

LINKNoCo Virtual Public Meeting Summary

June 2022

418
TOTAL SITE
SESSIONS

6
TOTAL USERS
ACCESSED
SPANISH SITE

21
MAILING LIST
SIGN-UPS

3
OPEN-ENDED
COMMENTS

Responses to Comment Form Questions

131
Which premium
transit category
would most benefit
the North Front
Range?

14
Loveland to
Greeley (US 34)

13
Windsor to
Loveland (US
34/Weld County
Road 17)

25
Greeley to Fort
Collins Regional
Rail (Great
Western Railway)

Overview

The North Front Range Metropolitan Planning Organization (NFRMPO) held a self-guided online meeting for the LINKNoCo Premium Transit Study. The meeting was open to the public from June 1 through June 16, 2022. Available in Spanish and English, this meeting presented a study overview and showed technical progress to date, including the identification of three priority corridors to advance first for implementation. The meeting solicited community input on these corridors to let the study team know if they're on the right track with the corridors and preliminary transit stop locations.

Meeting Topics:

- Plan Background and Overview
- “What is premium transit?”*
- Why LINKNoCo and Plan Outcomes
- Study Development Process
- Complete Premium Transit Network
- Priority Corridors
- Interactive Corridor Map *
 - Loveland to Greeley (US 34)
 - Windsor to Loveland (US 34/Weld County Road 17)
 - Greeley to Fort Collins Regional Rail (Great Western Railway)
- Project Timeline , Public Outreach Opportunities, Stay Involved

* Topic that included an interactive feedback exercise.

Event Promotion

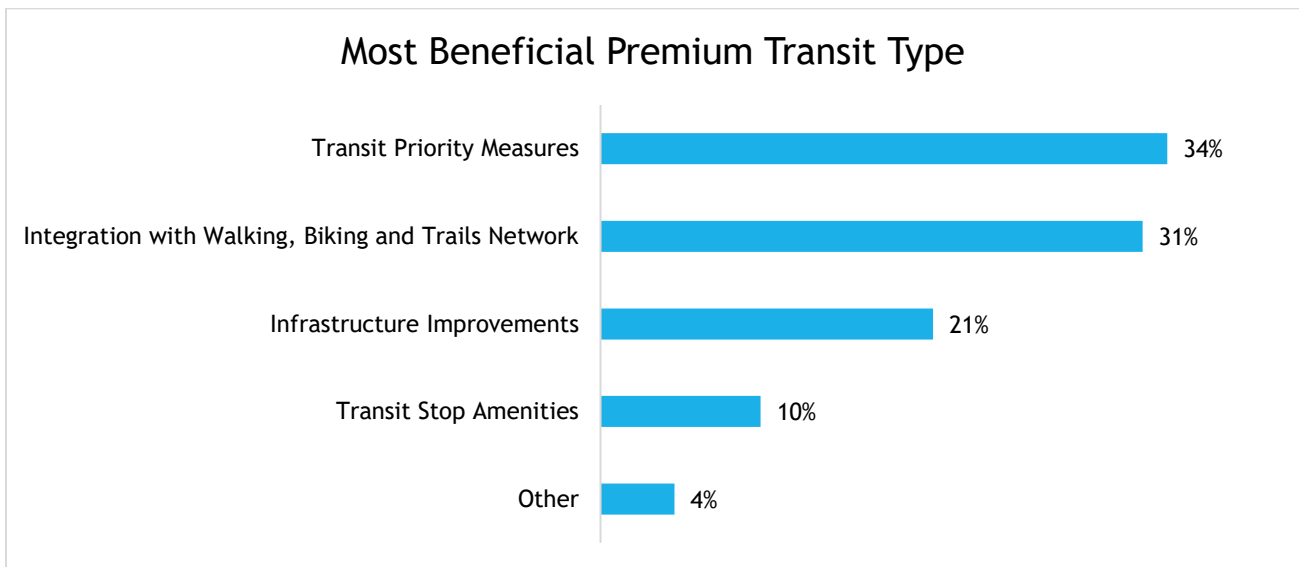
- Banner on North Front Range MPO (NFRMPO) website and blurbs on project webpage
- Social media posts (NFRMPO’s Instagram, Facebook, Twitter, and LinkedIn accounts)
- E-blasts to project stakeholders (e.g., Guidance Committee members, agencies, social service organizations, planning councils, municipal communications departments)
- Press Release to English and Spanish serving institutions
- Postings to area Spanish-speaking community’s Facebook groups

How People Accessed the Event

- Visitors accessed the public meeting by smartphone (52%), desktop computer (41%), and tablet (7%).
- Nearly two-thirds of all site visits came from people being redirected through social media posts. Breakdown for social media:
 - Facebook: 93%
 - Twitter: 5%
 - LinkedIn: 2%
 - Instagram: 1%
- An additional 85 (20%) of people accessed the meeting by directly typing the meeting link in their web browsers.

Meeting Feedback Activity Results

Which Premium transit category would most benefit the North Front Range?



Transit priority measures and integration with walking, biking, and trails network both received about one-third of the total votes, followed by infrastructure improvements (20%) and transit stop amenities (10%). The “other” responses included: more routes; parking lots at hub points; rail lines and/or tram lines that have priority over traditional traffic; something like a train, light rail, or subway; train service; and all types.

Loveland to Greeley (US 34)

Do you support this corridor being a priority?

Yes	93%
Neutral	0%
No	7%

Are we generally on the right track with these stop locations?

Yes	86%
Neutral	14%
No	0%

Which 2-3 stops are most important to you?

Mobility Hub: Centerra Loveland Station	23%
Centerra & Kendall Parkway (Promenade at Centerra)	18%
11th Ave/22nd St (University of Northern Colorado)	18%
Greeley Park and Ride	11%
Rocky Mountain Ave/Medical Center of the Rockies	6%
Cleveland/Lincoln & 8th (South Transfer Point)	6%
US 34/Weld CR17 (Aims Community College area)	6%
Future US 34 Mobility Hub	6%
Eisenhower & Denver (Walmart)	3%
4th & Monroe (Civic Center)	3%
McWhinney & Fall River (Centerra Marketplace)	0%

Would having frequent and reliable premium transit service on this corridor benefit you?

Yes, I would use this service regularly	17%
I would use this service periodically	66%
I probably would not use this service, but it would benefit others	17%
No, I would be negatively impacted	0%
Not applicable: I rarely travel this corridor	0%

What else should we consider for this corridor?

- This provides a good east/west option within Loveland itself. Perhaps consider expansion or coordination with COLT to boost ridership/connectivity within Loveland. Also, get BRT sooner rather than later for Eisenhower in Loveland - the traffic slowdowns on that road will be a problem for frequency and reliability during high traffic hours.
- Add a spur to Johnstown. Fastest growing area on this map.
- Operational improvements for the infrastructure of US 34 to address suppressed demand that currently causes heavy congestion.
- Service Loveland stops/stop near Loveland stop if that is not possible.

What community do you live in?

- Loveland (4)

- Johnstown (1)
- Berthoud (1)
- Greeley (1)

Windsor to Loveland (Weld County Road 17/US 34)

Do you support his corridor being a priority?

Yes	54%
Neutral	31%
No	15%

Are we generally on the right track with these stop locations?

Yes	42%
Neutral	58%
No	0%

Which 2-3 stops are most important to you?

Mobility Hub: Centerra Loveland Station	31%
7th Street & Garden Drive	17%
Cleveland/Lincoln & 8th (South Transfer Point)	13%
Rocky Mountain Ave/Medical Center of the Rockies	13%
Windsor High School area	7%
Eisenhower & Denver (Walmart)	7%
Crossroads Blvd & Greenfield Dr (Walmart Distribution)	3%
McWhinney & Fall River (Centerra Marketplace)	3%
Centerra & Kendall Parkway (Promenade at Centerra)	3%
4th & Monroe (Civic Center)	3%

Would having frequent and reliable premium transit service on this corridor benefit you?

Yes, I would ride this service regularly	0%
I would use this service periodically	33%
I probably would not use this service, but it would benefit others	59%
No, I would be negatively impacted	0%
Not applicable: I rarely travel this corridor	8%

What else should we consider for this corridor?

- Does not connect with PX, highly recommend sharing the nearby stop.
- Seems like a low need, hopefully MPO communities would fund the two other routes with higher potential and much greater levels of equity before giving this route any attention. COLT will be servicing most of this area in 2022, so a short connector to Windsor would be good enough.
- Windsor to Johnstown or Loveland to Johnstown. Fastest growing area in the map, but no consideration.

- As with the US 34 corridor, this could be a helpful service within Loveland as an east/west route which could boost ridership. Again, explore enhancements, especially BRT, sooner rather than later for Eisenhower; otherwise, the traffic issues on that road will negatively impact reliability and frequency of the route.
- Having a stop in Downtown Windsor.
- More stops.
- Add stop at 392 and Cr5.

What community do you live in?

- Loveland (2)
- Berthoud (1)
- Windsor (1)
- Johnstown (1)
- Timnath (1)
- In between Windsor and south Fort Collins (1)

Greeley to Fort Collins Regional Rail (Great Western Railway)

Do you support his corridor being a priority?

Yes	88%
Neutral	8%
No	4%

Are we generally on the right track with these stop locations?

Yes	73%
Neutral	18%
No	4%
Other	5%

Which 2 stops are most important to you?

Old Town Fort Collins (Willow St) Area	39%
GET Regional Transportation Center	24%
Harmony Rd Area	22%
Downtown Windsor (Weld CR 17) Area	15%

Would having frequent and reliable premium transit service on this corridor benefit you?

Yes, I would use this service regularly	24%
I would use this service periodically	32%
I probably would not use this service, but it would benefit others	40%
No, I would be negatively impacted	0%
Not applicable: I rarely travel this corridor	4%

What else should we consider for this corridor?

- Several additional stops, especially connecting with transport routes, such as rt 5 near Mulberry & LeMay, Stop at Downtown transit center even if it means building street rails.
- Difficult for potential Greeley riders because of how the GET transit center is not central to Greeley and more difficult to access for most residents compared to the stops in Windsor and Ft Collins. Would like to see some high-level plans showing the possibility of running a fixed guideway BRT within the RR ROW, many countries have had huge success replacing rail with BRT.
- Just make it fast. Slow transit is stupid.
- Not just rail.
- If you can get a freight railway to be a good commuter rail host, I'll be impressed. Beware the Amtrak trap; make sure the scheduling is iron-clad and its freight that will yield, otherwise this will be a highly unreliable service that will struggle.
- The Great Western was very open to this idea in 2018.
- Park and ride. Parking is an issue downtown Windsor.
- More stops including at Highway 392 and CR5.
- Bike storage and transportation will be key for me. I would use this rail system to get to old town Fort Collins, but I'd likely need to bike to and from the station.
- Prioritize purchasing needed ROW now...don't wait until it gets more expensive to do so. It is getting harder to add rail to Denver as we lose ROW.

What community do you live in?

- Evans (1)
- Loveland (2)
- Berthoud (1)
- Greeley (2)
- Johnstown (3)
- Fort Collins (2)
- Timnath (2)
- Windsor (1)
- In between Windsor and Fort Collins (1)

Open-Ended Comment Forms

- Linking university campuses would be great. Like a line to UNC.
- Will Wellington be connected to the rest of the transit lines via I-25 at some point? Currently the only the way to connect Wellington to the rest of the Front Range is through Fort Collins. Wouldn't that inhibit use if people know they would need to stop in Fort Collins prior to going to, say, Windsor or Greeley?
- I agree with the 3 priority transit routes that have been chosen.

Feedback Summary

Meeting attendees voiced support of implementing additional premium transit service in the North Front Range. Transit priority improvements and integration to the trails network were identified as the most beneficial transit priority improvements. Meeting attendees expressed strong support for the Loveland to Greeley (US 34) and Greeley to Fort Collins Regional Rail (Great Western Railway) alignments and identified transit stop locations. In contrast, only 54% of attendees who answered the question expressed support for the Windsor to Loveland (Weld County Road 17/ US 34) alignment. More significantly, less than one half of respondents (42%) said that the study is generally on the right track with the identified transit stop locations for this alignment. Comments included recommendations to connect it with PX, add additional stops, include Johnstown in the alignment, and prioritize the other corridors that have stronger equity needs. Additional meeting comments emphasized the importance of connecting with the greater transit network, considering parking needs, acquiring right-of-way now, and linking the local universities.