

Online Questionnaire Results Summary

Project: LINKNoCo

Date: November 15, 2021

**TOTAL
RESPONSES**
148

MOST VOTES
Fort Collins to
Longmont/Boulder
(FLEX/US 287)

RUNNER-UP
Loveland to Greeley
(US 34)

THIRD PLACE
Greeley to Fort
Collins Regional
Rail (via Great
Western Railway)

Overview

An online questionnaire for the LINKNoCo was open for three weeks from October 19, 2021 to November 9, 2021. The questionnaire provided a project overview and noted the corridors preliminarily identified as candidates for premium transit service. Respondents were asked to identify the three corridors that most need premium transit and to note any important community connections missing from the list. The questionnaire included optional questions regarding respondents' typical commuting patterns, current obstacles with transit use, desired future transit improvements, and demographics (community of residence, age, and race/ethnicity).

Results Summary

The questionnaire received 148 responses from community members across the region. Three-quarters of respondents live in Fort Collins (41%), Loveland (21%), or Greeley (13%), and additional responses were received from communities that include Windsor, Berthoud, and Timnath. Of the 130 respondents who reported their race/ethnicity, 88% are White or Caucasian, 8% are Hispanic or Latino, and almost 5% identify as another race/ethnicity. While this questionnaire did not reach many youth or older adults, people aged 25 – 75 were well-represented.

The corridors that respondents most frequently identified as needing premium transit are 1) Fort Collins to Longmont/Boulder (FLEX/US 287), 2) Loveland to Greeley (US 34), and 3) Greeley to Fort Collins Regional Rail (via Great Western Railway). These corridors received half of all votes. Interestingly, the most noted corridor as a “missing connection” was service to Estes Park. Additional responses included connections to Denver, as well as smaller intra-regional connectivity. Nearly 30% of respondents shared that Service Frequency is their biggest obstacle to riding transit right now. Convenience, Transit Stop Locations, and Transit Routes not Serving Origins or Destinations were the next most reported obstacles to transit ridership. Just over one half of respondents reported that in the future they would like to see Expanded Regional Transit Connectivity, More Frequent Service, Front Range Passenger Rail, or Light Rail within the North Front Range.

Results by Question

Of the corridors listed above, which three most need premium transit?

Percentages reflect portion of total votes

	N	%
13. Fort Collins to Longmont/Boulder (FLEX/US 287)	80	19%
3. Loveland to Greeley (US 34)	66	16%
6. Greeley to Fort Collins Regional Rail (Great Western Railway right-of-way)	56	14%
12. Fort Collins to Windsor to Greeley (Poudre Express)	45	11%
17. Berthoud to Fort Collins Regional Rail (BNSF right of way)	38	9%
2. Fort Collins to Wellington (SH 1)	22	5%
1. Fort Collins to Eaton (Harmony Road/Weld County Road 74)	18	4%
4. Eaton to Denver (US 85)	15	4%
5. Windsor to Loveland (US 34/Weld County Road 17)	15	4%
9. Loveland to Evans (SH 402 - Freedom Pkwy)	10	2%
14. Berthoud to Loveland (Berthoud Parkway/Taft Avenue)	9	2%
15. Fort Collins to Ault (SH 14)	9	2%
7. Lasalle to Loveland Regional Rail (Great Western Railway and Union Pacific right-of-way)	9	2%
10. Greeley to Johnstown (Weld County Road 17 and US 34)	6	1%
16. Johnstown to County Road 74 (Colorado Boulevard)	6	1%
11. Fort Collins to Laporte (Laporte Avenue, Taft Hill Road, and US 287B)	5	1%
8. Milliken to Berthoud (SH 60, I-25, and SH 56)	3	1%

Are any important community connections missing from the map?

The most common answer was connections to Estes Park.

Other “missing connections” include:

- Connecting Kersey
- Connections to Estes Park
- Connections to Weld County Parkway
- Extend Berthoud to Fort Collins Regional Rail to DIA
- Fort Collins to Denver
- Fort Collins to Estes Park
- Greeley to Boulder
- Paratransit for Larimer County
- Lasalle to Greeley/Evans
- Loveland to Cheyenne
- Loveland to Estes Park
- North/South through Evans is a challenge
- Middle Fort Collins to middle Loveland (i.e., the Lemay/Timberline north-south zone)
- Rail from Wellington to Denver
- Timnath
- Wellington to areas south
- Wellington to Greeley
- West Fort Collins to West Loveland

What are some of your biggest obstacles to using transit right now?

Open-ended responses were coded by theme:

Key Themes

Frequency	29%
Convenience	17%
Transit Stop Locations	14%
Transit Doesn't Serve My Origin and/or Destination	14%
Other	6%
Trips Take Too Long	5%
Safety	4%
Reliability	4%
Service Does Not Run Early or Late Enough	3%
Lack of Connections to Bike/Pedestrian Network	1%
Parking	1%
Schedule Hard to Understand	1%

Sample of Open-Ended Responses:

- *Frequency and distance to transit corridor (FLEX stops are too far/infrequent for me to walk or bike and there's no park&ride setup in north Loveland, so I usually drive to park&ride on the MAX)*

What transit improvements would you like to see in the future?

Open-ended responses were coded by theme:

Key Themes

Expanded Regional Transit Connectivity	18%
More Frequent Service	16%
Front Range Passenger Rail	12%
Light Rail within the North Front Range	7%
Connections to Denver	6%
Other	6%
BRT	5%
Late Night Service/Extended Hours	4%
Bike and Pedestrian Facilities	3%
Faster Service	3%
Connections to Jobs	3%
Service that Supports the Disabled Community	3%
Trail Connectivity	3%
First & Last Mile Connections	2%
Park and Rides / Carpooling	2%
Transit Oriented Planning and Development	2%
Regional Route Planning & Ticket App	2%
Improved Amenities	2%
Transit Not Feasible or Worth the Investment	2%

Sample of Open-Ended Responses:

- *At a regional level, and for rapid transit routes, less focus on corridors and more focus on connecting destinations (i.e., civic centers, major commercial nodes, regional hospitals, historic/dense downtowns). I think sometimes transit planners get too lost in corridors - people don't live, work, or play along corridors - they travel to destinations.*
- *We spend so many resources sending our workers to Denver instead of improving the mobility of our employees around the region to keep jobs here.*
- *I am writing on behalf of an organization, called IN!, that advocates for college access for students with intellectual disabilities (ID). University of Northern Colorado is one of 3 schools who offer options (UNC GOAL) for students with intellectual disabilities (ID). Many students prefer a commuting option to living on campus, but most students with ID cannot drive. We ran a statewide needs assessment earlier this spring and transit was one of the top needs families reported.*

Where do you live?

136 responses

	N	%
Fort Collins	56	41%
Loveland	28	21%
Greeley	18	13%
Windsor	7	5%
Berthoud	5	4%
Evans	3	2%
Johnstown	3	2%
Laporte	3	2%
Wellington	3	2%
Severance	2	1%
Carter Lake	1	1%
Denver	1	1%
Estes Park	1	1%
Lasalle	1	1%
Longmont	1	1%
Roggen	1	1%
Rural Larimer County	1	1%
Timnath	1	1%

What is Your Age?

139 responses

	N	%
Under 18	0	0%
18 – 24	7	5%
25 – 40	39	28%
41 – 56	52	37%
57 – 75	38	27%
76+	3	2%

What is your Race/Ethnicity?

133 responses, including 3 negative reactions to this question (e.g., “Why is this important” “My race doesn’t matter”)

	N	%
American Indian or Alaska Native	3	2%
Asian	2	2%
Black or African American	1	1%
Hispanic or Latino	10	8%
White or Caucasian	114	88%

Promotion

The questionnaire was promoted through:

- 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, community groups, social service organizations, planning councils, municipal PIOs)
- Press Release
- Postings to area Spanish-speaking community’s Facebook groups

In alignment with the project’s commitment to language justice, the questionnaire was translated into Spanish, social media was posted in English and Spanish, the press release was translated into Spanish and distributed to Spanish-language outlets, and an eblast was distributed to local Latino community leaders.