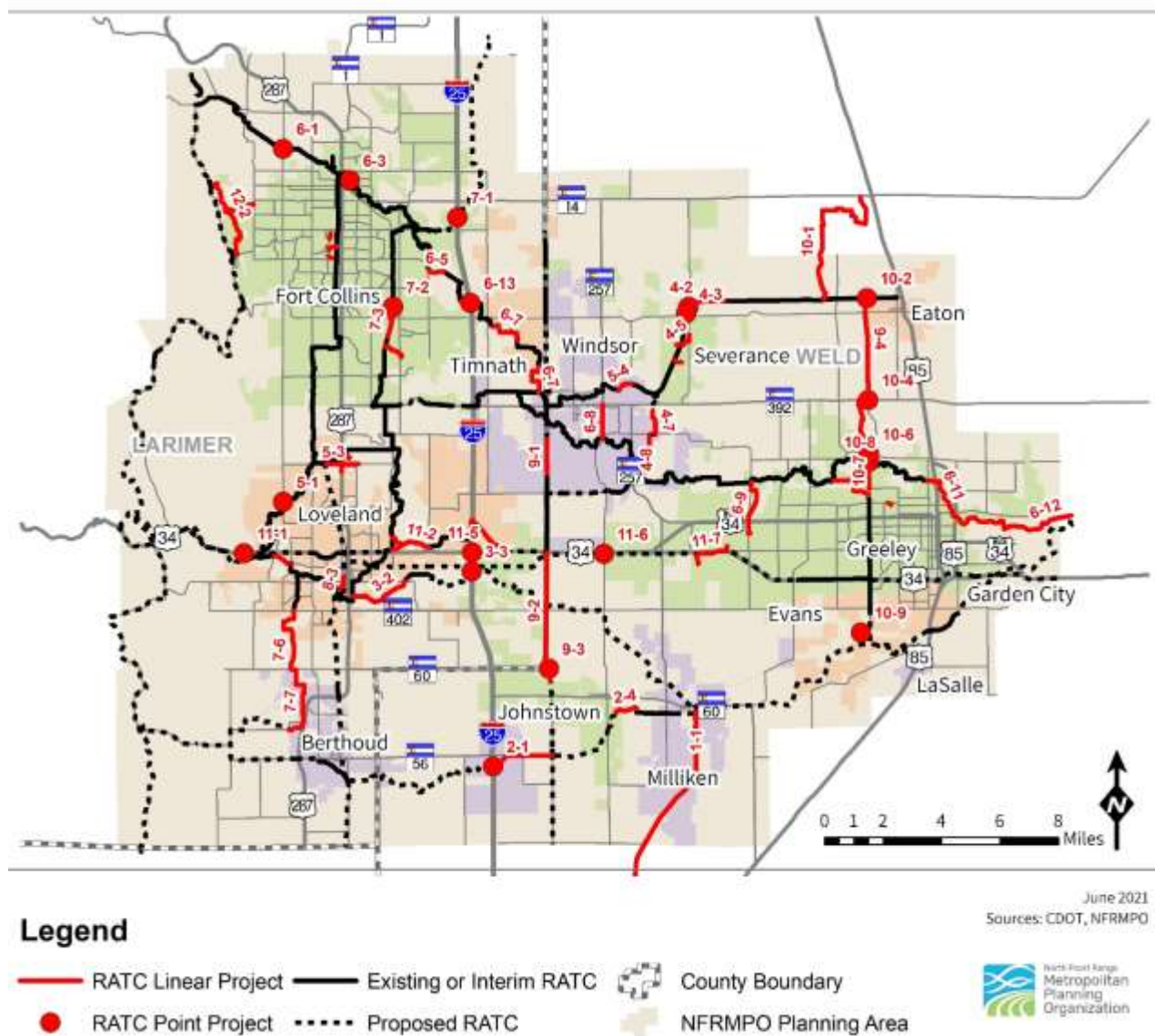




## RATC 10-Year Project Pipeline

NFRMPO member agencies and other partners have identified 67 projects on or connecting to the RATC network that could reasonably be completed within the next 10 years. **Figure 4-3** and corresponding **Table 4-1** identify these projects. The projects included in this 10-Year Project Pipeline do not necessarily have funding allocated and may be heavily reliant on grants. The projects in this list may serve as the priorities among active modes projects for the NFRMPO region's allocations of STBG, CMAQ, TA, and SB-260 funds. The list is based on local assumptions of funding availability, community support, and several other factors. The list is non-exhaustive and there are many additional projects that may be possible within this timeline. The NoCo Bike & Ped Collaborative has created this list over several years through periodic workshops and will continue to maintain the list.

**Figure 4-3: RATC 10-Year Project Pipeline**





**Table 4-1: RATC 10-Year Project Pipeline**

Project ID	RATC #	Project Description	Type	Phase of Project
1-1	1	Wildcat Trail Environmental Impact Mitigation and Design	RATC Segment	Pre-Construction
2-1	2	Little Thompson Trail I-25 Trail Crossing	RATC Segment	Construction
2-2	2	Little Thompson Trail - Development @ SE Corner of I-25 and SH56	RATC Segment	Construction
2-3	2	WCR44 Trail Construction - w/ Development	RATC Segment	Construction
2-4	2	Little Thompson Trail Phase 1 Construction	RATC Segment	Construction
3-1	3	Big Barnes Ditch Trail Paving	RATC Segment	Construction
3-2	3	East Big Thompson Trail: Phase 1	RATC Segment	Construction
3-3	3	I-25 Trail Underpass at Big Thompson River Bridge	RATC Segment	Construction
4-1	4	WCR23 to Roulard Lake	RATC Segment	Construction
4-2	4	GWT Trailhead Design and Construction - WCR23	Local Connection	Construction
4-3	4	GWT Trailhead and Pocket Park	Connection	Construction
4-5	4	WCR23 Safe Routes to School (SRTS) Connections to GWT Construction	Local Connection	Construction
4-6	4	Additional Safe Routes to School (SRTS) Connections to GWT Construction	Local Connection	Construction
4-7	4	Future Legends Trail System	RATC Segment	Construction
4-8	4	Eastman Park Trail System	RATC Segment	Construction
5-1	5	Wilson Avenue Trail Underpass Construction	RATC Segment	Construction
5-2	5	57th St and US287 Shared-Use Path Construction: Phase 1	Local Connection	Construction
5-3	5	57th St and US287 Shared-Use Path Construction: Phase 2	Local Connection	Construction
5-4	5	Windsor Lake to WCR19 Trail Construction	RATC Segment	Construction
6-1	6	Taft Hill Road Underpass	RATC Segment	Construction
6-2	6	Poudre Trail Realignment - UPRR crossing	RATC Segment	Construction
6-3	6	Poudre Trail Linden Street Crossing - Enhanced or Underpass	RATC Segment	Construction
6-4	6	CSU ELC to Ziegler Road	RATC Segment	Construction
6-5	6	Ziegler Road to Rigden Reservoir	RATC Segment	Construction
6-6	6	CSU Environmental Learning Center (ELC) to I-25 Trail Construction	RATC Segment	Construction
6-7	6	Timnath to Windsor Trail Construction	RATC Segment	Construction
6-8	6	7th Street Bikeway Construction	Local Connection	Construction
6-9	6	Greeley #3 Canal Trail Phases 2 and 3 Construction	Local Connection	Construction
6-10	6	83rd Avenue Trail Construction: 10th St to Poudre Trail	Local Connection	Construction
6-11	6	Larson Trail to Poudre River Trail Land Acquisition (and Construction)	Local Connection	Construction
6-12	6	83rd Avenue Trail Construction: 83rd Ave Underpass and Sheep Draw to 10th St	Local Connection	Construction
6-13	6	East Poudre Trail Phase 1 Construction	RATC Segment	Construction
6-14	6	East Poudre Trail Phase 2 and Beyond Construction	RATC Segment	Construction

**Table 4-1: RATC 10-Year Project Pipeline**

Project ID	RATC #	Project Description	Type	Phase of Project
6-15	6	Poudre Trail Underpass at I-25 Construction	RATC Segment	Construction
7-1	7	Feasibility and Alternatives Study of Boxelder Creek Grade-Separated Crossing	RATC Segment	Pre-Construction
7-2	7	Grade-Separated Railroad Crossing Construction near Golden Meadows Park	Local Connection	Construction
7-3	7	Power Trail Grade-Separated Crossing Construction at Harmony Road	RATC Segment	Construction
7-4	7	Mail Creek Trail Overpass Connection to Power Trail Construction	Local Connection	Construction
7-5	7	Mail Creek Trail Underpass of Timberline Road	Local Connection	Construction
7-6	7	Berthoud to Loveland Front Range Trail Land Acquisition (and Construction)	RATC Segment	Construction
7-7	7	Heron Lakes Trail Construction	RATC Segment	Construction
8-1	8	Phemister Trail with Pedestrian Bridge	Local Connection	Construction
8-2	8	CSU South Campus Spur Trails	Local Connection	Construction
8-3	8	Alternatives Study to connect Fairgrounds Park to Downtown Loveland	RATC Segment	Pre-Construction
9-1	9	Trail Construction from Poudre Trail to Raindance Development	RATC Segment	Construction
9-2	9	WCR13 Widen to 3 Lane Collector Standard (Weld TMP)	RATC Segment	Construction
9-3	9	WCR13/WCR50 Intersection Improvement (Auxiliary Turn Lanes)	RATC Segment	Construction
9-4	9	WCR35 - Widen to 3 Lane Collector Standard (Weld TMP)	RATC Segment	
10-1	10	Loop to Gateway Trail - Design and ROW Acquisition	RATC Segment	Pre-Construction
10-2	10	GWT Trailhead Design and Construction - Eaton Rec Center	Local Connection	Construction
10-4	10	SH392 and WCR35 Intersection Improvement (Auxiliary Turn Lanes) (Weld TMP)	RATC Segment	Construction
10-5	10	35th Ave/WCR 35 from O Street to SH 392 Widen Roadway to 4 Lanes (Weld TMP)	RATC Segment	Construction
10-6	10	WCR64 (O St.) and WCR35 (35th Ave.) Intersection	RATC Segment	Construction
10-7	10	Bike Lane Construction from C Street to Poudre Trail and O Street	RATC Segment	Construction
10-8	10	Poudre Trail Underpass at 35th Ave	RATC Segment	Construction
10-9	10	Ashcroft Trail Trailhead Land Acquisition	Local Connection	Pre-Construction
10-10	10	Greeley #3 Canal Trail Phases 2 and 3 Construction	Local Connection	Construction
11-1	11	US34 Underpass east of Rossum Drive (US34 PEL)	RATC Segment	Construction
11-2	11	South Boyd Lake Trail	RATC Segment	Construction
11-3	11	South Boyd Lake Trail - Spur	Local Connection	Construction
11-4	11	Kendall Parkway Trail Construction	RATC Segment	Construction
11-5	11	Bike/Ped Improvements across I-25 on US34 bridge	RATC Segment	Construction
11-6	11	US34 and WCR17 Interchange Construction	RATC Segment	Construction

**Table 4-1: RATC 10-Year Project Pipeline**

Project ID	RATC #	Project Description	Type	Phase of Project
11-7	11	Southwest Trail Construction	RATC Segment	Construction
11-8	11	Sheep Draw Trail Construction from Pebble Brook Development to 95th Ave	RATC Segment	Construction
12-1	12	CSU Foothills Trail	Local Connection	Construction
12-2	12	Dixon Canal Trail Spur	Local Connection	Construction

## 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 Cooperative 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 assuming continued growth in trends such as electric bikes (e-bikes). Design users are 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 4-4**. 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. Treatments levels are assigned based on a combination of factors including 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
- 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: Level 1 Crossing Examples - (Top) A marked crosswalk for the Poudre River Trail along 71st Street in Greeley; (Bottom) An in-street crosswalk sign in downtown Wellington. Credit: Google, North Forty News*

### 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
- Internally illuminated crosswalk 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 2 Crossing Examples - (Top left) design for painted curb extensions near Old Town Berthoud, (Top Right) a rapid flashing pedestrian beacon on SH56 in Berthoud, (Middle Right) a raised crosswalk along the Loveland Recreation Trail, (Bottom Right) A midblock pedestrian refuge island near Rocky Mountain High School in Fort Collins*

### Level 3 (High)

Major infrastructure that separates and protects active modes, including bike/ped specific signals. Level 3 improvements are often classified as such 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 (PHB) or Signal
- Roundabout



Above: Level 3 Crossing Examples - (Top) A Pedestrian Hybrid Beacon along Mulberry Street in Fort Collins, (Middle) a protected bicycle intersection courtesy of Alta Planning, (Bottom) A dedicated bicycle signal along Clearview Avenue in Fort Collins

### Level 4 (Separation)

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

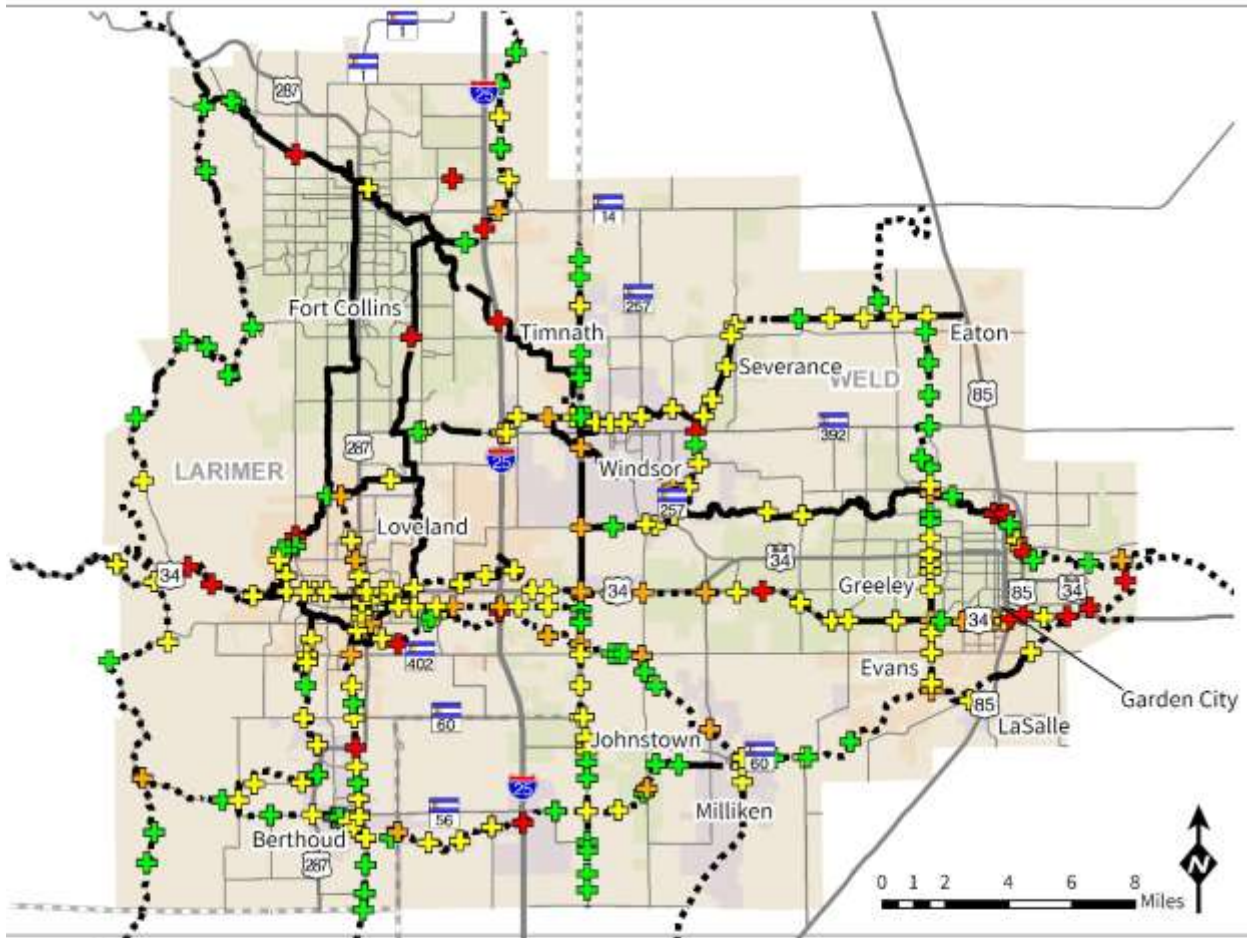
- Grade-separated crossing (underpass or overpass)



Left: Level 4 Crossing Examples - Three grade-separated trail crossings of roadways and railroads in Fort Collins along the Front Range Trail (Top Left), Fossil Creek Trail (Top Right), and Mason Trail (Bottom)



Figure 4-4: RATC-Roadway Crossing Needs



### Legend

- Minimum Crossing Need**
- + Level 1
  - + Level 2
  - + Level 3
  - + Level 4
- Existing or Interim RATC
  - Proposed RATC
  - County Boundary
  - NFRMPO Planning Area

June 2021  
Sources: CDOT, NFRMPO



## RATC Corridor Profiles

The following section describes each of the 12 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 (2020) and Build-Out (2045)
  - Miles on-street - Existing (2020) and Build-Out (2045)
  - Miles off-street - Existing (2020) and Build-Out (2045)
  - Population within a ½ mile: – Existing (2020) and Build-Out (2045)  
*Source: NFRMPO Land Use Allocation Model*
  - Jobs within a ½ mile: – Existing (2020) and Build-Out (2045)  
*Source: NFRMPO Land Use Allocation Model*
  - Schools within a ½ mile: - Existing (2020) and Build-Out (2045)  
*Source: 2020 CDOE School Locations*
  - Transit stops within a ½ mile: – Existing (2020) and Build-Out (2045)  
*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 are identified, 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.
- **Existing local facilities** – This includes sidewalks, shared-use paths, bike lanes, and counters that support the corridor and/or “bridge the gap” as a temporary connection where a segment does not yet exist.

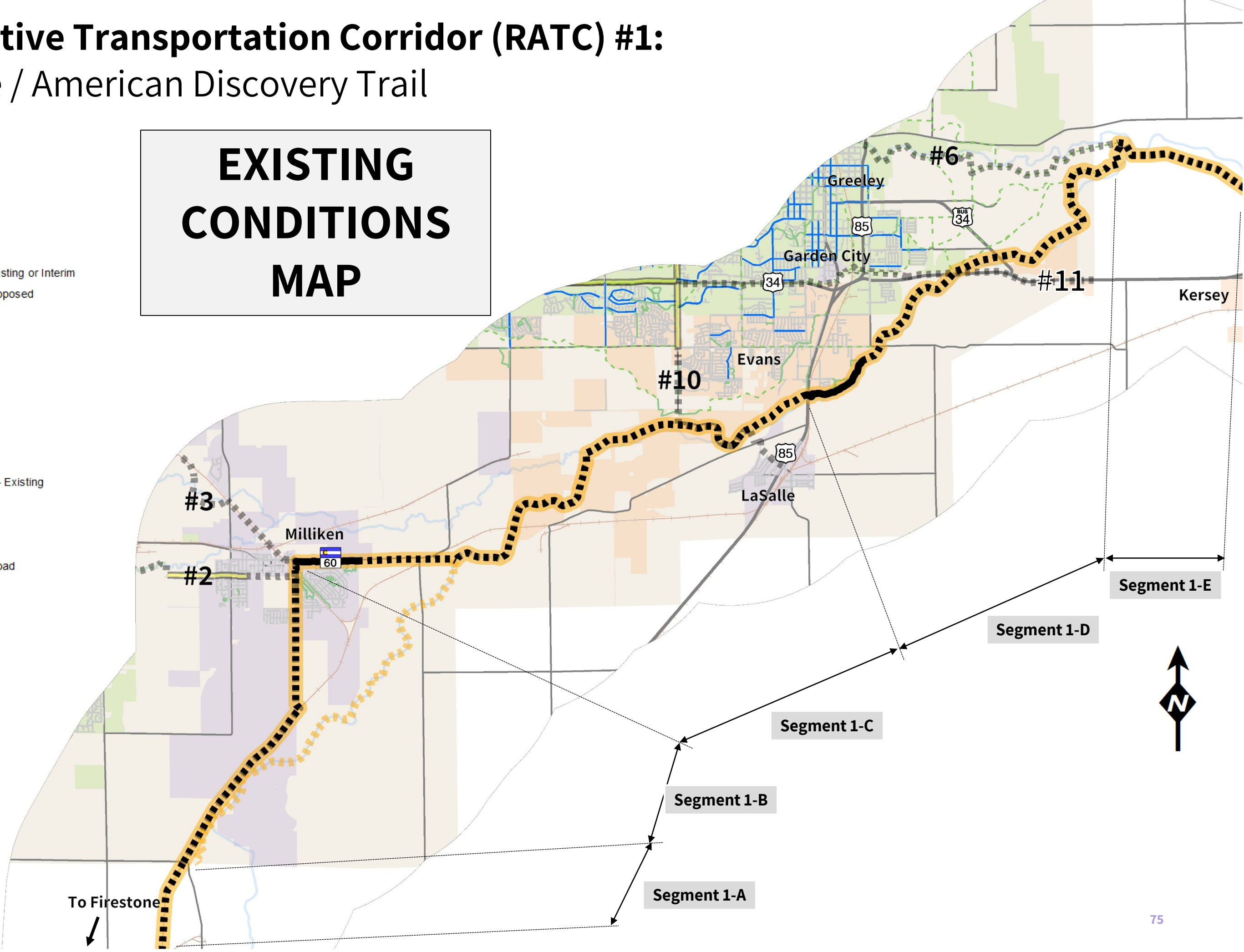


# Regional Active Transportation Corridor (RATC) #1: South Platte / American Discovery Trail

## Legend

- Existing RATC
- Interim RATC
- Proposed RATC
- Alternative RATC Alignment - Existing or Interim
- Alternative RATC Alignment - Proposed
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- RATC\_Buffer\_2p5
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community

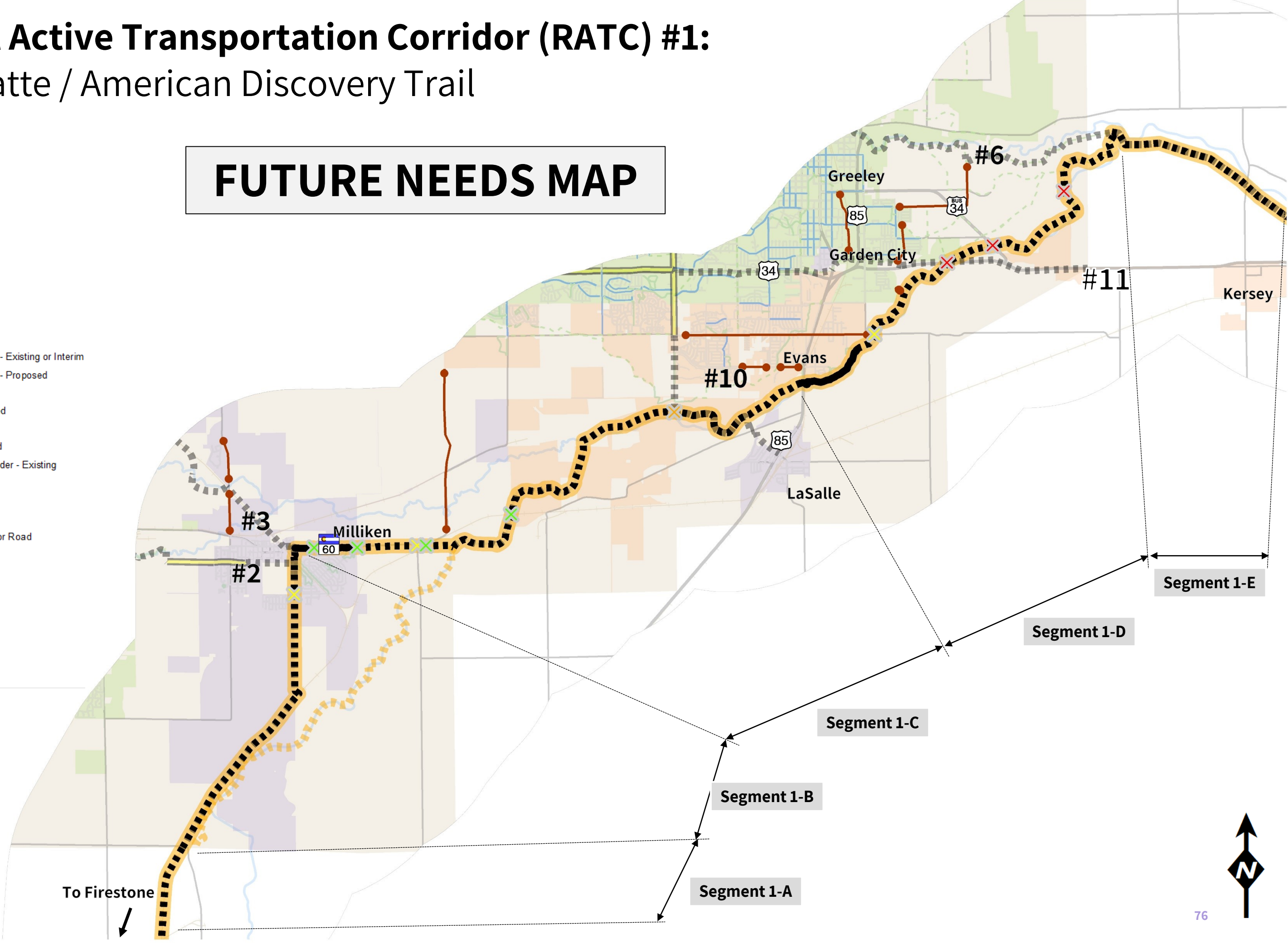
**EXISTING  
CONDITIONS  
MAP**



# Regional Active Transportation Corridor (RATC) #1: South Platte / American Discovery Trail

- Legend**
- Level 1 Crossing Need
  - Level 2 Crossing Need
  - Level 3 Crossing Need
  - Level 4 Crossing Need
  - Key Local Connection Need
  - Existing RATC
  - Interim RATC
  - Proposed RATC
  - Existing - Other RATC
  - Interim - Other RATC
  - Proposed - Other RATC
  - Alternative RATC Alignment - Existing or Interim
  - Alternative RATC Alignment - Proposed
  - Hard Surface Trail - Existing
  - Hard Surface Trail - Proposed
  - Soft Surface Trail - Existing
  - Soft Surface Trail - Proposed
  - Bike Lane or Bikeable Shoulder - Existing
  - Sidewalk - Existing
  - Interstate
  - US Highway
  - State Highway or Other Major Road
  - RATC\_Buffer\_2p5
  - Railroad
  - County Boundary
  - NFRMPO Planning Area
  - NFRMPO Community

## FUTURE NEEDS MAP





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 nationally 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 (Corridor #6) east of Greeley.</p> <p>Recent efforts on this corridor have focused on redeveloping the trail system in Riverside Park in Evans, which was destroyed in the floods of September 2013. Additional efforts to develop the Wildcat Trail between Milliken and Firestone have hit roadblocks related to wildlife habitat. Constructing, improving and/or extending these sections should be a priority, as they can serve as the cornerstones of RATC #1.</p>	<p>CPW – <a href="#">Colorado Front Range Trail</a> DOLA – <a href="#">Wildcat Trail Conceptual Master Plan</a> (2015) Firestone – <a href="#">Parks, Trails, &amp; Open Space Master Plan</a> (2019) Milliken – <a href="#">Milliken Comprehensive Plan</a> (2015) Evans – <a href="#">South Platte River Corridor Master Plan</a> (2014)* Weld County – <a href="#">2045 Weld County Transportation Plan</a> (2020) Greeley – <a href="#">Greeley Bicycle Master Plan</a> (2015)* Kersey – <a href="#">Kersey Comprehensive Plan</a> (2016)</p> <p>* this plan or related plan to be updated within two years</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 Mile		Transit Stops within 1/2 Mile	
2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
2.13	22.98	0	0	2.13	22.98	5,151	19,784	1,884	7,856	2	2	2	2
Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2045 calculations. 2020 figures for existing facilities also include interim facilities.													

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 Firestone, Frederick, Dacono, and Brighton have contributed large segments of the Front Range Trail. As the trail extends north from its existing northern terminus at WCR24 to the NFRMPO, the trail will pass through two Transportation Planning Regions (DRCOG, Upper Front Range TPR). The major gaps to fill are SH60 in Millken to WCR24, Dacono to Fort Lupton, Fort Lupton to SH7 in Brighton, and SH7 to E-470. The 52-85 Trail Master Plan will guide trail development in these remaining gap areas. 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	Separated	Thompson River Parks and Recreation District (TRPR), Weld County, Xcel Energy	<p>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 would 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. Accordingly, conversations between Thompson River Parks and Recreation District (TRPR), Weld County, the Town of Milliken, Colorado Parks and Wildlife (CPW), Xcel Energy, and additional landowners have been halted to evaluate alternatives. Stakeholder and community engagement is set to resume summer 2021.</p> <p>The Wildcat Trail Conceptual Trails Master Plan was completed in 2015 to assess opportunities and considerations along this segment.</p>
Key Local Connection Needs		None Identified			
Crossing Needs		Level 2 – WCR46 /Inez Blvd			



























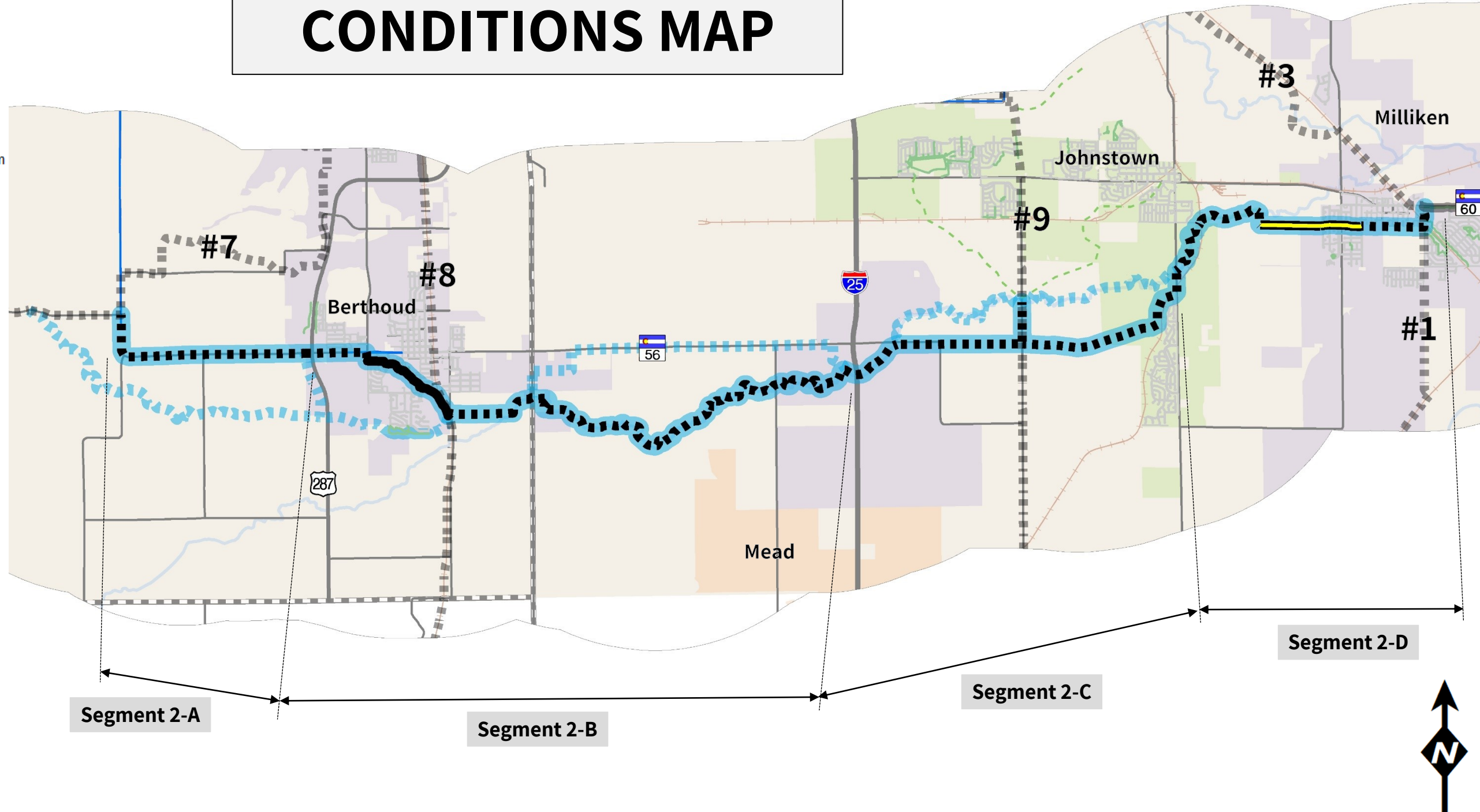
Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
1-C	SH60 to US85	Proposed and Existing	Separated	Thompson River Parks and Recreation District (TRPR), Weld County, Evans	East of the Thompson Recreation Parks and Recreation (TRPR) Center, this section will require significant intergovernmental cooperation as much of the section is currently unincorporated but lies with 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. There was strong public support for this segment during the public engagement portion of the <i>City of Evans Master Plan</i> update.
Key Local Connection Needs		Along 77 <sup>th</sup> Avenue to West Evans and West Greeley, 49 <sup>th</sup> Street			
Crossing Needs		Level 1 – S Traders Lane, WCR25, Union Pacific Railroad (x2); Level 2 – SH60; Level 3 – 35 <sup>th</sup> Avenue			
1-D	US85 to the Poudre River				This segment contains Riverside Park in Evans, one of the region’s premiere 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 <sup>th</sup> Street (WCR54), Southeast Greeley, East Memorial Neighborhood			
Crossing Needs		Level 2 – E 37 <sup>th</sup> Street; Level 4 – US34, US34 Business, Weld County Parkway/WCR47			
1-E	East of the NFRMPO Region				The Cities of Greeley and Evans and the Town of Kersey have recently been discussing 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			

# Regional Active Transportation Corridor (RATC) #2: Little Thompson River Trail

# EXSITING CONDITIONS MAP

## Legend

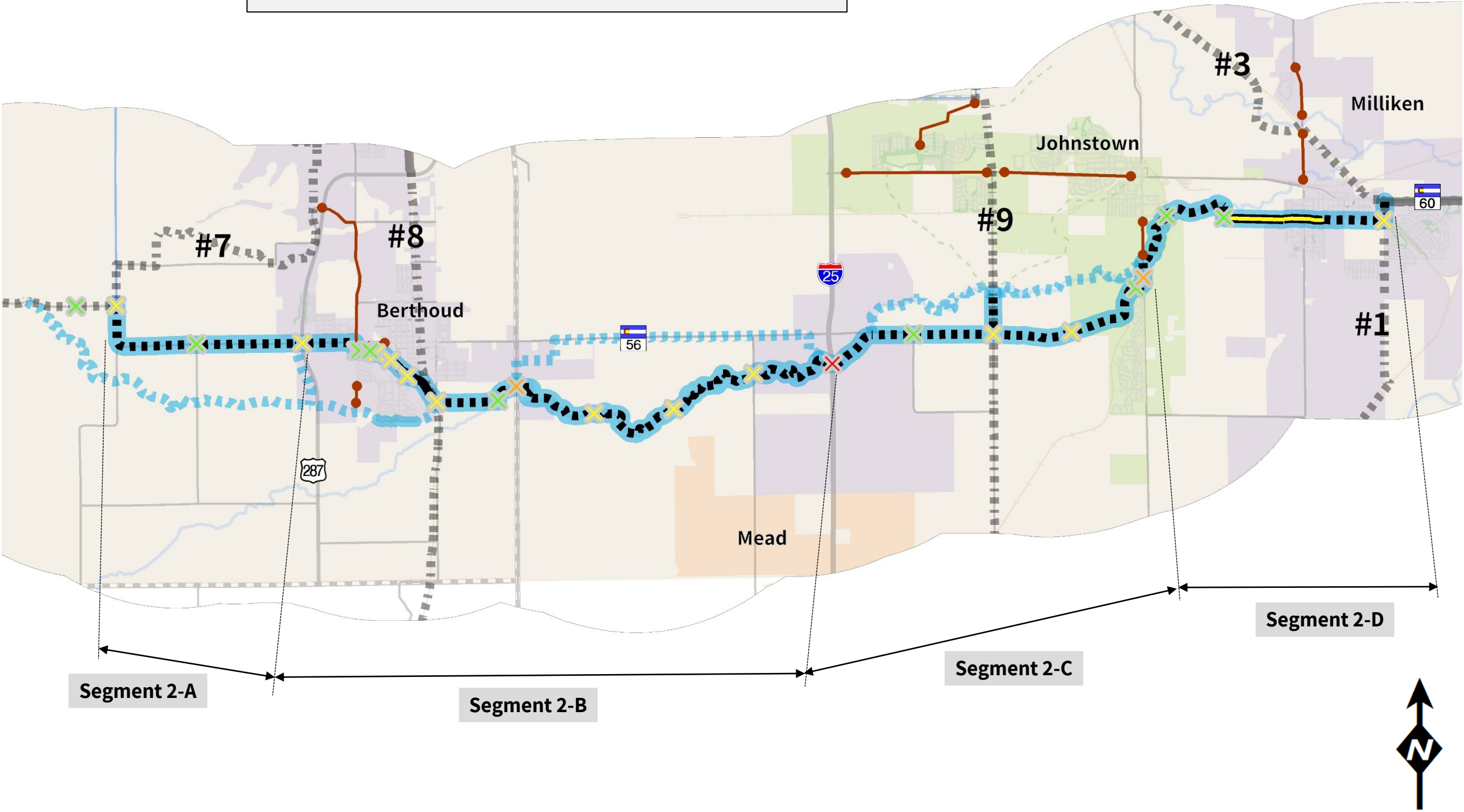
-  Existing RATC
-  Interim RATC
-  Proposed RATC
-  Alternative RATC Alignment - Existing or Interim
-  Alternative RATC Alignment - Proposed
-  Existing - Other RATC
-  Interim - Other RATC
-  Proposed - Other RATC
-  RATC\_Buffer\_2p5
-  Hard Surface Trail - Existing
-  Hard Surface Trail - Proposed
-  Soft Surface Trail - Existing
-  Soft Surface Trail - Proposed
-  Bike Lane or Bikeable Shoulder - Existing
-  Sidewalk - Existing
-  Interstate
-  US Highway
-  State Highway or Other Major Road
-  Railroad
-  County Boundary
-  NFRMPO Planning Area
-  NFRMPO Community
- 
- 



# Regional Active Transportation Corridor (RATC) #2: Little Thompson River Trail

## FUTURE NEEDS MAP

- Legend**
- Level 1 Crossing Need
  - Level 2 Crossing Need
  - Level 3 Crossing Need
  - Level 4 Crossing Need
  - Key Local Connection Need
  - Existing RATC
  - Interim RATC
  - Proposed RATC
  - Existing - Other RATC
  - Interim - Other RATC
  - Proposed - Other RATC
  - Alternative RATC Alignment - Existing or Interim
  - Alternative RATC Alignment - Proposed
  - Hard Surface Trail - Existing
  - Hard Surface Trail - Proposed
  - Soft Surface Trail - Existing
  - Soft Surface Trail - Proposed
  - Bike Lane or Bikeable Shoulder - Existing
  - Sidewalk - Existing
  - Interstate
  - US Highway
  - State Highway or Other Major Road
  - Railroad
  - County Boundary
  - NFRMPO Planning Area
  - NFRMPO Community



RATC #2: Corridor-Level Information

Corridor Description	Planning References
The Little Thompson River 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.	Larimer County – <a href="#">Larimer County Open Lands Master Plan</a> (2015)* Berthoud – <a href="#">Berthoud Unified Trail Master Plan</a> (2018) Johnstown – <a href="#">Johnstown Updated Land Use Framework Plan</a> (2019)* Milliken – <a href="#">Milliken Comprehensive Plan</a> (2015)  * this plan or related plan to be updated within two years

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 Mile		Transit Stops within 1/2 Mile	
2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
2.57	20.56	0.51	0	2.07	20.56	9,067	35,600	3,195	12,609	6	6	2	2
Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2045 calculations. 2020 figures for existing facilities also include interim facilities.													

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 LCR23. 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					
Crossing Needs		Level 1 – S LCR21; Level 2 – US287			
2-B	US287 to I-25	Proposed and Existing	Separated	Berthoud, Larimer County, 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 future SH56 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, 10 <sup>th</sup> Street, 8 <sup>th</sup> Street, 5 <sup>th</sup> 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 the 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 western Weld County. It would intersect RATC #9 before continuing northeast and paralleling the Great Western Railroad in the scenic open lands west of the Pioneer Ridge neighborhood and eventually connecting to the Johnstown town core near the YMCA. Local enhancements to the street network can better connect this corridor to downtown Johnstown. Alternatively, this segment could more closely follow the Little Thompson River corridor. This alignment poses significant issues with trail grading, land ownership, habitat disruption, and flooding.
Key Local Connection Needs		Along SH60,			
Crossing Needs		Level 1 – WCR11, Great Western Railroad; Level 2 – WCR13, WCR15 ;Level 3 – WCR17			



Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
2-D	WCR17 to S Alice Avenue	Proposed and Interim	Separated and Roadway	Johnstown, Milliken	From the intersection of WCR17 and WCR46.5, cross the GWRR tracks and be constructed using TAP funding 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		Johnstown Town Core			
Crossing Needs		Level 1 – Great Western Railroad; Level 2 – WCR19 and WCR46.5, S Alice Avenue (WCR23)			

# Regional Active Transportation Corridor (RATC) #3: Big Thompson River Trail

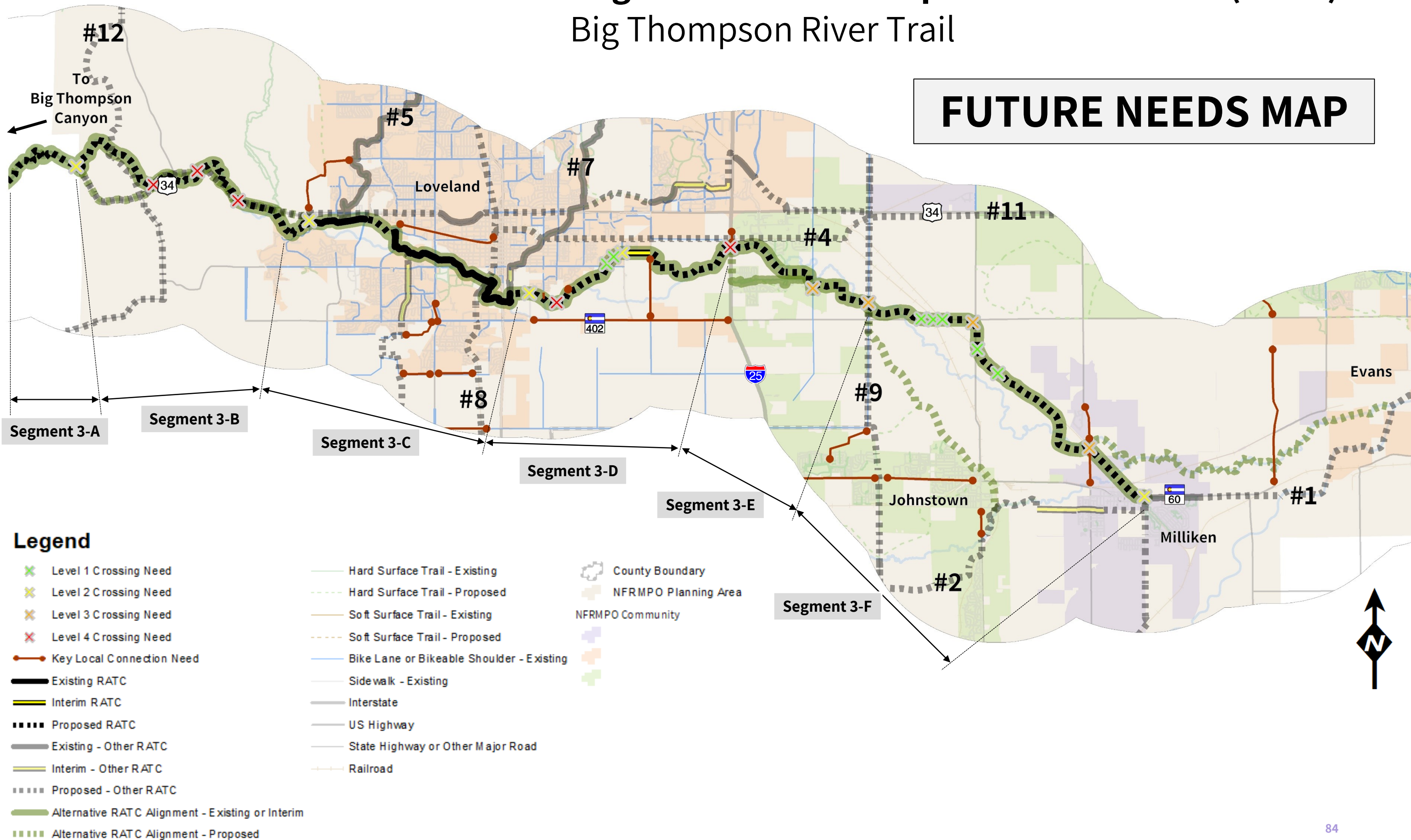
**EXISTING  
CONDITIONS  
MAP**





# Regional Active Transportation Corridor (RATC) #3: Big Thompson River Trail

## FUTURE NEEDS MAP



RATC #3: Corridor-Level Information

Corridor Description	Planning References
<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>It should be noted the portion of the regional non-motorized route within Larimer County identified in the US34 PEL uses RATCs #3, #4, and #7. Between WCR13 and Madison Avenue, development of this alignment is reliant on long-term easement, right-of-way, and infrastructure conversations that are yet to begin. Although this alignment could provide a safer, more scenic alternative to facilities on or adjacent to US34, it does not address the multimodal mobility issues that exist along US34.</p>	<p>Larimer County – <a href="#">Larimer County Open Lands Master Plan</a> (2015)*</p> <p>Loveland – <a href="#">Connect Loveland Transportation Master Plan</a> (2021)</p> <p>CDOT – <a href="#">US34 Planning and Environmental Linkages (PEL) Study</a> (2019)</p> <p>Johnstown – <a href="#">Johnstown Updated Land Use Framework Plan</a> (2019)*</p> <p>Milliken – <a href="#">Milliken Comprehensive Plan</a> (2015)</p> <p>* this plan or related plan to be updated within two years</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 Mile		Transit Stops within 1/2 Mile	
2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
5.67	27.17	0	0	5.67	27.17	15,907	48,945	13,630	29,245	6	8	21	22
Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2045 calculations. 2020 figures for existing facilities also include interim facilities.													

RATC #3: Segment-Level Information

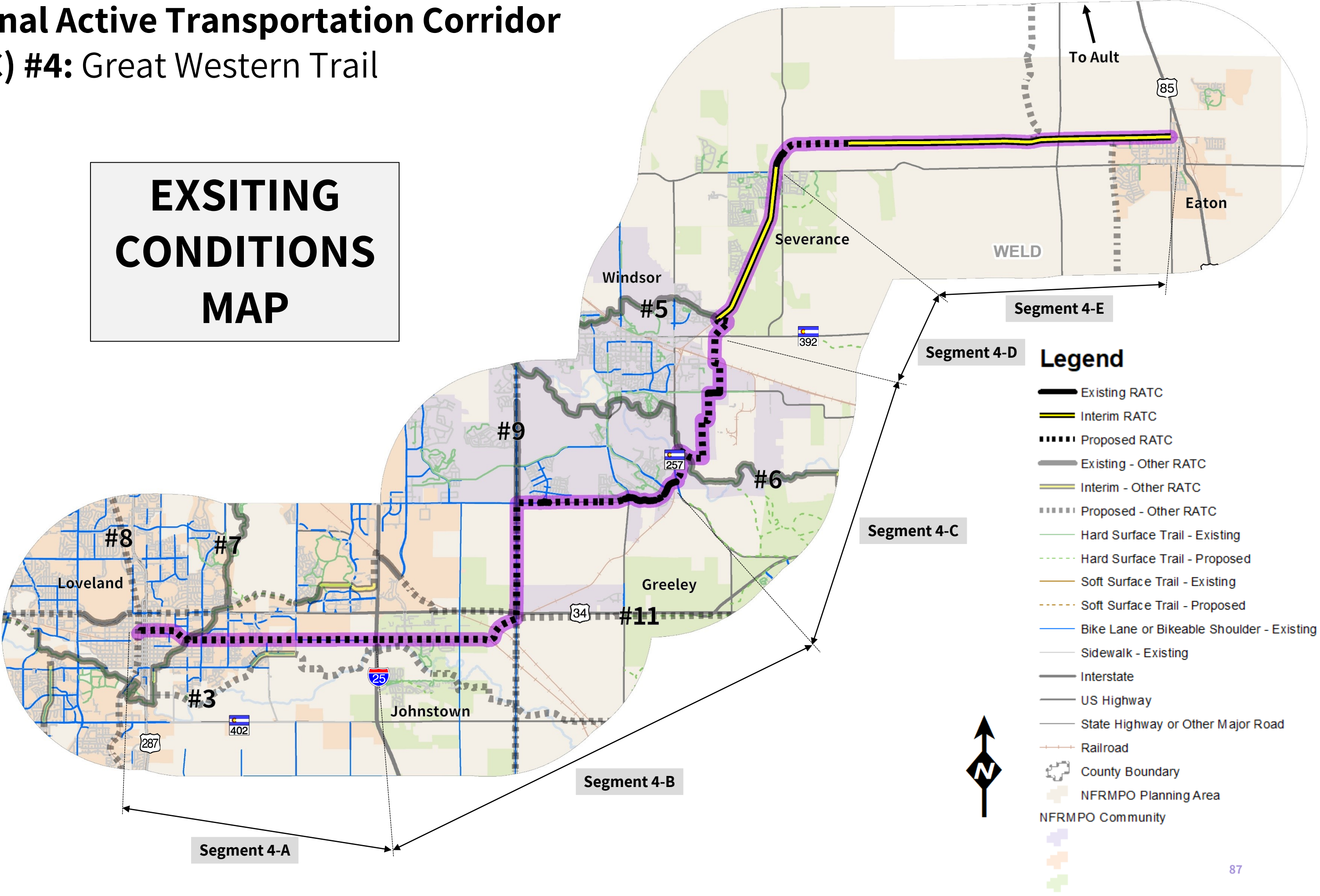
Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
3-A	West of the NFRMPO Region	Proposed	Combined	CDOT, Larimer County	Repairs and improvements to US34 following the historic Fall 2013 floods included wider shoulders for safer biking in the narrow Big Thompson canyon. Local groups, CDOT, and Larimer County have identified seven locations where enhanced signage can improve the cycling experience. 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. In early 2021, CDOT installed enhanced signage at four locations alerting motorists and bicyclists to bicycle laws. Four additional locations have been identified.
Key Local Connection Needs		None Identified – Outside NFRMPO Planning Area			
Crossing Needs		Level 2 – LCR22H			
3-B	NFRMPO Boundary to Rossum Drive	Proposed and Interim	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 US 34 bridges cross the river. With help from a GOCO grant, the City of Loveland was able to purchase Skyline Natural Area north of US34 across from Rossum Drive. 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 a roughly 15-mile recreation loop between various open lands. Rossum Drive serves as the western terminus of Corridor #11.
Key Local Connection Needs		Skyline Natural Area			
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 <sup>th</sup> Street SE	Existing and Interim	Separated	Loveland	This segment is complete and provides safe biking and walking access for the southwest side of Loveland. This segment intersects with Corridors #5 and #8 and shares part of its alignment with Corridor #7, The Colorado Front Range Trail.
Key Local Connection Needs		Downtown Loveland			
Crossing Needs		Level 2 – Namaqua Avenue			



Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
3-D	8 <sup>th</sup> Street SE to I-25	Proposed and Interim	Separated	Loveland, Larimer County, CPW, CDOT	This segment will extend east along 8th Street as Corridor #7 continues north. This segment will connect a growing part 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 (future)			
Crossing Needs		Level 1 – E First Street, Saint John Place; Level 2 – Saint Louis Avenue, S LCR9E; 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 path on the east side of the NE Frontage Road bridge to get south of the Big Thompson River. Depending on future development in this area, the 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. A key local connection to Corridor #3 along this segment is the 35/25 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 34/25.</p> <p>Note: Priority placed on one alignment does not necessarily preclude development of another alignment. In rapidly developing areas such as Northwest Johnstown, it is important to connect as many residents as possible to high-quality multimodal facilities.</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	Johnstown, Weld County, Milliken	<p>At County Line Road, this Corridor will intersect with Corridor #9, where significant infrastructure will be necessary, such as a grade-separated crossing with paths bringing connecting to County Line Road. From this point, the alignment will depends on a combination of development, road improvements, and working relationships with railroad and irrigation/ditch companies. One preferred alignment would involve paralleling the Hillsboro Ditch into downtown Johnstown and connecting to the Little Thompson Trail near the YMCA. The other preferred alignment would follow WCR52 and WCR17 before connecting to the Union Pacific Railroad and following its 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			

# Regional Active Transportation Corridor (RATC) #4: Great Western Trail

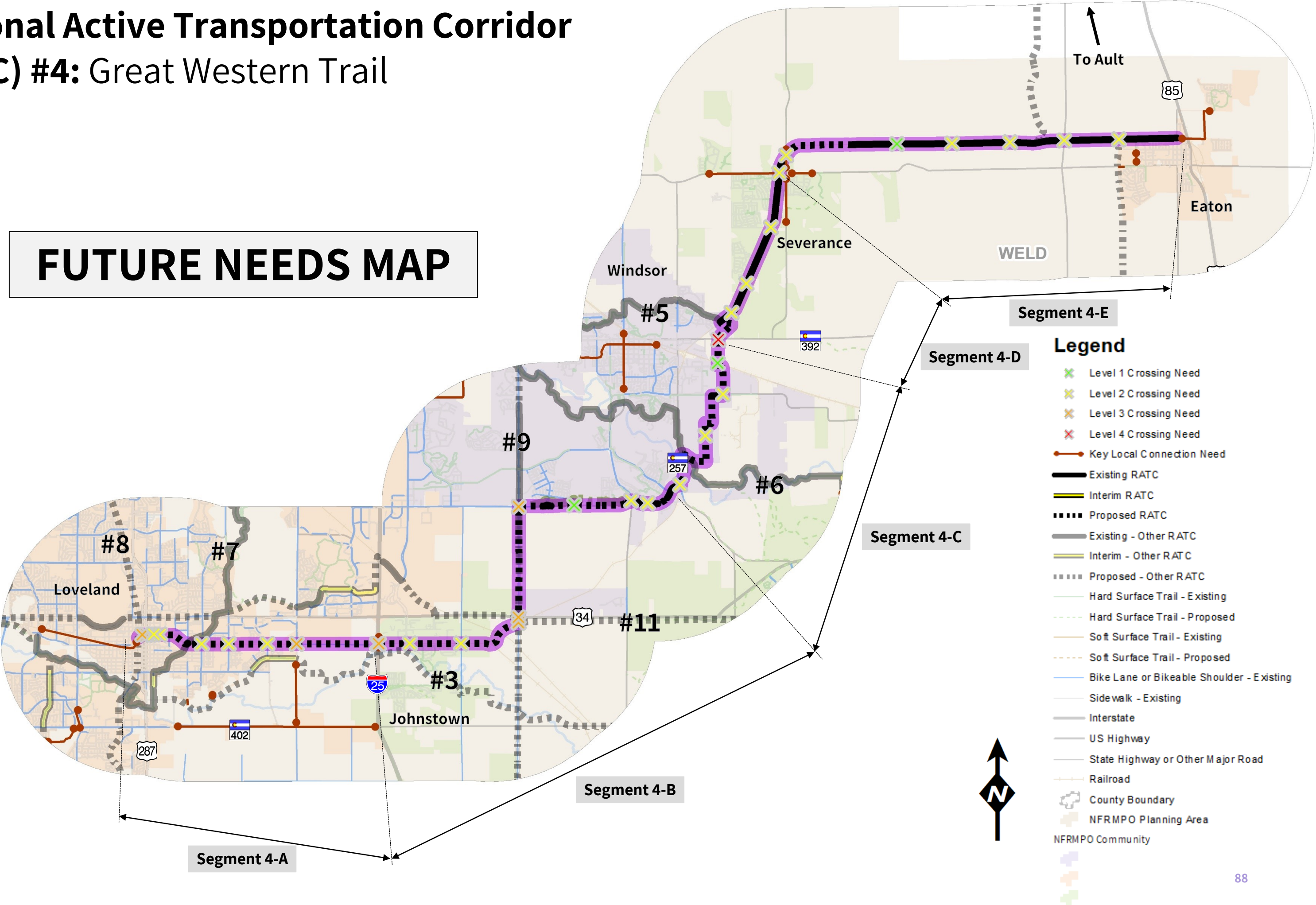
## EXSITING CONDITIONS MAP





# Regional Active Transportation Corridor (RATC) #4: Great Western Trail

## FUTURE NEEDS MAP



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 (#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 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 20<sup>th</sup> Century and gave roots to the communities that are thriving across the region today.</p>	<p>Loveland – <a href="#">Connect Loveland Transportation Master Plan</a> (2021) Windsor – <a href="#">Windsor Trail System Master Plan</a> (2020)* Severance – <a href="#">Severance Transportation Plan</a> (2021) Weld County – <a href="#">2045 Weld County Transportation Plan</a> (2020) Eaton – <a href="#">Eaton Comprehensive Plan</a> (2018)</p> <p>* this plan or related plan to be updated within two years</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 Mile		Transit Stops within 1/2 Mile	
2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
10.44	27.32	0	1.35	10.44	25.81	25,766	99,267	6,696	53,944	8	11	0	32
Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2045 calculations. 2020 figures for existing facilities also include interim facilities.													

RATC #4: Segment-Level Information

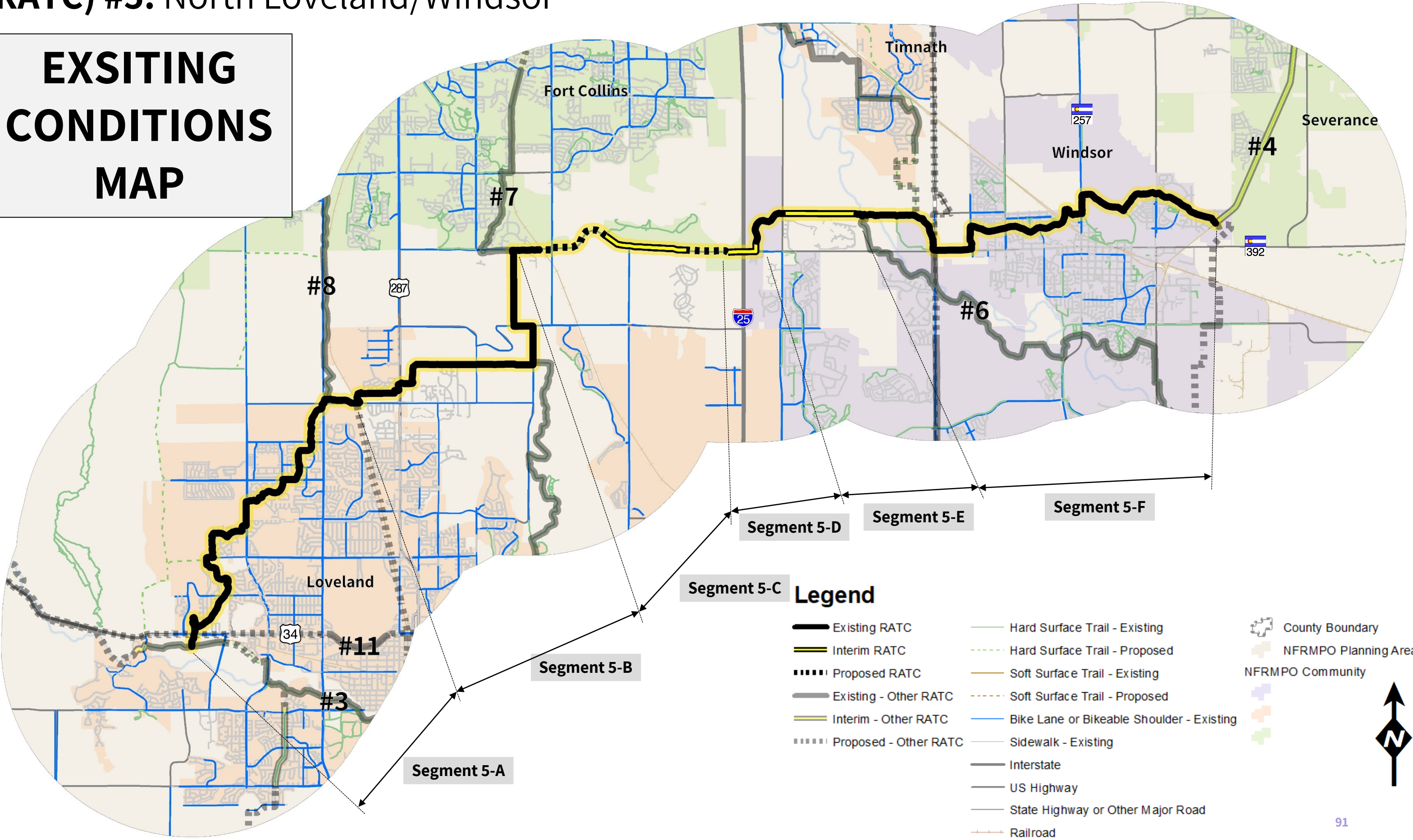
Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
4-A	Downtown Loveland to I-25	Proposed	Separated and Roadway	Loveland	<p>This segment will connect downtown Loveland to I-25 via on- and off-street facilities parallel to the Great Western Railroad (Rails-with-Trails). This would connect community members and visitors to and from the 23/25 and Centerra districts. The western terminus of this corridor would be at the BNSF Railroad, Corridor #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: Long-term, this corridor could continue to extend west to Wilson Avenue via the Arkins Branch, abandoned railroad right-of-way owned by the City of Loveland.</p>
Key Local Connection Needs		None Identified			
Crossing Needs		Level 2 – W 10 <sup>th</sup> Street, Washington Avenue, Monroe Avenue, Boise Avenue, Denver Avenue, Sculptor Drive; Level 3 – Boyd Lake Avenue; Level 4 – I-25			
4-B	I-25 to SH257	Proposed	Separated	Johnstown, Windsor	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 Corridors #4, #9, and #11. The US34 PEL Study Recommended Alternative calls for a protected crossing signal or underpass/overpass at WCR 13 and US34. Once across US34, this segment would share alignment with Corridor #9 north to Crossroads Boulevard. Along Crossroads Boulevard, this segment would utilize some existing path and future paths to be constructed as development in the area intensifies.
Key Local Connection Needs		2534 District			
Crossing Needs		Level 2 – SH257; Level 3 – NE Frontage Road			
4-C	SH257 to SH392	Existing and Proposed	Separated	Windsor	With an enhanced crossing at SH257, this segment will cross the Poudre River and continue north through the Great Western 2 <sup>nd</sup> 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			



Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
4-D	SH392 to WCR23	Proposed and Interim	Separated	Windsor, Weld County, Severance	<p>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 Ave 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.</p> <p>This segment has received Colorado Safe Routes to School, GOCO, TAP, and MMOF funding.</p>
Key Local Connection Needs		Along 1 <sup>st</sup> Street/WCR23, Along 4 <sup>th</sup> Avenue/WCR74			
Crossing Needs		Level 2 – WCR21, WCR70, WCR72, 4 <sup>th</sup> Avenue/WCR74, 1 <sup>st</sup> Street/WCR23			
4-E	1st Street/WCR23 to Cheyenne Ave	Proposed, Interim, and Existing	Separated	Severance, Weld County, Eaton	<p>Roughly 1.3-miles between 1st Street/WCR23 and Roulard Lake is the last remaining unimproved section between Windsor and Eaton, and will be completed in 2021. 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 Ave, the trail will terminate at a future park and trailhead. This section has received TAP and CDPHE funding.</p> <p>With a 2018 Planning Grant from GOCO, the Town of Ault is trail planning the Loop to Gateway Trail that will connect the Great Western Trail with Ault. This trail would enter the NFRMPO region between WCR31 and WCR33.</p>
Key Local Connection Needs		To and across WCR74, Eaton Country Club Neighborhood			
Crossing Needs		Level 1 – WCR27; Level 2 – WCR29, WCR31, WCR33, WCR25			

# Regional Active Transportation Corridor (RATC) #5: North Loveland/Windsor

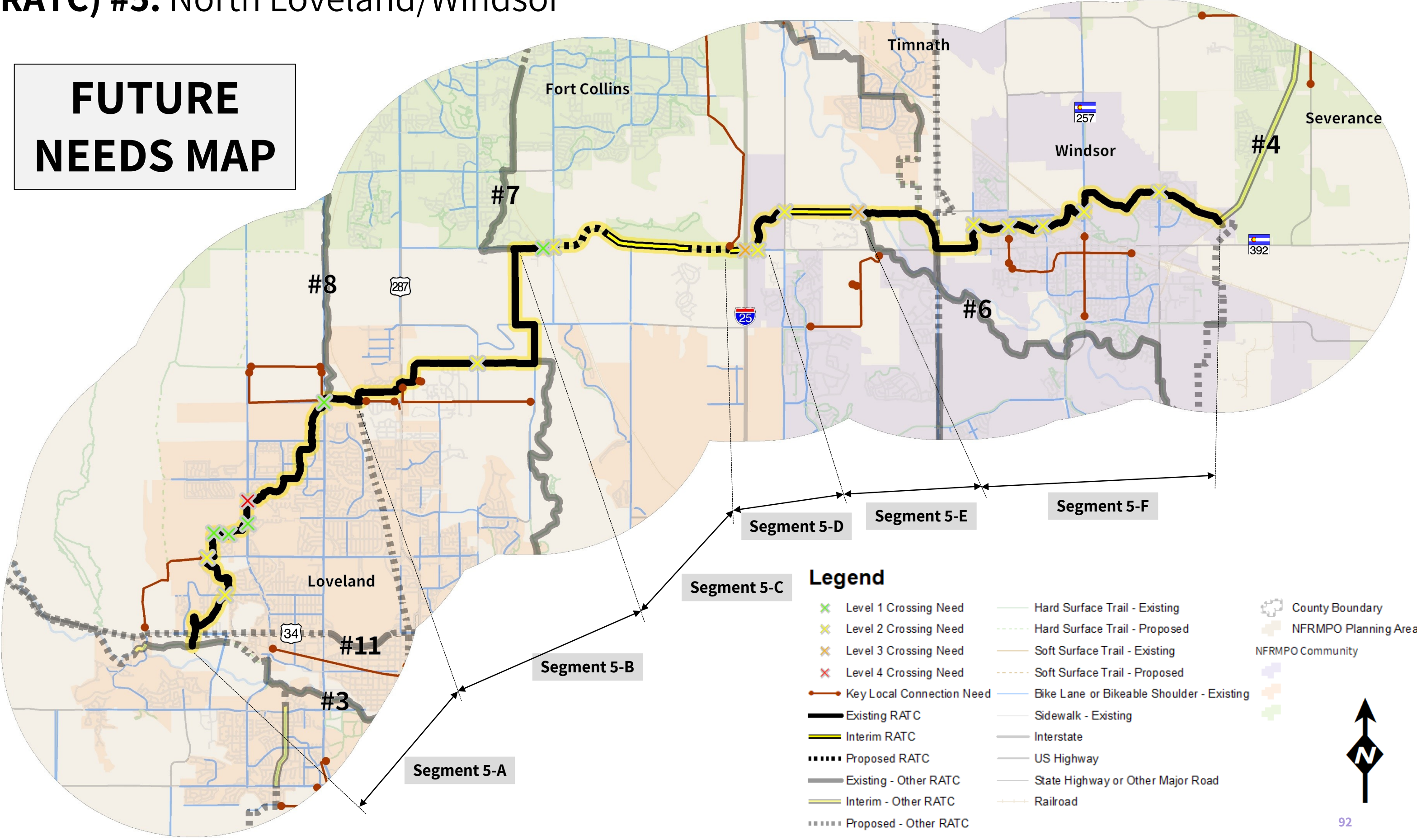
**EXSITING  
CONDITIONS  
MAP**





# Regional Active Transportation Corridor (RATC) #5: North Loveland/Windsor

**FUTURE  
NEEDS MAP**



RATC #5: Corridor-Level Information

Corridor Description	Planning References
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 (West – #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.	Loveland – <a href="#">Connect Loveland Transportation Master Plan</a> (2021) Larimer County – <a href="#">Larimer County Open Lands Master Plan</a> (2015)* Fort Collins - <a href="#">Fort Collins Bicycle Plan</a> (2014)* Windsor – <a href="#">Windsor Trail System Master Plan</a> (2020)*  * this plan or related plan to be updated within two years

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 Mile		Transit Stops within 1/2 Mile	
2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
Fix the numbers	20.01	21.59	1.69	1.69	18.53	20.11	32,454	62,619	11,154	25,311	9	9	14
Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2045 calculations. 2020 figures for existing facilities also include interim facilities.													

RATC #5: Segment-Level Information

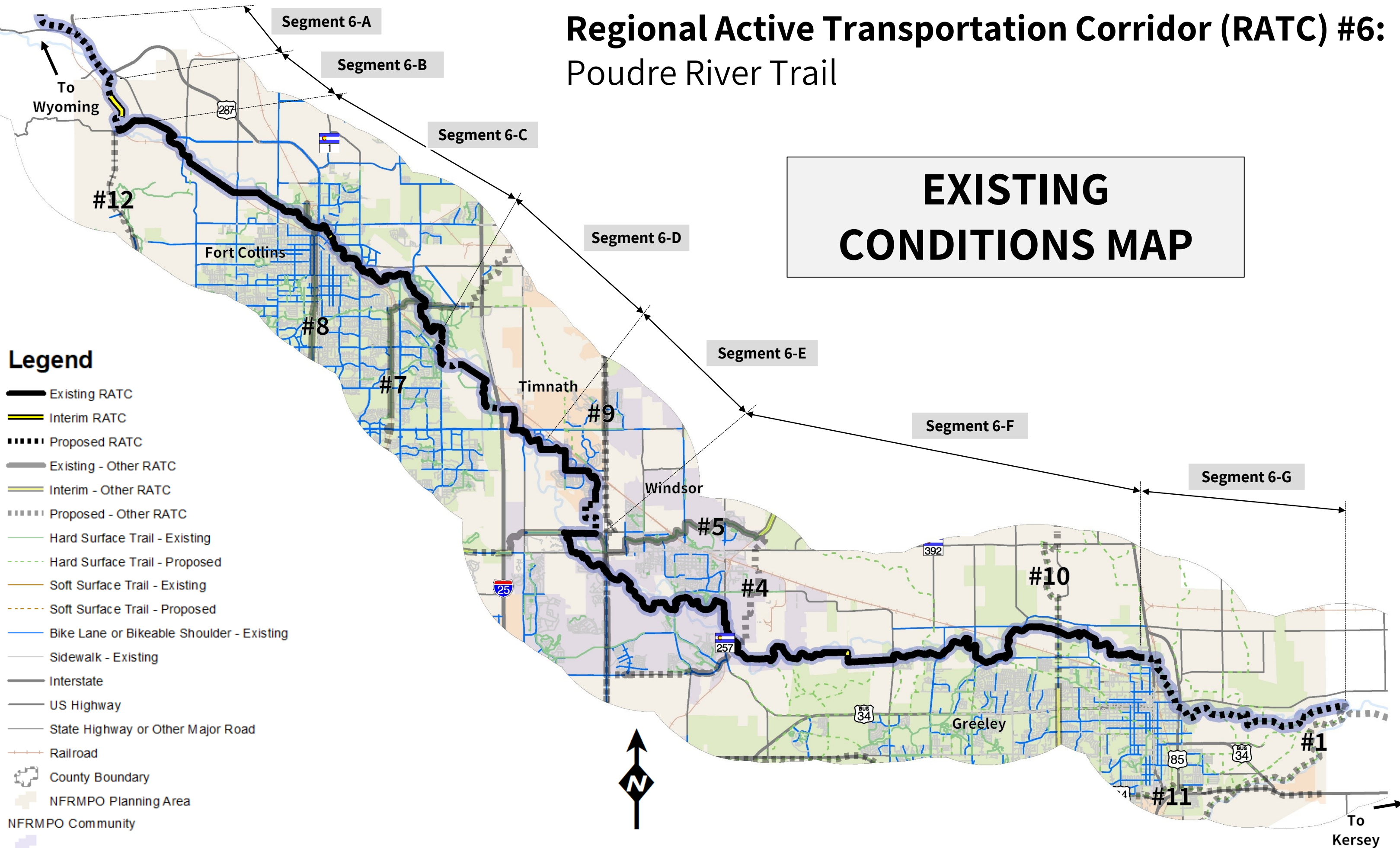
Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
4-A	Big Thompson River to BNSF Railroad	Existing	Separated	Loveland	This segment of the corridor is complete except for a trail underpass of Wilson Avenue. This underpass will create a safe, separated crossing in a high-speed area with a history of fatal crashes and will leverage a recent Colorado Safe Routes to School (SRTS) grant for a shared-use path west of Wilson Avenue between 35th Street and 43rd Street. 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 Corridor #8.
Key Local Connection Needs		Skyline Natural Area			
Crossing Needs		Level 1 – Atwood Drive, New Castle Drive, W 35 <sup>th</sup> Street, 57 <sup>th</sup> Street, Taft Avenue; Level 4 – Wilson Avenue			
4-B	BNSF Railroad to the Colorado Front Range Trail	Existing	Separated	Loveland, Larimer County	Recent trail investments through the Copper Ridge residential development have close 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. Upcoming local connections, to be completed through a 2020 CDOT TAP grant, will improve active mode access in the area. This will still leave prominent gaps in bike/ped connectivity along 57th Street, where improvements are a longtime and increasingly important need. These connections have gone unfunded in two CDOT TAP grant Calls for Projects.
Key Local Connection Needs		Along 57 <sup>th</sup> Street, along US287, Alpine Vista Village			
Crossing Needs		Level 2 – E LCR30			
4-C	Colorado Front Range Trail to Timberline Road	Existing and Interim	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. Proposed development south and east of Donnath Lake/Dyekman Reservoir provides opportunity to further enhance this segment. 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		None Identified			
Crossing Needs		Level 1 – Union Pacific Railroad; Level 2 – Carpenter Road/SH392, Timberline Road			
4-D	Timberline Road to SW Frontage Road	Interim and Proposed	Separated	Fort Collins	According to the 2014 Fort Collins Bicycle Plan, build out of this segment will consist of a shared-use path along the north side of SH392/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			



Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
Crossing Needs		None Identified			
4-E	SW Frontage Road to Westgate Dr/SH392	Interim	Combined	Fort Collins, Windsor	This segment currently consists of striped bike lanes and sidewalks with automatic and pedestrian-activated crossing signals. The 2014 Fort Collins Bicycle Plan calls for a protect bike lane along this segment at full build. Ideally, the I-25/SH392 interchange will also include a shared-use path. These improvements should be considered as part of future work towards the full build of North I-25. Signal and intersection improvements will be needed at the SH392 and SW Frontage Road intersection to transition bicyclists and pedestrians between the 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			
4-F	SH392 to the Poudre River Trail	Existing and Interim	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 among 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 Corridor #6.
Key Local Connection Needs		None Identified			
Crossing Needs		Level 2 – LCR5; Level 3 – LCR3			
4-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 9 (Corridor #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 Corridor #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		7 <sup>th</sup> Street across SH392/Main Street, Along 15 <sup>th</sup> Street, Along Walnut Street			
Crossing Needs		Level 2 - N 17 <sup>th</sup> Street, N 15 <sup>th</sup> Street, SH257/7 <sup>th</sup> Street, Hollister Lake Road			

# Regional Active Transportation Corridor (RATC) #6: Poudre River Trail

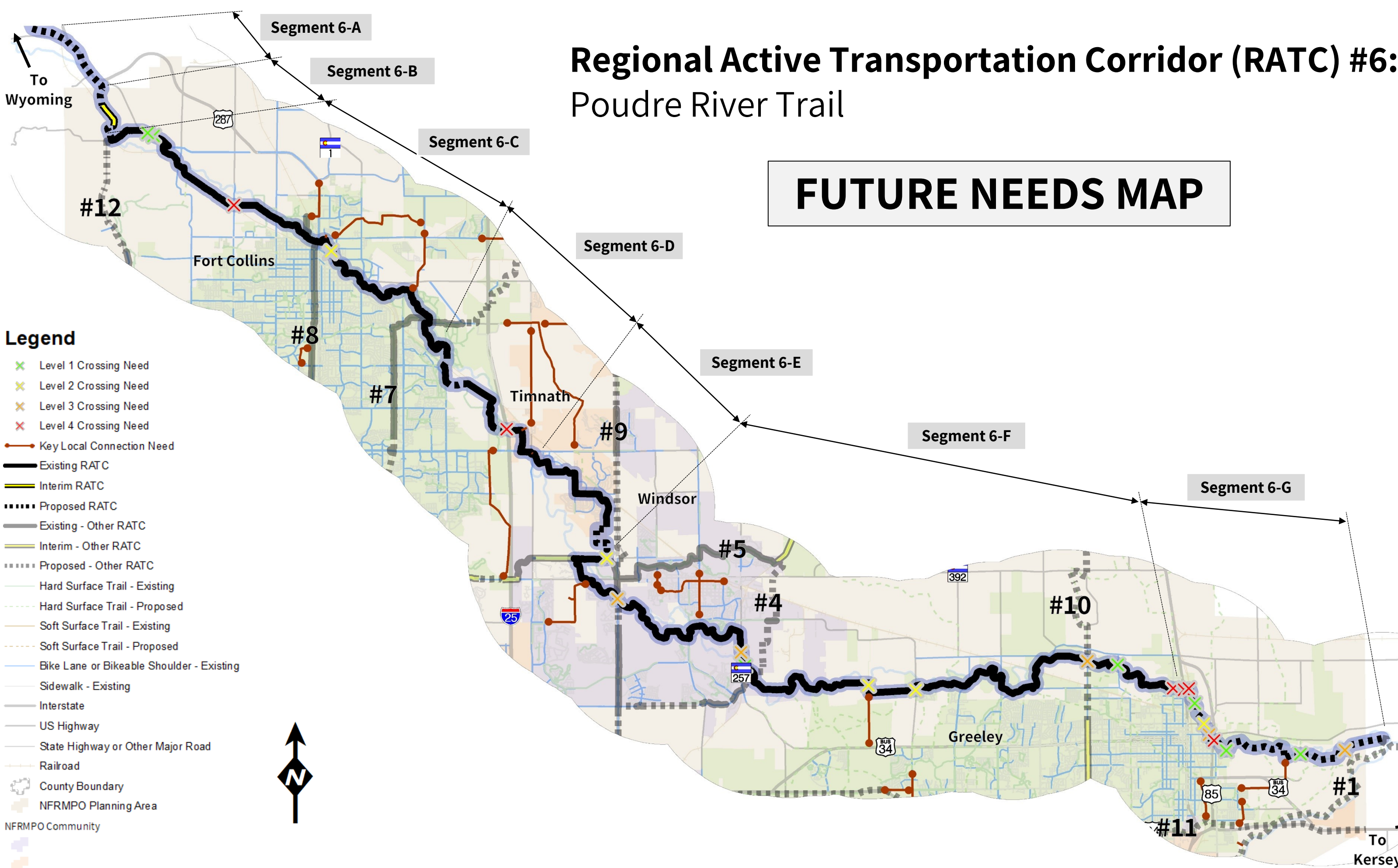
## EXISTING CONDITIONS MAP





# Regional Active Transportation Corridor (RATC) #6: Poudre River Trail

## FUTURE NEEDS MAP



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 continuous trail between Watson Lake State Wildlife Area (SWA) in Bellvue and the Poudre River’s confluence with the South Platte River east of Greeley. By 2023, 44 contiguous miles will exist between Greeley and Watson Lake SWA. 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 three gaps remain between Fort Collins and Windsor. These remaining gaps will be completed partially using state funding sources such as Get Outdoors Colorado (GOCO) and Multimodal Options Funds (MMOF).</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 – <a href="#">Larimer County Open Lands Master Plan</a> (2015)* Fort Collins - <a href="#">Fort Collins Parks and Recreation Master Plan</a> (2021)* Timnath – <a href="#">Timnath Comprehensive Plan</a> (2020), <a href="#">Timnath Transportation Plan</a> (2015)* Windsor – <a href="#">Windsor Trail System Master Plan</a> (2020)* Weld County – <a href="#">2045 Weld County Transportation Plan</a> (2020) Greeley - <a href="#">Greeley Bicycle Master Plan</a> (2015)*</p> <p>* this plan or related plan to be updated within two years</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 Mile		Transit Stops within 1/2 Mile	
2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
41.34	51.19	0.22	0	41.12	51.19	51,883	101,768	47,124	82,407	12	14	82	92
<i>Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2045 calculations. 2020 figures for existing facilities also include interim facilities.</i>													

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 2015 Larimer County Open Lands Master 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 (NISP) 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, Colorado State Parks	A 0.5-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 0.6-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 and Proposed	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 with 2020 Average Daily Traffic (ADT) around 600 per hour. This segment of trail has dozens of local connections to neighborhoods, schools, natural areas and parks, business districts, and other destinations.
Key Local Connection Needs		Northeast Fort Collins, North College Avenue			
Crossing Needs		Level 1 – Galway Drive, McConnell Drive; Level 2 – Linden Street; Level 4 – Taft Hill Road			



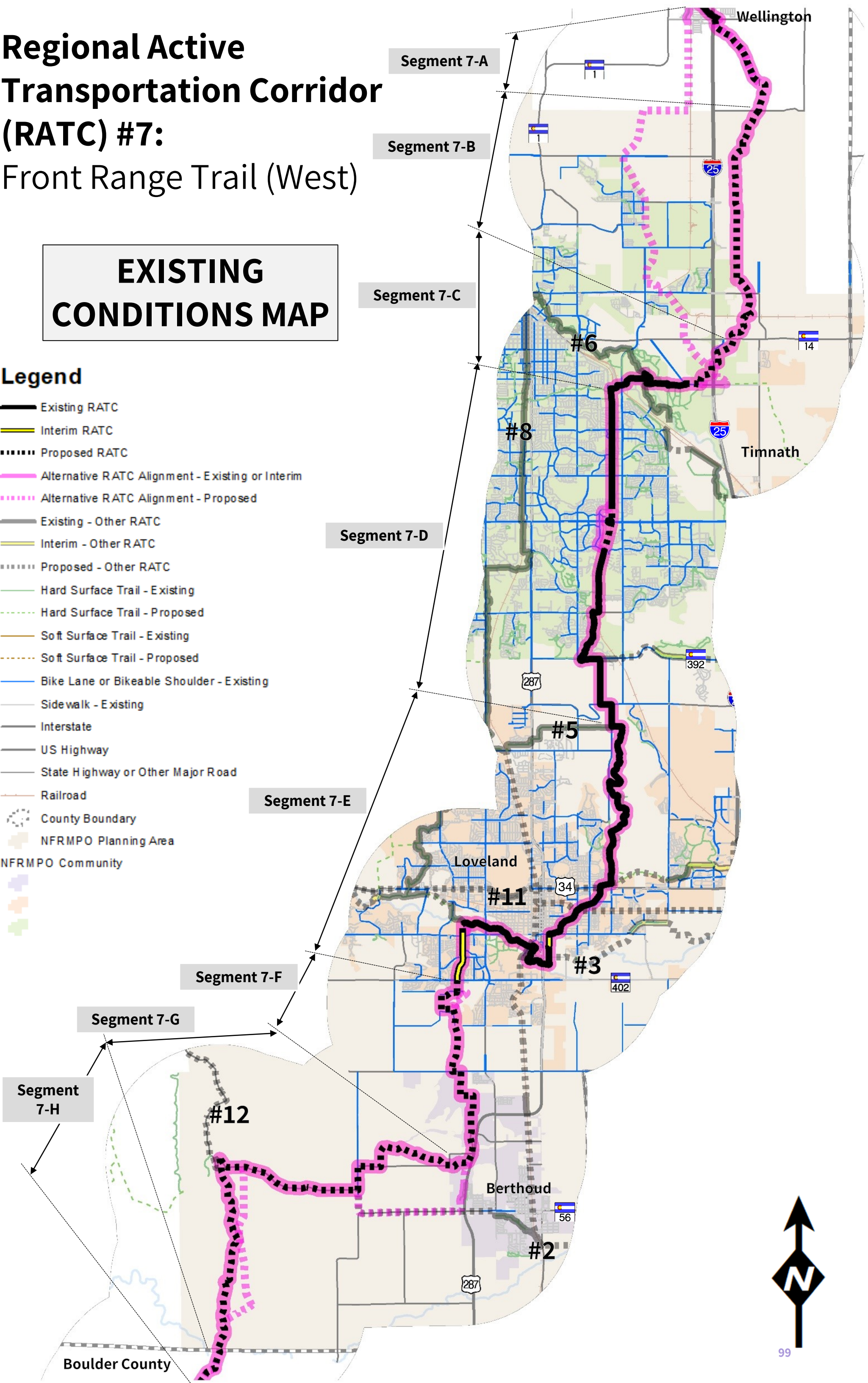
Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
6-D	CSU ELC to Signal Tree Drive	Existing and Proposed	Separated	Fort Collins, CDOT, Timnath	This segment contains two of the four remaining gaps in the corridor. Construction of a new I-25 bridge over the Poudre River will include a trail underpass within CDOT’s right of way by 2023. In anticipation of this crucial link, the City of Fort Collins is working to finalize an alignment between the ELC and I-25, and construct by 2023. On the east side, the trail currently terminates behind Walmart within a few hundred feet of I-25, and will be connected to the underpass at the same time. Local connections to this segment are critical to safe active transportation access for current and future members of the Timnath community.
Key Local Connection Needs		North Timnath via LCR5, Downtown Timnath			
Crossing Needs		Level 4 – I-25			
6-E	Signal Tree Drive to LCR32E/Jacoby Road	Existing and Proposed	Separated	Timnath, Windsor	This segment contains two of the four remaining gaps in the corridor. Between Signal Tree Drive and Three Bell Parkway, the trail will be constructed within the Trailside development. The corridor will then utilize existing trail through The Timnath Ranch neighborhood, terminating just north of the Greeley #2 Canal and Timnath Reservoir Outlet confluence. 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 and Interim	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. Recent investments in this segment include a newly constructed section north of Kyger Reservoir, repaired trail damage from riverbank erosion, and a new trailhead at Island Grove Regional Park. 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. The trail may be realigned near SH257 and the Kodak Trailhead as development around Eastman Park intensifies. This segment will benefit from improvements creating important local connections along County Line Road, Walnut Street, and 7th Street in Windsor, and F Street, 35th Avenue, and 83rd Avenue in Greeley.
Key Local Connection Needs		Connection to Highland Hills/Highland Meadows neighborhoods; 7th Street (accompanied by 15th Street and Walnut Street improvements); SH 257 (Poudre Trail Rd to south side of Poudre River Bridge); Larson Trail along F Street; improvements along 95th Ave; improvements along 83rd Ave; improvements along 71st Ave (bike lanes exist, varied widths); improvements along 35th Ave, improvements along 25th Ave			
Crossing Needs		Level 1 – Poudre Trail Drive; Level 2 – WCR25, 83 <sup>rd</sup> Avenue; Level 3 – County Line Road, SH257, 35 <sup>th</sup> Avenue, 25 <sup>th</sup> Avenue; Level 4 – Taft Hill Road			
6-G	Island Grove Regional Park to South Platte River	Proposed	Separated	Greeley, Weld County	East of Island Grove Regional Park, significant infrastructure is needed for grade-separated crossings of two 8th Avenue (US85 Business) bridges, Union Pacific Railroad (UPRR), and US85. Landowner conversations are ongoing on both sides of the river. East of US85, there is little publicly owned land.
Key Local Connection Needs		East Memorial Neighborhood			
Crossing Needs		Level 1 – N 6 <sup>th</sup> Avenue, Ash Avenue, Fern Avenue; Level 2 – 5 <sup>th</sup> Street; Level 3 – E 8 <sup>th</sup> Street, WCR47/Weld County Parkway ; Level 4 – 11 <sup>th</sup> Avenue, US85 Business, UPRR, US85			

# Regional Active Transportation Corridor (RATC) #7: Front Range Trail (West)

## EXISTING CONDITIONS MAP

### Legend

- Existing RATC
- Interim RATC
- Proposed RATC
- Alternative RATC Alignment - Existing or Interim
- Alternative RATC Alignment - Proposed
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community



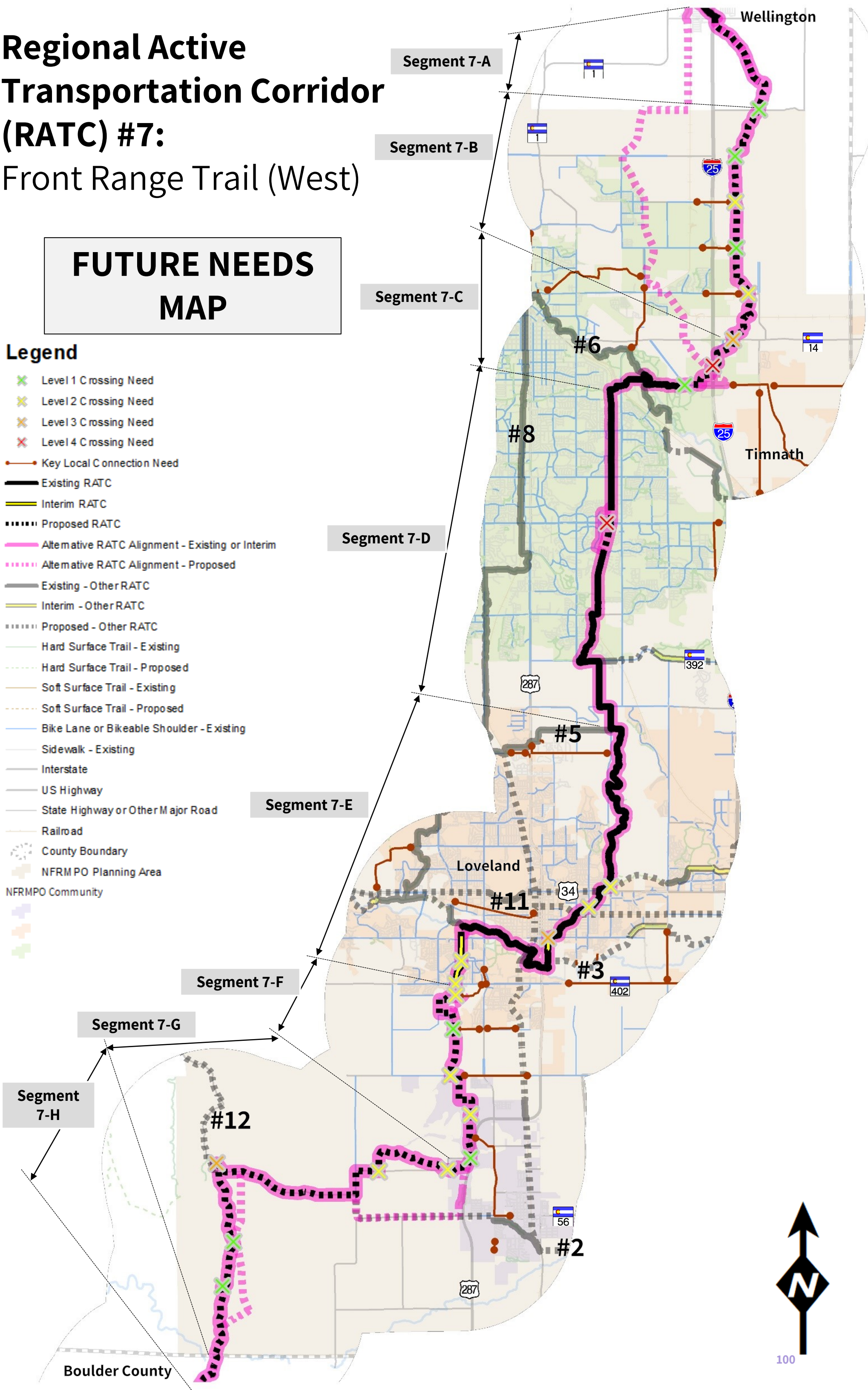


# Regional Active Transportation Corridor (RATC) #7: Front Range Trail (West)

## FUTURE NEEDS MAP

### Legend

- Level 1 Crossing Need
- Level 2 Crossing Need
- Level 3 Crossing Need
- Level 4 Crossing Need
- Key Local Connection Need
- Existing RATC
- Interim RATC
- Proposed RATC
- Alternative RATC Alignment - Existing or Interim
- Alternative RATC Alignment - Proposed
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community





RATC #7: Corridor-Level Information

Corridor Description	Planning References
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 Corridor (#6) to Big Thompson Corridor (#3), with the exception of one gap near Harmony Road in Fort Collins. The completed corridor would connect Wellington, Fort Collins, Loveland, and Berthoud to Boulder County. The alignment between the Poudre 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.	CPW – <a href="#">Colorado Front Range Trail</a> Boulder County – <a href="#">Boulder County Comprehensive Plan (Updated)</a> – 2018 Larimer County – <a href="#">Larimer County Open Lands Master Plan</a> (2015)* Berthoud – <a href="#">Berthoud Unified Trail Master Plan</a> (2018) Loveland – <a href="#">Connect Loveland Transportation Master Plan</a> (2021) CDOT – <a href="#">US34 Planning and Environmental Linkages (PEL) Study</a> (2019) Fort Collins - <a href="#">Fort Collins Parks and Recreation Master Plan</a> (2021)* Timnath – <a href="#">Timnath Comprehensive Plan</a> (2020), <a href="#">Timnath Transportation Plan</a> (2015)* Wellington – <a href="#">Wellington Comprehensive Plan</a> (2021)  * this plan or related plan to be updated within two years

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 Mile		Transit Stops within 1/2 Mile	
2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
20.89	47.06	1.47	2.38	19.42	43.21	49,638	89,464	32,613	50,230	18	19	81	82
Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2045 calculations. 2020 figures for existing facilities also include interim facilities.													

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	<p>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 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. With a metro population of 80,000, Cheyenne is located 30 miles to the north. 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	This segment would roughly follow Box Elder Creek and the Larimer and Weld Canal with enhanced crossings necessary at SH14 and five county roads. Some land in this section is publicly owned by the City of Thornton. East-West connections in 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.
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			

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
7-C	SH14/East Mulberry Street to the Power Trail	Proposed	Separated	Fort Collins	<p>This segment requires significant crossing infrastructure at I-25 and a minimum of crossing signal enhancements at SH14 and Prospect Road. The next and best opportunity to create a crossing of I-25 near Box Elder Creek will be with I-25 Segment 8 work between Prospect Road and SH14, including the SH14 interchange.</p> <p>In Fort Collins, the trail will connect to the Poudre River Trail near its existing terminus at the CSU Environmental Learning Center, and follow the existing Poudre Trail and Spring Creek Trail alignments to the northern terminus of the Power Trail at Edora Park. Part of this segment shares alignment with RATC #6.</p>
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 Interim	Separated	Fort Collins, Larimer County, Loveland, CPW	<p>This segment of the trail is complete aside from a one-mile section on either side of Harmony Road, including an underpass (A temporary alignments exists in this section). This gap is a high priority for the City of Fort Collins and has received a federal TAP grant award through CDOT. Crossing enhancements could improve safety at Drake Road and Horsetooth Road. A local connection to this corridor is needed to safely cross the BNSF Railroad near Mail Creek, another high priority project for Fort Collins. Part of this segment shares alignment with RATC #5.</p>
Key Local Connection Needs		None Identified			
Crossing Needs		Level 4 – Harmony Road			
7-E	Boyd Lake State Park to Ryan Gulch Reservoir	Existing, Interim, and Proposed	Separated and Combined	CPW, Loveland	<p>This segment of trail is complete between Boyd Lake State Park and Dotsero Avenue, with the exception of a few short on-road sections that could be improved with enhancement signage, additional pavement markings, or increased separation from vehicle traffic. Although bike lanes exist along Dotsero Drive, additional signage and wayfinding, crossing improvements, speed humps, and/or increased separation from vehicle traffic and parking are desirable. Part of this segment shares alignment with RATC #3.</p> <p>A long-term vision for the southernmost piece of this segment is to avoid Dotsero Avenue and Dotsero Drive by utilizing the existing soft-surface trail network within River’s Edge Natural Area and constructing underpasses of 14th Street SW and Taft Avenue to reach Ryan Gulch Reservoir.</p>
Key Local Connection Needs		Intersection of 14 <sup>th</sup> Street SW and S Taft Avenue, River’s Edge Natural Area			
Crossing Needs		Level 2 – Denver Avenue, Level 2- Boise Avenue, Carlisle Drive, 14 <sup>th</sup> Street SW, W LCR16H; Level 3 – 1 <sup>st</sup> Street			
7-F	Ryan Gulch Reservoir to LCR10	Proposed	Separated	Loveland, Berthoud	<p>South of Dotsero Drive, 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 (currently closed to the public) 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.</p> <p>This segment will need local connections and/or crossing enhancements at LCR1E and LCR8 (just south of this segment) to create connectivity with Berthoud community members east of US287.</p>
Key Local Connection Needs		RATC #8 via W LCR16, RATC#8/Campion via LCR14, Downtown Berthoud via LCR10E			
Crossing Needs		Level 1 – W LCR16, LCR10E; Level 2 – LCR14, Heron Lake Parkway, LCR19E			
7-G	LCR10 to NFRMPO boundary	Proposed	Separated	Berthoud, Larimer County	<p>The segment turns west towards Carter Lake. The alignment will generally follow LCR10, pass near Hertha Reservoir, and continue along LCR 8E, sharing alignment with RATC #2 to Carter Lake. At Carter Lake, the segment will turn south a follow the St. Vrain Canal and through the site of the Red-Tail Ridge Open Space (currently closed to the public). According to the Resource Management Plan for the Red-Tail Open Space, until an agreement is negotiated between Boulder and Larimer counties to connect the Rabbit Mountain Open Space (Boulder County) to Red-tail Ridge Open Space (Larimer County) via the Front Range Trail, Red-Tail Open Space will remain under a natural resource management designation rather than outdoor recreational management.</p>
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			

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
7-H	LCR10 to NFRMPO boundary				<p>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 southeast towards Longmont (St. Vrain Greenway), according to the Boulder County Regional Trails Program.</p> <p>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.</p> <p><i>Note: The NFRMPO and Boulder County have not engaged recently regarding this alignment.</i></p>
Key Local Connection Needs		None Identified – Outside NFRMPO Planning Area			
Crossing Needs		None Identified – Outside NFRMPO Planning Area			

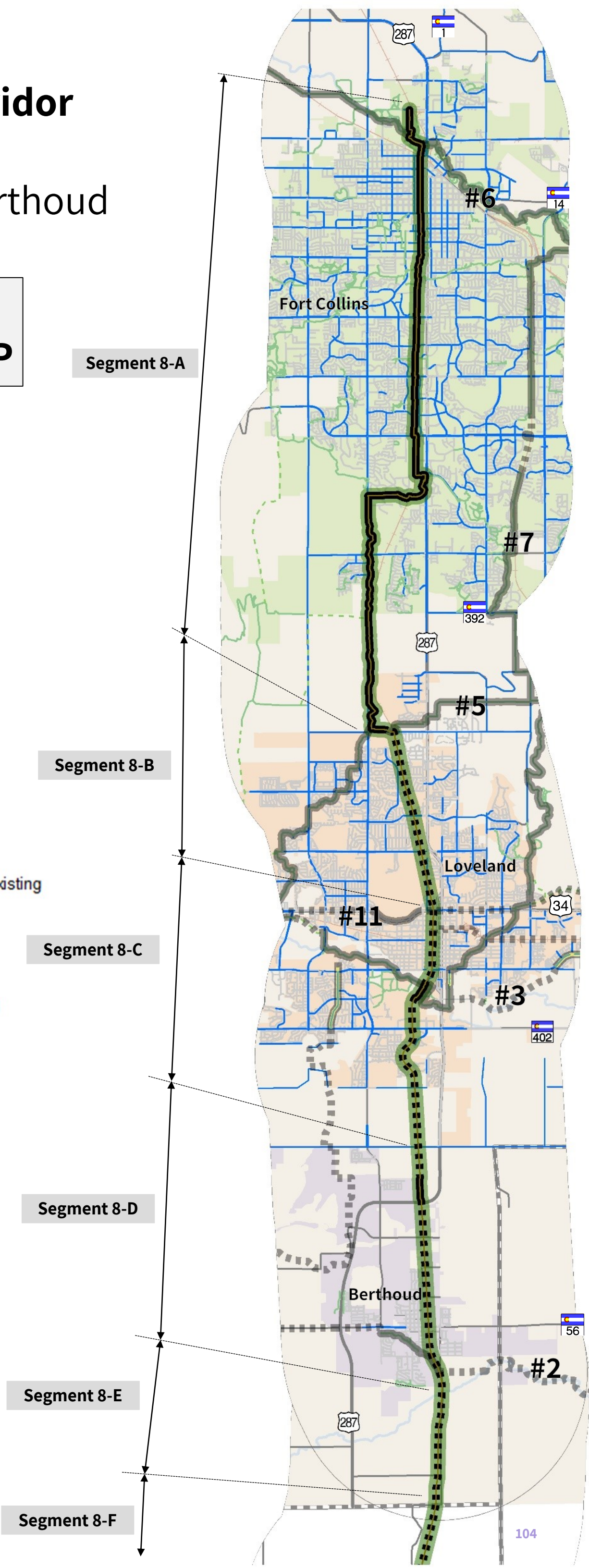


# Regional Active Transportation Corridor (RATC) #8: BNSF Fort Collins/Berthoud

## EXISTING CONDITIONS MAP

### Legend

- Existing RATC
- Interim RATC
- Proposed RATC
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community



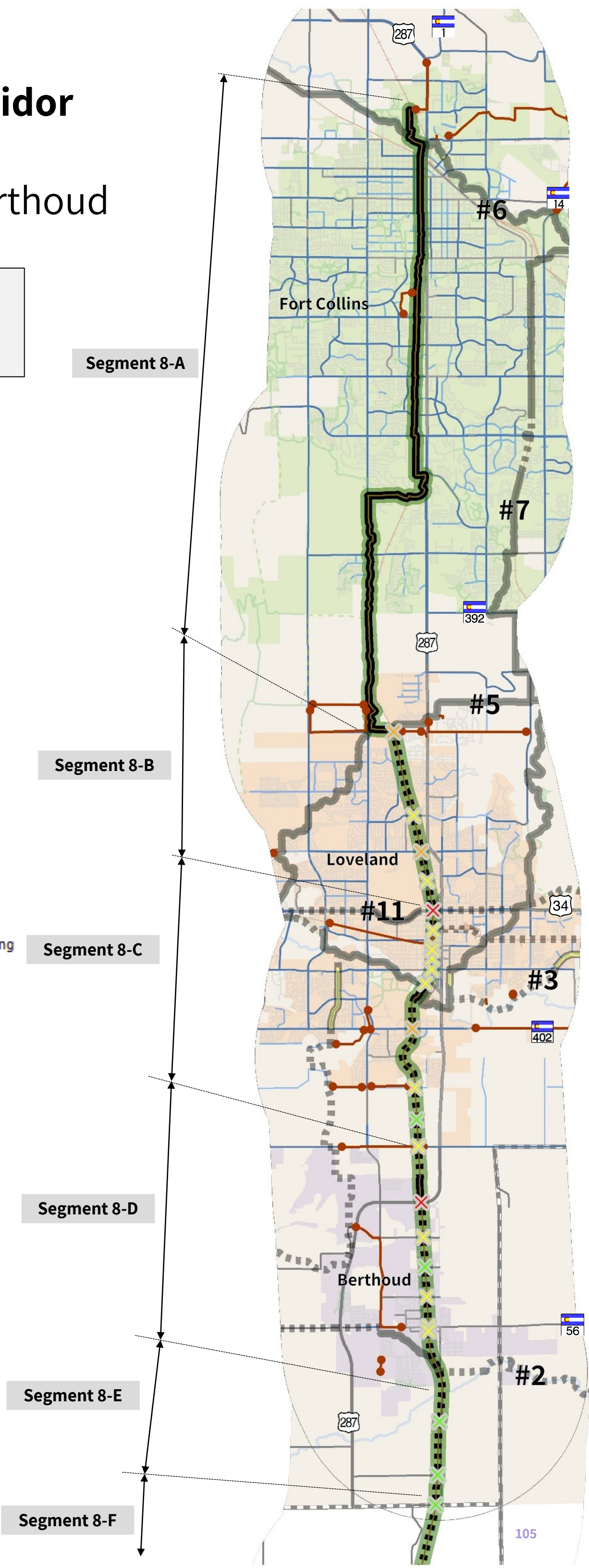


# Regional Active Transportation Corridor (RATC) #8: BNSF Fort Collins/Berthoud

## FUTURE NEEDS MAP

### Legend

- Level 1 Crossing Need
- Level 2 Crossing Need
- Level 3 Crossing Need
- Level 4 Crossing Need
- Key Local Connection Need
- Existing RATC
- Interim RATC
- Proposed RATC
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community



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 57<sup>th</sup> 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 carried forward in two proposed alignment alternatives for Front Range Passenger Rail (FRPR) in the <a href="#">2020 FRPR Alternatives Evaluation Report</a>. 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 option currently. Although not shown, this corridor could include a long-term extension south to Longmont. These conversations have not begun.</p>	<p>Larimer County – <a href="#">Larimer County Open Lands Master Plan</a> (2015)*</p> <p>Fort Collins - <a href="#">Fort Collins Parks and Recreation Master Plan</a> (2021)*</p> <p>Loveland – <a href="#">Connect Loveland Transportation Master Plan</a> (2021)</p> <p>CDOT – <a href="#">US34 Planning and Environmental Linkages (PEL) Study</a> (2019)</p> <p>Berthoud – <a href="#">Berthoud Unified Trail Master Plan</a> (2018)</p> <p>* this plan or related plan to be updated within two years</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 Mile		Transit Stops within 1/2 Mile	
2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
13.04	23.8	0.98	0	12.07	22.83	44,962	92,461	47,659	78,535	16	28	138	182
Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2045 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	Hickory Street to 57th Street	Existing	Separated and Roadway	Fort Collins, Larimer County, Loveland	Hard work by Fort Collins, Larimer County, and Loveland has completed remaining gaps in this trail in recent years, with assistance from GOCO and CDOT. Great forethought and investment in 1997 preserved the unincorporated land between Fort Collins and Loveland as open space, paving the way for regional trail development and a 2018 grand opening. 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 enhanced connections to the CSU South Campus. Locally, individual section of this corridor segment are known as the Mason Trail, Fossil Creek Trail, and Long View Trail. The segment connects to several natural areas, open spaces, business districts, and neighborhoods. The northernmost section of this segment through Old Town Fort Collins provides a great example of low stress, on-street bike facilities.
Key Local Connection Needs		Fort Collins Bike Co-Op, North College Avenue Neighborhoods, CSU Veterinary Teaching Hospital, west and east along 57 <sup>th</sup> Street, Coyote Ridge			
Crossing Needs		Level 3 – 57 <sup>th</sup> Street			
8-B	57th Street to US34	Proposed	Separated	Loveland	With an enhanced crossing at 57th Street and Duffield Avenue, RATC #8 could follow 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 – 37 <sup>th</sup> Street, Garfield Avenue; Level 3 – 29 <sup>th</sup> Street; Level 4 – US34			
8-C	US34 to the 42 <sup>nd</sup> 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 – 35 <sup>th</sup> Street SW; Level 2 – W 10 <sup>th</sup> Street, W 7 <sup>th</sup> Street, W 6 <sup>th</sup> Street, W 4 <sup>th</sup> Street, W 1 <sup>st</sup> Street, Railroad Avenue, 14 <sup>th</sup> Street SW, W LCR16, W LCR14/SH60			



Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
8-D	42 <sup>nd</sup> Street SW to the Little Thompson River	Proposed and Existing	Separated	Larimer County, Berthoud	This segment could take advantage of an existing rail underpass of BNSF and several at-grade crossings before arriving in Old Town Berthoud. The corridor would intersect RATC #2, the Little Thompson River Trail. 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-E	Little Thompson River to NFRMPO Boundary	Proposed and Existing	Separated	Larimer County, Berthoud	From RATC #2, this corridor would continue south along the BNSF alignment or LCR15 towards the 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 BSF right-of-way and structures on either side.
Key Local Connection Needs		None Identified			
Crossing Needs		Level 1 – LCR15A, LCR2E, County Line Road			
8-F	South of NFRMPO Boundary	Proposed and Existing	Separated	Boulder County	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 a has a county conservation easement. These characteristics could make RATC#8 an appealing interregional connection.  <i>Note: The NFRMPO and its member agencies have not engaged with Boulder County regarding this alignment.</i>
Key Local Connection Needs		None Identified			
Crossing Needs		None Identified			

# Regional Active Transportation Corridor (RATC) #9: Johnstown/Timnath

## EXISTING CONDITIONS MAP

### Legend

- Existing RATC
- Interim RATC
- Proposed RATC
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community



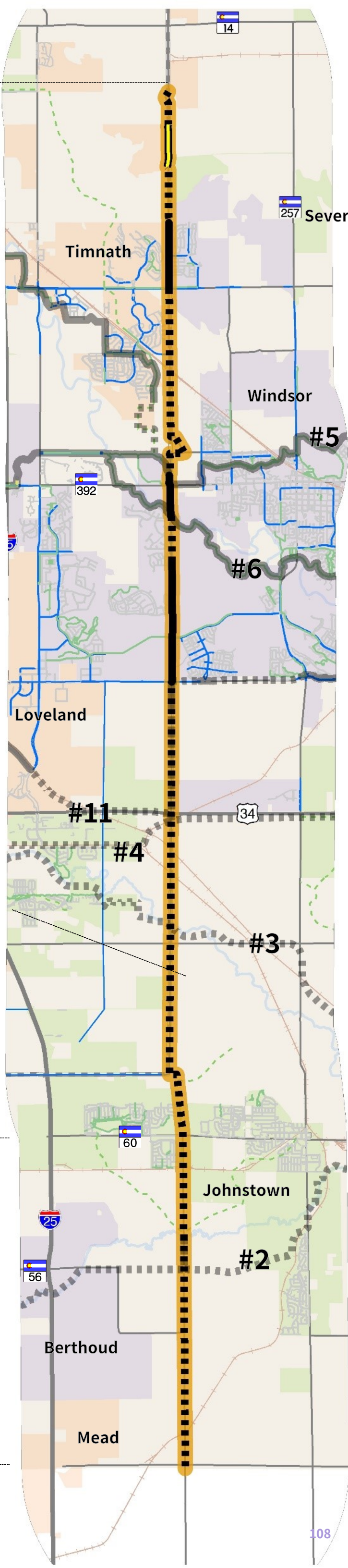
Segment 9-A

Segment 9-B

Segment 9-C

Segment 9-D

Segment 9-E



# Regional Active Transportation Corridor (RATC) #9: Johnstown/Timnath

## FUTURE NEEDS MAP

### Legend

- Level 1 Crossing Need
- Level 2 Crossing Need
- Level 3 Crossing Need
- Level 4 Crossing Need
- Key Local Connection Need
- Existing RATC
- Interim RATC
- Proposed RATC
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community



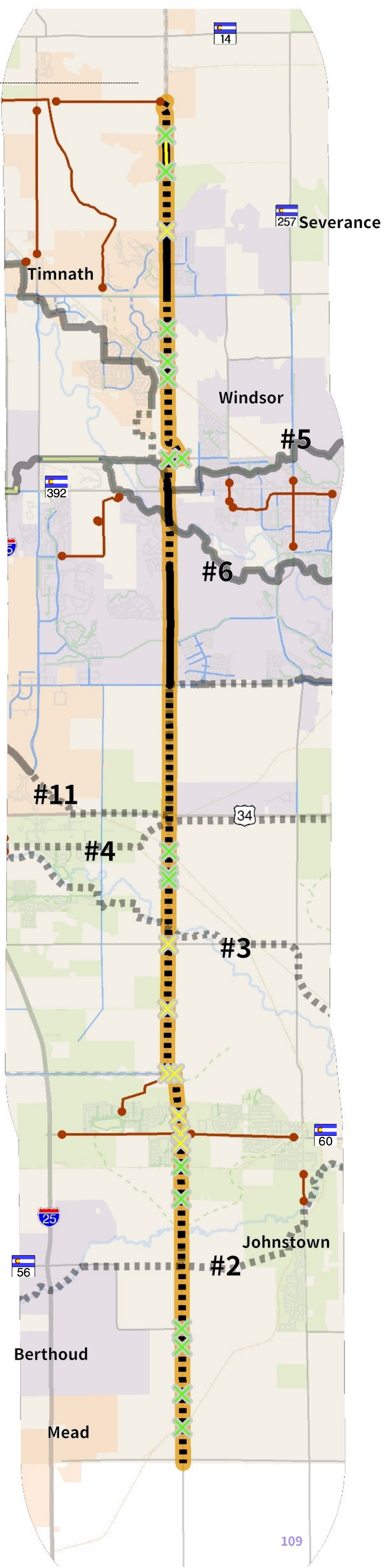
Segment 9-A

Segment 9-B

Segment 9-C

Segment 9-D

Segment 9-E





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 (#2), Big Thompson (#3), Great Western (#4), US34 (#11), Poudre River (#6), and the North Loveland to Windsor (#5). This corridor also connects with various local trails.</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>The proposed water delivery pipeline as part of the <a href="#">Northern Integrated Supply Project (NISP)</a> is proposed to parallel County Line Road from Wildwing Drive to SH66. If the delivery pipeline is constructed, opportunities to construct RATC #9 parallel to the pipeline should be explored.</p> <p>Active mode considerations should be explored further with the development of the WCR13 Access Control Plan between 2021-2025.</p>	<p>Timnath – <a href="#">Timnath Comprehensive Plan</a> (2020), <a href="#">Timnath Transportation Plan</a> (2015)*</p> <p>Windsor – <a href="#">Windsor Trail System Master Plan</a> (2020)*, <a href="#">Windsor Street Specifications</a> (2019)</p> <p>CDOT – <a href="#">US34 Planning and Environmental Linkages (PEL) Study</a> (2019)</p> <p>Johnstown – <a href="#">Johnstown Updated Land Use Framework Plan</a> (2019)*, <a href="#">Johnstown Transportation Master Plan</a> (2008)</p> <p>Weld County – <a href="#">2045 Weld County Transportation Plan</a> (2020)</p> <p>* this plan or related plan to be updated within two years</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 Mile		Transit Stops within 1/2 Mile	
2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
4.14	21.46	4.14	17.32	4.07	17.33	12,596	60,187	1,913	8,407	0	2	0	0
Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2045 calculations. 2020 figures for existing facilities also include interim facilities.													

RATC #9: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
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 new Poudre School District middle/high school on Prospect Road east of I-25 as well as the Colorado Front Range Trail preferred alignment, 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	Combined	Timnath, Windsor	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. 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 Resrvoir 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)			

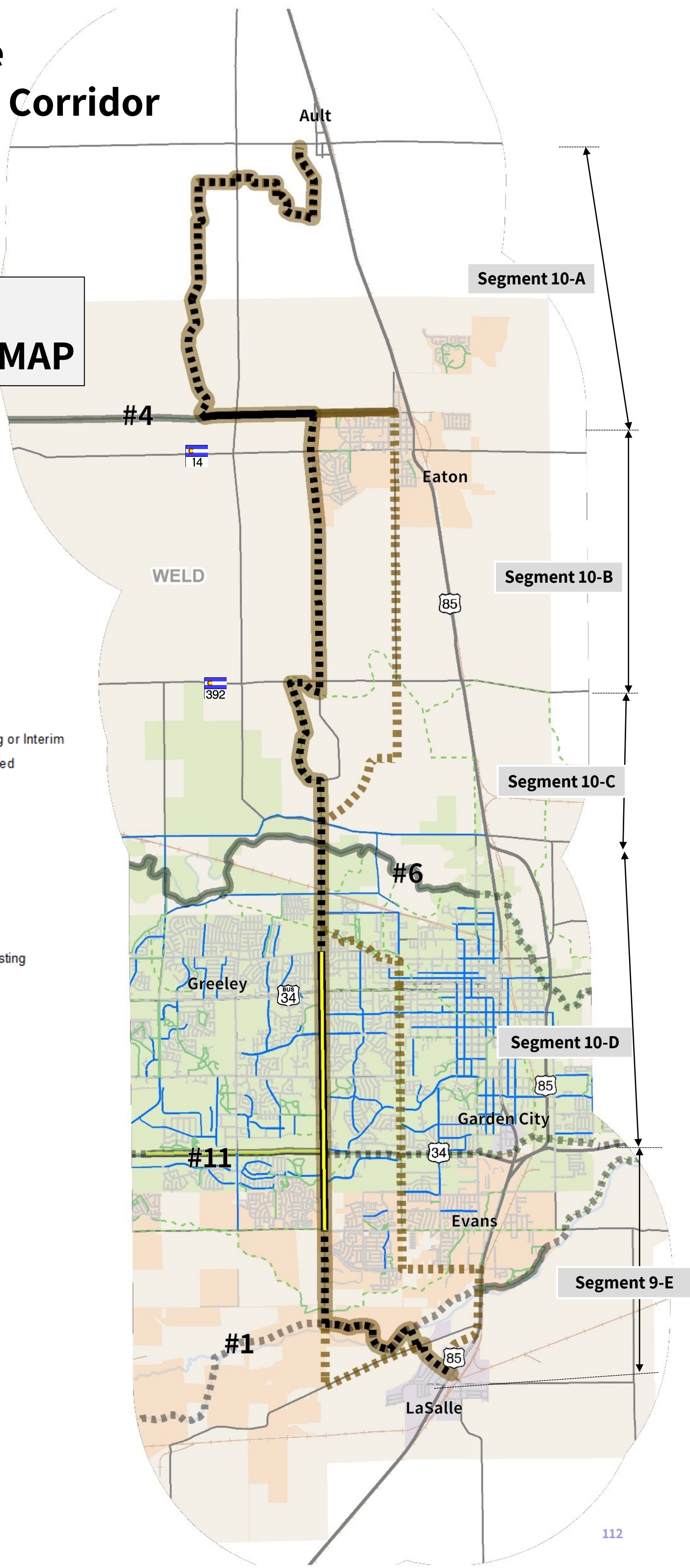
Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
9-C	SH392 to US34	Existing and Proposed	Combined	Windsor, Johnstown	The Town of Windsor recently completed a shared use path and bike lanes connecting the Poudre River Trail to SH392. Similar improvements will be made to Crossroads Boulevards. Between Crossroads Boulevard and US34, the corridor will be on-road, with potential for transition to a shared-use path near the US34 and County Line Road 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. Future improvements at this intersection should account for the visions for these RATCs and mobility along and across US34.
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, I-25 Park-n-Ride, 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)			
9-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. A new Weld County RE-5J District high school and large residential development will be constructed along this segment soon, increasing 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			

# Regional Active Transportation Corridor (RATC) #10: Eaton/LaSalle

## EXISTING CONDITIONS MAP

### Legend

- Existing RATC
- Interim RATC
- Proposed RATC
- Alternative RATC Alignment - Existing or Interim
- Alternative RATC Alignment - Proposed
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community



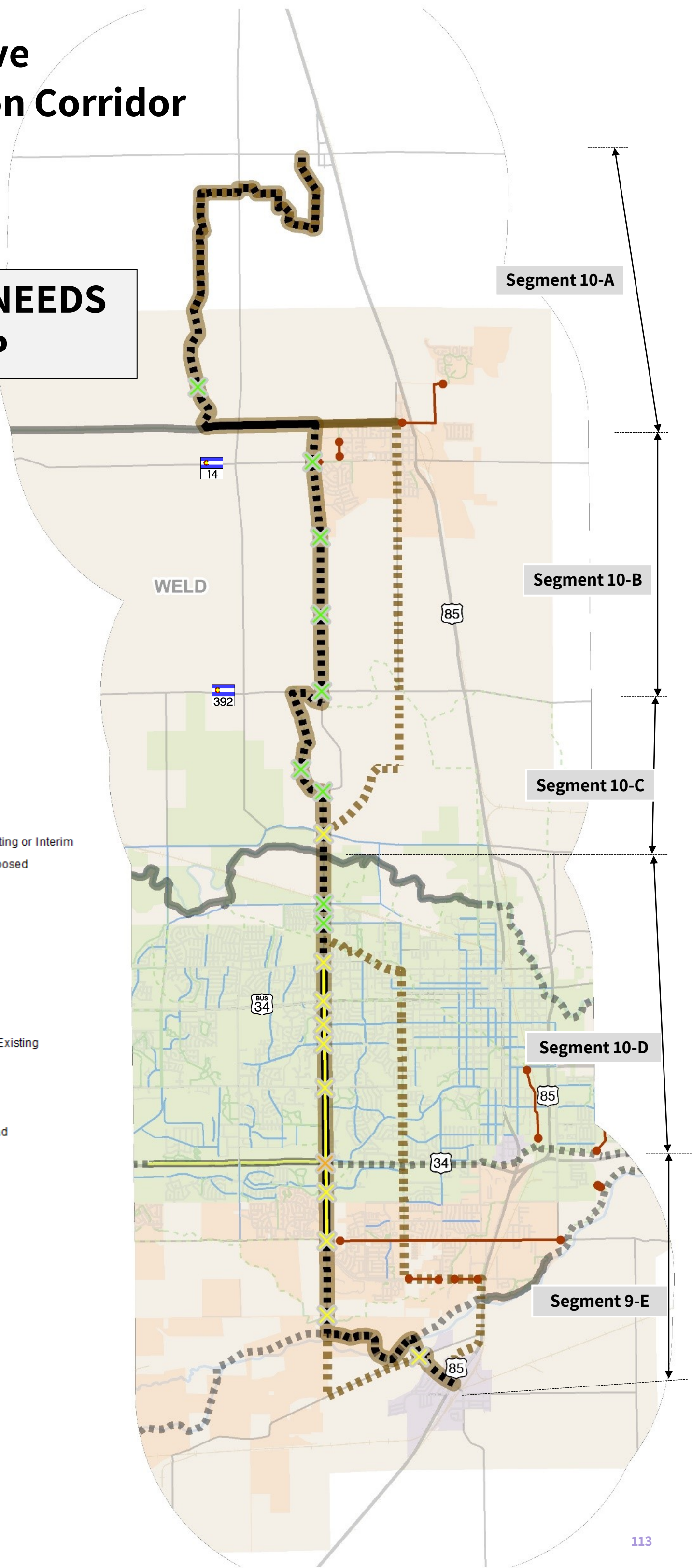


# Regional Active Transportation Corridor (RATC) #10: Eaton/LaSalle

## FUTURE NEEDS MAP

### Legend

- Level 1 Crossing Need
- Level 2 Crossing Need
- Level 3 Crossing Need
- Level 4 Crossing Need
- Key Local Connection Need
- Existing RATC
- Interim RATC
- Proposed RATC
- Alternative RATC Alignment - Existing or Interim
- Alternative RATC Alignment - Proposed
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community



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.	Ault – <a href="#">Ault Comprehensive Plan</a> (2008) Weld County – <a href="#">2045 Weld County Transportation Plan</a> (2020) Greeley – <a href="#">Get Outdoors Greeley 5-Year Strategic Master Plan</a> (2021), <a href="#">Greeley Bicycle Master Plan</a> (2015)* Evans – <a href="#">Evans Transportation Plan</a> (2004) LaSalle – <a href="#">LaSalle Comprehensive Plan</a> (2018)  * this plan or related plan to be updated within two years

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 Mile		Transit Stops within 1/2 Mile	
2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
5.04	18.02	0	7.78	5.04	14.39	20,298	31,870	9,237	14,918	8	12	53	57
Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2045 calculations. 2020 figures for existing facilities also include interim facilities.													

RATC #10: Segment-Level Information

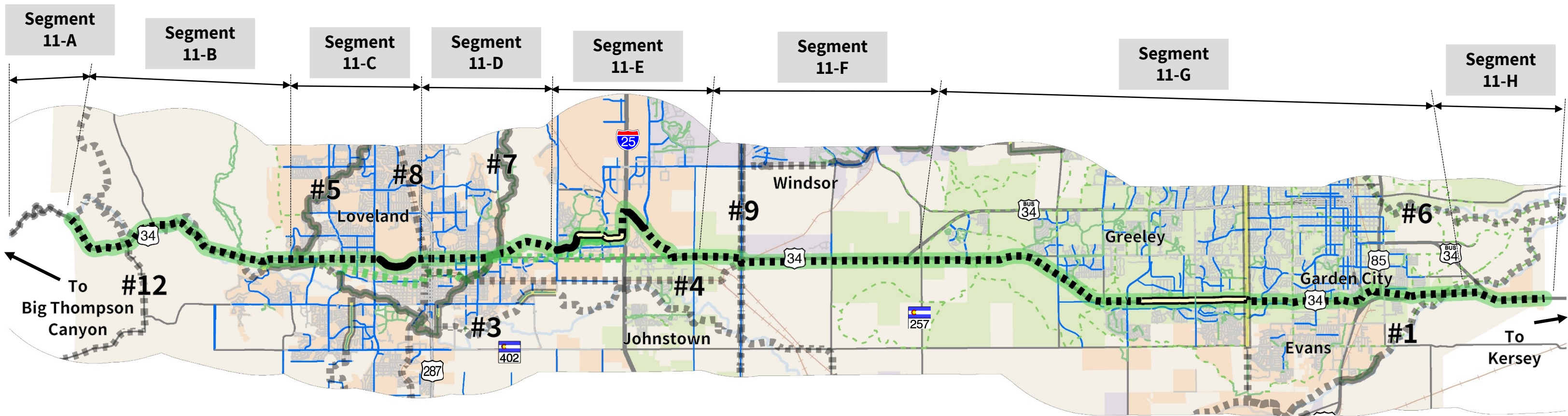
Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
10-A	Ault to the Great Western Trail	Proposed	Separated	Ault, Weld County	Although the majority of this segment is north of the NFRMPO boundary, it provides a key local connection to another Northern Colorado community. 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					
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 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 2016 Greeley Parks, Trails, and Open Lands Master Plan, this segment south of SH392 could be a shared-use path through the subdivision north of Seeley Lake, continuing west of Seeley Lake, and finally paralleling WCR35/35th Ave south to 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 WCR37 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. This segment intersects with RATC #6.
Key Local Connection Needs		None Identified			
Crossing Needs		Level 1 - AA Street, 35 <sup>th</sup> Avenue; Level 2 – O Street			

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
10-D	Poudre River Trail to US34	Proposed and Interim	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. By year 2023, improved bike lanes/bikeable shoulders will be added between C Street and the Poudre River Trail, connecting this corridor to the Greeley #3 Canal Trail, which will be extended in 2022. From this point, RATC #10 could continue straight south on 35 <sup>th</sup> Avenue via future on-street infrastructure or shared-use paths. Although 35 <sup>th</sup> 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. Alternatively, this corridor could utilize the Greeley #3 Canal Trail to connect to 23 <sup>rd</sup> Avenue, where a side path is proposed in the <a href="#">2015 Greeley Bicycle Master Plan</a> and <a href="#">2016 Greeley Parks, Trails, and Open Lands Master Plan</a> . This alignment could also take advantage of the existing grade-separation for 23 <sup>rd</sup> Avenue as it crosses US34. Many constraints and conflicts currently exist along 23 <sup>rd</sup> Avenue. Regardless of the alignment, 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 – 4 <sup>th</sup> Street, 13 <sup>th</sup> Street, 20 <sup>th</sup> 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 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 37 <sup>th</sup> Street			
Crossing Needs		Level 2 – 29 <sup>th</sup> Street, 37 <sup>th</sup> Street, 49 <sup>th</sup> Street, WCR394			



# Regional Active Transportation Corridor (RATC) #11: US34 Parallel

## EXSITING CONDITIONS MAP



### Legend

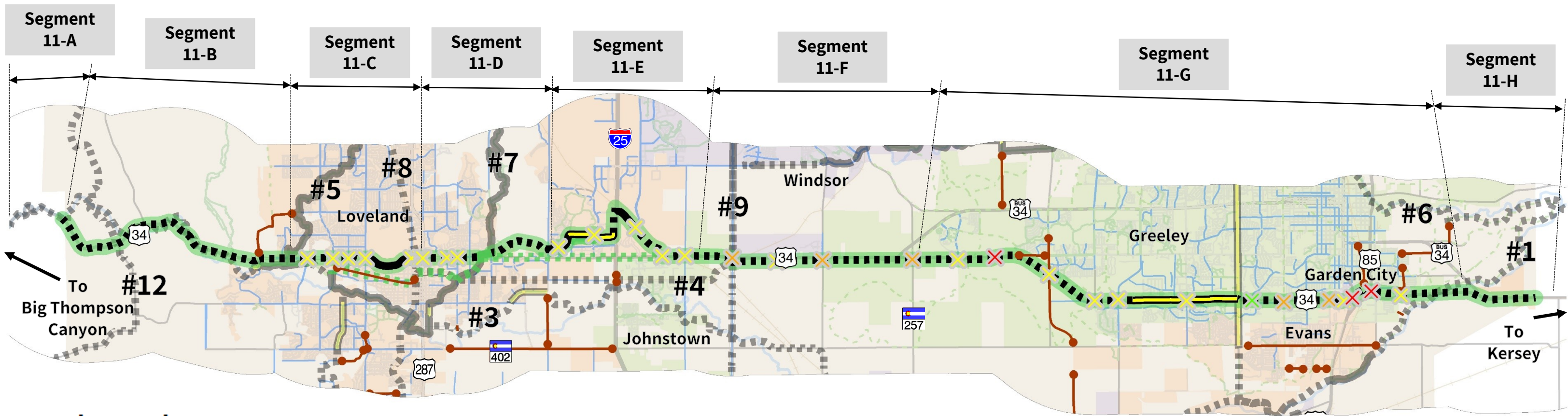
- Existing RATC
- Interim RATC
- Proposed RATC
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Alternative RATC Alignment - Existing or Interim
- Alternative RATC Alignment - Proposed
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community





# Regional Active Transportation Corridor (RATC) #11: US34 Parallel

## FUTURE NEEDS MAP



### Legend

- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"><li>Level 1 Crossing Need</li><li>Level 2 Crossing Need</li><li>Level 3 Crossing Need</li><li>Level 4 Crossing Need</li><li>Key Local Connection Need</li><li>Existing RATC</li><li>Interim RATC</li><li>Proposed RATC</li><li>Alternative RATC Alignment - Existing or Interim</li><li>Alternative RATC Alignment - Proposed</li><li>Existing - Other RATC</li><li>Interim - Other RATC</li><li>Proposed - Other RATC</li></ul> | <ul style="list-style-type: none"><li>Hard Surface Trail - Existing</li><li>Hard Surface Trail - Proposed</li><li>Soft Surface Trail - Existing</li><li>Soft Surface Trail - Proposed</li><li>Bike Lane or Bikeable Shoulder - Existing</li><li>Sidewalk - Existing</li><li>Interstate</li><li>US Highway</li><li>State Highway or Other Major Road</li><li>Railroad</li></ul> | <ul style="list-style-type: none"><li>County Boundary</li><li>NFRMPO Planning Area</li><li>NFRMPO Community</li></ul> |
|--|--|---|



RATC #11: Corridor-Level Information

Corridor Description	Planning References
<p>The US 34 Corridor is the only RATC to parallel a highway on the State system. The Colorado Transportation Commission’s Bike and Pedestrian Policy Directive 1602.0 (dated October 22, 2009) and subsequent State Statute 43-1-120 codify the accommodation of bicyclists and pedestrians on the state highway system. A shared-use trail safely separated from the highway, would 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. Segments 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>It should be noted the portion of the regional non-motorized route within Larimer County identified in the US34 PEL uses RATCs #3, #4, and #7. Between WCR13 and Madison Avenue, development of this alignment is reliant on long-term easement, right-of-way, and infrastructure conversations that are yet to begin. Although this alignment could provide a safer, more scenic alternative to facilities on or adjacent to US34, it does not address the multimodal mobility issues that exist along US34. Improved active transportation facilities along US34 would leverage existing west-east connectivity and provide first-last mile connections to local and regional transit, provide access to commercial destinations, and is identified in the Connect Loveland Transportation Master Plan (2021). For these reasons, the alignment for RATC #11 paralleling US34 within Larimer County are maintained.</p>	<p>Loveland – <a href="#">Connect Loveland Transportation Master Plan</a> (2021) CDOT – <a href="#">US34 Planning and Environmental Linkages (PEL) Study</a> (2019) Greeley - <a href="#">Greeley Bicycle Master Plan</a> (2015)*</p> <p>*this plan or related plan to be updated within two years</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 Mile		Transit Stops within 1/2 Mile	
2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
5.27	24.9	0	1.35	5.27	33.55	27,949	140,423	45,707	102,672	7	15	53	135
Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2045 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 west, US#3 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. Local groups, CDOT, and Larimer County have identified seven locations where enhanced signage can improve the cycling experience. 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. In early 2021, CDOT installed enhanced signage at four locations alerting motorists and bicyclists to bicycle laws. Four additional locations have been identified.
Key Local Connection Needs		None Identified			
Crossing Needs		Level 2 – W LCR22H			



Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
11-B	NFRMPO Boundary to Cascade Avenue	Proposed	Separated and Roadway	CDOT, Larimer County, Loveland	<p>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. This connection will complete a continuous trail loop extending as far north as Lory State Park. The US34 PEL Study Recommended Alternative calls for a bicycle/pedestrian underpass crossing of US 34 on the east side of Rossum Avenue to connect Loveland’s existing Recreation Trail to the Skyline Natural Area trailhead.</p> <p>RATC#12 intersects this segment at LCR29 and will require crossing enhancements as traffic volumes increase. A traffic signal will be installed at Glade Road, improving safety for all users. Active transportation considerations will also be critical as improvements are made to US34 between Rossum Drive and Cascade Avenue. This segment is called the Foothills Segment in the US34 PEL Study. In Connect Loveland, this segment is identified for future shared-use paths.</p>
Key Local Connection Needs		Skyline Natural Area			
Crossing Needs		None Identified			
11-C	Cascade Avenue to N Garfield Avenue	Proposed and Existing	Separated	CDOT, Loveland	<p>In the short-term, this section will be characterized by bike lanes and sidewalks. Bike lanes/shoulders should be consistently provided at a minimum 4’-wide, with 8’-wide preferred. Buffers from traffic should be considered anywhere a minimum 4’ rideable surface can be maintained, not including buffer or gutter. Minimum 4’ sidewalks should be provided consistently, with a preference for greater widths and detached sidewalks wherever feasible. This segment is called the Loveland Urban Segment in the US34 PEL. In Connect Loveland, this segment is identified for future shared-use paths. In the long-term, RATC #4 could provide a comfortable and direct alternative for west-east connectivity along this segment.</p>
Key Local Connection Needs		None Identified			
Crossing Needs		Level 2 – Namaqua Avenue, Wilson Avenue, Van Buren Avenue, Taft Avenue, Garfield Avenue			
11-D	Garfield Avenue to Rocky Mountain Avenue	Proposed and Existing	Separated	CDOT, Loveland	<p>In 2020, the section of highway between Denver Avenue and Boyd Lake Avenue received improved bike lanes and sidewalks. Similar improvements will be made east of Rocky Mountain Avenue by 2023. For more confident cyclists, these bike lanes will provide more direct access to destinations along US34. The South Boyd Lake Trail between Denver Avenue and Boyd Lake Avenue is the preferred alignment and will be under construction in 2021. This trail will pass underneath Boyd Lake Avenue. South of Equalizer Lake, access issues need to be resolved before this trail can truly serve regional active transportation. In the interim, the alignment will leverage the bike lanes along Hahn’s Peak Drive. This segment intersects RATC #8 and is called the Loveland 6-Lane Segment in the US34 PEL Study. In Connect Loveland, this segment is identified for future shared-use paths. In the long-term, RATC #4 could provide a comfortable and direct alternative for west-east connectivity.</p>
Key Local Connection Needs		None Identified			
Crossing Needs		Level 2 – N Cleveland Avenue, N Lincoln Avenue, Redwood Drive, Madison Avenue, Denver Avenue, Piney River Drive, Rocky Mountain Avenue			
11-E	Rocky Mountain Avenue to Larimer Parkway	Existing and Proposed	Separated	CDOT, Loveland	<p>This section would leverage the grade-separated crossing of I-25 at Kendall Parkway. Although this alignment diverts away from US34, it provides a safe alternative and connects users to the Kendall Parkway Mobility Hub, an important multimodal asset for regional and interregional transit service. West of I-25 , the section between the mobility hub and the Outlets at Loveland will be completed as part of ongoing North I-25 construction. East of I-25, completion of this shared-use path to US34 near Larimer Parkway has been prioritized in Tier 1 of the NFRMPO’s 10-Year Strategic Pipeline of Projects. For this segment, the US34 PEL Study largely defers to plans within the N I-25 Environmental Impact Study (EIS) on detailed plans, and refers it as the I-25 Interchange Project. The US34 PEL does call for the implementation of enhanced bike lanes along US 34 from North Monroe Avenue to LCR 3, where missing.</p>
Key Local Connection Needs		None Identified			
Crossing Needs		Level 2 – Centerra Parkway, Larimer Parkway			
11-F	Larimer Parkway to SH257	Proposed	Separated	CDOT, Johnstown, Greeley	<p>Between Larimer Parkway/Kendall Parkway and County Line Road, a shared-use path is ideal to accommodate active modes transitioning between RATCs #4, #9, and/or #11, potentially along the Loveland and Greeley Canal. The intersection of US34 and County Line Road is a crucial node for these RATCs, as well. At this intersection, the US34 PEL calls for a “protected crossing signal or underpass/overpass” to accommodate these corridors. Future improvements at this intersection should account for the visions for these RATCs and mobility along and across US34.</p> <p>Additionally, the US34 PEL identifies design options for the intersections of US34 and WCR15, WCR17, US34 Business, and SH257/WCR19. Active mode accommodations are crucial at each of these nodes to accommodate RATC #11. This segment is called the Johnstown-Greeley Segment in the US34 PEL.</p>

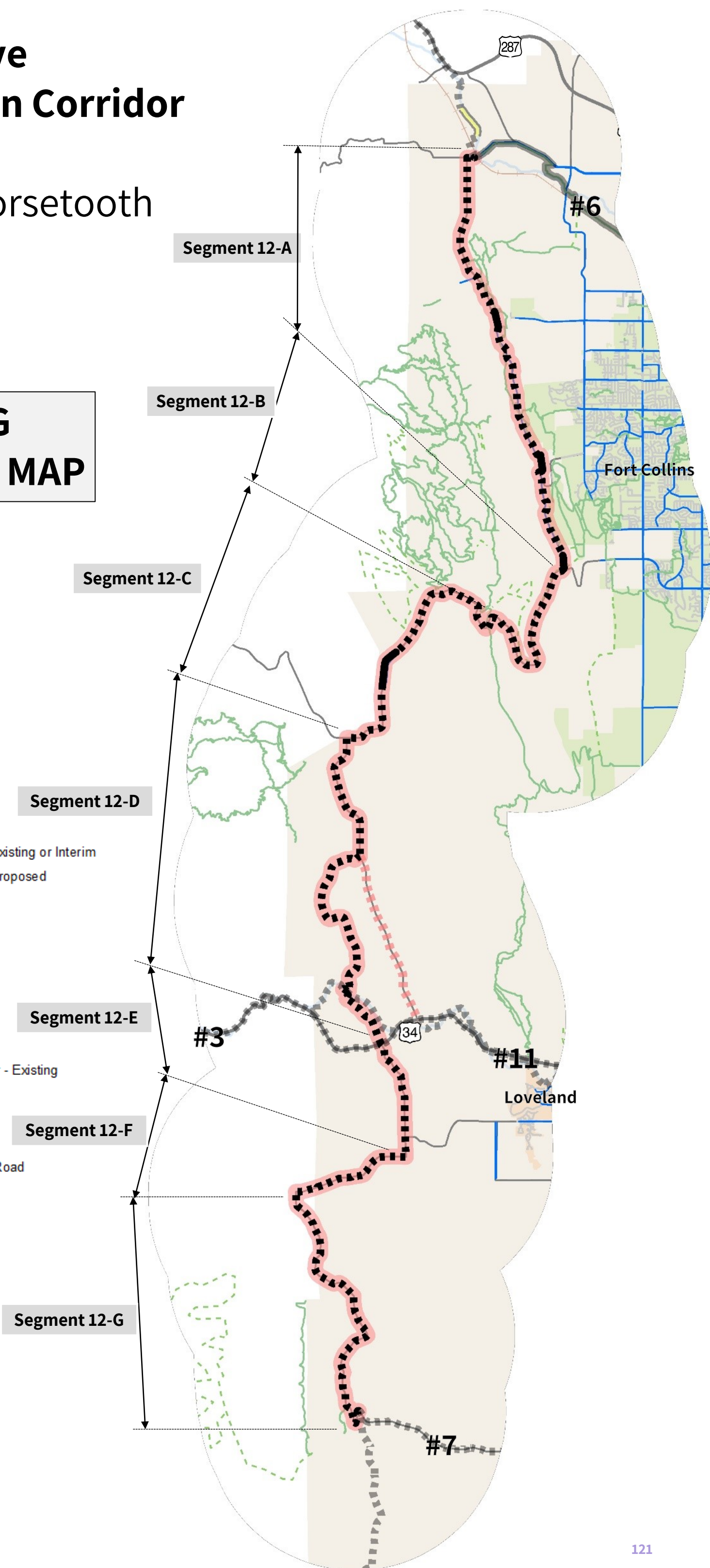
Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
Key Local Connection Needs		None Identified			
Crossing Needs		Level 2 – LCR3, WCR15; Level 3 – County Line Road, Great Western Railroad, WCR17/143 <sup>rd</sup> Avenue, SH257			
11-G	SH257 to the South Platte River	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 US 34 at Promontory Parkway, 95th Avenue, 83rd Avenue, 71st Avenue, 65th Avenue, 47th Avenue, Reservoir Road (grade-separated crossing), 23rd Avenue and 17th Avenue (grade-separated 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 interchange, grade-separation is heavily 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 Platter River.</p>
Key Local Connection Needs		Downtown Greeley via Union Pacific Railroad, East Memorial Neighborhood			
Crossing Needs		Level 1 – Sunset Memorial Cemetery Access Road; Level 2 – Promontory Parkway, 83 <sup>rd</sup> Avenue, 71 <sup>st</sup> Avenue, 65 <sup>th</sup> Avenue, 47 <sup>th</sup> Avenue, 8 <sup>th</sup> Avenue; Level 3 – 35 <sup>th</sup> Avenue, 23 <sup>rd</sup> Avenue, 11 <sup>th</sup> Avenue, E 27 <sup>th</sup> Street; Level 4 – 95 <sup>th</sup> Avenue, US85 Business, US85			
11-H	East of the NFRMPO Region	Proposed	Separated	Weld County, Kersey	Connections between Kersey and Greeley/Evans are being discussed. Although an alignment along the South Platter River provides an opportunity, possibilities along the US34 corridor should be considered as feasibility analyzed.
Key Local Connection Needs		None Identified – Outside NFRMPO Planning Area			
Crossing Needs		None Identified – Outside NFRMPO Planning Area			

# Regional Active Transportation Corridor (RATC) #12: Carter Lake/Horsetooth Foothills

## EXISTING CONDITIONS MAP

### Legend

- Existing RATC
- Interim RATC
- Proposed RATC
- Alternative RATC Alignment - Existing or Interim
- Alternative RATC Alignment - Proposed
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community





# Regional Active Transportation Corridor (RATC) #12: Carter Lake/Horsetooth Foothills

## FUTURE NEEDS MAP

### Legend

- Level 1 Crossing Need
- Level 2 Crossing Need
- Level 3 Crossing Need
- Level 4 Crossing Need
- Key Local Connection Need
- Existing RATC
- Interim RATC
- Proposed RATC
- Alternative RATC Alignment - Existing or Interim
- Alternative RATC Alignment - Proposed
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community

Segment 12-D

Segment 12-E

Segment 12-F

Segment 12-G

Segment 12-A

Segment 12-B

Segment 12-C



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. 19 locations along the corridor have been identified by stakeholders for improved signage alerting drivers to State Law regarding cyclists. In the Larimer County Transportation Master Plan, segments of this route are identified as “Popular Bike Routes” and/or “Highest Bicycle Use” based on Strava™ data and user feedback. Much of the corridor is also identified for future bike lanes or bike route designation.</p> <p>The Overland Mountain Bike Association (OMBA) has proposed significant soft surface trail construction across the many public lands this corridor connects to. This vision, once realized, will increase the significance of this corridor in providing safe, multimodal access to expanded recreation options.</p>	<p>Larimer County – <a href="#">Larimer County Transportation Master Plan</a> (2017), <a href="#">Larimer County Open Lands Master Plan</a> (2015)*</p> <p>* this plan or related plan to be updated within two years</p>

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 Mile		Transit Stops within 1/2 Mile	
2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
1.39	31.35	1.39	29.97	0	0	944	6,905	916	1,646	0	0	1	1
Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with “combined” on- and off-street facilities. 2020 schools and transit stops were used for 2045 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 to LCR38E	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 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. Four locations along this segment are identified for signage improvements. Larimer County has identified the segment between the Soldier Canyon and LCR38E for future bikes lanes/bikeable shoulders.
Key Local Connection Needs		Along Dixon Canyon Road			
Crossing Needs		Level 1 – LCR52E, LCR48C, LCR38E			
12-B	Centennial Ridge Rd/LCR23 to Shoreline Drive	Proposed	Roadway	Larimer County	The 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. Two locations along this segment are identified for signage improvements. Larimer County has identified the segment between the LCR23 and South Bay Campground as a future bike route.
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 WCR38E are identified for signage improvements. Other conflict area exist where narrow shoulders exist alongside guardrails. Two locations along this segment are identified for signage improvements.
Key Local Connection Needs		None Identified			

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
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 LCR 25E and LCR 27 to LCR 29 to ensure the bicyclist does not have to ride along US 34 to and 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 Glad Reservoir, the Big Thompson River, and other amenities. Northbound cyclists heading up the hill to Green Glad 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. Two locations along this segment are identified for signage improvements.
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 Rd/LCR29 and 1st Street/LCR20 can be a conflict point for turning bicycles and vehicles heading to/from southwest Loveland. One location along this segment is identified for signage improvements.
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 Hills 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. Larimer County has identified this segment as a future bike route.
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. Six locations along this segment are identified for signage improvements. Larimer County has identified this segment as a future bike route.
Key Local Connection Needs		None Identified			
Crossing Needs		Level 3 – LCR8E/Saint Vrain Canal Road			