



# The North Front Range 2030 Regional Transportation Plan

*Envisioning Transportation Solutions for Colorado's North Front Range*



## APPENDIX A

## STRATEGIC ACTION PLAN



## Strategic Action Plan - Value Statements and Propositions

### Value Statement #A

The MPO is the appropriate agency to address the regional transportation/congestion issues facing the North Front Range.

### Value Statement #B

We strive to create a sense of shared responsibility and ownership for regional transportation/congestion problems and a shared sense of pride in the development of solutions to those problems.

### Value Statement #C

We address regional transportation/congestion issues by working together, recognizing that the collective objectives of the MPO may at times take precedence over the local objectives of individual member entities.

### Value Statement #D

We seek to form partnerships between member entities and between the public and private sectors to plan and implement transportation/ congestion solutions.

### Value Statement #E

We actively engage the governing bodies of the member entities and the general public in the transportation planning efforts of the MPO.

### Value Statement #F

We establish policies and prioritize needs based on valid data and use objective, fair and consistent processes.

### Proposition #1

#### Integration of Land Use and Transportation

Cities/Towns in the MPO have land use policies and patterns that support and are supported by efficient and cost-effective local and regional transportation systems.

### Proposition #2

#### Decreased reliance on Single Occupancy Vehicles (SOVs)

People can choose from a number of viable options for transportation.

### Proposition #3

#### Transit and Alternative Modes

All modes of transportation are inter-connected, and travel and transfers can be accomplished without inconvenient delays.

### Proposition #4

#### Transit and Alternative Modes

Passenger rail connects the North Front Range and the Denver metro area.



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### **Proposition #5**

#### The Role of the MPO

The MPO plays an important role in the coordination of the multi-modal transportation system.

### **Proposition #6**

#### The Role of the MPO

There is a clear understanding of what the “regional” transportation system consists of, and of what transportation/ congestion improvements are planned for the future.

### **Proposition #7**

#### Resources

A Rural Transportation Authority (RTA) provides funds for regional transportation improvements.



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## APPENDIX B

## PUBLIC INVOLVEMENT

# **NORTH FRONT RANGE**



**METROPOLITAN PLANNING ORGANIZATION**

December 2003

Phase 1  
2030 Regional Transportation Plan  
Public Involvement

As the North Front Range Metropolitan Planning Organization implements the process of updating its 20-year Regional Transportation Plan (2030 RTP), it will put into practice three phases of public involvement. These three phases will be utilized to a) inform residents of the overall RTP process, and the NFRMPO's role; b) to gain residents input and feedback to the 2030 RTP.

## Phase I

November 2002 – December 2003

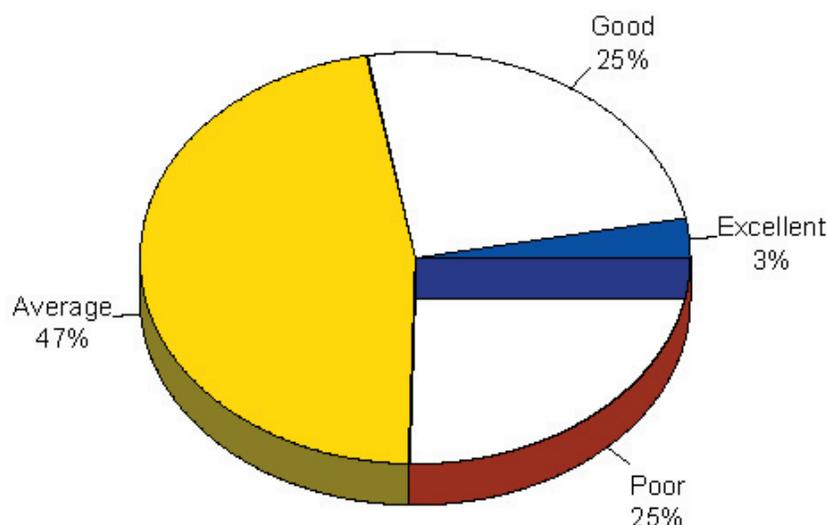
### Upfront Public Input:

This phase actually started approximately a year before the official kick off to the RTP process. The intent of Phase I was to gain an understanding of residents' attitudes and perceptions about regional transportation, share the RTP process, and glean project ideas.

In November 2002 over 1,200 random households were interviewed (by mail and phone survey). This survey asked questions about residents' satisfaction with the current transportation and transit systems within their city and within the region. Additionally, it asked questions like "Where should transportation dollars be spent over the next 5-10 years?" This initial survey helped the NFRMPO gain insight into the general transportation priorities of our residents.

### Q1. How Residents Rate the Transportation System in the Community Where They Live

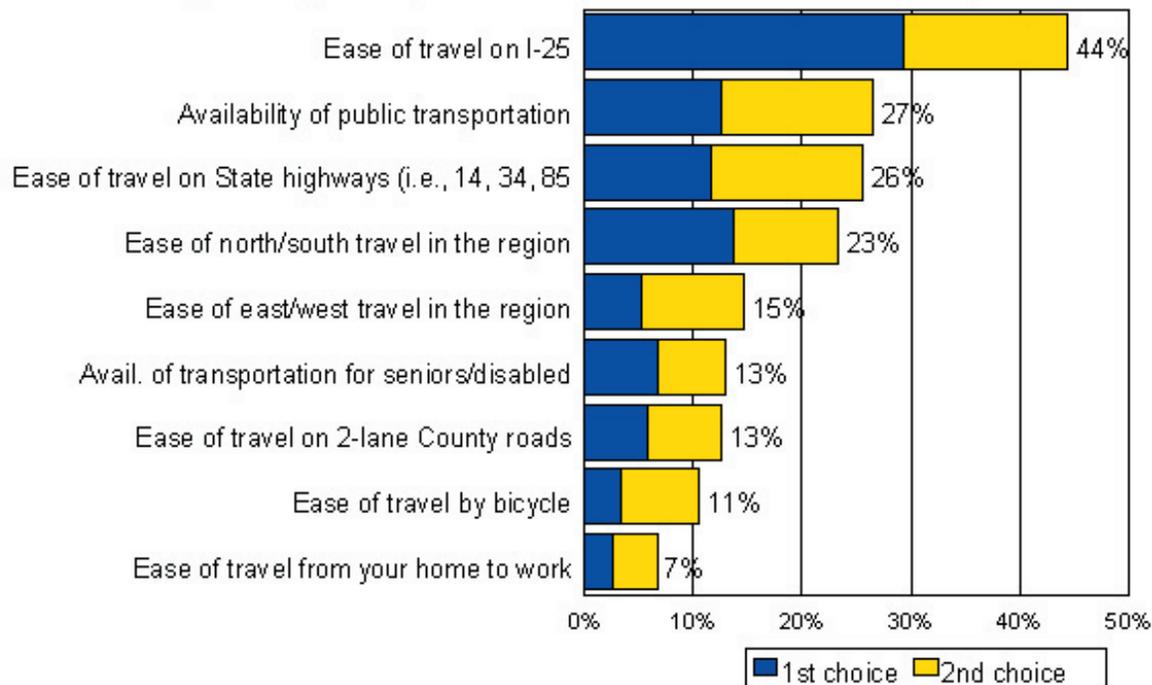
by percentage of respondents (excluding don't knows)



Source: ETC Institute Survey (Nov 2002)

## Q4: Areas of Transportation That Residents Think Are Most Important to Emphasize in the Region Over the Next 5-10 Years

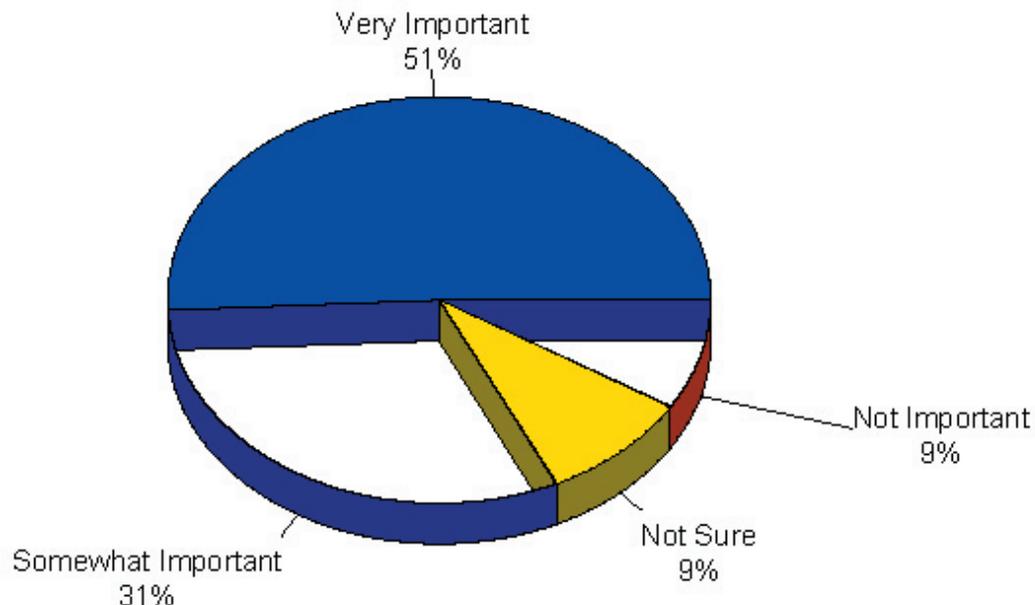
by percentage of respondents who selected the item as one of their top 2 choices



Source: ETC Institute Survey (Nov 2002)

## Q6. How Important Residents Think It Is to Encourage the Development of Alternative Forms of Transportation (e.g., Ridesharing, Vanpooling, Commuter Rail, Bus Service)

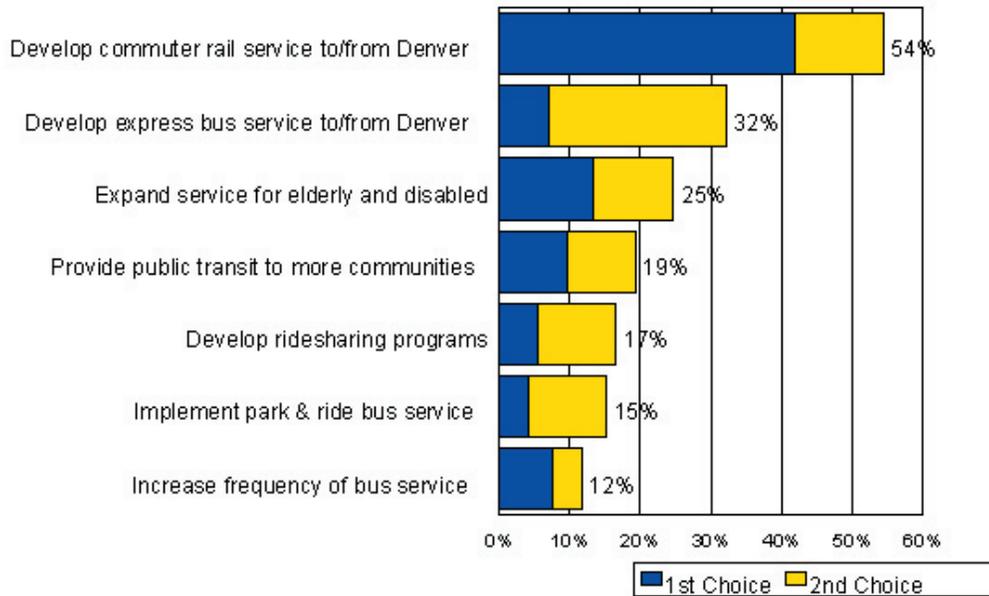
by percentage of respondents (excluding don't knows)



Source: ETC Institute Survey (Nov 2002)

# Q11: Public Transportation Services That Residents Think Are Most Important to Develop and/or Expand in Weld and Larimer Counties

by percentage of respondents who selected the item as one of their top 2 choices



Source: ETC Institute Survey (Nov 2002)

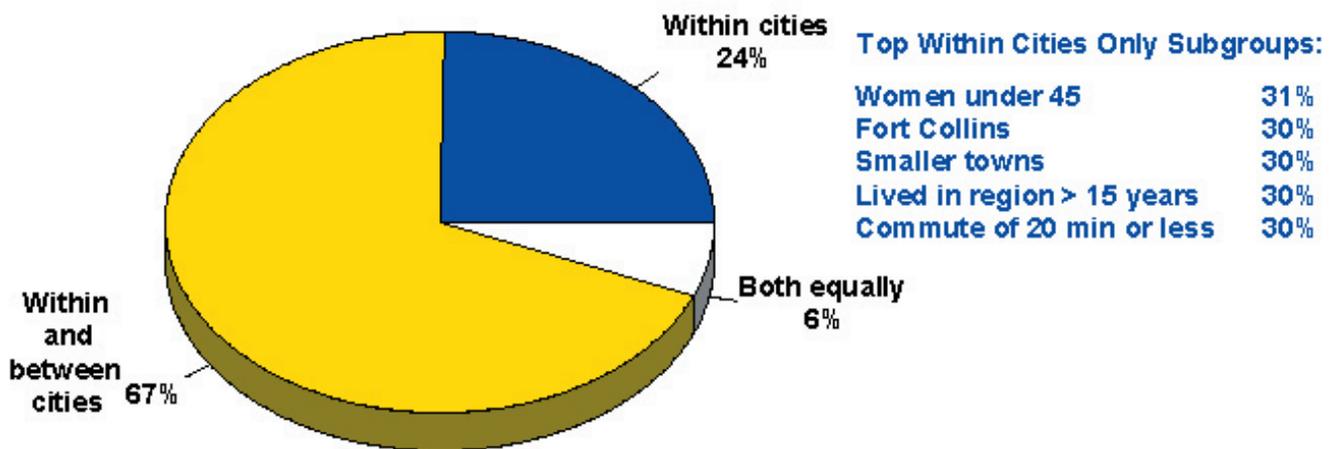
It is apparent that 1-25 rises to the top for both road improvements and a transit corridor to Denver. Additionally, the east/west connectors need to be emphasized as transit corridors and road improvements. Almost 82% of residents feel that development of alternative modes is an important aspect of the future transportation system in the North Front Range.



In May of 2003, the NFRMPO interviewed 500 households. Again participants were asked questions about the transportation system in the North Front Range. Many residents felt the transportation problems occur both within and between the larger cities. Residents want a transportation system that will save them time.

## As there is a minority who feel transportation is only an issue IN cities.

*Which statement comes closer to your point of view?*



**Public transit components ARE supported by voters, and road improvements should focus on I-25 first and foremost, followed by improvements that will save residents TIME.**



Next, NFRMPO staff made presentations to city councils and county commissions to outline the RTP process, revenue streams and their restrictions. During the each presentation staff shared the draft values, goals and strategies. For these initial conversations, at the October NFRMPO meeting, the NFRMPO Council approved to use the Value Statements as outlined in the NFRMPO Strategic Action Plan. (A copy of the Value Statements, as approved for this project, is attached.) Here are the comments received from elected-officials and residents during those presentations.

- Add the word "Bus" to Strategy C *Passenger rail connects the NFR and the Denver metro area.* This addresses the concern that the Draft strategies favor Rail over other modal options.
- Draft Goals and Strategies seem to be what was expected.
- Decrease Reliance on single occupancy vehicles (SOV) may be an unrealistic goal, especially in the rural areas of our region
- Initial steps toward transit to Denver-Metro area are important, but to set goals of acquiring ROW seem more appropriate.
- Are there other funding resources from within the region--not just an Rural Transportation authority (RTA)?
- Recommend a creating a definition for congestion—to ensure consistency.
- There is support for Integration of Land Use & Transportation, but mostly an understanding that the MPO must know what land use (development) is being projected in order to appropriately model transportation impacts and needs. It was explained that currently the MPO is gathering the land use data directly from the staff in each community. There seemed to be a sense of comfort with that approach.
- During the November NFRMPO Council meeting public comment was received citizen stating that the values and goals from the strategic action plan were not goals, because they did not state a measurable outcome. Therefore, how would the public know when the goals were accomplished?

## DRAFT Goals and Strategies

### – DRAFT Goals

- The NFRMPO is the appropriate agency to address the regional transportation/congestion issues facing the NFR.
- We strive to create a sense of shared responsibility for regional transportation/congestion problems.
- We address regional transportation/congestion issues by working together.
- We seek to form partnerships.
- We actively engage governing bodies and the general public in transportation planning efforts.
- We establish policies and prioritize needs based on valid data.

### • DRAFT Strategies

- Integration of Land Use and Transportation
- Decrease Reliance on Single Occupancy Vehicles
- Transit and Alternative Modes
  - All modes of transportation are inter-connected and travel and transfers.
  - Passenger rail connects the NFR and the Denver metro area
- Role of the NFRMPO
  - The MPO plays an important role in the coordination of the multi-modal transportation system.
  - There is a clear understanding of "what is regional" transportation and of what transportation congestion improvements are planned for the future.
- Resource
  - A Rural Transportation Authority provides funds for regional transportation improvements

Staff made adjustments to the values and goals to better reflect some of the concerns raised and created key strategies that the 2030 RTP would follow:

1. Benefit Regionally Significant Corridors

- All corridors are multi modal
- Based on Connection, Facilitation, and movement

2. Land Use/ Transportation Connection

- Requirement for Impact Fees

3. Corridor Visioning

- Corridor Visioning for the NFRMPO is based on the Regionally Significant Corridors

Three citizen workshops and three poster sessions were held in six different communities. These activities were designed to inform the public about the 2030 RTP process, gain public feedback on the key strategies and generate ideas from the public about key transportation improvements.

**Key Strategies**—residents were given a scale of 1-strongly agree to 5-strongly disagree. 50 people responded to the questions with a 2.5 rating of agreement.

**Residents who strongly disagreed:**

- I found no goals, and strategies cannot be developed until goals are formed. Strategies must tie to goals.
- Strategies define how plans are accomplished; these do not do that. Perhaps these are "basic principles;" however, they do not include a needed statement regarding cost to benefit priorities. What are the goals? How are the goals measured?

**Residents Who Agreed**

- I agree with strategy #2. (Land Use/Transportation connection - Requirement for Adequate Public Facility Regulations and Impact Fees.) I would go further and make sure communities have adequate impact fees and I would implement regional impact fees to pay
- 1) Reserving and planning for multiple modes are critical. 2) Impact fees and APF (adequate public facilities) are good first steps - eventually should be expanded to other "smart growth" concepts.
- All 3 play to and support each other. The Corridors must be addressed as more vehicles are on the roads. APF (Adequate Public Facilities must exist to ensure a "win-win" for developers and citizens with regard to infrastructure.)



The second part of the workshop was to have participants brainstorm and share their own ideas about necessary transportation improvements. All ideas were collected on flip charts and participants were given 4 "dots" they were asked to place their dots on the projects they felt were most important.

- *Improve the bottle-necking and safety at the I-25 and Hwy 34 interchange.*
- *Build a Hwy 287 bypass around Loveland.*
- *Widen I-25 to 3 lanes.*
- *Provide passenger rail from Fort Collins to Denver.*
- *Widen Hwy 402 - LCR 13.*
- *Improve access and off-ramp safety (on both the north and south ramps) at the I-25 and Hwy 402 interchange.*
- *Extend Wilson south to Hwy 287 near Berthoud.*
- *Reduce the Transfort system. Only keep the popular runs and privatize those.*
- *Provide transit to get to medical facilities including the new Loveland Medical Center.*
- *Provide regional transit utilizing private companies*
- *Provide transit for inter community connectivity. Develop multi-modal service and system. (Prevent retro-fitting.)*
- *I-25 improvements should be handled by CDOT not the dollars allocated to NFRMPO.*

*Widen I-25 from SH 66 to Fort Collins.*

- *Provide inter-regional transit- beginning with 1-2 busses a day on I-25.*
- *Provide a bus system between the 3 large communities in the NFRMPO area.*
- *Provide rail service between communities.*
- *A priority route for the bus is between Greeley and Loveland. Follow the 3s's - small, simple, successful.*
- *Commuter rail from Fort Collins to Pueblo*

*NOTE: The projects listed above received at least two or more dots. (There were numerous additional project suggestions that only received one dot or were initially suggested and recieved not dots.*

A complete list of the comments recieved at the workshops and poster sessions are available at the NFRMPO offices, 235 Mathews, fort collins.

All the projects suggests are being shared with the Technical Advisory Committee for consideration druing the formal project suggestion process.

Phase II & Phase II are tentatively scheduled for late spring and will invovle collecting public response to the draft 2030 Regional Trasnportation Plan.

Phase II will include workshops, open houses, posters sessions and other activities to collect and record public comment on the draft plan.

Phase III will be the official 30-day public comment period when the "final draft plan" is available for any additional comments.



## Appendix B: Questions and Comments Collected During the Public Review Process. (Revised 8-2-04)

### COMMENTS SUBMITTED BY PEOPLE VIEWING THE DISPLAY BOARDS IN EACH COMMUNITY:

Question/Comment	Response
<p>The writing has been on the wall for years: the private automobile, costly, bulky, inefficient, dangerous will one day go the way of the dinosaurs. Why not borrow a lesson from our European cousins, and begin building a rail infrastructure that can serve the Front Range with a great alternative for decades to come? We cannot have viable cities without public transportation and it is time we all realized that buses are no match for trains.</p> <p>I keep asking myself, when will Americans take public transportation seriously, and when will we begin to plan our cities with foresight, innovation and purpose?</p>	<p>The list of projects does include money for one project in the "Passenger and Freight Rail" category. This project would allow for the preservation of right-of-way along the hwy 85 &amp; I-25 Corridors.</p>
<ol style="list-style-type: none"> <li>1. The year 2030 is too long to wait for Light Rail to Denver.</li> <li>2. Light rail should be placed first in priority and in funding.</li> <li>3. It is impossible to determine what the ranking is from the material presented.</li> <li>4. I would like to see a ballot measure that concerns the light rail to Denver issue <u>only</u>. This would 1) prevent the money to be diverted to other projects – voters are wary of this maneuver. I voted "no" on the last transportation measure because it was designed to allow money to be spent in any order. 2) Voters could demonstrate their support for rail to Denver. 3) Those opposing light rail would be asked to come out and debate the issue, and we could determine who they are – car dealerships, oil companies, taxi &amp; shuttle companies, and politicians who receive money from these concerns. 4) It would put an end to the use of light rail as a shield for other transportation projects. Again, voters are weary of this maneuver. Thank you.</li> </ol>	<p>The list of projects does include money for one project in the "Passenger and Freight Rail" category.</p> <p>The rail possibilities are currently being examined in the North I-25 Environmental Impact Study (EIS)</p>



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## QUESTIONS & COMMENTS FROM MEMBERS OF THE BUSINESS COMMUNITY:

Question/Comment	Response
Is moving the freight rail system to another location and using the current rail for passengers in the plan?	<p>There is money in the plan for purchasing right of way for a passenger rail system but there is nothing defined for the freight rail system.</p> <p>CDOT is currently conducting a feasibility study to addressing the freight rail system.</p>
What if a plan says it will have a local match and that local match doesn't show up?	That project would be postponed until the local match was available.
What is the difference between new and expanded services?	Expanded services must build on a service that is already in existence.
What is covered under transit?	Bus Services, such as the Bus in Greeley, City of Loveland Transit, Transfort in Fort Collins and the regional VanGo™ vanpooling service.
How do you choose the priorities across the various types?	<p>A. First potential sources of funding are identified. Funds that are restricted for specific uses or are already tied to certain commitments are identified. The remaining, \$74 million is distributed by the MPO Council which is comprised of elected officials from across the region. Their most recent decision is the following:</p> <ul style="list-style-type: none"> <li>18.2% to transit</li> <li>2.6% to bike</li> <li>61.5% to Highways and HOV</li> <li>5.3% to System Management (signs, planning, etc.)</li> <li>5.6% TDM</li> <li>6.8% to passenger rail</li> </ul>
Are these transportation dollars used for planning?	Some funds can be used for planning and have been used to fund regional plans across the MPO. It is important to be sure that projects are well planned prior to starting construction. How much planning has been completed has an effect on its priority.
How do big regional projects get into the plan? – Projects that one community may not submit independently.	CDOT will submit large Federal and State projects like I-25 and State Highway projects.
Don't kill the RTA possibility.	An RTA in various formats is still open for discussion.
What is being done to help I-25?	Improvements including interchanges and widening are planned from Denver up to Highway 66. This 2030 RTP lists all of the interchanges and a main line improvement. These are as yet undefined until the I-25 Environmental Impact Study (EIS), which looks at all options for both roadway and transit, is completed and funding becomes available.



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Question/Comment	Response
What if a project gets done another way – say with private dollars? Why is it still in the plan?	If the project is on a state route, it is in the plan because of federal and state oversight requirements.
We do not want the RTA as it has been discussed. We would like an RTA for just Fort Collins and Loveland. It would be good to have the opportunity to fund our own projects.	Any RTA formation is still up for discussion.
Who is on the MPO Council?	The MPO includes: 1 elected official from each governmental entity in the MPO; Transportation Commissioner Bill Kaufman; a representative from CDOT; and State Air Quality Commission. As of July 1, 2004 the members are: Milan Karspeck, Berthoud; Harold Weisberg, Evans; Kurt Kastein, Fort Collins; Bob Warren, Garden City; Debbie Pilch, Greeley; Troy Mellon, Johnstown; Glenn Gibson, Larimer County (MPO Chair); Don Marostica, Loveland; Roger Frank, Milliken; Tim Gaines, Timnath; Bill Kaufman, Transportation Commission; Glenn Vaad, Weld County; and Kristy Duffy, Windsor (MPO Vice Chair).
What is the TIP?	The Transportation Improvement Plan. This shows projects that are currently being funded or will be funded in the next three to six years.

## QUESTIONS AND COMMENTS FROM SENIORS:

Question/Comment	Response
Something needs to be done about the Hwy 287, Hwy 56 and 1 <sup>st</sup> Street intersection in Berthoud – this is very dangerous and difficult to maneuver.	The traffic count at the intersection should change significantly when the 287 Bypass around Berthoud is completed. Berthoud is also looking at improvements in 2005.
"I am very happy with the transit program in Berthoud" (BATS)	
We need more maintenance to fix the potholes.	This plan does not include the maintenance of the existing system. That comes from the CDOT Region 4 budget, which is not included in this plan.
We need to plan way in the future to save the land for a western bypass from Berthoud to Fort Collins. It is too bad that Wilson in Loveland can't be continued down to Berthoud. We want to avoid that kind of problem in the future.	A western "bypass" has not been specifically discussed. Work has been done, however, to identify movement and future traffic volumes that will help determine where to build parallel facilities.
There needs to be a bus to medical facilities such as the Harmony Center at Harmony and Timberline in Fort Collins, and the new hospital at I-25 and Hwy 34 in Loveland.	
There needs to be a by-pass around the north of Fort Collins.	



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Question/Comment	Response
Widening of 287 could be done by making it a toll road.	Tolls can only be put on new construction or additional lanes. Hwy 287 through Loveland is constrained by urban construction and cannot hold a lane expansion.
There needs to be a direct connection between Greeley and Fort Collins with public transportation.	
There needs to be public transportation to Denver.	
Maybe we should consider the use of flying saucers or other flying machines so we don't have to build roads.	While this particular application of technology is not under consideration, research into new technology is always being looked at and considered.
There needs to be transit service to Fort Morgan.	Fort Morgan is in the boundaries of the Upper Front Range Planning Region (not our North Front Range Planning Region); however, the North Front Range MPO is beginning to do transit planning at a regional level and coordinate efforts with the Upper Front Range whenever possible.
There needs to be more regular transit service – possibly more an on-demand transit service.	
There needs to be more transit in the Hill and Park area of Evans/Greeley.	
There need to be more busses available and more para-transit buses.	
There needs to be a bus service to the Day Surgery location at 71 <sup>st</sup> Ave. and 20 <sup>th</sup> Street in Greeley.	

## QUESTIONS AND COMMENTS FROM YOUTH:

Question/Comment	Response
It is important to make transportation safe for bicycles. It is best to have bike paths that are not directly next to, or on, the roads or highways. There also needs to be easy ways to cross the highways – bridges and tunnels are great.	Safety is a big concern when planning bike facilities. That is why there are minimum shoulder width standards in place on the state highways to allow for a comfortable distance from the autos.  Enhancement funds are geared specifically for these types of uses and are included in the RTP.
Pedestrian uses are also important to plan for. They also need easy ways to cross the highways – bridges and tunnels are also great for this.	Enhancement funds are geared specifically for these types of uses and are included in the RTP
For pedestrians and bicycles, it is especially important to consider sidewalks, bike paths and road crossings near the schools.	Enhancement funds are geared specifically for these types of uses and are included in the RTP



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Question/Comment	Response
<p>Some critically difficult intersections are: 82 and Hwy 285 13 and Hwy 85</p>	<p>The intersection of 82 and Hwy 85 is not in the NFR region. Weld County, the State DOT and the NFRMPO are looking at the intersection of 13 and Hwy 85. Improvements were identified and a diamond interchange has been submitted for funding.</p>
<p>There need to be adequate park and ride lots.</p>	
<p>We need to plan for hovercraft.</p>	
<p>It is important to have an easy bicycle connection to the Poudre River Trail from Greeley.</p>	<p>This comment will be shared with communities responsible for these connections.</p>
<p>How can we get more bus service in Loveland?</p>	<p>In Loveland Keith Reester is in charge of the bus system. They are currently looking at combining with Fort Collins' Transfort system.</p>
<p>It is important, especially by 2030 that we have a good bus system. If it is efficient, clean and respectable I would use it.</p>	
<p>It is also important to have light rail to Denver.</p>	<p>Actually "light rail" is more expensive than "commuter rail". Commuter rail is listed in the project list and funding to begin to preserve the required land is included in the fiscally constrained plan.</p> <p>The 1-25 Environmental Study (EIS) is looking at commuter rail. In addition, CDOT is looking for a way to possibly free up some rail lines through the population centers by moving some freight train traffic out to the east. DRCOG is also looking for a way to connect at least as far north as Longmont.</p>
<p>It is bad to have all the transportation construction projects in one area at one time (like the downtown Loveland is right now.) It would be better to spread the areas out and then come back later for multiple jobs in one area.</p>	<p>There are significant cost savings in doing construction in one area. For example, if a road will be torn up for utility work, it is a good time for sidewalk replacement and repaving.</p>
<p>57<sup>th</sup> Street, to the north of Loveland, is particularly bad for traffic, especially at the lights on Hwy 287 and on Taft. This area is a big problem.</p>	<p>This project is in the fiscally constrained plan.</p>
<p>Are there plans to widen Wilson and/or Taft from Loveland to Fort Collins?</p>	<p>The reason you don't recognize these in the plan is because Wilson is referred to as LCR 19 and Taft is LCR 17. There are plans to widen Wilson to Fort Collins and to widen Taft to Berthoud.</p>



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Question/Comment	Response
Do developers help to pay for the roads in their area?	Yes, some type of transportation impact fees are required in order for a project to be considered. In addition developers may need to make related transportation improvements based on the amount of additional traffic they will generate with a specific project.
You need to have a much better system of signs and/or announcements of road construction. Announcements need to be in places where kids will see them: on TRI102 radio, at the driver's license bureau, to driver's ed teachers, during school in the school announcements, at the Chilson center. Announcements need to be timely – not just at the last minute. Signs need to be clear and ahead of the project both in time and in placement.	Local communities post this information in their newspapers and CDOT puts this information on their website.  It is difficult to be timely without electronic notification systems in place.

## QUESTIONS AND COMMENTS COLLECTED AT THE FORT COLLINS AND GREELEY MALLS:

Question/Comment	Response
We need a rail system that travels to Denver both ways several times a day.	We have a small amount of funds to preserve rail opportunities. The North I-25 EIS is looking at rail options.
We need to emphasize rail.	We have a small amount of funds to preserve rail opportunities. The North I-25 EIS is looking at rail options.
We need to balance bus, rail and highways. (The rail system, when we get one, needs to be practical and useable.)	We have a small amount of funds to preserve rail opportunities. The North I-25 EIS is looking at rail options.
There is a section on Harmony that has a test patch of cement. What are the results of that test?	This comment will be forwarded to Fort Collins.
I would like to see 1-25/392 interchange be a higher priority than the interchange at I-25/34.	
We need a bypass road that runs east of Greeley and goes all the way to Colorado Springs.	There have been discussions and studies of this issue but the intent has been to move the freight rail out east rather than the highway traffic.
We need to expand the bus system.	
We need more public transportation. (2 people said.)	
We need to collect data and plan based on this data.	We are always looking to improve our planning process and will take your comment into account.



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Question/Comment	Response
We need more cycling options across railroads – in particular south of Harmony. Putting cycling land with roads works well – like Harmony.	
Is Fort Collins planning enough bike paths especially on Swallow and Stover for example? Look at ½ mile roads.	The comment will be passed on to Fort Collins.
Regional cooperation is great. Try to build in corridor improvements for continuity.	

## QUESTIONS AND COMMENTS FROM ELECTED OFFICIALS:

Question/Comment	Response
How is the tie broken for 2 projects that are tied?	This will depend on such things as: the timeliness of the project, funding availability including matching funds, and public will.
How can we get more money for transportation?	In addition to an RTA, a community could do something along the lines of what Loveland is doing with specific fees in their area. There could also be an increase in the gas tax.
Is there any push in Colorado to increase the gas tax?	Not really. There is currently little or no political will for this at the state level.
What about commuter rail from Cheyenne to Denver?	The 1-25 Environmental Study (EIS) is looking at this from Denver to Fort Collins. In addition, CDOT is looking for a way to possibly free up some rail lines through the population centers by moving some freight train traffic out to the east. DRCOG is also looking for a way to connect at least as far north as Longmont.  Commuter rail is listed in the project list with funding to begin to preserve the required land is included in the fiscally constrained plan.
Does LaSalle have any projects on the list?	They did not submit any projects but they did know that they could have submitted. However, CDOT submitted improvements to Highway 85.
What does the role of local money play in getting a project accomplished?	It does make a difference but is not the only factor. There is usually a local match requirement to receive federal funds.
System continuity is important.	



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Question/Comment	Response
Working jointly with the Upper Front Range is a good idea.	
How stable is CDOT funding?	Transportation improvements do get some federal and state funds, but currently no funding is coming from the state's general fund. Transportation funding varies with the state's general economy.
All elected officials in Johnstown agreed that the I-25 Hwy 34 interchange is critical to the entire region. This needs to be an urban corridor and not just a high speed interchange that moves everyone through the area too quickly.	
CDOT is not very responsive to local needs.	
Is there a cost benefit analysis including the # of people affected as part of the project evaluation?	There are several different criteria used to judge a project but a cost benefit analysis like this is not one of them. A criterion such as safety is important and not easy to quantify.
Is the TAG (Transit Advisory Group) involved in making any of these decisions?	A third party organization scored and ranked all of the submitted projects. The TAG is a general advisory group and their comments are considered. Additionally, TAG members had the opportunity to submit projects for consideration.
Does local citizen input make any difference?	A group of citizens with a good case – especially relating to safety, can change the ranking of a project. Highway 14, as an example, was moved up due to safety issues. Council also receives public comments for their consideration.
Will a local match of funds help to get things done?	Any additional local dollars for the local match, above the requirement, will help leverage federal dollars.
What about using toll roads for transportation money?	There are 10 toll roads across the state. 8 of them are in Denver. (They are considering a Fort Collins truck by-pass and should make a decision in the next 6-12 months.) You can not toll on an existing road – only on a new road or new lane.
I don't see any new roads in the North Front Range. There needs to be another north-south road from Wellington to Longmont.	Regionally significant roads are considered and ranked very highly in the RTP. These include improving connections both north/south and east/west. Additionally, the NFR Plan and the



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Question/Comment	Response
	Upper Front Range Plan are coordinated which would look at the connection to Wellington.
We need to enhance the roads we have and use transit – not build new roads.	
Bus dollars cannot be used for roads, but the buses use the roads. This does not seem right.	
Communities need to get the minutes of the MPO Council meetings earlier so they can comment to their representative prior to the next Council meeting. They really need to have at least 10 days if the MPO wants input.	Because of this comment, agendas are now being distributed electronically at the same time they are mailed so members can view them at an earlier date.
It is important to tell people that there is no money for transportation. This needs to be even clearer in the presentation.	
Maybe we should take a break from asking for project funding.	This could cause an area to lose funding and lose your “place in line” for projects. Communities need to keep their projects in the system.
What does it cost to plan? Shouldn't we use that money to build roads instead?	Federal law requires planning. In addition, planning is a good idea.
What about the gas tax? What do we get back from that?	We get back more than we spend.
The MPO is doing a good job.	
We need to pull together as citizens to fund transportation.	



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



## COMMENTS DURING THE FINAL COMMENT PERIOD:

Question/Comment	Response
<p>There appears to be very important information that is missing from the Draft Plan. What projects were completed or partially completed since the last plan? How have those projects impacted the level of congestion, safety and air quality? I believe this information is important to provide history and continuity from one Plan to the next.</p>	<p>Including all of the completed projects and improvements from previous RTPs would make this document long and costly in printing, we have included a sample list.</p> <p>1997- 2003 Berthoud Bypass, \$71 million            1998- 2001 SH 68 Interchange (Harmony Rd), \$15.6 million            1999-2005 SH 287—LaPorte Bypass, \$9 million            2000 US 85 &amp; 22<sup>nd</sup> Street Signal (Greeley), \$108,000            US 34, Jefferson to Monroe (Loveland), \$1.5 Million            W. Loveland Bike Underpass (Loveland), \$723,000            2001 35<sup>th</sup> &amp; 29<sup>th</sup> Signal (Greeley), \$96,000            2002 US 34 &amp; Monroe Signalization, \$120,000            2003-2005 South College Bike, \$516,000            2003-2004 Advanced Traffic Management, \$53,000            2003 North College Access, \$200,000            Environmental Assessment 34-Madison Ave—LCR 3, \$583,000            Environmental Assessment 287, \$290,000            Enhancement 34—B. North Beautification, \$75,000            Enhancement 1-25/34—Aesthetics, \$195,000            School Zone Flashers , \$123,000            2001-2003 SH 402 (Loveland), \$750,000            2001 Harmony Bike Path, \$123,000            Railcar Barn, \$90,000            SH 56 &amp; 1<sup>st</sup> Roundabout (Berthoud), \$200,000            Poudre River Trail (Greeley), \$120,000            2001 35<sup>th</sup> &amp; 29<sup>th</sup> Signal (Greeley), \$96,000            2002 US 34 &amp; Monroe Signalization, \$120,000            2003-2005 South College Bike, \$516,000            2003-2004 Advanced Traffic Management, \$53,000            2003 North College Access, \$200,000            2003 UNC 11<sup>th</sup> Ave to 22<sup>nd</sup> Ave Ped Crossing (Greeley), \$111,000            Environmental Assessment 34-Madison Ave—LCR 3, \$583,000            Environmental Assessment 287, \$290,000            Enhancement 34—B. North Beautification, \$75,000            Enhancement 1-25/34—Aesthetics, \$195,000            US 34/Taft Ave Intersection, \$209,000            2004 Campus West Bike, \$202,000</p>



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Question/Comment	Response
<p>There is little connection between the planned dollar expenditures and the GOALS provided; nor, commentary on how the Plan meets the defined goals (pg. 1) There also are no measures for the goals to determine success/failure in meeting the goals</p>	<p>The measurement of the are in the outcome of the model to gage the RTP's impact on air quality; this will take into consideration factors such as volume on roadways to see if the proposed RTP will make improvements that will be better than if NO improvements were made.</p>
<p>Goal #1 - <i>"To provide a safe, balanced, multi-modal transportation system that can move people, goods and information quickly and efficiently."</i> The Plan <b>fails</b> to meet this goal:</p> <ul style="list-style-type: none"> <li>o The Plan <b>fails</b> to improve safety. In fact, on Pg. 27, the current system shows a 23% increase in property damage accidents; an 18% increase in injury accidents; and, a 14% increase in fatalities from 1999 to 2001. What will the numbers be in 2030?</li> <li>o The system <b>fails</b> to show balance when 37% of the funding goes toward transit, which is used for only 0.6% of all travel trips, based on the 2001 Household Survey.</li> <li>o The transportation system is projected to <b>fail</b> in its ability to move people and goods quickly and efficiently with all the congestion detailed in Goal #4 below.</li> </ul>	
<p>Goal #2. - <i>"To foster regional coordination and transportation system continuity."</i> The Plan <b>fails</b> to emphasize regional planning in the highway projects/priorities; however, transit and trail projects do reflect a regional emphasis. (Goal #3 - <i>"To connect modal systems"</i> See Goal #2 comments.)</p>	<p>The intent of this goal is different than how it has been interpreted from the adjacent comment. The purpose of this goal is to recognize that the travel into, through and out of the North Front Range impacts the transportation system. Therefore the NFRMPO has worked closely with the Upper Front Range and Denver Regional Council of Governments to ensure that we are addressing the "whole."</p>



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Question/Comment	Response
<p>Goal #4 - <i>"To minimize congestion on the transportation system."</i> The Plan <b>fails</b> to show a decrease in, or even maintenance of, the current Level of Service (congestion) on our highways. There is no explanation of how congestion is being minimized. Pg 99 states that VMT's were "reduced;" however, reducing VMT's by an unexplained amount does not provide coherent commentary toward this goal. Will the 2030 Plan show only 1 % difference in congestion between the "build" and "no-build" scenarios, as was the case with the 2025 Plan? Will the projections for gridlock exceed 20% of our roads?</p>	<p>The North Front Range will experience a population growth almost double to today's population of 350,000. Therefore, it is not possible show a reduction in congestion from today and the year 2030. However, what the 2030 RTP does show is that if no efforts are taken we would see 23% of our transportation network at gridlock. Instead we will be able to hold that number to 14%.</p>
<p>Goal #5 - <i>"To address the needs of the transportation disadvantaged."</i> The Demand Response information (Pgs. 52-70) does not explicitly demonstrate success/failure in this area. There is no information on the number of transportation-disadvantaged citizens, or any data on how their needs are being met.</p>	<p>The Household Travel Study conducted in 2001 identified that 3% of households in the NFR do not own a vehicle. Additionally, focus groups were held with the Spanish community, disabilities boards and the senior population to ensure that their concerns were considered in this plan.</p>
<p>Goal #6 - <i>"To ensure adequate maintenance of the transportation system."</i> The Plan <b>fails</b> to meet this goal with no indication that the current conditions will be improved: Pg. 19, 62% State Highway surface conditions rated Poor; 15% rated Fair; and, 23% rated Good. Also, Pg. 24 shows that 49 of the 174 bridges are classified with deficiencies or are functionally obsolete. There is no commentary in the Plan to understand how completion of any projects may provide for certain rates of improvement in the condition of our highways.</p>	<p>The concerns mentioned in this comment are not the purpose of the plan. This comment addresses maintenance issues for transportation. Those issued are handled at either the CDOT or local level. One might refer to the Colorado Statewide Plan or local community plans.</p>



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Question/Comment	Response
<p>Goal #7 - <i>"To minimize the negative environmental impacts and improve air quality."</i> Success, there is no specific commentary relative to this goal; however, there is evidence on Pg. 94 that our air quality is improving with the quotation: "the inspection and maintenance program currently in place in the North Front Range is scheduled to be eliminated." The environmental impacts are required to be addressed within each funded project.</p>	
<p>Goal #8 - <i>"To support land use consistent with comprehensive plans."</i> The plan fails with this goal, as the land uses are indicating greatly increased daily VMT's, with a substantial decrease in the Level of Service (pg. 101) on our highways. The Plan does not indicate which transportation projects might produce the needed congestion reduction to accommodate the projected increase in the number of VMT's.</p>	<p>The intent of this goal is to first establish recognition that land use decisions will influence transportation needs. Only then can appropriate policies and planning be implemented. The research in the development of this plan does begin to address this relationship. First, community land use plans were compiled for the region. Additionally, economic forecasting to determine the type of employment, employment and housing numbers were developed. These analyses became inputs for the model.</p>
<p>Goal #9 - <i>"To provide a positive economic impact."</i> There is no commentary relative to this goal; however, it is quite sensible to believe that our economy will be drastically impacted if more than 20% of our highways are experiencing LOS F (gridlock).</p>	<p>The 2030 RTP in place projects gridlock would be LESS than 20%, only 14%. Without the plan it would be 23%.</p>
<p>Goal #10 - <i>"To identify funding needs and explore and support all potential approaches to fulfill those needs."</i> I suggest a Plan first be developed which focuses on meeting the other Goals, and then the real needs will be much clearer.</p>	
<p>While there is mention of Single Occupancy Vehicle usage being an issue; the past Goal of a 10% reduction (from 50% in 1995 to 40% by 2015) is not mentioned.</p>	<p>The NFRMPO Council dropped that goal several years ago. The reason it was dropped is because it is unattainable. Until our population growth levels out—instead of doubling—you will not be able to reduce Single Occupancy Vehicles, especially with current budget constraints, it would most likely take the entire \$4 Billion dollars of improvements set forth in this plan and the NFR will have less than 25% of that funding.</p>



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Question/Comment	Response
<p>Pg 36 TDM Program. The complete facts should be included. The reported "savings" of 5 million vehicle miles annually by the VanGo program is only about 0.1 % of all travel trips per the 2001 Household Survey information. Also, there is more than a \$1,000 annual "subsidy" to each VanGo user based on cost minus revenue. A proper Plan would explore using these Surface Transportation dollars in the most productive manner toward meeting the above Goals</p>	<p>The VanGo™ program costs less then 0.08cents per mile to run. It increases safety on our roads and removes over 250 vehicles from 1-25 and Hwy 85. Since its inception it has saved almost 40 million miles.</p> <p>It currently costs \$7-12 million dollars to build one mile of highway in the NFR. The VanGo™ program uses less than \$300,000 of the Surface Transportation dollars each year. If we stopped the program and applied dollars towards roads; it would take at minimum 20 years before we could add one mile.</p>
<p>Pgs 47-70 Transit. There should be some discussion of the impact on the transportation system if all transit ceased to exist. What would be expected if there were a transit driver walk-out?</p>	
<p>Pgs. 47-70 Transit. There is no indication of the number of individuals actually served.</p>	<p>Each community keeps its own on-going ridership counts. This type of information is invaluable when determining service needs.</p>
<p>Pgs. 47-70 Transit. There is no explanation of what constitutes a "passenger" in terms of number counts, paying/non-paying, how transfers are counted, etc.</p>	
<p>Pg 63 Transit. Rocky Mountain National Park is not in the North Front Range boundary. Including this information only adds confusion to the context of the Plan.</p>	<p>The North Front Range is responsible for Transit Planning for all of Larimer and Weld Counties. Therefore the transit activities conducted in the Rocky Mountain National Park needs to be reflected in the NFR 2030 RTP.</p>
<p>Pg 95 State/National Historic Sites. This list should only contain the sites on the North Front Range corridors, so as to improve the identification of concern within the North Front Range.</p>	
<p>Pg 97 Agriculture Data. There is no explanation of the importance of this data to the Plan. I would recommend removal to avoid unintended concern and confusion.</p>	<p>The value of Agricultural Data is to address the coordination of Land Use and transportation. All land uses and designations have to be considered when building the transportation plan. Additionally, it is a state requirement that Agriculture be included in the plan.</p>



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Question/Comment	Response
<p>Pg 98 Threatened and Endangered Species. It should be explained that these issues are addressed with each project; and, there is no need to list those species within this Transportation Plan, especially as the list may change during the duration of the Plan.</p> <p>Pg 99 Level of Service</p> <ul style="list-style-type: none"><li>o First, it is of most concern that the Level of Service groupings are being changed with this Plan, so that comparisons with the past Plans are now impossible. Those plans grouped LOS A/B/C together, D/E together, and F separately. This Plan has groupings of A/B/C/D together, E separately and F separately. All efforts should be made toward making Plan comparisons possible.</li><li>o It is also frustrating that there is no information available at this time for a 2030 "Build" scenario. How can anyone attempt to determine the success of the Plan, if we don't know the impact to the Transportation System after spending over \$1.1 Billion?</li></ul>	
<p>I recommend consolidation of Project Categories to better reflect the fact that funding is mostly from our highway fuel tax dollars and from dollars generated specifically for highway improvements. I suggest simplification to two Categories: Highway and Non-Highway</p>	



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Question/Comment	Response
<p>Along with the RTP project lists, there should be some process to identify projects within the RTP which will be available for STP funding as it becomes available, or can be rolled forward for greater accumulation of dollars toward larger projects. Projects I believe should be in the RTP and available for STP funding in the near term:</p> <ul style="list-style-type: none"><li>o Turn lanes on Taft Hill/Wilson at Trilby Road. Increasing VMT's and increasing accidents at this intersection should warrant attention.</li><li>o Turn lanes on Highway 402 at Boise and turn lanes on Highway 402 at County Rd 9. Widening 402 has been moved past 2010 and the increased VMT's is causing great risk at these intersections.</li></ul>	<p>The purpose, of ranking and cross-prioritizing the projects is to accomplish exactly this. The plan reflects the fiscally-constrained plan which would fund up to about \$1 Billion dollars worth of projects. However ALL 300 projects listed in the plan are ranked so that if additional funds became available the next highest ranked project would be funded.</p>
<p>Widening 1-25 - The ranking of this project appears to point out a general concern over the ranking process. I do not understand a Highway priority of #57, or, a cross prioritization ranking of #66 when this interstate is constantly congested, it is impossible to drive the speed limit, and there are far too many accidents.</p>	



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Question/Comment	Response
<p>I do not believe there is a reflection of regional planning in the RTP for highways. There is not enough focus on mobility and grade-separated intersections. There is no one focusing on finding the dollars to make these projects work, but instead far too many dollars are squandered on projects which do not improve mobility. There should be an assignment of a "custodian" for our Federal Highway Fuel Tax Dollars, who will make sure these dollars are spent as <i>highway impact fees should be spent.</i></p>	<p>First, the vast majority of the federal dollars that come into the North Front Range are dedicated for specific purposes. For example, Federal Transit Administration (FTA) 5311 funding can ONLY be used for rural (under 50,000 population) transit programs. After all of the dedicated federal dollars are allocated, the NFRMPO has only about \$72 million dollars that are truly flexible, meaning the Planning Council can disperse these funds throughout the life of the plan.</p> <p>The NFRMPO chose to have 18.2% of its flexible dollars go toward transit. That 18.2% coupled with the federally-dedicated dollars total 36% of the total plan. Therefore, the Planning Council kept its word in the areas where they have control.</p> <p>It might help for you to see the various revenue streams received in the North Front Range and a brief explanation of the restrictions on each of those funding sources:</p> <p>Revenue Sources:</p> <ul style="list-style-type: none"> <li>• Surface Transportation (STP Metro)—limited restrictions</li> <li>• Congestion Mitigation and Air Quality—Only the Fort Collins city area is eligible.</li> <li>• FTA 5307 Transit—Dollars are captured in the complete plan but must be spent in urbanized areas over 50,000 (Greeley, Evans/LaSalle &amp; Ft. Collins/Loveland/Berthoud)</li> <li>• FTA 5311 Transit—Dollars are captured in the complete plan but must be spent on rural transit programs, outside of urbanized areas (less than 50,000)</li> <li>• Enhancements—Must complement existing systems (no highway construction)</li> <li>• Safety—intersection improvements, rail crossings</li> <li>• Other Regional Priorities—On state highway system only</li> </ul>
<p>I recommend that the planners of the North Front Range Plan follow more closely what the Statewide Plan includes for goals and performance measures of the goals. The North Front Range should be able to clearly demonstrate that our Highway Fuel Tax dollars are spent toward the most optimal use.</p>	



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Question/Comment	Response																																																																																			
<p>How much money goes to highways vs. other projects</p>	<p>Almost 63% of all anticipated funds go to highway projects. Not all funds are flexible and must go towards certain types of projects. This is discussed in detail in Chapter VI of this document.</p> <table border="1" data-bbox="657 478 1260 856"> <thead> <tr> <th rowspan="2">Project Category</th> <th colspan="5">Allocation Percentages (December 2003)</th> </tr> <tr> <th>Dec. 03 % Allocation</th> <th>Allocation Using Dec. 03 Percentages</th> <th>Restricted/ Committed Funds</th> <th>Total Available Funds</th> <th>Overall Resource Allocation Percentages</th> </tr> </thead> <tbody> <tr> <td>Transit</td> <td>18.2%</td> <td>\$13.1</td> <td>\$405.1</td> <td>\$418.2</td> <td>32.0%</td> </tr> <tr> <td>Bike/Ped</td> <td>2.6%</td> <td>\$1.9</td> <td>\$18.5</td> <td>\$20.4</td> <td>1.6%</td> </tr> <tr> <td>Highway/HOV</td> <td>61.5%</td> <td>\$44.3</td> <td>\$772.6</td> <td>\$816.9</td> <td>62.6%</td> </tr> <tr> <td>TIP Projects</td> <td>0.0%</td> <td>\$0.0</td> <td>\$82.4</td> <td>\$82.4</td> <td>6.3%</td> </tr> <tr> <td>Strategic Projects</td> <td>0.0%</td> <td>\$0.0</td> <td>\$432.8</td> <td>\$432.8</td> <td>33.2%</td> </tr> <tr> <td>General Highway</td> <td>50.2%</td> <td>\$36.2</td> <td>\$204.4</td> <td>\$240.6</td> <td>18.4%</td> </tr> <tr> <td>Intersections</td> <td>5.5%</td> <td>\$4.0</td> <td>\$25.6</td> <td>\$29.6</td> <td>2.3%</td> </tr> <tr> <td>Highway/Rail Crossings</td> <td>5.8%</td> <td>\$4.2</td> <td>\$27.4</td> <td>\$31.6</td> <td>2.4%</td> </tr> <tr> <td>Transportation Systems Management</td> <td>5.3%</td> <td>\$3.8</td> <td>\$17.3</td> <td>\$21.1</td> <td>1.6%</td> </tr> <tr> <td>Transportation Demand Management</td> <td>5.6%</td> <td>\$4.0</td> <td>\$19.7</td> <td>\$23.7</td> <td>1.8%</td> </tr> <tr> <td>Passenger &amp; Freight Rail</td> <td>6.8%</td> <td>\$4.9</td> <td>\$0.0</td> <td>\$4.9</td> <td>0.4%</td> </tr> <tr> <td><b>Total</b></td> <td><b>100%</b></td> <td><b>\$72.1</b></td> <td><b>\$1,233.2</b></td> <td><b>\$1,305.3</b></td> <td><b>100.0%</b></td> </tr> </tbody> </table>	Project Category	Allocation Percentages (December 2003)					Dec. 03 % Allocation	Allocation Using Dec. 03 Percentages	Restricted/ Committed Funds	Total Available Funds	Overall Resource Allocation Percentages	Transit	18.2%	\$13.1	\$405.1	\$418.2	32.0%	Bike/Ped	2.6%	\$1.9	\$18.5	\$20.4	1.6%	Highway/HOV	61.5%	\$44.3	\$772.6	\$816.9	62.6%	TIP Projects	0.0%	\$0.0	\$82.4	\$82.4	6.3%	Strategic Projects	0.0%	\$0.0	\$432.8	\$432.8	33.2%	General Highway	50.2%	\$36.2	\$204.4	\$240.6	18.4%	Intersections	5.5%	\$4.0	\$25.6	\$29.6	2.3%	Highway/Rail Crossings	5.8%	\$4.2	\$27.4	\$31.6	2.4%	Transportation Systems Management	5.3%	\$3.8	\$17.3	\$21.1	1.6%	Transportation Demand Management	5.6%	\$4.0	\$19.7	\$23.7	1.8%	Passenger & Freight Rail	6.8%	\$4.9	\$0.0	\$4.9	0.4%	<b>Total</b>	<b>100%</b>	<b>\$72.1</b>	<b>\$1,233.2</b>	<b>\$1,305.3</b>	<b>100.0%</b>
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<p>Lots of good work has gone into this process. Thanks for the hard work.</p>																																																																																				
<p>Do you agree with the funding distribution? Please explain.</p> <ul style="list-style-type: none"> <li>➤ I always feel government uses our funds unwisely.</li> <li>➤ Would like to see more for transit. 18% in the northern area.</li> <li>➤ Would like to see the commuter rail into Denver revisited. (i.e. from Greeley to Denver)</li> </ul>																																																																																				



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Question/Comment	Response
<p>Do you agree with the ranking of the projects? Please explain.</p> <ul style="list-style-type: none"> <li>➤ Not really. Highway 392 and I-25 are a mess. Needs immediate improvement.</li> <li>➤ SH 263 (Project #98 H-1077) will likely receive expansion sooner than current priorities allow for due to planned and expected growth at the Greeley-Weld County Airport.</li> <li>➤ Highway 85 needs significant improvement. Since it is a highway parallel to I-25 this could take significant burden off of I-25.</li> <li>➤ #98 (H11077) Amount 11 M – For security's sake (at the Greeley/Weld airport) we need to advance the ranking of the 4 lane improvement to Highway 263.</li> <li>➤ As currently exists, however, the existence of large scale increases in employment due to major employers relocation may necessitate a higher ranking.</li> </ul>	
<p>There should be more allocation of money for motorcycle awareness both on the highway with signs and by motorist education.</p>	
<p>Current growth and projects under negotiation could bring as many as 2000 new employees to the Greeley airport which would use Hwy 263 within the next 10 years. Hwy. 263 from the intersection to Hwy 85 east for 3 miles is the proposed length. However, a temporary solution may be the addition of turn lanes into both airport entrances.</p>	
<p>As a concerned citizen, any reasonable program to modify the harshness of TABOR needs to be a priority in order to make State financial contributions to our transportation systems a reality.</p>	



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Question/Comment	Response
<p>We need to get cities along the Front Range to be in agreement on how best to get the ball rolling on 1. priorities 2. funding 3. starting on a <u>decided</u> plan of action – keep moving forward.</p>	
<p>We have to raise the taxes on fuel and index them. Until the legitimate means are provided by the users of the system, there will be junk in and junk out.</p>	
<p>Lottery and other funds already give bicyclists enough money for paths etc... More should go to implementing such things as motorcycle -other forms of transportation. T21 passed the house so more \$ can go into this! More education for motorists about motorcycles.</p>	
<p>Eliminate the emphasis being placed on providing bicycle lanes on roads. These should be limited to off road or dropped.</p>	
<p>Listen to your survey results shown on your charts. "People want to use their private autos for 99.9% of their transportation needs."</p>	
<p>Again, listen to the facts. Lay concrete and more concrete – it is the only answer to the congestion.</p>	
<p>Prioritize improvement of US 85 to limited access highway.</p>	
<p>Drop the campaign for light rail/mass transit for the front range.</p>	
<p>Move to toll roads to fund roads and more roads, for example E 470 and C470.</p>	



**Regional Transportation Planning Focus Group  
August 16, 2004  
Ben Delatour Room, Main Library  
200 Peterson, Fort Collins**

**Facilitated by Total Translations & Transcultural Services (TTTS)**

On Monday, August 16, 2004, 11 participants from the Hispanic/Latino community gathered at the above location to discuss the North Front Range Metropolitan Planning Organization's Regional Transportation Plan and future transportation needs for this region. Nine participants were from Fort Collins, one from Loveland and one from Berthoud. All participants were Hispanic/Latino and native Spanish speakers. There were four men and five women between the ages of seventeen and sixty five.

After a brief introduction, each participant was asked to introduce himself or herself, state where they live and what mode of transportation they use most often. Nine participants stated they use the bus system, two participants stated they use bicycles, two said they mostly walk and one stated he utilizes carpooling and his own vehicle as his main source of transportation. Many commented on the lack of bus routes to their neighborhoods (north Fort Collins and south Fort Collins area), how the long waits for buses did not function with work schedules and confusing it was to understand the routes. One participant stated it took him over an hour to get from north Fort Collins (Poudre Valley Mobile Home Park) to Harmony Road in south Fort Collins. Several participants mentioned a need to have tri-city transportation (Fort Collins, Greeley and Loveland). Several mentioned safety issues as pedestrians, since many walk to their destinations. Lastly, it was mentioned by several participants that Latinos who are undocumented prefer to use a bus system or public transportation because it is much safer in terms of being stopped by police. Many Latinos have driver's licenses from their country of origin, however do not have valid licenses to drive here in the United States.

María Gavier of TTTS gave the RTP Plan presentation to the group and the following questions from participants were discussed:

- Why are subways not utilized here as they are in Europe and throughout Latin America?
- What is the cost of transportation for someone who uses a train vs. someone in a car?
- Who pays these costs?
- What is the most effective or cost efficient way to provide transportation for people?

Next, the group discussed what aspects of the Plan they considered to be most important. Specific comments and concerns from each participant are listed below:

- There are not enough trains. The cost of gas is expensive and trains are more efficient and better for the future. Would like to see more money for trains.
- Safety of trains vs. cars, especially during snow storms.
- These services are very necessary as not everyone has a car.
- Concerns about bicycle safety and would like more bicycle lanes away from traffic.
- Cannot drive so takes a bicycle and it is very dangerous in the winter.
- A train is very important, possibly a train system or subway system in the City would help the environment.
- More trains would help avoid so many accidents in the winter.
- More trains, dangerous when walking.
- Trains would be safer.
- Family is struggling and rely on public transportation.
- More trains to Greeley, Denver, Longmont.
- People who do not have cars can barely get to work and home and then when they are not working, it is very difficult to go out and travel due to inadequate bus and transportation systems.
- Pedestrians are not always safe. Some people stop and others do not. It is very dangerous in the winter.
- Should construct a highway around Fort Collins for better traffic flow.

Most of the participants come from countries of origin that have heavy reliance on public transportation systems.

Participants were very grateful for an opportunity to be included in such an important planning process.

COMENTARIOS DEL PÚBLICO  
[PUBLIC COMMENTS]

Sus sugerencias y comentarios con respecto al plan regional de transporte del Norte de Front Range 2030 son muy importantes para nosotros. Por favor, utilice esta forma para contestar las siguientes preguntas y darnos sus opiniones.

1. ¿Tiene usted comentarios sobre los proyectos propuestos para el plan 2030?  
**[Do you have comments regarding the proposed projects for the 2030 Plan?]**
  - It seems good to me.
  - Yes, I would like to see more trains.
  - Very good. Would like fewer car accidents.
  - I think they should put in the plan more about the train and more bike paths.
  - I think they should put in more signs and pay more attention to pedestrians.
  
2. ¿Está usted de acuerdo con la distribución de los fondos? Favor de explicar.  
**[Are you in agreement with the distribution of funds? Please explain.]**
  - Appropriate more for the train system.
  - No, I would like to see more trains. I think that in the long run, it is less expensive and more efficient to have trains than lots of highways.
  - Yes, I am in agreement.
  - Not very much, bikes need a little more cooperation and in the future a train as a means of transportation.
  - I don't think it should concern the highways as much as it does.
  
3. ¿Está usted de acuerdo con el ranking de los proyectos? Favor de explicar.  
**[Are you in agreement with the prioritization of projects? Please explain.]**
  - Yes, the bus system will be practically established and it would be worth it to extend it.
  - No, for the same as the previous answer – more trains.
  - Yes, I am in agreement with this projects and they are appropriate.
  - More or less, it would be good if they put more attention to trains.
  - No, I think the city transportation should be higher.
  
4. ¿Tiene usted otros comentarios que le gustaría agregar? Puede utilizar el reverso de esta hoja si es necesario.  
**[Do you have other comments you would like to make? ]**
  - Can you improve the transportation system, for example, improve or extend the schedules. One day, I would like a train system between Fort Collins and Denver and Colorado Springs.
  - I like that you have given us this opportunity to the Latino community to comment on these types of programs.
  - Traffic control is important for transportation.
  - I don't believe so, I believe these meetings are very important for everyone to pay attention to the opinion of Latinos.
  - I think that the change could better serve all people that only one person.
  - Improve transportation from north to south (Fort Collins). The traffic is very slow and sometimes you have to take I-25.

**Learn About and Comment on the 2030 Regional Transportation Plans for the North Front Range, the Upper Front Range and the Colorado Statewide Plan**

5:00 - 8:00 p.m. Wednesday, August 25 County Training Bldg. 1104 H Street Greeley, Colorado	5:00 - 8:00 p.m. Thursday, August 26 Mountain View High School 3500 Mountain Lion Drive Loveland, Colorado
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Facilities are handicapped accessible.  
Call 970-416-2252 if you need a translator

*The Johnstown Breeze* 5

**Learn About and Comment on the 2030 Regional Transportation Plans for The North Front Range and the Colorado Statewide Plan**

5 - 8 p.m.

Wednesday, August 25 Weld County Training Bldg. 1104 H Street Greeley, Colorado	5 - 8 p.m. Thursday, August 26 Mountain View High School 3500 Mountain Lion Drive Loveland, Colorado
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Facilities are handicapped accessible.

**WORLD, The Coloradoan, Friday,**

twpu33p1

Reporter-Herald August 22, 2004

**Learn About and Comment on the 2030 Regional Transportation Plans for the North Front Range, the Upper Front Range and the Colorado Statewide Plan**

5:00 - 8:00 p.m. Wednesday, August 25 County Training Bldg. 1104 H Street Greeley, Colorado	5:00 - 8:00 p.m. Thursday, August 26 Mountain View High School 3500 Mountain Lion Drive Loveland, Colorado
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Facilities are handicapped accessible.  
Call 970-416-2252 if you need a translator.

The Coloradoan, Sunday, August 22, 2004, www.coloradoan.com

A4 TRIBUNE  
- Friday, Aug. 20, 2004

**Learn About and Comment On the 2030 Regional Transportation Plans for the North Front Range, the Upper Front Range and the Colorado Statewide Plan.**

5:00-8:00 PM Wednesday, August 25 Weld County Training Bldg. 1104 H Street Greeley, Colorado	Thursday, August 26 Mountain View High School 3500 Mountain Lion Drive Loveland, Colorado
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Facilities are handicapped accessible.  
Call 970-416-2252 if you need a translator.

0000912152

**Windsor Beacon  
August 19, 2004**

**Learn about and comment on the 2030 Regional Transportation Plans for the North Front Range, the Upper Front Range and the Colorado Statewide plan.**

5:00 - 8:00 p.m. Wednesday, August 25th Weld County Training Bldg. 1104 H Street Greeley, Colorado	5:00 - 8:00 p.m. Thursday, August 26th Mountain View High School 3500 Mountain Lion Dr. Loveland, Colorado
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Facilities are handicapped accessible



## **APPENDIX C. AIR QUALITY CONFORMITY**



## The North Front Range 2030 Regional Transportation Plan

*Envisioning Transportation Solutions for Colorado's North Front Range*



The NFR MPO serves as the Lead Planning Agency for air quality issues in the North Front Range region. Within the NFR MPO, there are two areas, Fort Collins and Greeley, that are currently in a maintenance status for carbon monoxide (CO). Figure VIII-1 depicts these areas. The NFR MPO is required to conduct an Air Quality Conformity Determination on the Fiscally Constrained Regional Transportation Plan to determine conformance with the State Implementation Plan (SIP) for these two areas.

The Fort Collins area was redesignated in July 2002 from non-attainment to maintenance. The redesignation has required for the first time that conformity determinations are based on a budget rather than the build less than no build test, as performed in previous plans. The maintenance plan also removed the requirements for an oxygenated fuel program and an automotive inspection and maintenance program.

The Greeley area maintenance plan was approved December 2002. The effects were the same for the Greeley area as for Fort Collins. Thus, conformity determinations will be performed against an emissions budget, and the oxygenated fuel and inspection and maintenance programs were removed.

Conformity determinations are performed through the use of a mobile emissions model. For this Plan, Mobile 6.2 was used to run the conformity testing, with the NFR Regional Travel Demand Model providing the necessary transportation inputs. The data developed includes vehicle miles of travel (VMT), travel speed by area type and time of day, and roadway functional class. This information was prepared for a 2000 base year and out years of 2010, 2020, and 2030. The Technical Advisory Committee (TAC) and the Transit Advisory Group (TAG) reviewed the data being used, which is shown on the following pages in the letter submitted to the Air Quality Control Commission (AQCC).

The remaining information in this chapter is the actual information sent to the AQCC for their concurrence and follows the Memorandum of Agreement between the NFR MPO and the Air Pollution Control Division staff.

The NFR MPO approved a positive conformity determination for the 2030 RTP for both the Fort Collins and Greeley maintenance areas. This determination is then sent to the AQCC, as required by State Statute for review. The AQCC can either concur with the conformity determinations or, if there are concerns with the determination, it will work with the Lead Planning Agency to resolve any issues.

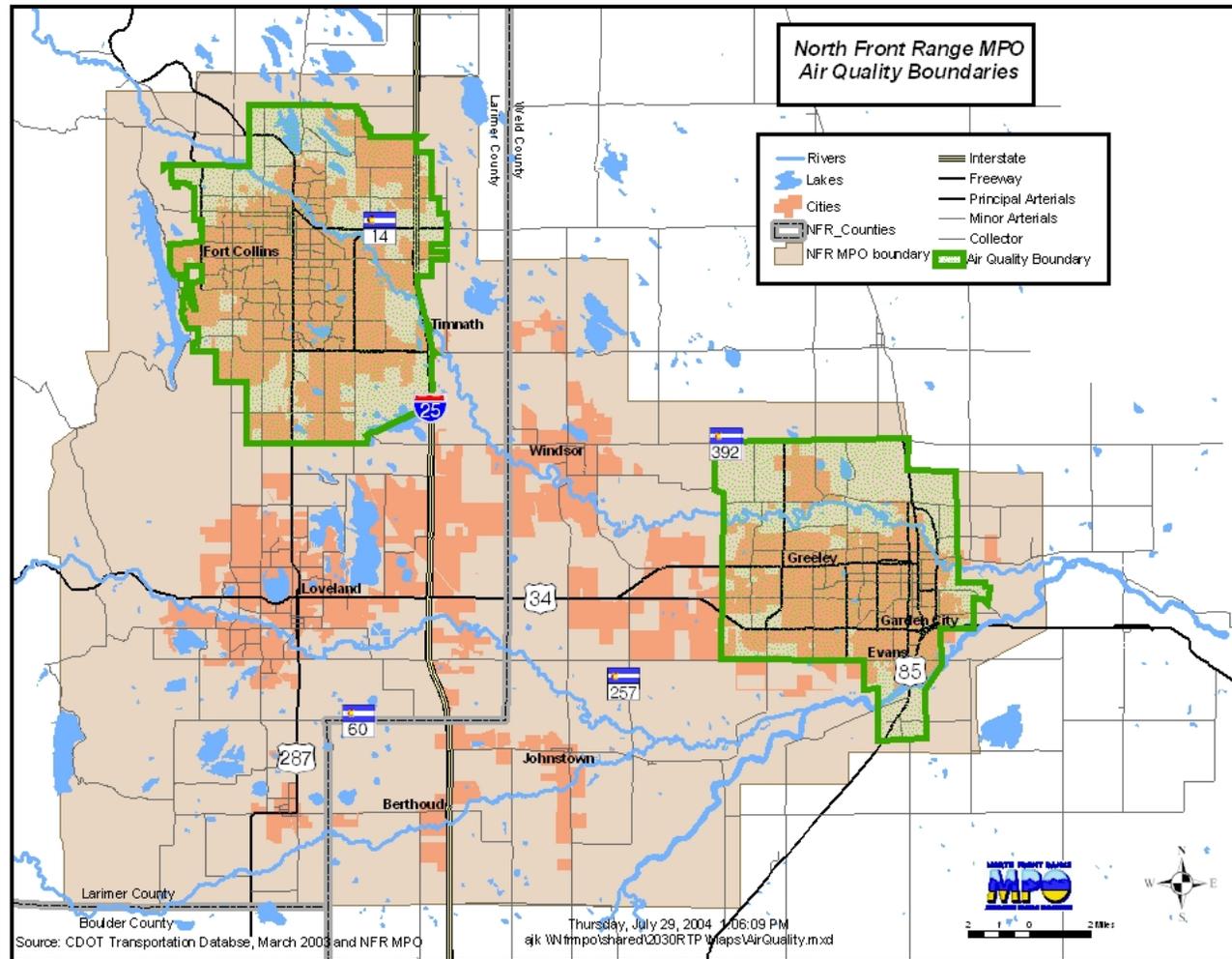


# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



## NFR MPO Air Quality Boundaries





## The North Front Range 2030 Regional Transportation Plan

*Envisioning Transportation Solutions for Colorado's North Front Range*



### NORTH FRONT RANGE



METROPOLITAN PLANNING ORGANIZATION

September 27, 2004

Ms. Lisa Silva  
Air Pollution Control Division  
Colorado Department of Public Health & Environment  
APCD MS-B1  
4300 Cherry Creek Drive South  
Denver, Colorado 80246

Dear Ms. Silva:

The North Front Range Transportation and Air Quality Planning Council is submitting this request for conformity concurrence on our 2030 Regional Transportation Plan (RTP) and FY 2005-2010 Transportation Improvement Program (TIP) as a subset of the RTP and the conformity determination made for the RTP also applies to the TIP. The Memorandum of Agreement requirements are addressed in this letter and in the attachments. The North Front Range Council will be adopting the transportation plan and conformity determination for the transportation plan on October 7, 2004. The TIP will have the conformity determination at the October 7, 2004 meeting and will be adopted at the November 4, 2004 meeting.

The North Front Range MPO includes 13 local governments in the urbanized area of Larimer and Weld counties. The Cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO). Air quality modeling and analysis are limited to the air quality boundaries of these two areas.

The North Front Range MPO worked cooperatively with an interagency review team (Federal Highway Administration, Environmental Protection Agency, Colorado Department of Transportation and Colorado Air Pollution Control Division) to review the conformity documentation and planning assumptions. Furthermore, the Technical Advisory Committee (TAC) served as the review team for the socioeconomic data and transportation network as per Regulation No. 10 Criteria for Analysis of Conformity.

The Transportation Plan and TIP are in conformance with the State Implementation Plan (SIP) and complies with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation, and other applicable federal and state requirement. The revision to the Maintenance Plan was adopted for Greeley on December 12, 2002. The Redesignation to Maintenance was adopted for Fort Collins on July 18, 2002.



## The North Front Range 2030 Regional Transportation Plan

*Envisioning Transportation Solutions for Colorado's North Front Range*



The horizon years were selected by the MPO through the interagency consultation process. The Regional Transportation Plan has a 30 year planning horizon. The base year for the modeling effort is 2000 and the future years are 2010, 2015, 2020 and 2030. The 2010 horizon year covers the 2005-2010 TIP and is a direct subset of the RTP. The horizon year are no more than 10 years apart and the last horizon year is the last of the transportation plan's forecast year. The 2015 motor vehicle emissions budget (MVEB) was interpolated between estimates for 2010 and 2020 as described at 40 CFR 93.118(d)(2). Also, the transportation and land use model outputs were interpolated for year 2015. The 2005 motor vehicle emissions budget (MVEB) was interpolated between estimates for 2000 and 2010 as described at 40 CFR 93.118(d)(2). Interpolating the budget for 2005 and 2015 is not exceeded and there are no factors existing that would be expected to cause the emissions to exceed the budget in 2005 and 2015.

The transportation, land use and air quality modeling outputs as well as the air quality inputs for both the base year and future years are summarized in an attach table as described in 40 CFR 93.118. Also, there is an attached table that shows Fort Collins and Greeley's budget from the latest approved SIP for the horizon years and the results of the conformity test.

The 2000 base year model was built on the parameters that were obtained from the 2001 Household Travel Survey, 2000 US Census (Household) and ES202 (Employment). The parameters for the base year were applied to the future years in addition to the forecasted socioeconomic data and fiscally constrained network to determine Vehicle Miles Traveled (VMT), average speed and lane miles for the future years.

### **Ozone:**

The NFR MPO has been included in the Denver ozone non-attainment area by EPA due to identified precursor contributions from this region. Several monitors in the Denver area have had exceedences of the recently promulgated 8-hour ozone NAAQS. On April 15, 2004 EPA included all of the North Front Range MPO, and additional parts of Larimer and Weld Counties that have the highest concentration of emissions, in the non-attainment boundary as shown in the attached map.

Larimer and Weld Counties have joined with the Denver Metro region in an Early Action Compact (EAC) which is an agreement with EPA to defer the non-attainment status until 2007. The EAC outlines control measures that will be in place by the end of 2005 and requires that the ozone readings will be back in compliance by the end of 2007. The control measures that affect the NFR MPO are emissions control on stationary sources on oil and gas wells. In addition, EPA is requiring that the Reid Vapor Pressure (RVP), or evaporation rate, of gasoline be reduced to 7.8 from its current 9.0 in the Denver area.

The EAC does not require any controls on mobile sources in the NFR. The Denver Metro area is subject to an automotive inspection and maintenance program, but that is not required in the EAC for the NFR. The inspection and maintenance program currently in place in the NFR is scheduled to be eliminated. The Inspection and Maintenance (I/M) program has been in place since 1982 as a carbon monoxide control strategy.

It should be noted that if deadlines or requirements in the EAC are not fulfilled, or if the control measures in the EAC do not reduce emissions as proposed, the EAC will become void. In that case, the NFR MPO will become non-attainment for ozone and be required to write a chapter in



the State Implementation Plan (SIP) outlining the proposed control strategies. Businesses needing air quality permits would have more stringent requirements, and most important from the MPO's perspective, ozone conformity determinations would be required on all TIPs and RTPs.

The questions below address the items in the memorandum of agreement between the North Front Range MPO and the State of Colorado Air Pollution Control Division.

**1. Identification of any transportation control measures (TCMs) that are assumed in the modeling, and the VMT reduction estimates and the methodology form these TCMs.**

There are no commitments to TCMs in the current State Implementation Plan, July 18, 2002 and December 12, 2002 respectively for either Fort Collins or the Greeley area.

**2. Maps or computer plots of existing roadway networks showing function class, area type and number of lanes.**

Enclosed are maps showing the above information. The networks have been reviewed by Fort Collins and Greeley area staff for accuracy and approved by the Review Team as outlined in Regulation 10.

**3. Socioeconomic data and assumptions used in the transportation model for all analysis years (see attached tables).**

The latest planning assumptions have been reviewed and recommended for approval by the Technical Advisory Committee, serving as the Review Team per Regulation 10, and will be approved on October 7, 2004 by the North Front Range MPO Council.

The requested socioeconomic data is shown on the attach table. The table includes the following travel model information: speed by roadway type, VMT summaries, and lane miles by roadway type. The emissions calculations are included and a separate table showing the results of the emissions testing is also attached. Air Quality modeling was performed by North Front Range MPO (NFRMPO) staff.

The process for developing socioeconomic data in the 2030 RTP modeling effort was based on a 2000 model base year using 2000 US Census for household data and ES202 for the employment data. Census blocks were used to collect household size data while census block groups were used to collect income data. Afterwards this data was formatted by TAZ for the travel demand model . The employment data was geocoded to locate the employment by TAZ. The employment was based on SIC to determine the employment type. The three employment types are production (SIC 00-51), Retail (SIC 52-59) and Services (SIC 60-98). The household size by income data was later used to determine the trip production rates while the employment by type was used to determine the trip attraction rates.

The Center for Business and Economic Forecasting (CBEF) in conjunction with the State Demographer was hired by the North Front Range MPO to forecast household and employment for year 2010, 2020 and 2030. The North Front Range MPO land use model developer used a land use allocation model (Community Viz) to allocate the control totals developed by CBEF. The results were reviewed by staff members of the City of Fort Collins and Greeley for their



comments and later approved by the review team per regulation 10. Each of our local governments was given the 2000 base and the 2030 socioeconomic information by traffic analysis zone (TAZ) and asked to review them for accuracy.

#### **4. A list of projects in the model runs, and their costs and funding sources.**

The RTP base year is 2000 therefore all the projects that are included in the list were either built since 2000, are currently under construction or will be built by the designated year. A table containing this information is attached. All capacity improvements (widening) for the entire modeling region are included. Funding sources for these projects are Regional Priorities Program, congestion mitigation, and state and federal funds plus local funds. The projects that are not federally funded are either committed funds by a local jurisdiction or private developer within the North Front Range MPO region.

#### **5. Documentation of any changes which have been made to the calibrated base transportation model or assumptions used in the model since that last conformity determination and resulting changes to such items as: auto occupancy rates, mode split, and any other data that the TAC requests.**

The North Front Range MPO 2000 Base Year Regional Travel Model incorporated the results from the 2001 Household Travel Survey in the calibration process. The survey was used to develop the trip generation rates, trip length frequency distribution, mode split and auto occupancy factors. Overall the average trip length for the North Front Region have decreased from the previous model (1998 base year model) with the most significant decrease being the Home Based Other trip purpose (from 5.91 to 4.2). In general the average auto occupancy factors for the North Front Range Region have decreased compared to the previous model (1998 Base Year Model) with the exception of Home Based Other which increased from 1.48 to 1.67 and Other Based Other which increased from 1.31 to 1.56.

The 2000 and 1998 base year travel model use different surveys that are statistically valid to calibrate the parameters for model development. The 2000 base year model used the 2001 Household Travel Survey while the 1998 base year model used the 1998 Mobility Report Card. The survey results were different enough to change projected VMT between travel models.

A comparison for the Fort Collins and Greeley percent person trips within the air quality boundary, average trip length, and total person trips for the base and future year of both models were conducted. Average trip length in the 2000 model is lower than the 1998 model. The average trip length in the 2000 model remains relatively constant compared to the future years however, in the 1998 model there is a large increase in the future year compared to the base year. Given that VMT is a function of average trip length, person trips and auto occupancy factor and that the average trip length are significantly different between models then VMT should be different compared to both models.

The transportation network has been modified to accommodate additional area types and refined facility types. This model has five area types which include rural, suburban, urban, Fort Collins CBD and CBD. The CBD's were defined based on the Downtown Development Authority of Fort Collins and Greeley while the other area types were based on household and employment densities.



## The North Front Range 2030 Regional Transportation Plan

*Envisioning Transportation Solutions for Colorado's North Front Range*



The facility types have been refined by changing all principal arterial roads to major arterials. The roads that were classified as principal arterial were not any different than the major arterials in terms of speed, accessibility and number of lanes. Also the previous model had a freeway ramp and an expressway ramp while the current model has one category for ramps.

The structure of the socioeconomic trip table has changed to accommodate additional income categories. The 2000 US Census and the 2001 Household Travel Survey were used to define the income categories that eventually led to an increase in income groupings that better reflect the increase in income in the region and provide a greater level of accuracy.

The TAZ structure was changed for the entire North Front Range Region. The TAZ structure was refined based on future household and employment projections as well as comments from staff of member governments.

The year 2015 scenario has been interpolated between years 2010 and 2020. The other scenarios use a travel model to determine speeds, Vehicle Miles Traveled (VMT) and lane miles. The land use model was used to determine household and employment and Mobile 6.2 was used to determine Carbon Monoxide emission factors.

**6. Documentation of any changes which have been made to the air quality model or assumptions used in the model since the last conformity determination and resulting changes to such items as: vehicle fleet mix definition, VMT mix, operating mode mix, Reid Vapor Pressure, market shares and concentration of oxygenated fuels, and minimum/ maximum temperatures.**

Based on review by APCD staff, the oxygenated fuels and I/M programs have been eliminated from the future year scenarios. Although the SIP allows for the return of an I/M program in the year 2026, it is not required and not included for the year 2030 scenario. Mobile 6.2 was used to estimate motor vehicle emission factors. A summary of the mobile 6.2 model inputs is attached.

Sincerely,

Andres Gomez  
Transportation Planner

Attachments: Demonstration Requirements for Transportation Conformity of Metropolitan Long Range Plans and Transportation Improvement Programs Check List.



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



## North Front Range Transportation & Air Quality Planning Council Air Quality Conformity for 2030 Transportation Plan and FY 05-10 TIP September 27, 2004

	Fort Collins					Greeley				
	2000	2010	2015	2020	2030	2000	2010	2015	2020	2030
<b>Population</b>	140,268	165,961	181,067	195,748	224,998	92,826	109,048	117,778	126,284	144,876
<b>Annual Growth Rate (Population)</b>		1.70%	1.76%	1.57%	1.40%		1.62%	1.55%	1.40%	1.38%
<b>Employment</b>	88,024	102,662	109,619	116,576	142,785	56,592	63,675	65,937	68,198	77,232
<b>Households</b>	55,007	67,739	74,821	81,903	94,936	33,034	40,388	44,112	47,835	55,296
<b>Persons/ Household</b>	2.55	2.45	2.42	2.39	2.37	2.81	2.70	2.67	2.64	2.62
<b>Speed by Roadway Type</b>										
<b>Freeway</b>	72.4	68.8	66.1	63.5	61.8					
<b>Expressway</b>						50.5	50.2	49.7	49.3	48.6
<b>Major Arterial</b>	34.3	34.1	33.9	33.6	31.9	36.6	37.0	37.0	37.1	37.2
<b>Minor Arterial</b>	36.4	36.2	34.9	33.5	31.0	37.0	37.8	37.8	37.7	36.9
<b>Frontage Road</b>	32.0	31.7	31.6	31.5	29.2					
<b>Collector</b>	27.7	28.5	28.6	28.7	27.5	26.0	26.4	26.6	26.9	24.5
<b>Ramp</b>	28.2	26.8	26.1	25.4	19.0	30.0	30.0	25.2	20.5	18.9
<b>Centroid Connector</b>	18.7	19.3	19.5	19.7	20.1	17.6	18.1	18.4	18.7	19.0
<b>Daily VMT Summaries</b>										
<b>Freeway</b>	364,745	469,455	521,194	572,932	852,772					
<b>Expressway</b>						386,205	483,920	531,370	578,819	768,568
<b>Major Arterial</b>	1,373,714	1,577,451	1,692,450	1,807,449	2,090,467	330,027	372,590	401,155	429,720	517,812
<b>Minor Arterial</b>	363,847	421,355	469,356	517,357	627,643	280,279	357,494	413,875	470,256	592,554
<b>Frontage Road</b>	1,527	6,680	9,903	13,126	35,588					
<b>Collector</b>	179,590	256,410	292,036	327,661	443,911	99,524	108,096	120,048	132,000	170,540
<b>Ramp</b>	13,054	19,660	22,326	24,991	35,555	188	231	3,094	5,957	6,954
<b>Centroid Connector</b>	354,614	428,604	471,813	515,022	623,181	168,013	194,524	214,510	234,496	270,705
<b>Total</b>	2,651,091	3,179,615	3,479,077	3,778,538	4,709,117	1,264,236	1,516,855	1,684,052	1,851,248	2,327,133
<b>Lane Miles by Roadway Type</b>										
<b>Freeway</b>	35.6	35.6	35.6	35.6	47.6					
<b>Expressway</b>						76.6	76.6	76.6	76.6	98.0
<b>Major Arterial</b>	225.3	238.2	245.6	253.0	252.5	100.8	100.8	102.8	104.8	104.8
<b>Minor Arterial</b>	117.0	122.5	124.6	126.6	128.6	162.1	177.2	180.3	183.4	183.4
<b>Frontage Road</b>	19.4	19.4	19.4	19.4	20.4					
<b>Collector</b>	205.9	200.8	199.8	198.8	199.0	158.3	154.2	153.7	153.1	153.1
<b>Ramp</b>	4.0	4.0	4.0	4.0	3.2	1.6	1.6	1.9	2.2	2.2
<b>Centroid Connector</b>	152.6	152.6	152.6	152.6	152.6	100.9	100.9	100.8	100.7	100.7
<b>Total</b>	759.8	773.1	781.6	790.0	803.9	600.3	611.3	616.1	620.8	642.2
<b>Carbon Monoxide Summaries</b>										
<b>Grams</b>	75,013,300	61,375,188	57,735,905	54,096,621	69,249,332	38,792,213	31,641,826	30,177,640	28,713,454	33,707,017
<b>Tons/ Day</b>	82.69	67.65	63.64	59.63	76.33	42.76	34.88	33.27	31.65	37.16
<b>Grams/ VMT</b>	28.29	19.30	16.81	14.31	14.70	30.68	20.86	18.19	15.51	14.48
<b>Grams/ Population</b>	534.79	369.82	318.87	276.36	307.78	417.90	290.17	256.23	227.37	232.66

Note: Reason for a decrease in collector in future years: The functional classification change over time as a result of various capacity improvements.  
 Note: The drop in ramp lane miles for Fort Collins is as a result of changing SH-14 interchange from a cloverleaf to a diamond.



<b>Fort Collins Emissions Test (Tons Per day)</b>						
	2000	2005	2010	2015	2020	2030
<b>Emissions</b>	82.69	75.17	67.65	63.64	59.63	76.33
<b>Budget</b>	N/A	99	98	94	94	94
<b>Pass/ Fail</b>	N/A	Pass	Pass	Pass	Pass	Pass
<b>Note: Year 2005 and 2015 are interpolated</b>						
<b>Greeley Emissions Test (Tons Per Day)</b>						
	2000	2005	2010	2015	2020	2030
<b>Emissions</b>	42.76	38.82	34.88	33.27	31.65	37.16
<b>Budget</b>	N/A	63	62	60	60	60
<b>Pass/ Fail</b>	N/A	Pass	Pass	Pass	Pass	Pass
<b>Note: Year 2005 and 2015 are interpolated</b>						

**Demonstration Requirements for Transportation Conformity of Metropolitan Long Range Plans**

Identify if the Item is Complete with a Check and Include the Appropriate Page Number from the Document.

General

  X\_ 1. The report documents that the Transportation Plan is in conformance with the State Implementation Plan (SIP) and complies with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation, and other applicable federal and state requirements. Page Number   1  

  X\_ 2. Tabulation of Analysis Results for applicable pollutants showing that the required conformity test was met for each analysis year. Page Number   2  

  X\_ 3. The report contains a copy of the Adopting Resolution by the Metropolitan Planning Organization



## The North Front Range 2030 Regional Transportation Plan

*Envisioning Transportation Solutions for Colorado's North Front Range*



(MPO) of the Transportation Plan, and the Conformity Determination for the Transportation Plan. Page Number   1  

  X   4. The report documents that the Transportation Plan at minimum has a 20 year planning horizon.

Page Number   2  

Recommendation: Indicate the date of the last Transportation Plan update.

  X   5. The report states that the Transportation Plan and Transportation Improvement Program (TIP) are fiscally constrained and a funding source for all the projects listed in the Plan and TIP for the construction and operation (if applicable) of the project is identified. Page Number   4  

Recommendation: Identify specific funding source by category.

  X   6. The report documents that the contents of the Transportation Plan meet the requirements of 40 CFR 93.106; Including the highway and transit system described in terms of regional significance which is sufficiently identified in terms of design concept and design scope to allow modeling consistent with the modeling methods for area-wide transportation analysis in use by the MPO. Page Number   4  

Recommendation: Indicate the project classification - exempt, safety, widening, etc.

  X   7. The report documents all projects for each of the Transportation Plan's horizon years, including project identification number for reference in the TIP, exempt status, and regional significance, including non-federal projects. Page Number   4  

Recommendation: Explain the process for non-federal regionally significant project disclosure.

  X   8. The report documents that the latest planning assumptions were used, including demographics, employment, land use, and other factors affecting the analysis that were updated or revised from the last adopted Plan. Page Number   3  

Recommendation: Provide the source and year the assumption was last updated.

  X   9. The report explains how the latest planning assumptions of the Transportation Plan meet the requirements of 40 CFR 93.110. Page Number   3  

  X   10. The dates the area was designated or redesignated by the Environmental Protection Agency (EPA) are shown along with information on criteria and/or precursor pollutants. Page Number   1  

Identify if the Item is Complete with a Check and Include the Appropriate Page Number from the Document.



#### Interagency / Public Comment

11. The report documents comments raised verbally or in writing by an interagency consultation partner and how the MPO addressed such concerns; or, the report states that no significant comments were received.

Page Number   1  

12. The report documents the public participation process of the Transportation Plan and conformity analysis including any comments raised verbally or in writing and how the MPO addressed such concerns; or, the report states that no significant comments were received. Page Number   1  

13. The report explains how the Transportation Plan and conformity analysis were developed according to the consultation procedures outline in 40 CFR 93.105 and 93.112 including but not limited to, model evaluation and selection, minor arterials and other transportation projects treated as regionally significant, and determining if a project otherwise exempt under 40 CFR 93.126 should be treated as non-exempt. Page Number   1  

#### Transportation Control Measures (TCMs)

14. If the Transportation Plan contains any SIP TCMs the requirements in 40 CFR 93.110 (e) and 93.113 are met; or, the report states the Transportation Plan contains no SIP TCMs. Page Number   3  

Recommendation: Provide the schedule dates to show compliance with the SIP. If delayed, explain why and how this deficiency is being addressed.

#### Regional Emission Analysis

15. The analysis/horizon years were selected by the MPO through the interagency consultation process. Page Number   2  

16. The analysis/horizon years meet the requirements of 40 CFR 93.106 (a)(1), 93.118 (b), or 93.119 (e), which ever is applicable. Page Number   2  

17. The report documents the use of the latest emissions estimation model, consistency with the SIP assumptions, and provides copies of the input and output files used in the analysis. Page Number   1  

18. The report documents how the requirements of the Emission Budget Test in 40 CFR 93.118 or



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the Emission Reduction Test in 40 CFR 93.119 were met for each pollutant the area is designated non-attainment or maintenance. Page Number   2  

  X   19. Applicable if Emission Budget Test was used: the report documents that the emission budgets used in the conformity analysis are those found in the latest approved SIP or latest SIP budget found adequate by the EPA for transportation conformity. The appropriate Federal Register notice is also present. Page Number   2  

  X   20. Applicable if Emission Reduction Test was used: The report documents that the "Baseline" scenario includes all the current transportation system resulting from all in place regionally significant highway and transit facilities; all ongoing travel demand management and regionally significant projects that are currently under construction or undergoing right-of-way acquisition, regardless of funding source. Page Number   4  

Identify if the Item is Complete with a Check and Include the Appropriate Page Number from the Document.

  X   21. Applicable if Emission Reduction Test was used. The report documents that the "Action" scenario includes all facilities, services, and activities in the "Baseline" scenario as well as all the future transportation system resulting from the implementation of the proposed Transportation Plan, all expected regionally significant projects and additional projects delineated in 40 CFR 93.119 (g). Page Number   4  

  NA   22. The report documents that the requirements of 40 CFR 93.122 are met, including but not limited to, explaining how the Vehicle Miles of Travel (VMT) from projects which are not regionally significant have been estimated in accordance with reasonable professional practice, and how reasonable methods were used to estimate VMT for off-model transportation projects. Page Number     

Recommendation: Indicate the date the model was updated and calibrated.

  X   23. The report explains (as applicable) how the travel demand model VMT used as the basis for the emission inventory has been reconciled and calibrated to the Highway Performance Monitoring System VMT for the year of validation and future estimates of VMT. Page Number   2  

Disclaimer: This checklist is intended solely as an informal guideline to be used in reviewing Transportation Plans and TIPs for adequacy of their documentation. It is in no way intended to replace or supercede the Transportation Conformity Regulations 40 CFR Parts 51 and 93, Statewide and Metropolitan Planning Regulations 23 CFR Part 450, or any EPA, FHWA, and FTA guidance pertaining to Transportation Conformity or Statewide and Metropolitan Planning. For further information on the correct use of this checklist you may contact:



# Demonstration Requirements for Transportation Conformity of Metropolitan Transportation Improvement Programs (TIPs)

Identify if the Item is Complete with a Check and Include the Appropriate Page Number from the Document.

X\_ 1. The report documents that the TIP is in conformance with the State Implementation Plan (SIP) and complies with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation, and other applicable federal and state requirements. Page Number   1  

X\_ 2. The report states that the TIP is a subset of the latest conforming Transportation Plan and the conformity determination made for the Transportation Plan also applies to the TIP. Page Number   1  

X\_ 3. The report explains how the requirements of 40 CFR 93.122 (e) are met.

Page Number   1  

X\_ 4. The report supplies a copy of the Metropolitan Planning Organization's (MPO's) and FHWA/FTA's findings of conformity on the current Transportation Plan. Page Number   1  

X\_ 5. The report contains a copy of the Adopting Resolution by the MPO of the TIP, and the Conformity Determination for the TIP. Page Number   1  

X\_ 6. The report contains a cross reference of projects sufficiently described in terms of design concept and design scope for comparison to the Transportation Plan. Page Number   4  

X\_ 7. The report documents comments raised verbally or in writing by an interagency consultation partner and how the MPO addressed such concerns; or, the report states that no significant comments were received. Page Number   1  

X\_ 8. The report documents the public participation process of the TIP including any comments raised verbally or in writing and how the MPO addressed such concerns; or, the report states that no significant comments were received. Page Number   1  

X\_ 9. The report explains how the TIP was developed according to the consultation procedures outlined in 40 CFR 93.105 and 93.112. Page Number   1  

Disclaimer: This checklist is intended solely as an informal guideline to be used in reviewing

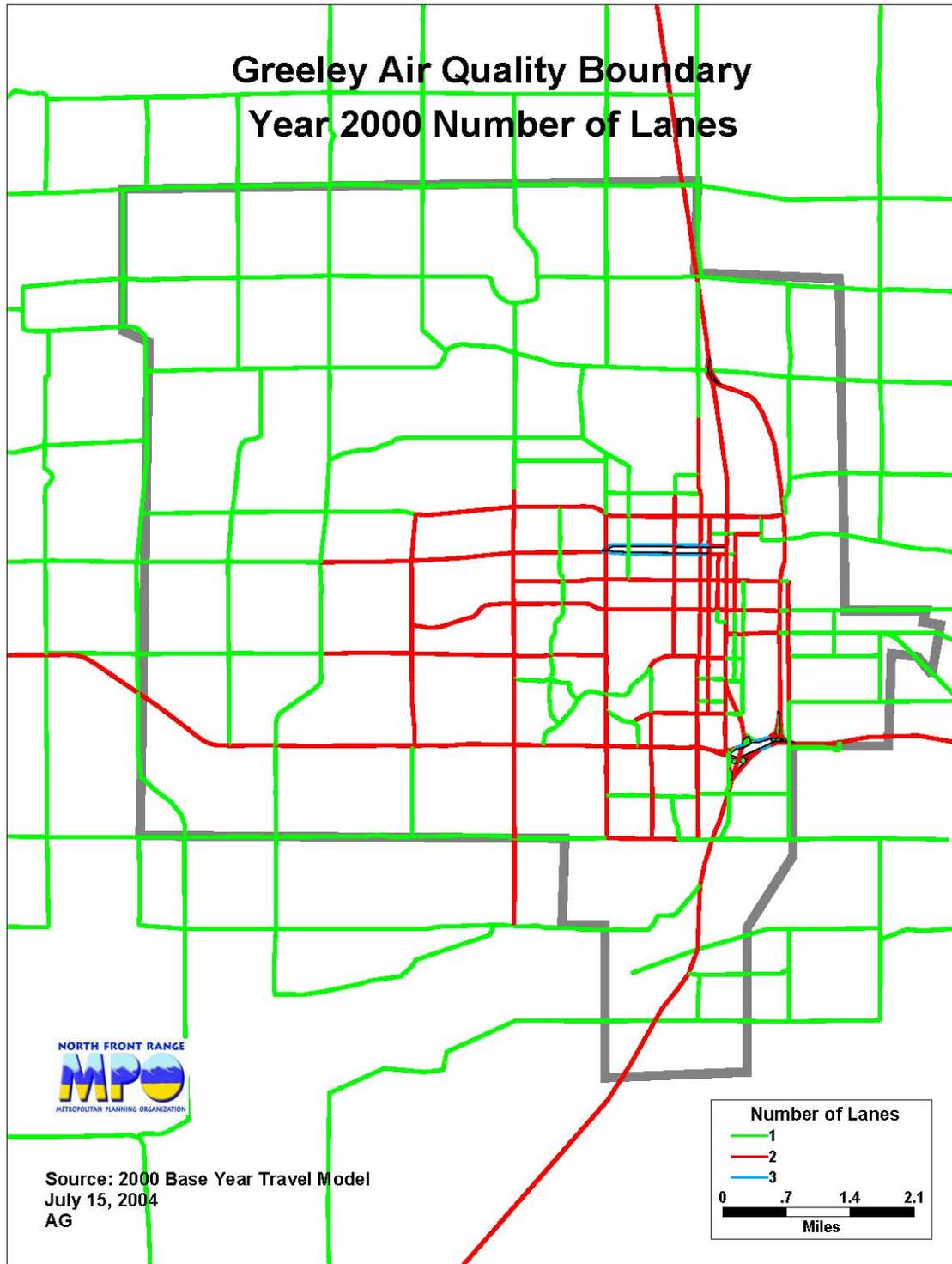


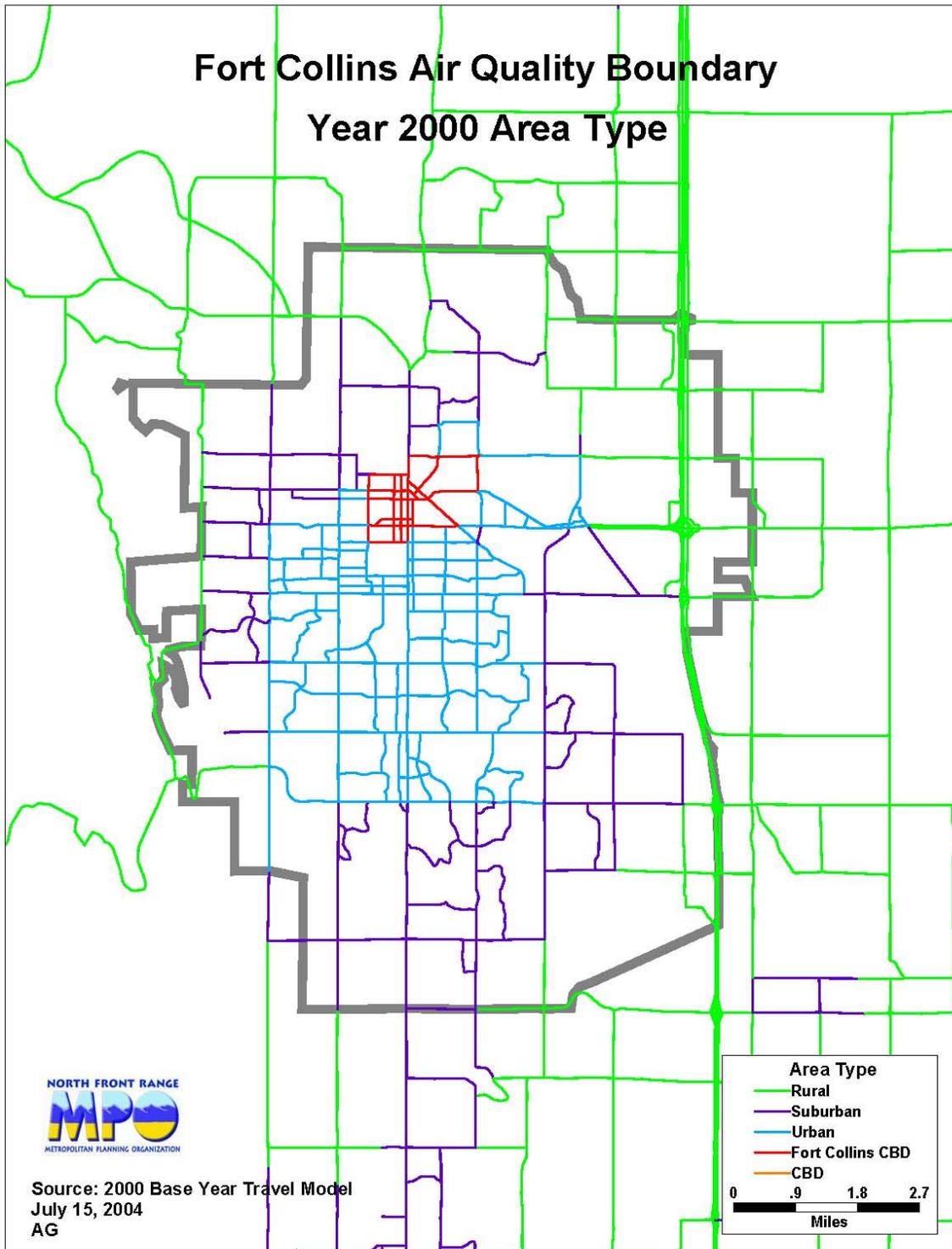
## The North Front Range 2030 Regional Transportation Plan

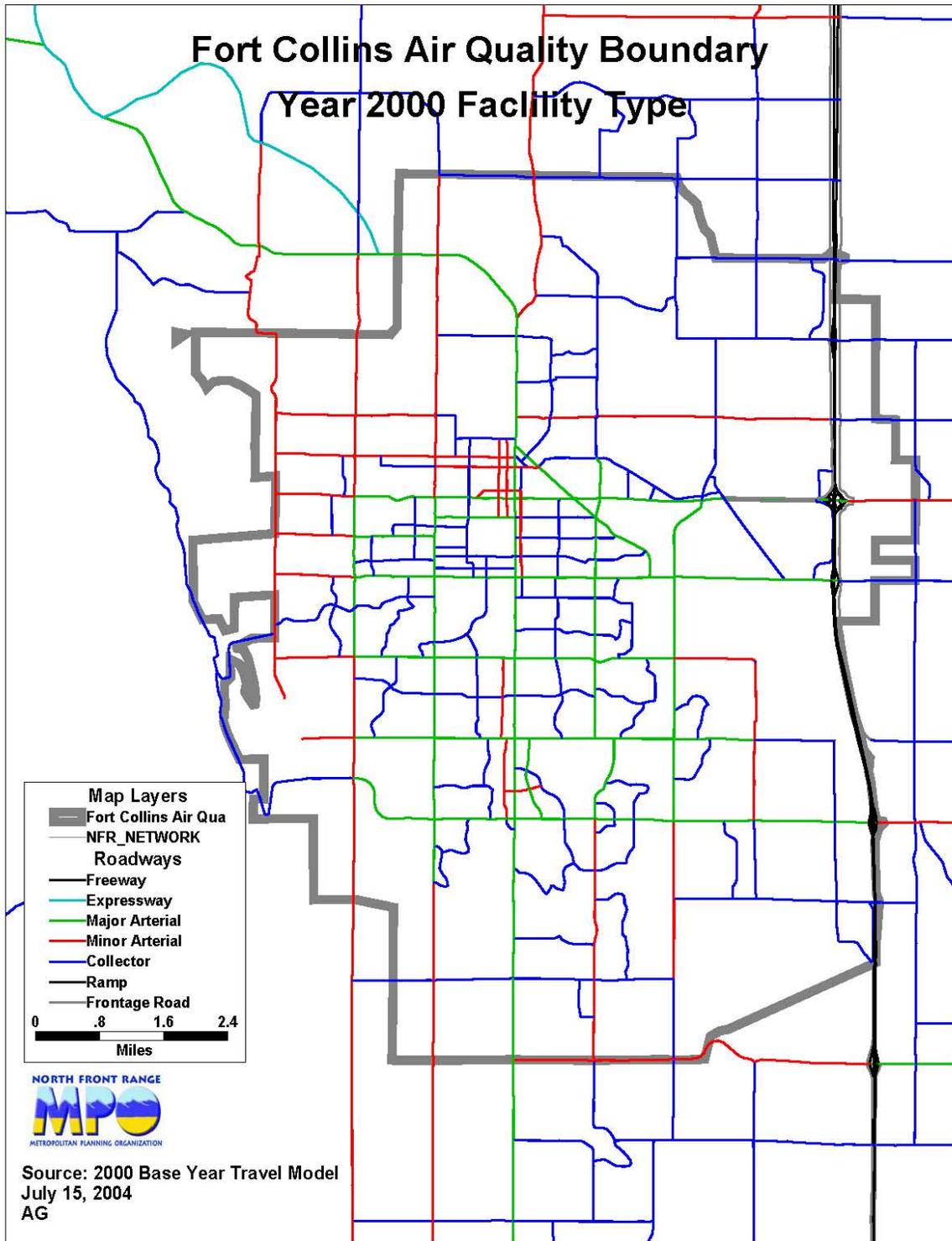
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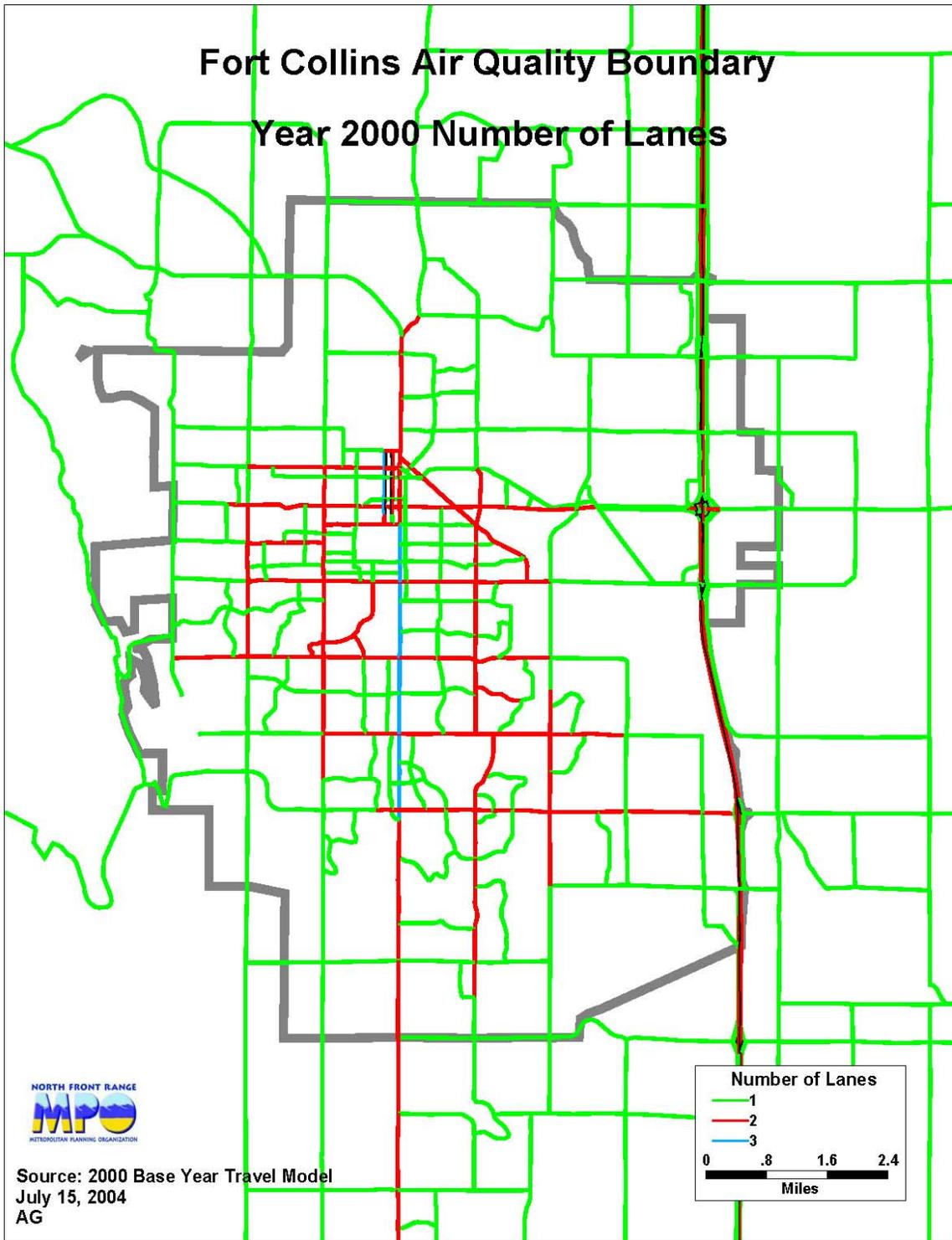


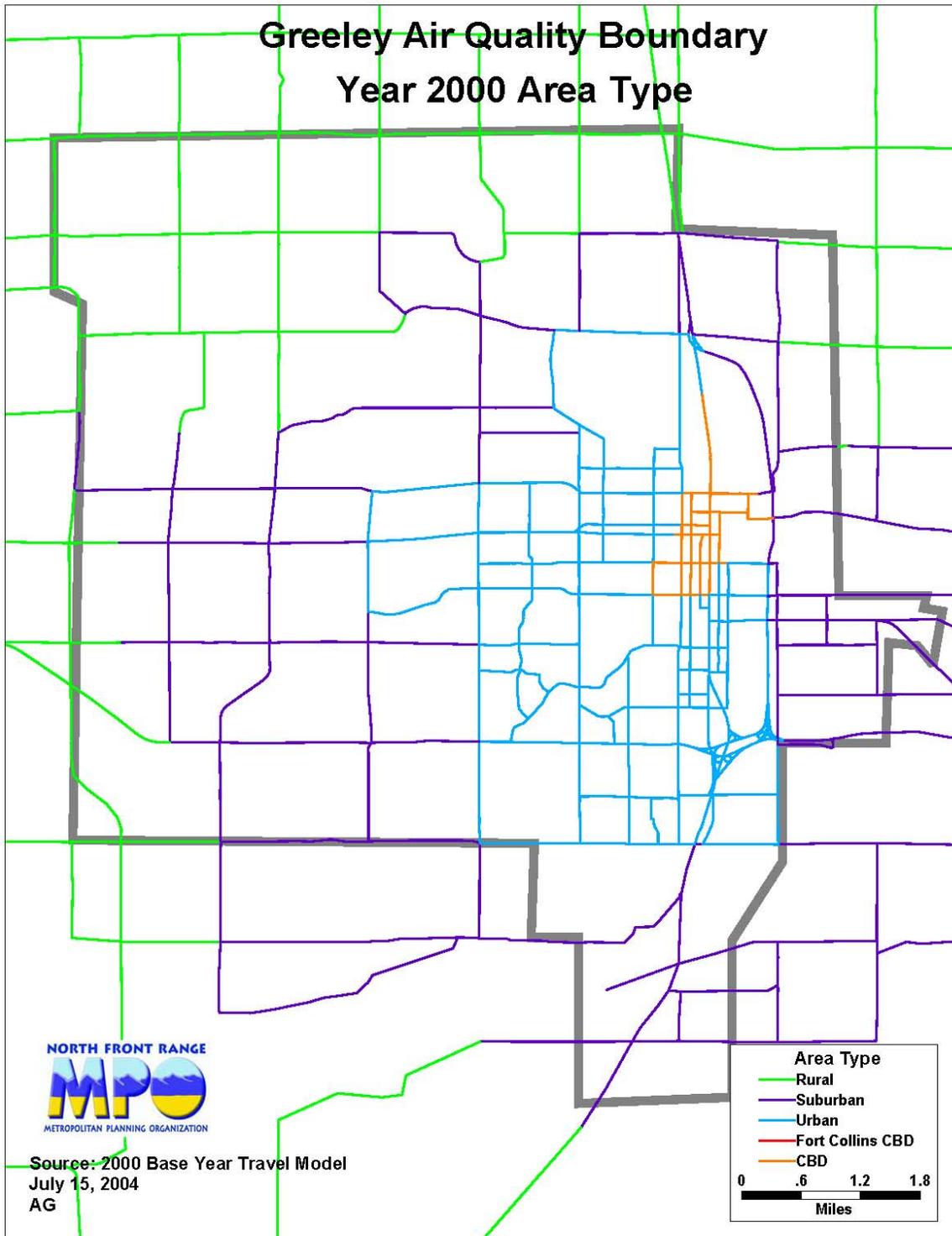
Transportation Plans and TIPs for adequacy of their documentation. It is in no way intended to replace or supercede the Transportation Conformity Regulations 40 CFR Parts 51 and 93, Statewide and Metropolitan Planning Regulations 23 CFR Part 450, or any EPA, FHWA, and FTA guidance pertaining to Transportation Conformity or Statewide and Metropolitan Planning.

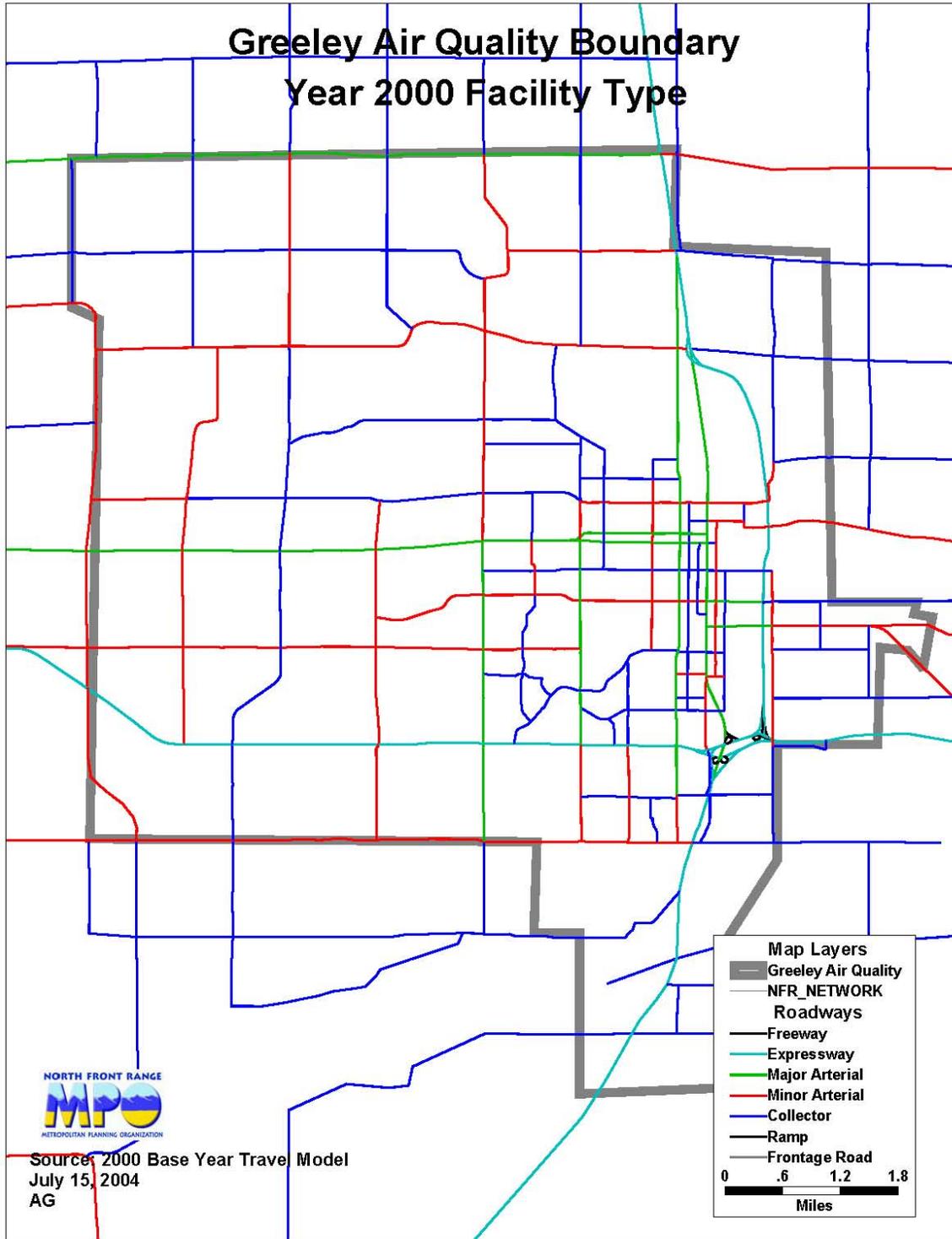














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## APPENDIX D

## CORRIDOR VISIONS



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The North Front Range MPO has identified five goals and objectives that apply to the entire transportation system in the region. They are included here as over-arching goals in all of the 19 corridor visions:

- **Maintain or improve infrastructure to optimal condition.** Maintaining the quality of the transportation system is integral to servicing the transportation needs of the region.
- **Reduce fatalities, injuries and property damage crash rates.** Decreasing the number and severity of accidents is a high priority for all modes of transportation in the region.
- **Coordinate transportation and land use decisions.** Land use and transportation are intrinsically linked, and coordination of the two should be considered on all corridors in the region.
- **Promote transportation improvements that are environmentally responsible.** Potential environmental impacts need to be considered in all transportation improvements; those improvements that provide enhancements to the natural and/or social environment of the region are encouraged.



## Corridor Vision #1: US 287 Front Range Urban

<b>State Highway:</b>	US 287C	<b>Planning Regions:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	282.47		13 – Upper Front Range
<b>Ending Mile Post:</b>	355.85		2 – Denver Metro

US 287 from US 40 (Colfax Avenue) in Denver to SH 14 (Ted's Place), includes Berthoud Bypass, LCR 17 from SH 56 to SH 14, LCR 19 from US 34 to US 287, and the BNSF freight line.

### **Primary Investment Need: Increase Mobility**

#### **Vision Statement**

The vision for the US 287 Front Range Urban corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor provides north-south connections within the Fort Collins, Berthoud and Loveland areas and connections to the Denver metropolitan area. US 287 is a National Highway System facility and acts as Main Street through both Fort Collins and Loveland. LCR 17 and LCR 19 are off-system facilities which provide connections through residential and commercial areas. Future travel modes in the corridor include passenger vehicle, bus service, passenger rail, truck freight, rail freight, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. Freight traffic is primarily limited to the US 287 facility and the BNSF railway line. The Burlington Northern Santa Fe (BNSF) railway line also has the future potential to serve as a multimodal transportation corridor, including transit/passenger rail, bicycle and pedestrian travel. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and residential and retail access. They depend on commercial activity, residential development, Colorado State University, governmental agencies as well as manufacturing and high-tech industries for economic activity in the area. Users of this corridor 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 in and through the corridor and also recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Increase travel reliability and improve traffic flow, with a focus on commuter travel.
- Reduce dependency on single occupancy vehicles by enhancing transit, TDM, and bicycle/pedestrian options.



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### Strategies

- Perform and implement studies that focus on enhancing mobility, such as corridor optimization and access management plans.
- Improve mobility by constructing intersection improvements, such as traffic signals, auxiliary lanes and medians.
- Preserve right of way and construct additional general purpose lanes on parallel facilities (LCR 17 and LCR 19). Improve and maintain the system of local roads connecting the three major roadways in the corridor.
- Expand transit service, coverage and frequencies and provide improved transit amenities.
- Identify and preserve transportation corridors to improve the multi-modal interface for expanded and more frequent regional transit service; coordinate long-range transit/passenger rail opportunities with Denver RTD.
- Promote ITS strategies, such as incident response, traveler information and variable message signs.
- Implement appropriate TDM mechanisms.
- Provide for bicycle and pedestrian travel through improvements, such as bicycle/pedestrian paths, wider shoulders or designated bike lanes.
- Increase safety by implementing improvements, such as grade separations and access management improvements.
- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint, sign replacements, improved landscaping, noise barriers and drainage improvements.



## Corridor Vision #2: SH 1

<b>State Highway:</b>	SH 1A	<b>Planning Regions:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	0		13 – Upper Front Range
<b>Ending Mile Post:</b>	9.96		

SH 1 from SH 287 in Fort Collins to I-25 in Wellington.

### **Primary Investment Need: Improve Safety**

#### **Vision Statement**

The vision for the SH 1 corridor is primarily to improve safety as well as increase mobility and maintain system quality. This corridor serves as a local facility, provides commuter access, and makes north-south connections within the Wellington/Fort Collins area. Future travel modes expected in this corridor include passenger vehicle, bus service, bicycle and pedestrian facilities. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase, while freight volume will likely remain relatively constant. The communities along the corridor value transportation choices, connections to other areas, and safety. The area served by this corridor is primarily residential, including large lot residential, with a significant number of people living in Wellington but working and shopping in Fort Collins. Users of this corridor want to preserve the rural-residential character of the area and support the movement of commuters along the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Support commuter travel by enhancing transit, TDM and bicycle/pedestrians options.
- Provide for safe movement of all travel modes.

#### **Strategies**

- Perform and implement studies that focus on improving safety, such as access management plans, speed studies and safety studies.
- Implement appropriate TDM mechanisms.
- Improve traffic flow and safety by constructing geometric and intersection improvements, such as auxiliary lanes.
- Add/improve shoulders with consideration for bike lanes.
- Initiate/expand transit service, coverage and frequencies and provide improved transit amenities.
- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping, sign replacements and drainage improvements.



### Corridor Vision #3: I-25 Front Range

<b>State Highway:</b>	I-25A	<b>Planning Regions:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	217.01		2 – Denver Metro
<b>Ending Mile Post:</b>	269.37		13 – Upper Front Range

I-25 from US 36 in Denver to SH 14, includes LCR 5 from US 34 to SH 14, LCR 3/Weld County new roadway from south NFR boundary to US 34, WCR 13 from south NFR boundary to SH 14, Timberline Road/LCR 9e/LCR 7 from south NFR boundary to Vine Drive, and passenger rail line.

**Primary Investment Need: Increase Mobility**

**Vision Statement**

The vision for the I-25 Front Range corridor is primarily to increase mobility as well as improve safety and maintain system quality. This multi-modal corridor includes I-25, an interstate facility on the National Trade Network which serves as the principal north-south facility through Colorado. The section of I-25 included in this corridor is one of CDOT's 7th Pot Strategic Corridors. The corridor also includes LCR 3, LCR 5, LCR 7, LCR 9e, WCR 13 and Timberline Road, all of which serve as off-system parallel arterials to I-25, providing for local access off I-25. A future passenger rail line is also envisioned in this corridor. The corridor provides north-south connections throughout the North Front Range area (serving towns, cities and destinations within the corridor) as well as providing connections to the Denver metropolitan area and destinations outside of the state. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight (Timberline roadway alignment), bicycle and pedestrian facilities (off of mainline I-25), and aviation (Loveland/Fort Collins Airport). Transportation Demand Management (TDM) would likely be effective in this corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. Freight traffic in the corridor is primarily limited to the interstate facility. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and intermodal connections. They depend on manufacturing, high-tech industries, commercial activity, and residential development for economic activity in the area. The Larimer County Events Complex and a Port of Entry are located within the corridor, contributing to the activity of the corridor. The area surrounding this corridor is transitioning from rural to suburban, and the corridor needs to support the movement of commuters, tourists, freight, farm-to-market products, and hazardous materials, and provide for long distance travel in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.



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### Goals / Objectives

- Increase travel reliability and improve traffic flow in order to support commuter travel, accommodate growth in freight transport and maintaining statewide transportation connections.
- Reduce dependency on single occupancy vehicles by enhancing transit, TDM, and bicycle/pedestrian options.
- Provide information to the traveling public and promote education to improve safe driving behavior.
- Increase air travel availability.
- Deliver projects on time (7<sup>th</sup> Pot).

### Strategies

- Perform and implement studies (including the North I-25 Environmental Impact Statement) that focus on enhancing mobility, such as corridor optimization, access management plans and rail studies.
- Promote ITS strategies, such as variable message signs, incident response, traveler information and traffic management.
- Preserve right of way and construct additional general purpose lanes along parallel facilities and improve and maintain the system of local roads connecting the north-south roadways in the corridor.
- Improve mobility by constructing intersection and interchange improvements, such as traffic signals, auxiliary lanes, medians.
- Implement appropriate TDM mechanisms.
- Provide for bicycle and pedestrian travel through improvements, such as bicycle/pedestrian paths, wider shoulders or designated bike lanes.
- Expand transit service, coverage and frequencies and provide improved transit amenities and intermodal connections.
- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint, sign replacements, improved landscaping, noise barriers and drainage improvements.



## Corridor Vision #4: I-25 North Section

<b>State Highway:</b>	I-25A	<b>Planning Regions:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	269.37		13 – Upper Front Range
<b>Ending Mile Post:</b>	298.87		

I-25 from SH 14 in Fort Collins to the Wyoming state line.

### **Primary Investment Need: Maintain System Quality**

#### **Vision Statement**

The vision for the I-25 North Section corridor is primarily to maintain system quality as well as improve safety. This interstate connects to places outside the region, and also provides north-south connections within the Fort Collins to Cheyenne area. It is part of the National Trade Network and serves as the principal north-south facility through Colorado. Future travel modes to be planned for in the corridor include passenger vehicle, bicycles and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. While the corridor has some agricultural and manufacturing activity, it is not large scale or dense. There is no primary economic activity in the area, as it is rural in nature. This corridor needs to support the movement of tourists, freight, and hazardous materials and provide for long distance travel through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Preserve the existing transportation system in order to maintain statewide transportation connections and accommodate growth in freight transport.

#### **Strategies**

- Perform and implement studies that focus on maintaining and improving the system quality such as access management plans and speed studies.
- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint, sign replacements, improved landscaping, noise barriers and drainage improvements.
- Improve mobility by constructing interchange improvements, such as traffic signals, medians and auxiliary lanes.
- Construct, improve and maintain the system of local roads.
- Promote transit opportunities.
- Preserve right of way for future construction of additional general purpose lanes.
- Provide for bicycle and pedestrian travel through improvements, such as bicycle/pedestrian paths, wider shoulders or designated bike lanes.
- Promote ITS strategies, such as variable message signs, incident response, traveler information and traffic management.



## Corridor Vision #5: SH 257

<b>State Highway:</b>	SH 257A	<b>Planning Region:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	0		
<b>Ending Mile Post:</b>	18.48		

SH 257 from SH 60 in Milliken to SH 14, includes WCR 17 from southern NFR boundary to Crossroads Boulevard.

### **Primary Investment Need: Maintain System Quality**

#### **Vision Statement**

The vision for the SH 257 corridor is primarily to maintain system quality as well as increase mobility and improve safety. This corridor consists of SH 257, a local facility on the State Highway system and WCR 17, an off-system facility. Together, these roadways comprise a corridor that provides commuter access and makes north-south connections within the Milliken, Windsor and western Greeley areas. Future travel modes to be planned for in the corridor include passenger vehicle, bus service, bicycles and truck freight; Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain relatively constant. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, and residential development for economic activity in the area. The area surrounding this corridor is transitioning from rural and agricultural to suburban, and the users of this corridor want to support the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Preserve the existing transportation system.
- Increase travel reliability with a focus on supporting commuter travel and increased freight transport.
- Reduce dependency on single occupancy vehicles by initiating TDM usage.

#### **Strategies**

- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacement, improved striping paint and sign replacements.
- Increase safety by implementing improvements, such as guardrails, railroad crossing devices, rumble strips and geometric modifications (i.e. flatten slopes and curves).
- Improve mobility by constructing improvements, such as auxiliary lanes and wider shoulders and routing freight traffic out of downtown areas.
- Preserve right of way for future widening.



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- Implement appropriate TDM mechanisms.
- Promote ITS strategies, such as incident response, traveler information and variable message signs.
- Perform and implement studies that focus on maintaining and enhancing the system quality.



## Corridor Vision #6: SH 60/Two Rivers Parkway

<b>State Highway:</b>	SH 60B	<b>Planning Region:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	19.999		
<b>Ending Mile Post:</b>	14.867		

SH 60 from US 85 to Two Rivers Parkway, includes Two Rivers Parkway from SH 60 to SH 14, 65th Avenue from 54th Street to O Street, 54th Street/35th Avenue from Two Rivers Parkway to US 34 Bypass.

### **Primary Investment Need: Increase Mobility**

#### **Vision Statement**

The vision for the SH 60/Two Rivers Parkway corridor is primarily to increase mobility as well as improve safety and maintain system quality. This corridor includes a section of SH 60, on the State Highway system, along with Two Rivers Parkway, 65<sup>th</sup> Avenue and 35<sup>th</sup> Avenue, which are off-system arterial roadways. The corridor provides local and regional access and makes north-south connections within the Greeley, Evans, Milliken and Severance areas. It serves as a feeder to US 85, SH 392 and SH14 with connections to the Denver metropolitan area. Future travel modes include passenger vehicle and truck freight; Transportation Demand Management (TDM), and bicycling could be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain relatively constant. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on commercial activity and residential development for economic activity in the area. The area surrounding the SH 60/Two Rivers Parkway corridor is transitioning from rural to suburban, and the users of this corridor want to support the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Reduce traffic congestion and improve traffic flow to support commuter travel.
- Reduce dependency on single occupancy vehicles by enhancing transit, TDM and bicycle/pedestrian options.

#### **Strategies**

- Perform and implement studies that focus on enhancing mobility.
- Preserve right of way and construct additional general purpose lanes.
- Improve mobility by constructing improvements, such as auxiliary lanes and wider shoulders.
- Expand transit service, coverage and frequencies and provide improved transit amenities.
- Implement appropriate TDM mechanisms.
- Provide for bicycle and pedestrian travel through improvements, such as bicycle/pedestrian paths, wider shoulders or designated bike lanes.



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- Increase safety by implementing improvements, such as guardrails, railroad crossing devices, rumble strips and geometric modifications (i.e. flatten slopes and curves).
- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and replacement signs.



## Corridor Vision #7: US 85 Urban

<b>State Highway:</b>	US 85C	<b>Planning Regions:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	227		2 – Denver Metro
<b>Ending Mile Post:</b>	279.841		13 – Upper Front Range

US 85 from I-76 to SH 14, includes US 85 Business Route through Greeley, SH 256 from SH 60 to US 85, UPRR freight and passenger rail line.

### **Primary Investment Need: Increase Mobility**

#### **Vision Statement**

The vision for the US 85 Urban corridor is primarily to increase mobility as well as maintain system quality and improve safety. The section of US 85 south of US 34 is on the National Highway System, while the section to the north of US 34, as well as the US 85 Business Route and SH 256 are State Highway facilities. The corridor also includes the Union Pacific Rail Road freight and future passenger rail line. The corridor provides north-south connections within the Ault, Eaton, Greeley, Evans and LaSalle areas, with connections to the Denver metropolitan area. Future travel modes to be planned for in the corridor include passenger vehicle, bus service, passenger rail, truck freight, rail freight and aviation (Greeley/Weld airport). Transportation Demand Management (TDM) could be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, commercial activity, and oil and gas for economic activity in the area. The area surrounding this corridor is diverse and includes urban characteristics through the Greeley area, as well as rural and agricultural characteristics through other sections of the corridor. Users of the corridor want to support the movement of commuters, freight, farm-to-market products, and hazardous materials in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Support commuter travel by expanding transit usage and initiating TDM.
- Accommodate growth in freight transport.

#### **Strategies**

- Perform and implement studies that focus on enhancing mobility, such as corridor optimization and access management plans.
- Improve mobility by constructing intersection and interchange improvements, such as traffic signals, auxiliary lanes and roadway improvements, such as medians, wider shoulders and bus pullouts.
- Expand transit service, coverage and frequencies and provide improved transit amenities.
- Implement appropriate TDM mechanisms.



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- Promote ITS strategies, such as incident response, traveler information and variable message signs.
- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements.
- Increase safety by implementing improvements such railroad crossing devices, rumble strips, geometric modifications and bicycle/pedestrian overpasses.



## Corridor Vision #8: SH 14 Urban

<b>State Highway:</b>	SH 14C	<b>Planning Region:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	134.72		
<b>Ending Mile Post:</b>	142.18		

SH 14 from US 287 to I-25, includes Mulberry Street in Fort Collins from LCR 19 to SH 14.

### **Primary Investment Need: Increase Mobility**

#### **Vision Statement**

The vision for the SH 14 Urban corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor serves as a National Highway System facility between US 287 and I-25. West of US 287, Mulberry Street serves as a local arterial roadway. The corridor provides local access and makes east-west connections within the northern Fort Collins area. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) will likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community in this corridor values high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. It depends on manufacturing and commercial activity for economic activity in the area. Users of this corridor want to enhance the urban character of the area, support the movement of commuters, freight and hazardous materials in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Note: This corridor is currently used as a connection for freight and travelers from I-25 to I-80.

#### **Goals / Objectives**

- Increase travel reliability and improve mobility.
- Accommodate growth in freight transport.
- Reduce dependency on single occupancy vehicles by expanding transit and initiating TDM.

#### **Strategies**

- Perform and implement studies that focus on enhancing mobility, such as corridor optimization and access management plans.
- Improve mobility by constructing improvements, such as traffic signals, auxiliary lanes, medians, wider shoulders and bus pullouts.
- Expand transit service, coverage and frequencies and provide improved transit amenities.
- Implement appropriate TDM mechanisms.
- Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements.



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- Increase safety by implementing improvements such railroad crossing devices, rumble strips, geometric modifications and bicycle/pedestrian overpasses.



## Corridor Vision #9: SH 14 Plains

<b>State Highway:</b>	SH 14C	<b>Planning Regions:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	142.18		13 – Upper Front Range
<b>Ending Mile Post:</b>	236.72		6 - Eastern

SH 14 from I-25 (Fort Collins) to I-76 (Sterling), includes SH 392B from US 85 in Lucerne to SH 14 in Briggsdale.

### **Primary Investment Need: Maintain System Quality**

#### **Vision Statement**

The vision for the SH 14 Plains corridor is primarily to maintain system quality as well as improve safety. This corridor serves as a State Highway facility, connects to places outside the region, and makes east-west connections within the northern Weld County area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase slightly, while freight traffic volumes are expected to increase significantly. The communities along the corridor value connections to other areas and system preservation. They depend primarily on agriculture for economic activity in the area. Users of this corridor want to preserve the agricultural and rural character of the area and support the movement of freight, farm-to-market products and hazardous materials in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Maintain statewide transportation connections.
- Accommodate growth in freight transport.

#### **Strategies**

- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, drainage improvements, improved striping paint and sign replacements.
- Improve mobility by constructing improvements, such as auxiliary lanes and pullouts for breakdowns, buses and slow vehicles.
- Increase safety by implementing improvements such railroad crossing devices, rumble strips and geometric modifications (i.e. flatten slopes and curves).



## Corridor Vision #10: Prospect Road

**State Highway:** N/A      **Planning Region:** 3 – North Front Range

Prospect Road in Fort Collins from US 287 to LCR 5.

### **Primary Investment Need: Increase Mobility**

#### **Vision Statement**

The vision for the Prospect Road corridor is primarily to increase mobility as well as improve safety and maintain system quality. This corridor serves as a local off-system facility, makes east-west connections within the central Fort Collins area, and provides access to Colorado State University and I-25. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The community along this corridor values high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on high-tech industry, commercial activity, and Colorado State University for economic activity in the area. Users of this corridor want to preserve the urban character of the area and the wetlands along the section of the corridor between I-25 and the Poudre River, and support the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Increase travel reliability and improve traffic flow.
- Reduce dependency on single occupancy vehicles by enhancing transit, TDM, and bicycle/pedestrian options.

#### **Strategies**

- Perform and implement studies that focus on enhancing mobility.
- Improve mobility by constructing improvements, such as auxiliary lanes and wider shoulders.
- Implement appropriate TDM mechanisms.
- Expand transit service, coverage and frequencies and provide improved transit amenities.
- Increase safety by implementing improvements such as railroad crossing devices, rumble strips, guardrails and geometric modifications (i.e. flatten slopes and curves).
- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements.



## Corridor Vision #11: SH 392 Urban

<b>State Highway:</b>	SH 392B	<b>Planning Region:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	0		
<b>Ending Mile Post:</b>	15.437		

SH 392 from I-25 to US 85, includes LCR 32 from US 287 to I-25 and SH 68/Harmony Road/WCR 74 from LCR 17 to eastern NFR boundary.

### **Primary Investment Need: Increase Mobility**

#### **Vision Statement**

The Vision for the SH 392 Urban corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor serves as a local facility, provides commuter access, and makes east-west connections within the south Fort Collins, Windsor, Lucerne and Severance areas. SH 392 serves as Main Street through Windsor. Future travel modes to be planned for in the corridor include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, high-tech industries, commercial activity, and agriculture for economic activity in the area. The area surrounding the western portion of the corridor is urban, while the areas surrounding the central and eastern portions of the corridor are transitioning from agricultural to suburban. Users of this corridor want to support the movement of commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Reduce traffic congestion and improve traffic flow with a focus on commuter travel.
- Reduce dependency on single occupancy vehicles by initiating transit services and TDM usage.

#### **Strategies**

- Perform and implement studies that focus on enhancing mobility, such as corridor optimization and access management plans.
- Improve mobility by constructing improvements, such as auxiliary lanes and wider shoulders.
- Expand transit service, coverage and frequencies and provide improved transit amenities.
- Implement appropriate TDM mechanisms.
- Promote ITS strategies, such as incident response, traveler information and variable message signs.



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- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements
- Increase safety by implementing improvements such railroad crossing devices, rumble strips, guardrails and geometric modifications (i.e. flatten slopes and curves).



## Corridor Vision #12: US 34 Big Thompson

<b>State Highway:</b>	US 34A	<b>Planning Regions:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	57.852		13 – Upper Front Range
<b>Ending Mile Post:</b>	88		

US 34 from Rocky Mountain National Park east entrance to the west side of Loveland.

### **Primary Investment Need: Increase Mobility**

#### **Vision Statement**

The vision for the US 34 Big Thompson corridor is primarily to increase mobility as well as improve safety and maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections through the Big Thompson River Canyon and the Estes Valley. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities, primarily in the Estes Valley. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The Estes Park community values high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Reduce traffic congestion and improve traffic flow in support of tourist-friendly travel.
- Enhance TDM in order to reduce dependency on single occupancy vehicles.

#### **Strategies**

- Improve mobility by constructing improvements, such as passing lanes, wider shoulders, auxiliary lanes, and pullouts for breakdown, buses and slow vehicles.
- Implement appropriate TDM mechanisms.
- Promote ITS strategies, such as incident response, traveler information and variable message signs.
- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements.
- Increase safety by implementing improvements, such as railroad crossing devices, rumble strips, guardrails, geometric modifications (i.e. flatten slopes and curves) and rock fall mitigation.
- Promote environmental responsibility.



## Corridor Vision #13: US 34 Urban

<b>State Highway:</b>	US 34A	<b>Planning Region:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	88		
<b>Ending Mile Post:</b>	113.07		

US 34 from western Loveland City Limit to US 85 Bypass in Greeley, includes US 34 Business Route from US 34 to Greeley-Weld County Airport, Crossroads/O Street from I-25 to US 85, SH 402 from US 287 to I-25, LCR 18 from LCR 17 to US 287, LCR 18/WCR 54 from I-25 to US 85, Big Thompson bike trail through Loveland.

### **Primary Investment Need: Increase Mobility**

#### **Vision Statement**

The Vision for the US 34 Urban corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor includes US 34 (a National Highway System facility), the US 34 Business Route and SH 402 (local State Highway facilities), and the Crossroads/O Street and LCR 18/WCR 54 alignments (off-system arterials). Additionally, the corridor includes the Big Thompson bike trail through Loveland. Together, these facilities comprise a corridor that provides commuter access and makes east-west connections within the Loveland, Greeley, Evans, Johnstown and Windsor areas. Future travel modes to be planned for in the corridor include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, high-tech industry, agriculture, commercial activity, and residential development for economic activity in the area. The Larimer County Events Complex and the University of Northern Colorado are situated along this corridor, contributing to the activity in the corridor. While the majority of the area surrounding the corridor is transitioning from agricultural to suburban, sections of the corridor through Loveland and Greeley are urbanized. Users of this corridor want to support the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Increase travel reliability and improve traffic flow.
- Reduce dependency on single occupancy vehicles by enhancing transit and TDM usage.
- Accommodate growth in freight transport and support recreational travel.



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### Strategies

- Perform and implement studies that focus on enhancing mobility.
- Improve mobility by constructing improvements, such as auxiliary lanes, wider shoulders and new/improved intersections and interchanges.
- Preserve right of way for future widening.
- Expand transit service, coverage and frequencies and provide improved transit amenities.
- Implement appropriate TDM mechanisms.
- Promote ITS strategies, such as variable message signs, incident response, traveler information and traffic management.
- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements.
- Increase safety by implementing improvements, such as guardrails, rumble strips, and geometric modifications (i.e. flatten slopes and curves).



## Corridor Vision #14: US 34 Plains

<b>State Highway:</b>	US 34A	<b>Planning Regions:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	113.07		13 – Upper Front Range
<b>Ending Mile Post:</b>	149.63		

US 34 from the US 85 Bypass east of Greeley to I-76 (Wiggins).

### **Primary Investment Need: Maintain System Quality**

#### **Vision Statement**

The vision for the US 34 Plains corridor is primarily to maintain system quality as well as improve safety and increase mobility. This corridor serves as a National Highway System facility, connects to places outside the region, and makes east-west connections within the central Weld County and western Morgan County area. Future travel modes will likely include passenger vehicle and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture and oil and gas for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area and support the movement of freight, farm-to-market products and hazardous materials in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Preserve the existing transportation system in order to maintain statewide transportation connections and accommodate freight transport.

#### **Strategies**

- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, roadway reconstruction, bridge repairs or replacements, improved striping paint and sign replacements.
- Increase safety by implementing improvements, such as guardrails, railroad crossing devices, rumble strips and geometric modifications (i.e. flatten slopes and curves, improve visibility/sight lines).
- Improve mobility by constructing improvements, such as passing lanes, auxiliary lanes and wider shoulders.



## Corridor Vision #15: SH 60 / SH 56

<b>State Highway:</b>	SH 60A and B	<b>Planning Region:</b>	3 – North Front Range
<b>Beginning Mile Post:</b>	0		
<b>Ending Mile Post:</b>	14.867		

SH 60 from US 287 to Two Rivers Parkway, includes LCR 14 from LCR 17 to US 287, SH 56 from US 287 to I-25, and WCR 44/WCR 15/WCR 46 from I-25 to WCR 17, US 287 to Berthoud Bypass.

### **Primary Investment Need: Increase Mobility**

#### **Vision Statement**

The Vision for the SH 60/SH 56 corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor includes SH 60 and SH 56, which are local facilities on the State Highway system, along with connecting off-system arterial roads. Together, these facilities comprise a corridor that provides local area-wide access to higher classified facilities and makes east-west connections within the Johnstown, Milliken and Berthoud areas. Future travel modes to be planned for in the corridor include passenger vehicle, bus service, and truck freight. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on commercial activity and residential development for economic activity in the area. The area surrounding this corridor is transitioning from agricultural to suburban, and users of this corridor want to support the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Increase travel reliability and improve mobility, particularly for commuter travel.
- Initiate TDM usage to reduce dependency on single occupancy vehicles.

#### **Strategies**

- Improve mobility by constructing improvements, such as auxiliary lanes and wider shoulders.
- Implement appropriate TDM mechanisms.
- Promote ITS strategies, such as incident response, traveler information and variable message signs.
- Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements.



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- Increase safety by implementing improvements, such as guardrails, railroad crossing devices, rumble strips and geometric modifications (i.e. flatten slopes and curves)



## Corridor Vision #16: UPRR / GWRR Passenger Rail

**State Highway:** N/A      **Planning Region:** 3 – North Front Range

Union Pacific Railroad line from Fort Collins to La Salle and Great Western Railroad line from I-25 to Union Pacific Railroad line in Milliken.

### **Primary Investment Need: Increase Mobility**

#### **Vision Statement**

The vision for the UPRR/GWRR Passenger Rail corridor is primarily to increase mobility as well as preserve the necessary right of way and provide safe passenger rail service. These existing rail lines are proposed to serve as a passenger rail corridor providing north-south connections within the North Front Range area and providing connections to the Denver metropolitan area. The corridor includes the supporting infrastructure of other travel modes and multi-modal facilities to sustain the passenger rail line, including passenger vehicle, bus service, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) could be useful in the corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, frequency of service, dependable and rapid travel time, safety, and preservation of right-of-way. They depend on commercial activity, residential development, and future transit-oriented development for economic activity in the area. Users of this corridor want to preserve the agricultural character along the rail line and the urban character of the destinations while supporting the movement of commuters and special events/recreational trips in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

#### **Goals / Objectives**

- Increase travel reliability and mobility for commuter travel by providing commuter rail service.
- Support commuter rail service by providing information to the public, initiating TDM usage and bus service .
- Maintain or improve railroad tracks and stations.
- Improve safety at rail crossing.

#### **Strategies**

- Perform and implement studies that focus on enhancing mobility through initiating passenger rail service.
- Preserve right of way for future passenger rail service and related stations and multi-modal facilities.
- Develop transit services and facilities to compliment passenger rails service.
- Implement appropriate TDM mechanisms.
- Maintain and improve the existing infrastructure through enhancements to the existing rail lines.
- Increase safety by implementing improvements, such as railroad crossing devices and grade separations.



## Corridor Vision #17: Spring Creek Bike Trail

**State Highway:** N/A      **Planning Region:** 3 – North Front Range

Spring Creek Bike Trail through Fort Collins.

**Primary Investment Need: Increase Mobility**

### Vision Statement

The Vision for the Spring Creek Bike Trail corridor is primarily to increase mobility as well as improve safety and maintain system quality. This corridor provides local bicycle and pedestrian access, and makes east-west connections within the central Fort Collins area along Spring Creek. Future travel modes include bicycle and pedestrian facilities. Based on historic and anticipated demand, bicycle and pedestrian traffic volumes are expected to increase along the corridor. The community in this corridor values transportation choices and safety. They depend on high-tech industry, commercial activity, residential developments, Colorado State University, and the Natural Resources Research Center for economic activity in the area. Users of this corridor want to preserve the urban character of the area, support the movement of commuters and recreational travel in and through the corridor, and maintain regional connections of the trail system while recognizing the environmental, economic and social needs of the surrounding area.

### Goals / Objectives

- Increase travel reliability for commuter and recreational bicycle and pedestrian travel.
- Initiate and/or increase TDM usage.

### Strategies

- Provide bicycle/pedestrian facilities and connections with other regional trails.
- Implement appropriate TDM mechanisms to provide alternatives to single occupancy vehicles.
- Coordinate with existing plans and studies.



## Corridor Vision #18: Fort Collins Poudre River Bike Trail

**State Highway:** N/A      **Planning Region:** 3 – North Front Range

Poudre River Bike Trail through Fort Collins.

**Primary Investment Need:** *Increase Mobility*

### Vision Statement

The vision for the Fort Collins Poudre River Bike Trail corridor is primarily to increase mobility as well as improve safety and maintain system quality. This corridor provides local bicycle and pedestrian access, and makes east-west connections within the northern Fort Collins area along the Poudre River. Future travel modes include bicycle and pedestrian facilities. Based on historic and anticipated demand, bicycle and pedestrian traffic volumes are expected to increase along the corridor. The community in this corridor values transportation choices and safety. They depend on high-tech industry, commercial activity, residential developments, and Colorado State University for economic activity in the area. Users of this corridor want to preserve the urban character of the area, support the movement of commuters and recreational travel in and through the corridor, and maintain regional connections of the trail system while recognizing the environmental, economic and social needs of the surrounding area.

### Goals / Objectives

- Increase travel reliability for commuter and recreational bicycle and pedestrian travel.
- Initiate and/or increase TDM usage.

### Strategies

- Provide bicycle/pedestrian facilities and connections with other regional trails.
- Implement appropriate TDM mechanisms to provide alternatives to single occupancy vehicles.
- Coordinate with existing plans and studies.



## Corridor Vision #19: Windsor Poudre River Bike Trail

**State Highway:** N/A                      **Planning Region:** 3 – North Front Range

Poudre River Bike Trail through Windsor.

**Primary Investment Need:** *Increase Mobility*

### Vision Statement

The vision for the Windsor Poudre River Bike Trail corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor provides local bicycle and pedestrian access, and makes east-west connections within the Windsor area along the Poudre River. Future travel modes include bicycle and pedestrian facilities. Based on historic and anticipated demand, bicycle and pedestrian traffic volumes are expected to increase along the corridor. The communities along the corridor value transportation choices and safety. They depend on commercial activity and residential developments for economic activity in the area. Users of this corridor want to preserve the urban character of the area, support the movement of commuters and recreational travel in and through the corridor, and maintain regional connections of the trail system while recognizing the environmental, economic and social needs of the surrounding area.

### Goals / Objectives

- Increase travel reliability for commuter and recreational bicycle and pedestrian travel.
- Initiate and/or increase TDM usage.

### Strategies

- Provide bicycle/pedestrian facilities and connections with other regional trails.
- Implement appropriate TDM mechanisms to provide alternatives to single occupancy vehicles.
- Coordinate with existing plans and studies.



*"This document has been prepared using Federal Funding from the United States Department of Transportation.  
The United States Department of Transportation assumes no responsibility for its contents of use thereof"*

North Front Range Metropolitan Planning Organization  
235 Mathews Street Fort Collins, CO 80524