

Chapter 3-2: Vision Plans

A. Regionally Significant Corridor Visions

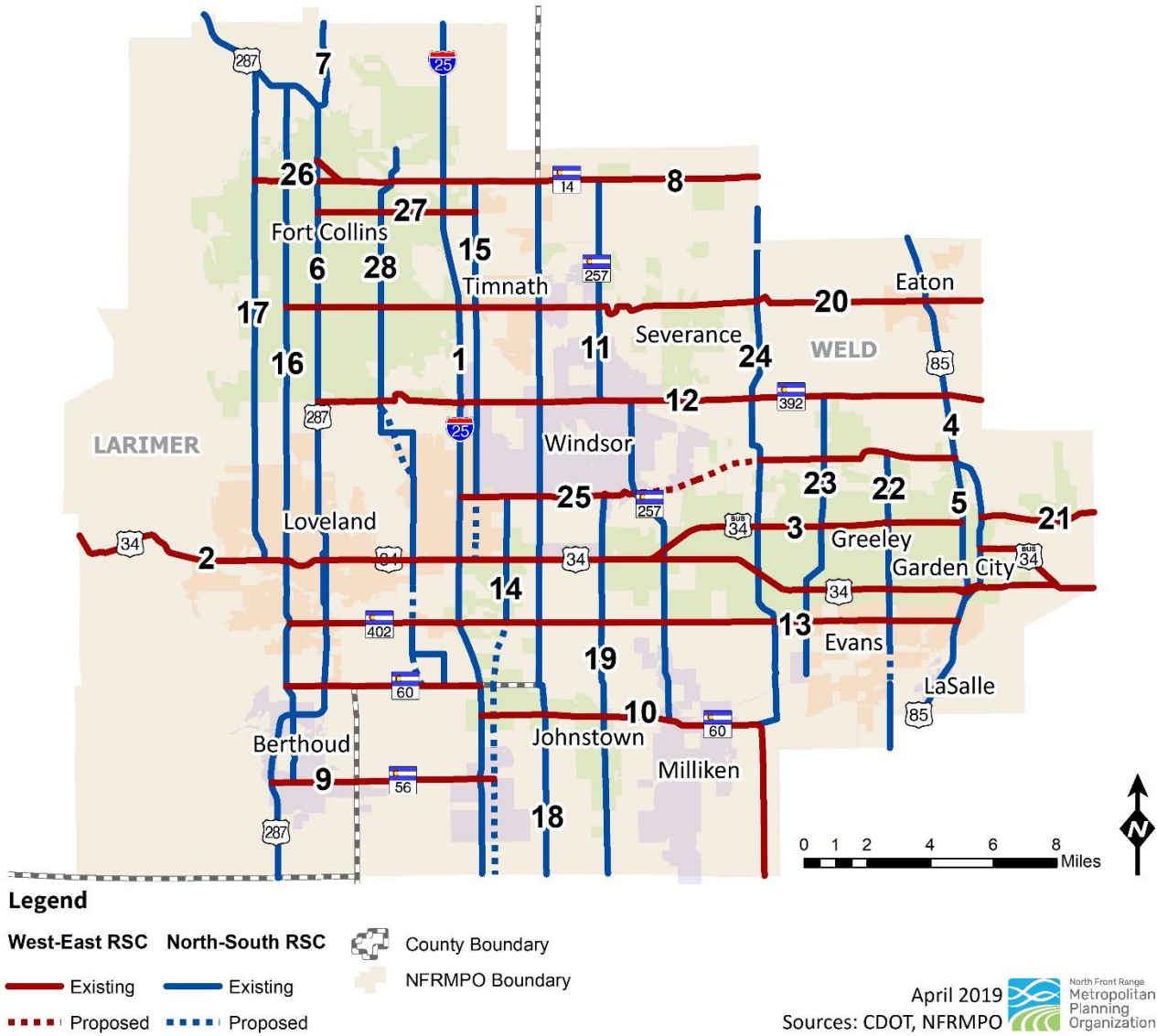
Corridor visioning captures the current and future transportation characteristics of each Regionally Significant Corridor (RSC) solidifying its short- and long-term needs and priorities.

Each RSC, as defined in **Chapter 2** and shown in **Figure X-X**, varies in its capacity to accommodate multiple travel modes, given its geographic and social environment and the priorities of the communities served by the corridor. Generally, each corridor facilitates regional travel from north to south or west to east. Many existing corridor segments have names which differ from the corridor name. This difference is defined for each jurisdiction the corridor passes through. The Visions provide a general description of each corridor's current and future travel modes, communities served, needs, and references to the documents guiding the RSC's vision.

The North Front Range Metropolitan Planning Organization (NFRMPO) recognizes many corridors identified as regionally significant within the NFRMPO extend beyond the NFRMPO boundary. The NFRMPO makes an effort to coordinate with the adjacent Transportation Planning Regions, the Upper Front Range (UFR) TPR and the Denver Regional Council of Governments (DRCOG), in the development of Visions. The Visions in this Chapter are only for those portions within the NFRMPO boundary.

The following Visions are not a sole source for project implementation plans, but rather a general guide for communities to gauge current and future conditions on regional corridors. Fiscally-constrained projects on the RSCs are listed in **Chapter 3-4**.

Figure 3-##: Regionally Significant Corridors (RSCs)



Performance Measures

The 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) (**Chapter X**), and specifically the vision statement in **Chapter X**, define the overall direction the region wishes to move towards and is an over-arching statement for all the corridor Visions:

“We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users that protects and enhances the region’s quality of life and economic vitality.”

Each RSC vision addresses the investment priority for each of the five categories of performance measures included in the GOPMT, excluding TAM and Transit Safety. **Table 3-##** shows the investment need based on existing data for each of the RSCs.

Methodology for determining each of the investment needs is as follows:

- **Safety** – Crashes were geolocated for years 2011 through 2015 in the NFRMPO region based on data from CDOT and the Department of Revenue (DOR). Vehicle Miles Traveled (VMT) was calculated using the NFRMPO’s RTDM and multiplied to get a reasonable five-year estimate. Once crashes and VMT were calculated then converted to crashes per 100M VMT, the median and third quartile were used to delineate the corridors with medium and highest investment needs.
- **Pavement Condition** - CDOT collects data on Drivability Life to determine roads with the highest needs. Roads rated as poor were considered the highest need, while roads rated as fair determined the medium investment need. Local data was used where available for CDOT does not provide data.
- **Bridge Condition** – Data from the National Bridge Inventory (NBI) was used to determine bridges in need of replacement. Corridors where bridges were rated as poor were considered the highest need, while corridors with bridges rated as poor were considered a medium need.
- **Reliability** – Using TTI data, the NFRMPO determined corridors where roads averaged a Travel Time Index of greater than 1.5. Of these, corridors between 1.5 and 1.9 were determined a medium investment need, while corridors with TTI over 1.9 were determined to be a high investment need.
- **Air Quality** was not determined on a corridor by corridor basis; rather, all corridors should consider positive impacts to air quality in their long-term visions.

Table 3-##: RSCs and Performance Measures

RSC	SAFETY	PAVEMENT CONDITION	BRIDGE CONDITION	RELIABILITY	AIR QUALITY
1	▲	▲	▲	▲	
2	▲	▲	▲	▲	
3	▲	▲	▲	▲	
4	▲	▲	▲	▲	
5	▲	▲	▲	▲	
6	▲	▲	▲	▲	
7	▲	▲	▲	▲	
8	▲	▲	▲	▲	
9	▲	▲	▲	▲	
10	▲	▲	▲	▲	
11	▲	▲	▲	▲	
12	▲	▲	▲	▲	
13	▲	▲	▲	▲	
14	▲	▲	▲	▲	
15	▲	▲	▲	▲	▲
16	▲	▲	▲	▲	
17	▲	▲	▲	▲	
18	▲		▲	▲	
19	▲		▲	▲	
20	▲		▲	▲	
21	▲	▲	▲	▲	
22	▲		▲	▲	
23	▲		▲	▲	
24	▲		▲	▲	
25	▲		▲	▲	
26	▲		▲	▲	
27	▲		▲	▲	
28	▲		▲	▲	
▲ = Highest Need ▲ = Medium Need ▲ = Lowest Need					

RSC #1: I-25

Vision Statement

The entire corridor is planned to be six-lanes, three-lanes in each direction, with managed, general purpose, and auxiliary lanes. Currently, the Colorado Department of Transportation (CDOT) provides transit service along the corridor connecting the region to the Denver Metropolitan area and beyond. The vision for RSC #1 is to increase mobility and to improve safety and system reliability as passenger and freight traffic volumes increase significantly. The communities along the RSC also envision transportation choices, connections to other areas, safety, system preservation, and intermodal connections. The RSC is and will remain the leading corridor for movement of commuters, tourists, freight, farm-to-market products, and hazardous materials.

The Larimer County Events Complex, Budweiser Events Center, access to major tourist and commercial destinations, and the Fort Collins Port of Entry are major regional destinations located along this RSC. The surrounding area is characterized by rural and suburban settings, with a few pockets transitioning to urban land uses. This RSC is a Federal Highway Administration (FHWA) - recognized Major Freight Corridor (Camino Real) on the Priority Freight Corridor Network and part of the Western Association of State Highway and Transportation Officials' (WASHTO) Western Transportation Trade Network.



Centerline Miles | 27.1

Jurisdictions

Unincorporated Larimer County, Fort Collins, Timnath, Windsor, Loveland, Johnstown, Unincorporated Weld County, and Berthoud

Connected Corridors

RSC | 2, 8, 9, 10, 12, 13, 20, 25, 27

RNMC | 2, 3, 4, 5, 6, 7, 11

RTC | 1, 6, 7, 8, 10, 12

Trends

Related Plans

- ▶ [North I-25 Record of Decision 5, 2017](#)
- ▶ [North I-25 Record of Decision 4, 2017](#)
- ▶ North I-25 Record of Decision 1: Revision 2, 2017
- ▶ [North I-25 Record of Decision 3, 2016](#)
- ▶ [North I-25 Record of Decision 1, 2011](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #2: US34

Vision Statement

The vision for RSC #2 is to increase mobility and to maintain system quality and improve safety. The communities along the RSC also value transportation choices, and connections to other areas. Future travel modes to be planned for include passenger vehicles, bus service, bus rapid transit, truck freight, and bicycles and pedestrians. Transportation Demand Management (TDM) strategies in the urban portions of Loveland and Greeley are important along this RSC. There is transit access to the City of Loveland Transit (COLT) system, the Greeley Evans Transit (GET) system, Bustang, and a Park-n-Ride lot. The transportation system in the area serves towns, cities, and destinations both along and outside of the RSC. Both passenger and freight traffic volumes are expected to increase significantly. The University of Northern Colorado (UNC) and Rocky Mountain National Park contribute to the activity on either end of this RSC. While the majority of the area surrounding the RSC is transitioning from agricultural to suburban, sections of the RSC through Loveland and Greeley are urbanized.

Centerline Miles | 34.4

Jurisdictions

Unincorporated Larimer County, Loveland (Eisenhower Boulevard), Johnstown, Unincorporated Weld County, Windsor, Greeley, and Garden City

Connected Corridors

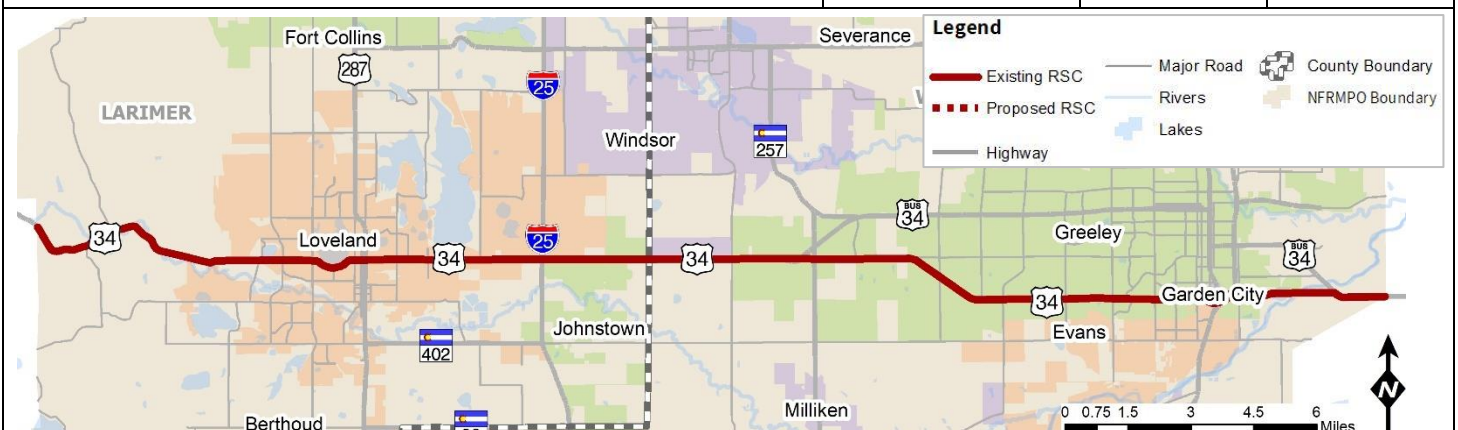
<i>RSC</i>	2, 3, 4, 5, 6, 11, 14, 15, 16, 17, 19, 22, 23, 24, 28
<i>RNMC</i>	1, 2, 3, 4, 5, 6, 7, 11
<i>RTC</i>	4, 5, 6, 7, 8, 10, 11, 12

Related Plans

- ▶ [US 34 & US 85 Interchange Planning and Environmental Linkages \(PEL\) Study, ongoing](#)
- ▶ US 34 Planning and Environmental Linkages (PEL) Study, 2019
- ▶ [North I-25 Record of Decision 1, 2011](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ [US 34 Environmental Assessment/FONSI, 2007](#)
- ▶ [US 34 Access Control Plan, 2003](#)
- ▶ [US 34 Corridor Optimization Plan, 2003](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RSC #3: US34 Business Route

Vision Statement

The vision for RSC #3 is to increase mobility as well as to maintain system quality and improve safety. To account for increasing passenger volumes, future travel modes to be planned for include passenger vehicles, bus service, and bicycles and pedestrians. Users of this RSC support the movement of tourists, commuters, freight, and farm-to-market products while recognizing the environmental, economic, and social needs of the surrounding area. This corridor has access to the GET transit system and is a major west-east arterial for Greeley.

Centerline Miles | 15.5

Jurisdictions

Greeley (10th Street, 9th Street) and Unincorporated Weld County

Connected Corridors

RSC | 2, 4, 5, 11, 22, 23, 24

RNMC | 10

RTC | 8, 10, 11

Related Plans

- ▶ US 34 Planning and Environmental Linkages (PEL) Study, 2019
- ▶ [Business 34 Access Control Plan: SH 257 to 35th Avenue, 2012](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ [US 34 Environmental Assessment/FONSI, 2007](#)
- ▶ US 34 Business Route Environmental Assessment, 2007
- ▶ [US 34 Access Control Plan, 2003](#)
- ▶ [US 34 Corridor Optimization Plan, 2003](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RSC #4: US85

Vision Statement

The vision for RSC #4 is to increase mobility, maintain system quality and improve safety. Future travel modes to be planned for include passenger vehicles, bus service, truck freight, and freight rail. As both passenger and freight traffic volumes are expected to increase, TDM could be effective along this RSC. Users of the RSC support the movement of commuters, freight, farm-to-market products, and hazardous materials while recognizing the environmental, economic, and social needs of the surrounding area.

The transportation system in the area primarily serves towns, cities, and destinations in the surrounding area, characterized by manufacturing, agriculture, commercial activity, and oil and gas activity, with main street characteristics through Eaton and LaSalle. RSC #4 provides interregional connections to the Denver metropolitan area to the south and Wyoming to the north, is part of the National Highway System, and is a segment of the international CanAm Highway extending from Mexico to Canada.

Centerline Miles | 16.3

Jurisdictions

Unincorporated Weld County, Eaton, Greeley, Garden City, Evans, and LaSalle

Connected Corridors

RSC | 2, 3, 12, 13, 20, 21, 25

RNMC | 1, 4, 6, 10, 11

RTC | 1, 5, 11

Related Plans

- ▶ [US 34 & US 85 Interchange Planning and Environmental Linkages \(PEL\) Study, ongoing](#)
- ▶ US 85 Traffic Incident Management Plan (TIMP), 2019
- ▶ [US 85 Planning and Environmental Linkages \(PEL\) Study, 2017](#)
- ▶ US 85 Intersection Safety Analysis, 2012
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ [US 85 Access Control Plan, 1999](#)



Trends

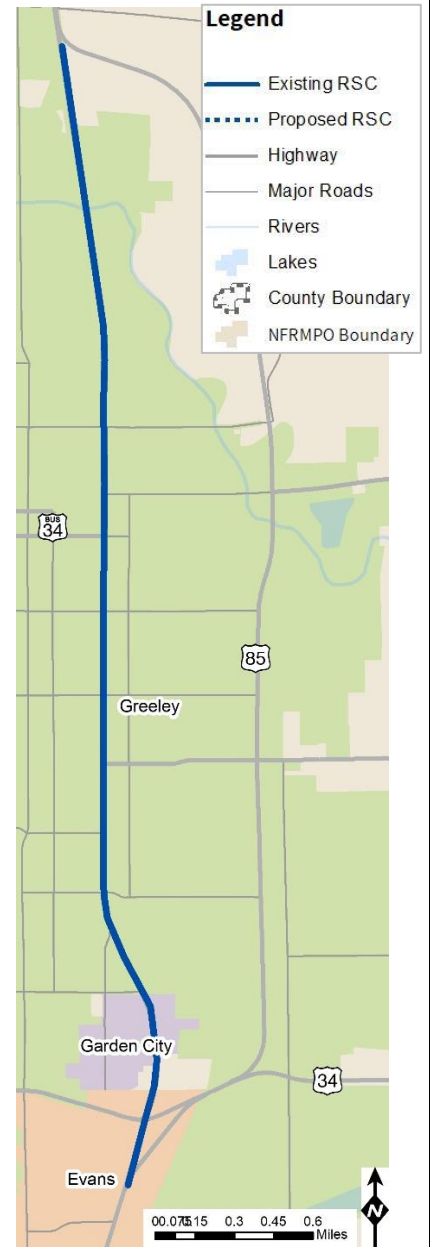
Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #5: US85 Business Route

Vision Statement

The vision for RSC #5 is to increase mobility as well as to maintain system quality and improve safety as both passenger and freight traffic volumes are expected to increase. Users of the RSC support the movement of commuters, freight, farm-to-market products, and hazardous materials to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

The corridor is characterized by manufacturing, agriculture, commercial activity, and oil and gas activity, with main street characteristics through Greeley. The area surrounding this RSC is diverse and includes urban characteristics through the Greeley area. There is access to the GET transit system for this corridor.



Centerline Miles	4.4
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Jurisdictions

Greeley (8th Avenue), Garden City, Evans

Connected Corridors

<i>RSC</i>	2, 3, 4
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<i>RNMC</i>	6, 11
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<i>RTC</i>	5, 11
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Related Plans

- ▶ [US 34 & US 85 Interchange Planning and Environmental Linkages \(PEL\) Study, ongoing](#)
- ▶ [US 85 Planning and Environmental Linkages \(PEL\) Study, 2017](#)
- ▶ US 85 Intersection Safety Analysis, 2012
- ▶ [US 85 Access Control Plan, 1999](#)

Trends

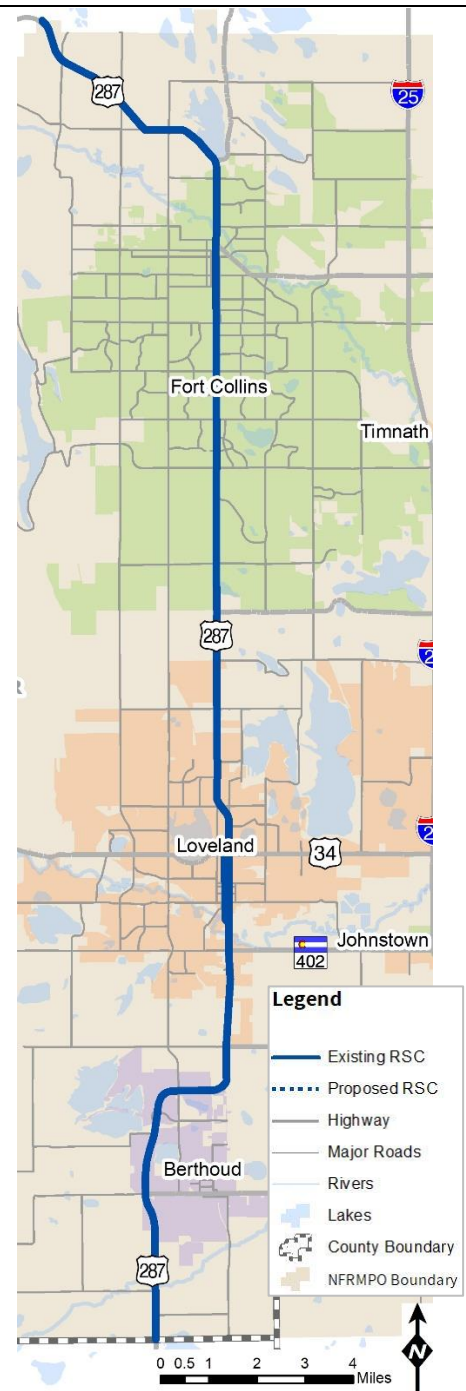
Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #6: US287

Vision Statement

The vision for RSC #6 is to increase mobility, maintain system quality, and improve safety as both passenger and freight traffic volumes are expected to increase significantly. Users of this RSC want to retain the character of the area, including the dedicated open space between Fort Collins and Loveland, while supporting the movement of commuters and freight to and through the RSC.

This RSC provides north-south connections within Fort Collins, Loveland, and Berthoud and connections south to the Denver metropolitan area and north to Laramie, Wyoming and I-80. US287 is an NHS facility and acts as a main street through both Fort Collins and Loveland and is an important corridor to both the COLT and Transfort transit systems.



Centerline Miles | 32.5

Jurisdictions

Unincorporated Larimer County (College Avenue, SH14), Fort Collins (College Avenue, SH14, Loveland (Cleveland Avenue, Garfield Avenue, Lincoln Avenue), and Berthoud

Connected Corridors

RSC | 2, 7, 8, 9, 10, 12, 13, 20, 26, 27

RNMC | 2, 3, 4, 5, 6, 7, 8, 11

RTC | 1, 2, 4, 6, 9, 12

Related Plans

- ▶ [US 287 Asset Inventory, 2017](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ US 287 Environmental Assessment/FONSI, 2007
- ▶ [US 287 Environmental Overview Study, 2007](#)
- ▶ [US287 from SH1 to the LaPorte Bypass Environmental Assessment, 2004](#)
- ▶ [South College Avenue \(US 287\) Access Control Plan Update Report, 2002](#)
- ▶ [US 287 / SH 14 Access Management Report, 2000](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #7: SH1

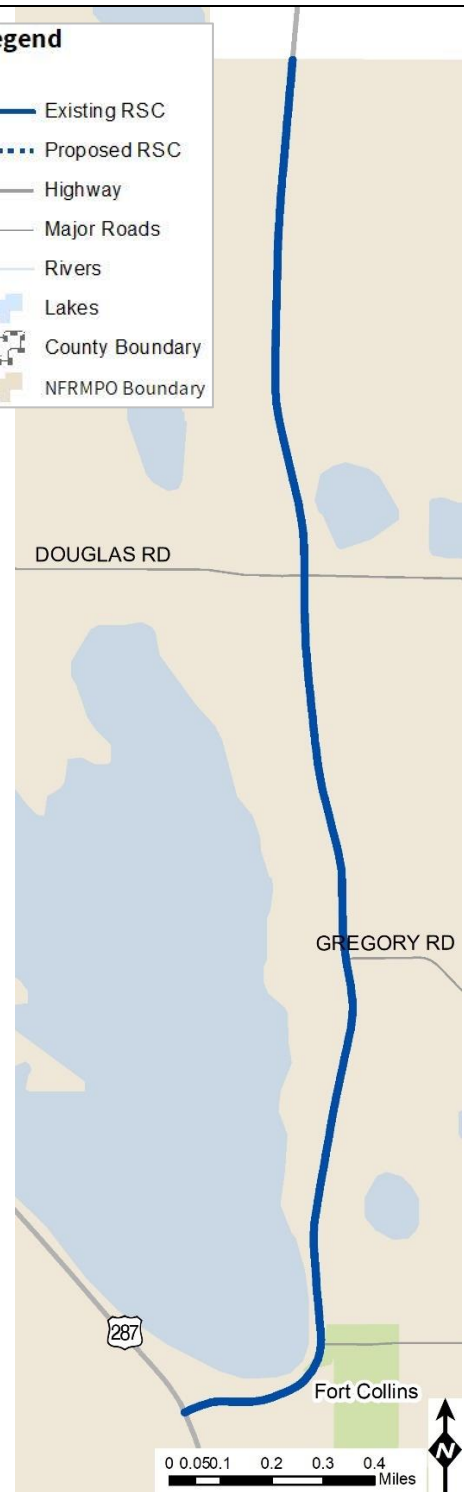
Vision Statement

The vision for RSC #7 is to improve safety and increase mobility and maintain system quality. The communities along the RSC also value transportation choices, connections to other areas, and safety. Future travel modes expected along this RSC include passenger vehicles, bus service, and bicyclists and pedestrians. Users of this RSC want to preserve the rural-residential character of the area and support the movement of commuters along the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

This RSC serves as a local facility, provides commuter access, and makes north-south connections between Wellington and Fort Collins for a significant number of residents living, working, and shopping between the two communities. Land use along the RSC is primarily low-density residential. There are no planned improvements to this RSC, but growth along the corridor will necessitate multi-modal considerations.

Legend

-  Existing RSC
-  Proposed RSC
-  Highway
-  Major Roads
-  Rivers
-  Lakes
-  County Boundary
-  NFRMPO Boundary



Centerline Miles | 2.8

Jurisdictions

Unincorporated Larimer County (LCR15, Terry Lake Road), and Fort Collins (Terry Lake Road)

Connected Corridors

RSC | 6

RNMC | -

RTC | 2

Related Plans

- ▶ Fort Collins City Plan, 2019
- ▶ [Larimer County Transportation Master Plan, 2017](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #8: SH14

Vision Statement

The vision for RSC #8 is to increase mobility as well as to maintain system quality and improve safety. The communities along this RSC also value transportation choices and connections to other areas. As passenger and freight traffic volumes increase, travel modes to be planned for include passenger vehicles, bus service, truck freight, and bicycles and pedestrians. TDM would likely be effective along this RSC. Users of this RSC support the movement of commuters, freight and hazardous materials while recognizing the environmental, economic, and social needs of the surrounding area. Future annexation and development will enhance the urban and suburban character of the corridor. Part of the NHS, this RSC is currently used as a connection for interregional and interstate freight and travelers to and from I-25 (RSC #1), US287 (RSC #6), and I-80. This RSC is an important route for the Transfort system.

Centerline Miles | 14.2

Jurisdictions

Fort Collins (Jefferson Street, Riverside Avenue, Mulberry Street), Unincorporated Larimer County (Mulberry Street), Unincorporated Weld County, and Severance

Connected Corridors

RSC | 1, 6, 11, 24, 26, 28

RNMC | 6, 7

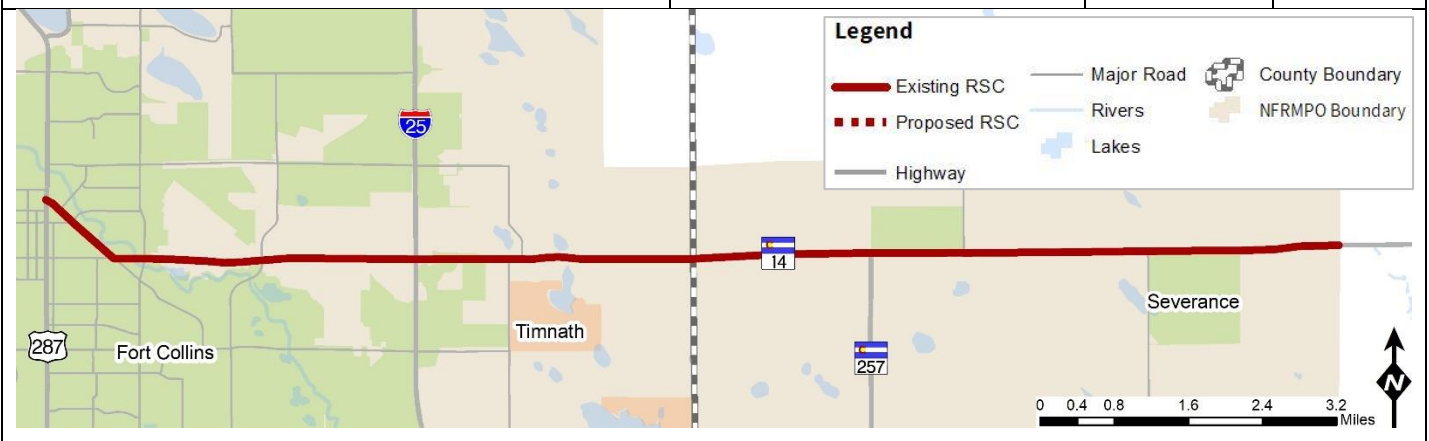
RTC | 2, 3, 6, 9

Related Plans

- ▶ North I-25 Record of Decision 1: Revision 2, 2017
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ [US 287 / SH 14 Access Management Report, 2000](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RSC #9: SH56

Vision Statement

The vision for RSC #9 is to increase mobility as well as to maintain system quality and improve safety as both passenger and freight traffic volumes are expected to increase. Future travel modes to be planned for include passenger vehicle, bus service, and truck freight. The communities along the RSC value high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation. Users of this RSC want to support the movement of commuters and freight to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

There has been TDM investment in the urban areas of Berthoud. This RSC provides important west-east connections in the southern portion of the region. The area surrounding this RSC is transitioning from agricultural to suburban, with the exception of downtown Berthoud. The western portion of the RSC has access to the FLEX route in Berthoud where connections can be made to COLT, Transfort, and Denver’s Regional Transportation District (RTD) system.

Centerline Miles | 7

Jurisdictions

Berthoud (LCR 8, Mountain Avenue, WCR44,) Unincorporated Larimer County, Unincorporated Weld County (WCR44), and Johnstown (WCR44, WCR15, WCR46)

Connected Corridors

RSC | 1, 6, 14, 16

RNMC | 2, 7, 8

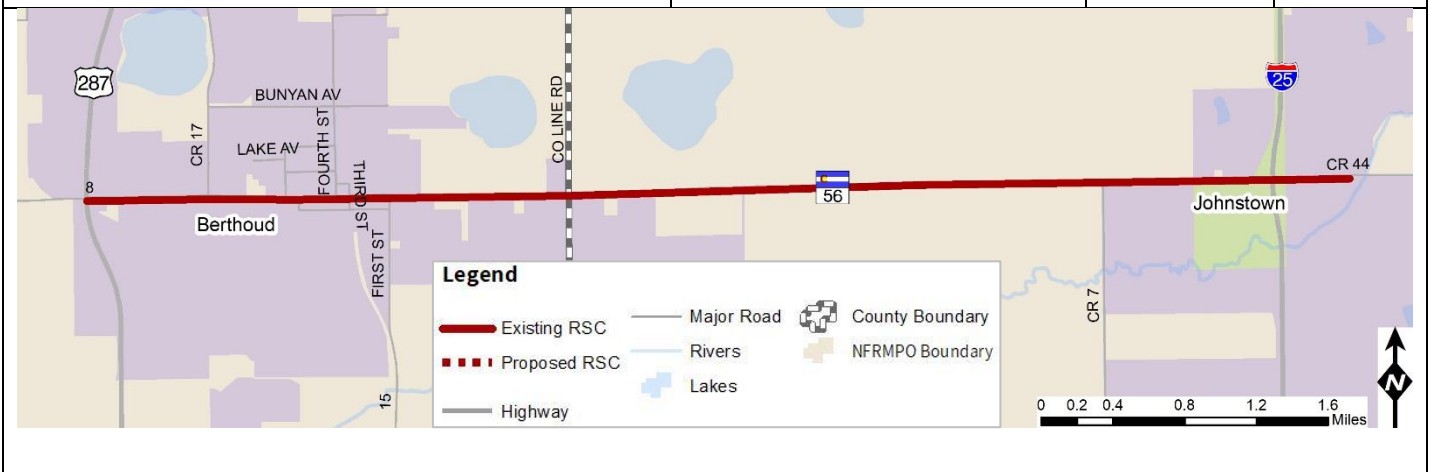
RTC | 6, 9

Related Plans

- ▶ [Berthoud Comprehensive Plan, 2014](#)
- ▶ [North I-25 Record of Decision 1, 2011](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ SH 56 Access Control Plan, 2009
- ▶ [Johnstown Transportation Master Plan, 2008](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RSC #10: SH60

Vision Statement

The vision for RSC #10 is to maintain system quality and improve safety as both passenger and freight traffic volumes are expected to increase. Future travel modes to be planned for include passenger vehicle, bus service, and truck freight. Users of this RSC want to support the movement of commuters and freight to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area. TDM investment throughout portions of Johnstown and Milliken provide important connections along this corridor. The area surrounding this RSC is transitioning from agricultural to suburban. The RSC provides local area-wide access to higher functional class facilities and makes west-east connections within and between Johnstown, Milliken, and Berthoud.

Centerline Miles | 19.8

Jurisdictions

Unincorporated Larimer County (42nd Street SW, LCR14), Unincorporated Weld County, Johnstown (1st Street), and Milliken (Broad Street)

Connected Corridors

RSC | 1, 6, 11, 14, 16, 18, 19, 24, 28

RNMC | 1, 2, 7, 8, 9,

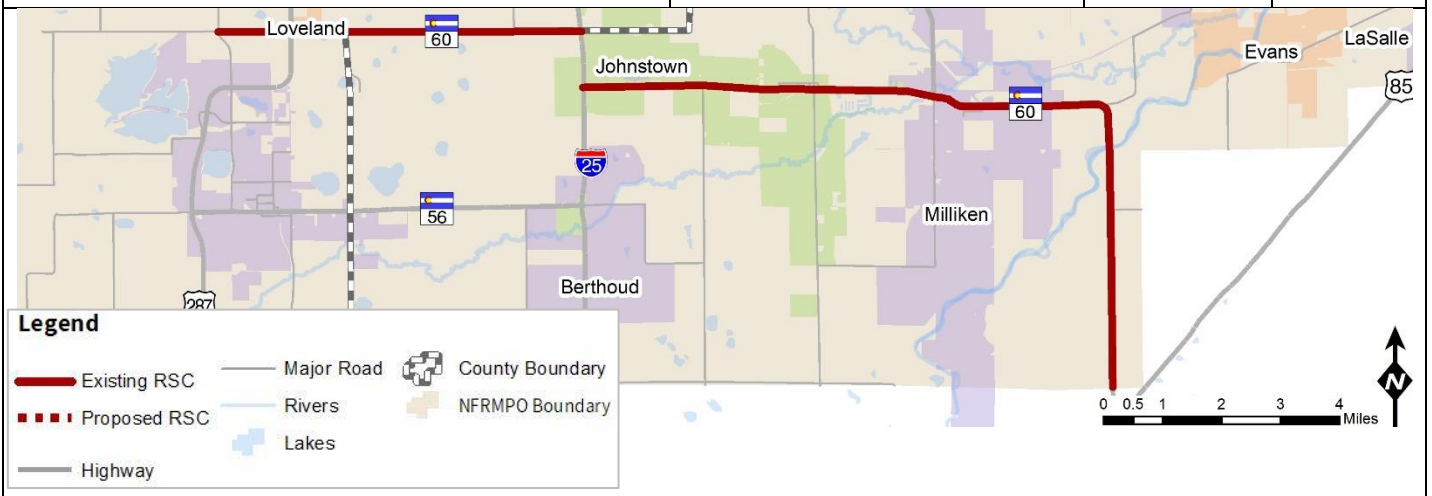
RTC | 6, 9

Related Plans

- ▶ [North I-25 Record of Decision 4, 2017](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ [Johnstown Transportation Master Plan, 2008](#)
- ▶ [Milliken Transportation Master Plan, 2008](#)
- ▶ [SH60 Environmental Overview Study, 2006](#)
- ▶ [SH60 Access Control Plan, 2006](#)

Trends

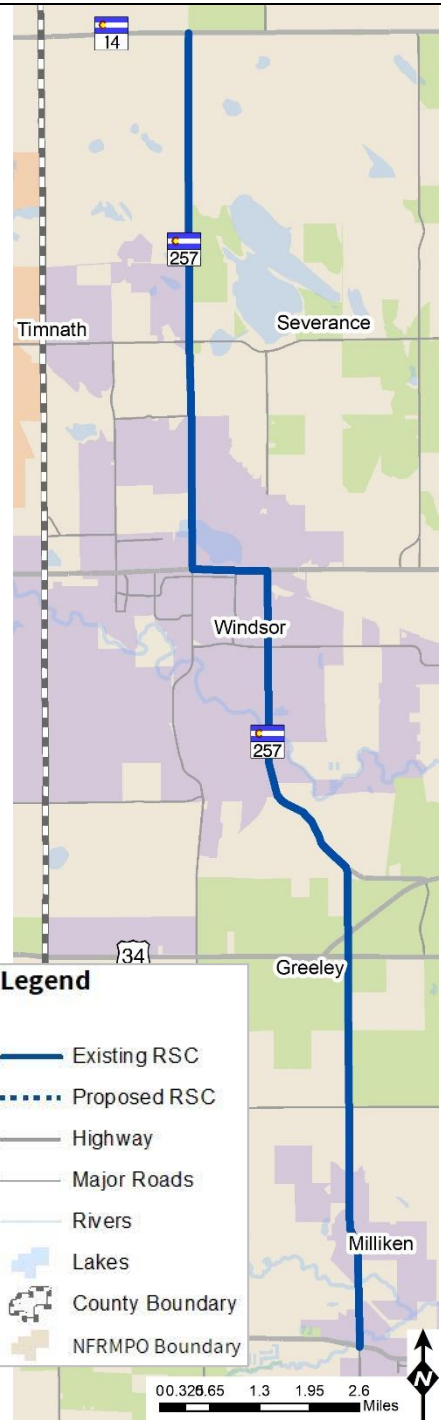
Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RSC #11: SH257

Vision Statement

The vision for RSC #11 is to maintain system quality as well as to increase mobility and improve safety as passenger traffic volumes are expected to remain relatively constant, while freight volume will increase. Communities in the area will continue to depend on manufacturing, agriculture, and residential development for economic activity in the area. TDM improvements along this corridor are important, especially through Windsor. Portions of the surrounding area are transitioning from rural and agricultural to suburban.



Centerline Miles | 18.6

Jurisdictions

Severance (WCR17), Unincorporated Weld County (WCR17, WCR21), Windsor (7th Street, SH392), Greeley (WCR21), and Milliken (WCR21)

Connected Corridors

RSC | 2, 3, 10, 12, 13, 20, 25

RNMC | 2, 3, 4, 6, 11

RTC | 1, 3, 4, 8, 10, 12

Related Plans

- ▶ [Windsor Comprehensive Plan, 2016](#)
- ▶ [Severance Transportation Plan, 2015](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ [Greeley 2035 Comprehensive Transportation Plan, 2011](#)
- ▶ [Truck Traffic in the Northeastern Quadrant of the NFRMPO Region, 2010](#)
- ▶ [Johnstown Transportation Master Plan, 2008](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #12: SH392

Vision Statement

The vision for RSC #12 is to increase mobility and maintain system quality and improve safety as both passenger and freight traffic volumes are expected to continue to increase. Users of this RSC support the movement of commuters, freight, and farm-to-market products in and through the RSC, while recognizing environmental (including preservation and minimization/mitigation of impacts to protected public open lands/natural areas), economic, and social needs. TDM improvements along this corridor provide benefits to commuters. This RSC is Main Street through Windsor, also traversing suburban, urban, and rural agricultural areas.

Centerline Miles | 21.3

Jurisdictions

Fort Collins (Carpenter Road, LCR32), Unincorporated Larimer County (Carpenter Road, LCR32), Windsor (LCR32, Main Street, WCR68), and Unincorporated Weld County (WCR68)

Connected Corridors

RSC | 1, 4, 6, 11, 15, 18, 23, 24

RNMC | 4, 5, 6, 7, 9

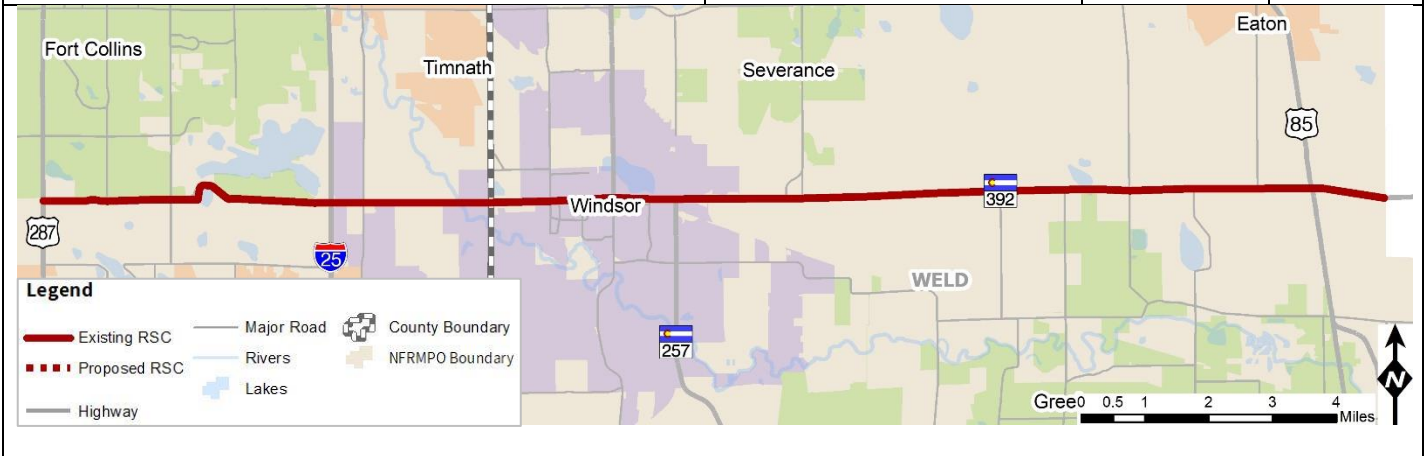
RTC | 3, 6, 8, 9, 11, 12

Related Plans

- ▶ Fort Collins City Plan, 2019
- ▶ [North I-25 Record of Decision 4, 2017](#)
- ▶ [Windsor Comprehensive Plan, 2016](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ [SH392 Access Control Plan, 2006](#)
- ▶ [SH392 Environmental Overview Study, 2006](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RSC #13: SH402 / Freedom Parkway

Vision Statement

The vision for RSC #13 is to increase mobility, maintain system quality, and improve safety as traffic increases significantly, making the corridor a major west-east connection for the southern half of the region. Future travel modes to be planned for include passenger vehicle, bus service, and bicycle and pedestrian facilities. Communities along the corridor value high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation. This corridor provides commuter access and makes west-east connections between Loveland, Johnstown, Greeley, and Evans. The road is planned for expansion to a four-lane facility according to Evans, Greeley, and Loveland Transportation Plans, and the [SH402 Environmental Assessment](#).

Centerline Miles | 21.2

Jurisdictions

Loveland (14th Street, LCR18), Unincorporated Larimer County (14th Street, LCR18), Johnstown (LCR18), Unincorporated Weld County (WCR54) Evans (37th Street), and Greeley (37th Street, WCR54)

Connected Corridors

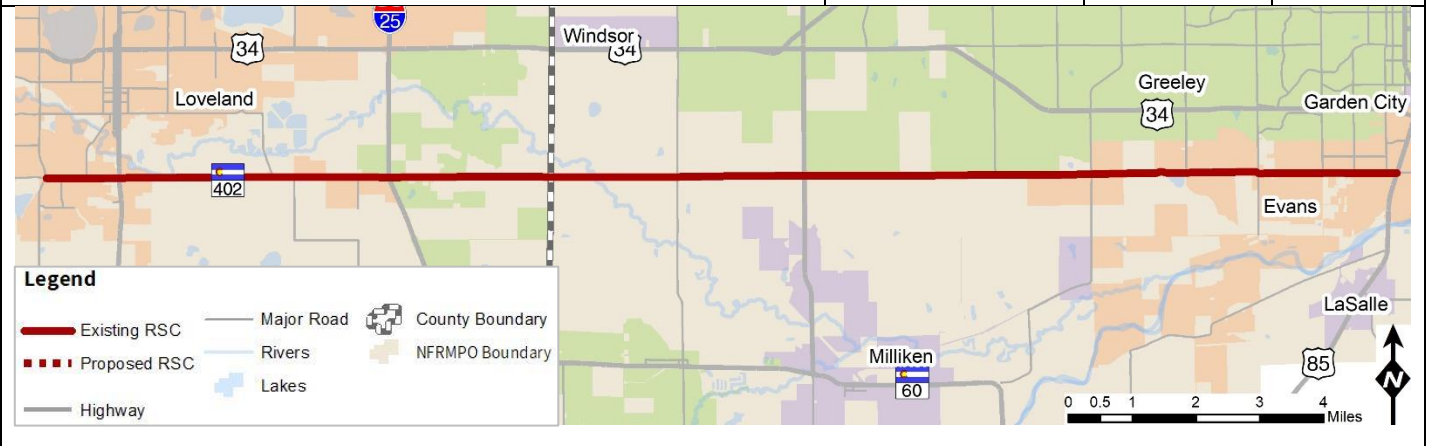
<i>RSC</i>	1, 4, 6, 11, 14, 16, 18, 19, 22, 23, 24, 28
<i>RNMC</i>	3, 9
<i>RTC</i>	6, 9, 11

Related Plans

- ▶ [Freedom Parkway Access Control Plan, 2018](#)
- ▶ [North I-25 Record of Decision 4, 2017](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ [State Highway 402 FONSI, 2008](#)
- ▶ [State Highway 402 Environmental Assessment, 2007](#)

Trends

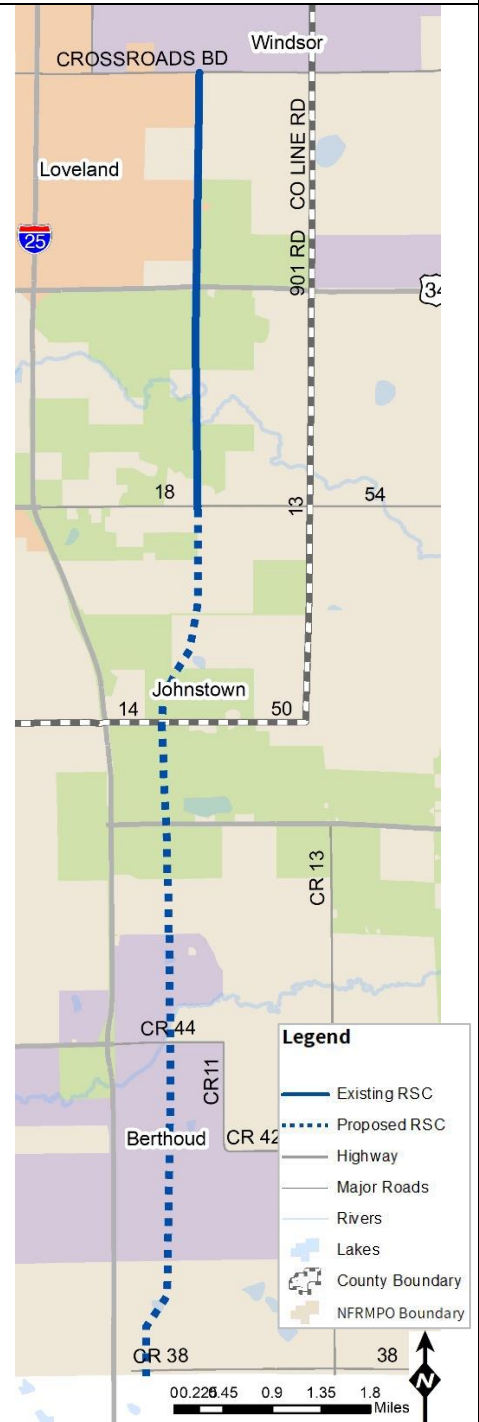
Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RSC #14: Larimer County Road (LCR) 3

Vision Statement

The vision for RSC #14 is to increase mobility as well as to improve safety and maintain system quality as passenger traffic volumes are expected to remain relatively constant. Future travel modes could include passenger vehicle, bus service, and bicycle and pedestrian facilities. The RSC needs to support the movement of commuters and farm-to-market products. The RSC serves as a parallel arterial to I-25 (RSC #1), providing local access to areas transitioning from rural to suburban. Johnstown plans to extend this road south to Berthoud as a four-lane road.



Centerline Miles	Current = 4, Buildout = 12.1
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Jurisdictions

Windsor, Loveland, Unincorporated Larimer County, Johnstown, Unincorporated Weld County, and Berthoud

Connected Corridors

<i>RSC</i>	2, 9, 10, 13, 25
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<i>RNMC</i>	2, 3, 4
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<i>RTC</i>	4, 10, 12
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Related Plans

- ▶ [Larimer County Transportation Master Plan, 2017](#)
- ▶ [Berthoud Comprehensive Plan Update, 2014](#)
- ▶ [Johnstown Transportation Master Plan, 2008](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #15: Larimer County Road (LCR) 5

Vision Statement

The vision for RSC #15 is increased mobility, improved safety while maintaining system quality as both passenger and freight traffic volumes are expected to increase significantly. Future travel modes should include passenger vehicle, bus service, and bicycle and pedestrian facilities. TDM would be effective along this RSC. This area will continue to depend on manufacturing, high-tech industries, commercial activity, retail, and residential development for economic activity. The RSC will increasingly become a popular alternative to I-25 (RSC #1) for commuters. The Larimer County Fairgrounds and Events Complex, and the Centerra and 2534 developments are served by this RSC, contributing significantly to traffic. The surrounding area is transitioning from rural to suburban, with some small urban pockets.



Centerline Miles	12
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Jurisdictions

Unincorporated Larimer County, Timnath (Main Street), Fort Collins, Windsor (Fairgrounds Avenue), Loveland (Fairgrounds Avenue, Centerra Parkway), and Johnstown (Thompson Parkway)

Connected Corridors

<i>RSC</i>	2, 12, 20, 25, 26, 27
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<i>RNMC</i>	5, 6, 11
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<i>RTC</i>	1, 3, 4, 8, 10, 12
------------	--------------------

Related Plans

- ▶ [Larimer County Transportation Master Plan, 2017](#)
- ▶ [Windsor Comprehensive Plan, 2016](#)
- ▶ [Timnath Transportation Plan, 2015](#)
- ▶ [Loveland 2035 Transportation Plan, 2012](#)

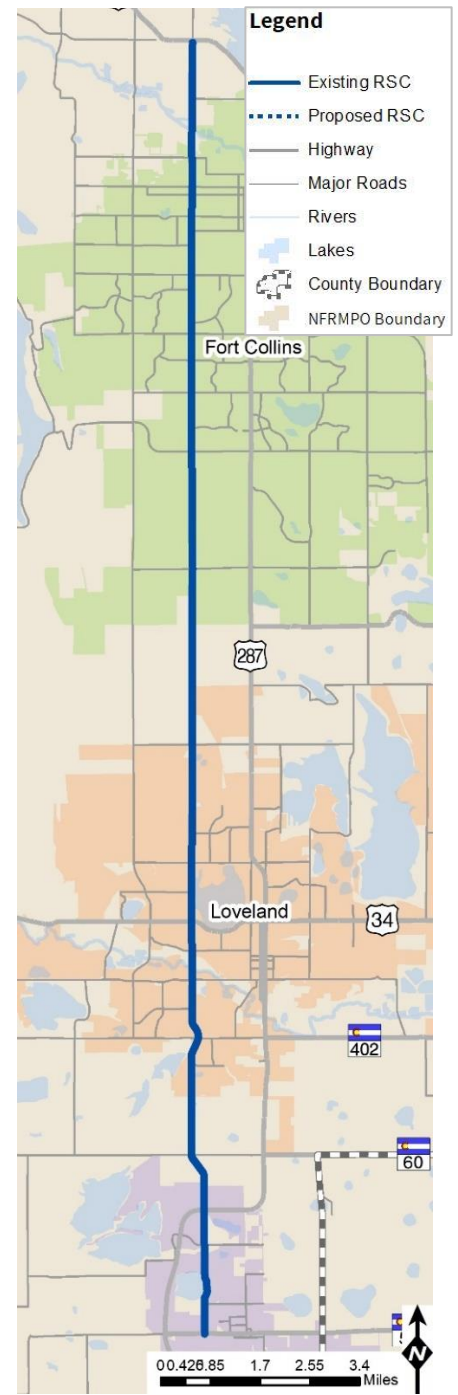
Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #16: Larimer County Road (LCR) 17

Vision Statement

Future travel modes to be planned for on RSC #16 include passenger vehicle, bus service, and bicycle and pedestrian facilities. As passenger volumes increase significantly, and freight traffic volumes remain relatively constant, communities along the RSC will continue to depend on commercial activity, residential development, Colorado State University (CSU), governmental agencies, as well as manufacturing and high-tech industries for economic activity. Users of this RSC want to retain the character of the area, including the dedicated open space between Fort Collins and Loveland, while supporting the movement of commuters and freight along the RSC and recognizing the environmental, economic, and social needs of the surrounding area. Transit service and TDM consideration are important along this RSC.



Centerline Miles	22.2
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Jurisdictions

Unincorporated Larimer County, Fort Collins (Shields Street), Loveland (Taft Avenue), and Berthoud

Connected Corridors

<i>RSC</i>	2, 6, 9, 10, 13, 20, 26
<i>RNMC</i>	5, 6, 7, 8, 11
<i>RTC</i>	9, 10

Related Plans

- ▶ Fort Collins City Plan, 2019
- ▶ [Larimer County Transportation Master Plan, 2017](#)
- ▶ [Berthoud Comprehensive Plan Update, 2014](#)
- ▶ [Loveland 2035 Transportation Plan, 2012](#)

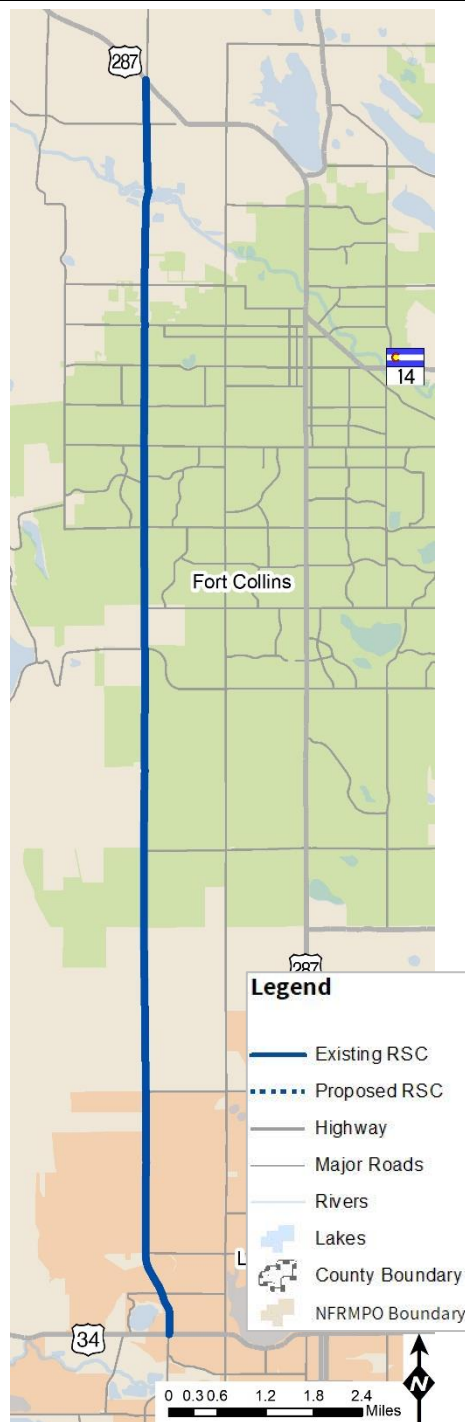
Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #17: Larimer County Road (LCR) 19

Vision Statement

Future travel modes along RSC #17 will include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. As both passenger and freight traffic volumes are expected to increase significantly, the surrounding communities will continue to depend on commercial activity, residential development, as well as manufacturing and high-tech industries for economic activity. Users of this RSC want to retain the character of the area, including the dedicated open space between Fort Collins and Loveland, while supporting the movement of commuters and freight while recognizing the environmental, economic, and social needs of the surrounding area. Transit service and TDM consideration are important along this RSC.



Centerline Miles | 15.7

Jurisdictions

Unincorporated Larimer County, Fort Collins (Taft Hill Road), and Loveland (Wilson Avenue)

Connected Corridors

RSC | 2, 6, 26

RNMC | 5, 11

RTC | 10

Related Plans

- ▶ Fort Collins City Plan, 2019
- ▶ [Larimer County Transportation Master Plan, 2017](#)
- ▶ [Loveland 2035 Transportation Plan, 2012](#)

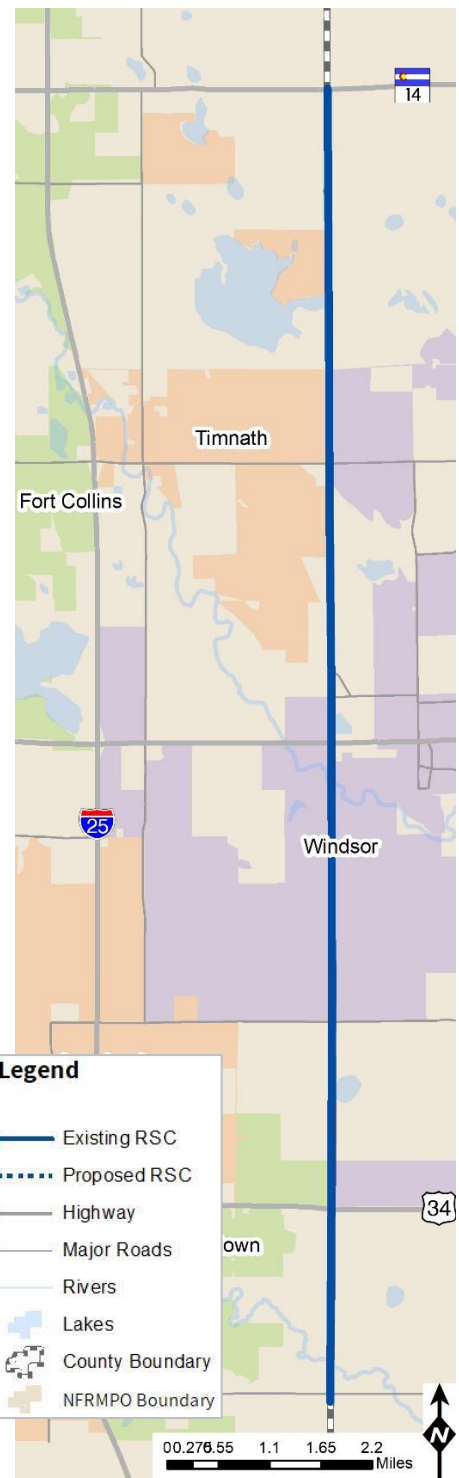
Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #18: Weld County Road (WCR) 13

Vision Statement

The vision for RSC #18 is primarily to increase mobility as passenger volumes are expected to increase while freight traffic volumes are expected to be relatively constant. Future improvements will better accommodate bicycle and pedestrian traffic. RSC #18 will play a large role in the north-south movement of traffic to and from some of the region's fastest-growing areas just east of the I-25 corridor (RSC #1). Paving the corridor south of Freedom Parkway (RSC #13) will improve this RSC's ability to accommodate regional travel.



Centerline Miles	14.1
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Jurisdictions

Unincorporated Larimer County (Colorado Boulevard, LCR1),
 Unincorporated Weld County (Colorado Boulevard), Timnath (Colorado Boulevard, Latham Parkway), Windsor (Colorado Boulevard), and
 Johnstown (LCR1, Colorado Boulevard, County Line Road)

Connected Corridors

<i>RSC</i>	2, 8, 10, 12, 13, 20, 25
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<i>RNMC</i>	2, 3, 4, 5, 6, 9, 11
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<i>RTC</i>	1, 3, 4, 8, 10, 12
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Related Plans

- ▶ [Larimer County Transportation Master Plan, 2017](#)
- ▶ [Town of Windsor Comprehensive Plan, 2016](#)
- ▶ [Timnath Transportation Plan, 2015](#)
- ▶ [Weld County 2035 Transportation Plan, 2011](#)
- ▶ [Town of Johnstown Transportation Master Plan, 2008](#)

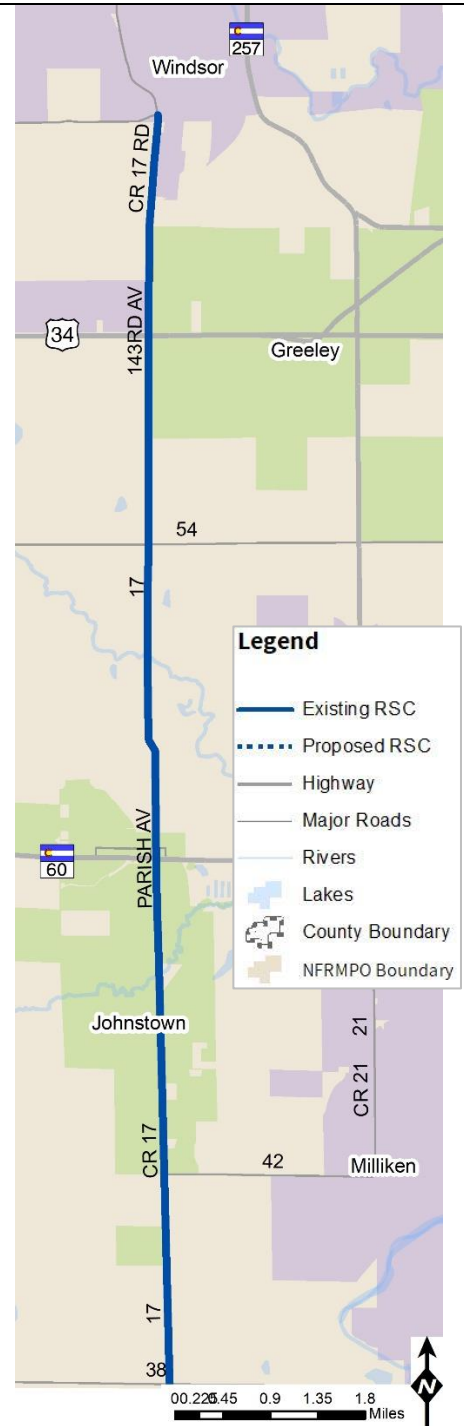
Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #19: Weld County Road (WCR) 17

Vision Statement

The vision for the RSC #19 is to maintain system quality as well as to increase mobility and improve safety. Future travel modes to be planned for in the RSC include passenger vehicle, bus service, bicycles, and truck freight as passenger traffic volumes are expected to increase, while truck freight volume will remain relatively constant. Communities along the RSC depend on manufacturing, agriculture, and residential development for economic activity. Users of this RSC support the movement of commuters and freight while recognizing the environmental, economic, and social needs of the surrounding area. From Main Street to WCR74, Windsor plans to expand the RSC to a four-lane road, while Greeley does not plan to add capacity. The area surrounding this RSC is transitioning from rural agricultural to suburban.



Centerline Miles	12.1
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Jurisdictions

Windsor (7th Street), Unincorporated Weld County, Greeley, Johnstown (Parish Avenue)
 Greeley, Johnstown (Parish Avenue), Windsor (7th Street), and Unincorporated Weld County

Connected Corridors

<i>RSC</i>	2, 10, 13, 25
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<i>RNMC</i>	2, 3, 4
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<i>RTC</i>	10, 12
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Related Plans

- ▶ [Windsor Comprehensive Plan, 2016](#)
- ▶ [Greeley 2035 Comprehensive Transportation Plan, 2011](#)
- ▶ [Weld County 2035 Transportation Plan, 2011](#)
- ▶ [Johnstown Transportation Master Plan, 2008](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #20: WCR 74 / Harmony Road

Vision Statement

The vision for RSC #24 is to increase mobility as well as to maintain system quality and improve safety as both passenger and freight traffic volumes increase. Future travel modes to be planned for include passenger vehicle, bus service, freight trucks, and bicycle and pedestrian facilities. Users of this RSC support the movement of commuters, freight, and farm-to-market products in and along the RSC, while recognizing the environmental (including preservation and minimization/mitigation of impacts to protected public open lands/natural areas), economic, and social needs of the surrounding area.

This RSC serves as a local facility, provides commuter access, and an west-east connection between south Fort Collins, Timnath, Windsor, Severance, and Eaton. The area adjacent to the western portion of the RSC is urban, while the areas in the central and eastern portions of the RSC are transitioning from agricultural to suburban. The western portion of the RSC is an important link in the Transfort and Bustang transit systems.

Centerline Miles | 22.6

Jurisdictions

Fort Collins (LCR38), Timnath, Unincorporated Larimer County (LCR38), Windsor (WCR74), Unincorporated Weld County (WCR74), Severance (4th Avenue), and Eaton (WCR74, Collins St)

Connected Corridors

<i>RSC</i>	1, 4, 6, 11, 15, 18, 24, 28
<i>RNMC</i>	4, 6, 7, 8, 9
<i>RTC</i>	1, 3, 6, 9, 11

Related Plans

- ▶ Fort Collins City Plan, 2019
- ▶ [Severance Transportation Plan, 2015](#)
- ▶ [Timnath Transportation Plan, 2015](#)
- ▶ [Eaton Transportation Plan, 2013](#)
- ▶ [Weld County 2035 Transportation Plan, 2011](#)
- ▶ [North I-25 Record of Decision 1, 2011](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RSC #21: 8th Street

Vision Statement

The vision for RSC #21 is to increase mobility and maintain system quality for both passenger and freight traffic. The surrounding area is suburban and rural in nature. The RSC provides access to the Greeley-Weld County Airport (GXY) as well as several manufacturing and industrial businesses. Formerly SH 263, the road was recently devolved from CDOT to the City of Greeley. Future improvements along the corridor will depend on the growth of GXY and the industrial/manufacturing district.

Centerline Miles | 3.6

Jurisdictions

Greeley, Unincorporated Weld County (WCR 60 ½)

Connected Corridors

RSC | 4

RNMC | 6

RTC | -

Related Plans

- ▶ [Greeley 2035 Comprehensive Transportation Plan, 2011](#)
- ▶ [2035 Weld County Transportation Plan, 2011](#)

Trends

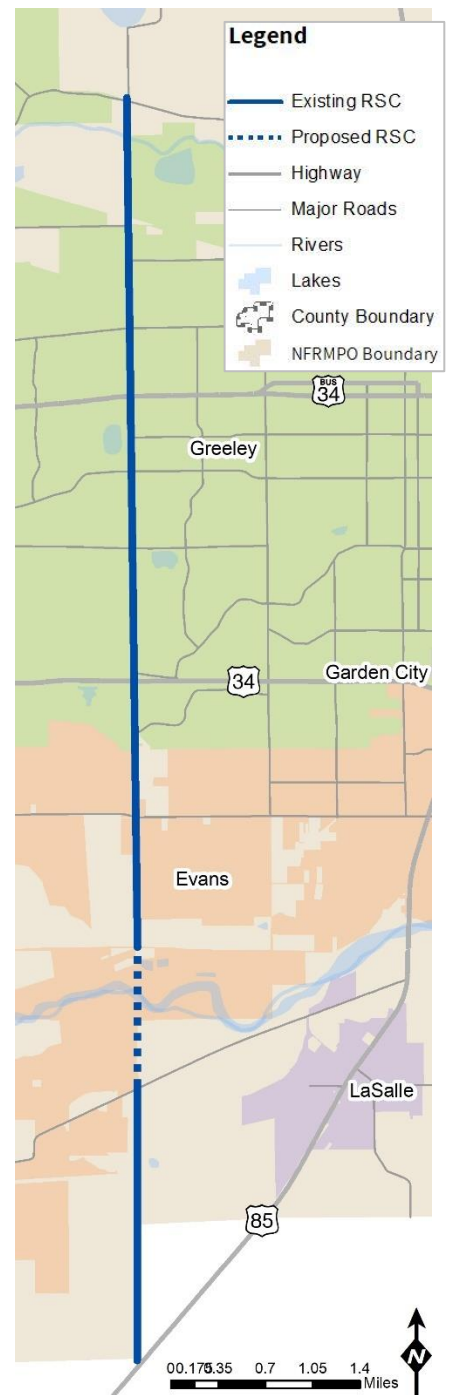
Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RSC #22: 35th Avenue

Vision Statement

The vision for RSC #22 is to increase mobility. Future travel modes are planned to include passenger vehicle and truck freight; TDM, and bike lanes which could be effective along this RSC. Passenger traffic volumes are expected to increase around the intersection with RSC #2. Users of RSC #22 support the movement of commuters in and through the RSC, while recognizing the environmental, economic, and social needs of the surrounding area. Upon completion, the RSC will improve Greeley's and Evans' access to southbound US85 (RSC #4). Transit service is important along this corridor and there are plans for bicycle and pedestrian improvements.



Centerline Miles | 9.4

Jurisdictions

Greeley and Unincorporated Weld County (WCR35), and Evans

Connected Corridors

RSC | 2, 3, 12, 13, 25

RNMC | 1, 6, 11

RTC | 3, 8, 10

Related Plans

- ▶ [Greeley 2035 Comprehensive Transportation Plan, 2011](#)
- ▶ [Evans Transportation Plan, 2004](#)

Trends

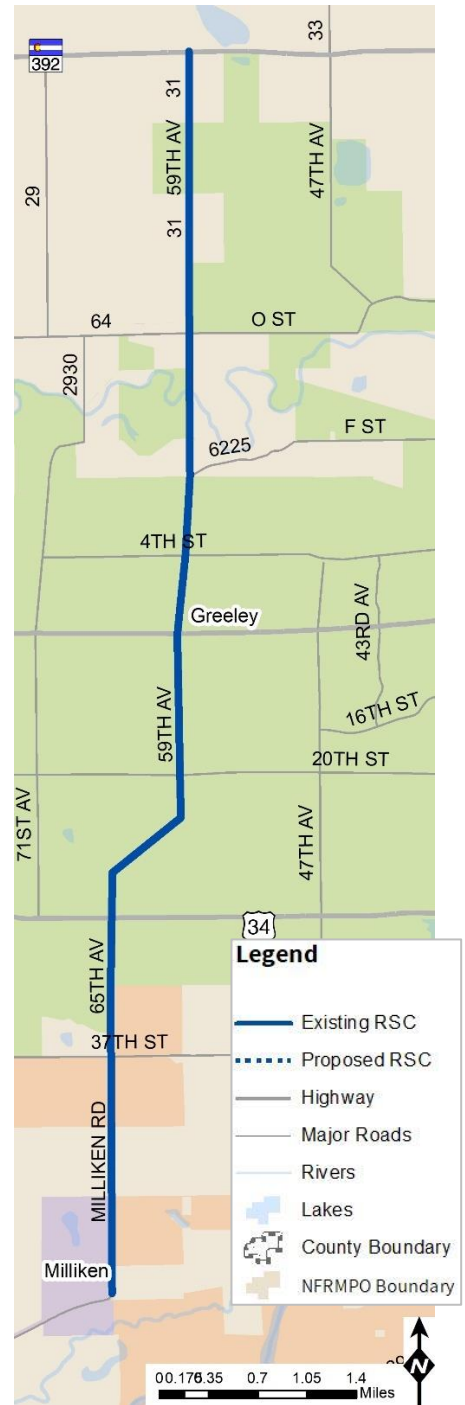
Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #23: 59th Avenue / 65th Avenue

Vision Statement

The vision for RSC #23 is to increase mobility as passenger traffic volumes are expected to increase significantly especially south of US34 (RSC #2), while freight volumes remain relatively constant. The communities along the RSC value high levels of mobility, connections to other areas, safety, and system preservation. They will continue to depend on commercial activity and residential development for economic activity.

The portion from O Street to 37th Street is planned to be four lanes with bike lanes. The RSC serves as a feeder to US34 (RSC #2) and SH392 (RSC #12) and connection to Milliken and is an important route for the GET system.



Centerline Miles	9.1
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Jurisdictions

Unincorporated Weld County (WCR31, 59th Avenue), Greeley (Milliken Road, WCR31, Westridge Avenue, 59th Avenue), Evans (Milliken Road), and Milliken (Milliken Road)

Connected Corridors

<i>RSC</i>	2, 3, 12, 13, 25
<i>RNMC</i>	3, 6, 11
<i>RTC</i>	3, 8, 10

Related Plans

- ▶ [Greeley 2035 Comprehensive Transportation Plan, 2011](#)
- ▶ [Evans Transportation Plan, 2004](#)

Trends

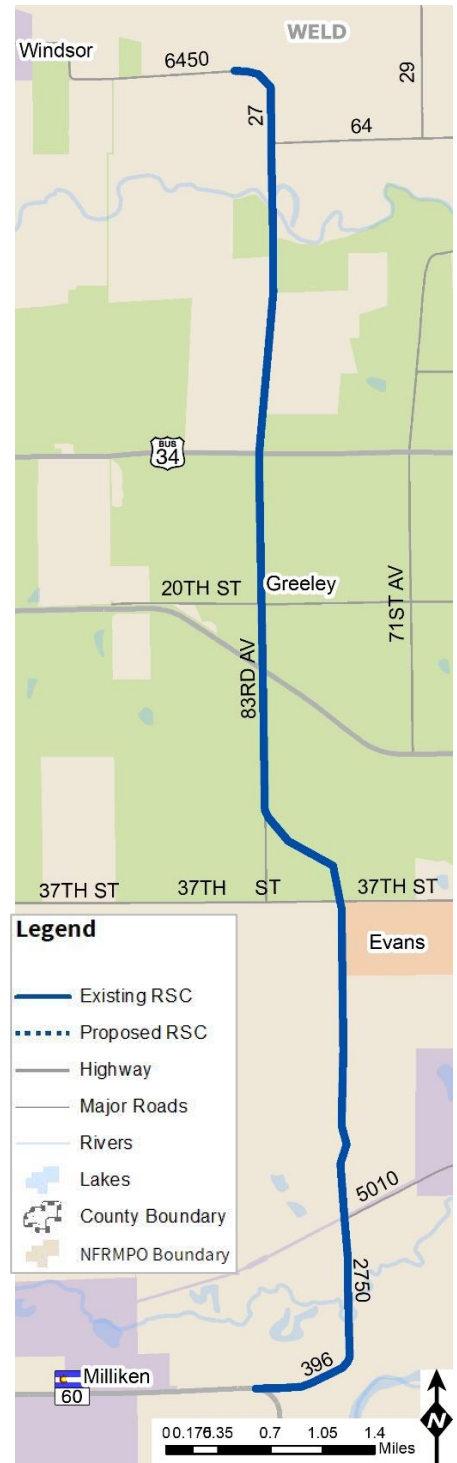
Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #24: 83rd Avenue / Two Rivers Parkway

Vision Statement

The vision for RSC #24 is to increase mobility, improve safety and maintain system quality as passenger traffic volumes and freight volumes are expected to increase. The surrounding area will continue to depend on commercial activity, residential development, and connections to other areas for economic activity. Users of this RSC support the movement of commuters while recognizing the environmental, economic, and social needs of the surrounding area.

The cities of Evans and Greeley plan to expand this road to four lanes. The RSC provides local and regional access and makes north-south connections between areas transitioning from rural to suburban. The RSC acts as a feeder to US85 (RSC #4), SH392 (RSC #12), and SH14 (RSC #8) with connections to the Denver metropolitan area and is an important route for the GET transit system.



Centerline Miles	9.8
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Jurisdictions

Greeley and unincorporated Weld County

Connected Corridors

<i>RSC</i>	2, 3, 12, 13, 20, 25
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<i>RNMC</i>	3, 6, 11
-------------	----------

<i>RTC</i>	3, 8, 10
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Related Plans

- ▶ [Severance Transportation Plan, 2015](#)
- ▶ [Greeley 2035 Comprehensive Transportation Plan, 2011](#)
- ▶ [Weld County 2035 Transportation Plan, 2011](#)
- ▶ [Evans Transportation Plan, 2004](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RSC #25: Crossroads Boulevard / O Street

Vision Statement

The vision for RSC #25 is to increase mobility, arterial commuter access, and create a west-east connection between Greeley, Loveland, and Windsor. Passenger traffic volumes are expected to increase, especially once the section east of SH257 (RSC #11) is complete. Communities along the RSC depend on manufacturing, high-tech industry, agriculture, commercial activity, and residential development for economic activity in the area. Portions of this RSC support the movement of tourists, commuters, freight, and farm-to-market products while recognizing the environmental, economic, and social needs of the surrounding area.

Currently, Crossroads Boulevard and O Street do not connect. The City of Greeley plans to connect these segments, making it a major arterial. CDOT, the City of Greeley, and Union Pacific Railroad (UPRR) plan to close the O Street's existing access to US85 (RSC #4). Greeley and Weld County plan to realign the roadway to access US85 (RSC #4) using AA Street. The Larimer County Fairgrounds and Events Complex is located along this RSC, contributing to the activity. While the majority of the area surrounding RSC #23 is transitioning from agricultural to suburban, sections of the RSC in Loveland and Greeley are urbanized.

Centerline Miles	Current = 12, Buildout = 18.8
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Jurisdictions

Loveland (LCR26), Windsor (WCR62), Unincorporated Weld County (O Street, WCR62, WCR64), and Greeley (O Street)

Connected Corridors

<i>RSC</i>	1, 4, 11, 14, 15, 18, 19, 22, 23, 24
<i>RNMC</i>	4, 6, 9
<i>RTC</i>	3, 4, 6, 8, 11, 12

Related Plans

- ▶ [North I-25 Record of Decision 3, 2016](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ [Greeley 2035 Comprehensive Transportation Plan, 2011](#)
- ▶ [Loveland 2035 Transportation Plan, 2012](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RSC #26: Mulberry Street

Vision Statement

The vision for RSC #26 is to increase mobility and maintain system quality and improve safety as passenger volumes are expected to increase. The community also values transportation choices, connections to other areas, and system preservation. Future travel modes to be planned for include passenger vehicles, bus service, and bicycles and pedestrians. This community depends on manufacturing and commercial activity for economic activity in the area. Users of this RSC want to enhance the urban character of the area and support the movement of commuters, while recognizing its environmental, economic, and social needs.

The road is currently built to capacity with two-lanes in each direction with the exception of the western segment where the second travel lane in each direction was recently replaced with a center turn lane and protected and buffered bike lanes.

Centerline Miles | 2.7

Jurisdictions

Fort Collins

Connected Corridors

RSC | 6, 8, 16, 17

RNMC | 6

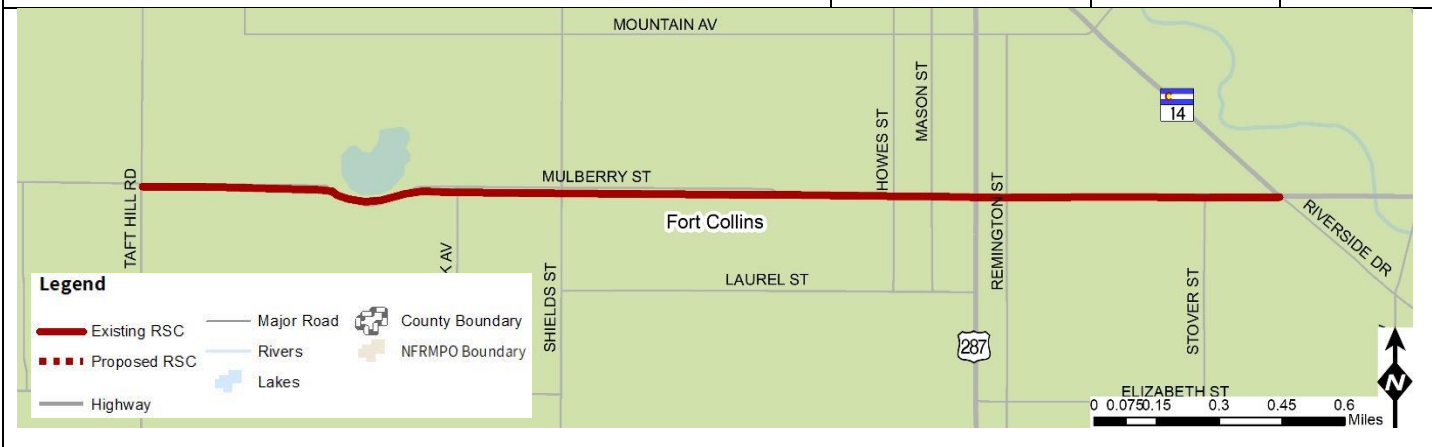
RTC | 3, 6, 9

Related Plans

- ▶ Fort Collins City Plan, 2019
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ [US 287 / SH 14 Access Management Report, 2000](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RSC #27: Prospect Road

Vision Statement

The vision for RSC #27 is to increase mobility as well as to improve safety and maintain system quality as passenger traffic volumes increase and freight volumes remain relatively constant. The communities along this RSC also value transportation choices, and connections to other areas. Future travel modes to be planned for include passenger vehicles, bus service, and bicycles and pedestrians. Users of this RSC want to preserve the character of the area including the wetlands surrounding the Poudre River. Users also support the movement of commuters while recognizing the environmental, economic, and social needs of the surrounding area.

This RSC serves as an important regional link between central Fort Collins, Timnath, and I-25 (RSC #1) and provides another access point to CSU, several natural areas, the Prospect Rest Area and the Colorado Welcome Center west of I-25. This RSC is an important route for the Transfort system.

Centerline Miles | 5

Jurisdictions

Fort Collins, unincorporated Larimer County, and Timnath

Connected Corridors

RSC | 1, 6, 15, 28

RNMC | 6, 7

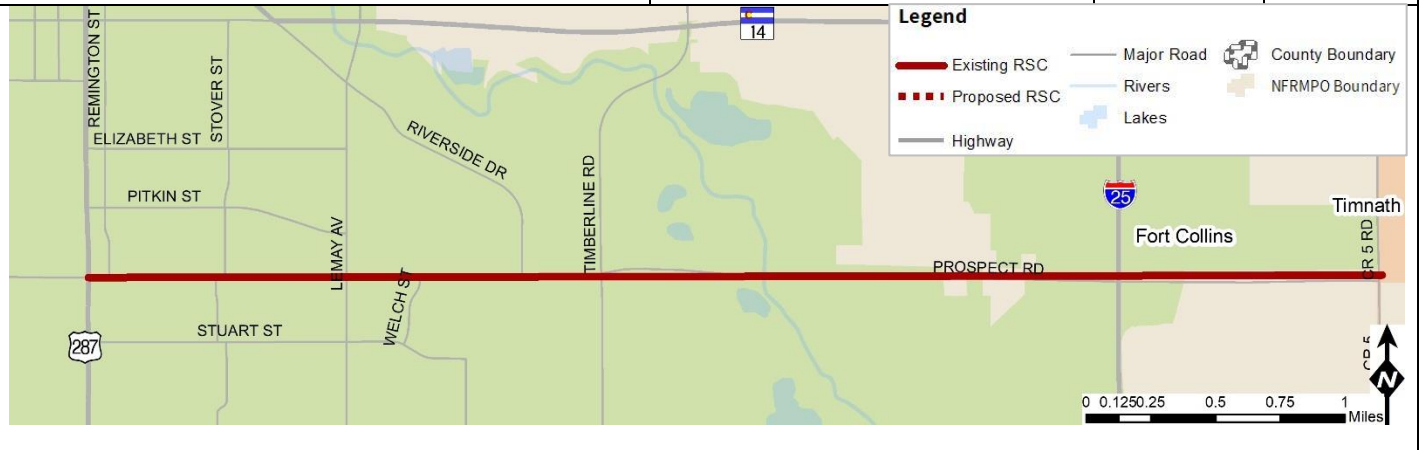
RTC | 3, 6, 9

Related Plans

- ▶ Fort Collins City Plan, 2019
- ▶ North I-25 Record of Decision 1: Revision 2, 2017
- ▶ [Timnath Transportation Plan, 2015](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RSC #28: Timberline Road

Vision Statement

The vision for RSC #28 is to increase mobility, improve safety, and maintain system quality as both passenger and freight traffic volumes increase. The communities along the RSC also value transportation choices, connections to other areas, and intermodal connections. The surrounding area will continue to depend on manufacturing, high-tech industries, commercial activity, retail, and residential development for economic activity. Upon completion, the RSC will support the regional movement of commuters.

This RSC provides access to the Northern Colorado Regional Airport (FNL), Centerra, and areas transitioning from rural to suburban. Individually, Timberline Road, LCR9E, and WCR7 serve as parallel local arterials west of I-25 (RSC #1). Realignment is planned for the section between Fort Collins and Loveland.



Centerline Miles	Current = 18, Buildout = 21.7
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Jurisdictions

Fort Collins (Summit View Drive, LCR11), Unincorporated Larimer County (Boyd Lake Avenue, LCR7, LCR11, LCR30), Loveland (Boyd Lake Avenue, LCR9, LCR30), Unincorporated Weld County (WCR7), and Berthoud (WCR7)

Connected Corridors

<i>RSC</i>	2, 10, 12, 13, 20, 26, 27
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<i>RNMC</i>	3, 4, 5, 6, 7,
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<i>RTC</i>	1, 4, 6, 10, 12
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Related Plans

- ▶ Fort Collins City Plan, 2019
- ▶ [Larimer County Transportation Master Plan, 2017](#)
- ▶ [Berthoud Comprehensive Plan Update, 2014](#)
- ▶ [Loveland 2035 Transportation Plan, 2012](#)

Trends

Metric	2015	2045
<i>Average Daily VMT</i>		
<i>Average Daily Truck VMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

B. Transit Visions

The NFRMPO adopts two region-wide transit plans: the short-range Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) focuses on projects and actions in the short term to benefit the mobility of older adults and individuals with disabilities, and the long-range Regional Transit Element (RTE) is a region-wide assessment of transit over the same time horizon as the RTP. The two plans provide recommendations for how transit in the region should look in the future, especially regarding older adults and individuals with disabilities.

In December 2017, the NFRMPO Planning Council adopted the 2017 Coordinated Plan to address mobility needs for older adults and individuals with disabilities. The Plan was drafted with the input of older adults, individuals with disabilities, the Mobility Committees, and members of the public. Four key goal areas were recommended with desired outcomes:

- **Inclusion**
Host 12 Mobility Committees per year to act as County-level forums for mobility issues facing older adults and individuals with disabilities and have an inclusive Mobility Coordination program to ensure a diverse and consistent feedback loop.
- **Education**
Create centralized resources to find appropriate transportation and have well-trained, courteous, and understanding drivers who provided needed transportation.
- **Invest in small communities**
Improve ambulatory and non-ambulatory transportation options in the non-urbanized and more rural areas in the region.
- **Invest in large communities**
Support the efforts being undertaken by transit and paratransit providers and provide support where needed.

In September 2018, the NFRMPO Planning Council adopted the 2045 RTE, which outlines the future for regional transit in the region. The recommendations for the future included programmatic and interagency improvements:

- **Recommended Routes**
The 2045 RTE Corridors are explored in further detail below. The recommendation is to invest in Regional Transit Corridors (RTCs) #2, #8, #9, #10, and #11.
- **Consolidate Planning Efforts**
Combine future RTEs and Coordinated Plans to streamline the planning process and reduce redundant plans.
- **Equitable Investment**
Provide needed transit instead of uniform service, ensuring populations of all ability have the same access to transportation opportunities that suit their specific needs.
- **Transit Development Plan (TDP)**
Use the TDP as a starting point for further prioritizing any transportation projects for funding.

- **Technological Considerations**

Prioritize investment in technologies that are expected to enhance user experience or improve mobility. Specifically, study the feasibility of a singular, regional (universal) transit pass accepted by all major transit providers.

- **Education**

Develop a regional transit education program including how to plan a route, payment options, how to transfer, how to request a stop, how to load and unload a bike, and the economic, health, and environmental benefits of riding transit.

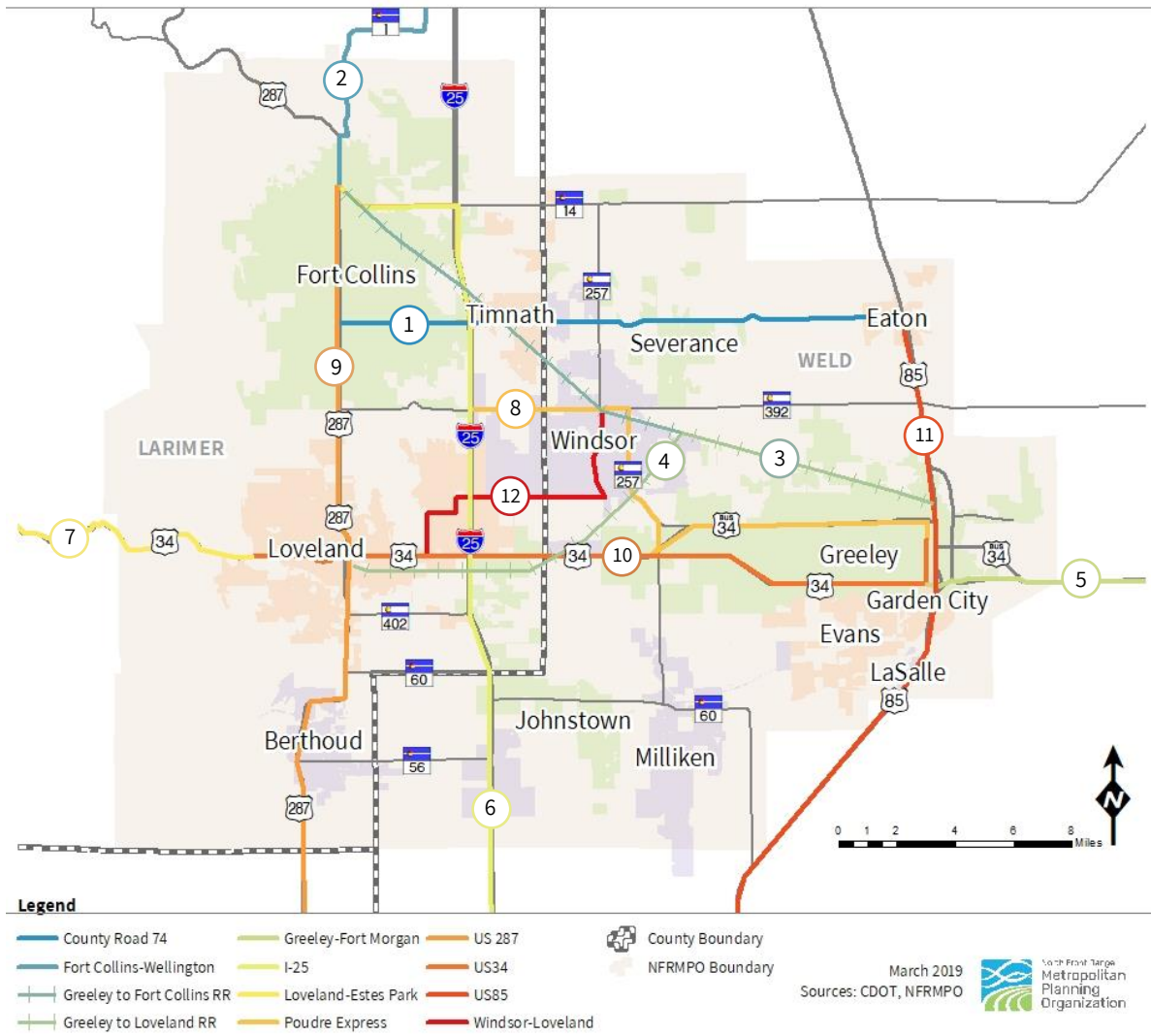
The 2045 RTE recommended nine Regional Transit Corridors (RTC) as priorities for transit investment over the next 25 years. During the 2045 RTE planning process, NFRMPO staff worked with the three local transit agencies, TAC, and the public to identify a regional transit recommendation for Planning Council's consideration for the next 25 years. These corridors enhance intra- and interregional connections, creating a network of east-west and north-south routes.

The RTCs discussed in this section are suggested corridors and not specific routes. The purpose of these corridors is to create a regional transit system by building on current successes in transit investments. Corridors which connect to other corridors are not shown to final destinations as further studies should determine actual routing. Proposed corridors complement existing infrastructure, such as connecting cities to the Bustang service, while others would enhance the mobility of residents by connecting them to education, employment, medical, and social facilities.

Each corridor has a vision, jurisdictions, existing services, connected corridors, demographic trends, and references. This information is intended to determine what growth will happen along the corridors to inform decisions in investments and possible investment needs in the future.

Figure 3-## illustrates the nine RTCs studied in the 2045 RTE and by the existing local transit systems. Each RTC has its own map to show connections and to provide regional context.

Figure 3-1: Regional Transit Element Proposed Corridors



Performance Measures

While RTCs may not impact bridge and pavement condition in the way RSCs do, RTCs can lead to improvements in safety, reliability, and air quality. Much of the benefit of transit is in providing an alternative to single-occupancy vehicles (SOVs), which may lead to more efficient road capacity and improved safety for all users. Transit can lead to the reduction of passenger vehicles on the road and provide an alternative to driving.

Safety – With a well-functioning transit system, fewer drivers are on the road and more people walk and bike. Often, upgraded transit facilities improve connecting pedestrian and bicycle facilities improve overall multimodal options. On higher capacity transit routes, new bus lanes or transit signal priority reduces conflicts between transportation modes. All of these can lead to improved safety for all users of the corridor.

- **Example:** The MAX corridor in Fort Collins provided a bus-only corridor, removing the bus from general purpose lanes. MAX buses do not have to pull into or out of traffic along the majority of the corridor, reducing conflict points with other vehicles.

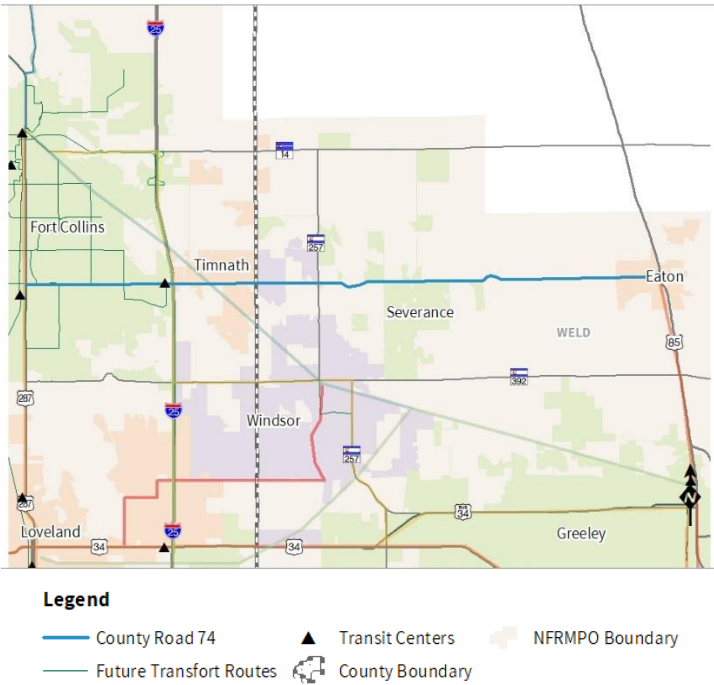
Reliability – Upgrading transit can benefit all users by reducing the number of SOVs on the road, allowing for more multimodal trips, improving signaling systems, and reducing conflicting points.

- **Example:** Improvements on I-25, including a Mobility Hub at the upgraded US34 Park-n-Ride, will remove the intercity bus from general purpose lanes when the I-25 North Express Lanes open in the early 2020s. This will help create a more reliable transit trip for Bustang riders.

Air Quality – Transit buses and high-capacity transit options produce fewer emissions than typical gas-powered vehicles. Investing in transit and reducing SOV travel improve the region's air quality.

- **Example:** The Poudre Express will use CNG-powered buses, which produce fewer emissions than diesel and diesel-hybrid buses and are overall more efficient than SOVs.

RTC #1: Weld County Road 74

<p>Vision Statement</p> <p>RTC #1 will be evaluated for the type of transit service needed based on anticipated growth in population, employment, and mobility options. Full fixed-route service may not be appropriate, but demand-response service might best serve the corridor. An anticipated mobility hub at the Harmony Transfer Center provides a strong anchor on the west side of the corridor, while suburban growth in Timnath, Windsor, Severance, and Eaton generate trips on the eastern side of the corridor.</p>										
<p>Jurisdictions</p> <p>The Harmony Road/Weld County Road 74 corridor connects Fort Collins, Timnath, Windsor, Severance, unincorporated Weld County, and Eaton.</p>										
<p>Existing Service</p> <p>South Transit Center to Harmony Transfer Center (Transfort Route 16)</p>										
<p>Connected Corridors</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"><i>RSC</i></td> <td>1, 4, 6, 11, 15, 18, 24, 28</td> </tr> <tr> <td><i>RNMC</i></td> <td>4, 6, 7, 8, 9</td> </tr> <tr> <td><i>RTC</i></td> <td>3, 6, 9, and 11</td> </tr> <tr> <td><i>Existing</i></td> <td>Transfort Routes 6, 12, 16, 19, FLEX, MAX Bustang North Line</td> </tr> </table>			<i>RSC</i>	1, 4, 6, 11, 15, 18, 24, 28	<i>RNMC</i>	4, 6, 7, 8, 9	<i>RTC</i>	3, 6, 9, and 11	<i>Existing</i>	Transfort Routes 6, 12, 16, 19, FLEX, MAX Bustang North Line
<i>RSC</i>			1, 4, 6, 11, 15, 18, 24, 28							
<i>RNMC</i>	4, 6, 7, 8, 9									
<i>RTC</i>	3, 6, 9, and 11									
<i>Existing</i>	Transfort Routes 6, 12, 16, 19, FLEX, MAX Bustang North Line									
<p>Related Plans or Efforts</p> <p>2045 Regional Transit Element (2018) Weld County Road 74 Access Control Plan (future)</p>										
<p>Demographic Trends</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><i>Population</i></td> <td></td> </tr> <tr> <td><i>Employment</i></td> <td></td> </tr> <tr> <td><i>EJ Populations</i></td> <td></td> </tr> <tr> <td><i>Transit Propensity Index</i></td> <td></td> </tr> </table>		<i>Population</i>		<i>Employment</i>		<i>EJ Populations</i>		<i>Transit Propensity Index</i>		
<i>Population</i>										
<i>Employment</i>										
<i>EJ Populations</i>										
<i>Transit Propensity Index</i>										

RTC #2: Fort Collins to Wellington

Vision Statement

RTC #2 will connect two quickly growing communities as referenced in the [Fort Collins Transit Master Plan](#). The regional connection will improve the commute for the growing number of people who live in Wellington and commute to Fort Collins as well as improve mobility for the low-income communities and communities of color along the corridor. The corridor will be a multimodal corridor. A mobility hub at the Downtown Transit Center connects the potential service to the full Transfort network and to the Bustang service as well as bikeshare and transportation network companies (TNCs).

Jurisdictions

The Fort Collins to Wellington corridor connects Fort Collins, unincorporated Larimer County, and Wellington.

Existing Service

Downtown Transit Center to SH1 (Transfort Route 8 and 81)

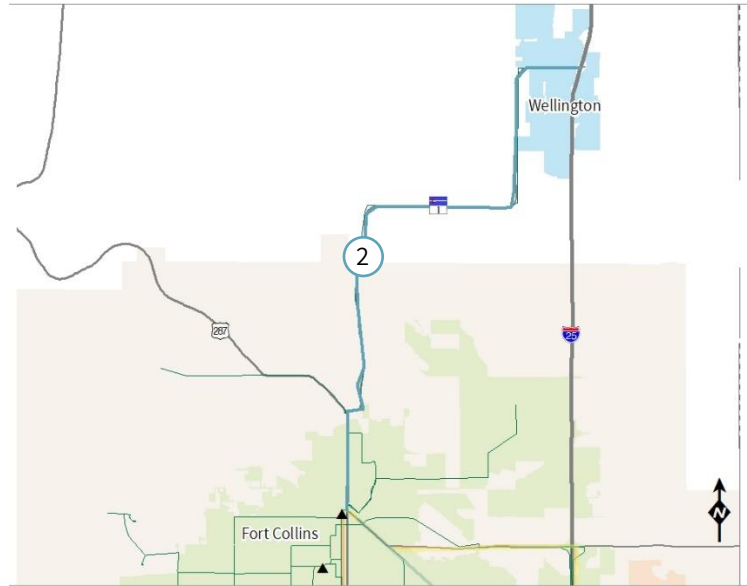
Connected Corridors

<i>RSC</i>	6, 7
<i>RNMC</i>	6, 8

<i>RTC</i>	3, 8, and 9
<i>Existing</i>	Transfort Routes 5, 8, 9, 10, 14, 18, 81, 92, FLEX, MAX Bustang North Line

Related Plans or Efforts

[2045 Regional Transit Element](#) (2018)
[Transfort Transit Master Plan](#) (2019)



Legend

- Fort Collins-Wellington
- Future Transfort Routes
- ▲ Transit Centers
- County Boundary
- NFRMPO Boundary

Demographic Trends within 1 Mile

<i>Population</i>	
<i>Employment</i>	
<i>EJ Populations</i>	
<i>Transit Propensity Index</i>	

RTC #3: Greeley to Fort Collins RR

Vision Statement

The Great Western Railway provides a central connection between the three largest cities in the region. RTC #3 connects downtown Greeley to downtown Fort Collins with potential stops in Windsor and Timnath, two quickly growing communities. An Alternatives Analysis in the future will determine the type of transit most appropriate for the corridor, but the corridor could be the impetus for transit-oriented development and a more direct route than I-25 (RTC #6) and US34 (RTC #10). Mobility hubs at the Fort Collins Downtown Transit Center and the Greeley Regional Transportation Center could provide connections to TNCs, local bus service, intercity routes, and bikeshare stations.

Jurisdictions

The Greeley to Fort Collins RR corridor connects Greeley, Windsor, Timnath, and Fort Collins.

Existing Service

No existing transit in this corridor

Connected Corridors

<i>RSC</i>	1, 3, 4, 5, 6, 7, 11, 12, 15, 18, 20, 21, 22, 23, 24, 25, 26, 27
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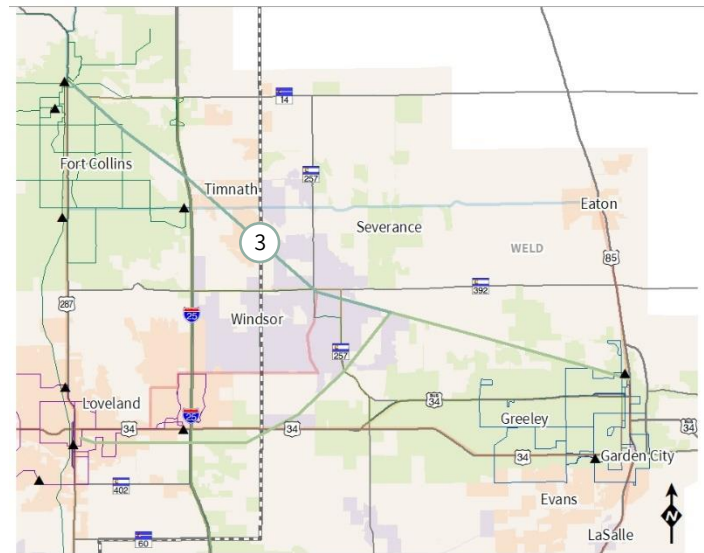
<i>RNMC</i>	4, 5, 6, 7, 8, 9, 10, 11
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<i>RTC</i>	1, 2, 4, 5, 6, 8, 9, 10, 11, 12
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<i>Existing</i>	Transfort Routes 5, 8, 9, 10, 14, 18, 81, 92, FLEX, MAX GET Routes 1, 3, 4, 5, 6 Bustang North Line
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Related Plans or Efforts

Discussed at NFRMPO TAC, June 2018
[2045 Regional Transit Element](#) (2018)



Legend

- ▲ Transit Centers
- Future Loveland Routes
- Greeley to Fort Collins RR
- Greeley to Loveland RR
- Future Greeley Routes
- Future Transfort Routes
- County Boundary
- NFRMPO Boundary

Demographic Trends

Population

Employment

EJ Populations

Transit Propensity Index

RTC #4: Greeley to Loveland RR

Vision Statement

The Great Western Railway provides a central connection between the three largest cities in the region. RTC #4 connects downtown Greeley to downtown Loveland with a potential stop in Windsor, one of the fastest growing communities. An Alternatives Analysis in the future will determine the type of transit most appropriate for the corridor, but the corridor could be the impetus for transit-oriented development and an alternate route to driving on US34. Mobility hubs in downtown Loveland and at the Greeley Regional Transportation Center could provide connections to TNCs, local bus service, intercity routes, and bikeshare stations.

Jurisdictions

The Greeley to Loveland RR corridor connects Greeley, Windsor, and Loveland.

Existing Service

No existing transit in this corridor

Connected Corridors

<i>RSC</i>	1, 2, 3, 4, 5, 6, 11, 14, 18, 19, 20, 21, 22, 23, 27
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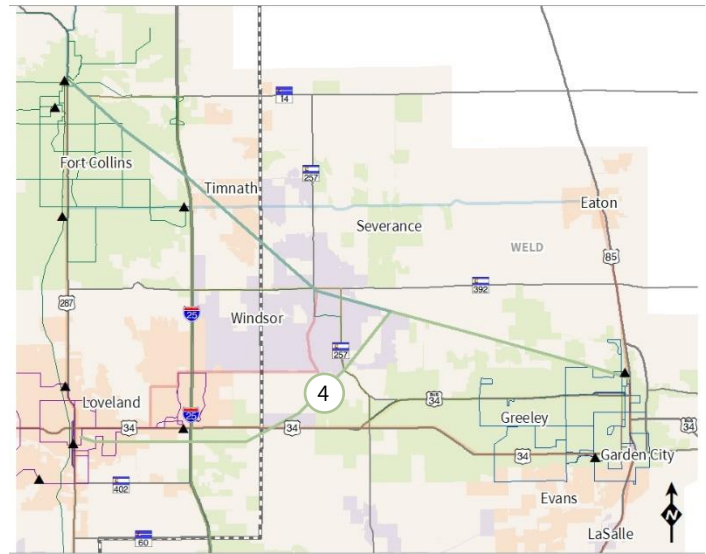
<i>RNMC</i>	3, 4, 5, 6, 8, 9, 10, 11,
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<i>RTC</i>	3, 5, 6, 8, 9, 10, 11, 12
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<i>Existing</i>	COLT Routes 1, 2, 3, 4, 5 FLEX GET Routes 1, 3, 4, 5, 6 Bustang North Line
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Related Plans or Efforts

[2045 Regional Transit Element](#) (2018)
Discussed at NFRMPO TAC, June 2018



Legend

- ▲ Transit Centers
- Greeley to Fort Collins RR
- Greeley to Loveland RR
- Future Loveland Routes
- Future Greeley Routes
- Future Transport Routes
- County Boundary
- NFRMPO Boundary

Demographic Trends

Population

Employment

EJ Populations

Transit Propensity Index

RTC #5: Greeley to Fort Morgan

Vision Statement

Greeley and Evans are hubs for medical appointments, social events, shopping, and other services for many rural residents of Weld County. Many county services are located in northern Greeley and the University of Northern Colorado (UNC) is located near downtown Greeley. Currently, the corridor is predominantly agricultural currently, but growth from oil and gas development could benefit from transit services as well as those who attend UNC. Large-scale developments are most likely not to happen along this corridor.

Jurisdictions

The Greeley to Fort Morgan corridor connects Greeley, Kersey, and Fort Morgan along the US34 corridor.

Existing Service

NECALG provides demand response service in Morgan County.

Connected Corridors

RSC 2, 4, 5, 21

RNMC 1, 6, 11

RTC 3, 4, 8, 10, 11

Existing GET Routes 1, 2, 3, 4, 5, 6, Boomerang

Related Plans or Efforts

[2045 Regional Transit Element](#) (2018)
Bustang Discussions with Transportation Commission



Legend

- ▲ Transit Centers
- Future Greeley Routes
- NFRMPO Boundary
- Greeley-Fort Morgan
- ⋯ County Boundary

Demographic Trends

Population

Employment

EJ Populations

Transit Propensity Index

RTC #6: I-25

Vision Statement

I-25 is the central spine to the NFRMPO region. CDOT’s first Mobility Hub will be located at the US34 Park-n-Ride where new transit ramps will allow Bustang to use the Express Lanes built as part of the I-25 North Express Lanes: Johnstown to Fort Collins project. Other Mobility Hubs could be established at the Fort Collins Downtown Transit Center, the Harmony Transfer Center, and at SH56 near Berthoud. Additional frequencies should be added to the existing Bustang North Line to keep up with demand with added stops at SH56, SH60, etc. A possible connection into Greeley would provide additional service and reduce demand on US34.

Jurisdictions

The I-25 corridor connects unincorporated Larimer County, Fort Collins, Timnath, Windsor, Loveland, Johnstown, unincorporated Weld County and Berthoud. Although not passing through several other communities, the I-25 corridor is important to all communities in the region.

Existing Service

Downtown Transit Center to SH1 (Transfort Route 8 and 81)

Connected Corridors

RSC 1, 2, 9, 10, 12, 23, 24, 25, 26

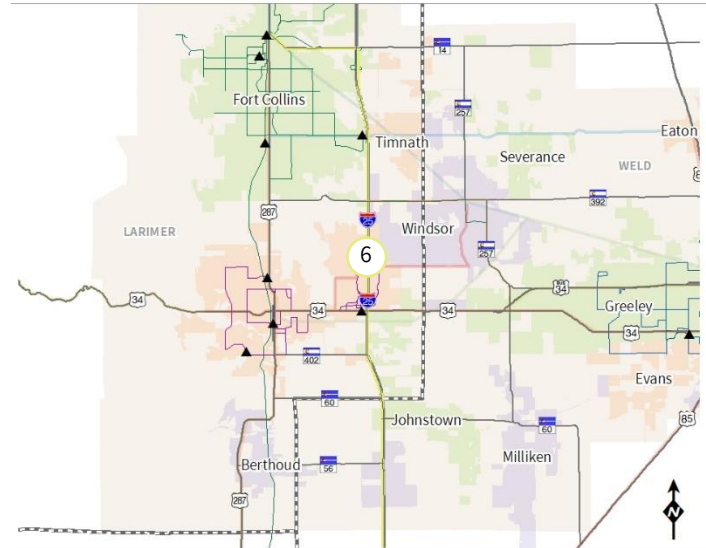
RNMC 2, 3, 4, 5, 6, 9, 11

RTC 1, 3, 4, 8, 10, 12

Existing Transfort Routes 5, 8, 9, 10, 14, 18, 81, 92, FLEX, MAX
Bustang North Line

Related Plans or Efforts

[North I-25 FEIS](#) (2011)
[2045 Regional Transit Element](#) (2018)



Legend

- ▲ Transit Centers
- I-25
- Future Loveland Routes
- Future Transfort Routes
- Future Greeley Routes
- - - County Boundary
- NFRMPO Boundary

Demographic Trends

Population

Employment

EJ Populations

Transit Propensity Index

RTC #7: Loveland to Estes Park

Vision Statement

Estes Park is the gateway to Rocky Mountain National Park (RMNP) and will continue to be into the future. Tourism has grown throughout the year, meaning Estes Park and RMNP have invested in shuttle systems and satellite parking to reduce traffic within RNMP. Adding service to Loveland would provide transit service for those who work in Estes Park, reduce traffic in Estes Park and RNMP, and would provide an alternative to driving on the western US34 corridor.

Jurisdictions

The Loveland to Estes Park corridor connects Loveland and Estes Park.

Existing Service

Via Mobility Services provides demand response service as far as Drake.

Connected Corridors

RSC 2

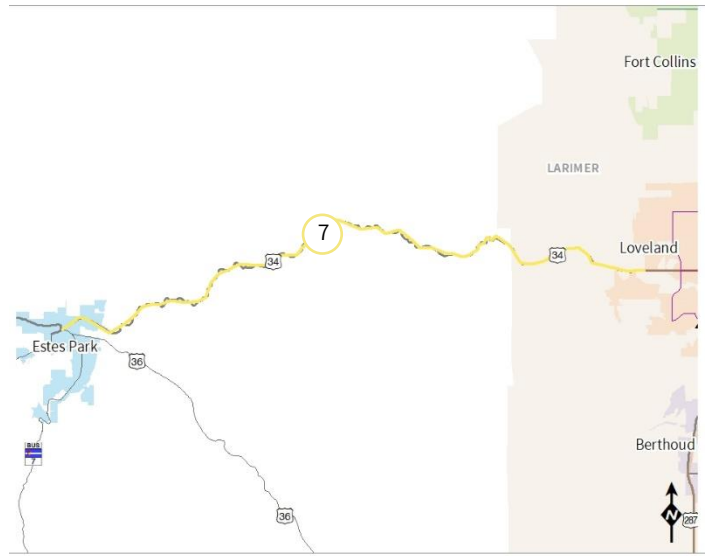
RNMC 3, 5, 11, 12

RTC 10

Existing Estes Park Shuttle Routes Blue, Brown, Gold, Red, and Silver

Related Plans or Efforts

[2045 Regional Transit Element](#) (2018)



Legend

- ▲ Transit Centers
- Future Loveland Routes
- NFRMPO Boundary
- Loveland-Estes Park
- ⬢ County Boundary

Demographic Trends

Population

Employment

EJ Populations

Transit Propensity Index

RTC #8: Poudre Express

Vision Statement

A regional demand exists to provide east-west connections, especially connecting Greeley to the communities west of I-25. The Poudre Express will provide connections to fast-growing Windsor, as well as provide increased mobility and connections between Fort Collins and Greeley. Each city offers many social services, economic opportunities, and additional transit connections. Providing the regional link opens these opportunities to the overall region. The section from the Promontory Park-n-Ride in Greeley to the intersection of SH 392 and SH 257 is mentioned in the [North I-25 Final Environmental Impact Statement](#) as a feeder bus to the I-25 corridor.

Jurisdictions

The Poudre Express connects Greeley, Windsor, and Fort Collins.

Existing Service

Downtown Transit Center to I-25 (Transfort Route 14); Regional Transportation Center to west Greeley (GET Route 1)

Connected Corridors

<i>RSC</i>	1, 2, 3, 4, 5, 6, 7, 11, 12, 15, 18, 20, 21, 22, 23, 24, 25, 26, 27
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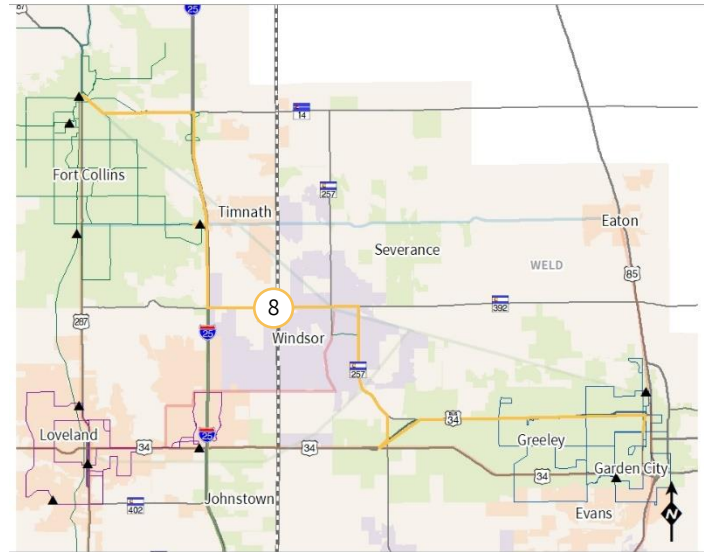
<i>RNMC</i>	4, 5, 6, 7, 8, 9, 10, 11
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<i>RTC</i>	1, 2, 3, 4, 5, 9, 10, 11, 12
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<i>Existing</i>	GET Routes 1, 3, 4, 5, 6 Transfort Routes 5, 8, 9, 10, 14, 18, 81, 92, FLEX, MAX Bustang North Line
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Related Plans or Efforts

[GET Strategic Plan](#) (2017)
[Poudre Express Business Plan](#) (2018)
[2045 Regional Transit Element](#) (2018)
[Transfort Transit Master Plan](#) (2019)



Legend

- ▲ Transit Centers
- Future Loveland Routes
- Poudre Express
- Future Greeley Routes
- Future Transfort Routes
- County Boundary
- NFRMPO Boundary

Demographic Trends

<i>Population</i>	
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<i>Employment</i>	
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<i>EJ Populations</i>	
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<i>Transit Propensity Index</i>	
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RTC #9: US287

Vision Statement

The US287 corridor is coterminous with the existing FLEX services, currently between Fort Collins and Boulder. The corridor connects two fast-growing communities, two large universities, and a large commuter-shed headed to both termini. The communities along the corridor have invested in the existing FLEX service as they see its ability to connect service affordably. The SH119 portion of this corridor will see investments from the Regional Transportation District (RTD), which will benefit transit users. Services in Fort Collins benefit from MAX improvements. The corridor should see an investment in transit frequency, stop amenities, and marketing. The BNSF corridor was established as a potential corridor for commuter rail in the future.

Jurisdictions

The US287 corridor connects Fort Collins, Loveland, Berthoud, Longmont, Niwot, Gunbarrel, and Boulder.

Existing Service

FLEX provides service along the entire US287 corridor. MAX provides parallel service. RTD's BOLT runs along the SH119 corridor.

Connected Corridors

RSC 2, 9, 10, 12, 24, 25, 26

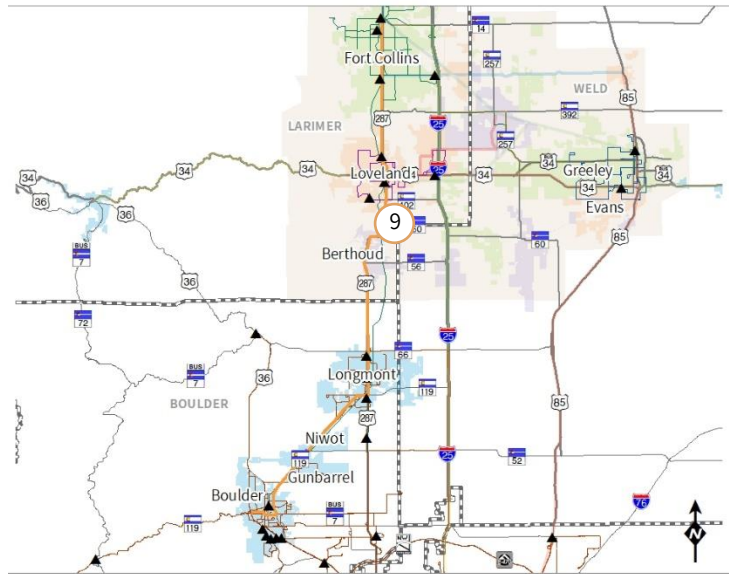
RNMC 2, 3, 4, 5, 6, 7, 8, 11

RTC 1, 2, 3, 4, 6, 7, 8, 10, 12

Existing
 Bustang North Line
 COLT Routes 1, 2, 3, 4, 5
 Transfort Routes 5, 6, 7, 8, 9, 10, 14, 16, 18, 19, 81, 92,
 FLEX, MAX
 RTD Routes

Related Plans or Efforts

- [North I-25 FEIS](#) (2011)
- [2045 Regional Transit Element](#) (2018)
- [Transfort Transit Master Plan](#) (2019)



Legend

- US287
- Future Loveland Routes
- Future Greeley Routes
- Future Transfort Routes
- ▲ Transit Centers
- County Boundary
- NFRMPO Boundary
- Current RTD Routes

Demographic Trends

Population

Employment

EJ Populations

Transit Propensity Index

RTC #10: US34

Vision Statement

Development has occurred along the US34 corridor connecting Greeley and Loveland, providing new opportunities for shopping, medical offices, and retail. A previous version of this route, the 34 Xpress, was canceled due to low ridership. Additional development, connectivity to the Bustang service on I-25 at the US34 Park-n-Ride, and improved marketing and scheduling should improve the usage of this route. A demand exists for connecting communities west of I-25 with Greeley.

Jurisdictions

The US34 corridor connects Greeley, Evans, Windsor, unincorporated Weld County, Johnstown, and Loveland.

Existing Service

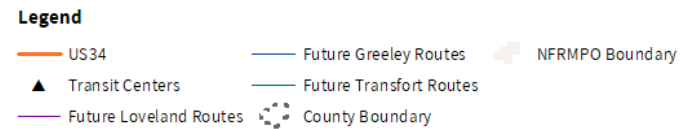
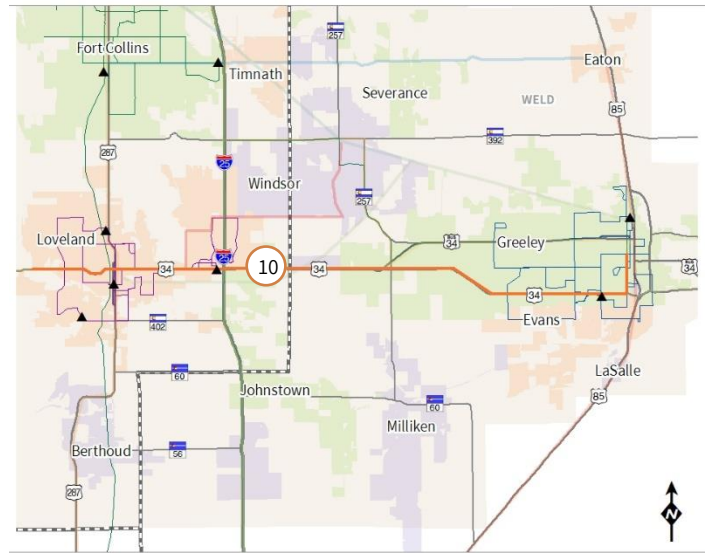
COLT Routes 2, 3, 4, and 5 all run on US34 for at least part of their routes.

Connected Corridors

<i>RSC</i>	1, 2, 3, 4, 5, 6, 11, 14, 16, 17, 18, 19, 20, 21, 22, 27
<i>RNMC</i>	3, 4, 5, 6, 7, 8, 9, 10, 11
<i>RTC</i>	3, 4, 5, 6, 7, 8, 9, 11, 12
<i>Existing</i>	COLT Routes 1, 2, 3, 4, 5 GET Routes 1, 2, 3, 4, 5

Related Plans or Efforts

- [North I-25 FEIS](#) (2011)
- [2045 Regional Transit Element](#) (2018)



Demographic Trends

<i>Population</i>	
<i>Employment</i>	
<i>EJ Populations</i>	
<i>Transit Propensity Index</i>	

RTC #11: US85

Vision Statement

Connecting Eaton to Greeley to Denver along the US85 corridor is identified in the [North I-25 Final Environmental Impact Statement](#). The corridor is meant to serve as a parallel route to I-25, providing high-capacity transit between Eaton, Evans, Greeley, LaSalle, and communities in the eastern NFRMPO region. The route will provide connections to employment opportunities, medical facilities, and other amenities within the Denver Metro area and the eastern North Front Range. A transit route along US85 would provide access for employees in the manufacturing, agriculture, commercial activity, and oil and gas sectors. The route could also provide additional economic benefits by allowing those in the eastern NFRMPO region to commute to Evans and Greeley using an alternative mode.

Jurisdictions

The US85 corridor connects Eaton, Greeley, Garden City, Evans, LaSalle, Gilcrest, Platteville, Fort Lupton, and Brighton to the Denver region.

Existing Service

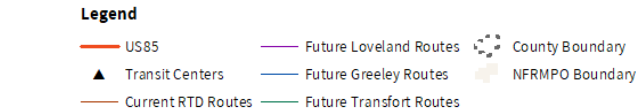
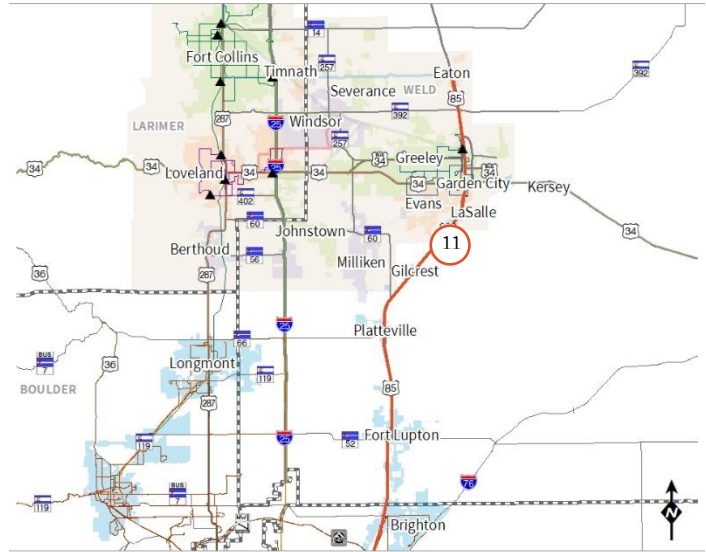
No service runs on US85. GET Route 4 runs on US85 Business for a short distance.

Connected Corridors

<i>RSC</i>	2, 3, 4, 5, 12, 13, 23, 24
<i>RNMC</i>	1, 3, 6, 10, 11,
<i>RTC</i>	1, 3, 4, 5, 8, 10
<i>Existing</i>	GET Route 2 (US85)

Related Plans or Efforts

[North I-25 FEIS](#) (2011)
[2045 Regional Transit Element](#) (2018)



Demographic Trends

<i>Population</i>	
<i>Employment</i>	
<i>EJ Populations</i>	
<i>Transit Propensity Index</i>	

RTC #12: Windsor to Loveland

Vision Statement

Much of the anticipated growth in Northern Colorado is expected to occur in the Central I-25 area, specifically near Windsor, Loveland, and Johnstown. The Windsor to Loveland corridor connects these residents to major shopping, economic, and social areas as well as to other major transit corridors. Medical Center of the Rockies, Centerra, and other important regional destinations are located along this corridor.

Jurisdictions

The Fort Collins to Wellington corridor connects Fort Collins, unincorporated Larimer County, and Wellington.

Existing Service

COLT Routes 3 and 5 run along US34 in eastern Loveland.

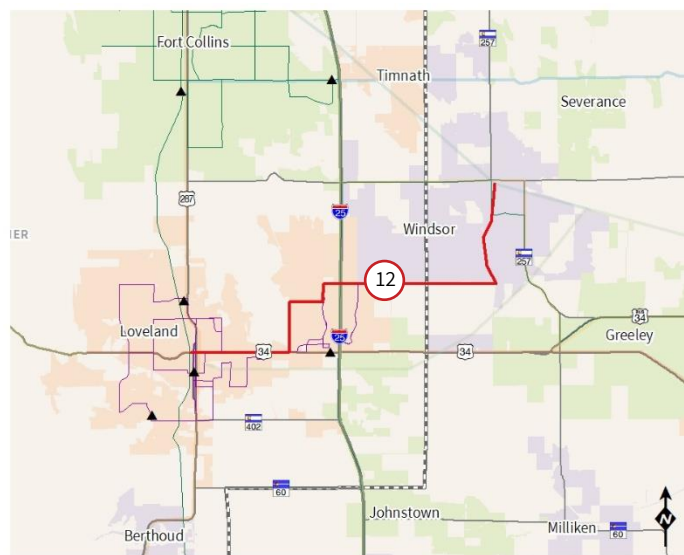
Connected Corridors

RSC 1, 2, 6, 11, 12, 14, 15, 18, 23, 27

RNMC 3, 4, 5, 6, 7, 8, 9, 11

RTC 3, 4, 6, 8, 10

Existing COLT Routes 1, 3, 5
FLEX
Bustang North Line



- Legend**
- Windsor to Loveland
 - Future Greeley Routes
 - Future Transfort Routes
 - Future Loveland Routes
 - County Boundary
 - NFRMPO Boundary
 - ▲ Transit Centers

Demographic Trends

Population

Employment

EJ Populations

Transit Propensity Index

Related Plans or Efforts

[2045 Regional Transit Element](#) (2019)

C. Non-Motorized Visions

The long-range vision for regional bicycle and pedestrian (non-motorized) transportation in the region was originally set in the [2013 Regional Bicycle Plan \(RBP\)](#) and updated in the [2016 Non-Motorized Plan \(NMP\)](#). With the adoption of these plans, the NFRMPO solidified its vision for additional transportation chances, enhanced access to transit and community centers, and the empowerment of people who do not have access to, do not want, or cannot operate a motor vehicle. Both plans were created to assist NFRMPO communities with prioritizing and selecting improvements to the bicycling and walking network. The plans provide tools and guidance for outreach and data collection, pursuing funding opportunities, adopting Complete Streets principles and policies, standardizing wayfinding elements, incorporating health and equity into all policies, conducting infrastructure audits, performing bicycle and pedestrian counts, and designing facilities and programs.

In the RBP, the NFRMPO identified 12 Regional Bicycle Corridors (RBPs) which could serve as the spine for bicycle travel between and through the local communities. In the NMP, the RBPs were affirmed and renamed to Regional Non-Motorized Corridors (RNMCs) to acknowledge their capacity to accommodate pedestrian as well as bicycle travel. The following selection criteria were established to identify RNMCs and guide other ongoing regional non-motorized planning efforts:

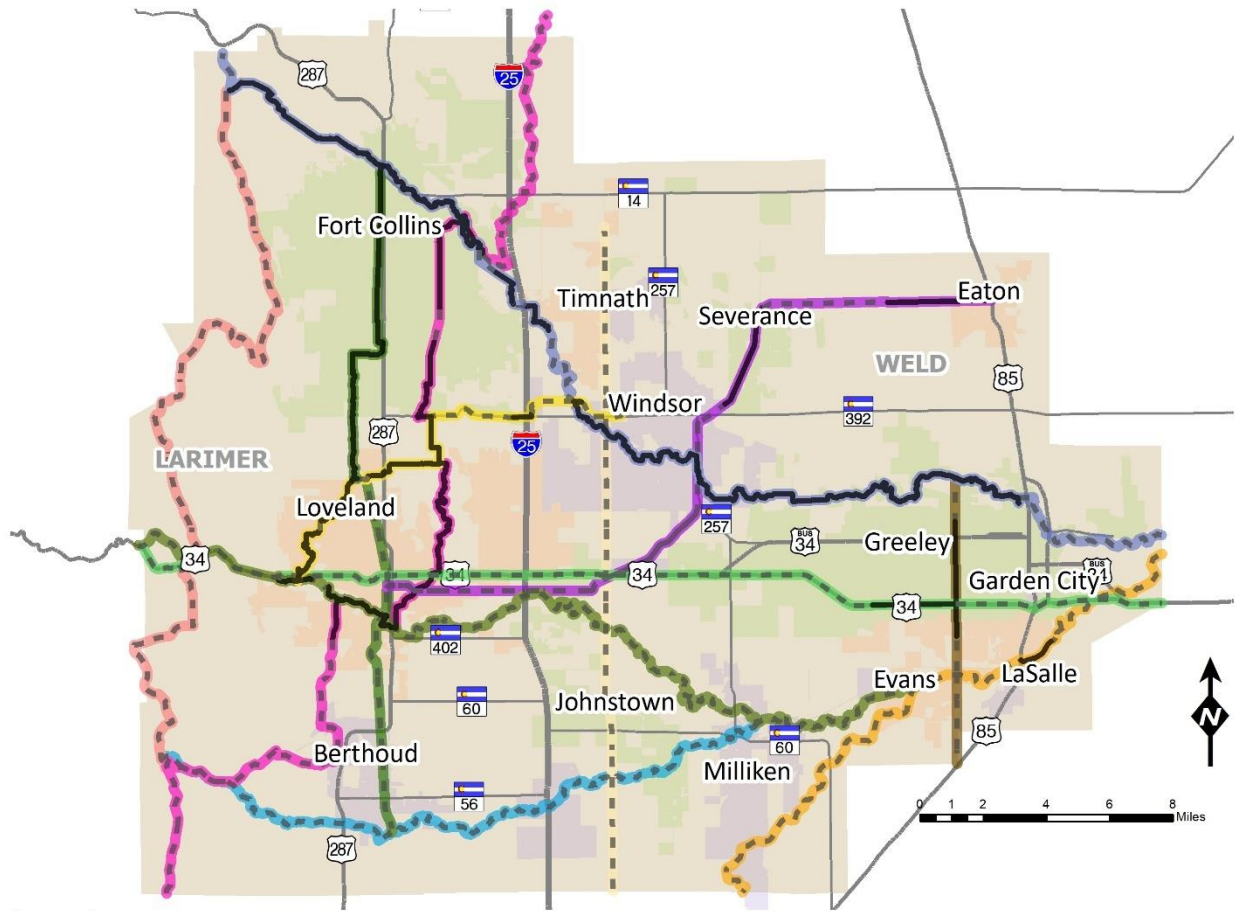
- **Gap Assessment** – Identifying the lack of connections in the existing non-motorized network based on desired travel patterns obtained through outreach and other data collection efforts (e.g. count data, STRAVA Metro data, GIS inventory analysis).
- **Consistency with Local/State Planning** – Proposed routes identified in local plans are used as a starting point, with preference for routes in which the jurisdiction has a policy to accommodate bikes (e.g., a Complete Streets policy).
- **Support Tourism and Local/Regional Economy** – Major employment and activity centers, the likelihood of commuters using routes, as well as schools and the potential for student use are given heavy consideration. Routes also used for race events and/or group rides that enhance tourism are also important to the region.
- **Connect Multiple Jurisdictions** – Connections between communities that contribute to the network of non-motorized facilities.
- **Improve Level of Stress (LOS)** – Travel sheds with poor high LOS for bicyclists and/or pedestrians where significant improvement in LOS would result from implementation.
- **Provide Multimodal Connections** – Connecting to existing and future transit service and stop locations and Transportation Demand Management (TDM) facilities (e.g., Bustang and carpool/vanpool Park-n-Rides).

- ***Connect to Regional Trails/Trailheads*** – Leveraging existing and future regional trails and trailheads to expand the capacity of the non-motorized network.
- ***Minimize Obstacles to Implementation*** – Identifying and mitigating, minimizing, or avoiding known obstacles such as the number of property owners along a trail corridor, right-of-way (public, private, railroad, ditch, etc.), wildlife habitat and/or environmentally sensitive lands, and/or geographic obstacles (stream crossings, harsh terrain).
- ***Public Input*** – An extensive and continuous public outreach process to assess public demand for improvement of the regional non-motorized network.

Between plan updates, the bulk of regional non-motorized planning and visioning is carried out collaboratively between NFRMPO staff, member agencies, and/or other planning partners. One such example of these ongoing efforts is the NoCo Bike & Ped Collaborative, consisting of the project managers, funding partners, planning partners, and other stakeholders working to complete the RNMC network and advance non-motorized transportation in the region. The NoCo Bike & Ped Collaborative meets regularly to update the RNMC network, makes funding recommendations related to projects on the network, shares best practices in bicycle and pedestrian planning, and conducts trainings, workshops, and other events to promote the development and use of the RNMCS.

The following RNMC visions are carried forward from the NMP and updated to reflect the most current data available. For detailed visions of these corridors broken down by segment, refer to the [2013 Regional Bicycle Plan](#). Figure X-X shows the RNMC network as of 2019.

Figure 2 RNBCs



Legend

- | | | |
|--|--------------------------------------|-----------------|
| 1: South Platte/American Discovery Trail | 7: Front Range Trail (West) | Existing RNBC |
| 2: Little Thompson River | 8: BNSF Fort Collins/Berthoud | Future RNBC |
| 3: Big Thompson River | 9: Johnstown/Timnath | County Boundary |
| 4: Great Western/Johnstown/Loveland | 10: Greeley/LaSalle | NFRMPO Boundary |
| 5: North Loveland/Windsor | 11: US 34 Non-Motorized | |
| 6: Poudre River Trail | 12: Carter Lake/Horsetooth Foothills | |

Performance Measures

RNMCs, like RTCs, provide multimodal options and provide connecting corridors between the NFRMPO jurisdictions. RNMCs do not impact bridge and pavement condition in the way RSCs do, but can lead to improvements in safety, reliability, and air quality.

Safety – One of the performance measures in the NFRMPO’s GOPMT is the Number of Non-Motorized Fatalities and Serious Injury crashes. Building out the RNMCs creates non-motorized corridors separate from automobile traffic, reducing the number of conflict points between pedestrians, bicyclists, and automobiles. More than 500 crashes were reported between 2011 and 2015 involving a pedestrian or bicyclist in the NFRMPO region with between 30 and 50 of those being fatal or causing serious injury each year. The number is expected to be higher as bicycle and pedestrian crashes are underreported.

Example: Between 2011 and 2015, a pedestrian and bicyclist were killed, and another pedestrian was seriously injured by vehicles on roads between Loveland and Fort Collins. In 2017 and 2018, sections of RNMC #7 and #8 were completed, connecting the two cities’ trail networks parallel to these crash locations. These two trails now provide separated facilities along high-speed rural roadways, one grade-separated intersection, and signal and/or signage improvements at at-grade intersections.

Reliability – Upgrading non-motorized facilities can benefit all users by reducing the number of SOVs on the road, trip chaining with transit, improving signaling systems, and reducing conflicting points.

Example: The Mason Trail (RNMC #8) in Fort Collins parallels the busy US 287 corridor and MAX Bus Rapid Transit (BRT) service north to south across the city. The trail includes ample bike parking, including two locked bike shelters, seven Pace bike share stations, and traffic signal and signage improvements. Combined with frequent MAX BRT service with on-board bike storage, the Mason Corridor takes vehicles off US 287, improving its reliability.

Air Quality – Walking and cycling produce no emissions and can reduce dependence on cars.

Example: The Poudre River Trail (RNMC #6) between Greeley and Windsor provides a continuous route between major commercial, residential, and recreation destinations in each community. The trail provides access to these destinations without the need for a motor vehicle. Once the remaining trail gaps in Larimer County are completed, bicyclists and pedestrians will have a continuous separated facility from Greeley to Fort Collins, with dozens of local trail spurs and on-street non-motorized network connections to complete their journey emission free.

RNMC #1: South Platte / American Discovery Trail

Vision Statement

This RNMC takes users along South Platte River flowing through the southeast portion of the NFRMPO region. The RNMC represents not only a future connection between NFRMPO communities, but a key segment of a future statewide trail corridor ([Colorado Front Range Trail](#)), and nationally-recognized corridor ([American Discovery Trail](#)). The RNMC is widely referenced by member governments as a shared-use trail along the South Platte River corridor ultimately connecting with the Poudre River Trail (RNMC #6) east of Greeley near the confluence of the two rivers. There is one existing segment in Evans connecting US85 to Riverside Park. The remaining segments are planned with several grant awards received to complete the RNMC.

Centerline Miles | 22

Jurisdictions

Milliken, Unincorporated Weld County, Evans, LaSalle, and Greeley

Connected Corridors

RSC | 2, 3, 4, 10, 22

RNMC | 3, 6, 10, 11

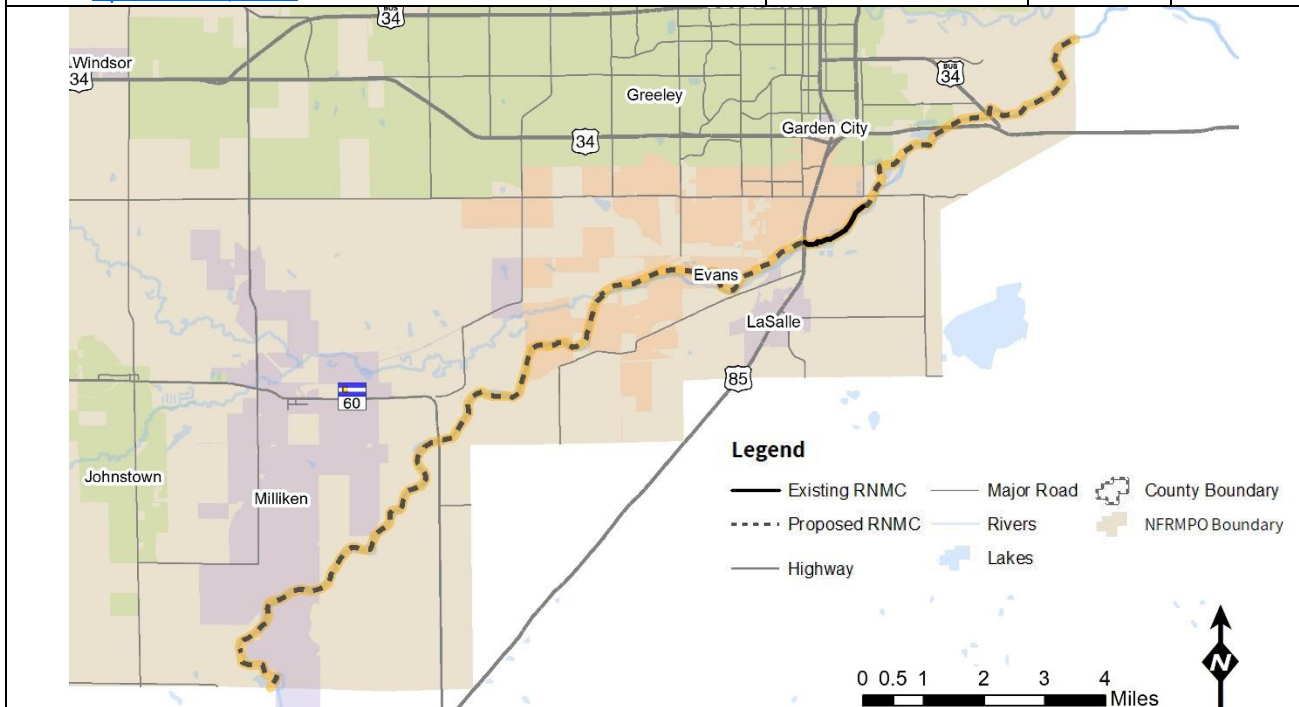
RTC | 5, 11

Related Plans

- ▶ [US 34 Planning and Environmental Linkages \(PEL\) Study, 2019](#)
- ▶ [NFRMPO Non-Motorized Plan, 2016](#)
- ▶ [Greeley Parks, Trails, and Open Lands Master Plan, 2016](#)
- ▶ [Wildcat Trail Conceptual Master Plan, 2015](#)
- ▶ [NFRMPO Regional Bicycle Plan, 2013](#)
- ▶ [Evans Open Space and Trails Master Plan, 2004](#)
- ▶ [Johnstown-Milliken Parks, Trails, Recreation, Open Space Plan, 2003](#)

Trends

Metric	2015	2045
<i>Average Daily PMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RNMC #2: Little Thompson River

Vision Statement

RNMC #2 provides a true regional connection across the southern portion of the NFRMPO region. This historically-identified corridor connects both Larimer and Weld counties with access to destinations such as Carter Lake, Front Range Trail West (RNMC #7), I-25/SH56 Park-n-Ride, and connections to downtown Berthoud, Johnstown, and Milliken. The preferred alignment for this corridor leaves the Little Thompson River in Berthoud and follows the Dry Creek northwest to Carter Lake. The route along the Little Thompson is preserved as an alternative alignment. This corridor is listed as a regional trail priority in the [2015 Larimer County Open Lands Master Plan](#).

Centerline Miles | 25.5

Jurisdictions

Unincorporated Larimer County, Berthoud, Johnstown, Milliken, and Unincorporated Weld County

Connected Corridors

RSC | 1, 6, 9, 10, 11

RNMC | 3, 7, 8, 9, 12

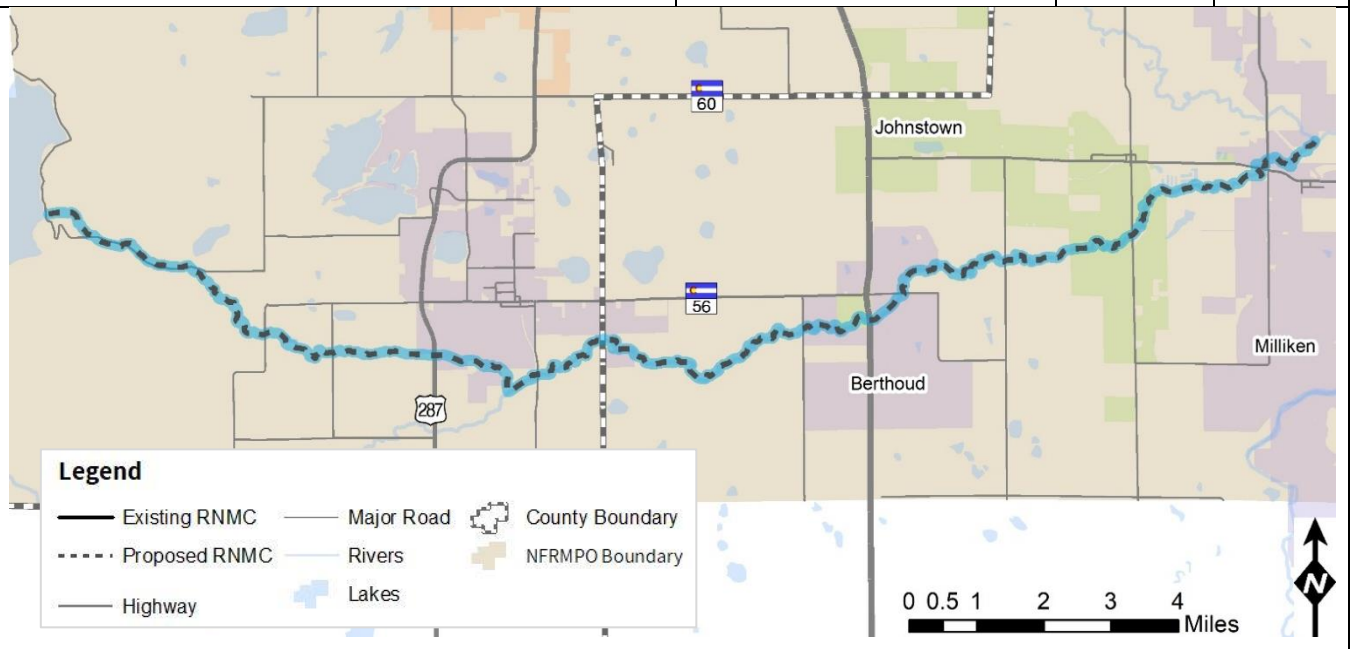
RTC | 6, 9

Related Plans

- ▶ [Berthoud Unified Trail Master Plan, 2018](#)
- ▶ [NFRMPO Non-Motorized Plan, 2016](#)
- ▶ [NFRMPO Regional Bicycle Plan, 2013](#)
- ▶ [Larimer County Open Lands Master Plan, 2015](#)
- ▶ [Johnstown-Milliken Parks Trails Recreation Open Space Master Plan, 2003](#)

Trends

Metric	2015	2045
<i>Average Daily PMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RNMC #3: Big Thompson River

Vision Statement

RNMC #3 provides a regional connection across the central portion of the NFRMPO region. This historically identified RNMC will connect both Larimer and Weld counties with access to destinations such as the Front Range Trail West (RNMC #7), Loveland’s Recreation Trail, Devil’s Backbone Open Space, and downtown Loveland and Milliken, as well as 15 K-12 and higher education schools. Currently, one segment has been constructed in Loveland. This RNMC will provide a grade-separated crossing of I-25, linking fast-growing commercial areas, residential neighborhoods, and natural areas. It is listed as a regional trail priority in the [2015 Larimer County Open Lands Master Plan](#).

Centerline Miles | 35

Jurisdictions

Unincorporated Larimer County, Loveland, Johnstown, Unincorporated Weld County, Milliken, and Evans

Connected Corridors

RSC | 1, 2, 6, 11, 13, 14, 16, 18, 19, 24

RNMC | 1, 2, 4, 5, 7, 8, 9, 11, 12

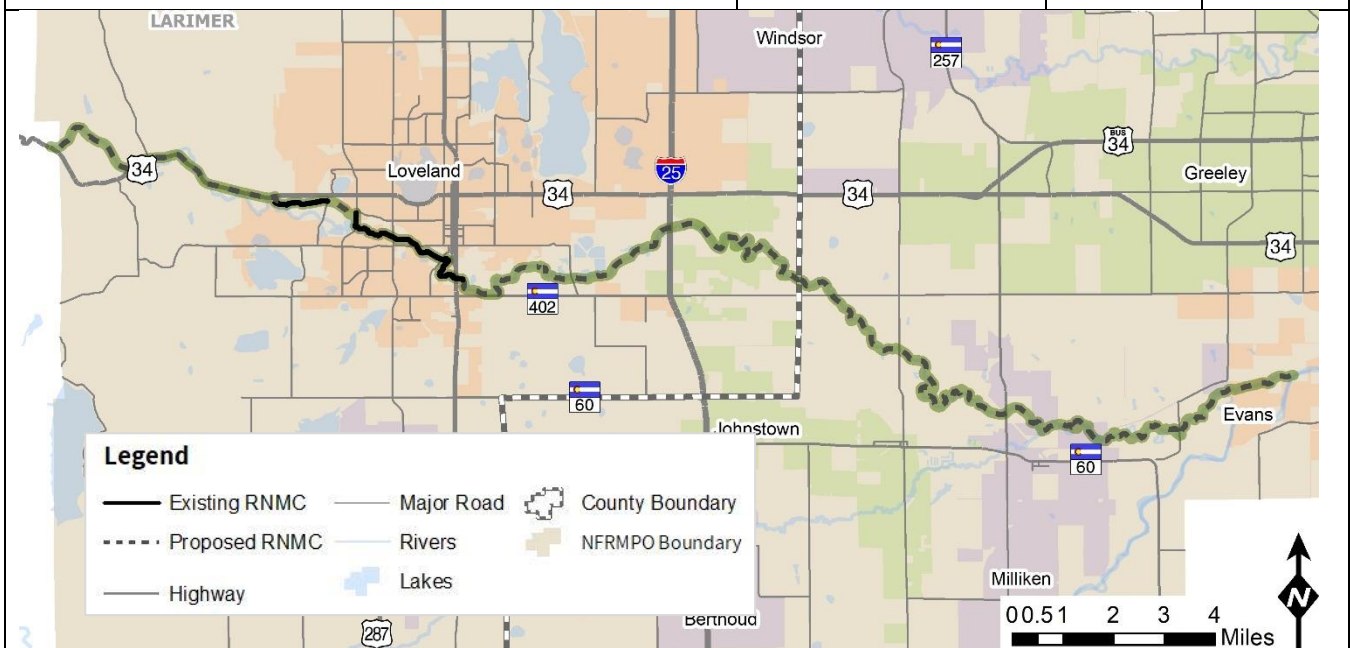
RTC | 4, 6, 7, 10

Related Plans

- ▶ US 34 Planning and Environmental Linkages (PEL) Study, 2019
- ▶ [NFRMPO Non-Motorized Plan](#), 2016
- ▶ [NFRMPO Regional Bicycle Plan](#), 2013
- ▶ [Larimer County Open Lands Master Plan, 2015](#)
- ▶ [Loveland Parks and Recreation Master Plan, 2014](#)
- ▶ [Evans Open Space and Trails Master Plan, 2004](#)
- ▶ [Johnstown-Milliken Parks, Trails, Recreation, Open Space Plan, 2003](#)

Trends

Metric	2015	2045
<i>Average Daily PMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RNMC #4: Great Western / Johnstown / Loveland

Vision Statement

The RNMC follows the alignment of the Great Western Railroad, which once connected Eaton to Loveland. The backbone of the RNMC in the 11.7-mile mixed-use recreational trail connecting the towns of Windsor, Severance, and Eaton via 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 RNMC would follow the remaining active railway (Rail-with-Trails) crossing the Poudre River Trail (RNMC #6) and I-25 into Loveland’s off-street bicycle network. This corridor provides critical rural access from the northeast portion of NFRMPO region to the region’s rapidly-developing core and celebrates the region’s rich agricultural history.

Centerline Miles | 25

Jurisdictions

Loveland, Johnstown, Greeley, Windsor, Severance, Unincorporated Weld County, and Eaton

Connected Corridors

RSC | 1, 2, 4, 6, 11, 12, 14, 18, 19, 20, 24, 28

RNMC | 3, 6, 7, 8, 9, 11

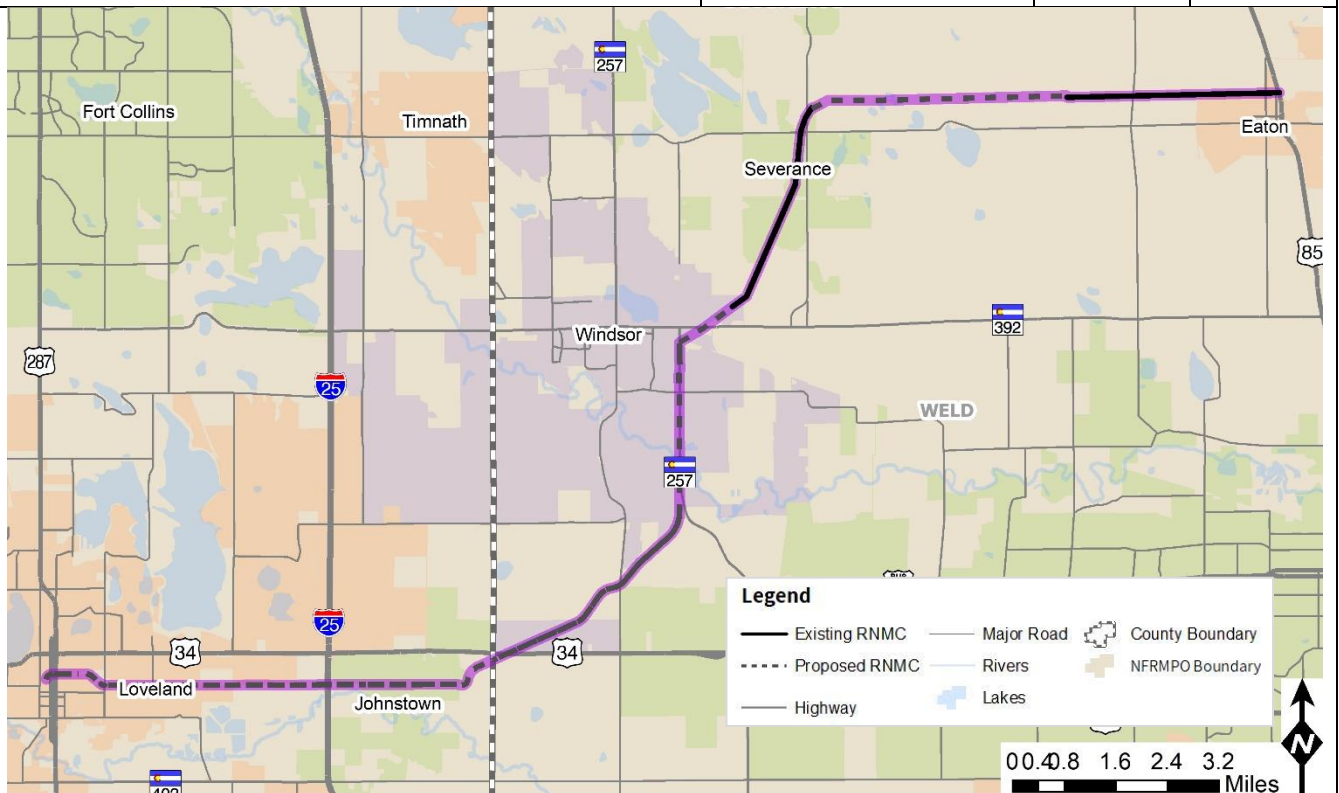
RTC | 4, 6, 8, 9, 10

Related Plans

- ▶ US 34 Planning and Environmental Linkages (PEL) Study, 2019
- ▶ [NFRMPO Non-Motorized Plan](#), 2016
- ▶ [NFRMPO Regional Bicycle Plan](#), 2013
- ▶ [Windsor Comprehensive Plan, 2016](#)
- ▶ [Loveland Parks and Recreation Master Plan, 2014](#)

Trends

Metric	2015	2045
<i>Average Daily PMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RNMC #5: North Loveland / Windsor

Vision Statement

RNMC #5 will support bicycle travel from Windsor in Weld County across the county line into the southern portion of Fort Collins, the Carter Lake/Horsetooth Foothills Corridor (RNMC #12) and the western arc of Loveland's Recreation Trail in Larimer County. The trail also leverages the newly constructed bike lanes across the upgraded Fort Collins/Windsor Bridge at SH392 to access the bicycle lanes and a future shared-use trail on the southern boundary of Fossil Creek Reservoir. This corridor is listed as a regional trail priority in the 2015 Larimer County Open Lands Master Plan. The City of Loveland is working to fill a critical gap across the BNSF Railroad track, which will provide new opportunities for regional travel.

Centerline Miles | 18

Jurisdictions

Loveland, Unincorporated Larimer County, Fort Collins, and Windsor

Connected Corridors

RSC | 1, 2, 6, 12, 15, 16, 17

RNMC | 3, 6, 7, 8, 11

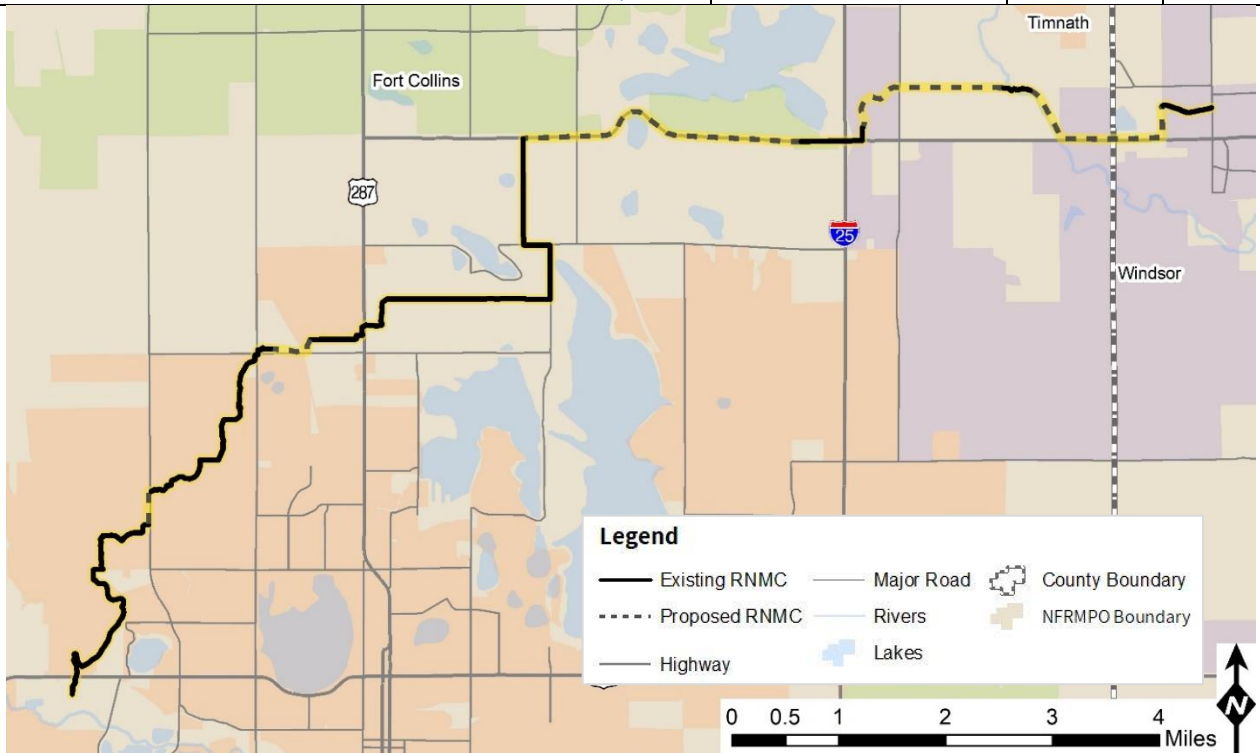
RTC | 6, 7, 8, 9

Related Plans

- ▶ [US 34 Planning and Environmental Linkages \(PEL\) Study, 2019](#)
- ▶ [NFRMPO Non-Motorized Plan, 2016](#)
- ▶ [NFRMPO Regional Bicycle Plan, 2013](#)
- ▶ [Windsor Comprehensive Plan, 2016](#)
- ▶ [Larimer County Open Lands Master Plan, 2015](#)
- ▶ [Loveland Parks and Recreation Master Plan, 2014](#)
- ▶ [Fort Collins Paved Recreation Trail Master Plan, 2013](#)

Trends

Metric	2015	2045
<i>Average Daily PMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RNMC #6: Poudre River

Vision Statement

RNMC #6 is a nationally-recognized bicycle and pedestrian corridor extending beyond the NFRMPO boundary. The RNMC within the NFRMPO region is the most publicly recognized trail infrastructure in the 2045 RTP and works as a model for the regional collaboration required to construct a trail between multiple jurisdictions. The collaborative effort has received numerous State and federal funding awards. The RNMC is recognized by Colorado Parks & Wildlife as the backbone of the [Colorado Front Range Trail](#) through Northern Colorado. The segment serves both recreational and commuter purposes of bicyclists and pedestrians across the region and enables historical and cultural opportunities along the [Cache La Poudre National Heritage Area](#). Closing the remaining gaps between the west and east portions of the trail is a top regional trail priority for Fort Collins, Timnath, Windsor, and Larimer County. These agencies are actively working together to acquire right-of-way and secure funding for the remaining segments.

Centerline Miles | 53

Jurisdictions

Unincorporated Larimer County, Fort Collins, Timnath, Windsor, and Greeley

Connected Corridors

RSC | 1, 3, 4, 6, 11, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28

RNMC | 1, 4, 5, 7, 8, 9, 12

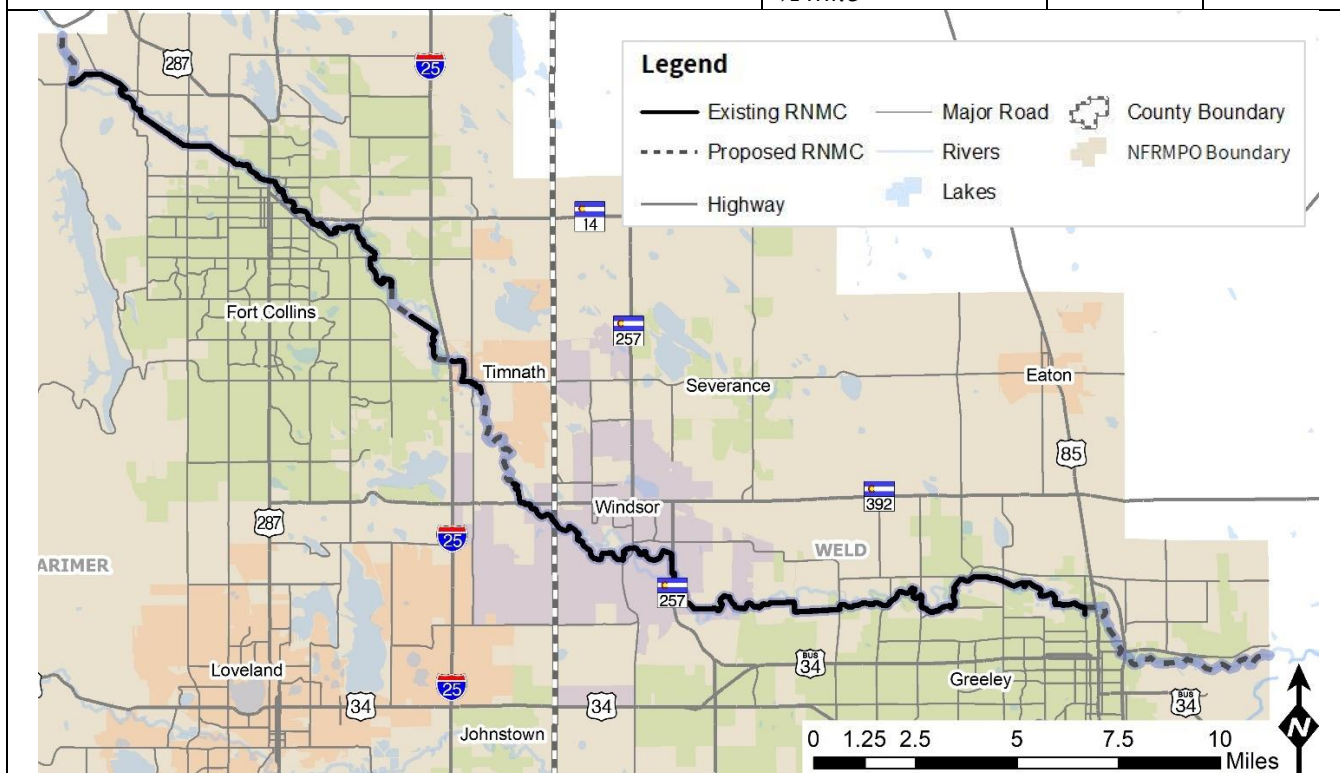
RTC | 1, 2, 3, 4, 5, 6, 8, 9, 11

Related Plans

- ▶ [Greeley Parks, Trails, and Open Lands Master Plan, 2016](#)
- ▶ [Windsor Comprehensive Plan, 2016](#)
- ▶ [Larimer County Open Lands Master Plan, 2015](#)
- ▶ [Fort Collins Paved Recreation Trail Master Plan, 2013](#)
- ▶ [NFRMPO Non-Motorized Plan, 2016](#)
- ▶ [NFRMPO Regional Bicycle Plan, 2013](#)

Trends

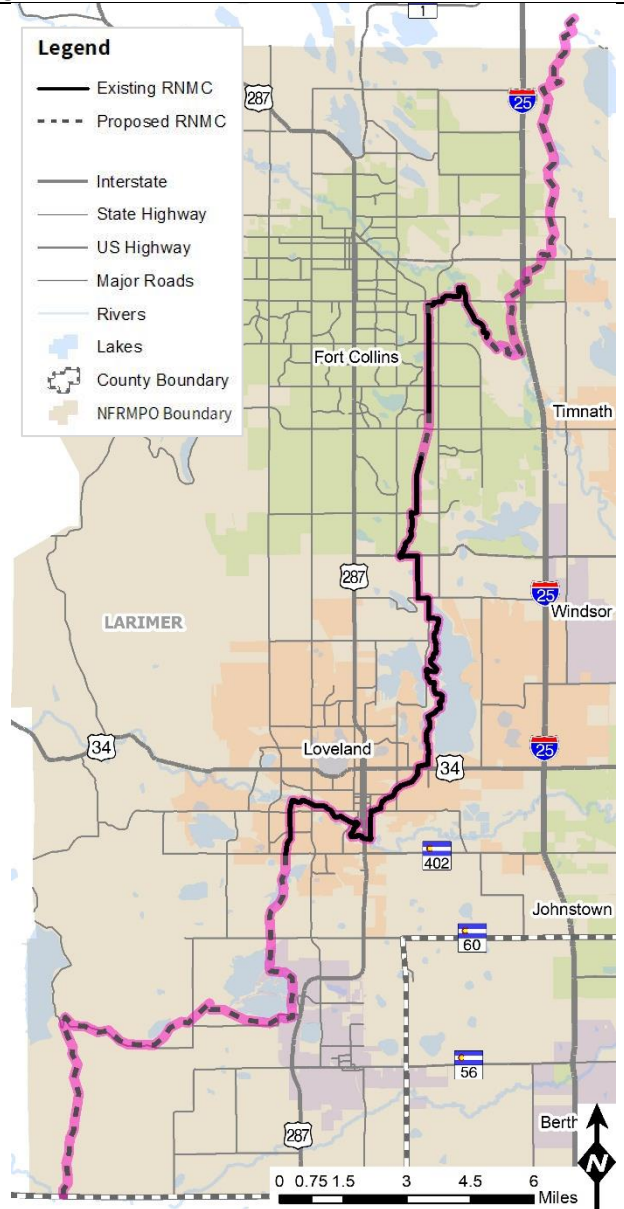
Metric	2015	2045
<i>Average Daily PMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RNMC #7: Front Range Trail (West)

Vision Statement

Colorado Parks & Wildlife recognizes RNMC #7 as the western leg of the [Colorado Front Range Trail](#) in the NFRMPO region. The completed RNMC will connect Berthoud, Fort Collins, Loveland, and to Boulder County. The trail connects many open space areas and 43 K-12 and higher education schools. The RNMC is a critical segment of the larger trail, to stretch from New Mexico to Wyoming. The City of Fort Collins is actively working to create grade-separated crossings at the RNMCs most significant infrastructure barriers, Harmony Road and I-25. This corridor is listed as a regional trail priority in the [2015 Larimer County Open Lands Master Plan](#).



Centerline Miles	35
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Jurisdictions

Unincorporated Larimer County, Berthoud, Loveland, and Fort Collins

Connected Corridors

<i>RSC</i>	1, 2, 6, 12, 16, 20, 26, 27
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<i>RNMC</i>	2, 3, 4, 5, 6, 8, 11, 12
-------------	--------------------------

<i>RTC</i>	1, 3, 4, 6, 10, 12
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Related Plans

- ▶ US 34 Planning and Environmental Linkages (PEL) Study, 2019
- ▶ [NFRMPO Non-Motorized Plan](#), 2016
- ▶ [NFRMPO Regional Bicycle Plan](#), 2013
- ▶ [Larimer County Open Land Master Plan, 2015](#)
- ▶ [Loveland Parks and Recreation Master Plan, 2014](#)
- ▶ [Fort Collins Paved Recreation Trail Master Plan, 2013](#)

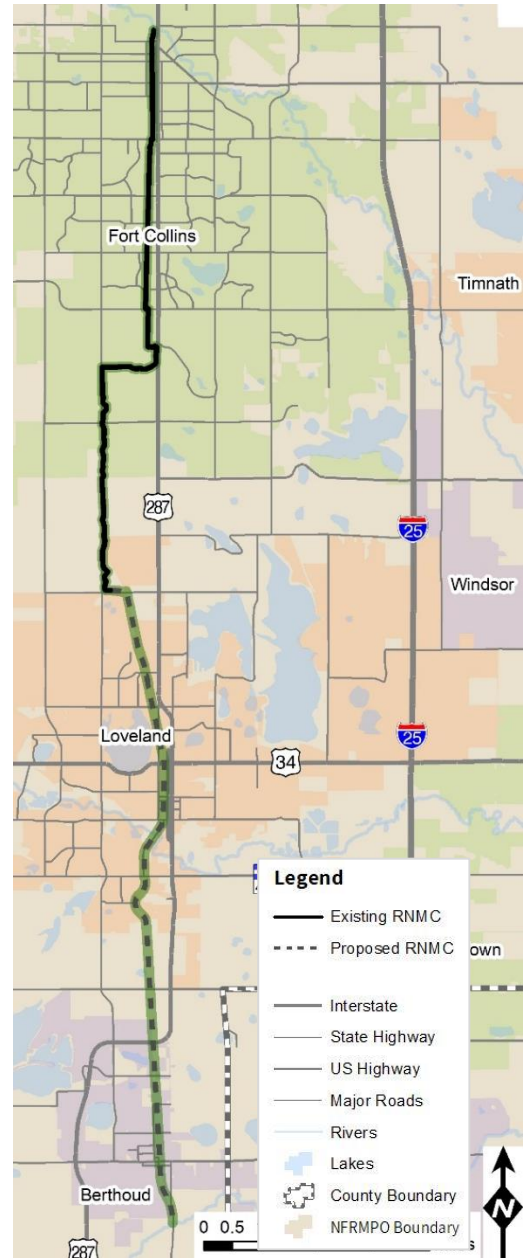
Trends

Metric	2015	2045
<i>Average Daily PMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RNMC #8: BNSF Fort Collins / Berthoud

Vision Statement

The historical BNSF Railway line runs from Fort Collins through Loveland, unincorporated Larimer County, and Berthoud. RNMC #8 parallels the BNSF Railway (Rails-with-Trails) to connect the downtown areas of all three communities and to 57 K-12 and higher education schools within the area. This RNMC is a showcase of best practices due to decades of planning, collaboration, and investment between agencies. The connection between Loveland and Berthoud is a priority for both communities and corridor is listed as a regional trail priority in the [2015 Larimer County Open Lands Master Plan](#).



Centerline Miles	24
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Jurisdictions

Fort Collins, Unincorporated Larimer County, Loveland, Berthoud

Connected Corridors

<i>RSC</i>	2, 6, 8, 9, 10, 13, 16, 20, 26, 27
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<i>RNMC</i>	2, 3, 5, 6, 7, 11
-------------	-------------------

<i>RTC</i>	1, 2, 6, 9, 10
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Related Plans

- ▶ US 34 Planning and Environmental Linkages (PEL) Study, 2019
- ▶ [NFRMPO Non-Motorized Plan](#), 2016
- ▶ [NFRMPO Regional Bicycle Plan](#), 2013
- ▶ [Berthoud Unified Trail Master Plan, 2018](#)
- ▶ [Larimer County Open Land Master Plan, 2015](#)
- ▶ [Loveland Parks and Recreation Master Plan, 2014](#)
- ▶ [Fort Collins Paved Recreation Trail Master Plan, 2013](#)
- ▶ [North I-25 Environmental Impact Statement, 2011](#)
- ▶ [Mason Street Transportation Corridor Master Plan, 2000](#)

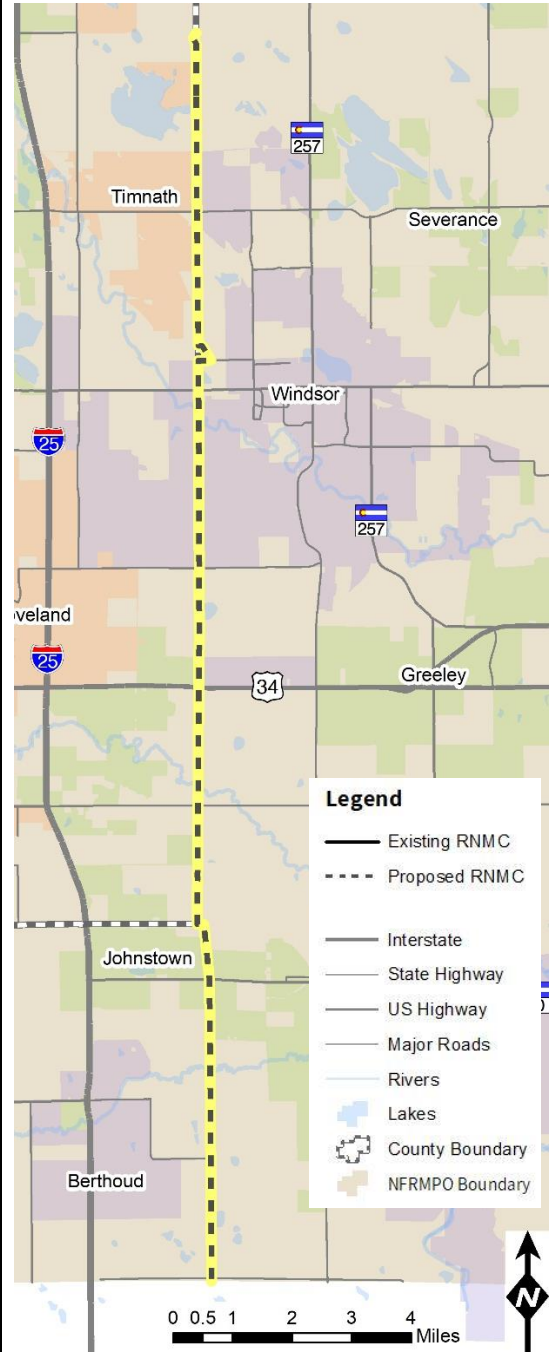
Trends

Metric	2015	2045
<i>Average Daily PMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RNMC #9: Johnstown / Timnath

Vision Statement

RNMC #9 serves as a north-south connection in the NFRMPO Region. The RNMC connects Timnath, Windsor, unincorporated Larimer County, Johnstown, and unincorporated Weld County with dedicated bike lanes. The corridor strategically follows County Line Road to intersect with six RNMCs, including RNMCs #2, #3, #4, #5, #6, and #11. This corridor provides bicycle access for residents and visitors up and down the central part of the NFRMPO region. Improvements on this RNMC are anticipated when the roadway is scheduled for maintenance/expansion.



Centerline Miles | 19

Jurisdictions

Unincorporated Weld County, Timnath, Unincorporated Larimer County, Windsor, and Johnstown

Connected Corridors

RSC | 2, 10, 12, 13, 18, 20, 25

RNMC | 2, 3, 4, 5, 6, 11

RTC | 1, 3, 4, 8, 10, 12

Related Plans

- ▶ US 34 Planning and Environmental Linkages (PEL) Study, 2019
- ▶ [NFRMPO Non-Motorized Plan](#), 2016
- ▶ [NFRMPO Regional Bicycle Plan](#), 2013
- ▶ [Windsor Comprehensive Plan, 2016](#)
- ▶ [Johnstown Transportation Master Plan, 2008](#)

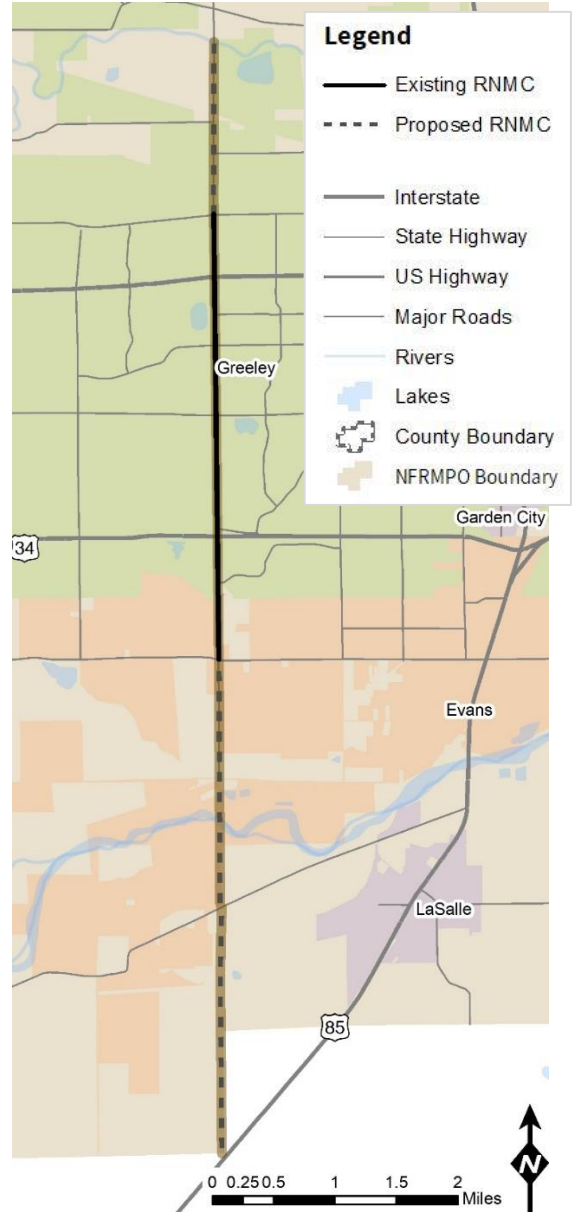
Trends

Metric	2015	2045
<i>Average Daily PMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

RNMC #10: Greeley / La Salle

Vision Statement

RNMC #10 leverages the existing shared-use trail infrastructure along 35th Avenue in Greeley to create a RNMC extending to LaSalle through Evans. The RNMC accommodates the identified desire for north-south bicycle commuting between the communities to access the GET transit system, Aims Community College, Greeley West High School, and various retail centers. Construction of a bridge over the South Platte River connecting 35th Ave and WCR35 is critical for LaSalle’s multimodal access to the north in lieu of improvements to US85.



Centerline Miles	8.5
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Jurisdictions

Unincorporated Weld County, Greeley, Evans, and LaSalle

Connected Corridors

<i>RSC</i>	2, 3, 13, 22, 25
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<i>RNMC</i>	1, 6, 11
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<i>RTC</i>	3, 8, 10, 11
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Trends

	Metric	2015	2045
Related Plans <ul style="list-style-type: none"> ▶ US 34 Planning and Environmental Linkages (PEL) Study, 2019 ▶ NFRMPO Non-Motorized Plan, 2016 ▶ NFRMPO Regional Bicycle Plan, 2013 ▶ Greeley Parks, Trails, and Open Lands Master Plan, 2016 ▶ Evans Open Space and Trails Master Plan, 2004 	<i>Average Daily PMT</i>		
	<i>Population living within ½ mile</i>		
	<i>Jobs located within ½ mile</i>		

RNMC #11: US 34 Non-Motorized

Vision Statement

RNMC #11 is the only regional corridor to parallel a highway on the State system. The [Colorado Transportation Commission's Bike and Pedestrian Policy Directive 1602.0](#) and subsequent [State Statute 43-1-120](#) codifies the accommodation of bicyclists and pedestrians on the State Highway System. The vision for this RNMC is a shared-use trail, safely separated from the highway connecting Greeley and Promontory to Centerra, Johnstown, and Loveland. The RNMC would leverage, but is not limited to, CDOT's Right-of-Way on US34.

Centerline Miles | 21.5

Jurisdictions

Unincorporated Larimer County, Loveland, Johnstown, Windsor, Unincorporated Weld County, Greeley, and Garden City

Connected Corridors

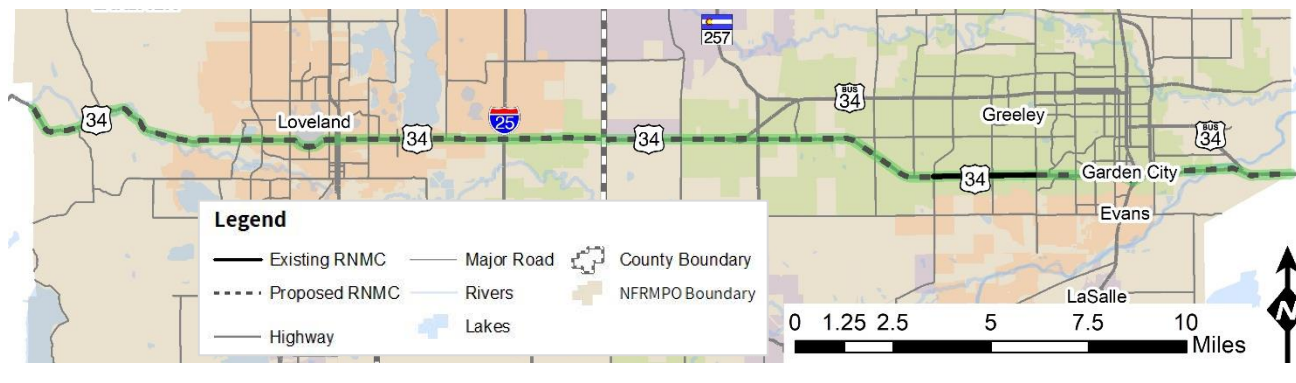
<i>RSC</i>	2, 3, 4, 5, 6, 11, 14, 15, 16, 17, 19, 22, 23, 24, 28
<i>RNMC</i>	1, 2, 3, 4, 5, 6, 7
<i>RTC</i>	4, 5, 6, 7, 8, 10, 11, 12

Related Plans

- ▶ US 34 Planning and Environmental Linkages (PEL) Study, 2019
- ▶ [NFRMPO Non-Motorized Plan](#), 2016
- ▶ [NFRMPO Regional Bicycle Plan](#), 2013
- ▶ [Greeley Parks, Trails, and Open Lands Master Plan, 2016](#)

Trends

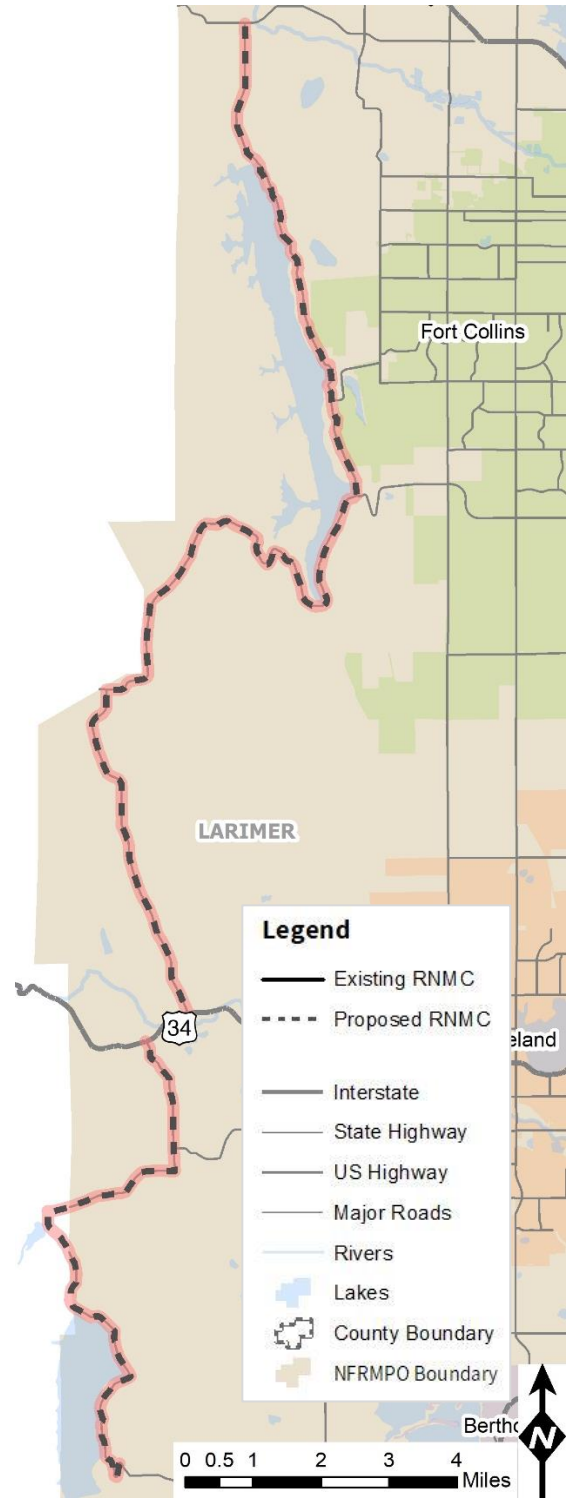
Metric	2015	2045
<i>Average Daily PMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		



RNMC #12: Carter Lake / Horsetooth Foothills

Vision Statement

RNMC #12 is predominantly a recreational corridor which provides access to many city, county, state parks, and trailheads of the foothills in the western portion of the NFRMPO region via bikeable shoulders. The RNMC frequently hosts bicycle and foot races and sporting events. The RNMC traverses the Larimer County foothills and provides strategic local connections to Berthoud, Fort Collins, and Loveland. Improvements on this RNMC are anticipated when the roadway is scheduled for maintenance/expansion. This corridor is listed as a regional trail priority in the [2015 Larimer County Open Lands Master Plan](#).



Centerline Miles | 31

Jurisdictions

Unincorporated Larimer County, and Fort Collins

Connected Corridors

RSC | 2

RNMC | 1, 2, 3, 6, 11

RTC | 7

Trends

Related Plans

- ▶ [Larimer County Open Lands Master Plan, 2015](#)
- ▶ [NFRMPO Non-Motorized Plan, 2016](#)
- ▶ [NFRMPO Regional Bicycle Plan, 2013](#)

Metric	2015	2045
<i>Average Daily PMT</i>		
<i>Population living within ½ mile</i>		
<i>Jobs located within ½ mile</i>		

D. Freight Vision

In 2019, the NFRMPO adopted its first regional plan for long-range freight planning. This plan, Freight Northern Colorado (FNC), focuses on highway and rail freight conditions, programs, technologies, and strategies. The FNC builds on CDOT's Colorado Freight Plan (CFP), also adopted in 2019. FNC identifies ways agencies and planning partners can maintain and

Truck Freight

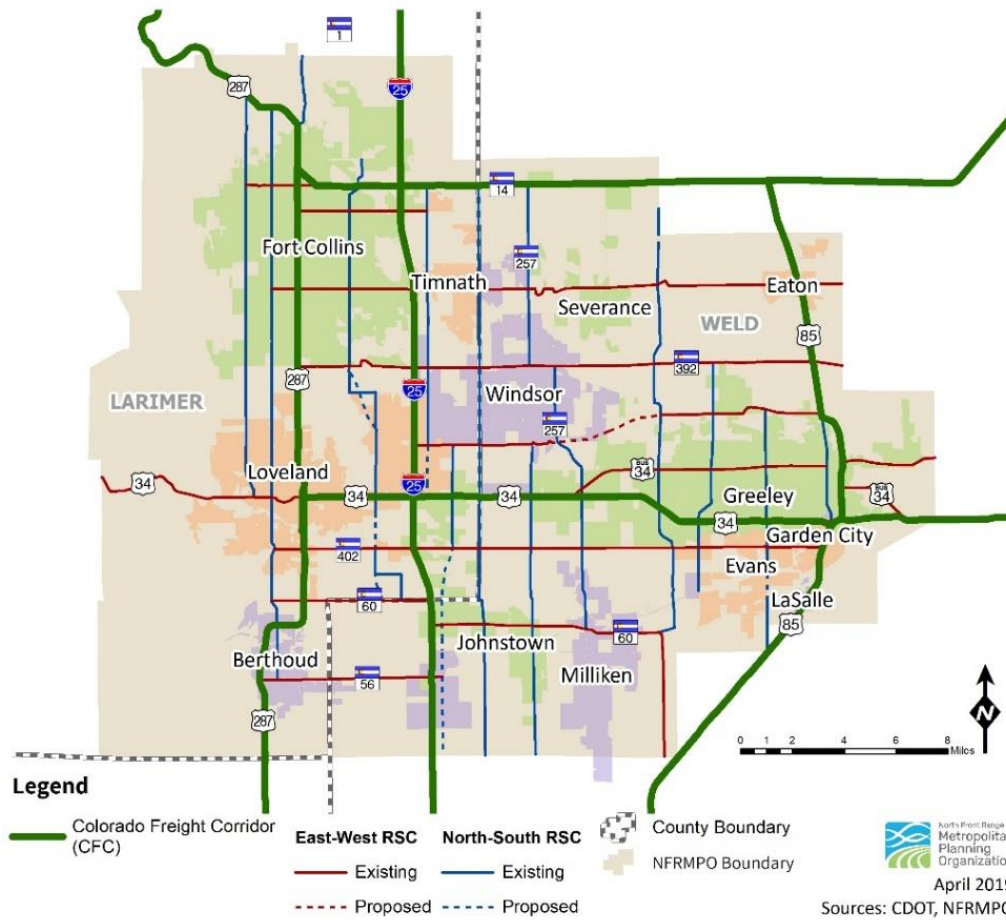
FNC affirms the importance of the Colorado Freight Corridors (CFCs) on the State Highway system. According to CDOT, the CFCs represent the highway routes that are most critical to facilitating the movement of goods into, out of, and within Colorado. Each of these CFC's is part of the NFRMPO's Regionally Significant Corridor (RSC) network. Accordingly, the region's vision for each of State Freight Corridor is outlined in the RSC Visions earlier in this chapter. Each RSC vision contains analysis of current and future average daily truck volumes according to the 2015 Regional Travel

improve freight infrastructure in Northern Colorado which will help the region achieve the targets set in the 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT). The major recommendations from this plan include:

- TBD – FNC Draft to be reviewed at May 15, 2019 TAC meeting

Demand Model. Other regional plans such as [Truck Traffic in the Northeastern Quadrant of the NFRMPO Region: Sub-Regional Study](#) and local plans are important resources for understanding the existing truck freight conditions and needs of the RSC network, as well as other supporting roads. Some RSCs are designed to accommodate only infrequent local truck traffic, while others can bear the load of more frequent regional truck traffic. The CFC's are shown overlaying the RSC network in Figure X-X

Figure X-X: Colorado Freight Corridors (CFC) and Regionally Significant Corridors (RSC)



Rail Freight

Because the region’s railroads are privately owned, operated, and maintained, NFRMPO does not maintain a vision for individual rail freight corridors, excluding the vision for passenger rail on the Great Western Railroad’s Greeley to Fort Collins (RTC #3) and Greeley to Loveland (RTC #4) corridors. Rather, the NFRMPO plans to strengthen public-private partnerships for maintaining and improving the interface of the rail system and the rest of the transportation system to ensure safety and efficiency for the movement of goods and people. As mentioned above, this will be

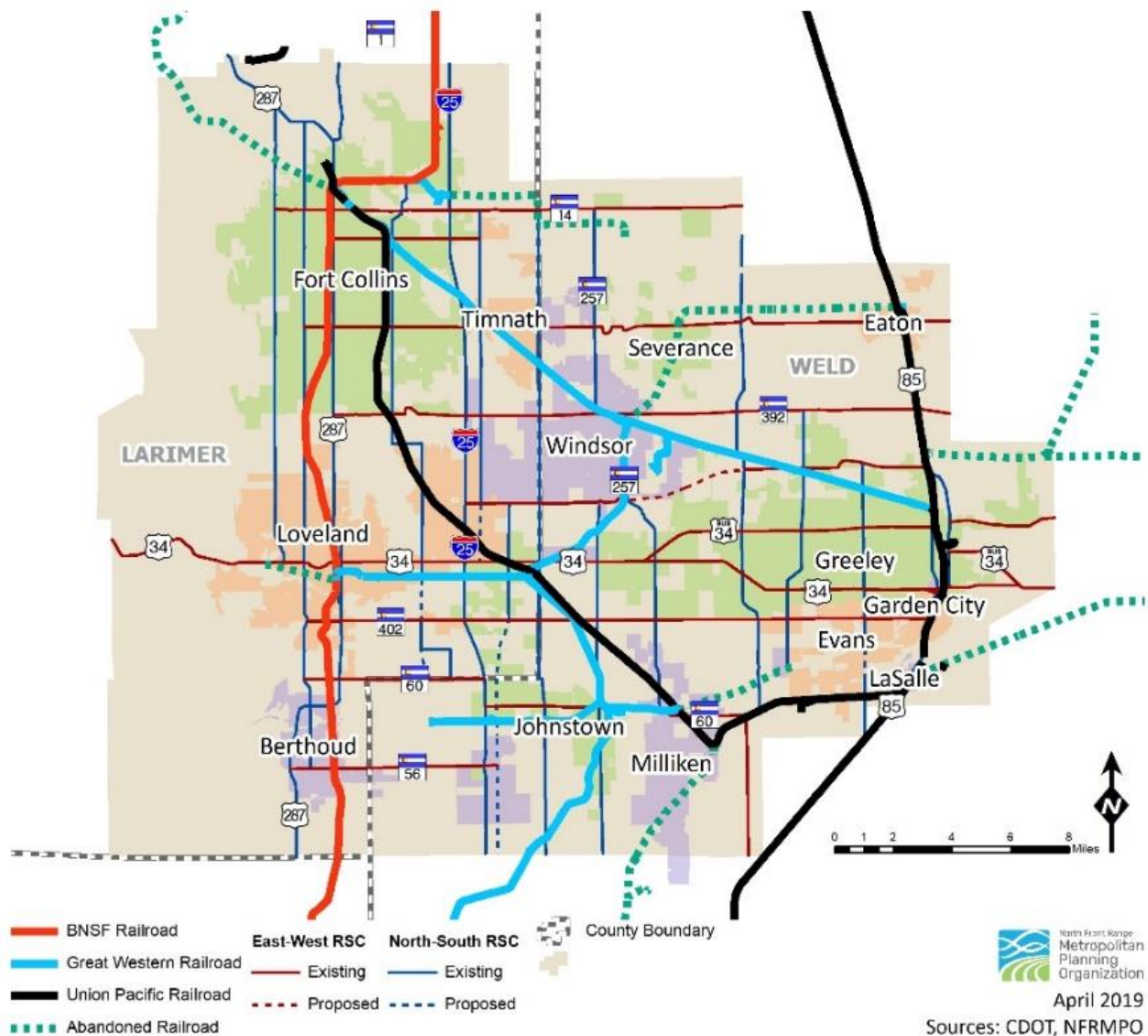
achieved through increased involvement in the FAC and ongoing data collection and analysis of safety and efficiency along freight rail system.

The CFP identifies freight rail needs and capacity constraints. These considerations should be the basis for public-private rail partnerships and analysis moving forward. The needs and constraints are:

- Improvements and Planning for Rail-Served Industrial Developments

- Targeted Freight Intermodal Connectivity Improvements
- Addressing Rail Service Constraints
 - Vertical clearance
 - Weight limit
 - Track capacity
 - Terminal yard capacity
- Rail line operating speed
- Traffic control and signaling systems
- Land use development and encroachment
- Preservation of freight corridors and assets
- Safety and security

Figure X-X: Active and Abandoned Railroads and Regionally Significant Corridors (RSC)



As shown in **Figure X-X**, the region is home to several miles of abandoned railroad. As established in a 1983 amendment to the National Trails System Act, railroads have the option to preserve corridors for alternative use instead of complete abandonment. The railroad can form an agreement with any person or agency, public or private, to use the rail line as a trail or linear park until the railroad might need the corridor again for future rail service. This is how RNMC #4: Great Western / Johnstown / Loveland was established. These rights-of-way may present viable options for alternative travel modes.

In the mid-2000s, CDOT worked with major freight railroad companies in Colorado to study the possible relocation of rail corridors to an “Eastern Bypass”. By 2012, CDOT stated changing economic conditions had made the Eastern Bypass inactive; however, the consideration for removing freight traffic from the populated areas between Fort Collins and

Denver while also ensuring a functioning rail system should be considered.¹

Plans for future road improvements along rail corridors are taking conflict points into consideration. For example, discussions regarding the future Vine Drive corridor in Fort Collins have touched on the need for grade-separated intersections as traffic along the rail and road corridor increases. In addition, Weld County and Union Pacific are working together to close 11 of the 57 at-grade railroad crossings along the 63-mile stretch of US85 to improve safety and efficiency. Two of these crossings are in the North Front Range: Weld County Road 72 (WCR 72) in Eaton and WCR 64 / O Street in Greeley. These types of partnerships and analyses should continue across the NFRMPO region as rail, road, bicycle, and pedestrian traffic increase. Figure X-X shows the at-grade railroad-road crossings in the region.

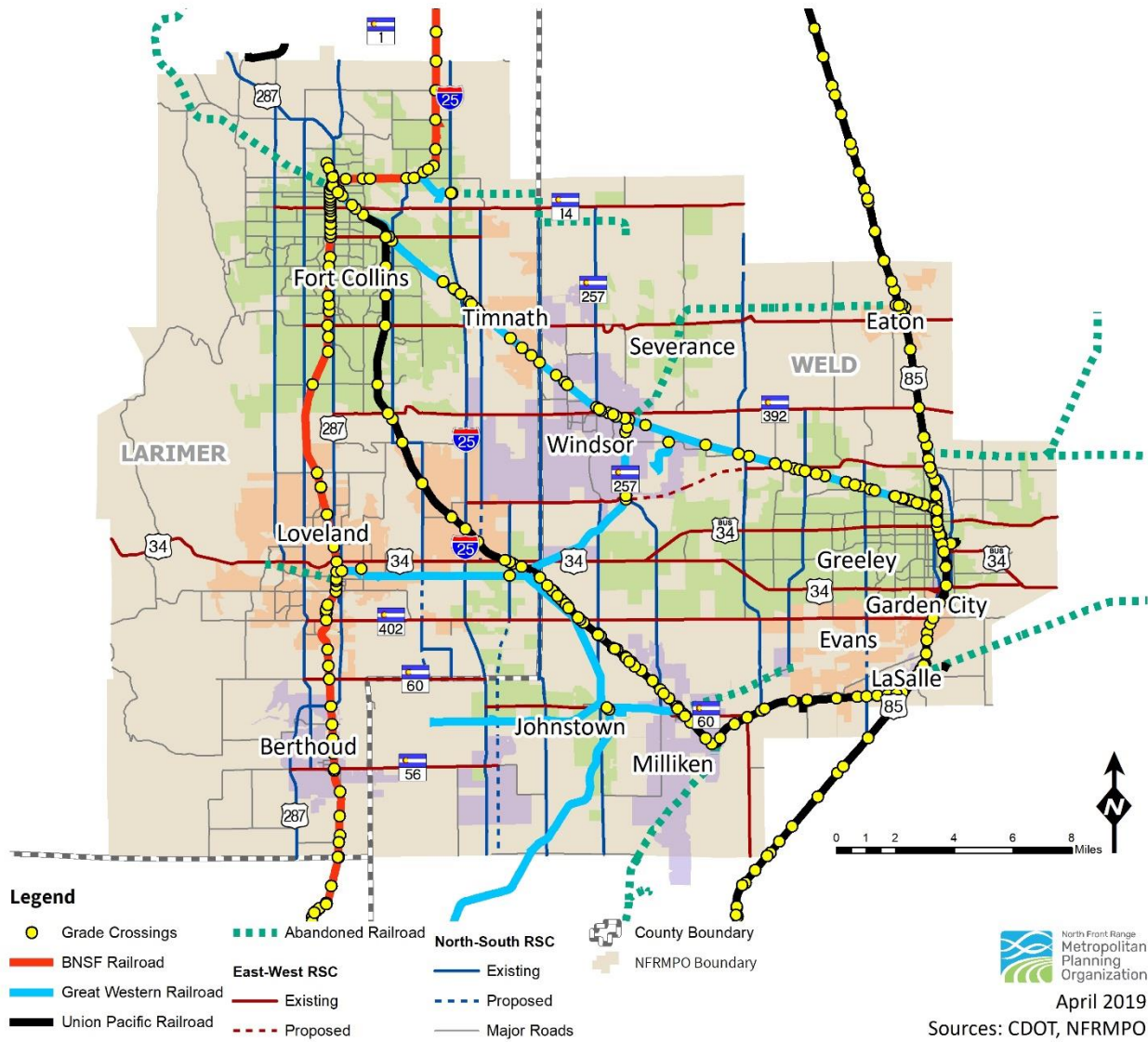
Table X-X: Connected Corridors by Railroad Owner

Corridors	BNSF	Great Western	Union Pacific	Abandoned
RSC	2, 6, 8, 9, 10, 20, 26, 28	1, 2, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 18, 19, 20, 22, 23, 24 25, 26, 27, 28	1, 2, 3, 4, 5, 6, 8, 10, 11, 12, 13, 14, 15, 18, 19, 20, 22, 25, 26, 27, 28	4, 6, 8, 11, 12, 16, 17, 20, 23, 24
RNMC	2, 3, 4, 5, 6, 7, 8, 11	2, 3, 4, 6, 7, 8	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11,	2, 3, 4, 6, 7, 8, 12
RTC	1, 2, 9	1, 3, 4, 6, 8, 9, 10, 12	1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12	1, 4, 6, 8, 9, 11, 12 16, 18, 20, 24

¹ CDOT [North I-25 EIS Commuter Rail Update](#), 2015.

Figure X-X: At-Grade Railroad Crossings and Regionally Significant Corridors (RSC)

(map will be updated)

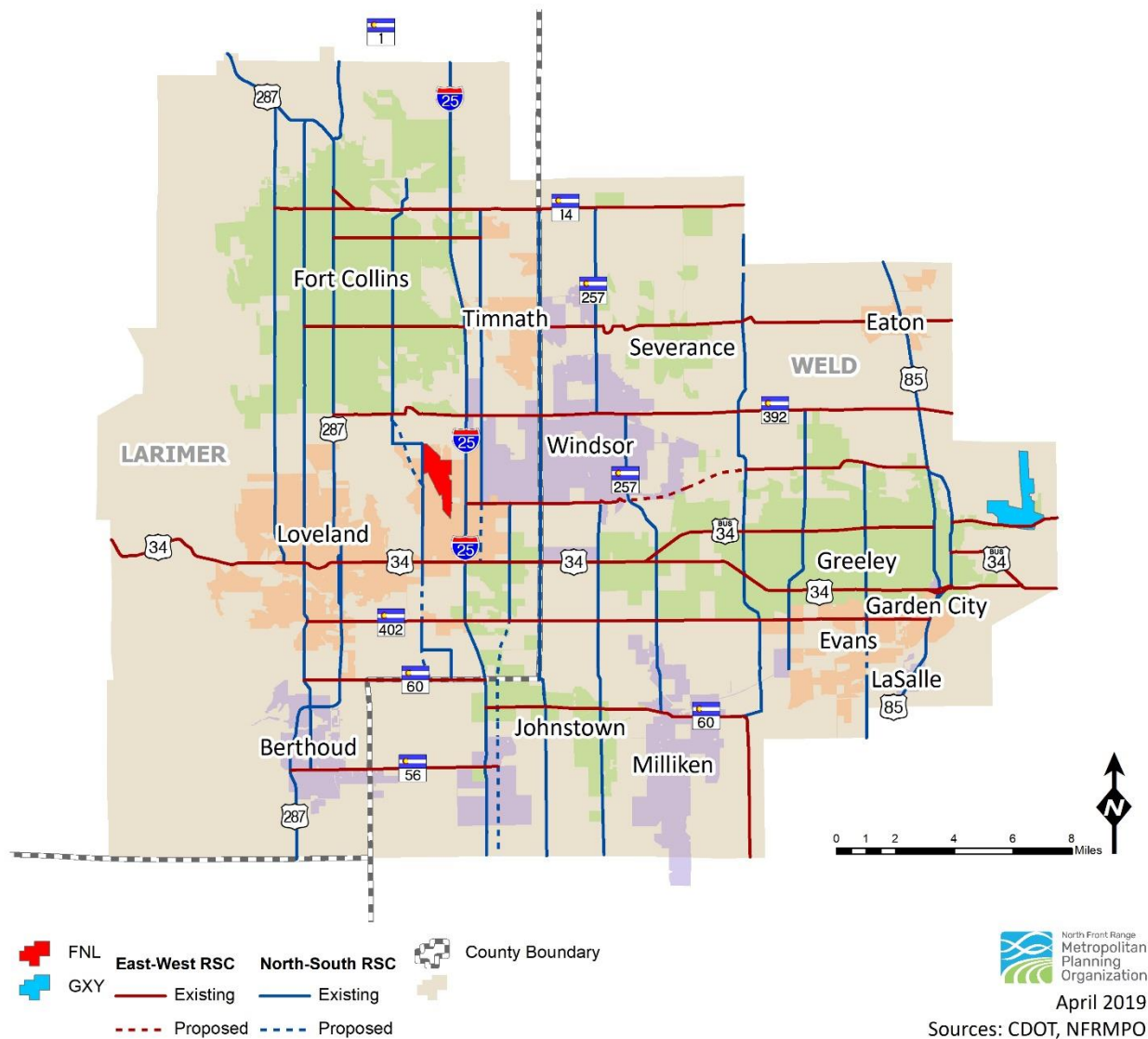


E. Aviation Vision

The region's two General Aviation Airports are both publicly owned, operated, and maintained by NFRMPO member agencies. While the NFRMPO does not maintain visions for these facilities, the NFRMPO and its planning partners acknowledge the importance of the Northern Colorado Airport (FNL) and Greeley-Weld County Airport (GXY) in the region's transportation system. The

NFRMPO will continue to participate in updates to each airport's Master and/or Strategic Plan updates as well as in updates to reports such as the [2013 Economic Impact Study of Colorado Airports](#), the [2011 Colorado Aviation System Plan](#), and other related planning efforts of the CDOT Division of Aeronautics. The airports are shown overlaying the RSC network in Figure X-X.

Figure X-X: Airports and Regionally Significant Corridors (RSC)



Northern Colorado Regional Airport (FNL)

In 2007, FNL (known at the time as the Fort Collins-Loveland Municipal Airport) updated its [Airport Master Plan](#) under the direction of the cities of Fort Collins and Loveland. The Plan assesses the direct improvements necessary to accommodate the region’s future aviation needs. The Plan lays out development opportunities on the airport property and future runway extensions, other facility improvements, and more. In 2020, FNL expects its new Virtual Air Traffic Control Tower (ATCT)

will be operational and Federal Aviation Administration (FAA) certified. By optimizing runway operations, the Virtual ATCT will expand FNL’s capacity to accommodate commercial services and other future opportunities. The Virtual ATCT will also allow the airport to remotely manage runway operations at other airports around the state, improving safety, efficiency, and providing economic benefits. FNL is currently working on an update to its [2007 Master Plan](#).

RSC	1, 2, 12, 28
RNMC	7, 11
RTC	6, 10, 12

Greeley-Weld County Airport (GXY)

In 2014, the Greeley-Weld County Airport Authority updated its [Airport Master Plan](#). The Plan lays out the extent and development schedule for future improvements and expansions of parking, roads, hangars, and

other buildings for aeronautical and non-aeronautical uses at GXY. Future plans at the adjacent Colorado Air National Guard Recruiting Center may also impact development at GXY and the surrounding area.

RSC	2, 4, 21
RNMC	1, 6
RTC	3, 4, 8, 10, 11